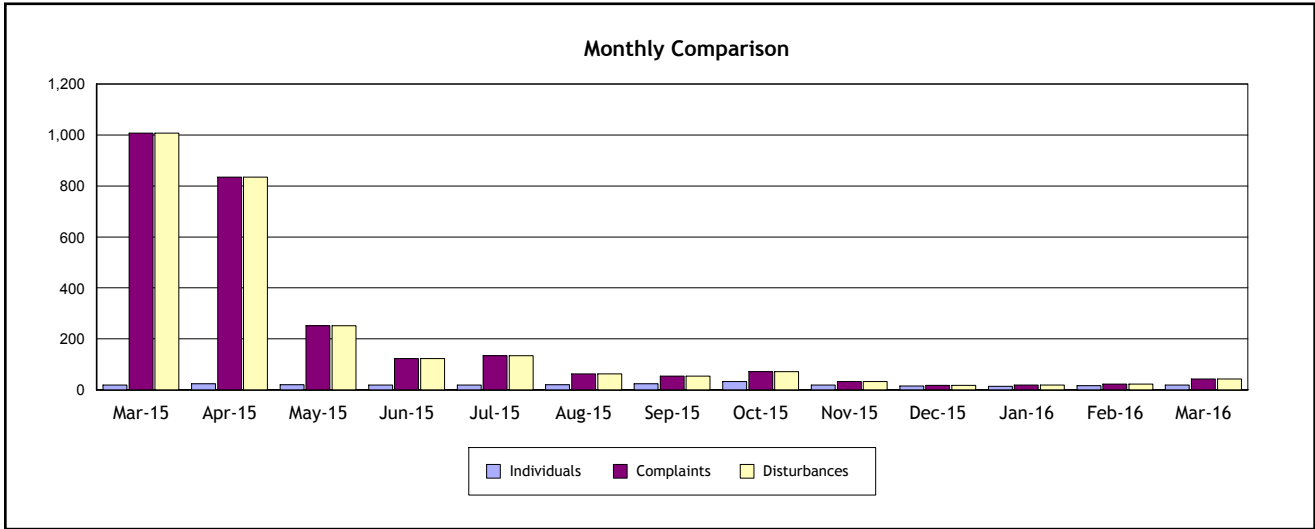


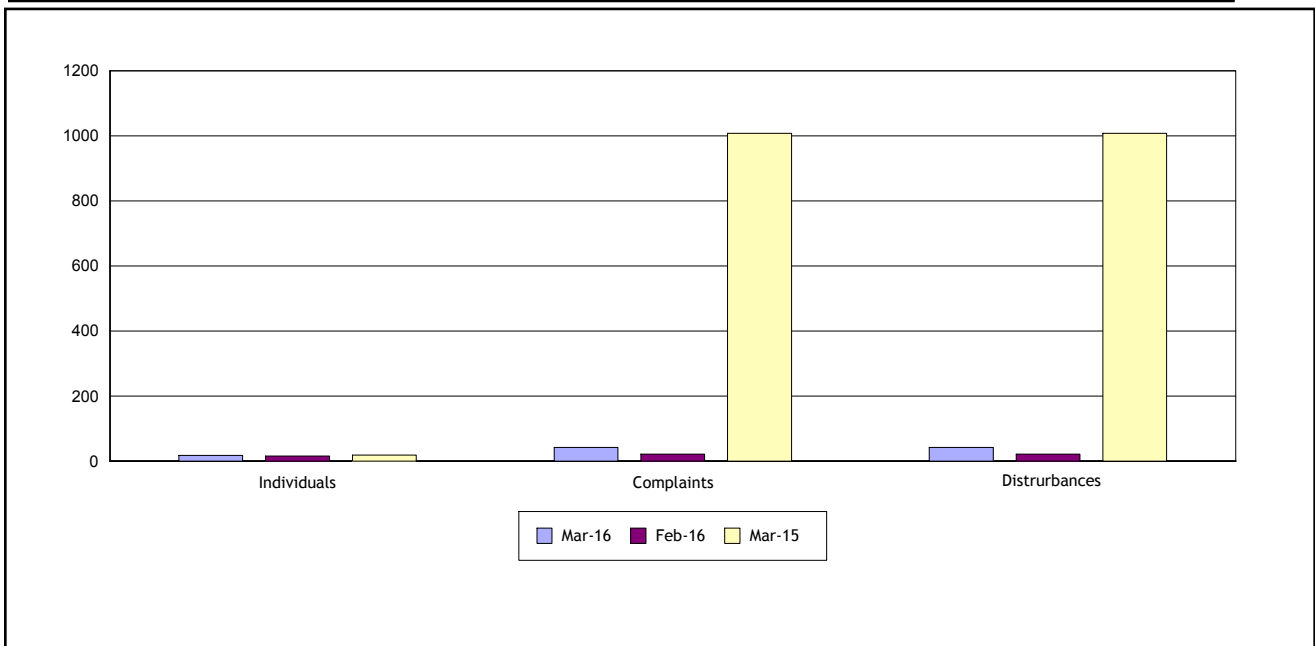
Individuals Submitting Noise Complaints **18**

Noise Complaints Received **42**

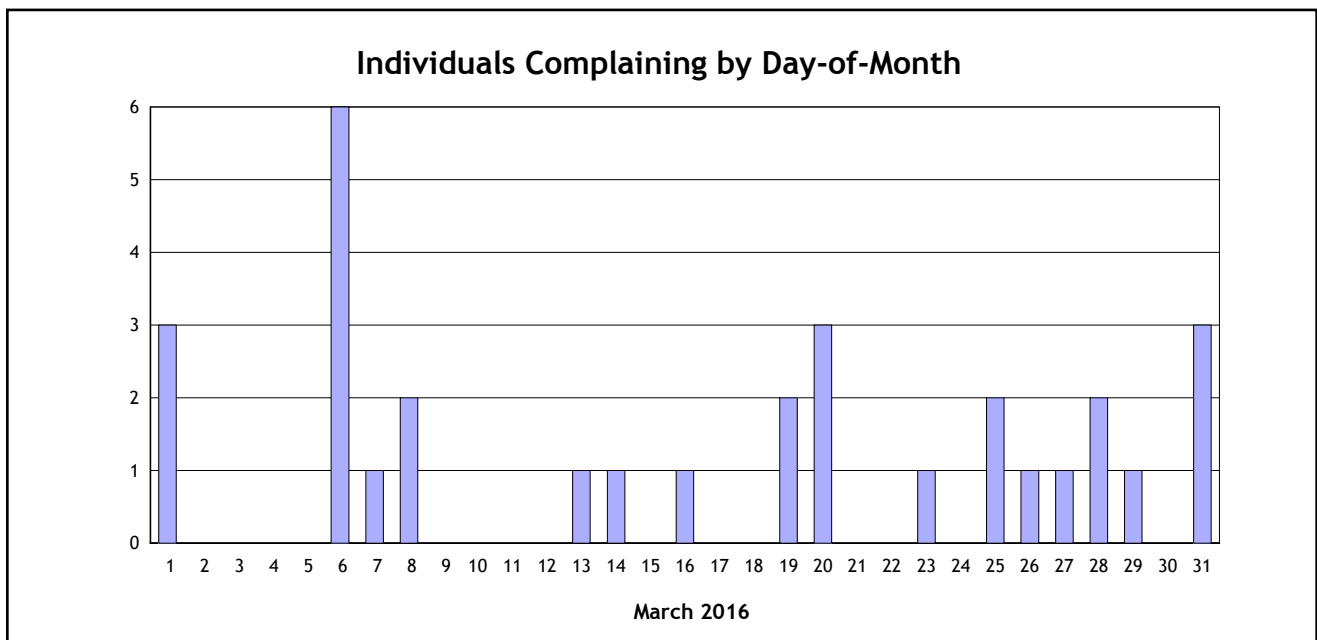
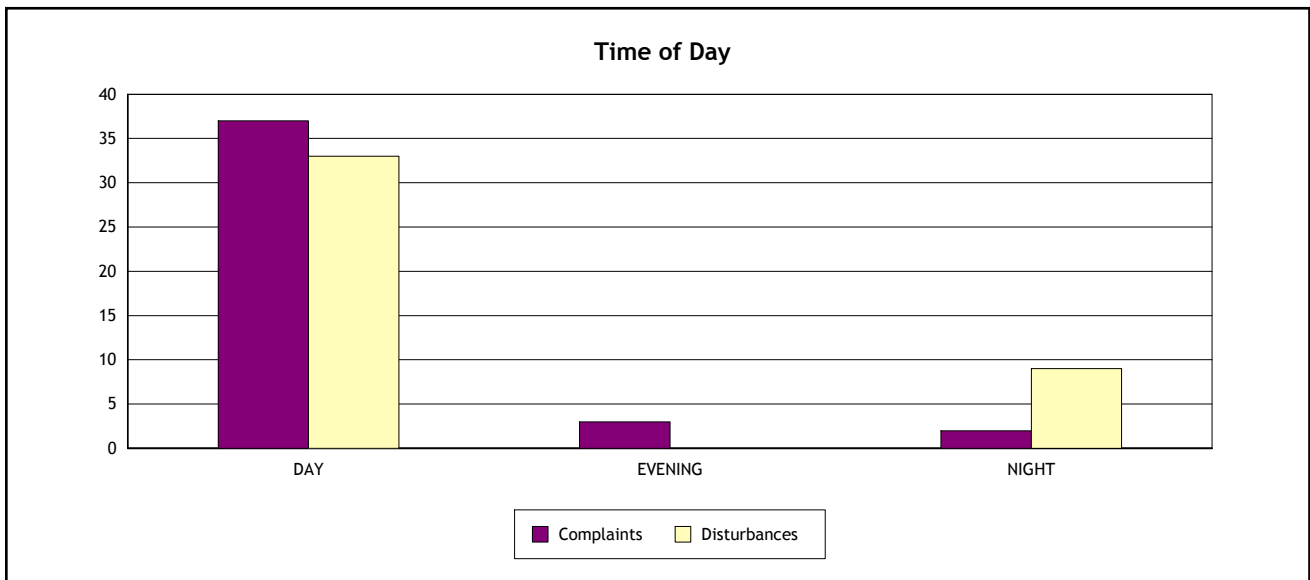
Noise Disturbances Reported **42**

















	March 2016	February 2016	% Change	March 2015	% Change
Individuals	18	16	13%	19	-5%
Complaints	42	22	91%	1,008	-96%
Disturbances	42	22	91%	1,008	-96%



	Day (7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	37	3	2
Disturbances	33	0	9



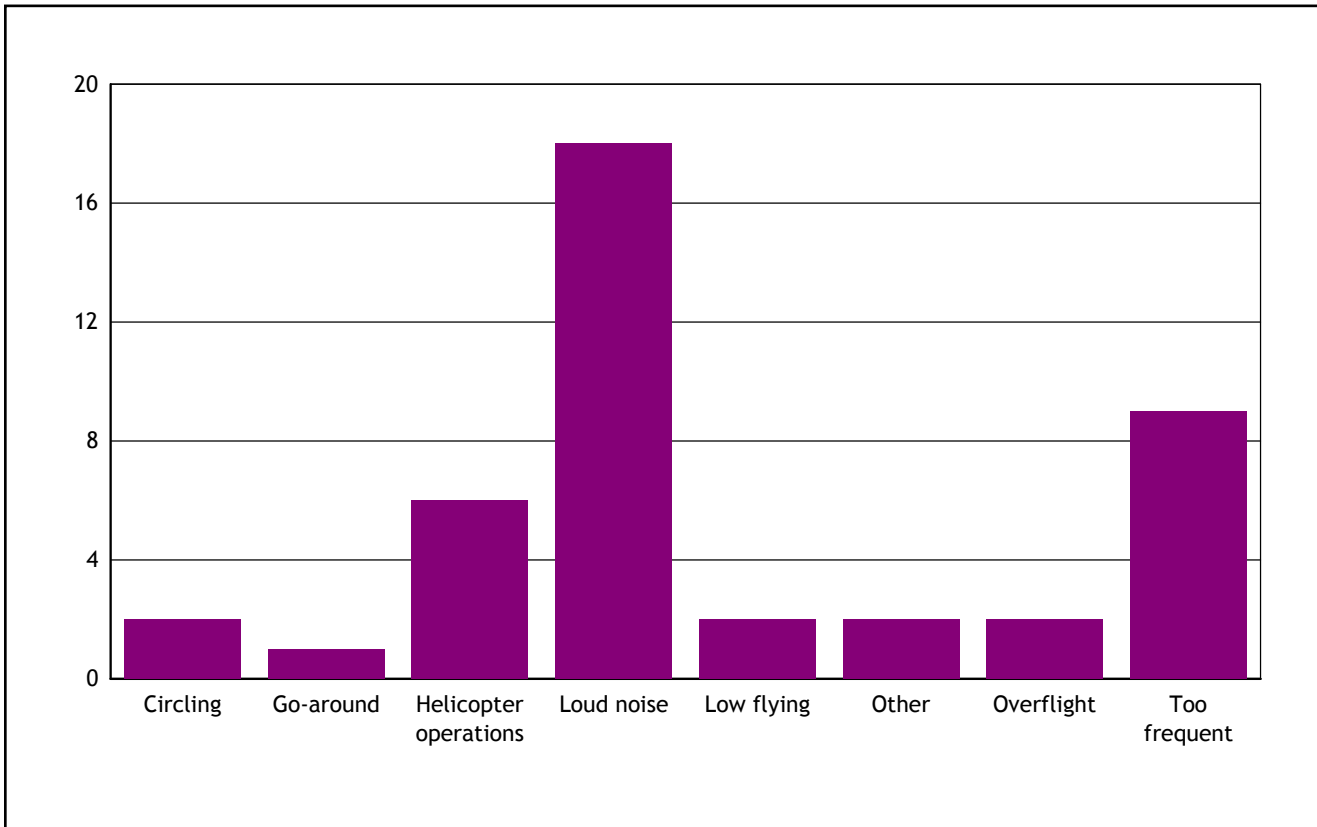
City	Individuals	Complaints	Percentage of Complaints**
Encino	1	12	29% 
Granada Hills	1	1	2% 
Long Beach	1	1	2% 
Los Angeles	3	3	7% 
Moorpark	1	1	2% 
North Hills	3	4	10% 
Sherman Oaks	1	2	5% 
Tarzana	1	2	5% 
Van Nuys	6	9	21% 
Anonymous	NA	7	17% 
TOTAL	18	42	0 10 20 30 40 50 60 70 80 90 100

Individuals	Complaints	Percentage of Complaints**
*One Individual (Encino)	12	29% 
*One Individual (Anonymous)	7	17% 
Individuals Reporting 2 To 5 Complaints	11	26% 
Individuals Reporting One Complaint	12	29% 
TOTAL	Individuals : 18	42
		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>
Circling	2
Go-around	1
Helicopter operations	6
Loud noise	18
Low flying	2
Other	2
Overflight	2
Too frequent	9
TOTAL	42



Note: * As reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/01/2016	4:30 pm	3/01/2016	8:42 am	Encino	Loud noise	The jet airplane you reported on Tuesday, March 1, 2016 at 0842 was a Bombardier Global 5000 that departed from VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The Global 5000 was directed to turn and climb to 9000 feet Mean Sea Level (MSL) over your neighborhood. The aircraft was approximately 3425 feet MSL as measured by VNY's Airport Noise and Operations Monitoring System (ANOMS) over your approximate residence location. The departure was consistent with normal VNY departure operations. Airports do not direct or control aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity 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.
3/06/2016	4:03 pm	3/06/2016	3:52 pm	Granada Hills	Loud noise	The jet aircraft you reported on Sunday, March 6, 2016 at 1552 was a United States Military F/A18 Super Hornet that departed to the north from VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This departure was to the north and took-off from runway 34L. The departure from 34L was consistent with normal VNY northerly departure 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. Military flights to and from VNY are not under the control of the airport. That jurisdiction belongs to the United States Military Command and 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.
3/06/2016	4:08 pm	3/06/2016	3:50 pm	Van Nuys	Loud noise	The jet aircraft you reported on Sunday, March 6, 2016 at 1550 was a United States Military F/A18 Super Hornet that departed to the north from VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						<p>departure was to the north and took-off from runway 34L. The departure from 34L was consistent with normal VNY northerly departure 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. Military flights to and from VNY are not under the control of the airport. That jurisdiction belongs to the United States Military Command and 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.</p>
3/06/2016	4:40 pm	3/06/2016	2:41 pm	Encino	Loud noise	<p>The jet airplane you reported on Tuesday, March 6, 2016 at 1441 was a Global Express that arrived to 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 2410 feet 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.</p>
3/06/2016	4:41 pm	3/06/2016	2:51 pm	Encino	Loud noise	<p>The jet airplane you reported on Tuesday, March 6, 2016 at 1451 was a Falcon 50 that arrived to 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 2370 feet MSL and landed on runway 34L. The arrival to 34L was consistent with normal VNY northerly arrival operations.</p>
3/06/2016	5:09 pm	3/06/2016	3:51 pm	North Hills	Loud noise	<p>The jet aircraft you reported on Sunday, March 6, 2016 at 1551 was a United States Military F/A18 Super Hornet that departed to the north from VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This departure was to the north and took-off from runway 34L. The departure from 34L was consistent with normal VNY northerly departure 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</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						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. Military flights to and from VNY are not under the control of the airport. That jurisdiction belongs to the United States Military Command and 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.
3/07/2016	7:48 am	3/06/2016	6:29 pm	Encino	Loud noise	The jet airplane you reported on Tuesday, March 6, 2016 at 1829 was a Falcon 2000 that arrived to 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 2370 feet MSL and landed on runway 34L. The arrival to 34L was consistent with normal VNY northerly arrival operations.
3/08/2016	10:46 am	3/08/2016	10:46 am	North Hills	Too frequent	<p>The repetitive jet operations that you reported on Tuesday, March 8, 2016 could not be identified on the Van Nuys Airport's (VNY) Airport Noise and Operations Monitoring System (ANOMS). Repetitive operations of jet aircraft at VNY is not allowed and is enforceable by City Ordinance. You can access the Airport Curfew Ordinances on line at http://www.lawa.org/uploadedfiles/VNY/pdf/Van%20Nuys%20-%20Complete%20Curfew%20Ordinance%20(revised).pdf</p> <p>Additionally, VNY has an Airfield Superintendent on duty to immediately investigate and enforce any repetitive jet operations complaints. Please call the Duty Superintendent at (818) 442-6500 during regular business hours for immediate attention.</p> <p>Lastly, your residence is located under the standard arrival route for runway 16R during Southerly Operations and departure route for runway 34L during Northerly Operations and is subject to numerous arrivals and departures. Flight patterns and altitudes for aircraft are standardized and determined by FAA procedures and electronic navigational aid equipment. These air routes are established to ensure flights, from various directions, receive adequate separation while approaching and departing Los Angeles area airports. The airport was in Northerly flow on this day. 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.</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
3/08/2016	2:00 pm	3/08/2016	9:31 am	Encino	Too frequent	The jet aircraft activity you reported on Tuesday, March 8, 2016 were arrivals to Bob Hope Airport's (BUR) runway 33 and VNY's runway 34L as the wind was coming from the North. The FAA ATC directs aircraft to land utilizing the aforementioned runways during Northerly operations. Please contact the Bob Hope Airport Hotline at (800) 441-0409 for further information regarding arrivals to BUR runway 33. The FAA ATC controls virtually all aircraft that depart from, transition and arrive to the many Los Angeles area airports. *
3/16/2016	10:07 am	3/15/2016	10:35 pm	Encino	Loud noise	The aircraft that you reported on Tuesday, March 15, 2016 at 2235 was Stage 3 Citation C560 that was conducting a Medevac Operation (Lifeguard-Life Saving Operation). This departure was under the direction and control of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC) and was consistent with normal VNY departure operations. Please note that VNY has a "partial" curfew which does not prohibit any aircraft from landing nor does it prohibit newer Stage 3 or Stage 4 aircraft from departing VNY. Additionally, helicopters, medical life-flights (lifeguard operations), military or other government owned/operated aircraft involved in law enforcement, emergency response, fire or rescue operations are exempt from the curfew. The Ordinance can be viewed on line at: www.lawa.org/welcome_VNY.aspx?id=1034 .
3/19/2016	1:28 pm	3/19/2016	1:27 pm	Van Nuys	Helicopter operations	The helicopter you reported on Saturday, March 19, 2016 at 1327 was an Airbus AS-332C1E Super Puma that arrived to VNY under the direction of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). ATC directed the helicopter to divert and hold (hover) over your neighborhood to allow for a Los Angeles Police Department (LAPD) Air Support Division (ASD) helicopter operation maneuvering northwest over the airport to support LAPD ground units. Please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA has recently launched the new automated Helicopter Noise Complaint System. You can log on to the system at: https://heli-noise-la.com/webtrak . You may also contact the FAA at (818) 904-6291 (for safety issues) or in writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
3/20/2016	5:00 pm	3/20/2016	5:00 pm	Sherman Oaks	Too frequent	Many aircraft fly over or near your residence that transition to and from the many airports in the Los Angeles basin. There are many aircraft operations, both fixed-wing and helicopters, that are operated by various law enforcement agencies, fire departments, Medevac, media, corporate entities and private citizens. Aircraft fly under

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						<p>the control and direction of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). Some aircraft fly under Visual Flight Rules (VFR) and must adhere to FAA rules and regulations that govern such activities. Please be aware that airports do not control aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity including takeoffs, landings, altitudes and direction of flight. Van Nuys Airport (VNY), a city of Los Angeles airport maintains the airport's infrastructure including runways, taxiways, etc. to insure safety on the airfield. However, it is the FAA and the pilots in charge of their aircraft that are responsible for their respective flights. To contact the FAA please call (818) 904-6291 (Safety issues) or (310) 725-6500 (Flight Patterns). The Noise Office at VNY will log your complaint, investigate the reason for the disturbance and report our findings. Deviations from VNY Noise Policies will generate a notification to the aircraft's owner/operator and/or chief pilot. Violation the VNY's Curfew Ordinance will generate a written notification to the City of Los Angeles City Attorney's Office for enforcement. The Ordinance can be viewed on line at www.lawa.org/welcome_VNY.aspx?id=1034. Please read the entire Ordinance for Aircraft and events that are enforceable by regulations.</p>
3/20/2016	7:50 pm	3/20/2016	6:05 pm	Los Angeles	Low flying	<p>The helicopter you reported on Sunday, March 20, 2016 at 1805 arrived to VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This arrival was consistent with VNY helicopter arrival procedures. The aforementioned helicopter flew over or near your residence at approximately 1800 Mean Sea Level (MSL) as measured by the Airport Noise and Operations Monitoring System (ANOMS). Your residential neighborhood is measured at approximately 740 to 800 feet MSL. There were several other helicopters flying over your residence at the approximate stated time including an overflight that was not associated with Van Nuys Airport (VNY) at 1440 feet MSL and a Medevac (Lifeguard Life-Saving) helicopter operation from Children's Hospital Los Angeles (CHLA) that flew over your residence at 1640 feet MSL. Helicopters, in general do not have altitude nor route restrictions outside an airport's area. Please note that airports do not control nor have jurisdiction on aircraft in flight. The Federal Aviation Administration (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. For future concerns regarding helicopter operations, please also refer to the "Los Angeles Helicopter Noise Initiative's Automated Complaint System" website launched by the FAA. The intent of the system is to obtain and analyze a year's worth data to help identify patterns and trends in helicopter</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
3/25/2016	3:11 pm	3/25/2016	3:10 pm	Van Nuys	Helicopter operations	<p>operations, improve the understanding of community reaction to helicopter noise, and inform future efforts to develop and implement noise abatement measures. For more information and to submit a complaint to the ACS, please go to http://heli-noise-la.com/webtrak/ Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009.for further information.</p> <p>The helicopter you reported on Friday, March 25, 2016 at 1510 was on arrival to Van Nuys Airport (VNY) via the Stagg Route under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The aforementioned helicopter was directed by ATC to remain in position over your neighborhood and yield to a departing helicopter utilizing the Stagg Route that was conducting an official law enforcement operation. Moments later, a helicopter conducting a medevac Operation (Lifesaving Operation) flew over your immediate location on its way to land at Bob Hope Airport (BUR). Please note that airports do not control nor 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. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information. Lastly, the FAA launched the “Los Angeles Helicopter Noise Initiative’s Automated Complaint System” in early 2015 with the intent to of obtaining and analyzing a year’s worth data to help identify patterns and trends in helicopter operations. improve the understanding of community reaction to helicopter noise, and inform future efforts to develop and implement noise abatement measures. For more information and to submit a complaint to the ACS, please go to https://heli noise la.com/webtrak.</p>
3/28/2016	10:03 am	3/28/2016	3:13 am	Tarzana	Loud noise	<p>The helicopter you reported on Monday, March 28, 2016 at 0313 was an overflight not associated with VNY operations. Please note that the FAA launched the “Los Angeles Helicopter Noise Initiative’s Automated Complaint System” in early 2015 with the intent to of obtaining and analyzing a year’s worth data to help identify patterns and trends in helicopter operations, improve the understanding of community reaction to helicopter noise, and inform future efforts to develop and implement noise abatement measures. For more information and to submit a complaint to the ACS, please go to https://heli noise la.com/webtrak.</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
3/28/2016	10:10 am	3/28/2016	6:43 am	Tarzana	Low flying	The Los Angeles Police Department Air Support Division (LAPD ASD) which was conducting official LAPD business operated the helicopter you reported on Monday, March 28, 2015 at 0643. The aforementioned helicopter flew over your neighborhood at approximately 500 feet Above Ground Level (AGL) as measured by the Van Nuys Airport's (VNY) Airport Noise and Operations Monitoring System (ANOMS). The LAPD ASD routinely patrols and supports police ground units within the many neighborhoods located within the City of Los Angeles. This helicopter overflight was not associated with VNY operations. Helicopters, in general do not have altitude nor route restrictions outside an airport's area. Please note that airports do not control nor have jurisdiction on aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft activities.
3/28/2016	4:46 pm	3/28/2016	1:56 pm	Long Beach	Overflight	The jet airplane you reported on Monday, March 28, 2016 at 1356 was a Bombardier Challenger 300 that arrived to VNY under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The flight originated at John Wayne Airport (SNA) and overflowed your residence at approximately 6100 feet Mean Sea Level (MSL). Many aircraft fly over or near your residence that transition to and from the many airports in the Los Angeles basin. There are many aircraft operations, both fixed-wing and helicopters, that are operated by various law enforcement agencies, fire departments, Medevac, media, corporate entities and private citizens. Aircraft fly under the control and direction of the FAA ATC. Some aircraft fly under Visual Flight Rules (VFR) and must adhere to FAA rules and regulations that govern such activities. Please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted in writing at: FAA Western-Pacific Region P.O. Box 92007 Los Angeles, CA 90009 for further information.
3/29/2016	11:46 am	3/28/2016	12:00 pm	North Hills	Circling	The aircraft you reported on Monday, March 28, 2016 at 1200 was a single engine propeller driven Cessna C172 that departed from VNY on runway 16L under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The pilot departed at 1136 and made four touch and goes (a procedure that allows the pilot to land and immediately takeoff without making a complete stop. This procedure is standard at most general aviation airports) and a complete stop at 1203. There were no jet touch and goes at VNY at this time, nor is that procedure ever allowed for this type of aircraft.

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
3/31/2016	7:41 am	3/31/2016	6:52 am	Van Nuys	Loud noise	The jet aircraft you reported on Thursday, March 31, 2016 at 0652 was a Boeing 737-800 departure from Bob Hope Airport (BUR) and was not associated with Van Nuys Airport (VNY) operations. Your residence is located under the standard departure route from BUR runway15 and is subject to numerous departing aircraft. Subsequently, your neighborhood is located under the standard arrival route to runway 33.
3/31/2016	7:42 am	3/31/2016	6:09 am	Van Nuys	Loud noise	The aircraft you reported on Thursday, March 31, 2016 at 0609 was the back-blast of a Gulfstream G-IVSP that departed from VNY under the direction and control of the Federal Aviation Administration (FAA) SoCal Departure Air Traffic Controllers (ATC). This departure was to the north and took-off from runway 34L. The departure from 34L was consistent with normal VNY northerly departure 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. Please also note tha certain atmospheric/weather conditions, especially temperature inversions or windy days, may amplify aircraft noise and make it seem louder than usual.
3/31/2016	7:43 am	3/31/2016	5:52 am	Van Nuys	Loud noise	The aircraft you reported on Thursday, March 31, 2016 at 0552 was an Airbus 306 arrival to Bob Hope Airport (BUR) and was not associated with VNY operations. Your residence is located under the standard arrival route to BUR runway 08 and is subject to numerous arrival aircraft on final approach for landing. Please contact the Bob Hope Airport Hotline at (800) 441-0409 for further information regarding this flight. Airports do not have jurisdiction on aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
3/31/2016	11:30 am	3/31/2016	11:30 am	Sherman Oaks	Overflight	The aircraft you reported on Thursday, March 31, 2016 at 1130 was a Gulfstream G-650 that departed from VNY under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). This departure was consistent with normal VNY departure procedures. Your residence is located near the standard departure route for runways 16R and 16L and is subject to numerous arrival aircraft on final approach for landing. Flight patterns and altitudes for aircraft are standardized and determined by FAA procedures and electronic navigational aid equipment. These air routes are established to ensure flights, from various directions, receive adequate separation while approaching and departing Los Angeles area airports. Aircraft do not fly

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						over a line on the ground. Aircraft executing the same procedures will have a natural spread where they fly over the ground. Please note that airports do not have jurisdiction on aircraft in flight

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