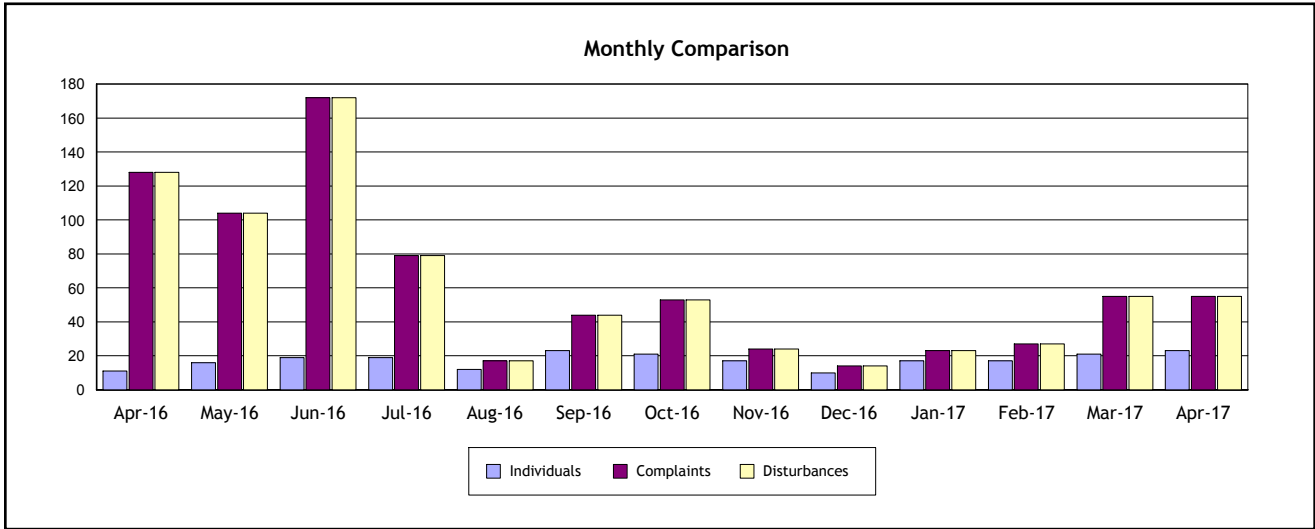


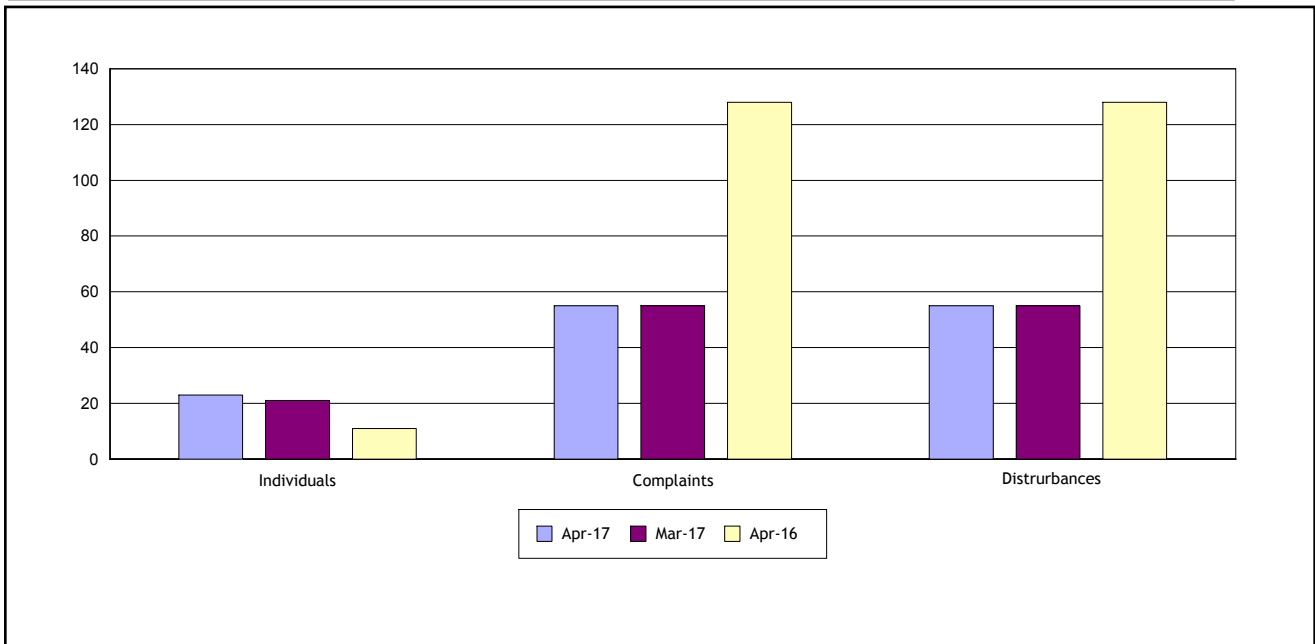
**Individuals Submitting Noise Complaints** 23

**Noise Complaints Received** 55

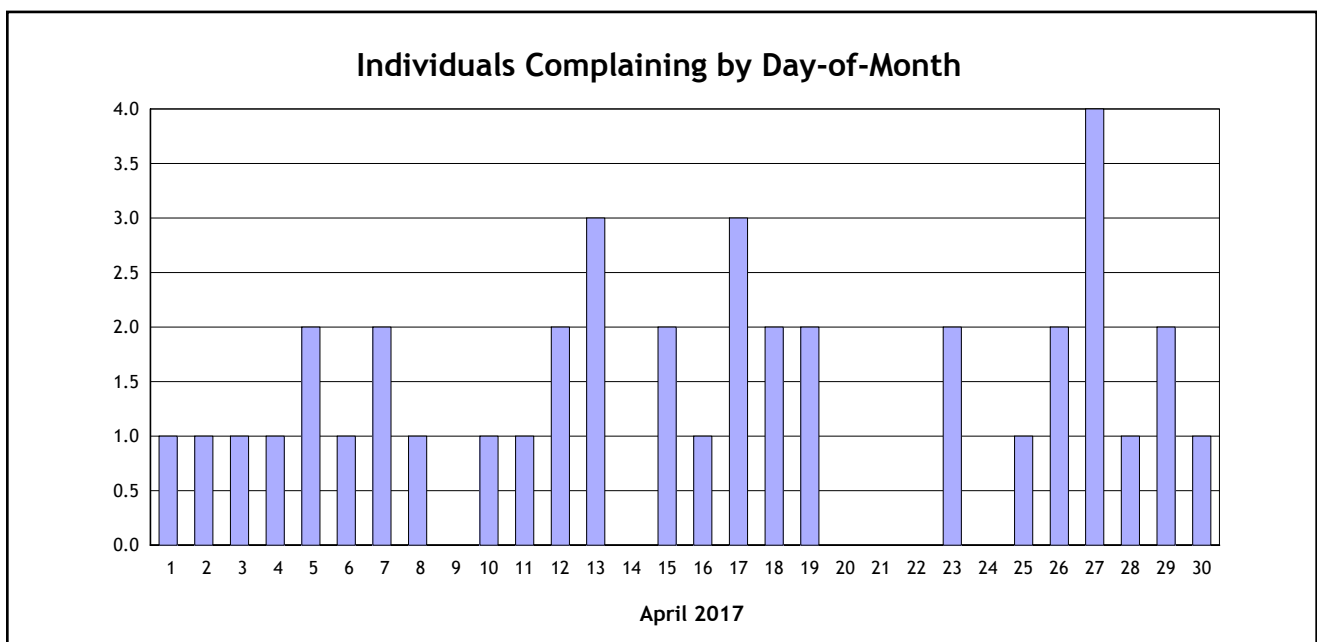
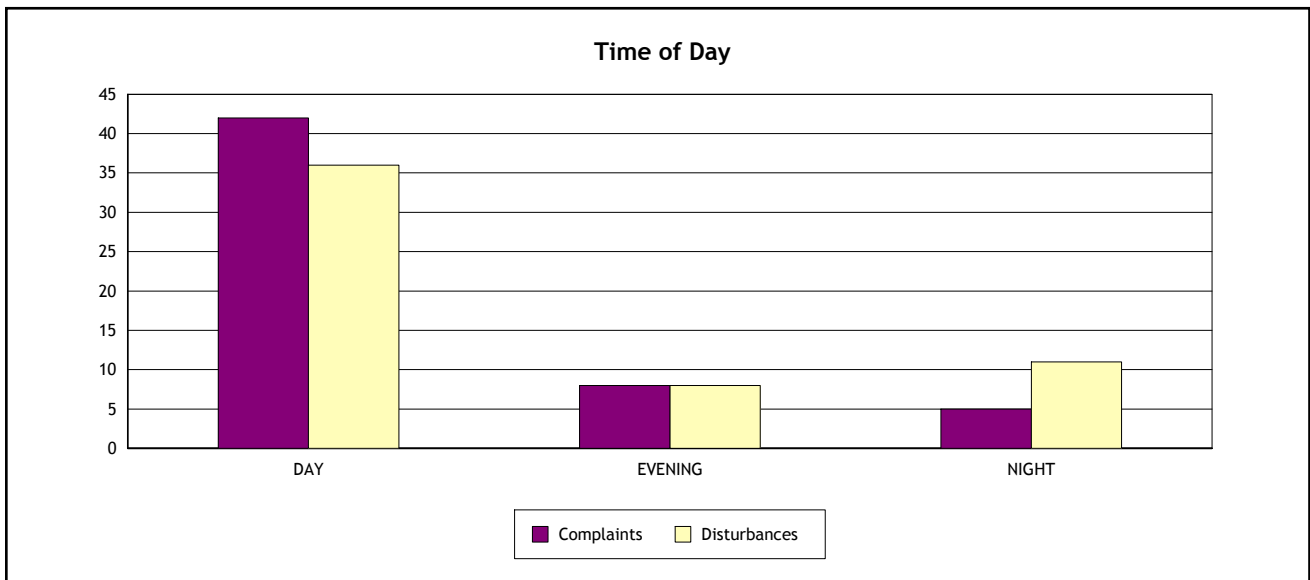
**Noise Disturbances Reported** 55















	April 2017	March 2017	% Change	April 2016	% Change
<b>Individuals</b>	23	21	10%	11	109%
<b>Complaints</b>	55	55	0%	128	-57%
<b>Disturbances</b>	55	55	0%	128	-57%



	Day ( 7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
<b>Complaints</b>	42	8	5
<b>Disturbances</b>	36	8	11



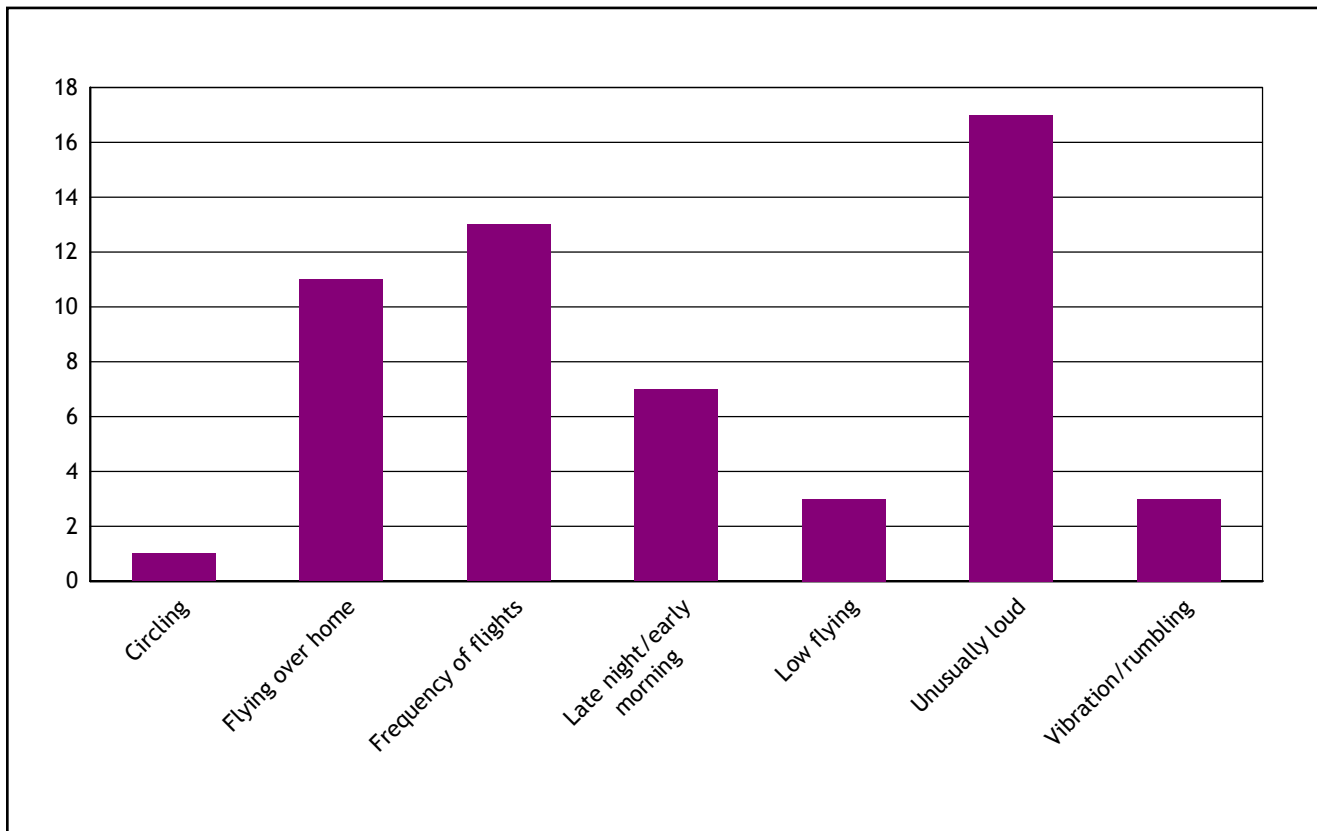
City	Individuals	Complaints	Percentage of Complaints**
Encino	5	8	15% 
Granada Hills	1	1	2% 
Lake Balboa	3	4	7% 
Los Angeles	1	1	2% 
North Hills	4	29	53% 
Northridge	2	2	4% 
Pacoima	1	2	4% 
Sherman Oaks	1	1	2% 
Van Nuys	5	7	13% 
<b>TOTAL</b>	<b>23</b>	<b>55</b>	0 10 20 30 40 50 60 70 80 90 100

Individuals	Complaints	Percentage of Complaints**
*One Individual (North Hills)	24	44% 
Individuals Reporting 2 To 5 Complaints	16	29% 
Individuals Reporting One Complaint	15	27% 
<b>TOTAL</b>	<b>Individuals : 23</b>	<b>55</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.

Type of Disturbance*	Number of Complaints
Circling	1
Flying over home	11
Frequency of flights	13
Late night/early morning	7
Low flying	3
Unusually loud	17
Vibration/rumbling	3
<b>TOTAL</b>	<b>55</b>



Note: \* As reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
4/03/2017	2:18 pm	4/03/2017	2:15 pm	North Hills	Low flying	The aircraft you reported on Tuesday, April 4, 2017 at 14:15 was an Embraer Phenom 300 (E55P) that arrived at VNY on runway 16R under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This arrival was consistent with normal VNY arrival procedures. Please note that your residence is located under the standard arrival route to runway 16R and is subject to numerous arrival aircraft on final approach for landing. Airports do not have jurisdiction on 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. Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.
4/05/2017	6:47 am	4/05/2017	4:45 am	Van Nuys	Late night/early morning	The aircraft noise you reported on Wednesday, April 5 at 04:45 was associated with an IAI Gulfstream G200 departure from Van Nuys Airport (VNY). The departure from VNY runway 16R 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. All VNY operations were consistent with VNY departure and arrival procedures (on the evening and early morning of April 5th) and were not in violation of any federal or local city regulations, such as the VNY Curfew Ordinance. For more information on the VNY Curfew Ordinance, please visit: <a href="http://www.lawa.org/vnynoise">www.lawa.org/vnynoise</a> . Additionally, please refer to the Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do" related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> . Lastly, 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. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
4/06/2017	7:14 pm	4/06/2017	7:13 pm	North Hills	Unusually loud	The aircraft you reported on Thursday, April 6, 2017 at 19:13 was a Gulfstream G-IV that arrived at VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This arrival was consistent with normal VNY arrival procedures. Your residence is located under the standard arrival route and is subject to numerous arrival aircraft on final approach for landing.
4/07/2017	12:10 am	4/06/2017	11:05 pm	Northridge	Late night/early morning	The jet aircraft you reported on Thursday, April 6, 2017 at 23:05 was a Southwest Airlines (SWA) Boeing B737 that arrived to Hollywood-Burbank Airport (BUR) and was not associated with Van Nuys Airport (VNY) operations. Please contact the BUR hotline at (800) 441-0409 for further information regarding this flight.
4/07/2017	10:21 am	4/07/2017	10:20 am	North Hills	Low flying	The aircraft you reported on Friday, April 7, 2017 at 10:20 was an Gulfstream G-IV that arrived at VNY under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). This arrival was consistent with normal VNY arrival procedures. Please note that your residence is located near the standard arrival route for runways 16R and 16L and is subject to numerous arrival aircraft on final approach for landing.
4/10/2017	1:31 pm	4/10/2017	12:23 pm	Van Nuys	Flying over home	The general complaint or concern that you referred to on Monday, April 10, 2017 at 12:23 may be related to the increase in aircraft traffic in the greater Los Angeles basin. The location of your residence and surrounding community is subject to numerous aircraft arriving to Van Nuys Airport (VNY) runways 34L and 34R and departures from 16R and 16L. In addition, the volume of aircraft operations, including 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 departures (or arrivals when the wind is from the north) over your community. Additionally, airports do not have jurisdictions over aircraft in flight, how frequently or where the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC) may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. Lastly, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> . Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
4/11/2017	5:03 am	4/11/2017	4:43 am	North Hills	Late night/early morning	<p>The aircraft noise you reported on Tuesday 11, 2017 at 04:43 was associated with a modified Stage 3 Gulfstream G-III departure from VNY. The departure from VNY runway 16R was under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC) and was consistent with normal VNY departure operations. Additionally, the aircraft-specific Single Event Noise Exposure Level (SENEL) established in the VNY Fly Friendly Quiet Jet Departure Program was not exceeded. Please see page 8 of the VNY Noise Program brochure for more information on the program at: <a href="http://www.lawa.org/vnynoise">www.lawa.org/vnynoise</a>.</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. Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.</p>
4/12/2017	9:28 am	4/12/2017	8:30 am	Sherman Oaks	Flying over home	<p>The jet airplane you reported on Wednesday, April 12, 2017 at 08:30 was a Challenger 300 that departed from VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The aircraft was approximately 2900 feet MSL as measured by VNY's Airport Noise and Operations Monitoring System (ANOMS) over your approximate neighborhood location. The departure was consistent with normal VNY departure operations. 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. 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.</p>
4/13/2017	9:21 pm	4/13/2017	7:55 pm	Granada Hills	Flying over home	<p>The general complaint or concern that you referred to on Thursday, April 13, 2017 at 19:55 may be related to the increase in aircraft traffic in the greater Los Angeles basin. In addition, the volume of aircraft operations, including jet operations at VNY has been increasing slightly with the improving economy since reaching a low in 2009, 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. Additionally, your residence is located near the standard arrival route for runways 16R</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						and 16L that is subject to numerous arrival aircraft on final approach for landing. Furthermore, airports do not have jurisdictions over aircraft in flight, how frequently or where the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC) may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. Lastly, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> . Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.
4/15/2017	1:29 pm	4/15/2017	1:25 pm	Lake Balboa	Circling	The propeller aircraft you reported on Saturday, April 15, 2017 at 13:25 was an Aviat Pitts Special Biplane (PTS2) that was conducting Touch-and-Go training under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This type of training is commonly conducted at VNY and it is not uncommon for a pilot to execute multiple, consecutive circuits over the airport in a single session. It appears that the pilot initiated some of the turns for an unknown reason, short of Flood Basin as outlined in VNY's voluntary Noise Policy. Please note that extensive outreach efforts were initiated at the end of 2014 by airport staff to inform FAA staff at the VNY Control Tower, pilots, operators, flight schools, FBOs, etc., of the "early turn" issue for prop aircraft departing VNY. In particular, LAWA emphasized that aircraft are to fly straight out to the flood basin before commencing any turns, unless directed otherwise by the FAA ATC. These efforts continue today on an annual to bi-annual basis and sometimes, on a case-by-case basis as was done in this instance. The owner of the aircraft in question has been notified that the pilot deviated from the proscribed voluntary policy. Lastly, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> .
4/16/2017	7:33 am	4/15/2017	1:25 pm	Van Nuys	Frequency of flights	The propeller aircraft you reported on Saturday, April 15, 2017 at 13:25 was an Aviat Pitts Special Biplane (PTS2) that was conducting Touch-and-Go training under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This type of training is commonly conducted at VNY and it is not uncommon for a pilot to execute multiple, consecutive circuits over the airport in a single session. It appears that the pilot initiated some of the turns for an unknown reason, short of Flood

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						Basin as outlined in VNY's voluntary Noise Policy. Please note that extensive outreach efforts were initiated at the end of 2014 by airport staff to inform FAA staff at the VNY Control Tower, pilots, operators, flight schools, FBOs, etc., of the "early turn" issue for prop aircraft departing VNY. In particular, LAWA emphasized that aircraft are to fly straight out to the flood basin before commencing any turns, unless directed otherwise by the FAA ATC. These efforts continue today on an annual to bi-annual basis and sometimes, on a case-by-case basis as was done in this instance. The owner of the aircraft in question has been notified that the pilot deviated from the proscribed voluntary policy. Lastly, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> .
4/17/2017	7:34 am	4/16/2017	10:11 pm	Van Nuys	Late night/early morning	The aircraft noise you reported on Sunday, April 16, 2017 at 22:11 was associated with a FAA certified Stage 4 Gulfstream G-650 departure from VNY. The departure from VNY runway 16R was under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). The departure complied with all City of Los Angeles and Federal regulations/law, including the VNY Curfew regulation, and was consistent with normal VNY departure operations. Please refer to the Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do" related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> .
4/17/2017	1:05 pm	4/10/2017	6:54 am	Van Nuys	Late night/early morning	The aircraft you reported on Monday, April 10, 2017 at 0653 was a Citation C680 that departed from VNY under the direction and control of the Federal Aviation Administration (FAA) SoCal Departure Air Traffic Controllers (ATC). This departure to the north from runway 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. The departure was in full compliance with all federal and local city regulations, including the VNY Curfew regulation. Please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						www.lawa.org/VNYNoise/. Lastly, airports do not have jurisdictions over aircraft in flight, how frequently or where the FAA ATC may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.
4/17/2017	2:09 pm	4/17/2017	2:08 pm	North Hills	Frequency of flights	The general complaint or concern that you referred to on Monday, April 17, 2017 at 14:08 may be related to the increase in aircraft traffic in the greater Los Angeles basin. The location of your residence and surrounding community is subject to numerous aircraft on short final to land on runways 16. In addition, the volume of aircraft operations, including 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 arrivals over your community. Additionally, airports do not have jurisdictions over aircraft in flight, how frequently or where the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC) may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. Lastly, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> .
4/17/2017	3:57 pm	4/17/2017	2:51 pm	Pacoima	Frequency of flights	The airplane activity you reported on Monday, April 17, 2017 at 14:51 were flight operations at Whiteman Airport (WHP) and were not associated with operations at Van Nuys Airport (VNY). Please contact WHP at (818) 896-5271 for further information regarding these operations.
4/18/2017	2:32 pm	4/18/2017	1:26 pm	Pacoima	Frequency of flights	The airplane activity you reported on Tuesday, April 18, 2017 at 13:26 were flight operations at Whiteman Airport (WHP) and were not associated with Van Nuys Airport (VNY). Please contact WHP at (818) 896-5271 for further information regarding these operations.
4/19/2017	7:37 am	4/19/2017	7:36 am	North Hills	Unusually loud	The aircraft you reported on Wednesday, April 19, 2017 at 07:36 was an Gulfstream G-IV that arrived at VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This arrival was consistent with normal VNY arrival procedures. Please note that your residence is located near the standard arrival route for runways 16R and 16L and is subject to numerous arrival aircraft on final approach for

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						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 over a line on the ground. Aircraft executing the same procedures will have a natural spread where they fly over the ground. Lastly, 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. Please contact the FAA at FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for more information regarding this matter. *
4/23/2017	10:15 am	4/23/2017	12:30 am	North Hills	Flying over home	The aircraft you reported on Sunday, April 23, 2017 at 00:30 was a Gulfstream G-IVSP that arrived at VNY under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). This arrival was consistent with normal VNY arrival procedures. The general complaint or concern that you referred to may be related to the increase in aircraft traffic in the greater Los Angeles basin. Specifically, 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 operations over your community as it is in the normal arrival and departure path for aircraft landing and taking off from VNY. Additionally, airports do not have jurisdictions over aircraft in flight, how frequently or where the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC) may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. Lastly, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> . Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.
4/25/2017	12:30 pm	4/25/2017	12:30 pm	North Hills	Flying over home	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 arriving at VNY to overfly your community. Occasionally, when winds originate from the north, the FAA may "switch" the airport around to Northerly Flow. Under these conditions, aircraft departing VNY for destinations to the north may also fly over your community. In addition, the volume of jet operations at VNY has been

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						<p>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. Please note, airports do not have jurisdictions over aircraft in flight, how frequently or where the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (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.</p>
4/26/2017	6:25 pm	4/26/2017	5:22 pm	Lake Balboa	Frequency of flights	<p>The aircraft you reported on Wednesday, April 26, 2017 at 17:22 was a single engine propeller driven Cessna C172 that was conducting touch and goes from runway 34L. A Touch and Go is a procedure that allows the pilot to land and immediately takeoff without making a complete stop. This training procedure is standard at most general aviation airports. The operations, at all times, were under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). In addition, at the time reported, the airport was in Northerly flow which is the opposite direction from Southerly Operations that is normally utilized. Whenever northerly winds occur, all aircraft arrivals and departures, including touch and go operations are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. Lastly, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a>.</p>
4/26/2017	8:02 pm	4/26/2017	7:27 pm	North Hills	Frequency of flights	<p>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 arriving at VNY to overfly your community. Occasionally, when winds originate from the north, the FAA may "switch" the airport around to Notherly Flow. Under these conditions, aircraft departing VNY for destinations to the north may also fly over your community. 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. Please note, airports do not have jurisdictions over aircraft in flight, how frequently or where the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (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.</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
4/27/2017	4:25 pm	4/27/2017	4:25 pm	Encino	Flying over home	The general concerns that you referred to on Thursday, April 27, 2017 at 16:25 may be related to the utilization of Runways 34 due to northerly wind conditions. Whenever northerly winds occur, all aircraft arrivals and departures are directed by the FAA ATC to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During these conditions, FAA ATC conducts Northerly Operations at Van Nuys Airport (VNY), which is the opposite direction from Southerly Operations that is normally utilized. Accordingly, aircraft that you do not normally see are flying opposite patterns at lower altitudes in order to land at VNY. Additionally, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> . Lastly, please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.
4/27/2017	7:19 pm	4/27/2017	7:19 pm	Encino	Flying over home	The aircraft you reported on Thursday, April 27, 2017 at 19:19 was a Dassault Falcon FA7X that arrived to Van Nuys Airport (VNY) under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This arrival flew over your neighborhood at approximately 1920 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. Additionally, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> . Lastly, please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding this matter.
4/27/2017	7:23 pm	4/27/2017	7:23 pm	Encino	Flying over home	The Aircraft you reported on Thursday, April 27, 2017 at 19:23 was a Gulfstream G-IV that arrived to Van Nuys Airport (VNY) under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This arrival flew over your neighborhood at approximately 1920 feet Mean Sea Level (MSL) and landed on runway 34L. The arrival to 34L was consistent with normal VNY northerly arrival operations.
4/27/2017	11:15 pm	4/27/2017	11:04 pm	North Hills	Unusually loud	The aircraft you reported on Thursday, April 27, 2017 at 23:04 was a Stage 3 modified Gulfstream G-III (GLF3) 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, due to the wind direction, was consistent with normal VNY northerly departure procedures.
4/27/2017	11:16 pm	4/27/2017	11:05 pm	Northridge	Late night/early morning	The aircraft you reported on Thursday, April 27, 2017 at 23:05 was a Stage 3 modified Gulfstream G-III (GLF3) 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. 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 for further information regarding aviation matters.
4/28/2017	6:01 pm	4/28/2017	6:01 pm	Encino	Low flying	The aircraft you reported on Friday, April 28, 2017 at 18:01 was a Dassault Falcon 50 that arrived to Van Nuys Airport (VNY) under the direction and control of the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). This arrival was to the north due to the wind direction. The arrival to runway 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,

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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			
						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. Additionally, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> . Lastly, please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.
4/29/2017	8:36 am	4/28/2017	5:30 pm	Van Nuys	Unusually loud	The helicopter that you reported on Friday, April 28, 2017 at 17:30 (+/- 30 minutes) could not be identified in VNY's Airport Noise and Operations Monitoring System (ANOMS). However, many aircraft fly over or near your residence that transition to and from the many airports, heliports and locations in the Los Angeles basin. Aircraft fly under 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. 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. You may contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information. Lastly, 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 <a href="https://heli.noise.la.com/webtrak">https://heli.noise.la.com/webtrak</a> .
4/29/2017	4:42 pm	4/28/2017	1:00 am	Encino	Flying over home	The aircraft you reported on Friday, April 28, 2017 at 02:13 was a Dassault Falcon 50 that arrived to Van Nuys Airport (VNY) under the direction and control of the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). This arrival was to the north due to the wind direction. The arrival to runway 34L was consistent with normal VNY northerly arrival procedures. Whenever northerly winds occur, all aircraft arrivals and

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						<p>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. Additionally, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a>. Lastly, please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.</p>

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