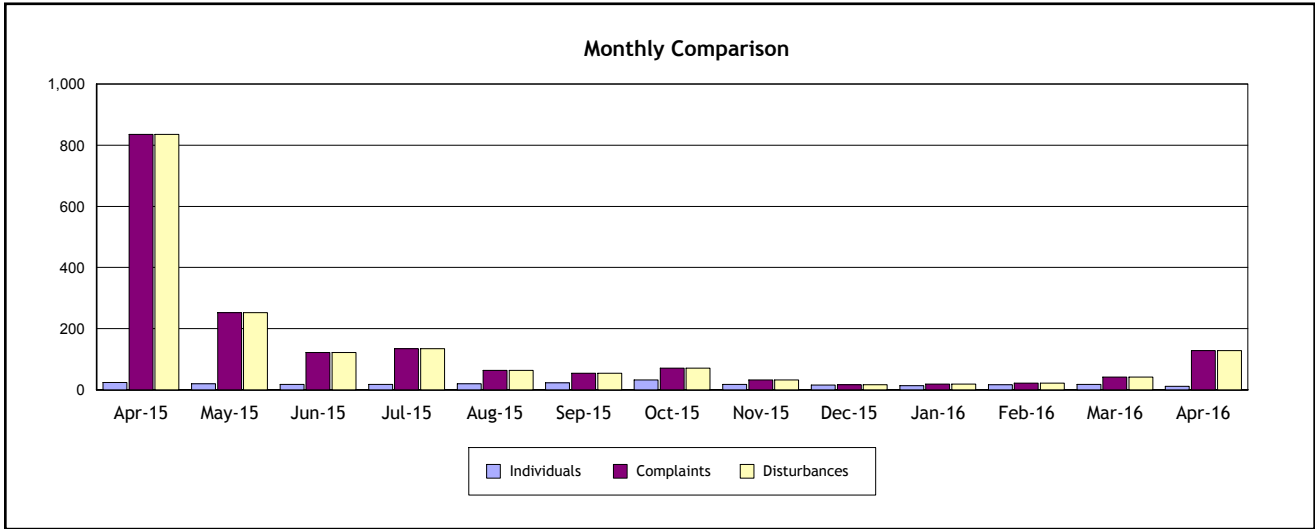


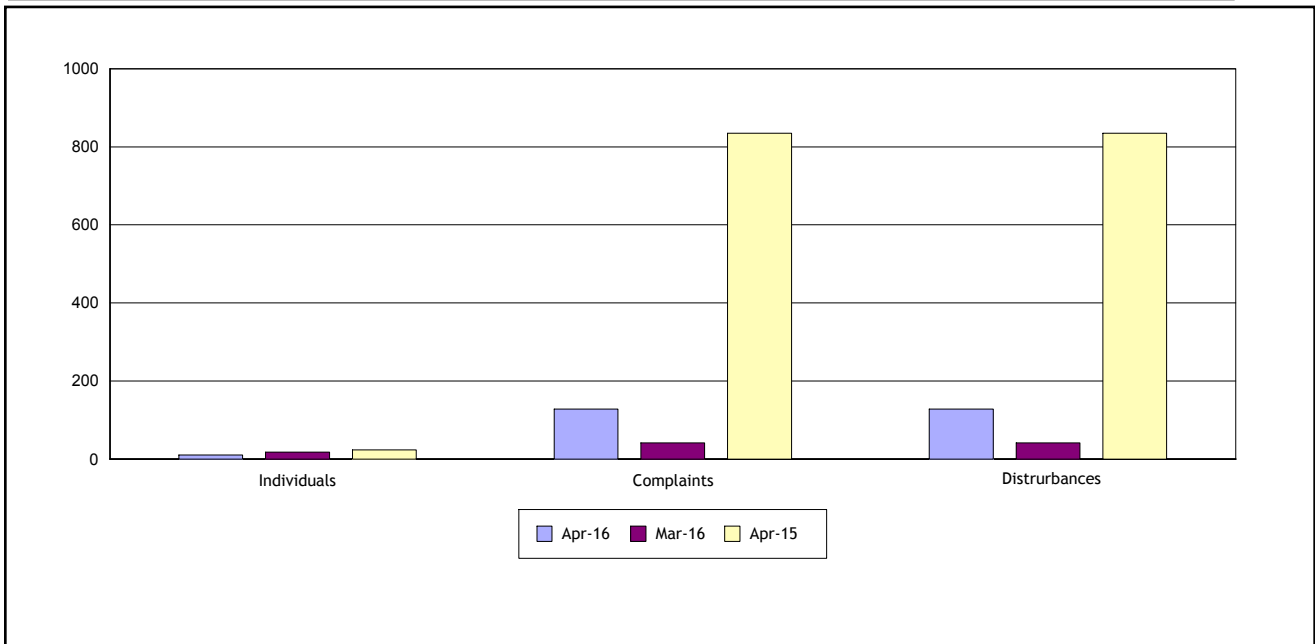
**Individuals Submitting Noise Complaints** **11**

**Noise Complaints Received** **128**

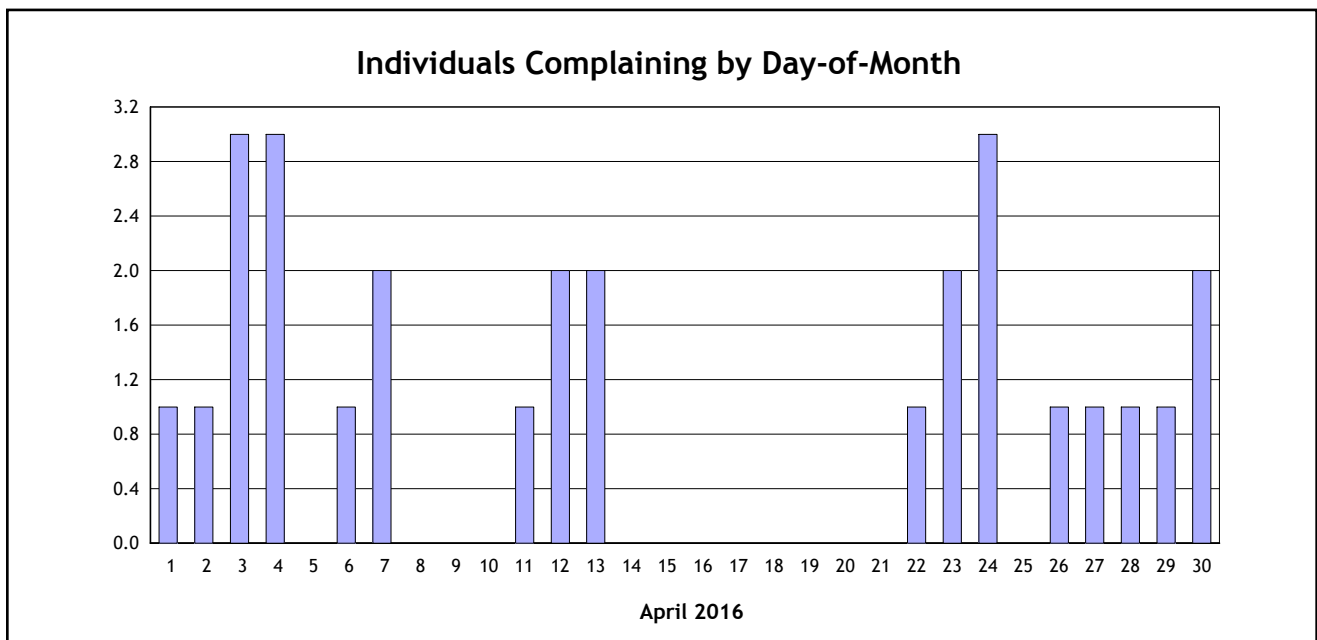
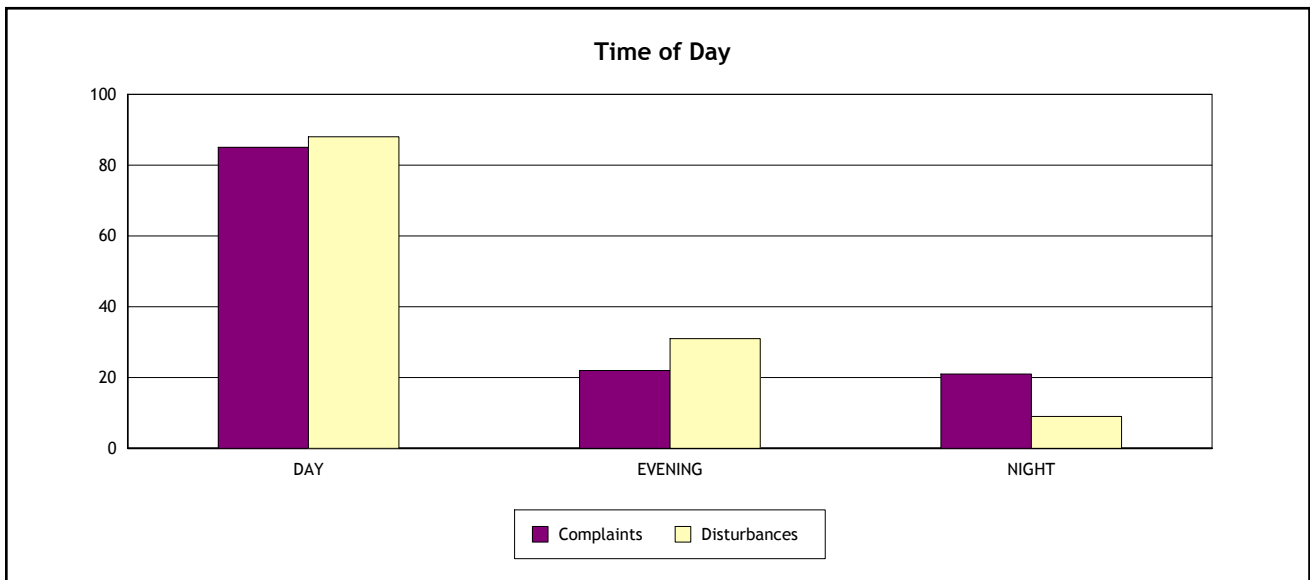
**Noise Disturbances Reported** **128**











	April 2016	March 2016	% Change	April 2015	% Change
<b>Individuals</b>	11	18	-39%	24	-54%
<b>Complaints</b>	128	42	205%	835	-85%
<b>Disturbances</b>	128	42	205%	835	-85%



	Day ( 7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
<b>Complaints</b>	85	22	21
<b>Disturbances</b>	88	31	9



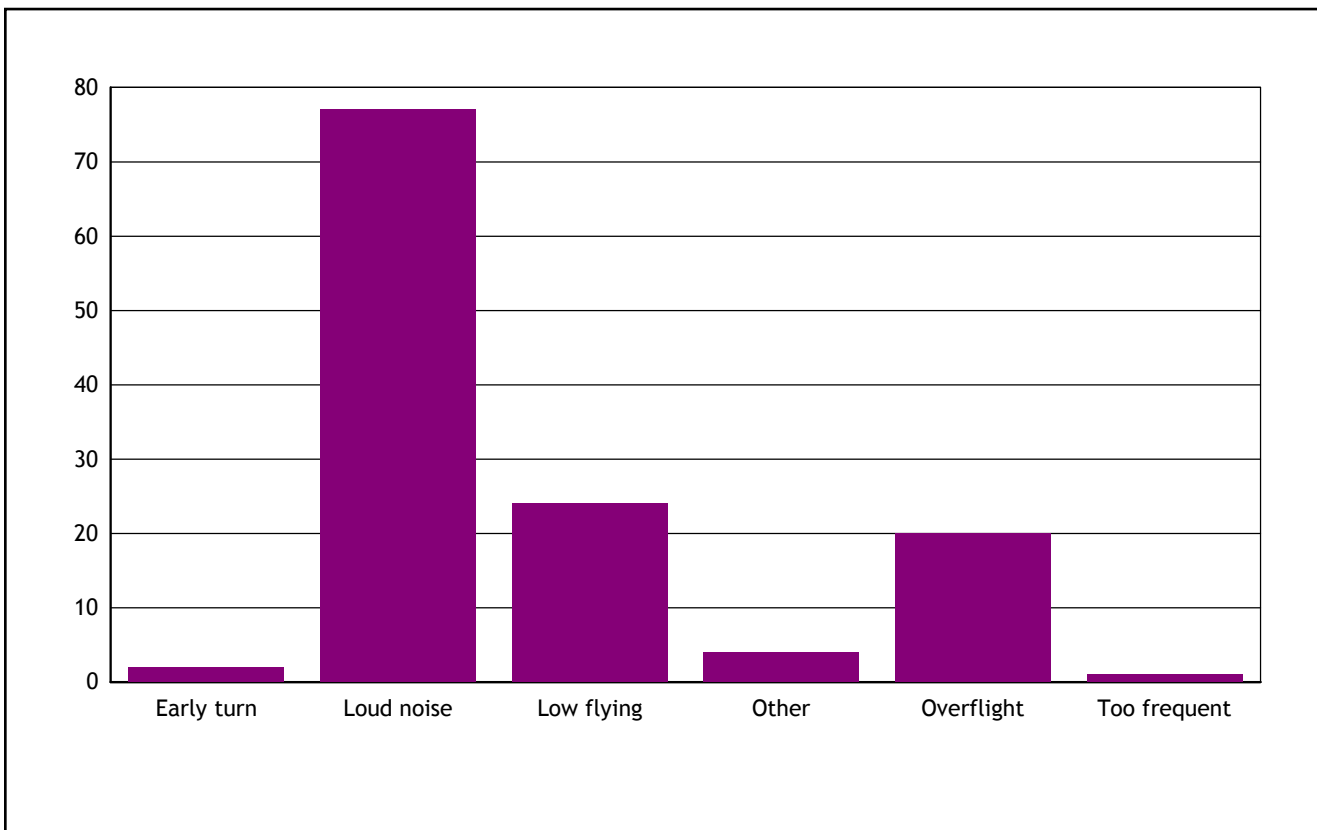
City	Individuals	Complaints	Percentage of Complaints**
Encino	4	6	5% 
Los Angeles	3	3	2% 
North Hollywood	1	1	< 1% 
Sherman Oaks	3	7	5% 
Anonymous	NA	111	87% 
<b>TOTAL</b>	<b>11</b>	<b>128</b>	0 10 20 30 40 50 60 70 80 90 100

Individuals	Complaints	Percentage of Complaints**
*One Individual (Anonymous)	111	87% 
Individuals Reporting 2 To 5 Complaints	10	8% 
Individuals Reporting One Complaint	7	5% 
<b>TOTAL</b>	<b>Individuals : 11</b>	<b>128</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	2
Loud noise	77
Low flying	24
Other	4
Overflight	20
Too frequent	1
<b>TOTAL</b>	<b>128</b>



Note: \* As reported by complainant.

Period : April 2016

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
4/01/2016	10:17 am	4/01/2016	8:35 am	Encino	Loud noise	The aircraft you reported on Thursday, April 1, 2016 at 0834 was a Stage 3 compliant Learjet 25B that departed under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The departure was consistent with normal VNY departure operations. As of January 1, 2016 Stage 2 aircraft were banned from operating. Stage 3 and 4 aircraft are permitted to land and depart the airport. Please refer to the Noise Abatement and Curfew Ordinance on the VNY web page ( <a href="http://www.lawa.org/welcomevny.aspx">http://www.lawa.org/welcomevny.aspx</a> ) by typing "noise abatement and curfew regulation" in the search bar and clicking on "Noise Abatement and Curfew Regulation. 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.
4/01/2016	10:20 am	4/01/2016	8:38 am	Encino	Loud noise	The airplane noise you reported on Thursday, April 1, 2016 at 0838 was a Stage 3 Gulfstream G-IVSP 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 not restricted by the VNY Noise Abatement and Curfew regulations.
4/03/2016	1:20 pm	4/03/2016	1:20 pm	Encino	Loud noise	The jet aircraft you reported on Sunday, April 3, 2016 at 1320 was a United States Military EA18 Growler Electronic Warfare variant of the F/A18 Super Hornet that departed from VNY under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). 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.
4/03/2016	3:43 pm	4/03/2016	3:41 pm	Los Angeles	Loud noise	The propeller airplane you reported on Sunday, April 3, 2016 at 1541 was a Cessna C182R that arrived to VNY on runway 34R under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). At the time, Northerly Operations were in effect at VNY due to northerly wind conditions. 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. Our investigation further shows that the arrival of this aircraft was not consistent with normal VNY Northerly Operations. Under ATC's direction, this aircraft turned away from its initial heading and overflew your neighborhood to safely descend and land on runway 34R. Concurrently, on the parallel

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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			
						runway 34L, ATC directed a Gulfstream G-400 to takeoff with no delay. The departure back-blast might be associated with the noise that reached your neighborhood. 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. 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.
4/04/2016	9:53 am	4/03/2016	1:18 pm	Los Angeles	Early turn	The jet aircraft you reported on Sunday, April 3, 2016 at 1318 was a United States Military EA18 Growler Electronic Warfare variant of the F/A18 Super Hornet that departed from VNY under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). 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.
4/04/2016	11:30 am	4/02/2016	10:13 am	Encino	Loud noise	The jet aircraft you reported on Saturday, April 2, 2016 at 1013 was a United States Military EA18 Growler Electronic Warfare variant of the F/A18 Super Hornet that departed from VNY under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). 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.
4/06/2016	10:50 pm	4/06/2016	9:41 pm	Los Angeles	Loud noise	The particular aircraft event that you reported on Wednesday, April 6, 2016 at 2141 was not associated with Van Nuys Airport (VNY) operations. You can access the LAX complaint form on the LAX WebTrak Site at <a href="http://webtrak.bksv.com/lax">http://webtrak.bksv.com/lax</a> or call the LAX Noise Complaint Line (424) 64-NOISE. 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.
4/12/2016	7:53 am	4/12/2016	7:51 am	Sherman Oaks	Loud noise	The aircraft noise you reported on Tuesday April12, 2016 at 0751 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) Air Traffic Controllers (ATC). The departure 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

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						<p>the VNY Noise Program brochure for more information on the program at: <a href="http://www.lawa.org/uploadedFiles/VNY/pdf/Noise_Programs.pdf">www.lawa.org/uploadedFiles/VNY/pdf/Noise_Programs.pdf</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>
4/13/2016	2:29 pm	4/13/2016	2:30 pm	Sherman Oaks	Loud noise	<p>The jet airplane you reported on Wednesday, April 13, 2016 at 1430 was a certified Stage 3 Gulfstream G-III owned and operated by the Federal Government on Official Government business 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. However, this flight failed to meet the voluntary VNY Fly Friendly Quiet Jet Departure Program target noise level for Gulfstream G-III airplanes. The operator of this aircraft has been notified by staff regarding the deviation from the voluntary program and was requested to make the necessary adjustments to better comply with the program to minimize noise impacts on the surrounding neighborhoods.</p>
4/13/2016	2:33 pm	4/13/2016	2:30 pm	Encino	Loud noise	<p>The jet airplane you reported on Wednesday, April 13, 2016 at 1430 was a certified Stage 3 Gulfstream G-III owned and operated by the Federal Government on Official Government business 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. However, this flight failed to meet the voluntary VNY Fly Friendly Quiet Jet Departure Program target noise level for Gulfstream G-III airplanes. The VNY Curfew prohibits the departure of Stage 2 aircraft exceeding a specified noise level established in an FAA Advisory Circular from departing VNY between 2200 and 0700 the following day. Please note that the "partial" curfew does not prohibit any aircraft from landing. The curfew does not affect newer Stage 3 or Stage 4 aircraft. 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 VNY Operations Section monitors this program and refers violators to the City Attorney's Office for legal action. Violations can result in civil penalties of from \$750 for the first violation to \$3500 for the third violation. Those aircraft operators with more than three violations may be banned from VNY for up to three years. The VNY Curfew Ordinance can be assessed online 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>
4/23/2016	12:28 pm	4/21/2016	4:01 pm	Encino	Loud noise	<p>The jet airplane you reported on Thursday, April 21, 2016 at 1601 was a Stage 3 compliant Gulfstream G-III that departed from Van Nuys Airport (VNY) under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The departure was consistent with normal VNY departure operations. 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</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
4/24/2016	2:31 pm	4/24/2016	2:31 pm	Sherman Oaks	Low flying	<p>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> <p>The jet airplane you reported on Saturday, April 24, 2016 at 1431 was a Boeing B737-BBJ that departed from VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The Boeing jet was directed climb and maintain 14,000 feet Mean Sea Level (MSL) by SoCal Departure ATC when approaching your neighborhood. The aircraft was approximately 2000 feet MSL as measured by VNY's Airport Noise and Operations Monitoring System (ANOMS) over your approximate 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 control nor direct aircraft in flight. Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding this matter.</p>

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