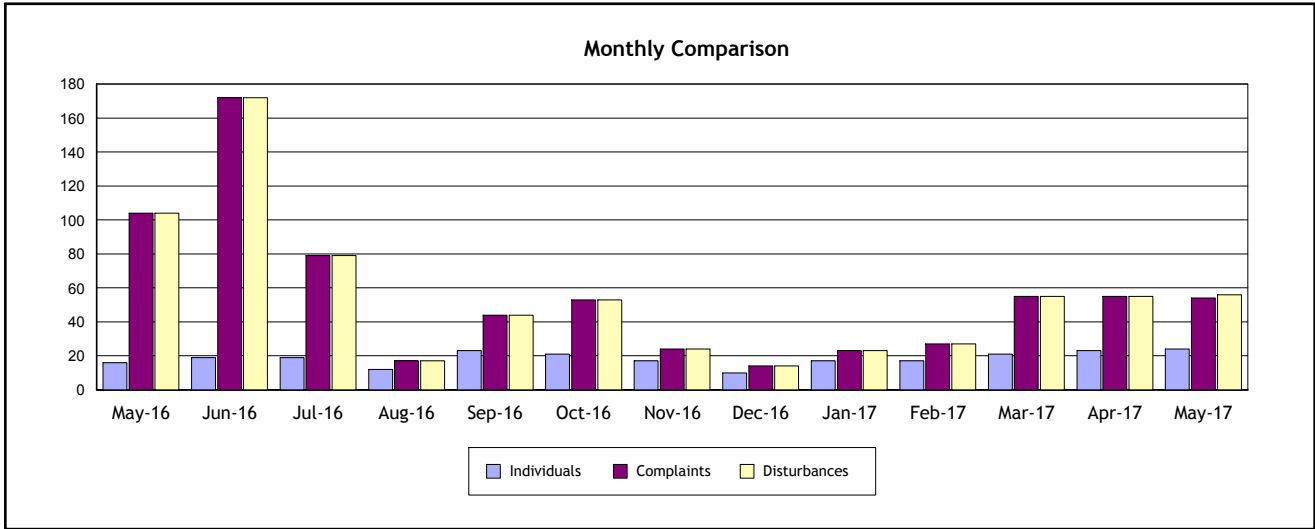


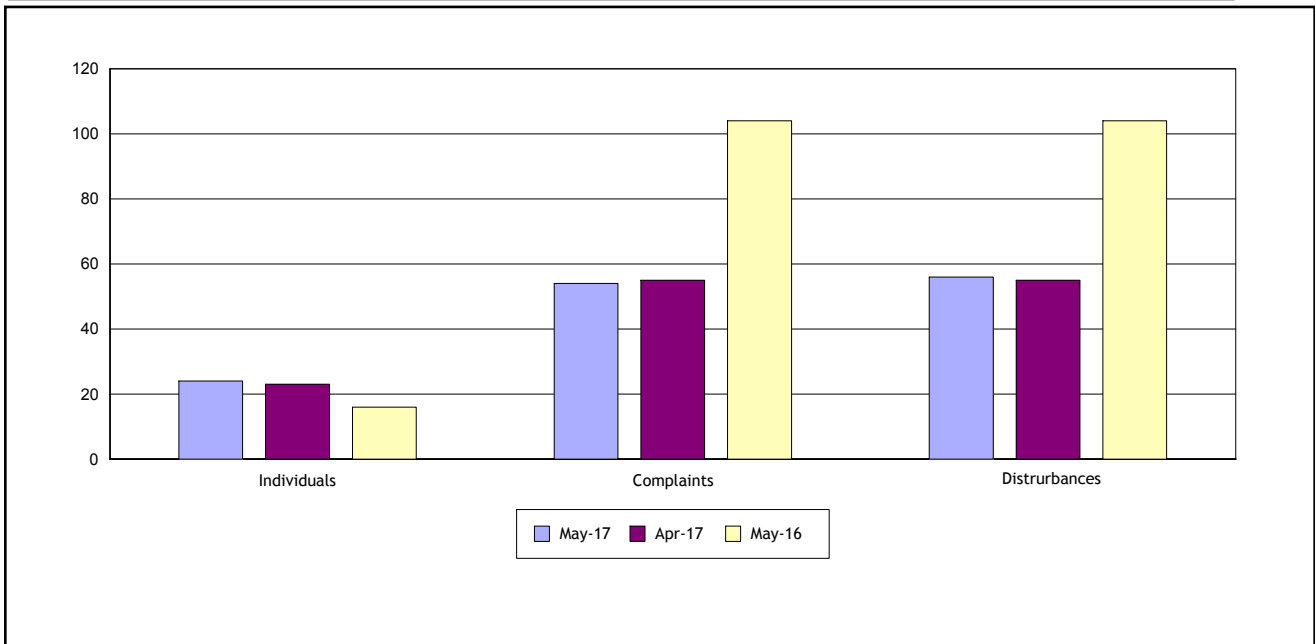
Individuals Submitting Noise Complaints **24**

Noise Complaints Received **54**

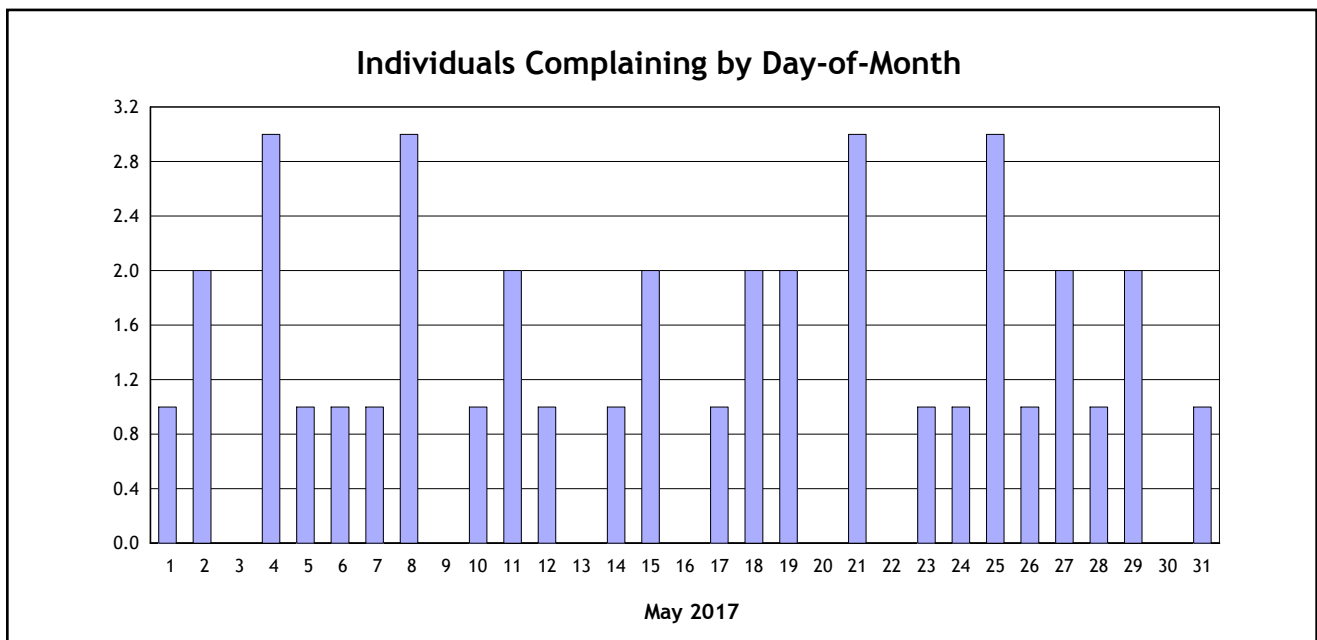
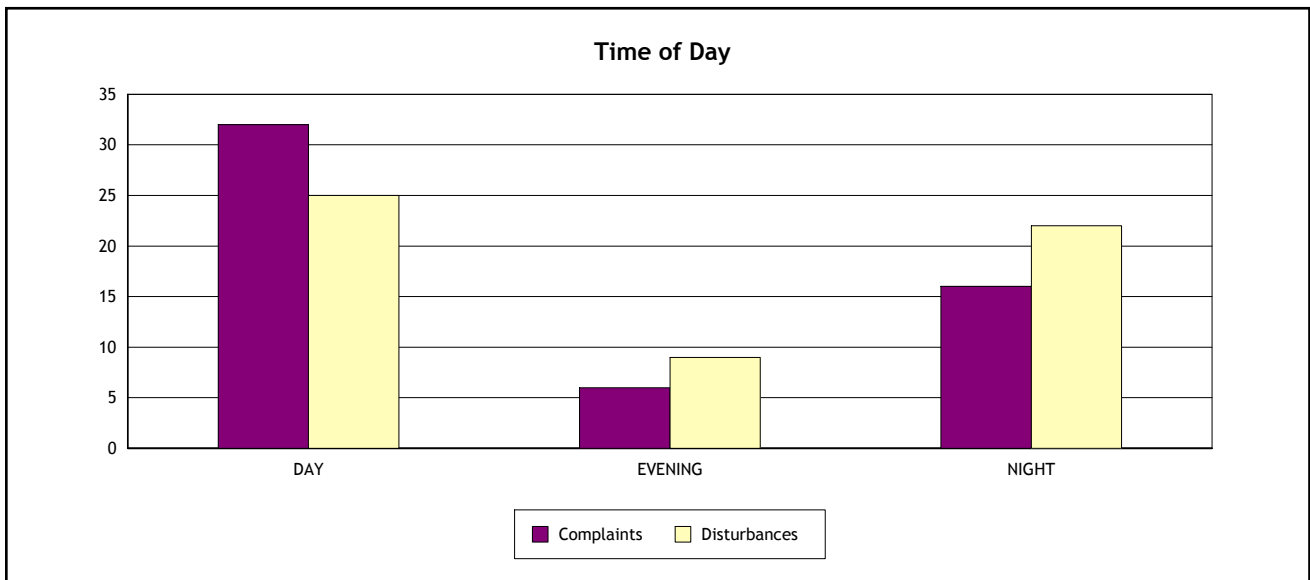
Noise Disturbances Reported **56**
















	May 2017	April 2017	% Change	May 2016	% Change
Individuals	24	23	4%	16	50%
Complaints	54	55	-2%	104	-48%
Disturbances	56	55	2%	104	-46%



	Day (7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	32	6	16
Disturbances	25	9	22



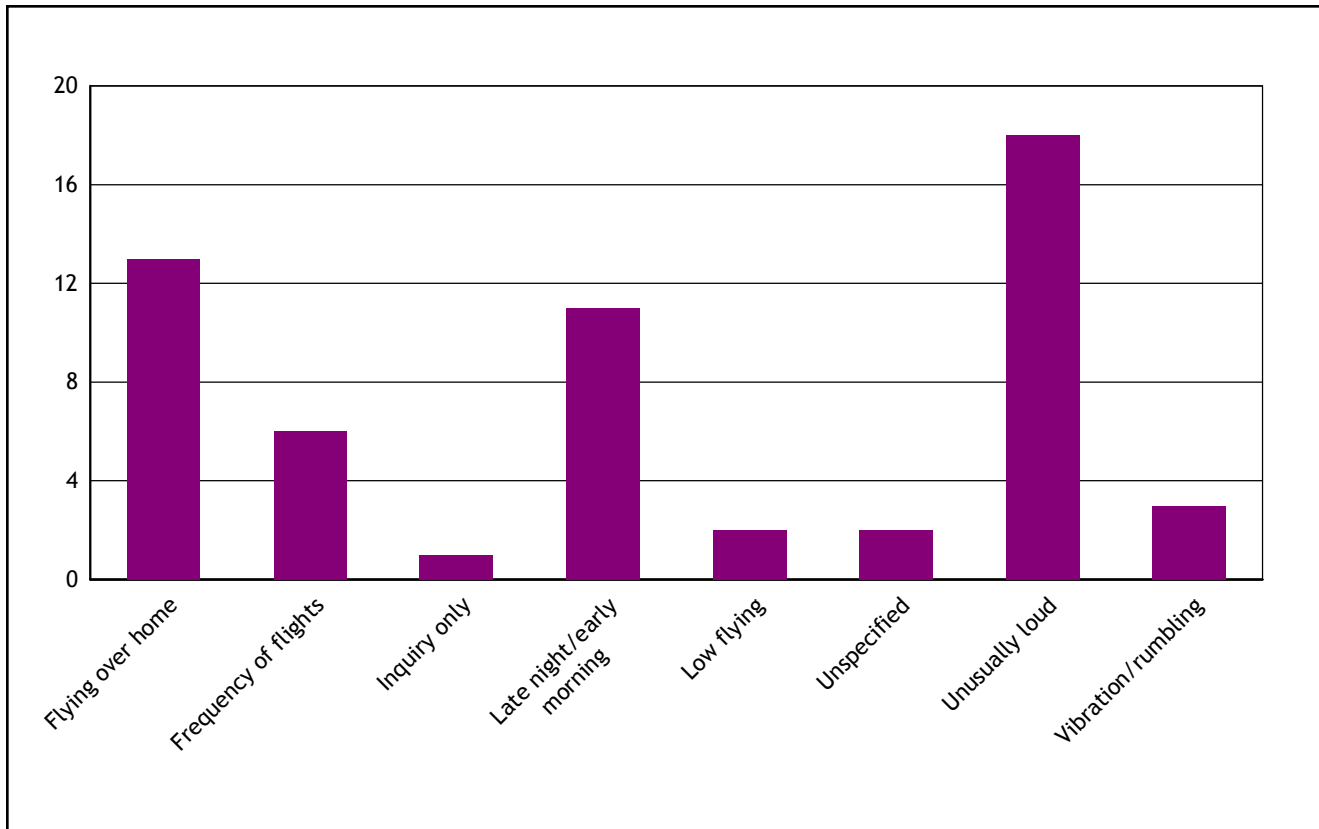
City	Individuals	Complaints	Percentage of Complaints**
Chatsworth	1	2	4% 
Encino	7	15	27% 
Hermosa Beach	1	1	2% 
North Hills	4	19	34% 
Sherman Oaks	4	9	16% 
Simi Valley	2	2	4% 
Van Nuys	5	8	14% 
TOTAL	24	56	0 10 20 30 40 50 60 70 80 90 100

Individuals	Complaints	Percentage of Complaints**
*One Individual (Encino)	9	16% 
*One Individual (North Hills)	9	16% 
*One Individual (North Hills)	7	13% 
*One Individual (Sherman Oaks)	6	11% 
Individuals Reporting 2 To 5 Complaints	9	16% 
Individuals Reporting One Complaint	16	29% 
TOTAL	Individuals : 24	56
		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>
Flying over home	13
Frequency of flights	6
Inquiry only	1
Late night/early morning	11
Low flying	2
Unspecified	2
Unusually loud	18
Vibration/rumbling	3
TOTAL	56



Note: * As reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/02/2017	3:41 pm	4/26/2017	8:00 pm	Encino	Low flying	The aircraft that you reported on Wednesday, April 26, 2017 at 20:00 was conducting a Medevac Operation (Lifeguard-Life Saving Mission). This arrival was under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). VNY utilizes Runway 34L 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 conduct Northerly Operations at VNY, which is the opposite direction from Southerly Operations that is normally utilized. Please note that 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. 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 www.lawa.org/VNYNoise/ .
5/02/2017	9:49 pm	5/02/2017	9:45 pm	North Hills	Frequency of flights	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 Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC) may "switch" the airport around to Northerly Flow. Under these conditions, aircraft departing VNY 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 arrivals or departures over your community. Additionally, please refer to the

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						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 www.lawa.org/VNYNoise/ . 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 this matter.
5/04/2017	5:30 am	5/04/2017	3:17 am	North Hills	Unusually loud	The aircraft you reported on Thursday, May 4, 2017 at 03:17 was a Gulfstream G-V that arrived to VNY under the control and direction of FAA SoCal ATC. This arrival was consistent with normal VNY arrival procedures and was in full compliance with all federal and local city regulations. 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.
5/04/2017	5:44 am	5/04/2017	2:27 am	North Hills	Unusually loud	The aircraft you reported on Saturday, May 4, 2017 at 02:27 was an Gulfstream G-IVSP that departed to the north under the control and direction of FAA SoCal ATC. This departure was consistent with normal VNY northerly departure operations and was in full compliance with all federal and local city regulations. Your residence is located near the standard northerly departure route for runways 34L and 34R and is subject to numerous departing aircraft.
5/04/2017	5:57 am	5/04/2017	1:49 am	North Hills	Unusually loud	The aircraft you reported on Thursday, May 4, 2017 at 01:49 was a Cessna Twin-Propeller C402 that arrived to 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. 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. The arrival operation in question was consistent with VNY arrival procedures and was not in violation of any federal or local city regulations, such as the VNY Curfew Ordinance. This aircraft is rated below the 77.0 dBA maximum "TAKEOFF" certification levels listed in the FAA Advisory Circular 36 3 Appendix 2 and referenced in the Noisier Jet Phase Out Ordinance. Note that these levels are determined by the FAA under controlled conditions at their facility in Oklahoma City, OK and are just one of many criteria the FAA uses to certify and register

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						aircraft for flight in the United States. Therefore, there is no relationship between these certification levels published by the FAA and the one second noise readings available on the VNY WebTrak website. For more information, 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 and the City Curfew Ordinance may be found online under the "Noise Management Quick Facts" link at www.lawa.org/VNYNoise/ . Lastly, airports do not control aircraft in flight. The Federal Aviation Administration (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.
5/04/2017	4:52 pm	5/04/2017	4:48 pm	North Hills	Vibration/rumbling	The aircraft you reported on Tuesday, May 2, 2017 at 16:48 was a Hawker H25B that arrived to VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The pilot requested and was granted a short approach by ATC. This is not the standard jet arrival procedure to runway 16R however; the FAA ATC does employ on occasion, a short approach to land for safety and separation criteria. 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 and the City Curfew Ordinance may be found online under the "Noise Management Quick Facts" link at www.lawa.org/VNYNoise/ . Lastly, 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.
5/05/2017	12:46 pm	5/04/2017	10:27 pm	Van Nuys	Inquiry only	The aircraft you reported on Thursday, May 4, 2017 at 22:27 was a single engine propeller driven Cessna C182 that departed from Van Nuys Airport (VNY) on runway 16L under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). After reviewing the recorded communication between ATC and the pilot, it was found that there were no touch and go operations conducted during this period. The pilot made several landings with each ending in a full stop followed by a request for clearance from ATC to taxi back to the top of the runway to take off again. This type of training is common and critical for nighttime currency and is a requirement that is certified in the

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						pilot's logbook. For further information please refer to the Code of Federal Regulations (CFR) under 14 CFR section 61.57. For more information 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 and the City Curfew Ordinance may be found online under the "Noise Management Quick Facts" link at www.lawa.org/VNYNoise/ . Lastly, 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.
5/06/2017	11:45 pm	5/06/2017	3:06 pm	North Hills	Unusually loud	The aircraft you reported on Saturday, May 6, 2017 at 15:06 was a Piaggio P180 Twin Turboprop that arrived to VNY under the control and direction of FAA. The arrival to runway 16R was consistent with normal VNY arrival operations. Please note that your residence is located under or near the standard arrival route to runways 16R and 16L. Additionally, this arrival was in full compliance with all federal and local City of Los Angeles regulations.
5/06/2017	11:52 pm	5/04/2017	11:57 pm	North Hills	Late night/early morning	The aircraft you reported on Thursday, May 4, 2017 at 23:57 was an Embraer Legacy 650 that departed to the north under the control and direction of FAA SoCal ATC. This departure was consistent with normal VNY northerly departure operations and was in full compliance with all federal and local city regulations. *
5/08/2017	9:39 am	5/08/2017	9:37 am	North Hills	Vibration/rumbling	The jet aircraft you reported on Monday, May 8, 2017 at 09:37 was a United States Military F/A18 Super Hornet that arrived to VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). Military flights to 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.
5/08/2017	10:58 pm	5/08/2017	12:59 pm	Chatsworth	Unusually loud	The aircraft you reported on Monday, May 8, 2017 at 12:59 was a Citation CJ3 that departed to the north from VNY under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The departure 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

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						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 www.lawa.org/VNYNoise/ . 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 this matter.
5/10/2017	3:33 pm	5/10/2017	3:08 pm	North Hills	Frequency of flights	The general complaint or concern that you referred to on Wednesday, May 10, 2017 at 15:08 regarding the frequency of aircraft activity in your neighborhood is attributed to the proximity of your residence to Van Nuys Airport (VNY). It is not uncommon for aircraft departing from or arriving to VNY to overfly your community. In addition, the volume 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. Additionally, 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. 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 www.lawa.org/VNYNoise/ . 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.
5/12/2017	9:45 am	5/12/2017	1:34 am	Encino	Late night/early morning	The jet airplane you reported on Friday, May 12, 2017 at 01:34 was a Global Express that departed from VNY under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). The Global Express was approximately 2153 feet Mean Sea Level (MSL) over your neighborhood when SoCal ATC directed the pilot to climb to 10,000 feet MSL and turn to a heading of 310 degrees. The departure was consistent with normal VNY departure operations and the Single Event Noise Exposure Level (SENEL) established for this aircraft type in the VNY voluntary Quiet Jet Departure Program was

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						not exceeded. 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 www.lawa.org/VNYNoise/ . 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 this matter.
5/17/2017	10:09 pm	5/17/2017	10:09 pm	North Hills	Low flying	The aircraft you reported on Wednesday, May 17, 2017 at 22:09 was a Gulfstream G-IVSP arrival conducted under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). This arrival was consistent with normal VNY arrival procedures. This arrival passed over your neighborhood at approximately 1420 feet Mean Sea Level (MSL), which is normal for an aircraft on a short final approach to land. 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.
5/18/2017	12:17 am	5/16/2017	11:25 pm	Sherman Oaks	Late night/early morning	The aircraft noise reported on Tuesday, May 16, 2017 at 23:25 associated with a Stage 3 Gulfstream G-IV (GLF4) departure conducted under control and direction from Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). The operation was consistent with VNY departure procedures and was 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 www.lawa.org/welcome_VNY.aspx?id=1034 . 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 www.lawa.org/VNYNoise/ . 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.
5/18/2017	3:55 pm	5/17/2017	6:36 am	Encino	Flying over home	The jet airplane you reported on Wednesday, May 17, 2017 at 0636 was a Falcon 50 (FA50) that departed from VNY under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). The aircraft was approximately

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						3,030 feet Mean Sea Level (MSL) over your neighborhood when Departure ATC directed the pilot to climb and maintain 6,000 feet MSL and turn to a heading of 310 degrees to avoid conflicting traffic. The departure was consistent with normal VNY departure operations.
5/18/2017	3:58 pm	5/16/2017	3:14 am	Encino	Flying over home	The aircraft noise reported on Tuesday, May 16, 2017 at 03:14 was associated with a Stage 3 Global Express departure conducted under control and direction from Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). After liftoff, ATC directed the pilot to turn to a heading of 050 degrees (which is approximately southwest) and continue to climb to 3000 feet Mean Sea Level (MSL). The aircraft was approximately 2,390 feet MSL over your neighborhood. The operation was consistent with VNY departure procedures and was 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 www.lawa.org/welcome_VNY.aspx?id=1034 . 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 www.lawa.org/VNYNoise/ . 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.
5/18/2017	3:59 pm	4/27/2017	11:50 pm	Encino	Flying over home	The jet airplane you reported on Thursday, April 27, 2017 at 23:50 was a Dassault Falcon 2000 that arrived to VNY under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The arrival to 34L was consistent with normal VNY northerly arrival procedures.
5/18/2017	4:00 pm	4/24/2017	9:49 pm	Encino	Flying over home	The aircraft you reported on Monday, April 24, 2017 at 21:49 was a Beechcraft BE10 Twin Turboprop that departed from Van Nuys Airport (VNY) under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This 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

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
5/19/2017	1:29 pm	5/19/2017	3:03 am	Encino	Late night/early morning	<p>that is normally utilized. ATC directed the pilot to make a left downwind departure and remain at or under 2500 feet Mean Sea Level (MSL) over your neighborhood in order to maintain proper separation between the aircraft and Hollywood-Burbank (BUR) arrivals. 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 www.lawa.org/VNYNoise/. 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.</p> <p>The aircraft that you reported on Friday, May 19, 2017 at 03:03 was conducting a Medevac Operation (Lifeguard-Life Saving Operation). This departure was under the direction and control of the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC).The aircraft passed over your neighborhood at approximately 6,400 feet Mean Sea Level (MSL) and was directed by SoCal ATC to climb and maintain 13,000 feet MSL and turn north to Gorman. The location of your residence and surrounding community is subject to numerous aircraft transiting to and from the many Southern California airports, including Van Nuys Airport (VNY). It is not uncommon for aircraft departing VNY to overfly your community. In addition, the volume of jet operations at VNY has been increasing slightly each year 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. 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 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. This includes takeoffs, landings, 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>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
5/21/2017	8:52 am	5/21/2017	8:38 am	Encino	Flying over home	The jet aircraft you reported on Sunday, May 21, 2017 at 08:38 was a United States Military F/A18 Super Hornet that departed from VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This departure was consistent with normal VNY departure operations. All flight operations, including military operations 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. *
5/21/2017	9:49 am	5/20/2017	7:17 am	Van Nuys	Unusually loud	The aircraft noise that you reported on Saturday, May 20, 2017 at 07:17 was attributed to a helicopter that overflew your residence that appeared to be law enforcement related. That operation was not associated with VNY Operations
5/25/2017	8:37 am	5/25/2017	8:36 am	North Hills	Unusually loud	The aircraft you reported on Thursday, May 25, 2017 at 08:36 was a Gulfstream G-III 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. Your residence is located under the standard arrival route and is subject to numerous arrival aircraft on final approach for landing.
5/25/2017	10:15 am	5/25/2017	10:14 am	North Hills	Frequency of flights	The concerns you reported on Thursday, May 25, 2017 at 10:14 were arrivals to Van Nuys Airport (VNY) runway 16R and were under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). These arrivals were consistent with normal VNY arrival procedures. Your residence is located under the standard arrival route of one of the busiest General Aviation (GA) airports in the world 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.
5/26/2017	4:21 pm	5/26/2017	4:21 pm	North Hills	Frequency of flights	The general concern that you referred to on Friday, May 26, 2017 regarding the frequency of aircraft activity in your neighborhood is attributed to the proximity of your residence to the normal arrival and departure paths for aircraft flying into and out of Van Nuys Airport. Please note that airports do not have jurisdiction over aircraft in flight, how frequently or where the Federal Aviation Administration (FAA) Air Traffic Control (ATC) may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						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 www.lawa.org/VNYNoise/ . 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. *
5/27/2017	9:37 am	5/27/2017	9:37 am	Simi Valley	Flying over home	The aircraft you reported on Saturday, May 27, 2017 at 0937 was a single engine propeller driven Cirrus SR22 that departed from Van Nuys Airport (VNY) under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). 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. 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 www.lawa.org/VNYNoise/ . 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 this matter.
5/28/2017	7:51 am	5/28/2017	7:46 am	Van Nuys	Late night/early morning	The jet aircraft you reported on Sunday, May 28, 2017 at 07:46 was a Gulfstream G-IV 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 and procedures and was 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 www.lawa.org/vnynoise . 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 www.lawa.org/VNYNoise/ . 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.

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

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

** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
5/29/2017	12:36 pm	5/29/2017	1:10 am	Encino	Late night/early morning	The jet aircraft you reported on Monday, May 29, 2017 at 01:10 was a Cessna Citation CJ3 that departed from Van Nuys Airport (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 and procedures and was 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 www.lawa.org/vnynoise . 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 www.lawa.org/VNYNoise/ . 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.
5/29/2017	5:15 pm	5/29/2017	4:03 pm	Encino	Vibration/rumbling	The general complaint or concern that you referred to on Monday, May 29, 2017 at 16:03 regarding the frequency of aircraft activity in your neighborhood is attributed to the proximity of your residence to Van Nuys Airport (VNY). It is not uncommon for aircraft departing from or arriving to VNY to overfly your community. In addition, the volume 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. Additionally, 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. 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 www.lawa.org/VNYNoise/ . 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.
5/31/2017	6:29 am	5/31/2017	5:15 am	Van Nuys	Late night/early morning	The jet aircraft departures that you referenced on Wednesday, May 31, 2017 before 06:00 comply with all City of Los Angeles and Federal regulations/laws and were consistent with normal VNY departure operations. For more information, please refer to the Noise Management "quick facts" for a brief list of

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
5/31/2017	6:29 am	5/28/2017	10:27 am	Van Nuys	Flying over home	<p>enforcement and regulatory actions VNY "can" and "cannot do" related to FAA regulations and local City Ordinances. The quick facts and the City Curfew Ordinance may be found online under the "Noise Management Quick Facts" link at www.lawa.org/VNYNoise/. Lastly, airports do not control aircraft in flight. The Federal Aviation Administration (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.</p> <p>The propeller aircraft you reported on Sunday, May 28, 2017 at 10:27 was an Cessna C172 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 ATC directed the pilot to turn left 20 degrees but remain west of the 405 Freeway for safety and separation reasons. 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, case-by-case basis as needed. 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 www.lawa.org/VNYNoise/.</p>

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