

Long Beach Airport

2015 Noise Budget Results

City Council
Study Session

December 8, 2015



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Airport Noise and Operations Monitoring System (ANOMS™)

18 Noise Monitors

6 Regulatory Noise Monitors
with SENEL Limits

Including:

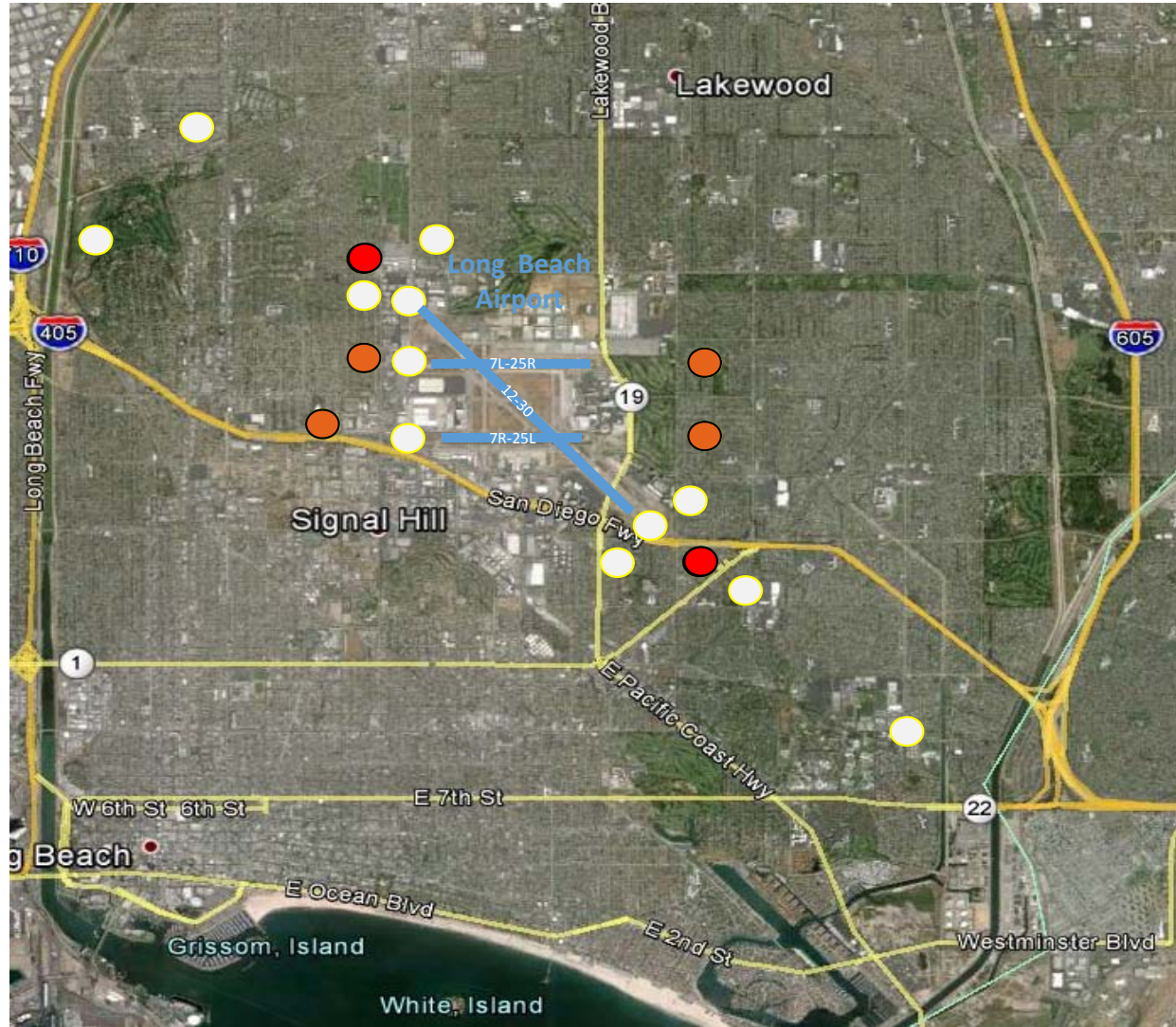
2 Noise Budget Monitors
with CNEL Limits (Noise Budgets)



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Noise Data

Reviewed each Quarter

Annual Noise Budget Analysis and Evaluation is conducted at the close of each Noise Year (October 1 through September 30) and compared to 1989/90 noise levels.

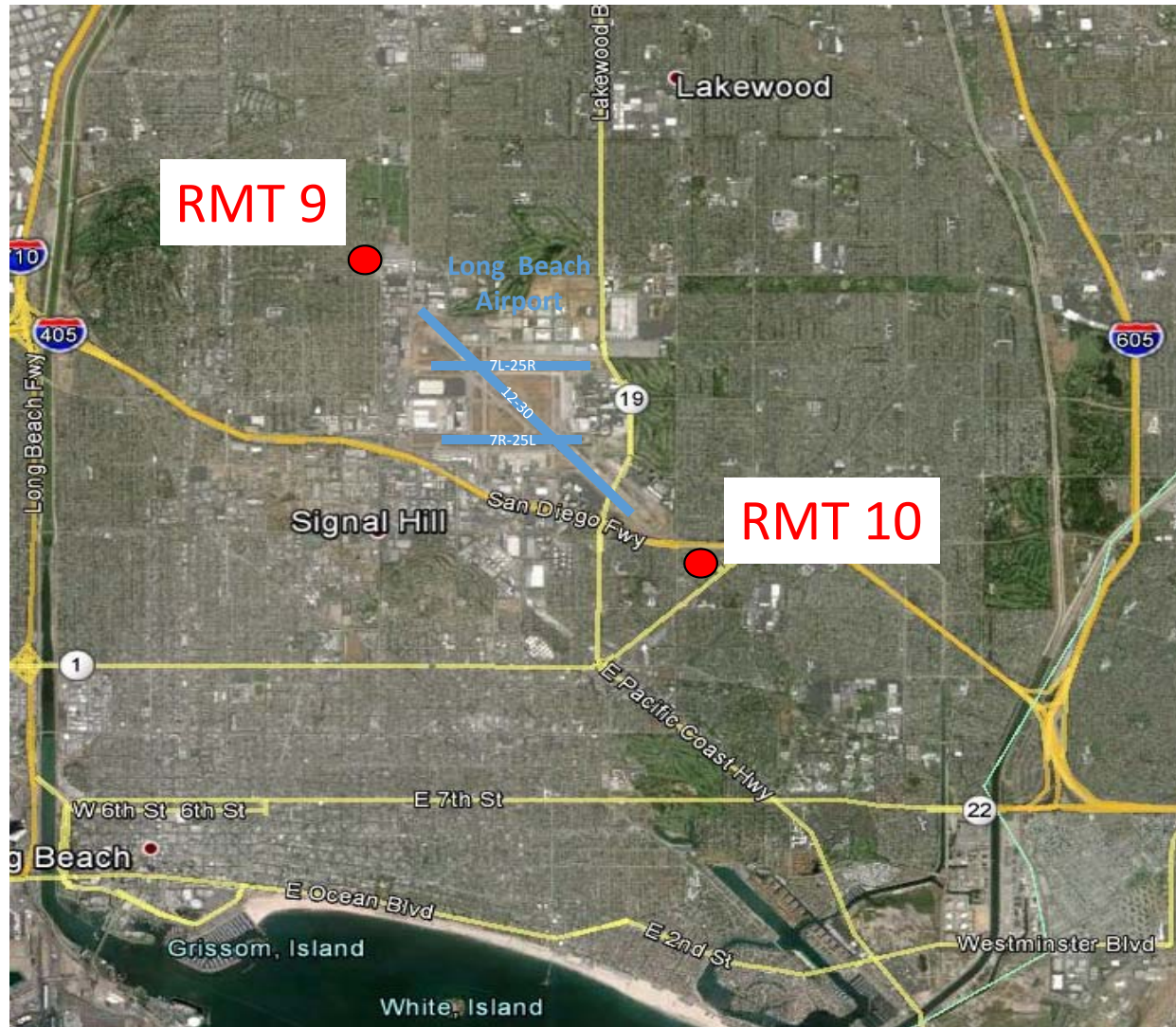
Required by Airport Noise Compatibility Ordinance (LBMC 16.43)



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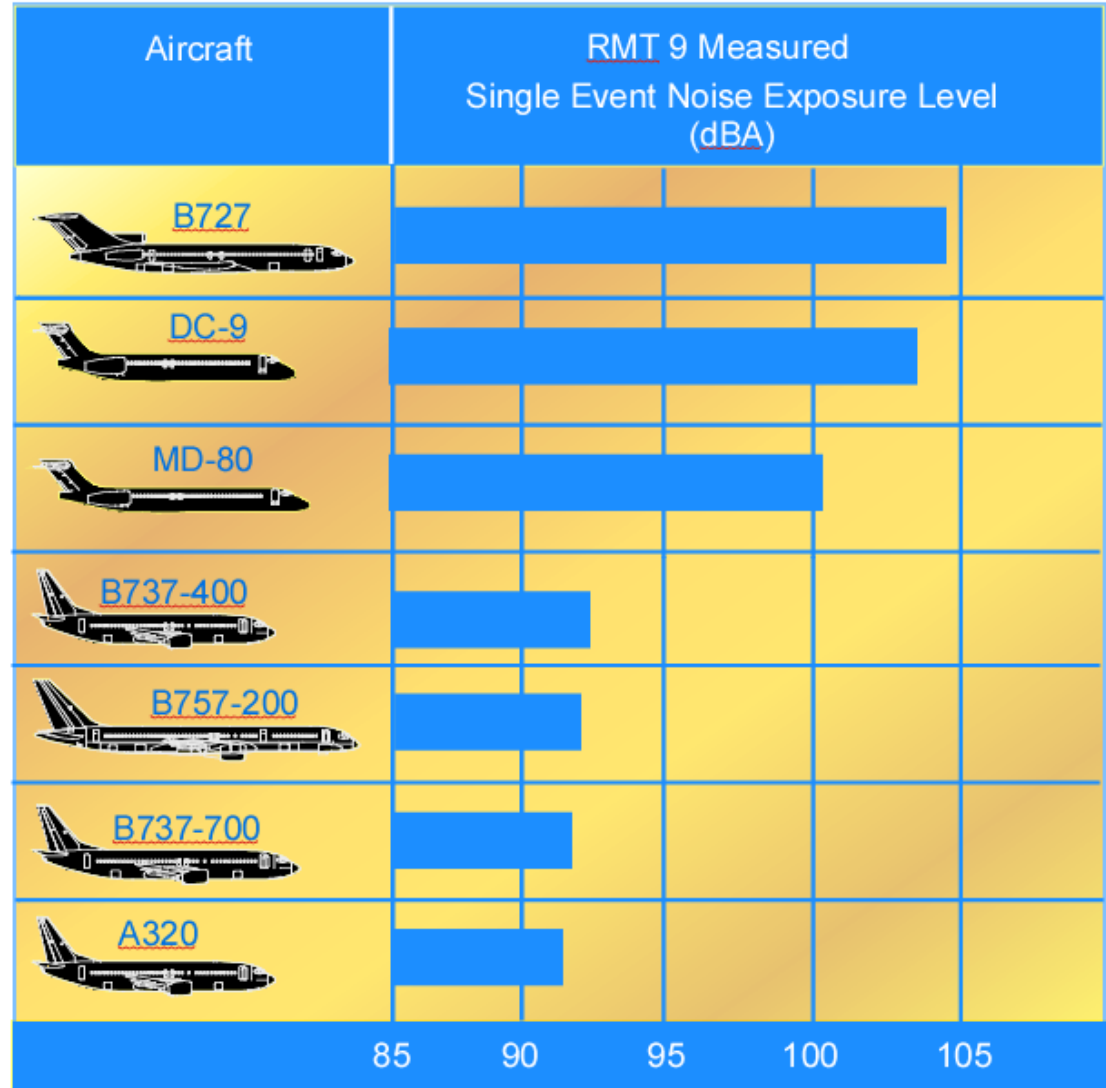
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Air Carrier Noise Levels

Aircraft have gotten quieter over time.



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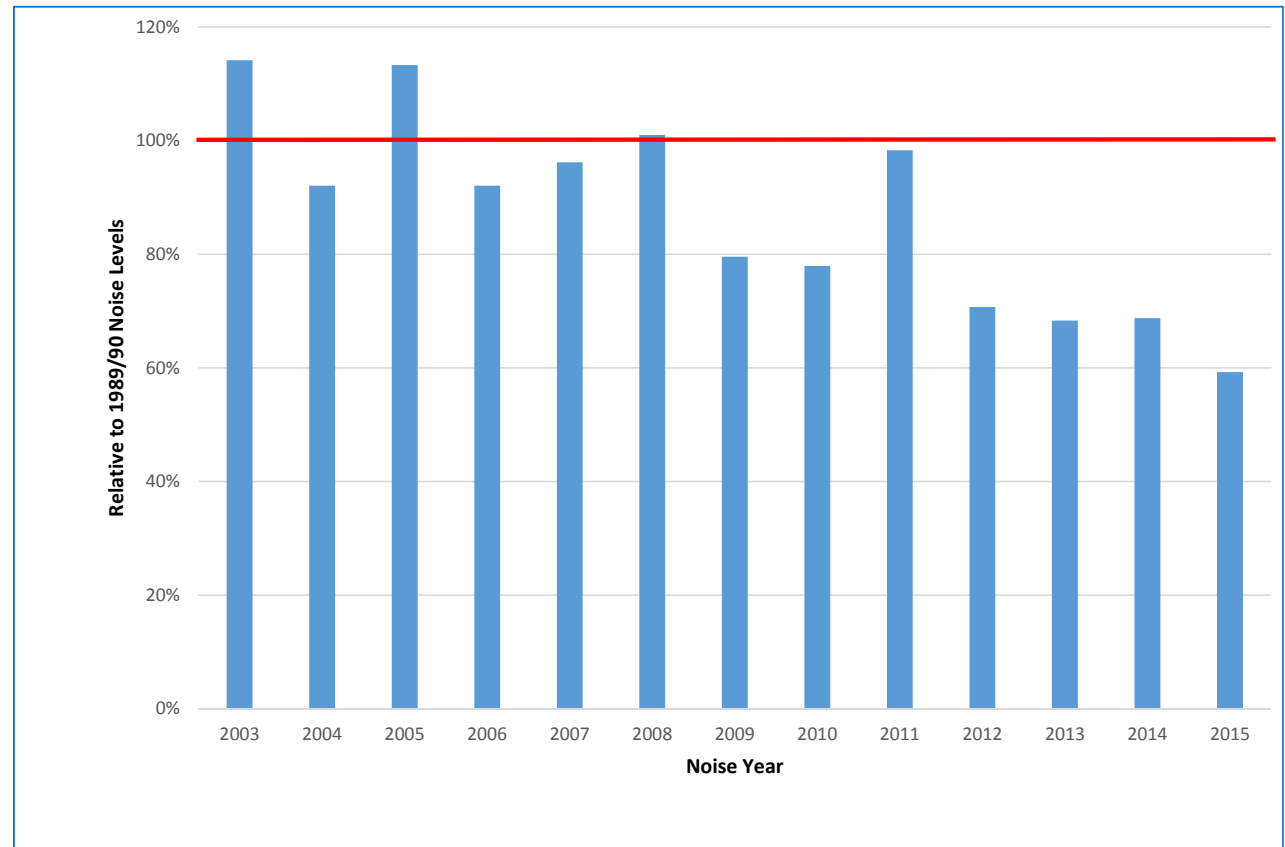
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Air Carrier Noise Levels

As aircraft have gotten quieter, Airport noise levels have been reduced.

RMT 9

Actual Noise Levels compared to
Baseline 1989/90 Noise Limits



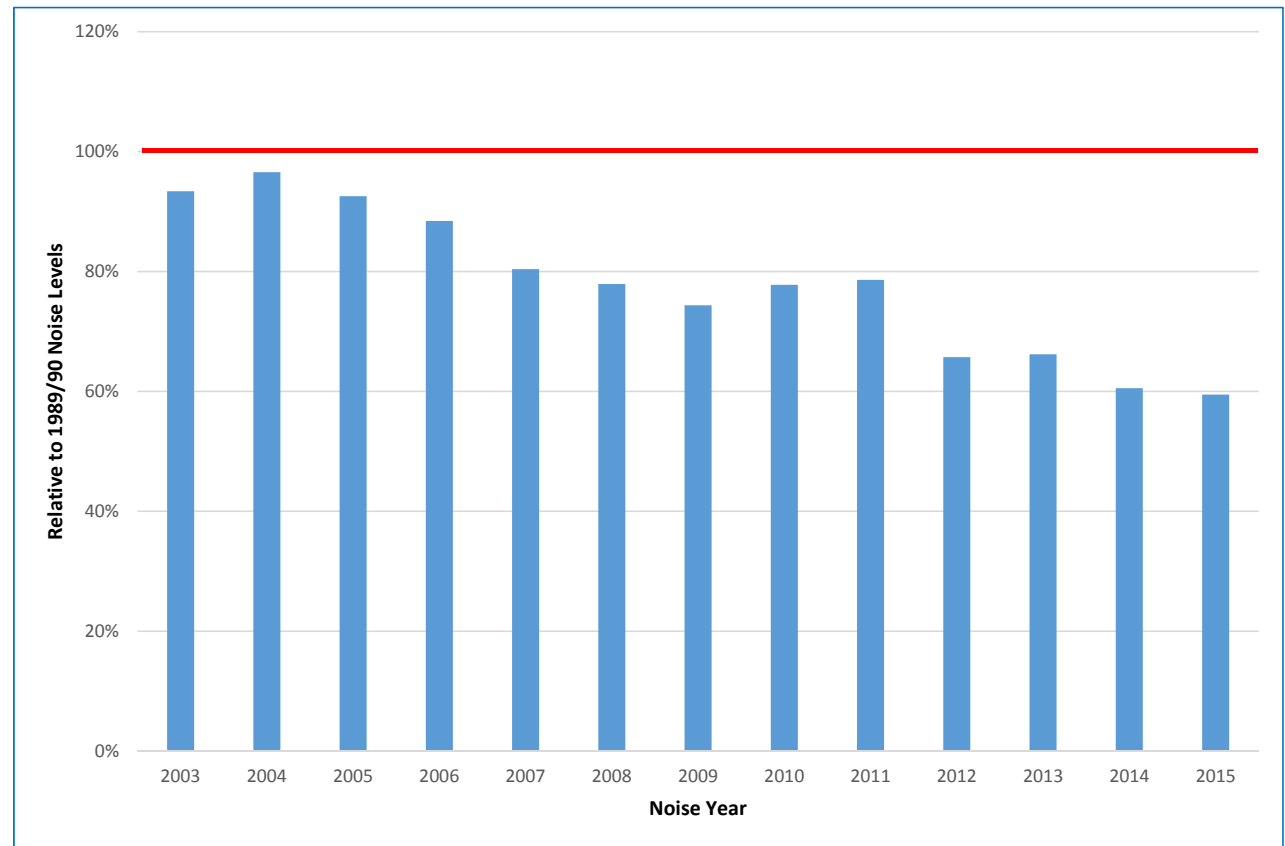
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Air Carrier Noise Levels

As aircraft have gotten quieter, Airport noise levels have been reduced.

RMT 10

Actual Noise Levels compared to
Baseline 1989/90 Noise Limits



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Air Carrier Noise Levels

As aircraft have gotten quieter, Airport noise levels have been reduced.

The Airport Noise Compatibility Ordinance Requires Action

In order to achieve applicable noise budgets, users within the Air Carrier category will be encouraged to operate at the lowest average noise level consistent with safety. This encouragement will be provided by permitting increases in the number of allowed Air Carrier Flights if the Air Carrier user group achieves compliance with the CNEL budget established pursuant to this Chapter, as determined on an annual basis.

LBMC 16.43.060.E.2



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Air Carrier Noise Levels + 95% Flight Slot Utilization

RMT 9

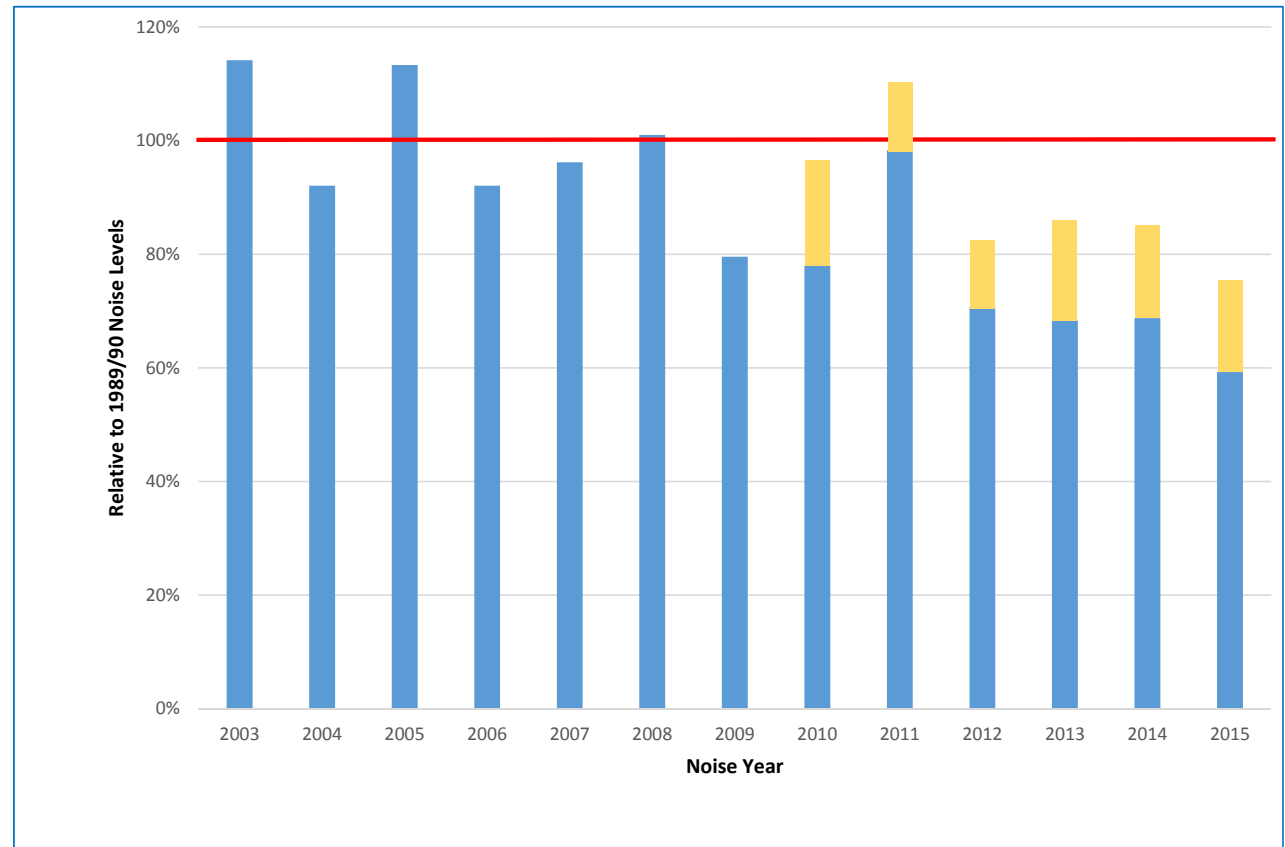
Noise Levels compared to
Baseline 1989/90 Noise Limits



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Air Carrier Noise Levels + 95% Flight Slot Utilization

RMT 10

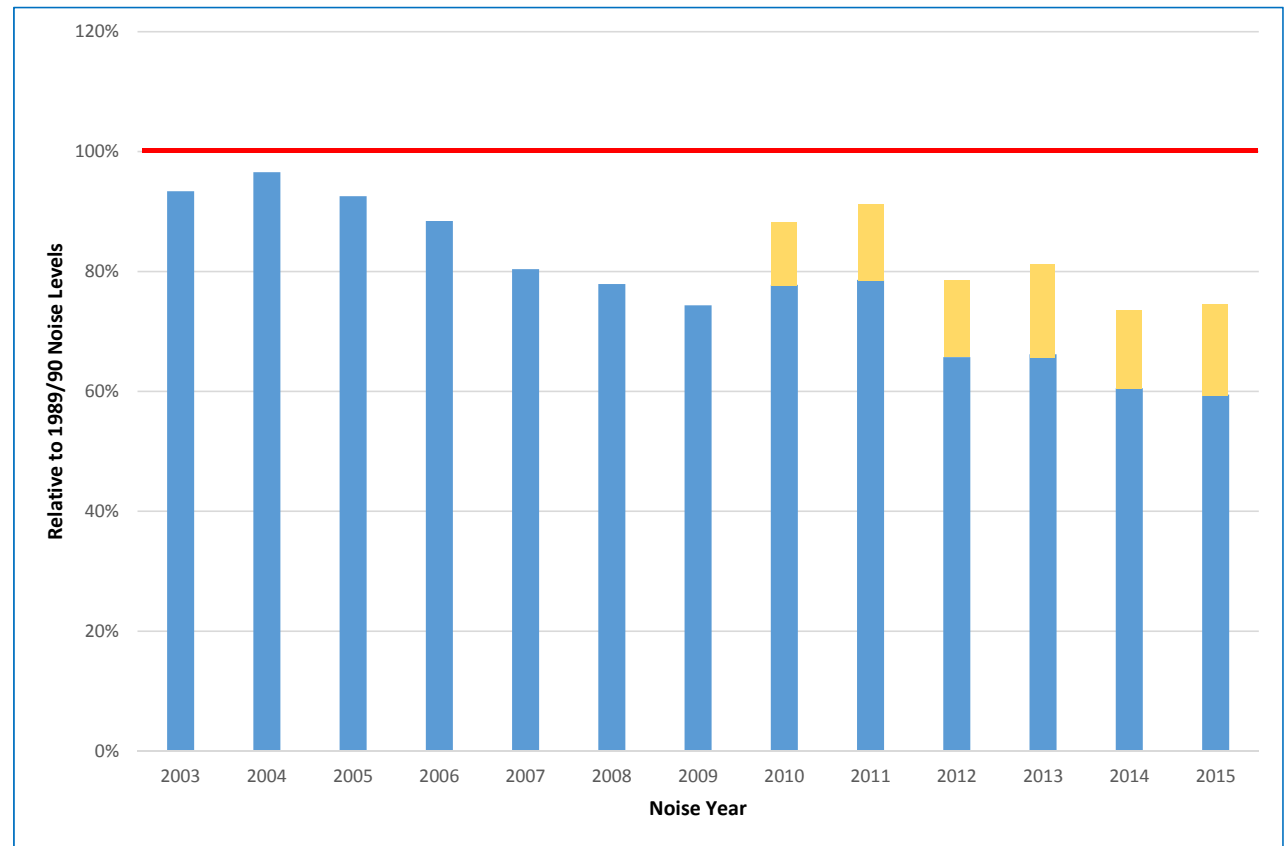
Noise Levels compared to
Baseline 1989/90 Noise Limits



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Air Carrier Noise Levels + 95% + 9 Flight Slot Utilization

RMT 9

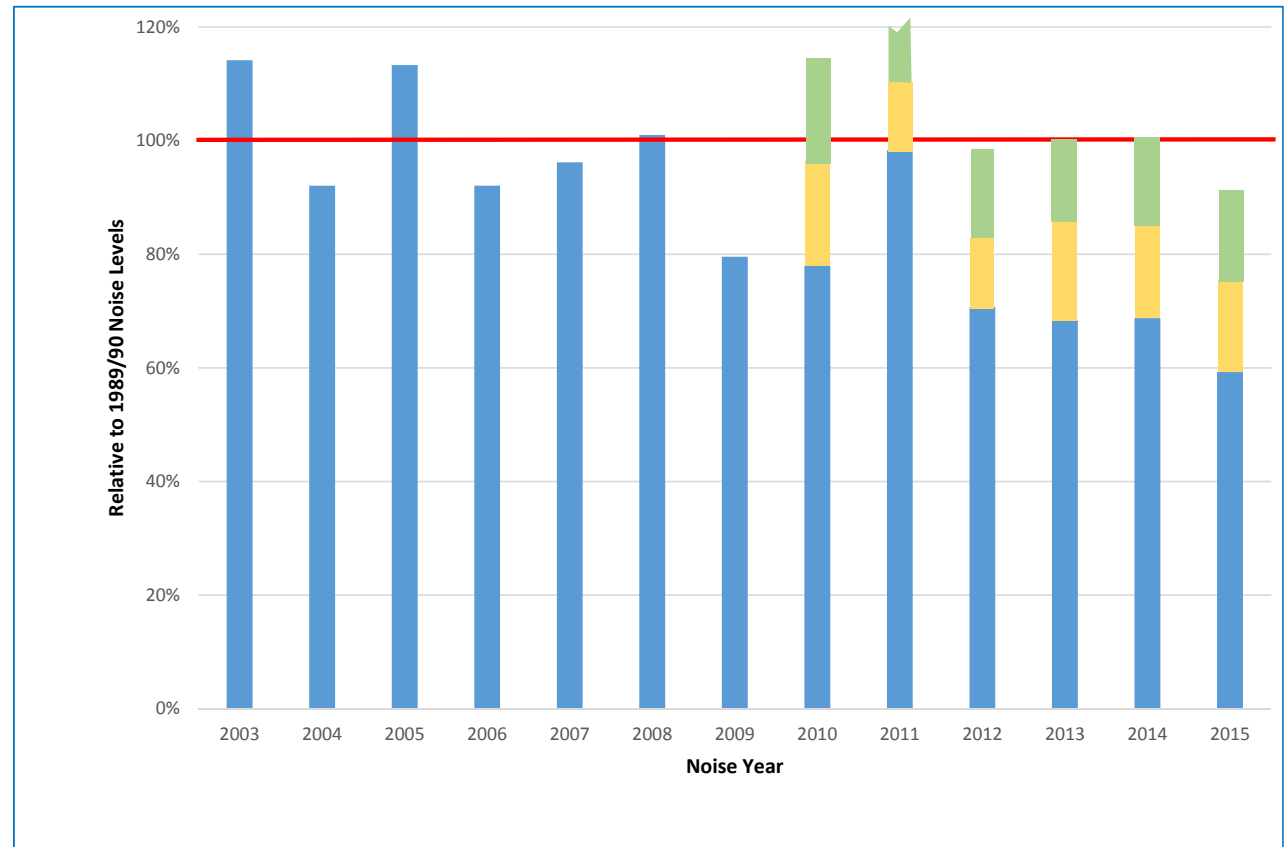
Noise Levels compared to
Baseline 1989/90 Noise Limits



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Air Carrier Noise Levels + 95% + 9 Flight Slot Utilization

RMT 10

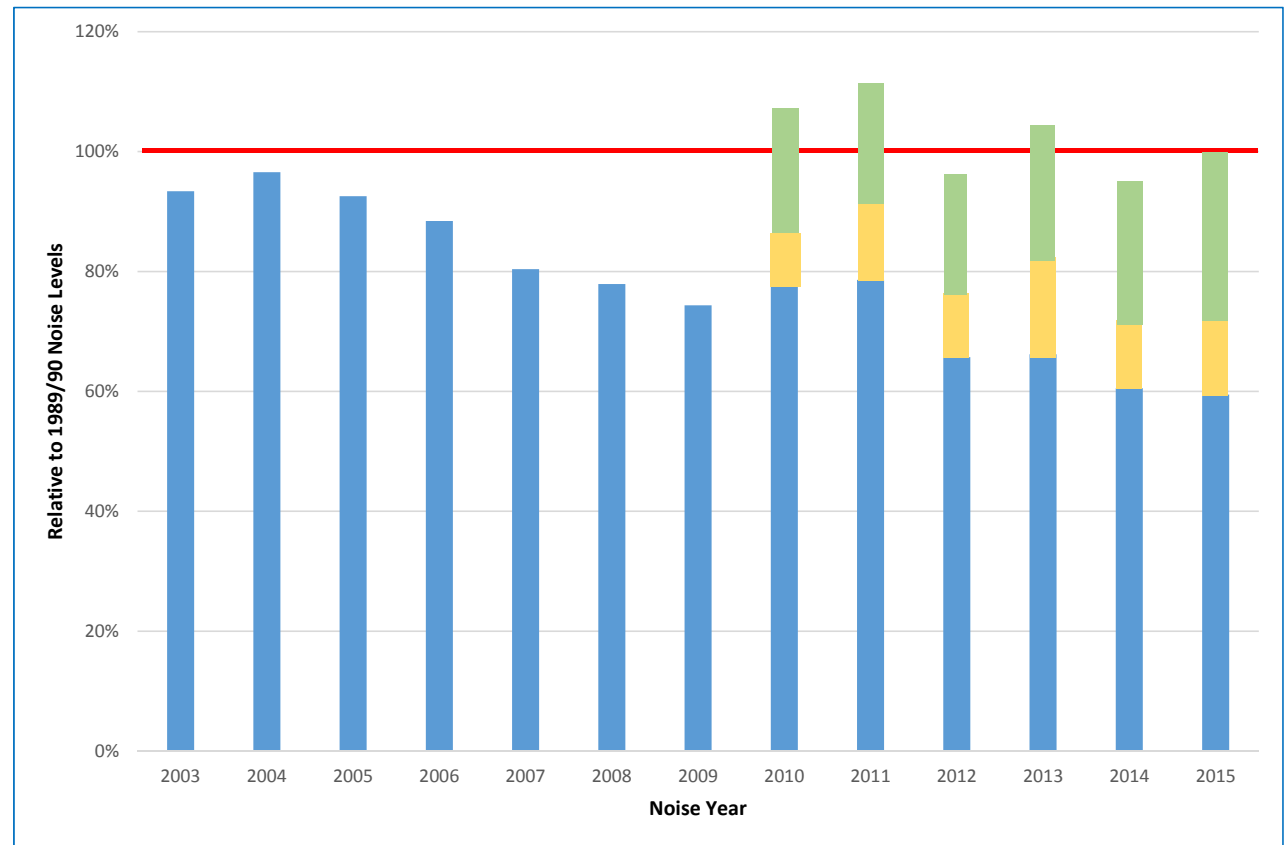
Actual Noise Levels compared to
Baseline 1989/90 Noise Limits



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Summary

This action is required by the Noise Ordinance.

The conclusions and recommendations are based on long-term empirical data and established trends.

This action is required to preserve and protect the Noise Ordinance.

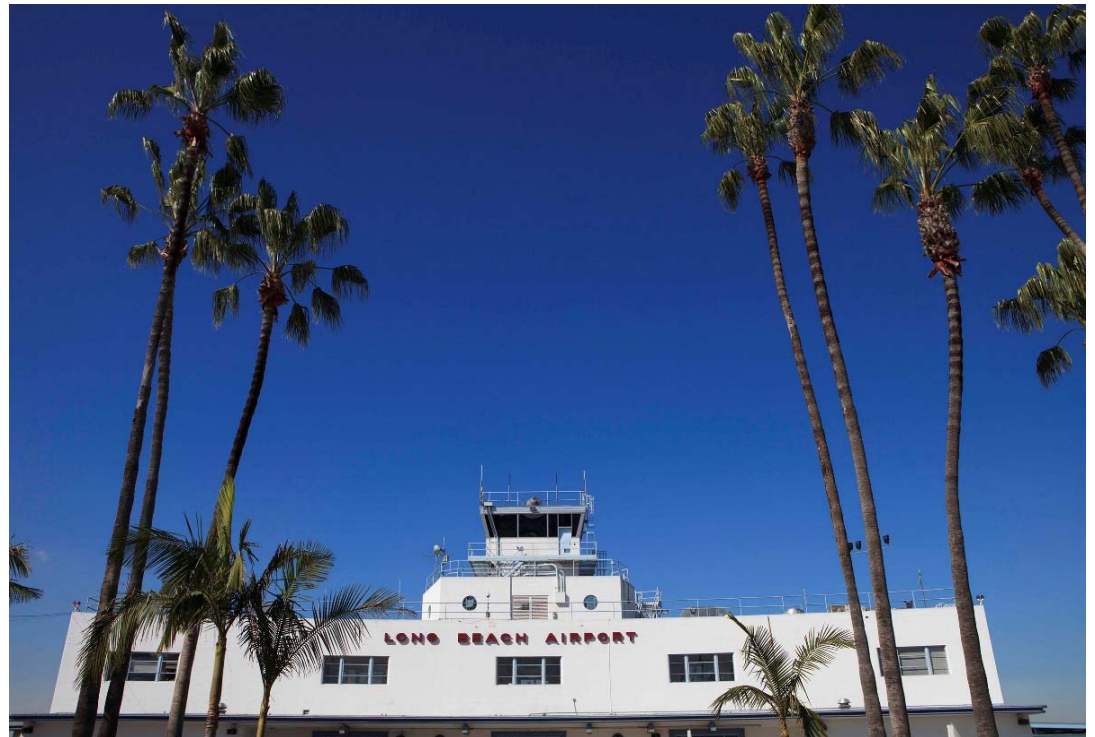
We must add 9 additional flight slots.



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Next Steps

Initiate the flight slot allocation process.

Notify air carriers of slot availability.

Carriers notify the Airport of interest.

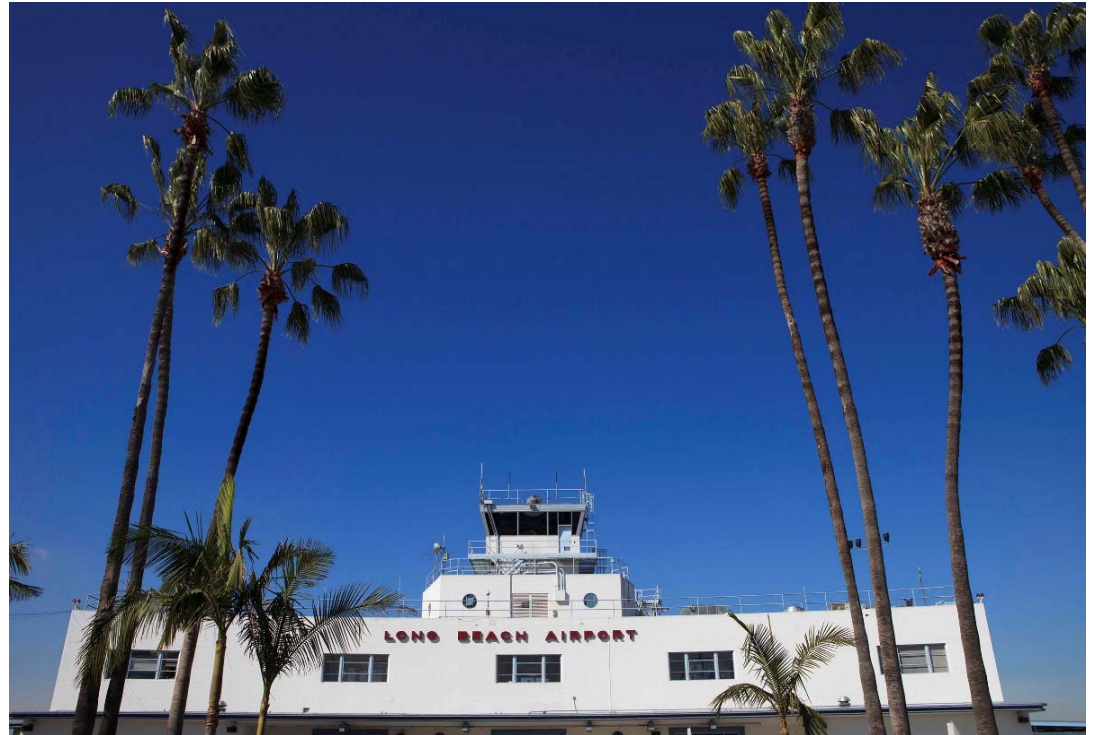
Award of slots based on an established protocol. (30 days)



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2015 Noise Budget Results

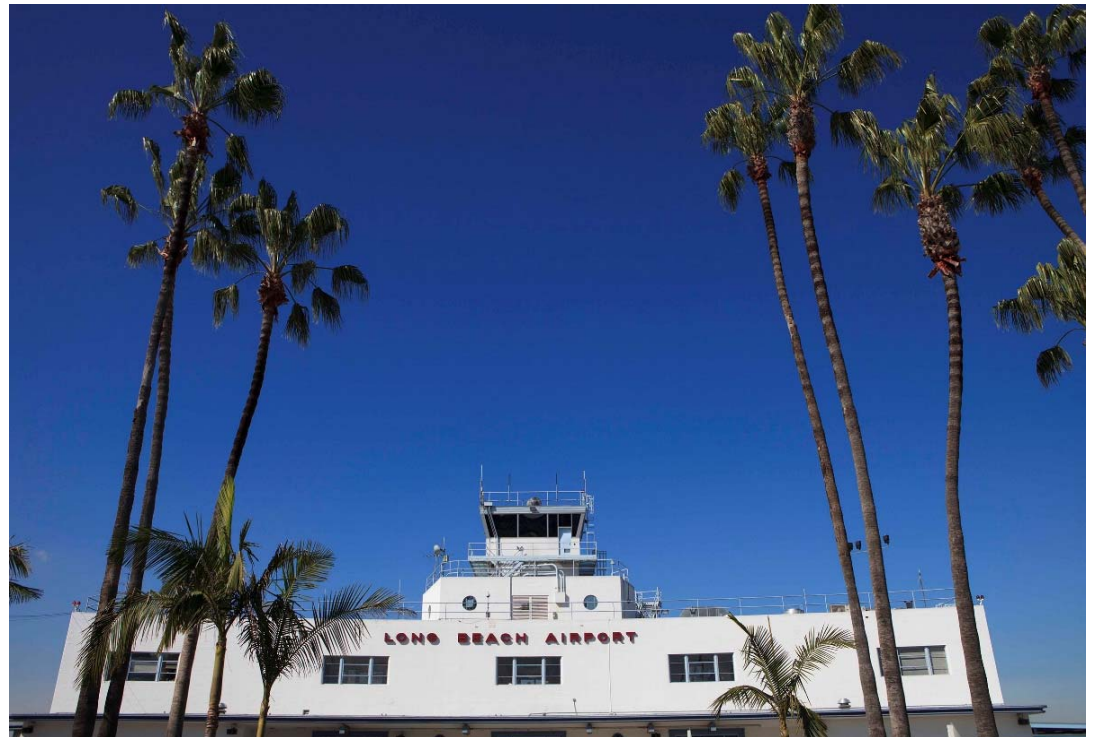
Thank You



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Air Carrier Noise Levels + 95% + 9 Flight Slot Utilization

RMT 10

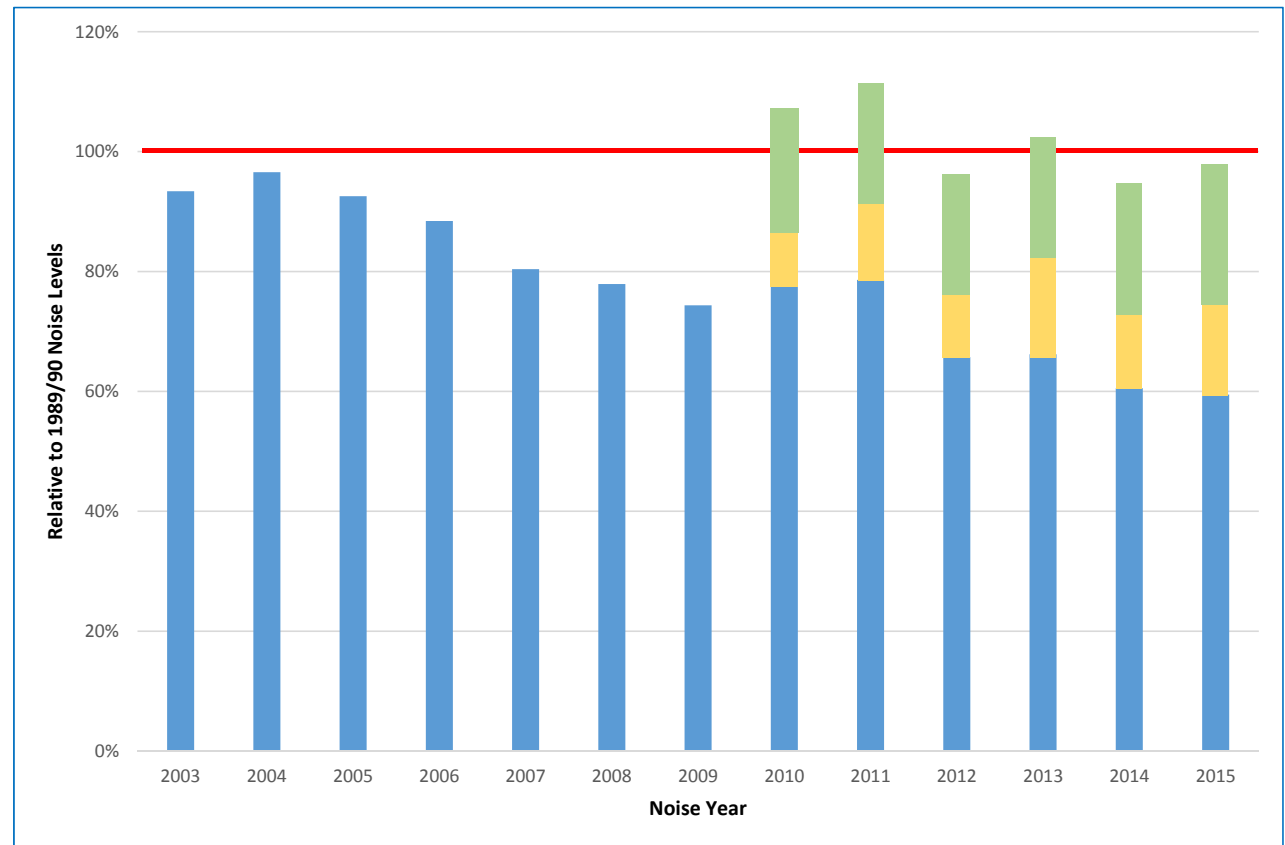
Actual Noise Levels compared to
Baseline 1989/90 Noise Limits



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Revised Slide to reflect
actual 2015 noise data