



## City of Long Beach

Working Together to Serve

## Memorandum

**Date:** August 10, 2017

**To:** Patrick H. West, City Manager *PL*

**From:** Jess L. Romo, Director, Long Beach Airport *JLR*

**For:** Stacy Mungo, Councilmember, Fifth District

**Subject:** Long Beach Airport Aircraft Runway Utilization

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This memorandum is to respond to your request for information regarding runway utilization at the Long Beach Airport (LGB).

LGB is comprised of 1,166 acres and has three runways:

- Runway 12-30 serves as the primary commercial air carrier runway. It is 10,000 feet long and 200 feet wide. This runway is designed to routinely accommodate heavy aircraft and is equipped with a Category I Instrument Landing System.
- Runway 7L-25R serves as the secondary air carrier runway. It is 6,192 feet long and 150 feet wide. This runway is typically used by General Aviation aircraft. It is served by an Area Navigation (RNAV) non-precision approach procedure that may be used during inclement weather at a prescribed threshold.
- Runway 7R-25L is the shortest runway. It is 5,423 feet long and 150 feet wide. This runway is used by small General Aviation aircraft. It is not equipped with instrumentation for use during periods of inclement weather.

### **RUNWAY SELECTION CRITERIA**

**The selection of a specific runway for aircraft arrival or departure is at the discretion, and under the authority, of the pilot in command in conjunction with Air Traffic Control.**

Title 14, Code of Federal Regulations (CFR), Part 91, states, "The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft" and requires pilots to adhere to air traffic control instructions.

**Aircraft takeoff and landing into the wind enhances safety.**

This enables a portion of the lift to be generated by the prevailing wind, and in addition to meteorological conditions, a pilot's decision to use a specific runway may be influenced by physical characteristics such as aircraft weight and runway weight bearing capacity, runway slope, pavement type, and condition.

**Preferential runway use programs also influence runway use.**

These programs are designed to limit noise exposure in the surrounding communities by encouraging predictable flight paths. Runway utilization practices at LGB call for the use of Runway 12-30 as the primary commercial air carrier runway. Runway 12-30 is also the only runway normally available during nighttime hours (10:00 p.m. to 7:00 a.m.). Runway 7L-25R may be used when Runway 12-30 is unavailable.

**RUNWAY USE**

As shown on the attached diagram, the vast majority of jet aircraft use Runway 12-30. Specific use of the runways is as follows:

- Approximately 99 percent of Air Carrier aircraft and approximately 89 percent of General Aviation jet aircraft use Runway 12-30.
- Approximately 1 percent of Air Carrier aircraft and 9 percent of General Aviation jet aircraft use Runway 7L-25R. Runway 7R-25L is the least used runway for jet aircraft.
- No Air Carrier aircraft use this runway and approximately 2 percent of General Aviation jet aircraft use Runway 7R- 25L.

**NOISE EXPOSURE**

**LGB's multi-million-dollar system, the Airport Noise and Operations Monitoring System (ANOMS), monitors aircraft noise and assists in enforcing the Airport Noise Compatibility Ordinance.**

The following are key points regarding the Airport's noise monitoring program:

- There are 18 noise monitors located in the general vicinity of the Airport.
- The runway use program is designed to ensure that incompatible land uses near the airport are not exposed to cumulative noise levels greater than 65 Community Noise Equivalent Level (CNEL), in accordance with the Noise Compatibility Ordinance. Cumulative noise budgets, in terms of CNEL, are designed to limit total noise exposure.
- Noise limits, in terms of Single Event Noise Exposure Level (SENEL), are in place for ALL runways at the Airport.
- The LGB Noise Compatibility Ordinance (Long Beach Municipal Code Chapter 16.43) was crafted to accommodate Runway 12-30 as the primary runway. CNEL budgets are specified in the Noise Compatibility Ordinance for Runway 12-30.
- Except for periods when Runway 12-30 is unavailable for maintenance, aircraft emergencies, etc., Runway 12-30 is designated for use by large Air Carrier aircraft.
- Other runways, including Runway 7L-25R, are infrequently used by louder jet aircraft and do not require cumulative noise budgets.

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Should you have any questions, please contact Ron Reeves, Noise and Environmental Affairs Officer, at (562) 570-2637

JR:km

Attachment

CC: MAYOR AND MEMBERS OF THE CITY COUNCIL  
CHARLES PARKIN, CITY ATTORNEY  
LAURA L. DOUD, CITY AUDITOR  
TOM MODICA, ASSISTANT CITY MANAGER  
KEVIN JACKSON, DEPUTY CITY MANAGER  
REBECCA JIMENEZ, ASSISTANT TO THE CITY MANAGER

# Attachment – Long Beach Airport Jet Aircraft Runway Use

