

Date: October 28, 2022

To: Thomas B. Modica, City Manager



From: Cynthia Guidry, Director, Long Beach Airport



For: Mayor and Members of the City Council

Subject: **Long Beach Airport Association Voluntary Pilot Program**

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With the construction on the Long Beach Airport (Airport) airfield causing temporary nighttime closure of its primary runway, the Long Beach Airport Association (LBAA) is encouraging flight schools to voluntarily reduce their nighttime training maneuvers and fly quieter throughout the construction period.

LBAA is a nonprofit organization representing Airport tenant members. LBAA's voluntary program asks flight schools to cease pattern work, which consists of low altitude practice circuits close to the Airport, after 9:59 p.m. when there is nighttime construction work that closes Runway 12-30, the primary runway. The nighttime closures are expected to continue through November. Airport flight schools started implementing a trial version of this voluntary action in August and there has been a decrease in nighttime training activity after 10:00 p.m.

Additional nighttime closures are expected to begin in the spring of 2023 when the Airport will begin the Runway 12-30 Electrical Improvements Project, which will replace more than 500 incandescent lighting fixtures with light emitting diodes (LEDs) for improved safety and sustainability. LBAA will also re-implement the voluntary program during the projected 2023 evening closures. The program is 100 percent voluntary and not enforceable by the Airport. The Federal Aviation Administration has regulatory authority over flight paths.

In addition to this voluntary program, the LBAA provided "How to Fly a Friendly Pattern at LGB" best practices to Airport-based flight schools, master tenants, and operators. More details on this program are available in the attached letter.

The Airport operates 24 hours per day, although commercial flights may only schedule service between the hours of 7 a.m. and 10 p.m. The airport maintains one of the strictest noise Ordinances in the nation.

Long Beach Airport Association Voluntary Pilot Program

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For more information, please contact me at (562) 570-2605.

ATTACHMENT

CC: CHARLES PARKIN, CITY ATTORNEY  
DOUGLAS P. HAUBERT, CITY PROSECUTOR  
LAURA L. DOUD, CITY AUDITOR  
LINDA F. TATUM, ASSISTANT CITY MANAGER  
TERESA CHANDLER, DEPUTY CITY MANAGER  
KATY NOMURA, DEPUTY CITY MANAGER  
APRIL WALKER, ADMINISTRATIVE DEPUTY CITY MANAGER  
KEVIN LEE, CHIEF PUBLIC AFFAIRS OFFICER  
MONIQUE DE LA GARZA, CITY CLERK  
DEPARTMENT HEADS



# LBAA

Advancing Aviation, Economic Growth and Business Diversity

October 4, 2022

P.O. Box 91361  
Long Beach, CA 90809  
562-506-2942  
[www.thelbaa.org](http://www.thelbaa.org)

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CEO and President,  
Aerolease Group

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Signature Flight Support

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White Buffalo

Ms. Cynthia Guidry  
Director- Long Beach Airport  
City of Long Beach  
4100 Donald Douglas Dr  
Long Beach, CA 90808

Re: LGB Airport General Aviation Operations- Voluntary Pilot Program

Dear Ms. Guidry

Our association is aware of the necessary airfield construction at Long Beach Airport and the temporary change in runway use to Runway 26R during night operations. The General Aviation (GA) community is also aware of some community concerns relative to GA aircraft operations, specifically flight training and other aircraft flight pattern activity at LGB. I am writing to confirm the efforts of the Long Beach Airport Association (LBAA) to engage in a voluntary pilot program that temporality minimizes GA operations during construction, address community concerns and provide the training needs for the flight schools. As you know, GA operations at many airports increased nationally during the pandemic, and there has been parallel national increase in flight training where the industry is responding to the shortage of qualified pilots. LGB Airport is a vibrant airport and plays a vital role in GA and in flight training. We are pleased to see that LGB operations also continue to show good alignment from the GA users and operators in flying compliant with the established LGB Noise Ordinance.

In an effort to address and establish practices for aircraft pattern work and best mitigate noise concerns, collectively our user members met to create a voluntary program "How to Fly a Friendly Pattern at Long Beach Airport". Those guidelines, outlined below, have been submitted to each master tenant, flight school and user/operator, with the request to consider the merits of implementing these procedures. A priority recommendation was the voluntary termination of pattern work after 9:59 pm local, which we understood has resulted in immediate results. As a living document, this program is open to reasonable improvements that also align with the priority for safety, existing policy and any established rules, regulations, and ordinances. As well, these procedures may be superseded by Air Traffic Control.

- We organized a group of well-established local LGB flight training operators, and knowledgeable GA based users:
  - We reviewed any LGB related noise violations and the specific operations raising concern
  - We reviewed the LGB users operational practices and syllabus guidelines for potential refinement specific to LGB Airport
  - We collectively considered reasonable operational modifications that potentially would mitigate concerns and provide benefit without transferring or impacting other community areas or residents.
  - We will continue to use these practices and educational tools so to outreach and communicate with based pilots, instructors, and students on continued refined best practices. And educate users on the City of LB's noise policies and regulations.
  - We will continue our commitment to adherence to airport rules, regulations, and noise abatement procedures.

Below is an outline of the guidelines for the voluntary program.

#### **HOW TO FLY A FRIENDLY PATTERN AT LGB**

- Use full length of Runway, and full power on departure.
- Use Best Rate (Vy) or Best Angle (Vx) on departure.
- Utilize Best Angle with any touch and go aircraft operations to best achieve maximum altitude within the airport boundaries.
- Adhere to all Long Beach Municipal Code (LBMC) Chapter 16.43 (Airport Noise Ordinance) regulations and Long Beach Airport recommended noise abatement procedures related to pattern and flight training.
  - Reminder – Touch and Go operations are not permitted after 7 pm weekly and 3 pm on the weekends and Holidays.
  - As a recommendation- No pattern work on any runway after 10 pm- including required full stop and taxi back operations.
- Aircraft should try to touch down in the first 500' of usable distance of the runway and as close to the runway identifier markers as possible.

Having organized and pursued similar collaborative efforts at other airports and knowing the recent community concerns shared are not issues exclusive to Long Beach Airport, we believe a partnership between the airport, businesses and users would result in a baseline for improvement, as well as upcoming LGB airfield construction.

I look forward to continuing a collaborative dialogue between the Airport and LGB aviation business community.

Sincerely,

*Curt Castagna*

Curt Castagna  
LBAA President

