


Date: December 27, 2023

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 Air Carrier Noise Budget**

Long Beach Municipal Code (LBMC) Chapter 16.43, the “Long Beach Airport Noise Compatibility Ordinance,” requires the Airport to evaluate noise budgets for each user category to ensure compliance with the applicable budget limit and the City’s overall goal of minimizing the number of incompatible land uses located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL). Each year, the Airport must determine the status of the Air Carrier noise budget and whether Air Carrier flights should be added or removed to ensure compliance with the noise budgets. Based on the findings of this year’s analysis, staff recommends maintaining the current level of 41 minimum Air Carrier flight slots and 17 Supplemental Air Carrier flight slots.

Airport staff’s internal noise review and an independent analysis conducted by Mr. Vince Mestre of Mestre Greve Associates, a Division of Landrum & Brown, for Noise Year (NY) October 1, 2022, through September 30, 2023 (NY 22-23), which is attached, indicates that the Airport operated significantly below the Air Carrier noise budget at remote monitoring terminal (RMT) 9 and RMT 10. Remote monitoring locations are physical points around the Airport that use calibrated noise monitors to record aircraft noise events. The Airport maintains a total of 18 RMTs as part of the noise monitoring system; however, two RMTs (RMT 9 and RMT 10) are specifically used to measure the Airport’s noise budget. Noise levels at these monitoring locations are provided in Table 1 below.

**Table 1: Air Carrier Noise Budget Performance
(October 1, 2022 – September 30, 2023)**

Location	Allowable Budget	Budget Used	Percent Used	Budget Remaining	Percent Remaining
RMT 9	70.7	37.9	53.6	32.8	46.4
RMT 10	84.6	63.4	74.9	21.2	25.1

As shown in Table 1, allowable budgets for the Air Carrier category at RMT 9 and RMT 10 are 70.7 and 84.6, respectively. The actual budget used by Air Carriers was 37.9 at RMT 9 and 63.4 at RMT 10. This indicates 32.8 budget units were unused at RMT 9 and 21.2 budget units were unused at RMT 10.

The Airport’s existing allocation of 58 Air Carrier flight slots are comprised of 41 Permanent Air Carrier flight slots and 17 Supplemental Air Carrier flight slots. Throughout the current reporting period (NY 22-23), due to the impacts of the COVID-19 recovery, crew shortages and aircraft

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availability, the Airport averaged 43 Air Carrier flights per day. This is well below the permitted number of 58 Air Carrier flights per day.

LBMC Section 16.43.060(E) states, "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."

While the Air Carriers were below their allowable budget for the reporting period at RMT 9 and RMT 10, the data indicates that if all 58 flight slots were utilized, the air carriers would be just below their allowable budget at RMT 10. It is also very difficult to extrapolate the current data to predict future noise levels due to the relatively low number of operations as compared to the maximum allowable. Accordingly, staff recommends no changes to the Airport's Air Carrier slot allocation at this time.

If you have any questions or require additional information, please contact me at (562) 570-2605.

ATTACHMENT

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