

Long Beach Airport

IATA/ICAO CODE: LGB/KLGB
CITY: Long Beach
STATE: CA
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Christine Edwards	Mario Fabila
Title:	Acting Airport Manager	Superintendent Airport Operations Noise Compliance Officer
Airport:	Long Beach Airport	Long Beach Airport
Address:	Long Beach Airport 4100 Donald Douglas Dr. Long Beach, CA 90808	Long Beach Airport 4100 Donald Douglas Dr. Long Beach, CA 90808
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Airport Web Site:	www.lgb.org	

ELEVATION: 58 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
7R/25L	5423	-	-	150
7L/25R	6192	-	-	150
12/30	10000	-	-	200
16R/34L	4470	-	-	75
16L/34R	3975	-	-	75
Check FAA Airport Diagrams for current information.				

Notes:		
New (Less restrictive weight limitations)		
Maximum allowable Aircraft Weights (Lbs) Runway 30/12		
Aircraft Type	Take-off Weight	Landing Weight
Airbus		
A-300B2	502,700	335,000
A-300B4	502,700	335,000
A-310-300	502,700	335,000
A-300-600	502,700	335,000

A-330	529,100	347,000
A-340	588,100	379,000
Boeing		
767-200ER	522,700	344,000
767-300	522,700	344,000
767-300ER	522,700	344,000
McDonnell Douglas		
DC-8-70	502,700	335,000
MD-11	588,100	379,000
DC-10 Series 10	522,700	344,000
DC-10 Series 30/40	588,100	379,000
C-17	538,600	344,000
Lockheed		
L-1011 Series 200	545,600	354,000
L-1011 Series 500	545,600	354,000
For types not listed call (562)570-2674 or FAX (562)570-2601		
Aircraft over 12,500 lbs and jets: Use runway 30/12 whenever possible. The only active runway from 10pm to 7 am is runway 30/12 unless otherwise notified.		

NOISE ABATEMENT PROCEDURES

Recommended Procedures for All Aircraft:

Departures - Climb at best rate No intersection departures

Arrivals - Utilize high profile, low energy approaches whenever possible. Approach on or above glideslope/VASI

Pattern - Pattern altitude 1000 feet MSL, large aircraft 1500 feet MSL

Remain as close to the airport and as high as practical. The preferential flight track is within the boundaries of Cherry, Carson, Clark and Willow Street.

For aircraft above 12,500 lbs and jet aircraft:

Use runway 30-12 whenever possible.

Use NBAA or Company Noise Abatement Procedures for arrivals and departures.

VFR arrivals should intercept localizer no closer than "Steam Plant" (4.5 nm from runway 30).

Runway 30-12 - no intersection departures, 2200 hrs to 0700. (enforced by ordinance)

Touch and go, stop and go, and low approach operations are only allowed on the East/West and North-South runways. These training operations are allowed only between 7:00am and 7:00pm, Mondays through Friday and 8:00am to 3:00 pm, weekends and holidays. (enforced by ordinance)

No formation takeoffs or landings are permitted. (enforced by ordinance)

Curfew

Runways 25L/7R, 25R/7L, 16L/34R and 16R/34L are closed between the hours of 10:00pm and 7:00am.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

R/W 12/30 open all hours.

2200-0700 R/W 7L, 25, 25R, 16L, 16R, 34L, 34R, closed.

R/W 12/30 2200-0700 SENEL 79 T.O./landing, 0700-2200 SENEL 102.5 T.O./101.5 landing. 0600-0700 and 2200-2300 SENEL 90 T.O/landing

PREFERENTIAL RUNWAYS

The only active runway from 10pm to 7 am is runway 30/12 unless otherwise notified.

12/30 10,000 ft length for arrivals and take-offs.

OPERATING QUOTA

See Noise Level Limits, section 16.43.060

ENGINE RUN-UP RESTRICTIONS

Engine runups are allowed only between 7:00am and 9:00 pm, Monday through Friday and 9:00am and 9:00pm weekends and holidays at airport approved locations.

Enforcement and fines are similar to that described for violation of noise limits.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS

The following are questions we asked and the answers provided by the Airport Manager regarding the Noise Budgets:

Question:

Has a Noise Budget been defined for each of the Air Carriers?

Answer:

Rather than a noise budget for each Air Carrier, the Air Carriers are treated as a group (see chart below).

Question:

Please explain the sentence "These noise budgets are selected to comply with the provisions of the Airport Noise and Capacity Act of 1990"(ANCA).

Answer:

The ANCA generally benchmarks noise-based restrictions in the place at the time of the ANCA's adoption and requires controls after that time to meet the relevant reviews/approvals. The baseline noise budgets in the settlement agreement resulted from noise controls in place before the ANCA. The selection of this baseline was designed to provide the noise budget components of the settlement with the grandfather status afforded by ANCA.

Question:

In the paragraph it states the Air Carriers shall be permitted to operate not less than 41 flights per day. Is this per carrier or for the total of all carriers? The paragraph continues to state that the number of operations will not increase above that permitted as of November 5,

1990. However, in the next paragraph, it states that this could increase if the group achieves compliance with the CNEL budget. . . does this mean that the number of flights could increase above the number permitted as of November 5, 1990?

Answer:
The phrase "Air Carriers shall be permitted to operate not less than 41 flights per day" pertains to the total of all Air Carriers. However, if the Air Carriers, as a group, generates cumulative noise sufficiently below its budget in a given year, additional flights may be permitted in the subsequent year(s). As the sentence in paragraph 1 reads, "Pending assessment of compliance with the CNEL budget applicable to Air Carriers, flights by these users shall not be increased above the number permitted as of November 5, 1990" "Pending assessment of compliance," which is described in paragraph 4, does allow for additional flights provided that the cumulative noise generated by Air Carrier operations during the prior 12 month period is below the budgeted levels.

Technical Appendix To Chapter 16.43 of the Long Beach Municipal Code				
Noise Contribution Values for Proposed Long Beach City Ordinance				
	Noise Contribution Budgets(1)		Noise Contribution Budgets(2)	
Airport User	(3) STA.9	(4) STA.10	(3) STA.9	(4) STA.10
Air Carriers	70.7	84.6	89.1	106.5
Commuters	0.4	3.6	0.5	4.5
Industrial	8.5	.6	10.7	8.3
Charter	0.14	0.09	0.17	0.11
Gen. Aviation	23.0	26.0	28.9	32.7
(1) Budget values are based on the average of the calculated noise contributions for the 12 months from November 1989 through October 1990, except that the industrial budget has been increased to reflect projected flights by new aircraft not in regular operation between November 1989 and October 1990.				
(2) The enforcement limits are based upon the budget limits increased by a tolerance of one dB (a multiplier of 1.2589)				
(3) Noise contributions are calculated for the nearest residential area off the northwest end of runway 30 based on measurements at monitor Station 9.				
(4) Noise contributions are calculated for the nearest residential area off the southeast end of runway 30 based on measurements at monitor Station 10.				
(5) Reflects 968 flights per year for Boeing and 40 flights per year for Gulfstream Aerospace.				

NOISE SURCHARGE

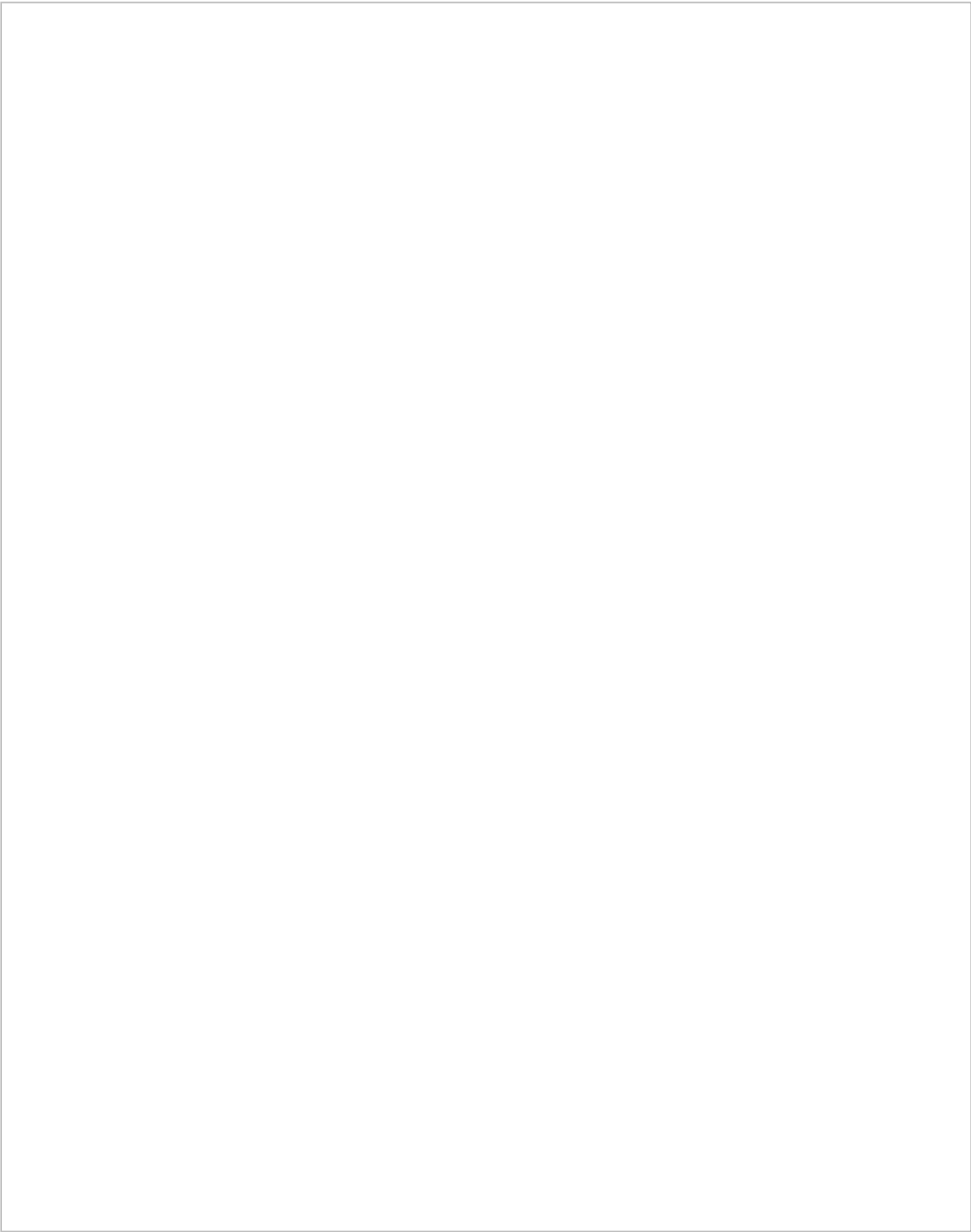
\$100 and \$300. See Noise Level Limits 16.43.090 Violation Enforcement

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for		

Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM



Noise Monitoring Locations with Distances to/from Monitors		
Monitor #1:	Distance to RWY 25R:	Displaced Threshold 4,570ft
	Distance from Rwy 7L:	Full Length - 10,200ft At Twy D - 8,900ft At Twy K3 - 7,435ft
Monitor #2:	Distance to Rwy 25L:	4,070ft
	Distance from Rwy 7R:	Full length - 9,475ft At Twy B - 8,265ft

Monitor #5:	Distance from Rwy 25L:	Full length - 9,590ft At Twy D - 8,200ft
	Distance to Rwy 7R:	4,200ft
Monitor #6	Distance from Rwy 25R:	Full length - 7,260ft
	Distance to Rwy 7L:	Displaced Threshold - 2,735ft
Monitor #9:	Distance from Rwy 30:	Full Length 13,500ft At Twy J 9,400ft
	Distance to Rwy 12:	Displaced Threshold - 5,000ft
Monitor #10	Distance to Rwy 30:	Displaced Threshold - 4,950ft Touchdown zone (TDZ) - 6,100ft
	Distance from Rwy 12:	Full Length - 12,890ft At Twy K - 10,450 At Twy J - 7,000ft
18 remote noise monitoring site locations. Of the 18 monitors, only six are used for enforcement. Those are 1, 2, 5, 6, 9 & 10		

FLIGHT TRACK MONITORING SYSTEM

Yes

NOISE LEVEL LIMITS

Ordinance No. C-7320 - this airport noise ordinance was adopted 5/19/95 by the City of Long Beach				
16.43.040 Maximum SENEL Limits				
A. Subject to the authority of the Airport Manager to adjust permissible single event noise limits for categories of airport users in order to reduce such group's cumulative noise levels, all non-governmental operations at the airport shall meet the following SENEL limits:				
Runway	7am-10pm (Dep/Arrival)	10pm-11pm & 6am-7am (Dep/Arrival)	11pm-6am (Dep/Arrival)	Monitoring Station No.** (Dep/Arrival)
30	102.5/101.5	90/90	79/79	9/10
12	102.5/101.5	90/90	79/79	10/9
25R	92/88	*	*	6/1
25L	95/93	*	*	5/2
7R	95/92	*	*	2/5
7L	88/92	*	*	1/6
* Except in case of emergency or air traffic direction, all aircraft operations between the hours of 10pm and 7am are limited to runways 30 and 12.				
**(For locations of noise monitors, see noise monitoring system)				
B. Violations occurring during the period between 10pm and 11pm which are the result of unanticipated delays beyond the reasonable control of the aircraft owner/operator shall be waived upon the presentation of evidence satisfactory to the airport manager that delayed				

arrival or departure resulted from such circumstances. Delays caused by mechanical failure (but not by routine maintenance), by weather conditions or by air traffic control conditions will be considered beyond the owner/operator's control.

C. The SENEL limits for the period from 6am-7am and from 10pm-11pm shall be subject to revision at the end of the fourth calendar quarter following the implementation of this Chapter. If, for the period covered by the four calendar quarters following the implementation of this Chapter, cumulative aircraft noise has exceeded the level allowed by Section 16.43.050A, these limits shall be reduced to 85 SENEL. The SENEL for the period from 6am-7am and from 10pm-11pm shall, however, revert to 90 SENEL if, for any subsequent four quarters, cumulative aircraft noise has not exceeded the level allowed by Section 16.43.050A

16.43.050 Cumulative Noise Limits and Noise Budgets

A. It is the goal of the City that incompatible property in the vicinity of the airport shall not be exposed to noise above 65 CNEL. In determining compliance with this noise goal and with the noise budgets established by this Chapter, a tolerance of one dB CNEL will be applied. In assessing cumulative noise levels for any period less than one year, the airport manager shall take into consideration and allow for reasonably anticipated seasonal variations in operations and noise. The noise of military and public aircraft, for which the City bears no liability, will be excluded in calculating CNEL and in assessing compliance with the CNEL goal and CNEL budgets forth in this Chapter.

B. For purposes of this section, users of the airport shall be categorized as follows: Air Carriers, Commuter Carriers, Industrial operators, Charter operators, and General Aviation (which includes all other users). Each user group at the airport will be assigned a noise budget for takeoff and landing noise on Runway 30/12.

C. Initial noise budgets hereunder for Air Carriers, Commuter Carriers, Charter operations, and General Aviation shall be established by determining the actual monitored noise level of each user group for the 12 months ended October 31, 1990. In the case of Industrial operators, the baseline November 1, 1989 to October 31, 1990, as augmented to accommodate reasonably projected operations for manufacturing and flight test purposes by aircraft types which were under design during the base year but had not yet entered service. These noise budgets are selected to comply with the provisions of the Airport Noise and Capacity Act of 1990. Noise budgets shall be established by the airport manager and shall be published in a Technical Appendix to this Chapter. Administrative review of the decisions of the airport manager under this Chapter shall be conducted pursuant to the provisions of Section 14.43.110.

D. Following the conclusion of the first calendar quarter after the implementation of this Chapter, and following the conclusion of each calendar quarter thereafter, the airport manager shall issue a report assessing compliance with the noise goal set forth in Subsection A above and with the noise budgets established pursuant to Subsection C above.

16.43.060 Compliance With Noise Budgets

E. Air Carrier Flights

1. Air Carriers shall be permitted to operate not less than 41 flights per day, the number of flights authorized November 5, 1990. Pending assessment of compliance with the CNEL budget applicable to Air Carriers, flights by these users shall not be increased above the number permitted as of November 5,

1990.

2. 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.

3. Flights which are available for use, but which are unallocated at the time this Chapter becomes effective, shall be allocated on a first-come, first-served basis. Allocations of flights which are sought by more than one user shall be determined by lottery.

4. The airport manager shall determine, at the end of the fourth calendar quarter following implementation of this Chapter, whether additional flights may be allocated to Air Carriers based on the cumulative noise generated by Air Carrier operations during the prior 12 month period. Additional flights above those permitted under Subsection E 1. shall be awarded only to the extent the airport manager determines that initiation of service utilizing those flights will not lead the Air Carriers, as a group, to exceed the level established pursuant to Section 16.43.050 C.

5. Flights allocated by the airport manager pursuant to Subsection E 4. shall be awarded for a period of one year. In the event the airport manager determines (a) that implementation of flights awarded under Subsection E 4. has resulted in Air Carrier cumulative noise in excess of the Air Carrier noise budget and (b) that overall aircraft noise exceeds the level allowed by Section 16.43.050A, the airport manager shall revoke such of the flight awards granted under Subsection E 4. as the airport manager determines must be revoked in order to achieve compliance with the Air Carrier noise budget. In making this determination, the first flights awarded under Subsection E 4. to be eliminated will be those of the operators with the highest average noise levels per flight during the prior 12 months. In the event that equal priorities exist, the airport manager shall conduct a lottery to determine which flights shall be eliminated.

6. In order to minimize Air Carrier noise, all Air Carrier operations shall be conducted by aircraft which comply with the standards of FAR Part 36, Stage 3 and all operations shall be scheduled between the hours of 7 am and 10 pm.

16.43.090 Violation Enforcement

C. The owner/operator of any aircraft operated contrary to the provisions of this Chapter shall be given written notice by the airport manager that a violation has occurred. Said notice shall include a copy of the pertinent provisions of this Chapter and shall state the action that must be taken by the owner/operator to insure compliance with the Chapter and all Airport regulations. Copies of the notices given by the airport manager under this subsection shall be made available to the GA Noise Committee upon reasonable notice so that the committee may endeavor to obtain voluntary compliance with the City's noise restrictions.

D. In the event of a violation of this Chapter after a notice pursuant to Subsection C above has been received or been deemed received, the airport manager shall give the owner/operator written notice of such violation. Said notice shall also state that the aircraft

owner/operator must, within 14 days after such notice has been received or been deemed received, prepare and implement a written compliance program for its operations at Long Beach Airport and submit said compliance program to the airport manager for review. The airport Manager shall extend this period upon a showing of good cause. The compliance program shall contain feasible steps, consistent with safety, by which the owner/operator expects to achieve compliance with the provisions of this Chapter and to minimize the noise of its operations. The airport manager shall not approve or disapprove compliance programs, but may give notice to the owner/operator that one or more aspects of a compliance program are inconsistent with this Chapter or with other rules or regulations applicable to users of the airport. The requirement that a compliance plan shall be prepared, implemented, and submitted to the airport manager shall not affect or excuse any violation of this Chapter occurring after the notice given pursuant to this Subsection D has been received or has been deemed received. Copies of the notices given by the airport manager under this subsection shall also be made available to the GA Noise Committee upon reasonable notice.

E. A surcharge of \$100 shall be paid by the owner/operator of any aircraft operated on one, but only one, occasion in violation of this Chapter within 24 months after a notice pursuant to Subsection D has been received or has been deemed received.

F. After a notice under Subsection D has been received or has been deemed received by an owner/operator, a surcharge of \$300 shall be paid by such owner/operator for the second and for each subsequent violation of this Chapter occurring during any 12 month period.

G. No surcharge shall be sought for operations occurring before (a) a notice pursuant to Subsection C advising said owner/operator that the aircraft has failed to comply with this Chapter and (b) a notice pursuant to Subsection D advising the owner/operator of a second violation and of the need for the preparation of a compliance program has been received or been deemed received by the owner/operator. The maximum surcharge for an owner/operator that has not been the subject of a notice of violation within the previous 12 months shall be \$100. Owners/operators with no violations within the previous 24 months shall be processed pursuant to Subsection D above.

H. Any owner/operator who contests any decision of the airport manager hereunder shall be entitled to the administrative hearing and appeal procedures set forth in Section 16.43.110.

16.43.100 Alternative Enforcement Procedures

It is a misdemeanor, subject to the penalties applicable to misdemeanors, for the owner/operator of an aircraft to exceed any established SENEL limit without a reasonable basis for believing that the aircraft employed would comply with the applicable SENEL limit. Owner/operators of scheduled flights utilizing aircraft which comply with the standards of FAR Part 36 Stage 3 shall be presumed, for the purposes of this Section, to possess a reasonable basis for believing that such aircraft can be operated in compliance with applicable SENEL limits.

STAGE 2 RESTRICTIONS

All operations must meet Stage 3.

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

As of July 21, 1989 all operations must meet Stage 3.

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)