

# **LONG BEACH AIRPORT NOISE ABATEMENT PROGRAM**

## GROUND LESSON

Student \_\_\_\_\_ Date \_\_\_\_\_

### **OBJECTIVE**

To develop the students understanding of noise abatement procedures at LGB and to encourage the skill and attitude to fly quietly.

### **EQUIPMENT**

LGB pilot guide and noise compatibility ordinance

Airport diagram, aerial photo (if available)

*Fly Friendly* poster

POH for representative aircraft

### **ELEMENTS**

Overview of history of LGB's noise ordinance.....Attachment A

Analysis of power/prop settings for noise abatement

Quiet flying procedures and safety.....Attachment B

Discussion of noise sensitive areas around LGB, noise monitoring, noise testing, and noise violation notification/enforcement.....Attachment C

Discuss student's application of noise abatement procedures in his/her style of flying

### **COMPLETION STANDARDS**

The student should demonstrate understanding of the concept of flying quietly and knowledge of the performance/noise characteristics for the aircraft that he/she flies.

### **ADDITIONAL RESOURCES**

AOPA's video "*Flying Friendly*"

Visit the Airport's noise abatement office.

### **NOTES**

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## Attachment A

### History of LGB's Noise Compatibility Ordinance

In 1981, the City adopted its first noise control ordinance that limited air carrier flights to 15 per day and required air carriers to use quieter airplanes and equipment. In 1983, several commercial airlines challenged the ordinance in federal court. The court entered a preliminary injunction prohibiting the City from reducing the number of daily air carrier flights below 18.

Following the 1983 injunction, the City formed a task force and conducted a study of noise and other airport operations pursuant to Federal Aviation Regulations. The task force recommended allowing air carrier flights to increase to 41 per day so long as certain noise limits could be met. In 1986, the City adopted a second noise control ordinance that established noise limits and restricted the number of air carrier flights to 32 per day. The federal court refused to allow the "second" ordinance to go into effect after the air carriers claimed that the limitation on the number of flights was too restrictive. The federal court ultimately ordered the City to permit 41 airline flights per day at the Airport.

The City appealed the federal court's order, and in January 1992, the Ninth Circuit Court of Appeal upheld the trial court's decision, ruling that certain procedural defects in the ordinance made it legally unenforceable.

In an effort to resolve the protracted litigation without further contested proceedings, the City and the airlines entered into a stipulated settlement in October 1994. The court approved the settlement and entered final judgment on June 13, 1995.

As a result of the settlement, the City was permitted to enact the current version of Chapter 16.43 of the Municipal Code. Chapter 16.43 permits air carriers to operate up to 41 flights per day while commuter carriers are permitted to operate up to 25 flights per day. Public aircraft including emergency, military, and law enforcement are exempt from regulation. The settlement agreement prevents the City from making the ordinance more restrictive relative to aircraft noise and operations until at least January 1, 2001. The airlines, on the other hand, are prevented from challenging the provisions of Chapter 16.43 until January 1, 2001, unless the City takes steps to further restrict flight operations at the Airport.

Included in the ordinance are noise limits for arrival and departure for each runway, limitations on hours for training operations and engine run-ups (other than preflight). Noise violation enforcement procedures are also found in the ordinance.

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General Aviation parties involved in the settlement (Gulfstream, NBAA, AOPA, et al.) encouraged the formation of an Aviation Noise Abatement Committee to act as a peer review group in the noise violation process.

This Committee was a key element of the settlement and is strongly supported by the Long Beach aviation community. The Aviation Noise Abatement Committee is comprised of Long Beach aircraft operators, owners and FBOs. Its purpose is to educate the pilots and operators who utilize Long Beach Airport about noise regulations and procedures and to offer insight to reduce the negative effect of noise upon the surrounding community. The committee's efforts in conjunction with the Long Beach Airport Bureau are focused on promoting aviation and fostering aviation businesses at Long Beach in such a manner as to minimize the noise impact on our airport's neighbors.

The following volunteer members of the Aviation Noise Abatement Committee are available to assist you with any noise related concern or question you may have:

<b>Curt Castagna</b> -- <i>Aeroplex Aviation</i> , General Manager	(562) 981-2659
<b>Kevin McAchren</b> -- <i>Airserv</i> , Owner	(562) 490-6200
<b>Glenn Ray</b> -- <i>Million Air Long Beach</i> , General Manager	(562) 997-0700

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## Attachment B

### **Analysis of power/prop settings for noise abatement**

Discuss power/prop settings for each aircraft as recommended in POH.  
High RPM settings produce the most noise.

### **Quiet flying procedures and safety**

(Refer to *Fly Friendly* poster, airport diagram and/or aerial photo if available)

- **Departure** – climbing at best rate or better should reduce noise below and increase the likelihood of making it back to the airfield in an emergency situation.
- **Pattern** – Keep patterns as tight as traffic and the pilot's abilities will allow. Fly the pattern altitude of 1000 ft.
- **Approach** – maintain altitude to remain at or above VASI/PAPI. Avoid long, flap extended, power-on approaches that produce noise unnecessarily.
- **Touch & Gos** – Follow VASI and touch down as close as possible to the runway numbers rather than mid-runway to allow more room to accelerate and climb before reaching noise sensitive areas - and more runway ahead of you should a problem develop.
- **Fly Quietly Poster**
  1. Fly on or above Glideslope
  2. Use the PAPI/VASI
  3. Use the lowest appropriate power and highest appropriate altitude
  4. Avoid low, power-on approaches
  5. Give consideration to Airport neighbors when selecting power and prop pitch settings
  6. Fly tight traffic patterns
  7. Safety is top priority (FAR 91.3 applies)

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## Attachment C

### **Discussion of noise sensitive areas around LGB, noise monitoring, noise testing, and noise violation notification/enforcement**

- Noise sensitive areas surround LGB, the least sensitive being the airport property itself and commercial developments near the airport.
- Tight patterns and use of techniques mentioned previously will help minimize noise in the surrounding communities.
- Runway 25R/7L has the most restrictive noise limits. Louder, high performance aircraft may want to consider using other runways.

### **Noise Monitoring**

Noise is monitored 24hrs/day at 18 noise monitoring sites. Published noise limits for runways 30, 12, 25L, 25R, 7L and 7R are enforced 24hrs. Refer to the LGB Pilot Guide or Noise Compatibility Ordinance for limits.

To obtain a noise reading, pilots may contact the noise abatement office between 7 am and 4:30 pm on 122.85.

### **Noise Testing Program**

Noise testing allows a pilot to determine the noise levels produced by a particular aircraft without the fear of being issued a violation should he/she exceed the noise limits. During an approved test period, the pilot can try different procedures to find out which one produces the lowest noise reading. The test must be conducted between the hours of 7 am and 10 pm and a written request is required 24hrs in advance. Contact the noise abatement office at (562) 570-2673 for details.

### **Violation Enforcement**

**1<sup>st</sup> Violation:** A violation notification letter is issued to the pilot/operator of the aircraft. A copy of the Noise Compatibility Ordinance and LGB Pilot Guide are included in the packet. A telephone response from the pilot/operator is required.

**2<sup>nd</sup> Violation:** A similar letter and packet of information is issued. Required is a written noise compliance program, describing what actions the pilot/operator will take to avoid noise violations in the future.

**3<sup>rd</sup> Violation** within one year of 2<sup>nd</sup> violation: \$100 surcharge

**4<sup>th</sup> Violation** within one year of 3<sup>rd</sup> violation: \$300 surcharge

Details of violation enforcement are described in the Noise Compatibility Ordinance.

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