



# LBAA

Advancing Aviation, Economic Growth and Business Diversity

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Hawaiian Airlines

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October 19<sup>th</sup>, 2023

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- Revised Voluntary Pilot Program

Dear Ms. Guidry

In an effort to enhance our focus to assist in addressing flight training operations at LGB that have resulted in community concerns, and to mitigate quality of life concerns, the Long Beach Airport Association (LBAA) continues to review that voluntary program introduced in October of 2022.

Our Fly Friendly voluntary program provides the opportunity for flight schools to enhance their own training curriculums, by implementing best industry practices in their training programs for both instructors and students. As you know, GA operations at many airports have increased nationally where the industry has responded 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 continue to show good alignment from the GA users and operators in flying compliant with the established LGB Noise Ordinance.

A collective group of flight schools have met, reviewed, and now recommend modified practices for aircraft pattern work to best mitigate noise concerns. Our members will continue to meet collectively to review "How to Fly a Friendly Pattern at Long Beach Airport". The revised guidelines, and pending revised pilot handout, (outlined below) are being submitted to each master tenant, flight school and user/operator. There is support in implementing these procedures with pledges being made by participating flight schools operating at LGB Airport. Also, flights schools continue to support the priority recommendation to voluntary terminate pattern work after 9:59 pm local, which we understood has shown results. As a living document, this program will continue to review 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 As well, these procedures may be superseded by Air Traffic Control.

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

## LGB Airport General Aviation Operations- Revised Voluntary Pilot Program

- The organized group of well-established local LGB flight training operators, and others from neighboring airports, are knowledgeable GA users who have:
  - Reviewed any LGB related noise violations and the specific operations raising concern
  - Reviewed the LGB users operational practices and training syllabus guidelines for potential refinement specific to LGB Airport, and are implementing regional training and communications.
  - Collectively considered reasonable operational modifications that potentially would mitigate concerns and provide benefit without transferring or impacting other community areas or residents at LGB and elsewhere regionally.
  - 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, and address how to mitigate impacts at other regional airports.
  - 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.
- Fly appropriate pattern altitudes
  - When able, implement crosswind turns at 500' MSL on departure
  - Otherwise fly the upwind leg to 1000' MSL on departure before turning crosswind/downwind
  - Limit the width of the downwind leg to no more than ½ to one mile from runway centerlines of Runway 08L/26R and Runway 08R/26L use visual cues
    - Aligning Downwind to Carson St., to north on Runway 08L/26R
    - Aligning Downwind to Willow St. to the south on Runway 08R/26L
- Distribute flight activity based on demand and optimize the use of both 26L and 26R as the prevailing runways to best avoid residential areas
- 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.
  - For any pattern work necessary after 10 pm, use a right-hand pattern on the only active runway (30/12) so to mitigate impacts to residential neighborhoods
- 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. This will assist in the best use of the runway to maximize flight profiles.

Further considerations and efforts:

- LGB flights schools should ensure they comply with all administrative requirements to operate at LGB (valid lease agreements for space, consent to lease by the airport, insurance consistent with city requirements, operation consistent with LGB Minimum Standards and a valid City of LB business license)
- LGB flight schools should consider incorporating the identified best practices into their own training programs for both instructors to establish ongoing education within their own programs.
- LBAA and those willing and interested business operators should consider participating in a wider regional effort to cross-educate operators on local flight training rules and to minimize community impacts.

LONG BEACH FLIGHT SCHOOL OPERATOR'S PLEDGE

***"We pledge to fly and educate pilots in a safe and prudent manner at all times, faithfully observing all FAA regulations and LGB Airport Noise Regulations. In addition, we will strive to utilize safe, best management flight practices to reduce the noise impact of our operations on the residents who live below our flight paths. We will do our part in these efforts so to facilitate a reduction in the number of aircraft flight training noise complaints in the community adjacent to the Long Beach Airport. We will fly our aircraft at altitudes where it is safe to do so without endangering pilots or passengers. And will be mindful of the fact that how we operate our aircraft reflects on all those who fly training aircraft in the Los Angeles region where flight training is active as a means to train our future workforce. We realize that the current aircraft training environment requires understanding, tolerance and even appreciation of the residents of the region. Therefore, we pledge to be responsible pilots and citizens."***

We believe the continued partnership between the airport, businesses and users does result in a baseline of improvement in best mitigating quality of life concerns, while also protecting the established diversity of aeronautical users found at LGB, protected by the established Noise Ordinance.

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

Sincerely,

*Curt Castagna*

Curt Castagna  
LBAA President