


Date: June 10, 2025

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 Fly Friendly Program Recognition – First Quarter 2025**

This memorandum presents Long Beach Airport's (Airport or LGB) Fly Friendly Program (FFP) recognition for the period January 1, 2025, through March 31, 2025.

On September 12, 2023, the City Council requested a comprehensive memorandum on General Aviation (GA) operations at the Airport in response to community concerns over increased GA activity. The [memorandum](#) (October 2023 memorandum) was released on October 31, 2023, and included seven specific recommendations within the authority of the Airport to improve the quality of life in nearby communities. On December 12, 2023, the GA Report was presented to the City Council. The Airport provided an update regarding GA operations within a [memorandum](#) (March 2024 memorandum) dated March 15, 2024, and a second update within a [memorandum](#) (December 2024 memorandum) dated December 20, 2024.

Recommendation 1 in the December 2024 memorandum stated the Airport had finalized development of a formal [FFP](#), with an official launch in January 2025. The Airport's FFP is a voluntary initiative that analyzes key performance metrics (average altitude, average noise level, evening departures, and nighttime departures) to encourage and recognize best practices in noise abatement and use of unleaded fuel among flight schools based at the Airport. These key performance metrics were developed based upon concerns expressed by the communities and quantifiable parameters that have the potential to provide meaningful improvements. The Airport is one of only a few airports in the nation to have a program specifically focused on GA and is committed to seeking meaningful opportunities, within local authority, to address community noise concerns.

As mentioned in the previous GA reports, voluntary measures provide the best and quickest method of reducing noise exposure and are designed to augment the benefits provided by the [Airport Noise Compatibility Ordinance](#). Additional mandatory measures would likely require a detailed 14 Code of Federal Regulations (CFR) Part 161 process and could possibly open the existing Airport Noise Compatibility Ordinance to legal challenge.

Quarterly and annual recognition will be given to flight schools based at the Airport who have made voluntary efforts to improve their key performance metrics, be actively engaged, provide educational data and training to instructors and/or pilots, transition to unleaded fuel (such as through the Airport's [Supplemental Type Certificate \[STC\]](#) fee reimbursement program and [Subsidized Aviation Fuel for the Environmental \[SAFE\]](#)

subsidy program), etc. Annual awards will be given in gold, silver, and bronze recognition categories for Most Improved, Most Engaging, and Most Friendly.

Each quarter, the Airport will highlight participating LGB-based flight schools that improved upon at least two of their key performance metrics. Recognition will be provided for 1) those who went above and beyond, and 2) those who made improvements and positive progress. Staff analyzed First Quarter 2025 key performance metric data for Aces High Aviation, Aero City Group, ATP, Long Beach Flying Club, Pacific Air Flight School, and Sling Pilot Academy.

The following LGB-based flight schools are being recognized for the First Quarter 2025. Refer to the attachment for the data and methodology utilized in determining the key performance metrics and a list of improvements made by each:

Above and Beyond



Positive Progress

Aero City Group
Pacific Air Flight School
Long Beach Flying Club

The Airport will provide an FFP summary of quarterly and annual recognition of LGB-based flight schools within its published [Monthly Noise Reports](#) that are publicly available on the City Manager's [webpage](#), on the Airport's [website](#), and are presented to the Airport Advisory Commission.

Should you have any questions, please contact me at (562) 570-2605.

ATTACHMENT

CC: DAWN MCINTOSH, CITY ATTORNEY
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KEVIN LEE, CHIEF PUBLIC AFFAIRS OFFICER
MONIQUE DE LA GARZA, CITY CLERK
DEPARTMENT HEADS



The Airport owns and operates a multi-million-dollar Airport Noise and Operations Monitoring System (ANOMS) which allows analysis of aircraft spatial data including Federal Aviation Administration (FAA) radar and Automatic Dependent Surveillance-Broadcast (ADS-B), correlated noise measurements using state-of-the-art monitors that differentiate between aircraft and other noise sources, recorded Air Traffic Control (ATC) audio, and community complaint data.

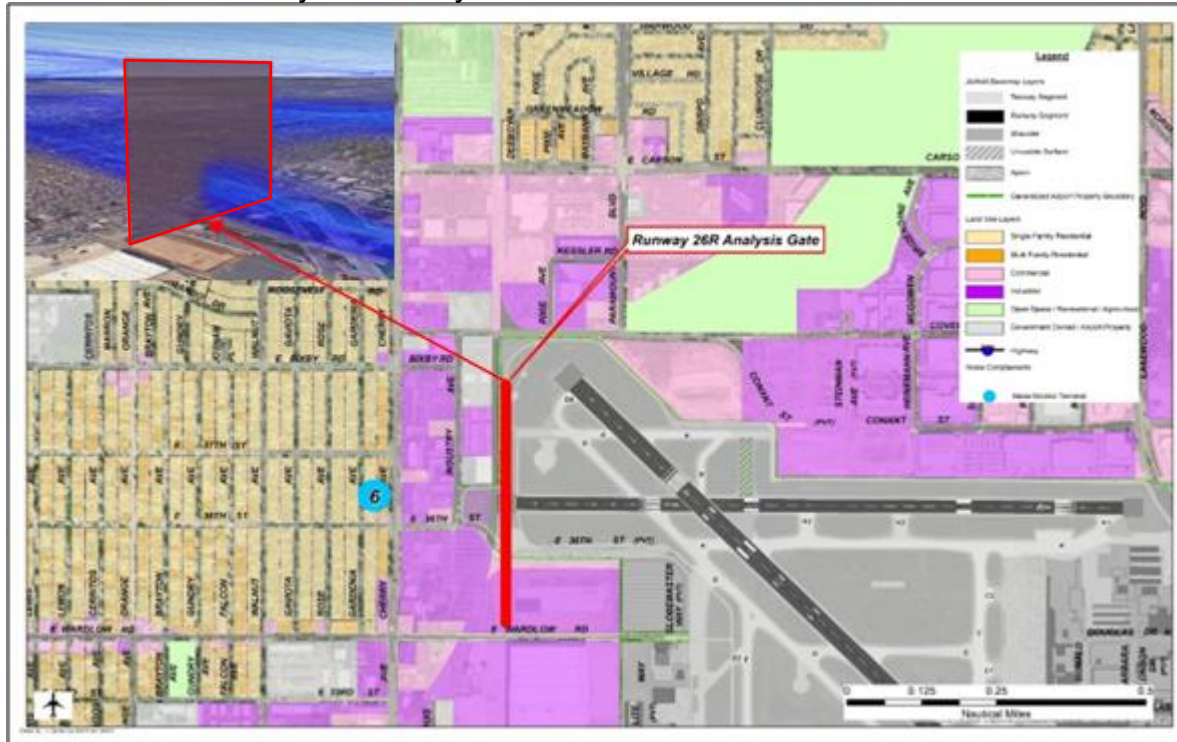
Utilizing ANOMS, a three-dimensional 'gate' was created to the west of Runway 08L-26R to capture aircraft training operations flying over the adjacent residential neighborhood. The gate allows users to perform analysis of operations such as altitude and time of day. Sound Exposure Level (SEL) noise data from the Remote Monitoring Terminal (RMT) closest to the residential community west of Runway 08L-26R, RMT 6 will be analyzed.

SEL is a time integrated measure, expressed in decibels, of the sound energy of a single noise event at a reference duration of one second. The sound level is integrated over the period that the level exceeds a threshold. Therefore, SEL accounts for both the maximum sound level and the duration of the sound. The standardization of discrete noise events into a one-second duration allows calculation of the cumulative noise exposure of a series of noise events that occur over a period of time. The SEL of an aircraft noise event is typically 6 to 12 A-Weighted Sound Pressure Level (dBA) greater than the maximum sound level during the event. SELs for aircraft noise events depend on the location of the aircraft relative to the noise receptor, the type of operation (landing, takeoff, or overflight), and the type of aircraft.

The decibel (dB) is a unit used to describe sound pressure level. When expressed in dBA, the sound has been filtered to reduce the effect of very low and very high frequency sounds, much as the human ear filters sound frequencies. Without this filtering, calculated and measured sound levels would include events that the human ear cannot hear (e.g., dog whistles and low frequency sounds, such as the groaning sounds emanating from large buildings with changes in temperature and wind). With A-weighting, calculations and sound monitoring equipment approximate the sensitivity of the human ear to sounds of different frequencies.

Exhibit 1A shows the "Runway 26R Analysis Gate" and the location of RMT 6. Beginning Second Quarter 2025, analysis will be performed using an additional gate that will be created to the west of Runway 08R-26L and SEL noise data from RMT 5 will be analyzed as part of the FFP.

Exhibit 1A – Runway 26R Analysis Gate and Location of RMT 6



Before quarterly and annual recognition are determined, staff will analyze data from the current quarter and compare it to a baseline level. LGB’s FFP will use a baseline level of one year (12 months / 4 quarters) ending prior to the current quarter being analyzed. This methodology encourages continual improvement each quarter by providing increasingly more challenging goals.

Calculation for Average Altitude and Average Noise Level Key Performance Metrics:

The current quarterly average (First Quarter 2025) will be compared to the baseline level (January 1, 2024, through December 31, 2024). For example, if the current quarterly average altitude for Flight School “A” was 550 feet and the baseline level was 500 feet, the reported change would be an increase of 50 feet or 9 percent.

$$\frac{\text{Current Quarterly Average}}{\text{Baseline Level}} = \text{Reported Change}$$

Above and Beyond

Aces High Aviation

- Key Performance Metrics:

Current Quarter:

Comparison to Baseline:

Average Altitude (486 Feet)	Increase of 63 feet or 15%
Average Noise Level @ RMT 6 (82.9 dBA)	Decrease of 0.2 dBA
Evening ¹ Operations (47)	Decrease of 101 or 68%
Nighttime ² Operations (0)	Decrease of 5 or 100%

¹ Evening is the period from 7:00 p.m. to 10:00 p.m.

² Nighttime is the period from 10:00 p.m. to 7:00 a.m.

- Additional Items:

- Actively engaged with Noise and Capacity Management Office; provided breakdown of aircraft fleet information
- Quarterly noise data shared at their Certified Flight Instructor (CFI) meeting
- Entire Cessna aircraft fleet can utilize unleaded fuel
- Approximately 2,000 gallons of unleaded fuel purchased

Sling Pilot Academy

- Key Performance Metrics:

<u>Current Quarter:</u>	<u>Comparison to Baseline:</u>
Average Altitude (638 Feet)	Increase of 45 feet or 8%
Average Noise Level @ RMT 6 (77.8 dBA)	Decrease of 0.6 dBA
Evening Operations (111)	Decrease of 79 or 42%
Nighttime Operations (3)	Decrease of 13 or 81%

- Additional Items:

- Actively engaged with Noise and Capacity Management Office; provided breakdown of aircraft fleet information
- Created FlyFriendlySoCal.com for CFI's and pilots to quickly find references to noise abatement resources in the Southern California region
- Developed the "[Whisper Sling](#)," which is a new pilot training aircraft designed with community concerns about GA noise in mind
- Included noise abatement training within their curriculum for every CFI and pilot
- Every aircraft binder has noise abatement notes included
- LGB specific noise ordinance times incorporated into their aircraft reservation schedule
- Entire aircraft fleet can utilize unleaded fuel
- 100% unleaded fuel purchased

Positive Progress

Aero City Group

- Key Performance Metrics:

Current Quarter:

Average Altitude (607 Feet)

Average Noise Level @ RMT 6 (83.1 dBA)

Evening Operations (0)

Nighttime Operations (0)

Comparison to Baseline:

Increase of 150 feet or 33%

Decrease of 1.4 dBA

Decrease of 5 or 100%

Decrease of 1 or 100%

- Additional Items:

- Actively engaged with the Noise and Capacity Management Office; provided breakdown of aircraft fleet information and CFIs met with the staff to provide an overview of the FFP
- DA40 aircraft was placarded for use of unleaded fuel

Pacific Air Flight School

- Key Performance Metrics:

Current Quarter:

Average Altitude (489 Feet)

Average Noise Level @ RMT 6 (84.7 dBA)

Evening Operations (3)

Nighttime Operations (1)

Comparison to Baseline:

Increase of 41 feet or 9%

Decrease of 0.1 dBA

Decrease of 22 or 88%

Decrease of 6 or 85%

- Additional Items:

- Actively engaged with Noise and Capacity Management Office; provided breakdown of aircraft fleet information

Long Beach Flying Club

- Key Performance Metrics:

Current Quarter:

Average Altitude (503 Feet)

Average Noise Level @ RMT 6 (84.4 dBA)

Evening Operations (18)

Nighttime Operations (13)

Comparison to Baseline:

Increase of 115 feet or 29%

Decrease of 0.9 dBA

Decrease of 130 or 88%

Decrease of 6 or 31%