

**LBAA ASKS FAA Office of the Regional
Administrator (AWP-1)
For Assistance
FOR BETTER FRIENDLY FLYING**

**The Goal: A Positive Contribution enabling positive
Community Relations with the Airport,**

*This transcript has been forwarded to the City of Long Beach in the
interest of furthering cooperation.*

These responses were received on July 19, 2024

LBAA Question 1: *When is it best to use 26L vs 26R? Does it help the tower if we ask to go to the right runway when the left is rather full?*

FAA Response to Question 1: Runway assignments are based on a number of considerations. A pilot can make a specific runway request, and the controller will make a final determination based on the situation.

LBAA Question 2: *Is there a solution on the horizon to allow traffic patterns after 6:00 pm on 26L?*

FAA Response to Question 2: Yes. Keep in mind that noise abatement procedures state no touch and goes, no stop and goes, and practice low approaches after 7:00 pm on weekdays and 3:00 pm on weekends and holidays.

LBAA Question 3: *What's the tower's position on allowing aircraft to turn right crosswind from 26R prior to Cherry Ave. or at 500'?*

FAA Response to Question 3: Turning a crosswind prior to Cherry Ave. at 500 feet is a potential conflict with Runway 30 departures.

LBAA Question 4: *What are the tower's thoughts on allowing traffic to turn crosswind @ the 710 Fwy in the traffic pattern on 26R, so that traffic is not turning crosswind directly over noise-sensitive neighbors?*

FAA Response to Question 4: Turning crosswind approximately two miles from the departure end of the runway introduces unnecessary risk to the National Airspace System (NAS) and potential conflicts with Instrument Flight Rules (IFR) aircraft on southbound Standard Instrument Departures (SID).

LBAA Question 5: *What does it take and/or is it possible to add a short statement in ATIS about the noise-sensitive areas, as French Valley does on their AWOS?*

FAA Response to Question 5: The Automatic Terminal Information Services (ATIS) provides advanced non-control airport/terminal area and meteorological information to aircraft, including Notice to Air Missions (NOTAM). The ATIS assists with providing information for the safe operation of aircraft operating at the airport or in the area; therefore, including a message about noise-sensitive areas is inappropriate.

LBAA Question 6: *Is there anything the tower would like to see changed, procedurally, by any of the flight schools?*

FAA Response to Question 6: The tower would like to see flight schools schedule their training flights more spaced out so everyone is not coming out simultaneously.