



**LONG BEACH AIRPORT MONTHLY AIRPORT ACTIVITY REPORT**  
February - 2005

**Current Month and CY-T-D Statistics for Long Beach Airport**

		February			January through February		
		2005	2004	%Change	2005	2004	%Change
<b>Total Passenger Traffic</b>		218,796	209,971	4.2%	452,301	433,358	4.4%
<b>Enplaned Passengers</b>	<b>Load Factor</b>						
Alaska	71%	7,927	4,664	70.0%	15,004	9,428	59.1%
America West Airlines	72%	7,504	6,185	28.2%	15,631	12,276	27.3%
American Airlines	69%	11,962	19,753	-39.4%	23,615	39,466	-40.2%
JetBlue Airways	85%	81,763	74,547	9.7%	171,766	156,464	9.8%
Total	81%	109,156	105,149	3.8%	226,016	217,634	3.9%
<b>Airline Landings</b>		942	994	-5.2%	1,968	2,059	-4.4%
<b>Aircraft Operations (FAA)</b>							
Air Carrier		2,122	2,187	-3.0%	4,415	4,533	-2.6%
Air Taxi		492	584	-15.8%	1,000	1,146	-12.7%
General Aviation		22,488	23,259	-3.3%	44,194	47,198	-6.4%
Military		42	70	-40.0%	66	152	-56.6%
Total		25,144	26,100	-3.7%	49,675	53,029	-6.3%
<b>Air Cargo</b>							
US Tons		4,135.55	4,522.0	-8.5%	8,256.01	9,201.6	-10.3%
Metric Tons		3,750.94	4,101.5	-8.5%	7,488.20	8,345.8	-10.3%

Airport has 39 daily commercial flights, the remaining 2 slots were relinquished by AAL and subsequently allocated to Jetblue per an earlier settlement agreement and 0 daily commuter flights.

**Definitions:**

**Total Passenger Traffic** – Total number of airline passengers both enplaned (departing) and deplaned (arriving).

**Aircraft Operations** – Aircraft takeoff, landing, or transition through the airspace controlled by the FAA's Long Beach air traffic control tower.

**Air Carrier** – A scheduled carrier, certificated under FAA Regulations (FAR) Parts 121, 125 or 135, max. takeoff weight of over 75,000 lbs.(passengers or cargo).

**Air Taxi** – Aircraft that provide public transportation of persons and/or property on-demand.

**General Aviation** – Aviation activity other than scheduled air carriers flights, flights by industrial operators or by charter and flights by public aircraft.

**Air Cargo** – Cargo carried by aircraft, both inbound and outbound.



**City of Long Beach**  
Working Together to Serve

**Memorandum**

**Date:** March 17, 2005  
**To:** Airport Advisory Commission  
**From:** Ken Ashmore, Operations Specialist, Airport Bureau  
**Subject:** NOISE STATISTICS FOR FEBRUARY 2005

**Noise Complaints**

Type of Operator	February 2005	January 2005	February 2004
Air Carriers	181	170	122
General Aviation Jets	49	35	16
General Aviation Props	20	10	5
Industrial	1	0	0
Unknown Source	0	0	0
<b>Subtotal</b>	<b>251</b>	<b>215</b>	<b>143</b>

Other Operations	February 2005	January 2005	February 2004
General Aviation Helicopters	5	5	3
Military/Public/Air Ambulance Helicopters	2	6	0
Military/Public/Air Ambulance Jets, Props	11	9	20
<b>Subtotal</b>	<b>18</b>	<b>20</b>	<b>23</b>

<b>Grand Total</b>	<b>269</b>	<b>213</b>	<b>166</b>
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- Number of complainants: 71
- 13 of the 269 complaints related to operations that were in violation of the City's noise compatibility ordinance.

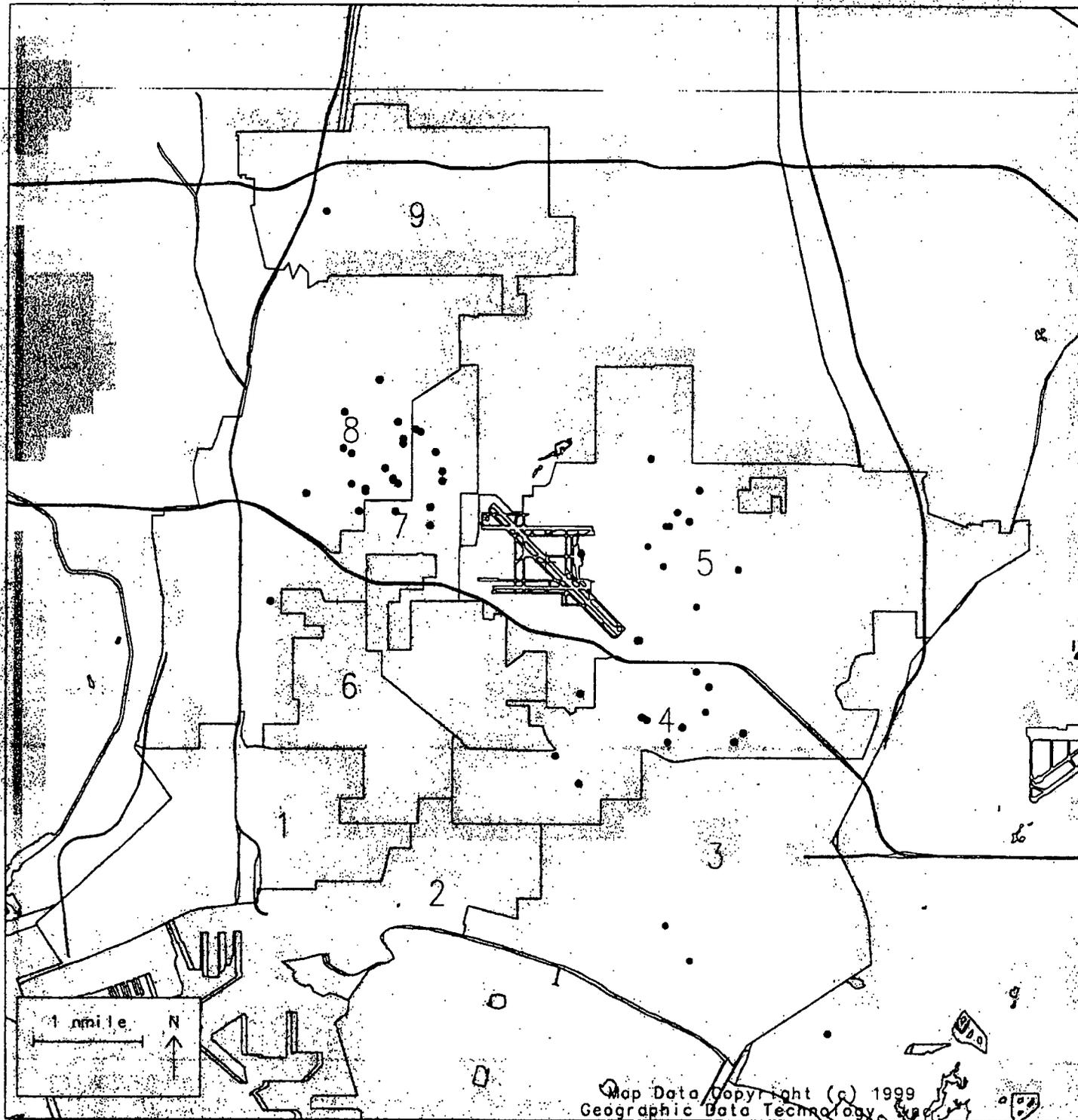
**Aircraft operations receiving five or more complaints**

Date	Time	Operator	Type	Arrival/Departure	Runway	dB SENEL	Complaints
02/16/05	10:08 PM	JetBlue	A320	Departure	30	92.9	9
02/24/05	10:47 PM	JetBlue	A320	Departure	30	93.3	8
02/21/05	01:59 PM	U.S. Air Force	C-17	Arrival	12	106.4	7
02/24/05	10:27 PM	Jet Blue	A320	Departure	30	95.0	6
02/05/05	01:16 AM	Private	L-1011	Departure	30	104.7	5
02/16/05	10:33 PM	JetBlue	A320	Departure	30	91.3	5
02/22/05	10:07 PM	JetBlue	A320	Departure	12	93.5	5
02/24/05	10:40 PM	JetBlue	A320	Departure	30	93.5	5



LONG BEACH  
AIRPORT

Noise Complainants  
February 2005



**Noise Violations**

Violation Number	February 2005	January 2005	February 2004
1 <sup>st</sup>	8	7	6
2 <sup>nd</sup>	1	2	0
3 <sup>rd</sup>	1	0	2
4 <sup>th+</sup>	5	9	6
<b>Total</b>	15*	18	14

- \*Equates to 0.06% of the Airport's 25,144 aircraft operations during the month.
- 0.09% of air carrier operations (2 of 2,122) resulted in noise violations.

**Violations in the "4<sup>th+</sup>" category**

Date	Time	Operator	Type	Arrival/ Departure	Runway	dB SENEL
02/05/05	01:01 AM	Private	Lear 36	Arrival	30	86.7
02/12/05	01:08 AM	Private	Lear 60	Arrival	30	85.4
02/18/05	04:56 PM	UPS	B767-300	Arrival	12	105.6
02/18/05	08:02 AM	Private	Gulfstream II	Departure	12	106.6
02/22/05	12:36 AM	JetBlue	A320	Arrival	30	92.6



# LONG BEACH AIRPORT

Marking More Than  
80 Years of Public Service

EST.

When California's first municipal airport was established in Long Beach in 1923, aviation was still in its infancy and our community was still just a seaside resort community. The airport, surrounded only by bean fields and dirt roads, was remotely located from the town's residences and businesses.

Today, by contrast, the airport is centrally located just a few minutes' drive from almost everything in the city, including Long Beach's bustling Downtown waterfront and civic center, desirable commercial and residential real estate markets, and enormously successful international trade, aerospace, tourism and healthcare industries.

In the past 80 years, the City of Long Beach has grown to a community of nearly one-half million residents, and Long Beach Airport has evolved into a successful, multi-purpose aviation center occupying 1,166 acres. The city's growth and development is a testament to its desirable locale, ideal climate, diverse economy and strong sense of community. Similarly, the airport's evolution reflects its strategic location, accessibility and convenience, and ideal climatic conditions.

Due to their now close proximity, it is imperative that the airport and its neighbors maintain communication about issues that arise, such as noise. The Long Beach Airport Aviation Noise Abatement Committee (ANAC), which was created by City ordinance and is comprised of airport businesses and community members, uses several means to help Long Beach Airport maintain its good neighbor

710

Pacific Coast Highway

Cherry

## Today's Multipurpose Aviation Complex

"Easy in, easy out" Long Beach Airport serves nearly three million commercial airline passengers annually, offering direct flights throughout the United States with easy domestic and international connections. The airport hosts Alaska Airlines, America West Airlines, American Airlines and JetBlue Airways.

Long Beach Airport also is among the busiest general aviation airports in the world with more than 300,000 annual general aviation operations, including Life Flight donor organ and critical care patient delivery, law enforcement, and search/rescue flights. It also is a center for air cargo carriers that transport more than 57,000 tons of goods each year.

Long Beach Airport continues to be an important aircraft manufacturing and completion center, hosting two industry giants, The Boeing Company and Gulfstream Aerospace Corporation.

Home to three world-class business aviation facilities—AirFlite, Million Air @ Aeroplex and Mercury Air—Long Beach Airport also is a landlord to more than 150 other businesses. These include Skylinks Golf Course, the Airport-Marriott Hotel, Kilroy Business Center, DeVry Institute of Technology, Epson America, UPS, FedEx and Airborne Express. The airport's tenant companies employ more than 10,000 workers.

Situated midway between downtown Los Angeles and the heart of Orange County, Long Beach offers easy access to the area's bustling business centers and massive consumer markets. The airport's convenient proximity to the 405 Freeway and other transportation corridors has fostered development of one of Long Beach's largest commercial real estate sectors.

To safeguard the quality of life of Long Beach citizens, particularly those in neighborhoods surrounding the



## PROUD TO SHARE THE HISTORY OF FLIGHT

When Perry Rodgers' fabric-covered biplane touched down on Long Beach's crescent-shaped beach in 1911, the pioneer aviator had just completed history's first trans-continental flight. Long Beach's sparkling beach served as the city's runway for 10 years thereafter. Imagine the early aviators who popularized Long Beach as their planes lifted off the sand during low tide in a burst of rainbow-colored ocean spray.

Earl S. Daugherty, for example, was a famous barnstormer who held Long Beach's first flying license. After "getting his feet wet" landing at the beach, Daugherty leased land in today's Bixby Knolls area for air shows, stunt flying, wing walking and passenger rides, and subsequently started the world's first school of aviation in 1919. In 1923, Daugherty had little trouble convincing City Council to build a bona fide airport that became aptly named Daugherty Field. It was intended to be the finest airport on the Pacific Coast.

From the 1920s until the early 1940s, hangars, runways and other facilities such as a terminal building and a control tower were constructed. Developed in the Streamline Moderne style of architecture, the terminal building—today, an historical landmark—evokes the lines of a luxury liner, suggesting that air travel is meant to be a grand adventure.

During World War II, Long Beach Airport was transformed into a key component of America's "Fortress of Democracy" becoming known temporarily as the "Long Beach Army Airfield." Many fighter pilots were trained here and several squadrons flew out of Long Beach. The airport was home to the Air Transport Command's Ferrying Division, which included a squadron of 18 women pilots commanded by Barbara Erickson London, Long Beach's preeminent aviatrix.

airport, the City of Long Beach—as operator of the Long Beach Airport—waged legal battles for more than two decades to control the disturbance caused by aircraft on residents of neighboring communities.

In 1995, the City adopted an Airport Noise Compatibility Ordinance, one of the toughest in the United States. Noise is monitored and measured continuously throughout the airport area using the latest technology. Current noise levels allow for a minimum of 41 daily commercial flights, all of which are in use, and 25 commuter flights. The ordinance also prescribes levels of acceptable noise for each of the airport's user groups, including general aviation, charters and industrial aircraft.



The ferrying work was an immense undertaking thanks to Douglas Aircraft's wartime production. Douglas had been drawn to Long Beach primarily because of the presence of the airport. Just 16 days after the attack on Pearl Harbor, Douglas delivered the first C-47. By war's end the Long Beach Douglas facility had produced more than 9,000 aircraft, and the company continued producing hundreds of transports during the Korean War.

Following the two wars, tens of thousands of soldiers, sailors, fliers and workers who had fallen in love with Long Beach settled in town. Almost overnight, houses sprung up and blanketed the once-outlying areas of the city.

At the same time, the jet age dawned, and Douglas Aircraft turned its attention to manufacturing commercial aircraft. Long Beach voters approved a bond to lengthen the runway and Douglas, already an employer of

## Airport Improvements

Long Beach Airport has five asphalt runways ranging from 4,300 to 10,000 feet, nine taxiways, and open tie down and hangar space for more than 600 general aviation aircraft.

In 2004, Long Beach Airport underwent a runway rehabilitation project to restore the main runway—12/30—to optimal condition.

Currently, planning for physical improvements to the existing airport terminal facilities is underway. Proposed projects include construction and/or alteration of the passenger boarding areas and hold rooms, security screening, concessions, baggage claims areas and parking, designed to accommodate the 4.2 million annual passengers forecast within the noise ordinance parameters.

For updates about these proposed improvement projects, log on to [www.lgb.org](http://www.lgb.org).

20,000 residents with a \$100 million annual payroll, invested many millions of dollars in construction of manufacturing plants.

Douglas Aircraft subsequently merged with McDonnell Aircraft; and McDonnell Douglas subsequently merged with The Boeing Company. Regardless of the name, the manufacturing plant has continued for decades to generate thousands upon thousands of well-paying jobs, many of them held by Long Beach residents, helping to fuel the local economy.

Currently, The Boeing Company produces the commercial B-717 aircraft and the military C-17 aircraft at their Long Beach facilities.

status with the area's residential neighborhoods. ANAC actively supports the Airport Noise Compatibility Ordinance, for example, and promotes the industry's best quiet flying techniques, in addition to promoting dialogue and the flow of information between airport users and the surrounding communities.

ANAC has produced this brochure in cooperation with Long Beach Airport to inform Long Beach area residents and businesses about airport history and current operations, to promote informed decision-making, and to invite participation and dialogue in matters relating to the airport's services, economic benefits and community compatibility.



## Airport Information

- Website  
[www.lgb.org](http://www.lgb.org)
- Email Address  
[lgbarpt@longbeach.gov](mailto:lgbarpt@longbeach.gov)
- Airport Administration  
562.570.2600
- Airport Security  
562.570.2640
- Airport Public Affairs  
562.570.2678
- Noise Complaint Hotline  
562.570.2665
- Aviation Noise Abatement Committee  
Curt Castagna, Chair  
562.981.2659
- For electronic updates on Airport news, community meetings and events, and notices of unusual aircraft arrivals and departures, subscribe to e-Notify via the Airport's website.

The mission of Long Beach Airport is to operate and maintain a safe, efficient and environmentally friendly airport and business/industrial complex.



Long Beach Airport  
4100 Donald Douglas Drive  
Long Beach, CA 90808