



long beach
airport

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Public Affairs Highlights and Initiatives February 2017

Government Affairs:

1. Attended NBAA Schedulers and Dispatchers conference in Fort Worth, TX, February 7 – 10
2. Continued planning for hosting AAAE Annual Conference, May 7 - 10

Community Outreach:

3. Hosted new food truck (Ruby's Diner) at airport terminal
4. Participated in CD6s Martin Luther King Jr. Parade, Saturday, January 14
5. Historical Society Long Beach Remembers Pearl Harbor exhibit and Long Beach Airport's contribution continues
6. Volunteers led three group tours of the airport in January
7. Airport volunteers conducted more than 400 passenger surveys on the use of TNCs
8. Attended kickoff meeting for Ronald McDonald House Walk for Kids

Filming/Photography:

9. Modern Family episode

Media:

10. Long Beach Airport Director Adjusts From Larger-Scale Operation; *Grunion Gazette* 1/3/17
11. Long Beach Airport Director Romo Responds to Councilman's 32 Questions About Customs Facility; *Long Beach Business Journal* 1/6/2017
12. Should Uber, Lyft Have Agreement with Long Beach Airport? Officials Want to Know; *Press-Telegram* 1/17/17
13. Long Beach City Council To Allow Time for Airport Discussion, Vote; *Grunion Gazette* 1/18/17
14. FAA Continues Public Meetings on Changes to Airport Routes for Metroplex Project; *Long Beach Post* 1/19/17
15. Community Input Sought As City Works Toward Pilot Program For Ride Share Companies at LGB; *Long Beach Post* 1/19/17

16. Long Beach Airport Schedules Public Discussion of Ground Transportation Program; *Signal Tribune 1/20/17*
17. Another View: JetBlue Says Yes Vote on International Terminal Makes Sense; *Grunion Gazette 1/20/17*
18. Officials to Decide On International Travel at Long Beach Airport; *Press-Telegram 1/22/17*
19. Long Beach Council Kills Proposal For International Flights at Airport; *Grunion Gazette 1/24/17*
20. Long Beach Lawmakers Kill Proposal to Add International Flights to City's Commercial Airport; *Los Angeles Times 1/25/17*
21. City Council Terminates International Terminal Talks at Long Beach Airport; *Long Beach Post 1/25/17*
22. City Won't Allow International Travel at Long Beach Airport; Jet Blue to 'Evaluate' Plans Here; *Press-Telegram 1/25/17*
23. JetBlue Shocked by Long Beach Rejection of International Flights; *USA Today 1/26/17*
24. Long Beach Says No to International Flights' Economic Benefits; *Press-Telegram 1/26/17*
25. Why Long Beach Wouldn't Benefit From International Air Service: Bob Foster; *Press-Telegram 1/27/17*
26. Long Beach, CA Rejects International Flight Development; *CH-Aviation 1/27/17*
27. JetBlue Jilted – City Council Nixes Proposal To Add International Flights to Long Beach Airport; *Long Beach Business Journal 1/30/2017*
28. Long Beach Residents' Opinions Influenced Airport Decision: Guest Commentary; *Press-Telegram 1/31/17*
29. Long Beach Airport Decision Wasn't Grounded in Reality: Guest Commentary; *Press-Telegram 2/2/17*
30. Long Beach, the International City, Shows A Fear of Flying: Guest Commentary; *Press-Telegram 2/4/17*
31. Social Media:
 - Facebook is up to 15,068 likes
 - The best post in January was viewed almost 7,000 times with 10 reactions, comments, and shares.
 - Notable events: MLK Jr. Peace & Unity Parade, upgraded pet relief areas, FAA Southern California Metroplex meetings
 - Twitter is up to 9,922 followers
 - The best tweet in January generated 5,451 impressions.
 - Tweets in January generated over 60,600 impressions
 - Instagram is up to 2,981 followers
 - In January, photo posts averaged 91.7 likes each and video posts averaged 74.5 likes each.
 - The most popular post earned 133 likes and 962 impressions.

- Periscope has 341 followers and 16 live broadcasts received 2,219 likes.

Advertising/Marketing:

32. Legacy of Leadership program, half-page, black & white ad, 1/17 issue
33. *Long Beach Business Journal*, quarter-page, full color ad 1/31/17 issue
34. *LBPost*, full color tile ad, January 2017
35. 2017 Travel Guide to California, full page, full color ad
36. 28th Annual Women's Sailing Convention, quarter-page, black & white ad
37. Andy Street Black History Month Project, half-page, full color ad
38. *TravelHost* magazine, third-page, full color ad, Q1 2017 issue
39. Updated flight map to include new service to San Jose and Denver

http://www.gazettes.com/news/long-beach-airport-director-adjusts-from-larger-scale-operation/article_f050b722-cd3e-11e6-9011-1f5be7c7cb01.html

Long Beach Airport Director Adjusts From Larger-Scale Operation

By Ashleigh Ruhl

Contributor Jan 3, 2017



—Gazette photo by Ashleigh Ruhl

Jess L. Romo.

When Long Beach Airport Director Jess L. Romo looks back at his career at LGB he said his goal is to be able to say he helped maintain its boutique feel while also growing revenue that will keep it operating well into the future.

For now though, the 55-year-old is just getting started, having taken the lead at Long Beach Airport in September. He said he's still adjusting, and is in the process of moving with his wife from their home in Claremont to Long Beach, and he's enjoying the new job so far.

"The staff here has been so welcoming, especially to someone coming in from the outside," Romo said. "It's really a small, intimate group here of about 100 staff members who all wear multiple hats and are open to engagement and collaboration."

Coming from a larger-scale operation, Romo most recently served as interim deputy executive director for Los Angeles World Airports, overseeing operations and emergency management at Los Angeles International Airport.

Romo has a bachelor's degree in psychology from the University of California, Irvine, and a master's in industrial psychology from California State University, Los Angeles. He is an accredited airport executive of the American Association of Airport Executives and a recipient of the 2015 Award for Airport Executive Partnership from the National Air Transportation Association.

Although Romo said it was a difficult choice to leave his 28-year career with the city of Los Angeles, the opportunity to serve as the director of an airport in Southern California was one he couldn't pass up.

Romo's predecessor, Bryant Francis, left in February for a post at Oakland International Airport.

Long Beach's airport director oversees operations, finances and leases, community outreach, environmental matters (including the noise ordinance), capital improvements, security and air service.

Romo said he's spent a lot of time learning about the airport's unique characteristics, from its complex runway and airfield to its more complex noise ordinance, and of course, too, he's catching up on the issue of the airport potentially adding a customs facility.

"Studying the details of the noise ordinance is the most challenging part of the job so far, but also the feasibility study for the FIS (Federal Inspection Services, or U.S. Customs) Facility," Romo said, noting that talks about adding international flights started before he signed on as director.

"Our role (at the airport) is to be objective and report the findings of the study," he said. "The report shows that there's no singular prohibition to developing a FIS facility... I think some council members already have decided one way or the other, but some are still weighing options, and I hope each council member takes an open and honest look at the study."

Romo said he and the staff take great pride in maintaining the facilities at the highest levels, continuing to make improvements that have been ongoing for more than five years and really started with the freshly remodeled terminal.

"We want to retain the boutique feel of this airport, and we want to help position the airport to be as healthy as possible in terms of growing revenue," he said, noting that Parking Lot A, the garage nearest to the terminal, is being renovated this year and there will be some work done to the runways as well. Minor landscaping and beautification work also is ongoing.

Also on the agenda are improvements to the rental car facility, with Romo setting a goal to have that project's specific plans prepared by the end of 2017.

"This is one of the most public-friendly airports, and it's important for us to show that we are here to serve the community with this city asset," Romo said about making LGB the most attractive travel venue possible for its 2.8 million annual resident and visitor passengers.

"I am grateful for this opportunity and look forward to working with the community, all airport stakeholders and partners," he said. "I am committed to being an approachable and responsive steward of this great airport."

Ashleigh Ruhl can be reached at ashleighruhl@gmail.com.



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Long Beach Airport Director Romo Responds To Councilman's 32 Questions About Customs Facility

January 6, 2017 | Business Journal Staff

Long Beach Airport Director Jess Romo has responded to a lengthy list of questions posed by 8th District Councilman Al Austin about a possible Federal Inspections Services Facility (U.S. Customs facility to allow international flights). In a 17-page document dated January 4, Romo answered 32 questions asked by the councilman.

The Business Journal - which has long been on record supporting international flights from the Long Beach Airport - is providing the entire document without comment. The Long Beach City Council is expected make a decision on the facility at its January 24 meeting.

[To open the document, click here.](#)

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City of Long Beach

Working Together to Serve

Memorandum

Date: January 4, 2017

To: Patrick H. West, City Manager *PL*

From: Jess L. Romo, Director, Long Beach Airport *JLR*

For: Mayor and Members of the City Council

Subject: **Federal Inspection Services (FIS) Feasibility Study – Council District Eight Questions and Answers**

At the City Council FIS Feasibility Study Session on December 13, 2016, the City Manager was requested to provide written responses to questions submitted by Eighth District Councilman Al Austin regarding Jacobs' FIS Feasibility Study (Study). Several questions from the community were duplicates and answered in previous documents. These questions and answers, along with the Study, City Attorney opinion, prior presentations and transcripts from prior study sessions, may be found on the Long Beach Airport (LGB) website at:

http://www.lgb.org/information/fis_feasibility_study/default.asp.

Below is a summary of the questions provided by Councilman Austin and includes appropriate responses.

1. *If 6 to 8 flights a day are expected to be international, will this take away from the number of domestic flights?*

The number of daily flights at the LGB varies and the number of slots flown changes daily.

The City's Noise Ordinance determines the maximum number of flights, or slots that may be operated on a daily basis. Currently, there are 41 permanent commercial air carrier slots and 9 supplemental air carrier slots for a total of 50 daily slots. The Study reviewed historical data from 2006 to 2015, when there were only 41 slots available. The analysis showed that slot utilization (percentage of available slots actually flown) was 32.5 a day or 79 percent of the maximum allowable. Currently, the scheduled flights for early 2017 indicate a slot utilization closer to 95 percent of the 50 allowable slots.

If 100 percent of an airline's slots are being used for domestic travel every day of the week and an airline shifts a slot to international travel, then the answer is "yes," it would use capacity from a domestic route. On the other hand, if an airline is not utilizing its slot allocation at 100 percent every day (a rare occurrence), then the answer is "no," adding an international flight would not take away from domestic travel. Furthermore, even with international service, the number of domestic destinations could remain the same with only the frequency of the destination changing.

If the airlines flew eight of their allocated slots internationally and the remaining 42 slots domestically, there would still be more domestic flights out of LGB than there has been over the last ten years.

Historically, slot utilization rarely reaches 100 percent on any given day and, over the last ten years, slot utilization was 32.5 a day or 79 percent of the maximum allowable. Airlines constantly adjust their schedules and routes base on a number of factors such as season, holidays, marketability, demand, yield, and competition among other factors. If a FIS facility is built, the over-all mix of domestic and international flights will vary, and it is difficult to determine at any given point in time if international flights are pulling capacity from domestic routes. National market data does reflect that the average mix of airports handling domestic and international traffic is approximately 80 percent domestic and 20 percent international.

JetBlue believes there is a demand for international service that will strengthen its product mix and its position in the LGB market. The commitment to fund a FIS facility would help strengthen JetBlue's presence in Long Beach and make certain that JetBlue continues to offer a variety of destinations, domestic and international.

2. *Will 6 to 8 international flights a week hurt Long Beach's convention business?*

The answer is no. Domestic flights are currently at an all-time high at LGB. Even if there were to be small decreases in domestic flights based on current schedules, which is not projected as part of the Study, there still could be more domestic flights than over the last ten years. With an average of 32.5 flights a day from 2006 to 2015, Long Beach's convention business has been booming even with very limited destinations and schedule options out of LGB. Convention participants currently utilize all of the region's airports with the majority coming from LAX or SNA; that will not change with or without a FIS facility.

Even though much of international traffic is expected to be outbound tourist traffic to Mexico and Central America, there will be a sizeable amount of inbound passengers traveling here for business and tourism. International traffic will be a new opportunity to gain convention and tourist business in Long Beach.

3. *Wouldn't long-haul flights to the east coast be better for the City's convention business?*

It is speculated that long-haul flights to and from destinations like Washington, DC, will be better for conventions in Long Beach. LGB destinations will remain impacted by the City's Noise Ordinance restrictions on the number of daily flights, making it unlikely that LGB would ever be the leading regional airport for convention traffic. Frequency plays a large role in convention traffic; hence, the importance of other local airports like SNA and LAX.

The City cannot dictate to airlines their destinations and schedules. Airlines consider many factors in determining their routes, profitability being just one of them.

Another consideration is that the long-haul flights to/from the East Coast are typically the flights that are impacted by weather conditions causing late night operations.

4. *What is the economic impact of a FIS to Long Beach only, the Study analyzed the economic*

impact of the entire LA and OC region?

The Jacobs team received numerous requests from the public, Economic Development Commission and the City Council to extrapolate the economic impact of a FIS on Long Beach only. In response to those questions, Jacobs provided a separate analysis not contained in the original Study but presented to the City Council at the Study Session on December 13, 2016.

The original Study included an economic impact analysis that encompassed the entire Los Angeles/Orange County region but did not segregate the economic impact to Long Beach due to the commonly accepted standards of economic analysis software. There are only three “off-the-shelf” software tools available for economic impact analysis (IMPLAN, REMI, and RIMS). IMPLAN is regarded as the best of the three.

None of the economic software tools are able to do the more insular analysis, isolating economic impact to a local area that is part of a much larger economic region. It is important to note that generally accepted planning practices for determining economic impacts are to calculate on a regional basis, particularly in the case of inter-connected transportation facilities, such as an airport. Furthermore, such a local analysis would include a significant range of probability. The approach used by Jacobs estimates a range of economic impact on Long Beach only for the purpose of allowing the City Council to make an informed business decision.

The supplemental data that Jacobs presented to the City Council at the Study Session estimates local benefits of the proposed FIS facility in the range of \$20 to \$60 million of annual output.

To calculate the mid-point or statistical mean of the range, the following statistical methodology was applied to the results in the Study:

- Local impact values are estimated at 28 percent of direct regional impacts based on results from the 2016 tenant survey in the Study plus 3.6 percent of indirect regional impacts and 3.6 percent of induced regional impacts based on population for the City of Long Beach compared to Los Angeles and Orange Counties in 2015.
- More simply put: Local Economic Impact = 28 percent of Direct + 3.6 percent of Indirect + 3.6 percent of Induced Regional Impacts.

It is important to recognize that any endeavor in Long Beach that has a positive economic impact will have a regional impact that benefits Long Beach and the surrounding communities. That is true of all City development including Public Works projects, the Port of Long Beach and the new Civic Center. The ongoing impact of a FIS to Long Beach and the region is \$222 million annually.

5. *Why does JetBlue continually violate the Noise Ordinance with late night operations?*

JetBlue operates within the provisions of the Noise Ordinance (Long Beach Municipal Code Chapter 16.43). Per the Noise Ordinance, all air carrier operations must be scheduled to operate between the hours of 7:00 a.m. and 10:00 p.m. JetBlue complies with this requirement.

The Noise Ordinance also addresses Unanticipated Delays, which comprise the vast majority of the late night operations. The Noise Ordinance states, "Violations occurring during the period between ten p.m. and eleven p.m. which are the result of unanticipated delays beyond their reasonable control of the aircraft Owner/Operator shall be waived upon the presentation of evidence satisfactory to the Airport Manager that the delayed arrival or departure resulted from such circumstances. Delays caused by mechanical failure (but not by routine maintenance), by weather conditions or by air traffic control conditions will be considered beyond the Owner/Operator's control." All operations occurring between the hours of 10:00 p.m. and 11:00 p.m. are reviewed and evaluated for compliance with these provisions and operations that do not comply receive a noise violation.

JetBlue operations occurring after 11:00 p.m. are subject to the Alternative Enforcement provisions of the Noise Ordinance, which states "It is a misdemeanor, subject to the penalties applicable to misdemeanors, for the Owner/Operator of an aircraft to exceed any established SENEL limit without a reasonable basis for believing that the aircraft employed would comply with the applicable SENEL limit. Owner/Operators of scheduled Flights utilizing aircraft which comply with the standards of FAR Part 36 Stage 3 shall be presumed, for the purposes of this Section, to possess a reasonable basis for believing that such aircraft can be operated in compliance with applicable SENEL limits."

Under the Alternative Enforcement provisions, JetBlue operations that occur between the hours of 11:00 p.m. and 6:59 a.m. the following day are referred to the City Prosecutor's Office for appropriate action. Currently, the City Prosecutor has a Consent Decree in place to enforce these provisions in lieu of criminal prosecution. The penalties imposed by the City Prosecutor consist of a fine of \$3,000 per occurrence for the first six violations during a calendar quarter and \$6,000 for subsequent violations.

6. *Where does the money from curfew violation fines go to?*

Violation fines, officially termed, "noise surcharges," are payable to LGB. Noise surcharges are either \$100 or \$300 depending on the number of noise violations incurred by the aircraft operator.

The disposition of monies collected per Consent Decree violations is determined by the City Prosecutor. Currently, the JetBlue Consent Decree settlement specifies that monies are payable to the Long Beach Library Foundation to be distributed evenly throughout the Long Beach Public Library System for books, publications, and other learning materials, including electronic databases.

7. *Why does the LGB spend \$900,000 a year on a Noise Division to monitor JetBlue's violations?*

The Fiscal Year 2017 budget for the LGB Noise Division is \$951,346, which funds the Division's four staff, a consultant to independently verify noise data and perform analysis, the Aircraft Noise Monitoring System (ANOMS), and materials, equipment and supplies. These funds are from the Airport Enterprise Fund and do not impact the City's General Fund.

LGB's Noise Division does much more than just monitor late night activity. The key purpose of the Noise Division is to ensure LGB is adhering to the provisions of the Noise Ordinance. This includes ensuring the noise level data is accurate and correlated to the proper aircraft, the noise budgets are maintained within limits and violations are properly administered. The failure to properly manage any of these areas may bring a challenge to the Noise Ordinance.

LGB's Noise Division is responsible for ensuring LGB's compliance with California Airport Noise Standards (California Code of Regulations, Title 21, Section 5000 et seq.) and prepares noise reports each quarter for submission to the Caltrans Division of Aeronautics to monitor cumulative noise exposure in the communities. A monthly Noise Report is also prepared for presentation to the Airport Advisory Commission detailing late night activity, noise violations and noise complaints.

Noise Division staff participate at the federal level and serve on a number of panels addressing technical issues and policies related to aircraft noise exposure. These activities are sponsored by the National Academy of Science and are essential to ensure Long Beach is at the forefront of airport noise reduction efforts.

The Noise Division is also responsible for public outreach with regard to noise issues and regularly communicates with members of the aviation community to educate and encourage the use of community friendly flight procedures and also works with the surrounding residential communities to address their concerns.

8. *Will a FIS increase flight traffic even if the number of flights are within the Noise Ordinance limits?*

LGB traffic is limited by the Noise Ordinance, which specifies maximum cumulative noise levels in the communities nearest LGB. These cumulative noise levels are expressed as our Noise Budget. Cumulative noise exposure is determined based on the number of operations, the loudness of the operations and the time of day the operations occur. The FIS will not change the maximum cumulative noise exposure levels established by the Noise Ordinance.

LGB is currently operating well below the maximum permitted noise levels as the airlines and general aviation operations, on which the cumulative noise levels are based, are well below the maximum operational levels. Based on information contained in the Study and projected future operational levels provided by the airlines, flight traffic will not be significantly altered by a FIS.

Currently, the number of allowed air carrier flights are 50 inbound and 50 outbound, or in other words, LGB has 50 daily air carrier slots allowed under its Noise Ordinance. The actual number of air carrier flights occurring on any given day fluctuates depending on a number of factors. Over the last ten years, an average of 32.5 slots were utilized daily, whereas in November 2016, several days saw at least 47 flights per day, and January 2017 has several days with all 50 slots scheduled for operation. Over the long-run, it is impossible to determine if a FIS will encourage air carrier slot utilization near 100 percent of slots flown or if utilization will stabilize around the historical average of 79 percent. Regardless of slot utilization, total community noise exposure will be within the allowable limits of the Noise Ordinance.

9. *Why were the impacts of the FAA Metroplex project not taken into consideration in the Study?*

The SoCal Metroplex Project (Metroplex) is an FAA action completely independent of the FIS. The purpose of the Metroplex initiative is to optimize air traffic procedures and airspace on a regional scale. This is accomplished by developing procedures that take advantage of technological advances in navigation, such as area navigation (RNAV), while ensuring that aircraft currently not equipped to use RNAV will continue to have access to the National Airspace System.

Metroplex will alter arrival and departure paths at LGB; however, it will not change the type or number of operations because such restrictions are set forth in the Noise Ordinance. Similarly, the FIS will not alter the type or number of operations currently approved to operate at LGB. Results of the FAA's Metroplex Environmental Analysis concluded that there were no significant impacts, and the FAA issued a Finding of No Significant Impact (FONSI) and Record of Decision (ROD). All fixed wing aircraft operations arriving to and departing from LGB will be subject to Metroplex flight procedures and is not dependent on origin and destination of a flight.

10. *What are the differences between Long Beach's Noise Ordinance and John Wayne's Noise Ordinance?*

LGB is recognized as having one of the strictest noise control ordinances in the world. This is illustrated in the following figure summarizing noise control efforts based on a survey of world airports:

Noise Information Manual

Highest Ranked Airports with Noise Restrictions

The following table provides a listing of the busiest, or most utilized, airports where Gulfstream aircraft are most operated.

NOTE: The restrictions at noise sensitive airports, such as these, are numerous; however, they are subject to change, so it is recommended that operators call their destination airport prior to arrival to determine what restrictions may be in place.

| United States | | | | | | | | | | | | | |
|----------------------|------|-----------------|--------------|-----|--------|---------|-----|--------------|--------------|---------------|-------------------|--------|-------------------------|
| Airport | Code | City | State | APU | Curfew | Run-Ups | NAP | Noise Budget | Noise Limits | Noise Charges | Emissions Charges | Quotas | Stg3/Chpt3 Restrictions |
| Teterboro | TEB | Teterboro | NJ | | | | | | | | | | |
| Westchester County | HPN | White Plains | NY | | | | | | | | | | |
| Dulles Int'l | IAD | Chantilly | DC | | | | | | | | | | |
| McCarran Int'l | LAS | Las Vegas | NV | | | | | | | | | | |
| Van Nuys Airport | VNY | Van Nuys | CA | | | | | | | | | | |
| Palm Beach Int'l | PBI | West Palm Beach | FL | | | | | | | | | | |
| Chicago-Midway | MDW | Chicago | IL | | | | | | | | | | |
| Laurence G. Hanscom | BED | Bedford | MA | | | | | | | | | | |
| Morristown Municipal | MMU | Morristown | NJ | | | | | | | | | | |
| San Francisco Int'l | SFO | San Francisco | CA | | | | | | | | | | |
| Love Field | DAL | Dallas | TX | | | | | | | | | | |
| Long Beach | LGB | Long Beach | CA | | | | | | | | | | |
| John Wayne | SNA | Santa Ana | CA | | | | | | | | | | |
| Bob Hope | BUR | Burbank | CA | | | | | | | | | | |
| Santa Monica Airport | SMO | Santa Monica | CA | | | | | | | | | | |
| Europe | | | | | | | | | | | | | |
| Airport | Code | City | Country | APU | Curfew | Run-Ups | NAP | Noise Budget | Noise Limits | Noise Charges | Emissions Charges | Quotas | Stg3/Chpt3 Restrictions |
| Luton | LTN | Luton | UK | | | | | | | | | | |
| Le Bourget | LBG | Paris | France | | | | | | | | | | |
| Geneva-Cointrin | GVA | Geneva | Switzerland | | | | | | | | | | |
| Barajas-Madrid | MAD | Madrid | Spain | | | | | | | | | | |
| Cote D'Azur | NCE | Nice | France | | | | | | | | | | |
| Sheremetyevo | SVO | Moscow | Russian Fed. | | | | | | | | | | |
| Shannon | SNN | County Clare | Ireland | | | | | | | | | | |
| Stansted Airport Ltd | STN | London | UK | | | | | | | | | | |
| Farnborough | FAB | Hampshire | UK | | | | | | | | | | |
| Zurich Airport | ZRH | Zurich | Switzerland | | | | | | | | | | |

NAP = Noise Abatement Procedures

 = Restrictions Exist

Source: Gulfstream Aerospace Corporation, Noise Information Manual, Revision 13, October 31, 2013.

The LGB Noise Ordinance, reflects consensus, derived through an extensive litigation history, between the City of Long Beach, FAA, and various aviation stakeholders on the nature and extent of aircraft operations and noise occurring at LGB. The LGB Noise Ordinance is grandfathered under the Airport Noise and Capacity Act of 1990 and, for over 20 years, the Ordinance has balanced the development of facilities and the growth of operational capacity with the legitimate environmental concerns of the surrounding communities.

Like the LGB Noise Ordinance, the John Wayne Airport Access Plan is grandfathered under the Airport Noise and Capacity Act of 1990 and is also recognized as one of the most restrictive airport noise control regulations in the world. Key differences between the LGB Noise Ordinance and the John Wayne Airport Access Plan are shown below. Two of the most significant differences are the number of commercial operations and the hours of operation. For example, Long Beach currently restricts operations to 50 air carrier operations per day. John Wayne Airport allows a total of 103 operations per day. Both airports impose curfews on

commercial aircraft operations. LGB specifies that operations must be scheduled between the hours of 7:00 a.m. and 10:00 p.m. John Wayne specifies that operations must be conducted between the hours of 7:00 a.m. and 11:00 p.m. for arrivals and 7:00 a.m. and 10:00 p.m. for departures.

Both airports impose significant penalties for operations outside of these hours. The John Wayne Airport Access Plan imposes penalties of \$2,500 for the first five violations, \$3,500 for the next five violations, and not less than \$5,000, or more than \$10,000, for each violation after ten violations. The LGB Noise Ordinance is much more lenient with regard to the first series of violations, imposing monetary fines of \$100 and \$300; however, the Alternative Enforcement provisions of the Noise Ordinance are as stringent as the John Wayne Airport Access Plan. For example, penalties imposed by the City Prosecutor as part of the JetBlue Consent Decree consist of a fine of \$3,000 per occurrence for the first six violations during a calendar quarter and \$6,000 for subsequent violations. Other operators have received fines of \$4,500 per occurrence. Fines of this amount have served to effectively curtail operations.

| Topical Area | Long Beach Airport | John Wayne Airport |
|-------------------------------------|---|--|
| Number of Commercial Flights | Must provide a minimum of 41 Air Carrier and 25 Commuter flight slots. Additional flight slots must be made available up to the noise budget limits. Currently there are 50 Air Carrier flight slots and 25 Commuter flight slots. | Total Average Daily Departures (ADDs) are currently limited to 85 Class A ADDs for passenger service and 4 Class A ADDs for all-cargo service (for a total of 89 Class A ADDs). In addition, there are currently 14 permanent Class E ADDs. This limit will increase to 95 Class A ADDs for commercial passenger service and 4 Class A ADDs for all-cargo service (for a total of 99 Class A ADDs), January 1, 2021, through December 31, 2030. Additional Class E flights are allocated based on whether there is additional seat capacity available for allocation. |
| Number of Passengers | Unrestricted | 10.8 Million Annual Passengers (MAP) through Dec 31, 2020; 11.8 MAP through Dec. 31, 2025, and 12.2 or 12.5 MAP through December 31, 2030, depending on prior annual capacity utilization. |
| Time of Day | | |
| Commercial | Must be scheduled between the hours of 7:00 a.m. and 10:00 p.m. Unanticipated Delay provisions shall allow the Airport Director to waive violations occurring between 10:00 p.m. and 11:00 p.m. if the delay is due to circumstances beyond the reasonable control of the operator. Examples include emergencies, aircraft mechanical issues, weather or air traffic control conditions. | Must operate as follows: Departures – 7:00 a.m. – 10:00 p.m. (Monday-Saturday) and 8:00 a.m. – 10:00 p.m. (Sunday) Arrivals – 7:00 a.m. – 11:00 p.m. (Monday-Saturday) and 8:00 a.m. – 11:00 p.m. (Sunday) A departure/arrival outside permitted operations hours may be approved if flight delayed by not more than one-half hour by emergency, mechanical, air traffic control, or weather delays substantially beyond the control of the operator and based on the Director’s discretionary approval subject to certain specified conditions. |

| Time of Day | | |
|------------------|---|---|
| General Aviation | Unrestricted providing the following SENEL limits are met at the nearest monitor: (7:00 a.m. -10:00 p.m.) – 102.5 dBA Departure and 101.5 Arrival 10:00 p.m. – 11:00 p.m. – 90.0 dBA 6:00 a.m. – 7:00 a.m. – 90.0 dBA | Unrestricted providing the following SENEL limits are met at the nearest monitor: 7:00 a.m. – 10:00 p.m. – 102.5 dBA Departure and Arrival. 10:00 p.m. – 7:00 a.m. 87.5 dBA |
| Penalties | | |
| Commercial | Penalty applicable to individual operations based on SENEL. | Penalty applicable to energy averaged SENEL during Noise Compliance Period (Calendar Quarter) and violations of the permitted operations hours (as well as other penalties for related capacity violations including minimum usage provisions). |
| | 1st Violation – Notice 2nd Violation – Notice with request to provide written response regarding corrective action taken. 3rd Violation - \$100 surcharge 4th and Subsequent Violations - \$300 surcharge Alternative Enforcement – Referral to City Prosecutor for potential criminal prosecution. | Immediate disqualification of aircraft type from further service. May also be subject to an administrative penalty in an amount not to exceed \$500,000. Penalty for operating outside permitted commercial operations hours: \$2,500 for first five violations, \$3,500 for next five violations, and not less than \$5,000 or more than \$10,000 for each violation after ten violations. |
| General Aviation | Same as above | Three (3) or more violations will result in denial of use of the airport for a period of three years. |

11. Why don't we modify the Noise Ordinance to make it more like John Wayne Airport's?

Trying to change the Noise Ordinance would provide the opportunity to challenge it and possibly result in the loss of its grandfathered status. If LGB were more like SNA, we would have much more noise overall. For example, John Wayne Airport currently has 103 daily commercial flights. The current maximum number of daily commercial flights at LGB is 50.

12. Will increasing the capacity of LGB with a FIS facility and new aircraft parking positions potentially open new legal challenges to the City's Noise Ordinance?

Potential legal challenges to the Noise Ordinance were addressed in a memorandum entitled City Attorney's Opinion Regarding Federal Inspection Station (FIS) dated October 4, 2016, and addressed to the Mayor and City Council. The opinion was developed in consultation with Ms. Lori D. Ballance, Esq., of Gatzke, Dillon & Ballance, LLP. Ms. Ballance is an attorney specializing in airport environmental and access law. The conclusion of the City Attorney is that, "the City's consideration of FIS facility improvements would not jeopardize the exempt and grandfathered ANCA status of the Noise Ordinance. However, if the Noise Ordinance is invalidated at some time in the future, the essential terms and existing regulatory conditions at LGB would continue. Any relaxation of the current restrictions would, with certain limited exceptions, require action by the City, including full compliance with

CEQA, and any planning or policy decisions by the City in the future would be required to take into account the unique history and unique operational characteristics at the Airport, as well as the residential and other sensitive land uses that are affected by Airport operations.”

13. Is there a risk that the federal government will interfere with the City's operation of LGB if a Federal Customs Facility is built?

The federal government's involvement with the City's operation of LGB will not change if a FIS facility is built. It will only add another agency, Customs and Border Protection (CBP), which will be responsible for the clearance of inbound cargo and passengers originating from foreign locations. It will have no other impact on operations, domestic or otherwise.

Federal agencies that are currently involved in certain operational aspects of a commercial airport like LGB include the Department of Transportation (DOT) via the Federal Aviation Administration (FAA), which sets minimum operating standards, provides funding and regulates traffic control among other things; the Department of Homeland Security (DHS) via the Transportation Security Administration (TSA), which regulates the security of the traveling public in the United States; and, the National Transportation Safety Board (NTSB), which is responsible for investigating public transportation accidents (including civil aviation) in the United States.

14. Are the Parking Lot B and new concourse projects fully paid for?

LGB has \$110 million in outstanding debt related to Lot B and the concourse projects. Annual debt service is \$9.2 million, \$3.6 million of which is backed by Passenger Facility Charges (PFCs).

LGB has also pledged to maintain a debt service coverage ratio of 1.75x and 365 days cash on hand. LGB currently meets that debt service coverage ratio and is in a strong financial position. These pledges assist LGB in maintaining its A3/Stable Outlook credit rating.

15. Where would a FIS facility be located?

Location of a FIS facility has not been determined; however, the Study evaluated three potential locations: one north of the historic terminal building and two south of the historic terminal building. Should the City Council decide to move forward, it is anticipated that a single building will be constructed adjacent to the new passenger concourse, with the final location being determined during the design process.

16. Would a new taxiway or other improvements be necessary to have a FIS?

The current taxiway system and future taxiway configuration contemplated in the Airfield Geometry Study (approved by the City Council) are sufficient to support the potential FIS facility and no new taxiways would be necessary. Option 1, as indicated in the Study, for a proposed FIS facility north of the historic terminal building would require the construction of two new aircraft parking positions and the decommissioning of one existing aircraft parking position for a total of 12 aircraft parking positions.

17. Is the Study incomplete in terms of an EIR, CEQA and NEPA?

A Feasibility Study is statutorily exempt per the California Environmental Quality Act (CEQA). Specifically, Section 15262, Feasibility and Planning Studies, of the State CEQA Guidelines states the following:

A project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted, or funded does not require the preparation of an EIR or Negative Declaration but does require consideration of environmental factors. This section does not apply to the adoption of a plan that will have a legally binding effect on later activities.

Therefore, as a Feasibility Study, the purpose of this evaluation is not to provide the City with a CEQA document; rather it is intended to give the City an understanding of the types of technical studies and environmental compliance documents that may be required should it decide to move forward with the subsequent project-level evaluation of the FIS facility. To aid in the evaluation, the questions from the CEQA Environmental Checklist from Appendix G of the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000, et seq.) are used as a baseline to assess potential environmental effects of the FIS facility.

Results of the Environmental Compliance Assessment, including evaluation of the previous FEIR 37-03, CEQA, and NEPA are contained in Appendix B of the Study.

The preliminary evaluation of a FIS facility does not identify any significant impacts that were not previously addressed in FEIR 37-03. This analysis has been conducted without the benefit of detailed concept plans, which would be required prior to making a complete CEQA determination. However, based on the preliminary assessment, it would appear the FIS facility would be consistent with the Terminal Area Improvements Project evaluated in FEIR 37-03.

Once conceptual plans (with net square footage) are available, it is possible that size of the FIS facility would be consistent with the April 2007 City Council direction pertaining to the size of the terminal area improvements and number of aircraft parking positions. Therefore, should the City Council elect to do so, if it is determined that FIS facility fits within the parameters of the 102,850 square feet addressed in the FEIR, it could be implemented without further documentation because the type of facilities proposed for the FIS facility are generally consistent with the project description in FEIR 37-03.

CEQA is required to address environmental impacts of proposed actions. The environmental impacts associated with the construction of the FIS facility would not be substantially different from the impacts associated with the construction of the terminal facilities to accommodate domestic flights.

If the City Council recommends further consideration of the FIS, the determination of the appropriate CEQA document would be made at the time a detailed concept plan is available. The City would also coordinate with CBP and the FAA regarding the appropriate NEPA documentation.

18. Why did the Study not consider the impacts of pollution, noise and traffic congestion that a FIS would bring?

The Study first analyzed the market demand for international flights to/from Long Beach, and a simulated flight schedule was developed. The simulated flight schedule produced a maximum daily commercial flight activity of 50 air carrier flights and 3 commuter flights. This level of activity is below the “Optimized Flight Scenario” that was evaluated as part of FEIR 37-03 for the Terminal Area Improvements Project, certified June 20, 2006 by the City Council. The Optimized Flight Scenario within FEIR 37-03 contemplated a maximum daily commercial flight activity of 52 air carrier flights and 25 commuter flights.

FEIR 37-03 evaluated numerous environmental factors, including the potential pollution, noise and traffic impacts associated with this level of flight activity and supporting infrastructure and concluded that there would be no significant long-term environmental impacts, including impacts resulting from pollution, noise and traffic congestion, associated with this level of operational activity.

The operational activity associated with the FIS would be in conformance with the operational activity evaluated in FEIR 37-03.

Given that the fleet mix operating at LGB would not be expected to change as a result of the introduction of international flights, the air quality, noise, and traffic impacts associated with the FIS would be substantially consistent with the impacts evaluated in FEIR 37-03.

An Environmental Compliance Assessment, which details each of the environmental components required by CEQA, is included as a component of the FIS Feasibility Study.

19. Would a FIS increase the risk of terrorism?

As reviewed in the Study, the introduction of international flights and construction of a FIS facility does not negatively impact the risks to LGB and the Long Beach community compared with current risks from other Ports of Entry in the area. Additionally, a FIS facility would be staffed with armed officers, providing more security than what currently exists. The complete elimination of risk is seldom possible; however, LGB currently commits significant resources to provide a reasonable level of protection for the public. Regardless of the presence of international service, risks to LGB will continue to be managed with a robust security operation.

20. Will LGB need bomb sniffing dogs if there are international flights?

LGB currently has an explosive detection canine team.

21. How many international flights will take place in the evening?

The tables below are for illustrative purposes only. All FIS clearance activity would be subject to operating limitations of the LGB Noise Ordinance and also subject to approval by CBP.

The simulated flight schedule developed as part of the Study included three international arrivals between the hours of 5:30 p.m. and 8:15 p.m. and one international departure at 5:30 p.m.

| Probable International Arrivals | | | |
|---------------------------------|-----------|--------|---------|
| Airline | Equipment | Origin | Arrival |
| JetBlue | A320 | GDL | 0835 |
| JetBlue | A320 | LIR | 1340 |
| JetBlue | A320 | XXX | 1430 |
| JetBlue | A320 | PVR | 1500 |
| JetBlue | A320 | MEX | 1645 |
| JetBlue | A320 | XXX | 1730 |
| JetBlue | A320 | SJD | 1940 |
| JetBlue | A320 | CUN | 2015 |

| Probable International Departures | | | |
|-----------------------------------|-----------|-------------|-----------|
| Airline | Equipment | Destination | Departure |
| JetBlue | A320 | PVR | 0805 |
| JetBlue | A320 | MEX | 0805 |
| JetBlue | A320 | CUN | 0920 |
| JetBlue | A320 | XXX | 0945 |
| JetBlue | A320 | SJD | 1425 |
| JetBlue | A320 | XXX | 1520 |
| JetBlue | A320 | LIR | 1545 |
| JetBlue | A320 | GDL | 1730 |

22. What are the requirements to obtain Port of Entry designation?

The following are considered the minimum criteria for establishing a Port of Entry. The requesting community must:

- Prepare a report that shows how the benefits to be derived justify the Federal Government expense;
- Be serviced by at least one major mode of transportation;
- Have a minimum population of 300,000 within the immediate service area (approximately a 70-mile radius); and,

- The actual workload in the area must be one or a combination of the following:
 - 15,000 international air passengers (airport), 2,000 scheduled international arrivals (airport);
 - 2,500 consumption entries (each valued over \$2,000), with no more than half being attributed to any one party (airport, seaport, land border port);
 - 350 vessels (seaport)
 - 150,000 vehicles (land border port).

23. Why did the Study not do a risk analysis of doing and not doing a FIS?

The Study examined all areas of risk to determine whether it is feasible to move forward with the development of a FIS facility and allow the arrival of international flights. The Study focused on six components: Market Analysis, Environmental Compliance, Economic Impact, Facility Location Alternatives, Financial Viability and Security Risk. Each component was evaluated for risk, benefit, cost, and practicality. Additionally, the City Attorney conducted an analysis of the potential risks to the City's Noise Ordinance if there were to be international service at LGB.

24. Why is the City in a rush to make a decision of a FIS project?

The City is not in a rush to make a decision of a FIS project. In fact, the City has been thoughtful, measured and transparent in its approach to this project. Should the City Council vote on a FIS project on January 24, 2017, it will be almost two years from the time JetBlue made a formal request for the City to explore the feasibility of allowing international flights into LGB. City Council has directed City staff to hold community forums, post online reports/data/ presentations, receive public input, answer questions and conduct study sessions on the proposed project. Below is a timeline of the process highlighting key dates:

- February 23, 2015 - JetBlue formally requested LGB and the City to begin the process to establish customs facilities at LGB;
- March 3, 2015 - City Council took action to stay any work on the matter until after elections and District 4 Council was seated;
- July 7, 2015 - City Council took action authorizing a FIS Feasibility Study;
- August 26, 2015 - a Request for Qualifications to Conduct a Feasibility Study for a FIS facility at LGB was issued by the Purchasing Division of the Financial Management Department;
- March 7, 2016 - the City executed an agreement with Jacobs;
- March 30, 2016 - the first community meeting was held to present the Jacobs team, answer questions about the scope of the Study and receive public input;

- April 20, 2016 - the second community meeting was held;
- August 9, 2016 – City Council took action to ensure the Feasibility Study was posted on relevant City websites at least 15 days before scheduling any Council item to discuss the Study; and further provide sufficient time before the scheduled City Council meeting to conduct a Fourth District Council community meeting for the purpose of receiving public input on the Study;
- October 4, 2016 - the Feasibility Study was posted for public viewing;
- October 4, 2016 - the City Attorney’s legal assessment was posted for public viewing;
- October 11, 2016 - City Council took action to amend the City’s agreement with Jacobs to extend the terms and increase the authority to provide additional public outreach;
- October 20, 2016 - the Feasibility Study was presented in a Study Session to the Airport Advisory Commission;
- October 25, 2016 - the Feasibility Study was presented in a Study Session to the Economic Development Commission;
- December 13, 2016 - the Feasibility Study was presented in a Study Session to the City Council
- January 24, 2017 – City Council decision on whether or not to move forward with a FIS is tentatively scheduled.

25. Isn't Southwest currently using some of JetBlue's underutilized slots? So wouldn't some domestic flights have to be cut, either by JetBlue or by Southwest?

Southwest has requested to use any available slots and has added operations in recent months making use of some of JetBlue’s unused slots. JetBlue has increased its flights and destinations making fewer slots available. The recent actions of JetBlue and Southwest have pushed slot utilization close to 100 percent on some days with all 50 slots scheduled on certain days in January 2017.

With this high level of utilization, introducing international service would use existing capacity of domestic routes. This modeling reflects a point in time, and history has demonstrated that slot utilization fluctuates and cannot be predicted over the long run. When the Study was conducted, historical data from the last ten years indicated additional capacity with a normalized slot utilization pattern. The data reflected a utilization of 79 percent or about 32.5 flights per day of the 41 allowable at that time. Please refer to question and answer # 1 for a more detailed analysis.

26. Is the 30 percent visitor rate that is used to calculate some of the economic impact based on looking at these actual potential destinations, or is it just some national standard or average for international flights that is used as an assumption for this Study?

The estimated 30 percent of annual international passengers as visitors originating outside the U.S. is a conservative estimate determined through an evaluation of the Point of Origin data for the most probable destinations identified by the Market Analysis. The evaluation considered factors such as characteristics in the market mix, airline input, and historic data of like markets.

27. In the November 2013 memo from then-Airport Director Mario Rodriguez, it stated that "Future revenues from a FIS will only serve to mitigate the cost of the facility and will not further enhance the Airport's financial position." Would you agree with that conclusion?

The conclusion drawn in the November 2013 memo and attached report may have been accurate at the time. Analyses of airport operations are based on available historical data.

Historical data to that point indicated no greater than 79 percent slot utilization at 41 allocated slots. The report states, "While additional information from JetBlue on its international plans and slot utilization strategies would be useful to further refine out analyses . . .", and was a quick study based on internally available data (historical slot utilization and 41 slots) that did not consider JetBlue's international plans or slot utilization strategies. The data indicated that enplanements and slot utilization would remain flat.

Airport operations have changed significantly since 2013. Based on currently available historical data, enplanements and slot utilization have increased and are likely to continue. Additionally, today's snapshot of airport operations includes nine supplemental slots and the associated revenue.

The data available today leads to a different conclusion that revenues from a FIS facility will enhance LGB's financial position.

28. That memo also stated that "Any other benefit, such as marketability, is negated by the fact that all flight slots are currently assigned." Do you agree with that assessment?

Slots are regulated by the Noise Ordinance. The ability to fly to international destinations creates more options for incumbent air carriers by providing an opportunity to diversify routes. A diverse route structure is good for both air carriers and LGB. From this perspective, LGB is more marketable to passengers. The more choices a consumer has at a fair and reasonable cost, the better for passengers and air carriers alike.

29. How will the construction and operation of a FIS be funded? Will the City be at financial risk if the facility is not completed or if JetBlue ceases operations in Long Beach?

City funding has yet been determined, the Study considered a \$3 million contribution to the project that would come from future LGB PFCs. Should the City receive authorization from the City Council to proceed, the exact amount of City contribution would be negotiated and staff would return to the Council for a vote. As is standard practice for all construction projects

at LGB, payment and performance bonds will be required prior to the start of construction to ensure completion of the facility.

The potential FIS facility will not be for the exclusive use of JetBlue. Any other air carrier or general aviation operator may utilize the facility within the hours of operation established in the Memorandum of Understanding (MOU) between the City and CBP. In the event the FIS facility were not utilized in the future, CBP would redeploy their resources elsewhere and the FIS facility would be repurposed. The initial design of the FIS facility can be accomplished with an eye towards adaptive re-use to mitigate down time associated with repurposing the facility.

30. The Study describes a User Fee Customs Facility as only being staffed during certain hours when there are scheduled arrivals of international flights, is that correct?

Yes. The hours of operation of the FIS facility will be established in the MOU between the City and CBP.

31. Does the City and LGB, as the entity responsible for making the payment for the Customs officials, have any say in what hours the Customs facilities are available? Especially in regards to late night flights?

Yes. The hours of operation of the FIS facility will be established in the MOU between the City and CBP. The basis for the hours of operation within the MOU will come from the proposed flight schedules of airlines requesting to use the facility and within the confines of the Noise Ordinance.

32. How would this facility accommodate the General Aviation flights that need customs clearance? Would they also be parking in the commercial parking positions, and go access the FIS facility from there?

General Aviation flights requiring customs clearance will be required to call ahead to confirm hours of operation and the availability of CBP Officers. It is anticipated that arriving international general aviation flights will park in the commercial parking positions for inspection and clearance prior to repositioning to one of LGB's Fixed Base Operators (FBO). The Study estimated that approximately two flights per week of General Aviation use would utilize the FIS.

If you have any questions or require additional information, please contact me at (562) 570-2605.

JR:RR:AT:dw

cc: Charles Parkin, City Attorney
Laura L. Doud, City Auditor
Doug Haubert, City Prosecutor
Tom Modica, Assistant City Manager
Arturo Sanchez, Deputy City Manager
Rebecca Jimenez, Assistant to the City Manager

Long Beach Press Telegram (<http://www.presstelegram.com>)

Should Uber, Lyft have agreement with Long Beach Airport? Officials want to know

By Courtney Tompkins, Long Beach Press Telegram

Tuesday, January 17, 2017



City and airport officials are one step closer to allowing ride-hailing services like Uber and Lyft to pick up passengers at Long Beach Airport.

The City Council in December delayed approving a [nine-month trial period](#) that would have authorized these companies, and others like them, to begin picking passengers up. Officials at the time said they wanted to hear input from cab companies, rental car firms and the public before moving forward.

The new pilot program requires changes to the airport's ground transportation policy, which would bring Long Beach Airport in line with other airports across the Southland, including Los Angeles International Airport and John Wayne Airport in Santa Ana.

"We pride ourselves on our reputation for convenience and affordability, so naturally, we want to develop smart policies that help us deliver on that promise to our customers," Airport Director Jess Romo said in a statement.

But Romo said Long Beach first needs to determine how to regulate and accommodate the newest wave of transportation providers.

Officials will hold a public community meeting on Feb. 1, which calls for input from all agencies that provide transportation at the airport, including car rental firms, shuttles and limousine services, and Long Beach Yellow Cab, which holds the city's exclusive franchise agreement.

Currently car-hailing services like Uber and Lyft are allowed to drop off passengers at the local airport, but must enter into an agreement with the airports to pick up travelers at the terminals.

At other airports where car-hailing companies have reached agreements, the ride services pay a fee to pick up and drop off passengers. Long has Beach proposed a \$3 pickup and dropoff fee for the temporary program.

The meeting begins at 6 p.m. at the Long Beach Gas and Oil Department, at 2400 E. Spring St.

URL: <http://www.presstelegram.com/business/20170117/should-uber-lyft-have-agreement-with-long-beach-airport-officials-want-to-know>

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http://www.gazettes.com/news/long-beach-city-council-to-allow-time-for-airport-discussion/article_18ba2220-dda2-11e6-a114-db71533f508f.html

Long Beach City Council To Allow Time For Airport Discussion, Vote

By Harry Saltzgaver

Executive Editor Jan 18, 2017



—Gazette photo by Carla Grieve

Long Beach Airport's exterior.

Long Beach's City Council has literally cleared the deck at next week's council meeting to provide ample time for a discussion and vote on a request for a Customs and Border Protection facility at Long Beach Airport to allow international flights here.

The preliminary agenda for the Jan. 24 meeting has just seven items — six on the consent agenda and the decision whether to ask Homeland Security to designate Long Beach Airport capable of accepting flights from outside the United States. The debate could be the culmination of two years of machinations over the proposal.

JetBlue Airlines formally requested on Feb. 23, 2015, that the city begin the process to establish customs facilities at the airport. The council delayed action until the Fourth District seat could be filled in a special election (won by Daryl Supernaw), then in July authorized a feasibility study for a Federal Inspection Service facility at Long Beach.

It took until March 2016 to hire Jacobs Engineering to do the study, which was completed last September. That study concluded that it would be possible to allow international flights without impacting the city's restrictive noise ordinance, and that international flights would have a positive economic impact.

However, there was strong opposition from some residents, who attacked both the feasibility study and an opinion from the city attorney's office that also said the request would not jeopardize the noise ordinance. After two public meetings before advisory boards, the council conducted a four-hour study session on Dec. 13.

The week before, Fifth District Councilwoman Stacy Mungo (whose district includes the airport) pushed through a motion to have city staff bring back more information and a recommendation on Jan. 24. The staff's recommendation is to allow the city manager to negotiate with interested carriers and fixed base operators to develop a financial agreement for development and at the same time submit documents to the Department of Homeland Security for designation as a Customs and Border Protection airport.

At the Dec. 13 study session, the councilmen representing the three districts most impacted by flight paths in and out of the airport all indicated that they would oppose the recommendation. While not committing to a vote in advance, all three expressed reservations this week.

Daryl Supernaw, Fourth District, said, "One of the more interesting questions from City Council's study session involved the local economic impact of converting domestic flights to international flights. The example cited suggested that offering fewer domestic flights at LGB would seem to be a detriment to our CVB (Convention & Visitors Bureau) business. In other words, we should be considering how this proposal

supports the city of Long Beach business plan. For the past two years, it seems the international terminal discussion has been limited to JetBlue's business plan."

The most vocal opposition to changes at the airport have come from the Eighth District, represented by Al Austin.

"I have very strong reservations and concerns," Austin said. "It seems to be a one-sided deal right now."

And Seventh District Councilman Roberto Uranga said his position remains the same.

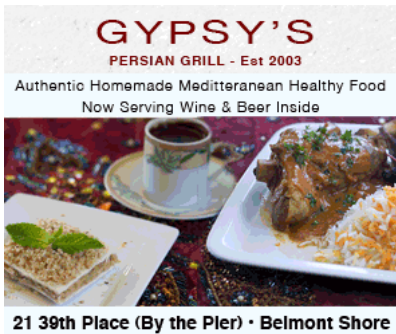
"I share the concerns of my residents as it relates to the economic and environmental impacts of a potential FIS facility, he said. "My priority is to continue to protect the quality of life for the neighborhood and preserve the Noise Ordinance."

That noise ordinance has been central to both the opposition and supporters of the international airport proposal. While the ordinance limits the number of commercial flights a day — currently 50 — allowed in and out of Long Beach, it does not have any impact on where a flight is going to or coming from. Still, opponents say the potential for international destinations could make Long Beach so attractive that airlines would challenge the ordinance to get more flights.

Third District Councilwoman Suzie Price said the study session brought up the question of what domestic flights might be lost to make room for international destinations.

"I'm not concerned about noise issues... The study session addressed that to my satisfaction," Price said. "I still need to be convinced that the local economic benefit overcomes the fear of the residents, though. How do international flights the the city attract business?"

Tuesday's council meeting begins at 5 p.m. in council chambers at City Hall. As has been the case with past controversial issues, accommodations will be made in case of an overflow crowd.



LONG BEACH AIRPORT (/COMPONENT/TAGS/TAG/839-LONG-BEACH-AIRPORT)

FAA Continues Public Meetings on Changes to Airport Routes for Metroplex Project

by JASON RUIZ (/JASON) (HTTP://TWITTER.COM/LBPOST_JASON) on JANUARY 19 2017 12:02 in CITY (/NEWS/CITY)

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Comment 1 (/NEWS/CITY/2000010289-FAA-CONTINUES-PUBLIC-MEETINGS-ON-CHANGES-TO-AIRPORT-ROUTES-FOR-METROPLEX-PROJECT#DISQUS_THREAD)

The Federal Aviation Administration (FAA) continues its series of web-based public meetings and workshops tonight with a presentation on the Southern California Metroplex project (http://www.metroplexenvironmental.com/socal_metroplex/socal_introduction.html), which will alter how the airspace is utilized by Southland airports, including Long Beach.

Story continued below.

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Tonight’s webinar focuses on a handful of airports including John Wayne, Fullerton, Torrance, Los Alamitos and Long Beach and how updates prompted by federal legislation could alter flight paths. The project is described as an update and modernization of the air traffic control system as the FAA replaces older radar-based technology with more sophisticated satellite-based networks.

“We have a need to modernize and direction from Congress to do so,” said Glen Martin, the FAA’s western pacific regional administrator during a similar meeting held in October. “The system is based on antiquated and land-based navigational aides. We can now take advantage of advanced technologies and new satellite networks in all phases of flight and gain a lot of improved and safer procedures as well as more efficient ones.”

The changes to be discussed during tonight’s webinar are not expected to take shape until March or April according to the project’s website. The standard terminal arrival routes (STAR) discussed during the October briefing mostly tapered down existing approaches to LGB making them more uniform and providing for a less broad range of aircraft operation. The new STAR procedures announced in October (http://www.metroplexenvironmental.com/docs/socal_metroplex/Media_Library/20161017/20161017%20SoCal%20Webinar__LGB_SNA.%20SLI_FUL_TOA_Final) could have the same effect as a road diet, eliminating street lanes and putting aircrafts on a more uniform path.

The Metroplex project site notes that “the project may involve changes in aircraft flight paths and altitudes in certain areas, but would not result in any ground disturbance or increase the number of aircraft operations within the Southern California airspace.”

Tonight's meeting will run from 6:00PM to 7:15PM and the access codes and links to the presentation can be found here <https://www.paloalto.gov/external/communityengagement/social/>. In addition to the webinar, three open-house style meetings regarding the changes at Long Beach Airport will be hosted on January 26, February 1 and February 8.

The January meeting will be held at the Toyota Meeting Hall at the Torrance Cultural Art Center at 3330 Civic Center Drive, the February 1 meeting will be held at the Evelyn Hart Event Center located at 801 Narcissus Avenue in Newport Beach and the February 8 meeting will be held at the Long Beach School for Adults located at 3701 East Willow Street.

All workshops are scheduled to run from 5:00PM to 8:00PM.



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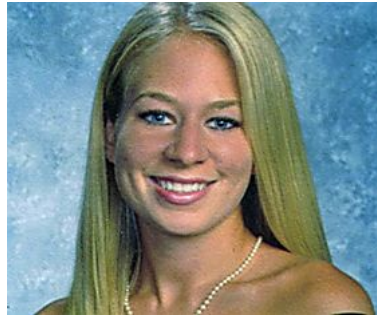


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Teen Vanishes On Spring Break. But 10 Years Later, Police Uncover Truth

LifeDaily

(<http://www.lifedaily.com/story/new-evidence-in-case-of-missing-high-schooler>

senior/source/INF/#utm_medium=referral&utm_source=outbrain&utm_obsrclid=2776401&utm_obsrclname=%24origsrcr INTL-TeenAruba-INF)



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LONG BEACH AIRPORT (/COMPONENT/TAGS/TAG/839-LONG-BEACH-AIRPORT)

Community Input Sought As City Works Toward Pilot Program For Ride Share Companies at LGB

by JASON RUIZ (/JASON) (HTTP://TWITTER.COM/LBPOST_JASON) on JANUARY 19 2017 17:27 in NEWS (/NEWS)

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Rideshare companies like See Jane Go could be allowed to pick-up at Long Beach Airport if a pilot program is approved by the city council. Photo courtesy of See Jane Go

The Long Beach Airport (LGB) is inviting residents to a community meeting February 1 where the future of transportation network companies (TNC) like Uber and Lyft, and their ability to pick up at the airport, will be discussed.

The idea that these TNC operators could be brought to Long Beach Airport goes back to at least 2015 when the city's airport advisory commission first skimmed the topic at a meeting in May. Since then, TNC companies have secured the right to legally drop off and pick up at a growing list of airports both locally and nationally, and Long Beach could be next.

Currently, companies like Uber, Lyft or even See Jane Go (/business/2000010066-new-rideshare-option-for-women-by-women-to-launch-in-long-beach-saturday) are legally allowed to drop off passengers at the airport but cannot pick them up without approval from the city. The airport currently allows for pickup by taxi or one of several hundred (http://www.lgb.org/civicax/filebank/blobdload.aspx?BlobID=3170) approved bus, van, limousine or luxury car companies listed on its website but not a single TNC provider.

"Like many other airports across the country, we have had to exercise due diligence to figure out how to regulate or accommodate TNCs at LGB," said Airport Director Jess L. Romo, in a statement. "We pride ourselves on our reputation for convenience and affordability, so naturally, we want to develop smart policies that help us deliver on that promise to our customers."

In December, the Long Beach City Council voted to move forward (/business/2000010087-rideshare-companies-allowed-to-pick-up-and-drop-off-passengers-at-airport-council-decides) with the collection of public input before potentially starting a pilot program where TNCs would be allowed to drop off at Long Beach.

RELATED

Rideshare Companies Move One Step Closer to Legal Pick Up and Drop Off at LGB (/business/2000010087-rideshare-companies-move-one-step-closer-to-legal-pick-up-and-drop-off-at-lgb)

The program, if approved, would charge TNC drivers a \$3 fee for every pick-up at LGB and would collect data on the number of trips, traffic flow as well as assessing the appropriateness of the fee.

In an agreement reached with Los Angeles International Airport, Uber and Lyft both pay a minimum monthly payment of \$25,000 that is recouped through a \$4 pickup fee.

Long Beach Yellow Cab, which has had an exclusive contract with the city since September 1998, pays a total monthly fee of \$500 to the airport for all pickups made by its fleet.

Stephanie Montuya-Moriskey, a public affairs officer at LGB, said that staff is still looking into whether a similar minimum payment would be required of those companies if the program is approved at LGB and it could ultimately rely on a consultant's recommendation.

She added that because the airport is still in the early stages of the 90-day window granted by the city council to explore the issue, a lot of the data is preliminary as the outreach to the public has just begun. But the airport has received calls about a desire to bring TNCs to Long Beach.

"At this point, the idea of ride-hailing options have been favorable and knowledgeable customers would like the TNC option," Montuya-Morisky said.

The airport's permitting system requires all ground transportation companies to have permits from the state's California Public Utilities Commission which Lyft, Uber and See Jane Go all have (<http://www.cpuc.ca.gov/General.aspx?id=3091>). However, state airports maintain the right to regulate curbside pickup.

RELATED

Long Beach Yellow Cab Granted Freedoms to Help Level Playing Field With Competitors (/news/2000006069-long-beach-yellow-cab-granted-freedoms-to-help-level-playing-field-with-competitors)

Even with the approval of agreements at other airports, TNCs haven't been able to utilize the same spaces as taxis, forcing TNC users to walk to alternate pickup locations designated for TNC pickups. Montuya-Moriskey said that at this point that would not be the case with Long Beach and TNCs would be allowed to pick up in front of the terminal during the proposed pilot program.

Users of TNCs have so far been able to circumvent the ban on ride-share companies picking up at Long Beach so long as they were willing to walk their luggage off airport property and across Lakewood Boulevard where TNC pick-ups are not regulated by the city's municipal code.

An Uber representative speaking on background said that the company has looked forward to having these conversations with the city as they've received numerous calls and emails from both its drivers and its riders requesting a presence at Long Beach. They added that each airport ground transportation situation is different and they're excited to take part in the conversation to figure out what works best for the airport and Uber in trying to streamline the process of getting riders into their preferred modes of transportation.

A spokesperson for Lyft urged council approval of the pilot program which would add Long Beach to a growing list of airports allowing the TNC services to legally operate.

"Having more reliable, convenient ride options like Lyft at the airport can only be beneficial for travelers," said Mary Caroline Pruitt, a communications representative for Lyft. "We encourage City Council to embrace new, innovative modes of transportation so that Long Beach Airport can join the nearly 100 other airports who have seen increased traveler satisfaction after welcoming Lyft to their terminals."

The meeting is scheduled for February 1 6:00PM at the Long Beach Gas and Oil Department located at 2400 East Spring Street. Airport management and stakeholders will be on hand to discuss possible changes to its ground transportation program and the proposed TNC pilot.





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Home » News » Long Beach Airport schedules public discussion of ground transportation program

Long Beach Airport schedules public discussion of ground transportation program

This entry was posted in [News](#) on January 20, 2017 by Source: City of LB

The Long Beach Airport (LGB) is inviting transportation network companies (TNCs), ground transportation service providers and the public to participate in a meeting on Wednesday, Feb. 1 to discuss proposed changes to the airport’s ground transportation program and fee structure.

One of the topics will include allowing operation of TNCs at the airport, in accordance with California Public Utilities Commission (CPUC) guidelines. TNCs such as Uber and Lyft use web-based platforms or smartphone applications to connect passengers with drivers.

“Like many other airports across the country, we have had to exercise due diligence to figure out how to regulate or accommodate TNCs at LGB,” said Airport Director Jess L. Romo, AAE. “We pride ourselves on our reputation for convenience and affordability, so naturally, we want to develop smart policies that help us deliver on that promise to our customers.”

The public meeting is scheduled for 6pm at the Long Beach Gas and Oil Department, 2400 East Spring St. All stakeholders, including Long Beach Yellow Cab, shuttles, limousine services, other airport tenants, potential TNC providers, LGB management and the public, will discuss the introduction of a pilot program and provide feedback and input on the proposed changes, according to airport officials.

All transportation providers, including TNCs, are allowed to drop off passengers at the Long Beach Airport. A ground transportation permit is required to pick up passengers. The current permit system requires a valid transportation charter permit from the CPUC. However, California airports also maintain control under existing state law to regulate curbside pickup. ♦

Source: City of LB

[ENLARGE](#)



File photo
The Long Beach Airport will host a community meeting next month to discuss the operation of ground transportation service providers such as Lyft and Uber, among other topics.

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ANOTHER VIEW: JetBlue Says Yes Vote On International Terminal Makes Sense

By Lou Anthony Jan 20, 2017



On Jan. 24, the Long Beach City Council has a unique opportunity to spur economic growth in the community and boost the city's international profile as it casts a vote on a proposal to add U.S. customs capabilities at Long Beach Airport.

Following years of very positive investment by the city, Long Beach now boasts a world-class airport that is one of the most beautiful and functional anywhere while retaining its unique limits on noise and the number of daily operations. Yet it lacks a Federal Inspection Station (FIS) needed to handle arrivals from international destinations.

JetBlue chose Long Beach as its West Coast focus city 16 years ago and has grown to employ more than 700 crewmembers locally. Our team lives and works here in Long Beach and wants to be a good corporate citizen whether that's in helping out our schools and nonprofits or focusing on environmental sustainability in our airport operation with renewable jet fuel or electric ground service equipment. We are eager to use some of our existing 35 takeoff and landing slots to offer low-fare service to points such as Mexico and Central America, while continuing to link Long Beach to top domestic markets.

There's no doubt the Long Beach community will benefit from having new access to international markets and all the opportunities they present. Moreover, local taxpayers will not be left footing the bill. Under a unique financial package proposed by JetBlue, construction of a modest customs facility would be paid for with a mix of funding from JetBlue directly and from fees already paid by customers who use Long Beach Airport. Because the customs facility would be a so-called user fee airport under the U.S. Customs and Border Protection's program for smaller airports, ongoing operations would be funded only by airlines using the facility including JetBlue and any other commercial carrier or general aviation company wishing to operate internationally.

Cities and airports across the nation compete vigorously to attract international air service, knowing how significant a driver these flights can be to a region's economic vitality and to advancing strong cultural and tourist ties. In addition to the substantial one-time economic impact of constructing the customs facility, the city's feasibility study estimated that once the facility is open and generating new international travelers visiting and spending money in Long Beach, the total annual benefit would be 1,400 jobs and \$186 million in annual economic output.

For two years as the community has engaged in discussion and debate, some opponents of the FIS argued that having flights depart for international points would somehow jeopardize the sanctity of the city's airport noise ordinance. JetBlue has repeatedly stated our support for the ordinance and our contention that shifting some domestic departures to international cities would logically have no effect on it. This fall, this fear was debunked by both the Federal Aviation Administration and the FIS feasibility study commissioned by the City Council.

We believe voting yes to approve a customs facility will create a win-win-win scenario: a win for travelers who will have more convenient non-stop destinations offered from Long Beach Airport than ever before, a win for the city of Long Beach, which will see more jobs and economic growth at no cost to taxpayers, and a win for the community, which will see no effect on the noise ordinance and no increase in noise over the airport's surrounding neighborhoods.

We hope that on Jan. 24, the Long Beach City Council will make the right choice for the community by voting yes to a customs and immigration facility at Long Beach Airport.

Lou Anthony is JetBlue's General Manager at Long Beach Airport.



Long Beach City Council To Allow Time For Airport Discussion, Vote

Long Beach Press Telegram (<http://www.presstelegram.com>)

Officials to decide on international travel at Long Beach Airport

By Courtney Tompkins, Long Beach Press Telegram

Sunday, January 22, 2017



City officials on Tuesday will consider moving forward with a federal inspections facility at Long Beach Airport, which would allow JetBlue and other airline carriers to fly international.

The controversial project has been under consideration for the past two years, following a [request by the airport's largest carrier, JetBlue Airways](#), to study its feasibility.

[The study](#), which forecasted regional economic impacts among other things, found that Long Beach is [in a prime position](#) to capture a share of the competitive Southern California aviation market, where demand for international flights grew by 30 percent from 2010 to 2015.

The need is enough to convert up to eight flight slots from domestic to international over the next five years, the study found.

But [some residents are critical](#) of the report, and say it didn't consider Long Beach-specific impacts.

Some who live under the flight paths are worried international travel could lead to more traffic, air pollution and a drop in property values. But the primary concern — and one many residents agree on — is whether a federal customs facility could open the door for outside airlines that decide they too want flight slots, which could lead to legal challenges to the city's [coveted noise ordinance](#).

The local law sets sound threshold, imposes a curfew for takeoffs and landings between 10 p.m. and 7 a.m., and limits the number of commercial takeoffs to about 50 per day.

Officials, however, say that allowing international travel would not impact the Long Beach law because it does not govern flight destinations. Instead, it measures cumulative noise levels and allocates flight slots accordingly.

The city attorney's office [also concluded](#) that considering the federal inspection facility would not jeopardize the grandfathered status of the local noise ordinance.

“Anyone can sue the airport or the city at virtually any time for any reason. That threat exists today, it existed yesterday and it will exist tomorrow,” Assistant City Attorney Mike Mais said in a recent interview, explaining that he believes Long Beach is in a good position to defend the law in court.

The city also received a letter in October from the Federal Aviation Administration that said the agency did not believe adding an international customs facility would threaten the local ordinance.

Still, federal aviation officials reserved the right to investigate future complaints if a potential carrier believes the ordinance is a “barrier to entry.”

“In such a case, the city could defend the reasonableness of its ordinance, make modifications to the ordinance to facilitate market entry, or consider other courses of action,” the letter stated.

The vote on Tuesday would not authorize final approval of the project, but it would direct city management to begin negotiating a financial agreement with interested airport carriers. It would also allow officials to engage with the governor’s office to obtain support for the project and authorize the Long Beach Airport to submit paperwork to the U.S Department of Homeland Security for designation as a federal customs and border protection facility.

City officials say these are “crucial” next steps in the process.

The meeting begins at 5 p.m. Tuesday in the council chambers at City Hall, located at 333 W. Ocean Blvd.

URL: <http://www.presstelegram.com/government-and-politics/20170122/officials-to-decide-on-international-travel-at-long-beach-airport>

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http://www.gazettes.com/news/updated-long-beach-council-kills-proposal-for-international-flights-at/article_9578fcfc-e2b9-11e6-9fd3-8f2712a19810.html

UPDATED: Long Beach Council Kills Proposal For International Flights At Airport

By Harry Saltzgaver

Executive Editor Jan 24, 2017



Fifth District Councilwoman Stacy Mungo punctured any hope of international flights at Long Beach Airport at the beginning of Tuesday night's meeting by saying she did not want to move forward with the process.

Mungo's district includes the airport and surrounding neighborhoods. She has supported a study about the potential for a federal customs facility at the airport. JetBlue Airways, the primary carrier there, had requested in 2015 that the city ask the FAA for that facility.

The issue drew an overflow crowd to City Hall, with some estimates at 500 people. During public comment, people were escorted from an overflow room broadcasting the meeting to the council chambers if they wished to speak.

After a short presentation from airport director Jess Romo, including a smaller facility with limited hours, Mungo asked questions about the possible economic impact and costs of such a facility.

Romo said that a 15,000-square-foot facility, with operations limited to eight hours a day, would cost about \$10 million. Of that, the airport could contribute up to \$3 million in passenger fees. At Mungo's prompting, Romo also said the airport was carrying about \$110 million in debt.

"I have heard a lot of concerns from a lot of people," Mungo said. "I've looked at the potential economic impacts, and don't believe they justify potentially impacting the residents' quality of life."

Mungo then made a motion to receive and file the staff recommendation, meaning that the issue would not go forward.

Third District Councilwoman Suzie Price seconded the motion, also citing the number of residents who had expressed concerns and fear about the consequences.

"JetBlue is a tremendous partner to the city," Price said. "This is no reflection on JetBlue. This decision is about the residents in this city, not just one business."

Price also thanked the three councilmen who have consistently opposed the plan — Fourth District Councilman Daryl Supernaw, Seventh District Councilman Roberto Uranga and Eighth District Councilman Al Austin. With Mungo and Price's votes, that made the result a forgone conclusion.

During the study period last year, the Long Beach City Attorney's office gave an opinion that international flights would not have an impact on the city's restrictive noise ordinance — the primary concern for most opponents. That ordinance limits the number of flights per day (currently 50), not the destination of those flights.

Last September, the Federal Aviation Administration was asked again whether an FIS (Federal Inspection Station) would impact the noise ordinance, and the answer was no.

Romo said that construction would generate about 250 jobs. The economic impact of allowing six to eight international flights would be in the tens of millions.

There was two hours and 15 minutes of public comment, primarily opposed to the concept of international flights. They included Rae Gabelich, former Eighth District Councilwoman and leader of LBHUSH2, the primary group of opponents along with Neighborhoods First.

"I want to thank you, Stacy, for a brave decision," Gabelich said. "And you, Councilwoman Price; I believe you when you say you read it all... Now I'd like to get on with my retirement."

Once public comment was complete, Austin said it was a demonstration of the process working.

"It has been a long and arduous process," Austin said. "But it shows that we are a community, that we are a city... I want to salute my colleagues for taking this issue to heart. I think we have grown through this issue... I think I will be celebrating with my constituents tonight."

Both Uranga and Supernaw commented as well, applauding the decision.

"I had many questions," Uranga said. "But I'm not asking any of them. We're going in the right direction, and that's due to you (the audience)."

The only council member who spoke in favor of the international flight plan was Sixth District Councilman Dee Andrews. He said that an FIS would improve business.

"I have heard you, but I'm going to vote against this," Andrews said. "I'm doing what's best for my district. JetBlue, I hope that you will stick around. This will, I'm sure, come to fruition one day."

The council voted 8-1 (Andrews voted no) to receive and file the staff recommendation, meaning there will be no further action to seek an FIS facility.

The decision was decried by Robert Land, senior vice president and general consul at JetBlue.

"We are profoundly disappointed that after years of delay and a city-mandated study validating the safety, security and economic positive nature of the project, that the City Council would reject the development of a Federal Inspection Station at Long Beach Airport," Land said in a prepared statement. "JetBlue will evaluate its future plans for Long Beach and throughout the greater Los Angeles area."

Harry Saltzgaver can be reached at hsalt@gazettes.com.



Long Beach lawmakers kill proposal to add international flights to city's commercial airport



---- Passengers arrive at Long Beach Airport, where JetBlue, the facility's main carrier, had sought to add flights to Latin America. (Lori Shepler / Los Angeles Times)



By **Dan Weikel**

JANUARY 25, 2017, 3:45 PM

After almost two years of study and discussion, Long Beach lawmakers on Tuesday night killed a proposal to add international flights to Latin America at the city's commercial airport.

Following several hours of public comment, the City Council voted 8 to 1 against the idea, which was initiated in 2015 when JetBlue Airways, the airport's biggest carrier, requested a study to determine if international flights were feasible at Long Beach Airport.

The vote halted a proposal to build a federal inspection station, which would have provided customs and immigration services for international travelers.

Councilwoman Stacy Mungo, whose district includes the airport and surrounding neighborhoods, stopped any future work on the proposal by making a motion to shelve a staff recommendation to move forward with the inspection station.

Mungo said the federal facility, estimated to cost \$10 million to \$21 million, would divert funds away from other airport projects, and she did not believe the economic benefits outweighed the impact on residents.

Councilwoman Suzie Price seconded the motion, saying that many residents have expressed concerns and fear about the adverse effects of adding international flights.

Critics of the plan contend the proposal would lead to more traffic, air pollution, a drop in property values and pressure to lift the city's restrictive noise limits. Before the council voted, scores of people spoke out against the flights during more than two hours of public testimony.

"We have a wonderful airport in Long Beach," said Councilman Roberto Uranga, who voted for Mungo's motion. "Having a customs facility, however, just did not add up economically. Not pursuing a federal inspection facility offers other opportunities to strengthen the airport and continue to make it our economic engine."

Long Beach Airport handles about 3 million passengers a year and offers only domestic flights. It operates under a noise ordinance that allows about 50 commercial flights per day.

JetBlue, which is based in New York, has been interested in flying to vacation spots in Mexico and other Latin American destinations.

Rob Land, an associate general counsel and senior vice president of government affairs at JetBlue, said airline officials are "profoundly disappointed" after years of delay and a city study that validated the safety, security and economic benefits of adding international flights.

"JetBlue will evaluate its future plans for Long Beach, the Greater Los Angeles area and California," Land said.

The demand for international flights in Southern California has grown 30% from 2010 to 2015, according to a \$347,000 feasibility study by Pasadena-based Jacobs Engineering.

Researchers concluded that the demand is strong enough to convert up to eight domestic flights from Long Beach Airport to international flights within five years.

The Jacobs study stated that the federal facility, projected to cost \$17 million to \$21 million, could be paid for by JetBlue, other airlines that would use it, and fees collected from international passengers. Airport officials estimated that a 15,000-square-foot facility would cost about \$10 million.

LONG BEACH AIRPORT (/COMPONENT/TAGS/TAG/839-LONG-BEACH-AIRPORT)

City Council Terminates International Terminal Talks at Long Beach Airport

by JASON RUIZ (/JASON) [ⓧ \(HTTP://TWITTER.COM/LBPOST_JASON\)](http://twitter.com/lbpost_jason) on JANUARY 25 2017 00:01 in CITY (/NEWS/CITY)

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The Long Beach City Council voted 8-1 not to move forward with proposed plans for international flights out of Long Beach.

A process that started nearly two years ago when Jetblue Airways formally requested a study to determine if international flights out of Long Beach Airport were feasible came to a close Tuesday night when the Long Beach City Council voted 8-1 against moving forward with the project.

Fifth District Councilwoman Stacy Mungo, after a line of questioning directed at airport staff that highlighted the marginal benefits the terminal could provide for the city—and the projects it would divert funds from—made the motion to receive and file the report, effectively ending the discussions on international flights out of the city.

Story continued below.



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"I've heard a lot of concern from the community on a number of aspects from FIS [International terminal]," Mungo said. "For a starting point for this evening I hope that whether you're supportive or not supportive, I would ask you to hold your boos or applause, but I would like to make a motion to receive and file."

The motion—once it was explained that it would end the city's attempts to move forward with the project—drew a round of applause from the standing room-only crowd in the council chambers, as well as a delayed celebration from the overflow audience watching from the city hall lobby.

Nearly four hours later, when dozens of residents and airport employees had made their public pleas both for and against the terminal, the council's 8-1 vote in favor of Mungo's motion drew a prolonged standing ovation from those in the crowd holding the orange anti-international flight signs.

The airport, in particular the international terminal project, has been a hot-button issue for the communities that border it and for those long-time residents that were part of the city's legal battles with the Federal Aviation Administration decades ago.

Those battles led to establishing the city's noise ordinance, something that residents have defended to the teeth out of fear that airport operations could expand and affect their quality of life.

RELATED

Jacobs Engineering Group Representatives Will Present Airport Study Findings After Approval of Additional Funds (</news/2000009748-jacobs-engineering-group-representatives-will-present-airport-study-findings-after-approval-of-additional-funds>)

A study carried out by Jacobs Engineering (</news/2000009748-jacobs-engineering-group-representatives-will-present-airport-study-findings-after-approval-of-additional-funds>), the firm awarded the job by the city council, examined market demand, economic impact, environmental compliance, security risks and the cost of the project, among other things, if it were to be approved.

It found that there was demand for these flights in Long Beach and it would provide an influx of revenue to the region; however, the impact on Long Beach would have been nominal. The cost of the facility needed to process the flights was originally quoted to run upward of \$20 million but a scaled down version of the project was quoted to run around half that.

The city was positioned to contribute about \$3 million of that cost but those funds would've been diverted from other projects that need funding at the airport like runway improvements and revamps of the facility's baggage and ticketing area. The airport is currently about \$110 million in debt and Airport Director Jess Romo noted that outside of the first few years of the project, the international terminal would not provide new revenue to the airport aside from cost recovery.

Third District Councilwoman Suzie Price, whose district is not among those most impacted by flight noise, said that the decision the council made was made for those they loved. Long Beach Post (7) Sign up for daily email alerts. GO

“Most of the residents in this room are not my residents, they don’t live in my district, but you’re part of this city, Price said. “I represent this entire city. I represent your families even though you’re not voting for me.”

Mungo, who had been somewhat of a pariah for those neighborhood groups opposed to changes at the airport, experienced a polar shift in the tenor of the comments lobbed in her direction by the public. The councilwoman was praised for her change of heart on the topic, with one woman even being moved to tears by Mungo’s motion to receive and file.

“I don’t normally speak in front of groups but I had to stand today to thank you and also present an apology to Councilwoman Mungo,” one man said. “Several days ago I sent her an email in which I accused her of predisposing this issue and at the end of that email I said ‘if I’m wrong, I will apologize’. And I do apologize.”

The perceived change of heart was addressed by Mayor Robert Garcia who pointed out the difficult process that Mungo had undergone during the deliberations on the terminal project but said that her commitment to reaching a clear point in the process with all available facts on the table was unrelenting. The mayor noted that up until last night Mungo was still calling constituents and city staff to ask questions and field concerns on the pending vote.

“I’m going to be honest with you, Stacy’s never had a firm position,” Garcia said. “She’s wanted to get information, she’s wanted to move the process forward, but she’s always mentioned to me and others that she wanted to get to this point to finally make a final conclusion. And she has made, as you all know, a conclusion on this process.”

Though the opposition neighborhood groups have been the loudest—and the group with the most signs— during this years-long discussion about international flights and the Long Beach Airport, supporters of the facility showed up in large numbers, too. Among the supporters were union members, members of the JetBlue flight crews, local business leaders and the chamber of commerce.

Holding signs reading “I <3 LGB, Yes on FIS” they lobbied for the council to approve the facility, stating that the airport is an economic driver for the city and investing in it by approving the facility would only help to grow jobs and future economic growth.

Robert Land, senior vice president of government affairs and associate general counsel for Jetblue, reiterated the company’s previously-stated stance that approval of the project would not come at the cost of existing domestic flight routes. He pointed to the one-time benefits of job creation and the ongoing economic benefits that the Jacobs study put at hundreds of millions of dollars annually for the region in urging the council to vote in favor of the facility.

Upon hearing the final vote, Land sent out a statement communicating the airline’s feelings and leaving open a reassessment of future flights in the city as well as the rest of the region.

“We are profoundly disappointed that after years of delay and a city-mandated study validating the safety, security and economic positive nature of the project, that the City Council would reject the development of a Federal Inspection Station at Long Beach Airport,” Land said. “JetBlue will evaluate its future plans for Long Beach, the greater Los Angeles area and California.”

Backers of the project alleged that a vocal minority—the neighborhood group that turned out a few hundred residents for the meeting—was being held over the greater majority of the city which does not feel as passionately about the project.

Long Beach Airport directly impacts four council districts (Four, Five, Seven and Eight) with flight noise from takeoffs and landings as commuter and commercial flights fly in and out of the city. The airport’s noise ordinance allows for a maximum of 50 daily flights, a number that it has not averaged on an annual basis for some time.

A large part of the issue has hinged on the idea that opening the airport up to international flight could invite lawsuits from other carriers seeking to gain access to Long Beach to utilize the terminal if it were built. Although the city’s noise ordinance has remained unchanged since the mid-90s, it was subject to incremental increases since its inception due to legal challenges that the city lost.

RELATED

Federal Aviation Administration Provides Legal Opinion on Feasibility Study, International Flights (/business/trade-transportation/2000009803-federal-aviation-administration-provides-legal-opinion-on-feasibility-study-international-flights)

Both the Long Beach City Attorney's office and the FAA had released legal opinions (/business/trade-transportation/2000009803-federal-aviation-administration-plans-legal-opinion-on-feasibility-study-international-flights) on the matter in the months leading up to the meeting, stating that with or without international flights, Long Beach will always have the threat of a carrier suing to gain entry into the market.

Tuesday's vote ends years of turmoil for both residents and council members who were inundated with calls and emails regarding the potential for the project to proceed. What JetBlue's plans look like going forward is uncertain, but Garcia pointed out that tomorrow will be another day with one of the best airports in the country.

"We're going to wake up tomorrow and live in the best city in the country and have the best airport anywhere in the country and we're all going to work together to continue to make our airport the great place it is today." Garcia said.

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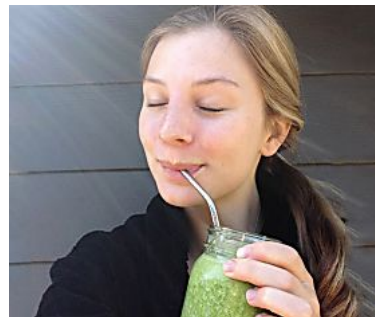


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City won't allow international travel at Long Beach Airport; JetBlue to 'evaluate' plans here

By Courtney Tompkins, Long Beach Press Telegram

Wednesday, January 25, 2017



In an unexpected move, the City Council on Tuesday killed a controversial proposal to build a federal inspections facility at Long Beach Airport, which would have allowed airlines to fly internationally.

Long Beach began exploring the idea two years ago at the request of JetBlue, the airport's largest carrier.

City and airport staff had recommended the council move forward with the project Tuesday, but a motion by Councilwoman Stacy Mungo led to an 8-1 vote against it.

Mungo, whose district contains the airport, said the decision "weighed heavily on her heart."

"After significant deliberation and study, I just don't think it's the right time to proceed with an FIS facility," she said. "The financial investment the city would make in this endeavor does not outweigh the benefits at this time."

Some 500 community members, who stood on both sides of the issue, attended Tuesday's meeting to hear and participate in discussion of the proposal, which lasted about four hours. When it became clear the city was going to turn down the proposal, the tone in the room shifted considerably.

Emotions were high, but the night ended on a positive note for the residents in airport-impacted areas who have been [critical of the proposal](#).

Councilwoman Suzie Price, who supported Mungo's motion, said that although her constituents are not impacted by the jet traffic, concerns from other residents in the city about jeopardizing Long Beach's noise ordinance were too real to ignore.

The ordinance — handed down after years of litigation brought on by airlines challenging rules that limited commercial flights — [exempted Long Beach from a federal aviation law](#) that prevents airports from having to comply with city curfews or noise limits.

In Long Beach, the law sets a sound threshold, imposes a curfew for takeoffs and landings, and limits the number of commercial flight slots to about 50 per day.

"I would hate to be the council that sets something into motion that causes litigation in regards to our noise ordinance," Price said. "For me, when it comes to the law in this regard, status quo is a good thing, and it's not a risk that I want to undertake."

Councilman Al Austin, who represents homeowners who live under the flight path, said he believed passing on the project was a "smart decision" for the community.

"I'm really happy," resident Carmen Lopez said, through tears. "My house is my life."

The vote Tuesday hinged on a [\\$347,000 feasibility study](#) conducted last year that found [Long Beach could accommodate](#) a federal Customs and Border Protection facility. The report forecasted millions of dollars in economic benefits to the region, but showed a minimal impact to Long Beach.

In a statement released after the meeting, Councilman Roberto Uranga, who also represents a district in the flight path, said the proposal "just did not add up, economically."

Before asking her colleagues to terminate talks about the project, Mungo asked Airport Director Jess Romo a few financial questions, including one that revealed the airport currently has \$110 million in outstanding debt.

The proposed 15,000-square-foot facility had an estimated price tag of \$10 million, most of which would have been paid for by JetBlue, Romo explained. The city was willing to commit up to \$3 million in passenger fees from the airport toward the project, but the facility itself would not have been a revenue generator. Rather, it would have collected enough to sustain its operations, Romo said.

Mungo said the fee revenues would have been diverted from other "priority" projects, such as upgrading the baggage claim area, improving ground transportation and preserving the historic terminal.

A number of JetBlue employees turned out to speak in support of the project, as did leaders in the local business community and the Chamber of Commerce.

Chamber CEO Randy Gordon expressed disappointment with the council's decision.

"Last night, the City Council supported emotions and misinformation over facts and economics," he said in a statement. "We commend the airport and city staff for a well-run process. It was simply ignored this time."

In a statement after the vote, Rob Land, senior vice president of government affairs for JetBlue, said the firm is "profoundly disappointed that after years of delay and a city-mandated study validating the safety, security and economic positive nature of the project, that the City Council would reject the development of a Federal Inspection Station at Long Beach Airport," he said. "JetBlue will evaluate its future plans for Long Beach, the greater Los Angeles area and California."

There has been speculation that JetBlue might sue the city over its decision, an allegation that company spokesman Morgan Johnston declined to comment on.

"We have nothing to share beyond the statement," he said via email.

Councilman Dee Andrews, the lone dissenting vote, encouraged the airline to stick around.

"One day this will come to fruition, for you and for all of us," he said.

Third District resident Laurie Smith suggested creating a Long Beach Airport community roundtable – similar to the LAX model – where future decisions about the airport could be vetted and discussed by residents and business owners throughout the city.

URL: <http://www.presstelegram.com/business/20170125/city-wont-allow-international-travel-at-long-beach-airport-jetblue-to-evaluate-plans-here>

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JetBlue shocked by Long Beach rejection of international flights

TODAY IN THE SKY ([//WWW.USATODAY.COM/TRAVEL/TODAYINTHESKY/](http://WWW.USATODAY.COM/TRAVEL/TODAYINTHESKY/))

Bart Jansen (<http://www.usatoday.com/staff/2126/bart-jansen/>), USA TODAY

12:55 p.m. ET Jan. 26, 2017

JetBlue Airways officials said Thursday they were surprised by Long Beach City Council's rejection of the airline's proposal for international flights.



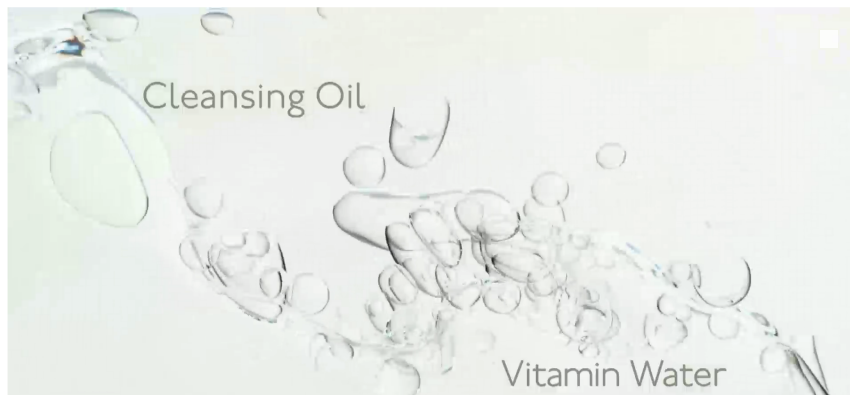
JetBlue Airways planes, each with distinctive tail art, are seen Oct. 25, 2011, at the JetBlue terminal at Long Beach Airport in Long Beach, Calif. (Photo: Reed Saxon, AP)

The New York-based airline spent years negotiating to create a Customs and Border Protection station at the airport. Despite a favorable recommendation from the city administration, the City Council rejected the project Tuesday on an 8-1 vote.

"We are extremely disappointed," JetBlue CEO [Robin Hayes](#) told investment analysts during an earnings call. "We're still taking stock about how we move forward. I don't rule anything in or out."

The city has a robust noise ordinance for the airport, which sets a limit of 50 flights per day between 7 a.m. and 10 p.m., according to Jess Romo, airport director.

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Exemptions are possible for arrivals until 11 p.m. for weather or mechanical problems, but fines can be imposed on airlines for arrivals from 11 p.m. to 7 a.m., he told the council.

The airport had about 2.8 million passengers last year. The plan was to have six to eight international flights daily within the cap of 50 flights. Romo said.

The plan was to build a 15,000 square foot CBP facility, which would handle all international flights during one shift and process no more than two flights at a time, Romo said.

“We’ve listened to the residents’ concerns,” Romo said. “The study did not reveal any impacts to the quality of life with the introduction of international service.”

Hundreds of people attended the council meeting Tuesday that spent more than four hours on the airport. Councilmember Stacy Rose Mungo, who proposed to kill the project, focused her questions on the cost of the project.

“I’ve heard a lot of concern,” said Mungo, who received applause for her motion.

The airport collects \$4.50 on each airline ticket for construction projects, with about 1.4 million enplanements last year, Romo said. The airport could have potentially contributed \$3 million to the CBP facility, out of an estimated cost of \$10 million, he said.

Councilmember Suzie Price said residents are concerned about quality of life issues such as noise and jet exhaust.

“These concerns are more urgent and pressing than the possible economic benefits that are speculative in regards to our local economy,” Price said.

JetBlue always thought the airport and local economy would benefit from international flights, Hayes said.

“It has been a controversial issue locally, with some of the residents who live near the airport,” Hayes said. “We were really disappointed, surprised by the vote.”

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Long Beach Press Telegram (<http://www.presstelegram.com>)

Long Beach says no to international flights' economic benefits

By The Editorial Board, Long Beach Press Telegram

Thursday, January 26, 2017



The City Council made a difficult decision Tuesday in rejecting international travel out of the Long Beach Airport.

Only time will tell if it was the right one.

In an emotional hearing before a standing-room-only crowd, the council, by an 8-1 vote, killed a controversial proposal to build a federal inspections facility at the airport, which would have allowed airlines to fly internationally.

This ended two years of turmoil that started when JetBlue, the dominant airline at the airport, requested a study to determine if international flights were feasible at the airport.

Two issues dominated the debate: the impact, if any, on the city's restrictive noise ordinance, and economic benefits.

The city attorney's office said it was highly unlikely the city's noise ordinance would be jeopardized by the addition of a customs facility, saying lawsuits are always possible with or without international flights.

It was a risk the council majority was not willing to take, especially in light of the vociferous opposition from residents in the flight path of the airport.

International flights could have had major economic benefits for Long Beach. But the council felt the economic benefits would not outweigh the impacts on residents.

Councilwoman Stacy Mungo, who was booed at an earlier council meeting for her comments about residents in the flight path, was cheered when she made the motion to effectively kill the customs facility.

Mungo, whose district contains the airport, said the decision "weighed heavily on my heart."

Disappointment in the council's vote came from the Long Beach Chamber of Commerce and JetBlue.

Randy Gordon, the Chamber of Commerce president and CEO, criticized the council for "supporting emotions and misinformation over facts and economics."

In a statement after the vote, Rob Land, senior vice president of government affairs for JetBlue, said the airline will have to "evaluate its future plans for Long Beach, the greater Los Angeles area and California."

No one knows exactly what that means. What JetBlue does next could determine if the decision Tuesday works out.

In the final analysis, the council seemed satisfied with maintaining the status quo instead of taking a more adventurous path.

Long Beach Press Telegram (<http://www.presstelegram.com>)

Why Long Beach wouldn't benefit from international air service: Bob Foster

By Bob Foster

Friday, January 27, 2017



The Long Beach City Council made the right choice on Tuesday in [rejecting JetBlue's international service](#) at Long Beach Airport.

The proposed service would provide little or no economic benefit to the city; it would lead to a reduction in more important and economically beneficial domestic flights, and would increase JetBlue's dominance at our airport.

Those who know the aviation industry understand that business travel is the primary generator of economic activity. Our economy is enhanced by a robust choice of airlines and destinations that cater to travel for business or convention purposes. It's not more flights, but the flight type and destination that counts for the economy.

Business travel generates room rental nights and restaurant and entertainment spending, as well as incidental activity (taxi, car rental, refueling, etc.).

While opening travel to Mexico and having an international terminal sounds impressive, it will not generate the economic activity that domestic business travel would bring. Long Beach would be a way station on the road to Mexico, and travel to Mexico (as opposed to China, for example) would be almost entirely vacation-based, with far less real economic impact than business travel.

Furthermore, JetBlue would have to reduce domestic travel to offer the new service. Flights to New York, Boston and the Bay Area are more important and desirable for our residents and businesses than "international" travel to Mexico. The new service is probably important to JetBlue's business plan, but it will do little to lift the local economy.

Not all things that seem "business friendly" are beneficial or an economic enhancement. The political chafe surrounding this issue is more akin to mindless boosterism than real economic discourse. The truth is that domestic flights will best create economic benefit to Long Beach.

Finally, if the city approved the new service, it would strengthen JetBlue's hold over the city's air travel.

JetBlue has been a good partner with the city. This has been a true partnership— one that benefits both parties.

However, when I was mayor, JetBlue accounted for 80 percent of the passenger trips at Long Beach Airport. Given the new slots issued last year, that level still exceeds 70 percent.

Such dominance at the airport is not healthy for our city. Like any investment portfolio, it would be better to be more diversified. Having multiple quality carriers serving our residents reduces our risk of any one failure or disruption. Over time, we can move to more diversity and have a healthy and stable group of carriers serving our residents.

The less-than-subtle statements indicating that JetBlue will pull out of Long Beach if the new service is not approved are unfortunate and demonstrate the point here. In truth, I believe Long Beach would be a very desirable location for many airlines, and I find it difficult to believe that JetBlue would conduct business in this fashion after many years of partnership with our city.

The City Council and the mayor did what was right for Long Beach, and they deserve our praise for a thoughtful and courageous action to move our city and airport in the right direction.

Bob Foster was mayor of Long Beach from 2006 to 2014.

URL: <http://www.presstelegram.com/opinion/20170127/why-long-beach-wouldnt-benefit-from-international-air-service-bob-foster>

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Long Beach, CA rejects international flight development



Fleet of jetBlue Airways

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27JAN2017

The City Council of Long Beach has rejected a plan to develop Long Beach Airport into an international facility, reports The Long Beach Press Telegram. Discussions had been under way for two years when jetBlue Airways (B6, New York JFK) first suggested opening up the airport to international traffic, especially to Latin American holiday destinations.

The development would have required the establishment of a federal Customs and Border Protection facility at a cost of USD10 million, which jetBlue was willing to subsidise. Airport Director Jess Romo admitted that the airport would not generate revenue, but only break even. It was expected, however, to generate revenue in other parts of the local economy. Local residents were not persuaded, and many were worried that the additional air traffic would affect their homes and lifestyles, despite a report suggesting that the impact would be minimal.

The Council voted 8-1 against the proposal.

Speaking after the Council vote, Chamber CEO Randy Gordon said "Last night, the City Council supported emotions and misinformation over facts and economics. We commend the airport and city staff for a well-run process. It was simply ignored this time."

Located 3 miles (5.8km) northeast of downtown Long Beach, in Los Angeles County, Long Beach Airport regulations allow for 41 commercial and 25 commuter flights per day. jetBlue is the major carrier with 80% of operations, primarily to Las Vegas McCarran, San Francisco, CA, Salt Lake City, Oakland, and San José, CA. Other operators include Southwest Airlines (WN, Dallas Love Field), American Airlines (AA, Dallas/Fort Worth), and Delta Air Lines (DL, Atlanta Hartsfield Jackson).

About jetBlue Airways

| Type | Scheduled Carrier |
|---------------|-------------------|
| Base | New York JFK |
| Aircraft | 228 |
| Destinations | 101 |
| Routes | 256 |
| Daily Flights | 976 |

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JetBlue Jilted – City Council Nixes Proposal To Add International Flights To Long Beach Airport

January 30, 2017 | Brandon Richardson, Senior Writer

After more than two hours of public comment, the Long Beach City Council voted 8-1 at its January 24 meeting to shelve a staff recommendation to move forward with the development of a federal inspection station (FIS) at Long Beach Airport (LGB).

Only Councilman Dee Andrews supported the U.S. Customs facility, although, according to several sources, three other councilmembers – Lena Gonzalez, Jeannine Pearce and Rex Richardson – had indicated support prior to the meeting. They switched their vote at the urging of Mayor Robert Garcia, who wanted a unanimous vote.



(Business Journal photograph)

The decision comes nearly two years after a formal request for a FIS by JetBlue Airways. Had the proposal been approved, customs and immigration services would have been allowed at LGB, enabling operators to offer international flights by shifting one or more of their current daily allotment of flights.

A statement issued by JetBlue said the company was “extremely disappointed” that the council rejected the proposal after years of delays and a study that validated the safety, security and positive economic nature of the project. “We will evaluate our future plans for Long Beach, as well as the greater Los Angeles area and California.”

In July of 2015, five months after JetBlue’s initial request, the city council determined that a feasibility study would be the best course of action in helping to decide whether or not to approve a FIS. In January of 2016, the council awarded a contract to Pasadena-based Jacobs Engineering Group Inc. to conduct the study.

The study showed the demand for international flights in Southern California had increased 30% from 2010 to 2015 and forecast millions of dollars in economic benefits to the region. The project would have created temporary construction jobs in the development of the facility, as well as permanent jobs once it opened. These jobs were the primary reason for Councilman Andrews to favor the proposal.

The Jacobs report addressed the economic impacts as follows: “The potential annual economic contribution of a FIS Facility is approximately 350 jobs and \$36.4 million of additional output. The potential additional economic expenditures from international travelers is estimated to range between \$57 million to \$104 million during the five-year establishment period following initiation of international service. The international business and tourist travel impacts are estimated to generate approximately 1,400 jobs and \$185.6 million annually following the establishment period.”

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Fifth District Councilmember Stacy Mungo, whose district is home to the airport and who claimed she was undecided on her vote until the very end (she did say publicly that she met with Mayor Garcia and Councilwoman Suzie Price late Monday, the day before the city council meeting), stated that the facility would cost approximately \$10 million, according to airport staff, up to \$3 million of which would come from passenger facility charges (PFC), with JetBlue paying the remaining balance. Before making a motion to receive and file the recommendation, Mungo argued that \$3 million in PFCs would be better spent on existing terminal improvements, including the renovation of ticketing and baggage claim areas, especially considering the airport's \$110 million in outstanding debt.

In a statement following the vote, Mungo said the financial investment of the city outweighed the potential benefits. "The potential economic impacts to the region and, more importantly, to the airport itself do not justify the investment," she said. That was contrary to city staff's recommendation, including Airport Director Jess Romo, who supported moving forward with the project.

Members of the business community, aviation operators in particular, think this was a missed opportunity to help the city reach its full potential. Many businesspeople were puzzled by what they expected to be a common-sense decision to enhance Long Beach's image as an international city.

"I think it's a mistake. We have customs in the harbor. We have customs at Carnival Cruises. And we had the potential to have customs at the airport," Kevin McAchren, president of Aircserv at LGB, said. "It seems like there was a synergy between the facilities that are available on the oceanfront, and having one at the airport – it just made sense. Long Beach has called itself since the early 1960s 'The International City.'"

McAchren explained that international flights would have been beneficial to trade, travel and tourism for the city. He said that with the ethnic diversity of Long Beach – where Hispanics and Latinos account for more than 40% of the city's population – flights to Central and South America would have been well received and good for businesses in all sectors.

Imran Ahmed, general manager of Long Beach Marriott adjacent to the airport, said he cannot predict all the ramifications of the decision, but felt it will stunt the growth of the city.

"Businesswise, economically, it will hurt our businesses, especially in the 5th District," Ahmed said. "But it is their decision, and we do respect it. I was hoping the outcome would be different so we could elevate the stature of the city with an international airport."

Long Beach Area Chamber of Commerce President and CEO Randy Gordon was also disappointed in the council's decision, according to a statement.

"Last night, the city council supported emotions and misinformation over facts and economics," Gordon said. "The chamber has always been a staunch supporter of the noise ordinance and the maintaining of that ordinance at the Long Beach Airport. It does not matter where planes take off to or where the planes arrive from, the noise ordinance dictates the amount of flights. Period."

"Once again we see politics getting in the way of progress," said Business Journal Publisher George Economides. "Anyone who thinks politics wasn't at play is naive." He said this was a "destinations" issue – which cities airlines choose to serve with their allocated slots – "not a noise or pollution issue as those against international flights smartly positioned it to be. It was clearly articulated by the Jacobs' study, city staff, the city attorney's office and the FAA that flights are determined by the city's noise ordinance."

The noise ordinance in question was established in 1995 and is one of the strictest of any airport in the United States. It dictates hours of operation and numbers of flights per day based on the amount of noise pollution produced by aircraft. Many public commenters who spoke out against the facility voiced concerns about the impacts on the quality of life for those living under flight paths.

Many cited additional noise, public health concerns due to what they claimed would be increased air pollution, and a concern that by adding a FIS the noise ordinance in its entirety could be subject to question and potentially removed completely.

With regards to noise pollution and an increased number of flights, LGB Director Romo and JetBlue went on record saying any international flights would not increase the total number of flights allowed at the airport but would rather replace a domestic flight within the allotted flight slots.

But this only raised other public concerns, such as having fewer domestic flights available to frequent travelers, to which Economides said, "That's baloney. Sounds like an effort to help those seeking reelection in 2018. JetBlue – no airline – would shift flights if those flights are financially successful and running at capacity. Approval would have allowed JetBlue to take lower-performing domestic destinations and try international destinations – all within the confines of the noise ordinance."

“There are folks, which I understand, that are passionate about their communities and potential impacts the airport has on their qualities of life,” Romo said. “I respect that. I don't blame them for taking the positions that they took.”

When asked if he thought the council's decision would have a negative impact on the airport, Romo said he would not speculate as to what operators such as JetBlue will do as a result. However, he did say that he hopes JetBlue will continue to be a strong partner in Long Beach because they provide a great product and service.

Romo added that LGB is still number one in an online USA Today poll for airport beverages and concessions, which shows that with or without international flights, LGB is a great airport that is good for the community. With regards to the decision, Romo said staff worked hard and did its job well in presenting the Jacobs study and additional information to the councilmembers to make a well-informed decision.

“It is their job to be the policymakers. We will always respect and take direction based on what they decide to do,” Romo said. “That's our job, to carry out that mission. We will always look for new opportunities. We have plenty of projects that we can focus on as we move ahead.”


“It's important to remember,” Economides said, “that JetBlue came here in 2001 when no other airline wanted to touch Long Beach because of the city's anti-airport reputation. They took a chance on us, thanks in a big way to former Mayor Beverly O'Neill. JetBlue has been a great corporate citizen and this is how our mayor and councilmembers treat them? Not our best day as a city.”


Several individuals with whom the Business Journal spoke believe elected officials are mistaken if they think another airline, like Southwest Airlines, would automatically pick up the 30-plus daily flights if JetBlue leaves. For example, they noted that Southwest already offers about 175 flights combined from LAX, John Wayne and Ontario.

Economides noted that in a city of nearly half a million residents, a small percentage of people objected. “I believe – and many, many people feel the same way – that if all residents had a vote, we would have international flights.”



8 comments



 There is a silver lining! Though the FIS was voted down, how many people, including HUSH, Rae Gaeblich, Joe Sopo, and the rest, know international flight CAN and do take place from LGB. Outbound flights are not impacted by FIS. There are flights that frequently fly to international destinations from LGB. Also, there are several cities that 'pre-clear' custom at origin. And the list will grow!

Currently, flights from most major Canadian cities, Bermuda, Bahamas, Aruba, Ireland (Shannon and Dublin), and Abu Dhabi in the UAE. LGB could currently handle flights from these cities since US Customs and Immigration are pre-cleared before departing the respective countries. The program will be expanded!

In November, the Dept. of Homeland Security (DHS), announced 11 international airport for future expansion of Customs/Immigration pre-clearance. Those cities are: Bogota Colombia, Buenos Aires Argentina, Edinburgh UK, Keflavik/Reykjavik Iceland, Mexico City Mexico, Milan Italy, Osaka Japan, Rio de Janeiro and Sao Paulo Brazil, St. Maartin. Once approved, these additional cities will pre-clear Customs and Immigration.

Imagine, flights from Long Beach, the International City, to Abu Dhabi, Osaka, Dublin, Buenos Aires, or Mexico City, all without the need for a customs facility and within the scope of our Noise Ordinance! In fact, DHS has indicated up to 30% of international cities could offer Customer and Immigration pre-clearance.

Imagine Aer Lingus with nonstop flights from LGB to Ireland!

Long Beach Press Telegram (<http://www.presstelegram.com>)

Long Beach residents' opinions influenced airport decision: Guest commentary

By Stacy Mungo

Tuesday, January 31, 2017



Two years ago, Long Beach began to consider the costs, consequences and benefits of constructing a Federal Inspection Service (FIS) facility at Long Beach Airport, a necessary step toward allowing international flights to depart and land in our own backyard. That process was long and even arduous at times, and sparked a passionate debate that concluded just days ago.

On Jan. 24, the [Long Beach City Council denied a proposal](#) to move forward with the FIS. Along with seven of my colleagues on the City Council, I voted against the proposal.

There are sound arguments on both sides of this issue, and I have taken the time to hear all of them. I listened to experts in the field who have studied the issue in cities across the country. I also listened to representatives of JetBlue, which jump-started this process by applying for the facility in order to add international destinations from Long Beach.

But most important, I listened to our neighbors, who called and emailed my office and came to community meetings to have their voices heard.

After collecting input from every possible source, I found two questions weighed most heavily when it came time to cast my vote.

First, is it fiscally prudent for the city to move forward with the FIS? Second, does the international facility benefit our city, particularly the residents I serve?

Ultimately, the answer to each of these questions was no.

The financial investment that would have been required from the city was significant. Even more troubling than the price tag itself was the source of those funds.

Up front, Long Beach would have contributed \$3 million in fees toward the expected total cost of \$10 million, with future fees being diverted from other important projects at Long Beach Airport, including runway improvements and other overdue renovations.

With tax dollars at stake, Long Beach should have been able to rely upon meaningful return on its investment. Instead, a study commissioned by the city determined that while international travel could have generated revenue for the region, the impact on Long Beach itself was not assured and not in proportion to the risk.

Make no mistake — our airport is an economic driver for the city. But with more than \$110 million in debt already on the books, it made little sense to commit millions of dollars to a project that would have been a tepid investment.

Aside from financial considerations, our neighbors spoke passionately about their vision for the future of our city and our airport. While the international facility would not have affected the existing noise ordinance, and while the Long Beach Airport averages far fewer than the 50 daily flights allowed by the ordinance, members of our community did not want to trade away the domestic flights they loved.

Those voices, taken into consideration along with the heavy financial burden our city would shoulder to fund the federal facility, led me to conclude that the conditions simply aren't right for us to move forward with funding a FIS for international air travel into Long Beach.

I'm proud to serve Long Beach, even when that means making the tough decisions. Unfortunately, the process that led us to this point was a long and divisive one. Many of our neighbors disagreed with one another on this issue,

I hope we can reflect on this process and grow from it. As long as we stay informed, work together and remain respectful of differing opinions, I believe we will have a bright future, and together we will accomplish great things for Long Beach.

Stacy Mungo is a member of the Long Beach City Council, representing the 5th District.

While the international facility would not have affected the existing noise ordinance, and while the Long Beach Airport averages far fewer than the 50 daily flights allowed by the ordinance, members of our community did not want to trade away the domestic flights they loved.

URL: <http://www.presstelegram.com/opinion/20170131/long-beach-residents-opinions-influenced-airport-decision-guest-commentary>

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Long Beach Airport decision wasn't grounded in reality: Guest commentary

By Randy Gordon

Thursday, February 2, 2017



Recently our [city council voted not to move forward](#) with a customs facility at the Long Beach Airport.

After two years of waiting through studies, public comments and outreach to provide information for all of those concerned — which includes residents and businesses — the Long Beach City Council sided with emotions and misinformation over facts and economics.

The facts collected from the independent, professional study commissioned by the City Council and the multiple reports by the talented Long Beach Airport staff were simply ignored.

Simply, a customs facility would have allowed for international flights, potentially opening up new nonstop destinations from Long Beach Airport (LGB) to cities in Mexico and Central America. The ability to travel internationally without facing the inconvenience of traffic and crowds at Los Angeles International Airport would open new business opportunities and more reasons for travelers to visit LGB, creating jobs and a new source of sustainable economic stimulus for our city.

A customs facility would not lead to airport expansion. Long Beach's strict noise ordinance limits the number of daily flights to 50. The study the city council commissioned — validated by the Long Beach city attorney and the Federal Aviation Administration — confirmed the ordinance is safe if a customs facility were to be built at LGB.

The same airplane flying internationally produces no more or less noise than it does when flying domestically. Where the planes go doesn't matter: the noise ordinance will always limit the amount of noise and number of flights, period.

To be sure, JetBlue as the requester of the customs facility would have benefitted from the ability to fly internationally. However, let's not forget what type of corporate citizen JetBlue has been since arriving in Long Beach.

JetBlue has poured hundreds of thousands of dollars of support into our community through nonprofits and charitable organizations, such as Long Beach State athletics, Long Beach Lesbian & Gay Pride and many others. JetBlue employs more than 700 people at LGB, many of whom also live in Long Beach.

But one has to ask how much longer can a good corporate citizen continue to give to a community whose elected officials have signaled it may not be wanted here.

This project is about more than just what's good for JetBlue. Others would have benefited as well, such as all of the non-commercial aviation companies in and around the airport. While JetBlue employs many Long Beach residents, so does the non-commercial aviation community. Many are considered small businesses and provide value to our local economy, including well-paying jobs, and give back to the community in their own right.

Statements that the economic benefits of a customs facility did not outweigh the potential risks are simply not true. Indeed, the reasoning pedaled by those who opposed customs — particularly council members Stacy Mungo (who made the motion) and Suzie Price (who seconded it) does not stand on facts cited by the city's own study.

A customs facility is indeed financially feasible and would put taxpayers at no risk they would ever foot the bill. The cost of the facility would be paid partially by LGB user fees — not taxes — and JetBlue is offering to pay at least 70 percent of the cost to build the facility. While LGB does have outstanding debt, so does almost every airport; in fact, Moody's, a credit rating agency, recently reaffirmed LGB's solid investment grade rating of A3.

This project is a good deal for Long Beach: a customs facility will cost the taxpayers nothing and would generate thousands of jobs and \$185 million in economic activity year after year without any risk to the noise ordinance.

We thank Council member Dee Andrews for his support on this issue and the need for new dollars and jobs that the data indicated would come to the city if a customs facility had been approved. We also commend the airport and city staff for a well-run process and good information. It was simply ignored this time.

In the end, I hope we have not lost a good corporate citizen in JetBlue. Ultimately, the company must make a business decision based on numbers and potential revenues now that domestic travel is the only way at Long Beach Airport now.

This decision will not be based on niceties and lofty pronouncements from the council dais. Those don't employ people, pay the bills or allow for charitable donations to the community.

Randy Gordon is president and CEO of the Long Beach Area Chamber of Commerce.

URL: <http://www.presstelegram.com/opinion/20170202/long-beach-airport-decision-wasnt-grounded-in-reality-guest-commentary>

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Long Beach, the International City, shows a fear of flying: Guest commentary

By Gary DeLong and Blake Christian

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Long Beach brands itself with signage as “The International City,” has sister-city relationships in several foreign countries, and is one of the most diverse cities in the United States. Yet, ironically, its airport has no international flights.

After reading claims last week that there will be little or no economic benefit associated with the opportunity to build an international customs facility at Long Beach Airport, we’re afraid it appears that “alternative facts” have quickly migrated from Washington, D.C., to Long Beach.

According to an economic analysis commissioned by the city in January 2016 at a cost of over \$300,000, the true regional benefits are as follows: “The international travel impacts are estimated to generate approximately 1,400 jobs and \$185 million annually following the establishment period,” of which a significant portion stays in Long Beach. This doesn’t sound like “little or no economic benefit” to us.

No wonder so many residents and business owners are dismayed by the Long Beach City Council’s recent decision not to allow a customs facility and international flights. The facts demonstrate that the international slots would create more jobs, more infrastructure spending and more Long Beach economic returns than the existing domestic flight slots.

To be clear, allowing a customs facility would result in no additional flights and no additional noise. It would merely mean that an airline can fly to Cancun instead of Cleveland. And our city and its businesses would have access to international travelers and their wallets.

It is the city’s responsibility to do its best to ensure our noise ordinance is protected. However, that doesn’t mean we shouldn’t look at changes to our airport that will provide long-term benefits to our city and our residents.

The city was correct to reach out to the Federal Aviation Administration to determine if there could be any impact on our noise ordinance. It is also worth noting that technology improves every year and, by the time the international flights are operational, the jets may be even quieter. Long-term residents in the flight path have been blessed with steady noise reduction due to technology improvements, a trend likely to continue.

The real story is that a vocal (yet minority) opposition killed a very positive proposal, as stated by Gazette Executive Editor Harry Saltzgaver in last week’s Grunion Gazette.

Approximately 10 years ago, there was a proposal to modernize Long Beach Airport and eliminate the temporary trailers the airlines had been operating out of. A similar number of residents opposed any change at the airport. They said, “Building a new terminal and adding more gates would result in an airline suing the city over the noise ordinance,” and didn’t want to see any significant changes.

Fortunately, at that time, the city made the decision to move forward. Looking back, the city clearly made the correct decision. None of the issues raised by naysayers have materialized. We currently have a top-rated terminal that is the envy of many cities, and LGB consistently makes the “Best Airport” lists.

Many Long Beach residents and visitors now enjoy the amenities of our current airport but likely don’t realize that these improvements almost didn’t happen because of another very vocal minority (including of some of today’s protestors) during that period.

Anyone who has followed Long Beach Airport issues over the last couple of decades knows that there will be a vocal minority against any change at the airport. Next time, perhaps it would be better to allow residents to determine the outcome at the ballot box. Residents are less likely to be swayed by flawed arguments and alternative facts.

Gary DeLong was a member of the Long Beach City Council from 2006 to 2014. Blake Christian is a partner in HCVT, LLP, a Long Beach accounting firm.

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