

Public Affairs Highlights and Initiatives November 2014 – January 2015

Government Affairs:

1. League of California Cities presented the Helen Putnam Award for Excellence to the Airport, Mayor, and City Council at the November 18 council meeting
2. Arranged former Councilman Patrick O'Donnell's gift from the Long Beach Airport, a framed print of LGB's historic terminal. He was elected to the Assembly last month

Community Outreach:

3. Continued to manage food truck service adjacent to the historic terminal
4. Partnered with Long Beach Symphony Orchestra to coordinate a photo shoot of their featured 2015 soloists in the concourse and on the airfield
5. Participated in First Friday event on December 5 for the Bixby Knolls Business Improvement Association
6. Promoted arrival of the Super Guppy Turbine aircraft to LGB on December 8
7. Partnered with Maintenance & Facilities to organize holiday displays such as a Christmas Tree, Menorah, and Kwanza items to be highlighted during the season
8. Organized holiday music performances at the airport with Lakewood High School and Renaissance High School for the Arts
9. Recruited Airport Operations staff Robert Rosales to dress up as Santa Claus during the holiday season. He embraced the role whole-heartedly and received a great response from travelers of all ages
 - a. Also created hashtag #MerryLGB for people posting holiday photos at the airport to social media
10. Participated in Daisy Lane Parade on December 13
11. Public Affairs hosted a holiday volunteer luncheon on December 17 in appreciation of their efforts throughout the year
12. LGB hosted 7 volunteer-led history tours in November and December

Media:

13. UPDATE: 16-Year-Old Girl, Missing Since Monday, Reunited with Family Today; *Long Beach Post*

14. Authorities probe hoax bomb threat against flight; Associated Press
15. Bomb threat on JetBlue flight to Long Beach possibly a Swatting prank; *Press-Telegram*
16. Austin-bound plane delayed in California after bomb threat; *Austin American-Statesman*
17. Plane At Long Beach Airport Cleared After Bomb Scare; CBS Los Angeles
18. Perfect storm frustrates Long Beach holiday travelers: Rich Archbold; *Press-Telegram*
19. Unsung Heroes: Long Beach Airport volunteer brings history to the public; *Press-Telegram*
20. On planes, trains and automobiles, holiday travel soars to record; *Orange County Register*
21. Troops get a lift from LB Transit; *Orange County Register*
22. Long Beach Airport Runway Removal Paves Way for Economic Opportunities; *Long Beach Post*
23. City Council Supports Plan To Eliminate Two Runways At LGB; *The Grunion Gazette*
24. Enormous "Super Guppy Turbine" to Land at Long Beach Airport Today; *Long Beach Post*
25. LB Council to study airport noise ordinance mid-January in light of talks about international flights; *Signal Tribune*
26. At Long Beach Airport, no correlation between destinations, noise: Guest commentary; *Press-Telegram*
27. As JetBlue seeks to add international flights at Long Beach Airport, councilman defends noise ordinance; *Press-Telegram*
28. Protect noise limits at Long Beach Airport: Guest commentary; *Press-Telegram*
29. Long Beach Airport to host fly-in featuring dozens of planes, including a C-17; *Orange County Breeze*
30. Get Your Dose of Aviation History at the 2014 Long Beach Airport Fly-In; *Long Beach Post*
31. Six F/A-18s to Pierce our Long Beach Skies for Five Days; *Long Beach Post*
32. Social Media
 - a. Facebook quickly approaching 10,000 Likes
 - Best post in December reached 56,000 people
 - b. Twitter followers up to 5,768
 - Two posts in December each received 82 Retweets and reached over 22,000 people
 - c. Instagram followers climbed to 247
 - Eight posts since December received over 40 likes each
 - d. Started a Vine account, now with 52 followers
 - First post received over 15,500 views

- e. Three new blog stories posted in December
 - Received over 5,000 total views

Advertising:

- 33. *TravelHost* magazine: Quarter page, full color ad in 4th quarter 2014 issue
- 34. *Long Beach Business Journal*: Quarter page, full color ads in November 25 and December 23 issues
- 35. *LBPost*: LGB Airport App online ads in November and December
- 36. *Long Beach 2014-2015 Official Guide*: Full page, full color ad
- 37. *Locale* magazine: LGB Airport App online banner ad in December issue
- 38. CSULB Athletics: Pyramid video board ad
- 39. *Destinations* magazine: Half page, full color ad in December issue

MISSING PERSON (/COMPONENT/TAGS/TAG/1979-MISSING-PERSON)

UPDATE: 16-Year-Old Girl, Missing Since Monday, Reunited with Family Today

by BRITTANY WOOLSEY (/BRITTANY)  (HTTP://TWITTER.COM/BRITTANYWOOLSEY) on DECEMBER 31 2014 16:15

in NEWS (/NEWS)

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D-GIRL#DISQUS_THREAD)

UPDATE | After having been missing for two days, Audrey Hanna Askin is home safe, according to her family and Long Beach police.

Audrey, 16, was located Wednesday in the area of 14th Street and Redondo Avenue by the Long Beach Police Department. Police said in a statement that she was found in good health and has been reunited with her family.

Audrey's father, Steve Askin, applauded the LBPD for their efforts in finding his daughter.

"The police department, particularly Detective Sargeant Robert Woods, were quick, compassionate and proactive in searching for and finding our daughter before any harm could come to her."

Askin said Audrey was by herself and "suffered no harm except being cold and scared."

DECEMBER 31 | A Long Beach family is desperately searching for their missing 16-year-old daughter.

Audrey Hanna Askin was last seen at Long Beach Airport on Monday at about 1:30PM.

She was visiting her parents at their home in Rose Park, and was supposed to board a plane to go back to boarding school in Utah, but didn't. She left her luggage behind after checking it in, her parents said.

Security camera footage showed Audrey visibly upset and walking out of the airport toward bus stops on Lakewood Boulevard. Her family said she had been in emotional distress.



"She is a young woman who lives with a high degree of anxiety, so she could have had anxiety about going back to school, even though she likes her school quite a lot," said Audrey's father, Steve Askin, adding that she was not on any type of medication. He said she has left for 30 minutes to an hour before, but has "never disappeared like this."

The Long Beach Police Department (LBPD) said in a statement that Audrey has attempted suicide in the past via a drug overdose.

Audrey, who stands at about 5'5" and weighs about 145 pounds, was last seen in an off-white hoodie sweatshirt and black sweatpants (possibly shorts) rolled up to her knees. Her nails were painted red, and she was carrying a large dark brown purse.

"We do not know where she could be, and as a young woman who could pass for being older than 16, obviously we have some worries about her," said Steve Askin. "She must be suffering from a lot of anxiety, and she needs to be absolutely comfortable with the fact that her family loves her and they're not angry at her. They just want her to come home."

Anyone with information regarding Audrey's whereabouts is urged to call her parents at 213-440-0189 or 562-631-0502, or call the LBPD at 562-435-6711.

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Authorities probe hoax bomb threat against flight

By Associated Press 11:14 a.m. Dec. 28, 2014

LONG BEACH, Calif. (AP) — Federal authorities are investigating a hoax bomb threat made against a JetBlue flight that landed in Long Beach.

The Press-Telegram reports (<http://bit.ly/13Ni8TK>) that JetBlue authorities were alerted to the threat at 7:25 p.m. Friday via a post on Twitter.

Long Beach airport spokeswoman Kerry Gerot says the threat turned out to be a hoax, but authorities dispatched bomb sniffing dogs when the plane arriving from Seattle landed shortly after 8 p.m.

Gerot says it is unclear whether the threat was an attempt to get the local SWAT team dispatched to the airport under the pretense of a false emergency.

Similar incidents have occurred in which pranksters made false emergency calls to celebrities' homes.

Information from: Press-Telegram, <http://www.presstelegram.com>

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Bomb threat on JetBlue flight to Long Beach possibly a Swatting prank

By Beatriz Valenzuela , San Bernardino Sun

PressTelegram.com

LONG BEACH >> Federal authorities are still investigating a bomb threat made against a JetBlue flight that landed in Long Beach on Friday night.

It's unclear if the threat, which came from the now-deleted Twitter account, @SWATTINGSquad, was an attempt to get the local SWAT team to swarm the Long Beach Airport terminal, said airport spokeswoman Kerry Gerot.

"The incident is still under investigation at this time," Gerot said Saturday morning. She added that it was a hoax.

Swatting is the act of calling in a false emergency in the hopes that it will trigger a critical response. Some incidents of swatting include the deployment of bomb squads, SWAT teams and other police units.

In recent years, celebrities including Tom Cruise, Justin Bieber and Clint Eastwood were victims of swatting when pranksters made false emergency calls to their homes.

JetBlue authorities were alerted to the threat at 7:25 p.m. Friday when @SWATTINGSquad sent out this tweet:

"@JetBlue there's a bomb on flight JBU1007 to Daugherty field, I'm gonna detonate it soon, watch out ;)."

The threat reportedly came after the carrier offered to fly police officers for free to New York Police Officer Rafael Ramos's funeral in New York City.

The flight, which originated in Seattle, landed at Long Beach Daugherty Field at 8:03 p.m.

"We had bomb sniffing dogs come out and clear the flight and the passengers and the baggage," Gerot said.

That flight was delayed as was another flight destined for Oakland, she said.

Operations were restored about 10:30 p.m.

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About Rev. Dr. James Orange



Congressman John Lewis



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James Barragan American-Statesman Staff



Austin-bound plane delayed in California after bomb threat

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11:01 a.m. Saturday, Dec. 27, 2014 | Filed in: News

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A bomb scare originating from a Tweet delayed an Austin-bound plane with 129 passengers aboard in a Southern California city for two hours Friday night before being declared a hoax.

The JetBlue flight, which was arriving from Seattle, Washington, was scheduled to take off from Long Beach, California about 8:30 p.m., according to a local CBS affiliate station. Law enforcement authorities including FBI, Long Beach Police Department and Long Beach Airport Police were on-hand to inspect the plane when it landed around 8 p.m., according to the local NBC station.

Authorities cleared the luggage and the plane and determined the threat was a hoax. The plane departed for Austin shortly after 10:30 p.m.

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Plane At Long Beach Airport Cleared After Bomb Scare

December 26, 2014 10:00 PM

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Related Tags: [Jet Blue 216](#), [Long Beach Airport](#)

LONG BEACH (CBSLA.com) — A bomb scare originating from a tweet led to the delay of a flights at Long Beach [Airport](#), authorities s

JetBlue Airways Flight 216, which originated [Seattle](#), and was scheduled to depart from Beach about 8:30 p.m. Friday and was delay

"This all originated with a tweet to JetBlue fr somebody out there about a bomb scare fro that was arriving here at Long Beach Airport Seattle," reported Sky9's Stu Mundel.

Mundel said that plane, which was headed t has since been cleared and took off shortly a p.m.

"The plane was cleared by officers," Mundel said, adding that one other flight was also delayed as a result of the [security](#) scare.

No further information was available.

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Perfect storm frustrates Long Beach holiday travelers:

Rich Archbold

By Rich Archbold , Long Beach Press Telegram

PressTelegram.com

It all started with a much anticipated weekend trip to spend an early Christmas with our daughter and son-in-law in beautiful San Francisco.

But little did we know what was ahead of us as we ran into a perfect storm of airport congestion, holiday traffic and, the worst enemy of airline travelers, bad weather.

I even had fantasies that maybe Gov. Jerry Brown's idea of a bullet train might not be so crazy.

Other than what gifts to buy, the only real decision we had to make for our trip was how to get there.

Should we drive or fly?

We wanted to spend as much time as possible with Katie and Jeff so the decision seemed to be an easy one: Fly JetBlue out of Long Beach Airport, a short drive from our home on Long Beach's Eastside.

This is an easy, convenient and relatively fast trip we've taken several times before.

Not this time.

Our travel adventure started on the day of departure with an email from JetBlue saying our 5 p.m. flight had been canceled due to bad weather in San Francisco.

My wife signed up to receive text messages regarding the timing of our new flight at 8:30 and, boy, did they come.

The first text said the 8:30 flight was delayed until 10:30. The next one said 9:30 and the last one had us leaving at 8:30, ironically the original time.

When we arrived at the gate, we were informed that the flight crew was late coming from their hotel so we would be delayed by another 45 minutes.

We finally took off and arrived in San Francisco about 10:30, only 5 1/2 hours after our original departure time.

But our travel woes did not end.

San Francisco, a normally easy airport to get in and out of, was in the throes of one of its worst days of the year.

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Because of bad weather all over the country, it seemed like all of the late flights were landing at once. The line of cars for pickups, including our daughter's, was backed up all the way to the freeway exit.

When Katie finally arrived, we happily climbed into her car and collapsed at her apartment about midnight, our travel day finally over.

We then had a wonderful three days visiting Katie and Jeff. I had totally forgotten about our flight problems.

But then it was time to return to Long Beach.

Because of our earlier problems, we got to San Francisco International two hours ahead of our 7:30 p.m. departure.

I told my wife Pat, "This is going so smoothly. What a difference from getting here."

Was I wrong. The first announcement from JetBlue said our flight was delayed because of fog in Long Beach.

Yikes! Fog in San Francisco is a daily issue, but Long Beach?

The fog got so bad that the next announcement said our flight was canceled and we could rebook on the next flight at 6 a.m. the next day.

Because there was no assurance we could get on the 6 a.m. flight and because we had important meetings to get to in the morning, we opted to rent a car. My wife and I with our other daughter, Kelly, piled into the car for the long drive back to Long Beach.

Everything was going OK until we got pulled over by the Highway Patrol for speeding on I-5 in the middle of nowhere and for not wearing a seat belt. I'm not at liberty to divulge who did what.

We finally limped home about 4 a.m. I figured the congestion, the delays and the cancellations cost us about 16 hours of lost time and frustration.

The bullet train idea doesn't seem so bad now.

Rich Archbold is public editor of the Press-Telegram. rich.archbold@langnews.com

Reach the author at rich.archbold@presstelegram.com or follow Rich on Twitter: @RichArchbold1.

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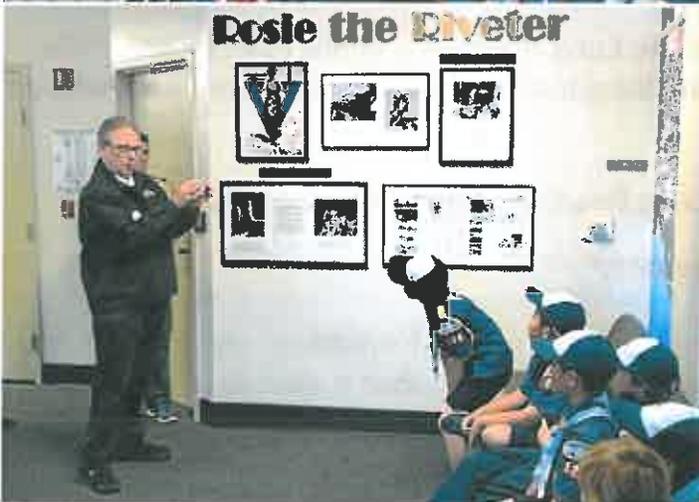
Unsung Heroes: Long Beach Airport volunteer brings history to the public

By Karen Robes Meeks, Long Beach Press Telegram

PressTelegram.com



Elliott Schwartz gives a tour to the Cub Scouts Pack 126 Long Beach. Schwartz is a volunteer and one of the lead tour guides at the Long Beach Airport. The Long Beach resident and retired pharmacist brings to life the history of the airport. Long Beach Calif., Wednesday, December 17, 2014. (Photo by Stephen Carr / Daily Breeze)



Elliott Schwartz gives a tour to the Cub Scouts Pack 126 Long Beach. Schwartz is a volunteer and one of the lead tour guides at the Long Beach Airport. The Long Beach resident and retired pharmacist brings to life the history of the airport. Long Beach Calif., Wednesday, December 17, 2014. (Photo by Stephen Carr / Daily Breeze)

LONG BEACH >> Corraling a group of Cub Scouts on a tour through the Long Beach Airport may have been a challenge for some, but Elliott Schwartz handled the curious bunch with aplomb.

On a rainy, cold Wednesday afternoon, the 62-year-old Long Beach resident kept the children's interest with tidbits of the airport's history, including how the 1941 bombing of Pearl Harbor delayed the opening of the airport terminal, or how aviation pioneer Calbraith Rodgers made his way from New York to Long Beach in 1911.

"(Rodgers) had no lights, no GPS; he followed the railroad tracks," Schwartz told the scouts.

For more than a dozen hours a week for the last three years, Schwartz brings to life the history of the Long Beach Airport as one of the lead tour guides.

He is one of 28 locals who are part of the Volunteer Tour and Ambassador Program. Guided tours of the historic Long Beach Airport Terminal are offered for free as part of the airport's Public Affairs programs. Volunteer tour guides, who include private pilots,

teachers, executives and airport employees, donate their time to familiarize the public with Daugherty Field's rich aviation history.

"It is wonderful to have the opportunity to work with such generous and charming volunteers at Long Beach Airport," said airport spokeswoman Stephanie Montuya-Morisky. "Elliott, in particular, is an engaging storyteller, which makes him the perfect tour guide."

It's quite a compliment bestowed on Schwartz, who didn't know much about the city's aviation history when he first arrived in Long Beach in 1980.

"But the more I read about it, the more I found it interesting," said Schwartz, a retired pharmacist. "There's lots of history here, more than you think. I like how old it is, how many aviation pioneers came here, how busy it became in World War II. It's just a great place to be."

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Schwartz, who is married with a grown son, has also volunteered with the Scouts and Rancho Los Alamitos, where his wife Cheryl also volunteers.

"Ever since we moved here, we just felt like Long Beach is a terrific city," he said. "It's just nice to be able to give back. I found something that interests me and keeps me involved here that I enjoy."

Interested in becoming a volunteer at Long Beach Airport? Visit lgb.org for more.

Contact Karen Robes Meeks at 562-714-2088.



Karen Robes Meeks

Newspaper reporter with more than a decade of experience in journalism. I cover trade and transportation. Reach the author at karen.rob@langnews.com or follow Karen on Twitter: [karenmeekspt](https://twitter.com/karenmeekspt).

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NEWS

On planes, trains and automobiles, holiday travel soars to record

The worst is past, but plenty is yet to come on freeways, at airports.

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Patti Krickl of Anaheim is overjoyed as she greets her granddaughter Naia Sampson, 1, daughter Nicolette Sampson, right, and family friend Ben Clarke at John Wayne Airport on Monday.

MINDY SCHAUER, STAFF PHOTOGRAPHER

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BY KELLIE MEJDRICH

/ STAFF WRITER

Published: Dec. 22, 2014 Updated: Dec. 23, 2014 12:31 p.m.



TOP 5 HOLIDAY DESTINATIONS FOR SOUTHERN CALIFORNIANS

1. Las Vegas
2. San Francisco
3. San Diego
4. Grand Canyon
5. Anaheim

Patti Krickl was so excited to see her granddaughter she couldn't sleep.

"It's like Christmas morning for me. I'm like, 'Where's my baby?'" said Krickl, smiling, as she waited at John Wayne Airport on Monday morning for family and friends coming from Denver.

Baby Naia teetered through the terminal amid the holiday rush with parents Josh and Nicolette Sampson – the first time Krickl had seen the wee one walk.

Source: Automobile Club of Southern California

Krickl's family is among the record-breaking number of

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- Freeways maybe congested – leave early. At the airport, arrive two hours ahead for domestic flights.
- For traffic information: 800-427-7623, ask a passenger to use an app, listen to radio.
- Monitor weather.

Californians this holiday season who are traveling, according to the Automobile Club of Southern California.

With cheap gas, more jobs and more change in their pockets, more Californians are getting out of town for the holidays. Auto Club spokeswoman Marie Montgomery Nordhues said the projected number was at the highest level since the club first started tracking holiday travel in 2001.

“This is really an all-time record for holiday travel,” Nordhues said. “There’s no other year from 2001 forward in which we’ve had more holiday travelers.”

The Auto Club’s annual holiday travel forecast predicts more than 12 million Californians – 7.5 million from Southern California – will travel at least 50 miles between today and Jan. 4.

Nationally, travel ticked up 4 percent over last year: The Auto Club predicts 98.6 million travelers will leave home.

ON THE ROAD

Yes, the crowds will gather at airports this season, but traveling by car is definitely the most popular among Californians, making up 89 percent of all those taking a trip this holiday.

Cheaper gas will make the trip more affordable. A gallon of unleaded rings up at \$2.73, according to AAA’s daily fuel gauge report. A gallon of unleaded in Orange County is down 89 cents from last year. That’ll save you around \$10 to \$12 on the typical fill-up.

The local GasBuddy.com website for Orange County lists a gallon of unleaded even cheaper: Site users reported prices as low as \$2.27 a gallon as of Monday afternoon.

Drivers also get relief from the usual construction work, according to local transportation officials. No nighttime closures related to the Ortega Highway



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Get to the airport 90 minutes to two hours before your flight for domestic, and three hours early for international, Wedge advised.

Travelers to the Thomas F. Riley Terminal will get an added holiday treat today: The Santa Ana High School Swingin' Saints Jazz Choir plays from 9 to 11 a.m. near the John Wayne statue.

At Long Beach Airport, officials expect the next two weeks to bring 120,000 passengers, similar to last year.

"We're seeing people leaving on vacation immediately following Christmas, but returning right before New Year's," said airport spokeswoman Stephanie Montuya-Morisky.

Los Angeles International Airport cautioned that its busiest days still to come are today, Friday and Dec. 29, with more than 211,000 passengers expected each of those days. And with New Year's Day on a Thursday, the season will stretch out even longer, LAX said.

BY PUBLIC TRANSPORTATION

If you're planning on taking the bus or train this holiday, make sure you check service schedules online.

On Christmas Day and New Year's, Orange County Transportation Authority buses will run on a holiday schedule, which is same as the weekend schedule, said spokesman Joel Zlotnik.

The authority will also offer free bus rides on New Year's for the 13th year, Zlotnik said.

You can take a late-night ride from 6 p.m. on New Year's Eve to 2:30 a.m. New Year's Day.

Most Metrolink service will be closed on Christmas and New Year's Day, but the Antelope Valley and San Bernardino lines will be open, according to Metrolink spokesman Jeff Lustgarten.

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NEWS

Troops get a lift from LB Transit

Published: Dec. 11, 2014 Updated: 2:18 p.m.



Troops returning home from Afghanistan got a little help from Long Beach police and transit workers who found a way to get them home for the holidays.

About 80 soldiers returned home through Long Beach Airport for a reunion with family in Bell on Dec. 6. But when their transportation was delayed, police and Long Beach Transit worked together to arrange a way for troops to attend their reunion ceremony where family members awaited them, said Long Beach Transit Marketing Manager Kevin Lee.

Soldiers filed into three buses and arrived at the reunion in a timely manner, Lee said.

Long Beach Airport Runway Removal Paves Way for Economic Opportunities

by ASIA MORRIS (/ASIA) [TWITTER.COM/THEASIAMORRIS](http://twitter.com/theasiamorris) on DECEMBER 10 2014 10:25 in NEWS (/NEWS)

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Following a three-year Airfield Geometry Study funded by the Federal Aviation Administration (FAA) and dozens of meetings with various stakeholders, two runways at Long Beach Airport (LGB) are going to be removed, said Reggie Harrison, LGB's Interim Director. The City Council voted last week in support of eliminating the two airstrips.

Harrison explained, "The two runways in question have not been in operation for a number of years and the study ultimately found that removing them will create a safer and more efficient airport for the City of Long Beach."

The removal of runways 16L-34R and 16R-34L, which haven't been used in three years, is expected to cost approximately \$120 million in Airport Improvement Program (AIP) grants and passenger facility charges, which will be implemented incrementally over the next two decades, Harrison said.

According to LGB, eliminating the two runways was a decision made to improve the efficiency and the safety of the airstrips and taxiways at the airport, plus their removal will save the airport nearly \$1.3 million per year in upkeep.

"The removal will allow for new taxiways and possibly opportunities for economic development," said Harrison.

Removing the runways will further LGB's modernization plans, following the completion of its new terminal in 2012.

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Swimmaven · 12 days ago

So it's going to cost \$120mm to remove these runways? That seems kind of overpriced. How much is it going to uselessly tear down our city hall? Seems like reasonable comparison.

I wish the Long Beach Post were a little more thorough when they post stories like this.

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TakeAClass · 12 days ago

The final quote from Harrison begs the question, "how will this allow for opportunities for economic development?" Unless the question was asked and he didn't answer any person with average inquisitiveness would ask the question.

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Monday, December 8,

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City Council Supports Plan To Eliminate Two Runways At LGB

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Posted: Monday, December 8, 2014 5:30 am | Updated: 11:57 am, Mon Dec 8, 2014.

By Ashleigh Ruhl

Editor

Following an Airfield Geometric Study designed to evaluate the efficiency and safety of the airstrips and taxiways at Long Beach Airport, the City Council last week voted in support of eliminating two of the airport's five runways.

Removing the two north-south runways won't in any way change commercial or general aviation traffic patterns, and won't impact the city's noise ordinance, said Reggie Harrison, interim director of LGB.

"The two runways that are recommended for elimination have not been in operation for a number of years, in great part due to them not being needed," Harrison said. "The FAA has recognized that we have an overabundance of runways, and they have not funded rehabilitation of those runways for a number of years."

LGB's rich history in the city, he explained, has left the airport with an airfield footprint that needs to be brought into the modern age.

Eliminating two unused runways, which were visual runways only (not lit and not instrumented), also is cost-efficient, saving approximately \$1.3 million per year in upkeep. Additionally, the removal will allow the airport to create new taxiways and find alternative uses, even money-generating opportunities, for some of the space.

Jeff Sedlak, senior engineer at LGB, said the change to the runway configuration is all about creating a more efficient and safer asset for the city of Long Beach. After a three-year study was conducted, as well as dozens of meetings with various stakeholders, he said it's clear that the runways need to be put to better use.

The two airstrips slated for removal, he added, were built sometime in the 1960s, updated in the 1980s, and have fallen into disrepair. But their removal won't happen overnight.

Before the airfield can be modified, Sedlak said there are several more steps in the process, including getting the plan approved by the FAA. He expects the changes, expected to cost about \$120 million, to be implemented incrementally over the next two decades. The money will come mostly through federal grants, with an estimated \$11 match from the airport's Passenger Facility Charge program.

Ashleigh Ruhl can be reached at aruhl@gazettes.com.

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Enormous "Super Guppy Turbine" to Land at Long Beach Airport Today

by ASIA MORRIS (/ASIA) [@THEASIAMORRIS](http://twitter.com/theasiamorris) on DECEMBER 08 2014 11:05 in LIFE (/LIFE)

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Photo courtesy of the Long Beach Airport. Super Guppy Turbine, pictured in Huntsville, AL at Marshall Space Flight Center.

UPDATE | The "Super Guppy Turbine" departed at 7:50AM on Wednesday, December 10.

Tuesday, December 9 | The "Super Guppy Turbine" will now be departing the LGB at 10:00AM on Wednesday, December 10. Long Beach residents who catch the strange bird in flight are asked to hashtag any pictures or videos with #SuperGuppyLGB across all social media platforms.

Monday, December 8 | Long Beach Airport (LGB) will open its runways for the landing of an unusual sight today, a bulbous aircraft known as the "Super Guppy Turbine" or, more technically, the B-377-SGT. The Super Guppy will land around 12:00PM today, stay at LGB for one day and will depart at approximately 9:00AM on Tuesday. The plane is NASA-operated and used to transport large cargo, such as components for the International Space Station. Noise levels should not significantly increase during the landing and take-off.

The "Super Guppy Turbine" will be making its way to Long Beach from El Paso, Texas, returning as one of the largest planes to ever use LGB's runways. The last time a Super Guppy landed in Long Beach was to deliver parts for the Apollo moon missions, according to the LGB.

This enormous aircraft, with its Beluga-like head and massive cargo area has a diameter of 25 feet, an overall cargo volume of 49,750 cubic feet and a total height of 48 feet and six inches, ten feet taller than the Boeing 377 on which the Super Guppy is based. What's even more unusual about this aircraft is the nose opens on hinges that swing open as wide as 110 degrees to allow for cargo such as smaller aircraft or parts for the International Space Station to be loaded.

The Discovery Channel will be at LGB to shoot footage of the Super Guppy for an upcoming television special, while those who are lucky enough to see the arrival are encouraged to use the hashtag #SuperGuppyLGB across all social media platforms.

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Long Beach Airport

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LB Council to study airport noise ordinance mid-January in light of talks about international flights

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Photos by Sean Belk/Signal Tribune

Earlier this year, discussions surfaced about the potential for building a federal inspection services (FIS) facility for U.S. Customs and Border Protection to enable international travel at Long Beach Airport. However, residents are concerned that the change has the potential to challenge the airport's noise ordinance. Pictured is a jet landing at the airport.

Sean Belk
Staff Writer

Residents who fought to keep airlines from expanding at Long Beach Airport in order to protect homes underneath flight paths are preparing for what may become a new battle.

The Long Beach City Council at its meeting on Nov. 11 at the Houghton Park Community Center voted unanimously (8-0) to conduct a study session on the airport's noise ordinance mid-January after recent discussions about the potential for bringing international flights to the airport.

"I do expect to have a very robust conversation and study session regarding our airport noise ordinance, and hopefully we can walk away better educated and informed about this

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very important issue,” said 8th District Councilmember Al Austin, who spearheaded the request with the support of 4th District Councilmember Patrick O’Donnell, who will leave the Council after winning a race for State Assembly, and 7th District Councilmember Roberto Uranga.

Earlier this year, it was revealed in a city memo that airport management had been studying the possibility of building a federal inspection services (FIS) facility for U.S. Customs and Border Protection to enable international travel. Airport staff, however, have indicated that the potential development is only in “preliminary” stages and would require a three-year-plus process.

The memo, which was obtained by the Signal Tribune, was sent to City Manager Pat West in 2013 from then Long Beach Airport Director Mario Rodriguez, who has since left to become director of Indianapolis Airport. Bryant Francis, who previously served as director for the Shreveport Airport Authority in Louisiana, has since replaced Rodriguez.

Executives with the airport’s primary commercial airline, JetBlue Airways, have expressed interest in having international flights from Long Beach Airport, possibly to Cabo San Lucas, Mexico. Fixed-based operators (FBOs), which service corporate jets and private general-aviation planes, have also expressed interest in an FIS facility.

The city memo included a feasibility study that notes that building a 31,000-square-foot FIS facility could cost from \$9.3 million to \$15.9 million.

However, the memo cites a number of “disincentives” of having international flights at Long Beach Airport, adding that the change could result in “not only increasing the airport’s financial exposure but also increasing the exposure to international threats.”

Regarding financial concerns, the study notes that, based upon a consultant’s review, “the proposed FIS project could be financially feasible, depending upon JetBlue’s strategic

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plans and willingness to participate in the funding of the project," but it may also entail "risks for the airport."

In a guest column printed in the *Press-Telegram*, Austin expressed dissatisfaction with the City's job posting for a new airport director, pointing out that the listing stated that the new airport director should "influence discussion and garner community support for a federal customs facility."

The councilmember stated that it's "premature" to hire a new airport director with the prospect of gaining support for a federal U.S. Customs facility.

"The City Council has not had any discussion nor provided any direction about the possibility of building a federal Customs facility at the Long Beach Airport, and it is certainly premature to be hiring an airport director with the expectation that he or she should garner community support for such a facility," Austin stated. "Unfortunately, the expectation raised in the job posting is the opposite of what we should be asking of our airport director, and certainly not what the residents of Long Beach expect of their city."

Furthermore, he said the city manager should task the new airport director with embarking on a "listening tour with residents of the many airport-impacted communities," adding that the Council and the airport director should have "a solid understanding and appreciation for the impacts that airport operations have on our neighborhoods."

Additionally, residents have expressed concerns that building a U.S. Customs facility would open up the potential for challenges to the airport's noise ordinance.

The airport noise ordinance, which was officially passed in 1995 after years of litigation between the City and airlines involving input from affected homeowners, allows airlines and regional commuter jets to fly only during specific time slots that are allocated in a lottery.

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The ordinance permits airlines to fly between the hours of 7am and 10pm or face fines that range from \$100 to \$300 per violation, according to the airport's website.

Residents involved in drafting the airport noise ordinance assert that more commercial airline and general-aviation noise and emissions negatively impact neighborhoods and reduce property values.

The noise ordinance was also instrumental in guiding the airport's terminal modernization to a project that would be acceptable to airlines and residents alike.

Airport spokesperson Kerry Gerot sent an email to the *Signal Tribune* this week stating that the City is not proposing any changes to the noise ordinance regardless of the potential for a U.S. Customs facility.

"The issue of a Customs facility is something that the City Council will discuss with public input and an open process," she said. "Protection of the noise ordinance is important to the airport and the City of Long Beach, and something that will be discussed in detail with the understanding that the noise ordinance remains in force regardless of the route structures of the airlines serving the airport."

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At Long Beach Airport, no correlation between destinations, noise: Guest commentary

By Robert C. Land

PressTelegram.com

The issue of noise at Long Beach Airport is real in the neighborhoods near active flight paths and the city is fortunate to have a unique ordinance in place governing commercial flight activity.

That ordinance limits the number of daily flights and JetBlue, as the largest air carrier at Long Beach since 2001, fully supports and has actively defended these restrictions.

Unfortunately, the guest commentary of Councilman Al Austin ("Protect noise limits at Long Beach airport," Nov. 10) could lead a reader to believe there is a correlation between where flights fly to and from, domestic or international, and how many flights are permitted to operate at the airport or how much noise is produced. There is no such connection.

In the past, the fear of increased noise and increased flight activity was raised as a reason to delay (by years) the long overdue replacement of the trailers that served as the passenger terminal before the airport's stunning new terminal was constructed. Yet the terminal was replaced and as JetBlue articulated during the debates, not one flight was added above the limits in place nor was noise increased.

The modern, customer-friendly terminal which serves as a magnificent welcome to the city of Long Beach is unfortunately being underutilized as airline flight activity is actually down significantly since it opened. In fact, longtime carrier Alaska Airlines revealed that it will exit the Long Beach market entirely early next year, following the departure of American, Allegiant and Frontier not long before that.

With flight activity down and carriers that operated older, noisier aircraft having exited the market or modernized their equipment, overall noise is also down significantly. In fact, the most recent noise budget report performed for the city by consultants Landrum and Brown found, "the data show that the air carriers operated well below the allowed budget."

JetBlue continues to strongly support the local ordinance governing flight activity and JetBlue does not want to see any change to the ordinance or any increases in flight activity regardless of what destinations its aircraft fly to and from.

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Mayor Garcia recently expressed economic growth is a top priority for his administration. Further, he stated, "when we say the City of Long Beach, we are thinking globally" and we "have to start acting like the international city that we are."

JetBlue strongly supports increasing economic activity and thinking globally, particularly at the airport — within the restrictions of the noise ordinance.

Adding the ability for airlines to fly internationally will help achieve the mayor's goal of

economic growth. JetBlue looks forward to meaningful engagement with the mayor and City Council to discuss the facts on the economic benefits of adding international travel at the airport.

Robert C. Land is senior vice president for government affairs and associate general counsel for JetBlue Airways Corp.

As JetBlue seeks to add international flights at Long Beach Airport, councilman defends noise ordinance

By Eric Bradley, Press-Telegram

PressTelegram.com



A jetBlue passenger plane taxis in at the Long Beach Airport as noise levels are taken by the airport in Long Beach CA. on Tuesday September 3, 2013. Long Beach Airport employs three full-time people to monitor noise levels at and near the runway. (Thomas R. Cordova / Staff

Photographer)

LONG BEACH >> It was a few words in a six-page brochure seeking candidates for the vacant Long Beach Airport director position.

But the words, stating the new director will be expected to “influence discussion and garner community support for a federal customs facility,” is leading to a defense of the city’s 19-year-old airport noise ordinance.

At issue is the desire by JetBlue Airways Corp. to open a customs facility to accommodate international air travel at the Long Beach Airport, where 41 commercial and 25 commuter flights are permitted daily.

JetBlue, the largest airline that flies out of the airport, is in initial discussions with the city to add international flights.

In preparation for the talks, Councilman Al Austin, whose district is in the airport’s flight path, pushed through a request Tuesday to hold a study session on the airport noise ordinance within 45 days. The purpose, he says, is for his newly-elected colleagues to become fully informed on the law prior to any deliberations taking place.

Austin, in a guest commentary in Tuesday’s Press-Telegram, wrote the Noise Compatibility Ordinance was “ground breaking and precedent setting” when it was passed in 1995.

“We are one of only a small handful of airports in the country that have grandfathered status under federal law to enforce airport flight and noise restrictions, giving Long Beach one of the strongest protections to control airport noise in the country,” he said.

“While we all want to see the airport prosper, we must not make rash decisions on significant changes to the airport without a robust community discussion. Jeopardizing the noise

ordinance could adversely affect property values and negatively impact our air quality and the health of thousands of families.”

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Assistant City Manager Tom Modica said Wednesday, however, the inclusion of the passage about guiding the creation of a federal customs facility was deleted from a draft approved earlier this year.

“When those comments went back to the recruiter to put together the brochure, it was inadvertently included,” Modica said.

The recruitment period for the position ended Aug. 26. A letter was sent to candidates on Oct. 28 informing them of the error.

Austin said he was aware of the letter, but he is suspicious about why the expectation was ever included.

“I’m glad it was removed, but it tells me there’s a sentiment out there, either from airport staff or City Hall, that this thing is moving forward,” said Austin.

He added: “The whole idea of having a customs facility hasn’t been vetted, it hasn’t been discussed and staff hasn’t been given any direction in that regard.”

Long Beach Airport spokeswoman Kerry Gerot said it’s an issue officials will have to look at, and as the process moves forward, there will be extensive opportunities for the public to offer input.

“All due diligence will need to take place and will take place,” Gerot said.

The airport’s noise ordinance works by measuring decibel levels at a monitoring station near the runway. Violations of the ordinance, which discourages flights after 10 p.m., carry a fine. Any commercial aircraft arriving or departing after 11 p.m. are fined.

Gerot said with or without a customs facility, that doesn’t change.

“The city and the airport stand fully behind the noise ordinance and we do everything we can to protect it,” Gerot said.

Former Airport Director Mario Rodriguez announced in April he would be leaving Long Beach to become the new head of the Indianapolis Airport Authority.

Last month, city officials said they are on track to hire a successor by the end of the year.

Contact Eric Bradley 562-499-1254.

Eric Bradley covers Long Beach City Hall and politics. He joined the Press-Telegram in August 2011 and previously reported for the Daily Breeze and the Cincinnati Enquirer. Reach the author at eric.bradley@langnews.com or follow Eric on Twitter: EricBradleyPT.

Protect noise limits at Long Beach airport: Guest commentary

By Al Austin

PressTelegram.com

Long Beach is about to reach another critical juncture in the future of the Long Beach Airport.

The city manager is in the process of hiring a new airport director after the previous director, Mario Rodriguez, departed earlier this year for Indianapolis. Meanwhile, the CEO of JetBlue Airlines has publicly indicated interest in building a federal customs facility at Long Beach to allow for international flights.

These two decisions will have lasting impacts on the future of the airport and the many neighborhoods and residents that are directly impacted by the activities at the airport.

I find it most revealing to compare the job description for airport director from the last search with the current job description for the airport director.

In 2008, an entire paragraph of the job posting was dedicated to the Airport Noise Ordinance, specifically stating that "the most significant factor affecting the growth and development of Long Beach Airport is its compatibility with surrounding residential communities."

However, in 2014, there is only one reference to the noise ordinance, which is in the same sentence as the stated expectation that the airport director should "influence discussion and garner community support for a federal customs facility."

The City Council has not had any discussion nor provided any direction about the possibility of building a federal customs facility at the Long Beach Airport, and it is certainly premature to be hiring an airport director with the expectation that he or she should garner community support for such a facility.

Unfortunately, the expectation raised in the job posting is the opposite of what we should be asking of our airport director, and certainly not what the residents of Long Beach expect of their city.

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Rather than publicly advocating for a significant change to the airport before the council has provided any direction, the city manager should task the new airport director to embark on a listening tour with residents of the many airport-impacted communities.

It is imperative that not only the City Council, but also our new director, have a solid understanding and appreciation for the impacts that airport operations have on our neighborhoods.

Long Beach's Airport Noise Compatibility Ordinance was ground breaking and precedent setting when it was established more than 20 years ago. We are one of only a small handful of airports in the country that have grandfathered status under federal law to enforce airport

flight and noise restrictions, giving Long Beach one of strongest protections to control airport noise in the country.

While we all want to see the airport prosper, we must not make rash decisions on significant changes to the airport without a robust community discussion. Jeopardizing the noise ordinance could adversely affect property values and negatively impact our air quality and the health of thousands of families.

Long Beach has a long history of working to find the balance between the success of the airport with protecting the quality of life of our neighborhoods. The Airport Noise Compatibility Ordinance is critical to that success.

As we face this new crossroads, we must be pro-active and responsible in protecting the interests of our community, and engaging the residents who are directly impacted by the flights at the airport.

That is why I, along with my colleagues Councilmen Patrick O'Donnell and Roberto Uranga, am calling for a study session for the new City Council to become fully informed on Long Beach's Airport Noise Compatibility Ordinance prior to any discussion taking place on a new federal customs facility.

I encourage residents and community stakeholders to stay informed about this important issue and welcome your feedback at district8@longbeach.gov.

- Orange County Breeze - <http://www.oc-breeze.com> -

Long Beach Airport to host fly-in featuring dozens of planes, including a C-17

Posted By [courtesy](#) On November 14, 2014 @ 10:23 am In [Calendar,Community,Long Beach](#) | [No Comments](#)

Southern California skies will fill with pilots heading to Long Beach Airport (LGB) for a Fly-In this Saturday, Nov. 15, from 11 a.m. to 3 p.m. The public is welcome to attend this free event where dozens of local pilots will display their planes to the community, including a Boeing C-17 and many other unique aircraft.

"Long Beach Airport is a crucial part of this community and it is important to open the doors to the public. This is a thriving, multipurpose aviation complex serving nearly 3 million commercial airline passengers and supporting more than 300,000 aviation operations annually. We should highlight it every chance we get," said Mayor Robert Garcia.

The Fly-In will be held on Taxiway B on the LGB Airfield. Free parking is available at East Wardlow Road and Globemaster Way. The event also will feature Boeing, the Aquarium of the Pacific Aquarium on Wheels mobile tidepool exhibit, a JetBlue Airways flight giveaway, and other businesses around the airport.

"We are fortunate to have an airport that features such a variety of operations. This is an opportunity for the community to learn more about what LGB offers and experience the action up close," commented Reggie Harrison, Acting Airport Director.

Several of Long Beach Airport's tenants are bringing their most iconic airplanes for display. Aircraft will include a Waco, Sikorsky, An-2 Russian Biplane, experimental aircraft and more. Owners will be present to answer questions about these great planes and plenty of photo opportunities will be available. There will be food trucks and aviation-related vendors.

About Long Beach Airport

Long Beach Airport (LGB), located in Long Beach, CA, was founded in 1923, making it the oldest municipally owned airport in California. For more than 90 years, LGB has been a source of substantial economic activity and business opportunities, as well as a leader in maintaining a sustainable, environmentally responsible operation. LGB hosts four airlines offering non-stop service to several U.S. cities and serving nearly 3 million commercial airline passengers annually while supporting a healthy general aviation community with more than 300,000 annual operations. For more news, pictures, videos and announcements of what's happening, "Like" us on Facebook or follow us on Twitter @LBAirport.

The article above was released by the City of Long Beach.

Article printed from Orange County Breeze: <http://www.oc-breeze.com>

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Get Your Dose of Aviation History at the 2014 Long Beach Airport Fly-In

by ASIA MORRIS (/ASIA) [ⓧ \(HTTP://TWITTER.COM/THEASIAMORRIS\)](http://twitter.com/theasiamorris) on NOVEMBER 13 2014 10:57 in LIFE (/LIFE)

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An airplane from last year's fly-in (/life/2000003079-in-pictures-lgb-celebrates-90th-anniversary-with-planes-helicopters-abound). Photo by Hannah Maynard.

Meet the Fokker S-11, a 1920s Dutch primary trainer with a propeller engine and the Cessna 172G Skyhawk, the king of lightweight aircraft in the 1960s. Walk around a Boeing C-17, marvel at its size and its history as a military cargo plane, developed after the Cold War. Check out the Bell 206B-3 Jet Ranger, one of the most widely-used and successful commercial helicopters ever built.

These are just a few of the aircraft that will be on static display at the Long Beach Airport's Fly-In 2014, a festival featuring entertainment, food trucks, the Aquarium of the Pacific's Aquarium on Wheels and a JetBlue giveaway. On Saturday, November 15 from 11:00AM to 3:00PM, find out about flight schools, commercial airlines and nerd out with a dose of aviation history.

This year, airport tenants, including JetBlue and Paradise, among others, will donate gifts for the opportunity drawing. If you bring a pantry or canned food item to donate for the Food Finders Drive, you will be made eligible for the opportunity drawing.

Follow the Long (<https://Long>) Beach Airport on Facebook (<https://www.facebook.com/events/645939208858752/>) for event updates or call 562-570-2678 for more information. Pets are not allowed at this event.

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Six F/A-18s to Pierce our Long Beach Skies for Five Days

by ASIA MORRIS (/ASIA) [TWITTER.COM/THEASIAMORRIS](http://twitter.com/theasiamorris) on NOVEMBER 06 2014 12:47 in NEWS (/NEWS)

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Photo courtesy of the United States Air Force.

Six F/A-18s will be conducting operations at the Long Beach Airport (LGB) starting Friday, November 7 and continuing through Tuesday, November 11. Over the long Veterans Day Holiday weekend, the Long Beach Airport advises Long Beach residents that there will be intermittently higher noise levels due to these operations.

The combat jets are owned by the U.S. Navy and Marine Corps and will be flown from Long Beach to designated flight training areas throughout the day, according to Stephanie Montuya-Morisky, spokeswoman for the LGB. The jets will return to Long Beach from these training areas intermittently.

The McDonnell Douglas (now Boeing) F/A-18 Hornet is a twin-engine supersonic, all-weather carrier, capable of performing as a multirole combat jet. It is designed, according to the LGB, as both a fighter and attack aircraft (F/A designates Fighter/Attack). The F/A-18 was designed specifically for use by the United States Navy and Marine Corps and is used by the air forces of several other nations. The U.S. Navy's Flight Demonstration Squadron, the Blue Angels, has used the Hornet since 1986.

"As a public use commercial airport, Long Beach Airport has the equipment and runway length needed for the safe operation of these aircraft," said Montuya-Morisky. "As part of our nation's transportation system, we accept federal funding to keep the airport as safe and operationally efficient as possible. LGB does not operate with any local tax revenue. Since the Airport is a Federal Aviation Administration funding recipient, we are obligated, per federal regulations, to be open to government aircraft 24 hours a day, 7 days a week. These aircraft include Air Force One, The Coast Guard, The Postal Service and all branches of the military. This is standard for most of the airports in the United States."

The LGB, in regards to this upcoming Veterans Day on November 11, would like to thank veterans and current soldiers alike for their service and dedication to this country.

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Light up the afterburners ! We will enjoy the sounds, train out of Long Beach anytime