

Federal Inspection Service (FIS) Feasibility Study

January 24, 2017



long beach
airport

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Study Elements & Related Work

- The FIS Study was commissioned to provide a comprehensive evaluation for a potential FIS facility to support international air service at Long Beach Airport (LGB)
- Items examined:
 - Market Demand
 - Economic Impact
 - Environmental Compliance
 - Facility Concepts
 - Airport Scope and Capability
 - Financial Feasibility
 - Security Risk

Study Elements & Related Work continued

- Extensive Community Outreach
- Concluded with comprehensive document and supporting appendices
- Included City outreach to the Federal Aviation Administration (FAA) for guidance on impact to the Noise Ordinance
- Study findings provide a solid framework for which to base a decision on possible next steps

Key Elements of Long Beach Airport

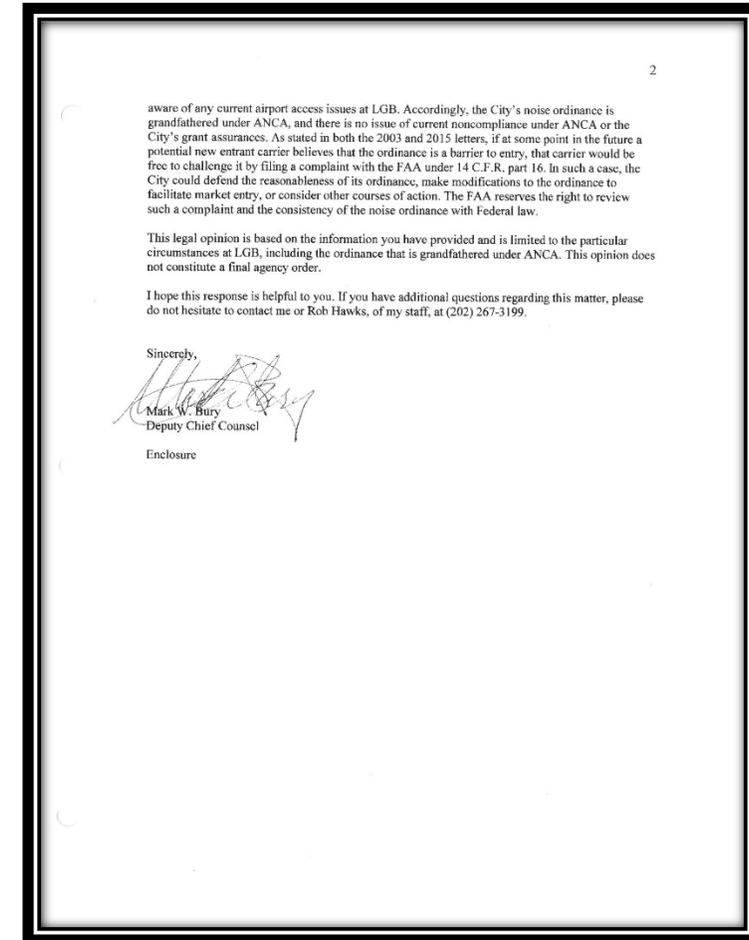
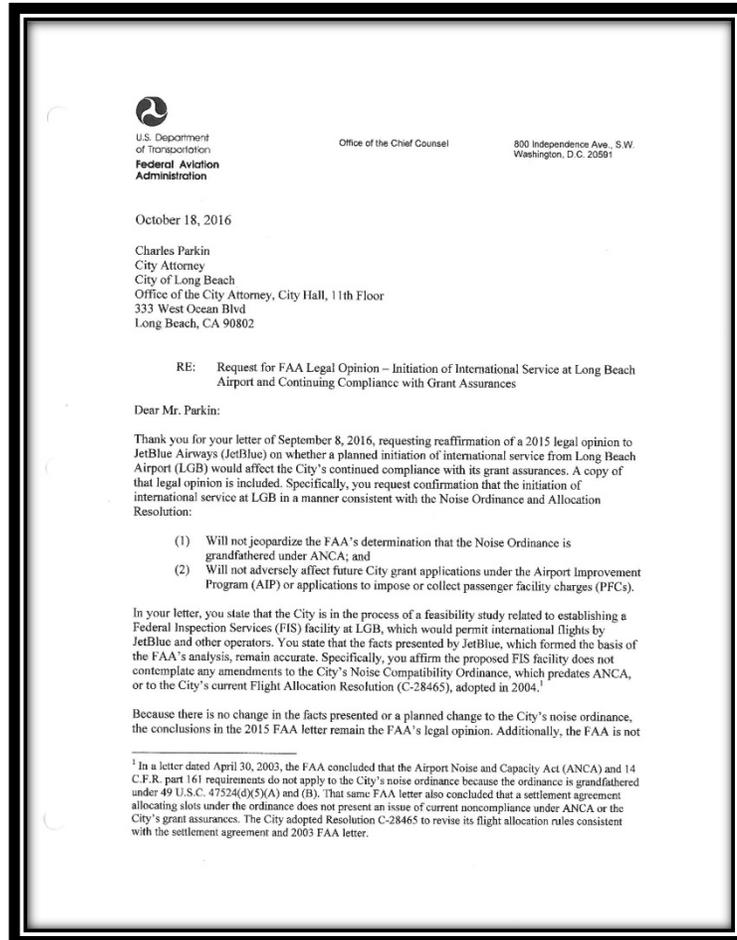
- LGB is one of five commercial airports in the Greater Los Angeles region
- Served 2.8 million passengers in 2016
- Longstanding and robust **Noise Ordinance** protects surrounding neighborhoods:
 - Presently limits air carrier flights to no more than 50 per day
 - Sets commercial carrier operations between 7 a.m. and 10 p.m.
 - Imposes fines on operators outside these hours with few exemptions

Legal Considerations

- September 8, 2016 - City Attorney requested FAA reaffirmation of 2015 legal opinion on effect of international service on airport grant assurances
- Specifically, as to consistency with Noise Ordinance and Allocation Resolution
- October 18, 2016 - FAA responds indicating conclusions reached in 2015 are the same
- Noise Ordinance is grandfathered under ANCA* - per FAA, FIS will not impact the Noise Ordinance

*Airport Noise & Capacity Act of 1990

FAA Legal Opinion: FIS will not impact Noise Ordinance



Restatement of the Facts

- Providing international air service will not impact the Noise Ordinance
- Nationally, international service comprises 20% of all air travel
- Locally, regional airports like LGB have international traffic levels of less than 5%
- Findings for LGB show that international flights would range from six flights (12%) at commencement to eight flights (16%) after a three to five year period

Project Rightsizing

Vital to the project:

- The need to have a facility that meets the operational need but does not create expansion potential
- Places limitations on operating hours to ensure an effective buffer between the last arriving international flight and the curfew

Project Rightsizing continued

- FIS facility will be rightsized - 15,000 square feet (30% reduction from Study's initial concept)
- Square footage places constraint on the number of flights that can be handled and would be designed to accommodate a maximum of two flights at the same time
- Must be restricted to a single, 8-hour U.S. Customs and Border Protection (CBP) shift and operating within permissible hours of the Noise Ordinance
- Any arriving flights after operating hours would be diverted to other nearby airports

FIS Benefits

- **Choices:** Local travelers would enjoy more travel choices from a convenient, much less congested airport
- **Stability:** Having a relatively small international component strengthens the airport's financial position by: 1) diversifying routes (domestic and international); and 2) adding protection during natural economic cycles
- **Connection:** Helps LGB and airlines build better connections throughout the network. This in turn benefits the traveler by providing more choices to connect to points beyond
- **Economic Impact:** Positive economic impacts accrue during construction and are ongoing once the FIS is operational

Recommendation

- Staff recommends moving forward
- The independent study has fully reviewed concerns related to noise, security, and the environment, and has provided for robust public input
- FAA has provided written confirmation that the Noise Ordinance will not be impacted
- Study verified only 12% to 16% of flight slot demand for international flights
- Staff listened to residents concerns and addressed questions; however the Study did not reveal any impacts to quality of life with the introduction of international service

In Addition

- The size of the facility limits the amount of international service capacity, and the size has been reduced by 30%
- The proposed facility size fits within LGB's previously outlined environmental impact report and will comply with any additionally required environmental work
- Staff will negotiate with CBP the shift hours for operation of a FIS such that international flights cannot arrive after hours, but will be routed to other nearby airports

Thank You

Questions and Answers

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