

Public Affairs Highlights and Initiatives February - March 2015

Government Affairs:

1. Long Beach Airport invites the public and media to the official reopening ceremony for Runway 7L-25R after more than a year of renovations. Prior to the ribbon-cutting portion of the ceremony, there will be a one-mile "Run the Runway" fun run, where attendees can jog or walk a one-mile loop on the runway. Participants must RSVP to 562-570-2678 or FlyLGB@longbeach.gov
2. Attended a Citywide Communication Meeting to discuss unified city messaging
3. PIO Triennial Planning – preparations are being made to ready ourselves for the upcoming drill and any impending airport emergency

Filming/Photography:

4. Coordinated and escorted (with the help of Airport Ops staff) photographer Chaz Curry and his team as they shot hyperlapse video of passengers and operations to be used in CVB contest with theme "What Excites You About Long Beach?"
 - a. Chaz has done photography and videography work for the Port, Long Beach Marathon, and Long Beach Symphony Orchestra
5. JetBlue – Filmed aircraft for a feature film where JB will be given product placement
6. Criminal Minds – Filmed Feb. 19-21, transforming LGB into Barbados airport
7. Things Green with Nick Federoff – Filmed Feb. 24, featuring interviews with Mayor Garcia and Bryant, to be aired at 9 a.m. on Aug. 22 on KLCS Channel 58

Community Outreach:

8. Attended the California Conference for Equality and Justice Annual Interfaith/Intercultural Breakfast on Feb. 19
9. Participated in Snow Day event on Feb. 28 in Council District 3
10. Continued to manage food truck service adjacent to the historic terminal
11. Participated in First Friday event on March 6 for the Bixby Knolls Business Improvement Association
12. LGB hosted 6 volunteer-led history tours in February

Media:

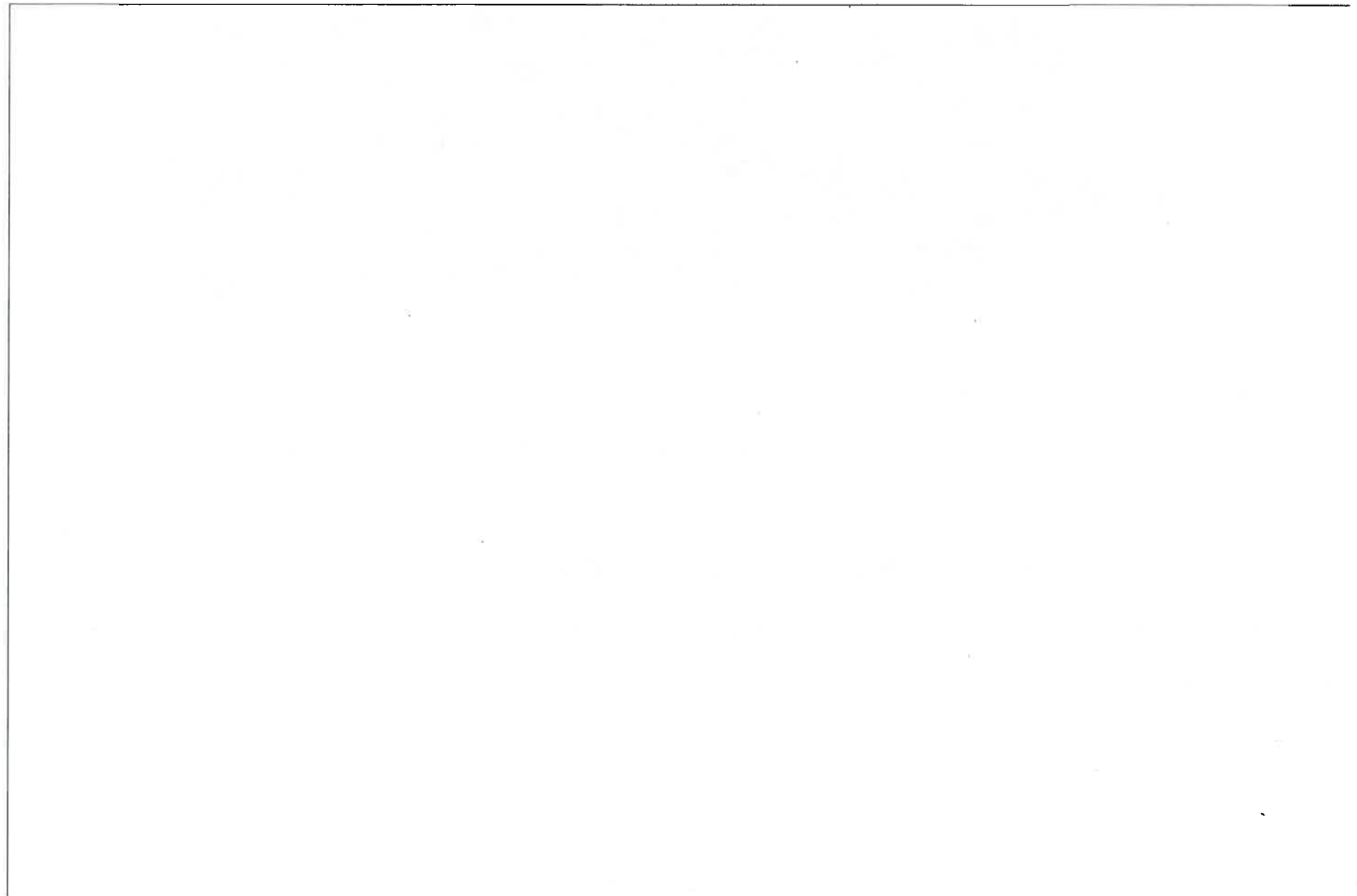
13. Virgin Galactic Will Build Its Satellite Launcher at California's Long Beach Airport; *The Verge* 02/12/15
14. Council Takes Lesson On Long Beach Airport Noise Ordinance; *Long Beach Gazettes* 02/12/15
15. Commentary: Navigating Through The 'Noise' of a Long Beach Airport Ordinance By Rae Gabelich Former 8th District Councilmember; *Signal Tribune* 02/13/15
16. Multiple F-18 Aircraft to Conduct Testing at Long Beach Airport This Weekend; *OC Breeze* 02/13/15
17. JetBlue Requests Long Beach Airport Add U.S. Customs Facility For International Flights; *Long Beach Press-Telegram* 02/23/15
18. PBS' Nick Federoff Highlights Long Beach Airport As One of His 'Things Green'; *Long Beach Press-Telegram* 02/25/15
19. JetBlue's Call For a Long Beach International Airport Doesn't Life Noise Rules: Editorial; *Long Beach Press-Telegram* 03/01/15
20. City Council Delays Action on Airport Customs Facility Until 4th District Seat Is Filled; *Long Beach Post* 03/04/15
21. Vintage Ford Tri-Motor Airplane Takes a Spin Over Long Beach; Flights Available; *Long Beach Press-Telegram* 03/05/15
22. Virgin Galactic to Host Job Fair for New Long Beach Location; *ABC7 Eyewitness News* 03/06/15
23. Social Media:
 - a. Facebook is up to 10,107 likes
 - Best post in March so far viewed 58,800 times with 5,900 likes
 - Notable events included: F-18 weekend visit, Ford TriMotor visit
 - b. Twitter is up to 6,157 followers
 - Tweets since February 1 have generated over 81,000 impressions
 - c. Instagram is up to 527 followers
 - 42 posts since February have averaged 48.2 likes each
 - Twenty-two posts received over 50 likes
 - d. Soundcloud is up to 23 followers
 - Third volume of The Takeoff playlist is public
 - Received very positive response from musicians and local music scene

Advertising:

- 24. *Long Beach Business Journal*: Quarter page, full color ad in February 17 Aviation/Aerospace issue
- 25. *LBPost*: Continued LGB Airport App online ads in February
- 26. *Locale* magazine: Continued LGB Airport App online banner ad in February issue
- 27. Shot new aerial photographs of LGB
- 28. LGBTQ Center of Long Beach Black & White Ball program, full page, full color ad
- 29. Run the Runway flyer

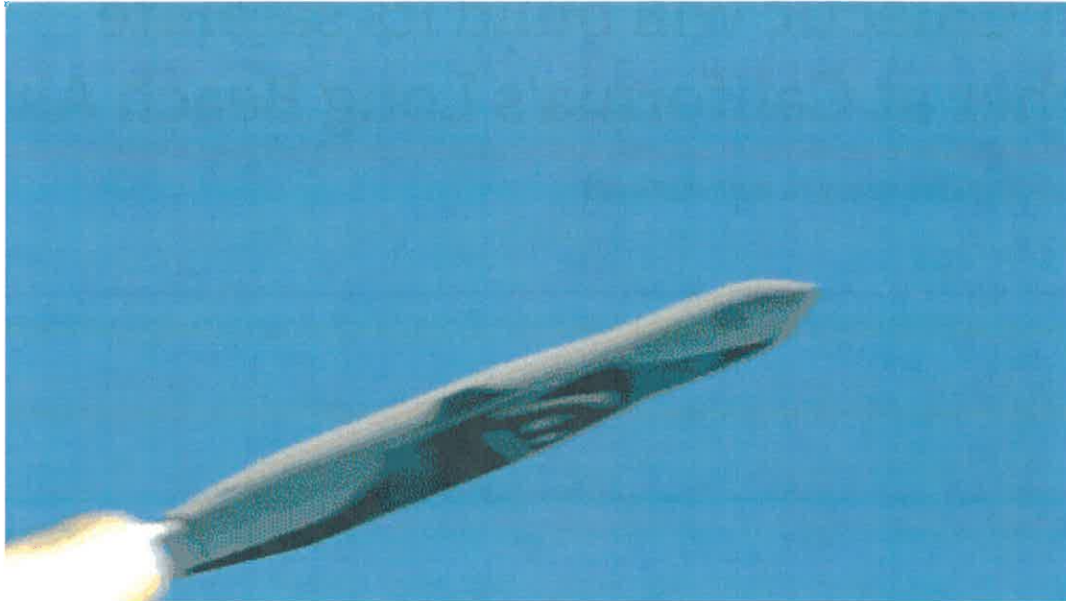
Virgin Galactic will build its satellite launcher at California's Long Beach Airport

By **Sean O'Kane** on February 12, 2015 05:24 pm



Companies like SpaceX and Orbital ATK (formerly Orbital Sciences) will soon have big competition when it comes to putting satellites into space. Richard Branson's Virgin Galactic just completed a deal to build a facility for the design and manufacturing of LauncherOne, a two-stage orbital launch vehicle that can carry satellites weighing up to 500 pounds. The 150,000-square-foot facility will be built at the Long Beach Airport in a spot formerly occupied by Boeing.

There is at least one mission already on the books for LauncherOne. A company called OneWeb is trying to create a **satellite-based internet** by launching a network of 648 of them into orbit. Branson announced a deal with the company last month.



Instead of using launchpads like SpaceX, LauncherOne is designed to be released mid-flight from Virgin's WhiteKnightTwo aircraft. (Orbital's **Pegasus I rocket** works in a similar way but is designed to carry heavier satellites, and the company's working on a "Pegasus II" project that **echoes Virgin's current setup**.) Virgin Galactic claims this method allows it offer a launch price that is the "lowest in the nation or perhaps the world."

LAUNCHES EVERY THREE OR FOUR HOURS, INSTEAD OF TWICE A MONTH

This method could also make it easier for companies to place their satellites in the desired orbit since the launch doesn't have to take place from a fixed position. Branson **told CNBC** last month that the LauncherOne and WhiteKnightTwo combination could allow the company to "literally take off every three or four hours." For comparison, SpaceX performs launches bimonthly at best.

WhiteKnightTwo is the same aircraft that Virgin Galactic uses to launch SpaceShipTwo, the company's crewed vehicle. The company has been testing that ship in the hopes of eventually offering commercial spaceflight to the masses in the next few years, but **a fatal test flight accident** in the fall has stalled that timeline.



Tuesday, March 10,

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Council Takes Lesson On Long Beach Airport Noise Ordinance

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Posted: Thursday, February 12, 2015 5:30 am | Updated: 3:56 pm, Mon Feb 23, 2015.

By Ashleigh Ruhl

Editor

There's a balance between supporting the vitality of Long Beach Airport and protecting the quality of life for those who live in surrounding neighborhoods.

Learning more about that balance and educating a fresh-faced City Council is the dual purpose of a public study session regarding the Long Beach Airport Noise Ordinance at 4 p.m. next Tuesday, Feb. 17, at City Hall.

An information session only, there will be no vote to make any amendments to the ordinance, according to Eighth District Councilman Al Austin, who is championing the study session.

He wrote in a Gazette opinion piece last week, "I look forward to the entire council becoming better educated about the sensitive nature of our unique noise ordinance before we engage in further discussions about the future of the Long Beach Airport."

That future, which is being highly publicized of late, could include a move towards making LGB an international airport with a U.S. Customs Service facility. Yet, Assistant City Attorney Michael Mais said this week that the airport's current Noise Ordinance is immaterial to LBG transitioning into an international airport.

"The origin or destination of flights is irrelevant to the various 'noise buckets' established by the ordinance," he wrote in an email. "For instance, if there was a customs facility, the number of flights permitted by the ordinance would not change, nor would the current established 'curfew' hours of operation."

As it stands now, the City Council will be learning about an ordinance that restricts the airport to 41 commercial flights per day and 25 commuter flights per day, with limits on hours of operation.

Airport Noise Officer and Environmental Officer Ron Reeves said the goal of the ordinance is to ensure that residents are not exposed to cumulative noise levels that reach a certain threshold. He added that on an average day, about 32 of the available 41 flight slots are being used, on average.

The Noise Ordinance — which was first established in 1981 and was fought in court by major airlines before a settlement in 1995 gave it its current form — is reviewed annually, taking into consideration new technology in the aviation industry.

Reeves explained that noise levels in Long Beach are monitored and reviewed regularly, and it is possible that additional flights may be allocated in the future if noise levels were to decline from the introduction of quieter technology.

Mais emphasized that the Noise Ordinance is unique in the Municipal Code because it is a product of 12 years of federal litigation and extensive environmental review as well as efforts by legislators to provide the city with a level of control and exemption from the Airport Noise and Capacity Act of 1990 —something not available to the vast majority of municipal airports in the country.

Violators of the ordinance face criminal and administrative penalties that range from misdemeanors to surcharges costing \$100 to \$300 per violation. Reeves said violations are usually attributed to weather or maintenance issues, with 285 noise violations recorded in 2014 resulting in penalties.

The noise office is staffed by four individuals and support staff who work with a budget of \$940,000 annually to manage noise, Reeves said. That budget is paid for through the Airport Enterprise Fund, not the city's General Fund, so it comes from airport user fees, lease income and grants.

Much of the work done by Reeves is to educate the aviation community about the ordinance and maintain radar and noise data for each flight. That data, collected from a set of 18 microphones and other technology, is available to the public on a WebTrak system (<http://webtrak5.bksv.com/lgb3>).

"These are the most accurate microphones available outside of a laboratory and all microphones are calibrated annually to ensure accuracy," Reeves explained. "Accuracy is critical to our ability to legally enforce the ordinance. The system also includes noise complaint capability. Noise complaints, along with the specifics of the flight, are entered directly into a database for analysis."

Reeves, in agreement with Mais, added that whether or not LGB is a domestic or international airport, the Noise Ordinance is a separate issue.

"For the purposes of the ordinance, we are concerned with noise levels, not markets," he said. "An aircraft at a given weight will generate the same noise regardless of which direction it flies."

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

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Rae Gabelich · Top Commenter · Long Beach, California

International flights may be irrelevant to the terms of the noise ordinance, but they are relevant to the challenges and attacks invited to the Ordinance that could ultimately cost the city our coveted noise ordinance. Stay Tuned, Be Involved!

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- Multiple F-18 aircraft to conduct testing at Long Beach Airport this weekend

Community

February 13, 2015

Multiple F-18 aircraft to conduct testing at Long Beach Airport this weekend

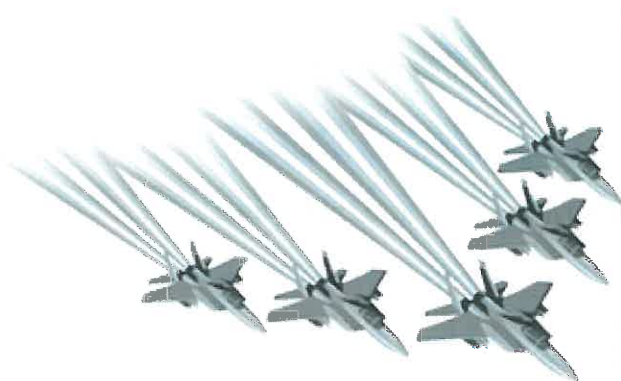


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Tags: jets, Long Beach CA, Los Angeles County CA, training exercise, United States Marine Corps



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Five U.S. Marine Corps F/A-18 aircraft will be conducting training operations at Long Beach Airport from Friday, February 13, 2015 through Tuesday, February 17, 2015. These aircraft are significantly louder than aircraft that typically operate at the Airport. We anticipate that the aircraft will operate during the daytime only between the hours of 8:00 a.m. and 5:00 p.m.

Due to the unique nature of their mission, these aircraft are exempt from noise regulation; however, the military has demonstrated a desire to assist us in being a good neighbor and they have been very responsive to community concerns within their mission and safety of flight constraints.

The aircraft will use noise abatement procedures when operating in the vicinity of Long Beach. These procedures include modified arrival and departure flight profiles and minimum use of afterburners.

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

About the Author



courtesy

This author is used when OC Breeze publishes news releases from other organizations.



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MARCH 10, 2015



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COMMENTARY

Navigating through the 'noise' of a Long Beach Airport ordinance By Rae Gabelich Former 8th District Councilmember

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With so many family and work responsibilities on our plates it is easy to lose track of the big-picture items that are being considered by our Long Beach elected representatives.

In the past several weeks, they have agreed to move the \$300-million civic center forward without due diligence on the possibility of a retrofit that could give taxpayers a huge savings.

They have accepted a \$3-million Bloomberg grant to develop economic practices without first discussing the required \$1-million city expenditure and what services will be compromised because of this obligation. Nor have the explanations of the who, what, where and how for citywide economic development needs been addressed. Will the entire city benefit from this project, or mainly downtown, which has been reinvented numerous times?

These two items could now be considered "old news." Once the votes are cast, they move on to birthing the next big idea.

What I want to share with you is an item that will be coming to the Council on Tuesday, Feb. 17 at 4pm. Eighth District Councilmember Al Austin, along with 7th District Councilmember Roberto Uranga and then 4th District Councilmember Patrick O'Donnell requested a Long Beach Airport (LGB) noise ordinance study session to educate the new council members.

What is not included in this session is the JetBlue request made in early 2013 to city staff to build a customs facility (FIS) at LGB. This request has surfaced in over a dozen citywide publications since early 2014. All articles were from proponents of this project. The most recent article requests the business community and traveling public to show up en masse to support this development.

They all, including JetBlue, repeat the mantra of supporting our noise ordinance. That is not the issue when it comes to discussion of quality-of-life concerns within our residential communities. Let's talk about the facts related to allowing this facility to be built.

The most immediate concern for us today should be the general aviation (GA) noise bucket. According to the most current GA annual equivalent, only 41 percent of their "noise bucket" is being filled. We see a substantial risk of the remaining noise allocation being used by international business and personal jet aircraft that falls into the GA

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category.

The March 2014 issue of a local publication wrote that Roland Scott, former chair of our Long Beach Airport Advisory Commission, said general-aviation pilots would be able to fly to nearby locations, where they may have summer homes, while fixed-base operators with international ties would not have to fly their executives through other regional airports, thereby saving them money.

For the "commercial flights" segment of our noise ordinance, we are at capacity. The ordinance allows a minimum 41 flight slots per day. JetBlue holds 32 of the 41 slots but has found a way to manipulate their commitment and since 2012 have flown instead 20 to 22 slots daily. That has given the impacted neighborhoods additional noise relief, but also a false sense of security.

Then there is the "commuter flights" category that allows 25 daily slots. In 2005, the City Council adopted the guiding principles (GP) for LGB that directed the airport staff to no longer market those slots (GP 9). Today there are no commuter flights in operation. They, of course, are available if requested.

Guiding principle 10, adopted by the City Council in 2005, states: Ensure that any improvements to LGB will preserve those neighborhoods negatively impacted by airport activity, protect the noise ordinance, support financial self-sufficiency of the airport and provide measureable economic benefits to the city, its residents and businesses, while protecting residents and local businesses.

Should this JetBlue customs endeavor be supported by our City Council, we could be exposed to doubling the GA noise and other quality-of-life impacts, the additional 20-plus flights that are not being utilized by JetBlue today and also the 25 commuter aircraft that could be driven by the international component.

The Nov.14, 2013 memo from former LGB director Mario Rodriquez states:

"Future revenues from an FIS will only serve to mitigate the cost of the facility and will not further enhance the Airport's financial position." (O&M costs identified to be approximately \$850,000, according to a financial feasibility study that Rodriguez attached to his memo.) "Disincentives include not only increasing the Airport's financial exposure but also increasing the exposure to international threats."

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This should be a concern to all families within our city, but most important to those residents living within the airport-impacted areas of Long Beach.

Please mark your calendars to join us on Tuesday, Feb. 17 at 4pm at the LGB Noise Ordinance study session [in Council chamber]. It will be a good review for those who were involved in the last airport go-round and the opportunity for new residents to learn just what the ordinance does and doesn't do for us.

This will be the beginning of another period that will require public vigilance and participation. Your presence and your opinion will give direction to the current council members that "quality of life" issues for residents outweigh the razzle-dazzle of international flight status.

Stay involved. ß



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Rae Gabelich

COMMENTARY

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Allie Shockley, left, high fives her mother Amy Shockley, both of Chico, after Nick Peters, of JetBlue, finds a earlier flight to Oakland for the Shockleys at the Long Beach Airport. File photo

By [Eric Bradley](#), Press-Telegram

Posted: 02/23/15, 10:39 AM PST | Updated: 1 week, 6 days ago

[# Comments](#)

LONG BEACH >> [JetBlue](#) on Monday formally requested Long Beach Airport apply for a federal customs facility, a move that would allow international travel at the city-owned airport.

In a letter sent to Airport Director [Bryant Francis](#), Robert C. Land, JetBlue senior vice president for Government Affairs and associate general counsel, stated the airline has no interest in modifying the city's airport noise ordinance.

"JetBlue will utilize only its current allotment of assigned Air Carrier slots and existing aircraft parking positions to fly internationally in addition to our current 11 domestic markets," Land wrote.

Adding the customs facility, Land contended, would enhance Long Beach's stature and improve the local economy through increased tourism, commerce and conventions.

"We look forward to working closely with the city to immediately proceed with the application process and begin the work required to secure an international flight designation for the city of Long Beach," Land said.

A JetBlue representative said the company has nothing more to add at this time beyond the contents of the letter.

The Long Beach City Council hosted a study session last week on the 20-year-old [airport noise ordinance](#) effectively limiting flights to 41 commercial and 25 commuter flights daily.

City officials noted the ordinance has never been changed due to "lurking fear" the city could lose its grandfathered exemptions under the Federal Aircraft Compatibility Ordinance of 1990. Since the law's passage, no other city has been successful in securing noise restrictions as stringent as those regulating aircraft at the Long Beach Airport.

On Monday, an airport spokeswoman, Stephanie Montuya-Morisky, confirmed the letter had been received but deferred comment to the City Manager's office.

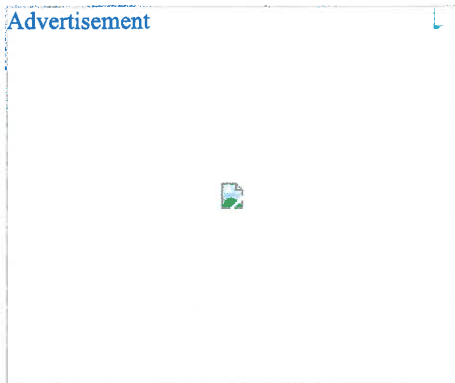
"We want to be as transparent as possible, and we want the discussion to happen at the City Council level," Montuya-Morisky said.

The City Manager's Office released a memorandum Monday to Mayor Robert Garcia and the City Council that estimated it would take a minimum of three years to progress through the application process for a customs facility and bring it online.

Garcia was unavailable to comment. His staff cited a busy schedule connected to the port labor deal struck over the weekend.

JetBlue's desire to fly to international destinations out of Long Beach faces a more immediate hurdle. Councilman Al Austin, who represents the area sitting in the airport's flight path, said he is going to introduce an item on the March 3 agenda to bar any discussion of a federal customs facility until after the vacant Fourth District seat is filled.

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"I think otherwise it's very irresponsible or unfair to the residents in an impacted community," said Austin.

The [special election](#) to replace Assemblyman Patrick O'Donnell, D-Long Beach, is April 14. The winner takes office May 5.

If the bid goes forward, Long Beach would seek a User Fee airport designation, meaning the airport would pay the federal government for customs services and pass the cost onto airlines.

John Wayne Airport in Orange County secured User Fee status in connection with its 2006-2012 terminal expansion, according to spokeswoman Jenny Wedge.

The airport began service to Mexico in 2012, with Southwest Airlines providing a pair of flights daily to Mexico City and Los Cabos. A second daily flight to Los Cabos is run on a seasonal basis, and plans call for adding a flight to Puerto Vallarta in June.

Figures provided by Wedge showed 99,000 passengers arrived at John Wayne Airport in 2014, with the airport charging airlines \$1.4 million to operate Customs and Border Protection.

Long Beach Airport would likely have to build a separate customs facility or incorporate one into existing infrastructure, having completed a [\\$45 million terminal project](#) a little more than two years ago.

Contact Eric Bradley at 562-499-1254.

About the Author



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](#).

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By [Greg Yee](#), Press-Telegram

Posted: 02/25/15, 11:22 AM PST | Updated: 1 week ago

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TV and radio talent Nick Federoff hosts “Things Green with Nick Federoff” at the Long Beach Airport for an episode showing off all the green and sustainable practices going on at the airport. Here, Federoff, center, chats with LBA Sr. Civil Engineer Jeff Sedlak, February 24, 2015. Brad Graverson — Staff photographer

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LONG BEACH >> The host of the nation’s most listened to gardening radio show and PBS television show will air an episode focusing on environmentally friendly operations at Long Beach Airport.

The show, “[Things Green With Nick Federoff](#),” is scheduled to air at 9 a.m. Aug. 22 on KLCS Channel 58.

“I want to be an inspiration to others,” Federoff said. “There are things around you that you can’t see that need to be looked at. ... There are sustainable, enjoyable, beautiful components that people can take with them and utilize in their own homes.”

Federoff, a jovial man with a graying, roughly footlong beard, pointed to drought-tolerant landscaping inside the airport's concourse area and said making a tangible impact can be as simple as taking ideas from one's surroundings and incorporating them into daily living.

Even small efforts by many people can make a large impact, he said, noting that the state is in the midst of its [worst drought in at least 1,200 years](#), according to a study published in the journal of the American Geophysical Union.

Federoff, 54, of Whittier started his nationally syndicated radio show, "Nick Federoff on Gardening," in 1988. He later added a shorter radio show, "Things Green Garden Minute," his PBS show and appears as a garden expert for KCAL Channel 9 News.

The episode at Long Beach Airport will feature interviews with Mayor Robert Garcia, Airport Director Bryant L. Francis, the JetBlue head of sustainability, Sophia Mendelsohn, and numerous airport employees who work behind the scenes.

The show will also highlight a variety of the airport's efforts to reduce its environmental impact, such as the use of solar panels, electric power hookups for airplanes on the ground, and water conservation, among others. A segment of the show will highlight the airport's LEED-designed concourse. [LEED](#), the Leadership in Energy and Environmental Design, is a certification program the [U.S. Green Building Council](#) developed to identify projects built using green building technology.

Long Beach Airport's LEED certification application is "in the works," said Montuya-Morisky.

"I think it signifies that various programs that have been put into place here over the years collectively matter," said Francis. "This particular program, which has a strong and loyal following, has taken notice."

Francis looks forward to showcasing some of the programs and sharing them with the public through the show, he said, especially the elements associated with the concourse expansion, which opened in late 2012.



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Mendelsohn said JetBlue is also contributing to sustainable efforts at Long Beach Airport through recycling programs and hooking up airplanes to electric power while they are on the ground to reduce emissions.

"I think it's a great opportunity to showcase this great regional asset that we have here," said Garcia. "We love our Long Beach Airport. It's [the] right size. The concourse facility that we built is world class. It's great to see it get this kind of coverage and recognition. It's great the show is going to highlight Long Beach Airport as a sustainability leader. We've committed ourselves to solar energy, reusing runway materials, paving materials and water conservation."

Contact Greg Yee at 562-499-1476.

About the Author

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JetBlue's call for a Long Beach International airport doesn't lift noise rules: Editorial



A JetBlue plane takes off from Long Beach Airport with blue skies, snow-capped mountains and the Boeing Co. office buildings behind it. (File photo)

Posted: 03/01/15, 1:44 PM PST |

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It's unfortunate that some residents are equating JetBlue's request for an international airport at the Long Beach Airport as the first step in lifting a noise ordinance.

It's not.

JetBlue — the biggest leaseholder in the city's airport — last week asked the city to apply to the U.S. Department of Homeland Security, Customs and Border Protection for the Long Beach Municipal Airport to be designated a User Fee Airport and for approval to establish custom facilities.

Under a user fee airport, customs operations are paid for by the city, which in turn passes the cost on to the airlines.

The move would turn Long Beach from a domestic airport to an international one. Some fear that air carriers would push for more frequent flights.

The fears are groundless. JetBlue and the city of Long Beach have all said that international status would not mean more flights out of Long Beach.

In his letter to the director of the airport, the head of governmental affairs and a lawyer for JetBlue, Robert Land, said there was "no nexus whatsoever between enhancing the airport with a modest customs facility and in any way disturbing the sanctity or legality of the (noise) ordinance."

He also pointed out that airline will "utilize its current allotment of assigned Air Carrier slots and existing aircraft parking positions to fly internationally in addition to (their) current 11 domestic markets."

What will be different is that some flights would be routed to points south.

It's a proposal that should get fair consideration.

JetBlue has long had its eye on routes to Mexico, where Americans fuel a booming tourism industry.

They have also made no secret that their operation in Long Beach has not been an economic engine for the company.

Next door in Orange County, officials at the John Wayne Airport began international flights in 2012. Studies commissioned by the airport have shown a significant direct economic impact due to the Mexico service.

For that reason alone, Long Beach should seriously look at the economic opportunities that international status would bring.

In his letter to the director, Bryant Francis, Land pointed out that JetBlue has been a "steadfast supporter of the Noise Ordinance since our inaugural flight nearly 14 years ago."



Advertisement

That's something to remember during this discussion.

Councilman Al Austin, who represents an area sitting directly in the airport's flight path, is seeking to delay a decision on this until the vacant District 4 seat is filled. He does have an important point.

The special election to replace former city councilman and now Assemblyman Patrick O'Donnell, D-Long Beach, is April 14. The winner of the District 4 seat will take office on May 5.

The noise ordinance has been the third rail in local politics and leaving it to less than a full council will open up the city for unwarranted criticism.

Whatever the City Council decides will have a profound and lasting impact on the city, either cutting off the opportunity for international status or moving forward with it.

The decision can wait until spring but the City Council should not use the delay to prolong an important ruling that has potential to help the city and the airline.

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LONG BEACH CITY COUNCIL (/COMPONENT/TAGS/TAG/400-LONG-BEACH-CITY-COUNCIL)

City Council Delays Action on Airport Customs Facility Until 4th District Seat is Filled

by JASON RUIZ (/COMPONENT/CONTACT/CONTACT/55) [ⓧ \(HTTP://TWITTER.COM/LBPOST_JASON\)](http://twitter.com/LBPOST_JASON)

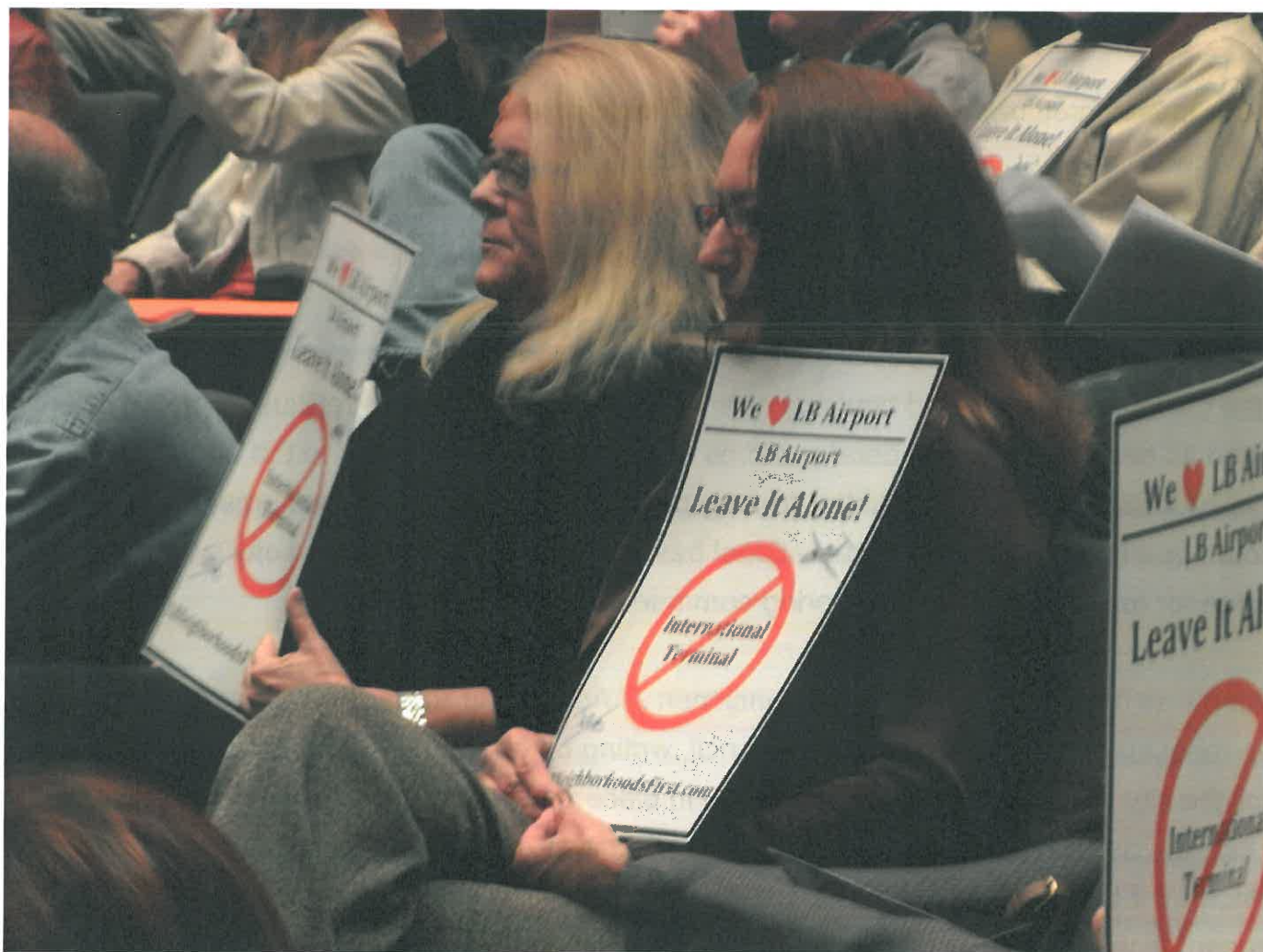
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Residents hold signs opposing changes to Long Beach Airport. Photo: Jason Ruiz

Approving the construction of a federal custom's facility at Long Beach Airport (LGB) was already going to be a lengthy process, and at Tuesday night's regular meeting city council voted to delay that process a little bit longer, choosing to postpone any further action by City staff regarding the proposed facility until 60 days after the vacant 4th District council seat is filled.

The decision didn't come without some back and forth from the council on the matter that was considered by some to be a formality to be approved. The discussion, which lasted over two hours and lead to a 4-3 decision to postpone, rivaled the length of a special study session held February 17 (</news/city/2000005497-no-change-to-itinerary-of-airport-noise-ordinance-after-special-study-session>) to inform the council on how the current noise ordinance works at the airport.

The vote ensures that no action will be undertaken by City staff until 60 days after the special election to fill the vacated 4th District council seat is completed, giving the newly-elected council member time to get up to speed on the topic. The original motion called for a 90 day window of time but was negotiated down to 60.

"I know this is an incredibly important issue to a lot of people and it's important for us to hear all points of view on any issue before the council," Mayor Robert Garcia said after the vote. "I know it's contentious, I know it's emotional and I know for a lot of you have been in this airport conversation long before any of us were seated at this current council."

Last week, just days after that special study session, one that outlined the rare powers given the city by the current ordinance and how any changes could render it void, JetBlue formally announced its desire to build a federal customs checkpoint in a letter sent to the airport (</news/2000005538-jetblue-sends-letter-to-long-beach-airport-requesting-customs-facility>). The move could open up the airport to international travel, a potential boon for the city's bottom line and burden for residents in the neighboring communities.

The motion was brought to the floor by councilmen Al Austin and Roberto Uranga. Austin has been the most outspoken member of the council, writing an open letter last year in which he called for the city to protect the noise ordinance in place and also served as the catalyst for the special study session held last month. Austin said that it's troubling that discussions have already taken place over the past two years without the direction of the council and given that there isn't full representation, now would be a good time to "cool the jets" on the issue.

"Many residents who live in the 4th district live in the direct flight path of the airport," Austin said. "And I believe that it's undemocratic to move forward with this issue in anyway when such a key district does not have a voice or vote on the city council. We must also give time for that representative, who will be elected in just over a month, to have time to be brought up to speed. There's a lot that comes at you when you're a new city council member."

Uranga echoed the concerns of Austin and added that the point for waiting until after the election is to ensure that every district gets input on the study. Carrying out a study before the election and without council direction would take some power away from the council and make it a more staff-oriented direction.

"It's a council-driven process as opposed to a staff-driven process," Uranga said. "We provide guidance and direction to staff as to what we want to see in the study. That's why we want to wait for an election to take place."

The 4th District, one of the communities that would be largely impacted by any change in noise levels or increase in air traffic, has been without representation since the seat was vacated when Patrick O'Donnell joined the State Assembly in December 2014. The special election to replace O'Donnell is set for April 14 and the council has directed City Manager Pat West to delay any requests pertaining to the facility until June at the earliest.

Not everyone on the council shared the sentiment that holding off action on JetBlue's proposal was in the best interest of the city. Arguing that the process, which by some estimates could take as much as three years, is already long enough, and trying to assuage the fears of non-representation in the vote, Fifth District Councilwoman Stacy Mungo said that she and her colleagues represent everyone who lives and visits this city, adding that any study performed by the city wouldn't return to the council until well after the 4th District seat was filled.

"This is a three year process," Mungo said. "Any delay of another three months is pandering to this crowd because it's insignificant in this plan, which will take an exuberant [sic] amount of time."



The large crowd of community members in attendance last night, many of whom call the 4th District home and were on hand to protest the proposal to build the facility, didn't take kindly to Mungo's remarks. As each person spoke during public comment, they held signs that read "We ♥ LB Airport" and "Leave it Alone" with the words "International Terminal" encased in a prohibition sign. They shared concerns ranging from noise issues to increased traffic and pollution, with the

one galvanizing issue being the residents' desire for representation.

"We don't need an international airport," said one 4th District resident. "LAX is not that far, Orange County is not that far, it's ridiculous that we would want to have bigger flights, noisier flights come into our community. It doesn't make any sense [...]. There is nothing that controls this airport and all you're going to do is make it bigger and get it more out of control for the people that live in the flight path. We need to be represented before anything goes on."

David Lewis, a 7th District resident who has lived in the city for 20 years expressed fears that now that talks have been put in motion by the airport, there's little that can be done to stop the building of the custom's facility. He said that like the Port, the airport is an economic driver for the city and like the Port, nothing is going to slow down the commerce rolling through it.

"Now JetBlue wants to have an international terminal at the airport and we all know what that means," Lewis said. "It's going to mean more revenue for JetBlue, more revenue for Long Beach, but at what price? There comes a time when we have to put not our health, but our children's health first before revenue."

Former Councilwoman Rae Gabelich, an outspoken defender of the airport's noise ordinance, discussed at length how a vote on the Civic Center wouldn't have been taken without representation from the Downtown districts, the 3rd District was not left voiceless on the Belmont Plaza Pool project, and so on. Every district in the city needs a leader to advocate on their behalf, she added.

"Together the nine districts make up our vibrant, diverse city of Long Beach," Gabelich said. "What happens to one district will in some way impact the others. Creating ample time for the next fourth district council person to settle in allows for each one of you to better understand the history of our airport. It gives you time to consider the pros and cons and the benefits and the risks."

The process is expected to take several years and there are no guarantees that U.S. Customs and Border Protection would even approve the airport's application to become a port of entry. West said that prior to submitting that application, a study that could take as long as five months to conduct would need to be carried out by city staff before it would be returned to council without a recommendation. The aim of the study would be to determine if expanding the airport would be a good or bad move for the city.

In its letter to new Airport Direct Bryant Francis, JetBlue stated that it would not move to modify the current noise ordinance—something that would potentially lead to the city losing control of airport noise and defaulting to the less stringent federal law—and that it would only utilize its allotted flight slots. The letter also described the airline as a “model corporate citizen” of the city and a “steadfast supporter of the noise ordinance,” despite having racked up nearly \$5 million in fines since 2003 for criminal violations of that noise ordinance.

Speaking on behalf of the airline, Rob Mitchell, Manager of Government and Airport Affairs for JetBlue, said that postponing a request by a “solid corporate citizen” without justification would unfairly slow the fact-finding studies and lengthy conversations that need to start now to carry out the project in a timely manner.

“If the city truly wants to be an international city, a progressive city and a pro-job city, then it must at least explore all the opportunities to do so,” Mitchell said.

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TCB • 6 days ago

Mungo, "...which will take an exuberant amount of time." I'm hoping the reporter misquoted Ms. Mungo rather than Ms. Mungo trying to us a big word and just missing it. Perhaps an exorbitant amount of editing was not done on this piece or perhaps Ms. Mungo feels all with have a grand

old time waiting for the study to be conducted and concluded.

4 ^ v • Reply • Share ›

LBP

Jason Ruiz Long Beach Post → TCB • 6 days ago

We went over the recording again, she clearly said "exuberant". We added a note to show that I am in fact great at transcribing.

3 ^ v • Reply • Share ›

LBP

LB City Girl → TCB • 5 days ago

Clearly she isn't the smartest member on the council.

2 ^ v • Reply • Share ›

LBP

TomS • 5 days ago

What a bunch of clowns, does the city council ride to meetings in a small red car too?

The noise level restrictions are the same, just a few more flight times a day that are already approved, just not being used. Jet Blue would be not bringing in larger aircraft, just a few more times a day. We would probably see a bump in private aircraft. Since aircraft usually refuel after a flight, and with aviation gasoline over \$5 a gallon and jet fuel about \$3.50 there would be more taxes, tie downs, landing fees, etc. money going into the local economy, such a bad thing, the NIMBY folks should get out their check books and cover the lost revenue.

BTW, who said that if this is a big negative for the city, that it could not be changed back?

RWCRUM is right on this time.

3 ^ v • Reply • Share ›

LBP

RWCrum → TomS • 5 days ago

Did everybody see this???

:)

1 ^ v • Reply • Share ›

LBP

LB City Girl → TomS • 5 days ago

The problem is that this is not my "back yard." It is my front yard, my side yard, over my house and even inside my house, inside my kids' schools, and inside my work place, over all the places I shop. So therefore I am not a NIMBY.

...and FYI I pay a lot in property taxes. If property values drop so will property taxes. Think about it. I am *already* paying for this.

^ v • Reply • Share ›

LBP

RWCrum → LB City Girl • 3 days ago

Your property value for a comparable home in an area not near the airport is already lower, and as a consequence, so are your taxes. By paying less for the home and less on taxes, you are somewhat compensated already for living where you do.

^ v • Reply • Share ›



TomS → LB City Girl • 4 days ago

I have thought about it and so has Crum and a lot of other people. The number of flights would go up a little, still nothing like an LAX. These are smaller quieter jets, no 747's, (it used to be that the runway was not substantial enough to handle the weight). There are noise abatement procedures and hefty fines for those who do don't follow the rules. The number of flights are still controled.

There are a lot of other factors that play into this, the old Douglas facility north of the airport, the more and high end businesses that go in mean more higher paying, higher tax paying jobs, those people want to live closer to work, property is more in demand, the value of your property goes up as well.

As I have said, I live under the approach to runway 30, and they are low when I see them over my backyard. I can see the people sitting in their seats. Noise is more from the 405 and street, than the airport. I don't ask to cut lanes out of the 405 because it's lowering my property value, because I knew the airport, freeway, and streets were here BEFORE we moved in. And they used to. Make more noise.

And because we live in a Liberal, Democrat controlled city and state, there will never be "enough property taxes or any other taxes for that matter", so keep your checkbook full and close as they will always want more. Consider that.

^ v • Reply • Share ›



LB City Girl → TomS • 4 days ago

Cool then let's send all the "big" planes your way because I live under the big plane flight path. We can have the "small" ones over here.

^ v • Reply • Share ›



RWCrum → LB City Girl • 4 days ago

There wouldn't be any planes bigger than the ones now.

1 ^ v • Reply • Share ›



TomS → LB City Girl • 4 days ago

As I said, I am already under runway 30, the usual approach for the long runway that the jets use right now, when the winds change and they use runway 12. (30 backwards) we are on the departure side. I also have the small ones flying downwind for runway 25L, so we see and hear them too, not a problem. We have both big and small planes.

And as I said before, we get more noise from the 405. Since my house was built before the freeway, my wife lived here before the freeway was built, should I get to ask for a narrowing of the freeway? Of course not, because it serves a greater good, and since we chose to live here we have to accept any and all of the downsides, and frankly there aren't

many. A few more flights are not going to make much difference, but really could help the city grow for the future.

In fact I am waiting for the 1929 Ford Tri Motor to fly over this weekend, it is cool to see the way it was 86 years ago.

^ v • Reply • Share ›



RWCrum • 6 days ago

I just shake my head at this. Noisier flights? How so? What does that even mean? And just how does this affect children's health?

These are all just wild assumptions and conclusions without any kind of factual basis. It's hard to take these people seriously.

I agree with postponing this until the 4th District elections that should be paid for by Patrick O'Donnell, The Lying Legislator, is over, but Stacy Mungo can shut up anytime now about how she represents the 4th as well. Whoever told her it was okay to say that needs to be let go.

3 ^ v • Reply • Share ›



Jason Ruiz Long Beach Post → RWCrum • 6 days ago

I think the argument was that many of the smaller planes' flight times would be muscled out by the need for the airspace to service the international flights. Again, not positive, but I'd imagine that international planes are bigger than ones that fly domestically. As far as the children's health, the LA Times wrote a pretty good story about how pollution around LAX affects residents.

<http://www.latimes.com/local/l...>

^ v • Reply • Share ›



RWCrum → Jason Ruiz • 6 days ago

Here is what the NIMBYs won't acknowledge- Only Jet Blue has asked for this. Jet Blue doesn't have planes any bigger than the ones going into LGB now. In fact, Jet Blue wants to get to Mexico and South America from here and wants to do it with SMALLER planes. There are only 41 commercial jet slots available. Jet Blue is assigned 32 of them but only uses 25 or so at present. Their desire is to eventually fill the remaining slots with international flights. No one is proposing to take off or land before 7:00 a.m. or 10:00 p.m.

As I've pointed out before, the city would be wise to negotiate something with Jet Blue rather than face the very real possibility of a lawsuit from not only Jet Blue but multiple plaintiffs. After 25 years of being grandfathered, the clause at issue could be invalidated altogether at trial. Despite the residents' position, this Airport cannot live in the past forever. The needs of the community and region can change and really have changed. They could lose it all later if they don't give a little now.

2 ^ v • Reply • Share ›



TCB • 4 days ago

I live in the 8th and flights go right over us daily, so not a fringe 8th District resident who is not as impacted as we are--and by the way most of the 8th just like most of the 4th are not severely impacted by the airport, in most areas the residents who bitch the most about the airport employ gardeners whose leaf blowers make more noise than the planes. I have no issue with JetBlue putting in an immigration unit so they can service Vancouver and Puerto Vallarta or other international destinations. Their jets are quieter than most and there is no reason to think they will buy bigger louder planes for any new routes out of Long Beach--their flights to the East Coast are longer than Canadian or Mexican destinations.

This is just another chance for the anti-airport people to start their end-of-the-world rhetoric again. Remember their scary scenarios when JetBlue was coming into the airport? Evidently neither do they. The noise ordinance is not changing, the airport is still well under the total amount allowed in the "noise bucket" and was even when there were more flights coming and going.

I will agree that the matter should not be voted on until the residents of the 4th have an elected representative. That said a vibrant airport is good for the city as a whole, generating jobs and revenue for households and public treasury that can be spent on the myriad of feel-good projects many on the anti-airport side wish to enact.

1 ^ v • Reply • Share ›



LB City Girl • 6 days ago

As a long time homeowner and property taxpayer living in the 4th district for twenty five years I am truly and completely offended by Ms. Mungo believing that the city council respecting my wish to be represented by a council person elected by the people living in my district is "pandering." She has proven with this statement she is not qualified to represent me or any citizen of Long Beach. She should be ashamed she is "pandering" to Jet Blue and big business interests rather than her constituents. It is her who has failed in her basic duty and understanding of what her job as a council person entails.

She should be impeached for saying this. Seriously. She does not understand the first thing about what is right for "the people"-- our homes, our schools, our businesses-- and especially one of the things that makes LB one of the best cities to live in: it's quiet here. That is why I bought my home here, raised my kids here: it is a way of life that Ms. Mungo apparently does not enjoy nor feel needs to be protected. Shame shame shame on her....letting "staff" decide what happens here. Ridiculous.

1 ^ v • Reply • Share ›



Sal Samders → **LB City Girl** • 5 days ago

Good to know where Stacy is coming from: for special interests and not her constituency. An expanded airport is bad for our fifth district as well. Can't trust Jet Blue, or pandering politicians, and can't wait to vote in the next election.

2 ^ v • Reply • Share ›



John B. Greet • 4 days ago

The challenges with (and hickering about) the airport will continue so long as commercial jets are



The challenges with (and bickering about) the airport will continue so long as commercial jets are flying over Long Beach's neighborhoods. It won't matter whether they are international or domestic flights, or carrying mostly cargo or passengers.

Transportation stakeholders will continue to want more flights and many residents will continue to resist that.

All Long Beach needs to do is move the airport from its current location and all would be well. The folks who want more flights could have them. The residents could have much needed relief from the pollution and danger of jets over their homes. The City could make \$millions if not \$billions more in annual revenue to help fund programs and services which are currently and noticeably restricted and restrained.

All that would be required would be to move forward with an offshore airport.

^ | v • Reply • Share ›



RWCrum → John B. Greet • 3 days ago

We already read the Op-Ed. Never going to happen.

^ | v • Reply • Share ›



John B. Greet → RWCrum • 3 days ago

Thanks, RW. I suppose more than a few people felt that way about the POLB at one time, too, and yet there it is...some 3200 acres of mostly landfill in what once was open ocean. A major river completely diverted to accommodate the thousands of ships that would one day be calling there.

Lots of challenges involved in the concept of an offshore international airport. All of which can be met and overcome if enough people and organizations truly want to do so.

Or, by all means, keep living with the constant noise, pollution, and danger of commercial jets over Long Beach's homes, schools, parks and businesses. Keep bickering over noise ordinances and flight (and revenue) limits.

That's certainly another way to go!

^ | v • Reply • Share ›



John B. Greet • 6 days ago

Honestly, as things stand at this moment, nothing definitive can happen at the airport without prior Council approval and all JetBlue wants to do is commence a study. A study that will take as long as three years to complete and even then US-CBP may not approve JetBlue's request, regardless of what the Council might decide at that time.

As for concern about the newly-elected Council Member, how long can it possibly take for such a person to be "brought up to speed"? Shouldn't such a person already *be* up to speed on this important and on-going public policy challenge?

As to JetBlue making this request, that's rather beside the point. If CBP and the Council approve

the request, could not *any* airline with flight slots at LGB initiate international flights? If so, could not one or more of those flights eventually use jets that are either larger, louder, or both, than those currently in use for passengers at LGB?

As to Councilwoman Mungo, according to this article all she said was that "she and her colleagues (on the Council) represent everyone who lives and visits this city", which is true. Every Council vote impacts all Council Districts in some way, either directly or indirectly.

^ v • Reply • Share ›

LBP **RWCrum** → John B. Greet • 6 days ago

"As to Councilwoman Mungo, according to this article all she said was that "she and her colleagues (on the Council) represent everyone who lives and visits this city", which is true. Every Council vote impacts all Council Districts in some way, either directly or indirectly."

She's wrong. She's supposed to represent the interests of her District and vote accordingly. She can only cast one vote. She can't vote for the 5th and then vote for the 4th. No one can. Yes, it affects the entire city, but she's fundamentally mistaken.

As for the slots, "any" airline could not just decide to operate there. The Airport decides who gets the available slots. Right now Jet Blue has 32 of the 41 slots. They want permission for some of their slots to be international. Another airline already there could do the same thing is they had the right airplanes, but none have shown an inclination. Moreover, the type of aircraft would need to be approved as well. Even if Jet Blue owned any, they couldn't just land a larger plane like an Airbus 380 without prior approval.

3 ^ v • Reply • Share ›

LBP **John B. Greet** → RWCrum • 6 days ago

Thanks, RW. Conflating the idea that Mungo or any other Councilmember can't cast more than one vote does not really address what she actually said according to this article.

Yes, Councilmembers are elected by the voters in specific districts, but once elected they then cast votes which often directly and indirectly impact all of the other districts. Were this not the case, Councilmembers would have to recuse themselves from any vote that did not impact their district directly. I mean, according to your logic they would have to, right?

This, I'm sure you know, does not occur and, I hope you agree, would not make a lot of sense. It would obviate the entire idea of a quorum...where not all Councilmembers are present but votes of a citywide scope occur and business proceeds anyway.

^ v • Reply • Share ›

LBP **RWCrum** → John B. Greet • 6 days ago

I really couldn't put it any plainer as it pertains to Mungo. She represents the 5th, that's it. No other District elected her to vote for their interests.

She does not represent any other part of the city, period. That her vote will affect the larger city is mutually exclusive from the idea that she represents the 5th. If the majority of 5th District voters want Airport expansion and she votes against it, she hasn't done her job and they'll vote her out next election if she repeats that pattern on other issues. She is not an at large council member, she's a 5th District council member.

2 ^ v • Reply • Share ›



LB City Girl → RWCrum • 5 days ago

She barely represents the 5th--nearly half voted for Carl Kemp, the more qualified candidate.

2 ^ v • Reply • Share ›



Belmont Heights Resident → LB City Girl • 5 days ago

Unfortunately, this has been the theme during the last few election cycles. Just look at what's happening in the 4th. You have a highly experienced, qualified candidate running against a union backed candidate with no experience. And in the mayors race, Otto and Lowenthal were far more qualified and yet we got stuck with Dunn and Garcia in the runoff. It just seems that it comes down to a popularity contest (as with Mungo) or how many endorsements one can obtain (as with Garcia & Chico) rather than the merits of the candidates actual qualifications.

2 ^ v • Reply • Share ›



TomS → Belmont Heights Resident • 3 days ago

While not a fan of Garcia, Assmbleywoman Lowenthal was awful and would have been horrible as a mayor. No more Lowenthals.

Elections are popularity contests. :)

1 ^ v • Reply • Share ›



Belmont Heights Resident → TomS • 3 days ago

Believe me, I'm no fan of Lowenthal either. I was speaking from an experience point of view. Personally, I voted for Otto (even spent a day working for his campaign), but his showing was disappointing to say the least.

^ v • Reply • Share ›



RWCrum → Belmont Heights Resident • 3 days ago

As did I. I was surprised he didn't fare better. Then again, from the outside looking in, it also didn't seem like Otto really applied himself to running for the office. And I'll keep saying this forever- Garcia beat Dunn because he wasn't Dunn, not because voters preferred Garcia himself.

^ v • Reply • Share ›



Forum • LB City Girl • 5 days ago

He clearly was the better candidate. I touted him for mayor not too long ago. She dodged just about every chance to debate, took hardly any positions on issues, yet look what happened. On the other hand, being the lobby spokesperson for the marijuana shops wasn't his most brilliant move, but still.

2 ^ v • Reply • Share ›



Linnie → LB City Girl • 5 days ago

I agree. Carl would've been a far better councilperson. Stacy walked her district and rang doorbells, I wish Carl had done the same. He is smart and would have significantly raised the sophistication of the council with his presence

Senator Janet Nguyen and
Colleagues to Propose
Amendment to Prohibit State
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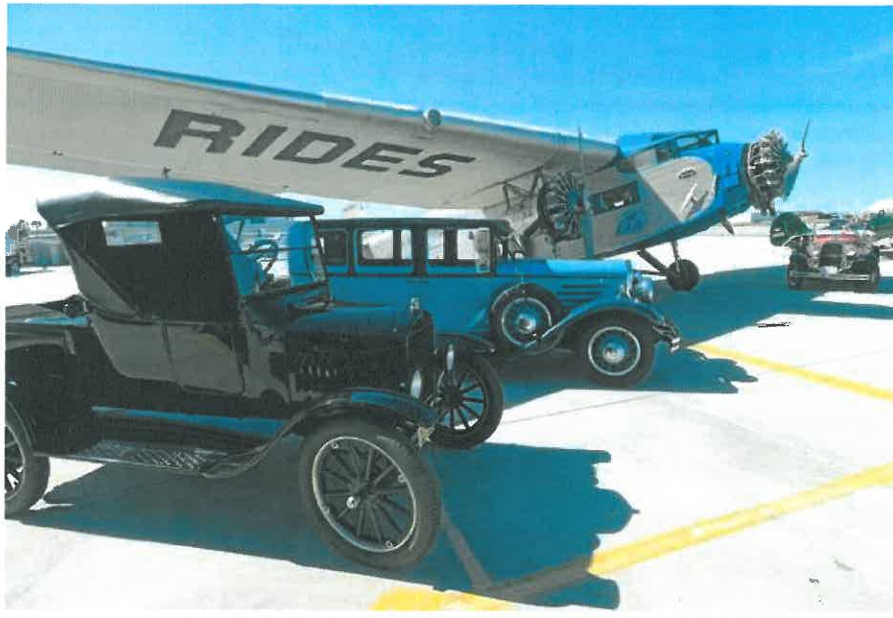
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Vintage cars park on the tarmac next to a 1929 Ford Tri-Motor airliner at the Long Beach Airport in Long Beach, CA, on Thursday, March 5, 2015. (Scott Varley / Staff Photographer)

A 1929 Ford Tri-Motor, the first all-metal airliner, took a group of vintage auto owners for a spin over Long Beach on Thursday, March 5, 2015, after taking off from the Long Beach Airport.

• **PHOTOS:** [A trip in the Tri-Motor over Long Beach](#)

• **VIDEO:** [Taking the Tri-Motor for a spin](#)

The Ford Tri-Motor, owned and operated by the Experimental Aircraft Association, will be available for passenger flights through Sunday, March 8, from 9 a.m. to 5 p.m. at Aeroplex Aviation, 3333 E. Spring Street, Long Beach.

Ticket prices will be \$75 per adult and \$50 for children.

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BUSINESS

VIRGIN GALACTIC TO HOST JOB FAIR FOR NEW LONG BEACH LOCATION

Virgin Galactic, a commercial spaceflight company, is hosting a job fair and open house at their new Long Beach facility over the weekend.

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By Greg Lee

Friday, March 06, 2015 06:40PM

LONG BEACH, Calif. (KABC) -- Virgin Galactic, a commercial spaceflight company, is hosting a job fair and open house at their new Long Beach facility over the weekend.

Employees from the privately funded space company, which was founded by Sir Richard Branson, began moving into a massive hangar next to the Long Beach airport.

CEO George Whitesides said the new facility is a milestone for the company.

The next move for Virgin Galactic is to develop and manufacture a satellite launch vehicle

called "Launcher One." The vehicle takes satellites into orbit from the "White Knight Two Carrier" aircraft, a jet-powered cargo plane that lifts items going out into space to a certain altitude.

Virgin Galactic's new office will also help fill a void in the city when Boeing's C-17 production facility closes this summer.

"I think it's a really neat thing. It's a sign of American innovation and sort of a neat (way) to show the cycle turns and we're going to do something new," Whitesides said.

Long Beach joins Virgin Galactic's list of locations in New Mexico and the Mojave Desert. For the city, it means bringing jobs back to a community with a deep history in aerospace.

"It goes to show that Long Beach is really an innovative city. We're bringing a lot of high-tech jobs and good paying jobs and there's nothing more high-tech and futuristic than space," Mayor Robert Garcia said.

The company is looking to hire 100 people at first, and then more as the location expands.

The job fair starts on Saturday from 9 a.m. until noon.

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