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Public Affairs Highlights and Initiatives November and December 2018

Government Affairs:

1. Attended Airports Council International-North America (ACI-NA) Marketing and Communications (MarCom) Conference
2. Hosted and participated in City Manager's Communications Meeting, November 29 and December 12
3. Supported U.S. Department of Food and Agriculture in advising travelers to dispose of fruits/vegetables as a portion of Los Angeles County was placed under quarantine for the Mexican fruit fly following the detection of three flies within the City of Long Beach

Community Outreach:

1. Continued work toward implementation of volunteer therapy dog program
2. Volunteers led three tours of the airport for approximately 68 people in November
3. Participated in Dia de los Muertos, November 2
4. Participated in Veterans Celebration following Veterans Parade, November 10
5. Hosted Festival of Flight, November 17
6. Debuted LGB float in the Belmont Shore Christmas Parade and was recognized with the Best Design Award, December 1
7. Participated in 65th Annual Daisy Avenue Christmas Tree Lane Parade, December 8
8. Volunteers led two tours of the airport for approximately 14 people in December

Media:

1. Airliner Divers to Los Angeles Due to Flap Problem, *U.S. News & World Report*, November 1
2. Flap problem forces Long Beach-bound flight to make emergency landing at LAX, *Long Beach Post*, November 1
3. CSULB SOAR artists share perspective about art on display at LGB, *Signal Tribune*, November 2
4. Long Beach's Virgin Orbit Takes Big Step Toward Space, *Gazettes*, November 2
5. Boeing is selling Long Beach property where it used to build cargo planes, *Los Angeles Times*, November 6
6. Local things for kids to do – Festival of Flight, *Hulafrog.com*, November 6
7. Southwest Airlines begins new flights in New York, Washington and California, *KARE11.com*, November 6

8. Boeing lists Long Beach's massive C-17 complex for sale, *Orange County Register*, November 7
9. Boeing Announces Former C17 Plant Is For Sale, *LBReport.com*, November 8
10. Hawaiian Airlines waives CA travel fees due to ongoing wildfires, *Hawaiian NewsNow.com*, November 9
11. Historic Boeing C-17 manufacturing site is up for sale, *Long Beach Post*, November 9
12. Southwest Airlines Is Testing Boarding Through The Aircraft's Rear Door, *Forbes.com*, November 10
13. CBRE Sells Courtyard Long Beach Airport Hotel, *Los Angeles Business Journal*, November 12
14. HA waives change fees for travelers going to/from LA and Long Beach, *KITV4.com*, November 12
15. Jeff Bezos makes surprise Long Beach appearance, unveils new plane to honor veterans, *Press Telegram*, November 12
16. Free Festival of Flight Wings to Long Beach Airport, *NBC4.com*, November 13
17. Virgin Orbit Just Completed A Key test Of Its Rocket-Carrying Plane, *Forbes.com*, November 13
18. SO MOVED: Panic Button, Proper Pronouns, More, *Gazettes*, November 14
19. Buena Park Group in Hotel Deal, *Orange County Business Journal*, November 15
20. Festival of Flight returns to the Long Beach Airport this weekend, *Press Telegram*, November 15
21. Festival of Flight takes Off This Weekend At Long Beach Airport, *Gazettes*, November 15
22. JetBlue says proposed policy on using flight slots is 'discriminatory', *Long Beach Post*, November 15
23. Out & About: Things to do in the Long Beach area Nov. 16-22, *Press Telegram*, November 15
24. Airport Mgm't Seeks Council Approval To Require Increased Carrier Use In "Use 'Em Or Lose 'Em" Flight Slot Rules, *LBReport.com*, November 16
25. Long Beach Airport wants to change operations to be more 'fair,' but JetBlue doesn't see it that way, *Press Telegram*, November 16
26. Festival of Flight dazzles throngs to mark Long Beach Airport's 95th anniversary, *Press Telegram*, November 17
27. IN PICTURES: Festival of Flight gets Long Beachers up close and personal with aircraft, *Long Beach Post*, November 17
28. Holiday Travel: Are Airport Luggage Scales Accurate?, *NBC4.com*, November 19
29. Virgin Orbit's Cosmic Girl aircraft and LauncherOne rocket complete 'flawless' test flight over SoCal, *Long Beach Post*, November 19
30. Virgin Orbit's 'Flying Launch Pad' Carries Rocket Into The Sky For The First Time, *forbes.com*, November 19
31. An Incredibly Boring Trip on JetBlue to Vegas (Trip Report), *Cranky Flier*, November 20
32. Despite JetBlue's objections, Long Beach Airport to require airlines to use their slots more, *Press Telegram*, November 20

33. JetBlue caught squatting? Long Beach cracks down on hoarding of airport gate slots, *Los Angeles Times*, November 21
34. Long Beach City Council redeclares shelter crisis to address winter homelessness (Flight Slots), *Signal Tribune*, November 21
35. Long Beach Requires More Flights To Keep Slots At Airport, *Gazettes*, November 21
36. Over JetBlue's objections, city Council passes rules requiring airlines to use flight slots more, *Long Beach Post*, November 21
37. New art installations crop up at Long Beach Airport, enticing travelers to pause, *Long Beach Post*, November 23
38. Long Beach Airport Increases Slot Utilization, *AirlineGeeks.com*, November 24
39. Long Beach to force airlines to increase slot utilisation, *ch-aviation.com*, November 26
40. Long Beach Chooses Southwest Over JetBlue With Slot Rule Changes, *Cranky Flier*, November 20
41. IN CLOSED SESSION: How To Handle An Airport, *Gazettes*, November 30
42. New Rules Passed For Flight Slots At Long Beach Airport, Airlines Split On The Issue, *Long Beach Business Journal*, December 3
43. The 36th Annual Belmont Shore Christmas Parade brings holiday cheer to 2nd Street, *Daily49er.com*, December 4
44. Director's retirement leaves Long Beach Airport's top spot vacant – again, *Long Beach Post*, December 6
45. Long Beach Airport director Jess Romo announces retirement, *Press Telegram*, December 6
46. Long Beach Airport Director Jess Romo Retiring, *Long Beach Business Journal*, December 6
47. Long Beach Airport Director Jess Romo to Retire, *Beachcomber*, December 6
48. Long Beach Airport's Romo Retires, *Orange County Business Journal*, December 6
49. OUR MAILBOX: Airport Use, Speeding Trucks, *Gazettes*, December 6
50. The Best & Worst Airports for Christmas Travel, *Treetopia Blog*, December 6
51. Long Beach Airport Manager Jess Romo Announces Retirement, *Gazettes*, December 7
52. See/Hear The Sights/Sounds Of 65th Annual Daisy Ave. Christmas Tree Lane Parade, *LBReport.com*, December 9
53. Jet Blue about to take off in Bozeman, *Bozeman Daily Chronicle*, December 12
54. Bozeman Airport grows with new airline, 16th direct flight destination, *ABC Fox Bozeman*, December 14
55. JetBlue Lands Inaugural Flight In Bozeman, *Explore Big Sky*, December 14
56. JetBlue adds new flights/destinations from LGB, *Patch.com*, December 15
57. JetBlue Launches First-Ever Flights to Montana, *Travel Pulse*, December 15
58. 20 Outdoor Airports More Impressive Than The Actual Destination Itself, *The Travel.com*, December 16
59. JetBlue Adding Winter Service to Colorado Ski Destination, *Travel Pulse*, December 17

60. JetBlue Now Offers Service Between Steamboat And New England, South Florida, Long Beach, *GET.com*, December 18
61. Long Beach Airport Traffic Declines, *Orange County Business Journal*, December 21
62. Ontario airport, locally owned, outstrips its rivals for passenger growth, *Los Angeles Times*, December 21
63. Airport redesigns add nature to reduce stress – and boost spending, *Quartz.com*, December 26
64. Social Media
 - Notable events: Veterans Day, Festival of Flight, Thanksgiving, 95th Anniversary
 - Facebook is up 16,714 likes in November
 - The best post in November had a reach of 8,382 with 492 reactions, comments, and shares
 - Twitter is up to 12,213 followers in November
 - The best tweet in November generated 10,046 impressions, 3 retweets, and 9 likes
 - Tweets in November generated 88,300 impressions
 - Instagram is up to 5,026 followers in November
 - In November, posts averaged 154 likes each
 - The most popular post earned 300 likes and 2,500 impressions
 - Notable events: Belmont Shore Christmas Parade, Daisy Avenue Christmas Tree Lane Parade, Hanukah, Christmas, Kwanzaa, New Destinations to Bozeman, Montana, and Steamboat Springs, Colorado
 - Facebook is up 16,751 likes in December
 - The best post in December had a reach of 19,447 with 942 reactions, comments, and shares
 - Twitter is up to 12,261 followers in December
 - The best tweet in December generated 4,539 impressions and 30 likes
 - Tweets in December generated 63,300 impressions
 - Instagram is up to 5,171 followers in December
 - In December, posts averaged 142 likes each
 - The most popular post earned 212 likes and 2,136 impressions

Arts/Entertainment/Display:

1. LGB Live! Holiday performances by local artists, November 29-30
2. Continued displaying the American Institute of Architects (AIA) awards in the South Concourse, showcasing local award winning architects and/or their projects that are located throughout Long Beach and South Bay areas
3. Participated in the LGB Arts, Community, and Entertainment (ACE) committee which makes recommendations on arts and entertainment, and engages Airport employees in the future design of the Airport
4. LGB Live! Holiday performances occurred throughout December
5. LGB95 Selfie Station installed in Meeter Greeter Area
6. “SOARS@LGB”, a temporary rotating exhibit produced in collaboration with the California State University Long Beach School of Arts and LGB continued to be

displayed in the plaza behind terminal and south of baggage claim 3. The first two pieces, "The Mountain" by Manny Krakowski and "Luggage for Native Soil" by Lena Wolek, will be on display for six months.

Advertising/Marketing:

1. Partnered with Long Beach Business Journal to publish LGB 95th Anniversary insert
2. To enhance the customer experience program and gauge the level of customer satisfaction, partnering with the City's Innovation Team to develop a customer experience survey
3. Commemorated LGB 95th Anniversary, November 26
4. Campaign Spare Change Changes Everything at Long Beach Airport continues
5. Los Angeles Chargers e-Newsletter, 300 x 250 full color ad
6. Launch of 95th Anniversary branding and continued working on communications strategy
7. CSULB Basketball program, full page, black and white ad, 2018 season
8. Los Angeles Lakers Yearbook 2018, full page, full color ad, all Season
9. KPCC Radio & live stream advertising, November 2018
10. Festival of Flight electronic media, Worthington Ford and North/East Long Beach (NELB) 405 Freeway signs, November 1-17
11. Long Beach Business Journal, full page, full color ad, November 6-19 issue
12. Long Beach Veterans Day Parade program, half page, full color ad, November 10
13. Press Telegram Newspapers in Education sponsor, November and December
14. Festival of Flight, Airport billboard-size signs, 405 Freeway, November through December 17
15. Cruise Travel Magazine, full page, full color ad, November/December issue
16. Adopt-A-Highway, 405 Freeway signs, November and December
17. Long Beach Area Chamber of Commerce, full page, full color ad, 2018 State of the County program, November 29
18. Long Beach Business Journal, quarter page, full color ad, December 4-17 issue
19. Supported JetBlue Airways celebration of inaugural flight to Bozeman, Montana, December 13
20. Supported JetBlue Airways celebration of inaugural flight to Steamboat Springs, Colorado, December 15
21. 2018 Nuestra Imagen Awards, full page, full color ad, 21st Anniversary program, December 18
22. Long Beach Ballet, full page, full color ad, 2018 Nutcracker program

Reports/Presentations:

1. Continued work on a Capital Improvement report highlighting Phase II construction projects



For the past 95 years, Long Beach Airport has proudly honored our veterans for their service to our community and our country. As always, we thank you for your service.



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Facebook post with most reach in November:

Long Beach Airport
Published by Lindsey Phillips [?] · November 26 at 2:54 PM · 🌐

Today is our 95th birthday! 🎉 🍰

In 1923, 150 acres was purchased near the intersection of Spring and Cherry to enable the airport to expand and gain greater access to the nation's growing air transportation system. Ground was broken on the new airport, the one we know today, on November 26, 1923.

To celebrate, we enjoyed cake with some very special guests who have a long history with the airport. Jane and Elinor, original Rosie the Riveters who worked for McDonnell Douglas; The Honorable Beverly O'Neill, previous mayor of Long Beach; and Betty, a previous Boeing employee and 80+ years Long Beach resident.

Happy 95th Birthday Long Beach Airport!

Performance for Your Post

8,386 People Reached

492 Reactions, Comments & Shares 🗨️

363 Like	136 On Post	227 On Shares
49 Love	23 On Post	26 On Shares
1 Haha	0 On Post	1 On Shares
9 Wow	5 On Post	4 On Shares
36 Comments	13 On Post	23 On Shares
35 Shares	35 On Post	0 On Shares

1,558 Post Clicks

525 Photo Views	0 Link Clicks 🗨️	1,033 Other Clicks 🗨️
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NEGATIVE FEEDBACK

7 Hide Post	1 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

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Most liked Instagram post in November:



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Facebook post with most reach in December:

Long Beach Airport
Published by Lindsey Phillips [?] · December 14, 2018 at 12:22 PM

Today the TSA Chorus brought holiday cheer to LGB. 🎄 🎶

👍 Get More Likes, Comments and Shares
Boost this post for \$3 to reach up to 870 people.

19,447 People Reached	3,595 Engagements	Boost Post
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👍❤️🔥 168 13 Comments 48 Shares

👍 Love 💬 Comment ➦ Share 🌐

Performance for Your Post

19,447 People Reached

9,436 Video Views

942 Reactions, Comments & Shares 📊

600 Like	122 On Post	478 On Shares
165 Love	46 On Post	119 On Shares
7 Haha	2 On Post	5 On Shares
10 Wow	1 On Post	9 On Shares
109 Comments	22 On Post	87 On Shares
52 Shares	48 On Post	4 On Shares

2,653 Post Clicks

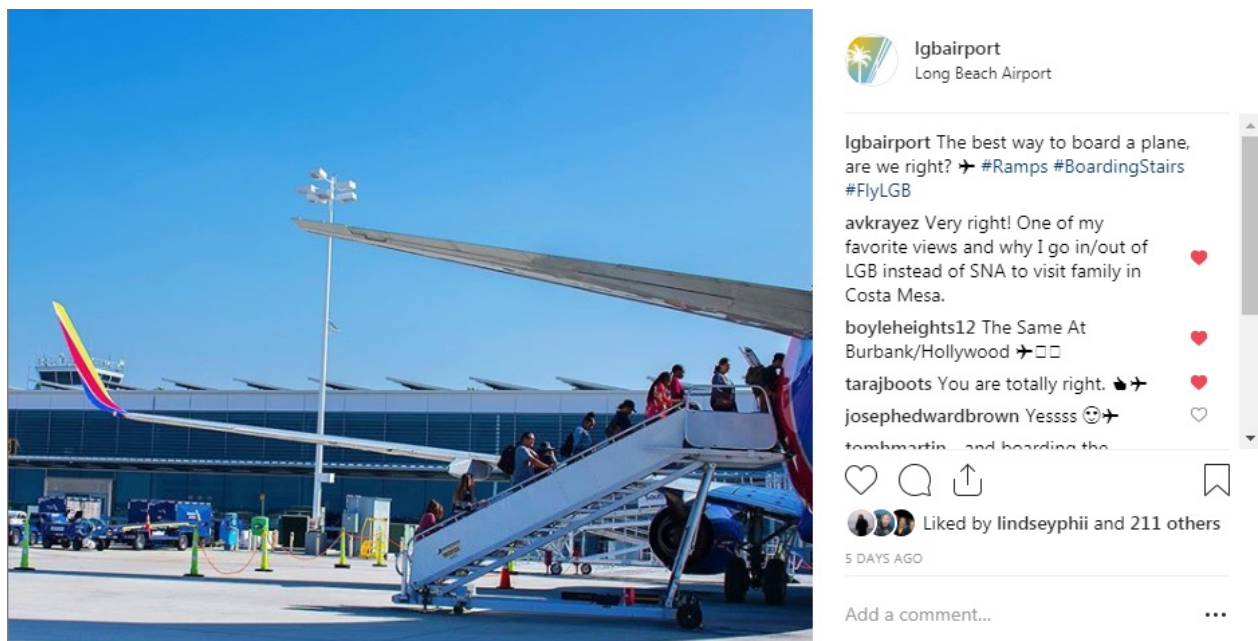
242 Clicks to Play 📺	4 Link Clicks 📄	2,407 Other Clicks 📄
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Most liked Twitter post in December:



Most liked Instagram post in December:



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Airliner Diverts to Los Angeles Due to Flap Problem

A JetBlue ight fr om New York City to Long Beach, California, has landed safely after diverting to Los Angeles International Airport.

Nov. 1, 2018, at 1:50 p.m.



...

AP

LOS ANGELES (AP) — A JetBlue ight fr om [New York \(/news/best-states/new-york\)](/news/best-states/new-york) City to Long Beach, [California \(/news/best-states/california\)](/news/best-states/california), has landed safely after diverting to Los Angeles International Airport.


Federal Aviation Administration spokesman Ian Gregor says Flight 213 from John F. Kennedy International Airport to Long Beach Airport declared an emergency due to a ap issue and div erted to LAX.

The plane landed without incident around 9:57 a.m.

An email seeking further information on the problem was sent to JetBlue.


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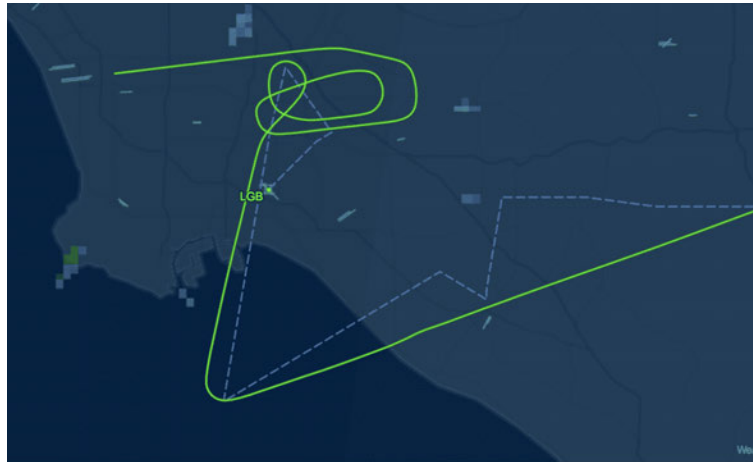
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Komai,
cancer
survivor

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Flight 213's path as it approached Southern California and diverted to LAX for an emergency landing. Courtesy of Flightaware.com.

LONG BEACH AIRPORT

Flap problem forces Long Beach-bound flight to make emergency landing at LAX

November 1, 2018

by **The Associated Press** in News



A JetBlue flight from New York City to Long Beach has landed safely after diverting to Los Angeles International Airport.

Federal Aviation Administration spokesman Ian Gregor says Flight 213 from John F. Kennedy International Airport to Long Beach Airport declared an emergency due to a flap issue and diverted to LAX.

The plane landed without incident around 9:57 a.m.

An email seeking further information on the problem was sent to JetBlue.

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CSULB SOAR artists share perspective about art on display at LGB

Signal Tribune Q&A

Denny Cristales, Managing Editor • November 2, 2018 • [Leave a Comment](#)
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([https://twitter.com/intent/tweet?](https://twitter.com/intent/tweet?text=CSULB+SOAR+artists+share+perspective+about+art+on+display+at+LGB&url=https%3A%2F%2Fsignaltribunenewspaper.com%2F39623%2Fnews%2Fcsulb-soar-artists-share-perspective-about-art-on-display-at-lgb%2F)

text=CSULB+SOAR+artists+share+perspective+about+art+on+display+at+LGB&url=https%3A%2F%2Fsignaltribunenewspaper.com%2F39623%2Fnews%2Fcsulb-soar-artists-share-perspective-about-art-on-display-at-lgb%2F



This week, the *Signal Tribune* spoke with California State University, Long Beach (CSULB) artists and faculty members who are involved with the School of Art Review (SOAR) pilot program.

SOAR is a joint initiative between CSULB and Long Beach Airport (LGB) that seeks to utilize student artwork at the terminal to “engage the community” with creative works, as reported in October. The program focuses on sculpture, wood, ceramic, fiber and metal art pieces.

On display at LGB is the “The Mountain,” by Manny Krakowski, and “Luggage for Native Soil,” by Lena Wolek. Sometime in spring 2019, “Drifting,” by Jojo Solo, and “Collection,” by Amy Williams, will replace those artworks.

The following is a Q&A between the *Signal Tribune* and said artists and faculty members.

Manny Krakowski, local artist and fabricator and CSULB lecturer

Signal Tribune: What kind of impact are you hoping to make for travelers as they arrive to Long Beach Airport from their destinations and see the art creations on display?

Krakowski: For myself, traveling is always a time of excitement. The technology of aviation is kind of magical. I am hoping that when travelers experience my artwork at the airport it can be a moment when they can escape the



busyness of their travel and take to time reflect on something completely unexpected. The artwork "The Mountain" was constructed by building a single form and then separating the two. By displaying them in close proximity, the artwork becomes a metaphor for separation and connection [that] parallels what takes place during air travel. I think that art is important to experience in person, and works that are displayed in a public space encourage this interaction.

ST: How much work went into your art piece? Did you make it with the knowledge that it would be on display at the airport?



Photo courtesy City of LB

"The Mountain," by Manny Krakowski

Krakowski: That is an interesting question. There are many facets to creating an artwork, but the two aspects I will speak about are the idea and the labor. Coming up with an idea is the first part of my process— and probably the most challenging. The world is full of stuff, so before I start any project, I really want to be excited about the idea before I start building. That being said, I really love building things and material processes. It is important to me to be involved in the production of the artwork. I have spent many years of my life learning the craft of welding, glassblowing and woodworking, which are materials often used in my art. So, even though this work took a few months to complete, I always like to say it actually took about 15 years, which is a culmination of all of my thinking and translating that to artworks. My artworks are about separation, togetherness, invisibility. I use architectural references and industrial techniques, such as steel construction, to take what's

in my head and share it with the world.

This is the second time this artwork has been exhibited, but it's the first in this iteration. It was initially shown at the CSULB campus in the Merlino gallery. In its inception at CSULB, the artwork was twice as big; it was a full pyramid that had been cut in half once. For the iteration at the LB Airport, one of the halves has been cut in half. The idea behind this was that some of the artwork has disappeared, and because it started as a symmetrical form, one could imagine the missing half. This to me really worked in line with what happens during airport travel and the excitement and imagination of being connected to a faraway person or place.



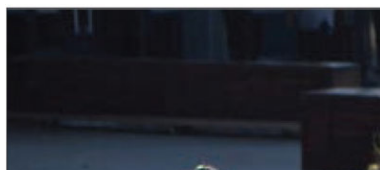
Courtesy Lena Wolek

Lena Wolek

Lena Wolek, CSULB alumna

Wolek shared her thoughts about the SOAR program and the everyday intricacies of air travel.

Wolek: Travelers are always rushing through the airport, either if they are arriving or departing— and even though they will have to wait for their plane or for their luggage. I hope that my display will attract them to slow down on the way and forget the rush and examine the metaphor of mobility versus stability that is inherent in the piece, with the suitcases signifying transit and the cacti permanence. We all seek to obtain a place to ground oneself, as well as to explore and find new adventures in life.



I made the suitcases a few years ago as containers of symbols of my nomadic life as I immigrated from Siberia to Los Angeles. The holes are an escape of the box that I discovered had previously surrounded me, as my mind opened. I learned so much,



Photo courtesy City of LB

"Luggage for Native Soil," by Lena Wolek

transforming from a small-town Russian girl and [becoming] a multicultural citizen. When I was asked to propose a piece for the airport project, I knew the suitcases would be perfect for the site-specific space of the indoor airport-garden setting. The idea of the cactus— all from my home garden— growing up through the suitcases and melding into them complete the connection between traveling and home; moving, yet simultaneously being rooted to the earth. I hope that all travelers going through become explorers and realize their own connections to the world.

I take many voyages and always pay attention to art at airports, because it is a public place occupied by many people but offers little interaction between them. Art in these spaces give patrons a chance to slow down, observe and contemplate during a time that is individual yet public. Artists who embark to do a site-specific work at the airport should first think and visualize as a traveler before going into the artist mode. It is important to ask oneself what would be necessary to grab attention and engage in deliberation, rather than the creation be ignored [and serve as] decoration as people rush by.

Michael Nannery, CSULB School of Art staff

Signal Tribune: How much work went into each dedicated art piece?

Nannery: Students and recent alumni were asked to submit proposals for projects that met certain display criteria. Thematically, proposed projects considered the context of the Long Beach Airport in general aesthetic or included themes, such as travel, sky, ocean or the history of the airport in relation to early modern style. Some proposals consisted of work already completed that relates to some of these concepts. Other proposals were entirely new site-specific creations for the airport environment.



Courtesy Cassie Chauvel

Michael Nannery

ST: How did you get introduced to the concept of the SOAR project?

Nannery: CSULB SOARs at LGB took shape after administration from both Long Beach entities expressed an interest in collaboration. The School of Art at CSULB is the flagship art program for the CSU system and cultivates some of the best emerging artists in the LA area. As LGB has a focus on the local, this public art project features one of the best sources of local art in Long Beach. We appreciate the inclusion of our artists and believe the artwork will further enrich the airport experience.

Business

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http://www.gazettes.com/news/business/long-beach-s-virgin-orbit-takes-big-step-toward-space/article_35fe985a-dbcc-11e8-a53e-a35c2c9e5d6c.html

Long Beach's Virgin Orbit Takes Big Step Toward Space

By Harry Saltzgaver

Executive Editor Nov 2, 2018



LauncherOne has been mated — attached — to Cosmic Girl, Virgin Orbit's modified 747-400 designed as a launch platform. The firm is in Long Beach.

—Photo courtesy Virgin Orbit

For the first time last week, Virgin Orbit's LauncherOne rocket was attached to its modified 747-400 jet and launch platform.

Virgin Orbit officials said that making sure the rocket fits and all of the procedures work properly clears the way for the next big step — flight.

"It took an incredible amount of planning and hard work to make today go so smoothly," Virgin Orbit CEO Dan Hart said. "...The fact that we shipped a rocket on this route, positioned it under the aircraft, integrated the system, and verified that that it all works together for the first time all within a single day still astounds me. In the traditional aerospace world, doing all of that would

have taken weeks."

Launching a rocket from an aircraft instead a fixed launch pad sets Virgin Orbit apart from other commercial satellite-launching businesses. It allows for precise placement of satellites, prompting Virgin Orbit officials to call it a "concierge launch service."

According to a release, air launch frees missions from traffic jams at the existing launch sites; eliminates the need for costly, fixed ground infrastructure; and makes the system more resilient to unfavorable weather conditions. The LauncherOne is tailored for smaller satellites.

Next on the agenda are a series of tests with the aircraft, named Cosmic Girl, with the rocket attached to test aerodynamic performance and more. The series will culminate in a drop test to make sure rocket release is controllable and reliable.

At Virgin Orbit's facility in Douglas Park, less than a mile from Cosmic Girl's parking spot at Long Beach Airport, several more rockets are being assembled. One orbit-capable rocket has been put together, and a two-stage rocket has been tested on stands at the Mojave Air and Space Port. The company already has several launch contracts in hand, officials said.

Virgin Orbit was formed early last year to make plans of a flying launch platform a reality. Early planning started in 2015. The company now employs about 300 people in Long Beach.

Asked why Long Beach was chosen as the site for Virgin Orbit, Andrew Toache, Virgin Orbit's supply chain director, said:

"Long Beach has a long history of supporting several large and small aerospace companies and programs, making it a perfect match to find local suppliers who provide materials and services to support LauncherOne. Secondly, the community is diverse and rich in culture, allowing us to recruit and maintain talented people. Thirdly, the city and community have rallied and genuinely support VO — they facilitate our growth and look for ways to collaborate with us."

For updates and more information, go to virginorbit.com.

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



Virgin Orbit Lands Cosmic Girl In Long Beach

Harry Saltzgaver

Harry has been executive editor of Gazette Newspapers for more than 20 years. He has been in the newspaper business for more than 30 years, with experience on both weekly and metropolitan daily papers in Colorado and California.

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Thousand Oaks gunman was ex-Marine who may have suffered from PTSD, sheriff...



Thousand Oaks assailant 'just pulled out a gun and shot my friend,' witness...



Live updates: 12 killed in Thousand Oaks bar shooting; gunman is also...



After leading House r... Pelosi f



BUSINESS

Boeing is selling Long Beach property where it used to build cargo planes



By SAMANTHA MASUNAGA
NOV 06, 2018 | 3:25 PM



Boeing's C-17 assembly facility in Long Beach, shown in May 2015, is up for sale as part of a 90-acre property. (Ricardo DeAratanha / Los Angeles Times)

Three years after Boeing Co. officially ended production of the C-17 Globemaster III cargo plane, the aerospace giant has put up for sale the 90-acre Long Beach facility where the aircraft was built.

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Maintenance and modernization of the current C-17 fleet still takes place in Southern California.

Boeing said its efforts to find a buyer were “being coordinated with city of Long Beach stakeholders to provide the best opportunity for new businesses in the city.”

The property is adjacent to Long Beach Airport and includes two primary manufacturing buildings and multiple additional structures. The first round of bids will be due in mid-December, according to NKF Capital Markets, the real estate brokerage working with Boeing.

The 1.1-million-square-foot main assembly building where C-17s were built is part of a sprawling aircraft manufacturing site dating from World War II. Tens of thousands of people once worked in the facility’s hangars and on assembly lines to produce planes such as the MD-80 jetliner and the B-17 bomber.

In the 1980s, McDonnell Douglas, which owned the Long Beach site at the time, expanded a building there to manufacture C-17 planes.

Boeing acquired McDonnell Douglas in 1997 and sold a large portion of the site — a parcel known as Douglas Park — in 2012 to Irvine developer Sares-Regis Group. Part of that site is now occupied by small-satellite launch firm Virgin Orbit. Virgin Orbit is building a rocket that will drop from the wing of a flying Boeing 747 airplane and carry satellites the rest of the way into space.

An Air Force official told reporters last month that her branch of the military may need additional C-17 cargo planes, according to trade publication Defense News. That led to speculation that the C-17 production line could restart.

But rebooting a production line “involves significant costs and time,” and Boeing was already “evaluating” options for the Long Beach property, company spokesman Todd Blecher said in an email. However, he said Boeing is “always ready to speak with customers about future needs.”

The wide-bodied C-17 plane has a wingspan of almost 170 feet and can carry more than 80 tons of troops, supplies and large equipment, including the U.S. Army’s M-1 Abrams tank.



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Please join us for Long Beach Airport's annual Festival of Flight as we kick off our 95th anniversary!

Festival of Flight is a free community celebration featuring aircraft on static display, food trucks, beer trucks, and live music. This year's event will feature a C-17 military aircraft, 80s tribute band- Knyght Ryder, and much more!

All ages are welcome and no pets are allowed, except service animals.

Parking is free and available on the corner of E. Wardlow Road and Globemaster Way. For more information, click the website link

Thoughts, Tips & Reviews





Southwest Airlines begins new flights in New York, Washington and California

Southwest begins new flights in NYC, D.C., California

Southwest unveils first new look since 2001



01 / 41 These photos released by Southwest show off its new "Heart" aircraft livery as well as its new logo and branding for its airport locations.



Southwest Airlines is now flying new routes and more flights from several major airports, including New York LaGuardia, Washington Reagan National and San Jose, California.

Many of the expanded services, [first announced in May](#), began flying Sunday as Southwest rolls out updates to its fall and winter schedules.

Among the highlights are new destinations and increased frequencies from LaGuardia and Reagan National, two capacity-controlled Northeast airports popular with business travelers in those cities. Flights are capped at each, but Southwest was able to expand after securing slots from Alaska Airlines, which shed some of its New York and D.C. flights that it inherited in its acquisition of Virgin America.

Southwest's new routes from LaGuardia include nonstop service to New Orleans as well as two upcoming weekend-only routes to Florida that begin next weekend. From Reagan National, Southwest is adding nonstop service to Oklahoma City. The carrier will also add more flights to existing destinations from each airport.

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More: [Southwest Airlines to offer free in-flight movies](#)

TODAY IN THE SKY: [October route roundup: Where airlines are adding service](#)

In California, Southwest is expanding its footprint at the San Jose and Burbank airports, both with new destinations and an increase in flights on existing routes.

However, one nonstop route was axed in the update. The airline's flights between Portland, Oregon, and Orange County, California, ended Saturday (Nov. 3), though Southwest still offers connecting itineraries between the airports.

Scroll down for a full list of Southwest schedule changes that are to take effect in early November.

ARCHIVES (2014): [Debut of Southwest's international flying goes smoothly](#) (story continues below)

Southwest goes international: Scenes from its Caribbean



01 / 35 Passengers don complimentary snorkel gear that Southwest handed out on its second-ever international flight -- which flew from BWI to Montego Bay, Jamaica, on July 1, 2014.



New York LaGuardia (new routes)

New Orleans: Daily service began Nov. 4

Orlando, Florida: Saturday-only service begins Nov. 10

West Palm Beach, Florida: Saturday-only service begins Nov. 10

New York LaGuardia (existing routes)

Dallas Love: Five daily round-trip flights as of Nov. 4, up from four previously

Denver: Three daily round-trip flights as of Nov. 4, up from two previously

Kansas City, Missouri: Two daily round-trip flights as of Nov. 4, up from one previously

Washington Reagan National (new routes)

Oklahoma City: Daily service began Nov. 4

Washington Reagan National (existing routes)

Dallas Love: Five daily round-trip flights as of Nov. 4, up from four previously

Nashville: Four daily round-trip flights as of Nov. 4, up from three previously

San Jose, California (new route)

Tucson: Daily service (except Saturdays) began Nov. 4

San Jose, California (existing routes)

Orange County, California: 11 daily round-trip flights as of Nov. 4, up from 10 previously

Portland, Ore.: Eight daily round-trip flights as of Nov. 4, up from six previously

Burbank, California (new routes)

Chicago Midway: Daily service (except Saturdays) began Nov. 4

Houston Hobby: Daily service (except Saturdays) began Nov. 4

Chicago Midway (new routes)

Cabo San Lucas: Weekend-only service began Nov. 4

Long Beach, California (existing routes)

Las Vegas: Three daily round-trip weekday flights will be added to existing weekend-only service, starting Nov. 4

Sacramento: Four daily round-trip flights as of Nov. 4, up from two previously

Denver (new route)

Lubbock, Texas: Daily service (except Saturday) began Nov. 4

Denver (existing route)

El Paso: Sunday-only service began Oct. 7 and became daily service on Nov. 4

Houston Hobby (new routes)

Sacramento: Sunday-only service began Nov. 4

Philadelphia: Sunday-only service began Nov. 4

Seasonal, daily service routes returning to Southwest's fall/winter schedule

Fort Lauderdale-Belize (resumed Nov. 4)

Fort Lauderdale-Grand Cayman (resumed Nov. 4)

Fort Lauderdale-Turks and Caicos (resumed Nov. 4)

Denver-Puerto Vallarta (resumed Nov. 4)

Houston Hobby-Liberia, Costa Rica (resumed Nov. 4)

St. Louis-Cancun (resumed Nov. 4)

Other seasonal routes scheduled to resume in November

Albany-Fort Lauderdale; Aruba-Houston Hobby; Austin-Cancun; Hartford-Fort Myers; Nashville-Cancun; Boston-Orlando; Baltimore-Liberia, Costa Rica; Baltimore-San Jose, Costa Rica; Denver-Belize; Columbus, Ohio-Cancun; Indianapolis-Cancun; San Antonio-Cancun; Des Moines-Phoenix; Detroit-Orlando; Fort Lauderdale-Milwaukee; Grand Rapids-Orlando; Grand Rapids-Fort Myers; Orlando-Minneapolis/St. Paul; Orlando-Oklahoma City; New Orleans-Sacramento; and Rochester, New York-Tampa, Florida.

BUSINESS

Boeing lists Long Beach's massive C-17 complex for sale

By **JEFF COLLINS** | JeffCollins@scng.com | Orange County Register

PUBLISHED: November 7, 2018 at 5:28 pm | UPDATED: November 7, 2018 at 7:25 pm



Long Beach's one-time "Home of the C-17" is up for sale, offering a would-be buyer almost 90 acres of scarce industrial land a mere 10 miles from the nation's busiest seaport complex.

The Long Beach facility assembled 257 C-17 Globemaster cargo planes over two decades.

But orders dried up and production ended in 2015, leaving the fate of the site up in the air.

Boeing, the aerospace giant that built the hulking cargo carriers, listed the property with commercial real estate brokerage Newmark Knight Frank on Monday, said Bret Hardy, an executive managing director overseeing the team handling the listing.

Boeing doesn't have a specific asking price for the site, located between the Long Beach Airport and Cherry Avenue.

But Hardy said similar industrial properties have sold for \$60 and \$70 per square foot of land – putting the property's value at \$235 million to \$274 million.

Hardy predicted the property will draw “a healthy pool” of industrial operators or investors. The brokerage is seeking to have the first round of bids submitted by mid-December and expects the deal could close by next June.

The property has seven buildings straddling East Wardlow Road, including two massive manufacturing structures, one measuring nearly 640,000 square feet, the other with more than 1.1 million square – big enough to house almost 20 football fields.

Hardy said the new owner likely will demolish the buildings, redeveloping the land into anything from a light industrial site to last-mile warehousing for products aimed at retailers.

Demand for Southern California industrial properties has been high due to the region’s proximity to the Los Angeles and Long Beach ports, a key link for importing overseas goods.

The industrial vacancy rate in Los Angeles and Orange counties was under 1.5 percent as of September, according to CBRE. Lease rates have climbed steadily over the past four years.

One conceptual plan for the C-17 property contains 14 buildings with nearly 1.5 million square feet, plus a small retail center.

“It’s our feeling the site could accommodate up to 1.6 million square feet of new industrial (buildings),” Hardy said. “This will create a lot of jobs in the city of Long Beach.”

The plant employed 2,200 workers when the last C-17 flew off in November 2015, and as many as 3,000 workers at the start of the decade.

The C-17 Globemaster III is a workhorse used to transport troops, equipment and humanitarian aid. It's 174 feet long with a wingspan of nearly 170 feet and can carry up to 164,900 pounds.

The city of Long Beach had been studying plans for future [redevelopment of the "Globemaster Corridor,"](#) which includes a swath of land outside the Boeing facility wedged between Signal Hill, Lakewood and Long Beach Airport.

Getting city approvals for future development will be up to the new owner, Hardy said.

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Jeff Collins

For more than a decade, Jeff Collins has followed housing and real estate, covering market booms and busts and all aspects of the real estate industry. He has been tracking rents and home prices, and has explored solutions to critical problems such as Southern California's housing shortage and affordability crisis. Before joining the Orange County Register in 1990, he covered a wide range of topics for daily newspapers in Kansas, El Paso and Dallas. A Southern California native, he studied at UC Santa Barbara and UC Irvine. He later earned a master's degree from the USC School of Journalism.

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First (Weeks Ago) On LBREPORT.com

Boeing Announces Former C17 Plant Is For Sale; LBREPORT.com Readers Learned Over A Month Ago City Council Held Closed Session On Negotiation Of Price/Terms For It, Listed As "2400 and 2401 E. Wardlow Rd."

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(November 8, 2018, 5:20 p.m.) -- Boeing Realty has announced that its former "Globemaster"/C17 property is up for sale...a story LBREPORT.com readers learned (first again) over a month ago.

On Oct. 3, LBREPORT.com reported that on Oct. 2, the City Council held a closed session listing a conference with the City's real property negotiator [City Manager Pat West] regarding property at 2400 and 2401 E. Wardlow Rd. with price and terms "under negotiation."

2400 and 2401 E. Wardlow Rd is location of the former Globemaster/C17 facility.

At the opening of the City Council's Oct. 2 public session, City Attorney Parkin indicated there publicly reportable action took place in the Oct. 2 closed session.

On November 6, the Boeing Company announced it has listed the former C-17 Globemaster III manufacturing site for sale (roughly 90 acres, over 3.92 million square feet.)

As also previously reported by LBREPORT.com, City Hall's Development Services Dept. is currently seeking public input on a land use plan for the "Globemaster Corridor Specific Plan" which includes the former C-17 plant along with surrounding commercial and industrial areas. The City's plan lists the C-17 site as a location for a business park. PPT slides accompanying a Sept. 26 [descriptive public meeting are here.](#)

Further as we learn it on LBREPORT.com .

[Scroll down for further.]

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Hawaiian Airlines waives CA travel fees due to ongoing wildfires



Three major wildfires are burning across California, at least five people are dead.

By **HNN Staff** | November 9, 2018 at 3:41 PM HST - Updated November 9 at 3:41 PM

HONOLULU (HawaiiNewsNow) - Hawaiian Airlines is waiving reservation change fees for travelers headed to or from Los Angeles or Long Beach through Monday due to raging wildfires in California.

Travelers can get a one-time reservation change at no charge provide that the ticket was issued on Friday or earlier.


Changes can be made by calling Hawaiian Airlines' reservations department at 1-800-367-5320.

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pectators line the fence near Long Beach Airport's Runway 30, getting their last look at a Long Beach-made Boeing C-17. Photos by Matt Cohn.

BOEING

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Historic Boeing C-17 manufacturing site is up for sale

by Kelly Puente in News



If you’re looking for 93 acres of industrial land, Boeing Co. would like to chat.

The Chicago-based aerospace giant on Monday listed for sale [its](#) huge Long Beach C-17 complex, where for two decades it built its C-17 Globemaster III cargo plane before shuttering in 2015.

The site adjacent the Long Beach Airport includes the 1.1 million-square-foot assembly building where thousands of workers built C-17s for the U.S. Air Force. The property does not have a listed asking price.

The city is currently working on its Globemaster Corridor Specific Plan [to](#) bring new businesses and quality jobs back the site and surrounding corridors.

The city plan, funded in part with a \$3.9 million grant from U.S. Department of Defense Office of Economic Adjustment, would create a “twenty-first century employment district” that would revitalize Cherry Avenue as a unifying corridor.

The city recently wrapped up a series of community workshops to gain feedback from the public on what they’d like to see for the corridor. Suggestions included pedestrian-friendly retailers, safety improvements for streets, protection for existing businesses and sufficient parking.

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29,345 views | Nov 10, 2018, 12:45pm

Southwest Airlines Is Testing Boarding Through The Aircraft's Rear Door



Grant Martin Contributor ⓘ

Travel

I monitor the heartbeat of adventure, budget and consumer travel.



A March 13, 2010 photo shows people boarding a Southwest Airlines jet at Burbank, Calif., Airport. (AP Photo/Paul Sakuma)

Dallas, Texas-based Southwest Airlines is upending the domestic aircraft boarding process. This week, the low cost carrier shared that it would start experimenting with loading its aircraft through both the front and rear cabin doors. Front loading, obviously, would still proceed through the jet bridges or air stairs commonly used at airports across the country, but for loading through the back of the aircraft, the airline plans to use an additional set of mobile air stairs. To reach those, passengers would need to walk down to the apron, around the aircraft and up the outdoor stairs.

Loading simultaneously through two separate cabin doors is common at airports around the world, but in the United States it is quite rare.

Southwest's plan is undoubtedly fueled by the desire to push down boarding times and improve on time performance. One of the biggest hurdles that airlines face when turning an aircraft around as it passes through an airport is the speed at which it can unload and load new passengers. Because of that, airlines are

always experimenting with ways to move passengers on and off the aircraft faster – even if by just a few minutes – in order to maximize time in the air.

Just this June, United Airlines [started testing a boarding process](#) that trimmed down and simplified the number of lanes that passengers use when loading aircraft. Southwest Airlines already uses a system that organizes passengers up prior to boarding – but by using two loading doors, the theory is that it can speed up boarding even further.

Despite the obvious advantages, the logistics of using external air stairs could be tricky for some airport. Burbank, Long Beach, Sacramento and San Jose, the airports at which Southwest will be testing the new boarding process, all have the advantage of being in relatively warm climates. But airports like Chicago Midway, where Southwest has a hub, could present problems when the weather turns south.

Further complications could also be added by the airline's current boarding process. Right now the airline rewards frequent and higher-fare passengers by allowing them to board earlier in the process – ostensibly giving those passengers their choice of seat selection in the open cabin. Allowing passengers to load the aircraft from the back, however, could disrupt the gold-rush style race to find the best seats.

YOU MAY ALSO LIKE

Even so, the benefits of shaving a few minutes off of boarding times may prove to be enough for Southwest to move forward with full-scale deployment of the new procedure. This week, the airline [posted a new website](#) educating travelers on what to expect from aft-door boarding. If the trial is successful, the new procedure could soon come to a wider spectrum of Southwest Airlines gates.

Primary vocations: engineering and media. In 2007 I joined AOL's Gadling as an airline writer. Currently, I contribute to a variety of publications including Forbes and The Economist and I'm a business editor at large at Skift and The BBC.

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CBRE Sells Courtyard Long Beach Airport Hotel

By Dana Bartholomew ([/staff/dana-bartholomew/](#))

Monday, November 12, 2018



(/photos/2018/nov/12/38718/)

Downtown L.A. commercial real estate giant CBRE Group Inc. announced Nov. 12 it had sold a 159-room Courtyard by Marriott Long Beach Airport hotel for an undisclosed sum.

The CBRE Hotels division arranged to sell the Courtyard by Marriott from franchised owner Mach II Chartres Long Beach, registered in Delaware, to Harbor Hotels, a family investor group based in Arizona affiliated with the Cornerstone Hotel Group based in Buena Park.

The Courtyard Long Beach Airport at 3841 N. Lakewood Blvd. is in Douglas Park next to the Long Beach Exchange shopping center, one mile from Long Beach Airport and near Boeing Co. offices, a Mercedes-Benz training facility and the Long Beach Convention Center.

"The Long Beach hotel market has been doing very well," said Rod Apodaca, a senior vice president of CBRE, which represented the buyer, in a statement. "This hotel is in an exceptional location, plus the quality of the Marriott brand was a major factor in the buyer's decision-making process."

Long Beach has benefitted from a makeover of its downtown, which now features ample shopping, dining and more, according to CBRE. This has been a boon to areas that include the airport, which serves as an alternative to Los Angeles International Airport.

More than 1,600 housing units are now under construction in Long Beach, while the Aquarium by the Pacific completes a \$53 million expansion, according to CBRE Research. Third-quarter office rents, meanwhile, have jumped 8 percent over the same period last year.

"Long Beach is a great turnaround story, as it's increasingly considered a great alternative on many levels to the often more costly Los Angeles market," Apodaca said. "That also makes it a very appealing option for hotel investors."

CBRE's Hotels division, made up of nearly 400 hospitality professionals in 60 offices around the globe, specializes in providing advisory, capital markets, investment sales, research and valuation services to companies in the hotel sector.

CBRE ranked No. 1 on a Business Journal list in September of the largest commercial real estate brokerage firms ranked by L.A. County sales and leases in 2017, with deals valued at \$13.1 billion.

Health business reporter Dana Bartholomew can be reached at dbartholomew@labusinessjournal.com. Follow him on Twitter @_DanaBart.

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NEWS

HA waives change fees for travelers going to/from LA and Long Beach

Due to the fires in Southern California -- guests can make a one time change for travel originally scheduled between November 9-12th.

Monday, November 12th 2018, 11:28 AM HST by Lindsey Fukano



HONOLULU - Due to the fires in Southern California, Hawaiian Airlines is waiving reservation change fees for customers traveling to or from Los Angeles International and Long Beach airports.

Guests can make a one time change for travel originally scheduled between November 9-12th, as long as the ticket was booked before the 9th.

New flights cannot leave later than November 19th of this year.

LOCAL NEWS

Jeff Bezos makes surprise Long Beach appearance, unveils new plane to honor veterans



Jeff Bezos, founder and CEO of Amazon, center left, speaks with Amazon employees after he made a surprise appearance during a Amazon Veterans Day celebration, honoring the Warriors@Amazon, a group of employees who have served in the military and their spouses, in an event outside a hanger at the Long Beach Airport in Long Beach on Monday, November 12, 2018. The event included the unveiling Amazon's 40th airplane named Valor in honor of the group. (Photo by Leonard Ortiz, Orange County Register/SCNG)

By [HAYLEY MUNGUIA](#) | hmunguia@scng.com | Long Beach Press-Telegram

PUBLISHED: November 12, 2018 at 4:36 pm | UPDATED: November 14, 2018 at 4:36 pm



Jeff Bezos, the multi-billionaire founder and CEO of Amazon, made a surprise appearance at the Long Beach Airport on Monday, Nov. 12, to honor veterans throughout the city and the country.

More than 100 members of Warriors@Amazon, a group of the company's employees who have served in the military, filled one of the airport's hangars in the afternoon as Bezos unveiled the 40th plane in the Amazon Air fleet. Bezos said the plane, dubbed "Valor," was named in honor of the veterans.

"The name was chosen by Amazon's military community," spokesman Jay Bryant said. The title is intended "to honor our veteran employees' courage, bravery, and service to our country."

Amazon Air is the cargo airline for the company's freight delivery service. It launched last April with its [main hub in Northern Kentucky](#).

When asked why the e-commerce giant chose to host the special event in Long Beach, Bryant said, "Amazon has a large community of veterans and military spouses in the area."


Besides Bezos, two other Amazon officials — who are also veterans — spoke at the unveiling: Ardine Williams, the vice president of the company's Worldwide People Operations, is a veteran of the U.S. Army; Sarah Rhoads, director of Amazon Air, is a former navy pilot.

"Amazon is a leading tech employer of military talent because veterans flourish at our company," Williams said. "They find careers at Amazon and add incredible value. Their mission-driven, results-oriented approach is fundamental to our culture and exactly what my team seeks in candidates."



Hayley Munguia

Hayley Munguia covers Long Beach City Hall for the Southern California News Group. She previously worked as a data reporter for FiveThirtyEight and has written for The Week, the Jerusalem Post and the Austin American-Statesman, among other publications. She's originally from Austin, graduated from NYU and will pet a dog any chance she gets.

 Follow Hayley Munguia [@hemdash](#)



Free Festival of Flight Wings to Long Beach Airport

Plane buffs'll be out for a day of close-up aircraft admiring and other good things to do, too.

By Alysia Gray Painter

Published Nov 13, 2018 at 2:00 PM | Updated at 7:42 AM PST on Nov 14, 2018



The chance to shimmy alongside massive machines that can zoom high into the sky? It's a rare thing, and even rarer: The chance is free. Plus it comes with food trucks, music, plane info, more. Be in LBC on Saturday, Feb. 17.

WHAT TO KNOW

- Saturday, Nov. 17
- 10 a.m. to 4 p.m.
- Planes, displays, food trucks, beer trucks, live music

Movies, since the dawn of movies, or so it seems, have found great comic fodder, and occasional drama, in harried travelers rushing to their gate and, ultimately, onto their airplane, before that final door shuts.

It's an oft-used trope because there's some truth to it, but there's also truth in the fact that people don't want to be harried or rushed when it comes to heading to the airport.


And if those people are plane obsessed with flying machines?


They want to take their time while there, all to observe the huge, wing-sporting works of art that will soon go up, up, up into the sky, leaving the tarmac and admiring fans below.


- [Give Back at Big Sunday's 'Thanksgiving Stuffing' Event](#)

Yes, we said "plane obsessed," and if you are plainly obsessed with planes, you'll likely find your way to the [Long Beach Airport](#) on Saturday, Nov. 17 for the free [Festival of Flight](#).


TRENDING STORIES

1  [LA County Expands Access to Health Care for Undocumented Immigrants](#)

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The six-hour happening will include on-the-ground, fully stopped planes, including a C-17 (hailing from March Air Force Base) and a Lockheed Model 10 Electra, "the same model airplane flown by Amelia Earheart."

Other powerful icons of the sky'll be in the house, or on the tarmac, rather, with a caboodle of complementary to-dos filling out a day that promises to be as packed as an overhead bin.

- **This Week: Pershing Square Ice Rink Opens**

Live music, a presentation by a '40s-inspired vocal/dance troupe, and displays brimming with airplane information will lend further fun and knowledge.

And on the appetizing and/or quenching end? There shall be food trucks, and beer trucks, too, so while the entry is free, show with lunch or libation money, if that appeals.

It's the Long Beach Airport's 95th anniversary this year, and you can bet so many wheels-down, wings-up moments have happened at the location.

Consider the annual Festival of Flight a celebration of this big occasion. Also big? The attendance, which makes sense, as there are plenty of plane-loving fans out there (and the free admisison also ups the bustle, too).

Arrive early and enjoy a rare airport-based bash, one that has history, music, eats, and plenty of awesomely powered crafts that regularly traverse the skies.

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829 views | Nov 13, 2018, 05:56pm

Virgin Orbit Just Completed A Key Test Of Its Rocket-Carrying Plane



Jonathan O'Callaghan Contributor ⓘ
[Science](#)



The rocket was attached to the plane for the first time in October VIRGIN ORBIT

Virgin Orbit just took a vital step towards becoming a significant player in the small rocket launch industry, as it drove its "Cosmic Girl" plane down a runway with a rocket attached for the first time.

Richard Branson's company, a subset of his space tourism-focused Virgin Galactic, hopes to launch small satellites to orbit in the coming years ranging in size from "a

loaf of bread" to "a fridge", Branson noted on [Twitter](#).

To do this, it will use a modified Boeing 747 known as the Cosmic Girl to take a 16-meter-long (52 feet) rocket called LauncherOne to an altitude of 10,500 meters (35,000 feet). Here, the rocket will detach, ignite its engine, and take its cargo into space.

In October, the company practiced [attaching this rocket](#) to the plane. And today they completed their first high-speed taxi test, which involved practicing a takeoff on a runway in Long Beach, California with the rocket attached, without actually taking off.

"Zoom, zoom, zoom, LauncherOne was on the move again – this time for our very first high-speed taxi test," the company wrote on [Twitter](#). "Not only did we ramp all the way up to more than 110 knots, we also used the day as an opportunity to load real flight software onto Launcher One for the first time."

YOU MAY ALSO LIKE

Virgin Orbit - First Taxi Tests



This is an important test in proving the plane can cope with the weight of the rocket. While air launches like this have been done before, notably Northrop Grumman's [Pegasus](#), Virgin Orbit is hoping to make a business case for their similar vehicle.

The next milestone for the company will be to perform a captive carry test, where the plane will fly in the air with the rocket attached. Then the company will attempt an actual test launch, which could happen [before the end of the year](#).

Priced at about [\\$12 million](#) per rocket, Branson is hoping that Virgin Orbit can operate in the emerging small-sat rocket market. This includes companies like Rocket Lab, which launched its [first commercial flight](#) the other day.

Using air launch, Virgin Orbit is touting the reusability of its plane and the rapid launch capabilities – a space-ready satellite could be launched within a day – as its major selling point. And it can also compete in size, as LauncherOne can take up to [500 kilograms](#) (1,100 pounds) to orbit, compared to Rocket Lab's 225 kilograms (500 pounds).

But to truly compete, Virgin Orbit will first have to prove that its launch system works. And today's test was an important step in that direction.

I am a space and science journalist that specializes in commercial spaceflight and space exploration. I have been covering the industry for almost a decade, and have been lucky enough to report on many pivotal events in private space travel for major news organizations. Now ... [MORE](#)

http://www.gazettes.com/news/government/so-moved-panic-buttons-proper-pronouns-more/article_32136e22-e83e-11e8-baff-37bc4177130f.html

SO MOVED: Panic Buttons, Proper Pronouns, More

By Harry Saltzgaver

Executive Editor Nov 14, 2018



A week after Long Beach voters approved a ballot initiative requiring hotels with 50 rooms or more to provide “panic button” devices to workers, the City Council Tuesday approved an ordinance that requires all hotels and motels regardless of size to have the same safety protections.

The ordinance had been controversial because Third District Councilwoman Suzie Price introduced it after Measure WW had qualified for the ballot. That measure deals with hotels of 50 rooms or more and adds restrictions on workloads and other items as well as the panic buttons, and carried an exemption if hotel ownership allowed unions to organize workers.

Four WW-supporting City Council members said Price's initiative would confuse voters, calling the move political. They walked out on votes regarding the ordinance twice, leaving it to pass 5-0.

The council members are Lena Gonzalez (First), Jeannine Pearce (Second), Roberto Uranga (Seventh) and Rex Richardson (Ninth). They all stayed for the vote Tuesday, but not before calling for amendments, including covering temporary workers and protection against retaliation.

After City Attorney Charles Parkin said the ordinance could be amended after it became law, all four voted in favor of the basic ordinance, which passed unanimously.

In other business in a lengthy agenda, the council:

- Asked the city manager and Human Services Department to create a Preferred Name and Pronoun Policy to apply to all city employees. Similar policies have been passed elsewhere to show respect and sensitivity to those in the gay, lesbian and transgender community. The report is expected back in 90 days.
- Told city staff to work with Long Beach City College, the Economic Development Department, Pacific Gateway Workforce Investment Network and North Long Beach higher education experts and advocates to explore the feasibility of establishing a higher education center in north Long Beach. Ninth District Councilman Rex Richardson said the timing was right with redevelopment in north Long Beach, and interest from LBCC, particularly with the area's new trustee, Uduak-Joe Ntuk.
- Asked for a report gauging feasibility of a citywide audit of overhead utility lines. Price, the item's sponsor, said that would be a first step in addressing the issue with utility companies.
- Discussed creating an ordinance streamlining the process to approve sidewalk dining and parklets on the public right of way.

Next Week

At the Nov. 20 council meeting, a sweeping resolution regarding how Long Beach Airport allocates flight slots and enforces slot use under the city's noise ordinance will be considered.

A study started in September 2017 looked to change administrative penalties for noise and curfew violations as well as how airlines used the commercial flight slots (currently limited to 51 a day). According to the staff report, the decision was made to move forward with the slot allocation changes only because of the demand.

Since 2000, JetBlue Airways has been the dominant commercial carrier at Long Beach, with most of the flight slots. Earlier this year, JetBlue voluntarily reduced its number of slots to 23, giving up 12 slots that have since been awarded to other airlines.

The proposed ordinance would increase the required use of a slot to 60 percent in any month, 70 percent in any quarter and 85 percent in any year. Flying fewer flights could be punished by fines and/or loss of that slot to a competing airline.

Harry Saltzgaver

Harry has been executive editor of Gazette Newspapers for more than 20 years. He has been in the newspaper business for more than 30 years, with experience on both weekly and metropolitan daily papers in Colorado and California.

ORANGE COUNTY BUSINESS JOURNAL

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Buena Park Group in Hotel Deal

By Paul Hughes, Dana Bartholomew

Thursday, November 15, 2018



Harbor Hotels LLC, an Arizona family investment group affiliated with Cornerstone Hotel Group LLC in Buena Park, bought the Courtyard by Marriott near Long Beach Exchange, a shopping and entertainment development, from Delaware-registered Mach II Chartres Long Beach.

Records show a price of about \$47 million, which works out to \$295,000 a room for the 159-key property. The hotel is a mile from Long Beach Airport and a five-minute walk to the Exchange—the Burnham USA Equities project branded “LBX” and similar to the Newport Beach developer’s South Coast Collection and OC Mix in Costa Mesa.

Areas of Long Beach are undergoing redevelopment or expansion CBRE said. Courtyard is also a select service flag, a niche that’s recently seen above-average performance in hotel development and acquisition,

Boeing Co. this month confirmed that it will sell 90 acres in the city where it used to build the C-17 cargo plane; the deal is expected to increase local redevelopment.

“Long Beach is a great turnaround story,” Rod Apodoca, a CBRE Group Inc. vice president, said in a statement; the broker group represented the buyer.

Bartholomew is a reporter for sister publication Los Angeles Business Journal, where a version of this item first appeared.

LOCAL NEWS

Festival of Flight returns to the Long Beach Airport this weekend



Cameron Brown, 5, of Huntington Beach paints on a plane as part of a fundraiser to fight drug addiction. The plane was one of many on exhibit at the Long Beach Airport's Festival of Flight, Nov. 4, 2017. Photo by Brittany Murray, Press Telegram/SCNG

By **STEPHANIE STUTZMAN** | [sstutzman@gazettes.com](mailto:ssutzman@gazettes.com) | Grunion Gazette

PUBLISHED: November 15, 2018 at 2:12 pm | UPDATED: November 15, 2018 at 2:15 pm



The annual Festival of Flight returns to the Long Beach Airport Saturday, Nov. 17, but the celebration will be kicking off something bigger — the airport's 95th anniversary.

Last year, more than 10,000 people attended the Festival of Flight, said Cassie Chauvel, public affairs and communications manager at the airport. This year, part of the event is going to focus on providing learning material for people who may be interested in pursuing a career in aviation.

"We're placing a lot of focus on educating people that may want to enter the aviation field," Chauvel said. "But also it's a great event for families and people looking to have fun and learn something new."



Plane enthusiasts pass under a wing at the Long Beach Airport's Festival of Flight. The free Saturday event welcomed thousands to view and board aircraft, enjoy live music, food trucks and children's activities. Long Beach November 4, 2017. Photo by Brittany Murray, Press Telegram/SCNG

Educational resources will be onsite from DeVry University, Cal State Los Angeles and Cypress College, which all have large aviation programs. Unusual Attitudes Flying Club and the LGBTQ aviation community will have booths as well.

And the classic airplanes expected from the airport's annual Festival of Flight will be there for viewing.

Displays include a C-17 from March Air Force Base, a Gulfstream G650 jet and World War II era warbirds. Operators will be available to answer questions and direct tours.

Additionally, helicopter rides will be offered for \$50 per person and plenty of food and beverages — including beer — will be available for purchase.

Music will be tuned up all day, with Long Beach favorite Knyght Ryder, as well as Satin Dollz and Long Beach City College's Jazz Combo.

Attendees are encouraged to bring water and stay hydrated, but coolers and pets — except service animals — will not be permitted. Additionally, all bags will be subject to search.

The annual Festival of Flight is happening from 10 a.m. to 4 p.m. at the Long Beach Airport at East Wardlow Road and Globemaster Way.

Attendees can enter the event from the west end at East Wardlow Road and Globemaster Way. Free parking is available.

For more information, go to lgb.org/information/festival_of_flight.asp.

Tags: [Long Beach Airport](#), [Top Stories Breeze](#), [Top Stories LBPT](#)

Stephanie Stutzman

Stephanie studied psychology at the University of Arizona, but quickly learned that writing was the passion worth pursuing. Upon moving to California, her career focus has been spread between producing web copy for startups and writing articles for tech journals. As a member of the Gazette team, she's looking forward to starting her journey as a new resident and reporter for beautiful and (mostly) sunny Long Beach.

Entertainment

Home / Entertainment

http://www.gazettes.com/entertainment/festival-of-flight-takes-off-this-weekend-at-long-beach/article_11240576-e778-11e8-b8f6-33bf4147655c.html



Festival Of Flight Takes Off This Weekend At Long Beach Airport

By Stephanie Stutzman
Staff Writer

Nov 15, 2018

There's a special celebration happening this weekend at the Long Beach Airport.

It's the annual Festival of Flight, but the celebration will be kicking off something bigger — the airport's 95th anniversary.

"This is such an exciting weekend because we have so much planned to celebrate 95 years," Cassie Chauvel, public affairs specialist at the Long Beach Airport, said. "We hope that even more people will stop by to celebrate with us this year."

Last year, more than 10,000 people attended the Festival of Flight throughout the day-long event, Chauvel said. This year, part of the event is going to focus on providing learning material for people who may be interested in pursuing a career in aviation.

"We're placing a lot of focus on educating people that may want to enter the aviation field," Chauvel said. "But also it's a great event for families and people looking to have fun and learn something new."

Educational resources will be onsite from DeVry University, Cal State Los Angeles and Cypress College, which all have large aviation programs. Unusual Attitudes Flying Club and the LGBTQ aviation community will have booths as well.

And the classic airplanes expected from the airport's annual Festival of Flight will be there for viewing.



Guests wait in line to tour an Airbus during a previous Festival of Flight event.

—Gazette file photo

Displays include a C-17 from March Air Force Base, a Gulfstream G650 jet and World War II era warbirds. Operators will be available to answer questions and direct tours.

Additionally, helicopter rides will be offered for \$50 per person and plenty of food and beverages — including beer — will be available for purchase.

Music will be tuned up all day, with Long Beach favorite Knyght Ryder, as well as Satin Dollz and Long Beach City College's Jazz Combo.



Planes line the runway at the Long Beach Airport during a previous Festival of Flight.

—Gazette photo by Michael Wada

Attendees are encouraged to bring water and stay hydrated, but coolers and pets — except service animals — will not be permitted. Additionally, all bags will be subject to search.

The annual Festival of Flight is happening from 10 a.m. to 4 p.m. on Saturday, Nov. 17, at the Long Beach Airport at East Wardlow Road and Globemaster Way.

Attendees can enter the event from the west end at East Wardlow Road and Globemaster Way. Free parking is available.

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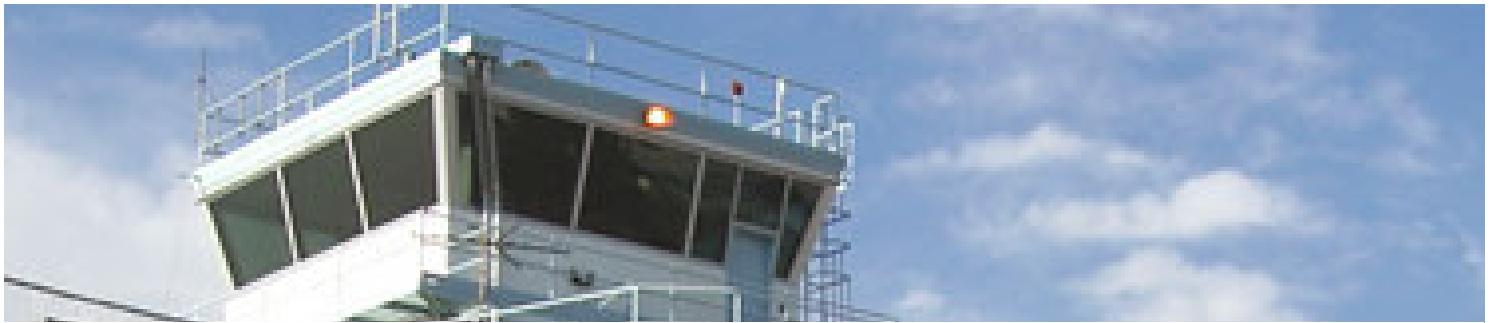
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LONG BEACH POST



The Long Beach Airport is pursuing changes a resolution that would require airlines to fly more frequently to retain its flight slots.

LONG BEACH AIRPORT

November 15, 2018

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JetBlue says proposed policy on using flight slots is 'discriminatory'

by **Jason Ruiz** in News



If airlines don't fully use their flight slots at Long Beach Airport, the city may soon penalize them by taking the slots away—a proposal that officials with the city's largest carrier, JetBlue, say is aimed squarely at them.

Airport officials say the proposed amendments, to be voted on Tuesday night, are necessary to ensure that the airlines aren't engaging in anti-competitive behavior.

The airport is requesting the City Council approve the amendments to a resolution dealing with the definition of a flight slot and the threshold an airline would have to cross for it to be considered fully utilized.

Included in the changes would be punitive measures that could be taken against airlines not fully utilizing its slots, including being stripped of slots to meet its actual flight volume and being locked out of entering the process to gain any potential extra slots awarded by the airport in the future.

Whether there are airlines waiting for an opportunity to begin service at Long Beach Airport is unclear, said Stephanie-Montuya Morisky, spokeswoman for the airport.

"We don't know at this point because we haven't made the offer yet," she said. "We do know that this is an attractive place to fly and visit."

There are currently 50 flights slots available at the airport, and an airline operating one of those slots now needs to use it 57 percent of the time over a 180-day period, or roughly four flights per day. The amendments could require an airline to use each slot at least 60 percent in any calendar month, 70 percent in any calendar quarter, and 85 percent in any calendar year.

Changes to what constitutes a flight would also mean that a plane leaving the airport without passengers—for maintenance or other reasons—would have to meet certain requirements.

Support the Long Beach Post ^

Southwest Airlines Adds Temporary Flights at Long Beach Airport this Fall



Southwest Airlines will be adding two more nonstop flight options from Long Beach Airport this fall as part of a nationwide expansion of services, the airline announced last week.



Long Beach Post



The proposals come as part of an effort from the city's airport director to ensure that airlines are not "slot squatting" and purposefully underutilizing slots at the airport to keep competitors from either entering the airport, or from being awarded additional slots at the end of the airport's annual noise budget analysis that sometimes results in additional temporary flight slots being awarded via a lottery process.

The city's goal is to provide "the best possible air transportation services and opportunities to the traveling public in a manner that supports a healthy and competitive business environment," Long Beach Airport Director Jess Romo wrote in a letter to the City Council.

Romo presented the proposed changes in May to the airport's two largest tenants, JetBlue, which has operated out of Long Beach since 2002, and Southwest Airlines, which started service at the airport in 2016.

Barry Brown, associate general counsel operations and environment for Southwest, wrote in response to Romo that Southwest favored the proposed changes.

JetBlue, which has been in a dispute with the city since at least 2017, called the proposals unjustified and unnecessary, saying the changes "appear to be nothing more than punitive and discriminatory to JetBlue."

"Long Beach City leaders claim to desire an open, diverse city with a vibrant pro-business growth mentality," wrote Robert Land, senior vice president of government affairs for JetBlue. "Yet their actions towards JetBlue repeatedly prove otherwise."

Assistant City Attorney Mike Mais said that "discriminatory" is not the right word considering the changes apply to all carriers.

JetBlue has over 30 flight slots, the most of any carrier. Southwest and Delta Airlines have 10 slots combined.

Mais noted that this particular resolution has been amended a number of times, but this is the first time the utilization rate will be changed. In 1995, it made sense to have a lower utilization rate because the local airport was not a desirable place to fly and few carriers showed interest, Mais said.

Noise Ordinance Amendments On The Horizon As Late Night Flights Pile Up at LGB



With late-night flight violations piling up at Long Beach Airport (LGB) the city will look at taking the unprecedented step of augmenting its noise ordinance, something that has remained untouched since being enacted in 1995.

Long Beach Post

"If the demand is there it makes sense to raise the minimum use threshold so that those flights are flown," he said.

Regarding the threat of potential litigation by JetBlue, Mais said the city is "on very solid ground with these changes."

JetBlue and the city have been at odds since the airline requested permission to build an international terminal, a proposal that was effectively killed in January 2017. Before the vote, elected officials accused the airline of "slot squatting" in an attempt to force the city's hand in favor of the terminal.

Since then the city and JetBlue have squabbled over late night flight violations—defined as flights landing or taking off between 11 p.m. and 7 a.m. The city increased the fees paid under a consent decree it entered into with JetBlue, then sought an overhaul of the fine structure that could see fines as high as \$10,000 per violation.

As of August, JetBlue has 160 such violations while Southwest has zero.

Earlier this year JetBlue announced it was restructuring its West Coast flight plans to include 12 less daily flights out of Long Beach, and in October the airline announced it was cutting its service to Fort Lauderdale.

Editor's note: An earlier version of this story reported that Southwest and Delta have a combined six slots; the story has been updated to reflect that they have 10 slots combined.

Jason Ruiz covers transportation for the Long Beach Post. Reach him at jason@lbpost.com or 951-310-1772.

LOCAL NEWS

Out & About: Things to do in the Long Beach area Nov. 16-22



Long Beach Airport will host the 95th Annual Festival of Flight Saturday, Nov. 17. The event welcomes thousands to view and board aircraft, enjoy live music, food trucks and children's activities. (Brittany Murray, Press Telegram/SCNG)

By **STAFF REPORT** | Press Telegram

PUBLISHED: November 15, 2018 at 12:10 pm | UPDATED: November 16, 2018 at 3:21 pm

Nov. 17

Boys of Summer: The Alvas Showroom presents the Boys of Summer "Hotel California" Concert at 1417 W. Eighth St., San Pedro. 8 p.m. \$25.
alvasshowroom.com.

Festival of Flight: Long Beach Airport presents 95th Annual Festival of Flight at 4100 E. Donald Douglas Drive, Long Beach. 10 a.m.-4 p.m. Free. 562-570-2678, longbeach.gov.

Holly Faire: St. Gregory's Episcopal Church Women host Annual Holly Faire Fundraiser on church campus, 6201 E. Willow Ave., Long Beach. 9 a.m.-3 p.m. Free.
562-420-1311.

Jazz Combo: The Long Beach City College Jazz Combo performs during the Long Beach Festival of Flight at the Long Beach Airport, 4100 E. Donald Douglas Drive, Long Beach. 11 a.m.-2 p.m. 562-938-4826.

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News / Detailed Coverage

Airport Mgm't Seeks Council Approval To Require Increased Carrier Use In "Use 'Em Or Lose 'Em" Flight Slot Rules; Southwest Airlines (With Fewer Slots Now) Supports; JetBlue (With More Slots Now) Opposes; FAA Declines Formal Legal Opinion; City Cites These Factors Incl. Fed'l Req'ts In Seeking Council Action On Expedited Basis

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UPDATE: As seen LIVE, the City Council voted 9-0 at its Nov. 20 meeting to approve the item as agendized below. Among Councilmembers voicing supporting were Councilmembers Al Austin, Stacy Mungo, Daryl Supernaw and Jeannine Pearce. There was no public testimony in opposition.

(November 16, 2018, 8:55 a.m.) -- In a development with outcomes less than fully certain at this point, Long Beach Airport management seeks City Council approval on November 20 to require higher levels of carrier use of their flight slots to retain them (under the Airport's "use 'em or lose 'em" rules.)

Southwest Airlines, which currently holds fewer slots, supports the change. JetBlue Airways, which from its 2001 arrival has held the lion's share of slots, opposes it...and in a May 2018 written response informed the City that the company "is prepared to explain why the City's actions violate" FAA and U.S. Transportation Dept. provisions.

The City's agendizing memo responds to JetBlue's contentions, below.

The proposed changes would require flight slot utilization of 60% during any calendar month, 70% during any calendar quarter, and 85% during any calendar year, which management says are similar to minimum utilization requirements at other regional airports including OC's John Wayne Airport and are consistent with average load factors and seat and passenger utilization at LB Airport. The Airport's current rules allow a carrier to keep a slot with a minimum of 57% utilization, which management's memo says "arguably provides for the potential to engage in anti-competitive behavior by maintaining flight slots that are underutilized and, thereby, restrict opportunities for new entrants or other incumbent air carriers that might otherwise be able to operate the slots" [a practice locally dubbed "slot squatting."]

Although the proposed action wouldn't change LB's underlying Airport ordinance that allows the City rare, statutorily grandfathered, and balanced protection against unlimited operations at all hours on all runways, LB officials have repeatedly said the ordinance is an extremely valuable City

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protective asset that must be safeguarded and protected. Management's memo indicates the City sought a formal legal opinion from FAA on its proposed changes, which the agency declined to provide but Airport/City management's memo says "Subsequent discussions with FAA indicate that FAA does not believe the proposed amendments raise ANCA [Airport Noise Capacity Act] issues and that the FAA encourages the City, as the Airport proprietor, to make the necessary business decisions to encourage and promote competition at the Airport."

[Scroll down for further.]



The agendizing memo adds, "The City and Airport continue to recognize and are respectful of, the legitimate federal interest in voiation matters, and the cooperation, assistance, and guidance the City has received from the FAA, which are of critical importance to the City's success in continuing to operate the Airport within the constraints of the Noise Ordinance and Allocation Resolution. Notwithstanding the FAA's decision to not provide a formal written legal opinion, taking action to update Resolution C-28465, which includes among other things, requirements to utilize flight slots more fully and efficiently, is a way to ensure these flight slots are in fact used in a way to encourage better utilization and support a healthy and competitive business environment at the Airport."

In a May 30, 2018 response to the City's request for comments on its proposed change, JetBlue Sr. VP for Gov't Affairs/Associate Gen'l Counsel Robert Land wrote in part: "We respectfully urge the City to carefully consider our specific comments and incorporate changes that address our concerns before further advancing this process. Any decision otherwise could create legal and regulatory uncertainty for the City, as JetBlue is prepared to explain why the City's actions violate Federal Aviation Administration (FAA) and U.S. Department of Transportation provisions" and [after presenting its position] concluded:

Such unjustified and unnecessary changes as the ones yet again proposed appear to be nothing more than punitive and discriminatory to JetBlue. By continuing with this approach, the City is ensuring additional legal and regulatory challenges and possible collapse of the grandfathered Ordinance itself. Long Beach City leaders claim to desire an open, diverse city with a vibrant probusiness growth mentality. Yet their actions towards JetBlue repeatedly prove otherwise. Approving international flights at LGB would have reduced late day flying, which would have reduced the risk of curfew violations, and now these proposed changes to the Allocation Resolution and Ordinance threaten to unravel the community's long-standing Ordinance. It is difficult to conclude from the City's actions that its purported goals in fostering a welcoming business environment are being advanced and not actually being stunted. The City need only observe the situation in Dallas as an example of what could happen when a community attempts to artificially restrict air service.

In numerous public forums organized by the City on this topic, a clear consensus view has emerged that the City should not take steps that jeopardize the fundamental status of the grandfathered Ordinance. JetBlue urges the City to heed this community concern before advancing farther in this process.



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The Nov. 20 memo, signed by Airport Director Jess Romo and co-signed as approved by City Manager Pat West, states in pertinent part:

The proposed amendments to the Allocation Resolution are primarily focused on ensuring that air carriers adequately utilize their flight slots, which are allocated by the Airport. The historical failure by air carriers to adequately utilize their allocated flight slots is minimizing the opportunities for other incumbent and new entrant air carriers to increase or initiate service at the Airport. This is particularly problematic with the recent increase in demand for Airport flight slots and the current and anticipated future failure by some incumbent air carriers to fully utilize their slot allocations.

Existing Flight Slot Utilization Requirements

Slot utilization requirements are contained in Section 2(1) of the Allocation Resolution (definition of "Operations"). As stated in the Allocation Resolution, "Operations means averaging at least four Flights per Slot per week over any 180-day period [57 percent]; provided, however, failure to conduct at least 30 Flights per Slot in any 60-day period [50 percent] shall constitute failure to Continuously Operate such Slot." The requirements enable a carrier to maintain a slot with a minimum of 57 percent utilization. This level of utilization arguably provides for the potential to engage in anti-competitive behavior by maintaining flight slots that are underutilized and, thereby, restrict opportunities for new entrants or other incumbent air carriers that might otherwise be able to operate the slots.

Proposed Amendments to Flight Slot Utilization Requirements

The proposed amendments to the flight slot utilization requirements would require flight slot utilization of 60 percent during any calendar month, 70 percent during any calendar quarter, and 85 percent during any calendar year. These proposed, minimum utilization requirements are similar to the minimum utilization requirements at other airports in the region, including at John Wayne Airport, Orange County' and are consistent with average load factors and seat and passenger utilization at the Long Beach Airport.

SECURITY TIP OF THE WEEK

How to Stay Safe at the Pump



Video: How to Stay Safe at the Pump



JetBlue Comments

The bedrock of many of the objections made by JetBlue regarding the proposed amendments to the Allocation Resolution relates to its perception that the proposed amendments are "... specifically designed to harm JetBlue ... " and are not necessary because JetBlue is in "... full compliance with the Allocation Resolution and Ordinance." Contrary to JetBlue's assertions, the proposed amendments are not targeted at JetBlue; rather the proposed amendments are a result of the continued underutilization of flight slots at the Airport. The new minimum utilization requirements will apply equally to all incumbent and potential, new entrant air carriers at the Airport, not just to JetBlue.

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In addition, JetBlue's minimal compliance with the existing utilization provisions is not the issue at hand; rather, the issue is that the Airport is increasingly concerned that given the existing minimum utilization provisions in the current Allocation Resolution, air carriers have the ability to essentially "slot squat" on flights without permanently returning the underutilized flight slots. This in turn impacts the ability of other air carriers (both incumbent and new entrant) to utilize the unused flights on a regular basis. The inability to use these slots on a regular and long-term basis (rather than on a supplemental and limited basis) restricts an air carrier's long-term planning at the Airport. It is important to emphasize that the proposed amendments would apply to all air carriers (incumbent and new entrant) and would simply require an increase in the minimum utilization of the flight slots to ensure maximum utilization of this limited resource.

It is important to recognize that the Airport's flight utilization objectives are the essence of the proposed amendments and are arguably the most direct and effective means for the City to maximize flight operations within the flight slot and noise budget constraints that currently exist. Because of the constrained operational environment that the Airport operates within, the Airport must necessarily determine how the flight slots can be most efficiently and fairly administered by the City. In addition to the standard legal obligation of the City that it not act in a manner that is "arbitrary or capricious" in its structuring of its regulations, the City also has obligations under its grant agreements with the FAA to administer the operation of the Airport on "fair and reasonable terms" and without "unjust discrimination" among airport users. The proposed amendments relating to flight utilization requirements address inherent and inevitable administrative questions that flow naturally from the very existence of a noise control and allocation resolution, which requires the allocation of scarce operating capacity among competing users. The Allocation Resolution inevitably, addresses issues of "fairness" and "reasonableness" in allocating those resources. The Allocation Resolution must address the question of which provisions are necessary to protect legitimate City interests as the proprietor and operator of the Airport.

The Airport must consider which restrictions on the use of flight slots are necessary to avoid inadvertently allowing one user from unfairly taking advantage of the system to the detriment of other, existing or potential airport users. These are the questions the City must address in administering the Allocation Resolution, and they are the questions that are at the heart of the proposed amendments to the minimum utilization requirements. With respect to the proposed new, minimum utilization percentage requirements, JetBlue also argues that the proposed annual 85 percent slot usage requirement "... is more stringent than the [80 percent slot usage requirement used by the] International Air Transport Association (IATA) at the three federally-slot controlled airports in the United States (JFK, LGA, and DCA) " However, what JetBlue fails to disclose is that the 80 percent slot usage requirement is for any two-month period and that slots at these airports are subject to being withdrawn if not utilized at a rate of at least 80 percent over each two month period. Therefore, the proposed amendments to the minimum use provisions would still be more lenient (i.e., not as strict as) than the three federally-slot controlled airports.

JetBlue also argues that even with the airline's service reductions, which went into effect September 2018, "less than half of the unused slots have been requested. In other words, there will likely be ample slots available in the near future, which provides further reason for the City to not pursue an unwise and possibly unlawful modification of the Resolution at this time ... " This argument, however, is hollow and without merit because it fails to recognize that JetBlue has indicated to the Airport that despite its schedule changes, JetBlue will not be permanently returning any flight slots. Accordingly, any unused portions of slots will only provide "temporary" capacity for incumbent and new entrant air carriers to utilize. Unless the minimum utilization requirements are modified, JetBlue will not be required to return any flight slots even with the planned reduction in service. As a result, no returned permanent flight slots will be available for allocation to incumbent or new entrant air carriers at the Airport. This issue is further addressed below in the context of Southwest Airlines' comments, which indicate the difficulty in operating with only temporary capacity (i.e., unused portions of slots).

In reality, JetBlue's argument is a somewhat transparent attempt to advocate that the Airport should continue to restrain normal market forces by enforcing the existing minimum utilization provisions in a manner which, as a practical matter, will allow JetBlue to continue to avoid reducing its service at the Airport, despite its cutback in flights, so that other air carriers will not have the opportunity to expand service at the Airport by receiving an allocation of permanent flight slots "returned" by JetBlue to the Airport. In essence, JetBlue's argument is an attempt to solicit the City and Airport's assistance in using the Allocation Resolution to provide JetBlue with a continuing competitive advantage at the Airport, while disadvantaging one (or more) of JetBlue's competitors. The Airport does not make flight slot allocations for the purpose of facilitating or encouraging anti-competitive conduct where air carriers might deny their competitors access to operations capacity that they do not intend to use themselves.

JetBlue also argues that the proposed terms such as "any year" "calendar month" and calendar quarter" be clarified and that "... such rigid time frames would not account for complexities inherent in the airline industry, especially when such a regime does not allow for slot transfer rights as allowed for by the IATA WSG to address commercial/seasonal realities. It is unnecessary for an underutilized small municipal airport to impose slot restrictions more

stringent than the nation's, indeed the world's, busiest airports. There is no legal or policy basis to do so." In response to JetBlue's assertions, the final proposed amendments to the Allocation Resolution clarify that the terms used refer to a calendar month, calendar quarter and calendar year for purposes of calculating the minimum utilization requirements. Therefore, these proposed minimum utilization requirements allow for commercial/seasonal fluctuations. Finally, JetBlue argues that "... the proposed changes might have a serious impact on JetBlue's ability to efficiently schedule aircraft and crewmembers, ... The specific nature of Long Beach's operating regime was approved by a Federal District Court and grandfathered by Congress through ANCA. Tampering with this system could have drastic consequences and be contrary to the intent of the community. The City needs to be especially careful not to discriminate against one airline, or type of airline business model, ... Any City action to unilaterally impose changes to the Ordinance or Allocation Resolution that are more restrictive or facially discriminatory could have unintended consequences and be deemed presumptively invalid." JetBlue's argument is irrelevant to the recommended amendments. JetBlue does not have a "vested right," or even a "vested interest," in continued application by the City of each and every existing provision of the Noise Ordinance or Allocation Resolution. JetBlue has a reasonable expectation - as do all of the air carriers - that the City will apply the Noise Ordinance and Allocation Resolution in a fair and reasonable manner, and without "unjust discrimination." However, no carrier has a reasonable expectation that the City will refrain from all modifications and policies unless the carrier finds the modification to the carrier's competitive advantage or if the carrier finds that the modification would enhance operational opportunities for its competitors. So long as the City's rules for the Airport are carrier-neutral in their structure and application, JetBlue does not have a legitimate basis for objecting to City Airport policy on competitive grounds.

Southwest Airlines Comments

In contrast to JetBlue, Southwest Airlines provides strong support for the recommended amendments and, in fact, indicates the proposed amendments to the minimum utilization requirements do not go far enough. "From Southwest Airlines' perspective, good policy dictates that, to the extent [flight slots] are allocated to and, as a result, controlled by individual air carriers, there must be an effective mechanism to assure maximum usage of such capacity." Southwest emphasizes that "[w]hile the current Resolution provides a process for the Calculation and Reservation of Unused Flights, ...the intricacies of the scheduling process render that process extremely unwieldy and simply not conducive to effective scheduling of aircraft and/or personnel. Further, it virtually forecloses our ability to consider new markets and the attendant commitment of appropriate marketing and other resources to such operations given their temporary nature. Without the ability to be reasonably sure of a substantial duration, such investment cannot be justified."

Staff sees merit in this argument and it appears reasonable and fair that, in a situation where there are unused flights, an air carrier should be required to permanently return the flight slots rather than simply maintain a minimum flight schedule that essentially leaves capacity on the ground and unused. This issue goes to the very heart of JetBlue's position relating to the existing lack of capacity demand at the Airport. In fact, if the minimum utilization provisions are amended to require greater utilization and use it or lose it provisions are put in place, the Airport anticipates that flight slots will necessarily be returned to the Airport for reallocation and that Southwest and/or other incumbent and new entrant air carriers will request and utilize all of these flight slots; particularly when they are not burdened with the requirements for utilization of "unused flights."



Federal Aviation Administration Coordination Efforts

At appropriate points during the process, the Airport, in coordination with the City Attorney's Office and outside counsel, has coordinated on this matter with representatives from the Western-Pacific Region and FAA legal at headquarters, to ensure the City recognizes any federal interest or concerns that might be related to the consideration of these important issues.

Prior to presenting the Airport's final recommendations to the City Council, the Airport requested a formal written opinion from the FAA Chief Counsel to provide the City with the necessary written assurances that the proposed amendments to the Allocation Resolution will not jeopardize the ANCA-grandfathered status of the Noise Ordinance and Allocation Resolution and that the proposed amendments are consistent with, and do not violate, any provision of existing federal law for which FAA has statutory or delegated enforcement or implementation responsibilities.

The FAA responded to the City's request in a letter dated August 15, 2018. In the letter, the FAA acknowledges the City's request for a legal opinion on the proposed amendments to the Allocation Resolution. In their response, however, they also indicate that FAA is not prepared to provide a "comprehensive legal opinion" on what FAA states is ""a broad range of facts and legal issues based on a draft resolution." The FAA's written response is similar to FAA's response in the context of other airport issues where FAA has been reluctant to step into the shoes of the airport proprietor and provide "comfort letters" relating to possible scenarios/actions in the face of concerns voiced by the community/air carriers.

Subsequent discussions with FAA indicate that FAA does not believe the proposed amendments raise ANCA issues and that the FAA encourages the City, as the Airport proprietor, to make the necessary business decisions to encourage and promote competition at the Airport.

The City and Airport continue to recognize and are respectful of, the legitimate federal interest in aviation matters, and the cooperation, assistance, and guidance the City has received from the FAA, which are of critical importance to the City's success in continuing to operate the Airport within the constraints of the Noise Ordinance and Allocation Resolution.

Notwithstanding the FAA's decision to not provide a formal written legal opinion, taking action to update Resolution C-28465, which includes among other things, requirements to utilize flight slots more fully and efficiently, is a way to ensure these flight slots are in fact used in a way to encourage better utilization and support a healthy and competitive business environment at the Airport.

This matter was reviewed by Assistant City Attorney Michael J. Mais and by Budget Analysis Officer Jullssa Jose-Murray on November 2, 2018.

TIMING CONSIDERATIONS

City Council action is requested on November 20, 2018, to ensure that the substantial and important under-utilization issues that are reflected in upcoming flight schedules will not impact the ability of incumbent and new entrant air carriers to increase or initiate service at the Airport...

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Long Beach Airport wants to change operations to be more ‘fair,’ but JetBlue doesn’t see it that way



A jetBlue airliner prepares for take-off at the Long Beach Airport. (Photo: Brittany Murray, SCNG)

By [HAYLEY MUNGUIA](#) | hmunguia@scng.com | Long Beach Press-Telegram

PUBLISHED: November 16, 2018 at 5:00 pm | UPDATED: November 16, 2018 at 5:01 pm



The Long Beach Airport wants to raise the bar for how often airlines must use their flight slots, and JetBlue is not happy about it.

City Council will vote on an item at the airport’s request on Tuesday, Nov. 20, that would require airlines to have enough flights that their slots would have an 85 percent utilization rate in any calendar year, along with smaller monthly and quarterly obligations. The current rule states that airlines must have a 57 percent utilization rate over any given 180-day period.

The airport's argument for the change is that, the way the policy stands, "air carriers have the ability to essentially 'slot squat,'" Long Beach Airport Director Jess Romo wrote in a memo to City Council. Raising the bar would be more "fair" to all airlines, Romo wrote, by making the slots available to those that would use them most.

JetBlue, the airline offering the most flights at the Long Beach Airport, sees it differently. In response to a request from the airport for comment on the proposed change, the airline's Senior Vice President Government Affairs Robert Land wrote in a May 30 letter that he found it "regrettable that the City continues to take steps that appear specifically designed to harm JetBlue."

JetBlue has been offering flights at the Long Beach Airport since 2001, but the relationship has gotten rocky. In April, the airline announced it would [curb its flight service at the airport](#), and it pinned the blame on City Council's [decision last year not to allow international flights](#). In the meantime, the two agencies were fighting a [public battle](#) over fines JetBlue faced for late landings, although the two sides later [came to an agreement](#) on that squabble in June.

It appears flight slot usage may be the cause for the next showdown. While Land's letter did not explicitly address JetBlue's own utilization rate, he said the proposal appears "to be nothing more than punitive and discriminatory to JetBlue."

Data provided by the Long Beach Airport indicates JetBlue has both the highest number of flight slots and the lowest utilization rate of all of the airport's operators:

- American: 100 percent (three out of three flight slots);
- Delta: 100 percent (four out of four flight slots);
- FedEx: 71 percent (0.71 out of one flight slot, which FedEx does not use on weekends);
- Hawaiian: 100 percent (one out of one flight slot);
- JetBlue: 66.1 percent (22.5 out of 34 flight slots);
- Southwest: 100 percent (six out of six flight slots);
- UPS: 71 percent (0.71 out of one flight slot, which UPS does not use on weekends).

While it appears JetBlue would have the most work to do to comply with the suggested new standard, Romo wrote that it would be wrong to consider the policy “discriminatory.” He suggested that current operations may in fact discriminate in favor of JetBlue.

“In essence, JetBlue’s argument is an attempt to solicit the City and Airport’s assistance in using the (current policy) to provide JetBlue with a continuing competitive advantage at the Airport, while disadvantaging one (or more) of JetBlue’s competitors,” Romo wrote. “The Airport does not make flight slot allocations for the purpose of facilitating or encouraging anti-competitive conduct where air carriers might deny their competitors access to operations capacity that they do not intend to use themselves.”

As for the other airlines that operate in Long Beach, at least one provided its own input.

Southwest’s Associate General Counsel Barry Brown wrote in a Sept. 12, 2017 letter that because flight slots are limited, “there must be an effective mechanism to assure maximum usage of such capacity.”

Raising the requirement, Brown wrote, would “enhance the efficient use of these scarce assets ... Accordingly, Southwest Airlines supports the proposed increase.”

Long Beach City Council is scheduled to vote on the issue at its Nov. 20 meeting at 5 p.m. in the Council Chambers at City Hall, 333 W. Ocean Blvd.

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Hayley Munguia

Hayley Munguia covers Long Beach City Hall for the Southern California News Group. She previously worked as a data reporter for FiveThirtyEight and has written for The Week, the Jerusalem Post and the Austin American-Statesman, among other publications. She's originally from Austin, graduated from NYU and will pet a dog any chance she gets.

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LOCAL NEWS

Festival of Flight dazzles throngs to mark Long Beach Airport's 95th anniversary

By [CONTRIBUTING WRITER](#) | |

PUBLISHED: November 17, 2018 at 3:56 pm | UPDATED: November 17, 2018 at 3:56 pm



By Sarah Vehrs, Contributing writer

Thousands of eager guests gathered at the Long Beach Airport Saturday with their eyes to the skies.

The sixth annual Festival of Flight kicked off with the National Anthem and a flyover demonstration where four planes flew side-by-side, releasing a trail of smoke in their wake.

The event attracted hundreds of families with wide-eyed children, pulling their parents by the hand from aircraft to aircraft. They were able to tour stationary planes and sit in the cockpits with pilots, while loud music fueled their experience.

Throughout the day, the airport hosted about 15,000 people along the closed section of runway. Guests were also treated to popup booths, food trucks and \$50 helicopter rides.

Jess Romo, the airport director said the free event was put on to reinforce that the airport belongs to the community.

“It is for everyone to enjoy,” Romo said. “It helps people get a better sense of what airplanes look like up close, and not just through a window at the airport.”

The airport was also celebrating their 95th anniversary and displayed aircraft used by the Long Beach Police Department, Angeles Forest mountain rescue and the US Coast Guard.

Matt Hunt said it was a childhood dream to learn how to fly and growing up in poverty, the military was his ticket to a new life. Hunt joined the Marine Corps at 17, where he trained to fly helicopters, and eventually switched over to the US Coast Guard where he now flies “fixed-wing” planes.

“My experiences taught me that in the military there was endless opportunity,” Hunt said. “Any kid that wants to fly, if they put their mind to it, the military can help them live out their dreams.”

Long Beach resident Wendolyn Nolasco said it was her sixth year attending the festival, which is now a family tradition. She also said her son has been obsessed with airplanes since he was two years old, which is why they chose to move two blocks away from the airport.

“[We came] so we could look and see if they had the toy I wanted last year,” said 6-year-old Elessar Nolasco. “I’m here to get some new airplanes, some Gemini Jets and also here to have fun.”

Bianca Palmer Fioretta toured the inside of a massive C-17 Globemaster with her two young daughters. The military aircraft can haul about 585,000 pounds of cargo and troops, according to pilot Seth Ewalt.

“She loves airplanes,” Palmer Fioretta said while pointing to her toddler, Ruby. “I had to bring her here, and so far we’ve gone inside this gigantic, beautiful structure and we’ve just been walking around enjoying ourselves.”

Tags: [Long Beach Airport](#), [Top Stories LBPT](#), [transportation](#)

LONG BEACH POST



A view of the inside of the U.S. Air Force aircraft at the 95th Anniversary Celebration of the Festival of Flight in Long Beach, Saturday November 17, 2018. Photo by Kelly Smiley.

LONG BEACH AIRPORT

November 17, 2018

IN PICTURES: Festival of Flight gets Long Beachers up close and personal with aircraft

by **Staff Reports** in **City**



An estimated 15,000 people flocked to the Long Beach Airport on Saturday to see the aircraft displays and antique cars that lined the runway at the sixth annual Festival of Flight.

Festival goers stood in long lines to see the crowd favorite: the control pit of a C-17 from March Air Force Base. But the event also gave people a chance to see a side of the airport they don't always get to see.

"A lot of people are familiar with the commercial airport, but they don't know our general aviation side of things," said airport spokeswoman Stephanie Montuya-Morisky.

General aviation includes all the business aviation, manufacturing, helicopters and private plane business the airport conducts.

Not many airports are commercial and general aviation, Montuya-Morisky said, and that's what makes Long Beach Airport special. Festival goers got to see a better picture of the whole operation at the event.



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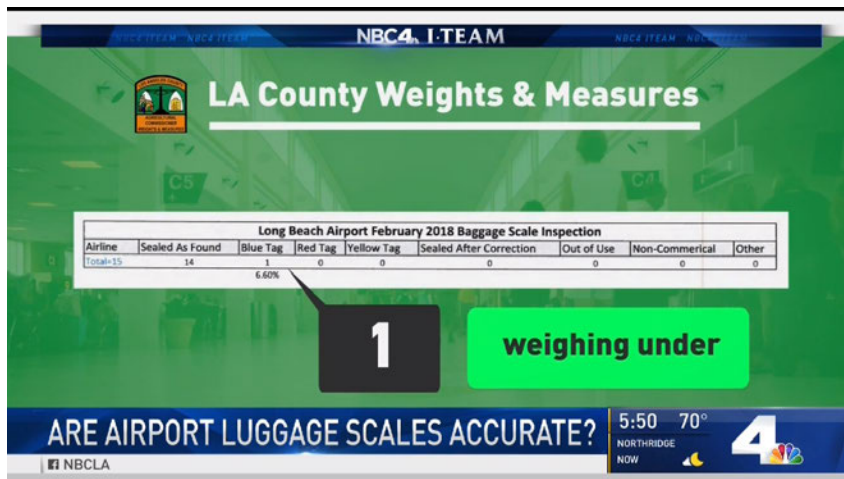
INVESTIGATIONS

IN-DEPTH INVESTIGATIVE REPORTING FROM NBC STATIONS ACROSS THE COUNTRY

Holiday Travel: Are Airport Luggage Scales Accurate?

By Randy Mac

Published Nov 19, 2018 at 4:54 PM | Updated at 9:33 AM PST on Nov 20, 2018



How do you know you're not being over charged for over packing? Randy Mac reports for the NBC4 News at 5 p.m. on Monday, Nov. 19, 2018. (Published Monday, Nov. 19, 2018)

Now Playing

How Accurate are Luggage Scales at the Airport?

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If you are one of those people who thinks baggage fees for flights have gotten outrageous, brace yourself: an overweight bag could cost you the price of an airline ticket itself on many airlines.

As the holiday travel season gets underway, NBC4's I-Team looked into whether airport's luggage scales are accurate.

- [Have You Ever Heard of the 72-Hour Parking Law?](#)

Airlines restrict the weight of a single piece of luggage to 50 pounds. Frequent flyer Brian Allen believes safety is the primary reason.

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Heavier planes burn more fuel, costing airlines more money, which is why they charge you on the spot for overweight bags.


But how do you know you're not being overcharged?

Inspector Adam Reecio is with LA County's Weights and Measures. The agency annually certifies the accuracy of luggage scales.

"Each scale is given an allowable range. If a scale is outside of that range we do issue a notice of violation to the business which requires them to either fix, calibrate or replace the device," he said.

Weights and Measures uses 25 pound weights to measure scale accuracy.

An inaccurate scale that favors the airline will have a red tag and should not be used. A blue tag means it's weighing light, favoring consumers. It can be used but should be fixed.



LA County Weights & Measures

Terminal	Sealed As Found	Blue Tag	Red Tag	Yellow Tag	Sealed After Correction	NOV
Terminal 1	33	0	0	0	1	0
Terminal 2	53	2	6	0	0	8
Terminal 3	30	0	0	1	0	1
Terminal 4	46	2	0	0	3	2
Terminal 5	58	1	2	0	0	3
Terminal 6	46	2	1	0	1	3
Terminal 7	57	1	3	0	9	4
Term. Boarding	213	0	0	0	1	0
GRAND TOTAL	536	8	12	1	15	36
Total scales inspected= 536		1.3%	2.0%			

How accurate are luggage scales at SoCal airports? Randy Mac investigates ahead of the 2018 holiday travel season.

Photo credit: KNBC-TV

Reecio says violations do occur.

"It does happen but most of the time they are accurate," he said.

LA County's Weights and Measures shared data with the I-Team showing the number of incorrect scales at LAX, Burbank and Long Beach airports.

At LAX last year, inspectors examined 536 scales only 20 were incorrect.

Burbank had only one bad scale and in Long Beach this year, only one scale showed the wrong weight -- and that was in favor of the customer.

"My personal experience is that the scales here seem to weigh lighter than my scale at home weighs, so I want to weigh myself on these scales obviously," Allen joked.

Jokes aside, if you have concerns you're being overcharged for the weight of your luggage, there's a solution is simple.

WHAT DO YOU THINK?

Quiz: Which president formalized the pardoning of the turkey ceremony during Thanksgiving?

- ☐ Ronald Reagan
- ☐ Harry Truman
- ☐ George H. W. Bush
- ☐ John F. Kennedy
- ☐ I have no idea

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Other tips:

- Weigh your bag at home. That way you know if you're over the 50 pound limit.
- Pack items on top that can be easily removed and placed in your carry on.
- Put your heavier items in a carry on or wear them.
- Pack and check an extra bag. Those fees on many airlines are cheaper than paying for overweight bags between 51-70 pounds.

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Virgin Orbit's Cosmic Girl aircraft and LauncherOne rocket during a test flight over Southern

LONG BEACH POST

VIRGIN ORBIT

November 19, 2018

Virgin Orbit's Cosmic Girl aircraft and LauncherOne rocket complete 'flawless' test flight over SoCal

by **Stephanie Rivera** in News

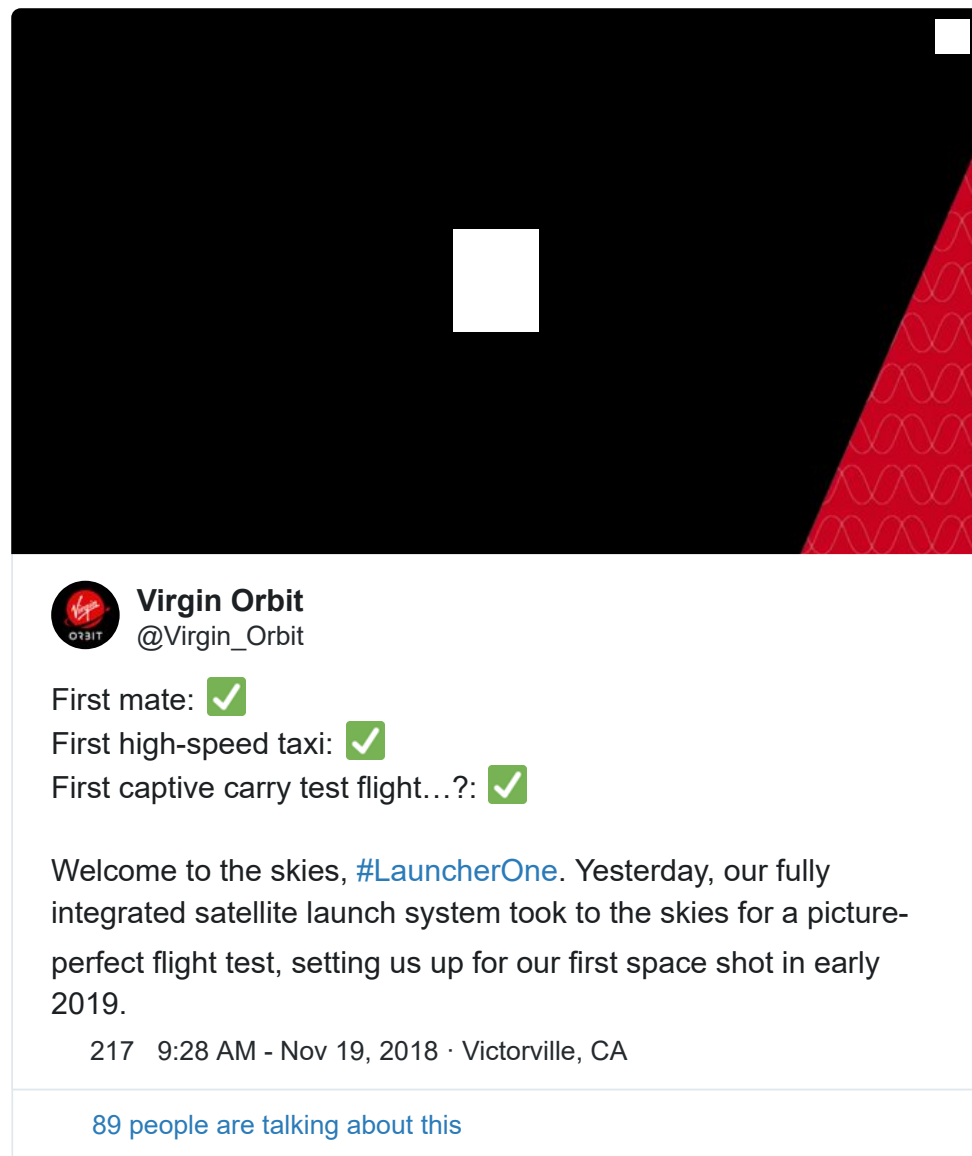


It was one big step toward plans to reach orbit early next year with Long Beach-based Virgin Orbit's "flawless" test flight of its rocket which soared under the wing of a customized former passenger aircraft over Southern California on Sunday.

The 70-foot-long carbon-fiber two-stage LauncherOne rocket was paired in late October with the specially modified 747-400 Cosmic Girl which serves as a “flying launch pad,” according to the company.

Virgin Orbit, which is the sister company to Virgin Galactic and The Spaceship Co. and founded by Sir Richard Branson, plans to launch small satellites into space.

The 80-minute-long test flight was completed in the city of Victorville, about two hours northeast of Long Beach. Company officials said the test facility there is close to Virgin Orbit’s Long Beach factory and to one of its operational launch sites, the Mojave Air and Space Port.



The flight crew assessed the take-off, landing and low-speed handling and performance of the integrated system, according to a press release.

Virgin Orbit CEO Dan Hart described the test as “a picture-perfect flight,

satellite launch.”

The company plans to conduct several more flights of Cosmic Girl with and without a LauncherOne rocket. Testing will end with a “drop test” during which a rocket will be released from Cosmic Girl without igniting.

Virgin Orbit’s first space shot is projected to be completed in early 2019, with multiple trips to orbit expected to be conducted in the coming year. Rockets have already begun to be built, tested and integrated at the Long Beach manufacturing facility in Douglas Park.

Stephanie Rivera covers immigration and the north, west and central parts of Long Beach. Reach her at stephanie@lbpost.com or on Twitter at [@StephRivera88](https://twitter.com/StephRivera88).

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Virgin Orbit's 'Flying Launch Pad' Carries Rocket Into The Sky For The First Time



Jonathan O'Callaghan Contributor ⓘ
[Science](#)



The rocket was attached under the left wing VIRGIN ORBIT

Well, that was a bit sneaky. As most of us were winding down from our weekend, Virgin Orbit performed another important test at a runway in Long Beach, California as it prepares to start launching rockets into space in early 2019.

Yesterday, November 19, their Cosmic Girl plane took to the skies for the first time with the company's rocket, called LauncherOne, attached under its wing. This is

known as a captive carry flight, putting the company on the brink of becoming operational.

The flight itself lasted 80 minutes, with the team using this time to check how the plane performed with the rocket attached. This included monitoring the plane during take-off and landing, and also seeing how it performed at low speeds.

“The vehicles flew like a dream today,” said Virgin Orbit Chief Pilot Kelly Latimer in a [statement](#). “From my perspective in the cockpit, the vehicles handled incredibly well, and perfectly matched what we’ve trained for in the simulators.”

This test is the latest in a string of [recent successes](#) for Richard Branson’s company, a subset of his space tourism-focused Virgin Galactic. In October Virgin Orbit successfully attached, or “mated”, the 21-meters-long (70 feet) LauncherOne rocket to Cosmic Girl – a modified Boeing 747-400 jet – for the first time. Then last week, they performed their first high-speed taxi test, practicing taking off from a runway.

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The captive carry test is almost the final step before launches can begin. Virgin Orbit said it would conduct several more flights before that happens, with the goal being “to reach orbit in early 2019.” The final test will be a drop test, when the rocket will be released from the plane without igniting, instead being left to freefall.

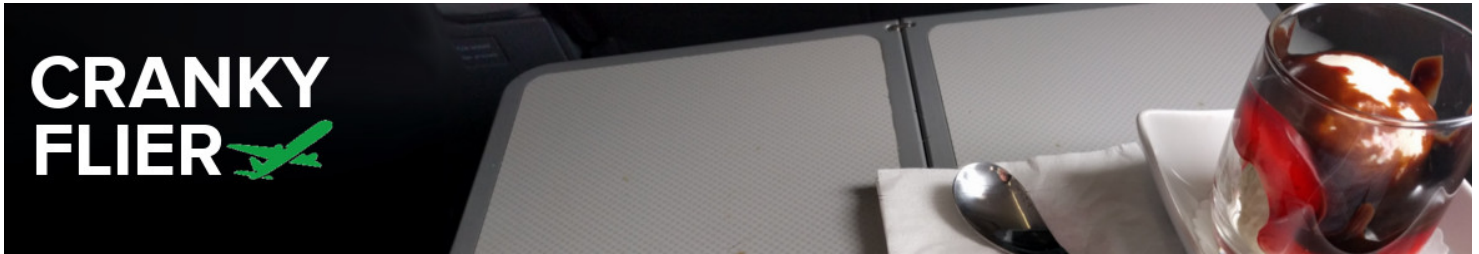
In 2019, the company said it hopes to launch “multiple trips to orbit,” without going into specifics on who or what would be launched. But it did note the rockets for those flights were already being built at its manufacturing facility in Long Beach.

If all goes to plan, Virgin Orbit hopes its air-launch system will be competitive in the emerging small-sat launch market. By having a reusable plane to drop rockets from an altitude of 10,500 meters (35,000 feet), the company hopes to provide a quick way for companies to reach space.

With a launch cost of about \$12 million per rocket, each LauncherOne can take about 500 kilograms (1,100 pounds) to orbit – double its nearest competitors like Rocket Lab. At about \$24,000 a kilogram, though, this is significantly more expensive than companies like SpaceX, which offers about \$2,500 per kilogram on their larger Falcon 9.

But what Virgin Orbit are banking on is that companies will be willing to spend those extra pennies to get to space quicker. Currently the waiting time on a Falcon 9 or comparable rocket can be up to two years, but Virgin Orbit are planning to dramatically reduce this to as little as a [single day](#). Now, they're one step closer to making that a reality.

*I am a space and science journalist that specializes in commercial spaceflight and space exploration. I have been covering the industry for almost a decade, and have been lucky enough to report on many pivotal events in private space travel for major news organizations. Now ... **MORE***

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An Incredibly Boring Trip on JetBlue to Vegas (Trip Report)

By [CF](#) on Nov 20, 2018 | [19 Comments](#)
Posted in: [JetBlue](#), [LAS](#) - Las Vegas

I'll be celebrating Thanksgiving, so this is my last post of the week. I'll be back with more on Monday.

You may have noticed I haven't put up a trip report in awhile. That's because I just haven't been traveling, and you know what? It's been glorious. I broke that streak recently with a quick trip to Vegas on JetBlue. This was unremarkable in pretty much every way. But that won't stop me from writing it up.

I paid \$207.18 roundtrip just over 2 weeks in advance. Why JetBlue? Well, I didn't want to go to LAX, and JetBlue had the flights at the right times vs. Southwest. Added bonus: I was able to reserve windows in the back both ways.

I checked in on the app and made sure I had Pre Check. Then, as usual, I left home an hour before departure. On a Saturday morning, the Pre Check line was empty, and I was at the gate with time to spare. It's hard to beat this view in an airport.



Boarding seemed to start pretty early. Since I was in the back, I was in group B (my first time using JetBlue's boarding groups). I headed back and climbed up the stairs. I have to say, I do like that Tartan tail.

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November 3, 2018

JetBlue 280 Lv Long Beach 905a Arr Las Vegas 1010a

Long Beach (LGB): Gate 5, Runway 30, Depart 8m Early

Las Vegas (LAS): Gate E9, Runway 1L, Arrive 12m Early

N607JB, Airbus A320-232, "Beantown Blue" Tartan tail colors, ~99% Full

Seat 22A, Coach

Flight Time 43m

There were two flight attendants in the back talking to each other, paying no attention to passengers. I quietly said good morning, but they didn't flinch. It's possible they just didn't hear me.

I headed up to my seat, and couldn't help but think just how dated the cabin now looks.



The old, bulky seats with the small screen just look so out of place, but hey, they're comfy seats at least.

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The window was incredibly dirty, but that didn't stop me from gazing out toward the tail of the Hawaiian aircraft about to leave for Honolulu. Since boarding began so early, we were able to push back really early too. The captain came on to say the weather was nice, but we'd have a few bumps enroute. Then we were on our way.

It was a beautiful morning as we climbed out over the port before winding around toward the northeast. The captain was right, we had a few bumps once we got over the desert, and he did leave the seatbelt sign on the whole time.

It was at this point that I realized that bluetooth headphones are a problem. I wasn't able to listen to TV since I had left my corded ones behind. So I rotated between watching some meaningless college football game and just looking at the map. Most of time, I was just looking out the window anyway.

The flight attendants came through with drinks, but it didn't go quickly. We had already been level at 23,000 feet for awhile (it's relative, we were only there for 10 minutes) by the time I got my bottle of water. I do love that JetBlue still hands out water. We were well into descent by the time they came by with snacks. I grabbed PopCorners for me and cookies for the kids when I headed home.

I soon realized that we were going to do my favorite Vegas approach, a straight-in landing on the 1s. You get to come in low over the rolling, desert terrain.



Then not far from landing, you break out into the sprawl of suburbia. Right before landing, the gleaming towers of the Strip come into view.



We touched down early, and even with the longer taxi to the gate, we were at the gate with plenty of time to spare. I headed off for a weekend of drinking, football, and gambling. Here's a tip. If you're staying at Paris and you care about the view, don't accept room 420. (Fortunately, I didn't care about the view.)



By Monday, I was ready to come home. The problem is that the first flight to Long Beach isn't until 10:53am, so we decided to wait it out instead of braving LAX. I left the hotel in a Lyft at about 9am, and we had quite the adventure. The Lyft driver took over half an hour and kept going the wrong direction. If you need to know one place in Vegas, it's probably the airport. Even with that delay, we were at the airport with a little over an hour to spare, and the lines were empty.

We hung out at the gate and waited for boarding. My friends got on first since they had bought extra legroom, but I was in group B again.

November 5, 2018

JetBlue 1179 Lv Las Vegas 1053a Arr Long Beach 1158a

Las Vegas (LAS): Gate E9, Runway 26R, Depart 10m Early

Long Beach (LGB): Gate 5, Runway 30, Depart 21m Early

N760JB, Airbus A320-232, "These Blues Were Made for Flying" Tartan tail colors, ~99% Full

Seat 20A, Coach

Flight Time 41m

The flight attendants were friendlier this time around. As I walked on, I noticed this was a newer interior with bigger screens.



I say "newer," but this still isn't new. I'm looking forward to trying the newest retrofits one of these days, even with 12 more seats onboard.

Everyone was seated quickly, and we were ready to push back early. I looked out my window and saw something strange.



That Airbus still looks weird in those Alaska colors.

Then, magic happened. We taxied out quickly to the 26s and leapfrogged a couple others (who I just assumed were waiting out weather delays to the East Coast), and jumped into the cool, still air. That was fast.

Vegas is always bumpy on climb, but this was about the smoothest I can remember. At altitude, we still had that same light chop we had on the way out, so the the seatbelt sign never came off.

We climbed all the way up to 28,000 feet this time, and we didn't spend more than 5 minutes there. By the time I got my bottle of water, we were well into descent, cruising over Big Bear Lake (and its low water levels).

Snacks did come through again, and I grabbed pretzels and cookies (for the other kid). We touched down early and found ourselves at the gate an incredible 21 minutes before schedule. After hopping off, I met up with my friends again and we headed out.

I have to say that a boring set of flights is my favorite kind. Happy Thanksgiving to all of you in the US. I'll be back with you Monday.

(Visited 1,804 times, 242 visits today)

Despite JetBlue's objections, Long Beach Airport to require airlines to use their slots more



In this file photo, a JetBlue airplane takes off from Long Beach Airport with blue skies, snow capped mountains and the Boeing Co. office buildings behind it on a sunny morning. (Photo by Steven Georges/Press-Telegram)

By [HAYLEY MUNGUIA](#) | hmunguia@scng.com | Long Beach Press-Telegram

PUBLISHED: November 20, 2018 at 7:33 pm | UPDATED: November 20, 2018 at 10:11 pm



Long Beach Airport will raise the bar for how often airlines must use their flight slots, thanks to a unanimous City Council vote on Tuesday, Nov. 20.

Councilman Al Austin called the vote a “no-brainer,” and Councilwoman Jeannine Pearce pointed to the complete lack of public comment during Tuesday’s meeting as evidence of the public’s support.

But according to a staff memo provided to City Council on the subject, there's at least [one entity not pleased with the decision](#): the airline with by far the most flights coming in and out of the airport, JetBlue.

Prior to Tuesday's vote, Long Beach Airport required airlines to have a 57 percent utilization rate over any given 180-day period. But the new rule dictates they must have an 85 percent utilization rate in any calendar year, along with smaller monthly and quarterly obligations.

JetBlue's feelings on the matter were made clear in a May 30 letter that Senior Vice President Government Affairs Robert Land wrote, in which he said he found it "regrettable that the City continues to take steps that appear specifically designed to harm JetBlue."

Long Beach Airport Director Jess Romo said in his own memo that the change would simply serve to make the airport's operations more "fair" to all airlines, although data provided by the airport suggest JetBlue will have the most work to do to comply with the new standard.

Most airlines at the airport have a 100 percent utilization rate. The ones that don't are FedEx and UPS, which each have a 71 percent rate, and JetBlue, whose rate is the lowest at 66.1 percent.

City Council's move to approve the change may be the latest cause for strife between Long Beach and JetBlue. Earlier this year, the two agencies fought a public battle over fines [JetBlue faced for late landings](#). JetBlue also announced earlier this year it would [curb service at the Long Beach Airport](#), and it pinned the blame on City Council's [decision last year](#) not to allow international flights.

While JetBlue's position in opposition to increasing the flight slot usage requirements was clear in staff's memo to City Council, the airline was not mentioned during Tuesday's discussion.

In explaining the proposed rule, Romo focused on the one issue that could be most controversial with the public: how it could impact the airport's noise ordinance.

The change "does nothing with the noise ordinance itself," Romo said. "We know the ordinance has been hard-fought, and it's one of the strictest in the nation."

He emphasized the public outreach the airport conducted prior to bringing the issue to the council. When commenting on their votes, council members credited that work as the reason there was so little opposition to the move from local residents.

As Pearce characterized it, "This is the least amount of people I've seen in this room whenever we've talked about the airport, so for that, I applaud the staff for hard work and really taking your time to get it right."

Hayley Munguia

Hayley Munguia covers Long Beach City Hall for the Southern California News Group. She previously worked as a data reporter for FiveThirtyEight and has written for The Week, the Jerusalem Post and the Austin American-Statesman, among other publications. She's originally from Austin, graduated from NYU and will pet a dog any chance she gets.

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BUSINESS

JetBlue caught squatting? Long Beach cracks down on hoarding of airport gate slots

By HUGO MARTIN

NOV 21, 2018 | 12:10 PM



Passengers disembark from a JetBlue Airways plane in Long Beach. The city wants to put an end to underused gate slots. (Robert Nickelsberg / Getty Images)

The city of Long Beach is moving to end an airline hoarding practice known as “slot squat,” and that has JetBlue Airways seeing red.

Long Beach Airport officials say some gate slots — the scheduled times that a plane can land or depart — are being underused, and they worry that some airlines may be doing this on purpose to take up space and keep competitors out of the airport.

To address the problem, the Long Beach City Council unanimously adopted a resolution Tuesday requiring that all airlines increase the average use of each slot for takeoffs and landings from 57% over a 180-day stretch to a minimum of 60% for every calendar month, 70% per three-month quarter and 85% per calendar year.

In a letter to the City Council, Long Beach Airport Director Jess Romo said he was worried that “air carriers have the ability to essentially ‘slot squat’ on flights without permanently returning the underutilized flight slots.”

The resolution calls for penalties for airlines that don’t meet the minimum slot use, such as cutting back on the slots allocated to those violators. Long Beach officials say the proposed utilization averages are similar to those at nearby John Wayne Airport in Santa Ana.

But JetBlue, the largest carrier at Long Beach with about 70% of all flights at the airport, opposes the change, calling the new rules punitive and unfair and accusing the city of targeting JetBlue.

“Such unjustified and unnecessary changes as the ones yet again proposed appear to be nothing more than punitive and discriminatory to JetBlue,” said JetBlue Associate

General Counsel Robert Land in a letter to the city.

Southwest Airlines, which began serving Long Beach in 2016 and now operates about 14% of flights there, supports the change.

“An increased utilization requirement at [Long Beach] would not only enhance the efficient use of these scarce assets but would also be consistent with FAA utilization policies at its own slot-controlled airports,” wrote Southwest Associate General Counsel Barry Brown in a letter to the city.



Hugo Martin



Hugo Martin covers the travel industries, including airlines and theme parks, and writes the weekly Travel Briefcase column for the Los Angeles Times Business section. A native Californian, Martin was part of the Metro staff that won three Pulitzer Prizes in 1993, 1995 and 1998. He was also on the Travel section staff that won the Lowell Thomas Award from the Society of American Travel Writers in 2008. He is an avid outdoorsman, gardener and Lakers fan.

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Long Beach City Council redeclares shelter crisis to address winter homelessness

Council also officially approves renaming facilities after Kell, Rosa

Cory Bilicko, Staff Writer | November 21, 2018

At its Nov. 20 meeting, the Long Beach City Council expressed official support of transgender people, approved two renaming actions, redeclared a shelter crisis and approved amending a resolution regarding the utilization of flight slots allocated at Long Beach Airport

Day of Remembrance

Led by 1st District Councilmember Lena Gonzalez, the council recognized Transgender Day of Remembrance.

“I want to thank the LGBTQ Center for being here today [...],” Gonzalez said. “We really want to thank you very much, for not only helping us every year with Transgender Day of Remembrance at Harvey Milk Park, but ensuring that we’re bringing this to council, really,

every single year to ensure that this becomes a mainstay and, really, is celebrated but also recognized within the city on an ongoing basis.”

Joel Gemino, Youth Services manager for the LGBTQ Center of Long Beach, gave a presentation on the special day, explaining that it is recognized internationally to “commemorate the lives of individuals we’ve lost to anti-trans violence.”

“In cities across the world, including Long Beach, communities will gather and speak the names of those taken too soon and too brutally,” Gemino said. “These vigils are not just gatherings in solace, but also in hope— hope for a future where this does not have to be the reality for some of our trans loved ones.”

Gemino listed various services that his facility offers to members of the community who identify as transgender.

Letter of opposition

The council approved a motion directing the city manager to send a letter of opposition to President Donald Trump, the Office for Civil Rights and the Department of Health and Human Services regarding their efforts to establish a legal definition of “sex” under Title IX that excludes transgender people. The letter will request new language in state and federal agendas, in consultation with the LGBTQ Center of Long Beach, that specifically supports transgender-inclusive policies on the state and federal levels.

“Since two years ago, [the Trump] Administration has been dubbed as ‘the discrimination administration’ because of its constant attacks and exclusion of the LGBTQ community,” Gonzalez said. “The National Center for Transgender Equality has tracked this administration’s roughly 30 individual actions against the trans community, and what we’re asking for today is to ensure that this inclusion— not exclusion— remains on our state and federal legislative agendas and also remains a mainstay of our policy work here in the city.”

Gonzalez went on to identify numerous offenses the Trump administration has made against the transgender community.

After some discussion, including public input both in favor of and opposing the agenda item, the council voted unanimously to support the motion.

Renaming facilities

Vice Mayor Dee Andrews, who represents the sixth council district and serves as chair of the Housing and Neighborhoods Committee, recommended that the council approve renaming the Convention Center Exhibit Hall as the “Ernie Kell Hall” at the Long Beach Convention and Entertainment Center.

Fifth District Councilmember Stacy Mungo said she is pleased at the opportunity to honor the city’s first elected mayor, who died April 29, 2017.

“Many of you know that, over a year ago, when Ernie passed, there was a group of residents who approached me about naming something after him and made some recommendations on some items,” Mungo said. “I’ve really appreciated the process and the community input. I

really appreciate and commend the neighborhood committee. It's been vetted through the committee, and it has been in alignment with the city process and city policies of a year since the passing, which has allowed us to take the feedback of the residents who care very deeply about our city assets."

The motion passed 9-0.

The council also approved renaming the Long Beach Fire Department Regional Training Center at 2249 Argonne Ave. as the "Captain David Rosa Regional Training Center." Rosa was killed in the line of duty earlier this year.

"I'm very happy that this will go through the committee," Andrews said. "And I'm looking forward to the ribbon-cutting ceremony— and much love for Station 10."

That motion was also approved 9-0.

Winter shelter

The council unanimously approved a motion by 8th District Councilmember Al Austin to: redeclare a shelter crisis; suspend applicable provisions of local law, including those contained in the City's zoning ordinances and regulations; authorize the operation of a winter shelter, for the period of Dec. 1, 2018 through March 31, 2019, inclusive; and authorize the city manager, or designee, to execute a lease, including any necessary documents and amendments, with the United States Veterans Initiative, for approximately 7,318 rentable square feet of space at 5571 Orange Ave. for use as a winter shelter.

Fee schedule

The council approved receiving supporting documentation into the record, concluding a public hearing and adopting a resolution to amend the City's "master fee and charges" schedule by reducing selected entitlement fees and adopting new fees related to mailed public-hearing notices.

Linda Tatum, Development Services director, presented on the item.

"We feel that the proposed resolution tonight balances the direction of the council to reduce the cost of the conditional-use permit process," Tatum said. "But we think that it also provides ample notification to the public for discretionary actions."

Flight slots

The council adopted a resolution amending Resolution No. C-28465 with respect to the utilization of flight slots allocated at Long Beach Airport and related administrative amendments to the resolution, in accordance with the Airport Noise Compatibility Ordinance.

Long Beach Airport Director Jess Romo explained that the resolution would not affect the noise ordinance.

"This action tonight does nothing with the noise ordinance itself," Romo said. "We know that the ordinance has been hard-fought. It is one of the strictest in the nation. Instead, what we are looking at is amendments to the resolution, which is that enabling document that helps us protect and, really, show how we will enable airlines to maximize the capacity that does exist at the airport "

The resolution increases minimum slot-use requirements; revises definitions of flight-slot and ferry operations to provide increased flexibility to carriers; and makes various administrative amendments to facilitate continued implementation of the Flight Allocation Resolution and to update certain word and phrase references.

Second District Councilmember Jeannine Pearce remarked that having no public comment on the issue is a positive sign, considering airport matters typically draw much community attention.

“Knowing that we’ve come this far, not having public comment is one of the few times [when] I’ll say it shows how far we’ve come,” she said. “This is the least amount of people I’ve seen in this room whenever we’ve talked about the airport. So, for that, I applaud staff for their hard work and really taking your time to get it right.”

Contract amendment

The council authorized the city manager, or designee, to execute a second amendment to Contract No. 33938 with HDR Engineering, Inc., of Long Beach for engineering and architectural design services for the Shoemaker Bridge Replacement Project, to increase the contract amount by \$1,751,450, for a revised total amount not to exceed \$6,451,450.

Hotel workers

The council also approved a staff recommendation to request that the city attorney draft an ordinance amending Chapter 5.54 of the Long Beach Municipal Code to add hotel-worker safety provisions to the existing ordinance.

The next Long Beach City Council meeting will be at 5pm on Tuesday, Dec. 4, in the council chamber, 333 W. Ocean Blvd.

[Leave a Comment](#)



http://www.gazettes.com/news/business/long-beach-requires-more-flights-to-keep-slots-at-airport/article_7db001c4-edb6-11e8-af81-ebb81ae49007.html

Long Beach Requires More Flights To Keep Slots At Airport

By Harry Saltzgaver

Executive Editor Nov 21, 2018



Airlines now must fly more of the daily flights allocated to them at Long Beach Airport in order to keep those flights.

The City Council passed the amendment to airport regulations Tuesday night in a nearly empty Council Chambers, and there was not a single public comment before the vote. JetBlue Airways, which holds the majority of flights in Long Beach, submitted a letter during the comment period

complaining that the new regulations was aimed at punishing JetBlue, but no company representative attended the meeting.

Airport Executive Director Jess Romo told the council that the changes came from a long and inclusive process. He emphasized that the changes did not impact the city's noise ordinance, which both limits the number of flights and sets curfews for flight operations.

"This resolution was adopted in 2004, and has been amended six times," Romo said. "It deals only with the minimum use requirements."

There currently are 50 daily commercial flight slots (a landing and takeoff), with all the slots allocated. JetBlue controls 34 slots, and flies them 66 percent of the time over a 180-day period. Southwest (6), Delta (4), American (3) and Hawaiian (1) all fly 100 percent of their flights while two commercial carriers, FedEx and UPS each has one flight they uses on weekdays only.

Under the new rules, airlines must fly 60 percent of flights in a month (about four times a week), 70 percent in a quarter (five a week) and 85 percent (six flights) over a year. Failure to do so could result in losing slots to another airline.

"The historical failure by air carriers to adequately utilize their allocated flight slots is minimizing the opportunities for other incumbent and new entrant air carriers to increase or initiate service at the airport," Romo said. "This is particularly problematic with the recent increase in demand for airport flight slots."

JetBlue came to Long Beach in 2001, restarting a then-moribund commercial passenger service. But in recent years the airline has been at odds with the city over frequent curfew violations. It also lost a battle to allow international flights into Long Beach.

A letter from JetBlue's senior vice president, Robert Land, said, "It is further regrettable that the city continues to take steps that appear specifically designed to harm JetBlue, an airline and corporate citizen that places tremendous value on being a force for good in communities that it serves."

JetBlue announced in April it would reduce slots to 23, making 12 available, but Romo said that was temporary, prompting the need for permanent change.

Harry Saltzgaver

Harry has been executive editor of Gazette Newspapers for more than 26 years. He has been in the newspaper business for more than 35 years, with experience on both weekly and metropolitan daily papers in Colorado and California.

LONG BEACH POST

The Long Beach Airport is pursuing changes a resolution that would require airlines to fly more frequently to retain its flight slots.

Over JetBlue's objections, City Council passes rules requiring airlines to use flight slots more

by **Jason Ruiz** in News

88



Airlines operating out of Long Beach Airport will have to fly more frequently to maintain their flight-slot allocation after the City Council adopted a resolution increasing the usage requirements of slots currently held at the airport.

Council members on Tuesday unanimously approved the amendment that will require airlines to use at least 85 percent of their daily flight slots for a given year versus the current usage floor, which airport officials said sits at about 57 percent. The new rules work out to about 310 flights per year per slot versus about 208 under the old rules.

The new requirements will also set the monthly utilization minimum at 60 percent and the quarterly usage minimum at 70 percent.

The airport said the move is an attempt to ensure that its flight slots are being used adequately by carriers and to reduce any anti-competitive practices being used by airlines, such as flying the bare-minimum number of flights to keep slots from being allocated to other operators at the airport.

"It also reinforces the proposition that our flight slots are not property rights or property interests of the carriers, but they, in fact, belong to the city to be allocated based on a reasonable use by the air carriers," said Long Beach Airport Director Jess Romo.

The airport has 41 permanent and nine supplemental flight slots, 34 of which are held by the airport's largest tenant, JetBlue Airlines. Under the previous slot-allocation rules JetBlue could fly about 20 flights a day and still maintain its hold on all 34 flight slots.

Under the adopted resolution the airport now has newly codified measures in which it can strip airlines of flight slots if they're not being utilized to the new standards, and could potentially keep those same airlines out of drawings for any future supplemental flight slots that the airport might offer.



JetBlue says proposed policy on using flight slots is 'discriminatory'

If airlines don't fully use their flight slots at Long Beach Airport, the city may soon penalize them by taking the slots away.



Long Beach Post

In past years, the airport has assigned temporary supplemental slots that it deemed could operate and still fall under the cumulative noise thresholds written into the city's noise ordinance through its annual noise budget analysis. That process has seen airlines with smaller footprints grow their presence in Long Beach.

JetBlue officials have been outspoken about the proposed changes stating that they were discriminatory and were counter to the city's stance that it has a "pro-business growth mentality."

Under the changes adopted by the council, other carriers like Southwest Airlines (6 slots), Delta Airlines (4 slots), American Airlines (3 slots) and Hawaiian Airlines (one slot) now stand to have underutilized slots from other carriers potentially redistributed by the airport.

This is the first time that the airport's flight slot allocation resolution has been amended since 2004 but the sixth time it has been altered overall.

"This resolution has been amended six times in the last several decades and it makes a lot of sense for us to look at how this flight allocation process benefits the airport and puts the airport in the driver's seat," said 8th District Councilman Al Austin.

Jason Ruiz covers transportation for the Long Beach Post. Reach him at jason@lbpost.com or 951-310-1772.

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LONG BEACH POST



Artist Lena Wolek's installation at Long Beach Airport, "Luggage for native soil". Photo courtesy of LGB.

LONG BEACH AIRPORT

November 23, 2018

New art installations crop up at Long Beach Airport, enticing travelers to pause

by Asia Morris in Arts & Culture

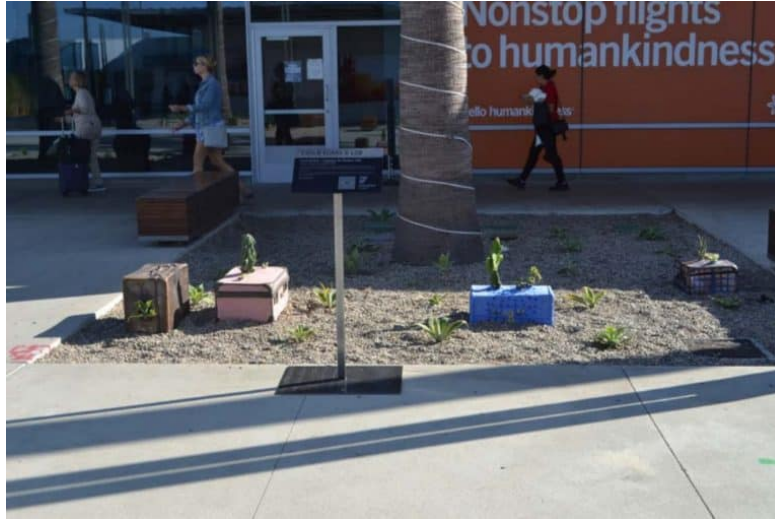


Holiday travelers shuffling through Long Beach Airport can catch a glimpse of what the city's vibrant arts community has to offer now and

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artists affiliated with Cal State Long Beach through a recent partnership between the airport and the university.

One of the two artworks on view is by Siberian artist Lena Wolek, "Luggage for native soil", depicting native desert plants growing out of suitcases; a small, sculptural comparison symbolizing the value of migration against the value of settling, of finding a home.



Artist Lena Wolek's "Luggage for native soil" at Long Beach Airport. Photo courtesy of LGB.

"When I came to L.A. from Siberia, I loved the diversity of flora, especially native desert plants that use little water for much of the year," Wolek said.

Fascinated with the sculptural beauty of cactuses and succulents, she started her own garden at home, also intrigued by the fact that these plants would never survive a Siberian winter. Unlike humans, plants are often rooted to the particular climate their ancestors adapted to, Wolek said.

"The notion of a suitcase from [a] left-behind place [as] a keeper of its memories and sentiments, and a rooted local plant in a suitcase, represents a willingness to respect, participate and enjoy local culture and surroundings," Wolek said. "In other words, adopt the native soil."

Announced in October, "CSULB SOARS @ LGB" (SOAR stands for School of Art Review) is a community engagement effort organized by the university's school of art and the airport, where college students and recent graduates can show their work to those flying in and out of the city.

"For our students and recent alumni, this project was an opportunity to share a refined public art proposal with an actual client," said Michael Nannery, a local artist who helped coordinate the project for the School of Art.

Out of seven proposals reviewed by the airport, four were selected to be displayed. LGB also provided honorariums to the artists to help with covering the cost of labor and materials, according to Nannery.



Artist Manny Krakowski's "The Mountain" at Long Beach Airport. Photo courtesy of LGB.

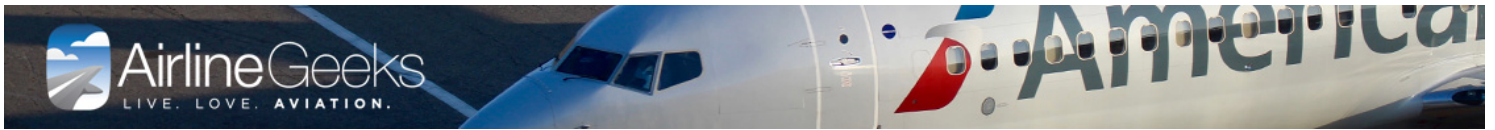
On view for six months in the public plaza between the terminal and the concourse, "The Mountain" by MFA sculpture alumni Manny Krakowski and "Luggage for native soil" by Wolek will be up through the rest of the year, with "Drifting" by BFA metals student Jojo Solo and "Collection" by MFA ceramics student Amy Williams to be displayed in early 2019.

On showing at LGB, Wolek commented on the benefit of being able to display work where a wider variety of people will be able to see it, versus established art institutions which often attract viewers already connected to the art world in some way.

"In an airport, everyone who walks by can notice the artwork's existence and perhaps give some attention, if they have time or desire," Wolek said.

On envisioning an even more interactive project for an airport venue in the future, she continued, "The only challenge is to plan it around fast-moving viewers. You don't want to take much of their time, but you don't want them to miss the work either."

Asia Morris is a Long Beach native covering arts and culture for the Long Beach Post. You can reach her on Twitter and Instagram @theasiamorris and via email at asia@lbpost.com.



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Long Beach Airport Increases Slot Utilization

🕒 November 21, 2018 👤 Daniel Morley 📁 Airports



A JetBlue A320 in Las Vegas (Photo: AirlineGeeks | William Derrickson)



Airlines at Long Beach Airport will soon have to increase their utilization of slots. According to the local [Press-Telegram](#), the Long Beach city council voted last night to increase the required utilization rate of slots for airlines



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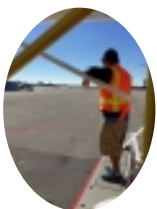
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The new rules require airlines to have an 85 percent utilization rate over the year, with new quarterly and monthly utilization requirements.

The airline that will be affected most by this rule will be JetBlue. The New York-based carrier currently has a focus city at the airport but currently only maintains a 66 percent utilization rate of their slots. This will mean that the airline will either have to increase the amount of flights it has to the airport, or give up slots that are underutilized to other carriers. The change also affects the two cargo carriers to the airport: FedEx and UPS, which currently have a 71 percent utilization rate.

Jetblue and the City of Long Beach have been feuding over the past year over various issues. This includes fees that the airline has been charged for violating the airport's curfew. In addition, the city council voted to not proceed with adding a customs facility to the airport, curtailing JetBlue's plans for international expansion. As a result, the airline has reduced flying to the airport, ending service to Ft. Lauderdale next month.

The city council has called the move fairer for all airlines serving Long Beach, however, Jetblue appears to be the most affected. Almost all other airlines at Long Beach maintain a 100 percent utilization rate of their slots. Currently, JetBlue operates the most flights into the airport but recently Southwest Airlines has been expanding and seeking new slots for additional flights. This latest move may be a sign that the tides are changing in JetBlue's favor and helping the other airlines at Long Beach.



Daniel Morley

Daniel has always had aviation in his life; from moving to the United States when he was two, to family vacations across the U.S., and back to his native England. He currently resides in South Florida and attends Nova Southeastern University, studying Human Factors in Aviation. Daniel has his Commercial Certificate for both land and sea, and hopes to one day join the major airlines.

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Long Beach to force airlines to increase slot utilisation



jetBlue Airways Airbus A320-200

© jetBlue Airways

26.11.2018 - 20:19 UTC

The Long Beach city council has voted to tighten slot allocation rules at **Long Beach** in order to use all available capacity more efficiently. The Press-Telegram has reported. **jetBlue Airways** (B6, **New York JFK**), the market leader at the Californian airport, stands to be affected the most.

According to the new rules, carriers will be required to utilise at least 85% of their allocated slots over any year-long period. This is a stark increase in comparison to the current rules, which require only a 57% rate of utilisation over any 180 days.

jetBlue currently has a 66% rate of slot utilisation at Long Beach. The airline operates 157 weekly departures out of Long Beach and has a 59.4% market share by capacity, the ch-aviation capacity module shows.

The carrier has long been at odds with the city and airport authorities. The most recent hiccup for jetBlue's operations at Long Beach came when the city council halted establishing a customs facility at the airport and by doing so blocked the airline's planned international expansion.

In response, jetBlue announced it would drop its **Long Beach-Fort Lauderdale Int'l** route in January 2019. The carrier also returned 12 out of 35 daily slots it holds at the airport in September 2018 and said it would instead resume flying to nearby **Ontario** and expand at **Burbank**.

Southwest Airlines (WN, **Dallas Love Field**), which is already the second-largest carrier at Long Beach and has been looking to add new slots at the airport, might scoop some of the freed up capacity if jetBlue is forced to return slots. The LCC currently operates 77 weekly departures and has a 27.8% market share by capacity at Long Beach.

FedEx Express (FX, **Memphis Int'l**) and **UPS Airlines** (5X, **Louisville Int'l**) are also reportedly below the new threshold of an 85% utilisation rate, but by a smaller margin than jetBlue.

About jetBlue Airways

Type	Scheduled Carrier
Base	New York JFK
Aircraft	251
Destinations	106
Routes	283
Daily Flights	994

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CRANKY FLIER

Long Beach Chooses Southwest Over JetBlue With Slot Rule Changes

By CF on Nov 27, 2018 | 9 Comments

Posted in: [JetBlue](#), [LGB](#) - Long Beach, [Southwest](#)

Long Beach Airport should be a desirable place to fly. After all, it's only 20 miles down the (admittedly traffic-choked) 405 freeway from LAX, and it provides a far better passenger experience. But historically, Long Beach just hasn't performed well for any airline. Recent history has been dominated by JetBlue, but the relationship has become rocky. For years, it looked like no other airline would be interested in filling JetBlue's shoes if the airline decided to walk... until Southwest entered a couple years ago. Recent moves have left Long Beach in the very difficult position of having to choose which airline it likes best. With the decision to change slot utilization rules last week, the city has clearly sided with Southwest.



Ever since coming to the airport back in 2001, JetBlue has been a dominant fixture that has snapped up slots every chance it got. The airport's noise ordinance is complex, but it guarantees a minimum of 41 big jet flight slot pairs per day. Thanks to reduced noise from more modern aircraft, that [number of daily slot pairs increased in practice to 50](#) a couple years. At its peak, JetBlue topped out at having 35 of the 50 slots. (Also, note that 2 of the remaining slots are used by cargo carriers FedEx and UPS, so there are really only 48 total used for passenger flights.)

The problem was that JetBlue wasn't doing all that well flying those 35 slots. It had tried several different strategies over the years ranging from long-haul to short-haul flying, but none of them had led the airline to riches. A few years ago, JetBlue decided that the key to success would lie south of the border. If it could get a customs and immigration facility in Long Beach, it could fly to places like Mexico or Central America. But the [Long Beach City Council refused to even properly consider the idea](#) thanks to pressure from a small but loud group of fearmongers in the city. JetBlue was once again left looking for a strategy.

The increase from 41 to 50 slots was a dagger. JetBlue had been under-utilizing its slots to stem losses. The rules said an airline could use its slots just over half the time (actually 57 percent over a 180 day period) and still keep them. When that happened, other airlines could have filled in the

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unused days temporarily, but nobody wanted to. As soon as the number of slots went to 50, Southwest decided to pounce for the first time. For the first time in years, there was actually more demand than supply for slot pairs in Long Beach. If JetBlue didn't fully utilize its slots, Southwest could step in temporarily.

Having lost its battle for a customs/immigration facility, JetBlue couldn't have been blamed for just pulling out of the airport entirely. Considering how much JetBlue has invested in the community, the loss for the region would have been profound. But JetBlue opted to stay and fight. It began fully utilizing its slots, launching a slew of new frequencies to prevent Southwest from stepping in. It was obvious that this strategy wasn't going to work.

It tried to get creative. When Hawaiian expressed an interest in flying to Long Beach, JetBlue knew it could give up a slot and not have it go to Southwest or any airline that would be a competitive threat. It did that and slot-holdings dropped to 34.

But that was still too much. Earlier this year, JetBlue announced it was slashing service, cutting frequencies in nearly all short-haul markets. It threw out a Hail Mary... some sub-daily seasonal service in random markets like Bozeman and Steamboat Springs, but that hardly made up for the cuts elsewhere. Daily departures would drop to 23 (further down to 22 once a later pull-out from the Ft Lauderdale market was announced). The expectation was that JetBlue was going to release these slots so others could take over, but that didn't happen. Instead, JetBlue just went back to its old tricks and started under-utilizing its slots. If you'd think that Southwest would step in and fill the void, you'd be right... sort of.

Southwest only has six of its own slots in Long Beach (currently used to fly four flights to Oakland and two to Sacramento), and it has made no secret of the fact that it wants more. When JetBlue stopped fully utilizing its slots, Southwest did ramp up a bit by adding two more Sacramento flights and three to Vegas for a total of 11 daily flights. It could have grown more, so why did it stop?

In its labor agreements, Southwest has committed that it will employ its own people at an airport where it has at least 12 daily flights. Anything under that can be run by contractors. Since Southwest technically has only six slots in Long Beach, it has to be hesitant about growing above 11 daily flights. What if it does, hires a bunch of people to run the operation, and then JetBlue decides to utilize its slots fully again? In that case, Southwest would have to staff its six measly flights with a full complement of employees. That is not the way to run a profitable station. (Some would argue flying to Long Beach at all is not a good way to run a profitable station, but I digress.)

That left the city of Long Beach at a crossroads. It could maintain the status quo and keep JetBlue happy-ish, or it could change the utilization rules to try and give Southwest a better opportunity to get its hands on some more slots. It chose the latter.

The new rules that passed the city council last week require an airline to fly 60 percent of its slots in a month, 70 percent in a quarter, and 85 percent in a year. That allows for some seasonality, but it doesn't allow JetBlue to keep doing what it has been doing.

Now, the ball is in JetBlue's court. Will it do what it probably should have done long ago and walk away from a seemingly ungrateful city? Or will it ramp its flying up again to meet the new rules? If it's the latter, then service will likely sink deeper into the red. If it's the former, then the door will be wide open for Southwest to step in and turn Long Beach into a Burbank or Ontario clone.

On the surface, this seems like the wisest path for the city, especially since it prematurely shut the door on the customs facility discussion. If there is more demand than supply for slots, then the city is right to try to maximize their usage. But just because there's a ton of demand today doesn't mean it will be there tomorrow. Long Beach is betting that Southwest wants to ramp up for the long-haul here. If that happens and JetBlue walks away, we'll see how people feel about having less New York and Boston and more Phoenix and San Jose. But then, the city will again be in the position of having all its eggs in one basket. It's just a different basket this time.

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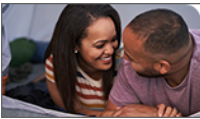
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Douglas Swalen

Long Beach deserves whatever it gets from this mess. It's their mess.

+ 3 -

Reply

Nov 27, 2018 4:51 am




Mark

I can't fathom how one city council has so much power over an airport. How is this model a better form of airport governance than the more typical state/municipality run port authority?

+ 2 -

Reply


Nov 27, 2018 6:24 am




A

Clearly the City of Long Beach doesn't want this airport to be a true secondary airport in a major metro thus we get more and more of this game of musical chairs. I know LGB is Cranky's local airport and thus it gets a lot of attention but in this post he actually mentions it's relative proximity to LAX. While I understand there is a lot of population density in the LA basin LGB still seems to me

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as a relic leftover from the Douglas Aircraft Company. To me SNA and LAX are more appropriately spaced to have as a primary & secondary airport for a major market like LA, while Burbank and Ontario can cover the valley and inland empire respectively. (I acknowledge there is NIMBY issues with SNA as well.) Across the continent NYC has its own airport issues but one can hardly say that JFK, LGA and EWR aren't successful for the airlines....or MDW or DAL or HOU. LA doesn't have what I'd consider a true secondary airport like any of those examples.

+ 0 -

[Reply](#)

Nov 27, 2018 6:33 am



Matt D

Guest

I definitely concur with this. Almost like the city wants to chase everyone out, then justify closing the airport and redevelop it a-la Denver Stapleton or Santa Monica. That real estate would be worth a fortune. So perhaps that's their real goal. But it doesn't explain why the relative warmth to Southwest. So maybe it's purely a territorial/ego thing a-la Dallas/Ft Worth and GSW/DFW.

It's these *REAL*, unspoken factors that are always far more interesting....and usually closer to the truth than any meeting agenda or press release will ever say.

+ 0 -

[Reply](#)

Nov 27, 2018 7:06 am

Friend of Market

Why the undertone of "competition is bad"? SNA doesn't allow underusage and neither do the east coast slot airports. JetBlue wasn't denied any opportunity to operate, just denied the opportunity to keep out others. Why the negativity on a pro-competition regulation? It's odd from you.

+ 1 -

[Reply](#)

Nov 27, 2018 7:07 am

davidp627

I think there are a lot of similarities between LGB and BUR. I fly out of BUR sometimes and it literally feels like it's built into a suburban neighborhood. Both BUR and LGB seem to me to be prime redevelopment opportunities, even though I'd hate to see them go. SNA is a close third. They are definitely leftovers from another time.

+ 0 -

[Reply](#)

Nov 27, 2018 7:56 am



Anthony

Member

But LGB is a better airport than SNA or BUR... it has longer runways. The city government made a smart move by favoring SWA. Although Jet Blue has a robust presence in the Northeast, it's the sick man of California air travel.

+ 1 -

[Reply](#)

Nov 27, 2018 8:22 am

James

JetBlue has been a terrible neighbor. It racks up hundreds of annual noise violations and now squats on the slots which can be utilized by others. JetBlue has done nothing more than play games with the city and community.

+ 0 -

[Reply](#)

Nov 27, 2018 9:00 am

Paul

City setting slot usage requirements is quite logical. Heck even IATA, the airline trade group says its a best practice and promotes a 80% use it or lose it threshold.

+ 0 -

[Reply](#)

Nov 27, 2018 9:03 am

In Closed Session

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IN CLOSED SESSION: How To Handle An Airport

By Harry Saltzgaver

Executive Editor 2 hrs ago



As history buffs will tell you, Long Beach Airport never was much in terms of commercial passenger service.

Oh, there's been some ever since World War II, when runways were lengthened to handle the myriad military planes being built here. By the mid-1980s, there was enough interest to prompt a terminal expansion — and a huge lawsuit between airlines and the city.

Long Beach Airport is situated smack in the middle of the city. Or rather, the city surrounded the Long Beach Airport as the city grew.

Whichever, a noise ordinance, including curfews and limits on numbers of flights, was passed in 1981 (before the Federal Aviation Administration cared about such things). The airlines, who wanted as many flights as possible, went to court in 1983.

In response to that proposed terminal expansion, a group of resident advocates formed a group called LB HUSH to "protect the neighborhoods." Centered primarily in the Eighth and Fifth City Council districts, LB HUSH quickly gained political clout.

A final settlement, incorporating what we know today as the noise ordinance was reached in 1995. But ironically, by then most of the airlines had bailed, taking their business to LAX to the north or John Wayne Airport to the south.

That noise ordinance settlement required Long Beach to offer a minimum of 41 commercial-sized flights a day. There also was a requirement to allow mid-sized "commuter" commercial flights, all within a set "noise bucket."

After the settlement, Long Beach Airport had fewer than a dozen commercial passenger flights. In response, city leaders created Red Teams comprised of Chamber of Commerce, Long Beach Convention & Visitors Bureau and city representatives. Those teams were tasked with finding airlines to fly out of Long Beach.

Incentives, and to be honest a clear sense of desperation, enticed a series of startups to try Long Beach. There was Allegiant Air, Million Air and more I can't remember.

Then, in 2000, JetBlue came to town. Back then, JetBlue was pretty much a startup too. But they had applied a strategy of flying to secondary airports in big markets to get established, and it was working.

For them, Long Beach was the perfect counterpoint to LAX. They could, and did, tout a hassle-free flight experience at Long Beach, with easy parking, a quick check-in and almost perfect weather. And, with visions of jobs and tourist dollars dancing in their heads, city officials willingly gave JetBlue all of the remaining commercial slots. And they extended the time an airline had to use the slot or lose it from six to 24 months.

It took some time to get everything in order to create JetBlue's West Coast hub, but by August 2001, they were ready to begin service with destinations including New York City, Tampa Bay, Boston and more.

That first flight took place Aug. 29, 2001 — 13 days before 9-11, when terrorists used airplane to kill thousands. To say the attacks put a damper on air flight is an understatement.

But JetBlue persevered, and ultimately flew all 27 of its original flights at least some of the time. The success prompted renewed talk of expanding the Long Beach terminal, which in turn spawned LB HUSH2. A compromise resulted in a boutique airport that consistently ranks high on lists for friendliness, ease of use and its food.

While the city took advantage of JetBlue's popularity by using increased passenger fees to pay for the terminal expansion, the airline also began violating the evening curfew more frequently. The problem became so large the city prosecutor struck a deal where JetBlue paid a set penalty (with the money going to the Long Beach Library Foundation) for each violation, and JetBlue cut back on the number of cross-country flights, settling for Las Vegas and northern California as primary destination.

Then came the fight over international flights. Airport opponents managed to equate a customs facility with more airport activity despite the existence of the noise ordinance and, after a long study, an apparently cowed City Council sided with the opponents, killing the proposal.

JetBlue said it would be cutting back flights in response. Then the city came up with new slot use rules that appeared aimed specifically at JetBlue with a use it or lose it approach. The presence of Southwest Airlines apparently trumped the history with JetBlue.

One can, and I will, argue that JetBlue's presence in Long Beach revived and improved the city's airport during a tough economic time. Of course, if you don't like the airport, that's a bad thing. If you believe in the value of a commercial airport serving a city of 500,000 along with the surrounding area, you applaud JetBlue and scratch your head over decisions being made today.

This is one case where the will of a few (Hush2) has twisted the way the city and City Council looks at its own asset, and dissed what was once a great corporate sponsor.

And that's wrong.

Harry Saltzgaver

Harry has been executive editor of Gazette Newspapers for more than 26 years. He has been in the newspaper business for more than 35 years, with experience on both weekly and metropolitan daily papers in Colorado and California.

New Rules Passed For Flight Slots At Long Beach Airport, Airlines Split On The Issue

By Pierce Nahigyan, Staff Writer - December 3, 2018

The Long Beach City Council has approved a resolution updating the rules governing flight allocations at Long Beach Airport (LGB). The creation of the resolution was in part spurred by what LGB Director Jess Romo has referred to as the current and anticipated future failure of "some incumbent air carriers to fully utilize their slot allocations."

In a report addressed at the November 20 city council meeting, Romo wrote that the airport was "increasingly concerned" that the current allocation provisions gave airlines with more slots the ability to hold onto unused slots and prevent their competition from using them. "The airport should not allow air carriers to operate in a manner that creates artificial advantages for any carriers," he wrote.

The new resolution would increase the minimal use requirements for flights slots. Officials of JetBlue Airways, which holds the lion's share of flight slots, oppose the change. Southwest Airlines, JetBlue's chief competitor, supports it.



How Flight Slots Used To Be Allocated

At present, the city's Airport Noise Compatibility Ordinance (ANCO) allows up to 50 daily flights to be flown from LGB. This includes 41 permanent and nine supplemental slots. Two of these slots are allocated to cargo carriers FedEx and UPS. The remainder are distributed among five commercial airlines: JetBlue, Southwest, Delta Air Lines, American Airlines and

Hawaiian Airlines. JetBlue operated 35 flight slots until September of this year, when it downsized to 23.

Before the passage of the new resolution, airlines were required to operate at least four flights per slot per week over any 180-day period. In other words, an airline had to use a slot at least 57% of the time over a six-month period, or risk forfeiting the slot. Further, airlines that did not conduct at least 30 flights per slot in any 60-day period – or utilize it 50% of the time over two months – also risked forfeiting their slot.

In his report to the city council, Romo stated that this level of utilization “arguably provides for the potential to engage in anti-competitive behavior by maintaining flight slots that are underutilized,” thus restricting opportunities for their use by new or incumbent airlines.

What The New Resolution Changes

Under the new rules, a slot must now be used 60% of each month (or about four days per week), 70% each quarter (or about five days per week) and 85% each year (or about six days per week).

The rationale for this increase, Romo said, was manifold. His report explained that doing so:

- Ensures that air carriers adequately utilize their flight slots
- Reduces the potential for anti-competitive conduct
- Promotes airport operation on “fair and reasonable” terms and without “unjust discrimination”
- Reinforces the proposition that flight slots “are not, and must not be permitted to become” the property interests of commercial airlines
- Adopts an administrative penalty provision where underutilization is documented

The ordinance states that failure to comply with the minimum use requirements may incur a “reduction in the number of flight slots consistent with actual utilization” as well as “potential disqualification from receiving additional permanent or supplemental flight slots for a period of time.”

Romo noted at the November 20 meeting that flight allocation procedures “have been amended six times to date.” The passage of this latest resolution marks the seventh amendment.

“Generally, changes to the flight allocation procedures are made in response to market conditions,” Romo told the Business Journal. “Given that we have a limited number of slots, it is essential that the city actively manages these limited resources fairly and efficiently.”

JetBlue's Response

When the city first began discussing changes to allocation procedures in 2017, it sent a letter to its airlines for comment. JetBlue and Southwest were the only respondents.

Southwest was supportive, writing that it had no objections to the amendments under consideration and that "there must be an effective mechanism to assure maximum usage" of allocated flight slots. JetBlue was against the proposed changes and offered counter proposals.

Nearly eight months after the initial letters were sent and the city continued with its plans for the resolution, Robert Land, the senior vice president of government affairs and associate general counsel for JetBlue, sent a follow up e-mail that criticized the proposed changes. Romo included both Land's e-mail and the September 2017 letters from JetBlue and Southwest in his report.

"Regrettably, it appears that the city . . . has chosen to disregard all of JetBlue's suggestions," Land wrote in the e-mail dated May 30, 2018. "It is further regrettable that the city continues to take steps that appear specifically designed to harm JetBlue."

As Land alludes to in his e-mail, this is not the first time JetBlue and the City of Long Beach have clashed over airport procedure. JetBlue was highly supportive of opening up LGB to international flights, a motion opposed by the city council in January 2017. JetBlue was also frustrated by the lengthy construction delay and the downsizing of the original plans for the new airport concourse that opened six years ago. And for each violation of the airport's noise ordinance, JetBlue incurs a \$6,000 fine. This figure was arrived at following several months of discussion and litigation between the city and the airline, ending a longstanding dispute over JetBlue repeatedly arriving past LGB's 10 p.m. curfew.

In his May 2018 e-mail, Land warned that, "Any city action to unilaterally impose changes to the ordinance or allocation resolution that are more restrictive or facially discriminatory could have unintended consequences and be deemed presumptively invalid." Land further stated that the city could risk a collapse of its grandfathered noise ordinance as a result of the amendments.

In his presentation to the city council, Romo noted that the airport's noise ordinance would not be affected in any way by the changes proposed in his report. He emphasized that again when he spoke to the Business Journal. "The noise ordinance is not being changed," he said.

Prior to filing his report, Romo reached out to Federal Aviation Administration (FAA) officials for their legal opinion on the matter. "FAA does not believe the proposed amendments raise ANCA issues," he wrote. He further added that the administration "encourages the city, as the airport proprietor, to make the necessary business decisions to encourage and promote competition at the airport."

Next Steps

When reached for comment, Doug McGraw, vice president of corporate communications at JetBlue Airways, said that JetBlue is "a proud member of the Long Beach community" and will continue to offer residents "the best onboard experience of any airline that flies here." Regarding the passage of the resolution, McGraw said, "While we believe this rule change is unnecessary as evidenced by the numerous unused slots already available, we remain committed to providing a level of flying in Long Beach that the market will support."

Romo said that the amendments are necessary. "We have an established waiting list of carriers that would like to obtain permanent slots," he said. "However, the current process only allows for temporary use of the unused slots on a month to month basis." That uncertainty limits the utility of those slots, he continued, when time is of the essence. It takes time to schedule aircraft and flight crews, as well as to market for additional service, he explained.

"This is a difficult proposition on a month to month basis," Romo concluded. "We feel that some degree of certainty is best for the airport, our airline partners and our customers."

Romo said that the airport and the city are currently working through the process of adopting the new resolution. He anticipates the new changes to be implemented January 1, 2019.



LONG BEACH POST



Long Beach Airport Director Jess Romo (above) announced his retirement Thursday December 6, 2018.

LONGBEACH AIRPORT

2 hours ago

Director's retirement leaves Long Beach Airport's top spot vacant — again

by **Jason Ruiz** in **Long Beach Airport**



For the third time in four years the Long Beach Airport will be looking for a new director after the city announced Thursday that Jess Romo,

Romo served as director of the airport for almost two and a half years, succeeding Bryant Francis, who left to lead Oakland International Airport. Francis served as the director at Long Beach for about 15 months.

Before Francis, Mario Rodriguez held the position for over five years before eventually resigning and becoming the CEO of the Indianapolis Airport Authority. The statement from the city said that a search to find a successor to Romo would begin immediately, but an expected time frame for when a new director might be announced was not provided.

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Long Beach Airport Pulls New Director from LAX



The City of Long Beach has appointed a new director of the Long Beach Airport, Jesus "Jess" L. Romo, A.A.E., an airport executive whose previous gigs included overseeing Operations and Emergency Management at Los Angeles International Airport, and working for the Ontario International and Van Nuys airports, officials announced today.



Long Beach Post



"Right now it's just a tough labor market in terms of low unemployment and there being lots of vacancies with retirements," said Alex Basquez, director of city's human resources department. "I think in general employers are facing higher turnover. But I can't really say if there's a reason for the turnover at the airport."

The city is still working to identify someone to serve as an interim director while a national search to replace Romo is completed. Whoever replaces him will inherit an airport undergoing a multi-million facelift, but also a growing feud with JetBlue, its largest tenant.

Under Romo's watch the airport saw tens of millions of dollars worth of improvements started or completed on its terminal, passenger baggage processing areas and its runways. The airport recently commenced a project that will redesign the main lobby, which currently serves as the airport's ticketing area, and covert it to the rental car processing area with a new ticketing office being added to the airport's footprint.

Long Beach Airport Set For Overhaul After Council Approves \$58.8 Million In Improvements



The last time the airport received this large of a facelift was about eight years ago when a previous city council greenlighted phase I of the the project which included the construction of the new passenger concourse and passenger screening facility. Those improvements opened to the public in

December 2012.



Long Beach Post



Romo has also presided over a back and forth with JetBlue Airways that has ratcheted up this year as the city has worked to raise the fine structure for airlines that violate the city's late-night flight restrictions—

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Director's retirement leaves Long Beach Airport's top spot vacant — again • Long Beach Post
redefine the volume of flights needed to retain flight slots at the airport.

JetBlue called the move discriminatory and is the airline most likely to lose flight slots to competitors at the airport if current flight trends were to stretch into next year.

Despite a short stint in Long Beach, Romo served for more than 30 years in the aviation field with 28 of those coming with the City of Los Angeles. Romo's last day with the city will be January 31, 2019.

"It has been an honor to serve the residents of Long Beach by providing world-class service at one of the best airports in the country," Romo said in a statement.

Jason Ruiz covers transportation for the Long Beach Post. Reach him at jason@lbpost.com or 951-310-1772.

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LOCAL NEWS

Long Beach Airport director Jess Romo announces retirement

An interim director has not been announced yet, as a national search for the next director is underway



Long Beach Airport Director Jess Romo announced his retirement Thursday. He started in 2016 and his last day will be Jan. 31. (Courtesy photo)

By **EMILY RASMUSSEN** | erasmussen@scng.com | Long Beach Press-Telegram

PUBLISHED: December 6, 2018 at 12:10 pm | UPDATED: December 6, 2018 at 12:10 pm



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Long Beach Airport Director Jess Romo will retire in January, the city announced Thursday, Dec. 6.

Romo served as director since 2016 and his last day will be Jan. 31. He oversaw infrastructure improvements at the airport, created a culture of inclusivity and transparency among staff, customers and residents, said City Manager Patrick West in a statement.

“It has been an honor to serve the residents of Long Beach by providing world-class service at one of the best airports in the country,” Romo said. I can’t thank the team here at LGB enough for the great work they do every day to provide a positive experience for customers and the surrounding community. I know that will continue well into the future.”

Before overseeing the Long Beach Airport, Romo spent 19 years with Los Angeles World Airports during his 28-year career with the city of Los Angeles. When he came to Long Beach, some of the projects he oversaw included [terminal area improvement](#) to improve customer experience, [reconstruction of the airport’s busiest runway](#), and modernizing the ground transportation program.

A national search for the next Long Beach Airport director will start immediately, according to the city. An interim director has not been announced yet.

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Tags: [Long Beach Airport](#), [retirement](#), [Top Stories LBPT](#)

Long Beach Airport director Jess Romo announces retirement – Press Telegram



Emily Rasmussen

Emily covers education and development for the Long Beach Press-Telegram. A native of Long Beach, Emily is an alumna of the Cal State Long Beach Journalism Department. Prior to joining the Press-Telegram, Emily was city editor of The Capistrano Dispatch in San Juan Capistrano, a contributing writer for the Orange County Register and the news editor for The Edge in Long Beach.

[Follow Emily Rasmussen @rasmussenreport](#)

Long Beach Airport Director Jess Romo Retiring

By Samantha Mehlinger, Editor - December 6, 2018

The City of Long Beach announced this morning that Long Beach Airport Director Jess Romo is retiring on January 31, 2019. He has served in the position since September 2016. A national search for a replacement is beginning immediately, according to a city statement. An announcement regarding an interim replacement is forthcoming.

During his time at the airport, Romo has overseen a \$16 million project to rehabilitate the airport's busiest runway, the planning of the \$65.2 million Phase II Terminal Area Improvement Project, and other airport initiatives. Prior to leading Long Beach Airport, Romo worked 28 years for the City of Los Angeles, including 19 years with Los Angeles World Airports.



*Photograph of Romo
provided by the City of
Long Beach*

"It has been an honor to serve the residents of Long Beach by providing world-class service at one of the best airports in the country," Romo said. He also thanked the mayor, city council, city manager and city staff.

City Manager Patrick West stated that Romo led the airport "with great professionalism and integrity," and thanked him for his service.

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Long Beach Airport Director Jess Romo to Retire

Published by admin on Thu, 12/06/2018 - 1:23pm

By: City News Release

The City of Long Beach announced today the retirement of Long Beach Airport (LGB) Director Jess L. Romo, A.A.E. He has served as director of the Long Beach Airport since 2016. Prior to overseeing and guiding all activities at LGB, he spent 19 years with Los Angeles World Airports (LAWA) during his 28-year career with the City of Los Angeles.

"Jess led the Long Beach Airport with great professionalism and integrity, and he will be missed," said City Manager Patrick H. West. "He oversaw the advancements of huge infrastructure improvements at LGB, and created a culture of inclusivity and transparency among staff, customers and Long Beach residents. We thank him for his service, and wish him the best in his retirement."

During his time with LGB, Romo oversaw the progress or completion of major projects and initiatives, such as: Phase II Terminal Area Improvement project, a \$65.2 million capital project that will improve functionality of terminal facilities, create welcoming community engagement and hospitality spaces in pre-screening areas and improve the customer experience; reconstruction of Runway 8R-26L, a \$16 million capital project to rehabilitate the airport's busiest runway, which was completed on time and on budget; and the implementation of a modernized, commercial ground transportation program to improve access and traffic flow and to yield greatly improved cost recovery highlighted by an annual revenue increase of over \$1.2 million.

"It has been an honor to serve the residents of Long Beach by providing world-class service at one of the best airports in the country," said Romo. "I can't thank the team here at LGB enough for the great work they do every day to provide a positive experience for customers and the surrounding community. I know that will continue well into the future. I'd also like to thank the mayor, City Council, the city manager and my colleagues across city departments for their leadership."

Romo's last day with the city will be January 31, 2019. A national search for the next Long Beach Airport director will commence immediately, and an announcement regarding an interim director is forthcoming.

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Long Beach Airport's Romo Retires

By Paul Hughes (/staff/paul-hughes/)

Thursday, December 6, 2018

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(/photos/2018/jan/08/30744/)

Long Beach Airport Director Jess Romo will retire effective Jan. 31.

Romo has led the airport since 2016; he previously worked for the city of Los Angeles for 28 years, including 19 at Los Angeles World Airports, which oversees Los Angeles International Airport.

His time in Long Beach has seen airport terminal, runway, and ground transportation changes; the addition of routes by Southwest Airlines and Hawaiian Airlines; more flights based on the availability and use of quieter aircraft; and a sometimes-tense relationship between JetBlue Airways and the city of Long Beach, which owns the airport.

JetBlue flies by far the majority of passengers from Long Beach but it was rebuffed in an attempt to get international flights from the facility and it has reduced routes this year and its passenger count is down, with the slack picked up by other carriers.

Long Beach Airport had 3.8 million passengers in 2017, up 33% over 2016; this year's numbers are running 8% higher year-over-year, with nearly 3 million passengers through the first three quarters of 2018.

Romo was on the 2017 OC 500.

[Home](#) / [Opinion](#) / [Letters](#)

OUR MAILBOX: Airport Use, Speeding Trucks

Grunion Readers 4 hrs ago



Use It Or Lose It

Dear Editor,

As a fan of both JetBlue and Southwest Airlines I disagree with your Closed Session conclusion on Nov. 29 that the City Council is dissing one of our airport's important tenants. Those slots are JetBlue's to harness, and I hope they do.

The Council's decision provides for actions to be taken if utilization does not increase. It is agnostic in that it applies to all airlines. I hope JetBlue increases utilization of their assigned slots and appreciate having them here in Long Beach and recognize their benevolent corporate presence in our city.

Concurrently, I welcome Southwest's entrance into LGB and hope to see their capacity allocations increase in the years to come.

The City Council's actions were not wrong, rather they were prudent in recognizing that a business asset that has been robustly invested in needs to be cultivated to the degree allowed by the precious and important noise ordinance.

David Alpern

Long Beach

Speeding Trucks

Dear Editor,

As I so much enjoy watching (and listening) to the endless parade of poser monster trucks tearing up and down Colorado Street, I just want to say, please, drive as fast as you want, there's no police traffic law enforcement along here, ever!

Besides, we all know that global warming is a hoax, and we're all very impressed with the size of your ... truck.

Tom Gallo

Belmont Heights

GO

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December 6, 2018

The Best & Worst Airports for Christmas Travel

Posted by [Treetopia](#) in [The Treetopian Lifestyle](#)



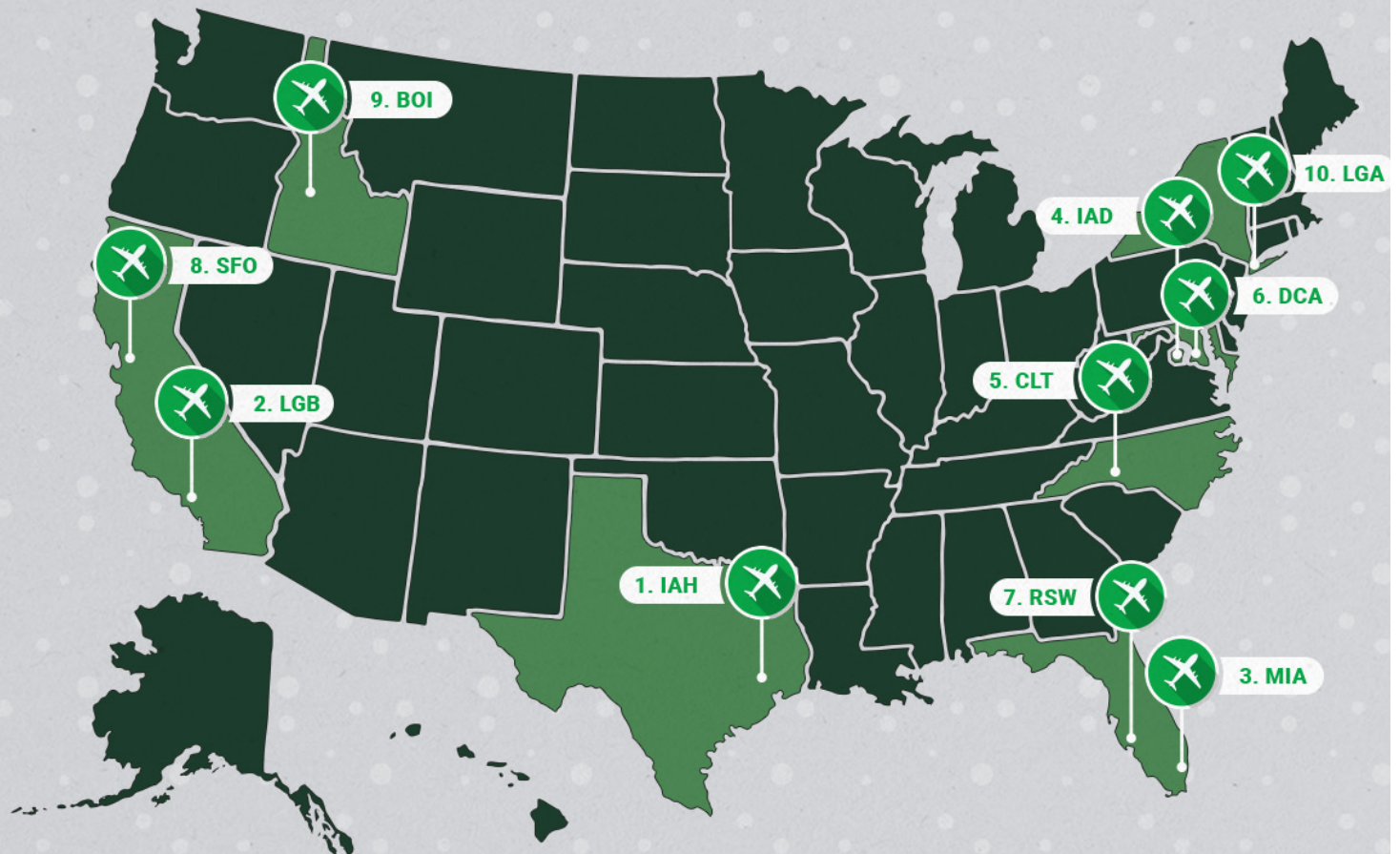
Christmas is the most wonderful time of the year, and it's nearly here! Families all around the country are putting up their [Christmas trees](#) and [festive decorations](#). More importantly, they are starting to schedule their holiday get-together.

Many of us will be traveling to see family this Christmas. However, long lines, travel delays, and cancellations can put you in a less than festive mood. In the spirit of the season, we want to put you at ease by giving you the lowdown on some of the best and worst airports and airlines for Christmas travel.

We took a look at government data from 2017 and analyzed every departing flight at the 50 busiest airports in the country. Read on to know what the best and worst airports and airlines are during Christmas!

Fly with a Smile

BEST AIRPORTS FOR CHRISTMAS TRAVEL



1. George Bush Intercontinental Airport (IAH)



2. Long Beach Airport (LGB)



3. Miami International Airport (MIA)



4. Washington Dulles International Airport (IAD)



5. Charlotte Douglas International Airport (CLT)



6. Ronald Reagan Washington International Airport (DCA)



7. SW Florida International Airport (RSW)



8. San Francisco International Airport (SFO)



9. Boise Airport (BOI)



10. LaGuardia Airport (LGA)

Treetopia

You're in luck if you live in the South! You will find six of the top 10 best airports for Christmas travel in this region. Talk about southern hospitality.



BEST AIRPORTS FOR CHRISTMAS TRAVEL

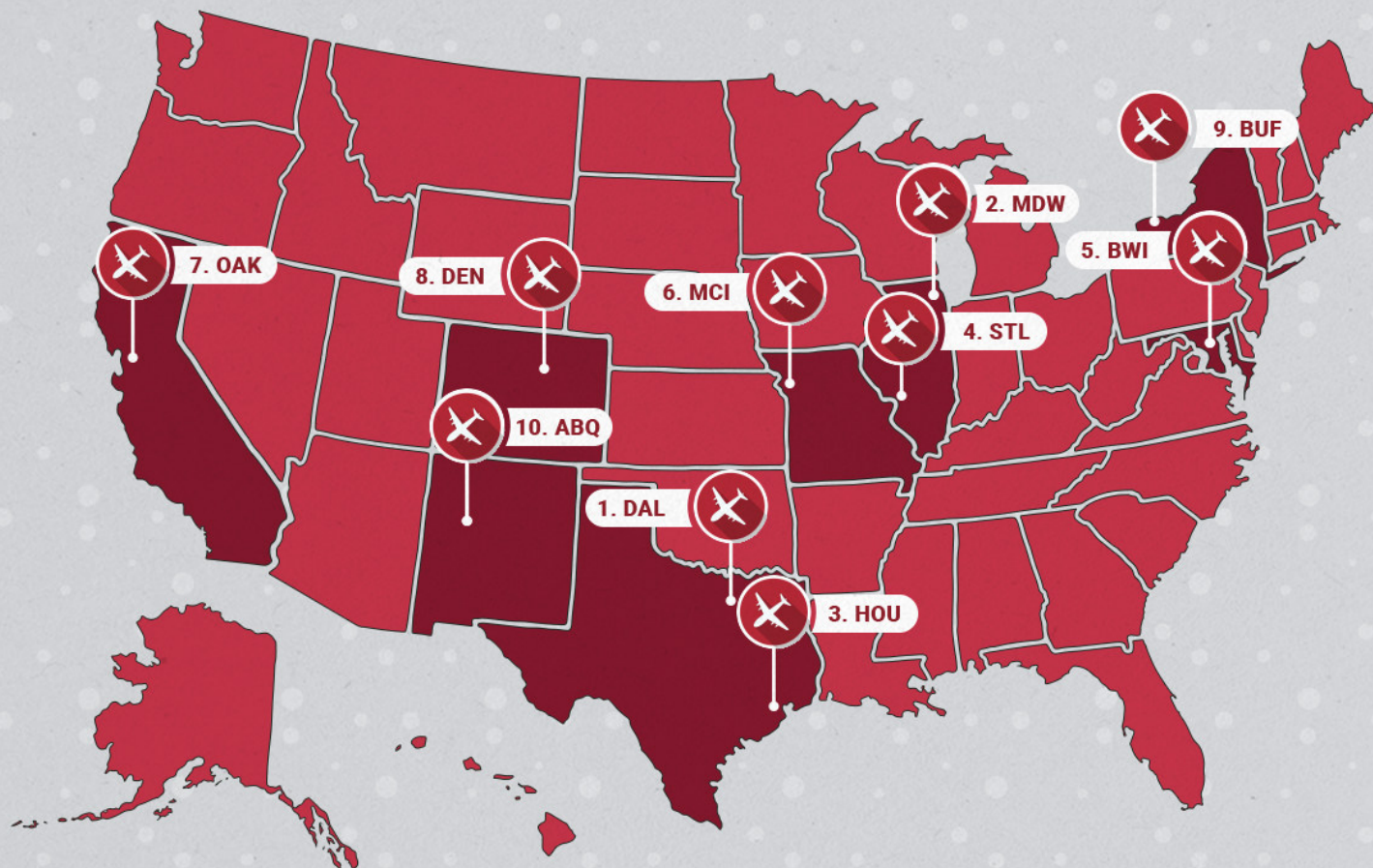
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 Airport	 % of Flights Delayed	 % of Flights Cancelled	 Average
George Bush Intercontinental Airport (IAH)	31%	0.19%	32 min
Long Beach Airport (LGB)	34%	0.00%	32 min
Miami International Airport (MIA)	34%	0.12%	32 min
Washington Dulles International Airport (IAD)	34%	0.17%	35 min
Charlotte Douglas International Airport (CLT)	36%	0.11%	24 min
Ronald Reagan Washington National Airport (DCA)	37%	0.51%	34 min
Southwest Florida International Airport (RSW)	37%	0.14%	49 min
San Francisco International Airport (SFO)	38%	0.49%	36 min
Boise Airport (BOI)	38%	0.35%	30 min
LaGuardia Airport (LGA)	39%	0.34%	31 min

Texas is the holiday travel champ! George Bush Intercontinental Airport is [the best for Thanksgiving travel in our previous study](#). It's the best for Christmas travel as well with only 31% of its flights delayed and only 0.19% of its flights canceled over the festive period.

Get Ready to Wait it Out

✈️ WORST AIRPORTS ✈️ FOR CHRISTMAS TRAVEL



1. Dallas Love Field
(DAL)



2. Chicago Midway
International Airport
(MDW)



3. William P. Hobby
Airport
(HOU)



4. St. Louis Lambert
International Airport
(STL)



5. Baltimore/Washington
International Airport
(BWI)



6. Kansas City
International Airport
(MCI)



7. Oakland International
Airport
(OAK)



8. Denver International
Airport
(DEN)



9. Buffalo Niagara
International Airport
(BUF)



10. Albuquerque
International Sunport
(ABQ)

Treetopia

You're more likely to depart from one of the worst airports in the country for Christmas travel if you live in the Midwest. It has three of the top 10 worst airports.



WORST AIRPORTS FOR CHRISTMAS TRAVEL

Treetopia

 Airport	 % of Flights Delayed	 % of Flights Cancelled	 Average
Dallas Love Field (DAL)	76%	0.99%	32 min
Chicago Midway International Airport (MDW)	75%	2.74%	33 min
William P. Hobby Airport (HOU)	74%	0.74%	27 min
St. Louis Lambert International Airport (STL)	65%	0.33%	30 min
Baltimore/Washington International Airport (BWI)	58%	0.32%	28 min
Kansas City International Airport (MCI)	58%	0.74%	31 min
Oakland International Airport (OAK)	58%	0.93%	25 min
Denver International Airport (DEN)	56%	0.44%	35 min
Buffalo Niagara International Airport (BUF)	56%	0.53%	45 min
Albuquerque International Sunport (ABQ)	55%	0.15%	34 min

Dallas Love Field can turn anyone into Scrooge by being the worst airport in the country for Christmas travel. The numbers say it all with 76% of its flights delayed, and 0.99% of flights canceled over Christmas time.

Similarly, we're not feeling the festive cheer with Chicago Midway. This airport might make some Windy City residents very unhappy this Christmas with 75% of flights delayed, and 2.74% of flights canceled!









Tips for Your Christmas Trip










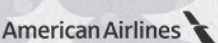


BEST & WORST AIRLINES

FOR CHRISTMAS TRAVEL



 BEST	 % of Flights Delayed	 % of Flights Cancelled	 Average Delay
	33%	0.04%	32 minutes
	35%	1.21%	28 minutes
	36%	0.24%	48 minutes
	36%	0.06%	34 minutes
	37%	0.21%	40 minutes
	40%	0.01%	30 minutes

 WORST	 % of Flights Delayed	 % of Flights Cancelled	 Average Delay
	65%	0.67%	28 minutes
	53%	0.24%	41 minutes
	52%	0.38%	25 minutes
	49%	0.00%	51 minutes
	41%	1.47%	61 minutes
	41%	0.23%	31 minutes


Treetopia

Consider yourself lucky if you haven't bought your airplane tickets yet! Virgin America may be your best bet if you want to avoid Christmas travel delays. It has the lowest percentage with just 33% of flights delayed during this time.


Southwest Airlines is hands down the worst airline for Christmas travel with a massive 65% of flights delayed. You might miss out on all of the Christmas festivities if you fly with them during the holidays!

BEST DAYS TO TRAVEL AROUND CHRISTMAS





% of Flights Delayed
39%



% of Flights Cancelled
0.34%

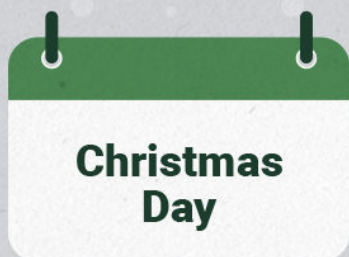

Average Delay (minutes)
39




% of Flights Delayed
40%



% of Flights Cancelled
0.53%


Average Delay (minutes)
32




% of Flights Delayed
41%



% of Flights Cancelled
0.50%


Average Delay (minutes)
41




% of Flights Delayed
43%



% of Flights Cancelled
0.29%


Average Delay (minutes)
28




% of Flights Delayed
43%


% of Flights Cancelled
0.32%


Average Delay (minutes)
29

Treetopia

This piece of information may come as a surprise, but traveling on Christmas Eve is actually the best day to fly with only 39% of flights delayed.

Interestingly, the third best day to fly is on Christmas itself with only 41% of flights delayed. We can't imagine why anyone would want to spend the most wonderful day of the year in the air. Unless, you have a very short flight!




WORST DAYS TO TRAVEL

AROUND CHRISTMAS




% of Flights
Delayed
36%



% of Flights
Cancelled
0.49%


Average Delay
(minutes)
29




% of Flights
Delayed
34%



% of Flights
Cancelled
0.21%


Average Delay
(minutes)
29




% of Flights
Delayed
33%



% of Flights
Cancelled
0.31%


Average Delay
(minutes)
27




% of Flights
Delayed
31%



% of Flights
Cancelled
0.64%


Average Delay
(minutes)
43




% of Flights
Delayed
30%


% of Flights
Cancelled
0.33%


Average Delay
(minutes)
28

Treetopia

Plan Your Route Ahead of Time

Don't book those travel tickets just yet without reading this. You're flying the best Christmas travel route in the country if you're in the South and flying from New Orleans to Houston with only 17% of flights delayed. However, if you're flying from Dallas to San Antonio, you might arrive to find that the only unopened gifts under the tree are yours! This Christmas travel route has 86% of flights delayed.

We crunched the numbers to come up with the best Christmas travel experience possible. We recommend you fly out of George Bush Intercontinental Airport using Virgin America on Christmas Eve. There's a huge chance you'll avoid delays with this combination. In short, you'll be with your loved ones in good time for Christmas.

We hope this helps with your holiday travel plans! If you're staying home, share this guide with your friends and family who need it. A very Merry Christmas and safe travels from all of us at Treetopia!

Government

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http://www.gazettes.com/news/government/long-beach-airport-manager-jess-romo-announces-retirement/article_7a70a952-f99e-11e8-a918-bf85fefcfd39.html

Long Beach Airport Manager Jess Romo Announces Retirement

By Emily Rasmussen

Special to the Grunion 19 hrs ago



Jess Romo outside the Long Beach Airport terminal.

—Photo by Christine Robbins

Long Beach Airport Director Jess Romo will retire in January, the city announced Thursday, Dec. 6.

Romo served as director since 2016 and his last day will be Jan. 31. He oversaw infrastructure improvements at the airport, created a culture of inclusivity and transparency among staff, customers and residents, said City Manager Patrick West in a statement.

“It has been an honor to serve the residents of Long Beach by providing world-class service at one of the best airports in the country,” Romo said. I can’t thank the team here at LGB enough for the great work they do every day to provide a positive experience for customers and the surrounding community. I know that will continue well into the future.”

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A national search for the next Long Beach Airport director will start immediately, according to the city. An interim director has not been announced yet.

Harry Saltzgaver

Harry has been executive editor of Gazette Newspapers for more than 26 years. He has been in the newspaper business for more than 35 years, with experience on both weekly and metropolitan daily papers in Colorado and California.

LBReport.com

Extended VIDEO Coverage

See / Hear The Sights / Sounds Of 65th Annual Daisy Ave. Christmas Tree Lane Parade

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(Dec. 9, 2018) -- LBREPORT.com, partnering with our friends at *SignalTribune.com*, has extended VIDEO coverage below of the 65th annual Daisy Ave. Christmas Tree Lane Parade.

Our coverage of the Dec. 8 community event is embedded for on-demand access via *Facebook* and *YouTube* platforms to share with your friends and neighbors and enjoy throughout the holiday season.

Union Bank and Hugo Diaz along with **WANA (Wrigley Area Neighborhood Alliance)** made extended VIDEO coverage of this community event accessible worldwide on LBREPORT.com and *SignalTribune.com*

Major Christmas Tree Lane event sponsors include the Port of Long Beach, Chuck Butcher, John Deats, 7th dist. Councilman Roberto Uranga, the City of Long Beach Office of Filming & Special Events and L.A. County Supervisor Janice Hahn with additional [prominent sponsors listed here](#).

65th Annual Daisy Ave. Christmas Tree Lane Parade
Posted by LBReport.com
577 Views



-39:10

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[Scroll down for further.]



Unlike other holiday parades across the country that travel along commercial routes (encouraging crowds to spend money); the Daisy Ave. parade travels through in the heart of a residential neighborhood.

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The grassroots Wrigley Area Neighborhood Alliance (WANA) handles Christmas decorations lining Daisy Ave., transforming the neighborhood street into "Christmas Tree Lane." WANA volunteers:

- Load and transport all the displays and character figurines from garages and City warehouse
- Position large displays on the Lane with rented forklifts
- Spiff up the displays and check the electrical system
- Place up to 125 energy-efficient flood lights to highlight the displays
- Pound in approximately 350 fence stakes
- Position and secure 75 wooden character figurines
- Unroll and install about 1/2 mile of wire fencing to protect each of 31 major display bays
- Tie more than 150 red bows to the fencing
- Produce and pass out hundreds of flyers and newsletters to area residents
- Serve as judges for the House Decorating Contest on Daisy Avenue

Sponsor

SECURITY TIP OF THE WEEK

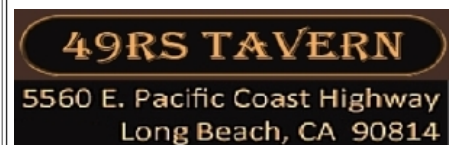
How to Stay Safe at the Pump



Video: How to Stay Safe at the Pump



Adoptable pet of the week:



And WANA has a "Cultural Heritage Celebration on the Green" with entertainment and special events scheduled for the coming week at Daisy Ave./20th St.

Sunday, December 9, 7 p.m.

186th Street Choir
Santa's Song Birds
Freedom Pursuit Choir
Community Sing-a-Long — Song Book Provided

Friday, December 14, 7p.m. Saturday, December 15, 7 p.m.

Xipe Totec Aztec Dancers
Veterans Park Entertainers
Dembrebrah West African Drum and Dance Ensemble
Sirena Serpentina Tribal Fire Dancers

Sunday, December 16, 7 p.m.

Donaldo's A Very Merry Rock 'n Blues Christmas Show
Bring your dancing shoes and partner! Dance contest prizes!

The Daisy Ave. parade and its associated events reflect the commitment of WANA's Board of Directors (Pat Arndt, Gloria Bolanos, Jill Hill, Joan Greenwood, Maria Norvell, Nancy Risch, Timothy Risch, & Josie Villasenor) along with Daisy Avenue resident Gary Maynard; Mike Peterson of Peterson Electric & Lighting; WANA Members Vernon Rudd, Edie Pearl & Loren Patton.

The Daisy Ave. Christmas Parade began in 1953 as the brainchild of area resident Gertrude Whittle, who convinced LB's then-City Council and Council of Churches to help decorate the median on Daisy Avenue between PCH and Willow Street with a Christmas Village and nativity scene. That prompted a number of area residents to begin decorating their homes and the annual event grew with the inclusion of more displays, entertainment nights,

In 1988, Maria Norvell and the Wrigley Association undertook efforts to revitalize the parade and Daisy Lane decorations...and the parade now continues as a firmly established Long Beach tradition.



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			\$3 Off Full Service Grooming (12+ minutes)
			15% Off ANY ONE ITEM (Excludes 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 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Jet Blue about to take off in Bozeman

By Abby Lynes Chronicle Staff Writer Dec 12, 2018

As Bozeman Yellowstone International Airport continues to grow, a new airline is about to take off.

JetBlue will offer direct flights between Long Beach, California, and Bozeman starting Thursday, becoming the seventh airline to set up shop in the small but busy airport.

“There aren’t a lot of airlines left in the U.S. we don’t have,” said airport director Brian Sprenger. “We’re excited to have JetBlue enter Montana.”

Sprenger said he thinks the low-cost airline was looking for opportunities to develop its high-end leisure traffic and to expand, and quickly growing Bozeman was a good fit.

JetBlue has been looking at the Bozeman market for a couple of years, said Robin Hoover, executive director of Yellowstone Country Montana. And now appeared to be the best time for the airline to move in, as there are plenty of “winter enthusiasts” who come to Bozeman to ski, she said.

As the airport grows, Sprenger and Hoover said it makes sense that more airlines would move in, including low-cost ones like JetBlue and Allegiant, the latter of which offers flights to Phoenix and Las Vegas.

“As we grow, we will continue to see more options, with airlines and destinations” Sprenger said.

Flyers shouldn't have to wait long for those options. Bozeman Yellowstone International has quickly become the busiest airport in the state, with about 600,361 people flying out in 2017. It is also planning on expanding, adding five new gates to the existing eight by 2021.

"We're always looking to add to the availability of incoming and outgoing flights," Hoover said.

For now, JetBlue will offer flights on Thursdays and Sundays through April, picking up again in June through September, Sprenger said. The airline will determine the future of the flight after next summer.

A ribbon-cutting ceremony celebrating JetBlue's first flight is open to the public and will be held in front of security at Bozeman Yellowstone International Airport on Thursday at 3 p.m. Speakers from JetBlue, the Bozeman Chamber of Commerce, Yellowstone Country Montana, Visit Big Sky and the airport itself will be there, Hoover said. Lt. Gov. Mike Cooney will also be speaking.

Abby Lynes can be reached at alynes@dailychronicle.com or 406-582-2651. Follow her on Twitter @Abby_Lynes.

Abby Lynes

Abby Lynes covers business and the economy for the Bozeman Daily Chronicle.



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Bozeman Airport grows with new airline, 16th direct flight destination

Rachel Louise Just Dec 14, 2018 Updated Dec 14, 2018



Admin

BELGRADE - Montana's busiest airport is getting even busier this week, with the addition of a new airline and a new direct route. On Thursday, the first JetBlue Airlines flight in the state touched down at Bozeman Yellowstone International Airport, bringing passengers from Long Beach, California to the Gallatin Valley.

It's an indication of Montana's growing travel destination image, and the airport's increasingly large role in fulfilling that image. The airport has seen record growth in the last decade, even breaking its own passenger traffic record for the eighth consecutive year last December.

And it doesn't look like that level of traffic will stop anytime soon. A celebration after Thursday's inaugural flight from Long Beach through JetBlue touched on the airport's continued growth, with Lieutenant Governor Mike Cooney telling the crowd he hoped to be back at the airport in a few months for another celebration. The airport, located in Belgrade, now accounts for 30 percent of all commercial airline traffic in and out of Montana.

Bozeman Yellowstone Director Brian Sprenger says JetBlue's arrival in Montana has been in the works for years.

"All of us in the area, you know, realize the great things that are happening in the valley and also up in the mountains," Sprenger said. "And we were able to impart with [JetBlue] everything that's going on here. And they wanted our community to be part of their system."

Most of budget airline JetBlue's 102 destinations are located along the east coast, not far from its New York City headquarters. Erik Hildebrandt, JetBlue's Regional Manager for Airports West, indicated that Bozeman could be a good way to connect more of the airline's western destinations to one another.

"Bozeman has a lot to offer," said Hildebrandt, explaining what drew the airline to the Gallatin region. "Whether it be Big Sky for skiing and our seasonal service in the winter, Yellowstone in the summertime, as well as a lot of the entrepreneur-tech industries here, and the university; there's no better demographic that actually matches for our onboard product to connect people to the areas in which we serve."

The new route from Long Beach to Bozeman is also expected to relieve some congestion from Los Angeles' bustling LAX Airport and serve as an alternative to Los Angeles and San Diego for travelers to the Golden State. The flight between Long Beach and Bozeman is Bozeman Yellowstone's 16th direct flight, running twice weekly during the winter and summer seasons.



Jet Blue arrives in Bozeman

Updated Dec 14, 2018

Rachel Louise Just

ABC Fox Reporter



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REGIONAL TRAVEL YELLOWSTONE


JETBLUE LANDS INAUGURAL FLIGHT IN BOZEMAN



POSTED BY: JOSEPH T. O'CONNOR — DECEMBER 14, 2018

SHARE ON:



 Bozeman is JetBlue's first destination in Montana. PHOTO COURTESY OF JETBLUE

EBS STAFF

BOZEMAN – JetBlue has touched down in Bozeman. At approximately 2:30 p.m. yesterday afternoon, the inaugural JetBlue flight from Long Beach Airport in California landed on the runway at Bozeman Yellowstone International Airport, cementing a compact reached last April. The deal makes JetBlue the seventh airline to operate out of Bozeman, and makes the city JetBlue's first destination in Montana.

The seasonal, nonstop flights connecting Long Beach and Bozeman will take flight twice each week on Thursdays and Sundays on Airbus 320 airplanes. For now, the flights will operate in winter and summer connecting Californians in greater Los Angeles and San Diego counties to Big Sky Country, and providing a gateway to southwest Montana's hallmark destinations, including nearby Yellowstone National Park and Big Sky Resort.

"The addition of our 16th direct flight ... [offers] the opportunity for our leisure travelers from Montana to visit the Long Beach, California area and California residents an opportunity for great access to our outdoors," said Daryl Schliem, president and CEO of the Bozeman Area Chamber of Commerce, in an April statement.

Flights will depart Long Beach at 10:48 a.m. and arrive Bozeman at 2:27 p.m., and depart Bozeman at 3:12 p.m. and arrive Long Beach at 4:51 p.m.

"The economy is continuing to thrive in Bozeman and Big Sky and another direct flight will be beneficial for all of the businesses in our communities," said Hans Williamson, Yellowstone Club vice president and general manager, in the statement.

TAGS:

BIG SKY MT	BIG SKY RESORT	BOZEMAN AREA CHAMBER OF COMMERCE	BOZEMAN MT	BOZEMAN YELLOWSTONE INTERNATIONAL AIRPORT
EXPLORE BIG SKY	JETBLUE	LONG BEACH AIRPORT	LONG BEACH CA	YELLOWSTONE CLUB

JetBlue adds new flights/destinations from LGB

Long Beach Airport's largest carrier adds twice-weekly flights to Colorado and Montana

By John R Harris, Patch Contributor (<https://patch.com/users/john-r-harris>) | Dec 15, 2018 6:55 pm ET

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This post was contributed by a community member.



JetBlue has announced the addition of two new destinations to its Long Beach roster.

Starting this week the airport's largest carrier began year-round flights to Bozeman, Montana and seasonal service to Steamboat Springs, Colorado.

"This winter JetBlue is pairing with the famed champagne powder of Steamboat," said Andrea Lusso, director route planning, JetBlue. "The best skiing in the western U.S. has never been so close."

"The resort is thrilled to partner with JetBlue to provide nonstop access for skiers, riders and vacationers," said Rob Perlman, president and COO of Steamboat Ski & Resort Corp.

The twice-weekly service to Steamboat will operate Wednesdays and Saturdays via Yampa Valley Regional Airport (airport code HDN), just 30 minutes from downtown Steamboat Springs.

Flights from Long Beach to Bozeman Yellowstone International Airport (code BZN) and Long Beach Airport (LGB) will also operate twice weekly, on Thursdays and Sundays, and will operate year-round.

Bozeman Yellowstone is among the busiest airports in the Northwest with more than 1.2 million travelers using the facility every year. It is the airport of choice for travelers bound for Bozeman, Big Sky and Southwest Montana, and serves as the year-round gateway to Yellowstone National Park.

"JetBlue has taken the time to get to know our community and all that we have to offer our esteemed visitors, and we look forward to a long-term partnership," said Daryl W. Schliem, President/CEO, Bozeman Area Chamber of Commerce.

Lusso added, "JetBlue has a long and successful tradition of connecting our customers to the very best vacation destinations, and Bozeman – with its fantastic downtown and nearby outdoor attractions – adds a unique, new city to our route map."

Long Beach is the 10th largest airport in California, serving almost four million passengers per year. The airport has won Condé Nast Traveler Magazine's Readers' Choice Award every year since 2015.

JetBlue carries more than 40 million customers a year to more than 100 cities in the U.S., Caribbean, and Latin America. The airline averages 1,000 flights per day.

For more airport information visit : <http://www.lgb.org> (<http://www.lgb.org/>)

For flight and airline information visit : <https://www.jetblue.com> (<https://www.jetblue.com/>)



JetBlue Launches First-Ever Flights to Montana

Donald Wood 6 days ago



© Getty Images Airbus A320 JetBlue tailfin with Mosaic design. (photo via rypson / iStock Editorial / Getty Images Plus)

JetBlue launched its new service to Montana with the arrival of the airline's inaugural flight Thursday.

The carrier will now offer roundtrip flights between Bozeman Yellowstone International Airport and Long Beach Airport in California twice weekly on Thursdays and Sundays on a summer and winter seasonal schedule.



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The Bozeman service marks JetBlue's first destination in Montana and expands the airline's presence in the western United States. For travelers, Bozeman offers a variety of attractions, including stores, restaurants, world-class skiing and access to nearby Yellowstone National Park.

"JetBlue has a long and successful tradition of connecting our customers to the very best vacation destinations, and Bozeman—with its fantastic downtown and nearby outdoor attractions—adds a unique, new city to our route map," JetBlue director Andrea Lusso said. "With our growing list of one-of-a-kind destinations more customers can turn to JetBlue when looking to book their next getaway."

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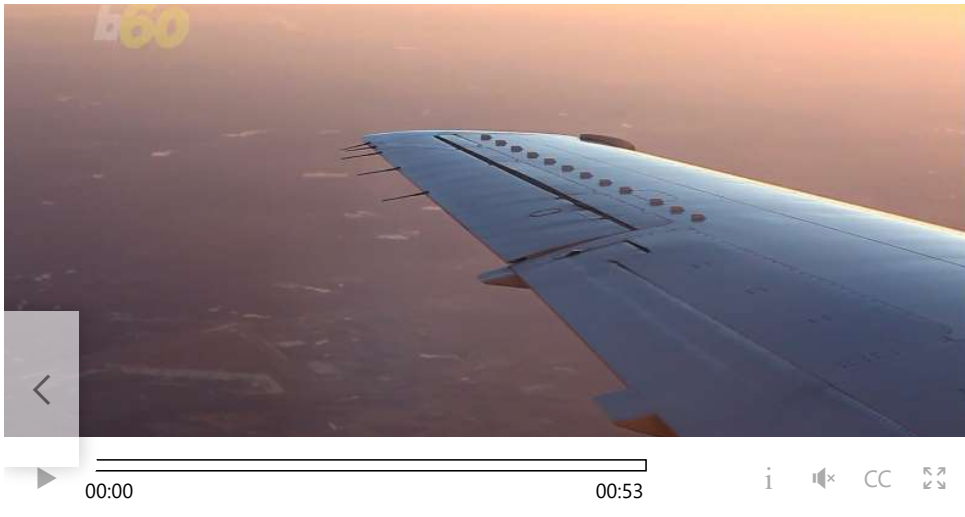
million passengers annually. The facility has become a hub for travelers bound for Bozeman, Big Sky and Southwest Montana, and also serves as a gateway to Yellowstone.

"JetBlue has taken the time to get to know our community and all that we have to offer our esteemed visitors, and we look forward to a long-term partnership," Bozeman Area Chamber of Commerce CEO Daryl W. Schliem said. "This new partnership affords us the opportunity to expand our business market and allows our community to visit Southern California, and in return, we open our doors to welcome Southern California an opportunity to visit Big Sky Country."

JetBlue will operate the new flights to Montana using its Airbus A320 aircraft, which offers the most legroom in coach; free Fly-Fi internet service; complimentary and unlimited snacks and soft drinks; free DIRECTV programming and over 100 channels of SiriusXM radio at every seat.

Related video: JetBlue Will Send You on a Free Trip, But There's a Catch (Provided by Buzz60)

JetBlue Will Send You on a Free Trip (But There's a Catch)



Ad **TOPICS FOR YOU**

20 Outdoor Airports More Impressive Than The Actual Destination Itself

BY ZACK STEVENS – ON DEC 16, 2018 IN TRAVEL



Many times, the saying that the journey is better than the destination just isn't true. This is especially the case when it comes to traveling by plane. The process of getting on a plane is bad enough, not to mention the fact that you are stuck in a tube elevated in the air for hours at a time. However, air travel doesn't have to be so bad. While they are still thinking of ways to make your time actually on the plane and in the air better, down back on Earth the airport scene is making large strides to better accommodate its guests. Many airports are making changes which include implementing the outdoors into their airports. Who wants to be stuck inside all day while waiting on your plane?

There are even some airports that are fully outdoors. These airports are usually located on tropical islands and give their guests the feeling of still being on vacation even inside the airport. Often times, the airport is the reminder that you are heading back to normal life and it can be a sad moment for all of us. However, airports like the San Cristobal Airport are making it easier to deal with the pain of leaving vacation and going back to everyday life.



20

SAN CRISTOBAL AIRPORT, ECUADOR



The San Cristobal airport is a smaller airport that is located on the Galapagos Islands in Ecuador. This airport takes pride in it being mostly outdoor as it fits with the theme of nature on the [Galapagos Islands](#). You have a chance to run into some of the island's natives like iguanas or tropical birds. You can't have an experience like that at LAX! The airport is a great place to greet people coming to the island, and the perfect place to bid farewell to an amazing adventure on the Galapagos Islands. You will likely not want to leave the island and that will partly have to do with this amazing airport.

19

SEYMOUR AIRPORT, ECUADOR



Another airport that you can take to and from the Galapagos Islands. The Seymour Airport is located in Ecuador and is on Baltra Island. The airport is currently being used as a naval base and it isn't technically part of the Galapagos Islands. However, you may still get to experience this wonderful airport on your travels to the islands. The airport is mostly inside, but the outside parts it does have will make you not want to leave the island. Similar to the San Cristobal airport, it is a great representation of your stay on the Galapagos islands.

ADVERTISING

18

PUNTA CANA INTERNATIONAL AIRPORT, THE DOMINICAN
REPUBLIC



via: tortugabayhotel.com

The Punta Cana International Airport offers a great introduction to your tropical island vacation. Located on the Dominican Republic, you will likely fly into the airport to get to one of the Dominican Republic's many amazing vacation destinations. [The Punta Cana International Airport](#) is unique in the fact that it doesn't have any walls. It simply has a roof and that's it. This allows people to enjoy great views around the airport and even soak in some of the wonderful weather. There are even outdoor lounges where you can grab a drink and a tan while you wait for your flight!

17

KOH SAMUI AIRPORT, THAILAND



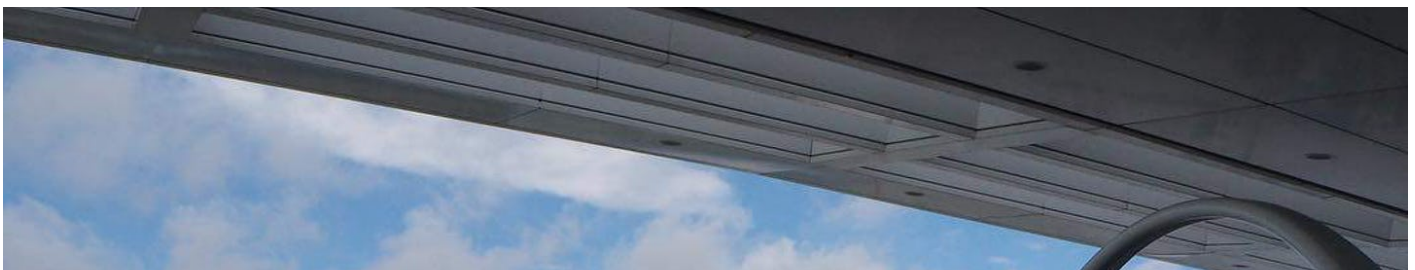


Koh Sumai is a popular tourist spot in Thailand as it is known for its amazing resorts. If you are looking for a fun-filled relaxing vacation, you should definitely consider Koh Sumai. The Koh Sumai Airport is very similar to how the island feels when you are on vacation. It has none of the stresses of typical airports as it is completely outdoors, allowing you to still enjoy [Koh Sumai](#) even while you are waiting on your plane to leave. You can even enjoy marvelous mountain views from where you will be seated waiting on your plane to leave the airport.

ADVERTISING

16

ZUERICH AIRPORT, SWITZERLAND



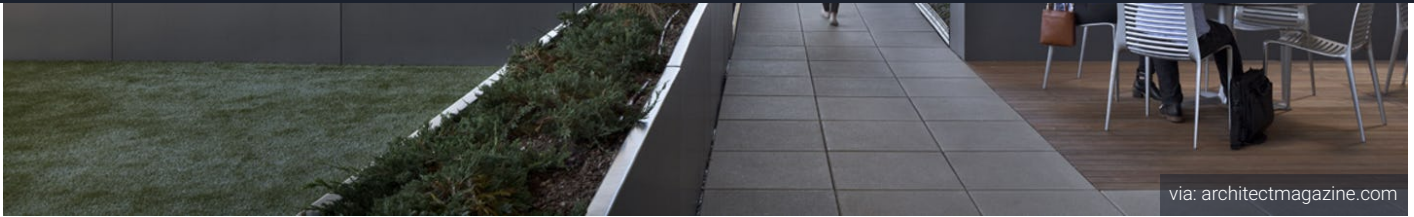


While the Zuerich Airport isn't technically an all outdoor airport, it does have a lounge that is mainly outside. This lounge is called the Aspire Lounge and features an amazing view of the airfield and Switzerland's horizon. People go into the Aspire Lounge to relax and watch the planes take off while they wait to board. There are many different types of seats in the Aspire Lounge and even a play area for children. The lounge even offers [free food](#) to those who visit it. While the weather may not be the most comfortable for being outdoors, it is a special treat while you wait!

15

JOHN F. KENNEDY INTERNATIONAL AIRPORT, THE USA





via: architectmagazine.com

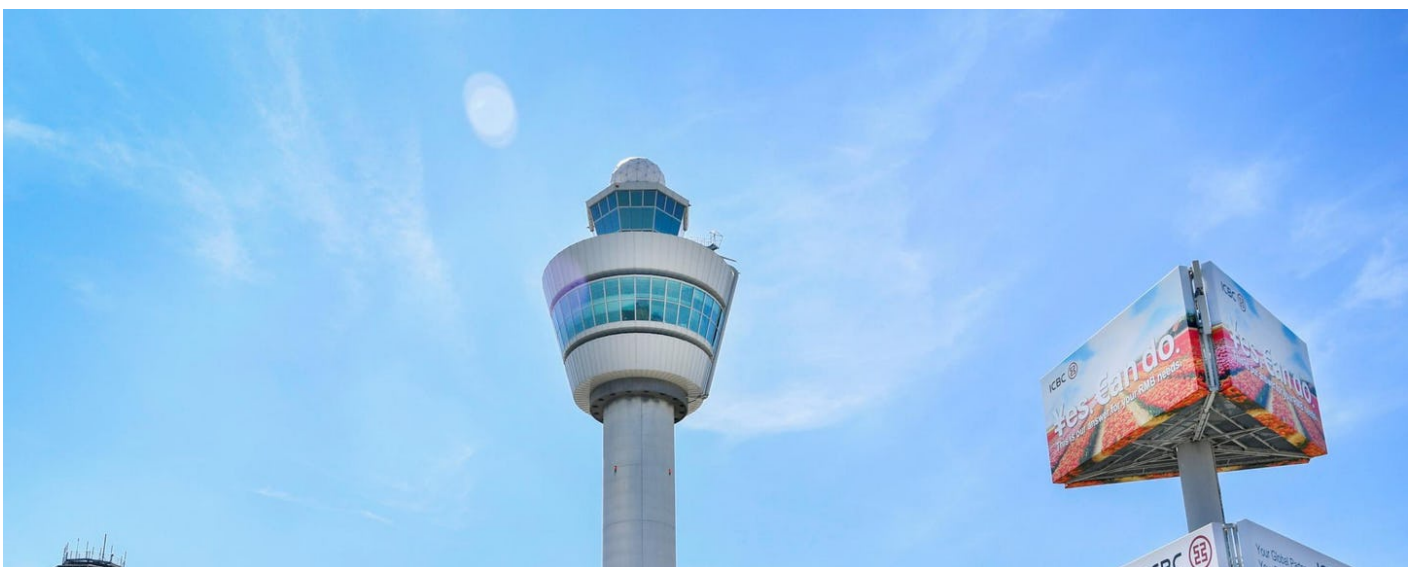
The John F. Kennedy International Airport doesn't seem like the type of place that would be relaxing. While it obviously isn't an outdoor airport, it does have lounges that take place outside and it can be a very relaxing experience. With how many people are traveling through John F. Kennedy Airport you may need to take some time for yourself and enjoy the amazing views the airport has to offer. There is a 4,046 square foot rooftop terrace right outside of Terminal 5 that has many things like a children's play area and even an area to walk your dog!

ADVERTISING



14

AMSTERDAM SCHIPHOL AIRPORT, THE NETHERLANDS





The Panorama Terrace offers a unique take on airport lounges. The Panorama Terrace is located at the Amsterdam Schiphol Airport in the Netherlands. [The Panorama Terrace](#) is a large open area that lets everyone in the airport get a little breathing room. It also offers awesome views of the Netherlands' skyline. This is a great idea in reducing the crowds that can easily form in airports. The terrace even has restaurants on it if you get hungry. If you want to exercise while you wait you can use stationary bikes that will charge your phone the more you pedal!

Featured Today



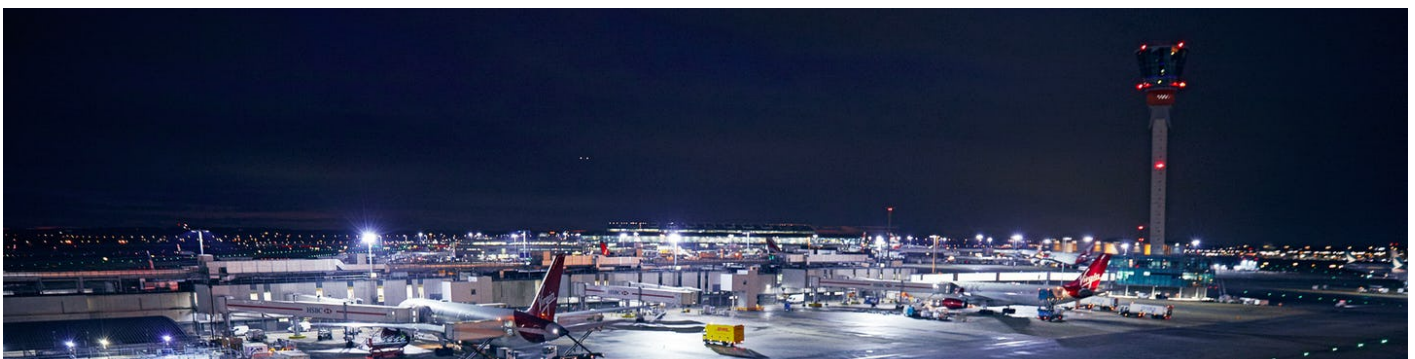
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13

HEATHROW AIRPORT, THE UK





via: lonelyplanet.com

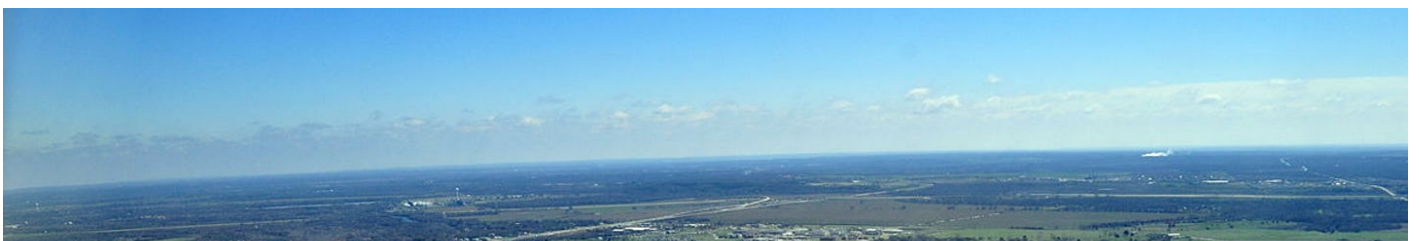
The Heathrow Airport certainly is one of London's busiest airports, so it can be nice to break away from the crowds. If you want to achieve this then you should check out the [Virgin Atlantic Heathrow Clubhouse](#) which is something in which you have to become a member of the Virgin's Flying Club Gold program to join. This is definitely worth it if you fly a lot, especially through Heathrow airport. The perks of this program include spa treatments, delicious dining, great drinks, and even a large terrace on the roof in which you can get even more space in personal pods that make you feel even comfier.

ADVERTISING



12

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT, THE USA





The Austin-Bergstrom International Airport offers a unique relaxing area to its flyers. If you are flying out of the South Terminal then you will find yourself sitting in one of many outside terraces. There are food trucks set up, places to charge your phone, and an opportunity to stay warm in the hot Texas sun. There is even a place to walk your pets if you are traveling with them. The best part is that this all comes free with a ticket purchase so anyone can enjoy it at no extra cost. It definitely beats sitting in a normal boring airport waiting area.

11

SINGAPORE CHANGI AIRPORT, SINGAPORE





Many of the outdoor areas in airports all share similar characteristics. Many have restaurants, a terrace, and gift shops. However, the Singapore Changi Airport offers something unique. There is a pool inside the airport. That's right if you are expecting a long layover make sure to pack your swimming wear. The pool is located at Terminal 1 in the [Aerotel Airport Transit Hotel](#) and it offers more than just a pool. There are a jacuzzi and even a poolside bar. The best part is this is all outside. That means you can even get a tan in one of the many tanning chairs set up beside the pool.

ADVERTISING

10

HONG KONG INTERNATIONAL AIRPORT, HONG KONG





via: seatmaestro.com

The Hong Kong International Airport sets a new record for extra things to do in an airport. There is a small [museum](#) located in the airport called the Aviation Discovery Center and through there is a SkyDeck. This is all located at Terminal 2, level 6. The museum has a short history of Hong Kong's history in aviation. The best part has to be the observation deck as it is higher up off the ground giving you a longer viewing range. You can see nearby cities and if you are flying out at the right time you can see a beautiful sunset or sunrise.

9

FRANKFURT AIRPORT, GERMANY



via: tripsavvy.com

Many of the airports so far have accommodated the guests with amazing outdoor terraces. However, at the Frankfurt Airport in Germany, there is an observation deck for visitors. This is mainly used for people to see their friend or family member fly off in a comfortable setting. However, if you are a fan of planes this could be a good area to view the planes. However, the observation deck is located before the security check so you won't be able to visit it inside the airport. It is, however, located near the food court so it is a great place to take food and eat outside.



8

TRAT AIRPORT, THAILAND



via: awd.ru

The Trat Airport is more of an exclusive members-only airport as it is owned by a particular airline, and if you aren't flying with them you won't get access to this airport. Make sure to fly with Bangkok Airways to get the best experience. The main reason you are flying out of Trat Airport is to visit the Trat Islands, and while you are waiting for your flight the fun will already start at the airport. There are many gardens to walk through, and the warm air around the airport will make you stress-free

7

KONA INTERNATIONAL AIRPORT, THE USA



via: The Tripidee Blog

If you want a great introduction to your stay in Hawaii, then the [Kona International Airport](#) is a great airport to fly into. This warm and comforting outside the airport will make you want to stay and soak up the atmosphere. The same can be said for when you are leaving the airport and heading back home. The airport's inside areas are designed to resemble huts and bungalows that you can see on the different islands of Hawaii. Don't worry, if you do need to go inside for any reason most of the buildings are open to the outside, so you won't be missing the amazing weather.

6

SYDNEY INTERNATIONAL AIRPORT, AUSTRALIA



via: weekendnotes.com

There is a great terrace located in Sydney International Airport's Terminal 1 that will allow you to look out at plane's taking off and landing. Not only that but you will be able to soak up Australia's sun a bit more before you have to bid farewell. There are several places to grab a snack or coffee and those include [The Terrace Bar](#), Bistro, and Café. There is even a bar that has a wide variety of

itself.

5

HARTSFIELD-JACKSON INTERNATIONAL AIRPORT, THE USA



The Hartsfield-Jackson International Airport located in Atlanta Georgia is the largest airport in the world. This means that they should have a wide variety of places where guests can get out of the craziness of the airport. Luckily they do and it is part of the Delta's Sky Club. If you are a member of this club you can enjoy one of many outdoor lounges that have accommodations like WiFi, an outdoor bar, electrical outlets, comfortable chairs, and even heaters if you are traveling during the winter months. The best terrace to visit is the one located at [Concourse F](#) as it doesn't get too busy there and the views are the best there.

4

LONG BEACH AIRPORT, THE USA



As we have already mentioned before, California is a great place to have an outdoor area to your airport. This is no exception at the Long Beach Airport in California. There are over 22,000 square feet worth of space outdoors inside the Long Beach Airport. Breezeways that are lined with palm trees will give you a very tropical and beach vibe as you are heading to or from Long Beach. There are several restaurants and even a wine bar next to a fire pit. It is the perfect place to watch the sun go down as you are waiting to board your next flight.



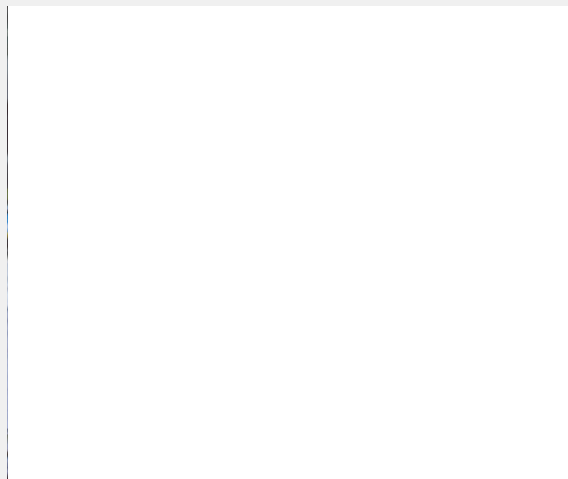
PALM SPRINGS INTERNATIONAL AIRPORT, THE USA



via: Airports Data

If you want a relaxing airport experience, look no further than the Palm Spring International Airport. [SmarterTravel](#) claims it is one of the most stress-free airport experiences you can have in the United States. The airport is both indoor and outdoor, however, you will likely be spending most of your time outside because of the amazing views it has. You can wait for your flight while looking at the mountains that litter the California skyline. If you are flying into the Palm Springs Airport, then it is the perfect first impression of California. You know your trip will be sun-filled and relaxing from there on out.

ADVERTISING





LAX is one of the largest and busiest airports in the world. People in the airport are constantly scrambling around and stressing about finding their next flight. However, there is a way to escape the stress inside of Los Angeles International Airport. There is an exclusive lounge located near the Tom Bradley International Terminal. The lounge is called the [Star Alliance Lounge](#). You can access the lounge by being a business class flyer or being part of the Star Alliance Gold member club. If you do get access to this wonderful lounge you will be treated with a nice outdoor lounge area where you can get amazing views of the Hollywood Hills.

1

RAHADI OSMAN AIRPORT, INDONESIA





If you are looking to go on a hike through a rainforest or simply enjoy mother nature in Indonesia, chances are you will be passing through the Rahadi Soman Airport. The main place the airport takes you is Borneo which is a large island off the coast of Indonesia. The Rahadi Osman Airport is the perfect place to prepare you for your trip to Borneo. This is because most of the airport is located outside allowing you to feel and breathe the air that you will be enjoying during your time in Borneo. There is a lot of vegetation present at the Rahadi Osman Airport that will make you feel like you are on a tropical vacation.



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Last updated: 10:32 AM ET, Mon December 17 2018

JetBlue Adding Winter Service to Colorado Ski Destination

AIRLINES & AIRPORTS | DONALD WOOD | DECEMBER 17, 2018

*Jet Blue Tail Fins (Photo via JetBlue)*

JetBlue announced its new service to [Steamboat Springs](#), Colorado, debuted Saturday with the arrival of the inaugural flight from Florida.

The airline will offer nonstop winter seasonal service to Yampa Valley Regional Airport in [Colorado](#) from Fort Lauderdale–Hollywood International Airport in Florida, Logan International Airport in Boston and Long Beach Airport in California.

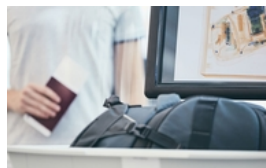
With the addition of the new flights, JetBlue is now the only airline to offer nonstop service from both New England and [South Florida](#) to Steamboat Springs. Twice-weekly Boston and Long Beach service operates Wednesdays and Saturdays, with Fort Lauderdale service operating weekly on Saturdays.

"This winter JetBlue is pairing our award-winning service with the famed champagne powder of Steamboat," JetBlue director Andrea Lusso said in a statement. "And with three new nonstop routes to some of the best skiing in the western U.S., Steamboat Springs has never been so close to travelers across our network."

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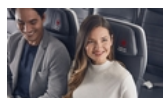


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offers the most legroom in coach; free Fly-Fi internet service; complimentary and unlimited snacks and soft drinks; free DIRECTV programming; and over 100 channels of SiriusXM radio at every seat.

Travelers heading to [Colorado](#) will be able to enjoy the winter luxuries in the historic Steamboat Springs, including elite ski resorts, geothermal hot springs, friendly locals and more.

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NEWS



JetBlue Now Offers Service Between Steamboat Springs And New England, South Florida, Long Beach

The seasonal routes are available throughout the winter season.

By Denise Bay, on Dec 18 2018

JetBlue has just launched its **new seasonal flights** between three of its focus cities and Steamboat Springs, Colorado. Available throughout the winter season, the new routes connect the world-renowned ski destination of Steamboat Springs with three key regions of JetBlue's route map, namely Florida, Boston and California.

The carrier is now offering seasonal nonstop service between Yampa Valley Regional Airport (HDN) and Fort Lauderdale-Hollywood International Airport (FLL), Boston Logan International Airport (BOS) along with Long Beach Airport (LGB). For those who are wondering, Yampa Valley Regional Airport is nestled approximately 30 minutes from downtown Steamboat Springs.

The Steamboat Springs-Boston and Steamboat Springs-Long Beach service operates twice weekly on Wednesdays and Saturdays while the Steamboat Springs-Fort Lauderdale service operates once weekly on Saturdays. JetBlue flies the Airbus A320 aircraft for these routes. Besides free Fly-Fi, passengers aboard can enjoy comfortable, generous legroom in coach; free and unlimited name-brand snacks and soft drinks; free, live DIRECTV[®] programming; as well as 100+ channels of SiriusXM[®] radio at every seat.

The airline is thrilled to make Steamboat Springs much more accessible to travelers across its network this winter season. Steamboat Springs' unique mix of light, dry, and smooth Champagne Powder[®] snow, cowboy boots and friendly locals lends an alluring, laid-back atmosphere to the historic Colorado resort town. Many regard Steamboat Springs' trademarked Champagne Powder[®] snow as the best snow for skiing.

JetBlue is the only carrier to be offering direct flights from both South Florida and New England areas to Steamboat Springs. The Long Beach service, on the other hand, is certainly great news for

Southern California travelers. JetBlue's newly added routes could be a convenient way for you to get to your dreamy winter ski destination if you are based in any of the above-mentioned areas.

Needless to say, the resort is ecstatic to partner with JetBlue to provide direct access for skiers and riders from the New England and South Florida markets as well as West Coast vacationers from the Long Beach region.



Denise Bay is a staff writer at GET.com. Email: denise.bay@get.com.

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Long Beach Airport Traffic Declines

By Paul Hughes (/staff/paul-hughes/)

Friday, December 21, 2018

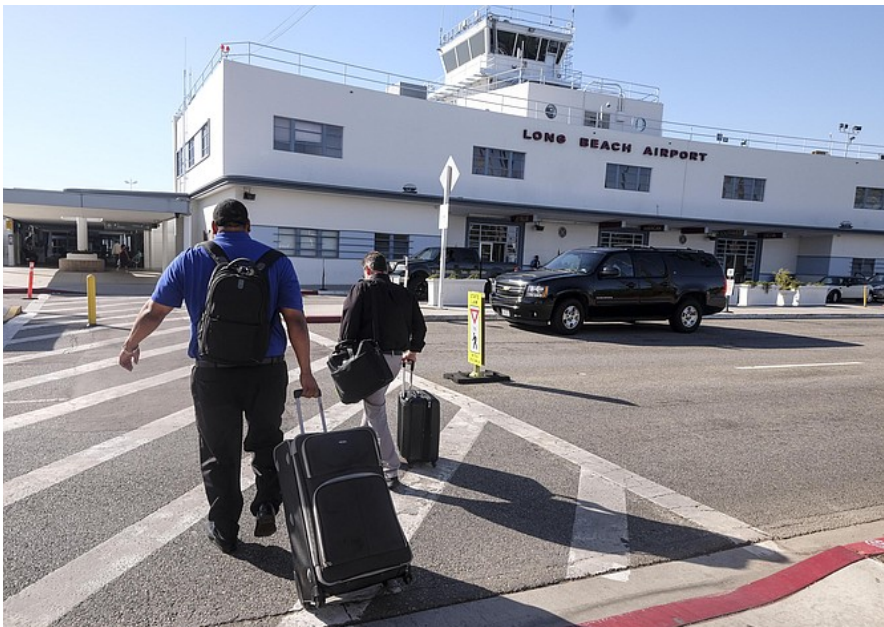
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Long Beach Airport Photo by Ringo Chiu (/staff/ringo-chiu/).

Passenger traffic at Long Beach Airport declined 18% in October and 9% in November compared with the same months last year, to 270,000 and 293,000, respectively.

The declines came as the city owned facility's historically most active carrier, JetBlue Airways cut flights. Its totals fell 40% in October to 156,000 and 30% in November to 175,000.

JetBlue's decline of about 180,000 passengers doubled the airport's overall decline of 90,000 for the two months as other carriers picked up some of the slack.

Southwest Airlines, a relatively new entrant to the airport at two years and running, has been picking up passengers from JetBlue cuts: its October numbers were 78% higher to 74,000; November was 88% higher to 79,000—a boost of about 70,000 passengers over the two months.

American Airlines was up in October and down in November to about 12,000 passengers in each period; Delta Air Lines was up in both months to about 18,000 in each.

Hawaiian Airlines, which began Long Beach service this summer, has been ferrying 9,000 to 10,000 people a month to the Islands.

Air cargo—FedEx and UPS shipments—were up to about 2,000 tons in each month, reflecting in part the holiday shopping season.

Long Beach numbers are up 4% through November to 3.6 million. Last year it had about 3.8 million passengers, up 33%. December 2017 had about 340,000 passengers; a decline this month suggests the airport will land at about the 2017 totals.

BUSINESS

Ontario airport, locally owned, outstrips its rivals for passenger growth

By HUGO MARTIN
DEC 21, 2018 | 12:15 PM



Two years after Ontario International Airport (shown in 2015) was turned over to local ownership, it has become the fastest-growing airport in the country. (Irfan Khan / Los Angeles Times)

Ontario International Airport is having a growth spurt.

Airports across the country have been touting record or near-record passenger numbers because of a robust economy, strong demand for air travel and relatively cheap airfares.

But Ontario International Airport is handling a passenger surge that is outpacing growth at other local airports in the last few months.

Passenger totals at Los Angeles International Airport increased almost 4% in the first 10 months of the year, compared with the same period in 2017. Hollywood Burbank Airport

moved 12% more passengers in the first nine months of the year while Long Beach Airport saw an 8% increase in the same period.

At Ontario International Airport, passenger totals jumped 13% in the first 10 months of the year and rose 11% in November compared with year-earlier periods, according to the airport.

Earlier this month, Global Traveler, a publication for frequent fliers, ranked Ontario as the nation's fastest-growing airport, ahead of Louis Armstrong New Orleans International Airport, Seattle-Tacoma International Airport and Dallas Love Field Airport.

The surge in passengers comes two years after local municipalities took control of the airport, splitting it away from the city of Los Angeles.

Ontario became more attractive for airlines since the Inland Empire governments that took control of the airport lowered landing fees by 24% and dropped other operating costs, such as the price of renting terminal space, according to Ontario International Airport officials.

"We are focusing on making us a low-cost airport for the airlines and for our customers," said Atif Elkadi, deputy executive director of the airport.



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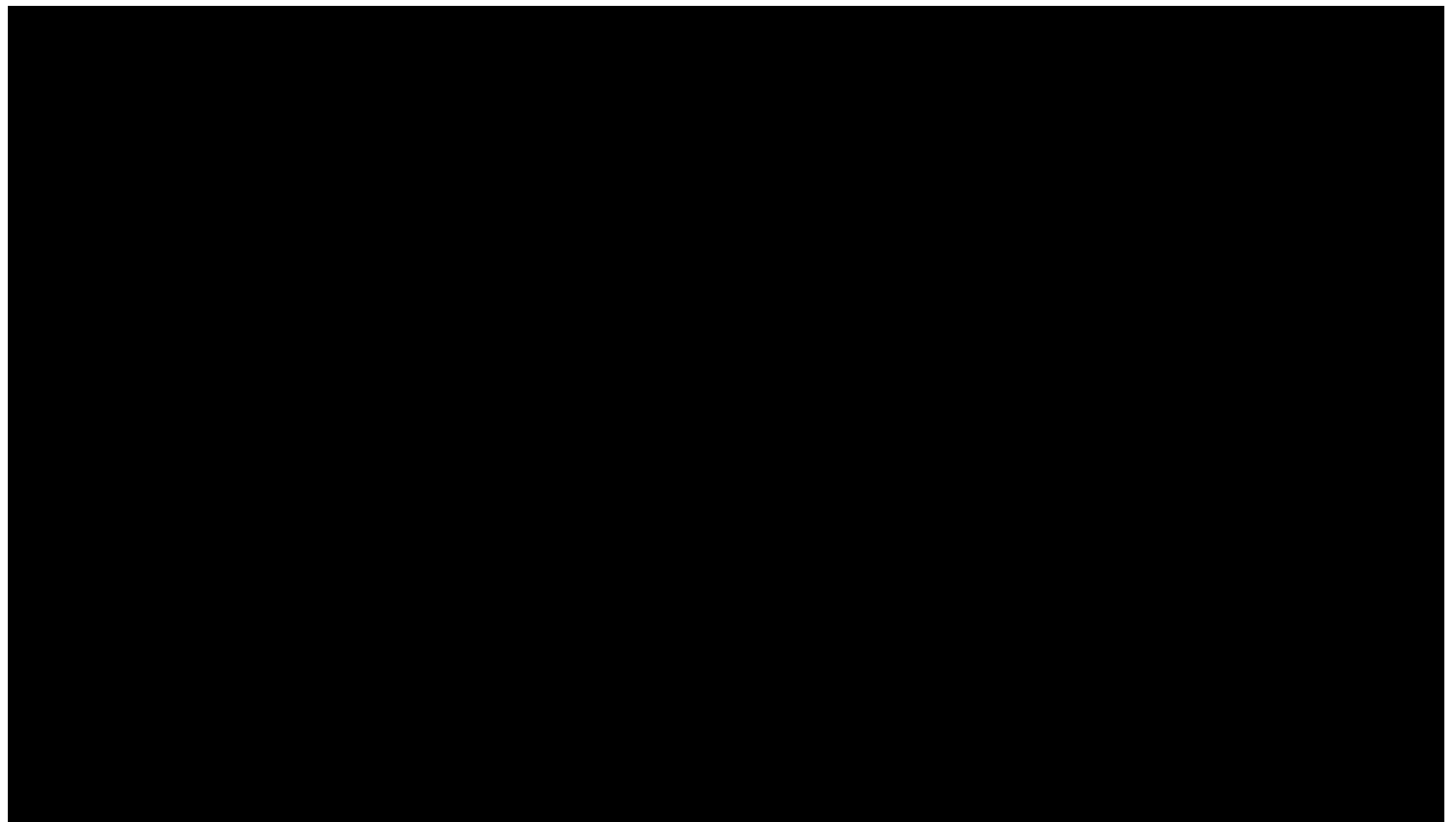
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Hugo Martin



Hugo Martin covers the travel industries, including airlines and theme parks, and writes the weekly Travel Briefcase column for the Los Angeles Times Business section. A native Californian, Martin was part of the Metro staff that won three Pulitzer Prizes in 1993, 1995 and 1998. He was also on the Travel section staff that won the Lowell Thomas Award from the Society of American Travel Writers in 2008. He is an avid outdoorsman, gardener and Lakers fan.



QUARTZY



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Editions

AIRPORT REDESIGNS ARE ADDING NATURE TO REDUCE STRESS—AND TO MAKE YOU WANT TO SHOP

By [Anne Quito](#) · December 26, 2018

For a long time now, the paradigm for airport terminals has been a sealed, secure, airtight box. A succession of terrorism incidents led architects to eliminate features like tourist-friendly balconies and [viewing galleries in air control towers](#). Considered welcoming places of leisure in decades past, most airports today are oppressive gateways to avoid at all costs.

But this is quickly changing, says [Robert Chicas](#), director of the aviation and transportation practice at HOK, one of the world's largest architecture and engineering firms. "The [air travel] industry right now is at a very interesting point in its evolution," he explains. "It's all about creating an environment that's more than about sitting and waiting for your flight."

Airport greenery

Tasked with overhauling New York's LaGuardia Airport—named the US's [most stressful airport](#) last week—HOK is steeped in researching ways to create better environments for weary travelers. Chicas notes that airport administrators are clamoring for hospitality-driven environments that emphasize the wellness of passengers and airport workers. Architects are introducing greenery and natural elements at airport terminals, and citing tenets of biophilic design, a principle that [draws inspiration from nature](#) (paywall) to improve human health and well-being in built environments. Instead of erecting hermetically sealed structures, more airport designers are drawing inspiration from parks and natural landscapes.

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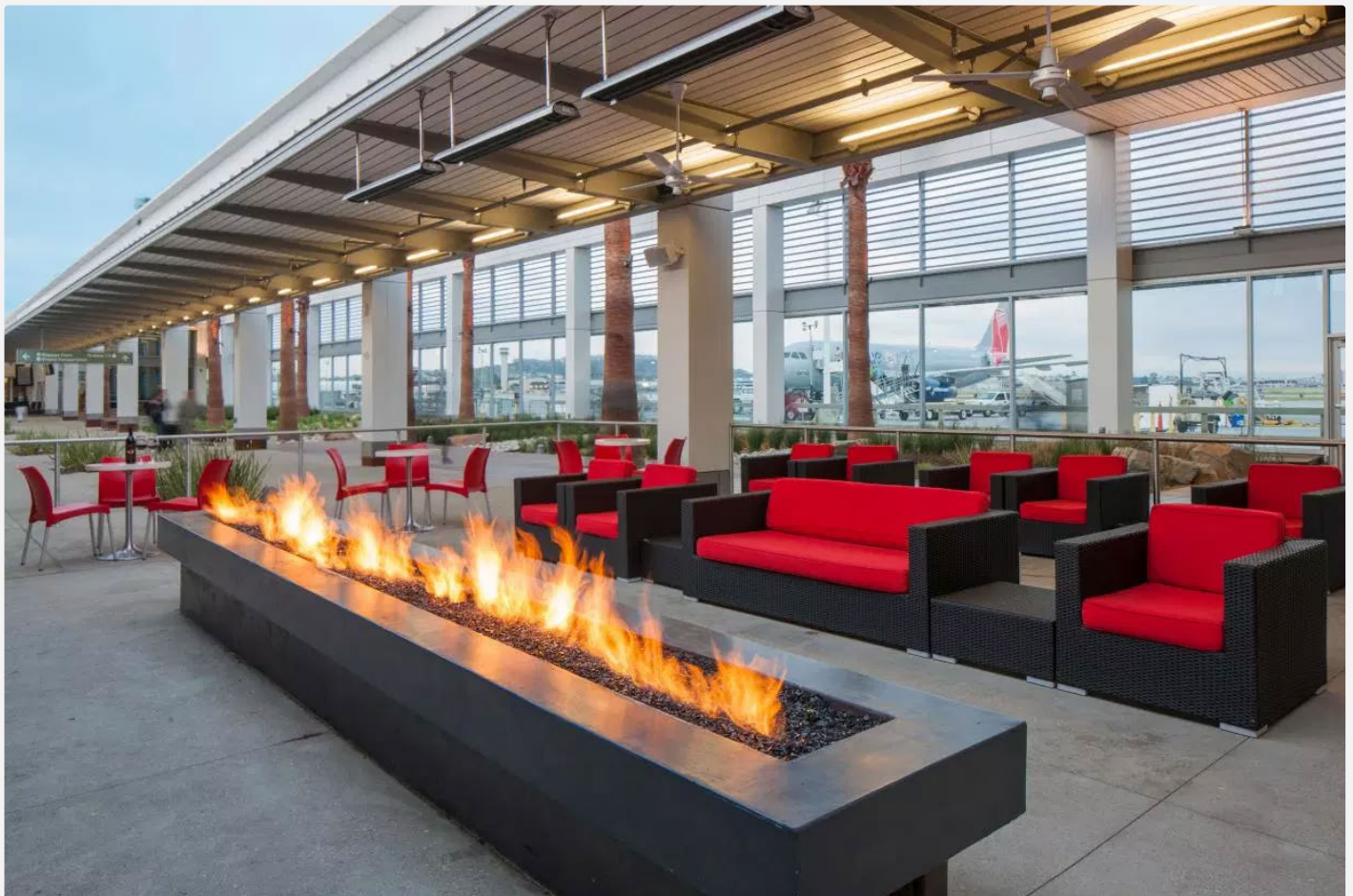


Souvenirs



Editions

One solution is creating more open-air spaces throughout terminals. For example in modernizing the Long Beach airport's terminal (built in the 1940s), HOK designed “airside gardens” that allow passengers to pop out of the air conditioned terminal and experience the idyllic California weather while waiting for their flight. Fire pits and palm trees in the outdoor plaza “make guests feel like they are in a resort instead of an airport,” Chicas explains. This philosophy echoes the design of Honolulu's Daniel K. Inouye International Airport. Built in the 1970s, Hawaii's largest hub has a circuit of Chinese, Hawaiian, [and Japanese gardens](#) to soothe passengers.



■ / ■ / ■ / ■ / ■ Resort or airport?

Another idea is creating indoor terrariums and gardens, as in Singapore's Changi, often cited as the “world's best airport.” Its Terminal 1 features over [340 species of plants](#) and an “Avenue of Trees,” [as Quartz reported](#). “It's a recognition that natural light and access to a beautiful serene space... benefits you from a wellness perspective,” explains [Matt Needham](#), who oversees the West Coast division of HOK's aviation practice.



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■ / ■ / ■ / ■ / ■ The departure level of Terminal 4 in Singapore's Changi Airport.

Chicas points to Amsterdam's Schiphol as another high expression of biophilic design at airports. Aside from being the first major aviation hub to **install green roofs** throughout its facilities, Schiphol's newest terminal celebrates the landscape and vegetation of the Netherlands, he says. "They've been inspired by the likes of the High Line Park in New York. It's celebrating people's passage through the terminal with areas of vegetation and green."

“The congested ‘hold room’ landscapes of the past had tightly spaced seating, limited power and data ports, subpar service offerings and ‘cattle call’ boarding procedures,” [notes Chicas](#). “This is no longer acceptable.”

Pleasant and profitable

Needham explains that investing in wellness-oriented spaces not only benefits travelers but is also a boon to the bottom line. Entering an airport, “your stress levels are very high until security, and it goes down dramatically after that,” he says. “How far down they go directly corresponds to how much travelers spend post-security.”

Julian Lukaszewicz, head of business design at design firm Fjord, echoes Needham’s observation. “Passenger propensity to spend is affected by stress levels,” he [explained to the Telegraph](#). That’s why many airports want to provide information to passengers and create a stress-free environment, he added, “so that passengers feel more relaxed and spend more money.”



health, psychology, travel, design, wellness

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