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**Public Affairs Highlights and Initiatives  
February 2019**

**Government Affairs:**

1. Participated in City Manager's Communications / Social Media Meeting
2. Collaborated with Airport Security Services to produce travel tip videos
3. Initiated plans to support the 2019 Western Region Airport Property Managers (WRAPm) Conference in Long Beach

**Community Outreach:**

1. Participated in Yesterday, Today, and Tomorrow; a Black History Month Event, February 1
2. Provided 240 LGB sunglasses in support of the 2019 Sailing Convention for Women, February 2
3. Volunteers led three tours of the airport for approximately 165 people in February
4. Provided 100 various LGB promotional items in support of local law enforcement's Armed Air Travel Certification Training, February 5
5. To recognize LGB's 95<sup>th</sup> Anniversary, initiated a social media campaign to highlight each decade via Twitter, Instagram, and Facebook
6. Provided 180 LGB sunscreens, frisbees, and lip balms in support of the Rotary Club of Long Beach's conference, February 10-12
7. Distributed LGB promotional items at CSULB Men's Volleyball match, February 16
8. Shared a travel tip video that promotes a smooth travel experience via all LGB social media channels
9. Provided 400 LGB 95<sup>th</sup> Anniversary coasters in support of the 2018 Annual Early Childhood Education Symposium, February 21
10. Provided 250 LGB squeeze planes in support of the Long Beach Branch of the American Association of University Women's (AAUW) 15<sup>th</sup> Annual STEM Conference at Long Beach City College, February 22
11. Provided LGB plane pens and dog bags in support of law enforcement's Regional K9 Training, February 27
12. The volunteer therapy dog program added six dogs who are expected to begin providing service in March

## Media:

1. Rich Archbold: War hero, Capt. James V. Morgia, escapes freezing cold for sunny Southern California, *Press-Telegram*, February 1
2. When the government shuts down, but philanthropy doesn't, *Signal Tribune*, February 1
3. City of Long Beach announces interim LGB director, *Signal Tribune*, February 4
4. A Navy P-8 Poseidon Jet Has Been Flying Mysterious Circles Over Los Angeles For Hours, *TheDrive*, February 5
5. Interim Director for LB Airport, *Orange County Business Journal*, February 5
6. Drought concerns lessen in wake of latest rain, but experts still cautious, *Pasadena Star News*, February 7
7. L.A.'s Boutique Airports Are Pretty Fly for Little Guys, *lamag.com*, February 7
8. The Closest Airports to Disneyland – and How to Get to the Park from Each of Them, *travelandleisure.com*, February 11
9. 11 rookie mistakes to avoid on your first Los Angeles vacation, *newsbug.com*, February 12
10. Attending a Southwest Rally in Vegas, But Flying JetBlue Home (Trip Report), *CrankyFlier.com*, February 21
11. UPS makes bid for former Boeing C-17 manufacturing site, *Long Beach Post*, February 25
12. UPS makes bid to take over former Boeing C-17 plant, create delivery hub that could create 2,500 jobs, *Long Beach Press-Telegram*, February 26
13. Long Beach Airport Traffic Down 18%, *Orange County Business Journal*, February 28
14. UPS Wants C-17 Property For Long Beach Regional Processing Facility, *Gazettes.com*, February 28
15. Social Media
  - Notable events: Black History Month
  - Facebook is up to 16,860 likes in February
    - The best post in February had a reach of 8,976 with 249 reactions, comments, and shares
  - Twitter is up to 12,422 followers in February
    - The best tweet in February generated 17.5 impressions, 25 retweets, and 120 likes
    - Tweets in February generated 91,900 impressions
  - Instagram is up to 5,462 followers in February
    - In February, posts averaged 172 likes each
    - The most popular post earned 314 likes and 2,929 impressions

## Arts/Entertainment/Display:

1. LGB95 Selfie Sign is available in the concourse; signage with 95<sup>th</sup> Anniversary hashtag coming soon
2. "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. The first two pieces, "The Mountain" by Manny Krakowski and "Luggage for Native Soil" by Lena Wolek, will be on display through March.

**Advertising/Marketing:**

1. Continued work on 95<sup>th</sup> Anniversary branding and communications strategy
2. CSULB Basketball program, full page, black and white ad, 2018 season
3. Los Angeles Lakers Yearbook 2018, full page, full color ad, all season
4. Campaign Spare Change Changes Everything at Long Beach Airport continues
5. Press Telegram Newspapers in Education sponsor
6. Adopt-A-Highway, 405 Freeway signs
7. CSULB Baseball program, full page, black and white ad, 2019 season
8. Women in Sailing Convention program, quarter page, black and white ad, February 2019
9. Andy Street Community Association Black History Month program, half page, full color ad, February 2019
10. Goodwill's Celebrate the Power of Work Awards Dinner program, half page, full color ad, February 20
11. Mayor's Fund for Education program, half page, full color ad, February 21
12. Partnering with the City of Long Beach Innovation Team to develop a customer experience survey to gauge the level of customer satisfaction



Facebook post with most reach in February:

**Long Beach Airport**  
Published by Lindsey Phillips (?) · February 26 at 11:17 AM · 🌐

Traveling through LGB? Check out these tips to help ensure a seamless travel experience. ✈️

01:08  
Pick up your passengers at the white curb.

🌱 **Get More Likes, Comments and Shares**  
Boost this post for \$3 to reach up to 2,400 people.

**8,796**  
People Reached

**993**  
Engagements

[Boost Post](#)

**Performance for Your Post**

**8,796** People Reached

**4,264** 3-Second Video Views

**249** Reactions, Comments & Shares 🗨️

<b>172</b> 👍 Like	<b>37</b> On Post	<b>135</b> On Shares
<b>18</b> ❤️ Love	<b>6</b> On Post	<b>12</b> On Shares
<b>2</b> 😂 Haha	<b>0</b> On Post	<b>2</b> On Shares
<b>1</b> 😮 Wow	<b>0</b> On Post	<b>1</b> On Shares
<b>17</b> Comments	<b>3</b> On Post	<b>14</b> On Shares
<b>39</b> Shares	<b>38</b> On Post	<b>1</b> On Shares

**744** Post Clicks

4100 E. Donald Douglas Drive, Second Floor, Long Beach, CA 90808  
T 562.570.2600 F 562.570.2601 [lgb.org](http://lgb.org)

Most liked Twitter post in February:



**Long Beach Airport** ✓  
@LBAirport

We found a pot of gold at the end of this rainbow (and maybe a rocket). ✈️🌈



11:05 AM - 5 Feb 2019 from Long Beach, CA

25 Retweets 120 Likes



Most liked Instagram post in February:



**lgbairport**  
Long Beach Airport

lgbairport LGB in the 60s! The 60s were a busy time for Long Beach Airport. In 1965, Long Beach Airport was recognized as the busiest U.S. airport with 422,620 take offs and landings. At that time, Chicago O'Hare Airport was the second busiest and Los Angeles Airport was the third. The first photo was taken in 1963 and the second was taken in 1968. #LGB95 #TBT

mr.alextopete



Liked by waynechaneysr.lb and 277 others

FEBRUARY 21

Add a comment...

4100 E. Donald Douglas Drive, Second Floor, Long Beach, CA 90808  
T 562.570.2600 F 562.570.2601 [lgb.org](http://lgb.org)



## LOCAL NEWS

# Rich Archbold: War hero, Capt. James V. Morgia, escapes freezing cold for sunny Southern California



A portrait Captain James V. Morgia in his U.S. Army officer's uniform taken during World War II. (Courtesy of the Morgia family)

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By **RICH ARCHBOLD** | [rarchbold@scng.com](mailto:rarchbold@scng.com) | Press-Telegram

PUBLISHED: February 1, 2019 at 1:13 pm | UPDATED: February 1, 2019 at 1:15 pm

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James V. Morgia is no stranger to freezing cold weather in his 96 years on Earth.

He endured below-zero weather and deep snow in a major World War II battle in Belgium that helped shorten the European theater and earned him a Silver Star at the ripe old age of 22. He grew up in Bridgeport, Connecticut, and spent most of his 96 years on the East Coast with its brutal winters. This year was no exception, as freezing storms swept through the East Coast in one of the coldest winters in years.

Enough of that cold weather, said Jeanine Sansone, one of Morgia's daughters, who lives in sunny Southern California.

"Our family decided that dad should get out of that cold for a while," she told me. "He had recently lost his wife, Mae, after 65 years of marriage, and we thought a visit here would be good for him. We called it, 'Operation Snowbird.'"

So she bought a ticket for her father and on Wednesday, he boarded a JetBlue airliner at John F. Kennedy International Airport in New York, just before other flights were being cancelled because of the bad weather. Wearing his 84th Infantry Division hat and red "Greatest Generation" jacket, the affable Borgia quickly made friends with passengers who saluted him and thanked him for his service to his country.

A few hours later, he landed at Long Beach Airport and was greeted by his daughter, her husband, Gene, balloons and warmer temperatures. Asked why she didn't use John Wayne Airport, which is closer to her home in Lake Forest, Jeanine said, "We just love Long Beach Airport."

"It's convenient and easy to get around," she added. "We used to live in Long Beach years ago, and we have watched the airport grow. We have lots of friends in Long Beach."

In fact, she said she will be in Long Beach Sunday at a friend's house near the airport for a Super Bowl party, where her father will entertain the 100 guests by singing the national anthem before the game.

It turns out that her father, in addition to being a war hero, a chemical engineer, a woodmaker, an author and storyteller, is a singer with an amazing voice. He made it to the second round of "America's Got Talent" by singing Frank Sinatra's "My Way" in 2011.

While I was interviewing him at his daughter's home Thursday, he burst into other songs like Mario Lanza's "Be My Love," Bing Crosby's "White Christmas," and Tony Bennett's "I Left My Heart in San Francisco." He said he would like to record his favorite songs and see if they would sell.

Asked where he gets his boundless energy at his advanced age, he said, "My motto is it's not how old you are but how old you feel. I feel like I'm 36."

Morgia was born on Sept. 30, 1922, in Bridgeport, the son of Italian immigrants. His last name is derived from La Morgia, a limestone rock island near Rome. He is proud of the fact that he has been "a rock" in his military life and personal life.

"I could have been called Rocky," he said with a laugh.

His rockiest time came in late 1944 and early 1945, when he was a second lieutenant in the famous 84th Infantry Division, also known as the Lincoln and Railsplitter Division.

"We were facing a desperate, focused enemy hellbent on defending their homeland," Morgia said of the German army. It was a time that later would be called "The Battle of the Bulge."

Morgia, at 22, found himself leading Easy Company because his commander was away on a three-day pass in Paris.

German forces were on high ground set to destroy the town of Beho, Belgium, near the German border. In what was later acclaimed as an innovative battlefield strategy, Morgia, on Jan. 22, 1945, led his 150-man company single file up a hill in waist-high snow and below-zero weather in the dark at 5 in the morning to surprise the Germans.

A German sentry shouted, "Halt," to Morgia but Morgia replied, "Halt, hell. Let's go." His men followed and Morgia directed artillery fire destroying German Tiger tanks and winning a huge victory.





(From left) Captain James V. Morgia, his daughter, Jeanine Sansone, and her husband, Gene Sansone. The Sansone's live in Lake Forest, CA. They invited Jeanine's father to get out of the frozen temperatures of Connecticut, where James resides, for a few weeks in a warmer climate. (Courtesy of the Morgia family)

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Morgia likened his strategy to George Washington's surprise attack on Hessian forces when he crossed the icy Delaware River in the dark of night.

Morgia figured the victory at Beho shortened the war by 30 days and saved thousands of lives, including the townspeople of Beho. He received a Silver Star for his valor and leadership. He had earned a Bronze Star earlier in his military career.

He recounts the Beho battle in his book, "[Three Day Pass: Beho, Breakthrough, Battles Beyond](#)." It is a thrilling account and would seem to be material for a Hollywood movie.

After the war, Morgia returned home and graduated from the University of Connecticut with a bachelor's degree in chemistry. He then earned a master's degree in chemistry from New York University. He was hired as a chief chemist by Sikorsky Aircraft in Stratford, Connecticut, and spent 32 years there before retiring in 1987.

When he was 29, he married Mae DiRenzo, on May 10, 1952, and they raised five children (three girls and two boys) in Stratford. His wife died on March 24 last year.

Morgia also is a diplomat, it turns out.

I asked him who he favored in the Super Bowl, the Los Angeles Rams or the New England Patriots. I didn't think there would be many Patriot fans watching the game in Long Beach, I told him.

“I’m not a huge football fan, but I think I will favor the Rams today,” he said. “I was always taught that when in Rome, you do what the Romans do. So I will enjoy the game and the weather here.”

And singing the national anthem.

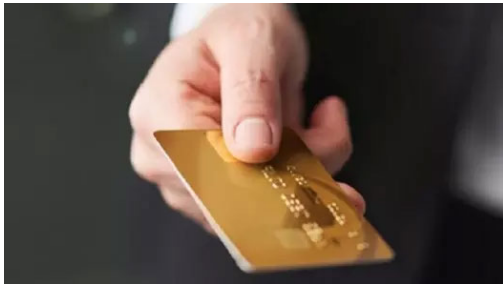
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## Rich Archbold

Rich Archbold is public editor of the Press-Telegram. Archbold, who arrived in Long Beach in 1978, was the longtime executive editor of the Press-Telegram and managing editor before that. He writes a weekly column and coordinates the Press-Telegram's myriad community connections.

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## When the government shuts down, but philanthropy doesn't

Local federal workers get helping hand from City of LB, residents and businesses

Cory Bilicko, Staff Writer | February 1, 2019

(<https://signaltribunenewspaper.com/40572/news/when-the-government-shuts-down-but-philanthropy-doesnt/#respond>)



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(<https://twitter.com/intent/tweet?text=When+the+government+shuts+down%2C+but+philanthropy+doesn%E2%80%99t&url=https%3A%2F%2Fsignaltribunenewspaper.com%2F40572%2Fnews%2Fwhen-the-government-shuts-down-but-philanthropy-doesnt%2F>)

**January 2019**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

**35 DAYS LATER**

**When the government shuts down, but philanthropy doesn't**

Local federal workers get helping hand from City of LB, residents and businesses.

**Cory Bilicko**  
Staff Writer

Local federal employees— such as Transportation Security Administration (TSA) workers at Long Beach Airport (LGB)— returned to their paid work status this week, after President Donald Trump and Congress ended what is, to date, the longest government shutdown in United States history.

Lasting 35 days, the deadlock, which spurred from Trump's insistence on funding for a wall along the U.S. Mexico border, ended Jan. 25. It was good news for the hundreds of thousands of people across the country who were affected by the shutdown, many of whom had missed two paychecks.

In an effort to make up for that lost pay, the City of Long Beach has stepped in to assist those who have faced sudden financial challenges resulting from the shutdown. Last week, officials announced the City would extend relief opportunities to federal workers concerned about paying utility bills, parking citations and other billing services by providing them with payment-arrangement assistance.

"We are in the middle of the longest federal government shutdown in history," said Long Beach Mayor Robert Garcia, in a Jan. 17 press release. "It's important we help provide support to our fellow public servants in their time of need."

This week, Kevin Lee, public-affairs officer for the City of Long Beach, said it is unknown just how many federal workers have taken advantage of the City's offer since such calls for assistance are not tallied.

"We help many people who are in need of temporary support throughout the year and were happy to provide assistance to those affected by the shutdown," Lee wrote Wednesday, in response to the Signal Tribune's email questions. "How the individuals are supported depends on what their needs are. If it is verified that the need is there, others, options include delaying their payments until a further date when they can pay, waiving late fees within that time, and making sure their utilities don't get shut off within that time. This is not the case every

see SHUTDOWN page 11

Design by Daniel Green | Signal Tribune

text=When+the+government+shuts+down%2C+but+philanthropy+doesn%E2%80%99t&url=https%3A%2F%2Fsignaltribunenewspaper.com%2F40572%2Fnews%2Fwhen-the-government-shuts-down-but-philanthropy-doesnt%2F



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Though many federal employees around the nation stayed home for four weeks, some continued to work without pay.

At Long Beach Airport, for example, TSA employees and air-traffic-control staff showed up to work without compensation, because of the critical nature of their jobs, according to city officials.

However, according to a press release the City issued this week, there has been an outpouring of support from the local community for those employees affected at LGB. The airport, residents, organizations and businesses have pitched in with donations to help alleviate some of the hardship that furloughed employees have faced.

"I am not surprised by the tremendous support offered by those who live and work in Long Beach," Garcia wrote in a statement released Monday. "True to form, our community is proving that, when times are tough, we rally together. So, I am full of pride about the generosity they are showing furloughed federal workers at Long Beach Airport during this difficult time."

Airlines and businesses at the airport, such as JetBlue, Southwest, Paradies Lagardère and Polly's Coffee, have made contributions, officials said. Additionally, LGB has partnered with airport tenants, such as Signature Flight Support and Aeroplex Aviation, to provide meal vouchers for those federal employees to use at any restaurant in the concourse.

The airport also organized lunch courtesy of LGB's newest eatery, Little Brass Café, for TSA staff and air-traffic employees. The lunch even featured a free performance by award-winning local musician Gregg Young.

Furthermore, donations poured in from California Assembly Speaker Anthony Rendon (D-

Lakewood), State Assemblymember Patrick O'Donnell (D-Long Beach), the Airport Advisory Commission and several passengers who were traveling through the airport, according to officials.

The nonprofit Food Finders also helped establish a food pantry with non-perishable items for the employees. FreeConferenceCall.com, a Long Beach-based business, has organized a gift-card drive, and the Hyatt will be providing meals for staff as well, city officials said.

"Air-traffic control and TSA are essential functions at LGB. It's as simple as that," said Jess Romo, Long Beach Airport director. "LGB recognizes the vital roles these individuals play here each and every day, but now especially, we thank them for the dedication and commitment to their professions and to keeping us safe."

Information on how to contribute is available by contacting Long Beach Airport at (562) 570-2678 or at [lgbapt@longbeach.gov](mailto:lgbapt@longbeach.gov).

Long Beach customers impacted by the federal-government shutdown can call the following numbers for assistance with payment arrangements for utility services, parking citations and billing services:

- Utility services— (562) 570-5700
- Parking citations— (562) 570-6822
- Billing services for collections, ambulance and false alarms— (562) 570-7600



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## City of Long Beach announces interim LGB director

Lewis awarded interim position after departure of previous director, Romo; LGB searching for candidates

Staff report, Signal Tribune | February 4, 2019



(<https://signaltribunenewspaper.com/40659/news/city-of-long-beach-announces-interim-lgb-director/#respond>)



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(<https://twitter.com/intent/tweet?>





Long Beach City Manager Patrick West named Claudia Lewis as the interim Long Beach Airport (LGB) Director, effective Thursday, Jan. 31, officials announced. The City is conducting a national recruitment for the next airport director.

“Claudia already oversees a great deal at the airport and will do a fantastic job as interim director,” West said. “Throughout the years, she has contributed to the successes of several City departments and has been integral to the many positive changes we have seen at the airport over the last decade.”

Lewis has worked at LGB since 2008. Her recent role as the manager of Finance and Administration has her overseeing public affairs, government relations, finance, accounting, revenue development, audit, risk management and personnel/human resources for LGB, the City wrote.

Lewis has also been with the City of Long Beach for more than 20 years and has held positions in several departments, including Public Works, Water, Civil Service, Police and the Port of Long Beach. She holds a bachelor’s degree in political science and a master’s degree in business administration. Lewis is also an accredited member of the American Association of Airport Executives.

The City clarified that Lewis will not be a candidate for the airport-director position.

Last December, the City announced that Jess Romo, previous LGB director, would be retiring. His last day with the City was Jan. 31.

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### City of LB announces two confirmed deaths related to influenza in city

#### of-lb-announces-two-confirmed-deaths-related-to-influenza-in-city/

The City of Long Beach announced Monday, Feb. 11, that its health officer has confirmed the first two influenza-associated deaths in the city for the ...

### Long Beach City Council concludes hearing on renovation of historic building

#### beach-city-council-concludes-hearing-on-renovation-of-historic-building/

At its Feb. 5 meeting, the Long Beach City Council concluded a public hearing on a change of use of a historic building, approved the purchase of the ...



announced-as-title-sponsor-for-grand-prix-of-lb/)

#### Acura announced as title sponsor for Grand Prix of LB

announced-as-title-sponsor-for-grand-prix-of-lb/)



councilmember-drops-out-of-state-senate-race/)

#### LB councilmember drops out of state Senate race

councilmember-drops-out-of-state-senate-race/)



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#### When the government shuts down, but philanthropy doesn't



## THE WARZONE

# A Navy P-8 Poseidon Jet Has Been Flying Mysterious Circles Over Los Angeles For Hours (Updated)

The maritime patrol and surveillance jet is orbiting high above LA in some of the busiest airspace in the country on a dark and rainy night.

BY TYLER ROGOWAY FEBRUARY 5, 2019

THE WAR ZONE

LONG BEACH

LOS ANGELES

MARITIME PATROL

MYSTERY FLIGHT

P-8

POSEIDON

SPECIAL OPERATIONS

SURVEILLANCE

URBAN TERRAIN





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**A** U.S. Navy P-8 Poseidon maritime patrol and surveillance aircraft launched out of Long Beach Airport this evening and set up shop in some of the busiest airspace in the United States—20,000 feet over Downtown Los Angeles. The P-8 has flown continuous circles roughly 15 miles in diameter for three hours now over the Southern California metropolis.

**THIS MYSTERIOUS  
MILITARY SPY PLANE HAS  
BEEN FLYING CIRCLES  
OVER SEATTLE FOR DAYS**

By Tyler Rogoway and Joseph  
Trevithick

Posted in [THE WAR ZONE](#)

**15 QUESTIONS WITH ONE  
OF VP-5'S 'MAD FOXES'  
ON FLYING THE P-8  
POSEIDON**

By Tyler Rogoway

Posted in [THE WAR ZONE](#)

**NIGHT STALKER  
CHOPPERS FREAK OUT  
MANHATTAN WITH  
NIGHTTIME LOW-LEVEL  
TRAINING EXERCISE**

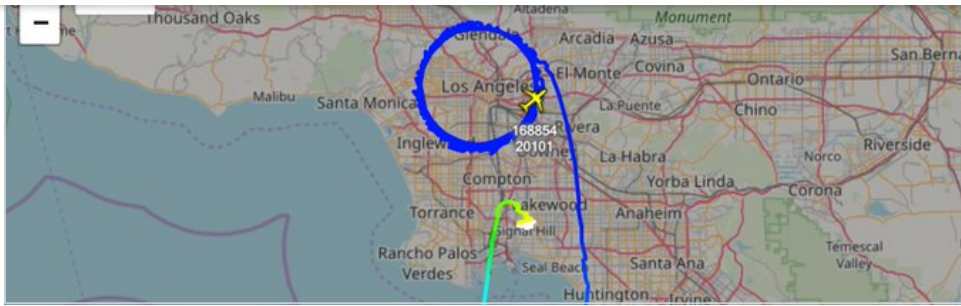
By Tyler Rogoway and Joseph  
Trevithick

Posted in [THE WAR ZONE](#)

**THE MAD FOXES TAKE  
TO THE MIDDLE EAST  
WITH THEIR P-8 POSEIDON**

By Tyler Rogoway  
Posted in [THE WAR ZONE](#)

Our friend and master airplane tracker [@aircraftspots](#) first posted about the peculiar flight. The militarized 737 derivative, callsign TIGER14, took off from Long Beach Airport just before 6pm local time and is still tracing the same precise orbit around downtown Los Angeles.



**Aircraft Spots**  
@AircraftSpots



Well this is very odd! 🤔👤

US Navy P-8A Poseidon orbiting over Downtown Los Angeles at 20,000 feet!!



P8 168854 TIGER14

♡ 456 6:41 PM - Feb 4, 2019

💬 299 people are talking about this



The P-8 is primarily known for its anti-submarine, anti-surface warfare, and sea control roles, but the reality is that its cutting edge mission systems are capable of quite a bit more than that. The aircraft is equipped with electronic surveillance systems capable of classifying and geolocating enemy emissions, such as those from air defense systems and enemy communications nodes. It can also intercept communications and work as a communications relay.

In addition, the P-8 is equipped with a very powerful [Wescam MX-20HD electro-optical turret](#) that is capable of capturing high definition moving video of surface targets far below its flightpath and it can stream that video to users around the globe if need be. This is all in addition to its traditional maritime patrol systems as the P-8 was built to replace the venerable [turboprop-powered P-3 Orion](#). You can read all about what it's like to fly the P-8 on real-world missions in [this past feature of ours](#).



USN

| P-8A and P-3C over NAS Pax River.

Other capabilities can be fitted to the P-8 for special missions, including the incredibly capable Littoral Surveillance Radar System (LSRS), also known as the Advanced Airborne Sensor (AAS), that is bolted on to the lower forward fuselage of the aircraft. You can read all [about this system here](#). Other modular surveillance payloads remain undisclosed, but an advanced communications intelligence system [has been spotted bolted](#) below the aircraft's chin. But thanks to a local aviation photographer who captured the P-8 departing Long Beach on its mission, we know none of these systems are installed on the aircraft in question.

Making things even odder, the weather in the area is somewhat dismal right now, so it's not like conditions are ideal for certain types of surveillance missions. Even the airport the P-8 launched out of is odd. Why would it use Long Beach instead of Naval Air Station Point Mugu to the north or Naval Air Station North Island to the south?

So the big question is, what is this aircraft, which is most at home operating over water, doing making precise circles at 20,000 feet over Los Angeles? We have seen other, far more [shadowy military aircraft execute similar](#) missions, but not the P-8. The truth is that there is no way to say for sure at this time, but it is likely training to support operations in dense

cities to get critical experience on the challenges they will face when fighting in such a complex environment. This often results in everything from high interest and to panic from the uninformed inhabitants of the area. You can read all about this training, and the stir among the public it usually causes, in [this past article of ours](#).

There *has* been a large special operations exercise ongoing throughout Southern California with the [160th Special Operations Aviation Regiment](#), more widely known as the Night Stalkers, descending on the area with their [tricked-out helicopters](#). This P-8 could be providing overwatch, communications relay, and electronic surveillance duties for training occurring in the metropolis below. It's also possible that the P-8 is executing a training or test flight on its own, but that does seem far less plausible as we really haven't seen this type of aircraft execute similar missions in the past.

We will reach out to the Navy tomorrow to see if they have any comment, but for now, the reason behind this odd flight remains a mystery.

***UPDATE: 10:30pm PST—***

Just as we thought, this mission was in direct support of an ongoing special operations exercise in Southern California dubbed Emerald Warrior/Emerald Trident. Below is the official release, that was released either moments before or shortly after the helicopter raiding exercises in the downtown area began. This is all too regular a custom when 160th SOAR is in town for urban warfare training.



**MEDIA ADVISORY****U.S. Army conducts training in the Los Angeles area**

LOS ANGELES, Calif. – Members of the U.S. Army will conduct military training in the greater Los Angeles and Long Beach areas Feb. 4-9, 2019.

The purpose of the training is to enhance soldier skills by operating in various urban environments and settings.

This training is coordinated with the appropriate state, county, and city officials as well as private property owners. Safety precautions have been implemented to prevent unnecessary risk to both participants and/or area residents and property.

The Los Angeles Police Department met with military representatives and coordinated details of the training that will take place at predetermined locations secured for the training.

Residents may hear sounds associated with the training, including aircraft and weapon simulations. Citizens in close proximity to the areas where the training will take place will be notified prior to the training.

The local terrain and training facilities in Los Angeles provide the Army with unique locations and simulates urban environments the service members may encounter when deployed overseas.

There is no replacement for realistic training. Each location selected enables special operations teams and flight crews to maintain maximum readiness and proficiency, validate equipment and exercise standard safety procedures. The training is essential to ensure service members are fully trained and prepared to defend our nation overseas.

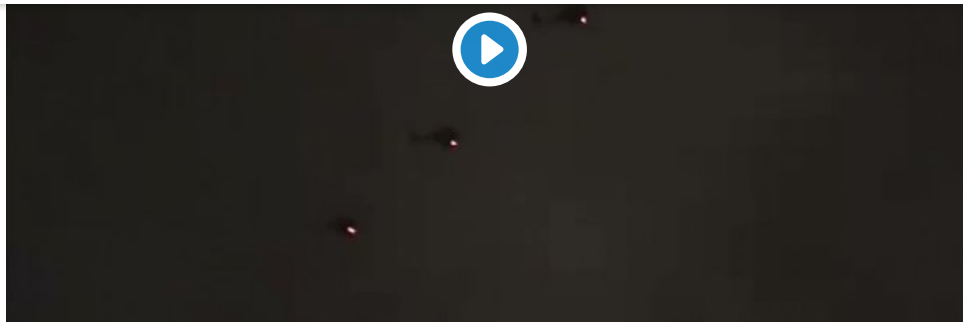
The Army sincerely appreciates the cooperation and understanding of citizens and local businesses in the vicinity of training, and apologizes for any possible disturbance.

-030-

OFFICIAL STATEMENT.

Video of the helicopters in action is already hitting the web. Here we see a standard quartet of [MH-6 Little Birds](#) that is followed by a lone [MH-60](#). These aircraft will be landing on ledges of high rises throughout the city and dropping off and picking up special operators. Once again, you can read all about this training and seen videos of it from multiple events across the U.S. [in this past piece of ours](#).





**CBS Los Angeles**   
@CBSLA



MILITARY EXERCISE: The U.S. Army is conducting military training in the greater Los Angeles and Long Beach areas tonight until Feb. 9. Downtown LA residents are reporting seeing helicopters and hearing explosions. [@MizSkellington](#)

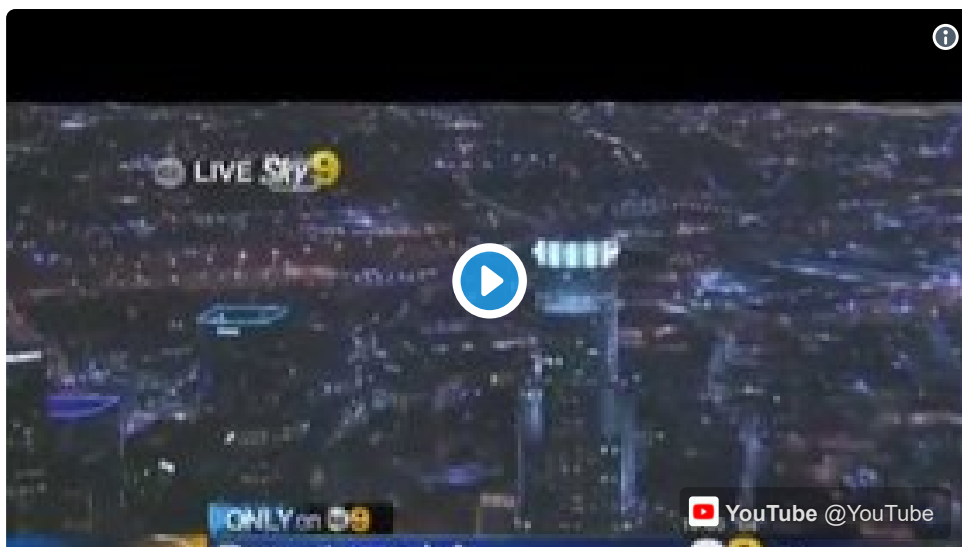
♡ 460 9:40 PM - Feb 4, 2019

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**UPDATE: 10:45pm PST—**

More video of the 160th in action over the City of Angels:



**Henry Solstice**  
@HenrySolstice



I was part of this.  
Military Helicopters Conduct Covert Exercises Over Los Angeles, Californ... [youtu.be/W1cFY7O3l6Y](https://youtu.be/W1cFY7O3l6Y) via [@YouTube](#)

♡ 2 9:39 PM - Feb 4, 2019



## Interim Director for LB Airport

By Katie Murar (/staff/katie-murar/)

Tuesday, February 5, 2019

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(/photos/2019/feb/05/41186/)

Long Beach named Claudia Lewis interim airport director as it continues to seek a replacement for Jess Romo, who stepped down on Jan 31.

Lewis has worked at the airport for the past decade and for the city for 20 years. She was previously the airport's manager of finance and administration.

During his stint as airport director, Romo saw the addition of new routes and airlines, including those by Southwest and Hawaiian, and an increase in passengers at the airport.

Traffic rose 2.7% to 3.9 million passengers in 2018.

NEWS > CRIME + PUBLIC SAFETY

## Drought concerns lessen in wake of latest rain, but experts still cautious



After days of rain the hills of eastern Orange County turn a beautiful color of green as they serve as a backdrop for Kelli Bump, left, along with her sister, Kaitlyn Bump, both of Anaheim Hills as they hike in Weir Canyon Wilderness Park in Anaheim Hills on a sunny Thursday afternoon, February 7, 2019. (Photo by Mark Rightmire, Orange County Register/SCNG)

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By **RICHARD K. DE ATLEY** | [rdeatley@scng.com](mailto:rdeatley@scng.com) and **NIKIE JOHNSON** | [nijohnson@scng.com](mailto:nijohnson@scng.com) | The Press-Enterprise

PUBLISHED: February 7, 2019 at 7:04 pm | UPDATED: February 7, 2019 at 7:15 pm

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Recent storms have drenched Southern California enough that areas have almost twice their average rainfall totals.

Even drought status has been pushed away for all but the southwest and north edges of the state.

ADVERTISING

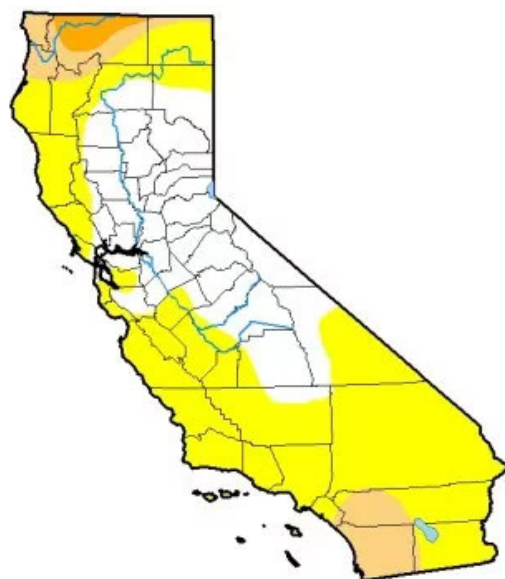


“On the whole, it’s good news. But good news on water is only temporary in California,” said Jay Lund, professor of civil and environmental engineering at UC Davis, and director of watershed sciences at the school. “In wet years, we have to prepare for dry years, and in dry years for wet years.”

The recent storms have pushed much of Southern California out of drought classifications, according to figures published Thursday by the U.S. Drought Monitor. The wet weather has rainfall averages well above measurements for this time of year for several spots in the region.

## U.S. Drought Monitor California

**February 5, 2019**  
(Released Thursday, Feb. 7, 2019)  
Valid 7 a.m. EST



### Intensity:

- D0 Abnormally Dry
- D1 Moderate Drought
- D2 Severe Drought
- D3 Extreme Drought
- D4 Exceptional Drought

The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. See accompanying text summary for forecast statements.

### Author:

Richard Tinker  
CPC/NOAA/NWS/NCEP



<http://droughtmonitor.unl.edu/>

As of Feb. 5, 2019, only about 11 percent of California was in moderate to severe drought conditions, less than half of what had been considered in a drought the week before, according to the U.S. Drought Monitor.

Mild to moderate drought started spreading back over the state during last year's dry winter. As recently as Thanksgiving 2018, 100 percent of the state was considered to be somewhere between abnormally dry and in extreme drought.

Now some areas in Southern California have 150 percent to 180 percent rainfall of what they would normally receive by now; some are closing in on what they would receive for a full water year — Oct. 1 through Sept. 30.

## More rain on the way

Short-term, the wet-weather pattern is expected to continue, with light rain and snow forecast for the weekend. A larger storm is possible later next week, forecasters say.

The weekly drought monitor report released Thursday, puts much of Southern California — from northern Orange and southwestern San Bernardino counties up the coast to San Luis Obispo County — into the “abnormally dry” category. It’s an improvement from the moderate drought category the areas had been in.

That classification is technically not considered a drought, but the change does not necessarily mean the end of drought conditions, cautioned National Weather Service meteorologist Lisa Phillips. “Things have been coming up, though.”

Sections of southeastern Orange County, western Riverside County, eastern Imperial County and all of San Diego County, remained under moderate drought conditions.

Lund said water agencies in those areas are prepared. “They know there is a lot of variability, and have made preparations to survive at least one or two years of drought,” including storing groundwater and making purchase agreements with neighboring agencies

While the area has had a surplus of rain since the season began Oct. 1, “several reservoirs have failed to significantly respond,” the report said. They remain at or near their lowest level in recent years.

## Rainfall totals boosted

Until the recent storms, rainfall in the area had been tracking pretty close to historical averages for much of the Oct. 1 through Sept. 30 water year. The past week’s storms pushed those totals well above average in many spots, according to data from the National Weather Service.

Long Beach Airport (with 12 inches of rain since Oct. 1) and John Wayne Airport in Santa Ana (13 inches) are both around 180 percent of what they normally would have received by now.

In fact, both are also closing in on what they normally receive for the full water year.

Big Bear Lake has gotten more than 18 inches of rain — 170 percent of normal (which is the average of rainfall through this date in 1981 through 2010). That doesn’t even take into account the more than two feet of snow that has fallen in the San Bernardino Mountains community.

Los Angeles International Airport, the Burbank/Glendale/Pasadena region, the Hemet-Ryan Airport in Riverside County and the desert town of Joshua Tree, north of the national park, are over 150 percent of normal precipitation.

Fullerton and Riverside aren’t far behind, according to measurements taken at their municipal airports. Ontario is also about 30 percent above normal, and even Palm Springs in the Coachella Valley is running a bit above average.

“I think overall for the state, we are about at the average for where we are — a little ahead for some places and a little behind in others,” Lund said. “We have two months to go in the wet season, so it could go either way.”

The drought monitor report, the rainfall accumulations, and a measurement that showed the Sierra snowpack was at exactly 100 percent of its historical average on Jan. 31 has been a stream of recent good news for California’s water watchers.

This winter has been far wetter than last — at this point in 2018, all of those areas were running 50 to 85 percent below normal.



In most areas, however, it hasn't been quite as rainy as 2017, when an atmospheric river parked over the Pacific Ocean soaked the state and broke a five-year drought, with the state's [second-highest recorded runoff](#).

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## Richard K. De Atley

A journalist since 1975 for City News Service in Los Angeles, The Associated Press in Los Angeles and New York, and The Press-Enterprise, Richard K. De Atley has been Entertainment Editor and a features writer. He has also reported on trials and breaking news. He is currently a business reporter for The P-E. De Atley is a Cal State Long Beach graduate, a lifelong Southern Californian (except for that time in New York -- which was great!) and has been in Riverside since 1992.

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## Nikie Johnson

Nikie Johnson is a data reporter for Southern California News Group, using numbers and public records to uncover meaningful stories.



Photos by Lisa Corson, except balloons by Dan Harding

## L.A.'s Boutique Airports Are Pretty Fly for Little Guys

When it comes to aviation, the area has a lot more to offer than Burbank and LAX

By **Louise Farr** - February 7, 2019

**P**ilots have long called it the “\$100 hamburger run”: a hop from one small airport to another in search of jaw-dropping aerial views and a delicious lunch at flight’s end. With flying a dreaded event these days—lost baggage, cramped seating, delays—we often forget that it used to be fun. But it’s possible to recapture the pleasures of air travel without investing in your own vintage Piper (or \$2 million miniature Cirrus jet).

Nestled within an hour or so of Los Angeles, a number of time-warp general aviation airports are open to private pilots, corporate travelers, and celebrities looking to skip town in their sweats. But these tiny outposts also welcome aviation buffs or those simply looking for an afternoon of plane spotting, with or without the kids.

Through a quirk of state law, owners of rare or historically significant aircraft are exempt from paying property tax on them provided they display their planes at least 12 days a year and don’t fly them commercially. That means that many airports hold open-hangar days and fly-ins. Visitors can view ancient Cessnas or World War II bombers, and children might be allowed to climb into a cockpit, pilot willing, or take a test flight.

With today’s high fuel prices, that burger run is more likely to cost a flier \$200 than \$100, says Jorge Rubio, acting director of Camarillo’s gem of a pocket-size airport. For drivers, the cost is negligible. Whatever. Just buckle up and go.

### Long Beach

*4100 Donald Douglas Drive • Long Beach*





LISA CORSON

It's not exactly far-flung, but founded in 1923, Long Beach Airport has retained a small-town aura and is too charming to pass up. Rows of impossibly tall palm trees lead the way to a main terminal building that is a treasure of Streamline Moderne architecture: Its exterior echoes the lines of a plane, with a nod to an ocean liner, complete with portholes. This would be good enough on its own. But inside, visitors find intricate tile work designed by California-born Grace Clements during the New Deal/Works Progress Administration era. Unveiled in 1941, then hidden for years beneath carpet, the colorful first-floor mosaics came to light again during routine maintenance in 2012. Seven mosaics in all, composed of 1.6 million tiles in 32 colors, depict what was then the City of Long Beach's seal as well as images referencing oil, shipping, and the ocean, while Clements's map of the Western Hemisphere suggests possible future routes for the commercial air industry.

Jet Blue, Delta, American, Southwest, and Hawaiian airlines might take off and land here these days, but there are no bridges or boarding ramps, so passengers embark from and disembark to the tarmac, adding to the old-timey travel atmosphere. The concourse, created from slatted ipe wood to resemble a boardwalk, takes travelers past more palms and drought-tolerant landscaping, with solar rays providing about 30 percent of the arrival-and-departure area's energy. It's the perfect way to arrive in California. It's also the perfect way to leave—with a twinge of regret.

### BETTER-THAN-AIRPLANE FOOD

One of the only-from-Long-Beach favorites situated in the terminal lounge's mini restaurant row is [George's Greek Cafe](#), which offers succulent charcoal-grilled kabobs. More formal: At a table on the deck of the [Boathouse on the Bay](#) offshoot, nervous fliers can fortify themselves with a sangria or Bloody Mary, breakfast burritos, fish-and-chips, or mahi-mahi sandwiches.

### DIVERGE FROM THE FLIGHT PLAN

On the second floor of the main terminal, see a trove of aviation memorabilia, including a tribute to airport founder and barnstormer Earl S. Daugherty. He began flying in 1911, landing his biplane on the beach until, in 1920, he developed the flying field where Amelia Earhart would be inspired to become a pilot. Also on the second floor, a Streamline-style circular room, furnished with 1940s-era armchairs, doubles as a nursing station for mothers with babies.

## Santa Monica

3223 Donald Douglas Loop South • Santa Monica



LISA CORSON

**E**njoy primo plane spotting while you can: As the result of the city reaching an agreement with the Federal Aviation Administration, Santa Monica Municipal Airport will close in 2028 to make way for an enormous park. Meanwhile, the administration building on Airport Avenue offers a deck with a great view of the runway, which is usually dotted with colorful Cirrus, Beechcraft, and Piper planes in the middle of taking off or landing.

Pioneer female aviators Florence Lowe “Pancho” Barnes, founder of the original movie stunt pilots’ union, and Amelia Earhart took off from Santa Monica in 1929 for the first Women’s Air Derby. Julia Roberts, Tom Cruise, Arnold Schwarzenegger, and Steven Spielberg have been said to keep jets here, and Harrison Ford famously crashed his World War II open-cockpit Ryan on a nearby golf course.

Though this airport lacks the rustic charm of some of the quainter outposts, it still pulls off a cozy community feel with its dog park, hangar artist studios, and an outdoor antique and collectibles market held the first and fourth Sundays of every month (where shoppers can snap up bargains in vintage clothing, Bakelite and other jewelry, furniture, and California paintings). Since the city plans to retain cultural and educational uses, these features might survive the airport’s closing, as could the sustainable-landscape demonstration gardens, home to kumquat and western redbud trees, California wild roses, and lilacs. Barker Hangar, which hosts the People’s Choice and MTV Movie awards, might even maintain its status as a key coastal space for glittery A-list events. Still, pilots worry that, with the airport gone,

important firefighting and other emergency and humanitarian groups that keep their helicopters here will follow.

### BETTER-THAN-AIRPLANE FOOD

Try smoked-salmon Benedict for breakfast or an unusually tasty veggie burger with lashings of avocado and melted jack cheese for lunch at [Spitfire Grill](#). Planes are barely visible from the coffee shop's two patios, but a bleacher viewing spot is a short walk across the street.

### DIVERGE FROM THE FLIGHT PLAN

The [Museum of Flying](#) includes rotating aircraft displays and the California Aviation Hall of Fame.

### FOR LITTLE FLIERS

Observation-deck birthday parties include airport stickers, balsa wood plane assembly, and an optional aircraft for young aviators to sit in (the best part? A friendly pilot is included).

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## Camarillo

*555 Airport Way • Camarillo*



LISA CORSON

**W**ith its laid-back rural location (find it across from lush strawberry and celery fields) within a half-hour drive of the pricey enclaves of Malibu, Hidden Hills, Agoura Hills, Thousand Oaks, and Calabasas, it's no wonder there's a five-year waiting list for hangars at Camarillo Airport. Plans are underway to add approximately 100,000 feet of luxury hangar spaces with customized climate control, bathrooms, and sleeping areas for pilots, which should please the celebrities waiting in line. (Already spotted here on fly-ins and otherwise: the Kardashian clan, Pierce Brosnan, Harrison Ford, and John Travolta.)



Once a 1940s landing strip and later Oxnard Air Force Base, this airport by the Cold War era was home to Voodoo interceptor jets equipped with nuclear missiles ready to protect Los Angeles. The Air Force left in 1969, and now the facility, owned by Ventura County, has a gentler vibe despite its 160,000 annual takeoffs and landings and being ranked among the 30 busiest general aviation airports in the nation.

Known to pilots as one of the top sites for airport eats, Camarillo's bustling [Waypoint Cafe](#) is newly spiffed up with leather booths and a sleek counter courtesy of Jim Magglos, who with his wife, Linda, cofounded the fast-casual Mexican chain Baja Fresh. (Jim kept his planes at Camarillo, and after selling out to Wendy's, he combined his dual enthusiasms for flying and food.) Guests can hang at umbrella-covered tables overlooking the runway while noshing on huge Belgian waffles, omelets accompanied by fluffy biscuits, giant burgers, or the barbecued tri-tip lunch special. As parents drink mimosas on the terrace, kids can listen to real air ops at a child-size play control tower, then flap their arms and pretend to taxi down a miniature runway near a pergola-shaded viewing area.

### **DIVERGE FROM THE FLIGHT PLAN**

April through July you can pop over to nearby Somis to handpick strawberries at [Underwood Family Farms](#). Loading up at the fruit stand opposite the airport entrance is acceptable, too.

Charter a private jet through [Channel Islands Aviation](#) to visit Santa Rosa Island, and spend the day touring its Torrey Pine Forest and white-sand beaches.

Drop in to the [World War II Aviation Museum](#) to see fighters. Book in advance for rides in planes ranging from an Aircoupe and training aircraft to a rare P-51 Mustang bomber. Cost: \$80 and way, way up for 20 minutes or more, depending on the plane.

### **FOR TINY FLIERS**

The popular [Wings Over Camarillo](#) air show, held in August, features a STEM pavilion where kids can build a Lego airport or create and maneuver their own flying objects.

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## **Chino**

*7000 Merrill Avenue • Chino*



FRANK MORMILLO

**L**ike so many regional airports, Chino was a training facility for the Army Air Corps during World War II. Now it's the site for 900 private aircraft and corporate jets, with its Planes of Fame Air Museum sheltering the largest collection of military aircraft in the Western U.S., including Dutch Fokkers, German Messerschmitts, British Sopwiths, and more (some of them replicas). The museum is open daily for guided individual and group tours, and there's a gift shop offering collectibles like Rosie the Riveter socks and onesies, P-47 sweatshirts, and fur-lined flight helmets for tykes (and adults, if that's your thing).

What Chino is really known for, though, is its annual Planes of Fame air show (slated for May 4 and 5 this year). Aviation enthusiasts from around the world converge here because they can expect to see old warbirds take off on more than 50 flights a day. Many have made appearances on the television show *Baa Baa Black Sheep* and the miniseries *War and Remembrance*, and, more recently, in the films *Always, The Kid*, *Valkyries*, *Rocketeer*, *Pearl Harbor* and *Dunkirk*.

At this year's event, the star attraction will be a U.S. Air Force F-16 Viper fighter jet—officially named a Flying Falcon—which will perform loops and rolls to the delight of neck-craners below. World War II, Korean, and Vietnam warplanes will also be on hand for flight demonstrations. At the nearby Yanks Air Museum, you can see even more old-school jets, from restored rare and historically significant American World War II fighter planes to dive and torpedo bombers.

### BETTER-THAN-AIRPLANE FOOD

**Flo's Airport Cafe** is a folksy joint famed for its biscuits and gravy—"real down home tasty goodness," the menu brags—and is possibly the only coffee shop left in California to offer cottage cheese and peaches as a lunch option. For heartier appetites: a 12-ounce New York steak, pork chops, or fried chicken.

### DIVERGE FROM THE FLIGHT PLAN

Fasten your mountain bike to the car, and take a ride through **Chino Hills State Park** to get a glimpse of poppies, violet owl's clover, and lupines between February and September (March is peak season). No bike? No problem—there are miles of trails to hike.

### WHILE YOU'RE THERE

Visit nearby Chino Hills and admire the sandstone exterior and Carrara marble interior of the vast [BAPS Shri Swaminarayan Mandir Hindu temple](#), an edifice that was hand carved in India and shipped in pieces to be assembled here. Attend one of the four daily worship services, then try the vegetarian fare at the casual café.

## Santa Paula

28 Wright Taxi Way • Santa Paula



DAN HARDING

**S**itting off picturesque Highway 126, which whips from the Santa Clarita Valley through vistas of orange groves and tree nurseries, Santa Paula Airport is where the actor Steve McQueen once kept his planes. Tucked away next to the Santa Clara River with close-up mountain views, this airfield opened in 1930. Without a control tower, it holds heaps of nostalgia for the good old days of flying: Weathered hangars protecting the airport's 200-plus private planes are open to the public for the [Aviation Museum of Santa Paula's](#) Chain of Hangars Day, the first Sunday of every month. Expect to find multiple immaculately maintained aircraft, including a gleaming 1936 Ryan, a Bucker Jungmeister, and a Bucker Jungmann dating to 1939. Other hangars house personal memorabilia collections, including one with ultracool midcentury (and older) home radios. Views of planes taking off and landing at the busy little airport are excellent from some areas of the hangar walk, but a small tram is on site to ferry onlookers who don't feel like hoofing it.

### BETTER-THAN-AIRPLANE FOOD

There are also terrific views from the patio at the homey [Flight 126 Cafe](#), where inside booths are cushy, and the 14-ounce ham bone and eggs breakfast is billed as "so big it's served on 3 plates." Next door, where the [Hangar Bar and Grille's](#) picture windows overlook the runway, you can expect a prime rib dinner special Wednesdays, karaoke Thursdays, and ribeye steaks and music Saturdays.

### FOR TINY FLIERS

[The Young Eagles](#) group offers kids their first plane ride for free (expect it to take about 20 minutes). Adults are in for something even more exciting: an hourlong [StarLite Balloon flight](#) that touches down for a champagne picnic in a lemon orchard. Head back for the airport's yearly Starlight Glow, a

nighttime fundraiser for the [Aviation Museum of Santa Paula](#) that includes tethered hot-air balloon flights.

### DIVERGE FROM THE FLIGHT PLAN

Rent a 5,000-square-foot house on the 100-acre grounds of the [Agua Dulce Winery](#)—a splurge at \$750 a night (there's a two-night minimum to boot)—where you can take a guided barrel tour, hike the Pacific Coast Trail, and gaze at the cosmos. The lauded French eatery [Le Chêne](#) is only a short drive away.

### WHILE YOU'RE THERE

On the way home, turn off Highway 126 onto Honey Lane to sample the goods in the tasting room at [Bennett's Honey Farm](#). The solar-powered operation sells everything from creamed honey to royal jelly capsules; we suggest snagging a honeycomb candle and a jar of wildflower honey.

## Grand Central

*1310 Air Way • Glendale*



COURTESY THE WALT DISNEY COMPANY

**Y**ou won't spot any planes at this Glendale facility, but it's still worth a stop. In the 1920s the terminal was a draw for aviation pioneers, including Charles Lindbergh, Howard Hughes, and Amelia Earhart. Laura Ingalls landed here in 1930, making her the first woman to fly from New York to the West Coast. In 1933 Albert Forsythe and Charles Anderson were the first African-American pilots to make a transatlantic flight.

The once-glamorous airport, the first in California to offer commercial flights, fell into disuse and was later turned into an office park. Abandoned and neglected for years, the terminal and surrounding land were eventually bought by Disney to develop for office use. Then, in 2013, the corporation began a renovation of the Spanish Revival and Art Deco building originally designed by Henry L. Gogerty, with the new work overseen by Frederick Fisher and Partners. Hanging light fixtures and sconces were re-created, as were tiles that are indistinguishable from their predecessors. Silver paint was reapplied to



waterfall architectural details and scrolled ironwork. The project earned Disney a Los Angeles Conservancy Preservation Award in 2017.

The terminal has had quite the film career, appearing in Howard Hughes's *Hell's Angels*, James Cagney's *Lady Killer*, and *Pee-wee's Big Adventure*. It can be spotted, too, through airplane windows in *Bright Eyes*, as Shirley Temple sings "On the Good Ship Lollipop."

### **BETTER-THAN-AIRPLANE FOOD**

On a nondescript corner a couple of blocks away, [Little Ground cafe](#) serves pulled-pork Cubano sandwiches, avocado and egg salad tartines, almond lemon tea cake, and lattes and teas, all of which can be enjoyed on its small patio.

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**RELATED:** [A Massive LAX Redo Could Turn the Airport Nobody Loves Into One Everybody Loves](#)

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## DISNEY VACATIONS

# The Closest Airports to Disneyland — and How to Get to the Park From Each of Them



Chelsea Guglielmino/Getty Images

Planning a trip to Disneyland in Anaheim, California? LAX is not your only airport option.

**PATRICIA DOHERTY** February 11th, 2019

All roads may lead to Disneyland, but in Los Angeles and Orange Counties, the journey from area airports varies in distance, time, traffic, transportation options, and best hours of day to travel. Your starting point will determine your options for an arrival airport, but if you do have a choice, these details should be helpful.

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## ISLAND VACATIONS

### Leave the Crowds in Bora Bora and Visit These 5 Secluded French Polynesian Islands Instead



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## FOOD AND DRINK

### How Often You Travel Could be Influencing Your Breakfast Habits, Survey Finds



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A hotel stay near Disneyland will make a multi-day visit more convenient and relaxing. Lodging is available within walking distance of Disneyland's entrance, and most hotels offer shuttle service to the park. Options range from budget to luxury, and nightly prices vary depending on the season and day of the week. Three hotels on the Disneyland property are available in addition to the many local lodging options.

## Closest Airports to Disneyland

Depending on your location of departure, there are multiple airports to choose from when booking your trip to Disneyland in Anaheim, California. Here, area airports are listed in order of distance to the park, starting with the closest.

### John Wayne Airport, Orange County (SNA)

**Distance:** At about 15 miles, John Wayne Airport in Orange County is the closest airport to Disneyland. (CA-55 North, I-5 North)

**Car Rental:** On-site rental car counters are located on the Arrivals (lower) Level between Terminals A and B, across from the statue of John Wayne.

**Shared and private shuttle service:** Several companies provide service from SNA to Disneyland with pickup on the Arrivals (lower) level in the Ground Transportation Center.

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MediaNews Group/Orange County Re/Getty Images

**Disneyland Shuttle:** Large vans can accommodate parties of six or more people. Numerous shuttles operate daily with special rates to Disneyland Hotel or other nearby lodging.



**Disneyland Resort Express** by Coach USA: Provides shuttle from John Wayne Airport to over 70 hotels at 17 designated bus stops in the Anaheim resort area. The shuttle operates nearly 15 hours a day with last airport pickup at 7 p.m.

**Transportation Network Companies:** Lyft, Uber and Wingz are permitted to pick up and drop off passengers at John Wayne Airport. Drivers drop off passengers on the Departures (upper) Level at curbside and pick up their passengers on the top level of parking structures A2 and B2 also in the Terminal C parking structure on the upper level. (about \$25)

**Taxi:** John Wayne Airport Yellow Cab provides service from the Ground Transportation Center on the

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level at Column 14. (\$29 flat rate to Disneyland)

## **Long Beach Airport (LGB)**

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**Distance:** 24 miles, with two routes: CA-91 East, I 5 South; and 405 South, CA-22 East. Drive time varies from 30 minutes to about an hour during afternoon commute time between 3 and 7 p.m.

**Car Rental:** Major rental companies are located across from the terminal.



**Shared and private shuttle service:** Several companies provide service from LGB to Disneyland – Super Shuttle, Prime Time Shuttle, American Shuttle, Premier Shuttle, and others.

**Transportation Network Companies:** Uber, Lyft, Opoli, MVN2, and Wingz are available for pickup outside the terminal. (About \$35 to Disneyland)

**Taxi:** Taxis are available outside the terminal. Long Beach Yellow Cab offers flat rate service to Disneyland for \$66.

## **Los Angeles International Airport (LAX)**

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**Distance:** 34 miles, with two primary routes: I 105 East, I 5 South; and CA-91 East. Drive time varies from one hour and 15 minutes to as much as two hours during afternoon commute time between 3 and 7 p.m.

**Car Rental:** Major rental companies are available with shuttle pickup outside of each terminal.

**Shared and private shuttle service:** Several companies provide service from LAX to Disneyland – Super Shuttle, Prime Time Shuttle, and Shuttle2LAX.

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FREDERIC J. BROWN/Getty Images

**Disneyland Resort Express** by Coach USA: Provides shuttle from Los Angeles International Airport to over 70 hotels at 17 designated bus stops in the Anaheim resort area. The shuttle operates nearly 15 hours a day with last airport pickup at 8 p.m.



**Transportation Network Companies:** Uber and Lyft are available at LAX. Prices vary depending on time of day and traffic. Estimates are available at Uberestimate (about \$50-65 to Disneyland).

**Taxi:** Taxis are available outside each terminal. (The fare will vary depending on traffic conditions but would be approximately \$100.)



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## Ontario International Airport (ONT)

**Distance:** 36 miles, with two routes: I-10 West, CA-57 South; and CA-60 West, CA-57 South. Drive time varies from about one hour to as much as two hours during afternoon commute time between 3 and 7 p.m.

**Car Rental:** Free shuttle service is provided for rental car customers between passenger terminals and the Consolidated Rental Car Center, where on-airport rental car counters are located. Off-airport rental car firms provide transportation for customers between the center and their offices.

**Shared and private shuttle service:** Several companies provide service from ONT to Disneyland – Super Shuttle, Prime Time Shuttle, Xpress Shuttles, and others.

**Transportation Network Companies:** Uber and Lyft provide drop off and pick up at each terminal under the designated sign. (About \$45 to Disneyland)

**Taxi:** Taxis are available outside each terminal. Fare is approximately \$100 to Disneyland area, depending on traffic conditions.

## Hollywood Burbank Airport, AKA Bob Hope Airport (BUR)

**Distance:** 45 miles, (I-5 South). Drive time varies from 80 minutes to over two hours during afternoon commute time between 3 and 7 p.m.

**Car Rental:** The rental car pickup and drop off is located in the Consolidated Rental Car Facility in the Regional Intermodal Transportation Center which is about a seven-minute walk from the terminal. An elevated moving walkway is available and wheelchair service can be arranged. (818-795-6087)

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FG/Bauer-Griffin/GC Images

**Shared and private shuttle service:** Several companies provide service from Hollywood Burbank Airport to Disneyland – Super Shuttle, Prime Time Shuttle, and Roadrunner Shuttle with pickup at ground transportation islands outside terminals.

**Transportation Network Companies:** Uber, Lyft, Wingz, and Opoli serve Hollywood Burbank Airport with pickup at the ground transportation island across from Terminal B.

**Taxi:** Taxis are located on the ground transportation islands immediately in front of the terminal. Fares to Disneyland are about \$200 depending on traffic conditions.

[http://www.newsbug.info/tns/lifestyles/rookie-mistakes-to-avoid-on-your-first-los-angeles-vacation/article\\_99414d1d-6256-54d6-8e4a-1bf2243ed75b.html](http://www.newsbug.info/tns/lifestyles/rookie-mistakes-to-avoid-on-your-first-los-angeles-vacation/article_99414d1d-6256-54d6-8e4a-1bf2243ed75b.html)

# 11 rookie mistakes to avoid on your first Los Angeles vacation

By Megan Wood Oyster.com Feb 12, 2019

Hollywood has beamed Los Angeles into movie theaters and televisions across the globe since the 1920s. No matter where you're from, you've seen the City of Angels, so it's no surprise it's one of the top tourist destinations in the world. And Los Angeles really does have it all: sunny skies, sprawling beaches, movie studios, theme parks, world-class art museums and a booming foodie scene. But the Hollywood you see on the big screen is a bit different in real life. Read on for 11 rookie mistakes to avoid in L.A.

## 1. DON'T FLY INTO LAX

Los Angeles International Airport was ranked as the nation's second-busiest airport in 2018. To put it politely, LAX is a mess. Expect a frustrating amount of traffic in the terminals, long security lines and crowded gates. If you need to fly internationally, there's no avoiding it, but for those with domestic flights, consider flying in and out of nearby Burbank or Long Beach. Hollywood Burbank Airport (or Bob Hope Airport) is conveniently seven miles from Hollywood Boulevard. Long Beach Airport is about a 45-minute drive from Santa Monica Beach. Both domestic airports are far less crowded and partner with major airlines such as Delta, Southwest, JetBlue, United and American.

## 2. DON'T LOOK FOR CELEBRITIES ON THE HOLLYWOOD WALK OF FAME

All first-time Los Angeles visitors should take a stroll down the Hollywood Walk of Fame —15 blocks of Hollywood Boulevard and three blocks of Vine Street covered in more than 2,600 brass and terrazzo stars. But don't expect to see any famous faces here. If you want to see a celebrity, there are a few hot spots: hiking in Runyon Canyon, shopping and dining at The Grove, lingering at the bar in Chateau Marmont, and choosing organic veggies at the Hollywood Farmers Market. Pro tip: Look for paparazzi cameras and remember celebrities usually dress casually to avoid attention.

## 3. DON'T WEAR FLIP-FLOPS AWAY FROM THE BEACH IN LOS ANGELES

Sure, Los Angeles has beautiful beaches in Venice and Santa Monica, but it's very much an urban center and the locals care about fashion. Donning a pair of rubber flip-flops anywhere but the pool or the beach is like marking your forehead with "tourist" in red letters. First, flip-flops are dangerous on dirty and uneven sidewalks. Second, temperatures can dip to the 50s in the winter. Third, there are much cuter shoe options.

#### 4. DON'T MISPRONOUNCE RODEO DRIVE

A visit to the luxury shops, restaurants and hotels along picturesque Rodeo Drive is a must. But pronouncing it wrong is a rookie mistake. It's Ro-day-oh Drive, not Ro-dee-oh Drive

#### 5. DON'T IGNORE TRAFFIC TIMES ON YOUR LOS ANGELES TRIP

Traffic congestion in Los Angeles is not just a cliché, it's a real thing. An accident on the 405 or the rush-hour commute can turn a five-mile drive into a two-hour headache. If you're renting a car, it's imperative to download an app like Waze, which analyzes traffic and provides faster alternative routes. Another smart move is to book a hotel near the tourist attractions you want to visit. Los Angeles is not the type of city where you can stay in a cheaper hotel on the outskirts and commute easily. Unless you want to spend most of the day in the car, plan your hotel and entertainment accordingly.

#### 6. DON'T EXPECT TO SWIM IN JANUARY

Yes, Los Angeles has sunny skies and warm weather year-round, with an average temperature in the mid-70s. But thanks to a phenomena known as upswelling, the Pacific Ocean doesn't get as warm. It's usually around a nippy 60 degrees (up to 70 degrees in the summer) and requires a wet suit for swimming and surfing. Along the same lines, you don't want to pack a suitcase with only shorts and sundresses. The evening temperatures dip down to the 50s in January and February, and locals tend to dress in layers year-round.

#### 7. DON'T JAYWALK

As stated, Los Angeles is a driving city. So crossing the street against the light or away from the crosswalk is downright dangerous and can cause even more traffic delays. That said, don't be surprised if you get a jaywalking ticket for up to \$250 —the city hands out thousands each year. On a related note, if you're behind the wheel, don't speed through a yellow light. Most major intersections have cameras, and if you're in the intersection for even a fraction of a second on a red light, you are almost guaranteed to receive a ticket (anywhere between \$400 and \$500) in the mail.

#### 8. DON'T SKIP A HIKE ON YOUR LOS ANGELES VACATION

Los Angeles has a reputation of being a very fit city, and hiking is one of the most popular pastimes. Thanks to its geography, there are ample outdoor experiences within the city limits. Popular hikes include Runyon Canyon (celebrity central), Griffith Park (also has horseback riding), Hollywood Lake Reservoir (with gorgeous views of the Hollywood sign), and down the boardwalk between Venice Beach and the Santa Monica Pier (also fun for a bike ride).

## 9. DON'T AVOID EATING IN A STRIP MALL IN LOS ANGELES

Strip malls are an unsightly part of the Los Angeles landscape, but don't overlook the dining scene hidden among the walk-in nail salons and dry cleaners. Believe it or not, some of the city's most covetable cuisine is tucked away in strip malls. And that makes sense, as overhead is low and parking is easy, plus the chef can showcase their expertise on a focused menu rather than trying to appeal to a broad swath of tourists. Some highlights include Trois Familia (French-Mexican fusion), Jitlada (spicy southern Thai food), and Mashti Malone's Ice Cream (Peruvian ice cream with flavors like rosewater and pistachio). Oh, and just because you're in a strip mall, don't expect to walk in without a reservation. These places fill up fast.

## 10. DON'T MISS DOWNTOWN LOS ANGELES

In the past 10 years, downtown Los Angeles has undergone a major resurgence. You might not immediately imagine yourself in the city center on a beach vacation, but skipping a visit to the downtown area is a huge mistake. The neighborhood is rife with hip bars, buzzy restaurants, street art, and world-class museums. Highlights include the Walt Disney Concert Hall, The Broad contemporary art museum and Grand Central Market with stalls overflowing with oysters, tacos, barbecue, and fresh fruit. A visit to the Los Angeles Flower Market makes for an enviable Instagram backdrop. As a note, Skid Row still holds a substantial homeless population and should be avoided by tourists, especially after dark.

## 11. DON'T GIVE DOGS THE STINK EYE

It's often said Angelenos love their dogs more than their kids, and there might be some truth to that. Expect to see pampered pooches on and off leashes everywhere from boutique clothing shops to hiking trails to restaurants. Some of them have protected legal status as emotional support animals. Regardless, dogs are highly prized and it's quite common to see strangers making a giant fuss over dogs all over the city.

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## Attending a Southwest Rally in Vegas, But Flying JetBlue Home (Trip Report)

By [CF](#) on Feb 21, 2019 | [5 Comments](#)

Posted in: [JetBlue](#), [Southwest](#), [Trip Reports](#)

Southwest used to put together something called the “Message to the Field,” a big party that also happened to be an attempt to tell everyone how the company was doing. Over the years, this has morphed into what today is called a Rally. They do 3 or 4 a year, and it involves thousands of people throughout the company getting a dose of the Southwest Kool-Aid. I was invited to attend the airline’s Vegas event this year, but alas, it’s entirely off the record. While I can’t talk about the event itself, I can talk about my flights.

*[Disclosure: Southwest paid for my flight to Vegas but not the return]*

Even though this came together relatively last minute, I spent a ton of time trying to pick the right flights. I debated whether to do it as a day trip or stay overnight, and I considered which airport to use. Heck, I even looked to see if they had any of those luxury buses to go one way. In the end, I decided to make this simple. I flew Southwest out in the morning (on their dime). I would have flown Southwest back, but there wasn’t a flight late enough back into Long Beach. I could have flown to LAX, but JetBlue was selling a later departure to Long Beach for only \$74.30 the day before travel. That was easily worth the price to be able to stay close to home.

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Southwest was able to get me booked for the flight out just a couple hours before check-in opened, so that allowed me to do it right at 24 hours. I ended up with A41, and I figured that meant this flight would be empty.



I left home an hour before departure and parked in Lot B. After snapping this picture, just because I love the view so much, I walked through security and as always, had time to kill on the other side.

The early morning flights had moved out, so the gate area was pretty quiet. Our former AirTran 737 in the old Canyon Blue colors was looking resplendent in the morning sun.




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They called us for boarding with a welcome surprise.

*This is a very light flight. There will be enough room for everyone to spread around.*

They called Business Select boarding, and then a couple people in B1-15 thought that meant they could take their spots in line. That led to all kinds of confusion as people behind in A16-30 weren't sure whether to go around or not. Eventually, after some angry glares at those people, order was restored and boarding continued. I saw people backed up on the ramp to the front door, so I kept walking around the wing to get to the back where it was empty.

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February 12, 2019

Southwest 4233 Lv Long Beach 810a Arr Las Vegas 915a

Long Beach (LGB): Gate 2, Runway 30, Depart 3m Early

Las Vegas (LAS): Gate C11, Runway 26L, Arrive 6m Late

N7728D, Boeing 737-7BD, Canyon Blue colors, ~50% Full

Seat 9A, Coach

Flight Time 43m

People were blocking the first few rows putting bags up, so I was able to walk all the way up to row 9 and take a seat without feeling like a salmon swimming upstream. Someone sat in the aisle, but the middle was open.

## Air Websites

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The pilots welcomed us onboard, and the flight attendants did too. Then they told us that the pilots had told them it was likely to be bumpy, so if they were able to do a drink service, they wouldn't have much time. They asked everyone to be ready with orders so they could fly through the aisles.

We took off and circled around over the port before pointing toward Vegas. It was smooth as glass until we got up to altitude, but even up there we only had a couple of bumps. The mountains were looking rather nice with their snow-covered peaks.

The flight attendants didn't have to worry about rushing, but they did come through with a full service.

A few minutes after reaching cruise, we started to descend. As a window addict, I haven't done this in years, but my eyes were feeling heavy that morning. So I shut my eyes, sat back, and kept them closed all the way down until the rubber hit the runway. It's such an odd sensation.

Once on the ground, we found someone sitting at our gate so we had to wait awhile. That's why we blocked in six minutes after schedule.

I went into the terminal and got ready for my long day. After the Rally, there was an expo/party where I had a little food and talked shop with people. Then it was time to head back to the airport. I hopped in a cab — there was a long line of them at the convention center where the event was held, so no reason to wait for Lyft — and was at Terminal 3 far too quickly. There was nobody at security, and I was through with about 45 minutes to kill.

When I booked the flight, only middles were available, but I set an alert and a window opened earlier in the day. My team made the switch in Sabre, but it didn't appear to stick. When I pulled up my boarding pass on my phone, it still showed 13B.

Not seeing any windows on the seat map (except for Even More Space and I didn't want to pay for that), I went up to the agent to see if she had anything. Sure enough, the back row is blocked from assignment, but she was able to give me 25F. Bonus: with rear boarding in Long Beach, it would be a quick exit.

The airplane came in from Long Beach, and we boarded soon after.

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February 12, 2019

JetBlue 679 Lv Las Vegas 756p Arr Long Beach 859p

Las Vegas (LAS): Gate E10, Runway 26R, Depart 4m Early

Long Beach (LGB): Gate 5, Runway 30, Arrive 11m Early

N655JB, Airbus A320-232, 100th A320 colors "Blue 100", ~90% Full

Seat 25F, Coach

Flight Time 44m

This flight was much more full than the one on Southwest that morning, but I was lucky to keep the middle open in my row. My TV was dark when I walked on, and I asked the very friendly Boston-based flight attendants standing at the back galley if they knew if it was broken. They said to just wait and it might start working once we got moving. Sure enough, it did.

We had a quick taxi out and then took off to the west. It was a surprisingly smooth departure out of Vegas. I just always assume it's going to be bumpy out of there. We climbed up through a couple cloud layers and had a little chop but not much.

The flight attendants came through with drinks and snacks. I still love that JetBlue hands out those mini water bottles.

I passed the time by watching a Howard Schultz town hall on CNN. This is the garbage you have to watch when it's 11p on the east coast and all the networks are showing local New York news. Fortunately it was a short flight.

As we got toward the greater LA area, we descended below the clouds and had some wonderful views. It sounds odd, but I don't fly at night a ton, so these views aren't all that common for me.

We landed early and parked quickly. I was off the plane from the rear in no time. After paying my \$17 for parking, I was on my home and in the door a mere 25 minutes after we blocked in at the gate. Have I mentioned how much I love Long Beach?



(Visited 1,038 times, 1,038 visits today)



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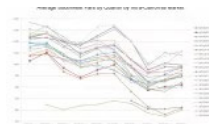
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*The former Boeing C-17 manufacturing site which includes a 1.1 million-square-foot assembly building, was listed for sale in November in Long Beach Monday, Feb.25, 2019. United Parcel*

## LONG BEACH POST

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February 25, 2019

# UPS makes bid for former Boeing C-17 manufacturing site

by **Kelly Puente** in **Business**



1762



United Parcel Service has announced its bid for a regional service hub at the former Boeing C-17 manufacturing site, in a proposal that could bring 2,500 jobs to Long Beach, a UPS spokesman said Monday.

The 93-acre site adjacent to Long Beach Airport was once the production home for Boeing's C-17 Globemaster III cargo plane before the aerospace giant shuttered the facility in 2015.

The massive complex, which includes a 1.1 million-square-foot assembly building, was listed for sale in November.

UPS spokesman Bruce MacRae on Monday said the shipping giant is eyeing the Boeing property for a regional hub that would service the Long Beach area while also utilizing the nearby airport.

The Atlanta-based company expects to invest around \$300 million in the new facility while adding more than 2,500 jobs, he said.

"We're very excited for this and we hope it happens," he said.

MacRae said the company is one of several bidders for the site. The property does not have a listed asking price and details of UPS's bid are confidential, he added.

MacRae said UPS plans to use the existing 1.1 million-square-foot assembly building, which would allow it to begin operations within two years.

"In our proposal, the facility stays up, so we don't have to tear down one of our city's iconic buildings," said MacRae, a Long Beach native.

The complex could also serve as a regional training center for drivers and could employ students at nearby Cal State Long Beach and Long Beach City College, he said.

"There's so much we could do with this," he said. "The possibilities are endless."

Last year, UPS opened or expanded 22 new facilities as part of a multi-year plan to grow its logistics network. MacRae said the company, founded in 1907, is booming in the age of online shopping.

"Life is good for all delivery companies right now," he said.

The former C-17 site is part of the city's Globemaster Corridor Specific Plan [↗](#) to bring new businesses and quality jobs back to 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.

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## LOCAL NEWS

# UPS makes bid to take over former Boeing C-17 plant, create delivery hub that could create 2,500 jobs

Boeing declined to confirm the bid. But UPS officials said the delivery company would invest \$300 million in the plant.



This aerial view shows the Long Beach Airway complex once used to produce the C-17 Globemaster cargo planes. (Courtesy of Newmark Knight Frank)

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By **CHRIS HAIRE** | [chaire@scng.com](mailto:chaire@scng.com) | Long Beach Press-Telegram

PUBLISHED: February 26, 2019 at 6:47 pm | UPDATED: February 27, 2019 at 10:59 pm

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UPS, the package delivery giant, wants to take over the site of the former Boeing C-17 manufacturing plant, potentially bringing thousands of jobs to Long Beach, officials for the Atlanta company said Tuesday, Feb. 26.

[UPS](#) has been eyeing the 1.1 million square-foot plant since Boeing put it up for sale – as part of a total 90 acres it wants to sell – in November, said Bruce Mac Rae, the delivery company’s vice president of state government affairs. A separate, unnamed company, which would rent the property to UPS, recently submitted a bid to buy the site, Mac Rae added. If UPS gains control of the plant, it would preserve the iconic building – turning it into a hub for drivers delivering packages to Long Beach and surrounding cities.

Mac Rae declined to say how much money the property would sell for under the bid. But he did say the company would invest \$300 million in the plant and create 2,500 jobs. The hub would open within two years of UPS gaining control of the site.

Boeing, city officials say, has indicated it would like to wrap up the sale by the end of the year.

“This was the perfect locale for us,” Mac Rae said about the decision to target the plant. “That building is iconic.”

For two decades, Boeing manufactured the C-17 Globemaster cargo planes at the plant, adjacent to the Long Beach Airport. It was an economic powerhouse for the city, but orders eventually dried up and the [last plane flew off the lot in November 2015](#).

Since then, the city has bandied around different ideas about how the plant and the surrounding area could be redeveloped. Officials are currently working on the [Globemaster Corridor Specific Plan](#), which would potentially rezone the area and layout a long-term vision for that corridor.

Boeing has received multiple bids for the plant and has allowed Long Beach officials to review them, said John Keisler, the city’s economic development director.

Boeing declined to confirm UPS’ bid – or any other bids it’s received – per company practice. But, in a statement, Boeing did say it’s working to find the best fit.



“Through our process, and in coordination with the city of Long Beach stakeholders,” the statement said, “we will identify the most suitable buyer who will benefit both Boeing and surrounding communities.”

It’s unknown how much Boeing wants for the C-17 plant or the rest of the land up for sale. But in November, Bret Hardy – an executive managing director for Newmark Knight Frank, the real estate brokerage handling the sale – said [similar industrial properties have sold for \\$60 to \\$70 a square foot.](#)

Keisler did not comment on the specific UPS bid, but did say the city wants “high-paying jobs and the continuation of manufacturing.”

Mac Rae, meanwhile, said the city would benefit from UPS moving in. Most of the jobs the company would offer would be part of the Teamsters union, both full-time and part-time – perfect opportunities for students at City College or Cal State Long Beach.

“These are good jobs, good-paying jobs,” Mac Rae said. “And when we come into a city, we stay for a long time.”

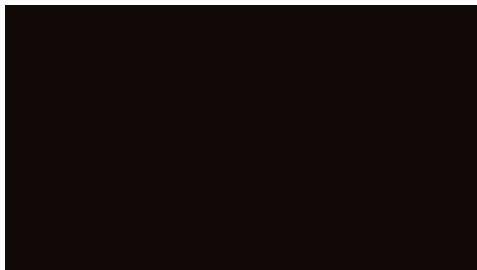
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## The 2019 Mazda CX-3 Has Arrived. Here’s What You Need to Know

By Mazda



Mazda’s subcompact crossover SUV features an elegantly upgraded interior and enhanced powertrain.



## Chris Haire

Chris Haire is the senior reporter for the Press-Telegram. He previously was a general assignment reporter for the Orange County Register, covering everything from spot news to human-interest features. He has been with the Register and Southern California News Group since December 2012.

## Long Beach Airport Traffic Down 18%

By Katie Murar (/staff/katie-murar/)

Thursday, February 28, 2019

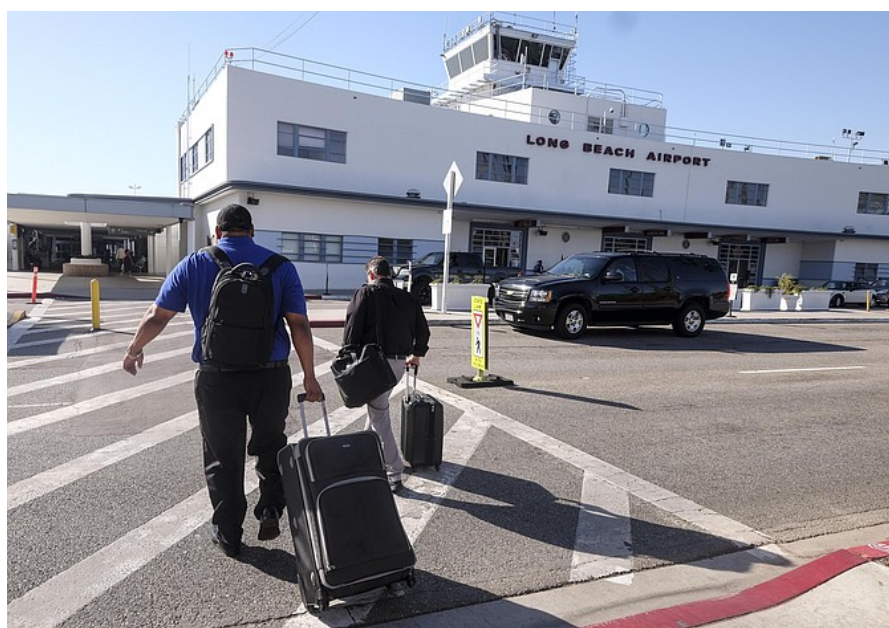
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(/photos/2017/nov/27/29494/) Long Beach Airport Photo by Ringo Chiu (/staff/ringo-chiu/).

Long Beach Airport traffic dropped 18% in January to 265,000 passengers.

JetBlue Airways represented 58% of total January traffic, carrying 155,000 passengers, down 38% from the year prior. Southwest flew 72,000 people, up 71% year-over-year and 27% of the total.

Hawaiian Airlines carried about 9,000 passengers—a number that's held steady since it began service in June—and the other two airlines, American and Delta, carried the remaining 29,000 passengers.

Cargo carried by FedEx and UPS rose 6% in the month to 1,728 tons. UPS this week expressed interest in buying a 93-acre parcel near the airport, formerly a production site for Boeing Corp's C-17 cargo aircraft, to develop a \$300 million regional service hub that would employ about 2,500.

Charter flying from Long Beach nearly tripled to 319 passengers last month.

The airport recently named Claudia Lewis to temporarily replace Jess Romo as airport director, who stepped down at the end of January. A permanent replacement has not yet been announced.

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# UPS Wants C-17 Property For Long Beach Regional Processing Facility

By Harry Saltzgaver

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Boeing's Globemaster C-17, originally built in Long Beach, remains a big attraction when it comes home.

—Gazette photo by Harry Saltzgaver

United Parcel Service, the giant package delivery company, went public Monday with its quest to purchase the Boeing C-17 property near Long Beach Airport.

The manufacturing center and hanger has been idle since December 2015, when the last military transport plane flew away. The city has since begun a planning process for the area — one that includes much more than the Boeing facility, although it remains the centerpiece.

Called the Globemaster Corridor Specific Plan, the zoning process includes 438.3 acres of primarily industrial land along Cherry Avenue and Spring Street. One iteration of the plan would accommodate approximately 4.7 million square feet of office (including medical office and research and development) uses, 4.3 million square feet of industrial (including manufacturing and light industrial/warehousing) uses, 463,600 square feet of retail uses, 84,500 square feet of restaurant uses, and 178,600 square feet of hotel uses. About 16 residential units could fit in a neighborhood commercial land use area.



But all that UPS is focused on now is the Boeing facility, including the buildings.

"UPS is in the midst of a significant three-year capital investment program involving capacity expansion in its global airlines and ground shipping network," said Bruce MacRae, senior vice president for government affairs based in Long Beach. "The company opened or expanded 20 new facilities in the U.S. in 2018 and expects to complete similar amounts of facility expansion in 2019 and 2020. Recent grand openings in Atlanta, Salt Lake City and Dallas have generated approximately 2,500 new employee positions in each new site."

MacRae said that the UPS proposal is the only option now that keeps the iconic C-17 hangar. In addition to generating union-wage jobs, the new hubs use the latest in technology for sorting, package handling and transportation, and use solar energy and other sustainable processes. A capital investment of \$200 million to \$300 million is expected in Long Beach, he said, and the current UPS facility would continue to operate.

"UPS is uniquely attractive as a new tenant and source of support for the development since it envisions utilizing the existing 1.1 million square-foot former Boeing assembly building on the existing site," MacRae said. "UPS plans to have the new facility in operation 18-24 months from approval from the city of Long Beach."

John Keisler, economic development director for the city, noted that Long Beach is not the property owner — Boeing holds title to that property. The specific plan, once approved by the City Council, does dictate land uses, though.

"We've been engaging with the community," Keisler said, adding that the Development Services Department is in charge of the process. "We want to find out what they want there, what they want to see come out of there... We're really excited about the location next to the airport, near freeways, between LA and Orange County. But the specific plan would lay out what uses are allowed there more than what happens there."

Keisler said the staff hopes to have a draft specific plan, along with a draft environmental impact report, in front of the City Council "within a few months."

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## 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.