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airport

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**Public Affairs Highlights and Initiatives
March and April 2019**

Government Affairs:

1. Attended Airports Council International-North America / American Association of Airport Executives (ACI-NA/AAAE) Customer Experience Symposium
2. Hosted a tour for the Long Beach CVB Digital Communications Team, March 29
3. Participated in City Manager's Communications / Social Media Monthly Meeting, March
4. Continued developing plans to support the 2019 Western Region Airport Property Managers (WRAPm) Conference in Long Beach
5. Staff participated in Long Beach Denim Day in support of the City's sexual assault awareness campaign, April 17
6. Attended the 2019 Long Beach Regional Economic Forum
7. Collaborated with Disaster Preparedness Department to draft the Emergency Communications Plan
8. Staff participated in an Aviation Operations Tabletop Exercise to strengthen preparedness skills related to a Family Assistance Support Plan
9. Participated in the City Manager's communications workgroup to develop a fireworks campaign

Community Outreach:

1. Volunteers led two tours of the airport for approximately 45 people in March
2. Distributed LGB promotional items at CSULB Men's Baseball game, March 10
3. To recognize LGB's 95th Anniversary, continued a social media campaign to highlight each decade via all LGB social media platforms, throughout March
4. Exhibited at the 30th Annual Women in Aviation International (WAI) Conference, March 14-16
5. Participated in Willow Elementary School Career Day, March 26
6. The volunteer therapy dog program continues
7. Supported numerous community groups, including Grand Prix 5K participants, by providing over 1800 LGB promotional items in March
8. Partnered with Special Olympics of Southern California to initiate plans for the 2019 Plane Pull
9. Supported Youth Leadership Long Beach's career fair, April 3
10. Volunteers led eight tours of the airport for approximately 230 people in April
11. Welcomed U.S. Army troops returning home from overseas deployment, April 10
12. Participated in the Acura Grand Prix of Long Beach Expo, April 12-14
13. Participated in the California State University Long Beach Journalism / Public Relations career day, April 18
14. Exhibited at Ronald McDonald House Walk for Kids, April 28

15. Participated in Emerson Parkside Academy career day, April 30
16. Supported numerous community groups by providing over 900 LGB promotional items in April

Media:

1. Airports feared losing revenue to Uber and Lyft. Here's what happened, *Los Angeles Times*, March 1
2. ELB Gunfire, 3700 block E. Stearns (Near Nat'l Guard Armory); LBPd Pursuit Follows, Suspect Crashes Thru LB Airport Fence, Is Arrested on Tarmac, *LBReport.com*, March 3
3. Murrieta man arrested after police pursuit ends on Long Beach Airport tarmac, *Press Telegram*, March 3
4. Pair of shootings end in arrests, police chase onto airport tarmac, *Long Beach Post*, March 3
5. Suspect Arrested After Driving Through Fence and Onto Tarmac at Long Beach Airport During Police Pursuit, *KTLA5.com*, March 3
6. Women in Aviation Land in Long Beach, *Gazettes.com*, March 7
7. Local Legend And Long Beach Conference To Encourage Young Women To Pursue Careers In Aviation, *Long Beach Business Journal*, March 11
8. Long Beach Industry Snapshots: Aviation And Aerospace, *Long Beach Business Journal*, March 12-25
9. Building A Better Long Beach: Message from Mayor Garcia, *Long Beach Business Journal*, March 12-25
10. Renovations To Long Beach Airport On Schedule, Within Budget, *Long Beach Business Journal*, March 12-25
11. UPS Makes Bid For 93-Acre Boeing C-17 Property, *Long Beach Business Journal*, March 12-25
12. American Air, Southwest rush to fill gaps as Boeing 737 Max grounded, *Orange County Register*, March 13
13. This Is the Best Airport in America – and 14 More That Excel at On-Time Departures, Price, and More, *Money magazine*, March 18
14. Long Beach Airport named one of the nation's top 5, *Long Beach Post*, March 19
15. WAI 30th Conference Draws 4,500, \$875k in Scholarships, *Aviation International*, March 19
16. BizBrief: Today's News To Know; Passenger Traffic Is Down at LGB For Fifth Consecutive Month, *Long Beach Business Journal*, March 26
17. Long Beach Airport Traffic Down 18%, *Orange County Business Journal*, March 26
18. What Are The Best And Worst Airports For Business Travelers?, *Forbes.com*, March 27
19. Pilot conducts emergency landing with single-engine plane on Orange Avenue, *Signal Tribune*, April 1
20. Single-engine plane make emergency landing on Long Beach street after losing power, *Los Angeles Times*, April 1
21. Small Plane Makes Emergency Landing Near Long Beach Airport After Losing Power, *KTLA5*, April 1

22. Long Beach says it may start cracking down on JetBlue for not using enough of its flight slots, *Press Telegram*, April 8
23. JetBlue relinquishes 29 percent of its flight slots at Long Beach Airport, *Press Telegram*, April 9
24. LB Airport Mgm't Says JetBlue Not On Pace To Meet Council-Approved "Use 'Em Or Lose 'Em" Flight Slot Rules (To Deter "Slot Squatting"), Asked Carrier For Its Plans To Do So; JetBlue Issued This Corporate Statement Without Specific Plans...And LB Airport Hasn't Told Us What JetBlue Has Or Hasn't Told Them, *LBReport.com*, April 9
25. Southwest Airlines: Nonstop from Silicon Valley to Long Beach, *eTurboNews*, April 9
26. Southwest's Nonstop San Jose-To-Long Beach Flights Take Off, *Milpitas, CA Patch*, April 9
27. Under LB Airport's New "Use 'Em Or Lose 'Em" Rules," JetBlue Will Give Up 10 Flight Slots Which Will Go To Other Carriers; JetBlue Will Continue To Fly 24 Slots, *LBReport.com*, April 9
28. UPDATE: JetBlue to give up 10 flight spots after city threatens penalties, *Long Beach Post*, April 9
29. BizBrief: Today's News To Know – JetBlue Gives Up 10 Flight Slots At Long Beach Airport, *Long Beach Business Journal*, April 10
30. Health Officials Report Possible Measles Exposure At Long Beach Airport, *CBS Los Angeles (video)*, April 10
31. JetBlue Gives Up 10 Flight Slots At Long Beach Airport, *Gazettes.com*, April 10
32. JetBlue gives up gate slots at Long Beach Airport after city warning, *Los Angeles Times*, April 10
33. LB Health Dept. Confirms Possible Measles Exposure In Long Beach From Someone Flying Out Of Long Beach Airport At About Dawn Or Shortly Thereafter On March 30 and April 7, *LBReport.com*, April 10
34. Long Beach Airport announces potential air carriers to fill newly available flight slots, *Press Telegram*, April 10
35. Measles Infected Traveler Passed Through Long Beach Airport Twice, *NBC Los Angeles*, April 10
36. More Long Beach Hawaii Flights Coming & What About Orange County?, *Beat of Hawaii*, April 10
37. One case of measles confirmed at Long Beach Airport, Health Department warns, *Press Telegram*, April 10
38. Southwest Begins Nonstop Service From Sjc To Long Beach Airport, *SFGate*, April 10
39. Contagious measles patient traveled through Long Beach Airport, OC Breeze, April 11
40. Health department warns of possible measles exposure at Long Beach Airport, *Long Beach Post*, April 11
41. Meanwhile, One Airport Seeks To Punish JetBlue, *Live and Let's Fly*, April 11
42. Passengers may have been exposed to measles at Long Beach Airport, *The San Diego Union Tribune*, April 11

43. With JetBlue pulling back, who could fly more out of Long Beach Airport?, *Long Beach Post*, April 11
44. Routes: Southwest at SJC, JetBlue, MAX mess, United, Jet Airways, Icelandair, *SFGate*, April 12
45. JetBlue Gives Back 10 Long Beach Slots But It's Southwest That Might Suffer, *Cranky Flier*, April 18
46. JetBlue relinquishes unused LGB slots, *Signal Tribune*, April 19
47. LGB warns of possible measles exposure, *Signal Tribune*, April 19
48. Union struggle over security at Long Beach Airport could lead to lawsuit against the city, *Press Telegram*, April 19
49. City Council may integrate airport security with police department, despite union pushback, *Long Beach Post*, April 22
50. Drought will become the norm by mid-century as the planet warms, *Long Beach Post*, April 22
51. JetBlue Surrenders Ten Flight Slots At Long Beach Airport, *Long Beach Business Journal*, April 23-May 6
52. Long Beach holds off on reorganizing its airport security staff amid union concerns, *Press Telegram*, April 23
53. Long Beach Airport Traffic Down 19%, *Orange County Business Journal*, April 23
54. City Council postpones vote that could integrate airport security with LBPD, *Long Beach Post*, April 24
55. Council Delays Decision To Transfer Long Beach Airport Security To Police, *Gazettes.com*, April 24
56. CDPH urges Californians traveling internationally to be fully vaccinated against measles, *Signal Tribune*, April 26
57. Los Angeles area is on 'high alert' after measles exposures, *The Week*, April 27
58. Social Media
 - Notable events in March:
 - Facebook is up to 16,891 likes in March
 - The best post in March had a reach of 6,366 with 608 reactions, comments, and shares
 - Twitter is up to 12,509 followers in March
 - The best tweet in March generated 4,404 impressions, 22 retweets, and 83 likes
 - Tweets in March generated 84,600 impressions
 - Instagram is up to 5,711 followers in March
 - In March, posts averaged 175 likes each
 - The most popular post earned 307 likes and 4,137 impressions
 - Notable events in April: Acura Grand Prix of Long Beach, National Public Safety Telecommunicators Week
 - Facebook is up to 16,984 likes in April
 - The best post in April had a reach of 11,050 with 568 reactions, comments, and shares
 - Twitter is up to 12,568 followers in April
 - The best tweet in April generated 10,941 impressions, 27 retweets, and 95 likes

- Tweets in April generated 91,200 impressions
- Instagram is up to 5,866 followers in April
 - In April, posts averaged 148 likes each
 - The most popular post earned 307 likes and 4,137 impressions

Arts/Entertainment/Display:

1. LGB95 Selfie Sign remains on display in the concourse
2. Hosted Charger Girls in the passenger concourse at the LGB95 Selfie Sign to take photos with passengers; accompanied by live music provided by Purple Sugar, April 26
3. “CSULB SOARS@LGB”, a temporary rotating exhibit produced in collaboration with the California State University Long Beach School of Art and LGB continues. New exhibits “Drifting” by Jojo Solo and “Collection” by Amy Williams were installed. An earlier installation, “Luggage for Native Soil” by Lena Wolek, remains in the plaza.

Advertising/Marketing:

1. Continued integrating 95th Anniversary branding into the communications strategy
2. Press Telegram Newspapers in Education sponsor
3. Adopt-A-Highway, 405 Freeway signs
4. CSULB Baseball program, full page, black and white ad, 2019 season
5. Long Beach Business Journal, quarter page, full color ad, March 12-25
6. Long Beach Area Chamber of Commerce Police & Fire Appreciation program, half page, full color ad, March 18
7. School News Los Angeles County Superintendent’s issue, quarter page, full color ad, March 2019
8. Long Beach Business Journal, quarter page, full color ad, March 26-April 8
9. LGBTQ Center Black & White Ball program, full page, full color ad, March 30
10. Campaign *Spare Change Changes Everything* continues at Long Beach Airport
11. Long Beach Area Chamber of Commerce Entrepreneur of the Year program, full page, full color ad, April 18
12. Women’s Shelter of Long Beach Gala program, full page, full color ad, April 24
13. Partnering with the Long Beach Office of Civic Innovation to develop a customer experience survey to gauge the level of passenger satisfaction

Reports/Presentations:

1. Supported the Airport engineer’s presentation to El Dorado Women’s Club regarding the Phase II Terminal Area Improvements, April 15

PUBLIC AFFAIRS**FY18 ACTUALS - SPONSORSHIP**

Vendor	Amount	Description
BELMONT SHORE BUSINESS ASSOCIATION	\$ 2,000	CD3: 2017 Christmas Parade / 2018 Car Show
CENTRO C H A INC	\$ 3,250	CD1: 2017 Dia De Los Muertos / 2017 Nuestra Awards Program Ad
CONSERVATION CORPS OF LONG BEACH	\$ 2,500	2018 Dine on Pine Marketing Package
FORD, NICOLE (DBA Stepping in the Right Direction)	\$ 2,500	CD8: 2017 Historical Black Colleges & Universities (HBCU) College Fair
FRIENDS OF THE LONG BEACH FIREFIGHTERS	\$ 1,000	2018 Ready Long Beach Expo Sponsor Recognition/Booth
LONG BEACH CITY COLLEGE FOUNDATION	\$ 2,250	90th Anniversary Gala Ad & Signage Underwriting (2018)
LONG BEACH COMMUNITY ACTION PARTNERSHIP	\$ 500	2018 LB Night Cap Event Marketing Package
LONG BEACH LESBIAN & GAY PRIDE INC	\$ 200	2018 Pride Parade Entry
PARTNERS OF PARKS	\$ 10,000	2017 Village Fest (CD9) / 2018 Concerts in Park (CD4/CD5) / 2018 Fiesta in Park (CD7)
REGIONAL AIRLINE ASSOCIATION	\$ 5,000	2018 Conference - WiFi Sponsor & exhibitor
SOUTH COAST AIR QUALITY MANAGEMENT	\$ 1,000	3rd Annual Environmental Justice Conference full page ad
ST ANTHONY HIGH SCHOOL	\$ 2,000	Golf Sponsorship, Chopper Dropper Advertising Package (2018)
WHAT'S NEXT NOW.ORG	\$ 2,500	CD6: MLK Parade 2018
Grand Total	\$ 34,700	











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T 562.570.2600 F 562.570.2601 lgb.org

Facebook post with most reach in March:



Long Beach Airport
Published by Long Beach Airport [?] · March 14 at 11:25 AM · 🌐

Barbara London was the only woman in World War II to receive the Air Medal for distinguished service. In 1948, she was commissioned as a major in the Air Force Reserve. Today, Barbara London's daughter, Terry, and granddaughter, Kelly, flew into LGB for the International Women in Aviation Conference. Her legacy lives on as Terry and Kelly are both pilots. #WomensHistoryMonth



Performance for Your Post

6,366 People Reached

608 Reactions, Comments & Shares

395 Like	125 On Post	270 On Shares
109 Love	45 On Post	64 On Shares
9 Wow	6 On Post	3 On Shares
1 Sad	1 On Post	0 On Shares
1 Angry	0 On Post	1 On Shares
47 Comments	18 On Post	29 On Shares
47 Shares	47 On Post	0 On Shares

898 Post Clicks

184 Photo Views	0 Link Clicks	714 Other Clicks
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Most liked Twitter post in March:



Long Beach Airport 
@LBAirport

This beautiful city we call home. 🧡



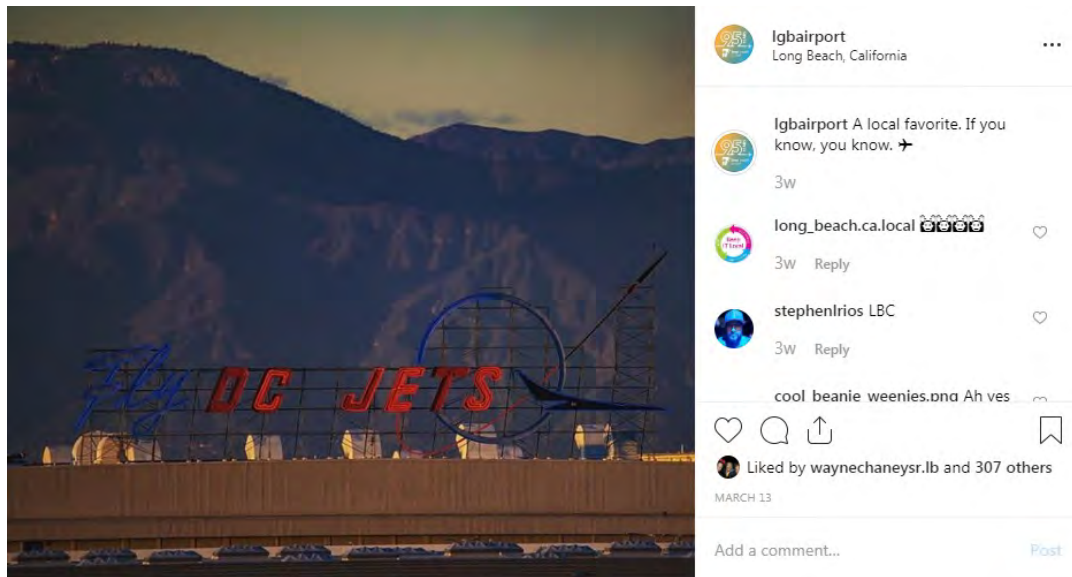
11:31 AM · 29 Mar 2019 from Long Beach, CA

22 Retweets **83** Likes



 1
  22
  83
 

Most liked Instagram post in March:



Facebook post with most reach in April:

Long Beach Airport
Published by Lindsey Ann (?) · April 10 at 11:33 AM · 🌐

This morning, troops landed at LGB and were welcomed home by loved ones. Thank you for your service. 🇺🇸

Performance for Your Post

11,050 People Reached

568 Reactions, Comments & Shares

374 Like	86 On Post	288 On Shares
153 Love	21 On Post	132 On Shares
1 Wow	1 On Post	0 On Shares
24 Comments	1 On Post	23 On Shares
21 Shares	20 On Post	1 On Shares

1,458 Post Clicks

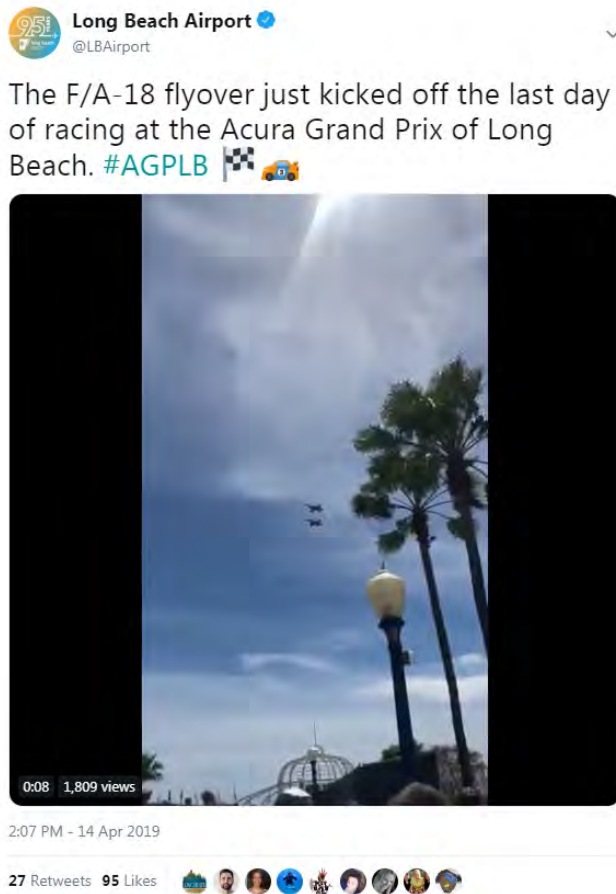
912 Photo Views	0 Link Clicks	546 Other Clicks
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NEGATIVE FEEDBACK

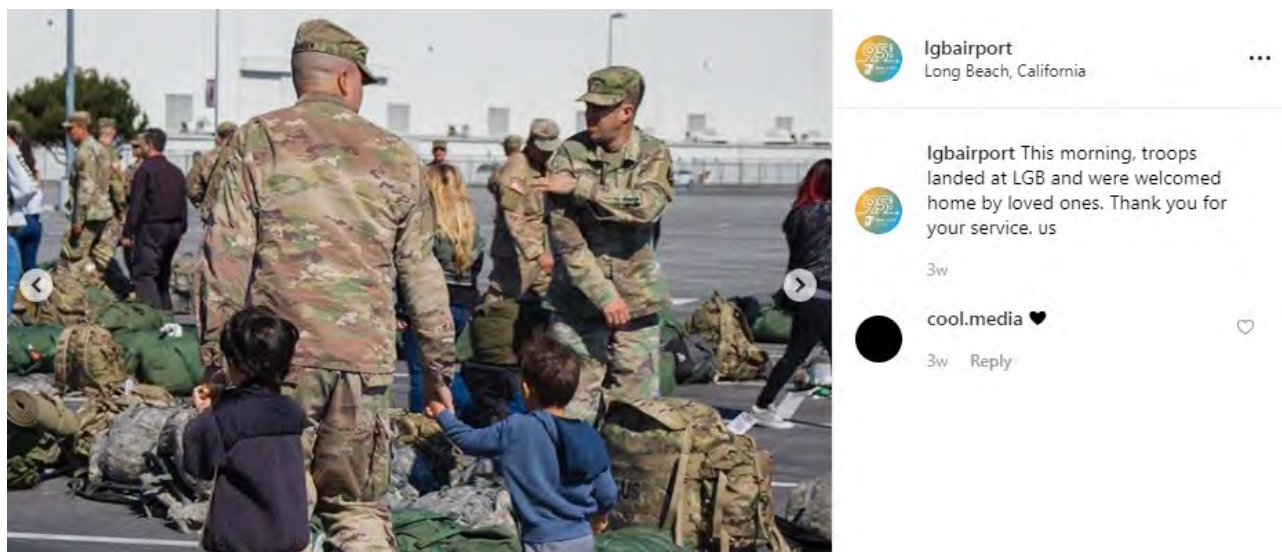
7 Hide Post	1 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

Most liked Twitter post in April:



Most liked Instagram post in April:



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BUSINESS

Airports feared losing revenue to Uber and Lyft. Here's what happened

By HUGO MARTIN

MAR 01, 2019 | 11:25 AM



Ann Marie Bingo chats with Uber driver Mike Miller as UberX began making passenger pickups at Los Angeles International Airport in 2016, joining competing service Lyft. (Al Seib / Los Angeles Times)

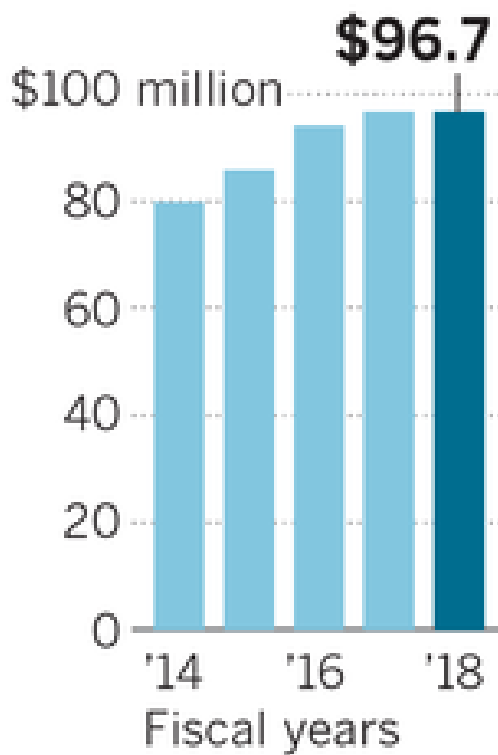
Airport officials were understandably nervous when Uber and Lyft drivers began pulling up at terminals across the country a few years ago.

After all, more fliers using the relatively cheap ride-hailing services could mean that fewer would pay for airport parking and rental car services — two significant sources of airport revenue.

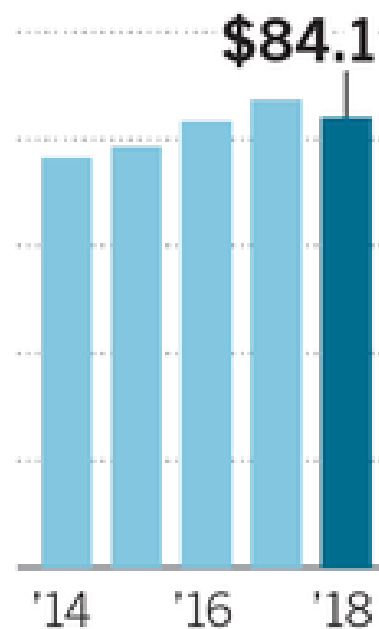
“At the time, all we knew was there was some uncertainty around it,” said Ryan Yakubik, deputy executive director and chief financial officer at Los Angeles International Airport.

LAX revenue from cars

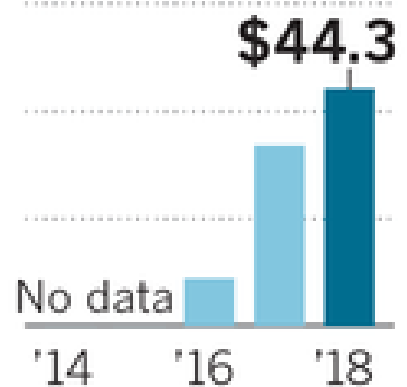
Airport parking



Car rentals



Fees paid by Uber and Lyft



Source: Los Angeles World Airports

@latimesgraphics

TOPICS

Los Angeles Times

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But a look at Southern California airport budgets shows that the move to let ride-hailing services pick up and drop off passengers — and pay a fee to do it — was not the financial disaster some had feared.

Technology-amped gig-economy start-ups have disrupted many industries in the last decade but most of the airports in the region appear to be either unfazed or bolstered by the changes.

And a good thing, too. Although airports are generally self-supporting, a sharp decline in revenue would probably be resolved by increasing other fees, which could get passed along to travelers.

[Taxing Uber and Lyft rides is L.A. County's latest idea to free up congested roads »](#)

At Los Angeles International Airport — one of the nation's busiest airports — ride-hailing service drivers pay a \$4 fee for every passenger picked up or dropped off at the airport curb. Uber, Lyft and other ride-hailing companies are charged fees of varying amounts by other local airports. Such fees typically are passed along to passengers as a surcharge.

Ride-hailing fees at LAX generated \$44.3 million in fiscal 2018 and \$33.7 million in fiscal 2017, up sharply from the \$8.9 million in fiscal 2016, when ride-hailing services were prohibited from dropping off and picking up passengers in the same trip.

The hike in ride-hailing money more than made up for the decline in revenue from rental car companies, which dropped to \$84.1 million in fiscal 2018 from \$87.4 million in fiscal 2017, according to LAX budget records.

LAX parking revenue totaled \$96.7 million in fiscal 2018, unchanged from 2017, which LAX officials attribute in part to closure of sections of a parking lot for a \$4.9-billion construction project connecting the central terminal with a car rental facility, a ground transportation hub and a station on the Metro Crenshaw Line.

“The fact that people are taking Uber and Lyft in such volume is a good thing,” said Justin Erbacci, LAX chief innovation and technology officer. “It shows people like to use them to get to the airport.”



A United Airlines plane sits at the tarmac at LAX. Fees from ride-hailing companies generated \$44.3 million in fiscal 2018 for LAX. (Al Seib / Los Angeles Times)

Most of Southern California's smaller airports have thrived since the introduction of ride-hailing services.

- At Hollywood Burbank Airport, parking revenue rose 3%, or \$553,000, in the 2018 fiscal year over the year before, and ground transportation money — which includes fees from ride-hailing services — jumped 60%, or \$1.9 million, in the same period, according to budget records. “We are seeing some nice revenue” from ride-hailing companies, “and parking revenue is increasing year over year, month over month” said Denis Carvill, airport deputy executive director. “It’s not like we are in dire straits.”
- For Ontario International Airport, the arrival of ride-hailing companies “has not affected us in a negative way,” said Atif Elkadi, the airport’s deputy executive director. Fees charged to Uber and Lyft increased about \$230,000, up 85%, in the six months ended Dec. 31, 2018, over the same period in the prior year, while car rental fees brought in an extra \$530,000, up 13.4%, and parking revenue was little changed.
- Long Beach Airport reported that parking revenue rose to \$10 million in 2018, up 10% over the previous year, while fees from rental car businesses climbed 2.7% to \$3.24 million. On top of that, the airport took in \$1.6 million in fees from Uber and Lyft last year. “All of our revenues are up,” said Dale Worsham, the airport’s revenue manager.

At John Wayne Airport in Santa Ana the financial picture has not been so rosy since ride-hailing companies began serving the airport in 2015.

The Orange County airport saw parking revenue drop 7.4%, or \$3 million, in the fiscal year that ended June 30, 2017, compared with the previous year, according to the most recent budget reports available. In that same period, fees charged to ride-hailing services generated \$1.2 million. Revenue from rental car businesses at the airport was nearly the same as in the previous year.

Airport officials said ride-hailing revenue is expected to rise because the companies last year began paying a \$2.25 fee for each drop-off on top of the fee charged for pickups. The fee increased to \$3 on March 1.



Ride-hailing companies last year began paying a \$2.25 fee for each drop-off at John Wayne Airport, on top of the fee charged for pickups. The fee increased to \$3 on March 1. (Richard Vogel / Associated Press)

Airport industry experts say there are no recent studies on the broad airport revenue impact of Uber, Lyft and other ride-hailing firms, but they say the experience hasn't been uniform across the board.

Some large and midsize airports have suffered financially in states such as Oklahoma and Idaho where airports are prohibited by state law from charging ride-hailing services for dropping off or picking up passengers at terminals, industry experts said.

"Are they taking a financial hit?" said Carter Morris, executive vice president of the American Assn. of Airport Executives, a trade group that represents executives at 875 airports nationwide. "That's an airport-by-airport picture."

Over the last three years or so, ride-hailing services have become ubiquitous in big cities, especially popular among business travelers. Airports initially restricted Uber and Lyft to dropping off passengers at the terminal curbs but eventually reached deals to let them also pick up rides.

In 2018, Uber was — for the second year in a row — the No. 1 expensed brand among business travelers who use Certify, a cloud-based travel and expense report company. Lyft was ranked as the sixth-most expensed brand last year, behind companies including Starbucks and Delta Air Lines, according to Certify, which based the ranking on more than 50 million expenses filed in North America.

The effect of ride-hailing services on airports is difficult to gauge accurately because ride-hailing gained popularity at the same time that demand for air travel surged.

The Ontario and Long Beach airports in particular have seen sharp increases in passenger volume over the last several months as they have expanded service. That could mask any negative effects on parking and rental car revenue from ride-hailing services.

But fees from parking and rental car companies are key contributors to airport budgets. At LAX, parking and rental car businesses are considered part of the concessions operations, which generated about 33% of operating revenue last year, while building rental fees accounted for 37% of overall revenue.

With the growing popularity of Uber and Lyft, airline passengers have more options than ever to get to an airport. The biggest effect has been felt by taxis and shuttle van services, which have lost up to 43% of their business since the new competition came on the scene.

Uber and Lyft drivers say getting access to airports has been a mixed blessing.

Drivers with ride-hailing services say they can get double the number of passengers at airports because they are allowed to pick up a passenger within minutes of dropping off a rider at the terminal.

But heavy traffic at airports can often mean sitting in gridlock instead of making money by picking up new riders.

“It isn't more or less lucrative than a route where you don't end up picking up or dropping off at LAX,” said Nephresha Singletary, a life coach who has been driving for Uber for more than three years. “Sometimes it's less [lucrative], like if you pick up someone during rush hour and move at a snail's pace to drop them off.”

Airport operators say they are trying to ease congestion with new signage and designated drop-off and pickup spots.

“We've worked closely with more than 300 airports and local communities on how best to utilize curb space, carpool lanes and loading zones — efforts that have generated millions of dollars in revenue for airports across the country,” said Bakari Brock, senior director of city partnerships at Lyft.



Hugo Martin



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

News

ELB Overnight Gunfire, 3700 block E. Stearns (Near Nat'l Guard Armory); LBPD Pursuit Follows, Suspect Crashes Thru LB Airport Fence, Is Arrested On Tarmac

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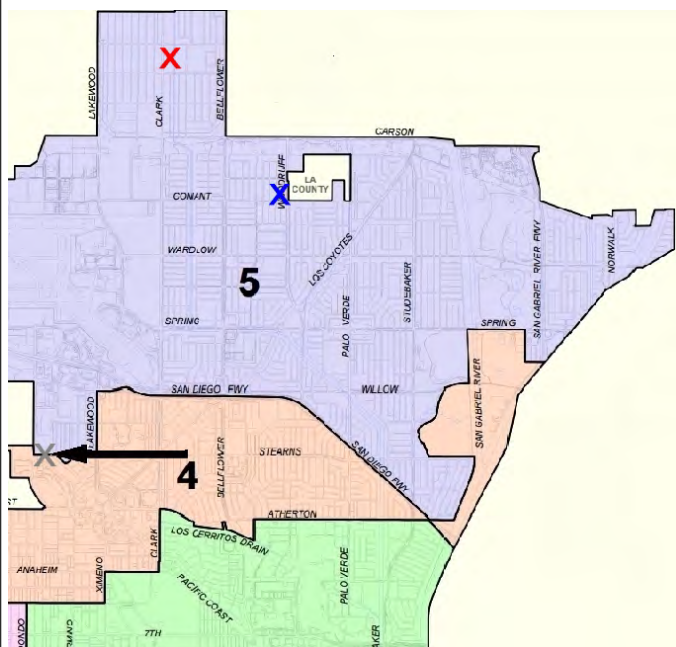
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(March 3, 2019, 8:25 p.m.) -- Gunfire was heard shortly before 3 a.m. on Sunday (March 3) -- and a vehicle pursuit followed that ended when the suspect crashed through a fence at LB Airport and LBPD officers arrested him on the tarmac.

LBPD Public Information Officer Benjamin Hearst tells LBREPORT.com:that at about 2:45 a.m. March 3, officers were sent to a shots call in the 3700 block of E. Stearns St. (border of 4th and 5th Council districts) where arriving officers "observed a suspect vehicle fleeing the scene and attempted to conduct a traffic stop. The vehicle failed to yield, and a pursuit ensued. The suspect vehicle drove through a fence and onto the Long Beach Airport tarmac where the vehicle became disabled and [the suspect] was taken into custody without incident."

PIO Hearst says officers found evidence of a shooting (casing) in the area of the original dispatch [3700 block Stearns St.] and arrested Mokey Mose, 37, of Murrieta, booked on suspicion of felony evading and trespassing [additional evidence re the shooting is under investigation]. LBPD says a motive for the shooting presently unknown and it's unknown if it was gang related.



Jan 1, 2018 to date: Red Xs=homicides; Blue Xs= shootings, person wounded; Brown Xs=shots fired at victim(s), not hit; Purple Xs=shots at occupied residence/vehicle; Green Xs= shots at unoccupied vehicle/residence; Grey Xs=shots fired (no hit, no target identified); Orange X's=non-fatal stabbings; Blue * asterisk=victim hit, police unable to locate crime scene. Map is unofficial.

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NEWS > CRIME + PUBLIC SAFETY

Murrieta man arrested after police pursuit ends on Long Beach Airport tarmac

By [CITY NEWS SERVICE](#) |

PUBLISHED: March 3, 2019 at 9:23 pm | UPDATED: March 4, 2019 at 8:14 pm

LONG BEACH — A 37-year-old man was arrested Sunday after he led police on a pursuit that ended on the tarmac at Long Beach Airport, police said.

The incident began when police responded to a shots fired call in the 3700 block of Stearns Avenue about 2:45 a.m., police said.

Officers saw the man's vehicle fleeing the scene and tried to pull him over, but the suspect refused to stop, prompting the flight that eventually arrived at the airport, authorities said.

The suspect was identified as Mokey Mose of Murrieta.

Mose was later booked on felony evading and trespassing, police said.

He was being held on \$75,000 bail.

Tags: [airports](#), [Long Beach Airport](#), [public safety](#), [Top Stories LBPT](#), [Top Stories PE](#)

ALL INCLUSIVE

LONG BEACH
SYMPHONY
3|9|19

NORTHERN LIGHTS

JOSHUA ROMAN, CELLO
OPUS 3 ARTISTS



ARTS & CULTURE

FOOD

LONGBEACHIZE

GROBATY

the562.org SPORTS

SHOOTING

March 3, 2019

Pair of shootings end in arrests, police chase onto airport tarmac

by **Stephanie Rivera** in **Crime**



Two men were arrested following separate shootings in North and East Long Beach Saturday night and early Sunday morning, authorities said.

One of the shootings sparked a police chase that ended after the suspect drove through a fence at the Long Beach Airport, according to police.

The first shooting happened at about 10 p.m. on Saturday, March 2, said Long Beach police spokesman Benjamin Hearst.

Officers responded to a shots call in the 5900 block of Linden Avenue, near the Michelle Obama Neighborhood Library, where they learned two suspects fired shots into a nearby residence before fleeing on foot, Hearst said.

No one was struck by the gunfire.

Police set up a containment wherein they found a suspect hiding and took him into custody, according to Hearst.

Long Beach resident Veasna Kim, 20, was arrested and booked into Long Beach Jail on suspicion of being a felon in possession of a firearm, altering the serial number of a firearm and firing into an inhabited dwelling.

He is being held in lieu of a \$35,000 bail.

The other shooter in this case is still on the loose, and police do not have a description available at this time, Hearst said.

The second shooting was reported at about 2:45 a.m. on Sunday, March

3 in the 3700 block of Stearns Avenue, just east of Redondo Avenue.

When officers arrived they saw a vehicle being driven away, Hearst said.

Police tried to stop the car, but the motorist failed to yield and a pursuit ensued, authorities said.

"The suspect vehicle drove through a fence and onto the Long Beach Airport tarmac where the vehicle became disabled and [the driver] was

Murrieta resident Mokey Mose, 37, was arrested and booked into Long Beach City Jail on suspicion of felony evading and trespassing, police said. He is being held in lieu of a \$75,000 bail.

Police do not know the motive for either shooting, but they suspect the first shooting was gang-related, Hearst said.

Long Beach police define "gang-related" crime as any crime "committed for the benefit of, at the direction of, or in association with any criminal street gang."

Both incidents remain under investigation.

Stephanie Rivera covers immigration and the north, west and central parts of Long Beach. Reach her at stephanie@lbpost.com or on Twitter at @StephRivera88.

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Suspect Arrested After Driving Through Fence and Onto Tarmac at Long Beach Airport During Police Pursuit

POSTED 1:41 PM, MARCH 3, 2019, BY STEVE GANEY



A man was arrested early Sunday after he led officers on a chase that ended when he drove through a fence and onto the tarmac at Long Beach Airport, police said.

The incident started when officers responded to a report of shots fired in the 3700 block of Stearns Avenue around 2:45 a.m. Sunday.

Officers saw a suspect vehicle fleeing the scene and attempted a traffic stop. The suspect refused to pull over, which prompted a pursuit.

The pursuit ended when the suspect drove through a fence and on to the tarmac at Long Beach Airport, where the vehicle became disabled, police said.

The suspect, identified as 37-year-old Mokey Mose of Murrieta, was arrested without incident, and booked for felony evading and trespassing.

Mose is being held on a \$75,000 bail.

Investigators found a shell casing at the area of the shots fired call. A motive for the shooting is unknown at this time.

The investigation is ongoing.



A police vehicle is seen in a file photo. (Credit: iStock / Getty Images Plus)

Business

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http://www.gazettes.com/news/business/women-in-aviation-land-in-long-beach/article_e91f9d56-3ee3-11e9-b507-97315ab9dccc.html

Women In Aviation Land In Long Beach

Harry Saltzgaver Mar 7, 2019



—Photo courtesy Women in Aviation International

Long Beach's own Barbara London was among the pioneering women in early aviation.

In World War II, Long Beach and its airplane manufacturing plants was one reason for the formation of the WASP (Women Airforce Service Pilots). Women didn't fly in combat, but they got plenty of air hours moving military airplanes.

And Barbara London, then known as Barbara J. Erickson, was one of those WASP pilots. Her story — at least part of it — is told at the Long Beach Airport.

So it seems proper that the 30th annual conference of Women in Aviation International will take over the Long Beach Convention Center March 14-16. The conference brings together pilots, executives and more to talk about and promote women in the aviation industry.

On Thursday, March 14, the conference will feature an author's corner where a new book about London will be featured. Author Sarah Rickman will be on hand with "BJ Erickson: WASP Pilot." The book is available on Amazon.

In an effort to bring more women into the field of aviation, Saturday will be Girls in Aviation Day. Girls from 8 to 17 years old will be hosted for activities, speakers, games and more to experience all that aviation has to offer. Older girls will have a chance to meet with representatives from colleges and universities with aviation programs.

Lt. General Stayce Harris is the luncheon speaker for the program. She is the Inspector General of the Air Force in the office of the Secretary of the Air Force. She retired March 1 as the highest ranking African-American woman military pilot in the U.S. She starts as a United Airlines pilot soon.

The day runs from 9 a.m. to 3 p.m., and all girls must be chaperoned all day. Preregistration is required by March 13. Cost is \$10 for each girl and another \$10 for each chaperon, and includes lunch. To register, go to www.wai.org/girls-in-aviation-day-long-beach.

For more information about the organization or the conference, go to www.wai.org.

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.

Local Legend And Long Beach Conference To Encourage Young Women To Pursue Careers In Aviation

By Samantha Mehlinger, Editor - March 11, 2019

Girls attending this year's Women In Aviation conference, held in Long Beach March 14-16, are each receiving a copy of a book about one of Long Beach's famed women aviators, Barbara Jane "BJ" Erickson London, courtesy of a donation by Aeroplex/Aerolease Group. London's daughter, Terry Rinehart, hopes the donated books and the conference itself will inspire young attendees to pursue careers in aviation like she and her mother did.

Rinehart was the first woman pilot for Western Airlines, hired in 1976. London was also a pioneer as a woman in aviation: she was one of the first Women Airforce Service Pilots (WASPs) hired in anticipation of World War II, during which time she became commander of the WASPs operations at Long Beach Airport.

"BJ Erickson, WASP Pilot," by Sarah Byrn Rickman, chronicles London's experience in the WASPs. Her story began in the 1930s, when the United States government started a program at universities to train pilots in anticipation of becoming embroiled in World War II. Only 10 women were allowed in the program at each school, Rinehart said. At the University of Washington, London was one of them.

"As the war progressed, they still didn't have enough pilots to try to move the planes that were coming off the assembly lines," Rinehart said, referring to the U.S. military. As a solution, the military hired women pilots to transport airplanes. This ensured that as many male pilots as possible would be freed up to fight abroad. Women weren't allowed in combat.

"My mom was the commander of the base in Long Beach. She had 60 women beneath her. They flew everything the military had," Rinehart reflected. "My mother was the only woman during World War II who was awarded the Air Medal," she noted, referring to a military recognition awarded for meritorious flight achievement.



"B.J. Erickson WASP Pilot" by Sarah Byrn Rickman chronicles the career of one of Long Beach's famed women aviators, Barbara Erickson London. Aeroplex/Aerolease Group is providing copies to young women attending the Women In Aviation conference held in Long Beach March 14-16. (Image courtesy of Terry Rinehart)

After the war, London, like all other women, was not allowed to stay in the military. Nor were women allowed to fly for commercial airlines, Rinehart noted. London went to work selling aircraft at a couple of Long Beach companies before starting a business, Barney Frazier Aircraft, with a partner. She didn't retire until her 80s, Rinehart noted. London passed away in 2013.

Rinehart comes from a family of pilots – her father, husband and all three of her children are pilots. But when Rinehart was coming up in the industry in the 1970s, there were few women in commercial aviation. “When I got hired, there were probably less than 10 women flying for airlines throughout the United States,” she said.



At center, Barbara Erickson London holds her Air Medal – she was the only woman awarded the medal during World War II. London is surrounded by her family of aviators, including her daughter, son-in-law and granddaughters. (Photograph courtesy of Terry Rinehart)

Rinehart said that while her airline was well-run, she did encounter sexism on the job. “Now, it's much more common to see a woman in the cockpit. But there were still a lot of males who felt that this was their environment and we were infringing on that. We did kind of what we needed to do to get along to go along,” she explained. “Back in the day you just didn't make a big fuss over somebody making sexist comments. Nowadays, you wouldn't put up with things like that. But back then we heard many times on the radio [things] like, ‘Another empty kitchen,’ or ‘Who's taking care of your kids?’” she recalled.

"Unfortunately, since I got hired in 1976, the percentage of women pilots hasn't really expanded too much. We're still somewhere between 4-6% of the airline pilot population," Rinehart said, adding that becoming a pilot is a lengthy, costly process. That's why the Women In Aviation organization each year hosts a girls' day as part of its annual conference – to encourage young women not only to consider becoming pilots, but also to explore other careers in aviation, according to Rinehart. This year's girls' day is Saturday, March 16.

Girls flying in to the Long Beach Airport to attend the conference will travel down Barbara London Drive before exiting onto Lakewood Boulevard, Rinehart noted.

"Girls between 10 and 18 can come for \$10 a day and learn about all kinds of jobs in aviation," Rinehart said. "Curt Castagna of Aeroplex at the Long Beach Airport is donating 250 of my mother's books to every single girl who comes to this convention to try to inspire them to reach a little bit higher and understand women who have gone before them."

To learn more about the conference, visit wai.org/events/2019-international-women-aviation-conference.



Long Beach Industry Snapshots

A diversity of business sectors drive the Long Beach economy, some with roots dating back to the city's origins, and others that have blossomed more recently. The city's economic strength and stability has been bolstered by the variety of its industries; when one slows, another is there to pick up the slack.

Major employers in the City of Long Beach include businesses and organizations in the aviation and aerospace, financial services, health care, hospitality and tourism, oil, technology and trade sectors.

Perhaps the greatest single driver of economic activity in the city and greater region is the Port of Long Beach, which, combined with its neighboring Port of Los Angeles, is responsible for processing about 39% of the country's maritime international trade. The port supports businesses in the trade, logistics and real estate sectors, including trucking firms, customs brokers and freight forwarders, shipping lines, warehouses and other enterprises.

Following is a more detailed glimpse into Long Beach's industries.

■ BY STAFF WRITER PIERCE NAHIGYAN

Aviation And Aerospace

Long Beach's history as a hub for aviation and aerospace dates back to the early 1900s, but the industry blossomed during World War II with the establishment of the Douglas Aircraft Company's manufacturing plant near the Long Beach Airport (LGB). This is where the company built C-47 Skytrains, SBD dive bombers, C-54 transports, A-20 and A-26 attack bombers and B-17 bombers. Douglas merged with McDonnell Aircraft Corporation in 1967 and with Boeing in 1997, which continued to manufacture aircraft in the city until 2015.

Many aviation and aerospace companies continue to operate in and around LGB today. These include the airport's largest leaseholder, Gulfstream, which employs approximately 800 workers in the city and performs maintenance and service on several models of its jets.

At Douglas Park, a former McDonnell Douglas site, Virgin Orbit is developing a system to launch rockets from a modified Boeing 747. Virgin employs just over 500 people in Long Beach, and last year expanded into a second building in the business park. Other major businesses around the airport include the training school FlightSafety International, fixed base operators Ross Aviation, Signature Flight Support and Airserv, and a variety of businesses located in two business parks owned by LGB.

Airserv provides ground handling services for commercial flights as well as corporate, military and cargo aircraft. Owner and President Kevin McAchren said that the company has often serviced flights for local sports teams, including the Anaheim Ducks and Los Angeles Angels of Anaheim. "It's a busy time of year for us in the spring and summer," McAchren said. "We have such teams as the Baltimore Orioles, the Cleveland Indians, the Detroit Tigers, among others that use Long Beach because of the excellent facilities here."

Local Legend And Long Beach

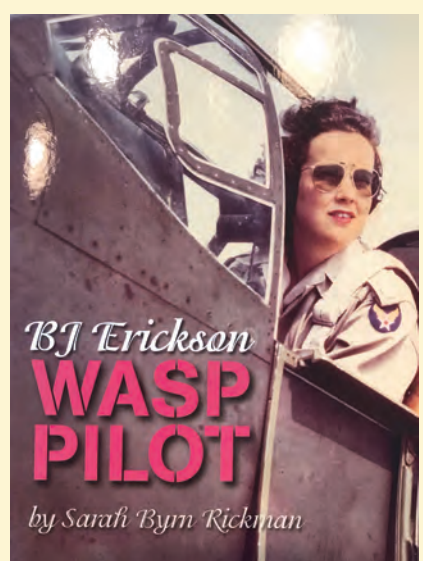
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(Photograph courtesy of the Long Beach Area Convention & Visitors Bureau)

Curt Castagna is the CEO and president of Aeroplex/Aerolease Group, which develops and manages airport real estate at LGB and across the country. Castagna told the Business Journal that LGB has been and continues to be a major asset for the local economy. “The City of Long Beach benefits from the diversity of its tenant mix at the airport,” Castagna said. “What makes Long Beach so unique is that we have Gulfstream and Ross Aviation and Signature and White Buffalo, FedEx, UPS and the airlines. It’s that diversity that really

is the value to the community in protecting their quality of life, and at the same time maximizing the economic benefits.”

The airport offers commercial flights to 18 U.S. destinations and has five commercial air carriers: American Airlines, Delta Air Lines, Hawaiian Airlines, JetBlue Airways and Southwest Airlines.

(Please Continue To Page 38)

Conference To Encourage Young Women To Pursue Careers In Aviation

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Rinehart said that while her airline was well-run, she did encounter sexism on the job. “Now, it’s much more common to see a woman in the cockpit. But there were still a lot of males who felt that this was their environment and we were infringing on that. We did kind of what we needed to do to get along to go along,” she explained. “Back in the day you just didn’t make a big fuss over somebody making sexist comments. Nowadays, you wouldn’t put up with things like that. But back then we heard many times on the radio [things] like, ‘Another empty kitchen,’ or ‘Who’s taking care of your kids?’” she recalled.

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At center, Barbara Erickson London holds her Air Medal – she was the only woman awarded the medal during World War II. London is surrounded by her family of aviators, including her daughter, son-in-law and granddaughters. (Photograph courtesy of Terry Rinehart)



(Photograph by the Business Journal's Brandon Richardson)

Dear Friends:

Welcome to the Long Beach Business Journal's fifth annual Building a Better Long Beach edition. I am excited to report our city is booming and continuing to grow.

We recently embarked on a major modernization program at the Long Beach Airport to improve the experience for our airport guests. Specific enhancements include a new ticketing lobby, an expanded baggage claim area, new and improved rental car facilities, other ground transportation upgrades, and way-finding improvements. These changes will ensure Long Beach Airport continues to be one of the best in the U.S.

Our downtown is also seeing major changes and it continues to strengthen with billions of private investments in new residential, commercial and civic developments. Many of the projects will be completed in 2019 including more than 1,000 new homes and the new Civic Center with a new City Hall, Main Library and Port Headquarters.

2019 will be a great year for more development across Long Beach with major projects like 2nd and PCH set to open and Douglas Park expanding their campus.

I'm proud to be the Mayor of such an innovative and growing city, and I am thankful to have such great partners like the Long Beach Business Journal and its readers for their continuous support in building a better Long Beach.

Dr. Robert Garcia
Mayor, City of Long Beach

Renovations To Long Beach Airport On Schedule, Within Budget

■ By Staff Writer PIERCE NAHIGYAN

Major renovations to improve the passenger experience at the Long Beach Airport (LGB) are taking place over the course of the next two years. The city council set the process in motion with a \$58.8 million design-build contract to Swinerton Builders in May 2018. According to LGB Interim Director Claudia Lewis, the Phase II Terminal Improvements Project is within budget and on track to be completed by 2021.

LGB Senior Civil Engineer Stephan Lum previously told the Business Journal that the terminal improvements include nine separate projects: a new ticketing hall, a new checked baggage inspection system (CBIS) area for the Transportation Security Administration, a consolidated baggage claim, an upgraded “meet-and-greet” plaza, pre-security restrooms and concessions, terminal renovations, roadway improvements and a consolidated rent-a-car lot.

Rental car offices and customer service are being relocated to the historic terminal, and a new surface parking lot for rental car storage is planned near the north baggage claim area. Removing the rental car trailer from its current location in the airport’s surface parking lot enables the traffic loop approaching the



When renovations are complete, the historic terminal at Long Beach Airport will open onto a public plaza via a reopened doorway shuttered long ago. Construction on this area is expected to be completed in 2020. (Rendering courtesy of the Long Beach Airport)

terminal to be reconfigured to accommodate separate lanes for taxis and ridesharing services.

According to Lum, the new facilities and renovations are geared toward improving customers’ experience at LGB. Built in the 1940s, the historic terminal is receiving a number of infrastructure improvements, as well as a seismic upgrade. Windows, automatic doors, lighting and electrical systems are all being modified, Lewis said, as are the restrooms, heating, ventilation and air conditioning. In addition, a long-shuttered entryway to the meet-and-greet plaza behind the terminal is to be reopened. New landscaping and hardscaping are planned for the plaza.

The north and south baggage claims are being consolidated into one area on the south side of the passenger terminal. Previously located behind the terminal, the new baggage inspection area is being integrated with baggage claim.

The ticketing lobby is still in the design phase, according to Lewis. “Once design is complete and we have all the necessary permits [and] approvals, construction will begin,” she said. Lewis estimated that the CBIS building, baggage claim and ticketing lobby will be completed in summer 2020, with the remaining Phase II improvements to conclude in 2021.

The airport’s runways are also benefiting from improvements. A \$15.3 million grant from the Federal Aviation Administration was used to reconfigure and improve LGB’s main general aviation runway last year. The renamed 8R-26L runway was shortened and narrowed to improve air traffic efficiency.

Lewis said that she and the airport staff are looking forward to this new chapter at LGB. “These improvements help the airport honor its history, while moving forward and ensuring that every passenger has the best experience possible,” she said. “We believe these developments will be a benefit to all that are flying in and out of Long Beach.” ■



A PROUD PARTNER

As Gulfstream Aerospace grows, the Long Beach community is right outside our window, supporting our business, joining us in volunteer efforts and helping our families thrive.

Building A Better Long Beach

Pacific Pointe Northwest

Address: 3881 McGowen St.
Developer: SARES REGIS Group (SRG)
Building Height: Two Stories
Units: Four
Commercial Space: Four buildings totaling 390,000 square feet, ranging from 75,000 square feet to 135,000 square feet
Parking: 665 stalls
Amenities: Two-story executive office space, 3 percent skylights, secure concrete truck courts, dock-high and grade-level loading, LED lighting on sensors and 30- and 32-foot clear heights.
Start/Completion: Fall 2018 / Expected April 2019

Restaurant Project

Address: 2528-2590 N. Lakewood Blvd. (former Spires restaurant site)
Developer: Lakewood Willow LLC.
Building Height: One story
Units: Two new restaurant buildings and two drive-thrus
Commercial Space: 11,562 square feet
Parking: 93 stalls
Amenities: Three restaurants in two new buildings, outdoor dining, and new site landscaping
Start/Completion: TBA/TBA

2nd + PCH

Address: 6400 E. Pacific Coast Hwy.
Developer: CenterCal Properties
Building Height: Two stories
Commercial Space: 175,000 square feet of retail, 70,000 square feet of restaurant space
Parking: 1,150 stalls (projected)
Amenities: 11-acre dining, shopping destination
Start/Completion: 2018/October 2019

Staybridge Suites

Address: 2460 N. Lakewood Blvd.
Developer: YHB Hospitality
Building Height: Six stories
Units: 125 guest rooms
Parking: 385 stalls
Amenities: 2,498 square feet of conference space and a fitness center, totaling 94,299 square feet of area. A new outdoor pool area, a two-level parking structure and surface parking lot, and landscape improvements.
Start/Completion: September 2018/ Expected Q4 2019

Silversands

Address: 2010 E. Ocean Blvd.
Developer: Silversands Properties USA
Building Height: Four stories
Units: 40 hotel rooms and 56 condominium units
Parking: 168 stalls
Amenities: A series of patios, roof decks and roof gardens.
Start/Completion: Expected April 2019/TBA

Veterans Affairs Projects – VA Long Beach Healthcare System

Community Living Center
Address: 5901 E. 7th St.
Developer: U.S. Department of Veterans Affairs
Building Height: Three stories
Units: 120 beds
Amenities: 181,000 square feet of living and community space
Parking: New parking structure planned as part of a future construction phase
Start/Completion: Summer 2019/November 2021

Mental Health Inpatient Building
Address: 5901 E. 7th St.

Developer: U.S. Department of Veterans Affairs
Building Height: Two stories
Units: 45 beds
Amenities: 82,000 square feet of health care space
Parking: New parking structure planned as part of a future construction phase
Start/Completion: January 2019/November 2020

Mental Health Outpatient Building
Address: 5901 E. 7th St.
Developer: U.S. Department of Veterans Affairs
Building Height: Two stories
Amenities: 80,000 square feet of health care space
Parking: New parking structure planned as part of a future construction phase
Start/Completion: January 2019/November 2020

PROPOSED/UNDER REVIEW

Anaheim and Walnut (under review)
Address: 1500 E. Anaheim
Developer: Bridge Housing Corporation
Building Height: Five stories
Units: 88 affordable units
Commercial Space: 11,136 square feet
Parking: 238 stalls
Amenities: children’s medical clinic, offices, and wellness space
Start/Completion: TBA/TBA

Long Beach Senior Living (proposed)
Address: 2515-2545 Atlantic Ave.
Developer: DIDM Development
Building Height: Six stories
Units: 154 units
Parking: 66 stalls
Start/Completion: TBA/TBA

North Long Beach

UNDER CONSTRUCTION/APPROVED

Houghton Park Community Center

A new, 6,500-square-foot community center at Houghton Park on Myrtle Avenue. The new structure is connected to the existing community center, which includes portions dating back to the 1930s. The new center includes two multi-purpose rooms and will be LEED silver certified. The community center is expected to open later this year.

Riverdale

Address: 4747 Daisy Ave.
Developer: Integral Communities
Building Height: Two and three stories
Units: 131 single-family homes
Parking: 371 spaces
Amenities: Clubhouse
Start/Completion: 2016/2019

The Uptown

Address: 6141-6191 Atlantic Ave.
Developer: Westland Group
Building Height: One story
Commercial Space: 16,352 sq. ft expansion for a total floor area of 30,422 square feet
Parking: 115 stalls
Amenities: Restaurant and retail uses incorporating private patios and public spaces
Start/Completion: TBA/TBA

Uptown Commons

Address: 6600-6630 Atlantic Ave. and 609-695 Artesia Blvd.

(Please Continue To Page 18)

UPS Makes Bid For 93-Acre Boeing C-17 Property

■ By Staff Writer Pierce Nahigyan

Multinational package delivery company United Parcel Service (UPS) has announced its interest in building a regional service hub at the vacant Boeing C-17 Globemaster III manufacturing site west of Long Beach Airport (LGB). UPS Vice President of State Government Affairs Bruce Mac Rae told the Business Journal his company is looking to bring 2,500 jobs and a \$300 million investment to the former manufacturing facility. “This is probably our number one site in the United States that we’re focused on,” Mac Rae said.

The proposed hub would serve as a delivery center

for packages and involve no increase in flights to the area, Mac Rae explained. “We’re not making this an air hub,” he reiterated. “All the volume that comes into the surrounding cities here would be delivered out of [Long Beach].” The Boeing property under bid spans approximately 93 acres. Mac Rae said the site is ideally located for deliveries due to its direct access to the I-405 Freeway.

The property, which includes a 1.1-million-square-foot building formerly used by Boeing to assemble the C-17, could also become a UPS Integrad training center, Mac Rae said. Utilizing state-of-the-art technology along with traditional classroom instruction, Integrad facilities educate drivers, who are then eligible for college credits. There are currently 11 Inte-

grad sites operating in the United States. More than 12,000 drivers have been trained nationwide.

UPS is pursuing the C-17 property through a bid by real estate firm Greenlaw Partners, which owns One World Trade Center in Downtown Long Beach. Mac Rae said UPS is interested in signing a long-term lease with the firm. “This is something where we’re here to stay,” Mac Rae said. “I’ll say it, this is [for] centuries, not decades.”

UPS has operated at the Long Beach Airport since 1999, when it signed a 20-year property lease with the City of Long Beach for its mail-sorting facility on North Lakewood Boulevard.

Wilbur Smith, founder and president of Greenlaw, said that his firm wants to pursue a plan for the property that both the community and city would support. “It’s nice having a Fortune 50 company that wants to be around 100 years and is going to do great things,” Smith said of UPS. “They’re an e-commerce facility. They’re going to be bringing a bunch of office jobs around their business.”

Long Beach Deputy Director of Economic Development Sergio Ramirez told the Business Journal that the city created a six-person, multi-disciplinary team to advise Boeing on the top four candidates the company was considering for the bid. Boeing has narrowed its focus to two finalists, Ramirez said.

When reached for comment on the identities of these finalists, Boeing responded, “We only share information pertaining to final property disposition. We can tell you, through our process, and in coordination with the City of Long Beach stakeholders, we will identify the most suitable buyer who will benefit both Boeing and surrounding communities. Overall, our presence in Long Beach is still active, and we continue to support the communities in that area, where our employees live and work.”



BUSINESS

American Air, Southwest rush to fill gaps as Boeing 737 Max grounded

Miami will probably see the most disruption because American has concentrated its initial Max deliveries there.



Southwest, the biggest U.S. operator of the jet, has 34 Max 8 aircraft among its more than 750 planes. Most of its fleet consists of the older 737-700 model. Max 8 planes make an average 150 daily trips or about 4 percent of total flights. (AP Photo/Julio Cortez, File)

By **BLOOMBERG** |

PUBLISHED: March 13, 2019 at 1:37 pm | UPDATED: March 13, 2019 at 4:23 pm

U.S. carriers are moving swiftly to comply with [federal orders grounding their Boeing Co. 737 Max aircraft](#) and shift passengers to other flights.

Nationwide, the inconvenience for travelers will be muted because the Max makes up only 2.9 percent of the mainline fleets for three U.S. carriers: American Airlines, Southwest Airlines and United Continental. The Federal Aviation Administration ordered the airlines to stop flying the planes Wednesday after new evidence surfaced in the second fatal crash of the model in five months.

ADVERTISING



The advertisement features a blue background with a white and orange header. The Sally Hansen logo is in the top left, and a 'miracle GEL' logo is in the top right. The main text reads 'GEL-LIKE WEAR NOW IN MATTE TOP COAT' in large white and pink letters. Below this is a white button with the text 'SHOP NOW'. On the right side, there is a bottle of Sally Hansen Gel-Like Wear Matte Top Coat. The bottle is dark blue with a black cap that has 'STEP 1 COLOR' written on it. A small white arrow points to the right next to the bottle. A small speaker icon is in the bottom right corner.

Representatives at most of Southern California's airports declined to comment on flights that use Max aircraft and referred inquiries to the airlines. Long Beach Airport was the one site that reported neither of the jets lands at their facility, according to airport spokeswoman Cassie Chauvel.

One place that will see disruption: Miami, where American has concentrated its initial Max deliveries for service to the Caribbean and to New York's LaGuardia airport.

Altogether, the three airlines fly 72 of the Boeing 737 Max planes, out of 2,474 jets in their mainline fleets.

American makes 88 daily flights with the 24 Max jets in its mainline fleet of more than 950 planes.

"Our teams will be working to rebook customers as quickly as possible," the carrier said in a statement. American will continue working with federal agencies, the National Transportation Safety Board, Boeing and engine manufacturers, it said.

Southwest, the biggest U.S. operator of the jet, has 34 Max 8 aircraft among its more than 750 planes. Most of its fleet consists of the older 737-700 model. Max 8 planes make an average 150 daily trips or about 4 percent of total flights.

"Southwest Airlines is immediately complying with today's FAA requirement," Southwest said in a statement. Southwest said it will use other aircraft in its fleet to meet demand during spring travel, and will offer flexible policies to help customers rebook travel.

United said the grounding would affect about 40 daily flights. The airline will rebook passengers and use spare aircraft to make up for their absence, a spokesman said by telephone. The Chicago-based airline flies only 14 of the larger Max 9 version, which has not been involved in any crashes.

The three airlines, along with their pilots' unions, said earlier that they remained confident in the safety of the Max. Labor groups representing flight attendants at United and American had called for the planes to be grounded out of an abundance of caution.

The Association of Flight Attendants, a Washington, D.C.-based union that represents nearly 50,000 flight attendants with 20 airlines, praised aviation officials for following through.

"We must focus on the needed fix, rather than the uncertainty of flight," AFA said in a statement. "Lives must come first, always. We thank all who spoke up."

All 157 people aboard the Ethiopian Airlines 737 Max 8 died when it plunged into the ground at high speed about six minutes after takeoff near Addis Ababa. Investigators have released no information about what caused the crash. A Lion Air Max 8 crashed off the coast of Indonesia in October, killing all 189 people aboard, following a malfunction of a software feature on the plane that repeatedly forced it into a dive.

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Money

This Is the Best Airport in America — and 14 More That Excel at On-Time Departures, Price, and More

By ALLANA AKHTAR , SHAINA MISHKIN , PRACHI BHARDWAJ and KAITLIN MULHERE 6:00 AM EDT

Some airports make travel headaches worse—but a few can help them disappear.

Navigating delays, massive terminals, or the sticker-shock of the food court is enough to annoy even the most capable fliers. Yet a few airports in the U.S. do an excellent job of making the flying process seamless.

To determine the best airport in the U.S., MONEY analyzed 1,425 data points for the 75 busiest airports in the U.S., according to the Bureau of Transportation Statistics. Customer experience and airport performance were weighed most heavily.

Criteria included customer satisfaction ratings for ease of access to the airport, check-in security, restaurants and bars, shopping, airport design, overall experience, and number of airlines served.

We also took into account the percentage of on-time departures, departure delays, cancellations, and year-over-year changes for these performance metrics, and looked at the average airfare price and year-over-year changes in airfare price.

Data providers [Rome2Rio](#), FlightStats, Skytrax, *Travel + Leisure*, American Customer Satisfaction Index, U.S. Department of Transportation, J.D. Power, and the airlines.

Here are the top 15 airports in the U.S.

1. Portland International (PDX)

Portland, Oregon

- On-time departures: 83.45%
- Number of airlines served: 16

The Portland Airport is here to prove that catching a flight can actually be a pleasant experience.

Oregon's busiest transportation hub has a single-terminal layout, making it easy to navigate and providing access to its various forms of entertainment. There's a distillery room, mini theater, barbershop, and spa, plus a wide range of quality dining options. Airport food usually comes with sticker shock, but items here are offered at fair rates, since PDX sets prices to be comparable to what visitors would find outside the walls of the airport. Also, there's no sales tax because, well, it's Oregon.

Travel to and from downtown Portland costs only \$2.50 via light-rail, and the airport itself is famously reliable. PDX had one of the lowest departure-delay rates on our list, with only 0.6% of flights canceled between January 2018 and October 2018, according to U.S. Department of Transportation data.

But locals don't need national accolades to appreciate what they have. PDX has garnered a fan following for its bright teal carpet featuring a pattern that looks like runway intersections as seen by air traffic controllers from the tower. Fans have reproduced this pattern in tattoos, clothing, even shoe insoles.

An airport this good could make even the most last-minute flier want to arrive three hours early.

2. Orlando International (MCO)

Orlando, Florida

- On-time departures: 77.20%
- Number of airlines served: 80

3. Long Beach Airport (LGB)

Long Beach, California

- On-time departures: 79.59%
- Number of airlines served: 5

4. Denver International (DEN)

Denver, Colorado

- On-time departures: 80.85%
- Number of airlines served: 23

5. Sacramento International (SMF)

Sacramento, California

- On-time departures: 80.58%
- Number of airlines served: 12

6. Kahului Airport (OGG)

Kahului, Hawaii

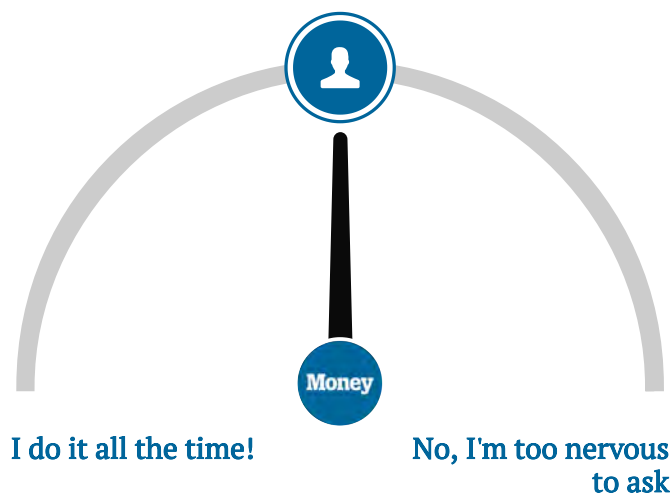
- On-time departures: 89.23%
- Number of airlines served: 10

7. McCarran International (LAS)

Las Vegas, Nevada

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Money

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-On-time departures: 76.73%

-Number of airlines served: 30

8. John Wayne Airport-Orange County (SNA)

Santa Ana, California

-On-time departures: 81.14%

-Number of airlines served: 7

9. Daniel K. Inouye International (HNL)

Honolulu, Hawaii

- On-time departures: 91.45%
- Number of airlines served: 26

10. Boise Air Terminal (BOI)

Boise, Idaho

- On-time departures: 85.72%
- Number of airlines served: 7

11. Ted Stevens Anchorage International (ANC)

Anchorage, Alaska

- On-time departures: 90.96%
- Number of airlines served: 20

12. Seattle/Tacoma International (SEA)

Seattle, Washington

- On-time departures: 83.37%
- Number of airlines served: 34

13. Los Angeles International (LAX)

Los Angeles, California

- On-time departures: 74.07%
- Number of airlines served: 71

14. Tampa International (TPA)

Tampa, Florida

- On-time departures: 79.78%
- Number of airlines served: 18

15. San Francisco International (SFO)

San Francisco, California

- On-time departures: 78.87%
- Number of airlines served: 52



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LONG BEACH AIRPORT

1 min ago

Long Beach Airport named one of the nation's top 5

by **Brian Addison** in **Longbeachize**



The accolades the Long Beach Airport continues to receive seem endless as with great design comes great praise: Money magazine has named Long Beach's center of aviation as one of the nation's top five airports in terms of overall quality, timeliness, and price.

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To determine the best airport, 1,425 data points—ranging from accessibility and security to food and shopping—for the 75 busiest airports in the country were analyzed. Coming out at Number 1 was Portland's international airport; Long Beach sat at Number 3.

This honor joins the airport's multiple recognitions from Condé Nast, honors from USA Today, being awarded California Transportation Foundation's Aviation Project of the Year in 2013, being noted as one of the most beautiful airports in the world by the BBC in 2014, honored by the American Society of Landscape Architects (ASLA) in 2014, as well as an assortment of other recognitions...

In all frankness, we have one of the coolest flight operations in our back yard.

The airport's open-air concourse evokes everything about the Long Beach lifestyle. Intelligently thought out, the space is more like an escape than home to an in-and-out for busy travelers and aircrafts—and that is partly thanks to its landscape design from Meléndrez (y'know, the crew leading that tiny project known as the MyFigueroa project in LA [↗] and led the the Bixby Park re-design [↗] several years back).

Take, for example, its use of native plants: The giant beds of agaves are, according to the landscape architect's proposal, reflective of the sea while the California fan palms recall the iconic skyline of coastal esplanades. Even its spots of lush greenery is meant to evoke the wetlands. Or take the furniture. Wooden benches resemble palettes of stacked lumber, designed to remind travelers of the cargo transported at the city's coastal dockyards. And the wooden walkway that connects the two concourses? It's a nostalgic nod toward the days when plank piers and boardwalks dominated the Long Beach social scene (and also reminds locals of what the Pike used to be).

Brian Addison is a columnist and editor for the Long Beach Post. Reach him at brian@lbpost.com or on social media

WAI 30th Conference Draws 4,500, \$875k in Scholarships

by [Kerry Lynch](#)

March 19, 2019, 11:15 AM

Women in Aviation International wrapped up its 30th annual conference that ran from March 14-16 in Long Beach, California, with an attendance of 4,500, 170 exhibiting organizations, and a total of \$875,065 in scholarships awarded.

The conference drew attendees from 33 countries and exhibitors represented all aspects of the aviation community, including drones. The 156 scholarships presented to WAI members pushed the total scholarships awarded through the organization since 1995 to more than \$12 million.

WAI president Peggy Chabrian held the initial event, which was hosted by Embry-Riddle Aeronautical University in Prescott, Arizona and drew 150 people.

“No one knew what to expect at that first conference, but after a weekend of networking, it was clear there was a need for an event where women in the aviation industry could interact,” Chabrian said. “Soon, the conference became an annual event, and in December 1994, Women in Aviation International was established.”

Also during the conference, WAI inducted its next slate for its International Pioneer Hall of Fame: Leanne Caret, executive v-p of The Boeing Company and president and CEO of Boeing Defense, Space, and Security; Mary Golda Ross, the first known Native American female engineer, the first female engineer to serve at Lockheed, and one of the 40 founding Skunk Works engineers; and the U.S. Coast Guard’s first women aviators and Aviation-Related Enlisted Women.

<https://www.ainonline.com/aviation-news/business-aviation/2019-03-19/wai-30th-conference-draws-4500-875k-scholarships>

There are no comments yet, please [Login](#) or [Register](#) to begin a discussion.

BizBrief: Today's News To Know

By Business Journal Staff - March 26, 2019



BROUGHT TO YOU BY THE

Long Beach Business Journal

On April 2, City Council To Consider Creating Ordinance Requiring Tenant Relocation Payments

Next Tuesday, April 2, Long Beach Development Services is presenting recommendations for the creation of a [tenant assistance ordinance](#) to the city council. Staff is recommending that landlords be required to make a tenant relocation assistance payment when imposing a rent increase of 10% or higher, or upon issuing a notice to vacate to tenants who do not meet certain criteria, such as failing to pay rent. The recommended payment amount would be equal to two months' rent, based on the current Housing Authority Rent Payment Standards for a similar unit size in the same ZIP code. If the city council follows staff recommendations, the ordinance would apply to multi-family rental properties with four or more units, and relocation assistance would be payable to households earning less than 120% of the area's median income. Staff is also recommending a number of new city-funded programs, including emergency housing vouchers and a security deposit assistance program for seniors. A report going to the council includes other options for consideration beyond the staff recommendations.

California Chamber of Commerce Speaks Out Against Carbon-Based Sales Tax

During a hearing of the California State Senate Environmental Quality Committee on March 20, the California Chamber of Commerce (CalChamber) expressed its opposition to carbon-based sales tax legislation, [Senate Bill 43](#). The bill, which passed the committee, would require the California Air Resources Board to design a sales tax model based on the "carbon intensity" of retail products. CalChamber argued that the bill "threatens retail and

manufacturing jobs by creating a cumbersome and arbitrary regulatory process," according to a press release. In her testimony to the committee, CalChamber Policy Advocate Leah Silverthorn asked senators to "evaluate mechanisms to ensure that a retail carbon tax avoids a regressive impact on low-income individuals and communities, and whether it is fair to apply a carbon-based tax to retail goods but not other sectors of the economy." Silverthorn further implored senators to study the bill's potential economic impact and the effect it may have on transportation infrastructure funds.

Passenger Traffic Is Down At LGB For Fifth Consecutive Month

The total number of passengers departing and arriving at Long Beach Airport (LGB) in February fell 18.1% year-over-year, from 306,233 in 2018 to 250,698 in 2019. The volume of inbound and outbound cargo increased 19.7% over the same time period, from 1,367 tons in 2018 to 1,636 tons in 2019. February marks the fifth consecutive month in which the airport's passenger traffic decreased while cargo traffic increased.

Cap-And-Trade Raises Over \$1 Billion For State Community Projects

California's cap-and-trade program raised more than \$1.3 billion in funding for community enhancement projects in 2018, according to a new report from the California Air Resources Board (CARB) and the state's department of finance. Established to reduce greenhouse gas emissions over time, cap-and-trade has appropriated \$9.3 billion for California agencies since the state adopted the program in 2012. More than one-third of this funding has been directed to community projects across the state, according to CARB. State revenue from cap-and-trade is invested in multiple areas, including affordable housing, ecosystem restoration and renewable energy development. The California Climate Investments website states that "[a]t least 35% of these investments are made in disadvantaged communities and low-income communities."

Long Beach Water Creates Major Incentives To Ditch Turf Lawns

Upgrades are coming to the Long Beach Water Department's lawn-to-garden (L2G) turf removal program, made possible by new funding from the Metropolitan Water District of Southern California. The [L2G program](#) was created to increase water efficiency by replacing grass lawns with California native plants. Starting April 1, the city will pay residents \$3 per square foot of turf removed (an increase from \$2 per square foot) for up to 5,000 square feet. For the first time, backyard and side-yard incentives are being offered for up to \$2 per square foot. The conversion incentive for commercial property owners has been doubled, increasing from \$1 to \$2 per square foot for a maximum area of 50,000 square feet.

Long Beach Airport Traffic Down 18%

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

Tuesday, March 26, 2019

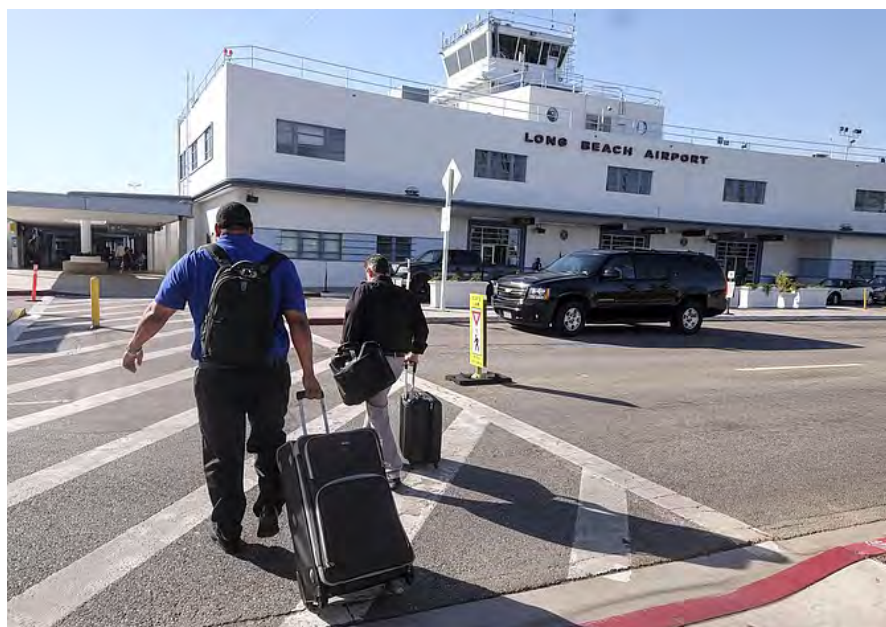
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Long Beach Airport Photo by Ringo Chiu (/staff/ringo-chiu/).

Long Beach Airport traffic dropped 18% in February to 251,000 passengers.

Traffic through the first two months of the year is also down 18% to 515,000 passengers.

JetBlue Airways represented 58% of total February traffic, carrying 146,000 passengers, down 38% from the year prior. Southwest flew 70,000 people, up 73% 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 26,000 passengers.

Cargo carried by FedEx and UPS rose nearly 20% in the month to 1,636 tons compared to the year prior.

Charter flying from Long Beach rose 22% to 186 passengers last month.

Mar 27, 2019, 10:57am

What Are The Best And Worst Airports For Business Travelers?



Michael Goldstein Contributor ①

Travel



Business traveler Brian Shenberg, a salesman from Chicago, checks in at the Bob Hope Airport in Burbank, Calif., Feb. 19, 2008. (AP Photo/Damian Dovarganes) Photocredit: ASSOCIATED PRESS

Business travelers are tough. They know how to deal with getting bumped, inclement weather, long delays, cancelled flights, seat or service downgrades, and battles over armrests and baggage. Not to mention, as [Sartre put it](#), that “Hell is other people.”

But there’s always something new to learn, and the news for business travelers is that when it comes to airports, the bigger, the better. According to a new study by online small business marketplace [Fundera](#) that ranks the most and least reliable airports for business travelers in 2019 the busiest and most crowded are actually best for business travelers.

The study looked at what the [Federal Aviation Administration \(FAA\)](#) ranks as the [top 45 U.S. airports](#) by traffic volume, plus Honolulu and Anchorage, both international airports popular for personal and business travel. While the study looked at factors like proximity to a city’s downtown and amenities like airline lounges with WiFi, a full 60% of weighting was given to airport performance. Factors like flight traffic (so business travelers can find flights that fit their busy schedules), departure delays, arrival delays and cancellations each accounted for 15% of an airport’s total score. Airports with more flights, better on-time stats and fewer cancellations scored best.

Even so, the “best and worst” airport list has some surprises. For example, the top five airports for business travelers include Hartsfield-Jackson Atlanta International Airport, Chicago O'Hare International Airport, Dallas-Fort Worth International Airport,, Denver International Airport and Los Angeles International Airport—in other words, the biggest airports.



A Welcome to Atlanta sign in the Atlanta airport. GETTY

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Hartsfield-Jackson is not only number one on this list, it's number one in the world for number of passengers, moving a staggering 107 million people in 2018. But for business travelers, there's a ton of flights to choose from (387,000 in 2018) with an excellent 82% of departures and 85% of arrivals on time, with a 1% cancellation rate. Other points pushing ATL to #1 for business travelers: more than a dozen lounges (not all Delta's!) close proximity to downtown, relatively affordable hotels in metro Atlanta and daily economy parking starting at \$10 a day.

Each of the other "top five" airports for business travelers is also a ginormous people mover. Number two, Chicago's O'Hare, handled 83 million passengers, Dallas-Ft. Worth (#3 on the business traveler hit parade) 69 million, and Denver (#4 for business travelers) 64 million.

The number five “most reliable” for business travelers was my beloved home airport. LAX handled 87 million travelers last year, plus a few million more who are still stuck in traffic on the upper and lower roadways. (Public transportation with a [circling, “relaxing” people mover](#) is promised, perhaps in time for the 2028 Olympics.) Meanwhile, a [recent airport roundup](#) calls LAX the fourth-*worst*, due to flight delays and a layout described as “eight terminals connected by a traffic jam.”



A Los Angeles World Airports police car is parked on the departures level in front of the Theme Building at Los Angeles International Airport (LAX) in Los Angeles, California, on Thursday, Oct. 25, 2018. A new LAX policy will allow travelers to possess a small amount of marijuana inside the airport, and on planes, if the traveler is flying to a state where weed is legal. Photographer: Patrick T. Fallon Photocredit: © 2018 Bloomberg Finance LP © 2018 BLOOMBERG FINANCE LP

(Pro tip: Depending on your destination in LA County, consider Burbank or Long Beach airports if you’re flying in from another US city. Neither has the fancy lounges, but both have far less traffic.)

But the business travel study points out that LAX handled more than 220,300 flights in 2018 (plenty of choices for business travelers) and that 82% of departures and 81% of arrivals were on-time. Just 0.83 percent of flights were cancelled. If your flight is cancelled or delayed (weather delays are rare in sunny SoCal) you can choose from some 22 lounges (from more than a dozen airlines) with WiFi, second only to New York’s John F. Kennedy Airport.

So if the study says Atlanta is the best airport for business travelers, what's the worst? The "winner" is Memphis International Airport (MEM) where it's great to be a package (Memphis is the original FedEx hub) but not so great to be a passenger, due to airline consolidation.

Until 2008 MEM was a busy layover for business and leisure travelers and a hub for Northwest Airlines, according to the study. After Delta, (whose fortress hub is Atlanta's Hartsfield-Jackson), purchased Northwest in 2008, passenger traffic plummeted at Memphis. In 2018, just 14,600 scheduled passenger flights left Memphis, meaning that business travelers often can't get direct flights from MEM to important destinations. While hotels and parking are affordable (\$6 for economy daily parking), MEM is apparently almost a ghost town for business travelers, with just one lounge with WiFi in the airport. The bright side is that there may not be many flights, but 84% of both departing and arriving flights were on time in 2018, and just 1.15% of flights were cancelled.

Other bottom dwellers for business travelers are Anchorage, Alaska, (ANC), Cincinnati/Northern Kentucky International Airport (CVG), Albuquerque International Sunport (ABQ) and Palm Beach International (PBI). These airports get dinged for their limited facilities (Albuquerque has no lounges with WiFi) or poor performance (at Palm Beach, 75% of departures and 76% of arrivals were delayed more than 15 minutes).

As the study succinctly notes, "Smaller, regional airports didn't make up in flight performance or convenience what they lacked in flight availability." Small may be beautiful, but if you want to do business travel like a boss, go through the biggest airport you can find



An airplane taking off from LAX is seen in the center of the iconic Randy's Donuts' sign, repainted to celebrate of the Los Angeles Rams' Super Bowl bid. Los Angeles, California on January 29, 2019.. (Photo by Ronen Tivony/NurPhoto via Getty Images) GETTY



Michael Goldstein Contributor

I've won several journalism awards, and my writing on travel has appeared in The Los Angeles Times, American Way, Southwest Airlines Spirit, Successful Meetings and United Hemispheres. At home in the middle seat, I've got a fistful of travel reward credit cards, have spent more than six months of my life in Las Vegas hotels and I've traveled extensively across the world. Yet one of my favorite travel destinations is Independence, KS, a great American small town, where my work as a playwright was performed at the William Inge Festival. **Read Less**

Pilot conducts emergency landing with single-engine plane on Orange Avenue

Police say there were no injuries in the incident in which the plane was experiencing engine trouble

Denny Cristales, Managing Editor | April 1, 2019



Photos by Lissette Mendoza | Signal Tribune

A small plane made an emergency landing on Orange Avenue and just south of 28th Street after experiencing engine trouble at around 10:30am on Monday, April 1. According to Signal Hill Police Department Police Chief Christopher Nunley, the pilot had just taken off from the Long Beach Airport and was doing a touch-and-go exercise off the runway when the plane began losing power. The lone pilot initially tried to land on the 405 Freeway, but there were too many vehicles. There was no damage to the plane, the pilot or any other vehicles.

A pilot successfully conducted an emergency landing with a single-engine plane the morning of Monday, April 1, at the 2700 block of Orange Avenue after his aircraft experienced engine trouble, according to the Signal Hill Police Department's (SHPD) police chief.

SHPD Police Chief Christopher Nunley said there were no injuries or damage to nearby vehicles or power lines, and the pilot, whose age, experience and identity has not been identified, was the sole occupant inside the plane.

At the scene that morning were investigators with the Federal Aviation Administration (FAA), National Transportation Safety Board (NTSB) and officials with the Long Beach Fire Department (LBFD) and Los Angeles County Fire Department. Near Willow Springs Park was the plane in question: a Piper Cub, single-engine aircraft.

According to initial reports from the LBFD and SHPD, the pilot was performing touch-and-go procedures with his aircraft around Long Beach Airport— typically when a pilot lands on a runway and takes off again without coming to a full stop in multiple successions.

As he flew above the 405 Freeway above Orange Avenue, the pilot began experiencing engine trouble. According to Nunley, the pilot was planning to conduct an emergency landing on the freeway, but there were too many vehicles. Instead, he landed on Orange Avenue, which was clear of vehicles and pedestrians at the time.

The plane landed safely at about 10:30am, according to the LBFD. The plane was then transported to Long Beach Airport.

"He didn't come in contact with any vehicles or any other people," Nunley told reporters that morning, as the plane was still being investigated behind him. "It was a safe landing. Miraculously, he made it underneath the power lines as he came through here and came to a stop."

The pilot declined to comment, according to Tony Imbrenda, captain with the Los Angeles County Fire Department.



A front shot of the small plane that made an emergency landing on Orange Avenue near 28th Street after experiencing engine trouble at around 10:30am on Monday, April 1. According to Signal Hill Police Chief Chris Nunley, the pilot had just taken off from the Long Beach Airport and was doing a touch-and-go exercise off the runway when the plane began losing power. The lone pilot tried to land on the 405 Freeway initially, but there were too many vehicles. There was no damage to the plane, the pilot or any other vehicles.

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L.A. NOW LOCAL

Single-engine plane makes emergency landing on Long Beach street after losing power

By JAVIER PANZAR

APR 01, 2019 | 12:05 PM



The pilot of a single-engine plane that lost power shortly after taking off from Long Beach Airport managed to land the aircraft on a city street, authorities said.

The pilot of a single-engine plane that lost power shortly after taking off from Long Beach Airport managed to land the aircraft on a city street Monday morning, authorities said.

The plane was not damaged and no injuries were reported, said Jake Heflin, a spokesman for the Long Beach Fire Department.

The plane, a Piper Archer, lost power shortly after performing a “touch and go” maneuver at the airport and made an emergency landing on the 2700 block of Orange Avenue in Long Beach around 10:23 a.m., he said.

During a touch-and-go procedure, a pilot lands on a runway briefly and then immediately takes off again, according to the Aircraft Owners and Pilots Assn.


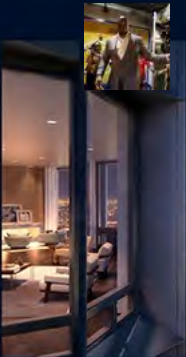
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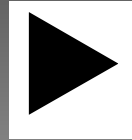


Small Plane Makes Emergency Landing Near Long Beach Airport After Losing Power

POSTED 10:57 AM, APRIL 1, 2019, BY TRACY BLOOM, *UPDATED AT 12:39PM, APRIL 1, 2019*



Small Plane Lands on Street in Signal Hill



A small plane touched down safely after being forced to make an emergency landing on a street in Signal Hill not far from Long Beach Airport, authorities said.

The aircraft emergency was reported just after 10:15 a.m. in the area of East Spring Street and Orange Avenue, according to the California Highway Patrol's incident log.

A single-engine plane was performing a touch and go off a runway at the airport and then lost power a short time later, the Long Beach Fire Department tweeted.

The plane landed safely in the 2700 block of Orange Avenue at approximately 10:23 a.m.

The aircraft did not crash, nor did it collide with any vehicles, CHP emphasized.

Only the pilot was on board the plane at the time, according to the Los Angeles County Fire Department, adding that no injuries have been reported and there was no danger to the public in that area.

Multiple police and fire units could be seen near the plane shortly before 11 a.m., Sky5 aerial video showed.

A stretch of Orange Avenue has been shut down amid the investigation and removal of the aircraft, but it is expected to reopen by about 2:15 p.m., county fire officials said.

The National Transportation Safety Board and the Federal Aviation Administration have been called in to investigate.

No additional information was immediately released.



Long Beach Fire (CA)
@LBFD



At 10:23 AM we received reports of a plane that made an emergency landing on 2700 block of Orange Ave. in Signal Hill. A single engine aircraft lost power shortly after performing a touch and go off runway 26L. The aircraft landed safely. No injuries to pilot. No damage to plane.

♡ 119 11:08 AM - Apr 1, 2019

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BUSINESS

Long Beach says it may start cracking down on JetBlue for not using enough of its flight slots



05082003- A JetBlue airplane backs up in preparation for take-off at the Long Beach Airport, Thursday afternoon. Photo by Suzanne Mapes for the Press Telegram

By **HAYLEY MUNGUIA** | hmunguia@scng.com | Long Beach Press-Telegram

PUBLISHED: April 8, 2019 at 5:07 pm | UPDATED: April 10, 2019 at 9:16 am

Long Beach may soon start penalizing JetBlue for not complying with a new rule requiring the carrier to use more of its flight slots at the city's airport, according to a [Wednesday, April 3, memo](#) that City Manager Pat West sent to the City Council.

Update: [JetBlue relinquishes 29 percent of its flight slots at Long Beach Airport](#)



Exactly what that crackdown may look like, or when they'd begin, is unclear, but West wrote that penalties could include disqualifying JetBlue from receiving extra flight slots or reducing the slots available to the airline. The final decision would be up to the airport's director.

Claudia Lewis is the [airport's interim director](#), as a national search is underway to fill the post permanently following former director Jess Romo's [retirement in January](#).

A representative for the airport did not respond to a request for comment on which path seemed the most likely.

JetBlue, for its part, provided an unsigned email statement regarding the new rule.

"We are a proud member of the Long Beach community and will continue to offer Long Beach residents access to the best onboard experience of any airline that flies here, just as we have for more than 17 years," the statement read. "While we believe this rule change is unnecessary as evidenced by the numerous unused slots already available, we remain committed to providing a level of flying in Long Beach that the market will support."

Representatives for JetBlue did not respond to further questions, including whether the airline has plans to come into compliance with Long Beach's new usage standard.

The new enforcement comes after the City Council [voted in November to raise the bar](#) for how often airlines operating at the Long Beach Airport must use their slots. The regulations include minimum usage rates for any calendar month, quarter or year. Prior to the vote, airlines had to maintain a 57% usage rate over any given 180-day period. Now, they must use 70% of their slots in any calendar quarter and 85% in any calendar year.

Long Beach officials said the change was to [make the airport's operations more fair](#) to all airlines. But Robert Land, JetBlue's senior vice president of government affairs, said at the time that the new rule appeared "specifically designed to harm JetBlue."

That's because JetBlue had the lowest usage rate of all of the airport's seven carriers. At the time the City Council voted, American, Delta, Hawaiian and Southwest were all using 100% of their slots. FedEx and UPS were both using 71% of theirs — while JetBlue was using 66.1%.

A representative for the airport did not immediately respond to a request on Monday, April 8, for the most recent available data. But in West's memo to the council, he wrote that JetBlue is "currently not on pace to meet the minimum use requirement of 70% for the first calendar quarter of 2019."

If new permanent flight slots become available, West wrote, Hawaiian Airlines is first on the waiting list, followed by Delta Airlines.

Tensions have been building between the city and JetBlue for more than two years. Last April, the airline [announced it would curb its flight service](#) at the airport, and pinned the blame on the council's decision in 2017 [not to allow international flights](#). In the meantime, the two sides fought a [public battle](#) over fines JetBlue faced for late landings, although they came to an agreement on that squabble [in June](#).

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LOCAL NEWS

JetBlue relinquishes 29 percent of its flight slots at Long Beach Airport

The move came after the city signaled it may penalize the airline for low usage.



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

By **HAYLEY MUNGUIA** | hmunguia@scng.com | Long Beach Press-Telegram

PUBLISHED: April 9, 2019 at 7:12 pm | UPDATED: April 10, 2019 at 9:29 am

JetBlue is relinquishing its claim to almost a third of its flight slots at the Long Beach Airport, after the city [signaled it may penalize the airline](#) for low usage.

City Manager Pat West said in a Tuesday, April 9, statement that the carrier will give up 10 of its 34 slots to other airlines.

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“We expect very strong demand from airlines currently operating at the Long Beach Airport for each of the 10 flight slots that were made available today,” West said, “and will immediately begin the process to allocate the available slots.”

Representatives for JetBlue did not immediately respond to a request for comment.

According to a Wednesday, April 3, memo that West sent to City Council members, Hawaiian Airlines is first on the waiting list for new flight slots, followed by Delta Airlines.

The move came after Long Beach sent a letter to JetBlue about the airline's failure to meet a new requirement that all carriers must use their flight slots more often than they had in the past.

The City Council [approved the new rule](#) in November, which obligates carriers to use 70% of their slots in any calendar quarter and 85% in any calendar year. Prior to the vote, airlines had to maintain a 57% usage rate over any given 180-day period.

If airlines did not comply with the new rule, Long Beach reserved the right to disqualify them from receiving extra flight slots or to reduce the number of slots available to them.

Although city staff said at the time of the vote that the change was to prevent what's known as “slot-squatting” and to make the airport's operations [more fair to all carriers](#), Robert Land, JetBlue's senior vice president of government affairs, said at the time that the new rule appeared “specifically designed to harm JetBlue.”

That's because JetBlue had the lowest usage rate of all of the airport's seven carriers. At the time the City Council voted, American, Delta, Hawaiian and Southwest were all using 100% of their slots. FedEx and UPS were both using 71% of theirs — while JetBlue was using 66.1%.

In a Monday, April 8 statement prior to its decision to give up the slots, JetBlue said that while the company believes “this rule change is unnecessary as evidenced by the numerous unused slots already available, we remain committed to providing a level of flying in Long Beach that the market will support.”

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Hayley Munguia

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

News

LB Airport Mgm't Says JetBlue Not On Pace To Meet Council-Approved "Use 'Em Or Lose 'Em" Flight Slot Rules (To Deter "Slot Squatting"), Asked Carrier For Its Plans To Do So; JetBlue Issued This Corporate Statement Without Specific Plans...And LB Airport Hasn't Told Us What JetBlue Has Or Hasn't Told Them

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(April 9, 2019, 12:00 p.m.) -- A LB Airport management/city management memo informed LB's Mayor/Council on April 3 that JetBlue Airways isn't currently on pace to meet Nov. 2018 City Council-approved "use 'em or lose 'em" flight slot rules (enacted to deter "slot squatting") and indicated that LGB asked JetBlue for its plans on the matter. There's no indication in management's April 3 memo of what JetBlue Airways has told LB Airport in response...and as of noon today (April 9) LB Airport hasn't provided LBREPORT.com with a spokesperson or emailed response to LBREPORT.com's inquiry on that matter.

JetBlue has provided LBREPORT.com with a corporate statement that leaves its specific plans unclear. .

An April 3, 2019 memo from interim Airport director Claudia Lewis/City Manager Pat West told the Mayor/City Council that the Airport requested information from JetBlue "regarding their plans to comply with the minimum flight slot utilization requirements as they are currently not on pace to meet the minimum use requirement of 70 percent for the first calendar quarter of 2019." The memo noted that at the Airport director's discretion, the penalties for failing to do so may include disqualifying air carriers from using slots, having their unused slot allocations reduced or being disqualified from receiving Supplemental Flight Slot allocations. The memo also notes that there are currently two wait lists for air carriers should any new flight slots become available and Hawaiian Air, Delta Airlines, JetBlue Airways and Southwest Airlines are on those lists.

Earlier today (April 9), JetBlue provided LBREPORT.com with the following corporate statement:

[JetBlue corporate statement] We are a proud member of the Long Beach community and will continue to offer Long Beach residents access to the best onboard experience of any airline that flies here, just as we have for more than 17 years. While we believe this rule change is unnecessary as evidenced by the numerous unused slots already available, we remain committed to providing a level of flying in Long Beach that the market will support.

[Scroll down for further.]



On Nov. 20, 2018, the City Council voted 9-0 (Councilmembers Austin, Mungo, Supernaw and Pearce voiced explicit support; there was no public testimony in opposition) to approve changing Airport flight slot rules to require higher levels of carrier use of their flight slots to retain them.

Southwest Airlines, which holds fewer slots, supported the change. JetBlue Airways, which from its 2001 arrival has held the lion's share of slots, opposed the change.

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

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Mr. Land's May 30, 2018 letter concluded:

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

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

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In bringing the new rules to the City Council for approval, city management's Nov. 20, 2018 [agendizing memo](#) stated in pertinent part:

[Nov. 20, 2018 city agendizing memo text]...The proposed changes would require flight slot utilization of 60% during any calendar month, 70% during any calendar quarter, and 85% during any calendar year, which management says are similar to minimum utilization requirements at other regional airports including OC's John Wayne Airport and are consistent with average load factors and seat and passenger utilization at LB Airport. The Airport's current rules allow a carrier to keep a slot with a minimum of 57% utilization, which management's memo says "arguably provides for the potential to engage in anti-competitive behavior by maintaining flight slots that are underutilized and, thereby, restrict opportunities for new entrants or other incumbent air carriers that might otherwise be able to operate the slots" [a practice locally dubbed "slot squatting."]

Although the proposed action wouldn't change LB's underlying Airport ordinance that allows the City rare, statutorily grandfathered, and balanced protection against unlimited operations at all hours on all runways, LB officials have repeatedly said the ordinance is an extremely valuable City protective asset that must be safeguarded and protected. Management's memo indicates the City sought a formal legal opinion from FAA on its proposed changes, which the agency declined to provide but Airport/City management's memo says "Subsequent discussions with FAA indicate that FAA does not believe the proposed amendments raise ANCA [Airport Noise Capacity Act] issues and that the FAA encourages the City, as the Airport proprietor, to make the necessary business decisions to encourage and promote competition at the Airport."

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

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The Nov. 20, 2018 memo (signed by now-exited Airport Director Jess Romo and co-signed as approved by City Manager West) stated in pertinent part about the then-proposed, now-implemented changes:

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

City management's Nov. 20, 2018 agendizing memo responded to JetBlue's submitted comments as follows:

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

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

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

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

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

In reality, JetBlue's argument is a somewhat transparent attempt to advocate that the Airport should continue to restrain normal market forces by enforcing the existing minimum utilization provisions in a manner which, as a practical matter, will allow JetBlue to continue to avoid reducing its service at the Airport, despite its cutback in flights, so that other air carriers will not have the opportunity to expand service at the Airport by receiving an allocation of permanent flight slots "returned" by JetBlue to the Airport. In essence, JetBlue's argument is an attempt to solicit the City and Airport's assistance in using the Allocation

Resolution to provide JetBlue with a continuing competitive advantage at the Airport, while disadvantaging one (or more) of JetBlue's competitors. The Airport does not make flight slot allocations for the purpose of facilitating or encouraging anti-competitive conduct where air carriers might deny their competitors access to operations capacity that they do not intend to use themselves.

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

...Federal Aviation Administration Coordination Efforts

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

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

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

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

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

Developing. Further to follow on LBREPORT.com.

Southwest Airlines: Nonstop from Silicon Valley to Long Beach

By **editor** · April 9, 2019



Today, **Southwest Airlines** launched nonstop service to Long Beach Airport from **Mineta San Jose International Airport** (SJC).

The flights are scheduled throughout the day to allow travelers more choices in departure and arrival time, and to support ongoing demand for travel between the Bay Area and Los Angeles Basin.

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"**Southwest** has added important new service between Mineta San Jose International Airport and Long Beach Airport, a modern and accessible gateway to Southern California," said Director of Aviation John Aitken. "The Bay Area to Los Angeles Basin corridor is the U.S.'s busiest air travel market, and Southwest's four new daily flights give travelers more choices in airline, time-of-day for travel, and airport proximity to their business or leisure destination."

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Southwest's Nonstop San Jose-To-Long Beach Flights Take Off

The Mineta San Jose International Airport's largest airline has started its nonstop service to the Southern California city.

By Sue Wood | Apr 9, 2019 11:59 am ET



Southwest keeps expanding its offering at this Silicon Valley airport. (Sue Wood, Patch)



SAN JOSE, CA -- [Southwest Airlines](#) launched nonstop service Monday to Long Beach Airport from [Mineta San Jose International Airport](#), offering more flight times and frequency to this popular Southern California airport.

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“Southwest has added important new service between Mineta San Jose International Airport and Long Beach Airport, a modern and accessible gateway to Southern California,” Director of Aviation John Aitken said. “The Bay Area to Los Angeles Basin corridor is the U.S.’s busiest air travel market, and Southwest’s four new daily flights give travelers more choices in airline, time-of-day for travel and airport proximity to their business or leisure destination.”

The flights are conveniently scheduled throughout the day to allow travelers more choices in departure and arrival time and to support ongoing demand for travel between the San Francisco Bay Area and Los Angeles Basin.

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- 9:55 a.m.
- 1:50 p.m.
- 5:40 p.m.
- 7:45 p.m.

Arrivals into San Jose include:

- 9:15 a.m.
- 1:10 p.m.
- 5 p.m.
- 8:50 p.m.

Southwest is Mineta San Jose's largest airline with 115 peak departures daily to these 31 cities:

- Albuquerque

- Austin
- Baltimore/Washington
- Boise
- Burbank
- Cabo San Lucas
- Chicago/Midway
- Dallas/Love Field
- Denver
- El Paso
- Honolulu (begins 5/5/19)
- Houston-Hobby
- Las Vegas
- Long Beach
- Los Angeles/LAX
- Kahului-Maui (begins 5/26/19)
- Nashville (begins 6/9/19)
- New Orleans (seasonal)
- Ontario
- Orange County/Santa Ana
- Orlando
- Phoenix
- Portland
- Raleigh/Durham (begins 6/9/19)
- Reno
- St. Louis
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- Spokane
- Tucson

Jet Blue also provides service between San Jose and Long Beach with two daily flights.

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Under LB Airport's New "Use 'Em Or Lose 'Em" Rules," JetBlue Will Give Up 10 Flight Slots Which Will Go To Other Carriers; JetBlue Will Continue To Fly 24 Slots

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(April 9, 2019, 11:10 p.m.) -- This evening (April 10), the City of Long Beach issued the following statement regarding JetBlue flight slots at LB Airport.:

"We were informed today that JetBlue will be making 10 underutilized flight slots available to other carriers who will be able to fly them in accordance with the amended flight resolution. JetBlue will continue to fly 24 slots, providing great service out of the Long Beach Airport. We expect very strong demand from airlines currently operating at the Long Beach Airport for each of the 10 flight slots that were made available today, and will immediately begin the process to allocate the available slots," said City Manager Patrick H. West.

The City's statement came after LBREPORT.com (and the *PressTelegram*, followed by some others) reported that a LB Airport/city management memo had sent LB's Mayor/Council a memo on April 3 noting that JetBlue Airways isn't currently on pace to meet Nov. 2018 City Council-approved "use 'em or lose 'em" flight slot rules (enacted to deter "slot squatting") and indicating that LGB asked JetBlue for its plans on the matter.

JetBlue issued a corporate statement (reported by [LBREPORT.com](#)) that didn't provide specifics, and LBREPORT.com pursued the story further. We asked an LB Airport spokesperson to indicate what JetBlue had said in response to the City's letter...and as of noon, we'd received no response from the City.

Nearly seven hours later, the City issued its statement above and provides additional background below.

[Scroll down for further.]

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[City of LB April 10 statement text] The City anticipates the flight slots relinquished from JetBlue today will be permanently reallocated in accordance to the Airport's established reallocation process to the carriers on the existing waitlist. Each incumbent carrier on the waiting list will be offered one slot and the process will repeat in turn from top to bottom until all slots are allocated or until demand is satisfied.

Since 2015, passenger activity at Long Beach Airport has grown by over 57%. This growth is the result of increased air carrier competition with the introduction of Southwest and Hawaiian. 2018 was a record-high year for activity at the Airport with over 4.0 million passengers and over \$47 million in revenue. This activity is expected to be maintained at this level going forward.

The City of Long Beach maintains the Long Beach Airport Noise Compatibility Ordinance (Noise Ordinance). Originally enacted in 1981, this Noise Ordinance allows the City to restrict flight activity and the time of day aircraft operations may be scheduled and occur at the Airport, require minimum utilization of allocated flight slots, and prescribe administrative penalties and an alternative enforcement process for operators who violate the regulations.

On November 20, 2018, the Long Beach City Council, acting in its capacity as the certified operator of the Airport, approved amendments to the Flight Slot Allocation Resolution (Allocation Resolution) portion of the Noise Ordinance. The approved amendments prohibit air carriers from conducting operations in a manner that causes the carrier to operate less than the following percentages of its calendar month, quarter, and annual pro rata proportion of its allocated flight slots. This ensures airlines fly the flight slots that they have and supports Airport operations.

During any Calendar Month: Minimum Percentage of 60 percent
During any Calendar Quarter: Minimum Percentage of 70 percent
During any Calendar Year: Minimum Percentage of 85 percent

Towards the close of the first quarter of 2019, it became clear JetBlue Airways (JetBlue) was not on pace to meet the minimum use requirement of 70 percent, as required by the Allocation Resolution. To comply with the minimum slot utilization requirements, JetBlue announced on April 9, a decision to relinquish seven permanent flight slots and three supplemental flight slots.



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LONGBEACH AIRPORT

20 hours ago

UPDATE: JetBlue to give up 10 flight spots after city threatens penalties

by **Stephanie Rivera** in **City**

UPDATE | JetBlue, the largest carrier at Long Beach Airport, will give up 10 of its 34 flight spots after the city threatened action over the fact that JetBlue is not using them.



UPDATE: JetBlue to give up 10 flight spots after city threatens penalties

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In a statement late Tuesday, City Manager Pat West said the city will immediately make those flight spots available to other carriers, including Hawaiian Airlines (which would get first priority), followed by Delta and Southwest.

"We expect very strong demand from airlines currently operating at Long Beach Airport for each of the 10 flight spots that were made available today," he wrote.

Each carrier on the waiting list will be offered one slot, and the process will repeat in turn from top to bottom until all slots are allocated or until demand is satisfied, West said.

JetBlue and the city have been clashing since the airline asked to build an international terminal in 2017, which the city denied. The two have also squabbled over late night flight violations since then.

The city noted in its Tuesday statement that passenger activity has grown over 57 percent since 2015, saying it is the result of "increased air carrier competition with the introduction of Southwest and Hawaiian."

Roughly four million passengers flew out of LGB last year.

Previously: JetBlue 'not on pace' to meet new slot requirements; penalties may come soon

JetBlue may be facing penalties from the Long Beach Airport—including the possible reduction of unused flight slots—after a recent memo from the city manager revealed the airline was "not on pace" to meet new rules that went into effect Jan 1.

The new rules require airlines to use at least 85 percent of their daily flight slots during a calendar year, with the monthly use minimum at 60 percent and the quarterly use minimum at 70 percent.

When the new rules were being considered, JetBlue called the changes "discriminatory," saying they were aimed squarely at them, but the city said it was to ensure airlines are not "slot squatting" to keep competitors from entering the airport or being awarded more slots.

In an April 3 memo [↗] by City Manager Pat West addressed to the City Council and mayor, JetBlue was identified as not being on pace to meet the minimum use requirement of 70 percent for the first calendar quarter of 2019.

The memo stated that air carriers were sent letters in late March on the new changes and associated penalties, including: "being disqualified from utilizing slots, having their unused slot allocations reduced, or being disqualified from receiving supplemental flight slot allocations."

If any permanent flight slots become available, Hawaiian Airlines would be first in line to receive those slots, followed by Delta, JetBlue and Southwest. If any supplemental flight slots become available, Delta would get first dibs, followed by JetBlue, Southwest and Hawaiian.

A separate letter was also sent to JetBlue by Claudia Lewis, the airport's interim director, informing the operator of the amendments and penalties as well as requesting information on how the company planned to comply with the requirements.

Robert Land, JetBlue's senior vice president of government affairs, declined to comment. The company's corporate communications office released a statement saying that the new requirement is unnecessary because there are numerous unused flight slots already available, adding that "we remain committed to providing a level of flying in Long Beach that the market will support."

It is unclear which penalties will be implemented or how soon. Long Beach Airport officials directed questions to the city manager's office, which did not immediately respond to a request for comment.

Stephanie Rivera covers immigration and the north, west and central parts of Long Beach. Reach her at stephanie@lbpost.com or on Twitter at @StephRivera88.

BizBrief: Today's News To Know

By Business Journal Staff - April 10, 2019



JetBlue Gives Up 10 Flight Slots At Long Beach Airport

JetBlue Airways is giving up 10 of its underutilized flight slots at Long Beach Airport (LGB), according to a statement released today by the City of Long Beach. The announcement follows a minimum use requirement for flight slots implemented in January that prohibits any air carrier from using its allocated slots less than 70% of the time in each quarter of the year. The city's Airport Noise Compatibility Ordinance permits 50 daily flights by commercial and cargo air carriers, with flight slots divvied up among them. Of the five commercial airlines operating at LGB, JetBlue was allocated the majority of available slots, but it did not comply with minimum use requirement by the end of the first quarter. City Manager Patrick West said that JetBlue will retain 24 flight slots, and its 10 relinquished slots will be distributed to the air carriers on the airport's waiting list. "We expect very strong demand from airlines currently operating at the Long Beach Airport for each of the 10 flight slots that were made available today, and will immediately begin the process to allocate the available slots," he stated.

City Council Roundup: Outcomes On Fast

Food, Worker Safety And Health Care Items

At last night's Long Beach City Council meeting, councilmembers voted to institute a six-month moratorium on new drive-through lanes to give city staff time to craft new regulations addressing community concerns. A year-long moratorium was originally proposed. Also approved were a hotel worker protections ordinance requiring all hotels to provide panic buttons to employees as well as an item asking staff to explore options for bringing more acute care facilities to underserved neighborhoods. Read a comprehensive article about the latter item [here](#).

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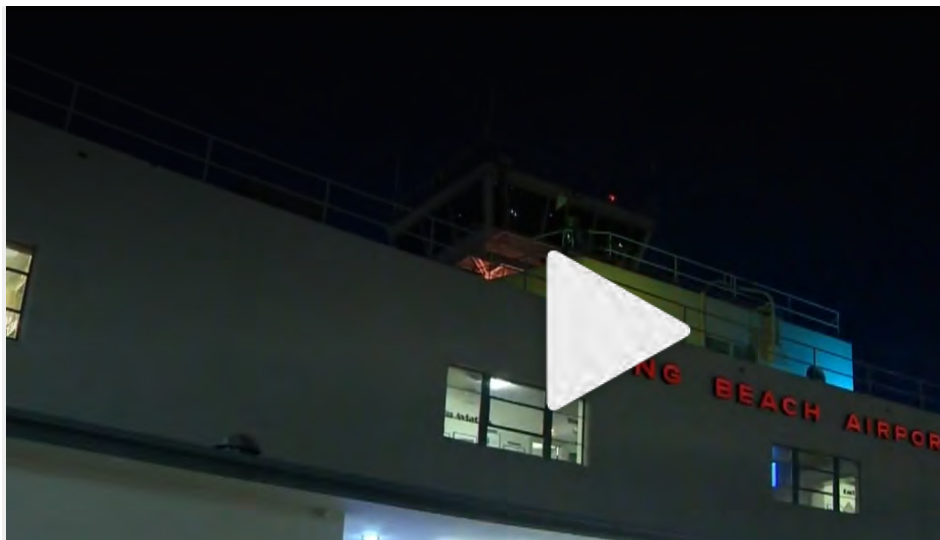


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Health Officials Report Possible Measles Exposure At Long Beach Airport

April 10, 2019 at 11:01 pm Filed Under: [Long Beach Airport](#), [Measles](#), [Measles Virus](#)



LONG BEACH (CBSLA) – Health officials are warning travelers of possible exposure of the measles virus at Long Beach Airport after a passenger with the virus traveled through the area.

According to city health officials, a passenger with infectious measles passed through the airport two times in recent weeks, possibly exposing others who were in the airport to the virus.

The Long Beach Health Department said the passenger flew from San Francisco to Long Beach on JetBlue flight 1136 the morning of March 30 arriving at Gate 11 and returned to San Francisco April 7 departing from Gate 7.

Health officials are warning that anyone in the area of those gates between 6 a.m. and 8 a.m. may have been exposed and could be at risk of developing measles.

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People aboard the flight have been notified separately.

[Symptoms](#) of measles often begin with fever, runny nose, coughing, and red eyes, followed by a rash that spreads across the body. The rash generally appears between 10 and 21 days following exposure.

There is no current risk of exposure from the patient at Long Beach airport, according to health officials.

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Comments



Taboola Feed

Passenger Van Crash Injures 14 People In Lancaster

A two-vehicle crash in Lancaster Saturday left 14 people injured, including four critically, according to the Los Angeles County Fire Department.

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Business

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http://www.gazettes.com/news/business/jetblue-gives-up-flight-slots-at-long-beach-airport/article_62a78a28-5ba2-11e9-8884-774b4d384449.html

JetBlue Gives Up 10 Flight Slots At Long Beach Airport

By Hayley Munguia

Special to the Grunion Apr 10, 2019



JetBlue is relinquishing its claim to almost a third of its flight slots at the Long Beach Airport, after the city signaled it may penalize the airline for low usage.

City Manager Pat West said in a Tuesday, April 9, statement that the carrier will give up 10 of its 34 slots to other airlines. A slot is defined as a landing and takeoff on the same or concurrent days.

"We expect very strong demand from airlines currently operating at the Long Beach Airport for each of the 10 flight slots that were made available today," West said, "and will immediately begin the process to allocate the available slots."

Representatives for JetBlue did not immediately respond to a request for comment.

According to a Wednesday, April 3, memo that West sent to City Council members, Hawaiian Airlines is first on the waiting list for new flight slots, followed by Delta Airlines.

The move came after Long Beach sent a letter to JetBlue about the airline's failure to meet a new requirement that all carriers must use their flight slots more often than they had in the past.

The City Council approved the new rule in November, which obligates carriers to use 70% of their slots in any calendar quarter and 85% in any calendar year. Prior to the vote, airlines had to maintain a 57% usage rate over any given 180-day period.

If airlines did not comply with the new rule, Long Beach reserved the right to disqualify them from receiving extra flight slots or to reduce the number of slots available to them.

Although city staff said at the time of the vote that the change was to prevent what's known as "slot-squatting" and to make the airport's operations more fair to all carriers, Robert Land, JetBlue's senior vice president of government affairs, said at the time that the new rule appeared "specifically designed to harm JetBlue."

That's because JetBlue had the lowest usage rate of all of the airport's seven carriers. At the time the City Council voted, American, Delta, Hawaiian and Southwest were all using 100% of their slots. FedEx and UPS were both using 71% of theirs — while JetBlue was using 66.1%.

In a Monday, April 8, statement prior to its decision to give up the slots, JetBlue said that while the company believes "this rule change is unnecessary as evidenced by the numerous unused slots already available, we remain committed to providing a level of flying in Long Beach that the market will support."

BUSINESS

JetBlue gives up gate slots at Long Beach Airport after city warning

By HUGO MARTIN
APR 10, 2019 | 3:10 PM



Passengers disembark from a JetBlue Airways plane at Long Beach Airport. (Robert Nickelsberg / Getty Images)

JetBlue Airways has given up nearly a third of its gate slots at Long Beach Airport only days after being warned that it was in danger of violating new city regulations designed to prevent airlines from sitting on under-used slots to keep competitors out.

The gate slots — the scheduled times that a plane can land or depart — probably will be distributed to competitors that have been on a waiting list to expand service from the airport. At the top of that list are Hawaiian Airlines and Delta Air Lines.

JetBlue notified the city on Tuesday that it would give up 10 of its 34 gate slots. The carrier said the reduction in service from Long Beach had long been planned as the airline expands services from other West Coast airports, such as Ontario International Airport and Hollywood Burbank Airport.

JetBlue announced even bigger route changes Wednesday, with plans to launch its first transatlantic flights to London by 2021. The airline said it hopes to begin service from New York and Boston to London, but has yet to decide which London airport will be served.

Long Beach Airport officials warned JetBlue Airways a week ago that the carrier was in danger of violating a regulation, adopted in November, to ensure slots are used to serve as many air travelers as demand allows and are not under-used to keep out competitors. The rules to prevent what is called “slot squatting” took effect Jan. 1.

JetBlue is the dominant carrier at the airport, with 53% of all landings and about 60% of all passengers, according to the most recent airport activity report. But the January report also shows JetBlue has cut back the number of passengers served by 38% compared with the same month in 2018. The second-busiest carrier at the airport, Southwest Airlines, has increased the number of passenger served by 72% in the same period.

In a letter sent last week to City Manager Patrick West, interim airport director Claudia Lewis said JetBlue Airways was warned that the airline is on pace to fall short of the minimum requirements imposed by the new rules.

The rule sets three minimum requirements: use at least 60% of the slots during any calendar month, and use slots 70% during any quarter and 85% during any calendar year. Airlines are required to meet all three minimum standards. The letter from Lewis said JetBlue was on pace to miss the 70% use requirement during the first three months of the year.

JetBlue representatives, in response to Times inquiries, referred to an April 2018 press release in which the airline said it was “advancing its West Coast strategy” following its successful expansion of its luxury, business-class Mint service to San Diego, Las Vegas and Seattle over the past year.

The press release said JetBlue was planning on “refining its Long Beach, Calif. schedule to better meet the needs of the market.” In addition, the airline planned to add new nonstop flights between Ontario International Airport and New York’s John F. Kennedy International Airport. That service began in September 2018.

In September, JetBlue added new service to Boston from Hollywood Burbank Airport and expanded seasonal service from Palm Springs International Airport to Kennedy International Airport.

When the anti-squatting regulation was adopted last year, then-airport director Jess Romo said in a letter to the Long Beach City Council that he was worried that “air carriers have the ability to essentially ‘slot squat’ on flights without permanently returning the underutilized flight slots.”

Before the council voted to adopt the rules, JetBlue’s associate general counsel objected to the new regulations, saying “such unjustified and unnecessary changes as the ones yet again proposed appear to be nothing more than punitive and discriminatory to JetBlue.”

In the past few years, Long Beach Airport has rejected plans to serve international destinations but has added new gate slots which allowed Southwest Airlines to fly out of the airport for the first time.

With the new routes to London, JetBlue said the flights will be made by Airbus A321LR single-aisle aircraft with a new version of its high-end business service, which features lie-flat seats, flat-screen TVs, and upgraded food and beverages.

The announcement was made before more than 1,300 JetBlue workers in an airline hangar in New York. President Joanna Geraghty said she expects the added competition from her airline will be good news for all travelers flying between New York, Boston and London.

“Given a chance to compete, JetBlue can have a tremendous effect on lowering fares and stimulating traffic,” she said.

Details about fares and flight schedules are expected to be announced in the next few months.

JetBlue already serves nearly two dozen countries, mostly in the Caribbean and Latin America, with flights reaching as far south as Ecuador and Peru.



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Hugo Martin



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

Breaking / Urgent Health Advisory

LB Health Dept. Confirms Possible Measles Exposure In Long Beach From Someone Flying Out Of LB Airport At About Dawn Or Shortly Thereafter On March 30 And April 7

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(April 10, 2019, 4:15 p.m.) -- In a release at midafternoon today (April 10), the LB Health Dept. has confirmed that an individual who exited LB Airport at about dawn on Saturday March 30 on a JetBlue flight to San Francisco, and did so again at the same time on April 7 on the same JetBlue flight, did so while infectious for measles.

The LB Health Dept says persons present at LGB on those two dates between 6 a.m. and 8 a.m. "may be at risk of developing measles due to exposure to this traveler. Passengers present on the same flights as this individual will be contacted separately if they may have been exposed during the flight."

In a release, the LB Health Dept. states:

The Long Beach Department of Health and Human Services (Health Department) has confirmed one case of measles in an individual who traveled through Long Beach Airport (LGB) on two separate occasions while infectious. This person departed from LGB from Gate 11 on Saturday, March 30, 2019, at 6:40 a.m. on JetBlue flight 1136 [to San Francisco], and again departed from LGB from Gate 7 on Sunday, April 7, 2019, at 6:40 a.m. on the same flight, JetBlue flight 1136.

Individuals present at LGB on March 30, 2019, or April 7, 2019, between 6 a.m. and 8 a.m. may be at risk of developing measles due to exposure to this traveler. Passengers present on the same flights as this individual will be contacted separately if they may have been exposed during the flight.

Measles can spread through coughing and sneezing. Symptoms of measles often begin with fever, runny nose, cough, and red eyes, followed by a rash that spreads all over the body. The rash will usually appear 10 to 21 days after a person is exposed. Individuals who may have been exposed at LGB on March 30, 2019, and have not exhibited symptoms by April 20, 2019, will no longer be considered at risk of acquiring measles. Individuals who may have been exposed at LGB on April 7, 2019 and have not exhibited symptoms by April 28, 2019, will no longer be considered at risk of acquiring measles.

There is currently no ongoing risk related to measles at LGB. Only those who were present at the airport during the specific times stated may be at risk of developing the disease, especially if they have weakened immune systems or have not been immunized against measles.

"Given the recent increase of measles cases both nationally and globally, the best way to protect against becoming infected is by

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getting immunized," said Anissa Davis, MD, MPH, Long Beach City Health Officer. "Talk to your provider to make sure you are up to date with your measles vaccinations. People who may have been exposed to measles and have not been immunized may receive measles immunization to protect against becoming infected in the future."

Anyone who thinks they may have measles should contact their provider's office or emergency department by phone. People are advised not to show up at a medical facility without prior notification, as this could increase potential exposure to the public.

For more information on measles, please visit www.longbeach.gov/measles...

LOCAL NEWS

Long Beach Airport announces potential air carriers to fill newly available flight slots

The flight slots became available after JetBlue relinquished nearly a third of their own.



LONG BEACH, CALIF. USA — The terminal building and jetBlue aircraft at Long Beach Airport on November 10, 2010. .Photo by Jeff Gritchen / Long Beach Press-Telegram..

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

PUBLISHED: April 10, 2019 at 6:23 pm | UPDATED: April 10, 2019 at 6:24 pm

Air carriers have already begun lining up to fill the flight slots JetBlue vacated at the Long Beach Airport, officials announced Wednesday, April 10.

One day after the city announced that [JetBlue would relinquish nearly a third of its flight slots](#) – following threats by the city to penalize the airline for low usage – three airlines have already thrown their hat in the ring: Hawaiian, Delta Air and Southwest airlines are vying for seven permanent and three supplemental slots.

“We have significant interest in these newly available slots,” City Manager Patrick H. West said in a statement. “The following airlines have already expressed interest in additional flights out of Long Beach and we will be conducting a process to award the new slots as outlined by the resolution.”

The three air carriers are on a wait list. The city will hand out the slots one-by-one, going down the wait list.

For the seven permanent slots, current order is Hawaiian, Delta Air and Southwest. For the three supplemental slots, it’s Delta Air, Southwest and Hawaiian.

The flight slots JetBlue gave up were “underutilized slots” that the airport has already reallocated to other airlines on a monthly basis through September, the city’s statement said.

West sent a memo to the City Council on April 3, [signaling it could penalize JetBlue for not complying](#) with Long Beach’s new usage rates. Previously, carriers had to maintain a 57% use rate over any 180-day period. After November, it was bumped to 70 percent slot usage in any calendar quarter or 85 percent in any calendar year.

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Measles Infected Traveler Passed Through Long Beach Airport Twice

Health officials noted that there is no continuing risk of exposure from the patient at the airport.

By City News Service

Published Apr 10, 2019 at 5:59 PM



File Photo: Long Beach Airport

A person who passed through Long Beach Airport twice in recent weeks had infectious measles at the time, and city health officials warned Wednesday that anyone in the airport at the time may have been exposed.

Health officials said the patient passed through the airport the morning of March 30, boarding JetBlue flight 1136 at Gate 11, departing at 6:40 a.m. The unidentified person departed on the same flight at the same time on Sunday, but from Gate 7.

Anyone who was in those areas between 6 and 8 a.m. on either date may have been exposed and could be at risk of developing measles, health officials said. People who were on the flights will be notified separately.

Symptoms of measles often begin with fever, runny nose, coughing and red eyes, followed by a rash that spreads across the body. The rash generally appears between 10 and 21 days following exposure.

• California's Snowpack Is a 'Water Supply Dream'

Health officials noted that there is no continuing risk of exposure from the patient at the airport.

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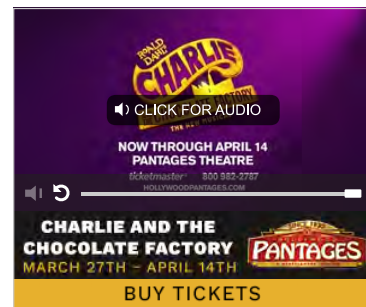
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MORE LONG BEACH HAWAII FLIGHTS COMING & WHAT ABOUT ORANGE COUNTY?

APRIL 10, 2019 by **BEAT OF HAWAII** 2 COMMENTS



Sleepy Long Beach airport may be getting set to host more Hawaii flights soon. That as a change-up in airlines at the facility is currently in process. According to a memo sent to Long Beach City Council, “**Hawaiian Airlines** is first on the waiting list for new flight slots, followed by **Delta Airlines**.” Also in line is Hawaii newcomer **Southwest Airlines**. As you know, Hawaiian Airlines started daily service between Long Beach and Honolulu in May 2018. We would speculate that Long Beach to Maui would certainly be feasible for someone.

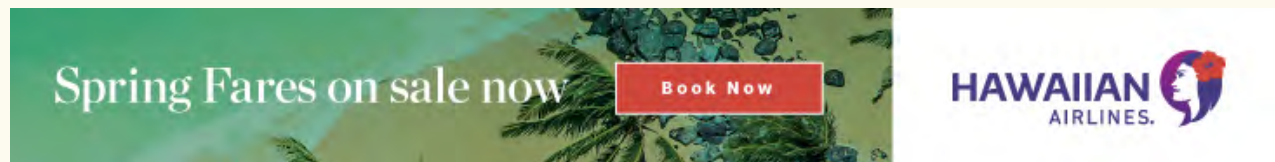
JetBlue is in the process returning 10 of 12 unused slots to the airport for redistribution to other airlines. It isn't clear yet whether Hawaiian, Southwest or both will ultimately deploy more Hawaii flights out of Long Beach, but here's why we think they just might.

There is a huge demand for Hawaii flights from nearby Orange County, with its more than three million residents. At present, the only alternatives for Hawaii flights are San Diego or Los Angeles, both of which can often mean be one hour or more of driving, before even considering traffic and airport congestion.

Orange County to Hawaii flights not feasible. Here's why:

The short runway requires aircraft capacity (passengers/cargo) restrictions due to its 5,701 foot length. By comparison, Lihue is 6,500 feet, and that too creates limitations.

Back in the day, when Aloha Airlines flew between Orange County and Honolulu, weight/passengers were restricted. That continues to present both logistical and financial issues. The aircraft required for Orange County to Hawaii flights today would be either a 737-700, 737 Max 7, A321 neo, or 757.



Profitability has not panned out. Aloha Airlines tried flights between John Wayne and Honolulu, and unfortunately, we know what happened to them. United has also tried Hawaii flights from John Wayne, but they were never profitable.

Connecting flight limitations. One of the things airlines look for in new routes is connection points. In this case, for passengers inbound to or outbound from Hawaii. Those are considered to somewhat more limited out of SNA in terms of likely airlines.

Long Beach Hawaii flights to the rescue?

Hawaii flights desired. Apparently Long Beach airport has been actively courting additional flights to and from Hawaii.

Longer runways that work. Long Beach airport has three runways providing up to 10,000 feet in length.



Good connections. Both Southwest and Hawaiian, via its partner JetBlue, have flights to feed passengers coming to and from Hawaii. JetBlue has 9 nonstop mainland routes from Long Beach while Southwest has 5 nonstop mainland routes from Long Beach.

Stand by for more on this as it develops.

LOCAL NEWS

One case of measles confirmed at Long Beach Airport, Health Department warns

The Health Department confirmed one case of measles in a person who went through the Long Beach Airport recently



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

By [EMILY RASMUSSEN](#) | erasmussen@scng.com | Long Beach Press-Telegram

PUBLISHED: April 10, 2019 at 4:42 pm | UPDATED: April 10, 2019 at 9:37 pm

A person who recently traveled through the Long Beach Airport did so while having the measles, the city's Health Department announced Wednesday, April 10, putting anyone who was there at the same time at risk of contracting the [infectious disease](#).

A person, whose gender was not released, had a case of the measles when traveling through the airport on two separate occasions nine days apart, the Health Department said. The person departed from Gate 11 on JetBlue flight 1136 to San Francisco at 6:40 a.m. March 30. The person then left again, from Gate 7, at 6:40 a.m. Sunday, April 7. The Health Department did not say whether the person took a return flight.

There isn't an ongoing risk of measles at the airport, the department said. But anyone who was at the airport at the same time as the traveler – from 6 to 8 a.m. March 30 and April 7 – could be at risk of developing the measles.

The Centers for Disease Control and Prevention will contact passengers who were on the same flights as the person with measles if they may have been exposed during their flights, said Emily Holman, the Health Department's coordinator for emerging infectious disease response.

While the Long Beach Health Department is only responsible for its jurisdiction, San Francisco officials would have been alerted as well, Holman said.

The Long Beach Airport case comes after [two confirmed cases of measles involving passengers at Los Angeles International Airport in February and March](#).

Measles is spread through coughing and sneezing. Symptoms include fever, runny nose, cough and red eyes. A rash typically spreads over the body in the 10 to 21 days following exposure.

Those who may have been exposed on March 30 and don't show symptoms by April 20 will no longer be considered at risk. Those who were at the airport on April 9 and haven't shown symptoms by April 28 should also be in the clear at that point.

The risk is greater for people with weakened immune systems or who haven't been immunized against measles, officials said.

"Given the recent increase of measles cases both nationally and globally, the best way to protect against becoming infected is by getting immunized," Long Beach City Health Officer Anissa Davis said. "Talk to your provider to make sure you are up to date with your measles vaccinations. People who may have been exposed to measles and have not been immunized may receive measles immunization to protect against becoming infected in the future."

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

Southwest Begins Nonstop Service From Sjc To Long Beach Airport

Bay City News Service Published 5:36 am PDT, Wednesday, April 10, 2019

Southwest Airlines this week began nonstop service from Mineta San Jose International Airport and Long Beach Airport in Southern California.

Southwest on Monday began four daily flights from San Jose to Long Beach-9:55 a.m., 1:50 p.m., 5:40 p.m. and 7:45 p.m. - and four flights coming to San Jose from the Southern California destination.

"The Bay Area to Los Angeles Basin corridor is the U.S.'s busiest air travel market, and Southwest's four new daily flights give travelers more choices," the San Jose airport's director of aviation John Aitken said in a news release.

JetBlue also offers two daily nonstop flights between San Jose and Long Beach, according to the airport.

Southwest operates the most flights of any airline out of San Jose, with, as of this summer, 115 daily departures to 31 cities.

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Contagious measles patient traveled through Long Beach Airport

📅 APRIL 11TH, 2019



💬 0 COMMENTS



The Long Beach Department of Health and Human Services (Health Department) has confirmed one case of measles in an individual who traveled through Long Beach Airport (LGB) on two separate occasions while infectious.

This person departed from LGB from Gate 11 on Saturday, March 30, 2019, at 6:40 a.m. on JetBlue flight 1136, and again departed from LGB from Gate 7 on Sunday, April 7, 2019, at 6:40 a.m. on the same flight, JetBlue flight 1136. Individuals present at LGB on March 30, 2019, or April 7, 2019, between 6 a.m. and 8 a.m. may be at risk of developing measles due to exposure to this traveler. Passengers present on the same flights as this individual will be contacted separately if they may have been exposed during the flight.

Measles can spread through coughing and sneezing. Symptoms of measles often begin with fever, runny nose, cough, and red eyes, followed by a rash that spreads all over the body. The rash will usually appear 10 to 21 days after a person is exposed. Individuals who may have been exposed at LGB on March 30, 2019, and have not exhibited symptoms by April 20, 2019, will no longer be considered at risk of acquiring measles. Individuals who may have been exposed at LGB on April 7, 2019, and have not exhibited symptoms by April 28, 2019, will no longer be considered at risk of acquiring measles.

There is currently no ongoing risk related to measles at LGB. Only those who were present at the airport during the specific times stated may be at risk of developing the disease, especially if they have weakened immune systems or have not been immunized against measles.

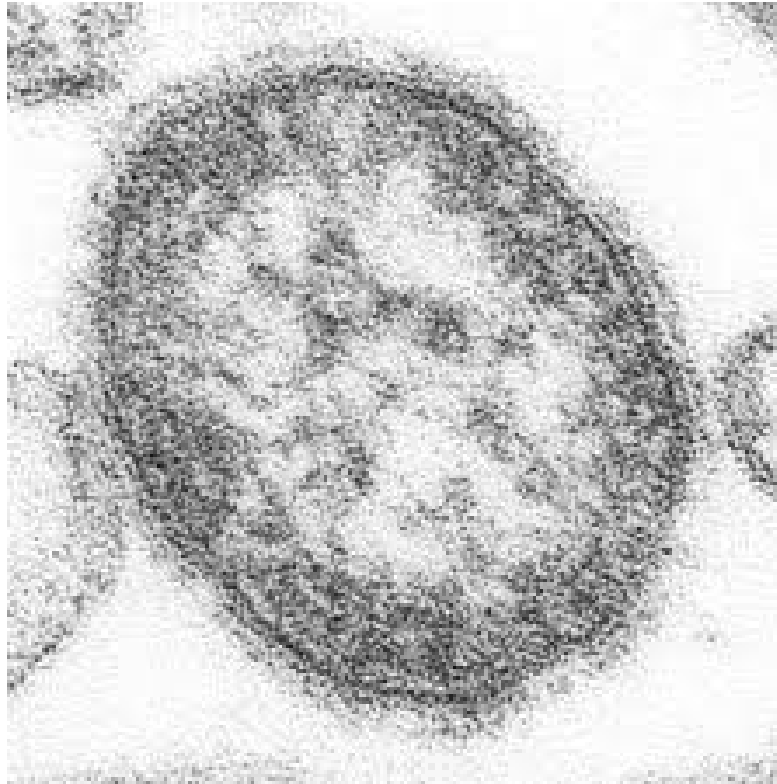
"Given the recent increase of measles cases both nationally and globally, the best way to protect against becoming infected is by getting immunized," said Anissa Davis, MD, MPH, Long Beach City Health Officer. "Talk to your provider to make sure you are up to date with your measles vaccinations. People who may have been exposed to measles and have not been immunized may receive measles immunization to protect against becoming infected in the future."

Anyone who thinks they may have measles should contact their provider's office or emergency department by phone. People are advised not to show up at a medical facility without prior notification, as this could increase potential exposure to the public.

For more information on measles, please visit www.longbeach.gov/measles.

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





HEALTH

17 hours ago

Health department warns of possible measles exposure at Long Beach Airport

by **Kelly Puente** in **Health, News**

645



The Long Beach Health Department on Wednesday was warning of a possible risk of measles exposure from a person who traveled through Long Beach Airport to San Francisco on two separate occasions while infected.

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The person departed from LGB from Gate 11 on March 30 at 6:40 a.m. on JetBlue flight 1136, and again departed from LGB from Gate 7 on April 7 at 6:40 a.m. on the same flight 1136. People present at the airport on either of those days between 6 and 8 a.m. may be at risk of developing measles, the health department said in a statement.

Passengers present on those flights will be contacted separately.

"Measles can spread through coughing and sneezing," according to the health department. "Symptoms often begin with fever, runny nose, cough, and red eyes, followed by a rash that spreads all over the body. The rash will usually appear 10 to 21 days after a person is exposed."

People who may have been exposed on March 30 and have not exhibited symptoms by April 20 will no longer be considered at risk. Individuals who may have been exposed on April 7 and have not exhibited symptoms by April 28 will no longer be considered at risk.

The department said there is currently no ongoing risk related to measles at the airport.

"Given the recent increase of measles cases both nationally and globally, the best way to protect against becoming infected is by getting immunized," Long Beach City Health Officer Anissa Davis said in a statement. "Talk to your provider to make sure you are up to date with your measles vaccinations. People who may have been exposed to measles and have not been immunized may receive measles immunization to protect against becoming infected in the future."

Anyone who thinks they may have measles should contact their provider's office or emergency department by phone. People are advised not to show up at a medical facility without prior notification, as this could increase potential exposure to the public.

For more information on measles, please visit www.longbeach.gov/measles.

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JETBLUE NEWS

MEANWHILE, ONE AIRPORT SEEKS TO PUNISH JETBLUE

MATTHEW / APRIL 11, 2019 / 10 COMMENTS



With all the excitement surrounding **JetBlue's London announcement** yesterday, news of a crackdown at an airport on the other coast slipped off the radar.

JetBlue has big expansion plans to Europe. Service will start with London in 2021 from Boston and New York and may grow to several more cities in the years ahead.

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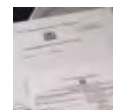
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Meanwhile, JetBlue has continued to dismantle its Long Beach hub as it focuses on more lucrative routes. That has left airport officials in Long Beach forced to confront JetBlue's gate squatting, as it continues to strategically pare back its schedule while trying to keep competition out.

In a memo (.pdf) sent to JetBlue and shared with city officials, JetBlue is warned that it must actually use its slots or it faces losing them. Airport rules require the following slot usage:

- ✦ During any Calendar Month – 60% minimum
- ✦ During any Calendar Quarter – 70% minimum
- ✦ During any Calendar Year – 85% minimum

JetBlue has not lived up to that these relatively-recently introduced requirements (the prior rule only required 57% usage over any 180 day period). Now, Long Beach's Airport Director could reduce JetBlue's flight slots or at the very least disqualify JetBlue should it wish to receive more slots in the future.

JetBlue did provide a [response](#) to the new rule:

We are a proud member of the Long Beach community and will continue to offer Long Beach residents access to the best onboard experience of any airline that flies here, just as we have for more than 17 years. While we believe this rule change is unnecessary as evidenced by the numerous unused slots already available, we remain committed to providing a level of flying in Long Beach that the market will support.

JetBlue's last sentence is contradicted by the City of Long Beach, which shares that Delta and Hawaiian are on the waitlist for more slots (so is JetBlue, of course, and Southwest). Both Delta and Hawaiian have a 100% slot utilization rate.

CONCLUSION

JetBlue believes Long Beach is targetting it with unfair treatment. This battle stems from Long Beach's decision to fine JetBlue heavily for breaking the airport curfew (a settlement was reached) and ban international travel. JetBlue blames both decisions for its pullback from Long Beach. In reality, JetBlue has found more lucrative opportunities elsewhere. I expect JetBlue to eventually cede some of its Long Beach slots.



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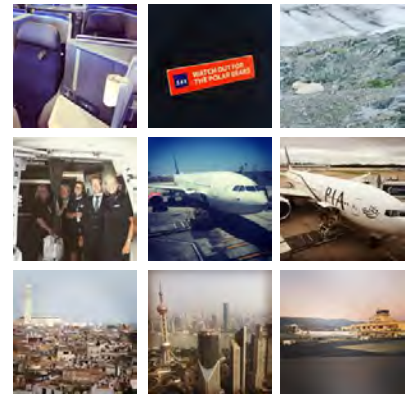
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ABOUT AUTHOR



Matthew

Matthew is an avid traveler who calls Los Angeles home. Each year he travels more than 200,000 miles by air and has visited more than 120 countries over the last decade. Working both in the aviation industry and as a travel consultant, Matthew has been featured in the New York Times, Chicago Tribune, Wall Street Journal, USA Today, BBC, Fox News, CNN, ABC, CBS, NBC, Al Jazeera, Toronto Star, and on NPR. Studying international relations, American government, and later obtaining a law degree, Matthew has a plethora of knowledge outside the travel industry that leads to a unique writing perspective. He has served in the United States Air Force, on Capitol Hill, and in the White House. His Live and Let's Fly blog shares the latest news in the airline industry, commentary on frequent flyer programs and promotions, and detailed reports of his worldwide travel. His writings on penandpassport.com offer more general musings on life from the eyes of a frequent traveler. He also founded awardexpert.com, a highly-personalized consulting service that aids clients in the effective use of their credit card points and frequent flyer miles. Clients range from retirees seeking to carefully use their nest egg of points to multinational corporations entrusting Matthew with the direction and coordination of company travel.

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10 COMMENTS



B-RABB

REPLY

April 11, 2019 at 11:55 am

Personally I think once the city said no to a FIS, from that point it was game over for jetblue. They had something really good going for them, and the city turned it down. I heard people say that if there was a FIS immigration at LGB, bigger planes would come. Along with more demand for flights, and then all the bullcrap that was spewed like, maybe more crime and less parking. Jetblue was the best thing that has ever happened to that airport(along with hawaiian airlines service.) If there is 10 spots of for grabs, who do you think will take them? I can't see hawaiian wanting any more, one flight I think is good, and they probably don't want to over do it. Delta, maybe? But to where more SLC? Southwest is probably possible, but do they want all 10 slots or most of those slots? With already enough build up and SNA, ONT, LAX, and BUR, I think that would saturate the market with more flights than needed.



James

REPLY

April 11, 2019 at 12:04 pm

Eventually cede?
How about changing the verb to past tense?



Justin

REPLY

April 11, 2019 at 12:44 pm

Jetblue is going to fly to Europe but still doesn't offer any Canadian flights? I know costs are high for airlines in Canada, but the market is dominated by just two carriers... it's ripe for some foreign disruption!



derek

REPLY

April 11, 2019 at 12:57 pm

The City of Long Beach is evil. They should allow more flights. Look at Fresno (FAT). No restrictions but you don't see hoards of flights there. No FAT-LHR, FAT-HNL, FAT-JFK, FAT-ORD, FAT-CDG, FAT-BWI. No Emirates Airbus A380 FAT-DXB. If it gets really busy, then there can be a second look but, for now, LGB is just a secondary airport with not that much demand.



mallthus

REPLY

April 11, 2019 at 2:23 pm

Long Beach's relationship with its airport is, and has always been, schizophrenic. Most people in town understand the value of a healthy airport with lots of flights. Unfortunately, there's a significant number of vocal people who have bought expensive houses directly in the flight path. I have little sympathy for them, given that the airport's been there longer than most of the houses, but NIMBYs gonna NIMBY.



LAXJeff

REPLY

April 11, 2019 at 1:34 pm

Long Beach is nice to fly in and out of but with less flights its going to really hurt that airport.



Andy K

REPLY

April 11, 2019 at 3:42 pm



If they are reducing presence in Long Beach, to what benefit is it to block other carriers?



Matthew

April 11, 2019 at 3:44 pm

REPLY

Because they are finally profitable there.



Joseph N.

April 11, 2019 at 10:38 pm

REPLY

This is the same Long Beach that back in 1991 was offered its own Disneyland, and in one swoop lost both Walt Disney and the Spruce Goose, because of this NIMBY.

I get that Jetblue is misbehaving now, but Long Beach started it.

Pingback: [Meanwhile, One Airport Seeks To Punish JetBlue – Be In Rose](#)

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CALIFORNIA

Passengers may have been exposed to measles at Long Beach Airport



Measles cases are on the rise nationally, with 17 cases diagnosed in California. Above, the measles vaccine. Andrey Popov / TNS

By SOUMYA KARLAMANGLA

APRIL 11, 2019
11:42 AM


Health officials across the country are struggling to control what has become one of the [worst measles outbreaks in years](#), and California is no exception.

As of last week, 17 people in California had been diagnosed with measles this year, most of whom live in Northern California, according to data from the state's public health department.

This week, those numbers went up even more.

On Thursday, officials in Shasta County confirmed that a resident had been infected with measles and warned others that they might have been exposed. Measles is highly contagious and spreads through coughing and sneezing.

On Wednesday, Long Beach officials announced that a traveler diagnosed with measles passed through the Long Beach Airport twice while infectious. Travelers who were at the airport on March 30 or April 7 between 6 and 8 a.m. could be at risk of catching measles, officials say.

“Given the recent increase of measles cases both nationally and globally, the best way to protect against becoming infected is by getting immunized,” said Long Beach City Health Officer Dr. Anissa Davis in a statement.

Those most at risk are people who have not been vaccinated against measles, officials say. The majority of people with measles this year in the U.S. were not vaccinated, according to the U.S. Centers for Disease Control and Prevention.

If a person infected with measles walks into a room, the virus can stay there for two hours after the person leaves, ready to infect. But the measles vaccine is 97% effective against the disease.



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By Chevrolet

California is one of 19 states that have reported measles cases this year.

Between Jan. 1 and April 4 this year, 465 people nationwide had been diagnosed with measles, making it the second biggest outbreak since 2000, according to the CDC. During all of last year, 372 measles cases were reported, according to the agency.

Symptoms from measles, which include a rash, can take as long as three weeks to appear.

Officials say that if individuals who visited the Long Beach Airport do not develop symptoms by April 28, they are considered no longer at risk of developing measles from the exposure. There is currently no known risk of catching measles at the airport, officials said.

The passengers seated next to the infected person on the flights will be notified separately, officials said.

Just last month, officials [warned that passengers at Los Angeles International Airport](#) may have been exposed to measles after a passenger who had a layover in the airport was diagnosed with the disease.

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LONG BEACH AIRPORT

1 min ago

With JetBlue pulling back, who could fly more out of Long Beach Airport?

by Jason Ruiz in News



The decision by JetBlue to relinquish nearly a third of its flight slots at Long Beach Airport could have a huge effect on the future makeup of local air-travel, but first other airlines will have to express interest in filling the void.

Even after giving back 10 of its slots, JetBlue still will have the largest presence at Long Beach Airport with 24 slots, but the move creates an opening for competitors to expand their foothold in the city.

The slots given up by JetBlue had already been allocated through September 2019 to other airlines for use on a temporary basis because they were not being used by JetBlue, but now a city process will permanently award them to other airlines.

JetBlue has been one of the airport's largest tenants since arriving in 2001 when it made Long Beach its second focus city. It's also had a community presence, sponsoring events like the Long Beach Marathon. But it has also been at odds with the city in a very public way over the past few years.

The move to give up the slots was preceded by a City Council decision last year to institute new rules regarding slot usage at the airport, raising the minimum annual usage for a flight slot to 85%.

That vote changed the minimum numbers of flights per year from 208 to 310 per slot and included a provision that would strip away slots from airlines not meeting those standards.

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

Airlines operating at the airport will now have to use their daily flight slots a minimum of 85 percent for a given year versus the current usage floor which airport officials said sits at about 57 percent.



Long Beach Post



Earlier this month, the airline was notified that it was not meeting those usage requirements, and late Tuesday night it informed the city it would be giving back 10 slots, some of which were temporary.

City leaders have said they're optimistic other airlines will want the newly open slots.

"While we're sad to see JetBlue reduce flights at Long Beach Airport we're confident that the airport will maintain its demand as it consistently ranks as one of the best in the United States," said Councilwoman Stacy Mungo, whose district encompasses the airport. "We're confident that many airlines will be looking to expand services in Long Beach."

In a statement issued Wednesday evening, City Manager Pat West said that Hawaiian Airlines, Southwest Airlines and Delta Airlines had all expressed interest in the open slots. He said the slots will be awarded in rounds where each airline will have an opportunity to claim one slot per round.

The sequence for the selection of the seven permanent slots has Hawaiian picking first and Southwest last, and the sequence for the three supplemental slots has Delta picking first and Hawaiian picking last.

Airlines will have the option not to select slots so it's unclear how the seven permanent slots and remaining supplemental slots will be allocated.

While Hawaiian will have the first opportunity to build on its single slot allocation, Southwest (six slots) could choose to continue to increase its presence, something it has done since starting service in Long B

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It received its four initial flight slots through an annual noise budget analysis process where the airport has the ability to create additional slots if the noise created annually by the airport falls below what the city's noise ordinance allows for.

Since then, Southwest has added two permanent slots and absorbed other unused slots on a temporary basis allowing its share of slots to swell to double digits.

A factsheet posted to its website stated that Southwest would offer up to 15 departures per day out of Long Beach starting in March 2019. It currently flies to Denver, Las Vegas, Oakland, Sacramento and San Jose. However, many of those are temporary or supplemental slots that could go away if JetBlue begins flying a higher frequency.

The airport didn't respond Wednesday to a question about what airlines had reached out about the newly vacated slots.

In a statement, Adam DeCaire, Vice President of Network Planning at Southwest, said the airline is working with the city to acquire more slots.

"Our customers instantly embraced our service from day one and we've worked since then, through a semi-regular process, to utilize unused slots to offer additional flights and meet a demand we know exists for more service at Long Beach from California's largest and most preferred air carrier," he said.

Airlines with smaller footprints at Long Beach like Delta could also be beneficiaries. Delta's main hub is in Atlanta with American's being in Dallas. But it has expressed interest in the past and could choose to replace some of its temporary slots with permanent ones.

In an analysis of its key markets, Delta's website lists LAX, Ontario, Santa Ana and Burbank. It does not list Long Beach. A request to Delta and American to clarify its intentions for future operations at Long Beach Airport went unreturned.

According to Delta's company data, it operates about 170 daily flights out of LAX and last summer began investing nearly \$2 billion in terminal upgrades there. American Airlines flies over 200 daily flights out of LAX according to company figures and maintains large presences at San Diego International Airport (31), John Wayne (18) and Ontario International Airport (10).

It has three flight slots at Long Beach.

A spokesperson for Delta said that the airline continues to "be interested in acquiring additional slots at Long Beach Airport" but wouldn't comment further.

American is not on the list of allocation order published by the city because it hasn't inquired about temporary slots in the past, but that does not bar it from doing so now that new slots have opened up.

Vacating the slots is a new chapter in the public feud between JetBlue and the city that took off leading up to and after the City Council's decision to block the airline's request to build an international terminal in January 2017.

Since then, the city has taken a number of measures that the airline has alleged were targeted attacks against its operations. JetBlue, a habitual offender of the city's late-night noise curfew, saw the city double the base fine for those violations to \$6,000 per offense in August 2017.

JetBlue Will Pay Higher, Flat Rate Penalty For Late Night Flights Under New Consent Decree



The next time JetBlue Airlines violates the city's noise ordinance it will cost a little bit more as the airline and the Long Beach city prosecutor's office have agreed to increase the level of fines under its consent decree after months of late-night flights by JetBlue.

JetBlue then announced it was cutting service in Long Beach as part of its revised West Coast flight plan in April 2018, a plan that included increasing service at airports in Burbank and Ontario.

In June 2018, the airline sought to appeal \$96,000 in fines assessed to it for late-night violations but withdrew the appeal with no explanation. It blamed the tardy planes on issues related to weather and other airports' air traffic control towers ordering the planes not to take off, things the Long Beach contended did not exempt the airline from having its flights land on time.

In November 2018, the city announced it would soon implement a rule that would penalize airlines that weren't using flight slots a certain percentage of time every month, quarter, and year, with the latter's floor being set at 85%, or roughly six flights per week per slot.

JetBlue called the move "discriminatory" and Robert Land, the airline's vice president of government affairs, characterized the vote as counter to the city's claims of being "an open, diverse city with a vibrant pro-business growth mentality."

Land did not respond to multiple requests for comment on this story.

It's expected that the allocation of the slots will be figured out before October, the month that airlines will begin using any new slots acquired through the city's process.

Jason Ruiz covers City Hall and politics for the Long Beach Post. Reach him at jason@lbpost.com or @JasonRuiz_LB on Twitter.

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Routes: Southwest at SJC, JetBlue, MAX mess, United, Jet Airways, Icelandair

This week's most important air routes news

Chris McGinnis Published 10:24 am PDT, Friday, April 12, 2019



IMAGE 1 OF 8

Long Beach Airport is Southwest's newest destination from San Jose.

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In route news this week, Southwest kicks off new service at San Jose; JetBlue growth stalls at Long Beach; Southwest and American struggle to cope with 737 MAX woes; Contour Airlines comes to Sacramento; United expands to Florida; a Delta code-share partner suddenly stopped international flights; a Lufthansa affiliate is coming to Las Vegas; and Icelandair scraps a U.S. gateway.

Southwest Airlines this week added its newest California Corridor route from Mineta San Jose, beginning **service to Long Beach**. The route was already being served by JetBlue with two flights a day, but Southwest will operate four daily roundtrips in the market, with SJC departures at 9:55 a.m., 1:50 p.m., 5:40 p.m. and

7:45 p.m. And on April 14, Southwest is due to resume service from San Jose to New Orleans, with weekly Sunday-only flights.

RECOMMENDED VIDEO



Speaking of Long Beach, city officials there have been pressuring JetBlue to use all of its departure/arrival slots or lose them – so it lost some of them. The airline **agreed to give back 10** of its 34 slots at the airport, in the face of a new

regulation this year at LGB aimed at stopping what it calls "slot squatting" by airlines. Other carriers are on a waiting list for Long Beach access, led by Hawaiian and Delta. JetBlue is still the biggest operator at Long Beach, but its passenger share has been dropping while Southwest's has been growing.

When Boeing's new 737 MAX aircraft were grounded by the FAA last month after two crashes, officials at the manufacturer seemed confident they would have a fix for the problem within a few weeks. But now it looks like it will take longer, and airlines that were operating the plane are once again trying to figure out how to reshuffle their schedules to do without the MAXs.

Southwest – the largest U.S. operator of 737 MAXs with 34 MAX 8s in its fleet – said this week it has now been forced to modify its schedule at least **through August 5**, well into the peak summer season, in order to "add further stability" for customers' travel planning. It had previously hoped for a return of the planes by June 7. "The timing for the return to service of the MAX remains unclear," Southwest President Tom Nealon admitted in a website posting, adding that the company is notifying and rebooking the "limited number of customers" affected by the extended schedule realignment. It did not identify specific flights or routes impacted by the changes. The airline had previously scheduled up to 160 MAX flights a day this summer.

Southwest had been planning to phase in 737 MAXs on its new Hawaii service, so we asked a spokesman if the continued grounding would impact those plans. "We've not shared our timeline for 'wave 2' of Hawaii flying so there is no impact or delay to declare or share," he said.

American Airlines, with 23 737 MAXs in its fleet, announced a similar extension of schedule adjustments last week. The airline had been hoping for a return of the planes by May, but now it has extended MAX-related cancellations **through June 5** in order to "provide more certainty and avoid last minute flight disruptions," American said. It is also notifying and rebooking affected customers. American noted that flights previously due to operate with a 737 MAX aren't the only ones affected: "A flight that was not scheduled as a MAX flight might be canceled to enable our team to cover a MAX route with a different aircraft. Our goal is to minimize the impact to the smallest number of customers," American said.

Contour Airlines, which bills itself as "Santa Barbara's hometown airline," plans to stick another pin into its limited route map on April 16 when it begins flying from **Santa Barbara to Sacramento**. Contour will offer daily flights on the route with 30-seat ERJ-135 regional jets. The airline provides 36 inches of legroom, free snacks and drinks, and one free checked bag per passenger. Contour started flying from Santa Barbara to Oakland and Las Vegas last fall, and plans to increase schedules on those routes to twice-daily in mid-May.

United Airlines said it will add more Florida routes from its Washington Dulles hub this fall, inaugurating twice-daily service to both **Fort Myers and Sarasota** beginning October 29. With that addition, United said, its winter schedule will total 140 daily flights to 12 Florida cities from its various hubs.

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On the international side, India's financially troubled Jet Airways has reportedly halted most international flights – at least temporarily – as it tries to secure additional capital from lenders. That includes its flights between India and London, Paris and Amsterdam. Why does that matter to U.S. travelers? Because Jet Airways code-shares with Delta and its transatlantic partners Virgin Atlantic, Air France and KLM.

According to the BBC, Jet Airways this week had to ground 10 of its planes after falling behind in payments to the companies it leases them from. The suspension of international flights could last only a few days to a week, but in some cases could be longer. Here's a roundup from Routesonline.com of **the most recent information** on the airline's international route availability.

In other international news, **Lufthansa affiliate Eurowings** has plans to start flying from **Las Vegas to Frankfurt** this fall. The carrier will use an A330-200 to operate three flights a week on the route starting October 27. And **Icelandair** has canceled its plans to fly from **Cleveland to Reykjavik** this summer. It had been scheduled to operate four flights a week beginning May 17. The aircraft? A Boeing 737 MAX 8.

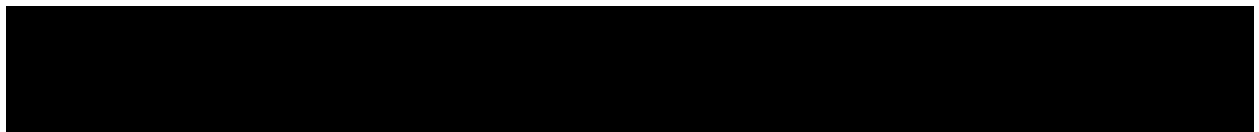
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JetBlue Gives Back 10 Long Beach Slots But It's Southwest That Might Suffer

By CF on Apr 18, 2019 | 28 Comments

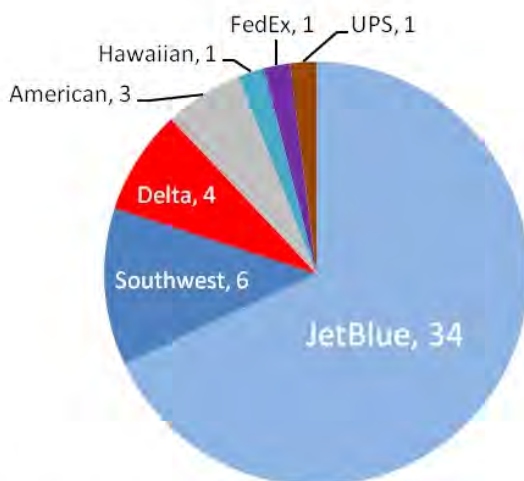
Posted in: [JetBlue](#), [LGB](#) - Long Beach

The writing was on the wall when Long Beach changed its slot utilization rules last year. Unless JetBlue ramped up significantly, slots were going to have to be given back to the city. Sure enough, that time has come. JetBlue is giving up 10 of its current 34 slots. It's expected that this is good news for those who like to fly Southwest, but oddly enough, the opposite may be true. It all hinges on... Delta.

The Slot Math

I don't need to go into the long history of slots and air service at Long Beach Airport, but you can certainly [search the archives here](#) if you'd like. In recent times, Long Beach Airport has had 50 slot pairs per day for use by airplanes larger than a small regional. Until this announcement, those were divvied up as follows:

Long Beach Airport Air Carrier Slot Pair Holdings January 2019



*Large aircraft slots total 50 currently

JetBlue had been as high as 35 slots but it gave one back so that Hawaiian could enter. But JetBlue never actually wanted to use all those slots anyway. It liked to vary by season and use the

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slots only as much as it had to in order to keep competition out. But once Southwest showed interest, JetBlue had to increase utilization. Why? Because airlines have to publish their schedules a few months in advance, and if they don't use their slots, other airlines can step in to "temporarily" use them until the slot-holder wants them back.

Nobody wanted to temporarily use slots before, but Southwest did. JetBlue ramped up to prevent that from happening, and it was financially disastrous. Last September, JetBlue put its tail between its legs and went back down to flying 22 to 24 flights a day, where it was before it ramped up.

- Austin – 1x
- Boston – 1x
- Bozeman – 2x/week winter only
- Las Vegas – 3x
- New York/JFK – 2x
- Oakland – 2x
- Portland – 1x
- Reno – 1x
- Sacramento – 2x
- Salt Lake City – 3x
- San Francisco – 2x
- San Jose – 2x
- Seattle – 2x
- Steamboat Springs – 2x/week winter only

That's obviously far short of the 34 slots that JetBlue controlled, but it wasn't a problem under the old rules that said an airline could basically use its slots half the time and still keep them. The city didn't like that, and once it tightened up utilization rules late last year, JetBlue had to either ramp up or give up the excess. It wisely chose the latter, and it will now be giving back 10 slots so it can utilize the 24 that remain as required.

The Delta Wildcard

So now the question is, who will get the slots? Much has been made of Hawaiian being first on the waitlist, but that's just a technicality. When an airline enters Long Beach, it gets two slot pairs to use. When Hawaiian started, only one was available, so it went on the waitlist for the other one. Hawaiian reiterated to me when asked that it is still focusing on Honolulu. I don't expect to see it pick up an extra slot.

Also on the waitlist is Delta. Spokesperson Liz Savadelis confirmed to me that "we continue to be interested in acquiring additional slots at Long Beach Airport." I found that surprising since it already uses four slots a day to fly to Salt Lake. I can't imagine that Salt Lake needs more service (or even the service it has), so could another hub be in the cards? The airline won't say, but top candidates would likely be Seattle and Atlanta. I would expect all of these to be poor performers and that's being kind, but maybe Delta is just playing the foil here. It knows Southwest wants more slots, and it has the unique ability to prevent the airline from getting them.

American remains at 3 daily flights, and I'd imagine it would more likely give up slots before it tried to acquire more.

Southwest's Problem

That leaves us with Southwest, the only airline that has cared to build a non-trivial presence in Long Beach since JetBlue came to town nearly 20 years ago. Today, Southwest is running this daily schedule:

- Denver – Sat/Sun only
- Las Vegas – 3x
- Oakland – 4x
- Sacramento – 4x
- San Jose – 4x

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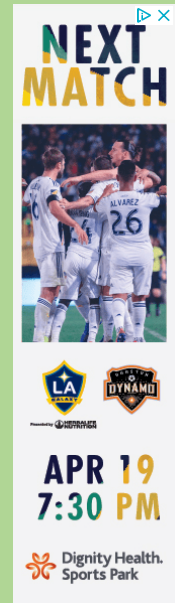
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Remember, Southwest only has 6 slots of its own, so how is it running 15 every weekday? It's already temporarily using all those slots that JetBlue isn't using. (Weekends are easier with even more pulldown on other airlines, and that's why Denver can operate.) It will likely continue to do the same as long as Delta doesn't decide to play spoiler.

If Delta wants to fight Southwest for slots, it can only be to prevent Southwest from getting them and not for actual commercial reasons. The worst case scenario would be that Delta gets 5 and Southwest gets 5, unless a dark horse enters the race. If that were to happen, Southwest would have to actually cut its schedule by 4 flights a day so Delta could operate.

I really can't imagine this being an issue. Maybe Delta picks up one slot and then it's not a problem for anyone. But even if Southwest gets them all, it won't give the airline the ability to expand much beyond what it already has. At best, this will just be status quo for travelers.

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28 Responses to *JetBlue Gives Back 10 Long Beach Slots But It's Southwest That Might Suffer*

silence dogood says:

Apr 18, 2019 at 5:44 am

The real story is not the JB pulldown or SW or DL ramp up or wildcard Allegiant or Spirit entering Long Beach, it is the progressive, indebted, broken city government that chases away all good things from Disney's massive water park expansion to Boeing and now JetBlue. Anti-business the, now and always; but ever proud of the hundreds of homeless camped outside the dilapidated City Hall and the new half billion dollar (borrowed money) one being build next door. AOC – your dream has come true; you're just working on the wrong coast.

[Reply](#)

Rich says:

Apr 18, 2019 at 11:35 am

this is a comical comment right? you are in fact joking?

If it is less government and more free market competition you want, then the Long Beach government stopping JetBlue from slot squatting to stop competition from running more flights at the airport is something you should be cheering....

[Reply](#)

A says:

Apr 18, 2019 at 5:45 am

I've never understood why DL uses all their Long Beach slots for Salt Lake City. The schedules have always made it a non-option for me to do the layover and I'm instead going direct into LAX and driving the 405 south....which is always so pleasant.

Meanwhile SNA has directs from ATL and MSP. If they got the LGB slots why not add directs from their other hubs like ATL, MSP or DTW. Imagine that would be a better option to feed east of the rockies traffic from their network.

[Reply](#)

cbw says:

Apr 18, 2019 at 6:26 am

This is a wild guess, but with AA's continued expansion from DFW to smaller west coast markets formerly served only from PHX (YUM, BFL, MRY, STS, BUR, etc) it seems to me that they may be interested in one or two to launch a nonstop DFW-LGB route. May not happen, but certainly wouldn't surprise me if it does.

[Reply](#)

Chris says:

Apr 18, 2019 at 10:16 am

I'd love this. Would open up many more possibilities for flying DCA-LGB.

[Reply](#)

CraigTPA says:

Apr 18, 2019 at 6:38 am

So now what does JetBlue do for growth on the West Coast? My understanding is that they're pretty limited at LAX at the moment in terms of gate space, and I can't see them going into SNA. Any expansion potential at BUR outside of the BOS/JFK routes they already have?

[Reply](#)**LAXer says:**

Apr 18, 2019 at 7:51 am

Craig, you're right LAX is limited at the moment but there maybe room for B6 to grow when the Midfield Satellite Concourse opens in fall 2020 with six narrow body gates in addition to the wide body gates.

[Reply](#)**Allan says:**

Apr 18, 2019 at 9:01 am

One airport comes to mind. Jetblue somewhat recently came back to ONT. ONT can certainly handle more flights.

[Reply](#)**James says:**

Apr 18, 2019 at 9:19 am

Dont think ONT is doing to hot for JetBlue.
They only restarted the flight in September, and will be pulling the frequency down from daily to 5x weekly after Labor Day this year.
They cant sustain single daily flight at ONT.

[Reply](#)**Allan says:**

Apr 18, 2019 at 11:37 am

I really don't think its fair to say ONT is failing for JetBlue. I think Jetblue set themselves up for failure. When you come back to an airport and your only flight is at midnight then I don't think you are very serious about being successful. If you were serious you would try a couple of different times and destinations (say both BOS and JFK) and see what happens.

[Reply](#)**CF says:**

Apr 18, 2019 at 9:05 am

Cblock2 – Buy Alaska? Not that I think this is the right answer at this moment, but I do think acquisition is the only smart way to grow in the west. JetBlue isn't going to come up with a west coast strategy that it grows organically. The best shot is Ontario, but I remain skeptical. And even if it could get more gates at LAX, it shouldn't use it to develop west coast operations. It will get slaughtered behind everyone else.

[Reply](#)**southbay flier says:**

Apr 18, 2019 at 11:28 am

Wouldn't it be the other way around in that AS would be the buyer of B6? ALK has a bigger market cap than JBLU. OTOH, why does B6 need a west coast operation? AS does well for itself without much of an east coast presence. Even if they merged, they have very little operations in the middle of the country and still wouldn't be able to fully compete with the big 3.

[Reply](#)**CF says:**

Apr 18, 2019 at 11:59 am

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southbay – I have no idea and don't care to speculate. It was more of a tongue in cheek comment pointing out that there is no organic west coast strategy opportunity.

[Reply](#)

Ron says:

Apr 18, 2019 at 11:32 am

If JetBlue wanted to grow on the West Coast, they would have done it at Long Beach, but apparently they couldn't grow profitably. Yes, there are constraints (early morning, late night, international), but I don't think that's what stood between JetBlue and profitability. And while I regret the city's decision to block the immigration and customs facility (I live right under the approach to runway 30 and have no issue with international flights buzzing over my house), I also don't buy JetBlue's story as if international flights alone would have made Long Beach into a great hub. At best, these 2–3 flights to Mexico would've allowed JetBlue to squat on the slots for longer while bleeding a little less money.

For whatever reasons, JetBlue couldn't turn a profit in Long Beach despite having a stranglehold on the airport. I don't see how they could do better anywhere else in the L.A. basin.

[Reply](#)

Matt D says:

Apr 18, 2019 at 6:58 am

I still think the real story might be that city of Long Beach's ultimate aim is to close the airport entirely. You have any idea how much that real estate is worth? With MDD and now Boeing long gone, that airport is mostly useless and would be exponentially more valuable (read: economic and tax revenue) being redeveloped as houses, shopping, and business parks.

[Reply](#)

Bill says:

Apr 18, 2019 at 9:23 am

Are there any issues relating to federal grants?

[Reply](#)

PF says:

Apr 18, 2019 at 7:18 am

What's the timeline to award and start utilizing the slots? If it's before August, Southwest may not have the equipment to add additional flights.

[Reply](#)

CF says:

Apr 18, 2019 at 9:05 am

PF – Southwest wouldn't have growth opportunities. It is already utilizing the slots that JetBlue is giving back. But the slots should be award relatively quickly.

[Reply](#)

Rully says:

Apr 18, 2019 at 9:22 am

I am glad the City is enforcing the use it or lose is slot provision.

JetBlue for years has been playing games at LGB and dragging their feet.

Now if only the endless spate of nighttime curfew violations could be dealt with more seriously with even harsher fines.

[Reply](#)

Tim Dunn says:

The slot swap story is perhaps not unlike what happened at SNA years ago. WN jumped on a bunch of slots at SNA that no one else could use and built an impressive operation using temporary slots – until other carriers wanted a piece of the action.

Even if the economics don't really work for a lot of expansion, DL and WN are undoubtedly both interested in security a decent enough slot pool in order to have expansion capability in the LA Basin for years to come. As we just discussed on the LAX terminal article, there is very little additional airspace capacity that will be added to S. California for years to come. LGB might not be at the top of the list but it does have value- and there is a slot process, unlike what exists at ONT.

I predict there will be more interest in LGB for long term strategic purposes than because airlines are on the verge of launching a host of very profitable flights which is where new flights at SNA often fall.

B6 simply is facing too many strategic challenges across its network in order to keep flying a bunch of flights that will be valuable at some point in the future.

[Reply](#)**Ayrman says:**

Apr 18, 2019 at 11:17 am

For a city council to have rejected a FIS facility for fear of more noise, it is baffling that they would change the slot use rules so to force slot holders to make noise or give it back to someone else who will.

[Reply](#)**Tim Dunn says:**

Apr 18, 2019 at 1:07 pm

Love Field put the same restriction on Southwest.

[Reply](#)**MC says:**

Apr 18, 2019 at 11:26 am

Even if Southwest wanted the slots how can they use them with the Max's grounded, they already cancel X number of flights each day so things are tight....Delta could add SEA with the A220 or smaller, Hawaiian could add Another HNL or OGG....American could add another flight from DFW, maybe PHX but DFW is in growth mode at DFW, the most unlikely fit could be CLT, also growing....will be interesting to see how this plays out....

[Reply](#)**CF says:**

Apr 18, 2019 at 11:58 am

MC – Again, Southwest wouldn't grow if it got all the slots. It is already flying those slots today. If it doesn't get all the slots, then it will have to cut back what it is currently flying.

[Reply](#)**Ron says:**

Apr 18, 2019 at 11:55 am

Speaking of Hawaiian, is there a chance they might be interested in an additional frequency to Honolulu? And are they considering connections beyond Hawaii? The reason I'm asking is that I've recently been looking for flights for a family member to travel to Seoul, and it turns out that Hawaiian is the only 1-stop option from Long Beach. Unfortunately the return flights don't connect (too little time on the ground), and anyway, my traveler needs to fly on one of the days that Hawaiian doesn't serve Seoul (they only fly there 5 days a week). But the concept is interesting: yes, flying to East Asia via Hawaii adds a lot of time in the air, but it turns out that the flights are much cheaper than flying nonstop from LAX, and since Hawaiian is a U.S. carrier it may make sense for those flying on limited Federal dollars. So is Hawaiian actively looking at connections beyond Hawaii, or is that just incidental opportunities to fill a few empty seats?

CF says:

Apr 18, 2019 at 12:00 pm

Ron – They don't appear interested. Even if they did, they couldn't push back the arrival later because of the noise curfew.

[Reply](#)

Ron says:

Apr 18, 2019 at 12:10 pm

They could fly overnight if they wanted to, like they do to LAX.

[Reply](#)

CF says:

Apr 18, 2019 at 12:15 pm

Ron – Not when they'd want to. They wouldn't be able to land until 7 in the morning. That would require something leaving well after 11 to ensure the approach doesn't set off the noise sensors. It would also be difficult for aircraft rotations, there would need to be a lot of ground time.

[Reply](#)



JetBlue relinquishes unused LGB slots

Three other airlines contenders for extra flight slots.

Staff Report | April 19, 2019



Last week, airline JetBlue announced it would give up 10 of its 34 flight slots at Long Beach Airport (LGB).

Last November, the Long Beach City Council approved amendments to the Flight Slot Allocation Resolution to prohibit air carriers from conducting operations in a manner that causes the carrier to operate less than the following percentages of its calendar month, quarter and annual pro-rata proportion of its allocated flight slots.

The vote was made to ensure airlines fly the flight slots that they have and avoid “slot squatting.”

The City of Long Beach issued a written statement Tuesday, April 9, in response to JetBlue’s actions.

“We were informed today that JetBlue will be making 10 underutilized flight slots available to other carriers who will be able to fly them in accordance with the amended flight resolution,” said City Manager Patrick West. “JetBlue will continue to fly 24 slots, providing great service out of the Long Beach Airport. We expect very strong demand from airlines currently operating at the Long Beach Airport for each of the 10 flight slots that were made available today and will immediately begin the process to allocate the available slots.”

JetBlue’s minimum quarter use was 70 percent, and officials said the airline was “not on pace” to meet the requirement.

As of press time, waiting lists for the flight slots included Hawaiian Airlines, Delta Air Lines and Southwest Airlines.



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LGB warns of possible measles exposure

Staff Report | April 19, 2019

The Long Beach Department of Health and Human Services (Health Department) has confirmed one case of measles in an individual who traveled through Long Beach Airport (LGB) on two separate occasions while infectious, according to city officials last week.

This person departed from LGB from Gate 11 on Saturday, March 30, at 6:40am on JetBlue flight 1136 and again departed from LGB from Gate 7 on Sunday, April 7, at 6:40am on the same flight.

Individuals present at LGB on March 30, or April 7, between 6am and 8am may be at risk of developing measles because of exposure to this traveler, LGB officials said.

Individuals who may have been exposed at LGB on April 7, and have not exhibited symptoms by April 28, will no longer be considered at risk of acquiring measles, officials added.

There is currently no ongoing risk related to measles at LGB. Only those who were present at the airport during the specific times stated may be at risk of developing the disease.

"Given the recent increase of measles cases both nationally and globally, the best way to protect against becoming infected is by getting immunized," said Anissa Davis, Long Beach City Health Officer. "Talk to your provider to make sure you are up to date with your measles vaccinations. People who may have been exposed to measles and have not been immunized may receive measles immunization to protect against becoming infected in the future."

For more information on measles, visit longbeach.gov/measles.

Leave a Comment



LOCAL NEWS

Union struggle over security at Long Beach Airport could lead to lawsuit against the city

The final decision-maker in the clash will be the City Council at its Tuesday, April 23 meeting.



Long Beach Airport August 6, 2013. (Thomas R. Cordova/Staff Photographer)



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Security at the Long Beach Airport could soon be the source of a lawsuit against the city — if the City Council votes on Tuesday, April 23, to move ahead with a planned reorganization of airport workers.

Under the proposal, the Police Department would manage the airport's security workers, which currently operate as an independent force. The Police Department, once it takes control, would reduce the amount of training the workers get, which could prevent incoming guards from earning their "certified peace officer status." The workers would also not patrol between 11 p.m. and 5:30 a.m., effectively leaving the airport without security guards while it's closed overnight.

ADVERTISING



Replay

This reorganization is one the city has sought for years, arguing the move would better define the roles of public safety officials and make security at the airport more effective.

But the International Association of Machinists and Aerospace Workers, the union tasked with providing non-police security at the airport, has resisted the change, arguing it would cause an unintended ripple effect that could harm public safety and cost the city's taxpayers. It would also, the union has contended, violate federal laws governing airport security.

The crux of the conflict now comes down to stalled negotiations between Long Beach and the union, which met at the bargaining table 10 times during a nine-month period in 2018, despite the labor agreement not expiring until September of this year. The union has refused to budge in arguing against the reorganization, so the city declared an impasse last fall.

The union then pushed for an independent arbiter, who ultimately voted in the city's favor last month. Now city staff wants the council's approval in moving ahead — without the union's blessing.

But if that happens, union representative Richard Suarez said, suing the city is “definitely something the union would be strongly considering.”

What the union says

The way the union sees it, according to Suarez, the reorganization comes down to “some sort of ego thing” for the Police Department.

“Other than just a complete power grab by Chief (Robert) Luna, I don't understand it,” Suarez said. “The only thing this benefits is the financial coffers of the Long Beach Police Department. It doesn't add any security to the airport. As a matter of fact, it takes it away.”

Suarez said the restructuring would reduce the training the airport security guards receive, currently about the same as what a police officer undergoes — which would limit the guards' ability to become certified peace officers. While all sworn police officers are also certified peace officers, not all certified peace officers are sworn police, under state regulations.

The union's position is that, in addition to being detrimental to public safety, lowering the training threshold would violate a federal law requiring airport officers to have a similar level of training to local law enforcement officers who perform similar duties.

The union also believes, Suarez said, that the reorganization, which would revoke the guards' authority to conduct traffic stops, would break a federal law that calls for a committed law enforcement presence at the airport.

City Attorney Charlie Parkin did not respond to a request for comment on the union's legal concerns.

For Suarez, the downgrades in training and authority — on top of his allegations that they break the law — would be harmful to public safety.

“We believe that’s a disservice to the community,” he said. “Specifically, at a location such as an airport, the last thing you want is a lesser-trained security officer.”

How the city sees it

Long Beach’s Human Resources Department, which made the official recommendation to the City Council to move forward with the change, disputes that characterization.

The Long Beach Police Department cancelled a scheduled interview with the Press-Telegram on the topic after learning the city’s Human Resources Department had already given an interview. The Police Department later declined to comment.

“The whole issue of the training was something that was discussed quite a bit during the negotiations,” said Alex Basquez, the city’s director of Human Resources.

“Ultimately, the Police Department will be providing the (security officers) with the training necessary for them to carry out their duties.”

Jim Foster, president of the city’s police union, agreed.

“The department has assured all parties that the (guards) will continue to receive the appropriate training for security officers,” he said.

Suarez also said that because police officers earn more than the security guards, the change would cost the city more money. But he did not have the specific figures to back up that claim.

Basquez said she doesn’t understand the logic behind that argument.

“I’m not really understanding that concern,” she said. “This item is not proposing to change the number of (guards) at the airport, so I’m not really sure where that concern comes from.”

How the change could help public safety

While Suarez and the rest of the union argues against the reorganization in the name of public safety, Long Beach — and the police union — say public safety is exactly why the change is necessary.

“We think there will be better coordination of resources and personnel and training for the staff” with a single chain-of-command, Basquez said. “We just think it’s overall a more effective way to manage the security needs for the airport.”

Foster, from the police union, took it a step further.

“The easy answer is there is only one Police Department in the city,” he said. “To have multiple little groups doing their own thing, I think, is unsafe.”

Foster said bringing union workers at the airport under the department’s supervision will prevent what he called “mission creep for security officers.”

There are two important things the police union is considering with this restructuring, he said. The first is “a chain-of-command, meaning, when things are operational, the police are in charge.”

The second, Foster said, is “to make sure roles are defined. So police officers are doing what police officers are trained to do, and security officers are doing what security officers are trained to do.”

While police officers are in charge of handling crime when it happens, he said, security officers are meant to be more of a deterrent.

“They’re there to control access points, to assist the public as necessary,” he said, “but when there is crime-fighting, or crime-investigating to take place, that is a function of the police.”

It all comes down to the City Council

While the conflict appears to come down to a power struggle between the airport’s security guards and police officers — both claiming they have the argument of public safety on their side — the final decision-maker in the clash will be the City Council.

If the panel approves the transition on Tuesday and the union sues Long Beach, Basquez said, her office will work with the City Attorney’s office to determine where to go from there.

If, on the other hand, the council is swayed by the union’s arguments and votes against her recommendation, Basquez said, “I think we will have to reconsider the reorganization.”

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LONG BEACH AIRPORT

April 22, 2019

City Council may integrate airport security with police department, despite union pushback

by **Stephanie Rivera** in **City**



For years the city has been trying to reorganize Long Beach Airport’s public safety personnel under the purview of the police department, but has been met with pushback by union representatives because of proposed changes to employee roles and training.

A final decision will now be left to the City Council on Tuesday when it votes to authorize the proposed implementation despite the possibility that it may be challenged through legal or administrative proceedings, at which point the integration would be suspended until the matter is settled.

If the council votes to authorize the plan, it would mean that armed special service officers under the Airport Security Division and the Airport Police Detail will be combined to be the Airport Police Section reporting to the Long Beach Police Department, according to a report by the Director of Human Resources Alejandrina Basquez.

The city first proposed the reorganization in 2015 with the intent to create a single structured chain of command, better coordinate resources and personnel as well as provide consistent security policies and procedures, according to the report.

City officials received approval from the Police Officers Association but were met with pushback from the International Association of Machinists and Aerospace Workers, which represents the special s officers.

Despite 10 negotiation sessions throughout 2018, the city and union representatives found themselves at an impasse. That resulted in a request by IAM for a fact-finding panel consisting of a neutral party, the IAM and a city representative.

A report by the panel that was submitted last month found the city was within its right to implement the proposal.

"Looking at other agencies it is clear that a majority of other California airports do not use [security officers], instead relying on police department or sheriff's department personnel to provide the function," said neutral panel chair Tony Butka.

It also found three issues in dispute with regard to the special security officers: limited training, an end to traffic patrol duties, as well as changes to their badges.

In his dissenting letter, IAM's president Sal Vasquez, who represented the union on the panel, said the recommendations violated federal regulations.

"The Union implores those who are considering this recommendation to review the Union's full post-fact-finding brief which raises a host of concerns about the city's last-best-final offer, as well as the City's overall course of conduct throughout these negotiations," Vasquez stated in his letter.

The City Council will discuss the issue during its 5 p.m. meeting on April 23 at Council Chambers, 333 W. Ocean Blvd.

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



CLOSE TO HOME: CLIMATE CHANGE IN LONG BEACH



Susan Moffett sits with her dog in her drought tolerant front yard garden in the Rose Park area of Long Beach. Photo by Thomas R. Cordova.

DROUGHT

April 22, 2019

Drought will become the norm by mid-century as the planet warms

by **Kelly Puente** in **Climate Change**



This story is part of a Long Beach Post multi-part series, "Close to Home: How climate change is shaping the future of Long Beach." For the full series, click [here](#).

In a sea of grassy lawns in Long Beach's Rose Park neighborhood, Susan Moffett's yard is a drought-tolerant retreat dotted with lavender, rosemary and pink-flowered abutilon plants.

Originally from the Midwest, Moffett grew up with suburban green lawns, but as a landscape designer, she said drought tolerant plants are the necessity in Southern California.

"A lot of people don't realize the magnitude of our water shortage," she said. "We all have a responsibility to conserve water."

One particularly perilous effect of climate change is the fact that Southern California is expected to become much hotter and drier in the coming decades.

Rainstorms will be less frequent but more intense, leading to flooding and increased stormwater runoff. Regional temperatures could rise four degrees in the next 30 years, melting snowpacks and further reducing the state's water supplies.

If Long Beach doesn't prepare now, the city could see critical fresh water shortages by mid-century.

That was the message in a study released last year as part of the Long Beach Climate Action and Adaptation Plan ¹². The city-wide effort last year featured a series of public workshops on how Long Beach can prepare for climate change. A final action plan is expected to be approved by the City Council later this year.

Storm Water Runoff



Conservation is key

As far as the city's water situation, officials are working on projects large and small to help conserve the precious resource, said Chris Garner, the Long Beach Water Department general manager.

"Conservation is a way of life in California and that's going to be our mantra going forward, not just in drought years but every year," he said. "It's conservation, conservation, conservation."

Garner said the city is now working on a water resource plan that will be a blueprint for future conservation. They're currently figuring out what works, and what's still too expensive.

Desalination, for example, is costly and inefficient for Long Beach, he said, but the technology could improve in the future.

Another hurdle is recycled water—only about 7 percent of the city's supply comes from recycled sources. Garner said the city will eventually need to expand its recycled water lines, but for now, buying imported water is cheaper.

Long Beach still remains largely dependent on imported water. About 40 percent of the city's water supply comes from the Colorado River and Sierra Nevada watersheds, but those sources could be drastically reduced in the future due to climate change, he said.

While Long Beach has a good supply of groundwater, which makes up about half of the city's supply, that source could also fall short in the future due to rising temperatures and evaporation.

"It's something that definitely worries me," Garner said. "That's why we're going to invest as much as we can in our local wells. Right now our groundwater is our cheapest source."

Garner said the city will need to come up with innovative ideas to become less reliant on imported water. But overall, Long Beach has done well with conservation, he said.

While the population has jumped 40 percent since the 1950s, the city uses roughly the same amount of water as that time period thanks to conservation efforts.

In one big project this year, the water department is in the process of switching out every water meter in Long Beach for “smart meters” that can detect the tiniest leaks, Garner said.

“These new meters are so sensitive they can even tell when someone flushed their toilet, so we hope it will be an eye-opener for people to see how much water they’re using,” he said. “Every little bit counts.”

Sustainable landscapes

The city is also continuing its “lawn-to-garden” program, offering residents up to \$6,000 in rebates for converting lawns to sustainable landscapes.

More than half of all water use goes toward landscaping in a typical California home. With the ability to reduce water use by 70 percent per square foot, sustainable landscapes will become more important to offset drought and extreme heat conditions caused by climate change, according to a city report.

Moffett, who owns Dirty Roots Gardening, said she has many clients who are taking advantage of the city’s \$6,000 rebate. While in the past people may have viewed drought tolerant landscaping as unattractive, Moffett said customers are often surprised to see the range of beautiful, Mediterranean plants that are drought tolerant.

The yards can run from very low maintenance to those that require a little more effort.

“There’s a plant for any situation,” she said.



Susan Moffett on her home's front porch overlooking her drought tolerant garden. Photo by Thomas R. Cordova.

Big conservation projects

Some of the larger projects in Long Beach involve capturing stormwater, an effort that will become more vital as the region experiences fewer but more intense rainstorms.

Billed as one of the first of its kind in size for a city, the Long Beach Municipal Urban Stormwater Treatment (LB-MUST) Project is set to be built on the Los Angeles River south of Shoemaker Bridge.

The \$30 million project will use underground pipes to capture and treat stormwater runoff that would normally be lost in the Los Angeles River. The water can then be used to preserve and restore coastal wetlands.

Melissa You, a stormwater compliance officer with the city's public works department, said the project is still in the design phase.

In another major project, Los Angeles County is currently building large galleries underneath the Long Beach Airport to capture runoff from surrounding Signal Hill and Long Beach streets.

Once completed, the project will be able to capture more than 33 acre-feet of stormwater, which can be cleaned and used to recharge local groundwater. One acre foot of water is equal to about 326,000 gallons, which can sustain two average households for a year.

The Metropolitan Water District of Southern California, the country's largest supplier of treated water, is examining the impacts of climate change on major sources such as snowpacks and rivers, said Brad Coffey, who leads the agency's water resource management program.

Coffey said the agency is part of a Drought Contingency Plan to conserve the Colorado River, which supplies about 25 percent of the water used in Southern California. The river has already seen its flows drop dramatically and its supplies are expected to further decrease as temperatures warm.

The plan, a massive collaboration between the seven states and various water districts that depend on the river, will work to boost storage levels in Lake Mead and Lake Powell and prevent reservoirs from reaching critical levels.

In other preparations, Coffey said, the agency is investing in more water storage and incentivizing businesses and homeowners to change the way they use water outdoors.

"Moving forward, water conservation is largely going to focus on residential and commercial outdoor use," he said. "If we work to transform our landscapes, we'll use much less water in the future."

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JetBlue Surrenders Ten Flight Slots At Long Beach Airport

■ By **PIERCE NAHIGYAN**
Staff Writer

JetBlue Airways has relinquished 10 flight slots at Long Beach Airport (LGB). The voluntary forfeiture was made after the air carrier failed to meet the city's new minimum use requirement for flight operations at LGB, effective January 2019. Under the Flight Slot Allocation Resolution, commercial and cargo carriers are required to use their allocated flight slots at least 70% of the time per calendar quarter. JetBlue did not meet the requirement in the first quarter of 2019, and on April 9 announced that it would give up seven permanent and three supplemental flight slots.

Philip Stewart, manager of corporate communications at JetBlue, told the Business Journal that the airline intends to use its 24 remaining flight slots at LGB in accordance with the reduced flight schedule the company announced in April 2018. "The changes were made following the city's decision to vote down our proposal for a customs facility at the airport," Stewart said, referring to a proposed federal inspections services facility that would have enabled LGB to provide international flights. The Long Beach City Council voted against the facility in January 2017. "Our restruc-

tured schedule . . . meets customer demand, while also operating within the limitations of domestic-only flying in Long Beach," Stewart said.

The city's Airport Noise Compatibility Ordinance permits a total of 50 daily flights among commercial and cargo air carriers at LGB. This includes 41 permanent flight slots and nine supplemental slots. Supplemental flight slots, unlike permanent flight slots, can be revoked depending on the "noise budget," or maximum amount of noise that aircraft generate throughout the day, Interim Airport Director Claudia Lewis explained. Cargo carriers FedEx and UPS use one permanent slot each. The remaining 48 slots are used by the five commercial carriers that operate at LGB: JetBlue, Hawaiian Airlines, Delta Air Lines, Southwest Airlines and American Airlines.

Under the old requirements for flight slot utilization, carriers had to use a slot to fulfill at least four flights per week over any 180-day period, or 57% of the time over six months. In a November 2018 report to the city council, former LGB Director Jess Romo noted that this state of affairs "arguably provides for the potential to engage in anti-competi-



By relinquishing seven permanent slots and all of its supplemental slots, JetBlue has paved the way for its fellow carriers to increase their available flights in the City of Long Beach. (Photograph by Brandon Richardson.)

tive behavior by maintaining flight slots that are underutilized." In other words, one airline could prevent another from offering more flights by effectively "squatting" on its unused slots. Interim Airport Director Claudia Lewis said that this not only created a disadvantage for affected airlines, but also reduced the capacity and utility of the airport.

In November, the city council amended the airport's allocation resolution to set new minimum use requirements. Now air carriers must use their slots at least 60% of the time each month, 70% each quarter and 85% each year. The ordinance also states that carriers failing to meet this standard may have their slots revoked or reduced, and potentially disqualified from receiving further slots. "Increasing the utilization requirements creates a fairer playing field and makes those slots not being used available to a carrier that would use them most," Lewis said.

For years, JetBlue has held the majority of flight slots at LGB, which is the airline's regional headquarters. The slots it forfeited were already being used by other airlines on a temporary, monthly basis, city staff explained in an April 10 statement. Beginning in October, these slots may become permanently available to the airlines, with Hawaiian, Delta and Southwest waitlisted for priority. "This is an opportunity to diversify the airport's business model and create a better balance among airlines that service LGB," Lewis said.

When asked how she would characterize the airport's relationship with JetBlue, Lewis said, "We appreciate our partnership with JetBlue, just as we do all carriers that service LGB. We respect the fact that they, like any other carrier, have to make decisions to better position themselves in a competitive market like the one we are fortunate to have at LGB." ■

Within Two Weeks, City Council Tackles Parking, Acute Care and Labor Agreement

■ By **ALENA MASCHKE**
Staff Writer

In the past two weeks, the Long Beach City Council discussed numerous large contracts, citywide policy proposals and staff research on a variety of topics.

During their regular meeting on April 9, councilmembers unanimously approved a motion by 9th District Councilmember Rex Richardson to research possible incentives for expanding access to urgent care in neighborhoods that have limited traditional acute care facilities such as hospital emergency departments. The item was originally scheduled for review on April 2, but was among several items pushed to the following session as a result of extensive public comment and council discussion regarding a proposed tenant relocation assistance policy.

In the same meeting, the council also approved a six-month moratorium on new drive-through constructions in the city. Nine projects, for which conditional use permit applications and corresponding fees were submitted prior to the vote, were exempted from the temporary freeze. The effort to put a pause on permits while the city formulates new drive-through regulations was spearheaded by a coalition of community groups, including Long Beach Forward, United Cambodian Community and Coalition for a Healthy North Long Beach, and received support from the Long Beach Planning Commission.

A long-lasting effort to regulate hotel worker safety requirements in the City of Long Beach entered a new phase on April 9, when the city council

completed its first reading of an ordinance amending the city's municipal code. The proposed changes, which were crafted by the city attorney in response to a request by the city council on November 20, 2018, would add an anti-retaliation clause to the existing regulations. The amendment would also expand the definition of a hotel employer to include owners and operators of "premises connected to or operated in conjunction with the hotel's purpose." The original ordinance, which required hotel employers of all sizes to furnish guest rooms with panic buttons for worker protection, was passed by the city council on November 13, 2018.

On April 16, Long Beach Mayor Robert Garcia proposed new appointees to the Belmont Shore Parking and Busi-

ness Improvement Advisory Commission, as well as the Cultural Heritage, Economic Development, Pacific Gateway and the Senior Citizen Advisory Commissions, which were unanimously approved by the city council.

During the same meeting, the city council requested that the city manager begin implementing priorities identified as part of a part of the Downtown Parking Study. The study, which covered Downtown Long Beach and the neighborhood of Alamitos Beach, identified seven steps to mitigate parking issues in the surveyed neighborhoods. As a result of the council vote, the city manager will proceed in promoting long-term and overnight parking in city garages, initiating local discussion of a parking

LOCAL NEWS

Long Beach holds off on reorganizing its airport security staff amid union concerns

The airport's non-police security force believes the change would harm public safety. Long Beach and its Police Department say otherwise.



Long Beach Airport (File photo)

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

PUBLISHED: April 23, 2019 at 8:13 pm | UPDATED: April 23, 2019 at 8:14 pm

A [long-simmering struggle](#) between Long Beach and the union representing the local airport's non-police security force went before the City Council on Tuesday, tasking the panel with bringing the conflict to a close — whether the union approved or not.

But the panel ultimately decided in a 8-0 vote, with Councilwoman Suzie Price absent, to postpone that decision to an undetermined date, possibly sometime in May.

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The vote to delay came after city staff recommended the council approve a resolution at its weekly meeting that would reorganize the security team at the Long Beach Airport without the union's blessing, after more than a year of negotiations failed to bring the association on board with the change.

During Tuesday's meeting, the rift between the union and the city was on full display. City Manager Pat West and Police Chief Robert Luna assured council members that some of the concerns the union had expressed — including that the new structure would impact the hours that security staff are assigned at the airport and that guards would receive less training because of the change — were not based in fact.

"I would not be putting my name to anything that I didn't think would be advantageous to our entire community," Luna said. "It is our intent to keep the airport safe 24/7."

But union representative Richard Suarez insisted during public comment that it was city staff who was misrepresenting the truth.

"There is a significant amount of information that's being withheld from this council," Suarez said, "and I think it needs to be explored."

The dispute came after years of planning on Long Beach's part for the restructuring, which would bring the security guards at the airport under the Police Department's supervision, effectively creating a single chain-of-command for airport security. The city's Human Resources Department and its police officers have argued the change would better differentiate the guards' tasks from police duties, making the airport safer.

During Tuesday's meeting, West said he felt it was important for a security force that is tasked with maintaining public safety — and carries firearms to support that mission — to be supervised by a team with expertise in that arena.

The union, on the other hand, raised concerns that the change would violate federal laws that both require airport officers to have a similar level of training as local law enforcement who perform similar duties and call for a committed law enforcement presence at the airport.

But Irma Rodriguez Moisa, an attorney that Long Beach retained to assist with the negotiation process, said she believed the city would be legally in the clear to move ahead because the law gives cities the discretion to determine their own airport security plans.

Along with those worries, the union maintained the concerns it raised throughout the negotiation process. A [fact-finding report](#) that was compiled at the union's request — which ultimately sided with the city — did not dispute the association's claims that the change would impact staffing between the hours of 11 p.m. and 5:30 a.m., or that it could reduce the amount of training that guards receive.

In their decision to hold off on moving forward with the reorganization, Mayor Robert Garcia and the council said they hoped the extra time could be used to find a compromise that both sides could agree on.

"Hopefully there's some opportunity between now and when this comes back for the (union) as well as our Human Resources Department to talk about, hopefully, some amicable solutions so that we can move this forward," Councilman Al Austin said.

Whether that can happen is an open question. During an interview last week, Long Beach's Human Resources Director Alex Basquez said that if the City Council ultimately declines to implement the change, the city will have to go back to the drawing board.

Meanwhile, Suarez said that if the council moves forward with the change, the group would "be strongly considering" suing Long Beach.

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By City Year



Brenna used her education award to experience the vibrant wildlife and culture of East Africa.



Hayley Munguia

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


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Long Beach Airport Traffic Down 19%

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

Tuesday, April 23, 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 19% in March to 290,000 passengers; traffic in the first quarter was down 18% to 805,000 passengers.

JetBlue Airways, the largest carrier at the airport with 57% of total March traffic, saw a 40% drop last month with 166,500 passengers.

JetBlue traffic looks to fall more; it said earlier this month it will cede 10 of its 34 slots at the facility; the space will be offered to other airlines serving the city-owned airport.

Southwest flew 82,000 people in March, up 78% year-over-year and 28% of the total. Hawaiian Airlines carried 10,300 passengers, and the other two airlines, American and Delta, carried the remaining 30,500.

Charter flying from Long Beach increased 11% to 359 passengers last month.

Cargo carried by FedEx and UPS surged nearly 15% in the month to 1,804 tons, while year-to-date cargo is up 13% to 5,168 tons.



LONG BEACH POST



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The Long Beach Airport could have a new security structure if the City Council votes to integrate existing security into the Long Beach Police Department's oversight.

LONGBEACH AIRPORT

6 hours ago

City Council postpones vote that could integrate airport security with LBPD

by Jason Ruiz in News



Any change to who oversees security at the Long Beach Airport will have to wait at least one more month after the City Council voted Tuesday night to postpone possibly integrating airport security into the Long Beach Police Department.

The issue has been a focus of tension for years between the city and the International Association of Machinists and Aerospace Workers, a union representing over 2,000 city employees including officers at the airport.

The police department believes that having the special services officers who currently work at the airport, and report to the airport director, brought under the control of the department would streamline reporting process and potentially make the airport safer.

The union maintains the proposed integration would strip its security officers of training and arrest powers which could undermine the safety of travelers at the airport. Any vote to integrate is not expected to change the compensation for current airport security officers.

City Council may integrate airport security with police department, despite union pushback



The City Council on Tuesday will vote on whether to allow the reorganization that airport union representatives claim violates federal regulations.



Long Beach Post



Long Beach Police Department Chief Robert Luna said integrating the airport workers would not be unprecedented as the department currently has about 120 security officers working under the LBPDP umbrella. If the council eventually moves forward with the plan it could bring another 27 officers under LBPDP control.

"I would not be putting my name to something that I didn't think was going to be advantageous to our entire community as far as safety goes," Luna said. "The Long Beach Airport is ours and it is our intent to keep that safe 24/7."

Luna focused on the 24-hour aspect of his comment, suggesting that the media had mischaracterized language in city documents by stating that LBPDP officers, if the deal went through, would not be present at the airport at all hours.

Union representatives pointed to this in a rebuttal letter submitted to the council noting that airport security officers would be assigned to the airport from 10 p.m. and 5 a.m. Combined with some of the security team's arrest powers and reduced training under the proposed deal, the union said the vote could violate federal law that requires that law enforcement be present at the airport regardless of the time of day.

Richard Suarez, the western territory representative for IAM, said that the proposal would also replace rigorous state peace officer training with an insufficient amount of course time proposed by the police department, which could have negative impacts on safety and liability at Long Beach Airport.

"This is a training that was imposed by this city for these SSOs [special service officers]," Suarez said. "Taking that away, taking their authority away is an injustice and that we believe would be an issue of security. I believe that the airport is safe today but I don't believe that the airport will be safe if you reduce training from 660 hours to 30-60 hours,"

Members of the public who spoke to the item were uncomfortable with the idea of the LBPDP taking over leadership of airport security, with some stating that the presence of law enforcement could lead to some minority travelers feeling discomfort when passing through the airport and other unintended consequences.

James Suazo, a member of the Long Beach chapter of the Democratic Socialists of America, pointed to a report that showed a disproportionate amount of arrests made by the department along the Metro Blue Line after it entered into a contract to police the line. While only patrolling about four miles of track in the 98-mile system the LBPD had logged over half of all arrests between July 2017 and September 2018.

Long Beach police responsible for over half of all Metro arrests since July 2017



While only policing about 4 miles of track and eight rail stations, the LBPD logged 1,450 arrests in the last year—which amounts to more than half of all arrests throughout the 98-mile, 93-station rail system.



Long Beach Post



He characterized the effort for the LBPD to take over as the supervising department as an orchestrated takeover that could damage the airport's reputation for being one of the safest and most enjoyable travel experiences in the country.

"Knowing all of this, I can't help but wonder why we would risk the reputation of our community asset and giving more authority to the city's biggest liability," Suazo said.

The item could be heard as soon as next month as a postponement was agreed to by the City Council while details about a vote could be worked out. While support for a possible integration of security at the airport could be divided when the item is brought back before the council, the image of the airport as safe and the current security presence that has kept it safe for the last four decades was unified.

"If we did not have a safe airport we would not have an airport," said City Manager Pat West. "Our airport would be shut down so fast if we didn't have an ability to provide safety. There's no such thing as an unsafe airport. If you have an unsafe airport then the airport's gone. You don't have an airport."

Jason Ruiz covers City Hall and politics for the Long Beach Post. Reach him at jason@lbpost.com or [@JasonRuiz_LB](https://twitter.com/JasonRuiz_LB) on Twitter.

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http://www.gazettes.com/news/government/council-delays-decision-to-transfer-long-beach-airport-security-to/article_f7ec00d8-66af-11e9-8648-b7e09b722bbc.html

Council Delays Decision To Transfer Long Beach Airport Security To Police

By Hayley Mungaia
Special to the Grunion 5 hrs ago



A long-simmering struggle between Long Beach and the union representing the local airport's non-police security force went before the City Council on Tuesday, tasking the panel with bringing the conflict to a close — whether the union approved or not.

But the panel ultimately decided in a 8-0 vote, with Third District Councilwoman Suzie Price absent, to postpone that decision to an undetermined date, possibly sometime in May.

The vote to delay came after city staff recommended the council approve a resolution at its weekly meeting that would reorganize the security team at the Long Beach Airport without the International Association of Machinists and Aerospace Workers (IAM) union's blessing, after more than a year of negotiations failed to bring the association on board with the change.



During Tuesday's meeting, the rift between the union and the city was on full display. City Manager Pat West and Police Chief Robert Luna assured council members that some of the concerns the union had expressed — including that the new structure would impact the hours that security staff are assigned at the airport and that guards would receive less training because of the change — were not based in fact.

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Meanwhile, Suarez said that if the council moves forward with the change, the group would "be strongly considering" suing Long Beach.

CDPH urges Californians traveling internationally to be fully vaccinated against measles

The report comes more than a week after LGB announced exposure.

Staff Report | April 26, 2019



The California Department of Public Health (CDPH) urged Thursday in a press release that Californians take precautions against measles, adding that "vaccination is especially critical for those who plan to travel internationally."

In 2019 to date, there have been 38 cases of measles in California, CDPH officials stated. This is an increase of 15 cases from last week and compares with 11 cases at this time in 2018. Of the 2019 cases, 14 cases were in international travelers, 22 cases were due to spread from travelers to persons in California and two cases are of unknown source.

Measles is currently widespread in many countries.

The report comes more than a week after Long Beach Airport announced there was a risk of measles at its terminal as a result of a passenger earlier this month, as reported by the *Signal Tribune*.

"Vaccination is the only way to ensure you and your family members will not get measles," said Karen Smith, state public health officer and CDPH director. "Many countries are currently experiencing widespread measles activity. Make sure you and your family are fully vaccinated before traveling internationally, and contact your healthcare provider immediately if anyone develops a rash and a fever while you are abroad or when you return."

The international travel associated with the 2019 California cases include India, Cambodia,

Thailand, Philippines, Vietnam and the Ukraine.

"Overall, California has a relatively high vaccination rate for measles," Smith said.

"Approximately 95 percent of all children entering kindergarten in California have received the necessary two doses of measles vaccine. Our vaccination rates have helped to stop the spread of measles in California. However, as evidenced by the outbreaks to date, the remaining unvaccinated and under-vaccinated Californians are at risk. Vaccination is the best way to stop the spread of this highly contagious and serious virus."

The CDPH stated that it encourages individuals returning from international travel to call their healthcare provider for advice and avoid contact with other people if measles symptoms develop. Measles begins with a fever that lasts for several days, followed by a cough, runny nose, conjunctivitis (red eye) and a rash. The rash typically appears first on the face, along the hairline, and behind the ears and then affects the rest of the body. Infected people are usually contagious from about four days before their rash starts to four days afterwards, the CDPH stated.

The Centers for Disease Control and Prevention's recommendations and guidance for the measles vaccination can be found at cdc.gov/vaccines/vpd/mmr/public/index.html.

California data on measles is updated weekly and can be found at cdph.ca.gov/Programs/CID/DCDC/Pages/Immunization/measles.aspx.

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City of LB, LA Metro to host Beach Streets event on Pacific Avenue on April 27

[of-lb-la-metro-to-host-beach-streets-event-on-pacific-avenue-on-april-27/](#)



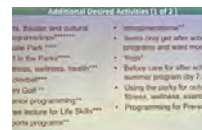
LBCC rolls out initiative to connect students with employers

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Public invited to candidate forum between 33rd District State Senator candidates

[invited-to-candidate-forum-between-33rd-district-state-senator-candidates/](#)

The Wrigley Area Neighborhood Association (WANA) recently announced that it will host a public candidate forum on Monday, May 6, at 7pm between 33rd D...



City of SH to host progress-report meeting on Parks Master Plan

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LB Area Chamber of Commerce hires government affairs manager

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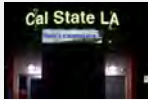
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Los Angeles area is on 'high alert' after measles exposures

April 27, 2019



Beto O'Rourke's first official policy plan is a doozy

12:15 p.m.

Trump is actually losing Texas to Joe Biden in this poll

11:16 a.m.

Trump campaign manager Brad Parscale thinks the Southwest is the new Midwest

10:39 a.m.

MSNBC's Joe Scarborough passionately insists Trump is 'trying to move people to violence'

10:17 a.m.

A majority of seniors now say they definitely won't back Trump in 2020

10:16 a.m.

The Buttigieg backlash is beginning

9:59 a.m.

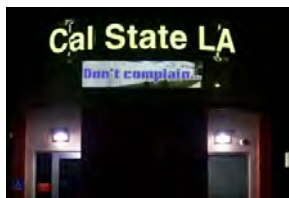
Michael Cohen asks why he's going to prison when 'I'm not the one that slept with the porn star'

9:04 a.m.

MEASLES

Los Angeles area is on 'high alert' after measles exposures

April 27, 2019



FREDERIC J. BROWN/AFP/Getty Images

Southern California is dealing with an outbreak of the measles, and residents of the Los Angeles region are [reportedly on high alert](#).

The University of California, Los Angeles and California State University at Los Angeles [have both quarantined](#) hundreds of students, faculty, and staff. The decisions result from fears that they may have been exposed to the contagious disease earlier this month. The universities are beginning to clear many of those initially quarantined and most people, once their immunizations are confirmed, will be able to return to campus within 48 hours. But those who have not confirmed their immunizations could be asked to remain out of contact with others for up to 21 days, [The Washington Post reports](#).

There have also been possible exposures at two of the region's major transportation hubs, LAX and Long Beach Airport, but there does not appear to be any risk of outbreak associated with either airport, [ABC7 reports](#).

Several other regions of the United States have experienced recent outbreaks of the measles. [The Post reports](#) there have been 695 cases reported across 22 states. That is the highest number of cases in a single year since the disease was considered eliminated in 2000. —*Tim O'Donnell*



STEP ONE