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Public Affairs Highlights and Initiatives September 2017

Government Affairs:

1. Attended Citywide Communications Meeting
2. Attended Team Long Beach Meeting
3. Attended City-County Communications and Marketing Association (3CMA) Conference, September 6-8
4. Exhibited at Airports Council International - North America (ACI-NA) Conference, September 17-20
5. Planning with Health Department on Airport Homeless-Prevention Change Receptacles
6. Planning for Parking Structure A Ribbon Cutting

Community Outreach:

1. Participated in Council District 3 Belmont Shore Car Show, September 10
2. Participated in READY Long Beach, September 16
3. Participated in Council District 7 Fiesta in the Park, September 16
4. Participated in Miller Children's Hospital Flames of Hope project for patients and families in their children's cancer ward
5. Historical Society Long Beach Remembers Pearl Harbor exhibit and Long Beach Airport's contribution continues
6. Volunteers led four group tours of the airport in September
7. Festival of Flight logistics and planning continues
8. Plane Pull Wrap Up Meeting – total raised for Southern California Special Olympics = \$140,000

Media:

1. Huntington Beach residents say excessive airplane noise is hurting their quality of life; *Los Angeles Times* 9/14/17
2. FAA decision to reroute flights infuriates residents; *Los Angeles Times* 9/19/17
3. Man taken to hospital after helicopter crash at Long Beach Airport; *Press-Telegram* 9/20/17
4. Pilot suffers minor injuries after crashing helicopter at Long Beach Airport; *Long Beach Post* 9/20/17
5. Helicopter plummets 50 feet, lands hard at Long Beach Airport; *mynews1a.com* 9/20/17
6. Helicopter rolls at Long Beach Airport, minor injuries reported; *Gazette*

Newspapers 9/21/17

7. Airport Advisory Commission Requests City Prosecutor to Review How JetBlue Fines are Distributed; *Long Beach Post* 9/22/17
8. Ed Goldman: On Long Beach Airport and (news) paperless hotels; *Sacramento Business Journal* 9/22/17
9. LAX, Long Beach Airport passenger traffic surged in August; *Los Angeles Business Journal* 9/28/17
10. Long Beach Airport August traffic up, *Orange County Business Journal* 9/28/17
11. Local Airports report jump in passenger traffic; *L.A. Biz* 9/29/17
12. Social Media:
 - Facebook is up to 15,973 likes
 - The best post in September had a reach of 13,299 with 230 reactions, comments, and shares.
 - Notable events: Belmont Shore Car Show, Fiesta in the Park, LGB Live!, and Cosmic Girl Departure
 - Twitter is up to 11,207 followers
 - The best tweet in September generated 4,103 impressions, 15 retweets, and 15 likes
 - Tweets in September generated over 72,900 impressions
 - Instagram is up to 3,475 followers
 - In September, posts averaged 74 likes each.
 - The most popular post earned 173 likes and 175 engagements, and 1,128 impressions.

Advertising/Marketing:

1. *Long Beach Business Journal*; quarter page, full color ad, September 12 and September 26 issues
2. Economic Impact Report brochure, continued editing and updating design
3. Festival of Flight online ads
4. Upcoming billboard design in progress
5. Sunrise Airside Photo Shoot for upcoming "billboard" and creative ad
6. Parks and Rec Connect program schedule, full page, full color ad, Winter '17 issue
7. Los Angeles Chargers program, ½ page, full color ad
8. Centro CHA Nuestra Imagen Awards 2017 program, full page, full color ad
9. Long Beach Convention and Visitors Bureau guide, full page, full color add

Video Production:

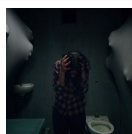
1. Working in tandem with the noise division to produce a helicopter video to portray best practices amongst helicopter pilots using the Redondo corridor



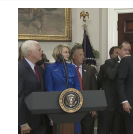
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T 562.570.2600 F 562.570.2601 lgb.org



Everything you need to know about 'The New Mutants' from its first trailer



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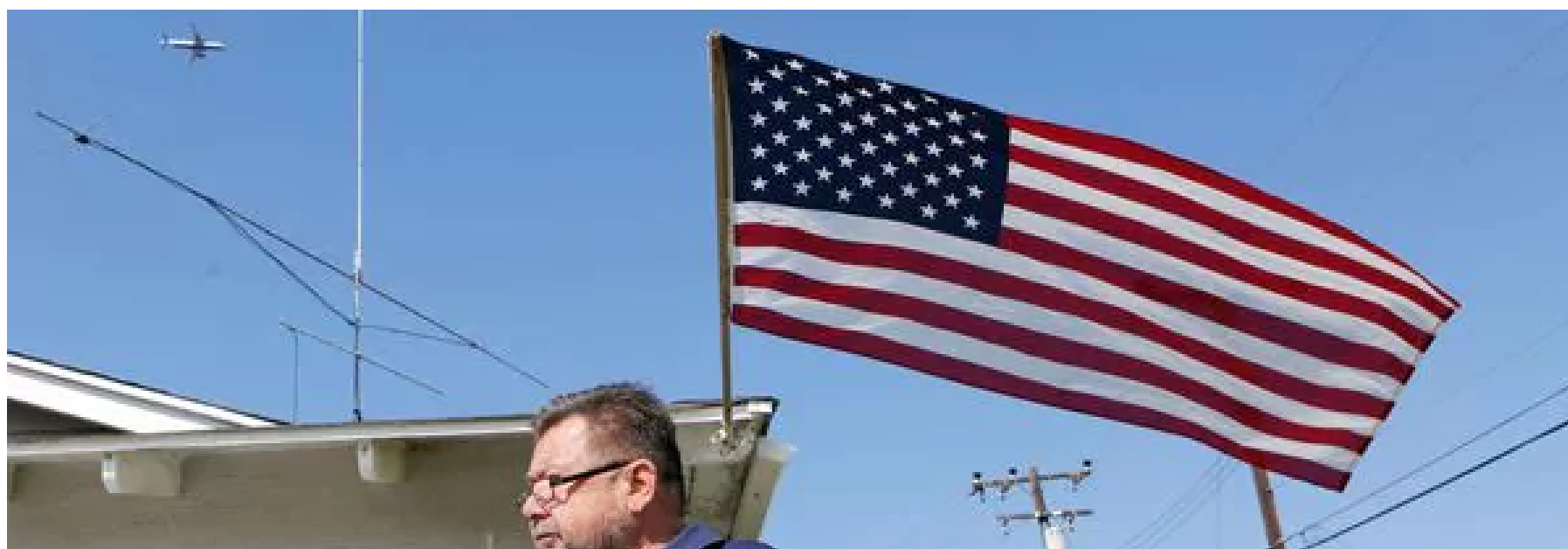
Huntington Beach residents say excessive airplane noise is hurting their quality of life

By BEN BRAZIL

SEP 14, 2017 | 06:30 PM



Rate Our New Look





Mario Tabernig stands in his front yard in Huntington Beach as an airliner passes over on Thursday. Tabernig and other residents believe new Federal Aviation Administration air traffic procedures are causing excessive airplane noise in the city. (Raul Roa / Staff Photographer)



For some Huntington Beach residents, a barrage of airplane noise is becoming all too familiar since the Federal Aviation Administration rolled out new air traffic procedures over the past year.

"You can hear it through the house, even when all the doors and windows are closed," said Kent Farnsworth, 75, who has lived in the same home on Tomas Lane for more than 50 years.

His wife, Rita, 74, said the planes flying over have become more frequent and seem to fly lower. They also appear to be flying at later times, around 9 and 10 p.m., she said.

"You can't hear the television, you can't carry on a conversation," she added.

Residents contend that what they see as a rise in airplane frequency and noise over the city is a symptom of the FAA's implementation of the [Southern California Metroplex project](#).

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The FAA says the new air traffic system covering the region's airports, including Long Beach and John Wayne, will shore up inefficiencies, saving fuel and reducing carbon emissions and flight delays.

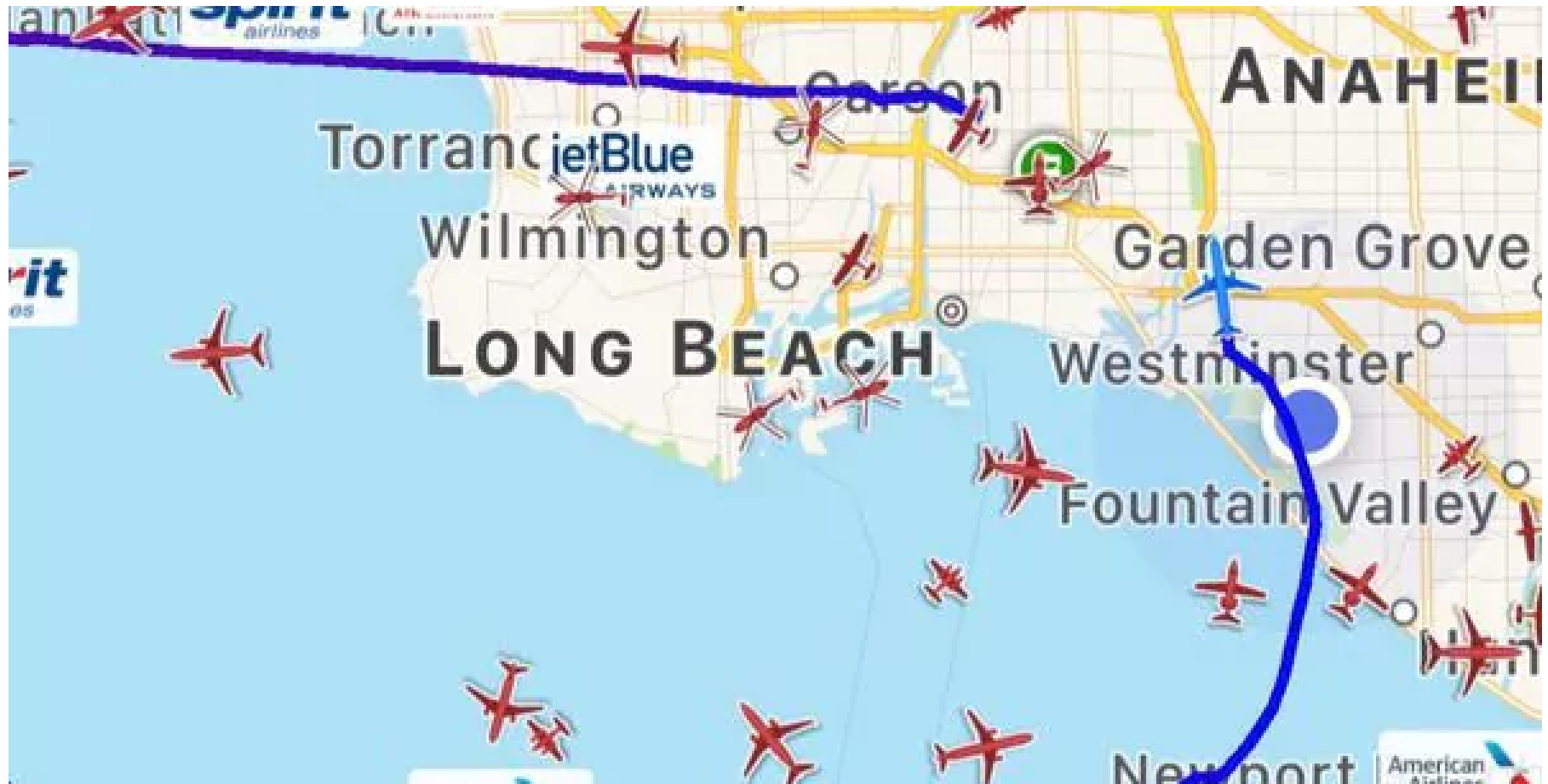
Newport Beach, Laguna Beach and Orange County have sued the FAA over the system, claiming inadequacy in the project's environmental review, which determined there would be no significant effects.

The plan shows new routes over Huntington Beach en route to Long Beach Airport.

FAA spokesman Ian Gregor said in an email Thursday that more than two dozen air routes have historically passed over Huntington Beach. He said the environmental findings are final and "will not be revisited."

He also provided a video that clarifies the new flight paths in the Metroplex project:

faa.gov/nextgen/communityengagement/socal.





The Plane Finder app shows an Airbus A320 jet at 1,450 feet after flying above Mario Tabernig's home in the 16100 block of Tomas Lane in Huntington Beach as it heads toward Long Beach Airport on Thursday. (Raul Roa / Staff Photographer)



Mario Tabernig, 66, also takes umbrage at the environmental assessment.

Tabernig, who has lived in his home on Tomas Lane for decades, said the noise issue arose with the Metroplex program. He said he began organizing people after hundreds of comments were posted about the issue on the social networking website Nextdoor.com.

Connie Betz, 70, who is part of Tabernig's group, said they've been writing letters to the FAA but received a response that they should have brought up the issue months ago when the agency was holding sessions for the public to learn about the program.



Tabernig got in touch with Mayor Barbara Delgleize in early August to seek help from the city. Delgleize said Thursday that she's also noticed a "tremendous" increase in plane noise.

"She decided to do something about this problem," Tabernig said.



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A Southwest Airlines jet passes over Mario Tabernig's home in Huntington Beach on Thursday. (Raul Roa / Staff Photographer)



Delgleize and Councilman Patrick Brenden took up the issue at the Aug. 7 City Council meeting, where they proposed organizing a community meeting where residents could voice their concerns to FAA and Long Beach Airport representatives.

The idea was ultimately pulled because FAA representatives couldn't attend due to pending litigation.

Delgleize has been trying to organize another meeting, possibly with the office of Rep. Dana Rohrabacher (R-Costa Mesa) or with airline experts. She said it will probably be a few more weeks before a date can be set.

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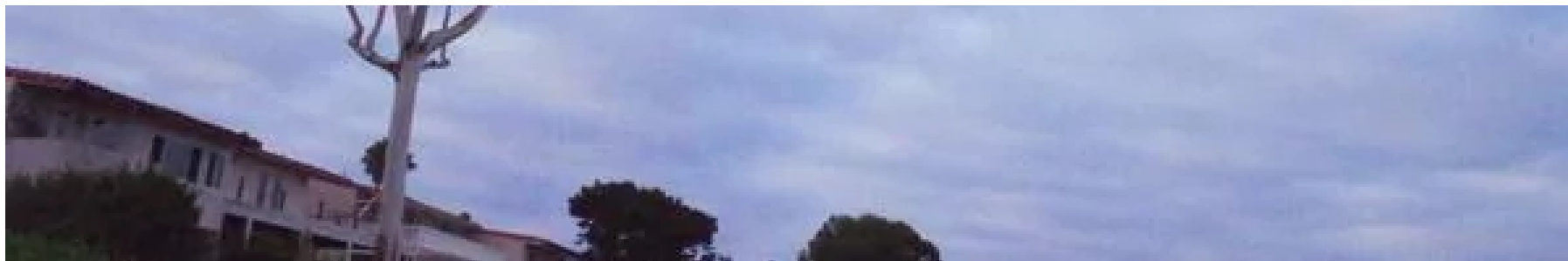
FAA decision to reroute flights infuriates residents

SEP 19, 2017 | 12:45 PM



Rate Our New Look





A plane takes off on a recent morning from John Wayne Airport over the Bluffs neighborhood in Newport Beach. (Photo by Hillary Davis)



Re: “Huntington Beach residents say excessive airplane noise is hurting their quality of life.”: Concerned about possible noise impacts of the new Metroplex air traffic control project, we attended two public educational workshops offered by the Federal Aviation Administration early this year to learn more. At both workshops, we feel we were misled regarding the project’s impact on our neighborhood.

At the first workshop in Newport Beach, a staffer entered our address into a database and informed us we would experience no net change in aircraft noise from the project. This assertion was made despite the change in the southerly approach to LAX that would concentrate flights directly over our home using precise GPS navigation, flights that previously had been more dispersed over our area.

Puzzled and suspicious, we attended a second FAA workshop in Long Beach. There, we were told that we would see but not hear aircraft flying overhead, due to more efficient descent procedures enabled by Metroplex. Standing in our backyard, it's obvious to anyone's ears that both assertions were wrong when as many as 35 jets per hour streak overhead.

Our neighborhood is now directly under the third-busiest approach to Los Angeles International Airport, which is the third-busiest airport in the U.S. and seventh busiest in the world. In addition, flights approaching John Wayne Airport from the north now fly directly over Huntington Beach; previously those flights flew south over the ocean toward Catalina Island before turning north toward John Wayne.

Ever more frequent flights into Long Beach Airport now sweep lower and louder over our neighborhood, the city of Long Beach having lost control of its airport noise situation according to recent reports of airline curfew violations and increased fines.

Lastly, light planes piloted by recreational fliers noisily crisscross the sky, especially on weekends. One of these types of planes was involved in the disastrous mid-air collision over Cerritos in 1986.



The Metroplex project may have yielded benefits to the FAA and commercial airlines but, as air traffic continues to grow over Southern California, the almost-constant sound of jet aircraft will be increasingly insufferable for many of our communities' residents and will impact our property values and our health and safety.

Gordon Smith and Patricia Bril

Huntington Beach

It's loud on both sides of Back Bay

For the record, the new John Wayne Airport departure patterns disturb residents on both sides of the bay. For 35 years my wife and I have been confronted with noise and soot residue as the planes lift off, not staying over the bay, but rather over our Cliffhaven neighborhood near Newport Harbor High School.



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Why can't all of the planes take off over the middle of the bay rather than the residential neighbor's properties? Some plane paths go right over our house, blocks from the bay. The FAA needs to monitor more closely. Do the pilots have that much freedom to vary their takeoffs — off course?

Lana Larsen

Newport Beach

Let's stop acting like 'the chosen ones'

I'm always amused by the ignorance displayed by the local residents of Newport Beach who feel their lives are being singled out for disruption by John Wayne Airport. These are people who have chosen to live under the flight path of the big jets that fly in and out of our local airport daily. The letter writer and her complaints will be falling on deaf ears now and forever more.



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Sorry, but you are about 40 years too late. If the airport bothers you as much as you describe, perhaps you should live somewhere else. Trust me. That airport is here to stay.

Forty or so years ago, a similar dilemma existed out by the city of Irvine. Next to Irvine was a military airport that the Newport Beach fathers wanted to convert to a regional airport. Newport Beach wanted someone else to enjoy the sights and sounds of a big airport. The Marines were leaving El Toro Marine Air Station in the 1990s and the runways of that airport could be put to use as a local airport.

The Newport Beach brain trust were sold on the idea of turning El Toro into the LAX of Orange County. And we Newporters

thought that was that. Case closed.

But, oh how wrong we were. This was the second time Newport Beach locals were content in thinking the world revolves around us. If we had a pie chart, we could show how Newport is this little slice, and the rest of the world is this really big piece. The first time we Newport Beach-ers knew the world revolves around us was when the state wanted to put a freeway through Newport Heights. That idea got shot down before anybody could think twice.



Hopefully, any more ridiculous ideas will meet the same fate. Such as an airport with the planes taking off and landing over our beautiful city by the bay. After all, this is Newport Beach, and we are the chosen ones.



One of the problems I have with people complaining about the noise and disruption caused by the airplanes is their indifference toward their neighbors. It has been my observation that people are only concerned about the disruption to themselves. I have never heard anyone complain about the airplane noise and how it affects their neighbors.

Perhaps this says something about Newport Beach residents and how selfish we are. Never have I ever heard someone complain about the airplane noise and how it affects the community.

This is important because the airplane gods have recently changed the path the airplanes follow when taking off. Now, people who never experienced airplane noise and disruption are in for a surprise. With the new flight paths, they too will have to listen to daily disruptions. I can hear them complaining now:



"It's not fair! It's not fair!"

"I'm one of the chosen ones."

"I live in Newport Beach!"

And then there's me. I live in Newport Heights, and I've been listening to the planes for years. I've gotten used to it. To me, it's no big deal.



Rate Our New Look

Rob Macfarlane

Newport Heights

‘Mother!’ is a smart thriller

Suspense and drama ain't quite what it used to be, folks, owing largely to the degeneration of the collective intellect of previous 50 years. Yet the film "Mother!" is a modern-day, top-drawer Satanic psychological thriller that satisfies and is worth seeing (without giving anything away).

Ralph Freda





Newport Beach

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LATEST NEWS

LOCAL NEWS

Man taken to hospital after helicopter crash at Long Beach Airport



The scene of small helicopter crashed at the Long Beach Airport. (Photo by Stephen Carr / Press-Telegram / SCNG)

By [COURTNEY TOMPKINS](#) | ctompkins@scng.com | Press Telegram

PUBLISHED: September 20, 2017 at 5:39 pm | UPDATED: September 25, 2017 at 3:18 pm

0 COMMENTS

A flight training operation went awry on Wednesday when a helicopter crashed as it was landing at Long Beach Airport, causing the chopper to flip onto its side.

Only the pilot was on board, and he was transported to a local hospital with minor injuries, authorities said.

Long Beach Fire responded to the incident at approximately 1:09 p.m., according to fire spokesman Jake Heflin, who said a training pilot in his 40s was flying the aircraft at the time.

Just before the incident, a flight instructor was on the ground observing the student pilot who was practicing “pattern work,” a process that helps pilots determine their landing order, he said.

The crash occurred at Pad 3 on the northeast part of the airport, said airport spokeswoman Cassie Chauvel.

Operations at Long Beach Airport did not experience any disruptions, Heflin said. The helicopter, a Robinson R-22, sustained substantial damage.

An investigation into the cause of the crash is still ongoing.

City News Service contributed to this report.

Tags: [Breaking news](#), [crash](#)

HELICOPTER CRASH (/COMPONENT/TAGS/TAG/3847-HELICOPTER-CRASH)

Pilot Suffers Minor Injuries After Crashing Helicopter at Long Beach Airport

by STEPHANIE RIVERA (/STEPHANIE) (HTTP://TWITTER.COM/STEPH_LBPOST) ON SEPTEMBER 20 2017 14:41 in NEWS (/NEWS)

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A man in his 40s was hospitalized with minor injuries this afternoon after he crashed his helicopter during training operations at Long Beach Airport, according to the Long Beach Fire Department.

The incident was reported at 1:09PM, said LBFD spokesman Jake Heflin.

The man, identified as a student pilot, experienced an incident during the training that resulted in the R-22 helicopter crashing and sustaining substantial damage, Heflin said.

He was the sole occupant of the helicopter while his instructor was outside observing him, Heflin added.

≡ LONG BEACH POST (/)




**Long Beach Fire (CA)**
@lbfd

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At 1309 hrs. R-22 helicopter crashed while conducting training exercises @LBAirport Approx. 40 YO male transported to hosp. Minor injuries.
2:14 PM - Sep 20, 2017

23 25

**Long Beach Airport**
@LBAirport

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Incident did not impact flights. Contact your airlines to get info on your flight. NTSB will investigate the cause of the helo incident. twitter.com/lbfd/status/91...

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Helicopter plummets 50 feet, lands hard at Long Beach Airport; 1 injured

POSTED BY TONI MCALLISTER ON SEPTEMBER 20, 2017 IN CRIME | 94 VIEWS | [LEAVE A RESPONSE](#)

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Photo by MyNewsLA.com

A helicopter with a flight instructor and a student pilot aboard landed hard and rolled over Wednesday at [Long Beach Airport](#), causing minor injuries to one of the occupants, authorities said.

The Robinson R-22 went down about 1:10 p.m. on Pad 3 in the northeast part of the facility, airport spokeswoman Cassie Chauvel said.

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Brian Fisk of the Long Beach Fire Department said the helicopter dropped from about 50 feet in the air.

A man in his 40s sustained minor injuries and was taken to a hospital, according to Fisk, who didn't know if the man was the instructor or student pilot.

A check of the helicopter's registration number indicated it is owned by Spitzer Helicopter LLC out of Canyon Lake in Riverside County.

-City News Service

HELICOPTER PLUMMETS 50 FEET, LANDS HARD AT LONG BEACH AIRPORT; 1 INJURED was last modified: September 20th, 2017 by Toni McAllister

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FORECAST FOR DOWNTOWN LA



Friday

Sunny. High 78F. Winds light and variable.



Saturday

Sunny. High 87F. Winds WSW at 5 to 10 mph.



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News

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http://www.gazettes.com/news/helicopter-rolls-at-long-beach-airport-minor-injuries-reported/article_fddd98e6-9eef-11e7-8db9-d7ee6d211adb.html

Helicopter Rolls At Long Beach Airport, Minor Injuries Reported

Sep 21, 2017

POLICE BRIEF



A helicopter with a flight instructor and a student pilot aboard landed hard and rolled over today at Long Beach Airport, causing minor injuries to one of the occupants, authorities said.

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According to authorities, the helicopter's registration number indicated it is owned by Spitzer Helicopter LLC out of Canyon Lake in Riverside County.

—*City News Service*

Tags

Long Beach Airport Helicopter Crash Minor Injuries

Airport Advisory Commission Requests City Prosecutor to Review How JetBlue Fines Are Distributed

by JASON RUIZ (/JASON) on SEPTEMBER 22 2017 10:44 in NEWS (/NEWS)

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Long Beach City Prosecutor Doug Haubert speaking about the city's consent decree before the airport advisory commission. Photos: Jason Ruiz

Long Beach City Prosecutor Doug Haubert has been formally asked by the city's airport advisory commission to take another look at how consent decree violations incurred by JetBlue, and the penalties paid by the airline, are divvied up.

Currently the fines, which were recently raised to a flat rate of \$6,000 per violation, go to the Long Beach Public Library Foundation—a nonprofit that then disperses the funds to the Long Beach Public Library System—as a condition of the agreement with the airline that keeps its continual violations of the noise curfew at the airport out of the courtroom. The deal was originally struck by his predecessor in 2003 but was recently renewed, with increased fines, by Haubert.

Story continued below.

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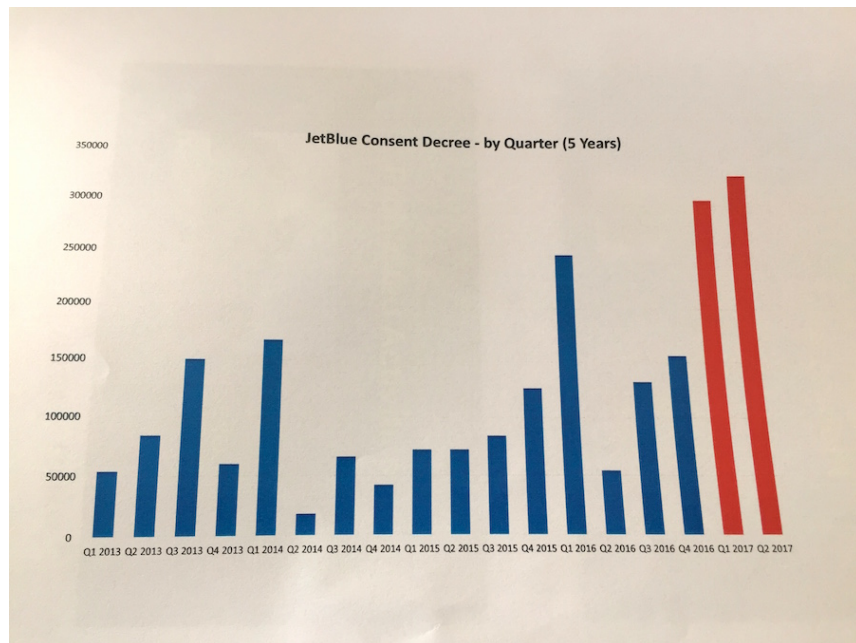
The pace at which JetBlue has racked up fines subject to the consent decree this year has put the airline on pace to pay out over \$1 million to the library foundation by December. Haubert, who was on hand at the the airport advisory commission's Thursday meeting to present how the consent decree functions and the potential feasibility of redirecting the fine money, said his decision earlier this year to raise the fines assessed to JetBlue was based on a pattern of increased violations.

RELATED

JetBlue Will Pay Higher, Flat Rate Penalty For Late Night Flights Under New Consent Decree (</news/2000011312-jetblue-will-pay-higher-flat-rate-penalty-for-late-night-flights-under-new-consent-decree>)

Haubert said that he had witnessed a general downward trend since he took office as city prosecutor, but a troubling trend beginning in 2013 has seen an increase nearly every quarter in consent decree violations. The last 12-month period, he said, is the worst in terms of the number of violations since the decree was created in 2003.

"In fact, if you look at quarter one of 2017 and quarter two of 2017, if you add those two quarters up, that is very close to the highest year, the highest four-quarter period that JetBlue had ever had," Haubert said. "In fact, if you look at the last four quarters, that is higher than any other four-quarter period since the consent decree began."



A page from Haubert's presentation showing the increase in consent decree violations by quarter since the beginning of 2013.

With those increasing violations come increasing funds derived from fines.

The commission voted 3-2 Thursday to ask Haubert to consider a new model in which the library foundation would receive the first \$500,000 in any given year from the consent decree fines with the remainder to be given to another area of public good which could include the library and noise mediation for homes impacted by. This could include the costly process of retrofitting homes with windows and insulation more resilient to the decibel levels produced at the airport.

Three of the eight commissioners were absent for the vote leaving only chair Wayne Chaney Sr. and Vice Chair Jeff Anderson as the two dissenting votes.

"We have it [the fine money] going to an organization that's providing a safe place for kids to get tutoring, books, pay their bills in a safe environment, a productive environment, for me, it would be hard to take away," Chaney Sr. said. "This is an organization that doesn't always get recognized for the work that they're doing. They're doing great work for kids you don't see, in another part of town that really don't have options. They are my heroes."

A large contingent of the Long Beach Public Library Foundation was on hand to defend the practice of the foundation receiving the consent decree violation fees. The funds go toward supporting the library system's ability to purchase books and other educational materials with the fees collected this year currently on pace to double—about \$680,000 of the library's \$12 million budget goes toward materials—what the fiscal budget has allocated for those same services at the city libraries.

The foundation's board of directors president J.P. Shotwell recounted how over the past 12 years the foundation has provided over \$20 million to Long Beach libraries with the community benefitting from the services deriving their funds from the foundation. He asked the commission not to vote in favor of a resolution that could see these critical funds redirected elsewhere in the city.

Latest Comment



(https://disqus.com/by/disqus_fIDqNMQGfg/) **Karl**

Roesch

(https://disqus.com/by/disqus_fIDqNMQGfg/)

Mike, First off, ALL CAPS makes you look like a shill. Second, the LUE has no provision for parking. Please...

on OP-ED: Land Use Element and How More

“The value of the materials and the services these funds support are part of why our city’s libraries were awarded recently the national medal for museum and library sciences, which is one of the most prestigious awards (/news/2000010717-long-beach-public-library-receives-nation-s-highest-honor-for-community-service) of its kind,” Shotwell said. “In supporting our libraries in this matter we’ve allowed it to continue to provide these types of services to the communities of Long Beach.”

RELATED

UPDATE: Airport Advisory Commission Delays Vote Asking City Prosecutor To Explore Options for Late Arrival Fees (/news/city/2000011211-city-prosecutor-could-examine-new-home-for-noise-ordinance-fine-revenue-after-airport-advisory-commission-vote)

While some members of the public were interested in seeing the money go toward noise mitigation and the retrofitting of houses, former Long Beach City Councilwoman Rae Gabelich cautioned that the Federal Aviation Administration has strict guidelines for which homes qualify and noted that those around the airport that do qualify have already been addressed. The commission’s continued talk of noise mitigation was simply “getting people’s hopes up” she said.

Others, though, were less concerned with getting the money redirected from the library foundation and more interested in a model that would see JetBlue stop taking off early and landing late. As one woman put it “Some families have a swear jar, the point isn’t to end up with a jar full of money, it’s to have a family that doesn’t swear.”

In his closing statements, Haubert hinted that the destination of the funds may not change anyway. He thanked the public for turning out for the meeting and adding their voice to the conversation and the commission for asking him to explain his process, something his predecessor did not do when crafting the original consent decree. However, Haubert said ultimately the decision rests with him and his office and it could take a lot to sway his belief that the money is currently going to the right place.

“At the end of the day I have to make a decision and I’m going to make that decision on the equitable considerations and the finite amount of money that exists and the purpose that it’s been allocated to for all these years,” Haubert said. “It would have to be something significantly to change in my mind whether or not that’s an appropriate allocation.”

FOR THE EXCLUSIVE USE OF JULIETTE.MAHONEY@LONGBEACH.GOV

From the Sacramento Business Journal:

<https://www.bizjournals.com/sacramento/news/2017/09/22/ed-goldman-on-long-beach-airport-and-news.html>

Ed Goldman: On Long Beach Airport and (news)paperless hotels

Sep 22, 2017, 8:30am PDT

LONG BEACH -- I just flew one of **Southwest Airlines'** new direct flights to Long Beach, a terrific convenience for me since I come here every year at this time to reunite with my high school drama class buddies.

The flight was great and the airport retains its signature Art Deco touches and old-movie glamour (lots of films and TV shows -- either set in the past or actually filmed in the past -- shot exteriors here).

What the airport's general manager may want to consider is an upgrade of its baggage handling. When I arrived, my bag slid into the conveyor belt within moments -- so far, so good. Trouble was, the conveyor belt ends up ca-chunking along until it's outdoors in what military and law enforcement authorities would charitably call an "unsecured area." To wit: Anyone driving or walking by (and this really means anyone) could easily stroll over and walk off with a complete set of Samsonite luggage belonging to someone else. It makes the efforts of baggage check-in people -- the ones who give you an i.d. tag at your departure point -- a bit superfluous.



PATRICK T. FALLON/BLOOMBERG

Long Beach Airport

In truth, the luggage security check when you arrive at our own Sacramento International Airport and head to the carousels isn't that much more rigorous. But listen: if we have to pull down our socks for Homeland Security, you'd think the airport might take a look at its carousel policy, a less serious but open invitation to criminal behavior. (Note of clarification: I've never really been asked to pull down my socks by TSA. I've just offered to. I'm patriotic in that way.)

Another new wrinkle on this annual trip was the makeover that the **Holiday Inn** across from the airport has undergone. Very good food in the restaurant, a nice breakfast buffet, excellent housekeeping services and, for the busy business traveler...only one newspaper, and only five days a week.

The hotel manager told me I could buy any number of newspapers at the gas station mini-mart about 30 yards from the hotel. That number turned out to be....zero. The mini-mart manager said she hadn't carried newspapers for more than a year. When I told the H-I GM, she expressed surprise. That wasn't encouraging. So I asked why the hotel didn't have newspapers. She said, "Corporate decided."

Good move, Corporate. After all, why should business travelers (or vacationers, for that matter) be given the chance to buy daily newspapers at your hotel? I guess because they might read something about this dumb oversight of yours — maybe in a publication just like this.

Ed Goldman

Columnist

Sacramento Business Journal

LOS ANGELES BUSINESS JOURNAL

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LAX, Long Beach Airport Passenger Traffic Surged in August

By Howard Fine (/staff/howard-fine/)

Thursday, September 28, 2017

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Taking Off: Hertz Rental Car outpost that will be consolidated into a future facility near LAX. Photo by Ringo Chiu (/staff/ringo-chiu/).

Passenger traffic at Los Angeles International Airport and Long Beach Airport soared last month, with LAX up 4.4 percent and Long Beach up 16 percent, compared to August of last year, according to figures released this week by the airports.

More than 7.9 million passengers flew into or out of LAX in August, up from nearly 7.6 million last August, according to statistics released by Los Angeles World Airports, the city agency that operates the airport. International passenger traffic really took off, jumping 8.3 percent as international carriers have consistently been adding flights from LAX to new and existing destinations.

From January through August, passenger traffic at LAX rose 4.9 percent to 56.7 million compared to the same eight months last year, with international traffic up 10 percent.

Air cargo tonnage moved also rose at LAX, up 7 percent in August to 205,000 metric tons compared to last August and up nearly 10 percent from January through August to 1.56 million metric tons compared to the same eight months last year.

Passenger traffic rose more sharply at Long Beach Airport as 316,000 passengers flew into or out of the airport in August compared to 271,000 in August of last year, according to figures released by the airport.


Jet Blue Airways - which has by far the largest passenger share of the four air carriers operating at the airport - added 17,000 passengers to top 124,000 for the month, a growth rate of 16 percent. Southwest Airlines, which has the second largest passenger share, grew 56 percent as it took up some reallocated flight slots, adding 7,000 passengers to bring its total to nearly 20,000.

American Airlines, which gave up slots at Long Beach, saw its passenger count plunge 34 percent to 5,500.

For the first eight months of this year, passenger traffic at Long Beach was up 39 percent to nearly 2.5 million compared to the same period last year.

Air cargo tonnage fell at Long Beach, down 6 percent to 2,142 metric tons in August compared to August of last year, and down 8 percent to 15,280 metric tons for the first eight months of this year compared to the same period last year.

Economy, education, energy and transportation reporter Howard Fine can be reached at hfine@labusinessjournal.com. Follow him on Twitter [@howardafine](https://twitter.com/howardafine).



Sometimes
what you know
is who you know

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Long Beach Airport August Traffic Up

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

Thursday, September 28, 2017

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Long Beach Airport said August commercial passenger traffic rose 16% to about 316,000, compared with the same period last year.

Year-to-date passenger traffic was up 39% to 2.5 million.

The Business Journal reported last week that John Wayne Airport in August had about 934,500 passengers, essentially flat year-over-year. Year-to-date passengers totaled 6.85 million, down 1.6%..

Jet Blue Airways was the busiest carrier by passenger count in Long Beach, with about 247,500 passengers -- 78% of the total. Southwest Airlines was next-busiest, with 40,000 -- 13% of the total -- followed by Delta Air Lines, 17,500, and American Airlines, with 11,000.

Southwest's traffic was higher after acquiring reallocated flight slots; the airline is a recent entry at the airport and has quickly ramped up its business there.

American Airlines' traffic declined sharply after giving up slots at Long Beach.

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From the L.A. Biz:

<https://www.bizjournals.com/losangeles/news/2017/09/29/local-airports-report-jump-in-passenger-traffic.html>

Local airports report jump in passenger traffic

Sep 29, 2017, 1:28pm PDT

Summer travel was on the rise this year, with the number of passengers traveling through Los Angeles International Airport and Long Beach Airport showing an increase in August from a year ago.

Passenger traffic at LAX rose 4.4 percent last month, while Long Beach posted a 16 percent jump.

LAX saw 7.93 million passengers in August, compared with 7.6 million last year, according to statistics from airport operator Los Angeles World Airports. With the recent additions of more international flights, international passengers rose 8.3 percent to 2.42 million. Domestic travelers rose 2.8 percent to 5.51 million.

Passenger traffic from January through August at LAX grew 4.9 percent from the year-earlier period to 56.71 million. International traffic jumped 10 percent to 16.77 million, while domestic traffic rose 2.8 percent to 39.94 million.



PATRICK T. FALLON/BLOOMBERG

A traveler leaves the terminal for JetBlue Airways at Long Beach Airport.

Air cargo tonnage also rose at LAX, up 7.2 percent in August to 205,426 metric tons and was up nearly 9.9 percent from January through August to 1.56 million metric tons from the year-ago period.

At Long Beach Airport, passenger traffic surged to 316,291 in August from 271,509 in August of last year.

According to airport figures, Jet Blue Airways (Nasdaq: JBLU) dominated passenger share, adding 16 percent more passengers in August to 124,392. **Southwest Airlines** (NYSE: LUV) saw 56 percent more traffic to 19,773 and **Delta Air Lines** (NYSE: DAL) reported 11 percent growth to 8,501. But American Airlines (Nasdaq: AAL) saw a decline in passenger traffic, of 34 percent to 5,532. Passenger traffic at Long Beach for the first eight months of this year rose 39 percent to 2.49 million. Air cargo tonnage fell 6 percent to 2,142 metric tons in August and was down 8 percent to 15,280 metric tons for the January-through-August period.

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