



**R-24**

**Date:** May 6, 2008

**To:** Honorable Mayor and Members of the City Council

**From:** Councilmember Patrick O'Donnell, Fourth District *PO*  
Councilmember Gerrie Schipske, Fifth District *GS*  
Councilmember Tonia Reyes Uranga, Seventh District *TRU*  
Councilmember Rae Gabelich, Eighth District *RG*

**Subject:** **LGB Noise Ordinance Resolution**

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On December 23, 2003, the Long Beach City Council voted to support a resolution expressing a "No Airport Expansion" policy in reference to the City's current airport noise ordinance. The resolution was asserted to be a "reaffirmation" of the Council's airport policy and recognition of the ordinance's importance to affected communities.

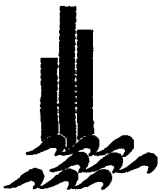
The LGB Noise Ordinance, which is the result of a 1995 consent decree and subsequent council action, makes Long Beach Airport (LGB) one of the strictest noise-controlled airports in the United States. The Noise Ordinance – and corresponding "noise bucket" – currently allows for 41 commercial flights and 25 commuter flights during the hours of 7am and 10pm. Among other elements, the Noise Ordinance sets the weight of planes allotted carrier flight designation. The Noise Ordinance was grandfathered in under the Airport Noise and Capacity Act of 1990 (ANCA) and the City Attorney's office has opined that amendments could risk forfeiture of said ordinance. Changes to the Noise Ordinance could put affected neighborhoods at risk of losing the protection it provides.

In 2005, the Council approved City of Long Beach "Guiding Principles for Long Beach Airport" in an effort to provide management and staff with guidelines for making future decisions related to LGB. It is appropriate at this time that the Council adds to its guiding policies for the Long Beach Airport the assertion that the Council intends to adhere to stated components, including the weight limits designated therein. A resolution of the Council would emphasize its support of the communities impacted by flights and airport-related activity, and continue to preserve the sanctity of our neighborhoods.

**Recommendation:**

**Request City Attorney to draft a resolution reaffirming policy that the City of Long Beach determines that the elements and restrictions set forth in the "Airport Noise Compatibility" ordinance, Chapter 16.43 of the Municipal Code, will be maintained in order to preserve the integrity of the ordinance and local control of airport operations.**

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**Date:** December 23, 2003

**To:** Honorable Mayor and City Councilmembers

**From:** Councilmember Dennis Carroll *DWC*  
Councilmember Jackie Kell *JK*

**Subject:** **AGENDA ITEM: Resolution Expressing a City Policy of "No Airport Expansion" Beyond the City's Current Airport Noise Compatibility Ordinance**

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**BACKGROUND**

Controversy related to aircraft noise at the Airport has existed for more than 20 years. The City has consistently attempted to strike a balance between the concern for the quality of life in our neighborhoods with the recognition that the Airport is a significant economic asset of the City. The City has exercised its propriety powers to control aircraft noise by imposing some of the strictest flight and curfew limitations of any airport in the country. These restrictions are embodied in Chapter 16.43 of the Municipal Code, which contains the City's "Airport Noise Compatibility" ordinance which was adopted after many years of contentious and divisive litigation. Recently, the FAA has acknowledged that the City is exempt from the provisions of the Airport Noise and Capacity Act of 1990 ("ANCA"), which provides further assurance that the City will be able to maintain local control over the workings of the Airport.

The City's adopted "Strategic Plan" recognizes the need to expand Airport business opportunities, but only within the context and limitations of the Airport Noise Compatibility ordinance. The Airport, which exists within a fully built out urban environment already bears a disproportionate share of the region's air traffic. In order to maintain the quality of life that exists in our neighborhoods it is imperative that the City adopt a policy of "No Airport Expansion" beyond the current "Noise Compatibility" ordinance. Such policy will help to protect and maintain local control of the Airport into the foreseeable future.

A reaffirmation of the City Council's airport policy will provide appropriate assurance and comfort to neighborhoods and families impacted by the Long Beach Airport.

**ACTION REQUESTED**

Adopt a resolution establishing a policy of "No Airport Expansion" beyond the City's current Noise Compatibility Ordinance.

RESOLUTION NO. C-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH SETTING FORTH AND ADOPTING A POLICY OF "NO AIRPORT FLIGHT SLOT EXPANSION" BEYOND THAT PROVIDED FOR BY THE PROVISIONS OF THE CITY'S CURRENT NOISE COMPATIBILITY ORDINANCE REGULATING AIR CARRIER TRAFFIC AT THE LONG BEACH MUNICIPAL AIRPORT

The City Council of the City of Long Beach, California, does hereby resolve as follows:

WHEREAS, the City is the owner, operator, and "proprietor" of the Long Beach Municipal Airport ("the Airport" or "LGB") which is located within the boundaries of the City and which is a public use neighborhood airport serving scheduled commercial users, general aviation users, the traveling public, manufacturers and other aviation uses; and

WHEREAS, the Airport is located in proximity to residential neighborhoods of the City which are impacted by aircraft noise generated by aircraft operations at LGB; and

WHEREAS, the City has over many years attempted to strike a balance between the concern for the quality of life in its neighborhoods and the recognition that the Airport is a significant asset to the economic base of the City; and

WHEREAS, the City has exercised its propriety powers to control aircraft noise by imposing various aircraft operating restrictions on persons and entities using LGB for aircraft operations, which controls are currently implemented through the provisions of Chapter 16.43 of the Long Beach Municipal Code, which Chapter was enacted by the City

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1 in 1995 after many years of contentious and divisive litigation; and

2 WHEREAS, the City is exempt from the provisions of the federal Airport  
3 Noise and Capacity Act of 1990 ("ANCA"), which exemption places the City amongst a very  
4 few other municipalities in the country which are able to exercise local control over aircraft  
5 curfews and the number of flights arriving or departing from the Airport; and

6 WHEREAS, the "Strategic Plan" of the City of Long Beach recognizes the  
7 need to expand Airport business opportunities, but only within the context of the City's  
8 current Airport Noise Compatibility Ordinance, and also whereas the Southern California  
9 Association of Governments ("SCAG") draft 2004 "Regional Transportation Plan" is calling  
10 for and projecting that in the year 2030 the City's share of commercial passenger service  
11 not exceed 3.8 million annual passengers, which projection is in keeping with the  
12 restrictions imposed by the City's current Noise Compatibility Ordinance; and

13 WHEREAS, highly urbanized areas of the region such as the City of Long  
14 Beach, that operate in built out environments that are approaching or have already  
15 exceeded the capacity of their airport facilities currently and bear a disproportionate share  
16 of the region's air traffic which has, and continues to result in, adverse environmental and  
17 social impacts;

18 NOW, THEREFORE, the City Council of the City of Long Beach resolves  
19 as follows:

20  
21 Section 1. That it shall be the policy of the City not to undertake any activity  
22 which will in any manner promote the expansion of flight slots at the Long Beach Municipal  
23 Airport beyond the provisions of the City's current Airport Noise Compatibility Ordinance  
24 which regulates air carrier traffic at the Long Beach Municipal Airport.

25 Sec. 2. That it shall be the policy of the City to at all times endeavor to  
26 maintain the City's exempt status from the provisions of "ANCA", which continued  
27 exemption will permit local control of the Airport and will allow the City to continue to  
28 balance the interests of the neighborhoods impacted by Airport operations with the

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1 economic benefits created by the Airport and the convenience provided to the air traveling  
2 public.

3 Sec. 3. This resolution shall take effect immediately upon its adoption by the  
4 City Council, and the City Clerk shall certify to the vote adopting this resolution.

5 I hereby certify that the foregoing resolution was adopted by the City Council  
6 of the City of Long Beach at its meeting of \_\_\_\_\_, 2003, by the  
7 following vote:

8 Ayes: Councilmembers: \_\_\_\_\_

9 \_\_\_\_\_

10 \_\_\_\_\_

11 \_\_\_\_\_

12 Noes: Councilmembers: \_\_\_\_\_

13 \_\_\_\_\_

14 Absent: Councilmembers: \_\_\_\_\_

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City Clerk

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**City of Long Beach**  
*Working Together to Serve*

**Memorandum**  
**R-23**

**Date:** February 1, 2005

**To:** Honorable Mayor and City Council

**From:** Councilmember Tonia Reyes Uranga, Chair, Transportation and Infrastructure Committee

**Subject:** **ESTABLISH GUIDING PRINCIPLES FOR AIRPORT MARKETING AND USER RESPONSIBILITIES**

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The Transportation and Infrastructure Committee, at its meeting held January 25, 2005, considered communications relative to the above subject.

It is the recommendation of the Committee to the City Council that the communications be received and the Guiding Principles and Community Issues and Recommendations approved as amended.

Respectfully submitted,

**TRANSPORTATION AND INFRASTRUCTURE COMMITTEE**

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Councilmember Tonia Reyes Uranga, Chair

Prepared by:  
Martha Cobb

Unanimous vote  
Absent: None

City of Long Beach  
 Transportation Infrastructure Committee  
 Long Beach Airport Community Issues and Recommendations  
 January 13, 2005

<b>IDENTIFY AND ADDRESS HEALTH AND ENVIRONMENTAL IMPACTS (cont.)</b>
Need to know long term impact to health from LGB
Need to consult further with outside 'experts' about the EIR scope of work (i.e. Joan Greenwood)
The airport does not pay its own way - it is not free. There are health costs, increases in traffic and higher maintenance costs
The environmental study should look at the impact of the 405 Freeway, health issues
The environmental study should look at the crud that comes from airplanes
Environmental study should demonstrate the nexus between the airport and downtown hotels
EIR should evaluate where people drive from to get to Long Beach. Residents should not subsidize others flying "cheap"
Delete "exposure to" in the Guiding Principle titled Environment
Scope of the EIR should be as large and comprehensive as they can make it. The EIR must satisfy the public's concerns.
Pollution from 405 fwy is greater in 1 day than LGB airline activity produces in 1 year

<b>A BALANCED APPROACH: QUALITY OF LIFE</b>
Quality of life in Long Beach is the #1 priority.
City must be concerned about the overall quality of life if LGB adds more flights
Need to balance needs of business community with impacted residents
Need to define what can be fixed without building the whole project
Commuter terminal should be built in phases, only after actual demand
Never permit any neighborhood to be sacrificed on the altar of economic benefit
2004 elections showed that neighborhoods come first
Find common ground between the airlines and the community - Jet Blue supports the preservation of the noise ordinance, they just want improved facilities.
LGB is much more than just 41/25 commercial flights, General Aviation and other business interests want and need balance
Non airline tenants have long standing at LGB, committed
LGB needs upgrades, protection from the rain, better food options, more conveniences
Keep the airport the way it is.
Balance - Airlines have a 30-day notice, but other businesses have long term leases, e.g. manufacturing, general aviation, etc.
Airport has "minimum standards" that were last looked at in 1998. Need to improve and raise the standard.
The terminal proposal should reflect unbiased recommendations - it does not include comments from the general public
Incrementalism - some modernization and enhancement is needed now
Do not expand or modernize the airport. Maintain its charm, ease, access
Support fixing the infrastructure and preserving the building, but not adding gates. Keep it quaint.
Supports an upgrade, not an expansion.
Work with the FAA to get a local GPS system for Long Beach for auto landing accuracy

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<b>MEANINGFUL PUBLIC INVOLVEMENT</b>
Potential loss of property value.
Public wants actual "say so" in decisions, not just public comment periods
Guiding Principles need to reflect 2010 Strategic Plan created by the whole community
AAC received more negative comments re: project than positive and these were not reflected in the AAC recommendation
AAC recommendation did not reflect majority of speakers (opposition)
Impacted residents need to be compensated w/ \$, double paned windows etc.
LB impacted residents do not benefit from LGB, majority of users are from Orange County and Los Angeles. They come and go, do not shop and stay in Long Beach
Lets citizens decide on LGB facility, ie "Green Light Initiative" in Newport Beach
Direct City staff on how to interpret the strategic plan
"Participation" is not strong enough in the Guiding Principle titled Public Participation
There should be a cultural return to the community at the airport, such as a museum

<b>PRESERVE AND DEFEND THE EXISTING NOISE ORDINANCE</b>
The biggest threat is a challenge to the noise ordinance.
Defend the noise ordinance. Set up a defense fund
Need to assess our exposure to the noise ordinance being challenged, it's better to know that now
Need to prepare data/research that would deter or defend any challenge to the noise ordinance
Office space, meeting rooms, circulation areas should not be able to be converted into holdroom space
Any increase in facility size will bring in more flights
Larger terminal facility will attract more airlines, and more daily flights
More aircraft parking gates will allow for more flights
Spare aircraft parking could be used for something else
Defense of the noise ordinance is most important. Terminal improvements create excess capacity which could weaken the ability to protect the ordinance.
The City may become obligated to expand the facilities if airlines are required to invest
No marketing of the 25 commuter slots.
No more aircraft parking slots. Expanding the holdroom and parking for cars is okay.
Jet Blue wants to defend the noise ordinance, but they cannot legally set up a defense fund now, only if it is legally challenged

<b>IDENTIFY AND ADDRESS HEALTH AND ENVIRONMENTAL IMPACTS</b>
EIR must be expansive, comprehensive, study all aspects and impacts to residents
Environmental study should specify how additional flights will negatively impact education, health, etc.
In the environmental study, look closely at the impacts on children, adults and the elderly
Surrounding communities suffer from noise and inconvenience. Residents should receive funding now for double-paned windows as a good faith effort before any expansion.



# City of Long Beach

## GUIDING PRINCIPLES FOR LONG BEACH AIRPORT

(January 25, 2005)

### PURPOSE

The purpose of the Guiding Principles for Long Beach Airport is to provide elected officials, management and staff with guidelines for making future decisions.

#### 1. ENVIRONMENT

Identify and minimize cumulative toxic pollutants and aircraft noise in neighborhoods and other affected areas.

#### 2. PUBLIC INVOLVEMENT

Improve public involvement in Long Beach Airport operations and infrastructure projects that impact the community.

#### 3. HEALTH

Identify and minimize the cumulative impacts from Long Beach Airport that adversely affect the health of our community.

#### 4. SAFETY

Promote a safe facility that recognizes the inherent risks associated with locating an airport in an urban area.

#### 5. LAND USE

Support an environment that attracts and retains airport related businesses that serve the traveling public and that is compatible with the needs of the surrounding community.

#### 6. MITIGATION

Identify mitigation measures that address the negative impacts of the airport and airport related activities to surrounding communities including homes, schools and businesses.

#### 7. FINANCIAL IMPACT

Financial plans for airport improvements should include appropriate contributions from airport users to minimize the City's exposure to a fluctuating industry.

#### 8. LEGISLATION

Establish a community-government partnership by taking a proactive position on understanding, preserving, protecting and defending the city of Long Beach noise ordinance.

9. AIRPORT MARKETING EFFORTS

The Airport shall not actively engage in marketing efforts to fill any airline slots without specific policy direction.

10. AIRPORT IMPROVEMENTS

Ensure that any improvements to Long Beach Airport will preserve those neighborhoods negatively impacted by airport activity, protect the existing noise ordinance, support the financial self-sufficiency of the airport, and provide measurable economic benefits to the City, its residents and businesses, while protecting residents and local businesses.