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Airport

**Implementation Plan/Status Update
Green Airport/Neighborhood Protection Program**

The format of this Implementation Plan/Status Update includes policy direction (as provided in the City Council-approved action in bold, followed by the implementation plan and status update for each component.

A. A Green Airport Program that shall include:

1. A policy to reduce pollution related to aircraft, ground equipment, and vehicle transportation.

Plan/Status: The Airport has programmed improvements necessary for the airlines to mitigate impacts of their ground operations, pursuant to EIR 37-03 Mitigation Measure 3.2 – 15.

- a. Installation of preconditioned air and ground power in the airline ramp is in the Airport's Long Range Capital Improvements Program, and is scheduled for phased construction through FY11, with design commencing in FY08. Funding source will be primarily FAA grants and PFCs.
- b. Airport awarded \$275,000 in AB2766 air quality improvement funds, and is installing electrical chargers for airline ground service equipment by end of calendar year '07. In addition, Airport is engaged in seeking approvals for construction of on-site 4,000-space parking structure, which should be completed in 2009, which will mitigate current impacts of off-site parking/shuttling of Airport users.
- c. Although aircraft emissions are federally pre-empted, staff will look for opportunities to support national efforts to reduce air quality impacts of aircraft.

2. A policy that the Airport shall support AQMD air quality attainment levels through implementation of mitigation measures within its purview.

Plan/Status: Guidance for support of AQMD attainment for mitigation measures within City's purview is provided in EIR 37-03 mitigation measures (see above), including relocation of all airport customer parking to on-site structure/surface lots.

3. A provision that encourages the AQMD and CARB to continue and expand their air quality monitoring program in Long Beach and the Airport area.

Plan/Status: Based on discussion with AQMD Board Member Reyes Uranga and staff, City Health and Human Services Department staff, and air quality consultants, the following action items have been identified.

- a. Work with AQMD staff and consultants as appropriate, to analyze results of the Teterboro, Van Nuys, and Santa Monica Airports area air monitoring, and the MATES III air monitoring results (includes

monitoring site in the Long Beach Airport vicinity), to determine if the results have relevance to Long Beach and Long Beach area air quality assessment potential programmatic protocols. It is expected that the result of all of these studies should be available over the next year.

- b. Based on the results of the above (or earlier if timing is appropriate) draft/process/send letter from City to SCAQMD in support of their efforts to obtain grant funding for additional Long Beach area (including the Airport vicinity) air monitoring.

B. A Neighborhood Protection Program that shall include:

- 1. As part of the Airport's Land Use Compatibility Program, the use of mobile noise monitoring units to determine the appropriate installation location for 6 additional fixed/permanent noise monitors as approved by the City Council, to ensure accuracy for land use mitigation measure applicability purposes (one of these locations shall include a noise monitor in the Bixby Hills area).**

Plan/Status: City has received a proposal from its Noise Monitoring System consultant to conduct a noise measurement survey at six potential locations to be considered for additional noise monitor stations in the vicinity of the Airport, including the Bixby Hills area. Funding is included in the Airport's FY08 budget.

- 2. Covenants not to challenge the Airport Noise Compatibility Ordinance incorporated into all Airport leases.**

Plan/Status: Staff, with the help of the City Attorney's Office, has completed a new, 5-year draft Airline Lease, which will be submitted to tenant airlines for review this month. The lease language includes covenants not to sue regarding the Noise Compatibility Ordinance, as well as breach of lease provisions for violations of the Airport Noise Compatibility Ordinance. Key language/provisions were taken from new John Wayne Airport leases, with the County of Orange's permission. Lease implementation, deemed important for Airport Terminal Improvements financing, is expected within six months.

Similar language will be included in future Long Beach Airport non-airline aviation leases as new leases are negotiated or existing leases amended.

- 3. Work with City's Risk Manager and City Attorney's Office to ensure adequate insurance coverage and operating fund balances, to support vigorous defense of any and all legal or administrative challenges to the Airport Noise Compatibility Ordinance.**

Plan/Status: The Airport has and will have adequate funding to ensure vigorous defense of legal or administrative challenges to the Airport Noise Compatibility Ordinance. The Airport has "1st dollar" airport liability coverage for personal and property liability claims. Non-liability litigation costs would be initially covered out of the ~\$3m City Self Insurance Retention Fund, and later recovered through Airport

assessments. These actual litigation costs, insurance, and self-insurance retention costs can/are being recovered through rates/fees from Airport users. Airport rates/fees adjustments, approved as part of the 2007/08 budget, will increase the available Airport Enterprise Operating Fund balance from a programmed ~ \$6m, to ~ \$7.5m, which is and will be available for contingencies including any necessary litigation expenses not otherwise covered.

- 4. Appropriate environmental studies, as approved and directed by the City Council, when the Long Beach Airport exceeds 4.2 million annual passengers. Said studies will include, where appropriate, mitigation measures to reduce identified significant environmental impacts. The mitigation measures will be paid for from the Airport Enterprise Fund.**

Plan/Status: In-place. Policy direction provided by April 24, 2007 City Council action. Airport will provide annual passenger level reports to City Council, and take necessary action as prescribed if/when 4.2 MAP is exceeded.

- 5. No capacity changes to the Council-approved post-screening facilities within the Terminal area without a formal Council hearing after a minimum of thirty days notice to the public and interested parties.**

Plan/Status: In-place. Policy direction provided by April 24, 2007 City Council action.

- 6. Elimination of Parcel "O" as part of this Terminal expansion project.**

Plan/Status: In-place. Policy direction provided by April 24, 2007 City Council action.

- 7. Work with the Federal Aviation Administration, pilots, and others to establish approach and takeoff protocols for pilots to follow in order to reduce noise impacts to Long Beach neighborhoods.**

Plan/Status: The Airport currently works, and will continue to work, with the FAA, Southern California Airspace Users Working Group, Long Beach Airport Noise Abatement Committee, user groups such as AOPA and NBAA, and individual users to create and maintain the safest and most neighborhood friendly arrival/departure protocols. For example, Gulfstream Aerospace has created a noise abatement profile for Long Beach departures that is distributed to Gulfstream operators worldwide. Also, a noise abatement charted visual approach to Runway 12 was recently created, as well as an instrument approach to Runway 12. Additionally, Airport staff is working with Boeing, the airlines, and FAA to test a Continuous Descent Approach (CDA) procedure which reduces noise and fuel burn on approach. Staff will be working with FAA to develop GPS approaches and departures which can increase efficiency of airspace use and noise abatement; and will continue to work with FAA during future southern California airspace redesign efforts in order to optimize safety and noise abatement potential for Long Beach Airport operations.

8. **“End of block” treatments in those instances where residential structures fall within established 65 CNEL noise contours. Said plan shall be similar to the San Diego “Quieter Home Program”. In the event the FAA changes its current regulations so as to permit residential sound attenuation at the 60 CNEL level, the City will consider applying for the necessary FAA funding to accomplish residential land use mitigation at this level.**

Plan/Status: City Staff contracted with C&S Engineers to develop a Long Beach Airport Land Use Compatibility Program Implementation Plan. C&S Engineers recommended a residential land use treatment protocol similar to that used at San Diego Lindbergh Field (end of block treatment), which would increase residential acoustical treatment to some homes, adjacent to “on-block” impact areas, even though their exposure was at less than 65 CNEL.

The next step, pending resolution of EIR litigation regarding the adequacy of the City’s Airport Terminal Improvements EIR, will be to ask the City Council to award a contract to a Land Use Compatibility Program Acoustical Treatment Program Management firm to develop an implementation plan and provide construction management services for the residential and school sound mitigation programs. A finance plan in support of the noise mitigation improvements will also be submitted for Council consideration.

9. **To insure compliance with the above provisions, the City Manager shall appoint a monitor who will report periodically to the City Council as to the progress made in implementation.**

Plan/Status: The newly appointed City Manager will appoint a monitor. An annual report will be provided to the City Council regarding the Airport’s Green Airport Program, including the components approved on April 24, 2007.

10. **The Airport shall provide an annual report to the City Council setting forth the then current number of passengers flying into or out of the Airport (MAP).**

Plan/Status: After the close of each calendar year, within 30-60 days (depending on receipt by City of tenant airlines final passenger counts), staff will present airline passenger counts to the City Council, for the prior calendar year.