



CITY OF LONG BEACH

LONG BEACH AIRPORT

R-26

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October 6, 2009

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive and file a presentation from the Long Beach Airport regarding Capital Improvement Program status. (District 5)

DISCUSSION

At the City Council meeting of April 7, 2009, Airport staff was asked to provide an update on the status of the Parking Structure and Terminal Improvement Project. These projects are an integral part of the Airport's Capital Improvement Program (CIP). The Long Beach Airport is proceeding with capital improvement projects planned for both the landside and airside areas of the Airport. Airfield improvements at an airport such as Long Beach primarily involve rehabilitation of runways, taxiways and other infrastructure necessary for safe aircraft operation at the facility. Identified landside projects at the Airport involve the terminal area and parking infrastructure.

A major consideration in the timing of some of the Airport capital improvements relates to the overall health of the economy and airline industry, both of which have not done well in 2008 and 2009 to-date, and will likely not significantly recover until 2010 or later. While other commercial airports in the region are experiencing a significant drop in passenger traffic, Long Beach Airport is continuing to experience modest growth. However, given the industry-wide economic uncertainty and the escalating operational costs that make regional jet commuter aircraft unprofitable, the Airport is taking a very conservative, phased approach to terminal area improvements. This will guarantee that the needs of customers are met, without overbuilding or financially over-extending the Airport. Using this approach, subsequent phases will be triggered based on actual operational needs.

Three critical projects at the Long Beach Airport include the construction of a new parking structure, passenger terminal-related improvements, and construction of improvements to the airline aircraft parking ramp. The Airport is currently planning and designing a phased construction for these three projects.

Additionally, to ensure that the City Council is well informed on the status and progress of all the Airport's capital projects, the Department has developed a Capital

HONORABLE MAYOR AND CITY COUNCIL

October 6, 2009

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Improvement Project Status Report that will be updated and published on a regular basis. The September 2009 report is attached.

This matter was reviewed by Assistant City Attorney Michael J. Mais on June 23, 2009, and by Budget and Performance Management Bureau Manager David Wodynski on August 6, 2009.

TIMING CONSIDERATIONS

City Council action on this matter is not time sensitive.

FISCAL IMPACT

There is no fiscal impact associated with this action.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,


MARIO RODRIGUEZ
DIRECTOR, LONG BEACH AIRPORT

MR:CE:km
SICLLGP CIP Status.rev4.doc

Attachment

APPROVED:

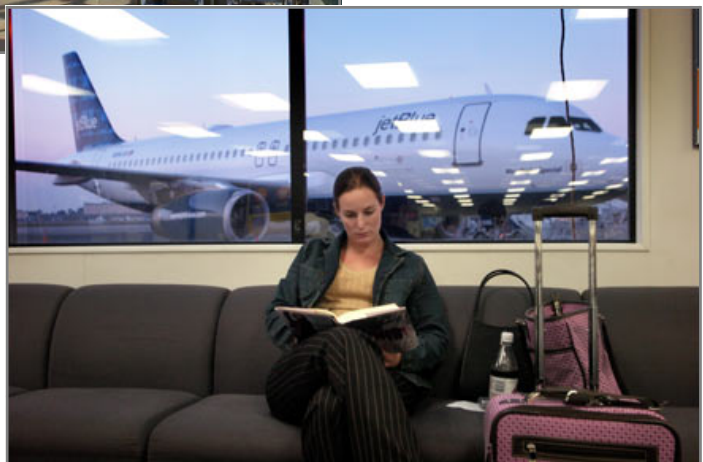


PATRICK H. WEST
CITY MANAGER

ILGB

Monthly Status Report September 2009

Capital Improvement Project Neighborhood Protection Program



Long Beach Airport—Travel the Way It Use to Be!



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Procurement

Request for Qualifications/Proposals/Bids:

- Taxilane J Rehabilitation Construction Bid
 - ◇ Scheduled for advertisement October 2009

Submittals Currently Being Reviewed/Contracts Being Processed:

- Air Carrier Ramp Reconstruction, Phase IB Construction Bid
 - ◇ Contract scheduled for award September 22, 2009
- Baggage System Maintenance Provider RFQ
 - ◇ Contract s to be awarded September 22, 2009
- Airfield Signage Replacement Project Construction Bid
 - ◇ Contract awarded August 18, 2009
- Additional Security Cameras
 - ◇ Contract scheduled to be awarded September 22, 2009



Executive Summary

The Long Beach Airport is continuing with capital improvement projects planned for both the landside and airside areas of the Airport. Airfield improvements at an airport such as Long Beach primarily involve rehabilitation of runways, taxiways, and other infrastructure necessary for safe aircraft operation at the facility. Identified landside projects at Long Beach involve terminal area and parking infrastructure.

A major consideration in the timing of some of the Airport capital improvements relates to the overall health of the economy and airline industry, both of which have not done well in 2008 and 2009 to-date, and will likely not significantly recover until 2010 or later. While other commercial airports in the region continue to experience a significant drop in passenger traffic, Long Beach Airport's overall numbers are up year-to-date, although, beginning July 2009, a slight decrease in traffic was experienced when compared against the same period last year. However, given the industry-wide economic uncertainty and the escalating operational costs that make regional jet commuter aircraft unprofitable, the Airport is taking a very conservative, phased approach to terminal area improvements. This will guarantee that the needs of our customers are met, without overbuilding or financially over-extending the Airport. Using this approach, subsequent phases will be triggered based on actual operational needs.

Three critical terminal area projects at the Long Beach Airport include the construction of a new parking structure, passenger terminal-related improvements, and construction of improvements to the airline aircraft parking ramp. The Airport is currently planning and designing a phased construction for these three projects.

Approximately 45 percent of the Airport's parking is located off-site on leased property that is currently for sale and could become unavailable to the Airport at any time. Loss of this amount of parking would be detrimental to both the Airport's access and convenience. The timely construction of the parking structure will allow the Airport to provide customers with on-site parking, which is a design mitigation feature to reduce air quality impacts. On June 20, 2006, the City Council approved the EIR for a 4,000 space parking structure. Subsequently, on January 3, 2008, the Planning Commission approved a 3,200 space structure. Current demand indicates need for a 1,900 space structure. The initial phase will meet current and short-term projected needs, without significantly impacting the costs of doing business at Long Beach.

Terminal-related improvements, including improvements to holdrooms, concessions, baggage and passenger screening areas, baggage claims, ticketing, and office space, were approved by the City Council on April 24, 2007. In order to meet current needs and to minimize impacts on the costs of doing business at the Airport, the Airport is planning a phased approach to the improvements, building only the features most critical to ensuring continued convenience and safety for our passengers: holdrooms, restrooms, concessions, and combined passenger screening. The Phase I project design is expected to be completed in the fall of 2010, with construction commencing in early 2011.

The timing for additional parking and terminal-related improvements, as approved by the City Council, will depend on growth in activity, within the constraints of the Airport's Noise Com-



Executive Summary

patibility Ordinance, and industry dynamics over the next several years.

As part of an effort to reduce power needs and enhance sustainability, the Airport is also exploring the installation of solar panels on the roof of the existing parking structure in addition to both north and south baggage claim area roofs. This project is in the early planning stage.

Improvements to the air carrier ramp include the reconstruction of deteriorated pavement and the installation of pre-conditioned air, electrical power and potable water at each aircraft parking position. The installation of these utilities will allow boarding and servicing of aircraft without the need to run the aircraft auxiliary power units, thus reducing air emissions and fuel consumption. The ramp improvements project will be phased over a multi-year period, based on FAA grant and Passenger Facility Charge funding availability and the need to maintain functionality of the current airline ramp during construction. Phase I construction will commence in the fall of 2009. Phase I is funded by an FAA grant and Passenger Facility Charges.

Other airfield projects include rehabilitation of two of the Airport's taxiways, and of Runway 7R-25L, the Airport's most heavily-used runway. Timely rehabilitation of this runway will extend the life of the pavement and provide a safe operating surface for aircraft.

The recently finished Taxiway K Phases I, II and III projects were completed five months ahead of schedule and significantly below budget.

Also included in this update is a status report on the Neighborhood Protection Program, which includes the Airport's Quieter Home Program and the Mobile Noise Monitoring Study.

Project inquiries should be directed to Mario Rodriguez, Director of the Long Beach Airport, at (562) 570-2605.



Long Beach Airport Project Status Report



Capital Improvement Project Status Report - September 2009

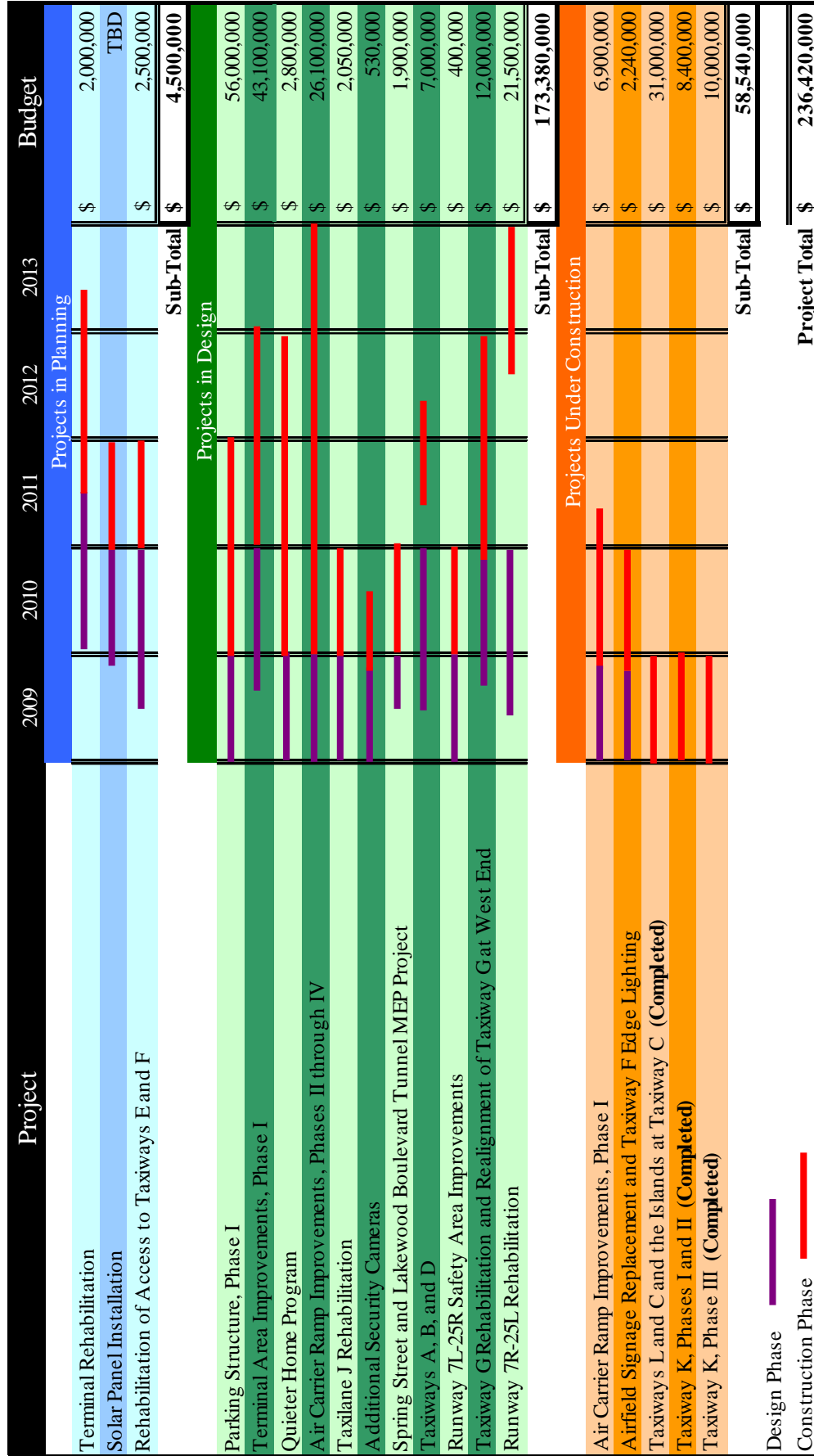
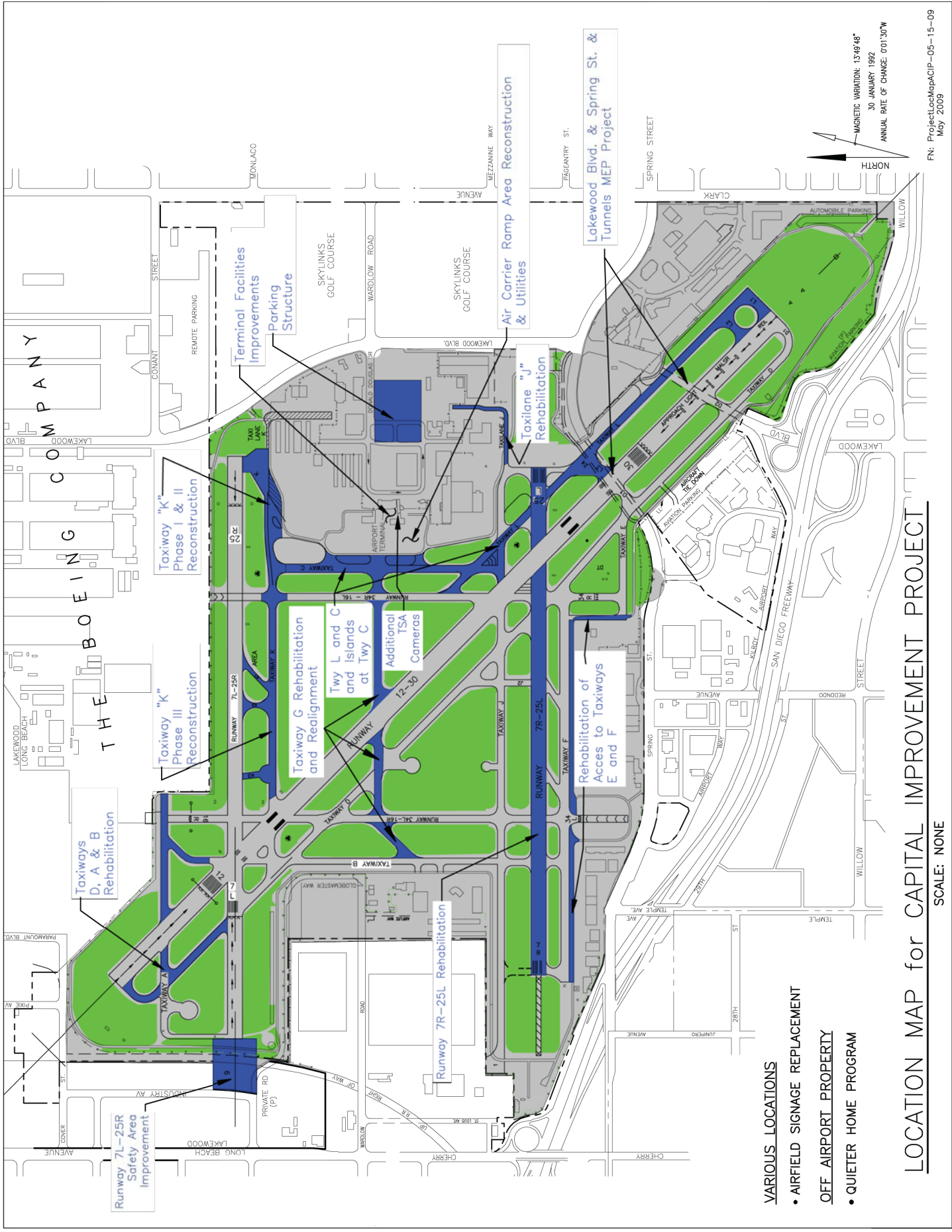


Chart 1. Project Timeline and Budgets



- VARIOUS LOCATIONS**
- AIRFIELD SIGNAGE REPLACEMENT
 - OFF AIRPORT PROPERTY
 - QUIETER HOME PROGRAM

LOCATION MAP for CAPITAL IMPROVEMENT PROJECT

SCALE: NONE

MAGNETIC VARIATION: 13°49'48"
 30 JANUARY 1992
 ANNUAL RATE OF CHANGE: 0'01'30"W

FN: ProjectLocMapACIP-05-15-09
 May, 2009



Projects in Planning

Terminal Rehabilitation



Project Description: This project will consist of general rehabilitation and restoration of the Airport’s 1941 terminal building, including modernizing and upgrading electrical, mechanical and plumbing systems, architectural features such as windows, restrooms and the public address system.

Project Budget: The project budget is \$2,000,000. The Airport will apply to the FAA for PFC funds for this project.

Project Schedule: This project is currently in the planning stage and is expected to be in design in mid 2010.

Jobs Created: 80

Solar Panel Installation



Project Description: The project consists of the installation of photovoltaic (solar) panels at various locations at the Airport. Solar panels will be installed on the existing baggage claim unit canopies and the top level of the Lot A parking structure.

Project Budget: The project budget will be finalized during design. The Airport is exploring low-cost energy loans, grants or a combination of the two.

Project Schedule: The NEPA and CEQA documents will be completed, once the funding source is identified. Preliminary engineering will begin towards the end of 2009.

Jobs Created: TBD

Rehabilitation of Access to Taxiways E and F



Project Description: The project consists of the reconstruction of pavement adjacent to leaseholds bordering Taxiways E and F. Included will be improvements to pavement markings, lighting and drainage systems.

Project Budget: The project budget is \$2,500,000. It will be funded with AIP and PFC funds.

Project Schedule: The NEPA and CEQA documents are currently being written for the project and preliminary engineering will begin this fall. The project is scheduled to be advertised for construction in May 2010.

Jobs Created: 60



Projects in Design

Parking Structure, Phase I



Project Description: The project approved by the Planning Commission was for a 3,200 space parking structure. Based on current financial capacity and today’s parking needs, the Airport will complete the project in two phases. Phase I will consist of a parking garage with approximately 1,900 spaces.

Project Budget: The estimated budget for Phase I is \$56 million. It will be funded through GARB and PFC funds (approximately \$3.4 million is eligible for PFC funds).

Project Schedule: Construction of Phase I is anticipated to begin in late 2009 or early 2010.

Jobs Created: 450

Terminal Area Improvements, Phase I



Project Description: Improvements to the Terminal Area were approved by City Council in 2007. The Airport is currently designing the first phase of the project that includes holdrooms, restrooms, concessions and a consolidated passenger screening area.

Project Budget: The estimated budget for Phase I is \$43.1 million. It will be funded through PFC and GARB funds (approximately \$34.6 million is eligible for PFC funds).

Project Schedule: Design completion and Planning approval is anticipated for fall 2010. Advertisement for construction is anticipated for late 2010, with a construction start in early 2011.

Jobs Created: 340

Quieter Home Program



Project Description: The Quieter Home Program (QHP) consists of sound attenuation improvements to private residences meeting criteria established by the City and FAA.

Project Budget: \$2,800,000 based on homes within the CY2008 65 CNEL contour. The Airport will request approval to use PFC funds.

Project Schedule: The Policy and Procedures Manual and public outreach program has been developed. City Council approval of the CY2008 noise contours will be sought in October 2009. Construction documents for the first phase (approximately 10 homes) are scheduled to be completed in early 2010.

Jobs Created: TBD



Projects in Design

Air Carrier Ramp Improvements, Phases II - IV



Project Description: Improvements to the air carrier ramp include the reconstruction of deteriorated pavement and the installation of pre-conditioned air, electrical power and potable water at each aircraft parking position.

Project Budget: The overall project budget is \$26,100,000. It will be funded with AIP, PFC and Airport funds. FY09 funding for Phase I is \$6,900,00.

Project Schedule: The project will be constructed in four phases with up to four separate FAA Airport Improvement Grants. The first phase was advertised for construction on May 8, 2009, and is scheduled to begin construction in late 2009.

Jobs Created: 120

Taxilane J Rehabilitation



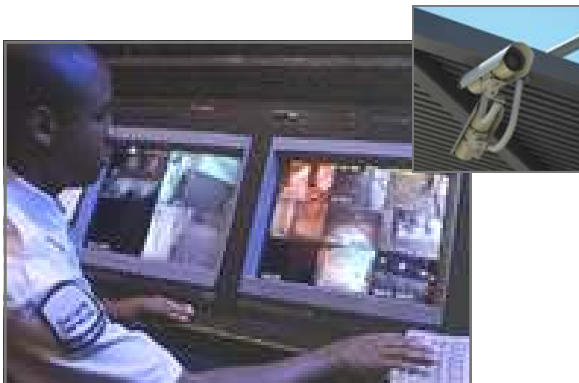
Project Description: The project is the reconstruction of deteriorated pavement and improvements to drainage and pavement markings.

Project Budget: The project budget is \$2,050,000. It will be funded with AIP and PFC funds.

Project Schedule: Project is scheduled to be advertised for bidding in October 2009, with a construction start anticipated for early 2010.

Jobs Created: 60

Additional Security Cameras



Project Description: The project will provide additional security cameras in the passenger and baggage screening areas of the terminal facilities.

Project Budget: The project budget is \$530,000. The project will be initially funded with Airport funds. The Airport will be reimbursed for the installation by TSA.

Project Schedule: The Airport is currently working on the agreement with TSA. Installation of the cameras is anticipated prior to the end of 2009.

Jobs Created: 5



Projects in Design

Spring Street and Lakewood Boulevard Tunnel MEP Project



Project Description: This project will provide critical safety enhancements including improvements to the carbon monoxide monitoring system, emergency signage, and drainage improvements.

Project Budget: The budget for the project is \$1,900,000. Approximately \$1,500,000 will be funded with ISTEA funding and the remainder with PFC funds.

Project Schedule: The project design is approximately 90% complete and construction is anticipated to begin at the end of 2009.

Jobs Created: 50

Taxiways A, B, and D



Project Description: The project consists of the reconstruction of 250,000 square feet of pavement. Included will be improvements to pavement markings and lighting, signage and drainage systems.

Project Budget: The project budget is \$7,000,000. It will be funded with PFC funds.

Project Schedule: The project is currently under design and is scheduled to be advertised for construction in May 2011.

Jobs Created: 60

Runway 7L-25R Safety Area Improvements



Project Description: The project includes grading, removal of hazards and the installation of fencing to improve the Runway Safety Area for Runway 25R.

Project Budget: The project budget is \$400,000 and will be funded with AIP and PFC funds.

Project Schedule: The project is currently being designed. Construction will be completed in 2010.

Jobs Created: 20



Projects in Design

Taxiway G Rehabilitation and Realignment of Taxiway G at West End



Project Description: The project consists of the reconstruction of approximately 375,000 square feet of pavement plus the realignment of the west end of the taxiway. Included will be improvements to pavement markings and lighting, signage and drainage systems.

Project Budget: The project budget is \$12,000,000. It will be funded with AIP and PFC funds.

Project Schedule: The NEPA and CEQA documents are currently being written for the project and engineering design has begun. The project is scheduled to be advertised for construction in fall 2010.

Jobs Created: 80

Runway 7R-25L Rehabilitation



Project Description: The project consists of the reconstruction of 1,100,000 square feet of pavement. Included will be improvements to pavement markings and lighting, signage and drainage systems, and the reconstruction of the perimeter road around the east end of the runway.

Project Budget: The project budget is \$21,500,000. It will be funded with AIP and PFC funds.

Project Schedule: The NEPA and CEQA documents have been written for the project and preliminary engineering has begun. The project is currently listed in the Airport Capital Improvement Program for construction in 2013. Upon early completion of the design, the Airport will request discretionary funding to begin construction.

Jobs Created: 80



Projects Under Construction

Air Carrier Ramp Improvements, Phase I



Project Description: The Phase I improvements to the air carrier ramp include the reconstruction of deteriorated pavement at five of the existing ten aircraft parking positions.

Project Budget: The project budget is \$6,900,000. It will be funded with AIP, PFC and Airport funds.

Project Schedule: Phase I construction will begin in fall 2009. Construction is anticipated to take 18 months to complete.

Jobs Created: 120

Airfield Signage Replacement and Taxiway F Edge Lighting



Project Description: The project will replace approximately 150 signs and 96 sign panels that are in poor condition or do not meet current FAA standards. Also included is new taxiway edge lighting for Taxiway F, which is currently inoperable.

Project Budget: The project budget is \$2,240,000. It will be funded with AIP and PFC funds.

Project Schedule: The construction contract was awarded on August 18, 2009. Construction is expected to begin in fall 2009.

Jobs Created: 20

Taxiways L and C and the Islands at Taxiway C—Completed August, 2008



Project Description: The project consisted of the reconstruction of approximately 1,000,000 square feet of pavement. Included were improvements to pavement markings and lighting, signage and drainage systems. This project included the first Portland cement concrete taxiway at the Airport.

Project Budget: The project budget is \$31,000,000.

Project Schedule: The project is 100% complete and contractor is completing punch-list items and warranty work.

Jobs Created: 100



Projects in Progress

Taxiway K, Phases I and II—Completed April, 2009



Project Description: The project consisted of the reconstruction of 300,000 square feet of pavement. Included were improvements to pavement markings and lighting, signage and drainage systems.

Project Budget: The project budget is \$8,400,000.

Project Schedule: The project is 100% complete and the contractor is completing punch-list items.

Jobs Created: 80

Taxiway K, Phase III—Completed June, 2009



Project Description: The project consisted of the reconstruction of 600,000 square feet of pavement. Included were improvements to pavement markings and lighting, signage and drainage systems. The project enhanced runway safety by improving the RSA for Runway 7L-25R, as well as the installation of runway guard lights. The project also included the removal of three non-standard and construction of two connector taxiways, in compliance with FAA standards, to Runway 7L-25R.

Project Budget: The project budget is \$10,000,000.

Project Schedule: The project is 100% complete and the contractor is completing punch-list items. Taxiway K was opened for use June 12, 2009, five months ahead of schedule!

Jobs Created: 100



Neighborhood Protection Program

On April 24, 2007, the City Council approved the Neighborhood Protection Program. Included in this month's report is the latest update to the program and the policy direction provided by the City Council.

Lease Covenants

Policy: Covenants not to challenge the Airport Noise Compatibility Ordinance incorporated into all Airport leases.

Status: The Airport is moving towards an industry standard operating approach that includes memorializing our business arrangement with our airlines via five year airline leases. The Airport has begun working with our airlines to develop this business arrangement. This process typically takes one year to complete, and will be presented to the Mayor and City Council for approval.

Defense Fund

Policy: 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.

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 "first dollar" airport liability coverage for personal and property liability claims. Non-liability litigation costs would be initially covered out of the \$3 million City Self Insurance Retention Fund, and later recovered through Airport assessments.

Future Environmental Review

Policy: Appropriate environmental studies, as approved and directed by the City Council, when the Long Beach Airport exceeds 4.2 million annual passengers (MAP). 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.

Status: Implemented. The Airport currently provides monthly and annual passenger level reports. The prescribed environmental studies will be undertaken if/when 4.2 MAP is exceeded. In 2008, the Airport had a total of 2.9 MAP.

Terminal Improvement Project Review

Policy: 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.

Status: Implemented.



Neighborhood Protection Program

Mobile Noise Monitoring

Policy: As part of the Airport's Land Use Compatibility Program, the use of mobile noise monitoring units to determine the appropriate installation location for six 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).

Status: On December 4, 2007, the City Council authorized the City Manager to enter into a contract with Acoustical Analysis Associates, Inc. (AAAI), to provide noise consulting services, specifically the requested mobile noise monitoring services.

In order to determine the correct placement for the proposed six mobile monitors, AAAI reviewed the placement of the existing 18 noise monitors mandated by the City's Airport Noise Compatibility Ordinance, existing noise contours, and flight tracks. The final locations were reviewed and approved by the Airport Advisory Commission and Airport staff. Monitors were placed at 860 Ranch Drive, 3926 Rose Avenue, 1251 Marshall Place, 4705 Bintree Avenue, 5801 Marita Avenue and 3103 Carson Street. Pursuant to City Council direction, mobile noise monitoring was conducted in the Bixby Hills area, initially at 6481 Bixby Hill Road and then at 860 Ranch Drive.



The noise survey was conducted between April 4, 2008, and November 11, 2008. Approximately 90 days of measurement data were gathered at each site, equivalent to one calendar quarter of noise level information. Aircraft and ambient noise levels were monitored 24-hours a day, seven days a week, continuously when installed at a given site. Generally, three monitors were installed for a thirty-day period at three of the sites, and then rotated to a second group of three. The rotation ensured measurements during the different seasons between April and November 2008 at all of the sites.



Noise data gathered at each of the temporary monitoring sites was loaded into the Airport's Aircraft Noise Operations Monitoring System (ANOMS) for identification of aircraft noise events and the calculation of the Community Noise Equivalent Level (CNEL).

Based upon the acoustical consultant's analysis, the placement of one additional permanent monitor, located approximately 500 feet south of 3926 Rose Avenue, would be appropriate and useful in the development of the 65 dB CNEL contour. AAAI further concluded that the location of permanent monitors near 1251 Marshall Place, 4705 Bintree Avenue, and 5801 Marita Avenue could provide useful noise data; however, as there is no legal requirement to report noise levels in this area, the consultant does not recommend installing permanent monitors at these locations. Finally, AAAI determined that the placement of permanent monitors at 3101 Carson Street or 860 Ranch Drive would not provide any additional noise data that would be useful for noise contour development.

Based on this study, Airport staff recommends installing one additional permanent monitoring station 500 feet south of 3926 Rose Avenue. Should the City Council desire to precisely define the location of the 60 CNEL contour, three additional permanent monitors would be required.



Neighborhood Protection Program

Parcel “O”

Policy: Elimination of Parcel “O” as part of this Terminal expansion project.

Status: Implemented. Parcel “O” was removed from development plans under the Terminal Improvement Project.

Approach and Departure Protocols

Policy: Work with the Federal Aviation Administration (FAA), pilots, and others to establish approach and takeoff protocols for pilots to follow in order to reduce noise impacts to Long Beach neighborhoods.

Status: Airport staff led efforts that resulted in the California Transportation Commission supporting the designation of California as a near-term "testbed" for NextGen technology applications. Their support came in May 2008 and June 2009. Also, in April 2009, the California Airports Coalition went on record with the FAA stating that all of the commercial airports in California are supportive of early funding and implementation of NextGen technologies. NextGen technology will facilitate optimization of safety and neighborhood-friendly satellite-based approach and departure profiles. Airport Staff is pursuing FAA funding for NextGen "testbed" equipment, as well as State and Long Beach specific applications.

Neighborhood Protection Program Monitor

Policy: To ensure compliance with the Neighborhood Protection Program provisions, the City Manager shall appoint a monitor who will report periodically to the City Council as to the progress made in implementation.

Status: Pending the appointment of a program monitor, the Airport will continue to provide updates on the Neighborhood Protection Program within the Airport Status Report.

Annual Passenger Report

Policy: 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).

Status: Implemented. 1,699,494 Total Annual Passengers (MAP) Year-to-Date July 2009. The complete Monthly and Year-To-Date report is attached.



Neighborhood Protection Program

MONTHLY AIRPORT ACTIVITY Current Month & Calendar Year-to-Date Statistics July 2009

	July			Year-to-Date		
	2009	2008	%Change	2009	2008	%Change
Total Passenger Traffic	278,029	288,711	-3.7%	1,699,494	1,669,958	1.8%
Enplaned Passengers	Load Factor	Load Factor		Load Factor	Load Factor	
Alaska Airlines/Horizon Air	92% 14,534	85% 10,448	39.1%	77% 88,698	75% 65,518	35.4%
Delta/SkyWest Airlines	87% 8,224	88% 7,713	6.6%	78% 47,996	88% 44,150	8.7%
ExpressJet Airlines	N/A N/A	69% 5,842	N/A	N/A N/A	58% 34,244	N/A
JetBlue Airways	87% 107,459	83% 111,002	-3.2%	79% 663,862	78% 630,843	5.2%
US Airways	81% 8,391	89% 9,457	-11.3%	74% 51,232	80% 61,472	-16.7%
Total	87% 138,608	78% 144,462	-4.1%	79% 851,788	77% 836,227	1.9%
Airline Landings	1,287	1,472	-12.6%	8,786	7,744	-4.6%
Air Cargo						
US Tons	3,175	3,988	-20.4%	20,133	24,972	-30.5%
Metric Tons	2,880	3,617	-20.4%	18,260	22,650	-30.5%

Flight slot allocations:

At month-end, Long Beach Airport had 41 allocated Air Carrier flight slots – Alaska (5), JetBlue (29), US Airways (4), FedEx (1), UPS (2) and seven allocated Commuter Carrier flight slots— Delta (5), Horizon (2).

Eighteen Commuter Carrier flight slots remain available for allocation.

Definitions:

Total Passenger Traffic — Total number of airline passengers both enplaned (departures) and deplaned (arrivals).

Air Carrier — A scheduled passenger or cargo airplane, certified under FAR Part 121, 125 or 135, with a maximum takeoff weight of 75,000 lbs. or over.

Commuter Carrier — A scheduled passenger or cargo airplane, certified under FAR Part 121, 125 or 135, with a maximum takeoff weight under 75,000 lbs.

Air Cargo — Cargo carried by aircraft, both inbound and outbound.



Neighborhood Protection Program

QuieterHome® Program

The Long Beach Airport Terminal Area Improvement Project EIR No. 37-03, which was certified by the City Council on June 20, 2006, provides under Mitigation Measure 3.6-2 that a Residential Sound Attenuation Program shall be available to all residential units within the 65 dB Community Noise Equivalent Level contour “based on the contours published for the Long Beach Airport for the previous calendar year (Quarterly Report for 12 month Period Ending December 31).” In a separate action on April 24, 2007, the City Council provided further policy direction for “end of block” treatment for homes within the 65 CNEL. The Residential Sound Attenuation Program, now known as the “Long Beach Airport Quieter-Home® Program (Program),” is expected to begin in October 2009.

Status: The Federal Aviation Administration (FAA) guideline for determining a residential noise-sensitive area is consistent with State guidelines outlined in Title 21, Section 5012, which states, “the standard for the acceptable level of aircraft noise for persons living in the vicinity of airports is a CNEL of 65 decibels (dB).” The residential area located within the 65 dB is defined as the noise impact area or noise-sensitive area. In order for the Airport to monitor its noise impact, quarterly and annual noise reports are submitted to the State and to Los Angeles County. According to the State, an airport with an impact area must take steps to mitigate the noise impacts.

Following the City Council’s direction provided under Mitigation Measure 3.6-2, the 2008 Annual 65 dB CNEL contour (below) was utilized for the Program. The 2008 contour identified 27 homes within the 65 dB contour. The 27 homes are located off the southern or arrival end of the Airport’s main Runway 12-30. Mitigation of these homes will be addressed in the initial phase of the Program. The Program’s northern boundary or departure contour is located east of Cherry Avenue and south of Carson Street and does not include any homes at this time.



The Program contours will be updated every year, and treatment areas will be adjusted as appropriate under State and Federal guidelines. Future phases of the Program will address “end of block” and “contour rounding” protocols, and treatment areas will be adjusted accordingly.

Following adoption of the 2008 Annual 65 dB CNEL contour, staff will submit a request for approval to the FAA to utilize Passenger Facility Charges (PFC) to fund the Program. The Program is projected to be completed by the end of 2011 at a cost of \$2.8 million.



Neighborhood Protection Program

Program Review



Program Structure: The Program is completely voluntary and will be offered at no out-of-pocket cost to the eligible homeowner. Eligible homes will be retrofitted with sound insulating treatments that may include acoustic windows, new exterior doors, caulking and sealing of gaps, attic insulation, mechanical ventilation and new or upgraded air conditioning systems. Participating homeowners will be required to sign a Participant Authorization Agreement. In accordance with FAA policy and guidance provided in the Mitigation Measure 3.6-2, “in exchange for the property improvements provided under the Program, each participating homeowner will be required to sign an Avigation Easement.” Priority for the Program and treatment within the Program is based on noise exposure level, length of time the homeowner has owned the home, application submission date and owner-occupied homes.

The Program will be implemented in phases. Phase I includes program development and management, pre- and post-acoustical testing and design, in addition to construction for a Pilot Program consisting of 10 homes. Phase I is projected to be completed in fall 2010.

Acoustic Measurements



Design Review/Approval



Phase II, which includes Program management, pre- and post-acoustical testing, design and construction of the remaining 17 homes located within the 65 dB, is projected to be completed by the end of 2011. As prescribed in Mitigation Measure 3.6-2, future phases shall be based on CNEL noise contours published for the Airport for the previous calendar year.

The Program contours will be updated every year, and treatment areas will be adjusted as appropriate under State and Federal guidelines. Future phases of the Program will address “end of block treatment” and the eligible treatment areas will be adjusted accordingly.



Glossary

Government Acronyms

CLB	City of Long Beach
CY	Calendar Year
FAA	Federal Aviation Administration
FY	Fiscal Year
LGB	Long Beach Airport
NEPA	National Environmental Protection Agency
TSA	Transportation Security Administration

Aviation Acronyms

AAAI	Acoustical Analysis Associates, Inc.
ANOMS	Aircraft Noise Operations Monitoring System
AOPA	Aircraft Owners and Pilots Association
ACIP	Airport Capital Improvement Program
AIP	Airport Improvement Program
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
	Capital Improvement Project
CNEL	Community Noise Equivalent Level
CDA	Continuous Decent Approach
.dB	Decibel
EIR	Environmental Impact Report
GARB	General Airport Revenue Bond
GPS	Global Positioning System
ISTEA	Intermodal Surface Transportation Equity Act
MEP	Mechanical, Engineering, and Plumbing
MAP	Million Annual Passengers
NBAA	National Business Aviation Association
NEPA	National Environmental Policy Act
PFC	Passenger Facility Charge
QHP	QuieterHome [®] Program
RFP	Request for Proposals
RFQ	Request for Qualifications
RWY	Runway
RSA	Runway Safety Area
TWY	Taxiway
TSA	Taxiway Safety Area
TBD	To Be Determined