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Public Affairs Highlights and Initiatives **July - August 2017**

Government Affairs:

1. Attended Citywide Communications Meeting
2. Attended Citywide Social Media Meeting
3. Attended Team Long Beach Meeting
4. Participated in a tour with Mayor's Office, LB Transit, and Metro to brainstorm ideas to increase transit ridership from the Willow Street and Downtown stations to LGB

Community Outreach:

1. Attended Virgin Orbit Media Day, July 31
2. Participated in First Fridays, August 4
3. Gave community presentation at Los Alamitos Methodist Church, August 9
4. Participated in Beach Day, August 11
5. Hosted Special Olympics Southern California Plane Pull, August 19
6. Participated in District 4 Community Concert, August 26
7. Participated in READY Long Beach planning with CERT, September 16
8. Historical Society Long Beach Remembers Pearl Harbor exhibit and Long Beach Airport's contribution continues
9. Volunteers led 7 group tours of the airport in July and 6 group tours of the airport in August.
10. A volunteer gave a presentation to the Whittier Masonic Center about Long Beach Airport's history
11. Summer music in the concourse (LGB Live) continued through September 1
12. Festival of Flight recruiting and planning continues

Presentations:

1. Public Affairs helped brand presentation and coordinate ground transportation stakeholders meeting
2. Assisted with Director's presentation at the AAAE General Aviation Issues conference
3. Participated in Miller Children's Hospital Flames of Hope project for children patients with cancer and their families

Media:

1. Fines Add Up At Long Beach Airport For Loud Planes. Who Should Get the Money?; *Press-Telegram* 7/18/17
2. Why Late Flights Are Threatening Long Beach's 'Lovely Small Airport'; *Press-Telegram* 7/29/17
3. Long Beach Residents Upset Over Late-Night Flight Noise; *ABC 7* 7/31/17
4. 5 Sickened After Strange Odor Forces Emergency Landing for Flight Out of Long Beach; *CBS Los Angeles* 8/2/17
5. Long Beach Airport Awarded \$15 Million Grant For Runway Improvements, *LA Business Journal* 8/2/17
6. Long Beach Airport Eyes \$19M Runway Project; *Long Beach Press Telegram* 8/3/17
7. Long Beach Added More Flights At Its Airport and Passenger Volume Soared 50%; *Los Angeles Times* 8/8/17
8. Long Beach Airport Up YTD; *Orange County Business Journal* 8/8/17
9. Flights Added, Passenger Volume Soars at Long Beach Airport; *Los Angeles Times* 8/9/17
10. Long Beach Airport Officials Start Process to Amend Noise Ordinance, Stop Curfew Violations; *Gazette* 8/10/17
11. Long Beach Airport to Consider New Penalties to Curb Late Night Flight Activity; *Long Beach Post* 8/10/2017
12. Long Beach Looks To Crack Down on Airport Noise; *89.3 KPCC* 8/14/17
13. Noise Curfew Rules Proposed at Long Beach Airport Could Mean Trouble For JetBlue; *Los Angeles Times* 8/17/17
14. City of Long Beach Wants 31 Acres of Development Near Long Beach Airport; *The Real Deal* 8/23/17
15. Social Media:
 - Facebook is up to 15,902 likes
 - The best post in July had a reach of 11,291 with 221 reactions, comments, and shares.
 - The best post in August had a reach of 5,420 with 34 reactions, comments, and shares.
 - Notable events: SmarterTravel article, LGB tours, Cosmic Girl, and the Special Olympics Plane Pull
 - Twitter is up to 11,056 followers
 - The best tweet in July generated 12,062 impressions, 16 retweets, and 47 likes
 - Tweets in July generated over 71,300 impressions
 - The best tweet in August generated 8,654 impressions, 15 retweets, and 29 likes.
 - Tweets in August generated over 92,000 impressions
 - Instagram is up to 3,410 followers
 - In July, posts averaged 97 likes each.
 - The most popular post earned 155 likes and 156 engagements, and 976 impressions.

- In August, posts averaged 175 likes each.
- The most popular post earned 178 likes and 182 engagements, and 1,436 impressions.

Advertising/Marketing:

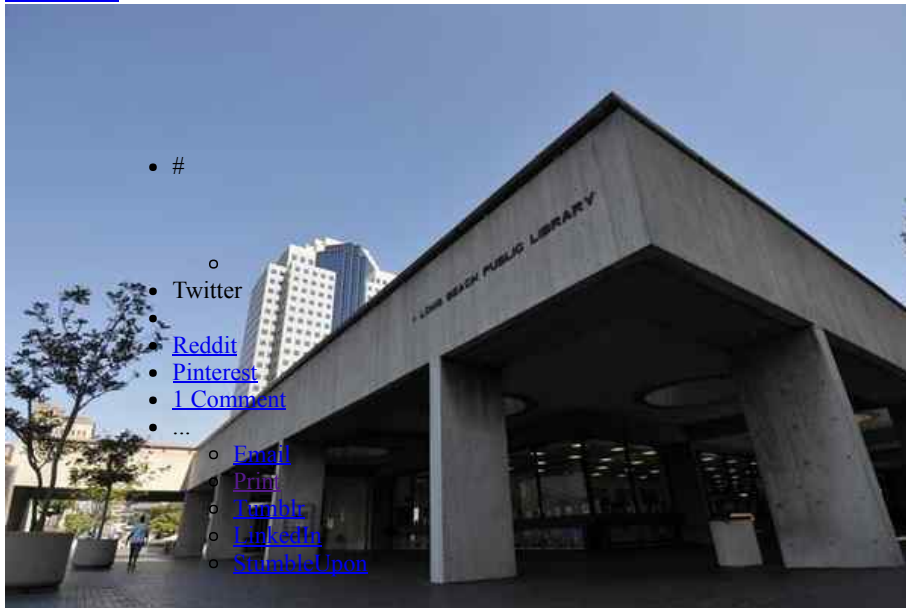
1. *Long Beach Business Journal*; quarter page, full color ad July 4 and August 29 issues
2. Economic Impact Report brochure, continued editing and updating design
3. Updated Flight Map post cards
4. Finalized Festival of Flight logo 2017; completed freeway signage and flyer
5. Began partnership with L.A. Chargers
6. Upcoming billboard design in progress
7. Applying the Long Beach Airport brand to all Parking Structure A wayfinding signs

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





[1 Comment](#)

The main branch of the Long Beach Public Library on August 1, 2008. The library gets funding for materials from fines assessed against airlines who violate the noise ordinance at Long Beach Airport. (Press-Telegram staff file photo)

Every once in a while, just a few times a month, if that, a JetBlue aircraft flies over our house late at night — hours after the 10 p.m. flight curfew. We're not sure why it picks on our house, but it has something to do with Long Beach Airport's main runway being closed for maintenance or calamity. Our house is under the flight path for a smaller runway that is just long enough for a major carrier to land on and they rarely monkey with it.

Does the noise bother us? Not terribly. Yes, we do run out of the house in terror, grabbing cherished belongings along the way, but after our wife sings us back to sleep, we realize that JetBlue, or whatever airline is landing late, will be writing a check to the [Long Beach Public Library Foundation](#).

Fines paid by airlines for violating Long Beach's cherished [noise ordinance](#) are paid directly to the foundation to be spent equally among the city's libraries for resources. Yes, books and magazines, but also for audio books, online courses, homework help and other services to patrons.

It's not an insignificant amount of money that the library receives through the foundation. The numbers tell two stories: One, the foundation is getting a lot more money from the fines each year and, two, which logically follows: Airlines (and obviously, because it's by far the biggest and most far-flung airline at the airport, JetBlue, is the biggest violator) are breaking the curfew a lot more often, incurring a \$6,000 fine each time.

From 2012 through 2015, the total fines averaged \$342,000 per year. Last year, they jumped to \$594,000, and, perhaps alarmingly, in just the first six months of this year, the fines totaled \$639,900.

The [Long Beach Public Library](#), of course, appreciates the money it has been receiving since becoming the beneficiary in 2007. But at least one member of the Airport Advisory Commission wonders if maybe it might make more sense to use that money to help people most adversely affected by the noise.

Airport commissioner Jeff Rowe is advancing an item at the commission's meeting at 4 p.m. Thursday at Skylinks golf course that would recommend the City Council ask City Prosecutor Doug Haubert to examine the feasibility of redirecting fines from the library to noise mitigation projects.

"The Airport Advisory Commission's charge is to give the best advice, and I think in this case it would be taking those fines and giving them to the people most affected," said Rowe. "It just seems to be the right thing to do. Find those who need to have their homes more soundproof by installing double-pane windows, is one thing we can look into."

It's likely the idea won't go anywhere. Just figuring out who best deserves a five-figure window-replacement gift is problematic, short of a lottery.

Kate Azar, the Long Beach Public Library Foundation's executive director, is staying out of the fray and doesn't plan to speak on the foundation's behalf. Maybe it strikes her as unseemly, but her official response is the foundation doesn't "play a part of being involved between JetBlue and the city prosecutor."

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Still, the fees are a huge boon for the library and its patrons. Azar says the money accounts for one-third or more of the library's materials — it cannot be used for staffing. "The library hasn't changed its budget because of the money we get from the noise violations," she said. "We consider them excess funds to close the much needed gap."

"The library and the foundation has never taken the money for granted," said Azar. "We've always known that it could all go away."

Contact Tim Grobaty at 562-714-2116, tgrobay@scng.com, [@grobay](#) on Twitter.

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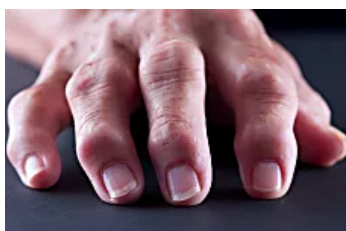
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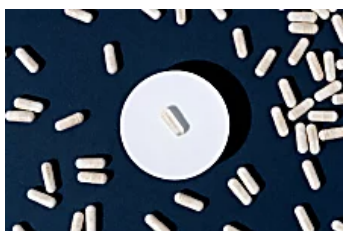
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Long Beach Press Telegram (<http://www.presstelegram.com>)

Why late flights are threatening Long Beach's 'lovely small airport'

Curfew violations at LGB this year exceed total for all of 2016, spurring proposals to tweak noise ordinance

By David Downey, The Press-Enterprise

Saturday, July 29, 2017



With its small-town flair, simple layout and short security lines, [Long Beach Airport](#) is a breath of fresh air for Southern California airline passengers and a source of pride for the host city.

The airport's flagship carrier, JetBlue Airways, is one of the nation's most popular carriers, beloved for its extra legroom, seatback TVs and low fares.

Even families under the flight path, while hardly fans of the deafening noise that rocks their world, have adapted to life beyond the runway's end with the promise that, at a certain point in the evening, it will all

shut down.

But recent developments, said longtime resident Elizabeth Andrew, threaten to undermine that promise and greatly expand "the lovely small airport we all love."

And both involve JetBlue.

JetBlue is one of four airlines that operate out of Long Beach, a city-owned airport that served 1.4 million passengers last year. The others are Southwest, Delta and American.

A while back, JetBlue advanced a proposal for a customs facility to open the door to international flights.

That prompted objections from three dozen people at a City Council meeting in December. Andrew was one of those who spoke, though her smartphone did most of the talking. She played a recording of a thundering jet.

A month later, the council rejected the proposal. Andrew's not convinced it's dead.

"We all know things come up again," she said.

Andrew predicted that within five years the international-flight idea will circle back through the legislative traffic pattern and make another approach.

Out of control

Of more immediate concern, though, is a spike in late-night, after-curfew landings that has airport neighbors on edge.

The curfew forbids commercial operations between 10 at night and 7 the following morning.

The policy, recognizing the vulnerability of aircraft to whims of Mother Nature and mechanical problems, extends a one-hour grace period for legitimately tardy jets. But penalties generally aren't waved for planes that touch down after 11 p.m., said Stephanie Montuya-Morisky, airport spokeswoman.

In recent years, airline operations occurring after 11 p.m. have been rising, going from 81 in 2014 to 104 in 2015 and 163 in 2016, according to records.

Reports attribute the lion's share of those to JetBlue, which has by far the most flights. The airline accounted for 68 late flights in 2014, 83 in 2015 and 133 in 2016.

Then there's this year. As 2017 dawned, curfew violations took off like a rocket.

In June alone, JetBlue logged 31 after-11-p.m. flights, 28 of which were deemed violations. Associated fines added up to \$168,900, according to a memo by Ryan McMullan, airport operations specialist/noise analyst.

Perhaps most alarming, said Councilman Daryl Supernaw, who represents families under the flight path, fines for the first six months of the year surpassed the total for all of 2016. JetBlue's January-to-June total was almost \$640,000, he said. Last year's total was \$594,000.

The first six violations in a quarter, or three-month period, trigger a \$3,000 fine for each, Montuya-Morisky said. JetBlue pays \$6,000 per violation after that.

Supernaw termed the year-over-year spike "staggering."

"At what point do we want to sound the alarm that things are getting out of control?" Supernaw said.

Making every effort

"Evidently," he said, "JetBlue is willing to pay the fine as opposed to adhere to the law."

JetBlue, for its part, says it is not at all flouting the law or unconcerned about the lives of Long Beach residents.

"We build our flight schedule to adhere to the noise ordinance and make every effort to respect that, while ensuring our customers arrive safely to their destination," said JetBlue spokeswoman Tamara Young, in an email. "When a flight operates beyond the curfew time, it's often due to air traffic control-related issues at some of the busiest airports on the East Coast and in Northern California. JetBlue is working with elected officials to mitigate these instances and is a strong supporter of (air traffic control) reform."

Airport Director Jess Romo said some increase in late operations was anticipated when Long Beach authorized boosting the number of permitted daily flights from 41 to 50 in spring 2016.

When JetBlue pays fines, the money goes to Long Beach Public Library Foundation, which passes 100 percent of the money to the city's 12-library system, said foundation Executive Director Kate Azar.

She said the funds augment the materials budget.

Long Beach Airport Advisory Commissioner Jeff Rowe recently broached the idea of diverting the cash instead to noise abatement. On July 20, the board tabled the proposal. Commissioners said they wanted first to get an opinion on whether the shift could jeopardize the noise ordinance.

Long Beach resident Sonia Das urged against any change, saying, "The bottom line is, we all know libraries are very sacred in the community. If you are going to take funds away, how are you going to replace them?"

In any event, Supernaw proposes to revisit the noise law and the JetBlue fine structure generated by a 2003 legal agreement between the city and airline. What's in place, he said, isn't adequate.

"I believe we will have action on a re-examination of our noise ordinance within the next 30 to 45 days," he said.

Delicate balance

Supernaw said he will proceed cautiously.

He's heard countless times that the noise ordinance is a rare animal, something a select few communities across the country have. He realizes it was grandfathered under the federal Airport Noise and Capacity Act of 1990 that sharply restricted such measures.

In passing the law, Congress concluded that widely varying local ordinances had wrought a patchwork of "uncoordinated and inconsistent restrictions on aviation that could impede the national air transportation system." As a result, many were invalidated. Long Beach's was allowed to stand.

"Long Beach has a very unique noise ordinance that restricts the amount of late-night flights," said Doug Haubert, city prosecutor, by phone. "That ordinance is the result of many years of litigation and is a compromise that has been accepted by the residents of Long Beach, the airlines and the courts."

He said communities without such laws have endured "a dramatic increase in late night noise, pollution and traffic. And the people in Long Beach want to be sure that never happens here."

Some worry the city may be headed in that direction.

Loud parties

Bill and Karen Marshall, who bought a house near the airport in 1979, said they have gotten used to life under the flight path.

Don't get them wrong. It is loud — crazy loud.

"When we have parties, people look up and ask, 'Is that thing going to land in your back yard?'" said Bill Marshall, who recently retired from his job as a UPS driver.

They laugh it off. They know it's a price they paid for buying mere blocks from an airport.

"We fly out of Long Beach," Marshall said. "We love our airport."

Things have changed of late, however.

Used to be, one could count on heavy jet traffic in the morning, then in the early evening and again between 9:15 and 10 p.m. as planes hurried to get in before the curfew, Marshall said.

But he said there has been a surge in after-curfew landings, some well after midnight.

The other night, Marshall said, his wife was jolted awake by a plane touching down at 3:30 a.m. "I had just gotten up," he said.

Hitting pause button

Andrew, the woman who made a point with her phone, said she, too, considers herself a fan of the airport and aviation.

After all, she used to be a human resources manager in the aerospace industry.

And, to this day, Andrew races out of her house enthusiastically when a military aircraft flies over.

"I'm so close you can literally see the markings on the plane," she said.

Andrew said she dealt with the noise by replacing 21 windows.

"If I'm in my home, and my doors and windows are closed, then I'm fine because I have retrofitted everything," she said.

But this is Southern California. It's impractical to keep houses closed up airtight all the time, she said.

"When all your windows are open — like in the summertime or on a lovely winter day — if you're watching TV, you have to pause it or put the captions on," Andrew said. "If you're on the phone, you have to pause your conversation."

Plane disregard?

As loud as it is at those times, Andrew has adapted to those predictable interruptions. What's disturbing, she said, is the growing number of late night, early morning surprises that have driven her to invest in ear plugs.

"We all understand if there is a snowstorm (in another state that triggers a delay) or something like that," Andrew said. "But for them to be this consistent, there seems to be a plain disregard for Long Beach."

Complaints of late night flights are pouring in. And they're not confined to Long Beach.

A monthly activity report for May shows the heaviest volume is from Orange County ZIP codes 92626 in Costa Mesa and 92649 in Huntington Beach.

Mario Tabernig, a retired Air Force pilot, is one who lives in 92649 and has complained. He organized a community meeting at a Huntington Beach library last weekend to discuss what could be done and 40 attended.

Tabernig said they plan to prod the Huntington Beach City Council into doing something.

He maintains there is an increasing number of low altitude, late night flights headed over his neighborhood to Long Beach, and not to nearby John Wayne Airport. He tracks flights on a website.

He is aware that Long Beach, like John Wayne Airport, has a curfew. But he doesn't think it's terribly effective.

"How come it doesn't happen in Santa Ana?" Tabernig asked. "They close the airport, period. Nobody gets in, nobody gets out."

Hard curfew

Like Long Beach, Orange County flights are governed by a local noise ordinance grandfathered in under the 1990 federal law. The curfew for commercial operations is similar: Departures aren't permitted after 10 p.m. and arrivals are forbidden after 11 p.m. It also has a similar fine structure.

Like Long Beach officials, their counterparts in Orange County are sensitive to the unusual status of their noise law. And they don't want to do anything to jeopardize it, whether legally or politically.

"Given the provisions of [the federal Airport Noise and Capacity Act] it is unlikely that JWA will revise its noise ordinance," said Deanne Thompson, airport spokeswoman.

But there is a key difference.

Under Orange County's ordinance, airlines may not take off or land at John Wayne more than 30 minutes beyond respective curfews, Thompson said. And that is allowed only if the delay is a result of a mechanical problem, weather or air traffic issues, she said.

Thompson added that airlines must get express approval to land late in advance.

Treading lightly

No such advance permission is required at Long Beach, said Romo, the airport director.

"We cannot prevent them from operating after hours," Romo said. "We don't have a hard curfew."

What Long Beach can do is fine airlines. And it does, though Supernaw argues that's not working.

Where Long Beach goes from here is unclear.

Options may include adopting a "hard curfew" similar to Orange County's or beefing up fines, officials say. But they caution that either approach could prompt Congress, or the courts, to invalidate the law should a change be made without the blessing of the Federal Aviation Administration.

That's why Supernaw intends to tread lightly.

"I would never propose something that would risk our ordinance," he said.

URL: <http://www.presstelegram.com/business/20170729/why-late-flights-are-threatening-long-beachs-lovely-small-airport>

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TRAVEL

Long Beach residents upset over late-night flight noise

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MORE VIDEOS

Residents near Long Beach Airport have noticed an increase in airlines breaking the city's curfew on late-night flights. (KABC)

By [Sid Garcia](#)

Monday, July 31, 2017

LONG BEACH, Calif. (KABC) -- Longtime residents who live along the flight path of Long Beach Airport are upset about planes roaring over their homes late at night while they're not supposed to.

Flights near the airport are expected during daytime hours, but a curfew is in place for 10 p.m. to 7 a.m.

"I like my airport," said Marcela Dinkler of Long Beach. "I like the fact that we have a small little airport, but I think there's rules and I think those rules need to be enforced a little bit stronger."

"It seems like it's increasing a little bit and of course it kind of wakes us up and I'm just living there wondering, isn't there a rule against this?" said Karen McCants of Long Beach.

Airport rules say there should be no landings or takeoffs from 10 p.m. to 7 a.m.

Area residents say they've recently noticed an increase in flights arriving and departing during the evening curfew hours.

According to airport records, the biggest culprit breaking curfew is JetBlue



Supernaw is working on bringing everyone together from the city to JetBlue to figure out a way to dramatically cut back on the late night takeoffs and landings.

"The fines for June 2016 were a total of \$30,000," Supernaw said. "That number jumped in June 2017 to \$168,900, or a 463 percent increase."

"At that point, hey this is way out of control and we got to take a look at what we can do."

In a statement to Eyewitness News, JetBlue said: "When a flight operates beyond curfew time, it's often due to air traffic control related issues at some of the busiest airports on the East Coast and in Northern California. JetBlue is working with elected officials to mitigate these instances and is a strong supporter of Air Traffic Control reform."

Officials hope to meet with the airlines and work out a plan to address the issue by November, when the busy holiday travel season begins.

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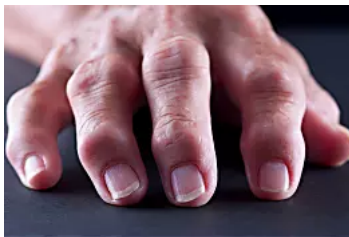
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5 Sickened After Strange Odor Forces Emergency Landing For Flight Out Of Long Beach

August 2, 2017 12:29 PM

Filed Under: [Long Beach](#), [Long Beach Airport](#)



Watch & Listen **LIVE**

OKLAHOMA CITY (CBSLA.com) – A JetBlue flight out of Long [Beach](#) made an emergency landing in Oklahoma City early Wednesday morning after an unknown odor sent five people to the hospital.

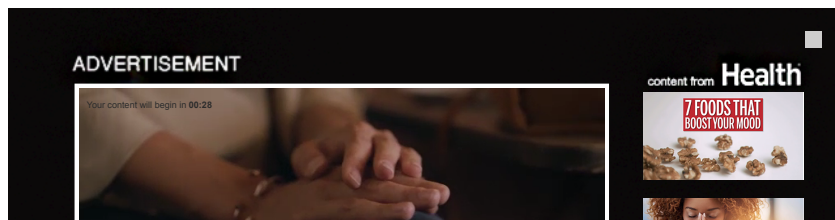


JetBlue [Flight](#) 944 departed Long Beach Airport at 9:40 p.m. Tuesday bound for Fort Lauderdale, Florida.

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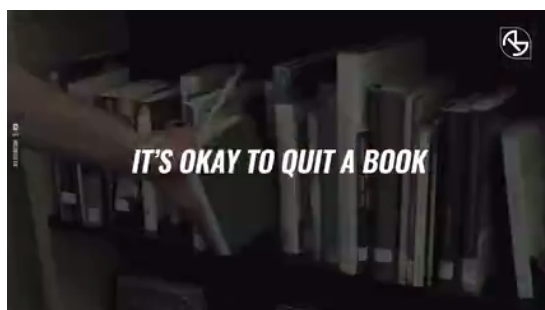
However, according to [CBS affiliate KWTW](#), an unknown [odor](#) in the cockpit forced the plane to make an emergency landing at Will Rogers World Airport in Oklahoma City at 2:22 a.m. Wednesday.

Three crew members and two [passengers](#) were taken to a hospital with breathing problems, KWTV reports. They are expected to be okay. Another 20 to 25 passengers were evaluated at the scene. Some were given oxygen tanks.

A spokesperson for Will Rogers World Airport told CBS2 that the remaining passengers were put on a relief plane later Wednesday morning and resumed their trip to Fort Lauderdale.

The source of the odor has not yet been identified, KWTV said.

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LOS ANGELES BUSINESS JOURNAL


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Tuesday, September 12, 2017

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1ST CENTURY BANK

Long Beach Airport Awarded \$15 Million Grant for Runway Improvements

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

Wednesday, August 2, 2017

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(/photos/2017/aug/02/26716/)

Long Beach Airport has been awarded a \$15.3 million grant from the Federal Aviation Administration to make improvements to its busiest runway.

Long Beach Airport has been awarded a \$15.3 million grant from the Federal Aviation Administration to make improvements to its busiest runway, airport officials announced Wednesday.

The funds will go toward a runway used primarily by general aviation flight schools for training operations. The runway will be reconstructed and narrowed to 100 feet in width from its current 150 feet. The work will also include upgrades to a lighting system, two new taxiway approach paths to the runway and drainage improvements.

"The grant program funds various infrastructure projects, all of which help create more jobs in Long Beach," Long Beach Airport Director Jess Romo said in a statement. "Credit goes to our airport engineering team for their efforts in applying for the grant, and to the FAA and (our) Congressional delegation for their support."

Public policy and energy reporter Howard Fine can be reached at hfine@labusinessjournal.com. Follow him on Twitter @howardafine.

AOA

CA: Long Beach Airport Eyes \$19M Runway Project

COURTNEY TOMPKINS ON AUG 3, 2017

SOURCE: LONG BEACH PRESS TELEGRAM

Long Beach Airport has been awarded a \$15.3 million grant from the Federal Aviation Administration for runway reconstruction and upgrades, city officials announced on Wednesday.

The City Council will consider accepting the funds on Tuesday, in addition to approving another \$3.8 million in airport enterprise funds to pay for the projects. The work will include improvements to the airport's busiest runway, 7R-25L, used primarily for general aviation and extensive flight training operations by flight schools and flying clubs located on the south side of the airfield, according to a news release.

Read more: <http://www.presstelegram.com/business/20170802/long-beach-airport-eyes-19-million-runway-project-to-be-mostly-paid-for-by-faa-grant>

Long Beach added more flights at its airport and passenger volume soared 50%



Passengers arrive at Long Beach Airport on a JetBlue Airways plane from New York. Passenger volume jumped nearly 50% in the past six months at the airport. (Nick Ut / Associated Press)



By **Hugo Martin**

AUGUST 8, 2017, 4:10 PM

A

decision by the city of Long Beach to open its airport to new carriers and more flights has paid off with a nearly 50% increase in passenger volume over the last six months.

During the first half of the year, Long Beach Airport served nearly 1.3 million passengers, a 46.5% jump from the same period in 2016, according to the city of Long Beach.

By comparison, [Los Angeles International Airport](#) served nearly 41 million passengers in the first six months of the year, a 5% increase over the same period last year.

Long Beach Airport's growth is attributed mostly to the city's decision last year to add nine new daily departures and arrivals, bringing to 50 the total daily flights allotted to large carriers at the 1,166-acre facility.

The new slots opened the door for [Southwest Airlines](#), the nation's largest domestic carrier, to serve Long Beach for the first time and compete head-to-head with rival JetBlue Airways.

The increase has already boosted revenue from parking and concession operators at the airport, airport spokeswoman Stephanie Montuya-Morisky said. "It's better overall financially," she said, adding that the city's financial report wouldn't be released for several months.

The decision to add the nine slots riled some Long Beach residents worried that the extra flights would generate more jet noise. But a city study found that the airport could add the nine daily flights without violating an airport noise limit that sets a threshold tied to the airline noise generated in 1989-90.

Southwest Airlines received four daily slots, with JetBlue getting three more slots and Delta Air Lines getting two.

Southwest Airlines began serving Long Beach Airport in June of last year, handling 10,231 passengers in that first month. In June of this year, Southwest served 17,911 travelers, a 75% increase, according to city data.

"We've worked week by week to add additional flights utilizing unused slots that make available our low fares and 'bags fly free' to more people going more places," Southwest Airlines spokesman Dan Landson said. Long Beach became the 10th California airport served by Southwest Airlines.

JetBlue, the biggest carrier at Long Beach Airport, also has experienced higher passenger volume, serving 124,065 people in June, up 23% from the 101,270 passengers handled a year earlier.

hugo.martin@latimes.com

To read more about the travel and tourism industries, follow [@hugomartin](#) on Twitter.

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This article is related to: [Southwest Airlines](#), [Los Angeles International Airport](#)

Tuesday, September 12, 2017

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Long Beach Airport Up YTD

By Paul Hughes (/staff/paul-hughes/)
Tuesday, August 8, 2017

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Long Beach Airport's passenger count was up 47% in the first six months of this year—to 1.8 million fliers, from 1.3 million in the same period last year.

John Wayne Airport had about 5.1 million passengers in the first six months of the year, down about 2.5%.

Long Beach has grown because within the last year the airport went to 50 daily flights compared with 41 daily flights, after a mandated noise test in late-2015 showed it could add service.

John Wayne's passenger count is capped at 10.8 million this year and in 2016 saw regular monthly increases and an annual record of 10.1 million passengers. Its flat-to-slightly-down performance year-to-date is seen as part of an effort to stay below the cap and over time spread passenger counts among more airlines.

Southwest Airlines is the OC's facility busiest airline by passenger totals; John Wayne Airport in August 2016 cut Southwest's passenger allocation for this year and the air carrier cut flights to align with the new numbers.

It then began flying from Long Beach last year and other air carriers also added flights at that facility. JetBlue Airways is the busiest air carrier by passenger count there.

Flights added, passenger volume soars at Long Beach Airport

Posted: 08/09/17, 6:56 AM PDT | Updated: on 08/09/2017

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WPLG - Miami, FL



LONG BEACH, Calif. (AP) — Long Beach Airport has seen its passenger volume soar nearly 50 percent in the past six months after adding more carriers and more flights.

The airport in southern Los Angeles County served nearly 1.3 million passengers during the first half of the year — a 46.5 percent jump from the same period in 2016.

By comparison, Los Angeles International Airport served nearly 41 million passengers in the first six months of 2017 — a 5 percent increase over the same period last year.

The Los Angeles Times reported Tuesday (<http://lat.ms/2ft7E7w>) that Long Beach Airport's growth is attributed mostly to the city's decision last year to add nine new daily departures and arrivals. That bumped up to 50 the total daily flights allotted to large carriers at the 1,160-acre facility.

Information from: Los Angeles Times, <http://www.latimes.com/>

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Long Beach Airport Officials Start Process To Amend Noise Ordinance, Stop Curfew Violations

By Harry Saltzgaver
Executive Editor Aug 10, 2017



—Gazette photo by Carla Grieve

Long Beach Airport officials announced late Thursday that they will start the process to amend the city's noise ordinance and punish airlines landing after the airport is supposed to be closed.

Airport Director Jess Romo said in a release that nearby John Wayne Airport had successfully amended its noise ordinance — which is similar to Long Beach's — to significantly increase fines for curfew violations. He also said that the Federal Aviation Administration had been consulted and concurred that an amendment would not jeopardize the grandfathered noise ordinance.

"We are encouraged that with recent administrative regulation changes made at other noise controlled airports, there is precedent for the city to make some adaptations to our airport noise regulations," Romo said in the release.

Without ever naming JetBlue Airlines, the action clearly is a reaction to Long Beach's primary tenant. JetBlue long has been the primary curfew violator, with frequent landings after 11 p.m., largely from late-night flights from the East Coast. In a nine-page memo to City Manager Pat West, Romo said that curfew violations increased from 89 in 2015 to 134 in 2016.

But what prompted consideration of the changes, Romo said, was the fact that violations had doubled — to 133 violations in the first six months of 2017. Fourth District Councilman Daryl Supernaw called that spike to the public's and city staff's attention two months ago.

JetBlue To Pay More For Late Flights At Long Beach Airport

While the airport's current administrative fines are negligible — \$100 to \$300 maximum — a 2003 consent decree between the city prosecutor's office and JetBlue setting fines of \$3,000 for the first six violations in a quarter, and \$6,000 for each subsequent violation. City Prosecutor Doug Haubert announced Wednesday that JetBlue officials had agreed to pay \$6,000 for the first six violations as well.

Neither Romo's memo nor the press release addresses that decree, which was negotiated in lieu of misdemeanor prosecutions for each curfew violation.

"If the City Council takes administrative or legislative action that results in better compliance with the law, I don't see that conflicting with action taken by my office," Haubert said Thursday in an email. "They are separate. Both of us may be motivated by the same thing — reducing Noise Ordinance violations — but these are distinctly different tracks."

"We are committed to reduce the number of nightly curfew violations at the Long Beach Airport," Mayor Robert Garcia said in the release. "It's important that we protect the quality of life of the thousands of residents who are being affected by the constant violations."

Romo said in the press release that he is working with the city attorney's office and had consulted with the FAA before proceeding. Airport staff has prepared proposed amendments to the ordinance in order to start discussions with airlines, residents and other stakeholders.

Those proposals include an escalating fine structure that culminates in the potential of taking flight slots away from the offending airline. Specifically, the recommendations are:

- Increase fines for curfew and noise violations to \$2,500 for the first through fifth violation in any 24-month period.
- Fines of \$3,000 to \$5,000 for the sixth through 10th violations.
- Fines of \$5,000 to \$10,000 thereafter in any 24-month period, with disqualification and forfeiture of slots possible for 20 or more violations.

Also, Romo and his staff want to change the rules about how airlines operate to maintain slots allocated to them. Currently, a slot is considered in operation if at least 30 flights are flown per slot in any 60-day period. That level of use, according to the memo to the city manager, "arguably provides for the potential to engage in anti-competitive behavior by maintaining flight slots that are underutilized and, thereby, restricts opportunities for new entrants or other incumbent air carriers that might otherwise be able to operate the slots."


The airport staff is recommending that the rule be changed to require use of a slot 60% per month, 70% per quarter and 85% in a year (Oct. 1 to Sept. 30). In addition to losing that slot, other penalties in the new rule would allow the airport to be disqualified from receiving any additional flights.

Now airport staff will start a process of reviews before asking the City Council to change the Noise Ordinance and related rules. First, a letter will be sent to air carriers and other stakeholders for review and comments. Then there will be a series of public meetings. Then a staff report will be sent to the council for consideration.

In virtually every discussion in the past about changes at the airport since the noise ordinance was passed in 1995, a primary argument would be that it might threaten the elimination of the noise ordinance by the FAA. Romo's memo says that he will request a formal written opinion from the Chief Council of the FAA agreeing that the protections of the Long Beach noise ordinance would not be jeopardized before asking the City Council to make any changes.

Harry Saltzgaver can be reached at hsalt@gazettes.com.

Long Beach Airport to Consider New Penalties to Curb Late Night Flight Activity

by JASON RUIZ (/JASON)  (HTTP://TWITTER.COM/LBPOST_JASON) on AUGUST 10 2017 18:00 in NEWS (/NEWS)

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Long Beach Airport will be taking steps to curb late night flight activity at LGB by asking the city council to consider tweaks to the city’s noise ordinance that could raise the fine structure at the airport and change the flight slot requirements currently in place.

Story continued below.

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The announcement by the airport comes a day after the Long Beach City Prosecutor’s office said it was upping the fines it issues to JetBlue, the airport’s largest tenant, every time it lands or takes off during the “sensitive” hours of 11:00PM and 7:00AM. Previously, the airline was charged \$3,000 for the first six violations during a quarter and \$6,000 per violation after that, but the updated consent decree—an agreement between JetBlue and the city prosecutor’s office to avoid going to court after every violation—will now charge the airline \$6,000 for every violation.

The airport has its own fine structure that charges much less, with the first three violations of the city’s noise ordinance and curfew amounting to \$100 fines and all fines after that resulting in a \$300 fine. The airport wants to move to a fine schedule more in line with other curfew-airports in the region like John Wayne in Orange County which starts its fines at \$2,500 with habitual offenders eventually reaching fines that could reach \$10,000 per violation as well as risk forfeiture of flight slots.

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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)

Like Long Beach, John Wayne operates a noise ordinance with grandfathered status from the Federal Aviation Administration (FAA). Prior to upping its fine schedule, it received assurances from the FAA that augmenting its noise ordinance in a way that didn't limit aircraft accessibility would not jeopardize its noise ordinance's grandfather status.

In Thursday's announcement, the airport stated that based on initial analysis from airport staff, the city attorney's office and outside legal counsel and discussions with the FAA, it may be able to strike the same kind of deal.

"We are encouraged that with recent administrative regulation changes made at other noise controlled airports, there is precedent for the City to make some adaptations to our Airport noise regulations," Long Beach Airport Director Jess L. Romo said in a statement. "Long Beach Airport has a long history of working with the community and balancing the interests of our various stakeholders. We are fortunate to have one of the few noise control ordinances in the nation. Originally enacted in 1995, these updates are needed to encourage compliance."

Outside of the fine structure, the airport will also seek to compel its tenants to more fully utilize their flight slots. Currently a flight slot only has to be used 57 percent of the time, or roughly four flights per week over any 180-day period.

It will pursue utilization marks of 60 percent per month, 70 percent per quarter and 80 percent per year, according to a memo sent from Romo to City Manager Pat West.

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No Change of Plans for Airport Noise Ordinance After Special Study Session (</news/city/2000005497-no-change-to-itinerary-of-airport-noise-ordinance-after-special-study-session>)

According to the memo, it will ask that its allocation resolution be amended to state that non-compliance with the goals sought can result in penalties including reduction in existing flight slots and possible disqualification from receiving additional slots if the airport's annual noise analysis finds the airport has room to offer additional temporary slots.

The airport's release comes after months of increased late-night flight activity that's seen JetBlue surpass the number of flights subject to consent decree fines—158 such violations have occurred through July while 2016 only saw 127 violations.

Flight activity by the airline has also waned in recent years with JetBlue attributing it to demand in markets outside of Long Beach but has left some council members speculating if the airline was "slot squatting" while it waited for a decision on its requested international terminal. The decline in flight activity led to millions of dollars of revenue being lost by the airport.

The council voted down JetBlue's request to construct the terminal in January.

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City Council Terminates International Terminal Talks at Long Beach Airport (</news/city/2000010312-city-council-terminates-international-terminal-talks-at-long-beach-airport>)

It's expected that the airport will begin a dialogue with both carriers flying out of the airport and the public regarding the potential changes to the city's noise ordinance before presenting a report to the city council. It will then be up to the council to either green-light or table and suggested changes to the ordinance.

"We are committed to reduce the number of nightly curfew violations at the Long Beach Airport," said Mayor Robert Garcia in a statement. "It's important that we protect the quality of life of the thousands of residents who are being affected by the constant violations."

August 14 2017

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Long Beach Airport Ms ArtGeek/Wikipedia (Creative Commons)

As Long Beach Airport has added flights and passengers, airport managers and the city prosecutor recently announced separate actions aimed at curbing an increase in late-night jet noise violations.

Their actions could add new balance to an old fine structure that imposed heavy fines on long-time noise ordinance violator Jet Blue. Other airlines got off with mere warnings or fines of just a couple hundred dollars when they violated the city's airplane noise ordinance.

Long Beach Airport's administrative fines, issued by airport managers, start at simple warnings for the first two offenses, then rise to \$100 and \$300 for third and subsequent violations.

"Those fines date to 1995, but they're not fair any longer," said airport spokeswoman Stephanie Montuya-Moritsky. "With the increase in violations, it's become abundantly clear that there needs to be more strict penalties."

The airport has proposed the fines be increased to \$2,500, \$5,000 and \$10,000 for the first three violations. Repeated violators could lose one of the airport's 50 daily flight slots to another carrier, Montuya-Moritsky said. The proposal would first go to public meetings for comment, and would have to be approved by the City Council before taking effect sometime early next year, she said.

The proposal would bring the airport's anemic fines closer to those imposed automatically on violating Jet Blue flights by the City Prosecutor's office. The company's late-landing jets will cost the airline \$6,000 per incident, under a new agreement announced last week by City Prosecutor Doug Haubert. The previous fine was \$3,000 for the first six violations each quarter, rising to \$6,000 after additional violations, Haubert said.

The higher Jet Blue fines stem from a 2003 consent decree that settled the city's criminal complaint. The agreement gets renegotiated each year, and calls for the airline to be fined automatically, in lieu of criminal prosecution, for every flight that takes off or lands after the city's curfew. The fines are paid to a local nonprofit foundation that supports Long Beach city libraries.

The company did not respond to requests for comment on the new fine structure.

These changes come against a backdrop of swiftly increasing business for Long Beach Airport.

In late 2015, Long Beach Airport increased its flight operations from 41 daily flights by passenger and cargo airlines to 50. Passenger counts have gone up apace, to 1.8 million passengers in first six months of this year. That is a 47 percent increase in passengers over the same period last year.

But at the same time, the number of flights operating after the 10 p.m. curfew has also increased. There were 133 curfew-busting flights in the first six months of 2017, versus only 89 in 2015.

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Noise curfew rules proposed at Long Beach Airport could mean trouble for JetBlue



A JetBlue flight from Las Vegas arrives at Long Beach. The airport hopes to cut curfew violations by increasing fines by as much as 3,200%. (Allen J. Schaben / Los Angeles Times)



By **Hugo Martin**

AUGUST 17, 2017, 3:05 PM

JetBlue Airways, the busiest carrier at Long Beach Airport, has violated the city's noise curfew so often this year that if a proposed noise crackdown is adopted, the New York-based carrier could face being shut out of the airport.

Violations of the city's noise curfew have increased so much in the past six months that Long Beach Airport officials are proposing a fine increase of up to 3,200% and the authority to boot a carrier that has more than 20 violations in a 24-month period.

JetBlue Airways violated the city's noise curfew 94 times in the first five months of 2017, far more than any other carrier at the facility. The next closest is [Delta Air Lines](#) and its regional carrier Sky West, with three

violations combined in the same period.

In a statement, JetBlue blamed many of the violations on “air traffic control related issues at some of the busiest airports on the East Coast and in northern California.”

“JetBlue is working with elected officials to mitigate these instances,” the airline said.

The city imposes noise limits on commercial flights between 10 p.m. and 7 a.m.

In the first six months of 2017, Long Beach recorded 133 violations of the curfew at the airport, compared to 134 violations for the entire 12 months of 2016, according to city data. The city released individual carriers’ violations for only the five-month period.

The fine for violating the curfew is \$100 for the first through third offenses and \$300 thereafter. The fine hasn’t been increased since it was adopted in 1995.

In response to the increase in violations, airport officials have asked the Long Beach City Council to consider raising the fine to \$2,500 for the first through fifth violations during any 24-month period and increasing it to \$3,000 to \$10,000 for additional violations in the same period.

Under the proposed new rules, any carrier with more than 20 violations in a 24-month period can have its operating privileges at the airport terminated or limited.

The city first must collect comments from the airlines and the community before changes can be brought to the City Council for a vote, which is expected in the first three months of 2018, according to a city report.

hugo.martin@latimes.com

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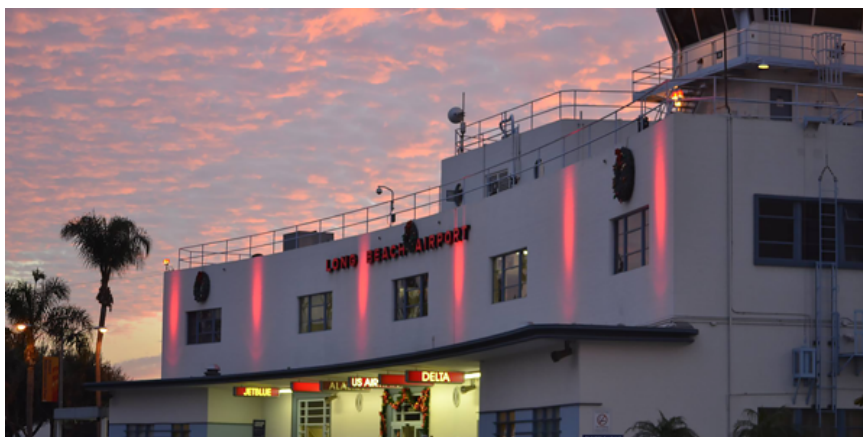
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This article is related to: [Delta Air Lines](#)

City of Long Beach wants 31 acres of development near Long Beach Airport

Site neighbors the 90 acres of land owned by Boeing Co.

August 23, 2017 05:00PM



Currently, Long Beach Airport covers around 1.2 acres (credit: Long Beach Airport)

Long Beach city officials want to boost aeronautical development and they're offering up five separate parcels of land, totaling roughly 31 acres, near the Long Beach Airport.

The city's government announced Monday that it's seeking proposals for aviation-related development from businesses such as aircraft manufacturers and firms whose operations require airfield access.

Proposals can cover one or up to all of the five parcels, which range from 128,000 to 487,000 square feet, the Press-Telegram reported.

Lease terms would depend on the ideas pitched by prospective developers, but city officials are interested in 20- to 40-year agreements for the properties.

The site makes up the western edge of the Long Beach airport and is near the 90 acres of land owned by Boeing Co., which was used as an assembly plant for the C-17 Globemaster III military plane.

Boeing Co. executives are still deciding whether to keep the 90 acres of land or make it available to other parties, according to the Press-Telegram. The aerospace firm said it plans to make an announcement regarding the site's use next month. [PT] — Subrina Hudson

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