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Public Affairs Highlights and Initiatives February 2018

Government Affairs:

1. Participated in City Manager's Communications Social Media Meeting
2. MOU with Department of Health & Human Services - Spare Change Program
3. Met with Hawaiian Airlines sales team
4. Assist with Triennial Airport Exercise preparation, including memorandum to Mayor and City Council announcing the event

Community Outreach:

1. Participated in Bixby Knolls Business Improvement Association (BKBA) First Fridays, February 2
2. Volunteers led three tours of the airport in February for approximately 50 people
3. Historical Society Long Beach Remembers Pearl Harbor exhibit and Long Beach Airport's contribution continues
4. Exhibited at National Business Aviation Association (NBAA) Conference, February 6, 7, and 8
5. Participated in NBAA's Pay It Forward Tour and Visit to Long Beach Airport for Long Beach Poly High School students, February 6
6. Attended Long Beach Grand Prix Kick-Off
7. Continued work toward implementation of volunteer therapy dog program

Media:

1. JetBlue is fighting back against fines for late-night flights at Long Beach, *Press Telegram*, February 5, 2018
2. JetBlue Contests Long Beach Fines, *Orange County Business Journal*, February 8, 2018
3. Clear Channel Airports Awarded 5-Year Renewal with Long Beach Airport for Innovative Media Makeover, *Digital Journal*, January 12, 2018
4. Clear Channel Airports extends contract with Long Beach Airport, *Passenger Terminal Today.com*, February 13, 2018
5. Long Beach Airport discusses noise-ordinance amendments with community, *Signal Tribune*, February 15, 2018
6. Long Beach Airport Passenger Traffic Up Nearly 7 Percent in January, *Los Angeles Business Journal*, February 16, 2018
7. Long Beach Airport Traffic Up, *Orange County Business Journal*, February 19, 2018

8. Hawaiian Airlines are introducing a non-stop service between Long Beach and Honolulu, *Au Abroad*, February 22, 2018
9. Business Beat: Little Brass Café To Open at Airport, *Gazettes*, February 22, 2018
10. Area Airports Double National Growth Rate, *Los Angeles Business Journal*, February 23, 2018
11. Twin engine plane makes emergency landing after issues with the landing gear at Long Beach Airport, *Long Beach Local News* (video), February 26, 2018 (News coverage KABC, KCBS/KCAL, and KNBC)
12. Social Media
 - Facebook is up 16,250 likes in February
 - The best post in February had a reach of 1,852 with 134 reactions, comments, and shares
 - Notable events: Black History Month, National Love Your Pet Day, Chinese New Year, Valentine's Day
 - Twitter is up to 11,764 followers in February
 - The best tweet in February generated 5,787 impressions, 21 retweets, and 37 likes
 - Tweets in February generated 56,100 impressions
 - Instagram is up to 3,870 followers in February
 - In February, posts averaged 120 likes each
 - The most popular post earned 191 likes and 1,589 impressions

Advertising/Marketing:

1. Long Beach Business Journal, full color, quarter page ad, February 13-26 issue
2. Press Telegram Newspapers in Education, monthly recognition 2017
3. Long Beach Area Chamber of Commerce 2018 State of Trade and Transportation program, full color, half page ad, February 28, 2018
4. Goodwill's Celebrate the Power of Work awards program, full color, half page ad, February 28, 2018
5. TravelHost magazine, full color, half page ad, February – April issue
6. LB Post and Press-Telegram; Noise Amendment meeting online ads, February 2018
7. Gazette Newspapers, black & white, quarter page Noise Amendment meeting ad, February 1, 2018
8. Spare Change Changes Everything campaign; continued work on display design
9. Economic Impact Report brochure, continued editing
10. Working with Adopt-A-Highway to display the airport logo on two signs on the 405 Freeway near the airport
11. Renewed contract related to advertising program with Long Beach Conventions & Visitors Bureau


Presentations:

1. Assisted with Director's presentation to the public (Proposed Amendments to Noise Ordinance), February 7 and 10




4100 E. Donald Douglas Drive, Second Floor, Long Beach, CA 90808
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Facebook post with the greatest reach:

**Long Beach Airport**

Published by Lindsey Phillips [?] · February 27 at 11:33am · 🌐

Does this sign look familiar? 🤖 This neon sign is not only pretty, but also historical. The 'Fly DC Jets' sign, or 'Fly Douglas Commercial Jets', has been a symbol of the years of commercial aircraft manufacturing in Long Beach. The location was the headquarters of the Douglas Aircraft Company, which merged with McDonnell Aircraft in 1967.
Fly DC Jets Sign - Fan Page



 2,038 people reached

Boost Post

Twitter post with the most *retweets* and *likes*:

**Long Beach Airport** 
@LBAirport

On Saturday, February 17, two F/A-18 aircraft will be arriving at Long Beach Airport. The aircraft will be departing the afternoon of Sunday, February 18.
F/A-18 aircraft are noticeably louder than other aircraft and are easily heard in neighborhoods near Long Beach Airport.

3:27 PM - 16 Feb 2018

21 Retweets 37 Likes

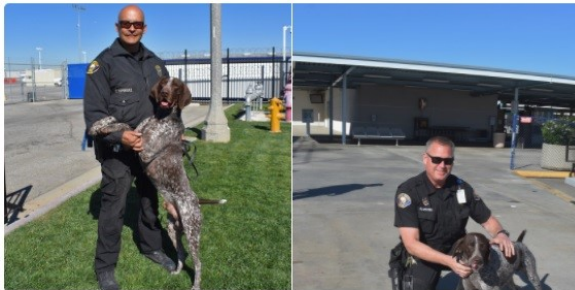


 7  21  37 

Twitter post with an image that received the most *likes*:



Although we love them everyday, today is [#LoveYourPetDay](#)! Amigo and Kiss are more than just pets; they are part of the [#LGB](#) family. These working dogs are fearless and devoted to their K9 Police Officer. Thank you Amigo and Kiss for keeping our airport safe.

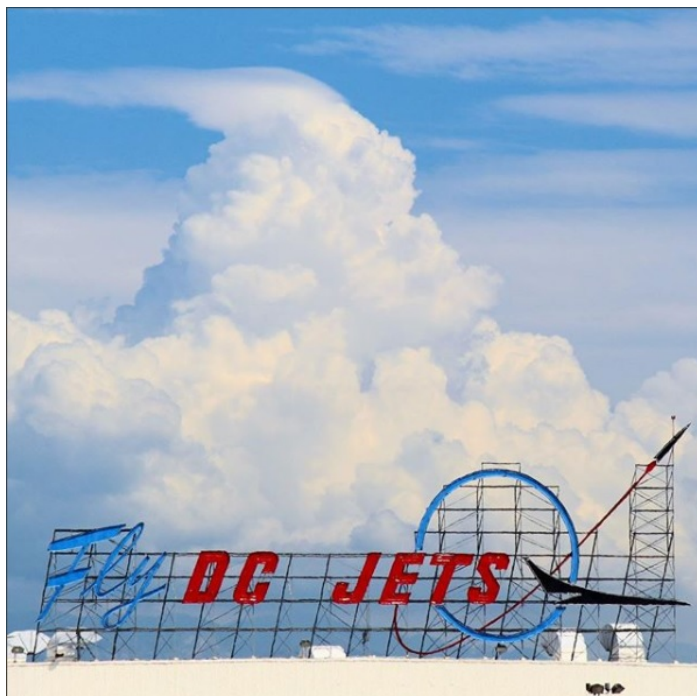


12:36 PM - 20 Feb 2018

4 Retweets 33 Likes



Most popular Instagram post:



lgbairport Does this look familiar? 🤔 This neon sign is not only pretty, but also historical. The red and blue sign is a symbol of the years of commercial-aircraft manufacturing in Long Beach. The site was the headquarters of the Douglas Aircraft Company, which merged with McDonnell Aircraft in 1967.

whatsa_jubba Beautiful photo 😊

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LOCAL NEWS

JetBlue is fighting back against fines for late-night flights at Long Beach Airport



A jetBlue airliner prepares for take-off at the Long Beach Airport (File photo)

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

February 5, 2018 at 12:22 pm

0 COMMENTS

Asserting there's no way to control air traffic delays across the country, JetBlue is challenging whether the city has a right to impose fines for late-night flights at Long Beach Airport—a fight that could wind up court.

In 2017, JetBlue amassed just over \$1.2 million in penalties related to curfew violations, more than double the fines in 2016 and triple the amount for 2015. Fines are assessed on airlines for landing or departing between 10 p.m. and 7 a.m., a curfew imposed under a 1995 noise control law.

In July, the airline filed the first in a series of challenges questioning the city's interpretation of a provision in its own law, calling it “erroneous and unjustified.”

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In letters sent to the city manager and airport director, JetBlue argues that any late-night activity tied to air traffic control delays across the country should exempt the company from paying fines to the city for violating the law. The airline—the largest carrier at the local airport—is contesting dozens of fines issued between April 1 and Nov. 30 that total \$264,000.

“It is impossible to separate Long Beach Airport operations from the rest of the national airspace system as they operate as part of a common network, administered by the FAA,” wrote Rob Land, JetBlue’s vice president of government relations.

The challenges from JetBlue come as the city is working to more than double fines levied on airlines that break the curfew law, one of the strictest in the nation.

And tensions between the airline and city may also still be simmering after Long Beach rejected a JetBlue request to add a customs facility for international flights. Part of the rationale for the city's decision in January 2017 was that it could jeopardize the coveted noise ordinance—a sensitive issue for many residents who live in the flight path.

City stands by law

The city has told the airline that exemptions to the local law will only be granted if an air traffic control delay originates in Long Beach, an interpretation that has been in place since the law was enacted over two decades ago, according to Airport Noise Officer Ron Reeves. The only thing that is new, he said, is that JetBlue is now challenging a long-standing interpretation of the same law they have been fined under since 2003.

In addition, Airport Director Jess Romo contends that taking into account air traffic delays across the country would “essentially render meaningless” many of the curfew provisions in the ordinance.

JetBlue has unsuccessfully appealed that ruling to the city manager and airport director. The matter will now go before the Long Beach City Council on March 13.

Should the City Council reject the appeal, JetBlue could then challenge the city in court and/or take the issue to the Federal Aviation Administration.

Because Long Beach Airport—and just about every other public airport in the nation—receives grant money from the federal government for airport improvements, officials have to agree to several “assurances,” one of which requires airports to be treat every airline equally and fairly.

JetBlue could challenge Long Beach's interpretation of the noise ordinance with the FAA on these grounds. The airline could also file a lawsuit against the city in Los Angeles County Superior Court, according to Assistant City Attorney Mike Mais.

If JetBlue is correct, and the city has been misinterpreting its own noise ordinance, City Prosecutor Doug Haubert said it “could have a very significant and profound impact on the implementation of the noise ordinance.”

JetBlue officials did not return phone calls for further comment.

Stiffer penalties

At a recent meeting of the Airport Advisory Commission, Land said JetBlue does not contest fines when a flight is delayed by something like a mechanical issue, when the airline is responsible. But a significant number of its late flights in Long Beach are the result air traffic issues, which can be a particular problem for JetBlue since the airline is based on the congested East Coast.

At the same time, JetBlue is challenging city [attempts to strengthen its noise law](#) as officials talk about increasing fines and setting a threshold of violations that could trigger an airline to lose one or more flight slots.

JetBlue holds 35 of the airport's 50 flight slots. The remaining slots are divided among Southwest, Delta and American airlines; FedEx and UPS also each hold one slot at the airport.

Land, who also serves as the airline's general counsel, said in a September letter to the airport that officials were "concerned and surprised" to learn about the proposed changes, which, he said, "appear intended to have a discriminatory effect" on JetBlue.

He went on to say the city's actions seem "designed to encourage JetBlue to terminate service." He urged the city to "proceed cautiously" with any changes to the local law as the airline believes it may violate certain federal aviation laws and create regulatory conflicts with the U.S. Department of Transportation.

Mais said the city "strongly disagrees" with the sentiment expressed by JetBlue, citing nearby airports in Orange County and San Diego with similar noise curfews that have significantly higher penalty structures than Long Beach. In fact, the proposed changes are modeled after their respective noise laws, he said.

"No one is trying to come down on JetBlue," he said. "All we are looking for is deterrents to encourage airlines to fly within the parameters of the noise ordinance."

'Profoundly disappointed'

Long Beach enacted its [1995 airport law](#) after several years of litigation. The federal Airport Noise Capacity Act (ANCA) of 1990, in Long Beach's case, allows the city to have its own law, but otherwise requires federal approval for any local governments' attempts to enact noise control restrictions.

[Public fears](#) over the possibility of Long Beach losing control of its noise control law arose as a major source of objections to the prospect of Long Beach becoming an international airport, a proposal considered by officials at the request of JetBlue.

In January 2017, the City Council [rejected the proposal](#); Jet Blue said at the time it was “profoundly disappointed.” In a statement released at the time, Land went on to say that, as a result, JetBlue would evaluate its plans for Long Beach and the greater Los Angeles region.

It is unclear whether the airline’s recent challenges have any connection to Long Beach’s decision to reject a federal inspection facility.

Throughout the two years that Long Beach entertained the international airport proposal, residents whose homes are in the flight paths pleaded with officials to refrain from any changes that could open the law up to legal challenges.

Current fines

Under existing noise law, an airline generally receives a warning for its first and second curfew violation. A third violation comes with a \$100 fine, with penalties ramping up to \$300 thereafter.

The idea to change the fine structure would have fines increase to \$2,500 for the first through fifth violations within a 24-month period. Penalties would increase to \$3,500 to \$5,000 for the sixth through 10th violation, and penalties of \$5,000 to \$10,000 would attain for an airline with 11 or more out-of-curfew flights.

JetBlue already pays higher penalties under a 2003 agreement signed between the city and airline to avoid prosecution. Last year, Haubert updated the document to require the airline to pay \$6,000 for every noise violation. Previously, JetBlue paid \$3,000 for the first six, and \$6,000 for every violation thereafter.

Under the agreement, which is renewed annually, the fines go directly to the [Long Beach Public Library Foundation](#).

Kate Azar, executive director of the foundation, said that losing those funds “would have a significant impact” on the library’s ability to serve the community. But Azar said the foundation has never been guaranteed the money in perpetuity and therefore, does not rely on the fines as a source of revenue.

In spite of the challenges from JetBlue, officials plan to proceed with public meetings about the possible noise ordinance changes. There are two set for this week:

- Wednesday, Feb. 7, at 6 p.m. at Long Beach Gas & Oil Auditorium, 2400 E. Spring St.
- Saturday, Feb. 10, at 10 a.m. at Expo Arts Center, 4321 Atlantic Ave.

ORANGE COUNTY BUSINESS JOURNAL

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Tuesday, February 13, 2018

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HARVEY BEESEN LUKE STAUBITZ ANDREW DILFER

JetBlue Contests Long Beach Fines

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

Thursday, February 8, 2018

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(/photos/2017/nov/27/29494/)

Long Beach Airport Photo by Ringo Chiu (/staff/ringo-chiu/).

JetBlue Airways Corp. plans to contest \$264,000 in fines levied against it between April and November for violating the Long Beach Airport curfew, news reports said.

Planes aren't allowed to takeoff or depart between 10 p.m. and 7 a.m. at the airport as part of the city's noise law; exemptions can be granted if delays involve air traffic control issues originating in Long Beach.

JetBlue flies routes into Long Beach from congested East Coast facilities, which can also delay landings.

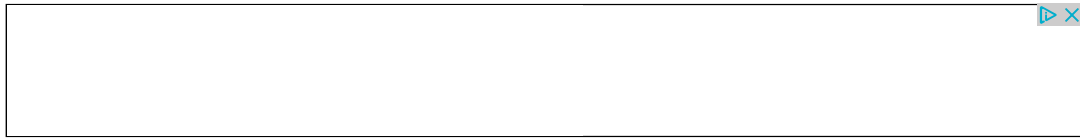
It's fined \$6,000 per infraction, Long Beach Airport said. City and airport officials say they are enforcing the noise ordinance and that more exemptions would make the law meaningless.

JetBlue was fined \$1.2 million 2017—twice 2016's total and triple that of 2015, the news reports said.

The airline has written to the city about its fines and could follow that with legal or FAA actions; an appeal of the noise law exemptions policy goes to Long Beach City Council March 13.

Regulations at John Wayne Airport prohibit departures between 10 p.m. and 7 a.m. and arrivals between 11 p.m. and 7 a.m., Monday through Saturday. Sunday's morning cut-off is 8 a.m.

Fines run \$2,500 to \$10,000, depending on the cumulative number of violations.



Press Release

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Feb 12, 2018 19:55 UTC

Clear Channel Airports Awarded 5-Year Renewal with Long Beach Airport for Innovative Media Makeover

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Technology Profits Daily



▶ □LONG BEACH, Calif.--(Business Wire)--
Clear Channel Airports (CCA), a brand division of **Clear Channel Outdoor Americas** (CCOA) (NYSE: CCO), and a subsidiary of iHeartMedia Inc., today announced it was awarded a five-year contract expansion with city-owned **Long Beach Airport (LGB)**. The new agreement and media upgrades begin May 1, 2018.

This press release features multimedia.

View the full release here:

<http://www.businesswire.com/news/home/20180212006172/en/>



High-impact digital and printed advertising program reaches business and leisure travelers at Long Beach Airport. (Photo: Business Wire)

historic 1941 Streamline Moderne terminal, the airport also opened an award-winning passenger concourse in 2012. *Conde Nast Traveler* voted LGB the third best airport in the U.S. in 2017, the fourth consecutive year the airport has made the prestigious list.

Clear Channel Airports has partnered with LGB since 2005, which hosts five major airlines and offers nonstop service to 16 destinations including the most recently announced destination, Honolulu, which will be serviced by Hawaiian Airlines starting June 1. In addition to its



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Disneyland that attracts over 17 million guests annually. Approximately 3.8 million travelers are expected to pass through the airport in 2018.

"Long Beach takes pride in the fact that our beautiful waterfront city attracts approximately 6 million visitors each year," said Jess Romo, Long Beach Airport Director. "LGB is the premiere gateway to this region, and we are optimistic that the airport's partnership with Clear Channel Airports will continue to be successful."

California's seventh largest city and the second largest city in the Los Angeles metropolitan area, Long Beach boasts many tourist attractions, including the *Queen Mary* and the Aquarium of the Pacific. Prominent industries beyond tourism, include aerospace, manufacturing, education, healthcare, electricity services, internet/cable and transportation.

"It's common knowledge Long Beach Airport is an excellent travel alternative for Angelenos," said Morten Gotterup, President, Clear Channel Airports. "Not only does it offer a serene oasis, it's stunning, modern amenities draw a highly-educated, affluent frequent flyer passenger base, making Long Beach Airport an attractive advertising venue for national and regional brands. We look forward to helping Long Beach Airport evolve their business along with their growing traveler base."

Clear Channel Airports representatives will be at the Long Beach Airport February 12-16 to share renderings of the new advertising program, as well as offer on-site demonstrations. For an appointment, please contact Dan Devine, Project Sales Manager at 610-944-2130 or danieldevine@clearchannel.com.

About Clear Channel Airports

Dedicated to airport advertising for more than 40 years, Clear Channel Airports is the premier innovator of contemporary display concepts. The Company, a brand division of Clear Channel Outdoor Americas (NYSE:CCO), one of the world's largest outdoor advertising companies, currently operates more than 280 airport programs across the globe and has a presence in 32 of the top 50 U.S. markets with major airports. More information can be found on Clear Channel Airports and Clear Channel Outdoor by visiting www.clearchannelairports.com and www.clearchanneloutdoor.com

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NEWS >>

Clear Channel Airports extends contract with Long Beach Airport



Out-of-home advertising specialist Clear Channel Airports (CCA) has extended its contract with Long Beach Airport in California by another five years.

CCA has provided the advertising network for Long Beach Airport since 2005 and will now implement a state-of-the-art media program as part of the new contract.

The airport experienced an increase in passenger growth of 33% year-on-year in 2017, and will welcome an estimated 3.8 million travelers in 2018.

Jess Romo, director, Long Beach Airport, said, "Long Beach takes pride in the fact that our beautiful waterfront city attracts approximately six million visitors each year. The airport is the main gateway to this region, and we are optimistic that the airport's partnership with CCA will continue to be successful."

Morten Gotterup, president at CCA, said, "It's common knowledge that Long Beach Airport is an excellent travel alternative for Angelenos.

"Not only does it offer a serene oasis, it's stunning, modern amenities draw a highly-educated, affluent frequent flyer passenger base, making Long Beach Airport an attractive advertising venue for national and regional brands.

"We look forward to helping Long Beach Airport evolve their business along with their growing traveler base."

Written by Daniel Symonds

February 13, 2018



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Long Beach Airport discusses noise-ordinance amendments with community

Residents question proposed fine increases for curfew and noise violations

Anita W. Harris— Staff Writer / 15 hours ago

Proposed Amendments

Current Fine Structure	Proposed Fine Structure
1 st and 2 nd Violation—notification and response	1 st through 5 th Violation within 24 month period -- \$2,500 administrative penalty/violation
3 rd Violation--\$100 administrative penalty	6 th through 10 th Violation within 24 month period -- \$3,500 - \$5,000 administrative penalty/violation
4 th and Subsequent Violations--\$300 administrative penalty	11 th or more Violations within 24 month period -- \$5,000 - \$10,000 administrative penalty/violation More than 20 Violations within 24 month period -- potential loss of flight slot(s) (subject to Airport Director discretion and specific circumstances)
Alternative Enforcement Procedure	No Change

Courtesy LB Airport

This table shows Long Beach Airport's proposed noise-ordinance amendment violation-fee increases. "Alternative Enforcement Procedure" refers to action by the City prosecutor.

Imposing harsher penalties to curb unwanted behavior might seem straightforward, but it's not that simple, according to some Long Beach residents.

The Long Beach Airport is considering asking the Long Beach City Council to pass a noise-ordinance amendment that would significantly increase penalties for airlines that break curfew or otherwise exceed noise allowances.

However, last week, during two community meetings designed to solicit input on the matter, some residents spoke against such action, citing the risk of losing the noise ordinance altogether, especially

in light of recent legal action by JetBlue Airlines.

At the second meeting on Feb. 10 at the Expo Arts Center in Bixby Knolls, Airport Director Jess Romo presented to about 50 attendees, including councilmembers Al Austin II and Roberto Uranga and Assemblymember Patrick O'Donnell, an overview of the existing noise ordinance— which has not been amended since its 1995 adoption— and the airport's proposed changes.

Chief among the changes: an increase in fines for violating the 10pm-to-7am curfew and an adjustment to flight timeslot utilization.

Fines

Proposed fines would significantly increase the current \$100 for a third violation and \$300 for four or more, to a rising scale of \$2,500 for the first violation to \$10,000 each for 11 or more violations. More than 20 violations in a 24-month period would result in an airline losing flight slots.

Romo cited the substantial increase in late-night flight operations since 2016 as a reason for the fine amendments. He also noted that the 1995 penalty structure is outdated and considerably less than fees charged by nearby airports such as John Wayne.

"If we don't do anything, [...] we don't expect to see any change in behavior, whether it's JetBlue or any other carrier," he said. "Because as long as they pay the fines, they'll operate as they've been operating."

Romo stressed that the proposed changes are distinct from JetBlue's recent legal action appealing the terms of its "consent decree"— an agreement with the City regarding its violations— alleging that the penalties assessed by the airport and its proposed amendments are unreasonable.

"Our endeavor to look at the proposed noise-ordinance amendments is entirely separate from the JetBlue administrative appeal, which focuses on certain types of curfew exemptions that they are appealing to the City," Romo said, noting that JetBlue's final appeal to the city council will conclude in March.

However, some residents disagreed, noting that JetBlue has incurred most of the late-night curfew violations and so the amendments specifically address that airline's behavior.

Rae Gabelich, resident and former city council member, also expressed concern that JetBlue is targeting the ordinance itself.

"I think we have to be very careful," she said. "We need to refocus on [...] the possibility of our losing our noise ordinance."

Gabelich noted that when the consent decree was agreed upon in 2003, JetBlue had 30 violations and paid fines totaling \$90,000. The airline's growing violations, she said, have steadily increased its total fines from \$366,000 in 2015 to \$618,000 in 2016 to \$1.2 million in 2017.

"They're not getting to be better neighbors," she said of JetBlue. "They're looking for a way to challenge [...] our noise ordinance."

Gabelich also cited a statement by JetBlue asserting that the proposed amendments violate Federal Aviation Administration (FAA) rules and the 1990 Airport Noise and Capacity Act (ANCA), under which the noise ordinance is "grandfathered."

"I'm going to assume that the City Council [...] will vote 'no' on [JetBlue's] appeal on the interpretation of the verbiage that's in the noise ordinance," Gabelich said. "But once that appeal is done [...], then [JetBlue] has the opportunity to go to the courts."

She suggested that the airport therefore delay any further public action on the amendments.

"I just encourage you to move so very cautiously on this," Gabelich said. "I also urge you to let [...] the JetBlue appeal play out in the courts. [...] I would ask [the FAA] for not only a written opinion letter but some kind of assurance that they would stand by our side should we be challenged in a court of law."

Kevin McAchren, a resident and small-business owner in the Long Beach Airport, also concluded that the problem was really about JetBlue.

"We do not need to change the ordinance," he said. "We are likely to lose local control of the airport. [...] I think it's basically a JetBlue problem here."

He suggested that if the City could work with JetBlue on the terms of the consent decree, it would address the entire concern.

"With the vehicle of the consent decree, we can probably get a little better resolution to this whole issue than opening up the ordinance [...], which has served us well for 23 years," McAchren said.

Another resident, and admitted frequent flyer of both Southwest and JetBlue, noted that the ordinance's language allows the airport to get rid of JetBlue altogether.

"We should not fear the loss of JetBlue," he said.

Other residents suggested generally that the airport should incentivize compliance, rather than impose harsher penalties, and levy more proportional fines consistent with the operating costs of the airlines.

Romo assured attendees that the airport is still collecting input before proceeding with FAA assurances and an amendment for the city council to consider, saying that nothing would likely change until late 2018.

"This is going to be a very deliberative process," he said.

Airport attorney Lori Ballance concurred.

"We are looking at this very carefully and very cautiously," she said. "It certainly will not proceed without getting whatever assurances we can along the way."

Slots

Romo also explained another proposed amendment to the Flight Allocation Procedures Resolution on how airlines utilize their timeslot allocations, which is separate but related to the noise ordinance.

He noted that some airlines have been engaging in anti-competitive "slot-sitting" on their allocations, preventing other airlines from potentially utilizing those times.

In his Aug. 9, 2017 memo to the city manager, Romo connected this problem to the curfew-enforcement problem.

"This is particularly problematic with the recent increase in demand for flight slots at the Airport and the increase in curfew violations by incumbent air carriers failing to fully utilize their slot allocations," he wrote.

However, at the meeting, Romo noted that recent increased competition among airlines, especially since the addition of Southwest Airlines in 2016, has resulted in more efficient use of the 50 slots.

"It's not a problem right now, but that doesn't mean it might not become a problem down the road," he said. "What we're trying to do is make sure that, if we have a slot, that [an airline] is using it efficiently, and if [they're] not, then we need to pull it back, or have the ability to pull it back."

The proposed slot-utilization requirement would change from a particular number of flights required per week—either four or 30 depending on the type of carrier—to monthly, quarterly and annual capacity-utilization averages ranging from 60 to 85 percent.

At least one resident argued that timeslot efficiency is not in the community's best interest.

Given concerns about the proposed amendments—both the fines and time slots—O'Donnell's brief statement during the meeting may be most apt.

"We want to make sure we do the right thing," he said, "which might be . . . not doing anything."

For response to questions on the airport's proposed amendments, email LGBNoise@longbeach.gov.



February 15, 2018 in News.

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Long Beach Airport Passenger Traffic Up Nearly 7 Percent in January

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

Friday, February 16, 2018

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Long Beach Airport Photo by Ringo Chiu (/staff/ringo-chiu/).

Airline passenger traffic at Long Beach Airport increased nearly 7 percent in January 2018 compared with the same period in 2017, airport officials announced on Feb. 16.


In January, 321,165 passengers went through Long Beach Airport compared to 300,642 in January 2017. That 6.8 percent increase was led by growth of 5 percent in passengers taking JetBlue Airways, by far the largest carrier at the airport with more than two-thirds of all flights. Southwest Airlines, which has a much smaller presence, saw a 30 percent passenger jump over January 2017, thanks to the addition of two daily flights to bring its total to six.

Total air cargo carried by aircraft decreased 7.8 percent in January to 1,633 tons compared to the same month last year, when planes carried 1,771 tons last January, airport officials reported.

Economy, education, energy and transportation reporter Howard Fine can be reached at hfine@labusinessjournal.com. Follow him on Twitter @howardafine

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Long Beach Airport Traffic Up

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

Monday, February 19, 2018

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Long Beach Airport Photo by Ringo Chiu (/staff/ringo-chiu/).

Year-over-year Long Beach Airport passenger traffic increased 7% in January to about 321,000.

JetBlue Airways was the busiest airline with 250,000 passengers, up about 4%.

Southwest Airlines, which began flights from the facility in mid-2016, had 42,000 passengers, up 32%.

Delta Air Lines was up 7% to 16,000; American Airlines was down 9% to 13,000.

Cargo—which declined 9% overall last year to 23,000 tons—fell 8% year-over-year in January to 1,600 tons; most cargo at Long Beach is shipments via FedEx and UPS.



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NEW ON AU ABROAD



Hawaiian Airlines are introducing a non-stop service between Long Beach and Honolulu

As of 1st June 2018, Hawaiian Airlines will introduce a daily non-stop service between Long Beach, California and Honolulu, Hawaii. Serviced by the airline's new Airbus A321neo aircraft, the route represents a step up in convenience for Southern Californian travellers who want to enjoy and explore one of the most sought-after tropical destinations in the world.

"Long Beach is a perfect getaway for travellers in Los Angeles and Orange County to ease into their Hawaiian vacation", offered Hawaiian's executive vice president and chief commercial officer **Peter Ingram**. "We looked forward to welcoming our guests onboard, where they will enjoy our award-winning Hawaiian hospitality in the comfort of our newest aircraft".

The new route will be inaugurated on May 31st, following which it will depart Long Beach daily at 8:30am with an arrival time in Honolulu of 11:40am. This early arrival will give passengers the afternoon to explore O'ahu or connect to a neighbour island. The return flight HA70, will depart Honolulu at 12:30pm and arrive in Long Beach at 9pm.

Hawaiian's fuel-efficient mid-range A321neo aircraft have been designed to complement the carrier's fleet of wide-body aircraft currently used for service between Hawaii and eleven U.S gateway cities, along with 10 international destinations. The single aisle Airbus has enough space for 189 passengers; broken down into 16 luxurious leather recliners in First Class, 44 'Extra Comfort' premium economy seats, and 129 economy seats. The flight features complimentary meals, wireless streaming in-flight entertainment, USB outlets, and additional overhead stowage space.

For more information and bookings head on over to Hawaiian Airlines' official website [HERE](#).



Review: Mercure Kooindah Waters Central Coast is a golfer's dream getaway just outside of Sydney



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BUSINESS BEAT: Little Brass Cafe To Open At Airport; Downtown Welcomes Burgerim; DLBA Shares Residential Market Report

By Ashleigh Ruhl

Contributor

5 hrs ago



Bitty Brass Soon At LGB

Entrepreneur Samantha Argosino is setting up shop at Long Beach Airport, and her Little Brass Café (LBC) could be open as soon as April 1, she said.

The Little Brass Café will be the only business in the airport's ticketing area that customers can patronize before going through security checkpoints. It's replacing what was previously just a few vending machines.



"We're going to have coffee and pastries and sandwiches and wraps — simple, quick grab-and-go stuff," Argosino said. "I'm really looking forward to filling this hole at the airport that has been an underutilized space. And, I'm really looking forward to being part of the airport community."

Argosino is the innovator who founded The Brass Lamp — a three-in-one book, bar and coffee lounge concept — that opened in 2015 in downtown Long Beach. The Brass Lamp closed last March though, and Argosino said she's excited to be able to keep the concept alive in this new format.

"The Little Brass Café is going to be a prequel before my long-term goal of opening another big book bar," Argosino said.

New Burgerim Eats

Downtown Long Beach is celebrating the opening of Burgerim, a food franchise that got its start in Israel and has become a worldwide name.

"Burgerim" means "my burgers" and that's the restaurant's specialty, but the menu also includes wings, salads and various side dishes, according to franchisees and married couple Jaz and Barry Estrin, and their daughter, Stephany.

"We want Burgerim to be a hangout for locals, a hub for area residents as well as downtown workers," the family told the Downtown Long Beach Alliance, noting that the business offers much more than fast food.

Burgerim's focus is its 2.8-ounce patties, with two different bun options or lettuce wraps, with six specialty sauces and 21 toppings. Hamburger is available of course, but there are 11 different patties to choose from, including salmon, falafel and more. The eatery also offers craft and draft beers, wine and a happy hour from 3 to 6 p.m. and from 9 p.m. to close, seven days a week.

For details, visit Burgerim at 295 E. Third St. or go to www.Burgerim.com.

DLBA Residential Report

The Downtown Long Beach Alliance recently released its latest quarterly Snapshot series, available to the public online. This quarter's Snapshot of statistical information focuses on the downtown residential market, which experts said appears to be strong.

The report states that the downtown residential market appears healthy with a 95% occupancy rate in the fourth quarter of 2017.

Additionally, the report focused on growth, with more than 1,038 residential units from eight different projects under construction, and several more expected to break ground in 2018.

"Downtown Long Beach continues to be a driver for major residential development," Austin Metoyer, the DLBA's research and policy manager, said. "Nearly two-thirds of all current residential development in the city is occurring downtown."

Average rental rates in the downtown area are \$1,606 per month, or about \$2.24 a month per square foot, according to the report. The average size of a residence in downtown Long Beach is 752 square feet.

Costs of living downtown in Long Beach are lower than some comparable cities, such as downtown Los Angeles or downtown Santa Monica, which average \$2.79 per square foot and \$3.75 per square foot, respectively.

Housing overcrowding is an issue in downtown households, according to the report, due to a lack of residential development during the recession and other factors.

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Area Airports Double National Growth Rate

Four combine for 98M passengers; Long Beach Airport up 33 percent.

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

Friday, February 23, 2018

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Passenger Traffic Volumes at Los Angeles Area Airports

(Figures in millions, except for percent change)

YEAR	LAX*	BURBANK	ONTARIO*	LONG BEACH	TOTAL	CHANGE
2015	75.0	3.9	4.2	2.5	85.6	5.0%
2016	80.9	4.1	4.3	2.9	92.1	7.6%
2017	84.6	4.7	4.6	3.8	97.6	6.0%

*International airports

Source: L.A. County Airports

[./photos/2018/feb/23/32374/](/photos/2018/feb/23/32374/)

LABJ Graphic: Passenger Traffic Volumes at Los Angeles Area Airports

Los Angeles World Airports spokesman Charles Pannunzio said in an email that an unusually high number of international routes and carriers came on line at LAX during 2016.

LAX is expected to continue adding international flights at a moderate pace over the next couple years. But, Boyd said, the passenger growth rate will likely pick up again after the expected completion of the \$1.6 billion north midfield satellite concourse now under construction next to the Tom Bradley International Terminal; when that opens in late 2019 or early 2020, it will add 12 gates for international flights.

Long Beach

Long Beach Airport experienced the biggest percentage growth in passenger traffic.

There, nearly 3.8 million passengers went through the terminals, up 33 percent from 2016.

Airport spokeswoman Stephanie Montuya-Morisky said the increase stems from a 2015 decision by the Long Beach City Council to add nine daily flights to the 41 existing ones. Under a formula worked out as part of a noise abatement settlement with residents and the Federal Aviation Administration, airport officials can raise the number of flights if the cumulative decibel count is substantially below the allowable limit.

Hollywood Burbank

Another airport with double-digit percentage growth in passengers last year was Hollywood Burbank, as more than 4.7 million people went through the terminals, up 14.4 percent from 2016.

Spokeswoman Rachael Warecki said that airport officials believe a general uptick in economic conditions, the addition of flights, and the airlines' use of larger-capacity aircraft all contributed to this increase.

The airport does face constraints in adding flights, so that double-digit growth isn't likely to continue.

The airlines operate under a voluntary nighttime curfew that some residents are trying to make mandatory and the number of gates appears set at 14, even as voters have approved plans for a new terminal to replace the two aging ones there.

Ontario International

Ontario International appears poised to lead in percentage growth in passengers in the years ahead. Last year, the first in which the airport was no longer run by Los Angeles World Airports, the Ontario International Airport Authority scored its first transoceanic success with the recent agreement for China Airlines to launch daily flight service this spring to Taipei, Taiwan.

"Reaching this agreement just months after assuming local control over the airport shows just how much pent-up demand there is for service to Ontario," said Alan Wapner, chairman of the airport authority.

That major growth, though, still lies in the future.



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