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## **Public Affairs Highlights and Initiatives October 2016**

### **Government Affairs:**

1. Continued participating in Citywide Communications meetings
2. Continued planning for hosting AAAE Annual Conference next year

### **Community Outreach:**

3. Volunteers led 4 group tours of the airport in October/November
4. Hosted annual Festival of Flight on November 5
5. Participate in Wings, Wheels & Rotors event on October 23
6. Publicized FIS Study Sessions at Airport Advisory Commission and Economic Development Commission meetings to the public
7. Hosted new food truck (White Rabbit) at Airport Terminal
8. Promoted LGB's inclusion on *Condé Nast Traveler's* annual Readers' Choice poll of top 10 airports in the country, climbing three spots to number 7 position
9. Preparing for upcoming events:
  - Belmont Shore Christmas Parade: Saturday, December 3
  - Daisy Lane Christmas Parade: Saturday, December 10

### **Filming/Photography:**

10. None

### **Media:**

11. Assisted Breitling Team with media coordination ahead of Huntington Beach Air Show
12. EDITORIAL: Look At Facts In Debate Over Long Beach Airport; *Gazettes* 10/13/16
13. Long Beach residents critical of plan to add international flights at airport; *Los Angeles Times* 10/21/16
14. ANOTHER VIEW: Long Beach Helicopter Noise Remains; *Gazettes* 10/21/16

15. Rebranded Festival of Flight to Sweep Long Beach Residents up in Plane Frenzy;  
*Long Beach Post* 10/27/16
16. Long Beach Airport lacks long-term plan; devising one could halt talks of international facility; *Press-Telegram* 10/29/16
17. Social Media:
  - Facebook is up to 14,781 followers
    - The best post in October was viewed over 4,700 times with 485 reactions, comments, and shares
    - Notable events: FIS community meetings, Long Beach/JetBlue Marathon, Huntington Beach Air Show, Wings Wheels & Rotors
  - Twitter is up to 9,066 followers
    - The best tweet in October generated 3,646 impressions
    - Tweets in October generated over 60,600 impressions each day
  - Instagram is up to 2,760 followers
    - Photo posts in October averaged 88.2 likes each and video posts averaged 97.5 likes each
    - The most popular post earned 172 likes and 175 engagements
  - Vine has 194 followers and 36,262 loops
  - Periscope has 332 followers and 16 live broadcasts have received 2,219 likes

**Advertising:**

18. Advertised Festival of Flight on billboard near Cherry exit of 405 Freeway
19. Completed Community Guide to Aircraft Noise brochure
20. 2016 Long Beach Veterans Day Souvenir Program, 1/2 page, full color ad
21. Historical Society of Long Beach Cemetery Tour Program, 1/2 page, black and white ad
22. *Travel Host* magazine, 4<sup>th</sup> Quarter 2016, 1/3 page, full color ad



## PRESS RELEASE

### PRESS RELEASE

October 4, 2016

Contact: Stephanie Montuya-Morisky, Public Affairs Officer, 562.570.2678,

[Stephanie.Montuya-Morisky@longbeach.gov](mailto:Stephanie.Montuya-Morisky@longbeach.gov)

For Immediate Release

### **Federal Inspection Service (FIS) Feasibility Study Results will be Presented to the Public; Community Invited to Two Study Sessions**

A feasibility study on a federal customs facility that would potentially allow international flights at Long Beach Airport (LGB) will be presented to the public in October by Jacobs Engineering (Jacobs). The Jacobs study may be found [here](#).

The analysis surveyed the airport, airport tenants, government agencies, airport-dependent businesses and aircraft owners for economic data, and analyzed passenger traffic-related spending to determine the overall impact of a customs facility at LGB. The study also included a public outreach process to capture community input as a part of the study.

The Long Beach City Council authorized the study in July 2015. The feasibility study was initiated due to a request from JetBlue Airways to bring international service to Long Beach.

On January 19, 2016, the City of Long Beach commissioned Jacobs Engineering to conduct the study after a Request for Qualifications was issued and two community meetings gathered feedback from the public.

A separate analysis conducted by the City Attorney examining possible effects to Long Beach's Noise Compatibility Ordinance (LBMC 16.43) will also be released along with the study and may be found [here](#).

A presentation of the FIS study, a report on the City Attorney's analysis, as well as an opportunity for public comment, will be included on the respective agendas of the following public commission meetings:

Airport Advisory Commission (AAC)  
Thursday, October 20, 2016

Long Beach Gas & Oil Auditorium  
2400 East Spring Street  
6:30 pm

Economic Development Commission (EDC)  
Tuesday, October 25, 2016  
City Council Chambers  
333 West Ocean Boulevard

EDC meeting begins at 4:00 pm; FIS study session will start at 6:00 pm

The City Council directed the study to be available to the public at least 15 days before the first City Council meeting and discussion. The City Council is tentatively scheduled to receive the presentation and public input from the two commission meetings on November 15, 2016.

# # #



## PRESS RELEASE

### PRESS RELEASE

October 26, 2016

For Immediate Release

**Contact:** Stephanie Montuya-Morisky, Public Affairs 562.570.2678  
Stephanie.Montuya-Morisky@LongBeach.gov

### **Long Beach Airport Named Top 10 Airport in the U.S. Condé Nast Traveler readers choose LGB as one of the best airports in the country**

Long Beach Airport (LGB) has been named a Top 10 airport in the United States by readers of *Condé Nast Traveler* magazine for the third consecutive year, climbing three spots to #7 on the list. LGB has enjoyed a national reputation as a unique and innovative airport, providing a first-class experience for all travelers.

"As the gateway for thousands of visitors to our city each day, the award-winning Long Beach Airport provides a welcoming experience and we're so pleased that travelers nationwide have taken notice," said Mayor Robert Garcia. "This recognition from *Condé Nast Traveler* is validation that LGB's reputation for providing the utmost experience for travelers is well deserved."

Last year, readers voted Long Beach Airport was #10 in the annual poll. This year, more than 300,000 people voted in the poll and LGB earned an overall score of 77.92, rising to the #7 position. Voters cited the nostalgic historic terminal that reminds them of the glamour of flying, as well as the Southern California ambiance of the passenger concourse, which makes LGB stand out compared to other airports.

"We are very honored to have been named to this venerated list," said Airport Director Jess L. Romo, A.A.E. "This recognition is a reflection of how satisfied our customers continue to be when traveling through Long Beach Airport."

The latest recognition from *Condé Nast Traveler* comes just as LGB is entering one of the busiest travel periods of the year, when travelers can truly appreciate the convenient environment, especially since large crowds and busy schedules are common at many other airports. The entire list of the 10 Best Airports in the U.S. can be found here:

<http://www.cntraveler.com/galleries/2014-11-24/the-best-and-worst-airports-in-america-readers-choice-awards-2014>.

### **About Long Beach Airport**

Founded in 1923 as the first municipally-owned airport in California, Long Beach Airport (LGB) recently completed a revitalization to update its facilities. In 2012, a new passenger concourse opened to the public and has since garnered extensive praise for its modern design and architecture, local eateries, and easygoing travel experience. Recently, both *Fodor's Travel Guide* and the *BBC* named LGB one of the top 10 terminals in the world, and *USA Today* and 10Best.com recognized LGB for Best Airport Dining in their Readers Choice poll. LGB offers non-stop service to several U.S. cities while supporting a healthy general aviation community with nearly 300,000 annual operations. The airport is also a source of substantial economic activity and employment, as well as a leader in maintaining a sustainable, environmentally responsible operation. For more news, pictures, videos and announcements of what's happening, "Like" us on Facebook or follow us on Twitter @LBAirport and Instagram @lgbairport.

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## Opinion

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[http://www.gazettes.com/opinion/editorial-look-at-facts-in-debate-over-long-beach-airport/article\\_784a3998-90ac-11e6-b97b-3f4a83710d96.html](http://www.gazettes.com/opinion/editorial-look-at-facts-in-debate-over-long-beach-airport/article_784a3998-90ac-11e6-b97b-3f4a83710d96.html)

## EDITORIAL: Look At Facts In Debate Over Long Beach Airport

By Editorial Board Oct 13, 2016



The rest of this month and the first part of the next promises to bring contentious debate, angry voices and hurt feelings in Long Beach.

About the election? No, about a decision whether to ask the federal government to consider putting a facility at the Long Beach Airport that would allow international flights.

Remembering the long and sometimes bitter history of flights at the Long Beach Airport, it's fair to ask why the city would even consider such a thing. To put it succinctly, it has to, because JetBlue Airlines asked. The formal request, made last year, requires a response.



City officials could have just made the request or just said no, but a City Council always willing to put off a decision in favor of gathering more information decided to require a feasibility study. The company hired to do that work, Jacobs Engineering, turned in its report on the Sept. 30 deadline.

Now the fun begins. Again.

The study, an exhaustive 697 pages including appendices, concludes that existence of a Federal Inspection Service (FIS) facility serving international flights would not change the environmental impact of the airport on surrounding neighborhoods. That fact depends on the continued existence of the unique Airport Noise Ordinance, which limits the number of daily commercial flights allowed at the airport.

At the same time, City Attorney Charles Parkin released an opinion — also requested by the City Council — that allowing international flights would not jeopardize that noise ordinance. The key remains the cumulative amount of noise aircraft generate in a day, not where the airplanes are flying to or from.

Any city planner worth his or her salt will tell you that an airport in the middle of a city, surrounded by residential neighborhoods, is a recipe for unhappy residents. Takeoff and landing patterns must, by definition, fly over those residences, schools and businesses. That creates noise, and noise creates complaints.

When Douglas Airfield was created, such issues were far from anyone's mind. When warplanes manufactured here took off and landed at the same airfield during World War II, it was considered a patriotic noise.

But times change, as do situations. We can certainly understand and sympathize with those living and working under the primary flight paths to and from Long Beach Airport. It's an inconvenience when programs and classes are disrupted by a plane flying overhead, and we know that "learn to live with it" is a less than adequate answer to homeowners.

But the Long Beach Airport has been where it is literally for generations now. The long overdue improved terminal has made it a gem, much preferred by travelers area-wide. The feds, in the form of the Federal Aviation Administration (FAA) have sunk millions into Long Beach for runway maintenance and other improvements.

All of which says that the airport isn't going away. (Give at least a few of our frequent commenters credit for honesty — they've actually admitted a closed airport is their dream.) And, despite all the yard signs saying "No International Airport Expansion," allowing international flights would not be an expansion.

But why do it at all? LAX isn't all that far, and it has flights all over the world. Orange County's John Wayne Airport offers flights to Mexico and Canada.

It has to be a business decision. JetBlue management clearly has decided it could make more money in Long Beach flying to Cabo San Lucas or Puerto Vallarta than to Salt Lake City or Boston.

Ultimately, it would be up to JetBlue to decide whether to build an international facility anyway — the city isn't going to pony up the \$26 million to \$30 million it would cost. The Jacobs Engineering study says economic feasibility would require an international passenger facility fee to pay for the airport's share — about \$3 million — and the user airlines footing the bill for the rest.

There will be plenty of public comment, debate and meetings before the council ever gets a chance to vote on this issue, and that's as it should be. We want everyone to have his or her say.

We just want that say to be based on fact, not fear-mongering. And the fact is, an international capability at the Long Beach Airport is not an expansion of the Long Beach Airport. Let's be honest about that, at least.



# Long Beach residents critical of plan to add international flights at airport



Lawn signs are stacked in front of the Long Beach Oil and Gas Department, where critics of a plan to add international flights at Long Beach Airport spoke out against a proposal for a building to screen international travelers. (Hugo Martin/ Los Angeles Times)

By **Hugo Martin**

OCTOBER 21, 2016, 3:15 PM

**D**emand for international flights is on the rise in Southern California but neighbors of the Long Beach Airport are fighting a plan to bring flights from Mexico and Latin America to the regional airfield.

For nearly two hours, critics of the plan told an airport advisory panel Thursday night that they feared the addition of international flights would lead to more traffic, air pollution, a drop in property values and pressure to lift the city's restrictive noise limits.

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“There is no guarantee that this won’t expand unbelievably,” said Mike Rodsater, a 30-year resident of Long Beach, at a meeting attended by about 70 residents.

The opponents spoke at the first public hearing held on a feasibility study to build a facility to screen international travelers and their luggage.

The demand for international flights in Southern California has grown by 30% from 2010 to 2015, according to the feasibility study by Pasadena-based Jacobs Engineering.

The demand is strong enough to convert up to eight domestic flights from Long Beach Airport to international flights within five years, the study said.

If the city of Long Beach agrees to add international flights, it will join [Los Angeles International Airport](#), Ontario International Airport, John Wayne Airport in Santa Ana and San Diego International Airport in offering flights abroad.

Seth Kaplan, managing partner for the trade publication Airline Weekly, said Long Beach Airport can even try to market itself as a hassle-free alternative to Los Angeles International Airport for international flights.

“There is plenty of demand from the L.A. Basin down to Mexico, and Long Beach has a great facility,” he said.

Long Beach Airport currently flies only to domestic destinations. It operates under a noise ordinance that allows about 50 commercial flights per day, and takeoffs and landings can happen only from 7 a.m. to 10 p.m. Violators of the limits face stiff fines from the city.

The airport’s biggest carrier, JetBlue Airways, requested the study on the feasibility of adding international flights. The New York-based carrier is interested in flying to vacation spots in Mexico and other Latin America destinations.

The \$347,000 feasibility study found that the noise ordinance does not impose restrictions on the origin or destination of flights to the airport and that serving international destinations would create 1,400 new jobs and generate \$186 million in spending in the city each year.

The Jacobs study said the screening facility, projected to cost \$17 million to \$21 million, could be paid for by JetBlue and other airlines that use it, along with passenger fees collected from international travelers.

But neighbors of the airport blasted the report, saying it didn't address the additional traffic generated by the foreign tourists. They also worried that the new facility would prompt airlines to file a lawsuit to challenge the city's noise ordinance so they could add more flights.

"Once this starts, who's to say when the growth would end," Long Beach resident Nancy Lopez told the appointed panel.

Assistant City Attorney Mike Mais told the gathering that adding the international flights and building the new screening facility does not increase or decrease the likelihood of an airline filing a lawsuit to challenge the city's noise restrictions.

In the crowded suburbs of Los Angeles, most airport expansion or improvement projects draw strong opposition.

Even a plan to replace an existing terminal at Long Beach Airport in 2012 drew strong opposition, including a petition signed by hundreds of opponents.

At Hollywood Burbank Airport, a plan to replace its 1930s-era terminal has been the subject of strong debate for decades in the San Fernando Valley city.

Another longtime Long Beach resident, Terri Pfof, said airport travelers have been parking on her street and getting an Uber ride to the airport.

"I don't think our neighborhood should be remote airport parking," she said.

The only supporters of the proposal at the meeting were two JetBlue pilots who live in Long Beach.

Pilot Raghav Tauqir said jobs created by the airport help support Long Beach businesses such as grocery stores, auto mechanics and movie theaters. He added that Long Beach residents could also take international flights from the airport to visit family abroad.

"It's for friends and family," he said. "It's not just tourists."

The proposal to add international flights will be discussed next at the city's Economic Development Commission on Oct. 25 before it is presented to the Long Beach City Council on Nov. 15.

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## Opinion

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[http://www.gazettes.com/opinion/another-view-long-beach-helicopter-noise-remains/article\\_325235a8-963d-11e6-b9c2-5f183001ab8c.html](http://www.gazettes.com/opinion/another-view-long-beach-helicopter-noise-remains/article_325235a8-963d-11e6-b9c2-5f183001ab8c.html)

## ANOTHER VIEW: Long Beach Helicopter Noise Remains

By Donna Sievers Oct 21, 2016



Long Beach residents, helicopter pilots, Helene Ansel from Congressman Alan Lowenthal's office, staff from City Council members Suzie Price and Stacy Mungo's offices, representatives from the Los Angeles County Sheriff's Department, Long Beach Police Department and Long Beach Airport met again last month to discuss the low flying, noisy helicopters that daily fly over our homes and schools.

Ron Reeves, noise and environmental officer for the Long Beach Airport, presented airport data that concluded there has been no improvement in the noise levels or dispersion rates over the neighborhoods from 2013 to 2015. Airport data showed that helicopters leaving the airport stay "tight" over the Redondo Avenue Corridor as they leave the airport and pass Pacific Coast Highway — and then disperse over the neighborhoods instead of staying directly over Redondo to the coast.

Approximately 35% of all helicopter flights in Long Beach use the Redondo Avenue Corridor. Ron did note that the first two quarters of 2016 showed a slight improvement in dispersion rates by a few hundred feet; however, the improvement was not significant enough to mitigate noise levels.



Residents, including Christine Votava, continued to voice concern that pilots routinely fly (11 to 21 times a day) over Horace Mann Elementary School. Christine showed a video of the helicopters flying directly over the school and playground and she noted that she has had to stop presenting outdoor science education due to the helicopter noise and showed that the weekly Friday outdoor assemblies are routinely interrupted by low flying helicopters.

In addition, the connection between Long Beach's low landing fees and the large contingent of helicopters utilizing the Long Beach Airport was questioned. It was also noted that the pilots are now flying inbound and outbound over Obispo Avenue, which is several blocks west of Redondo Avenue and places them directly over the school and contradicts the logic of "conflict avoidance."

Continued requests to fly directly over Redondo Avenue as pilots fly out to the coast, the oil islands or the Queen Mary have gone unheeded as pilots continue to "cut the corner" and fly east or west over the neighborhoods. Anthelion's Chief Pilot, Nina Keefer, indicated that they have requested higher altitudes but Air Traffic Control has not granted them. Chief Pilot Gordy Cox of Island Express indicated that his pilots do fly out to the oil islands before turning, which was acknowledged and appreciated by the residents as was Keefer's commitment to have her pilots attend these meetings to hear the residents' concerns.

While the residents appreciate the pilots participation and requests to fly higher, no one can understand why the majority of the pilots continue to "cut the corner" and refuse to fly directly over Redondo Avenue out to the coast before turning east or west. Surely if pilots can safely fly up and down the two-lane street, Obispo, which puts them directly over the school, they can fly inbound and outbound over the four-lane Redondo Avenue, which would mitigate noise levels.

Interestingly, the FAA's new offshore-coastal route that calls for pilots to fly 750 feet away from the coast was new information for most of the pilots at this meeting. This meeting was number 14 or 15 in Long Beach in the last two years with the same requests and the same answers from the pilots — they listen and provide educational seminars, but not much changes.

*Donna Sievers is a Long Beach resident.*



FAA's Automated Helicopter Complaint System Goes Live

# Rebranded Festival of Flight to Sweep Long Beach Residents up in Plane Frenzy

by KEELEY SMITH (/KEELEY) on OCTOBER 27 2016 12:30 in NEWS (/NEWS)

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Photo courtesy of the Long Beach Airport.

Imagine: World War II-era warbirds zipping through the sky. Appearances from commanders. A Gulf-stream jet. Live entertainment by Rock for Vets. A car show. A touch-a-truck display. All on a typically warm, breezy day in our lovely Long Beach.

The Long Beach Festival of Flight is looking to hook more residents into the city’s long history of zest for flight at its celebration at the west end of a Long Beach airfield slated for Saturday, November 5.

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Previously known as the Long Beach “Fly-In (https://lbpost.com/news/2000007459-3rd-annual-long-beach-airport-fly-in-to-be-bigger-and-better-than-ever%20),” the fourth-annual free event will feature aircraft and automobile displays, live music, giveaways, a children’s activity area and choice, localized Long Beach eats.

RELATED

3rd Annual Long Beach Airport Fly-In to Be Bigger and Better Than Ever Before (/news/2000007459-3rd-annual-long-beach-airport-fly-in-to-be-bigger-and-better-than-ever)


“Since 1923, Long Beach Airport has been an important part of the Long Beach community and a major asset to our city,” said Mayor Robert Garcia. “The Festival of Flight will be a great opportunity for the public to celebrate the Airport and Long Beach’s role in aviation.”

Take your passion for vintage planes, automobiles and all things Long Beach to 590 East Wardlow Road between 10:00AM and 2:00PM, with free parking located off Cherry Avenue at the corner of East Wardlow Road and Globemaster Way.




"We are thrilled to host this community event," said Airport Director Jess L. Romo, AAE in a statement. "Our airport holds an esteemed spot in aviation history and a special place in the community. We will provide wonderful family-friendly entertainment and inspire a new generation of aviation enthusiasts during the Festival of Flight."


To learn more, connect through social media at #LBFestivalofFlight, #LongBeachAirport, #LGB, and #AvGeek on social media. For more information about the Long Beach Airport, follow LGB on Facebook or visit [www.lgb.org](http://www.lgb.org).




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## Long Beach Airport lacks long-term plan; devising one could halt talks of international facility

*By Courtney Tompkins, Long Beach Press Telegram*

Saturday, October 29, 2016



A [controversial proposal](#) to build an international customs facility at the Long Beach Airport could be shelved while officials try to work out a long-range master plan for the regional airfield.

Out of the 15 largest airports in the state, Long Beach is the only one without a document outlining the city's vision for the airport, which some council members say subjects the airport to "external pressures" that may encourage "suspicion and mistrust" among some residents in affected communities, according to a city report.

To create a steady plan going forward, three councilmen who govern noise-impacted districts in the airport's flight path — Daryl Supernaw, Al Austin and Roberto Uranga — are [asking their colleagues to support](#) creating such a document, which could include guidelines for future development, among other elements. Creating the plan would require collaboration between community members, airport officials and city management.

The City Council is scheduled to discuss the item Tuesday.

Requests to build an international Customs and Border Protection facility first came to the city from its larger carrier, JetBlue Airways Corp., about two years ago. JetBlue has expressed interest in carrying [passengers to vacation spots](#) in Mexico and Central America.

The city hired Jacobs Engineering earlier this year to conduct a study on the possibility of opening a customs facility and allowing airways to expand flights internationally — a decision that was not well-received by some who live in neighborhoods around the airport.

The engineering firm found that Long Beach would be able to offer international service without increasing the number of daily flights or violating the city's [strict noise ordinance](#), which sets a flight curfew and limits the number of daily takeoffs to about 50.

Findings from the study, which cost the city \$347,000, were released earlier this month. [Some complained](#) at two meetings that the study did not consider community and neighborhood impacts. Many said they feared it could bring more traffic and air pollution to the area, but more importantly, they think it would open Long Beach up to lawsuits from other airlines that want to challenge the city's noise standards.

The council meeting begins at 5 p.m. Tuesday, at 333 W. Ocean Blvd.

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URL: <http://www.presstelegram.com/business/20161029/long-beach-airport-lacks-long-term-plan-devising-one-could-halt-talks-of-international-facility>

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