



long beach
airport

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Airport Advisory Commission

Report for the Period
October 2015 – September 2016

Long Beach Airport Aviation Advisory Commission

Annual Report 2016 (draft 8 – 7 October 2016)

The Long Beach Airport Advisory Commission meets monthly, except for April, August and December.

It is composed of nine members, one representing each council district.

The commission is non-partisan and its members come from a variety of aviation backgrounds. Together, they bring almost 300 years of aviation experience to the task of advising the airport staff and the city council.

By far the biggest challenge facing the airport in 2016 is the proposed Federal Inspection Station. The Customs station was formally requested in 2015 by Jet Blue, which would allow the carrier to serve cities in Mexico and Central America.

Opposition to the FIS comes from a group of called HUSH2, about 50 residents who oppose the station because they fear it somehow will lead to the unraveling of the noise ordinance which governs the number of departures at the airport.

However, the city manager has pointed out that the noise ordinance has “nothing to do” with the customs station request. Moreover, both the city manager and the city attorney believe the noise ordinance is “mature enough” to withstand any legal challenge.

The commission believes that denying the customs station will make the airlines *more* likely to challenge the noise ordinance because denial will prevent carriers from flying more lucrative international routes from Long Beach. JetBlue has made it clear that it needs the international routes at Long Beach for the health of its business. If the custom’s station is denied, JetBlue has indicated it will consider curtailing some of its marginally profitable flights at Long Beach Airport and move the aircraft to other more profitable cities. JetBlue isn’t being petulant – it’s a publicly traded company and has a fiduciary duty to maximize its profits.

New competition from Southwest Airlines may compel JetBlue to retain all its flight slots but when the economy hits the inevitable next slowdown, Long Beach Airport will be better positioned to keep all its available flight slots active if the airport can handle international flights.

And that means greater economic stability for the airport and the city.

We recommend the city council accept the consultant study on the customs station and approve the request to build a Federal Inspection Station at our airport.

The commission also recommends:

Beginning a dialog with the city examining how fines for after-hours landings at the airport are distributed. As a first step, we invite the city prosecutor to speak to the commission on this issue.

Enlarging the annual airport festival. This is a prime opportunity to showcase the airport and boost its stature in the community.

We recommend the airport triple the amount of shade and tables. Both have been inadequate in previous years, discouraging visitors from buying lunches because of inadequate seating and shade.

Establishing an annual holiday invitational party at the airport concourse. The range of restaurants, the boardwalk and the views not only will make for a memorable party but also will help boost appreciation of the airport and its contribution to the city economy.

Invitations the first year could be concentrated on the neighborhoods most affected by airport operations, not as a seduction of airport noise activists but as an opportunity to show those closest to the airport how it works best.

In future years, the event could become a sought-after ticket and a fund-raiser for the airport.

Inviting the U.S. Air Force Thunderbirds and the Navy's Blue Angels flight demonstration teams. These shows are free and not only would thrill the residents for miles around but would bring visitor dollars and regional attention to Long Beach, Long Beach would dominate the Saturday television, web and mobile news on show day.

Moreover, the flight demonstrations would take place immediately offshore, thus avoiding noise over the city.

Encouraging the airport staff to seek new business and air carriers for the airport. Our visionary and entrepreneurial staff is our best asset as the technology and the economy move at an ever faster pace. We also want to support businesses at the airport, particularly those providing high-paying, high-tech jobs.

Being aggressive, assertive and swift in adding new capacity as the airport noise totals decrease. That proved to be a good strategy earlier this year and as jet engines get quieter, it's clear that we will open up more capacity based on compliance with the noise ordinance.

Creating a drop-off and pick-up zone for Uber and Lyft. This is the emerging reality of on-demand ground transit. We want to be responsive to our passengers, keep them safe and increase the viability of the airport as an economic generator. Moreover, establishing an Uber and Lyft zone enhances the access, convenience and outstanding experience at our airport.

Finally, the Airport Advisory Commission thanks and applauds the airport staff for their stewardship of one of the city's prized assets.

Membership and Attendance

✓ = Regular Attendance A = Absent AE = Absent Excused C = Chair VC = Vice Chair

[illegible]