

**AIRPORT ADVISORY COMMISSION
MINUTES
For meeting of September 20, 2007**

**MEMBERS
PRESENT**

Carol Soccio
Bob Luskin
Bruce Alton
Doug Haubert
Alan Fox
Bernhard Clever
Don Temple

**MEMBERS
ABSENT
(Excused)**

Ron Salk

**STAFF
PRESENT**

Christine Edwards
Dottie Jones
Mark Echmalian
Maricela de Rivera
Nancy Trent
Chris Kunze
Eric Sheng

**OTHERS
PRESENT**

Sign-in sheet available
on request

Call to Order

Chair Carol Soccio called the Airport Advisory Commission to order at 4:05 p.m., at SkyLinks Golf Course Conference Room.

Roll Call

Ms. Christine Edwards, Acting Airport Manager, called roll and certified that a quorum was present.

Approval of Minutes

The Airport Advisory Commission minutes of July 19, 2007 were approved as submitted.

Airport Bureau Staff Report

Monthly Airport Activity Report

Mr. Mark Echmalian reviewed the Monthly Airport Activity Report for August 2007. He stated that Alaska Airlines has a significantly higher load factor of 91% this year versus 83% last year. US Airways' load factor has also increased. JetBlue's total passengers have increased with their load factor remaining about the same. There are still 9 commuter slots available for allocation.

Comments from the Commission

Commissioner Fox asked about the total passengers through August being just over one million. He wanted to know if the Airport was looking at about one and one-half million for the year. Mark Echmalian stated that that is about right. Commissioner Fox asked about a previous projection of four million people and Christine Edwards answered that would be about right if all commuter slots were filled with 50 passenger planes. Commissioner Clever asked about Federal Express having one slot, but having two planes visible on their pad. Ms. Edwards answered that they fly one flight a day on a regular basis. Commissioner Clever indicated that he was told that the extra plane is a "sweeper" in case there are too many packages for one flight. Ms. Edwards said that it is possible, as FedEx does not normally fly on Saturday and Sunday. They could have an extra flight in a day and still be within their average of one per day.

No comments from the Public

Monthly Noise Report

Mr. Eric Sheng reviewed the Monthly Noise Report for August 2007. He stated that air carrier/cargo aircraft had 189 complaints for August. Last year the Airport had 125 complaints for the same time period. The Airport had 1,387 complaints, year-to-date for 2007. In 2006 the Airport had 1,204 complaints. This is an increase of 15%. For non-commercial complaints, there were a total of 50 for jets, for props 11 and 23 helicopter-related complaints. Last year, at this time, the Airport had 115 complaints for helicopters. That is an 80% decrease. This year the Airport had a total of 533 complaints for helicopters; last year the Airport had 273. Ninety percent of the 533 complaints came from one person who lives in Lakewood. The total of all noise complaints is 273 for August and 312 for August of last year. The current year to date grand total is 2,320. Last year's total to date was 2,184.

Mr. Sheng gave the late night activity report as follows:

10 p.m. - 11 p.m., Alaska Airlines had seven operations, Delta/SkyWest had nine operations, and JetBlue Airways had 55 operations.

11 p.m. - 7 a.m., JetBlue Airways had 6 operations, and Delta/Skywest had 4. No other airline had operations during this time period.

Mr. Sheng said that a letter would be sent to the airlines reminding them that they are not to depart or land before 7 a.m.

Air carrier violations for August 2007, JetBlue had five violations, U S Airways/America West had 1 violation and for the commuter violations, Delta/Skywest had one. There were 26 non-commercial violations. The total monetary fines for August are \$32,100.

Comments from the Commission

Chair Carol Soccio asked about the departures prior to 7 a.m. Mr. Sheng explained that a pilot asked the Tower if he could depart early. The Tower allowed the flight to leave early, but did explain that the City has a noise ordinance against early flights. Commissioner Clever asked if we could ask the Tower not to allow early flights. Ms. Edwards explained that the FAA does not recognize curfews at any airport and will not take any role in helping an airport enforce curfews. We are fortunate when a controller is willing to remind a pilot about the City Noise Ordinance, however, they will not take the next step and refuse a pilot clearance to take off. Some controllers do not mention the curfew because they don't feel it is their job. Ms. Edwards explained that we do still fine the airline for the early departure. It is up to the operator or airline to make sure that their pilots and staff understand the noise ordinance. Commissioner Luskin asked if it is true that the Tower will only abide by the Federal Aviation Regulations and not the City Ordinance. Ms. Edwards said that is true and that the Tower will never refuse a clearance based on the ordinance.

Commissioner Alton asked about the total aircraft operations, 34,445. He would like to know what percentage are take-offs, landings and transitioning aircraft. Following the meeting, the Tower provided statistics showing that of the 34,445 operations 1,372 were aircraft transitioning Long Beach airspace. The balance was evenly divided between take offs and landings.

Commissioner Temple asked about the B-1 Bomber's take off on August 27, 2007. He wanted to know the purpose of the fly by. Ms. Edwards explained that the B-1 departed and over-flew the City at about 1,000 feet. Ms. Edwards was advised the next day that after departing Runway 30 at Long Beach Airport, the B-1 Bomber fired its afterburners and returned for a low pass down Runway 30. The in-air test was conducted in lieu of a previously scheduled two-hour sustained ground test at the blast wall. The need for circling of the Airport was so ground crews could be sure the afterburners were operational. The noise level for the fly by was 121.0 SENEL.

Commissioner Fox spoke about a friend that Sharon Diggs-Jackson had contacted regarding a noise complaint. Commissioner Fox said his friend was very grateful for Sharon's information. Commissioner Fox remarked that there are probably a lot of people in the community that don't know how to lodge a complaint. Ms. Edwards said that we do have one of the better Airport community outreach programs. She introduced Maricela de Rivera from Public Affairs who explained they have a new brochure and pamphlet that the City is making available to the public. The publications explain everything you could want to know about airport noise monitoring and how the public can lodge a noise complaint and use the LGB website for Airport information. Commissioner Alton asked if the community helped in developing the publications. Ms. de Rivera said, not directly but indirectly, the information provided was based on input from complaints received and questions community members frequently ask. Commissioner Alton stated that the brochure said, "Since 1923, the Airport has been a part of the community and as the community around the Airport has grown, the Airport has worked to diligently address the concerns of its neighbors". He felt it should say, "As the community and the Airport have grown" and said he would like to see the wording changed.

No comments from the Public

Parking Structure Update

Phillip Balmeo of Public Works gave a PowerPoint presentation of the proposed plan for a parking structure that will be located east of the existing structure. This presentation was shown to the Planning Commission in September 2006. The existing parking structure has approximately 1,000 stalls and the new structure will have approximately 4,000 stalls. Relocation and extension of the Donald Douglas loop will provide additional terminal area exiting capacity. Barbara London stays the same. There will be an additional exit to Lakewood Boulevard south only.

The new structure will have a light port (split down the middle), which is open to the sky (not enclosed) will be a walkway for pedestrians to traverse the ground level to get to the elevators and a remote ticketing and baggage check-in area. The existing structure will be renovated and have a new façade. Ms. Edwards said that she did not realize that the slides would be so difficult to see and said that a printed set of the presentation would be included with the Commissioner's packets.

Comments from the Commission

Commissioner Haubert asked about the view of the terminal as you approach. The new structure will be set back approximately 53 feet from the curb. The line of sight has been extended from what it has been historically. Commissioner Haubert also asked about the façade improvements for the existing structure. Mr. Balmeo explained that the elevators will be re-done and stairs will be brought up to code. The existing rental car parking lot will be transformed into a transit center

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where buses, shuttles and taxis will be allowed to park and pick up passengers. Commissioner Haubert asked how people get from the new parking structure to the terminal. Mr. Balmeo said they would traverse through the open area in the middle of the parking structure, which is an uncovered pedestrian walkway. As people come down the stairs or elevators, there will be a landscaped, wide walkway through the center to the main terminal. There will be surface crossings at Barbara London and Donald Douglas Drive in front of the terminal. Commissioner Temple is very concerned that people will have to walk past the transit center. He feels that the exhaust from running taxis, buses and shuttles will be detrimental to people's health.

Commissioner Clever asked about the additional traffic that will be exiting the structures. Mr. Balmeo said that the new south Lakewood Boulevard exit and improved Wardlow intersection would handle the increased traffic.

Chair Soccio commented that the walkway should be covered, as did Commissioner Temple. Ms. Edwards said that possibly in the future it would be covered. She said that people are walking much farther now with no cover. Commissioner Temple asked if the remote baggage area would be covered and Mr. Balmeo said it has not been completely developed, but it is planned to be covered.

Commissioner Fox asked about the status of planning as he read in the newspaper that the Planning Commission did not approve the parking structure. Ms. Edwards said that the site plan review went to the Planning Commission on September 6 and the Commission had a tie vote, 3-3, so it failed. The primary concern of the Commission is the overall size of the structure. The City has 10 days to appeal the Commission's decision to the City Council. The Airport has filed that appeal. We are working with the City Manager's office to calendar a hearing on the site plan before the City Council. Commissioner Haubert said he felt that the plan should be reworked and improved and brought before the AAC. He feels that to appeal to the Council will be futile.

Vice Chair Luskin asked if the AAC could get information about upcoming items prior to their meetings. Ms. Edwards answered that this would definitely be possible. Chair Soccio asked if there would be any Brown Act violations in distributing information to the Commissions in that way. Commissioner Haubert said the Brown Act would be violated only if the Commissioners tried to establish a collective concurrence among them. One-directional information is fine as long as the Commission doesn't don't discuss it prior to a meeting.

No comments from the Public

Construction Update

Ms. Nancy Trent stated that the Taxiway L/C project continues with asphalt and concrete work and utilities. The Airport is also enhancing the taxiway centerlines and hold bars in response to an FAA request to accelerate this work. This project, which will take approximately eleven nights to complete, increases safety, as it will make the runway holdbar markings more visible to the pilots.

No comments from the Commission

No comments from the Public

Slot/Commuter Allocation Update

Ms. Edwards reported that the Airport has been working closely with Vision Airlines and Express Jet. Both are planning to start service in early November. Both have given substantial financial bonds to guarantee their slots. The bonds are non-refundable, so if they do not start service, they are both out a significant amount of money. Express Jet will be holding a press conference and service launch announcement event October 8. Commissioners will be advised as soon as we have more details. The two airlines (required to publish flight schedules within 90 days) should have them published by October 17.

Comments from the Commission

Vice-Chair Luskin asked how many slots each airline has. Ms. Edwards replied that Vision Airlines has five slots and Express Jet has 6.

Commissioner Clever wanted to know what type of equipment they use. Express Jet is operating ERJ 145s, similar to those US Airways is using. Vision Airlines is operating Dornier 328 turbo props. They are 30 passenger airplanes, which are ideal for the type of service they are proposing for destinations such as Mammoth Lakes.

Chair Soccio asked if we have any idea as to the departure time of their flights. Ms. Edwards stated that we do not at this time, but should know by October 17. Commissioner Fox asked when they planned to start operations. Ms. Edwards said we don't have exact dates but they have both indicated that they plan to start sometime in early November.

No comments from the Public

Public Affairs Update

Ms. Maricela de Rivera stated that Airport staff would be attending the first annual Good Neighbor Festival and Family Picnic, in District 5, being held in front of the El Dorado Community Center. The Commission is invited to attend. The noise brochures mentioned earlier will be distributed. Sharon Diggs-Jackson and Fred Peña will be attending the National Business Aviation Association conference in Atlanta, Georgia, September 25 through September 27. Chris Kunze and Nancy Trent will be attending the Aircraft Owners and Pilots Association Expo in Hartford, Connecticut, October 2 through October 6. Ms. de Rivera said that from now on, first time airport complainants will receive the new noise brochure. Commissioner Fox asked if the brochures are available at the airport. Ms. de Rivera said that they are available throughout the Airport, at the Airport Information Center, and they will be available at upcoming public functions attended by Airport staff.

General Aviation at LGB

Christine Edwards suggested having general aviation issues as a standing agenda item at every other or every third meeting, depending on need.

Comments from the Commission

Commissioner Luskin spoke about transient parking at various airports. He said that there are only two places to park at LGB, AirFlite and Aeroplex. He said that he has friends that have used Aeroplex, who charges \$15 to park on the ramp and they are not that friendly. It would be nice if LGB had some transient parking where people could come in for an hour or so, do their business and leave.

Comments from the Public

Eric Hill, General Manager of Signature Flight Support said that aviation is not an inexpensive game. He said a \$15 charge is really nothing when you think about the real issue, which is liability. If you show up on his ramp, he has now taken on the liability for your aircraft and there are significant costs associated with that responsibility.

Peggy Zahn with AirFlite Inc. said she concurs with Eric, with the exception that AirFlite will waive the \$15 charge, if you purchase fuel.

Green Airport

Christine Edwards reported that the Airport, at the direction of the City Council, is formalizing the Green Airport Program that Lonnie Mitchell presented to the AAC several months ago, in one Green Airport Program. We would appreciate any input the Commissioners may have. The Green Airport Program will be presented to the City Council in October.

No Comments from the Commission

No Comments from the Public

Commissioner Soccio asked if there were any comments regarding any item already discussed.

Magnus Cole, General Manager of JetBlue asked about the commuter slots. Where will they be parking? What counter space will they be using?

Ms. Edwards said this would be better discussed at an airline station manager's meeting. The Airport has not worked out any details as yet and can't until flight schedules are available.

Old Business

Minimum Standards

Mr. Chris Kunze discussed the proposed changes to the minimum standards that have been in effect for eight years. Minimum Standards are requirements for various types of aeronautical services, such as types of facilities, size of facilities, hours of operation and service levels. The enabling code within the City is the Municipal Code 16.44.130. It requires the Airport to establish various operating standards for the Airport. The Airport began by having a consultant review the current minimum standards to come up with recommendations based on industry guidelines and also dynamics in the industry. The Airport has been working with the Commission's subcommittee members, Bob Luskin and Don Temple. The first draft was released in May, for review by tenants and the subcommittee members. The Airport also asked the FAA for their unofficial comments. Based on the input received, the Airport revised the initial draft.

Mr. Kunze reported that the higher end general aviation market has been growing significantly throughout the country. At Long Beach since the year 2000, the Airport has averaged an eight percent growth rate in terms of operations for business jet aircraft. Forecasts indicate this will continue. There has been a real consolidation in FBOs (primary fuel providers). In 1980 there were 10,000 FBOs in the United States. In the year 2000, there were 4,000. The Airport has three current, primary retail fuel providers. They all meet the general industry standard of one million gallons per year per FBO, in terms of the marketplace. This does not include airline fuel

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sales or Boeing fuel sales. The FAA reviewed the draft that the Airport submitted to them and as an advisory stated that LGB might not want to use sizing requirements, such as total acreage, to lead to the potential demise of vendors and consolidation of fuel sales to one or two vendors only. Sizing should be based on evaluation of space needed for an FBO and space available at the airport. Consolidations in the marketplace could result in one or more of the LGB FBOs ceasing to exist in the future. The initial draft standards contained an acreage size requirement which could, subsequent to any grandfathering, eliminate one of the Airport's fuel providers which accounts for over twenty percent of the current GA jet fuel market share. As such, LGB revised the minimum standards size requirements for a full service FBO from eight contiguous acres to seven contiguous acres. This is the same as Van Nuys Airport. The current array of fuel providers seems to provide a reasonable range of product pricing, while meeting industry benchmarks and standards for FBOs. The market share breakdown at Long Beach Airport is as follows: Airflite 8%, Gulfstream 2%, Fuel Controls 8%, Rainbow Air 1%, Signature 81% and the Sheriff Aero Bureau 1%. This includes the airlines and C-17. If the airlines and C-17 are eliminated and you look at general aviation fuel, it breaks down as follows: Airflite 31%, Gulfstream 17%, Fuel Controls 22% (includes Long Beach Air center which makes Fuel Controls fuel available on its leasehold), Rainbow Air 2%, Signature 28% (includes Mercury Air which sells Signature fuel). These are based on one month, but are very consistent. The primary component of the Airport's based aircraft uses Avgas and not jet fuel. In a recent sample month the market share for Avgas is: AirFlite 41%, Rainbow Air 15%, Signature 44%. During that same sample month retail fuel prices at LGB were: Signature \$5.97/gallon, Mercury \$5.55/gallon, AirFlite \$4.95/gallon, Long Beach Air Center \$4.51/gallon, Rainbow Air \$4.23/gallon. The average for airports within thirty miles of Long Beach is \$4.38 for that month.

For comparative purposes, Camarillo Airport has four FBOs, 600 based aircraft, and no minimum acreage in their minimum standards. Van Nuys Airport has six, soon to be seven, FBOs, 770 based aircraft, minimum acreage of seven contiguous acres for minimum standards. Long Beach has four FBOs and two fuel outlets, 500 based aircraft, and is proposing seven contiguous acres minimum standards. John Wayne Airport has two FBOs, 600 based aircraft, and they permit only two FBOs at the airport.

The Airport's primary responses to date are in three general areas. LGB has had significant responses from existing FBOs and fuel providers, who are generally supportive of the minimum standards, but want LGB to take action against the two current providers who are not meeting the current minimum requirements to have their own fueling facilities. One of those is Long Beach Air Center and they are in the process and virtually have met the minimum standards. They are acquiring a fuel facility adjacent to them via a sublease. Mercury has not complied and is being put on notice. The guiding rule is that a fuel provider may provide fuel on your property, but you cannot retail that fuel unless you meet the minimum standards. The second group of responses the Airport has received has been from the small, private aircraft owners. They suggest a need for vibrant competition so that fuel providers are available who will provide onsite fueling in a timely manner and reasonable pricing. The third category of responses are those received from the AAC Minimum Standards subcommittee.

The AAC subcommittee offered input, which is excellent and staff plans to incorporate it into the draft. One recommendation is that LGB should have a process or procedure for reasonable variances, which permit the Airport to look at the bigger picture such as user needs in the market place when implementing or enforcing a specific component of the standards. Another

Commission subcommittee recommendation is that part of the minimum standards protocol should include a formal review every year or two to see if any significant changes take place in the marketplace of the established minimum standards to determine if they are in need of review and modification. This could be done via a report to the Airport Advisory Commission allowing for public review and input at that time.

In the EIR for the terminal improvements there was a mitigation measure that had to do with airline ground service equipment. It had to do with meeting the intent of the memorandum of understanding entered into by all of the airlines and the South Coast AQMD that over a series of years, the airlines would convert their ground service equipment to clean, non-polluting equipment, such as all electric. Given the fact that the Airport is in the process of implementing recharging stations for electrical ground service equipment and the proposed terminal improvements include in-ground power and air, Staff feels it would be important to include mandatory use of these resources in the minimum standards. The remaining process is to further review the input and once a recommendation is received from the Commission, take the recommended minimum standards to the City Council. This could occur late this year or early next year.

Comments from the Commission

Commissioner Clever asked about Mercury leaving and then returning to Parcel J. Mr. Kunze said this is something the Airport has been trying to understand as well. Any Minimum Standards violations will be against the master lessee. Commissioner Fox asked Mr. Kunze if Mercury was advertising that they sell fuel. He said it appears that is what they are doing.

Commissioner Haubert spoke regarding modifications in the minimum standards for variances, annual review and the green program. He thanked Commission Members Luskin and Temple and Airport staff for their noteworthy efforts on the minimum standards.

Commissioner Haubert made a motion to support the current draft with the modifications as expressed by staff and forward it to the City Council. Commissioner Alton seconded.

The motion passed unanimously.

Comments from the Public

Peggy Zahn with Airflite asked about the fuel tanks at Long Beach Jet Center. Mr. Kunze said according to the fire department, the tanks meet current standards. Eric Hill of Signature Flight Support indicated that he supports the new minimum standards.

New Business

Proposed Noise Fine Increase

Ms. Edwards stated that Councilwoman Gabelich wanted the Airport to look into raising the fines for noise violations to a point that they would become a deterrent. To do this, the Airport would have to reopen the noise ordinance. Some Council Members feel this would be dangerous and the ordinance could be overturned. Because of this concern, the City Attorney is currently drafting the letter to be sent to the FAA for concurrence that this change would not put at risk our grandfather status under ANCA or put LGB at risk for the ordinance being overturned.

Comments from the Commission

Commissioner Fox said that the Commission is hearing about the fine increase through the Press Telegram and after the fact. He wanted to know if the Commission could make a recommendation to the City Council. Chair Soccio said yes, but the Commission should wait until the FAA renders an opinion. She asked to have Mike Mais, Assistant City Attorney, come to a meeting and explain the ramifications of reopening the ordinance. Commissioner Alton stated that he felt the City was not enforcing the ordinance. He said we should change the ordinance or honor it to the letter. Commissioner Haubert would like to see in writing from staff, what the current system is and also the proposed system. He'd like to look at them side by side. He would like to hear Mike Mais speak on the subject.

Commissioner Haubert made a motion to request staff to come back with side-by-side proposal vs. current and ask Mike Mais to address the proposed changes. Commissioner Fox seconded.

Motion carried 4-1

Comments from the Public

Kevin McAchren, Aircserv, representing the Long Beach Airport Association, commented on the noise ordinance. He said the Association's stand is that the ordinance should not be changed.

Chair Soccio announced the retirement of Dottie Jones, Bureau Secretary, Long Beach Airport.

Public Input

Eric Hill with Signature brought up security issues on the ramp. His customers can walk across the ramp and leave the area, but because of security, they cannot return that way.

The meeting was adjourned at 6:38 p.m.

Respectfully submitted,

Kathy Marino, Safety & Operations Secretary