



long beach
airport

Presentation to:
**South Coast Air Quality
Management District**
**Airports Mobile Source
Working Group Meeting No. 5**
September 29, 2021



Annual Report Requirements

- Airport MOU Submittals
 - Provide Reports by June 1st for previous calendar year from 2021 through 2032
 - Include information as listed in the MOU to SCAQMD
 - Performance relative to MOU targets
 - Emission inventories
 - LGB to comply with MOU Schedule 1 – Ground Support Equipment

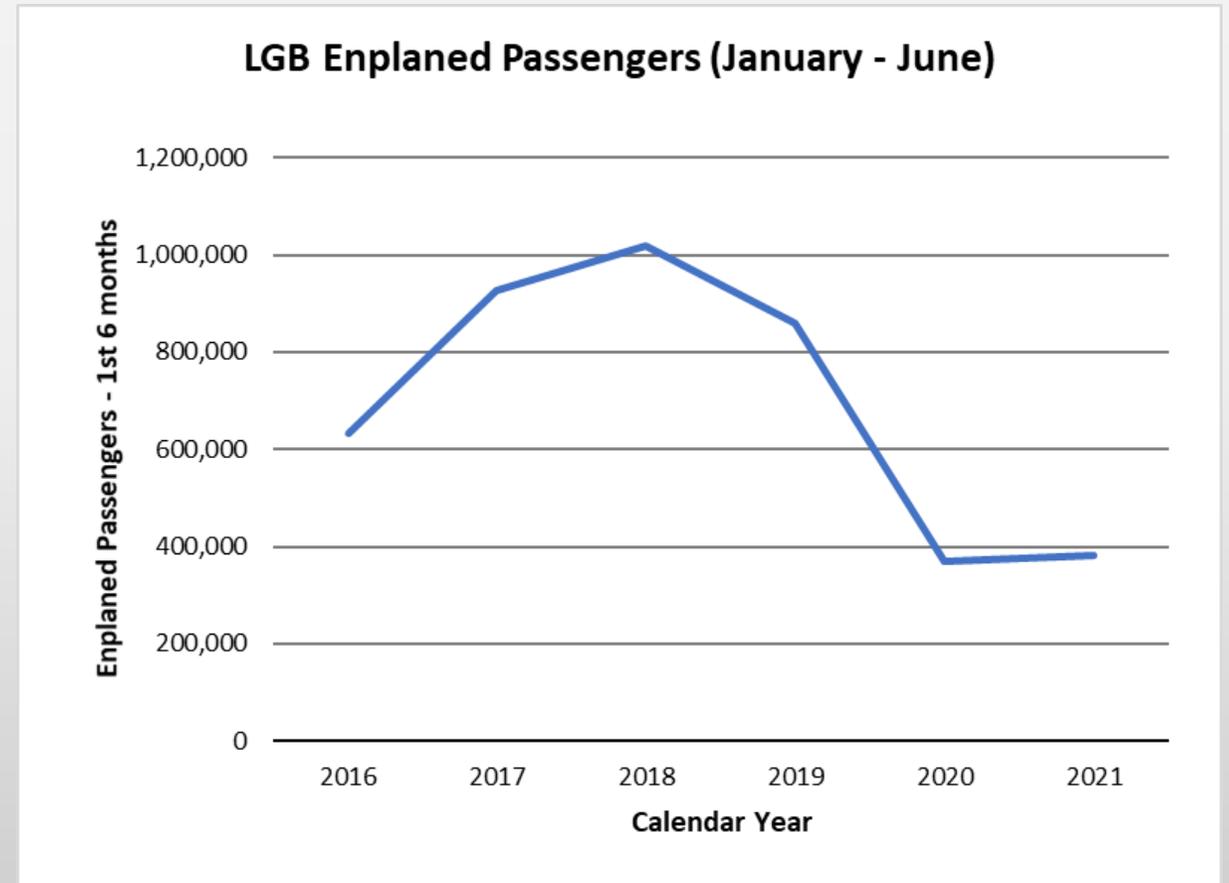


COVID-19 Recovery is Slow



long beach airport

- April 2020 passenger throughput was 98% lower than April 2019
- Passenger throughput for all of 2020 was roughly 50% of 2019 levels
- Calendar Year passenger traffic through June 2021 was 44% of traffic for the same period in 2019
- LGB Revenues declined by \$17.8M in FY2020 and is expected to decline by over \$19.0M in FY2021 from FY2019 amounts.



- LGB Ground Support Equipment
 - Airport-wide Average Emission Factors --Trending Down
 - 2017 Performance: 1.50 g/bhp-hr
 - 2020 Performance: 1.23 g/bhp-hr
 - Primarily due to cleaner diesel (higher tier) and gasoline equipment (newer)
 - NOx emissions decreased 60% from 2017 to 2020 (accounting for COVID effects on airport activity)



Tenant Updates



- COVID-19 impacts are forcing airports, airlines, and GSE operators to reevaluate capital plans and allocation resources
- Airport Changes
 - LGB has a total of 53 Air Carrier Flight Slots
 - Southwest has recently doubled their capacity from 17 to 34 Air Carrier Flight Slots
 - Southwest has a strong commitment to use of electric GSE at LGB

Questions

- Questions

