



U.S. Department
of Transportation
Federal Aviation
Administration

Office of Airport Safety and
Standards

800 Independence Ave., SW.
Washington, DC 20591

DEC 13 2004

Mr. Chris Kunze, Manager
Long Beach Airport
4100 Donald Douglas Drive
Long Beach, CA 90808

Dear Mr. Kunze:

Representatives of the Boeing Realty Corporation met with representatives of the Federal Aviation Administration (FAA) in Washington on November 8 to discuss the proposed Douglas Park project in Long Beach, California. In the light of the Airport's contractual obligations under the FAA grant assurances, Boeing solicited the agency's appraisal of the proposed project because the property is adjacent to Long Beach Airport (Airport).

The applicable grant assurances in this case are grant assurance 21, *Compatible Land Use*, and grant assurance 20, *Hazard Removal and Mitigation*. Grant assurance 21 requires the airport sponsor take appropriate action to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations. Normal operations include the landing and takeoff of aircraft. Grant assurance 20 requires airport sponsors to take appropriate action to protect the airspace in the vicinity of the airport for instrument and visual operations by mitigating existing airport hazards and by preventing the establishment of new airport hazards.

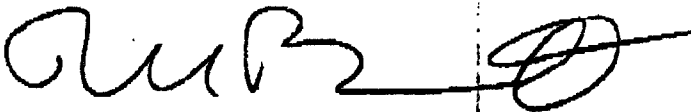
The proposed project site appears to fall outside the 65dB CNEL noise contour as shown on the most recent noise exposure map provided to us by the City. Based upon this understanding, the proposed project is in compliance with FAA grant assurance 21. While the proposed residential use meets the technical requirements for compatibility with airport operations, we are concerned that the proposed project would introduce 1400 new residences in close proximity to the Airport's boundary. New residents of property close to the airport may exert pressure on the City for additional noise mitigation. Purchasers of these residences should not expect the City to take any action to mitigate aircraft noise at that site at the expense of the airport. In particular, the City should understand that the FAA will not support future restrictions on airport operations for the purpose of mitigating the impact of aircraft noise on these new residences.

The City must also ensure that use of land subject to City control complies with FAA airport design standards, including the requirement for a Runway Protection Zone (RPZ). An RPZ is an area off the end of the runway that is designed to protect people and property on the ground. Land uses not permitted in the RPZ include residences and places of public assembly such as office buildings, shopping centers, etc. In this case, it appears that portions of the RPZ's at the approach ends of both Runways 16L and 16R extend outside the Airport perimeter and into the area to be developed under the proposed project. The RPZ's for these runways measure 250' (inner width) x 1000' (length) x 450' (outer width) and start 200 feet from the runway thresholds. The FAA expects the City to prevent the erection of structures in these RPZ's for any use not permitted in Advisory Circular 150/5300-13, paragraph 212.

Finally, as the City has zoning authority for the proposed Douglas Park project area, it is obligated under grant assurance 20 to prohibit the erection of structures that would penetrate the 14 C.F.R. Part 77 surfaces or adversely affect the use of the runways at the Airport. If the Part 77 review has not already been completed, the FAA Airports Division in the Western-Pacific Region can provide guidance on complying with Part 77.

I trust the following information has been helpful. Should you have any questions concerning this letter, please contact Mr. Charles C. Erhard, Manager, Airport Compliance Division on 202-267-3187.

Sincerely,



David L. Bennett
Director, Airport Safety
and Standards

cc: Ms. DeDe Soto, Boeing Realty Corporation
Mr. Michael J. Mais, Assistant City Attorney, Long Beach
Ms. Amy Bodek, Bureau Manager, City Hall