



long beach
airport

LGB-SCAQMD MOU Bi-Annual Status Report January 2021

LONG BEACH AIRPORT



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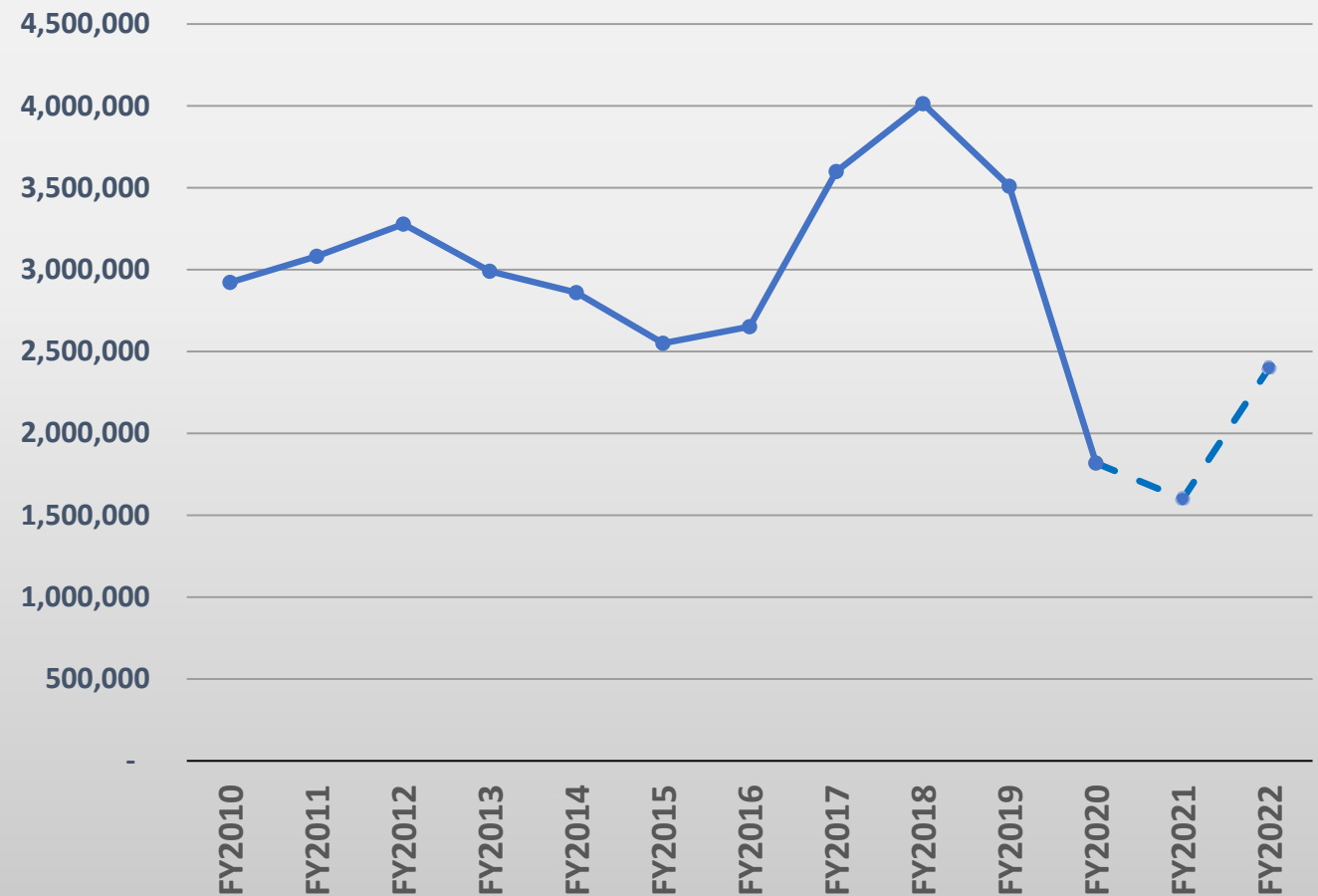
COVID-19 Financial Impact



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- April 2020 passenger throughput was 98% lower than April 2019
- Passenger traffic has recovered to 20% of 2019 levels, but has plateaued since September 2020
- FY2021 passenger traffic is expected to be at 50% of FY2019 levels
- LGB Revenues declined by \$17.8M in FY2020 and is expected to decline by over \$19.0M in FY2021 from FY2019 amounts.

LGB Annual Passenger Activity



- LGB GSE Emission Factor Targets
 - 2023 NO_x 0.93 g/bhp-hr
 - 2031 NO_x 0.44 g/bhp-hr



Review - GSE Charging Infrastructure @ LGB



- Final Phase of GSE Charger Installation/ Replacement Project Completed in February 2020
- Completed installation of all 11 passenger aircraft parking location
- Posichargers
 - 40kW
 - 500A single plug, 250A Dual
 - BMID Control
 - Intelligent/Multi Purpose Charging
 - Equalization of Batteries
 - Charge both Lead-acid and Lithium at the same time
 - Less than 10W of power usage during idle



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

Next Steps



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- Focus on Developing 2021 MOU Update
- Begin [tenant use permit] modifications to incorporate MOU goals and participation
- GSE Data Collection in 1st Quarter 2021
- GSE Data Analysis in 2nd Quarter 2021
- June 2021 Report to Summarize GSE Progress Towards Emission Factor Targets

Questions

- Questions

