

**RESTORATION INFORMATION MANAGEMENT SYSTEM  
FORMERLY USED DEFENSE SITES (FUDS)  
PROJECT FACT SHEET  
AUGUST 1996  
TAG REVIEW DATE: 25 March 1997**

1. **SITE NAME:** Long Beach Municipal Airport

**SITE NUMBER:** J09CA045000

**LOCATION:**

City: Long Beach  
County: Los Angeles County  
State: California

**PROJECT NUMBER:** J09CA045001

**CATEGORY:** OE

**INPR RAC:** 3

**ASR RAC:** 1

**TAG RAC:** 5

2. **POC's:**

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**3. SITE DESCRIPTION:** The Long Beach Municipal Airport site, consisting of 972.29 acres, is located 18 miles southeast of central Los Angeles and four miles northeast of the city of Long Beach, California in Los Angeles County. The site is a commercial and business short haul airport. Pacific Southwest Airlines, Alaska Airlines, and Jet America currently provide service. The flight schedule is 41 per day. The former cantonment and support areas currently operate as various industrial and commercial related businesses. Many of the businesses are associated with aviation, notably the McDonald Douglas C-17 assembly facility. Other businesses include the California National Guard, the Kilroy Airport Complex business park development, and the Long Beach Water Department water treatment plant. Interstate 405 cuts across the southern quarter of the site. The Office Depot Business Service Division occupies the old hospital area.

The site is nearly level. The area containing the site is completely urbanized and is drained by extensive storm sewer systems. No surface streams within the site boundaries are apparent. Surface drainage is to the southwest, with ground elevations varying from 65 to 25 feet NGVD in that direction. Short duration flooding of small portions of the site could occur during intense periods of rainfall which would exceed the capacity of the storm drain system. The Los Angeles River, which drains most of the basin, passes the site about two miles west. However, this stream has been channelized and levees have been constructed to protect the adjacent areas and little risk of site flooding from this source exists.

**4. SITE HISTORY:** The site originally consisted of 977.46 acres of land; 303.86 acres of leased land acquired from municipal and commercial owners and 655.68 acres of leased joint-use property acquired from the City of Long Beach by War Department directive RE-D2593 dated 5 October 1943; 12.75 acres purchased from the Bixby Land Company on 5 October 1943; and "no area" licenses consisting of three (3) licenses and eight (8) permits from private, commercial and municipal owners between 1942 and 1945. The licenses were for camouflage purposes and subsurface utilities. A previously disposed 5.17 acres of leased property was reacquired by the Air Force in 1951.

Site names during the history of government use were: Long Beach Municipal Airport, Long Beach Army Airfield, Long Beach Air Force Base, Long Beach Army Facility, and Installation Number 1659. Military use of the site began prior to World War II when the city built hangars and administrative facilities for the Naval Reserves between 1928-1930. Following construction of two runways during the mid 1930's, the military commenced operations in 1936, concurrent with civilian operations.

The pace of activity expanded during World War II. The government completed 2.5 million dollars of maintenance and construction work on the facility. On 1 August 1941, the 6th Ferrying Group transferred to Long Beach Airport which the Army Air Corps named Long Beach Army Air Field. The basic mission included delivery of trainer,

pursuit, bomber and cargo planes from local factories to staging areas throughout the United States and overseas. The Army placed an anti aircraft artillery (AAA) battery on site in the southwest portion of the airfield to defend the Douglas Aircraft Plant between 1942 and 1945. In 1947, the installation was renamed Long Beach Air Force Base. It closed by the end of 1960. Civilian commercial aircraft flights continued and the City of Long Beach regained control of most of the former military property.

Leases for 135.23 acres were terminated between 1946 and 1949. One (1) of the licenses and all seven (7) of the camouflage permits were terminated in 1946 and 1947. The War Assets Administration (WAA) assumed accountability for 12.75 acres on 1 July 1949 and were quitclaim deeded to the County of Los Angeles on 29 August 1949 with restrictions that it be used for public health purposes for a period of at least twenty (20) years. The leases for 18.80 acres were terminated in 1951. All remaining lesser interests were terminated in 1951 (Two licences and one permit). The remaining property was operated as the Long Beach Air Force Base. The leases for 87.89 acres and the joint-use lease for 655.68 acres were terminated in 1961 with the restriction that the property be used for public airport purposes and for the use and benefit of the public. The leases for 58.71 acres were terminated in 1962. The lease for 8.40 acres was transferred to the Army for use as the Long Beach Army Facility effective 1 August 1966. The lease for the 8.40 acres was terminated on 15 May 1982.

**5. PROJECT DESCRIPTION:**

Size, Acres:	972.29(See discussion of Acreage in paragraph 8 below).
Former Use:	Army Air Field and Air Force Base
Present Use:	Commercial airport;commercial and industrial businesses
Probable End Use:	Same as present
Ordnance Presence:	None
Type:	N/A

**6. CURRENT STATUS:** The draft Archives Search Report for Long Beach Municipal Airport was completed by the U.S. Army Corps of Engineers, St. Louis District, in August 1996.

**7. STRATEGY:** NOFA;(RAC 5)

**8. ISSUES AND CONCERNS:** Strategy is NOFA and RAC 5. The ASR indicates a strategy of EE/CA and includes a RAC Form with a RAC 1 based on a document which indicated the presence of two M1 Gas Identification Sets at the site for which no disposition instructions were found. During the TAG Review, it was determined that the possibilities of these still existing on the site would be very remote. Currently, this site is a Municipal Airport with much of the area under pavement. With the runways, tarmacs, roadways, and buildings all being upgraded since DoD occupation, if any of

the Sets did remain, they would have been removed or destroyed during construction. No evidence was found that these sets were buried or left on site. Maps, documentation, pictures, and interviews did not locate any type of CWM facilities at the site. The ASR writer stated that RAC 5 would be more appropriate and the Form 7 dated 16 October 1996, by C. Twing agreed on RAC 5 for the site. There are no indications of any ordnance or explosive hazards at this site. A RAC Form dated 26 March 1997, RAC 5, is attached, which supersedes the ASR RAC Form

**OE Use and Storage at the Site:** The author of the ASR concludes that there is no potential for OE at the site although the following items were stored at the site: small arms ammunition, 90 mm gun rounds, aircraft and ground flares, tear gas grenades. Also, given the type of planes and missions, the potential exists for the following ammunition to have been associated with the site: 20 mm gun rounds, HE bombs, bomb fuzes, 100 lb. practice bombs, and 5.0" HVAR rockets. The following OE related areas and buildings have all been razed: small arms storage magazine, T-410(flare storage/ammunition storage building), firing-in butt, skeet range, and anti-aircraft battery. Base personnel conducted small arms training first at an off site location and then at nearby Los Alamitos Naval Air Station. A bomb storage facility on neighboring property may have supported aircraft at Long Beach. During gunnery exercises at Yuma, Fighter-Interceptor Squadrons stationed at the base dropped practice bombs and fired rockets. From 1955 through 1963, a Nike-Ajax Battery was located at the site; the California National Guard offices are in the old Nike administration buildings. During World War II, the on site AAA gun emplacement manned 90 mm guns for coastal protection. Aside from a few remaining hangers and the former Nike-Ajax administration buildings, the team discovered no evidence of the military's use of the land during the site inspection. They also found no specific OE hazards in the area.

**Acreage of the Site:** ASR acreage of 972.29 acres does not agree with the INPR figure of 977.46 acres. The stated difference is that a 5.17 acre portion of Tract 12 was counted twice.

**Other Comments Regarding the ASR:** The cover sheet for Appendix D-1 of the Findings has a Project Number of J09CA045000. That is the Site Number. The Project Number is J09CA045001.

**Natural Resources:** There are no known Federally-listed species within the site area. State-listed species which may occur within the site area are provided in the ASR Findings, page 3-5, paragraph 3.5. An on-site inspection by appropriate State and Federal personnel may be necessary to verify the presence, absence or location of listed species, or natural communities.

**Historical Resources:** No cultural or historical sites associated with this site are reported in the ASR. However, any intrusive measures taken within the area will

require oversight by the State Historical Preservation Office (SHPO) and/or other like organizations.

**9. SCHEDULE SUMMARY: NOFA**

**10. FUNDING/BUDGET SUMMARY: NOFA**

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