



## **Jet Noise Commission**



# **Summary Report of Air Traffic over HB for the Month of October 2020**

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## Overview

The purpose of this report is to give an update on commercial jet traffic over the City of Huntington Beach. This is a very high level summary and does not contain all the underlying data and explanations.

To get more detailed information, a related document entitled “JNC Detailed Report of August, 2020.docx” is available and gives more details on flight paths, frequency, duration and other information.

This report covers air traffic over the City from October 1<sup>st</sup> to October 31<sup>st</sup> 2020.

## Methodology

The majority of the data in this report is based on collecting data from commercial jet aircraft sent from the airplane’s “Automatic Dependent Surveillance - Broadcast” (ADS-B) transmitter. The ADS-B data stream reports items such as position, altitude, speed, heading and more. This data is captured in a database so the flight path across Huntington Beach can be plotted and statistics therefrom can be generated. The data collected is also validated against official reports from both Long Beach and John Wayne reports, but the official reports are usually one or more months delayed.

**\*\*Note:** as a result, the October numbers here are not “official” but the September ones are. The TSA data is as of November 6<sup>th</sup>.

## The Impact of COVID-19 on Air Traffic

The COVID-19 virus has a tremendous impact on air travel worldwide. One major indicator of the impact is shown in Figure 1, the TSA Passenger Throughput<sup>1</sup> from March through August of 2020 vs. 2019. Note the rapid decline starting mid-March and the slow rise starting in mid-July. The same data rolled up into by-month is shown in Figure 2. October showed a slight increase. Between March 1<sup>st</sup> and October 31<sup>st</sup>, the accumulated passenger difference was 437,191,788 which, at an average ticket price of \$400, equates to lost revenues of roughly \$175 Billion.

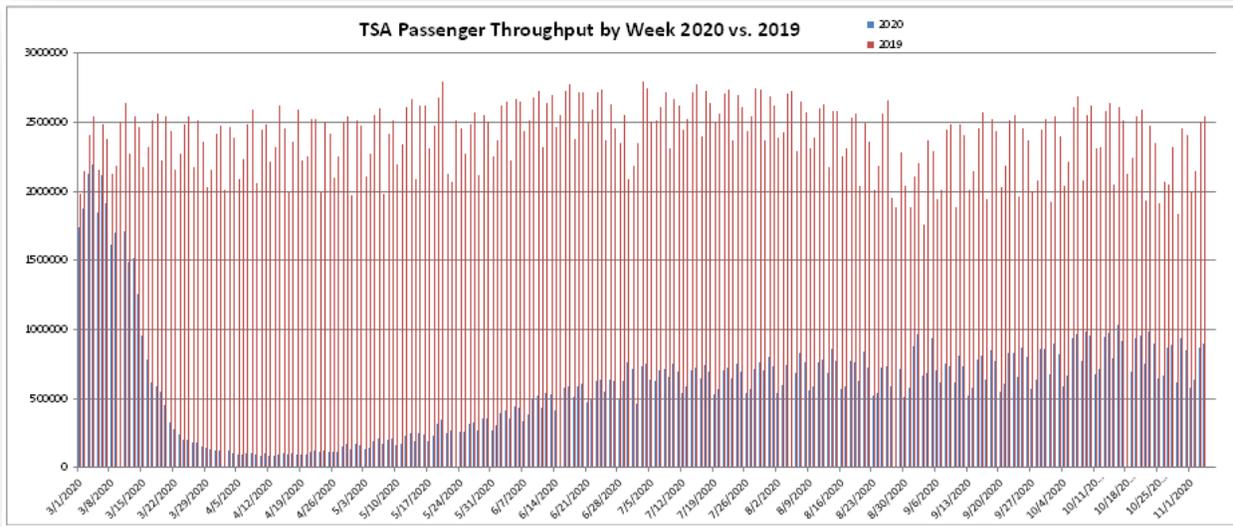


Figure 1 - TSA Weekly Passenger Throughput 2020 vs. 2019

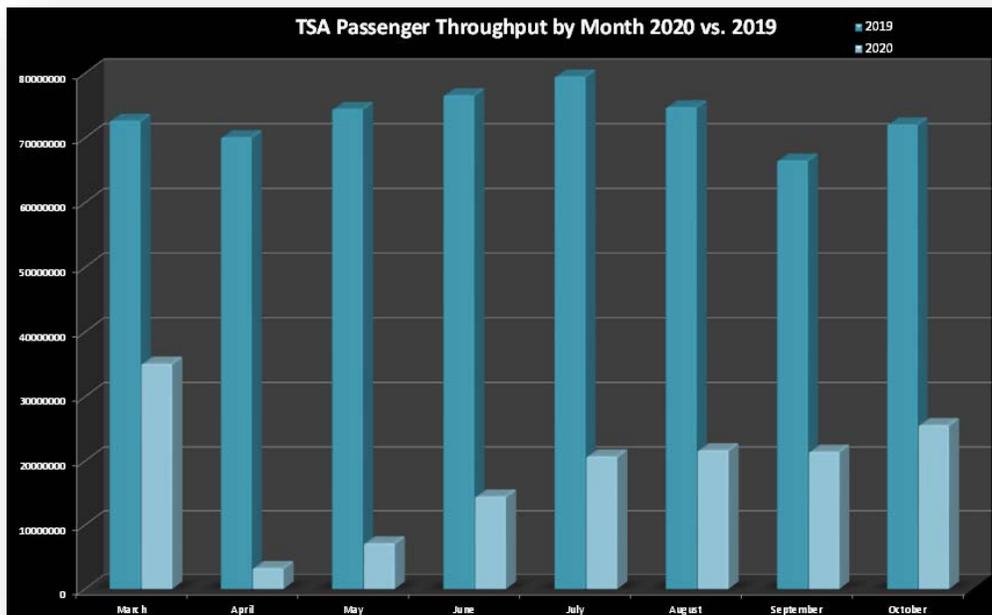


Figure 2 - TSA Monthly Passenger Throughput 2020 vs. 2019

<sup>1</sup> <https://www.tsa.gov/coronavirus/passenger-throughput>

## Air Traffic over Huntington Beach

The major change in air traffic over the City was the departure of Jet Blue from Long Beach. Also, FedEx has had no landings since May, 2020. Just for comparison, Figure 3 shows LGB arrivals in February 2020 just before COVID, and Figure 4 shows LGB arrivals in October 2020. SWA is currently the major player at LGB.

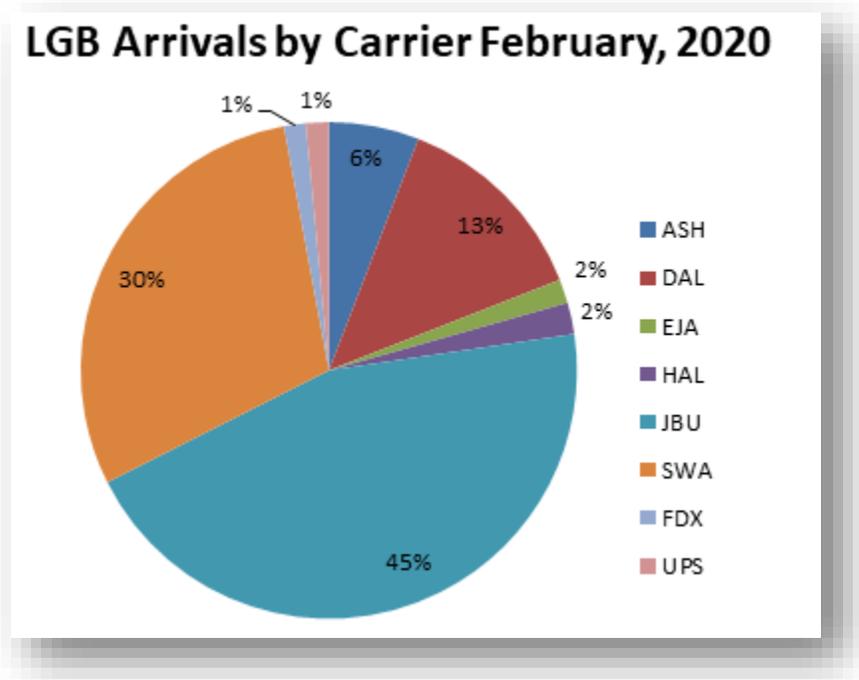


Figure 3 - LGB Arrivals, February 2020

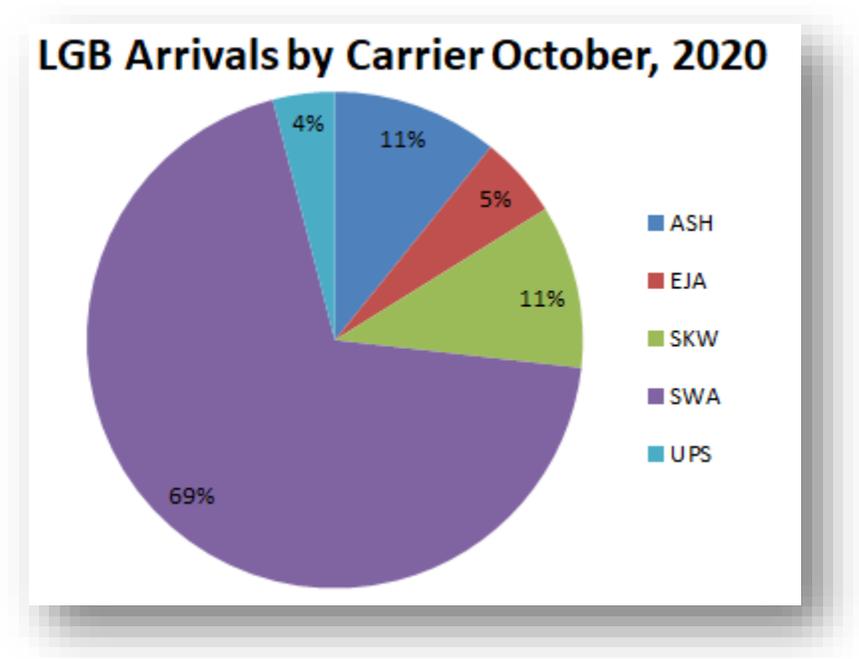


Figure 4 - LGB Arrivals, October 2020

Figure 5 shows the Long Beach arrivals as compared to 2019 and Figure 6 shows SNA operations. Note that 'operations' is really the combination of arrivals and departures so to get a guess at arrivals divide operations by 2. That's just how the two airports choose to report differently. And then on average only something like 30 planes per day of those cross Huntington Beach, so the city gets around 900 SNA arrivals per month which is roughly 50% of all their arrivals.

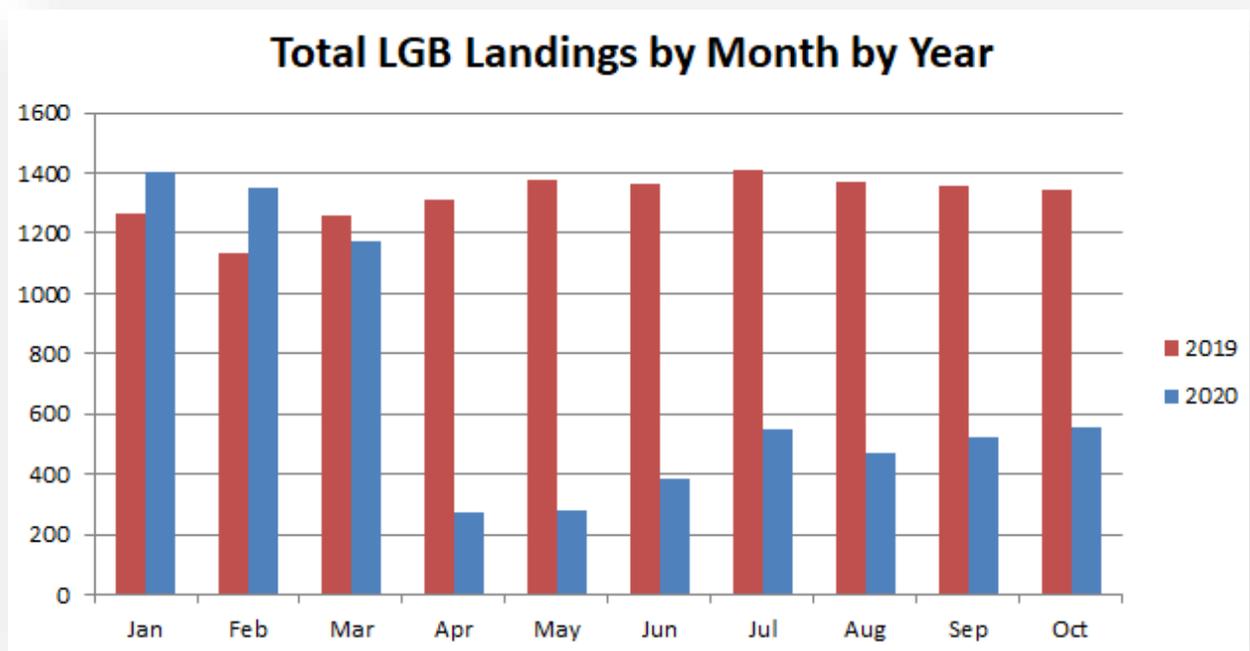


Figure 5 - LGB Landings by Month by Year



Figure 6 – SNA Operations by Month by Year