



Jet Noise Commission



Summary Report of Air Traffic over HB for the Month of July 2021

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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.

This report covers air traffic over the Huntington Beach from July 1st to July 31st, 2021.

Air Traffic Leveled Off Nationwide

Overall air traffic somewhat leveled off in July. Figure 1 shows the TSA passenger count for the last rolling 12 months of activity and Figure 2 shows the count for just this calendar year.

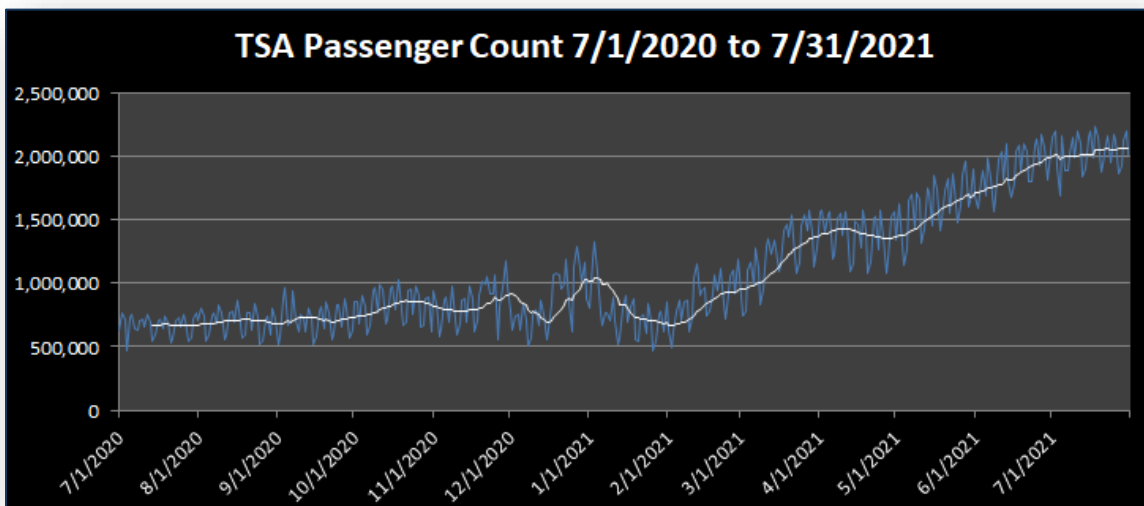


Figure 1 - TSA Passenger Count May 2020 through May 2021

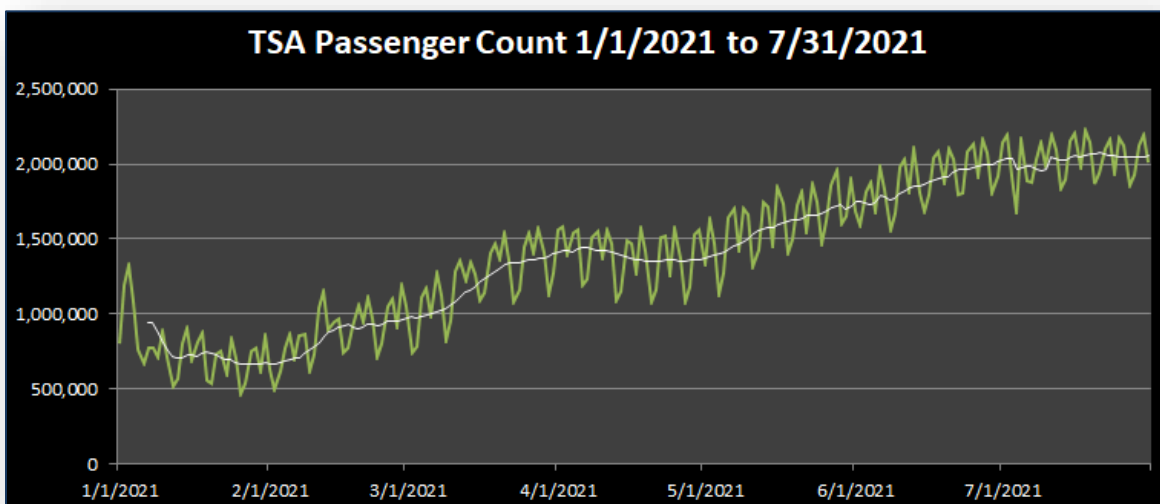


Figure 2 - TSA Passenger Count Jan through May 2021

Another interesting report from Flight Aware shows that “Business Aviation Traffic” (not commercial or cargo) has really crept up and surpasses 2019. Are “business people” flying smaller service airlines to avoid the larger carriers?

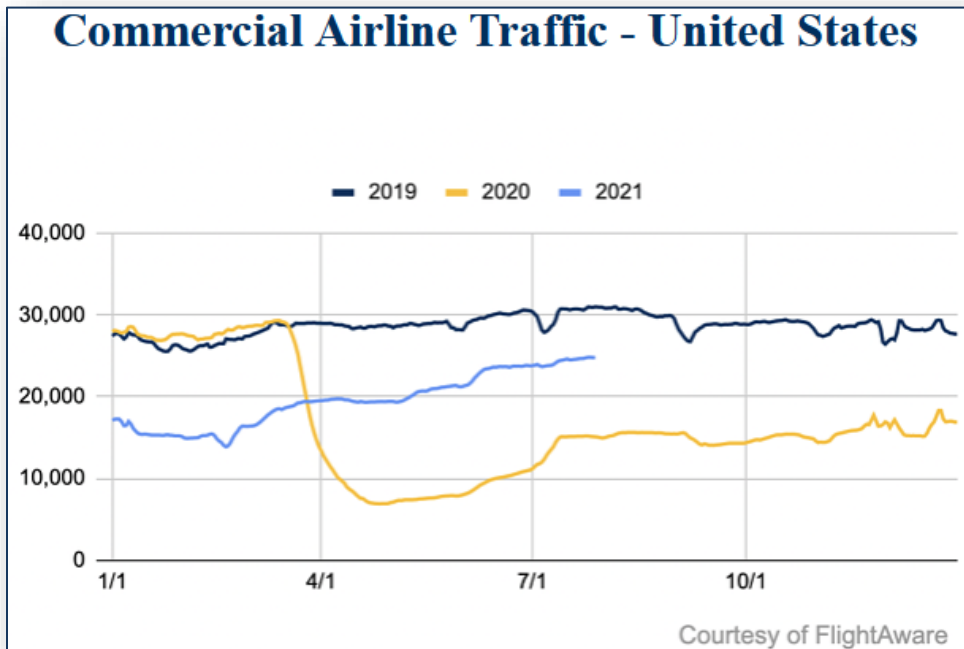


Figure 3 - US Commercial Traffic

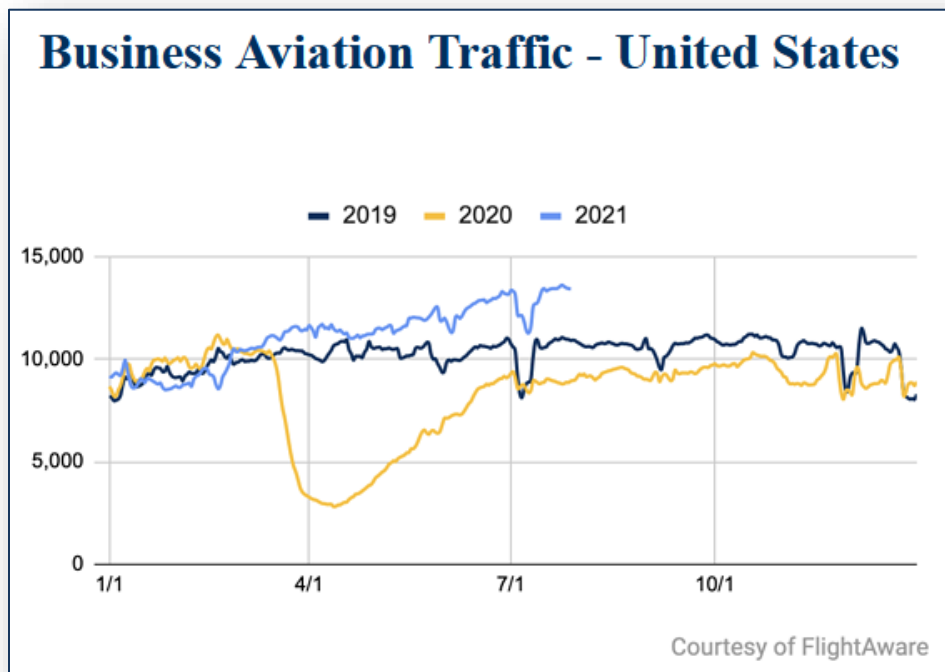


Figure 4 – US Business Aviation

Air Traffic over Huntington Beach

LGB

Figure 3 shows the LGB arrivals for July. It varies by a few flights per day but averages out at 34 flights per day.

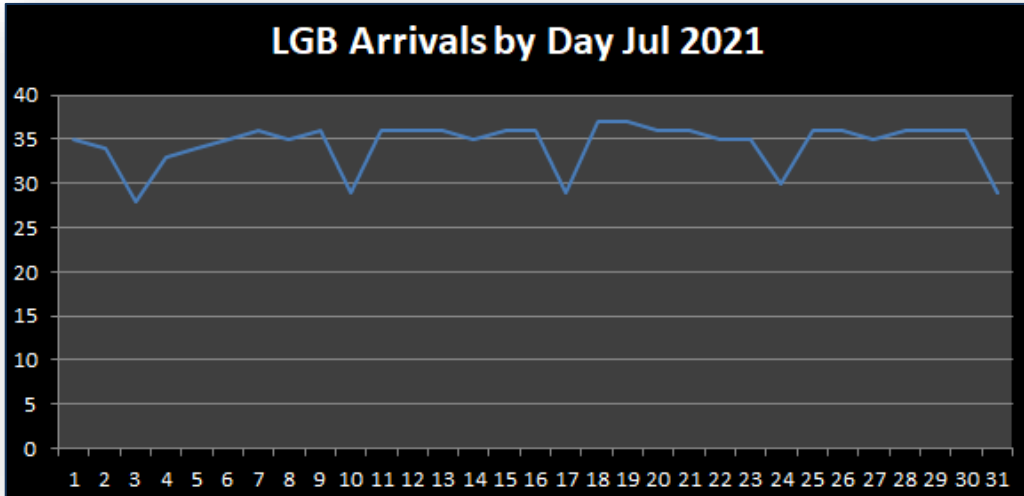


Figure 5 - LGB Arrivals by Day

SNA

In addition to LGB, there are HB overflights for SNA and LAX.

Figure 4 shows the SNA arrivals for July. It varies by a few flights per day but averages out at 125 flights per day. Of those, on average, 42% of them came over HB.

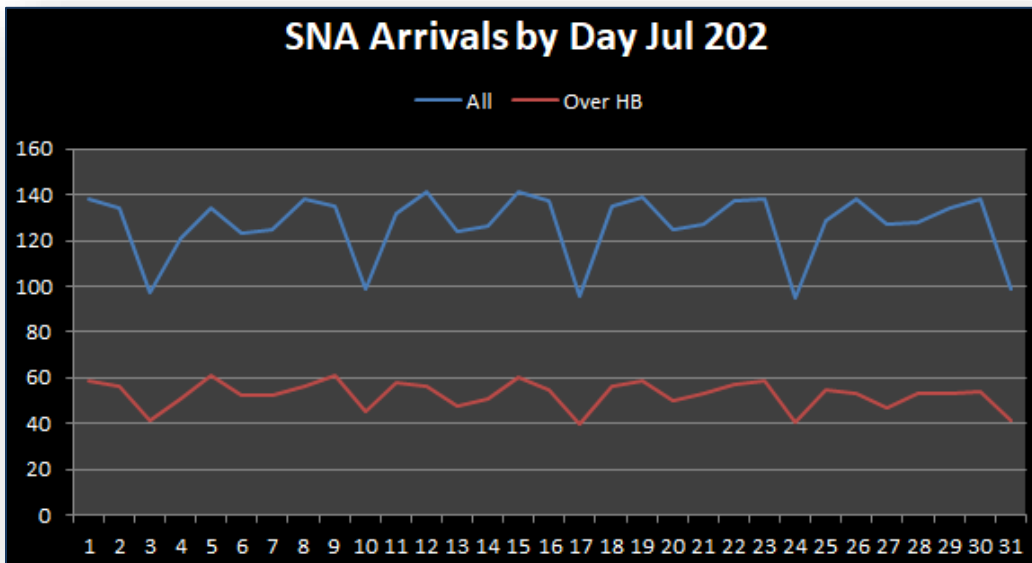


Figure 6 – SNA Arrivals by Day

LAX

Figure 5 shows the LAX arrivals for July. It varies by a few flights per day but averages out at 760 flights per day. Of those, on average, only 9% of them come over HB.

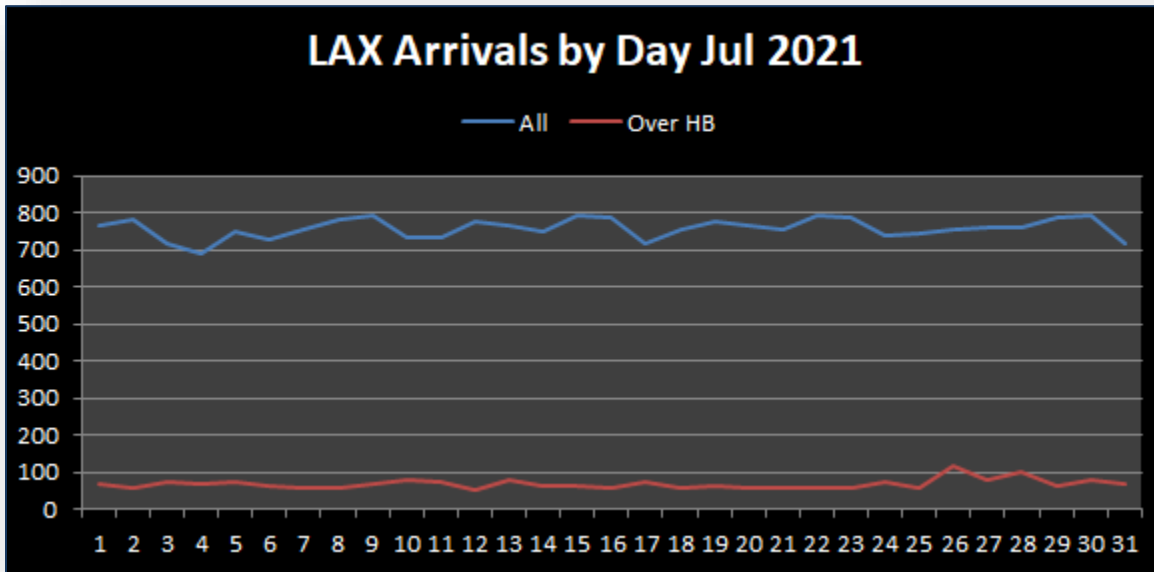


Figure 7 – LAX Arrivals by Day

LGB Arrivals from Hawaii

Hawaiian flights continue to be a puzzle. 67% of HAL flights come in under 2500 whereas SWA has only 44% under 2500. Table 1 shows the count by carrier and flight based on whether 2500' or not.

By comparison, for all SWA flights that cross the coast when arriving from the north, following the same waypoints as Hawaiian flights, only 36% are under 2500.

So even though the path across the water headed toward LUCIG is the same, HAL70 is just constantly way lower than any other aircraft.

Table 1 – Hawaiian Arrivals

| | >=2500 | <2500 | % <2500 |
|---------|------------------|-----------------|-----------------------|
| HAL | 18 | 37 | 67% |
| SWA | 45 | 35 | 44% |
| | | | |
| HAL70 | 7 | 20 | 74% |
| HAL72 | 11 | 17 | 61% |
| SWA1665 | 17 | 8 | 32% |
| SWA2019 | 14 | 13 | 48% |
| SWA937 | 14 | 14 | 50% |