



Jet Noise Commission



Summary Report of Air Traffic over HB for the Month of August 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 Huntington Beach from August 1st to August 31st, 2021.

Air Traffic Leveled Off Nationwide

Overall air traffic dropped off somewhat from the July level in August. 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.

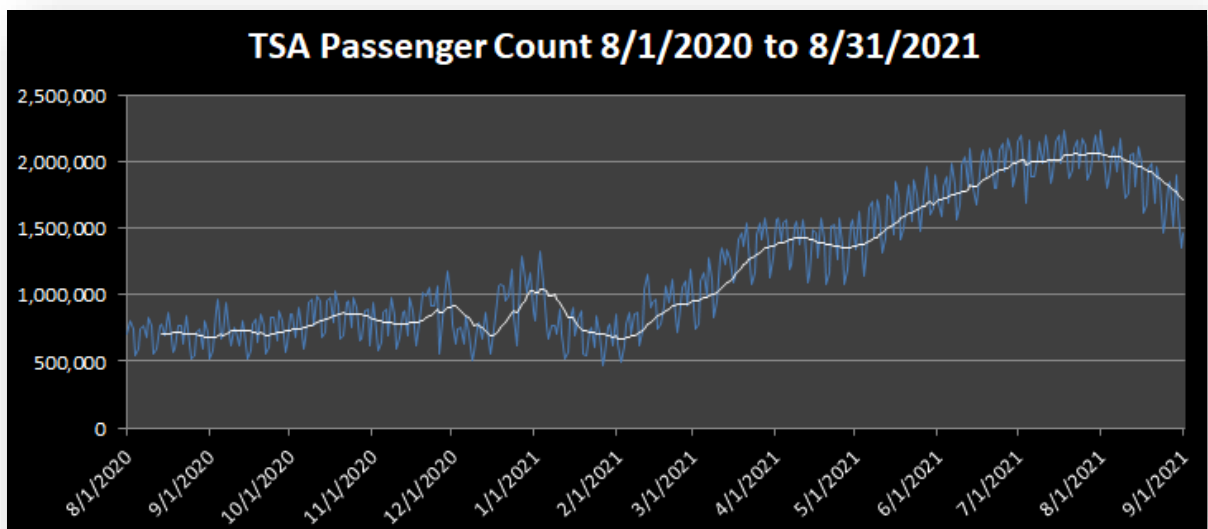


Figure 1 - TSA Passenger Count Aug 2020 through Aug 2021

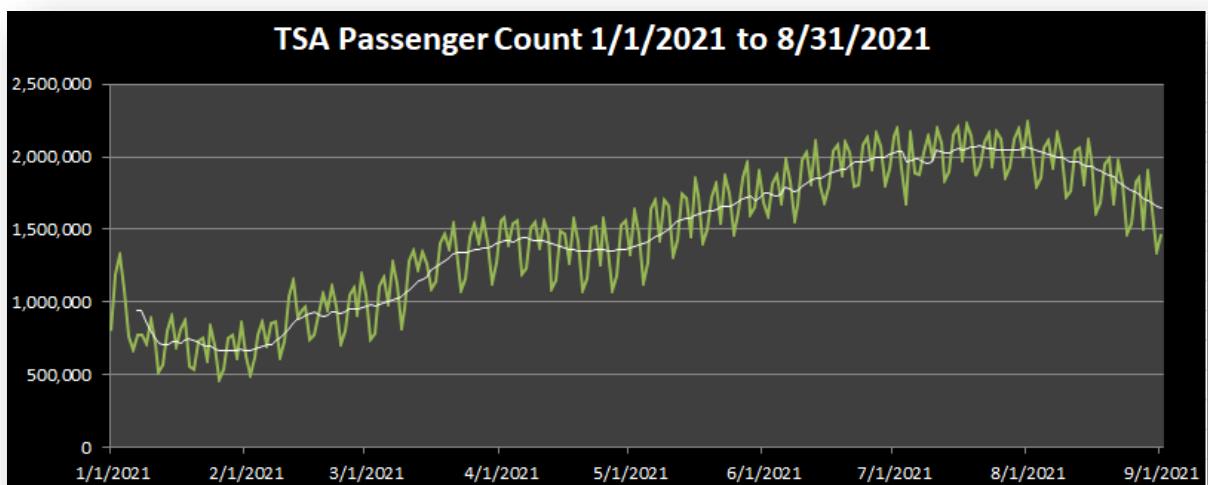


Figure 2 - TSA Passenger Count Jan through Aug 2021

FAA Meeting Concerning Air Traffic over Huntington Beach

On Tuesday, August 24, 2021, representatives from the FAA met with the JNC Council Liaisons (Delgleize and Kalmick) and staff.

The opening statement by the FAA representatives was that they were unable to make an approach change to having a 3-degree glideslope over the City.

Following the opening statement, the rest of the meeting was a more detailed presentation on why that was the case. There was not much time allotted for questions or rebuttals.

The general gist of the explanation of the why not was due to safety concerns as related to General Aviation (GA) traffic and keeping a good separation. The FAA position is that if planes cross the City at 1600' then GA traffic can be higher and there is less chance for a mid-air incident.

When it was noted that currently over 70% of most flights are higher than 1600', it sounded as if the answer was that pilots can request a higher entry point if traffic allows. If that's the case, then apparently a lot of them do. Refer to Table 1 at the end of this document.

Since it does appear there is a huge discrepancy between carries on flights from Hawaii, it would seem to make sense to try to get a meeting with Hawaiian Airlines to ask if they can operate more closely to how Southwest Airlines operates on the exact same approach.

Air Traffic over Huntington Beach

LGB

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

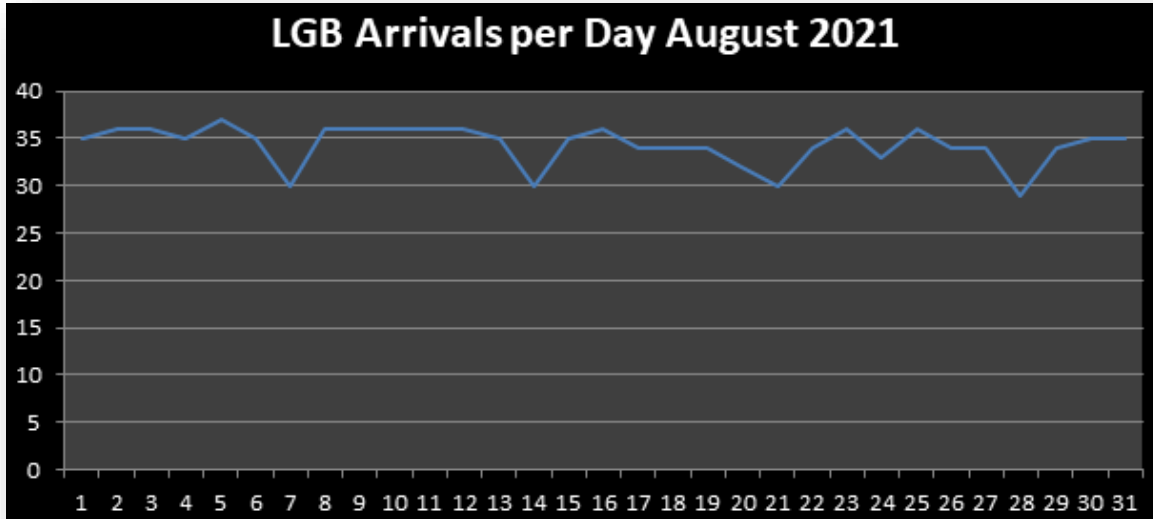


Figure 3 - LGB Arrivals by Day

SNA

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

Figure 4 shows the SNA arrivals. It varies by a few flights per day but averages out at 126 flights per day. Of those, on average, 42% of them came over HB.

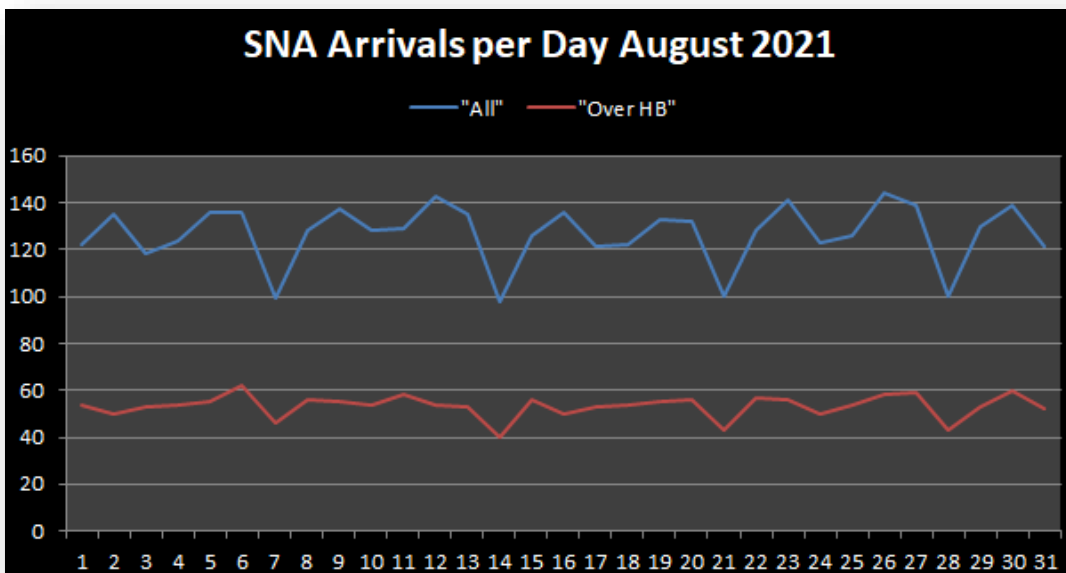


Figure 4 – SNA Arrivals by Day

LAX

Figure 5 shows the LAX arrivals. 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.

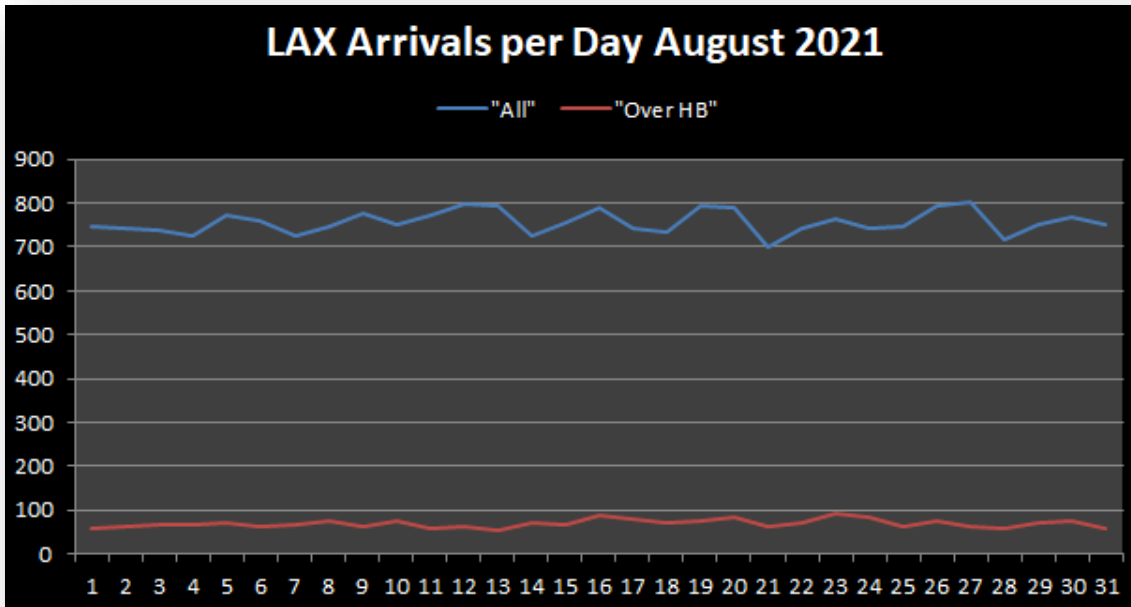


Figure 5 – LAX Arrivals by Day

LGB Arrivals from Hawaii

Hawaiian flights continue to be a puzzle. 77% 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.

For 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 and HAL is nearly twice as likely to be below 2500' as SWA.

Table 1 – Hawaiian Arrivals

| | >=2500 | <2500 | % <2500 |
|---------|------------------|-----------------|-------------------|
| HAL | 14 | 46 | 77% |
| SWA | 52 | 41 | 44% |
| | | | |
| HAL70 | 4 | 10 | 86% |
| HAL72 | 10 | 21 | 68% |
| SWA1665 | 18 | 13 | 42% |
| SWA2019 | 15 | 16 | 52% |
| SWA937 | 19 | 12 | 39% |

LGB Arrivals from McAllen, TX

It was noted in late July that some flights were coming in from McAllen, TX (KMFE). In August, there were 8 flights from there. Of those 8, only one was below 2800' (2000').

Table 2 – McAllen Arrivals

| ArrivalData_KLGB | | |
|-------------------------|----------------------|-----------------------|
| Flight | Airplane Type | Arrived |
| KAI355 | B737 | 8/8/2021 6:42:00 PM |
| VXP8400 | B738 | 8/10/2021 1:44:00 PM |
| VXP8400 | B738 | 8/11/2021 2:53:00 PM |
| VXP8400 | B738 | 8/14/2021 4:07:00 PM |
| VXP8400 | B738 | 8/15/2021 2:10:00 PM |
| VXP8400 | B738 | 8/21/2021 11:32:00 PM |
| KAI354 | B737 | 8/23/2021 5:31:00 PM |
| VXP8400 | B738 | 8/25/2021 11:47:00 PM |