



COMMERCIAL FLIGHT ACTIVITY REPORT

January 2022

Current Month and Calendar Year-to-Date Statistics

	January							Year-to-Date						
	2021			2022			% Change from PY	2021			2022			% Change from PY
Commercial Airline	Landings	Enplanements	Load Factor	Landings	Enplanements	Load Factor		Landings	Enplanements	Load Factor	Landings	Enplanements	Load Factor	
American Airlines	58	1,913	46%	70	3,547	67%	85%	58	1,913	46%	70	3,547	67%	85%
Delta Air Lines	82	2,431	39%	65	3,800	80%	56%	82	2,431	39%	65	3,800	80%	56%
Hawaiian Airlines	24	1,109	24%	62	6,705	57%		24	1,109	24%	62	6,705	57%	505%
Southwest Airlines	492	14,542	19%	1,020	77,685	50%	434%	492	14,542	19%	1,020	77,685	50%	434%
Charter & Other	-	65		3	93			-	65		3	93		
Total Commercial Airline	656	20,060	22%	1,220	91,830	52%	358%	656	20,060	22%	1,220	91,830	52%	358%
Available Seats in Market		90,564			177,076		96%		90,564			177,076		96%
Total Passenger Traffic		41,254			183,244		344%		41,254			183,244		344%
Air Cargo Carrier	Landings	Cargo (metric tons)		Landings	Cargo (metric tons)		% Change from PY	Landings	Cargo (metric tons)		Landings	Cargo (metric tons)		% Change from PY
UPS	22	991		21	1,262		27%	22	991		21	1,262		27%
Total Air Cargo Carrier	22	991		21	1,262		27%	22	991		21	1,262		27%

FLIGHT SLOT ALLOCATIONS:

Long Beach Airport's air carrier flight slots are currently allocated to Southwest (35), Delta (9), American (3), Hawaiian (2), and UPS (1).
 On December 15, 2021, Delta relinquished 3 slots. These slots are in the process of being allocated.
 On August 18, 2021, FedEx relinquished their slot. This slot has been allocated to Southwest.
 On October 6, 2020, JetBlue exited leaving 17 slots. These slots were allocated to Southwest.
 In April 2020, 7 slots were relinquished. These slots were allocated to Southwest (3), Delta (3) and Hawaiian (1).
 Twenty-five commuter slots remain available for allocation.
 Only commercial airline activities that use LGB Gates are included in this report.

DEFINITIONS:

Total Passenger Traffic – Total number of airline passengers both enplaned (departures) and deplaned (arrivals).
 Air Carrier – Scheduled passenger or cargo airline, certificated under FAR Part 121, 125 or 135, with maximum takeoff weight of 75,000 lbs or over.
 Commuter Carrier - Scheduled passenger or cargo airline, certificated under FAR Part 121, 125 or 135, with maximum takeoff weight under 75,000 lbs.
 Air Cargo – Cargo carried by aircraft, both inbound and outbound.