



COMMERCIAL FLIGHT ACTIVITY REPORT

January 2023

Current Month and Calendar Year-to-Date Statistics

| Commercial Airline | January | | | | | | | Year-to-Date | | | | | | |
|----------------------------------|--------------|---------------------|-------------|--------------|---------------------|-------------|------------------|--------------|---------------------|-------------|--------------|---------------------|-------------|------------------|
| | 2022 | | | 2023 | | | % Change from PY | 2022 | | | 2023 | | | % Change from PY |
| | Landings | Enplanements | Load Factor | Landings | Enplanements | Load Factor | | Landings | Enplanements | Load Factor | Landings | Enplanements | Load Factor | |
| American Airlines | 70 | 3,547 | 67% | 84 | 4,380 | 66% | 23% | 70 | 3,547 | 67% | 84 | 4,380 | 66% | 23% |
| Delta Air Lines | 120 | 7,757 | 65% | 96 | 6,568 | 94% | -15% | 120 | 7,757 | 65% | 96 | 6,568 | 94% | -15% |
| Hawaiian Airlines | 62 | 6,705 | 57% | 62 | 8,083 | 69% | 21% | 62 | 6,705 | 57% | 62 | 8,083 | 69% | 21% |
| Southwest Airlines | 1,020 | 77,685 | 50% | 1,130 | 110,186 | 64% | 42% | 1,020 | 77,685 | 50% | 1,130 | 110,186 | 64% | 42% |
| Charter & Other | 3 | 93 | | - | - | | | 3 | 93 | | - | - | | |
| Total Commercial Airline | 1,275 | 95,787 | 52% | 1,372 | 129,217 | 66% | 35% | 1,275 | 95,787 | 52% | 1,372 | 129,217 | 66% | 35% |
| Available Seats in Market | | 184,972 | | | 196,750 | | 6% | | 184,972 | | | 196,750 | | 6% |
| Total Passenger Traffic | | 191,866 | | | 260,199 | | 36% | | 191,866 | | | 260,199 | | 36% |
| 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 | 21 | 1,262 | | 21 | 1,012 | | -20% | 21 | 1,262 | | 21 | 1,012 | | -20% |
| Total Air Cargo Carrier | 21 | 1,262 | | 21 | 1,012 | | -20% | 21 | 1,262 | | 21 | 1,012 | | -20% |

FLIGHT SLOT ALLOCATIONS:

Long Beach Airport's air carrier flight slots are currently allocated to Southwest (40), Delta (7), American (3), Hawaiian (2), and UPS (1).
 In December 2022, five supplemental slots were made available for a total of 58 air carrier slots. These slots are in the process of being allocated.
 In September 2022, American and Breeze relinquished 1 slot each. These slots have been allocated to Southwest.
 On April 19, 2022, Delta relinquished 2 slots. These slots have been allocated to Southwest (1) and Breeze (1).
 On December 15, 2021, Delta relinquished 3 slots. These slots have been allocated to Southwest (2) and American (1).
 On August 18, 2021, FedEx relinquished their slot. This slot has been allocated to Southwest.
 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.