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FORECAST AND ANALYSIS OF INTERNATIONAL AIR TRAFFIC IN RELATION TO TRANSOCEANIC COMMUNICATION REQUIREMENTS. Appendix I.

SUMMARY REPORT., APPENDIX I

Randall Pozdena, James Gorham
Dorothea Gross, Dennis Yee

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16. Abstract

Further detailed data used for forecasting and analyzing air traffic activity for the Atlantic, Pacific and Indian Ocean basins is presented in this Appendix. This includes: (1) world area code list showing breakout of countries by OAG world area codes; (2) income and demographic growth rates for selected countries in the Atlantic, Pacific and Indian Ocean basins; (3) high and low global inter-regional traffic forecasts of annual and busy day flight frequencies for passenger and cargo segments covering 1972, 1975 with forecasts for 1980-1995; (4) instantaneous airborne counts by subzones; (5) total number of flights for all stage lengths contributing to the busy basin day, for the base year 1975, for each Atlantic basin IAC area by route segment regional origin-destination pair.

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METRIC CONVERSION FACTORS

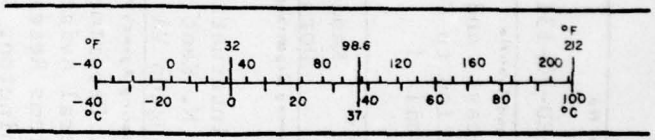
Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
in	inches	*2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
		AREA		
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2	square miles	2.6	square kilometers	km^2
	acres	0.4	hectares	ha
		MASS (weight)		
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
		VOLUME		
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft^3	cubic feet	0.03	cubic meters	m^3
yd^3	cubic yards	0.76	cubic meters	m^3
		TEMPERATURE (exact)		
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

*1 in = 2.54 (exactly). For other exact conversions and more detailed tables, see NBS Misc. Publ. 286, Units of Weights and Measures, Price $2.25, SD Catalog No. C13.10:286.

Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
		AREA		
cm^2	square centimeters	0.16	square inches	in^2
m^2	square meters	1.2	square yards	yd^2
km^2	square kilometers	0.4	square miles	mi^2
ha	hectares (10,000 m^2)	2.5	acres	
		MASS (weight)		
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
		VOLUME		
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m^3	cubic meters	35	cubic feet	ft^3
m^3	cubic meters	1.3	cubic yards	yd^3
		TEMPERATURE (exact)		
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



APPENDIX I

CONTENTS

1. INTRODUCTION

This document is one of two appendices to the summary report, "Forecasts and Analysis of International Air Traffic in Relation to Transoceanic Communication Requirements".* The summary report provides a concise discussion of the methodology, forecasts and analyses of air traffic for the Atlantic, Pacific and Indian Ocean basins for the years 1975 through 1995.

The purpose of this appendix is to present additional data used for forecasting and analyzing air traffic activity for the above mentioned ocean basins and to present further details on the forecasts themselves. APPENDIX I is divided into five appendices, each of which is described below:

- Appendix A - World area code list showing breakout of countries by OAG world area codes.
- Appendix B - Income and demographic growth rates for selected countries in the Atlantic, Pacific and Indian Ocean basins.
- Appendix C - High and low global interregional traffic forecasts of annual and busy day flight frequencies for passenger and cargo segments covering 1972, 1975 with forecasts for 1980-1995.
- Appendix D - IAC estimates by subzones:
  - Atlantic basin--Peak IACs during the busy hour of the busy day for each IAC area for the years 1975, 1980, 1985, 1990 and 1995. Low forecast, "scheduled only" traffic for three stage lengths (total traffic, 400 N.M. and less, and over 400 N.M.)

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* Available through NTIS, Report Number FAA-RD-77-131
Authors: Pozdena, Gorham, Gross and Yee.

- Indian and Pacific basins--Peak IACs during the busy hour of the busy day for each IAC area for the years 1975, 1985 and 1995. High forecast, "scheduled only" traffic for the three stage lengths.

- Appendix E - For the base year 1975, for each Atlantic basin IAC area by route segment regional origin - destination pair, the total number of flights for all stage lengths contributing to the busy basin day.

Appendix A

WORLD AREA CODE LIST ORIGIN-DESTINATION SURVEYS

Appendix A

WORLD AREA CODE LIST ORIGIN-DESTINATION SURVEYS

The analyses in this report include the following areas and subareas of the world:

Polar Atlantic
North Atlantic
Middle Atlantic
South America/Europe/Central America/Caribbean
Within Central America
Within South America
North America/ Caribbean/Central America/
South America/Africa

The following OAG World Area Codes were used in the code list of the constituent countries:

Central America (including Mexico)	100
Caribbean Area	200
South America	300
Europe	400
Africa	500
Middle East	600
Far East	700
Australasia and Oceania	800
Canada	900
United States	000

Area 4 (Continued)

425 Finland (FIN)
427 France (FRA)
429 Germany (GER)
431 Gibraltar, UK (GBR)
433 Greece (GRE)
435 Hebrides (UK)(GBR)
437 Hungary (HUN)
439 Iceland (ICE)
441 Ireland (Eire) (IRE)
443 Isle of Man, UK (GBR)
445 Isle of Wight, UK (GBR)
448 Isles of Scilly, UK (GBR)
450 Italy (ITA)
454 Luxemburg (LUX)
456 Malta (MAL)
458 Monaco (MON)
461 Netherlands (NET)
463 Northern Ireland, UK (GBR)
465 Norway (NOR)
467 Poland (POL)
469 Portugal (POR)
473 Romania (ROU)
476 Sardinia, Italy (ITA)
Scilly, UK (GBR)
478 Scotland, UK (GBR)
480 Sicily, Italy (GBR)
482 Spain (SPA)
484 Sweden (SWE)
486 Switzerland (SWI)
489 U.S.S.R. (USR)
493 Wales, UK (GBR)
497 Yugoslavia (YUG)

Area 5

Africa

500 Algeria (ALG)
502 Angola (ANG)
503 Burundi (BDI)
504 Cameroon (CMS)
505 Lesho (LES)
506 Canary Islands, Spain (SPA)
507 Cape Verde Islands, Portugal (POR)

Area 5 (Continued)

509 Central African Republic (CAR)
510 Botswana (BOT)
511 Chad (CHA)
513 Comoro Islands (COM)
515 Congo, Republic of Brazzaville (CON)
517 Zaire, Republic of (RZA)
519 Dahomey (DAH)
522 Ethiopia (ETH)
524 Fernando Po, Spain (SPA)
525 French Somaliland (FRA)
526 Gabon (GAB)
527 Gambia (GAN)
529 Ghana (GHA)
531 Guinea (POR)
532 Ifni, Spain (SPA)
533 Ivory Coast (IVO)
535 Kenya (GBR)
537 Liberia (LIB)
538 Libya (LBY)
540 Madeira Islands, Portugal (POR)
541 Malagasy Republic (MGS)
542 Malawi (MAW)
543 Mali (MAL)
545 Mauritania (MAU)
546 Mauritius, UK (GBR)
548 Morocco (MOR)
550 Mozambique, Portugal (POR)
554 Niger (NIG)
555 Nigeria (NGA)
559 Guinea-Bissau (GUB)
561 Principe Island, Portugal (POR)
562 Republic of South Africa (SAF)
563 Reunion Island, France (FRA)
564 Equatorial Guinea (EGU)
566 Rwanda (RWA)
567 São Tomé Island, Portugal
569 Senegal (SEN)
570 Seychelles Islands, UK (GBR)
571 Sierra Leone (SIE)
573 Somalia (SOM)
574 Rhodesia (RHO)

WORLD AREA CODE LIST ORIGIN-DESTINATION SURVEYS

Area 1

Middle America (Mexico and Central America)

106 Belize, UK (GBR)
110 Costa Rica (COS)
118 El Salvador (SAL)
127 Guatemala (GUA)
131 Honduras (HON)
148 Mexico (MEX)
153 Nicaragua (NIC)
160 Panama Canal Zone, US (USA)
162 Panama Republic (PAN)
174 San Andres Island, Columbia (off Atlantic Coast of Nicaragua) (COL)

Area 2

Caribbean Area (Bahamas and Bermuda)

202 Anguilla Islands, BWI (GBR)
204 Commonwealth Bahamas (CBA)
205 Barbados (BBD)
206 Barbuda, BWI (GBR)
207 Bermuda, UK (GBR)
210 Cayman Brac, BWI (GBR)
219 Cuba (CUB)
221 Dominica, BWI (GBR)
224 Dominican Republic (DOR)
233 Grand Cayman, BWI (GBR)
235 Guadeloupe, France (FRA)
238 Haiti (HAI)
243 Jamaica (JAM)
252 Martinique, France (FRA)
256 Montserrat Islands, BWI (GBR)
259 Netherland Antilles (NET)
261 Nevis, Leeward Islands, BWI (GBR)
268 Puerto Rico, US (USA)
270 St. Eustatius, Leeward Islands, BWI (GBR)

Area 2 (Continued)

273 St. Georges/Grenada, BWI (GBR)
274 St. Johns/Antigua, BWI (GBR)
275 St. Kitts, BWI (GBR)
276 St. Lucia, BWI (GBR)
279 St. Vincent, BWI (GBR)
280 Trinidad and Tobago (TRI)
282 Virgin Islands, UK (GBR)
283 Virgin Islands, US (USA)

Area 3

South America

303 Argentina (ARG)
312 Bolivia (BOL)
316 Brazil (BRA)
324 Chile (CHI)
327 Colombia (COL)
337 Ecuador (ECU)
344 French Guiana (FRA)
365 Paraguay (PAR)
368 Peru (PER)
379 Surinam (SUR)
385 Uruguay (URU)
388 Venezuela (VEN)
350 Guyana (GUY)

Area 4

Europe (Including European Russia)

401 Albania (ALB)
403 Austria (AST)
405 Azores, Portugal (POR)
407 Balearic Islands, Spain (SPA)
409 Belgium (BEL)
411 Bulgaria (BUL)
413 Channel Islands, UK (GBR)
415 Corsica, France (FRA)
417 Czechoslovakia (CZE)
419 Denmark (DEN)
422 England (UK)

Area 5 (Continued)

Africa (continued)

575 Southwest Africa, South Africa (SAF)
579 Sahara (SAH)
582 Swaziland (SWA)
583 Sudan (SUD)
585 Tanzania (TAN)
586 Togo (TOG)
588 Tunisia (TUN)
590 Uganda (UGA)
591 United Arab Republic (UAR)
593 Upper Volta
597 Zambia (ZAM)

Area 6

Middle East

601 Peoples Democratic Republic of Yemen (DRY)
605 Bahrian Islands (BAH)
611 Cyprus (CYP)
632 Iran (IRN)
634 Iraq (IRQ)
636 Israel (ISR)
639 Jordan (JOR)
644 Kuwait (KUW)
647 Lebanon (LEB)
658 Oman (OMA)
670 Saudi Arabia (SAU)
676 Syrian Arabian Republic (SYR)
678 United Arab Emirates (UAE)
679 Turkey (TUR)
694 Arab Republic of Yemen (ARY)

Area 7

Far East (Including Asian Russia)

701 Afghanistan (AFG)
706 Burma (BUR)
709 Cambodia (CAM)
711 Ceylon (CEY)
713 China (CHN)
729 Hong Kong, UK (GBR)
733 India (IND)

Area 7 (Continued)

Far East (continued)

736 Japan (JAP)
741 Kurile Islands, U.S.S.R. (USR)
744 Laos (LAO)
749 Malaysia (MLY)
751 Mongolia (MOG)
755 Nepal (NEP)
757 North Korea (NKO)
759 North Vietnam (NVI)
761 Okinawa, Ryukyu Islands, Japan (JAP)
764 Pakistan (PAK)
766 Philippines, Republic of (PHI)
772 Sabah, Malaysia (MLY)
773 Sarawak, Malaysia (MLY)
776 Singapore (SIN)
778 South Korea (SKO)
780 South Vietnam (SVI)
781 Taiwan-Formosa (FOR)
782 Thailand (THA)
786 U.S.S.R. (USR)

Area 8

Australasia and Oceania

800 American Samoa, US (USA)
802 Australia (AUS)
804 Australian New Guinea (AUS)
806 Brunei (GBR)
807 Canton Island (USA)
809 Caroline Islands, US (USA)
812 Cocos Islands, Australia (AUS)
813 Cook Islands, New Zealand (AUS)
821 Fiji Islands, UK (GBR)
823 French Polynesia (FRA)
824 Gilbert Islands, UK (GBR)
826 Guam Island, US (USA)
832 Indonesia (IDO)
840 Loyalty Islands, New Caledonia (FRA)
849 New Hebrides, UK (GBR)
851 New Zealand (NZL)
853 Norfolk Island, Australia (AUS)

Appendix B

INCOME AND DEMOGRAPHIC GROWTH RATES FOR SELECTED COUNTRIES IN THE ATLANTIC, PACIFIC AND INDIAN BASINS

INCOME AND DEMOGRAPHIC GROWTH RATES FOR SELECTED COUNTRIES IN THE ATLANTIC BASIN

	Annual Average Rate of Growth of Per Capita GNP (Percent)		Annual Average Rate of Growth of Population (Percent)	
	1975-1980	1980-1990	1975-1980	1980-1990
United States	2.7	2.7	0.9	1.0
Canada	3.0	3.0	1.0	1.0
Europe				
Albania	6.9	6.5	.5	.5
Austria	4.3	4.2	.6	.5
Belgium	3.7	4.1	.5	.5
Bulgaria	5.4	5.4	.5	.5
Czechoslovakia	3.9	4.0	.6	.5
Denmark	3.9	3.3	.7	.7
England	2.4	2.6	.4	.4
Finland	4.3	3.9	.4	.4
France	4.5	4.7	.8	.8
Germany	4.2	3.9	.7	.6
Gibraltar, UK	5.8	5.3	.8	.7
Greece	6.9	6.5	.5	.5
Hungary	4.9	4.2	.3	.3
Ireland	3.2	3.4	.7	.6
Italy	4.5	3.7	.8	.8
Netherlands	3.5	3.5	1.1	1.1
Norway	3.3	3.5	.7	.7
Poland	5.1	5.3	.9	.9
Portugal	5.8	5.3	.7	.7
Romania	5.6	5.6	1.2	1.2
Spain	4.1	5.1	.9	.9
Sweden	3.5	3.6	.4	.4
Switzerland	2.8	3.1	1.2	1.1
U.S.S.R., European	3.7	4.2	1.1	1.0

	Annual Average Rate of Growth of Per Capita GNP (Percent)		Annual Average Rate of Growth of Population (Percent)	
	1975-1980	1980-1990	1975-1980	1980-1990
Africa				
Algeria	2.9	1.9	3.5	3.6
Angola	.1	.1	1.4	1.4
Burundi	2.0	1.6	2.3	2.2
Cameroon	1.0	1.8	2.0	2.0
Lesho	6.2	3.1	.1	.1
Central African Republic	2.9	1.2	1.0	1.5
Botswana	4.3	1.3	2.6	2.5
Chad	3.7	4.1	1.4	1.4
Congo, Republic of Brazzaville	1.4	.5	2.2	2.0
Zaire, Republic of	1.4	.5	2.2	2.2
Dahomey	1.6	.4	1.3	1.5
Ethiopia	3.9	2.2	2.3	2.3
Gabon	.3	.3	1.5	1.4
Gambia	1.7	.9	2.2	2.2
Ghana	- .6	1.6	1.5	1.4
Guinea	2.9	1.6	1.3	1.4
Ivory Coast	8.1	3.9	1.6	2.2
Kenya	3.8	2.0	3.0	3.0
Liberia	.9	.2	2.1	2.1
Libya	.9	.8	3.5	3.3
Malawi	6.6	1.8	1.9	1.9
Mali	1.9	1.9	2.4	2.4
Mauritania	1.2	.8	1.0	1.0
Mauritius, UK	1.9	1.5	1.0	1.0
Morocco	.7	1.0	3.3	1.0
Mozambique, Portugal	4.3	4.2	1.1	1.1
Niger	3.8	2.9	2.3	2.2
Nigeria	3.0	2.9	1.3	1.4
Guinea-Bissau	5.1	3.8	1.6	1.9
Republic of South Africa	2.8	2.9	2.6	2.5
Rwanda	2.8	1.4	3.2	3.1

	Annual Average Rate of Growth of Per Capita GNP (Percent)		Annual Average Rate of Growth of Population (Percent)	
	1975-1980	1980-1990	1975-1980	1980-1990
Senegal	1.5	1.0	2.4	2.2
Sierra Leone	1.3	1.8	1.0	1.2
Somalia	1.4	1.2	2.8	2.7
Rhodesia	2.2	1.2	3.3	3.3
Southwest Africa, South Africa	2.8	2.9	2.6	2.5
Sahara	1.0	.8	1.0	1.0
Swaziland	.6	.5	3.0	2.6
Sudan	3.8	1.9	2.3	2.0
Tanzania	2.0	1.6	2.8	2.8
Togo	1.2	1.0	2.9	2.8
Tunisia	.6	.5	2.3	2.2
Uganda	1.4	1.3	2.8	.28
United Arab Republic	2.3	1.8	2.2	2.2
Upper Volta	2.3	1.8	2.2	2.2
Zambia	.5	.9	3.3	3.3
South America				
Argentina	2.5	1.4	1.3	1.3
Bolivia	.4	.4	2.6	2.5
Brazil	3.4	7.0	2.8	2.8
Chile	1.6	2.2	2.2	2.2
Colombia	1.9	1.7	3.1	3.4
Ecuador	2.7	1.3	3.4	3.4
French Guiana	1.5	1.9	3.5	3.5
Paraguay	.9	.7	3.8	3.7
Peru	1.9	2.4	3.1	3.1
Surinam	1.5	5.9	3.2	3.1
Uruguay	2.5	1.4	1.2	1.2
Venezuela	2.0	3.1	2.8	2.8
Guyana	1.5	5.9	.4	.5

	Annual Average Rate of Growth of Per Capita GNP (Percent)		Annual Average Rate of Growth of Population (Percent)	
	1975-1980	1980-1990	1975-1980	1980-1990
Caribbean				
Dominican Republic	2.2	1.4	2.9	2.9
Middle America				
Belize	.3	.3	3.0	3.1
Costa Rica	3.1	2.9	1.3	1.7
El Salvador	3.1	3.1	1.4	1.7
Guatemala	3.1	2.9	1.3	1.6
Honduras	2.4	2.2	1.3	1.6
Mexico	2.9	4.6	3.4	3.4
Nicaragua	3.6	3.5	1.3	1.6
Panama Canal Zone, U.S.	2.5	2.2	1.5	1.8
Panama Republic	4.2	3.9	1.3	1.6
San Andres Island, Colombia	1.8	2.1	2.6	2.6
Middle East				
Peoples Democratic Republic of Yemen	.8	.9	3.1	3.0
Bahrian Islands	3.1	3.0	1.4	2.3
Cyprus	4.5	4.2	1.1	1.2
Iran	6.9	6.8	3.0	3.0
Iraq	.2	.3	3.4	3.4
Israel	5.2	4.0	3.4	3.4
Jordan	1.3	1.9	3.2	3.1
Kuwait	.4	.3	5.0	4.5
Lebanon	.5	.7	3.0	2.8
Oman	1.8	1.9	3.1	3.0
Saudi Arabia	1.5	.9	2.8	2.7
Syrian Arabian Republic	1.1	.9	3.4	3.9
United Arab Emirates	1.8	1.8	2.0	2.3
Turkey	4.0	3.4	2.5	2.5
Arab Republic of Yemen	3.9	1.9	1.2	1.4

Appendix C

ANNUAL AND BUSY DAY CIVIL FLIGHTS BETWEEN WORLD REGIONS

Annual and Busy Day Civil Flights Between World Regions

The ICAO files contain (for selected months) data on the volume of "scheduled" flights, passenger and cargo loads, and aircraft capacity data on a city-pair basis. While these data pose problems in terms of the quality and completeness of the information supplied by the member states, we found this to be the only data source that was sufficiently uniform to permit estimation of international traffic on a worldwide basis, since uniform data on passenger volumes, aircraft capacity, and flight frequency are needed to permit implementation of forecasting techniques. The ICAO files contain no information on charter, not-for-hire, or military movements, however. Therefore, the charter, general aviation, and MAC models described in Section 3 of APPENDIX II were used to create the baseline flows in these categories. In addition, the latest ICAO file data available were for June 1974, while the itinerary data that were to be used in the IAC model for spatially locating aircraft activity were from the busy season (June to September) data in the OAG files and were from the year 1975.

We resolved this difficulty by using the ICAO data files to produce interregional traffic flow estimates. These estimates were then used to create simple multiplicative factors to gross up the OAG "scheduled" flight frequency information. The relative levels of total activity among region-pairs over the various forecast years were derived using the ICAO data as a base for the forecasting models, but the IAC model functioned on the more recent OAG "scheduled" flight itinerary data base. In this way, we were able to exploit the more complete traffic volume data in the ICAO files for forecasting purposes, but were able to base changes in the IAC and other basin activity measures on the more recent OAG data--the data that had to be used to calculate busy days and peak hour statistics. This integration of the forecasting and counting models in the baseline data development is discussed in detail in Section 3 of APPENDIX II.

The ICAO "scheduled" traffic flow data base was collapsed from city-pair to region-pair, using the ten world region classification in the OAG.

The level of interregional "nonscheduled", general aviation, and MAC charter activity was estimated, as stated above, using the procedures described in Section 3 of APPENDIX II.

In addition, because the ICAO data were available monthly for four selected months of the year,[1] the annual activity estimates and the busy data estimates could be only crudely interpreted from the monthly flow. The flight frequency from June was converted to annual data by applying a peaking factor of 10.6 derived from monthly North Atlantic flight data. The estimate of the busy day flight frequency was obtained by dividing the annual estimate by 292.[2] These "route" busy day calculations are approximations; when the daily flight itinerary data are analyzed in the IAC model, the true busy day for the basin is identified, and the busy day flight frequency is calculated for each basin. Full interregional traffic flow data are available only on the monthly ICAO files, however, requiring this approximation for the interregional traffic estimates.

Using the range of parametric assumptions presented in Section 4 and the forecasting techniques described in Section 3 of APPENDIX II, SRI made a high and low forecast of air transportation activity for both interregional aircraft movements and the resultant IACs. The forecasts were made for the terminal years of four five-year periods, with the June to September period of 1975 as the base. These are shown in Appendix C.

The baseline estimates of interregional flights by traffic type were permitted to grow at the compound rates of growth indicated by the forecasting models (see APPENDIX II, Section 3), using the assumed growth rates of the underlying population, per capita GNP, fuel cost, and nonfuel cost factors, as described in Section 4.

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[1] March, June, September, and December.

[2] Both factors were obtained from IATA North Atlantic data from the relatively stable year of 1972. The busy day was taken to be the average of busy month (August) flights. The IATA data were from World Air Transport Statistics, p. 21 (1972).

Low Forecast

O-D	FLIGHTS	1972 BUSY	1972 DAY/ANNUAL	1975 BUSY	1975 DAY/ANNUAL	1980 BUSY	1980 DAY/ANNUAL	1985 BUSY	1985 DAY/ANNUAL	1990 BUSY	1990 DAY/ANNUAL	1995 BUSY	1995 DAY/ANNUAL
0-0	PASS	78/	22864	84/	24766	101/	29747	114/	34623	139/	40832	165/	48197
0-0	CARGO	21/	6201	20/	5861	22/	6521	25/	7415	29/	8574	33/	9924
0-1	PASS	49/	14433	74/	21789	90/	26424	114/	33299	148/	43451	189/	56144
0-1	CARGO	0/	254	1/	455	1/	536	2/	636	2/	775	3/	943
0-2	PASS	82/	23947	65/	19161	77/	22598	90/	26383	107/	31396	128/	37431
0-2	CARGO	0/	286	0/	286	1/	326	1/	369	1/	423	1/	487
0-3	PASS	17/	5109	23/	6953	27/	7990	33/	9918	43/	12769	57/	16862
0-3	CARGO	5/	1496	5/	1706	6/	1920	7/	2300	9/	2803	11/	3415
0-4	PASS	149/	43548	111/	32636	141/	41382	170/	49864	209/	61131	256/	74998
0-4	CARGO	15/	4515	16/	4717	19/	5550	22/	6707	28/	8244	34/	10135
0-5	PASS	2/	612	2/	723	2/	807	3/	905	3/	1036	4/	1193
0-5	CARGO	0/	0	0/	63	0/	70	0/	78	0/	89	0/	101
0-6	PASS	2/	840	2/	756	3/	879	3/	984	3/	1121	4/	1285
0-6	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
0-7	PASS	27/	7931	26/	7779	34/	10014	40/	11762	48/	14076	57/	16905
0-7	CARGO	6/	1942	7/	2183	9/	2748	11/	3300	13/	4032	16/	4926
0-8	PASS	8/	2467	6/	1819	7/	2045	8/	2383	9/	2863	11/	3497
0-8	CARGO	0/	0	0/	137	0/	150	0/	168	0/	191	0/	218
0-9	PASS	783/	228710	561/	163826	683/	199548	821/	239874	993/	290151	1202/	351259
0-9	CARGO	0/	116	1/	402	1/	449	1/	510	2/	594	2/	693
1-0	PASS	48/	14234	74/	21875	90/	26529	114/	33431	149/	43623	199/	58374
1-0	CARGO	0/	201	1/	349	1/	408	1/	488	2/	594	2/	724
1-1	PASS	156/	45818	79/	23187	99/	29043	127/	37245	165/	48342	215/	62798
1-1	CARGO	0/	254	0/	95	0/	116	0/	146	0/	188	0/	241
1-2	PASS	5/	1533	7/	2263	9/	2794	11/	3413	14/	4216	17/	5215
1-2	CARGO	0/	95	0/	127	0/	152	0/	180	0/	218	0/	264
1-3	PASS	15/	4463	14/	4369	18/	5262	23/	6734	29/	8735	38/	11344
1-3	CARGO	0/	243	0/	180	0/	212	0/	268	1/	343	1/	440
1-4	PASS	0/	0	1/	351	1/	442	1/	576	2/	770	3/	1048
1-4	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
1-5	PASS	0/	207	1/	321	1/	374	1/	440	1/	526	2/	629
1-5	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
1-8	PASS	0/	106	0/	106	0/	121	0/	143	0/	172	0/	206
1-8	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
1-9	PASS	3/	900	2/	705	2/	857	3/	1077	4/	1399	6/	1858
1-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
2-0	PASS	80/	23505	65/	19204	77/	22650	90/	26446	107/	31471	129/	37723
2-0	CARGO	1/	413	1/	402	1/	459	1/	519	2/	596	2/	685
2-1	PASS	5/	1501	7/	2222	9/	2745	11/	3354	14/	4145	17/	5128
2-1	CARGO	0/	63	0/	21	0/	25	0/	30	0/	36	0/	44

		1972		1975		1980		1985		1990		1995	
	FLIGHTS	BUSY	DAY/ANNUAL	BUSY	DAY/ANNUAL	BUSY	DAY/ANNUAL	BUSY	DAY/ANNUAL	BUSY	DAY/ANNUAL	BUSY	DAY/ANNUAL
2-2	PASS	275/	80350	237/	69286	293/	85702	346/	101098	411/	120018	488/	142598
2-2	CARGO	0/	412	0/	106	0/	124	0/	139	0/	158	0/	181
2-3	PASS	15/	4348	59/	17471	73/	21523	92/	26948	116/	33877	145/	42609
2-3	CARGO	0/	136	0/	148	0/	171	0/	203	0/	246	1/	298
2-4	PASS	6/	1844	6/	1967	8/	2402	10/	2929	12/	3659	15/	4618
2-4	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
2-9	PASS	5/	1643	6/	1849	7/	2198	8/	2579	10/	3081	12/	3705
2-9	CARGO	0/	3	0/	0	0/	0	0/	0	0/	0	0/	0
3-0	PASS	16/	4514	23/	6831	26/	7853	33/	9749	42/	12543	56/	16572
3-0	CARGO	6/	1374	5/	1568	6/	1765	7/	2114	8/	2576	10/	3139
3-1	PASS	15/	4571	16/	4923	20/	5975	26/	7688	34/	10009	44/	13044
3-1	CARGO	0/	222	0/	159	0/	187	0/	236	1/	303	1/	388
3-2	PASS	15/	4452	69/	20414	86/	25210	108/	31621	136/	39800	171/	50118
3-2	CARGO	0/	233	0/	222	0/	254	1/	305	1/	370	1/	447
3-3	PASS	272/	79835	291/	85132	346/	101283	450/	131649	591/	172586	775/	226398
3-3	CARGO	5/	1393	5/	1653	6/	1881	8/	2373	10/	3044	13/	3905
3-4	PASS	9/	2749	10/	2921	11/	3502	15/	4521	20/	5991	27/	8062
3-4	CARGO	0/	131	0/	140	0/	227	0/	288	1/	373	1/	483
3-5	PASS	4/	1141	4/	1206	4/	1424	5/	1675	6/	2005	8/	2401
3-5	CARGO	0/	62	0/	74	0/	83	0/	98	0/	117	0/	140
3-8	PASS	9/	2730	8/	2409	9/	2801	11/	3435	14/	4245	17/	5250
3-8	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
4-0	PASS	1507/	449055	112/	32884	142/	41695	172/	50239	210/	61587	258/	75554
4-0	CARGO	11/	3423	13/	4070	16/	4789	19/	5787	24/	7114	29/	8746
4-1	PASS	0/	0	1/	362	1/	456	2/	594	2/	794	3/	1000
4-1	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
4-2	PASS	6/	2016	7/	2095	8/	2563	10/	3134	13/	3929	17/	4983
4-2	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
4-3	PASS	9/	2710	9/	2699	10/	3174	14/	4093	18/	5414	24/	7266
4-3	CARGO	0/	137	0/	137	0/	163	0/	208	0/	269	1/	349
4-4	PASS	22093/	6475287	20973/	6124342	28457/	8309582	38630/	11280063	52556/	15346430	71517/	20883072
4-4	CARGO	193/	56524	145/	42537	181/	52898	232/	67892	303/	88617	396/	115670
4-5	PASS	124/	36413	109/	31966	134/	39217	165/	48377	207/	60456	260/	75938
4-5	CARGO	4/	1176	4/	1240	4/	1457	5/	1728	7/	2085	8/	2515
4-6	PASS	131/	38482	145/	42506	187/	54697	246/	71903	332/	97026	450/	131594
4-6	CARGO	3/	985	3/	1166	4/	1419	6/	1757	7/	2213	9/	2787
4-7	PASS	9/	2650	9/	2844	13/	3876	17/	5134	24/	7093	34/	10194
4-7	CARGO	0/	42	0/	53	0/	70	0/	89	0/	116	0/	151
4-9	PASS	44/	12921	36/	10733	46/	13670	56/	16579	69/	20438	86/	25200
4-9	CARGO	3/	1070	4/	1144	4/	1349	5/	1631	6/	2005	8/	2465

O-D	FLIGHTS	1972 BUSY	1972 DAY/ANNUAL	1975 BUSY	1975 DAY/ANNUAL	1980 BUSY	1980 DAY/ANNUAL	1985 BUSY	1985 DAY/ANNUAL	1990 BUSY	1990 DAY/ANNUAL	1995 BUSY	1995 DAY/ANNUAL
5-0	PASS	2/	601	2/	681	2/	760	2/	853	3/	974	3/	1110
5-0	CARGO	0/	0	0/	42	0/	47	0/	52	0/	59	0/	67
5-1	PASS	0/	217	1/	332	1/	387	1/	455	1/	544	2/	651
5-1	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
5-3	PASS	4/	1234	4/	1447	5/	1627	6/	1914	7/	2291	9/	2744
5-3	CARGO	0/	95	0/	127	0/	142	0/	168	0/	200	0/	240
5-4	PASS	124/	36340	108/	31565	132/	38726	163/	47772	204/	59702	256/	74991
5-4	CARGO	3/	954	4/	1325	5/	1557	6/	1846	7/	2227	9/	2687
5-5	PASS	303/	88553	276/	80686	320/	93527	364/	106504	419/	122514	483/	141087
5-5	CARGO	5/	1736	6/	1823	6/	2023	7/	2214	8/	2465	9/	2745
5-6	PASS	48/	14050	64/	18984	78/	22820	93/	27220	112/	32727	134/	39378
5-6	CARGO	1/	307	0/	286	1/	329	1/	376	1/	437	1/	509
5-7	PASS	6/	1647	5/	1668	7/	2102	8/	2483	10/	2982	12/	3582
5-7	CARGO	0/	156	0/	64	0/	106	0/	125	0/	150	0/	180
5-8	PASS	0/	203	0/	193	0/	211	0/	232	0/	260	1/	292
5-8	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
5-9	PASS	1/	327	1/	338	1/	380	1/	429	1/	492	1/	566
5-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
6-0	PASS	0/	17	1/	350	1/	405	1/	454	1/	518	2/	594
6-0	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
6-4	PASS	133/	39125	148/	43216	190/	55614	250/	73138	338/	98781	458/	133746
6-4	CARGO	2/	816	3/	1049	4/	1277	5/	1581	6/	1992	8/	2509
6-5	PASS	50/	14646	38/	11151	44/	13099	52/	15266	61/	18034	73/	21319
6-5	CARGO	0/	266	1/	360	1/	414	1/	473	1/	551	2/	641
6-6	PASS	304/	88833	325/	95162	405/	118490	502/	146855	628/	183546	786/	229652
6-6	CARGO	5/	1600	3/	901	3/	1073	4/	1282	5/	1557	6/	1892
6-7	PASS	17/	5146	15/	4627	20/	6036	25/	7443	31/	9332	40/	11700
6-7	CARGO	1/	307	0/	286	1/	372	1/	458	1/	573	2/	718
6-9	PASS	0/	0	0/	21	0/	24	0/	28	0/	33	0/	40
6-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
7-0	PASS	26/	7740	26/	7605	33/	9791	39/	11498	47/	13760	58/	16525
7-0	CARGO	7/	2306	8/	2554	11/	3215	13/	3861	16/	4717	19/	5763
7-3	PASS	0/	0	0/	10	0/	13	0/	17	0/	21	0/	28
7-3	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
7-4	PASS	7/	2196	9/	2761	12/	3767	17/	4996	23/	6916	34/	9971
7-4	CARGO	0/	84	0/	84	0/	112	0/	143	0/	186	0/	241
7-5	PASS	5/	1701	5/	1614	6/	2033	8/	2402	9/	2884	11/	3464
7-5	CARGO	0/	159	0/	21	0/	26	0/	31	0/	37	0/	45
7-6	PASS	19/	5559	16/	4855	21/	6331	26/	7805	33/	9783	41/	12262
7-6	CARGO	0/	137	0/	233	1/	303	1/	373	1/	467	2/	585

O-D	FLIGHTS	1972 BUSY DAY/	1972 ANNUAL	1975 BUSY DAY/	1975 ANNUAL	1980 BUSY DAY/	1980 ANNUAL	1985 BUSY DAY/	1985 ANNUAL	1990 BUSY DAY/	1990 ANNUAL	1995 BUSY DAY/	1995 ANNUAL
7-7	PASS	773/	225774	674/	196860	993/	290011	1310/	382591	1749/	510771	2351/	686524
7-7	CARGO	28/	8215	25/	7324	35/	10399	45/	13183	58/	16997	75/	21914
7-8	PASS	33/	9796	38/	11154	47/	13941	57/	16695	69/	20422	86/	25144
7-8	CARGO	0/	95	0/	137	0/	170	0/	201	0/	242	0/	291
7-9	PASS	1/	493	1/	423	1/	572	2/	690	2/	845	3/	1036
7-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
8-0	PASS	8/	2587	6/	1755	6/	1977	7/	2310	9/	2784	11/	3385
8-0	CARGO	0/	6	0/	137	0/	150	0/	168	0/	191	0/	218
8-1	PASS	0/	106	0/	106	0/	121	0/	143	0/	172	0/	206
8-1	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
8-3	PASS	9/	2681	8/	2430	9/	2825	11/	3463	14/	4278	18/	5289
8-3	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
8-5	PASS	0/	203	0/	203	0/	222	0/	245	0/	275	1/	308
8-5	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
8-7	PASS	33/	9301	38/	11221	48/	14024	57/	16796	70/	20546	86/	25297
8-7	CARGO	0/	190	1/	318	1/	393	1/	464	1/	559	2/	672
8-8	PASS	86/	25202	75/	21981	83/	24371	95/	28011	112/	32916	133/	38962
8-8	CARGO	0/	53	1/	413	1/	443	1/	488	1/	547	2/	614
8-9	PASS	0/	0	0/	54	0/	59	0/	67	0/	77	0/	89
8-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-0	PASS	760/	222058	573/	167564	699/	204138	840/	245506	1017/	297068	1232/	359758
9-0	CARGO	3/	1007	3/	1038	3/	1158	4/	1317	5/	1523	6/	1762
9-1	PASS	3/	908	2/	763	3/	933	4/	1176	5/	1524	6/	2014
9-1	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-2	PASS	5/	1654	6/	1826	7/	2171	8/	2547	10/	3042	12/	3658
9-2	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-4	PASS	41/	12069	36/	10546	46/	13433	55/	16293	68/	20087	84/	24770
9-4	CARGO	0/	169	1/	477	1/	562	2/	679	2/	835	3/	1027
9-5	PASS	1/	338	1/	338	1/	380	1/	429	1/	492	1/	566
9-5	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-6	PASS	0/	113	0/	141	0/	174	0/	203	0/	242	0/	287
9-6	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-7	PASS	0/	275	0/	202	0/	273	1/	330	1/	406	1/	499
9-7	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-8	PASS	0/	0	0/	54	0/	59	0/	67	0/	77	0/	89
9-8	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-9	PASS	18/	5427	171/	50223	211/	61670	257/	75322	315/	92208	386/	112921
9-9	CARGO	0/	0	0/	10	0/	11	0/	13	0/	15	0/	18

High Forecast

O-D	Flights	1975 BUSY	1975 DAY/ANNUAL	1980 BUSY	1980 DAY/ANNUAL	1985 BUSY	1985 DAY/ANNUAL	1990 BUSY	1990 DAY/ANNUAL	1995 BUSY	1995 DAY/ANNUAL
1-0	PASS	78/	22854	84/	24766	111/	32694	146/	42824	197/	57696	272/	79613
1-0	CARGO	21/	6231	20/	5861	24/	7283	32/	9624	45/	13149	63/	18574
1-1	PASS	49/	14433	74/	21789	102/	29845	152/	44391	240/	70205	379/	110852
1-1	CARGO	0/	254	1/	455	2/	509	2/	841	4/	1291	5/	1832
1-2	PASS	82/	23947	65/	19161	85/	25052	114/	33309	157/	45948	226/	66063
1-2	CARGO	0/	286	0/	286	1/	346	1/	480	2/	661	3/	912
1-3	PASS	17/	5100	23/	6953	30/	8918	44/	13031	69/	20308	113/	33113
1-3	CARGO	5/	1496	5/	1706	7/	2149	10/	3021	15/	4348	22/	6508
1-4	PASS	149/	43548	111/	32636	150/	46581	224/	65677	328/	95869	495/	144737
1-4	CARGO	15/	4515	16/	4717	21/	6246	30/	8899	44/	13043	67/	19814
1-5	PASS	2/	612	2/	723	3/	961	4/	1170	5/	1574	7/	2198
1-5	CARGO	0/	0	0/	63	0/	78	0/	101	0/	136	0/	188
1-6	PASS	2/	548	2/	758	3/	947	4/	1214	5/	1669	7/	2228
1-6	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
1-7	PASS	27/	7931	24/	7779	38/	11256	52/	15314	74/	21603	109/	31967
1-7	CARGO	6/	1992	7/	2183	10/	3143	15/	4431	22/	6457	33/	9723
1-8	PASS	6/	2467	6/	1819	7/	2279	10/	3098	15/	4467	21/	6418
1-8	CARGO	0/	0	0/	137	0/	167	0/	217	0/	291	1/	404
1-9	PASS	748/	229710	561/	163826	729/	213163	948/	276923	1246/	363908	1659/	484654
1-9	CARGO	2/	116	1/	402	1/	501	2/	663	3/	905	4/	1279
2-0	PASS	48/	14234	74/	21875	102/	29963	152/	44567	241/	70484	381/	111292
2-0	CARGO	0/	201	1/	349	1/	440	2/	646	3/	947	4/	1408
2-1	PASS	156/	45818	79/	23187	110/	32395	162/	47459	244/	71413	377/	110338
2-1	CARGO	0/	254	0/	95	0/	132	0/	197	1/	304	1/	465
2-2	PASS	5/	1533	7/	2263	10/	3082	14/	4232	20/	5945	29/	8564
2-2	CARGO	0/	95	0/	127	0/	172	0/	240	1/	345	1/	514
2-3	PASS	15/	4463	14/	4369	20/	5845	29/	8628	44/	13048	69/	20437
2-3	CARGO	0/	243	0/	180	0/	240	1/	358	1/	552	3/	860
2-4	PASS	0/	0	1/	351	1/	501	2/	770	4/	1241	7/	2129
2-4	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
2-5	PASS	0/	207	1/	321	1/	491	1/	579	2/	891	4/	1203
2-5	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
2-8	PASS	0/	106	0/	106	0/	136	0/	188	0/	268	1/	395
2-8	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
2-9	PASS	3/	900	2/	705	3/	965	4/	1423	7/	2226	12/	3561
2-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
3-0	PASS	80/	23505	65/	19204	85/	25108	114/	33381	157/	46042	226/	66189
3-0	CARGO	1/	413	1/	402	1/	515	2/	676	3/	916	4/	1284
3-1	PASS	5/	1501	7/	2222	10/	3026	14/	4153	19/	5830	28/	8362
3-1	CARGO	0/	63	0/	21	0/	28	0/	40	0/	57	0/	85

O-D	FLIGHTS	1972 BUSY DAY/ANNUAL		1975 BUSY DAY/ANNUAL		1980 BUSY DAY/ANNUAL		1985 BUSY DAY/ANNUAL		1990 BUSY DAY/ANNUAL		1995 BUSY DAY/ANNUAL	
2-2	PASS	275/	88384	237/	69286	316/	92317	402/	117461	518/	151405	678/	198068
2-2	CARGO	0/	212	0/	186	0/	199	0/	181	0/	244	1/	340
2-3	PASS	15/	4548	59/	17471	78/	22942	105/	30942	144/	42098	198/	57873
2-3	CARGO	0/	186	0/	148	0/	192	0/	268	1/	387	1/	576
2-4	PASS	6/	1899	6/	1967	9/	2758	13/	3915	20/	5872	31/	9257
2-4	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
2-9	PASS	5/	1640	6/	1849	8/	2491	11/	3232	15/	4449	21/	6371
2-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
3-8	PASS	16/	4914	23/	6831	30/	8741	43/	12796	68/	19928	111/	32466
3-8	CARGO	4/	1378	5/	1568	6/	1975	9/	2777	13/	4034	20/	6056
3-1	PASS	15/	4571	16/	4923	22/	6591	33/	9680	49/	14543	77/	22496
3-1	CARGO	0/	222	0/	159	0/	211	1/	316	1/	487	2/	776
3-2	PASS	15/	4462	69/	20414	91/	26816	123/	36114	167/	49065	229/	67100
3-2	CARGO	0/	233	0/	222	0/	288	1/	402	1/	580	2/	865
3-3	PASS	272/	79435	291/	85132	375/	109649	546/	159712	811/	236830	1227/	358399
3-3	CARGO	5/	1685	5/	1653	7/	2111	10/	3153	16/	4867	26/	7760
3-4	PASS	9/	2746	10/	2921	13/	3969	20/	6103	33/	9843	57/	16832
3-4	CARGO	0/	137	0/	190	0/	256	1/	387	2/	604	3/	973
3-5	PASS	4/	1191	4/	1266	5/	1593	7/	2191	10/	3116	15/	4581
3-5	CARGO	0/	42	0/	74	0/	93	0/	128	0/	182	0/	267
3-8	PASS	9/	2736	8/	2409	10/	3065	13/	4052	19/	5551	26/	7738
3-8	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
4-0	PASS	150/	44064	112/	32884	160/	46906	226/	66179	330/	96606	499/	145858
4-0	CARGO	11/	3423	13/	4070	18/	5607	26/	7679	38/	11272	58/	17098
4-1	PASS	0/	0	1/	362	1/	517	2/	794	4/	1280	7/	2197
4-1	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
4-2	PASS	6/	2016	7/	2095	9/	2911	14/	4190	21/	6310	34/	10012
4-2	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
4-3	PASS	9/	2778	9/	2649	12/	3596	18/	5523	30/	8886	51/	15131
4-3	CARGO	0/	137	0/	137	0/	185	0/	280	1/	436	2/	703
4-4	PASS	22863/	6674287	20973/	6124342	30603/	8936290	44993/	13138217	66462/	19406983	98722/	28826962
4-4	CARGO	193/	56529	145/	42537	206/	60359	315/	92046	496/	145010	808/	235952
4-5	PASS	124/	36413	109/	31966	147/	42907	203/	59370	288/	84143	421/	123163
4-5	CARGO	4/	1176	4/	1240	5/	1645	7/	2284	11/	3280	16/	4866
4-6	PASS	131/	38489	145/	42506	207/	60686	312/	91216	495/	144640	763/	222941
4-6	CARGO	3/	985	3/	1166	5/	1613	8/	2357	12/	3541	19/	5557
4-7	PASS	8/	2366	9/	2844	15/	4582	24/	7165	42/	12274	77/	22674
4-7	CARGO	0/	42	0/	53	0/	81	0/	123	0/	182	1/	311
4-9	PASS	44/	12921	36/	10733	52/	15303	74/	21830	109/	31954	165/	48283
4-9	CARGO	3/	1070	3/	1144	5/	1594	7/	2165	10/	3178	16/	4821

O-D	FLIGHTS	1972 BUSY DAY/	ANNUAL	1975 BUSY DAY/	ANNUAL	1980 BUSY DAY/	ANNUAL	1985 BUSY DAY/	ANNUAL	1990 BUSY DAY/	ANNUAL	1995 BUSY DAY/	ANNUAL
5-0	PASS	2/	601	2/	681	2/	849	3/	1102	5/	1483	7/	2070
5-0	CARGO	0/	0	0/	42	0/	52	0/	67	0/	90	0/	125
5-1	PASS	0/	217	1/	332	1/	496	2/	596	2/	849	4/	1245
5-1	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
5-3	PASS	4/	1234	4/	1447	6/	1891	8/	2504	12/	3541	17/	5236
5-3	CARGO	0/	95	0/	127	0/	159	0/	219	1/	312	1/	458
5-4	PASS	124/	36380	108/	31565	145/	42458	200/	58625	284/	83084	416/	121609
5-4	CARGO	3/	954	4/	1325	6/	1787	8/	2441	12/	3584	17/	5199
5-5	PASS	303/	88553	276/	80686	346/	101144	432/	126293	550/	160749	715/	208960
5-5	CARGO	5/	1738	6/	1823	7/	2248	9/	2851	12/	3724	17/	5030
5-6	PASS	48/	14050	64/	18904	84/	24670	110/	32185	146/	42658	197/	57531
5-6	CARGO	1/	347	0/	286	1/	369	1/	492	2/	676	3/	962
5-7	PASS	6/	1897	5/	1668	8/	2309	11/	3304	16/	4780	23/	6905
5-7	CARGO	0/	159	0/	84	0/	121	0/	168	0/	299	1/	352
5-8	PASS	0/	203	0/	193	0/	295	1/	298	1/	303	1/	535
5-8	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
5-9	PASS	1/	327	1/	338	1/	493	1/	547	2/	791	3/	1011
5-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
6-0	PASS	0/	17	1/	350	1/	441	1/	560	2/	742	3/	1026
6-0	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
6-4	PASS	133/	39125	148/	43216	211/	61796	318/	92919	505/	147647	777/	227141
6-4	CARGO	3/	816	3/	1049	4/	1451	7/	2122	10/	3285	17/	5001
6-5	PASS	50/	14648	38/	11151	49/	14478	65/	19106	88/	25886	123/	36085
6-5	CARGO	0/	286	1/	360	1/	465	2/	619	2/	852	4/	1212
6-6	PASS	304/	88833	325/	95162	442/	129183	605/	176861	844/	246569	1200/	350657
6-6	CARGO	5/	1600	3/	901	4/	1215	5/	1701	8/	2463	12/	3685
6-7	PASS	17/	5146	15/	4627	23/	6992	36/	10044	51/	15038	79/	23215
6-7	CARGO	1/	307	0/	286	1/	498	2/	622	3/	932	4/	1445
6-9	PASS	0/	0	0/	21	0/	27	0/	37	0/	52	0/	76
6-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
7-0	PASS	26/	7740	26/	7605	37/	11085	51/	14973	72/	21269	107/	31256
7-0	CARGO	7/	2300	8/	2554	12/	3677	17/	5184	25/	7554	38/	11375
7-3	PASS	0/	0	0/	10	0/	15	0/	23	0/	35	0/	57
7-3	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
7-4	PASS	7/	2196	9/	2761	14/	4375	23/	6975	41/	11984	75/	21984
7-4	CARGO	0/	84	0/	84	0/	140	0/	197	1/	308	1/	498
7-5	PASS	5/	1701	5/	1614	7/	2390	10/	3196	15/	4546	22/	6680
7-5	CARGO	0/	159	0/	21	0/	30	0/	42	0/	59	0/	88
7-6	PASS	19/	5559	16/	4855	24/	7273	36/	10542	54/	15777	83/	24363
7-6	CARGO	0/	137	0/	233	1/	349	1/	506	2/	740	4/	1177

O-D	FLIGHTS	1972 BUSY DAY/ANNUAL		1975 BUSY DAY/ANNUAL		1980 BUSY DAY/ANNUAL		1985 BUSY DAY/ANNUAL		1990 BUSY DAY/ANNUAL		1995 BUSY DAY/ANNUAL	
7-7	PASS	773/	225774	674/	196860	1119/	327069	1658/	484294	2520/	735937	3970/	1159290
7-7	CARGO	28/	8215	25/	7324	41/	12164	62/	18282	97/	28347	155/	45528
7-8	PASS	33/	9796	38/	11154	54/	15890	76/	22284	111/	32514	169/	49531
7-8	CARGO	0/	95	0/	137	0/	194	0/	268	1/	384	1/	568
7-9	PASS	1/	493	1/	423	2/	642	3/	918	4/	1374	6/	2001
7-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
8-0	PASS	8/	2587	6/	1755	7/	2264	10/	3006	14/	4374	21/	6151
8-0	CARGO	0/	0	0/	137	0/	167	0/	217	0/	291	1/	404
8-1	PASS	0/	106	0/	106	0/	136	0/	188	0/	268	1/	395
8-1	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
8-3	PASS	9/	2681	8/	2430	10/	3091	14/	4088	19/	5682	26/	7813
8-3	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
8-5	PASS	0/	203	0/	203	0/	247	1/	315	1/	414	1/	564
8-5	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
8-7	PASS	33/	9801	38/	11221	54/	15985	76/	22415	111/	32763	170/	49812
8-7	CARGO	0/	190	1/	318	1/	447	2/	620	3/	887	4/	1312
8-8	PASS	86/	25202	75/	21981	92/	27064	122/	35831	169/	49597	239/	69934
8-8	CARGO	0/	53	1/	413	1/	491	2/	625	2/	893	3/	1121
8-9	PASS	0/	0	0/	54	0/	66	0/	87	0/	118	0/	166
8-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-0	PASS	768/	222058	573/	167564	746/	217961	969/	283143	1274/	372025	1695/	495087
9-0	CARGO	3/	1007	3/	1038	4/	1294	5/	1710	8/	2376	11/	3300
9-1	PASS	3/	908	2/	763	3/	1041	5/	1521	8/	2340	12/	3685
9-1	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-2	PASS	5/	1654	6/	1826	8/	2481	10/	3193	15/	4306	21/	6298
9-2	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-4	PASS	41/	12069	36/	10546	51/	15194	73/	21448	107/	31303	162/	47429
9-4	CARGO	0/	169	1/	477	2/	695	3/	902	4/	1394	6/	2008
9-5	PASS	1/	338	1/	338	1/	493	1/	547	2/	731	3/	1011
9-5	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-6	PASS	0/	113	0/	141	0/	196	0/	266	1/	374	1/	544
9-6	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-7	PASS	0/	275	0/	202	1/	310	1/	435	2/	670	3/	941
9-7	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-8	PASS	0/	0	0/	54	0/	66	0/	87	0/	118	0/	166
9-8	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-9	PASS	18/	5427	171/	50223	222/	65019	287/	84065	373/	109159	487/	142446
9-9	CARGO	0/	0	0/	10	0/	13	0/	17	0/	23	0/	33

APPENDIX D

IAC ESTIMATES BY IACs

APPENDIX D
IAC ESTIMATES BY IAC AREAS

This appendix presents Atlantic, Indian, and Pacific basin flight activity estimates on an individual IAC area basis. Base year (1975) estimates and forecasts were developed for "scheduled only" and for "all traffic" (including "nonscheduled" civil and military charter and not-for-hire traffic). The forecasts were developed on the basis of optimistic (HI case) and pessimistic (LO case) assumptions respecting the future growth of air traffic and its basic parameters as described in the Summary Report.

Estimates for the base and forecast periods were developed for "all stage lengths", for stage lengths "less than and equal to 400 nautical miles" and for stage lengths "greater than 400 n.m." The forecast period for all basins was through 1995. Estimates were developed for five-year intervals for the Atlantic basin, providing forecasts for 1980, 1985, 1990 and 1995. For the Indian and Pacific basins, longer term forecasts were deemed adequate and forecasts were developed for the years 1985 and 1995.

We have chosen to present the forecasts in this appendix by individual IAC area for the "scheduled only" traffic associated with the LO case for the Atlantic basin and for the HI case for the Indian and Pacific basins. Traffic forecasts for the three basins as a whole for both scenarios and types of traffic are presented in the Summary Report.

Our choice of forecasts to be presented here is based on the following conclusions:

- Our optimistic assumptions for traffic growth in the Atlantic basin postulates growth parameters and rates that, while attainable, may be difficult to realize in relatively mature markets

such as the major routes in the Atlantic basin. We therefore regard the lower growth rates as more probable in that basin.

- Conversely, not only are the Indian and Pacific markets less developed than the major Atlantic routes and more in a state of flux, but, for reasons explained in the Summary Report, the lack of true origin-destination traffic flow data may have made it impossible for us to fully reflect the traffic elasticity potential of the Indian and Pacific theater and hence to somewhat understate the possible growth. Therefore, we believe that our optimistic or high forecasts for the Indian/Pacific routes more truly reflect the probable traffic growth and peak IACs for the areas.

- We have chosen to present the "scheduled only" forecasts since this is based on relatively solid traffic data from ICAO and actual schedule times and diurnal patterns from the OAG.[1] The forecasts on nonscheduled civil and military charter and not-for-hire traffic are based more on concepts and assumptions than hard data.

The overview to the summary report describes the form and location available of the high and low "scheduled only" forecasts for the Atlantic and Pacific/Indian basins respectively and the high and low "all traffic" forecasts for all basins of peak IACs by IAC area.

In each case, data are supplied on the busy entry hour and the number of entries during that hour; the busy operations hour and the number of operations during that hour; the busy flight hour and the number of flight hours in that hour; and the IAC for the busy hour. The "flights" figure, which is shown at the top of each page for each case, is the number of flights involved in busy day counts.

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PEAK IAC CALCULATIONS BY IAC AREA FOR THE ATLANTIC OCEAN BASIN:
1975 SCHEDULED TRAFFIC ONLY

TOTAL: 6243.0 FLIGHTS

	Busy Entry		Busy OPS		Busy Flite		IAC For
	Hr	Entries	Hr	OPS	Hr	Fhrs	Busy FHR
Flights of All Stage Lengths							
Basin	14.	432.0	14.	401.5	16.	505.0	515.0
IAC A-1	13.	6.0	19.	5.5	18.	12.3	13.0
IAC A-2	16.	40.0	4.	38.5	17.	84.7	87.0
IAC A-3	4.	44.0	5.	33.5	5.	56.9	60.0
IAC A-4	9.	15.0	9.	14.5	3.	17.7	19.0
IAC A-5	4.	11.0	4.	8.5	6.	17.2	19.0
IAC A-6	20.	16.0	20.	14.0	9.	15.6	18.0
IAC A-7	9.	60.0	9.	52.5	9.	48.0	56.0
IAC A-8	8.	65.0	8.	65.5	8.	60.4	66.0
IAC A-9	7.	3.0	7.	2.5	3.	1.9	2.0
IAC A-10	24.	2.0	24.	2.0	17.	.4	1.0
IAC A-11	1.	6.0	1.	5.0	18.	4.4	6.0
IAC A-12	22.	8.0	22.	5.5	22.	4.9	7.0
IAC A-13	15.	18.0	15.	13.0	15.	15.2	18.0
IAC A-14	24.	6.0	5.	4.0	5.	4.8	5.0
IAC A-15	16.	11.0	16.	9.5	16.	5.2	10.0
IAC A-16	19.	46.0	19.	46.0	19.	29.0	35.0
IAC A-17	21.	14.0	18.	12.0	18.	7.3	9.0
IAC A-18	21.	77.0	21.	77.5	17.	38.2	42.0
IAC A-19	17.	7.0	17.	5.5	17.	3.9	5.0
IAC A-20	20.	40.0	20.	33.0	18.	25.0	31.0
IAC A-21	21.	56.0	17.	54.0	21.	30.1	35.0
IAC A-22	14.	28.0	21.	27.5	16.	8.8	13.0
IAC A-23	23.	52.0	23.	47.0	24.	22.1	30.0
IAC A-24	13.	22.0	13.	21.5	22.	10.1	12.0
IAC A-25	12.	127.0	14.	125.5	13.	128.6	134.0
Flights of 400 Nautical Miles or Less							
Basin	14.	317.0	14.	316.0	14.	204.1	223.0
IAC A-1	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-2	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-3	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-4	9.	7.0	9.	6.5	11.	3.3	5.0
IAC A-5	17.	6.0	17.	4.5	18.	2.8	3.0
IAC A-6	11.	9.0	11.	8.5	16.	5.5	7.0
IAC A-7	9.	39.0	9.	34.5	9.	28.2	32.0
IAC A-8	8.	57.0	8.	53.0	8.	40.0	44.0
IAC A-9	7.	3.0	7.	2.5	7.	.8	2.0
IAC A-10	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-11	15.	3.0	15.	2.5	20.	.3	1.0
IAC A-12	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-13	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-14	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-15	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-16	20.	24.0	20.	26.5	21.	14.4	19.0
IAC A-17	20.	6.0	20.	5.5	19.	2.6	4.0
IAC A-18	21.	68.0	21.	65.0	21.	26.6	34.0
IAC A-19	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-20	16.	9.0	14.	7.5	16.	5.8	8.0
IAC A-21	14.	36.0	14.	35.0	16.	16.4	18.0
IAC A-22	13.	26.0	13.	25.5	14.	6.2	9.0
IAC A-23	14.	36.0	14.	31.5	15.	13.9	16.0
IAC A-24	12.	20.0	13.	19.5	19.	7.6	10.0
IAC A-25	12.	94.0	14.	95.5	13.	75.8	83.0
Flights of Longer than 400 Nautical Miles							
Basin	15.	127.0	18.	123.5	16.	317.2	326.0
IAC A-1	13.	6.0	19.	5.5	18.	12.3	13.0
IAC A-2	16.	40.0	4.	38.5	17.	84.7	87.0
IAC A-3	4.	44.0	5.	33.5	5.	56.9	60.0
IAC A-4	2.	11.0	5.	10.5	3.	17.7	19.0
IAC A-5	4.	11.0	4.	8.5	6.	17.2	19.0
IAC A-6	6.	8.0	13.	7.5	9.	14.1	16.0
IAC A-7	9.	21.0	17.	20.5	2.	39.3	43.0
IAC A-8	6.	19.0	9.	15.0	7.	22.9	25.0
IAC A-9	1.	2.0	1.	1.5	3.	1.9	2.0
IAC A-10	24.	2.0	24.	2.0	17.	.4	1.0
IAC A-11	1.	6.0	1.	5.0	18.	4.2	5.0
IAC A-12	22.	8.0	22.	5.5	22.	4.9	7.0
IAC A-13	15.	18.0	15.	13.0	15.	15.2	18.0
IAC A-14	24.	6.0	5.	4.0	5.	4.8	5.0
IAC A-15	16.	11.0	16.	9.5	16.	5.2	10.0
IAC A-16	19.	27.0	19.	27.5	19.	15.9	23.0
IAC A-17	21.	9.0	18.	7.0	18.	5.6	7.0
IAC A-18	16.	18.0	18.	20.5	17.	25.0	27.0
IAC A-19	17.	7.0	17.	5.5	17.	3.9	5.0
IAC A-20	20.	33.0	20.	26.5	18.	20.9	26.0
IAC A-21	19.	30.0	19.	26.5	21.	19.2	23.0
IAC A-22	16.	7.0	23.	7.0	16.	3.0	5.0
IAC A-23	23.	22.0	23.	19.0	24.	10.1	14.0
IAC A-24	18.	8.0	18.	8.0	22.	6.4	8.0
IAC A-25	22.	36.0	18.	38.0	16.	60.9	65.0

PEAK IAC CALCULATIONS BY IAC AREA FOR THE ATLANTIC OCEAN BASIN:
1980 SCHEDULED TRAFFIC ONLY

TOTAL: 7198.4 FLIGHTS

	Busy Entry Hr	Busy Entry Entries	Busy OPS Hr	Busy OPS OPS	Busy Flite Hr	Busy Flite Fhrs	IAC For Busy FHR
Flights of All Stage Lengths							
Basin	14.	498.4	14.	462.5	16.	583.0	594.0
IAC A-1	13.	7.1	19.	6.5	18.	14.5	15.3
IAC A-2	16.	47.2	4.	45.4	17.	100.0	102.7
IAC A-3	4.	51.9	5.	39.6	5.	67.2	70.9
IAC A-4	9.	17.2	9.	16.6	3.	21.1	22.7
IAC A-5	4.	12.8	4.	9.9	6.	20.1	22.2
IAC A-6	20.	18.1	20.	15.8	9.	17.9	20.7
IAC A-7	9.	67.2	9.	58.8	9.	54.0	63.1
IAC A-8	8.	72.2	8.	72.7	8.	67.2	73.3
IAC A-9	7.	3.3	7.	2.8	3.	2.1	2.2
IAC A-10	24.	2.2	24.	2.2	17.	.5	1.2
IAC A-11	1.	7.1	1.	5.9	18.	5.2	7.1
IAC A-12	22.	9.1	22.	6.3	22.	5.6	8.0
IAC A-13	15.	20.5	15.	14.8	15.	17.3	20.5
IAC A-14	24.	7.2	5.	4.8	5.	5.8	6.0
IAC A-15	16.	12.5	16.	10.8	16.	5.9	11.4
IAC A-16	19.	52.9	19.	52.9	19.	33.3	40.1
IAC A-17	21.	16.1	18.	13.8	18.	8.4	10.3
IAC A-18	21.	89.8	21.	90.3	17.	44.1	48.5
IAC A-19	17.	8.2	17.	6.4	17.	4.6	5.6
IAC A-20	20.	46.7	20.	38.6	18.	29.1	36.0
IAC A-21	21.	65.9	17.	64.1	21.	35.5	41.3
IAC A-22	14.	32.8	21.	32.1	16..	10.2	15.1
IAC A-23	23.	60.4	23.	54.5	24.	25.7	34.9
IAC A-24	20.	25.7	13.	25.1	22.	12.0	14.3
IAC A-25	12.	144.9	14.	143.5	13.	147.0	153.2
Flights of 400 Nautical Miles or Less							
Basin	14.	365.2	14.	363.9	14.	234.0	255.9
IAC A-1	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-2	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-3	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-4	9.	7.8	9.	7.2	11.	3.7	5.5
IAC A-5	17.	6.7	17.	5.0	18.	3.1	3.3
IAC A-6	11.	10.3	11.	9.7	16.	6.2	7.9
IAC A-7	9.	43.3	9.	38.3	9.	31.3	35.5
IAC A-8	8.	63.3	8.	58.8	8.	44.4	48.8
IAC A-9	7.	3.3	7.	2.8	7.	.9	2.2
IAC A-10	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-11	15.	3.5	15.	2.9	20.	.4	1.2
IAC A-12	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-13	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-14	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-15	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-16	20.	27.7	20.	30.6	21.	16.5	21.7
IAC A-17	20.	7.0	20.	6.4	19.	3.0	4.7
IAC A-18	21.	79.6	21.	76.0	21.	31.1	39.8
IAC A-19	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-20	16.	10.8	16.	9.0	16.	6.9	9.6
IAC A-21	14.	43.3	14.	42.0	16.	19.8	21.7
IAC A-22	13.	30.4	13.	29.8	14.	7.3	10.5
IAC A-23	14.	41.9	16.	36.9	15.	16.4	18.8
IAC A-24	12.	23.4	13.	22.8	19.	8.9	18.8
IAC A-25	12.	107.4	14.	109.3	13.	86.7	94.9
Flights of Longer than 400 Nautical Miles							
Basin	15.	146.5	18.	142.4	16.	367.9	378.1
IAC A-1	13.	7.1	19.	6.5	18.	14.5	15.3
IAC A-2	16.	47.2	4.	45.4	17.	100.0	102.7
IAC A-3	4.	51.9	5.	39.6	5.	67.2	70.9
IAC A-4	2.	13.1	5.	12.4	3.	21.1	22.7
IAC A-5	4.	12.8	4.	9.9	6.	20.1	22.2
IAC A-6	6.	9.1	13.	8.5	9.	16.2	18.4
IAC A-7	18.	24.0	18.	23.6	2.	46.0	50.3
IAC A-8	6.	21.3	9.	16.7	7.	25.5	27.9
IAC A-9	1.	2.4	1.	1.8	3.	2.1	2.2
IAC A-10	24.	2.2	24.	2.2	17.	.5	1.2
IAC A-11	1.	7.1	1.	5.9	18.	5.0	5.9
IAC A-12	22.	9.1	22.	6.3	22.	5.6	8.0
IAC A-13	15.	20.5	15.	14.8	15.	17.3	20.5
IAC A-14	24.	7.2	5.	4.8	5.	5.8	6.0
IAC A-15	16.	12.5	16.	10.8	16.	5.9	11.4
IAC A-16	19.	31.0	19.	31.6	19.	18.3	26.4
IAC A-17	21.	10.3	18.	8.0	18.	6.4	8.0
IAC A-18	16.	20.6	18.	23.5	17.	28.7	31.0
IAC A-19	17.	8.2	17.	6.4	17.	4.6	5.8
IAC A-20	20.	38.4	20.	30.8	20.	24.4	31.5
IAC A-21	19.	34.8	21.	30.8	21.	22.5	26.9
IAC A-22	16.	8.0	23.	8.1	16.	3.5	5.8
IAC A-23	23.	25.5	23.	22.0	24.	11.8	16.2
IAC A-24	18.	9.2	18.	9.3	22.	7.6	9.6
IAC A-25	22.	41.1	18.	43.5	16.	69.6	74.3

PEAK IAC CALCULATIONS BY IAC AREA FOR THE ATLANTIC OCEAN BASIN:
1985 SCHEDULED TRAFFIC ONLY

TOTAL: 8503.8 FLIGHTS

	Busy Entry HR	Busy Entry Entries	Busy OPS Hr	Busy OPS OPS	Busy Flite Hr	Busy Flite Fhrs	IAC For Busy FHR
Flights of All Stage Lengths							
Basin	14.	589.7	14.	546.3	16.	692.3	705.1
IAC A-1	13.	8.6	19.	7.8	16.	17.5	18.8
IAC A-2	16.	56.9	4.	54.8	17.	120.5	123.8
IAC A-3	4.	62.7	5.	47.7	5.	81.0	85.4
IAC A-4	9.	19.6	9.	18.9	3.	26.2	28.0
IAC A-5	4.	15.6	4.	12.0	6.	24.7	27.3
IAC A-6	20.	21.9	20.	19.1	9.	21.8	25.1
IAC A-7	9.	74.3	9.	64.9	9.	59.9	70.1
IAC A-8	8.	78.8	8.	79.3	8.	73.4	80.0
IAC A-9	7.	3.6	7.	3.0	3.	2.3	2.4
IAC A-10	24.	2.5	24.	2.5	17.	.6	1.4
IAC A-11	1.	8.6	1.	7.2	18.	6.2	8.4
IAC A-12	22.	10.4	22.	7.2	22.	6.4	9.1
IAC A-13	15.	23.3	15.	16.8	15.	19.7	23.3
IAC A-14	24.	8.5	5.	5.9	5.	7.0	7.4
IAC A-15	16.	14.2	16.	12.3	16.	6.7	12.9
IAC A-16	19.	60.9	19.	60.7	19.	38.2	46.2
IAC A-17	21.	18.2	18.	15.6	18.	9.5	11.7
IAC A-18	21.	100.9	21.	101.5	17.	50.1	55.0
IAC A-19	17.	9.8	17.	7.7	17.	5.5	7.0
IAC A-20	20.	55.4	20	45.7	18.	34.3	42.6
IAC A-21	17.	78.8	17.	77.5	21.	42.5	49.1
IAC A-22	14.	36.7	21.	36.1	16.	11.5	17.0
IAC A-23	23.	74.5	23.	67.3	24.	31.8	43.0
IAC A-24	20.	29.4	13.	28.3	22.	14.1	16.8
IAC A-25	12.	182.1	14.	180.6	13.	185.0	193.0
Flights of 400 Nautical Miles or Less							
Basin	14.	429.6	14.	428.0	14.	276.1	301.9
IAC A-1	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-2	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-3	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-4	9.	8.5	9.	7.9	11.	4.0	6.0
IAC A-5	17.	7.3	17.	5.4	18.	3.4	3.6
IAC A-6	11.	13.0	11.	12.1	16.	7.5	9.6
IAC A-7	9.	47.2	9.	41.7	9.	34.1	38.7
IAC A-8	8.	69.0	8.	64.1	8.	48.4	53.2
IAC A-9	7.	3.6	7.	3.0	7.	1.0	2.4
IAC A-10	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-11	15.	3.9	15.	3.3	20.	.4	1.3
IAC A-12	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-13	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-14	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-15	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-16	20.	31.2	20.	34.5	21.	18.6	24.6
IAC A-17	20.	7.9	20.	7.2	19.	3.4	5.2
IAC A-18	21.	89.1	21.	85.1	21.	34.8	44.5
IAC A-19	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-20	16.	13.4	16.	11.0	16.	8.1	11.6
IAC A-21	14.	52.8	14.	51.2	16.	24.1	26.5
IAC A-22	13.	34.1	13.	33.4	14.	8.1	11.8
IAC A-23	14.	52.6	14.	46.0	15.	20.5	23.7
IAC A-24	12.	26.2	13.	25.6	19.	10.0	13.1
IAC A-25	12.	135.6	14.	138.0	13.	109.4	119.9
Flights Longer than 400 Nautical Miles							
Basin	15.	173.6	18.	169.4	16.	438.8	450.8
IAC A-1	13.	8.6	19.	7.8	18.	17.5	18.5
IAC A-2	16.	56.9	4.	54.8	17.	120.5	123.8
IAC A-3	4.	62.7	5.	47.7	5.	81.0	85.4
IAC A-4	2.	16.5	5.	14.9	3.	26.2	28.0
IAC A-5	4.	15.6	4.	12.0	6.	24.7	27.3
IAC A-6	8.	10.9	13.	10.1	9.	19.8	22.5
IAC A-7	18.	27.3	18.	27.0	2.	53.9	59.3
IAC A-8	6.	23.5	9.	18.3	7.	27.9	30.6
IAC A-9	1.	2.8	1.	2.1	3.	2.3	2.4
IAC A-10	24.	2.5	24.	2.5	17.	.6	1.4
IAC A-11	1.	8.6	1.	7.2	18.	6.0	7.1
IAC A-12	22.	10.4	22.	7.2	22.	6.4	9.1
IAC A-13	15.	23.3	15.	16.8	15.	19.7	23.3
IAC A-14	24.	8.5	5.	5.9	5.	7.0	7.4
IAC A-15	16.	14.2	16.	12.3	16.	6.7	12.9
IAC A-16	19.	36.2	19.	36.7	19.	21.3	30.7
IAC A-17	21.	11.7	18.	9.1	18.	7.2	9.1
IAC A-18	16.	23.5	18.	27.0	17.	32.8	35.5
IAC A-19	17.	9.6	17.	7.7	17.	5.5	7.0
IAC A-20	20.	45.5	20.	36.5	20.	29.0	37.4
IAC A-21	19.	41.1	21.	36.2	21.	27.0	32.2
IAC A-22	16.	9.0	23.	9.2	16.	3.9	6.5
IAC A-23	23.	30.7	23.	26.4	24.	14.4	19.5
IAC A-24	18.	10.8	18.	10.9	22.	9.2	11.6
IAC A-25	22.	51.3	18.	54.3	16.	87.5	93.6

PEAK IAC CALCULATIONS BY IAC AREA FOR THE ATLANTIC OCEAN BASIN
1990 SCHEDULED TRAFFIC ONLY

TOTAL: 10260.6 FLIGHTS

	Busy Entry HR	Busy Entry Entries	Busy OPS HR	Busy OPS OPS	Busy Flite Hr	Busy Flite Fhrs	IAC For Busy FHR
Flights of All Stage Lengths							
Basin	14.	712.4	14.	658.8	16.	838.9	853.9
IAC A-1	13.	10.5	19.	9.6	18.	21.5	22.7
IAC A-2	16.	70.0	4.	67.4	17.	148.2	152.3
IAC A-3	4.	77.0	5.	58.7	5.	99.6	105.1
IAC A-4	9.	23.1	9.	22.2	3.	33.1	35.4
IAC A-5	4.	19.3	4.	14.8	6.	31.2	34.5
IAC A-6	20.	27.0	20.	23.5	9.	27.0	31.2
IAC A-7	9.	84.2	9.	73.4	9.	68.1	79.9
IAC A-8	8.	88.1	8.	88.6	8.	82.1	89.4
IAC A-9	7.	4.0	7.	3.4	3.	2.6	2.7
IAC A-10	24.	2.8	24.	2.8	17.	.7	1.8
IAC A-11	1.	10.7	1.	9.0	18.	7.7	10.2
IAC A-12	22.	12.0	22.	8.3	22.	7.4	10.5
IAC A-13	15.	26.8	15.	19.3	15.	22.6	26.8
IAC A-14	24.	10.3	5.	7.4	5.	8.7	9.2
IAC A-15	16.	16.3	16.	14.1	16.	7.7	14.8
IAC A-16	19.	71.1	19.	70.9	19.	44.6	54.0
IAC A-17	21.	21.0	18.	17.9	18.	10.9	13.5
IAC A-18	21.	115.9	21.	116.5	20.	57.9	64.3
IAC A-19	17.	11.9	17.	9.3	17.	6.6	8.5
IAC A-20	20.	66.7	20.	55.0	18.	41.1	51.1
IAC A-21	17.	97.0	17.	95.2	21.	51.6	59.6
IAC A-22	14.	42.0	21.	41.5	16.	13.2	19.4
IAC A-23	23.	93.3	23.	84.4	24.	39.9	53.8
IAC A-24	20.	34.4	13.	32.6	22.	16.9	20.2
IAC A-25	12.	231.8	14.	230.1	13.	235.8	246.0
Flights of 400 Nautical Miles or Less							
Basin	14.	516.2	14.	514.2	14.	332.8	363.7
IAC A-1	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-2	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-3	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-4	9.	9.4	9.	8.8	11.	4.5	6.7
IAC A-5	17.	8.1	17.	6.1	18.	3.8	4.0
IAC A-6	11.	16.6	11.	15.4	16.	9.2	11.9
IAC A-7	9.	52.6	9.	46.6	9.	38.1	43.2
IAC A-8	8.	76.9	8.	71.5	8.	54.0	59.4
IAC A-9	7.	4.0	7.	3.4	7.	1.1	2.7
IAC A-10	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-11	15.	4.5	15.	3.8	20.	.4	1.5
IAC A-12	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-13	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-14	0	0.0	0.	0.0	0.	0.0	0.0
IAC A-15	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-16	20.	35.8	20.	39.5	21.	21.4	28.2
IAC A-17	20.	9.0	20.	8.3	19.	3.9	6.0
IAC A-18	21.	102.0	21.	97.5	21.	39.9	51.0
IAC A-19	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-20	16.	16.8	16.	13.6	16.	9.8	14.3
IAC A-21	14.	65.7	15.	63.9	16.	30.0	33.1
IAC A-22	13.	39.0	13.	38.2	14.	9.3	13.5
IAC A-23	14.	66.7	14.	58.5	15.	26.1	30.2
IAC A-24	12.	30.0	13.	29.4	19.	11.4	15.0
IAC A-25	12.	173.3	14.	176.2	13.	139.7	153.2
Flights Longer than 400 Nautical Miles							
Basin	15.	209.6	18.	205.5	16.	533.7	548.0
IAC A-1	13.	10.5	19.	9.6	18.	21.5	22.7
IAC A-2	16.	70.0	4.	67.4	17.	148.2	152.3
IAC A-3	4.	77.0	5.	58.7	5.	99.6	105.1
IAC A-4	2.	21.2	5.	18.3	3.	33.1	35.4
IAC A-5	4.	19.3	4.	14.8	6.	31.2	34.5
IAC A-6	8.	13.4	13.	12.2	9.	24.6	28.0
IAC A-7	18.	31.9	18.	31.7	2.	65.0	71.8
IAC A-8	6.	26.6	9.	20.6	7.	31.3	34.4
IAC A-9	1.	3.4	1.	2.5	3.	2.6	2.7
IAC A-10	24.	2.8	24.	2.8	17.	.7	1.8
IAC A-11	1.	10.7	1.	9.0	18.	7.3	8.8
IAC A-12	22.	12.0	22.	8.3	22.	7.4	10.5
IAC A-13	15.	26.8	15.	19.3	15.	22.6	26.8
IAC A-14	24.	10.3	5.	7.4	5.	8.7	9.2
IAC A-15	16.	16.3	16.	14.1	16.	7.7	14.8
IAC A-16	19.	42.8	19.	43.4	19.	25.1	36.2
IAC A-17	21.	13.5	18.	10.4	18.	8.3	10.5
IAC A-18	16.	27.1	18.	31.6	17.	38.0	41.3
IAC A-19	17.	11.9	17.	9.3	17.	6.6	8.5
IAC A-20	20.	54.8	20.	43.8	20.	35.0	45.0
IAC A-21	19.	49.4	21.	43.2	21.	32.9	39.0
IAC A-22	16.	10.4	23.	10.8	16.	4.5	7.4
IAC A-23	23.	37.6	23.	32.4	24.	17.8	23.9
IAC A-24	18.	12.8	18.	13.0	22.	11.4	14.3
IAC A-25	22.	64.9	18.	68.8	16.	111.5	119.4

PEAK IAC CALCULATIONS BY IAC AREA FOR THE ATLANTIC OCEAN BASIN
1995 SCHEDULED TRAFFIC ONLY

TOTAL: 12435.0 FLIGHTS

	Busy Entry HR	Entries	Busy OPS HR	OPS	Busy Flite Hr	Fhrs	IAC For Busy FHR
Flights of All Stage Lengths							
Basin	14.	864.4	14.	798.3	16.	1020.2	1038.1
IAC A-1	13.	12.9	19.	11.8	18.	26.4	27.9
IAC A-2	16.	86.0	4.	82.8	17.	182.1	187.1
IAC A-3	4.	94.6	5.	72.0	5.	122.4	129.0
IAC A-4	9.	27.3	9.	26.1	3.	41.8	44.6
IAC A-5	4.	24.0	4.	18.3	6.	39.2	43.4
IAC A-6	20.	33.5	20.	29.0	9.	33.6	38.8
IAC A-7	9.	95.8	9.	83.2	2.	78.3	87.0
IAC A-8	8.	98.7	8.	99.2	8.	92.1	100.2
IAC A-9	7.	4.5	7.	3.8	3.	2.9	3.0
IAC A-10	24.	3.2	24.	3.2	17.	.9	2.2
IAC A-11	1.	13.3	1.	11.1	18.	9.4	12.5
IAC A-12	22.	13.9	22.	9.7	22.	8.5	12.2
IAC A-13	15.	30.9	15.	22.3	15.	26.1	30.9
IAC A-14	24.	12.4	5.	9.2	5.	10.8	11.5
IAC A-15	16.	18.7	16.	16.2	16.	8.9	17.0
IAC A-16	19.	83.3	19.	82.9	19.	52.1	63.3
IAC A-17	21.	24.2	18.	20.6	18.	12.5	15.6
IAC A-18	21.	132.5	21.	133.3	20.	66.9	74.3
IAC A-19	17.	14.5	17.	11.4	17.	8.1	10.3
IAC A-20	20.	80.6	20.	66.4	18.	49.5	61.6
IAC A-21	17.	119.9	17.	117.6	21.	63.0	72.5
IAC A-22	14.	47.9	21.	47.6	16.	15.0	22.2
IAC A-23	23.	117.3	23.	106.2	24.	50.3	67.7
IAC A-24	20.	40.1	13.	37.5	22.	20.3	24.3
IAC A-25	12.	296.2	14.	294.4	13.	301.5	314.8
Flights of 400 Nautical Miles or Less							
Basin	14.	623.5	14.	620.7	14.	403.4	440.6
IAC A-1	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-2	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-3	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-4	9.	10.6	9.	9.8	11.	5.0	7.5
IAC A-5	17.	9.1	17.	6.8	18.	4.2	4.5
IAC A-6	11.	21.2	11.	19.6	16.	11.4	14.8
IAC A-7	9.	58.9	9.	52.1	9.	42.6	48.3
IAC A-8	8.	86.1	8.	80.0	8.	60.4	66.4
IAC A-9	7.	4.5	7.	3.8	7.	1.2	3.0
IAC A-10	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-11	15.	5.1	15.	4.3	20.	.5	1.7
IAC A-12	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-13	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-14	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-15	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-16	20.	40.9	20.	45.2	21.	24.5	32.3
IAC A-17	20.	10.3	20.	9.4	19.	4.4	6.8
IAC A-18	21.	116.3	21.	111.1	21.	45.5	58.1
IAC A-19	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-20	16.	21.1	16.	16.9	16.	11.9	17.8
IAC A-21	14.	82.0	15.	80.3	16.	37.4	41.4
IAC A-22	13.	44.5	13.	43.6	14.	10.6	15.4
IAC A-23	14.	85.1	14.	74.6	15.	33.4	38.7
IAC A-24	12.	34.2	13.	33.6	19.	13.0	17.1
IAC A-25	12.	222.3	14.	225.8	13.	179.1	196.5
Flights Longer than 400 Nautical Miles							
Basin	15.	254.0	18.	250.2	16.	650.6	667.8
IAC A-1	13.	12.9	19.	11.8	18.	26.4	27.9
IAC A-2	16.	86.0	4.	82.8	17.	182.1	187.1
IAC A-3	4.	94.6	5.	72.0	5.	122.4	129.0
IAC A-4	2.	27.1	5.	22.5	3.	41.8	44.6
IAC A-5	4.	24.0	4.	18.3	6.	39.2	43.4
IAC A-6	8.	16.5	13.	14.8	9.	30.6	34.9
IAC A-7	18.	37.3	18.	37.3	2.	78.3	87.0
IAC A-8	6.	30.2	9.	23.2	7.	35.2	38.8
IAC A-9	1.	4.1	1.	3.0	3.	2.9	3.0
IAC A-10	24.	3.2	24.	3.2	17.	.9	2.2
IAC A-11	1.	13.3	1.	11.1	18.	9.0	10.7
IAC A-12	22.	13.9	22.	9.7	22.	8.5	12.2
IAC A-13	15.	30.9	15.	22.3	15.	26.1	30.9
IAC A-14	24.	12.4	5.	9.2	5.	10.8	11.5
IAC A-15	16.	18.7	16.	16.2	16.	8.9	17.0
IAC A-16	19.	50.9	19.	51.4	19.	29.8	42.9
IAC A-17	21.	15.6	18.	12.0	18.	9.6	12.2
IAC A-18	16.	31.4	18.	37.0	17.	44.2	48.1
IAC A-19	17.	14.5	17.	11.4	17.	8.1	10.3
IAC A-20	20.	66.2	20.	52.9	20.	42.4	54.3
IAC A-21	19.	59.5	21.	51.7	21.	40.2	47.6
IAC A-22	16.	11.9	23.	12.5	16.	5.1	8.5
IAC A-23	23.	46.1	23.	39.8	24.	22.1	29.4
IAC A-24	18.	15.4	18.	15.5	22.	14.0	17.7
IAC A-25	22.	82.4	18.	87.4	16.	142.4	152.8

PEAK IAC CALCULATIONS BY IAC AREA FOR THE INDIAN OCEAN BASIN:
1975 SCHEDULED TRAFFIC ONLY

	Busy Entry Hr	Busy Entry Entries	Busy OPS Hr	Busy OPS OPS	Busy Flite Hr	Busy Flite Fhrs	IAC For Busy Fhr
Flights of All Stage Lengths							
Basin	5.	167.0	5.	159.5	6.	205.1	226.0
IAC I-1	4.	52.0	4.	43.5	6.	54.7	58.0
IAC I-2	2.	26.0	4.	27.0	7.	27.8	31.0
IAC I-3	4.	10.0	4.	10.5	16.	9.8	12.0
IAC I-4	3.	53.0	3.	52.5	3.	64.7	71.0
IAC I-5	5.	32.0	7.	32.0	7.	30.9	35.0
IAC I-6	6.	11.0	5.	9.0	6.	8.2	12.0
IAC I-7	5.	14.0	7.	12.5	6.	14.4	16.0
IAC I-8	1.	7.0	2.	4.5	2.	8.1	9.0
IAC I-9	3.	18.0	3.	14.0	4.	13.2	16.0
IAC I-10	4.	8.0	7.	7.5	7.	16.1	19.0
Flights of 400 Nautical Miles or Less							
Basin	4.	107.0	4.	101.0	6.	88.0	96.0
IAC I-1	1.	39.0	2.	35.5	6.	24.9	27.0
IAC I-2	1.	17.0	2.	18.0	3.	15.6	17.0
IAC I-3	2.	5.0	2.	4.5	7.	2.4	3.0
IAC I-4	3.	36.0	5.	37.0	3.	32.4	37.0
IAC I-5	6.	18.0	6.	19.5	7.	14.1	17.0
IAC I-6	5.	8.0	5.	6.5	7.	5.1	7.0
IAC I-7	2.	5.0	2.	4.5	6.	2.5	3.0
IAC I-8	1.	4.0	1.	2.0	2.	3.9	5.0
IAC I-9	6.	3.0	6.	2.5	1.	1.9	2.0
IAC I-10	2.	1.0	2.	.5	3.	1.0	1.0
Flights Longer than 400 Nautical Miles							
Basin	6.	68.0	5.	58.5	7.	119.7	128.0
IAC I-1	4.	21.0	4.	17.0	6.	29.8	31.0
IAC I-2	4.	14.0	4.	13.0	10.	16.9	19.0
IAC I-3	4.	9.0	4.	9.0	16.	9.8	12.0
IAC I-4	1.	18.0	7.	17.0	3.	32.3	35.0
IAC I-5	22.	19.0	22.	15.5	24.	22.1	24.0
IAC I-6	22.	7.0	22.	7.5	22.	6.1	7.0
IAC I-7	6.	12.0	6.	10.5	6.	11.9	14.0
IAC I-8	2.	4.0	2.	3.0	14.	5.1	6.0
IAC I-9	3.	16.0	3.	13.0	3.	11.4	14.0
IAC I-10	4.	8.0	7.	7.0	7.	15.5	18.0

PEAK IAC CALCULATIONS BY IAC AREA FOR THE INDIAN OCEAN BASIN:
1985 SCHEDULED TRAFFIC ONLY

TOTAL: 13176.2 FLIGHTS

	Busy Entry Hr	Busy Entry Entries	Busy OPS Hr	Busy OPS OPS	Busy Flite Hr	Busy Flite Fhrs	IAC For Busy FHR
Flights of All Stage Lengths							
Basin	5.	372.0	5.	356.1	6.	466.1	507.7
IAC I-1	4.	130.0	4.	108.5	6.	136.1	144.4
IAC I-2	4.	44.5	4.	48.0	7.	44.9	50.5
IAC I-3	4.	18.5	4.	19.3	16.	16.0	19.5
IAC I-4	3.	128.4	3.	128.1	3.	157.3	172.3
IAC I-5	5.	64.3	7.	61.7	7.	59.4	67.5
IAC I-6	6.	26.0	5.	22.5	6.	19.5	28.5
IAC I-7	5.	35.0	7.	31.3	6.	36.0	40.0
IAC I-8	1.	17.5	2.	11.2	2.	19.9	22.2
IAC I-9	3.	41.7	3.	32.6	4.	30.3	37.0
IAC I-10	5.	19.5	7.	18.0	7.	37.7	44.8
Flights of 400 Nautical Miles or Less							
Basin	4.	238.0	5.	227.0	6.	198.7	213.5
IAC I-1	1.	97.5	2.	87.9	6.	62.2	67.5
IAC I-2	1.	27.1	2.	28.4	3.	24.4	27.1
IAC I-3	2.	7.5	2.	6.8	7.	3.6	4.5
IAC I-4	5.	88.5	5.	90.7	3.	79.6	90.4
IAC I-5	6.	33.8	6.	36.8	7.	26.5	32.0
IAC I-6	5.	20.0	5.	16.3	7.	12.7	17.5
IAC I-7	2.	12.5	2.	11.3	6.	6.3	7.5
IAC I-8	1.	10.0	1.	5.0	2.	9.8	12.5
IAC I-9	6.	6.9	6.	5.6	1.	4.8	5.0
IAC I-10	2.	2.5	2.	1.3	3.	2.5	2.5
Flights Longer than 400 Nautical Miles							
Basin	6.	148.8	5.	129.1	7.	268.5	287.0
IAC I-1	4.	52.5	4.	42.5	6.	73.9	76.9
IAC I-2	4.	27.4	4.	26.4	10.	30.3	34.5
IAC I-3	4.	17.0	4.	17.0	16.	16.0	19.5
IAC I-4	1.	43.2	3.	39.7	3.	77.7	84.4
IAC I-5	22.	41.1	22.	33.0	24.	47.9	52.0
IAC I-6	22.	14.5	22.	15.5	22.	13.5	15.8
IAC I-7	6.	30.0	6.	26.3	6.	29.7	35.0
IAC I-8	2.	9.8	7.	7.5	14.	12.4	14.5
IAC I-9	3.	36.7	3.	30.1	3.	26.4	32.4
IAC I-10	4.	19.1	7.	16.7	7.	36.2	42.3

PEAK IAC CALCULATIONS BY IAC AREA FOR THE INDIAN OCEAN:
1995 SCHEDULED TRAFFIC ONLY

TOTAL: 29172.0 FLIGHTS

	Busy Entry		Busy OPS		Busy Flite		IAC For
	Hr	Entries	Hr	OPS	Hr	Fhrs	Busy FHR
Flights of All Stage Lengths							
Basin	5.	878.8	5.	841.8	6.	1115.2	1207.7
IAC I-1	4.	323.4	4.	269.5	6.	337.9	358.7
IAC I-2	4.	91.0	4.	98.5	7.	85.1	96.7
IAC I-3	4.	39.0	4.	40.4	16.	30.3	36.8
IAC I-4	3.	314.9	3.	315.2	3.	386.6	423.1
IAC I-5	5.	144.5	7.	135.1	7.	129.8	147.4
IAC I-6	6.	62.8	5.	56.0	6.	47.3	69.1
IAC I-7	5.	87.1	7.	77.7	6.	89.6	99.5
IAC I-8	1.	43.5	2.	27.8	2.	49.1	54.8
IAC I-9	3.	103.5	3.	81.1	4.	75.2	91.7
IAC I-10	5.	48.7	7.	45.1	7.	94.6	112.3
Flights of 400 Nautical Miles or Less							
Basin	4.	561.0	5.	538.1	6.	472.0	503.4
IAC I-1	1.	242.6	2.	217.7	6.	154.9	167.9
IAC I-2	1.	51.0	2.	53.0	3.	45.2	51.0
IAC I-3	2.	13.5	2.	12.2	7.	6.5	8.1
IAC I-4	5.	218.3	5.	223.5	3.	196.4	222.4
IAC I-5	6.	72.9	6.	79.4	7.	57.1	68.8
IAC I-6	5.	49.8	5.	40.4	7.	31.7	43.5
IAC I-7	2.	31.1	2.	28.0	6.	15.5	18.7
IAC I-8	1.	24.9	1.	12.4	2.	24.3	31.1
IAC I-9	6.	16.5	6.	13.4	4.	11.8	18.7
IAC I-10	2.	6.2	2.	3.1	3.	6.2	6.2
Flights Longer than 400 Nautical Miles							
Basin	6.	349.7	7.	307.1	6.	643.2	704.3
IAC I-1	4.	130.6	4.	105.7	6.	183.1	190.7
IAC I-2	4.	59.7	4.	59.1	11.	62.6	76.3
IAC I-3	4.	36.3	4.	36.3	16.	30.3	36.8
IAC I-4	1.	105.8	3.	97.2	3.	190.3	206.8
IAC I-5	22.	97.0	22.	76.9	24.	114.1	123.9
IAC I-6	22.	33.6	22.	35.7	22.	32.3	38.7
IAC I-7	6.	74.6	6.	65.3	6.	74.0	87.1
IAC I-8	2.	24.5	7.	18.7	14.	30.3	35.3
IAC I-9	3.	91.0	3.	74.9	3.	65.9	80.4
IAC I-10	4.	48.1	7.	42.0	7.	90.8	106.1

PEAK IAC CALCULATIONS BY IAC AREA FOR THE PACIFIC OCEAN BASIN:
1975 SCHEDULED TRAFFIC ONLY

	Busy Entry Hr	Busy Entry Entries	Busy OPS Hr	Busy OPS OPS	Busy Flite Hr	Busy Flite Fhrs	IAC For Busy Fhr
Flights of All Stage Lengths							
Basin	1.	356.0	1.	331.1	3.	334.2	360.0
IAC P-1	1.	98.0	9.	92.5	3.	104.9	113.0
IAC P-2	5.	30.0	5.	24.5	7.	30.8	37.0
IAC P-3	20.	38.0	20.	40.5	19.	48.0	55.0
IAC P-4	1.	28.0	1.	23.0	1.	19.5	22.0
IAC P-5	22.	10.0	22.	11.0	4.	11.0	13.0
IAC P-6	20.	38.0	2.	36.5	24.	33.3	41.0
IAC P-7	22.	11.0	22.	10.0	23.	18.0	19.0
IAC P-8	1.	4.0	19.	4.0	17.	6.4	7.0
IAC P-9	1.	95.0	1.	90.5	2.	77.1	86.0
IAC P-10	2.	68.0	22.	64.5	22.	49.9	52.0
IAC P-11	24.	12.0	24.	11.5	2.	1.9	3.0
Flights of 400 Nautical Miles or Less							
Basin	1.	269.0	1.	258.5	1.	184.6	198.0
IAC P-1	2.	62.0	8.	59.0	8.	53.8	57.0
IAC P-2	5.	12.0	5.	10.5	5.	10.1	12.0
IAC P-3	19.	29.0	19.	27.5	19.	16.7	21.0
IAC P-4	1.	19.0	3.	16.5	4.	14.2	16.0
IAC P-5	21.	8.0	22.	8.5	22.	3.1	5.0
IAC P-6	4.	25.0	20.	23.5	20.	8.5	12.0
IAC P-7	0.	0.0	0.	0.	0.	0.0	0.0
IAC P-8	6.	2.0	6.	2.0	6.	1.1	2.0
IAC P-9	1.	80.0	1.	77.0	2.	57.6	64.0
IAC P-10	2.	57.0	2.	55.0	1.	36.7	44.0
IAC P-11	3.	9.0	24.	8.5	4.	0.9	2.0
Flights Longer than 400 Nautical Miles							
Basin	1.	87.0	1.	72.5	3.	162.0	167.0
IAC P-1	9.	43.0	5.	37.5	4.	53.2	58.0
IAC P-2	5.	18.0	5.	14.0	7.	22.7	26.0
IAC P-3	3.	16.0	3.	16.0	19.	31.3	34.0
IAC P-4	8.	10.0	10.	8.5	9.	8.7	10.0
IAC P-5	1.	3.0	21.	3.0	16.	10.2	11.0
IAC P-6	20.	15.0	2.	14.5	24.	26.2	29.0
IAC P-7	22.	11.0	22.	10.0	23.	18.0	19.0
IAC P-8	10.	4.0	19.	4.0	17.	6.4	7.0
IAC P-9	4.	21.0	2.	17.0	5.	26.8	29.0
IAC P-10	24.	14.0	24.	12.5	25.	17.6	21.0
IAC P-11	1.	4.0	1.	5.0	1.	1.1	2.0

PEAK IAC CALCULATIONS BY IAC AREA FOR THE PACIFIC OCEAN BASIN:
1985 SCHEDULED TRAFFIC ONLY

TOTAL: 13176.2 FLIGHTS

	Busy Entry		Busy OPS		Busy Flite		IAC For
	Hr.	Entries	Hr	OPS	Hr	Fhrs	Busy FHR
Flights of All Stage Lengths							
Basin	1.	682.4	1.	625.9	3.	664.5	712.9
IAC P-1	1.	244.8	9.	230.4	3.	261.9	281.6
IAC P-2	5.	70.8	5.	58.6	7.	69.5	84.0
IAC P-3	20.	63.5	20.	68.8	19.	85.9	97.5
IAC P-4	1.	69.0	1.	56.0	1.	47.3	54.0
IAC P-5	22.	16.8	22.	18.2	17.	22.0	25.6
IAC P-6	20.	62.3	2.	60.3	24.	54.6	67.2
IAC P-7	22.	18.4	22.	16.8	23.	29.4	31.0
IAC P-8	19.	7.9	19.	7.5	17	10.8	12.2
IAC P-9	1.	145.3	1.	138.1	2.	118.0	131.7
IAC P-10	2.	103.2	22.	98.2	22.	75.5	78.5
IAC P-11	24.	19.7	24.	18.9	2.	3.2	5.0
Flights of 400 Nautical Miles or Less							
Basin	1.	497.1	1.	475.9	1.	352.4	379.4
IAC P-1	2.	155.0	8.	147.5	8.	134.5	142.5
IAC P-2	5.	30.0	5.	26.3	5.	25.2	30.0
IAC P-3	19.	47.6	19.	45.1	19.	27.4	34.4
IAC P-4	1.	46.5	3.	40.3	4.	35.0	39.0
IAC P-5	21.	13.1	22.	13.9	22.	5.1	8.2
IAC P-6	4.	41.0	20.	38.5	20.	13.9	19.7
IAC P-7	0.	0.0	0.	0.0	0.	0.0	0.0
IAC P-8	6.	3.0	6.	3.0	6.	1.7	3.0
IAC P-9	1.	120.8	1.	116.3	2.	65.5	96.6
IAC P-10	2.	86.1	2.	83.0	1.	55.4	66.4
IAC P-11	24.	14.8	24.	13.9	4.	1.5	3.3
Flights Longer than 400 Nautical Miles							
Basin	1.	185.3	1.	150.0	3.	328.7	339.3
IAC P-1	9.	106.9	5.	92.6	4.	132.6	144.7
IAC P-2	5.	40.8	5.	32.4	7.	49.2	56.5
IAC P-3	3.	27.0	20.	27.8	17.	59.8	65.1
IAC P-4	1.	22.5	10.	20.5	9.	19.7	22.8
IAC P-5	16.	6.1	21.	6.0	16	20.6	22.2
IAC P-6	20.	24.6	2.	24.2	24.	42.9	47.6
IAC P-7	22.	18.4	22.	16.8	23	29.4	31.0
IAC P-8	19.	7.9	19.	7.5	17.	10.8	12.2
IAC P-9	4.	33.5	2.	28.4	5.	44.5	47.7
IAC P-10	24.	21.1	24.	18.9	23.	26.6	32.0
IAC P-11	1.	6.6	1.	8.2	1.	1.9	3.3

PEAK IAC CALCULATIONS BY IAC AREA FOR THE PACIFIC OCEAN BASIN:
1995 SCHEDULED TRAFFIC ONLY

TOTAL: 29172.0 FLIGHTS

	Busy Entry Hr	Busy Entry Entries	Busy OPS Hr	Busy OPS OPS	Busy Flite Hr	Busy Flite Fhrs	IAC FOR Busy FHR
Flights of All Stage Lengths							
Basin	1.	1477.5	1.	1343.5	3.	1469.1	1572.9
IAC P-1	1.	609.2	9.	572.2	3.	651.7	700.1
IAC P-2	5.	170.7	5.	142.5	7.	163.1	198.0
IAC P-3	20.	124.3	20.	136.1	19.	175.7	198.4
IAC P-4	1.	170.6	1.	137.8	1.	116.0	133.3
IAC P-5	22.	33.0	22.	35.5	17.	47.8	55.3
IAC P-6	20.	120.5	2.	117.0	24.	105.5	130.0
IAC P-7	22.	35.9	22.	32.9	23.	56.5	59.5
IAC P-8	19.	16.8	19.	15.6	17.	21.0	24.1
IAC P-9	1.	263.8	1.	250.2	2.	214.4	239.4
IAC P-10	2.	186.3	22.	177.5	22.	135.7	140.9
IAC P-11	24.	38.0	24.	36.5	2.	6.4	9.9
Flights of 400 Nautical Miles or Less							
Basin	1.	1051.3	1.	1003.7	1.	761.4	821.9
IAC P-1	2.	385.6	8.	367.0	8.	334.6	354.5
IAC P-2	5.	74.6	5.	65.3	5.	62.8	74.6
IAC P-3	19.	91.9	19.	87.2	19.	52.9	66.6
IAC P-4	1.	114.7	3.	99.1	4.	86.6	96.0
IAC P-5	21.	25.4	22.	26.9	22.	9.8	15.8
IAC P-6	4.	79.2	20.	74.5	20.	26.9	38.0
IAC P-7	0.	0.0	0.	0.0	0.	0.0	0.0
IAC P-8	6.	5.4	6.	5.4	6.	3.0	5.4
IAC P-9	1.	216.0	1.	208.7	2.	153.4	173.4
IAC P-10	2.	154.5	2.	149.0	1.	99.5	119.2
IAC P-11	24.	28.5	24.	26.9	4.	2.9	6.3
Flights Longer than 400 Nautical Miles							
Basin	1.	426.3	1.	339.7	3.	734.1	758.7
IAC P-1	9.	265.4	5.	229.2	4.	330.2	360.1
IAC P-2	5.	96.0	5.	77.2	7.	112.8	129.5
IAC P-3	3.	53.3	20.	56.8	17.	127.6	138.5
IAC P-4	1.	56.0	10.	49.9	9.	46.4	53.8
IAC P-5	16.	13.3	21.	13.0	16.	45.2	48.6
IAC P-6	20.0	47.5	2.	47.3	24.	83.0	91.9
IAC P-7	22.	35.9	22.	32.9	23.	56.5	59.5
IAC P-8	19.	16.8	19.	15.6	17.	21.0	24.1
IAC P-9	4.	62.6	2.	55.6	5.	85.5	91.4
IAC P-10	24.	37.9	24.	33.9	23.	47.8	57.8
IAC P-11	1.	12.7	1.	15.8	1.	3.9	6.8

Appendix E

SAMPLE ROUTE CONTRIBUTIONS TO REGIONAL ACTIVITY

Appendix E

SAMPLE ROUTE CONTRIBUTIONS TO REGIONAL ACTIVITY

This appendix contains a sample of the contributions of regional routes to the entry calculations shown in the second columns in Appendix D in the IAC estimates for the Atlantic Basin. The case given is for the all-traffic case involving flights of all stage lengths for the busy day of the busy season for the base year 1975 and the 25-FIR representation of the basin.

The codes 1-10 under each FIR indicate the first digits of the geographic codes from OAG World Area Codes (see Appendix A). Code 10 is identical to Code 0 (United States). These data are summarized at the beginning of this Appendix by the seven Atlantic subbasins discussed in the Summary Report.

FIR AREA ENTRIES FOR THE BUSY DAY IN THE BUSY SEASON – 1975

REGIONAL ORIGINS AND DESTINATIONS	North Atlantic FIR Area			Middle Atlantic FIR Area		South Atlantic FIR Area	AFRICA FIR Area			NEW YORK FIR Area						MACRO CARIBBEAN FIR Area									South America FIR Area
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
U.S. to Europe	24.6	164.7	159.7	13.5						2.7	14.8	2.7	2.7			4.0									
Europe to U.S.	22.2	152.3	151.3	13.5						2.7	14.8	2.7	4.0	1.4		4.0									
U.S. to Africa				1.0	1.0		1.0			2.0			2.0	1.0											
Africa to U.S.				2.0	2.0					1.0			1.0	2.0											
U.S. to South America												3.5	7.9		3.4	25.1	8.1	7.9		18.2	19.3	7.9	25.1	4.5	18.3
South America to U.S.												3.6	7.9		5.6	26.4	9.3	8.9		21.7	27.6	3.4	32.2	4.6	22.2
U.S. to Caribbean												24.1	59.6		40.9	149.4	32.3	71.0		42.9	46.9	6.4	7.7	10.4	
Caribbean to U.S.												28.3	61.4		41.1	157.2	33.5	66.4		50.9	51.2	6.4	6.4	9.1	
U.S. to Central America																31.2			21.9	71.6	72.8		25.6		12.1
Central America to U.S.												1.2				23.6			23.0	65.0	56.9		14.1		4.6
Canada to Europe	9.5	58.4	61.1	5.4							1.4														
Europe to Canada	9.5	45.8	47.2	2.7							1.4														
Canada to Africa																									
Africa to Canada																									
Canada to South America																									
South America to Canada																									
Canada to Caribbean													5.7		5.7	2.8		5.7		1.4	1.4	2.8		4.3	
Caribbean to Canada													5.7		5.7	4.3		5.7		2.9	2.9	5.7			
Canada to Central America																									
Central America to Canada																			2.4	2.4					

FIR AREA ENTRIES FOR THE BUSY DAY IN THE BUSY SEASON -- 1975

REGIONAL ORIGINS AND DESTINATIONS	North Atlantic FIR Area			Middle Atlantic FIR Area		South Atlantic FIR Area	AFRICA FIR Area			NEW YORK FIR Area						MACRO CARIBBEAN FIR Area									South American FIR Area
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
Europe to Africa				37.0	14.3	7.2	123.1	19.7	4.6																3.6
Africa to Europe				28.6	9.9	7.2	143.5	23.3																	1.8
Europe to South America				12.2	11.2	12.2	10.1							2.0				2.0					2.0	2.0	10.1
South America to Europe				9.2	6.1	6.1	7.1							2.0				1.0					3.1	1.0	7.1
Europe to Caribbean		2.1	10.5	11.5							2.1		2.1	13.6		1.0		11.5				1.0	1.0	9.4	
Caribbean to Europe		4.2	9.4	8.3							4.2		5.2	15.6	1.0	6.2	1.0	13.5		1.0	1.0			7.3	
Europe to Central America																									
Central America to Europe																									
Intra-Africa				1.0	73.1	112.8	868.7	1316.2	29.6																
Africa to South America				1.0	5.0	6.0	1.0	1.0										1.0						1.0	6.0
South America to Africa					1.0	2.0	1.0											1.5					1.0	1.0	3.0
Africa to Caribbean																									
Caribbean to Africa																									
Africa to Central America																									
Central America to Africa																									
Intra-South America						222.2																	454.4	12.1	2798.3
South America to Caribbean																		15.6			5.2	15.6	62.4	36.4	52.0
Caribbean to South America																						17.9	44.8	35.8	35.8
South America to Central Amer.																					4.5		15.6		23.1
Central Amer. to South America																					4.0		15.5		27.8
Intra-Caribbean																227.0	144.0	1747.0		105.0	395.0	697.0	117.0	531.0	
Caribbean to Central America																1.6		1.6		4.9	4.9				
Central America to Caribbean																3.2		1.6		6.5	6.5		1.6		
Intra-Central America																				108.0	400.6		158.2		65.5

Source: Compiled from data in Appendix G.

FIM ENTRIES BY ORGIN DESTINATION AREA CODE PAIRS

FIM 1

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	24.6	0.0	0.0	0.0	0.0	0.0	0.0

FIM 2

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	[illegible]
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	58.4	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	164.7	0.0	0.0	0.0	0.0	0.0	0.0

FIM 3

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	47.2	151.3
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	61.1	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	159.7	0.0	0.0	0.0	0.0	0.0	0.0

FIM 4

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	11.5	12.2	0.0	37.0	0.0	0.0	0.0	2.7	13.5
5	0.0	0.0	1.0	28.6	153.5	0.0	0.0	0.0	0.0	2.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	13.5	1.0	0.0	0.0	0.0	0.0	0.0

FIM 5

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	6.1	1.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	11.2	0.0	14.3	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	5.0	9.9	73.1	0.0	0.0	0.0	0.0	2.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0

FIM 6

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	222.2	6.1	2.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	12.2	0.0	7.2	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	6.0	7.2	112.8	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIM 7

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	7.1	1.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	10.1	0.0	143.5	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	1.0	123.1	868.7	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0

FIM 8

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	73.3	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	1.0	19.7	1316.2	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIM 9

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	24.4	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIR 10

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
5	0.0	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	1.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	2.7	2.0	0.0	0.0	0.0	0.0	0.0

FIR 11

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
4	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	1.4	14.8
5	0.0	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0

FIR 12

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.1
3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	24.1	3.5	2.7	0.0	0.0	0.0	0.0	0.0	0.0

FIR 13

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	3.0	0.0	5.2	0.0	0.0	0.0	0.0	5.7	61.4
3	0.0	0.0	10.1	0.0	0.0	0.0	0.0	0.0	0.0	7.9
4	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
5	0.0	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	1.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	59.6	7.9	2.7	2.0	0.0	0.0	0.0	0.0	0.0

FIR 14

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	13.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
5	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	2.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0

FIR 15

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	5.7	41.1
3	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	40.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIR 16

	1	2	3	4	5	6	7	8	9	10
1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.6
2	1.6	237.0	0.0	6.2	0.0	0.0	0.0	0.0	4.3	157.2
3	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	26.4
4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	31.2	149.4	28.1	4.0	0.0	0.0	0.0	0.0	0.0	0.0

FIR 17

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	144.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	32.3
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.3
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	33.5	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIR 18

	1	2	3	4	5	6	7	8	9	10
1	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	1.6	174.0	0.0	13.5	0.0	0.0	0.0	0.0	5.7	66.4
3	0.0	10.4	10.2	1.0	0.0	0.0	0.0	0.0	0.0	8.9
4	0.0	11.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	71.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 19

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	23.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 20

	1	2	3	4	5	6	7	8	9	10
1	108.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	2.4	65.0
2	4.9	105.0	0.0	1.0	0.0	0.0	0.0	0.0	2.9	50.9
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	71.6	42.9	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 21

	1	2	3	4	5	6	7	8	9	10
1	400.6	6.5	4.0	0.0	0.0	0.0	0.0	0.0	0.0	56.9
2	4.9	395.0	0.0	1.0	0.0	0.0	0.0	0.0	2.9	51.2
3	4.5	5.2	6.0	0.0	0.0	0.0	0.0	0.0	0.0	27.6
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	72.8	46.9	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 22

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	697.0	17.9	0.0	0.0	0.0	0.0	0.0	5.7	6.4
3	0.0	15.6	6.1	0.0	0.0	0.0	0.0	0.0	0.0	3.4
4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	6.4	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 23

	1	2	3	4	5	6	7	8	9	10
1	158.2	1.6	15.5	0.0	0.0	0.0	0.0	0.0	0.0	14.1
2	0.0	117.0	44.8	0.0	0.0	0.0	0.0	0.0	0.0	6.4
3	15.6	62.4	454.4	3.1	1.0	0.0	0.0	0.0	0.0	32.2
4	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	25.6	7.7	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 24

	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	531.0	35.8	7.3	0.0	0.0	0.0	0.0	0.0	9.1
3	0.0	36.4	12.1	1.0	1.0	0.0	0.0	0.0	0.0	4.6
4	0.0	9.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	10.4	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 25

	1	2	3	4	5	6	7	8	9	10
1	65.5	0.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	4.6
2	0.0	0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	23.1	52.0	2798.3	7.1	3.0	0.0	0.0	0.0	0.0	22.2
4	0.0	0.0	10.1	0.0	3.6	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	6.0	1.8	61.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	12.1	0.0	18.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0