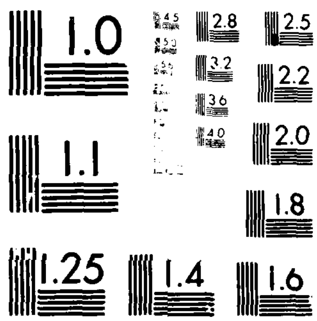
AD-A085 438 ECON INC PRINCETON NJ F/G 1/2
THE ALLOCATION OF RUNWAY SLOTS BY AUCTION. VOLUME II. THE AIRLI--ETC(U)
APR 80 F M SAND, M L BALINSKI DOT-FA79WA-4374
UNCLASSIFIED FAA-AVP-80-3-VOL-2 NL

1 OF 2
AD
A085438



MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

Volume II

The Allocation of Runway Slots by Auction

U.S. Department of Transportation
Federal Aviation Administration

Office of Aviation Policy
Washington, D.C. 20590

The Airline Management Game and Slot Auction Testing

FAA-AVP-80-3

April 1980
Final Report

M.L. Balinski
F.M. Sand

Document is available to the U.S. public through the National Technical Information Service, Springfield, Virginia 22161

Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
FAA-AVP-80-3-VOL-2	AD-A085438	

4. Title and Subtitle
THE ALLOCATION OF RUNWAY SLOTS BY AUCTION,
Volume II. The Airline Management Game and Slot Auction Testing.

5. Report Date: Apr[redacted]80

6. Performing Organization Code:

7. Author(s): F. M. Sand [redacted] M. L. Balinski

8. Performing Organization Report No.:

9. Performing Organization Name and Address
ECON, Inc.
900 State Road
Princeton, NJ 08540

10. Work Unit No. (TRAIS):

11. Contract or Grant No.: DOT-FA79WA-4374

12. Sponsoring Agency Name and Address
Office of Aviation Policy
Federal Aviation Administration
Department of Transportation
Washington, DC 20591

13. Type of Report and Period Covered: Final Report,

14. Sponsoring Agency Code: AVP-210

15. Supplementary Notes

177

16. Abstract

The allocation of runway slots at the high-density airports by means of an auction is studied. Previous approaches to slot auctions have not allowed for the interdependency of slot values to the air carriers--a single slot for a landing of an aircraft is likely to be of little value without a corresponding slot for a subsequent take-off of that aircraft. A Slot Exchange Auction is designed, its theoretical properties and practical implementation discussed. It is shown to allow the slot market to reach an efficient equilibrium under competitive conditions. The Airline Management Game is used to create a simulation test of the Slot Exchange Auction and its associated continuous market, the slot exchange.

17. Key Words	18. Distribution Statement
Slot, exchange, auction, trading, air carriers, allocation, runway, capacity, market, airport, airline, aircraft, management, game	Document is available to the public through the National Technical Information Service, Springfield, Virginia 22151

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
Unclassified	Unclassified	176	

Form DOT F 1700.7 (8-72) Reproduction of completed page authorized

S/C 393807

ACKNOWLEDGEMENTS

The findings of this report have grown out of a joint project between ECON, Inc. and Flight Transportation Associates, supported by the Office of Aviation Policy of the Federal Aviation Administration, in which the following have notably participated: Pradeep Dubey, Antonio Elias, Jai Jaikumar, David Lawson, Robert Simpson, Peter Stevenson, Nawal Taneja and Robert Weber, in addition to the authors.

It is a pleasure to express our appreciation to John Rodgers of the FAA/AVP for his frequent help and continuous interest in this project.

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF TABLES
(Continued)

1. INTRODUCTION

In order to evaluate the viability of the Slot Exchange Auction* and subsequent continuous slot exchange, an interactive computer simulation of actual slot auctions was conducted using the Airline Management Game; participants from the airlines acted as airline executives engaged in bidding and scheduling activities. This Evaluation Exercise held at FAA headquarters in Washington, D.C., February 11-15, 1980 also included a test of the FAA's Administrative Allocation procedure. An earlier version of the same simulation was conducted at M.I.T. in December 1979 by the staff of Flight Transportation Associates (FTA). The scenario included five competing airlines and 17 airports with three of them being capacity-limited. These three airports carried about 66 percent of all the traffic in the initial schedules (base case), and there was a total of 480 flights per day in these schedules. Hourly quotas for the three capacity-limited airports were established by the game administrator based on the airport activity profiles obtained in the base case. They were 13, 12 and 11 for the three airports designated AAA, BBB and CCC respectively in the Evaluation Exercise scenario.

The five teams were assigned FTA staff members and airline participants. They were instructed to maximize short-run airline profits using a fixed fleet of aircraft and fixed fares, but free choice of routes and schedules. The schedules were assumed to operate for six months at a time.

This second volume of the Final Report on runway slot allocation by auction presents an outline of the Airline Management Game, the experimental design, the bidding rules and the results and analysis of the Evaluation Exercise. After the

*The terms "Slot Exchange Auction" and "slot exchange," as used in this report refer to the same objects as the earlier names "Trading Post Auction" and "aftermarket."

exercise the airline participants were invited to submit written comments and responses to FAA questions about the two methods of slot allocation and the testing procedure used for evaluating them. Their replies are included in facsimile as Section 5 of this volume.

The airline participants were given a rather large amount of scenario data--operating statistics, cost parameters, initital schedules, system route maps, etc.--and a set of instructions for bidding in each of the two allocation methods. We have not included all of this material here since most of it is covered in the report in a slightly different form, and furthermore this report deals with one of the two methods. We have tried to include all data relevant to the task of interpreting the results of the Evaluation Exercise concerning the Slot Exchange method. The results of the earlier (December) exercise are summarized in Appendix B.

2. TESTING CONCEPTS AND PROBLEMS

This approach is new. There is no mathematical guarantee that the tâtonnement process will converge. The circumstantial evidence is very positive, but not completely convincing. The 42 interdependent trading posts of today may well become 142 trading posts tomorrow. Can the airlines cope with this complexity? What are the effects of this complex dependency on the convergence behavior of the repeated Trading Post auction?

These are difficult questions which demand careful study and thorough experimentation.

When should the auctioning process be stopped? It seems highly unlikely that the procedure will of itself reach a point where no party wishes to change a bid--the sheer dimension of the number of trading posts would seem to admit the wish of at least one airline to change its bid at at least one trading post. A sine qua non is that the conditional outcome of any round of auction be a potential final outcome: this to ensure that each airline reveal its true demands to the extent it knows them. The threat must exist that, at any time, the hammer may fall.

The dynamics of the conditional outcomes are complex. After several rounds one may expect that many prices and allocations begin to repeat, with the "action" occurring at the margin. "Chases" may occur, with prices at one or several trading posts driving upwards as participants compete for the marginal slots at those posts. These followed by some, perhaps "too many," airlines dropping out, the demands at the corresponding posts dropping below supply. Because of the indivisible nature of the commodity it may well be necessary to impose, in such cases, a positive trading post price even in the presence of excess supply. This "threshold" price or "entrance fee" would be introduced to prevent cyclic phenomena at trading posts (caused entirely by the indivisibility of slots): a trading post price might slowly climb in successive rounds, then suddenly drop to $0 with several bidders dropping at once, then begin climbing again with $0 being an attractive price to those who had dropped out, etc.

So a stopping rule must be defined. There are several candidates.

1. By convergence of price. If, in two successive rounds of bidding, the 42-dimensional trading post prices are sufficiently close to one another, stop. For examnle, if $p = (p_1, \ldots, P_{42})$ is one set of prices and $p' = (p'_1, \ldots, p'_{42})$ the next set and $\max_i \; p_i - p'_1 \leqq \varepsilon$, for ε some positive number defined at the beginning of the auctioning process, then stop.

2. By convergence of allocations. If, in two successive rounds of bidding, the trading post allocations to airlines are sufficiently close to one another, stop. For example, suppose airline i receives a_{ij} slots at trading post j in one round, receives a'_{ij} in the next round, and $\max_{ij} |a_{ij} - a'_{ij}| \leqq \delta$, for δ some small positive integer defined at the beginning of the auctioning process, stop.

3. By vote. If, at any round, m% ($m \geqq 50$) of the bidders are satisfied with the conditional allocations, then stop.

4. By payment. If, after weak "convergence" by 1, 2 or 3, an airline wishes to change its bid, then it pays a fixed sum for the privilege of so doing.

5. By price-averaging. If, after several rounds of bidding have taken place, the administrator observes cyclicities in the successive trading-price vector, then the rules of price formation are changed and the conditional trading-price becomes a weighted average of past prices. For example, let $\tilde{p}^1, \tilde{p}^2, \ldots, \tilde{p}^{k-1}$ be the trading post prices of the first k-1 rounds as usually determined, and $\tilde{p}^k$ that of the k^{th} round as usually determined. Then the commissioner announces instead $\tilde{p}^k = \sum_{j=i}^{k} \lambda_j p^j$, with $\sum_j \lambda_j = 1$ and $0 \leqq \lambda_1 \leqq \lambda_2 \ldots \leqq \lambda_k$.

6. By successive shares. Instead of seeking convergence over the entire process, one could seek it by "successive shares." Each round of bidding results in a final but partial allocation. The first round is conducted as usual: conditional trading post prices are found. The top q_1, with $q_1 < q$, e.g., $q_1 \leq q/10$ of the bidders in a market with quota q are actually awarded the slots at the trading post price. The second round is conducted as usual, but with the quotas reduced to $q - q_1$: conditional trading prices are found and the top q_2 (where $q_1+q_2< q$) of the bidders in each market are again awarded the slots at the trading post price. And the procedure iterates, with the number of winners per round $q_1, q_2, \ldots, q_k$ defined in advance with $\Sigma q_i = q$ and perhaps decreasing as the rounds proceed. Convergence is assured by construction. The airlines know "where" they are at any point and react accordingly. Uniform trading post prices are lost, but the ultimate allocation should be close to an economic equilibrium.

3. TESTING THE SLOT EXCHANGE AUCTION

3.1 Background

The experimental testing of the Slot Exchange Auction poses a number of difficult problems as pointed out in the previous pages. Foremost among these is the need to have bidding which is related to airline network scheduling in a meaningful way. If the structure of slot interdependence, which we have repeatedly emphasized in this report, is not present in the experiment, the prices attached to slots will have no relationship to the airlines' valuation of slots. Since the real airline scheduling problem is immense and complex, there is a need for a simplified structure in the experiment. The Airline Management Game (AMG), developed and tested by Antonio Elias[1] of M.I.T. and Flight Transportation Associates, is a vehicle for providing a simplified structure of the air transportation network. It is a combination "game" and computer simulation in which the "players" make realistic airline management decisions. These decisions are fed into a computer along with CAB air traffic data, airline operations cost parameters, and air transportation block times and distances. The computer simulation allocates the passenger demand among the competing air carrier services offered by the competing "players," which in practice are teams rather than individuals. It also prints profit and loss, balance sheets, OAG-type schedules, and network and operating statistics for the game. The "players" have a chance to read the computer output, evaluate their performance in the competitive transportation scenario and revise their decisions. After some number of iterations, the results can be regarded as final.

The initial idea for an experiment to evaluate the effects of allocating slots by auction was as follows:

1. An air transportation scenario for five competing airlines would be created by Dr. Elias.

2. The "players" would be told the hourly quotas at three congested airports and required to bid in a Slot Exchange Auction for runway access slots at those airports. However, many rounds of bidding would be needed (held). A computer program would process the bids to determine slot prices and allocations at the three congested airports.

3. The AMG would be played with the slots restrictions imposed on the airlines by the auction results.

4. The Slot Exchange Auction and the AMG would be repeated at least once.

In December 1979 a trial exercise of this sort was held at the Flight Transportation Laboratory at M.I.T. It was observed by Harvey Safeer and John Rodgers of the FAA, participants were drawn from the staff of ECON and the FTA, and it was conducted over approximately five days. As a result of this trial exercise it was decided to invite airline participation in early 1980 for a slot allocation evaluation exercise using the AMG and the Slot Exchange Auction. The purposes of this were to expose some representatives of the airline industry to the allocation methodology and obtain their reactions and to evaluate the approach to slot allocation, together with an alternative administrative approach. The December trial exercise involved considerable fine tuning of the AMG and Slot Exchange Auction, and as such can be regarded as a necessary developmental step in creating the procedures, forms, computer software and rules of the game for the evaluation exercise. Neither exercise permitted convergence of the Slot Exchange Auction within the resource constraints available. There was a clearly demonstrated need to have more rounds of bidding to bring the slot market into equilibrium. Results of the trial exercise are presented in summary as Appendix B.

3.2 Organization

In order to evaluate two alternative methods of allocating runway access slots to air carriers at congested airports, the FAA sponsored a week-long evaluation exercise in Washington, D.C. on February 11-15, 1980. A daily schedule for this exercise was provided in advance to participants (Figure 3.1). The heart of the exercise was the Airline Management Game (AMG)--a realistic computer model which permits competing airline teams to schedule their air transportation networks, and learn the performance and financial results through simulation of the resulting traffic flows, costs, revenues, load factors, etc. There were five airline teams: Blue, Gold, Green, Red and White.

With the assistance of the Air Transport Association (ATA), management and professional staff from the airlines were invited to participate in the exercise. Those who accepted the invitation were assigned to the five teams as follows:

AMG Team	Airline	Participant
Blue	Delta	W. Jeffrey Rowe
	Piedmont	Bob McAlpin
Gold	Eastern	Bill Pacelli
	USAir	Jerry Frissora
Green	United	Ian Bamber
	Braniff	Jim Bowers
Red	American	Brad Jensen
	American	Don Roach
White	TWA	R. J. Zablocki

In addition each airline team was assigned a professional staff member of Flight Transportation Associates who served as an experienced user of the AMG software and provided data processing capabilities to his team. Antonio Elias of M.I.T. and the FTA was the Game Administrator.

The major purposes of the evaluation exercise were:

DAY	AM/PM	ACTIVITY
MONDAY FEBRUARY 11	0830-1000	BRIEFING--THE AIRLINE MANAGEMENT GAME
	1000-1015	BREAK
	1015-1130	BRIEFING, THE TRADING POST AUCTION
	1130-1230	LUNCH
	1230-1630	PREPARE DESIRED PERIOD 1 FLIGHT SCHEDULES
	1230-1330	OBSERVERS ONLY--BRIEFING--ADMINISTRATIVE ALLOCATION
	1630-1700	BRIEFING ACTIVITIES--FEBRUARY 12-15
TUESDAY FEBRUARY 12	0830-1200	TRADING POST AUCTION NO. 1
	1200-1300	LUNCH
	1300-1500	PREPARE FINAL PERIOD 1 FLIGHT SCHEDULES
	1500-1700	PERIOD 1 SIMULATION
WEDNESDAY FEBRUARY 13	0830-1030	PREPARE DESIRED PERIOD 2 FLIGHT SCHEDULES
	1030-1230	TRADING POST AUCTION NO. 2
	1230-1330	LUNCH
	1330-1530	PREPARE FINAL PERIOD 2 FLIGHT SCHEDULES
	1530-1700	BRIEFING--ADMINISTRATIVE ALLOCATION (SIMULTANEOUS PERIOD 2 SIMULATION)
THURSDAY FEBRUARY 14	0830-1200	ADMINISTRATIVE ALLOCATION NO. 1
	1200-1300	LUNCH
	1300-1500	PREPARE FINAL PERIOD 1 FLIGHT SCHEDULES
	1500-1700	PERIOD 1 SIMULATION
FRIDAY FEBRUARY 15	0830-1030	PREPARE DESIRED PERIOD 2 FLIGHT SCHEDULES
	1030-1230	ADMINISTRATIVE ALLOCATION NO. 2
	1230-1330	LUNCH
	1330-1430	ADMINISTRATIVE ALLOCATION NO. 2
	1430-1530	PREPARE FINAL PERIOD 2 SCHEDULES
	1530-1700	CLOSING FORUM (SIMULTANEOUS PERIOD 2 SIMULATION)

FIGURE 3.1 EVALUATION OF RUNWAY QUOTA ALLOCATION MECHANISMS--DAILY SCHEDULE (AS REVISED FEBRUARY 7, 1980).

1. To test the feasibility of two slot allocation mechanisms in a fairly realistic airline scheduling environment:

   A. The Slot Exchange Auction

   B. The FAA Administrative Allocation

2. To obtain comments from the airlines on their reactions to the two allocation methods

3. To obtain rough estimates of the economic and air service effects of slot rationing.

The two different allocation methods were evaluated by using them to allocate slots within the context of the Airline Management Game. The first on the timetable was the Slot Exchange Auction; slots were auctioned off to the competing airline teams as described in Volume I. Two days were allowed for this part of the evaluation exercise. The second method on the evaluation timetable was the Administrative Allocation, a nonprice method developed by Ken Geisinger at the FAA. It will not be described in this report. The Slot Exchange Auction was administered in the evaluation exercise by Francis Sand. Before the application of the slot allocation method, the airline teams developed their preferred schedules without consideration of slot restrictions (quotas). After examining airport activity profiles for this base case, the game and auction administrators set hourly quotas for three of the 17 airports in the scenario. The Slot Exchange Auction followed; airline teams had to bid for their slots. They were allowed to reschedule their airlines following the auction to maximize profits in the restricted game. Only those slots which they had acquired at the auction could be utilized. A similar approach was followed in relation to the Administrative Allocation. The same starting schedules and quotas were used as for the auction; accordingly it was not necessary to repeat the initial step of unrestricted scheduling.

3.3 The Airline Management Game

The Airline Management Game placed a team of players in the role of airline management responsible for airline scheduling and market, fleet and financial planning. The Game Administrator created a scenario for one or more competitive airlines by providing historical and forecast information on schedules, traffic, revenue, costs and airline finances, and a set of rules and objectives for the players. Each airline team developed period schedules, having determined appropriate route development, marketing strategies and fleet plans. The results of team decisions were then simulated in a computerized model which estimated the traffic and revenues and consequently the financial results for each airline.

During this exercise the objective of each airline team was to schedule its flights so as to maximize its short-run profits with a fixed fleet of aircraft. Market strategies open to individual airlines consisted of changes in schedules and routes. Schedules had to be feasible in terms of fleet size and slot allocations. No route authority was required because complete deregulation was assumed.

The heart of the game is a computerized traffic allocation process which determines the through and connecting passenger traffic on each segment of each flight. It is based on the complete services offered in all markets and is sensitive to:

- Differences in fares*
- Differences in departure time
- Differences in flight times, including the added inconvenience of connections
- Effects of high load factors on certain flight segments.

---

*Not used in the evaluation exercise. Fares differed by trip length, but not by discretion of the airline team.

The scenario for the evaluation exercise comprised 17 airports grouped in four major classes according to the market and traffic characteristics:

1. There were four major hubs: Alpha (AAA), Bravo (BBB), Charlie (CCC) and Delta (DDD). About half of the total network activity was made up of the traffic between these four major airports. Of these, the first three (AAA, BBB and CCC) were capacity restricted and the participants had to compete for slots at these airports.

2. There were six intermediate airports: Echo (EEE), Foxtrot (FFF), Golf (GGG), Hotel (HHH), India (III) and Juliet (JJJ). There was considerable activity between the four major airports and these six, as well as between these six airports.

3. The third group was comprised of six minor airports. There was significant traffic between these airports and the previous ten, but no traffic among these minor airports.

4. The fourth group was a single airport: X-ray (XXX). This was a special long-haul case, and there was traffic only between XXX and AAA, and XXX and BBB. There was no traffic between XXX and any other airport.

A system route map (Figure 3.2) was provided to the players.

Individual airline teams did not know exactly what the demand was in any of these markets; however, they had the existing traffic data. The game model allowed some stimulation or contraction of demand due to improvement or decrease in the level of service offered (including the case where the market is not served at all).

There were five airlines competing in this network: Blue (BL), Gold (GL), Green (GR), Red (RD) and White (WT). Each of these airlines had, during the past, a traditional pattern of service, which is reflected in the given initial schedule. Under deregulation they were free to serve any market, subject to the limitations of their available equipment. For purposes of this exercise, fares for all airlines were limited to a simple tariff of $23.40 plus 10 cents per nautical mile (8.68 cents per statute mile).

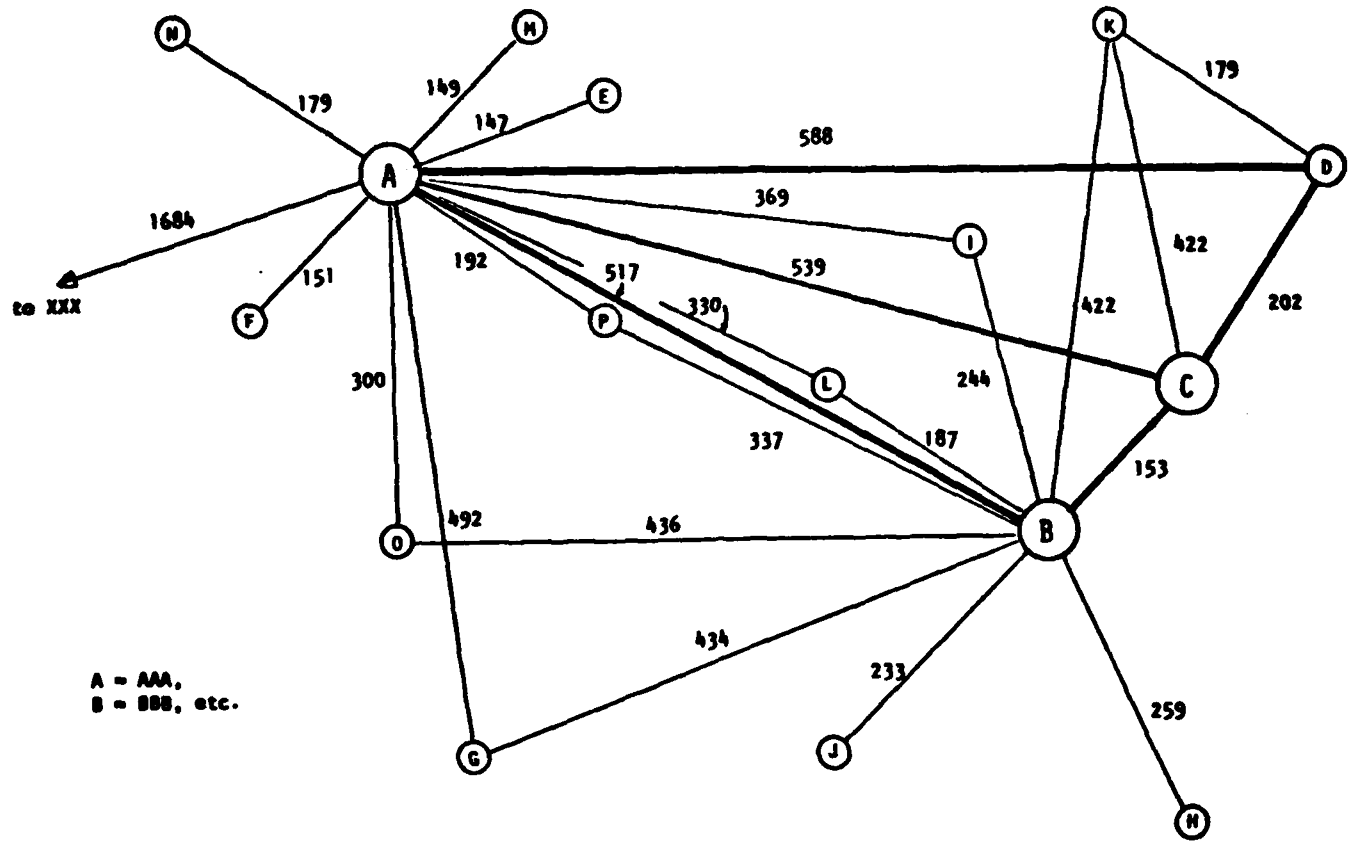


FIGURE 3.2 SYSTEM ROUTE MAP (DISTANCES IN NAUTICAL MILES)

The participants' fleets included three types of aircraft: DC9, 727 and 707. The technical and economic characteristics of each of these aircraft are summarized in Table 3.1.* The composition of each participant's fleet was fixed as follows:

1. Blue: ten 727s and six 707s
2. Gold: eight 727s and six DC9s
3. Green: nine 727s and six DC9s
4. Red: four 727s and three DC9s
5. White: six DC9s.

It was not necessary for a team to use all of its aircraft; however, airlines incurred some daily ownership costs for all the aircraft owned, whether they flew them or not. Table 3.2 shows the distance in nautical miles between each possible pair of airports in the system, as well as the block time required to fly that particular link. This block time includes the flight time, and the average air and ground maneuvering times, including average ATC delays. The minimum gate time for a flight's intermediate stop was 20 minutes. The minimum gate time to turn around an aircraft at the end of a flight and make it ready to start a new flight was 45 minutes.

Teams could declare on-line connections. Note that the simulated passengers only took advantage of published connections (i.e., they did not generate their own connections). Table 3.3 shows the data on each airport, including the minimum connect time (the same for all airlines) at each airport.

Interline connections were not allowed.

---

*Tables 3.1 through 3.5 are presented in the Data Appendix because they are too voluminous to include in the body of the report.

Each simulation iteration simulated a six-month period of operations. Therefore, the participants were required to maximize their short-term objectives, e.g., before-tax profit.

Tables 3.4 and 3.5 contain initial schedules for each airline and associated base period traffic data and economic performance of each airline. Separate material was provided to individual airline teams on the profitability of individual flights during the base period.

3.4 Reference Material on Slot Auction Provided to Participants

The following pages contain the instructions on bidding in the Slot Exchange Auction. They are reproduced here exactly as given to the five airline teams prior to commencement of the exercise.

Slot Auction Description and Instructions

1. Introduction

You are taking part in an experiment to determine the effects of runway slot auctions on airline scheduling and profitability. The FAA imposes hourly quotas on landings and takeoffs at the high density airports. At certain peak hours of the day, the airlines wish to schedule more flights at these airports than there are slots available under the FAA rules. In the experiment, we will simulate the slot restrictions, and an allocation of restricted slots will be made by means of an auction. A slot price will have to be paid for slots at peak hours at congested airports. The purpose of charging a price for such slots is to resolve, in an economically efficient way, the question of which airlines obtain slots when there is an insufficient supply of slots.

You will be asked to prepare bids for slots after you have completed a first cut at desired schedules without slot restrictions. The method of bidding and the determination of slot prices and allocations will be explained in detail below. After you have submitted bids for all the slots (at all quota-airports) that "interest" you, a computer program will determine an allocation and a single price for slots at each peak hour at each congested airport. The price may be nominal--this happens if the number of slots requested in all the bids for one airport at one peak hour is less than the FAA quota. The auction results are not necessarily final. You may study them and prepare new bids if you wish, providing the auctioneer has not closed the auction market. On the first round of bidding you can be assured of another chance to bid; therefore, you will get a chance on the second round to correct "mistakes" in bidding which may arise due to unfamiliarity with this type of auction.

2. The Auction Procedure (Trading Post Method)

To introduce the concept of the auction we ask you to imagine that there are a number of trading posts at which slots are offered for sale--one for each peak hour at each congested airport. All these trading posts will be open simultaneously. Airlines wishing to buy one or more slots at particular trading posts prepare bids (offers to pay a specified amount of money) for these slots as follows:

Airline A		Slot Number 1	2	3	4	5
Trading Post "i"	Bid ($/opr)	150	100	100	70	0

This means that airline A is offering to pay $150 for one slot,* $100 for each of the second and third slots and $70 for a fourth slot at trading post "i," at a specific hour at a specific airport. If awarded one to four slots, it will pay the announced price which will not exceed the bids. Suppose a slot price of $95 is announced. Then airline A will be awarded 3 slots at $95--the fourth slot, for which only $70 was bid, is not awarded to A.

---

* A slot is defined as a right to conduct one runway operation within a 60-minute period at a designated airport every day for six months. Pricing is expressed in dollars per operation. The actual payment for slots awarded will be price times 182.

The bidding rules are as follows:

1. Airlines prepare their bids privately.

2. Airlines bid for as many slots as they wish at all trading post simultaneously.

3. When the auctioneer closes the auction at any time after the first round of bidding, the airlines must accept and pay for the slots awarded them. Slot prices will never exceed bids for slots actually awarded, and frequently will be substantially lower. The payment schedule for slots awarded may be spread out, interest-free, over the six months of slot utilization.

4. If more than one bid is made at the slot price, but the quota is such that not all bids at that price or higher can be awarded, then a random allocation is used to determine which among the airlines bidding the slot price are awarded slots.

5. At the end of each round of bidding, the slot prices and allocations are computed and all airlines are informed of the results. If this is not the last round, they may study the computer results and make any changes they wish in their bids, subject to the rules.

6. There is no need to resubmit unchanged bids as these are stored in computer memory. Only those bids which are to be

changed in any way need be submitted, and these must be submitted in full. Thus, if the bid was originally:

Airline A, Round 1 Trading Post "i"		Slot Number 1	2	3	4	5
	Bid ($/opr.)	150	100	100	70	0

and the $ amount for the second slot is to be increased to $125 and this is the only change, the resubmission should be:

Airline A, Round 2 Trading Post "i"		Slot Number 1	2	3	4	5
	Bid ($/opr.)	150	125	100	70	0

7. After completion of two or more rounds of bidding, the auctioneer may determine when to close the auction. Once the auction has been closed, no further bidding for slots will be accepted. The auction will be closed if the players vote unanimously to discontinue bidding, or if the auctioneer determines that the slot allocation has "settled down" sufficiently.

3. Explanation of Price Determination

The bids prepared by airlines (See Figure 1) for slots at each trading post represent, in effect, the individual demand schedules of the airlines. When all the airlines have bid, the bids are aggregated into market demand curves for slots at each trading post (See Figure 2). The FAA hourly quota causes the supply of slots to be restricted, so that a supply curve for slots is generated with zero price for slots under the quota, and a very high price* for

---

*effectively infinite

slots above the quota. Supply and demand are in balance if the price is set at the intersection of the supply and demand curves (See Figure 3). The solution technique is displayed in Figure 3 for the same example presented in Figure 1 and we see that the slot price in this example is $65. Because these curves are step functions, and the quantity of slots muct be an integer, there is a slight ambiguity about the intersection which is resolved by taking the midpoint of the range of slot prices around the balance point of supply and demand. In other cases, the ambiguity may result in two or more marginal slots for which the same amount was bid having to be allocated randomly to airlines. For example, if A and D, had both bid $80 for their third and fourth slots respectively, only one of these slots could have been awarded; which one would be decided by the "toss of a coin".

Ordinarily, when supply is in excess, the absence of demand pressure will allow the slot price to be zero. However, a minimum price will be announced and charged for all allocated slots. Whenever there is excess demand, however, a positive price is necessary in order to eliminate some of the demand. The price is chosen so that all airlines which bid above that price are awarded slots, all who bid below are not. In a subsequent round of bidding, the disappointed airlines have a chance to bid higher, so as to try to capture desired slots. This causes the slot price to go up so that there will be a new allocation of slots at the next round. Some airlines may find they have lost slots which were previously

FIGURE 1. SUMMARY OF ALL AIRLINE BIDS
FOR ONE TRADING POST
(UNITS = $ PER OPERATION)

AIRLINE	SLOTS (QUOTA = 11 PER HOUR) 1	2	3	4	5	6	ALLOCATION
A	100*	90*	50	0			2
B	150*	150*	150*	100*	50	0	4
C	100*	0					1
D	110*	100*	90*	80*	0		4
E	49	49					0

*INDICATES SUCCESSFUL BID

FIGURE 2. FORMATION OF PRICE, SLOT ALLOCATION AT A TRADING POST

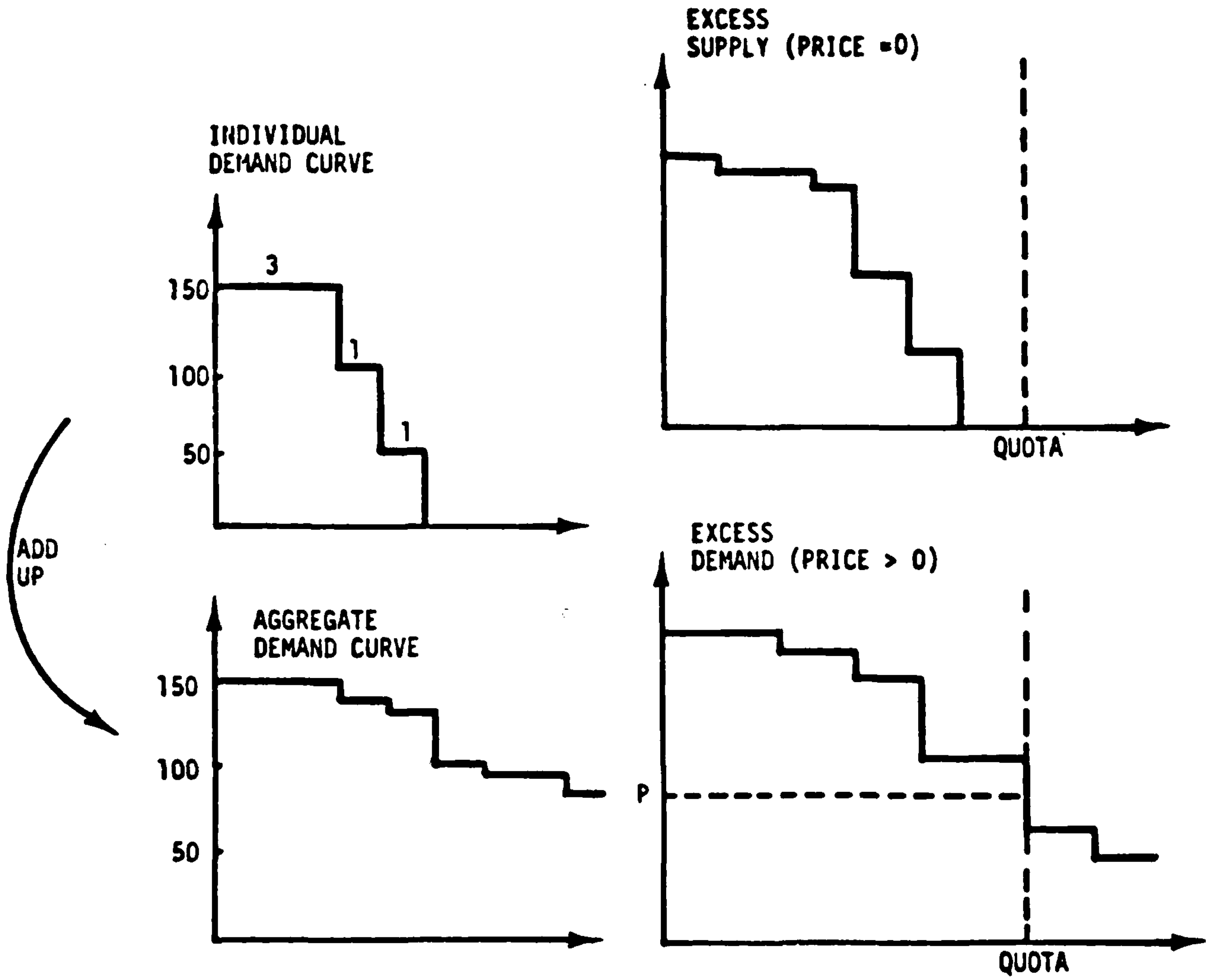
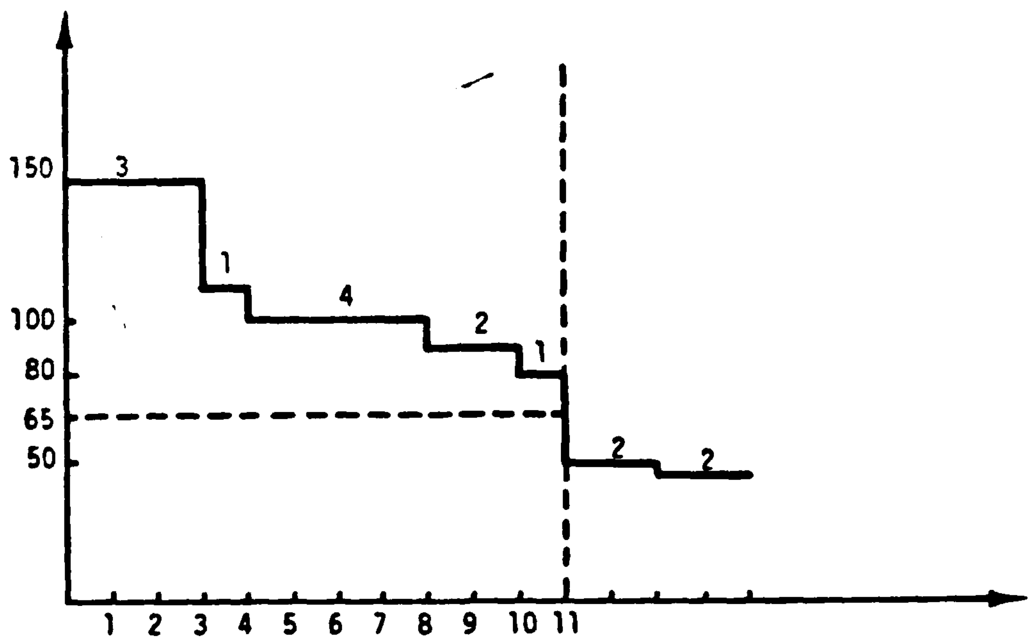


FIGURE 3. AGGREGATED DEMANDS FROM ALL AIRLINE BIDDING AT ONE TRADING POST



AGGREGATED DEMANDS FROM BIDDING AT TRADING POST won. In addition to bidding higher amounts to recapture these lost slots, the airlines should consider "sliding" to an adjacent market. Eventually the process converges to a competitive equalibrium. In practice the auctioneer must determine when the bidding has "settled down" sufficiently and announce a cut-off, as described in the Rule No. 7 above. If the available auction time runs out with the allocation still fluctuating, then it will be necessary to halt the simulated auction. In reality, it will be desirable to resume bidding the next day in any future implementation of the slot auction.

4. Scheduling Flights After Slot Allocations To Airlines.

Following the slot auction, each airline will have received a printout containing detailed information on the slots awarded to itself, and payments required over 6 months operations for those slots. It will be the responsibility of each airline to make sure that flights scheduled subsequently are compatible with the slot allocation at capacity restricted airports. An airline awarded five slots at 9:00 a.m. at airport AAA is therefore expected to schedule no more than 5 runway operations at that airport from 9:00 a.m. to 9:59 a.m. The game administrator will also check the schedules for slot feasibility and inform airlines of any violation.

4. RESULTS AND ANALYSIS

The exercise was conducted in five offices, one for each airline team, and a control center for the game administrators on the ninth floor of the FAA building at 800 Independence Avenue. The airline schedulers, the game administrators and the members of the FAA's Office of Aviation Policy who were involved all put in long hours. A large amount of learning of game procedures and sifting through scenario airline data was required of the airline schedulers. Considering this and the time pressures, the evaluation exercise was conducted reasonably close to the daily schedule and with a number of useful results.

First, the exercise showed that it was possible to operate profitably in the simulated slot-restricted environment, allowing for the new cost element when the slots were priced. Secondly, the results indicated that the airline teams were able to prepare bids and acquire a usable set of slots through the Slot Exchange Auction. Thirdly, the results showed that some of the teams were able to make even better profits within the restricted environment than they did in the base case; other teams gave up some profits to slot payments. The improvement of airline profitability in the face of increased costs due to slot pricing shows a learning effect.

Procedurally, the Slot Exchange Auction was found to work satisfactorily within the time constraints of the exercise. Due to these constraints, there was only a partial test of the equilibrium concept, and indeed many more rounds of bidding would seem to be required. The slot awards demonstrated remarkable convergence, but price convergence remains to be shown. In the previous section some alternative methods of guaranteeing termination were discussed.

4.1 The Slot Exchange Auction Results

Because of the large amount of data generated by the slot allocation evaluation, this section will necessarily be selective in presenting the results. The complete body of the airline management game output and auction evaluation output will be made available on request. Table 4.1 presents the "bottom line" for each phase of the evaluation: the net earnings (after tax) of the five airline teams. In the case of the second and third lines of Table 4.1 these figures are also net of slot payments resulting from the auctions. The "industry" as a whole proved able to generate as much profit after suitable learning with an auction for slots (line 3) as it did without the auction (line 1); indeed, without any restrictions as to slot utilization. Individual teams either improved their profitability (Blue and Red) or managed to avoid serious losses (Gold, Green and White), again after suitable learning. The large loss generated by the Blue team in Period 1 is anomalous and was corrected in Period 2; it was caused by an excessively simplistic market strategy on the part of the Blue team, leading to severe drop in load factors.

The quotas were set by the game administrator and auctioneer as being:

Airport	A	B	C
Quota	13	12	11

at the end of the base period. Tables 4.2 through 4.11 summarize the financial and performance results of the evaluation exercise. Starting with Tables 4.2 through 4.4 we find that slot prices within the first period Slot Exchange auction tend strongly upwards at the most favored peak hours, particularly at airport C which had the smallest quota. The exceptionally high slot prices at 0800 and 1600 hours at airport A (implying slot payments of respectively $141,232 and $128,674 per season by each airline scheduling arrivals or departures at those hours) are indicative of overbidding in the first period auction. This was corrected in the

TABLE 4.1 NET EARNINGS* BEFORE AND AFTER SLOT ALLOCATIONS (IN MILLIONS OF DOLLARS PER SIX-MONTH PERIOD)						
	AIRLINE					
CASE	BLUE	GOLD	GREEN	RED	WHITE	ALL
1. BASE	-0.220	3.817	3.845	1.109	4.018	12.569
2. PERIOD 1--AUCTION**	-7.967	3.098	1.634	0.485	3.183	0.433
3. PERIOD 2--AUCTION**	1.349	3.254	3.445	1.426	3.691	13.165
4. PERIOD 1--ADMINISTRATIVE	2.020	4.282	3.849	1.656	3.892	15.699

*AFTER TAX
**AFTER SLOT PAYMENTS AND INCOME TAXES

TABLE 4.2 SLOT PRICES AT END OF ITERATION 1.1 (DOLLARS PER OPERATION)			
	AIRPORT		
HOUR	A	B	C
0600	0	0	0
0700	100	7	7
0800	200	0	8
0900	8	0	50
1000	8	7	100
1100	54	8	38
1200	79	125	4
1300	200	8	8
1400	29	0	100
1500	29	38	100
1600	200	1	4
1700	104	4	54
1800	129	25	58
1900	4	125	8
2000	1	0	7
2100	0	0	0
2200	0	0	0

TABLE 4.3 SLOT PRICES AT END OF ITERATION 1.2 (DOLLARS PER OPERATION)

HOUR	AIRPORT A	AIRPORT B	AIRPORT C
0600	0	0	0
0700	202	4	8
0800	560	0	8
0900	101	0	101
1000	30	12	151
1100	78	13	0
1200	251	201	0
1300	311	51	51
1400	101	0	251
1500	0	76	201
1600	432	1	0
1700	180	0	403
1800	201	51	210
1900	8	201	18
2000	0	0	51
2100	0	0	0
2200	0	0	0

TABLE 4.4 SLOT PRICES AT END OF ITERATION 1.3 (DOLLARS PER OPERATION)

HOUR	AIRPORT A	AIRPORT B	AIRPORT C
0600	0	0	0
0700	276	4	0
0800	776	1	58
0900	209	1	209
1000	51	0	485
1100	0	0	0
1200	301	301	0
1300	351	204	209
1400	197	0	429
1500	0	201	501
1600	707	5	0
1700	201	0	510
1800	0	351	458
1900	0	155	51
2000	0	0	0
2100	0	0	0
2200	0	0	0

TABLE 4.5 POTENTIAL SLOT REVENUES (MILLIONS OF DOLLARS PER HALF-YEAR SEASON)

ITERATION AND ROUND	AIRPORT A	AIRPORT B	AIRPORT C	AIRPORT ALL
1.1	2.709	0.760	1.093	4.562
1.2	5.809	1.332	2.909	10.050
1.3	7.261	2.671	5.826	15.758
2.1	1.051	0.646	1.269	2.966
2.2	0.582	0.535	1.922	3.039
2.3	2.432	0.937	3.934	7.303

TABLE 4.6 NET EARNINGS BEFORE TAXES OR SLOT PAYMENTS (IN MILLIONS OF DOLLARS PER HALF-YEAR SEASON)

AIRLINE	BASE*	PERIOD 1	PERIOD 2
BLUE	-0.22	-2.11	3.00
GOLD	3.82	10.14	7.23
GREEN	3.84	7.25	7.66
RED	1.11	2.48	3.17
WHITE	4.02	9.07	8.20
ALL	12.57	26.84	29.26

*THERE WERE NO SLOT RESTRICTIONS IN THIS INITIAL ITERATION.

TABLE 4.7 POTENTIAL SLOT PAYMENTS AFTER EACH BIDDING ROUND (MILLIONS OF DOLLARS PER HALF-YEAR)

	PERIOD AND ROUND					
AIRLINE	1.1	1.2	1.3	2.1	2.2	2.3
BLUE	1.843	3.574	5.971	0.921	0.641	1.778
GOLD	0.158	2.079	3.047	0.843	0.959	2.410
GREEN	1.823	2.135	3.617	0.395	0.725	2.034
RED	0.034	0.889	1.019	0.371	0.318	0.185
WHITE	0.703	1.372	2.104	0.436	0.397	0.886
ALL	4.561	10.049	15.758	2.966	3.040	7.303

TABLE 4.8 NET EARNINGS AFTER SLOT PAYMENTS, AFTER TAXES (MILLIONS OF DOLLARS PER HALF-YEAR)

AIRLINE	BASE	PERIOD 1	PERIOD 2
BLUE	-0.220	-7.967	1.349
GOLD	3.817	3.098	3.254
GREEN	3.845	1.634	3.445
RED	1.109	0.485	1.426
WHITE	4.018	3.182	3.691
ALL	12.569	0.432	13.165

second period auction as can be seen by referring to Table 4.5. Total slot payments at the end of Round 3 of the bidding in the first period amounted to nearly $16 million per season, which exceeded net earnings ($12.5 million) of all five airline teams in the base period (Table 4.6). The airline teams were nevertheless able to increase net earnings in Period 1 so that, even with the high cost of slots, they managed to break even (Table 4.8).*

There were significant reductions in slot prices and improvement in profitability during Period 2. The aggregate level of slot payments was less than half the Period 1 level after three rounds of bidding. Net earnings before taxes were up sharply and the final Period 2 profitability was actually better with slot pricing than it had been without slot pricing in the base period (Table 4.8). A learning effect on the part of the team players is clearly in evidence and explains this strange result. It is therefore very important to allow for airline learning in planning to implement a slot auction. The Slot Exchange auction is specifically designed to allow learning about slot market effects to take place without imposing real costs on the airline industry. More than three rounds of bidding would probably be required in implementation of the Slot Exchange auction to complete the information exchange between airlines that occurs through observing slot prices and slot allocation sequentially.

4.2 Levels of Service

In reviewing the results of the evaluation exercise, it is necessary to recall that the five teams had complete freedom to determine which markets they would

---

*As previously mentioned, the Blue team suffered severe losses in Period 1.

serve subject to the constraints of thier given equipment. Due to time pressures, not all of the participants were able to take full advantage of this freedom. Nevertheless, we do see considerable improvement over the initial schedules which were prepared by Flight Transportation Associates in Period 1. Further progress is in evidence in the Period 2 results. Undoubtedly, the fact that the airline participants were professional schedulers contributed to the improved airline schedules. That this improvement occurred in the face of slot restrictions which were not applied in the initial scheduling makes the result more striking.

4.2.1 The System Responses

The operating statistics for the base period and Period 1 and Period 2 are presented in Tables 4.9 through 4.11. The OAG schedules, as printed on the computer by the Airline Management software, are presented in Table 4.12* (Period 1) and Table 4.13 (Period 2). Traffic data are also generated by they AMG software; these are shown in Table 4.14 (Period 1) and Table 4.15 (Period 2).

The operating statistics (Tables 4.9 through 4.11) show considerable stability. While average load factors actually improved in Period 2 for three of the airline teams and were hardly changed for the other two, there is an overall appearance of very little change in airline operating statistics if one compares Period 2 (Table 4.11) with the base period (Table 4.9). The difficulties encountered in Period 1, such as Blue's 10.8 percent drop in load factor, can all be attributed to learning. The main conclusion which we draw from the evaluation exercise is that the airlines can perform "business as usual" in the face of slot pricing and can maintain their profitability. Caution is required in extending this conclusion to the real air transportation system; in allowing the players complete freedom of choice

---

*On account of their large bulk, Tables 4.12 through 4.15 are presented in the Data Appendix.

TABLE 4.9 OPERATING STATISTICS--BASE CASE

	BLUE	GOLD	GREEN	RED	WHITE	ALL
SEAT-MILES (x 10^6)	1,407.7	887.0	1,090.1	378.8	309.7	4,073.2
RPM (x 10^6)	781.6	558.0	651.7	180.0	215.5	2,386.8
ENPLANEMENTS (x 10^6)	1.665	1.200	1.278	0.500	0.493	5.137
AVG. EQUIPMENT UTILIZATION (HRS/DAY)	10:08	9:07	10:08	8:08	9:41	9:36
AVG. STAGE LENGTH (MILES)	453	401	454	355	370	420
AVG. LOAD FACTOR	0.555	0.629	0.598	0.475	0.696	0.586

TABLE 4.10 OPERATING STATISTICS--PERIOD 1

	BLUE	GOLD	GREEN	RED	WHITE	ALL
SEAT-MILES (x 10^6)	1,521.8	900.2	963.1	412.4	309.7	4,107.1
RPM (x 10^6)	752.5	582.5	561.9	183.8	215.0	2,295.8
ENPLANEMENTS (x 10^6)	1.383	1.202	1.172	0.490	0.510	4.757
AVG. EQUIPMENT UTILIZATION (HRS/DAY)	10:19	9:09	8:51	8:17	9:41	9:21
AVG. STAGE LENGTH (MILES)	572	426	477	369	370	461
AVG. LOAD FACTOR	0.495	0.647	0.583	0.446	0.694	0.559

TABLE 4.11 OPERATING STATISTICS--PERIOD 2

	BLUE	GOLD	GREEN	RED	WHITE	ALL
SEAT-MILES (x 10^6)	1,309.1	913.7	1,000.1	393.8	314.6	3,931.3
RPM (x 10^6)	722.9	590.4	610.8	190.4	219.7	2,334.3
ENPLANEMENTS (x 10^6)	1.348	1.236	1.313	0.482	0.520	4.899
AVG. EQUIPMENT UTILIZATION (HRS/DAY)	9:11	9:21	9:19	8:08	9:52	9:12
AVG. STAGE LENGTH (MILES)	529	416	459	383	361	443
AVG. LOAD FACTOR	0.552	0.646	0.611	0.484	0.699	0.594

with regard to routes and market strategies we have undoubtedly exaggerated the extent to which airlines would change their network in response to slot pricing and allocation.

One advantage of the real situation is that over several six-month periods the equilibrium of slot supply and demand may be easier to obtain due to the inherent stability of the air transport system over time. The existence of previous prices and slot allocations will speed up the convergence of the Slot Exchange auction. In the exercises there was no such history of prices to guide the players and the equilibrium was accordingly harder to obtain.

4.2.2 Service to Small Communities

The six minor airports in the evaluation exercise were KKK, LLL, MMM, NNN, OOO and PPP. Together, they had only 5.75 percent of all traffic (passengers enplaned per day) in the base case and each individual market involving a small community had less than 1 percent of all traffic. In contrast, the AAA-CCC market claimed 8.59 percent of passenger traffic. It should be noted that the simulated demand for air service did not allow for any traffic among these six airports. After the Period 1 auction, the rescheduled network showed an overall drop of 49 percent in these small markets (Table 4.16). Service to and from airports OOO and PPP was dropped entirely. Only KKK, of the six minor airports, did not lose significantly. Following the Period 2 auction, some of the small community service was restored--mostly for MMM and NNN. Two airports, OOO and PPP, still had no service. This remained true after the Administrative Allocation even though overall traffic from the six small airports was slightly up (Table 4.16) relative to the Period 2 auction.

TABLE 4.16 SMALL COMMUNITIES AVERAGE ENPLANEMENTS/DAY				
		PERIOD		
AIRPORT	BASE	1	2	AA
KKK	500.2	469.6	470.2	536.2
LLL	255.2	78.8	96.8	98.2
MMM	231.8	69.8	219.9	219.8
NNN	273.8	156.7	279.8	278.4
OOO	94.5	--	--	--
PPP	172.6	--	--	--
TOTAL	1,528.1	774.9	1,066.7	1,132.6
REL. CHANGE COMPARED WITH BASE		-49.3%	-30.2%	-25.9%

4.3 The Slot Exchange (Aftermarket)

The aftermarket was organized as an openbook exchange. The players could bring written offers to buy or sell specific (time-of-day) slots at specific capacity-restricted airports (AAA, BBB or CCC) to the exchange. These offers were posted immediately on a blackboard. The forms for making such offers (to sell) or bids (to buy) are shown in Figures 4.1 and 4.2. The aftermarket administrator attempted to match sells with buys at each airport and time of day. Those slots which had not been purchased in the Slot Exchange Auction (unclaimed slots) were offered on a first come-first served basis at a nominal price of one dollar. Buyers of unclaimed slots were limited to four slots per team each 15 minutes so long as the exchange remained open and the desired slots were still available.

The activity on the exchange was not extensive. Far more offers to sell slots occurred than bids to buy slots, and the number of transactions, other than

AIRLINE:

THIS IS A FORM FOR AN AIRLINE TO SUBMIT BIDS TO BUY SLOTS ON THE AFTERMARKET.

		SLOTS REQUIRED					
AIRPORT	HOUR	1	2	3	4	5	6

FIGURE 4.1 AFTERMARKET FORM A--BUY

AIRLINE:

THIS IS A FORM FOR AN AIRLINE TO OFFER TO SELL SLOTS WHICH IT HOLDS ON THE AFTERMARKET.

		SLOTS OFFERED					
AIRPORT	HOUR	1	2	3	4	5	6

FIGURE 4.2 AFTERMARKET FORM B--SELL

TABLE 4.17 AFTERMARKET ACTION--PERIOD 1

TRANSACTION	AIRPORT	TIME	BUYER*	SELLER*	PRICE** ($/OPR.)
1	CCC	21	BL		1
2	CCC	21	BL		1
3	CCC	21	BL		1
4	CCC	21	BL		1
5	AAA	15	GL		1
6	BBB	17	GL		1
7	CCC	12	GL		1
8	AAA	11	WT		1
9	BBB	10	WT		1
10	CCC	7	WT		1
11	AAA	18	WT		1
12	AAA	6	GR		1
13	AAA	11	GR		1
14	BBB	17	GR		1
15	CCC	12	GL		1
16	AAA	6	GR		1
17	CCC	11	RD		1
18	CCC	11	RD		1
19	CCC	16	RD		1
20	CCC	16	RD		1
21	CCC	8	GL	BL	116
22	CCC	13	GL	BL	418
23	AAA	14	GL	WT	394
24	BBB	14	GL		1
25	AAA	20	GL		1
26	AAA	15	GL		1
27	AAA	22	BL		1
28	BBB	21	BL		1
29	BBB	21	BL		1
30	CCC	19	RD	WT	102
31	CCC	20	GL		1
32	AAA	10	GL	BL	158
33	AAA	19	RD	WT	50
34	BBB	20	GL		1
35	BBB	11	GL		1
36	CCC	21	RD		1
37	BBB	22	RD		1
38	AAA	6	RD		1
39	BBB	10	RD	WT	50

*TEAMS IDENTIFIED BY TWO-LETTER CODE ARE: BL=BLUE, GL=GOLD, GR=GREEN, RD=RED, WT=WHITE.

**A ONE-DOLLAR PRICE WITH NO SELLER IDENTIFICATION DENOTES A PURCHASE OF AN UNCLAIMED SLOT FROM THE SLOT AUTHORITY.

TABLE 4.18 AFTERMARKET ACTION--PERIOD 2

TRANSACTION	AIRPORT	TIME	BUYER*	SELLER*	PRICE** ($/OPR.)
1	CCC	17	RD		1
2	CCC	15	RD		1
3	CCC	7	GL		1
4	AAA	14	GL		1
5	AAA	15	GR		1
6	BBB	10	WT		1
7	AAA	12	WT		1
8	CCC	14	WT	BL	300
9	CCC	12	GR	GL	150
10	AAA	12	GL		1
11	AAA	8	GL		1
12	AAA	8	GL		1
13	AAA	8	GL		1
14	CCC	12	RD	WT	75
15	AAA	12	GR	GL	50
16	CCC	11	RD	GL	150
17	CCC	12	RD	BL	50
18	CCC	10	RD	WT	250
19	BBB	22	GL		1

*TEAMS IDENTIFIED BY TWO-LETTER CODE ARE: BL=BLUE, GL=GOLD, GR=GREEN, RD=RED, WT=WHITE.

**A ONE-DOLLAR PRICE WITH NO SELLER IDENTIFICATION DENOTES A PURCHASE OF AN UNCLAIMED SLOT FROM THE SLOT AUTHORITY.

TABLE 4.19 SLOT PAYMENTS IN AUCTION AND AFTERMARKET ($ PER DAY)

	PERIOD 1			PERIOD 2		
AIRLINE	AUCTION TOTAL	PURCHASES	SALES	AUCTION TOTAL	PURCHASES	SALES
BL	32,806	7	692	9,823	0	350
GL	16,742	1,096	0	13,241	7	350
GR	19,875	4	0	11,177	201	0
RD	5,601	209	0	1,020	527	0
WT	11,559	4	596	4,866	302	325

the $1.00 purchases, fell short of the number of offers by an order of magnitude (Tables 4.17 and 4.18). The total slot payments by all teams for exchange activities are shown in Table 4.19, also indicating the small volume of activity when compared with the total auction slot payments.

The airlines apparently did not behave speculatively in the slot auction and exchange, but many auction acquisitions were in excess of slot requirements as evidenced by the pressure to sell in the exchange. Some airline players informed us that they were attempting to buy "insurance" slots for important flights--slots at adjacent hours in the same airport. This may account for the excess supply in the exchange.

In a real exchange there undoubtedly would be more activity because of the six months duration of each period in real time compared with approximately two hours in simulated time. Furthermore the changing environment in the real air transportation system might necessitate slot exchanges and the pricing of such slots might not be an important consideration to the airlines. Naturally, this would change if any tendency towards speculation in slots developed.

5. COMMENTS BY THE AIRLINES

Those airlines which sent participants to the Evaluation Exercise in Washington, February 11-15, 1980, were invited to comment in writing. During March 1980 the participants were mailed a document of game results and ECON's and the FAA's brief analyses of these results.[2] They were asked to respond promptly to the following questions.*

1. Which method did you prefer--the Trading Post Auction or the Administrative Allocation? Why?

2. In each of the two methods did you significantly alter your airline marketing approach as a result of the slot allocation? If so, in what way?

3. Do you consider the two methods to be fair? If not, in what way are they unfair?

4. Were you able to handle the total information flow comfortably in the time available in each method? Was more time required (a) for rescheduling, (b) for bidding, and/or (c) for submitting preference plans in the Administrative method?

5. Was the evaluation exercise sufficiently realistic to allow conclusions to be drawn from the real world? If not, how would you make it more realistic?

6. Assuming one had to implement one of the two alternative allocation methods, what changes would you recommend in each method to make it more practical?

Their responses are reproduced here in facsimile; they speak for themselves and hence we shall not discuss them other than to state that the factual errors which W. Jeffrey Rowe points out were corrected in this report.

- American Airlines - Donald F. Roach and R. Bradley Jensen
- Delta Airlines - W. Jeffrey Rowe
- Eastern Airlines - W. H. Pacelli

---

*Note that "Trading Post Auction" was the term then in use for the Slot Exchange Auction.

- Piedmont Airlines - R. L. McAlphin and R. L. James
- Trans World Airlines - R. J. Zablocki
- USAir - Jerry A. Frissora

AmericanAirlines

April 2, 1980

Mr. John M. Rodgers
Acting Chief, Economic Analysis Branch
Federal Aviation Administration
800 Independence Avenue, S. W.
Washington, D. C. 20591

Dear Mr. Rodgers:

By letter dated March 7, 1980, you forwarded to us an evaluation of the slot allocation exercise conducted during the week of February 11 at the FAA (the "Evaluation"). This allocation exercise explored two methods of allocating airport slots: an auction system and an administrative allocation system. On January 15, 1980, American submitted detailed comments on the auction system proposed by the Polinomics Research Laboratories. The general principles addressed in those comments apply as well to the present Evaluation. We have the following additional comments in connection with the two systems analyzed in the Evaluation:

I. BOTH THE AUCTION SYSTEM AND THE ADMINISTRATIVE ALLOCATION SYSTEM WERE BASED ON TWO INVALID PREMISES.

The Evaluation concluded that the airline teams were able to show considerable profit improvement under both the auction system and the administrative allocation system, and implies that this improvement was due to the institution of slot allocation. However, the mock airlines that the exercise participants were asked to manage were initially operating at very low capacity utilization. The participants were able to dramatically increase the efficiency of the mock airlines simply by streamlining aircraft utilization and scheduling. The institution of the allocation methods clearly had nothing to do with the increased profits.

The Evaluation was cognizant of the problem*, but failed to recognize the degree to which the problem affected the results. The impact of this fundamental deficiency on the overall conclusion regarding the two allocation methods cannot be lightly swept aside. Under both methods, the improvements in profitability were clearly a function of common sense resource allocation, not the institution of allocation systems.** In the real world, airlines already operate at very high efficiency levels. It is simply not realistic to expect that an auction system would generate enough of an increase in efficiency to offset the cost of slot payments.

The second invalid premise of the auction and the

---

* Evaluation, pp. 16, 40.

** For example, the first action the red team took in response to the slot limitations imposed was to cancel the flights which were making the least profit. Because the profits were calculated using variable cost (i.e. direct operating and passenger related costs, but no depreciation and amortization) naturally the rate of return would go up. In the real world, however, the cost of aircraft ownership cannot be disregarded.

administrative allocation systems is that they both assume that airlines have complete flexibility to alter schedules at will. This is obviously not the case. A schedule change at one airport has a ripple effect which would impact all of the subsequent segments served by the affected flight. Furthermore, passengers have come to rely on, for example, American's 6:00 p.m. flight from LaGuardia to O'Hare. Airlines are therefore not free to capriciously revamp their schedules in order to accommodate a particular allocation method. Safeguards must be built into the system to avoid inconvenience to the traveling public.

II. THE AUCTION SYSTEM FAILED TO PRODUCE AN EQUILIBRIUM.

From an economic efficiency point of view, the auction was suppose to produce a supply/demand equilibrium that would accurately reflect the value of a given slot. However, in the auction that was conducted there was no convergence of the supply and demand curves to an equilibrium point. This appears to have been caused by the amount of uncertainty and speculation involved in the bidding process. Because the slots won in a given round of the auction were not guaranteed to the next round, it was usually necessary to increase the bid for a slot already won in a previous round. In subsequent rounds, it sometimes became prudent to drop a slot that had been won in a previous round. Speculation and lack of convergence put an artificial upward pressure on prices. But since the auction was terminated after only three rounds, it was not possible for slot prices to reach a true supply/demand equilibrium.

III. THE ADMINISTRATIVE ALLOCATION METHOD SIMPLY DID NOT WORK.

The administrative allocation procedure was a two-step process where each carrier was awarded a specific number of slots according to an entitlement formula, and then slot assignments were made by a computer after each carrier had submitted a number of alternative plans specifying the hour by hour utilization of its awarded slots.

Both steps in this process are flawed. First, the weights in the entitlement formula were very arbitrary and cannot be shown to favor all carriers equally at all airports. As a result of this, carriers would end up tailoring their schedules to serve the entitlement formula, rather than to serve passenger convenience. For example, some carriers may run through plane service at a particular airport while others make turnarounds. In order to maximize the number of slots to which they would be entitled under the formula, carriers operating through plane service would find it beneficial to publish all of their multi-stop service as connections in order to achieve the greatest number of enplanements. This would create unnecessary passenger inconvenience. Moreover, it is doubtful that the interested parties would ever be able to agree on fair definitions and weightings in the entitlement formula.

The most significant drawback of the administrative allocation procedure is that the computer program employed to find the solution did not, in fact, find the solution. The carriers were asked to submit a number of different scheduling alternatives which, as discussed above, they simply do not have the flexibility to do. Nevertheless, the computer program could not find a suitable hour by hour allocation to meet the carriers' needs. Since the computer was able only to make a partial allocation, it was necessary to get all the team players into a large room with the slot requests posted on a board and then solicit volunteers for sliding. This is precisely what the scheduling committee already does.

The failure of the computer program to find a suitable allocation for all carriers is a function of the inability of the system to focus on specific problem areas. In practice, the slot allocation problem is really a peculiar combination of events occurring at specific times. It is unrealistic to expect the computer to arrive at an acceptable solution merely by presenting it with a myriad of random slot plans. This approach did not work during the FAA exercise and it will not work in the real world. Specific individual adjustments to resolve specific problem areas are always going to be necessary.

IV. A SUPERIOR ALTERNATIVE TO THE CURRENT SCHEDULING COMMITTEE SYSTEM HAS STILL NOT BEEN FOUND.

In its January 15, 1980 comments to the FAA and the CAB in connection with the Polinomics study, American set forth several reasons why the current committee system should be maintained in the absence of a superior alternative. Neither of the approaches explored in the February 11 FAA exercises proved to be superior. The committee system permits intelligent interaction on specific problem areas without going back to square one each time. This is the essence of the committee system and it is why the committee system works. Neither the auction system nor the administrative allocation system has been demonstrated to more equitably or efficiently accomplish what the committee system already accomplishes.

V. RECOMMENDATIONS

In its Polinomics study comments to the FAA and the CAB, American set forth several considerations regarding an auction-type system. These included recommendations that all slots should be auctioned (including general aviation and small cities slots), that slot auctions should cover a six-month period and be held six months ahead of time, and that an open, multi-step auction process would be preferable. Any auction system that may ultimately be adopted must take into account these basic considerations.

Clearly, the two systems explored during the February 11 FAA exercises did not meet the desired objectives. Neither exercise can be considered to have tested the respective systems sufficiently for application to the real world. In fact, the only concrete conclusion that can be drawn is that neither system worked. It is again urged that current scheduling committees be maintained in order to avoid disruption of a process that effectively offers the traveling public the convenience it requires.

Very truly yours,

Donald F. Roach
Manager - Scheduling Systems Development

R. Bradley Jensen
Manager - Schedule Planning

COMMENTS OF W. JEFFREY ROWE ON FAA SLOT ALLOCATION EVALUATION

W. Jeffrey Rowe
Analyst - Economic Research
Department 973
Delta Air Lines, Inc.
Hartsfield Atlanta International
Atlanta, Georgia 30320

GENERAL COMMENTS

The FAA is to be commended for its bold venture into assessment of policy options by computer simulation techniques. In my opinion, this type of analysis can offer valuable insight and a broader understanding of what proposed changes in the national air transportation system will accomplish. Nevertheless, this simulation exercise was flawed, as any such initial effort is bound to be. These flaws are detailed in the sections that follow, particularly section 5. My conclusion is that the defects in the exercise preclude using it to compare the two allocation methods with each other or with the scheduling committee method.

The simulation model is an extremely versatile tool and should not be abandoned in these ground-breaking difficulties. Another simulation exercise with airline participants (not necessarily the same ones) should be conducted, with some changes in the scenario (see section 5). Slot allocation should be simulated using (a) the scheduling committee, to establish a realistic baseline case, (b) common-price and discriminative-price auctions, and (c) a refined administrative allocation method. Each method should be simulated for several periods to allow schedules to reach an equilibrium and to minimize the chances of anomalous events appearing in the results. The time required for this additional study would be on the order of several weeks, and would therefore preclude attendance by airline participants in Washington. However, interaction between the participants and administrators could be accomplished via the same telephone line computer peripherals that afford the participants access to the simulation model.

1. PREFERRED ALLOCATION METHOD

The administrative allocation procedure exerted less pressure on the Blue team than the slot auction. This resulted from Blue having already developed a schedule during the period 2 auction which (a) met the slot quotas, and (b) produced Blue's largest pretax earnings during the exercise (before slot payments) - $4.73 million. With this information in hand when the administrative allocation began, Blue felt that developing another slot-constrained schedule from the baseline schedule would be wasted effort in terms of the maximum-profit goal.

Blue's decision to implement its period 2 auction schedule in the administrative allocation simulation had a profound effect on the allocation process for all five airlines. For airport AAA, where Blue had used 83 slots in the baseline schedule, Blue requested only 61; this contraction by itself would have been enough to reduce the baseline (uncontrolled) movements in restricted hours from 213 to 191, below the daily quota of 195. Requests totaled only 176, or 19 less than the quota. Obviously the only challenge to meeting the slot quota at AAA was to arrange a few slides, and this was done quickly. The same comments apply to BBB, where the daily quota (180) exceeded requests (164) by 16 slots.

Airport CCC was more difficult to resolve because it was the only case where requests (167) were at the quota level (165). A fairly complex series of slides, coupled with a few outright reductions, was necessary to resolve CCC. These maneuvers were accomplished in short order by the teams in a scheduling committee-type meeting; yet the computerized assignment procedure might have continued indefinitely without any resolution.

As this discussion indicates, my preference for the administrative allocation method is qualified and is based upon circumstances in the exercise which would not parallel any real situation. In my opinion, although the exercise utilized a sophisticated simulation model capable of closely approximating reality, for various reasons (detailed in sections 4 and 5) the results of the exercise are not an adequate basis for selecting one allocation method over the other, or over the scheduling committee method.

2. MARKETING APPROACH UNDER SLOT CONSTRAINTS

The Blue team approach to market entry/exit and schedule adjustments on Blue's existing system was oriented toward maximizing profits under both methods of slot allocation, as well as in the initial simulation period when no slot constraints were imposed. Blue felt no need to pursue other goals as a result of either slot allocation method, and in fact would not have had the time to do so in any case (see section 4).

3. FAIRNESS OF ALLOCATION METHODS

The fairness of any slot allocation scheme to a given airline will depend on the particular viewpoint of that airline. Imposing a slot auction at a given airport might be less fair to an established carrier with extensive operations and connecting complexes at that airport, than it would be to a new carrier whose schedules are more flexible and can, if slot payments are too burdensome, shift its operations elsewhere. Conversely, imposing the administrative allocation on carriers with similar situations at the same airport might favor the larger carrier, which would get many slots based on its extensive pattern of service and large volume of connecting enplanements/deplanements, while the entrant would get just four slots. This is an important question, but it cannot be answered without some agreement as to what constitutes a fair slot allocation method. Such an agreement should balance the interests of passengers, shippers, airport authorities, local governments, air carriers, and other affected parties; given the broad constituencies involved, Congress might be an appropriate forum for this debate.

4. TIME CONSTRAINTS IN THE EXERCISE

In my opinion, there was not enough time to analyze the available information and develop plans of action based on it during any phase of the exercise. The Blue team neglected to reschedule many flights which our printouts identified as relatively unprofitable simply because time ran out. Likewise, we could have developed a more sophisticated bidding strategy had time allowed, particularly in the period 2 auction after we had the benefit of some bidding experience. I doubt that we would have acted differently given more time to prepare plans in the administrative allocation, since our plans simply represented various slides from a schedule we knew would be profitable (see section 1), and slides were the only changes we made to achieve resolution. However, had the quotas actually been such a serious constraint on operations in the administrative allocation that major rescheduling was required, we would have needed much more time. Lack of time to respond to all available information was one factor limiting the realism of the exercise (see section 5).

5. REALISM OF THE EXERCISE

This exercise was a pioneering effort in its use of computer simulation techniques to explore the effects of alternative policies on the national air transportation system; it proved that such simulations can serve as a tool in policy assessment. As might be expected in such a first-time endeavor, several features of the simulation scenario prevented the exercise from effectively approximating reality. Most serious was the quick transition from a route-regulated system having no slot constraints (the "initial state" at the beginning of the exercise) to a completely deregulated route environment with slot controls at the three busiest airports and an auction allocation system. 1/

1/ The "initial state" of the system given to the participants in the FAA exercise was created in December, 1979, at MIT by faculty and students at the Flight Transportation Laboratory (FTL). According to Dennis Mathaisel of FTL, the airline route structures created at MIT reflected the dictates of a central authority requiring the smaller lines to serve the smaller cities and limiting competition in large markets.

5. REALISM OF THE EXERCISE (continued)

Only one rescheduling attempt was allowed the teams between these two states, corresponding to a six-month period. The results of this rescheduling (the "base state" in the FAA description) certainly did not represent an equilibrium state under route deregulation, nor did this state reflect any airport congestion problems, slot constraints, or other access problems. In reality, of course, slot controls have existed for more than a decade and domestic route deregulation has been proceeding apace for the past 18 months. In order to simulate the process of route deregulation under slot constraints, the exercise should have allowed for several rounds of scheduling, with slot allocation by scheduling committee, before alternative slot allocation methods were evaluated.

Another major oversight in the simulation was the lack of alternative airports at the slot-controlled cities. In reality, the three cities with slot- controlled airports can be accessed through other airports which are not slot-controlled (Chicago-Midway; New York-Newark; Washington-Dulles/BWI). The simulated network should have included such airports.

Lesser defects of the simulation were the omission of pricing freedom and the absence of transitional market entry/exit costs. In reality, airlines incur large costs to shift resources (personnel, facilities, ground equipment, advertising, etc.) from their existing system to new markets; in the model no such costs were assessed. For example, in the first scheduling attempt airline White (the smallest of the five airlines, flying only DC-9's) was able to raise its after-tax profits from $320,179 to $4,018,298 by entering thirteen markets, dropping three, and increasing daily nonstop flights from 35 to 50. One of the markets entered by White was the 1938-mile AAA-XXX market, where White competed with three other airlines flying 727's and 707's. In reality, such an ambitious expansion program by such a small carrier would not generate a 1,255 percent increase in net income in the first six months, as White did in the exercise.

To generate valid predictions of the impact of various slot allocation methods on a deregulated air transportation system, the scenario should have allowed complete,or at least some, pricing freedom. In fact, it allowed none. The teams were not able to set fares so as to exploit the differences in their segment costs dictated by differing aircraft types and network characteristics. This omission is particularly serious when considering the results of the slot auction simulations, when carriers with pricing freedom would have had the option of either increasing fares in markets involving the slot-controlled airports or, by not raising fares, cross-subsidizing the slot payments with profits from other routes.

Other problems with extrapolating the results of the slot auction simulation to a real slot auction arise when one considers that no real slot auction has yet been conducted or even proposed in detail.

In the Polinomics study, an auction is described in which carriers proposing to serve small communities from a slot-controlled airport would participate in a separate auction process, bidding among themselves for slots reserved exclusively to them. 2/ Congress' historical concern for and sensitivity to small community service suggest that some such mechanism could be part of a real slot auction procedure. Since no special treatment for small communities was incorporated in the simulation scenario (in fact, service disappeared completely from two small cities in the network), the results have no bearing on an auction process which does allow for such preferred treatment. Obviously, if some slots were removed from the general auction at a given level of demand, slot prices would go up.

Perhaps the most critical feature of a real slot auction system would be the distribution of slot revenues. Logically, the money should be used to expand capacity at the congested airport, allowing higher quotas, lower slot payments, and lower costs to the airlines. This effect could be noticeable within the six-month simulation period for some airports, and the results of a simulation including this feature would be valuable. If, on the other hand, one assumes there will be no relief from quotas associated with slot payments, the simulation scenario should allow for fare differentials (as suggested above) which would discourage traffic using the slot-controlled airports. In either case, more than two simulation periods under the auction allocation system would be needed to fully explore its effects.

As noted above (see section 1) the administrative allocation procedure, as simulated, acted to assign requests for 507 slots at the three controlled airports when 540 were available. Realism requires that the number of desired slots be higher than the quota by five to ten percent or more, as is now the case at Washington National Airport.

In addition, a realistic simulation of administrative allocation would include some new entrants and carriers providing essential air service to reduce the slots available to established carriers. As is the case for auction allocation, several simulation periods would be necessary to explore the major effects of administrative allocation on the air transportation system.

2/ D. Grether, M. Isaac, C. Plott, Alternative Methods of Allocating Airport Slots,section VI, at 12-14 (prepared by Polinomics Research Laboratories, Inc. for U.S. Civil Aeronautics Board, August, 1979).

In summary, the task of applying the MIT simulation tool to analyze the effects of alternative slot allocation methods is neither a success nor a failure; it is simply not finished. Simulation iterations, incorporating the variations mentioned herein must be undertaken before conclusions can be drawn from the exercise and applied to reality. To avoid the logistical problems and expense involved with convening a subsequent longer session in Washington, the participants could access a central computer by telephone lines from their home offices; they could then assimilate the exercise into their other activities. This would require more time for coordination in each phase of the exercise due to the geographical separation of the participants and administrators, but in my opinion this additional time would allow more thoughtful decisions by the participants and, therefore, a more realistic simulation (see section 4).

6. SUGGESTIONS FOR CHANGING THE ALLOCATION METHODS

The auction allocation method as it was simulated seems entirely practical. The question is whether the results it produces are the results that would be desired of a real auction allocation method. As noted in section 3, no definition of desirable results exists. A number of features that might be incorporated into an auction, but were not part of the exercise, are discussed above in section 5. Other possibilities include allowing retraction of bids, with the slots released to be sold on the aftermarket, and accepting successful bids at the bid price (discriminative price auction) rather than at the "common price". All of these variations should be studied further with definite performance criteria (in terms of passenger/shipper service, prices to consumers, costs to airlines, ease of entry, small community service, etc.) in mind.

The administrative allocation method, on the other hand, must be refined before it can be implemented. The exercise revealed that the computerized matching of plans (the assignment phase) may never result in a combination that satisfies the hourly quota. Once the daily allocations for each carrier are determined, the most effective procedure would be to convene a scheduling committee to arrange slides so that the hourly quota is met. If no face-to-face contact between carriers is permitted, then FAA will have to engage in a tedious process of soliciting plans, finding problem hours, and soliciting more plans to reduce operations in the problem hours, unless a better idea surfaces. Again, variations in the administrative allocation method should be studied in additional iterations of the simulation exercise, with performance measured against definite criteria.

ERRATA

The FAA description of the exercise contains some factual errors which should be corrected before the description is translated into a final report.

Page 1 - W. Jeffrey Rowe attended the exercise for Delta and participated on the Blue Team, not Ted Maples.

Page 18 - The figures presented in Table 3.4 as net earnings before taxes or slot payments for the period 2 slot auction simulation are actually net earnings before taxes for the administrative allocation.

Page 21 - The operating statistics presented in Table 3.7C for the period 2 slot auction actually correspond to the administrative allocation.

EASTERN AIR LINES INCORPORATED / INTERNATIONAL AIRPORT / MIAMI, FLORIDA 33148 / 305-873-2211

EASTERN

March 24, 1980

Mr. John M. Rodgers
Acting Chief, Economic Analysis Branch
Department of Transportation
Federal Aviation Administration
Washington, D. C. 20591

Dear John:

Attached are my comments on the Draft Evaluation of the slot allocation test conducted during the week of February 11.

It is my understanding that the test focused on three main issues:

1. The practicality of two alternatives to the Schedule Committee process for slot allocation.

2. The impact of those alternatives on carriers' financial performance.

3. The impact on service to individual communities.

I believe the test uncovered specific implementation problems associated with each of the two methods. These are detailed in the attached. However, the results do not permit a valid evaluation of the impact of either method on carrier profitability or service levels by city-pair.

Since the participants were unfamiliar at the outset with their own networks and with the decision rules built into the MIT model, you would expect financial performance to improve with each iteration. That reflects both the learning process and a trend towards competitive equilibrium.

Mr. John M. Rogers March 24, 1980

Therefore, the fact that profits did not deteriorate under the slot allocation methods tested does not suggest the absence of a significant economic penalty. Instead, I would conclude that the learning curve effect offset the cost of slot allocations.

Moreover, because of the limited time available to properly analyze the data and schedule alternatives, resource allocation decisions did not necessarily reflect the economics of service in specific city-pairs. In fact, a post-test review of the data suggests significant changes to service patterns. This is discussed further in the attached.

Therefore, I would urge that any definitive conclusions be limited in scope to the implementation issues. Clearly, additional work has to be done to determine the effect of the slot allocation alternatives on carrier financial performance and on service patterns.

Sincerely,

W. H. Pacelli
Specialist
Planning

Attachment

SLOT ALLOCATION EVALUATION TEST

Response to Questions on Page 41 of Draft Report

1. The two methods are based on different criteria. The Trading Post Auction gives priority to profit/revenue per flight and therefore longer haul flights. The Administrative method is based on passengers carried and airports served regardless of length of haul. In effect, that is a policy question, which I cannot address in these comments. Instead, I will focus on the practical implementation issues.

   The test suggested serious problems with the Trading Post Auction in achieving the hour-by-hour adjustments needed to fully utilize the slots available. Indicative of this problem are slot prices of over $700 in one hour while some slots in an adjacent hour were unused.

   In addition, slot prices tended to be above those which one might expect based on economic theory. The upward pressure on slots was caused by (1) a basic tendency to protect existing operations, regardless of cost, (2) the uncertainty of slots in any given hour, resulting in bids for unneeded slots in adjacent hours, and (3) uncertainty about the real value of a slot, both to the individual airline and to competitors.

   The Administrative allocation approach did provide more stability and generally was easier to work with. However, its utility was limited in the hour-by-hour assignment in that so many submissions of differing plans were necessary for a "computer solution." This would suggest some type of schedule committee to finalize hour-by-hour assignments.

2. We did not alter our marketing approach, but, had we had time to more fully evaluate the effect of slot reductions and price, we undoubtedly would have.

   Had financial information been presented by segment and operating profit show rather than contribution, the resulting aircraft deployment would have been much different. For example, the revenue generated in the A-C market could have supported more flights than the B-C market. Yet, after Auction 1, there were 42 A-C flights vs 51 B-C flights. (See Exhibit A).

There was insufficient time to examine the effect of slot payment on flight profitability, particulary on the double slotted segments. It was discovered after the test that slot costs on short-haul flights between slotted airports so drastically lowered the profit that redeployment of these flights would have been necessary.

3. The term fair is very subjective and depends on the criteria used.

4. More time was needed to make schedule changes necessitated by not receiving desired slots and the price of a slot, especially in the Trading Post method.

   Time allowed for the bidding process was totally inadequate. The amount of data that is generated and must be analyzed in order to make intelligent bids is very large. Only after inordinately high price levels (4.8% of total revenue) were reached in Auction 1 did some carriers drop out of the bidding While, it is true that things settled down in Auction 2, it must be remembered that in the test certain pressures were absent. These pressures are new aircraft deliveries and market aggressiveness.

5. No. Several iterations should have been made prior to testing the slot allocation methods to give the teams a familiarity with the game and the route network. The "noise level" of the Blue team's losses and massive swings in load factor and utilization from period to period render analysis of the economic data highly suspect. It is obvious from tables presented in the Draft Report that Blue had trouble finding a niche in this exercise and impacted the entire industry. Other participants, to a less obvious extent, also were going through a learning process. It is doubtful, therefore, that any concrete conclusions can be drawn about the financial impact on the industry.

6. <u>Trading Post Auction</u>

   This alternative needs a mechanism that relieves the upward pressure on the price of slots and facilitates the process of moving to adjacent hours. We are not sure what that should be, but believe the system is ineffective without it.

Administrative Allocation

The criteria used to allocate slots, we believe, should include through passengers because they are using the airport runway capacity every bit as much as connecting passengers. This alternative would function better as a slot assignment tool if flexibility could be allowed in the maximum per hour quota by carrier. Having a maximum per hour seemed to work against an airport solution rather than assist in reaching one. Also, once the slot allocations by carrier are determined, an interactive process between carriers (similar to the schedule committee) should be permitted to reach an airport resolution.

Exhibit A

	A-C	B-C
Passengers (Both Directions) 1/	4,514.1	3,358.5
X Net Fare 2/	$ 51.66	$ 18.88
Net Revenue	$233,198.40	$63,408.48
÷Average O-W Direct Cost of 727	2,946.11	1,047.89
Maximum number of trips that could be economically operated	79	61

1/ Base state

2/ Published fare less 15% for general and administrative expenses and less $14.00 for passenger handling cost.

PIEDMONT

PIEDMONT AIRLINES
SMITH REYNOLDS AIRPORT
WINSTON-SALEM N.C. 27102

March 20, 1980

Mr. John M. Rodgers
Acting Chief, Economic Analysis Branch
Department of Transportation
Federal Aviation Administration
Washington, D. C. 20591

Dear Mr. Rodgers:

The week we spent in Washington reviewing the two slot allocation methods was enjoyable as well as educational. Our only regret was that more time was not allocated to the Administrative Method, which in our view, could offer a feasible solution to a very complex problem.

Aside from the cost, we believe the trading post auction to be too cumbersome to administrate. It would require a team of airline personnel with the technological know-how in scheduling, computers, and finance. In addition, schedule stability would be much in doubt. This method would also favor the larger carriers with the longer hauls in that they would be in better shape financially to afford slots.

Although the administrative method attained little success during the testing period in Washington, it does appear to have a number of points worthy of consideration. Some of these are:

1. Carriers current slot allocation considered.
2. Number of passengers enplaned/deplaned (except for exempted flights serving essential air service points, flights would have to maintain good load factors to remain).
3. Number of cities served on a nonstop basis considered.
4. Restraint on new carriers entering a slot controlled airport.

It would appear a combination of the Administrative System and Schedule Committee could be an alternative to any method submitted thus far. With a firm approach toward total numbers, administered by the FAA, the Schedule Committee could in most instances, attain resolution by sliding thru out the day.

The following are some thoughts on the actual exercise.

Problem 1:

On Page 13 of the slot allocation evaluation, the indication is that there may be an efficiency involved with the auction system because of the comparison of profitability during the various iteration. Such a comparison, in our opinion, is not valid. Since each of the teams were given their base schedules, and except for a few minor changes, these schedules formed a base period. Any comparison to it fails to recognize efficiencies through the scheduling changes made by "scheduling experts" in the latter iteration. The slot allocation evaluation makes mention of this very fact in the last sentence on Page 16.

Problem 2:

The MIT model is an excellent model but does not compare to the real world scheduling practices. For example:

(a) Inter-line connections were not considered.
(b) The "schedulers" did not have a good feel of their cost levels.
(c) There was no traffic advantage of market identity.
(d) There was no cost penalty that we could determine for significantly reducing operations at one station or increasing it at another, i.e., at the extreme, a carrier could drop a city and enter another city with no cost penalty.

(e) The model contained three types of airplanes including the DC-9, 727 and a 707. It is hard to determine, but we do not believe an aircraft preference factor was used and if there was one, it did not seem to be comparable to real world experience.
(f) One of the greatest advantages in a slot auction system would be the use of wide-bodies equipment because of its efficiency in terms of cost, the public appeal of such aircraft and the greater number of passengers carried by this equipment in relation to narrow-bodied airplanes. This makes us wonder why such an aircraft was not used in the MIT model.
(g) The larger airlines are much more sophisticated and better equipped to handle their massive systems in the real world. The MIT model does not reflect this adherent advantage.

Problem 3:

The model was set-up to maximize short term profit. Doing such, it overlooks real world realities. In our opinion, bigger carriers would be willing to sacrifice short term profit in order to become more dominate factors in the market in the long term. They would be in a better position to force small carriers out of markets and suffer short term losses in order to reap better long term profits.

We would not advocate another meeting in the same posture as before. Cost of MIT Personnel, computer equipment, hotel rooms, etc., would be unreasonable for what we would expect to accomplish. We would suggest further refinement of the administrative system and a later review or evaluation exercise.

Sincerely,

PIEDMONT AIRLINES

R. L. McAlphin
Staff Assistant Vice President -
Airline Scheduling

R. L. James
Director - Route Development

RLM/lr

TWA
605 THIRD AVENUE, NEW YORK, NEW YORK, U.S.A. 10016

March 25, 1980

John M. Rodgers
Acting Chief, Economic Analysis Branch
Department of Transportation
Federal Aviation Administration
Washington, D.C. 20591

Dear Mr. Rodgers:

Enclosed are comments pertaining to the FAA slot allocation exercise as you requested.

It is the desire of Trans World Airlines to see the slot allocation problem resolved to the mutual satisfaction of all interested parties. In light of this, TWA fully backs the position the ATA has taken to perserve the current system for slot allocations until a new system is developed that will fully satisfy the needs of the industry.

The enclosed comments are in no way to be taken as an endorsement of either one or both of the methods under study, but hopefully, will assist in the search for a solution to this very serious problem.

Sincerely,

Richard J. Zablocki

Enc.

I. Which method did you prefer - the Trading Post Auction or the Administrative Allocation? Why?

The Administrative Allocation procedure, although flawed, seems to be the better method. The main objection to the Trading Post Auction was the considerable expense required to obtain the desired slots. This added expense obviously has to be passed on the the consumer either in the form of peak hour surcharges or across the board fare increases. This does not serve the best interests of the airline or the travelling public. With the Administrative procedure it was possible to acquire all of the desired slots that Airline White needed without incurring any additional costs. Unfortunately, the flaw in this method showed up in the hourly distribution of these slots. It is not realistic to expect to schedule an airline using an even distribution of operations throughout the day. Natural peaks will occur due to length of haul and connection bank timing, in addition to passenger preference.

II. In each of the two methods did you significantly alter your airline marketing approach as a result of the slot allocation? If so, in what way?

The Trading Post Auction allowed Airline White to maintain its schedule intact simply by using a method of progressively inflated bidding for the desired slots. Since the number of peak hour slots that were desired by Airline White were minimal it was fairly safe to assume that a high bid would be less damaging for this Company than any of its competitors due to the overall number of bids tendered. Those airlines desiring more slots in the peak hours would or should be more conservative in their bidding to insure a minimum expense.

The Administrative Procedure actually worked differently for airport AAA than at airports BBB and CCC. The allocations at airport AAA seemed to be handled strictly by the rules of the game and in so doing created a situation for Airline White that was less than desirable. In offering alternative plans to reach an overall solution, Airline White found this situation coming to a resolution using its least desirable plan. This, in conjunction with the limits placed on the maximum number of slots an airline could request in an hour, in my opinion, was a serious blow to this airline's profitability.

At airports BBB and CCC the rules were somewhat more relaxed when a solution by the original procedures could not be reached. Through the committee method, Airline White was not only able to assist in reaching a solution by rescheduling, but did so in such a way as to improve its profit making potential. Slot allocation by means of a scheduling committee was a definite plus for Airline White.

III. Do you consider the two methods to be fair? If not, in what way are they unfair?

The Trading Post method seems to favor the smaller airline that is not heavily scheduled at the slot restricted airports. As long as the airline was willing to pay the price, the slot was relatively easy to acquire. Although we did not fully see it during this demonstration, a serious escalation in the bids seems destined to take place every time the participants sense a particular round of bids may be final.

The small airline can afford to pay the high price and spread the cost out over its entire route structure, which for the most part is operating at unrestricted airports. The larger trunk carriers that are heavily concentrated at the restricted airports will have to either pay the high prices and pass these increased costs on to the consumer or reduce its operations.

The Administrative method, as an alternative, tended to be too restrictive. It is my opinion that an administrative procedure set up with the original guidlines will most likely enable the large, strong airlines to retain their strength and grow while creating a downward spiral for the smaller, weaker competitors. With each successive allocation period as the smaller airlines' share of traffic shrinks due to a reduced number of operations, their total number of slots allocated will decrease. Thus, less operations are allowed, less destinations are served and, of course, fewer enplanements and deplanements will be accounted for. The following period's allocation of slots will be still smaller to these airlines based on the previous results.

IV. Were you able to handle the total information flow comfortably in the time available in each method? Was more time required (a) for rescheduling, (b) for bidding, and/or (c) for submitting preference plans in the Administrative method?

As the representative for Airline White, the smallest yet one of the most profitable airlines, I had sufficient time to handle all aspects of the agenda. After the initial period of scheduling, the relative strength that was developed due to the overall profitability allowed me to have a lot of control over the various situations in terms of my own schedule.

V. Was the evaluation exercise sufficiently realistic to allow conclusions to be drawn from the real world? If not, how would you make it more realistic?

The only major problem in terms of this exercise being realistic was the aspect whereby the airlines were able to change their schedules with relative ease. There are many constraints that a scheduler must face in the process of developing a schedule, slots being only a minor issue. But, once a schedule has been developed, even a small 5 minute change has the potential to create problems at various other points on the route structure. Certainly, additions and deletions of service and likewise, major time changes can create a catastrophic chain reaction.

I raise this point to indicate the great deal of difficulty a scheduler could have when trying to come up with alternative plans for the Administrative method or trying to maneuver an operation so as to avoid a high cost slot in the Trading Post method. In the real world I think you will find that the airlines are not able to be as cooperative or be able to restore the same profit potential to a flight or series of flights that must go through forced schedule moves.

VI. Assuming one had to implement one of the two alternative allocation methods, what changes would you recommend in each method to make it more practical?

Some changes that I think are worth experimenting with for the Trading Post Auction would be to eliminate bidding with money and instead devise a point system. Points would be allocated to each airline based on variables such as airline size, history, traffic and efficiency similar to the Administrative method. The airlines would than be free to bid on whatever slots they desire using these points. A post trading period would be desirable where the airlines would be allowed to swap slots on a one for one basis. This would allow the airlines that were not able to acquire their desired slots to try to make the best situation they can out of it.

The Administrative method might best be improved by simply limiting its use to the overall allocation of slots to the individual airlines. In conjunction with this, a scheduling committee type of operation could then take over and go through the current processes in use for deciding the hourly allocations. This would satisfy the needs of the new entrants and yet preserve the flexibility of the scheduling committees.

USAIR

WASHINGTON NATIONAL AIRPORT · WASHINGTON, D.C. 20001

March 31, 1980

John M. Rodgers
Acting Chief of the
Economic Analysis Branch
Department of Transportation
Federal Aviation Administration
800 Independence Avenue
Washington, D.C. 20591

Dear Mr. Rodgers:

This is in reply to your letter of March 7, 1980 with which you forwarded the results of the management game. First let me apologize for the delay in responding but as I already mentioned to you I did not receive this report until March 17, 1980 and with the press of closing out our summer schedule plus digesting the information contained in this report, it was not possible to respond earlier.

Per your request the following are my thoughts and observations concerning this subject:

For reasons which will be discussed below, I do not feel that I can support either the trading post auction or the administrative allocation.

The base schedule on which the entire management game was predicated was developed in the short period of one afternoon. In the early stages I can say that I was not sufficiently familiar with either my own airline (Gold Airlines) or with the market place in which this airline would operate to provide profitability comparisons between periods of time. I know in my case that during the various auction periods I made improvements to my own airline as my familiarity increased with the markets available and the schedules of other carriers. While I certainly cannot speak for the other airlines, I am convinced that this was true of each participant. As a result, it is my impression that the base period was grossly understated in terms of industry profitability and the comparison of profitability results with later option periods was distorted. The implied result on page 13 that slot purchasing did not interfere with airline profits (and costs to travelers) is not a logical conclusion. Again, it was the action of the schedulers becoming more familiar with industry traffic, the competition, their aircraft and the model manipulations that allowed the results to occur as they did.

Further to the model itself, I do not believe that there was sufficient realism to determine if the results could be applied to the real world airline operation. On the operational side, there were no constraints or costs considered for maintenance, airport facilities, ground servicing, crew restraints or airport curfews. On the traffic side which is indicated on page 4 as the heart of the game, it appears that the model contained unduly large amounts of traffic stimulation evidenced by the results generated by operating off-peak schedules. As an example Gold Airlines added a very late night short haul round-trip and generated a load factor of approximately 85% which did not appear realistic. I also found that in one particular market the break even level was only twelve passengers. This again demonstrates that the only reason the industry showed a profit increase after paying for slots is because the participants learned how to use the model's idiosyncrasies to their advantage. The equipment types used in this exercise did not offer sufficient disparity of capacity. In the real world, the price carriers are willing to pay for slots will be directly related to revenue potential and carriers with large capacity aircraft could easily outbid those with smaller aircraft. The largest aircraft used in the model was a B-707 and the smallest a DC-9 while in reality equipment could vary from jet type aircraft of as little as 74 seats to the Boeing 747s with potential capacity of 400 seats or greater.

Based on my participation, it is my impression that neither method is totally fair. Under the auction method the cost of obtaining the necessary slots would result in either increased operating costs or higher fares to the traveling public. These added costs could result in discouraging competition in cases where a new segment under consideration has one or both airports under slot allocation. Further, carriers themselves could speculate in slots by purchasing unnecessary slots and then attempting to sell them at a profit in the after market. In the exercise Gold Airlines did this with some degree of success. Carriers could even purchase slots in excess of their needs to stifle competition.

Under the administrative allocation system provision is made for new carriers to automatically receive four slots. However, incumbent carriers could find it much more difficult or perhaps impossible to either enter new markets or expand existing ones.

Under this system they have no way of being reasonably certain of obtaining the slots necessary for such service. Infact, under this system I believe it possible for incumbent carriers to have to involuntarily reduce existing services to the public to accommodate a new carrier's slot request. This I believe would severely restrict the free market place.

Based on the above, I believe that a great deal of additional study is required on both plans before a final determination can be made as to the viability of either option. Considering the limited experience the industry has had with these two options, I believe that as currently constituted both fall far short of the intended goal of providing a vehicle which satisfies the interests of both the public and the airline industry. However, if either plan were mandated by the government I presume the industry would have a way of making it work, yet this study fails to identify many of the ramifications for the traveling public and the industry.

Very truly yours,

Jerry A. Frissora

JAF/kml

6. CONCLUSION

The testing of two slot allocation methods in the environment of the Airline Management Game has been demonstrated. In particular the Slot Exchange Auction has been subjected to a gaming/simulation test in conjunction with fairly realistic airline scheduling. The test was inconclusive in regard to (a) convergence to equilibrium, (b) the economic efficiency and equitability of the Slot Exchange method. Further testing should be undertaken before implementation can be seriously advocated. These further tests should provide for more time for bidding; more rounds of bidding; possible application of one or another stopping rule; improved realism in the game scenario; and, finally, an experimental design with controls for participant learning. Under these conditions the advantages and disadvantages of the Slot Exchange can be fully discovered in the testing environment so as to avoid faulty implementation or adoption of an inferior allocation method.

REFERENCES

1. Antonio Elias, The Development of an Operational Game for the U.S. Domestic Airline Industry, Flight Transportation Laboratory, Massachusetts Institute of Technology, Cambridge, MA, FTL Report R78-5, February 1979.

2. Federal Aviation Administration, Slot Allocation Evaluation, March 1980.

APPENDIX A

[illegible] APPENDIX

TABLE 3.1 AIRCRAFT DATA

MIT-FTA CASS   FILE ID:FAA_0001   U N I V E R S E   F I L E   P R I N T O U T   LAST MODIFIED 80/01/18 14:16:37.00

TYPE	SEATS	RANGE (M)	SPEED (MPH)	DOC/H $	DOC/O $	DOC/D $	DOC/S-M $	TF/OP MIN	TF/DAY HH:MM
DC9	90	2000	480	893	103	703	0.02067	7	0:47
727	130	2000	480	1159	140	1280	0.01857	7	1:06
707	150	4000	480	1671	230	1216	0.02321	8	0:43

EXPLANATION OF TERMS:

DOC/H is the direct operating costs per aircraft block hour. It includes all the costs that can be allocated to flight time, e.g. fuel, crew, direct maintenance, etc.

DOC/O is the direct operating costs per aircraft takeoff/landing cycle. It includes all the costs that can be allocated to a takeoff/landing cycle, such as dispatching, ground servicing, tire wear, etc. It does not include landing fees or slot charges.

DOC/D is the indirect operating costs that are independent of the flight time, such as maintenance burden, insurance, etc. It does not include depreciation or financial or lease costs.

The above three items are the components of the operating costs. The following three items are derived from the above costs, and are presented for reference only:

DOC/S-M the derived direct operating costs per seat-mile.

TF/OP The number of flight minutes that would cost the same as a landing/takeoff cycle.

TF/DAY the number of flight minutes that would cost the same as the daily indirect costs.

TABLE 3-2 NETWORK DATA

MITFTA CASS - FILE ID:FAA_0001 **** AIRPORT DISTANCES AND BLOCK TIMES **** LAST MODIF: 80/01/18 14:18:37.00

FR TO	NM	DC9	707	727
AAA BBB	517	1:30	1:30	1:30
AAA CCC	539	1:33	1:33	1:33
AAA DDD	588	1:35	1:35	1:35
AAA EEE	147	0:38	0:38	0:38
AAA FFF	151	0:38	0:38	0:38
AAA GGG	482	1:20	1:20	1:20
AAA HHH	755	1:54	1:54	1:54
AAA III	369	1:08	1:08	1:08
AAA JJJ	559	1:26	1:26	1:26
AAA KKK	461	1:14	1:14	1:14
AAA LLL	330	0:58	0:58	0:58
AAA MMM	149	0:35	0:35	0:35
AAA NNN	179	0:39	0:39	0:39
AAA OOO	300	0:54	0:54	0:54
AAA PPP	182	0:39	0:39	0:39
AAA XXX	1684	3:54	3:54	3:54
BBB AAA	517	1:30	1:30	1:30
BBB CCC	153	0:47	0:47	0:47
BBB DDD	353	1:08	1:08	1:08
BBB EEE	455	1:18	1:18	1:18
BBB FFF	553	1:31	1:31	1:31
BBB GGG	434	1:16	1:16	1:16
BBB HHH	259	0:54	0:54	0:54
BBB III	244	0:54	0:54	0:54
BBB JJJ	233	0:48	0:48	0:48
BBB KKK	422	1:11	1:11	1:11
BBB LLL	187	0:42	0:42	0:42
BBB MMM	530	1:25	1:25	1:25
BBB NNN	695	1:45	1:45	1:45
BBB OOO	436	1:13	1:13	1:13
BBB PPP	337	1:01	1:01	1:01
BBB XXX	2078		4:45	
CCC AAA	539	1:33	1:33	1:33
CCC BBB	153	0:47	0:47	0:47
CCC DDD	202	0:49	0:49	0:49
CCC EEE	438	1:16	1:16	1:16
CCC FFF	612	1:38	1:38	1:38
CCC GGG	572	1:33	1:33	1:33
CCC HHH	360	1:07	1:07	1:07
CCC III	184	0:47	0:47	0:47
CCC JJJ	386	1:07	1:07	1:07
CCC KKK	303	0:56	0:56	0:56
CCC LLL	236	0:48	0:48	0:48
CCC MMM	508	1:22	1:22	1:22
CCC NNN	704	1:47	1:47	1:47
CCC OOO	540	1:26	1:26	1:26
CCC PPP	380	1:06	1:06	1:06
CCC XXX	2172		4:57	
DDD AAA	588	1:35	1:35	1:35
DDD BBB	353	1:08	1:08	1:08
DDD CCC	202	0:49	0:49	0:49
DDD EEE	453	1:14	1:14	1:14
DDD FFF	698	1:45	1:45	1:45
DDD GGG	747	1:51	1:51	1:51
DDD HHH	548	1:28	1:28	1:28
DDD III	235	0:49	0:49	0:49

MITFTA CASS - FILE ID:FAA_0001 **** AIRPORT DISTANCES AND BLOCK TIMES **** LAST MODIF: 80/01/18 14:18:27.00

FR	TO	NM	DC9	707	727
DDD	JJJ	505	1:20	1:20	1:20
DDD	KKK	179	0:37	0:37	0:37
DDD	LLL	370	1:01	1:01	1:01
DDD	MMM	504	1:18	1:18	1:18
DDD	NNN	722	1:45	1:45	1:45
DDD	OOO	679	1:39	1:39	1:39
DDD	PPP	474	1:14	1:14	1:14
DDD	XXX	2267		5:05	
EEE	AAA	147	0:30	0:30	0:30
EEE	BBB	455	1:18	1:18	1:18
EEE	CCC	430	1:16	1:16	1:16
EEE	DDD	453	1:14	1:14	1:14
EEE	FFF	290	0:52	0:52	0:52
EEE	GGG	540	1:24	1:24	1:24
EEE	HHH	711	1:44	1:44	1:44
EEE	III	256	0:50	0:50	0:50
EEE	JJJ	550	1:22	1:22	1:22
EEE	KKK	315	0:52	0:52	0:52
EEE	LLL	276	0:47	0:47	0:47
EEE	MMM	74	0:22	0:22	0:22
EEE	NNN	272	0:47	0:47	0:47
EEE	OOO	386	1:01	1:01	1:01
EEE	PPP	179	0:35	0:35	0:35
EEE	XXX	1829	4:08	4:08	4:08
FFF	AAA	151	0:30	0:30	0:30
FFF	BBB	553	1:31	1:31	1:31
FFF	CCC	612	1:38	1:38	1:38
FFF	DDD	690	1:45	1:45	1:45
FFF	EEE	290	0:52	0:52	0:52
FFF	GGG	388	1:04	1:04	1:04
FFF	HHH	760	1:51	1:51	1:51
FFF	III	466	1:16	1:16	1:16
FFF	JJJ	529	1:19	1:19	1:19
FFF	KKK	593	1:27	1:27	1:27
FFF	LLL	380	1:00	1:00	1:00
FFF	MMM	300	0:50	0:50	0:50
FFF	NNN	244	0:43	0:43	0:43
FFF	OOO	203	0:38	0:38	0:38
FFF	PPP	233	0:42	0:42	0:42
FFF	XXX	1569	3:36	3:36	3:36
GGG	AAA	482	1:20	1:20	1:20
GGG	BBB	434	1:16	1:16	1:16
GGG	CCC	572	1:33	1:33	1:33
GGG	DDD	747	1:51	1:51	1:51
GGG	EEE	540	1:24	1:24	1:24
GGG	FFF	388	1:04	1:04	1:04
GGG	HHH	509	1:19	1:19	1:19
GGG	III	538	1:25	1:25	1:25
GGG	JJJ	251	0:44	0:44	0:44
GGG	KKK	734	1:44	1:44	1:44
GGG	LLL	386	1:01	1:01	1:01
GGG	MMM	601	1:28	1:28	1:28
GGG	NNN	628	1:31	1:31	1:31
GGG	OOO	186	0:36	0:36	0:36
GGG	PPP	372	0:59	0:59	0:59
GGG	XXX	1690	3:51	3:51	3:51

METFTA CASS - FILE ID:FAA_0001 **** AIRPORT DISTANCES AND BLOCK TIMES **** LAST MODIF: 80/01/18 14:18:37.00

FR	TO	NM	DC9	707	727
HHH	AAA	755	1:54	1:54	1:54
HHH	BBB	259	0:54	0:54	0:54
HHH	CCC	360	1:07	1:07	1:07
HHH	DDD	548	1:26	1:26	1:26
HHH	EEE	711	1:44	1:44	1:44
HHH	FFF	760	1:51	1:51	1:51
HHH	GGG	509	1:19	1:19	1:19
HHH	III	501	1:20	1:20	1:20
HHH	JJJ	260	0:45	0:45	0:45
HHH	KKK	661	1:35	1:35	1:35
HHH	LLL	435	1:07	1:07	1:07
HHH	MMM	785	1:51	1:51	1:51
HHH	NNN	935	2:09	2:09	2:09
HHH	OOO	597	1:27	1:27	1:27
HHH	PPP	573	1:24	1:24	1:24
HHH	XXX	2200		4:55	
III	AAA	369	1:08	1:08	1:08
III	BBB	244	0:54	0:54	0:54
III	CCC	184	0:47	0:47	0:47
III	DDD	235	0:49	0:49	0:49
III	EEE	256	0:50	0:50	0:50
III	FFF	466	1:16	1:16	1:16
III	GGG	538	1:25	1:25	1:25
III	HHH	501	1:20	1:20	1:20
III	JJJ	430	1:08	1:08	1:08
III	KKK	201	0:40	0:40	0:40
III	LLL	151	0:33	0:33	0:33
III	MMM	324	0:55	0:55	0:55
III	NNN	525	1:20	1:20	1:20
III	OOO	447	1:10	1:10	1:10
III	PPP	239	0:44	0:44	0:44
III	XXX	2036		4:36	
JJJ	AAA	559	1:26	1:26	1:26
JJJ	BBB	233	0:48	0:48	0:48
JJJ	CCC	386	1:07	1:07	1:07
JJJ	DDD	585	1:28	1:28	1:28
JJJ	EEE	558	1:22	1:22	1:22
JJJ	FFF	529	1:19	1:19	1:19
JJJ	GGG	251	0:44	0:44	0:44
JJJ	HHH	260	0:45	0:45	0:45
JJJ	III	430	1:08	1:08	1:08
JJJ	KKK	628	1:28	1:28	1:28
JJJ	LLL	300	0:47	0:47	0:47
JJJ	MMM	628	1:28	1:28	1:28
JJJ	NNN	734	1:41	1:41	1:41
JJJ	OOO	348	0:53	0:53	0:53
JJJ	PPP	388	0:58	0:58	0:58
JJJ	XXX	1941	4:19	4:19	4:19
KKK	AAA	461	1:14	1:14	1:14
KKK	BBB	422	1:11	1:11	1:11
KKK	CCC	303	0:56	0:56	0:56
KKK	DDD	179	0:37	0:37	0:37
KKK	EEE	315	0:52	0:52	0:52
KKK	FFF	593	1:27	1:27	1:27
KKK	GGG	734	1:44	1:44	1:44
KKK	HHH	661	1:35	1:35	1:35

MITFTA CASS - FILE ID:FAA_0001 **** AIRPORT DISTANCES AND BLOCK TIMES **** LAST MODIF: 80/01/18 14:18:37.00

FR	TO	NM	DC9	707	727
KKK	III	201	0:40	0:40	0:40
KKK	JJJ	628	1:28	1:28	1:28
KKK	LLL	351	0:53	0:53	0:53
KKK	MMM	350	0:53	0:53	0:53
KKK	NNN	569	1:21	1:21	1:21
KKK	OOO	624	1:28	1:28	1:28
KKK	PPP	397	0:58	0:59	0:59
KKK	XXX	2144		4:45	
LLL	AAA	330	0:58	0:58	0:58
LLL	BBB	187	0:42	0:42	0:42
LLL	CCC	236	0:48	0:48	0:48
LLL	DDD	370	1:01	1:01	1:01
LLL	EEE	276	0:47	0:47	0:47
LLL	FFF	380	1:00	1:00	1:00
LLL	GGG	386	1:01	1:01	1:01
LLL	HHH	435	1:07	1:07	1:07
LLL	III	151	0:33	0:33	0:33
LLL	JJJ	300	0:47	0:47	0:47
LLL	KKK	351	0:53	0:53	0:53
LLL	MMM	351	0:53	0:53	0:53
LLL	NNN	508	1:13	1:13	1:13
LLL	OOO	311	0:48	0:48	0:48
LLL	PPP	153	0:29	0:29	0:29
LLL	XXX	1935	4:18	4:18	4:18
MMM	AAA	149	0:35	0:35	0:35
MMM	BBB	530	1:25	1:25	1:25
MMM	CCC	508	1:22	1:22	1:22
MMM	DDD	504	1:18	1:18	1:18
MMM	EEE	74	0:22	0:22	0:22
MMM	FFF	300	0:50	0:50	0:50
MMM	GGG	601	1:28	1:28	1:28
MMM	HHH	785	1:51	1:51	1:51
MMM	III	324	0:55	0:55	0:55
MMM	JJJ	628	1:28	1:28	1:28
MMM	KKK	350	0:53	0:53	0:53
MMM	LLL	351	0:53	0:53	0:53
MMM	NNN	219	0:37	0:37	0:37
MMM	OOO	430	1:03	1:03	1:03
MMM	PPP	244	0:40	0:40	0:40
MMM	XXX	1799	4:01	4:01	4:01
NNN	AAA	179	0:39	0:39	0:39
NNN	BBB	695	1:45	1:45	1:45
NNN	CCC	704	1:47	1:47	1:47
NNN	[illegible]	722	1:45	1:45	1:45
NNN	[illegible]	[illegible]72	0:47	0:47	0:47
NNN	[illegible]	244	0:43	0:43	0:43
NNN	GGG	628	1:31	1:31	1:31
NNN	HHH	935	2:09	2:09	2:09
NNN	III	525	1:20	1:20	1:20
NNN	JJJ	734	1:41	1:41	1:41
NNN	KKK	569	1:21	1:21	1:21
NNN	LLL	508	1:13	1:13	1:13
NNN	MMM	219	0:37	0:37	0:37
NNN	OOO	442	1:05	1:05	1:05
NNN	PPP	362	0:55	0:55	0:55
NNN	XXX	1589	3:35	3:35	3:35

MITFTA CASS - FILE ID:FAA_0001 **** AIRPORT DISTANCES AND BLOCK TIMES **** LAST MODIF: 80/01/18 14:16:37.00

FR	TO	NM	DC9	707	727
OOO	AAA	390	0:54	0:54	0:54
OOO	BBB	436	1:13	1:13	1:13
OOO	CCC	540	1:26	1:26	1:26
OOO	DDD	679	1:39	1:39	1:39
OOO	EEE	386	1:01	1:01	1:01
OOO	FFF	203	0:38	0:38	0:38
OOO	GGG	186	0:36	0:36	0:36
OOO	HHH	597	1:27	1:27	1:27
OOO	III	447	1:10	1:10	1:10
OOO	JJJ	346	0:53	0:53	0:53
OOO	KKK	624	1:28	1:28	1:28
OOO	LLL	311	0:48	0:48	0:48
OOO	MMM	430	1:03	1:03	1:03
OOO	NNN	442	1:05	1:05	1:05
OOO	PPP	229	0:38	0:38	0:38
OOO	XXX	1642	3:42	3:42	3:42
PPP	AAA	182	0:39	0:39	0:39
PPP	BBB	337	1:01	1:01	1:01
PPP	CCC	380	1:06	1:06	1:06
PPP	DDD	474	1:14	1:14	1:14
PPP	EEE	179	0:35	0:35	0:35
PPP	FFF	233	0:42	0:42	0:42
PPP	GGG	372	0:59	0:59	0:59
PPP	HHH	573	1:24	1:24	1:24
PPP	III	239	0:44	0:44	0:44
PPP	JJJ	388	0:58	0:58	0:58
PPP	KKK	397	0:59	0:59	0:59
PPP	LLL	153	0:29	0:29	0:29
PPP	MMM	244	0:40	0:40	0:40
PPP	NNN	362	0:55	0:55	0:55
PPP	OOO	229	0:38	0:38	0:38
PPP	XXX	1800	4:02	4:02	4:02
XXX	AAA	1684	3:54	3:54	3:54
XXX	BBB	2078		4:45	
XXX	CCC	2172		4:57	
XXX	DDD	2267		5:05	
XXX	EEE	1829	4:08	4:08	4:08
XXX	FFF	1569	3:36	3:36	3:36
XXX	GGG	1690	3:51	3:51	3:51
XXX	HHH	2200		4:55	
XXX	III	2036		4:36	
XXX	JJJ	1941	4:19	4:19	4:19
XXX	KKK	2144		4:45	
XXX	LLL	1935	4:18	4:18	4:18
XXX	MMM	1799	4:01	4:01	4:01
XXX	NNN	1589	3:35	3:35	3:35
XXX	OOO	1642	3:42	3:42	3:42
XXX	PPP	1800	4:02	4:02	4:02

MITFTA CASS - FILE ID:FAA_0001 **** C O S T P E R S T A G E **** LAST MODIF: 80/01/18 14:18:37.00

FR	TO	NM	DC9	707	727
AAA	BBB	517	1452	2754	1891
AAA	CCC	539	1493	2830	1944
AAA	DDD	588	1524	2690	1985
AAA	EEE	147	674	1239	681
AAA	FFF	151	682	1313	891
AAA	GGG	482	1297	2465	1690
AAA	HHH	755	1805	3415	2349
AAA	III	369	1117	2127	1456
AAA	JJJ	559	1398	2649	1818
AAA	KKK	461	1214	2308	1592
AAA	LLL	330	970	1652	1265
AAA	MMM	149	633	1222	828
AAA	NNN	179	689	1327	901
AAA	OOO	300	914	1748	1193
AAA	PPP	182	695	1337	908
AAA	XXX	1684	3593	6761	4670
BBB	AAA	517	1452	2754	1891
BBB	CCC	153	804	1542	1050
BBB	DDD	353	1117	2127	1456
BBB	EEE	455	1277	2427	1664
BBB	FFF	553	1459	2768	1900
BBB	GGG	434	1238	2354	1613
BBB	HHH	259	912	1744	1190
BBB	III	244	914	1748	1193
BBB	JJJ	233	819	1570	1070
BBB	KKK	422	1171	2228	1526
BBB	LLL	187	734	1410	959
BBB	MMM	530	1372	2604	1787
BBB	NNN	695	1679	3179	2185
BBB	OOO	436	1197	2277	1560
BBB	PPP	337	1013	1932	1321
BBB	XXX	2078		8186	
CCC	AAA	539	1493	2830	1944
CCC	BBB	153	804	1542	1050
CCC	DDD	202	836	1602	1091
CCC	EEE	438	1245	2367	1623
CCC	FFF	612	1569	2973	2043
CCC	GGG	572	1495	2834	1946
CCC	HHH	360	1100	2096	1434
CCC	III	184	803	1539	1048
CCC	JJJ	366	1104	2103	1439
CCC	KKK	303	949	1814	1239
CCC	LLL	236	825	1581	1077
CCC	MMM	508	1331	2528	1734
CCC	NNN	704	1696	3210	2207
CCC	OOO	540	1390	2639	1811
CCC	PPP	380	1093	2082	1425
CCC	XXX	2172		8515	
DDD	AAA	588	1524	2890	1985
DDD	BBB	353	1117	2127	1456
DDD	CCC	202	836	1602	1091
DDD	EEE	453	1214	2308	1582
DDD	FFF	698	1669	3161	2173
DDD	GGG	747	1761	3332	2291
DDD	HHH	548	1390	2639	1811
DDD	III	235	838	1605	1094

MITFTA CASS - FILE ID:FAA_0001 **** C O S T P E R S T A G E **** LAST MODIF: 80/01/18 14:18:37.00

FR	TO	NB	DC9	707	727
DDD	JJJ	585	1415	2684	1842
DDD	KKK	179	659	1271	862
DDD	LLL	370	1015	1936	1323
DDD	MMM	504	1264	2402	1647
DDD	NNN	722	1669	3161	2173
DDD	OOO	679	1589	3012	2069
DDD	PPP	474	1208	2298	1574
DDD	XXX	2267		8735	
EEE	AAA	147	674	1299	881
EEE	BBB	455	1277	2427	1664
EEE	CCC	438	1245	2367	1623
EEE	DDD	453	1214	2308	1582
EEE	FFF	290	881	1685	1149
EEE	GGG	548	1361	2583	1772
EEE	HHH	711	1664	3151	2166
EEE	III	258	847	1623	1108
EEE	JJJ	558	1335	2535	1738
EEE	KKK	315	883	1689	1152
EEE	LLL	276	810	1553	1058
EEE	MMM	74	434	850	570
EEE	NNN	272	803	1539	1043
EEE	OOO	386	1015	1936	1323
EEE	PPP	179	629	1215	823
EEE	XXX	1829	3603	7154	4943
FFF	AAA	151	682	1313	891
FFF	BBB	553	1459	2768	1900
FFF	CCC	612	1569	2973	2043
FFF	DDD	698	1669	3161	2173
FFF	EEE	290	881	1685	1149
FFF	GGG	388	1063	2026	1386
FFF	HHH	760	1755	3321	2284
FFF	III	466	1238	2354	1613
FFF	JJJ	529	1281	2434	1668
FFF	KKK	593	1400	2656	1823
FFF	LLL	380	1003	1915	1309
FFF	MMM	300	855	1636	1115
FFF	NNN	244	750	1441	980
FFF	OOO	203	674	1299	881
FFF	PPP	233	730	1403	954
FFF	XXX	1580	3320	6249	4315
GGG	AAA	482	1297	2465	1690
GGG	BBB	434	1238	2354	1613
GGG	CCC	572	1495	2834	1946
GGG	DDD	747	1761	3332	2291
GGG	EEE	548	1361	2583	1772
GGG	FFF	388	1063	2026	1386
GGG	HHH	509	1288	2448	1678
GGG	III	538	1372	2604	1787
GGG	JJJ	251	763	1466	997
GGG	KKK	734	1662	3147	2163
GGG	LLL	386	1015	1936	1323
GGG	MMM	601	1415	2684	1842
GGG	NNN	628	1465	2778	1907
GGG	OOO	186	643	1240	840
GGG	PPP	372	989	1887	1289
GGG	XXX	1690	3545	6670	4607

MITFTA CASS - FILE ID:FAA_0001 **** C O S T P E R S T A G E **** LAST MODIF: 80/01/18 14:18:37.00

FR	TO	NM	DC9	707	727
HHH	AAA	755	1805	3415	2349
HHH	BBB	259	912	1744	1190
HHH	CCC	360	1100	2096	1434
HHH	DDD	548	1390	2639	1811
HHH	EEE	711	1664	3151	2166
HHH	FFF	760	1755	3321	2284
HHH	GGG	509	1288	2448	1678
HHH	III	501	1303	2475	1697
HHH	JJJ	260	780	1497	1019
HHH	KKK	661	1526	2893	1987
HHH	LLL	435	1136	2106	1441
HHH	MMM	785	1757	3325	2287
HHH	NNN	935	2036	3847	2649
HHH	OOO	597	1407	2670	1833
HHH	PPP	573	1363	2587	1775
HHH	XXX	2200		8446	
III	AAA	369	1117	2127	1456
III	BBB	244	914	1748	1193
III	CCC	184	803	1539	1048
III	DDD	235	838	1605	1094
III	EEE	256	847	1623	1106
III	FFF	466	1238	2354	1613
III	GGG	538	1372	2604	1787
III	HHH	501	1303	2475	1637
III	JJJ	430	1126	2145	1468
III	KKK	201	700	1347	915
III	LLL	151	607	1173	734
III	MMM	324	929	1778	1212
III	NNN	525	1303	2475	1697
III	OOO	447	1158	2204	1509
III	PPP	239	771	1480	1007
III	XXX	2036		7931	
JJJ	AAA	559	1396	2649	1818
JJJ	BBB	233	819	1570	1070
JJJ	CCC	386	1104	2103	1439
JJJ	DDD	585	1415	2684	1842
JJJ	EEE	558	1335	2535	1738
JJJ	FFF	529	1281	2434	1668
JJJ	GGG	251	763	1466	997
JJJ	HHH	260	780	1497	1019
JJJ	III	430	1126	2145	1468
JJJ	KKK	628	1420	2695	1850
JJJ	LLL	300	810	1553	1058
JJJ	MMM	628	1420	2695	1850
JJJ	NNN	734	1617	3064	2105
JJJ	OOO	346	896	1713	1169
JJJ	PPP	388	974	1859	1270
JJJ	XXX	1941	3967	7461	5155
KKK	AAA	461	1214	2308	1582
KKK	BBB	422	1171	2228	1526
KKK	CCC	303	949	1814	1239
KKK	DDD	179	659	1271	862
KKK	EEE	315	883	1689	1152
KKK	FFF	593	1400	2656	1823
KKK	GGG	734	1662	3147	2163
KKK	HHH	861	1526	2893	1987

MITFTA CASS - FILE ID:FAA_0001 **** C O S T P E R S T A G E **** LAST MODIF: 80/01/18 14:18:37.00

FR	TO	NM	DC9	707	727
KKK	III	201	700	1347	915
KKK	JJJ	628	1420	2695	1850
KKK	LLL	351	905	1730	1181
KKK	MMM	350	903	1727	1178
KKK	NNN	569	1316	2489	1707
KKK	OOO	624	1413	2681	1840
KKK	PPP	397	990	1891	1292
KKK	XXX	2144		8167	
LLL	AAA	330	970	1852	1265
LLL	BBB	187	734	1410	959
LLL	CCC	236	825	1581	1077
LLL	DDD	370	1015	1936	1323
LLL	EEE	276	810	1553	1058
LLL	FFF	380	1003	1915	1309
LLL	GGG	386	1015	1936	1323
LLL	HHH	435	1106	2106	1441
LLL	III	151	607	1173	794
LLL	JJJ	300	810	1553	1058
LLL	KKK	351	905	1730	1181
LLL	MMM	351	905	1730	1181
LLL	NNN	508	1197	2277	1560
LLL	OOO	311	830	1591	1084
LLL	PPP	153	536	1041	703
LLL	XXX	1935	3956	7440	5141
MMM	AAA	149	633	1222	828
MMM	BBB	530	1372	2604	1787
MMM	CCC	508	1331	2528	1734
MMM	DDD	504	1264	2402	1647
MMM	EEE	74	434	850	570
MMM	FFF	300	855	1636	1115
MMM	GGG	601	1415	2684	1842
MMM	HHH	785	1757	3325	2287
MMM	III	324	929	1776	1212
MMM	JJJ	628	1420	2695	1850
MMM	KKK	350	903	1727	1178
MMM	LLL	351	905	1730	1181
MMM	NNN	219	659	1271	862
MMM	OOO	430	1052	2005	1371
MMM	PPP	244	706	1358	922
MMM	XXX	1799	3703	6966	4812
NNN	AAA	179	689	1327	901
NNN	BBB	695	1679	3179	2185
NNN	CCC	704	1696	3210	2207
NNN	DDD	722	1669	3161	2173
NNN	EEE	272	803	1539	1048
NNN	FFF	244	750	1441	980
NNN	GGG	628	1465	2778	1907
NNN	HHH	935	2036	3847	2649
NNN	III	525	1303	2475	1697
NNN	JJJ	734	1617	3064	2105
NNN	KKK	569	1310	2489	1707
NNN	LLL	508	1197	2277	1560
NNN	MMM	219	658	1271	862
NNN	OOO	442	1074	2047	1400
NNN	PPP	362	925	1769	1207
NNN	XXX	1589	3312	6235	4305

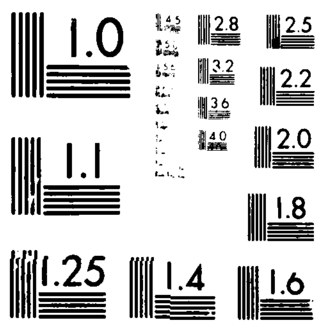
MITFTA CASS - FILE ID:FAA_0001 **** C O S T P E R S T A G E **** LAST MODIF: 80/01/18 14:18:37.00

FR	TO	NM	DC9	707	727
OOO	AAA	300	914	1748	1193
OOO	BBB	436	1137	2277	1550
OOO	CCC	540	1390	2639	1811
OOO	DDD	679	1589	3012	2069
OOO	EEE	388	1015	1936	1323
OOO	FFF	203	674	1299	881
OOO	GGG	186	643	1240	840
OOO	HHH	597	1407	2670	1833
OOO	III	447	1158	2204	1509
OOO	JJJ	348	896	1713	1169
OOO	KKK	624	1413	2681	1840
OOO	LLL	311	830	1591	1084
OOO	MMM	430	1052	2005	1371
OOO	NNN	442	1074	2047	1400
OOO	PPP	229	678	1306	886
OOO	XXX	1642	3411	6420	4433
PPP	AAA	162	695	1337	908
PPP	BBB	337	1013	1932	1321
PPP	CCC	380	1093	2082	1425
PPP	DDD	474	1208	2298	1574
PPP	EEE	179	629	1215	823
PPP	FFF	233	730	1403	954
PPP	GGG	372	989	1887	1289
PPP	HHH	573	1363	2587	1775
PPP	III	239	771	1480	1007
PPP	JJJ	388	974	1859	1270
PPP	KKK	397	990	1891	1292
PPP	LLL	153	538	1041	703
PPP	MMM	244	706	1358	922
PPP	NNN	362	925	1769	1207
PPP	OOO	229	678	1306	886
PPP	XXX	1800	3705	6970	4815
XXX	AAA	1684	3593	6761	4670
XXX	BBB	2078		8188	
XXX	CCC	2172		8515	
XXX	DDD	2267		8735	
XXX	EEE	1829	3803	7154	4943
XXX	FFF	1569	3320	6249	4315
XXX	GGG	1690	3545	6670	4607
XXX	HHH	2200		8446	
XXX	III	2036		7931	
XXX	JJJ	1941	3987	7461	5155
XXX	KKK	2144		8167	
XXX	LLL	1935	3958	7440	5141
XXX	MMM	1799	3703	6966	4812
XXX	NNN	1589	3312	6235	4305
XXX	OOO	1642	3411	6420	4433
XXX	PPP	1800	3705	6970	4815

AD-A085 438 ECON INC PRINCETON NJ F/G 1/2
THE ALLOCATION OF RUNWAY SLOTS BY AUCTION. VOLUME II. THE AIRLI--ETC(U)
APR 80 F M SAND, M L BALINSKI DOT-FA79WA-4374
UNCLASSIFIED FAA-AVP-80-3-VOL-2 NL

2 OF 2
AD
A085 438

END
DATE
FILMED
7-80
DTIC



MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

TABLE 3.3 AIRPORT DATA

MIT-FTA CASS FILE ID:FAA_0001 U N I V E R S E F I L E P R I N T O U T LAST MODIFIED 80/01/10 14:10:37.00

ID	CITY NAME	MARKET SERVED	LATITUDE DD:MM:SS	LONGITUDE DD:MM:SS	TIME ZONE	CONN TIME	BASIC TIME	BASIC COST	COST/ SEAT	REST CODE
AAA	ALPHA	AAA	41:00:00	82:00:00	2	30	12	0	0.00	0
BBB	BRAVO	BBB	36:00:00	79:00:00	1	25	14	0	0.00	0
CCC	CHARLIE	CCC	38:00:00	77:00:00	1	25	14	0	0.00	0
DDD	DELTA	DDD	41:00:00	75:00:00	1	25	10	0	0.00	0
EEE	ECHO	EEE	42:00:00	85:00:00	2	20	8	0	0.00	0
FFF	FOXTROT	FFF	39:00:00	90:00:00	2	20	8	0	0.00	0
GGG	GOLF	GGG	33:00:00	87:00:00	2	20	8	0	0.00	0
HHH	HOTEL	HHH	32:00:00	77:00:00	1	20	8	0	0.00	0
III	INDIA	III	40:00:00	80:00:00	1	20	10	0	0.00	0
JJJ	JULIET	JJJ	33:30:00	82:00:00	1	10	5	0	0.00	1
KKK	KILO	KKK	43:00:00	78:00:00	1	10	5	0	0.00	1
LLL	LIMA	LLL	38:00:00	82:00:00	1	10	5	0	0.00	1
MMM	MIKE	MMM	43:00:00	86:00:00	2	10	5	0	0.00	1
NNN	NOVEMBER	NNN	43:00:00	91:00:00	2	10	5	0	0.00	1
OOO	OSCAR	OOO	36:00:00	88:00:00	2	10	5	0	0.00	1
PPP	PAPA	PPP	39:30:00	85:00:00	2	10	5	0	0.00	1
XXX	XRAY	XXX	30:00:00	120:00:00	4	35	12	0	0.00	0

TABLE 3.4 INITIAL SCHEDULES

MITFTA CASS INITIAL

F L I G H T   I T I N E R A R I E S

BLUE

200	727	DDD AAA PPP
201	727	PPP AAA EEE
202	727	EEE DDD EEE
203	727	EEE AAA DDD
210	727	CCC BBB CCC
211	727	CCC BBB CCC
212	727	CCC DDD CCC
213	727	CCC BBB CCC
214	727	CCC BBB CCC
220	727	EEE AAA EEE
221	727	EEE AAA FFF
222	727	FFF AAA EEE
223	727	EEE CCC EEE
224	727	EEE BBB CCC EEE
230	727	BBB EEE BBB
231	727	BBB AAA BBB
233	727	BBB EEE BBB
240	727	FFF AAA FFF
241	727	FFF BBB FFF
242	727	FFF CCC DDD FFF
243	727	FFF AAA EEE
244	727	EEE AAA FFF
250	727	HHH AAA HHH
251	727	HHH AAA HHH
252	727	HHH AAA PPP
253	727	PPP AAA HHH
254	727	HHH AAA HHH
255	727	HHH AAA HHH
260	727	DDD AAA DDD
261	727	DDD BBB DDD
262	727	DDD BBB AAA
263	727	AAA BBB DDD
270	727	BBB HHH BBB
272	727	BBB GGG BBB
273	727	BBB EEE AAA FFF
274	727	FFF AAA EEE BBB
280	727	AAA GGG AAA
281	727	AAA HHH AAA
282	727	AAA JJJ AAA
290	727	AAA HHH AAA
291	727	AAA DDD AAA
292	727	AAA BBB AAA
711	707	AAA CCC AAA
712	707	AAA CCC AAA
713	707	AAA CCC AAA
714	707	AAA CCC
721	707	CCC AAA CCC
722	707	CCC AAA CCC
723	707	CCC AAA CCC
724	707	CCC AAA
740	707	CCC AAA CCC
741	707	CCC AAA BBB
742	707	BBB AAA CCC
743	707	CCC AAA CCC
750	707	AAA CCC AAA
751	707	AAA CCC AAA

BLUE

752	707	AAA BBB AAA
790	707	XXX AAA BBB
791	707	BBB AAA XXX
792	707	CCC AAA XXX
793	707	XXX AAA
794	707	AAA BBB AAA
795	707	AAA CCC

GOLD

100	727	AAA CCC DDD AAA
101	727	AAA CCC
102	727	CCC DDD AAA
300	DC9	CCC BBB III
301	DC9	III BBB JJJ
322	DC9	JJJ BBB CCC KKK
323	DC9	KKK DDD CCC
400	727	DDD CCC
401	727	CCC DDD
402	727	DDD CCC BBB
404	727	BBB CCC DDD
405	727	DDD CCC
406	727	CCC DDD
600	DC9	FFF AAA HHH CCC KKK
601	DC9	KKK CCC AAA FFF BBB
		JJJ
602	DC9	JJJ CCC AAA FFF
800	727	HHH BBB DDD
801	727	DDD BBB
802	727	BBB DDD KKK
804	727	KKK DDD BBB HHH
820	727	HHH CCC DDD
821	727	DDD BBB HHH
822	727	HHH CCC DDD
823	727	DDD CCC HHH
840	727	HHH BBB DDD
841	727	DDD BBB HHH
900	727	AAA BBB CCC
901	727	CCC AAA EEE
902	727	EEE AAA CCC BBB
903	727	BBB AAA
920	DC9	III DDD CCC KKK
922	DC9	KKK DDD CCC JJJ
924	DC9	JJJ BBB CCC III
1120	DC9	KKK DDD BBB
1121	DC9	BBB DDD
1122	DC9	DDD BBB JJJ
1124	DC9	JJJ BBB DDD KKK
1140	DC9	KKK CCC HHH
1141	DC9	HHH BBB DDD
1142	DC9	DDD BBB HHH CCC KKK
1200	727	BBB DDD AAA
1201	727	AAA CCC DDD KKK
1205	727	KKK DDD CCC BBB
1220	727	GGG AAA CCC DDD

GOLD

1221	727	DDD AAA HHH
1222	727	HHH AAA BBB
1223	727	BBB AAA GGG
1400	DC9	DDD BBB JJJ
1401	DC9	JJJ CCC DDD
1402	DC9	DDD III BBB
1403	DC9	BBB DDD

GREEN

11	DC9	DDD BBB AAA CCC DDD
12	DC9	DDD BBB AAA CCC DDD
21	DC9	AAA LLL CCC III AAA
22	DC9	AAA LLL CCC III AAA
23	DC9	AAA DDD BBB AAA
31	DC9	AAA III CCC LLL AAA
32	DC9	AAA III CCC LLL AAA
41	DC9	BBB LLL AAA III BBB
42	DC9	BBB LLL AAA III BBB
43	DC9	BBB CCC BBB
51	DC9	BBB III AAA LLL BBB
52	DC9	BBB III AAA LLL BBB
61	DC9	DDD III BBB LLL DDD
62	DC9	DDD LLL BBB III DDD
101	727	CCC AAA CCC
102	727	CCC AAA CCC
103	727	CCC AAA CCC
104	727	CCC BBB CCC
201	727	AAA CCC AAA
202	727	AAA CCC AAA
203	727	AAA CCC AAA
204	727	AAA CCC AAA
301	727	AAA BBB DDD
302	727	DDD BBB AAA
303	727	AAA BBB DDD
304	727	DDD BBB AAA
401	727	BBB AAA CCC DDD BBB
402	727	BBB DDD CCC AAA BBB
501	727	AAA DDD BBB
502	727	BBB DDD AAA
503	727	AAA DDD BBB
504	727	BBB DDD AAA
601	727	BBB DDD AAA
602	727	AAA DDD CCC
603	727	CCC DDD AAA
604	727	AAA DDD BBB
701	727	CCC AAA XXX
702	727	XXX AAA CCC
801	727	DDD AAA BBB DDD
802	727	DDD AAA BBB DDD
901	727	XXX AAA CCC
902	727	CCC AAA XXX

RED

0010	727	AAA GGG AAA
0011	727	AAA JJJ AAA
0012	727	AAA GGG AAA
0020	727	HHH AAA HHH
0021	727	HHH DDD HHH
0022	727	HHH AAA HHH
0030	DC9	BBB GGG JJJ HHH BBB
0031	DC9	BBB GGG BBB
0032	DC9	BBB HHH JJJ GGG BBB
0040	DC9	HHH BBB CCC
0041	DC9	CCC BBB HHH
0042	DC9	HHH BBB CCC
0043	DC9	CCC BBB HHH
0044	DC9	HHH BBB CCC
0045	DC9	CCC BBB HHH
0200	DC9	JJJ CCC DDD
0210	DC9	DDD CCC JJJ
0220	DC9	JJJ CCC DDD
0230	DC9	DDD CCC JJJ
0300	727	CCC GGG
0310	727	GGG CCC DDD
0320	727	DDD CCC GGG
0330	727	GGG CCC

WHITE

1	DC9	DDD AAA DDD
2	DC9	EEE AAA EEE
3	DC9	DDD CCC DDD
9	DC9	DDD HHH DDD
12	DC9	EEE III EEE
13	DC9	EEE DDD
15	DC9	DDD LLL DDD
17	DC9	DDD KKK DDD
18	DC9	DDD HHH DDD
100	DC9	DDD CCC DDD
102	DC9	DDD CCC DDD
300	DC9	BBB DDD III EEE
301	DC9	EEE III DDD
400	DC9	DDD EEE BBB
500	DC9	BBB DDD BBB
502	DC9	DDD KKK DDD
503	DC9	DDD EEE AAA
5038	DC9	AAA EEE

```
MITFTA CASE   INITIAL                                                   F L I G H T   S C H E D U L E S

TO ALPHA                       AAA 2
FR BRAVO                       BBB 1
              CAB   75.05
   8:00  8:08   GR 601   727   1
   6:55  7:30   GR 401   727   0
   6:59  8:07   GL1200   727   1
   7:00  8:05   GR  41   DC9   1
   7:00  8:27   GR  51   DC9   1
   8:30  9:05   GR  11   DC9   0
  10:46 11:21   BL 794   707   0
  11:12 11:47   BL 231   727   0
  11:14 13:22   GR 502   727   1
  12:30 13:35   GR  42   DC9   1
  12:30 13:57   GR  52   DC9   1
  12:37 13:12   GR 302   727   0
  14:24 17:39   GR 402   727   2
  15:15 18:37   BL 273   727   1
  15:16 15:51   GR  12   DC9   0
  18:23 16:58   BL 742   707   0
  17:07 17:42   BL 262   727   0
  17:38 18:13   BL 791   707   0
  18:31 19:06   BL 292   727   0
  18:51 20:59   GR 504   727   1
  19:58 20:33   BL 752   707   0
  20:04 20:39   GR 304   727   0
  20:20 20:55   GL1223   727   0
  21:35 22:10   GL 903   727   0
  22:19 22:54   GR  23   DC9   0
              CONNECTIONS
   8:30 12:31 BL 230 EEE BL 221
  11:15 15:09 GL 900 CCC GL 901
  14:56 18:03 BL 211 CCC BL 723
  14:56 18:27 BL 211 CCC BL 751
  14:56 17:58 BL 211 CCC BL 792

FR CHARLIE                     CCC 1
              CAB   77.25
   6:55  7:34   GR 701   727   0
   7:00  7:39   BL 721   707   0
   7:55  8:34   GR 101   727   0
   8:00  8:39   BL 740   707   0
   9:33 10:12   GR 201   727   0
   9:48 10:27   BL 711   707   0
   9:59 11:49   GL 100   727   1
  10:21 11:41   GR  21   DC9   1
  10:29 11:41   GR  31   DC9   1
  10:48 11:27   BL 750   707   0
  11:12 11:51   BL 722   707   0
  12:07 12:46   GR 102   727   0
  12:13 12:52   BL 741   707   0
  12:30 13:09   GL 901   727   0
  13:17 15:45   GR 603   727   1
  13:45 14:24   GR 202   727   0
  13:59 14:38   GL 601   DC9   0
  14:00 14:39   BL 712   707   0
  15:19 15:58   BL 792   707   0
```

```
TO ALPHA                       AAA 2
FR CHARLIE                     CCC 1
  15:24 16:03   BL 723   707   0
  15:30 16:09   GR 902   727   0
  15:48 16:27   BL 751   707   0
  15:51 17:11   GR  22   DC9   1
  16:15 17:31   GR  32   DC9   1
  16:30 17:09   GR 103   727   0
  17:00 17:39   GR 402   727   0
  17:15 19:07   GL 102   727   1
  18:00 18:39   GR 203   727   0
  18:12 18:51   BL 713   707   0
  19:36 20:15   BL 724   707   0
  20:31 21:10   BL 743   707   0
  21:57 22:36   GL 602   DC9   0
  22:13 22:52   GR 204   727   0
              CONNECTIONS
   8:30 13:47 BL 210 BBB BL 231
   8:30 13:21 BL 210 BBB BL 794
  13:48 18:58 BL 211 BBB BL 742
  13:48 18:37 BL 211 BBB BL 273
  19:10 22:33 BL 213 BBB BL 752
  21:00  0:10 GL 902 BBB GL 903

FR DELTA                       DDD 1
              CAB   82.14
   7:00  9:05   GR  11   DC9   1
   7:28  8:08   GR 601   727   0
   7:57  8:39   WT   1   DC9   0
   8:00  8:42   BL 260   727   0
   8:25  9:07   GL1200   727   0
   8:30  9:12   GR 801   727   0
  11:07 11:49   GL 100   727   0
  11:07 13:12   GR 302   727   1
  12:33 13:15   GL1221   727   0
  12:40 13:22   GR 502   727   0
  13:46 15:51   GR  12   DC9   1
  14:09 14:51   GR 802   727   0
  14:10 14:52   BL 291   727   0
  15:03 15:45   GR 603   727   0
  15:37 17:42   BL 262   727   1
  15:50 17:39   GR 402   727   1
  18:25 19:07   GL 102   727   0
  18:34 20:39   GR 304   727   1
  20:17 20:59   GR 504   727   0
  20:19 21:39   WT 503   DC9   1
  20:49 22:54   GR  23   DC9   1
              CONNECTIONS
  13:16 18:37 BL 261 BBB BL 273
  16:37 20:13 BL 262 BBB BL 791
  17:29 20:14 BL 202 EEE BL 203
  17:35 20:51 BL 212 CCC BL 713
  17:35 22:15 BL 212 CCC BL 724
  17:35 23:10 BL 212 CCC BL 743
```

```
TO ALPHA                       AAA 2
FR ECHO                        EEE 2
              CAB   38.09
   7:30  8:10   BL 220   727   0
   7:59  8:39   WT   2   DC9   0
   9:51 10:31   BL 221   727   0
  15:57 16:37   BL 273   727   0
  16:10 16:50   GL 902   727   0
  17:34 18:14   BL 203   727   0
  20:59 21:39   WT 503   DC9   0
  21:56 22:36   BL 244   727   0

FR FOXTROT                     FFF 2
              CAB   38.48
   6:00  6:37   GL 600   DC9   0
   7:30  8:07   BL 240   727   0
  12:15 12:52   BL 222   727   0
  18:21 18:58   BL 274   727   0
  19:36 20:13   BL 243   727   0

FR GOLF                        GGG 2
              CAB   71.55
   6:15  7:35   GL1220   727   0
   8:09  9:29   RD0010   727   0
   9:39 10:59   BL 280   727   0
  18:09 18:29   RD0012   727   0
              CONNECTIONS
  14:18 19:42 BL 272 BBB BL 282

FR HOTEL                       HHH 1
              CAB   98.82
   6:30  7:30   RD0020   727   0
  14:53 15:53   BL 281   727   0
  16:30 17:30   RD0022   727   0
              CONNECTIONS
  10:13 13:47 BL 270 BBB BL 231
  10:13 13:21 BL 270 BBB BL 794

FR INDIA                       III 1
              CAB   80.26
   8:15  8:27   GR  51   DC9   0
   9:24 11:41   GR  31   DC9   2
  11:29 11:41   GR  21   DC9   0
  13:45 13:57   GR  52   DC9   0
  15:00 17:31   GR  32   DC9   2
  16:59 17:11   GR  22   DC9   0

FR JULIET                      JJJ 1
              CAB   79.24
  13:43 14:13   RD0011   727   0
  19:21 19:51   BL 282   727   0
  20:30 22:36   GL 602   DC9   1

FR KILO                        KKK 1
              CAB   69.45
  12:43 14:30   GL 601   DC9   1
```

```
TO ALPHA                       AAA 2
FR LIMA                        LLL 1
              CAB   56.37
   8:04  8:05   GR  41   DC9   0
   9:15 11:41   GR  21   DC9   2
  11:40 11:41   GR  31   DC9   0
  13:34 13:35   GR  42   DC9   0
  14:45 17:11   GR  22   DC9   2
  17:30 17:31   GR  32   DC9   0

FR MIKE                        MMM 2
              CAB   38.29
   9:24 10:00   BL 290   727   0
   9:49 10:25   BL 251   727   0
  16:51 17:27   BL 254   727   0

FR NOVEMBER                    NNN 2
              CAB   41.28
   7:30  8:07   BL 250   727   0
  12:11 12:48   BL 252   727   0
  15:05 15:42   GL1222   727   0
  19:13 19:50   BL 255   727   0

FR OSCAR                       OOO 2
              CAB   53.37
   8:00  8:54   BL 200   727   0

FR PAPA                        PPP 2
              CAB   41.58
  11:38 12:19   BL 201   727   0
  14:31 15:12   BL 253   727   0

FR XRAY                        XXX 4
              CAB  191.83
   6:00 11:37   GR 901   727   0
   8:30 14:07   BL 790   707   0
  11:00 16:37   GR 702   727   0
  19:17  0:54   BL 793   707   0

TO BRAVO                       BBB 1
FR ALPHA                       AAA 2
              CAB   75.05
   6:25  8:51   GL 900   727   0
   6:30  8:56   GR 301   727   0
   6:30 10:29   GR 501   727   1
   7:50 13:39   GR 401   727   2
   8:00 10:26   BL 794   707   0
   8:25 11:42   GR  41   DC9   1
   8:47 11:42   GR  51   DC9   1
   9:32 11:58   GR 801   727   0
  12:07 14:33   BL 231   727   0
  13:12 15:38   BL 741   707   0
  13:55 17:12   GR  42   DC9   1
  13:57 16:23   GR 303   727   0
  14:07 18:06   GR 503   727   1
```

```
MITFTA CASS   INITIAL                    F L I G H T   S C H E D U L E S

TO BRAVO                          BBB 1
FR ALPHA                          AAA 2
  14:17 17:12   GR  52  DC9   1
  14:27 16:53   BL 790  707   0
  15:00 18:32   GL 601  DC9   1
  15:11 17:37   GR 802  727   0
  15:45 18:11   BL 292  727   0
  16:02 18:28   GL1222  727   0
  16:30 20:29   GR 604  727   1
  17:10 20:48   GL 902  727   1
  17:12 19:30   BL 752  707   0
  18:00 21:59   GR  23  DC9   1
  18:00 20:26   GR 402  727   0
  18:27 20:53   BL 263  727   0
  19:18 22:29   BL 274  727   1
            CONNECTIONS
   9:00 11:57 BL 711 CCC BL 214
   9:00 14:36 BL 711 CCC BL 211
   9:59 14:36 BL 721 CCC BL 211
  10:00 14:36 BL 750 CCC BL 211
  10:59 14:36 BL 740 CCC BL 211
  15:00 19:58 BL 751 CCC BL 213

FR CHARLIE                        CCC 1
            CAB   38.68
   7:00  7:48   GL 300  DC9   0
   7:30  8:18   BL 210  727   0
   9:30 10:18   RD0041  DC9   0
  10:09 18:57   BL 214  727   0
  10:38 13:39   GR 401  727   1
  12:13 15:38   BL 741  707   1
  12:40 13:28   GL 402  727   0
  12:48 13:36   BL 211  727   0
  13:59 18:32   GL 601  DC9   2
  15:10 15:58   RD0043  DC9   0
  17:00 20:26   GR 402  727   1
  18:10 18:58   BL 213  727   0
  18:03 19:51   GR  43  DC9   0
  19:20 20:08   GL1205  727   0
  20:00 20:48   GL 902  727   0
  20:50 21:38   RD0045  DC9   0
  21:08 21:56   GR 104  727   0

FR DELTA                          DDD 1
            CAB   58.68
   7:00  8:10   GR  11  DC9   0
   7:00  9:05   GR  61  DC9   1
   7:50  9:00   GL1400  DC9   0
   8:25  9:35   GL1120  DC9   0
   8:30 11:58   GR 801  727   1
   9:19 10:29   GR 501  727   0
  10:51 12:01   GL 801  727   0
  11:00 12:10   GL 821  727   0
  11:07 12:17   GR 302  727   0
  11:30 13:28   GL 402  727   1
  12:15 14:30   GR  62  DC9   1

TO BRAVO                          BBB 1
FR DELTA                          DDD 1
  12:16 13:26   EL 261  727   0
  12:29 13:39   GR 401  727   0
  13:46 14:56   GR  12  DC9   0
  14:00 15:10   GL1122  DC9   0
  14:00 16:05   GL1402  DC9   1
  14:03 17:37   GR 8C2  727   1
  14:55 16:05   GL1142  DC9   0
  15:22 16:32   GL 641  727   0
  15:37 16:47   BL 262  727   0
  15:50 20:26   GR 402  727   2
  16:56 18:06   GR 503  727   0
  17:25 18:35   GL 804  727   0
  18:10 20:08   GL1205  727   1
  18:34 19:44   GR 304  727   0
  19:19 20:29   GR 604  727   0
  20:08 23:03   WT 400  DC9   1
  20:49 21:59   GR  23  DC9   0
  21:52 23:02   WT 500  DC9   0

FR ECHO                           EEE 2
            CAB   68.85
   8:12 10:27   BL 230  727   0
  16:00 18:15   BL 233  727   0
  16:10 20:48   GL 902  727   2
  18:11 20:28   BL 224  727   0
  20:14 22:29   BL 274  727   0
  20:48 23:03   WT 400  DC9   0
            CONNECTIONS
  11:51 15:33 BL 221 AAA BL 231
  16:33 19:58 BL 223 CCC BL 213

FR FOXTROT                        FFF 2
            CAB   78.64
   9:51 12:16   BL 241  727   0
  16:07 18:32   GL 601  DC9   0
  18:21 22:29   BL 274  727   2
            CONNECTIONS
  14:15 17:53 BL 222 AAA BL 790
  15:58 19:58 BL 242 CCC BL 213

FR GOLF                           GGG 2
            CAB   66.76
   7:11 11:09   RD0030  DC9   2
  12:18 14:30   BL 272  727   0
  12:41 14:53   RD0031  DC9   0
  18:28 20:40   RD0032  DC9   0
            CONNECTIONS
  11:30 15:33 BL 280 AAA BL 231

FR HOTEL                          HHH 1
            CAB   49.27
   6:40  7:35   RD0040  DC9   0
   7:30  8:25   GL 800  727   0
   8:06  9:01   GL 840  727   0

TO BRAVO                          BBB 1
FR HOTEL                          HHH 1
   9:13 10:08   BL 270  727   0
  10:14 11:09   RD0030  DC9   0
  11:00 11:55   GL1141  DC9   0
  12:20 13:15   RD0042  DC9   0
  17:13 20:40   RD0032  DC9   2
  18:00 18:55   RD0044  DC9   0

FR INDIA                          III 1
            CAB   47.78
   8:12  9:05   GR  61  DC9   0
   8:15 11:42   GR  51  DC9   2
   9:48 10:41   GL 301  DC9   0
  10:49 11:42   GR  41  DC9   0
  13:45 17:12   GR  52  DC9   2
  15:12 16:05   GL1402  DC9   0
  16:19 17:12   GR  42  DC9   0

FR JULIET                         JJJ 1
            CAB   46.68
   9:12 11:09   RD0030  DC9   1
  14:00 14:46   GL 322  DC9   0
  18:00 18:46   GL1124  DC9   0
  18:21 20:40   RD0032  DC9   1
  20:00 20:46   GL 924  DC9   0

FR KILO                           KKK 1
            CAB   65.56
   7:30  9:35   GL1120  DC9   1
  12:43 18:32   GL 601  DC9   3
  16:30 18:35   GL 804  727   1
  17:15 20:08   GL1205  727   2

FR LIMA                           LLL 1
            CAB   42.08
   8:04 11:42   GR  41  DC9   2
  11:02 11:42   GR  51  DC9   0
  13:34 17:12   GR  42  DC9   2
  13:40 14:20   GR  62  DC9   0
  16:32 17:12   GR  52  DC9   0

FR MIKE                           MMM 2
            CAB   76.35
            CONNECTIONS
  11:24 15:33 BL 290 AAA BL 231
  11:49 15:33 BL 251 AAA BL 231
  18:51 21:53 BL 254 AAA BL 263
  18:51 23:29 BL 254 AAA BL 274

FR NOVEMBER                       NNN 2
            CAB   92.83
  15:05 18:28   GL1222  727   1
            CONNECTIONS
  14:11 17:53 BL 252 AAA BL 790

TO BRAVO                          BBB 1
FR OSCAR                          OOO 2
            CAB   66.96
            CONNECTIONS
  10:00 15:33 BL 200 AAA BL 231

FR PAPA                           PPP 2
            CAB   57.07
            CONNECTIONS
  13:38 16:38 BL 201 AAA BL 741
  13:38 17:53 BL 201 AAA BL 790
  16:31 21:53 BL 253 AAA BL 263

FR XRAY                           XXX 4
            CAB  230.90
   8:30 16:53   BL 790  707   1

TO CHARLIE                        CCC 1
FR ALPHA                          AAA 2
            CAB   77.25
   6:25 11:01   GL 900  727   1
   6:45  9:13   GR 201  727   0
   6:57 10:09   GL 600  DC9   1
   7:00  9:28   BL 711  707   0
   7:00 10:01   GR  21  DC9   1
   7:00 10:09   GR  31  DC9   1
   7:11  9:39   GL 100  727   0
   7:50 10:18   GR 401  727   0
   7:55 10:23   GL1220  727   0
   7:59 10:27   BL 721  707   0
   8:00 10:28   BL 750  707   0
   8:53 12:32   GR 602  727   1
   8:54 11:22   GR 101  727   0
   8:59 11:27   BL 740  707   0
   9:25 11:53   GR  11  DC9   0
  10:55 13:23   GL1201  727   0
  10:57 13:25   GR 202  727   0
  11:12 13:40   BL 712  707   0
  12:00 14:28   GR 901  727   0
  12:06 14:34   BL 795  707   0
  12:11 14:39   BL 722  707   0
  12:30 15:31   GR  22  DC9   1
  12:30 15:45   GR  32  DC9   1
  12:58 15:26   GL 101  727   0
  13:00 15:28   BL 751  707   0
  13:06 15:34   GR 102  727   0
  15:10 17:38   GR 203  727   0
  15:24 17:52   BL 713  707   0
  16:11 18:39   GR  12  DC9   0
  16:23 18:51   BL 723  707   0
  17:00 19:28   GR 702  727   0
  17:10 19:38   GL 902  727   0
  17:18 19:46   BL 742  707   0
  17:55 20:23   GR 103  727   0
  19:25 21:53   GR 204  727   0
```

MITPTA CASS   INITIAL

F L I G H T   S C H E D U L E S

```
TO CHARLIE                    CCC 1
FR ALPHA                      AAA 2
 19:30 22:04   BL 714   707    0
 21:30 23:58   BL 743   707    0
          CONNECTIONS
 10:00 15:42 BL 794 BBB BL 211
 10:00 13:03 BL 794 BBB BL 214
 13:21 18:25 BL 291 DDD BL 212
 15:12 17:45 BL 222 EEE BL 223
 16:27 21:04 BL 790 BBB BL 213
 17:45 22:32 BL 292 BBB BL 224

FR BRAVO                      BBB 1
          CAB   38.68
  8:55 10:18   GR 401   727    1
  7:55  8:41   RD0040   DC9    0
  8:30 11:53   GR  11   DC9    1
  8:38  9:24   BL 210   727    0
 10:15 11:01   GL 900   727    0
 11:17 12:03   BL 214   727    0
 13:35 14:21   RD0042   DC9    0
 13:56 14:42   BL 211   727    0
 14:15 15:01   GL 404   727    0
 14:24 16:40   GR 402   727    1
 15:06 15:52   GL 322   DC9    0
 15:16 18:39   GR  12   DC9    1
 16:23 19:46   BL 742   707    1
 16:25 18:59   GL1142   DC9    1
 17:57 18:43   GR  43   DC9    0
 19:15 20:01   RD0044   DC9    0
 19:18 20:04   BL 213   727    0
 20:46 21:32   BL 224   727    0
 21:06 21:52   GL 924   DC9    0
 22:16 23:02   GR 104   727    0

FR DELTA                      DDD 1
          CAB   43.58
  7:00 11:53   GR  11   DC9    2
  7:45  8:35   GL 400   727    0
  7:49  8:39   WT   3   DC9    0
  8:36  9:25   GL 920   DC9    0
  9:30 10:20   RD0210   DC9    0
 11:30 12:20   GL 402   727    0
 11:42 12:32   GR 602   727    0
 12:25 13:15   RD0320   727    0
 12:55 13:45   GL 922   DC9    0
 13:46 18:39   GR  12   DC9    2
 14:55 18:59   GL1142   DC9    2
 15:50 16:40   GR 402   727    0
 16:35 17:25   BL 212   727    0
 16:45 17:35   RD0230   DC9    0
 17:11 18:01   WT 100   DC9    0
 17:15 18:05   GL 405   727    0
 17:33 18:23   GL 823   727    0
 18:10 19:00   GL1205   727    0
 18:55 19:45   GL 322   DC9    0
```

```
TO CHARLIE                    CCC 1
FR DELTA                      DDD 1
 20:00 20:50   WT 102   DC9    0

FR ECHO                       EEE 2
          CAB   67.16
 14:33 16:45   BL 223   727    0
 16:10 19:38   GL 802   727    1
 18:11 21:32   BL 224   727    1
          CONNECTIONS
  9:30 12:27 BL 220 AAA BL 740
 10:12 13:03 BL 230 BBB BL 214
 10:12 15:42 BL 230 BBB BL 211
 11:51 14:40 BL 221 AAA BL 712
 11:51 15:39 BL 221 AAA BL 722
 11:51 15:34 BL 221 AAA BL 795

FR FOXTRCT                    FFF 2
          CAB   84.54
  6:00 10:09   GL 600   DC9    2
 13:58 16:30   BL 242   727    0
          CONNECTIONS
  9:30 12:27 BL 240 AAA BL 740
 11:51 15:42 BL 241 BBB BL 211
 14:15 18:52 BL 222 AAA BL 713
 14:15 17:45 BL 222 EEE BL 223
 21:36  0:58 BL 243 AAA BL 743

FR GOLF                       GGG 2
          CAB   80.54
  6:15 10:23   GL1220   727    1
  8:00 10:20   RD0310   727    0
 15:00 17:28   RD0330   727    0

FR HOTEL                      HHH 1
          CAB   59.36
  6:40  8:41   RD0040   DC9    1
  7:52  8:59   GL 820   727    0
 12:20 14:21   RD0042   DC9    1
 14:30 15:37   GL 822   727    0
 17:52 18:59   GL1142   DC9    0
 18:00 20:01   RD0044   DC9    1
          CONNECTIONS
 10:13 15:42 BL 270 BBB BL 211
 10:13 13:03 BL 270 BBB BL 214

FR INDIA                      III 1
          CAB   41.78
  7:30  9:26   GL 920   DC9    1
  9:24 10:09   GR  31   DC9    0
 15:00 15:45   GR  32   DC9    0

FR JULIET                     JJJ 1
          CAB   61.96
  6:30  7:34   RD0200   DC9    0
 10:56 11:50   GL1401   DC9    0
```

```
TO CHARLIE                    CCC 1
FR JULIET                     JJJ 1
 12:40 13:44   RD0220   DC9    0
 14:00 15:52   GL 322   DC9    1
 20:00 21:52   GL 924   DC9    1
 20:30 21:34   GL 602   DC9    0

FR KILO                       KKK 1
          CAB   53.67
  7:30  8:26   GL1140   DC9    0
 12:00 13:45   GL 922   DC9    1
 12:43 13:39   GL 601   DC9    0
 17:15 19:00   GL1205   727    1
 18:00 19:45   GL 323   DC9    1

FR LIMA                       LLL 1
          CAB   46.90
  9:15 10:01   GR  21   DC9    0
 14:45 15:31   GR  22   DC9    0

FR MIKE                       MMM 2
          CAB   74.15
  7:51 10:09   GL 600   DC9    0
          CONNECTIONS
 11:24 15:34 BL 290 AAA BL 795
 11:49 14:40 BL 251 AAA BL 712
 11:49 15:34 BL 251 AAA BL 795
 18:51 23:04 BL 254 AAA BL 714

FR NOVEMBER                   NNN 2
          CAB   93.73
          CONNECTIONS
  9:30 12:27 BL 250 AAA BL 740
 21:13  0:58 BL 255 AAA BL 743

FR OSCAR                      OOO 2
          CAB   77.35
          CONNECTIONS
 10:00 14:40 BL 200 AAA BL 712

FR PAPA                       PPP 2
          CAB   61.36
          CONNECTIONS
 13:38 18:28 BL 201 AAA BL 751
 16:31 19:51 BL 253 AAA BL 723
 16:31 20:46 BL 253 AAA BL 742

FR XRAY                       XXX 4
          CAB  240.38
  6:00 14:28   GR 901   727    1
 11:00 19:28   GR 702   727    1
          CONNECTIONS
 12:30 18:52 BL 790 AAA BL 713
 12:30 19:51 BL 790 AAA BL 723
 12:30 20:46 BL 790 AAA BL 742
 12:30 21:04 BL 790 BBB BL 213
```

```
TO DELTA                      DDD 1
FR ALPHA                      AAA 2
          CAB   82.14
  6:30 10:22   GR 301   727    1
  6:30  8:59   GR 601   727    0
  7:11 10:47   GL 100   727    1
  7:50 11:28   GR 401   727    1
  7:55 11:48   GL1220   727    1
  8:53 11:22   GR 802   727    0
  8:59 11:28   WT   1   DC9    0
  9:02 11:31   BL 260   727    0
  9:25 13:01   GR  11   DC9    1
  9:32 13:24   GR 801   727    1
 10:55 14:48   GL1201   727    1
 11:21 13:50   BL 291   727    0
 13:57 17:49   GR 303   727    1
 14:07 16:36   GR 503   727    0
 15:11 19:03   GR 802   727    1
 16:11 19:47   GR  12   DC9    1
 16:30 18:59   GR 604   727    0
 18:00 20:29   GR  23   DC9    0
 18:27 22:19   BL 263   727    1
          CONNECTIONS
 13:12 17:15 BL 712 CCC BL 212
 14:06 17:15 BL 795 CCC BL 212
 14:06 18:38 BL 795 CCC BL 242
 14:11 17:15 BL 722 CCC BL 212
 14:39 17:09 BL 201 EEE BL 202

FR BRAVO                      BBB 1
          CAB   58.66
  6:00  7:06   GR 601   727    0
  6:55 11:26   GR 401   727    2
  6:59  8:05   GL1200   727    0
  8:00  9:06   WT 300   DC9    0
  8:30 13:01   GR  11   DC9    2
  9:00 10:06   GL 800   727    0
  9:16 10:22   GR 301   727    0
  9:21 10:27   GL 840   727    0
  9:25 11:26   GR  61   DC9    1
 10:30 11:36   GL1121   DC9    0
 11:14 12:20   GR 502   727    0
 12:15 13:21   GL1141   DC9    0
 12:18 13:24   GR 801   727    0
 13:00 14:06   GL 802   727    0
 13:46 14:52   BL 261   727    0
 14:15 16:09   GL 404   727    1
 14:24 15:30   GR 402   727    0
 14:40 18:41   GR  62   DC9    1
 15:18 19:47   GR  12   DC9    2
 16:43 17:49   GR 303   727    0
 17:00 18:06   GL1403   DC9    0
 17:57 19:03   GR 802   727    0
 18:00 19:06   WT 500   DC9    0
 18:51 19:57   GR 504   727    0
 19:06 20:12   GL1124   DC9    0
```

```
********************************
TO DELTA                   DDD 1
********************************
FR BRAVO                   BBB 1
 21:13 22:19   BL 263  727    0
        CONNECTIONS
 14:56 18:38 BL 211 CCC BL 242
 14:56 17:15 BL 211 CCC BL 212

FR CHARLIE                 CCC 1
        CAB   43.58
  7:54  8:42   RD0200  DC9    0
  8:59  9:47   WT   3  DC9    0
  9:19 10:07   GL 820  727    0
  9:45 10:33   GL 401  727    0
  9:59 10:47   GL 100  727    0
 10:38 11:26   GR 401  727    0
 10:48 11:36   RD0310  727    0
 11:00 11:48   GL1220  727    0
 12:13 13:01   GR  11  DC9    0
 12:19 13:07   GL1401  DC9    0
 13:17 14:05   GR 603  727    0
 14:00 14:48   GL1201  727    0
 14:04 14:52   RD0220  DC9    0
 15:21 16:09   GL 404  727    0
 15:27 16:15   BL 212  727    0
 16:00 16:48   GL 822  727    0
 16:50 17:38   BL 242  727    0
 17:15 18:03   GL 102  727    0
 18:21 19:09   WT 100  DC9    0
 18:59 19:47   GR  12  DC9    0
 19:00 19:48   GL 408  727    0
 21:10 21:58   WT 102  DC9    0

FR ECHO                    EEE 2
        CAB   68.65
 11:57 14:50   WT 301  DC9    1
 13:06 15:15   WT  13  DC9    0
 14:00 18:09   BL 202  727    0
        CONNECTIONS
 10:12 15:52 BL 230 BBB BL 261
 20:11 23:19 BL 224 BBB BL 263

FR FOXTROT                 FFF 2
        CAB   93.13
 13:58 17:38   BL 242  727    1
        CONNECTIONS
  9:30 12:31 BL 240 AAA BL 260

FR GOLF                    GGG 2
        CAB   98.03
  8:15 11:48   GL1220  727    2
  8:00 11:36   RD0310  727    1

FR HOTEL                   HHH 1
        CAB   70.15
  7:30 10:06   GL 800  727    1
  7:52 10:07   GL 820  727    1
```

```
********************************
TO DELTA                   DDD 1
********************************
FR HOTEL                   HHH 1
  8:06 10:27   GL 840  727    1
 11:00 13:21   GL1141  DC9    1
 11:00 12:25   RD0021  727    0
 14:02 15:27   WT   9  DC9    0
 14:30 16:48   GL 822  727    1
 19:47 21:12   WT  18  DC9    0
        CONNECTIONS
 10:13 15:52 BL 270 BBB BL 261

FR INDIA                   III 1
        CAB   46.88
  7:30  8:16   GL 920  DC9    0
  8:12 11:26   GR  61  DC9    2
 14:04 14:50   WT 301  DC9    0
 15:55 16:41   GR  62  DC9    0

FR JULIET                  JJJ 1
        CAB   81.84
  6:30  8:42   RD0200  DC9    1
 10:55 13:07   GL1401  DC9    1
 12:40 14:52   RD0220  DC9    1
 18:00 20:12   GL1124  DC9    1

FR KILO                    KKK 1
        CAB   41.28
  7:30  8:05   GL1120  DC9    0
  8:59  9:34   WT  17  DC9    0
 12:00 12:35   GL 922  DC9    0
 16:30 17:05   GL 804  727    0
 17:15 17:50   GL1205  727    0
 18:00 18:35   GL 323  DC9    0
 18:59 19:34   WT 502  DC9    0

FR LIMA                    LLL 1
        CAB   60.36
 10:29 11:26   GR  61  DC9    0
 13:40 16:41   GR  62  DC9    2
 17:30 18:27   WT  15  DC9    0

FR MIKE                    MMM 2
        CAB   73.75
        CONNECTIONS
 11:24 14:50 BL 290 AAA BL 291
 11:49 14:50 BL 251 AAA BL 291
 18:51 23:19 BL 254 AAA BL 263

FR NOVEMBER                NNN 2
        CAB   95.53
        CONNECTIONS
  9:30 12:31 BL 250 AAA BL 260

FR PAPA                    PPP 2
        CAB   70.75
        CONNECTIONS
```

```
********************************
TO DELTA                   DDD 1
********************************
FR PAPA                    PPP 2
 13:38 17:09 BL 201 EEE BL 202
 16:31 23:19 BL 253 AAA BL 263
********************************
TO ECHO                    EEE 2
********************************
FR ALPHA                   AAA 2
        CAB   38.09
  8:30  9:06   BL 220  727    0
  8:59  9:35   WT   2  DC9    0
 12:39 13:15   BL 201  727    0
 13:12 13:48   BL 222  727    0
 13:29 14:05   GL 901  727    0
 19:18 19:54   BL 274  727    0
 20:33 21:09   BL 243  727    0
 23:00 23:36   WT5038  DC9    0

FR BRAVO                   BBB 1
        CAB   68.65
  7:30  7:52   BL 230  727    0
  8:00 10:30   WT 300  DC9    2
 15:15 15:37   BL 273  727    0
 15:18 15:40   BL 233  727    0
 20:46 22:13   BL 224  727    1
        CONNECTIONS
 11:15 16:05 GL 900 CCC GL 801
 11:46 15:48 BL 794 AAA BL 222
 12:12 15:15 BL 231 AAA BL 201
 12:12 15:48 BL 231 AAA BL 222
 14:56 19:26 BL 211 CCC BL 223
 18:07 23:09 BL 262 AAA BL 243
 18:38 21:54 BL 791 AAA BL 274
 18:38 23:09 BL 791 AAA BL 243
 19:31 23:09 BL 292 AAA BL 243

FR CHARLIE                 CCC 1
        CAB   67.16
 12:30 14:05   GL 901  727    1
 17:05 17:26   BL 223  727    0
 21:52 22:13   BL 224  727    0
        CONNECTIONS
  8:00 15:15 BL 721 AAA BL 201
  8:00 11:06 BL 721 AAA BL 220
  9:00 15:15 BL 740 AAA BL 201
 10:48 15:15 BL 711 AAA BL 201
 11:48 15:15 BL 750 AAA BL 201
 11:48 15:48 BL 750 AAA BL 222
 12:12 15:15 BL 722 AAA BL 201
 12:12 15:48 BL 722 AAA BL 222
 13:48 17:37 BL 211 BBB BL 273
 19:12 23:09 BL 713 AAA BL 243

FR DELTA                   DDD 1
        CAB   68.65
  9:26 10:30   WT 300  DC9    1
```

```
********************************
TO ECHO                    EEE 2
********************************
FR DELTA                   DDD 1
 16:29 16:48   BL 202  727    0
 20:08 20:28   WT 400  DC9    0
 20:19 20:38   WT 503  DC9    0
        CONNECTIONS
 13:16 17:37 BL 201 BBB BL 273
 16:37 23:09 BL 262 AAA BL 243
 16:37 21:54 BL 262 AAA BL 274

FR FOXTROT                 FFF 2
        CAB   52.37
 12:15 13:48   BL 222  727    1
 18:21 19:54   BL 274  727    1
 19:36 21:09   BL 243  727    1

FR GOLF                    GGG 2
        CAB   78.15
        CONNECTIONS
 11:39 15:15 BL 200 AAA BL 201
 11:39 15:48 BL 200 AAA BL 222

FR INDIA                   III 1
        CAB   48.97
 10:38 10:30   WT 300  DC9    0
 12:28 12:26   WT  12  DC9    0

FR JULIET                  JJJ 1
        CAB   79.14
        CONNECTIONS
 20:21 23:09 BL 282 AAA BL 243

FR PAPA                    PPP 2
        CAB   41.28
 11:38 13:15   BL 201  727    1
********************************
TO FOXTROT                 FFF 2
********************************
FR ALPHA                   AAA 2
        CAB   38.48
  8:27  9:06   BL 240  727    0
 10:51 11:30   BL 221  727    0
 15:08 15:47   GL 601  DC9    0
 16:57 17:36   BL 273  727    0
 22:56 23:35   BL 244  727    0
 22:56 23:35   GL 602  DC9    0

FR BRAVO                   BBB 1
        CAB   78.64
 12:36 13:13   BL 241  727    0
 15:15 17:36   BL 273  727    2
        CONNECTIONS
  8:30 13:30 BL 230 EEE BL 221
 14:58 20:51 BL 211 CCC BL 242
 19:31  1:35 BL 292 AAA BL 244
 20:58  1:35 BL 752 AAA BL 244
```

WITFTA CASS   INITIAL

F L I G H T   S C H E D U L E S

```
TO FOXTROT                     FFF 2
FR CHARLIE                     CCC 1
          CAB    84.54
 13:59 15:47    GL 601   DC9     1
 18:50 18:51    BL 242   727     1
 21:57 23:35    GL 602   DC9     1
          CONNECTIONS
  8:00 11:06 BL 721 AAA BL 240
 13:48 19:36 BL 211 BBB BL 273
 16:19 19:36 BL 792 AAA BL 273
 21:31  1:35 BL 743 AAA BL 244

FR DELTA                       DDD 1
          CAB    93.13
 17:58 18:51    BL 242   727     0
          CONNECTIONS
  9:00 13:30 BL 260 AAA BL 271
 13:16 19:36 BL 261 BBB BL 273
 15:10 19:36 BL 291 AAA BL 273

FR ECHO                        EEE [illegible]
          CAB    [illegible]
 [illegible]    BL [illegible]  727  [illegible]
 15:57 17:36    BL 273   727     1
 21:56 23:35    BL 244   727     1

FR JULIET                      JJJ 1
          CAB    76.25
 20:30 23:35    GL 602   DC9     2
          CONNECTIONS
 20:21  1:35 BL 282 AAA BL 244

FR KILO                        KKK 1
          CAB    82.64
 12:43 15:47    GL 601   DC9     2
TO GOLF                        GGG 2
FR ALPHA                       AAA 2
          CAB    71.55
 [illegible]  7:49    RD0010   727     0
 [illegible]  9:19    BL 280   727     0
 [illegible] 17:49    RD0012   727     0
 [illegible] 22:34    GL1223   727     0

FR BRAVO                       BBB 1
          CAB    66.76
  8:30  8:51    RD0030   DC9     0
 11:37 11:50    BL 272   727     0
 12:00 12:21    RD0031   DC9     0
 16:00 18:08    RD0032   DC9     2
 20:20 22:34    GL1223   727     1

FR CHARLIE                     CCC 1
          CAB    80.54
  6:30  7:09    RD0300   727     0
```

```
TO GOLF                        GGG 2
FR CHARLIE                     CCC 1
 13:35 14:14    RD0320   727     0
          CONNECTIONS
  8:30 13:58 BL 210 BBB BL 272
 11:09 13:58 BL 214 BBB BL 272

FR DELTA                       DDD 1
          CAB    98.03
 12:25 14:14    RD0320   727     1

FR HOTEL                       HHH 1
          CAB    74.25
 17:13 18:08    RD0032   DC9     1

FR JULIET                      JJJ 1
          CAB    48.47
 18:31 18:06    RD0032   DC9     0
TO HOTEL                       HHH 1
FR ALPHA                       AAA 2
          CAB    [illegible]
  7:50 10:38    RD0020   727     0
 11:45 14:33    BL 281   727     0
 17:50 20:38    RD0022   727     0

FR BRAVO                       BBB 1
          CAB    49.27
  6:30  9:54    RD0030   DC9     2
  8:00  8:53    BL 270   727     0
 10:38 11:31    RD0041   DC9     0
 12:30 13:23    GL 821   727     0
 16:00 16:53    RD0032   DC9     0
 16:18 17:11    RD0043   DC9     0
 16:25 17:18    GL1142   DC9     0
 17:00 17:53    GL 841   727     0
 19:00 19:53    GL 804   727     0
 21:58 22:51    RD0045   DC9     0

FR CHARLIE                     CCC 1
          CAB    59.36
  8:46  9:53    GL1140   DC9     0
  9:30 11:31    RD0041   DC9     1
 15:10 17:11    RD0043   DC9     1
 18:43 19:50    GL 823   727     0
 20:50 22:51    RD0045   DC9     1

FR DELTA                       DDD 1
          CAB    78.15
 11:00 13:23    GL 821   727     1
 12:15 13:42    WT   9   DC9     0
 12:45 14:12    RD0021   727     0
 14:55 17:18    GL1142   DC9     1
 15:22 17:53    GL 841   727     1
 17:25 19:53    GL 804   727     1
```

```
TO HOTEL                       HHH 1
FR DELTA                       DDD 1
 17:33 19:50    GL 823   727     1
 18:00 19:27    WT  18   DC9     0

FR ECHO                        EEE 2
          CAB    94.43
          CONNECTIONS
 11:51 15:33 BL 221 AAA BL 281

FR GOLF                        GGG 2
          CAB    74.25
  7:11  9:54    RD0030   DC9     1

FR JULIET                      JJJ 1
          CAB    49.37
  9:12  9:54    RD0030   DC9     0

FR KILO                        KKK 1
          CAB    89.43
  [illegible]  9:53    GL1140   DC9     1
 [illegible] [illegible]   GL [illegible]  727     2
TO INDIA                       III 1
FR ALPHA                       AAA 2
          CAB    60.26
  7:00 11:09    GR  21   DC9     2
  7:00  9:04    GR  31   DC9     0
  8:25 10:29    GR  41   DC9     0
 12:30 16:39    GR  22   DC9     2
 12:30 14:34    GR  32   DC9     0
 13:55 15:59    GR  42   DC9     0

FR BRAVO                       BBB 1
          CAB    47.70
  7:00 10:29    GR  41   DC9     2
  7:00  7:55    GR  51   DC9     0
  8:00 10:18    WT 300   DC9     1
  8:08  9:03    GL 300   DC9     0
 12:30 15:59    GR  42   DC9     2
 12:30 13:25    GR  52   DC9     0
 14:40 15:35    GR  62   DC9     0
 21:06 23:01    GL 924   DC9     1

FR CHARLIE                     CCC 1
          CAB    41.70
  7:00  9:03    GL 300   DC9     1
 10:21 11:09    GR  21   DC9     0
 15:51 16:39    GR  22   DC9     0
 22:13 23:01    GL 924   DC9     0

FR DELTA                       DDD 1
          CAB    46.80
  7:00  7:52    GR  61   DC9     0
  9:26 10:18    WT 300   DC9     0
```

```
TO INDIA                       III 1
FR DELTA                       DDD 1
 12:15 15:35    GR  62   DC9     2
 14:00 14:52    GL1402   DC9     0

FR ECHO                        EEE 2
          CAB    48.97
 10:23 12:08    WT  12   DC9     0
 11:57 13:48    WT 301   DC9     0

FR JULIET                      JJJ 1
          CAB    66.36
 20:40 23:01    GL 924   DC9     2

FR LIMA                        LLL 1
          CAB    38.48
  8:04 10:28    GR  41   DC9     1
  9:15 11:09    GR  21   DC9     1
 13:34 15:59    GR  42   DC9     1
 13:40 [illegible]    GR  62   DC9     1
 [illegible] [illegible]    GR  22   DC9     1
TO JULIET                      JJJ [illegible]
FR ALPHA                       AAA 2
          CAB    79.24
 11:00 13:23    RD0011   727     0
 15:08 19:41    GL 801   DC9     2
 16:38 19:01    BL 282   727     0

FR BRAVO                       BBB 1
          CAB    46.68
  6:30  8:52    RD0030   DC9     1
  9:20 10:09    GL1400   DC9     0
 11:01 11:50    GL 301   DC9     0
 16:00 18:01    RD0032   DC9     1
 16:15 17:04    GL1122   DC9     0
 18:52 19:41    GL 801   DC9     0

FR CHARLIE                     CCC 1
          CAB    81.96
 10:40 11:50    RD0210   DC9     0
 13:59 19:41    GL 801   DC9     2
 14:05 15:15    GL 822   DC9     0
 17:55 19:05    RD0230   DC9     0

FR DELTA                       DDD 1
          CAB    81.04
  7:50 10:09    GL1400   DC9     1
  9:30 11:50    RD0210   DC9     1
 12:55 15:15    GL 822   DC9     1
 14:00 17:04    GL1122   DC9     1
 18:45 19:05    RD0230   DC9     1

FR FOXTROT                     FFF 2
          CAB    78.26
```

MITFTA CASS   INITIAL

F L I G H T   S C H E D U L E S

```
TO JULIET                      JJJ 1
FR FOXTROT                     FFF 2
 18:07 19:41   GL 601   DC9    1

FR GOLF                        GGG 2
          CAB   48.47
  7:11  8:52   RD0030   DC9    0

FR HOTEL                       HHH 1
          CAB   49.37
 17:13 18:01   RD0032   DC9    0

FR INDIA                       III 1
          CAB   66.38
  8:48 11:50   GL 301   DC9    1

FR KILO                        KKK 1
          CAB   86.14
 12:00 15:15   GL 922   DC9    2
 12:43 18:41   GL 601   DC9    4

TO KILO                        KKK 1
FR ALPHA                       AAA 2
          CAB   69.45
  6:57 11:57   GL 600   DC9    2
 10:55 15:47   GL1201   727    2

FR BRAVO                       BBB 1
          CAB   65.56
 13:00 15:05   GL 802   727    1
 15:06 17:09   GL 322   DC9    1
 18:25 20:16   GL1142   DC9    2
 18:06 21:11   GL1124   DC9    1

FR CHARLIE                     CCC 1
          CAB   53.67
  9:46 10:43   GL 920   DC9    0
 11:00 11:57   GL 600   DC9    0
 14:00 15:47   GL1201   727    1
 16:12 17:09   GL 322   DC9    0
 19:19 20:16   GL1142   DC9    0

FR DELTA                       DDD 1
          CAB   41.28
  8:00  8:39   WT  17   DC9    0
  8:36 10:43   GL 920   DC9    1
 14:26 15:05   GL 802   727    0
 14:55 20:16   GL1142   DC9    3
 15:08 15:47   GL1201   727    0
 18:00 18:39   WT 502   DC9    0
 20:32 21:11   GL1124   DC9    0

FR FOXTROT                     FFF 2
          CAB   82.64
  8:00 11:57   GL 600   DC9    3
```

```
TO KILO                        KKK 1
FR HOTEL                       HHH 1
          CAB   89.43
 17:52 20:16   GL1142   DC9    1

FR INDIA                       III 1
          CAB   43.48
  7:30 10:43   GL 920   DC9    2

FR JULIET                      JJJ 1
          CAB   86.14
 14:00 17:09   GL 322   DC9    2
 18:00 21:11   GL1124   DC9    2

FR MIKE                        MMM 2
          CAB   58.36
  7:51 11:57   GL 600   DC9    1

TO LIMA                        LLL 1
FR ALPHA                       AAA 2
          CAB   56.37
  7:00  8:55   GR  21   DC9    0
  7:00 11:20   GR  31   DC9    2
  8:47 10:42   GR  51   DC9    0
 12:30 14:25   GR  22   DC9    0
 12:30 17:06   GR  32   DC9    2
 14:17 16:12   GR  52   DC9    0

FR BRAVO                       BBB 1
          CAB   42.08
  7:00  7:44   GR  41   DC9    0
  7:00 10:42   GR  51   DC9    2
  9:25 10:09   GR  61   DC9    0
 12:30 13:14   GR  42   DC9    0
 12:30 16:12   GR  52   DC9    2

FR CHARLIE                     CCC 1
          CAB   46.98
 10:29 11:20   GR  31   DC9    0
 16:15 17:06   GR  32   DC9    0

FR DELTA                       DDD 1
          CAB   60.36
  7:00 10:09   GR  61   DC9    2
 12:15 13:20   GR  62   DC9    0
 16:05 17:10   WT  15   DC9    0

FR INDIA                       III 1
          CAB   38.48
  8:12 10:09   GR  61   DC9    1
  8:15 10:42   GR  51   DC9    1
  9:24 11:20   GR  31   DC9    1
 13:45 16:12   GR  52   DC9    1
 15:00 17:06   GR  32   DC9    1
```

```
TO MIKE                        MMM 2
FR ALPHA                       AAA 2
          CAB   38.29
  6:57  7:31   GL 600   DC9    0
  8:27  9:01   BL 250   727    0
  8:30  9:04   BL 290   727    0
 15:32 16:06   BL 253   727    0

FR CHARLIE                     CCC 1
          CAB   74.15
          CONNECTIONS
  8:00 11:01 BL 721 AAA BL 250
 15:00 18:06 BL 712 AAA BL 253

FR DELTA                       DDD 1
          CAB   73.75
          CONNECTIONS
 15:10 18:06 BL 291 AAA BL 253

FR FOXTROT                     FFF 2
          CAB   53.37
  6:00  7:31   GL 600   DC9    1

FR NOVEMBER                    NNN 2
          CAB   45.28
  7:30  9:01   BL 250   727    1

FR PAPA                        PPP 2
          CAB   47.78
 14:31 16:06   BL 253   727    1

TO NOVEMBER                    NNN 2
FR ALPHA                       AAA 2
          CAB   41.28
 10:45 11:26   BL 251   727    0
 13:36 14:17   GL1221   727    0
 17:47 18:28   BL 254   727    0
 20:10 20:51   BL 255   727    0

FR BRAVO                       BBB 1
          CAB   92.83
          CONNECTIONS
 16:15 20:28 BL 273 AAA BL 254
 16:15 22:51 BL 273 AAA BL 255
 17:23 20:28 BL 742 AAA BL 254
 18:07 22:51 BL 262 AAA BL 255
 18:38 22:51 BL 791 AAA BL 255
 19:31 22:51 BL 292 AAA BL 255

FR CHARLIE                     CCC 1
          CAB   93.73
          CONNECTIONS
  9:00 13:26 BL 740 AAA BL 251
 16:19 20:28 BL 792 AAA BL 254
 16:24 20:28 BL 723 AAA BL 254
```

```
TO NOVEMBER                    NNN 2
FR CHARLIE                     CCC 1
 16:48 20:28 BL 751 AAA BL 254
 19:12 22:51 BL 713 AAA BL 255

FR DELTA                       DDD 1
          CAB   95.53
 12:33 14:17   GL1221   727    1
          CONNECTIONS
  9:00 13:26 BL 260 AAA BL 251
 16:37 22:51 BL 262 AAA BL 255

FR FOXTROT                     FFF 2
          CAB   47.78
          CONNECTIONS
  9:30 13:26 BL 240 AAA BL 251

FR HOTEL                       HHH 1
          CAB  116.81
          CONNECTIONS
 15:53 20:28 BL 281 AAA BL 254

FR MIKE                        MMM 2
          CAB   45.28
  9:49 11:26   BL 251   727    1
 16:51 18:28   BL 254   727    1

TO OSCAR                       OOO 2
FR ALPHA                       AAA 2
          CAB   53.37
 18:34 19:28   BL 203   727    0

FR BRAVO                       BBB 1
          CAB   86.96
          CONNECTIONS
 17:23 21:28 BL 742 AAA BL 203

FR CHARLIE                     CCC 1
          CAB   77.35
          CONNECTIONS
 16:19 21:28 BL 792 AAA BL 203
 16:24 21:28 BL 723 AAA BL 203
 16:48 21:28 BL 751 AAA BL 203

FR DELTA                       DDD 1
          CAB   91.23
          CONNECTIONS
 17:29 21:28 BL 202 EEE BL 203

FR ECHO                        EEE 2
          CAB   81.96
 17:34 19:28   BL 203   727    1
```

MITPTA CASS   INITIAL   FLIGHT SCHEDULES

```
*******************************
TO PAPA                  PPP 2
*******************************
FR ALPHA                 AAA 2
          CAB   41.58
  8:14  9:52   BL 200  727   0
 13:08 13:46   BL 252  727   0

FR BRAVO                 BBB 1
          CAB   57.07
          CONNECTIONS
 11:46 15:46 BL 794 AAA BL 252
 12:12 15:46 BL 231 AAA BL 252

FR CHARLIE               CCC 1
          CAB   61.36
          CONNECTIONS
  8:00 11:52 BL 721 AAA BL 200
  9:00 11:52 BL 740 AAA BL 200
 12:12 15:46 BL 722 AAA BL 252

FR DELTA                 DDD 1
          CAB   70.75
          CONNECTIONS
  9:00 11:52 BL 260 AAA BL 200

FR GOLF                  GGG 2
          CAB   60.56
          CONNECTIONS
 11:39 15:46 BL 280 AAA BL 252

FR NOVEMBER              NNN 2
          CAB   59.56
 12:11 13:46   BL 252  727   1

FR OSCAR                 OOO 2
          CAB   46.28
  8:00  9:52   BL 200  727   1
*******************************
TO XRAY                  XXX 4
*******************************
FR ALPHA                 AAA 2
          CAB  191.63
  8:00 10:14   GR 701  727   0
 16:18 18:32   BL 792  707   0
 17:00 19:14   GR 902  727   0
 18:33 20:47   BL 791  707   0

FR BRAVO                 BBB 1
          CAB  230.99
 17:30 20:47   BL 791  707   1
          CONNECTIONS
 14:56 22:32 BL 211 CCC BL 792

FR CHARLIE               CCC 1
          CAB  240.38
  8:55 10:14   GR 701  727   1
 15:19 18:32   BL 792  707   1

*******************************
TO XRAY                  XXX 4
*******************************
FR CHARLIE               CCC 1
 15:30 19:14   GR 902  727   1
          CONNECTIONS
 16:24  0:47 BL 723 AAA BL 791
 16:48  0:47 BL 751 AAA BL 791

FR DELTA                 DDD 1
          CAB  249.87
          CONNECTIONS
 15:10 22:32 BL 291 AAA BL 792
 16:37  0:47 BL 262 AAA BL 791
```

MITFTA CASS AIRPORT ACTIVITY PROFILE FOR STATION AAA

TIME	D	FLIGHT	EQ
0:54	A	BL 793	707
6:25	D	GL 500	727
6:30	D	GR 301	727
6:30	D	GR 501	727
6:30	D	RD0010	727
6:37	A	GL 600	DC9
6:45	D	GR 201	727
6:57	D	GL 600	DC9
7:00	D	BL 711	707
7:00	D	GR 21	DC9
7:00	D	GR 31	DC9
7:11	D	GL 100	727
7:30	A	GR 401	727
7:30	A	RD0020	727
7:34	A	GR 701	727
7:35	A	GL1220	727
7:39	A	BL 721	707
7:50	D	GR 401	727
7:50	D	RD0020	727
7:55	D	GL1220	727
7:59	D	BL 721	707
8:00	D	BL 280	727
8:00	D	BL 750	707
8:00	D	BL 794	707
8:00	D	GR 701	727
8:05	A	GR 41	DC9
8:07	A	BL 240	727
8:07	A	BL 250	727
8:08	A	GR 601	727
8:10	A	BL 220	727
8:25	D	GR 41	DC9
8:27	D	BL 240	727
8:27	D	BL 250	727
8:27	A	GR 51	DC9
8:30	D	BL 220	727
8:30	D	BL 290	727
8:34	A	GR 101	727
8:39	A	BL 740	707
8:39	A	WT 1	DC9
8:39	A	WT 2	DC9
8:42	A	BL 260	727
8:47	D	GR 51	DC9
8:53	D	GR 602	727
8:54	A	BL 200	727
8:54	D	GR 101	727
8:59	D	BL 740	707
8:59	D	WT 1	DC9
8:59	D	WT 2	DC9
9:02	D	BL 260	727
9:05	A	GR 11	DC9
9:07	A	GL1200	727
9:12	A	GR 801	727
9:14	D	BL 200	727
9:25	D	GR 11	DC9
9:29	A	RD0010	727
9:32	D	GR 801	727
10:00	A	BL 290	727
10:12	A	GR 201	727
10:25	A	BL 251	727
10:27	A	BL 711	707
10:31	A	BL 221	727
10:45	D	BL 251	727
10:51	D	BL 221	727
10:55	D	GL1201	727
10:57	D	GR 202	727
10:59	A	BL 280	727
11:00	D	RD0011	727
11:12	D	BL 712	707
11:21	D	BL 291	727
11:21	A	BL 794	707
11:27	A	BL 750	707
11:37	A	GR 901	727
11:41	A	GR 21	DC9
11:41	A	GR 31	DC9
11:45	D	BL 281	727
11:47	A	BL 231	727
11:49	A	GL 100	727
11:51	A	BL 722	707
12:00	D	GR 901	727
12:06	D	BL 795	707
12:07	D	BL 231	727
12:11	D	BL 722	707
12:19	A	BL 201	727
12:30	D	GR 22	DC9
12:30	D	GR 32	DC9
12:39	D	BL 201	727
12:46	A	GR 102	727
12:48	A	BL 252	727
12:52	A	BL 222	727
12:52	A	BL 741	707
12:58	D	GL 101	727
13:00	D	BL 751	707
13:06	D	GR 102	727
13:08	D	BL 252	727
13:09	A	GL 901	727
13:12	D	BL 222	727
13:12	D	BL 741	707
13:12	A	GR 302	727
13:15	A	GL1221	727
13:22	A	GR 502	727
13:29	D	GL 901	727
13:35	A	GR 42	DC9
13:36	D	GL1221	727
13:55	D	GR 42	DC9
13:57	A	GR 52	DC9
13:57	D	GR 303	727
14:07	A	BL 790	707
14:07	D	GR 503	727
14:13	A	RD0011	727
14:17	D	GR 52	DC9
14:24	A	GR 202	727
14:27	D	BL 790	707
14:38	A	GL 601	DC9
14:39	A	BL 712	707
14:51	A	GR 802	727
14:52	A	BL 291	727
15:08	D	GL 601	DC9
15:10	D	GR 203	727
15:11	D	GR 802	727
15:12	A	BL 253	727
15:24	D	BL 713	707
15:32	D	BL 253	727
15:42	A	GL1222	727
15:45	D	BL 292	727
15:45	A	GR 603	727
15:51	A	GR 12	DC9
15:53	A	BL 281	727
15:58	A	BL 792	707
16:02	D	GL1222	727
16:03	A	BL 723	707
16:09	A	GR 902	727
16:11	D	GR 12	DC9
16:18	D	BL 792	707
16:23	D	BL 723	707
16:27	A	BL 751	707
16:30	D	GR 604	727
16:30	D	RD0012	727
16:37	A	BL 273	727
16:37	A	GR 702	727
16:38	D	BL 282	727
16:50	A	GL 802	727
16:57	D	BL 273	727
16:58	A	BL 742	707
17:00	D	GR 702	727
17:00	D	GR 902	727
17:09	A	GR 103	727
17:10	D	GL 902	727
17:11	A	GR 22	DC9
17:12	D	BL 752	707
17:18	D	BL 742	707
17:27	A	BL 254	727
17:30	A	RD0022	727
17:31	A	GR 32	DC9
17:39	A	GR 402	727
17:42	A	BL 262	727
17:47	D	BL 254	727
17:50	D	RD0022	727
17:55	D	GR 103	727
18:00	D	GR 23	DC9
18:00	D	GR 402	727
18:13	A	BL 791	707
18:14	A	BL 203	727
18:27	D	BL 263	727
18:33	D	BL 791	707
18:34	D	BL 203	727
18:39	A	GR 203	727
18:51	A	BL 713	707
18:58	A	BL 274	727
19:06	A	BL 292	727
19:07	A	GL 102	727
19:18	D	BL 274	727
19:25	D	GR 204	727
19:29	A	RD0012	727
19:36	D	BL 714	707
19:50	A	BL 255	727
19:51	A	BL 282	727
20:10	D	BL 255	727
20:13	A	BL 243	727
20:15	A	BL 724	707
20:33	D	BL 243	727
20:33	A	BL 752	707
20:39	A	GR 304	727
20:55	A	GL1223	727
20:59	A	GR 504	727
21:10	A	BL 743	707
21:15	D	GL1223	727
21:30	D	BL 743	707
21:39	A	WT 503	DC9
22:10	A	GL 903	727
22:36	A	BL 244	727
22:36	A	GL 602	DC9
22:52	A	GR 204	727
22:54	A	GR 23	DC9
22:56	D	BL 244	727
22:56	D	GL 602	DC9
23:00	D	WT503B	DC9

[illegible]PORT ACTIVITY PROFILE FOR STATION AAA

PROFILE [illegible]

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
[illegible]	0	0	0	0	0	7	13	27	8	10	12	13	15	10	12	15	15	10	8	8	4	7	1

MITFTA CASS

AIRPORT ACTIVITY PROFILE FOR STATION BBB

TIME	D	FLIGHT	EQ
6:00	D	GR 601	727
6:30	D	RD0030	DC9
6:55	D	GR 401	727
6:59	D	GL1200	727
7:00	D	GR 41	DC9
7:00	D	GR 51	DC9
7:30	D	BL 230	727
7:35	A	RD0040	DC9
7:40	A	GL 300	DC9
7:55	D	RD0040	DC9
8:00	D	BL 270	727
8:00	D	WT 300	DC9
8:08	D	GL 300	DC9
8:10	A	GR 11	DC9
8:18	A	BL 210	727
8:25	A	GL 800	727
8:30	D	GR 11	DC9
8:38	D	BL 210	727
8:51	A	GL 900	727
8:56	A	GR 301	727
9:00	D	GL 800	727
9:00	A	GL1400	DC9
9:01	A	GL 840	727
9:05	A	GR 61	DC9
9:16	D	GR 301	727
9:20	D	GL1400	DC9
9:21	D	GL 840	727
9:25	D	GR 61	DC9
9:35	A	GL1120	DC9
10:00	A	BL 270	727
10:15	D	GL 900	727
10:18	A	RD0041	DC9
10:26	A	BL 794	707
10:27	A	BL 230	727
10:29	A	GR 501	727
10:30	D	GL1121	DC9
10:38	D	RD0041	DC9
10:41	A	GL 301	DC9
10:46	D	BL 794	707
10:57	A	BL 214	727
11:01	D	GL 301	DC9
11:09	A	RD0030	DC9
11:12	D	BL 231	727
11:14	D	GR 502	727
11:17	D	BL 214	727
11:37	D	BL 272	727
11:42	A	GR 41	DC9
11:42	A	GR 51	DC9
11:55	A	GL1141	DC9
11:58	A	GR 801	727

TIME	D	FLIGHT	EQ
12:00	D	RD0031	DC9
12:01	A	GL 801	727
12:10	A	GL 821	727
12:15	D	GL1141	DC9
12:16	A	BL 241	727
12:17	A	GR 302	727
12:18	D	GR 801	727
12:30	D	GL 821	727
12:30	D	GR 42	DC9
12:30	D	GR 52	DC9
12:36	D	BL 241	727
12:37	D	GR 302	727
13:00	D	GL 802	727
13:15	A	RD0042	DC9
13:26	A	BL 261	727
13:28	A	GL 402	727
13:35	D	RD0042	DC9
13:36	A	BL 211	727
13:39	A	GR 401	727
13:46	D	BL 261	727
13:56	D	BL 211	727
14:15	D	GL 404	727
14:20	A	GR 62	CC9
14:24	D	GR 402	727
14:30	A	BL 272	727
14:33	A	BL 231	727
14:40	D	GR 62	DC9
14:46	A	GL 322	DC9
14:53	A	RD0031	DC9
14:56	A	GR 12	DC9
15:06	D	GL 322	DC9
15:10	A	GL1122	DC9
15:15	D	BL 273	727
15:16	D	GR 12	DC9
15:18	D	BL 233	727
15:38	A	BL 741	707
15:58	A	RD0043	DC9
16:00	D	RD0032	DC9
16:05	A	GL1142	DC9
16:05	A	GL1402	DC9
16:15	D	GL1122	DC9
16:18	D	RD0043	DC9
16:23	D	BL 742	707
16:23	A	GR 303	727
16:25	D	GL1142	DC9
16:32	A	GL 841	727
16:43	D	GR 303	727
16:47	A	BL 262	727
16:53	A	BL 790	707
17:00	D	GL 841	727
17:00	D	GL1403	DC9

TIME	D	FLIGHT	EQ
17:07	D	BL 262	727
17:12	A	GR 42	DC9
17:12	A	GR 52	DC9
17:37	A	GR 602	727
17:38	D	BL 791	707
17:57	D	GR 43	DC9
17:57	D	GR 802	727
18:00	D	WT 500	DC9
18:06	A	GR 503	727
18:11	A	BL 292	727
18:15	A	BL 233	727
18:28	A	GL1222	727
18:31	D	BL 292	727
18:32	A	GL 601	DC9
18:35	A	GL 804	727
18:46	A	GL1124	DC9
18:51	D	GR 504	727
18:52	D	GL 601	DC9
18:55	A	RD0044	DC9
18:58	A	BL 213	727
19:00	D	GL 804	727
19:08	D	GL1124	DC9
19:15	D	RD0044	DC9
19:18	D	BL 213	727
19:38	A	BL 752	707
19:44	A	GR 304	727
19:51	A	GR 43	DC9
19:58	D	BL 752	707
20:04	D	GR 304	727
20:08	A	GL1205	727
20:20	D	GL1223	727
20:26	A	BL 224	727
20:26	A	GR 402	727
20:29	A	GR 604	727
20:40	A	RD0032	DC9
20:46	D	BL 224	727
20:46	A	GL 924	DC9
20:48	A	GL 902	727
20:53	A	BL 263	727
21:06	D	GL 924	DC9
21:13	D	BL 263	727
21:35	D	GL 903	727
21:38	A	RD0045	DC9
21:56	A	GR 104	727
21:58	D	RD0045	DC9
21:59	A	GR 23	DC9
22:16	D	GR 104	727
22:19	D	GR 23	DC9
22:29	A	BL 274	727
23:02	A	WT 500	DC9

TIME	D	FLIGHT	EQ
23:03	A	WT 400	DC9

MITFTA CASS

AIRPORT ACTIVITY PROFILE FOR STATION BBB

PROFILE SUMMARY

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
0	0	0	0	0	0	4	6	10	9	11	10	12	9	9	7	12	9	13	8	11	7	3	2

WITFTA CASS

AIRPORT ACTIVITY PROFILE FOR STATION CCC

TIME	D	FLIGHT	EQ
6:30	D	RD0300	727
6:58	D	GR 701	727
7:00	D	BL 721	707
7:00	D	GL 300	DC9
7:30	D	BL 210	727
7:34	A	RD0200	DC9
7:54	D	RD0200	DC9
7:55	D	GR 101	727
8:00	D	BL 740	707
8:26	A	GL1140	DC9
8:35	A	GL 400	727
8:39	A	WT 3	DC9
8:41	A	RD0040	DC9
8:46	D	GL1140	DC9
8:59	A	GL 820	727
8:59	D	WT 3	DC9
9:13	A	GR 201	727
9:19	D	GL 820	727
9:24	A	BL 210	727
9:26	A	GL 920	DC9
9:28	A	BL 711	707
9:30	D	RD0041	DC9
9:33	D	GR 201	727
9:39	A	GL 100	727
9:45	D	GL 401	727
9:46	D	GL 920	DC9
9:48	D	BL 711	707
9:59	D	GL 100	727
10:01	A	GR 21	DC9
10:09	D	BL 214	727
10:09	A	GL 600	DC9
10:09	A	GR 31	DC9
10:18	A	GR 401	727
10:20	A	RD0210	DC9
10:21	D	GR 21	DC9
10:23	A	GL1220	727
10:27	A	BL 721	707
10:28	A	BL 750	707
10:28	A	RD0310	727
10:29	D	GR 31	DC9
10:38	D	GR 401	727
10:40	D	RD0210	DC9
10:40	D	BL 750	707
10:40	D	RD0310	727
11:00	D	GL 600	DC9
11:00	D	GL1220	727
11:01	A	GL 900	727
11:12	D	BL 722	707
11:22	A	GR 101	727
11:27	A	BL 740	707
11:53	A	GR 11	DC9

TIME	D	FLIGHT	EQ
11:59	A	GL1401	DC9
12:03	A	BL 214	727
12:07	D	GR 102	727
12:13	D	BL 741	707
12:13	D	GR 11	DC9
12:19	D	GL1401	DC9
12:20	A	GL 402	727
12:30	D	GL 901	727
12:32	A	GR 602	727
12:40	D	GL 402	727
12:48	D	BL 211	727
13:15	A	RD0320	727
13:17	D	GR 603	727
13:23	A	GL1201	727
13:25	A	GR 202	727
13:35	D	RD0320	727
13:39	A	GL 601	DC9
13:40	A	BL 712	707
13:44	A	RD0225	DC9
13:45	A	GL 922	DC9
13:45	D	GR 202	727
13:59	D	GL 601	DC9
14:00	D	BL 712	707
14:00	D	GL1201	727
14:04	D	RD0220	DC9
14:05	D	GL 922	DC9
14:21	A	RD0042	DC9
14:28	A	GR 901	727
14:34	A	BL 795	707
14:39	A	BL 722	707
14:42	A	BL 211	727
15:01	A	GL 404	727
15:10	D	RD0043	DC9
15:19	D	BL 792	707
15:21	D	GL 404	727
15:24	D	BL 723	707
15:26	A	GL 101	727
15:27	D	BL 212	727
15:28	A	BL 751	707
15:30	D	GR 902	727
15:31	A	GR 22	DC9
15:34	A	GR 102	727
15:37	A	GL 822	727
15:45	A	GR 32	DC9
15:48	D	BL 751	707
15:51	D	GR 22	DC9
15:52	A	GL 322	DC9
16:00	D	GL 822	727
16:12	D	GL 322	DC9
16:15	D	GR 32	DC9
16:30	A	BL 242	727

TIME	D	FLIGHT	EQ
16:30	D	GR 103	727
16:40	A	GR 402	727
16:45	A	BL 223	727
16:50	D	BL 242	727
17:00	D	GR 402	727
17:05	D	BL 223	727
17:15	D	GL 102	727
17:25	A	BL 212	727
17:28	A	RD0330	727
17:35	A	RD0230	DC9
17:38	A	GR 203	727
17:52	A	BL 713	707
17:55	D	RD0230	DC9
18:00	D	GR 203	727
18:01	A	WT 100	DC9
18:05	A	GL 405	727
18:10	D	BL 213	727
18:12	D	BL 713	707
18:21	D	WT 100	DC9
18:23	A	GL 823	727
18:39	A	GR 12	DC9
18:43	D	GL 823	727
18:43	A	GR 43	DC9
18:51	A	BL 723	707
18:59	A	GL1142	DC9
18:59	D	GR 12	DC9
19:00	D	GL 406	727
19:00	A	GL1205	727
19:03	D	GR 43	DC9
19:19	D	GL1142	DC9
19:20	D	GL1205	727
19:28	A	GR 702	727
19:36	D	BL 724	707
19:38	A	GL 902	727
19:45	A	GL 323	DC9
19:46	A	BL 742	707
20:00	D	GL 902	727
20:01	A	RD0044	DC9
20:04	A	BL 213	727
20:23	A	GR 103	727
20:31	D	BL 743	707
20:50	D	RD0045	DC9
20:50	A	WT 102	DC9
21:08	D	GR 104	727
21:10	D	WT 102	DC9
21:32	A	BL 224	727
21:34	A	GL 602	DC9
21:52	D	BL 224	727
21:52	A	GL 924	DC9
21:53	A	GR 204	727
21:57	D	GL 602	DC9

TIME	D	FLIGHT	EQ
22:04	A	BL 714	707
22:13	D	GL 924	DC9
22:13	D	GR 204	727
23:02	A	GR 104	727
23:58	A	BL 743	707

MITFTA CASS

AIRPORT ACTIVITY PROFILE FOR STATION CCC

PROFILE SUMMARY

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
0	0	0	0	0	0	2	6	8	12	16	8	10	11	9	16	8	9	13	10	7	8	3	2

TABLE 3.5 TRAFFIC DATA

MITFTA CASS INITIAL STATE T R A F F I C D A T A 80/01/31 13:11:53.00

MARKET	DIST.	PAX/DAY	%TOT	KPM/DAY	%TOT	ID	PAX/DAY	%TOT	%CAR	KPM/DAY	%CAR
AAA-BBB	517	1086.7	4.10	561.8	4.91 :	BL	489.1	45.01	5.45	252.9	5.65
						GR	449.1	41.33	6.56	232.2	6.78
						GL	148.4	13.66	2.20	76.7	3.55
AAA-CCC	539	2276.8	8.59	1227.1	10.72 :	BL	981.5	43.11	10.94	529.0	11.83
						GR	949.7	41.71	13.87	511.9	14.95
						GL	345.5	15.18	5.12	186.2	8.62
AAA-DDD	[illegible]	786.0	2.96	462.1	4.04 :	GR	502.5	63.94	7.34	295.5	8.63
						BL	177.6	22.60	1.98	104.4	2.33
						WT	63.0	8.02	4.56	37.1	8.91
						GL	42.8	5.45	0.63	25.2	1.17
AAA-EEE	147	298.4	1.13	43.9	0.38 :	BL	188.6	63.20	2.10	27.7	0.62
						WT	60.5	20.28	4.37	8.9	2.14
						GL	49.3	16.52	0.73	7.2	0.34
AAA-FFF	151	185.9	0.70	28.1	0.25 :	BL	137.7	74.09	1.53	20.8	0.46
						GL	48.2	25.91	0.71	7.3	0.34
AAA-GGG	482	204.9	0.77	98.7	0.86 :	RD	107.2	52.33	4.19	51.7	5.31
						BL	66.3	32.36	0.74	31.9	0.71
						GL	31.4	15.31	0.46	15.1	0.70
AAA-HHH	755	176.8	0.67	133.5	1.17 :	RD	116.6	65.97	4.56	88.1	9.06
						BL	60.2	34.03	0.67	45.4	1.02
AAA-III	369	90.6	0.34	33.4	0.29 :	GR	90.6	100.00	1.32	33.4	0.98
AAA-JJJ	559	109.6	0.41	61.2	0.54 :	BL	53.0	48.39	0.59	29.6	0.66
						RD	48.4	44.15	1.89	27.0	2.78
						GL	8.2	7.47	0.12	4.6	0.21
AAA-KKK	461	18.9	0.07	8.7	0.08 :	GL	18.9	100.00	0.28	8.7	0.40
AAA-LLL	330	45.7	0.17	15.1	0.13 :	GR	45.7	100.00	0.67	15.1	0.44
AAA-MMM	149	112.6	0.42	16.8	0.15 :	BL	98.1	87.09	1.09	14.6	0.33
						GL	14.5	12.91	0.22	2.2	0.10
AAA-NNN	179	134.5	0.51	24.1	0.21 :	BL	101.9	75.76	1.14	18.2	0.41
						GL	32.6	24.24	0.48	5.8	0.27
AAA-OOO	300	40.9	0.15	12.3	0.11 :	BL	40.9	100.00	0.46	12.3	0.27
AAA-PPP	182	70.0	0.26	12.7	0.11 :	BL	70.0	100.00	0.78	12.7	0.28
AAA-XXX	1804	331.1	1.25	557.6	4.87 :	GR	207.8	62.76	3.04	350.0	10.22
						BL	123.3	37.24	1.37	207.7	4.64
BBB-AAA	517	1084.8	4.09	560.8	4.90 :	GR	523.5	48.26	7.65	270.6	7.91
						BL	429.7	39.61	4.79	222.2	4.97
						GL	131.6	12.13	1.95	68.0	3.15
BBB-CCC	153	1310.5	4.94	200.5	1.75 :	BL	469.1	35.79	5.23	71.8	1.60

MITFTA CASS INITIAL STATE T R A F F I C D A T A 80/01/31 13:11:53.00

MARKET	DIST.	PAX/DAY	%TOT	KPM/DAY	%TOT	ID	PAX/DAY	%TOT	%CAR	KPM/DAY	%CAR
						GL	359.3	27.42	5.32	55.0	2.55
						GR	256.5	19.57	3.75	39.2	1.15
						RD	225.7	17.22	8.82	34.5	3.55
BBB-DDD	363	816.9	3.08	288.4	2.52 :	GR	328.9	40.27	4.80	116.1	3.39
						GL	310.8	38.04	4.60	109.7	5.08
						BL	90.9	11.13	1.01	32.1	0.72
						WT	86.3	10.56	6.24	30.5	7.32
BBB-EEE	455	220.8	0.83	100.5	0.88 :	BL	214.3	97.03	2.39	97.5	2.18
						WT	4.6	2.06	0.33	2.1	0.50
						GL	2.0	0.91	0.03	0.9	0.04
BBB-FFF	553	105.7	0.40	58.4	0.51 :	BL	105.7	100.00	1.18	58.4	1.31
BBB-GGG	434	185.2	0.70	80.4	0.70 :	RD	107.1	57.84	4.19	46.5	4.78
						BL	48.7	26.29	0.54	21.1	0.47
						GL	29.4	15.87	0.44	12.8	0.59
BBB-HHH	359	265.3	1.00	68.7	0.60 :	GL	114.5	43.16	1.70	29.7	1.37
						RD	104.9	39.54	4.10	27.2	2.79
						BL	45.9	17.30	0.51	11.9	0.27
BBB-III	244	182.6	0.69	44.5	0.39 :	GR	111.4	61.04	1.63	27.2	0.79
						GL	67.4	36.90	1.00	16.4	0.76
						WT	3.8	2.06	0.27	0.9	0.22
BBB-JJJ	233	188.4	0.71	43.9	0.38 :	GL	167.3	88.82	2.48	39.0	1.81
						RD	21.1	11.18	0.82	4.9	0.50
BBB-KKK	422	78.5	0.30	33.1	0.29 :	GL	78.5	100.00	1.18	33.1	1.53
BBB-LLL	187	85.7	0.32	16.0	0.14 :	GR	85.7	100.00	1.25	16.0	0.47
BBB-NNN	695	64.4	0.24	44.8	0.39 :	BL	64.4	100.00	0.72	44.8	1.00
BBB-OOO	436	33.1	0.12	14.4	0.13 :	BL	33.1	100.00	0.37	14.4	0.32
BBB-PPP	337	41.0	0.15	13.8	0.12 :	BL	41.0	100.00	0.46	13.8	0.31
BBB-XXX	2076	131.6	0.50	273.5	2.39 :	BL	131.6	100.00	1.47	273.5	6.11
CCC-AAA	539	2203.3	8.31	1187.6	10.38 :	BL	1043.8	47.38	11.63	562.6	12.58
						GR	965.7	43.83	14.11	520.5	15.20
						GL	193.8	8.79	2.87	104.4	4.84
CCC-BBB	153	1282.2	4.84	196.2	1.71 :	BL	438.1	34.17	4.88	67.0	1.50
						GL	388.1	30.27	5.75	59.4	2.75
						GR	234.1	18.25	3.42	35.8	1.05
						RD	222.0	17.31	8.68	34.0	3.49
CCC-DDD	202	1488.4	5.61	300.7	2.63 :	GL	714.5	48.00	10.58	144.3	6.68
						GR	240.0	16.12	3.51	48.5	1.42
						WT	198.1	13.31	14.31	40.0	9.62
						RD	185.5	12.46	7.25	37.5	3.85
						BL	150.4	10.10	1.68	30.4	0.68

MITFTA CASS — INITIAL STATE — T R A F F I C D A T A — 80/01/31 13:11:50.00

MARKET	DIST.	PAX/DAY	%TOT	KPM/DAY	%TOT	ID	PAX/DAY	%TOT	%CAR	KPM/DAY	%CAR
CCC-EEE	438	147.0	0.55	64.4	0.56 :	BL	124.7	84.80	1.39	54.6	1.22
						GL	22.4	15.20	0.33	9.8	0.45
CCC-FFF	612	87.2	0.33	53.4	0.47 :	BL	61.6	70.70	0.69	37.7	0.84
						GL	25.5	29.30	0.38	15.6	0.72
CCC-GGG	572	120.1	0.45	68.7	0.60 :	RD	107.5	89.50	4.20	61.5	6.32
						BL	12.6	10.50	0.14	7.2	0.16
CCC-HHH	360	182.8	0.69	65.8	0.57 :	GL	150.8	82.51	2.23	54.3	2.51
						RD	32.0	17.49	1.25	11.5	1.18
CCC-III	184	112.7	0.43	20.7	0.18 :	GR	71.4	63.30	1.04	13.1	0.38
						GL	41.4	36.70	0.61	7.6	0.35
CCC-JJJ	386	151.0	0.57	58.3	0.51 :	RD	99.8	66.08	3.90	38.5	3.96
						GL	51.2	33.92	0.76	19.8	0.92
CCC-KKK	303	244.5	0.92	74.1	0.65 :	GL	244.5	100.00	3.62	74.1	3.43
CCC-LLL	236	74.2	0.28	17.5	0.15 :	GR	74.2	100.00	1.08	17.5	0.51
CCC-MMM	508	41.7	0.16	21.2	0.19 :	BL	41.7	100.00	0.47	21.2	0.47
CCC-NNN	704	34.3	0.13	24.2	0.21 :	BL	34.3	100.00	0.38	24.2	0.54
CCC-OOO	540	19.8	0.07	10.7	0.09 :	BL	19.8	100.00	0.22	10.7	0.24
CCC-PPP	380	38.3	0.14	14.6	0.13 :	BL	38.3	100.00	0.43	14.6	0.33
DDD-AAA	588	785.4	2.96	461.8	4.04 :	GR	349.0	44.43	5.10	205.2	5.99
						GL	200.7	25.55	2.97	118.0	5.46
						BL	159.9	20.35	1.78	94.0	2.10
						WT	75.9	9.66	5.48	44.6	10.73
DDD-BBB	353	812.1	3.06	286.7	2.50 :	GL	346.0	42.60	5.13	122.1	5.68
						GR	345.1	42.50	5.04	121.8	3.56
						BL	92.7	11.41	1.03	32.7	0.73
						WT	28.3	3.48	2.04	10.0	2.40
DDD-CCC	202	1320.5	4.98	266.7	2.33 :	GL	627.6	47.53	9.30	126.8	5.87
						WT	230.5	17.46	16.66	46.6	11.19
						RD	188.3	14.26	7.36	38.0	3.91
						GR	186.3	14.11	2.72	37.6	1.10
						BL	87.7	6.64	0.98	17.7	0.40
DDD-EEE	452	98.2	0.37	44.5	0.39 :	WT	59.2	60.30	4.28	26.8	6.45
						BL	39.0	39.70	0.43	17.7	0.39
DDD-FFF	698	51.6	0.19	36.0	0.31 :	BL	51.6	100.00	0.58	36.0	0.81
DDD-GGG	747	44.1	0.17	33.0	0.29 :	RD	44.1	100.00	1.72	33.0	3.39
DDD-HHH	548	118.9	0.45	65.1	0.57 :	GL	57.4	48.26	0.85	31.4	1.48
						WT	40.9	34.40	2.95	22.4	5.39
						RD	20.6	17.34	0.81	11.3	1.16

MITFTA CASE   INITIAL STATE   T R A F F I C D A T A   80/01/31 13:11:53.00

MARKET	DIST.	PAX/DAY	%TOT	KPM/DAY	%TOT		ID	PAX/DAY	%TOT	%CAR	KPM/DAY	%CAR
DDD-III	235	96.9	0.37	22.8	0.20	:	GL	50.3	51.90	0.74	11.8	0.55
							GR	29.0	29.90	0.42	6.8	0.20
							WT	17.6	18.20	1.27	4.1	1.00
DDD-JJJ	505	50.3	0.19	29.4	0.26	:	GL	33.2	66.08	0.49	19.4	0.90
							RD	17.1	33.92	0.67	10.0	1.03
DDD-KKK	179	186.6	0.70	33.4	0.29	:	GL	105.8	56.70	1.57	18.9	0.88
							WT	80.8	43.30	5.84	14.5	3.48
DDD-LLL	370	29.9	0.11	11.1	0.10	:	GR	16.0	53.48	0.23	5.9	0.17
							WT	13.9	46.52	1.01	5.2	1.24
DDD-MMM	504	18.9	0.07	9.5	0.08	:	BL	18.9	100.00	0.21	9.5	0.21
DDD-NNN	722	18.7	0.07	13.5	0.12	:	GL	12.7	67.94	0.19	9.2	0.43
							BL	6.0	32.06	0.07	4.3	0.10
DDD-OOO	679	4.9	0.02	3.3	0.03	:	BL	4.9	100.00	0.05	3.3	0.07
DDD-PPP	474	13.3	0.05	6.3	0.06	:	BL	13.3	100.00	0.15	6.3	0.14
EEE-AAA	147	318.6	1.20	46.8	0.41	:	BL	192.5	60.44	2.15	28.3	0.63
							WT	67.6	21.21	4.88	9.9	2.39
							GL	58.5	18.35	0.87	8.6	0.40
EEE-BBB	455	233.8	0.88	106.4	0.93	:	BL	213.2	91.18	2.38	97.0	2.17
							WT	16.5	7.05	1.19	7.5	1.80
							GL	4.1	1.77	0.06	1.9	0.09
EEE-CCC	438	139.0	0.52	60.9	0.53	:	BL	126.8	91.24	1.41	55.5	1.24
							GL	12.2	8.76	0.18	5.3	0.25
EEE-DDD	453	86.8	0.33	39.3	0.34	:	BL	46.1	53.13	0.51	20.9	0.47
							WT	40.7	46.87	2.94	18.4	4.43
EEE-FFF	290	29.9	0.11	8.7	0.08	:	BL	29.9	100.00	0.33	8.7	0.19
EEE-HHH	711	11.2	0.04	7.9	0.07	:	BL	11.2	100.00	0.12	7.9	0.18
EEE-III	256	78.7	0.30	20.1	0.18	:	WT	78.7	100.00	5.68	20.1	4.84
FFF-AAA	151	177.9	0.67	26.9	0.23	:	BL	163.2	91.74	1.82	24.6	0.55
							GL	14.7	8.26	0.22	2.2	0.10
FFF-BBB	553	122.9	0.46	67.9	0.59	:	BL	84.8	69.03	0.95	46.9	1.05
							GL	38.0	30.97	0.56	21.0	0.97
FFF-CCC	612	108.9	0.41	66.6	0.58	:	BL	96.2	88.40	1.07	58.9	1.32
							GL	12.6	11.60	0.19	7.7	0.36
FFF-DDD	698	36.3	0.14	25.3	0.22	:	BL	36.3	100.00	0.40	25.3	0.57
FFF-EEE	290	32.5	0.12	9.4	0.08	:	BL	32.5	100.00	0.36	9.4	0.21
FFF-JJJ	529	9.9	0.04	5.3	0.05	:	GL	9.9	100.00	0.15	5.3	0.24

MITFTA CASS INITIAL STATE T R A F F I C D A T A 80/01/31 13:11:53.00

MARKET	DIST.	PAX/DAY	%TOT	KPM/DAY	%TOT	ID	PAX/DAY	%TOT	%CAR	KPM/DAY	%CAR
GGG-AAA	482	195.9	0.74	94.4	0.82 :	RD	107.1	54.68	4.19	51.6	5.31
						BL	60.4	30.86	0.67	29.1	0.65
						GL	28.3	14.46	0.42	13.6	0.63
GGG-BBB	434	194.7	0.73	84.5	0.74 :	RD	119.7	61.45	4.68	51.9	5.34
						BL	75.1	38.55	0.84	32.6	0.73
GGG-CCC	872	132.2	0.50	75.6	0.66 :	RD	120.7	91.32	4.72	69.1	7.10
						GL	11.5	8.68	0.17	6.6	0.30
GGG-DDD	747	47.9	0.18	35.8	0.31 :	RD	37.3	77.89	1.48	27.9	2.86
						GL	10.6	22.11	0.16	7.9	0.37
GGG-EEE	548	14.1	0.05	7.7	0.07 :	BL	14.1	100.00	0.16	7.7	0.17
GGG-HHH	509	4.2	0.02	2.1	0.02 :	RD	4.2	100.00	0.16	2.1	0.22
GGG-JJJ	261	22.7	0.09	5.7	0.05 :	RD	22.7	100.00	0.89	5.7	0.59
HHH-AAA	785	166.4	0.63	125.6	1.10 :	RD	85.3	51.28	3.34	64.4	6.63
						BL	81.1	48.72	0.90	61.2	1.37
HHH-BBB	289	236.9	0.89	61.4	0.54 :	RD	139.2	58.75	5.44	36.1	3.71
						GL	77.5	32.73	1.15	20.1	0.93
						BL	20.2	8.51	0.22	5.2	0.12
HHH-CCC	360	199.3	0.75	71.8	0.63 :	GL	168.2	84.37	2.49	60.5	2.80
						RD	26.7	13.40	1.04	9.6	0.99
						BL	4.4	2.23	0.05	1.6	0.04
HHH-DDD	548	131.3	0.50	72.0	0.63 :	GL	67.6	51.51	1.00	37.1	1.72
						WT	46.9	35.70	3.39	25.7	8.17
						RD	16.0	12.21	0.63	8.8	0.90
						BL	0.8	0.58	0.01	0.4	0.01
HHH-GGG	509	5.5	0.02	2.8	0.02 :	RD	5.5	100.00	0.21	2.8	0.29
HHH-JJJ	260	17.1	0.06	4.4	0.04 :	RD	17.1	100.00	0.67	4.4	0.46
III-AAA	369	98.9	0.37	36.5	0.32 :	GR	98.9	100.00	1.45	36.5	1.07
III-BBB	244	181.9	0.69	44.4	0.39 :	GR	106.7	58.67	1.56	26.0	0.76
						GL	75.2	41.33	1.11	18.3	0.85
III-CCC	184	93.6	0.35	17.2	0.15 :	GR	82.8	88.45	1.21	15.2	0.44
						GL	10.8	11.55	0.16	2.0	0.09
III-DDD	235	106.6	0.40	25.1	0.22 :	GR	42.8	40.12	0.62	10.1	0.29
						GL	34.9	32.72	0.52	8.2	0.30
						WT	29.0	27.16	2.09	6.8	1.64
III-EEE	256	77.5	0.29	19.8	0.17 :	WT	77.5	100.00	5.60	19.8	4.77
III-JJJ	430	13.8	0.05	5.9	0.05 :	GL	13.8	100.00	0.20	5.9	0.27
JJJ-AAA	959	101.9	0.38	57.0	0.50 :	RD	53.7	52.67	2.10	30.0	3.00
						BL	40.7	39.92	0.45	22.7	0.61

MITFTA CASS INITIAL STATE T R A F F I C D A T A 80/01/31 13:11:53.00

MARKET	DIST.	PAX/DAY	%TOT	KPM/DAY	%TOT	ID	PAX/DAY	%TOT	%CAR	KPM/DAY	%CAR
						GL	7.6	7.41	0.11	4.2	0.20
JJJ-BBB	333	175.4	0.66	40.9	0.36 :	GL	140.3	79.99	2.08	32.7	1.51
						RD	35.1	20.01	1.37	8.2	0.84
JJJ-CCC	386	182.0	0.61	62.5	0.55 :	GL	90.8	56.05	1.34	35.0	1.62
						RD	71.2	43.95	2.78	27.5	2.83
JJJ-DDD	585	45.7	0.17	26.7	0.23 :	GL	31.6	69.11	0.47	18.5	0.86
						RD	14.1	30.89	0.55	8.3	0.85
JJJ-EEE	558	15.2	0.06	8.5	0.07 :	BL	15.2	100.00	0.17	8.5	0.19
JJJ-FFF	529	11.7	0.04	6.2	0.05 :	BL	6.9	58.53	0.08	3.6	0.08
						GL	4.9	41.47	0.07	2.6	0.12
JJJ-GGG	251	22.3	0.08	5.6	0.05 :	RD	22.3	100.00	0.87	5.6	0.58
JJJ-HHH	260	12.7	0.05	3.3	0.03 :	RD	12.7	100.00	0.50	3.3	0.34
JJJ-III	430	5.0	0.02	2.1	0.02 :	GL	5.0	100.00	0.07	2.1	0.10
KKK-AAA	461	12.2	0.05	5.6	0.05 :	GL	12.2	100.00	0.18	5.6	0.26
KKK-BBB	422	78.2	0.29	33.0	0.29 :	GL	78.2	100.00	1.16	33.0	1.53
KKK-CCC	303	214.2	0.81	64.9	0.57 :	GL	214.2	100.00	3.17	64.9	3.00
KKK-DDD	179	195.6	0.74	35.0	0.31 :	GL	145.9	74.59	2.16	26.1	1.21
						WT	49.7	25.41	3.59	8.9	2.14
LLL-AAA	330	49.7	0.19	16.4	0.14 :	GR	49.7	100.00	0.73	16.4	0.48
LLL-BBB	187	97.9	0.37	18.3	0.16 :	GR	97.9	100.00	1.43	18.3	0.53
LLL-CCC	236	76.7	0.29	18.1	0.16 :	GR	76.7	100.00	1.12	18.1	0.53
LLL-DDD	370	30.9	0.12	11.4	0.10 :	GR	16.7	54.07	0.24	6.2	0.18
						WT	14.2	45.93	1.03	5.3	1.26
MMM-AAA	149	112.5	0.42	16.8	0.15 :	BL	112.5	100.00	1.25	16.8	0.37
MMM-BBB	530	47.7	0.18	25.3	0.22 :	BL	47.7	100.00	0.53	25.3	0.56
MMM-CCC	508	50.6	0.19	25.7	0.22 :	BL	33.7	66.57	0.38	17.1	0.38
						GL	16.9	33.43	0.25	8.6	0.40
MMM-DDD	504	21.0	0.08	10.6	0.09 :	BL	21.0	100.00	0.23	10.6	0.24
NNN-AAA	179	147.3	0.56	26.4	0.23 :	BL	112.8	76.60	1.26	20.2	0.45
						GL	34.5	23.40	0.51	6.2	0.29
NNN-BBB	695	68.2	0.26	47.4	0.41 :	GL	53.5	78.47	0.79	37.2	1.72
						BL	14.7	21.53	0.16	10.2	0.23
NNN-CCC	704	45.2	0.17	31.8	0.28 :	BL	45.2	100.00	0.50	31.8	0.71

MITFTA CASS — INITIAL STATE — T R A F F I C D A T A — 80/01/31 13:11:53.00

MARKET	DIST.	PAX/DAY	%TOT	KPM/DAY	%TOT	ID	PAX/DAY	%TOT	%CAR	KPM/DAY	%CAR
NNN-DDD	722	13.1	0.05	9.4	0.08 :	BL	13.1	100.00	0.15	9.4	0.21
DDD-AAA	300	42.7	0.16	12.8	0.11 :	BL	42.7	100.00	0.48	12.8	0.29
DDD-BBB	436	23.4	0.09	10.2	0.09 :	BL	23.4	100.00	0.26	10.2	0.23
DDD-CCC	540	28.4	0.11	15.3	0.13 :	BL	28.4	100.00	0.32	15.3	0.34
PPP-AAA	182	68.1	0.26	12.4	0.11 :	BL	68.1	100.00	0.76	12.4	0.28
PPP-BBB	337	47.2	0.18	15.9	0.14 :	BL	47.2	100.00	0.53	15.9	0.36
PPP-CCC	380	48.5	0.18	18.4	0.16 :	BL	48.5	100.00	0.54	18.4	0.41
PPP-DDD	474	8.8	0.03	4.2	0.04 :	BL	8.8	100.00	0.10	4.2	0.09
XXX-AAA	1684	363.2	1.37	811.7	5.34 :	GR	211.9	58.33	3.09	356.8	10.42
						BL	151.4	41.67	1.69	254.9	5.70
XXX-BBB	3078	101.7	0.38	211.3	1.85 :	BL	101.7	100.00	1.13	211.3	4.72

WITFTA CASS INITIAL STATE **T R A F F I C D A T A** 340/01/31 13:11:53.00

ID	PAX/DAY	KPM/DAY
BL	8973.8	4473.7
GL	6750.2	2159.8
GR	6846.2	3423.8
RD	2558.2	972.2
WT	1384.0	416.1
	26512.4	11445.4

TABLE 4.12 PERIOD 1 SCHEDULES

TIME	D	FLIGHT	EQ	T/F	PAX
5:54	A	BL 793	707	XXX	41.4
6:07	A	GR 301	727	XXX	18.8
6:27	D	GR 301	727	BBB	59.9
6:30	D	GR 501	727	DDD	57.9
6:45	D	GR 201	727	CCC	77.7
6:57	A	GL 600	727	FFF	16.2
7:00	D	BL 711	707	CCC	90.9
7:00	D	GL 100	727	CCC	86.3
7:00	D	GR 21	DC9	LLL	40.3
7:00	D	GR 31	DC9	III	46.0
7:04	A	GR 401	727	CCC	59.0
7:17	D	GL 600	727	BBB	51.4
7:30	D	GL 120	727	DDD	57.3
7:30	A	GR 701	727	BBB	41.6
7:30	A	RD0020	727	MMM	32.9
7:30	D	WT 300	DC9	BBB	62.2
7:39	A	BL 721	707	CCC	99.4
7:45	D	BL 794	707	BBB	56.6
7:50	A	BL 290	727	BBB	61.6
7:50	D	GR 402	727	CCC	76.5
7:53	D	GR 701	727	XXX	40.5
7:50	D	RD0020	727	MMM	43.3
7:59	D	BL 721	707	CCC	78.7
8:00	D	BL 204	727	CCC	76.9
8:00	D	BL 280	727	GGG	58.6
8:00	D	WT 400	DC9	DDD	40.1
8:05	A	GR 41	DC9	LLL	22.5
8:07	A	BL 243	727	FFF	64.7
8:07	A	BL 250	727	MMM	61.2
8:08	A	GR 601	727	DDD	54.3
8:10	A	BL 220	727	EEE	93.0
8:25	D	BL 270	727	BBB	46.0
8:25	D	GR 41	DC9	III	23.7
8:27	D	BL 240	727	FFF	53.0
8:27	D	BL 250	727	MMM	69.2
8:30	D	BL 220	727	EEE	101.7
8:34	A	GR 101	727	CCC	78.9
8:35	A	BL 753	707	BBB	54.7
8:39	A	BL 740	707	CCC	88.0
8:42	A	BL 260	727	DDD	77.0
8:45	D	GL 110	727	CCC	76.0
8:45	A	WT 400	DC9	CCC	59.0
8:51	A	GL 801	DC9	CCC	73.5
8:53	D	GR 602	727	DDD	46.0
8:54	D	GR 101	727	CCC	74.6
8:55	D	BL 753	707	XXX	46.5
8:59	D	BL 740	707	CCC	99.6
9:02	D	BL 260	727	DDD	77.0
9:05	A	GR 11	DC9	BBB	47.8
9:05	D	WT 400	DC9	MMM	36.0
9:07	A	GL 400	727	DDD	63.7
9:12	A	GR 801	727	DDD	51.2
9:24	A	GL 811	727	CBB	[illegible]
9:25	D	GR 11	DC9	CCC	55.0
9:32	D	GR 801	727	BBB	50.1
9:40	A	GL 700	DC9	GGG	41.2
9:54	D	GL 400	727	FFF	42.4
9:55	A	GR 61	DC9	BBB	36.3
10:00	D	GL 700	DC9	DDD	40.8
10:00	D	GL 802	DC9	BBB	56.0
10:00	D	GL 811	727	XXX	39.3
10:12	A	GR 201	727	CCC	77.0
10:15	D	GR 61	DC9	BBB	47.9
10:25	A	BL 251	727	MMM	89.3
10:27	A	BL 711	707	CCC	83.4
10:31	A	BL 221	727	EEE	76.0
10:45	D	BL 251	727	MMM	49.6
10:51	D	BL 221	727	FFF	28.4
10:57	D	GR 202	727	CCC	62.1
10:59	A	BL 280	727	GGG	64.9
11:00	D	RD0011	727	JJJ	48.9
11:06	A	BL 794	707	BBB	50.8
11:08	A	WT 411	DC9	MMM	17.2
11:12	D	BL 712	707	CCC	89.4
11:21	D	BL 291	727	DDD	61.8
11:27	A	BL 204	727	CCC	71.0
11:28	D	WT 411	DC9	CCC	39.9
11:41	A	GR 21	DC9	III	49.1
11:41	A	GR 31	DC9	LLL	35.2
11:45	D	BL 281	727	MMM	60.6
11:47	A	BL 231	727	BBB	67.8
11:51	A	BL 722	707	CCC	84.3
11:51	D	BL 795	707	CCC	78.2
11:55	A	GL 401	727	FFF	25.4
12:07	D	BL 231	727	BBB	65.3
12:11	D	BL 722	707	CCC	78.5
12:15	D	GL 401	727	CCC	66.0
12:30	D	GR 22	DC9	LLL	39.7
12:30	D	GR 32	DC9	CCC	57.2
12:36	A	GL 311	DC9	BBB	47.7
12:37	A	GR 901	727	XXX	42.5
12:39	A	GL 111	727	CCC	63.9
12:42	A	GL 601	727	DDD	36.4
12:46	A	GR 102	727	CCC	60.7
12:48	A	BL 252	727	MMM	69.5
12:52	A	BL 222	727	FFF	29.7
12:52	A	BL 741	707	CCC	68.2
12:57	D	GR 901	727	BBB	45.4
12:59	D	GL 111	727	GGG	36.5
13:00	D	BL 205	727	CCC	79.4
13:06	D	GR 102	727	CCC	75.8
13:08	D	BL 252	727	PPP	106.3
13:12	D	BL 222	727	EEE	82.6
13:12	D	BL 741	707	BBB	52.2
13:12	A	GR 302	727	BBB	47.2
13:22	A	GR 502	727	DDD	51.1
13:24	A	WT 631	DC9	EEE	50.0
13:27	D	GL 602	727	DDD	74.6
13:31	A	WT 211	DC9	BBB	41.6
13:32	D	GR 302	727	XXX	44.2
13:35	A	GR 42	DC9	LLL	32.8
13:44	D	WT 631	DC9	GGG	33.9
13:51	D	WT 211	DC9	XXX	36.0
13:52	A	GL1700	727	KKK	49.1
13:55	D	GR 42	[illegible]	III	45.2
13:57	A	GR 53	DC9	LLL	26.1
14:07	A	BL 790	707	XXX	59.8
14:07	D	CP 503	727	DDD	61.5
14:12	D	GL1700	727	BBB	59.2
14:13	A	RD0011	727	JJJ	45.8
14:17	D	GR 53	DC9	LLL	48.7
14:24	A	GR 202	727	CCC	78.7
14:27	D	BL 790	707	BBB	78.6
14:28	A	GR 12	DC9	DDD	32.7
14:39	A	BL 712	707	CCC	90.8
14:39	A	GL1102	DC9	CCC	68.5
14:42	A	GL 701	DC9	DDD	36.8
14:47	A	WT 311	DC9	DDD	51.8
14:52	A	BL 291	727	DDD	65.4
15:00	D	GL 312	DC9	BBB	54.1
15:07	D	WT 311	DC9	FFF	37.2
15:11	D	GR 203	727	BBB	74.9
15:12	A	BL 253	727	PPP	107.0
15:13	D	GR 13	DC9	CCC	73.6
15:24	D	BL 713	707	CCC	100.9
15:24	D	GL1103	DC9	CCC	79.3
15:30	D	GL 702	DC9	DDD	94.9
15:32	D	BL 253	727	MMM	93.2
15:45	D	BL 292	727	BBB	65.5
15:45	A	GR 603	727	DDD	50.8
15:53	A	BL 281	727	MMM	38.1
15:57	A	GR 32	DC9	CCC	63.7
15:58	A	BL 792	707	CCC	91.0
16:03	A	BL 723	707	CCC	93.8
16:10	D	BL 792	707	XXX	57.2
16:23	D	BL 723	707	CCC	94.9
16:27	A	BL 205	727	CCC	86.0
16:27	A	GL 303	727	BBB	62.8
16:30	D	GR 604	727	DDD	64.7
16:30	D	RD0012	727	GGG	69.2
16:35	A	GR 802	727	BBB	55.6
16:35	A	WT 420	DC9	BBB	52.8
16:37	A	BL 273	727	EEE	89.0
16:37	A	CR 702	727	XXX	90.1
16:38	D	BL 282	727	JJJ	54.8
16:41	A	GL 101	727	CCC	97.8
16:42	D	GR 33	DC9	CCC	68.2
16:47	D	GL 303	727	XXX	43.9
16:55	D	WT 420	DC9	EEE	71.8
16:57	D	BL 273	727	FFF	53.3
16:57	D	GR 702	727	RBB	48.5
16:58	A	BL 742	707	BBB	86.1
17:00	D	GR 802	727	XXX	39.8
17:08	A	WT 310	DC9	FFF	44.1
17:09	A	GR 103	727	CCC	77.3
17:11	A	GR 22	DC9	III	53.7
17:12	D	BL 206	727	BBB	68.3
17:18	D	BL 742	707	CCC	83.2
17:18	A	GL 402	727	DDD	69.7
17:27	A	BL 254	727	MMM	91.8
17:28	D	WT 310	DC9	DDD	52.1
17:30	A	RD0022	727	MMM	44.9
17:39	A	GR 403	727	CCC	90.0
17:42	A	BL 262	727	BBB	88.4
17:47	D	BL 254	727	MMM	93.6
17:50	D	RD0022	727	MMM	45.4
17:55	D	GR 103	727	CCC	68.2
18:00	D	GL 102	727	CCC	76.5
18:00	D	GR 23	DC9	DDD	65.0
18:03	D	GL 403	727	DDD	77.1
18:05	A	GL 602	727	CCC	90.8
18:13	A	BL 791	707	BBB	62.5
18:24	D	GR 404	727	CCC	61.8
18:27	D	BL 263	727	BBB	106.0
18:33	D	BL 791	707	XXX	41.7
18:37	A	BL 754	707	XXX	59.1
18:37	A	GL 812	727	XXX	52.3
18:40	A	GR 13	DC9	CCC	68.6
18:46	A	GL 313	DC9	BBB	51.2
18:51	A	BL 713	707	CCC	103.3
18:57	D	BL 754	707	RBB	56.5
18:57	D	GL 812	727	BBB	56.6
18:58	A	BL 274	727	FFF	25.0
19:06	A	BL 292	727	BBB	75.6
19:18	D	BL 274	727	EEE	65.5
19:25	D	GR 14	DC9	CCC	49.9
19:29	A	RD0012	727	GGG	71.7
19:36	D	BL 714	707	CCC	78.0
19:39	A	GR 902	727	BBB	58.5
19:50	A	BL 255	727	MMM	79.4
19:51	A	BL 282	727	JJJ	41.3
19:54	A	WT 640	DC9	EEE	68.6
20:00	D	GL 314	DC9	CCC	51.1
20:04	A	GL 122	727	CCC	86.6
20:06	A	GL 113	727	DDD	62.0
20:10	D	BL 255	727	MMM	92.0
20:12	A	GL1701	727	BBB	46.4
20:13	A	BL 243	727	FFF	44.8
20:15	A	BL 724	707	CCC	83.3

MIT-FTL CASS

AIRPORT ACTIVITY PROFILE FOR STATION AAA

TIME	O	FLIGHT	EQ	T/F	PAX
20:16	A	WT 131	DC9	BBB	56.7
20:33	A	BL 206	727	BBB	46.3
20:33	D	BL 243	727	EEE	81.6
20:36	D	GL1701	727	FFF	41.7
20:59	A	GR 504	727	DDD	51.6
21:10	A	BL 743	707	CCC	87.5
21:30	D	BL 743	707	CCC	83.5
22:27	A	WT 220	DC9	XXX	41.2
22:36	A	BL 244	727	EEE	63.2
22:47	D	WT 220	DC9	BBB	24.4
22:52	A	GR 14	DC9	CCC	56.0
22:54	A	GR 23	DC9	BBB	43.6
22:56	D	BL 244	727	FFF	46.5

PROFILE SUMMARY

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	TOT
TOTALS:	1	0	0	0	0	0	5	17	24	11	12	14	15	17	13	14	19	15	16	9	12	2	6	0	222
BL	1	0	0	0	0	0	0	5	14	1	6	8	5	4	4	6	8	5	7	5	5	2	2	0	88
GL	0	0	0	0	0	0	1	3	2	4	3	1	5	2	3	3	3	1	6	0	5	0	0	0	42
GR	0	0	0	0	0	0	4	6	6	5	3	2	5	7	4	4	5	5	3	2	1	0	2	0	64
RD	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	1	2	0	1	0	0	0	0	8
WT	0	0	0	0	0	0	0	1	2	1	0	2	0	4	1	1	2	2	0	1	1	0	2	0	20

CARRIER	DEPARTURES	ARRIVALS	ENPLANEMENTS	DEPLANEMENTS	AV ENP/DEP	AV DEP/ARR	AV PAX/OP
BL	44	44	3181.3	3175.1	72.3	72.2	72.2
GL	21	21	1221.1	1211.3	58.1	57.7	57.9
GR	32	32	1789.5	1657.0	55.9	51.8	53.9
RD	4	4	206.8	195.3	51.7	48.8	50.3
WT	10	10	432.9	483.1	43.3	48.3	45.8

FILES USED:

USER	ID	NAME	FILE	LAST MODIFIED	LAST USED	UNIVERSE	LAST MODIFIED
		UNIVERSE FILE:				FAA_0001	80/01/18 14:16:37.00
1	BL	BLUE	BLUE-01	80/02/11 10:02:47.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00
2	GL	GOLD	GOLD-01	80/02/11 21:54:28.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00
3	GR	GREEN	GREEN-01	80/02/11 17:04:27.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00
4	RD	RED	RED-01	80/02/11 16:13:31.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00
5	WT	WHITE	WHITE-01	80/02/11 16:36:08.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00

QET-FTL CASS

AIRPORT ACTIVITY PROFILE FOR STATION 888

TIME	C	FLIGHT	EQ	T/F	PAX
1:13	A	WT 220	DC9	AAA	48.1
6:00	D	GR 601	727	DDD	74.4
6:30	D	RD0030	DC9	GGG	54.7
6:55	D	GR 701	727	AAA	89.3
7:00	D	GR 41	DC9	LLL	69.1
7:00	D	GR 51	DC9	CCC	74.7
7:00	D	WT 400	DC9	CCC	79.4
7:15	D	BL 290	727	AAA	61.6
7:30	D	BL 230	727	EEE	46.6
7:31	A	GL1000	DC9	JJJ	53.1
7:35	A	RD0040	DC9	HHH	41.7
7:40	A	BL 753	707	CCC	90.7
7:48	A	GL 301	727	CCC	78.1
7:51	D	GL1000	DC9	CCC	78.0
7:55	D	RD0040	DC9	CCC	71.7
8:00	D	BL 753	707	AAA	86.0
8:08	D	GL 301	727	EEE	81.0
8:10	A	GR 11	DC9	DDD	66.5
8:18	A	BL 210	727	CCC	94.3
8:29	A	GL 811	727	HHH	84.8
8:30	D	GR 11	DC9	AAA	41.7
8:38	D	BL 210	727	CCC	96.8
8:46	A	WT 300	DC9	JJJ	42.2
8:49	D	GL 811	727	AAA	72.5
8:53	A	GR 301	727	AAA	84.0
8:54	A	GR 51	DC9	CCC	67.1
9:06	D	WT 500	DC9	CCC	55.1
9:13	D	GR 301	727	DDD	70.3
9:20	D	GR 61	DC9	AAA	36.3
9:38	A	GL1131	DC9	CCC	58.0
9:43	A	GL 600	727	AAA	64.4
9:45	D	GR 52	DC9	CCC	66.8
9:56	A	WT 300	DC9	AAA	38.2
9:58	D	GL1131	DC9	JJJ	93.6
10:03	D	GL 600	727	DDD	95.8
10:11	A	BL 794	707	AAA	56.6
10:16	D	WT 300	DC9	CCC	46.9
10:18	A	RD0041	DC9	CCC	54.1
10:27	A	BL 230	727	EEE	88.6
10:29	A	GR 501	727	DDD	73.3
10:31	D	BL 794	707	AAA	50.8
10:36	A	GL 100	727	CCC	74.3
10:38	D	RD0041	DC9	HHH	44.0
10:51	A	BL 270	727	AAA	46.0
10:56	D	GL 100	727	GGG	46.4
10:57	A	BL 214	727	CCC	88.7
11:09	A	RD0030	DC9	HHH	57.7
11:12	D	BL 231	727	AAA	67.8
11:14	D	GR 502	727	DDD	50.6
11:17	D	BL 214	727	CCC	94.4

TIME	D	FLIGHT	EQ	T/F	PAX
11:29	A	GL 120	727	DDD	67.6
11:37	D	BL 272	727	GGG	58.6
11:39	A	GR 52	DC9	CCC	63.4
11:41	A	GL 311	DC9	CCC	50.0
11:42	A	GR 41	DC9	III	83.4
11:49	D	GL 120	727	FFF	44.2
11:58	A	GR 801	727	AAA	50.9
12:00	D	RD0031	DC9	GGG	38.5
12:01	D	GL 311	DC9	AAA	35.4
12:16	A	BL 241	727	FFF	38.0
12:17	A	GR 302	727	DDD	50.9
12:18	A	GL1132	DC9	JJJ	42.9
12:18	D	GR 801	727	DDD	53.1
12:26	A	GL 802	DC9	AAA	39.4
12:30	D	GR 42	DC9	LLL	73.0
12:30	D	GR 53	DC9	III	77.5
12:36	D	BL 241	727	FFF	35.5
12:36	A	WT 211	DC9	CCC	58.9
12:37	D	GR 302	727	AAA	77.4
12:38	D	GL1132	DC9	CCC	54.4
12:41	A	GR 61	DC9	AAA	47.9
12:46	D	GL 802	DC9	HHH	37.0
12:53	A	GL 302	727	EEE	77.9
12:56	A	GR 402	727	DDD	50.9
12:56	D	WT 211	DC9	AAA	54.6
13:13	D	GL 302	727	CCC	68.7
13:15	A	RD0042	DC9	HHH	46.5
13:26	A	BL 261	727	DDD	78.9
13:30	D	GR 62	DC9	CCC	69.3
13:33	A	WT 510	DC9	EEE	35.0
13:35	D	RD0042	DC9	CCC	63.7
13:36	A	BL 211	727	CCC	90.4
13:46	D	BL 261	727	DDD	79.0
13:53	D	WT 510	DC9	CCC	50.9
13:56	D	BL 211	727	CCC	99.0
14:22	A	GL1001	DC9	CCC	52.1
14:24	D	GR 403	727	DDD	65.0
14:30	A	BL 272	727	GGG	47.2
14:32	A	GL 101	727	GGG	42.4
14:33	A	BL 231	727	AAA	65.3
14:42	D	GL1001	DC9	JJJ	49.1
14:52	D	GL 101	727	CCC	87.8
14:53	A	RD0031	DC9	GGG	34.9
15:04	A	WT 411	DC9	CCC	73.7
15:15	D	BL 273	727	EEE	97.2
15:18	D	BL 233	727	EEE	56.6
15:23	A	GR 901	727	AAA	90.2
15:24	A	GR 62	DC9	CCC	67.8
15:32	A	GL 303	727	CCC	79.4
15:36	A	GL 121	727	FFF	48.0
15:38	A	BL 741	707	AAA	73.4
15:40	A	GR 802	727	DDD	66.6

TIME	D	FLIGHT	EQ	T/F	PAX
15:43	D	GR 901	727	DDD	69.1
15:52	D	GL 303	727	AAA	82.4
15:56	D	GL 121	727	DDD	77.6
15:58	A	RD0043	DC9	CCC	67.0
16:00	D	GR 802	727	AAA	87.2
16:00	D	RD0032	DC9	HHH	73.8
16:00	D	WT 420	DC9	AAA	58.5
16:18	D	RD0043	DC9	HHH	47.0
16:23	D	BL 742	707	AAA	87.9
16:30	D	GR 63	DC9	CCC	80.1
16:38	A	GL1700	727	AAA	78.1
16:47	A	BL 262	727	DDD	62.0
16:53	A	BL 790	707	AAA	116.2
16:56	D	GL1700	727	CCC	89.6
17:02	A	GL1002	DC9	JJJ	62.7
17:07	D	BL 262	727	AAA	54.9
17:12	A	GR 42	DC9	III	80.6
17:12	A	GR 53	DC9	LLL	75.4
17:22	D	GL1002	DC9	DDD	66.8
17:26	A	GL 312	DC9	AAA	54.1
17:37	A	GR 203	727	AAA	63.6
17:38	D	BL 791	707	AAA	105.3
17:57	D	GR 43	DC9	CCC	79.2
17:57	D	GR 203	727	DDD	69.6
18:06	A	GR 503	727	DDD	80.8
18:11	A	BL 292	727	AAA	65.5
18:11	D	GL 313	DC9	AAA	51.2
18:12	A	WT 640	DC9	GGG	36.6
18:15	A	BL 233	727	EEE	47.6
18:24	A	GR 63	DC9	CCC	79.2
18:31	D	BL 292	727	AAA	75.6
18:32	D	WT 640	DC9	EEE	35.4
18:44	A	GR 902	727	DDD	66.0
18:51	D	GR 504	727	DDD	66.4
18:55	A	RD0044	DC9	HHH	51.2
18:58	A	BL 213	727	CCC	90.4
19:04	D	GR 902	727	AAA	35.9
19:09	A	GL1133	DC9	CCC	66.3
19:09	A	WT 131	DC9	CCC	62.1
19:15	D	RD0044	DC9	CCC	51.5
19:16	A	WT 551	DC9	HHH	63.6
19:17	A	GL1701	727	CCC	68.4
19:18	D	BL 213	727	CCC	95.9
19:23	A	GR 702	727	AAA	93.4
19:29	D	GL1133	DC9	JJJ	47.1
19:30	D	GR 64	DC9	CCC	69.3
19:36	D	WT 551	DC9	JJJ	52.3
19:37	D	GL1701	727	AAA	56.4
19:38	A	BL 206	727	AAA	68.3
19:41	D	WT 131	DC9	AAA	44.1
19:51	A	GR 43	DC9	CCC	65.1
19:58	D	BL 206	727	AAA	46.3

TIME	D	FLIGHT	EQ	T/F	PAX
20:26	A	BL 224	727	EEE	54.7
20:29	A	GR 604	727	DDD	68.8
20:40	A	RD0032	DC9	GGG	49.8
20:46	D	BL 224	727	CCC	86.2
20:55	A	BL 263	727	AAA	83.2
21:13	D	BL 263	727	DDD	66.2
21:23	A	BL 756	707	AAA	98.3
21:23	A	GL 812	727	AAA	79.9
21:24	A	GR 64	DC9	CCC	65.2
21:38	A	RD0045	DC9	CCC	61.2
21:43	D	BL 756	707	CCC	108.9
21:43	D	GL 812	727	HHH	33.6
21:56	A	GR 104	727	CCC	92.6
21:58	D	RD0045	DC9	HHH	29.8
21:59	A	GR 23	DC9	DDD	53.6
22:16	D	GR 104	727	CCC	95.3
22:19	D	GR 23	DC9	AAA	31.5
22:29	A	BL 274	727	EEE	72.1

PROFILE SUMMARY

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	TOT
TOTALS:	0	1	0	0	0	0	3	11	11	8	12	11	18	10	8	13	10	10	12	16	5	10	3	0	172
BL	0	0	0	0	0	0	0	3	3	0	5	3	2	4	2	3	3	2	4	3	3	3	1	0	44
GL	0	0	0	0	0	0	0	3	3	3	3	3	6	1	4	4	2	3	1	4	0	2	0	0	42
GR	0	0	0	0	0	0	2	2	4	3	1	4	7	1	1	4	2	5	4	4	1	3	2	0	50
RD	0	0	0	0	0	0	1	2	0	0	2	1	1	2	1	1	2	0	1	1	1	2	0	0	18
WT	0	1	0	0	0	0	0	1	1	2	1	0	2	2	0	1	1	0	2	4	0	0	0	0	18

CARRIER	DEPARTURES	ARRIVALS	ENPLANEMENTS	DEPLANEMENTS	AV ENP/DEP	AV DEP/ARR	AV PAX/OP
BL	22	22	1649.2	1644.4	75.0	74.7	74.9
GL	21	21	1298.6	1321.6	61.8	62.9	62.4
GR	25	25	1674.1	1747.7	67.0	69.9	68.4
RD	9	9	474.7	464.2	52.7	51.6	52.2
WT	9	9	477.2	458.5	53.0	50.9	52.0

FILES USED:

USER	ID	NAME	FILE	LAST MODIFIED	LAST USED	UNIVERSE	LAST MODIFIED
		UNIVERSE FILE:				FAA_0001	80/01/18 14:16:37.00
1	BL	BLUE	BLUE-01	80/02/11 18:02:47.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00
2	GL	GOLD	GOLD-01	80/02/11 21:54:28.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00
3	GR	GREEN	GREEN-01	80/02/11 17:04:27.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00
4	RD	RED	RED-01	80/02/11 16:13:31.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00
5	WT	WHITE	WHITE-01	80/02/11 16:36:00.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00

TIME	D	FLIGHT	EQ	T/F	PAX
6:25	D	GR 401	727	AAA	59.0
6:52	D	BL 753	707	BBB	106.0
7:00	D	BL 721	707	AAA	99.4
7:00	D	GL 301	727	BBB	99.7
7:30	D	BL 210	727	BBB	94.3
7:34	A	RD0200	DC9	JJJ	48.6
7:46	A	GR 51	DC9	BBB	76.7
7:46	A	WT 400	DC9	BBB	68.3
7:52	A	GL 801	DC9	HHH	22.9
7:54	D	RD0200	DC9	DDD	80.4
7:55	D	GR 101	727	AAA	78.9
8:00	D	BL 740	707	AAA	88.0
8:00	D	WT 200	DC9	DDD	86.2
8:06	D	GR 51	DC9	BBB	67.1
8:06	D	WT 400	DC9	AAA	62.1
8:12	D	GL 801	DC9	AAA	66.3
8:30	A	GL1131	DC9	DDD	62.1
8:35	A	WT 101	DC9	DDD	69.7
8:37	A	GL1000	DC9	BBB	54.2
8:41	A	RD0040	DC9	BBB	75.1
8:50	D	GL1131	DC9	BBB	48.8
8:55	D	WT 101	DC9	HHH	31.1
8:57	D	GL1000	DC9	DDD	54.5
9:07	A	RD0050	727	HHH	24.3
9:13	A	GR 201	727	AAA	77.7
9:23	A	GL1101	DC9	KKK	71.7
9:24	A	BL 210	727	BBB	96.8
9:27	D	RD0050	727	HHH	32.6
9:28	A	BL 711	707	AAA	90.9
9:28	A	GL 100	727	AAA	75.8
9:30	D	RD0041	DC9	BBB	63.3
9:33	D	GR 201	727	AAA	77.0
9:43	D	GL1101	DC9	HHH	36.1
9:48	D	BL 711	707	AAA	83.4
9:48	D	GL 100	727	BBB	89.5
9:52	A	WT 500	DC9	BBB	56.6
10:01	A	GR 21	DC9	LLL	69.7
10:09	D	BL 214	727	BBB	88.7
10:09	A	GR 31	DC9	III	67.8
10:12	D	WT 500	DC9	FEE	34.2
10:18	A	GR 402	727	AAA	67.8
10:20	A	RD0210	DC9	DDD	73.1
10:21	D	GR 21	DC9	III	65.3
10:27	A	BL 721	707	AAA	78.7
10:28	A	BL 204	727	AAA	76.9
10:28	A	RD0310	727	GGG	28.4
10:29	D	GR 31	DC9	LLL	67.8
10:31	A	GR 52	DC9	BBB	66.8
10:38	D	GR 402	727	DDD	100.6
10:40	D	RD0210	DC9	JJJ	50.3
10:48	D	BL 204	727	AAA	71.0
10:48	D	RD0310	727	DDD	98.8

TIME	D	FLIGHT	EQ	T/F	PAX
10:51	D	GR 52	DC9	BBB	63.4
10:53	D	GL 311	DC9	BBB	62.3
11:02	A	WT 300	DC9	BBB	44.0
11:12	D	BL 722	707	AAA	94.3
11:13	A	GL 110	727	AAA	76.0
11:22	A	GR 101	727	AAA	74.6
11:22	D	WT 300	DC9	KKK	41.7
11:27	A	BL 740	707	AAA	99.8
11:28	A	WT 211	DC9	KKK	44.4
11:48	D	WT 211	DC9	BBB	44.0
11:53	A	GR 11	DC9	AAA	50.6
11:58	A	WT 110	DC9	HHH	17.9
12:00	D	GL 111	727	AAA	72.8
12:03	A	BL 214	727	BBB	94.4
12:07	D	GR 102	727	AAA	60.7
12:13	D	BL 741	707	AAA	89.5
12:13	D	GR 11	DC9	DDD	68.8
12:18	D	WT 110	DC9	EEE	32.4
12:32	A	GR 602	727	DDD	114.2
12:48	D	BL 211	727	BBB	90.4
13:14	A	GL1001	DC9	DDD	64.1
13:15	A	RD0320	727	DDD	105.3
13:17	D	GR 603	727	DDD	113.2
13:24	A	GL1132	DC9	BBB	51.8
13:25	A	GR 202	727	AAA	62.1
13:34	D	GL1001	DC9	BBB	52.1
13:35	D	RD0320	727	GGG	31.2
13:40	A	BL 712	707	AAA	89.4
13:40	A	GL1102	DC9	HHH	17.4
13:44	D	GL1132	DC9	DDD	55.4
13:44	A	RD0220	DC9	JJJ	56.4
13:45	D	GR 202	727	AAA	78.7
13:56	A	WT 411	DC9	AAA	43.0
13:59	A	GL 302	727	BBB	93.1
14:00	D	BL 712	707	AAA	90.9
14:00	D	GL1102	DC9	AAA	57.5
14:04	D	RD0220	DC9	DDD	64.4
14:16	A	GR 62	DC9	BBB	69.3
14:16	D	WT 411	DC9	BBB	39.7
14:19	A	BL 795	707	AAA	78.2
14:21	A	RD0042	DC9	BBB	67.7
14:36	D	GR 62	DC9	BBB	67.8
14:39	A	BL 722	707	AAA	78.5
14:39	A	WT 510	DC9	BBB	53.9
14:42	A	BL 211	727	BBB	99.0
14:43	A	GL 401	727	AAA	69.4
14:44	D	GL 303	727	BBB	94.5
14:58	A	GR 32	DC9	AAA	57.2
14:59	D	WT 510	DC9	DDD	58.5
15:03	D	GL 401	727	DDD	92.8
15:07	A	RD0051	727	HHH	22.0

TIME	D	FLIGHT	EQ	T/F	PAX
15:10	D	RD0043	DC9	BBB	74.9
15:18	D	GR 32	DC9	AAA	63.7
15:19	D	BL 792	707	AAA	103.7
15:24	D	BL 723	707	AAA	93.8
15:27	D	BL 212	727	DDD	108.4
15:27	D	RD0051	727	HHH	33.6
15:28	A	BL 205	727	AAA	79.4
15:31	A	GR 22	DC9	LLL	65.2
15:34	A	GR 102	727	AAA	75.8
15:37	A	GL 803	DC9	HHH	35.9
15:38	A	GL 101	727	BBB	86.1
15:48	D	BL 205	727	AAA	86.0
15:51	D	GR 22	DC9	III	64.0
15:57	D	GL 803	DC9	KKK	72.8
16:02	D	GL 101	727	AAA	74.4
16:30	A	BL 242	727	FFF	50.5
16:30	D	GR 103	727	AAA	77.3
16:40	A	GR 403	727	DDD	97.5
16:45	A	BL 223	727	EEE	59.3
16:50	D	BL 242	727	DDD	105.6
17:00	D	GR 403	727	AAA	75.0
17:05	D	BL 223	727	EEE	59.0
17:06	A	GL 602	727	DDD	99.2
17:16	A	GR 63	DC9	BBB	80.1
17:25	A	BL 212	727	DDD	109.4
17:26	D	GL 602	727	AAA	77.4
17:28	A	RD0330	727	GGG	44.6
17:31	A	GL 112	727	GGG	58.7
17:35	A	RD0230	DC9	DDD	69.6
17:36	D	GR 63	DC9	BBB	79.2
17:41	A	GR 13	DC9	AAA	73.6
17:44	A	GL1700	727	BBB	110.5
17:48	D	RD0330	727	DDD	103.5
17:51	D	GL 112	727	DDD	97.4
17:52	A	BL 713	707	AAA	100.9
17:52	A	GL1103	DC9	AAA	66.8
17:55	D	RD0230	DC9	JJJ	53.0
18:01	A	GL1133	DC9	DDD	59.9
18:01	D	GR 13	DC9	AAA	68.6
18:01	A	WT 131	DC9	DDD	63.9
18:10	D	BL 213	727	BBB	98.4
18:12	D	BL 713	707	AAA	103.3
18:12	D	GL1103	DC9	HHH	35.9
18:21	D	GL1133	DC9	BBB	56.2
18:21	D	WT 131	DC9	BBB	61.2
18:27	A	RD0052	727	HHH	48.6
18:29	D	GL1701	727	BBB	92.4
18:35	A	GL 804	DC9	KKK	76.5
18:43	A	GR 43	DC9	BBB	79.2
18:47	D	RD0052	727	HHH	20.5
18:51	A	BL 723	707	AAA	94.9
18:55	D	GL 804	DC9	KKK	72.4

TIME	D	FLIGHT	EQ	T/F	PAX
19:03	D	GR 43	DC9	BBB	65.1
19:05	A	GL 122	727	DDD	88.8
19:10	A	GR 33	DC9	AAA	59.1
19:25	D	GL 122	727	AAA	64.4
19:30	D	GR 33	DC9	DDD	64.1
19:34	A	GL 703	DC9	DDD	68.9
19:36	D	BL 724	707	AAA	83.3
19:46	A	BL 742	707	AAA	85.0
19:54	D	GL 703	DC9	GGG	37.5
20:01	A	RD0044	DC9	BBB	78.4
20:03	A	WT 420	DC9	EEE	46.2
20:04	A	BL 213	727	BBB	95.9
20:15	A	RD0300	727	DDD	91.6
20:16	A	GR 44	DC9	BBB	69.3
20:23	A	GR 103	727	AAA	68.2
20:28	A	GL 102	727	AAA	57.7
20:31	D	BL 743	707	AAA	87.5
20:35	D	RD0300	727	GGG	21.6
20:36	D	GR 44	DC9	BBB	65.2
20:48	D	GL 102	727	DDD	56.7
20:50	D	RD0045	DC9	BBB	60.6
20:52	A	GR 404	727	AAA	61.0
21:08	D	GR 104	727	BBB	92.6
21:32	A	BL 224	727	BBB	79.4
21:42	A	GL 403	727	DDD	113.4
21:52	D	BL 224	727	EEE	22.9
21:53	A	GR 14	DC9	AAA	49.9
22:04	A	BL 714	707	AAA	78.8
22:13	D	GR 14	DC9	AAA	56.8
22:28	A	GL 314	DC9	AAA	51.1
22:29	A	BL 754	707	BBB	118.2
23:02	A	GR 104	727	BBB	95.3
23:58	A	BL 743	707	AAA	83.5

PROFILE SUMMARY

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	TOT
TOTALS:	0	0	0	0	0	0	2	9	12	13	18	10	8	14	15	16	6	17	15	9	13	5	4	2	188
BL	0	0	0	0	0	0	1	2	1	3	4	2	3	1	4	5	3	3	3	2	2	2	2	1	44
GL	0	0	0	0	0	0	0	2	5	4	1	1	1	6	3	4	1	6	6	4	2	1	1	0	48
GR	0	0	0	0	0	0	1	2	1	2	8	2	3	3	3	4	2	4	2	3	4	2	1	1	48
RD	0	0	0	0	0	0	0	2	1	3	4	0	0	3	2	3	0	4	2	0	4	0	0	0	28
WT	0	0	0	0	0	0	0	1	4	1	1	5	1	1	3	0	0	0	2	0	1	0	0	0	20

CARRIER	DEPARTURES	ARRIVALS	ENPLANEMENTS	DEPLANEMENTS	AV ENP/DEP	AV DEP/ARR	AV PAX/DP
BL	22	22	1937.6	1909.1	88.1	86.8	87.4
GL	24	24	1649.6	1623.4	68.7	67.6	68.2
GR	24	24	1741.4	1729.6	72.6	72.1	72.3
RD	14	14	796.7	825.8	56.9	59.0	57.9
WT	10	10	491.2	507.9	49.1	50.8	50.0

FILES USED:

USER	ID	NAME	FILE	LAST MODIFIED	LAST USED	UNIVERSE	LAST MODIFIED
		UNIVERSE FILE:				FAA_0001	80/01/18 14:16:37.00
1	BL	BLUE	BLUE-01	80/02/11 18:02:47.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00
2	GL	GOLD	GOLD-01	80/02/11 21:54:28.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00
3	GR	GREEN	GREEN-01	80/02/11 17:04:27.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00
4	RD	RED	RED-01	80/02/11 14:13:31.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00
5	WT	WHITE	WHITE-01	80/02/11 16:36:08.00	80/02/11 23:23:31.00	FAA_0001	80/01/18 14:16:37.00

F L I G H T   I T I N E R A R I E S

PAGE 1

BLUE

101	727	AAA DDD
102	727	DDD AAA DDD
103	727	DDD AAA DDD
104	727	DDD AAA
204	727	AAA CCC AAA
205	727	AAA CCC AAA
206	727	AAA CCC AAA
210	727	CCC HHH CCC
211	727	CCC HHH CCC
212	727	CCC DDD CCC
213	727	CCC HHH CCC
214	727	CCC HHH CCC
220	727	FFF AAA FFF
221	727	FFF AAA FFF
222	727	FFF AAA FFF
223	727	FEF CCC FEF
224	727	FFF HHH CCC EEE
230	727	HHH FEE HHH
231	727	HHH AAA HHH
233	727	HHH FFC HHH
246	727	DDD HHH AAA DDD
251	727	DDD CCC HHH AAA DDD
258	727	HHH DDD AAA HHH
259	727	HHH AAA DDD
260	727	DDD AAA DDD
261	727	DDD HHH DDD
262	727	DDD HHH AAA
263	727	AAA HHH DDD
270	727	AAA HHH
272	727	AAA GGG HHH
273	727	HHH FFE AAA FFF
274	727	FFF AAA FFF HHH
294	727	HHH AAA GGG
295	727	GGG AAA DDD
296	727	DDD AAA HHH
297	727	HHH AAA HHH
1200	727	DDD HHH AAA
1701	707	HHH XXX HHH
1703	707	XXX HHH XXX
1705	707	HHH AAA XXX
1706	707	XXX AAA HHH
1707	707	XXX AAA HHH
1708	707	HHH AAA XXX
1711	707	CCC AAA CCC
1712	707	CCC AAA CCC
1713	707	CCC AAA CCC
1714	707	CCC AAA CCC

GOLD

100	727	HHH AAA CCC HHH GGG
101	727	GGG HHH CCC AAA
102	727	AAA CCC HHH
110	727	AAA CCC
111	727	CCC AAA GGG
112	727	GGG CCC DDD
113	727	DDD AAA
120	727	AAA DDD HHH FFF
121	727	FFF HHH DDD
122	727	DDD CCC AAA HHH
301	727	CCC HHH EFE HHH
302	727	HHH EEF HHH CCC
303	727	CCC HHH AAA XXX
311	DC9	CCC HHH AAA XXX
312	DC9	XAX AAA HHH CCC
400	727	DDD AAA
401	727	AAA CCC DDD
402	727	DDD AAA
403	727	AAA DDD CCC
600	727	FFF AAA HHH DDD HHH
602	727	HHH DDD CCC AAA
700	DC9	GGG AAA DDD
701	DC9	DDD AAA
703	DC9	AAA DDD CCC GGF
801	DC9	CCC AAA
802	DC9	AAA HHH DDG KKK
804	DC9	HHH CCC HHH
811	727	HHH HHH AAA XXX
812	727	XXX AAA HHH HHH
1000	DC9	JJJ HHH CCC DDD XXX
1001	DC9	XXX DDD CCC HHH JJJ
1002	DC9	JJJ HHH DDD XXX
1101	DC9	KKK CCC HHH
1102	DC9	HHH CCC DDD KKK
1103	DC9	KKK DDD CCC HHH JJJ
1131	DC9	KKK DDD CCC HHH JJJ
1132	DC9	JJJ HHH CCC AAA
1133	DC9	AAA CCC
1134	DC9	CCC HHH
1135	DC9	HHH CCC
1700	727	XXX AAA HHH CCC
1701	727	CCC HHH AAA FFF

GREEN

11	DC9	DDD HHH AAA CCC DDD
12	DC9	DDD AAA
13	DC9	AAA CCC AAA
14	DC9	AAA CCC AAA
21	DC9	CCC AAA XXX
22	DC9	XXX AAA CCC
31	DC9	AAA III CCC LLL AAA
32	DC9	AAA HHH
33	DC9	HHH AAA DDD
34	DC9	DDD HHH DDD
41	DC9	HHH LLL III DDD HHH
43	DC9	HHH CCC HHH
44	DC9	CCC HHH
51	DC9	HHH CCC HHH
52	DC9	HHH CCC HHH

GREEN

53	DC9	HHH III AAA
54	DC9	AAA LLL HHH HHH
61	DC9	HHH HHH CCC
64	DC9	HHH CCC HHH
65	DC9	HHH CCC HHH
101	727	CCC AAA CCC
102	727	CCC AAA CCC
104	727	CCC HHH CCC
201	727	AAA CCC AAA
202	727	AAA CCC AAA
203	727	AAA HHH DDD HHH
204	727	HHH AAA
301	727	XXX AAA HHH DDD
302	727	DDD HHH AAA XXX
401	727	CCC AAA CCC
402	727	CCC DDD HHH
403	727	HHH DDD CCC
404	727	CCC AAA CCC
501	727	CCC DDD HHH
502	727	HHH DDD CCC
503	727	DDD HHH
504	727	HHH DDD CCC
505	727	CCC DDD
601	727	HHH DDD
602	727	DDD CCC
603	727	CCC DDD CCC
604	727	CCC DDD HHH
605	727	CCC DDD
606	727	DDD CCC
701	727	HHH AAA XXX
702	727	XXX AAA HHH
801	727	HHH DDD AAA HHH
802	727	HHH DDD
803	727	DDD HHH AAA XXX
901	727	XXX AAA HHH
902	727	HHH AAA HHH

RED

7212	727	DDD JJJ GGG
7214	727	GGG JJJ DDD
0010	727	AAA GGG JJJ HHH
0011	727	AAA JJJ AAA
0012	727	HHH JJJ GGG AAA
0020	DC9	HHH AAA
0022	DC9	GGG HHH HHH
0023	DC9	HHH AAA HHH
0024	DC9	AAA HHH
0030	727	HHH GGG AAA
0031	DC9	HHH HHH GGG
0032	727	AAA GGG HHH
0040	727	HHH HHH CCC
0041	727	CCC HHH HHH
0042	727	HHH HHH CCC
0043	727	CCC HHH HHH

RED

0044	DC9	HHH HHH CCC
0045	DC9	CCC HHH HHH
0051	727	HHH CCC HHH
0052	727	HHH CCC HHH
0200	727	JJJ CCC DDD
0230	727	DDD CCC JJJ
0300	DC9	DDD GGG
0310	DC9	GGG DDD
0320	DC9	DDD CCC GGG
0330	DC9	GGG CCC DDD

WHITE

101	DC9	DDD CCC HHH
110	DC9	HHH CCC EEE
120	DC9	EEE III DDD
131	DC9	DDD CCC HHH AAA HHH
200	DC9	CCC DDD KKK
211	DC9	KKK CCC HHH AAA KKK
220	DC9	XXX AAA HHH
300	DC9	HHH AAA HHH CCC KKK
310	DC9	FFF AAA DDD
311	DC9	KKK DDD AAA FFF
400	DC9	HHH CCC AAA HHH
411	DC9	HHH AAA CCC HHH
420	DC9	HHH AAA EEE CCC
500	DC9	JJJ HHH CCC EEE
510	DC9	FFF HHH CCC DDD
551	DC9	DDD HHH HHH JJJ
600	DC9	AAA DDD
631	DC9	DDD III EEE AAA GGG
640	DC9	GGG HHH EEE AAA

```
TO ALPHA                       AAA 2
FR BRAVO                       BBB 1
        CAR     75.[illegible]
 6:45  7:30   GR 701   727   0
 7:00  9:02   AL 298   727   1
 7:0C  8:45   WT 800   DC9   1
 7:40  7:39   AL 296   727   0
 7:59 10:00   RO0030   727   1
 8:20  9:40   AL1705   707   0
 8:30  9:05   GR  11   DC9   0
 8:49  9:24   GL 811   727   0
 9:30 10:45   AL 256   727   0
11:12 11:47   AL 231   727   0
11:50 12:30   GL 311   DC9   0
12:35 14:00   GR  53   DC9   1
12:37 13:12   GR 302   727   0
12:50 14:39   GL1132   DC9   1
12:56 13:31   WT 711   DC9   0
13:45 14:20   AL 259   727   0
14:42 16:19   GL 101   727   1
15:15 16:17   AL 273   727   1
16:00 16:35   GL 303   727   0
16:00 16:35   WT 420   DC9   0
16:18 16:53   AL 257   727   0
16:55 17:30   GR 803   727   0
17:00 17:43   AL1708   707   0
17:45 18:20   AL 262   727   0
18:32 19:50   WT 600   DC9   1
18:59 19:34   GR 902   727   0
19:24 19:49   AL1760   727   0
19:41 20:16   WT 131   DC9   0
20:20 20:55   GL1701   727   0
         CONNECTIONS
 8:30 12:31 AL 230 EEF AL 271
FR CHARLIE                     CCC 1
        CAR     77.75
 6:0C  6:39   GR 801   727   0
 6:59  7:40   GR 101   727   0
 7:00  7:39   AL1711   707   0
 7:59  8:30   AL 801   DC9   0
 8:06  8:45   WT 400   DC9   0
 9:33 10:12   GR 201   727   0
 9:48 10:27   AL 290   727   0
10:20 11:32   GR  31   DC9   1
10:51 12:30   GL 711   DC9   1
11:00 11:39   GR  21   DC9   0
11:12 11:51   AL1712   707   0
11:48 13:51   WT 211   DC9   1
12:13 12:52   GL 111   727   0
12:37 13:56   GR 107   727   0
13:48 14:27   GR 202   727   0
14:00 14:39   GL1132   DC9   0
14:44 16:35   GL 101   727   1
15:18 16:53   AL 257   727   1
15:20 16:03   AL1713   707   0
```

```
TO ALPHA                       AAA 2
FR CHARLIE                     CCC 1
16:00 16:39   AL 131   727   0
16:48 17:27   AL 205   727   0
16:59 17:38   GL 602   727   0
17:25 18:04   GR 404   727   C
18:01 18:40   GR  13   DC9   0
18:21 20:18   WT 151   DC9   1
19:12 20:55   GL1701   727   1
19:36 20:15   AL1710   707   C
20:20 20:59   GL 122   727   0
21:33 22:12   AL 206   727   0
22:13 22:52   GR  16   DC9   0
         CONNECTIONS
 8:30 13:07 AL 210 HHH AL 231
11:12 15:24 WT 500 EFE WT 631
13:48 18:37 AL 211 HHH AL 273
15:16 22:16 WT 411 HHH WT 131
FR DELTA                       DDD 1
        CAR     82.14
 7:00  9:05   GR  11   DC9   1
 7:31  8:13   AL 200   727   C
 8:00 10:05   AL 250   727   1
 8:25  9:07   GL 400   727   C
 8:25  9:07   GR 801   727   0
 9:00  9:42   AL 258   727   0
10:40 11:26   AL 102   727   0
11:07 13:12   GR 302   727   1
11:20 13:24   WT 631   DC9   2
13:46 14:28   GR  12   DC9   0
14:00 16:51   AL 257   727   2
14:05 14:47   WT 311   DC9   C
14:18 15:00   GL 701   DC9   0
14:45 17:30   GR 803   727   1
14:57 15:39   AL 296   727   C
15:00 15:42   AL 103   727   0
15:37 18:20   AL 262   727   1
15:49 17:38   AL 602   727   1
16:42 17:24   GL 402   727   C
17:11 20:16   WT 131   DC9   2
17:54 19:55   AL1260   727   1
19:18 20:59   GL 122   727   1
19:16 19:58   AL 104   727   0
19:37 20:19   GL 113   727   0
         CONNECTIONS
10:49 14:34 AL 120 HHH AL 311
13:16 18:37 AL 261 HHH AL 273
FR ECHO                        EEE 2
        CAR     38.09
 7:30  8:10   AL 220   727   C
 9:51 10:31   AL 221   727   0
12:44 13:24   WT 611   DC9   0
15:57 16:37   AL 273   727   0
19:14 19:54   WT 600   DC9   0
```

```
TO ALPHA                       AAA 2
FR FOXTROT                     FFF 2
        CAR     38.48
 6:02  6:39   FL 600   727   C
12:15 12:52   AL 222   727   0
17:00 17:37   WT 310   DC9   0
18:21 18:58   AL 270   727   0
FR GOLF                        GGG 2
        CAR     71.55
 8:20  9:40   GL 700   DC9   0
 8:40 10:00   RO0030   727   0
10:03 11:23   AL 295   727   0
12:20 16:39   GL 101   727   2
16:00 19:54   WT 640   DC9   2
19:03 20:23   RO0012   727   0
         CONNECTIONS
14:16 20:20 AL 272 BBB AL 262
FR HOTEL                       HHH 1
        CAR     98.82
 6:30  7:30   RO0020   DC9   0
 6:50  9:07   GR 801   727   1
 7:34  9:24   GL 811   727   1
14:04 17:30   GL 602   727   2
17:08 20:23   RO0012   727   2
18:36 19:36   RO0023   DC9   0
         CONNECTIONS
13:17 16:39 GL1102 CCC GL1132
19:21 22:16 WT 551 BBB WT 131
FR INDIA                       III 1
        CAR     60.26
 9:15 11:32   GR  31   DC9   2
12:32 13:24   WT 631   DC9   1
13:50 14:02   GR  53   DC9   0
FR JULIET                      JJJ 1
        CAR     79.74
11:06 14:39   GL1132   DC9   2
13:42 14:12   RO0911   727   0
18:56 20:23   RO0012   727   1
         CONNECTIONS
 7:30 11:24 GL1000 HHH AL 811
17:16 22:50 GL1002 DDD GL1701
FR KILO                        KKK 1
        CAR     69.45
10:32 13:31   WT 211   DC9   2
13:30 14:47   WT 311   DC9   1
FR LIMA                        LLL 1
        CAR     56.37
11:31 11:32   GR  31   DC9   0
```

```
TO ALPHA                       AAA 2
FR MIKE                        MMM 2
        CAR     38.29
 5:24  6:00   GR 204   727   C
 6:23  6:59   WT 300   DC9   0
14:04 14:40   GR  33   DC9   C
FR NOVEMBER                    NNN 2
        CAR     41.20
 6:02  6:39   GL 100   727   C
10:31 11:08   WT 411   DC9   0
17:25 18:02   AL 297   727   0
FR XRAY                        XXX 0
        CAR    191.63
 0:20  5:57   GR 301   727   0
 7:00 12:37   GR 901   727   0
 8:00 13:37   AL1707   707   C
 8:02 13:39   AL1700   727   C
11:25 17:02   GR 202   727   0
12:23 18:00   AL1706   707   C
13:30 19:07   GL 812   727   0
16:25 22:02   GL 312   DC9   0
16:30 22:07   GR  22   DC9   0
16:50 22:27   WT 220   DC9   0
==================================
TO BRAVO                       BBB 1
==================================
FR ALPHA                       AAA 2
        CAR     75.05
 6:30  8:56   GR 301   727   0
 6:59 10:35   GL 100   727   1
 6:59 10:59   GL 120   727   1
 6:59  9:25   GL 600   727   0
 7:30  9:56   WT 300   DC9   0
 8:25 10:51   AL 270   727   0
 9:27 11:53   GR 801   727   0
10:02 12:28   AL 250   727   0
11:32 15:08   WT 411   DC9   1
11:45 14:11   GL 802   DC9   C
12:07 14:33   AL 231   727   0
12:57 15:23   GR 901   727   0
13:57 16:23   AL1707   707   0
14:00 16:26   AL1700   727   0
14:47 17:42   GR  50   DC9   1
15:12 17:38   GR 203   727   0
15:59 20:00   RO0032   727   1
17:22 19:48   GR 702   727   0
18:20 20:46   AL1706   707   C
18:22 20:48   AL 297   727   0
19:05 21:31   AL 263   727   0
19:18 22:29   AL 274   727   1
20:00 22:26   AL 812   727   0
22:22  0:48   AL 312   DC9   0
22:47  1:13   WT 220   DC9   0
         CONNECTIONS
```

TO BRAVO — BBB 1

FR ALPHA — AAA 2

17:32	21:09	GL1133 CCC GL1103		

FR CHARLIE — CCC 1 (CAR 38.68)

6:59	7:47	GL 301	727	0
7:30	8:10	AL 210	727	0
7:55	10:13	GR 401	727	1
8:06	8:48	GR 51	DC9	0
8:50	9:38	GL1131	DC9	0
9:47	10:35	GL 100	727	0
10:00	10:40	RD0041	727	0
10:09	10:57	AL 214	727	0
10:18	12:56	GR 402	727	1
10:31	11:39	GL 311	DC9	0
10:51	11:39	GR 52	DC9	0
11:48	12:56	WT 211	DC9	0
12:48	13:36	AL 211	727	0
13:19	14:07	GL1001	DC9	0
14:20	15:08	WT 411	DC9	0
14:44	15:32	GL 305	727	0
15:02	15:50	RD0043	727	0
15:10	15:58	AL 257	727	0
16:24	17:12	GR 44	DC9	0
16:40	18:58	GR 404	727	1
17:41	18:29	GR 64	DC9	0
18:10	18:58	AL 213	727	0
18:21	19:09	WT 131	DC9	0
18:45	19:33	GL1134	DC9	0
19:03	19:51	GR 43	DC9	0
19:12	20:00	GL1701	727	0
19:21	20:09	GL1103	DC9	0
20:55	21:43	RD0045	DC9	0
21:00	21:48	GR 45	DC9	0
21:13	22:01	GR 104	727	0

FR DELTA — DDD 1 (CAR 58.66)

7:00	9:10	GR 11	DC9	0
7:40	9:38	GL1131	DC9	1
8:00	9:10	AL 256	727	0
8:29	11:53	GR 801	727	1
9:00	12:20	AL 258	727	1
9:03	10:13	GR 301	727	0
9:49	10:59	GL 120	727	0
9:52	11:02	GR 41	DC9	0
11:07	12:17	GR 302	727	0
11:46	12:56	GR 402	727	0
12:59	14:09	GL1001	DC9	1
12:16	13:26	AL 261	727	0
14:00	15:58	AL 257	727	1
14:45	15:55	GR 803	727	0
14:37	16:07	AL 262	727	0
16:30	19:16	WT 551	DC9	1
16:56	18:06	GR 503	727	0

TO BRAVO — BBB 1

FR DELTA — DDD 1

17:11	19:09	WT 131	DC9	1
17:48	18:56	GR 604	727	0
17:54	19:04	AL1240	727	0
18:11	20:09	GL1103	DC9	1
19:50	21:00	GR 34	DC9	0

FR ECHO — EEE 2 (CAR 88.85)

8:12	10:27	AL 230	727	0
10:38	12:53	GL 302	727	0
11:18	13:33	WT 510	DC9	0
16:00	18:15	AL 233	727	0
18:11	20:26	AL 224	727	0
20:14	22:29	AL 276	727	0

CONNECTIONS

11:51	15:33	AL 221 AAA AL 231
16:31	19:56	AL 223 CCC AL 213
21:14	2:13	WT 640 AAA WT 220

FR FOXTROT — FFF 2 (CAR 78.66)

6:02	9:25	GL 400	727	1
13:15	15:40	GL 121	727	0
18:21	22:29	AL 274	727	2

FR GOLF — GGG 2 (CAR 66.76)

12:18	14:30	AL 272	727	0
12:20	14:32	GL 101	727	0
14:26	16:38	RD0022	DC9	0
16:00	18:12	WT 640	DC9	0
17:48	20:00	RD0032	727	0

FR HOTEL — HHH 1 (CAR 49.27)

6:40	11:53	GR 601	727	2
6:40	7:35	RD0040	727	0
7:34	8:29	GL 811	727	0
12:05	13:00	RD0031	DC9	0
12:06	13:01	RD0042	727	0
17:04	17:59	RD0044	DC9	0
18:21	19:16	WT 551	DC9	0

CONNECTIONS

11:51	16:04	WT 110 CCC WT 411

FR INDIA — III 1 (CAR 47.78)

8:40	11:02	GR 41	DC9	1

CONNECTIONS

10:15	12:39	GR 31 CCC GR 52

FR JULIET — JJJ 1 (CAR 96.68)

6:30	7:16	GL1000	DC9	0

TO BRAVO — BBB 1

FR JULIET — JJJ 1

8:00	8:46	WT 300	DC9	0
11:48	12:34	GL1132	DC9	0
16:16	17:02	GL1002	DC9	0

FR KILO — KKK 1 (CAR 65.56)

6:45	5:38	GL1131	DC9	2
10:32	12:36	WT 211	DC9	1
11:19	14:07	GL1201	DC9	2
17:16	20:09	GL1103	DC9	2

CONNECTIONS

11:32	14:08	WT 211 CCC WT 411
18:39	20:59	GL 804 CCC GL1701

FR LIMA — LLL 1 (CAR 42.08)

7:54	11:02	GR 41	DC9	2
17:02	17:42	GR 54	DC9	0

FR MIKE — MMM 2 (CAR 76.55)

6:23	9:56	WT 300	DC9	1
9:57	12:53	GL 302	727	1

CONNECTIONS

7:23	9:56	GR 204 AAA GR 301
16:04	18:38	GR 33 AAA GR 203

FR NOVEMBER — NNN 2 (CAR 92.83)

8:02	10:35	GL 100	727	2
6:45	9:24	GR 61	DC9	0
10:31	15:38	WT 411	DC9	2
17:25	20:46	AL 297	727	1

CONNECTIONS

8:02	15:11	GL 100 AAA GL 802

FR XRAY — XXX 4 (CAR 230.99)

0:20	8:56	GR 301	727	1
7:00	15:23	GR 901	727	1
8:00	15:24	AL1703	707	0
8:00	16:23	AL1707	707	1
8:02	16:26	GL1700	727	1
10:31	17:55	AL1701	707	0
11:25	19:48	GR 702	727	1
12:23	20:46	AL1706	707	1
13:30	22:26	GL 812	727	1
16:25	0:48	GL 312	DC9	1
16:50	1:13	WT 220	DC9	1

TO CHARLIE — CCC 1

FR ALPHA — AAA 2 (CAR 77.25)

6:45	9:13	GR 201	727	0
6:50	10:00	GR 31	DC9	1
6:59	9:27	GL 100	727	0
6:59	9:27	GR 401	727	0
7:00	9:28	AL 206	727	0
7:30	11:02	WT 300	DC9	1
7:59	10:27	AL1711	707	0
8:54	11:22	GR 101	727	0
9:00	11:28	AL 110	727	0
9:25	11:53	GR 11	DC9	0
10:45	13:13	GL 501	727	0
11:00	13:28	GR 202	727	0
11:32	14:00	WT 411	DC9	0
12:11	14:39	AL1712	707	0
13:00	15:28	AL 205	727	0
13:16	15:44	GR 102	727	0
14:00	17:46	GL1700	727	1
15:13	17:41	GR 13	DC9	0
15:32	18:00	GL1133	DC9	0
15:55	19:34	GL 702	DC9	1
16:23	18:51	AL1713	707	0
17:00	20:08	WT 920	DC9	1
17:59	20:27	GL 182	727	1
18:32	21:00	GR 404	727	0
18:45	21:13	AL 206	727	0
19:00	22:39	GL 403	727	1
19:25	21:53	GR 14	DC9	0
20:35	23:03	AL1714	707	0
22:22	1:56	GL 312	DC9	1
22:27	0:55	GR 22	DC9	0

CONNECTIONS

13:45	16:38	GL 802 BBB GL 111
15:12	17:45	AL 222 EEE AL 223

FR BRAVO — BBB 1 (CAR 38.68)

1:08	1:56	GL 312	DC9	0
7:00	7:46	GR 51	DC9	0
7:00	7:46	WT 400	DC9	0
7:36	8:22	GL1000	DC9	0
7:55	8:41	RD0040	727	0
8:30	11:53	GR 11	DC9	1
8:38	9:24	AL 210	727	0
9:06	9:52	WT 500	DC9	0
9:44	10:30	GR 41	DC9	0
9:45	10:31	GR 52	DC9	0
10:16	11:02	WT 300	DC9	0
11:14	13:30	GR 502	727	1
11:17	12:03	AL 214	727	0
12:54	13:40	GL1132	DC9	0
13:13	15:59	GL 302	727	1
13:21	14:07	RD0042	727	0
13:53	14:39	WT 510	DC9	0

TO CHARLIE CCC 1

FR BRAVO BBB 1

17:40	18:47	RL 211	727	0
14:24	16:40	GR 603	727	1
14:52	15:30	GL 101	727	0
16:00	20:08	WT 420	DC9	2
16:35	17:21	GR 44	DC9	0
17:00	17:46	GL1700	727	0
17:47	18:43	GR 43	DC9	0
18:51	21:07	GR 504	727	1
19:00	19:46	RD0044	DC9	0
19:16	20:04	RL 211	727	0
19:30	20:16	GR 65	DC9	0
20:18	21:04	GL1135	DC9	0
22:06	21:52	RL 224	727	0
22:21	23:07	GR 104	727	0

FR DELTA DDD 1

CAR 43.58

7:0C	11:53	GR 11	DC9	2
7:40	8:30	GL1131	DC9	0
7:45	8:35	WT 101	DC9	0
11:00	11:50	RD0320	DC9	0
11:22	12:12	GR 602	727	0
12:09	12:59	GL1001	DC9	0
12:40	13:30	GR 502	727	0
14:0C	14:50	RL 257	727	0
14:15	15:05	GR 603	727	0
15:09	16:39	GL 602	727	0
15:50	16:40	GR 403	727	0
16:04	16:54	RD0230	727	0
16:35	17:25	RL 212	727	0
17:11	18:01	WT 131	DC9	0
18:11	19:01	GL1103	DC9	0
18:44	19:34	GL 703	DC9	0
19:10	20:00	GL 172	727	0
19:10	20:00	GR 606	727	0
20:17	21:07	GR 504	727	0
21:49	22:39	GL 403	727	0

FR ECHO EEE 2

CAR 67.14

10:36	13:59	GL 302	727	1
11:10	14:59	WT 510	DC9	1
14:35	16:45	RL 224	727	0
17:56	20:08	WT 420	DC9	0
18:11	21:52	RL 224	727	1

CONNECTIONS

10:12 13:03 RL 230 RRR RL 210
10:12 15:02 RL 230 RRR RL 211

FR FOXTROT FFF 2

CAR 88.58

CONNECTIONS

10:15 17:45 RL 222 FFF RL 223
15:15 18:06 RL 121 RRR GL1700

TO CHARLIE CCC 1

FR GULF GGG 2

CAR 80.94

12:20	15:36	GL 101	727	1
15:00	17:24	RD0330	DC9	0
15:16	17:46	GL 112	727	C

CONNECTIONS

10:20 14:13 GL 700 AAA GL 4(1)

FR HOTEL HHH 1

CAR 59.36

6:40	8:41	RD0040	727	1
10:51	11:56	WT 110	DC9	0
12:06	14:07	RD0082	727	1
12:17	13:24	GL1102	DC9	0
14:04	16:39	GL 602	727	1
14:53	16:00	RC0051	727	C
17:04	19:46	RD0044	DC9	1
18:17	19:24	RD0052	727	0

FR INDIA III 1

CAR 41.78

9:15	10:00	GR 31	DC9	0

FR JULIET JJJ 1

CAR 61.96

6:30	8:22	GL1000	DC9	1
6:30	7:36	RD0200	727	0
8:00	9:54	WT 500	DC9	1
11:48	13:40	GL1132	DC9	1

CONNECTIONS

17:16 22:06 GL1002 RRR GL1135

FR KILO KKK 1

CAR 53.47

6:05	6:30	GL1131	DC9	1
8:03	8:59	GL1131	DC9	0
10:32	11:24	WT 211	DC9	0
11:16	12:59	GL1001	DC9	1
17:16	19:01	GL1133	DC9	1
17:46	18:40	GL 804	DC9	0

FR MIKE MMM 2

CAR 74.15

6:23	11:02	WT 330	DC9	2
9:57	13:59	GL 304	727	2

CONNECTIONS

7:23 10:13 GR 204 AAA ER 2(1)
8:23 14:55 WT 300 AAA WT 411
16:04 16:41 GR 33 AAA ER 13

FR NOVEMBER NNN 2

CAR 93.73

8:27	8:27	RL 150	727	1
8:45	10:30	GR 41	DC9	1
10:31	14:06	WT 411	DC9	1

TO CHARLIE CCC 1

FR XRAY XXX 4

CAR 240.38

8:02	17:46	FL1700	727	2
14:25	1:54	GL 312	DC9	2
16:30	0:55	GR 22	DC9	1

TO DELTA DDD 1

FR ALPHA AAA 2

CAR 82.18

6:30	10:22	ER 301	727	1
6:59	9:28	FL 120	727	0
6:59	10:31	GL 800	727	1
7:30	9:59	RL 101	727	0
8:00	10:29	WT 600	DC9	0
9:02	11:31	RL 26C	727	0
9:25	13:01	GR 11	DC9	1
10:00	12:29	GL 700	DC9	0
10:25	12:54	RL 256	727	0
10:45	14:21	GL 401	727	1
11:43	14:12	RL 255	727	0
11:45	15:37	GL 802	DC9	1
11:46	14:15	RL 102	727	0
14:40	17:09	RL 259	727	0
15:00	17:29	GR 33	DC9	0
15:12	19:04	ER 203	727	1
15:55	18:24	GL 703	DC9	0
16:02	18:31	RL 103	727	0
17:45	20:14	RL 257	727	0
17:54	21:35	GL 102	727	1
18:00	20:29	WT 310	DC9	0
19:00	21:29	GL 403	727	0
19:05	22:57	RL 263	727	1

CONNECTIONS

13:32 14:47 WT 411 CCC WT 510
16:00 19:28 GL1700 RRR GL1002

FR BRAVO BBB 1

CAR 58.66

6:40	9:32	GR 41	DC9	2
6:59	8:05	ER 6C1	727	0
7:00	8:36	RL 258	727	0
7:36	9:30	GL1000	DC9	1
8:40	13:01	GR 11	DC9	2
9:16	10:27	GR 5C1	727	0
9:40	12:54	RL 256	727	1
9:45	10:51	GL 600	727	0
11:16	12:20	GR 502	727	0
12:36	13:49	ER 802	727	0
13:05	17:09	RL 259	727	1
13:46	14:52	RL 261	727	0
13:43	14:47	WT 510	DC9	1
14:36	15:30	GR 433	727	0
14:51	15:37	GL 802	DC9	0
16:00	17:06	RL 121	727	C

TO DELTA DDD 1

FR BRAVO BBB 1

16:18	20:14	RL 257	727	1
17:22	18:28	GL1002	DC9	C
17:58	19:04	GR 203	727	0
18:51	19:57	GR 504	727	0
21:51	22:57	RL 263	727	0
22:00	23:06	GR 36	DC9	C

CONNECTIONS

14:56 17:15 RL 211 CCC RL 212

FR CHARLIE CCC 1

CAR 43.58

7:54	8:42	RD0200	727	0
7:55	8:43	GR 501	727	0
8:00	8:48	WT 200	DC9	C
8:42	9:30	GL1000	DC9	C
10:38	11:26	GR 402	727	0
12:13	13:01	GR 11	DC9	C
12:57	13:45	GR 603	727	C
13:33	14:21	GL 401	727	0
13:44	14:32	GL1102	DC9	0
14:45	15:33	GR 505	727	0
14:59	15:47	WT 510	DC9	C
15:10	20:14	RL 257	727	2
15:27	16:15	RL 212	727	0
15:50	16:38	GR 605	727	0
16:40	17:28	GR 604	727	0
18:00	18:48	RD0330	DC9	C
18:04	18:52	GL 112	727	0
20:47	21:35	GL 102	727	0

FR ECHO EEE 2

CAR 68.65

11:10	15:47	WT 510	DC9	2
13:30	16:23	WT 120	DC9	1

CONNECTIONS

10:12 15:52 RL 230 RRR RL 261
12:38 16:37 GL 302 BBB GL 802
20:11 23:57 RL 224 BBB RL 263

FR FOXTROT FFF 2

CAR 93.13

6:02	10:51	GL 600	727	2
13:15	17:06	RL 121	727	1
17:00	20:29	WT 310	DC9	1

FR GULF GGG 2

CAR 98.03

7:30	10:15	RD0310	DC9	C
8:20	12:29	RL 700	DC9	1
10:03	14:12	RL 295	727	1
11:56	15:19	RD7214	727	1
15:00	18:48	RD7330	DC9	1
15:16	18:57	RL 112	727	1

CONNECTIONS

WITHOUT CASS — F L I G H T   S C H E D U L E S — PAGE 4

```
==============================
TO DELTA                 DDD 1
==============================
FR GOLF                  GGG 2
 14:20 18:06 GL 101 PPP GL 121

FR HOTEL                 MMM 1
          CAR   70.15
 6:40  8:05  GR 801   727  0
 12:17 14:52 GL1102   DC9  1
 14:04 15:29 GL 602   727  0
          CONNECTIONS
 8:39 11:21 GL 811 PPP GL 600

FR INDIA                 III 1
          CAR   66.80
 8:46  9:32  GR  41   DC9  0
 15:37 16:23 WT 120   DC9  0
          CONNECTIONS
 10:15 12:26 GP  31 CCC GR 402

FR JULIET                JJJ 1
          CAR   81.80
 6:30  9:30  GL1000   DC9  2
 6:30  8:02  RD0200   727  1
 13:45 15:19 RDF214   727  0
 16:16 18:20 GL1002   DC9  1
          CONNECTIONS
 7:30 11:51 GL1000 PPP GL 600

FR KILO                  KKK 1
          CAR   87.74
 6:05  7:20  GL1131   DC9  0
 11:14 11:49 GL1001   DC9  0
 13:10 13:45 WT 311   DC9  0
 17:16 17:51 GL1103   DC9  0

FR LIMA                  LLL 1
          CAR   60.96
 7:50  9:32  GP  41   DC9  1

FR MIKE                  MMM 2
          CAR   73.79
 16:00 17:34 GP  31   DC9  1
          CONNECTIONS
 7:23 11:22 GP 204 AAA GP 301
 8:23 11:59 WT 300 AAA WT 600
 11:57 16:37 GL 302 MMM GL 602
 16:00 20:04 GP  33 AAA GP 203

FR OVERMAID              NNN 2
          CAR   95.49
          CONNECTIONS
 8:02 13:20 GL 100 AAA GL 700
 8:05 13:20 GP  61 MMM GP 502

FR XRAY                  XXX 4
          CAR  249.87
```

```
==============================
TO DELTA                 DDD 1
==============================
FR XRAY                  XXX 4
 6:20 10:22  GR 301   727  2
==============================
TO ECHO                  EEE 2
==============================
FR ALPHA                 AAA 2
          CAR   76.09
 6:30  9:06  RL 220   727  0
 13:12 13:48 RL 222   727  0
 17:00 17:36 WT 420   DC9  0
 19:18 19:54 RL 276   727  0

FR BRAVO                 BBB 1
          CAR   68.85
 7:30  7:52  RL 230   727  0
 8:07  8:29  GL 301   727  0
 10:06 10:33 WT 500   DC9  1
 15:15 15:37 RL 231   727  0
 15:18 15:40 RL 233   727  0
 16:00 17:36 WT 420   DC9  1
 18:12 18:56 WT 603   DC9  0
 20:56 22:21 RL 224   727  2
          CONNECTIONS
 11:18 14:35 WT 300 CCC WT 310
 12:12 13:56 RL 231 AAA RL 222
 14:56 19:26 RL 231 CCC RL 225

FR CHARLIE               CCC 1
          CAR   67.16
 6:59  8:29  GL 301   727  1
 10:12 10:33 WT 500   DC9  0
 12:18 12:39 WT 310   DC9  0
 17:05 17:26 RL 223   727  0
 21:52 22:13 RL 224   727  0
          CONNECTIONS
 13:48 17:37 RL 211 AAA RL 273
 15:16 20:54 WT 611 MMM WT 640

FR DELTA                 DDD 1
          CAR   68.65
 11:20 12:2? WT 611   DC9  1
          CONNECTIONS
 8:45 12:31 WT 101 CCC WT 500
 13:16 17:37 RL 261 MMM RL 273
 15:05 19:36 WT 311 AAA WT 420
 16:37 21:56 RL 262 AAA RL 274

FR FOXTROT               FFF 2
          CAR   52.17
 12:15 13:06 RL 222   727  1
 16:21 19:54 RL 274   727  1

FR GOLF                  GGG 2
          CAR   76.15
 16:00 18:54 WT 640   DC9  1
```

```
==============================
TC ECHO                  EEE 2
==============================
FR HOTEL                 MMM 1
          CAR   94.43
 10:51 17:39 WT 110   DC9  1

FR INDIA                 III 1
          CAR   88.07
 12:32 12:29 WT 631   DC9  0

FR JULIET                JJJ 1
          CAR   79.19
 8:00 10:33  WT 500   DC9  2
          CONNECTIONS
 7:36 10:29 GL1000 MMM GL 301

FR MIKE                  MPM 2
          CAR   30.79
 9:57 10:18  GL 502   727  0
==============================
TC FOXTROT               FFF 2
==============================
FR ALPHA                 AAA 2
          CAR   78.98
 6:59 11:56  GL 120   727  2
 10:51 11:36 RL 221   727  0
 15:07 15:46 WT 311   DC9  0
 16:57 17:36 RL 273   727  0
 21:37 22:09 GL1701   727  0

FR BRAVO                 BBB 1
          CAR   78.60
 11:19 11:56 FL 120   727  0
 15:15 17:36 RL 273   727  2
 20:26 22:09 GL1701   727  1
          CONNECTIONS
 8:30 13:50 RL 230 EEE RL 221

FR CHARLIE               CCC 1
          CAR   86.54
 19:12 22:09 GL1701   727  2
          CONNECTIONS
 10:47 13:56 GL 100 BBB GL 120
 13:48 19:36 RL 211 BBB RL 273

FR DELTA                 DDD 1
          CAR   93.13
 9:49 11:56  GL 120   727  1
 14:05 15:46 WT 311   DC9  1
          CONNECTIONS
 9:00 13:30 RL 269 AAA RL 221
 13:16 19:36 RL 261 BBB RL 273
 20:10  6:09 GL 172 AAA GL1701
 20:37  9:07 GL 113 AAA GL1701

FR ECHO                  EEE 2
          CAR   92.17
```

```
==============================
TO FOXTROT               FFF 2
==============================
FR ECHO                  EEE 2
 9:51 11:30  RL 221   727  1
 15:57 17:36 RL 273   727  1

FR HOTEL                 MMM 1
          CAR   99.32
          CONNECTIONS
 8:34 13:56 GL 811 MMB GL 120

FR JULIET                JJJ 1
          CAR   76.25
          CONNECTIONS
 7:30 13:56 GL1000 BBB GL 120

FR KILO                  KKK 1
          CAR   82.69
 13:10 15:46 WT 311   DC9  2
==============================
TO GOLF                  GGG 2
==============================
FR ALPHA                 AAA 2
          CAR   71.59
 6:59 11:16  GL 100   727  2
 6:59  8:18  RD0010   727  0
 7:39  9:10  RL 299   727  0
 13:12 14:31 GL 111   727  0
 13:44 15:03 WT 631   DC9  0
 15:55 21:39 GL 703   DC9  2
 14:59 17:10 RD2032   727  0

FR BRAVO                 BBB 1
          CAR   64.76
 7:04  9:10  RL 299   727  1
 7:59  8:20  RD0030   727  0
 10:55 11:16 GL 100   727  0
 11:37 11:58 RL 272   727  0
 13:20 13:41 RD0031   DC9  0

FR CHARLIE               CCC 1
          CAR   80.50
 9:47 11:16  GL 100   727  1
 12:10 12:49 RDC320   DC9  0
 12:13 14:31 GL 111   727  1
 20:00 21:39 GL 703   DC9  0
          CONNECTIONS
 8:30 13:50 RL 210 MMP RL 272
 11:09 13:58 RL 214 ABB RL 272

FR DELTA                 DDD 1
          CAR   98.03
 9:30 11:09  RDT217   727  1
 11:00 12:49 RD0320   DC9  1
 11:20 15:03 WT 631   DC9  3
 18:44 21:39 RL 703   DC9  1
 19:35 20:33 RD0300   DC9  0
```

```
TO BOB                         BBB 2
===============================
FR DELTA                       DDD 1
         CONNECTIONS
  8:00 13:16 GL1131 BBB GL 100
  8:00 13:16 GL1131 CCC GL 100

FR ECHO                        EEE 2
         CAR    78.15
 17:00 15:03   WT 431  DC9    1

FR HOTEL                       HHH 1
         CAR    78.75
 12:05 13:41   RD0031  DC9    1
 17:40 18:43   RD0012  727    1
         CONNECTIONS
  8:30 13:16 GL 811 PPP GL 100

FR INDIA                       III 1
         CAR    77.15
 17:12 19:03   WT 671  DC9    2

FR JULIET                      JJJ 1
         CAR    88.47
 11:22 11:09   RD1212  727    0
 18:56 18:43   RD0012  727    0
         CONNECTIONS
  7:30 13:16 GL1000 PPP GL 100

FR NOVEMBER                    NNN 2
         CAR    86.14
  6:02 11:16   GL 100  727    3
         CONNECTIONS
 17:11 17:07 WT 611 AAA WT 631
===============================
TO HOTEL                       HHH 1
===============================
FR ALPHA                       AAA 2
         CAR    98.82
  6:50 12:18   GL 400  727    2
  8:50 11:21   RD0010  727    2
  8:15 11:03   RD0020  DC9    0
 19:12 20:51   GR 201  727    2
 19:56 22:08   RD0023  DC9    0
 20:00 23:50   GL 812  727    1

FR BRAVO                       BBB 1
         CAR    89.77
  9:45 12:18   GL 400  727    1
 11:08 12:01   RD0001  727    0
 16:10 17:03   RD0003  727    0
 16:58 17:51   RD0022  DC9    0
 17:56 20:51   GR 201  727    1
 22:03 22:56   RD0005  DC9    0
 22:08 23:50   GL 812  727    0
```

```
TO HOTEL                       HHH 1
===============================
FR CHARLIE                     CCC 1
         CAR    89.16
  8:55 10:02   WT 131  DC9    0
  9:19 10:26   GL1101  DC9    0
 10:00 12:01   RD0041  727    1
 15:02 17:03   RD0043  727    1
 16:20 17:27   RD0051  727    0
 19:40 20:51   RD0052  727    0
 20:55 22:56   RD0045  DC9    1
         CONNECTIONS
 15:59 19:01 WT 410 DDD WT 531
 17:40 21:51 GR 604 DDD GR 203
 20:21  0:39 GL1133 HHH GL 812

FR DELTA                       DDD 1
         CAR    78.15
  7:45 10:02   WT 101  DC9    1
 11:11 12:36   GL 630  727    0
 16:30 18:02   WT 551  DC9    0
 19:24 20:51   GR 203  727    0
         CONNECTIONS
  8:00 11:26 GL1131 CCC GL1101

FR FOXTROT                     FFF 2
         CAR    99.12
  6:02 12:36   GL 600  727    3

FR GOLF                        GGG 2
         CAR    74.25
  8:36 11:21   RD0010  727    1
 14:26 17:51   RD0022  DC9    1

FR JULIET                      JJJ 1
         CAR    49.37
 10:39 11:21   RD0010  727    0

FR KILO                        KKK 1
         CAR    89.43
  8:03 10:26   GL1101  DC9    1

FR KRAY                        XXX 4
         CAR   243.16
 11:30 23:34   GL 812  727    2
===============================
TO INDIA                       III 1
===============================
FR ALPHA                       AAA 2
         CAR    60.26
  6:50  8:54   GR  31  DC9    0
         CONNECTIONS
 10:00 13:12 WT 400 DDD WT 631

FR BRAVO                       BBB 1
         CAR    87.78
  6:50  8:26   GR  41  DC9    1
```

```
TO INDIA                       III 1
===============================
FR BRAVO                       BBB 1
 12:35 13:30   GR  53  DC9    0

FR CHARLIE                     CCC 1
         CAR    81.78
         CONNECTIONS
 11:51 14:25 GR  52 BBB GR  53

FR DELTA                       DDD 1
         CAR    86.88
 11:20 12:12   WT 631  DC9    0

FR ECHO                        EEE 4
         CAR    88.97
 13:30 14:17   WT 120  DC9    0

FR LIMA                        LLL 1
         CAR    38.08
  7:54  8:26   GR  41  DC9    0

FR MIKE                        MMM 2
         CAR    55.77
         CONNECTIONS
  7:23  9:54 GR 204 AAA GR  31
===============================
TO JULIET                      JJJ 1
===============================
FR ALPHA                       AAA 2
         CAR    79.28
  6:59 10:19   RD0010  727    1
 10:59 13:22   RD0011  727    0
         CONNECTIONS
 17:32 22:18 GL1133 CCC GL1103

FR BRAVO                       BBB 1
         CAR    86.68
  9:58 10:47   GL1131  DC9    0
 14:27 15:16   GL1001  DC9    0
 19:36 20:25   WT 551  DC9    0
 20:29 21:18   GL1103  DC9    0

FR CHARLIE                     CCC 1
         CAR    61.96
  8:50 10:47   GL1131  DC9    1
 13:19 15:16   GL1001  DC9    1
 17:30 18:24   RD0230  727    0
 19:21 21:18   GL1103  DC9    1
         CONNECTIONS
  7:54 11:47 GL 301 BBB GL1131
 19:45 22:18 GL1134 BBB GL1103

FR DELTA                       DDD 1
         CAR    81.68
  7:40 10:47   GL1131  DC9    2
  9:50 11:02   RD1212  727    0
```

```
TO JULIET                      JJJ 1
===============================
FR DELTA                       DDD 1
 12:09 15:16   GL1001  DC9    2
 16:04 18:24   RD0230  727    1
 16:30 20:25   WT 551  DC9    2
 18:11 21:18   GL1103  DC9    2

FR ECHO                        EEE 2
         CAR    79.14
         CONNECTIONS
 12:30 16:16 GL 302 BBB GL1001

FR GOLF                        GGG 2
         CAR    98.47
  8:30 10:19   RD0010  727    0
 11:54 13:35   RD1214  727    0
         CONNECTIONS
 18:00 21:25 WT 640 BBB WT 551

FR HOTEL                       HHH 1
         CAR    49.37
 17:48 18:36   RD0012  727    0
 18:21 20:25   WT 551  DC9    1
         CONNECTIONS
  8:34 11:47 GL 811 BBB GL1131

FR KILO                        KKK 1
         CAR    86.14
  6:45 10:47   GL1131  DC9    3
 11:14 15:16   GL1001  DC9    3
 17:16 21:18   GL1103  DC9    3
===============================
TO KILO                        KKK 1
===============================
FR ALPHA                       AAA 2
         CAR    69.45
  7:30 12:19   WT 300  DC9    2
 11:45 16:36   GL 802  DC9    2
         CONNECTIONS
 17:32 20:57 GL1133 CCC GL 804

FR BRAVO                       BBB 1
         CAR    65.56
  7:36 10:29   GL1000  DC9    2
 10:16 12:19   WT 300  DC9    1
 14:31 16:36   GL 802  DC9    1
 17:22 19:27   GL1002  DC9    1
         CONNECTIONS
 19:52 20:52 GL 101 CCC GL 804

FR CHARLIE                     CCC 1
         CAR    53.67
  8:00  9:47   WT 200  DC9    1
  8:42 10:29   GL1000  DC9    1
 11:22 12:19   WT 300  DC9    0
 15:44 15:31   GL1102  DC9    1
```

[illegible] COST FLIGHT SCHEDULES PAGE

```
TO BILL                    AAA 1
FR CHARLIE                 CCC 1
  19:00 19:57  GL 804  DC9  0

FR DELTA                   DDD 1
         CAN   81.24
   9:04  9:47  WT 200  DC9  0
   9:59 10:29  GL1000  DC9  0
  14:52 15:31  GL1102  DC9  0
  15:57 16:36  GL 802  DC9  0
  18:48 19:27  GL1002  DC9  0

FR HOTEL                   HHH 1
         CAN   89.43
  13:17 15:31  GL1102  DC9  2

FR JULIET                  JJJ 1
         CAN   86.10
   8:10 10:29  GL1000  DC9  3
  16:16 19:27  GL1002  DC9  2

FR MIKE                    MMM 4
         CAN   59.36
   8:23 12:19  WT 300  DC9  3

TO LIMA                    LLL 1
FR ALPHA                   AAA 2
         CAN   56.37
   8:58 11:11  GR  31  DC9  2
  14:07 16:42  GR  50  DC9  0

FR BRAVO                   BBB 1
         CAN   82.08
   6:50  7:50  GR  41  DC9  0

FR CHARLIE                 CCC 1
         CAN   86.48
  10:20 11:11  GR  31  DC9  0

FR INDIA                   III 1
         CAN   38.68
   9:15 11:11  GR  31  DC9  1

TO MIKE                    MMM 2
FR ALPHA                   AAA 2
         CAN   36.20
  12:17 12:51  GR  37  DC9  0
  20:00 20:34  GR 902  727  0
  20:36 21:10  WT 131  DC9  0

FR BRAVO                   BBB 1
         CAN   76.35
   8:07  9:11  GL 301  727  1
  19:59 20:30  GR 902  727  1
```

```
TO MIKE                    MMM 2
FR BRAVO                   BBB 1
  19:41 21:10  WT 131  DC9  1

FR CHARLIE                 CCC 1
         CAN   79.15
   8:59  9:11  GL 301  727  2
  19:21 21:10  WT 131  DC9  2
         CONNECTIONS
  17:00 19:51 GR  21 AAA GR  32
  19:01 22:34 GR  13 AAA GR 902

FR DELTA                   DDD 1
         CAN   73.75
  17:11 21:10  WT 131  DC9  1
         CONNECTIONS
  15:05 23:10 WT 311 AAA WT 131
  17:56 22:34 GR 403 BBB GR 902

FR ECHO                    EEE 2
         CAN   50.79
   8:49  9:11  GL 301  727  C

TO NOVEMBER                NNN 2
FR ALPHA                   AAA 2
         CAN   81.28
   9:05  9:46  WT 400  DC9  0
  14:47 18:54  GR  54  DC9  2
  15:59 16:40  RL 296  727  C
  21:30 22:11  GL 122  727  0

FR BRAVO                   BBB 1
         CAN   52.83
   7:00  9:46  WT 400  DC9  2
  18:02 18:54  GR  54  DC9  C

FR CHARLIE                 CCC 1
         CAN   93.73
   8:06  9:46  WT 400  DC9  1
  20:20 22:11  GL 122  727  1
         CONNECTIONS
  17:20 20:54 GR  44 BBB GR  54

FR DELTA                   DDD 1
         CAN   95.53
  14:57 16:40  RL 296  727  1
  19:10 22:11  GL 122  727  2
         CONNECTIONS
  15:45 20:54 GR 803 BBB GR  54
  20:37  0:11 GL 113 AAA GL 122

FR LIMA                    LLL 1
         CAN   76.15
  17:02 18:54  GR  54  DC9  1
```

```
TO ABAY                    XXX 4
FR ALPHA                   AAA 2
         CAN  191.63
   7:50 10:04  GR 701  727  0
   9:29 11:18  RL1705  707  0
  10:00 12:10  GL 811  727  0
  11:59 14:13  GR  21  DC9  0
  12:59 15:08  GL 311  DC9  2
  13:32 15:46  GR 302  727  0
  13:51 16:05  WT 211  DC9  0
  17:00 19:14  GL 303  727  0
  18:00 20:14  GR 803  727  0
  18:03 20:17  RL1708  707  0

FR BRAVO                   BBB 1
         CAN  230.99
   8:55 10:30  GR 701  727  1
   8:00 10:22  RL1701  707  0
   8:29 11:38  RL1705  707  1
   8:49 12:10  GL 811  727  1
  11:59 15:08  GL 311  DC9  1
  12:37 15:46  GR 302  727  1
  12:56 16:05  WT 211  DC9  1
  15:04 17:55  RL1703  707  0
  16:00 19:14  RL 303  727  1
  16:55 20:14  GR 803  727  1
  17:08 20:17  RL1708  707  1

FR CHARLIE                 CCC 1
         CAN  240.30
  10:51 15:08  GL 311  DC9  2
  11:00 14:13  GR  21  DC9  1
  11:48 16:05  WT 211  DC9  2
  14:04 19:14  GL 303  727  2

FR DELTA                   DDD 1
         CAN  249.87
  11:07 15:46  GR 302  727  2
  14:45 20:14  GR 803  727  2

FR HOTEL                   HHH 1
         CAN  263.18
   7:34 12:10  GL 811  727  2

FR KILO                    KKK 1
         CAN  237.59
  10:32 16:05  WT 211  DC9  3
```

FILES USED:

NUM	ID	NAME	FILE	LAST MODIFIED	LAST USED	UNIVERSE	LAST MODIFIED
		UNIVERSE FILE:				FAA_0001	80/01/18 14:16:37.00
1	BL	BLUE	BLUE-01	80/02/14 10:22:30.00	80/02/14 11:57:03.00	FAA_0001	80/01/18 14:16:37.00
2	GL	GOLD	GOLD-01	80/02/13 10:22:09.00	80/02/14 11:57:03.00	FAA_0001	80/01/18 14:16:37.00
3	GR	GREEN	GREEN-01	80/02/14 11:54:57.00	80/02/14 11:57:03.00	FAA_0001	80/01/18 14:16:37.00
4	RD	RED	RED-01	80/02/13 10:10:56.00	80/02/14 11:57:03.00	FAA_0001	80/01/18 14:16:37.00
5	WT	WHITE	WHITE-01	80/02/13 15:40:59.00	80/02/14 11:57:03.00	FAA_0001	80/01/18 14:16:37.00

TABLE 4.13 PERIOD 2 SCHEDULES

BLUE	GOLD	GREEN	RED
204 727 AAA CCC AAA	100 727 AAA CCC BHH GGG	51 DC9 HAA CCC AHA	0044 DC9 HHH AAA CCC
205 727 AAA CCC AAA	101 727 GGG HAA CCC AAA	52 DC9 HAA CCC AAA	0045 DC9 CCC AAA HHH
206 727 AAA CCC AAA	102 727 AAA CCC DDD	53 DC9 BAA III AAA	0051 DC9 HHH CCC HHH
210 727 CCC AHA CCC	110 727 AAA CCC	54 DC9 AAA LLL AHA HAA	0052 DC9 HHH CCC HHH
211 727 CCC AHA CCC	111 727 CCC AAA GGG	61 DC9 HHH AAA CCC	0200 727 JJJ CCC BBB
212 727 CCC DDD CCC	112 727 GGG CCC DDD	64 DC9 AAA CCC AHA	0230 727 DDD CCC JJJ
213 727 CCC AHA CCC	113 727 DDD AAA	65 DC9 BAA CCC AAA	0300 727 DDD CCC GGG
214 727 CCC AHA CCC	120 727 AAA DDD HHH FFF	101 727 CCC AAA CCC	0310 727 GGG CCC DDD
220 727 FEF AAA FEE	121 727 FFF AAA DDD	102 727 CCC AAA CCC	0320 727 DDD CCC GGG
221 727 FEE AAA FFF	122 727 DDD CCC AAA	104 727 CCC AAA CCC	0330 727 GGG CCC DDD
222 727 FFF AAA FEF	301 727 CCC AAA EEE AAA	201 727 AAA CCC AAA	
223 727 FEE FEE EFE	302 727 AAA FEE BAA CCC	202 727 AAA DDD	
224 727 FEF ABA CCC EEE	303 727 CCC AAA AAA XXX	203 727 AAA BBA DDD HHH	WHITE
230 727 ABA FEE AAA	311 DC9 CCC AAA AAA XXX	301 727 XXX AAA AAA DDD	
231 727 ABA AAA ABA	312 DC9 XXX AAA BHA CCC	302 727 DDD BBA AAA XXX	101 DC9 DDD CCC HHH
233 727 ABA FEE ABA	400 727 DDD AAA	401 727 CCC AAA CCC	110 DC9 HHH CCC EEE
234 727 ADA ABA AAA DDD	401 727 AAA CCC DDD	402 727 CCC DDD BBB	120 DC9 FFF III DDD
237 727 DDD CCC AAA AAA DDD	402 727 DDD AAA	403 727 BAA DDD CCC	131 DC9 DDD CCC HAB AAA
238 727 ABA DDD AAA AHB	403 727 AAA DDD CCC	404 727 CCC AAA CCC	200 DC9 CCC BBD KKK
239 727 AAA AAA ABA AHB	600 727 FFF AAA BAA DDD HHH	501 727 CCC DDD AAB	211 DC9 KKK CCC ABB AAA XXX
260 727 DDD AAA DDD	602 727 HHH DDA CCC AAA	502 727 AAA DDD AAA	220 DC9 XXX AAA ABB
261 727 ABA AHB DDD	700 DC9 GGG AAA DDD	503 727 DDD BBA	300 DC9 AAA ABB CCC KKK
262 727 DDA AAA AAA	701 DC9 DDD AAA	504 727 B99 DDD CCC	310 DC9 FFF AAA DDB
263 727 AAA AHB DDD	703 DC9 AAA DDD CCC GGG	601 727 BBA DDD	311 DC9 KKK DDD AAA FFF
270 727 AAA AAB	801 DC9 CCC AAA	602 727 DDD CCC	400 DC9 BAA CCC AAA BAA
272 727 ABA GGG AAA	802 DC9 AAA HAA DDD KKK	603 727 CCC DDD CCC	411 DC9 BBB AAA CCC BAB
273 727 ABA FEE AAA FFF	804 DC9 KKK CCC KKK	604 727 CCC DDD AFA	420 DC9 AAA AAA EEE CCC
274 727 FFF AAA EEE AHB	811 727 HHH AAA AAA XXX	605 727 CCC DDD	500 DC9 JJJ AAB CCC EEE
280 727 AAA AGG AAA	812 727 XXX AAA BAA HHH	606 727 DDD CCC	510 DC9 FFF AAB CCC DDD
281 727 AAA HHH AAA	1000 DC9 JJJ HAA CCC DDC KKK	701 727 BBA AAA XXX	551 DC9 DDD HHH BAB JJJ
282 727 AAA JJJ AAA	1001 DC9 KKK DDD CCC ABA JJJ	702 727 XXX AAA AAA	600 DC9 AAA DDD
290 727 AAA AAA	1002 DC9 JJJ AAA DDD KKK	801 727 HHH DCD AAA BBB	631 DC9 DDD III EEE AAA 661
291 727 AAA DDB AAA	1101 DC9 KKK CCC HHH	802 727 AAA DDD	640 DC9 GGG ABB EEE AAA
292 727 AAA AAA AAA	1102 DC9 HHH CCC DDD KKK	803 727 DDD BAB AAA XXX	
1701 707 AAA XXX AAA	1103 DC9 KKA DDD CCC AAA JJJ	901 727 XXX AAA ABB	
1702 707 AAA XXX	1131 DC9 KKK DDD CCC ABA JJJ	902 727 BBB AAA	
1703 707 XXX ABA XXX	1132 DC9 JJJ ABA CCC AAA		
1704 707 XXX AAA	1133 DC9 AAA CCC		
1705 707 ABA AAA XXX	1700 727 XXX AAA BAA CCC	RED	
1706 707 XXX AAA AAA	1701 727 CCC HAA AAA FFF		
1707 707 XXX AAA AAA		7212 727 DDD JJJ GGG	
1708 707 AAA XAA XXX		7214 727 GGG JJJ DDD	
1711 707 CCC AAA CCC	GREEN	0010 DC9 AAA GGG JJJ HHH	
1712 707 CCC AAA CCC		0011 727 AAA JJJ AAB	
1713 707 CCC AAA CCC	11 DC9 DDD HAA AAA CCC DDD	0012 DC9 HHH JJJ GGG AAA	
1714 707 CCC AAA CCC	12 DC9 DDD AAA	0020 727 HHH AAA	
1715 707 DDD AAA DDD	13 DC9 AAA CCC AAA	0022 727 GGG HHH HHH	
1716 707 DDD AAA DDD	14 DC9 AAA CCC AAA	0023 727 HHH AAA HHH	
1717 707 DDD AAA DDD	21 DC9 AAA XXX	0024 727 AAA HHH	
1718 707 DDD AAA DDD	22 DC9 XXX AAA	0030 727 BBB BBB AAA	
	31 DC9 AAA III CCC LLL AAA	0031 727 HHH AAA GGG	
	33 DC9 AAA DDD	0032 727 AAA GGG AAA	
	34 DC9 ADD AAA DDD	0040 DC9 HHH AAA CCC	
	41 DC9 AAA LLL III DDF AAA	0041 DC9 EEE AAA HHH	
	43 DC9 AHA CCC BHA	0042 DC9 HHH BAA CCC	
	44 DC9 CCC HAA	0043 DC9 CCC HHA HHH	

TO ALPHA AAA 2

FR BRAVO BBB 1 — CAR 75.05

6:55	7:50	GR 701	727	0
7:00	9:02	AL 254	727	1
7:08	8:05	WT 400	DC9	1
7:15	7:50	ML 290	727	0
7:59	10:00	RD0030	727	1
8:00	8:35	BL1705	707	0
8:50	9:05	GR 11	DC9	0
8:49	9:24	GL 811	727	0
9:10	10:05	AL 256	727	0
11:12	11:47	ML 231	727	0
11:14	14:27	GR 502	727	1
11:50	12:34	GL 311	DC9	0
12:35	14:02	GR 53	DC9	1
12:37	13:12	GR 302	727	0
12:54	16:39	GL1132	DC9	1
12:56	13:31	WT 211	DC9	0
13:05	14:20	ML 259	727	0
14:52	16:39	GL 101	727	1
15:15	16:37	ML 273	727	1
16:00	16:35	GL 303	727	0
16:00	16:35	WT 420	DC9	0
16:18	16:53	ML 257	727	0
16:55	17:30	GR 801	727	0
17:08	17:43	ML1708	707	0
17:45	18:20	BL 262	727	0
18:31	19:06	BL 292	727	0
18:32	19:54	WT 640	DC9	1
19:04	19:39	GR 902	727	0
19:41	20:16	WT 131	DC9	0
20:19	20:54	GL1701	727	0

CONNECTIONS

8:30 12:31 AL 230 EEE AL 271

FR CHARLIE CCC 1 — CAR 77.24

6:00	6:39	GR 601	727	0
7:00	7:39	BL1711	707	0
7:20	7:59	GR 101	727	0
7:59	8:38	GL 801	DC9	0
8:06	8:45	WT 400	DC9	0
9:33	10:12	GR 201	727	0
9:48	10:27	AL 204	727	0
10:20	11:52	GR 31	DC9	1
10:51	12:34	GL 311	DC9	1
11:12	11:51	BL1712	707	0
11:48	13:31	WT 211	DC9	1
12:13	12:52	GL 111	727	0
12:17	12:56	GR 102	727	0
14:00	14:39	GL1132	DC9	0
14:09	16:35	WL 303	727	1
15:18	16:53	AL 257	727	1
15:24	16:03	BL1713	707	0
16:00	16:39	GL 101	727	0
16:48	17:27	AL 205	727	0
17:00	17:39	GL 602	727	0
17:25	18:04	GR 404	727	0
18:01	18:40	GR 13	DC9	0
18:21	20:16	WT 131	DC9	1
19:21	20:56	GL1701	727	1
19:36	20:15	BL1714	707	0
20:19	20:58	GL 122	727	0
21:33	22:12	BL 206	727	0
22:13	22:52	GR 14	DC9	0

CONNECTIONS

6:30 13:47 BL 210 BBB BL 231
11:12 15:24 WT 500 EEE WT 631
13:48 18:37 BL 211 BBB BL 273
15:16 22:16 WT 411 BBB WT 131

FR DELTA DDD 1 — CAR 82.19

7:00	7:42	BL1715	707	0
7:00	9:05	GR 11	DC9	1
8:00	10:05	BL 256	727	1
8:00	8:42	AL 260	727	0
8:25	9:07	GL 400	727	0
8:25	9:07	GR 801	727	0
9:00	9:42	AL 258	727	0
11:07	13:12	GR 302	727	1
11:16	11:58	BL1716	707	0
11:20	13:26	WT 631	DC9	2
13:45	14:27	GR 502	727	0
13:46	14:28	GR 12	DC9	0
14:00	16:53	AL 257	727	2
14:05	14:47	WT 311	DC9	0
14:10	14:52	AL 291	727	0
14:18	15:00	GL 701	DC9	0
16:45	17:30	GR 803	727	1
15:32	16:14	BL1717	707	0
15:37	18:20	BL 262	727	1
15:50	17:39	GL 602	727	1
16:42	17:24	GL 402	727	0
17:11	20:16	WT 131	DC9	2
19:09	20:58	GL 122	727	1
19:37	20:19	GL 113	727	0
19:48	20:30	BL1718	707	0

CONNECTIONS

10:49 14:34 GL 120 BBB GL 311
13:16 18:37 AL 241 BBB AL 273

FR ECHO EEE 2 — CAR 38.09

7:30	8:10	AL 220	727	0
9:51	10:31	AL 221	727	0
12:44	13:24	WT 631	DC9	0
15:57	16:37	BL 273	727	0
19:14	19:54	WT 640	DC9	0

FR FOXTROT FFF 2 — CAR 38.48

6:02	6:39	GL 600	727	0
12:15	12:52	ML 222	727	0
17:00	17:37	WT 310	DC9	0
18:21	18:58	AL 274	727	0

FR GOLF GGG 2 — CAR 71.55

8:20	9:40	GL 700	DC9	0
8:40	10:00	RD0030	727	0
9:39	10:59	ML 280	727	0
12:20	16:39	GL 101	727	2
16:00	19:54	WT 640	DC9	2
18:36	19:54	RD0012	DC9	0

CONNECTIONS

16:18 19:42 BL 272 BBB BL 262

FR HOTEL HHH 1 — CAR 98.82

6:30	7:30	RD0020	727	0
6:50	9:07	GR 801	727	1
7:34	9:24	GL 811	727	1
14:05	17:39	GL 602	727	2
14:53	15:53	AL 281	727	0
17:19	19:54	RD0012	DC9	2
18:36	19:36	RD0023	727	0

CONNECTIONS

13:17 17:39 GL1107 CCC GL1112
19:21 22:16 WT 551 BBB WT 131

FR INDIA III 1 — CAR 60.26

9:15	11:32	GR 31	DC9	2
12:32	13:24	WT 631	DC9	1
13:50	14:02	GR 53	DC9	0

FR JULIET JJJ 1 — CAR 70.24

11:48	14:39	GL1132	DC9	2
13:43	14:13	RD0011	727	0
18:27	19:54	RD0012	DC9	1
19:21	19:51	ML 282	727	0

CONNECTIONS

7:45 11:24 GL1000 BBB GL 811
17:16 22:54 GL1002 BBB GL1701

FR KILO KKK 1 — CAR 69.45

10:52	11:31	WT 211	DC9	2
13:10	14:47	WT 311	DC9	1

FR LIMA LLL 1 — CAR 96.37

11:31	11:37	GR 31	DC9	0

FR NOVEMBER NNN 2 — CAR 41.28

10:31	11:08	WT 411	DC9	0

FR XRAY XXX 4 — CAR 191.63

0:30	6:07	GR 201	727	0
7:00	12:37	GR 901	727	0
8:00	13:37	BL1707	707	0
8:02	13:39	GL1700	727	0
11:25	17:02	GR 702	727	0
11:54	17:31	BL1706	707	0
13:00	18:37	GL 812	727	0
16:25	22:02	GL 312	DC9	0
16:30	22:07	GR 22	DC9	0
16:50	22:27	WT 220	DC9	0

TO BRAVO BBB 1

FR ALPHA AAA 2 — CAR 79.09

6:27	8:53	GR 301	727	0
6:59	10:35	GL 100	727	1
6:59	9:25	GL 600	727	0
7:00	10:59	GL 120	727	1
7:30	9:56	WT 300	DC9	0
8:25	10:51	BL 270	727	0
9:27	11:53	GR 801	727	0
10:02	12:28	BL 258	727	0
11:28	15:00	WT 411	DC9	1
11:45	14:11	GL 802	DC9	0
12:07	14:33	AL 231	727	0
12:57	15:23	GR 901	727	0
13:57	16:23	BL1707	707	0
14:00	16:26	GL1700	727	0
14:40	18:39	BL 259	727	1
16:07	17:42	GR 54	DC9	1
15:12	17:38	GR 203	727	0
15:45	18:11	AL 292	727	0
15:59	20:00	RD0032	727	1
17:22	19:48	GR 702	727	0
17:51	20:17	BL1706	707	0
19:00	21:26	GL 812	727	0
19:05	21:31	AL 263	727	0
19:18	22:29	BL 274	727	1
22:22	0:48	GL 312	DC9	0
22:47	1:13	WT 220	DC9	0

CONNECTIONS

17:32 21:09 GL1153 CCC GL1103

FR CHARLIE CCC 1 — CAR 38.68

6:59	7:47	AL 301	727	0
7:30	8:18	AL 210	727	0
7:55	10:13	GR 501	727	1

WITHIN CASE ITER.01 — FLIGHT SCHEDULES — PAGE 2

TO BRAVO				BBB 1
FR CHARLIE				CCC 1
8:06	8:50	GR 51	DC9	0
8:50	9:38	GL1132	DC9	0
9:30	10:18	RD0041	DC9	0
9:07	10:35	GL 108	727	0
10:09	10:57	AL 214	727	0
10:38	12:56	GR 802	727	1
10:51	11:39	GL 311	DC9	0
10:51	11:39	GR 52	DC9	0
11:48	12:36	WT 211	DC9	0
12:08	13:36	AL 211	727	0
13:19	14:07	GL1001	DC9	0
14:16	15:04	WT 411	DC9	0
14:00	15:32	GL 303	727	0
15:02	15:50	RD0043	DC9	0
15:10	15:58	AL 257	727	0
16:24	17:12	GR 64	DC9	0
16:50	19:08	GR 606	727	1
17:41	18:29	GR 66	DC9	0
18:10	18:58	AL 213	727	0
18:21	19:09	WT 131	DC9	0
19:03	19:51	GR 63	DC9	0
19:11	19:59	GL1701	727	0
19:21	20:09	GL1103	DC9	0
20:36	21:24	GR 65	DC9	0
21:00	21:48	RD0045	DC9	0
21:13	22:01	GR 104	727	0
FR DELTA				DDD 1
	CAR	58.66		
7:00	8:10	GR 11	DC9	0
7:40	9:30	GL1131	DC9	1
8:00	9:10	AL 256	727	0
8:25	11:53	GR 801	727	1
9:00	12:28	AL 258	727	1
9:03	10:13	GR 901	727	0
9:09	10:59	GL 120	727	0
9:52	11:02	GR 61	DC9	0
11:07	12:17	GR 302	727	0
11:46	12:56	GR 402	727	0
12:09	14:07	GL1001	DC9	1
12:16	13:26	AL 261	727	0
14:00	15:50	AL 257	727	1
14:45	15:55	GR 403	727	0
15:37	16:47	AL 262	727	0
16:34	19:16	WT 551	DC9	1
16:56	18:06	GR 304	727	0
17:11	19:09	WT 131	DC9	1
17:29	18:39	AL 290	727	0
17:56	19:06	GR 404	727	0
18:11	20:09	GL1103	DC9	1
19:50	21:00	GR 36	DC9	0
FR ECHO				EEE 2
	CAR	60.85		

TO BRAVO				BBB 1
FR ECHO				EEE 2
8:12	10:27	AL 230	727	0
10:38	12:53	GL 302	727	0
11:18	13:31	WT 510	DC9	0
16:00	18:15	AL 233	727	0
18:11	20:26	AL 224	727	0
20:14	22:29	AL 274	727	0
CONNECTIONS				
11:51	15:33	AL 221	AAA	AL 231
16:33	19:58	AL 223	CCC	AL 213
21:14	2:13	WT 640	AAA	WT 270
FR FOXTROT				FFF 2
	CAR	78.40		
6:02	9:25	GL 600	727	1
13:15	15:40	GL 121	727	0
18:21	22:29	AL 274	727	2
FR GOLF				GGG 2
	CAR	66.76		
12:18	14:30	AL 272	727	0
12:20	14:32	GL 101	727	0
14:26	16:38	RD0022	727	0
16:00	18:12	WT 640	DC9	0
17:48	20:00	RD0032	727	0
CONNECTIONS				
11:39	15:33	AL 280	AAA	AL 231
FR HOTEL				HHH 1
	CAR	49.27		
6:40	11:53	GR 801	727	2
6:40	7:35	RD0040	DC9	0
7:34	8:29	GL 811	727	0
11:04	11:59	RD0042	DC9	0
12:05	13:00	RD0031	727	0
17:04	17:59	RD0044	DC9	0
18:21	19:16	WT 551	DC9	0
CONNECTIONS				
11:51	16:06	WT 110	CCC	WT 411
FR INDIA				III 1
	CAR	87.78		
8:46	11:02	GR 41	DC9	1
FR JULIET				JJJ 1
	CAR	46.46		
6:30	7:16	GL1006	DC9	0
8:00	8:46	WT 500	DC9	0
11:48	12:34	GL1132	DC9	0
16:16	17:02	GL1002	DC9	0
FR KILO				KKK 1
	CAR	65.56		
8:45	9:39	GL1131	DC9	2
10:32	12:36	WT 211	DC9	1

TO BRAVO				BBB 1
FR KILO				KKK 1
11:14	14:07	GL1001	DC9	2
17:16	20:09	GL1103	DC9	2
CONNECTIONS				
11:32	16:04	WT 211	CCC	WT 411
18:39	20:59	GL 804	CCC	GL1701
FR LIMA				LLL 1
	CAR	92.08		
7:54	11:02	GR 41	DC9	2
17:02	17:42	GR 54	DC9	0
FR MIKE				MMM 2
	CAR	76.35		
9:57	12:53	GL 302	727	1
FR NOVEMBER				NNN 2
	CAR	92.63		
6:45	9:24	GR 61	DC9	0
10:31	15:04	WT 411	DC9	2
FR XRAY				XXX 4
	CAR	230.99		
0:30	5:53	GR 301	727	1
7:00	15:23	GR 901	727	1
8:00	15:24	GL1703	707	0
8:00	16:23	GL1707	707	1
8:02	16:46	GL1700	727	1
10:31	17:55	GL1701	707	0
11:25	19:48	GR 702	727	1
11:54	20:17	GL1706	707	1
13:00	21:26	GL 812	727	1
16:25	0:48	GL 512	DC9	1
16:50	1:13	WT 220	DC9	1
18:40	2:04	GL1704	707	0
TO CHARLIE				CCC 1
FR ALPHA				AAA 2
	CAR	77.25		
6:45	9:13	GR 201	727	0
6:50	10:00	GR 31	DC9	1
6:59	9:27	GL 100	727	0
6:59	9:27	GR 401	727	0
7:00	9:28	GL 204	727	0
7:30	11:02	WT 300	DC9	1
7:59	10:27	GL1711	707	0
9:00	11:28	GL 110	727	0
9:04	11:32	GR 101	727	0
9:25	11:53	GR 11	DC9	0
10:45	13:13	GL 401	727	0
11:28	13:56	WT 411	DC9	0
12:11	14:39	GL1712	707	0
13:00	15:28	GL 205	727	0
13:16	15:44	GR 102	727	0

TO CHARLIE				CCC 1
FR ALPHA				AAA 2
14:00	17:46	GL1700	727	1
15:13	17:41	GR 13	DC9	0
15:32	18:00	GL1133	DC9	0
15:55	19:30	GL 703	DC9	1
16:23	18:51	GL1713	707	0
17:00	20:08	WT 420	DC9	1
17:59	20:27	GL 102	727	0
18:21	22:00	GL 403	727	1
18:24	20:52	GR 404	727	0
18:45	21:13	AL 206	727	0
19:25	21:53	GR 14	DC9	0
20:35	23:03	GL1714	707	0
22:22	1:54	AL 312	DC9	1
CONNECTIONS				
13:21	18:25	AL 291	DDD	AL 212
13:45	16:30	GL 802	RDD	GL 131
15:12	17:45	AL 272	EEE	AL 223
17:45	22:32	GL 292	RDD	GL 249
FR BRAVO				BBB 1
	CAR	30.40		
1:00	1:50	GL 312	DC9	0
7:00	7:46	GR 51	DC9	0
7:00	7:46	WT 500	DC9	0
7:36	8:22	GL1000	DC9	0
7:55	8:41	RD0040	DC9	0
8:30	11:53	GR 11	DC9	1
8:38	9:24	AL 210	727	0
9:06	9:52	WT 500	DC9	0
9:44	10:30	GR 61	DC9	0
9:45	10:31	GR 52	DC9	0
10:16	11:02	WT 300	DC9	0
11:17	12:03	AL 214	727	0
12:54	13:40	GL1132	DC9	0
13:00	13:46	RD0042	DC9	0
13:13	13:59	GL 302	727	0
13:53	14:39	WT 510	DC9	0
13:56	14:42	AL 211	727	0
14:24	16:40	GR 403	727	1
14:52	15:38	GL 101	727	0
16:00	20:00	WT 420	DC9	2
16:35	17:21	GR 64	DC9	0
17:00	17:46	GL1700	727	0
17:57	18:43	GR 43	DC9	0
18:51	21:07	GR 304	727	1
19:00	19:46	RD0044	DC9	0
19:18	20:04	AL 213	727	0
19:30	20:16	GR 65	DC9	0
20:46	21:32	AL 224	727	0
22:21	23:07	GR 104	727	0
FR DELTA				DDD 1
	CAR	43.90		
7:00	11:53	GR 11	DC9	2

TO CHARLIE CCC 1

FR DELTA DDD 1

7:40	8:30	GL1131	DC9	0
7:45	8:35	WT 101	DC9	0
11:32	12:22	GR 602	727	0
11:55	12:45	RD0320	727	0
12:09	12:59	GL1001	DC9	0
14:00	14:50	AL 257	727	0
14:15	15:05	GR 603	727	0
15:50	16:40	GL 402	727	0
15:50	16:40	GR 403	727	0
16:04	16:54	RD0230	727	0
16:35	17:25	AL 212	727	0
17:11	18:01	WT 131	DC9	0
18:11	19:01	GL1103	DC9	0
18:44	19:34	GL 703	DC9	0
19:09	19:59	GL 122	727	0
19:10	20:00	GR 606	727	0
19:33	20:23	RD0300	727	0
20:17	21:07	GR 504	727	0
21:10	22:00	GL 403	727	0

FR ECHO EEE 2
CAR 47.16

10:30	13:59	GL 302	727	1
11:18	14:39	WT 510	DC9	1
14:33	16:45	AL 223	727	0
17:56	20:08	WT 420	DC9	0
18:11	21:32	AL 224	727	1

CONNECTIONS
10:12 13:03 AL 230 AAA AL 214
10:12 15:42 AL 230 AAA AL 211

FR FOXTROT FFF 2
CAR 84.54
CONNECTIONS
14:15 17:45 AL 222 EEE AL 223
15:15 18:46 GL 121 AAA GL1700

FR GOLF GGG 2
CAR 80.54

7:32	10:08	RD0310	727	0
12:28	15:38	GL 101	727	1
15:00	17:20	RD0330	727	0
15:16	17:46	GL 112	727	0

CONNECTIONS
10:20 10:13 GL 700 AAA GL 401

FR HOTEL HHH 1
CAR 59.34

7:30	8:41	RD0040	DC9	1
10:51	11:50	WT 110	DC9	0
11:00	13:06	RD0042	DC9	1
12:17	13:24	GL1102	DC9	0
14:05	16:00	GL 602	727	1
14:53	16:50	RD0051	DC9	0

TO CHARLIE CCC 1

FR HOTEL HHH 1

17:04	19:46	RD0044	DC9	1
18:17	19:24	RC0052	DC9	0

FR INDIA III 1
CAN 41.70

9:15	10:00	GR 31	DC9	0

FR JULIET JJJ 1
CAB 61.96

6:30	8:22	GL1000	DC9	1
6:30	7:34	RD0290	727	0
8:00	9:52	WT 500	DC9	1
11:48	13:40	GL1132	DC9	1

FR KILO KKK 1
CAN 53.67

6:45	8:30	GL1131	DC9	1
8:05	8:54	GL1101	DC9	0
10:32	11:28	WT 211	DC9	0
11:14	12:59	GL1001	DC9	1
17:16	19:01	GL1103	DC9	1
17:39	18:35	GL 804	DC9	0

FR MIKE MMM 2
CAR 74.15

9:57	13:59	GL 302	727	2

FR NOVEMBER NNN 2
CAB 93.73

6:45	10:30	GR 61	DC9	1
10:31	13:56	WT 433	DC9	1

FR XRAY XXX 4
CAR 244.38

8:02	17:46	GL1700	727	2
16:25	1:54	GL 312	DC9	2

TO DELTA DDD 1

FR ALPHA AAA 2
CAR 82.14

6:27	10:19	GR 301	727	1
6:59	10:51	GL 600	727	1
7:00	9:29	GL 120	727	0
8:00	10:29	WT 600	DC9	0
8:02	10:31	AL1715	707	0
9:02	11:31	AL 260	727	0
9:25	13:01	GR 11	DC9	1
10:00	12:24	GL 700	DC9	0
10:25	12:54	AL 256	727	0
10:45	14:21	GL 401	727	1
11:00	13:29	GR 202	727	0
11:21	13:50	GL 291	727	0
11:45	15:37	AL 802	DC9	1

TO DELTA DDD 1

FR ALPHA AAA 2

12:18	14:47	AL1716	707	0
14:00	17:09	FL 259	727	0
14:59	17:28	GR 33	DC9	0
15:12	19:04	GR 203	727	1
15:55	18:24	GL 703	DC9	0
16:34	19:03	AL1717	707	0
17:45	20:14	AL 257	727	0
17:59	21:35	AL 102	727	1
18:00	20:29	WT 310	DC9	0
18:21	20:50	GL 403	727	0
19:05	22:57	AL 263	727	1
20:50	23:19	AL1718	707	0

CONNECTIONS
13:28 16:47 WT 411 CCC WT 510
16:00 19:28 GL1700 BBB GL1002

FR BRAVO BBB 1
CAB 58.66

6:00	7:06	GR 401	727	0
6:50	9:32	GR 41	DC9	2
7:00	8:06	AL 258	727	0
7:36	9:30	GL1000	DC9	1
8:30	13:01	GR 31	DC9	2
9:13	10:19	GR 301	727	0
9:30	12:54	AL 256	727	1
9:45	10:51	GL 600	727	0
11:14	12:20	GR 302	727	0
12:38	13:44	GR 602	727	0
13:45	17:09	AL 259	727	1
13:46	18:52	AL 261	727	0
13:53	15:47	WT 510	DC9	1
14:24	15:30	GR 403	727	0
14:31	15:37	GL 402	DC9	0
16:00	17:06	GL 121	727	0
16:18	20:14	AL 257	727	1
17:22	18:28	GL1002	DC9	0
17:58	19:04	GR 203	727	0
18:51	19:57	GR 504	727	0
21:51	22:57	AL 263	727	0
22:00	23:06	GR 34	DC9	0

CONNECTIONS
14:54 17:15 AL 211 CCC AL 212

FR CHARLIE CCC 1
CAR 43.58

7:54	8:42	RD0700	727	0
7:55	8:43	GR 501	727	0
8:00	8:48	WT 200	DC9	0
8:42	9:30	GL1000	DC9	0
10:20	11:08	RD0310	727	0
10:38	11:26	FR 402	727	0
12:13	13:01	GR 11	DC9	0
13:07	13:55	GR 603	727	0
13:33	14:21	GL 401	727	0

TO DELTA DDD 1

FR CHARLIE CCC 1

13:44	14:32	GL1102	DC9	0
14:59	15:47	WT 510	DC9	0
15:10	20:18	AL 257	727	2
15:27	16:15	AL 212	727	0
15:50	16:38	GR 605	727	0
16:50	17:38	GR 604	727	0
18:00	18:48	RD0330	727	0
18:04	18:52	GL 112	727	0
20:47	21:35	AL 102	727	0

FR ECHO EEE 2
CAP 68.65

11:18	15:47	WT 510	DC9	2
13:30	16:23	WT 120	DC9	1

CONNECTIONS
10:12 15:57 AL 230 AAA AL 261
12:38 16:37 GL 302 AAA GL 802
20:11 23:19 AL 224 AAA AL 263

FR FOXTROT FFF 2
CAP 93.13

6:02	10:51	GL 600	727	2
13:15	17:06	GL 121	727	1
17:00	20:29	WT 310	DC9	1

FR GOLF GGG 2
CAR 90.03

7:32	11:08	RD0310	727	1
8:20	12:20	GL 700	DC9	1
11:29	15:19	RD1210	727	1
15:00	18:48	RD0330	727	1
15:16	18:52	GL 112	727	1

CONNECTIONS
10:20 18:06 GL 101 AAA GL 121

FR HOTEL HHH 1
CAR 70.15

6:40	8:05	GR 801	727	0
12:17	14:32	GL1102	DC9	1
14:05	15:30	GL 602	727	0

CONNECTIONS
8:34 11:51 GL 811 AAA GL 404

FR INDIA III 1
CAR 44.00

8:44	9:32	GR 41	DC9	0
15:37	16:25	WT 120	DC9	0

FR JULIET JJJ 1
CAR 81.00

6:30	9:30	GL1000	DC9	2
6:30	8:42	RD0200	727	1
13:55	15:19	RD1210	727	0
16:36	18:20	GL1002	DC9	1

```
TO DELTA                     DDD 1
FR JULIET                    JJJ 1
        CONNECTIONS
  7:30 11:51 GL1000 AAA GL 600
FR KILO                      KKK 1
        CAR   81.28
  6:05  7:20  GL1131  DC9   0
 11:16 11:49  GL1001  DC9   0
 13:10 13:45  WT 311  DC9   0
 17:16 17:51  GL1101  DC9   0
FR LIMA                      LLL 1
        CAR   60.36
  7:56  9:32  GR  61  DC9   1
FR NOVEMBER                  NNN 2
        CAR   95.53
        CONNECTIONS
  8:05 13:20 GR  61 NNN GR 302
FR XRAY                      XXX 4
        CAR  209.87
  8:50 10:19  GR 301  727   2
TO ECHO                      EEE 2
FR ALPHA                     AAA 2
        CAR   38.09
  8:50  9:06  AL 220  727   0
 13:12 13:48  BL 222  727   0
 17:06 17:36  WT 420  DC9   0
 19:50 19:54  AL 270  727   0
FR BRAVO                     BBB 1
        CAR   68.85
  7:30  7:52  AL 230  727   0
  8:07  8:29  GL 301  727   0
  9:06 10:53  WT 500  DC9   1
 13:15 13:37  AL 271  727   0
 15:10 15:48  AL 233  727   0
 16:40 17:56  WT 820  DC9   1
 18:32 18:54  WT 600  DC9   0
 20:46 22:13  BL 224  727   1
        CONNECTIONS
 11:16 16:30 WT 300 CCC WT 310
 17:12 15:00 AL 231 AAA BL 222
 18:56 19:26 WT 211 CCC BL 223
FR CHARLIE                   CCC 1
        CAR   67.16
  6:50  8:29  GL 301  727   1
 10:12 10:53  WT 500  DC9   0
 12:18 12:50  WT 110  DC9   0
 17:05 17:26  AL 225  727   0
 21:52 22:13  AL 220  727   0
```

```
TO ECHO                      FFF 2
FR CHARLIE                   CCC 1
        CONNECTIONS
 13:48 17:37 BL 211 AAA AL 273
 15:16 20:54 WT 411 AAA WT 640
FR DELTA                     DDD 1
        CAR   68.65
 11:20 12:24  WT 631  DC9   1
        CONNECTIONS
  8:45 12:33 WT 101 CCC WT 530
 13:16 17:37 AL 263 AAA AL 273
 15:05 19:31 WT 311 AAA WT 920
 16:37 21:54 AL 262 AAA AL 270
FR FOXTROT                   FFF 2
        CAR   52.37
 12:15 13:46  AL 222  727   1
 18:21 19:54  BL 274  727   1
FR GOLF                      GGG 2
        CAR   78.15
 16:00 18:54  WT 640  DC9   1
        CONNECTIONS
 11:39 15:48 AL 280 AAA AL 222
FR HOTEL                     HHH 1
        CAR   94.43
 10:51 12:34  WT 110  DC9   1
FR INDIA                     III 1
        CAR   88.97
 12:32 12:24  WT 631  DC9   0
FR JULIET                    JJJ 1
        CAR   79.14
  8:00 10:33  WT 500  DC9   2
        CONNECTIONS
  7:30 10:24 GL1000 AAA GL 301
FR MIKE                      MMM 2
        CAR   70.79
  9:57 10:14  BL 302  727   0
TO FOXTROT                   FFF 2
FR ALPHA                     AAA 2
        CAR   36.48
  7:00 11:56  BL 120  727   2
 10:51 11:30  AL 221  727   0
 15:07 15:46  WT 311  DC9   0
 16:57 17:36  AL 273  727   0
 21:28 22:07  GL1701  727   0
FR BRAVO                     BBB 1
        CAR   78.48
```

```
TO FOXTROT                   FFF 2
FR BRAVO                     BBB 1
 11:19 11:56  GL 120  727   0
 15:15 17:36  BL 273  727   2
 20:19 22:07  GL1701  727   1
        CONNECTIONS
  8:30 13:30 AL 230 EEE AL 221
FR CHARLIE                   CCC 1
        CAR   84.54
 19:11 22:07  GL1701  727   2
        CONNECTIONS
 10:47 13:56 GL 100 AAA GL 120
 13:00 19:36 AL 211 AAA AL 273
FR DELTA                     DDD 1
        CAR   93.13
  9:49 11:56  GL 120  727   1
 14:05 15:46  WT 311  DC9   1
        CONNECTIONS
  9:00 13:30 AL 260 AAA AL 221
 17:16 19:36 AL 261 AAA AL 273
 15:10 19:36 AL 291 AAA AL 273
 20:09  0:07 GL 122 AAA GL1701
 20:37  0:07 GL 113 AAA GL1701
FR ECHO                      EEE 2
        CAR   52.37
  9:51 11:30  AL 221  727   1
 15:57 17:36  AL 273  727   1
FR HOTEL                     HHH 1
        CAR   99.32
        CONNECTIONS
  8:34 13:56 GL 811 AAA GL 120
FR JULIET                    JJJ 1
        CAR   76.25
        CONNECTIONS
  7:45 13:56 GL1000 AAA GL 120
FR KILO                      KKK 1
        CAR   82.64
 13:10 15:46  WT 311  DC9   2
TO GOLF                      GGG 2
FR ALPHA                     AAA 2
        CAR   71.55
  6:59 11:16  GL 100  727   2
  6:59  8:18  RD0010  DC9   0
  8:00  9:19  AL 280  727   0
 13:12 14:31  GL 111  727   0
 13:44 14:03  WT 631  DC9   0
 15:55 21:39  GL 703  DC9   2
 15:59 17:18  RD0032  727   0
```

```
TO GOLF                      GGG 2
FR BRAVO                     BBB 1
        CAR   64.76
  7:59  8:20  RD0030  727   0
 10:55 11:16  GL 100  727   0
 11:37 11:58  AL 272  727   0
 13:20 13:41  RD0031  727   0
FR CHARLIE                   CCC 1
        CAR   80.54
  9:07 11:16  GL 100  727   1
 12:13 14:31  GL 111  727   1
 13:05 13:44  RD0320  727   0
 20:43 21:22  RD0300  727   0
 21:00 23:39  GL 703  DC9   0
        CONNECTIONS
  8:30 13:58 AL 210 BBB AL 272
 11:09 13:58 BL 214 BBB AL 272
FR DELTA                     DDD 1
        CAR   90.03
  9:30 11:09  RD7212  727   1
 11:20 15:03  WT 631  DC9   1
 11:55 13:44  RDC320  727   1
 18:44 21:39  AL 703  DC9   1
 19:33 21:22  RD0300  727   1
        CONNECTIONS
  8:40 13:16 GL1131 BBB GL 120
  8:40 13:16 GL1131 CCC GL [illegible]
FR ECHO                      EEE 2
        CAR   78.15
 12:44 15:03  WT 631  DC9   1
FR HOTEL                     HHH 1
        CAR   74.29
 12:05 13:41  RD0031  727   1
 17:19 18:14  RD0012  DC9   1
        CONNECTIONS
  8:34 13:16 GL 811 AAA GL 120
FR INDIA                     III 1
        CAR   77.15
 12:32 15:03  WT 631  DC9   2
FR JULIET                    JJJ 1
        CAR   98.97
 11:22 13:09  RD7212  727   0
 18:27 18:14  RD0012  DC9   0
        CONNECTIONS
  7:45 13:16 GL1000 AAA GL 120
FR NOVEMBER                  NNN 2
        CAR   86.18
        CONNECTIONS
 12:31 17:03 WT 911 AAA WT 631
```

```
.WIV-VTA CASS IVER.01                    F L I G H T   S C H E D U L E S                    PAGE 5

==================================
TO HOTEL                      HHH 1
==================================
FR ALPHA                      AAA 2
           CAN    90.02
  6:49 12:10   GL 600   727    2
  8:59 11:21   RDCO1C   DC9    2
  8:15 11:03   RD0024   727    0
 11:45 19:13   AL 781   727    0
 19:12 20:51   GP 203   727    2
 19:00 22:19   GL 812   727    1
 19:56 22:40   RD0023   727    0

FR BRAVO                      BBB 1
           CAN    49.27
  9:05 12:19   GL 600   727    1
 10:30 11:31   RD0001   DC9    0
 16:10 17:03   RD0003   DC9    0
 16:50 17:51   RD0022   727    0
 17:58 20:51   GP 203   727    1
 21:06 22:19   GL 812   727    0
 22:08 23:01   RD0045   DC9    0

FR CHARLIE                    CCC 1
           CAN    59.36
  8:59 10:02   WT 101   DC9    0
  9:19 10:26   GL1101   DC9    0
  9:30 11:31   RD0041   DC9    1
 15:02 17:03   RD0043   DC9    1
 16:20 17:27   RD0051   DC9    0
 19:40 20:51   RD0052   DC9    0
 21:00 23:01   RD0045   DC9    1
        CONNECTIONS
 15:40 19:01 WT 510 DDD WT 551
 20:21 23:30 GL1103 BBB GL 812

FR DELTA                      DDD 1
           CAN    78.15
  7:05 10:02   WT 101   DC9    1
 11:11 12:10   GL 600   727    0
 16:54 18:01   WT 551   DC9    0
 19:24 20:51   GP 203   727    0
        CONNECTIONS
  8:40 11:50 GL1131 CCC GL1101

FR ECHO                       EEE 2
           CAN    94.03
        CONNECTIONS
 11:51 19:33 AL 221 AAA GL 281

FR FOXTROT                    FFF 2
           CAN    99.32
  6:02 12:10   GL 600   727    3

FR GOLF                       GGG 2
           CAN    74.25
  8:40 11:21   RD0010   DC9    1
 10:20 17:51   RD0072   727    1
```

```
==================================
TO HOTEL                      HHH 1
==================================
FR JULIET                     JJJ 1
           CAN    49.37
 10:39 11:21   RD0010   DC9    0
FR KILO                       KKK 1
           CAN    49.43
  8:09 10:26   GL1101   DC9    1
FR XRAY                       XXX 4
           CAN   243.18
 13:00 22:39   GL 812   727    2
==================================
TO INDIA                      III 1
==================================
FR ALPHA                      AAA 2
           CAN    60.26
  6:50  8:36   GR 31    DC9    0
        CONNECTIONS
 10:00 13:12 WT 600 DDD WT 631
FR BRAVO                      BBB 1
           CAN    47.78
  6:50  8:26   GR 41    DC9    1
 12:35 13:30   GR 53    DC9    0
FR DELTA                      DDD 1
           CAN    46.88
 11:20 12:12   WT 631   DC9    0
FR ECHO                       EEE 2
           CAN    48.97
 13:30 15:17   WT 120   DC9    0
FR LIMA                       LLL 1
           CAN    38.48
  7:54  8:26   GR 41    DC9    0
==================================
TO JULIET                     JJJ 1
==================================
FR ALPHA                      AAA 2
           CAN    79.24
  6:59 10:19   RD0010   DC9    1
 11:00 13:23   RD0011   727    0
 16:38 19:01   AL 282   727    0
        CONNECTIONS
 17:32 22:16 GL1133 CCC GL1103
FR BRAVO                      BBB 1
           CAN    46.68
  9:58 10:47   GL1131   DC9    0
 14:27 15:16   GL1001   DC9    0
 19:36 20:25   WT 551   DC9    0
 20:29 21:18   GL1103   DC9    0
```

```
==================================
TO JULIET                     JJJ 1
==================================
FR CHARLIE                    CCC 1
           CAN    61.96
  8:50 10:47   GL1131   DC9    1
 13:19 15:16   GL1001   DC9    1
 17:14 18:24   RD0230   727    0
 19:21 21:18   GL1103   DC9    1
        CONNECTIONS
  8:00 11:47 GL 301 BBB GL1131
 19:21 21:25 WT 131 BBB WT 551
FR DELTA                      DDD 1
           CAN    81.84
  7:40 10:47   GL1131   DC9    2
  9:30 11:02   RDT212   727    0
 12:09 15:16   GL1001   DC9    2
 16:04 18:24   RD0230   727    1
 16:34 20:25   WT 551   DC9    2
 18:11 21:18   GL1103   DC9    2
FR ECHO                       EEE 2
           CAN    79.14
        CONNECTIONS
 12:38 16:31 GL 302 BBB GL1001
FR GOLF                       GGG 2
           CAN    48.47
  8:36 10:19   RD0010   DC9    0
 11:54 13:35   RDT214   727    0
        CONNECTIONS
 18:00 21:25 WT 640 BBB WT 551
FR HOTEL                      HHH 1
           CAN    49.37
 17:19 18:07   RD0012   DC9    0
 18:21 20:25   WT 551   DC9    1
        CONNECTIONS
  8:38 11:47 GL 811 BBB GL1131
FR KILO                       KKK 1
           CAN    86.14
  4:45 10:47   GL1131   DC9    3
 11:14 15:16   GL1001   DC9    3
 17:16 21:18   GL1103   DC9    3
==================================
TO KILO                       KKK 1
==================================
FR ALPHA                      AAA 2
           CAB    69.45
  7:30 12:19   WT 300   DC9    2
 11:45 16:36   GL 802   DC9    2
        CONNECTIONS
 17:32 20:52 GL1133 CCC GL 804
FR BRAVO                      BBB 1
           CAN    69.56
```

```
==================================
TO KILO                       KKK 1
==================================
FR BRAVO                      BBB 1
  7:36 10:29   GL1000   DC9    2
 10:16 12:19   WT 300   DC9    1
 15:31 16:36   GL 802   DC9    1
 17:22 19:27   GL1002   DC9    1
        CONNECTIONS
 15:52 20:52 GL 101 CCC GL 819
FR CHARLIE                    CCC 1
           CAN    53.67
  8:00  9:07   WT 200   DC9    1
  8:42 10:29   GL1000   DC9    1
 11:22 12:19   WT 300   DC9    0
 13:44 15:31   GL1102   DC9    1
 18:55 19:52   GL 804   DC9    0
FR DELTA                      DDD 1
           CAP    41.28
  9:08  9:47   WT 200   DC9    0
  9:50 10:29   GL1000   DC9    0
 14:52 15:31   GL1102   DC9    0
 15:57 16:36   GL 802   DC9    0
 18:48 19:27   GL1002   DC9    0
FR HOTEL                      MMP 1
           CAN    89.43
 12:17 15:31   GL1102   DC9    2
FR JULIET                     JJJ 1
           CAN    86.19
  6:30 10:29   GL1000   DC9    3
 16:16 19:27   GL1002   DC9    2
==================================
TO LIMA                       LLL 1
==================================
FR ALPHA                      AAA 2
           CAB    56.37
  6:50 11:11   GR 31    DC9    0
 14:47 16:42   GR 54    DC9    0
FR BRAVO                      BBB 1
           CAN    42.08
  6:50  7:39   GR 41    DC9    0
FR CHARLIE                    CCC 1
           CAP    94.98
 10:20 11:11   GR 31    DC9    0
FR INDIA                      III 1
           CAN    38.48
  9:15 11:11   GR 31    DC9    1
```

```
ATLANTA CASE ITER.01                    F L I G H T   S C H E D U L E S                                PAGE 6

================================ ! ================================ !
TO MIKE                    MMM 2 ! TO XRAY                    XXX 0 !
================================ ! ================================ !
FR BRAVO                   BBB 1 ! FR ALPHA                   AAA 2 !
        CAM    76.35             !  18:00 20:14   GP 803   727    0 !
  8:07  9:11   GL 301   727    1 !  18:03 20:17   AL1708   707    0 !
                                 !                                  !
FR CHARLIE                 CCC 1 ! FR BRAVO                   BBB 1 !
        CAM    78.15             !              CAM  270.99         !
  8:59  9:11   GL 301   727    2 !   6:55 10:00   GP 731   727    1 !
                                 !   8:00 10:11   AL1701   707    0 !
FR ECHO                    EEE 2 !   8:00 11:09   AL1705   707    1 !
        CAM    30.70             !   8:49 12:14   GL 811   727    1 !
  8:49  9:11   GL 301   727    0 !  11:59 15:06   GL 311   DC9    1 !
================================ !  12:37 15:40   GP 302   727    1 !
TO NOVEMBER                NNN 2 !  12:56 16:05   WT 211   DC9    1 !
================================ !  15:00 17:55   AL1703   707    0 !
FR ALPHA                   AAA 2 !  16:00 19:09   GL 303   727    1 !
        CAM    81.78             !  16:55 20:14   GP 803   727    1 !
  9:05  9:46   WT 400   DC9    0 !  17:08 20:17   AL1708   707    1 !
 10:07 10:54   GP  54   DC9    2 !  18:00 20:51   AL1702   707    0 !
                                 !                                  !
FR BRAVO                   BBB 1 ! FR CHARLIE                 CCC 1 !
        CAM    92.03             !              CAM  240.38         !
  7:06  9:46   WT 400   DC9    2 !  10:51 15:06   GL 311   DC9    2 !
 10:02 10:54   GP  54   DC9    0 !  11:48 16:05   WT 211   DC9    2 !
                                 !  14:40 19:09   GL 303   727    2 !
FR CHARLIE                 CCC 1 !                                  !
        CAM    93.73             ! FR DELTA                   DDD 1 !
  8:06  9:46   WT 400   DC9    1 !              CAM  249.07         !
                                 !  11:07 15:40   GP 302   727    2 !
FR DELTA                   DDD 1 !  14:45 20:14   GP 803   727    2 !
        CAM    95.53             !                                  !
        CONNECTIONS              ! FR HOTEL                   HHH 1 !
 15:05 20:54 GP 803 AAA GP  54   !              CAM  243.10         !
                                 !   7:34 12:14   GL 811   727    2 !
FR LIMA                    LLL 1 !                                  !
        CAM    70.15             ! FR KILO                    KKK 1 !
 17:02 18:54   GP  54   DC9    1 !              CAM  237.59         !
================================ !  10:32 16:05   WT 211   DC9    3 !
TO OSCAR                   OOO 2 !
================================ !
================================ !
TO PAPA                    PPP 2 !
================================ !
================================ !
TO XRAY                    XXX 0 !
================================ !
FR ALPHA                   AAA 2 !
        CAM   191.63             !
  7:50 10:06   GP 701   727    0 !
  8:55 11:09   AL1709   707    0 !
 10:00 12:14   GL 811   727    0 !
 11:00 13:10   GP  71   DC9    0 !
 12:54 15:08   GL 311   DC9    0 !
 14:42 19:06   GP 307   727    0 !
 17:51 20:09   WT 711   DC9    0 !
 16:55 19:09   GL 309   727    0 !
```

MIT-FTB CASE ITER.01 F L I G H T S C H E D U L E S PAGE 7

FILES USED:

USER	ID	NAME	FILE	LAST MODIFIED	LAST USED	UNIVERSE	LAST MODIFIED
		UNIVERSE FILE:				FAA_0001	80/01/18 19:16:37.00
1	BL	BLUE	BLUE-01	80/02/12 17:11:07.00	80/02/13 07:38:03.00	FAA_0001	80/01/18 19:16:37.00
2	GL	GOLD	GOLD-01	80/02/13 07:52:55.00	80/02/13 07:38:03.00	FAA_0001	80/01/18 19:16:37.00
3	GR	GREEN	GREEN-01	80/02/12 21:12:35.00	80/02/13 07:38:03.00	FAA_0001	80/01/18 19:16:37.00
4	RD	RED	RED-01	80/02/12 20:22:46.00	80/02/13 07:38:03.00	FAA_0001	80/01/18 19:16:37.00
5	WT	WHITE	WHITE-01	80/02/12 19:16:29.00	80/02/13 07:38:03.00	FAA_0001	80/01/18 19:16:37.00

RIT-FTL CASS

AIRPORT ACTIVITY PROFILE FOR STATION CCC

PAGE 1

TIME	D	FLIGHT	EQ	T/F	PAX
1:04	A	GL 312	DC9	BBB	44.6
6:00	D	GR 401	727	AAA	101.7
6:59	D	GL 301	727	BBB	110.2
7:00	D	BL1711	707	AAA	113.6
7:20	D	GR 101	727	AAA	102.6
7:30	D	BL 210	727	BBB	104.2
7:34	A	RD0200	727	JJJ	67.5
7:46	A	GR 51	DC9	BBB	77.2
7:46	A	WT 400	DC9	BBB	60.0
7:54	D	RD0200	727	DDD	100.8
7:55	D	GR 501	727	DDD	109.4
7:59	D	GL 801	DC9	AAA	79.2
8:00	D	WT 200	DC9	DDD	83.8
8:06	D	GR 51	DC9	BBB	73.1
8:06	D	WT 400	DC9	AAA	64.7
8:22	A	GL1000	DC9	BBB	62.9
8:30	A	GL1131	DC9	DDD	73.7
8:35	A	WT 101	DC9	DDD	76.1
8:41	A	RD0040	DC9	BBB	78.0
8:42	D	GL1000	DC9	DDD	62.9
8:50	D	GL1131	DC9	BBB	62.2
8:55	D	WT 101	DC9	HHH	39.8
8:59	A	GL1101	DC9	KKK	72.1
9:13	A	GR 201	727	AAA	102.5
9:19	D	GL1101	DC9	HHH	50.5
9:24	A	BL 210	727	BBB	98.9
9:27	A	GL 100	727	AAA	97.8
9:27	A	GR 401	727	AAA	103.2
9:28	A	BL 204	727	AAA	107.9
9:30	D	RD0041	DC9	BBB	68.9
9:33	D	GR 201	727	AAA	100.2
9:47	D	GL 100	727	BBB	88.4
9:48	D	BL 204	727	AAA	102.6
9:52	A	WT 300	DC9	BBB	87.4
10:00	A	GR 31	DC9	III	68.8
10:00	A	RD0310	727	BBB	27.4
10:09	D	BL 214	727	BBB	105.0
10:12	D	WT 300	DC9	EEE	37.6
10:20	D	GR 31	DC9	LLL	67.4
10:20	D	RD0310	727	DDD	93.3
10:27	A	BL1711	707	AAA	114.4
10:30	A	GR 61	DC9	BBB	67.7
10:31	A	GR 52	DC9	BBB	67.4
10:38	D	GR 402	727	BBB	99.[illegible]
10:51	D	GL 311	DC9	BBB	66.8
10:51	D	GR 52	DC9	BBB	68.8
11:02	A	WT 300	DC9	BBB	84.0
11:12	D	BL1712	707	AAA	114.3
11:22	D	WT 300	DC9	KKK	58.9
11:28	A	GL 110	727	AAA	99.4
11:28	A	WT 211	DC9	KKK	48.0
11:32	A	GR 101	727	AAA	108.9
11:48	D	WT 211	DC9	BBB	51.3
11:53	A	GR 11	DC9	AAA	67.9
11:58	A	WT 110	DC9	HHH	32.3
12:03	A	BL 214	727	BBB	97.3
12:13	D	GL 111	727	AAA	98.5
12:13	D	GR 11	DC9	DDD	62.5
12:17	D	GR 102	727	AAA	101.0
12:18	D	WT 110	DC9	EEE	36.0
12:22	A	GR 602	727	DDD	95.9
12:45	A	RD0320	727	DDD	84.7
12:48	D	BL 211	727	BBB	96.5
12:59	A	GL1001	DC9	DDD	62.9
13:05	D	RD0320	727	GGG	31.7
13:07	D	GR 603	727	DDD	100.3
13:13	A	GL 401	727	AAA	98.5
13:19	D	GL1001	DC9	BBB	56.7
13:24	A	GL1102	DC9	HHH	37.5
13:33	D	GL 401	727	DDD	90.2
13:40	A	GL1132	DC9	BBB	68.3
13:44	D	GL1102	DC9	DDD	65.6
13:46	A	RD0042	DC9	BBB	69.3
13:56	A	WT 411	DC9	AAA	53.1
13:59	A	GL 302	727	BBB	97.7
14:00	D	GL1132	DC9	AAA	69.8
14:16	D	WT 411	DC9	BBB	47.1
14:39	A	BL1712	707	AAA	116.8
14:39	A	WT 510	DC9	BBB	54.6
14:42	A	BL 211	727	BBB	97.9
14:44	D	GL 303	727	BBB	98.4
14:50	A	BL 257	727	DDD	85.2
14:59	D	WT 510	DC9	DDD	56.9
15:02	D	RD0043	DC9	BBB	74.1
15:08	A	GR 600	727	DDD	96.3
15:10	D	BL 257	727	BBB	86.4
15:24	D	BL1713	707	AAA	118.1
15:27	D	BL 212	727	DDD	100.2
15:28	A	BL 205	727	AAA	104.3
15:38	A	GL 101	727	BBB	89.8
15:44	A	GR 102	727	AAA	101.8
15:50	D	GR 608	727	DDD	98.8
16:00	D	GL 101	727	AAA	88.9
16:00	A	RD0051	DC9	HHH	49.2
16:20	D	RD0051	DC9	HHH	53.4
16:24	D	GR 44	DC9	BBB	79.2
16:40	A	GL 602	727	DDG	91.1
16:40	A	GR 403	727	GGG	99.0
16:45	A	BL 223	727	EEE	91.0
16:48	D	BL 205	727	AAA	112.1
16:50	D	GR 604	727	DDD	101.3
16:54	A	RD0230	727	DDD	84.2
17:00	D	GL 602	727	AAA	99.6
17:05	D	BL 223	727	EEE	62.8
17:14	D	RD0230	727	JJJ	82.0
17:21	A	GR 64	DC9	BBB	80.6
17:25	A	BL 212	727	DDD	96.6
17:25	D	GR 404	727	AAA	104.3
17:28	A	RD0330	727	GGG	44.3
17:41	A	GR 13	DC9	AAA	[illegible]
17:41	D	GR 64	DC9	BBB	73.5
17:44	A	GL 112	727	GGG	52.6
17:46	A	GL1700	727	BBB	114.3
18:00	A	GL1133	DC9	AAA	85.1
18:00	D	RD0330	727	DDD	90.9
18:01	D	GR 13	DC9	AAA	78.8
18:01	A	WT 131	DC9	DDD	62.6
18:04	D	GL 112	727	DDD	90.8
18:10	D	BL 213	727	BBB	98.9
18:21	D	WT 131	DC9	BBB	60.5
18:35	A	GL 804	DC9	KKK	80.1
18:43	A	GR 43	DC9	BBB	74.4
18:51	A	BL1713	707	AAA	118.3
18:55	D	GL 804	DC9	KKK	80.4
19:01	A	GL1103	DC9	DDD	50.4
19:03	D	GR 43	DC9	BBB	67.4
19:11	D	GL1701	727	BBB	102.7
19:21	D	GL1103	DC9	BBB	47.7
19:24	A	RD0052	DC9	HHH	50.3
19:34	A	GL 703	DC9	DDD	58.8
19:34	D	BL1714	707	AAA	113.9
19:44	D	RD0052	DC9	HHH	25.1
19:46	A	RD0044	DC9	BBB	68.5
19:59	A	GL 122	727	DDG	65.0
20:00	A	GR 606	727	DDD	92.4
20:04	A	BL 213	727	BBB	100.4
20:08	A	WT 420	DC9	EEE	64.0
20:16	A	GR 65	DC9	BBB	68.8
20:19	D	GL 122	727	AAA	74.0
20:23	A	RD0300	727	DDD	68.9
20:27	A	GL 102	727	AAA	92.7
20:36	D	GR 65	DC9	BBB	68.3
20:43	D	RD0300	727	GGG	30.8
20:47	D	GL 102	727	DDD	94.8
20:52	A	GR 404	727	AAA	109.0
21:00	D	GL 702	DC9	GGG	29.6
21:00	D	RD0045	DC9	BBB	71.3
21:07	A	GR 504	727	DDD	91.1
21:13	A	BL 206	727	AAA	99.2
21:13	D	GR 104	727	BBB	102.5
21:32	A	BL 224	727	BBB	82.5
21:33	D	BL 206	727	AAA	98.5
21:52	D	BL 224	727	EEE	23.8
21:53	A	GR 14	DC9	AAA	69.8
22:00	A	GL 403	727	DDD	92.4
22:13	D	GR 14	DC9	AAA	68.2
23:03	A	BL1714	707	AAA	118.7
23:07	A	GR 104	727	BBB	103.7

RIT-FTL CASS

AIRPORT ACTIVITY PROFILE FOR STATION CCC

PROFILE SUMMARY

PAGE 2

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	TOT
TOTALS:	0	1	0	0	0	0	2	9	11	11	12	9	9	11	8	9	10	11	11	10	11	9	2	2	158
BL	0	0	0	0	0	0	0	2	0	3	[illegible]	1	2	0	3	4	2	2	2	1	[illegible]	4	0	1	30
GL	0	1	0	0	0	0	1	1	5	3	1	1	2	7	2	1	2	3	4	5	3	1	1	0	44
GR	0	0	0	0	0	0	1	3	1	3	6	2	3	1	0	3	3	4	2	1	4	3	1	1	42
RD	0	0	0	0	0	0	0	2	1	1	2	0	1	2	0	1	3	2	1	3	2	1	0	0	22
WT	0	0	0	0	0	0	0	1	4	1	1	5	1	1	3	0	0	0	2	0	1	0	0	0	20

CARRIER	DEPARTURES	ARRIVALS	ENPLANEMENTS	DEPLANEMENTS	AV ENP/DEP	AV DEP/ARR	AV PAX/OP
BL	15	15	1450.1	1529.5	96.7	102.0	99.3
GL	22	22	1708.2	1710.0	77.6	77.7	77.7
GR	21	21	1828.7	1829.8	87.1	87.1	87.1
RD	11	11	722.1	694.3	65.6	63.1	64.4
WT	10	10	536.6	564.1	53.7	56.4	55.0

FILES USED:

USER	ID	NAME	FILE	LAST MODIFIED	LAST USED	UNIVERSE	LAST MODIFIED
		UNIVERSE FILE:				FAA_0001	80/01/18 14:16:37.00
1	BL	BLUE	BLUE-01	80/02/12 17:11:07.00	80/02/13 07:38:03.00	FAA_0001	80/01/18 14:16:37.00

R;

C>

MIT-FTL CASB

AIRPORT ACTIVITY PROFILE FOR STATION BBB

PAGE 1

	TIME	O	FLIGHT	EQ	T/F	PAX
*	0:40	A	GL 312	DC9	AAA	43.9
	1:08	D	GL 312	DC9	CCC	51.1
	1:13	A	WT 220	DC9	AAA	48.5
	2:04	A	BL1704	707	XXX	23.8
	6:00	D	GR 601	727	BBB	33.2
	6:30	D	GR 41	DC9	LLL	78.7
	6:55	D	GR 701	727	AAA	72.4
	7:00	D	BL 258	727	BBB	75.2
	7:00	D	GR 51	DC9	CCC	77.2
	7:00	D	WT 400	DC9	CCC	79.2
	7:15	D	BL 290	727	AAA	62.0
	7:16	A	GL1000	DC9	JJJ	52.1
	7:30	D	BL 230	727	EEE	57.9
	7:35	A	RD0040	DC9	HHH	32.8
	7:36	D	GL1000	DC9	CCC	74.7
	7:47	A	GL 301	727	CCC	70.5
	7:55	D	RD0040	DC9	CCC	59.9
	7:59	D	RD0030	727	GGG	47.2
	8:00	D	BL1701	707	XXX	46.2
	8:00	D	BL1705	707	AAA	83.6
	8:07	D	GL 301	727	EEE	69.5
	8:10	A	GR 11	DC9	DDD	51.0
	8:18	A	BL 210	727	CCC	104.2
	8:29	A	GL 811	727	HHH	53.8
	8:30	D	GR 11	DC9	AAA	46.0
	8:38	D	BL 210	727	CCC	98.9
	8:46	A	WT 300	DC9	JJJ	49.1
	8:49	D	GL 811	727	AAA	71.1
	8:53	A	GR 301	727	AAA	66.1
	8:54	A	GR 51	DC9	CCC	73.1
	9:06	D	WT 300	DC9	CCC	53.3
	9:10	A	BL 256	727	BBB	63.3
	9:13	D	GR 301	727	BBB	63.6
	9:24	A	GR 41	DC9	HHH	60.0
	9:25	A	GL 600	727	AAA	70.2
	9:30	D	BL 256	727	AAA	51.4
	9:38	A	GL1131	DC9	CCC	51.8
	9:44	D	GR 41	DC9	CCC	54.9
	9:45	D	GL 600	727	DDD	62.6
	9:45	D	GR 52	DC9	CCC	67.6
	9:56	A	WT 300	DC9	AAA	44.3
	9:58	D	GL1131	DC9	JJJ	47.9
	10:13	A	GR 501	727	BBB	40.4
	10:14	D	WT 300	DC9	CCC	31.2
	10:18	A	RD0041	DC9	CCC	57.5
	10:27	A	BL 230	727	EEE	87.0
	10:35	A	GL 100	727	CCC	81.0
	10:38	D	RD0041	DC9	HHH	54.3
	10:51	A	BL 270	727	AAA	74.4

TIME	O	FLIGHT	EQ	T/F	PAX
10:55	B	GL 100	727	BBB	35.5
10:57	A	BL 214	727	CCC	105.0
10:59	A	GL 120	727	DDD	50.9
11:02	A	GR 41	DC9	DDD	80.6
11:12	B	BL 231	727	AAA	59.7
11:14	B	GR 502	727	DDD	60.5
11:17	B	BL 214	727	CCC	97.3
11:19	B	GL 120	727	FFF	88.6
11:37	B	BL 272	727	GGG	50.8
11:39	A	GL 311	DC9	CCC	48.4
11:39	A	GR 52	DC9	CCC	68.5
11:53	A	GR 801	727	AAA	72.0
11:59	D	GL 311	DC9	AAA	46.4
11:59	A	RD0042	DC9	HHH	34.6
12:17	A	GR 302	727	BBB	37.9
12:28	A	BL 258	727	AAA	48.2
12:34	A	GL1132	DC9	JJJ	29.7
12:35	B	GR 53	DC9	III	79.4
12:36	A	WT 211	DC9	CCC	32.5
12:37	D	GR 302	727	AAA	67.8
12:38	B	GR 802	727	BBB	37.1
12:53	A	GL 302	727	EEE	79.6
12:54	D	GL1132	DC9	CCC	79.5
12:56	A	GR 402	727	BBB	46.1
12:58	B	WT 211	DC9	AAA	44.0
13:00	A	RD0031	727	HHH	43.4
13:00	B	RD0042	DC9	CCC	65.0
13:13	D	GL 302	727	CCC	65.5
13:20	B	RD0031	727	GGG	67.2
13:26	A	BL 241	727	BBB	37.9
13:33	A	WT 510	DC9	EEE	35.4
13:36	A	BL 211	727	CCC	94.5
13:45	B	BL 259	727	AAA	57.8
13:46	B	BL 241	727	BBB	63.5
13:53	D	WT 510	DC9	CCC	50.4
13:56	B	BL 211	727	CCC	97.9
14:07	A	GL1001	DC9	CCC	50.9
14:11	A	GL 802	DC9	AAA	49.0
14:24	D	GR 403	727	BBB	46.5
14:27	D	GL1001	DC9	JJJ	51.3
14:30	A	BL 272	727	GGG	50.9
14:31	D	GL 802	DC9	BBB	61.8
14:32	A	GL 101	727	GGG	45.9
14:33	A	BL 231	727	AAA	74.1
14:52	D	GL 101	727	CCC	90.1
15:04	A	WT 411	DC9	CCC	70.4
15:15	D	BL 273	727	EEE	91.6
15:18	D	BL 233	727	EEE	62.3
15:23	A	GR 901	727	AAA	73.8
15:24	A	BL1703	707	XXX	57.9
15:32	A	GL 303	727	CCC	75.1

TIME	O	FLIGHT	EQ	T/F	PAX
15:40	A	GL 121	727	FFF	88.4
15:44	B	BL1703	707	XXX	50.8
15:50	A	RD0043	DC9	CCC	60.7
15:55	A	GR 803	727	DDD	65.6
15:58	A	BL 257	727	CCC	76.1
16:00	D	GL 121	727	DDD	70.7
16:00	D	GL 303	727	AAA	70.8
16:00	D	WT 420	DC9	AAA	58.9
16:10	D	RD0043	DC9	HHH	43.0
16:10	D	BL 257	727	AAA	63.5
16:23	A	BL1707	707	AAA	90.8
16:26	A	GL1700	727	AAA	75.5
16:35	D	GR 64	DC9	CCC	80.6
16:38	A	RD0022	727	GGG	28.5
16:47	A	BL 262	727	DDD	60.4
16:55	D	GR 803	727	AAA	73.3
16:58	D	RD0022	727	HHH	53.3
17:00	B	GL1700	727	CCC	96.4
17:02	A	GL1002	DC9	JJJ	66.0
17:08	D	BL1708	707	AAA	84.0
17:12	A	GR 44	DC9	CCC	79.2
17:22	D	GL1002	DC9	BBB	66.2
17:38	A	GR 203	727	AAA	62.9
17:42	A	GR 54	DC9	LLL	54.2
17:45	D	BL 262	727	AAA	60.7
17:55	A	BL1701	707	XXX	69.9
17:57	D	GR 43	DC9	CCC	74.4
17:58	D	GR 203	727	BBB	57.8
17:59	A	RD0044	DC9	HHH	51.2
18:02	D	GR 54	DC9	HHH	53.7
18:06	A	GR 503	727	DDD	67.1
18:11	A	BL 292	727	AAA	78.3
18:12	A	WT 640	DC9	GGG	28.5
18:15	A	BL 233	727	EEE	70.9
18:29	A	GR 64	DC9	CCC	73.5
18:31	D	BL 292	727	AAA	50.5
18:32	D	WT 640	DC9	EEE	37.9
18:39	A	BL 259	727	DDD	76.0
18:40	D	BL1702	707	XXX	42.6
18:51	D	GR 504	727	DDD	57.5
18:58	A	BL 213	727	CCC	98.9
19:00	D	RD0044	DC9	CCC	57.2
19:04	D	GR 902	727	AAA	48.5
19:08	A	GR 604	727	DDD	62.3
19:09	A	WT 131	DC9	CCC	54.6
19:16	A	WT 551	DC9	HHH	54.5
19:18	D	BL 213	727	CCC	100.4
19:30	D	GR 65	DC9	CCC	68.8
19:36	D	WT 551	DC9	JJJ	55.3
19:41	D	WT 131	DC9	AAA	44.1
19:48	A	GR 702	727	AAA	85.1
19:51	A	GR 43	DC9	CCC	67.4

TIME	O	FLIGHT	EQ	T/F	PAX
19:59	A	GL1701	727	CCC	61.0
20:00	A	RD0032	727	GGG	38.0
20:09	A	GL1103	DC9	CCC	60.8
20:17	A	BL1706	707	AAA	90.0
20:19	D	GL1701	727	AAA	57.0
20:26	A	BL 224	727	EEE	65.2
20:29	D	GL1103	DC9	JJJ	66.1
20:46	D	BL 224	727	CCC	87.6
21:00	A	GR 34	DC9	BBB	59.8
21:24	A	GR 65	DC9	CCC	68.3
21:26	A	GL 812	727	AAA	72.8
21:31	A	BL 263	727	AAA	63.3
21:46	D	GL 812	727	HHH	29.8
21:48	A	RD0045	DC9	CCC	64.3
21:51	D	BL 263	727	BBB	79.8
22:00	D	GR 34	DC9	BBB	53.3
22:01	A	GR 104	727	CCC	102.8
22:08	D	RD0045	DC9	HHH	24.9
22:21	D	GR 104	727	CCC	103.7
22:29	A	BL 274	727	EEE	62.1

MIT-FTL CASB

AIRPORT ACTIVITY PROFILE FOR STATION BBB

PAGE 2

PROFILE SUMMARY

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	TOT
TOTALS:	1	2	1	0	0	0	3	11	12	12	10	11	11	11	9	11	12	12	12	12	7	7	5	0	172
BL	0	0	1	0	0	0	0	3	4	2	3	3	1	5	2	5	3	3	6	1	3	2	1	0	48
BL	1	1	0	0	0	0	0	3	3	4	3	3	3	1	6	2	3	3	0	1	3	2	0	0	42
GR	0	0	0	0	0	0	3	1	4	4	1	4	5	0	1	2	2	5	4	5	0	2	3	0	46
RD	0	0	0	0	0	0	0	3	0	0	2	1	0	3	0	1	3	1	0	1	1	1	1	0	18
WT	0	1	0	0	0	0	0	1	1	2	1	0	2	2	0	1	1	0	2	4	0	0	0	0	18

CARRIER	DEPARTURES	ARRIVALS	ENPLANEMENTS	DEPLANEMENTS	AV ENP/DEP	AV DEP/ARR	AV PAX/OP
BL	24	24	1675.4	1767.0	69.8	73.6	71.7
BL	21	21	1292.2	1268.5	61.5	60.4	61.0
GR	23	23	1476.6	1525.0	64.2	66.3	65.3
RD	9	9	472.0	411.0	52.4	45.7	49.1
WT	9	9	474.4	437.7	52.7	48.6	50.7

FILES USED:

USER	ID	NAME	FILE	LAST MODIFIED	LAST USED	UNIVERSE	LAST MODIFIED
		UNIVERSE FILE:				FAA_0001	80/01/18 14:14:37.00
1	BL	BLUE	BLUE-01	80/02/12 17:11:07.00	80/02/13 07:38:03.00	FAA_0001	80/01/18 14:16:37.00

R;

C>

MIT-FTL-CASS

AIRPORT ACTIVITY PROFILE FOR STATION AAA

PAGE 1

TIME	O	FLIGHT	EQ	T/F	PAX
6:07	A	GR 301	727	XXX	0.0
6:27	D	GR 301	727	BBB	44.1
6:39	A	GL 600	727	FFF	38.0
6:39	A	GR 401	727	CCC	101.7
6:45	D	GR 201	727	CCC	102.5
6:50	D	GR 31	DC9	III	71.1
6:59	D	GL 100	727	CCC	108.4
6:59	D	GL 600	727	BBB	58.3
6:59	D	GR 401	727	CCC	103.2
6:59	D	RD0010	DC9	GGG	59.3
7:00	D	BL 204	727	CCC	107.9
7:00	D	GL 120	727	DDD	72.9
7:30	A	GR 701	727	BBB	50.7
7:30	A	RD0020	727	HHH	34.4
7:30	D	WT 300	DC9	BBB	64.4
7:39	A	BL1711	707	CCC	113.6
7:42	A	BL1715	707	DDD	42.8
7:50	A	BL 290	727	BBB	62.0
7:50	D	GR 701	727	XXX	36.4
7:59	D	BL1711	707	CCC	114.4
7:59	A	GR 101	727	CCC	102.6
8:00	D	BL 280	727	GGG	40.8
8:00	D	WT 600	DC9	DDD	51.9
8:02	D	BL1715	707	BBB	56.3
8:10	A	BL 220	727	EEE	100.4
8:15	D	RD0024	727	HHH	32.1
8:25	D	BL 270	727	BBB	74.4
8:30	D	BL 220	727	EEE	112.6
8:35	A	BL1708	707	BBB	55.7
8:38	A	GL 801	DC9	CCC	79.2
8:42	A	BL 260	727	BBB	59.1
8:45	A	WT 400	DC9	CCC	52.2
8:58	D	BL1708	707	XXX	40.2
9:00	D	BL 110	727	CCC	99.4
9:02	D	BL 260	727	BBB	49.5
9:04	D	GR 101	727	CCC	108.9
9:08	A	GR 11	DC9	BBB	51.4
9:08	D	WT 400	DC9	HHH	43.1
9:07	A	GL 400	727	DDD	44.3
9:07	A	GR 801	727	BBB	88.2
9:24	A	GL 811	727	BBB	73.3
9:25	D	GR 11	DC9	CCC	71.0
9:27	D	GR 801	727	BBB	69.1
9:40	A	GL 700	DC9	GGG	42.1
9:42	A	BL 250	727	DDD	53.8
10:00	D	GL 700	DC9	GGG	33.2
10:00	D	GL 811	727	XXX	30.5
10:00	A	RD0030	727	GGG	48.9
10:02	D	BL 250	727	BBB	65.7
10:05	A	BL 256	727	BBB	58.6
10:12	A	GR 201	727	CCC	100.3
10:20	D	BL 286	727	BBB	39.4

TIME	O	FLIGHT	EQ	T/F	PAX
10:27	A	BL 204	727	CCC	102.6
10:31	A	BL 221	727	EEE	64.6
10:45	D	GL 401	727	CCC	105.0
10:51	D	BL 221	727	FFF	59.8
10:59	A	BL 280	727	GGG	67.1
11:00	D	GR 21	DC9	XXX	30.1
11:00	D	GR 202	727	DDD	35.3
11:00	D	RD0011	727	JJJ	36.5
11:08	A	WT 411	DC9	HHH	51.9
11:21	D	BL 291	727	DDD	45.2
11:28	D	WT 411	DC9	CCC	44.5
11:32	A	GR 31	DC9	LLL	45.9
11:45	D	BL 281	727	HHH	64.3
11:45	D	GL 802	DC9	BBB	60.1
11:47	A	BL 231	727	BBB	59.7
11:51	A	BL1712	707	CCC	114.3
11:58	A	BL1716	707	DDD	37.8
12:07	D	BL 231	727	BBB	76.1
12:11	D	BL1712	707	CCC	116.8
12:18	D	BL1716	707	DDD	54.0
12:34	A	GL 311	DC9	BBB	44.1
12:37	A	GR 901	727	XXX	39.8
12:52	A	BL 222	727	FFF	45.2
12:52	A	GL 111	727	CCC	91.7
12:54	D	GL 311	DC9	XXX	33.0
12:56	A	GR 102	727	CCC	101.0
12:57	D	GR 901	727	BBB	49.2
13:00	D	BL 208	727	CCC	104.3
13:12	D	BL 222	727	EEE	70.4
13:12	D	GL 111	727	GGG	37.9
13:12	A	GR 302	727	BBB	50.3
13:16	D	GR 102	727	CCC	101.0
13:24	A	WT 431	DC9	EEE	53.0
13:31	A	WT 211	DC9	BBB	48.2
13:32	D	GR 302	727	XXX	40.4
13:37	A	BL1707	707	XXX	47.8
13:39	A	GL1700	727	XXX	44.6
13:44	D	WT 431	DC9	GGG	30.4
13:51	D	WT 211	DC9	XXX	33.5
13:57	D	BL1707	707	BBB	44.7
14:00	D	GL1700	727	BBB	73.3
14:02	A	GR 53	DC9	III	59.6
14:13	A	RD0011	727	JJJ	41.6
14:20	A	BL 259	727	BBB	54.0
14:27	A	GR 502	727	DDD	40.9
14:28	A	GR 12	DC9	DDD	38.5
14:39	A	GL1132	DC9	CCC	79.9
14:40	D	BL 259	727	DDD	72.8
14:47	D	GR 54	DC9	LLL	76.9
14:47	A	WT 311	DC9	DDD	53.0
14:52	A	BL 291	727	DDD	54.2
14:59	D	GR 33	DC9	DDD	54.8

TIME	O	FLIGHT	EQ	T/F	PAX
15:00	A	GL 701	DC9	DDD	39.8
15:07	D	WT 311	DC9	FFF	41.8
15:12	D	GR 203	727	BBB	84.8
15:13	D	GR 13	DC9	CCC	83.3
15:32	D	GL1133	DC9	CCC	85.1
15:45	D	BL 292	727	BBB	76.3
15:53	A	BL 281	727	HHH	43.7
15:55	D	GL 703	DC9	DDD	45.2
15:59	D	RD0032	727	GGG	72.9
16:03	A	BL1713	707	CCC	118.1
16:14	A	BL1717	707	DDD	52.1
16:23	D	BL1713	707	CCC	118.3
16:34	D	BL1717	707	DDD	53.8
16:35	A	GL 303	727	BBB	74.8
16:35	A	WT 420	DC9	BBB	53.6
16:37	A	BL 273	727	EEE	77.2
16:38	D	BL 262	727	JJJ	57.9
16:39	A	GL 101	727	CCC	108.9
16:53	A	BL 257	727	BBB	89.2
16:55	D	GL 303	727	XXX	48.6
16:57	D	BL 273	727	FFF	44.9
17:00	D	WT 420	DC9	EEE	76.2
17:02	A	GR 702	727	XXX	49.8
17:22	D	GR 702	727	BBB	59.7
17:24	A	GL 402	727	DDD	67.1
17:27	A	BL 205	727	CCC	112.1
17:30	A	GR 803	727	BBB	55.9
17:31	A	BL1706	707	XXX	59.3
17:37	A	WT 310	DC9	FFF	41.4
17:39	A	GL 402	727	CCC	110.4
17:43	A	BL1708	707	BBB	57.6
17:45	D	BL 257	727	DDD	55.4
17:51	D	BL1706	707	BBB	62.6
17:59	D	GL 102	727	CCC	100.6
18:00	D	GR 803	727	XXX	45.6
18:00	D	WT 310	DC9	DDD	43.1
18:03	D	BL1708	707	XXX	48.5
18:04	A	GR 404	727	CCC	104.3
18:20	A	BL 262	727	BBB	75.6
18:21	D	GL 403	727	DDD	42.8
18:24	D	GR 404	727	CCC	109.0
18:37	A	GL 812	727	XXX	45.9
18:40	A	GR 13	DC9	CCC	78.8
18:45	D	BL 206	727	CCC	99.2
18:58	A	BL 274	727	FFF	47.6
19:00	D	GL 812	727	BBB	71.4
19:05	D	BL 263	727	BBB	73.4
19:06	A	BL 292	727	BBB	50.5
19:18	D	BL 274	727	EEE	75.4
19:25	D	GR 14	DC9	CCC	69.5
19:36	A	RD0023	727	HHH	37.8

TIME	O	FLIGHT	EQ	T/F	PAX
19:39	A	GR 902	727	BBB	48.5
19:51	A	BL 282	727	JJJ	32.6
19:54	A	RD0012	DC9	GGG	66.6
19:54	A	WT 640	DC9	EEE	74.6
19:56	D	RD0022	727	HHH	36.9
20:15	A	BL1714	707	CCC	113.9
20:16	A	WT 131	DC9	BBB	62.6
20:19	A	GL 113	727	DDD	79.2
20:30	A	BL1718	707	DDD	62.3
20:35	D	BL1714	707	CCC	118.7
20:50	D	BL1718	707	DDD	33.2
20:54	A	GL 701	727	BBB	55.2
20:58	A	GL 122	727	CCC	97.6
21:28	D	GL1701	727	FFF	41.8
22:02	A	GL 312	DC9	XXX	39.2
22:07	A	GR 22	DC9	XXX	43.2
22:12	A	BL 206	727	CCC	98.5
22:22	D	GL 312	DC9	BBB	38.7
22:27	A	WT 220	DC9	XXX	32.8
22:47	D	WT 220	DC9	BBB	38.2
22:52	A	GR 14	DC9	CCC	68.2

MIT-FTL CASS

AIRPORT ACTIVITY PROFILE FOR STATION AAA

PAGE 2

PROFILE SUMMARY

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	TOT
TOTALS:	0	0	0	0	0	0	10	11	12	12	12	12	10	13	12	9	12	13	11	11	8	1	7	0	176
BL	0	0	0	0	0	0	0	5	8	2	7	5	4	4	3	2	8	5	4	4	4	0	1	0	66
GL	0	0	0	0	0	0	3	1	1	4	3	1	3	2	2	3	3	3	2	1	3	1	2	0	38
GR	0	0	0	0	0	0	6	3	0	5	1	3	3	3	5	2	0	3	4	2	0	0	2	0	42
RD	0	0	0	0	0	0	1	1	1	0	1	1	0	0	1	1	0	0	0	3	0	0	0	0	10
WT	0	0	0	0	0	0	0	1	2	1	0	2	0	4	1	1	1	2	1	1	1	0	2	0	20

CARRIER	DEPARTURES	ARRIVALS	ENPLANEMENTS	DEPLANEMENTS	AV ENP/DEP	AV DEP/ARR	AV PAX/OP
BL	33	33	2347.5	2287.2	71.1	69.3	70.2
GL	19	19	1225.6	1259.4	64.5	66.3	65.4
GR	21	21	1464.9	1315.5	69.8	62.6	66.2
RD	5	5	237.3	229.2	47.5	45.8	46.7
WT	10	10	457.2	523.2	45.7	52.3	49.0

FILES USED:

USER	ID	NAME	FILE	LAST MODIFIED	LAST USED	UNIVERSE	LAST MODIFIED
		UNIVERSE FILE:				FAA_0001	80/01/18 14:16:37.00
1	BL	BLUE	BLUE-01	[illegible] 11:07.00	80/02/12 07:30:03.00	FAA_0C01	80/01/18 14:16:37.00

C>

TABLE 4.14 PERIOD 1 TRAFFIC DATA

WIT-FTW CASS ITERATION 01 TRAFFIC DATA

MARKET	DIST.	PAX/DAY	%TOT	RPM/DAY	%TOT		ID	PAX/DAY	%TOT	%CAR	RPM/DAY	%CAR
AAA-BBB	517	1129.5	4.41	584.0	4.84	:	BL	488.1	43.21	6.64	252.3	6.28
							GP	317.2	28.08	4.95	164.0	5.56
							GL	237.3	21.01	3.70	122.7	4.07
							WT	76.2	6.75	2.78	39.4	3.59
							RD	10.7	0.95	0.40	5.5	0.57
AAA-CCC	539	2188.0	8.55	1179.4	9.78	:	BL	791.7	36.18	10.78	824.7	10.62
							GP	770.7	35.22	12.03	815.4	14.10
							GL	540.5	24.70	8.48	291.3	9.66
							WT	85.1	3.89	3.11	45.9	4.18
AAA-DDD	588	859.5	3.36	505.4	4.19	:	BL	457.3	53.20	6.23	268.9	6.69
							GL	203.8	23.71	3.18	119.8	3.97
							GP	114.0	13.26	1.78	67.0	2.27
							WT	84.5	9.83	3.08	49.7	4.53
AAA-EEE	147	252.2	0.99	37.1	0.31	:	BL	211.7	83.94	2.88	31.1	0.77
							WT	40.5	16.06	1.48	6.0	0.54
AAA-FFF	151	169.8	0.66	25.5	0.21	:	BL	95.2	56.35	1.30	14.4	0.36
							WT	41.8	24.76	1.53	6.3	0.58
							GL	31.9	18.89	0.50	4.8	0.16
AAA-GGG	482	201.1	0.79	96.9	0.80	:	RD	88.8	44.18	3.31	42.8	4.38
							GL	41.1	20.42	0.64	19.8	0.66
							BL	40.8	20.27	0.55	19.6	0.49
							WT	30.4	15.13	1.11	14.7	1.34
AAA-HHH	755	171.5	0.67	129.5	1.07	:	RD	80.0	46.63	2.98	60.4	6.18
							BL	50.6	29.51	0.69	38.2	0.95
							GL	24.3	14.15	0.38	18.3	0.61
							GP	16.7	9.71	0.26	12.6	0.43
AAA-III	369	51.5	0.20	19.0	0.16	:	GP	39.9	77.49	0.62	14.7	0.50
							WT	11.6	22.51	0.42	4.3	0.39
AAA-JJJ	559	116.3	0.45	65.0	0.54	:	BL	57.9	49.77	0.79	32.4	0.81
							RD	57.8	49.67	2.15	32.3	3.30
							GL	0.7	0.57	0.01	0.4	0.01
AAA-KKK	461	15.0	0.06	6.9	0.06	:	GL	10.7	71.39	0.17	4.9	0.16
							WT	4.3	28.61	0.16	2.0	0.18
AAA-LLL	370	27.3	0.11	9.0	0.07	:	GP	27.3	100.00	0.43	9.0	0.31
AAA-NNN	179	69.6	0.27	12.5	0.10	:	WT	43.1	61.90	1.57	7.7	0.70
							GP	26.5	38.10	0.41	4.7	0.16
AAA-XXX	1684	386.9	1.51	651.4	5.40	:	GP	152.6	39.45	2.38	257.0	8.72
							GL	112.0	28.96	1.75	188.7	6.26
							BL	88.7	22.94	1.21	149.4	3.72
							WT	33.5	8.65	1.22	56.4	5.14
BBB-AAA	517	1084.3	4.24	560.6	4.65	:	BL	526.6	48.57	7.17	272.3	6.78
							GP	246.8	22.77	3.85	127.6	4.33

MIT-FTA CASE ITERATION 01 TRAFFIC DATA

MARKET	DIST.	PAX/DAY	%TOT	RPM/DAY	%TOT	ID	PAX/DAY	%TOT	%CAR	RPM/DAY	%CAR
						GL	171.2	15.79	2.67	88.5	2.93
						WT	130.6	12.04	4.76	67.5	6.15
						RD	9.1	0.84	0.34	4.7	0.48
BBB-CCC	153	1692.3	6.61	258.9	2.15 :	GR	537.4	31.75	8.39	82.2	2.79
						AL	434.3	25.67	5.91	66.5	1.65
						GL	358.3	21.17	5.59	54.8	1.82
						RD	182.1	10.76	6.78	27.9	2.85
						WT	180.2	10.65	6.57	27.6	2.51
BBB-DDD	353	803.9	3.14	283.8	2.35 :	GR	402.4	50.11	6.29	142.2	4.82
						GL	208.5	25.94	3.25	73.6	2.88
						AL	186.2	23.16	2.53	65.7	1.64
						WT	6.4	0.80	0.23	2.3	0.21
BBB-EEE	455	233.7	0.91	106.4	0.88 :	AL	166.2	71.11	2.26	75.6	1.88
						WT	48.2	20.64	1.76	21.9	2.00
						GL	19.3	8.25	0.30	8.8	0.29
BBB-FFF	553	88.6	0.35	49.0	0.41 :	GL	60.7	68.49	0.95	33.5	1.11
						AL	27.9	31.51	0.38	15.4	0.38
BBB-GGG	438	172.1	0.67	74.7	0.62 :	RD	105.3	61.20	3.92	45.7	4.67
						AL	35.5	20.60	0.48	15.4	0.38
						GL	31.3	18.20	0.49	13.6	0.45
BBB-HHH	259	224.1	0.88	58.1	0.48 :	RD	175.5	78.30	6.54	45.5	4.65
						GL	43.6	19.43	0.68	11.3	0.37
						GR	5.1	2.27	0.08	1.3	0.04
BBB-III	244	105.5	0.41	25.8	0.21 :	GR	105.5	100.00	1.65	25.8	0.87
BBB-JJJ	233	174.6	0.68	40.7	0.34 :	GL	131.4	75.29	2.05	30.6	1.02
						WT	43.1	24.71	1.57	10.1	0.92
BBB-KKK	422	55.7	0.22	23.5	0.19 :	GL	42.6	76.47	0.66	18.0	0.60
						WT	13.1	23.53	0.48	5.5	0.50
BBB-LLL	197	44.0	0.17	8.2	0.07 :	GR	44.0	100.00	0.69	8.2	0.28
BBB-MMM	530	47.6	0.19	25.2	0.21 :	GL	47.6	100.00	0.74	25.2	0.84
BBB-NNN	605	62.7	0.25	43.6	0.36 :	GR	47.3	75.31	0.74	32.8	1.11
						WT	15.5	24.69	0.56	10.8	0.98
BBB-XXX	2078	338.8	1.31	695.6	5.77 :	AL	193.8	57.89	2.68	403.7	10.07
						GR	69.7	20.69	1.08	143.9	4.88
						GL	54.8	16.37	0.86	113.9	3.77
						WT	16.9	5.05	0.62	35.2	3.20
CCC-AAA	539	2121.1	8.29	1143.3	9.48 :	AL	799.9	37.71	10.89	431.2	10.73
						GR	684.1	32.25	10.68	368.7	12.91
						GL	555.7	26.20	8.67	299.5	9.93
						WT	81.4	3.84	2.97	43.9	4.00
CCC-BBB	153	1670.1	6.53	255.5	2.12 :	GR	544.5	32.60	8.50	83.3	2.83
						AL	434.2	26.00	5.91	66.4	1.65

MKT-FTA CASE ITERATION 01 T R A F F I C D A T A

MARKET	DIST.	PAX/DAY	%TOT	KPM/DAY	%TIT		ID	PAX/DAY	%TOT	%CAR	KPM/DAY	%CAR
							GL	385.7	23.09	6.02	59.0	1.96
							RD	182.5	10.94	6.80	27.9	2.86
							WT	123.3	7.38	4.50	18.9	1.72
CCC-DDD	202	1426.5	5.58	288.1	2.39	:	GR	559.9	39.25	8.74	113.1	3.84
							GL	363.1	25.46	5.67	73.3	2.43
							RD	284.9	19.98	10.61	57.6	5.89
							WT	120.9	8.47	4.41	24.4	2.23
							BL	97.7	6.85	1.33	19.7	0.49
CCC-EEE	438	163.5	0.64	71.6	0.59	:	BL	85.2	52.09	1.16	37.3	0.43
							WT	64.3	39.34	2.35	28.2	2.57
							GL	14.0	8.57	0.22	6.1	0.20
CCC-FFF	612	63.9	0.25	39.1	0.32	:	GL	57.2	89.44	0.89	35.0	1.16
							BL	6.7	10.56	0.09	4.1	0.10
CCC-GGG	572	130.1	0.51	74.4	0.62	:	RD	62.5	48.05	2.33	35.8	3.66
							GL	52.2	40.12	0.81	29.9	0.99
							BL	15.4	11.83	0.21	8.8	0.22
CCC-HHH	360	201.2	0.79	72.4	0.60	:	RD	110.2	54.78	4.10	39.7	4.06
							GL	48.9	24.33	0.76	17.6	0.58
							WT	42.0	20.90	1.53	15.1	1.38
CCC-JJJ	386	143.3	0.56	55.3	0.46	:	RD	82.0	57.21	3.05	31.6	3.24
							GL	57.1	39.87	0.89	22.0	0.73
							WT	4.2	2.92	0.15	1.6	0.15
CCC-KKK	303	191.6	0.75	58.1	0.48	:	GL	116.3	60.69	1.82	35.2	1.17
							WT	75.3	39.31	2.75	22.8	2.08
CCC-LLL	236	40.2	0.16	9.5	0.08	:	GR	40.2	100.00	0.63	9.5	0.32
CCC-MMM	508	25.6	0.10	13.0	0.11	:	GL	25.6	100.00	0.40	13.0	0.43
CCC-NNN	704	16.2	0.06	11.4	0.09	:	WT	16.2	100.00	0.59	11.4	1.04
DDD-AAA	588	793.3	3.10	466.5	3.87	:	BL	366.3	46.17	4.99	215.4	5.36
							GL	243.5	30.70	3.80	143.2	4.75
							GR	140.3	17.68	2.19	82.5	2.80
							WT	43.2	5.44	1.58	25.4	2.32
DDD-BBB	353	771.8	3.02	272.5	2.26	:	GR	438.0	56.74	6.84	154.6	5.25
							BL	253.9	32.90	3.46	89.6	2.23
							GL	65.7	8.51	1.02	23.2	0.77
							WT	14.3	1.85	0.52	5.0	0.46
DDD-CCC	202	1437.3	5.62	290.3	2.41	:	GR	466.4	32.45	7.28	94.2	3.20
							GL	414.3	28.83	6.47	83.7	2.77
							RD	239.8	16.68	8.93	48.4	4.95
							BL	180.2	12.54	2.45	36.4	0.91
							WT	136.6	9.51	4.98	27.6	2.52
DDD-EEE	453	42.5	0.17	19.3	0.16	:	WT	23.1	54.37	0.84	10.5	0.96
							BL	19.4	45.63	0.26	8.8	0.22

PIT-FTA CASE ITERATION 01 T R A F F I C D A T A

MARKET	DIST.	PAX/DAY	%TOT	KPM/DAY	%TOT	:	ID	PAX/DAY	%TOT	%CAR	KPM/DAY	%CAR
DDD-FFF	698	49.0	0.19	34.2	0.28	:	GL	27.7	56.46	0.43	19.3	0.64
							WT	11.3	23.08	0.41	7.9	0.72
							ML	10.0	20.44	0.14	7.0	0.17
DDD-GGG	747	65.4	0.26	48.8	0.41	:	RD	53.3	81.48	1.98	39.8	4.07
							GL	10.6	16.21	0.17	7.9	0.26
							WT	1.5	2.32	0.06	1.1	0.10
DDD-HHH	548	132.9	0.52	72.8	0.60	:	WT	53.4	40.19	1.95	29.3	2.67
							GL	47.9	36.06	0.75	26.3	0.87
							GR	31.6	23.75	0.49	17.3	0.59
DDD-III	235	47.8	0.19	11.2	0.09	:	WT	47.8	100.00	1.74	11.2	1.02
DDD-JJJ	585	55.1	0.22	32.3	0.27	:	RD	44.4	80.49	1.65	26.0	2.66
							GL	7.5	13.66	0.12	4.4	0.15
							WT	3.2	5.85	0.12	1.9	0.17
DDD-KKK	179	176.3	0.69	31.6	0.26	:	GL	136.3	77.31	2.13	24.4	0.81
							WT	40.0	22.69	1.46	7.2	0.65
DDD-NNN	722	6.4	0.03	4.6	0.04	:	GR	6.4	100.00	0.10	4.6	0.16
EEE-AAA	147	292.3	1.14	43.0	0.36	:	ML	208.1	71.18	2.83	30.6	0.76
							WT	84.2	28.82	3.07	12.4	1.13
EEE-BBB	455	249.3	0.97	113.4	0.94	:	ML	192.4	77.17	2.62	87.5	2.18
							WT	35.7	14.30	1.30	16.2	1.48
							GL	21.3	8.53	0.33	9.7	0.32
EEE-CCC	438	142.8	0.56	62.6	0.52	:	ML	86.6	60.65	1.18	37.9	0.94
							WT	46.5	32.57	1.70	20.4	1.86
							GL	9.7	6.78	0.15	4.2	0.14
EEE-DDD	453	73.2	0.29	33.1	0.27	:	ML	35.6	48.63	0.48	16.1	0.40
							WT	32.7	44.65	1.19	14.8	1.35
							GL	4.9	6.72	0.08	2.2	0.07
EEE-FFF	290	23.4	0.09	6.8	0.06	:	ML	23.4	100.00	0.32	6.8	0.17
EEE-GGG	548	15.4	0.06	8.4	0.07	:	WT	15.4	100.00	0.56	8.4	0.77
EEE-HHH	711	13.6	0.05	9.7	0.08	:	ML	13.6	100.00	0.19	9.7	0.24
EEE-III	256	55.4	0.22	14.2	0.12	:	WT	55.4	100.00	2.02	14.2	1.29
EEE-JJJ	558	6.2	0.02	3.4	0.03	:	GL	6.2	100.00	0.10	3.4	0.11
FFF-AAA	151	172.2	0.67	26.0	0.22	:	ML	92.8	53.89	1.26	14.0	0.35
							WT	41.4	24.03	1.51	6.2	0.57
							GL	38.0	22.08	0.59	5.7	0.19
FFF-HHH	553	101.8	0.40	56.3	0.47	:	GL	82.5	81.07	1.29	45.6	1.51
							ML	19.3	18.9·	0.26	10.7	0.27
FFF-CCC	612	44.9	0.18	27.5	0.23	:	ML	25.8	57.42	0.35	15.8	0.39
							GL	19.1	42.56	0.30	11.7	0.39

PIT-FTR CASE ITERATION 01 TRAFFIC DATA

MARKET	DIST.	PAX/DAY	%TOT	RPM/DAY	%TOT	ID	PAX/DAY	%TOT	%CAR	RPM/DAY	%CAR
FFF-DDD	608	45.8	0.18	32.0	0.27 :	GL	24.3	53.00	0.38	16.9	0.56
						GT	21.5	47.00	0.79	15.0	1.37
FFF-EEE	290	20.1	0.08	5.8	0.05 :	AL	20.1	100.00	0.27	5.8	0.14
FFF-HHH	760	6.7	0.03	5.1	0.04 :	GL	6.7	100.00	0.10	5.1	0.17
GGG-AAA	482	190.1	0.74	91.7	0.76 :	RD	83.6	43.95	3.11	40.3	4.12
						GL	48.6	25.54	0.76	23.4	0.78
						AL	44.6	23.43	0.61	21.5	0.53
						WT	13.5	7.08	0.49	6.5	0.59
GGG-BBB	438	188.9	0.74	82.0	0.68 :	AL	69.2	36.63	0.94	30.0	0.75
						RD	55.8	29.54	2.08	24.2	2.48
						GL	43.4	22.97	0.68	18.8	0.62
						WT	20.5	10.86	0.75	8.9	0.81
GGG-CCC	572	137.6	0.54	78.7	0.65 :	RD	71.7	52.10	2.67	41.0	4.20
						GL	65.9	47.90	1.03	37.7	1.25
GGG-DDD	747	68.6	0.27	51.2	0.42 :	RD	42.7	62.28	1.59	31.9	3.26
						GL	25.9	37.72	0.40	19.3	0.64
GGG-EEE	548	18.9	0.07	10.4	0.09 :	WT	14.8	78.07	0.54	8.1	0.74
						AL	4.2	21.93	0.06	2.3	0.06
GGG-HHH	509	9.8	0.04	5.0	0.04 :	RD	9.8	100.00	0.37	5.0	0.51
GGG-JJJ	251	33.8	0.13	8.5	0.07 :	RD	25.8	76.47	0.96	6.5	0.66
						GT	8.0	23.53	0.29	2.0	0.18
HHH-AAA	755	171.5	0.67	129.5	1.07 :	RD	82.8	48.28	3.08	62.5	6.39
						AL	43.7	25.48	0.59	33.0	0.82
						GL	27.0	15.73	0.42	20.4	0.68
						GP	10.9	6.36	0.17	8.2	0.28
						GT	7.1	4.16	0.26	5.4	0.49
HHH-BBB	259	241.7	0.94	62.6	0.52 :	RD	162.0	67.04	6.03	42.0	4.29
						GT	41.6	17.23	1.52	10.8	0.98
						GL	37.3	15.43	0.58	9.7	0.32
						GP	0.7	0.29	0.01	0.2	0.01
HHH-CCC	360	201.7	0.79	72.6	0.60 :	RD	133.2	66.05	4.96	48.0	4.90
						GL	36.5	18.12	0.57	13.2	0.44
						GT	31.9	15.83	1.16	11.5	1.05
HHH-DDD	548	116.0	0.45	63.6	0.53 :	GL	84.0	72.41	1.31	46.0	1.53
						GP	32.0	27.59	0.50	17.5	0.60
HHH-EEE	711	17.1	0.07	12.1	0.10 :	WT	17.1	100.00	0.62	12.1	1.11
HHH-FFF	760	6.8	0.03	5.1	0.04 :	GL	6.8	100.00	0.11	5.1	0.17
HHH-GGG	509	9.0	0.04	5.0	0.04 :	RD	7.9	80.37	0.30	4.0	0.41
						GL	1.9	19.63	0.03	1.0	0.03
HHH-JJJ	240	25.4	0.10	6.6	0.05 :	RD	19.4	76.31	0.72	5.0	0.52

MIT-FTA CASS ITERATION 01 T R A F F I C D A T A

MARKET	DIST.	PAX/DAY	%TOT	RPM/DAY	%TOT	ID	PAX/DAY	%TOT	%CAR	RPM/DAY	%CAR
						WT	3.3	12.88	0.12	0.8	0.08
						GL	2.7	10.81	0.04	0.7	0.02
III-AAA	369	74.3	0.29	27.4	0.23 :	GR	61.9	83.26	0.97	22.8	0.77
						WT	12.4	16.74	0.45	4.6	0.42
III-BBB	244	51.9	0.20	12.7	0.11 :	GR	51.9	100.00	0.81	12.7	0.43
III-CCC	184	42.4	0.17	7.8	0.06 :	GR	42.4	100.00	0.66	7.8	0.26
III-DDD	235	70.0	0.27	16.5	0.14 :	WT	54.4	77.69	1.98	12.8	1.17
						GR	15.6	22.31	0.24	3.7	0.12
III-EEE	256	43.7	0.17	11.2	0.09 :	WT	43.7	100.00	1.59	11.2	1.02
III-GGG	538	3.2	0.01	1.7	0.01 :	WT	3.2	100.00	0.11	1.7	0.15
JJJ-AAA	559	106.8	0.42	59.7	0.50 :	RD	53.8	50.38	2.00	30.1	3.08
						AL	32.6	30.57	0.44	18.2	0.45
						GL	20.3	19.05	0.32	11.4	0.38
JJJ-BBB	233	170.3	0.67	39.7	0.33 :	GL	121.2	71.19	1.89	28.2	0.94
						WT	49.1	28.81	1.79	11.4	1.04
JJJ-CCC	386	121.9	0.48	47.0	0.39 :	RD	67.5	55.42	2.51	26.1	2.67
						GL	40.2	33.00	0.63	15.5	0.51
						WT	14.1	11.58	0.51	5.4	0.50
JJJ-DDD	585	55.0	0.21	32.2	0.27 :	RD	42.9	77.95	1.60	25.1	2.56
						GL	12.1	22.05	0.19	7.1	0.24
JJJ-EEE	558	7.2	0.03	4.0	0.03 :	WT	4.6	63.70	0.17	2.6	0.23
						GL	2.6	36.30	0.04	1.5	0.05
JJJ-FFF	529	7.6	0.03	4.0	0.03 :	GL	7.6	100.00	0.12	4.0	0.13
JJJ-GGG	251	36.8	0.14	9.2	0.08 :	RD	35.6	96.62	1.32	8.9	0.91
						GL	1.2	3.38	0.02	0.3	0.01
JJJ-HHH	240	21.9	0.09	5.7	0.05 :	RD	21.9	100.00	0.82	5.7	0.58
KKK-AAA	461	18.6	0.07	8.6	0.07 :	WT	18.6	100.00	0.68	8.6	0.78
KKK-BBB	422	57.5	0.22	24.2	0.20 :	GL	40.4	70.26	0.63	17.0	0.56
						WT	17.1	29.74	0.62	7.2	0.66
KKK-CCC	303	218.5	0.85	66.2	0.55 :	GL	170.5	78.03	2.66	51.7	1.71
						WT	48.0	21.97	1.75	14.5	1.33
KKK-DDD	179	175.0	0.68	31.3	0.26 :	GL	132.7	75.86	2.07	23.8	0.79
						WT	42.2	24.14	1.54	7.6	0.69
LLL-AAA	330	29.9	0.12	9.9	0.08 :	GR	29.9	100.00	0.47	9.9	0.33
LLL-HHH	187	44.6	0.17	8.3	0.07 :	GR	44.6	100.00	0.70	8.3	0.28
LLL-DDD	370	4.3	0.02	1.6	0.01 :	GR	4.3	100.00	0.07	1.6	0.05

[illegible]

MARKET	DIST.	PAX/DAY	%TOT	RPM/DAY	%TOT	:	ID	PAX/DAY	%TOT	%CAR	RPM/DAY	%CAR
NNN-NNN	530	47.3	0.18	25.1	0.21	:	GL	47.3	100.00	0.74	25.1	0.83
NNN-CCC	508	22.5	0.09	11.4	0.09	:	GL	22.5	100.00	0.35	11.4	0.38
NNN-AAA	179	51.9	0.20	9.3	0.08	:	WT	51.9	100.00	1.89	9.3	0.85
NNN-BBB	695	67.1	0.26	46.7	0.39	:	GR	47.9	71.35	0.75	33.3	1.13
							WT	19.2	28.64	0.70	13.4	1.22
NNN-CCC	708	25.6	0.10	18.0	0.15	:	GR	13.0	50.72	0.20	9.1	0.31
							WT	12.6	49.28	0.46	8.9	0.81
NNN-DDD	792	12.1	0.05	8.7	0.07	:	GR	12.1	100.00	0.19	8.7	0.30
XXX-AAA	1684	413.2	1.62	695.9	5.77	:	GR	141.6	34.26	2.21	238.4	8.09
							GL	131.7	31.88	2.06	221.8	7.35
							RL	107.1	25.91	1.46	180.3	4.89
							WT	32.8	7.95	1.20	55.3	5.04
XXX-BBB	2078	350.4	1.37	728.2	6.04	:	RL	205.0	58.51	2.79	426.0	10.60
							GL	63.4	18.08	0.99	131.7	4.36
							GR	61.7	17.62	0.96	128.3	4.35
							WT	20.3	5.80	0.74	42.2	3.85

MIT-FTA CASE ITERATION 01 T R A F F I C D A T A

TO	PAX/DAY	KPM/DAY
BL	7345.4	4017.8
GL	6407.2	3016.1
GR	6424.7	2946.9
RD	2665.3	977.7
LT	2742.2	1096.9
	25584.8	12055.5

TABLE 4.15 PERIOD 2 TRAFFIC DATA

MIT-FTA CASE ITERATION 02 T R A F F I C D A T A

MARKET	DIST.	PAX/DAY	%TOT	RPM/DAY	%TOT		ID	PAX/DAY	%TOT	%CAR	RPM/DAY	%CAR
AAA-BBB	517	1126.4	4.30	582.4	4.77	:	HL	479.7	42.58	6.67	248.0	6.43
							GR	331.4	29.45	4.70	171.5	5.34
							GL	236.1	20.96	3.62	122.0	4.02
							WT	62.6	5.56	2.25	32.4	2.91
							RD	16.4	1.45	0.62	8.5	0.88
AAA-CCC	539	2248.2	8.58	1211.8	9.92	:	GR	887.5	39.47	12.58	478.3	14.90
							HL	774.7	34.46	10.77	417.5	10.83
							GL	499.7	22.23	7.66	269.3	8.87
							WT	86.4	3.84	3.10	46.6	4.19
AAA-DDD	588	835.6	3.19	491.4	4.02	:	HL	462.4	55.34	6.43	271.9	7.06
							GL	212.9	25.48	3.26	125.2	4.12
							WT	83.7	10.02	3.00	49.2	4.43
							GR	76.6	9.16	1.09	45.0	1.40
AAA-EEE	147	256.6	0.98	37.7	0.31	:	HL	215.9	84.13	3.00	31.7	0.82
							WT	40.7	15.87	1.46	6.0	0.54
AAA-FFF	151	168.9	0.64	25.5	0.21	:	HL	95.5	56.54	1.33	14.4	0.37
							WT	42.0	24.85	1.51	6.3	0.57
							GL	31.4	18.61	0.48	4.7	0.16
AAA-GGG	482	201.0	0.77	96.9	0.79	:	RD	85.7	42.63	3.25	41.3	4.11
							GL	43.3	21.56	0.66	20.9	0.69
							HL	41.0	20.40	0.57	19.8	0.51
							WT	31.0	15.41	1.11	14.9	1.34
AAA-HHH	755	159.5	0.61	120.5	0.99	:	RD	117.1	73.38	4.43	88.4	8.79
							GL	23.8	14.93	0.37	18.0	0.59
							GR	18.6	11.69	0.26	14.1	0.44
AAA-III	369	56.9	0.22	21.0	0.17	:	GR	45.3	79.61	0.64	16.7	0.52
							WT	11.6	20.39	0.42	4.3	0.39
AAA-JJJ	559	96.0	0.37	53.7	0.44	:	RD	84.8	88.36	3.21	47.4	4.72
							GL	11.2	11.64	0.17	6.2	0.21
AAA-KKK	461	12.7	0.05	5.8	0.05	:	GL	8.4	66.33	0.13	3.9	0.13
							WT	4.3	33.67	0.15	2.0	0.18
AAA-LLL	330	34.7	0.13	11.4	0.09	:	GR	34.7	100.00	0.49	11.4	0.36
AAA-MMM	149	101.7	0.39	15.2	0.12	:	GR	77.5	76.18	1.10	11.5	0.36
							WT	24.2	23.82	0.87	3.6	0.33
AAA-NNN	179	135.5	0.52	24.3	0.20	:	HL	62.1	45.83	0.86	11.1	0.29
							WT	40.6	29.96	1.46	7.3	0.65
							GL	31.0	22.87	0.48	5.5	0.18
							GR	1.8	1.35	0.03	0.3	0.01
AAA-XXX	1684	386.3	1.47	650.5	5.32	:	GR	154.0	39.86	2.18	259.3	8.07
							GL	111.9	28.98	1.72	188.5	6.21
							HL	87.3	22.60	1.21	147.0	3.81
							WT	33.1	8.57	1.19	55.7	5.02

MIT-FTA CASS ITERATION 02 T R A F F I C D A T A

MARKET	DIST.	PAX/DAY	%TOT	RPM/DAY	%T.T		ID	PAX/DAY	%TOT	%CAR	RPM/DAY	%CAR
BMB-AAA	517	1077.3	4.11	557.0	4.56	:	HL	535.3	49.69	7.44	276.8	7.18
							GP	240.6	22.34	3.41	124.4	3.87
							GL	170.1	15.79	2.61	88.0	2.90
							WT	119.3	11.08	4.28	61.7	5.56
							RD	11.9	1.10	0.45	6.1	0.61
BMB-CCC	153	1721.3	6.57	263.4	2.16	:	GR	521.6	30.30	7.39	79.8	2.49
							HL	405.4	23.55	5.64	62.0	1.61
							GL	401.3	23.31	6.15	61.4	2.07
							RD	214.5	12.46	8.12	32.8	3.26
							WT	178.6	10.38	6.41	27.3	2.46
BMB-DDD	353	796.4	3.04	281.1	2.30	:	GR	412.7	51.82	5.85	145.7	4.54
							GL	196.0	24.61	3.00	69.2	2.28
							HL	181.8	22.83	2.53	64.2	1.67
							WT	5.9	0.74	0.21	2.1	0.19
BMB-EEE	455	233.7	0.89	106.4	0.87	:	HL	158.7	67.91	2.21	72.2	1.87
							WT	44.2	18.69	1.58	20.1	1.81
							GL	30.9	13.20	0.47	14.0	0.46
BMB-FFF	553	87.4	0.33	46.3	0.40	:	GL	57.8	66.11	0.89	31.9	1.05
							RL	29.6	33.89	0.41	16.4	0.42
BMB-GGG	434	172.1	0.66	74.7	0.61	:	RD	90.1	52.33	3.41	39.1	3.89
							HL	52.2	30.33	0.73	22.7	0.59
							GL	29.8	17.34	0.46	13.0	0.43
BMB-HHH	259	220.0	0.84	57.0	0.47	:	RD	173.6	78.92	6.58	45.0	4.47
							GL	41.1	18.68	0.63	10.6	0.35
							GP	5.3	2.40	0.07	1.4	0.04
BMB-III	244	83.9	0.32	20.5	0.17	:	GP	83.9	100.00	1.19	20.5	0.64
BMB-JJJ	233	168.4	0.64	39.2	0.32	:	GL	115.4	68.55	1.77	26.9	0.89
							WT	53.0	31.45	1.90	12.3	1.11
BMB-KKK	422	54.8	0.21	23.1	0.19	:	GL	42.8	78.11	0.66	18.1	0.60
							WT	12.0	21.89	0.43	5.1	0.46
BMB-LLL	187	43.2	0.16	8.1	0.07	:	GP	43.2	100.00	0.61	8.1	0.25
BMB-MMM	530	81.9	0.31	43.4	0.36	:	GP	35.9	43.88	0.51	19.0	0.59
							GL	31.2	38.12	0.48	16.5	0.54
							WT	14.7	18.00	0.53	7.8	0.70
BMB-NNN	695	80.1	0.31	55.7	0.46	:	GP	64.6	80.66	0.92	44.9	1.40
							WT	15.5	19.34	0.56	10.8	0.97
BMB-XXX	2078	325.0	1.24	675.3	5.53	:	RL	171.7	52.83	2.39	356.7	9.26
							GP	76.8	23.63	1.09	159.6	4.97
							GL	58.9	18.14	0.90	122.5	4.03
							WT	17.6	5.40	0.63	36.5	3.29
CCC-AAA	539	2180.5	8.32	1175.7	9.62	:	GP	813.9	37.29	11.52	434.2	13.65
							HL	770.3	35.33	10.71	415.2	10.77
							GL	514.3	23.58	7.88	277.2	9.13

MIT-FTA PASS ITERATION 07 T R A F F I C D A T A

MARKET	DIST.	PAX/DAY	%T.T	RPM/DAY	%T.T		ID	PAX/DAY	%TOT	%CAR	RPM/DAY	%CAR
							WT	82.9	3.80	2.97	44.7	4.02
CCC-HHH	153	1675.2	6.39	256.3	2.10	:	GR	462.9	28.82	6.84	73.9	2.30
							GL	445.5	26.60	6.83	68.2	2.25
							HL	404.0	24.11	5.62	61.8	1.60
							RD	224.1	13.38	8.49	34.3	3.41
							WT	118.8	7.09	4.26	18.2	1.64
CCC-DDD	292	1416.0	5.40	286.0	2.14	:	GR	656.8	46.36	9.30	132.6	4.13
							GL	368.5	26.02	5.65	74.4	2.45
							RD	172.1	12.15	6.52	34.8	3.46
							WT	121.8	8.57	4.35	24.5	2.21
							HL	97.7	6.90	1.36	19.7	0.51
CCC-EEE	478	163.5	0.62	71.6	0.59	:	HL	85.2	52.09	1.18	37.3	0.97
							WT	64.3	39.34	2.31	28.2	2.54
							GL	14.0	8.57	0.21	6.1	0.20
CCC-FFF	612	64.7	0.25	39.6	0.32	:	GL	57.9	89.53	0.89	35.4	1.17
							HL	6.8	10.47	0.09	4.1	0.11
CCC-GGG	572	126.9	0.48	72.6	0.59	:	GL	66.2	52.15	1.01	37.9	1.25
							RD	42.7	33.63	1.62	24.4	2.43
							HL	18.0	14.21	0.25	10.3	0.27
CCC-HHH	360	201.0	0.77	72.4	0.59	:	RD	113.8	56.63	4.31	41.0	4.08
							GL	45.4	22.59	0.70	16.3	0.54
							WT	40.9	20.34	1.47	14.7	1.33
							GR	0.9	0.44	0.01	0.3	0.01
CCC-III	188	28.4	0.11	5.3	0.04	:	GR	28.4	100.00	0.40	5.2	0.16
CCC-JJJ	396	145.8	0.56	56.3	0.46	:	RD	82.9	56.83	3.14	32.0	3.18
							GL	62.9	43.17	0.96	24.3	0.80
CCC-KKK	333	194.4	0.74	58.9	0.48	:	GL	118.5	60.96	1.82	35.9	1.18
							WT	75.9	39.04	2.72	23.0	2.07
CCC-LLL	236	44.1	0.17	10.4	0.09	:	GR	44.1	100.00	0.62	10.4	0.32
CCC-PPP	508	26.6	0.10	13.5	0.11	:	GR	14.0	52.45	0.20	7.1	0.22
							WT	6.7	25.24	0.24	3.4	0.31
							GL	5.9	22.23	0.09	3.0	0.10
CCC-NNN	704	31.1	0.12	21.9	0.18	:	GL	15.5	49.95	0.24	10.9	0.36
							WT	7.8	25.11	0.28	5.5	0.50
							GR	7.8	24.94	0.11	5.5	0.17
DDD-AAA	588	786.5	3.00	462.5	3.79	:	HL	372.0	47.30	5.17	218.7	5.68
							GL	255.3	32.45	3.91	150.1	4.94
							GR	114.0	14.50	1.62	67.1	2.09
							WT	45.2	5.75	1.62	26.6	2.39
DDD-FFF	353	771.7	2.95	272.4	2.23	:	GR	448.2	58.08	6.35	158.2	4.93
							HL	246.1	31.89	3.42	86.9	2.25
							GL	61.1	7.92	0.94	21.6	0.71
							WT	16.4	2.12	0.59	5.8	0.52

[illegible] T R A F F I C   D A T A

MARKET	DIST.	PAX/DAY	%TOT	RPM/DAY	%TOT	ID	PAX/DAY	%TOT	%CAR	RPM/DAY	%CAR
DDD-CCC	282	1456.6	5.56	294.2	2.41 :	GR	568.1	39.00	8.05	114.8	3.57
						GL	414.2	28.44	6.35	83.7	2.76
						HL	184.3	12.65	2.56	37.2	0.97
						RD	154.6	10.61	5.86	31.2	3.11
						WT	135.8	9.30	4.86	27.4	2.46
DDD-EEE	453	44.1	0.17	20.0	0.16 :	WT	23.1	52.44	0.83	10.5	0.94
						HL	21.0	47.56	0.29	9.5	0.25
DDD-FFF	696	44.8	0.17	31.3	0.26 :	GL	27.5	61.40	0.42	19.2	0.63
						WT	12.2	27.20	0.44	8.5	0.77
						HL	5.1	11.40	0.07	3.6	0.09
DDD-GGG	747	66.7	0.25	49.8	0.41 :	RD	58.7	87.93	2.22	43.8	4.36
						GL	6.2	9.36	0.10	4.7	0.15
						WT	1.8	2.71	0.06	1.3	0.12
DDD-HHH	546	132.9	0.51	72.8	0.60 :	WT	53.0	39.92	1.90	29.1	2.62
						GL	42.6	32.07	0.65	23.4	0.77
						GR	37.2	28.01	0.53	20.4	0.64
DDD-III	235	46.0	0.18	10.8	0.09 :	WT	46.0	100.00	1.65	10.8	0.97
DDD-JJJ	585	55.1	0.21	32.3	0.26 :	RD	42.3	76.77	1.60	24.6	2.46
						GL	7.8	14.13	0.12	4.6	0.15
						WT	5.0	9.10	0.18	2.9	0.26
DDD-KKK	179	175.7	0.67	31.5	0.26 :	GL	136.2	77.52	2.09	24.4	0.80
						WT	39.5	22.48	1.42	7.1	0.64
DDD-MMM	504	17.3	0.07	8.7	0.07 :	GR	11.2	64.92	0.16	5.7	0.18
						WT	6.1	35.08	0.22	3.1	0.28
DDD-NNN	722	18.3	0.07	13.2	0.11 :	HL	11.5	62.82	0.16	8.3	0.22
						GL	5.4	29.78	0.08	3.9	0.13
						GR	1.4	7.40	0.02	1.0	0.03
EEE-AAA	147	295.2	1.13	43.4	0.36 :	HL	213.6	72.35	2.97	31.4	0.81
						WT	81.6	27.65	2.93	12.0	1.08
EEE-BBB	455	249.3	0.95	113.4	0.93 :	HL	186.1	74.64	2.59	84.7	2.20
						WT	34.9	13.99	1.25	15.9	1.43
						GL	28.4	11.37	0.43	12.9	0.42
EEE-CCC	438	144.4	0.55	63.2	0.52 :	HL	81.8	56.68	1.14	35.8	0.93
						WT	45.1	31.26	1.62	19.8	1.78
						GL	17.4	12.06	0.27	7.6	0.25
EEE-DDD	453	75.4	0.29	34.2	0.28 :	HL	35.9	47.54	0.50	16.2	0.42
						WT	32.2	42.69	1.16	14.6	1.31
						GL	7.4	9.77	0.11	3.3	0.11
EEE-FFF	290	24.9	0.10	7.2	0.06 :	HL	24.9	100.00	0.35	7.2	0.19
EEE-GGG	408	15.4	0.06	6.4	0.07 :	WT	15.4	100.00	0.55	6.4	0.74
EEE-III	256	55.8	0.21	14.3	0.12 :	WT	55.8	100.00	2.00	14.3	1.29

WIT-FTA CASS ITERATION 02 TRAFFIC DATA

MARKET	DIST.	PAX/DAY	%TOT	RPM/DAY	%TOT		ID	PAX/DAY	%TOT	%CAR	RPM/DAY	%CAR
EEE-JJJ	558	9.2	0.04	5.2	0.04	:	GL	9.2	100.00	0.14	5.2	0.17
FFF-AAA	151	171.2	0.65	25.9	0.21	:	HL	89.3	52.17	1.24	13.5	0.35
							WT	41.4	24.19	1.49	6.3	0.56
							GL	40.5	23.63	0.62	6.1	0.20
FFF-BBB	553	101.5	0.39	56.1	0.46	:	GL	80.5	79.34	1.23	44.5	1.47
							HL	21.0	20.66	0.29	11.6	0.30
FFF-CCC	612	46.7	0.18	28.6	0.23	:	HL	26.9	57.55	0.37	16.5	0.43
							GL	19.8	42.45	0.30	12.1	0.40
FFF-DDD	698	45.1	0.17	31.5	0.26	:	GL	24.3	53.79	0.37	16.9	0.56
							WT	20.9	46.21	0.75	14.6	1.31
FFF-EEE	290	20.5	0.08	5.9	0.05	:	HL	20.5	100.00	0.28	5.9	0.15
FFF-HHH	760	6.7	0.03	5.1	0.04	:	GL	6.7	100.00	0.10	5.1	0.17
GGG-AAA	482	191.1	0.73	92.1	0.75	:	RD	86.2	45.10	3.27	41.6	4.13
							HL	49.2	25.76	0.68	23.7	0.62
							GL	41.1	21.49	0.63	19.8	0.65
							WT	14.6	7.66	0.52	7.1	0.68
GGG-BBB	434	188.9	0.72	82.0	0.67	:	RD	62.9	33.29	2.38	27.3	2.72
							HL	54.9	29.06	0.76	23.8	0.62
							GL	48.9	25.89	0.75	21.2	0.70
							WT	22.2	11.76	0.80	9.6	0.87
GGG-CCC	572	125.0	0.48	71.5	0.59	:	GL	80.1	64.08	1.23	45.8	1.51
							RD	44.9	35.92	1.70	25.7	2.56
GGG-DDD	747	70.4	0.27	52.6	0.43	:	RD	41.3	58.63	1.56	30.8	3.07
							GL	18.7	26.53	0.29	13.9	0.46
							HL	10.4	14.84	0.15	7.8	0.20
GGG-EEE	548	18.3	0.07	10.0	0.08	:	WT	18.3	100.00	0.65	10.0	0.90
GGG-HHH	509	9.8	0.04	5.0	0.04	:	RD	9.8	100.00	0.37	5.0	0.50
GGG-JJJ	251	33.8	0.13	8.5	0.07	:	RD	27.6	81.52	1.04	6.9	0.69
							WT	6.2	18.48	0.22	1.6	0.18
HHH-AAA	755	162.9	0.62	123.0	1.01	:	RD	107.4	65.93	4.07	81.1	8.07
							GL	35.9	22.06	0.55	27.1	0.89
							GR	13.2	8.13	0.19	10.0	0.31
							WT	6.3	3.87	0.23	4.8	0.43
HHH-BBB	259	238.0	0.91	61.6	0.50	:	RD	159.8	67.15	6.06	41.4	4.12
							GL	40.7	17.09	0.62	10.5	0.35
							WT	36.8	15.45	1.32	9.5	0.86
							GR	0.7	0.30	0.01	0.2	0.01
HHH-CCC	340	201.7	0.77	72.6	0.59	:	RD	137.9	68.39	5.23	49.7	4.94
							GL	32.3	16.01	0.49	11.6	0.38
							WT	31.5	15.60	1.13	11.3	1.02

CITY-PAIR PASS TRAFFIC R.D. T R A F F I C D A T A

MARKET	DIST.	PAX/DAY	%TOT	RPM/DAY	%TOT	:	ID	PAX/DAY	%TOT	%CAR	RPM/DAY	%CAR
HHH-DDD	588	115.9	0.44	63.5	0.52	:	GL	76.7	66.19	1.18	42.0	1.38
							GP	39.2	33.81	0.56	21.5	0.67
HHH-EEE	711	17.1	0.07	12.2	0.10	:	WT	17.1	100.00	0.61	12.2	1.10
HHH-FFF	760	6.8	0.03	5.1	0.04	:	GL	6.8	100.00	0.10	5.1	0.17
HHH-GGG	509	9.9	0.04	5.0	0.04	:	RD	7.9	80.42	0.30	4.0	0.40
							GL	1.9	19.58	0.03	1.0	0.03
HHH-JJJ	260	25.2	0.10	6.5	0.05	:	RD	18.7	74.51	0.71	4.9	0.48
							WT	3.5	13.92	0.13	0.9	0.08
							GL	2.9	11.57	0.04	0.8	0.02
III-AAA	349	75.2	0.29	27.7	0.23	:	GR	62.7	83.45	0.89	23.2	0.72
							WT	12.4	16.55	0.45	4.6	0.41
III-BBB	244	59.8	0.23	14.6	0.12	:	GR	59.8	100.00	0.85	14.6	0.45
III-CCC	184	33.3	0.13	6.1	0.05	:	GR	33.3	100.00	0.47	6.1	0.19
III-DDD	235	72.3	0.28	17.0	0.14	:	WT	54.2	74.94	1.94	12.7	1.15
							GP	18.1	25.06	0.26	4.3	0.13
III-EEE	256	41.9	0.16	10.7	0.09	:	WT	41.9	100.00	1.50	10.7	0.97
III-GGG	538	3.2	0.01	1.7	0.01	:	WT	3.2	100.00	0.11	1.7	0.15
JJJ-AAA	559	103.3	0.39	57.8	0.47	:	RD	79.8	77.24	3.02	44.6	4.44
							GL	23.5	22.76	0.36	13.2	0.43
JJJ-BBB	233	169.5	0.65	39.5	0.32	:	GL	117.8	69.48	1.81	27.4	0.90
							WT	51.7	30.52	1.86	12.1	1.09
JJJ-CCC	386	125.2	0.48	48.3	0.40	:	RD	67.5	53.89	2.56	26.1	2.59
							GL	46.3	36.96	0.71	17.9	0.59
							WT	11.5	9.15	0.41	4.4	0.40
JJJ-DDD	585	55.0	0.21	32.2	0.26	:	RD	45.6	82.90	1.73	26.7	2.65
							GL	9.4	17.10	0.14	5.5	0.18
JJJ-EEE	558	10.3	0.04	5.7	0.05	:	GL	5.2	50.62	0.08	2.9	0.10
							WT	5.1	49.38	0.18	2.8	0.26
JJJ-FFF	529	7.6	0.03	4.0	0.03	:	GL	7.6	100.00	0.12	4.0	0.13
JJJ-GGG	251	36.5	0.14	9.2	0.08	:	RD	35.3	96.65	1.34	8.9	0.88
							GL	1.2	3.35	0.02	0.3	0.01
JJJ-HHH	260	21.9	0.08	5.7	0.05	:	RD	21.9	100.00	0.83	5.7	0.57
KKK-AAA	461	17.3	0.07	8.0	0.07	:	WT	17.3	100.00	0.62	8.0	0.72
KKK-HHH	422	57.3	0.22	24.2	0.20	:	GL	37.6	65.61	0.58	15.9	0.52
							WT	19.7	34.39	0.71	8.3	0.75
KKK-CCC	303	220.8	0.84	66.6	0.55	:	GL	175.3	79.52	2.69	53.1	1.75

PIT-PYA PASS ITERATION 02 T R A F F I C D A T A

MARKET	DIST.	PAX/DAY	%TOT	RPM/DAY	%TOT		ID	PAX/DAY	%TOT	%CAR	RPM/DAY	%CAR
							WT	45.1	20.48	1.62	13.7	1.23
KKK-DDD	179	175.2	0.67	31.4	0.26	:	GL	131.5	75.09	2.02	23.5	0.78
							WT	43.6	24.91	1.57	7.8	0.70
LLL-AAA	330	31.7	0.12	10.5	0.09	:	GR	31.7	100.00	0.45	10.5	0.33
LLL-HHH	187	56.5	0.22	10.6	0.09	:	GR	56.5	100.00	0.80	10.6	0.33
LLL-DDD	370	8.6	0.03	3.2	0.03	:	GR	8.6	100.00	0.12	3.2	0.10
MMM-AAA	189	101.5	0.39	19.1	0.12	:	GR	68.2	67.19	0.97	13.2	0.32
							WT	33.3	32.81	1.19	5.0	0.45
MMM-HHH	530	60.9	0.23	32.3	0.26	:	GR	29.5	48.35	0.42	15.6	0.49
							GL	22.0	36.02	0.34	11.6	0.38
							WT	9.5	15.63	0.34	5.0	0.45
MMM-CCC	508	34.4	0.13	17.5	0.14	:	GL	16.1	46.80	0.25	8.2	0.27
							GR	14.2	41.17	0.20	7.2	0.22
							WT	4.1	12.02	0.15	2.1	0.19
MMM-DDD	504	23.1	0.09	11.6	0.10	:	WT	13.3	57.52	0.48	6.7	0.60
							GR	8.4	36.57	0.12	4.2	0.13
							GL	1.4	5.91	0.02	0.7	0.02
NNN-AAA	179	131.7	0.50	23.6	0.19	:	HL	57.3	43.52	0.80	10.3	0.27
							GL	38.9	29.57	0.60	7.0	0.23
							WT	35.5	26.92	1.27	6.3	0.57
NNN-BBB	695	102.4	0.39	71.2	0.58	:	GR	44.6	43.58	0.63	31.0	0.97
							HL	41.4	40.46	0.58	28.8	0.75
							WT	12.5	12.19	0.45	8.7	0.78
							GL	3.9	3.77	0.06	2.7	0.09
NNN-CCC	704	30.6	0.12	21.5	0.18	:	GR	12.2	39.91	0.17	8.6	0.27
							WT	11.1	36.47	0.40	7.8	0.71
							GL	7.2	23.61	0.11	5.1	0.17
NNN-DDD	722	15.1	0.06	10.9	0.09	:	GR	7.8	51.51	0.11	5.6	0.17
							GL	7.3	48.49	0.11	5.3	0.17
XXX-AAA	1684	415.0	1.58	698.8	5.72	:	GR	143.5	34.58	2.03	241.6	7.53
							GL	131.5	31.68	2.01	221.4	7.29
							HL	107.5	25.90	1.49	181.0	4.70
							WT	32.5	7.84	1.17	54.8	4.93
XXX-HHH	2078	349.0	1.33	725.2	5.94	:	HL	197.6	56.62	2.75	410.6	10.65
							GL	65.6	18.79	1.00	136.3	4.49
							GR	63.1	18.09	0.89	131.2	4.09
							WT	22.7	6.51	0.81	47.2	4.25

[illegible] [illegible] TRAFFIC DATA

ID	PAX/DAY	KPM/DAY
AL	7193.6	3854.0
GL	6525.5	3036.3
GR	7055.1	3211.1
PD	2639.6	1005.0
LT	2787.6	1110.3
	26201.3	12216.7

APPENDIX B

RESULTS OF DECEMBER 1979 EXERCISE

B.1 The Experiment at M.I.T./FTL

The pilot experiment was performed at M.I.T. the week of December 17-21, 1979. The five airline teams were assigned aircraft as follows:

Team	DC-10	707	727	DC-9
Blue	3	5	12	
Gold		5	10	
Green		5	5	
Red		3	5	2
White			4	1

Each team was represented by one or more players from ECON-FTA staff and the FAA. The total air transportation network involved four major hubs, of which three were slotted, four intermediate size airports and five minor airports. There were 60 aircraft in all, allocated among the five airlines as shown above. Each airline was told its route structure and could obtain detailed information on the demand in each market.

The scheduling of flights was undertaken during the set-up phase, prior to the first slot auction on December 18, 1979, without any slot restrictions. This prior effort also served to test various aspects of the scenario and to allow changes to be made in passenger demand, costs and other structural aspects of the airline management game (AMG). Then, using the flight schedule profile (number of flights by hour and airport) artificial hourly quotas were selected for the three major hubs:

Airport	Quota (flights/hour)
A	13
B	12
C	15

These were selected so that excess demand would surely occur at peak hours. For instance, the original schedules had 26 operations in one peak at Airport A.

The major interations of the slot auction experiment were undertaken. Each interation was conducted as follows:

Slot Auction	Bidding round 1
Slot Auction	Bidding round 2
Slot Auction	--------------
Slot Auction	Bidding round k

Run market aggregation--print equilibrium prices
Reschedule flights subject to slot allocation
Trade slots in aftermarket is possible and necessary
Airlines submit schedules to AMG
Run AMG simulation

In the first iteration there were four rounds of bidding, in the second only two. The auction was terminated by a voting procedure: if four out of five teams voted to stop the auction, it was stopped; otherwise another round of bidding was taken. The auctioneer announced that he could terminate the bidding at any round after the first round based on other criteria, such as lack of change in prices and/or allocations, but in practice this was not applied during the pilot experiment.

B.2 Problems with the Experiment

There was some evidence of dynamic changes in bidding between rounds, probably due to a combination of learning by the players and deliberate bidding strategy, including speculation in slots. One could not say, looking at the results that the market "settled down." Probably many more rounds of bidding were needed for stabilization of the market. Time was not available at FTL for a large number of rounds. Initially, during Iteration 1, Rounds 1-3, the mechanics of processing bids was rather slow. By the time we had achieved efficiency in bid processing there was only one day of the experiment left, and hence the abbreviated auction in Iteration 2.

There were several major problems in the implementation of the experiment, as far as the scenario and groundrules were concerned.

1. Ambiguity about the players' freedom to change route structure
2. An "average" cost function which hurt the small airlines profitability
3. Start-up difficulties in player understanding of the bidding procedure and market mechanism
4. Fares were fixed and players could not change them
5. No cash flow constraints were imposed.

We discuss of these problems in turn.

1. Apparently some players (team Gold in particular) perceived the game as if deregulation were in full force, meaning that the airline could add or drop any <u>routes</u> it wished. Other players accepted their initially given routes as fixed and used only their ability to add or drop <u>flights</u> on those routes to make profits. This difference in groundrules between airlines emerges clearly in comparing the earnings results for teams Green and Gold*; while Gold was able to substantially improve its profitability from Iteration 0 to Iteration 2 by competing vigorously in Green's markets, Green steadily lost ground. In a properly designed experiment, all players should have identical groundrules.

It doesn't matter so much whether the groundrules do or do not reflect deregulation. It is essential that this decision be made by the game administrator and announced unambiguously to all players.

In approaching their scheduling problem for a six-month season, airlines would mostly enter the slot market with their flight cycles already mapped out. Changes as a result of slot allocation in these cycles would tend to be marginal,

---

*See Tables 4 and 5.

since an accommodation to slot restrictions can be expected via "sliding." The difference in behavior between airline players invalidates the simulation to this extent.

2. The cost allocation--e.g., the cost per passenger for handling passengers on each flight--was derived from averages for aircraft type, and hence did not allow for the lower overhead of a small airline (White) as compared with a large airline (Blue). This resulted in a situation where White could not possibly be profitable and Blue could hardly fail to make profits. It is impossible to say what effect this had on the players bidding. See problem (5) below for further discussion.

3. The bidding instructions were clear and unambiguous, but fairly complicated. Not enough time was available for players to learn bidding procedures and strategy. Apparently some players were mistakenly under the impression in Round 2 of Iteration 1 that all bids had to be submitted from scratch. This caused some confusion in the bid processing. Many players entered zero bids, which have no effect whatsoever on this type of market. To enable players to register demands for slots at essentially no cost to the airlines, we suggested a minimum bid of one dollar, which then allowed slot allocation to take place at a price of $1.00 in off peak hours. From Round 3 of Iteration 1 on, the zero bid was taken as a cancellation of bids previously submitted in the same auction.

Players evidently thought they could individually influence the slot market to a greater extent than is the case. There was a considerable amount of strategic posturing in the bidding, which is a natural part of learning how to use the market, but which does not contribute useful information to the experiment.

Slot speculation was another example of unrealistic behavior--it is hard to believe the airlines would buy a great number of slots which they don't plan to use, particularly if they must forfeit such slots after one month of nonuse. Nevertheless, speculation is a possibility which should be considered, and some thought might be devoted to penalizing more heavily slot holders who don't use their slots.

4. The fixed fares limited the players unnecessarily and do not reflect the competitive reality. This problem was significant because of the unusually high costs experienced by small airlines due to incorrect cost allocation (the "average" overhead problem--see (2)) and also entailed a lack of consideration of the airlines of whether or not to pass along slot costs to passengers.

5. The worst problem was occasioned by the absence of adequate financial constraints. Since money was virtually "free" to the players, their bidding exceeded industry net earnings by $43,668 per day at one point in the first auction. Subsequent rounds of bidding failed to completely correct this problem. The final round, for instance, shows net industry earnings of $62,239 per day and slot payments of $43,840 per day. Since the earnings include operations at nonslotted airports, the operations at slotted airports may still show a loss.

TABLE B.1A SLOT PRICES AT END OF ITERATION 1 (DOLLARS PER OPERATION)

HOUR \ AIRPORT	A	B	C
0600	0	0	0
0700	151	63	0
0800	713	353	1
0900	2	101	100
1000	1	152	276
1100	1	328	0
1200	1	351	0
1300	100	14	305
1400	1	176	2
1500	126	14	500
1600	179	76	1
1700	301	2	2
1800	2	353	1
1900	1	100	14
2000	1	276	0
2100	0	177	0
2200	0	0	0

TABLE B.1B SLOT PRICES AT END OF ITERATION 2 (DOLLARS PER OPERATION)

HOUR \ AIRPORT	A	B	C
0600	3	3	0
0700	740	3	2
0800	0	19	3
0900	155	5	103
1000	56	6	4
1100	42	253	3
1200	157	157	6
1300	332	5	3
1400	7	6	6
1500	182	6	58
1600	244	95	3
1700	351	5	3
1800	114	207	13
1900	6	6	3
2000	6	7	0
2100	0	7	0
2200	3	3	0

TABLE B.2 POTENTIAL SLOT REVENUES (MILLIONS OF DOLLARS PER HALF-YEAR SEASON)

ITERATION AND ROUND \ AIRPORT	A	B	C	ALL
1.1	0.468	0.745	1.080	2.293
1.2	1.640	2.171	1.455	5.266
1.3	2.314	3.484	2.692	8.490
1.4	3.697	5.478	3.245	12.420
2.1	2.972	0.320	0.032	3.324
2.2	5.611	1.713	0.567	7.891

TABLE B.3 NET EARNINGS BEFORE TAXES OR SLOT PAYMENTS (IN MILLIONS OF DOLLARS PER HALF-YEAR SEASON)

AIRLINE \ ITERATION	0*	1	2
BLUE	4.30	4.17	4.13
GOLD	-4.99	-1.07	1.69
GREEN	6.00	4.98	5.53
RED	0.270	0.067	0.720
WHITE	-1.020	-0.994	-0.867
ALL	4.560	7.153	11.203

*THERE WERE NO SLOT RESTRICTIONS IN THIS INITIAL ITERATION.

TABLE B.4 POTENTIAL SLOT PAYMENTS AFTER EACH BIDDING ROUND
(MILLIONS OF DOLLARS PER HALF-YEAR)

AIRLINE \ ITERATION AND ROUND	1.1	1.2	1.3	1.4	2.1	2.2
BLUE	0.478	1.548	1.863	4,030	1.881	2.469
GOLD	0.611	1.369	2.394	3.533	0.003	1.254
GREEN	0.603	1.945	1.736	3.001	0.878	2.102
RED	0.094	0.117	0.435	0.578	0.048	0.228
WHITE	0.472	0.541	0.670	0.854	0.075	0.080
ALL	2.258	5.520	7.098	11.996	2.885	6.133

TABLE B.5 NET EARNINGS AFTER SLOT PAYMENTS, BEFORE TAXES
(MILLIONS OF DOLLARS PER HALF-YEAR)

AIRLINE \ ITERATION	0	1	2
BLUE	4.300	0.140	1.661
GOLD	-4.990	-4.603	0.436
GREEN	6.000	1.979	3.428
RED	0.270	-0.511	0.492
WHITE	-1.020	-1.848	-0.947
ALL	4.560	-4.843	5.070

TABLE B.6 SYSTEMWIDE PERFORMANCE OF ALL FIVE AIRLINES

FACTOR \ ITERATION	0	1	2
1. LOAD FACTOR	0.627	0.620	0.650
2. AVERAGE STAGE LENGTH (MILES)	338	357	387
3. AVERAGE TRIP LENGTH "	423	437	456
4. RATION OF (3) to (2)	1.25	1.22	1.18
5. TOTAL FLIGHTS	222	211	187
6. TOTAL RUNWAY OPERATIONS	974	938	830
7. RUNWAY OPERATIONS AT AIRPORTS A, B, C	580	544	488
8. UNUSED SLOTS AT A, B, C	100	136	192

ATE

LMED

8