



**Appendix D**  
**Landside Analysis Terminal Access Roadways, Curbfronts,**  
**and Parking Short Term Improvements Volume II –**  
**Demand/Capacity and Level of Service Report**

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# Demand/Capacity and Level of Service Report

Volume II  
October 2016



## Landside Analysis

*Terminal Access Roadways,  
Curbfront, and Parking  
Short Term Improvements*

FORT LAUDERDALE-HOLLYWOOD  
INTERNATIONAL AIRPORT

## EXECUTIVE SUMMARY

### INTRODUCTION

The Broward County Aviation Department (BCAD), with support from Kimley-Horn and Associates, Inc., conducted a detailed analysis of the existing terminal roadway and affiliated access roads to determine roadway and curb front activities, assess current demand, and identify congested areas and operational level of service (LOS) on a segment by segment basis. The analysis discussed in this report provides the basis for subsequent identification of short-term improvements and operational refinements to mitigate terminal roadway and curb front congestion at Fort Lauderdale-Hollywood International Airport (FLL). The overall study focuses on defining actions that can be deployed and operational within the next five years and takes into consideration projected growth in passengers and the corresponding increases in vehicle demand on the access and terminal roadway system. This report is the second of three reports that comprise the ***Landside Analysis – Terminal Access Roadways, Curb Front, and Parking Short-Term Improvement Study***. The results of an initial data collection effort were summarized within a previous deliverable, the *Data Collection Report*.

This second deliverable describes the results of the assessment of the level of current and five-year projected demand against the capacity of the current system of access roads, terminal roadways, and terminal curb fronts to provide an understanding of issues that may currently affect efficiency as well as issues that may affect the efficiency of terminal roadways and curb fronts when the projected level of demand in five years is added to current demand levels. This deliverable presents the analytical approach and steps required to assess the capacity of the terminal roadways and curb fronts, define LOS metrics and do so for both existing and for the short-term level of demand. Key components of this effort include:

- Analytical Methodology
- Demand Forecasting for Five-Year Horizon
- Current and Five-Year Demand/Capacity Assessments
- Level of Service (LOS) Metric

The analysis and results of this study will feed directly into the FLL Master Plan Update being prepared concurrently. Specifically, the Demand/Capacity methodology, simulation, technical analysis, and the resultant LOS descriptors within this memorandum are being fully coordinated and shared with the Master Plan team. This information will be incorporated into the Demand/Capacity chapter of the Master Plan Update.

### METHODOLOGY

A detailed inventory of existing roadway, curb front, and parking facilities was previously completed and documented in the *Data Collection Report*. The existing roadway and curb front conditions, documented in this previous effort, were replicated using the Advanced Land Transportation Performance Simulation™ (ALPS™) model that accurately reflected the demand levels on terminal roadways and curb fronts along with the mix of



vehicles, pedestrian and vehicle interactions, points of ingress and egress from parking garages, and roadway/curb front interactions for landside facilities in the terminal area. Passenger activity forecasts were provided by the Master Plan team and were input into the ALPS model to simulate landside activity based on actual and projected flight schedules to assess landside system performance. To complement the demands derived from the ALPS modeling effort, guidance from the Airport Cooperative Research Program (ACRP) *Report 40, Airport Curbside and Terminal Area Roadway Operations*, was applied to assess LOS and identify areas of roadway and curb front congestion. The findings from the modeling effort set forth in this report inform the development of alternative mitigation strategies that can be operational in the next five years. The short-term concepts will be assessed using the ALPS model to identify recommendations to be considered in the Master Plan Update. The results of that subsequent effort are delineated in the *Short-Term Improvements Recommendation Report*.

## FORECASTING

Using information from the initial data collection effort regarding the specific FLL characteristics and operations, a baseline actual condition was developed for use in calibrating subsequent forecast level simulations. The baseline condition consisted of recorded actual flight data from the BCAD gate management system, Official Airline Guide (OAG) data, as well as traffic counts and observations conducted over a one-week period in November of 2015. It was recognized that this period did not represent a peak demand level at FLL, but it was sufficient to identify the fluctuations in activity on the roadways and curb fronts associated with arrival and departure peaks the airport experiences. As this study was underway concurrently with the airport master planning effort, it was deemed prudent to use the aviation activity demand forecasts developed in the master plan effort as the basis of defining the 2015 Peak Month Average Day (PMAD) and the 2020 PMAD demand levels. The PMAD schedules were developed by Ricondo & Associates as a part of the master planning process, and identified March as the peak demand month. Utilization of the Master Plan 2015 and 2020 PMAD forecasts ensures that this capacity assessment employs the same peak demand levels used in the master plan terminal facility capacity evaluations. The 2020 PMAD demand level projects significant growth in passenger volumes over the five-year period, which also acts to generate a significant increase in vehicle activity on the terminal roads and curb fronts. Comparing the 2015 Baseline (actual) to the 2020 PMAD demand scenario, a 40% increase in daily departing (originating) passengers and a 39% increase in daily arriving (terminating) passengers is projected.

## DEMAND/CAPACITY AND LEVEL OF SERVICE

Demand/Capacity ratios and subsequent LOS for the access roadways and terminal curb fronts, as well as parking occupancy versus parking supply results for airport parking facilities are summarized within this report. Analyses were performed for the departures peak hour and the arrivals peak hour for the 2015 Baseline, 2015 PMAD, and 2020 PMAD demand scenarios. The terminal lower level curb fronts operate at capacity today and are expected to deteriorate in the future, while the upper level curb fronts do not experience an unacceptable

level of service degradation. A summary of the resulting curb front LOS by forecast year is provided in the table below.

**Table E-1** Summary Curb Front LOS, by Demand Scenario

Curb Front Location	2015 Baseline	2015 PMAD	2020 PMAD
Terminal 1 Upper Level	B	B	C
Terminal 2 Upper Level	B	B	C
Terminal 3 Upper Level	C	C	C
Terminal 4 Upper Level	C	B	C
Terminal 1 Lower Level	D	E	F
Terminal 2 Lower Level	D	D	E
Terminal 3 Lower Level	F	F	F
Terminal 4 Lower Level	F	F	F

*SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.*

In addition to LOS deterioration at the curb fronts, the exit to the airport with multiple garage exit points experiences significant congestion, particularly in the vicinity of the exit from the Cypress Garage, that results in grid-lock by year 2020 in this section of the terminal roadway which then backs up in front of all four terminals. The exit roadway and the weave areas are a key priority for the short-term improvements developed in the next task.

## NEXT STEPS

As noted above, this report is the second deliverable of the Landside Analysis. Based on the analysis presented in this report and the resultant levels of service identified, the next step in the process is to identify and evaluate potential short-term improvements and operational refinements that will be developed to address existing facility constraints. These improvements and refinements will be summarized in a third and final deliverable. Individual actions will be combined into several consolidated development concepts for BCAD consideration and then further refined into a recommended short-term alternative. The results and improvement recommendations developed in the next step will form a key element of the Airport Master Plan five-year development program, which is under concurrent development.



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- Appendix B: Flight Schedules
- Appendix C: ALPS Model Videos
- Appendix D: Valet Entry, Exit, and Occupancy Data
- Appendix E: QATAR Weave Analysis

## INTRODUCTION

The Broward County Aviation Department (BCAD), with the assistance of Kimley-Horn and Associates, Inc., is completing this ***Landside Analysis – Terminal Access Roadways, Curb Front, and Parking Short-Term Improvement Study*** to document the existing landside conditions at Fort Lauderdale-Hollywood International Airport (FLL) and develop short-term improvements to mitigate congestion in the next five years. Initial efforts for this study included a data collection effort and inventory which has been documented in the previous *Data Collection Report*. This is the second report and includes a summary of the forecast of demand, the assessment of landside demand/capacity, and the resulting level of service (LOS) that is derived from the demand/capacity analysis. The LOS results identified in this report will be used to focus the development of short-term improvements to be implemented in the next five years and mitigate or alleviate the identified congestion points. The recommended improvements will be documented in a third deliverable, the *Short-Term Improvements Recommendation Report*. This Landside Analysis is being completed in conjunction with the Master Plan Update and all deliverables are being fully shared and coordinated with the Master Plan team.

This *Demand/Capacity and Level of Service Report* consists of the following sections:

- Analytical Methodology
- Demand Forecasting for Five-Year Horizon
- Current and Five-year Demand/Capacity Assessments
- Level of Service (LOS) Metric

## ANALYTICAL METHODOLOGY

The curb front, pedestrian, and transit operations at FLL were analyzed using the Advanced Land Transportation Performance Simulation™ (ALPS™) set of computer simulation tools. ALPS is a suite of modeling and analysis programs that have been under development and ongoing refinement for over 30 years, and allows the user to create simulations that encompass the various pedestrian and vehicular movements within the terminal roadway system and inside the terminal building itself. ALPS is a simulation model that combines a variety of travel modes (e.g. private autos, buses, shuttles, pedestrians, etc.) in a single comprehensive model – portraying the effects each mode has upon the others. Using ALPS, a facility is evaluated as a comprehensive system rather than as a group of unrelated parts.

Fundamental to the ALPS concept is the ability to generate passenger demands based on the existing and anticipated flight schedules. Passenger characteristics, such as time of arrival at the airport and accompanying visitors, are applied to the flight activity to generate the passenger demands throughout a 24-hour period. Then vehicular characteristics, such as mode split and vehicle occupancy, are applied to the passenger demands to generate vehicular activity by vehicle type and trip type (shuttle, personal car, taxi, buses, etc.).



Once the vehicular activity is generated, the individual vehicles are routed through the modeled roadway network and stop at their respective curb fronts or destinations. Through the simulation capabilities of ALPS, the curb front operations and pedestrian movements can be visualized to observe the congestion at the curb fronts and roadways. In addition to the visual representation of curb front congestion, quantitative results are also captured within the ALPS program.

Model inputs specific to FLL, including roadway lanes (thru lanes versus curb front lanes), passenger time of arrival at the airport, shuttle routes, and mode of arrival, were gathered in the earlier data collection effort and input into the model. The baseline simulation model (i.e. 2015 existing conditions) was calibrated to roadway traffic counts and terminal curb front counts collected during the data collection effort. Operational observations of dwell time and queueing accumulation were also conducted and used as a basis for model calibration. The calibrated model was confirmed as representative of typical existing landside operations and volumes through meetings with BCAD staff who possess specific knowledge of roadway and curb front facilities and operations. Copies of the meeting notes from the calibration presentations are provided in the Appendix.

The trip generation entered into the model is based on FLL flight schedules, aircraft size, and passenger loads to capture the peaking unique to FLL. The calibrated baseline simulation model was used to evaluate the characteristics of two forecast scenarios. The pedestrian and vehicle demands for the baseline and forecast scenarios were then analyzed using the ALPS models.

Three scenarios were analyzed in ALPS:

- 2015 Baseline (Actual)
- 2015 Peak Month Average Day (Calculated)
- 2020 Peak Month Average Day (Projected)

The 2015 Baseline scenario represents Thursday, November 19, 2015 conditions, and coincides with the data collection effort completed and documented in the *Data Collection Report*. The activity used to create the 2015 Baseline ALPS model was obtained from the flight schedule and the model was calibrated with the data collected. The 2015 Peak Month Average Day (PMAD) scenario represents Friday, March 27, 2015 conditions, and is based on the peak month identified in the Master Plan Update. The activity used to create the 2015 PMAD ALPS model was obtained from the Master Plan forecast provided by Ricondo & Associates. Finally, the 2020 PMAD represents an average day during the March peak month in 2020 based on the projected peak month activity in the concurrent Master Plan Update being conducted by Ricondo & Associates. Additional summary of the flight schedule activity is provided in Section 3.1.

As previously mentioned, the ALPS model was used to convert passenger level information into projected levels of vehicle and pedestrian demands for the three demand scenarios. The vehicle and pedestrian demands were then used to calculate the demand/capacity and resulting LOS for the landside facilities. Specifically, the methodology from the Airport Cooperative Research Program (ACRP) *Report 40, Airport Curbside and Terminal*



*Area Roadway Operations*, was applied to the ALPS generated demands to calculate LOS. Based on the resulting demands and LOS, short-term improvements will be identified and documented in the third deliverable of this study.

A high-level parking analysis was also conducted to understand the utilization of the parking facilities at FLL. A more detailed parking analysis will be completed as part of the Master Plan Update. For the parking analysis, occupancy and overall parking demands were projected to future conditions with respect to growth in passenger activity from the master plan forecasts and using the ALPS model.

Additional information on the demand/capacity and LOS is provided in Section 4.

## DEMAND FORECASTING

Using information collected as a part of the data collection effort regarding the specific FLL characteristics and operations, three demand scenarios were analyzed: 2015 Baseline, 2015 PMAD, and 2020 PMAD.

The following section details the demand scenarios and resulting passenger activity.

### 3.1 FLIGHT SCHEDULES

#### 3.1.1 2015 BASELINE

Flight activity for the 2015 Baseline ALPS model represents a typical weekday in November 2015, specifically Thursday, November 19, 2015. Model parameters that accompany the flight schedule, such as vehicular distribution, shuttle frequency, mode split, early arrivals, etc., were calibrated to the data collected on Thursday, November 19<sup>th</sup> as previously documented in the *Data Collection Report*. The November 19<sup>th</sup> flight schedule is based on actual flight data provided by BCAD from their gate management system. In addition, the gate management data provided by BCAD was compared to the Official Airline Guide (OAG) data from the same date to ensure it provided an accurate representation of the scheduled activity level at FLL.

Load factors were applied to the arriving and departing flights flight based on average load factors by airline used as summarized in the Master Plan Update. Over the course of a 24-hour day, the 2015 Baseline flight schedule generates approximately 35,500 terminating (arriving) passengers from 326 arriving flights, and 34,700 originating (departing) passengers on 319 departing flights. These numbers excluded passengers connecting from one flight to another flight at FLL, as these passengers generally do not impact the curb fronts. The 2015 Baseline flight schedule is provided in the Appendix.

#### 3.1.2 2015 PMAD

The 2015 PMAD flight schedules were developed by Ricondo & Associates as a part of the master planning process. The Master Plan identified March as the peak month at FLL and is utilizing the PMAD values for the purposes of assessing the capacity of various airport facilities. Compared to the 2015 Baseline flight schedule (November 19, 2015), the PMAD schedule assumes more arriving flights and passengers throughout the

morning. The 2015 PMAD flight schedule also assumes more departing passengers throughout the morning and into the mid-day hours, although the 2015 Baseline schedule has a sharp early morning departures peak (4:00 AM – 5:00 AM). The 2015 PMAD schedule also has a stronger departures peak in the evening. In addition to the flight schedule differences, the PMAD scenarios assumed more cruise related bus activity compared to the 2015 Baseline scenario. This increase in activity is driven by the nature of a peak month versus a non-peak month in any given year.

Over the course of a 24-hour day, the 2015 PMAD schedule assumes more passengers than the 2015 Baseline schedule, generating approximately 38,100 terminating (arriving) passengers from 354 arriving flights, and 37,700 originating (departing) passengers on 354 departing flights. These numbers do not include connecting passengers, as they do not impact the curb fronts. The 2015 PMAD flight schedule is provided in the Appendix.

### 3.1.3 2020 PMAD

The 2020 PMAD flight schedules were also developed by Ricondo & Associates as a part of the master planning process, also based on March being the peak month. The 2020 PMAD flight schedule follows a similar arrivals and departures trend as the 2015 PMAD flight schedule over the course of a day, but accounts for five years of projected passenger activity growth. The projected level of passenger activity growth was also developed as part of the master planning process and are being used for assessing other airport facility capacities.

Over the course of a 24-hour day, the 2020 PMAD flight schedule generates approximately 49,300 terminating (arriving) passengers from 464 arriving flights, and 48,600 originating (departing) passengers on 464 departing flights. As with the other flight schedules, these numbers do not include connecting passengers, as they do not impact the curb fronts. The 2020 PMAD flight schedule is provided in the Appendix.

Overall, the 2020 PMAD schedule generates approximately 30% more terminating and originating passengers than the 2015 PMAD schedule and approximately 40% more terminating and originating passengers than the 2015 Baseline schedule. The majority of this growth is concentrated during peak hours. For example, from approximately 9:00 AM to 10:00 AM, the 2020 PMAD schedule generates approximately 57% more originating (departing) passengers, and approximately 60% more terminating (arriving) passengers when compared to the non-peak month 2015 Baseline schedule.

## 3.2 PASSENGER ACTIVITY COMPARISONS

This section provides comparisons between flight schedules for each demand scenario and the passenger activity under each condition. Since the ALPS models forecast passenger trips based on flight times, this section also describes the associated curb front impact based on the time differences between the flight times and the time the passengers reach the terminal curb front or, for those who have parked, to their vehicles.

### 3.2.1 FLIGHT SCHEDULE SUMMARY

A summary of the activity from the three different flight schedules is provided in **Table 3-1**. Deplanements refer to the number of people getting off the plane, or deplaning. This number includes both the terminating passengers leaving the airport and the passengers connecting to other flights. Conversely, enplanements refer to the number of people getting onto the plane, or enplaning. This number includes both the originating passengers that began their trip at FLL and the passengers connecting from other flights.

**Table 3-1** Flight Schedule Activity

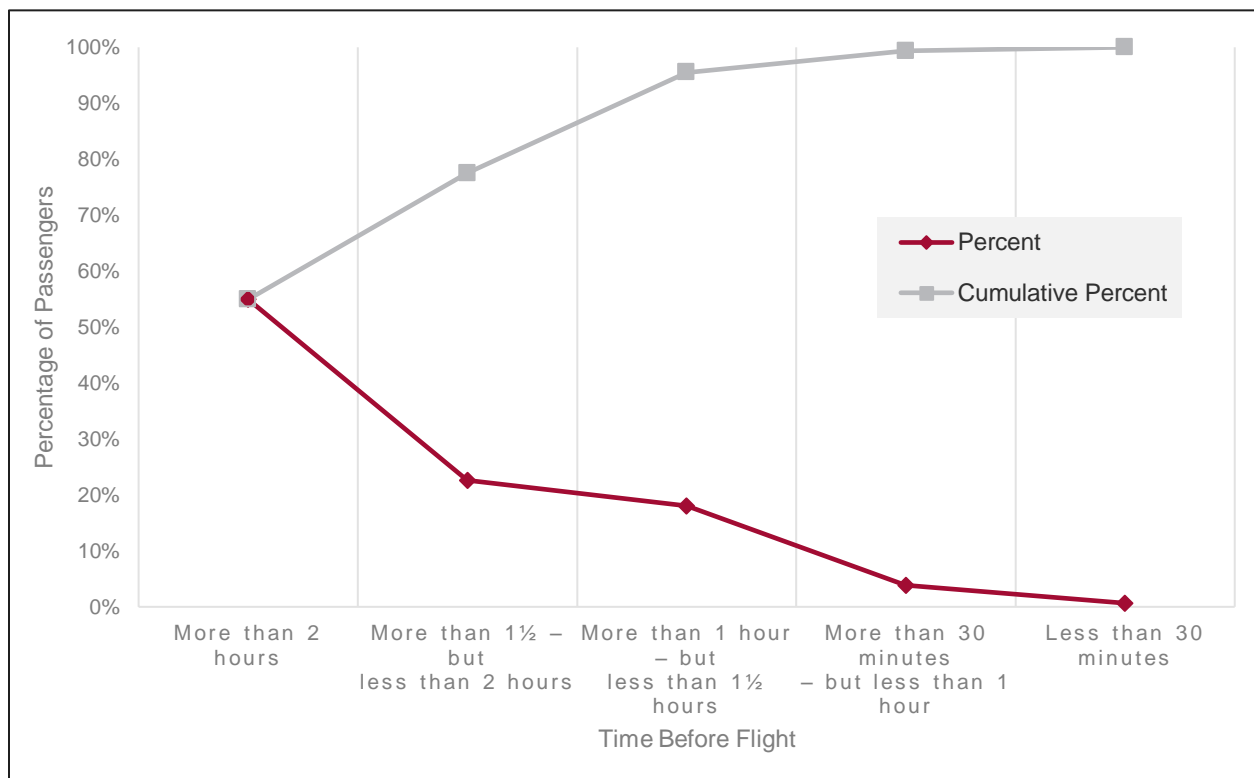
Flight Schedule Metric	Demand Scenario		
	2015 Baseline	2015 PMAD	2020 PMAD
Arriving Flights	326	354	464
Deplanements	40,200	43,200	59,100
Terminating Passengers	35,500	38,100	49,300
Departing Flights	319	354	464
Enplanements	39,200	42,900	58,600
Originating Passengers	34,700	37,700	48,600

*SOURCE: 2015 Baseline: BCAD; 2015/2020 PMAD: Ricondo & Associates  
PREPARED BY: Kimley-Horn and Associates, Inc.*

### 3.2.2 PASSENGER TIME DISTRIBUTION

The time passengers arrive in advance of their flight time or the time it takes for arriving passengers to depart the airport following their flight distributes passenger activity over a period of time and has a significant impact on the distribution of curb front operations. These shifts are applied over a defined distribution either in advance of the time of enplaned flight departure, or after the time of deplaned flight arrival. A 2014 passenger survey performed by BCAD collected passenger information including the time, with respect to flight departure, that passengers arrived at the terminal building. The resulting time distribution curve for departing passengers is illustrated in **Figure 3-1**.

**Figure 3-1** Passenger Early Arrival Distribution Curve (to Terminal)



SOURCE: FLL Passenger Survey (2014)  
PREPARED BY: Kimley-Horn and Associates, Inc.

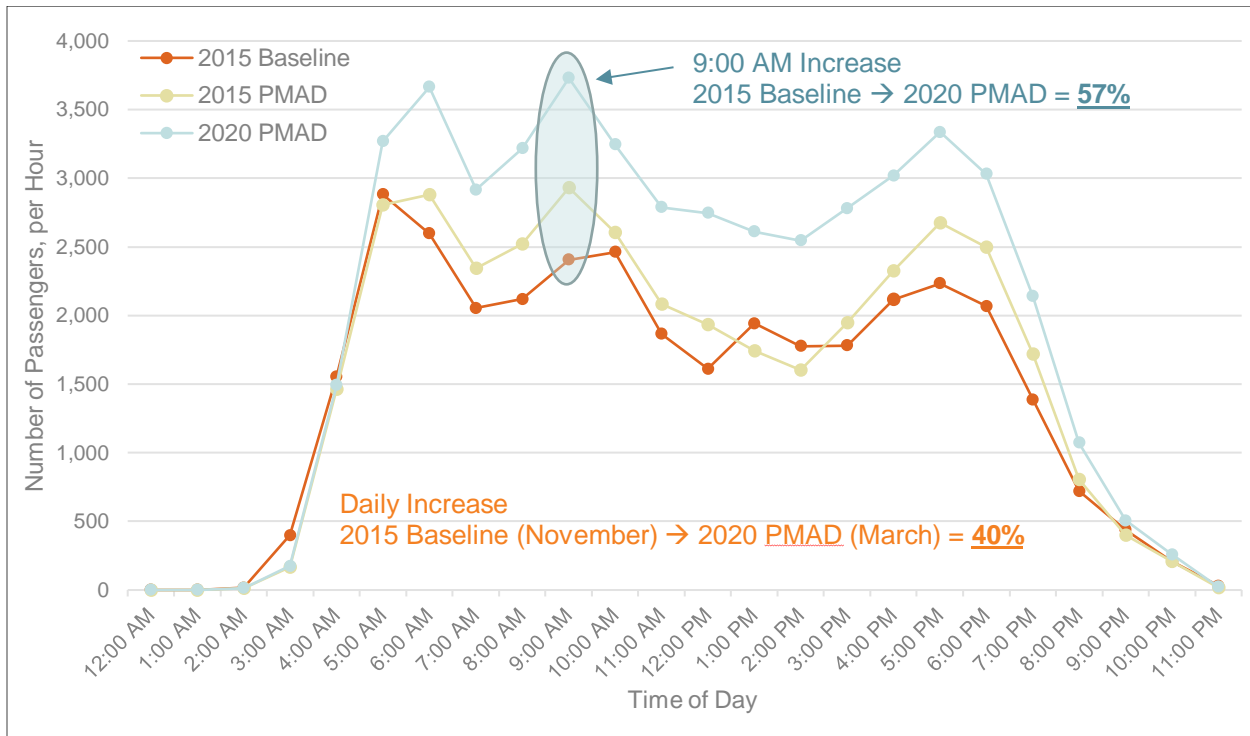
The time that the passengers use the curb front in advance of their actual flight times was considered when calibrating the models in order to depict realistic conditions at the curb fronts at the correct times of day. As **Figure 3-1** shows, more than 50% of the passengers arrive to the curb front two hours in advance of their scheduled departing flight, and less than 10% of passengers arrive to the curb front one hour in advance.

The time elapsed between the arriving flights and the moment that the passengers leave the terminal is also incorporated into the model. Typical time required to pick-up baggage based on industry averages and/or walk to the terminal exit is accounted for through processing rates within the ALPS model to appropriately distribute the exiting traffic from the airport.

### 3.2.3 PASSENGER ACTIVITY SUMMARY

**Figure 3-2** depicts the number of departing (originating) passengers and **Figure 3-3** depicts the number of arriving (terminating) passengers by time of day for each of the three demand scenarios. As seen in **Figure 3-2**, the biggest increase in departing passengers occurs at 9:00 AM where there is a 57% increase in passengers between the 2015 Baseline scenario and the 2020 PMAD scenario. In general, a 40% average daily increase was calculated between those two conditions.

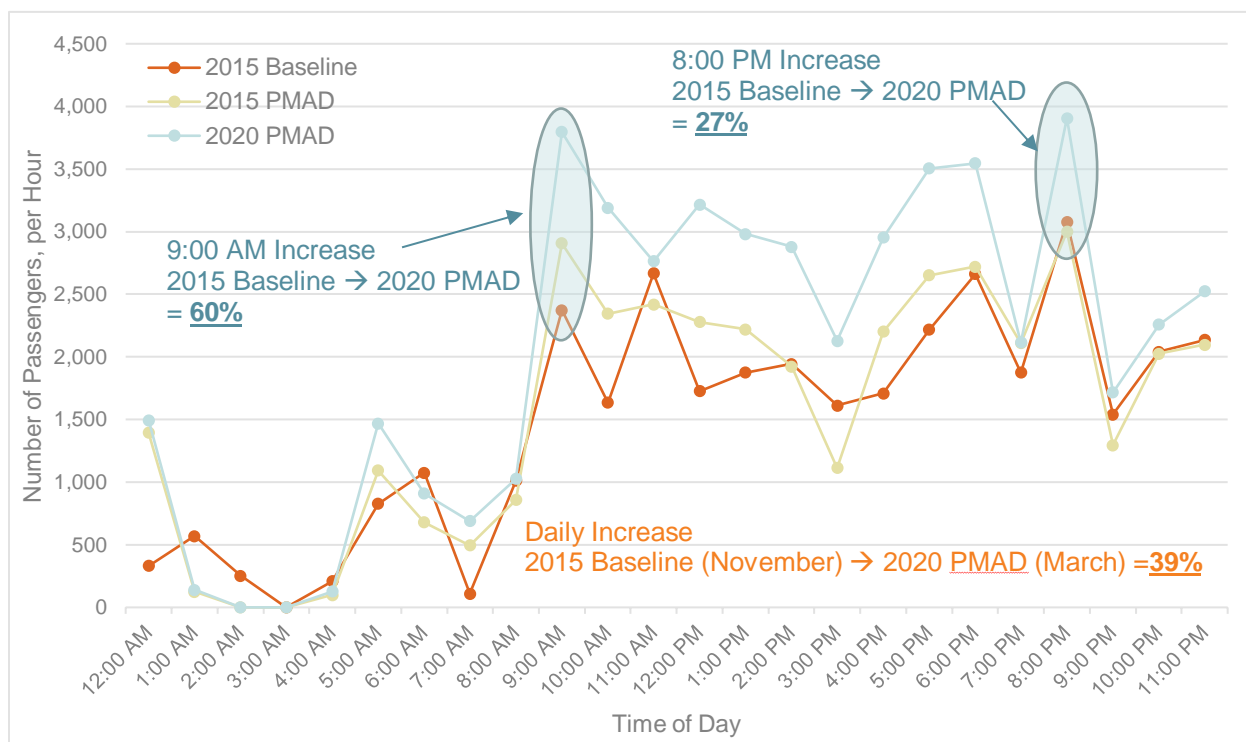
**Figure 3-2 Comparison of Departing (Originating) Passengers per Hour, by Time of Day**



SOURCE: Kimley-Horn ALPS Models  
PREPARED BY: Kimley-Horn and Associates, Inc.

In **Figure 3-3**, the biggest increase in arriving (terminating) passengers also occurs at 9:00 AM where there is a 60% increase in passengers between the 2015 Baseline and 2020 PMAD scenarios. In general, a 39% average daily increase occurs between those two demand scenarios.

**Figure 3-3 Comparison of Arriving (Terminating) Passengers per Hour, by Time of Day**



SOURCE: Kimley-Horn ALPS Models  
PREPARED BY: Kimley-Horn and Associates, Inc.

In conclusion, total passengers (enplaned and deplaned) increase from 26.4 million annual passengers (MAP) to 35.2 MAP over five years (until 2020), resulting in a 33% increase in passenger levels at FLL. During peak periods this generates a significant increase in activity over a short timeframe.

## 4 DEMAND/CAPACITY AND LEVEL OF SERVICE

Roadway *capacity* is defined as the maximum number of vehicles that can pass through a roadway section during a specified period of time under prevailing roadway, traffic, and control conditions without causing unreasonable delay. Factors such as the vehicle types, roadway configurations, and pedestrian/vehicle interaction all have an impact in the ability of a given roadway to carry vehicles.

*Demand* is the number of vehicles that desire to pass through a roadway section during a period of time. *Volume* is the number of vehicles that actually pass through a roadway section during a period of time, which generally equals demand, given no operational constraints. LOS is calculated by comparing the demand (or unconstrained volume) of vehicles desiring to use a roadway against the defined capacity of the roadway or roadway segment.

The Federal Highway Administration’s (FHWA) *Highway Capacity Manual* is the industry accepted guidance used to identify capacities as well as the LOS for traditional roadway systems. In typical traffic analyses and roadway



design, LOS is combined with other measures to describe the operating characteristics of a road segment or intersection. LOS is a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with LOS A representing the shortest average delays and LOS F representing the longest average delays.

However, the capacity of the airport roadway system is very different than a traditional roadway system due to the slower speeds, higher volumes of large commercial vehicles, and familiarity of the drivers with the roadway system. To account for these factors on the roadway capacity, Federal Aviation Administration (FAA) Advisory Circulars and Planning Guidelines, and more recently ACRP publications, have developed methodologies to estimate airport roadway capacity.

Demand/Capacity ratios and subsequent LOS for the access roadways and terminal curb fronts, as well as occupancy/supply results for parking, are summarized in the following sections. Analyses were performed for the departures peak hour and the arrivals peak hour, for the 2015 Baseline, 2015 PMAD, and 2020 PMAD demand scenarios.

#### 4.1 TERMINAL CURB FRONTS

The terminal curb fronts include the roadways in front of the four terminal buildings on the upper level (departures) and the lower level (arrivals). This section describes the capacity available and the demand that resulted from the ALPS models along each of the terminal curb fronts. Unlike other multi-modal simulation software, the generation of vehicular and pedestrian traffic in the ALPS model starts with a 24-hour flight schedule. In addition, ALPS has the ability to calculate true demand for a given curb front during a given period of time (not just volume that actually passes through), even if the system is over capacity. With this information, the demand/capacity ratios were developed and are reflected as LOS. The LOS results are used to identify congested locations and target areas for recommended improvements.

The terminal curb front LOS consists of two components:

- **Curb LOS:** LOS of the designated curb front lanes where vehicles may stop to drop-off and pick-up; determined by curbing capacity and curbing (drop-off/pick-up) demand
- **Road LOS:** LOS of the through lanes used by vehicles traveling past a section of curb front lanes; determined by through roadway capacity and demand of vehicles using the roadway to circulate and/or curb at a different terminal curb front

##### 4.1.1 CURB LOS

The Curb LOS is based on several factors, including available curb front length, vehicle size (how much curbing space the vehicle occupies), and average vehicle dwell time (how long each vehicle remains at the curb front). The curb front length is calculated based on how the curb front positions are designated, such as private autos, BCAD operations vehicle, Broward's Sherriff's Office (BSO) vehicle, etc. Dwell times, especially on the arrivals level, are typically different for vehicles curbing in the second lane compared to the first lane, and were

accounted for in the capacity calculations. Transit vehicles were provided transit-specific curbing parameters, independent of private auto curbing parameters. Transit specific dwell times, vehicle size, and lane choice are generally different for buses and shuttles compared to private autos and were captured separately. Additionally, the Curb LOS accounts for the presence of crosswalks, which may negatively impact capacity (primarily due to added delay).

#### 4.1.1.1 Capacity

At FLL vehicles are permitted to use the first two lanes for curbing; but at times, three lanes were observed being used for curbing. For the purposes of determining curb capacity per terminal building, two curbing lanes were assumed as the curb capacity, as use of a third lane for curb functions is not the intended purpose of this lane at FLL. Vehicle size and lane-specific dwell times were assigned to each curb lane based on collected data, as inputs to the curbing capacity calculations.

#### 4.1.1.2 Demand

Curbing demands for each of the terminal curb fronts, in terms of private auto and transit vehicle volumes, were obtained from the ALPS model. Each of the terminal curb fronts' curbing areas were analyzed for their respective peak hour curbing demand.

#### 4.1.1.3 Curb Utilization Ratio

To calculate the LOS, demand is compared to the available capacity. Consistent with ACRP methodology, the curbing analysis calculates a curb utilization ratio (C.U.R.) for a given curb front, which is a measure of average saturation of one curbing lane for the analysis time period (peak hour). For example, a C.U.R. of 1.0 means one curbing lane is at full utilization, or two curbing lanes are each half utilized, and corresponds to LOS B. A C.U.R. of 2.0 means two curbing lanes are fully utilized and corresponds to LOS F. The C.U.R. for each LOS classification is provided in the table below.

**Table 4-1** Curb LOS by Curb Utilization Ratio

LOS	C.U.R.
A	< 0.90
B	0.90 – 1.10
C	1.10 – 1.30
D	1.30 – 1.70
E	1.70 – 2.00
F	> 2.00

SOURCE: ACRP Report 40, Airport Curbside and Terminal Area Roadway Operations  
PREPARED BY: Kimley-Horn and Associates, Inc.



#### 4.1.2 ROAD LOS

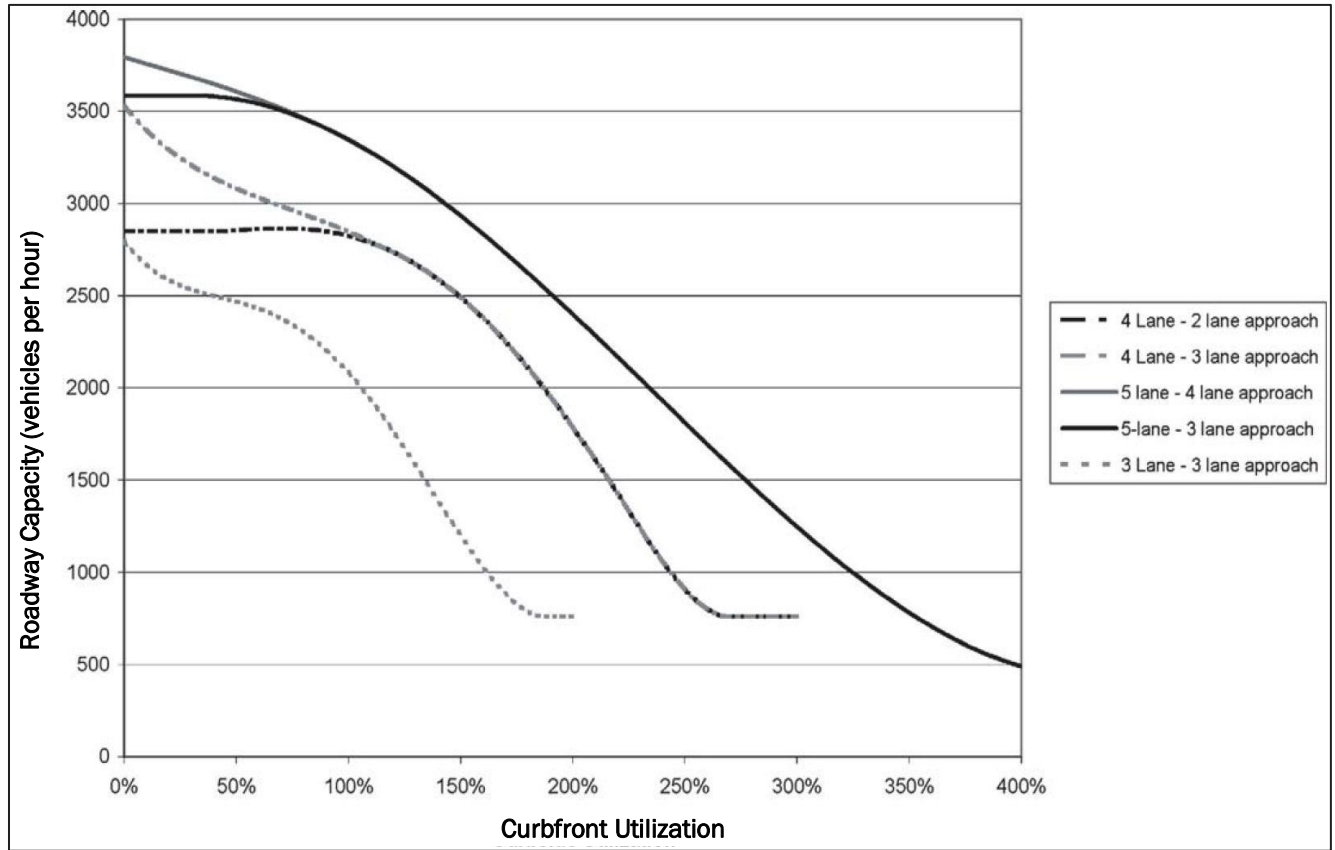
Road LOS is calculated for terminal roadways serving vehicles traveling past a section of curb front lanes, or curb front through lanes. The Road LOS is based on several factors, including total number of lanes, number of lanes reserved for curbing, and level of curbing activity. The Road LOS is impacted by the number of vehicles stopping at the adjacent curbing lanes and the “friction” caused by curbing activity. In addition to the curbing activity, pedestrians also impact the resulting average travel speeds of the curb front through lanes.

##### 4.1.2.1 Capacity

Consistent with ACRP methodology, the road capacity for curb front through (non-curbing) traffic in front of the curb front is dependent on lane configuration and the C.U.R. described in Section 4.1.1.3. The result is a dynamic capacity that varies based on curb front activity and pedestrian/vehicle interaction which is illustrated in **Figure 4-1**. As illustrated in the figure, as the curb front becomes more heavily utilized and the C.U.R. increases, there is a corresponding decrease in the available roadway capacity.

Curb front through (non-curbing) traffic demands, in terms of total vehicular volumes, were obtained from the ALPS model. This traffic primarily consists of vehicles destined for one of the other three terminal curb fronts, as well as a mix of additional circulating traffic. Each of the terminal curb fronts’ adjacent roadways was analyzed for the peak hour of terminal road activity. Demand/Capacity ratios were calculated to determine their corresponding LOS, per ACRP methodology.

**Figure 4-1** Curb Front Utilization vs. Roadway Capacity



SOURCE: ACRP Report 40, Airport Curbside and Terminal Area Roadway Operations  
PREPARED BY: Kimley-Horn and Associates, Inc.

#### 4.1.2.2 Demand

The volume of vehicles exiting the terminal roadway at the end of Terminal 4 (parking exits not included) is displayed in **Table 4-2** to show the demand increase between all the analyzed scenarios. The volumes represent the daily vehicle volumes from the ALPS simulation model for each demand scenario.

**Table 4-2** Daily Terminal Curb Front Vehicular Volume Comparison

Curb Front	2015 Baseline	2015 PMAD	2020 PMAD
Upper Level (Departures)	14,287	16,421	20,176
Lower Level (Arrivals)	17,406	18,524	23,365

SOURCE: Kimley-Horn ALPS Models  
PREPARED BY: Kimley-Horn and Associates, Inc.



#### 4.1.3 CALCULATED LOS

Conditions for each LOS are illustrated with photos and summary descriptions in **Figure 4-2**. Typically, LOS C is considered the common standard for planning new airport facilities, although, at large-hub airports (like FLL), LOS D is sometimes considered acceptable. The LOS target for this study was defined as LOS C; however, in the short-term, this LOS may not be achievable in all areas.

Demand was analyzed relative to the available capacity to determine the resulting LOS. The C.U.R. was also determined from the Curb LOS and the Road LOS was identified. The ACRP requires the resulting LOS classification of the terminal roadway to be the worst between the Curb LOS and the Road LOS. The following sections summarize the peak demand hours determined by the flight schedule at each terminal, on each level, and the resulting LOS.



Figure 4-2 Level of Service Representation



Drivers experience no interference from other vehicles or pedestrians. Motorists arriving at the airport terminal can stop adjacent to the curb at preferred locations. Demand is equal to or less than 0.50 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is unaffected.



Relatively free-flow conditions, although double-parking can be observed at some curbside locations (i.e., baggage check-in, major entrance/exit points). Demand is between 0.5 and 0.55 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is virtually unaffected.



Double-parking near doors is common and some intermittent triple-parking may occur. This level of service is appropriate for peak period design conditions at major airports. Demand is between 0.55 and 0.65 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is reduced by approximately 5% due to the increased frequency of double-parking.



Triple-parking occurs more frequently and vehicle maneuverability is somewhat restricted. Intermittent vehicle queues may form both in the through lanes and at the entrance to the curbside area. Demand is between 0.65 and 0.85 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is reduced by over 20% due to the increased frequency of double- and triple-parking.



LOS E—Motorists experience delays and queues along the length of the curbside. Both congestion and double- or triple-parking are evident throughout the curbside area. Momentary breakdowns in operation occur as traffic in the through lanes is increasingly delayed by vehicle maneuvering in and out of the parking lanes. Demand is between 0.85 and 1.0 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is reduced by over 35% due to the increased frequency of double- and triple-parking.

LOS F—Motorists experience significant delays at the curbside entrance and along the length of the curbside. Parked vehicles are unable to leave the curbside due to stopped vehicles in adjacent lanes. Demand exceeds 1.0 of the double-parking capacity of the curbside. The flow of vehicles in all lanes frequently comes to a halt.

SOURCE: ACRP Report 25, Airport Passenger Terminal Planning and Design  
PREPARED BY: Kimley-Horn and Associates, Inc.

**4.1.3.1 2015 Baseline**

4.1.3.1.1 Upper Level

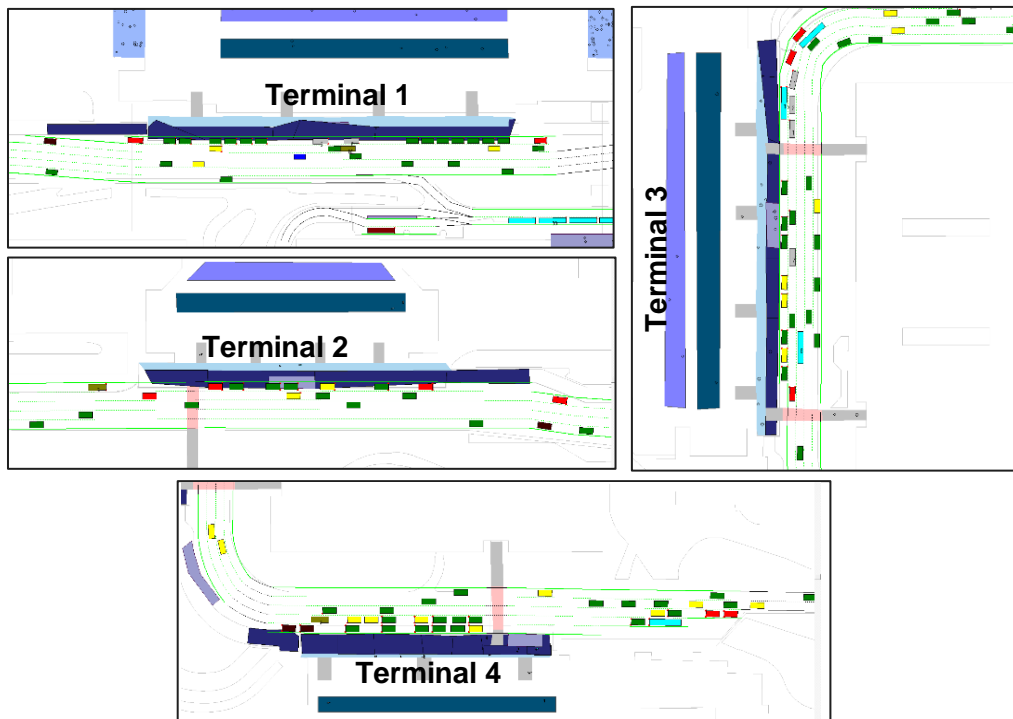
**Table 4-3** shows the Curb LOS, the Road LOS, and the resulting LOS which is determined by selecting the worst LOS of the two, per the ACRP guidance. **Figure 4-3** shows screenshot examples taken from the ALPS model simulation at each terminal depicting the conditions reflected in the table at the upper level under the 2015 Baseline conditions. Videos of the ALPS model are provided in the Appendix. As seen in the table, the conditions on the upper level under existing conditions meet the target LOS (LOS C or better).

*Table 4-3 2015 Baseline, Upper Level LOS*

Curb Front	Peak Hour	C.U.R.	Curb LOS	Road LOS	Resulting LOS
Terminal 1	9:15 – 10:15 AM	0.94	B	B	B
Terminal 2	1:00 – 2:00 PM	0.74	A	B	B
Terminal 3	6:15 – 7:15 AM	1.14	C	B	C
Terminal 4	5:15 – 6:15 AM	1.15	C	B	C

SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.

**Figure 4-3** ALPS Screenshots, 2015 Baseline, Upper Level Conditions



SOURCE: Kimley-Horn ALPS Model  
PREPARED BY: Kimley-Horn and Associates, Inc.



4.1.3.1.2 Lower Level

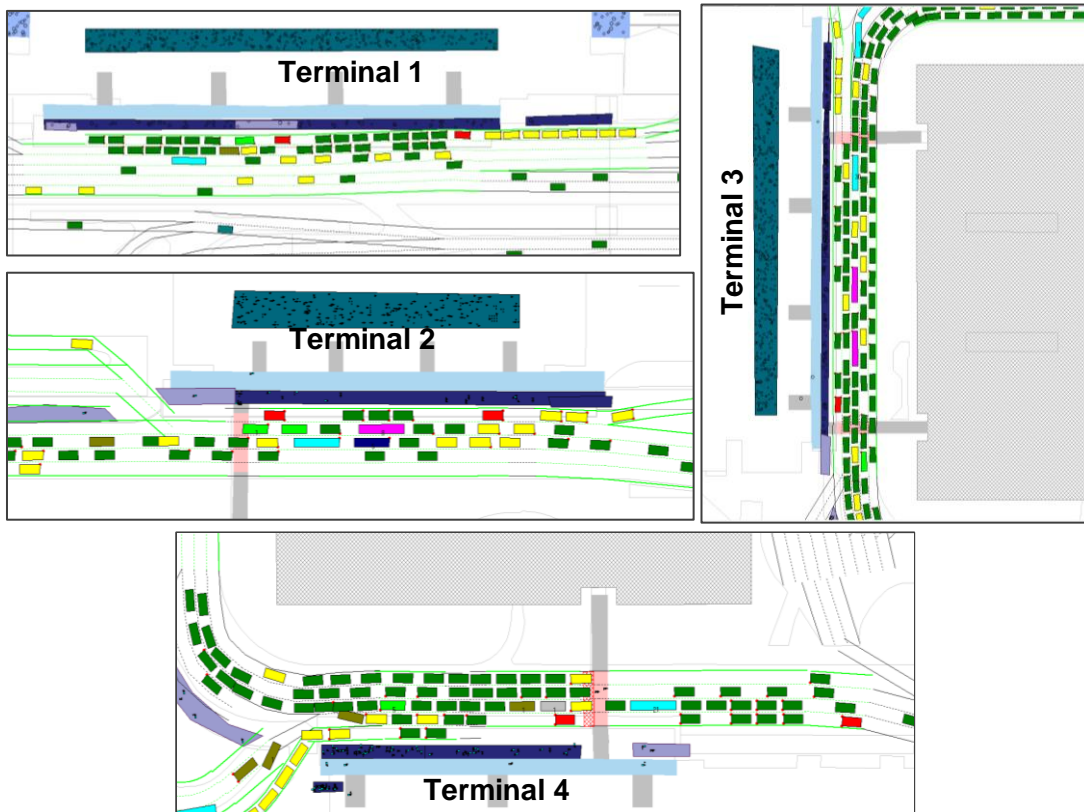
**Table 4-4** shows the Curb LOS, the Road LOS, and the resulting LOS at the lower level under the 2015 Baseline conditions. **Figure 4-4** shows screenshot examples taken from the ALPS model simulation at each terminal depicting the conditions reflected in the table. Videos of the ALPS model are provided in the Appendix. As seen in the table, the conditions in the lower level under existing conditions are below the LOS goal (worse than LOS C).

**Table 4-4** 2015 Baseline, Lower Level LOS

Curb Front	Peak Hour	C.U.R.	Curb LOS	Road LOS	Resulting LOS
Terminal 1	11:30 – 12:30 AM	1.52	D	C	D
Terminal 2	12:00 – 1:00 PM	1.45	D	C	D
Terminal 3	8:30 – 9:30 PM	2.86	F	F	F
Terminal 4	10:00 – 11:00 AM	2.69	F	F	F

SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.

**Figure 4-4** ALPS Screenshots, 2015 Baseline, Lower Level Conditions



SOURCE: Kimley-Horn ALPS Model  
PREPARED BY: Kimley-Horn and Associates, Inc.

**4.1.3.2 2015 PMAD**

4.1.3.2.1 Upper Level

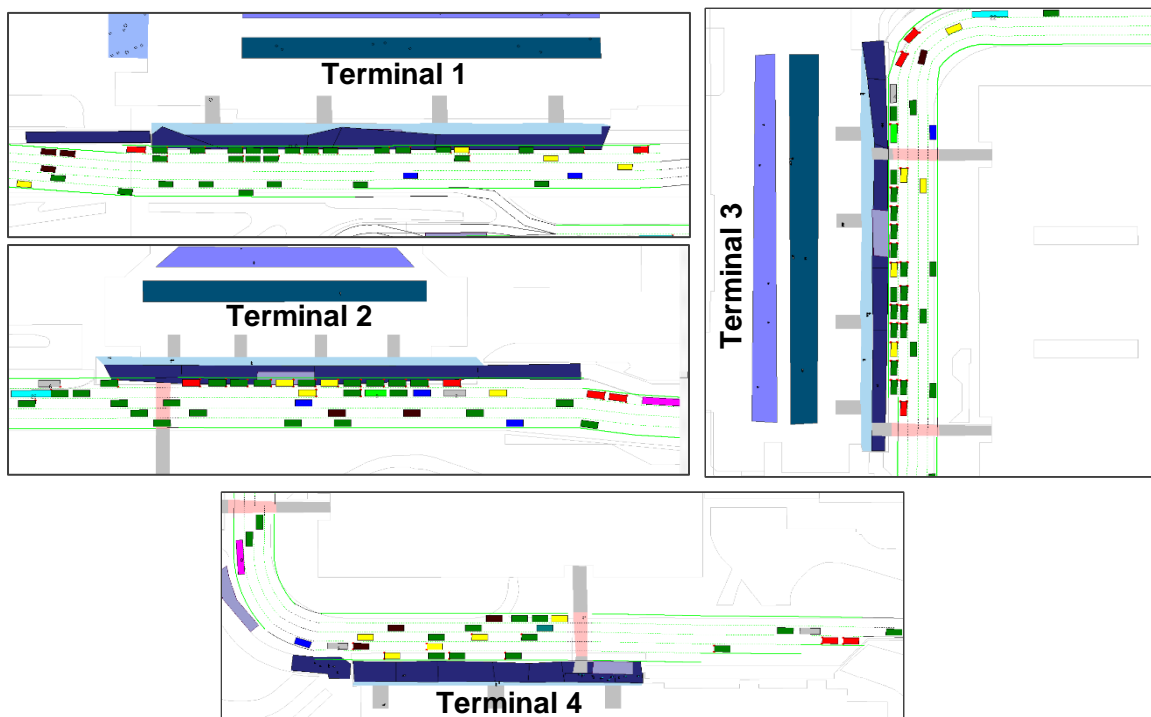
**Table 4-5** shows the Curb LOS, the Road LOS, and the Resulting LOS which is determined by selecting the worst LOS of the two, per the ACRP guidance. **Figure 4-5** shows screenshot examples taken from the ALPS model simulation at each terminal depicting the conditions reflected in the table at the upper level under the 2015 PMAD conditions. Videos of the ALPS model are provided in the Appendix. As seen in the table, the conditions in the upper level under existing conditions meet the goal (LOS C or better).

*Table 4-5 2015 PMAD, Upper Level LOS*

Curb Front	Peak Hour	C.U.R.	Curb LOS	Road LOS	Resulting LOS
Terminal 1	6:45 – 7:45 AM	1.02	B	B	B
Terminal 2	9:45 – 10:45 AM	0.84	A	B	B
Terminal 3	5:00 – 6:00 PM	1.12	C	B	C
Terminal 4	5:45 – 6:45 AM	0.90	B	B	B

SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.

*Figure 4-5 2015 PMAD, Upper Level Conditions*



SOURCE: Kimley-Horn ALPS Model  
PREPARED BY: Kimley-Horn and Associates, Inc.

4.1.3.2.2 Lower Level

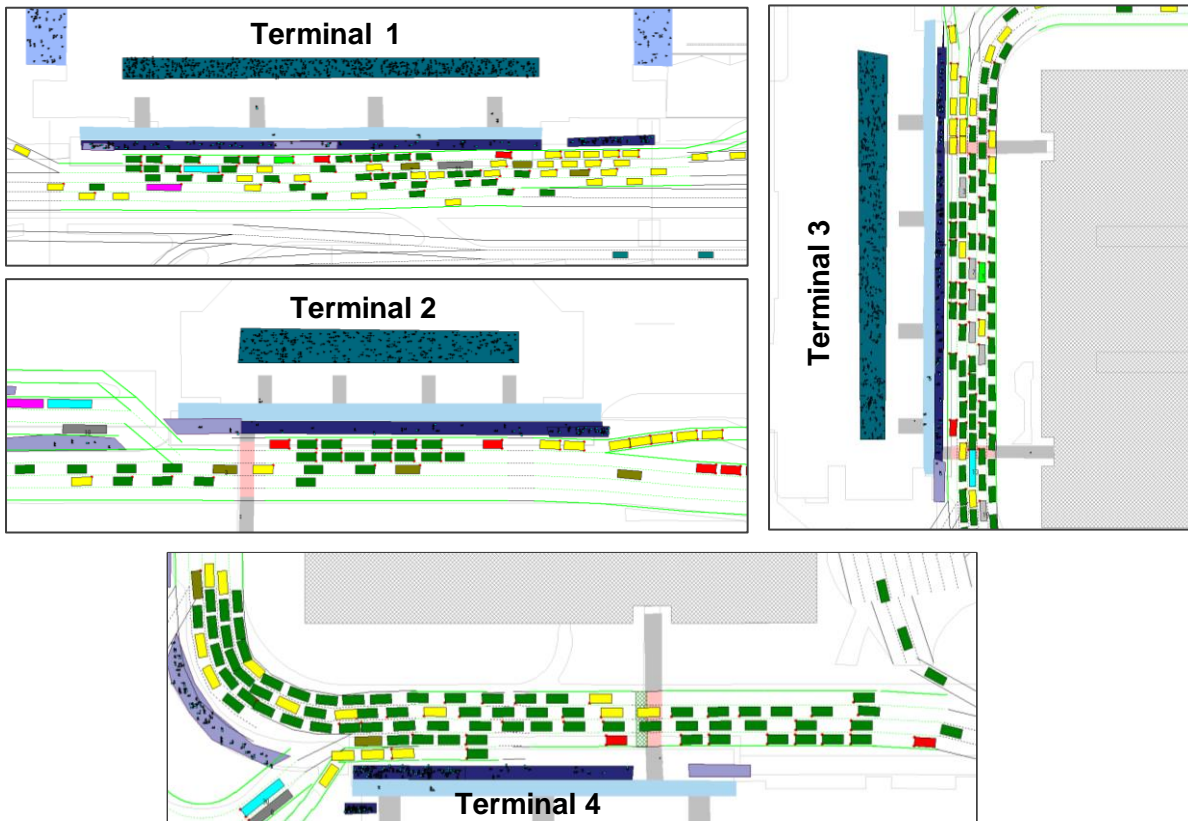
**Table 4-6** shows the Curb LOS, the Road LOS, and the Resulting LOS at the lower level under the 2015 PMAD conditions. **Figure 4-6** shows screenshot examples taken from the ALPS model simulation at each terminal depicting the conditions reflected in the table. Videos of the ALPS model are provided in the Appendix. As seen in the table, the conditions in the lower level under existing conditions are below the goal (worse than LOS C) with Terminal 3 and Terminal 4 having a resulting LOS F.

**Table 4-6** 2015 PMAD, Lower Level LOS

Curb Front	Peak Hour	C.U.R.	Curb LOS	Road LOS	Resulting LOS
Terminal 1	11:00 – 12:00 AM	2.00	E	E	E
Terminal 2	2:45 – 3:45 PM	1.60	D	B	D
Terminal 3	6:15 – 7:15 PM	2.06	F	D	F
Terminal 4	10:00 – 11:00 AM	2.55	F	F	F

SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.

**Figure 4-6** ALPS Screenshots, 2015 PMAD, Lower Level Conditions



SOURCE: Kimley-Horn ALPS Model  
PREPARED BY: Kimley-Horn and Associates, Inc.



**4.1.3.3 2020 PMAD**

4.1.3.3.1 Upper Level

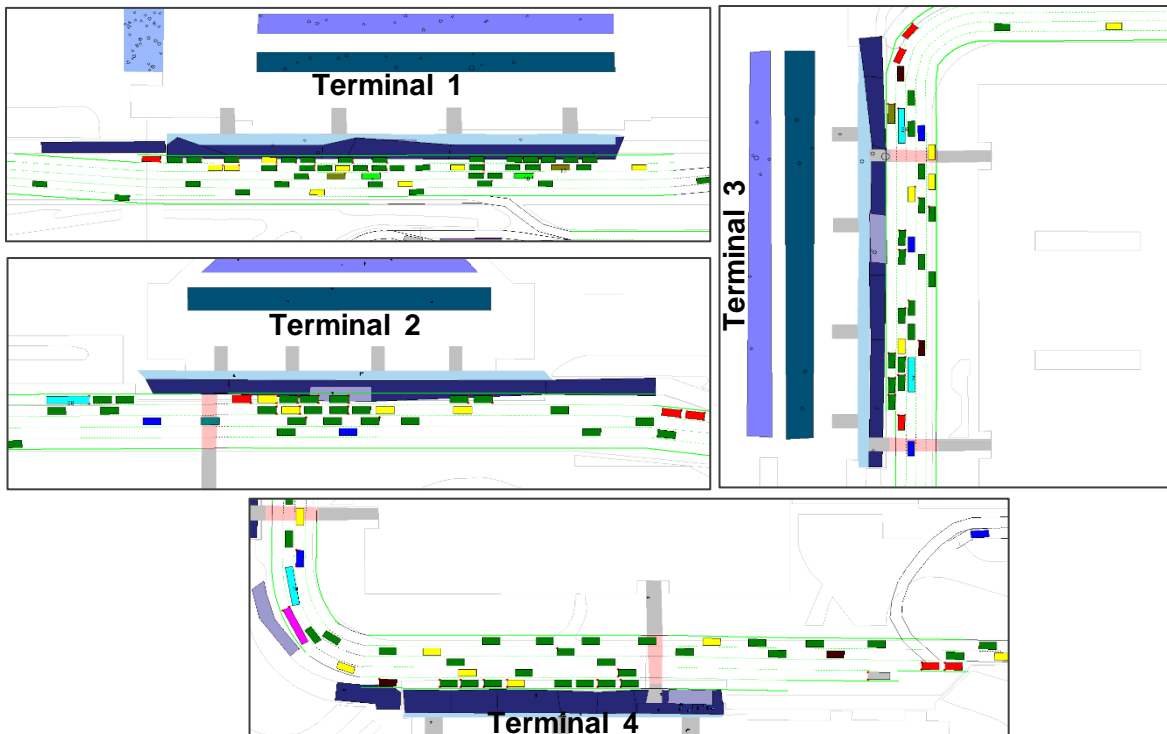
**Table 4-7** shows the Curb LOS, the Road LOS, and the Resulting LOS which is determined by selecting the worst LOS of the two, per the ACRP guidance. **Figure 4-7** shows screenshot examples taken from the ALPS model simulation at each terminal depicting the conditions reflected in the table at the upper level and under the 2020 PMAD conditions. Videos of the ALPS model are provided in the Appendix. As seen in the table, the conditions in the upper level in the future forecasted conditions meet the goal (LOS C or better).

*Table 4-7 2020 PMAD, Upper Level LOS*

Curb Front	Peak Hour	C.U.R.	Curb LOS	Road LOS	Resulting LOS
Terminal 1	6:00 – 7:00 AM	1.23	C	C	C
Terminal 2	9:15 – 10:15 AM	0.97	B	C	C
Terminal 3	5:30 – 6:30 PM	1.23	C	C	C
Terminal 4	5:15 – 6:15 PM	1.03	B	C	C

SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.

*Figure 4-7 ALPS Screenshots, 2020 PMAD, Upper Level Conditions*



SOURCE: Kimley-Horn ALPS Model  
PREPARED BY: Kimley-Horn and Associates, Inc.

4.1.3.3.2 Lower Level

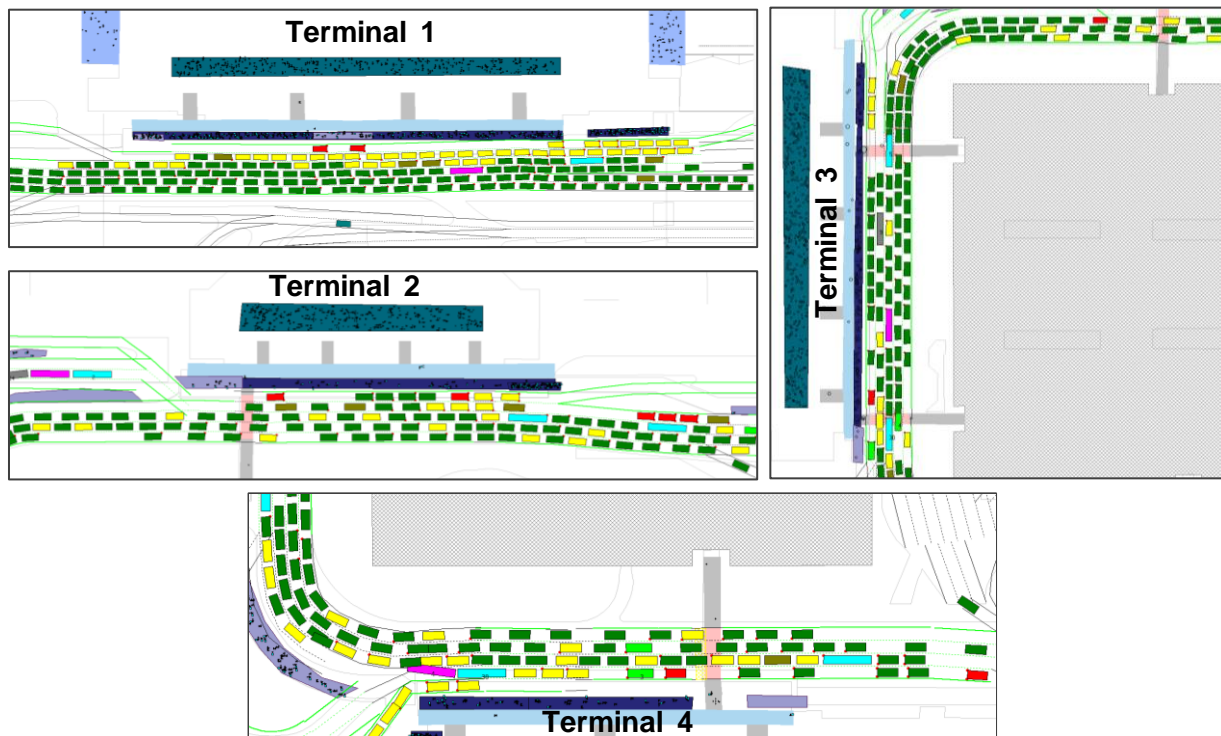
**Table 4-8** shows the Curb LOS, the Road LOS, and the Resulting LOS at the lower level under the 2020 PMAD conditions. **Figure 4-8** shows screenshot examples taken from the ALPS model simulation at each terminal depicting the conditions reflected in the table. Videos of the ALPS model are provided in the Appendix. As seen in the table, the conditions in the lower level under the future forecasted conditions are below the goal (worse than LOS C) and LOS F is observed at all terminals with the exception of Terminal 2, which is expected to operate at LOS E. It is important to note that the ALPS modeling tool showed the system to be gridlocked by 2020 due to the consistent LOS F throughout the day.

**Table 4-8** 2020 PMAD, Lower Level LOS

Curb Front	Peak Hour	C.U.R.	Curb LOS	Road LOS	Resulting LOS
Terminal 1	11:00 – 12:00 AM	2.11	F	F	F
Terminal 2	2:45 – 3:45 PM	1.79	E	D	E
Terminal 3	6:15 – 7:15 PM	2.93	F	F	F
Terminal 4	10:00 – 11:00 AM	2.11	F	E	F

SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.

**Figure 4-8** ALPS Screenshots, 2020 PMAD, Lower Level Conditions



SOURCE: Kimley-Horn ALPS Model  
PREPARED BY: Kimley-Horn and Associates, Inc.

## 4.2 AIRPORT EGRESS ROADWAYS

Terminal Drive refers to the terminal roadways and the network of ramps in the vicinity that provide connectivity between the airport, I-595, and US 1. This section describes the capacity available and the projected demand for the primary egress roadways where congestion was observed in the simulation models. Vehicular demand volumes were calculated by the ALPS model for each of the study roadway segments taking into consideration locations where garage exits interface with the Terminal Drive and add traffic to the roadway system. Demand/capacity ratios were calculated and are reflected as LOS to identify congestion points and formulate targeted recommendations.

LOS for the airport egress roadway was calculated based on volume/capacity (V/C) ratios. With the exception of the 2020 PMAD scenario with existing geometry, these roadways do not exceed their threshold capacity (i.e. LOS F) for extended periods of time, and thus actual volumes are representative of the demand.

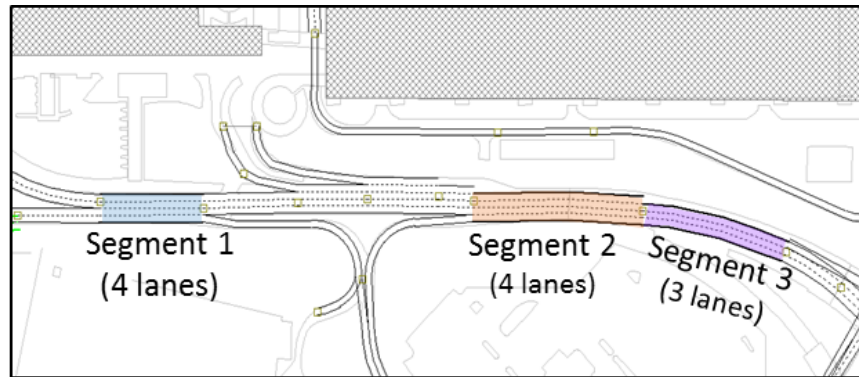
Airport egress roadways at FLL may be analyzed as uninterrupted flow segments, or weaving segments, or both, where applicable. Uninterrupted flow segments are roadways where vehicles are not required to stop at traffic signals, pedestrian crossings, or other traffic control devices, and are not required to change lanes or weave. Similar to uninterrupted flow segments, weaving segments do not have traffic control devices that require vehicles to stop. However, in weaving segments, vehicles are required to change at least one lane. The capacity and LOS thresholds for uninterrupted flow segments and weaving segments are summarized in the following sections. Due to the sensitivity of results and importance of this critical segment, both analysis methodologies were performed for the primary egress roadway, both of which yielded similar LOS results.

### 4.2.1 UNINTERRUPTED FLOW ROADWAYS

Per the methodology and capacity standards provided by the *ACRP Report 40, Airport Curbside and Terminal Area Roadway Operations*, capacity of airport ingress and egress roadways, for non-weaving (uninterrupted flow) roadways, is primarily determined by the number of through lanes and the average operating free-flow speed. The maximum flow rates (capacities) provided by ACRP assume a large portion of the drivers are infrequent users, and thus are unfamiliar with the roadway.

**Figure 4-9** displays the primary egress roadway with its existing geometry and identifies three study segments that are analyzed for uninterrupted flow.

**Figure 4-9** Egress Roadway Segments in ALPS Model



SOURCE: Kimley-Horn ALPS Model  
PREPARED BY: Kimley-Horn and Associates, Inc.

Capacity for uninterrupted flow roadways is based on the free-flow speed in miles per hour (mph) of the roadway as identified in **Table 4-9**. The capacity is defined in vehicles (veh) per hour (hr) per lane (ln).

**Table 4-9** Uninterrupted Flow Roadway Maximum Flow (Capacity) by Free-Flow Speed

Free Flow Speed	Capacity
25 mph	1,010 veh/hr/ln
30 mph	1,170 veh/hr/ln
35 mph	1,290 veh/hr/ln
40 mph	1,410 veh/hr/ln
45 mph	1,530 veh/hr/ln
50 mph	1,620 veh/hr/ln

SOURCE: ACRP Report 40, Airport Curbside and Terminal Area Roadway Operations  
PREPARED BY: Kimley-Horn and Associates, Inc.

LOS for uninterrupted flow roadways is based on its V/C ratio, which is obtained by dividing the volume (demand) on the roadway by that roadway’s capacity. The LOS thresholds are based on these calculated V/C ratios, as defined by ACRP. These LOS thresholds vary based on free-flow speed along a roadway or roadway segment, and are summarized in **Table 4-10** below.

**Table 4-10** Uninterrupted Flow Roadway LOS by Free-Flow Speed and V/C Ratio

LOS	Free Flow Speed					
	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph
<b>A</b>	< 0.25	< 0.26	< 0.26	< 0.26	< 0.26	< 0.28
<b>B</b>	0.25 – 0.40	0.26 – 0.41	0.26 – 0.42	0.26 – 0.42	0.26 – 0.43	0.28 – 0.45
<b>C</b>	0.40 – 0.59	0.41 – 0.60	0.42 – 0.61	0.42 – 0.61	0.43 – 0.62	0.45 – 0.65
<b>D</b>	0.59 – 0.79	0.60 – 0.79	0.61 – 0.80	0.61 – 0.82	0.62 – 0.82	0.65 – 0.86
<b>E</b>	0.79 – 1.0	0.79 – 1.0	0.80 – 1.0	0.82 – 1.0	0.82 – 1.0	0.86 – 1.0
<b>F</b>	> 1.00	> 1.00	> 1.00	> 1.00	> 1.00	> 1.00

SOURCE: ACRP Report 40, Airport Curbside and Terminal Area Roadway Operations  
PREPARED BY: Kimley-Horn and Associates, Inc.

**Table 4-11** outlines the existing number of lanes, free-flow speed used in the analysis, and resulting capacity in vehicles per hour (veh/hr) for each of the study egress roadway segments.

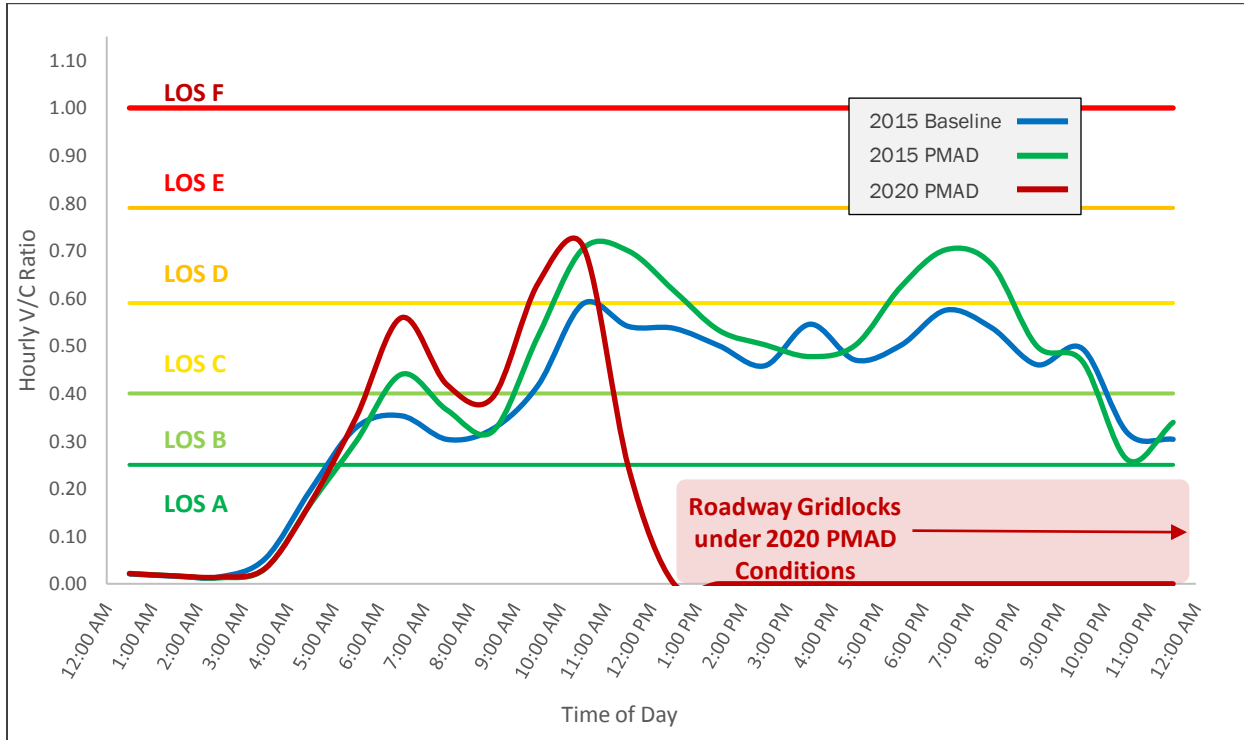
**Table 4-11** Egress Roadway Capacity

	No. of Lanes	Free Flow Speed	Capacity
Segment 1	4	25 mph	4,040 veh/hr
Segment 2	4	25 mph	4,040 veh/hr
Segment 3	3	25 mph	3,030 veh/hr

SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.

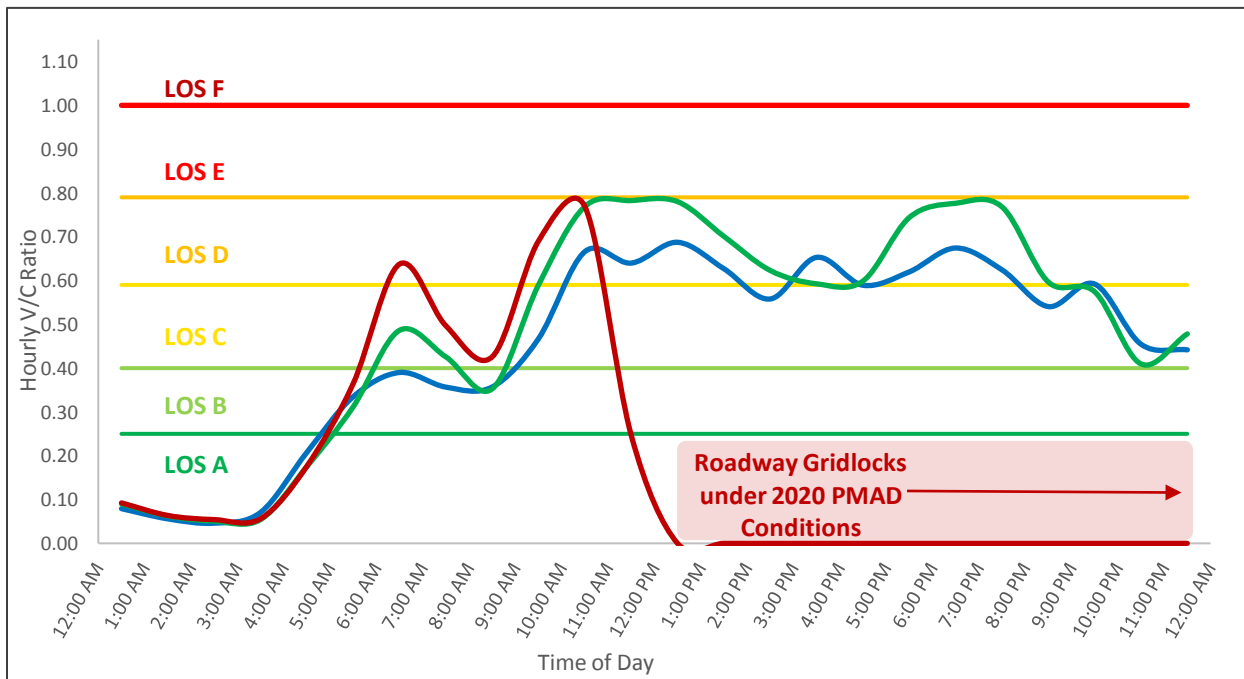
The following three graphs illustrate the V/C ratios over the course of a 24-hour day for the three primary airport egress roadway segments (highlighted in the previous figure). The graphs also display the corresponding LOS for each segment based on the demand patterns over the course of the day. Each graph shows the V/C ratio and LOS for the three study scenarios (2015 Baseline, 2015 PMAD, and 2020 PMAD) with existing geometry.

**Figure 4-10 Egress Roadway Segment 1 (4 Lanes)**



SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.

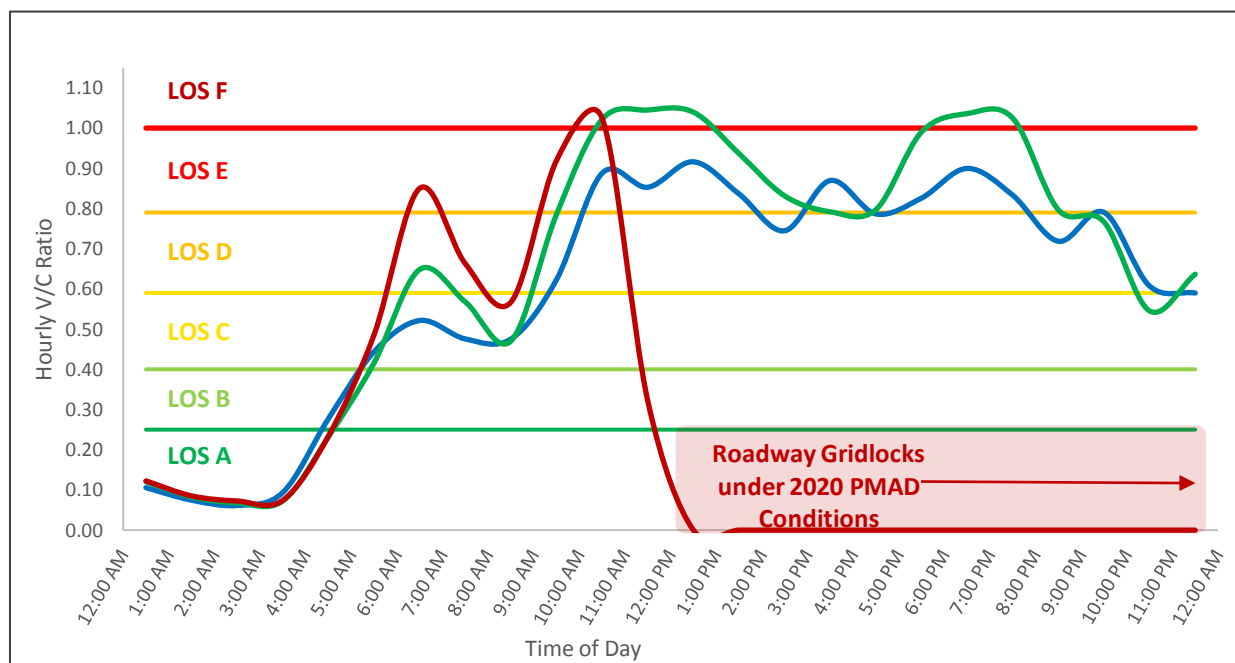
**Figure 4-11 Egress Roadway Segment 2 (4 Lanes)**



SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.



**Figure 4-12** Egress Roadway Segment 3 (3 Lanes)



SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.

Segment 1 and Segment 2, consisting of four travel lanes, operate at LOS C/D during peak periods. Segment 3, consisting of only three travel lanes, experiences the most congestion. Segment 3 experiences LOS E under 2015 Baseline conditions, and LOS F under 2015 PMAD conditions during the late morning and evening peaks. Segment 3 of the airport’s primary egress roadway is the most sensitive point of congestion, as minimal growth in traffic volume will exceed the capacity of the road.

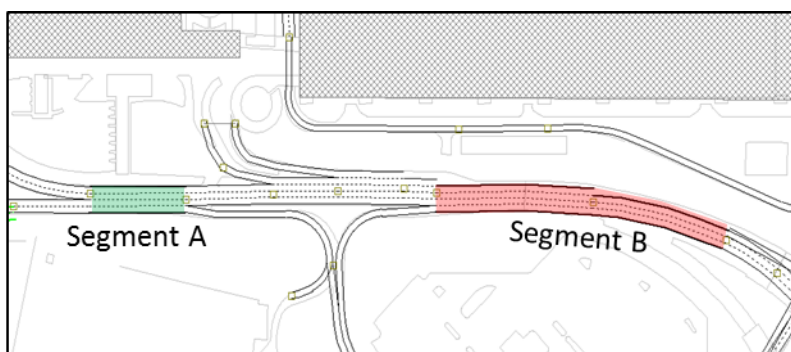
As portrayed in the graphs, the 2020 PMAD demand scenario (with existing geometry) at Segment 3 is expected to reach LOS F by late morning, with more demand than the roadway can serve. After 11:00 AM, it fails as a result of increased traffic growth and congestion. The roadway is unable to recover due to subsequent demand in the following hours, and the traffic model gridlocks entirely. Merging from a four-lane section to a three-lane section (traveling from Segment 2 to Segment 3) contributes to the delay and congestion. Additionally, the combined distance of Segment 2 and Segment 3 is relatively short and weaving occurs in this combined section. The impact of this is discussed in Section 4.2.2. In conclusion, if no roadway improvements are implemented in the near future, the Terminal Drive primary egress roadway is forecasted to gridlock due to lane capacities and extensive weaving which occurs as vehicles align themselves to access the terminal recirculation lane, the northbound exit to U.S. 1 and I-595, or Ramp G to southbound U.S. 1.

#### 4.2.2 WEAVING ROADWAYS

Methodology and capacity standards for weaving roadways provided by the *ACRP Report 40, Airport Curbside and Terminal Area Roadway Operations*, are based on the weaving analysis methodology provided by the Transportation Research Board's *2010 Highway Capacity Manual (HCM)*. ACRP modified the 2010 HCM weaving methodology for airport environment roadways by adjusting the minimum weaving speed and adjusting the traffic density thresholds for determining LOS. According to ACRP, the analysis methodology and capacities for low-speed weaving roadways correlate reasonably well with airport roadway weaving operations; however, due to limited research, it is only intended to be used for a planning-level assessment.

As noted above, the egress roadway east of Terminal 4 is affected by the need to accommodate traffic weaving activity as drivers align themselves to the airport exit alternatives or the terminal recirculation road. **Figure 4-13** displays the primary egress roadway with its existing geometry and identifies two roadway segments that were analyzed for weaving activity. As previously mentioned, due to the sensitivity of results and importance of this critical segment, both analysis methodologies (uninterrupted flow and weaving) were performed for the primary egress roadway and yielded similar LOS results.

*Figure 4-13 Egress Roadway Segments (in ALPS Model)*



SOURCE: Kimley-Horn ALPS Models  
PREPARED BY: Kimley-Horn and Associates, Inc.

As a part of the *ACRP Report 40, Airport Curbside and Terminal Area Roadway Operations*, ACRP published a macroscopic model, the Quick Analysis Tool for Airport Roadways (QATAR). This tool was developed to perform planning-level analyses of low-speed airport roadway weaving segments, and incorporates the methodologies and capacity standards published by the *ACRP Report 40*. The QATAR tool was utilized to perform the weaving analyses documented in this study.

LOS for weaving segments is based on traffic density, or how many vehicles occupy a given roadway section. Traffic density is defined in passenger cars (pc) per mile (mi) per lane (ln). Passenger cars represent traditional private autos and are a metric used in traffic analyses to better compare roadways with a mix of vehicle sizes. Larger vehicles, such as trucks and buses, are converted to passenger cars using a passenger car equivalent



(PCE) factor delineated in the ACRP report. For example, for larger trucks, a PCE of 2.0 is typically assigned representing two passenger cars per truck. Weaving LOS thresholds defined by the 2010 HCM, as well as ACRP’s LOS thresholds for low-speed airport roadways, are summarized in **Table 4-12**.

**Table 4-12** Weaving Roadway LOS by Density (pc/mi/ln) and Methodology

LOS	HCM Freeway Weaving Segments	HCM Collector Distributor Roadways	ACRP Airport Low Speed Roadways
A	10	12	20
B	20	24	30
C	28	32	40
D	35	36	50
E	> 35	> 36	60
F	v/c > 1.0	v/c > 1.0	v/c > 1.0

SOURCE: ACRP Report 40, Airport Curbside and Terminal Area Roadway Operations  
PREPARED BY: Kimley-Horn and Associates, Inc.

The 2010 HCM thresholds for Freeways and Collector-Distributors and ACRP thresholds for Airport Roadways are provided in **Table 4-12** for informational purposes only. ACRP’s standards for Low-Speed Airport Roadways allow for higher traffic densities for a given LOS grade, compared to HCM’s standards for Freeways and Collector-Distributors, which are deemed reasonable as ACRP has observed consistency between these higher density standards and real-world operations. The segments studied in this weaving analysis are classified as low-speed airport roadways; thus, ACRP’s thresholds were used for all reported LOS.

QATAR uses input vehicular volumes and types of vehicles to calculate the density (pc/mi/ln), and therefore produce the corresponding LOS for the weaving segment. In addition, QATAR provides the average vehicular travel speed through the weaving segment. **Table 4-13** and **Table 4-14** present the weaving LOS results for the two weaving segments identified on the airport egress roadway (depicted in **Figure 4-13**) from the QATAR model. Each table includes the average travel speed in the weaving area for the two study scenarios (2015 Baseline and 2015 PMAD).

The weaving analysis was not performed for the 2020 PMAD scenario because the traffic model gridlocks before a true peak hour can be determined or analyzed. This gridlock occurs because of the high volume of vehicles exiting the Cypress garage, which requires weaving immediately after the exit.

**Table 4-13** 2015 Baseline, Weaving Analysis Results

Weaving Segment	Peak Hour	Avg. Speed in Weaving Area	LOS
Segment A	10:15 – 11:15 AM	19.4	C
Segment B	11:45 – 12:45 PM	16.4	E

SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.

**Table 4-14** 2015 PMAD, Weaving Analysis Results

Weaving Segment	Peak Hour	Avg. Speed in Weaving Area	LOS
Segment B	10:30 – 11:30 AM	17.6	E

SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.

As it pertains to weaving, under 2015 Baseline and 2015 PMAD conditions, Segment A experiences LOS C and Segment B experiences LOS E. In Segment B, the slightly improved average speed under 2015 PMAD conditions is due to a differing balance between the lower level terminal egress and upper level terminal egress, requiring additional weaving maneuvers; however, the total egress volume is heavier than in the 2015 Baseline scenario.

Similar to the results of the uninterrupted flow analysis for Segment 3, Segment B in this weaving analysis experiences an inferior LOS compared to the upstream segment, and is consequently more susceptible to heavy congestion and failure. Based on observation of the 2020 PMAD ALPS simulation model gridlock, weaving operations, particularly in Segment B, are forecasted to be LOS E in 2020 as a result of increased traffic growth.

Given the sensitivity of roadway LOS results, this weave analysis using QATAR was performed as a supplemental analysis to account for the way in which cars move through the exit roadways when influenced by various on/off ramps. As shown in the above LOS results, the QATAR weaving analysis verified the results of the V/C analysis in the previous section. In conclusion, the Terminal Drive primary egress roadway is forecasted to gridlock if no roadway improvements are implemented in the near future.

### 4.3 PARKING

The analysis of parking demands and time of day occupancy was performed for the following parking facility types: Hourly, Daily, Employee (in Cypress), and the Economy Lot. Additional details about the parking facilities may be found in the *Data Collection Report*.

The parking results for the 2015 Baseline demand scenario (November 19, 2015 conditions) were calculated using actual parking transaction data and occupancy counts provided by BCAD. The entering transaction data

for the public garages is separated by facility and product type: Hibiscus Daily, Hibiscus Hourly, Palm Daily, and Palm Hourly. However, exiting transaction data was a total of those four facilities combined. Therefore, the parking demands and subsequent occupancies were combined by product type, and assumptions for the distribution of exiting volumes were made. This approach was coordinated, and is consistent with the parking analysis methodology applied in the Master Plan Update.

The ALPS models were utilized to project future parking demands based on air passenger activity growth, specifically arriving and departing passengers, and their corresponding use of parking facilities based on the passenger survey. These demand allocations were used to summarize the parking usage and identify availability, or necessity of parking spots, in order to develop targeted recommendations. A more detailed parking analysis will be conducted in the Master Plan Update.

The Rental Car Center (RCC) was not included in this parking occupancy analysis. The RCC is a relatively self-contained system, and was recently studied in detail in the *Rental Car Center Operations and Capacity Study* dated January 2015. The RCC will also be studied in detail in the upcoming Master Plan Update.

#### 4.3.1 CAPACITY

Parking capacities (supply) for each of the studied parking facilities were provided by BCAD and are summarized in **Table 4-15**.

**Table 4-15** Parking Facility Capacity

Parking Facility	Number of Spaces
Hibiscus Hourly	182
Hibiscus Daily	3,749 <sup>(1)</sup>
Palm Hourly	465
Palm Daily	1,992 <sup>(1)</sup>
Employee (Cypress)	3,143 <sup>(2)</sup>
Economy Lot	4,010
Valet	1,385 <sup>(3)</sup>

**Notes:**

<sup>(1)</sup> Hibiscus Daily and Palm Daily are connected internally, and was accounted for in the analysis.

<sup>(2)</sup> The employee parking supply does not include the 347 BCAD Reserved spaces in the Hibiscus and Palm garages.

<sup>(3)</sup> The valet parking supply is dynamic and additional spaces from other lots can be used as needed

SOURCE: Kimley-Horn and Associates, Inc.

PREPARED BY: Kimley-Horn and Associates, Inc.



Periodically, parking spaces are reallocated and parking spaces by product type may change throughout the year. The aforementioned space allocations are based on parking space allocations as of November 19, 2015, which is consistent with the data collection effort and model calibration period for the other analyses.

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#### 4.3.2 HOURLY PARKING

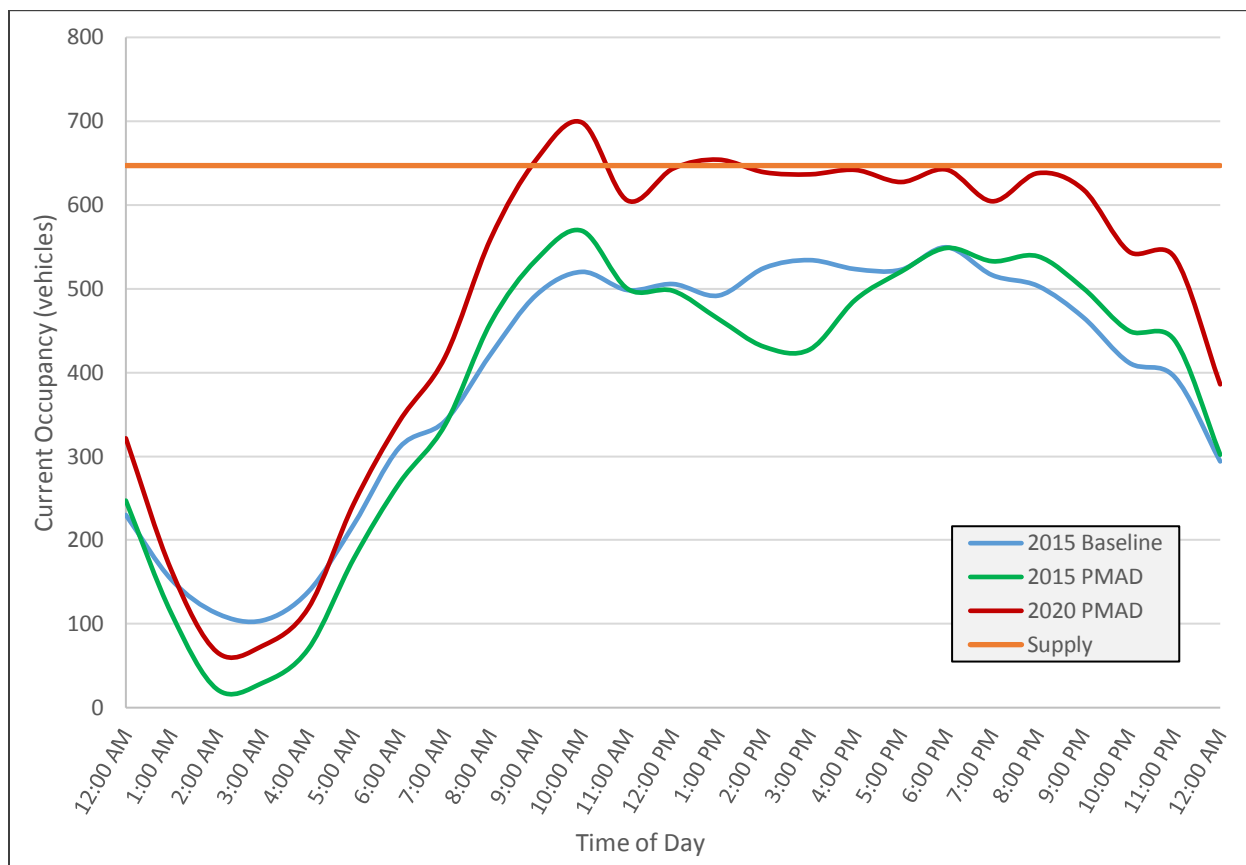
**Table 4-16** shows the hourly ingress volumes, hourly egress volumes, and percent occupancy at each hour of the day for the hourly parking facilities under 2015 Baseline conditions, 2015 PMAD conditions, and 2020 PMAD conditions. The starting occupancy for 2015 Baseline is based on the November 19<sup>th</sup> midnight count data. The hourly volumes represent the hour beginning at the time shown. 2015 Baseline ingress volumes were calibrated to align the November 19<sup>th</sup> ending occupancy with the November 20<sup>th</sup> midnight count data. The number of spaces occupied in the facility relative to the number of spaces available (capacity) is reflected in the table as a percentage. **Figure 4-14** graphs the number of spaces occupied at each hour of the day for the hourly facilities under the three demand scenarios.

**Table 4-16 Hourly Parking: Volumes and Percent Occupancy**

Time (Hour Beginning)	2015 Baseline			2015 PMAD			2020 PMAD		
	Enter	Exit	% Occ.	Enter	Exit	% Occ.	Enter	Exit	% Occ.
12:00 AM	42	120	35.5%	34	169	38.2%	37	195	49.7%
1:00 AM	18	58	23.6%	8	98	17.3%	8	105	25.3%
2:00 AM	13	21	17.4%	11	3	3.4%	11	4	10.3%
3:00 AM	44	10	16.1%	40	0	4.6%	45	0	11.4%
4:00 AM	129	48	21.4%	131	23	10.8%	154	29	18.4%
5:00 AM	186	94	33.8%	198	108	27.5%	243	145	37.7%
6:00 AM	188	156	48.0%	215	145	41.4%	272	195	52.8%
7:00 AM	222	142	52.9%	263	141	52.1%	333	191	64.7%
8:00 AM	197	127	65.2%	228	153	71.0%	288	194	86.5%
9:00 AM	202	175	76.1%	229	194	82.6%	293	249	101.1%
10:00 AM	209	231	80.4%	233	302	88.0%	309	402	108.0%
11:00 AM	235	228	77.0%	250	252	77.3%	353	315	93.6%
12:00 PM	240	254	78.1%	237	271	76.9%	356	345	99.4%
1:00 PM	259	226	76.0%	250	283	71.7%	374	389	101.1%
2:00 PM	271	261	81.1%	280	284	66.6%	398	401	98.8%
3:00 PM	245	255	82.6%	277	218	66.1%	365	359	98.4%
4:00 PM	201	201	80.9%	234	201	75.2%	293	308	99.2%
5:00 PM	197	171	80.8%	239	211	80.4%	295	280	97.0%
6:00 PM	204	237	84.9%	245	261	84.8%	305	343	99.3%
7:00 PM	235	248	79.8%	270	264	82.3%	343	309	93.4%
8:00 PM	207	245	77.8%	214	253	83.3%	278	298	98.6%
9:00 PM	152	206	72.0%	140	191	77.4%	176	250	95.6%
10:00 PM	171	188	63.6%	163	175	69.5%	202	209	84.1%
11:00 PM	96	197	61.0%	58	194	67.8%	74	225	83.1%
12:00 AM	-	-	45.4%	-	-	46.7%	-	-	59.6%
<b>Daily Totals</b>	<b>4,163</b>	<b>4,099</b>		<b>4,449</b>	<b>4,394</b>		<b>5,807</b>	<b>5,742</b>	

SOURCE: 2015 Baseline: BCAD; 2015/2020 PMAD: Kimley-Horn  
PREPARED BY: Kimley-Horn and Associates, Inc.

**Figure 4-14** Hourly Parking: Occupancy vs. Supply



SOURCE: 2015 Baseline: BCAD; 2015/2020 PMAD: Kimley-Horn  
PREPARED BY: Kimley-Horn and Associates, Inc.

As depicted in the table and graph, relatively high turnover is typical for an hourly parking facility. Some of its users are day-trip travelers, with a mix of short-term users, including well-wishers and meeter-greeters, resulting in a steady occupancy during the day and becoming mostly empty overnight.

The combined hourly parking facilities in the Hibiscus and Palm garages approach 80-85% of capacity under 2015 Baseline conditions. Under 2020 PMAD conditions, hourly parking is projected to exceed capacity. It should be noted that the combined hourly supply of 647 spaces is the absolute maximum capacity. Parking facilities are generally considered to be “full” by the user at approximately 90-95% occupancy.

#### 4.3.3 DAILY PARKING

**Table 4-17** shows the hourly ingress volumes, hourly egress volumes, and percent occupancy at each hour of the day for the daily facilities under 2015 Baseline conditions, 2015 PMAD conditions, and 2020 PMAD conditions. Note that the starting occupancy for 2015 Baseline is based on the November 19<sup>th</sup> midnight count data, and that hourly volumes represent the hour beginning at the time shown. 2015 Baseline ingress volumes were calibrated to align November 19<sup>th</sup> ending occupancy and to the November 20<sup>th</sup> midnight count data. The number of spaces occupied in the facility, relative to the number of spaces available (capacity) is reflected in the



table as a percentage. **Figure 4-15** graphs the number of spaces occupied at each hour of the day for the daily facilities under the three demand scenarios.

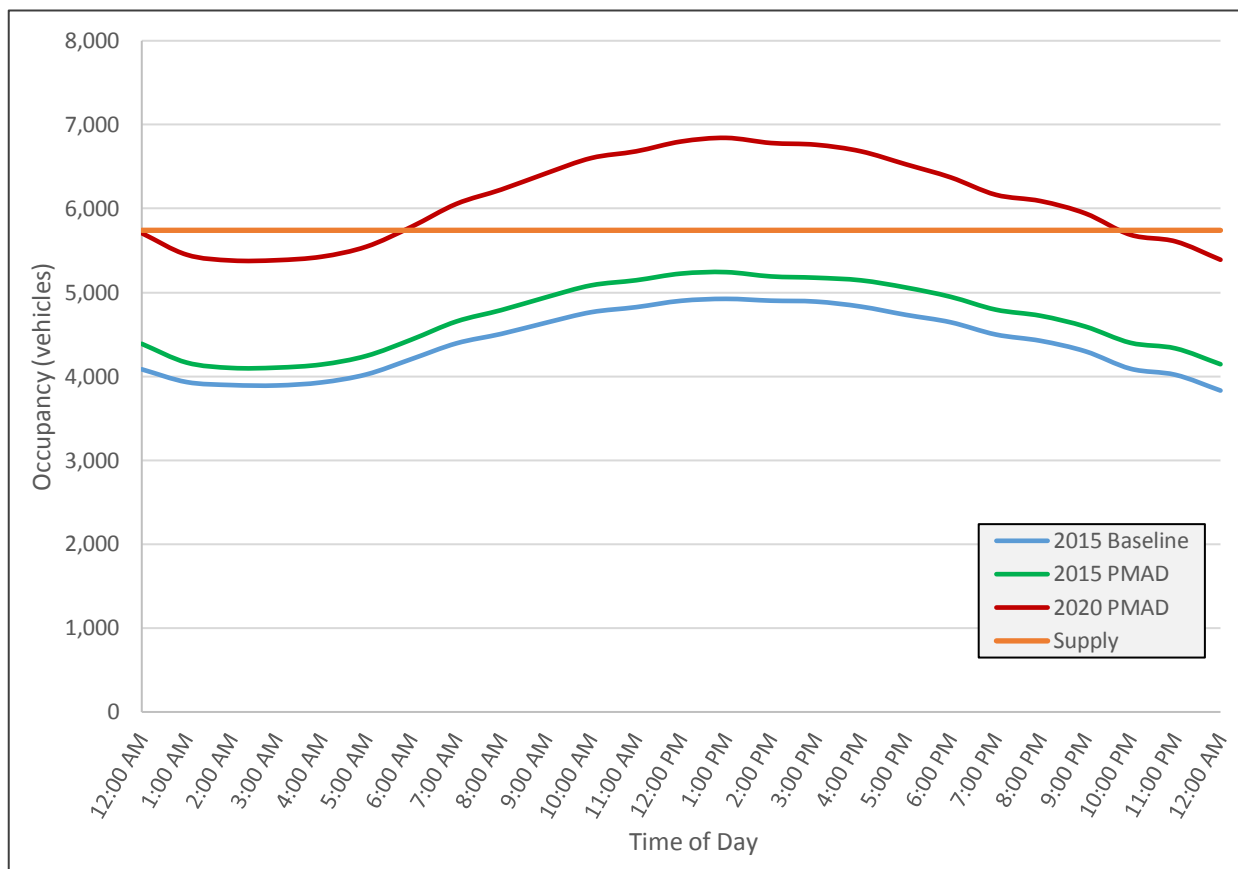
Note that the Hibiscus Daily and Palm Daily facilities are connected internally. Palm Daily tends to fill up quickly and overflows into Hibiscus’ surplus capacity. However, for the purposes of the analysis presented below, the volumes and calculated occupancy values represent all daily parking users combined, and are not affected by vehicles transferring from one physical garage to the other.

**Table 4-17 Daily Parking: Volumes and Percent Occupancy**

Time (Hour Beginning)	2015 Baseline			2015 PMAD			2020 PMAD		
	Enter	Exit	% Occ.	Enter	Exit	% Occ.	Enter	Exit	% Occ.
12:00 AM	13	165	71.1%	11	234	76.4%	11	269	99.4%
1:00 AM	3	39	68.5%	1	65	72.5%	1	70	94.9%
2:00 AM	7	12	67.9%	5	2	71.4%	6	2	93.7%
3:00 AM	41	4	67.8%	37	0	71.5%	42	0	93.8%
4:00 AM	106	11	68.4%	108	5	72.1%	127	6	94.5%
5:00 AM	196	13	70.1%	209	15	73.9%	256	20	96.6%
6:00 AM	197	10	73.3%	226	9	77.3%	286	12	100.7%
7:00 AM	119	6	76.5%	141	6	81.1%	179	8	105.5%
8:00 AM	139	5	78.5%	160	6	83.4%	202	8	108.5%
9:00 AM	132	7	80.8%	150	8	86.1%	192	10	111.8%
10:00 AM	91	31	83.0%	102	41	88.6%	135	55	115.0%
11:00 AM	101	25	84.0%	107	28	89.6%	152	35	116.4%
12:00 PM	95	72	85.4%	94	76	91.0%	140	97	118.4%
1:00 PM	85	107	85.8%	82	133	91.3%	122	183	119.2%
2:00 PM	72	83	85.4%	74	90	90.4%	106	127	118.1%
3:00 PM	72	132	85.2%	81	112	90.2%	107	185	117.8%
4:00 PM	73	172	84.2%	86	171	89.6%	107	262	116.4%
5:00 PM	69	157	82.4%	83	195	88.1%	102	259	113.7%
6:00 PM	73	219	80.9%	88	241	86.2%	110	316	111.0%
7:00 PM	90	165	78.4%	103	176	83.5%	131	206	107.4%
8:00 PM	38	163	77.0%	39	168	82.3%	50	198	106.1%
9:00 PM	34	241	74.9%	32	224	80.0%	40	294	103.5%
10:00 PM	16	89	71.3%	16	82	76.6%	19	98	99.1%
11:00 PM	10	197	70.0%	6	194	75.5%	8	225	97.7%
12:00 AM	-	-	66.7%	-	-	72.2%	-	-	93.9%
<b>Daily Totals</b>	<b>1,871</b>	<b>2,124</b>		<b>2,040</b>	<b>2,283</b>		<b>2,631</b>	<b>2,949</b>	

SOURCE: 2015 Baseline: BCAD; 2015/2020 PMAD: Kimley-Horn  
PREPARED BY: Kimley-Horn and Associates, Inc.

**Figure 4-15 Daily Parking: Occupancy vs. Supply**



SOURCE: 2015 Baseline: BCAD; 2015/2020 PMAD: Kimley-Horn  
PREPARED BY: Kimley-Horn and Associates, Inc.

As depicted in **Table 4-17** and **Figure 4-15**, relatively low turnover is typical for a daily parking facility. Most of its users are full-day or multi-day travelers. Most traffic either enters in the morning or exits in the evening, resulting in a distinct peak occupancy during mid-day hours.

The combined daily parking facilities in the Hibiscus and Palm garages approach 85-90% of capacity under 2015 Baseline conditions. Under 2020 PMAD conditions, daily parking is projected to exceed capacity. It should be noted that the combined daily supply of 5,741 spaces is the absolute maximum capacity. Parking facilities are generally considered to be “full” by the user at approximately 90-95% occupancy.

#### 4.3.4 EMPLOYEE PARKING

**Table 4-18** shows the hourly ingress volumes, hourly egress volumes, and percent occupancy at each hour of the day for the employee facility in the Cypress garage under 2015 Baseline conditions, 2015 PMAD conditions, and 2020 PMAD conditions. Note that the starting occupancy for 2015 Baseline condition is based on the November 19<sup>th</sup> midnight count data, and that hourly volumes represent the hour beginning at the time shown and was provided by BCAD. The number of spaces occupied in the facility, relative to the number of spaces

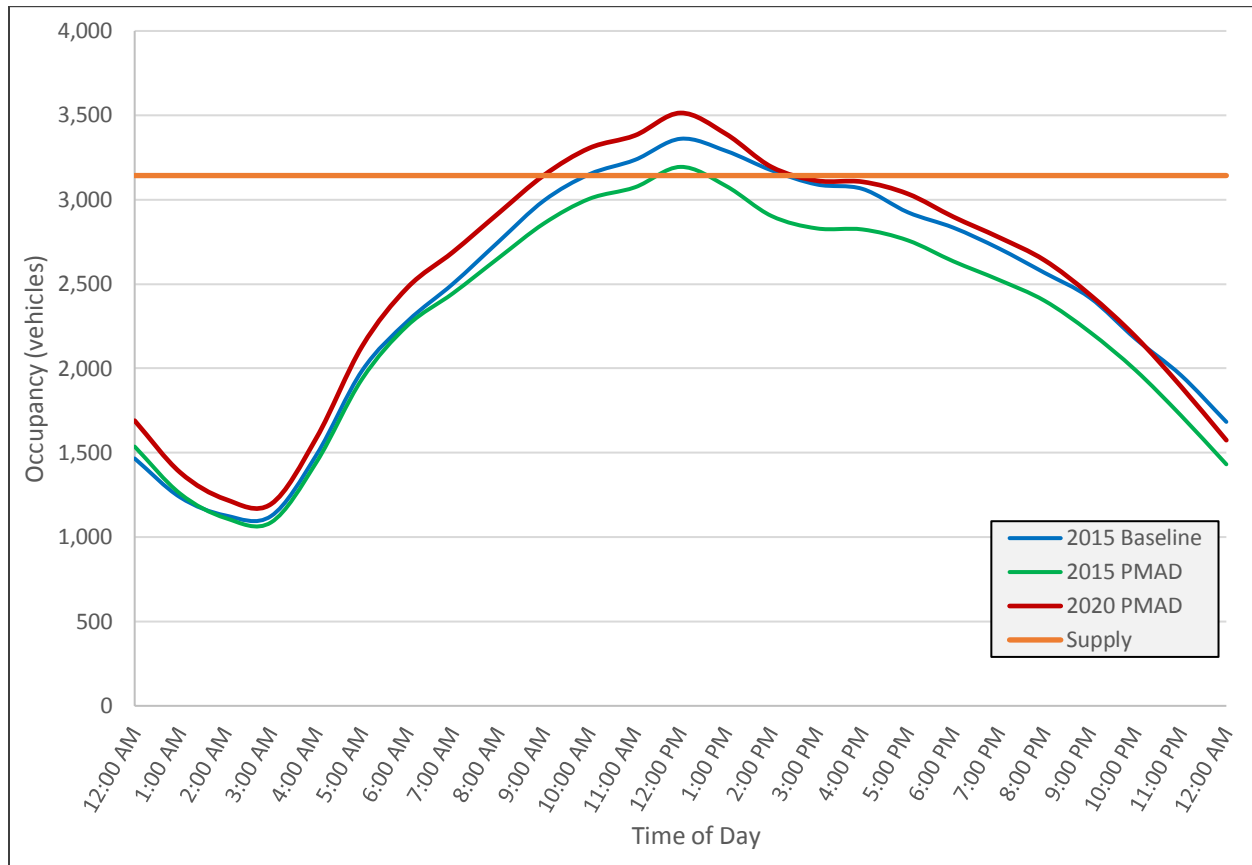
available (capacity), is reflected in the table as a percentage. **Figure 4-16** graphs the number of spaces occupied at each hour of the day for the employee facility under the three scenarios. The 2015 PMAD employee parking data was also provided by BCAD. The 2020 PMAD employee parking data was increased as a ratio based on the projected increase in number of flights. The employee forecasts will be further refined as part of the Master Plan Update.

**Table 4-18 Employee Parking: Volumes and Percent Occupancy**

Time (Hour Beginning)	2015 Baseline			2015 PMAD			2020 PMAD		
	Enter	Exit	% Occ.	Enter	Exit	% Occ.	Enter	Exit	% Occ.
12:00 AM	5	235	46.6%	3	282	48.9%	3	310	53.8%
1:00 AM	6	114	39.3%	3	148	40.0%	3	163	44.0%
2:00 AM	76	79	35.9%	82	107	35.4%	90	118	38.9%
3:00 AM	381	17	35.8%	394	36	34.6%	433	40	38.1%
4:00 AM	508	10	47.4%	517	25	46.0%	569	28	50.6%
5:00 AM	323	30	63.2%	357	40	61.6%	393	44	67.8%
6:00 AM	273	51	72.5%	267	76	71.7%	294	84	78.9%
7:00 AM	326	77	79.6%	295	86	77.8%	325	95	85.6%
8:00 AM	291	47	87.5%	285	80	84.5%	314	88	92.9%
9:00 AM	243	87	95.3%	236	90	91.0%	260	99	100.1%
10:00 AM	188	103	100.3%	178	110	95.6%	196	121	105.2%
11:00 AM	242	117	103.0%	254	133	97.8%	279	146	107.6%
12:00 PM	268	340	106.9%	266	379	101.6%	293	417	111.8%
1:00 PM	281	396	104.6%	248	426	98.0%	273	469	107.8%
2:00 PM	251	335	101.0%	258	332	92.4%	284	365	101.6%
3:00 PM	186	212	98.3%	242	248	90.0%	266	273	99.0%
4:00 PM	156	295	97.5%	186	251	89.8%	205	276	98.8%
5:00 PM	129	220	93.1%	117	241	87.8%	129	265	96.5%
6:00 PM	94	217	90.2%	102	212	83.8%	112	233	92.2%
7:00 PM	78	222	86.3%	57	180	80.3%	63	198	88.4%
8:00 PM	91	239	81.7%	96	282	76.4%	106	310	84.0%
9:00 PM	68	311	77.0%	79	304	70.5%	87	334	77.5%
10:00 PM	55	271	69.2%	52	321	63.3%	57	353	69.7%
11:00 PM	17	294	62.4%	14	304	54.8%	15	334	60.3%
12:00 AM	-	-	53.5%	-	-	45.5%	-	-	50.1%
<b>Daily Totals</b>	<b>4,536</b>	<b>4,319</b>		<b>4,588</b>	<b>4,693</b>		<b>5,047</b>	<b>5,162</b>	

SOURCE: 2015 Baseline/2015 PMAD: BCAD; 2020 PMAD: Kimley-Horn  
PREPARED BY: Kimley-Horn and Associates, Inc.

**Figure 4-16 Employee Parking: Occupancy vs. Supply**



SOURCE: 2015 Baseline/2015 PMAD: BCAD; 2020 PMAD: Kimley-Horn  
PREPARED BY: Kimley-Horn and Associates, Inc.

As depicted in the table and graph, the employee parking facility in the Cypress Garage is slightly over capacity under 2015 Baseline conditions. Under 2020 PMAD conditions, following projected growth in flights, this parking facility is projected to be further over capacity. 2015 PMAD conditions show slightly less occupancy than 2015 Baseline conditions. This result is consistent with the employee transaction data provided by BCAD, which had similar entering volumes, but higher exiting volumes in March, compared to November.

BCAD has been reviewing the possibility of relocating employee parking to what is currently the Economy Lot, in order to address the need for additional close-in public parking. If employees are relocated, they will be bused from this lot to the terminals. This would make approximately 3,000 spaces available in the Cypress Garage for passenger parking.

#### 4.3.5 ECONOMY PARKING LOT

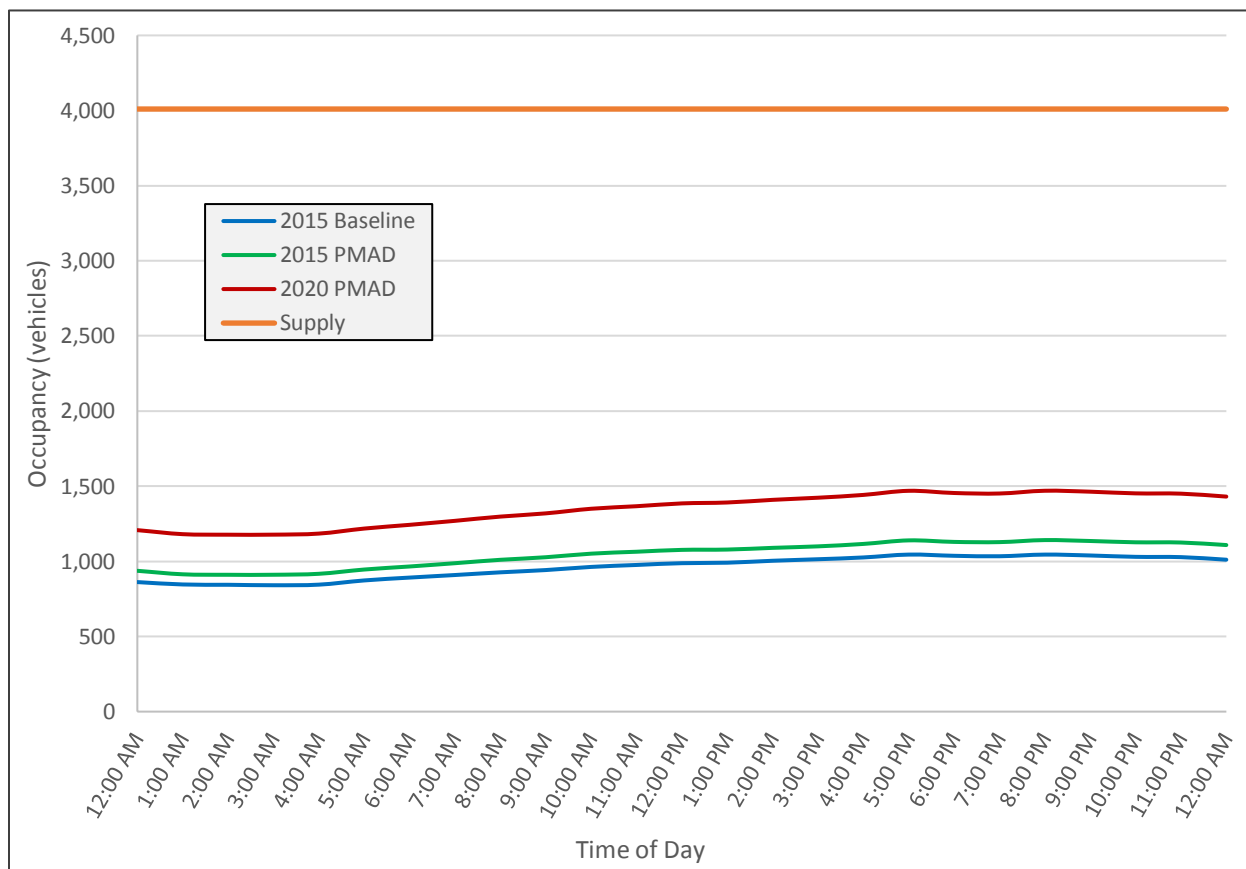
**Table 4-19** shows the hourly ingress volumes, hourly egress volumes, and percent occupancy at each hour of the day for the Economy Lot located off-site under 2015 Baseline conditions, 2015 PMAD conditions, and 2020 PMAD conditions. Note that the starting occupancy for 2015 Baseline is based on the November 19<sup>th</sup> midnight count data, and that hourly volumes represent the hour beginning at the time shown. The number of spaces occupied in the facility, relative to the number of spaces available (capacity), is reflected in the table as a percentage. **Figure 4-17** graphs the number of spaces occupied at each hour of the day for the Economy Lot under the three scenarios.

**Table 4-19** Economy Parking Lot: Volumes and Percent Occupancy

Time (Hour Beginning)	2015 Baseline			2015 PMAD			2020 PMAD		
	Enter	Exit	% Occ.	Enter	Exit	% Occ.	Enter	Exit	% Occ.
12:00 AM	1	17	21.5%	1	24	23.4%	1	28	30.1%
1:00 AM	0	2	21.1%	0	3	22.8%	0	4	29.5%
2:00 AM	1	4	21.0%	1	1	22.7%	1	1	29.4%
3:00 AM	7	3	21.0%	6	0	22.7%	7	0	29.4%
4:00 AM	28	0	21.1%	28	0	22.9%	34	0	29.5%
5:00 AM	19	0	21.8%	20	0	23.6%	25	0	30.4%
6:00 AM	28	11	22.2%	32	10	24.1%	41	14	31.0%
7:00 AM	25	7	22.7%	30	7	24.6%	37	9	31.7%
8:00 AM	21	6	23.1%	24	7	25.2%	31	9	32.4%
9:00 AM	28	7	23.5%	32	8	25.6%	41	10	32.9%
10:00 AM	22	9	24.0%	25	12	26.2%	33	16	33.7%
11:00 AM	19	7	24.3%	20	8	26.5%	29	10	34.1%
12:00 PM	15	12	24.6%	15	13	26.8%	22	16	34.6%
1:00 PM	17	4	24.7%	16	5	26.9%	25	7	34.7%
2:00 PM	17	7	25.0%	18	8	27.2%	25	11	35.1%
3:00 PM	21	9	25.3%	24	8	27.4%	31	13	35.5%
4:00 PM	27	8	25.6%	32	8	27.8%	39	12	36.0%
5:00 PM	10	18	26.1%	12	22	28.4%	15	30	36.6%
6:00 PM	19	22	25.9%	23	24	28.2%	28	32	36.3%
7:00 PM	22	11	25.8%	25	12	28.1%	32	14	36.2%
8:00 PM	8	14	26.1%	8	14	28.5%	11	17	36.7%
9:00 PM	4	13	25.9%	4	12	28.3%	5	16	36.5%
10:00 PM	4	6	25.7%	4	6	28.1%	5	7	36.2%
11:00 PM	0	17	25.6%	0	17	28.1%	0	19	36.2%
12:00 AM	-	-	25.2%	-	-	27.6%	-	-	35.7%
<b>Daily Totals</b>	<b>363</b>	<b>214</b>		<b>399</b>	<b>228</b>		<b>516</b>	<b>293</b>	

SOURCE: 2015 Baseline: BCAD; 2015/2020 PMAD: Kimley-Horn  
PREPARED BY: Kimley-Horn and Associates, Inc.

**Figure 4-17 Economy Parking Lot: Occupancy vs. Supply**



SOURCE: 2015 Baseline: BCAD; 2015/2020 PMAD: Kimley-Horn  
PREPARED BY: Kimley-Horn and Associates, Inc.

As depicted in the **Table 4-19** and **Figure 4-17**, the off-site economy parking facility operates similarly to the Daily parking facilities. Most of its users are multi-day travelers who are willing to ride a shuttle to complete their trip for a reduced rate.

The economy parking facility is under-utilized. The facility peaks around 25-30% of capacity under 2015 Baseline conditions. The economy parking facility is projected to peak around 35-40% of capacity under 2020 PMAD conditions. It should be noted that the combined supply of 4,010 spaces is the absolute maximum capacity. Parking facilities are generally considered to be “full” by the user at approximately 90-95% occupancy.

As previously mentioned, BCAD may consider relocation of employees to the Economy Lot as a means of meeting increased public parking demand. Based on the employee projections summarized in the previous section, employee parking occupancy is projected to peak around 3,400-3,600 vehicles under 2020 PMAD conditions. This would increase the peak occupancy of the Economy Lot to approximately 85-90%.

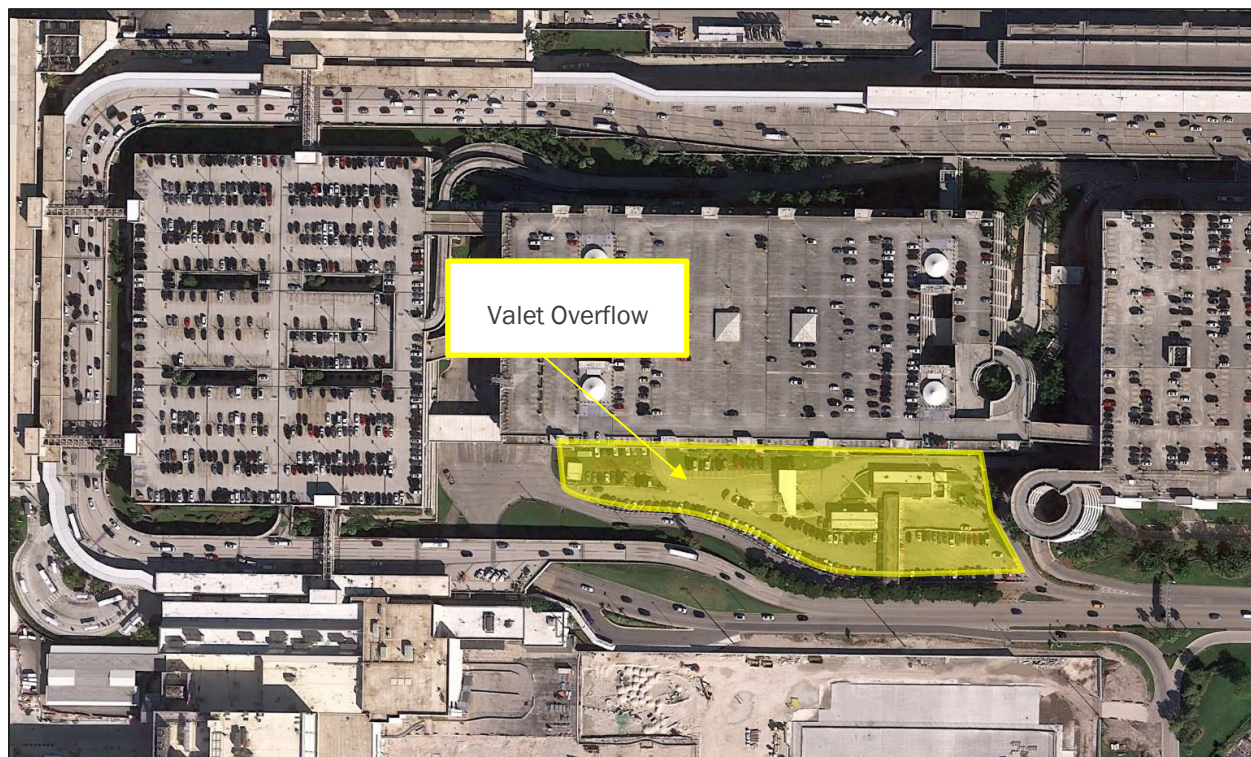


#### 4.3.6 VALET PARKING

In November 2015, the Valet parking drop-off and pick-up was relocated, such that drop-off and pick-up operations occur at the curb fronts, rather than in the hourly parking facilities. With that, there are 360 parking spaces in Hibiscus and 1,025 parking spaces in Cypress allocated for Valet parking storage, although the storage and resulting capacity is extremely dynamic. There is also an overflow area to the south of the Hibiscus Garage that provides additional valet parking and staging. This overflow area is shown highlighted in yellow in **Figure 4-18**. Additional information on the valet operations is provide in the *Data Collection Report*. Based on interviews with the Valet operator, if additional storage capacity is needed, vehicles can be stored in the Economy Lot or other locations around the airport.

One week of occupancy and entry/exit data from March 2016, for the relocated valet facilities, was provided by BCAD. It should be noted that the use of March data coincides with the identified peak passenger demand month being used for facility planning in the current Master Plan Update. The busiest day (for valet) of the provided week occurred on Thursday March 24<sup>th</sup>, 2016. The midnight count at the start of this day was 712 total parked valet vehicles. Over the course of the day, 378 vehicles entered the parking facility, while 310 exited. The valet parking information is included in the Appendix. Valet operations are anticipated to grow roughly proportionate to the Hibiscus and Palm parking demands. Given the total reserved capacity (supply) of 1,385 spaces, parking demand/occupancy for the valet facility does not appear to be problematic.

*Figure 4-18* Overflow Valet Staging Lot



SOURCE: Google Earth 2016  
PREPARED BY: Kimley-Horn and Associates, Inc.

## CONCLUSION

Multiple ALPS simulation models were completed to evaluate current curb front conditions and projected curb front activity. Based on this demand, the demand/capacity and LOS were determined. Several congestion points and capacity deficient areas were identified in the airport’s landside transportation network through the data collection effort, field visits, simulation modeling, and analysis. The following summarizes the curb front and egress road findings regarding congestion areas to be mitigated through the proposed recommendations.

### 5.1 TERMINAL CURB FRONTS

The terminal curb fronts’ LOS is expected to deteriorate in the future. This is particularly evident on the lower level where 2020 PMAD result in LOS F at Terminal 1, 3, and 4 and LOS E at Terminal 2, well below the goal of LOS C. A summary of the resulting curb front LOS by forecast year is provided in **Table 5-1** below.

*Table 5-1 Summary Curb Front LOS*

Curb Front	Resulting LOS		
	2015 Baseline	2015 PMAD	2020 PMAD
Terminal 1 Upper Level	B	B	C
Terminal 2 Upper Level	B	B	C
Terminal 3 Upper Level	C	C	C
Terminal 4 Upper Level	C	B	C
Terminal 1 Lower Level	D	E	F
Terminal 2 Lower Level	D	D	E
Terminal 3 Lower Level	F	F	F
Terminal 4 Lower Level	F	F	F

SOURCE: Kimley-Horn and Associates, Inc.  
PREPARED BY: Kimley-Horn and Associates, Inc.

A 33% growth in annual passenger activity is expected to occur in the next five years which will deteriorate the LOS and efficiency of the terminal curb fronts. Key findings related to the terminal curb fronts include:

- The growth in passenger activity especially during peak periods results in substantially more vehicular activity including shuttles and buses.
- A significant difference of volumes and LOS between the upper and lower levels exists. The lower level does not meet standards but the upper level operates at LOS C under existing and future conditions.
- A significant amount of re-circulating traffic was identified, adding to the volume of traffic in the terminal curb fronts due to insufficient wayfinding directions to the cellphone lot. Also, the cellphone lot does not

have the capacity necessary to meet the demand. With only 48 parking spots available, the cars overflow onto Perimeter Road.

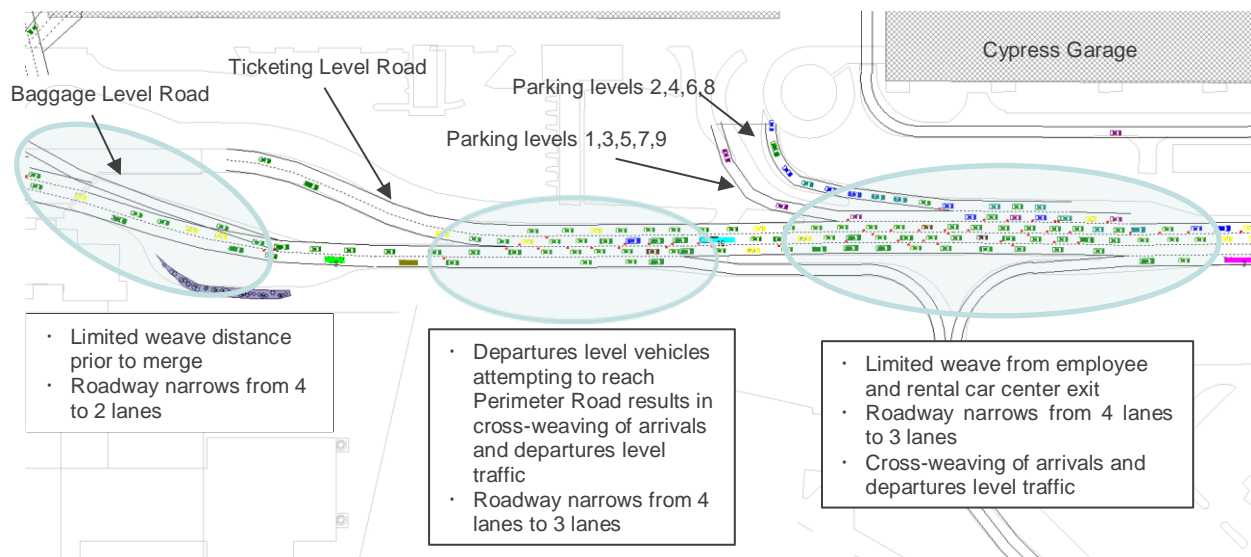
- Obstructions due to traffic cone placement at the crosswalks and the taxi cab exits, and the assignment of BSO and BCAD dedicated space along the curb fronts, reduce the length of curb available for private vehicle curbing, ultimately affecting the Curb LOS.
- Major traffic flow interruptions result from the pedestrian crossings in the lower level. The high volumes of pedestrians and the unmetered crossings result in excessively long vehicular travel times as well as congestion areas, particularly at Terminals 3 and 4.

## 5.2 AIRPORT EGRESS ROADWAYS

The exit to the airport has multiple merge points which creates weaving of vehicles. This weaving causes congestion which results in grid-lock in year 2020. The existing areas of congestion along the exiting roadways (after Terminal 4) is depicted in **Figure 5-1** and described below:

- Multiple weaving/merging segments causes confusion for drivers exiting the airport.
- Sudden narrowing and reduction of lanes from four to two, when exiting Terminal 4, results in a capacity decrease.
- Cross-weaving of arrivals and departures traffic causes drivers to merge lanes.
- Limited weaving space for the vehicles exiting through the helix of the Cypress Garage creates speed differentials for exiting and weaving traffic and existing layout for Perimeter Road.

**Figure 5-1** Exit Roadways Congestion Areas



SOURCE: Kimley-Horn ALPS Model  
PREPARED BY: Kimley-Horn and Associates, Inc.



To accommodate improvements at the helix exit, restriping was proposed as part of an ongoing resurfacing construction project. The proposed restriping is shown in **Figure 5-2**. At BCAD's request, the striping modifications were modeled in ALPS to evaluate the operational impacts. The simulation model showed no significant operational impacts to the proposed restriping and allows for more intentional merging from the exit ramps. The simulation videos are provided in the Appendix.

*Figure 5-2 Proposed Restriping for Resurfacing Project*



SOURCE: The Corradino Group  
PREPARED BY: Kimley-Horn and Associates, Inc.

### 5.3 NEXT STEPS

Based on the demand/capacity and LOS assessments described in this report, alternative strategies to reduce the level of congestion and improve LOS over the five-year planning horizon will be developed. The ALPS simulation model will be used to evaluate the alternatives and recommend improvements. The findings of this effort will be described in a subsequent *Short-Term Improvements Recommendation Report*, the third and final deliverable for the study. The results of this report and the subsequent *Short-Term Improvements Recommendation Report* will be provided to the Master Plan Team for use in the Master Plan Update.



**6 APPENDIX**

Appendix A:  
Stakeholder Meeting  
Notes



## Fort Lauderdale-Hollywood International Airport Landside Analysis

## Simulation Model Presentation Meeting Notes

Monday, March 14, 2016 • 3:00 P.M.

## Meeting Participants

- Monica Capelluto – BCAD Planning
- Karolynn Willman – BCAD Operations
- John Pokryfile – BCAD Operations
- Kevin Haas – BCAD
- Bernard Laramee – BCAD
- William Castillo – BCAD
- Jill Capelli – KHA
- Adriano Rothschild – KHA
- David Ramacorti - Ricondo

A scanned copy of the sign-in sheet is attached.

## Meeting Summary

A power point presentation was provided by KHA. The power point covered the following main topics: Project Background/Goals; Data Collection; and Simulation Results. An overview of the power point presentation was provided by J. Capelli, and specific comments were provided on the simulation as discussed below.

### Upper Level – Terminal 1

- Simulation shows traffic conditions starting at 5:45 A.M.
- Model volumes seem to accurately represent existing conditions.
- It was noted that a lot of rental vehicles are returned in the A.M. (not shown in video of simulation).
- At the rental Terminal, Rental Car Center (RCC) shuttles need to curb on the left lane, not the right.
- In the future, three trailers will be placed (temporarily) at east-most curb section of Terminal 1.
- *Action Item: Check rental car volumes in the A.M. peak-hour to verify high volumes.*
- *Action Item: Adjust curbing of RCC shuttles at RCC.*

### Upper Level – Terminal 2

- It was noted that buses were primarily curbing in Lane 1 (right-most lane), while they should be curbing in Lane 2, or even Lane 3 (right-most through lane).
- *Action Item: Modify bus curbing to be more representative of existing conditions.*

### Upper Level - Overall

- Traffic volumes are realistic, but curbing volumes are low at all terminals.
- During the A.M. peak, vehicles back up and create congestion at the entrance to Terminal Roadway (east of Terminal 1).
- Transit vehicles need to curb in Lane 2.
- *Action Item: Modify bus curbing to be more representative of existing conditions.*
- *Action Item: Increase curbing activity at all terminals.*

### Lower Level

- Discussion on dwell times at the terminal: Average dwell times should be more than 2-2.5 minutes.
- Simulation for peak conditions (6:45pm and later) shows realistic congestion and delay. On average, it takes approximately 30 minutes to circulate terminals during peak conditions.
- Curbing lanes should all be packed- model does not accurately reflect number of curbing vehicles – particularly at east end of Terminal 4, which sees very high curbing activity after around 9:30 P.M. as a result of Norwegian Airlines and other inbound ‘overnight’ flights.
- BSO vehicles are missing from the simulation model.
- *Action Item: Confirm dwell times on the lower level, increase as needed.*
- *Action Item: Add BSO as background traffic.*
- *Action Item: Increase curbing activity at all terminals (especially T4 east).*

### Parking

- A second exit was opened further east following the November observation date. This will need to be reflected in the future year scenarios.
- Simulation model shows little/no queueing. Is this accurate?
  - Yes
- Discussion on need for second parking exit.
  - Serious backups caused as a result of credit card or SunPass® reader failures.
    - These failures can be simulated if needed.
- *Action Item: Add second parking exit for future analysis.*

### Other Discussion

- Backups, particularly on lower level, are largely caused by pedestrians
  - Simulation model does not account for regulation of pedestrian crossing (BSO officer ‘bunching’ pedestrians to cross together).
  - Pedestrian volumes do present a real issue.
    - Discussion on feasibility of using existing pedestrian bridges. Challenges exist with the available vertical circulation (i.e. elevators are too small and slow for high passenger demands with high amounts of luggage).
- Discussion on need to relocate employee parking in the future.
- Discussion on cruise buses. Cruise traffic should be accounted for in the model at higher levels for the March models.
- *Action Item: Verify cruise activity for November and for Peak-Month Average Day (PMAD).*

### Action Items

Action Item	Responsible Party	Status
Verify rental car volumes in A.M. peak-hour	A. Rothschild	Pending
Adjust curbing of buses at RCC	A. Rothschild	Pending
Modify bus curbing to 2 <sup>nd</sup> lane at all terminals	A. Rothschild	Pending
Increase curbing activity at all terminals (upper and lower levels)	A. Rothschild	Pending
Confirm dwell times at lower level, increase as needed	A. Rothschild	Pending
Add BSO as background traffic on both levels	A. Rothschild	Pending

Add second parking exit for future analysis	A. Rothschild	Pending
Verify cruise activity on November 19 and for PMAD	K. Willman	Pending

Broward County Aviation Department – Airport Development

Meeting: RFP R127790-P Terminal Access Roadways - SIMULATION MODEL PRESENTATION

Date/Time: 03-14-16 3 to 4pm Location: Cabot Building 1st Floor



Sign In Sheet - Please print clearly

Name and Title	Company	Work Phone #	Cell Phone #	Email Address
Monica CAPELLUTO, Senior Planner	BCAD	(954)359-2302	(954)557-8414	mcapelluto@broward.org
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Adriano Rothschild	KHA	954-535-5131	954-554-3416	adriano.rothschild@kimley-horn.com
Karolynn Willman	BCAD	954-359-2318		k.willman@broward.org
JOHN PEKRYALE	BCAD-OPS	9-359-1214	9-336-2734	JPEKRYALE@BROWARD.ORG
Kevin Haas	BCAD	954-359-6137		khaas@broward.org
David Ramacanti	Ricardo	(561)277-3715		d-ramacanti@ricardo.com
BERNARD LARAMEE	BCAD	954-359-6273	954-732-6645	blaramee@broward.org bernard.laramee@yacht.com
William Castillo	BCAD	954-359-2291		WCASTILLO@BROWARD.ORG





## **Landside Analysis**

*Terminal Access Roadways,  
Curbfront, and Parking  
Short-Term Improvements*

### **Simulation Model Validation**

Stakeholder Meeting  
March 14, 2016



Prepared for:  
**Broward County**  
**Aviation Department**

Prepared by:  
**Kimley»»Horn**

# Agenda

- Summary of Data Collection
- Input Data and Assumptions
  - Flight Schedule
  - Passenger Mode Splits
  - Structural Model
- Calibration
- Validation
- Next Steps



## Landside Analysis

*Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements*

FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT



# Summary of Data Collection

# Summary of Data Collection

- Study Review
- Inventory
  - Terminal Access Roadways
  - Curbfront
  - Parking
  - Transit/Shuttles
  - Passengers
- Operational Observations
  - Traffic Counts
  - Vehicle Classification Counts
  - Occupancy and Dwell Times
  - Pedestrian Observations

## Landside Analysis

*Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements*

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# Input Data Assumptions

# Flight Schedule

- November 19, 2015 Actual Flight Schedule
  - Gate Management System
  - Main Activity Basis of Model
- Applied *Seat Capacities* to Aircraft Types using Seatguru® and Master Plan (Ricondo) assumptions
- Applied *Load Factor* estimates to Seat Capacities to Obtain Enplanements/Deplanements
- Average *Connecting Passengers* per flight of 2.5%

## Landside Analysis

Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements  
FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT



# Resulting Passenger Activity

Terminal	Arrivals			Departures		
	<i>Flights</i>	<i>Arriving Passengers</i>	<i>Connecting Passengers</i>	<i>Flights</i>	<i>Departing Passengers</i>	<i>Connecting Passengers</i>
Terminal 1	120	13,246	334	119	13,110	345
Terminal 2	46	6,023	138	46	6,012	149
Terminal 3	118	13,811	373	118	13,808	376
Terminal 4	79	10,363	292	79	10,328	327
<b>Total</b>	<b>363</b>	<b>43,443</b>	<b>1,137</b>	<b>362</b>	<b>43,258</b>	<b>1,197</b>

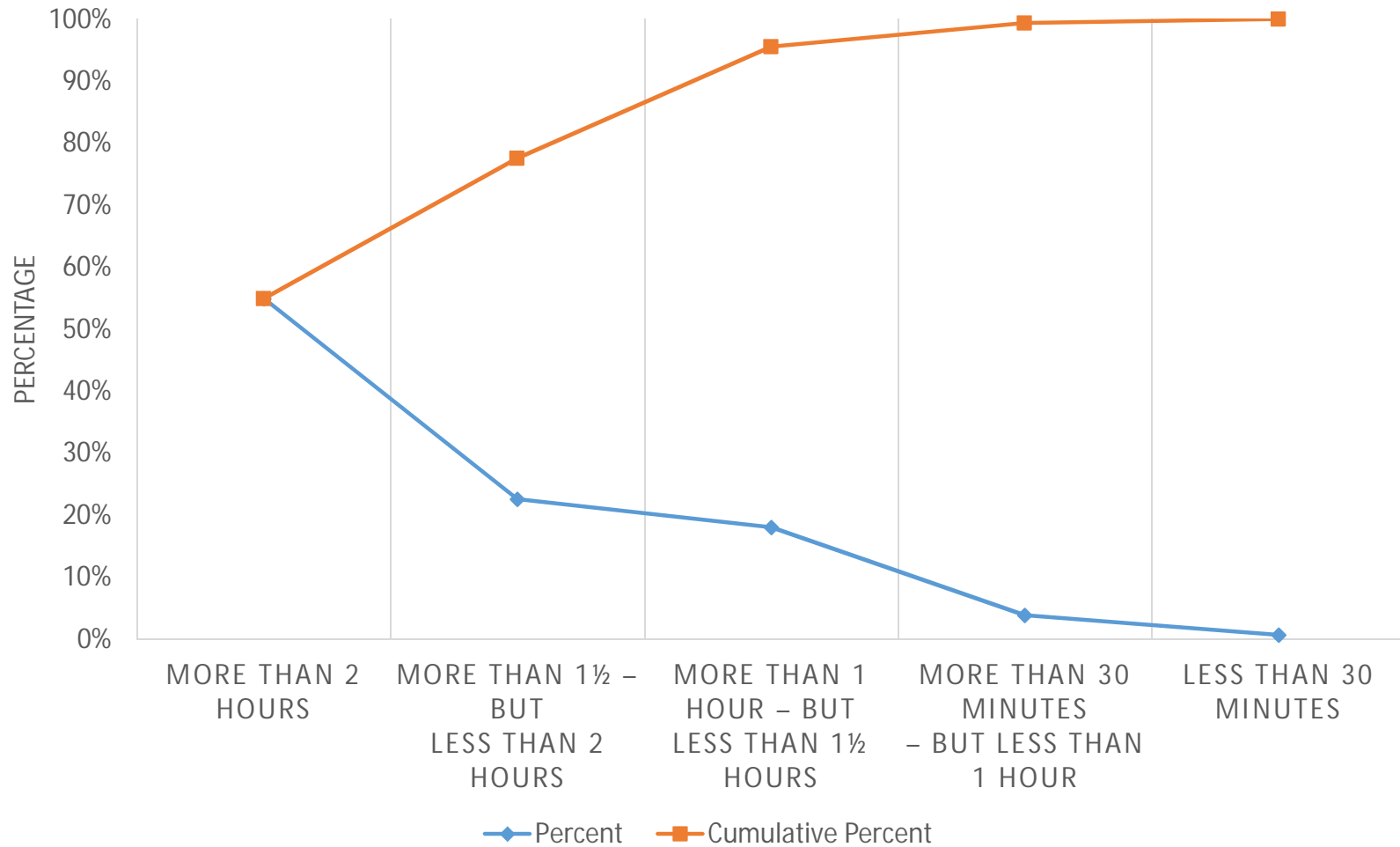
- *Visitors* applied in addition to Passenger Activity

## Landside Analysis

Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements  
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# Time of Arrival





## Landside Analysis

Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements

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# Passenger Mode Splits

Travel Mode	Survey	Model
Private Auto Curb Drop Off	38%	18-47%
Private Auto Garage Parking	8%	11-25%
Private Auto Remote Parking	3%	1-13%
Private Auto Off-Airport Parking	2%	0.5-3%
Rental Car	23%	5-27%
Taxi/Limo	13%	8-25%
Cruise Bus/Shuttle	4%	1-8%
Hotel Courtesy Vehicle/Shuttle	3%	1-6%
Schedule Bus/Van	3%	0-5%
Public Transportation	1%	0-6%
Other	3%	2-9%

# ALPS™ Structural Model

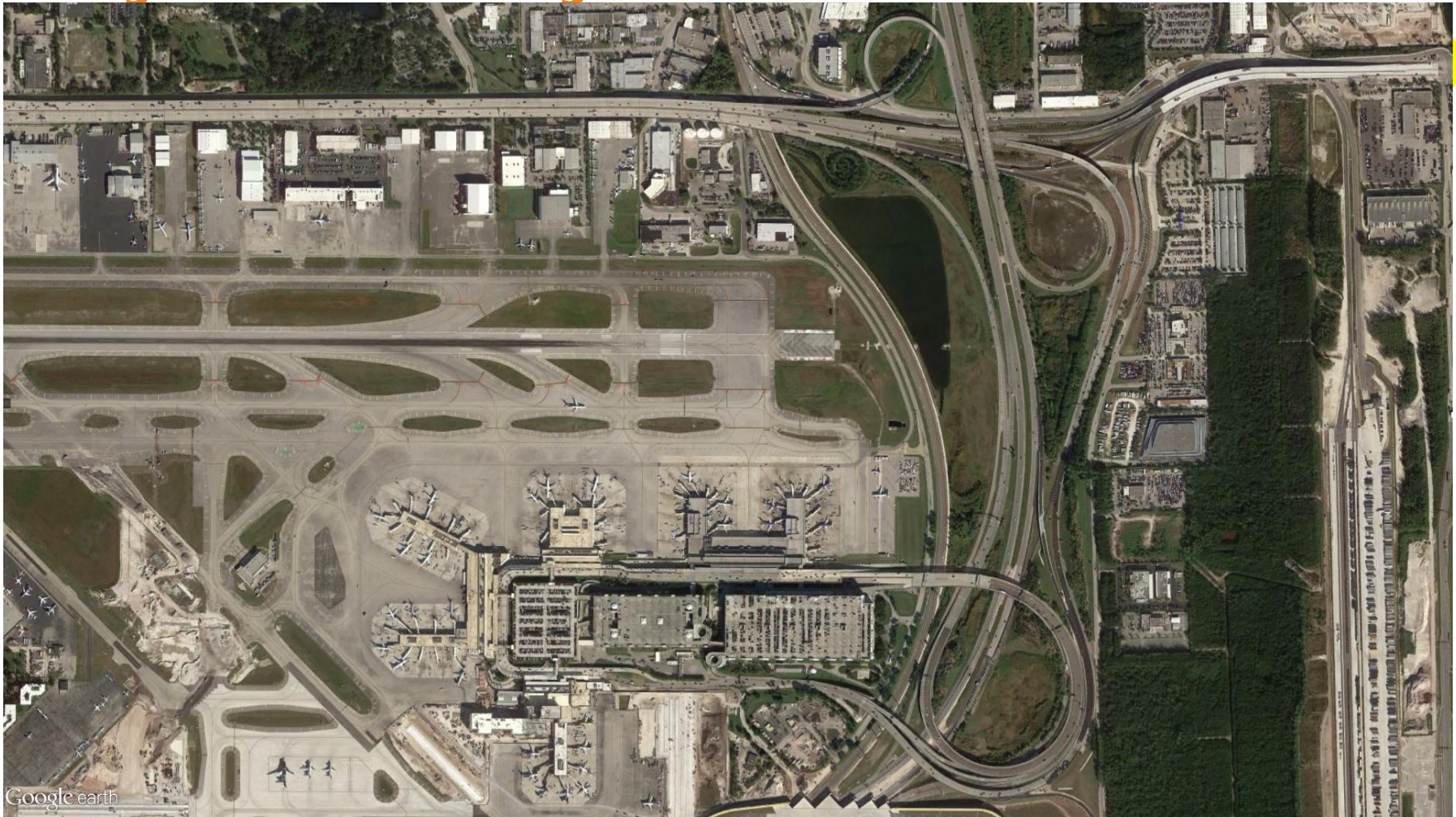
- Runs/Processes in Real Time (24-hour model)
- Trip Generation
  - Flight Schedule with time distributions applied
  - Coded background vehicle volumes
    - Through traffic, BCAD staff, etc.
- Consists of the Actual “segments” and roadways that vehicles and pedestrians travel through

## Landside Analysis

Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements  
FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT



# Study Area – Entry / Exit Nodes



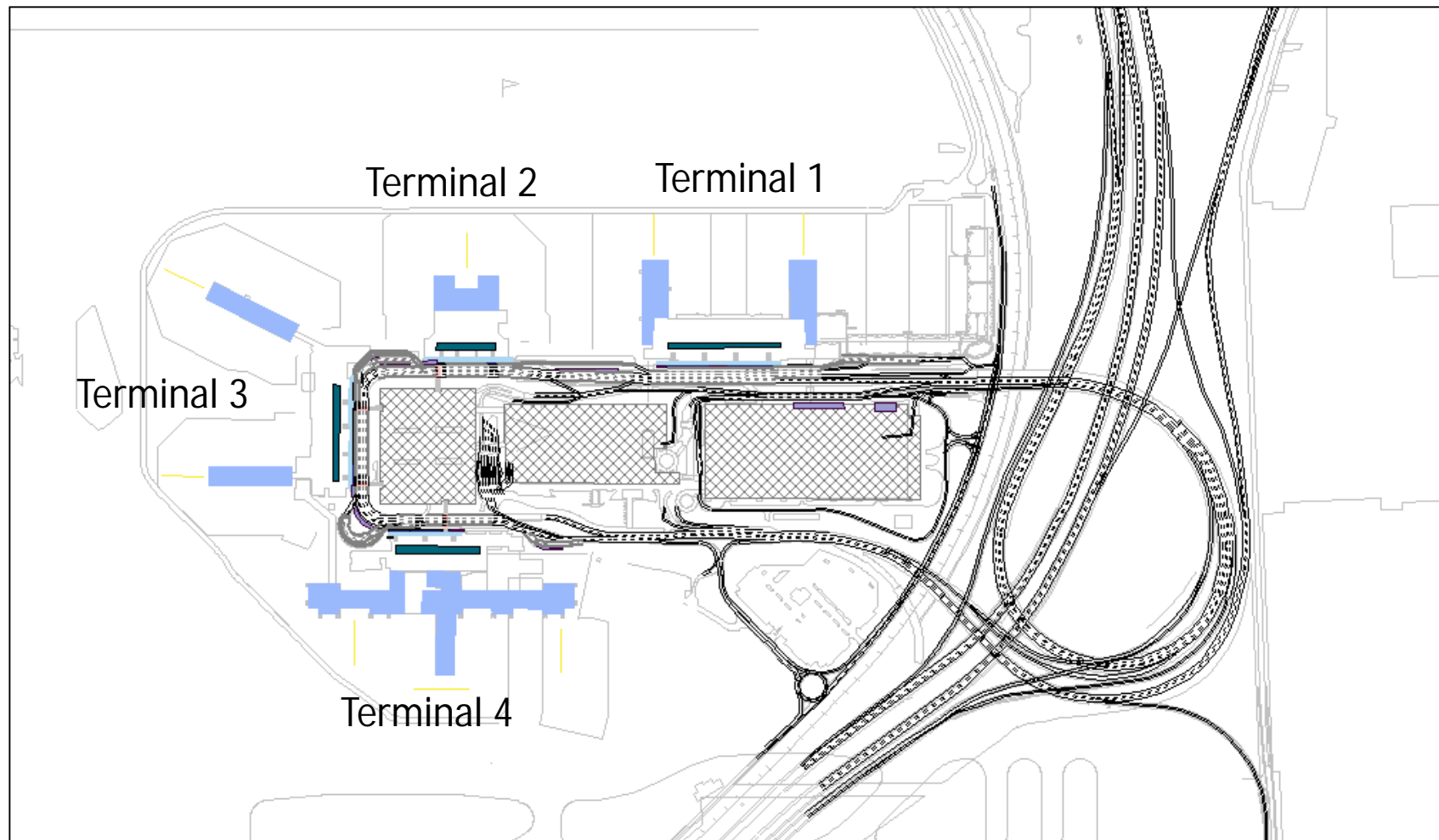


## Landside Analysis

Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements  
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# ALPS™ Structural Model



# Operational Characteristics

- Dwell Time
  - By vehicle class
  - By terminal area
- Headway/Frequencies
- Loading/Unloading



## Landside Analysis

*Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements*

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# Calibration

# Calibration Process

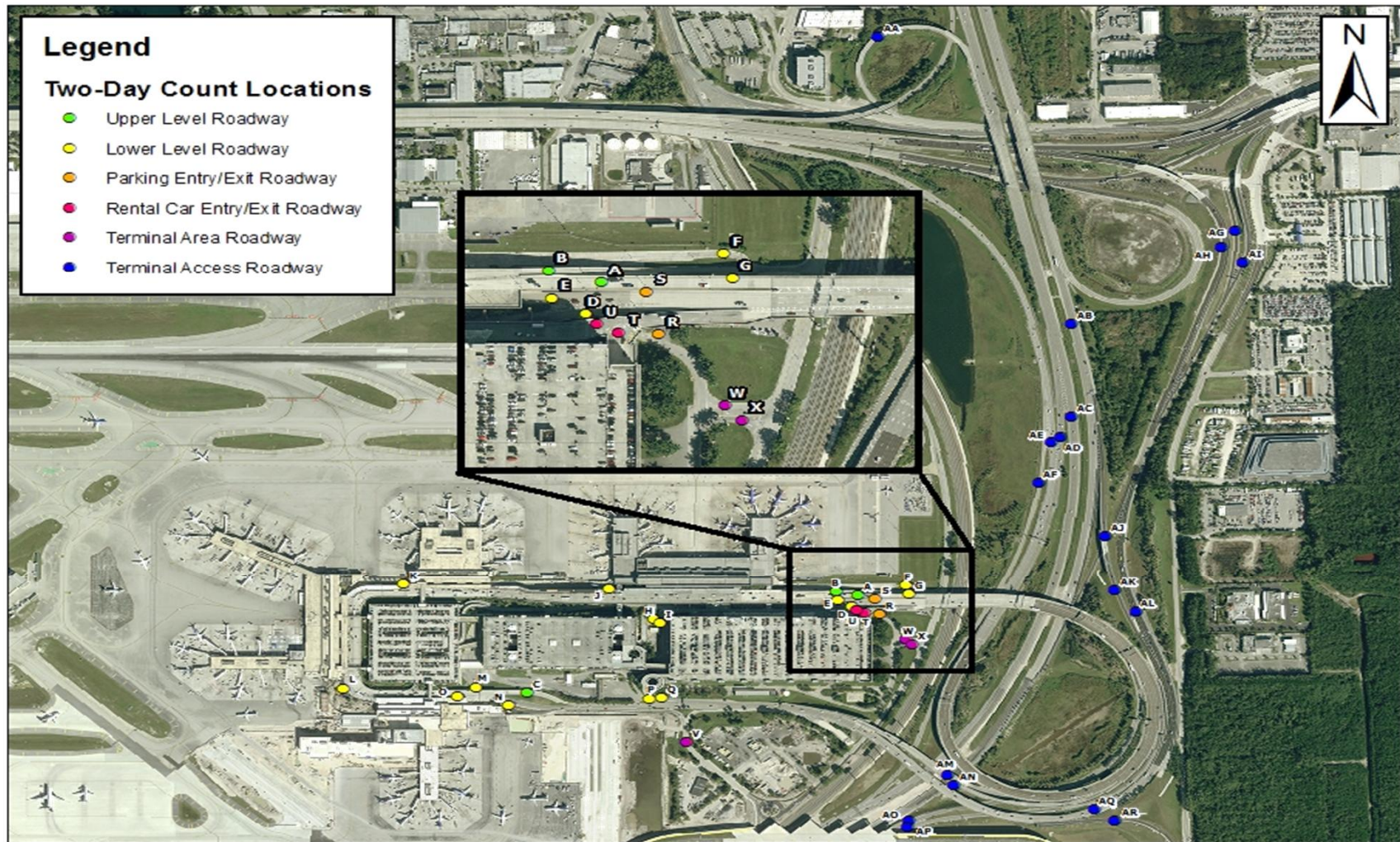
- Counts
  - Daily
  - AM
  - PM
- Statistical Analysis
  - R<sup>2</sup> Analysis
  - Root-Mean Squared Error Analysis (RMSE)
- Vehicle Classifications

# Landside Analysis

Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements  
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## Traffic Counts



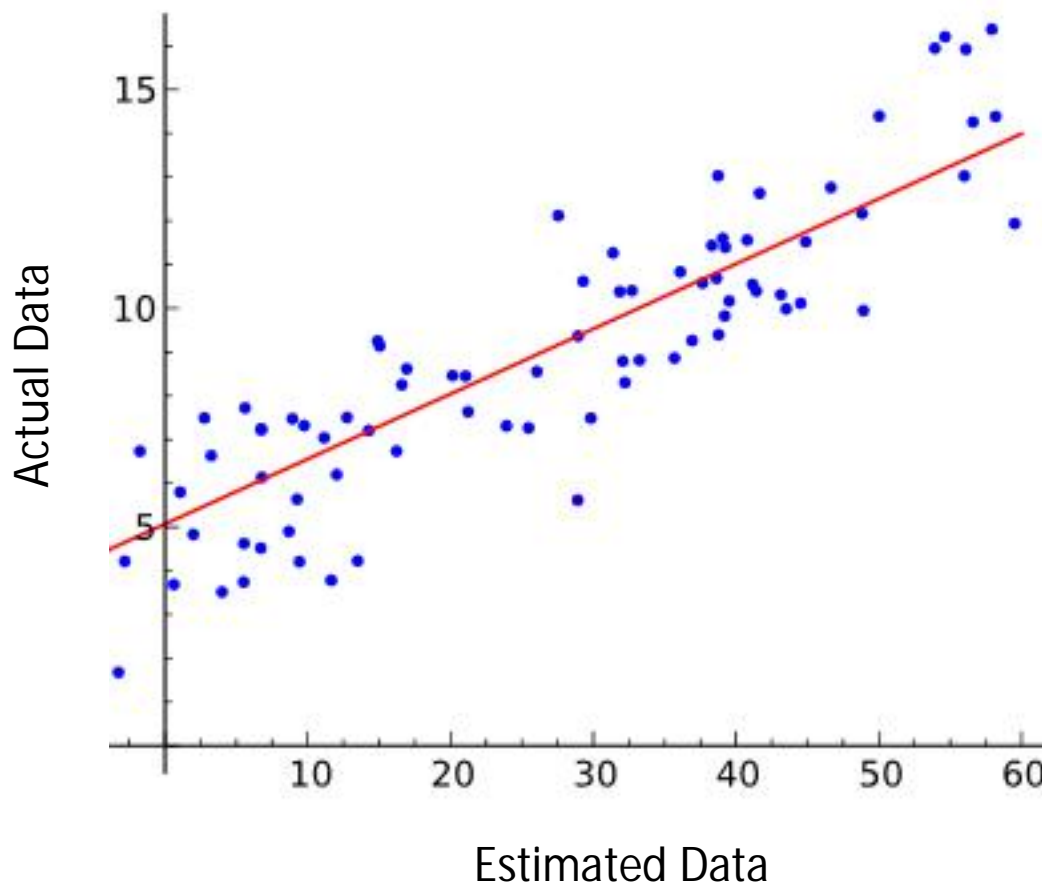


## Landside Analysis

Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements  
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# Linear Regression ( $R^2$ )



$R^2 = 1.0$  (matches line)  
Target  $R^2 = 0.90$  or 90%

## Landside Analysis

*Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements*  
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# Resulting R<sup>2</sup> Data

- Daily = 97.8%
- AM Peak Hour = 92.9%
- PM Peak Hour = 97.1%

= Strong Calibration



## Resulting RMSE Data

- Target 30; the lower the better
- Daily = 23.9
- AM Peak Hour = 43.8
- PM Peak Hour = 27.1

= Minor adjustments  
during AM Peak

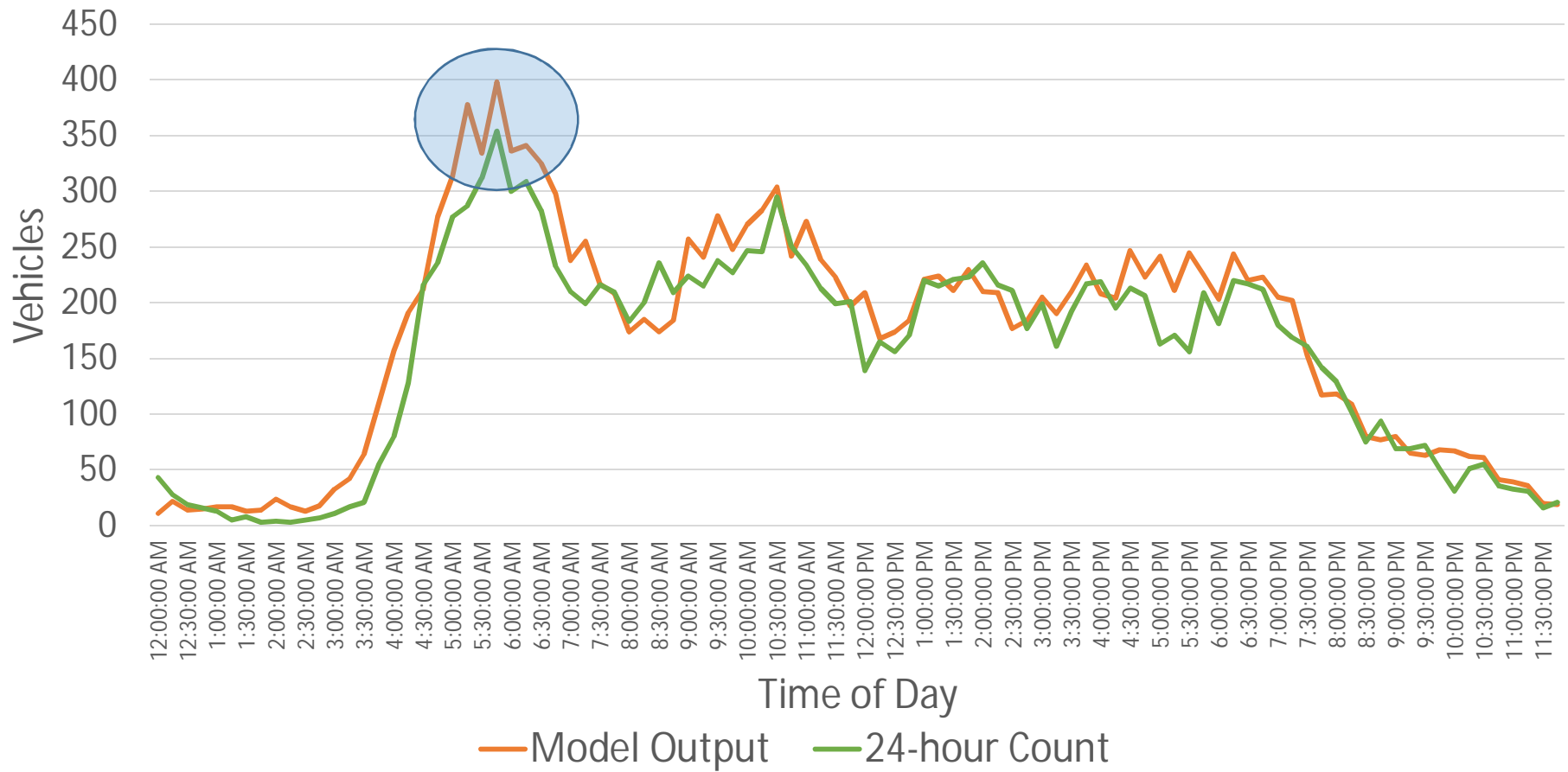
## Landside Analysis

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# Upper Level Time of Day Comparisons

### Upper Level Vehicle Counts



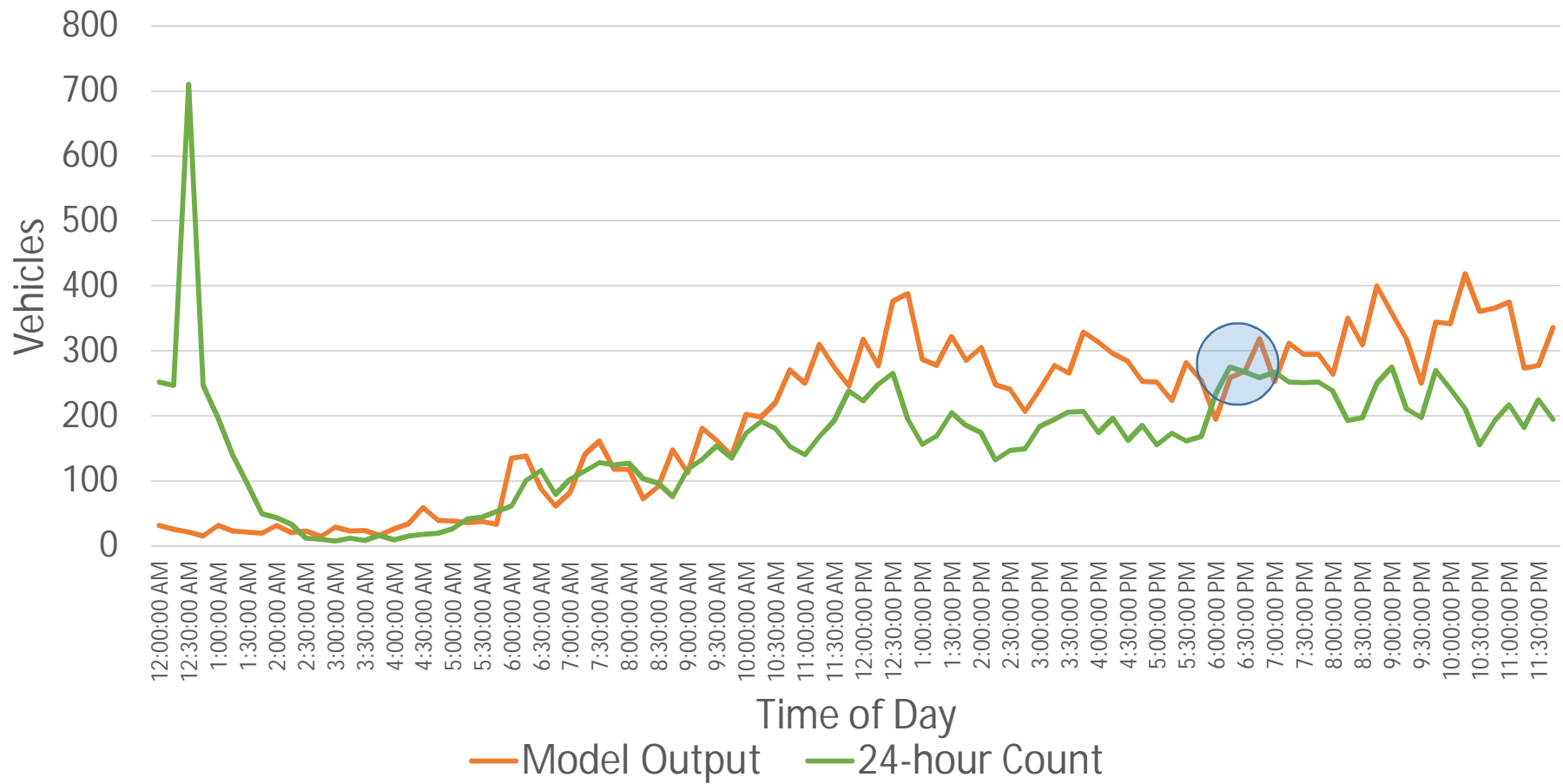
## Landside Analysis

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# Lower Level Time of Day Comparisons

### Lower Level Vehicle Counts



## Landside Analysis

*Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements*

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









# Validation

# Simulation Videos

- Overall Model
- Departures Peak Period, AM Peak
  - Terminal 1
  - Terminal 2
  - Overall Terminal Area
- Arrivals Peak Period, PM Peak
  - Overall Terminal Area



# Vehicle Types

- Private Auto/Rental Car 
- Taxis 
- Airport Shuttle 
- Courtesy Vehicle 
- Parking Bus 
- Employee 
- Port Shuttle 
- Background 
- Go Shuttle 
- Valet 
- BCT Bus 
- Tri-Rail 
- Hotel Shuttle 

## Landside Analysis

Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements  
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# Level of Service



## Landside Analysis

*Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements*

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# Videos

## Landside Analysis

*Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements*

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# Validation

- Comments on Model
- Questions

# Pedestrian Interactions

- Unmarked Crossings
  - Terminal 4
  - Rental Car Center
- Existing Pedestrian Crossings
  - Sight distance issue
  - Poor lighting



# Merge Areas

- Taxi Loading Area
  - Conflict area in Terminal 2
- GTC



# Other Observations

- Wayfinding
  - Cell Phone Lot
- Lighting
  - All GTAs except for GTA3
- Police Enforcement
- Exit Plaza
  - Collected processing time by lane/payment type



## Landside Analysis

*Terminal Access Roadways, Curbfront, and Parking Short-Term Improvements*

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# Next Steps

## Next Steps

- Other Activity Periods
  - March PMAD
  - 2020 PMAD
- Baseline Conditions for 2020/Known Developments
  - Employee Surface Lot
  - Flight Crew (1,000 employees relocated to Remote Parking)
- Evaluate Demand/Capacity Requirements
- Develop Alternatives





## **Landside Analysis**

*Terminal Access Roadways,  
Curbfront, and Parking  
Short-Term Improvements*

### **Simulation Model Validation**

Stakeholder Meeting  
March 14, 2016



Prepared for:  
**Broward County**  
**Aviation Department**

Prepared by:  
**Kimley»»Horn**



## Appendix B: Flight Schedules

2015 Baseline Flight Schedule

Airline	Gate	Type	Seat	Origin	Arr No.	Arr Sch	Arrival	# Depl	#ConDepl	Arr Type	Arr TN	Dest	Dep No.	Dep Sch	Departure	# Enpl	# ConEnpl	Dep Type	Dep TN
DL	T2D	31C		54 TPA	8954	11:49 PM	12:36 AM	47	0	D		MIA	8840	12:25 AM	1:05 AM	47	0	D	
AA	T3E		320	150 CLT	1723	8:27 PM	8:44 PM	131	0	D		CLT	1984	5:00 AM	5:05 AM	131	0	D	
WN	T1B	73W		143 MSY	1512	1:00 AM	1:20 AM	118	0	D		BWI	446	5:30 AM	5:30 AM	118	0	D	
DL	T2D		757	182 ATL	863	1:00 AM	1:15 AM	140	0	I		ATL	2127	5:45 AM	5:40 AM	140	0	D	
B6	T3F	E90		100 JAX	2615	9:38 PM	9:53 PM	74	0	I		SJU	853	6:00 AM	5:57 AM	74	0	D	
B6	T3E		320	150 LGA	1271	10:48 PM	10:25 PM	125	0	D		LGA	272	6:00 AM	6:01 AM	125	0	D	
B6	T3F	E90		100 SJU	1454	9:11 PM	8:59 PM	74	0	I									
G4	T1C		320	177 GSP	913	9:59 PM	10:04 PM	154	0	D		CVG	906	6:00 AM	6:03 AM	154	0	D	
G4	T1C		320	177 PBG	901	7:24 PM	7:57 PM	154	0	D									
UA	T1C	73V		167 ORD	1971	11:50 PM	2:08 AM	145	0	D		IAH	1649	6:00 AM	5:49 AM	145	0	D	
WN	T1B	73W		143 ATL	540	11:00 PM	11:50 PM	118	0	D		HOU	927	6:00 AM	6:00 AM	118	0	D	
AA	T3E		320	150 PHL	1786	11:35 PM	11:39 PM	131	0	D		PHL	417	6:05 AM	6:10 AM	131	0	D	
UA	T1C	73J		166 EWR	1558	8:05 PM	9:11 PM	145	0	D		EWR	1052	6:05 AM	6:07 AM	145	0	D	
B6	T3F	32S		150 LGA	1371	12:27 AM	12:10 AM	125	0	D		EWR	2006	6:14 AM	6:07 AM	125	0	D	
AA	T3E		738	160 ORD	1093	12:13 AM	1:31 AM	123	0	I		PAP	1158	6:15 AM	6:15 AM	123	0	D	
AA	T3E		321	187 PHL	1974	8:46 PM	8:09 PM	163	0	D		CLT	1912	6:20 AM	6:30 AM	163	0	D	
NK	T4H		319	145 LAS	954	5:26 AM	5:06 AM	126	0	D		DFW	8529	6:21 AM	6:20 AM	126	0	D	
G4	T1C		320	177 PSM	915	7:56 PM	7:52 PM	154	0	D		LEX	902	6:30 AM	6:31 AM	154	0	D	
G4	T1C		320	177 CAK	925	8:25 PM	8:26 PM	154	0	D		SYR	920	6:30 AM	6:32 AM	154	0	D	
WN	T1B	73C		137 BNA	277	12:10 AM	12:35 AM	100	0	I		BNA	895	6:35 AM	6:35 AM	100	0	D	
UA	T1C	73J		166 EWR	1682	11:58 PM	1:03 AM	145	0	D									
DL	T2D		753	224 ATL	1427	11:44 PM	11:57 PM	195	0	D		ATL	827	6:45 AM	6:35 AM	195	0	D	
WN	T1B	73H		175 BWI	309	10:40 PM	10:35 PM	144	0	D		LAS	907	6:45 AM	6:49 AM	144	0	D	
WN	T1B	73W		143 DAL	478	12:20 AM	12:55 AM	104	0	I		TPA	933	6:45 AM	6:45 AM	104	0	I	
WN	T1B	73H		175 DEN	2570	11:50 PM	11:30 PM	127	0	I									
UA	T1C	73J		166								EWR	1102	6:48 AM	8:16 AM	128	0	D	
AA	T3E		319	128 DCA	537	8:03 PM	8:09 PM	111	0	D		DCA	1764	6:50 AM	7:00 AM	111	0	D	
B6	T3F	E90		100 ORH	2019	9:52 PM	9:27 PM	83	0	D		KIN	1675	6:50 AM	6:41 AM	83	0	D	
B6	T3F		321	190 JFK	1201	10:43 PM	10:19 PM	158	0	D		JFK	1702	6:50 AM	6:49 AM	158	0	D	
B6	T3F		321	190 JFK	1201	10:48 PM	2:14 AM	140	0	I									
G4	T1C		320	177 GSP	913	8:09 PM	10:12 PM	154	0	D		ROC	926	7:00 AM	7:00 AM	154	0	D	
NK	T4H		319	145 TPA	251	10:37 PM	11:53 PM	126	0	D		MCO	198	7:00 AM	6:58 AM	126	0	D	
NK	T4G		319	145 LAX	310	5:08 AM	6:05 AM	126	0	D		TPA	570	7:00 AM	6:56 AM	126	0	I	
VX	T1C	32B		146 LAX	338	5:45 AM	5:20 AM	127	0	D		LAX	321	7:00 AM	7:00 AM	127	0	D	
NK	T3F		320	178 DEN	970	5:23 AM	5:29 AM	155	0	D		BWI	410	7:04 AM	7:01 AM	155	0	D	
AA	T3E		321	187 PHX	553	10:21 PM	10:21 PM	163	0	D		PHX	623	7:05 AM	7:04 AM	163	0	D	
AA	T3E		321	187 PHL	1974	8:46 PM	8:22 PM	163	0	D									
NK	T4G		752	178 PBG	451	5:18 AM	5:11 AM	155	0	D		BOS	610	7:05 AM	6:58 AM	155	0	I	
NK	T4H		319	145 SAL	150	5:41 AM	5:35 AM	126	0	D		DFW	469	7:08 AM	7:04 AM	126	0	D	
AA	T3E		738	160 DFW	1384	11:54 PM	11:54 PM	139	0	D		DFW	2363	7:09 AM	7:12 AM	139	0	D	
B6	T4H	E90		100 KIN	876	8:38 PM	8:35 PM	74	0	I		JAX	1016	7:10 AM	7:09 AM	74	0	D	
NK	T4G	A321		245 LGA	779	10:57 PM	10:57 PM	213	0	D		LGA	604	7:10 AM	7:14 AM	213	0	D	
DL	T2D	M88		149 LGA	1702	10:03 PM	9:30 PM	130	0	D		LGA	1498	7:15 AM	6:55 AM	130	0	D	
NK	T4H		319	145 IAG	647	5:09 AM	4:48 AM	126	0	D		PAP	951	7:17 AM	7:35 AM	126	0	D	
NK	T4H		321	245 SJO	338	6:00 AM	6:17 AM	213	0	D		ACY	218	7:20 AM	7:17 AM	213	0	D	
B6	T3F		320	150 LAS	8	6:14 AM	6:09 AM	125	0	D		LGA	972	7:25 AM	7:22 AM	125	0	D	
B6	T3E	E90		100 EWR	305	8:49 PM	11:58 PM	83	0	D									
WN	T1B	73C		137 TPA	3175	6:50 AM	6:40 AM	100	0	I		BWI	3175	7:25 AM	7:25 AM	100	0	D	
B6	T3E	32S		150 CLE	657	8:53 PM	8:38 PM	125	0	D		BOS	470	7:30 AM	7:31 AM	125	0	D	
B6	T3F		320	150 LGA	271	7:40 PM	4:00 AM	111	0	I									
NK	T4H		752	178 PTY	914	6:00 AM	6:50 AM	155	0	D		DTW	511	7:30 AM	7:42 AM	155	0	D	
WN	T1B	73H		175 HOU	1128	11:20 PM	11:40 PM	127	0	I		DAL	2937	7:35 AM	7:35 AM	127	0	D	

2015 Baseline Flight Schedule

Airline	Gate	Type	Seat	Origin	Arr No.	Arr Sch	Arrival	# Depl	#ConDepl	Arr Type	Arr TN	Dest	Dep No.	Dep Sch	Departure	# Enpl	# ConEnpl	Dep Type	Dep TN	
B6	T4H		320	150 CTG	1704	6:39 PM	6:36 PM	125	0	D		SJU	1753	7:37 AM	7:29 AM	125	0	D		
B6	T3F		320	150 BDL	1459	9:47 PM	10:18 PM	125	0	D										
UA	T1C	37K		179 EWR	1774	10:05 PM	10:25 PM	156	0	D		ORD	1630	7:37 AM	7:27 AM	156	0	D		
3M	T1C	SF34/SF3		34 TLH	134	8:00 PM	8:33 PM	26	0	I		MCO	68	7:45 AM	7:45 AM	26	0	D		
DL	T2D		753	224 ATL	306	9:10 PM	9:56 PM	195	0	D		ATL	1927	7:45 AM	7:36 AM	195	0	D		
NK	T4H		320	178 MCO	195	10:45 PM	10:41 PM	155	0	D		ORD	478	7:48 AM	7:42 AM	155	0	D		
AA	T3E		320	150 CLT	1723	8:27 PM	8:27 PM	131	0	D		PHL	1789	7:50 AM	7:42 AM	131	0	I		
B6	T4H		320	150 LIM	1824	5:47 AM	6:10 AM	125	0	D		DCA	1380	7:50 AM	8:01 AM	125	0	D		
B6	T3F		320	150 SFO	278	7:00 AM	6:53 AM	125	0	D		BDL	460	7:50 AM	8:23 AM	125	0	D		
B6	T3E		320	150 BDL	1459	8:46 PM	8:38 PM	125	0	D		BOG	1557	7:54 AM	7:53 AM	125	0	D		
B6	T3F		320	150 HPN	813	9:44 PM	11:13 PM	125	0	D										
WN	T1B	73W		143 MDW	1885	12:35 AM	1:35 AM	118	0	D		ATL	1796	7:55 AM	7:55 AM	118	0	D		
DL	T2D		737	124 LHR	2	10:12 PM	9:43 PM	95	0	I		JFK	2185	8:00 AM	7:41 AM	95	0	D		
NK	T4H		320	178								MSY	657	8:00 AM	7:55 AM	137	0	D		
B6	T3F		320	150 DCA	1579	11:22 PM	11:00 PM	125	0	D		HPN	114	8:05 AM	7:58 AM	125	0	D		
DL	T2D		320	150 DTW	2832	11:28 PM	11:30 PM	131	0	D		DTW	1904	8:05 AM	7:50 AM	131	0	D		
AA	T3E		320	150 CLT	1717	11:56 PM	11:58 PM	115	0	I		CLT	636	8:10 AM	8:02 AM	115	0	D		
II	T4H	ER4		2 NBW	894	4:45 PM	4:20 PM	2	0	D		NAS	151	8:15 AM	8:15 AM	2	0	I		
B6	T3E		320	150 BOS	469	11:58 PM	11:47 PM	125	0	D		JFK	502	8:19 AM	8:55 AM	125	0	D		
WN	T1B	73H		175								DEN	902	8:30 AM	8:40 AM	144	0	D		
B6	T3E		320	150 LAX	700	8:45 PM	9:08 PM	111	0	I		BWI	594	8:33 AM	8:27 AM	111	0	D		
UA	T1C	73I		167 IAH	3	11:18 PM	11:12 PM	145	0	D		IAH	1942	8:33 AM	8:29 AM	145	0	D		
AA	T3E		738	160 DFW	327	10:39 PM	11:12 PM	139	0	D		ORD	354	8:40 AM	8:36 AM	139	0	D		
AA	T3E		738	160 DFW	1237	8:48 PM	8:56 PM	139	0	D		DFW	1543	8:44 AM	8:37 AM	139	0	D		
DL	T2D	E70		69								ATL	2326	8:45 AM	8:32 AM	60	0	D		
DL	T2D		752	180 ATL	1657	10:44 PM	11:05 PM	157	0	D										
WN	T1B	73W		143 PHL	2921	8:15 AM	8:00 AM	118	0	D		BWI	621	8:55 AM	8:55 AM	118	0	D		
WN	T1B	73W		143 IND	1137	8:15 AM	8:05 AM	118	0	D		TPA	1137	8:55 AM	8:55 AM	118	0	D		
EQ	T4H		320	174 UIO	562	7:30 AM	8:20 AM	152	0	D		UIO	563	9:00 AM	9:38 AM	152	0	D		
NK	T4H		319	145 MSP	597	5:41 AM	6:29 AM	126	0	D		ATL	404	9:00 AM	8:51 AM	126	0	I		
B6	T3E		320	150 LAX	100	6:32 AM	6:35 AM	125	0	D		MBJ	2315	9:08 AM	9:05 AM	125	0	D		
B6	T4H		320	150 BOG	1558	4:18 PM	6:00 PM	111	0	I										
B6	T3F		320	150 SJU	1554	8:19 AM	7:58 AM	125	0	D		EWR	306	9:09 AM	9:02 AM	125	0	D		
3M	T4H	S20/SF3		34 TPA	9003	4:57 PM	5:15 PM	26	0	I		BIM	110	9:10 AM	1:00 PM	26	0	I		
VX	T1C		320	149 LAX	330	9:45 PM	9:38 PM	130	0	D		JFK	500	9:15 AM	9:13 AM	130	0	D		
B6	T3F	E90		100 JAX	1015	8:17 AM	8:09 AM	83	0	D		NAS	1393	9:18 AM	9:17 AM	83	0	D		
WN	T1B	73W		143 PVD	2162	8:55 AM	8:25 AM	118	0	D		MDW	4016	9:30 AM	9:30 AM	118	0	D		
B6	T3F	E90		100 DCA	1279	8:58 AM	9:09 AM	83	0	D		DCA	1480	9:34 AM	9:47 AM	83	0	I		
B6	T3F		320	150 SJU	2054	11:23 PM	11:05 PM	125	0	D		LAX	701	9:35 AM	9:28 AM	125	0	D		
WN	T1B	73W		143 TPA	2936	8:55 AM	8:35 AM	118	0	D		SJU	2936	9:35 AM	9:35 AM	118	0	I		
B6	T3E		320	150 JFK	601	8:58 AM	9:07 AM	125	0	D		PHL	376	9:44 AM	9:53 AM	125	0	D		
BW	T4H		738	154 KIN	31	8:00 AM	8:00 AM	134	0	D		MBJ	30	9:45 AM	9:33 AM	134	0	D		
B6	T3F	E90		100 NAS	1994	7:59 PM	9:02 PM	74	0	I		PLS	2015	9:50 AM	10:16 AM	74	0	D		
DL	T2D		753	224 ATL	2227	8:45 AM	8:40 AM	195	0	D		ATL	2227	9:50 AM	9:37 AM	195	0	I		
WN	T1B	73W		143 SJU	1214	9:20 AM	9:00 AM	118	0	D		MSY	1214	9:55 AM	9:55 AM	118	0	D		
WN	T1B		733	143 PIT	2101	9:20 AM	9:20 AM	118	0	D		PHL	47	10:00 AM	10:00 AM	118	0	D		
UA	T1C	73V		167 EWR	1290	9:08 AM	9:08 AM	129	0	I		EWR	1985	10:03 AM	10:17 AM	129	0	I		
3M	T1C	SF34/SF3		34 TPA	92	7:09 PM	7:23 PM	30	0	D		MCO	100	10:05 AM	10:02 AM	30	0	D		
B6	T3F	32S		150 EWR	605	8:55 AM	8:44 AM	111	0	I		POS	1021	10:06 AM	10:04 AM	111	0	I		
B6	T3E	32S		150 LGA	371	9:27 AM	9:23 AM	111	0	I		SFO	577	10:18 AM	10:18 AM	111	0	I		
AA	T3E		320	150 CLT	525	9:33 AM	9:48 AM	115	0	I		CLT	504	10:20 AM	10:17 AM	115	0	I		
NK	T4H		737	178 ATL	231	9:14 AM	9:06 AM	137	0	I		BOG	807	10:25 AM	10:25 AM	137	0	I		

2015 Baseline Flight Schedule

Airline	Gate	Type	Seat	Origin	Arr No.	Arr Sch	Arrival	# Depl	#ConDepl	Arr Type	Arr TN	Dest	Dep No.	Dep Sch	Departure	# Enpl	# ConEnpl	Dep Type	Dep TN
WN	T1B	73H		175 BWI	2849	9:30 AM	11:10 AM	144	0	D		BWI	3118	10:25 AM	12:00 PM	144	0	D	
G4	T1C	M80		166 AVL	1204	9:48 AM	10:02 AM	145	0	D		TYS	1216	10:28 AM	10:53 AM	145	0	D	
NK	T4H		320	178 BWI	301	9:22 AM	9:29 AM	155	0	D		CUN	301	10:28 AM	10:45 AM	155	0	D	
3M	T1C	S20		34 EYW	99	7:00 PM	11:59 PM	30	0	D		EYW	109	10:35 AM	10:50 AM	30	0	D	
WN	T1B	73W		143 BWI	2161	10:10 PM	9:50 PM	118	0	D		BUF	153	10:35 AM	10:31 AM	118	0	D	
NK	T4G		319	145 ACY	259	9:40 AM	9:38 AM	126	0	D		GUA	243	10:37 AM	10:37 AM	126	0	D	
NK	T4H		320	178 DFW	972	9:38 AM	9:30 AM	137	0	I		MBJ	833	10:38 AM	10:34 AM	137	0	I	
B6	T3F		320	150 PIT	2007	9:49 AM	10:02 AM	125	0	D		CLE	658	10:40 AM	11:00 AM	125	0	D	
NK	T4H		319	145 MYR	103	9:39 AM	9:50 AM	126	0	D		MDE	237	10:43 AM	11:39 AM	126	0	I	
NK	T4G		319	145 MCO	675	9:38 AM	9:35 AM	126	0	D		SJO	755	10:44 AM	10:36 AM	126	0	D	
DL	T2D		752	180 ATL	2226	9:43 AM	9:49 AM	157	0	D		ATL	2226	10:45 AM	10:38 AM	157	0	I	
NK	T4G		320	178 ORD	409	9:27 AM	9:22 AM	137	0	I		TLC	559	10:52 AM	10:46 AM	137	0	D	
DL	T2D		717	110 LGA	1879	10:15 AM	9:58 AM	96	0	D		LGA	1963	10:55 AM	10:40 AM	96	0	D	
UP	T3E	DH8		50 FPO	141	10:25 AM	10:49 AM	44	0	D		FPO	142	10:55 AM	11:21 AM	44	0	D	
WN	T1B	73W		143 BWI	2838	10:10 AM	10:10 AM	118	0	D		ALB	420	10:55 AM	10:55 AM	118	0	D	
WN	T1B	73W		143 BDL	2820	10:20 AM	10:05 AM	118	0	D		IND	209	10:55 AM	10:55 AM	118	0	D	
B6	T4H	32F		150 SDQ	1048	9:26 AM	9:49 AM	111	0	I		PUJ	173	10:57 AM	11:12 AM	111	0	D	
NK	T3F		319	145 TPA	571	9:37 AM	9:43 AM	126	0	D		SDQ	145	11:03 AM	11:06 AM	126	0	D	
B6	T3F	E90		100 SWF	535	10:16 AM	10:15 AM	83	0	D		JFK	1002	11:05 AM	10:59 AM	83	0	D	
WN	T1B	73H		175 ISP	3169	10:15 AM	9:55 AM	144	0	D		MCI	3169	11:05 AM	11:05 AM	144	0	D	
B6	T3F		320	150 PHL	375	10:08 AM	11:04 AM	125	0	D		LGA	1572	11:10 AM	11:53 AM	125	0	D	
B6	T3F		320	150 BWI	195	10:03 AM	10:29 AM	125	0	D		PVD	1196	11:15 AM	11:13 AM	125	0	I	
UA	T1C	20S		150 CLE	1081	10:23 AM	10:11 AM	131	0	D		CLE	1450	11:18 AM	11:08 AM	131	0	D	
3M	T1C	SF34/S20		34 MCO	78	9:19 AM	9:14 AM	30	0	D		FPO	117	11:20 AM	2:39 PM	30	0	D	
NK	T4H		320	178 DTW	417	9:45 AM	9:43 AM	137	0	I		SJU	649	11:20 AM	11:10 AM	137	0	I	
B6	T3E	E90		100 JFK	1701	10:46 AM	10:42 AM	83	0	D		CHS	1130	11:22 AM	11:20 AM	83	0	D	
B6	T4H	32F		150 MDE	40	11:28 AM	11:08 AM	111	0	I		SJO	39	11:24 AM	12:30 PM	111	0	I	
NK	T4H	321	150	lga	705	9:27 AM	9:37 AM	111	0	d		lga	180	11:30 AM	12:10 PM	111	0	d	
DL	T2D		320	150 DTW	1604	10:47 AM	10:44 AM	131	0	D		DTW	1604	11:35 AM	11:21 AM	131	0	D	
UA	T1C	73V		167 IAH	1425	10:46 AM	10:37 AM	129	0	I		IAH	1090	11:41 AM	11:33 AM	129	0	I	
DL	T2D		752	180 ATL	1420	10:49 AM	10:48 AM	157	0	D		ATL	1420	11:45 AM	11:41 AM	157	0	D	
B6	T3F		320	150 HPN	113	11:00 AM	11:12 AM	125	0	D		BUF	2466	11:50 AM	12:08 PM	125	0	I	
G4	T1C		320	177 SAT	931	7:15 PM	7:30 PM	154	0	D		GSP	912	11:50 AM	11:56 AM	154	0	D	
WS	T1C	73W		262 YUL	1054	10:59 AM	10:59 AM	228	0	D		YUL	1055	11:50 AM	12:28 PM	228	0	D	
DL	T2D		717	110 JFK	2600	11:17 AM	11:26 AM	96	0	D		LGA	1288	11:52 AM	11:58 AM	96	0	D	
B6	T3F		320	150 dtw	1589	10:42 AM	11:22 AM	131	0	d		CTG	1703	11:55 AM	12:22 PM	131	0	I	
UP	T3E		735	120 NAS	201	11:10 AM	11:25 AM	105	0	D		NAS	202	11:55 AM	12:14 PM	105	0	D	
II	T4H	ER4		2 NAS	150	3:15 PM	2:45 PM	2	0	D		NBW	893	12:00 PM	12:08 PM	2	0	D	
VX	T1C		320	149 JFK	501	11:00 AM	10:57 AM	115	0	I		LAX	327	12:00 PM	12:01 PM	115	0	D	
WS	T1C		737	136 YYZ	1232	10:55 AM	10:52 AM	118	0	D		YYZ	1233	12:00 PM	12:00 PM	118	0	D	
AA	T3E		738	160 DFW	1302	10:59 AM	11:00 AM	139	0	D		DFW	1302	12:05 PM	12:02 PM	139	0	D	
AA	T3E		319	128 DCA	526	11:25 AM	11:29 AM	111	0	D		DCA	526	12:05 PM	12:01 PM	111	0	D	
WN	T1B	73W		143 TPA	1139	11:30 AM	11:20 AM	118	0	D		ISP	1139	12:05 PM	12:05 PM	118	0	D	
3M	T1C	SF34		34 TPA	66	11:44 AM	11:56 AM	30	0	D		TPA	66	12:14 PM	1:23 PM	30	0	I	
AC	T2D	A321		183 YUL	924	11:10 AM	11:05 AM	159	0	D		YUL	981	12:20 PM	12:09 PM	159	0	D	
G4	T1C		320	177 CVG	907	11:35 AM	11:31 AM	154	0	D		PBG	900	12:20 PM	12:44 PM	154	0	D	
UA	T1C	73V		167 EWR	1701	11:28 AM	11:30 AM	145	0	D		EWR	1417	12:24 PM	12:29 PM	145	0	I	
WG	T3E	73H		189 YYZ	30	11:30 AM	11:23 AM	165	0	D		YYZ	31	12:25 PM	12:17 PM	165	0	I	
WN	T1B	73H		175 DAL	2189	11:35 AM	11:25 AM	144	0	D		MDW	994	12:25 PM	12:25 PM	144	0	D	
2D	T4H	B767		198 CCS	406	10:00 PM	10:30 PM	172	0	D		CCS	405	12:30 PM	12:34 PM	172	0	I	
B6	T3E		320	150 BDL	959	11:44 AM	11:50 AM	125	0	D		SJU	1036	12:30 PM	2:01 PM	125	0	I	
WN	T1B	73H		175 BUF	335	11:45 AM	11:35 AM	127	0	I		BWI	336	12:30 PM	12:30 PM	127	0	I	

2015 Baseline Flight Schedule

Airline	Gate	Type	Seat	Origin	Arr No.	Arr Sch	Arrival	# Depl	#ConDepl	Arr Type	Arr TN	Dest	Dep No.	Dep Sch	Departure	# Enpl	# ConEnpl	Dep Type	Dep TN
9E	T2D	CR9		76 RDU	3884	11:57 AM	11:45 AM	66	0	D		RDU	3884	12:32 PM	12:25 PM	66	0	I	
UA	T1C	731		167 ORD	1417	11:37 AM	12:04 PM	129	0	I		ORD	1290	12:32 PM	1:00 PM	129	0	I	
WN	T1B		733	143 BWI	3149	11:55 AM	12:10 PM	118	0	D		TPA	3149	12:35 PM	1:00 PM	118	0	D	
B6	T3F	32F		150 BOS	569	11:54 AM	12:06 PM	111	0	I		BOS	570	12:40 PM	12:57 PM	111	0	I	
3M	T1C	SF34		34 MCO	78	9:19 AM	9:07 AM	30	0	D		MHH	107	12:41 PM	12:35 PM	30	0	I	
DL	T2D		737	124 CVG	1471	12:02 PM	12:08 PM	108	0	D		CVG	1471	12:42 PM	12:52 PM	108	0	D	
AC	T2D	A319		120 YYZ	1622	11:56 AM	12:12 PM	105	0	D		YYZ	1625	12:45 PM	1:08 PM	105	0	I	
WN	T1B		73W	143 ATL	2314	12:10 PM	11:55 AM	118	0	D		PVD	2314	12:45 PM	12:45 PM	118	0	I	
DL	T2D		752	180 ATL	2026	11:51 AM	11:52 AM	157	0	D		ATL	2026	12:50 PM	12:48 PM	157	0	D	
G4	T1C		320	177 LEX	903	11:44 AM	12:03 PM	154	0	D		SAT	930	12:50 PM	12:52 PM	154	0	D	
NK	T4G		319	145 ATL	877	12:05 PM	12:12 PM	126	0	D		STT	201	12:55 PM	12:56 PM	126	0	D	
WN	T1B		73W	143 ALB	425	12:10 PM	11:50 AM	118	0	D		ATL	425	12:55 PM	12:55 PM	118	0	D	
B6	T4H		320	150 MEX	1618	9:37 AM	12:24 PM	125	0	D		CUN	1795	1:00 PM	1:32 PM	125	0	D	
3M	T1C	SF34		34 FPO	108	5:05 PM	5:38 PM	30	0	D		BIM	110	1:01 PM	2:54 PM	30	0	D	
B6	T4H	E90		100 KIN	1676	11:30 AM	11:27 AM	83	0	D		PAP	1709	1:01 PM	1:02 PM	83	0	I	
AA	T3E		320	150 CLT	1709	11:58 AM	12:37 PM	131	0	D		CLT	1834	1:05 PM	1:05 PM	131	0	D	
WN	T1B		73W	143 BNA	2813	12:25 PM	12:15 PM	118	0	D		MKE	2818	1:05 PM	1:05 PM	118	0	D	
B6	T3F		320	150 JFK	1	12:21 PM	12:38 PM	111	0	I		EWR	506	1:07 PM	2:40 PM	111	0	I	
B6	T4H	E90		100 PLS	2014	2:33 PM	2:23 PM	83	0	D		NAS	1793	1:10 PM	3:49 PM	83	0	D	
DL	T2D		717	110 LGA	1677	12:28 PM	12:21 PM	96	0	D		JFK	662	1:10 PM	4:23 PM	96	0	D	
NK	T4H		319	145 PAP	952	12:20 PM	12:34 PM	126	0	D		LBE	724	1:10 PM	1:24 PM	126	0	D	
AA	T4H		738	160 PAP	1158	11:16 AM	11:06 AM	139	0	D		ORD	1065	1:20 PM	1:20 PM	139	0	D	
B6	T3F		320	150 LGA	971	12:38 PM	12:48 PM	111	0	I		JFK	102	1:25 PM	6:15 PM	111	0	D	
B6	T3E	32F		150 EWR	5	12:46 PM	12:55 PM	125	0	D		BOS	2070	1:45 PM	1:49 PM	125	0	D	
3M	T1C	S20		34 EYW	109	1:04 PM	12:49 PM	30	0	D		TPA	96	1:46 PM	1:43 PM	30	0	I	
3M	T1C	SF34		34 MCO	64	1:04 PM	1:00 PM	30	0	D		ELH	88	1:50 PM	1:49 PM	30	0	D	
AA	T3E		738	160 ORD	1463	1:00 PM	1:03 PM	123	0	I		DFW	1674	1:50 PM	1:50 PM	123	0	D	
DL	T2D		739	180 DTW	1804	1:00 PM	1:02 PM	157	0	D		DTW	1804	1:55 PM	1:44 PM	157	0	D	
WN	T1B		73C	137 BWI	2641	1:15 PM	1:10 PM	113	0	D		BWI	2642	1:55 PM	1:55 PM	113	0	I	
AA	T3E		320	150 PHL	2001	12:59 PM	1:07 PM	131	0	D		PHL	1790	2:00 PM	2:00 PM	131	0	D	
B6	T3F	E90		100 RDU	1125	1:30 PM	1:32 PM	83	0	D		RIC	1146	2:06 PM	2:20 PM	83	0	D	
B6	T3F	32S		150 BOS	2169	1:22 PM	1:20 PM	111	0	I		LGA	1272	2:09 PM	5:02 PM	111	0	I	
DL	T2D		752	180 ATL	1827	1:16 PM	1:25 PM	157	0	D		ATL	1827	2:15 PM	2:19 PM	157	0	D	
B6	T3E		320	150 DCA	1479	1:34 PM	1:39 PM	125	0	D		SJU	1553	2:20 PM	2:43 PM	125	0	D	
G4	T1C		320	177 ROC	927	1:35 PM	1:48 PM	154	0	D		CAK	924	2:20 PM	2:27 PM	154	0	D	
B6	T3F		321	190 JFK	1501	1:19 PM	1:42 PM	158	0	D		JFK	1902	2:35 PM	6:06 PM	158	0	D	
WN	T1B		73H	175 HOU	2002	1:40 PM	1:30 PM	144	0	D		STL	1792	2:35 PM	2:35 PM	144	0	D	
3M	T1C	S20		34 FPO	117	1:26 PM	3:51 PM	26	0	I		EYW	83	2:38 PM	4:53 PM	26	0	D	
UA	T1C		37K	179 EWR	1547	1:45 PM	1:26 PM	156	0	D		IAH	1547	2:40 PM	2:32 PM	156	0	D	
AA	T3E		321	187 CLT	1961	1:56 PM	2:13 PM	163	0	D		CLT	1915	2:55 PM	2:55 PM	163	0	D	
AC	T2D		763	211 YYZ	1624	2:06 PM	2:16 PM	184	0	D		YYZ	1627	2:55 PM	3:29 PM	184	0	D	
3M	T1C	SF34		34 TPA	93	2:08 PM	1:46 PM	30	0	D		FPO	108	3:00 PM	2:50 PM	30	0	D	
B6	T3F	E90		100 RIC	1145	2:20 PM	2:38 PM	83	0	D		ORH	2020	3:00 PM	3:20 PM	83	0	D	
DL	T2D	M88		149 LGA	1131	2:19 PM	2:09 PM	130	0	D		BDL	2828	3:05 PM	2:55 PM	130	0	D	
NK	T4G	A321		245 LGA	197	2:06 PM	1:55 PM	213	0	D		ACY	262	3:06 PM	3:15 PM	213	0	I	
AA	T3E		738	160 DFW	1523	2:07 PM	2:21 PM	139	0	D		DFW	1523	3:10 PM	3:05 PM	139	0	D	
WN	T1B		73W	143 MSY	324	2:35 PM	2:45 PM	118	0	D		DAL	3002	3:15 PM	3:15 PM	118	0	D	
WN	T1B		733	143 CMH	2298	2:40 PM	2:55 PM	118	0	D		PIT	2300	3:15 PM	3:35 PM	118	0	D	
B6	T4H		320	150 MBJ	2316	1:47 PM	1:24 PM	125	0	D		DCA	1580	3:20 PM	3:20 PM	125	0	D	
UA	T1C		75B	169 IAH	1543	2:26 PM	2:32 PM	147	0	D		EWR	1775	3:21 PM	3:21 PM	147	0	I	
DL	T2D		717	110 JFK	2795	2:46 PM	2:45 PM	96	0	D		JFK	2577	3:25 PM	6:15 PM	96	0	D	
WN	T1B		73W	143 STL	2931	2:45 PM	3:00 PM	118	0	D		AUS	2609	3:25 PM	3:40 PM	118	0	D	



2015 Baseline Flight Schedule

Airline	Gate	Type	Seat	Origin	Arr No.	Arr Sch	Arrival	# Depl	#ConDepl	Arr Type	Arr TN	Dest	Dep No.	Dep Sch	Departure	# Enpl	# ConEnpl	Dep Type	Dep TN
AA	T3E		319	128 PHL	1773	2:38 PM	3:18 PM	99	0	I		PHL	1888	3:30 PM	3:39 PM	99	0	D	
3M	T1C	SF34/SF3		34 MCO	63	6:48 PM	8:45 PM	30	0	D		TLH	134	3:37 PM	5:15 PM	30	0	D	
G4	T1C	M83		166 TYS	1217	3:00 PM	3:18 PM	128	0	I		AVL	1205	3:40 PM	4:23 PM	128	0	I	
NK	T4G		319	145 CLE	419	2:43 PM	2:57 PM	126	0	D		CLE	440	3:40 PM	3:51 PM	126	0	D	
DL	T2D		320	150 DTW	2462	3:04 PM	3:05 PM	131	0	D		DTW	2462	3:44 PM	3:48 PM	131	0	D	
Y4	T4H	A320		174 GDL	996	2:15 PM	2:23 PM	134	0	I		GDL	997	3:45 PM	3:58 PM	134	0	I	
3M	T1C	SF34		34 MHH	107	3:35 PM	3:23 PM	30	0	D									
DL	T2D		753	224 ATL	1826	2:49 PM	2:51 PM	172	0	I		ATL	1826	3:55 PM	3:45 PM	172	0	I	
WN	T1B	73W		143 MDW	1019	3:15 PM	3:20 PM	118	0	D		BWI	1022	3:55 PM	3:55 PM	118	0	D	
AV	T4H	A320		150 BOG	36	12:44 PM	12:30 PM	131	0	D		BOG	37	3:59 PM	3:44 PM	131	0	D	
B6	T3F	32F		150 AUS	512	2:56 PM	3:13 PM	125	0	D		AUS	511	3:59 PM	3:58 PM	125	0	D	
AA	T3E		319	128 DCA	1880	2:35 PM	2:52 PM	99	0	I		DCA	1880	4:00 PM	3:53 PM	99	0	D	
DL	T2D		757	182 MSP	1084	3:03 PM	3:06 PM	159	0	D		MSP	1084	4:00 PM	3:50 PM	159	0	D	
WN	T1B	73C		137 BWI	390	3:25 PM	3:45 PM	100	0	I		MSY	390	4:00 PM	4:25 PM	100	0	D	
B6	T3F	E90		100 CHS	1131	4:25 PM	4:05 PM	83	0	D		KIN	875	4:04 PM	5:28 PM	83	0	D	
NK	T4H		320	178 MBJ	270	2:56 PM	2:42 PM	155	0	D		ATL	600	4:04 PM	3:56 PM	155	0	D	
NK	T4H		321	245 ACY	235	3:05 PM	3:12 PM	213	0	D		LGA	174	4:05 PM	5:50 PM	213	0	D	
WN	T1B			0 ATL	64	3:35 PM	3:50 PM	0	0	D		RDU	64	4:10 PM	4:25 PM	0	0	D	
BW	T4H		738	154 MBJ	39	2:35 PM	2:28 PM	134	0	D		KIN	36	4:20 PM	4:16 PM	134	0	D	
WN	T1B	73C		137 TPA	383	3:15 PM	3:15 PM	113	0	D		ATL	383	4:20 PM	4:20 PM	113	0	D	
WN	T1B	73W		143 ISP	1471	3:50 PM	4:00 PM	118	0	D		DCA	1472	4:25 PM	4:50 PM	118	0	D	
3M	T1C	SF34		34 BIM	110	2:50 PM	4:19 PM	30	0	D		EYW	99	4:35 PM	5:40 PM	30	0	D	
B6	T4H		320	150 CTG	1704	6:39 PM	7:11 PM	125	0	D		LAS	7	4:35 PM	8:46 PM	125	0	D	
B6	T3E		320	150 BOS	2269	3:51 PM	3:40 PM	125	0	D		BOS	170	4:37 PM	4:46 PM	125	0	D	
B6	T3F		320	150 PHL	975	3:50 PM	4:34 PM	125	0	D		SJU	1253	4:40 PM	5:29 PM	125	0	D	
WN	T1B	73C		137 RDU	1118	4:10 PM	4:15 PM	113	0	D		TPA	1118	4:50 PM	4:50 PM	113	0	D	
DL	T2D		320	150 ATL	1726	4:00 PM	4:14 PM	131	0	D		ATL	1726	4:55 PM	5:06 PM	131	0	I	
B6	T3F		320	150 SJU	854	3:22 PM	3:26 PM	125	0	D		LIM	1825	5:00 PM	5:07 PM	125	0	D	
DL	T2D		717	110 LGA	970	4:25 PM	4:41 PM	96	0	D		LGA	1943	5:00 PM	5:09 PM	96	0	D	
B6	T3F	E90										JFK	402	5:01 PM				D	
B6	T3F	E90		100 NAS	1794	4:08 PM	6:17 PM	83	0	D		NAS	1993	5:04 PM	7:29 PM	83	0	D	
WN	T1B	73W		143 BWI	2782	4:30 PM	4:30 PM	118	0	D		BWI	2001	5:05 PM	5:05 PM	118	0	D	
AA	T3E		321	187 CLT	1760	4:25 PM	4:32 PM	163	0	D		CLT	475	5:15 PM	5:08 PM	163	0	D	
WN	T1B	73W		143 DCA	2779	4:35 PM	4:45 PM	118	0	D		BDL	1676	5:15 PM	5:25 PM	118	0	D	
UA	T1C	73V		167 IAH	1934	4:21 PM	4:19 PM	145	0	D		EWR	1164	5:16 PM	5:19 PM	145	0	D	
B6	T3E		190	100 JFK	301	3:30 PM	3:51 PM	83	0	D		RDU	1126	5:25 PM	5:22 PM	83	0	D	
UP	T3E		735	120 NAS	205	4:40 PM	4:05 PM	105	0	D		NAS	206	5:25 PM	4:44 PM	105	0	D	
B6	T3F	32F										LGA	672	5:26 PM				D	
BW	T4H		738	154 POS	480	3:35 PM	3:14 PM	134	0	D		POS	481	5:35 PM	5:17 PM	134	0	D	
VX	T1C	32B		146 SFO	340	4:45 PM	4:24 PM	112	0	I		SFO	347	5:40 PM	5:40 PM	112	0	D	
B6	T3F		320	150 SJU	954	1:31 PM	1:19 PM	111	0	I		SDQ	1049	5:45 PM	5:46 PM	111	0	D	
DL	T2D		753	224 ATL	1615	4:55 PM	4:59 PM	195	0	D		ATL	1615	5:45 PM	5:38 PM	195	0	D	
DL	T2D		757	182 DTW	1704	5:00 PM	5:48 PM	159	0	D		DTW	2059	5:50 PM	6:39 PM	159	0	D	
3M	T1C	SF34		34								MCO	65	5:55 PM	5:49 PM	30	0	D	
B6	T3E	32F		150 JFK	1401	4:40 PM	5:27 PM	125	0	D		DTW	1590	5:55 PM	6:12 PM	125	0	D	
WN	T1B		733	143 AUS	1517	2:20 PM	2:40 PM	118	0	D		CMH	564	5:55 PM	6:25 PM	118	0	I	
WN	T1B	73W		143 LAS	564	5:10 PM	5:10 PM	104	0	I		MDW	853	6:05 PM	6:40 PM	104	0	D	
WN	T1B	73H		175 DAL	146	5:10 PM	5:05 PM	144	0	D		BWI	146	6:05 PM	6:05 PM	144	0	D	
WN	T1B	73H		175 AUS	1123	5:15 PM	5:20 PM	144	0	D		HOU	1124	6:05 PM	6:05 PM	144	0	D	
WN	T1B	73W		143 PHL	1175	5:30 PM	5:45 PM	118	0	D		AUS	4511	6:10 PM	6:30 PM	118	0	D	
B6	T3F		320	150 EWR	205	5:28 PM	6:42 PM	125	0	D		JFK	1402	6:14 PM	8:13 PM	125	0	D	
B6	T3F		320	150 CLE	657	5:23 PM	5:31 PM	125	0	D		EWR	6	6:15 PM	10:09 PM	125	0	D	

2015 Baseline Flight Schedule

Airline	Gate	Type	Seat	Origin	Arr No.	Arr Sch	Arrival	# Depl	#ConDepl	Arr Type	Arr TN	Dest	Dep No.	Dep Sch	Departure	# Enpl	# ConEnpl	Dep Type	Dep TN
UA	T1C	73F		154 SFO	1912	5:26 PM	5:07 PM	134	0	D		SFO	1553	6:16 PM	6:31 PM	134	0	D	
B6	T4H	32F		150 PUJ	174	4:56 PM	4:53 PM	125	0	D		PHL	976	6:27 PM	7:47 PM	125	0	D	
UA	T1C	73J		166 EWR	1790	5:39 PM	6:38 PM	145	0	D		IAH	1626	6:29 PM	7:16 PM	145	0	D	
B6	T3E	E90		100 JAX	1315	5:54 PM	6:23 PM	83	0	D		JAX	1316	6:30 PM	6:57 PM	83	0	D	
NK	T4G		320	178 SJU	648	5:40 PM	5:33 PM	137	0	I		IAH	619	6:30 PM	6:36 PM	137	0	D	
AA	T3E		738	160 DFW	1506	5:40 PM	5:40 PM	139	0	D		DFW	299	6:35 PM	6:33 PM	139	0	D	
AS	T1C	73H		163 SEA	38	5:35 PM	5:06 PM	142	0	D		SEA	35	6:35 PM	6:30 PM	142	0	I	
B6	T3F		320	150 LGA	1171	4:31 PM	5:11 PM	125	0	D		SFO	277	6:39 PM	6:44 PM	125	0	I	
AC	T2D	A321		183 YUL	928	5:45 PM	5:40 PM	159	0	D		YUL	933	6:40 PM	6:37 PM	159	0	D	
WN	T1B	73W		143 MKE	1834	6:05 PM	6:15 PM	118	0	D		BNA	1835	6:40 PM	7:05 PM	118	0	D	
WN	T1B	73W		143 BWI	2989	6:05 PM	6:10 PM	118	0	D		DAL	2989	6:40 PM	6:55 PM	118	0	D	
3M	T1C	SF34		34 ELH	88	4:51 PM	4:44 PM	30	0	D		EYW	122	6:45 PM	6:45 PM	30	0	D	
AD	T4H		332	287 VCP	8704	5:00 AM	5:04 AM	250	0	D		VCP	8705	6:45 PM	6:59 PM	250	0	D	
DL	T2D		753	224 ATL	1527	5:44 PM	5:46 PM	195	0	D		ATL	1527	6:50 PM	6:39 PM	195	0	D	
VX	T1C	32B		146 LAX	334	6:00 PM	6:10 PM	127	0	D		LAX	337	6:55 PM	7:02 PM	127	0	D	
UA	T1C	73I		167 ORD	1463	6:00 PM	5:56 PM	145	0	D		ORD	1961	6:59 PM	6:58 PM	145	0	D	
B6	T3F		320	150 PVD	1197	6:11 PM	6:22 PM	125	0	D		LAX	101	7:04 PM	7:12 PM	125	0	D	
B6	T4H		320	150 CUN	1796	5:33 PM	5:41 PM	125	0	D		HPN	814	7:08 PM	7:20 PM	125	0	D	
AA	T3E		321	187 CLT	1719	6:12 PM	6:19 PM	163	0	D		CLT	499	7:10 PM	7:05 PM	163	0	D	
DL	T2D		319	126 JFK	2152	6:45 PM	6:26 PM	110	0	D		JFK	2659	7:20 PM	8:40 PM	110	0	D	
DL	T2D	M88		149 LGA	1514	6:44 PM	7:05 PM	130	0	D		LGA	2658	7:25 PM	7:33 PM	130	0	D	
WN	T1B	73W		143 SJU	2121	6:40 PM	6:35 PM	118	0	D		TPA	2121	7:25 PM	7:25 PM	118	0	I	
AA	T3E		321	187 PHL	2022	6:36 PM	6:57 PM	144	0	I		PHL	2022	7:26 PM	7:30 PM	144	0	I	
3M	T1C	S20		34 EYW	83	5:04 PM	7:55 PM	26	0	I		MCO	67	7:30 PM	9:39 PM	26	0	I	
B6	T3F		320	150 BUF	2465	6:37 PM	6:56 PM	125	0	D		PIT	2008	7:45 PM	7:52 PM	125	0	D	
DL	T2D		752	180 ATL	2334	6:56 PM	6:48 PM	157	0	D		ATL	2334	7:45 PM	7:30 PM	157	0	D	
WN	T1B	73H		175 TPA	213	7:00 PM	6:55 PM	144	0	D		BWI	213	7:45 PM	7:45 PM	144	0	I	
B6	T3E		320	150 JFK	1801	6:46 PM	7:27 PM	125	0	D		JFK	302	7:50 PM	10:38 PM	125	0	D	
WN	T1B	73W		143 BWI	3130	7:15 PM	7:15 PM	118	0	D		ATL	3130	7:50 PM	7:50 PM	118	0	D	
AA	T3E		738	160 ORD	2367	7:06 PM	7:21 PM	139	0	D		ORD	2367	7:55 PM	8:00 PM	139	0	D	
NK	T4H		319	145 GUA	244	4:56 PM	4:38 PM	126	0	D		LAS	777	8:05 PM	7:59 PM	126	0	D	
NK	T4G		320	178 IAH	858	5:19 PM	8:38 PM	155	0	D		DTW	380	8:05 PM	9:26 PM	155	0	D	
NK	T4H		320	178 TLC	558	6:19 PM	6:00 PM	137	0	I		MCO	676	8:05 PM	8:05 PM	137	0	I	
NK	T4H		319	145 STT	212	7:15 PM	6:59 PM	126	0	D		LAS	777	8:05 PM	9:17 PM	126	0	D	
NK	T4G		321	245 LGA	171	6:34 PM	7:50 PM	213	0	D		LGA	710	8:09 PM	10:05 PM	213	0	I	
B6	T3E	E90		100 DCA	1979	7:30 PM	7:41 PM	74	0	I		DCA	1680	8:10 PM	8:15 PM	74	0	I	
UA	T1C	20S		150 IAH	1267	7:16 PM	7:21 PM	115	0	I		EWR	1242	8:11 PM	8:15 PM	115	0	I	
B6	T3F		319	150 SJU	1654	7:28 PM	8:06 PM	125	0	D		LGA	1472	8:14 PM	10:35 PM	125	0	D	
B6	T4H	32F		150 SJO	38	6:17 PM	7:49 PM	111	0	I		BWI	694	8:15 PM	9:22 PM	111	0	I	
NK	T4H		737	178 BOG	400	6:52 PM	6:43 PM	155	0	D		DEN	355	8:15 PM	8:15 PM	155	0	D	
NK	T4H		319	145 SDQ	142	4:33 PM	5:48 PM	112	0	I		MYR	126	8:20 PM	8:35 PM	112	0	I	
NK	T4H		320	178 CUN	240	7:00 PM	6:58 PM	155	0	D		DFW	971	8:25 PM	8:22 PM	155	0	D	
B6	T3F		320	150								BDL	1460	8:26 PM	1:27 AM	125	0	D	
B6	T4H	32S		150 POS	1020	6:55 PM	6:35 PM	111	0	I		MDE	41	8:30 PM	9:14 PM	111	0	I	
NK	T4H		319	145 SJO	756	5:22 PM	5:22 PM	126	0	D		BWI	240	8:30 PM	8:30 PM	126	0	D	
UP	T3E		735	120 NAS	207	7:25 PM	7:17 PM	105	0	D		NAS	208	8:30 PM	8:17 PM	105	0	D	
B6	T3F		320	150 SFO	578	6:40 PM	8:41 PM	125	0	D		MEX	1617	8:38 PM	9:45 PM	125	0	D	
AC	T2D	A319		120 YYZ	1626	8:06 PM	8:37 PM	105	0	D		YYZ	1629	8:55 PM	9:17 PM	105	0	D	
B6	T3F	E90		100 NAS	1394	12:13 PM	11:56 AM	83	0	D		SWF	536	8:55 PM	11:14 PM	83	0	I	
B6	T4H	E90		100 PAP	1710	6:17 PM	6:08 PM	83	0	D		JAX	2616	8:55 PM	8:53 PM	83	0	D	
NK	T4H		319	145 MDE	236	6:32 PM	6:59 PM	126	0	D		ACY	268	8:55 PM	8:51 PM	126	0	D	
B6	T3E	32A		150 BOS	1969	8:13 PM	8:33 PM	125	0	D		BOS	2170	8:59 PM	9:23 PM	125	0	D	

2015 Baseline Flight Schedule

Airline	Gate	Type	Seat	Origin	Arr No.	Arr Sch	Arrival	# Depl	#ConDepl	Arr Type	Arr TN	Dest	Dep No.	Dep Sch	Departure	# Enpl	# ConEnpl	Dep Type	Dep TN
WN	T1B	73W		143 ATL	163	8:20 PM	8:30 PM	118	0	D		ISP	163	9:00 PM	9:00 PM	118	0	D	
B6	T3F		321	190 JFK	1601	8:05 PM	8:40 PM	158	0	D		JFK	1802	9:05 PM	10:34 PM	158	0	I	
NK	T3F		319	145 LBE	727	7:14 PM	7:08 PM	112	0	I		TPA	574	9:05 PM	8:58 PM	112	0	D	
NK	T4H		319	145 TPA	251	10:37 PM	10:27 PM	112	0	I		LAX	339	9:05 PM	2:24 AM	112	0	I	
WN	T1B	73W		143 MDW	539	8:30 PM	8:40 PM	118	0	D		SJU	539	9:05 PM	9:05 PM	118	0	I	
AC	T2D	A321		183 YUL	926	8:20 PM	8:27 PM	159	0	D		YUL	927	9:15 PM	9:05 PM	159	0	D	
WS	T1C		738	174 YYZ	1220	8:19 PM	8:44 PM	152	0	D		YYZ	1221	9:15 PM	9:35 PM	152	0	D	
B6	T3F		320	150 BWI	695	8:29 PM	8:56 PM	125	0	D		SFO	2877	9:20 PM	9:42 PM	125	0	D	
NK	T4H	A320		178 BOS	615	8:54 PM	9:00 PM	155	0	D		MSP	596	9:35 PM	3:32 AM	155	0	D	
NK	T4H	A320		178 DTW	845	8:42 PM	8:37 PM	155	0	D		PBG	450	9:40 PM	9:37 PM	155	0	D	
NK	T4H		320	178 ATL	403	8:39 PM	8:33 PM	155	0	D		ORD	464	9:45 PM	9:41 PM	155	0	D	
WN	T1B	73W		143 MCI	2421	8:55 PM	8:45 PM	104	0	I		PHL	2421	9:45 PM	9:45 PM	104	0	D	
NK	T4H		320	178 BWI	443	8:56 PM	9:24 PM	155	0	D		ATL	230	9:46 PM	10:17 PM	155	0	D	
NK	T4H		319	145 DFW	470	8:34 PM	8:10 PM	112	0	I		IAG	416	9:52 PM	9:44 PM	112	0	I	
DY	T3E		788	271 ARN	7035	8:30 PM	7:37 PM	236	0	D		ARN	7036	10:30 PM	10:17 PM	236	0	D	
B6	T3F		320	150 LAX	700	8:51 PM	9:30 PM	125	0	D		SJU	1853	10:35 PM	10:38 PM	125	0	D	
DL	T2D	31C		54 CLT	8850	7:30 PM	8:05 PM	47	0	D		TPA	8946	11:00 PM	11:37 PM	47	0	D	
EQ	T4H		320	174 GYE	566	9:30 PM	9:29 PM	152	0	D		GYE	565	11:00 PM	10:59 PM	152	0	D	
NK	T4H		320	178 ORD	425	10:39 PM	10:48 PM	155	0	D		SAP	829	11:35 PM	11:32 PM	155	0	D	
NK	T4H		320	178 MCO	195	10:45 PM	11:06 PM	155	0	D		SJO	335	11:37 PM	12:16 AM	155	0	D	
NK	T4G		752	178 MSY	680	10:43 PM	10:55 PM	137	0	I		MGA	439	11:47 PM	12:01 AM	137	0	D	
NK	T4G	A321		245 ACY	265	10:37 PM	10:59 PM	189	0	I		BQN	371	11:55 PM	12:08 AM	189	0	I	

2015 PMAD Flight Schedule

A_CODE	A_MCAR	A_OCAR	A_ORG	A_D/I	A_PRE	A_FLT#	A_TIME	A_EQP	A_SEATS	A_LF	A_PAX	A_O&D	A_CNK	G_TIME	D_CODE	D_MCAR	D_OCAR	D_DST	D_D/I	D_FLT#	D_TIME	D_EQP	D_SEATS	D_LF	D_PAX	D_O&D	D_CNK	
Arr-3M-126	3M	3M	JAX	D		126	19:43	SF3	34	66.6%	23	21	2	RON	Dep-3M-128	3M	3M	JAX	D	128	7:00	SF3	34	64.7%	22	20	2	
Arr-3M-134	3M	3M	TLH	D		134	20:49	SF3	34	72.0%	24	23	2	RON	Dep-3M-82	3M	3M	TPA	D	82	7:05	SF3	34	59.9%	20	19	2	
Arr-3M-60	3M	3M	MCO	D		60	21:32	SF3	34	56.0%	19	18	2	RON	Dep-3M-68	3M	3M	MCO	D	68	8:26	SF3	34	57.3%	19	18	2	
Arr-3M-57	3M	3M	TPA	D		57	7:56	SF3	34	55.6%	19	17	2	1:01	Dep-3M-85	3M	3M	TPA	D	85	8:57	SF3	34	59.9%	20	19	2	
Arr-3M-78	3M	3M	MCO	D		78	8:27	SF3	34	56.0%	19	18	2	0:43	Dep-3M-109	3M	3M	FPO	I	109	9:10	SF3	34	43.7%	15	14	1	
Arr-3M-112	3M	3M	FPO	I	Y	112	8:38	SF3	34	39.7%	13	12	1	1:22	Dep-3M-63	3M	3M	MCO	D	63	10:00	SF3	34	57.3%	19	18	2	
Arr-3M-121	3M	3M	JAX	D		121	9:18	SF3	34	66.6%	23	21	2	1:32	Dep-3M-84	3M	3M	ELH	I	84	10:50	SF3	34	80.4%	27	25	2	
Arr-3M-115	3M	3M	EYW	D		115	9:38	SF3	34	64.4%	22	20	2	1:21	Dep-3M-95	3M	3M	MHH	I	95	10:59	SF3	34	75.3%	26	24	2	
Arr-3M-58	3M	3M	MCO	D		58	10:20	SF3	34	56.0%	19	18	2	1:10	Dep-3M-51	3M	3M	EYW	D	51	11:30	SF3	34	52.4%	18	16	1	
Arr-3M-51	3M	3M	TPA	D		51	10:40	SF3	34	55.6%	19	17	2	1:09	Dep-3M-94	3M	3M	TCB	I	94	11:49	SF3	34	66.5%	23	21	2	
Arr-3M-109	3M	3M	FPO	I	Y	109	11:19	SF3	34	39.7%	13	12	1	0:41	Dep-3M-130	3M	3M	JAX	D	130	12:00	SF3	34	64.7%	22	20	2	
Arr-3M-125	3M	3M	JAX	D		125	11:39	SF3	34	66.6%	23	21	2	0:30	Dep-3M-114	3M	3M	GGT	I	114	12:09	SF3	34	70.9%	24	22	2	
Arr-3M-54	3M	3M	EYW	D		54	12:08	SF3	34	64.4%	22	20	2	0:32	Dep-3M-54	3M	3M	MCO	D	54	12:40	SF3	34	57.3%	19	18	2	
Arr-3M-66	3M	3M	TPA	D		66	12:41	SF3	34	55.6%	19	17	2	0:39	Dep-3M-110	3M	3M	BIM	I	110	13:20	SF3	34	57.8%	20	18	2	
Arr-3M-53	3M	3M	EYW	D		53	13:10	SF3	34	64.4%	22	20	2	0:50	Dep-3M-80	3M	3M	TPA	D	80	14:00	SF3	34	59.9%	20	19	2	
Arr-3M-64	3M	3M	MCO	D		64	13:30	SF3	34	56.0%	19	18	2	0:35	Dep-3M-83	3M	3M	EYW	D	83	14:05	SF3	34	52.4%	18	16	1	
Arr-3M-84	3M	3M	ELH	I	N	84	13:45	SF3	34	80.4%	27	25	2	1:00	Dep-3M-102	3M	3M	TCB	I	102	14:45	SF3	34	66.5%	23	21	2	
Arr-3M-95	3M	3M	MHH	I	N	95	13:50	SF3	34	67.5%	23	21	2	0:55	Dep-3M-107	3M	3M	MHH	I	107	14:45	SF3	34	75.3%	26	24	2	
Arr-3M-94	3M	3M	TCB	I	N	94	14:32	SF3	34	61.1%	21	19	2	1:28	Dep-3M-127	3M	3M	JAX	D	127	16:00	SF3	34	64.7%	22	20	2	
Arr-3M-110	3M	3M	BIM	I	N	110	15:04	SF3	34	56.0%	19	18	2	1:26	Dep-3M-134	3M	3M	TLH	D	134	16:30	SF3	34	83.1%	28	26	2	
Arr-3M-114	3M	3M	GGT	I	N	114	15:52	SF3	34	68.8%	23	22	2	1:09	Dep-3M-117	3M	3M	FPO	I	117	17:01	SF3	34	43.7%	15	14	1	
Arr-3M-93	3M	3M	TPA	D		93	16:31	SF3	34	55.6%	19	17	2	0:42	Dep-3M-124	3M	3M	EYW	D	124	17:13	SF3	34	52.4%	18	16	1	
Arr-3M-124	3M	3M	JAX	D		124	16:33	SF3	34	66.6%	23	21	2	1:55	Dep-3M-96	3M	3M	TPA	D	96	18:28	SF3	34	59.9%	20	19	2	
Arr-3M-89	3M	3M	MCO	D		89	17:07	SF3	34	56.0%	19	18	2	1:26	Dep-3M-67	3M	3M	MCO	D	67	18:33	SF3	34	57.3%	19	18	2	
Arr-3M-102	3M	3M	TCB	I	N	102	17:27	SF3	34	61.1%	21	19	2	1:53	Dep-3M-103	3M	3M	JAX	D	103	19:20	SF3	34	64.7%	22	20	2	
Arr-3M-107	3M	3M	MHH	I	N	107	17:33	SF3	34	67.5%	23	21	2	2:00	Dep-3M-65	3M	3M	MCO	D	65	19:33	SF3	34	57.3%	19	18	2	
Arr-3M-122	3M	3M	EYW	D		122	17:52	SF3	34	64.4%	22	20	2	1:41	Dep-3M-108	3M	3M	FPO	I	108	19:33	SF3	34	43.7%	15	14	1	
Arr-3M-117	3M	3M	FPO	I	Y	117	19:03	SF3	34	39.7%	13	12	1	0:54	Dep-3M-92	3M	3M	TPA	D	92	19:57	SF3	34	59.9%	20	19	2	
Arr-3M-59	3M	3M	TPA	D		59	19:27	SF3	34	55.6%	19	17	2	0:48	Dep-3M-126	3M	3M	EYW	D	126	20:15	SF3	34	52.4%	18	16	1	
Arr-AA-1431	AA	AA	ORD	D		1431	23:55	738	150	83.0%	125	115	10	RON	Dep-AA-1162	AA	AA	ORD	D	1162	6:00	738	150	81.2%	122	112	10	
Arr-AA-1238	AA	AA	ORD	D		1238	9:42	738	150	83.0%	125	115	10	0:48	Dep-AA-1238	AA	AA	ORD	D	1238	10:30	738	150	81.2%	122	112	10	
Arr-AA-1246	AA	AA	ORD	D		1246	14:08	738	150	83.0%	125	115	10	0:47	Dep-AA-1246	AA	AA	ORD	D	1246	14:55	738	150	81.2%	122	112	10	
Arr-AA-1074	AA	AA	ORD	D		1074	18:59	738	150	83.0%	125	115	10	0:46	Dep-AA-1074	AA	AA	ORD	D	1074	19:45	738	150	81.2%	122	112	10	
Arr-AA-2277	AA	AA	PAP	I	N	2277	19:45	738	160	86.9%	139	128	11	RON	Dep-AA-1158	AA	AA	PAP	I	1158	6:15	738	160	83.3%	133	123	11	
Arr-AA-2402	AA	AA	DFW	D		2402	20:44	738	160	75.2%	120	111	10	RON	Dep-AA-2471	AA	AA	DFW	D	2471	7:39	738	160	80.1%	128	118	10	
Arr-AA-1687	AA	AA	ORD	D		1687	20:51	738	160	83.0%	133	122	11	RON	Dep-AA-1168	AA	AA	ORD	D	1168	8:15	738	160	81.2%	130	120	10	
Arr-AA-2268	AA	AA	DFW	D		2268	23:22	738	160	75.2%	120	111	10	RON	Dep-AA-1503	AA	AA	DFW	D	1503	8:59	738	160	80.1%	128	118	10	
Arr-AA-1630	AA	AA	DFW	D		1630	10:02	738	160	75.2%	120	111	10	0:47	Dep-AA-2245	AA	AA	DFW	D	2245	10:49	738	160	80.1%	128	118	10	
Arr-AA-1463	AA	AA	ORD	D		1463	11:09	738	160	83.0%	133	122	11	0:46	Dep-AA-1463	AA	AA	ORD	D	1463	11:55	738	160	81.2%	130	120	10	
Arr-AA-2407	AA	AA	DFW	D		2407	12:04	738	160	75.2%	120	111	10	0:46	Dep-AA-2407	AA	AA	DFW	D	2407	12:50	738	160	80.1%	128	118	10	
Arr-AA-1158	AA	AA	PAP	I	N	1158	11:25	738	160	86.9%	139	128	11	3:00	Dep-AA-2277	AA	AA	PAP	I	2277	14:25	738	160	83.3%	133	123	11	
Arr-AA-1511	AA	AA	DFW	D		1511	13:59	738	160	75.2%	120	111	10	0:47	Dep-AA-1511	AA	AA	DFW	D	1511	14:46	738	160	80.1%	128	118	10	
Arr-AA-371	AA	AA	DFW	D		371	16:03	738	160	75.2%	120	111	10	0:46	Dep-AA-371	AA	AA	DFW	D	371	16:49	738	160	80.1%	128	118	10	
Arr-AA-1198	AA	AA	DFW	D		1198	18:06	738	160	75.2%	120	111	10	0:47	Dep-AA-1198	AA	AA	DFW	D	1198	18:53	738	160	80.1%	128	118	10	
Arr-DL-3500	DL	9E	RDU	D		3500	11:57	CR9	76	87.8%	67	61	5	0:35	Dep-DL-3514	DL	9E	RDU	D	3514	12:32	CR9	76	82.9%	63	58	5	
Arr-DL-2600	DL	DL	JFK	D		2600	12:33	738	160	77.7%	124	114	10	0:42	Dep-DL-788	DL	DL	JFK	D	788	13:15	738	160	75.2%	120	111	10	
Arr-DL-21	DL	DL	DTW	D		21	23:29	739	180	81.3%	146	135	12	RON	Dep-DL-1904	DL	DL	DTW	D	1904	8:00	739	180	87.1%	157	144	13	
Arr-DL-1604	DL	DL	DTW	D		1604	10:28	739	180	81.3%	146	135	12	0:55	Dep-DL-1604	DL	DL	DTW	D	1604	11:23	739	180	87.1%	157	144	13	
Arr-DL-2555	DL	DL	DTW	D		2555	15:04	739	180	81.3%	146	135	12	0:55	Dep-DL-2555	DL	DL	DTW	D	2555	15:59	739	180	87.1%	157	144	13	
Arr-DL-1704	DL	DL	DTW	D		1704	16:48	739	180	81.3%	146	135	12	0:55	Dep-DL-1704	DL	DL	DTW	D	1704	17:43	739	180	87.1%	157	144	13	
Arr-DL-1611	DL	DL	MSP	D		1611	23:55	757	184	85.0%	156	144	13	RON	Dep-DL-1927	DL	DL	ATL	D	1927	7:45	757	180	89.8%	162	149	13	
Arr-DL-2327	DL	DL	ATL	D		2327	20:52	757	180	90.1%	162	149	13	RON	Dep-DL-2242	DL	DL	DTW	D	2242	9:45	757	180	90.6%	163	150	13	
Arr-DL-2226	DL	DL	ATL	D		2226	9:50	757	180	90.1%	162	149	13	0:55	Dep-DL-2226	DL	DL	ATL	D	2226	10:45	757	180	89.8%	162	149	13	
Arr-DL-1827	DL	DL	ATL	D		1827	12:54</																					

2015 PMAD Flight Schedule

A_CODE	A_MCAR	A_OCAR	A_ORG	A_D/I	A_PRE	A_FLT#	A_TIME	A_EQP	A_SEATS	A_LF	A_PAX	A_O&D	A_CNK	G_TIME	D_CODE	D_MCAR	D_OCAR	D_DST	D_D/I	D_FLT#	D_TIME	D_EQP	D_SEATS	D_LF	D_PAX	D_O&D	D_CNK	
Arr-DL-1608	DL	DL	MSP	D		1608	12:02	757	182	85.0%	155	142	12	0:58	Dep-DL-1608	DL	DL	MSP	D	1608	13:00	757	182	86.0%	157	144	13	
Arr-DL-2446	DL	DL	ATL	D		2446	13:48	757	182	90.1%	164	151	13	0:57	Dep-DL-2446	DL	DL	ATL	D	2446	14:45	757	182	89.8%	163	150	13	
Arr-DL-1103	DL	DL	MSP	D		1103	14:36	757	182	85.0%	155	142	12	0:55	Dep-DL-1103	DL	DL	MSP	D	1103	15:31	757	182	86.0%	157	144	13	
Arr-DL-1826	DL	DL	ATL	D		1826	14:53	757	182	90.1%	164	151	13	0:52	Dep-DL-1826	DL	DL	ATL	D	1826	15:45	757	182	89.8%	163	150	13	
Arr-DL-1726	DL	DL	ATL	D		1726	16:00	757	182	90.1%	164	151	13	0:50	Dep-DL-1726	DL	DL	ATL	D	1726	16:50	757	182	89.8%	163	150	13	
Arr-DL-1615	DL	DL	ATL	D		1615	16:55	757	182	90.1%	164	151	13	0:50	Dep-DL-1615	DL	DL	ATL	D	1615	17:45	757	182	89.8%	163	150	13	
Arr-DL-1973	DL	DL	DTW	D		1973	20:40	757	184	90.4%	166	153	13	RON	Dep-DL-2027	DL	DL	MSP	D	2027	7:25	757	184	86.0%	158	146	13	
Arr-DL-1804	DL	DL	DTW	D		1804	12:57	757	184	90.4%	166	153	13	0:50	Dep-DL-1804	DL	DL	DTW	D	1804	13:47	757	184	90.6%	167	153	13	
Arr-DL-1238	DL	DL	ATL	D		1238	19:03	757	184	90.1%	166	153	13	0:52	Dep-DL-1238	DL	DL	ATL	D	1238	19:55	757	184	89.8%	165	152	13	
Arr-DL-1427	DL	DL	ATL	D		1427	23:32	763	261	84.4%	220	203	18	RON	Dep-DL-827	DL	DL	ATL	D	827	6:45	763	261	78.0%	204	187	16	
Arr-DL-2455	DL	DL	LGA	D		2455	20:29	M88	149	77.3%	115	106	9	RON	Dep-DL-1498	DL	DL	LGA	D	1498	7:15	M88	149	82.5%	123	113	10	
Arr-DL-2577	DL	DL	JFK	D		2577	22:38	M88	149	65.7%	98	90	8	RON	Dep-DL-2185	DL	DL	JFK	D	2185	8:00	M88	149	70.5%	105	97	8	
Arr-DL-1702	DL	DL	LGA	D		1702	22:53	M88	149	77.3%	115	106	9	RON	Dep-DL-2622	DL	DL	LGA	D	2622	9:00	M88	149	82.5%	123	113	10	
Arr-DL-2123	DL	DL	JFK	D		2123	10:12	M88	149	65.7%	98	90	8	0:48	Dep-DL-2092	DL	DL	LGA	D	2092	11:00	M88	149	82.5%	123	113	10	
Arr-DL-1879	DL	DL	LGA	D		1879	10:19	M88	149	77.3%	115	106	9	1:11	Dep-DL-2221	DL	DL	JFK	D	2221	11:30	M88	149	70.5%	105	97	8	
Arr-DL-2527	DL	DL	CVG	D		2527	12:01	M88	149	90.1%	134	123	11	0:40	Dep-DL-2527	DL	DL	CVG	D	2527	12:41	M88	149	92.2%	137	126	11	
Arr-DL-1288	DL	DL	LGA	D		1288	12:23	M88	149	77.3%	115	106	9	0:47	Dep-DL-840	DL	DL	LGA	D	840	13:10	M88	149	82.5%	123	113	10	
Arr-DL-408	DL	DL	JFK	D		408	14:15	M88	149	65.7%	98	90	8	0:45	Dep-DL-476	DL	DL	JFK	D	476	15:00	M88	149	70.5%	105	97	8	
Arr-DL-1131	DL	DL	LGA	D		1131	14:35	M88	149	77.3%	115	106	9	0:40	Dep-DL-1444	DL	DL	LGA	D	1444	15:15	M88	149	82.5%	123	113	10	
Arr-DL-1514	DL	DL	LGA	D		1514	18:20	M88	149	77.3%	115	106	9	0:40	Dep-DL-828	DL	DL	LGA	D	828	19:00	M88	149	82.5%	123	113	10	
Arr-DL-2547	DL	DL	JFK	D		2547	19:31	M88	149	65.7%	98	90	8	0:52	Dep-DL-2659	DL	DL	JFK	D	2659	20:23	M88	149	70.5%	105	97	8	
Arr-UA-597	UA	UA	ORD	D		597	0:54	320	150	94.4%	142	142	0	6:36	Dep-UA-482	UA	UA	EWR	D	482	7:30	320	150	80.3%	120	111	10	
Arr-UA-408	UA	UA	EWR	D		408	9:11	320	150	81.4%	122	112	10	0:45	Dep-UA-485	UA	UA	EWR	D	485	9:56	320	150	80.3%	120	111	10	
Arr-UA-321	UA	UA	EWR	D		321	17:41	320	150	81.4%	122	112	10	0:45	Dep-UA-336	UA	UA	IAH	D	336	18:26	320	150	85.0%	127	117	10	
Arr-UA-765	UA	UA	ORD	D		765	23:22	320	150	94.4%	142	130	11	0:37	Next Day						23:59						0	0
Arr-UA-545	UA	UA	IAH	D		545	0:08	320	150	86.7%	130	130	0	5:57	Dep-UA-1428	UA	UA	EWR	D	1428	6:05	738	154	84.0%	129	119	10	0
Arr-UA-1568	UA	UA	SFO	D		1568	7:01	738	154	88.3%	136	125	11	1:31	Dep-UA-1735	UA	UA	SFO	D	1735	8:32	738	154	83.9%	129	119	10	0
Arr-UA-1058	UA	UA	ORD	D		1058	10:26	738	154	75.5%	116	107	9	0:48	Dep-UA-1140	UA	UA	CLE	D	1140	11:14	738	154	84.4%	130	120	10	0
Arr-UA-1696	UA	UA	IAH	D		1696	11:09	738	154	81.1%	125	115	10	0:45	Dep-UA-1425	UA	UA	IAH	D	1425	11:54	738	154	76.8%	118	109	9	0
Arr-UA-1170	UA	UA	EWR	D		1170	13:05	738	154	79.4%	122	113	10	0:50	Dep-UA-1701	UA	UA	EWR	D	1701	13:55	738	154	84.0%	129	119	10	0
Arr-UA-1701	UA	UA	EWR	D		1701	11:06	738	166	79.4%	132	121	11	1:00	Dep-UA-1026	UA	UA	EWR	D	1026	12:06	738	166	84.0%	139	128	11	0
Arr-UA-1157	UA	UA	DEN	D		1157	13:56	738	166	76.4%	127	117	10	0:49	Dep-UA-1543	UA	UA	ORD	D	1543	14:45	738	166	64.3%	107	98	9	0
Arr-UA-1237	UA	UA	IAH	D		1237	14:03	738	166	81.1%	135	124	11	0:45	Dep-UA-1502	UA	UA	IAH	D	1502	14:48	738	166	76.8%	127	117	10	0
Arr-UA-1238	UA	UA	IAH	D		1238	16:24	738	166	81.1%	135	124	11	0:56	Dep-UA-1157	UA	UA	EWR	D	1157	17:20	738	166	84.0%	139	128	11	0
Arr-UA-1225	UA	UA	EWR	D		1225	19:15	738	166	79.4%	132	121	11	0:54	Dep-UA-1436	UA	UA	ORD	D	1436	20:09	738	166	64.3%	107	98	9	0
Arr-UA-1153	UA	UA	EWR	D		1153	22:38	739	167	76.8%	128	118	10	RON	Dep-UA-1758	UA	UA	DEN	D	1758	7:44	739	167	88.6%	148	136	12	0
Arr-UA-1682	UA	UA	EWR	D		1682	0:10	739	179	76.8%	137	137	0	6:15	Dep-UA-1649	UA	UA	IAH	D	1649	6:25	739	179	77.7%	139	128	11	0
Arr-UA-1026	UA	UA	CLE	D		1026	11:23	739	167	84.6%	141	130	11	0:55	Dep-UA-1290	UA	UA	ORD	D	1290	12:18	739	179	77.4%	139	128	11	0
Arr-UA-1076	UA	UA	ORD	D		1076	17:40	739	167	80.7%	135	124	11	0:50	Dep-UA-1571	UA	UA	DEN	D	1571	18:30	739	167	88.6%	148	136	12	0
Arr-UA-1267	UA	UA	IAH	D		1267	19:09	739	179	80.8%	145	133	12	0:50	Dep-UA-1112	UA	UA	EWR	D	1112	19:59	739	179	80.0%	143	132	11	0
Arr-UA-1638	UA	UA	DEN	D		1638	23:29	739	167	86.1%	144	132	12	0:30	Next Day						23:59						0	0
Prior Day							0:00							7:51	Dep-UA-1429	UA	UA	IAH	D	1429	7:51	739	179	77.7%	139	128	11	0
Prior Day							0:00							8:27	Dep-UA-1291	UA	UA	ORD	D	1291	8:27	739	179	77.4%	139	128	11	0
Arr-AA-1723	AA	US	CLT	D		1723	21:54	319	124	88.6%	110	101	9	RON	Dep-AA-1906	AA	US	CLT	D	1906	5:00	319	124	84.0%	104	96	8	0
Arr-AA-1786	AA	US	PHL	D		1786	23:32	319	124	79.4%	98	91	8	RON	Dep-AA-1792	AA	US	PHL	D	1792	6:00	319	124	68.4%	85	78	7	0
Arr-AA-537	AA	US	DCA	D		537	0:55	319	124	82.8%	103	103	0	6:05	Dep-AA-1882	AA	US	DCA	D	1882	7:00	319	124	83.2%	103	95	8	0
Arr-AA-1992	AA	US	DCA	D		1992	11:23	319	124	82.8%	103	95	8	0:35	Dep-AA-1992	AA	US	DCA	D	1992	11:58	319	124	83.2%	103	95	8	0
Arr-AA-1974	AA	US	DCA	D		1974	17:41	319	124	82.8%	103	95	8	0:59	Dep-AA-1974	AA	US	DCA	D	1974	18:40	319	124	83.2%	103	95	8	0
Arr-AA-1947	AA	US	DCA	D		1947	19:59	319	124	82.8%	103	95	8	0:36	Dep-AA-540	AA	US	DCA	D	540	20:35	319	124	83.2%	103	95	8	0
Arr-AA-2005	AA	US	CLT	D		2005	20:06	320	150	86.4%	130	119	10	RON	Dep-AA-713	AA	US	CLT	D	713	6:25	320	150	83.5%	125	115	10	0
Arr-AA-553	AA	US	PHX	D		553	23:22	320	150	88.6%	133	122	11	RON	Dep-AA-435	AA	US	PHX	D	435	6:55	320	150	89.8%	135	124	11	0
Arr-AA-1717	AA	US	CLT	D		1717	0:03	320	150	86.4%	130	130	0	8:07	Dep-AA-660	AA	US	CLT	D	660	8:10	320	150	83.5%	125	115	10	0
Arr-AA-2001	AA	US	PHL	D		2001	13:11	320	150	89.9%	135	124	11	0:49	Dep-AA-1790	AA	US	PHL	D	1790	14:00	320	150	85.2%	128	118	10	0
Arr-AA-1887	AA	US	PHL	D		1887	14:43	320	150	89.9%	135	124	11	0:57	Dep-AA-1888	AA	US	PHL	D	1888	15:40	320	150	85.2%	128	118	10	0
Arr-AA-1760	AA	US	CLT	D		1760	16:34	320	150	86.4%	130	119	10	0:46	Dep-AA-1861	AA	US	CLT	D	1861	17:20	320						

2015 PMAD Flight Schedule

A_CODE	A_MCAR	A_OCAR	A_ORG	A_D/I	A_PRE	A_FLT#	A_TIME	A_EOP	A_SEATS	A_LF	A_PAX	A_O&D	A_CNX	G_TIME	D_CODE	D_MCAR	D_OCAR	D_DST	D_D/I	D_FLT#	D_TIME	D_EOP	D_SEATS	D_LF	D_PAX	D_O&D	D_CNX
Arr-AA-1709	AA	US	CLT	D		1709	12:00	321	187	84.7%	158	146	13	0:59	Dep-AA-626	AA	US	CLT	D	626	12:59	321	187	89.5%	167	154	13
Arr-AA-1961	AA	US	CLT	D		1961	13:57	321	187	84.7%	158	146	13	0:58	Dep-AA-1711	AA	US	CLT	D	1711	14:55	321	187	89.5%	167	154	13
Arr-AA-635	AA	US	PHX	D		635	16:04	321	187	95.0%	178	163	14	0:56	Dep-AA-547	AA	US	PHX	D	547	17:00	321	187	90.5%	169	156	14
Arr-VX-338	VX	VX	LAX	D		338	5:45	320	146	94.2%	138	127	11	1:15	Dep-VX-321	VX	VX	LAX	D	321	7:00	320	146	89.1%	130	120	10
Arr-VX-334	VX	VX	LAX	D		334	18:00	320	146	94.2%	138	127	11	0:55	Dep-VX-337	VX	VX	LAX	D	337	18:55	320	146	89.1%	130	120	10
Arr-VX-330	VX	VX	LAX	D		330	21:10	320	149	94.2%	140	129	11	RON	Dep-VX-345	VX	VX	SFO	D	345	8:35	320	149	87.8%	131	120	10
Arr-VX-346	VX	VX	SFO	D		346	7:20	320	149	91.2%	136	125	11	1:50	Dep-VX-500	VX	VX	JFK	D	500	9:10	320	149	81.9%	122	112	10
Arr-VX-501	VX	VX	JFK	D		501	11:05	320	149	85.3%	127	117	10	0:55	Dep-VX-327	VX	VX	LAX	D	327	12:00	320	149	89.1%	133	122	11
Arr-VX-340	VX	VX	SFO	D		340	16:40	320	149	91.2%	136	125	11	0:55	Dep-VX-347	VX	VX	SFO	D	347	17:35	320	149	87.8%	131	120	10
Arr-AS-38	AS	AS	SEA	D		38	17:21	73H	163	96.2%	157	144	13	1:14	Dep-AS-35	AS	AS	SEA	D	35	18:35	73H	163	92.8%	151	139	12
Arr-F9-1084	F9	F9	CLE	D		1084	8:55	319	138	92.0%	127	117	10	0:40	Dep-F9-1085	F9	F9	CLE	D	1085	9:35	319	138	89.0%	123	113	10
Arr-F9-903	F9	F9	TIN	D		903	17:05	319	138	94.7%	131	120	10	0:40	Dep-F9-904	F9	F9	TIN	D	904	17:45	319	138	90.6%	125	115	10
Arr-F9-1098	F9	F9	IAD	D		1098	18:40	320	168	83.8%	141	130	11	0:40	Dep-F9-1099	F9	F9	IAD	D	1099	19:20	320	168	85.0%	143	131	11
Arr-G4-921	G4	G4	SYR	D		921	21:25	320	177	91.3%	162	162	0	RON	Dep-G4-906	G4	G4	CVG	D	906	8:20	320	177	89.1%	158	158	0
Arr-G4-919	G4	G4	LCK	D		919	22:25	320	177	91.4%	162	162	0	RON	Dep-G4-916	G4	G4	AVL	D	916	10:13	320	177	88.8%	157	157	0
Arr-G4-907	G4	G4	CVG	D		907	13:55	320	177	95.8%	170	170	0	0:50	Dep-G4-920	G4	G4	SYR	D	920	14:45	320	177	86.6%	164	164	0
Arr-G4-917	G4	G4	AVL	D		917	14:55	320	177	91.0%	161	161	0	1:40	Dep-G4-918	G4	G4	LCK	D	918	16:35	320	177	73.6%	130	130	0
Arr-AC-1220	AC	AC	YOW	I	Y	1220	19:01	E90	97	82.5%	80	74	6	0:44	Dep-AC-1221	AC	AC	YOW	I	1221	19:45	E90	97	89.9%	87	80	7
Arr-AC-908	AC	AC	YYZ	I	Y	908	20:44	319	120	74.4%	89	82	7	0:56	Dep-AC-909	AC	AC	YYZ	I	909	21:40	319	120	95.8%	115	106	9
Arr-AC-934	AC	AC	YYZ	I	Y	934	0:24	320	146	69.8%	102	102	0	6:26	Dep-AC-935	AC	AC	YYZ	I	935	6:50	320	146	78.7%	115	106	9
Arr-AC-1224	AC	AC	YYZ	I	Y	1224	9:54	320	146	69.8%	102	94	8	0:56	Dep-AC-981	AC	AC	YUL	I	981	10:50	320	146	95.7%	140	129	11
Arr-AC-932	AC	AC	YUL	I	Y	932	17:35	320	146	87.5%	128	118	10	0:50	Dep-AC-933	AC	AC	YUL	I	933	18:25	320	146	95.7%	140	129	11
Arr-AC-982	AC	AC	YUL	I	Y	982	19:55	320	146	87.5%	128	118	10	0:40	Dep-AC-983	AC	AC	YYZ	I	983	20:35	320	146	78.7%	115	106	9
Arr-AC-1222	AC	AC	YUL	I	Y	1222	23:55	321	183	82.7%	151	139	12	RON	Dep-AC-1223	AC	AC	YUL	I	1223	6:25	321	183	95.1%	174	160	14
Arr-AC-980	AC	AC	YYZ	I	Y	980	10:54	321	183	79.5%	145	134	12	0:56	Dep-AC-925	AC	AC	YUL	I	925	11:50	321	183	95.1%	174	160	14
Arr-AC-924	AC	AC	YUL	I	Y	924	10:55	321	183	82.7%	151	139	12	0:55	Dep-AC-1225	AC	AC	YYZ	I	1225	11:50	321	183	86.8%	159	146	13
Arr-AC-938	AC	AC	YYZ	I	Y	938	14:09	321	183	79.5%	145	134	12	0:56	Dep-AC-929	AC	AC	YUL	I	929	15:05	321	183	95.1%	174	160	14
Arr-AC-928	AC	AC	YUL	I	Y	928	14:50	321	183	82.7%	151	139	12	0:55	Dep-AC-939	AC	AC	YYZ	I	939	15:45	321	183	86.8%	159	146	13
Arr-AC-900	AC	AC	YYZ	I	Y	900	18:54	321	183	79.5%	145	134	12	0:56	Dep-AC-901	AC	AC	YYZ	I	901	19:50	321	183	86.8%	159	146	13
Arr-AC-926	AC	AC	YUL	I	Y	926	20:20	321	183	82.7%	151	139	12	0:55	Dep-AC-927	AC	AC	YUL	I	927	21:15	321	183	95.1%	174	160	14
Arr-AD-8704	AD	AD	VCP	I	N	8704	6:00	332	272	88.2%	240	221	19	13:45	Dep-AD-8705	AD	AD	VCP	I	8705	19:45	332	272	89.8%	244	225	20
Arr-AV-36	AV	AV	BOG	I	N	36	14:45	320	150	93.2%	140	129	11	2:15	Dep-AV-37	AV	AV	BOG	I	37	17:00	320	150	78.7%	118	109	9
Arr-BW-31	BW	BW	KIN	I	N	31	9:15	738	154	77.8%	120	110	10	1:45	Dep-BW-30	BW	BW	MBJ	I	30	11:00	738	154	71.9%	111	102	9
Arr-BW-39	BW	BW	MBJ	I	N	39	15:40	738	154	71.5%	110	101	9	1:45	Dep-BW-36	BW	BW	KIN	I	36	17:25	738	154	72.1%	111	102	9
Arr-BW-480	BW	BW	POS	I	N	480	16:30	738	154	72.6%	112	103	9	1:30	Dep-BW-481	BW	BW	POS	I	481	18:00	738	154	62.4%	96	88	8
Arr-CM-265	CM	CM	PTY	I	N	265	15:49	73G	124	76.7%	95	87	8	1:55	Dep-CM-266	CM	CM	PTY	I	266	17:44	73G	124	71.5%	89	82	7
Arr-DY-7031	DY	DY	OSL	I	OSSIBL	7031	20:00	788	291	93.2%	271	250	22	2:00	Dep-DY-7032	DY	DY	OSL	I	7032	22:00	788	291	95.2%	277	255	22
Arr-DY-7045	DY	DY	LGW	I	N	7045	21:00	788	291	95.3%	277	255	22	2:55	Dep-DY-7046	DY	DY	LGW	I	7046	23:55	788	291	94.0%	274	252	22
Arr-EQ-562	EQ	EQ	UIO	I	N	562	7:30	320	149	85.0%	127	116	10	1:30	Dep-EQ-563	EQ	EQ	UIO	I	563	9:00	320	149	84.8%	126	116	10
Arr-Q7-9560	Q7	Q7	MHH	I	N	9560	12:00	SF3	33	67.5%	22	20	2	0:30	Dep-Q7-9561	Q7	Q7	MHH	I	9561	12:30	SF3	33	75.3%	25	23	2
Arr-Q7-9402	Q7	Q7	BIM	I	N	9402	15:40	SF3	33	56.0%	18	17	1	0:20	Dep-Q7-9403	Q7	Q7	BIM	I	9403	16:00	SF3	33	57.8%	19	18	2
Arr-TS-1570	TS	C6	YYZ	I	Y	1570	11:00	738	169	81.3%	137	126	11	1:00	Dep-TS-1571	TS	C6	YYZ	I	1571	12:00	738	169	79.1%	134	123	11
Arr-TS-944	TS	TS	YUL	I	Y	944	10:20	738	169	92.6%	156	144	13	1:00	Dep-TS-945	TS	TS	YUL	I	945	11:20	738	169	96.7%	163	150	13
Arr-UP-201	UP	UP	NAS	I	Y	201	11:10	737	120	60.4%	72	67	6	0:45	Dep-UP-202	UP	UP	NAS	I	202	11:55	737	120	63.5%	76	70	6
Arr-UP-205	UP	UP	NAS	I	Y	205	16:40	737	120	60.4%	72	67	6	0:45	Dep-UP-206	UP	UP	NAS	I	206	17:25	737	120	63.5%	76	70	6
Arr-UP-207	UP	UP	NAS	I	Y	207	19:25	737	120	60.4%	72	67	6	1:05	Dep-UP-208	UP	UP	NAS	I	208	20:30	737	120	63.5%	76	70	6
Arr-UP-141	UP	UP	FPO	I	Y	141	9:25	DH8	50	88.2%	44	41	4	0:35	Dep-UP-142	UP	UP	FPO	I	142	10:00	DH8	50	81.7%	41	38	3
Arr-UP-101	UP	UP	FPO	I	Y	101	18:10	DH8	50	88.2%	44	41	4	0:30	Dep-UP-102	UP	UP	FPO	I	102	18:40	DH8	50	81.7%	41	38	3
Arr-WS-1054	WS	WS	YUL	I	Y</																						



2015 PMAD Flight Schedule

A_CODE	A_MCAR	A_OCAR	A_ORG	A_D/I	A_PRE	A_FLT#	A_TIME	A_EQP	A_SEATS	A_LF	A_PAX	A_O&D	A_CNK	G_TIME	D_CODE	D_MCAR	D_OCAR	D_DST	D_D/I	D_FLT#	D_TIME	D_EQP	D_SEATS	D_LF	D_PAX	D_O&D	D_CNK
Arr-B6-1201	B6	B6	JFK	D		1201	23:15	320	150	82.5%	124	124	0	RON	Dep-B6-1509	B6	B6	PAP	I	1509	6:38	320	150	82.8%	124	106	19
Arr-B6-2105	B6	B6	EWR	D		2105	0:12	320	150	77.8%	117	117	0	6:27	Dep-B6-1675	B6	B6	KIN	I	1675	6:39	320	150	72.7%	109	93	16
Arr-B6-1371	B6	B6	LGA	D		1371	0:22	320	150	83.3%	125	125	0	6:38	Dep-B6-1021	B6	B6	POS	I	1021	7:00	320	150	51.7%	78	66	12
Arr-B6-1901	B6	B6	JFK	D		1901	1:05	320	150	82.5%	124	124	0	6:10	Dep-B6-972	B6	B6	LGA	D	972	7:15	320	150	84.9%	127	108	19
Arr-B6-8	B6	B6	LAS	D		8	6:04	320	150	89.5%	134	114	20	1:46	Dep-B6-1557	B6	B6	BOG	I	1557	7:50	320	150	78.8%	118	100	18
Arr-B6-100	B6	B6	LAX	D		100	6:28	320	150	92.4%	139	118	21	1:38	Dep-B6-577	B6	B6	SFO	D	577	8:06	320	150	86.4%	130	110	19
Arr-B6-1824	B6	B6	LIM	I	N	1824	6:36	320	150	90.8%	136	116	20	1:34	Dep-B6-2	B6	B6	JFK	D	2	8:10	320	150	85.0%	128	108	19
Arr-B6-278	B6	B6	SFO	D		278	6:55	320	150	87.1%	131	111	20	1:15	Dep-B6-470	B6	B6	BOS	D	470	8:10	320	150	92.1%	138	117	21
Arr-B6-1554	B6	B6	SJU	D		1554	7:19	320	150	86.6%	130	110	19	1:31	Dep-B6-1049	B6	B6	SDQ	I	1049	8:50	320	150	84.7%	127	108	19
Arr-B6-605	B6	B6	EWR	D		605	8:56	320	150	77.8%	117	99	18	0:47	Dep-B6-306	B6	B6	EWR	D	306	9:43	320	150	82.2%	123	105	18
Arr-B6-371	B6	B6	LGA	D		371	8:57	320	150	83.3%	125	106	19	0:48	Dep-B6-1572	B6	B6	LGA	D	1572	9:45	320	150	84.9%	127	108	19
Arr-B6-954	B6	B6	SJU	D		954	9:05	320	150	86.6%	130	110	19	1:11	Dep-B6-39	B6	B6	SJO	I	39	10:16	320	150	90.8%	136	116	20
Arr-B6-601	B6	B6	JFK	D		601	9:09	320	150	82.5%	124	105	19	1:22	Dep-B6-460	B6	B6	BDL	D	460	10:31	320	150	92.9%	139	118	21
Arr-B6-269	B6	B6	BOS	D		269	9:31	320	150	90.2%	135	115	20	1:48	Dep-B6-173	B6	B6	PUJ	I	173	11:19	320	150	86.3%	129	110	19
Arr-B6-2007	B6	B6	PIT	D		2007	10:08	320	150	79.9%	120	102	18	1:22	Dep-B6-701	B6	B6	LAX	D	701	11:30	320	150	89.4%	134	114	20
Arr-B6-959	B6	B6	BDL	D		959	10:32	320	150	91.9%	138	117	21	2:03	Dep-B6-1703	B6	B6	CTG	I	1703	12:35	320	150	74.2%	111	95	17
Arr-B6-40	B6	B6	MDE	I	N	40	11:01	320	150	82.2%	123	105	18	1:46	Dep-B6-1453	B6	B6	SJU	D	1453	12:47	320	150	92.4%	139	118	21
Arr-B6-569	B6	B6	BOS	D		569	12:01	320	150	90.2%	135	115	20	0:48	Dep-B6-570	B6	B6	BOS	D	570	12:49	320	150	92.1%	138	117	21
Arr-B6-1701	B6	B6	JFK	D		1701	12:00	320	150	82.5%	124	105	19	0:52	Dep-B6-1272	B6	B6	LGA	D	1272	12:52	320	150	84.9%	127	108	19
Arr-B6-1676	B6	B6	KIN	I	N	1676	11:20	320	150	72.9%	109	93	16	1:59	Dep-B6-1795	B6	B6	CUN	I	1795	13:19	320	150	83.1%	125	106	19
Arr-B6-5	B6	B6	EWR	D		5	12:46	320	150	77.8%	117	99	18	0:46	Dep-B6-1196	B6	B6	PVD	D	1196	13:32	320	150	94.7%	142	121	21
Arr-B6-271	B6	B6	LGA	D		271	13:02	320	150	83.3%	125	106	19	0:53	Dep-B6-506	B6	B6	EWR	D	506	13:55	320	150	82.2%	123	105	18
Arr-B6-1510	B6	B6	PAP	I	N	1510	11:48	320	150	78.1%	117	100	18	3:22	Dep-B6-1202	B6	B6	JFK	D	1202	15:10	320	150	85.0%	128	108	19
Arr-B6-2169	B6	B6	BOS	D		2169	13:09	320	150	90.2%	135	115	20	2:09	Dep-B6-2315	B6	B6	MBJ	I	2315	15:18	320	150	71.6%	107	91	16
Arr-B6-971	B6	B6	LGA	D		971	14:03	320	150	83.3%	125	106	19	1:55	Dep-B6-511	B6	B6	AUS	D	511	15:58	320	150	86.8%	130	111	20
Arr-B6-512	B6	B6	AUS	D		512	15:08	320	150	87.4%	131	111	20	0:52	Dep-B6-41	B6	B6	MDE	I	41	16:00	320	150	62.6%	94	80	14
Arr-B6-1048	B6	B6	SDQ	I	N	1048	14:28	320	150	91.6%	137	117	21	2:56	Dep-B6-2008	B6	B6	PIT	D	2008	17:24	320	150	82.3%	123	105	19
Arr-B6-205	B6	B6	EWR	D		205	16:28	320	150	77.8%	117	99	18	1:01	Dep-B6-1553	B6	B6	SJU	D	1553	17:29	320	150	92.4%	139	118	21
Arr-B6-1020	B6	B6	POS	I	N	1020	15:53	320	150	74.9%	112	96	17	1:38	Dep-B6-6	B6	B6	EWR	D	6	17:31	320	150	82.2%	123	105	18
Arr-B6-1558	B6	B6	BOG	I	N	1558	16:20	320	150	94.2%	141	120	21	1:31	Dep-B6-1825	B6	B6	LIM	I	1825	17:51	320	150	87.7%	132	112	20
Arr-B6-2316	B6	B6	MBJ	I	N	2316	16:45	320	150	86.0%	129	110	19	1:31	Dep-B6-277	B6	B6	SFO	D	277	18:16	320	150	86.4%	130	110	19
Arr-B6-301	B6	B6	JFK	D		301	17:45	320	150	82.5%	124	105	19	0:46	Dep-B6-672	B6	B6	LGA	D	672	18:31	320	150	84.9%	127	108	19
Arr-B6-38	B6	B6	SJO	I	N	38	17:01	320	150	93.9%	141	120	21	1:31	Dep-B6-1070	B6	B6	BOS	D	1070	18:32	320	150	92.1%	138	117	21
Arr-B6-174	B6	B6	PUJ	I	OSSIBL	174	17:27	320	150	86.3%	129	110	19	1:27	Dep-B6-101	B6	B6	LAX	D	101	18:54	320	150	89.4%	134	114	20
Arr-B6-1171	B6	B6	LGA	D		1171	17:54	320	150	83.3%	125	106	19	1:06	Dep-B6-7	B6	B6	LAS	D	7	19:00	320	150	84.2%	126	107	19
Arr-B6-69	B6	B6	BOS	D		69	18:30	320	150	90.2%	135	115	20	0:46	Dep-B6-814	B6	B6	HPN	D	814	19:16	320	150	94.4%	142	120	21
Arr-B6-813	B6	B6	HPN	D		813	18:33	320	150	93.5%	140	119	21	0:47	Dep-B6-1253	B6	B6	SJU	D	1253	19:20	320	150	92.4%	139	118	21
Arr-B6-1801	B6	B6	JFK	D		1801	19:13	320	150	82.5%	124	105	19	0:46	Dep-B6-302	B6	B6	JFK	D	302	19:59	320	150	85.0%	128	108	19
Arr-B6-1796	B6	B6	CUN	I	N	1796	18:31	320	150	86.9%	130	111	20	1:31	Dep-B6-2170	B6	B6	BOS	D	2170	20:02	320	150	92.1%	138	117	21
Arr-B6-305	B6	B6	EWR	D		305	19:19	320	150	77.8%	117	99	18	0:49	Dep-B6-1472	B6	B6	LGA	D	1472	20:08	320	150	84.9%	127	108	19
Arr-B6-1459	B6	B6	BDL	D		1459	19:43	320	150	91.9%	138	117	21	0:47	Dep-B6-1680	B6	B6	DCA	D	1680	20:30	320	150	74.9%	112	95	17
Arr-B6-1704	B6	B6	CTG	I	N	1704	19:17	320	150	81.6%	122	104	18	1:31	Dep-B6-1460	B6	B6	BDL	D	1460	20:48	320	150	92.9%	139	118	21
Arr-B6-1197	B6	B6	PVD	D		1197	20:29	320	150	88.7%	133	113	20	0:48	Dep-B6-706	B6	B6	EWR	D	706	21:17	320	150	82.2%	123	105	18
Arr-B6-1969	B6	B6	BOS	D		1969	21:01	320	150	90.2%	135	115	20	0:46	Dep-B6-1970	B6	B6	BOS	D	1970	21:47	320	150	92.1%	138	117	21
Arr-B6-1579	B6	B6	DCA	D		1579	21:37	320	150	81.1%	122	103	18	0:53	Dep-B6-1602	B6	B6	JFK	D	1602	22:30	320	150	85.0%	128	108	19
Arr-B6-901	B6	B6	JFK	D		901	10:55	321	190	84.2%	160	136	24	1:00	Dep-B6-1002	B6	B6	JFK	D	1002	11:55	321	190	81.2%	154	131	23
Arr-B6-1601	B6	B6	JFK	D		1601	20:30	321	190	84.2%	160	136	24	1:00	Dep-B6-1802	B6	B6	JFK	D	1802	21:30	321	190	81.2%	154	131	23
Arr-B6-876	B6	B6	KIN	I	N	876	20:43	E90	100	92.9%	93	79	14	RON	Dep-B6-1393	B6	B6	NAS	I	1393	7:00	E90	100	79.2%	79	67	12
Arr-B6-469	B6	B6	BOS	D		469	22:40	E90	100	75.8%	76	64	11	RON	Dep-B6-1016	B6	B6	JAX	D	1016	7:15	E90	100	86.2%	86	73	13
Arr-B6-1954	B6	B6	SJU	D		1954	23:44	E90	100	96.3%	96	96	0	RON	Dep-B6-853	B6	B6	SJU	D	853	7:37	E90	100	88.5%	89	75	13
Arr-B6-1015	B6	B6	JAX	D		1015	8:33	E90	100	88.2%	88	75	13	1:01	Dep-B6-2095	B6	B6	CUN	I	2095	9:34	E90	100	86.0%	86	73	13
Arr-B6-1279	B6	B6	DCA	D		1279	8:45	E90	100	85.3%	85	72	13	0:50	Dep-B6-1480	B6	B6	DCA	D	1480	9:35	E90	100	90.5%	90	77	14
Arr-B6-1394	B6	B6	NAS	I	Y	1394	9:59	E90	100	81.7%	82	69	12	0:56	Dep-B6-536	B6	B6	SWF	D	536	10:55	E90	100	91.9%	92	78	14
Arr-B6-1465	B6	B6	BUF	D		1465	10:44	E90	100	88.9%	89	76	13	0:45	Dep-B6-2020	B6	B6	ORH	D	2020	11:29	E90	100	91.1%	91	77	14
Arr-B6-113	B6	B6	HPN	D		113	10:57	E90	100	94.2%	94	80	14	0:52	Dep-B6-114	B6	B6	HPN	D	114	11:						

2015 PMAD Flight Schedule

A_CODE	A_MCAR	A_OCAR	A_ORG	A_D/I	A_PRE	A_FLT#	A_TIME	A_EQP	A_SEATS	A_LF	A_PAX	A_O&D	A_CNK	G_TIME	D_CODE	D_MCAR	D_OCAR	D_DST	D_D/I	D_FLT#	D_TIME	D_EQP	D_SEATS	D_LF	D_PAX	D_O&D	D_CNK
Arr-B6-1794	B6	B6	NAS	I	Y	1794	16:13	E90	100	81.7%	82	69	12	1.02	Dep-B6-1402	B6	B6	JFK	D	1402	17:15	E90	100	91.5%	92	78	14
Arr-B6-1145	B6	B6	RIC	D		1145	16:44	E90	100	90.0%	90	76	13	0.48	Dep-B6-1580	B6	B6	DCA	D	1580	17:32	E90	100	90.5%	90	77	14
Arr-B6-635	B6	B6	SWF	D		635	17:47	E90	100	91.8%	92	78	14	0.36	Dep-B6-402	B6	B6	JFK	D	402	18:23	E90	100	91.5%	92	78	14
Arr-B6-2019	B6	B6	ORH	D		2019	18:24	E90	100	90.0%	90	77	14	0.36	Dep-B6-1316	B6	B6	JAX	D	1316	19:00	E90	100	86.2%	86	73	13
Arr-B6-1315	B6	B6	JAX	D		1315	19:37	E90	100	88.2%	88	75	13	0.36	Dep-B6-1466	B6	B6	BUF	D	1466	20:13	E90	100	85.7%	86	73	13
Arr-B6-1994	B6	B6	NAS	I	Y	1994	20:00	E90	100	81.7%	82	69	12	0.56	Dep-B6-1146	B6	B6	RIC	D	1146	20:56	E90	100	88.5%	88	75	13
Arr-B6-2054	B6	B6	SJU	D		2054	21:39	E90	100	96.3%	96	82	14	0.36	Dep-B6-1853	B6	B6	SJU	D	1853	22:15	E90	100	88.5%	89	75	13
Arr-NK-310	NK	NK	LAX	D		310	4:34	319	145	96.6%	140	99	41	2.34	Dep-NK-469	NK	NK	DFW	D	469	7:08	319	145	78.7%	114	81	33
Arr-NK-954	NK	NK	LAS	D		954	5:28	319	145	93.3%	135	96	39	2.02	Dep-NK-511	NK	NK	DTW	D	511	7:30	319	145	90.1%	131	93	38
Arr-NK-597	NK	NK	MSP	D		597	5:41	319	145	92.5%	134	95	39	1.59	Dep-NK-478	NK	NK	ORD	D	478	7:40	319	145	89.7%	130	92	38
Arr-NK-338	NK	NK	SJO	I	N	338	5:58	319	145	95.0%	138	98	40	1.43	Dep-NK-404	NK	NK	ATL	D	404	7:41	319	145	85.2%	124	88	36
Arr-NK-409	NK	NK	ORD	D		409	9:31	319	145	92.9%	135	96	39	1.04	Dep-NK-237	NK	NK	MDE	I	237	10:35	319	145	86.9%	126	89	37
Arr-NK-259	NK	NK	ACY	D		259	9:36	319	145	93.6%	136	96	39	1.00	Dep-NK-243	NK	NK	GUA	I	243	10:36	319	145	92.3%	134	95	39
Arr-NK-114	NK	NK	DFW	D		114	10:46	319	145	89.3%	129	92	38	0.54	Dep-NK-145	NK	NK	SDO	I	145	11:40	319	145	86.3%	125	89	36
Arr-NK-877	NK	NK	ATL	D		877	12:14	319	145	90.9%	132	94	38	0.41	Dep-NK-201	NK	NK	STT	D	201	12:55	319	145	88.3%	128	91	37
Arr-NK-419	NK	NK	CLE	D		419	14:48	319	145	87.5%	127	90	37	0.40	Dep-NK-440	NK	NK	CLE	D	440	15:28	319	145	92.0%	133	95	39
Arr-NK-244	NK	NK	GUA	I	N	244	17:00	319	145	94.3%	137	97	40	1.30	Dep-NK-372	NK	NK	DTW	D	372	18:30	319	145	90.1%	131	93	38
Arr-NK-142	NK	NK	SDO	I	N	142	17:22	319	145	93.0%	135	96	39	2.53	Dep-NK-777	NK	NK	LAS	D	777	20:15	319	145	83.5%	121	86	35
Arr-NK-236	NK	NK	MDE	I	N	236	18:27	319	145	90.3%	131	93	38	2.34	Dep-NK-339	NK	NK	LAX	D	339	21:01	319	145	87.7%	127	90	37
Arr-NK-212	NK	NK	STT	D		212	19:21	319	145	92.8%	135	96	39	1.53	Dep-NK-268	NK	NK	ACY	D	268	21:14	319	145	91.2%	132	94	38
Arr-NK-470	NK	NK	DFW	D		470	20:34	319	145	89.3%	129	92	38	0.56	Dep-NK-596	NK	NK	MSP	D	596	21:30	319	145	89.0%	129	92	37
Arr-NK-845	NK	NK	DTW	D		845	20:40	319	145	92.4%	134	95	39	1.00	Dep-NK-464	NK	NK	ORD	D	464	21:40	319	145	89.7%	130	92	38
Arr-NK-425	NK	NK	ORD	D		425	21:35	319	145	92.9%	135	96	39	1.54	Dep-NK-335	NK	NK	SJO	I	335	23:29	319	145	74.0%	107	76	31
Arr-NK-779	NK	NK	LGA	D		779	22:48	320	178	93.6%	167	118	48	RON	Dep-NK-410	NK	NK	BWI	D	410	7:04	320	178	86.3%	154	109	45
Arr-NK-647	NK	NK	IAG	D		647	5:03	320	178	88.7%	158	112	46	2.02	Dep-NK-198	NK	NK	MCO	D	198	7:05	320	178	77.9%	139	98	40
Arr-NK-826	NK	NK	SAP	I	N	826	5:13	320	178	92.8%	165	117	48	1.53	Dep-NK-604	NK	NK	LGA	D	604	7:06	320	178	87.8%	156	111	45
Arr-NK-970	NK	NK	DEN	D		970	5:15	320	178	90.2%	161	114	47	2.00	Dep-NK-951	NK	NK	PAP	I	951	7:15	320	178	74.6%	133	94	39
Arr-NK-451	NK	NK	PBG	D		451	5:18	320	178	77.8%	138	98	40	2.42	Dep-NK-218	NK	NK	ACY	D	218	8:00	320	178	90.0%	160	114	46
Arr-NK-434	NK	NK	MGA	I	N	434	5:38	320	178	92.5%	165	117	48	2.27	Dep-NK-610	NK	NK	BOS	D	610	8:05	320	178	91.1%	162	115	47
Arr-NK-374	NK	NK	BQN	D		374	5:46	320	178	94.6%	168	120	49	2.44	Dep-NK-657	NK	NK	MSY	D	657	8:30	320	178	82.9%	148	105	43
Arr-NK-231	NK	NK	ATL	D		231	8:46	320	178	85.7%	153	108	44	1.39	Dep-NK-807	NK	NK	BOG	I	807	10:25	320	178	71.4%	127	90	37
Arr-NK-301	NK	NK	BWI	D		301	9:21	320	178	90.2%	160	114	47	1.09	Dep-NK-301	NK	NK	CUN	I	301	10:30	320	178	86.3%	154	109	45
Arr-NK-972	NK	NK	DFW	D		972	9:25	320	178	87.3%	155	110	45	1.10	Dep-NK-651	NK	NK	AXM	I	651	10:35	320	178	75.7%	135	96	39
Arr-NK-571	NK	NK	TPA	D		571	9:28	320	178	78.4%	139	99	40	1.17	Dep-NK-833	NK	NK	MBJ	I	833	10:45	320	178	75.3%	134	95	39
Arr-NK-675	NK	NK	MCO	D		675	9:45	320	178	68.7%	122	87	35	1.01	Dep-NK-755	NK	NK	SJO	I	755	10:46	320	178	83.6%	149	106	43
Arr-NK-103	NK	NK	MYR	D		103	9:45	320	178	88.5%	158	112	46	1.02	Dep-NK-859	NK	NK	CTG	I	859	10:47	320	178	75.7%	135	96	39
Arr-NK-952	NK	NK	PAP	I	N	952	12:20	320	178	84.9%	151	107	44	1.00	Dep-NK-724	NK	NK	LBE	D	724	13:20	320	178	89.8%	160	114	46
Arr-NK-197	NK	NK	LGA	D		197	13:59	320	178	93.6%	167	118	48	0.55	Dep-NK-262	NK	NK	ACY	D	262	14:54	320	178	90.0%	160	114	46
Arr-NK-235	NK	NK	ACY	D		235	15:18	320	178	86.3%	154	109	45	0.50	Dep-NK-174	NK	NK	LGA	D	174	16:08	320	178	87.8%	156	111	45
Arr-NK-270	NK	NK	MBJ	I	N	270	15:13	320	178	75.1%	134	95	39	1.06	Dep-NK-600	NK	NK	ATL	D	600	16:19	320	178	85.7%	152	108	44
Arr-NK-858	NK	NK	IAH	D		858	17:25	320	178	94.3%	168	119	49	1.15	Dep-NK-619	NK	NK	IAH	D	619	18:40	320	178	69.0%	123	87	36
Arr-NK-756	NK	NK	SJO	I	N	756	17:28	320	178	96.8%	172	122	50	2.32	Dep-NK-676	NK	NK	MCO	D	676	20:00	320	178	77.9%	139	98	40
Arr-NK-946	NK	NK	CTG	I	N	946	17:30	320	178	91.1%	162	115	47	2.45	Dep-NK-126	NK	NK	MYR	D	126	20:15	320	178	88.6%	158	112	46
Arr-NK-652	NK	NK	AXM	I	N	652	18:58	320	178	92.9%	165	117	48	1.17	Dep-NK-355	NK	NK	DEN	D	355	20:15	320	178	88.1%	157	111	46
Arr-NK-400	NK	NK	BOG	I	N	400	18:59	320	178	84.8%	151	107	44	1.21	Dep-NK-971	NK	NK	DFW	D	971	20:20	320	178	84.3%	150	107	44
Arr-NK-240	NK	NK	CUN	I	N	240	18:59	320	178	87.9%	156	111	45	1.36	Dep-NK-240	NK	NK	BWI	D	240	20:35	320	178	86.3%	154	109	45
Arr-NK-727	NK	NK	LBE	D		727	19:30	320	178	90.7%	162	115	47	1.25	Dep-NK-574	NK	NK	TPA	D	574	20:55	320	178	77.6%	138	98	40
Arr-NK-403	NK	NK	ATL	D		403	20:55	320	178	85.7%	153	108	44	0.50	Dep-NK-230	NK	NK	ATL	D	230	21:45	320	178	85.7%	152	108	44
Arr-NK-615	NK	NK	BOS	D		615	20:55	320	178	91.9%	164																

2015 PMAD Flight Schedule

A_CODE	A_MCAR	A_OCAR	A_ORG	A_D/I	A_PRE	A_FLT#	A_TIME	A_EQP	A_SEATS	A_LF	A_PAX	A_O&D	A_CNK	G_TIME	D_CODE	D_MCAR	D_OCAR	D_DST	D_D/I	D_FLT#	D_TIME	D_EQP	D_SEATS	D_LF	D_PAX	D_O&D	D_CNK
Arr-WN-494	WN	WN	BWI	D		494	9:45	73C	143	91.3%	131	124	7	0:35	Dep-WN-494	WN	WN	TPA	D	494	10:20	73C	143	90.0%	129	122	6
Arr-WN-1186	WN	WN	ATL	D		1186	10:15	73C	143	89.9%	129	122	6	0:30	Dep-WN-1186	WN	WN	RDU	D	1186	10:45	73C	143	91.7%	131	125	7
Arr-WN-672	WN	WN	LAS	D		672	23:30	73H	175	91.3%	160	160	0	RON	Dep-WN-784	WN	WN	TPA	D	784	6:25	73H	175	51.3%	90	85	4
Arr-WN-1814	WN	WN	MDW	D		1814	23:35	73H	175	81.9%	143	143	0	RON	Dep-WN-369	WN	WN	LAS	D	369	7:00	73H	175	93.1%	163	155	8
Arr-WN-4025	WN	WN	DEN	D		4025	23:45	73H	175	87.0%	152	152	0	RON	Dep-WN-657	WN	WN	STL	D	657	7:10	73H	175	65.7%	115	109	6
Arr-WN-3759	WN	WN	MDW	D		3759	10:05	73H	175	81.9%	143	136	7	0:45	Dep-WN-739	WN	WN	BWI	D	739	10:50	73H	175	96.2%	168	160	8
Arr-WN-3027	WN	WN	ALB	D		3027	11:50	73H	175	92.3%	162	154	8	0:45	Dep-WN-3116	WN	WN	ALB	D	3116	12:35	73H	175	96.2%	168	160	8
Arr-WN-4217	WN	WN	PHX	D		4217	17:25	73H	175	95.7%	168	159	8	1:40	Dep-WN-4306	WN	WN	MDW	D	4306	19:05	73H	175	88.2%	154	147	8
Arr-WN-759	WN	WN	BNA	D		759	22:10	73W	143	87.6%	125	119	6	RON	Dep-WN-1214	WN	WN	MSY	D	1214	6:00	73W	143	80.8%	116	110	6
Arr-WN-2700	WN	WN	ATL	D		2700	22:15	73W	143	89.9%	129	122	6	RON	Dep-WN-927	WN	WN	HOU	D	927	6:10	73W	143	84.2%	120	114	6
Arr-WN-715	WN	WN	BWI	D		715	22:20	73W	143	91.2%	130	124	7	RON	Dep-WN-674	WN	WN	BWI	D	674	6:15	73W	143	90.5%	129	123	6
Arr-WN-4995	WN	WN	MCI	D		4995	22:50	73W	143	66.6%	95	90	5	RON	Dep-WN-105	WN	WN	ATL	D	105	6:20	73W	143	89.3%	128	121	6
Arr-WN-882	WN	WN	HOU	D		882	22:55	73W	143	87.8%	126	119	6	RON	Dep-WN-2327	WN	WN	DEN	D	2327	7:00	73W	143	87.4%	125	119	6
Arr-WN-615	WN	WN	TPA	D		615	23:15	73W	143	73.0%	104	104	0	RON	Dep-WN-889	WN	WN	BWI	D	889	7:05	73W	143	90.5%	129	123	6
Arr-WN-2962	WN	WN	BWI	D		2962	0:30	73W	143	91.2%	130	130	0	7:00	Dep-WN-2950	WN	WN	MDW	D	2950	7:30	73W	143	81.9%	117	111	6
Arr-WN-4647	WN	WN	STL	D		4647	0:30	73W	143	79.7%	114	114	0	7:30	Dep-WN-1170	WN	WN	BNA	D	1170	8:00	73W	143	85.5%	122	116	6
Arr-WN-2706	WN	WN	TPA	D		2706	8:15	73W	143	73.0%	104	99	5	0:35	Dep-WN-2706	WN	WN	ATL	D	2706	8:50	73W	143	89.3%	128	121	6
Arr-WN-188	WN	WN	BWI	D		188	9:00	73W	143	91.2%	130	124	7	0:35	Dep-WN-137	WN	WN	BWI	D	137	9:35	73W	143	90.5%	129	123	6
Arr-WN-2464	WN	WN	ISP	D		2464	9:10	73W	143	88.1%	126	120	6	0:40	Dep-WN-2464	WN	WN	AUS	D	2464	9:50	73W	143	90.0%	129	122	6
Arr-WN-356	WN	WN	MCI	D		356	9:35	73W	143	66.6%	95	90	5	0:35	Dep-WN-3233	WN	WN	MKE	D	3233	10:10	73W	143	74.7%	107	101	5
Arr-WN-1440	WN	WN	SJU	D		1440	9:50	73W	143	92.6%	132	126	7	0:35	Dep-WN-1440	WN	WN	BUF	D	1440	10:25	73W	143	88.5%	127	120	6
Arr-WN-1351	WN	WN	IND	D		1351	9:55	73W	143	87.1%	125	118	6	0:40	Dep-WN-1369	WN	WN	MCI	D	1369	10:35	73W	143	82.3%	118	112	6
Arr-WN-3144	WN	WN	PIT	D		3144	10:40	73W	143	89.2%	128	121	6	0:35	Dep-WN-724	WN	WN	PVD	D	724	11:15	73W	143	94.7%	135	129	7
Arr-WN-2052	WN	WN	BUF	D		2052	10:50	73W	143	88.1%	126	120	6	0:35	Dep-WN-2141	WN	WN	BDL	D	2141	11:25	73W	143	94.9%	136	129	7
Arr-WN-653	WN	WN	PVD	D		653	11:00	73W	143	90.0%	129	122	6	0:30	Dep-WN-653	WN	WN	DAL	D	653	11:30	73W	143	90.4%	129	123	6
Arr-WN-3926	WN	WN	BNA	D		3926	11:05	73W	143	87.6%	125	119	6	0:35	Dep-WN-3926	WN	WN	SJU	D	3926	11:40	73W	143	86.9%	124	118	6
Arr-WN-2319	WN	WN	MDW	D		2319	11:10	73W	143	91.0%	130	124	7	0:35	Dep-WN-4339	WN	WN	MDW	D	4339	11:45	73W	143	81.9%	117	111	6
Arr-WN-773	WN	WN	BDL	D		773	11:40	73W	143	93.5%	134	127	7	0:35	Dep-WN-614	WN	WN	BWI	D	614	12:15	73W	143	90.5%	129	123	6
Arr-WN-794	WN	WN	DAL	D		794	11:55	73W	143	93.4%	134	127	7	0:35	Dep-WN-794	WN	WN	ATL	D	794	12:30	73W	143	89.3%	128	121	6
Arr-WN-1961	WN	WN	TPA	D		1961	12:25	73W	143	73.0%	104	99	5	0:35	Dep-WN-1961	WN	WN	PIT	D	1961	13:00	73W	143	80.4%	115	109	6
Arr-WN-1290	WN	WN	DEN	D		1290	13:10	73W	143	89.1%	127	121	6	0:35	Dep-WN-628	WN	WN	ATL	D	628	13:45	73W	143	89.3%	128	121	6
Arr-WN-513	WN	WN	MKE	D		513	13:10	73W	143	83.6%	120	114	6	0:35	Dep-WN-4754	WN	WN	DEN	D	4754	13:45	73W	143	87.4%	125	119	6
Arr-WN-339	WN	WN	ATL	D		339	13:20	73W	143	89.9%	129	122	6	0:35	Dep-WN-339	WN	WN	ISP	D	339	13:55	73W	143	91.1%	130	124	7
Arr-WN-1802	WN	WN	BWI	D		1802	13:20	73W	143	91.2%	130	124	7	0:40	Dep-WN-1980	WN	WN	BUF	D	1980	14:00	73W	143	88.5%	127	120	6
Arr-WN-2774	WN	WN	HOU	D		2774	13:30	73W	143	87.8%	126	119	6	0:35	Dep-WN-2774	WN	WN	BNA	D	2774	14:05	73W	143	85.5%	122	116	6
Arr-WN-4192	WN	WN	MSY	D		4192	13:55	73W	143	87.7%	125	119	6	0:35	Dep-WN-4192	WN	WN	DEN	D	4192	14:30	73W	143	87.4%	125	119	6
Arr-WN-552	WN	WN	STL	D		552	14:25	73W	143	79.7%	114	108	6	0:30	Dep-WN-552	WN	WN	BWI	D	552	14:55	73W	143	90.5%	129	123	6
Arr-WN-422	WN	WN	BWI	D		422	15:00	73W	143	91.2%	130	124	7	0:35	Dep-WN-422	WN	WN	TPA	D	422	15:35	73W	143	86.5%	124	117	6
Arr-WN-2246	WN	WN	ATL	D		2246	15:30	73W	143	89.9%	129	122	6	0:35	Dep-WN-2246	WN	WN	IND	D	2246	16:05	73W	143	89.3%	128	121	6
Arr-WN-923	WN	WN	AUS	D		923	16:05	73W	143	92.0%	132	125	7	0:35	Dep-WN-3831	WN	WN	MCI	D	3831	16:40	73W	143	82.3%	118	112	6
Arr-WN-881	WN	WN	ISP	D		881	16:15	73W	143	88.1%	126	120	6	0:35	Dep-WN-881	WN	WN	MDW	D	881	16:50	73W	143	81.9%	117	111	6
Arr-WN-4483	WN	WN	MDW	D		4483	16:50	73W	143	91.0%	130	124	7	0:35	Dep-WN-4572	WN	WN	BWI	D	4572	17:25	73W	143	90.5%	129	123	6
Arr-WN-102	WN	WN	BWI	D		102	17:15	73W	143	91.2%	130	124	7	0:35	Dep-WN-102	WN	WN	MSY	D	102	17:50	73W	143	80.8%	116	110	6
Arr-WN-3859	WN	WN	TPA	D		3859	17:15	73W	143	73.0%	104	99	5	0:35	Dep-WN-3859	WN	WN	PHX	D	3859	17:50	73W	143	95.6%	137	130	7
Arr-WN-4451	WN	WN	PHL	D		4451	17:25	73W	143	86.7%	124	118	6	0:35	Dep-WN-4451	WN	WN	DAL	D	4451	18:00	73W	143	90.4%	129	123	6
Arr-WN-4915	WN	WN	RDU	D		4915	18:05	73W	143	93.2%	133	127	7	0:30	Dep-WN-211	WN	WN	BWI	D	211	18:35	73W	143	90.5%	129	123	6
Arr-WN-852	WN	WN	CMH	D		852	18:20	73W	143	84.8%	121	115	6	0:45	Dep-WN-852	WN	WN	HOU	D	852	19:05	73W	143	84.2%	120	114	6
Arr-WN-3772	WN	WN	DEN	D		3772	18:35	73W	143	89.1%	127	121	6	0:35	Dep-WN-3772	WN	WN	ATL	D	3772	19:10	73W	143	89.3%	128	121	6
Arr-WN-651	WN	WN	BNA	D		651	18:55	73W	143	87.6%	125	119	6	0:35	Dep-WN-4742	WN	WN	STL	D	4742	19:30	73W	143	88.3%	126	120	6
Arr-WN-700	WN	WN	BWI	D		700	18:55	73W	143	91.2%	130	124	7	0:50	Dep-WN-479	WN	WN	CMH	D	479	19:45	73W	143	81.7%	117	111	6
Arr-WN-1895	WN	WN	PIT	D		1895	19:00	73W	143	89.2%	128	121	6	1:00	Dep-WN-984	WN	WN	BNA	D	984	20:00	73W	143	85.5%	122	116	6
Arr-WN-1703	WN	WN	DAL	D		1703	19:25	73W	143	93.4%	134	127	7	0:35	Dep-WN-1703	WN	WN	BWI	D	1703	20:00	73W	143	90.5%	129	123	6
Arr-WN-2944	WN	WN	MDW	D		2944	19:55	73W	143	91.0%	130	124	7	0:35	Dep-WN-4130	WN	WN	PVD	D	4130	20:30	73W	143	94.7%	135	129	7
Arr-WN-3764	WN	WN	PVD	D		3764	20:00	73W	143	90.0%	129	122	6	0:35	Dep-WN-3853	WN	WN	ISP	D	3853	20:35	73W	143	91.1%	130	124	7
Arr-WN-1268	WN	WN	BUF	D		1268	20:10	73W	143	88.1%	126	120	6	0:35	Dep-WN-1023	WN	WN	MKE	D	1023	20:45	73W	14				

2020 PMAD Flight Schedule

A_CODE	A_MCAR	A_OCAR	A_ORG	A_D/I	A_PRE	A_FLT#	A_TIME	A_EOP	A_SEATS	A_LF	A_PAX	A_O&D	A_CNX	G_TIME	D_CODE	D_MCAR	D_OCAR	D_DST	D_D/I	D_FLT#	D_TIME	D_EOP	D_SEATS	D_LF	D_PAX	D_O&D	D_CNX
Arr-3M-126	3M	3M	JAX	D		126	19:43	SF3	34	69.3%	24	22	2	RON	Dep-3M-128	3M	3M	JAX	D	128	7:00	SF3	34	67.4%	23	21	2
Arr-3M-134	3M	3M	TLH	D		134	20:49	SF3	34	74.8%	25	23	2	RON	Dep-3M-82	3M	3M	TPA	D	82	7:05	SF3	34	62.4%	21	20	2
Arr-3M-60	3M	3M	MCO	D		60	21:32	SF3	34	58.3%	20	18	2	RON	Dep-3M-68	3M	3M	MCO	D	68	8:26	SF3	34	59.6%	20	19	2
Arr-3M-57	3M	3M	TPA	D		57	7:56	SF3	34	57.8%	20	18	2	1:01	Dep-3M-85	3M	3M	TPA	D	85	8:57	SF3	34	62.4%	21	20	2
Arr-3M-78	3M	3M	MCO	D		78	8:27	SF3	34	58.3%	20	18	2	0:43	Dep-3M-109	3M	3M	FPO	I	109	9:10	SF3	34	47.9%	16	15	1
Arr-3M-112	3M	3M	FPO	I	Y	112	8:38	SF3	34	43.5%	15	14	1	1:22	Dep-3M-63	3M	3M	MCO	D	63	10:00	SF3	34	59.6%	20	19	2
Arr-3M-121	3M	3M	JAX	D		121	9:18	SF3	34	69.3%	24	22	2	1:32	Dep-3M-84	3M	3M	ELH	I	84	10:50	SF3	34	88.1%	30	28	2
Arr-3M-115	3M	3M	EYW	D		115	9:38	SF3	34	66.9%	23	21	2	1:21	Dep-3M-95	3M	3M	MHH	I	95	10:59	SF3	34	82.5%	28	26	2
Arr-3M-58	3M	3M	MCO	D		58	10:20	SF3	34	58.3%	20	18	2	1:10	Dep-3M-51	3M	3M	EYW	D	51	11:30	SF3	34	54.6%	19	17	1
Arr-3M-51	3M	3M	TPA	D		51	10:40	SF3	34	57.8%	20	18	2	1:09	Dep-3M-94	3M	3M	TCB	I	94	11:49	SF3	34	72.9%	25	23	2
Arr-3M-109	3M	3M	FPO	I	Y	109	11:19	SF3	34	43.5%	15	14	1	0:41	Dep-3M-130	3M	3M	JAX	D	130	12:00	SF3	34	67.4%	23	21	2
Arr-3M-125	3M	3M	JAX	D		125	11:39	SF3	34	69.3%	24	22	2	0:30	Dep-3M-114	3M	3M	GGT	I	114	12:09	SF3	34	77.7%	26	24	2
Arr-3M-54	3M	3M	EYW	D		54	12:08	SF3	34	66.9%	23	21	2	0:32	Dep-3M-54	3M	3M	MCO	D	54	12:40	SF3	34	59.6%	20	19	2
Arr-3M-66	3M	3M	TPA	D		66	12:41	SF3	34	57.8%	20	18	2	0:39	Dep-3M-110	3M	3M	BIM	I	110	13:20	SF3	34	63.4%	22	20	2
Arr-3M-53	3M	3M	EYW	D		53	13:10	SF3	34	66.9%	23	21	2	0:50	Dep-3M-80	3M	3M	TPA	D	80	14:00	SF3	34	62.4%	21	20	2
Arr-3M-64	3M	3M	MCO	D		64	13:30	SF3	34	58.3%	20	18	2	0:35	Dep-3M-83	3M	3M	EYW	D	83	14:05	SF3	34	54.6%	19	17	1
Arr-3M-84	3M	3M	ELH	I	N	84	13:45	SF3	34	88.1%	30	28	2	1:00	Dep-3M-102	3M	3M	TCB	I	102	14:45	SF3	34	72.9%	25	23	2
Arr-3M-95	3M	3M	MHH	I	N	95	13:50	SF3	34	73.9%	25	23	2	0:55	Dep-3M-107	3M	3M	MHH	I	107	14:45	SF3	34	82.5%	28	26	2
Arr-3M-94	3M	3M	TCB	I	N	94	14:32	SF3	34	66.9%	23	21	2	1:28	Dep-3M-127	3M	3M	JAX	D	127	16:00	SF3	34	67.4%	23	21	2
Arr-3M-110	3M	3M	BIM	I	N	110	15:04	SF3	34	61.3%	21	19	2	1:26	Dep-3M-134	3M	3M	TLH	D	134	16:30	SF3	34	86.6%	29	27	2
Arr-3M-114	3M	3M	GGT	I	N	114	15:52	SF3	34	75.4%	26	24	2	1:09	Dep-3M-117	3M	3M	FPO	I	117	17:01	SF3	34	47.9%	16	15	1
Arr-3M-93	3M	3M	TPA	D		93	16:31	SF3	34	57.8%	20	18	2	0:42	Dep-3M-124	3M	3M	EYW	D	124	17:13	SF3	34	54.6%	19	17	1
Arr-3M-124	3M	3M	JAX	D		124	16:33	SF3	34	69.3%	24	22	2	1:55	Dep-3M-96	3M	3M	TPA	D	96	18:28	SF3	34	62.4%	21	20	2
Arr-3M-89	3M	3M	MCO	D		89	17:07	SF3	34	58.3%	20	18	2	1:26	Dep-3M-67	3M	3M	MCO	D	67	18:33	SF3	34	59.6%	20	19	2
Arr-3M-102	3M	3M	TCB	I	N	102	17:27	SF3	34	66.9%	23	21	2	1:53	Dep-3M-103	3M	3M	JAX	D	103	19:20	SF3	34	67.4%	23	21	2
Arr-3M-107	3M	3M	MHH	I	N	107	17:33	SF3	34	73.9%	25	23	2	2:00	Dep-3M-65	3M	3M	MCO	D	65	19:33	SF3	34	59.6%	20	19	2
Arr-3M-122	3M	3M	EYW	D		122	17:52	SF3	34	66.9%	23	21	2	1:41	Dep-3M-108	3M	3M	FPO	I	108	19:33	SF3	34	47.9%	16	15	1
Arr-3M-117	3M	3M	FPO	I	Y	117	19:03	SF3	34	43.5%	15	14	1	0:54	Dep-3M-92	3M	3M	TPA	D	92	19:57	SF3	34	62.4%	21	20	2
Arr-3M-59	3M	3M	TPA	D		59	19:27	SF3	34	57.8%	20	18	2	0:48	Dep-3M-126	3M	3M	EYW	D	126	20:15	SF3	34	54.6%	19	17	1
Arr-AA-1431	AA	AA	ORD	D		1431	23:55	738	160	80.9%	129	119	10	RON	Dep-AA-1162	AA	AA	ORD	D	1162	6:00	738	160	79.3%	127	117	10
Arr-AA-1238	AA	AA	ORD	D		1238	9:42	738	160	80.9%	129	119	10	0:48	Dep-AA-1238	AA	AA	ORD	D	1238	10:30	738	160	79.3%	127	117	10
Arr-AA-1246	AA	AA	ORD	D		1246	14:08	738	160	80.9%	129	119	10	0:47	Dep-AA-1246	AA	AA	ORD	D	1246	14:55	738	160	79.3%	127	117	10
Arr-AA-1074	AA	AA	ORD	D		1074	18:59	738	160	80.9%	129	119	10	0:46	Dep-AA-1074	AA	AA	ORD	D	1074	19:45	738	160	79.3%	127	117	10
Arr-AA-2277	AA	AA	PAP	I	N	2277	19:45	738	160	95.1%	152	140	12	RON	Dep-AA-1158	AA	AA	PAP	I	1158	6:15	738	160	91.4%	146	134	12
Arr-AA-2402	AA	AA	DFW	D		2402	20:44	738	160	78.2%	125	115	10	RON	Dep-AA-2471	AA	AA	DFW	D	2471	7:39	738	160	83.4%	133	123	11
Arr-AA-1687	AA	AA	ORD	D		1687	20:51	738	160	86.3%	138	127	11	RON	Dep-AA-1168	AA	AA	ORD	D	1168	8:15	738	160	84.6%	135	125	11
Arr-AA-2268	AA	AA	DFW	D		2268	23:22	738	160	78.2%	125	115	10	RON	Dep-AA-1503	AA	AA	DFW	D	1503	8:59	738	160	83.4%	133	123	11
Arr-AA-1630	AA	AA	DFW	D		1630	10:02	738	160	78.2%	125	115	10	0:47	Dep-AA-2245	AA	AA	DFW	D	2245	10:49	738	160	83.4%	133	123	11
Arr-AA-1463	AA	AA	ORD	D		1463	11:09	738	160	86.3%	138	127	11	0:46	Dep-AA-1463	AA	AA	ORD	D	1463	11:55	738	160	84.6%	135	125	11
Arr-AA-2407	AA	AA	DFW	D		2407	12:04	738	160	78.2%	125	115	10	0:46	Dep-AA-2407	AA	AA	DFW	D	2407	12:50	738	160	83.4%	133	123	11
Arr-AA-1158	AA	AA	PAP	I	N	1158	11:25	738	160	95.1%	152	140	12	3:00	Dep-AA-2277	AA	AA	PAP	I	2277	14:25	738	160	91.4%	146	134	12
Arr-AA-1511	AA	AA	DFW	D		1511	13:59	738	160	78.2%	125	115	10	0:47	Dep-AA-1511	AA	AA	DFW	D	1511	14:46	738	160	83.4%	133	123	11
Arr-AA-371	AA	AA	DFW	D		371	16:03	738	160	78.2%	125	115	10	0:46	Dep-AA-371	AA	AA	DFW	D	371	16:49	738	160	83.4%	133	123	11
Arr-AA-1198	AA	AA	DFW	D		1198	18:06	738	160	78.2%	125	115	10	0:47	Dep-AA-1198	AA	AA	DFW	D	1198	18:53	738	160	83.4%	133	123	11
Arr-DL-3500	DL	9E	RDU	D		3500	11:57	CR9	76	91.3%	69	64	6	0:35	Dep-DL-3514	DL	9E	RDU	D	3514	12:32	CR9	76	86.3%	66	60	5
Arr-DL-2600	DL	DL	JFK	D		2600	12:33	738	160	80.8%	129	119	10	0:42	Dep-DL-788	DL	DL	JFK	D	788	13:15	738	160	78.3%	125	115	10
Arr-DL-21	DL	DL	DTW	D		21	23:29	739	180	84.5%	152	140	12	RON	Dep-DL-1904	DL	DL	DTW	D	1904	8:00	739	180	90.7%	163	150	13
Arr-DL-1604	DL	DL	DTW	D		1604	10:28	739	180	84.5%	152	140	12	0:55	Dep-DL-1604	DL	DL	DTW	D	1604	11:23	739	180	90.7%	163	150	13
Arr-DL-2555	DL	DL	DTW	D		2555	15:04	739	180	84.5%	152	140	12	0:55	Dep-DL-2555	DL	DL	DTW	D	2555	15:59	739	180	90.7%	163	150	13
Arr-DL-1704	DL	DL	DTW	D		1704	16:48	739	180	84.5%	152	140	12	0:55	Dep-DL-1704	DL	DL	DTW	D	1704	17:43	739	180	90.7%	163	150	13
Arr-DL-1611	DL	DL	MSP	D		1611	23:55	757	182	89.3%	163	150	13	RON	Dep-DL-1927	DL	DL	ATL	D	1927	7:45	757	182	92.4%	168	155	13
Arr-DL-2327	DL	DL	ATL	D		2327	20:52	757	182	92.7%	169	155	13	RON	Dep-DL-2242	DL	DL	DTW	D	2242	9:45	757	182	93.3%	170	156	14
Arr-DL-2226	DL	DL	ATL	D		2226	9:50	757	182	92.7%	169	155	13	0:55	Dep-DL-2226	DL	DL	ATL	D	2226	10:45	757	182	92.4%	168	155	13
Arr-DL-1827	DL	DL	ATL	D		1827	12:54	757	182	92.7%	169	155	13	0:51	Dep-DL-1827	DL	DL	ATL	D	1827	13:45	757	182	92.4%	168	155	13
Arr-DL-1527	DL	DL	ATL	D		1527	17:55	757	182	92.7%	169	155	13	0:50	Dep-DL-1527	DL	DL	ATL	D	1527	18:45	757	182	92.4%	168	155	13
Arr-DL-1657	DL	DL	ATL	D		1657	22:26	757																			

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Arr-DL-1589	DL	DL	ATL	D	1589	10:54	757	182	93.7%	170	157	14	0.51	Dep-DL-1589	DL	DL	ATL	D	1589	11:45	757	182	93.5%	170	157	14
Arr-DL-2026	DL	DL	ATL	D	2026	12:00	757	182	93.7%	170	157	14	0.55	Dep-DL-2026	DL	DL	ATL	D	2026	12:55	757	182	93.5%	170	157	14
Arr-DL-1608	DL	DL	MSP	D	1608	12:02	757	182	88.3%	161	148	13	0.58	Dep-DL-1608	DL	DL	MSP	D	1608	13:00	757	182	89.6%	163	150	13
Arr-DL-2446	DL	DL	ATL	D	2446	13:48	757	182	93.7%	170	157	14	0.57	Dep-DL-2446	DL	DL	ATL	D	2446	14:45	757	182	93.5%	170	157	14
Arr-DL-1103	DL	DL	MSP	D	1103	14:36	757	182	88.3%	161	148	13	0.55	Dep-DL-1103	DL	DL	MSP	D	1103	15:31	757	182	89.6%	163	150	13
Arr-DL-1826	DL	DL	ATL	D	1826	14:53	757	182	93.7%	170	157	14	0.52	Dep-DL-1826	DL	DL	ATL	D	1826	15:45	757	182	93.5%	170	157	14
Arr-DL-1726	DL	DL	ATL	D	1726	16:00	757	182	93.7%	170	157	14	0.50	Dep-DL-1726	DL	DL	ATL	D	1726	16:50	757	182	93.5%	170	157	14
Arr-DL-1615	DL	DL	ATL	D	1615	16:55	757	182	93.7%	170	157	14	0.50	Dep-DL-1615	DL	DL	ATL	D	1615	17:45	757	182	93.5%	170	157	14
Arr-DL-1973	DL	DL	DTW	D	1973	20:40	757	182	95.0%	173	159	14	RON	Dep-DL-2027	DL	DL	MSP	D	2027	7:25	757	182	90.6%	165	152	13
Arr-DL-1804	DL	DL	DTW	D	1804	12:57	757	182	95.0%	173	159	14	0.50	Dep-DL-1804	DL	DL	DTW	D	1804	13:47	757	182	95.4%	174	160	14
Arr-DL-1238	DL	DL	ATL	D	1238	19:03	757	182	94.7%	172	159	14	0.52	Dep-DL-1238	DL	DL	ATL	D	1238	19:55	757	182	94.5%	172	158	14
Arr-DL-1427	DL	DL	ATL	D	1427	23:32	763	261	87.7%	229	211	18	RON	Dep-DL-827	DL	DL	ATL	D	827	6:45	763	261	81.2%	212	195	17
Arr-DL-2455	DL	DL	LGA	D	2455	20:29	M88	149	80.4%	120	110	10	RON	Dep-DL-1498	DL	DL	LGA	D	1498	7:15	M88	149	85.9%	128	118	10
Arr-DL-2577	DL	DL	JFK	D	2577	22:38	M88	149	68.3%	102	94	8	RON	Dep-DL-2185	DL	DL	JFK	D	2185	8:00	M88	149	73.4%	109	101	9
Arr-DL-1702	DL	DL	LGA	D	1702	22:53	M88	149	80.4%	120	110	10	RON	Dep-DL-2622	DL	DL	LGA	D	2622	9:00	M88	149	85.9%	128	118	10
Arr-DL-2123	DL	DL	JFK	D	2123	10:12	M88	149	68.3%	102	94	8	0.48	Dep-DL-2092	DL	DL	LGA	D	2092	11:00	M88	149	85.9%	128	118	10
Arr-DL-1879	DL	DL	LGA	D	1879	10:19	M88	149	80.4%	120	110	10	1.11	Dep-DL-2221	DL	DL	JFK	D	2221	11:30	M88	149	73.4%	109	101	9
Arr-DL-2527	DL	DL	CVG	D	2527	12:01	M88	149	93.7%	140	128	11	0.40	Dep-DL-2527	DL	DL	CVG	D	2527	12:41	M88	149	96.0%	143	132	11
Arr-DL-1288	DL	DL	LGA	D	1288	12:23	M88	149	80.4%	120	110	10	0.47	Dep-DL-840	DL	DL	LGA	D	840	13:10	M88	149	85.9%	128	118	10
Arr-DL-408	DL	DL	JFK	D	408	14:15	M88	149	68.3%	102	94	8	0.45	Dep-DL-476	DL	DL	JFK	D	476	15:00	M88	149	73.4%	109	101	9
Arr-DL-1131	DL	DL	LGA	D	1131	14:35	M88	149	80.4%	120	110	10	0.40	Dep-DL-1444	DL	DL	LGA	D	1444	15:15	M88	149	85.9%	128	118	10
Arr-DL-1514	DL	DL	LGA	D	1514	18:20	M88	149	80.4%	120	110	10	0.40	Dep-DL-828	DL	DL	LGA	D	828	19:00	M88	149	85.9%	128	118	10
Arr-DL-2547	DL	DL	JFK	D	2547	19:31	M88	149	68.3%	102	94	8	0.52	Dep-DL-2659	DL	DL	JFK	D	2659	20:23	M88	149	73.4%	109	101	9
Arr-UA-597	UA	UA	ORD	D	597	0:54	320	150	98.2%	147	147	0	6:36	Dep-UA-482	UA	UA	EWR	D	482	7:30	320	150	83.6%	125	115	10
Arr-UA-408	UA	UA	EWR	D	408	9:11	320	150	84.7%	127	117	10	0.45	Dep-UA-485	UA	UA	EWR	D	485	9:56	320	150	83.6%	125	115	10
Arr-UA-321	UA	UA	EWR	D	321	17:41	320	150	84.7%	127	117	10	0.45	Dep-UA-336	UA	UA	IAH	D	336	18:26	320	150	88.5%	133	122	11
Arr-UA-765	UA	UA	ORD	D	765	23:22	320	150	98.2%	147	136	12	0.37	Next Day						23:59						
Arr-UA-545	UA	UA	IAH	D	545	0:08	738	160	84.5%	135	135	0	5:57	Dep-UA-1428	UA	UA	EWR	D	1428	6:05	738	160	84.2%	135	124	11
Arr-UA-1568	UA	UA	SFO	D	1568	7:01	738	160	88.4%	141	130	11	1:31	Dep-UA-1735	UA	UA	SFO	D	1735	8:32	738	160	84.1%	135	124	11
Arr-UA-1058	UA	UA	ORD	D	1058	10:26	738	160	75.6%	121	111	10	0.48	Dep-UA-1140	UA	UA	CLE	D	1140	11:14	738	160	84.6%	135	125	11
Arr-UA-1696	UA	UA	IAH	D	1696	11:09	738	160	81.2%	130	119	10	0.45	Dep-UA-1425	UA	UA	IAH	D	1425	11:54	738	160	77.0%	123	113	10
Arr-UA-1170	UA	UA	EWR	D	1170	13:05	738	160	79.5%	127	117	10	0.50	Dep-UA-1701	UA	UA	EWR	D	1701	13:55	738	160	84.2%	135	124	11
Arr-UA-1701	UA	UA	EWR	D	1701	11:06	738	160	85.7%	137	126	11	1.00	Dep-UA-1026	UA	UA	EWR	D	1026	12:06	738	160	90.7%	145	134	12
Arr-UA-1157	UA	UA	DEN	D	1157	13:56	738	160	82.5%	132	121	11	0.49	Dep-UA-1543	UA	UA	ORD	D	1543	14:45	738	160	69.5%	111	102	9
Arr-UA-1237	UA	UA	IAH	D	1237	14:03	738	160	87.5%	140	129	11	0.45	Dep-UA-1502	UA	UA	IAH	D	1502	14:48	738	160	83.0%	133	122	11
Arr-UA-1238	UA	UA	IAH	D	1238	16:24	738	160	87.5%	140	129	11	0.56	Dep-UA-1157	UA	UA	EWR	D	1157	17:20	738	160	90.7%	145	134	12
Arr-UA-1225	UA	UA	EWR	D	1225	19:15	738	160	85.7%	137	126	11	0.54	Dep-UA-1436	UA	UA	ORD	D	1436	20:09	738	160	69.5%	111	102	9
Arr-UA-1153	UA	UA	EWR	D	1153	22:38	739	179	74.5%	133	123	11	RON	Dep-UA-1758	UA	UA	DEN	D	1758	7:44	739	179	86.1%	154	142	12
Arr-UA-1682	UA	UA	EWR	D	1682	0:10	739	179	79.8%	143	143	0	6:15	Dep-UA-1649	UA	UA	IAH	D	1649	6:25	739	179	80.9%	145	133	12
Arr-UA-1026	UA	UA	CLE	D	1026	11:23	739	179	82.1%	147	135	12	0.55	Dep-UA-1290	UA	UA	ORD	D	1290	12:18	739	179	80.6%	144	133	12
Arr-UA-1076	UA	UA	ORD	D	1076	17:40	739	179	78.2%	140	129	11	0.50	Dep-UA-1571	UA	UA	DEN	D	1571	18:30	739	179	86.1%	154	142	12
Arr-UA-1267	UA	UA	IAH	D	1267	19:09	739	179	84.0%	150	138	12	0.50	Dep-UA-1112	UA	UA	EWR	D	1112	19:59	739	179	83.3%	149	137	12
Arr-UA-1638	UA	UA	DEN	D	1638	23:29	739	179	83.6%	150	138	12	0.30	Next Day						23:59						
Prior Day						0:00							7:51	Dep-UA-1429	UA	UA	IAH	D	1429	7:51	739	179	80.9%	145	133	12
Prior Day						0:00							8:27	Dep-UA-1291	UA	UA	ORD	D	1291	8:27	739	179	80.6%	144	133	12
Arr-AA-1723	AA	US	CLT	D	1723	21:54	319	124	92.1%	114	105	9	RON	Dep-AA-1906	AA	US	CLT	D	1906	5:00	319	124	87.5%	108	100	9
Arr-AA-1786	AA	US	PHL	D	1786	23:32	319	124	82.5%	102	94	8	RON	Dep-AA-1792	AA	US	PHL	D	1792	6:00	319	124	71.2%	88	81	7
Arr-AA-537	AA	US	DCA	D	537	0:55	319	124	86.1%	107	107	0	6:05	Dep-AA-1882	AA	US	DCA	D	1882	7:00	319	124	86.7%	107	99	9
Arr-AA-1992	AA	US	DCA	D	1992	11:23	319	124	86.1%	107	98	9	0.35	Dep-AA-1992	AA	US	DCA	D	1992	11:58	319	124	86.7%	107	99	9
Arr-AA-1974	AA	US	DCA	D	1974	17:41	319	124	86.1%	107	98	9	0.59	Dep-AA-1974	AA	US	DCA	D	1974	18:40	319	124	86.7%	107	99	9
Arr-AA-1947	AA	US	DCA	D	1947	19:59	319	124	86.1%	107	98	9	0.36	Dep-AA-540	AA	US	DCA	D	540	20:35	319	124	86.7%	107	99	9
Arr-AA-2005	AA	US	CLT	D	2005	20:06	320	150	89.8%	135	124	11	RON	Dep-AA-713	AA	US	CLT	D	713	6:25	320	150	86.9%	130	120	10
Arr-AA-553	AA	US	PHX	D	553	23:22	320	150	92.1%	138	127	11	RON	Dep-AA-435	AA	US	PHX	D	435	6:55	320	150	93.5%	140	129	11
Arr-AA-1717	AA	US	CLT	D	1717	0:03	320	150	89.8%	135	135	0	8:07	Dep-AA-660	AA	US	CLT	D	660	8:10	320	150	86.9%	130	120	10
Arr-AA-2001	AA	US	PHL	D	2001	13:11	320	150	93.4%	140	129	11	0.49	Dep-AA-1790	AA	US	PHL	D	1790	14:00	320	150	88.7%	133	122	11
Arr-AA-1887	AA	US	PHL	D	1887	14:43	320	150	93.4%	140	129	11	0.57	Dep-AA-1888	AA	US	PHL	D	1888	15:40	320	150	88.7%	133	122	11
Arr-AA-1760	AA	US	CLT	D	1760	16:34	320	150	89.8%	135	124	11	0.46	Dep-AA-1861	AA	US	CLT	D	1861	17:20	320	150	86.9%	130	120	10
Arr-AA-1719	AA	US	CLT	D	1719																					

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Arr-AA-1702	AA	US	PHL	D	1702	20:48	321	187	82.8%	155	143	12	RON	Dep-AA-784	AA	US	PHL	D	784	7:55	321	187	90.2%	169	155	14	
Arr-AA-525	AA	US	CLT	D	525	9:31	321	187	88.1%	165	152	13	0.49	Dep-AA-639	AA	US	CLT	D	639	10:20	321	187	93.2%	174	160	14	
Arr-AA-1950	AA	US	PHL	D	1950	11:00	321	187	82.8%	155	143	12	0.50	Dep-AA-1950	AA	US	PHL	D	1950	11:50	321	187	90.2%	169	155	14	
Arr-AA-1709	AA	US	CLT	D	1709	12:00	321	187	88.1%	165	152	13	0.59	Dep-AA-626	AA	US	CLT	D	626	12:59	321	187	93.2%	174	160	14	
Arr-AA-1961	AA	US	CLT	D	1961	13:57	321	187	88.1%	165	152	13	0.58	Dep-AA-1711	AA	US	CLT	D	1711	14:55	321	187	93.2%	174	160	14	
Arr-AA-635	AA	US	PHX	D	635	16:04	321	187	98.8%	185	170	15	0.56	Dep-AA-547	AA	US	PHX	D	547	17:00	321	187	94.2%	176	162	14	
Arr-VX-338	VX	VX	LAX	D	338	5:45	320	148	96.6%	143	132	11	1:15	Dep-VX-321	VX	VX	LAX	D	321	7:00	320	148	91.5%	135	125	11	
Arr-VX-334	VX	VX	LAX	D	334	18:00	320	148	96.6%	143	132	11	0.55	Dep-VX-337	VX	VX	LAX	D	337	18:55	320	148	91.5%	135	125	11	
Arr-VX-330	VX	VX	LAX	D	330	21:10	320	148	98.6%	146	134	12	RON	Dep-VX-345	VX	VX	SFO	D	345	8:35	320	148	92.0%	136	125	11	
Arr-VX-346	VX	VX	SFO	D	346	7:20	320	148	95.5%	141	130	11	1:50	Dep-VX-500	VX	VX	JFK	D	500	9:10	320	148	85.8%	127	117	10	
Arr-VX-501	VX	VX	JFK	D	501	11:05	320	148	89.3%	132	122	11	0.55	Dep-VX-327	VX	VX	LAX	D	327	12:00	320	148	93.4%	138	127	11	
Arr-VX-340	VX	VX	SFO	D	340	16:40	320	148	95.5%	141	130	11	0.55	Dep-VX-347	VX	VX	SFO	D	347	17:35	320	148	92.0%	136	125	11	
Arr-AS-38	AS	AS	SEA	D	38	17:21	739	181	90.1%	163	150	13	1:14	Dep-AS-35	AS	AS	SEA	D	35	18:35	739	181	87.0%	157	145	13	
Arr-F9-1084	F9	F9	CLE	D	1084	8:55	319	158	83.5%	132	121	11	0.40	Dep-F9-1085	F9	F9	CLE	D	1085	9:35	319	158	80.9%	128	118	10	
Arr-F9-903	F9	F9	TTN	D	903	17:05	319	158	86.0%	136	125	11	0.40	Dep-F9-904	F9	F9	TTN	D	904	17:45	319	158	82.4%	130	120	10	
Arr-F9-1098	F9	F9	IAD	D	1098	18:40	320	180	81.3%	146	135	12	0.40	Dep-F9-1099	F9	F9	IAD	D	1099	19:20	320	180	82.6%	149	137	12	
Arr-G4-921	G4	G4	SYR	D	921	21:25	320	177	94.9%	168	168	0	RON	Dep-G4-906	G4	G4	CVG	D	906	8:20	320	177	92.7%	164	164	0	
Arr-G4-919	G4	G4	LCK	D	919	22:25	320	177	95.1%	168	168	0	RON	Dep-G4-916	G4	G4	AVL	D	916	10:13	320	177	92.5%	164	164	0	
Arr-G4-907	G4	G4	CVG	D	907	13:55	320	177	99.6%	176	176	0	0.50	Dep-G4-920	G4	G4	SYR	D	920	14:45	320	177	96.4%	171	171	0	
Arr-G4-917	G4	G4	AVL	D	917	14:55	320	177	94.6%	167	167	0	1:40	Dep-G4-918	G4	G4	LCK	D	918	16:35	320	177	76.7%	136	136	0	
Arr-AC-1220	AC	AC	YOW	I	Y	1220	19:01	E90	97	90.3%	88	81	7	0.44	Dep-AC-1221	AC	AC	YOW	I	1221	19:45	E90	97	98.5%	96	88	8
Arr-AC-908	AC	AC	YYZ	I	Y	908	20:44	320	146	67.0%	98	90	8	0.56	Dep-AC-909	AC	AC	YYZ	I	909	21:40	320	146	86.3%	126	116	10
Arr-AC-934	AC	AC	YYZ	I	Y	934	0:24	320	146	76.5%	112	112	0	6:26	Dep-AC-935	AC	AC	YYZ	I	935	6:50	320	146	86.3%	126	116	10
Arr-AC-1224	AC	AC	YYZ	I	Y	1224	9:54	321	183	61.0%	112	103	9	0.56	Dep-AC-981	AC	AC	YUL	I	981	10:50	321	183	89.5%	164	151	13
Arr-AC-932	AC	AC	YUL	I	Y	932	17:35	321	183	76.5%	140	129	11	0.50	Dep-AC-933	AC	AC	YUL	I	933	18:25	321	183	89.5%	164	151	13
Arr-AC-982	AC	AC	YUL	I	Y	982	19:55	320	146	95.8%	140	129	11	0.40	Dep-AC-983	AC	AC	YYZ	I	983	20:35	320	146	86.3%	126	116	10
Arr-AC-1222	AC	AC	YUL	I	Y	1222	23:55	321	183	90.5%	166	152	13	RON	Dep-AC-1223	AC	AC	YUL	I	1223	6:25	321	183	89.5%	164	151	13
Arr-AC-980	AC	AC	YYZ	I	Y	980	10:54	763	280	58.6%	164	151	13	0.56	Dep-AC-925	AC	AC	YUL	I	925	11:50	763	280	89.5%	251	231	20
Arr-AC-924	AC	AC	YUL	I	Y	924	10:55	321	183	90.5%	166	152	13	0.55	Dep-AC-1225	AC	AC	YYZ	I	1225	11:50	321	183	95.2%	174	160	14
Arr-AC-938	AC	AC	YYZ	I	Y	938	14:09	321	183	87.0%	159	146	13	0.56	Dep-AC-929	AC	AC	YUL	I	929	15:05	321	183	89.5%	164	151	13
Arr-AC-928	AC	AC	YUL	I	Y	928	14:50	321	183	90.5%	166	152	13	0.55	Dep-AC-939	AC	AC	YYZ	I	939	15:45	321	183	95.2%	174	160	14
Arr-AC-900	AC	AC	YYZ	I	Y	900	18:54	321	183	87.0%	159	146	13	0.56	Dep-AC-901	AC	AC	YYZ	I	901	19:50	321	183	95.2%	174	160	14
Arr-AC-926	AC	AC	YUL	I	Y	926	20:20	321	183	90.5%	166	152	13	0.55	Dep-AC-927	AC	AC	YUL	I	927	21:15	321	183	89.5%	164	151	13
Arr-AD-8704	AD	AD	VCP	I	N	8704	6:00	332	272	96.5%	263	242	21	13:45	Dep-AD-8705	AD	AD	VCP	I	8705	19:45	332	272	98.5%	268	246	21
Arr-AV-36	AV	AV	BOG	I	N	36	14:45	320	150	100.0%	150	138	12	2:15	Dep-AV-37	AV	AV	BOG	I	37	17:00	320	150	86.3%	129	119	10
Arr-BW-31	BW	BW	KIN	I	N	31	9:15	738	154	85.2%	131	121	10	1:45	Dep-BW-30	BW	BW	MBJ	I	30	11:00	738	154	78.8%	121	112	10
Arr-BW-39	BW	BW	MBJ	I	N	39	15:40	738	154	78.3%	121	111	10	1:45	Dep-BW-36	BW	BW	KIN	I	36	17:25	738	154	79.0%	122	112	10
Arr-BW-480	BW	BW	POS	I	N	480	16:30	738	154	79.5%	122	113	10	1:30	Dep-BW-481	BW	BW	POS	I	481	18:00	738	154	68.4%	105	97	8
Arr-CM-265	CM	CM	PTY	I	N	265	15:49	73G	124	84.0%	104	96	8	1:55	Dep-CM-266	CM	CM	PTY	I	266	17:44	73G	124	78.4%	97	89	8
Arr-DY-7031	DY	DY	OSL	I	OSSIBL	7031	20:00	789	344	86.3%	297	273	24	2:00	Dep-DY-7032	DY	DY	OSL	I	7032	22:00	789	344	88.3%	304	279	24
Arr-DY-7045	DY	DY	LGW	I	N	7045	21:00	789	344	88.2%	304	279	24	2:55	Dep-DY-7046	DY	DY	LGW	I	7046	23:55	789	344	87.2%	300	276	24
Arr-EQ-562	EQ	EQ	UIO	I	N	562	7:30	320	149	93.0%	139	128	11	1:30	Dep-EQ-563	EQ	EQ	UIO	I	563	9:00	320	149	93.0%	139	127	11
Arr-Q7-9560	Q7	Q7	MHH	I	N	9560	12:00	SF3	33	73.9%	24	22	2	0.30	Dep-Q7-9561	Q7	Q7	MHH	I	9561	12:30	SF3	33	82.5%	27	25	2
Arr-Q7-9402	Q7	Q7	BIM	I	N	9402	15:40	SF3	33	61.3%	20	19	2	0.20	Dep-Q7-9403	Q7	Q7	BIM	I	9403	16:00	SF3	33	63.4%	21	19	2
Arr-TS-1570	TS	C6	YYZ	I	Y	1570	11:00	73H	189	79.6%	150	138	12	1:00	Dep-TS-1571	TS	C6	YYZ	I	1571	12:00	73H	189	77.5%	147	135	12
Arr-TS-944	TS	TS	YUL	I	Y	944	10:20	73H	189	90.6%	171	158	14	1:00	Dep-TS-945	TS	TS	YUL	I	945	11:20	73H	189	94.8%	179	165	14
Arr-UP-201	UP	UP	NAS	I	Y	201	11:10	737	120	66.1%	79	73	6	0.45	Dep-UP-202	UP	UP	NAS	I	202	11:55	737	120	69.6%	83	77	7
Arr-UP-205	UP	UP	NAS	I	Y	205	16:40	737	120	66.1%	79	73	6	0.45	Dep-UP-206	UP	UP	NAS	I	206	17:25	737	120	69.6%	83	77	7
Arr-UP-207	UP	UP	NAS	I	Y	207	19:25	737	120	66.1%	79	73	6	1:05	Dep-UP-208	UP	UP	NAS	I	208	20:30	737	120	69.6%	83	77	7
Arr-UP-141	UP	UP	FPO	I	Y	141	9:25	DH8	50	96.6%	48	44	4	0.35	Dep-UP-142	UP	UP	FPO	I	142	10:00	DH8	50	89.5%	45	41	4
Arr-UP-101	UP	UP	FPO	I	Y	101	18:10	DH8	50	96.6%	48	44	4	0.30	Dep-UP-102	UP	UP	FPO	I	102	18:40	DH8	50	89.5%	45	41	4
Arr-WS-1054	WS	WS	YUL	I	Y	1054	10:59	73W	136	82.1%	112	103	9	0.56	Dep-WS-1233	WS	WS	YYZ	I	1233	11:55	73W	136	95.1%	129	119	10
Arr-WS-1232	WS	WS	YYZ	I	Y	1232	11:02	73H	168	69.6%	117	108	9	0.58	Dep-WS-1055	WS	WS	YUL	I	1055	12:00	73H	168	85.5%	144	132	11
Arr-WS-1282	WS	WS	YOW	I	Y	1282	12:24	73W	136	79.4%	108	99	9	1:01	Dep-WS-1283	WS	WS	YOW	I	1283	13:25	73W	136	93.0%	126	116	10
Arr-WS-1220	WS	WS	YYZ	I	Y	1220	20:19	73W	136	85.9%	117	108	9	0.51	Dep-WS-1221	WS	WS	YYZ	I	1221	21:10	73W	136	95.1%	129	119	10
Arr-Y4-994	Y4	Y4	MEX	I	N	994	12:45	320	174	79.1%	138	127	11	1:25	Dep-Y4-995	Y4	Y4	MEX	I	995	14						



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Arr-B6-1271	B6	B6	LGA	D	1271	22:38	320	162	87.7%	142	118	24	RON	Dep-B6-272	B6	B6	LGA	D	272	6:00	320	162	89.3%	145	120	25	
Arr-B6-578	B6	B6	SFO	D	578	22:44	320	162	91.6%	148	123	25	RON	Dep-B6-2006	B6	B6	EWR	D	2006	6:12	320	162	86.5%	140	116	24	
Arr-B6-700	B6	B6	LAX	D	700	22:58	321	200	78.7%	157	131	27	RON	Dep-B6-1502	B6	B6	JFK	D	1502	6:14	321	200	72.4%	145	120	25	
Arr-B6-1201	B6	B6	JFK	D	1201	23:15	320	162	85.8%	139	139	0	RON	Dep-B6-1509	B6	B6	PAP	I	1509	6:38	320	162	69.0%	112	93	19	
Arr-B6-2105	B6	B6	EWR	D	2105	0:12	320	162	81.9%	133	133	0	6.27	Dep-B6-1675	B6	B6	KIN	I	1675	6:39	320	162	60.6%	98	81	17	
Arr-B6-1371	B6	B6	LGA	D	1371	0:22	320	162	87.7%	142	142	0	6.28	Dep-B6-1021	B6	B6	POS	I	1021	7:00	320	162	43.1%	70	58	12	
Arr-B6-1901	B6	B6	JFK	D	1901	1:05	320	162	85.8%	139	139	0	6:10	Dep-B6-972	B6	B6	LGA	D	972	7:15	320	162	89.3%	145	120	25	
Arr-B6-8	B6	B6	LAS	D	8	6:04	320	162	90.8%	147	122	25	1.46	Dep-B6-1557	B6	B6	BOG	I	1557	7:50	320	162	65.6%	106	88	18	
Arr-B6-100	B6	B6	LAX	D	100	6:28	320	162	97.2%	157	131	27	1.38	Dep-B6-577	B6	B6	SFO	D	577	8:06	320	162	90.9%	147	122	25	
Arr-B6-1824	B6	B6	LIM	I	N	1824	6:36	320	162	77.0%	125	104	21	1.34	Dep-B6-2	B6	B6	JFK	D	2	8:10	320	162	89.4%	145	120	25
Arr-B6-278	B6	B6	SFO	D	278	6:55	321	200	74.2%	148	123	25	1:15	Dep-B6-470	B6	B6	BOS	D	470	8:10	321	200	80.3%	161	133	27	
Arr-B6-1554	B6	B6	SJU	D	1554	7:19	320	162	73.5%	119	99	20	1:31	Dep-B6-1049	B6	B6	SDQ	I	1049	8:50	320	162	70.6%	114	95	19	
Arr-B6-605	B6	B6	EWR	D	605	8:56	320	162	81.9%	133	110	23	0.47	Dep-B6-306	B6	B6	EWR	D	306	9:43	320	162	86.5%	140	116	24	
Arr-B6-371	B6	B6	LGA	D	371	8:57	320	162	87.7%	142	118	24	0.48	Dep-B6-1572	B6	B6	LGA	D	1572	9:45	320	162	89.3%	145	120	25	
Arr-B6-954	B6	B6	SJU	D	954	9:05	320	162	73.5%	119	99	20	1:11	Dep-B6-39	B6	B6	SJO	I	39	10:16	320	162	75.7%	123	102	21	
Arr-B6-601	B6	B6	JFK	D	601	9:09	320	162	85.8%	139	115	24	1:22	Dep-B6-460	B6	B6	BDL	D	460	10:31	320	162	74.6%	121	100	21	
Arr-B6-269	B6	B6	BOS	D	269	9:31	320	162	84.8%	137	114	23	1.48	Dep-B6-173	B6	B6	PUJ	I	173	11:19	320	162	71.8%	116	97	20	
Arr-B6-2007	B6	B6	PIT	D	2007	10:08	321	200	68.1%	136	113	23	1:22	Dep-B6-701	B6	B6	LAX	D	701	11:30	321	200	76.2%	152	126	26	
Arr-B6-959	B6	B6	BDL	D	959	10:32	320	162	73.9%	120	99	20	2.03	Dep-B6-1703	B6	B6	CTG	I	1703	12:35	320	162	61.8%	100	83	17	
Arr-B6-40	B6	B6	MDE	I	N	40	11:01	320	162	69.7%	113	94	19	1:46	Dep-B6-1453	B6	B6	SJU	D	1453	12:47	320	162	71.0%	115	96	20
Arr-B6-1676	B6	B6	KIN	I	N	1676	11:20	320	162	61.8%	100	83	17	1:29	Dep-B6-570	B6	B6	BOS	D	570	12:49	320	162	80.3%	130	108	22
Arr-B6-1701	B6	B6	JFK	D	1701	12:00	320	162	85.8%	139	115	24	0.52	Dep-B6-1272	B6	B6	LGA	D	1272	12:52	320	162	89.3%	145	120	25	
Arr-B6-569	B6	B6	BOS	D	569	12:01	320	162	84.8%	137	114	23	1:18	Dep-B6-1795	B6	B6	CUN	I	1795	13:19	320	162	69.2%	112	93	19	
Arr-B6-5	B6	B6	EWR	D	5	12:46	321	200	66.3%	133	110	23	0.46	Dep-B6-1196	B6	B6	PVD	D	1196	13:32	321	200	80.7%	161	134	27	
Arr-B6-271	B6	B6	LGA	D	271	13:02	320	162	87.7%	142	118	24	0.53	Dep-B6-506	B6	B6	EWR	D	506	13:55	320	162	86.5%	140	116	24	
Arr-B6-1510	B6	B6	PAP	I	N	1510	11:48	320	162	66.2%	107	89	18	3.22	Dep-B6-1202	B6	B6	JFK	D	1202	15:10	320	162	89.4%	145	120	25
Arr-B6-2169	B6	B6	BOS	D	2169	13:09	320	162	84.8%	137	114	23	2.09	Dep-B6-2315	B6	B6	MBJ	I	2315	15:18	320	162	59.6%	97	80	16	
Arr-B6-971	B6	B6	LGA	D	971	14:03	320	162	87.7%	142	118	24	1:55	Dep-B6-511	B6	B6	AUS	D	511	15:58	320	162	89.9%	146	121	25	
Arr-B6-512	B6	B6	AUS	D	512	15:08	320	162	89.7%	145	121	25	0.52	Dep-B6-41	B6	B6	MDE	I	41	16:00	320	162	52.1%	84	70	14	
Arr-B6-1048	B6	B6	SDQ	I	N	1048	14:28	320	162	77.6%	126	104	21	2.56	Dep-B6-2008	B6	B6	PIT	D	2008	17:24	320	162	86.6%	140	116	24
Arr-B6-205	B6	B6	EWR	D	205	16:28	321	200	66.3%	133	110	23	1:01	Dep-B6-1553	B6	B6	SJU	D	1553	17:29	321	200	71.0%	142	118	24	
Arr-B6-1020	B6	B6	POS	I	N	1020	15:53	320	162	63.6%	103	85	18	1:38	Dep-B6-6	B6	B6	EWR	D	6	17:31	320	162	86.5%	140	116	24
Arr-B6-1558	B6	B6	BOG	I	N	1558	16:20	320	162	79.9%	129	107	22	1:31	Dep-B6-1825	B6	B6	LIM	I	1825	17:51	320	162	73.0%	118	98	20
Arr-B6-2316	B6	B6	MBJ	I	N	2316	16:45	320	162	72.9%	118	98	20	1:31	Dep-B6-277	B6	B6	SFO	D	277	18:16	320	162	90.9%	147	122	25
Arr-B6-301	B6	B6	JFK	D	301	17:45	320	162	85.8%	139	115	24	0.46	Dep-B6-672	B6	B6	LGA	D	672	18:31	320	162	89.3%	145	120	25	
Arr-B6-38	B6	B6	SJO	I	N	38	17:01	320	162	79.6%	129	107	22	1:31	Dep-B6-1070	B6	B6	BOS	D	1070	18:32	320	162	80.3%	130	108	22
Arr-B6-174	B6	B6	PUJ	I	OSSIBL	174	17:27	321	200	59.3%	119	98	20	1:27	Dep-B6-101	B6	B6	LAX	D	101	18:54	321	200	76.2%	152	126	26
Arr-B6-1171	B6	B6	LGA	D	1171	17:54	320	162	87.7%	142	118	24	1:06	Dep-B6-7	B6	B6	LAS	D	7	19:00	320	162	88.0%	143	118	24	
Arr-B6-69	B6	B6	BOS	D	69	18:30	320	162	84.8%	137	114	23	0.46	Dep-B6-814	B6	B6	HPN	D	814	19:16	320	162	77.0%	125	103	21	
Arr-B6-813	B6	B6	HPN	D	813	18:33	320	162	73.6%	119	99	20	0.47	Dep-B6-1253	B6	B6	SJU	D	1253	19:20	320	162	71.0%	115	96	20	
Arr-B6-1801	B6	B6	JFK	D	1801	19:13	320	162	85.8%	139	115	24	0.46	Dep-B6-302	B6	B6	JFK	D	302	19:59	320	162	89.4%	145	120	25	
Arr-B6-1796	B6	B6	CUN	I	N	1796	18:31	320	162	73.7%	119	99	20	1:31	Dep-B6-2170	B6	B6	BOS	D	2170	20:02	320	162	80.3%	130	108	22
Arr-B6-305	B6	B6	EWR	D	305	19:19	320	162	81.9%	133	110	23	0.49	Dep-B6-1472	B6	B6	LGA	D	1472	20:08	320	162	89.3%	145	120	25	
Arr-B6-1459	B6	B6	BDL	D	1459	19:43	320	162	73.9%	120	99	20	0.47	Dep-B6-1680	B6	B6	DCA	D	1680	20:30	320	162	78.7%	128	106	22	
Arr-B6-1704	B6	B6	CTG	I	N	1704	19:17	320	162	69.2%	112	93	19	1:31	Dep-B6-1460	B6	B6	BDL	D	1460	20:48	320	162	74.6%	121	100	21
Arr-B6-1197	B6	B6	PVD	D	1197	20:29	320	162	92.6%	150	125	26	0.48	Dep-B6-706	B6	B6	EWR	D	706	21:17	320	162	86.5%	140	116	24	
Arr-B6-1969	B6	B6	BOS	D	1969	21:01	320	162	84.8%	137	114	23	0.46	Dep-B6-1970	B6	B6	BOS	D	1970	21:47	320	162	80.3%	130	108	22	
Arr-B6-1579	B6	B6	DCA	D	1579	21:37	320	162	85.3%	138	115	23	0.53	Dep-B6-1602	B6	B6	JFK	D	1602	22:30	320	162	89.4%	145	120	25	
Arr-B6-901	B6	B6	JFK	D	901	10:55	321	200	85.8%	172	142	29	1:00	Dep-B6-1002	B6	B6	JFK	D	1002	11:55	321	200	87.7%	175	146	30	
Arr-B6-1601	B6	B6	JFK	D	1601	20:30	321	200	85.8%	172	142	29	1:00	Dep-B6-1802	B6	B6	JFK	D	1802	21:30	321	200	87.7%	175	146	30	
Arr-B6-876	B6	B6	KIN	I	N	876	20:43	E90	100	85.1%	85	71	14	RON	Dep-B6-1393	B6	B6	NAS	I	1393	7:00	E90	100	71.2%	71	59	12
Arr-B6-469	B6	B6	BOS	D	469	22:40	E90	100	84.8%	85	70	14	RON	Dep-B6-1016	B6	B6	JAX	D	1016	7:15	E90	100	94.4%	94	78	16	
Arr-B6-1954	B6	B6	SJU	D	1954	23:44	320	162	73.5%	119	119	0	RON	Dep-B6-853	B6	B6	SJU	D	853	7:37	320	162	71.0%	115	96	20	
Arr-B6-1015	B6	B6	JAX	D	1015	8:33	E90	100	95.5%	96	79	16	1:01	Dep-B6-2095	B6	B6	CUN	I	2095	9:34	E90	100	77.3%	77	64	13	
Arr-B6-1279	B6	B6	DCA	D	1279	8:45	320	162	59.8%	97	80	16	0.50	Dep-B6-1480	B6	B6	DCA	D	1480	9:35	320	162	67.1%	109	90	18	
Arr-B6-1394	B6	B6	NAS	I	Y	1394	9:59	E90	100	74.8%	75	62	13	0.56	Dep-B6-536	B6	B6	SWF	D	536	10:55	E90	100	100.0%	100	83	17
Arr-B6-1465	B6	B6	BUF	D	1465	10:44	320	162	62.3%	101	84	17	0.45	Dep-B6-2020	B6	B6											

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Arr-B6-1379	B6	B6	DCA	D	1379	13:11	E90	100	96.9%	97	80	16	0.39	Dep-B6-1380	B6	B6	DCA	D	1380	13:50	E90	100	100.0%	100	83	17	
Arr-B6-1125	B6	B6	RDU	D	1125	13:27	E90	100	93.5%	93	78	16	0.38	Dep-B6-1126	B6	B6	RDU	D	1126	14:05	E90	100	94.1%	94	78	16	
Arr-B6-2096	B6	B6	CUN	I	N	2096	14:13	E90	100	75.0%	75	62	13	1.44	Dep-B6-875	B6	B6	KIN	I	875	15:57	E90	100	75.2%	75	62	13
Arr-B6-1501	B6	B6	JFK	D	1501	15:38	320	162	85.8%	139	115	24	0.38	Dep-B6-170	B6	B6	BOS	D	170	16:16	320	162	80.3%	130	108	22	
Arr-B6-1479	B6	B6	DCA	D	1479	16:03	E90	100	96.9%	97	80	16	0.56	Dep-B6-1993	B6	B6	NAS	I	1993	16:59	E90	100	71.2%	71	59	12	
Arr-B6-1794	B6	B6	NAS	I	Y	1794	16:13	E90	100	74.8%	75	62	13	1.02	Dep-B6-1402	B6	B6	JFK	D	1402	17:15	E90	100	100.0%	100	83	17
Arr-B6-1145	B6	B6	RIC	D	1145	16:44	E90	100	100.0%	100	83	17	0.48	Dep-B6-1580	B6	B6	DCA	D	1580	17:32	E90	100	100.0%	100	83	17	
Arr-B6-635	B6	B6	SWF	D	635	17:47	320	162	64.4%	104	87	18	0.36	Dep-B6-402	B6	B6	JFK	D	402	18:23	320	162	64.2%	104	86	18	
Arr-B6-2019	B6	B6	ORH	D	2019	18:24	E90	100	100.0%	100	83	17	0.36	Dep-B6-1316	B6	B6	JAX	D	1316	19:00	E90	100	94.4%	94	78	16	
Arr-B6-1315	B6	B6	JAX	D	1315	19:37	E90	100	95.5%	96	79	16	0.36	Dep-B6-1466	B6	B6	BUF	D	1466	20:13	E90	100	97.4%	97	81	17	
Arr-B6-1994	B6	B6	NAS	I	Y	1994	20:00	E90	100	74.8%	75	62	13	0.56	Dep-B6-1146	B6	B6	RIC	D	1146	20:56	E90	100	100.0%	100	83	17
Arr-B6-2054	B6	B6	SIU	D	2054	21:39	320	162	73.5%	119	99	20	0.36	Dep-B6-1853	B6	B6	SIU	D	1853	22:15	320	162	71.0%	115	96	20	
Arr-NK-310	NK	NK	LAX	D	310	4:34	320	178	99.4%	177	127	50	2.34	Dep-NK-469	NK	NK	DFW	D	469	7:08	320	178	80.7%	144	103	40	
Arr-NK-954	NK	NK	LAS	D	954	5:28	319	145	99.8%	145	104	41	2.02	Dep-NK-511	NK	NK	DTW	D	511	7:30	319	145	87.2%	126	91	35	
Arr-NK-597	NK	NK	MSP	D	597	5:41	319	145	99.8%	145	104	41	1.59	Dep-NK-478	NK	NK	ORD	D	478	7:40	319	145	76.2%	111	80	31	
Arr-NK-338	NK	NK	SJO	I	N	338	5:58	319	145	100.0%	145	104	41	1.43	Dep-NK-404	NK	NK	ATL	D	404	7:41	319	145	83.5%	121	87	34
Arr-NK-409	NK	NK	ORD	D	409	9:31	319	145	89.7%	130	94	36	1.04	Dep-NK-237	NK	NK	MDE	I	237	10:35	319	145	93.8%	136	98	38	
Arr-NK-259	NK	NK	ACY	D	259	9:36	319	145	78.1%	113	82	32	1.00	Dep-NK-243	NK	NK	GUA	I	243	10:36	319	145	99.7%	145	104	40	
Arr-NK-114	NK	NK	DFW	D	114	10:46	319	145	88.8%	129	93	36	0.54	Dep-NK-145	NK	NK	SDQ	I	145	11:40	319	145	93.1%	135	97	38	
Arr-NK-877	NK	NK	ATL	D	877	12:14	320	178	103.4%	184	132	52	0.41	Dep-NK-201	NK	NK	STT	D	201	12:55	320	178	90.6%	161	116	45	
Arr-NK-419	NK	NK	CLE	D	419	14:48	320	178	90.0%	160	115	45	0.40	Dep-NK-440	NK	NK	CLE	D	440	15:28	320	178	94.3%	168	121	47	
Arr-NK-244	NK	NK	GUA	I	N	244	17:00	319	145	99.6%	144	104	40	1.30	Dep-NK-372	NK	NK	DTW	D	372	18:30	319	145	87.2%	126	91	35
Arr-NK-142	NK	NK	SDQ	I	N	142	17:22	320	178	80.0%	142	103	40	2.53	Dep-NK-777	NK	NK	LAS	D	777	20:15	320	178	85.6%	152	110	43
Arr-NK-236	NK	NK	MDE	I	N	236	18:27	320	178	77.7%	138	100	39	2.34	Dep-NK-339	NK	NK	LAX	D	339	21:01	320	178	89.9%	160	115	45
Arr-NK-212	NK	NK	STT	D	212	19:21	319	145	99.8%	145	104	41	1.53	Dep-NK-268	NK	NK	ACY	D	268	21:14	319	145	78.2%	113	82	32	
Arr-NK-470	NK	NK	DFW	D	470	20:34	320	178	88.8%	158	114	44	0.56	Dep-NK-596	NK	NK	MSP	D	596	21:30	320	178	91.3%	163	117	46	
Arr-NK-845	NK	NK	DTW	D	845	20:40	319	145	91.6%	133	96	37	1.00	Dep-NK-464	NK	NK	ORD	D	464	21:40	319	145	76.2%	111	80	31	
Arr-NK-425	NK	NK	ORD	D	425	21:35	319	145	89.7%	130	94	36	1.54	Dep-NK-335	NK	NK	SJO	I	335	23:29	319	145	79.9%	116	83	32	
Arr-NK-779	NK	NK	LGA	D	779	22:48	321	228	99.9%	228	164	64	RON	Dep-NK-410	NK	NK	BWI	D	410	7:04	321	228	70.2%	160	115	45	
Arr-NK-647	NK	NK	IAG	D	647	5:03	321	228	87.4%	199	144	56	2.02	Dep-NK-198	NK	NK	MCO	D	198	7:05	321	228	76.6%	175	126	49	
Arr-NK-826	NK	NK	SAP	I	N	826	5:13	321	228	76.5%	174	126	49	1.53	Dep-NK-604	NK	NK	LGA	D	604	7:06	321	228	97.3%	222	160	62
Arr-NK-970	NK	NK	DEN	D	970	5:15	320	178	99.8%	178	128	50	2.00	Dep-NK-951	NK	NK	PAP	I	951	7:15	320	178	80.6%	143	103	40	
Arr-NK-451	NK	NK	PBG	D	451	5:18	320	178	98.2%	175	126	49	2.42	Dep-NK-218	NK	NK	ACY	D	218	8:00	320	178	78.2%	139	100	39	
Arr-NK-434	NK	NK	MGA	I	N	434	5:38	321	228	76.3%	174	125	49	2.27	Dep-NK-610	NK	NK	BOS	D	610	8:05	321	228	89.6%	204	147	57
Arr-NK-374	NK	NK	BON	D	374	5:46	321	228	93.3%	213	153	60	2.44	Dep-NK-657	NK	NK	MSY	D	657	8:30	321	228	81.5%	186	134	52	
Arr-NK-231	NK	NK	ATL	D	231	8:46	320	178	103.4%	184	132	52	1.39	Dep-NK-807	NK	NK	BOG	I	807	10:25	320	178	77.1%	137	99	38	
Arr-NK-301	NK	NK	BWI	D	301	9:21	320	178	82.6%	147	106	41	1.09	Dep-NK-301	NK	NK	CUN	I	301	10:30	320	178	93.2%	166	119	46	
Arr-NK-972	NK	NK	DFW	D	972	9:25	320	178	88.8%	158	114	44	1.10	Dep-NK-651	NK	NK	AXM	I	651	10:35	320	178	81.7%	145	105	41	
Arr-NK-571	NK	NK	TPA	D	571	9:28	320	178	99.0%	176	127	49	1.17	Dep-NK-833	NK	NK	MBJ	I	833	10:45	320	178	81.3%	145	104	41	
Arr-NK-675	NK	NK	MCO	D	675	9:45	320	178	86.8%	154	111	43	1.01	Dep-NK-755	NK	NK	SJO	I	755	10:46	320	178	90.2%	161	116	45	
Arr-NK-103	NK	NK	MYR	D	103	9:45	320	178	99.8%	178	128	50	1.02	Dep-NK-859	NK	NK	CTG	I	859	10:47	320	178	81.8%	146	105	41	
Arr-NK-952	NK	NK	PAP	I	N	952	12:20	321	228	70.0%	160	115	45	1.00	Dep-NK-724	NK	NK	LBE	D	724	13:20	321	228	88.3%	201	145	56
Arr-NK-197	NK	NK	LGA	D	197	13:59	321	228	99.9%	228	164	64	0.55	Dep-NK-262	NK	NK	ACY	D	262	14:54	321	228	78.2%	178	128	50	
Arr-NK-235	NK	NK	ACY	D	235	15:18	321	228	78.1%	178	128	50	0.50	Dep-NK-174	NK	NK	LGA	D	174	16:08	321	228	97.3%	222	160	62	
Arr-NK-270	NK	NK	MBJ	I	N	270	15:13	320	178	79.4%	141	102	40	1.06	Dep-NK-600	NK	NK	ATL	D	600	16:19	320	178	83.5%	149	107	42
Arr-NK-858	NK	NK	IAH	D	858	17:25	320	178	99.8%	178	128	50	1.15	Dep-NK-619	NK	NK	IAH	D	619	18:40	320	178	86.9%	155	111	43	
Arr-NK-756	NK	NK	SJO	I	N	756	17:28	321	228	79.8%	182	131	51	2.32	Dep-NK-676	NK	NK	MCO	D	676	20:00	321	228	76.6%	175	126	49
Arr-NK-946	NK	NK	CTG	I	N	946	17:30	321	228	75.1%	171	123	48	2.45	Dep-NK-126	NK	NK	MYR	D	126	20:15	321	228	87.1%	198	143	56
Arr-NK-652	NK	NK	AXM	I	N	652	18:58	321	228	76.6%	175	126	49	1.17	Dep-NK-355	NK	NK	DEN	D	355	20:15	321	228	86.7%	198	142	55
Arr-NK-400	NK	NK	BOG	I	N	400	18:59	321	228	69.9%	159	115	45	1.21	Dep-NK-971	NK	NK	DFW	D	971	20:20	321	228	82.9%	189	136	53
Arr-NK-240	NK	NK	CUN	I	N	240	18:59	320	178	92.8%	165	119	46	1.36	Dep-NK-240	NK	NK	BWI	D	240	20:35	320	178	70.2%	125	90	35
Arr-NK-727	NK	NK	LBE	D	727	19:30	321	228	89.5%	204	147	57	1.25	Dep-NK-574	NK	NK	TPA	D	574	20:55	321	228	76.3%	174	125	49	
Arr-NK-403	NK	NK	ATL	D	403	20:55	320	178	103.4%	184	132	52	0.50	Dep-NK-230	NK	NK	ATL	D	230	21:45	320	178	83.5%	149	107	42	
Arr-NK-615	NK	NK	BOS	D	615	20:55	321	228	90.7%	207	149	58	0.50	Dep-NK-450	NK	NK	PBG	D	450	21:45	321	228	87.4%	199	143	56	
Arr-NK-443	NK	NK	BWI	D	443	20:55	321	228	82.6%	188	136	53	1.00	Dep-NK-416	NK	NK	IAG	D	416	21:55	321	228	89.4%	204	147	57	
Arr-NK-265	NK	NK	ACY	D	265	22:24	320	178	78.1%	139	100	39	1.18	Dep-NK-439	NK	NK	MGA	I	439	23:42	320	178	97.1%	173	124	48	
Arr-NK-680	NK	NK	MSY	D	680	22:24	320	178	99.8%</																		

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Arr-NK-648	NK	NK	SJU	D	648	17:57	321	228	99.8%	228	164	64	2:10	Dep-NK-710	NK	NK	LGA	D	710	20:07	321	228	97.3%	222	160	62
Arr-NK-171	NK	NK	LGA	D	171	18:45	321	228	99.9%	228	164	64	1:33	Dep-NK-380	NK	NK	DTW	D	380	20:18	321	228	87.2%	199	143	56
Arr-WN-265	WN	WN	BWI	D	265	12:05	73W	143	91.1%	130	100	30	0:35	Dep-WN-265	WN	WN	TPA	D	265	12:40	73W	143	81.1%	116	89	27
Arr-WN-1349	WN	WN	ATL	D	1349	18:20	73W	143	86.2%	123	95	28	0:35	Dep-WN-1349	WN	WN	TPA	D	1349	18:55	73W	143	81.1%	116	89	27
Arr-WN-494	WN	WN	BWI	D	494	9:45	73W	143	91.1%	130	100	30	0:35	Dep-WN-494	WN	WN	TPA	D	494	10:20	73W	143	81.1%	116	89	27
Arr-WN-1186	WN	WN	ATL	D	1186	10:15	73W	143	86.2%	123	95	28	0:30	Dep-WN-1186	WN	WN	RDU	D	1186	10:45	73W	143	99.6%	142	110	33
Arr-WN-672	WN	WN	LAS	D	672	23:30	73H	175	91.6%	160	160	0	RON	Dep-WN-784	WN	WN	TPA	D	784	6:25	73H	175	81.1%	142	109	33
Arr-WN-1814	WN	WN	MDW	D	1814	23:35	73H	175	90.1%	158	158	0	RON	Dep-WN-369	WN	WN	LAS	D	369	7:00	73H	175	92.5%	162	125	37
Arr-WN-4025	WN	WN	DEN	D	4025	23:45	73H	175	80.2%	140	140	0	RON	Dep-WN-657	WN	WN	STL	D	657	7:10	73H	175	88.0%	154	119	35
Arr-WN-3759	WN	WN	MDW	D	3759	10:05	73H	175	90.1%	158	121	36	0:45	Dep-WN-739	WN	WN	BWI	D	739	10:50	73H	175	91.8%	161	124	37
Arr-WN-3027	WN	WN	ALB	D	3027	11:50	73H	175	85.2%	149	115	34	0:45	Dep-WN-3116	WN	WN	ALB	D	3116	12:35	73H	175	94.4%	165	127	38
Arr-WN-4217	WN	WN	PHX	D	4217	17:25	73H	175	96.1%	168	129	39	1:40	Dep-WN-4306	WN	WN	MDW	D	4306	19:05	73H	175	82.8%	145	112	33
Arr-WN-759	WN	WN	BNA	D	759	22:10	73W	143	80.5%	115	89	26	RON	Dep-WN-1214	WN	WN	MSY	D	1214	6:00	73W	143	99.1%	142	109	33
Arr-WN-2700	WN	WN	ATL	D	2700	22:15	73W	143	86.2%	123	95	28	RON	Dep-WN-927	WN	WN	HOU	D	927	6:10	73W	143	68.9%	98	76	23
Arr-WN-715	WN	WN	BWI	D	715	22:20	73W	143	91.1%	130	100	30	RON	Dep-WN-674	WN	WN	BWI	D	674	6:15	73W	143	91.8%	131	101	30
Arr-WN-4995	WN	WN	MCI	D	4995	22:50	73W	143	81.7%	117	90	27	RON	Dep-WN-105	WN	WN	ATL	D	105	6:20	73W	143	91.3%	131	101	30
Arr-WN-882	WN	WN	HOU	D	882	22:55	73W	143	83.5%	119	92	27	RON	Dep-WN-2327	WN	WN	DEN	D	2327	7:00	73W	143	80.4%	115	88	26
Arr-WN-615	WN	WN	TPA	D	615	23:15	73W	143	77.5%	111	111	0	RON	Dep-WN-889	WN	WN	BWI	D	889	7:05	73W	143	91.8%	131	101	30
Arr-WN-2962	WN	WN	BWI	D	2962	0:30	73W	143	91.1%	130	130	0	7:00	Dep-WN-2950	WN	WN	MDW	D	2950	7:30	73W	143	82.8%	118	91	27
Arr-WN-4647	WN	WN	STL	D	4647	0:30	73W	143	97.7%	140	140	0	7:30	Dep-WN-1170	WN	WN	BNA	D	1170	8:00	73W	143	78.6%	112	87	26
Arr-WN-2706	WN	WN	TPA	D	2706	8:15	73W	143	77.5%	111	85	26	0:35	Dep-WN-2706	WN	WN	ATL	D	2706	8:50	73W	143	91.3%	131	101	30
Arr-WN-188	WN	WN	BWI	D	188	9:00	73W	143	91.1%	130	100	30	0:35	Dep-WN-137	WN	WN	BWI	D	137	9:35	73W	143	91.8%	131	101	30
Arr-WN-2464	WN	WN	ISP	D	2464	9:10	73W	143	83.7%	120	92	28	0:40	Dep-WN-2464	WN	WN	AUS	D	2464	9:50	73W	143	98.6%	141	109	32
Arr-WN-356	WN	WN	MCI	D	356	9:35	73W	143	81.7%	117	90	27	0:35	Dep-WN-3233	WN	WN	MKE	D	3233	10:10	73W	143	91.6%	131	101	30
Arr-WN-1440	WN	WN	SJU	D	1440	9:50	73H	175	100.0%	175	135	40	0:35	Dep-WN-1440	WN	WN	BUF	D	1440	10:25	73H	175	97.6%	171	132	39
Arr-WN-1351	WN	WN	IND	D	1351	9:55	73H	175	90.7%	159	122	37	0:40	Dep-WN-1369	WN	WN	MCI	D	1369	10:35	73H	175	81.7%	143	110	33
Arr-WN-3144	WN	WN	PIT	D	3144	10:40	73W	143	78.7%	113	87	26	0:35	Dep-WN-724	WN	WN	PVD	D	724	11:15	73W	143	77.4%	111	85	25
Arr-WN-2052	WN	WN	BUF	D	2052	10:50	73H	175	97.2%	170	131	39	0:35	Dep-WN-2141	WN	WN	BDL	D	2141	11:25	73H	175	91.3%	160	123	37
Arr-WN-653	WN	WN	PVD	D	653	11:00	73W	143	81.7%	117	90	27	0:30	Dep-WN-653	WN	WN	DAL	D	653	11:30	73W	143	73.9%	106	81	24
Arr-WN-3926	WN	WN	BNA	D	3926	11:05	73W	143	80.5%	115	89	26	0:35	Dep-WN-3926	WN	WN	SJU	D	3926	11:40	73W	143	71.0%	102	78	23
Arr-WN-2319	WN	WN	MDW	D	2319	11:10	73W	143	90.1%	129	99	30	0:35	Dep-WN-4339	WN	WN	MDW	D	4339	11:45	73W	143	82.8%	118	91	27
Arr-WN-773	WN	WN	BDL	D	773	11:40	73W	143	83.9%	120	92	28	0:35	Dep-WN-614	WN	WN	BWI	D	614	12:15	73W	143	91.8%	131	101	30
Arr-WN-794	WN	WN	DAL	D	794	11:55	73W	143	81.7%	117	90	27	0:35	Dep-WN-794	WN	WN	ATL	D	794	12:30	73W	143	91.3%	131	101	30
Arr-WN-1961	WN	WN	TPA	D	1961	12:25	73W	143	77.5%	111	85	26	0:35	Dep-WN-1961	WN	WN	PIT	D	1961	13:00	73W	143	98.6%	141	109	32
Arr-WN-1290	WN	WN	DEN	D	1290	13:10	73W	143	80.2%	115	88	26	0:35	Dep-WN-628	WN	WN	ATL	D	628	13:45	73W	143	91.3%	131	101	30
Arr-WN-513	WN	WN	MKE	D	513	13:10	73W	143	92.2%	132	101	30	0:35	Dep-WN-4754	WN	WN	DEN	D	4754	13:45	73W	143	80.4%	115	88	26
Arr-WN-339	WN	WN	ATL	D	339	13:20	73W	143	86.2%	123	95	28	0:35	Dep-WN-339	WN	WN	ISP	D	339	13:55	73W	143	74.5%	107	82	24
Arr-WN-1802	WN	WN	BWI	D	1802	13:20	73W	143	91.1%	130	100	30	0:40	Dep-WN-1980	WN	WN	BUF	D	1980	14:00	73W	143	97.6%	140	107	32
Arr-WN-2774	WN	WN	HOU	D	2774	13:30	73W	143	83.5%	119	92	27	0:35	Dep-WN-2774	WN	WN	BNA	D	2774	14:05	73W	143	78.6%	112	87	26
Arr-WN-4192	WN	WN	MSY	D	4192	13:55	73W	143	88.4%	126	97	29	0:35	Dep-WN-4192	WN	WN	DEN	D	4192	14:30	73W	143	80.4%	115	88	26
Arr-WN-552	WN	WN	STL	D	552	14:25	73W	143	97.7%	140	108	32	0:30	Dep-WN-552	WN	WN	BWI	D	552	14:55	73W	143	91.8%	131	101	30
Arr-WN-422	WN	WN	BWI	D	422	15:00	73W	143	91.1%	130	100	30	0:35	Dep-WN-422	WN	WN	TPA	D	422	15:35	73W	143	81.1%	116	89	27
Arr-WN-2246	WN	WN	ATL	D	2246	15:30	73H	175	86.2%	151	116	35	0:35	Dep-WN-2246	WN	WN	IND	D	2246	16:05	73H	175	89.5%	157	121	36
Arr-WN-923	WN	WN	AUS	D	923	16:05	73W	143	98.4%	141	108	32	0:35	Dep-WN-3831	WN	WN	MCI	D	3831	16:40	73W	143	100.0%	143	110	33
Arr-WN-881	WN	WN	ISP	D	881	16:15	73W	143	83.7%	120	92	28	0:35	Dep-WN-881	WN	WN	MDW	D	881	16:50	73W	143	82.8%	118	91	27
Arr-WN-4483	WN	WN	MDW	D	4483	16:50	73W	143	90.1%	129	99	30	0:35	Dep-WN-4572	WN	WN	BWI	D	4572	17:25	73W	143	91.8%	131	101	30
Arr-WN-102	WN	WN	BWI	D	102	17:15	73W	143	91.1%	130	100	30	0:35	Dep-WN-102	WN	WN	MSY	D	102	17:50	73W	143	99.1%	142	109	33
Arr-WN-3859	WN	WN	TPA	D	3859	17:15	73H	175	77.5%	136	104	31	0:35	Dep-WN-3859	WN	WN	PHX	D	3859	17:50	73H	175	91.7%	161	124	37
Arr-WN-4451	WN	WN	PHL	D	4451	17:25	73W	143	99.3%	142	109	33	0:35	Dep-WN-4451	WN	WN	DAL	D	4451	18:00	73W	143	73.9%	106	81	24
Arr-WN-4915	WN	WN	RDU	D	4915	18:05	73W	143	81.6%	117	90	27	0:30	Dep-WN-211	WN	WN	BWI	D	211	18:35	73W	143	91.8%	131	101	30

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Arr-WN-497	WN	WN	TPA	D	497	20:30	73W	143	77.5%	111	85	26	0.35	Dep-WN-497	WN	WN	SIU	D	497	21:05	73W	143	71.0%	102	78	23	
Arr-WN-962	WN	WN	BWI	D	962	20:40	73H	175	91.1%	159	123	37	0.30	Dep-WN-377	WN	WN	PHL	D	377	21:10	73H	175	85.4%	149	115	34	
Arr-WN-377	WN	WN	SJU	D	377	20:40	73W	143	100.0%	143	110	33	0.30	Dep-WN-451	WN	WN	PIT	D	451	21:10	73W	143	98.6%	141	109	32	
Arr-WN-2638	WN	WN	MSY	D	2638	21:05	73H	175	88.4%	155	119	36	0.30	Dep-WN-3321	WN	WN	BWI	D	3321	21:35	73H	175	91.8%	161	124	37	
Arr-WN-1706	WN	WN	MKE	D	1706	21:45	73H	175	92.2%	161	124	37	0.30	Dep-WN-1973	WN	WN	MDW	D	1973	22:15	73H	175	82.8%	145	112	33	
Arr-B6-20208	B6		HAV	I	N	20208	8:45	320	162	82.5%	134	111	23	1.54	Dep-B6-20101	B6		ALB	D	20101	10:39	320	162	87.5%	142	118	24
Arr-B6-20102	B6		BNA	D		20102	20:11	320	162	86.2%	140	116	24	0.54	Dep-B6-20125	B6		LAS	D	20125	21:05	320	162	88.0%	143	118	24
Arr-B6-20206	B6		HOG	I	N	20206	13:15	320	162	82.5%	134	111	23	1.45	Dep-B6-20103	B6		BNA	D	20103	15:00	320	162	87.5%	142	118	24
Arr-B6-20210	B6		HAV	I	N	20210	15:30	320	162	82.5%	134	111	23	1.55	Dep-B6-20117	B6		SAN	D	20117	17:25	320	162	87.5%	142	118	24
Arr-B6-20204	B6		CMW	I	N	20204	15:50	320	162	82.5%	134	111	23	3.17	Dep-B6-20203	B6		UIO	I	20203	19:07	320	162	78.2%	127	105	22
Arr-B6-20110	B6		CLE	D		20110	18:29	320	162	86.2%	140	116	24	1.26	Dep-B6-20113	B6		DTW	D	20113	19:55	320	162	87.5%	142	118	24
Arr-B6-20212	B6		HAV	I	N	20212	18:55	320	162	82.5%	134	111	23	1.42	Dep-B6-20215	B6		MEX	I	20215	20:37	320	162	78.2%	127	105	22
Arr-B6-20100	B6		ALB	D		20100	17:34	320	162	86.2%	140	116	24	RON	Dep-B6-20205	B6		CMW	I	20205	17:00	320	162	78.2%	127	105	22
Arr-B6-20112	B6		DTW	D		20112	10:07	320	162	86.2%	140	116	24	0.53	Dep-B6-20207	B6		HOG	I	20207	11:00	320	162	78.2%	127	105	22
Arr-B6-20116	B6		SAN	D		20116	6:19	320	162	86.2%	140	116	24	0.56	Dep-B6-20209	B6		HAV	I	20209	7:15	320	162	78.2%	127	105	22
Arr-B6-20114	B6		PHL	D		20114	15:48	320	162	86.2%	140	116	24	0.52	Dep-B6-20211	B6		HAV	I	20211	16:40	320	162	78.2%	127	105	22
Arr-B6-20124	B6		LAS	D		20124	13:05	320	162	90.8%	147	122	25	0.55	Dep-B6-20213	B6		HAV	I	20213	14:00	320	162	78.2%	127	105	22
Arr-B6-20214	B6		MEX	I	N	20214	9:56	320	162	82.5%	134	111	23	1.54	Dep-B6-20111	B6		CLE	D	20111	11:50	320	162	87.5%	142	118	24
Arr-B6-20200	B6		BGI	I	N	20200	16:49	320	162	82.5%	134	111	23	2.11	Dep-B6-20115	B6		PHL	D	20115	19:00	320	162	87.5%	142	118	24
Arr-B6-20202	B6		UIO	I	N	20202	5:17	320	162	82.5%	134	111	23	2.23	Dep-B6-20201	B6		BGI	I	20201	7:40	320	162	78.2%	127	105	22
Arr-B6-20106	B6		BWI	D		20106	20:50	320	162	86.2%	140	116	24	RON	Dep-B6-20107	B6		BWI	D	20107	8:07	320	162	87.5%	142	118	24
Arr-B6-20104	B6		BQN	D		20104	6:03	E90	100	86.2%	86	72	15	2.47	Dep-B6-20119	B6		SYR	D	20119	8:50	E90	100	87.5%	87	73	15
Arr-B6-20126	B6		RDU	D		20126	9:15	E90	100	93.5%	93	78	16	0.50	Dep-B6-20127	B6		RDU	D	20127	10:05	E90	100	94.1%	94	78	16
Arr-B6-20108	B6		CHS	D		20108	9:44	E90	100	86.2%	86	72	15	1.09	Dep-B6-20217	B6		PLS	I	20217	10:53	E90	100	78.2%	78	65	13
Arr-B6-20134	B6		SJU	D		20134	10:30	E90	100	73.5%	73	61	12	0.45	Dep-B6-20135	B6		SJU	D	20135	11:15	E90	100	71.0%	71	59	12
Arr-B6-20130	B6		BOS	D		20130	10:40	E90	100	84.8%	85	70	14	0.50	Dep-B6-20131	B6		BOS	D	20131	11:30	E90	100	80.3%	80	67	14
Arr-B6-20128	B6		BDL	D		20128	12:15	E90	100	73.9%	74	61	13	0.45	Dep-B6-20121	B6		AUS	D	20121	13:00	E90	100	89.9%	90	75	15
Arr-B6-20118	B6		SYR	D		20118	15:44	E90	100	86.2%	86	72	15	0.51	Dep-B6-20129	B6		BDL	D	20129	16:35	E90	100	74.6%	75	62	13
Arr-B6-20132	B6		HPN	D		20132	14:45	E90	100	73.6%	74	61	13	0.45	Dep-B6-20133	B6		HPN	D	20133	15:30	E90	100	77.0%	77	64	13
Arr-B6-20216	B6		PLS	I	N	20216	15:39	E90	100	82.5%	82	68	14	0.46	Dep-B6-20123	B6		JAX	D	20123	16:25	E90	100	94.4%	94	78	16
Arr-B6-20122	B6		JAX	D		20122	17:40	E90	100	95.5%	96	79	16	0.54	Dep-B6-20109	B6		CHS	D	20109	18:34	E90	100	87.5%	87	73	15
Arr-B6-20120	B6		AUS	D		20120	23:05	E90	100	89.7%	90	83	7	0.54	Dep-B6-20105	B6		BQN	D	20105	23:59	E90	100	87.5%	87	73	15
Arr-B6-20136	B6		CLT	D		20136	13:45	E90	100	86.2%	86	72	15	0.45	Dep-B6-20137	B6		CLT	D	20137	14:30	E90	100	87.5%	87	73	15
Arr-B6-20138	B6		DFW	D		20138	13:45	E90	100	86.2%	86	72	15	0.45	Dep-B6-20139	B6		DFW	D	20139	14:30	E90	100	87.5%	87	73	15
Arr-NK-20406	NK		SXM	I	N	20406	18:07	319	145	89.9%	130	94	37	1.53	Dep-NK-20309	NK		SAN	D	20309	20:00	319	145	86.6%	126	90	35
Arr-NK-20314	NK		DFW	D		20314	12:45	319	145	88.8%	129	93	36	0.55	Dep-NK-20313	NK		ATL	D	20313	13:40	319	145	83.5%	121	87	34
Arr-NK-20318	NK		BWI	D		20318	12:40	319	145	82.6%	120	86	34	0.55	Dep-NK-20315	NK		BWI	D	20315	13:35	319	145	70.2%	102	73	29
Arr-NK-20316	NK		DTW	D		20316	13:35	319	145	91.6%	133	96	37	0.55	Dep-NK-20317	NK		DTW	D	20317	14:30	319	145	87.2%	126	91	35
Arr-NK-20312	NK		ORD	D		20312	17:45	319	145	89.7%	130	94	36	0.55	Dep-NK-20319	NK		ORD	D	20319	18:40	319	145	76.2%	111	80	31
Arr-NK-20308	NK		MCI	D		20308	9:50	319	145	88.7%	129	93	36	0.56	Dep-NK-20407	NK		SXM	I	20407	10:46	319	145	79.9%	116	83	32
Arr-NK-20400	NK		HAV	I	N	20400	14:20	320	178	89.9%	160	115	45	2.00	Dep-NK-20301	NK		PHL	D	20301	16:20	320	178	86.6%	154	111	43
Arr-NK-20402	NK		LIM	I	N	20402	18:42	320	178	89.9%	160	115	45	1.38	Dep-NK-20303	NK		BQN	D	20303	20:20	320	178	86.6%	154	111	43
Arr-NK-20300	NK		PHX	D		20300	20:45	320	178	88.7%	158	114	44	1.00	Dep-NK-20305	NK		PHX	D	20305	21:45	320	178	86.6%	154	111	43
Arr-NK-20404	NK		SAL	I	N	20404	11:00	320	178	89.9%	160	115	45	1.15	Dep-NK-20307	NK		MCI	D	20307	12:15	320	178	86.6%	154	111	43
Arr-NK-20310	NK		ACY	D		20310	17:00	320	178	78.1%	139	100	39	0.55	Dep-NK-20311	NK		ACY	D	20311	17:55	320	178	78.2%	139	100	39
Arr-NK-20302	NK		HAV	D		20302	5:45	320	178	89.3%	159	114	45	1.15	Dep-NK-20401	NK		HAV	I	20401	7:00	320	178	79.9%	142	102	40
Arr-NK-20304	NK		PHX	D		20304	15:55	320	178	88.7%	158	114	44	1.02	Dep-NK-20403	NK		LIM	I	20403	16:57	320	178	79.9%	142	102	40
Arr-NK-20306	NK		BOS	D		20306	10:10	320	178	88.7%	158	114	44	1.00	Dep-NK-20405	NK		SAL	I	20405	11:10	320	178	79.9%	142	102	40
Arr-G4-20700	G4		PSM	D		20700	21:49	320	177	92.4%	163	163	0	RON	Dep-G4-20701	G4		SAT	D	20701	7:00	320	177	86.0%	152	152	0
Arr-G4-20702	G4		USA	D		20702	20:40	320	177	92.4%	163	163	0	RON	Dep-G4-20703	G4		MEM	D	20703	9:23	320	177	86.0%	152	152	0
Arr-3M-20800	3M		GHB	I	N	20800	13:25	SF3	34	58.2%	20	18	2	1.00	Dep-3M-20801	3M		GHB	I	20801	14:25	SF3	34	62.4%	21	20	2
Arr-9K-20806	9K		NSB	I	N	20806	18:09	CNC	9	58.2%	5	5	0	RON	Dep-9K-20803	9K		NSB	I	20803	7:00	CNC	9	62.4%	6	5	0
Arr-9K-20802	9K		NSB	I	N	20802	9:33	CNC	9	58.2%	5	5	0	1.17	Dep-9K-20805	9K		NSB	I	20805	10:50	CNC	9	62.4%	6	5	0
Arr-9K-20804	9K		NSB	I	N	20804	15:23	CNC	9	58.2%	5	5	0	1.15	Dep-9K-20807	9K		NSB	I	20807	16:38	CNC	9	62.4%	6	5	0
Arr-TS-20808	TS		YQB	I	N	20808	12:40	73H	189	86.9%	164	151	13	1.10	Dep-TS-20809	TS		YQB	I	20809	13:50	73H	189	87.9%	166	153	13

2020 PMAD Flight Schedule

Arr-WN-20658	WN	SAL	I	N	20658	14:15	73H	175	83.5%	146	113	34	1:30	Dep-WN-20639	WN	MBJ	I	20639	15:45	73H	175	83.5%	146	113	34
Arr-WN-20514	WN	ALB	D		20514	13:50	73H	175	85.2%	149	115	34	0:45	Dep-WN-20659	WN	SAL	I	20659	14:35	73H	175	83.5%	146	113	34
Arr-WN-20638	WN	MBJ	I	N	20638	10:15	73H	175	83.5%	146	113	34	1:15	Dep-WN-20619	WN	NAS	I	20619	11:30	73H	175	83.5%	146	113	34
Arr-WN-20618	WN	NAS	I	Y	20618	14:25	73H	175	83.5%	146	113	34	0:45	Dep-WN-20521	WN	LAS	D	20521	15:10	73H	175	92.5%	162	125	37
Arr-WN-20520	WN	LAS	D		20520	17:50	73H	175	91.6%	160	123	37	0:40	Dep-WN-20515	WN	ALB	D	20515	18:30	73H	175	94.4%	165	127	38
Arr-WN-20610	WN	HAV	I	N	20610	21:10	73W	143	83.5%	119	92	27	RON	Dep-WN-20503	WN	SAT	D	20503	7:30	73W	143	86.7%	124	95	29
Arr-WN-20666	WN	SJO	I	N	20666	22:00	73W	143	83.5%	119	92	27	RON	Dep-WN-20535	WN	DAL	D	20535	7:30	73W	143	73.9%	106	81	24
Arr-WN-20664	WN	SJD	I	N	20664	23:00	73W	143	83.5%	119	110	10	RON	Dep-WN-20505	WN	EWR	D	20505	7:30	73W	143	86.7%	124	95	29
Arr-WN-20526	WN	ATL	D		20526	23:30	73W	143	86.2%	123	123	0	RON	Dep-WN-20601	WN	HAV	I	20601	7:45	73W	143	83.5%	119	92	27
Arr-WN-20522	WN	PHX	D		20522	22:30	73W	143	96.1%	137	106	32	RON	Dep-WN-20667	WN	SJO	I	20667	8:00	73W	143	83.5%	119	92	27
Arr-WN-20634	WN	LIM	I	N	20634	7:00	73W	143	83.5%	119	92	27	1:15	Dep-WN-20533	WN	BWI	D	20533	8:15	73W	143	91.8%	131	101	30
Arr-WN-20668	WN	UIO	I	N	20668	7:30	73W	143	83.5%	119	92	27	1:15	Dep-WN-20523	WN	PHX	D	20523	8:45	73W	143	91.7%	131	101	30
Arr-WN-20504	WN	DEN	D		20504	9:20	73W	143	87.2%	125	96	29	0:35	Dep-WN-20603	WN	HAV	I	20603	9:55	73W	143	83.5%	119	92	27
Arr-WN-20518	WN	AUS	D		20518	9:20	73W	143	98.4%	141	108	32	0:40	Dep-WN-20513	WN	SFO	D	20513	10:00	73W	143	86.7%	124	95	29
Arr-WN-20632	WN	KIN	I	N	20632	9:00	73W	143	83.5%	119	92	27	1:15	Dep-WN-20543	WN	MDW	D	20543	10:15	73W	143	82.8%	118	91	27
Arr-WN-20600	WN	HAV	I	N	20600	9:15	73W	143	83.5%	119	92	27	1:15	Dep-WN-20615	WN	VRA	I	20615	10:30	73W	143	83.5%	119	92	27
Arr-WN-20544	WN	PVD	D		20544	9:55	73W	143	81.7%	117	90	27	0:35	Dep-WN-20613	WN	SNU	I	20613	10:30	73W	143	83.5%	119	92	27
Arr-WN-20548	WN	TPA	D		20548	10:25	73W	143	77.5%	111	85	26	0:40	Dep-WN-20529	WN	BNA	D	20529	11:05	73W	143	78.6%	112	87	26
Arr-WN-20622	WN	BOG	I	N	20622	10:25	73W	143	83.5%	119	92	27	1:15	Dep-WN-20537	WN	DEN	D	20537	11:40	73W	143	80.4%	115	88	26
Arr-WN-20530	WN	BWI	D		20530	11:00	73W	143	91.1%	130	100	30	0:40	Dep-WN-20621	WN	AUA	I	20621	11:40	73W	143	83.5%	119	92	27
Arr-WN-20620	WN	AUA	I	Y	20620	10:45	73W	143	83.5%	119	92	27	1:15	Dep-WN-20669	WN	UIO	I	20669	12:00	73W	143	83.5%	119	92	27
Arr-WN-20626	WN	CTG	I	N	20626	10:55	73W	143	83.5%	119	92	27	1:20	Dep-WN-20545	WN	PVD	D	20545	12:15	73W	143	77.4%	111	85	25
Arr-WN-20538	WN	HOU	D		20538	11:15	73W	143	83.5%	119	92	27	1:00	Dep-WN-20647	WN	PAP	I	20647	12:15	73W	143	83.5%	119	92	27
Arr-WN-20506	WN	MSY	D		20506	11:40	73W	143	88.4%	126	97	29	0:35	Dep-WN-20661	WN	SDQ	I	20661	12:15	73W	143	83.5%	119	92	27
Arr-WN-20524	WN	RDU	D		20524	11:55	73W	143	81.6%	117	90	27	0:35	Dep-WN-20641	WN	MDE	I	20641	12:30	73W	143	83.5%	119	92	27
Arr-WN-20602	WN	HAV	I	N	20602	12:00	73W	143	83.5%	119	92	27	1:30	Dep-WN-20643	WN	MEX	I	20643	13:30	73W	143	83.5%	119	92	27
Arr-WN-20516	WN	ATL	D		20516	12:55	73W	143	86.2%	123	95	28	0:40	Dep-WN-20649	WN	POS	I	20649	13:35	73W	143	83.5%	119	92	27
Arr-WN-20660	WN	SDQ	I	N	20660	12:15	73W	143	83.5%	119	92	27	1:25	Dep-WN-20547	WN	SIJU	D	20547	13:40	73W	143	71.0%	102	78	23
Arr-WN-20652	WN	PUJ	I	OSSIBL	20652	12:30	73W	143	83.5%	119	92	27	1:15	Dep-WN-20531	WN	BWI	D	20531	13:45	73W	143	91.8%	131	101	30
Arr-WN-20642	WN	MEX	I	N	20642	12:45	73W	143	83.5%	119	92	27	1:15	Dep-WN-20617	WN	VRA	I	20617	14:00	73W	143	83.5%	119	92	27
Arr-WN-20542	WN	MDW	D		20542	13:20	73W	143	90.1%	129	99	30	0:40	Dep-WN-20631	WN	CUN	I	20631	14:00	73W	143	83.5%	119	92	27
Arr-WN-20612	WN	SNU	I	N	20612	13:00	73W	143	83.5%	119	92	27	1:30	Dep-WN-20663	WN	SJD	I	20663	14:30	73W	143	83.5%	119	92	27
Arr-WN-20528	WN	BNA	D		20528	14:05	73W	143	80.5%	115	89	26	0:40	Dep-WN-20605	WN	HAV	I	20605	14:45	73W	143	83.5%	119	92	27
Arr-WN-20502	WN	SAT	D		20502	14:50	73W	143	87.2%	125	96	29	0:35	Dep-WN-20623	WN	BOG	I	20623	15:25	73W	143	83.5%	119	92	27
Arr-WN-20604	WN	HAV	I	N	20604	14:10	73W	143	83.5%	119	92	27	1:20	Dep-WN-20657	WN	PVR	I	20657	15:30	73W	143	83.5%	119	92	27
Arr-WN-20614	WN	VRA	I	N	20614	14:15	73W	143	83.5%	119	92	27	1:15	Dep-WN-20629	WN	CUN	I	20629	15:30	73W	143	83.5%	119	92	27
Arr-WN-20648	WN	POS	I	N	20648	14:20	73W	143	83.5%	119	92	27	1:15	Dep-WN-20511	WN	LAX	D	20511	15:35	73W	143	86.7%	124	95	29
Arr-WN-20536	WN	DEN	D		20536	15:10	73W	143	80.2%	115	88	26	0:35	Dep-WN-20525	WN	RDU	D	20525	15:45	73W	143	99.6%	142	110	33
Arr-WN-20662	WN	SJD	I	N	20662	15:10	73W	143	83.5%	119	92	27	1:15	Dep-WN-20501	WN	DCA	D	20501	16:25	73W	143	86.7%	124	95	29
Arr-WN-20546	WN	PIT	D		20546	15:50	73W	143	78.7%	113	87	26	0:40	Dep-WN-20651	WN	PTY	I	20651	16:30	73W	143	83.5%	119	92	27
Arr-WN-20534	WN	DAL	D		20534	15:55	73W	143	81.7%	117	90	27	0:35	Dep-WN-20633	WN	KIN	I	20633	16:30	73W	143	83.5%	119	92	27
Arr-WN-20636	WN	MBJ	I	N	20636	18:40	73W	143	83.5%	119	92	27	1:15	Dep-WN-20665	WN	SJD	I	20665	19:55	73W	143	83.5%	119	92	27
Arr-WN-20532	WN	BWI	D		20532	16:05	73W	143	91.1%	130	100	30	0:40	Dep-WN-20625	WN	BZE	I	20625	16:45	73W	143	83.5%	119	92	27
Arr-WN-20624	WN	BZE	I	N	20624	16:00	73W	143	83.5%	119	92	27	1:15	Dep-WN-20509	WN	SAN	D	20509	17:15	73W	143	86.7%	124	95	29
Arr-WN-20646	WN	PAP	I	N	20646	16:00	73W	143	83.5%	119	92	27	1:30	Dep-WN-20653	WN	PUJ	I	20653	17:30	73W	143	83.5%	119	92	27
Arr-WN-20606	WN	HAV	I	N	20606	16:10	73W	143	83.5%	119	92	27	1:20	Dep-WN-20541	WN	ISP	D	20541	17:30	73W	143	74.5%	107	82	24
Arr-WN-20508	WN	MSP	D		20508	17:00	73W	143	87.2%	125	96	29	0:45	Dep-WN-20609	WN	HAV	I	20609	17:45	73W	143	83.5%	119	92	27
Arr-WN-20510	WN	MCI	D		20510	17:30	73W	143	87.2%	125	96	29	0:30	Dep-WN-20635	WN	LIM	I	20635	18:00	73W	143	83.5%	119	92	27
Arr-WN-20628	WN	CUN	I	N	20628	16:55	73W	143	83.5%	119	92	27	1:15	Dep-WN-20627	WN	CTG	I	20627	18:10	73W	143	83.5%	119	92	27
Arr-WN-20654	WN	PUJ	I	OSSIBL	20654	16:30	73W	143	83.5%	119	92	27	1:45	Dep-WN-20507	WN	MSP	D	20507	18:15	73W	143	86.7%	124	95	29
Arr-WN-20540	WN	ISP	D		20540	17:30	73W	143	83.7%	120	92	28	1:15	Dep-WN-20637	WN	MBJ	I	20637	18:45	73W	143	83.5%	119	92	27
Arr-WN-20616	WN	VRA	I	N	20616	18:10	73W	143	83.5%	119	92	27	1:15	Dep-WN-20519	WN	BDL	D	20519	19:25	73W	143	91.3%	131	101	30
Arr-WN-20512	WN	SFO	D		20512	18:00	73W	143	87.2%	125	96	29	1:30	Dep-WN-20655	WN	PUJ	I	20655	19:30	73W	143	83.5%	119	92	27
Arr-WN-20644	WN	MEX	I	N	20644	18:30	73W	143	83.5%	119	92	27	1:15	Dep-WN-20611	WN	HAV	I	20611	19:45	73W	143	83.5%	119	92	27
Arr-WN-20500	WN	DCA	D		20500	16:00	73W	143	87.2%	125	96	29	0:35	Dep-WN-20607	WN	HAV	I	20607	16:35	73W	143	83.5%	119	92	27
Arr-WN-20640	WN	MDE	I	N	20640	18:45	73W	143	83.5%	119	92	27	1:45	Dep-WN-20645	WN	MEX	I	20645	20:30	73W	143	83.5%	119	92	27
Arr-WN-20608	WN	HAV	I	N	20608	20:10	73W	143	83.5%	119	92	27	1:20	Dep-WN-20527	WN	ATL	D	20527	21:30	73W	143	91.3%	131	10	

## Appendix C: ALPS Model Videos



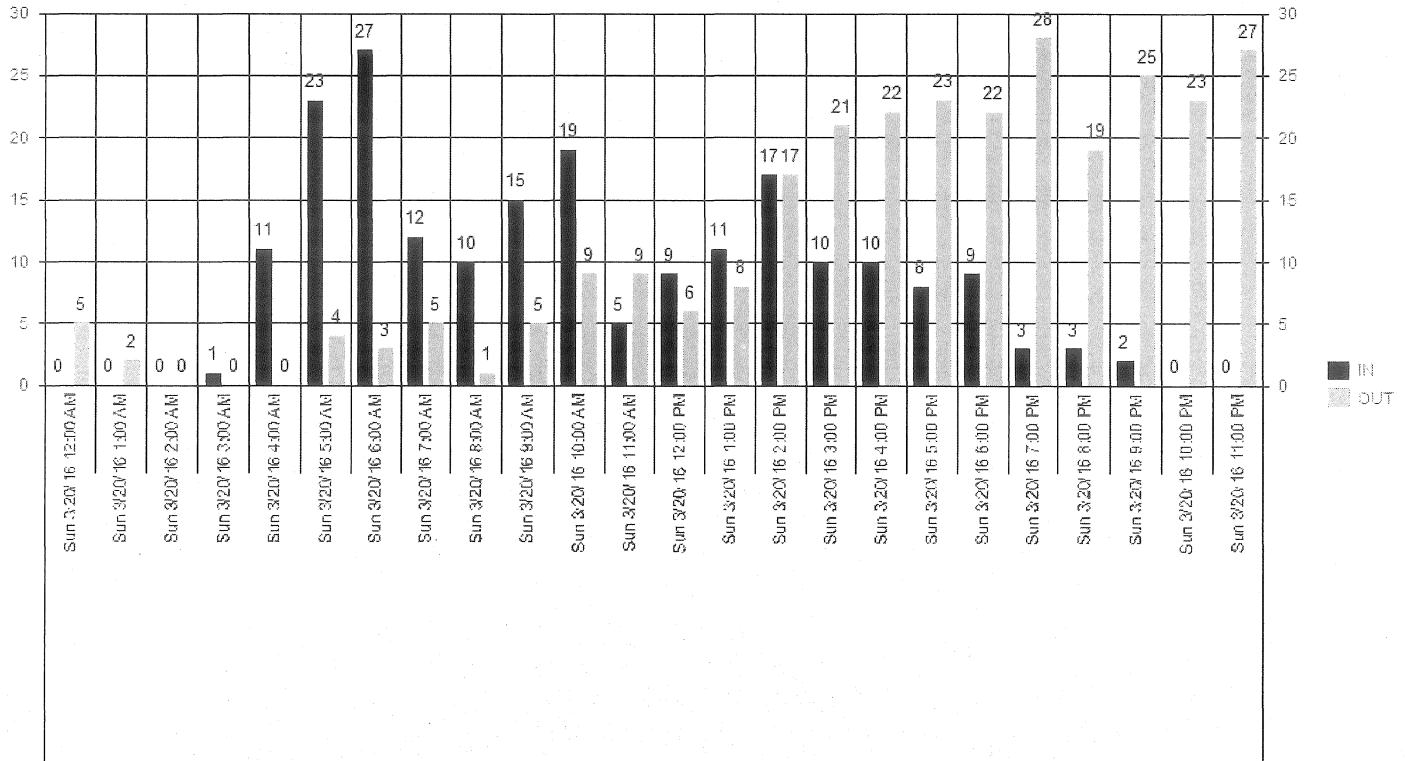
Appendix D:  
Valet Entry, Exit, and  
Occupancy Data

# FLL AIRPORT

## Productivity Report

## Daily by Hour Report

Daily by Hour [03/20/16 00:00 - 03/20/16 23:59]



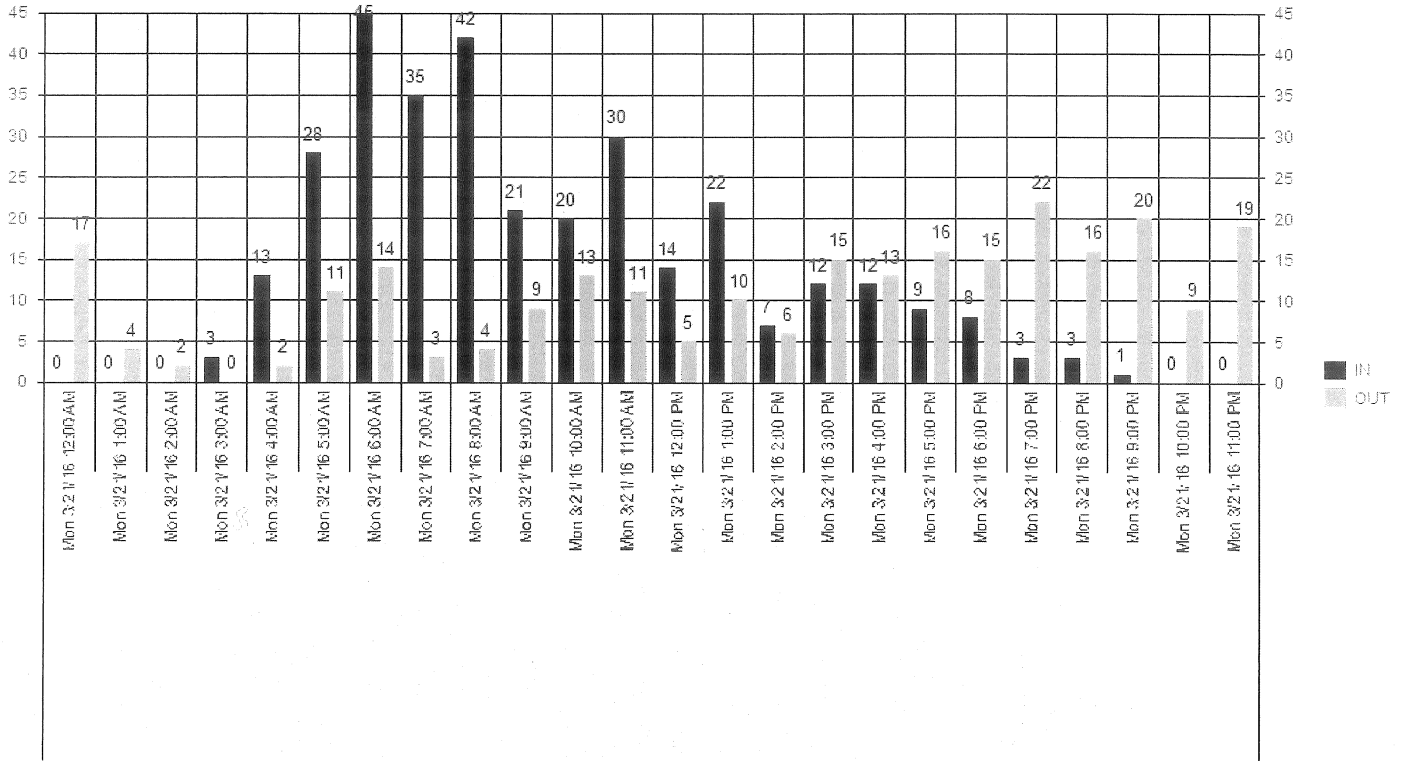
D/T	TRN	TE1	TE2	TE3	Total	Emp#
03/20/16 00:00	0\0	0\1	0\1	0\3	0\5	34
03/20/16 01:00	0\0	0\1	0\0	0\1	0\2	33
03/20/16 02:00	0\0	0\0	0\0	0\0	0\0	31
03/20/16 03:00	0\0	1\0	0\0	0\0	1\0	30
03/20/16 04:00	0\0	3\0	2\0	6\0	11\0	35
03/20/16 05:00	0\0	9\1	5\0	9\3	23\4	32
03/20/16 06:00	0\0	7\0	7\1	13\2	27\3	32
03/20/16 07:00	0\0	1\0	2\1	9\4	12\5	41
03/20/16 08:00	0\0	3\0	3\0	4\1	10\1	36
03/20/16 09:00	0\0	4\0	0\1	11\4	15\5	36
03/20/16 10:00	0\0	5\5	6\0	8\4	19\9	35
03/20/16 11:00	0\0	0\2	2\4	3\3	5\9	37
03/20/16 12:00	0\0	3\0	2\2	4\4	9\6	39
03/20/16 13:00	0\0	6\1	0\0	5\7	11\8	42
03/20/16 14:00	0\0	6\7	8\7	3\3	17\17	44
03/20/16 15:00	0\0	4\6	2\5	4\10	10\21	54
03/20/16 16:00	0\0	4\6	2\2	4\14	10\22	54
03/20/16 17:00	0\0	1\14	4\2	3\7	8\23	56
03/20/16 18:00	0\0	1\7	2\0	6\15	9\22	54
03/20/16 19:00	0\0	2\5	1\8	0\15	3\28	57
03/20/16 20:00	0\0	2\5	0\5	1\9	3\19	57
03/20/16 21:00	0\0	0\9	0\3	2\13	2\25	53
03/20/16 22:00	0\0	0\5	0\7	0\11	0\23	52
03/20/16 23:00	0\0	0\8	0\6	0\13	0\27	56
<b>Total:</b>	<b>0\0</b>	<b>62\83</b>	<b>48\55</b>	<b>95\146</b>	<b>205\284</b>	<b>42.9</b>

FLL AIRPORT

Productivity Report

Daily by Hour Report

Daily by Hour [03/21/16 00:00 - 03/21/16 23:59]



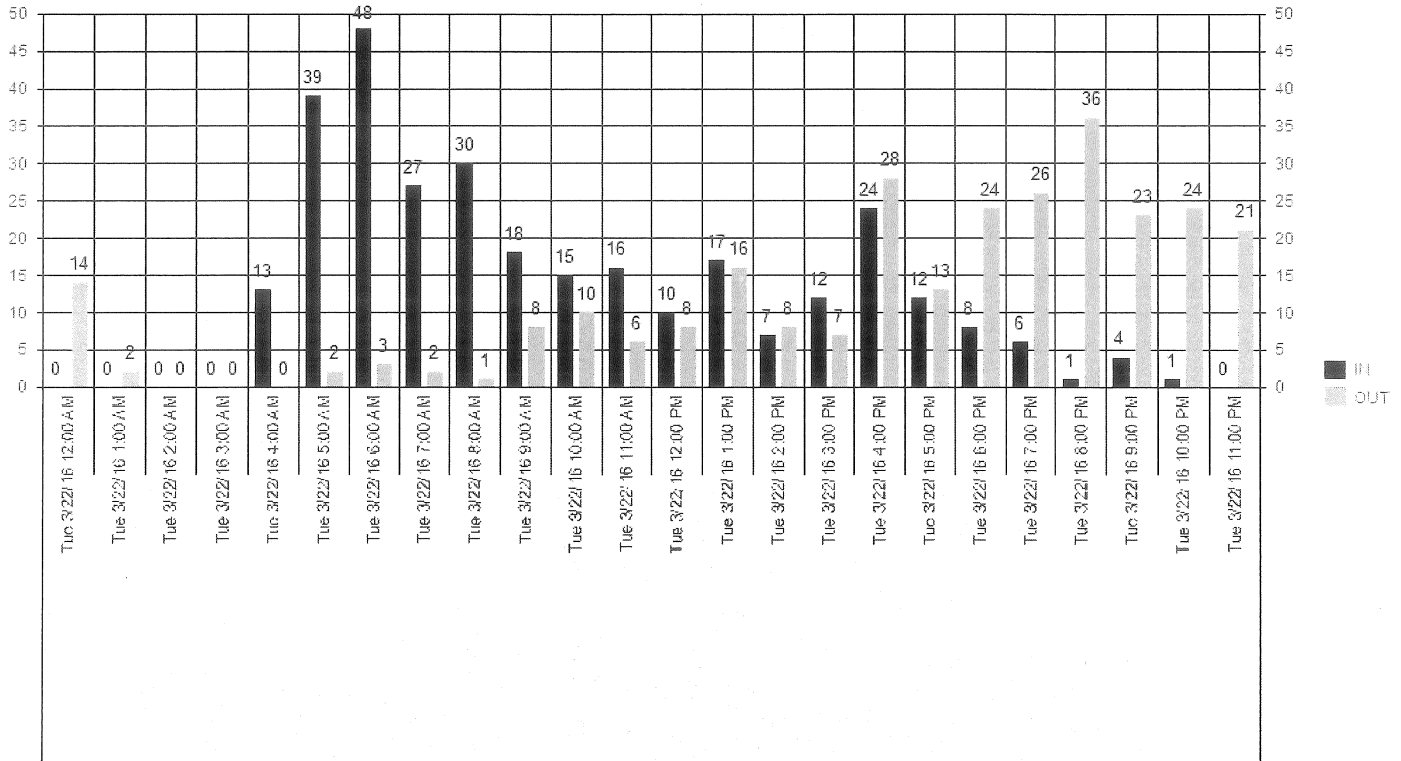
D/T	TRN	TE1	TE2	TE3	Total	Emp#
03/21/16 00:00	0\0	0\8	0\6	0\3	0\17	47
03/21/16 01:00	0\0	0\1	0\1	0\2	0\4	42
03/21/16 02:00	0\0	0\0	0\0	0\2	0\2	39
03/21/16 03:00	0\0	1\0	0\0	2\0	3\0	39
03/21/16 04:00	0\0	3\1	3\0	7\1	13\2	47
03/21/16 05:00	0\0	11\2	5\0	12\9	28\11	48
03/21/16 06:00	0\0	8\2	15\1	22\11	45\14	46
03/21/16 07:00	0\0	10\1	7\0	18\2	35\3	53
03/21/16 08:00	0\0	12\2	10\0	20\2	42\4	54
03/21/16 09:00	0\0	7\4	4\1	10\4	21\9	55
03/21/16 10:00	0\0	5\4	9\1	6\8	20\13	56
03/21/16 11:00	0\0	7\4	12\1	11\6	30\11	59
03/21/16 12:00	0\0	3\1	4\2	7\2	14\5	60
03/21/16 13:00	0\0	6\3	6\1	10\6	22\10	62
03/21/16 14:00	0\0	2\2	0\1	5\3	7\6	61
03/21/16 15:00	0\0	3\3	3\4	6\8	12\15	72
03/21/16 16:00	0\0	3\4	4\4	5\5	12\13	77
03/21/16 17:00	0\0	0\6	6\2	3\8	9\16	73
03/21/16 18:00	0\0	2\4	2\3	4\8	8\15	72
03/21/16 19:00	0\0	0\4	0\4	3\14	3\22	72
03/21/16 20:00	0\0	2\6	1\3	0\7	3\16	61
03/21/16 21:00	0\0	0\6	0\4	1\10	1\20	59
03/21/16 22:00	0\0	0\4	0\0	0\5	0\9	58
03/21/16 23:00	0\0	0\7	0\7	0\5	0\19	57
<b>Total:</b>	<b>0\0</b>	<b>85\79</b>	<b>91\46</b>	<b>152\131</b>	<b>328\256</b>	<b>57.0</b>

FLL AIRPORT

Productivity Report

Daily by Hour Report

Daily by Hour [03/22/16 00:00 - 03/22/16 23:59]



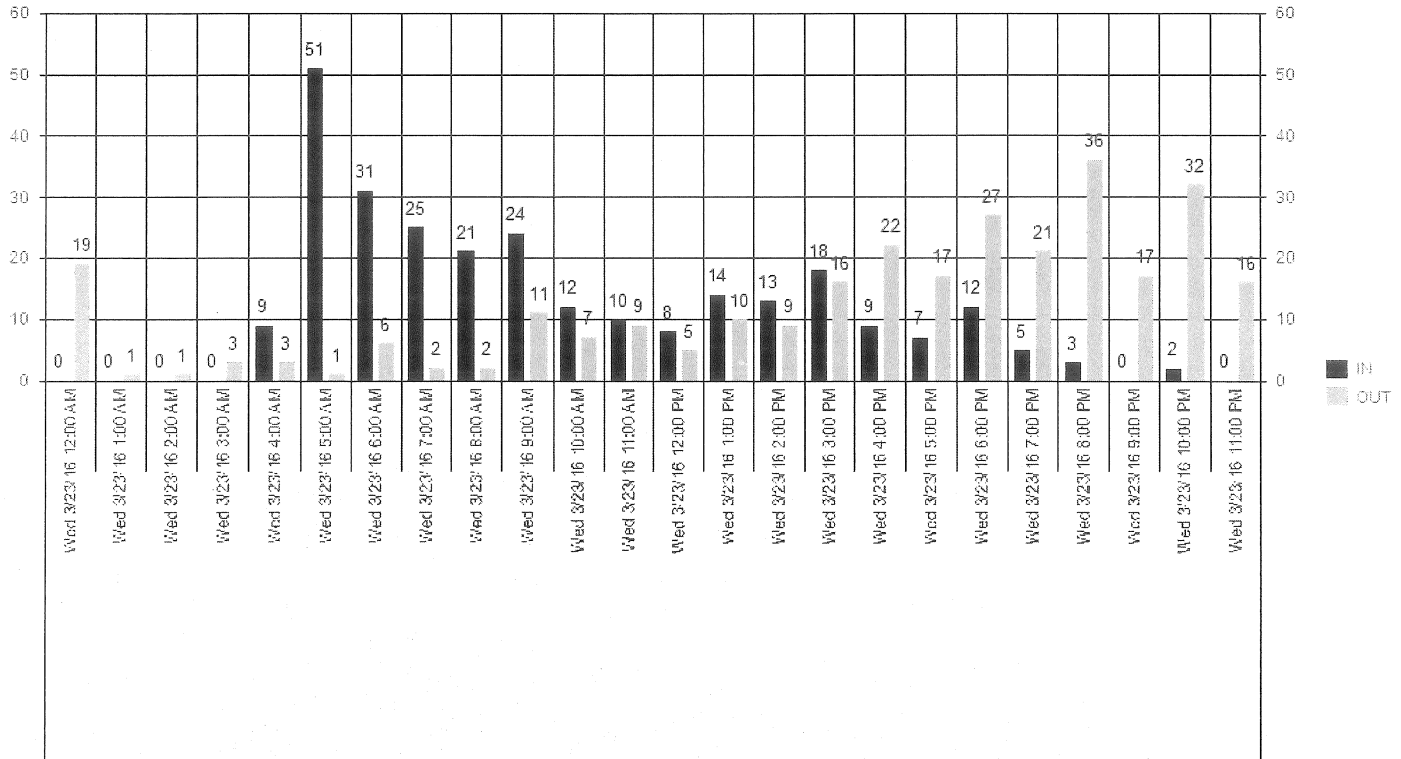
D/T	TRN	TE1	TE2	TE3	Total	Emp#
03/22/16 00:00	0\0	0\6	0\3	0\5	0\14	43
03/22/16 01:00	0\0	0\0	0\0	0\2	0\2	38
03/22/16 02:00	0\0	0\0	0\0	0\0	0\0	36
03/22/16 03:00	0\0	0\0	0\0	0\0	0\0	30
03/22/16 04:00	0\0	6\0	3\0	4\0	13\0	36
03/22/16 05:00	0\0	14\1	10\0	15\1	39\2	41
03/22/16 06:00	0\0	9\2	15\0	24\1	48\3	41
03/22/16 07:00	0\0	6\1	11\1	10\0	27\2	46
03/22/16 08:00	0\0	14\0	8\0	8\1	30\1	45
03/22/16 09:00	0\0	8\4	5\3	5\1	18\8	47
03/22/16 10:00	0\0	4\3	6\1	5\6	15\10	48
03/22/16 11:00	0\0	4\2	6\0	6\4	16\6	51
03/22/16 12:00	0\0	0\1	4\4	6\3	10\8	53
03/22/16 13:00	0\0	7\3	5\2	5\11	17\16	56
03/22/16 14:00	0\0	4\4	0\2	3\2	7\8	57
03/22/16 15:00	0\0	3\1	3\2	6\4	12\7	67
03/22/16 16:00	0\0	8\13	5\4	11\11	24\28	73
03/22/16 17:00	0\0	2\9	4\2	6\2	12\13	67
03/22/16 18:00	0\0	2\4	0\7	6\13	8\24	67
03/22/16 19:00	0\0	2\3	0\2	4\21	6\26	65
03/22/16 20:00	0\0	0\6	0\6	1\24	1\36	57
03/22/16 21:00	0\0	0\13	0\2	4\8	4\23	56
03/22/16 22:00	0\0	0\3	0\13	1\8	1\24	53
03/22/16 23:00	0\0	0\6	0\3	0\12	0\21	57
<b>Total:</b>	<b>0\0</b>	<b>93\85</b>	<b>85\57</b>	<b>130\140</b>	<b>308\282</b>	<b>51.3</b>

FLL AIRPORT

Productivity Report

Daily by Hour Report

Daily by Hour [03/23/16 00:00 - 03/23/16 23:59]



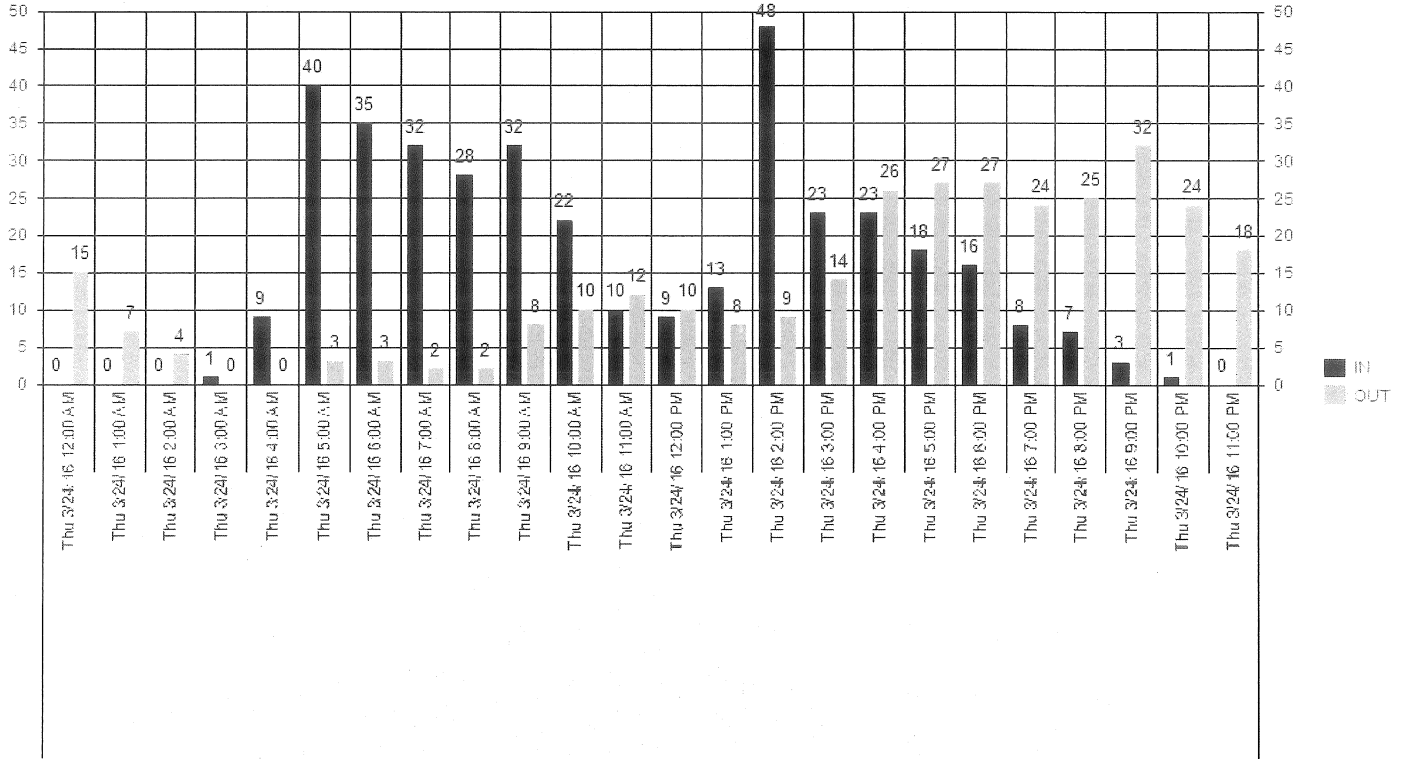
D/T	TRN	TE1	TE2	TE3	Total	Emp#
03/23/16 00:00	0\0	0\4	0\6	0\9	0\19	47
03/23/16 01:00	0\0	0\0	0\0	0\1	0\1	41
03/23/16 02:00	0\0	0\1	0\0	0\0	0\1	40
03/23/16 03:00	0\0	0\0	0\0	0\3	0\3	34
03/23/16 04:00	0\0	3\1	2\0	4\2	9\3	40
03/23/16 05:00	0\0	16\0	11\0	24\1	51\1	45
03/23/16 06:00	0\0	6\5	13\0	12\1	31\6	39
03/23/16 07:00	0\0	4\1	5\0	16\1	25\2	47
03/23/16 08:00	0\0	5\0	4\0	12\2	21\2	43
03/23/16 09:00	0\0	8\4	8\3	8\4	24\11	46
03/23/16 10:00	0\0	4\1	4\2	4\4	12\7	48
03/23/16 11:00	0\0	0\2	5\4	5\3	10\9	49
03/23/16 12:00	0\0	3\1	2\2	3\2	8\5	49
03/23/16 13:00	0\0	2\1	7\3	5\6	14\10	51
03/23/16 14:00	0\0	5\1	4\4	4\4	13\9	51
03/23/16 15:00	0\0	6\8	2\1	10\7	18\16	69
03/23/16 16:00	0\0	3\6	2\6	4\10	9\22	66
03/23/16 17:00	0\0	3\4	1\6	3\7	7\17	65
03/23/16 18:00	0\0	1\4	1\7	10\16	12\27	67
03/23/16 19:00	0\0	2\3	0\11	3\7	5\21	66
03/23/16 20:00	0\0	0\11	0\6	3\19	3\36	60
03/23/16 21:00	0\0	0\7	0\6	0\4	0\17	58
03/23/16 22:00	0\0	0\9	0\8	2\15	2\32	59
03/23/16 23:00	0\0	0\2	0\1	0\13	0\16	60
<b>Total:</b>	<b>0\0</b>	<b>71\76</b>	<b>71\76</b>	<b>132\141</b>	<b>274\293</b>	<b>51.7</b>

FLL AIRPORT

Productivity Report

Daily by Hour Report

Daily by Hour [03/24/16 00:00 - 03/24/16 23:59]



D/T	TRN	TE1	TE2	TE3	Total	Emp#
03/24/16 00:00	0\0	0\9	0\3	0\3	0\15	51
03/24/16 01:00	0\0	0\3	0\1	0\3	0\7	46
03/24/16 02:00	0\0	0\0	0\2	0\2	0\4	37
03/24/16 03:00	0\0	0\0	0\0	1\0	1\0	36
03/24/16 04:00	0\0	5\0	2\0	2\0	9\0	42
03/24/16 05:00	0\0	11\2	5\0	24\1	40\3	40
03/24/16 06:00	0\0	13\0	5\1	17\2	35\3	37
03/24/16 07:00	0\0	7\1	5\0	20\1	32\2	45
03/24/16 08:00	0\0	12\2	6\0	10\0	28\2	38
03/24/16 09:00	0\0	7\2	8\2	17\4	32\8	41
03/24/16 10:00	0\0	8\3	4\2	10\5	22\10	45
03/24/16 11:00	0\0	3\6	2\1	5\5	10\12	45
03/24/16 12:00	0\0	1\3	1\5	7\2	9\10	45
03/24/16 13:00	0\0	3\1	4\2	6\5	13\8	46
03/24/16 14:00	0\0	16\1	13\6	19\2	48\9	57
03/24/16 15:00	0\0	10\3	2\8	11\3	23\14	70
03/24/16 16:00	0\0	3\8	6\3	14\15	23\26	69
03/24/16 17:00	0\0	3\13	6\7	9\7	18\27	70
03/24/16 18:00	0\0	1\6	3\9	12\12	16\27	75
03/24/16 19:00	0\0	2\3	1\12	5\9	8\24	77
03/24/16 20:00	0\0	3\6	0\1	4\18	7\25	70
03/24/16 21:00	0\0	0\18	0\3	3\11	3\32	66
03/24/16 22:00	0\0	1\11	0\3	0\10	1\24	63
03/24/16 23:00	0\0	0\1	0\8	0\9	0\18	66
<b>Total:</b>	<b>0\0</b>	<b>109\102</b>	<b>73\79</b>	<b>196\129</b>	<b>378\310</b>	<b>53.2</b>

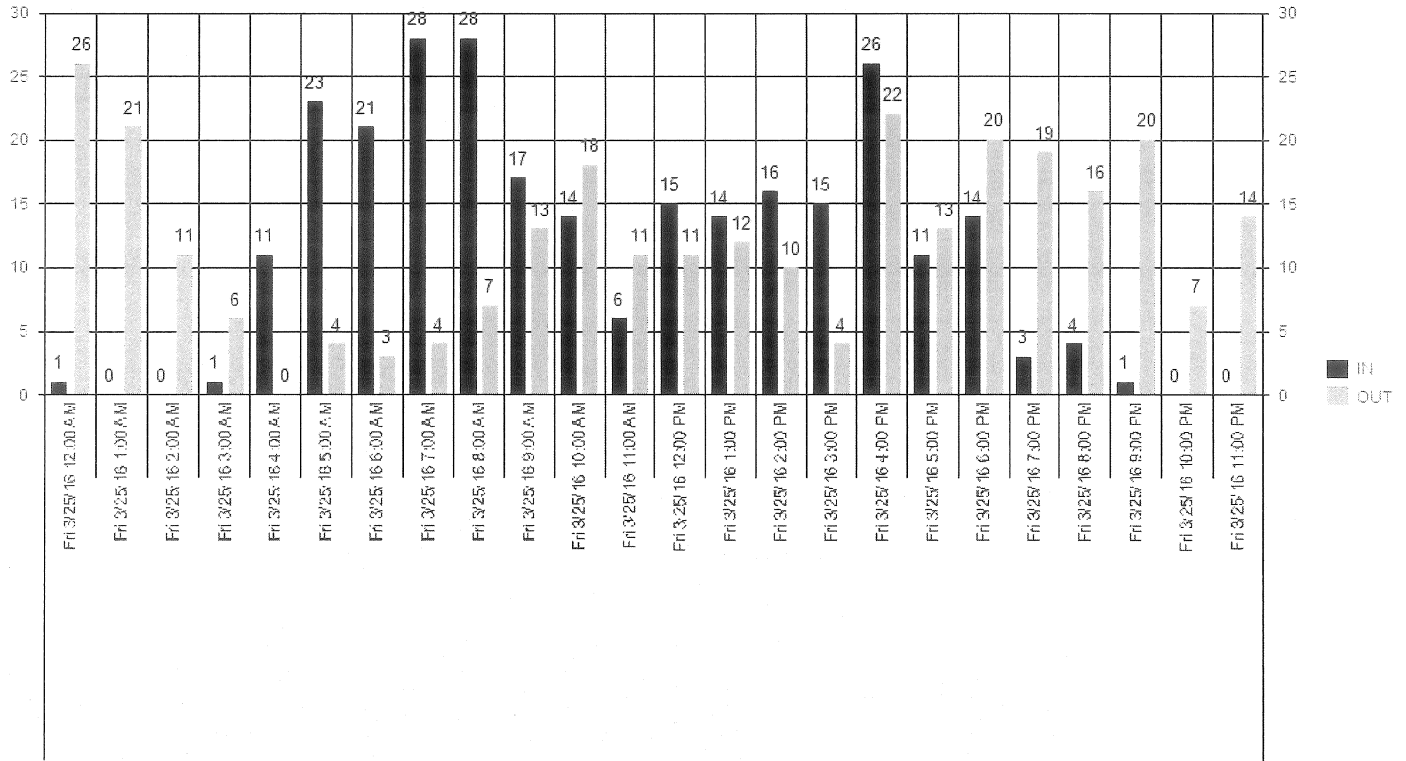


FLL AIRPORT

Productivity Report

Daily by Hour Report

Daily by Hour [03/25/16 00:00 - 03/25/16 23:59]



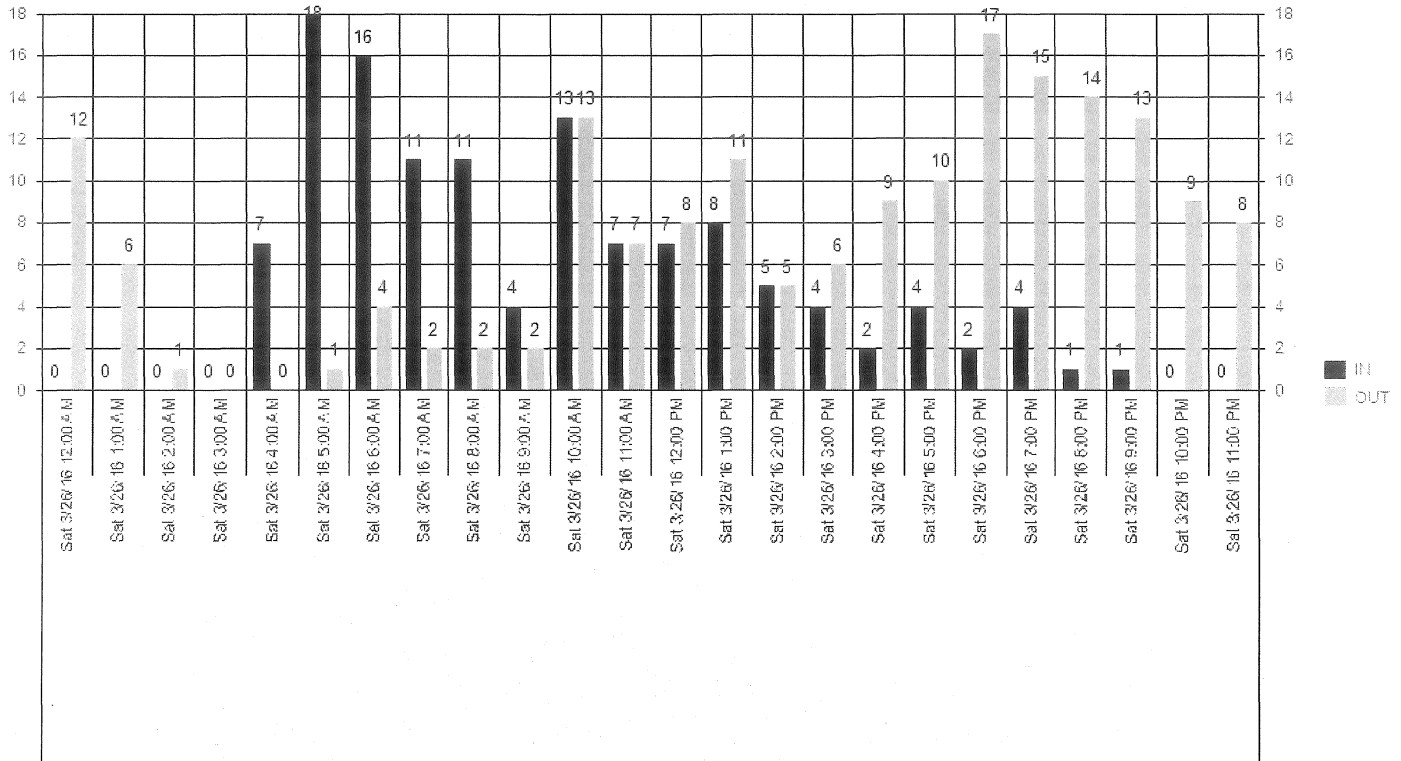
D/T	TRN	TE1	TE2	TE3	Total	Emp#
03/25/16 00:00	0\0	1\6	0\8	0\12	1\26	59
03/25/16 01:00	0\0	0\5	0\7	0\9	0\21	53
03/25/16 02:00	0\0	0\3	0\5	0\3	0\11	49
03/25/16 03:00	0\0	1\0	0\6	0\0	1\6	46
03/25/16 04:00	0\0	4\0	5\0	2\0	11\0	51
03/25/16 05:00	0\0	6\2	7\0	10\2	23\4	46
03/25/16 06:00	0\0	5\1	6\0	10\2	21\3	42
03/25/16 07:00	0\0	9\2	10\1	9\1	28\4	46
03/25/16 08:00	0\0	10\2	4\4	14\1	28\7	43
03/25/16 09:00	0\0	4\6	4\0	9\7	17\13	44
03/25/16 10:00	0\0	5\4	4\10	5\4	14\18	46
03/25/16 11:00	0\0	2\5	3\4	1\2	6\11	48
03/25/16 12:00	0\0	3\7	4\2	8\2	15\11	51
03/25/16 13:00	0\0	4\3	2\4	8\5	14\12	53
03/25/16 14:00	0\0	6\4	4\3	6\3	16\10	55
03/25/16 15:00	0\0	9\0	4\1	2\3	15\4	67
03/25/16 16:00	0\0	14\4	4\10	8\8	26\22	74
03/25/16 17:00	0\0	2\6	0\1	9\6	11\13	73
03/25/16 18:00	0\0	1\3	4\9	9\8	14\20	73
03/25/16 19:00	0\0	0\3	1\5	2\11	3\19	72
03/25/16 20:00	0\0	2\3	0\4	2\9	4\16	66
03/25/16 21:00	0\0	0\4	0\4	1\12	1\20	61
03/25/16 22:00	0\0	0\3	0\2	0\2	0\7	60
03/25/16 23:00	0\0	0\4	0\1	0\9	0\14	63
<b>Total:</b>	<b>0\0</b>	<b>88\180</b>	<b>66\91</b>	<b>115\121</b>	<b>269\292</b>	<b>55.9</b>

FLL AIRPORT

Productivity Report

Daily by Hour Report

Daily by Hour [03/26/16 00:00 - 03/26/16 23:59]



D/T	TRN	TE1	TE2	TE3	Total	Emp#
03/26/16 00:00	0\0	0\3	0\7	0\2	0\12	51
03/26/16 01:00	0\0	0\1	0\1	0\4	0\6	46
03/26/16 02:00	0\0	0\0	0\0	0\1	0\1	45
03/26/16 03:00	0\0	0\0	0\0	0\0	0\0	39
03/26/16 04:00	0\0	2\0	1\0	4\0	7\0	38
03/26/16 05:00	0\0	6\0	4\0	8\1	18\1	34
03/26/16 06:00	0\0	5\1	2\0	9\3	16\4	35
03/26/16 07:00	0\0	1\1	4\0	6\1	11\2	38
03/26/16 08:00	0\0	2\0	1\1	8\1	11\2	36
03/26/16 09:00	0\0	1\0	1\0	2\2	4\2	34
03/26/16 10:00	0\0	1\2	7\3	5\8	13\13	37
03/26/16 11:00	0\0	1\3	3\1	3\3	7\7	39
03/26/16 12:00	0\0	2\2	2\5	3\1	7\8	40
03/26/16 13:00	0\0	1\4	1\1	6\6	8\11	42
03/26/16 14:00	0\0	3\2	1\1	1\2	5\5	42
03/26/16 15:00	0\0	3\2	0\0	1\4	4\6	49
03/26/16 16:00	0\0	1\6	0\0	1\3	2\9	48
03/26/16 17:00	0\0	1\3	1\2	2\5	4\10	44
03/26/16 18:00	0\0	0\6	1\3	1\8	2\17	43
03/26/16 19:00	0\0	1\5	1\3	2\7	4\15	42
03/26/16 20:00	0\0	1\3	0\2	0\9	1\14	42
03/26/16 21:00	0\0	0\2	0\3	1\8	1\13	41
03/26/16 22:00	0\0	0\4	0\0	0\5	0\9	36
03/26/16 23:00	0\0	0\0	0\1	0\7	0\8	39
<b>Total:</b>	<b>0\0</b>	<b>32\50</b>	<b>30\34</b>	<b>63\91</b>	<b>125\175</b>	<b>40.8</b>

FLL AIRPORT

Garage Occupancy Report

Daily Occupancy Report

---

D/T	TRN	TE1	TE2	TE3	Total	Occu%
<b>Garage [Capacity:N/A]</b> 03/20/16 00:00	0	232	118	362	712	
<b>Toll Plaza [Capacity:N/A]</b> 03/20/16 00:00	0	0	1	0	1	
<b>Hibiscus [Capacity:N/A]</b> 03/20/16 00:00	0	0	0	0	0	

FLL AIRPORT

Garage Occupancy Report

Daily Occupancy Report

---

D/T	TRN	TE1	TE2	TE3	Total	Occu%
<b>Garage [Capacity:N/A]</b>						
03/21/16 00:00	0	214	114	310	638	
<b>Toll Plaza [Capacity:N/A]</b>						
03/21/16 00:00	0	0	1	0	1	
<b>Hibiscus [Capacity:N/A]</b>						
03/21/16 00:00	0	0	0	0	0	

FLL AIRPORT

Garage Occupancy Report

Daily Occupancy Report

---

D/T	TRN	TE1	TE2	TE3	Total	Occu%
<b>Garage [Capacity:N/A]</b> 03/22/16 00:00	0	218	156	332	706	
<b>Toll Plaza [Capacity:N/A]</b> 03/22/16 00:00	0	0	1	0	1	
<b>Hibiscus [Capacity:N/A]</b> 03/22/16 00:00	0	0	0	0	0	
<b>Void Tickets</b> Void#	0	0	1	1	2	

FLL AIRPORT

Garage Occupancy Report

Daily Occupancy Report

---

D/T	TRN	TE1	TE2	TE3	Total	Occu%
<b>Garage [Capacity:N/A]</b> 03/23/16 00:00	0	225	184	321	730	
<b>Toll Plaza [Capacity:N/A]</b> 03/23/16 00:00	0	0	1	0	1	
<b>Hibiscus [Capacity:N/A]</b> 03/23/16 00:00	0	0	0	0	0	



FLL AIRPORT

Garage Occupancy Report

Daily Occupancy Report

---

D/T	TRN	TE1	TE2	TE3	Total	Occu%
<b>Garage [Capacity:N/A]</b> 03/24/16 00:00	0	220	179	313	712	
<b>Toll Plaza [Capacity:N/A]</b> 03/24/16 00:00	0	0	1	0	1	
<b>Hibiscus [Capacity:N/A]</b> 03/24/16 00:00	0	0	0	0	0	
<b>Void Tickets</b> Void#	0	0	0	1	1	

FLL AIRPORT

Garage Occupancy Report

Daily Occupancy Report

---

D/T	TRN	TE1	TE2	TE3	Total	Occu%
<b>Garage [Capacity:N/A]</b> 03/25/16 00:00	0	227	172	382	781	
<b>Toll Plaza [Capacity:N/A]</b> 03/25/16 00:00	0	0	1	0	1	
<b>Hibiscus [Capacity:N/A]</b> 03/25/16 00:00	0	0	0	0	0	
<b>Void Tickets</b> Void#	0	0	1	0	1	

FLL AIRPORT

Garage Occupancy Report

Daily Occupancy Report

---

D/T	TRN	TE1	TE2	TE3	Total	Occu%
<b>Garage [Capacity:N/A]</b> 03/26/16 00:00	0	237	148	377	762	
<b>Toll Plaza [Capacity:N/A]</b> 03/26/16 00:00	0	0	1	0	1	
<b>Hibiscus [Capacity:N/A]</b> 03/26/16 00:00	0	0	0	0	0	
<b>Void Tickets</b> Void#	0	0	0	1	1	

Appendix E:  
QATAR Weave Analysis

# Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

## WEAVING MODULE

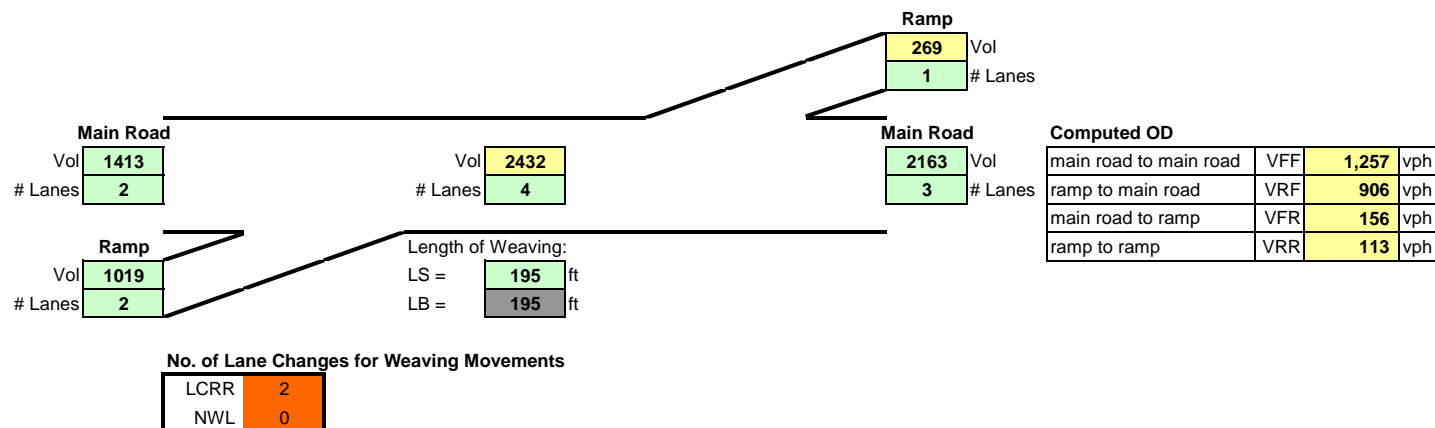
User name	Kimley-Horn
Date	10/19/2016
Airport	FLL
Roadway location	Terminal Exit Segment A
Scenario	2015 Baseline (10:15-11:15)

## Inputs

Enter the expected speed range in the weaving segment (mph)	Min	Max
	10	25
Interchange Spacing (int/mile)	1	
Peak Hour factor	0.94	
Driver Population factor	0.85	
Passenger Car Equivalence for Trucks	1.50	
Truck Percent in Traffic Stream	1%	

## Select set-up option

Configuration	Two-sided
OD available	NO



## Outputs

Using the criteria for <u>freeways</u> , the LOS is	E
Using the criteria for <u>Collector-Distributor (C-D) roads</u> , the LOS is	E
Using criteria estimated for airport roads, the LOS is	C
Average speed in weaving area (mph)	19.4

# Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

## WEAVING MODULE

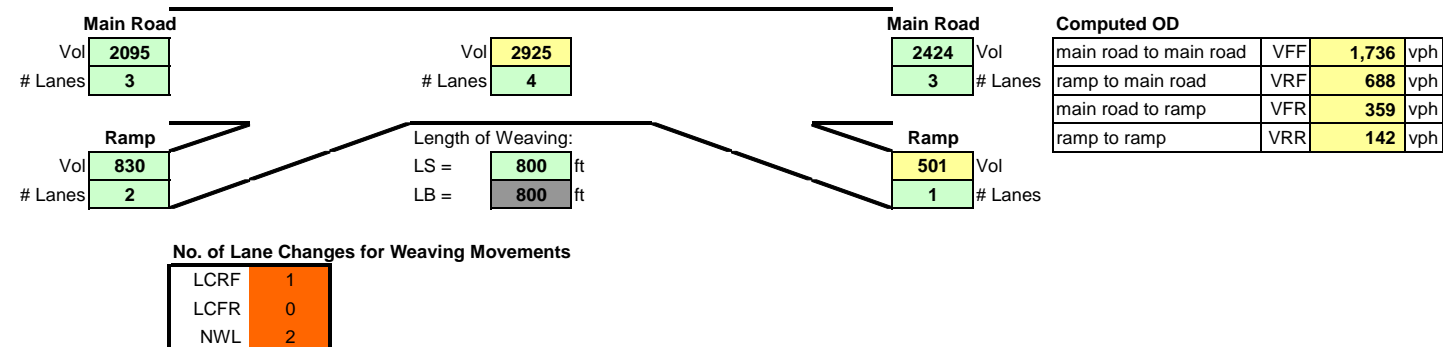
User name	Kimley-Horn
Date	10/19/2016
Airport	FLL
Roadway location	Terminal Exit Segment B
Scenario	2015 Baseline (11:45-12:45)

## Inputs

Enter the expected speed range in the weaving segment (mph)	Min	Max
	10	25
Interchange Spacing (int/mile)	1	
Peak Hour factor	0.95	
Driver Population factor	0.85	
Passenger Car Equivalence for Trucks	1.50	
Truck Percent in Traffic Stream	1%	

## Select set-up option

Configuration	One-sided
OD available	NO



## Outputs

Using the criteria for <u>freeways</u> , the LOS is	E
Using the criteria for <u>Collector-Distributor (C-D) roads</u> , the LOS is	E
Using criteria estimated for airport roads, the LOS is	E
Average speed in weaving area (mph)	16.4

# Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

## WEAVING MODULE

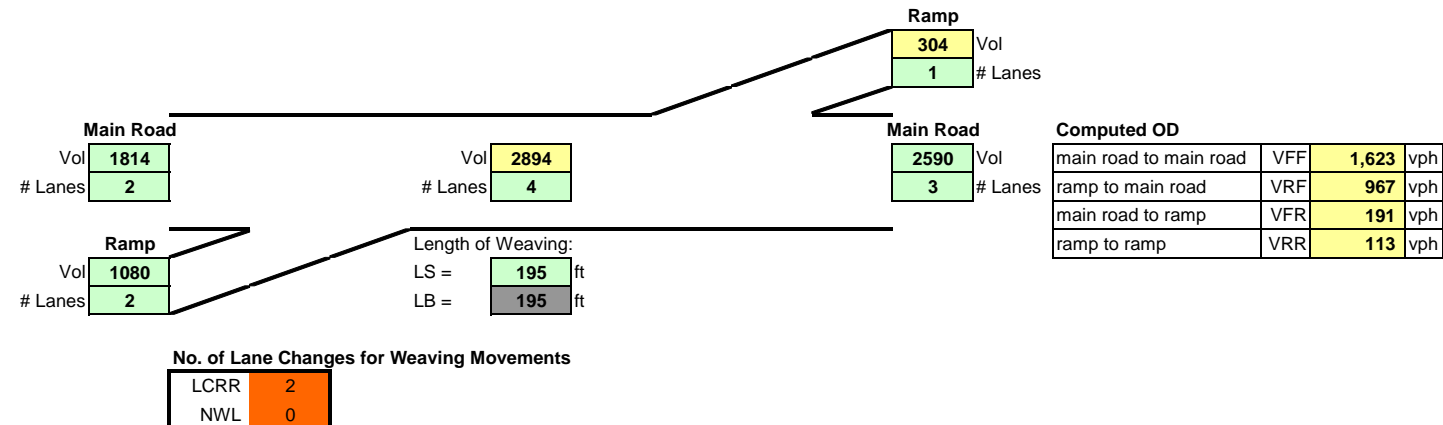
User name	Kimley-Horn
Date	10/19/2016
Airport	FLL
Roadway location	Terminal Exit Segment A
Scenario	2015 PMAD (10:30-11:30)

## Inputs

Enter the expected speed range in the weaving segment (mph)	Min	Max
	10	25
Interchange Spacing (int/mile)	1	
Peak Hour factor	0.97	
Driver Population factor	0.85	
Passenger Car Equivalence for Trucks	1.50	
Truck Percent in Traffic Stream	1%	

## Select set-up option

Configuration	Two-sided
OD available	NO



## Outputs

Using the criteria for <u>freeways</u> , the LOS is	E
Using the criteria for <u>Collector-Distributor (C-D) roads</u> , the LOS is	E
Using criteria estimated for airport roads, the LOS is	D
Average speed in weaving area (mph)	18.9



# Quick Analysis Tool for Airport Roadways

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## WEAVING MODULE

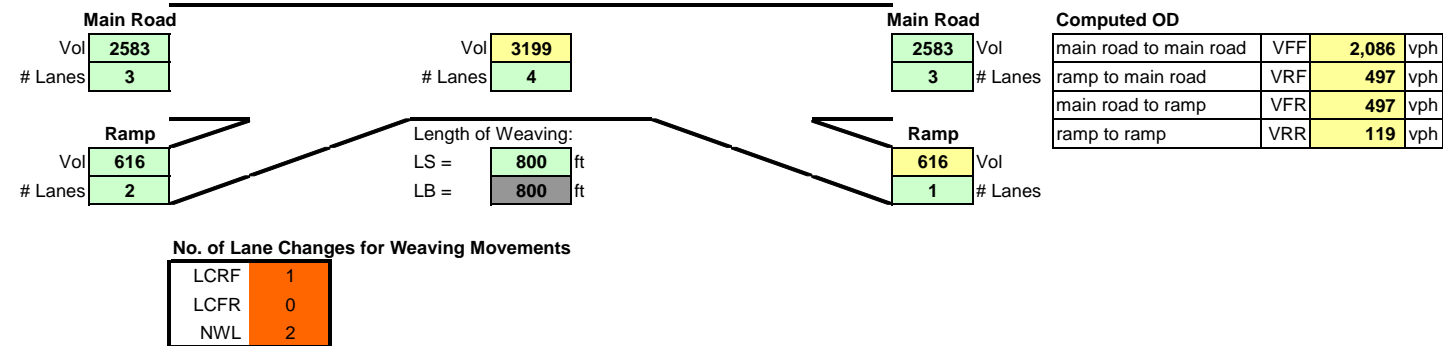
User name	Kimley-Horn
Date	10/19/2016
Airport	FLL
Roadway location	Terminal Exit Segment B
Scenario	2015 PMAD (10:30-11:30)

## Inputs

Enter the expected speed range in the weaving segment (mph)	Min	Max
	10	25
Interchange Spacing (int/mile)	1	
Peak Hour factor	0.99	
Driver Population factor	0.85	
Passenger Car Equivalence for Trucks	1.50	
Truck Percent in Traffic Stream	1%	

## Select set-up option

Configuration	One-sided
OD available	NO



## Outputs

Using the criteria for <u>freeways</u> , the LOS is	E
Using the criteria for <u>Collector-Distributor (C-D) roads</u> , the LOS is	E
Using criteria estimated for airport roads, the LOS is	E
Average speed in weaving area (mph)	17.6

# Quick Analysis Tool for Airport Roadways

QATAR v0.6 developed by LeighFisher in association with Dowling Associates, Inc.

## WEAVING MODULE

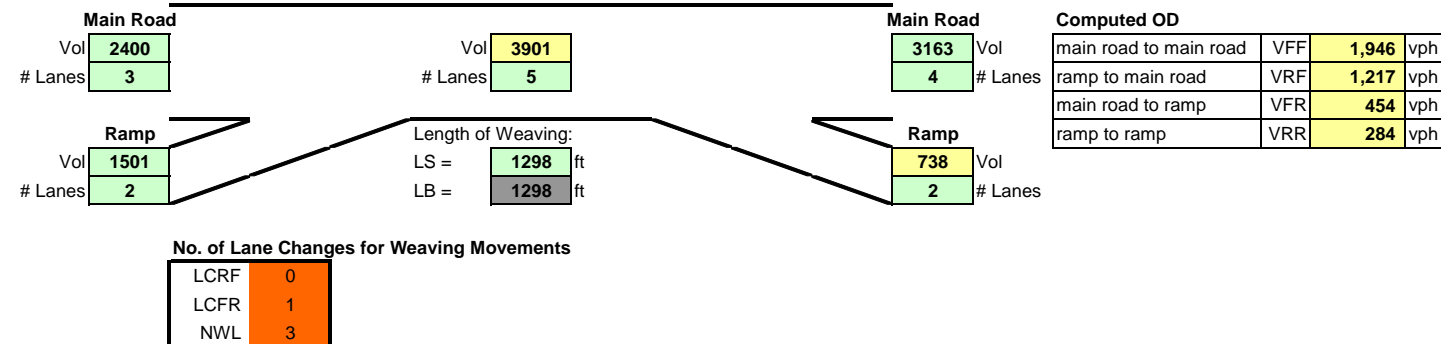
User name	Kimley-Horn
Date	10/19/2016
Airport	FLL
Roadway location	Terminal Exit
Scenario	2020 PMAD (9:45-10:45)

## Inputs

Enter the expected speed range in the weaving segment (mph)	Min	Max
	10	25
Interchange Spacing (int/mile)	1	
Peak Hour factor	0.97	
Driver Population factor	0.85	
Passenger Car Equivalence for Trucks	1.50	
Truck Percent in Traffic Stream	1%	

## Select set-up option

Configuration	One-sided
OD available	NO



## Outputs

Using the criteria for <u>freeways</u> , the LOS is	E
Using the criteria for <u>Collector-Distributor (C-D) roads</u> , the LOS is	E
Using criteria estimated for airport roads, the LOS is	E
Average speed in weaving area (mph)	18.6

