Appendix G

Traffic Technical Information and Data

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Traffic Technical Information and Data

This appendix provides the results of a traffic impact analysis conducted in September 2019, April 2020, and February 2021 by Kimley-Horn for the San Diego County Regional Airport Authority's (SDCRAA) Proposed Project.

1.0 General Approach and Methodology

The overall approach used to identify the traffic impacts of the Proposed Project is based on a comparison of traffic conditions under each project scenario. The No Action Alternative and Proposed Project conditions for the years 2026 and 2031 were compared. The traffic analysis was conducted for regular AM and PM commute peak hours and the peak hour of airport travel. As discussed further in Section 2.0 below, the traffic impact analysis followed applicable guidelines from the following professional organizations and state and local agencies:

- San Diego Traffic Engineers Council (SANTEC) and Institute of Transportation Engineers (ITE) – California Border Section
- San Diego Association of Governments (SANDAG)
- California Department of Transportation (Caltrans)
- City of San Diego

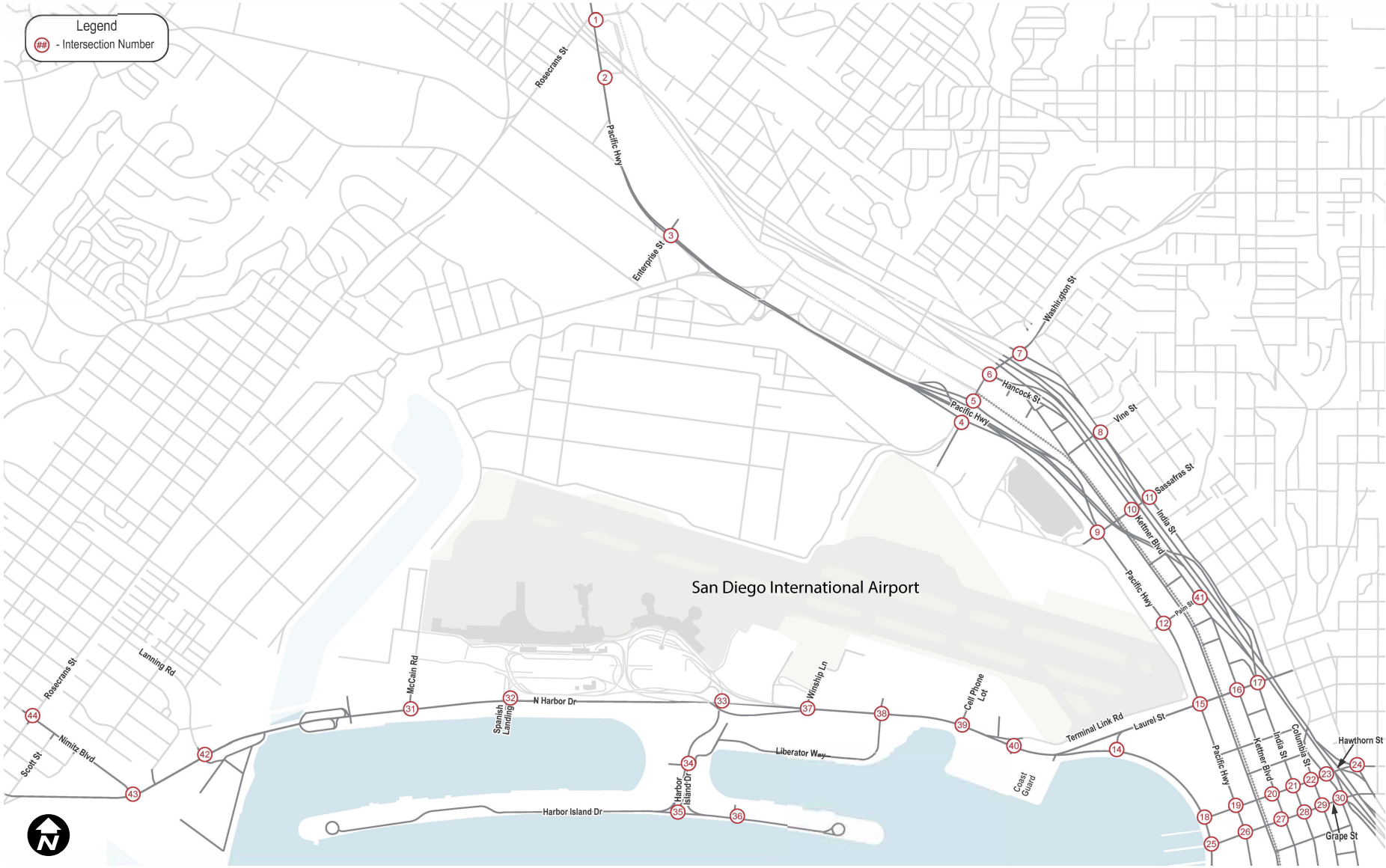
1.1 Study Area

The traffic analysis study area intersections and roadway segments were selected to include the primary locations that the existing airport traffic use to access the San Diego International Airport (SAN), as well as locations with existing traffic patterns that the Proposed Project would potentially alter. To assess the impacts of the Proposed Project on the transportation facilities surrounding SAN, a study area surrounding SAN was selected, shown in **Figure 1**. The following intersections and roadway segments were selected for evaluation:

Intersections[1]

1. Pacific Highway at Taylor Street / Rosecrans Street
2. Pacific Highway at Old Town Transit Center

[1] A total of 43 intersections were evaluated; the exclusion of an intersection with a designation of "13" in the list below is intentional.



Source: Kimley-Horn, 2019

Figure 1

San Diego International Airport
Airfield Improvements and Terminal 1 Replacement Project

TRAFFIC ANALYSIS STUDY AREA

October 2021 | Final Environmental Assessment

3. Pacific Highway at Enterprise Street
4. SB Pacific Highway Ramps at Washington Street
5. NB Pacific Highway On-Ramp / Frontage Road at Washington Street
6. Hancock Street at Washington Street
7. San Diego Avenue at Washington Street
8. India Street at Vine Street
9. Pacific Highway at Sassafras Street / Admiral Boland Way
10. Kettner Boulevard at Sassafras Street
11. India Street at Sassafras Street
12. Pacific Highway at Palm Street
14. W Laurel St at N Harbor Drive
15. Pacific Highway at W Laurel Street
16. Kettner Boulevard at W Laurel Street
17. India Street at W Laurel Street
18. N Harbor Drive at W Hawthorn Street
19. Pacific Highway at W Hawthorn Street
20. Kettner Boulevard at W Hawthorn Street
21. India Street at W Hawthorn Street
22. Columbia Street at W Hawthorn Street
23. State Street at W Hawthorn Street
24. I-5 NB Off-Ramp / Brant Street at W Hawthorn Street
25. N Harbor Drive at W Grape Street
26. Pacific Highway at W Grape Street
27. Kettner Boulevard at W Grape Street
28. India Street at W Grape Street
29. Columbia Street at W Grape Street
30. State Street / I-5 SB On-Ramp at W Grape Street
31. McCain Road at N Harbor Drive
32. Spanish Landing at N Harbor Drive
33. Harbor Island Drive at N Harbor Drive
34. Harbor Island Drive at Harbor Police / Old Rent A Car Access
35. Harbor Island Drive at Harbor Island Drive
36. Harbor Island Drive at Parking Lot
37. Winship Lane at N Harbor Drive
38. Liberator Way at N Harbor Drive

39. Cell Phone Lot at N Harbor Drive
40. Terminal Link Road / Coast Guard at N Harbor Drive
41. Kettner Boulevard at Palm Street
42. N Harbor Drive at Laning Road
43. N Harbor Drive at Nimitz Boulevard
44. Rosecrans Street at Nimitz Boulevard

Roadway Segments

- Pacific Highway
  - Kurtz Street to Barnett Avenue
  - Barnett Avenue to Washington Street
  - Washington Street to Sassafras Street
  - Sassafras Street to Palm Street
  - Palm Street to Laurel Street
  - Laurel Street to Juniper Street
- Kettner Boulevard
  - Vine Street to Sassafras Street
  - Sassafras Street to Palm Street
  - Palm Street to Laurel Street
- India Street
  - Sassafras Street to Laurel Street
  - Laurel Street to Juniper Street
- Washington Street
  - West of Pacific Highway
  - Hancock Street to San Diego Avenue
  - East of India Street
- Sassafras Street
  - Pacific Highway to Kettner Boulevard
- Palm Street
  - Pacific Highway to Kettner Boulevard
- Laurel Street
  - Harbor Drive to Pacific Highway
  - Pacific Highway to India Street
  - Columbia Street to Reynard Way

- Hawthorn Street
  - Harbor Drive to Pacific Highway
  - Pacific Highway to India Street
  - India Street to State Street
  - State Street to Albatross Street
- Grape Street
  - Harbor Drive to Pacific Highway
  - Pacific Highway to India Street
  - India Street to State Street
  - Albatross Street to Front Street
- N Harbor Drive
  - Scott Road to Nimitz Boulevard
  - Nimitz Boulevard to Laning Road
  - Laning Road to McCain Road
  - McCain Road to Spanish Landing
  - Spanish Landing to Harbor Island Drive
  - Harbor Island Drive to Winship Lane
  - Winship Lane to Liberator Way
  - Liberator Way to Cell Phone Lot
  - Cell Phone Lot to Laurel Street / Solar Turbines
  - Laurel Street / Solar Turbines to W Laurel Street
  - Laurel Street to Hawthorn Street
  - Hawthorn Street to Grape Street
  - Grape Street to Ash Street
- Harbor Island Drive
  - N Harbor Drive to Old Rent A Car Access
  - West of Harbor Island Drive
  - Harbor Island Drive to Parking Lot
  - East of Parking Lot

1.2 Traffic Counts

Weekday intersection turning movement volumes for intersections 1-40 were collected in June 2017 and in March 2019 by National Data & Surveying Services (NDS). Data collection was taken during the month of June to capture the airport traffic during the time of year that has the peak number of enplanements and deplanements. The traffic study area was expanded to include intersections 41-44, and the weekday intersection turning movement volumes for these four intersections were collected in March 2019 by NDS. All intersection traffic volumes were collected from 7:00 AM to 11:00 AM and from 4:00 PM to 6:00 PM. AM, Airport, and PM network peak hours were determined based on the hourly volumes at the initial 40 study area intersections. The AM

Peak Hour was determined to be 8:00 – 9:00 AM, the Airport Peak Hour was determined to be 9:00 – 10:00 AM, and the PM Peak Hour was determined to be 5:00 – 6:00 PM. Average Daily Traffic (ADT) counts were also collected in June 2017 and in March 2019 by NDS for the study area roadway segments and all Airport entries and exits.

1.3 Traffic Modeling Process

Future roadway traffic volumes were forecast using the Series 13 San Diego Regional Travel Forecast Model (Series 13 Model), which is maintained and run by SANDAG. The regional forecast growth reflects general plans from the local jurisdictions and is developed with input from expert demographers, economists, developers, local planning directors, and natural resource managers, as well as transportation, land use, and economic development advocates. The traffic model incorporates detailed future land use inputs on the parcel level. This includes forecasted airport growth, sub-regional (surrounding area) growth, and regional growth. Series 13 Model forecasts were prepared by SANDAG for years 2012,[2] 2025, and 2030. For each analysis year, SANDAG provided 24-hour ADT volumes by link direction. The Series 13 travel forecast model contains six Traffic Analysis Zones (TAZ) for the airport property. Select Zone Assignments for the airport TAZs were also conducted for each year to determine how the model assigned airport-related traffic.

The Series 13 Model is intended to evaluate the growth in the region overall and is recommended to be used concurrently with current traffic counts to determine traffic patterns in the region. It is not intended to be the sole source to evaluate roadway segments and intersections. Adjustments were made to conservatively evaluate each intersection. The future Series 13 travel forecast model ADT volumes were post-processed by the following steps to account for inconsistencies in airport-related travel and existing traffic conditions to be conservative:

- The airport-related traffic apportioned by the Series 13 Model was subtracted from the network. Existing airport traffic based on traffic counts obtained in June 2017 and in March 2019 was added onto the network to forecast and assign airport-related travel more accurately. This adjustment was made to each future year scenario.
- In comparing the 2012 Series 13 travel forecast model results with the June 2017 and March 2019 counts, several post-model adjustments were made when the model-to-volume comparison was different by an amount greater than 10%. The same post-model adjustments were made to each future year scenario.
- To conservatively include growth in the region that was not captured in the Series 13 Model, a minimum growth rate of 0.5% per year was assumed for the study area roadway segments. Growth rate adjustments were made if the growth between future analysis years was less than 0.5%.

[2] The 2012 model results were used to develop the existing conditions scenario.

SDCRAA asked neighboring jurisdictions to provide identified, planned, approved, pending, and developed projects that were to be considered in the cumulative impacts analysis. The San Diego Unified Port District also identified projects within the Port Master Plan Update that occur on Shelter Island, Harbor Island, and Embarcadero Planning Districts and that were considered in the cumulative impact analysis. The Series 13 Model only includes the buildout of the identified Port Master Plan Update projects in year 2050. The listed phased projects were added to the Series 13 forecasted airport growth, sub-regional (surrounding area) growth, and regional growth, the 0.5% annual ambient growth, and any applicable previous project phases, to create the traffic conditions for study years 2026 and 2031 for purposes of identifying cumulative project impacts.

The San Diego – Centre City Traffic Generation Table was used to estimate the daily and peak hour traffic trips attracted to, and produced by, a particular land use for each project.

The model data provides roadway and freeway volumes. Future peak hour turning movements at the study area intersections were developed using methodologies from National Cooperative Highway Research Program (NCHRP) Report 255 – Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8. NCHRP Report 255 is a compilation of the best techniques that are currently being used in urban areas to forecast future traffic volumes. These techniques were identified through a survey of state and local agencies, with follow-up field visits to obtain detailed information on procedural steps and typical applications. The method used to forecast the future turning movement volumes evaluation is the NCHRP's "Directional Volume Forecast." For this method, existing and future daily traffic volumes, existing peak hour turning movements, and projected peak hour "K" and directional "D" factors are used to calculate future year turning movements. Existing daily segment traffic volumes and peak hour intersection turning movements were counted in the field. Future daily traffic volumes were obtained from the forecast model. Using the "Directional Volume Forecast" technique, the existing turning movements at each study area intersection were factored based on increases in daily approach traffic and existing K and D factors. Each respective movement was derived using an iterative approach that balances the inflows and outflows for each approach.

1.4 Airport Trip Generation

Airport trip generation is highly correlated with flight activity; as flights increase, all trips will increase, including passenger arrivals and departures, employee trips, deliveries, rental car activity, shuttle buses, taxis, and other modes of travel. Increases in building size is a less reliable indicator of trip generation at an airport; instead, it provides more room for an airport to operate efficiently. For this reason, airport trip generation is based on models to predict passenger activity levels.

The current amount of ground access (vehicle trips) to and from SAN was determined by conducting traffic counts at all airport entry and exit points. These counts were conducted on Monday, June 12, 2017. June is considered a heavy month for air travel and Mondays are typically the busiest day of travel during a non-holiday week. These counts reflect all traffic to and from the airport, including both terminals, other uses along North Harbor Drive, and the northside development along Pacific Highway. These counts and the supplemental counts taken in March 2019 represent the "Existing" traffic volumes discussed in the impact analyses below.

Growth in airport traffic was calculated using Existing, Year 2026, and Year 2031 FAA forecast passenger travel levels, which are based upon gated flight schedules for the Proposed Project. These forecasts include a schedule of arriving and departing flights, passengers per flight, aircraft type, and assigned terminal. To further refine the estimates, the Advanced Land Transportation Performance Simulation (ALPS™) Model was used. ALPS™ is a proprietary microscopic simulation model that was developed by Kimley-Horn to simulate all modes of travel through an airport, including pedestrian movements through ticketing, inspection, waiting areas, and baggage claim. The model predicts a pattern of when departing passengers will arrive at the airport being evaluated, based on their mode of travel and when arriving passengers will arrive at the curb front after unloading their aircraft, traveling through the terminal, and picking up their checked baggage, if applicable. These estimates were developed separately for SAN Terminal 1 and Terminal 2 flights. Growth in arriving and departing SAN passengers were calculated by comparing existing flight data to each of the horizon years. This comparison was conducted for a full day and each of the three peak hours.

Independent of the Proposed Project, the SDCRAA is working with the San Diego Metropolitan Transit System (MTS) to implement a new transit connection between the Old Town Transit Center and the SAN terminals. This new shuttle service is scheduled to begin January 2022 and will use buses operating on generally 15-minute intervals routed along Pacific Highway and the on-airport transit way. **Tables 1-1** and **1-2** depict the airport passenger and employee mode share assumed for this traffic analysis.

Table 1-1: Airport Passenger Mode Share Estimates

Mode	Scenario		
	Existing (2017)	2026	2031
Private Vehicle (curbside)	33%	31%	31%
Rental Car	18%	16%	16%
Taxi	8%	8%	8%
Transportation Network Companies (TNC)	24%	24%	24%
Shared Van	3%	3%	3%
Courtesy Vehicle	2%	2%	2%
MTS	1%	5%	5%
Parking On-airport	8%	8%	8%
Parking Off-airport	3%	3%	3%
Total	**100%**	**100%**	**100%**

Source: Kimley-Horn, June 2020.

Table 1-2: Airport Employee Mode Share Estimates

Mode	Scenario		
	Existing (2017)	2026	2031
Private Vehicle (parking)	99.0%	87.5%	85.5%
MTS	1.0%	4.0%	4.0%
Transportation Demand Management (TDM) such as carpooling, flexible work schedules, etc.	0.0%	6.0%	6.0%
Active Transportation (walking, cycling)	0.0%	2.5%	4.5%
Total	**100%**	**100%**	**100%**

Source: Kimley-Horn, June 2020.

Based on anticipated flight schedules and estimates of airport passenger and employee mode share, airport trip generation for each of the horizon years was estimated, as well as the projected passenger flight level activity with each year (see **Table 1-3**).

Table 1-3: Airport Trip Generation Summary

Year	Passenger Level		Daily Trips	AM Peak Hour Trips		Airport Peak Hour Trips		PM Peak Hour Trips	
	Annual (in millions)	Design Day		In	Out	In	Out	In	Out
2026	32.0	99,241	115,660	3,217	2,981	3,518	3,253	2,945	3,109
2031	36.2	112,228	130,380	3,813	3,572	3,937	3,669	3,268	3,480

Source: Kimley-Horn, June 2020.

The study area was separated into two zones, since trip distribution for inbound/outbound vehicles varies slightly depending on whether vehicles are traveling to/from the north or south sides of the airport. Zone 1 includes access to Terminal 1 and Terminal 2 and takes access from North Harbor Drive and Laurel Street. Zone 2 includes access to the Rental Car Facility and other uses on the north side of the airport and takes access from Pacific Highway.

Growth rates were calculated separately for Terminal 1 and Terminal 2 for each of the analysis peak hour periods and daily volumes. Zone 2 was calculated using the weighted average of the Terminal 1 and Terminal 2 growth rates, since it is assumed that the north side would experience a similar growth as the passenger terminals. The calculated growth rates for each analysis peak period are presented in **Table 1-4**.

Future Terminal 1, Terminal 2, and Zone 2 vehicular volumes for the analysis peak periods were then calculated using the existing volumes and applying their respective growth rates. **Table 1-5** displays the entering and exiting volumes for each analysis peak period and the ADT.

Exhibit A contains an Advanced Land Transportation Performance Simulation (ALPS™) model overview, anticipated flight schedule information, results of the ALPS™ model showing a breakdown of passenger arrival and departures for each 15-minute period throughout the day, and a breakdown of the trip generation for Existing, Year 2026, and Year 2031 scenarios.

Table 1-4: Growth Rates

Peak Hour	2026			2031		
	T1	T2	Zone 2	T1	T2	Zone 2
AM	42.1%	-13.0%	16.8%	62.3%	5.9%	31.6%
Airport	45.6%	-21.1%	7.7%	68.5%	-12.3%	20.6%
PM	65.9%	8.4%	40.0%	80.0%	28.9%	57.2%
Daily	81.2%	-12.6%	26.3%	99.0%	0.0%	41.1%

Source: Kimley-Horn, June 2020.

Table 1-5: Future Entering and Exiting Volumes

Scenario	Location	AM Peak (8 9 AM)		Airport Peak (9 10 AM)		PM Peak (5 6 PM)		Daily Trips
		In	Out	In	Out	In	Out	
Existing	Terminal 1	1,205	827	1,333	1,020	954	734	34,001
	Terminal 2	1,092	1,338	1,380	1,598	934	1,045	40,026
	Zone 2	616	427	656	525	402	514	21,231
2026	Terminal 1	1,684	1,167	1,959	1,261	1,547	1,238	57,318
	Terminal 2	869	1,300	863	1,456	858	1,169	32,533
	Zone 2	635	488	664	509	515	674	24,818
2031	Terminal 1	2,068	1,296	2,187	1,523	1,701	1,292	63,835
	Terminal 2	978	1,671	981	1,539	974	1,402	37,745
	Zone 2	735	576	735	578	567	755	27,731

Source: Kimley-Horn, June 2020.

1.5 Airport Roadway Trip Assignment

The zone trip distributions were applied to the zone trip generation values to determine the total number of airport trips being added to each roadway segment. **Exhibit B** provides figures of the roadway segment Airport Trip Generation ADT volumes for each analysis year.

1.6 Regional Trip Distribution

The SANDAG regional traffic model and existing counts were used to determine how airport traffic distributes over the regional roadway network. Approximately 66% of the total airport traffic currently uses the Interstate 5 (I-5) and Interstate 8 (I-8) freeways, the remaining 34% use local streets. Approximately 85% of airport terminal traffic is oriented to the east, and the remaining 15% is oriented to the west of the airport (85/15 split). Some minor refinements to the project distribution were made to reflect historic travel patterns and to ensure a consistent pattern between analysis horizon years 2026 and 2031.

1.7 Airport Intersection Trip Assignment

The trip distributions were applied to the AM Peak Hour, Airport Peak Hour, and PM Peak Hour volumes for each analysis year to determine the volume of airport trips at each intersection. Vistro software was utilized to distribute the peak hour trips throughout the study area. Because there are multiple route options for inbound/outbound traffic traveling to/from their origin/destination, separate routes were modeled to distribute vehicular traffic throughout the network. For example, vehicles traveling from the downtown area to Terminal 1 would have the option of using Harbor Drive to reach the terminals or Pacific Highway to Laurel Street to reach the terminals.

SDCRAA has committed to future improvements at the intersections of Pacific Highway at West Laurel Street and Kettner Boulevard at Palm Street independent from the Proposed Project. It is assumed that these improvements will result in 29.4% of the traffic traveling to southbound I-5 via Harbor Drive to Grape Street (10% of the total outbound traffic) shifting their travel patterns to Laurel Street-Pacific Highway and Palm Street-Kettner Boulevard, since this route encounters less intersections and will have operational improvements from current conditions. Refer to Section 4.2 below for a description of the improvements at the intersections of Pacific Highway at West Laurel Street and Kettner Boulevard at Palm Street committed to by the SDCRAA.

Exhibit C provides figures of the intersection Airport Trip Generation volumes for each analysis year.

1.8 Scenarios Years

The future year volume forecasts were used to determine the volumes in each condition.

- **Existing Conditions:** Represents the traffic conditions of the existing street network based on traffic counts collected in June 2017 and supplement counts that were collected in March 2019.
- **2026 No Action Alternative Conditions:** Represents the traffic conditions of the 2026 street network and existing on-airport facilities, based on 2025 Calibrated San Diego Regional Travel Forecast Model (Series 13) volumes, cumulative project volumes (2020 and 2025) with a 0.5% annual growth rate for 1 year, and traffic growth related to 32.0 million passengers. This scenario analyzes year 2026 with the addition of the intersection and roadway segment improvements for year 2026 committed to by the SDCRAA independent from the Proposed Project (see Section 4.2 below).
- **2026 Proposed Project Conditions:** This scenario analyzes year 2026 with the addition of the Proposed Project, as well as the intersection and roadway segment improvements for year 2026 committed to by the SDCRAA independent from the Proposed Project (see Section 4.2 below).
- **2031 No Action Alternative Conditions:** Represents the traffic conditions of the 2031 street network and existing on-airport facilities, based on 2031 Calibrated San Diego Regional Travel Forecast Model (Series 13), cumulative project volumes (2020, 2025, and 2030), and traffic growth related to 36.2 million annual passengers. This scenario analyzes year 2031 with the addition of the intersection and roadway segment improvements for year 2031 committed to by the SDCRAA independent from the Proposed Project (see Section 4.2 below).
- **2031 Proposed Project Conditions:** This scenario analyzes year 2031 with the addition of the Proposed Project, as well as the intersection and roadway segment improvements for year 2031 committed to by the SDCRAA independent from the Proposed Project (see Section 4.2 below).

1.9 Level of Service Analysis Methodologies

The ability of the transportation infrastructure to carry traffic was quantified using a Level of Service (LOS) designation. The Highway Capacity Manual (HCM) published by the Transportation Research Board establishes procedures to evaluate highway facilities and rate their ability to process traffic volumes. The terminology "level of service" is used to provide a qualitative evaluation based on certain quantitative calculations, which are related to empirical values.

1.9.1 Signalized and Unsignalized Intersections

The criteria for the various levels of service designations for intersections are provided in **Table 1-6**. LOS for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the

hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay.

Table 1-6: Intersection Level of Service Designations

LOS	Control Delay (sec/veh)		Description
	Signalized Intersections (a)	Unsignalized Intersections (b)	
A	≤10.0	≤10.0	Operations with very low delay and most vehicles do not stop.
B	>10.0 and ≤20.0	>10.0 and ≤15.0	Operations with good progression but with some restricted movement.
C	>20.0 and ≤35.0	>15.0 and ≤25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35.0 and ≤55.0	>25.0 and ≤35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55.0 and ≤80.0	>35.0 and ≤50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80.0	>50.0	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Sources:
Highway Capacity Manual, 6th Edition, Chapter 16, Page 16-4, Exhibit 16-1
Highway Capacity Manual, 6th Edition, Chapter 16, Page 16-8, Exhibit 16-3

LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each movement. At an all-way stop control intersection, the delay reported is the average control delay of all movements at the intersection. At a one-way or two-way stop control intersection, the delay reported represents the worst movement, which is typically the left-turn from the minor street approach.

Synchro 10 (Trafficware) software was used to analyze the operations of both signalized and unsignalized intersections. Synchro 10 provides the option to report methodologies for 6th Edition, 2010 and 2000 editions of the HCM. HCM 6th Edition was released in 2016. The 6th Edition of the HCM is similar to the 2010 version methodologies, but provides additional methodologies on roundabouts, travel time reliability, managed lanes, active traffic and demand management, and alternative intersections. Synchro 10, the current version of the software, was unveiled in January 2017 as a response to the HCM 6th Edition release.

The following list contains the assumptions used for the existing conditions' intersection analyses:

- HCM 6th Edition methodology
- Peak-hour factor (PHF) = Measured in field PHFs were used for the analysis
- Percent of heavy vehicle (PHV) = 2%
- Signal Timing = Existing signal timing was used for all existing signalized intersections

1.9.2 Roadway Segments

In order to determine the operations along the study area roadway segments, capacity thresholds and associated LOS have been developed by the City of San Diego and were used as a reference. **Table 1-7** presents this information. The segment traffic volumes under the LOS E column, as

shown in this table, are considered to be the capacity of the roadway. It should be noted that the values listed in the table are planning-level estimates only. The actual operations of a roadway segment would be affected by the type and frequency of traffic control, terrain, lane width, percent of heavy vehicles, and other factors.

Table 1-7: Roadway Level of Service Designations

Road Class	Lanes	Cross Section[1]	Level of Service				
			A	B	C	D	E
Expressway	6	102/122	30,000	42,000	60,0000	70,000	80,000
Prime Arterial	8		35,000	50,000	70,000	75,000	80,000
Prime Arterial	7		30,000	42,500	60,000	65,000	70,000
Prime Arterial	6	102/122	25,000	35,000	50,000	55,000	60,000
Prime Arterial	5		22,500	31,500	45,000	50,000	55,000
Prime Arterial	4		20,000	28,000	40,000	45,000	50,000
Major Arterial	8		25,000	35,000	50,000	55,000	60,000
Major Arterial	7		22,500	31,500	45,000	50,000	55,000
Major Arterial	6	102/122	20,000	28,000	40,000	45,000	50,000
Major Arterial	5		17,500	24,500	35,000	40,000	45,000
Major Arterial	4	78/98	15,000	21,000	30,000	35,000	40,000
Major Arterial	3		11,000	15,500	22,500	26,000	30,000
Major Arterial (one-way)	3		12,500	16,500	22,500	25,000	27,500
Collector (w/ two-way left turn lane)	4	72/92	10,000	14,000	20,000	25,000	30,000
Collector (w/o two-way left turn lane)	4	64/84	5,000	7,000	10,000	13,000	15,000
Collector (w/ two-way left turn lane)	3		7,500	10,500	15,000	18,750	22,500
Collector (one-way)	3		11,000	14,000	19,000	22,500	26,000
Collector (w/o two-way left-turn lane)	3		3,750	5,250	7,500	9,750	12,000
Collector (w/ two-way left turn lane)	2	50/70	5,000	7,000	10,000	13,000	15,000
Collector (No fronting property)	2	40/60	4,000	5,500	7,500	9,000	10,000
Collector (w/o two-way left turn lane)	2	40/60	2,500	3,500	5,000	6,500	8,000
Sub-Collector (single-family)	2	36/56	---	---	2,200	---	---
Collector (one-way)	4		14,700	18,700	25,300	30,000	34,700
Collector (one-way)	5		18,300	23,300	31,700	37,500	43,300

Sources: City of San Diego Traffic Impact Study Manual, Table 2, Page 8, July 1998; City of San Diego Planning Department Mobility Staff, based upon assumption used in studies prepared on their behalf including the Uptown and Midway Community Plan updates.
Notes:
The volumes and the average daily level of service listed above are only intended as a general planning guideline.
Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.
[1]Cross Section: Curb to Curb width (feet)/Right-of-way width (feet)

2.0 Regulatory Guidance

The traffic impact analysis for the Proposed Project followed applicable guidelines from the following documents:

- San Diego Traffic Engineers Council and Institute of Transportation Engineers (ITE-California Border Section), *SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region – Final Draft,* March 2000.

- San Diego Association of Governments, *Traffic Impact Studies Guidelines, in 2008 SANDAG Congestion Management Program,* January 2008.
- California Department of Transportation, *Guide for the Preparation of Traffic Impact Studies,* December 2002.
- City of San Diego, *Traffic Impact Study Manual and Trip Generation Manual,* revised May 2003.

3.0 Existing Setting

This section presents the existing conditions observed in the traffic study area for the Proposed Project.

3.1 Roadway Network

Pacific Highway begins at Harbor Drive, ends at Sea World Drive within the City of San Diego, and runs northbound and southbound. It ranges from a two-lane arterial to a six-lane arterial and connects Downtown with Point Loma and other neighborhoods north of San Diego.

Kettner Boulevard begins at the intersection of Hancock Street and California Street, ends at the Embarcadero Marina Park, and runs northbound and southbound. It is a three-lane one-way southbound collector from Hancock Street to A Street and is a two-lane two-way collector from A Street to Embarcadero Marina Park. It connects the off-ramp of I-5 South to SAN, the Little Italy neighborhood, Downtown, and Seaport Village.

India Street begins at Washington Street, ends at Broadway, and runs northbound and southbound. It is a two-way collector from Washington Street to Redwood Street and a one-way northbound collector from Redwood Street to Broadway. It connects SAN, the Little Italy neighborhood, Downtown, and Seaport Village to the I-5 North on-ramp located north of Glenwood Drive.

Washington Street begins at the Airport Fire Station, ends at the intersection of Campus Avenue, Polk Avenue, and Normal Street, and runs eastbound and westbound. It is a two-lane collector west of Pacific Highway, a four-lane major arterial from Pacific Highway to San Diego Avenue, and a four-lane prime arterial east of San Diego Avenue. It connects vehicles from north of Downtown, through the Hillcrest neighborhood, and becomes Normal Street and El Cajon Boulevard in the North Park neighborhood.

Sassafras Street begins at Admiral Boland Way, ends at Union Street, and runs eastbound and westbound. It is a three-lane collector from Admiral Boland Way to India Street and a two-lane collector from India Street to Union Street. It connects the Airport Employee Parking Lot and Rental Car Facility to Pacific Highway and I-5 North.

Palm Street begins at Admiral Boland Way and ends at Kettner Boulevard. It runs eastbound and westbound and is a two-lane collector. It connects SAN facilities to Pacific Highway.

Laurel Street begins at North Harbor Drive, ends at El Prado, and runs eastbound and westbound. It is a five-lane major arterial from North Harbor Drive to Pacific Highway and a four-lane major arterial from Pacific Highway to State Street. It connects SAN to I-5 North and Balboa Park and connects the I-5 South to the airport.

Hawthorn Street begins at North Harbor Drive, ends at 6th Avenue, and runs eastbound and westbound. It is a three-lane one-way westbound collector from Hawthorn Street to 1st Avenue, and a two-way two-lane collector from 1st Avenue to 6th Avenue. It connects I-5 North and Downtown to SAN.

Grape Street beings at North Harbor Drive, ends at 6th Avenue, and runs eastbound and westbound. It is a three-lane one-way eastbound collector from Hawthorn Street to 1st Avenue, and a two-way two-lane collector from 1st Avenue to 6th Avenue. It connects SAN to I-5 North and I-5 South.

North Harbor Drive begins at Rosecrans Street, ends at West Harbor Drive, and runs eastbound and westbound. It is a four-lane collector from Rosecrans Street to Nimitz Boulevard, a six-lane collector from Nimitz Boulevard to Laurel Street, a five-lane collector from Laurel Street to Ash Street, a four-lane collector from Ash Street to West Harbor Drive. It connects Point Loma, SAN, and Downtown together.

Harbor Island Drive begins at North Harbor Drive and terminates in the west and in the east at Harbor Island Drive Parking Lots. It is a four-lane collector and runs northbound, southbound, eastbound, and westbound. It connects Harbor Island to North Harbor Drive.

Rosecrans Street begins at Guijarros Road, ends at Pacific Highway, and runs northbound and southbound. It is a six-lane major arterial from Lytton Street to Sports Arena Boulevard, and a four-lane major arterial from Sports Arena Boulevard to Pacific Highway. It connects SAN to Point Loma.

Nimitz Boulevard begins at Sunset Cliffs Boulevard / I-8 Northbound on-ramp, ends at North Harbor Drive, and runs northbound and southbound. It is a four-lane major arterial from Sunset Cliffs Boulevard to North Harbor Drive, except in between Oliphant Street and Evergreen Street where it is constructed as a three-lane major arterial. It connects Point Loma, SAN, and access to I-8 Eastbound on-ramps.

Laning Road begins at Rosecrans Street and ends at McDonough Road. in the west and in the east at Harbor Island Drive Parking Lots. It is a four-lane collector between North Harbor Drive and Cushing Road, as a two-lane collector north of Cushing Road. Laning Road runs northbound and southbound and connects SAN to Rosecrans Street.

I-5 begins at the border between the United States and Mexico and runs northbound and southbound. It is an arterial freeway and the number of lanes varies along the corridor. It connects to I-805, State Route (SR)-52, I-8, SR-163, SR-94, I-15 and cities north and south of San Diego.

I-8 begins at Sunset Cliffs Boulevard and runs eastbound and westbound. It ranges from a four-lane to an eight-lane freeway and connects Ocean Beach to I-5, SR-163, I-8, and cities east of San Diego.

SR-163 begins in Downtown San Diego and runs northbound and southbound. It ranges from a four-lane to a nine-lane freeway and connects Downtown to I-8, I-805, SR-52, and merges with I-15 in Miramar.

SR-94 begins in Downtown San Diego and runs eastbound and westbound. It ranges from a four-lane to a two-lane freeway and connects Downtown to I-805, SR-125, SR-54, and merges with Old Highway 80 in Boulevard.

3.2 Existing Conditions

The existing conditions at intersections and roadway segments were evaluated using peak hour and 24-hour traffic counts collected in June 2017, as well as March 2019 traffic counts for the four additional intersections analyzed, and Caltrans published data from 2017.

3.3 Intersection Level of Service

Traffic operations were evaluated at the study area intersections under existing traffic conditions. Results of the analysis are presented in **Table 3-1**. Level of Service worksheets are contained in **Exhibit D**. As shown in the table, all study area intersections operate at LOS A, B, C, or D under existing conditions during the weekday AM, Airport, and PM peak hours with the exception of:

#16 Kettner Boulevard at W Laurel St

- Operates at **LOS F** during AM and Airport Peaks

#41 Kettner Boulevard at Palm Street

- Operates at **LOS F** during PM Peak

Table 3-1: Existing Conditions Intersection Level of Service Summary

Intersection		Traffic Control	Peak Hour	Existing	
				Delay (a)	LOS (b)
1	Pacific Hwy at Taylor St / Rosecrans St	Signal	AM	27.7	C
			AIRPORT	28.6	C
			PM	35.8	D
2	Pacific Hwy at Old Town Transit Center	Signal	AM	9.7	A
			AIRPORT	10.9	B
			PM	11.1	B
3	Pacific Hwy at Enterprise St	Signal	AM	31.7	C
			AIRPORT	27.7	C
			PM	44.5	D
4	SB Pacific Hwy Ramps at Washington St	Signal	AM	11.7	B
			AIRPORT	12.4	B
			PM	12.5	B
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	Signal	AM	20.7	C
			AIRPORT	18.3	B
			PM	18.7	B
6	Hancock St at Washington St	Signal	AM	22.0	C
			AIRPORT	21.7	C
			PM	23.1	C
7	San Diego Ave at Washington St	Signal	AM	31.1	C
			AIRPORT	22.2	C
			PM	16.2	B
8	India St at Vine St	Signal	AM	4.5	A
			AIRPORT	4.7	A

Table 3-1: Existing Conditions Intersection Level of Service Summary

Intersection		Traffic Control	Peak Hour	Existing	
				Delay (a)	LOS (b)
			PM	4.3	A
9	Pacific Hwy at Sassafras St / Admiral Boland Way	Signal	AM	22.0	C
			AIRPORT	23.8	C
			PM	29.7	C
10	Kettner Blvd at Sassafras St	Signal	AM	13.5	B
			AIRPORT	12.7	B
			PM	15.0	B
11	India St at Sassafras St	Signal	AM	6.8	A
			AIRPORT	8.8	A
			PM	10.2	B
12	Pacific Hwy at Palm St	Signal	AM	8.7	A
			AIRPORT	8.8	A
			PM	10.3	B
14	W Laurel St at N Harbor Drive	Signal	AM	24.4	C
			AIRPORT	33.7	C
			PM	26.2	C
15	Pacific Hwy at W Laurel St	Signal	AM	44.6	D
			AIRPORT	49.1	D
			PM	51.6	D
16	Kettner Blvd at W Laurel St	Signal	AM	91.8	**F**
			AIRPORT	112.2	**F**
			PM	48.9	D
17	India St at W Laurel St	Signal	AM	15.1	B
			AIRPORT	16.3	B
			PM	15.7	B
18	N Harbor Dr at W Hawthorn St	Signal	AM	8.9	A
			AIRPORT	9.5	A
			PM	10.0	B
19	Pacific Hwy at W Hawthorn St	Signal	AM	36.9	D
			AIRPORT	35.7	D
			PM	41.9	D
20	Kettner Blvd at W Hawthorn St	Signal	AM	30.7	C
			AIRPORT	28.5	C
			PM	28.4	C
21	India St at W Hawthorn St	Signal	AM	31.5	C
			AIRPORT	29.1	C
			PM	27.2	C
22	Columbia St at W Hawthorn St	Signal	AM	33.5	C
			AIRPORT	30.8	C
			PM	30.5	C
23	State St at W Hawthorn St	Signal	AM	10.7	B
			AIRPORT	9.1	A
			PM	8.6	A
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	SSSC	AM	15.7	C

Table 3-1: Existing Conditions Intersection Level of Service Summary

Intersection		Traffic Control	Peak Hour	Existing	
				Delay (a)	LOS (b)
			AIRPORT	16.7	C
			PM	20.5	C
25	N Harbor Dr at W Grape St	Signal	AM	10.7	B
			AIRPORT	11.8	B
			PM	18.8	B
26	Pacific Hwy at W Grape St	Signal	AM	29.2	C
			AIRPORT	29.9	C
			PM	28.9	C
27	Kettner Blvd at W Grape St	Signal	AM	30.8	C
			AIRPORT	32.1	C
			PM	36.2	D
28	India St at W Grape St	Signal	AM	29.6	C
			AIRPORT	31.7	C
			PM	35.5	D
29	Columbia St at W Grape St	Signal	AM	34.7	C
			AIRPORT	37.6	D
			PM	43.3	D
30	State St / I-5 SB On-Ramp at W Grape St	Signal	AM	24.4	C
			AIRPORT	26.0	C
			PM	33.1	C
31	McCain Rd at N Harbor Dr	Signal	AM	11.6	B
			AIRPORT	9.1	A
			PM	8.1	A
32	Spanish Landing at N Harbor Dr	Signal	AM	22.2	C
			AIRPORT	19.8	B
			PM	19.3	B
33	Harbor Island Dr at N Harbor Dr	Signal	AM	40.0	D
			AIRPORT	44.9	D
			PM	35.3	D
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	Signal	AM	10.0	B
			AIRPORT	10.4	B
			PM	10.6	B
35	Harbor Island Dr at Harbor Island Dr	Signal	AM	22.1	C
			AIRPORT	22.0	C
			PM	22.6	C
36	Harbor Island Dr at Parking Lot Access	SSSC	AM	8.5	A
			AIRPORT	9.0	A
			PM	9.1	A

Table 3-1: Existing Conditions Intersection Level of Service Summary

Intersection		Traffic Control	Peak Hour	Existing	
				Delay (a)	LOS (b)
37	Winship Ln at N Harbor Dr	Signal	AM	6.4	A
			AIRPORT	7.1	A
			PM	5.3	A
38	North Harbor Dr at Liberator Way	Signal	AM	4.9	A
			AIRPORT	4.7	A
			PM	8.8	A
39	Cell Phone Lot at N Harbor Dr	Signal	AM	16.3	B
			AIRPORT	32.5	C
			PM	18.2	B
40	Terminal Link Rd / Coast Guard at N Harbor Dr	Signal	AM	4.2	A
			AIRPORT	3.9	A
			PM	3.3	A
41	Kettner Blvd at Palm St	SSSC	AM	21.7	C
			AIRPORT	21.2	C
			PM	59.9	**F**
42	N Harbor Dr at Laning Rd	Signal	AM	13.5	B
			AIRPORT	26.3	C
			PM	32.4	C
43	N Harbor Dr at Nimitz Blvd	Signal	AM	16.4	B
			AIRPORT	19.9	B
			PM	40.7	D
44	Rosecrans St at Nimitz Blvd	Signal	AM	41.1	D
			AIRPORT	36.0	D
			PM	45.1	D

Source: Kimley-Horn, June 2019.
Notes:
Bold values indicate intersections operating at LOS E or F.
SSSC = Side Street Stop Controlled
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

3.4 Roadway Segment Level of Service

Traffic operations were evaluated at the study area roadway segments under existing traffic conditions using 24-hour volume counts. Results of the analysis are presented in **Table 3-2**. As shown in the table, all study area roadway segments operate at LOS A, B. C, or D under existing weekday conditions with the exception of:

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS E**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS E**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Harbor Island Drive to Winship Lane operates at **LOS F**
- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street / Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS E**

It should be noted that the airport generates significant amounts of traffic throughout the day (from about 5:00 AM until midnight), which results in 24-hour volumes that are higher than typical urban roadways with heavy traffic only during commute times. The LOS E capacity depicted in Table 3-2 is based upon typical urban streets. As such, the intersection level of service results is a better indicator of traffic operations in the vicinity of the airport.

Table 3-2: Existing Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	ADT (b)	V/C Ratio (c)	LOS
Pacific Highway					
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B
Barnett Ave to Washington St	6 Lane Prime Expressway	80,000	51,778	0.647	C
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.38	A
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.21	A
Kettner Blvd					
Vine St to Sassafras St	3 Lane Major (one-way)	27,500	26,492	0.963	**E**
Sassafras St to Palm St	3 Lane Major (one-way)	27,500	18,406	0.669	C
Palm St to Laurel St	3 Lane Major (one-way)	27,500	18,406	0.669	C
India St					
Sassafras St to Laurel St	3 Lane Major (one-way)	27,500	14,465	0.526	B
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A
Washington St					
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A

Table 3-2: Existing Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	ADT (b)	V/C Ratio (c)	LOS
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C
Sassafras St					
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	**F**
Palm St					
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A
Laurel St					
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C
India St to State St/ Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A
Hawthorn St					
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	**F**
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.19	**F**
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.19	**F**
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.31	**F**
Grape St					
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	**E**
Pacific Hwy to India St[1]	3 Lane Collector (one-way)	26,000	28,167	1.083	**F**
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	**F**
Albatross St to Front St[1]	3 Lane Collector (one-way)	26,000	2,172	0.084	A
North Harbor Dr					
Scott Rd to Nimitz Blvd[2]	4 Lane Prime Arterial	50,000	11,759	0.235	A
Nimitz Blvd to Laning Rd[2]	6 Lane Prime Arterial	60,000	19,644	0.327	A
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.48	B
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.49	B
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B
Harbor Island Dr to Winship Ln[2]	6 Lane Prime Arterial	60,000	77,384	1.29	**F**
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	**F**
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	**F**
Cell Phone Lot to Laurel St/ Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	**F**
Laurel St/ Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	**F**
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	**E**
Hawthorn St to Grape St[1]	6 Lane Prime Arterial	60,000	37,881	0.631	C
Grape St to Ash St[1]	5 Lane Prime Arterial	55,000	20,437	0.372	A

Table 3-2: Existing Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	ADT (b)	V/C Ratio (c)	LOS
Harbor Island Dr					
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.32	A
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A

Source: Kimley-Horn, June 2019.
Notes:
Bold values indicate roadway segments operating at LOS E or F.
(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2017 Edition.
(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.
(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
[1] 2013 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.
[2] 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

4.0 SDCRAA Transportation-Related Improvements

4.1 Proposed Project Traffic Improvements

The Proposed Project includes a new on-airport entry roadway as a project design feature in Phase A that would connect to North Harbor Drive and allow westbound airport traffic to enter SAN at a new intersection west of the existing intersection of North Harbor Drive and Laurel Street. The on-airport entry roadway would generally have three lanes of travel, as well as a multi-use bicycle and pedestrian path associated with it. Other improvements include a new loop road that would provide access to the new Terminal 1 and a new Terminal 1 parking structure and a single-lane, on-airport eastbound road that would allow Parking Lot and Rental Car Center shuttles from both terminals to access the airport's north side without traveling on any City streets.

4.2 SDCRAA Intersection and Roadway Improvements Independent from the Proposed Project

SDCRAA has committed to implementing the following intersection and roadway segment improvements independent of the Proposed Project. As such, the following improvements have been incorporated into the traffic impact analysis modeling under both the No Action Alternative and for the Proposed Project. The specific intersection and roadway segment improvements assumed for the No Action Alternative and Proposed Project conditions for the year 2026 and year 2031 operational traffic analysis are identified in the discussion of each scenario below in Section 5.

Figure 2 identifies the locations of the intersection improvements listed below. **Figure 3** identifies the locations of the roadway segment improvements listed below.

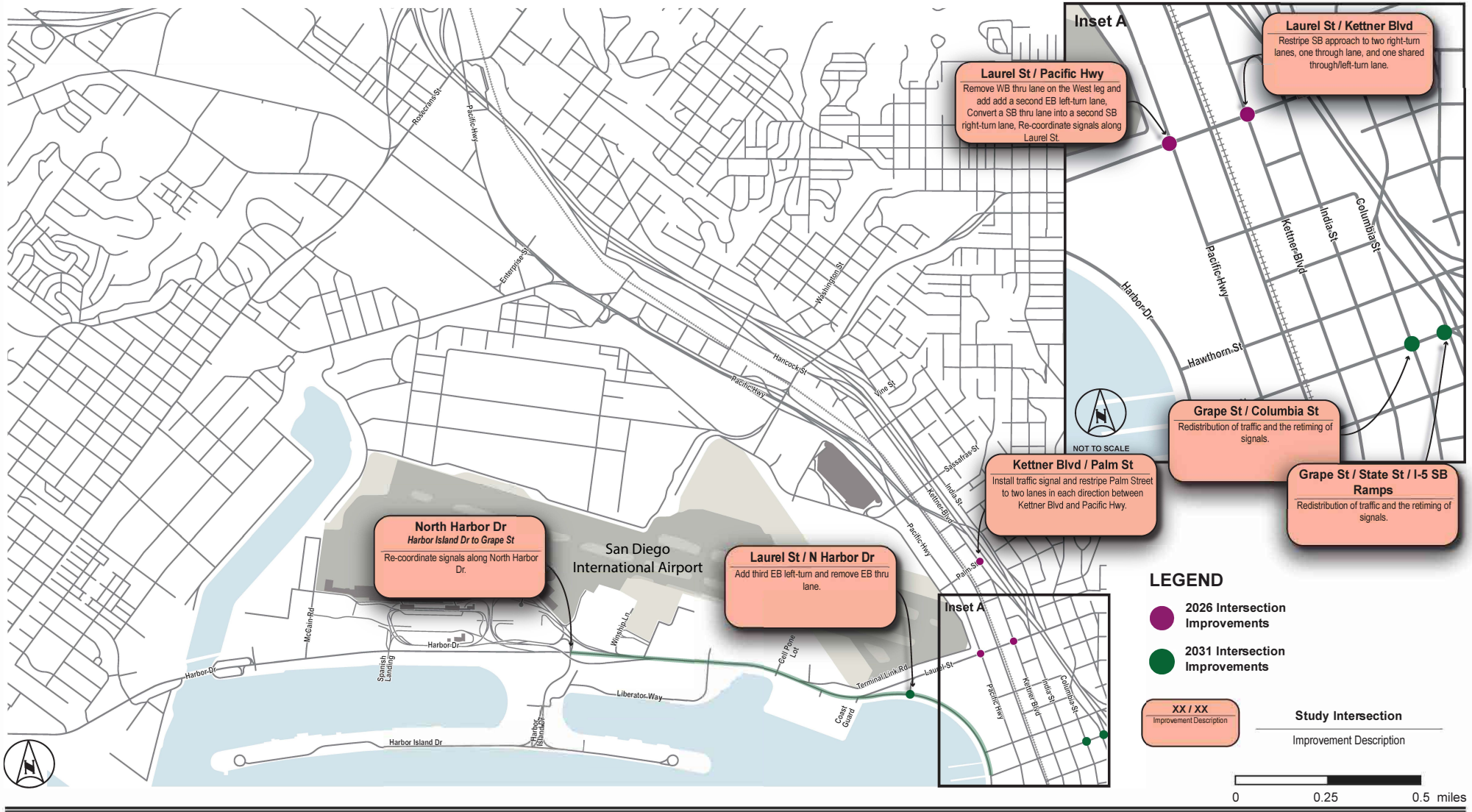


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Figure 2

Locations of Intersection Improvements

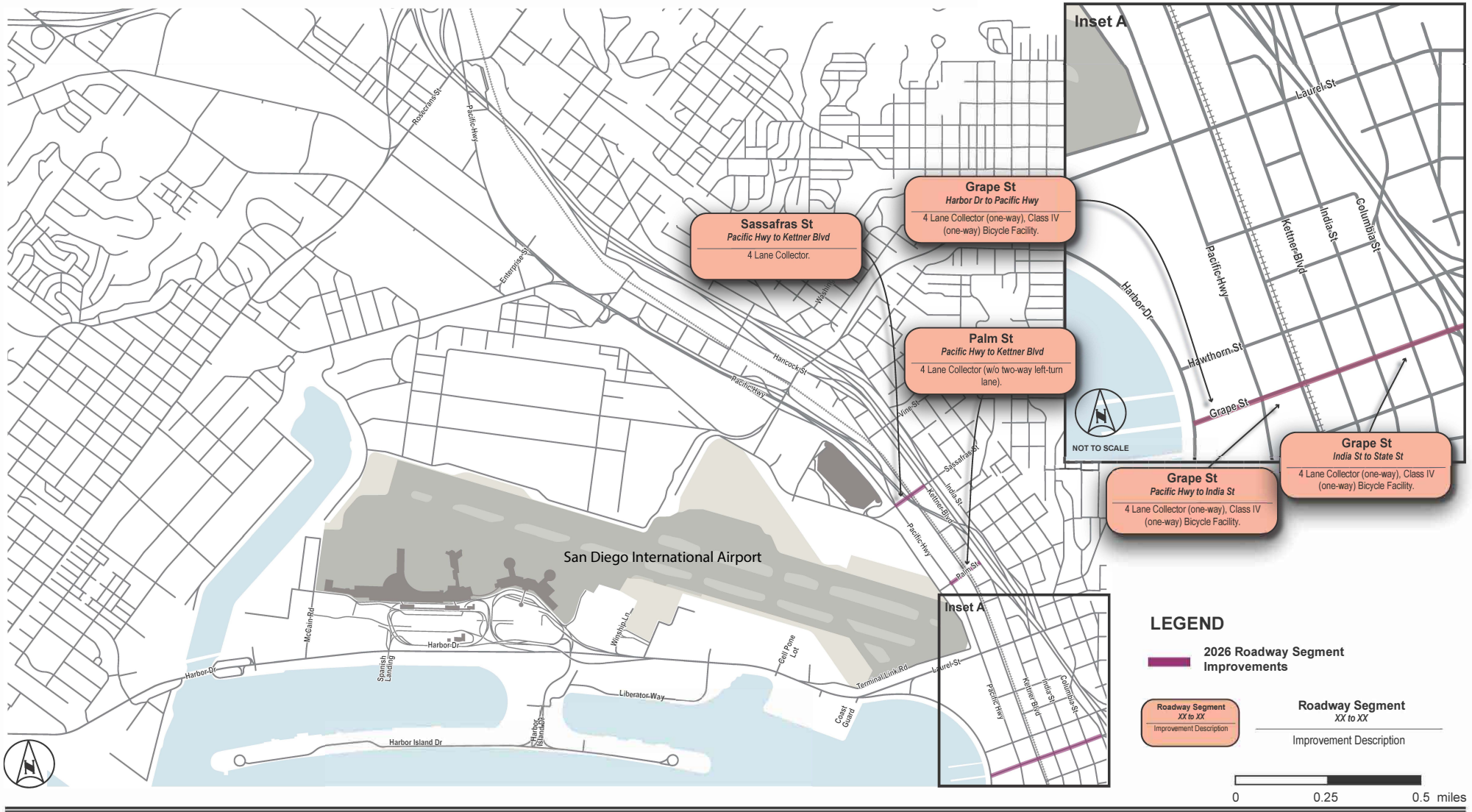

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Figure 3

Locations of Roadway Segment Improvements

4.2.1 Intersection Improvements

Improve the Intersection of Laurel Street at North Harbor Drive (Intersection 14)

Prior to passenger air travel exceeding 32.0 million annual passengers (MAP), which is estimated to occur by 2031, SDCRAA shall provide the following improvement: Add a third Eastbound left-turn lane and remove an Eastbound through lane.

Improve the Intersection of Pacific Highway at West Laurel Street (Intersection 15)

In 2026 or before, SDCRAA shall provide the following improvement: Remove a westbound through lane on the West leg and add a second Eastbound left-turn lane, convert a Southbound through lane into a second Southbound right-turn lane, and re-coordinate signals along Laurel Street. Upgrade from Class II bicycle lanes to Class IV Cycle Tracks on Pacific Highway and provide feasible intersection features, such as corner islands and dedicated traffic signal phasing for bicycles on Pacific Highway. The bicycle improvements will extend from Laurel Street to Washington Street affecting the intersections of Pacific Highway at Sassafras Street / Admiral Boland Way and Pacific Highway at Palm Street.

Improve the Intersection of Kettner Boulevard at West Laurel Street (Intersection 16)

In 2026 or before, SDCRAA shall provide the following improvement: Re-stripe the Southbound approach to two right-turn lanes, one through lane, and one optional through/left-turn lane.

Improve the Intersections on North Harbor Drive from Harbor Island Drive to Grape Street (Intersections 14, 18, 25, 33, 37, 38, 39, and 40)

Prior to passenger air travel exceeding 32.0 MAP, which is estimated to occur by 2031, SDCRAA shall provide the following improvement: Re-coordinate signals along North Harbor Drive from Harbor Island Drive to Grape Street.

Improve the Intersection of Kettner Boulevard at Palm Street (Intersection 41)

In 2026 or before, SDCRAA shall provide the following improvement: Install a traffic signal, restripe Palm Street to two lanes in each direction between Kettner Boulevard and Pacific Highway, and install pre-signals at the rail crossing. Provide directional signs on Kettner Boulevard, Pacific Highway, Laurel Street and North Harbor Drive suggesting Palm Street as an option for reaching the airport terminals.

Improve the Intersection of Columbia Street at West Grape Street (Intersection 29)

Prior to passenger air travel exceeding 32.0 MAP, which is estimated to occur by 2031, SDCRAA shall provide the following improvement: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound.

Improve the Intersection of Grape Street at State Street/ I-5 SB Ramps (Intersection 30)

Prior to passenger air travel exceeding 32.0 MAP, which is estimated to occur by 2031, SDCRAA shall provide the following improvement: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound.

4.2.2 Roadway Segment Improvements

Improve Sassafras Street from Pacific Highway to Kettner Boulevard

In 2026 or before, SDCRAA shall provide the following improvement: Convert the roadway from a 3 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (w/o two-way left-turn lane).

Improve Grape Street from Harbor Drive to Pacific Highway

In 2026 or before, SDCRAA shall provide the following improvement: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway.

Improve Grape Street from Pacific Highway to India Street

In 2026 or before, SDCRAA shall provide the following improvement: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway.

Improve Grape Street from India Street to State Street

In 2026 or before, SDCRAA shall provide the following improvement: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway.

Improve Palm Street from Pacific Highway to Kettner Boulevard

In 2026 or before, SDCRAA shall provide the following improvement: Convert the roadway on Palm Street from Pacific Highway to Kettner Boulevard from a 2 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (without a two-way left-turn lane).

4.3 SDCRAA Transit Improvement Independent from the Proposed Project

The SDCRAA has committed to work with MTS to implement a new transit connection between the Old Town Transit Center and the SAN terminals independent of the Proposed Project. This connection will use shuttle buses operating on generally 15-minute intervals routed along Pacific Highway and the on-airport transit way. The SDCRAA has committed to implementing the shuttle service between the Old Town Transit Center and the SAN terminals whether or not the Proposed Project is implemented. As such, this shuttle service has been incorporated into the traffic impact analysis modeling under both the No Action Alternative and for the Proposed Project 2026 and 2031 scenarios.

5.0 Analysis Results

5.1 Year 2026 Impacts

5.1.1 Year 2026 Intersection Impacts

Intersection Level of Service impacts for the 2026 No Action Alternative and Proposed Project volumes are presented in **Table 5-1**. The 2026 No Action Alternative and Proposed Project conditions assume the following intersection improvements (see also Section 4.2 above):

- **Improve the Intersection of Pacific Highway at West Laurel Street (Intersection 15)**
- **Improve the Intersection of Kettner Boulevard at West Laurel Street (Intersection 16)**

- **Improve the Intersection of Kettner Boulevard at Palm Street (Intersection 41)**

Table 5-1: 2026 No Action Alternative and Proposed Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	2026 No Action Alternative		2026 Proposed Project		
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from 2026 No Action Alternative (c)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	28.4	C	28.3	C	-0.1
		AIRPORT	29.1	C	29.0	C	-0.1
		PM	41.5	D	41.4	D	-0.1
2	Pacific Hwy at Old Town Transit Center	AM	10.5	B	10.5	B	0.0
		AIRPORT	11.2	B	11.3	B	0.1
		PM	13.1	B	13.2	B	0.1
3	Pacific Hwy at Enterprise St	AM	53.9	D	54.2	D	0.3
		AIRPORT	32.9	C	33.7	C	0.8
		PM	61.8	**E**	63.5	**E**	1.7
4	SB Pacific Hwy Ramps at Washington St	AM	12.4	B	12.4	B	0.0
		AIRPORT	13.3	B	12.6	B	-0.7
		PM	13.9	B	14.3	B	0.4
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	23.4	C	29.2	C	5.8
		AIRPORT	20.0	C	23.8	C	3.8
		PM	21.3	C	25.5	C	4.2
6	Hancock St at Washington St	AM	21.2	C	20.7	C	-0.5
		AIRPORT	20.1	C	19.8	B	-0.3
		PM	24.0	C	23.9	C	-0.1
7	San Diego Ave at Washington St	AM	36.6	D	36.5	D	-0.1
		AIRPORT	24.2	C	24.5	C	0.3
		PM	17.5	B	17.8	B	0.3
8	India St at Vine St	AM	4.6	A	4.6	A	0.0
		AIRPORT	4.8	A	4.9	A	0.1
		PM	4.4	A	4.4	A	0.0
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.9	C	29.8	C	6.9
		AIRPORT	26.0	C	32.5	C	6.5
		PM	28.1	C	34.5	C	6.4
10	Kettner Blvd at Sassafras St	AM	17.3	B	19.7	B	2.4
		AIRPORT	15.6	B	16.0	B	0.4
		PM	21.1	C	23.2	C	2.1
11	India St at Sassafras St	AM	6.5	A	5.9	A	-0.6
		AIRPORT	8.8	A	7.5	A	-1.3
		PM	10.0	B	10.2	B	0.2
12	Pacific Hwy at Palm St	AM	10.7	B	16.5	B	5.8
		AIRPORT	10.6	B	15.0	B	4.4
		PM	16.7	B	35.2	D	18.5
14	W Laurel St at N Harbor Drive	AM	19.7	B	27.7	C	8
		AIRPORT	15.8	B	20.7	C	8.0
		PM	17.7	B	52.0	D	4.9

Table 5-1: 2026 No Action Alternative and Proposed Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	2026 No Action Alternative		2026 Proposed Project		
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from 2026 No Action Alternative (c)
15	Pacific Hwy at W Laurel St	AM	40.0	D	44.4	D	34.3
		AIRPORT	44.4	D	39.0	D	4.4
		PM	49.7	D	52.0	D	-5.4
16	Kettner Blvd at W Laurel St	AM	43.7	D	38.5	D	2.3
		AIRPORT	65.2	**E**	38.7	D	-5.2
		PM	26.6	C	26.4	C	-1.1
17	India St at W Laurel St	AM	21.9	C	20.8	C	0.2
		AIRPORT	21.5	C	21.7	C	-0.3
		PM	14.1	B	13.8	B	0.2
18	N Harbor Dr at W Hawthorn St	AM	6.2	A	6.4	A	0.6
		AIRPORT	7.9	A	8.5	A	0.0
		PM	8.0	A	8.0	A	0.1
19	Pacific Hwy at W Hawthorn St	AM	38.6	D	38.7	D	-1.0
		AIRPORT	38.8	D	37.8	D	0.9
		PM	36.0	D	36.9	D	0.4
20	Kettner Blvd at W Hawthorn St	AM	31.3	C	31.7	C	-0.7
		AIRPORT	29.6	C	28.9	C	0.8
		PM	29.8	C	30.6	C	0.5
21	India St at W Hawthorn St	AM	31.9	C	32.4	C	-0.7
		AIRPORT	30.1	C	29.4	C	0.9
		PM	28.3	C	29.2	C	0.6
22	Columbia St at W Hawthorn St	AM	35.3	D	35.9	D	-0.9
		AIRPORT	32.4	C	31.5	C	1.1
		PM	32.5	C	33.6	C	-1.1
23	State St at W Hawthorn St	AM	12.8	B	13.1	B	0.3
		AIRPORT	11.5	B	11.1	B	-0.4
		PM	12.2	B	12.5	B	0.3
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	17.5	C	17.5	C	0.0
		AIRPORT	18.8	C	18.8	C	0.0
		PM	24.8	C	24.8	C	0.0
25	N Harbor Dr at W Grape St	AM	8.7	A	9.0	A	0.3
		AIRPORT	13.4	B	12.7	B	-0.7
		PM	12.8	B	18.9	B	6.1
26	Pacific Hwy at W Grape St	AM	29.7	C	29.6	C	-0.1
		AIRPORT	30.6	C	29.9	C	-0.7
		PM	31.1	C	30.4	C	-0.7
27	Kettner Blvd at W Grape St	AM	32.1	C	31.0	C	-1.1
		AIRPORT	32.4	C	29.9	C	-2.5
		PM	37.6	D	36.5	D	-1.1
28	India St at W Grape St	AM	31.8	C	30.2	C	-1.6
		AIRPORT	34.5	C	31.1	C	-3.4

Table 5-1: 2026 No Action Alternative and Proposed Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	2026 No Action Alternative		2026 Proposed Project		
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from 2026 No Action Alternative (c)
		PM	39.2	D	37.2	D	-2.0
29	Columbia St at W Grape St	AM	35.0	D	33.7	C	-1.3
		AIRPORT	35.6	D	32.3	C	-3.3
		PM	49.1	D	46.2	D	-2.9
30	State St / I-5 SB On-Ramp at W Grape St	AM	29.0	C	27.3	C	-1.7
		AIRPORT	31.3	C	27.6	C	-3.7
		PM	43.1	D	39.3	D	-3.8
31	McCain Rd at N Harbor Dr	AM	7.7	A	9.0	A	1.3
		AIRPORT	10.8	B	12.1	B	1.3
		PM	14.6	B	15.3	B	0.7
32	Spanish Landing at N Harbor Dr	AM	21.4	C	20.9	C	-0.5
		AIRPORT	8.2	A	11.4	B	3.2
		PM	18.8	B	18.6	B	-0.2
33	Harbor Island Dr at N Harbor Dr	AM	47.8	D	33.5	C	-14.3
		AIRPORT	57.2	**E**	37.0	D	-20.2
		PM	59.2	**E**	50.4	D	-8.8
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10.3	B	10.3	B	0.0
		AIRPORT	10.8	B	10.8	B	0.0
		PM	11.0	B	11.0	B	0.0
35	Harbor Island Dr at Harbor Island Dr	AM	14.3	B	14.3	B	0.0
		AIRPORT	14.3	B	14.3	B	0.0
		PM	14.7	B	14.7	B	0.0
36	Harbor Island Dr at Parking Lot Access	AM	8.6	A	8.6	A	0.0
		AIRPORT	9.2	A	9.3	A	0.1
		PM	9.4	A	9.5	A	0.1
37	Winship Ln at N Harbor Dr	AM	38.9	D	Intersection does not exist in this scenario		
		AIRPORT	40.1	D			
		PM	16.4	B			
38	North Harbor Dr at Liberator Way	AM	9.8	A	16.0	B	6.2
		AIRPORT	11.5	B	16.8	B	5.3
		PM	13.0	B	20.0	B	7.0
39	Cell Phone Lot at N Harbor Dr	AM	23.8	C	5.0	A	-18.8
		AIRPORT	23.2	C	3.4	A	-19.8
		PM	23.5	C	3.3	A	-20.2
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.8	A	4.4	A	-0.4
		AIRPORT	5.2	A	5.4	A	0.2
		PM	8.5	A	11.5	B	3.0
41	Kettner Blvd at Palm St	AM	0.8	A	1.0	A	0.2
		AIRPORT	0.8	A	0.9	A	0.1
		PM	0.7	A	0.9	A	0.2
42	North Harbor Dr at Laning Rd	AM	20.2	C	20.2	C	0.0

Table 5-1: 2026 No Action Alternative and Proposed Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	2026 No Action Alternative		2026 Proposed Project		
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from 2026 No Action Alternative (c)
		AIRPORT	26.7	C	26.7	C	0.0
		PM	35.3	D	35.6	D	0.3
43	N Harbor Dr at Nimitz Blvd	AM	21.9	C	22.0	C	0.1
		AIRPORT	17.7	B	17.3	D	-0.4
		PM	42.9	D	43.1	D	0.2
44	Rosecrans St at Nimitz Blvd	AM	37.6	D	37.9	D	0.3
		AIRPORT	35.9	D	36.7	D	0.8
		PM	45.1	D	45.9	D	0.8

Source: Kimley-Horn, March 2021.
Notes: **Bold** values indicate intersections operating at LOS E or F.
AM Peak Hour = 8:00 – 9:00 AM; Airport Peak Hour = 9:00 – 10:00 AM; PM Peak Hour = 5:00 – 6:00 PM
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.
(c) Change in delay due to addition of the Proposed Project. Addition of the Proposed Project may cause a decrease in delay at some locations due to change in traffic patterns.

5.1.2 Year 2026 Roadway Segment Impacts

Roadway Segment Level of Service impacts for the 2026 No Action Alternative and Proposed Project volumes are presented in **Table 5-2**. The 2026 No Action Alternative and Proposed Project conditions assume the following roadway segment improvements (see also Section 4.2 above):

- **Improve Sassafras Street from Pacific Highway to Kettner Boulevard**
- **Improve Grape Street from Harbor Drive to Pacific Highway**
- **Improve Grape Street from Pacific Highway to India Street**
- **Improve Grape Street from India Street to State Street**
- **Improve Palm Street from Pacific Highway to Kettner Boulevard**

Table 5-2: 2026 No Action Alternative and Proposed Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	2026 No Action Alternative			2026 Proposed Project			2026 Proposed Project Comparison to 2026 No Action Alternative (d)	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Δ in ADT	Δ in V/C
Pacific Highway										
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	23,512	0.47	B	23,512	0.47	B		0.000
Barnett Ave to Washington St	6 Lane Expressway	80,000	64,178	0.802	D	64,178	0.802	D		0.000
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	15,404	0.257	A	15,404	0.257	A		0.000
Sassafras St to Palm St	6 Lane Major Arterial	50,000	22,089	0.442	B	22,089	0.442	B		0.000
Palm St to Laurel St	6 Lane Major Arterial	50,000	23,250	0.465	B	23,250	0.465	B		0.000
Laurel St to Juniper St	6 Lane Major Arterial	50,000	14,707	0.294	A	14,707	0.294	A		0.000
Kettner Blvd										
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	33,079	1.203	**F**	33,079	1.203	**F**		0.000
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	30,512	1.11	**F**	30,512	1.11	**F**		0.000
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	24,811	0.902	D	24,811	0.902	D		0.000
India St										
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	22,466	0.817	C	22,466	0.817	C		0.000
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	4,063	0.156	A	4,063	0.156	A		0.000
Washington St										
West of Pacific Hwy	4 Lane Major Arterial	40,000	6,433	0.161	A	6,433	0.161	A		
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	25,897	0.647	C	25,897	0.647	C		0.000
East of India St	4 Lane Major Arterial	40,000	30,396	0.76	D	30,396	0.76	D		0.000
Sassafras St										
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane) **4 Lane Collector**	12,000 **30,000 (e)**	22,781	1.898	**F**	22,781	1.898	**F**		0.000
Palm St										
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000 **15,000 (e)**	7,900	0.987	**E**	7,900	0.987	**E**		0.000

Table 5-2: 2026 No Action Alternative and Proposed Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	2026 No Action Alternative			2026 Proposed Project			2026 Proposed Project Comparison to 2026 No Action Alternative (d)	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Δ in ADT	Δ in V/C
	4 Lane Collector (w/o two-way left-turn lane									
Laurel St										
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	50,612	1.125	**F**	50,612	1.125	**F**		0.000
Pacific Hwy to India St	4 Lane Major Arterial	40,000	25,419	0.635	C	25,419	0.635	C		0.000
India St to State St/ Reynard Wy	4 Lane Major Arterial	40,000	14,512	0.363	A	14,512	0.363	A		0.000
Hawthorn St										
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	27,728	1.066	**F**	27,728	1.066	**F**		0.000
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	33,609	1.293	**F**	33,609	1.293	**F**		0.000
India St to State St	3 Lane Collector (one-way)	26,000	34,222	1.316	**F**	34,222	1.316	**F**		0.000
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,965	1.371	**F**	10,965	1.371	**F**		0.000
Grape St										
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way) **4 Lane Collector (one-way)**	26,000 **34,700 (e)**	28,464	1.095	**F**	28,464	1.095	**F**		0.000
Pacific Hwy to India St[1]	3 Lane Collector (one-way) **4 Lane Collector (one-way)**	26,000 **34,700 (e)**	38,641	1.486	**F**	38,641	1.486	**F**		0.000
India St to State St	3 Lane Collector (one-way) **4 Lane Collector (one-way)**	26,000 **34,700 (e)**	50,065	1.926	**F**	50,065	1.926	**F**		0.000
Albatross St to Front St[1]	3 Lane Collector (one-way)	26,000	3,415	0.131	A	3,415	0.131	A		0.000
North Harbor Dr										
Scott Rd to Nimitz Blvd[2]	4 Lane Prime Arterial	50,000	16,574	0.331	A	16,574	0.331	A		0.000
Nimitz Blvd to Laning Rd[2]	6 Lane Prime Arterial	60,000	25,861	0.431	B	25,861	0.431	B		0.000
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	30,571	0.51	B	30,571	0.51	B		0.000
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	30,719	0.512	B	30,719	0.512	B		0.000
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	47,521	0.792	C	30,512	0.509	B		-0.283
Harbor Island Dr to Winship Ln[2]	6 Lane Prime Arterial	60,000	53,580	0.893	D	23,882	0.398	A		-0.495
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	109,768	1.829	**F**	70,560	1.176	**F**		-0.653
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	113,945	1.899	**F**	72,570	1.21	**F**		-0.689

Table 5-2: 2026 No Action Alternative and Proposed Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	2026 No Action Alternative			2026 Proposed Project			2026 Proposed Project Comparison to 2026 No Action Alternative (d)	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Δ in ADT	Δ in V/C
Cell Phone Lot to Laurel St / Solar Turbines	6 Lane Prime Arterial	60,000	117,938	1.966	**F**	73,186	1.22	**F**		-0.746
Laurel St / Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	66,201	1.103	**F**	66,201	1.103	**F**		0.000
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	67,310	1.122	**F**	67,310	1.122	**F**		0.000
Hawthorn St to Grape St[1]	6 Lane Prime Arterial	60,000	44,495	0.742	C	44,495	0.742	C		0.000
Grape St to Ash St[1]	5 Lane Prime Arterial	55,000	22,279	0.405	A	22,279	0.405	A		0.000
Harbor Island Dr										
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	16,105	0.403	B	16,105	0.403	B		0.000
West of Harbor Island Dr	4 Lane Major Arterial	40,000	13,649	0.341	A	13,649	0.341	A		0.000
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	7,013	0.468	C	7,013	0.468	C		0.000
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	7,013	0.468	C	7,013	0.468	C		0.000

Source: Kimley-Horn, March 2021.
Notes: **Bold** values indicate roadway segments operating at LOS E or F.
(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2017 Edition.
(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.
(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
(d) Change due to addition of the Proposed Project. Addition of the Proposed Project may cause a decrease in volume at some locations due to change in traffic patterns.
(e) Values shown in **bold i**ndicate improvements and increased capacity that will occur whether or not the Proposed Project is implemented – refer to Section 4.2.2.
[1] Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.
[2] 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

5.2 Year 2031 Impacts

5.2.1 Year 2031 Intersection Impacts

Intersection Level of Service impacts for the 2031 No Action Alternative and Proposed Project volumes are presented in **Table 5-3**. The 2031 No Action Alternative and Proposed Project conditions assume the following intersection improvements (see also Section 4.2 above):

- **Improve the Intersection of Laurel Street at North Harbor Drive (Intersection 14)**
- **Improve the Intersection of Pacific Highway at West Laurel Street (Intersection 15)**

- **Improve the Intersection of Kettner Boulevard at West Laurel Street (Intersection 16)**
- **Improve the Intersection of Columbia Street at West Grape Street (Intersection 29)**
- **Improve the Intersection of Grape Street at State Street/ I-5 SB Ramps (Intersection 30)**
- **Improve the Intersections on North Harbor Drive from Harbor Island Drive to Grape Street (Intersections 14, 18, 25, 33, 37, 38, 39, and 40)**
- **Improve the Intersection of Kettner Boulevard at Palm Street (Intersection 41)**

Table 5-3: 2031 No Action Alternative and Proposed Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	2031 No Action Alternative		2031 Proposed Project		
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from 2031 No Action Alternative (c)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	28.5	C	28.5	C	0.0
		AIRPORT	29.2	C	29.1	C	-0.1
		PM	42.7	D	42.0	D	-0.7
2	Pacific Hwy at Old Town Transit Center	AM	10.4	B	10.4	B	0.0
		AIRPORT	11.2	B	11.2	B	0.0
		PM	13.2	B	13.1	B	-0.1
3	Pacific Hwy at Enterprise St	AM	55.4	**E**	55.2	**E**	-0.2
		AIRPORT	34.5	C	34.6	C	0.1
		PM	69.8	**E**	65.0	**E**	-4.8
4	SB Pacific Hwy Ramps at Washington St	AM	12.6	B	13.4	B	0.8
		AIRPORT	13.4	B	13.3	B	-0.1
		PM	16.1	B	14.8	B	-1.3
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	23.9	C	30.8	C	6.9
		AIRPORT	20.5	C	24.9	C	4.4
		PM	27.4	C	26.3	C	-1.1
6	Hancock St at Washington St	AM	21.1	C	19.9	B	-1.2
		AIRPORT	20.0	B	19.3	B	-0.7
		PM	24.0	C	23.8	C	-0.2
7	San Diego Ave at Washington St	AM	37.4	D	36.4	D	-1.0
		AIRPORT	24.3	C	24.4	C	0.1
		PM	17.8	B	17.8	B	0.0
8	India St at Vine St	AM	4.5	A	4.5	A	0.0
		AIRPORT	4.8	A	4.8	A	0.0
		PM	4.3	A	4.3	A	0.0
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	23.0	C	39.3	D	16.3
		AIRPORT	23.8	C	35.6	D	11.8
		PM	46.3	D	44.0	D	-2.3
10	Kettner Blvd at Sassafras St	AM	18.9	B	27.9	C	9.0
		AIRPORT	16.8	B	18.3	B	1.5
		PM	35.8	D	30.3	C	-5.5
11	India St at Sassafras St	AM	6.6	A	6.4	A	-0.2

Table 5-3: 2031 No Action Alternative and Proposed Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	2031 No Action Alternative		2031 Proposed Project		
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from 2031 No Action Alternative (c)
		AIRPORT	9.5	A	8.7	A	-0.8
		PM	14.2	B	13.8	B	-0.4
12	Pacific Hwy at Palm St	AM	10.8	B	13.5	B	2.7
		AIRPORT	10.5	B	12.4	B	1.9
		PM	17.4	B	30.8	C	13.4
14	W Laurel St at N Harbor Drive	AM	57.8	**E**	38.7	D	-19.1
		AIRPORT	76.5	**E**	26.6	C	-49.9
		PM	37.4	D	32.2	C	-5.2
15	Pacific Hwy at W Laurel St	AM	36.7	D	34.8	C	-1.9
		AIRPORT	37.6	D	38.4	D	0.8
		PM	62.4	**E**	57.8	**E**	-4.6
16	Kettner Blvd at W Laurel St	AM	57.6	**E**	51.1	D	-6.5
		AIRPORT	56.7	**E**	26.4	C	-30.3
		PM	44.8	D	29.5	C	-15.3
17	India St at W Laurel St	AM	19.6	B	17.6	B	-2.0
		AIRPORT	17.6	B	17.6	B	0.0
		PM	18.4	B	18.2	B	-0.2
18	N Harbor Dr at W Hawthorn St	AM	6.0	A	5.9	A	-0.1
		AIRPORT	7.6	A	7.5	A	-0.1
		PM	8.2	A	10.6	B	2.4
19	Pacific Hwy at W Hawthorn St	AM	41.7	D	44.8	D	3.1
		AIRPORT	41.4	D	41.5	D	0.1
		PM	40.9	D	40.4	D	-0.5
20	Kettner Blvd at W Hawthorn St	AM	34.9	C	37.6	D	2.7
		AIRPORT	32.2	C	32.5	C	0.3
		PM	34.0	C	33.1	C	-0.9
21	India St at W Hawthorn St	AM	35.9	D	38.9	D	3.0
		AIRPORT	32.9	C	33.2	C	0.3
		PM	32.6	C	31.7	C	-0.9
22	Columbia St at W Hawthorn St	AM	40.8	D	45.5	D	4.7
		AIRPORT	36.0	D	36.4	D	0.4
		PM	38.5	D	37.2	D	-1.3
23	State St at W Hawthorn St	AM	16.5	B	19.5	B	3.0
		AIRPORT	13.7	B	13.9	B	0.2
		PM	16.0	B	15.6	B	-0.4
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	17.7	C	17.7	C	0.0
		AIRPORT	19.1	C	19.1	C	0.0
		PM	25.4	D	24.8	C	-0.6
25		AM	9.2	A	9.1	A	-0.1

Table 5-3: 2031 No Action Alternative and Proposed Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	2031 No Action Alternative		2031 Proposed Project		
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from 2031 No Action Alternative (c)
	N Harbor Dr at W Grape St	AIRPORT	19.6	B	19.7	B	0.1
		PM	23.3	C	21.9	C	-1.4
26	Pacific Hwy at W Grape St	AM	29.9	C	31.2	C	1.3
		AIRPORT	31.0	C	31.2	C	0.2
		PM	32.9	C	31.5	C	-1.4
27	Kettner Blvd at W Grape St	AM	33.3	C	35.3	D	2.0
		AIRPORT	33.6	C	33.8	C	0.2
		PM	41.8	D	38.4	D	-3.4
28	India St at W Grape St	AM	34.2	C	37.0	D	2.8
		AIRPORT	37.3	D	37.5	D	0.2
		PM	51.2	D	41.1	D	-10.1
29	Columbia St at W Grape St	AM	37.2	D	39.8	D	2.6
		AIRPORT	38.4	D	38.7	D	0.3
		PM	78.1	**E**	52.3	**E**	-25.8
30	State St / I-5 SB On-Ramp at W Grape St	AM	31.9	C	34.8	C	2.9
		AIRPORT	34.2	C	34.5	C	0.3
		PM	75.5	**E**	51.1	D	-24.4
31	McCain Rd at N Harbor Dr	AM	6.8	A	9.1	A	2.3
		AIRPORT	10.3	B	11.6	B	1.3
		PM	9.8	A	9.8	A	0.0
32	Spanish Landing at N Harbor Dr	AM	21.7	C	21.1	C	-0.6
		AIRPORT	8.2	A	11.6	B	3.4
		PM	19.3	B	19.3	B	0.0
33	Harbor Island Dr at N Harbor Dr	AM	68.7	**E**	37.5	D	-31.2
		AIRPORT	98.4	**F**	42.9	D	-55.5
		PM	50.3	D	50.0	D	-0.7
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	22.8	C	22.8	C	0.0
		AIRPORT	19.8	B	19.7	B	-0.1
		PM	53.7	D	53.7	D	0.0
35	Harbor Island Dr at Harbor Island Dr	AM	14.3	B	14.4	B	0.1
		AIRPORT	14.4	B	14.4	B	0.0
		PM	14.8	B	14.8	B	0.0
36	Harbor Island Dr at Parking Lot Access	AM	8.6	A	8.6	A	0.0
		AIRPORT	9.3	A	9.3	A	0.0
		PM	9.8	A	9.8	A	0.0
37	Winship Ln at N Harbor Dr	AM	70.6	**E**	Intersection does not exist in this scenario		
		AIRPORT	60.4	**E**			
		PM	19.0	B			

Table 5-3: 2031 No Action Alternative and Proposed Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	2031 No Action Alternative		2031 Proposed Project		
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from 2031 No Action Alternative (c)
38	North Harbor Dr at Liberator Way	AM	11.2	B	19.6	B	8.4
		AIRPORT	13.0	B	19.5	B	6.5
		PM	50.0	D	49.2	D	-0.8
39	Cell Phone Lot at N Harbor Dr	AM	45.7	D	5.9	A	-39.8
		AIRPORT	35.1	D	4.5	A	-30.6
		PM	15.3	B	15.0	B	-0.3
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	7.9	A	7.0	A	-0.9
		AIRPORT	6.5	A	7.0	A	0.5
		PM	32.7	C	32.5	C	-0.2
41	Kettner Blvd at Palm St	AM	0.9	A	1.1	A	0.2
		AIRPORT	0.8	A	0.8	A	0.0
		PM	1.0	A	1.0	A	0.0
42	North Harbor Dr at Laning Rd	AM	19.2	B	19.3	B	0.1
		AIRPORT	27.1	C	23.7	C	-3.4
		PM	35.5	D	35.3	D	-0.2
43	N Harbor Dr at Nimitz Blvd	AM	24.6	C	25.4	C	0.8
		AIRPORT	36.6	D	20.4	C	-16.2
		PM	44.9	D	43.7	D	-1.2
44	Rosecrans St at Nimitz Blvd	AM	38.4	D	39.0	D	0.6
		AIRPORT	36.6	D	37.5	D	0.9
		PM	48.6	D	47.9	D	-0.7

Source: Kimley-Horn, March 2021.
Notes: **Bold** values indicate intersections operating at LOS E or F.
AM Peak Hour = 8:00 – 9:00 AM; Airport Peak Hour = 9:00 – 10:00 AM; PM Peak Hour = 5:00 – 6:00 PM
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.
(c) Change in delay due to addition of the Proposed Project. Addition of the Proposed Project may cause a decrease in delay at some locations due to change in traffic patterns.

5.2.2 Year 2031 Roadway Segment Impacts

Roadway Segment Level of Service impacts for the 2031 No Action Alternative and Proposed Project volumes are presented in **Table 5-4**. The 2031 No Action Alternative and Proposed Project conditions assume the following roadway segment improvements (see also Section 4.2 above):

- **Improve Sassafras Street from Pacific Highway to Kettner Boulevard**
- **Improve Grape Street from Harbor Drive to Pacific Highway**
- **Improve Grape Street from Pacific Highway to India Street**
- **Improve Grape Street from India Street to State Street**

- **Improve Palm Street from Pacific Highway to Kettner Boulevard**

Table 5-4: 2031 No Action Alternative and Proposed Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	2031 No Action Alternative			2031 Proposed Project			2031 Proposed Project Comparison to 2031 No Action Alternative (d)	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Δ in ADT	Δ in V/C
Pacific Highway										
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	24,514	0.49	B	24,514	0.49	B		0.000
Barnett Ave to Washington St	6 Lane Expressway	80,000	66,410	0.83	D	66,410	0.83	D		0.000
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	17,011	0.284	A	17,011	0.284	A		0.000
Sassafras St to Palm St	6 Lane Major Arterial	50,000	24,025	0.481	B	24,025	0.481	B		0.000
Palm St to Laurel St	6 Lane Major Arterial	50,000	26,076	0.522	B	26,076	0.522	B		0.000
Laurel St to Juniper St	6 Lane Major Arterial	50,000	16,327	0.327	A	16,327	0.327	A		0.000
Kettner Blvd										
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	37,908	1.378	**F**	37,908	1.378	**F**		0.000
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	36,086	1.312	**F**	36,086	1.312	**F**		0.000
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	29,038	1.056	**F**	29,038	1.056	**F**		0.000
India St										
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	26,475	0.963	**E**	26,475	0.963	**E**		0.000
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	4,165	0.16	A	4,165	0.16	A		0.000
Washington St										
West of Pacific Hwy	4 Lane Major Arterial	40,000	7,221	0.181	A	7,221	0.181	A		0.000
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	27,372	0.684	C	27,372	0.684	C		0.000
East of India St	4 Lane Major Arterial	40,000	32,112	0.803	D	32,112	0.803	D		0.000
Sassafras St										
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane) **4 Lane Collector**	12,000 **30,000 (e)**	26,183	2.182	**F**	26,183	2.182	**F**		0.000
Palm St										
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000 **15,000 (e)**	9,085	1.136	**F**	9,085	1.136	**F**		0.000

Table 5-4: 2031 No Action Alternative and Proposed Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	2031 No Action Alternative			2031 Proposed Project			2031 Proposed Project Comparison to 2031 No Action Alternative (d)	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Δ in ADT	Δ in V/C
	4 Lane Collector (w/o two-way left-turn lane									
Laurel St										
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	59,644	1.325	**F**	59,644	1.325	**F**		0.000
Pacific Hwy to India St	4 Lane Major Arterial	40,000	29,194	0.73	C	29,194	0.73	C		0.000
India St to State St/ Reynard Wy	4 Lane Major Arterial	40,000	15,316	0.383	B	15,316	0.383	B		0.000
Hawthorn St										
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	32,109	1.235	**F**	32,109	1.235	**F**		0.000
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	41,450	1.594	**F**	41,450	1.594	**F**		0.000
India St to State St	3 Lane Collector (one-way)	26,000	42,024	1.616	**F**	42,024	1.616	**F**		0.000
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	11,242	1.405	**F**	11,242	1.405	**F**		0.000
Grape St										
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way) **4 Lane Collector (one-way)**	26,000 **34,700 (e)**	36,346	1.398	**F**	36,346	1.398	**F**		0.000
Pacific Hwy to India St[1]	3 Lane Collector (one-way) **4 Lane Collector (one-way)**	26,000 **34,700 (e)**	45,852	1.764	**F**	45,852	1.764	**F**		0.000
India St to State St	3 Lane Collector (one-way) **4 Lane Collector (one-way)**	26,000 **34,700 (e)**	59,849	2.302	**F**	59,849	2.302	**F**		0.000
Albatross St to Front St[1]	3 Lane Collector (one-way)	26,000	4,641	0.179	A	4,641	0.179	A		0.000
North Harbor Dr										
Scott Rd to Nimitz Blvd[2]	4 Lane Prime Arterial	50,000	17,350	0.347	A	17,350	0.347	A		0.000
Nimitz Blvd to Laning Rd[2]	6 Lane Prime Arterial	60,000	27,587	0.46	B	27,587	0.46	B		0.000
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	34,657	0.578	B	34,657	0.578	B		0.000
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	34,788	0.58	B	34,788	0.58	B		0.000
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	51,513	0.859	D	32,411	0.54	B		-0.319
Harbor Island Dr to Winship Ln[2]	6 Lane Prime Arterial	60,000	75,853	1.264	**F**	39,127	0.652	C		-0.612

Table 5-4: 2031 No Action Alternative and Proposed Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	2031 No Action Alternative			2031 Proposed Project			2031 Proposed Project Comparison to 2031 No Action Alternative (d)	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Δ in ADT	Δ in V/C
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	136,790	2.28	**F**	89,421	1.49	**F**		-0.790
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	140,780	2.346	**F**	91,110	1.519	**F**		-0.827
Cell Phone Lot to Laurel St / Solar Turbines	6 Lane Prime Arterial	60,000	144,341	2.406	**F**	91,168	1.519	**F**		-0.887
Laurel St / Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	74,123	1.235	**F**	74,123	1.235	**F**		0.000
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	83,888	1.398	**F**	83,888	1.398	**F**		0.000
Hawthorn St to Grape St[1]	6 Lane Prime Arterial	60,000	58,659	0.978	**E**	58,659	0.978	**E**		0.000
Grape St to Ash St[1]	5 Lane Prime Arterial	55,000	24,220	0.44	B	24,220	0.44	B		0.000
Harbor Island Dr										
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	26,629	0.666	C	26,629	0.666	C		0.000
West of Harbor Island Dr	4 Lane Major Arterial	40,000	14,139	0.353	A	14,139	0.353	A		0.000
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	7,332	0.489	C	7,332	0.489	C		0.000
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	7,332	0.489	C	7,332	0.489	C		0.000

Source: Kimley-Horn, March 2021.
Notes: **Bold** values indicate roadway segments operating at LOS E or F.
(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2017 Edition.
(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.
(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
(d) Change due to addition of the Proposed Project. Addition of the Proposed Project may cause a decrease in volume at some locations due to change in traffic patterns.
(e) Values shown in **bold** indicate improvements and increased capacity that will occur whether or not the Proposed Project is implemented – refer to Section 4.2.2.
[1] Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.
[2] 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

Exhibit A – ALPS Model

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ADVANCED LAND TRANSPORTATION PERFORMANCE SIMULATION

ALPS

Simulating *Peak* Performance

Kimley»Horn

Expect More. Experience Better.

ALPS

MULTI-MODAL SIMULATION SYSTEM

Advanced Land Transportation Performance Simulation (ALPS)

Kimley-Horn formulates the right technical solutions to fit your situation, based on a thorough understanding of your needs and goals.
The multi-faceted capabilities of the ALPS software can meet your needs for modeling and simulation of complex multi-modal environments.

ALPS ALLOWS YOU TO

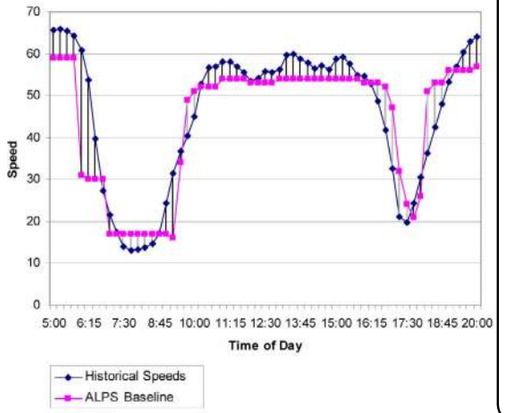
Model | **Plan** | **Simulate** | **Analyze**

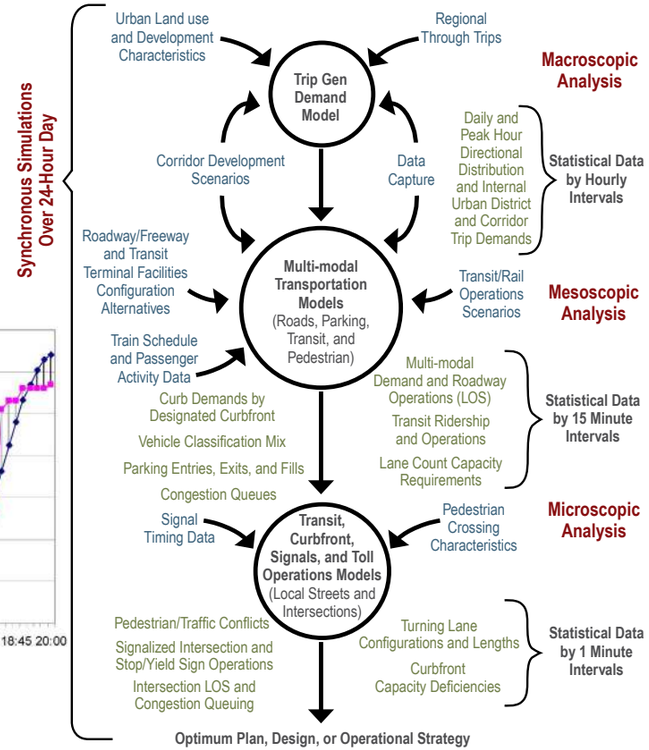
Airports Activity Centers Parking Facilities Arterials Freeways	Transit Pedestrians Rail Vehicles

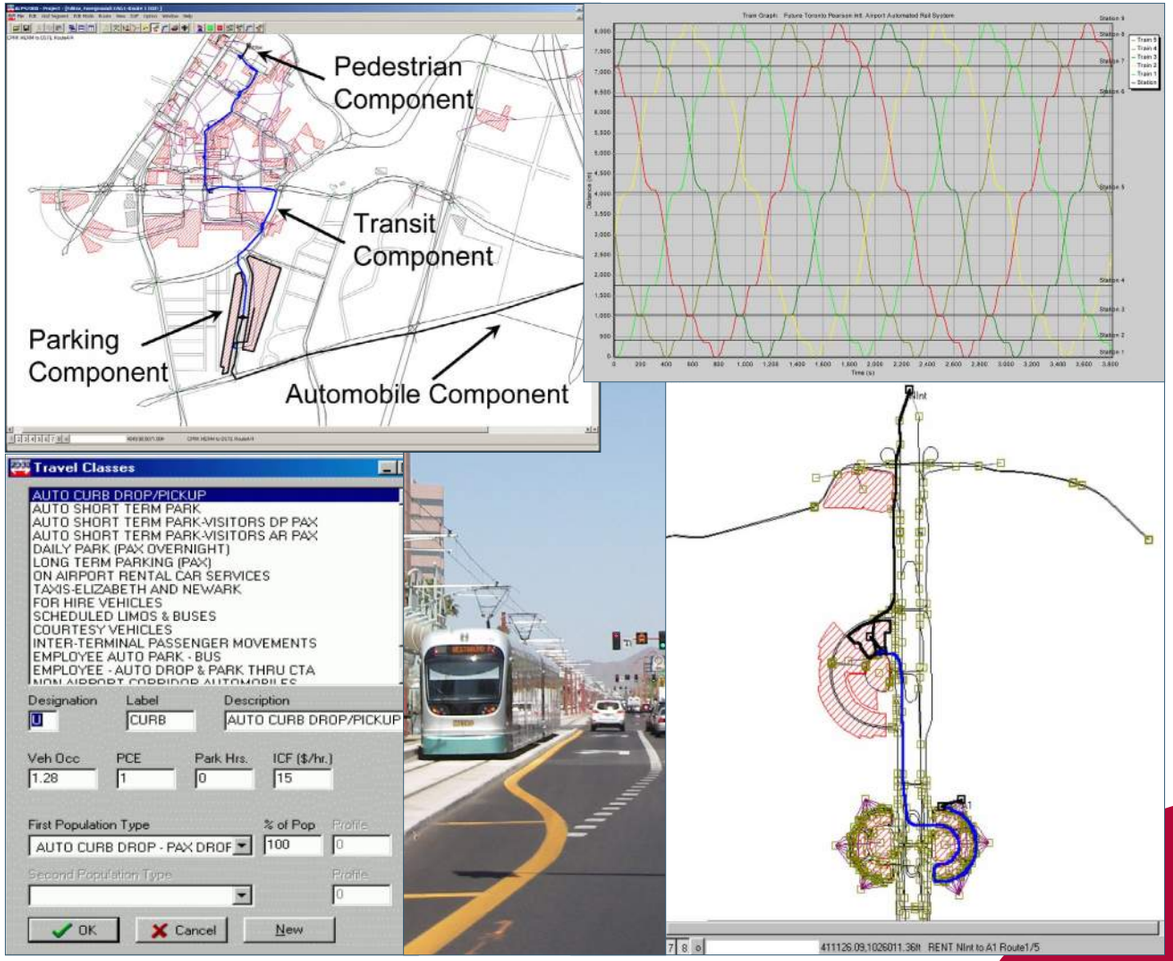
MODEL

Person-Trip Modeling Across Multiple Modes at Varying Levels of Detail

- Multi-modal assignment
- Multi-modal trip distribution
- Path-finding across modal options
- Dynamic routing and traffic assignment
- Faster than real-time simulation
- Macro-meso link interfaces
- Meso-micro link interfaces
- Variable time steps





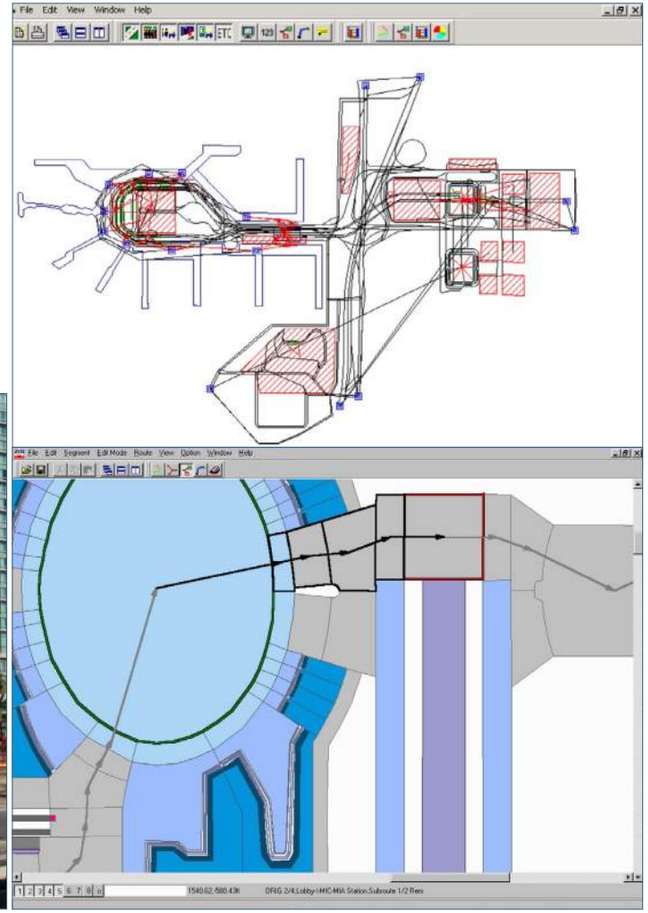


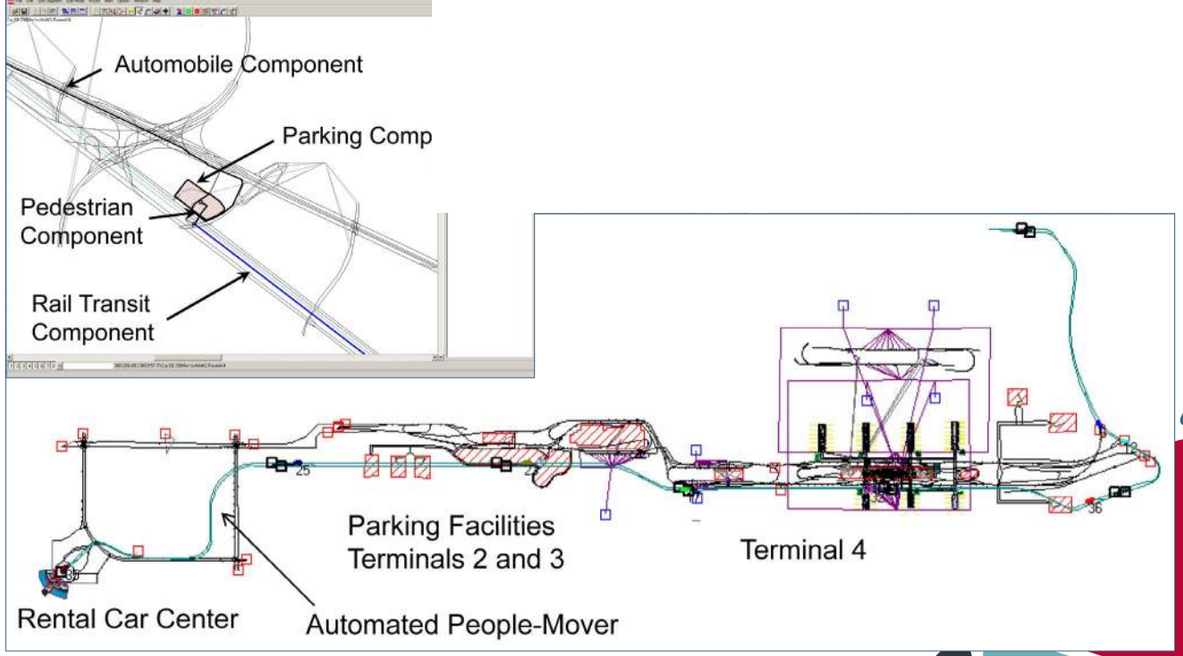
Build Multi-Modal Transportation Networks With Ease

PLAN

late Future Conditions for Detailed Alternatives
alysis

- Regional planning
- Urban district planning
- Facility planning
- Concept of operations
- Capital forecasting
- Evacuation planning
- Feasibility studies
- Construction phasing

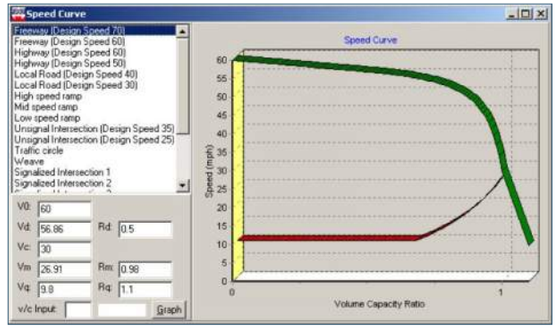


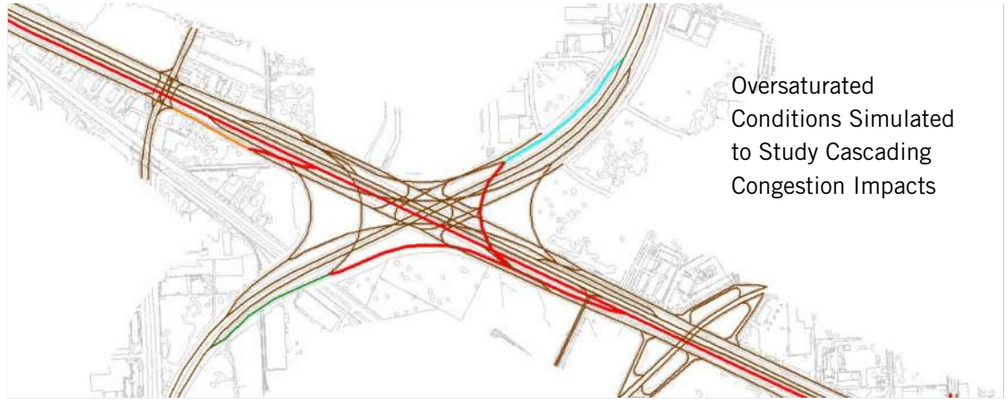


SIMULATE

Meso and Micro Simulation Capabilities ed the Analysis Process

- Thousands of times faster than microscopic-only simulation
- Run 10x more case studies
- Integrated genetic algorithm calibration tool
- Automated case study manager



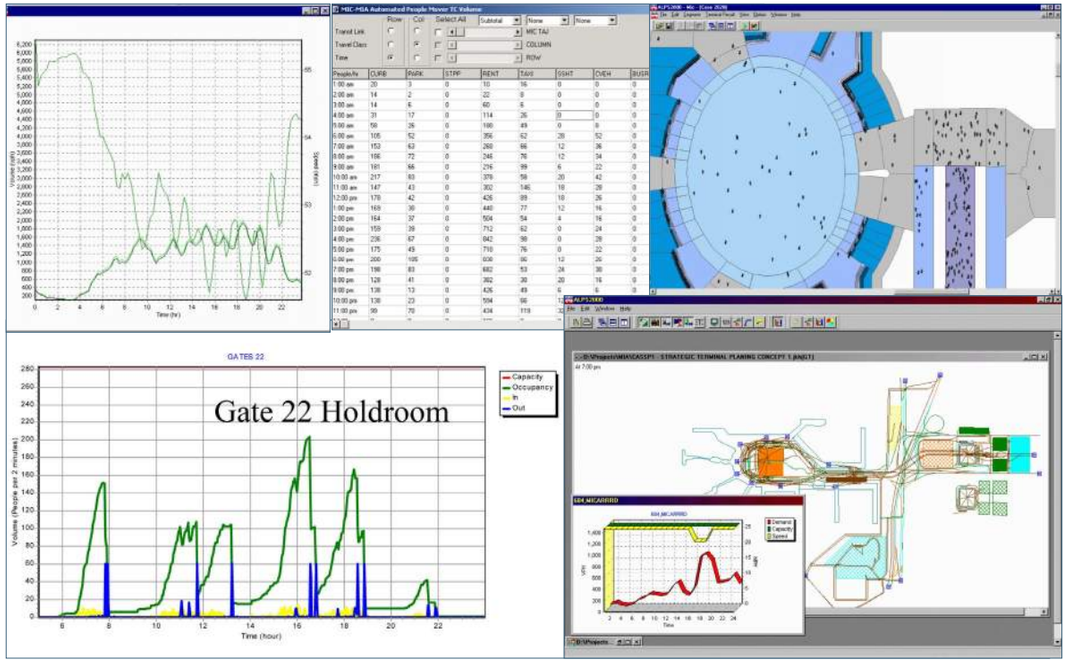


Oversaturated Conditions Simulated to Study Cascading Congestion Impacts

ANALYZE

Integrated Performance Analysis Tools for Rapid Case Study Comparisons

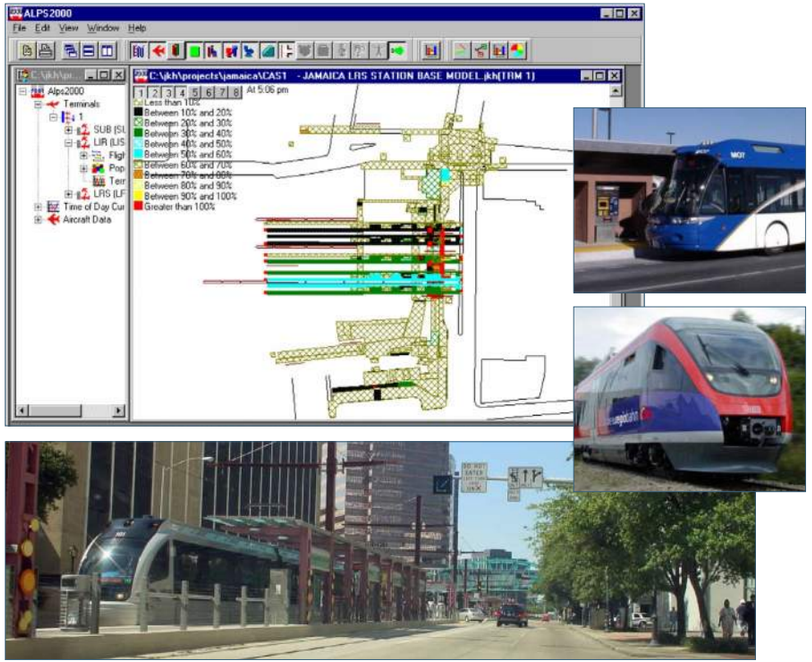
- Time-dependent route assignment for a 24-hour day
- "Pivot table" report capability
- Dynamic 2-D and 3-D animations
- Integrated graphs, charts, and summary statistics
- Delays, throughput, transit metrics, and traveler trip times



TRANSIT

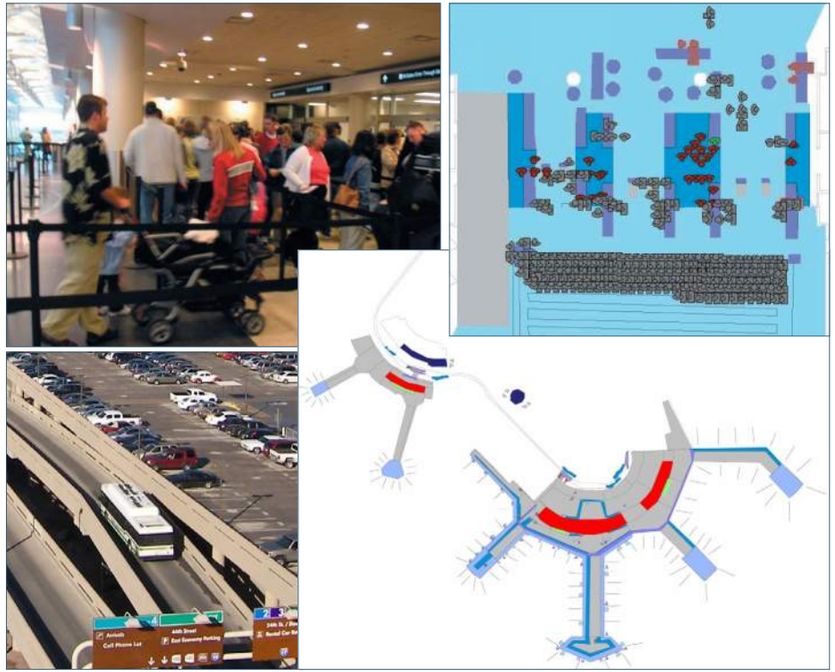
Analyze Transit Systems from A to Z

- Vehicle performance modeling
- Headway-based operations
- Schedule-based operations
- Dynamic demand-dispatch of vehicles (buses or PRT)
- At-grade BRT and LRT systems
- Fixed and moving block signaling
- Signal priority
- Intermodal linkage
- Propulsion modeling



Comprehensive Airport Landside Simulations Driven by Flight Schedules

- Terminal operations
- Security lines
- Baggage and ticketing systems
- Curbside pick-up/drop-off
- Parking shuttles and rental cars
- Inter-terminal transit
- Methods also applicable to rail, ferry, and cruise terminals

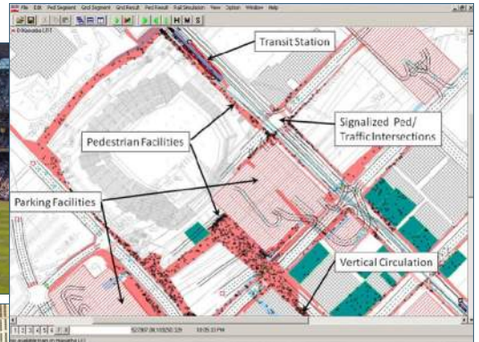


AIRPORTS

ACTIVITY CENTERS

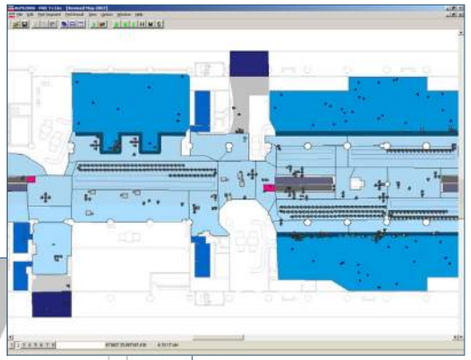
Evaluate Alternative Strategies for Transportation Facilities at Major Activity Centers

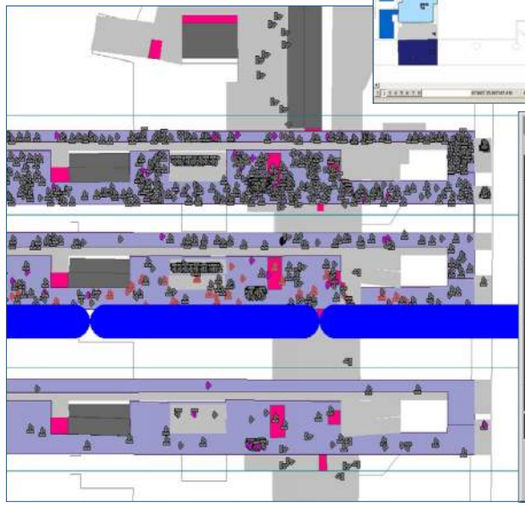
- Stadiums
- Transit terminals
- Entertainment venues
- Convention centers
- Casinos
- Evacuation analysis
- Parking strategies
- Transit access
- Pedestrian usability

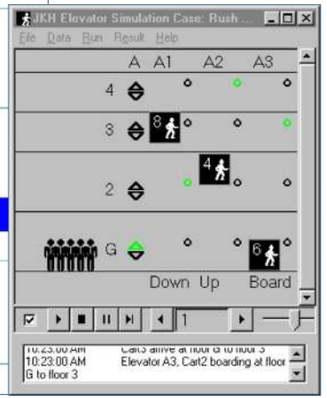


Person Trips are Tracked from Origin to Destination

- Dynamic pedestrian routing at intersections
- Conflicts with vehicles
- Linkage to modal trips
- Congestion effects
- Groups traveling together
- Queuing
- Vertical circulation
- Baggage and carts





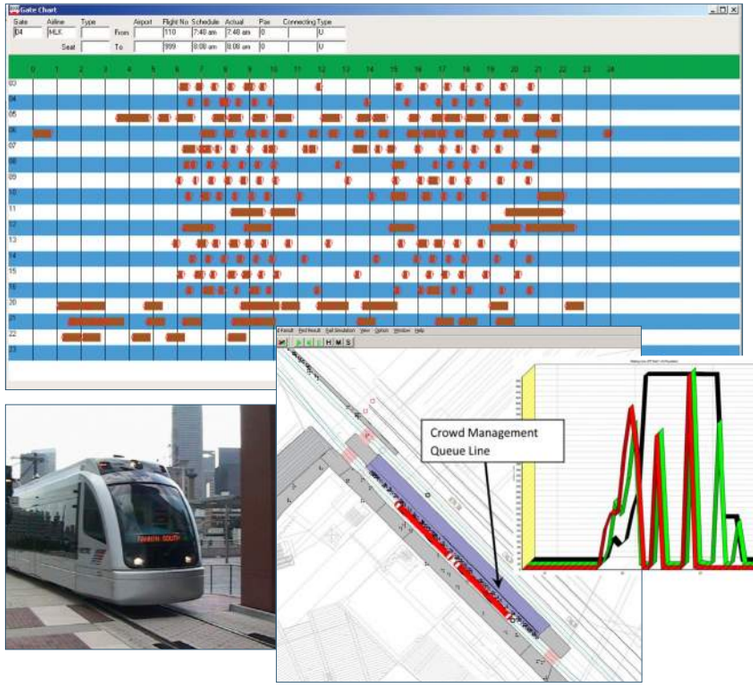


PEDESTRIANS

RAIL

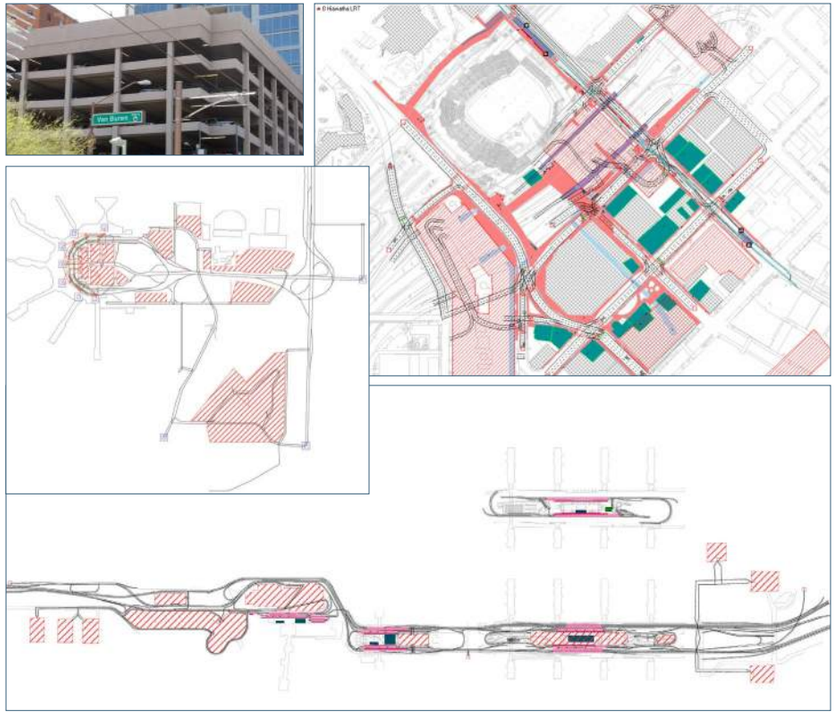
Analyze Fixed Guideway Systems of Any Design and Complexity

- Light and heavy rail transit
- Passenger and freight railroad
- Fixed and moving block control
- Automated guideway — APM/PRT
- Failure impacts/recovery
- Headway-based operations
- Schedule-based operations
- Platform passenger densities



Evaluate Parking Facilities and the Search for Parking

- Dynamic search for closest lot
- Drivers can dynamically change lot choice when full
- Parking circulation on ramps
- Integrated with multi-modal person trip modeling

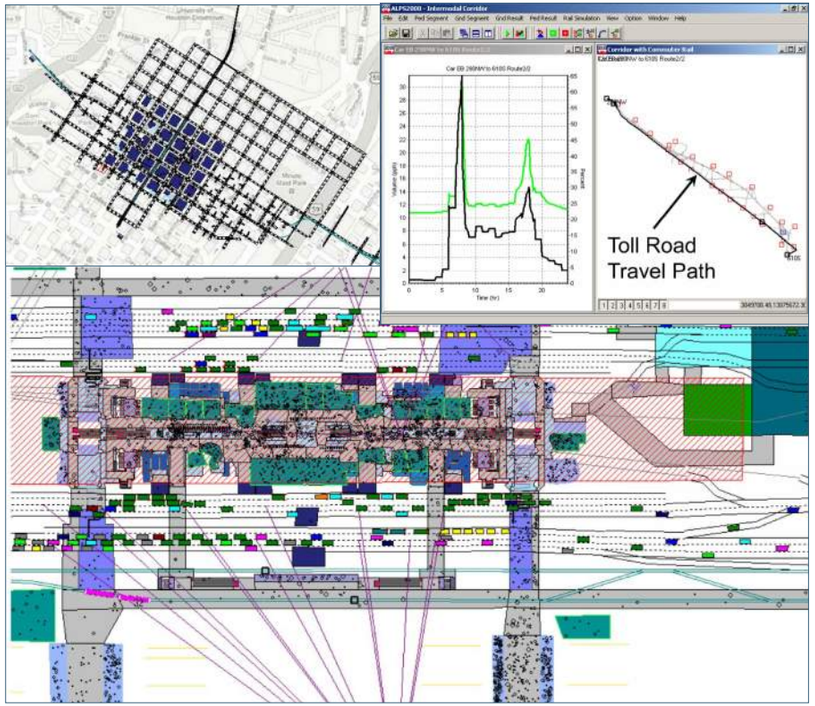


FACILITIES

ARTERIALS/FREEWAYS

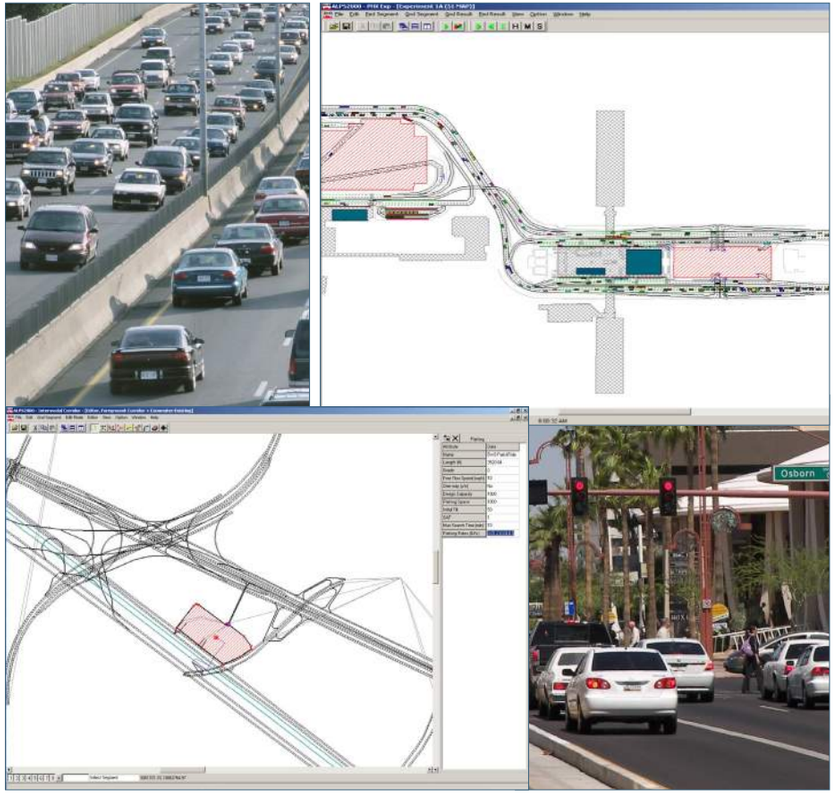
Mesoscopic and Microscopic Modeling of Vehicle Traffic and Mixed-Mode Operations

- Actuated-coordinated traffic signals
- Ramp meters
- Interchanges
- Car following, lane changing, and gap acceptance algorithms
- Transit priority
- Stop-controlled intersections



Vehicles of Every Type and Class

- Cars, light trucks, and vans
- Large trucks and double trailers
- Performance characteristics by class
- Interactions with pedestrians

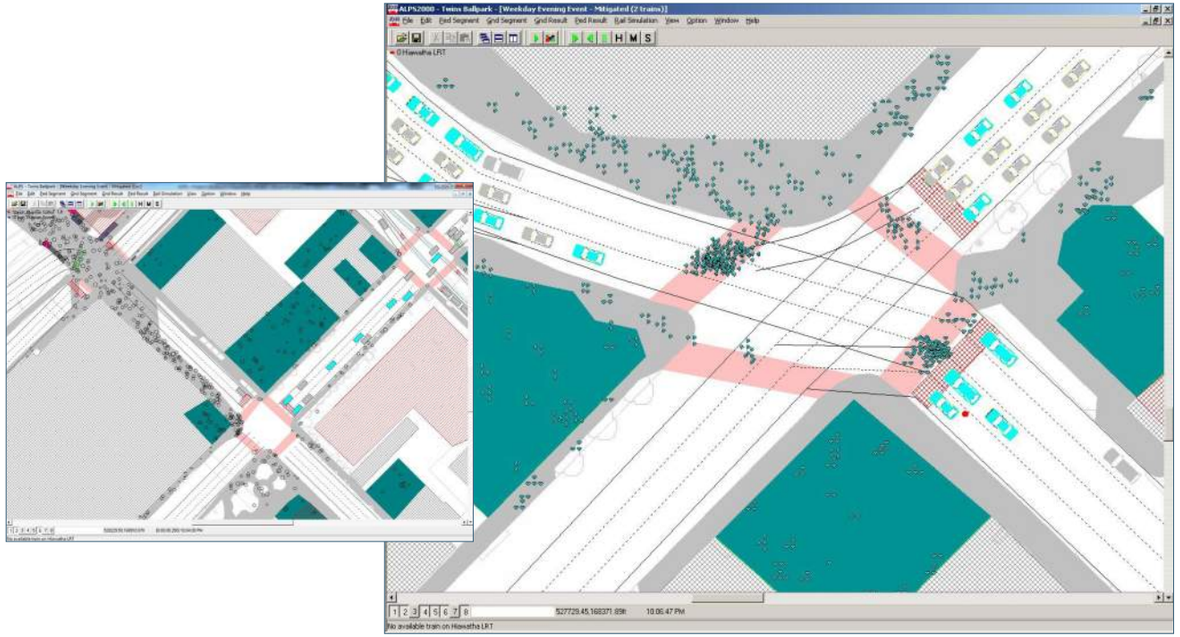


VEHICLES

ALPS PROJECTS

enix Sky Harbor International Airport

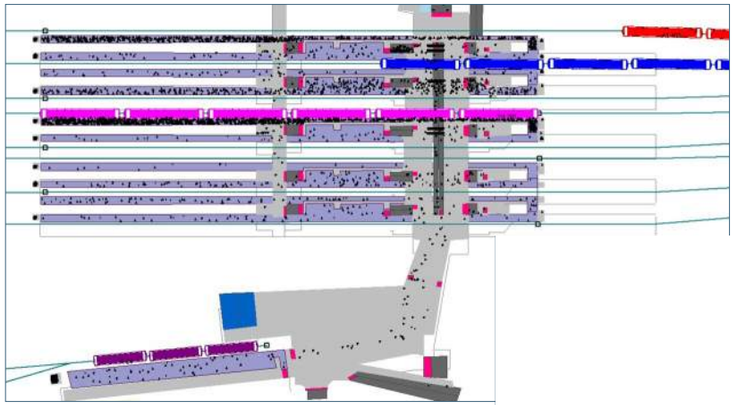
- Evaluated multiple roadway/ configuration alternatives
- Identified solutions for traffic choke points on-airport which were subsequently fixed
- Evaluated vertical circulation problem areas in existing facilities related to introduction of new APM system platform
- Analyzed potential traffic congestion reduction (on- and off-airport) due to installation of APM system

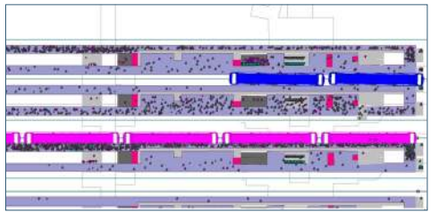


Minneapolis Target Field Pedestrian and Transit Simulation Modeling

- Evaluated game-day conditions for the ballpark patrons' pedestrian and transit experience
- Simulated all roadways, parking facilities, pedestrian environments, and transit operations
- Modeled the effect of urban context with mixed-used development and new intermodal transit station
- Analytically and visually assessed alternative facilities, configurations, and operating plans

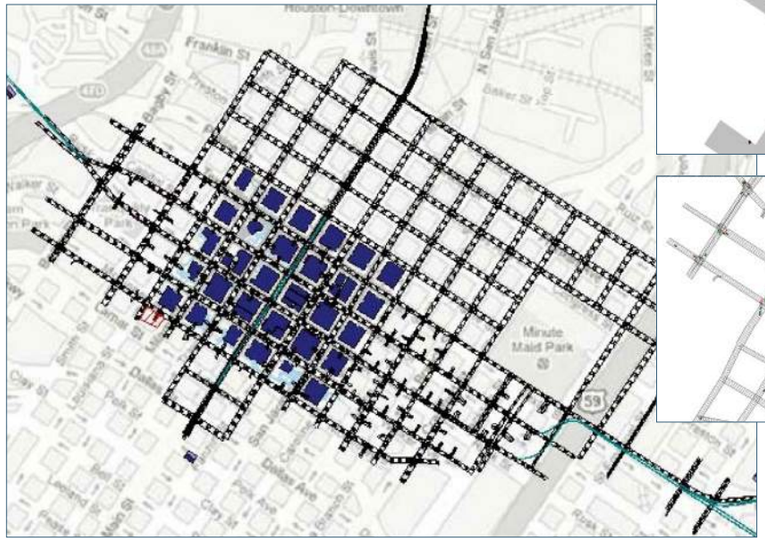
ALPS PROJECTS

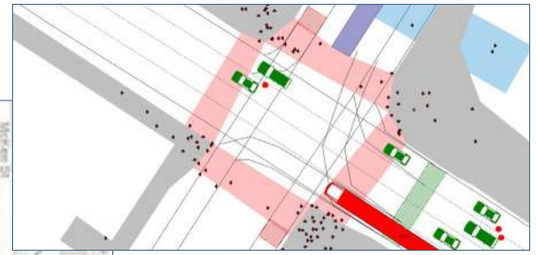


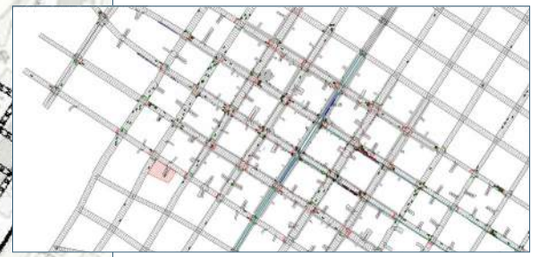


New York Jamaica Station at Kennedy International Airport

- Analyzed pedestrian activity at major intermodal rail station
- Train schedules and traffic patterns drove pedestrian operations at station
- Evaluated vertical circulation, corridor and boarding platform capacity
- Assessed AirTrain service headways and station passenger densities



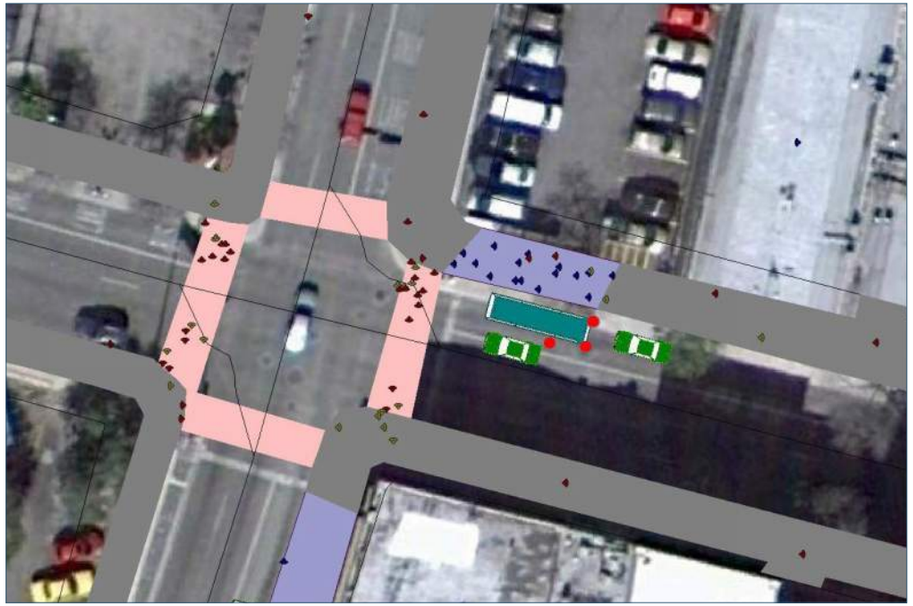




Houston Downtown Light Rail System

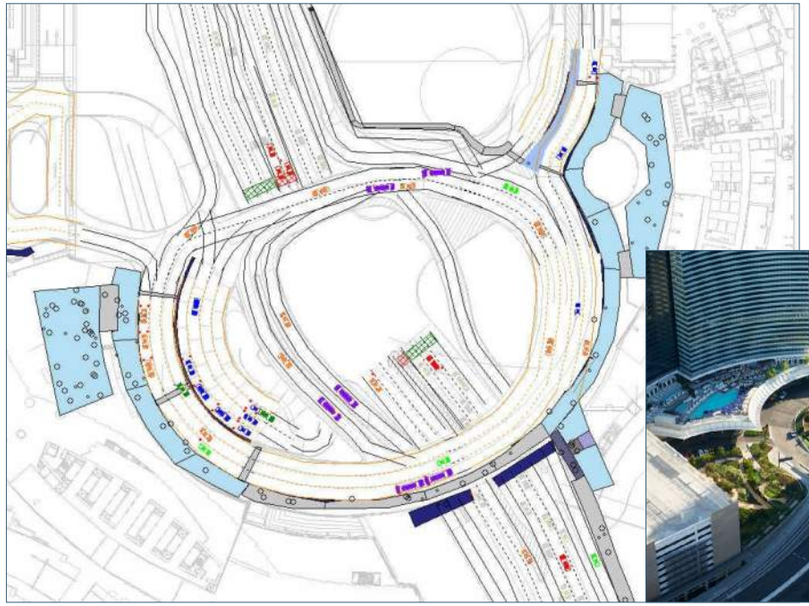
- Analyzed trip generation and travel path assignment for pedestrians and street traffic
- ALPS synthesized turning movement patterns for additional traffic analyses with other tools
- Analyzed 24/7 pedestrian activity for LRT station platforms, crosswalks, and queuing areas
- Modeled pedestrian interactions with traffic, LRT, signals, and underground pedestrian tunnels

ALPS PROJECTS



an Antonio Downtown Bus and Pedestrian Operations

- Analyzed 165,000 pedestrian trips through the multi-modal system over the day
- Simulated 40 converging bus routes through downtown street grid
- Evaluated boarding, alighting, and transfer activity at shared bus stops
- Compared pedestrian densities for alternative scenarios of bus route configurations



Las Vegas CityCenter – Harmon Place Porte-Cochere

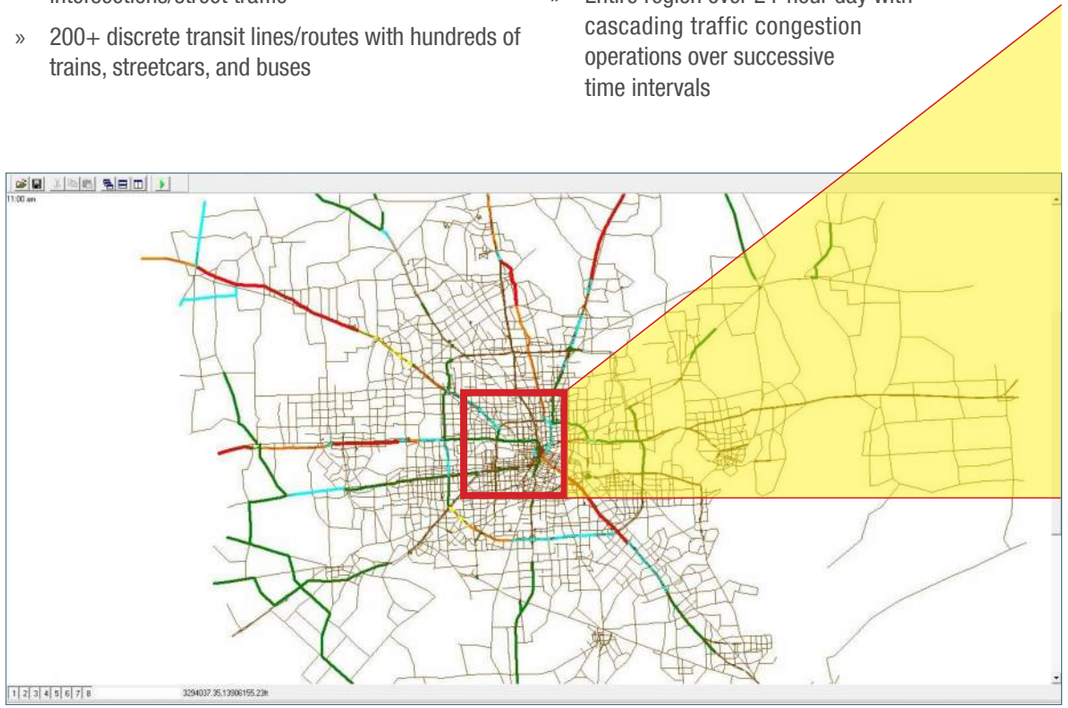
- Analyzed complex front door operations in a combined traffic circle/curbfront for two hotels
- Modeled valet pick-up and drop-off with platooning (valet holding) operations
- Evaluated private automobile and taxi/limo curbfront operations
- Detailed simulation of taxi and valet vehicle queuing

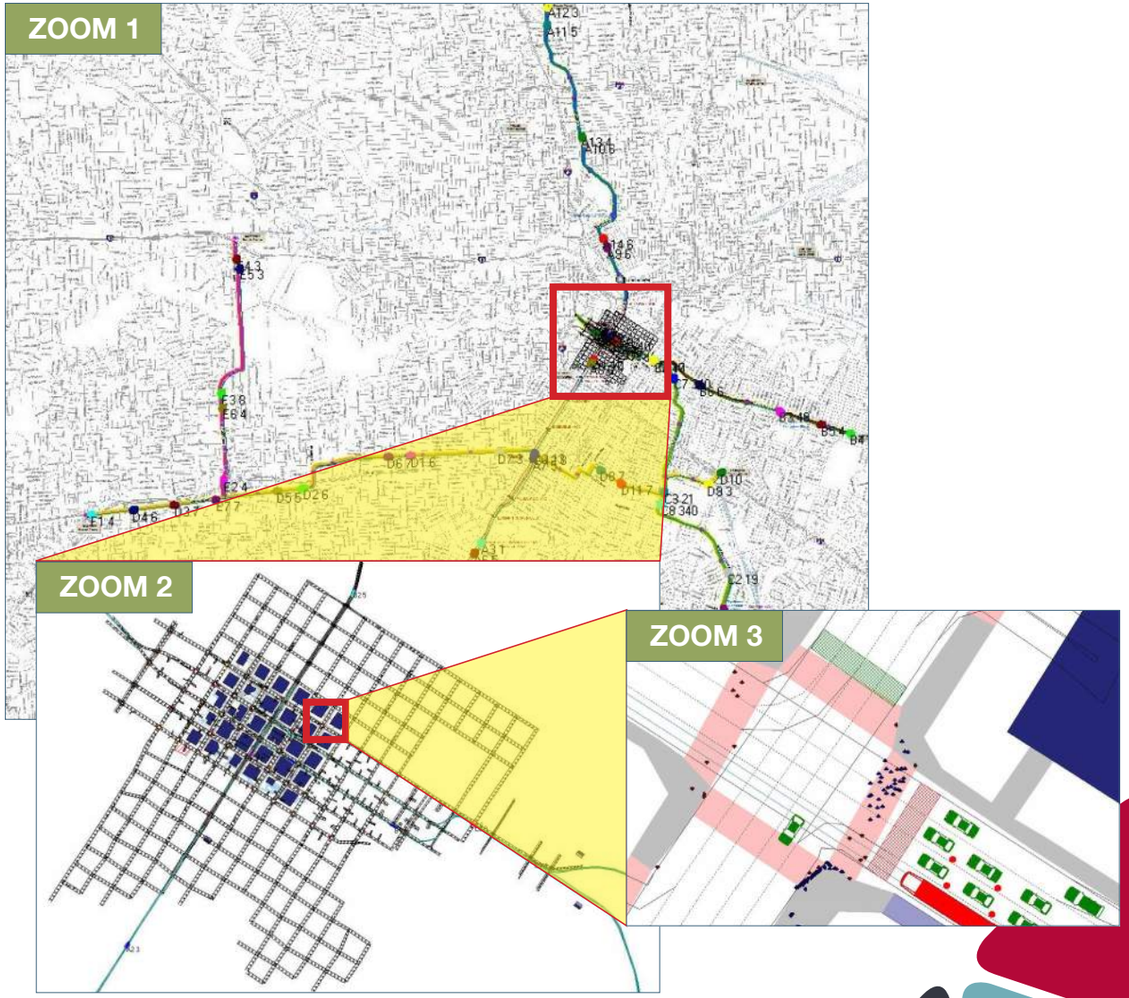
LARGE-SCALE MODEL

e-Scale Multi-Modal Transportation Systems

ALPS hybrid models incorporating integrated macroscopic, mesoscopic, and microscopic modeling processes can be applied to cover large-scale multi-modal systems.

- 200,000+ pedestrians
- 200+ square city blocks of signalized intersections/street traffic
- 200+ discrete transit lines/routes with hundreds of trains, streetcars, and buses
- 100+ miles of freeways, highways, and arterials in one animated analysis
- Entire region over 24-hour day with cascading traffic congestion operations over successive time intervals





INTEGRATED SERVICES

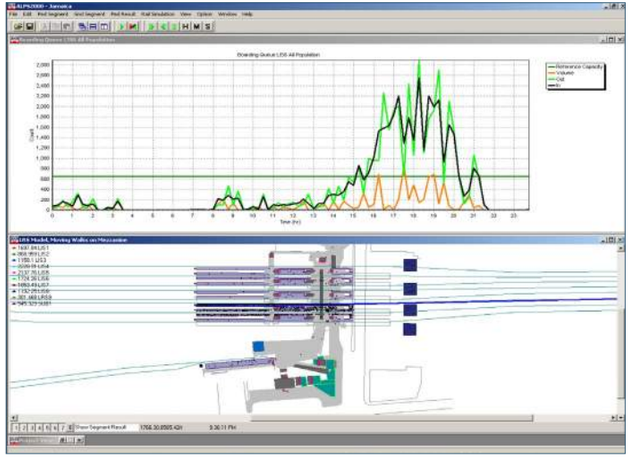
ALPS Your Team of Experts

Kimley-Horn is a national leader in transportation planning, modeling, and simulation. Let our experts successfully manage your modeling application with ALPS from start to finish, or anywhere in between.

- Project management
- Modeling support
- Turn-key modeling and analysis
- Training and support

ALPS Continues to Evolve Every Year with Client Needs!

- D4™ traffic signal control
- Integrated dynamic traffic assignment
- Toll plaza modeling
- Synchro integration
- Roundabouts



NEW FEATURES

Kimley-Horn Office Locations

www.kimley-horn.com

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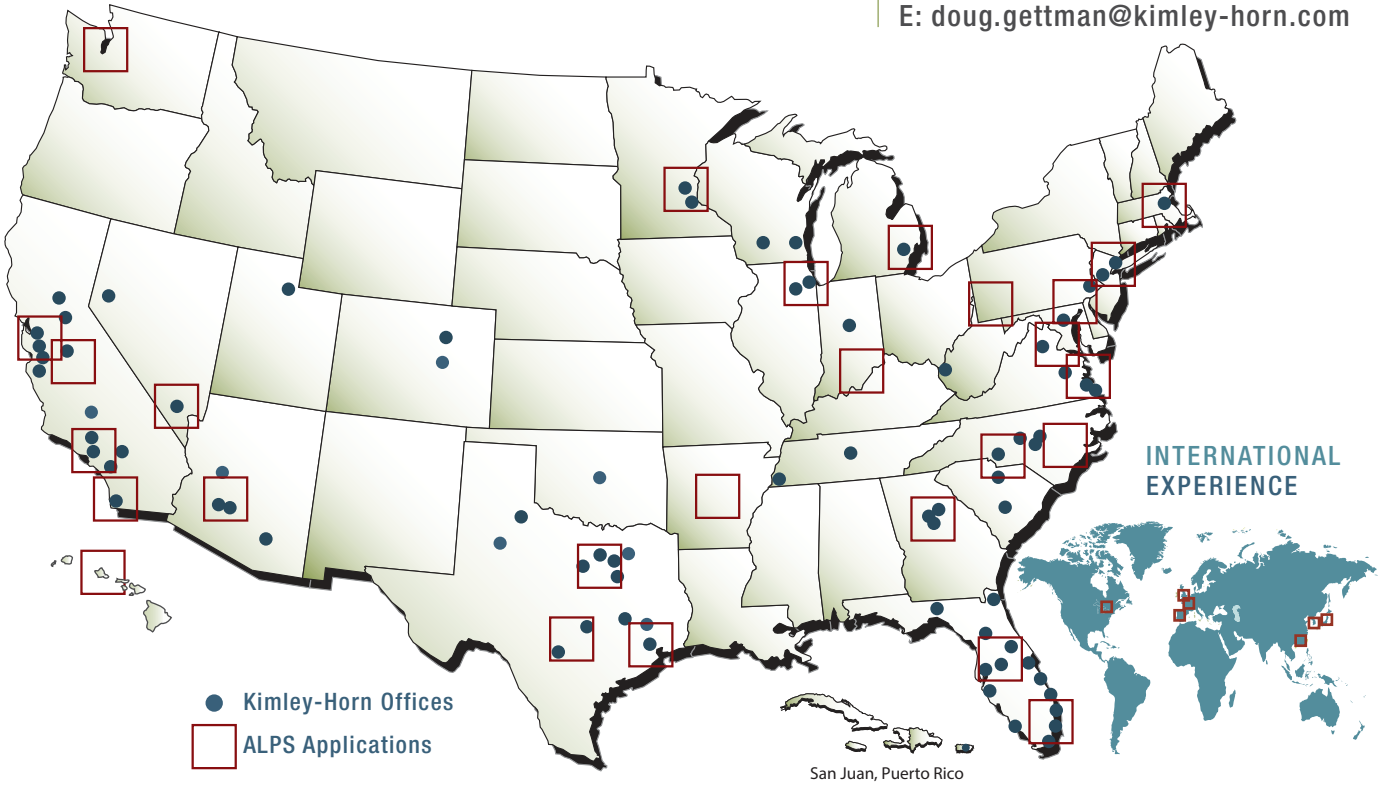

ALPS Simulating *Peak* Performance

Only include flights on date: **7/12/2018**

24-hr Deplanements
39307

24-hr Enplanements
39295

Errors: 0

				Arrivals								Departures							
Airline	Gate	Type	Seat	Origin	Arr No	Arr Sch	Arrival	#Dep	#ConDep	ArrType	Arr TN	Dest	Dep No	Dep Sch	Departure	#Enp	#ConEnp	Dep Type	Dep TN
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AA	T2E	B752	188	PHX	438	8:47		155	0			PHX	438	9:58		155	0		
AA	T2E	A321	187	PHX	480	18:16		154	0			PHX	480	19:25		154	0		
AA	T2E	A321	187	PHX	491	15:11		154	0			DFW	491	16:04		169	0		
AA	T2E	A321	187	PHL	581	20:56		160	0			CLT	596	22:31		163	0		
AA	T2E	A321	187	CLT	639	9:31		163	0			CLT	639	10:24		163	0		
AA	T2E	A321	187	DFW	679	11:59		169	0			DFW	679	12:49		169	0		
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DL	T2W	A321	192	ATL	1567	17:00	176	0
DL	T2W	B712	110	SEA	1608	12:47	99	0
DL	T2W	A321	192	MSP	1687	10:27	173	0
DL	T2W	B753	234	ATL	1692	9:50	215	0
DL	T2W	A321	192	MSP	1728	13:06	173	0
DL	T2W	A321	192	ATL	1792	14:57	176	0
DL	T2W	B752	199	JFK	2246	20:15	173	0
DL	T2W	B752	168	JFK	2288	11:07	146	0
DL	T2W	A320	160	SLC	2295	9:17	145	0
DL	T2W	A320	160	SLC	2378	12:21	145	0
DL	T2W	A321	192	DTW	2497	17:47	176	0
DL	T2W	B712	110	SEA	2532	10:47	99	0
DL	T2W	A320	160	SLC	2546	17:35	145	0
DL	T2W	B712	110	SLC	2615	15:56	100	0
DL	T2W	A321	192					
DL	T2W	E75S	76	SEA	5736	14:03	67	0
DL	T2W	E75S	76	SEA	5750	18:13	67	0
DL	T2W	E75S	76	LAX	5761	20:16	56	0
DL	T2W	E75S	76	LAX	5765	9:26	56	0
DL	T2W	E75S	76	LAS	5789	10:19	57	0
DL	T2W	E75S	76	LAS	5804	16:30	57	0
DL	T2W	E75S	76	LAX	5811	16:19	56	0
DL	T2W	E75S	76	LAX	5820	13:19	56	0
DL	T2W	E75S	76	LAS	5842	20:20	57	0
DL	T2W	A321	192	ATL	63	19:44	176	0
DL	T2W	B739	180					
DL	T2W	B739	180	MSP	1744	19:43	162	0
DL	T2W	B739	180					
DL	T2W	B739	180	MSP	1787	21:46	162	0
DL	T2W	A321	192					
DL	T2W	A321	192	DTW	1855	21:38	176	0
DL	T2W	A321	192					
DL	T2W	A321	192	SLC	1909	23:15	174	0
DL	T2W	B712	110					
DL	T2W	BCS1	109	LAX	2003	22:30	78	0
DL	T2W	A321	192	MSP	2103	0:13	173	0
DL	T2W	B752	199					
DL	T2W	B752	199	JFK	2243	22:40	173	0
DL	T2W	A321	192					
DL	T2W	A321	192	ATL	2367	23:10	176	0
DL	T2W	E75S	76	SEA	5793	21:37	67	0
DL	T2W	E75S	76					
DL	T2W	E75S	76					
DL	T2W	E75S	76	LAS	5842	20:20	57	0
F9	T1	A321	230	DEN	555	9:07	219	0
F9	T1	A321	230	CVG	1185	10:22	217	0
F9	T1	A320	180	AUS	1701	11:37	172	0
F9	T1	A320	180					
F9	T1	A320	180	TUL	1839	21:45	150	0
G4	T1	A319	156	EUG	1005	16:36	137	0
HA	T2W	A332	278					
HA	T2W	A332	278	HNL	16	22:45	268	0
HA	T2W	A321	189					
HA	T2W	A321	189	OGG	38	19:50	154	0
JL	T2W	B788	206	NRT	66	11:40	175	0
LH	T2W	A343	279	FRA	466	13:25	234	0
NK	T1	A20N	182	DFW	107	17:05	165	0
NK	T1	A20N	182	BWI	194	19:11	143	0
NK	T1	A20N	182	LAS	245	19:48	147	0
NK	T1	A21N	228	LAS	511	14:38	184	0
NK	T1	A21N	228	ORD	563	12:35	226	0
NK	T1	A20N	182	DTW	623	9:45	145	0
NK	T1	A20N	182	LAS	673	8:35	147	0
NK	T1	A21N	228					
NK	T1	A21N	228	IAH	619	22:34	161	0
SY	T1	B738	168	MSP	401	12:01	143	0
UA	T2W	B752	169	IAD	229	11:17	159	0
UA	T2W	B739	179	IAD	231	14:44	168	0
				OGG	829	8:45	145	0
				LIH	819	7:10	124	0
				PDX	333	6:29	146	0
				SEA	1133	6:20	137	0
				SFO	1949	6:40	120	0
				SMF	3340	6:15	68	0
				SJC	3397	7:00	69	0
				MRY	3417	7:30	57	0
				JFK	90	21:07	143	0
				BOS	20	20:43	146	0
				JFK	190	13:06	143	0
				FLL	530	20:56	135	0
				BOS	2820	11:34	146	0
				LHR	272	20:45	250	0
				ATL	2213	22:36	215	0
				JFK	862	15:20	139	0
				DTW	833	11:22	176	0
				ATL	1430	14:35	176	0
				ATL	1054	12:20	176	0
				DTW	1275	13:30	176	0
				ATL	1636	21:36	176	0
				SEA	1608	13:22	99	0
				MSP	1687	11:25	173	0
				ATL	1692	10:55	215	0
				MSP	1728	14:04	173	0
				MSP	2443	15:55	173	0
				JFK	1798	22:05	173	0
				JFK	473	11:57	146	0
				SLC	2295	10:05	145	0
				SLC	2378	13:10	145	0
				DTW	1855	22:36	176	0
				SEA	2532	11:25	99	0
				SLC	2546	18:25	145	0
				SLC	2615	16:35	100	0
				ATL	30	9:00	176	0
				SEA	5736	15:05	67	0
				SEA	5750	18:50	67	0
				LAS	5805	20:52	57	0
				LAX	5765	9:59	56	0
				LAS	5789	10:49	57	0
				LAS	5804	17:04	57	0
				LAX	5811	16:52	56	0
				LAX	5820	13:49	56	0
				LAX	5761	20:59	56	0
				MSP	1545	8:00	162	0
				MSP	1864	6:30	162	0
				ATL	62	7:40	176	0
				ATL	1592	6:30	176	0
				LAX	1220	6:15	78	0
				SLC	2872	6:15	174	0
				JFK	2404	7:10	173	0
				DTW	98	7:00	176	0
				LAS	5738	6:55	57	0
				SEA	5684	7:20	67	0
				CVG	1188	10:07	217	0
				DEN	560	11:22	219	0
				AUS	1702	12:27	172	0
				TUL	1764	7:05	150	0
				EUG	1004	17:16	137	0
				HNL	15	10:15	268	0
				OGG	37	7:05	154	0
				NRT	65	13:30	175	0
				FRA	467	15:10	234	0
				DFW	108	18:00	165	0
				LAS	636	20:05	147	0
				BWI	189	20:56	143	0
				LAS	356	15:35	184	0
				ORD	564	13:30	226	0
				DTW	644	11:00	145	0
				LAS	352	9:30	147	0
				IAH	858	7:00	161	0
				MSP	402	13:00	143	0
				IAD	2282	12:35	159	0
				IAH	2210	15:40	168	0

UA	T2W	A319	128	SFO	284	8:12	112	0	SFO	334	9:55	112	0
UA	T2W	B739	179	ORD	395	18:09	166	0	SFO	1677	19:04	157	0
UA	T2W	A320	150	DEN	459	20:46	140	0	ORD	240	22:30	139	0
UA	T2W	B739	179	SFO	497	14:28	157	0	SFO	370	15:28	157	0
UA	T2W	A320	150	SFO	555	9:24	131	0	IAH	1284	10:15	141	0
UA	T2W	A319	128	DEN	710	17:11	119	0	DEN	231	18:05	119	0
UA	T2W	B739	179	DEN	763	12:34	167	0	SFO	1919	13:30	157	0
UA	T2W	B739	179	LAX	849	20:03	107	0	IAD	1916	22:04	168	0
UA	T2W	A319	128	ORD	1590	12:21	119	0	IAH	2099	13:40	120	0
UA	T2W	A320	150	EWR	1593	10:42	138	0	EWR	2163	11:35	138	0
UA	T2W	B738	166	SFO	1798	19:39	145	0	SFO	384	20:30	145	0
UA	T2W	B739	179	IAH	1870	15:27	168	0	SFO	736	16:31	157	0
UA	T2W	B739	179	SFO	1900	12:30	157	0	DEN	243	13:29	167	0
UA	T2W	B739	179	IAH	1916	19:37	168	0	EWR	710	20:48	165	0
UA	T2W	B739	179	IAH	1919	10:42	168	0	IAH	1593	11:51	168	0
UA	T2W	B739	179	DEN	1982	9:44	167	0	DEN	1479	10:45	167	0
UA	T2W	B739	179	IAH	2156	13:02	168	0	ORD	1900	14:05	166	0
UA	T2W	B739	179	ORD	2192	9:54	166	0	ORD	555	10:59	166	0
UA	T2W	B738	166	SFO	2238	10:20	145	0	SFO	390	11:20	145	0
UA	T2W	A320	150	SFO	2287	17:25	131	0	SFO	2016	18:22	131	0
UA	T2W	B739	179	IAD	2303	19:41	168	0	LAX	1482	20:58	107	0
UA	T2W	A320	150	ORD	2381	15:01	139	0	DEN	2299	16:02	140	0
UA	T2W	CRJ2	50	LAX	5198	10:05	42	0	LAX	5443	10:35	42	0
UA	T2W	E75L	76	LAX	5415	13:10	64	0	LAX	5451	13:46	64	0
UA	T2W	E75L	76	LAX	5675	6:59	64	0	LAX	5793	7:40	64	0
UA	T2W	CRJ2	50	LAX	5944	15:58	42	0	LAX	5991	16:28	42	0
UA	T2W	A319	128						SFO	2235	6:15	112	0
UA	T2W	A319	128	SFO	361	22:35	112	0					
UA	T2W	B739	179						ORD	2137	8:25	166	0
UA	T2W	B739	179	ORD	651	22:10	166	0					
UA	T2W	B739	179						DEN	1209	8:30	167	0
UA	T2W	B739	179						SFO	662	7:35	157	0
UA	T2W	B739	179	IAH	991	22:56	168	0					
UA	T2W	B738	166						IAD	546	8:12	156	0
UA	T2W	B738	166	EWR	1827	20:57	153	0					
UA	T2W	B739	179	SFO	1967	22:08	157	0					
UA	T2W	B739	179						IAH	2094	7:50	168	0
UA	T2W	B739	179	EWR	2275	22:46	165	0					
UA	T2W	B739	179						EWR	751	6:15	165	0
UA	T2W	B739	179	DEN	2416	23:30	167	0					
UA	T2W	B738	166						ORD	913	6:15	154	0
UA	T2W	B738	166	SFO	2423	23:47	145	0					
UA	T2W	E75L	76						LAX	5331	6:15	64	0
UA	T2W	E75L	76	LAX	5840	23:32	64	0					
WN	T1	B737	143	PHX	20	15:05	109	0	PDX	20	15:40	116	0
WN	T1	B737	143	OAK	31	7:50	105	0	DAL	31	8:25	123	0
WN	T1	B737	143	PHX	34	7:50	109	0	HOU	34	8:25	133	0
WN	T1	B738	175	LAS	160	11:40	122	0	SMF	160	12:30	143	0
WN	T1	B738	175	OAK	170	20:10	128	0	OAK	375	20:55	128	0
WN	T1	B738	175	BWI	193	16:20	161	0	SMF	193	17:10	143	0
WN	T1	B738	175	BNA	211	10:30	150	0	IND	2485	11:30	153	0
WN	T1	B737	143	SJC	234	17:45	107	0	MDW	1410	18:25	129	0
WN	T1	B738	175	SMF	241	21:00	143	0	PDX	241	22:00	142	0
WN	T1	B738	175	MSY	266	17:10	152	0	SAT	267	18:00	145	0
WN	T1	B738	175	BWI	359	10:55	161	0	TPA	2332	11:45	151	0
WN	T1	B737	143	DEN	361	8:40	130	0	ABQ	2245	9:30	112	0
WN	T1	B738	175	MCO	368	14:20	163	0	MDW	369	15:05	158	0
WN	T1	B737	143	LAS	416	17:40	100	0	LAS	234	18:20	100	0
WN	T1	B738	175	DAL	419	15:50	151	0	PHX	419	16:35	134	0
WN	T1	B737	143	SJC	427	22:00	107	0	LAS	1334	22:50	100	0
WN	T1	B737	143	SJC	470	16:40	107	0	SJC	1459	17:10	107	0
WN	T1	B737	143	PHX	477	7:05	109	0	SAT	477	7:45	119	0
WN	T1	B737	143	SAT	481	10:35	119	0	SFO	1698	11:10	114	0
WN	T1	B737	143	LAS	482	18:35	100	0	PHX	483	19:10	109	0
WN	T1	B737	143	OAK	500	19:25	105	0	OAK	2271	20:10	105	0
WN	T1	B737	143	LAS	502	9:30	100	0	LAS	963	10:05	100	0
WN	T1	B737	143	AUS	506	17:50	115	0	MCI	2175	18:30	123	0
WN	T1	B737	143	OAK	580	21:25	105	0	PHX	991	22:35	109	0
WN	T1	B738	175	MDW	597	13:00	158	0	HOU	199	13:45	163	0
WN	T1	B737	143	DEN	606	6:55	130	0	BNA	1467	7:30	123	0
WN	T1	B737	143	OAK	609	14:10	105	0	PHX	2194	14:50	109	0
WN	T1	B737	143	LAS	746	21:45	100	0	OAK	408	22:45	105	0
WN	T1	B737	143	LAS	768	20:25	100	0	LAS	2294	21:00	100	0
WN	T1	B737	143	PHX	791	12:50	109	0	DEN	791	13:25	130	0
WN	T1	B737	143	TPA	807	11:40	123	0	SJC	807	12:20	107	0
WN	T1	B737	143	HOU	847	9:25	133	0	SMF	2519	10:05	117	0
WN	T1	B737	143	EWR	893	13:55	130	0	OAK	893	14:30	105	0
WN	T1	B737	143	RNO	958	19:15	123	0	AUS	958	19:50	115	0
WN	T1	B737	143	PHX	977	18:45	109	0	OAK	977	19:15	105	0
WN	T1	B737	143	LAS	996	7:30	100	0	SEA	996	8:10	136	0
WN	T1	B737	143	SEA	1017	20:50	136	0	TUS	1017	21:25	102	0
WN	T1	B737	143	SMF	1051	14:55	117	0	SJC	1336	15:30	107	0
WN	T1	B738	175	DEN	1082	13:55	159	0	BNA	724	14:45	150	0
WN	T1	B737	143	PDX	1096	13:20	116	0	BWI	1096	13:55	131	0
WN	T1	B738	175	MCI	1147	8:15	151	0	EWR	1148	9:10	159	0
WN	T1	B737	143	AUS	1156	9:40	115	0	DAL	695	10:15	123	0
WN	T1	B738	175	DEN	1207	10:10	159	0	SJC	1207	11:00	131	0
WN	T2W	B737	143	SJD	1214	15:10	125	0	LAS	2545	15:50	100	0
WN	T1	B737	143	SJC	1291	21:05	107	0	SMF	1292	21:45	117	0
WN	T1	B738	175	MDW	1295	10:25	158	0	BWI	1100	11:20	161	0
WN	T1	B737	143	TUS	1306	11:20	102	0	OAK	2286	12:00	105	0
WN	T1	B738	175	HOU	1408	18:35	163	0	SMF	2531	19:40	143	0
WN	T1	B737	143	OAK	1409	7:00	105	0	SJC	606	7:35	107	0
WN	T1	B737	143	PHX	1410	17:40	109	0	OAK	416	18:20	105	0
WN	T1	B737	143	ABQ	1467	6:55	112	0	MCI	1409	7:35	123	0
WN	T1	B738	175	SJC	1474	10:20	131	0	MCO	1474	11:05	163	0
WN	T1	B738	175	SMF	1481	18:30	143	0	STL	1481	19:30	149	0
WN	T1	B737	143	SMF	1624	17:15	117	0	PHX	1624	17:50	109	0

WN	T1	B737	143	TUS	1647	19:00	102	0	LAS	1647	19:35	100	0
WN	T1	B737	143	RNO	1652	8:15	123	0	DEN	1652	8:50	130	0
WN	T1	B737	143	SFO	1697	10:35	114	0	MSY	52	11:10	124	0
WN	T1	B737	143	SFO	1699	15:00	114	0	SFO	2083	15:35	114	0
WN	T1	B737	143	SFO	1701	19:15	114	0	SFO	1702	19:45	114	0
WN	T1	B737	143	SAT	1705	15:25	119	0	BOI	2129	16:10	128	0
WN	T1	B737	143	BOI	1748	21:00	128	0	SFO	1807	21:45	114	0
WN	T1	B737	143	LAS	1775	15:25	100	0	OAK	1705	16:20	105	0
WN	T1	B737	143	SFO	1797	8:00	114	0	SFO	1798	8:35	114	0
WN	T1	B737	143	SFO	1799	12:30	114	0	MKE	1895	13:05	128	0
WN	T1	B737	143	SFO	1801	17:00	114	0	SFO	1802	17:35	114	0
WN	T1	B737	143	SFO	1806	21:10	114	0	DEN	580	22:10	130	0
WN	T1	B737	143	MCI	1810	21:10	123	0	OAK	1810	21:55	105	0
WN	T1	B737	143	SJC	1832	12:00	107	0	AUS	1832	12:45	115	0
WN	T1	B738	175	SMF	1882	8:55	143	0	PHX	1882	9:45	134	0
WN	T1	B737	143	SMF	1895	12:30	117	0	SFO	1800	13:10	114	0
WN	T1	B737	143	SMF	1917	13:25	117	0	SJC	1918	14:00	107	0
WN	T1	B737	143	OAK	1927	16:45	105	0	SEA	1927	17:30	136	0
WN	T1	B737	143	SLC	2062	14:45	121	0	SMF	2062	15:25	117	0
WN	T1	B737	143	OAK	2067	10:25	105	0	DEN	2067	11:00	130	0
WN	T1	B737	143	SJC	2093	19:50	107	0	PHX	2093	20:20	109	0
WN	T1	B737	143	PHX	2116	8:40	109	0	SMF	2116	9:15	117	0
WN	T1	B737	143	STL	2129	15:30	122	0	SJC	1103	16:20	107	0
WN	T1	B38M	175	MKE	2136	17:15	157	0	DAL	1230	18:00	151	0
WN	T1	B738	175	ATL	2155	12:15	160	0	RNO	2155	13:05	151	0
WN	T1	B737	143	OAK	2175	17:50	105	0	SJC	506	18:25	107	0
WN	T1	B737	143	SJC	2194	14:15	107	0	SLC	609	14:50	121	0
WN	T1	B737	143	PDX	2208	8:30	116	0	SJC	2208	9:05	107	0
WN	T1	B737	143	SMF	2209	19:40	117	0	ABQ	500	20:15	112	0
WN	T1	B737	143	SJC	2245	8:55	107	0	SJD	1213	9:55	125	0
WN	T1	B738	175	OAK	2258	8:35	128	0	STL	2258	9:30	149	0
WN	T1	B737	143	LAS	2270	12:35	100	0	LAS	1767	13:10	100	0
WN	T1	B738	175	SJC	2276	18:25	131	0	SJC	1408	19:25	131	0
WN	T1	B737	143	DAL	2286	11:20	123	0	PHX	2817	12:00	109	0
WN	T1	B738	175	MDW	2295	15:15	158	0	DAL	1494	16:05	151	0
WN	T1	B738	175	PHX	2306	9:45	134	0	MDW	1284	10:35	158	0
WN	T1	B737	143	OAK	2339	13:30	105	0	SMF	2151	14:05	117	0
WN	T1	B737	143	SMF	2351	15:45	117	0	LAS	2355	16:55	100	0
WN	T1	B737	143	SMF	2362	7:15	117	0	PHX	2362	7:55	109	0
WN	T1	B737	143	DAL	2378	20:00	123	0	SJC	2378	20:35	107	0
WN	T1	B737	143	DEN	2385	18:05	130	0	SMF	2385	18:40	117	0
WN	T1	B737	143	SJC	2393	7:55	107	0	LAS	2393	8:30	100	0
WN	T1	B737	143	LAS	2421	8:20	100	0	ATL	2421	9:05	131	0
WN	T1	B737	143	SMF	2471	10:50	117	0	LAS	2471	11:25	100	0
WN	T1	B737	143	SEA	2519	9:25	136	0	OAK	847	9:55	105	0
WN	T1	B737	143	SJC	2545	15:15	107	0	DEN	1775	16:00	130	0
WN	T1	B737	143	IND	2567	13:40	125	0	TUS	2567	14:15	102	0
WN	T1	B737	143	PHX	2574	20:10	109	0	RNO	2574	20:45	123	0
WN	T1	B738	175	DAL	6874	7:00	151	0	OAK	980	8:10	128	0
WN	T1	B737	143						SMF	2267	6:30	117	0
WN	T1	B737	143	LAS	532	23:15	100	0					
WN	T1	B738	175						MDW	2475	6:40	158	0
WN	T1	B738	175	BNA	833	23:05	150	0					
WN	T1	B737	143						LAS	1708	6:35	100	0
WN	T1	B737	143	PHX	1057	23:10	109	0					
WN	T1	B737	143						OAK	2503	7:20	105	0
WN	T1	B737	143	STL	1334	22:20	122	0					
WN	T1	B737	143						PHX	1712	6:55	109	0
WN	T1	B737	143	PDX	1401	22:50	116	0					
WN	T1	B737	143						DEN	2204	6:40	130	0
WN	T1	B737	143	ABQ	1439	23:00	112	0					
WN	T1	B738	175						SMF	2172	7:40	143	0
WN	T1	B738	175	AUS	1695	21:15	141	0					
WN	T1	B737	143						SJC	1691	6:20	107	0
WN	T1	B737	143	SFO	1703	23:20	114	0					
WN	T1	B737	143						SFO	2384	6:30	114	0
WN	T1	B737	143	DEN	2085	23:20	130	0					
WN	T1	B738	175						AUS	2486	6:20	141	0
WN	T1	B738	175	BWI	2259	23:05	161	0					
WN	T1	B38M	175						PDX	1679	7:10	142	0
WN	T1	B38M	175	MDW	2292	22:05	158	0					
WN	T1	B737	143						BWI	2164	6:35	131	0
WN	T1	B737	143	OAK	4767	23:15	105	0					
WS	T2W	B737	134	YYC	1564	13:28	122	0	YYC	1565	14:15	122	0
WS	T2W	B738	174	YVR	1762	12:26	160	0	YVR	1763	13:15	160	0

Terminating Pax Flow (Arrivals)

Flight schedule 2019_2018 summary
For Terminating
Time

	T1	T2E	T2W	Total
Daily	16,285	10,046	12,973	39,304
12:00 AM	0	69	117	186
12:15 AM	0	92	93	185
12:30 AM	0	14	91	105
12:45 AM	0	0	12	12
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	2	0	0	2
7:00 AM	217	5	23	245
7:15 AM	362	40	36	438
7:30 AM	161	27	6	194
7:45 AM	91	109	0	200
8:00 AM	241	164	1	406
8:15 AM	263	66	50	379
8:30 AM	304	57	55	416
8:45 AM	430	229	6	665
9:00 AM	331	293	0	624
9:15 AM	249	239	36	524
9:30 AM	254	136	189	579
9:45 AM	325	188	184	697
10:00 AM	234	217	334	785
10:15 AM	143	113	193	449
10:30 AM	491	123	402	1,016
10:45 AM	475	193	478	1,146
11:00 AM	247	165	347	759
11:15 AM	120	44	186	350
11:30 AM	164	7	253	424
11:45 AM	292	132	179	603

Originating Pax Flow (Departures)

Flight schedule 2019_2018 summary
For Originating
Time

	T1	T2E	T2W	Total
Daily	16,291	10,050	12,950	39,291
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	2	9	11	22
4:00 AM	11	16	16	43
4:15 AM	20	37	54	111
4:30 AM	73	139	167	379
4:45 AM	172	264	264	700
5:00 AM	278	308	289	875
5:15 AM	328	308	290	926
5:30 AM	332	297	287	916
5:45 AM	323	284	259	866
6:00 AM	314	270	268	852
6:15 AM	289	283	264	836
6:30 AM	296	268	254	818
6:45 AM	320	260	243	823
7:00 AM	331	245	204	780
7:15 AM	328	226	158	712
7:30 AM	318	191	122	631
7:45 AM	306	167	117	590
8:00 AM	297	165	121	583
8:15 AM	293	169	160	622
8:30 AM	286	178	192	656
8:45 AM	290	189	237	716
9:00 AM	295	185	274	754
9:15 AM	295	173	283	751
9:30 AM	308	162	309	779
9:45 AM	307	157	300	764
10:00 AM	294	152	294	740
10:15 AM	262	147	268	677
10:30 AM	236	133	238	607
10:45 AM	231	119	222	572
11:00 AM	234	103	216	553
11:15 AM	257	93	242	592
11:30 AM	256	83	275	614
11:45 AM	264	81	303	648

12:00 PM	233	179	147	559
12:15 PM	208	106	92	406
12:30 PM	225	29	359	613
12:45 PM	374	146	481	1,001
1:00 PM	228	118	203	549
1:15 PM	133	45	305	483
1:30 PM	187	135	356	678
1:45 PM	212	165	290	667
2:00 PM	222	43	85	350
2:15 PM	232	66	45	343
2:30 PM	231	179	101	511
2:45 PM	201	155	230	586
3:00 PM	245	195	248	688
3:15 PM	288	114	252	654
3:30 PM	353	78	157	588
3:45 PM	243	120	93	456
4:00 PM	186	91	118	395
4:15 PM	65	84	96	245
4:30 PM	116	226	61	403
4:45 PM	217	205	46	468
5:00 PM	200	89	61	350
5:15 PM	355	40	163	558
5:30 PM	283	39	155	477
5:45 PM	196	158	195	549
6:00 PM	308	187	154	649
6:15 PM	160	102	147	409
6:30 PM	171	174	101	446
6:45 PM	345	311	86	742
7:00 PM	184	257	148	589
7:15 PM	215	67	25	307
7:30 PM	273	180	41	494
7:45 PM	173	137	502	812
8:00 PM	256	83	667	1,006
8:15 PM	259	115	342	716
8:30 PM	167	34	241	442
8:45 PM	62	81	92	235
9:00 PM	187	166	152	505
9:15 PM	435	210	94	739
9:30 PM	296	221	77	594
9:45 PM	144	236	315	695
10:00 PM	198	219	220	637
10:15 PM	202	155	204	561
10:30 PM	153	185	164	502
10:45 PM	145	375	352	872
11:00 PM	176	318	495	989
11:15 PM	442	279	299	1,020
11:30 PM	418	281	252	951
11:45 PM	87	146	193	426

12:00 PM	250	82	311	643
12:15 PM	231	95	298	624
12:30 PM	214	111	250	575
12:45 PM	203	124	215	542
1:00 PM	203	139	184	526
1:15 PM	206	145	175	526
1:30 PM	220	141	188	549
1:45 PM	230	140	193	563
2:00 PM	228	135	208	571
2:15 PM	231	129	198	558
2:30 PM	221	118	180	519
2:45 PM	206	111	154	471
3:00 PM	200	111	118	429
3:15 PM	196	112	97	405
3:30 PM	205	122	70	397
3:45 PM	221	126	61	408
4:00 PM	245	122	57	424
4:15 PM	247	117	65	429
4:30 PM	252	95	80	427
4:45 PM	247	80	88	415
5:00 PM	228	79	91	398
5:15 PM	226	84	80	390
5:30 PM	210	100	61	371
5:45 PM	221	117	56	394
6:00 PM	229	120	59	408
6:15 PM	243	118	82	443
6:30 PM	233	103	118	454
6:45 PM	217	78	160	455
7:00 PM	203	59	201	463
7:15 PM	183	47	222	452
7:30 PM	177	45	228	450
7:45 PM	166	58	208	432
8:00 PM	158	76	178	412
8:15 PM	152	101	164	417
8:30 PM	142	124	153	419
8:45 PM	128	138	152	418
9:00 PM	102	133	132	367
9:15 PM	74	113	103	290
9:30 PM	52	79	69	200
9:45 PM	28	42	30	100
10:00 PM	13	17	12	42
10:15 PM	4	3	0	7
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

Only include flights on date: **7/12/2018**

24-hr Deplanements
46757

24-hr Enplanements
46642

Errors: 0

				Arrivals								Departures							
Airline	Gate	Type	Seat	Origin	Arr No	Arr Sch	Arrival	#Dep	#ConDep	ArrType	Arr TN	Dest	Dep No	Dep Sch	Departure	#Enp	#ConEnp	Dep Type	Dep TN
AA	T2E	A21N	181	DFW	131	10:21		167	0			DFW	131	11:59		167	0		
AA	T2E	B752	188	PHX	438	8:47		158	0			PHX	438	9:58		158	0		
AA	T2E	A321	187	PHX	480	18:16		158	0			PHX	480	19:25		158	0		
AA	T2E	A321	187	PHX	491	15:11		158	0			DFW	491	16:04		173	0		
AA	T2E	A321	187	PHL	581	20:56		163	0			CLT	596	22:31		167	0		
AA	T2E	A321	187	CLT	639	9:31		167	0			CLT	639	10:24		167	0		
AA	T2E	A321	187	DFW	679	11:59		173	0			DFW	679	12:49		173	0		
AA	T2E	A21N	181	DFW	1064	9:52		167	0			DFW	1064	10:42		167	0		
AA	T2E	B738	160	ORD	1168	15:38		152	0			PHX	1514	16:40		135	0		
AA	T2E	A21N	181	DFW	1229	13:24		167	0			DFW	1229	14:22		167	0		
AA	T2E	B738	160	DFW	1243	19:57		148	0			JFK	2306	22:26		148	0		
AA	T2E	B738	160	ORD	1543	19:21		152	0			MIA	1209	21:54		150	0		
AA	T2E	A21N	181	DFW	1611	7:53		167	0			DFW	1611	8:45		167	0		
AA	T2E	B738	160	PHL	1621	10:35		139	0			ORD	134	11:34		152	0		
AA	T2E	A21N	181	DFW	1624	16:13		167	0			DFW	1624	17:39		167	0		
AA	T2E	A321	187	CLT	1740	18:30		167	0			PHL	2078	22:16		163	0		
AA	T2E	B738	160	JFK	2407	21:40		148	0			ORD	1606	22:46		152	0		
AA	T2E	B738	160	PHX	2671	11:43		135	0			PHX	2671	12:34		135	0		
AA	T2E	B738	160	ORD	2680	14:14		152	0			ORD	2680	15:02		152	0		
AA	T2E	B738	160	JFK	2681	9:52		148	0			JFK	2681	11:00		148	0		
AA	T2E	B738	160	JFK	366	22:55		148	0										
AA	T2E	B738	160									PHL	1367	6:21		139	0		
AA	T2E	A321	187									PHL	433	7:49		163	0		
AA	T2E	A321	187	PHX	440	21:20		158	0										
AA	T2E	A321	187									CLT	1651	7:12		167	0		
AA	T2W	A321	187	CLT	597	21:53		167	0										
AA	T2E	B738	160									JFK	2458	7:42		148	0		
AA	T2E	B738	160	ORD	1244	22:40		152	0										
AA	T2E	A321	187									PHX	625	6:20		158	0		
AA	T2E	A321	187	PHL	2066	23:26		163	0										
AA	T2E	A21N	181									DFW	2535	6:23		167	0		
AA	T2E	A21N	181	DFW	2568	23:13		167	0										
AA	T2E	B738	160									ORD	956	8:00		152	0		
AA	T2E	B738	160	MIA	2674	22:28		150	0										
AA	T2E	A21N	181	DFW	2758	17:52		167	0										
AA	T2E	A21N	181									DFW	1055	6:54		167	0		
AA	T2E	E75S	76									LAX	6062	6:20		58	0		
AA	T2E	E75S	76	LAX	6043	22:33		58	0										
AC	T2W	A321	200	YYZ	1887	10:45		189	0			YYZ	1886	11:50		189	0		
AC	T2W	CRJ9	76	YVR	8668	15:51		70	0			YVR	8669	16:30		70	0		
AC	T2E	CRJ9	76	YVR	8690	13:11		70	0			YVR	8691	13:50		70	0		
AC	T2W	CRJ9	76									YVR	8667	7:00		70	0		
AC	T2E	CRJ9	76	YVR	8670	22:51		70	0										
AS	T2E	B738	159	SJD	275	12:45		129	0			SJD	248	14:18		129	0		
AS	T2E	B738	159	MCO	339	17:41		153	0			PDX	577	18:59		148	0		
AS	T2E	B738	159	PDX	374	19:29		148	0			PDX	391	20:25		148	0		
AS	T2E	B738	159	BWI	377	9:28		139	0			SEA	539	11:20		149	0		
AS	T1	B738	159	SEA	380	8:36		149	0			MCO	760	10:00		153	0		
AS	T1	B739	178	SEA	388	12:35		167	0			SEA	471	13:35		167	0		
AS	T2E	B739	178	SEA	392	18:38		167	0			SEA	949	19:38		167	0		
AS	T2E	B739	178	SEA	482	9:01		167	0			SEA	579	10:10		167	0		
AS	T2E	B739	178	SEA	484	14:45		167	0			SEA	317	15:45		167	0		
AS	T2E	B738	159	PDX	566	9:00		148	0			KOA	185	10:10		137	0		
AS	T2E	B738	159	PDX	572	14:20		148	0			PDX	575	15:25		148	0		
AS	T1	B739	178	SEA	574	16:25		167	0			SEA	455	17:26		167	0		
AS	T1	B738	159	OGG	806	21:01		148	0			BWI	378	22:44		139	0		
AS	T2E	A320	149	SFO	1950	7:35		123	0			SFO	1953	8:28		123	0		
AS	T2E	A21N	185	SFO	1954	13:35		152	0			SFO	1965	14:34		152	0		
AS	T2E	A320	149	SFO	1958	16:36		123	0			SFO	1967	17:31		123	0		
AS	T2E	A320	149	SFO	1960	10:49		123	0			SFO	1961	11:40		123	0		
AS	T1	A21N	185	SFO	1962	18:46		152	0			SFO	1971	19:42		152	0		
AS	T1	E75S	76	ABQ	2729	13:12		64	0			MSP	2774	14:24		63	0		
AS	T1	E75S	76	MSP	2781	14:47		63	0			ABQ	2730	15:32		64	0		
AS	T1	E75S	76	OMA	3339	16:41		66	0			SMF	3344	17:23		69	0		
AS	T2E	E75S	76	SMF	3343	16:19		69	0			STS	3433	17:00		68	0		
AS	T2E	E75S	76	SLC	3354	7:05		63	0			DAL	3306	7:52		67	0		
AS	T2E	E75S	76	SJC	3356	8:32		70	0			STL	3352	9:18		66	0		
AS	T2E	E75S	76	SJC	3396	11:36		70	0			SMF	3342	12:20		69	0		
AS	T2E	E75S	76	SJC	3398	15:43		70	0			SJC	3407	16:24		70	0		
AS	T2E	E75S	76	SJC	3408	20:06		70	0			SJC	3357	20:50		70	0		
AS	T2E	E75S	76	AUS	3421	17:00		63	0			MCI	3458	17:42		64	0		
AS	T1	E75S	76	MCI	3451	8:27		64	0			AUS	3336	9:07		63	0		
AS	T2E	E75S	76	STL	3453	17:32		66	0			BOI	3483	18:15		69	0		
AS	T2E	E75S	76	FAT	3459	14:48		56	0			SLC	3341	15:28		63	0		
AS	T1	E75S	76	FAT	3471	18:28		56	0			FAT	3472	19:54		56	0		
AS	T2E	E75S	76	FAT	3477	8:40		56	0			FAT	3438	9:20		56	0		
AS	T2E	E75S	76	BOI	3484	11:40		69	0			SJC	3399	12:25		70	0		
AS	T2E	E75S	76	MRY	3486	10:51		59	0			FAT	3422	11:31		56	0		
AS	T2E	E75S	76	SMF	3493	7:44		69	0			OMA	3338	8:24		66	0		
AS	T2E	B738	159									BOS	798	8:20		151	0		
AS	T2E	B738	159	KOA	196	22:28		137	0										
AS	T1	B739	178									SEA	209	8:00		167	0		
AS	T2E	B739	178	SJD	201	18:47		145	0										
AS	T1	B738	159									SJD	244	7:25		129	0		
AS	T2E	B739	178									EWR	772	6:20		160	0		
AS	T2E	B739	178	SEA	488	23:59		167	0										
AS	T1	B738	159									HNL	895	7:20		153	0		
AS	T1	B738	159	PDX	552	22:55		148	0										
AS	T2E	B738	159	BOS	769	21:36		151	0										
AS	T2E	B738	159									OGG	829	8:45		148	0		

AS	T2E	B738	159	EWR	773	22:04	143	0
AS	T2E	B738	159					
AS	T2E	B738	159	LIH	858	23:03	127	0
AS	T2E	B738	159					
AS	T1	B738	159	HNL	892	23:24	153	0
AS	T1	A320	149					
AS	T2E	A320	149	SFO	1964	22:37	123	0
AS	T1	A320	149					
AS	T2E	A320	149	SEA	1984	20:38	140	0
AS	T2E	E75S	76					
AS	T2E	E75S	76	DAL	3305	22:30	67	0
AS	T2E	E75S	76					
AS	T2E	E75S	76	SMF	3345	21:18	69	0
AS	T2E	E75S	76					
AS	T1	E75S	76	STS	3444	21:15	68	0
B6	T2W	A320	159	BOS	19	19:57	149	0
B6	T2W	A320	159	JFK	89	19:33	146	0
B6	T2W	A320	159	JFK	189	11:56	146	0
B6	T2W	A320	150	FLL	529	19:52	138	0
B6	T2W	A320	159	BOS	2819	10:24	149	0
BA	T2W	B773	297	LHR	273	18:45	255	0
DL	T2W	B753	234	ATL	33	21:31	219	0
DL	T2W	B738	160	JFK	453	14:33	142	0
DL	T2W	A321	192	DTW	833	10:24	179	0
DL	T2W	A321	192	DTW	857	13:37	179	0
DL	T2W	A321	192	ATL	945	11:22	180	0
DL	T2W	A321	192	ATL	1430	12:32	180	0
DL	T2W	A321	192	ATL	1567	17:00	180	0
DL	T2W	B712	110	SEA	1608	12:47	101	0
DL	T2W	A321	192	MSP	1687	10:27	176	0
DL	T2W	B753	234	ATL	1692	9:50	219	0
DL	T2W	A321	192	MSP	1728	13:06	176	0
DL	T2W	A321	192	ATL	1792	14:57	180	0
DL	T2W	B752	199	JFK	2246	20:15	177	0
DL	T2W	B752	168	JFK	2288	11:07	149	0
DL	T2W	A320	160	SLC	2295	9:17	148	0
DL	T2W	A320	160	SLC	2378	12:21	148	0
DL	T2W	A321	192	DTW	2497	17:47	179	0
DL	T2W	BCS1	109	SEA	2532	10:47	100	0
DL	T2W	A320	160	SLC	2546	17:35	148	0
DL	T2W	B712	110	SLC	2615	15:56	102	0
DL	T2W	A321	192					
DL	T2W	E75S	76	SEA	5736	14:03	69	0
DL	T2W	E75S	76	SEA	5750	18:13	69	0
DL	T2W	E75S	76	LAS	5789	10:19	58	0
DL	T2W	E75S	76	LAS	5804	16:30	58	0
DL	T2W	E75S	76	LAS	5842	20:20	58	0
DL	T2W	A321	192	ATL	63	19:44	180	0
DL	T2W	B739	180					
DL	T2W	B739	180	MSP	1744	19:43	165	0
DL	T2W	B739	180					
DL	T2W	B739	180	MSP	1787	21:46	165	0
DL	T2W	A321	192					
DL	T2W	A321	192	DTW	1855	21:38	179	0
DL	T2W	A321	192					
DL	T2W	A321	192	SLC	1909	23:15	177	0
DL	T2W	A321	192	MSP	2103	0:13	176	0
DL	T2W	B752	199					
DL	T2W	B752	199	JFK	2243	22:40	177	0
DL	T2W	A321	192					
DL	T2W	A321	192	ATL	2367	23:10	180	0
DL	T2W	E75S	76	SEA	5793	21:37	69	0
DL	T2W	E75S	76					
F9	T1	A321	230	DEN	555	9:07	221	0
F9	T1	A321	230	CVG	1185	10:22	221	0
F9	T1	A320	180	AUS	1701	11:37	173	0
F9	T1	A320	180					
F9	T1	A320	180	TUL	1839	21:45	153	0
G4	T1	A319	156	EUG	1005	16:36	140	0
HA	T2W	A332	278					
HA	T2W	A332	278	HNL	16	22:45	267	0
HA	T2W	A321	189					
HA	T2W	A321	189	OGG	38	19:50	157	0
JL	T2W	B788	206	NRT	66	11:40	179	0
LH	T2W	A343	279	FRA	466	13:25	239	0
NK	T1	A20N	182	DFW	107	17:05	169	0
NK	T1	A20N	182	BWI	194	19:11	147	0
NK	T1	A20N	182	LAS	245	19:48	150	0
NK	T1	A21N	228	LAS	511	14:38	188	0
NK	T1	A21N	228	ORD	563	12:35	219	0
NK	T1	A20N	182	DTW	623	9:45	148	0
NK	T1	A20N	182	LAS	673	8:35	150	0
NK	T1	A21N	228					
NK	T1	A21N	228	IAH	619	22:34	165	0
SY	T1	B738	168	MSP	401	12:01	145	0
UA	T2W	B752	169	IAD	229	11:17	162	0
UA	T2W	B739	179	IAD	231	14:44	171	0
UA	T2W	A319	128	SFO	284	8:12	114	0
UA	T2W	B739	179	ORD	395	18:09	169	0
UA	T2W	A320	150	DEN	459	20:46	142	0
UA	T2W	B739	179	SFO	497	14:28	160	0
UA	T2W	A320	150	SFO	555	9:24	134	0
UA	T2W	A319	128	DEN	710	17:11	121	0
UA	T2W	B739	179	DEN	763	12:34	170	0
UA	T2W	A319	128	ORD	1590	12:21	121	0
UA	T2W	A320	150	EWR	1593	10:42	141	0
LIH	819	7:10	127	0				
PDX	333	6:29	148	0				
SEA	1133	6:20	140	0				
SFO	1949	6:40	123	0				
SMF	3340	6:15	69	0				
SJC	3397	7:00	70	0				
MRY	3417	7:30	59	0				
JFK	90	21:07	146	0				
BOS	20	20:43	149	0				
JFK	190	13:06	146	0				
FLL	530	20:56	138	0				
BOS	2820	11:34	149	0				
LHR	272	20:45	255	0				
ATL	2213	22:36	219	0				
JFK	862	15:20	142	0				
DTW	833	11:22	179	0				
ATL	1430	14:35	180	0				
ATL	1054	12:20	180	0				
DTW	1275	13:30	179	0				
ATL	1636	21:36	180	0				
SEA	1608	13:22	101	0				
MSP	1687	11:25	176	0				
ATL	1692	10:55	219	0				
MSP	1728	14:04	176	0				
MSP	2443	15:55	176	0				
JFK	1798	22:05	177	0				
JFK	473	11:57	149	0				
SLC	2295	10:05	148	0				
SLC	2378	13:10	148	0				
DTW	1855	22:36	179	0				
SEA	2532	11:25	100	0				
SLC	2546	18:25	148	0				
SLC	2615	16:35	102	0				
ATL	30	9:00	180	0				
SEA	5736	15:05	69	0				
SEA	5750	18:50	69	0				
LAS	5789	10:49	58	0				
LAS	5804	17:04	58	0				
LAX	5761	20:59	58	0				
MSP	1545	8:00	165	0				
MSP	1864	6:30	165	0				
ATL	62	7:40	180	0				
ATL	1592	6:30	180	0				
SLC	2872	6:15	177	0				
JFK	2404	7:10	177	0				
DTW	98	7:00	179	0				
LAS	5738	6:55	58	0				
CVG	1188	10:07	221	0				
DEN	560	11:22	221	0				
AUS	1702	12:27	173	0				
TUL	1764	7:05	153	0				
EUG	1004	17:16	140	0				
HNL	15	10:15	267	0				
OGG	37	7:05	157	0				
NRT	65	13:30	179	0				
FRA	467	15:10	239	0				
DFW	108	18:00	169	0				
LAS	636	20:05	150	0				
BWI	189	20:56	147	0				
LAS	356	15:35	188	0				
ORD	564	13:30	219	0				
DTW	644	11:00	148	0				
LAS	352	9:30	150	0				
IAH	858	7:00	165	0				
MSP	402	13:00	145	0				
IAD	2282	12:35	162	0				
IAH	2210	15:40	171	0				
SFO	334	9:55	114	0				
SFO	1677	19:04	160	0				
ORD	240	22:30	142	0				
SFO	370	15:28	160	0				
IAH	1284	10:15	143	0				
DEN	231	18:05	121	0				
SFO	1919	13:30	160	0				
IAH	2099	13:40	122	0				
EWR	2163	11:35	141	0				

UA	T2W	B738	166	SFO	1798	19:39	148	0	SFO	384	20:30	148	0	
UA	T2W	B739	179	IAH	1870	15:27	171	0	SFO	736	16:31	160	0	
UA	T2W	B739	179	SFO	1900	12:30	160	0	DEN	243	13:29	170	0	
UA	T2W	B739	179	IAH	1916	19:37	171	0	EWR	710	20:48	168	0	
UA	T2W	B739	179	IAH	1919	10:42	171	0	IAH	1593	11:51	171	0	
UA	T2W	B739	179	DEN	1982	9:44	170	0	DEN	1479	10:45	170	0	
UA	T2W	B739	179	IAH	2156	13:02	171	0	ORD	1900	14:05	169	0	
UA	T2W	B739	179	ORD	2192	9:54	169	0	ORD	555	10:59	169	0	
UA	T2W	B738	166	SFO	2238	10:20	148	0	SFO	390	11:20	148	0	
UA	T2W	A320	150	SFO	2287	17:25	134	0	SFO	2016	18:22	134	0	
UA	T2W	B739	179	IAD	2303	19:41	171	0	LAX	1482	20:58	110	0	
UA	T2W	A320	150	ORD	2381	15:01	142	0	DEN	2299	16:02	142	0	
UA	T2W	E75L	76	LAX	5675	6:59	66	0	LAX	5793	7:40	66	0	
UA	T2W	CRJ7	70	LAX	5944	15:58	61	0	LAX	5991	16:28	61	0	
UA	T2W	A319	128						SFO	2235	6:15	114	0	
UA	T2W	A319	128	SFO	361	22:35	114	0						
UA	T2W	B739	179						ORD	2137	8:25	169	0	
UA	T2W	B739	179	ORD	651	22:10	169	0						
UA	T2W	B739	179						DEN	1209	8:30	170	0	
UA	T2W	B739	179						SFO	662	7:35	160	0	
UA	T2W	B739	179	IAH	991	22:56	171	0						
UA	T2W	B738	166						IAD	546	8:12	159	0	
UA	T2W	B738	166	EWR	1827	20:57	156	0						
UA	T2W	B739	179	SFO	1967	22:08	160	0						
UA	T2W	B739	179						IAH	2094	7:50	171	0	
UA	T2W	B739	179	EWR	2275	22:46	168	0						
UA	T2W	B739	179						EWR	751	6:15	168	0	
UA	T2W	B739	179	DEN	2416	23:30	170	0						
UA	T2W	B738	166						ORD	913	6:15	157	0	
UA	T2W	B738	166	SFO	2423	23:47	148	0						
UA	T2W	E75L	76						LAX	5331	6:15	66	0	
UA	T2W	E75L	76	LAX	5840	23:32	66	0						
WN	T1	B737	143	PHX	20	15:05	112	0	PDX	20	15:40	119	0	
WN	T1	B737	143	OAK	31	7:50	107	0	DAL	31	8:25	126	0	
WN	T1	B737	143	PHX	34	7:50	112	0	HOU	34	8:25	135	0	
WN	T1	B738	175	LAS	160	11:40	125	0	SMF	160	12:30	147	0	
WN	T1	B738	175	OAK	170	20:10	131	0	OAK	375	20:55	131	0	
WN	T1	B738	175	BWI	193	16:20	164	0	SMF	193	17:10	147	0	
WN	T1	B738	175	BNA	211	10:30	153	0	IND	2485	11:30	156	0	
WN	T1	B737	143	SJC	234	17:45	110	0	MDW	1410	18:25	131	0	
WN	T1	B738	175	SMF	241	21:00	147	0	PDX	241	22:00	145	0	
WN	T1	B738	175	MSY	266	17:10	155	0	SAT	267	18:00	148	0	
WN	T1	B738	175	BWI	359	10:55	164	0	TPA	2332	11:45	154	0	
WN	T1	B737	143	DEN	361	8:40	132	0	ABQ	2245	9:30	115	0	
WN	T1	B738	175	MCO	368	14:20	166	0	MDW	369	15:05	161	0	
WN	T1	B737	143	LAS	416	17:40	102	0	LAS	234	18:20	102	0	
WN	T1	B738	175	DAL	419	15:50	154	0	PHX	419	16:35	137	0	
WN	T1	B737	143	SJC	427	22:00	110	0	LAS	1334	22:50	102	0	
WN	T1	B737	143	SJC	470	16:40	110	0	SJC	1459	17:10	110	0	
WN	T1	B737	143	PHX	477	7:05	112	0	SAT	477	7:45	121	0	
WN	T1	B737	143	SAT	481	10:35	121	0	SFO	1698	11:10	117	0	
WN	T1	B737	143	LAS	482	18:35	102	0	PHX	483	19:10	112	0	
WN	T1	B737	143	OAK	500	19:25	107	0	OAK	2271	20:10	107	0	
WN	T1	B737	143	LAS	502	9:30	102	0	LAS	963	10:05	102	0	
WN	T1	B737	143	AUS	506	17:50	118	0	MCI	2175	18:30	126	0	
WN	T1	B737	143	OAK	580	21:25	107	0	PHX	991	22:35	112	0	
WN	T1	B738	175	MDW	597	13:00	161	0	HOU	199	13:45	166	0	
WN	T1	B737	143	DEN	606	6:55	132	0	BNA	1467	7:30	125	0	
WN	T1	B737	143	OAK	609	14:10	107	0	PHX	2194	14:50	112	0	
WN	T1	B737	143	LAS	746	21:45	102	0	OAK	408	22:45	107	0	
WN	T1	B737	143	LAS	768	20:25	102	0	LAS	2294	21:00	102	0	
WN	T1	B737	143	PHX	791	12:50	112	0	DEN	791	13:25	132	0	
WN	T1	B737	143	TPA	807	11:40	126	0	SJC	807	12:20	110	0	
WN	T1	B737	143	HOU	847	9:25	135	0	SMF	2519	10:05	120	0	
WN	T1	B737	143	EWR	893	13:55	132	0	OAK	893	14:30	107	0	
WN	T1	B737	143	RNO	958	19:15	126	0	AUS	958	19:50	118	0	
WN	T1	B737	143	PHX	977	18:45	112	0	OAK	977	19:15	107	0	
WN	T1	B737	143	LAS	996	7:30	102	0	SEA	996	8:10	137	0	
WN	T1	B737	143	SEA	1017	20:50	137	0	TUS	1017	21:25	104	0	
WN	T1	B737	143	SMF	1051	14:55	120	0	SJC	1336	15:30	110	0	
WN	T1	B738	175	DEN	1082	13:55	162	0	BNA	724	14:45	153	0	
WN	T1	B737	143	PDX	1096	13:20	119	0	BWI	1096	13:55	134	0	
WN	T1	B738	175	MCI	1147	8:15	154	0	EWR	1148	9:10	162	0	
WN	T1	B737	143	AUS	1156	9:40	118	0	DAL	695	10:15	126	0	
WN	T1	B738	175	DEN	1207	10:10	162	0	SJC	1207	11:00	134	0	
WN	T2W	B737	143	SJD	1214	15:10	127	0	LAS	2545	15:50	102	0	
WN	T1	B737	143	SJC	1291	21:05	110	0	SMF	1292	21:45	120	0	
WN	T1	B738	175	MDW	1295	10:25	161	0	BWI	1100	11:20	164	0	
WN	T1	B737	143	TUS	1306	11:20	104	0	OAK	2286	12:00	107	0	
WN	T1	B738	175	HOU	1408	18:35	166	0	SMF	2531	19:40	147	0	
WN	T1	B737	143	OAK	1409	7:00	107	0	SJC	606	7:35	110	0	
WN	T1	B737	143	PHX	1410	17:40	112	0	OAK	416	18:20	107	0	
WN	T1	B737	143	ABQ	1467	6:55	115	0	MCI	1409	7:35	126	0	
WN	T1	B738	175	SJC	1474	10:20	134	0	MCO	1474	11:05	166	0	
WN	T1	B738	175	SMF	1481	18:30	147	0	STL	1481	19:30	152	0	
WN	T1	B737	143	SMF	1624	17:15	120	0	PHX	1624	17:50	112	0	
WN	T1	B737	143	TUS	1647	19:00	104	0	LAS	1647	19:35	102	0	
WN	T1	B737	143	RNO	1652	8:15	126	0	DEN	1652	8:50	132	0	
WN	T1	B737	143	SFO	1697	10:35	117	0	MSY	52	11:10	127	0	
WN	T1	B737	143	SFO	1699	15:00	117	0	SFO	2083	15:35	117	0	
WN	T1	B737	143	SFO	1701	19:15	117	0	SFO	1702	19:45	117	0	
WN	T1	B737	143	SAT	1705	15:25	121	0	BOI	2129	16:10	130	0	
WN	T1	B737	143	BOI	1748	21:00	130	0	SFO	1807	21:45	117	0	
WN	T1	B737	143	LAS	1775	15:25	102	0	OAK	1705	16:20	107	0	
WN	T1	B737	143	SFO	1797	8:00	117	0	SFO	1798	8:35	117	0	
WN	T1	B737	143	SFO	1799	12:30	117	0	MKE	1895	13:05	131	0	

WN	T1	B737	143	SFO	1801	17:00	117	0	SFO	1802	17:35	117	0
WN	T1	B737	143	SFO	1806	21:10	117	0	DEN	580	22:10	132	0
WN	T1	B737	143	MCI	1810	21:10	126	0	OAK	1810	21:55	107	0
WN	T1	B737	143	SJC	1832	12:00	110	0	AUS	1832	12:45	118	0
WN	T1	B738	175	SMF	1882	8:55	147	0	PHX	1882	9:45	137	0
WN	T1	B737	143	SMF	1895	12:30	120	0	SFO	1800	13:10	117	0
WN	T1	B737	143	SMF	1917	13:25	120	0	SJC	1918	14:00	110	0
WN	T1	B737	143	OAK	1927	16:45	107	0	SEA	1927	17:30	137	0
WN	T1	B737	143	SLC	2062	14:45	123	0	SMF	2062	15:25	120	0
WN	T1	B737	143	OAK	2067	10:25	107	0	DEN	2067	11:00	132	0
WN	T1	B737	143	SJC	2093	19:50	110	0	PHX	2093	20:20	112	0
WN	T1	B737	143	PHX	2116	8:40	112	0	SMF	2116	9:15	120	0
WN	T1	B737	143	STL	2129	15:30	125	0	SJC	1103	16:20	110	0
WN	T1	B38M	175	MKE	2136	17:15	160	0	DAL	1230	18:00	154	0
WN	T1	B738	175	ATL	2155	12:15	163	0	RNO	2155	13:05	154	0
WN	T1	B737	143	OAK	2175	17:50	107	0	SJC	506	18:25	110	0
WN	T1	B737	143	SJC	2194	14:15	110	0	SLC	609	14:50	123	0
WN	T1	B737	143	PDX	2208	8:30	119	0	SJC	2208	9:05	110	0
WN	T1	B737	143	SMF	2209	19:40	120	0	ABQ	500	20:15	115	0
WN	T1	B737	143	SJC	2245	8:55	110	0	SJD	1213	9:55	127	0
WN	T1	B738	175	OAK	2258	8:35	131	0	STL	2258	9:30	152	0
WN	T1	B737	143	LAS	2270	12:35	102	0	LAS	1767	13:10	102	0
WN	T1	B738	175	SJC	2276	18:25	134	0	SJC	1408	19:25	134	0
WN	T1	B737	143	DAL	2286	11:20	126	0	PHX	2817	12:00	112	0
WN	T1	B738	175	MDW	2295	15:15	161	0	DAL	1494	16:05	154	0
WN	T1	B738	175	PHX	2306	9:45	137	0	MDW	1284	10:35	161	0
WN	T1	B737	143	OAK	2339	13:30	107	0	SMF	2151	14:05	120	0
WN	T1	B737	143	SMF	2351	15:45	120	0	LAS	2355	16:55	102	0
WN	T1	B737	143	SMF	2362	7:15	120	0	PHX	2362	7:55	112	0
WN	T1	B737	143	DAL	2378	20:00	126	0	SJC	2378	20:35	110	0
WN	T1	B737	143	DEN	2385	18:05	132	0	SMF	2385	18:40	120	0
WN	T1	B737	143	SJC	2393	7:55	110	0	LAS	2393	8:30	102	0
WN	T1	B737	143	LAS	2421	8:20	102	0	ATL	2421	9:05	133	0
WN	T1	B737	143	SMF	2471	10:50	120	0	LAS	2471	11:25	102	0
WN	T1	B737	143	SEA	2519	9:25	137	0	OAK	847	9:55	107	0
WN	T1	B737	143	SJC	2545	15:15	110	0	DEN	1775	16:00	132	0
WN	T1	B737	143	IND	2567	13:40	127	0	TUS	2567	14:15	104	0
WN	T1	B737	143	PHX	2574	20:10	112	0	RNO	2574	20:45	126	0
WN	T1	B738	175	DAL	6874	7:00	154	0	OAK	980	8:10	131	0
WN	T1	B737	143						SMF	2267	6:30	120	0
WN	T1	B737	143	LAS	532	23:15	102	0					
WN	T1	B738	175						MDW	2475	6:40	161	0
WN	T1	B738	175	BNA	833	23:05	153	0					
WN	T1	B737	143						LAS	1708	6:35	102	0
WN	T1	B737	143	PHX	1057	23:10	112	0					
WN	T1	B737	143						OAK	2503	7:20	107	0
WN	T1	B737	143	STL	1334	22:20	125	0					
WN	T1	B737	143						PHX	1712	6:55	112	0
WN	T1	B737	143	PDX	1401	22:50	119	0					
WN	T1	B737	143						DEN	2204	6:40	132	0
WN	T1	B737	143	ABQ	1439	23:00	115	0					
WN	T1	B738	175						SMF	2172	7:40	147	0
WN	T1	B738	175	AUS	1695	21:15	144	0					
WN	T1	B737	143						SJC	1691	6:20	110	0
WN	T1	B737	143	SFO	1703	23:20	117	0					
WN	T1	B737	143						SFO	2384	6:30	117	0
WN	T1	B737	143	DEN	2085	23:20	132	0					
WN	T1	B738	175						AUS	2486	6:20	144	0
WN	T1	B738	175	BWI	2259	23:05	164	0					
WN	T1	B38M	175						PDX	1679	7:10	145	0
WN	T1	B38M	175	MDW	2292	22:05	161	0					
WN	T1	B737	143						BWI	2164	6:35	134	0
WN	T1	B737	143	OAK	4767	23:15	107	0					
WS	T2E	B737	134	YYC	1564	13:28	124	0	YYC	1565	14:15	124	0
WS	T2W	B738	174	YVR	1762	12:26	163	0	YVR	1763	13:15	163	0
DL	T2W	B739	180	ATL	3000004	13:00	168	0	ATL	4000004	13:50	168	0
DL	T2W	BCS3	130						MSP	4000005	6:20	119	0
DL	T2W	BCS3	130	MSP	3000005	20:48	119	0					
DL	T2W	BCS3	130						MSP	4000009	6:59	119	0
DL	T2W	BCS3	130	MSP	3000009	22:50	119	0					
DL	T2W	A320	160	MSP	3000010	17:20	147	0	MSP	4000010	18:00	147	0
DL	T2W	BCS1	109	LAS	3000018	20:45	95	0	LAS	4000018	21:35	95	0
DL	T2W	B738	160	JFK	3000026	12:01	142	0	JFK	4000026	13:00	142	0
DL	T2W	B738	160						DTW	4000028	6:00	149	0
DL	T2W	A321	192	JFK	3000029	16:00	171	0	JFK	4000029	16:50	171	0
DL	T2W	B738	160	DTW	3000028	20:30	149	0					
DL	T2W	BCS3	130	DTW	3000033	9:35	121	0	DTW	4000033	10:25	121	0
AS	T1	B739	181	EWR	3000701	23:20	163	0					
AS	T2E	B739	181	SLC	3000719	18:05	157	0	SLC	4000719	18:55	157	0
AS	T2W	B739	181	SJD	3000740	14:00	147	0	SJD	4000740	15:20	147	0
DL	T2W	A320	160	SLC	3000012	14:45	148	0	SLC	4000012	15:35	148	0
AS	T2W	B739	181	SJD	3000739	16:05	147	0	SJD	4000739	17:10	147	0
AS	T2E	B739	181						MZT	4000747	8:25	157	0
AS	T2E	B739	181	MZT	3000747	23:25	157	0					
AS	T2E	A320	149						PVR	4000746	7:25	114	0
AS	T2E	A320	149	PVR	3000746	21:00	114	0					
UA	T2W	E75S	76	LAX	3000401	19:05	66	0	LAX	4000401	19:40	66	0
DL	T2W	A320	160	SEA	3000041	21:10	147	0	SEA	4000041	22:00	147	0
AC	T2W	E75S	76	YVR	3000200	19:15	70	0	YVR	4000200	20:05	70	0
BA	T2W	B772	345	LHR	3000212	12:25	297	0	LHR	4000212	13:50	297	0
DY	T2W	B788	235						LGW	4000213	7:20	202	0
DY	T2W	B788	235	LGW	3000213	19:20	202	0					
WS	T2W	B738	168	YYC	3000228	18:15	156	0	YYC	4000228	19:00	156	0
AA	T2E	B738	160	JFK	3000300	8:35	148	0	JFK	4000300	9:35	148	0
AA	T2E	B738	160	MIA	3000301	20:55	150	0	MIA	4000301	22:50	150	0
AA	T2E	B738	160	PHL	3000302	11:25	139	0	PHL	4000302	12:20	139	0

AA	T2E	B738	160						DFW	4000304	7:45	148	0
AA	T2E	B738	160	DFW	3000304	23:30	148	0					
AA	T2E	E75S	76	PHX	3000308	9:55	64	0	PHX	4000308	10:45	64	0
AA	T2E	B738	160	DFW	3000314	17:13	148	0	DFW	4000314	18:13	148	0
AA	T2E	A21N	181	JFK	3000319	7:00	167	0	JFK	4000319	7:50	167	0
AA	T2E	A21N	181	ORD	3000322	17:30	171	0	ORD	4000322	18:20	171	0
AA	T2E	A21N	181	DCA	3000325	14:55	166	0	DCA	4000325	15:55	166	0
AA	T2E	A21N	181	CLT	3000328	19:00	161	0	CLT	4000328	19:55	161	0
UA	T2W	A320	150						ORD	4000412	6:50	142	0
UA	T2W	A320	150	ORD	3000412	22:55	142	0					
UA	T2W	B739	167	ORD	3000416	13:30	158	0	ORD	4000416	14:30	158	0
UA	T2W	B739	167	ORD	3000417	10:55	158	0	ORD	4000417	11:55	158	0
UA	T2W	E75S	76	DEN	3000418	15:10	66	0	DEN	4000418	16:00	66	0
UA	T2W	A320	150						IAH	4000425	7:50	143	0
UA	T2W	A320	150	IAH	3000425	23:10	143	0					
UA	T2W	A320	150	BOS	3000432	20:00	141	0	BOS	4000432	20:58	141	0
UA	T2W	B739	167	EWR	3000435	20:55	157	0	EWR	4000435	22:55	157	0
WN	T1	B737	143						SFO	4000500	6:35	117	0
WN	T1	B738	175	LAS	3000500	22:15	125	0					
WN	T1	B737	143	LAS	3000502	13:00	102	0	LAS	4000502	13:35	102	0
WN	T1	B737	143						SMF	4000507	6:35	120	0
WN	T1	B737	143	OAK	3000507	22:25	107	0					
WN	T1	B737	143	SFO	3000515	11:10	117	0	SFO	4000515	11:55	117	0
WN	T1	B737	143	SMF	3000524	14:00	120	0	SMF	4000524	14:35	120	0
WN	T1	B737	143	SMF	3000525	21:55	120	0	SMF	4000525	22:35	120	0
WN	T1	B737	143	SJC	3000537	15:55	110	0	SJC	4000537	16:45	110	0
WN	T1	B737	143	DEN	3000542	20:50	132	0	ABQ	4000542	21:30	115	0
WN	T1	B737	143						EWR	4000544	6:35	132	0
WN	T1	B737	143	EWR	3000544	23:05	132	0					
WN	T1	B737	143	BWI	3000552	15:00	134	0	PDX	4000552	15:50	119	0
WN	T1	B737	143	DAL	3000556	8:10	126	0	DAL	4000556	8:50	126	0
WN	T1	B738	175	HOU	3000561	17:30	166	0	HOU	4000561	18:10	166	0
WN	T1	B737	143	PDX	3000579	19:00	119	0	PDX	4000579	19:50	119	0
WN	T1	B737	143	AUS	3000584	18:00	118	0	AUS	4000584	18:40	118	0
WN	T1	B738	175	MKE	3000594	12:00	160	0	MKE	4000594	12:35	160	0
AS	T2E	B739	181						EWR	4000701	6:55	163	0

Terminating Pax Flow (Arrivals)

Flight schedule 2019_2024 No-Build summary
For Terminating
Time

	T1	T2E	T2W	Total
Daily	20,139	10,477	16,141	46,757
12:00 AM	4	86	119	209
12:15 AM	0	93	94	187
12:30 AM	0	14	93	107
12:45 AM	0	0	13	13
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	2	0	0	2
7:00 AM	222	57	23	302
7:15 AM	370	139	37	546
7:30 AM	165	44	6	215
7:45 AM	93	111	0	204
8:00 AM	248	167	1	416
8:15 AM	336	66	50	452
8:30 AM	405	32	56	493
8:45 AM	568	204	7	779
9:00 AM	386	261	0	647
9:15 AM	254	216	36	506
9:30 AM	257	137	176	570
9:45 AM	331	193	240	764
10:00 AM	239	256	366	861
10:15 AM	145	143	169	457
10:30 AM	501	123	399	1,023
10:45 AM	485	160	489	1,134
11:00 AM	254	153	438	845
11:15 AM	184	47	257	488
11:30 AM	217	80	263	560
11:45 AM	300	194	183	677

Originating Pax Flow (Departures)

Flight schedule 2019_2024 No-Build summary
For Originating
Time

	T1	T2E	T2W	Total
Daily	20,301	10,396	15,938	46,635
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	2	2
3:45 AM	4	7	14	25
4:00 AM	18	13	27	58
4:15 AM	33	31	83	147
4:30 AM	111	121	215	447
4:45 AM	276	227	320	823
5:00 AM	441	263	357	1,061
5:15 AM	489	294	381	1,164
5:30 AM	478	286	386	1,150
5:45 AM	455	273	356	1,084
6:00 AM	423	291	355	1,069
6:15 AM	383	315	342	1,040
6:30 AM	380	302	307	989
6:45 AM	387	306	279	972
7:00 AM	391	287	220	898
7:15 AM	394	251	166	811
7:30 AM	379	201	122	702
7:45 AM	360	168	118	646
8:00 AM	345	156	121	622
8:15 AM	334	160	163	657
8:30 AM	319	169	198	686
8:45 AM	320	177	245	742
9:00 AM	317	180	288	785
9:15 AM	314	172	302	788
9:30 AM	327	168	330	825
9:45 AM	330	165	326	821
10:00 AM	327	165	326	818
10:15 AM	301	165	304	770
10:30 AM	283	156	279	718
10:45 AM	284	140	264	688
11:00 AM	288	120	259	667
11:15 AM	317	101	288	706
11:30 AM	316	81	328	725
11:45 AM	327	73	360	760

12:00 PM	287	187	188	662
12:15 PM	307	109	182	598
12:30 PM	260	15	543	818
12:45 PM	483	40	618	1,141
1:00 PM	305	77	267	649
1:15 PM	224	52	333	609
1:30 PM	233	188	283	704
1:45 PM	220	233	305	758
2:00 PM	263	53	140	456
2:15 PM	307	67	133	507
2:30 PM	248	181	118	547
2:45 PM	219	115	281	615
3:00 PM	331	223	341	895
3:15 PM	385	176	307	868
3:30 PM	375	85	188	648
3:45 PM	249	123	97	469
4:00 PM	248	93	194	535
4:15 PM	116	83	296	495
4:30 PM	210	141	83	434
4:45 PM	326	105	34	465
5:00 PM	240	56	63	359
5:15 PM	366	97	180	643
5:30 PM	341	153	254	748
5:45 PM	298	236	237	771
6:00 PM	368	213	157	738
6:15 PM	233	206	199	638
6:30 PM	209	197	195	601
6:45 PM	423	248	104	775
7:00 PM	320	216	156	692
7:15 PM	311	133	108	552
7:30 PM	291	164	232	687
7:45 PM	177	128	571	876
8:00 PM	262	84	704	1,050
8:15 PM	266	117	343	726
8:30 PM	171	35	213	419
8:45 PM	75	84	212	371
9:00 PM	315	245	385	945
9:15 PM	590	236	274	1,100
9:30 PM	362	182	147	691
9:45 PM	155	228	332	715
10:00 PM	266	127	321	714
10:15 PM	298	98	268	664
10:30 PM	290	187	146	623
10:45 PM	208	388	317	913
11:00 PM	274	290	603	1,167
11:15 PM	619	239	451	1,309
11:30 PM	657	326	322	1,305
11:45 PM	192	242	201	635

12:00 PM	313	75	373	761
12:15 PM	296	91	355	742
12:30 PM	276	112	307	695
12:45 PM	255	131	271	657
1:00 PM	252	143	233	628
1:15 PM	251	146	235	632
1:30 PM	264	140	247	651
1:45 PM	271	141	261	673
2:00 PM	270	143	276	689
2:15 PM	275	142	264	681
2:30 PM	266	135	241	642
2:45 PM	256	120	208	584
3:00 PM	249	105	171	525
3:15 PM	251	95	152	498
3:30 PM	272	96	126	494
3:45 PM	290	105	115	510
4:00 PM	320	113	108	541
4:15 PM	321	129	109	559
4:30 PM	317	134	122	573
4:45 PM	311	133	130	574
5:00 PM	287	139	133	559
5:15 PM	284	132	121	537
5:30 PM	269	129	101	499
5:45 PM	281	129	98	508
6:00 PM	292	117	95	504
6:15 PM	303	108	117	528
6:30 PM	291	92	148	531
6:45 PM	260	73	190	523
7:00 PM	233	57	233	523
7:15 PM	204	48	254	506
7:30 PM	199	45	261	505
7:45 PM	194	58	241	493
8:00 PM	192	76	208	476
8:15 PM	195	101	191	487
8:30 PM	185	127	177	489
8:45 PM	176	139	174	489
9:00 PM	148	138	155	441
9:15 PM	118	117	129	364
9:30 PM	88	84	94	266
9:45 PM	47	49	52	148
10:00 PM	23	19	24	66
10:15 PM	5	6	6	17
10:30 PM	0	0	1	1
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

Only include flights on date: **7/12/2018**

24-hr Deplanements
46757

24-hr Enplanements
46642

Errors: 0

				Arrivals								Departures							
Airline	Gate	Type	Seat	Origin	Arr No	Arr Sch	Arrival	#Dep	#ConDep	ArrType	Arr TN	Dest	Dep No	Dep Sch	Departure	#Enp	#ConEnp	Dep Type	Dep TN
AA	T1	A21N	181	DFW	131	10:21		167	0			DFW	131	11:59		167	0		
AA	T1	B752	188	PHX	438	8:47		158	0			PHX	438	9:58		158	0		
AA	T1	A321	187	PHX	480	18:16		158	0			PHX	480	19:25		158	0		
AA	T1	A321	187	PHX	491	15:11		158	0			DFW	491	16:04		173	0		
AA	T1	A321	187	PHL	581	20:56		163	0			CLT	596	22:31		167	0		
AA	T1	A321	187	CLT	639	9:31		167	0			CLT	639	10:24		167	0		
AA	T1	A321	187	DFW	679	11:59		173	0			DFW	679	12:49		173	0		
AA	T1	A21N	181	DFW	1064	9:52		167	0			DFW	1064	10:42		167	0		
AA	T1	B738	160	ORD	1168	15:38		152	0			PHX	1514	16:40		135	0		
AA	T1	A21N	181	DFW	1229	13:24		167	0			DFW	1229	14:22		167	0		
AA	T1	B738	160	DFW	1243	19:57		148	0			JFK	2306	22:26		148	0		
AA	T1	B738	160	ORD	1543	19:21		152	0			MIA	1209	21:54		150	0		
AA	T1	A21N	181	DFW	1611	7:53		167	0			DFW	1611	8:45		167	0		
AA	T1	B738	160	PHL	1621	10:35		139	0			ORD	134	11:34		152	0		
AA	T1	A21N	181	DFW	1624	16:13		167	0			DFW	1624	17:39		167	0		
AA	T1	A321	187	CLT	1740	18:30		167	0			PHL	2078	22:16		163	0		
AA	T1	B738	160	JFK	2407	21:40		148	0			ORD	1606	22:46		152	0		
AA	T1	B738	160	PHX	2671	11:43		135	0			PHX	2671	12:34		135	0		
AA	T1	B738	160	ORD	2680	14:14		152	0			ORD	2680	15:02		152	0		
AA	T1	B738	160	JFK	2681	9:52		148	0			JFK	2681	11:00		148	0		
AA	T1	B738	160	JFK	366	22:55		148	0										
AA	T1	B738	160									PHL	1367	6:21		139	0		
AA	T1	A321	187									PHL	433	7:49		163	0		
AA	T1	A321	187	PHX	440	21:20		158	0										
AA	T1	A321	187									CLT	1651	7:12		167	0		
AA	T1	A321	187	CLT	597	21:53		167	0										
AA	T1	B738	160									JFK	2458	7:42		148	0		
AA	T1	B738	160	ORD	1244	22:40		152	0										
AA	T1	A321	187									PHX	625	6:20		158	0		
AA	T1	A321	187	PHL	2066	23:26		163	0										
AA	T1	A21N	181									DFW	2535	6:23		167	0		
AA	T1	A21N	181	DFW	2568	23:13		167	0										
AA	T1	B738	160									ORD	956	8:00		152	0		
AA	T1	B738	160	MIA	2674	22:28		150	0										
AA	T1	A21N	181	DFW	2758	17:52		167	0										
AA	T1	A21N	181									DFW	1055	6:54		167	0		
AA	T1	E75S	76									LAX	6062	6:20		58	0		
AA	T1	E75S	76	LAX	6043	22:33		58	0										
AC	T2E	A321	200	YYZ	1887	10:45		189	0			YYZ	1886	11:50		189	0		
AC	T2E	CRJ9	76	YVR	8668	15:51		70	0			YVR	8669	16:30		70	0		
AC	T2E	CRJ9	76	YVR	8690	13:11		70	0			YVR	8691	13:50		70	0		
AC	T2E	CRJ9	76									YVR	8667	7:00		70	0		
AC	T2E	CRJ9	76	YVR	8670	22:51		70	0										
AS	T2W	B738	159	SJD	275	12:45		129	0			SJD	248	14:18		129	0		
AS	T2W	B738	159	MCO	339	17:41		153	0			PDX	577	18:59		148	0		
AS	T2W	B738	159	PDX	374	19:29		148	0			PDX	391	20:25		148	0		
AS	T2W	B738	159	BWI	377	9:28		139	0			SEA	539	11:20		149	0		
AS	T2W	B738	159	SEA	380	8:36		149	0			MCO	760	10:00		153	0		
AS	T2W	B739	178	SEA	388	12:35		167	0			SEA	471	13:35		167	0		
AS	T2W	B739	178	SEA	392	18:38		167	0			SEA	949	19:38		167	0		
AS	T2W	B739	178	SEA	482	9:01		167	0			SEA	579	10:10		167	0		
AS	T2W	B739	178	SEA	484	14:45		167	0			SEA	317	15:45		167	0		
AS	T2W	B738	159	PDX	566	9:00		148	0			KOA	185	10:10		137	0		
AS	T2W	B738	159	PDX	572	14:20		148	0			PDX	575	15:25		148	0		
AS	T2W	B739	178	SEA	574	16:25		167	0			SEA	455	17:26		167	0		
AS	T2W	B738	159	OGG	806	21:01		148	0			BWI	378	22:44		139	0		
AS	T2W	A320	149	SFO	1950	7:35		123	0			SFO	1953	8:28		123	0		
AS	T2W	A21N	185	SFO	1954	13:35		152	0			SFO	1965	14:34		152	0		
AS	T2W	A320	149	SFO	1958	16:36		123	0			SFO	1967	17:31		123	0		
AS	T2W	A320	149	SFO	1960	10:49		123	0			SFO	1961	11:40		123	0		
AS	T2E	A21N	185	SFO	1962	18:46		152	0			SFO	1971	19:42		152	0		
AS	T2W	E75S	76	ABQ	2729	13:12		64	0			MSP	2774	14:24		63	0		
AS	T2W	E75S	76	MSP	2781	14:47		63	0			ABQ	2730	15:32		64	0		
AS	T2W	E75S	76	OMA	3339	16:41		66	0			SMF	3344	17:23		69	0		
AS	T2W	E75S	76	SMF	3343	16:19		69	0			STS	3433	17:00		68	0		
AS	T2W	E75S	76	SLC	3354	7:05		63	0			DAL	3306	7:52		67	0		
AS	T2E	E75S	76	SJC	3356	8:32		70	0			STL	3352	9:18		66	0		
AS	T2W	E75S	76	SJC	3396	11:36		70	0			SMF	3342	12:20		69	0		
AS	T2W	E75S	76	SJC	3398	15:43		70	0			SJC	3407	16:24		70	0		
AS	T2W	E75S	76	SJC	3408	20:06		70	0			SJC	3357	20:50		70	0		
AS	T2W	E75S	76	AUS	3421	17:00		63	0			MCI	3458	17:42		64	0		
AS	T2W	E75S	76	MCI	3451	8:27		64	0			AUS	3336	9:07		63	0		
AS	T2W	E75S	76	STL	3453	17:32		66	0			BOI	3483	18:15		69	0		
AS	T2E	E75S	76	FAT	3459	14:48		56	0			SLC	3341	15:28		63	0		
AS	T2W	E75S	76	FAT	3471	18:28		56	0			FAT	3472	19:54		56	0		
AS	T2W	E75S	76	FAT	3477	8:40		56	0			FAT	3438	9:20		56	0		
AS	T2W	E75S	76	BOI	3484	11:40		69	0			SJC	3399	12:25		70	0		
AS	T2W	E75S	76	MRY	3486	10:51		59	0			FAT	3422	11:31		56	0		
AS	T2W	E75S	76	SMF	3493	7:44		69	0			OMA	3338	8:24		66	0		
AS	T2W	B738	159									BOS	798	8:20		151	0		
AS	T2W	B738	159	KOA	196	22:28		137	0										
AS	T2W	B739	178									SEA	209	8:00		167	0		
AS	T2W	B739	178	SJD	201	18:47		145	0										
AS	T2E	B738	159									SJD	244	7:25		129	0		
AS	T2W	B739	178									EWR	772	6:20		160	0		
AS	T2W	B739	178	SEA	488	23:59		167	0										
AS	T2W	B738	159									HNL	895	7:20		153	0		
AS	T2W	B738	159	PDX	552	22:55		148	0										
AS	T2W	B738	159	BOS	769	21:36		151	0										
AS	T2W	B738	159									OGG	829	8:45		148	0		

AS	T2E	B738	159	EWR	773	22:04	143	0
AS	T2W	B738	159					
AS	T2E	B738	159	LIH	858	23:03	127	0
AS	T2W	B738	159					
AS	T2W	B738	159	HNL	892	23:24	153	0
AS	T2W	A320	149					
AS	T2W	A320	149	SFO	1964	22:37	123	0
AS	T2W	A320	149					
AS	T2W	A320	149	SEA	1984	20:38	140	0
AS	T2W	E75S	76					
AS	T2W	E75S	76	DAL	3305	22:30	67	0
AS	T2W	E75S	76					
AS	T2W	E75S	76	SMF	3345	21:18	69	0
AS	T2W	E75S	76					
AS	T2W	E75S	76	STS	3444	21:15	68	0
B6	T2E	A320	159	BOS	19	19:57	149	0
B6	T2E	A320	159	JFK	89	19:33	146	0
B6	T2E	A320	159	JFK	189	11:56	146	0
B6	T2E	A320	150	FLL	529	19:52	138	0
B6	T2E	A320	159	BOS	2819	10:24	149	0
BA	T2W	B773	297	LHR	273	18:45	255	0
DL	T2W	B753	234	ATL	33	21:31	219	0
DL	T2W	B738	160	JFK	453	14:33	142	0
DL	T2W	A321	192	DTW	833	10:24	179	0
DL	T2W	A321	192	DTW	857	13:37	179	0
DL	T2W	A321	192	ATL	945	11:22	180	0
DL	T2W	A321	192	ATL	1430	12:32	180	0
DL	T2W	A321	192	ATL	1567	17:00	180	0
DL	T2W	B712	110	SEA	1608	12:47	101	0
DL	T2W	A321	192	MSP	1687	10:27	176	0
DL	T2W	B753	234	ATL	1692	9:50	219	0
DL	T2W	A321	192	MSP	1728	13:06	176	0
DL	T2W	A321	192	ATL	1792	14:57	180	0
DL	T2W	B752	199	JFK	2246	20:15	177	0
DL	T2W	B752	168	JFK	2288	11:07	149	0
DL	T2W	A320	160	SLC	2295	9:17	148	0
DL	T2W	A320	160	SLC	2378	12:21	148	0
DL	T2W	A321	192	DTW	2497	17:47	179	0
DL	T2W	BCS1	109	SEA	2532	10:47	100	0
DL	T2W	A320	160	SLC	2546	17:35	148	0
DL	T2W	B712	110	SLC	2615	15:56	102	0
DL	T2W	A321	192					
DL	T2W	E75S	76	SEA	5736	14:03	69	0
DL	T2W	E75S	76	SEA	5750	18:13	69	0
DL	T2W	E75S	76	LAS	5789	10:19	58	0
DL	T2W	E75S	76	LAS	5804	16:30	58	0
DL	T2W	E75S	76	LAS	5842	20:20	58	0
DL	T2W	A321	192	ATL	63	19:44	180	0
DL	T2W	B739	180					
DL	T2W	B739	180	MSP	1744	19:43	165	0
DL	T2W	B739	180					
DL	T2W	B739	180	MSP	1787	21:46	165	0
DL	T2W	A321	192					
DL	T2W	A321	192	DTW	1855	21:38	179	0
DL	T2W	A321	192					
DL	T2W	A321	192	SLC	1909	23:15	177	0
DL	T2W	A321	192	MSP	2103	0:13	176	0
DL	T2W	B752	199					
DL	T2W	B752	199	JFK	2243	22:40	177	0
DL	T2W	A321	192					
DL	T2W	A321	192	ATL	2367	23:10	180	0
DL	T2W	E75S	76	SEA	5793	21:37	69	0
DL	T2W	E75S	76					
F9	T2E	A321	230	DEN	555	9:07	221	0
F9	T2E	A321	230	CVG	1185	10:22	221	0
F9	T2E	A320	180	AUS	1701	11:37	173	0
F9	T2E	A320	180					
F9	T2E	A320	180	TUL	1839	21:45	153	0
G4	T2E	A319	156	EUG	1005	16:36	140	0
HA	T2W	A332	278					
HA	T2W	A332	278	HNL	16	22:45	267	0
HA	T2W	A321	189					
HA	T2W	A321	189	OGG	38	19:50	157	0
JL	T2W	B788	206	NRT	66	11:40	179	0
LH	T2W	A343	279	FRA	466	13:25	239	0
NK	T2E	A20N	182	DFW	107	17:05	169	0
NK	T2E	A20N	182	BWI	194	19:11	147	0
NK	T2E	A20N	182	LAS	245	19:48	150	0
NK	T2E	A21N	228	LAS	511	14:38	188	0
NK	T2E	A21N	228	ORD	563	12:35	219	0
NK	T2E	A20N	182	DTW	623	9:45	148	0
NK	T2E	A20N	182	LAS	673	8:35	150	0
NK	T2E	A21N	228					
NK	T2E	A21N	228	IAH	619	22:34	165	0
SY	T2E	B738	168	MSP	401	12:01	145	0
UA	T2E	B752	169	IAD	229	11:17	162	0
UA	T2E	B739	179	IAD	231	14:44	171	0
UA	T2E	A319	128	SFO	284	8:12	114	0
UA	T2E	B739	179	ORD	395	18:09	169	0
UA	T2E	A320	150	DEN	459	20:46	142	0
UA	T2E	B739	179	SFO	497	14:28	160	0
UA	T2E	A320	150	SFO	555	9:24	134	0
UA	T2E	A319	128	DEN	710	17:11	121	0
UA	T2E	B739	179	DEN	763	12:34	170	0
UA	T2E	A319	128	ORD	1590	12:21	121	0
UA	T2E	A320	150	EWR	1593	10:42	141	0
				LIH	819	7:10	127	0
				PDX	333	6:29	148	0
				SEA	1133	6:20	140	0
				SFO	1949	6:40	123	0
				SMF	3340	6:15	69	0
				SJC	3397	7:00	70	0
				MRY	3417	7:30	59	0
				JFK	90	21:07	146	0
				BOS	20	20:43	149	0
				JFK	190	13:06	146	0
				FLL	530	20:56	138	0
				BOS	2820	11:34	149	0
				LHR	272	20:45	255	0
				ATL	2213	22:36	219	0
				JFK	862	15:20	142	0
				DTW	833	11:22	179	0
				ATL	1430	14:35	180	0
				ATL	1054	12:20	180	0
				DTW	1275	13:30	179	0
				ATL	1636	21:36	180	0
				SEA	1608	13:22	101	0
				MSP	1687	11:25	176	0
				ATL	1692	10:55	219	0
				MSP	1728	14:04	176	0
				MSP	2443	15:55	176	0
				JFK	1798	22:05	177	0
				JFK	473	11:57	149	0
				SLC	2295	10:05	148	0
				SLC	2378	13:10	148	0
				DTW	1855	22:36	179	0
				SEA	2532	11:25	100	0
				SLC	2546	18:25	148	0
				SLC	2615	16:35	102	0
				ATL	30	9:00	180	0
				SEA	5736	15:05	69	0
				SEA	5750	18:50	69	0
				LAS	5789	10:49	58	0
				LAS	5804	17:04	58	0
				LAX	5761	20:59	58	0
				MSP	1545	8:00	165	0
				MSP	1864	6:30	165	0
				ATL	62	7:40	180	0
				ATL	1592	6:30	180	0
				SLC	2872	6:15	177	0
				JFK	2404	7:10	177	0
				DTW	98	7:00	179	0
				LAS	5738	6:55	58	0
				CVG	1188	10:07	221	0
				DEN	560	11:22	221	0
				AUS	1702	12:27	173	0
				TUL	1764	7:05	153	0
				EUG	1004	17:16	140	0
				HNL	15	10:15	267	0
				OGG	37	7:05	157	0
				NRT	65	13:30	179	0
				FRA	467	15:10	239	0
				DFW	108	18:00	169	0
				LAS	636	20:05	150	0
				BWI	189	20:56	147	0
				LAS	356	15:35	188	0
				ORD	564	13:30	219	0
				DTW	644	11:00	148	0
				LAS	352	9:30	150	0
				IAH	858	7:00	165	0
				MSP	402	13:00	145	0
				IAD	2282	12:35	162	0
				IAH	2210	15:40	171	0
				SFO	334	9:55	114	0
				SFO	1677	19:04	160	0
				ORD	240	22:30	142	0
				SFO	370	15:28	160	0
				IAH	1284	10:15	143	0
				DEN	231	18:05	121	0
				SFO	1919	13:30	160	0
				IAH	2099	13:40	122	0
				EWR	2163	11:35	141	0

UA	T2E	B738	166	SFO	1798	19:39	148	0	SFO	384	20:30	148	0
UA	T2E	B739	179	IAH	1870	15:27	171	0	SFO	736	16:31	160	0
UA	T2E	B739	179	SFO	1900	12:30	160	0	DEN	243	13:29	170	0
UA	T2E	B739	179	IAH	1916	19:37	171	0	EWR	710	20:48	168	0
UA	T2E	B739	179	IAH	1919	10:42	171	0	IAH	1593	11:51	171	0
UA	T2E	B739	179	DEN	1982	9:44	170	0	DEN	1479	10:45	170	0
UA	T2E	B739	179	IAH	2156	13:02	171	0	ORD	1900	14:05	169	0
UA	T2E	B739	179	ORD	2192	9:54	169	0	ORD	555	10:59	169	0
UA	T2E	B738	166	SFO	2238	10:20	148	0	SFO	390	11:20	148	0
UA	T2E	A320	150	SFO	2287	17:25	134	0	SFO	2016	18:22	134	0
UA	T2E	B739	179	IAD	2303	19:41	171	0	LAX	1482	20:58	110	0
UA	T2E	A320	150	ORD	2381	15:01	142	0	DEN	2299	16:02	142	0
UA	T2E	E75L	76	LAX	5675	6:59	66	0	LAX	5793	7:40	66	0
UA	T2E	CRJ7	70	LAX	5944	15:58	61	0	LAX	5991	16:28	61	0
UA	T2E	A319	128						SFO	2235	6:15	114	0
UA	T2E	A319	128	SFO	361	22:35	114	0					
UA	T2E	B739	179						ORD	2137	8:25	169	0
UA	T2E	B739	179	ORD	651	22:10	169	0					
UA	T2E	B739	179						DEN	1209	8:30	170	0
UA	T2E	B739	179						SFO	662	7:35	160	0
UA	T2E	B739	179	IAH	991	22:56	171	0					
UA	T2E	B738	166						IAD	546	8:12	159	0
UA	T2E	B738	166	EWR	1827	20:57	156	0					
UA	T2E	B739	179	SFO	1967	22:08	160	0					
UA	T2E	B739	179						IAH	2094	7:50	171	0
UA	T2E	B739	179	EWR	2275	22:46	168	0					
UA	T2E	B739	179						EWR	751	6:15	168	0
UA	T2E	B739	179	DEN	2416	23:30	170	0					
UA	T2E	B738	166						ORD	913	6:15	157	0
UA	T2E	B738	166	SFO	2423	23:47	148	0					
UA	T2E	E75L	76						LAX	5331	6:15	66	0
UA	T2E	E75L	76	LAX	5840	23:32	66	0					
WN	T1	B737	143	PHX	20	15:05	112	0	PDX	20	15:40	119	0
WN	T1	B737	143	OAK	31	7:50	107	0	DAL	31	8:25	126	0
WN	T1	B737	143	PHX	34	7:50	112	0	HOU	34	8:25	135	0
WN	T1	B738	175	LAS	160	11:40	125	0	SMF	160	12:30	147	0
WN	T1	B738	175	OAK	170	20:10	131	0	OAK	375	20:55	131	0
WN	T1	B738	175	BWI	193	16:20	164	0	SMF	193	17:10	147	0
WN	T1	B738	175	BNA	211	10:30	153	0	IND	2485	11:30	156	0
WN	T1	B737	143	SJC	234	17:45	110	0	MDW	1410	18:25	131	0
WN	T1	B738	175	SMF	241	21:00	147	0	PDX	241	22:00	145	0
WN	T1	B738	175	MSY	266	17:10	155	0	SAT	267	18:00	148	0
WN	T1	B738	175	BWI	359	10:55	164	0	TPA	2332	11:45	154	0
WN	T1	B737	143	DEN	361	8:40	132	0	ABQ	2245	9:30	115	0
WN	T1	B738	175	MCO	368	14:20	166	0	MDW	369	15:05	161	0
WN	T1	B737	143	LAS	416	17:40	102	0	LAS	234	18:20	102	0
WN	T1	B738	175	DAL	419	15:50	154	0	PHX	419	16:35	137	0
WN	T1	B737	143	SJC	427	22:00	110	0	LAS	1334	22:50	102	0
WN	T1	B737	143	SJC	470	16:40	110	0	SJC	1459	17:10	110	0
WN	T1	B737	143	PHX	477	7:05	112	0	SAT	477	7:45	121	0
WN	T1	B737	143	SAT	481	10:35	121	0	SFO	1698	11:10	117	0
WN	T1	B737	143	LAS	482	18:35	102	0	PHX	483	19:10	112	0
WN	T1	B737	143	OAK	500	19:25	107	0	OAK	2271	20:10	107	0
WN	T1	B737	143	LAS	502	9:30	102	0	LAS	963	10:05	102	0
WN	T1	B737	143	AUS	506	17:50	118	0	MCI	2175	18:30	126	0
WN	T1	B737	143	OAK	580	21:25	107	0	PHX	991	22:35	112	0
WN	T1	B738	175	MDW	597	13:00	161	0	HOU	199	13:45	166	0
WN	T1	B737	143	DEN	606	6:55	132	0	BNA	1467	7:30	125	0
WN	T1	B737	143	OAK	609	14:10	107	0	PHX	2194	14:50	112	0
WN	T1	B737	143	LAS	746	21:45	102	0	OAK	408	22:45	107	0
WN	T1	B737	143	LAS	768	20:25	102	0	LAS	2294	21:00	102	0
WN	T1	B737	143	PHX	791	12:50	112	0	DEN	791	13:25	132	0
WN	T1	B737	143	TPA	807	11:40	126	0	SJC	807	12:20	110	0
WN	T1	B737	143	HOU	847	9:25	135	0	SMF	2519	10:05	120	0
WN	T1	B737	143	EWR	893	13:55	132	0	OAK	893	14:30	107	0
WN	T1	B737	143	RNO	958	19:15	126	0	AUS	958	19:50	118	0
WN	T1	B737	143	PHX	977	18:45	112	0	OAK	977	19:15	107	0
WN	T1	B737	143	LAS	996	7:30	102	0	SEA	996	8:10	137	0
WN	T1	B737	143	SEA	1017	20:50	137	0	TUS	1017	21:25	104	0
WN	T1	B737	143	SMF	1051	14:55	120	0	SJC	1336	15:30	110	0
WN	T1	B738	175	DEN	1082	13:55	162	0	BNA	724	14:45	153	0
WN	T1	B737	143	PDX	1096	13:20	119	0	BWI	1096	13:55	134	0
WN	T1	B738	175	MCI	1147	8:15	154	0	EWR	1148	9:10	162	0
WN	T1	B737	143	AUS	1156	9:40	118	0	DAL	695	10:15	126	0
WN	T1	B738	175	DEN	1207	10:10	162	0	SJC	1207	11:00	134	0
WN	T2W	B737	143	SJD	1214	15:10	127	0	LAS	2545	15:50	102	0
WN	T1	B737	143	SJC	1291	21:05	110	0	SMF	1292	21:45	120	0
WN	T1	B738	175	MDW	1295	10:25	161	0	BWI	1100	11:20	164	0
WN	T1	B737	143	TUS	1306	11:20	104	0	OAK	2286	12:00	107	0
WN	T1	B738	175	HOU	1408	18:35	166	0	SMF	2531	19:40	147	0
WN	T1	B737	143	OAK	1409	7:00	107	0	SJC	606	7:35	110	0
WN	T1	B737	143	PHX	1410	17:40	112	0	OAK	416	18:20	107	0
WN	T1	B737	143	ABQ	1467	6:55	115	0	MCI	1409	7:35	126	0
WN	T1	B738	175	SJC	1474	10:20	134	0	MCO	1474	11:05	166	0
WN	T1	B738	175	SMF	1481	18:30	147	0	STL	1481	19:30	152	0
WN	T1	B737	143	SMF	1624	17:15	120	0	PHX	1624	17:50	112	0
WN	T1	B737	143	TUS	1647	19:00	104	0	LAS	1647	19:35	102	0
WN	T1	B737	143	RNO	1652	8:15	126	0	DEN	1652	8:50	132	0
WN	T1	B737	143	SFO	1697	10:35	117	0	MSY	52	11:10	127	0
WN	T1	B737	143	SFO	1699	15:00	117	0	SFO	2083	15:35	117	0
WN	T1	B737	143	SFO	1701	19:15	117	0	SFO	1702	19:45	117	0
WN	T1	B737	143	SAT	1705	15:25	121	0	BOI	2129	16:10	130	0
WN	T1	B737	143	BOI	1748	21:00	130	0	SFO	1807	21:45	117	0
WN	T1	B737	143	LAS	1775	15:25	102	0	OAK	1705	16:20	107	0
WN	T1	B737	143	SFO	1797	8:00	117	0	SFO	1798	8:35	117	0
WN	T1	B737	143	SFO	1799	12:30	117	0	MKE	1895	13:05	131	0

WN	T1	B737	143	SFO	1801	17:00	117	0
WN	T1	B737	143	SFO	1806	21:10	117	0
WN	T1	B737	143	MCI	1810	21:10	126	0
WN	T1	B737	143	SJC	1832	12:00	110	0
WN	T1	B738	175	SMF	1882	8:55	147	0
WN	T1	B737	143	SMF	1895	12:30	120	0
WN	T1	B737	143	SMF	1917	13:25	120	0
WN	T1	B737	143	OAK	1927	16:45	107	0
WN	T1	B737	143	SLC	2062	14:45	123	0
WN	T1	B737	143	OAK	2067	10:25	107	0
WN	T1	B737	143	SJC	2093	19:50	110	0
WN	T1	B737	143	PHX	2116	8:40	112	0
WN	T1	B737	143	STL	2129	15:30	125	0
WN	T1	B38M	175	MKE	2136	17:15	160	0
WN	T1	B738	175	ATL	2155	12:15	163	0
WN	T1	B737	143	OAK	2175	17:50	107	0
WN	T1	B737	143	SJC	2194	14:15	110	0
WN	T1	B737	143	PDX	2208	8:30	119	0
WN	T1	B737	143	SMF	2209	19:40	120	0
WN	T1	B737	143	SJC	2245	8:55	110	0
WN	T1	B738	175	OAK	2258	8:35	131	0
WN	T1	B737	143	LAS	2270	12:35	102	0
WN	T1	B738	175	SJC	2276	18:25	134	0
WN	T1	B737	143	DAL	2286	11:20	126	0
WN	T1	B738	175	MDW	2295	15:15	161	0
WN	T1	B738	175	PHX	2306	9:45	137	0
WN	T1	B737	143	OAK	2339	13:30	107	0
WN	T1	B737	143	SMF	2351	15:45	120	0
WN	T1	B737	143	SMF	2362	7:15	120	0
WN	T1	B737	143	DAL	2378	20:00	126	0
WN	T1	B737	143	DEN	2385	18:05	132	0
WN	T1	B737	143	SJC	2393	7:55	110	0
WN	T1	B737	143	LAS	2421	8:20	102	0
WN	T1	B737	143	SMF	2471	10:50	120	0
WN	T1	B737	143	SEA	2519	9:25	137	0
WN	T1	B737	143	SJC	2545	15:15	110	0
WN	T1	B737	143	IND	2567	13:40	127	0
WN	T1	B737	143	PHX	2574	20:10	112	0
WN	T1	B738	175	DAL	6874	7:00	154	0
WN	T1	B737	143					
WN	T1	B737	143	LAS	532	23:15	102	0
WN	T1	B738	175					
WN	T1	B738	175	BNA	833	23:05	153	0
WN	T1	B737	143					
WN	T1	B737	143	PHX	1057	23:10	112	0
WN	T1	B737	143					
WN	T1	B737	143	STL	1334	22:20	125	0
WN	T1	B737	143					
WN	T1	B737	143	PDX	1401	22:50	119	0
WN	T1	B737	143					
WN	T1	B737	143	ABQ	1439	23:00	115	0
WN	T1	B738	175					
WN	T1	B738	175	AUS	1695	21:15	144	0
WN	T1	B737	143					
WN	T1	B737	143	SFO	1703	23:20	117	0
WN	T1	B737	143					
WN	T1	B737	143	DEN	2085	23:20	132	0
WN	T1	B738	175					
WN	T1	B738	175	BWI	2259	23:05	164	0
WN	T1	B38M	175					
WN	T1	B38M	175	MDW	2292	22:05	161	0
WN	T1	B737	143					
WN	T1	B737	143	OAK	4767	23:15	107	0
WS	T2E	B737	134	YYC	1564	13:28	124	0
WS	T2E	B738	174	YVR	1762	12:26	163	0
DL	T2W	B739	180	ATL	3000004	13:00	168	0
DL	T2W	BCS3	130					
DL	T2W	BCS3	130	MSP	3000005	20:48	119	0
DL	T2W	BCS3	130					
DL	T2W	BCS3	130	MSP	3000009	22:50	119	0
DL	T2W	A320	160	MSP	3000010	17:20	147	0
DL	T2W	BCS1	109	LAS	3000018	20:45	95	0
DL	T2W	B738	160	JFK	3000026	12:01	142	0
DL	T2W	B738	160					
DL	T2W	A321	192	JFK	3000029	16:00	171	0
DL	T2W	B738	160	DTW	3000028	20:30	149	0
DL	T2W	BCS3	130	DTW	3000033	9:35	121	0
DL	T2W	A320	160	SEA	3000041	21:10	147	0
AC	T2E	E75S	76	YVR	3000200	19:15	70	0
BA	T2W	B772	345	LHR	3000212	12:25	297	0
DY	T2W	B788	235					
DY	T2W	B788	235	LGW	3000213	19:20	202	0
WS	T2E	B738	168	YYC	3000228	18:15	156	0
AA	T1	B738	160	JFK	3000300	8:35	148	0
AA	T1	B738	160	MIA	3000301	20:55	150	0
AA	T1	B738	160	PHL	3000302	11:25	139	0
AA	T1	B738	160					
AA	T1	B738	160	DFW	3000304	23:30	148	0
AA	T1	E75S	76	PHX	3000308	9:55	64	0
AA	T1	B738	160	DFW	3000314	17:13	148	0
AA	T1	A21N	181	JFK	3000319	7:00	167	0
AA	T1	A21N	181	ORD	3000322	17:30	171	0
AA	T1	A21N	181	DCA	3000325	14:55	166	0
AA	T1	A21N	181	CLT	3000328	19:00	161	0
UA	T2E	A320	150					
UA	T2E	A320	150	ORD	3000412	22:55	142	0

SFO	1802	17:35	117	0
DEN	580	22:10	132	0
OAK	1810	21:55	107	0
AUS	1832	12:45	118	0
PHX	1882	9:45	137	0
SFO	1800	13:10	117	0
SJC	1918	14:00	110	0
SEA	1927	17:30	137	0
SMF	2062	15:25	120	0
DEN	2067	11:00	132	0
PHX	2093	20:20	112	0
SMF	2116	9:15	120	0
SJC	1103	16:20	110	0
DAL	1230	18:00	154	0
RNO	2155	13:05	154	0
SJC	506	18:25	110	0
SLC	609	14:50	123	0
SJC	2208	9:05	110	0
ABQ	500	20:15	115	0
SJD	1213	9:55	127	0
STL	2258	9:30	152	0
LAS	1767	13:10	102	0
SJC	1408	19:25	134	0
PHX	2817	12:00	112	0
DAL	1494	16:05	154	0
MDW	1284	10:35	161	0
SMF	2151	14:05	120	0
LAS	2355	16:55	102	0
PHX	2362	7:55	112	0
SJC	2378	20:35	110	0
SMF	2385	18:40	120	0
LAS	2393	8:30	102	0
ATL	2421	9:05	133	0
LAS	2471	11:25	102	0
OAK	847	9:55	107	0
DEN	1775	16:00	132	0
TUS	2567	14:15	104	0
RNO	2574	20:45	126	0
OAK	980	8:10	131	0
SMF	2267	6:30	120	0
MDW	2475	6:40	161	0
LAS	1708	6:35	102	0
OAK	2503	7:20	107	0
PHX	1712	6:55	112	0
DEN	2204	6:40	132	0
SMF	2172	7:40	147	0
SJC	1691	6:20	110	0
SFO	2384	6:30	117	0
AUS	2486	6:20	144	0
PDX	1679	7:10	145	0
BWI	2164	6:35	134	0
YYC	1565	14:15	124	0
YVR	1763	13:15	163	0
ATL	4000004	13:50	168	0
MSP	4000005	6:20	119	0
MSP	4000009	6:59	119	0
MSP	4000010	18:00	147	0
LAS	4000018	21:35	95	0
JFK	4000026	13:00	142	0
DTW	4000028	6:00	149	0
JFK	4000029	16:50	171	0
DTW	4000033	10:25	121	0
SEA	4000041	22:00	147	0
YVR	4000200	20:05	70	0
LHR	4000212	13:50	297	0
LGW	4000213	7:20	202	0
YYC	4000228	19:00	156	0
JFK	4000300	9:35	148	0
MIA	4000301	22:50	150	0
PHL	4000302	12:20	139	0
DFW	4000304	7:45	148	0
PHX	4000308	10:45	64	0
DFW	4000314	18:13	148	0
JFK	4000319	7:50	167	0
ORD	4000322	18:20	171	0
DCA	4000325	15:55	166	0
CLT	4000328	19:55	161	0
ORD	4000412	6:50	142	0

UA	T2E	B739	167	ORD	3000416	13:30	158	0	ORD	4000416	14:30	158	0
UA	T2E	B739	167	ORD	3000417	10:55	158	0	ORD	4000417	11:55	158	0
UA	T2E	E75S	76	DEN	3000418	15:10	66	0	DEN	4000418	16:00	66	0
UA	T2E	A320	150						IAH	4000425	7:50	143	0
UA	T2E	A320	150	IAH	3000425	23:10	143	0					
UA	T2E	A320	150	BOS	3000432	20:00	141	0	BOS	4000432	20:58	141	0
UA	T2E	B739	167	EWR	3000435	20:55	157	0	EWR	4000435	22:55	157	0
WN	T1	B737	143						SFO	4000500	6:35	117	0
WN	T1	B738	175	LAS	3000500	22:15	125	0					
WN	T1	B737	143	LAS	3000502	13:00	102	0	LAS	4000502	13:35	102	0
WN	T1	B737	143						SMF	4000507	6:35	120	0
WN	T1	B737	143	OAK	3000507	22:25	107	0					
WN	T1	B737	143	SFO	3000515	11:10	117	0	SFO	4000515	11:55	117	0
WN	T1	B737	143	SMF	3000524	14:00	120	0	SMF	4000524	14:35	120	0
WN	T1	B737	143	SMF	3000525	21:55	120	0	SMF	4000525	22:35	120	0
WN	T1	B737	143	SJC	3000537	15:55	110	0	SJC	4000537	16:45	110	0
WN	T1	B737	143	DEN	3000542	20:50	132	0	ABQ	4000542	21:30	115	0
WN	T1	B737	143						EWR	4000544	6:35	132	0
WN	T1	B737	143	EWR	3000544	23:05	132	0					
WN	T1	B737	143	BWI	3000552	15:00	134	0	PDX	4000552	15:50	119	0
WN	T1	B737	143	DAL	3000556	8:10	126	0	DAL	4000556	8:50	126	0
WN	T1	B738	175	HOU	3000561	17:30	166	0	HOU	4000561	18:10	166	0
WN	T1	B737	143	PDX	3000579	19:00	119	0	PDX	4000579	19:50	119	0
WN	T1	B737	143	AUS	3000584	18:00	118	0	AUS	4000584	18:40	118	0
WN	T1	B738	175	MKE	3000594	12:00	160	0	MKE	4000594	12:35	160	0
AS	T2W	B739	181						EWR	4000701	6:55	163	0
AS	T2W	B739	181	EWR	3000701	23:20	163	0					
AS	T2W	B739	181	SLC	3000719	18:05	157	0	SLC	4000719	18:55	157	0
AS	T2W	B739	181	SJD	3000740	14:00	147	0	SJD	4000740	15:20	147	0
DL	T2W	A320	160	SLC	3000012	14:45	148	0	SLC	4000012	15:35	148	0
AS	T2W	B739	181	SJD	3000739	16:05	147	0	SJD	4000739	17:10	147	0
AS	T2W	B739	181						MZT	4000747	8:25	157	0
AS	T2W	B739	181	MZT	3000747	23:25	157	0					
AS	T2W	A320	149						PVR	4000746	7:25	114	0
AS	T2W	A320	149	PVR	3000746	21:00	114	0					
UA	T2E	E75S	76	LAX	3000401	19:05	66	0	LAX	4000401	19:40	66	0

Terminating Pax Flow (Arrivals)

Flight schedule 2019_2024 summary For
Terminating
Time

	T1	T2E	T2W	Total
Daily	22,069	10,591	14,097	46,757
12:00 AM	22	119	68	209
12:15 AM	0	24	163	187
12:30 AM	0	0	107	107
12:45 AM	0	0	13	13
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	2	0	0	2
7:00 AM	274	23	6	303
7:15 AM	469	37	41	547
7:30 AM	182	6	28	216
7:45 AM	100	0	104	204
8:00 AM	345	1	70	416
8:15 AM	396	50	6	452
8:30 AM	368	85	40	493
8:45 AM	477	147	155	779
9:00 AM	423	63	162	648
9:15 AM	146	137	224	507
9:30 AM	229	147	194	570
9:45 AM	402	166	196	764
10:00 AM	397	279	184	860
10:15 AM	261	126	70	457
10:30 AM	490	318	214	1,022
10:45 AM	552	368	214	1,134
11:00 AM	288	356	200	844
11:15 AM	186	141	162	489
11:30 AM	281	114	165	560
11:45 AM	310	132	236	678

Originating Pax Flow (Departures)

Flight schedule 2019_2024 summary For
Originating
Time

	T1	T2E	T2W	Total
Daily	22,055	10,390	14,203	46,648
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	2	2
3:45 AM	7	8	10	25
4:00 AM	23	8	28	59
4:15 AM	44	34	69	147
4:30 AM	154	101	192	447
4:45 AM	358	140	324	822
5:00 AM	506	159	397	1,062
5:15 AM	528	183	453	1,164
5:30 AM	468	193	490	1,151
5:45 AM	423	199	464	1,086
6:00 AM	458	216	396	1,070
6:15 AM	488	214	338	1,040
6:30 AM	489	208	292	989
6:45 AM	476	207	288	971
7:00 AM	456	179	262	897
7:15 AM	439	142	229	810
7:30 AM	395	114	193	702
7:45 AM	368	105	174	647
8:00 AM	347	110	165	622
8:15 AM	334	132	191	657
8:30 AM	334	147	205	686
8:45 AM	339	172	231	742
9:00 AM	348	196	242	786
9:15 AM	355	212	221	788
9:30 AM	364	240	220	824
9:45 AM	366	249	206	821
10:00 AM	362	253	203	818
10:15 AM	343	240	187	770
10:30 AM	330	222	166	718
10:45 AM	324	208	157	689
11:00 AM	305	198	165	668
11:15 AM	306	212	189	707
11:30 AM	280	226	220	726
11:45 AM	270	237	253	760

12:00 PM	328	166	167	661
12:15 PM	324	167	107	598
12:30 PM	221	273	324	818
12:45 PM	233	456	453	1,142
1:00 PM	205	158	286	649
1:15 PM	201	140	269	610
1:30 PM	294	159	251	704
1:45 PM	282	162	314	758
2:00 PM	267	25	163	455
2:15 PM	361	1	145	507
2:30 PM	324	72	150	546
2:45 PM	111	263	240	614
3:00 PM	313	248	333	894
3:15 PM	519	151	198	868
3:30 PM	459	123	65	647
3:45 PM	344	92	32	468
4:00 PM	304	78	153	535
4:15 PM	183	53	260	496
4:30 PM	199	15	220	434
4:45 PM	146	88	231	465
5:00 PM	149	57	153	359
5:15 PM	311	171	160	642
5:30 PM	428	171	149	748
5:45 PM	420	63	289	772
6:00 PM	486	8	244	738
6:15 PM	329	142	166	637
6:30 PM	336	159	106	601
6:45 PM	473	60	242	775
7:00 PM	290	99	304	693
7:15 PM	325	156	71	552
7:30 PM	335	167	185	687
7:45 PM	189	409	279	877
8:00 PM	234	509	307	1,050
8:15 PM	309	245	172	726
8:30 PM	180	24	215	419
8:45 PM	78	40	253	371
9:00 PM	435	238	272	945
9:15 PM	633	163	303	1,099
9:30 PM	418	14	258	690
9:45 PM	227	47	440	714
10:00 PM	336	118	260	714
10:15 PM	348	289	27	664
10:30 PM	343	196	84	623
10:45 PM	299	240	374	913
11:00 PM	324	395	448	1,167
11:15 PM	673	338	299	1,310
11:30 PM	679	166	460	1,305
11:45 PM	264	178	194	636

12:00 PM	259	228	274	761
12:15 PM	249	209	284	742
12:30 PM	259	167	269	695
12:45 PM	261	136	260	657
1:00 PM	273	117	238	628
1:15 PM	278	109	245	632
1:30 PM	287	119	246	652
1:45 PM	293	134	245	672
2:00 PM	299	147	244	690
2:15 PM	306	157	218	681
2:30 PM	304	145	194	643
2:45 PM	295	123	166	584
3:00 PM	272	99	156	527
3:15 PM	254	86	159	499
3:30 PM	254	74	166	494
3:45 PM	267	73	170	510
4:00 PM	299	81	161	541
4:15 PM	320	87	152	559
4:30 PM	341	98	135	574
4:45 PM	345	104	125	574
5:00 PM	331	107	121	559
5:15 PM	317	106	114	537
5:30 PM	291	104	104	499
5:45 PM	286	119	103	508
6:00 PM	289	127	89	505
6:15 PM	285	152	92	529
6:30 PM	262	174	95	531
6:45 PM	228	193	101	522
7:00 PM	198	210	115	523
7:15 PM	185	201	121	507
7:30 PM	194	182	129	505
7:45 PM	216	144	133	493
8:00 PM	246	91	138	475
8:15 PM	278	58	151	487
8:30 PM	296	41	151	488
8:45 PM	295	42	152	489
9:00 PM	263	48	130	441
9:15 PM	212	48	104	364
9:30 PM	152	39	76	267
9:45 PM	84	28	36	148
10:00 PM	36	13	17	66
10:15 PM	9	5	2	16
10:30 PM	0	1	0	1
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

Only include flights on date: **7/12/2018**

24-hr Deplanements
49684

24-hr Enplanements
49561

Errors: 0

				Arrivals								Departures							
Airline	Gate	Type	Seat	Origin	Arr No	Arr Sch	Arrival	#Dep	#ConDep	ArrType	Arr TN	Dest	Dep No	Dep Sch	Departure	#Enp	#ConEnp	Dep Type	Dep TN
AA	T2E	A21N	181	DFW	131	10:21		169	0			DFW	131	11:59		169	0		
AA	T2E	A21N	196	PHX	438	8:47		167	0			PHX	438	9:58		167	0		
AA	T2E	A321	187	PHX	480	18:16		159	0			PHX	480	19:25		159	0		
AA	T2E	A321	187	PHX	491	15:11		159	0			DFW	491	16:04		174	0		
AA	T2E	A321	187	PHL	581	20:56		165	0			CLT	596	22:31		168	0		
AA	T2E	A321	187	CLT	639	9:31		168	0			CLT	639	10:24		168	0		
AA	T2E	A321	187	DFW	679	11:59		174	0			DFW	679	12:49		174	0		
AA	T2E	A21N	181	DFW	1064	9:52		169	0			DFW	1064	10:42		169	0		
AA	T2E	A321	187	ORD	1168	15:38		179	0			PHX	1514	16:40		159	0		
AA	T2E	A21N	181	DFW	1229	13:24		169	0			DFW	1229	14:22		169	0		
AA	T2E	B738	160	DFW	1243	19:57		149	0			JFK	2306	22:26		149	0		
AA	T2E	A321	187	ORD	1543	19:21		179	0			MIA	1209	21:54		176	0		
AA	T2E	A21N	181	DFW	1611	7:53		169	0			DFW	1611	8:45		169	0		
AA	T2E	A321	187	PHL	1621	10:35		165	0			ORD	134	11:34		179	0		
AA	T2E	A21N	181	DFW	1624	16:13		169	0			DFW	1624	17:39		169	0		
AA	T2E	A321	187	CLT	1740	18:30		168	0			PHL	2078	22:16		165	0		
AA	T2E	A321	187	JFK	2407	21:40		174	0			ORD	1606	22:46		179	0		
AA	T2E	A321	187	PHX	2671	11:43		159	0			PHX	2671	12:34		159	0		
AA	T2E	A321	187	ORD	2680	14:14		179	0			ORD	2680	15:02		179	0		
AA	T2E	A321	187	JFK	2681	9:52		174	0			JFK	2681	11:00		174	0		
AA	T2E	B738	160	JFK	366	22:55		149	0										
AA	T2E	B738	160									PHL	1367	6:21		141	0		
AA	T2E	A321	187									PHL	433	7:49		165	0		
AA	T2E	A321	187	PHX	440	21:20		159	0										
AA	T2E	A321	187									CLT	1651	7:12		168	0		
AA	T2E	A321	187	CLT	597	21:53		168	0										
AA	T2E	A321	187									JFK	2458	7:42		174	0		
AA	T2E	A321	187	ORD	1244	22:40		179	0										
AA	T2E	A321	187									PHX	625	6:20		159	0		
AA	T2E	A321	187	PHL	2066	23:26		165	0										
AA	T2E	A21N	181									DFW	2535	6:23		169	0		
AA	T2E	A21N	181	DFW	2568	23:13		169	0										
AA	T2E	A321	187									ORD	956	8:00		179	0		
AA	T2E	A321	187	MIA	2674	22:28		176	0										
AA	T2E	A21N	181	DFW	2758	17:52		169	0										
AA	T2E	A21N	181									DFW	1055	6:54		169	0		
AC	T2E	A321	200	YYZ	1887	10:45		190	0			YYZ	1886	11:50		190	0		
AC	T2E	CRJ9	76	YVR	8668	15:51		71	0			YVR	8669	16:30		71	0		
AC	T2E	E75S	76	YVR	8690	13:11		71	0			YVR	8691	13:50		71	0		
AC	T2E	E75S	76									YVR	8667	7:00		71	0		
AC	T2W	E75S	76	YVR	8670	22:51		71	0										
AS	T2E	B738	159	SJD	275	12:45		131	0			SJD	248	14:18		131	0		
AS	T1	B738	159	MCO	339	17:41		153	0			PDX	577	18:59		150	0		
AS	T2E	B738	159	PDX	374	19:29		150	0			PDX	391	20:25		150	0		
AS	T1	B738	159	BWI	377	9:28		141	0			SEA	539	11:20		151	0		
AS	T2E	B738	159	SEA	380	8:36		151	0			MCO	760	10:00		153	0		
AS	T2E	B739	178	SEA	388	12:35		169	0			SEA	471	13:35		169	0		
AS	T2E	B739	178	SEA	392	18:38		169	0			SEA	949	19:38		169	0		
AS	T1	B739	178	SEA	482	9:01		169	0			SEA	579	10:10		169	0		
AS	T2E	B739	178	SEA	484	14:45		169	0			SEA	317	15:45		169	0		
AS	T2E	B738	159	PDX	566	9:00		150	0			KOA	185	10:10		138	0		
AS	T1	B738	159	PDX	572	14:20		150	0			PDX	575	15:25		150	0		
AS	T2E	B739	178	SEA	574	16:25		169	0			SEA	455	17:26		169	0		
AS	T1	B738	159	OGG	806	21:01		149	0			BWI	378	22:44		141	0		
AS	T1	B738	159	SFO	1950	7:35		132	0			SFO	1953	8:28		132	0		
AS	T1	A21N	185	SFO	1954	13:35		154	0			SFO	1965	14:34		154	0		
AS	T1	B738	159	SFO	1958	16:36		132	0			SFO	1967	17:31		132	0		
AS	T2E	B739	178	SFO	1960	10:49		148	0			SFO	1961	11:40		148	0		
AS	T1	A21N	185	SFO	1962	18:46		154	0			SFO	1971	19:42		154	0		
AS	T2E	A320	149	ABQ	2729	13:12		131	0			MSP	2774	14:24		131	0		
AS	T1	A320	149	MSP	2781	14:47		131	0			ABQ	2730	15:32		131	0		
AS	T1	A320	149	OMA	3339	16:41		131	0			SMF	3344	17:23		132	0		
AS	T2E	A320	149	SMF	3343	16:19		132	0			STS	3433	17:00		131	0		
AS	T2E	A320	149	SLC	3354	7:05		131	0			DAL	3306	7:52		131	0		
AS	T1	E75S	76	SJC	3356	8:32		71	0			STL	3352	9:18		66	0		
AS	T2E	E75S	76	SJC	3396	11:36		71	0			SMF	3342	12:20		70	0		
AS	T2E	E75S	76	SJC	3398	15:43		71	0			SJC	3407	16:24		71	0		
AS	T1	E75S	76	SJC	3408	20:06		71	0			SJC	3357	20:50		71	0		
AS	T2E	E75S	76	AUS	3421	17:00		64	0			MCI	3458	17:42		65	0		
AS	T2E	A320	149	MCI	3451	8:27		131	0			AUS	3336	9:07		131	0		
AS	T2E	E75S	76	STL	3453	17:32		66	0			BOI	3483	18:15		70	0		
AS	T1	A320	149	FAT	3459	14:48		131	0			SLC	3341	15:28		131	0		
AS	T1	A320	149	FAT	3471	18:28		131	0			FAT	3472	19:54		131	0		
AS	T1	E75S	76	FAT	3477	8:40		57	0			FAT	3438	9:20		57	0		
AS	T1	A320	149	BOI	3484	11:40		131	0			SJC	3399	12:25		127	0		
AS	T2E	E75S	76	MRY	3486	10:51		59	0			FAT	3422	11:31		57	0		
AS	T1	E75S	76	SMF	3493	7:44		70	0			OMA	3338	8:24		67	0		
AS	T1	B738	159									BOS	798	8:20		152	0		
AS	T2E	B738	159	KOA	196	22:28		138	0										
AS	T2E	B739	178									SEA	209	8:00		169	0		
AS	T2E	B739	178	SJD	201	18:47		146	0										
AS	T1	B738	159									SJD	244	7:25		131	0		
AS	T2E	B739	178									EWR	772	6:20		161	0		
AS	T1	B739	178	SEA	488	23:59		169	0										
AS	T2E	B738	159									HNL	895	7:20		153	0		
AS	T1	B738	159	PDX	552	22:55		150	0										
AS	T1	B738	159	BOS	769	21:36		152	0										
AS	T2E	B738	159									OGG	829	8:45		149	0		
AS	T2E	B738	159	EWR	773	22:04		144	0										
AS	T1	B738	159									LIH	819	7:10		128	0		

AS	T1	B738	159	LIH	858	23:03	128	0
AS	T1	B738	159					
AS	T2E	B738	159	HNL	892	23:24	153	0
AS	T2E	A320	149					
AS	T1	A320	149	SFO	1964	22:37	124	0
AS	T1	A320	149					
AS	T1	A320	149	SEA	1984	20:38	141	0
AS	T2E	A320	149					
AS	T1	A320	149	DAL	3305	22:30	131	0
AS	T1	E75S	76					
AS	T1	E75S	76	SMF	3345	21:18	70	0
AS	T1	E75S	76					
AS	T1	E75S	76	STS	3444	21:15	69	0
B6	T2E	A320	159	BOS	19	19:57	150	0
B6	T2E	A320	159	JFK	89	19:33	147	0
B6	T2E	A320	159	JFK	189	11:56	147	0
B6	T2E	A320	150	FLL	529	19:52	139	0
B6	T2E	A320	159	BOS	2819	10:24	150	0
BA	T2W	B773	297	LHR	273	18:45	258	0
DL	T2W	B753	234	ATL	33	21:31	221	0
DL	T2W	B738	160	JFK	453	14:33	144	0
DL	T2W	A321	192	DTW	833	10:24	181	0
DL	T2W	A321	192	DTW	857	13:37	181	0
DL	T2W	A321	192	ATL	945	11:22	181	0
DL	T2W	A321	192	ATL	1430	12:32	181	0
DL	T2W	A321	192	ATL	1567	17:00	181	0
DL	T2W	B712	110	SEA	1608	12:47	102	0
DL	T2W	A321	192	MSP	1687	10:27	178	0
DL	T2W	B753	234	ATL	1692	9:50	221	0
DL	T2W	A321	192	MSP	1728	13:06	178	0
DL	T2W	A321	192	ATL	1792	14:57	181	0
DL	T2W	B752	199	JFK	2246	20:15	179	0
DL	T2W	B739	180	JFK	2288	11:07	161	0
DL	T2W	A320	160	SLC	2295	9:17	149	0
DL	T2W	A320	160	SLC	2378	12:21	149	0
DL	T2W	A321	192	DTW	2497	17:47	181	0
DL	T2W	BCS1	109	SEA	2532	10:47	101	0
DL	T2W	A320	160	SLC	2546	17:35	149	0
DL	T2W	BCS1	109	SLC	2615	15:56	102	0
DL	T2W	A321	192					
DL	T2W	E75S	76	SEA	5736	14:03	69	0
DL	T2W	E75S	76	SEA	5750	18:13	69	0
DL	T2W	E75S	76	LAS	5789	10:19	59	0
DL	T2W	E75S	76	LAS	5804	16:30	59	0
DL	T2W	E75S	76	LAS	5842	20:20	59	0
DL	T2W	A321	192	ATL	63	19:44	181	0
DL	T2W	B739	180					
DL	T2W	B739	180	MSP	1744	19:43	167	0
DL	T2W	B739	180					
DL	T2W	B739	180	MSP	1787	21:46	167	0
DL	T2W	A321	192					
DL	T2W	A321	192	DTW	1855	21:38	181	0
DL	T2W	A321	192					
DL	T2W	A321	192	SLC	1909	23:15	179	0
DL	T2W	A321	192	MSP	2103	0:13	178	0
DL	T2W	B752	199					
DL	T2W	B752	199	JFK	2243	22:40	179	0
DL	T2W	A321	192					
DL	T2W	A321	192	ATL	2367	23:10	181	0
DL	T2W	E75S	76	SEA	5793	21:37	69	0
DL	T2W	E75S	76					
F9	T1	A321	230	DEN	555	9:07	221	0
F9	T1	A321	230	CVG	1185	10:22	221	0
F9	T1	A320	180	AUS	1701	11:37	173	0
F9	T1	A320	180					
F9	T1	A320	180	TUL	1839	21:45	154	0
G4	T1	A319	156	EUG	1005	16:36	142	0
HA	T2W	A332	278					
HA	T2W	A332	278	HNL	16	22:45	267	0
HA	T2W	A321	189					
HA	T2W	A321	189	OGG	38	19:50	159	0
JL	T2W	B788	206	NRT	66	11:40	181	0
LH	T2W	A343	279	FRA	466	13:25	242	0
NK	T1	A20N	182	DFW	107	17:05	170	0
NK	T1	A20N	182	BWI	194	19:11	148	0
NK	T1	A20N	182	LAS	245	19:48	152	0
NK	T1	A21N	228	LAS	511	14:38	190	0
NK	T1	A21N	228	ORD	563	12:35	219	0
NK	T1	A20N	182	DTW	623	9:45	150	0
NK	T1	A20N	182	LAS	673	8:35	152	0
NK	T1	A21N	228					
NK	T1	A21N	228	IAH	619	22:34	168	0
SY	T1	B738	168	MSP	401	12:01	147	0
UA	T2W	B739	179	IAD	229	11:17	172	0
UA	T2W	B739	179	IAD	231	14:44	172	0
UA	T2W	A319	128	SFO	284	8:12	116	0
UA	T2W	B739	179	ORD	395	18:09	171	0
UA	T2W	A320	150	DEN	459	20:46	144	0
UA	T2W	B739	179	SFO	497	14:28	162	0
UA	T2W	A320	150	SFO	555	9:24	135	0
UA	T2W	A319	128	DEN	710	17:11	123	0
UA	T2W	B739	179	DEN	763	12:34	171	0
UA	T2W	A319	128	ORD	1590	12:21	122	0
UA	T2W	A320	150	EWR	1593	10:42	142	0
UA	T2W	B738	166	SFO	1798	19:39	150	0
UA	T2W	B739	179	IAH	1870	15:27	172	0

PDX	333	6:29	150	0
SEA	1133	6:20	141	0
SFO	1949	6:40	124	0
SMF	3340	6:15	132	0
SJC	3397	7:00	71	0
MRY	3417	7:30	59	0
JFK	90	21:07	147	0
BOS	20	20:43	150	0
JFK	190	13:06	147	0
FLL	530	20:56	139	0
BOS	2820	11:34	150	0
LHR	272	20:45	258	0
ATL	2213	22:36	221	0
JFK	862	15:20	144	0
DTW	833	11:22	181	0
ATL	1430	14:35	181	0
ATL	1054	12:20	181	0
DTW	1275	13:30	181	0
ATL	1636	21:36	181	0
SEA	1608	13:22	102	0
MSP	1687	11:25	178	0
ATL	1692	10:55	221	0
MSP	1728	14:04	178	0
MSP	2443	15:55	178	0
JFK	1798	22:05	179	0
JFK	473	11:57	161	0
SLC	2295	10:05	149	0
SLC	2378	13:10	149	0
DTW	1855	22:36	181	0
SEA	2532	11:25	101	0
SLC	2546	18:25	149	0
SLC	2615	16:35	102	0
ATL	30	9:00	181	0
SEA	5736	15:05	69	0
SEA	5750	18:50	69	0
LAS	5789	10:49	59	0
LAS	5804	17:04	59	0
LAX	5761	20:59	58	0
MSP	1545	8:00	167	0
MSP	1864	6:30	167	0
ATL	62	7:40	181	0
ATL	1592	6:30	181	0
SLC	2872	6:15	179	0
JFK	2404	7:10	179	0
DTW	98	7:00	181	0
LAS	5738	6:55	59	0
CVG	1188	10:07	221	0
DEN	560	11:22	221	0
AUS	1702	12:27	173	0
TUL	1764	7:05	154	0
EUG	1004	17:16	142	0
HNL	15	10:15	267	0
OGG	37	7:05	159	0
NRT	65	13:30	181	0
FRA	467	15:10	242	0
DFW	108	18:00	170	0
LAS	636	20:05	152	0
BWI	189	20:56	148	0
LAS	356	15:35	190	0
ORD	564	13:30	219	0
DTW	644	11:00	150	0
LAS	352	9:30	152	0
IAH	858	7:00	168	0
MSP	402	13:00	147	0
IAD	2282	12:35	172	0
IAH	2210	15:40	172	0
SFO	334	9:55	116	0
SFO	1677	19:04	162	0
ORD	240	22:30	143	0
SFO	370	15:28	162	0
IAH	1284	10:15	144	0
DEN	231	18:05	123	0
SFO	1919	13:30	162	0
IAH	2099	13:40	123	0
EWR	2163	11:35	142	0
SFO	384	20:30	150	0
SFO	736	16:31	162	0

UA	T2W	B739	179	SFO	1900	12:30	162	0	DEN	243	13:29	171	0
UA	T2W	B739	179	IAH	1916	19:37	172	0	EWR	710	20:48	170	0
UA	T2W	B739	179	IAH	1919	10:42	172	0	IAH	1593	11:51	172	0
UA	T2W	B739	179	DEN	1982	9:44	171	0	DEN	1479	10:45	171	0
UA	T2W	B739	179	IAH	2156	13:02	172	0	ORD	1900	14:05	171	0
UA	T2W	B739	179	ORD	2192	9:54	171	0	ORD	555	10:59	171	0
UA	T2W	B738	166	SFO	2238	10:20	150	0	SFO	390	11:20	150	0
UA	T2W	A320	150	SFO	2287	17:25	135	0	SFO	2016	18:22	135	0
UA	T2W	B739	179	IAD	2303	19:41	172	0	LAX	1482	20:58	112	0
UA	T2W	A320	150	ORD	2381	15:01	143	0	DEN	2299	16:02	144	0
UA	T2W	A319	128						SFO	2235	6:15	116	0
UA	T2W	A319	128	SFO	361	22:35	116	0					
UA	T2W	B739	179						ORD	2137	8:25	171	0
UA	T2W	B739	179	ORD	651	22:10	171	0					
UA	T2W	B739	179						DEN	1209	8:30	171	0
UA	T2W	B739	179						SFO	662	7:35	162	0
UA	T2W	B739	179	IAH	991	22:56	172	0					
UA	T2W	B738	166						IAD	546	8:12	159	0
UA	T2W	B738	166	EWR	1827	20:57	157	0					
UA	T2W	B739	179	SFO	1967	22:08	162	0					
UA	T2W	B739	179						IAH	2094	7:50	172	0
UA	T2W	B739	179	EWR	2275	22:46	170	0					
UA	T2W	B739	179						EWR	751	6:15	170	0
UA	T2W	B739	179	DEN	2416	23:30	171	0					
UA	T2W	B738	166						ORD	913	6:15	159	0
UA	T2W	B738	166	SFO	2423	23:47	150	0					
WN	T1	B737	143	PHX	20	15:05	113	0	PDX	20	15:40	120	0
WN	T1	B737	143	OAK	31	7:50	108	0	DAL	31	8:25	127	0
WN	T1	B737	143	PHX	34	7:50	113	0	HOU	34	8:25	137	0
WN	T1	B738	175	LAS	160	11:40	127	0	SMF	160	12:30	148	0
WN	T1	B738	175	OAK	170	20:10	133	0	OAK	375	20:55	133	0
WN	T1	B738	175	BWI	193	16:20	165	0	SMF	193	17:10	148	0
WN	T1	B738	175	BNA	211	10:30	155	0	IND	2485	11:30	157	0
WN	T1	B737	143	SJC	234	17:45	111	0	MDW	1410	18:25	133	0
WN	T1	B738	175	SMF	241	21:00	148	0	PDX	241	22:00	147	0
WN	T1	B738	175	MSY	266	17:10	156	0	SAT	267	18:00	150	0
WN	T1	B738	175	BWI	359	10:55	165	0	TPA	2332	11:45	155	0
WN	T1	B737	143	DEN	361	8:40	133	0	ABQ	2245	9:30	116	0
WN	T1	B738	175	MCO	368	14:20	168	0	MDW	369	15:05	162	0
WN	T1	B737	143	LAS	416	17:40	104	0	LAS	234	18:20	104	0
WN	T1	B738	175	DAL	419	15:50	156	0	PHX	419	16:35	139	0
WN	T1	B737	143	SJC	427	22:00	111	0	LAS	1334	22:50	104	0
WN	T1	B737	143	SJC	470	16:40	111	0	SJC	1459	17:10	111	0
WN	T1	B737	143	PHX	477	7:05	113	0	SAT	477	7:45	122	0
WN	T1	B737	143	SAT	481	10:35	122	0	SFO	1698	11:10	118	0
WN	T1	B737	143	LAS	482	18:35	104	0	PHX	483	19:10	113	0
WN	T1	B737	143	OAK	500	19:25	108	0	OAK	2271	20:10	108	0
WN	T1	B737	143	LAS	502	9:30	104	0	LAS	963	10:05	104	0
WN	T1	B737	143	AUS	506	17:50	119	0	MCI	2175	18:30	127	0
WN	T1	B737	143	OAK	580	21:25	108	0	PHX	991	22:35	113	0
WN	T1	B738	175	MDW	597	13:00	162	0	HOU	199	13:45	167	0
WN	T1	B737	143	DEN	606	6:55	133	0	BNA	1467	7:30	127	0
WN	T1	B737	143	OAK	609	14:10	108	0	PHX	2194	14:50	113	0
WN	T1	B737	143	LAS	746	21:45	104	0	OAK	408	22:45	108	0
WN	T1	B737	143	LAS	768	20:25	104	0	LAS	2294	21:00	104	0
WN	T1	B737	143	PHX	791	12:50	113	0	DEN	791	13:25	133	0
WN	T1	B737	143	TPA	807	11:40	127	0	SJC	807	12:20	111	0
WN	T1	B737	143	HOU	847	9:25	137	0	SMF	2519	10:05	121	0
WN	T1	B737	143	EWR	893	13:55	134	0	OAK	893	14:30	108	0
WN	T1	B737	143	RNO	958	19:15	127	0	AUS	958	19:50	119	0
WN	T1	B737	143	PHX	977	18:45	113	0	OAK	977	19:15	108	0
WN	T1	B737	143	LAS	996	7:30	104	0	SEA	996	8:10	137	0
WN	T1	B737	143	SEA	1017	20:50	137	0	TUS	1017	21:25	106	0
WN	T1	B737	143	SMF	1051	14:55	121	0	SJC	1336	15:30	111	0
WN	T1	B738	175	DEN	1082	13:55	163	0	BNA	724	14:45	155	0
WN	T1	B737	143	PDX	1096	13:20	120	0	BWI	1096	13:55	135	0
WN	T1	B738	175	MCI	1147	8:15	155	0	EWR	1148	9:10	164	0
WN	T1	B737	143	AUS	1156	9:40	119	0	DAL	695	10:15	127	0
WN	T1	B738	175	DEN	1207	10:10	163	0	SJC	1207	11:00	136	0
WN	T2W	B737	143	SJD	1214	15:10	129	0	LAS	2545	15:50	104	0
WN	T1	B737	143	SJC	1291	21:05	111	0	SMF	1292	21:45	121	0
WN	T1	B738	175	MDW	1295	10:25	162	0	BWI	1100	11:20	165	0
WN	T1	B737	143	TUS	1306	11:20	106	0	OAK	2286	12:00	108	0
WN	T1	B738	175	HOU	1408	18:35	167	0	SMF	2531	19:40	148	0
WN	T1	B737	143	OAK	1409	7:00	108	0	SJC	606	7:35	111	0
WN	T1	B737	143	PHX	1410	17:40	113	0	OAK	416	18:20	108	0
WN	T1	B737	143	ABQ	1467	6:55	116	0	MCI	1409	7:35	127	0
WN	T1	B738	175	SJC	1474	10:20	136	0	MCO	1474	11:05	168	0
WN	T1	B738	175	SMF	1481	18:30	148	0	STL	1481	19:30	154	0
WN	T1	B737	143	SMF	1624	17:15	121	0	PHX	1624	17:50	113	0
WN	T1	B737	143	TUS	1647	19:00	106	0	LAS	1647	19:35	104	0
WN	T1	B737	143	RNO	1652	8:15	127	0	DEN	1652	8:50	133	0
WN	T1	B737	143	SFO	1697	10:35	118	0	MSY	52	11:10	128	0
WN	T1	B737	143	SFO	1699	15:00	118	0	SFO	2083	15:35	118	0
WN	T1	B737	143	SFO	1701	19:15	118	0	SFO	1702	19:45	118	0
WN	T1	B737	143	SAT	1705	15:25	122	0	BOI	2129	16:10	131	0
WN	T1	B737	143	BOI	1748	21:00	131	0	SFO	1807	21:45	118	0
WN	T1	B737	143	LAS	1775	15:25	104	0	OAK	1705	16:20	108	0
WN	T1	B737	143	SFO	1797	8:00	118	0	SFO	1798	8:35	118	0
WN	T1	B737	143	SFO	1799	12:30	118	0	MKE	1895	13:05	132	0
WN	T1	B737	143	SFO	1801	17:00	118	0	SFO	1802	17:35	118	0
WN	T1	B737	143	SFO	1806	21:10	118	0	DEN	580	22:10	133	0
WN	T1	B737	143	MCI	1810	21:10	127	0	OAK	1810	21:55	108	0
WN	T1	B737	143	SJC	1832	12:00	111	0	AUS	1832	12:45	119	0
WN	T1	B738	175	SMF	1882	8:55	148	0	PHX	1882	9:45	139	0
WN	T1	B737	143	SMF	1895	12:30	121	0	SFO	1800	13:10	118	0

WN	T1	B737	143	SMF	1917	13:25	121	0
WN	T1	B737	143	OAK	1927	16:45	108	0
WN	T1	B737	143	SLC	2062	14:45	124	0
WN	T1	B737	143	OAK	2067	10:25	108	0
WN	T1	B737	143	SJC	2093	19:50	111	0
WN	T1	B737	143	PHX	2116	8:40	113	0
WN	T1	B737	143	STL	2129	15:30	126	0
WN	T1	B38M	175	MKE	2136	17:15	161	0
WN	T1	B738	175	ATL	2155	12:15	165	0
WN	T1	B737	143	OAK	2175	17:50	108	0
WN	T1	B737	143	SJC	2194	14:15	111	0
WN	T1	B737	143	PDX	2208	8:30	120	0
WN	T1	B737	143	SMF	2209	19:40	121	0
WN	T1	B737	143	SJC	2245	8:55	111	0
WN	T1	B738	175	OAK	2258	8:35	133	0
WN	T1	B737	143	LAS	2270	12:35	104	0
WN	T1	B738	175	SJC	2276	18:25	136	0
WN	T1	B737	143	DAL	2286	11:20	127	0
WN	T1	B738	175	MDW	2295	15:15	162	0
WN	T1	B738	175	PHX	2306	9:45	139	0
WN	T1	B737	143	OAK	2339	13:30	108	0
WN	T1	B737	143	SMF	2351	15:45	121	0
WN	T1	B737	143	SMF	2362	7:15	121	0
WN	T1	B737	143	DAL	2378	20:00	127	0
WN	T1	B737	143	DEN	2385	18:05	133	0
WN	T1	B737	143	SJC	2393	7:55	111	0
WN	T1	B737	143	LAS	2421	8:20	104	0
WN	T1	B737	143	SMF	2471	10:50	121	0
WN	T1	B737	143	SEA	2519	9:25	137	0
WN	T1	B737	143	SJC	2545	15:15	111	0
WN	T1	B737	143	IND	2567	13:40	128	0
WN	T1	B737	143	PHX	2574	20:10	113	0
WN	T1	B738	175	DAL	6874	7:00	156	0
WN	T1	B737	143					
AA	T2E	B738	160	JFK	3000300	8:35	149	0
AA	T2E	B738	160	MIA	3000301	20:55	151	0
AA	T2E	B738	160	PHL	3000302	11:25	141	0
AA	T2E	B738	160					
AA	T2E	B738	160	DFW	3000304	23:30	149	0
AA	T2E	B738	160					
AA	T2E	B738	160	CLT	3000305	22:00	144	0
AA	T2E	B738	160	DFW	3000314	17:13	149	0
AA	T2E	A21N	181	JFK	3000319	7:00	169	0
AA	T2E	A21N	181	ORD	3000322	17:30	173	0
AA	T2E	B738	160	ORD	3000324	9:55	153	0
AA	T2E	A21N	181	DCA	3000325	14:55	168	0
AA	T2E	A21N	181	CLT	3000328	19:00	163	0
UA	T2W	A320	150	IAD	3000405	12:30	144	0
UA	T2W	B739	167	IAD	3000406	15:40	160	0
UA	T2W	B739	167	IAD	3000410	6:30	160	0
UA	T2W	A320	150					
UA	T2W	A320	150	ORD	3000412	22:55	143	0
UA	T2W	B739	167	ORD	3000416	13:30	160	0
UA	T2W	B739	167	ORD	3000417	10:55	160	0
UA	T2W	E75S	76	DEN	3000418	15:10	67	0
UA	T2W	A320	150					
UA	T2W	A320	150	IAH	3000425	23:10	144	0
UA	T2W	A320	150	BOS	3000432	20:00	143	0
UA	T2W	B739	167	EWR	3000435	20:55	158	0
UA	T2W	B739	167					
UA	T2W	B739	167	BOS	3000436	23:20	159	0
WN	T1	B737	143					
WN	T1	B738	175	LAS	3000500	22:15	127	0
WN	T1	B737	143	LAS	3000502	13:00	104	0
WN	T1	B737	143					
WN	T1	B737	143	OAK	3000507	22:25	108	0
WN	T1	B737	143	SFO	3000515	11:10	118	0
WN	T1	B737	143	SMF	3000524	14:00	121	0
WN	T1	B737	143	SMF	3000525	21:55	121	0
WN	T1	B737	143	SJC	3000537	15:55	111	0
WN	T1	B737	143	DEN	3000542	20:50	133	0
WN	T1	B737	143					
WN	T1	B737	143	EWR	3000544	23:05	134	0
WN	T1	B738	175	DEN	3000545	17:15	163	0
WN	T1	B737	143	BWI	3000552	15:00	135	0
WN	T1	B737	143	LAS	3000554	6:55	104	0
WN	T1	B737	143	DAL	3000556	8:10	127	0
WN	T1	B738	175	HOU	3000561	17:30	167	0
WN	T1	B737	143	PDX	3000579	19:00	120	0
WN	T1	B737	143	LAS	532	23:15	104	0
WN	T1	B738	175					
WN	T1	B738	175	BNA	833	23:05	155	0
WN	T1	B737	143					
WN	T1	B737	143	PHX	1057	23:10	113	0
WN	T1	B737	143					
WN	T1	B737	143	STL	1334	22:20	126	0
WN	T1	B737	143					
WN	T1	B737	143	PDX	1401	22:50	120	0
WN	T1	B737	143					
WN	T1	B737	143	ABQ	1439	23:00	116	0
WN	T1	B738	175					
WN	T1	B738	175	AUS	1695	21:15	146	0
WN	T1	B737	143					
WN	T1	B737	143	SFO	1703	23:20	118	0
WN	T1	B737	143					
WN	T1	B737	143	DEN	2085	23:20	133	0
SJC	1918	14:00	111	0
SEA	1927	17:30	137	0
SMF	2062	15:25	121	0
DEN	2067	11:00	133	0
PHX	2093	20:20	113	0
SMF	2116	9:15	121	0
SJC	1103	16:20	111	0
DAL	1230	18:00	156	0
RNO	2155	13:05	156	0
SJC	506	18:25	111	0
SLC	609	14:50	124	0
SJC	2208	9:05	111	0
ABQ	500	20:15	116	0
SJD	1213	9:55	129	0
STL	2258	9:30	154	0
LAS	1767	13:10	104	0
SJC	1408	19:25	136	0
PHX	2817	12:00	113	0
DAL	1494	16:05	156	0
MDW	1284	10:35	162	0
SMF	2151	14:05	121	0
LAS	2355	16:55	104	0
PHX	2362	7:55	113	0
SJC	2378	20:35	111	0
SMF	2385	18:40	121	0
LAS	2393	8:30	104	0
ATL	2421	9:05	135	0
LAS	2471	11:25	104	0
OAK	847	9:55	108	0
DEN	1775	16:00	133	0
TUS	2567	14:15	106	0
RNO	2574	20:45	127	0
OAK	980	8:10	133	0
SMF	2267	6:30	121	0
JFK	4000300	9:35	149	0
MIA	4000301	22:50	151	0
PHL	4000302	12:20	141	0
DFW	4000304	7:45	149	0
CLT	4000305	6:00	144	0
DFW	4000314	18:13	149	0
JFK	4000319	7:50	169	0
ORD	4000322	18:20	173	0
ORD	4000324	10:40	153	0
DCA	4000325	15:55	168	0
CLT	4000328	19:55	163	0
IAD	4000405	13:30	144	0
IAD	4000406	16:40	160	0
IAD	4000410	7:30	160	0
ORD	4000412	6:50	143	0
ORD	4000416	14:30	160	0
ORD	4000417	11:55	160	0
DEN	4000418	16:00	67	0
IAH	4000425	7:50	144	0
BOS	4000432	20:58	143	0
EWR	4000435	22:55	158	0
BOS	4000436	6:40	159	0
SFO	4000500	6:35	118	0
LAS	4000502	13:35	104	0
SMF	4000507	6:35	121	0
SFO	4000515	11:55	118	0
SMF	4000524	14:35	121	0
SMF	4000525	22:35	121	0
SJC	4000537	16:45	111	0
ABQ	4000542	21:30	116	0
EWR	4000544	6:35	134	0
DEN	4000545	17:55	163	0
PDX	4000552	15:50	120	0
LAS	4000554	7:45	104	0
DAL	4000556	8:50	127	0
HOU	4000561	18:10	167	0
PDX	4000579	19:50	120	0
MDW	2475	6:40	162	0
LAS	1708	6:35	104	0
OAK	2503	7:20	108	0
PHX	1712	6:55	113	0
DEN	2204	6:40	133	0
SMF	2172	7:40	148	0
SJC	1691	6:20	111	0
SFO	2384	6:30	118	0

WN	T1	B738	175						AUS	2486	6:20	146	0
WN	T1	B738	175	BWI	2259	23:05	165	0					
WN	T1	B38M	175						PDX	1679	7:10	147	0
WN	T1	B38M	175	MDW	2292	22:05	162	0					
WN	T1	B737	143						BWI	2164	6:35	135	0
WN	T1	B737	143	OAK	4767	23:15	108	0					
WS	T2E	B737	134	YYC	1564	13:28	126	0	YYC	1565	14:15	126	0
WS	T2E	B738	174	YVR	1762	12:26	165	0	YVR	1763	13:15	165	0
DL	T2W	B739	180	ATL	3000004	13:00	170	0	ATL	4000004	13:50	170	0
DL	T2W	BCS3	130						MSP	4000005	6:20	120	0
DL	T2W	BCS3	130	MSP	3000005	20:48	120	0					
DL	T2W	B738	160						MSP	4000008	9:00	148	0
DL	T2W	B738	160	MSP	3000008	23:18	148	0					
DL	T2W	BCS3	130						MSP	4000009	6:59	120	0
DL	T2W	BCS3	130	MSP	3000009	22:50	120	0					
DL	T2W	A320	160	MSP	3000010	17:20	148	0	MSP	4000010	18:00	148	0
DL	T2W	BCS1	109	LAS	3000018	20:45	96	0	LAS	4000018	21:35	96	0
DL	T2W	B738	160	JFK	3000026	12:01	144	0	JFK	4000026	13:00	144	0
DL	T2W	B738	160						DTW	4000028	6:00	151	0
DL	T2W	A321	192	JFK	3000029	16:00	172	0	JFK	4000029	16:50	172	0
DL	T2W	B738	160	DTW	3000028	20:30	151	0					
DL	T2W	BCS3	130	DTW	3000033	9:35	122	0	DTW	4000033	10:25	122	0
DL	T2W	A320	160	SEA	3000041	21:10	149	0	SEA	4000041	22:00	149	0
AC	T2W	E75S	76	YVR	3000200	19:15	71	0	YVR	4000200	20:05	71	0
BA	T2W	B772	345	LHR	3000212	12:25	300	0	LHR	4000212	13:50	300	0
DY	T2W	B788	235						LGW	4000213	7:20	204	0
DY	T2W	B788	235	LGW	3000213	19:20	204	0					
WS	T2E	B738	168	YYC	3000228	18:15	157	0	YYC	4000228	19:00	157	0
WN	T1	B737	143	AUS	3000584	18:00	119	0	AUS	4000584	18:40	119	0
WN	T1	B738	175	MKE	3000594	12:00	161	0	MKE	4000594	12:35	161	0
WN	T2W	B737	143	CUN	3000603	14:10	125	0	CUN	4000603	14:50	125	0
AS	T2E	B739	181						EWR	4000701	6:55	164	0
AS	T2E	B739	181	EWR	3000701	23:20	164	0					
AS	T1	A320	149	SFO	3000709	8:35	124	0	SFO	4000709	9:25	124	0
AS	T1	A20N	185	LAS	3000713	20:00	162	0	LAS	4000713	20:55	162	0
AS	T2E	B739	181	SLC	3000719	18:05	159	0	SLC	4000719	18:55	159	0
AS	T2W	B739	181	SJD	3000740	14:00	149	0	SJD	4000740	15:20	149	0
DL	T2W	A320	160	SLC	3000012	14:45	149	0	SLC	4000012	15:35	149	0
AS	T2W	B739	181	SJD	3000739	16:05	149	0	SJD	4000739	17:10	149	0
AS	T2E	B739	181						MZT	4000747	8:25	159	0
AS	T2E	B739	181	MZT	3000747	23:25	159	0					
AS	T2E	A320	149						PVR	4000746	7:25	115	0
AS	T2E	A320	149	PVR	3000746	21:00	115	0					
UA	T2W	B739	167	ORD	3000413	19:58	160	0	ORD	4000413	20:48	160	0

Terminating Pax Flow (Arrivals)

Flight schedule 2019_2026 No-Build summary
For Terminating
Time

	T1	T2E	T2W	Total
Daily	22,635	11,360	15,688	49,683
12:00 AM	60	31	110	201
12:15 AM	94	0	95	189
12:30 AM	15	0	94	109
12:45 AM	0	0	13	13
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	50	50
6:45 AM	4	0	94	98
7:00 AM	279	64	16	359
7:15 AM	419	185	0	604
7:30 AM	182	51	0	233
7:45 AM	205	7	0	212
8:00 AM	324	98	1	423
8:15 AM	345	62	51	458
8:30 AM	397	86	57	540
8:45 AM	602	293	7	902
9:00 AM	455	240	0	695
9:15 AM	359	117	37	513
9:30 AM	337	60	178	575
9:45 AM	409	123	242	774
10:00 AM	252	310	369	931
10:15 AM	147	195	167	509
10:30 AM	504	212	320	1,036
10:45 AM	489	299	375	1,163
11:00 AM	256	291	326	873
11:15 AM	186	72	249	507
11:30 AM	221	81	274	576
11:45 AM	372	170	185	727

Originating Pax Flow (Departures)

Flight schedule 2019_2026 No-Build summary
For Originating
Time

	T1	T2E	T2W	Total
Daily	22,290	11,745	15,525	49,560
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	2	2	4
3:45 AM	3	11	13	27
4:00 AM	18	23	27	68
4:15 AM	31	63	82	176
4:30 AM	103	172	208	483
4:45 AM	275	268	319	862
5:00 AM	456	281	381	1,118
5:15 AM	523	293	404	1,220
5:30 AM	520	275	407	1,202
5:45 AM	493	268	387	1,148
6:00 AM	456	309	384	1,149
6:15 AM	399	366	366	1,131
6:30 AM	407	340	329	1,076
6:45 AM	455	294	299	1,048
7:00 AM	479	245	242	966
7:15 AM	473	213	191	877
7:30 AM	446	173	147	766
7:45 AM	411	157	141	709
8:00 AM	380	161	136	677
8:15 AM	366	163	171	700
8:30 AM	343	177	200	720
8:45 AM	342	189	241	772
9:00 AM	343	194	277	814
9:15 AM	342	197	281	820
9:30 AM	360	198	297	855
9:45 AM	365	204	282	851
10:00 AM	364	208	273	845
10:15 AM	336	213	249	798
10:30 AM	311	210	225	746
10:45 AM	307	194	219	720
11:00 AM	302	173	226	701
11:15 AM	320	166	254	740
11:30 AM	307	152	302	761
11:45 AM	307	154	339	800

12:00 PM	346	242	118	706
12:15 PM	314	178	115	607
12:30 PM	247	117	506	870
12:45 PM	378	227	632	1,237
1:00 PM	264	130	277	671
1:15 PM	198	110	336	644
1:30 PM	217	241	286	744
1:45 PM	318	144	308	770
2:00 PM	306	13	142	461
2:15 PM	323	63	200	586
2:30 PM	348	100	173	621
2:45 PM	299	69	287	655
3:00 PM	457	190	344	991
3:15 PM	425	166	310	901
3:30 PM	378	86	191	655
3:45 PM	251	144	176	571
4:00 PM	251	147	195	593
4:15 PM	115	116	250	481
4:30 PM	133	263	79	475
4:45 PM	370	115	35	520
5:00 PM	306	26	63	395
5:15 PM	422	97	181	700
5:30 PM	441	153	256	850
5:45 PM	392	163	239	794
6:00 PM	443	144	159	746
6:15 PM	242	250	152	644
6:30 PM	241	291	104	636
6:45 PM	467	266	89	822
7:00 PM	329	218	152	699
7:15 PM	314	137	66	517
7:30 PM	294	208	191	693
7:45 PM	179	238	476	893
8:00 PM	320	259	595	1,174
8:15 PM	409	193	311	913
8:30 PM	217	19	217	453
8:45 PM	158	3	214	375
9:00 PM	368	196	388	952
9:15 PM	609	223	277	1,109
9:30 PM	421	128	148	697
9:45 PM	265	141	328	734
10:00 PM	313	236	226	775
10:15 PM	301	244	210	755
10:30 PM	341	177	144	662
10:45 PM	363	262	325	950
11:00 PM	354	179	652	1,185
11:15 PM	689	158	516	1,363
11:30 PM	496	495	507	1,498
11:45 PM	90	348	232	670

12:00 PM	293	150	361	804
12:15 PM	280	143	365	788
12:30 PM	273	145	323	741
12:45 PM	278	132	295	705
1:00 PM	291	132	258	681
1:15 PM	307	121	258	686
1:30 PM	331	106	269	706
1:45 PM	337	110	277	724
2:00 PM	333	116	285	734
2:15 PM	327	127	269	723
2:30 PM	299	138	243	680
2:45 PM	273	139	214	626
3:00 PM	258	134	177	569
3:15 PM	263	128	160	551
3:30 PM	291	125	137	553
3:45 PM	315	129	122	566
4:00 PM	355	129	111	595
4:15 PM	362	137	106	605
4:30 PM	362	138	112	612
4:45 PM	354	134	114	602
5:00 PM	327	141	108	576
5:15 PM	321	135	91	547
5:30 PM	304	132	68	504
5:45 PM	317	134	64	515
6:00 PM	325	127	66	518
6:15 PM	338	127	88	553
6:30 PM	327	121	120	568
6:45 PM	300	116	157	573
7:00 PM	277	110	196	583
7:15 PM	248	110	211	569
7:30 PM	240	106	219	565
7:45 PM	227	109	205	541
8:00 PM	210	113	182	505
8:15 PM	204	122	181	507
8:30 PM	187	140	173	500
8:45 PM	178	147	175	500
9:00 PM	150	145	157	452
9:15 PM	119	123	130	372
9:30 PM	89	89	94	272
9:45 PM	48	52	52	152
10:00 PM	24	21	24	69
10:15 PM	5	6	6	17
10:30 PM	0	0	1	1
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

Only include flights on date: **7/12/2018**

24-hr Deplanements
49684

24-hr Enplanements
49561

Errors: 0

				Arrivals								Departures							
Airline	Gate	Type	Seat	Origin	Arr No	Arr Sch	Arrival	#Dep	#ConDep	ArrType	Arr TN	Dest	Dep No	Dep Sch	Departure	#Enp	#ConEnp	Dep Type	Dep TN
AA	T1	A21N	181	DFW	131	10:21		169	0			DFW	131	11:59		169	0		
AA	T1	A21N	196	PHX	438	8:47		167	0			PHX	438	9:58		167	0		
AA	T1	A321	187	PHX	480	18:16		159	0			PHX	480	19:25		159	0		
AA	T1	A321	187	PHX	491	15:11		159	0			DFW	491	16:04		174	0		
AA	T1	A321	187	PHL	581	20:56		165	0			CLT	596	22:31		168	0		
AA	T1	A321	187	CLT	639	9:31		168	0			CLT	639	10:24		168	0		
AA	T1	A321	187	DFW	679	11:59		174	0			DFW	679	12:49		174	0		
AA	T1	A21N	181	DFW	1064	9:52		169	0			DFW	1064	10:42		169	0		
AA	T1	A321	187	ORD	1168	15:38		179	0			PHX	1514	16:40		159	0		
AA	T1	A21N	181	DFW	1229	13:24		169	0			DFW	1229	14:22		169	0		
AA	T1	B738	160	DFW	1243	19:57		149	0			JFK	2306	22:26		149	0		
AA	T1	A321	187	ORD	1543	19:21		179	0			MIA	1209	21:54		176	0		
AA	T1	A21N	181	DFW	1611	7:53		169	0			DFW	1611	8:45		169	0		
AA	T1	A321	187	PHL	1621	10:35		165	0			ORD	134	11:34		179	0		
AA	T1	A21N	181	DFW	1624	16:13		169	0			DFW	1624	17:39		169	0		
AA	T1	A321	187	CLT	1740	18:30		168	0			PHL	2078	22:16		165	0		
AA	T1	A321	187	JFK	2407	21:40		174	0			ORD	1606	22:46		179	0		
AA	T1	A321	187	PHX	2671	11:43		159	0			PHX	2671	12:34		159	0		
AA	T1	A321	187	ORD	2680	14:14		179	0			ORD	2680	15:02		179	0		
AA	T1	A321	187	JFK	2681	9:52		174	0			JFK	2681	11:00		174	0		
AA	T1	B738	160	JFK	366	22:55		149	0										
AA	T1	B738	160									PHL	1367	6:21		141	0		
AA	T1	A321	187									PHL	433	7:49		165	0		
AA	T1	A321	187	PHX	440	21:20		159	0										
AA	T1	A321	187									CLT	1651	7:12		168	0		
AA	T1	A321	187	CLT	597	21:53		168	0										
AA	T1	A321	187									JFK	2458	7:42		174	0		
AA	T1	A321	187	ORD	1244	22:40		179	0										
AA	T1	A321	187									PHX	625	6:20		159	0		
AA	T1	A321	187	PHL	2066	23:26		165	0										
AA	T1	A21N	181									DFW	2535	6:23		169	0		
AA	T1	A21N	181	DFW	2568	23:13		169	0										
AA	T1	A321	187									ORD	956	8:00		179	0		
AA	T1	A321	187	MIA	2674	22:28		176	0										
AA	T1	A21N	181	DFW	2758	17:52		169	0										
AA	T1	A21N	181									DFW	1055	6:54		169	0		
AC	T2E	A321	200	YYZ	1887	10:45		190	0			YYZ	1886	11:50		190	0		
AC	T2E	CRJ9	76	YVR	8668	15:51		71	0			YVR	8669	16:30		71	0		
AC	T2E	E75S	76	YVR	8690	13:11		71	0			YVR	8691	13:50		71	0		
AC	T2E	E75S	76									YVR	8667	7:00		71	0		
AC	T2E	E75S	76	YVR	8670	22:51		71	0										
AS	T2W	B738	159	SJD	275	12:45		131	0			SJD	248	14:18		131	0		
AS	T2E	B738	159	MCO	339	17:41		153	0			PDX	577	18:59		150	0		
AS	T2E	B738	159	PDX	374	19:29		150	0			PDX	391	20:25		150	0		
AS	T2E	B738	159	BWI	377	9:28		141	0			SEA	539	11:20		151	0		
AS	T2W	B738	159	SEA	380	8:36		151	0			MCO	760	10:00		153	0		
AS	T2E	B739	178	SEA	388	12:35		169	0			SEA	471	13:35		169	0		
AS	T2W	B739	178	SEA	392	18:38		169	0			SEA	949	19:38		169	0		
AS	T2E	B739	178	SEA	482	9:01		169	0			SEA	579	10:10		169	0		
AS	T2E	B739	178	SEA	484	14:45		169	0			SEA	317	15:45		169	0		
AS	T2E	B738	159	PDX	566	9:00		150	0			KOA	185	10:10		138	0		
AS	T2W	B738	159	PDX	572	14:20		150	0			PDX	575	15:25		150	0		
AS	T2E	B739	178	SEA	574	16:25		169	0			SEA	455	17:26		169	0		
AS	T2E	B738	159	OGG	806	21:01		149	0			BWI	378	22:44		141	0		
AS	T2E	B738	159	SFO	1950	7:35		132	0			SFO	1953	8:28		132	0		
AS	T2E	A21N	185	SFO	1954	13:35		154	0			SFO	1965	14:34		154	0		
AS	T2W	B738	159	SFO	1958	16:36		132	0			SFO	1967	17:31		132	0		
AS	T2W	B739	178	SFO	1960	10:49		148	0			SFO	1961	11:40		148	0		
AS	T2E	A21N	185	SFO	1962	18:46		154	0			SFO	1971	19:42		154	0		
AS	T2W	A320	149	ABQ	2729	13:12		131	0			MSP	2774	14:24		131	0		
AS	T2W	A320	149	MSP	2781	14:47		131	0			ABQ	2730	15:32		131	0		
AS	T2W	A320	149	OMA	3339	16:41		131	0			SMF	3344	17:23		132	0		
AS	T2W	A320	149	SMF	3343	16:19		132	0			STS	3433	17:00		131	0		
AS	T2W	A320	149	SLC	3354	7:05		131	0			DAL	3306	7:52		131	0		
AS	T2W	E75S	76	SJC	3356	8:32		71	0			STL	3352	9:18		66	0		
AS	T2E	E75S	76	SJC	3396	11:36		71	0			SMF	3342	12:20		70	0		
AS	T2E	E75S	76	SJC	3398	15:43		71	0			SJC	3407	16:24		71	0		
AS	T2W	E75S	76	SJC	3408	20:06		71	0			SJC	3357	20:50		71	0		
AS	T2E	E75S	76	AUS	3421	17:00		64	0			MCI	3458	17:42		65	0		
AS	T2W	A320	149	MCI	3451	8:27		131	0			AUS	3336	9:07		131	0		
AS	T2W	E75S	76	STL	3453	17:32		66	0			BOI	3483	18:15		70	0		
AS	T2W	A320	149	FAT	3459	14:48		131	0			SLC	3341	15:28		131	0		
AS	T2W	A320	149	FAT	3471	18:28		131	0			FAT	3472	19:54		131	0		
AS	T2E	E75S	76	FAT	3477	8:40		57	0			FAT	3438	9:20		57	0		
AS	T2W	A320	149	BOI	3484	11:40		131	0			SJC	3399	12:25		127	0		
AS	T2W	E75S	76	MRY	3486	10:51		59	0			FAT	3422	11:31		57	0		
AS	T2E	E75S	76	SMF	3493	7:44		70	0			OMA	3338	8:24		67	0		
AS	T2W	B738	159									BOS	798	8:20		152	0		
AS	T2E	B738	159	KOA	196	22:28		138	0										
AS	T2E	B739	178									SEA	209	8:00		169	0		
AS	T2W	B739	178	SJD	201	18:47		146	0										
AS	T2E	B738	159									SJD	244	7:25		131	0		
AS	T2E	B739	178									EWR	772	6:20		161	0		
AS	T2W	B739	178	SEA	488	23:59		169	0										
AS	T2E	B738	159									HNL	895	7:20		153	0		
AS	T2E	B738	159	PDX	552	22:55		150	0										
AS	T2E	B738	159	BOS	769	21:36		152	0										
AS	T2E	B738	159									OGG	829	8:45		149	0		
AS	T2E	B738	159	EWR	773	22:04		144	0										
AS	T2E	B738	159									LIH	819	7:10		128	0		

AS	T2E	B738	159	LIH	858	23:03	128	0					
AS	T2W	B738	159						PDX	333	6:29	150	0
AS	T2E	B738	159	HNL	892	23:24	153	0					
AS	T2E	A320	149						SEA	1133	6:20	141	0
AS	T2W	A320	149	SFO	1964	22:37	124	0					
AS	T2W	A320	149						SFO	1949	6:40	124	0
AS	T2W	A320	149	SEA	1984	20:38	141	0					
AS	T2E	A320	149						SMF	3340	6:15	132	0
AS	T2E	A320	149	DAL	3305	22:30	131	0					
AS	T2E	E75S	76						SJC	3397	7:00	71	0
AS	T2W	E75S	76	SMF	3345	21:18	70	0					
AS	T2W	E75S	76						MRY	3417	7:30	59	0
AS	T2W	E75S	76	STS	3444	21:15	69	0					
B6	T2E	A320	159	BOS	19	19:57	150	0	JFK	90	21:07	147	0
B6	T2E	A320	159	JFK	89	19:33	147	0	BOS	20	20:43	150	0
B6	T2E	A320	159	JFK	189	11:56	147	0	JFK	190	13:06	147	0
B6	T2E	A320	150	FLL	529	19:52	139	0	FLL	530	20:56	139	0
B6	T2E	A320	159	BOS	2819	10:24	150	0	BOS	2820	11:34	150	0
BA	T2W	B773	297	LHR	273	18:45	258	0	LHR	272	20:45	258	0
DL	T2W	B753	234	ATL	33	21:31	221	0	ATL	2213	22:36	221	0
DL	T2W	B738	160	JFK	453	14:33	144	0	JFK	862	15:20	144	0
DL	T2W	A321	192	DTW	833	10:24	181	0	DTW	833	11:22	181	0
DL	T2W	A321	192	DTW	857	13:37	181	0	ATL	1430	14:35	181	0
DL	T2W	A321	192	ATL	945	11:22	181	0	ATL	1054	12:20	181	0
DL	T2W	A321	192	ATL	1430	12:32	181	0	DTW	1275	13:30	181	0
DL	T2W	A321	192	ATL	1567	17:00	181	0	ATL	1636	21:36	181	0
DL	T2W	B712	110	SEA	1608	12:47	102	0	SEA	1608	13:22	102	0
DL	T2W	A321	192	MSP	1687	10:27	178	0	MSP	1687	11:25	178	0
DL	T2W	B753	234	ATL	1692	9:50	221	0	ATL	1692	10:55	221	0
DL	T2W	A321	192	MSP	1728	13:06	178	0	MSP	1728	14:04	178	0
DL	T2W	A321	192	ATL	1792	14:57	181	0	MSP	2443	15:55	178	0
DL	T2W	B752	199	JFK	2246	20:15	179	0	JFK	1798	22:05	179	0
DL	T2W	B739	180	JFK	2288	11:07	161	0	JFK	473	11:57	161	0
DL	T2W	A320	160	SLC	2295	9:17	149	0	SLC	2295	10:05	149	0
DL	T2W	A320	160	SLC	2378	12:21	149	0	SLC	2378	13:10	149	0
DL	T2W	A321	192	DTW	2497	17:47	181	0	DTW	1855	22:36	181	0
DL	T2W	BCS1	109	SEA	2532	10:47	101	0	SEA	2532	11:25	101	0
DL	T2W	A320	160	SLC	2546	17:35	149	0	SLC	2546	18:25	149	0
DL	T2W	BCS1	109	SLC	2615	15:56	102	0	SLC	2615	16:35	102	0
DL	T2W	A321	192						ATL	30	9:00	181	0
DL	T2W	E75S	76	SEA	5736	14:03	69	0	SEA	5736	15:05	69	0
DL	T2W	E75S	76	SEA	5750	18:13	69	0	SEA	5750	18:50	69	0
DL	T2W	E75S	76	LAS	5789	10:19	59	0	LAS	5789	10:49	59	0
DL	T2W	E75S	76	LAS	5804	16:30	59	0	LAS	5804	17:04	59	0
DL	T2W	E75S	76	LAS	5842	20:20	59	0	LAX	5761	20:59	58	0
DL	T2W	A321	192	ATL	63	19:44	181	0					
DL	T2W	B739	180						MSP	1545	8:00	167	0
DL	T2W	B739	180	MSP	1744	19:43	167	0					
DL	T2W	B739	180						MSP	1864	6:30	167	0
DL	T2W	B739	180	MSP	1787	21:46	167	0					
DL	T2W	A321	192						ATL	62	7:40	181	0
DL	T2W	A321	192	DTW	1855	21:38	181	0					
DL	T2W	A321	192						ATL	1592	6:30	181	0
DL	T2W	A321	192	SLC	1909	23:15	179	0					
DL	T2W	A321	192	MSP	2103	0:13	178	0	SLC	2872	6:15	179	0
DL	T2W	B752	199						JFK	2404	7:10	179	0
DL	T2W	B752	199	JFK	2243	22:40	179	0					
DL	T2W	A321	192						DTW	98	7:00	181	0
DL	T2W	A321	192	ATL	2367	23:10	181	0					
DL	T2W	E75S	76	SEA	5793	21:37	69	0					
DL	T2W	E75S	76						LAS	5738	6:55	59	0
F9	T2E	A321	230	DEN	555	9:07	221	0	CVG	1188	10:07	221	0
F9	T2E	A321	230	CVG	1185	10:22	221	0	DEN	560	11:22	221	0
F9	T2E	A320	180	AUS	1701	11:37	173	0	AUS	1702	12:27	173	0
F9	T2E	A320	180						TUL	1764	7:05	154	0
F9	T2E	A320	180	TUL	1839	21:45	154	0					
G4	T2E	A319	156	EUG	1005	16:36	142	0	EUG	1004	17:16	142	0
HA	T2W	A332	278						HNL	15	10:15	267	0
HA	T2W	A332	278	HNL	16	22:45	267	0					
HA	T2W	A321	189						OGG	37	7:05	159	0
HA	T2W	A321	189	OGG	38	19:50	159	0					
JL	T2W	B788	206	NRT	66	11:40	181	0	NRT	65	13:30	181	0
LH	T2W	A343	279	FRA	466	13:25	242	0	FRA	467	15:10	242	0
NK	T2E	A20N	182	DFW	107	17:05	170	0	DFW	108	18:00	170	0
NK	T2E	A20N	182	BWI	194	19:11	148	0	LAS	636	20:05	152	0
NK	T2E	A20N	182	LAS	245	19:48	152	0	BWI	189	20:56	148	0
NK	T2E	A21N	228	LAS	511	14:38	190	0	LAS	356	15:35	190	0
NK	T2E	A21N	228	ORD	563	12:35	219	0	ORD	564	13:30	219	0
NK	T2E	A20N	182	DTW	623	9:45	150	0	DTW	644	11:00	150	0
NK	T2E	A20N	182	LAS	673	8:35	152	0	LAS	352	9:30	152	0
NK	T2E	A21N	228						IAH	858	7:00	168	0
NK	T2E	A21N	228	IAH	619	22:34	168	0					
SY	T2E	B738	168	MSP	401	12:01	147	0	MSP	402	13:00	147	0
UA	T1	B739	179	IAD	229	11:17	172	0	IAD	2282	12:35	172	0
UA	T1	B739	179	IAD	231	14:44	172	0	IAH	2210	15:40	172	0
UA	T1	A319	128	SFO	284	8:12	116	0	SFO	334	9:55	116	0
UA	T1	B739	179	ORD	395	18:09	171	0	SFO	1677	19:04	162	0
UA	T1	A320	150	DEN	459	20:46	144	0	ORD	240	22:30	143	0
UA	T1	B739	179	SFO	497	14:28	162	0	SFO	370	15:28	162	0
UA	T1	A320	150	SFO	555	9:24	135	0	IAH	1284	10:15	144	0
UA	T1	A319	128	DEN	710	17:11	123	0	DEN	231	18:05	123	0
UA	T1	B739	179	DEN	763	12:34	171	0	SFO	1919	13:30	162	0
UA	T1	A319	128	ORD	1590	12:21	122	0	IAH	2099	13:40	123	0
UA	T1	A320	150	EWR	1593	10:42	142	0	EWR	2163	11:35	142	0
UA	T1	B738	166	SFO	1798	19:39	150	0	SFO	384	20:30	150	0
UA	T1	B739	179	IAH	1870	15:27	172	0	SFO	736	16:31	162	0

UA	T1	B739	179	SFO	1900	12:30	162	0	DEN	243	13:29	171	0
UA	T1	B739	179	IAH	1916	19:37	172	0	EWR	710	20:48	170	0
UA	T1	B739	179	IAH	1919	10:42	172	0	IAH	1593	11:51	172	0
UA	T1	B739	179	DEN	1982	9:44	171	0	DEN	1479	10:45	171	0
UA	T1	B739	179	IAH	2156	13:02	172	0	ORD	1900	14:05	171	0
UA	T1	B739	179	ORD	2192	9:54	171	0	ORD	555	10:59	171	0
UA	T1	B738	166	SFO	2238	10:20	150	0	SFO	390	11:20	150	0
UA	T1	A320	150	SFO	2287	17:25	135	0	SFO	2016	18:22	135	0
UA	T1	B739	179	IAD	2303	19:41	172	0	LAX	1482	20:58	112	0
UA	T1	A320	150	ORD	2381	15:01	143	0	DEN	2299	16:02	144	0
UA	T1	A319	128						SFO	2235	6:15	116	0
UA	T1	A319	128	SFO	361	22:35	116	0					
UA	T1	B739	179						ORD	2137	8:25	171	0
UA	T1	B739	179	ORD	651	22:10	171	0					
UA	T1	B739	179						DEN	1209	8:30	171	0
UA	T1	B739	179						SFO	662	7:35	162	0
UA	T1	B739	179	IAH	991	22:56	172	0					
UA	T1	B738	166						IAD	546	8:12	159	0
UA	T1	B738	166	EWR	1827	20:57	157	0					
UA	T1	B739	179	SFO	1967	22:08	162	0					
UA	T1	B739	179						IAH	2094	7:50	172	0
UA	T1	B739	179	EWR	2275	22:46	170	0					
UA	T1	B739	179						EWR	751	6:15	170	0
UA	T1	B739	179	DEN	2416	23:30	171	0					
UA	T1	B738	166						ORD	913	6:15	159	0
UA	T1	B738	166	SFO	2423	23:47	150	0					
WN	T1	B737	143	PHX	20	15:05	113	0	PDX	20	15:40	120	0
WN	T1	B737	143	OAK	31	7:50	108	0	DAL	31	8:25	127	0
WN	T1	B737	143	PHX	34	7:50	113	0	HOU	34	8:25	137	0
WN	T1	B738	175	LAS	160	11:40	127	0	SMF	160	12:30	148	0
WN	T1	B738	175	OAK	170	20:10	133	0	OAK	375	20:55	133	0
WN	T1	B738	175	BWI	193	16:20	165	0	SMF	193	17:10	148	0
WN	T1	B738	175	BNA	211	10:30	155	0	IND	2485	11:30	157	0
WN	T1	B737	143	SJC	234	17:45	111	0	MDW	1410	18:25	133	0
WN	T1	B738	175	SMF	241	21:00	148	0	PDX	241	22:00	147	0
WN	T1	B738	175	MSY	266	17:10	156	0	SAT	267	18:00	150	0
WN	T1	B738	175	BWI	359	10:55	165	0	TPA	2332	11:45	155	0
WN	T1	B737	143	DEN	361	8:40	133	0	ABQ	2245	9:30	116	0
WN	T1	B738	175	MCO	368	14:20	168	0	MDW	369	15:05	162	0
WN	T1	B737	143	LAS	416	17:40	104	0	LAS	234	18:20	104	0
WN	T1	B738	175	DAL	419	15:50	156	0	PHX	419	16:35	139	0
WN	T1	B737	143	SJC	427	22:00	111	0	LAS	1334	22:50	104	0
WN	T1	B737	143	SJC	470	16:40	111	0	SJC	1459	17:10	111	0
WN	T1	B737	143	PHX	477	7:05	113	0	SAT	477	7:45	122	0
WN	T1	B737	143	SAT	481	10:35	122	0	SFO	1698	11:10	118	0
WN	T1	B737	143	LAS	482	18:35	104	0	PHX	483	19:10	113	0
WN	T1	B737	143	OAK	500	19:25	108	0	OAK	2271	20:10	108	0
WN	T1	B737	143	LAS	502	9:30	104	0	LAS	963	10:05	104	0
WN	T1	B737	143	AUS	506	17:50	119	0	MCI	2175	18:30	127	0
WN	T1	B737	143	OAK	580	21:25	108	0	PHX	991	22:35	113	0
WN	T1	B738	175	MDW	597	13:00	162	0	HOU	199	13:45	167	0
WN	T1	B737	143	DEN	606	6:55	133	0	BNA	1467	7:30	127	0
WN	T1	B737	143	OAK	609	14:10	108	0	PHX	2194	14:50	113	0
WN	T1	B737	143	LAS	746	21:45	104	0	OAK	408	22:45	108	0
WN	T1	B737	143	LAS	768	20:25	104	0	LAS	2294	21:00	104	0
WN	T1	B737	143	PHX	791	12:50	113	0	DEN	791	13:25	133	0
WN	T1	B737	143	TPA	807	11:40	127	0	SJC	807	12:20	111	0
WN	T1	B737	143	HOU	847	9:25	137	0	SMF	2519	10:05	121	0
WN	T1	B737	143	EWR	893	13:55	134	0	OAK	893	14:30	108	0
WN	T1	B737	143	RNO	958	19:15	127	0	AUS	958	19:50	119	0
WN	T1	B737	143	PHX	977	18:45	113	0	OAK	977	19:15	108	0
WN	T1	B737	143	LAS	996	7:30	104	0	SEA	996	8:10	137	0
WN	T1	B737	143	SEA	1017	20:50	137	0	TUS	1017	21:25	106	0
WN	T1	B737	143	SMF	1051	14:55	121	0	SJC	1336	15:30	111	0
WN	T1	B738	175	DEN	1082	13:55	163	0	BNA	724	14:45	155	0
WN	T1	B737	143	PDX	1096	13:20	120	0	BWI	1096	13:55	135	0
WN	T1	B738	175	MCI	1147	8:15	155	0	EWR	1148	9:10	164	0
WN	T1	B737	143	AUS	1156	9:40	119	0	DAL	695	10:15	127	0
WN	T1	B738	175	DEN	1207	10:10	163	0	SJC	1207	11:00	136	0
WN	T2W	B737	143	SJD	1214	15:10	129	0	LAS	2545	15:50	104	0
WN	T1	B737	143	SJC	1291	21:05	111	0	SMF	1292	21:45	121	0
WN	T1	B738	175	MDW	1295	10:25	162	0	BWI	1100	11:20	165	0
WN	T1	B737	143	TUS	1306	11:20	106	0	OAK	2286	12:00	108	0
WN	T1	B738	175	HOU	1408	18:35	167	0	SMF	2531	19:40	148	0
WN	T1	B737	143	OAK	1409	7:00	108	0	SJC	606	7:35	111	0
WN	T1	B737	143	PHX	1410	17:40	113	0	OAK	416	18:20	108	0
WN	T1	B737	143	ABQ	1467	6:55	116	0	MCI	1409	7:35	127	0
WN	T1	B738	175	SJC	1474	10:20	136	0	MCO	1474	11:05	168	0
WN	T1	B738	175	SMF	1481	18:30	148	0	STL	1481	19:30	154	0
WN	T1	B737	143	SMF	1624	17:15	121	0	PHX	1624	17:50	113	0
WN	T1	B737	143	TUS	1647	19:00	106	0	LAS	1647	19:35	104	0
WN	T1	B737	143	RNO	1652	8:15	127	0	DEN	1652	8:50	133	0
WN	T1	B737	143	SFO	1697	10:35	118	0	MSY	52	11:10	128	0
WN	T1	B737	143	SFO	1699	15:00	118	0	SFO	2083	15:35	118	0
WN	T1	B737	143	SFO	1701	19:15	118	0	SFO	1702	19:45	118	0
WN	T1	B737	143	SAT	1705	15:25	122	0	BOI	2129	16:10	131	0
WN	T1	B737	143	BOI	1748	21:00	131	0	SFO	1807	21:45	118	0
WN	T1	B737	143	LAS	1775	15:25	104	0	OAK	1705	16:20	108	0
WN	T1	B737	143	SFO	1797	8:00	118	0	SFO	1798	8:35	118	0
WN	T1	B737	143	SFO	1799	12:30	118	0	MKE	1895	13:05	132	0
WN	T1	B737	143	SFO	1801	17:00	118	0	SFO	1802	17:35	118	0
WN	T1	B737	143	SFO	1806	21:10	118	0	DEN	580	22:10	133	0
WN	T1	B737	143	MCI	1810	21:10	127	0	OAK	1810	21:55	108	0
WN	T1	B737	143	SJC	1832	12:00	111	0	AUS	1832	12:45	119	0
WN	T1	B738	175	SMF	1882	8:55	148	0	PHX	1882	9:45	139	0
WN	T1	B737	143	SMF	1895	12:30	121	0	SFO	1800	13:10	118	0

WN	T1	B737	143	SMF	1917	13:25	121	0
WN	T1	B737	143	OAK	1927	16:45	108	0
WN	T1	B737	143	SLC	2062	14:45	124	0
WN	T1	B737	143	OAK	2067	10:25	108	0
WN	T1	B737	143	SJC	2093	19:50	111	0
WN	T1	B737	143	PHX	2116	8:40	113	0
WN	T1	B737	143	STL	2129	15:30	126	0
WN	T1	B38M	175	MKE	2136	17:15	161	0
WN	T1	B738	175	ATL	2155	12:15	165	0
WN	T1	B737	143	OAK	2175	17:50	108	0
WN	T1	B737	143	SJC	2194	14:15	111	0
WN	T1	B737	143	PDX	2208	8:30	120	0
WN	T1	B737	143	SMF	2209	19:40	121	0
WN	T1	B737	143	SJC	2245	8:55	111	0
WN	T1	B738	175	OAK	2258	8:35	133	0
WN	T1	B737	143	LAS	2270	12:35	104	0
WN	T1	B738	175	SJC	2276	18:25	136	0
WN	T1	B737	143	DAL	2286	11:20	127	0
WN	T1	B738	175	MDW	2295	15:15	162	0
WN	T1	B738	175	PHX	2306	9:45	139	0
WN	T1	B737	143	OAK	2339	13:30	108	0
WN	T1	B737	143	SMF	2351	15:45	121	0
WN	T1	B737	143	SMF	2362	7:15	121	0
WN	T1	B737	143	DAL	2378	20:00	127	0
WN	T1	B737	143	DEN	2385	18:05	133	0
WN	T1	B737	143	SJC	2393	7:55	111	0
WN	T1	B737	143	LAS	2421	8:20	104	0
WN	T1	B737	143	SMF	2471	10:50	121	0
WN	T1	B737	143	SEA	2519	9:25	137	0
WN	T1	B737	143	SJC	2545	15:15	111	0
WN	T1	B737	143	IND	2567	13:40	128	0
WN	T1	B737	143	PHX	2574	20:10	113	0
DY	T2W	B788	235	LGW	3000213	19:20	204	0
WS	T2E	B738	168	YYC	3000228	18:15	157	0
AA	T1	B738	160	JFK	3000300	8:35	149	0
AA	T1	B738	160	MIA	3000301	20:55	151	0
AA	T1	B738	160	PHL	3000302	11:25	141	0
AA	T1	B738	160					
AA	T1	B738	160	DFW	3000304	23:30	149	0
AA	T1	B738	160					
AA	T1	B738	160	CLT	3000305	22:00	144	0
AA	T1	B738	160	DFW	3000314	17:13	149	0
AA	T1	A21N	181	JFK	3000319	7:00	169	0
AA	T1	A21N	181	ORD	3000322	17:30	173	0
AA	T1	B738	160	ORD	3000324	9:55	153	0
AA	T1	A21N	181	DCA	3000325	14:55	168	0
AA	T1	A21N	181	CLT	3000328	19:00	163	0
UA	T1	A320	150	IAD	3000405	12:30	144	0
UA	T1	B739	167	IAD	3000406	15:40	160	0
UA	T1	B739	167	IAD	3000410	6:30	160	0
UA	T1	A320	150					
UA	T1	A320	150	ORD	3000412	22:55	143	0
UA	T1	B739	167	ORD	3000416	13:30	160	0
UA	T1	B739	167	ORD	3000417	10:55	160	0
UA	T1	E75S	76	DEN	3000418	15:10	67	0
UA	T1	A320	150					
UA	T1	A320	150	IAH	3000425	23:10	144	0
UA	T1	A320	150	BOS	3000432	20:00	143	0
UA	T1	B739	167	EWR	3000435	20:55	158	0
UA	T1	B739	167					
UA	T1	B739	167	BOS	3000436	23:20	159	0
WN	T1	B737	143					
WN	T1	B738	175	LAS	3000500	22:15	127	0
WN	T1	B737	143	LAS	3000502	13:00	104	0
WN	T1	B737	143					
WN	T1	B737	143	OAK	3000507	22:25	108	0
WN	T1	B737	143	SFO	3000515	11:10	118	0
WN	T1	B737	143	SMF	3000524	14:00	121	0
WN	T1	B737	143	SMF	3000525	21:55	121	0
WN	T1	B737	143	SJC	3000537	15:55	111	0
WN	T1	B737	143	DEN	3000542	20:50	133	0
WN	T1	B737	143					
WN	T1	B737	143	EWR	3000544	23:05	134	0
WN	T1	B738	175	DEN	3000545	17:15	163	0
WN	T1	B737	143	BWI	3000552	15:00	135	0
WN	T1	B737	143	LAS	3000554	6:55	104	0
WN	T1	B737	143	DAL	3000556	8:10	127	0
WN	T1	B738	175	DAL	6874	7:00	156	0
WN	T1	B737	143					
WN	T1	B737	143	LAS	532	23:15	104	0
WN	T1	B738	175					
WN	T1	B738	175	BNA	833	23:05	155	0
WN	T1	B737	143					
WN	T1	B737	143	PHX	1057	23:10	113	0
WN	T1	B737	143					
WN	T1	B737	143	STL	1334	22:20	126	0
WN	T1	B737	143					
WN	T1	B737	143	PDX	1401	22:50	120	0
WN	T1	B737	143					
WN	T1	B737	143	ABQ	1439	23:00	116	0
WN	T1	B738	175					
WN	T1	B738	175	AUS	1695	21:15	146	0
WN	T1	B737	143					
WN	T1	B737	143	SFO	1703	23:20	118	0
WN	T1	B737	143					
WN	T1	B737	143	DEN	2085	23:20	133	0

SJC	1918	14:00	111	0
SEA	1927	17:30	137	0
SMF	2062	15:25	121	0
DEN	2067	11:00	133	0
PHX	2093	20:20	113	0
SMF	2116	9:15	121	0
SJC	1103	16:20	111	0
DAL	1230	18:00	156	0
RNO	2155	13:05	156	0
SJC	506	18:25	111	0
SLC	609	14:50	124	0
SJC	2208	9:05	111	0
ABQ	500	20:15	116	0
SJD	1213	9:55	129	0
STL	2258	9:30	154	0
LAS	1767	13:10	104	0
SJC	1408	19:25	136	0
PHX	2817	12:00	113	0
DAL	1494	16:05	156	0
MDW	1284	10:35	162	0
SMF	2151	14:05	121	0
LAS	2355	16:55	104	0
PHX	2362	7:55	113	0
SJC	2378	20:35	111	0
SMF	2385	18:40	121	0
LAS	2393	8:30	104	0
ATL	2421	9:05	135	0
LAS	2471	11:25	104	0
OAK	847	9:55	108	0
DEN	1775	16:00	133	0
TUS	2567	14:15	106	0
RNO	2574	20:45	127	0
YYC	4000228	19:00	157	0
JFK	4000300	9:35	149	0
MIA	4000301	22:50	151	0
PHL	4000302	12:20	141	0
DFW	4000304	7:45	149	0
CLT	4000305	6:00	144	0
DFW	4000314	18:13	149	0
JFK	4000319	7:50	169	0
ORD	4000322	18:20	173	0
ORD	4000324	10:40	153	0
DCA	4000325	15:55	168	0
CLT	4000328	19:55	163	0
IAD	4000405	13:30	144	0
IAD	4000406	16:40	160	0
IAD	4000410	7:30	160	0
ORD	4000412	6:50	143	0
ORD	4000416	14:30	160	0
ORD	4000417	11:55	160	0
DEN	4000418	16:00	67	0
IAH	4000425	7:50	144	0
BOS	4000432	20:58	143	0
EWR	4000435	22:55	158	0
BOS	4000436	6:40	159	0
SFO	4000500	6:35	118	0
LAS	4000502	13:35	104	0
SMF	4000507	6:35	121	0
SFO	4000515	11:55	118	0
SMF	4000524	14:35	121	0
SMF	4000525	22:35	121	0
SJC	4000537	16:45	111	0
ABQ	4000542	21:30	116	0
EWR	4000544	6:35	134	0
DEN	4000545	17:55	163	0
PDX	4000552	15:50	120	0
LAS	4000554	7:45	104	0
DAL	4000556	8:50	127	0
OAK	980	8:10	133	0
SMF	2267	6:30	121	0
MDW	2475	6:40	162	0
LAS	1708	6:35	104	0
OAK	2503	7:20	108	0
PHX	1712	6:55	113	0
DEN	2204	6:40	133	0
SMF	2172	7:40	148	0
SJC	1691	6:20	111	0
SFO	2384	6:30	118	0

WN	T1	B738	175						AUS	2486	6:20	146	0
WN	T1	B738	175	BWI	2259	23:05	165	0					
WN	T1	B38M	175						PDX	1679	7:10	147	0
WN	T1	B38M	175	MDW	2292	22:05	162	0					
WN	T1	B737	143						BWI	2164	6:35	135	0
WN	T1	B737	143	OAK	4767	23:15	108	0					
WS	T2E	B737	134	YYC	1564	13:28	126	0	YYC	1565	14:15	126	0
WS	T2E	B738	174	YVR	1762	12:26	165	0	YVR	1763	13:15	165	0
DL	T2W	B739	180	ATL	3000004	13:00	170	0	ATL	4000004	13:50	170	0
DL	T2W	BCS3	130						MSP	4000005	6:20	120	0
DL	T2W	BCS3	130	MSP	3000005	20:48	120	0					
DL	T2W	B738	160						MSP	4000008	9:00	148	0
DL	T2W	B738	160	MSP	3000008	23:18	148	0					
DL	T2W	BCS3	130						MSP	4000009	6:59	120	0
DL	T2W	BCS3	130	MSP	3000009	22:50	120	0					
DL	T2W	A320	160	MSP	3000010	17:20	148	0	MSP	4000010	18:00	148	0
DL	T2W	BCS1	109	LAS	3000018	20:45	96	0	LAS	4000018	21:35	96	0
DL	T2W	B738	160	JFK	3000026	12:01	144	0	JFK	4000026	13:00	144	0
DL	T2W	B738	160						DTW	4000028	6:00	151	0
DL	T2W	A321	192	JFK	3000029	16:00	172	0	JFK	4000029	16:50	172	0
DL	T2W	B738	160	DTW	3000028	20:30	151	0					
DL	T2W	BCS3	130	DTW	3000033	9:35	122	0	DTW	4000033	10:25	122	0
DL	T2W	A320	160	SEA	3000041	21:10	149	0	SEA	4000041	22:00	149	0
AC	T2E	E75S	76	YVR	3000200	19:15	71	0	YVR	4000200	20:05	71	0
BA	T2W	B772	345	LHR	3000212	12:25	300	0	LHR	4000212	13:50	300	0
DY	T2W	B788	235						LGW	4000213	7:20	204	0
WN	T1	B738	175	HOU	3000561	17:30	167	0	HOU	4000561	18:10	167	0
WN	T1	B737	143	PDX	3000579	19:00	120	0	PDX	4000579	19:50	120	0
WN	T1	B737	143	AUS	3000584	18:00	119	0	AUS	4000584	18:40	119	0
WN	T1	B738	175	MKE	3000594	12:00	161	0	MKE	4000594	12:35	161	0
WN	T2W	B737	143	CUN	3000603	14:10	125	0	CUN	4000603	14:50	125	0
AS	T2W	B739	181						EWR	4000701	6:55	164	0
AS	T2E	B739	181	EWR	3000701	23:20	164	0					
AS	T2E	A320	149	SFO	3000709	8:35	124	0	SFO	4000709	9:25	124	0
AS	T2E	A20N	185	LAS	3000713	20:00	162	0	LAS	4000713	20:55	162	0
AS	T2E	B739	181	SLC	3000719	18:05	159	0	SLC	4000719	18:55	159	0
AS	T2W	B739	181	SJD	3000740	14:00	149	0	SJD	4000740	15:20	149	0
DL	T2W	A320	160	SLC	3000012	14:45	149	0	SLC	4000012	15:35	149	0
AS	T2W	B739	181	SJD	3000739	16:05	149	0	SJD	4000739	17:10	149	0
AS	T2W	B739	181						MZT	4000747	8:25	159	0
AS	T2W	B739	181	MZT	3000747	23:25	159	0					
AS	T2W	A320	149						PVR	4000746	7:25	115	0
AS	T2W	A320	149	PVR	3000746	21:00	115	0					
UA	T1	B739	167	ORD	3000413	19:58	160	0	ORD	4000413	20:48	160	0

Terminating Pax Flow (Arrivals)

Flight schedule 2019_2026 summary For
Terminating
Time

	T1	T2E	T2W	Total
Daily	29,553	7,863	12,270	49,686
12:00 AM	131	4	65	200
12:15 AM	25	0	165	190
12:30 AM	0	0	108	108
12:45 AM	0	0	13	13
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	50	0	0	50
6:45 AM	98	0	0	98
7:00 AM	347	0	12	359
7:15 AM	518	0	85	603
7:30 AM	187	12	34	233
7:45 AM	102	111	0	213
8:00 AM	349	73	0	422
8:15 AM	451	6	1	458
8:30 AM	429	25	85	539
8:45 AM	490	210	203	903
9:00 AM	431	201	64	696
9:15 AM	152	326	34	512
9:30 AM	306	166	102	574
9:45 AM	526	123	124	773
10:00 AM	657	99	175	931
10:15 AM	406	32	71	509
10:30 AM	604	216	217	1,037
10:45 AM	753	191	220	1,164
11:00 AM	537	118	217	872
11:15 AM	313	19	175	507
11:30 AM	395	15	165	575
11:45 AM	351	150	227	728

Originating Pax Flow (Departures)

Flight schedule 2019_2026 summary For
Originating
Time

	T1	T2E	T2W	Total
Daily	29,482	7,920	12,157	49,559
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	2	0	2	4
3:45 AM	15	5	6	26
4:00 AM	39	7	22	68
4:15 AM	102	19	55	176
4:30 AM	272	75	135	482
4:45 AM	512	119	231	862
5:00 AM	680	135	303	1,118
5:15 AM	683	173	364	1,220
5:30 AM	593	220	390	1,203
5:45 AM	555	226	367	1,148
6:00 AM	644	182	324	1,150
6:15 AM	709	145	276	1,130
6:30 AM	717	116	242	1,075
6:45 AM	702	119	228	1,049
7:00 AM	634	133	200	967
7:15 AM	562	137	176	875
7:30 AM	471	141	154	766
7:45 AM	424	133	153	710
8:00 AM	404	133	140	677
8:15 AM	407	142	152	701
8:30 AM	429	134	156	719
8:45 AM	457	141	174	772
9:00 AM	484	141	189	814
9:15 AM	503	133	184	820
9:30 AM	521	144	190	855
9:45 AM	518	147	186	851
10:00 AM	508	153	184	845
10:15 AM	476	147	175	798
10:30 AM	449	138	160	747
10:45 AM	434	134	152	720
11:00 AM	407	136	157	700
11:15 AM	413	154	175	742
11:30 AM	402	159	201	762
11:45 AM	403	168	229	800

12:00 PM	343	188	175	706
12:15 PM	337	160	110	607
12:30 PM	417	141	311	869
12:45 PM	561	328	347	1,236
1:00 PM	315	109	246	670
1:15 PM	308	35	302	645
1:30 PM	375	97	273	745
1:45 PM	379	170	222	771
2:00 PM	286	49	126	461
2:15 PM	374	0	213	587
2:30 PM	407	8	205	620
2:45 PM	261	162	233	656
3:00 PM	463	168	360	991
3:15 PM	661	20	220	901
3:30 PM	590	0	66	656
3:45 PM	534	34	5	573
4:00 PM	395	82	116	593
4:15 PM	191	28	263	482
4:30 PM	201	101	174	476
4:45 PM	147	162	211	520
5:00 PM	151	82	161	394
5:15 PM	425	149	127	701
5:30 PM	656	52	142	850
5:45 PM	504	74	216	794
6:00 PM	499	85	161	745
6:15 PM	427	159	58	644
6:30 PM	406	134	96	636
6:45 PM	481	57	284	822
7:00 PM	293	94	312	699
7:15 PM	331	115	71	517
7:30 PM	369	190	134	693
7:45 PM	469	225	198	892
8:00 PM	539	337	297	1,173
8:15 PM	494	245	174	913
8:30 PM	208	27	218	453
8:45 PM	120	0	255	375
9:00 PM	678	40	235	953
9:15 PM	803	90	216	1,109
9:30 PM	436	31	230	697
9:45 PM	242	143	349	734
10:00 PM	403	155	218	776
10:15 PM	621	109	26	756
10:30 PM	503	151	9	663
10:45 PM	423	264	263	950
11:00 PM	622	208	355	1,185
11:15 PM	935	184	244	1,363
11:30 PM	916	221	360	1,497
11:45 PM	446	103	121	670

12:00 PM	399	155	249	803
12:15 PM	391	137	260	788
12:30 PM	377	108	258	743
12:45 PM	362	84	260	706
1:00 PM	358	72	250	680
1:15 PM	357	68	261	686
1:30 PM	373	67	266	706
1:45 PM	390	72	261	723
2:00 PM	411	73	250	734
2:15 PM	428	76	219	723
2:30 PM	423	78	179	680
2:45 PM	407	68	151	626
3:00 PM	363	69	138	570
3:15 PM	336	72	144	552
3:30 PM	322	80	151	553
3:45 PM	329	85	152	566
4:00 PM	365	93	136	594
4:15 PM	392	95	118	605
4:30 PM	423	93	96	612
4:45 PM	428	92	83	603
5:00 PM	405	97	73	575
5:15 PM	377	104	66	547
5:30 PM	336	110	58	504
5:45 PM	329	125	61	515
6:00 PM	334	118	65	517
6:15 PM	342	136	75	553
6:30 PM	341	145	83	569
6:45 PM	326	159	87	572
7:00 PM	317	169	96	582
7:15 PM	308	156	104	568
7:30 PM	308	137	120	565
7:45 PM	308	106	127	541
8:00 PM	306	66	133	505
8:15 PM	327	37	143	507
8:30 PM	341	21	138	500
8:45 PM	346	21	133	500
9:00 PM	320	23	109	452
9:15 PM	267	23	82	372
9:30 PM	196	21	55	272
9:45 PM	116	12	24	152
10:00 PM	51	7	11	69
10:15 PM	15	1	0	16
10:30 PM	1	0	0	1
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

Only include flights on date: **7/12/2018**

24-hr Deplanements
55514

24-hr Enplanements
55356

Errors: 0

				Arrivals								Departures							
Airline	Gate	Type	Seat	Origin	Arr No	Arr Sch	Arrival	#Dep	#ConDep	ArrType	Arr TN	Dest	Dep No	Dep Sch	Departure	#Enp	#ConEnp	Dep Type	Dep TN
AA	T2E	A21N	181	DFW	131	10:21		171	0			DFW	131	11:59		171	0		
AA	T2E	A21N	196	PHX	438	8:47		169	0			PHX	438	9:58		169	0		
AA	T2E	A321	187	PHX	480	18:16		162	0			PHX	480	19:25		162	0		
AA	T2E	A321	187	PHX	491	15:11		162	0			DFW	491	16:04		177	0		
AA	T2E	A321	187	PHL	581	20:56		167	0			CLT	596	22:31		171	0		
AA	T2E	A321	187	CLT	639	9:31		171	0			CLT	639	10:24		171	0		
AA	T2E	A321	187	DFW	679	11:59		177	0			DFW	679	12:49		177	0		
AA	T2E	A21N	181	DFW	1064	9:52		171	0			DFW	1064	10:42		171	0		
AA	T2E	A321	187	ORD	1168	15:38		180	0			PHX	1514	16:40		162	0		
AA	T2E	A21N	181	DFW	1229	13:24		171	0			DFW	1229	14:22		171	0		
AA	T2E	B738	160	DFW	1243	19:57		151	0			JFK	2306	22:26		151	0		
AA	T2E	A321	187	ORD	1543	19:21		180	0			MIA	1209	21:54		179	0		
AA	T2E	A21N	181	DFW	1611	7:53		171	0			DFW	1611	8:45		171	0		
AA	T2E	A321	187	PHL	1621	10:35		167	0			ORD	134	11:34		180	0		
AA	T2E	A21N	181	DFW	1624	16:13		171	0			DFW	1624	17:39		171	0		
AA	T2E	A321	187	CLT	1740	18:30		171	0			PHL	2078	22:16		167	0		
AA	T2E	A321	187	JFK	2407	21:40		177	0			ORD	1606	22:46		180	0		
AA	T2E	A321	187	PHX	2671	11:43		162	0			PHX	2671	12:34		162	0		
AA	T2E	A321	187	ORD	2680	14:14		180	0			ORD	2680	15:02		180	0		
AA	T2E	A321	187	JFK	2681	9:52		177	0			JFK	2681	11:00		177	0		
AA	T2E	A321	187	JFK	366	22:55		177	0										
AA	T2E	A321	187									PHL	1367	6:21		167	0		
AA	T2E	A321	187									PHL	433	7:49		167	0		
AA	T2E	A321	187	PHX	440	21:20		162	0										
AA	T2E	A321	187									CLT	1651	7:12		171	0		
AA	T2E	A321	187	CLT	597	21:53		171	0										
AA	T2E	A321	187									JFK	2458	7:42		177	0		
AA	T2E	A321	187	ORD	1244	22:40		180	0										
AA	T2E	A321	187									PHX	625	6:20		162	0		
AA	T2E	A321	187	PHL	2066	23:26		167	0										
AA	T2E	A21N	181									DFW	2535	6:23		171	0		
AA	T2E	A21N	181	DFW	2568	23:13		171	0										
AA	T2E	A321	187									ORD	956	8:00		180	0		
AA	T2E	A321	187	MIA	2674	22:28		179	0										
AA	T2E	A21N	181	DFW	2758	17:52		171	0										
AA	T2E	A21N	181									DFW	1055	6:54		171	0		
AC	T1	A321	200	YYZ	1887	10:45		192	0			YYZ	1886	11:50		192	0		
AC	T1	CRJ9	76	YVR	8668	15:51		72	0			YVR	8669	16:30		72	0		
AC	T1	E75S	76	YVR	8690	13:11		72	0			YVR	8691	13:50		72	0		
AC	T1	E75S	76									YVR	8667	7:00		72	0		
AC	T1	E75S	76	YVR	8670	22:51		72	0										
AS	T2W	B738	159	SJD	275	12:45		133	0			SJD	248	14:18		133	0		
AS	T2E	B738	159	MCO	339	17:41		153	0			PDX	577	18:59		152	0		
AS	T2E	B738	159	PDX	374	19:29		152	0			PDX	391	20:25		152	0		
AS	T2E	B738	159	BWI	377	9:28		143	0			SEA	539	11:20		152	0		
AS	T2E	B738	159	SEA	380	8:36		152	0			MCO	760	10:00		153	0		
AS	T2E	B739	178	SEA	388	12:35		171	0			SEA	471	13:35		171	0		
AS	T2E	B739	178	SEA	392	18:38		171	0			SEA	949	19:38		171	0		
AS	T2E	B739	178	SEA	482	9:01		171	0			SEA	579	10:10		171	0		
AS	T2E	B739	178	SEA	484	14:45		171	0			SEA	317	15:45		171	0		
AS	T2E	B738	159	PDX	566	9:00		152	0			KOA	185	10:10		140	0		
AS	T2E	B738	159	PDX	572	14:20		152	0			PDX	575	15:25		152	0		
AS	T2E	B739	178	SEA	574	16:25		171	0			SEA	455	17:26		171	0		
AS	T2E	B738	159	OGG	806	21:01		151	0			BWI	378	22:44		143	0		
AS	T2E	B739	178	SFO	1950	7:35		150	0			SFO	1953	8:28		150	0		
AS	T2E	A21N	185	SFO	1954	13:35		156	0			SFO	1965	14:34		156	0		
AS	T2E	B739	178	SFO	1958	16:36		150	0			SFO	1967	17:31		150	0		
AS	T2E	B739	178	SFO	1960	10:49		150	0			SFO	1961	11:40		150	0		
AS	T2E	A21N	185	SFO	1962	18:46		156	0			SFO	1971	19:42		156	0		
AS	T2E	A320	149	ABQ	2729	13:12		132	0			MSP	2774	14:24		132	0		
AS	T2E	A21N	185	MSP	2781	14:47		164	0			ABQ	2730	15:32		164	0		
AS	T2E	A320	149	OMA	3339	16:41		132	0			SMF	3344	17:23		133	0		
AS	T2E	A21N	185	SMF	3343	16:19		166	0			STS	3433	17:00		164	0		
AS	T2E	A320	149	SLC	3354	7:05		133	0			DAL	3306	7:52		132	0		
AS	T2E	A21N	185	SJC	3356	8:32		160	0			STL	3352	9:18		164	0		
AS	T2E	A320	149	SJC	3396	11:36		129	0			SMF	3342	12:20		133	0		
AS	T2E	A21N	185	SJC	3398	15:43		160	0			SJC	3407	16:24		160	0		
AS	T2E	A320	149	SJC	3408	20:06		129	0			SJC	3357	20:50		129	0		
AS	T2E	A21N	185	AUS	3421	17:00		164	0			MCI	3458	17:42		164	0		
AS	T2E	A320	149	MCI	3451	8:27		132	0			AUS	3336	9:07		132	0		
AS	T2E	A21N	185	STL	3453	17:32		164	0			BOI	3483	18:15		164	0		
AS	T2E	A320	149	FAT	3459	14:48		132	0			SLC	3341	15:28		133	0		
AS	T2E	A320	149	FAT	3471	18:28		132	0			FAT	3472	19:54		132	0		
AS	T2E	E75S	76	FAT	3477	8:40		58	0			FAT	3438	9:20		58	0		
AS	T2E	A320	149	BOI	3484	11:40		132	0			SJC	3399	12:25		129	0		
AS	T2E	E75S	76	MRY	3486	10:51		60	0			FAT	3422	11:31		58	0		
AS	T2E	A21N	185	SMF	3493	7:44		166	0			OMA	3338	8:24		164	0		
AS	T2E	B739	178									BOS	798	8:20		171	0		
AS	T2E	B739	178	KOA	196	22:28		157	0										
AS	T2E	B739	178									SEA	209	8:00		171	0		
AS	T2W	B739	178	SJD	201	18:47		149	0										
AS	T2E	B739	178									SJD	244	7:25		149	0		
AS	T2E	B739	178									EWR	772	6:20		164	0		
AS	T2E	B739	178	SEA	488	23:59		171	0										
AS	T2E	B739	178									HNL	895	7:20		171	0		
AS	T2E	B739	178	PDX	552	22:55		170	0										
AS	T2E	B738	159	BOS	769	21:36		153	0										
AS	T2E	B739	178									OGG	829	8:45		169	0		
AS	T1	B739	178	EWR	773	22:04		164	0										
AS	T2E	B739	178									LIH	819	7:10		146	0		

AS	T2E	B739	178	LIH	858	23:03	146	0
AS	T2E	B739	178					
AS	T2E	B739	178	HNL	892	23:24	171	0
AS	T2E	A320	149					
AS	T2E	A320	149	SFO	1964	22:37	126	0
AS	T2E	A320	149					
AS	T2E	A320	149	SEA	1984	20:38	143	0
AS	T2E	A21N	185					
AS	T2E	A21N	185	DAL	3305	22:30	164	0
AS	T2E	A21N	185					
AS	T2E	A21N	185	SMF	3345	21:18	166	0
AS	T2E	E75S	76					
AS	T2E	E75S	76	STS	3444	21:15	70	0
B6	T1	A320	159	BOS	19	19:57	152	0
B6	T1	A321	200	JFK	89	19:33	188	0
B6	T1	A321	200	JFK	189	11:56	188	0
B6	T1	A320	150	FLL	529	19:52	141	0
B6	T1	A320	159	BOS	2819	10:24	152	0
BA	T2W	B773	297	LHR	273	18:45	261	0
DL	T2W	B753	234	ATL	33	21:31	224	0
DL	T2W	B739	180	JFK	453	14:33	164	0
DL	T2W	A321	192	DTW	833	10:24	183	0
DL	T2W	A321	192	DTW	857	13:37	183	0
DL	T2W	A321	192	ATL	945	11:22	184	0
DL	T2W	A321	192	ATL	1430	12:32	184	0
DL	T2W	A321	192	ATL	1567	17:00	184	0
DL	T2W	BCS3	130	SEA	1608	12:47	122	0
DL	T2W	A321	192	MSP	1687	10:27	180	0
DL	T2W	B753	234	ATL	1692	9:50	224	0
DL	T2W	A321	192	MSP	1728	13:06	180	0
DL	T2W	A321	192	ATL	1792	14:57	184	0
DL	T2W	B739	180	JFK	2246	20:15	164	0
DL	T2W	B739	180	JFK	2288	11:07	164	0
DL	T2W	A321	192	SLC	2295	9:17	181	0
DL	T2W	A321	192	SLC	2378	12:21	181	0
DL	T2W	A321	192	DTW	2497	17:47	183	0
DL	T2W	BCS1	109	SEA	2532	10:47	103	0
DL	T2W	A321	192	SLC	2546	17:35	181	0
DL	T2W	BCS1	109	SLC	2615	15:56	103	0
DL	T2W	A321	192					
DL	T2W	BCS1	109	SEA	5736	14:03	103	0
DL	T2W	BCS1	109	SEA	5750	18:13	103	0
DL	T2W	BCS1	109	LAS	5789	10:19	97	0
DL	T2W	BCS1	109	LAS	5804	16:30	97	0
DL	T2W	BCS1	109	LAS	5842	20:20	97	0
DL	T2W	A321	192	ATL	63	19:44	184	0
DL	T2W	B739	180					
DL	T2W	B739	180	MSP	1744	19:43	169	0
DL	T2W	B739	180					
DL	T2W	B739	180	MSP	1787	21:46	169	0
DL	T2W	A321	192					
DL	T2W	A321	192	DTW	1855	21:38	183	0
DL	T2W	A321	192					
DL	T2W	A321	192	SLC	1909	23:15	181	0
DL	T2W	A321	192	MSP	2103	0:13	180	0
DL	T2W	B739	180					
DL	T2W	B739	180	JFK	2243	22:40	164	0
DL	T2W	A321	192					
DL	T2W	A321	192	ATL	2367	23:10	184	0
DL	T2W	BCS1	109	SEA	5793	21:37	103	0
DL	T2W	BCS1	109					
F9	T1	A321	230	DEN	555	9:07	221	0
F9	T1	A321	230	CVG	1185	10:22	221	0
F9	T1	A321	230	AUS	1701	11:37	221	0
F9	T1	A321	230					
F9	T1	A321	230	TUL	1839	21:45	200	0
G4	T1	A320	186	EUG	1005	16:36	171	0
HA	T2W	A332	278					
HA	T2W	A332	278	HNL	16	22:45	267	0
HA	T2W	A321	189					
HA	T2W	A321	189	OGG	38	19:50	161	0
JL	T2W	B788	206	NRT	66	11:40	183	0
LH	T2W	A343	279	FRA	466	13:25	245	0
NK	T1	A20N	182	DFW	107	17:05	172	0
NK	T1	A20N	182	BWI	194	19:11	150	0
NK	T1	A20N	182	LAS	245	19:48	154	0
NK	T1	A21N	228	LAS	511	14:38	193	0
NK	T1	A21N	228	ORD	563	12:35	219	0
NK	T1	A20N	182	DTW	623	9:45	152	0
NK	T1	A20N	182	LAS	673	8:35	154	0
NK	T1	A21N	228					
NK	T1	A21N	228	IAH	619	22:34	170	0
SY	T1	B738	168	MSP	401	12:01	149	0
UA	T2W	B739	179	IAD	229	11:17	172	0
UA	T2W	B739	179	IAD	231	14:44	172	0
UA	T2W	B739	179	SFO	284	8:12	164	0
UA	T2W	B739	179	ORD	395	18:09	172	0
UA	T2W	B739	179	DEN	459	20:46	172	0
UA	T2W	B739	179	SFO	497	14:28	164	0
UA	T2W	B739	179	SFO	555	9:24	164	0
UA	T2W	B739	179	DEN	710	17:11	172	0
UA	T2W	B739	179	DEN	763	12:34	172	0
UA	T2W	B739	179	ORD	1590	12:21	172	0
UA	T2W	B739	179	EWR	1593	10:42	172	0
UA	T2W	B739	179	SFO	1798	19:39	164	0
UA	T2W	B739	179	IAH	1870	15:27	172	0

PDX	333	6:29	170	0
SEA	1133	6:20	143	0
SFO	1949	6:40	126	0
SMF	3340	6:15	166	0
SJC	3397	7:00	160	0
MRY	3417	7:30	60	0
JFK	90	21:07	149	0
BOS	20	20:43	191	0
JFK	190	13:06	188	0
FLL	530	20:56	141	0
BOS	2820	11:34	152	0
LHR	272	20:45	261	0
ATL	2213	22:36	224	0
JFK	862	15:20	164	0
DTW	833	11:22	183	0
ATL	1430	14:35	184	0
ATL	1054	12:20	184	0
DTW	1275	13:30	183	0
ATL	1636	21:36	184	0
SEA	1608	13:22	122	0
MSP	1687	11:25	180	0
ATL	1692	10:55	224	0
MSP	1728	14:04	180	0
MSP	2443	15:55	180	0
JFK	1798	22:05	164	0
JFK	473	11:57	164	0
SLC	2295	10:05	181	0
SLC	2378	13:10	181	0
DTW	1855	22:36	183	0
SEA	2532	11:25	103	0
SLC	2546	18:25	181	0
SLC	2615	16:35	103	0
ATL	30	9:00	184	0
SEA	5736	15:05	103	0
SEA	5750	18:50	103	0
LAS	5789	10:49	97	0
LAS	5804	17:04	97	0
LAX	5761	20:59	82	0
MSP	1545	8:00	169	0
MSP	1864	6:30	169	0
ATL	62	7:40	184	0
ATL	1592	6:30	184	0
SLC	2872	6:15	181	0
JFK	2404	7:10	164	0
DTW	98	7:00	183	0
LAS	5738	6:55	97	0
CVG	1188	10:07	221	0
DEN	560	11:22	221	0
AUS	1702	12:27	221	0
TUL	1764	7:05	200	0
EUG	1004	17:16	171	0
HNL	15	10:15	267	0
OGG	37	7:05	161	0
NRT	65	13:30	183	0
FRA	467	15:10	245	0
DFW	108	18:00	172	0
LAS	636	20:05	154	0
BWI	189	20:56	150	0
LAS	356	15:35	193	0
ORD	564	13:30	219	0
DTW	644	11:00	152	0
LAS	352	9:30	154	0
IAH	858	7:00	170	0
MSP	402	13:00	149	0
IAD	2282	12:35	172	0
IAH	2210	15:40	172	0
SFO	334	9:55	164	0
SFO	1677	19:04	164	0
ORD	240	22:30	172	0
SFO	370	15:28	164	0
IAH	1284	10:15	172	0
DEN	231	18:05	172	0
SFO	1919	13:30	164	0
IAH	2099	13:40	172	0
EWR	2163	11:35	172	0
SFO	384	20:30	164	0
SFO	736	16:31	164	0

UA	T2W	B739	179	SFO	1900	12:30	164	0	DEN	243	13:29	172	0
UA	T2W	B739	179	IAH	1916	19:37	172	0	EWR	710	20:48	172	0
UA	T2W	B739	179	IAH	1919	10:42	172	0	IAH	1593	11:51	172	0
UA	T2W	B739	179	DEN	1982	9:44	172	0	DEN	1479	10:45	172	0
UA	T2W	B739	179	IAH	2156	13:02	172	0	ORD	1900	14:05	172	0
UA	T2W	B739	179	ORD	2192	9:54	172	0	ORD	555	10:59	172	0
UA	T2W	B739	179	SFO	2238	10:20	164	0	SFO	390	11:20	164	0
UA	T2W	B739	179	SFO	2287	17:25	164	0	SFO	2016	18:22	164	0
UA	T2W	B739	179	IAD	2303	19:41	172	0	LAX	1482	20:58	114	0
UA	T2W	B739	179	ORD	2381	15:01	172	0	DEN	2299	16:02	172	0
UA	T2W	B739	179						SFO	2235	6:15	164	0
UA	T2W	B739	179	SFO	361	22:35	164	0					
UA	T2W	B739	179						ORD	2137	8:25	172	0
UA	T2W	B739	179	ORD	651	22:10	172	0					
UA	T2W	B739	179						DEN	1209	8:30	172	0
UA	T2W	B739	179						SFO	662	7:35	164	0
UA	T2W	B739	179	IAH	991	22:56	172	0					
UA	T2W	B739	179						IAD	546	8:12	172	0
UA	T2W	B739	179	EWR	1827	20:57	172	0					
UA	T2W	B739	179	SFO	1967	22:08	164	0					
UA	T2W	B739	179						IAH	2094	7:50	172	0
UA	T2W	B739	179	EWR	2275	22:46	172	0					
UA	T2W	B739	179						EWR	751	6:15	172	0
UA	T2W	B739	179	DEN	2416	23:30	172	0					
UA	T2W	B739	179						ORD	913	6:15	172	0
UA	T2W	B739	179	SFO	2423	23:47	164	0					
WN	T1	B738	175	PHX	20	15:05	141	0	PDX	20	15:40	149	0
WN	T1	B737	143	OAK	31	7:50	110	0	DAL	31	8:25	129	0
WN	T1	B738	175	PHX	34	7:50	141	0	HOU	34	8:25	168	0
WN	T1	B738	175	LAS	160	11:40	129	0	SMF	160	12:30	150	0
WN	T1	B738	175	OAK	170	20:10	135	0	OAK	375	20:55	135	0
WN	T1	B738	175	BWI	193	16:20	167	0	SMF	193	17:10	150	0
WN	T1	B738	175	BNA	211	10:30	157	0	IND	2485	11:30	159	0
WN	T1	B738	175	SJC	234	17:45	138	0	MDW	1410	18:25	165	0
WN	T1	B738	175	SMF	241	21:00	150	0	PDX	241	22:00	149	0
WN	T1	B738	175	MSY	266	17:10	159	0	SAT	267	18:00	152	0
WN	T1	B738	175	BWI	359	10:55	167	0	TPA	2332	11:45	157	0
WN	T1	B738	175	DEN	361	8:40	165	0	ABQ	2245	9:30	144	0
WN	T1	B738	175	MCO	368	14:20	168	0	MDW	369	15:05	165	0
WN	T1	B738	175	LAS	416	17:40	129	0	LAS	234	18:20	129	0
WN	T1	B738	175	DAL	419	15:50	158	0	PHX	419	16:35	141	0
WN	T1	B738	175	SJC	427	22:00	138	0	LAS	1334	22:50	129	0
WN	T1	B737	143	SJC	470	16:40	113	0	SJC	1459	17:10	113	0
WN	T1	B738	175	PHX	477	7:05	141	0	SAT	477	7:45	152	0
WN	T1	B737	143	SAT	481	10:35	124	0	SFO	1698	11:10	120	0
WN	T1	B738	175	LAS	482	18:35	129	0	PHX	483	19:10	141	0
WN	T1	B737	143	OAK	500	19:25	110	0	OAK	2271	20:10	110	0
WN	T1	B737	143	LAS	502	9:30	105	0	LAS	963	10:05	105	0
WN	T1	B738	175	AUS	506	17:50	148	0	MCI	2175	18:30	158	0
WN	T1	B737	143	OAK	580	21:25	110	0	PHX	991	22:35	115	0
WN	T1	B738	175	MDW	597	13:00	165	0	HOU	199	13:45	168	0
WN	T1	B738	175	DEN	606	6:55	165	0	BNA	1467	7:30	157	0
WN	T1	B737	143	OAK	609	14:10	110	0	PHX	2194	14:50	115	0
WN	T1	B738	175	LAS	746	21:45	129	0	OAK	408	22:45	135	0
WN	T1	B737	143	LAS	768	20:25	105	0	LAS	2294	21:00	105	0
WN	T1	B738	175	PHX	791	12:50	141	0	DEN	791	13:25	165	0
WN	T1	B737	143	TPA	807	11:40	129	0	SJC	807	12:20	113	0
WN	T1	B37M	172	HOU	847	9:25	165	0	SMF	2519	10:05	148	0
WN	T1	B738	175	EWR	893	13:55	166	0	OAK	893	14:30	135	0
WN	T1	B737	143	RNO	958	19:15	129	0	AUS	958	19:50	121	0
WN	T1	B738	175	PHX	977	18:45	141	0	OAK	977	19:15	135	0
WN	T1	B737	143	LAS	996	7:30	105	0	SEA	996	8:10	137	0
WN	T1	B37M	172	SEA	1017	20:50	165	0	TUS	1017	21:25	129	0
WN	T1	B738	175	SMF	1051	14:55	150	0	SJC	1336	15:30	138	0
WN	T1	B738	175	DEN	1082	13:55	165	0	BNA	724	14:45	157	0
WN	T1	B37M	172	PDX	1096	13:20	146	0	BWI	1096	13:55	164	0
WN	T1	B738	175	MCI	1147	8:15	158	0	EWR	1148	9:10	166	0
WN	T1	B738	175	AUS	1156	9:40	148	0	DAL	695	10:15	158	0
WN	T1	B738	175	DEN	1207	10:10	165	0	SJC	1207	11:00	138	0
WN	T2W	B738	175	SJD	1214	15:10	160	0	LAS	2545	15:50	129	0
WN	T1	B737	143	SJC	1291	21:05	113	0	SMF	1292	21:45	123	0
WN	T1	B738	175	MDW	1295	10:25	165	0	BWI	1100	11:20	167	0
WN	T1	B738	175	TUS	1306	11:20	131	0	OAK	2286	12:00	135	0
WN	T1	B738	175	HOU	1408	18:35	168	0	SMF	2531	19:40	150	0
WN	T1	B737	143	OAK	1409	7:00	110	0	SJC	606	7:35	113	0
WN	T1	B737	143	PHX	1410	17:40	115	0	OAK	416	18:20	110	0
WN	T1	B737	143	ABQ	1467	6:55	118	0	MCI	1409	7:35	129	0
WN	T1	B738	175	SJC	1474	10:20	138	0	MCO	1474	11:05	168	0
WN	T1	B738	175	SMF	1481	18:30	150	0	STL	1481	19:30	156	0
WN	T1	B737	143	SMF	1624	17:15	123	0	PHX	1624	17:50	115	0
WN	T1	B737	143	TUS	1647	19:00	107	0	LAS	1647	19:35	105	0
WN	T1	B737	143	RNO	1652	8:15	129	0	DEN	1652	8:50	135	0
WN	T1	B737	143	SFO	1697	10:35	120	0	MSY	52	11:10	130	0
WN	T1	B737	143	SFO	1699	15:00	120	0	SFO	2083	15:35	120	0
WN	T1	B737	143	SFO	1701	19:15	120	0	SFO	1702	19:45	120	0
WN	T1	B737	143	SAT	1705	15:25	124	0	BOI	2129	16:10	133	0
WN	T1	B38M	175	BOI	1748	21:00	163	0	SFO	1807	21:45	147	0
WN	T1	B737	143	LAS	1775	15:25	105	0	OAK	1705	16:20	110	0
WN	T1	B737	143	SFO	1797	8:00	120	0	SFO	1798	8:35	120	0
WN	T1	B737	143	SFO	1799	12:30	120	0	MKE	1895	13:05	134	0
WN	T1	B737	143	SFO	1801	17:00	120	0	SFO	1802	17:35	120	0
WN	T1	B737	143	SFO	1806	21:10	120	0	DEN	580	22:10	135	0
WN	T1	B737	143	MCI	1810	21:10	129	0	OAK	1810	21:55	110	0
WN	T1	B737	143	SJC	1832	12:00	113	0	AUS	1832	12:45	121	0
WN	T1	B738	175	SMF	1882	8:55	150	0	PHX	1882	9:45	141	0
WN	T1	B737	143	SMF	1895	12:30	123	0	SFO	1800	13:10	120	0

WN	T1	B737	143	SMF	1917	13:25	123	0	SJC	1918	14:00	113	0
WN	T1	B737	143	OAK	1927	16:45	110	0	SEA	1927	17:30	137	0
WN	T1	B737	143	SLC	2062	14:45	126	0	SMF	2062	15:25	123	0
WN	T1	B737	143	OAK	2067	10:25	110	0	DEN	2067	11:00	135	0
WN	T1	B737	143	SJC	2093	19:50	113	0	PHX	2093	20:20	115	0
WN	T1	B737	143	PHX	2116	8:40	115	0	SMF	2116	9:15	123	0
WN	T1	B38M	175	STL	2129	15:30	156	0	SJC	1103	16:20	138	0
WN	T1	B38M	175	MKE	2136	17:15	164	0	DAL	1230	18:00	158	0
WN	T1	B738	175	ATL	2155	12:15	167	0	RNO	2155	13:05	158	0
WN	T1	B737	143	OAK	2175	17:50	110	0	SJC	506	18:25	113	0
WN	T1	B737	143	SJC	2194	14:15	113	0	SLC	609	14:50	126	0
WN	T1	B37M	172	PDX	2208	8:30	146	0	SJC	2208	9:05	136	0
WN	T1	B737	143	SMF	2209	19:40	123	0	ABQ	500	20:15	118	0
WN	T1	B737	143	SJC	2245	8:55	113	0	SJD	1213	9:55	130	0
WN	T1	B738	175	OAK	2258	8:35	135	0	STL	2258	9:30	156	0
WN	T1	B737	143	LAS	2270	12:35	105	0	LAS	1767	13:10	105	0
WN	T1	B738	175	SJC	2276	18:25	138	0	SJC	1408	19:25	138	0
WN	T1	B737	143	DAL	2286	11:20	129	0	PHX	2817	12:00	115	0
WN	T1	B738	175	MDW	2295	15:15	165	0	DAL	1494	16:05	158	0
WN	T1	B738	175	PHX	2306	9:45	141	0	MDW	1284	10:35	165	0
WN	T1	B737	143	OAK	2339	13:30	110	0	SMF	2151	14:05	123	0
WN	T1	B37M	172	SMF	2351	15:45	148	0	LAS	2355	16:55	127	0
WN	T1	B737	143	SMF	2362	7:15	123	0	PHX	2362	7:55	115	0
WN	T1	B737	143	DAL	2378	20:00	129	0	SJC	2378	20:35	113	0
WN	T1	B737	143	DEN	2385	18:05	135	0	SMF	2385	18:40	123	0
WN	T1	B737	143	SJC	2393	7:55	113	0	LAS	2393	8:30	105	0
WN	T1	B737	143	LAS	2421	8:20	105	0	ATL	2421	9:05	136	0
WN	T1	B737	143	SMF	2471	10:50	123	0	LAS	2471	11:25	105	0
WN	T1	B37M	172	SEA	2519	9:25	165	0	OAK	847	9:55	133	0
WN	T1	B737	143	SJC	2545	15:15	113	0	DEN	1775	16:00	135	0
WN	T1	B737	143	IND	2567	13:40	130	0	TUS	2567	14:15	107	0
WN	T1	B737	143	PHX	2574	20:10	115	0	RNO	2574	20:45	129	0
WN	T1	B738	175	DAL	6874	7:00	158	0	OAK	980	8:10	135	0
WN	T1	B737	143						SMF	2267	6:30	123	0
WN	T1	B737	143	LAS	532	23:15	105	0					
WN	T1	B738	175						MDW	2475	6:40	165	0
WN	T1	B738	175	BNA	833	23:05	157	0					
WN	T1	B38M	175						LAS	1708	6:35	129	0
WN	T1	B38M	175	PHX	1057	23:10	141	0					
WN	T1	B37M	172						OAK	2503	7:20	133	0
WN	T1	B37M	172	STL	1334	22:20	153	0					
WN	T1	B37M	172						PHX	1712	6:55	138	0
WN	T1	B37M	172	PDX	1401	22:50	146	0					
WN	T1	B737	143						DEN	2204	6:40	135	0
WN	T1	B737	143	ABQ	1439	23:00	118	0					
WN	T1	B738	175						SMF	2172	7:40	150	0
WN	T1	B738	175	AUS	1695	21:15	148	0					
WN	T1	B37M	172						SJC	1691	6:20	136	0
WN	T1	B37M	172	SFO	1703	23:20	144	0					
WN	T1	B38M	175						SFO	2384	6:30	147	0
WN	T1	B38M	175	DEN	2085	23:20	165	0					
WN	T1	B738	175						AUS	2486	6:20	148	0
WN	T1	B738	175	BWI	2259	23:05	167	0					
WN	T1	B38M	175						PDX	1679	7:10	149	0
WN	T1	B38M	175	MDW	2292	22:05	165	0					
WN	T1	B37M	172						BWI	2164	6:35	164	0
WN	T1	B37M	172	OAK	4767	23:15	133	0					
WS	T1	B38M	174	YYC	1564	13:28	165	0	YYC	1565	14:15	165	0
WS	T1	B738	174	YVR	1762	12:26	167	0	YVR	1763	13:15	167	0
DL	T2W	B788	235	ATL	3000003	10:35	225	0	ATL	4000003	11:30	225	0
DL	T2W	B739	180	ATL	3000004	13:00	172	0	ATL	4000004	13:50	172	0
DL	T2W	BCS3	130						MSP	4000005	6:20	122	0
DL	T2W	BCS3	130	MSP	3000005	20:48	122	0					
DL	T2W	B738	160						MSP	4000008	9:00	150	0
DL	T2W	B738	160	MSP	3000008	23:18	150	0					
DL	T2W	BCS3	130						MSP	4000009	6:59	122	0
DL	T2W	BCS3	130	MSP	3000009	22:50	122	0					
DL	T2W	A320	160	MSP	3000010	17:20	150	0	MSP	4000010	18:00	150	0
DL	T2W	BCS1	109	LAS	3000018	20:45	97	0	LAS	4000018	21:35	97	0
DL	T2W	B739	180						JFK	4000024	6:00	164	0
DL	T2W	B739	180	JFK	3000024	21:30	164	0					
DL	T2W	B738	160	JFK	3000026	12:01	145	0	JFK	4000026	13:00	145	0
DL	T2W	B738	160						DTW	4000028	6:00	153	0
DL	T2W	A321	192	JFK	3000029	16:00	175	0	JFK	4000029	16:50	175	0
DL	T2W	B738	160	DTW	3000028	20:30	153	0					
DL	T2W	BCS3	130	DTW	3000033	9:35	124	0	DTW	4000033	10:25	124	0
DL	T2W	A320	160	SEA	3000041	21:10	151	0	SEA	4000041	22:00	151	0
AC	T1	E75S	76	YVR	3000200	19:15	72	0	YVR	4000200	20:05	72	0
BA	T2W	B772	345	LHR	3000212	12:25	304	0	LHR	4000212	13:50	304	0
WN	T1	B737	143						EWR	4000544	6:35	135	0
WN	T1	B737	143	EWR	3000544	23:05	135	0					
WN	T1	B738	175	DEN	3000545	17:15	165	0	DEN	4000545	17:55	165	0
WN	T1	B737	143	BWI	3000552	15:00	137	0	PDX	4000552	15:50	122	0
WN	T1	B737	143	LAS	3000554	6:55	105	0	LAS	4000554	7:45	105	0
WN	T1	B737	143	DAL	3000556	8:10	129	0	DAL	4000556	8:50	129	0
WN	T1	B738	175	DAL	3000557	16:25	158	0	DAL	4000557	17:05	158	0
WN	T1	B738	175	DAL	3000558	9:10	158	0	DAL	4000558	9:50	158	0
WN	T1	B738	175	HOU	3000561	17:30	168	0	HOU	4000561	18:10	168	0
WN	T1	B738	175	HOU	3000563	21:15	168	0	HOU	4000563	21:55	168	0
WN	T1	B737	143	PDX	3000579	19:00	122	0	PDX	4000579	19:50	122	0
WN	T1	B737	143	AUS	3000584	18:00	121	0	AUS	4000584	18:40	121	0
WN	T1	B738	175	MKE	3000594	12:00	164	0	MKE	4000594	12:35	164	0
WN	T2W	B737	143	CUN	3000603	14:10	127	0	CUN	4000603	14:50	127	0
AS	T2E	B739	181						EWR	4000701	6:55	166	0
AS	T2E	B739	181	EWR	3000701	23:20	166	0					
AS	T2E	B738	159	OGG	3000708	14:01	151	0	OGG	4000708	15:44	151	0

AS	T2E	A320	149	SFO	3000709	8:35	126	0	SFO	4000709	9:25	126	0
AS	T2E	A20N	185	LAS	3000713	20:00	164	0	LAS	4000713	20:55	164	0
AS	T2E	B739	181	SLC	3000719	18:05	161	0	SLC	4000719	18:55	161	0
AS	T2W	B739	181	SJD	3000740	14:00	151	0	SJD	4000740	15:20	151	0
DL	T2W	A320	160	SLC	3000012	14:45	151	0	SLC	4000012	15:35	151	0
AS	T2W	B739	181	SJD	3000739	16:05	151	0	SJD	4000739	17:10	151	0
SY	T1	B738	162	MSP	3000227	16:00	144	0	MSP	4000227	16:45	144	0
WN	T1	B738	175						SFO	4000518	7:55	147	0
WN	T1	B738	175	SFO	3000518	22:55	147	0					
AS	T2W	B739	181						GDL	4000727	6:33	161	0
AS	T2W	B739	181	GDL	3000727	21:21	161	0					
AS	T2W	B739	181						MZT	4000747	8:25	161	0
AS	T2E	B739	181	MZT	3000747	23:25	161	0					
WN	T2W	B738	175						BZE	4000607	6:50	156	0
WN	T1	B738	175	BZE	3000607	23:10	156	0					
AS	T2W	A320	149						PVR	4000746	7:25	117	0
AS	T2W	A320	149	PVR	3000746	21:00	117	0					
UA	T2W	B739	167	IAD	3000406	21:55	160	0	IAD	4000406	23:25	160	0
UA	T2W	E75S	76	DEN	3000423	18:00	68	0	DEN	4000423	18:55	68	0
UA	T2W	B739	167	ORD	3000413	19:58	160	0	ORD	4000413	20:48	160	0
DY	T2W	B788	235						LGW	4000213	7:20	207	0
DY	T2W	B788	235	LGW	3000213	19:20	207	0					
QF	T2W	B788	235	SYD	3000226	18:20	209	0	SYD	4000226	20:20	209	0
WS	T1	B738	168	YYC	3000228	18:15	159	0	YYC	4000228	19:00	159	0
AA	T2E	B738	160	JFK	3000300	8:35	151	0	JFK	4000300	9:35	151	0
AA	T2E	B738	160	MIA	3000301	20:55	153	0	MIA	4000301	22:50	153	0
AA	T2E	B738	160	PHL	3000302	11:25	143	0	PHL	4000302	12:20	143	0
AA	T2E	B738	160						DFW	4000304	7:45	151	0
AA	T2E	B738	160	DFW	3000304	23:30	151	0					
AA	T2E	B738	160						CLT	4000305	6:00	146	0
AA	T2E	B738	160	CLT	3000305	22:00	146	0					
AA	T2E	B738	160						MIA	4000307	6:15	153	0
AA	T2E	A21N	181	MIA	3000307	22:30	173	0					
AA	T2E	B738	160	DCA	3000311	11:05	150	0	DCA	4000311	11:55	150	0
AA	T2E	B738	160	DFW	3000314	17:13	151	0	DFW	4000314	18:13	151	0
AA	T2E	A21N	181	JFK	3000319	7:00	171	0	JFK	4000319	7:50	171	0
AA	T2E	A21N	181	ORD	3000322	17:30	174	0	ORD	4000322	18:20	174	0
AA	T2E	B738	160	ORD	3000324	9:55	154	0	ORD	4000324	10:40	154	0
AA	T2E	A21N	181	DCA	3000325	14:55	170	0	DCA	4000325	15:55	170	0
AA	T2E	A21N	181	CLT	3000328	19:00	165	0	CLT	4000328	19:55	165	0
UA	T2W	A320	150	IAD	3000405	12:30	144	0	IAD	4000405	13:30	144	0
UA	T2W	B739	167	IAD	3000406	15:40	160	0	IAD	4000406	16:40	160	0
UA	T2W	B739	167	IAD	3000410	6:30	160	0	IAD	4000410	7:30	160	0
UA	T2W	A320	150						ORD	4000412	6:50	144	0
UA	T2W	A320	150	ORD	3000412	22:55	144	0					
UA	T2W	B739	167	ORD	3000416	13:30	160	0	ORD	4000416	14:30	160	0
UA	T2W	B739	167	ORD	3000417	10:55	160	0	ORD	4000417	11:55	160	0
UA	T2W	E75S	76	DEN	3000418	15:10	68	0	DEN	4000418	16:00	68	0
UA	T2W	A320	150						IAH	4000425	7:50	144	0
UA	T2W	A320	150	IAH	3000425	23:10	144	0					
UA	T2W	A320	150	BOS	3000432	20:00	144	0	BOS	4000432	20:58	144	0
UA	T2W	B739	167	EWR	3000435	20:55	160	0	EWR	4000435	22:55	160	0
UA	T2W	B739	167						BOS	4000436	6:40	160	0
UA	T2W	B739	167	BOS	3000436	23:20	160	0					
WN	T1	B737	143						SFO	4000500	6:35	120	0
WN	T1	B738	175	LAS	3000500	22:15	129	0					
WN	T1	B737	143	LAS	3000502	13:00	105	0	LAS	4000502	13:35	105	0
WN	T1	B737	143						SMF	4000507	6:35	123	0
WN	T1	B737	143	OAK	3000507	22:25	110	0					
WN	T1	B737	143	SFO	3000515	11:10	120	0	SFO	4000515	11:55	120	0
WN	T1	B737	143	SMF	3000524	14:00	123	0	SMF	4000524	14:35	123	0
WN	T1	B737	143	SMF	3000525	21:55	123	0	SMF	4000525	22:35	123	0
WN	T1	B738	175	SMF	3000526	10:00	150	0	SMF	4000526	10:35	150	0
WN	T1	B737	143	SJC	3000537	15:55	113	0	SJC	4000537	16:45	113	0
WN	T1	B737	143	DEN	3000542	20:50	135	0	ABQ	4000542	21:30	118	0

Terminating Pax Flow (Arrivals)

Flight schedule 2019_2030 No-Build summary
For Terminating
Time

	T1	T2E	T2W	Total
Daily	23,190	14,522	17,801	55,513
12:00 AM	0	92	119	211
12:15 AM	0	95	99	194
12:30 AM	0	15	95	110
12:45 AM	0	0	13	13
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	50	50
6:45 AM	4	0	94	98
7:00 AM	301	65	16	382
7:15 AM	455	187	0	642
7:30 AM	180	66	0	246
7:45 AM	98	163	0	261
8:00 AM	272	230	1	503
8:15 AM	351	77	72	500
8:30 AM	383	134	81	598
8:45 AM	485	507	10	1,002
9:00 AM	364	372	0	736
9:15 AM	342	224	44	610
9:30 AM	357	140	213	710
9:45 AM	381	200	261	842
10:00 AM	305	324	373	1,002
10:15 AM	242	193	175	610
10:30 AM	609	131	376	1,116
10:45 AM	615	183	549	1,347
11:00 AM	377	191	401	969
11:15 AM	210	151	253	614
11:30 AM	241	127	277	645
11:45 AM	342	277	188	807

Originating Pax Flow (Departures)

Flight schedule 2019_2030 No-Build summary
For Originating
Time

	T1	T2E	T2W	Total
Daily	22,842	14,662	17,861	55,365
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	2	5	7
3:45 AM	3	15	16	34
4:00 AM	17	30	41	88
4:15 AM	29	81	121	231
4:30 AM	98	229	273	600
4:45 AM	256	373	407	1,036
5:00 AM	418	416	490	1,324
5:15 AM	486	429	516	1,431
5:30 AM	476	410	499	1,385
5:45 AM	435	386	465	1,286
6:00 AM	419	397	441	1,257
6:15 AM	395	432	403	1,230
6:30 AM	392	413	362	1,167
6:45 AM	401	400	349	1,150
7:00 AM	410	365	290	1,065
7:15 AM	408	329	229	966
7:30 AM	396	279	176	851
7:45 AM	383	249	162	794
8:00 AM	374	242	153	769
8:15 AM	369	235	191	795
8:30 AM	360	231	226	817
8:45 AM	365	231	273	869
9:00 AM	366	223	315	904
9:15 AM	372	215	322	909
9:30 AM	392	209	346	947
9:45 AM	399	210	333	942
10:00 AM	403	216	322	941
10:15 AM	380	220	293	893
10:30 AM	363	215	254	832
10:45 AM	360	194	238	792
11:00 AM	353	167	238	758
11:15 AM	386	138	269	793
11:30 AM	382	103	322	807
11:45 AM	392	89	365	846

12:00 PM	400	247	119	766
12:15 PM	403	115	122	640
12:30 PM	340	31	561	932
12:45 PM	461	111	707	1,279
1:00 PM	292	45	370	707
1:15 PM	246	63	356	665
1:30 PM	321	174	288	783
1:45 PM	318	177	311	806
2:00 PM	297	85	150	532
2:15 PM	327	168	224	719
2:30 PM	254	219	185	658
2:45 PM	210	170	302	682
3:00 PM	316	376	358	1,050
3:15 PM	412	222	346	980
3:30 PM	401	88	209	698
3:45 PM	285	175	177	637
4:00 PM	362	150	197	709
4:15 PM	227	107	254	588
4:30 PM	224	299	91	614
4:45 PM	312	282	57	651
5:00 PM	223	162	68	453
5:15 PM	422	164	207	793
5:30 PM	446	187	299	932
5:45 PM	344	299	275	918
6:00 PM	420	232	190	842
6:15 PM	298	211	225	734
6:30 PM	287	254	265	806
6:45 PM	401	332	180	913
7:00 PM	252	234	245	731
7:15 PM	323	135	69	527
7:30 PM	375	183	151	709
7:45 PM	316	139	479	934
8:00 PM	457	141	605	1,203
8:15 PM	394	252	312	958
8:30 PM	187	69	233	489
8:45 PM	80	86	232	398
9:00 PM	308	254	451	1,013
9:15 PM	567	302	371	1,240
9:30 PM	412	295	316	1,023
9:45 PM	190	278	498	966
10:00 PM	342	265	342	949
10:15 PM	434	156	282	872
10:30 PM	354	265	155	774
10:45 PM	228	550	344	1,122
11:00 PM	341	387	617	1,345
11:15 PM	749	338	498	1,585
11:30 PM	605	545	511	1,661
11:45 PM	113	359	237	709

12:00 PM	375	80	392	847
12:15 PM	340	89	400	829
12:30 PM	314	107	359	780
12:45 PM	287	127	329	743
1:00 PM	278	153	290	721
1:15 PM	269	178	285	732
1:30 PM	276	194	291	761
1:45 PM	282	214	296	792
2:00 PM	290	223	303	816
2:15 PM	305	225	286	816
2:30 PM	309	213	258	780
2:45 PM	308	192	227	727
3:00 PM	304	181	189	674
3:15 PM	310	176	171	657
3:30 PM	320	188	149	657
3:45 PM	329	203	138	670
4:00 PM	355	205	129	689
4:15 PM	352	211	129	692
4:30 PM	365	193	140	698
4:45 PM	363	174	145	682
5:00 PM	341	172	139	652
5:15 PM	329	163	119	611
5:30 PM	300	165	92	557
5:45 PM	304	173	84	561
6:00 PM	308	170	86	564
6:15 PM	324	170	109	603
6:30 PM	322	156	148	626
6:45 PM	318	131	186	635
7:00 PM	313	109	228	650
7:15 PM	302	93	240	635
7:30 PM	301	86	236	623
7:45 PM	284	94	216	594
8:00 PM	265	103	186	554
8:15 PM	244	127	185	556
8:30 PM	218	152	179	549
8:45 PM	193	170	187	550
9:00 PM	151	170	174	495
9:15 PM	112	148	154	414
9:30 PM	78	112	122	312
9:45 PM	41	65	81	187
10:00 PM	20	27	51	98
10:15 PM	5	7	28	40
10:30 PM	0	0	13	13
10:45 PM	0	0	6	6
11:00 PM	0	0	1	1
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

Only include flights on date: **7/12/2018**

24-hr Deplanements
55514

24-hr Enplanements
55356

Errors: 0

				Arrivals								Departures							
Airline	Gate	Type	Seat	Origin	Arr No	Arr Sch	Arrival	#Dep	#ConDep	ArrType	Arr TN	Dest	Dep No	Dep Sch	Departure	#Enp	#ConEnp	Dep Type	Dep TN
AA	T1	A21N	181	DFW	131	10:21		171	0			DFW	131	11:59		171	0		
AA	T1	A21N	196	PHX	438	8:47		169	0			PHX	438	9:58		169	0		
AA	T1	A321	187	PHX	480	18:16		162	0			PHX	480	19:25		162	0		
AA	T1	A321	187	PHX	491	15:11		162	0			DFW	491	16:04		177	0		
AA	T1	A321	187	PHL	581	20:56		167	0			CLT	596	22:31		171	0		
AA	T1	A321	187	CLT	639	9:31		171	0			CLT	639	10:24		171	0		
AA	T1	A321	187	DFW	679	11:59		177	0			DFW	679	12:49		177	0		
AA	T1	A21N	181	DFW	1064	9:52		171	0			DFW	1064	10:42		171	0		
AA	T1	A321	187	ORD	1168	15:38		180	0			PHX	1514	16:40		162	0		
AA	T1	A21N	181	DFW	1229	13:24		171	0			DFW	1229	14:22		171	0		
AA	T1	B738	160	DFW	1243	19:57		151	0			JFK	2306	22:26		151	0		
AA	T1	A321	187	ORD	1543	19:21		180	0			MIA	1209	21:54		179	0		
AA	T1	A21N	181	DFW	1611	7:53		171	0			DFW	1611	8:45		171	0		
AA	T1	A321	187	PHL	1621	10:35		167	0			ORD	134	11:34		180	0		
AA	T1	A21N	181	DFW	1624	16:13		171	0			DFW	1624	17:39		171	0		
AA	T1	A321	187	CLT	1740	18:30		171	0			PHL	2078	22:16		167	0		
AA	T1	A321	187	JFK	2407	21:40		177	0			ORD	1606	22:46		180	0		
AA	T1	A321	187	PHX	2671	11:43		162	0			PHX	2671	12:34		162	0		
AA	T1	A321	187	ORD	2680	14:14		180	0			ORD	2680	15:02		180	0		
AA	T1	A321	187	JFK	2681	9:52		177	0			JFK	2681	11:00		177	0		
AA	T1	A321	187	JFK	366	22:55		177	0										
AA	T1	A321	187									PHL	1367	6:21		167	0		
AA	T1	A321	187									PHL	433	7:49		167	0		
AA	T1	A321	187	PHX	440	21:20		162	0										
AA	T1	A321	187									CLT	1651	7:12		171	0		
AA	T1	A321	187	CLT	597	21:53		171	0										
AA	T1	A321	187									JFK	2458	7:42		177	0		
AA	T1	A321	187	ORD	1244	22:40		180	0										
AA	T1	A321	187									PHX	625	6:20		162	0		
AA	T1	A321	187	PHL	2066	23:26		167	0										
AA	T1	A21N	181									DFW	2535	6:23		171	0		
AA	T1	A21N	181	DFW	2568	23:13		171	0										
AA	T1	A321	187									ORD	956	8:00		180	0		
AA	T1	A321	187	MIA	2674	22:28		179	0										
AA	T1	A21N	181	DFW	2758	17:52		171	0										
AA	T1	A21N	181									DFW	1055	6:54		171	0		
AC	T2W	A321	200	YYZ	1887	10:45		192	0			YYZ	1886	11:50		192	0		
AC	T2W	CRJ9	76	YVR	8668	15:51		72	0			YVR	8669	16:30		72	0		
AC	T2W	E75S	76	YVR	8690	13:11		72	0			YVR	8691	13:50		72	0		
AC	T2W	E75S	76									YVR	8667	7:00		72	0		
AC	T2W	E75S	76	YVR	8670	22:51		72	0										
AS	T2E	B738	159	SJD	275	12:45		133	0			SJD	248	14:18		133	0		
AS	T2E	B738	159	MCO	339	17:41		153	0			PDX	577	18:59		152	0		
AS	T2E	B738	159	PDX	374	19:29		152	0			PDX	391	20:25		152	0		
AS	T2E	B738	159	BWI	377	9:28		143	0			SEA	539	11:20		152	0		
AS	T2W	B738	159	SEA	380	8:36		152	0			MCO	760	10:00		153	0		
AS	T2E	B739	178	SEA	388	12:35		171	0			SEA	471	13:35		171	0		
AS	T2W	B739	178	SEA	392	18:38		171	0			SEA	949	19:38		171	0		
AS	T2E	B739	178	SEA	482	9:01		171	0			SEA	579	10:10		171	0		
AS	T2E	B739	178	SEA	484	14:45		171	0			SEA	317	15:45		171	0		
AS	T2W	B738	159	PDX	566	9:00		152	0			KOA	185	10:10		140	0		
AS	T2E	B738	159	PDX	572	14:20		152	0			PDX	575	15:25		152	0		
AS	T2E	B739	178	SEA	574	16:25		171	0			SEA	455	17:26		171	0		
AS	T2W	B738	159	OGG	806	21:01		151	0			BWI	378	22:44		143	0		
AS	T2W	B739	178	SFO	1950	7:35		150	0			SFO	1953	8:28		150	0		
AS	T2W	A21N	185	SFO	1954	13:35		156	0			SFO	1965	14:34		156	0		
AS	T2E	B739	178	SFO	1958	16:36		150	0			SFO	1967	17:31		150	0		
AS	T2E	B739	178	SFO	1960	10:49		150	0			SFO	1961	11:40		150	0		
AS	T2E	A21N	185	SFO	1962	18:46		156	0			SFO	1971	19:42		156	0		
AS	T2W	A320	149	ABQ	2729	13:12		132	0			MSP	2774	14:24		132	0		
AS	T2W	A21N	185	MSP	2781	14:47		164	0			ABQ	2730	15:32		164	0		
AS	T2W	A320	149	OMA	3339	16:41		132	0			SMF	3344	17:23		133	0		
AS	T2E	A21N	185	SMF	3343	16:19		166	0			STS	3433	17:00		164	0		
AS	T2E	A320	149	SLC	3354	7:05		133	0			DAL	3306	7:52		132	0		
AS	T2E	A21N	185	SJC	3356	8:32		160	0			STL	3352	9:18		164	0		
AS	T2E	A320	149	SJC	3396	11:36		129	0			SMF	3342	12:20		133	0		
AS	T2E	A21N	185	SJC	3398	15:43		160	0			SJC	3407	16:24		160	0		
AS	T2W	A320	149	SJC	3408	20:06		129	0			SJC	3357	20:50		129	0		
AS	T2W	A21N	185	AUS	3421	17:00		164	0			MCI	3458	17:42		164	0		
AS	T2W	A320	149	MCI	3451	8:27		132	0			AUS	3336	9:07		132	0		
AS	T2E	A21N	185	STL	3453	17:32		164	0			BOI	3483	18:15		164	0		
AS	T2W	A320	149	FAT	3459	14:48		132	0			SLC	3341	15:28		133	0		
AS	T2W	A320	149	FAT	3471	18:28		132	0			FAT	3472	19:54		132	0		
AS	T2E	E75S	76	FAT	3477	8:40		58	0			FAT	3438	9:20		58	0		
AS	T2E	A320	149	BOI	3484	11:40		132	0			SJC	3399	12:25		129	0		
AS	T2W	E75S	76	MRY	3486	10:51		60	0			FAT	3422	11:31		58	0		
AS	T2E	A21N	185	SMF	3493	7:44		166	0			OMA	3338	8:24		164	0		
AS	T2E	B739	178									BOS	798	8:20		171	0		
AS	T2E	B739	178	KOA	196	22:28		157	0										
AS	T2W	B739	178									SEA	209	8:00		171	0		
AS	T2E	B739	178	SJD	201	18:47		149	0										
AS	T2E	B739	178									SJD	244	7:25		149	0		
AS	T2E	B739	178									EWR	772	6:20		164	0		
AS	T2E	B739	178	SEA	488	23:59		171	0										
AS	T2E	B739	178									HNL	895	7:20		171	0		
AS	T2W	B739	178	PDX	552	22:55		170	0										
AS	T2W	B738	159	BOS	769	21:36		153	0										
AS	T2E	B739	178									OGG	829	8:45		169	0		
AS	T2E	B739	178	EWR	773	22:04		164	0										
AS	T2E	B739	178									LIH	819	7:10		146	0		

AS	T2E	B739	178	LIH	858	23:03	146	0					
AS	T2E	B739	178						PDX	333	6:29	170	0
AS	T2E	B739	178	HNL	892	23:24	171	0					
AS	T2W	A320	149						SEA	1133	6:20	143	0
AS	T2W	A320	149	SFO	1964	22:37	126	0					
AS	T2E	A320	149						SFO	1949	6:40	126	0
AS	T2E	A320	149	SEA	1984	20:38	143	0					
AS	T2E	A21N	185						SMF	3340	6:15	166	0
AS	T2E	A21N	185	DAL	3305	22:30	164	0					
AS	T2W	A21N	185						SJC	3397	7:00	160	0
AS	T2E	A21N	185	SMF	3345	21:18	166	0					
AS	T2E	E75S	76						MRY	3417	7:30	60	0
AS	T2E	E75S	76	STS	3444	21:15	70	0					
B6	T2W	A320	159	BOS	19	19:57	152	0	JFK	90	21:07	149	0
B6	T2W	A321	200	JFK	89	19:33	188	0	BOS	20	20:43	191	0
B6	T2W	A321	200	JFK	189	11:56	188	0	JFK	190	13:06	188	0
B6	T2W	A320	150	FLL	529	19:52	141	0	FLL	530	20:56	141	0
B6	T2W	A320	159	BOS	2819	10:24	152	0	BOS	2820	11:34	152	0
BA	T2W	B773	297	LHR	273	18:45	261	0	LHR	272	20:45	261	0
DL	T2W	B753	234	ATL	33	21:31	224	0	ATL	2213	22:36	224	0
DL	T2W	B739	180	JFK	453	14:33	164	0	JFK	862	15:20	164	0
DL	T2W	A321	192	DTW	833	10:24	183	0	DTW	833	11:22	183	0
DL	T2W	A321	192	DTW	857	13:37	183	0	ATL	1430	14:35	184	0
DL	T2W	A321	192	ATL	945	11:22	184	0	ATL	1054	12:20	184	0
DL	T2W	A321	192	ATL	1430	12:32	184	0	DTW	1275	13:30	183	0
DL	T2W	A321	192	ATL	1567	17:00	184	0	ATL	1636	21:36	184	0
DL	T2W	BCS3	130	SEA	1608	12:47	122	0	SEA	1608	13:22	122	0
DL	T2W	A321	192	MSP	1687	10:27	180	0	MSP	1687	11:25	180	0
DL	T2W	B753	234	ATL	1692	9:50	224	0	ATL	1692	10:55	224	0
DL	T2W	A321	192	MSP	1728	13:06	180	0	MSP	1728	14:04	180	0
DL	T2W	A321	192	ATL	1792	14:57	184	0	MSP	2443	15:55	180	0
DL	T2W	B739	180	JFK	2246	20:15	164	0	JFK	1798	22:05	164	0
DL	T2W	B739	180	JFK	2288	11:07	164	0	JFK	473	11:57	164	0
DL	T2W	A321	192	SLC	2295	9:17	181	0	SLC	2295	10:05	181	0
DL	T2W	A321	192	SLC	2378	12:21	181	0	SLC	2378	13:10	181	0
DL	T2W	A321	192	DTW	2497	17:47	183	0	DTW	1855	22:36	183	0
DL	T2W	BCS1	109	SEA	2532	10:47	103	0	SEA	2532	11:25	103	0
DL	T2W	A321	192	SLC	2546	17:35	181	0	SLC	2546	18:25	181	0
DL	T2W	BCS1	109	SLC	2615	15:56	103	0	SLC	2615	16:35	103	0
DL	T2W	A321	192						ATL	30	9:00	184	0
DL	T2W	BCS1	109	SEA	5736	14:03	103	0	SEA	5736	15:05	103	0
DL	T2W	BCS1	109	SEA	5750	18:13	103	0	SEA	5750	18:50	103	0
DL	T2W	BCS1	109	LAS	5789	10:19	97	0	LAS	5789	10:49	97	0
DL	T2W	BCS1	109	LAS	5804	16:30	97	0	LAS	5804	17:04	97	0
DL	T2W	BCS1	109	LAS	5842	20:20	97	0	LAX	5761	20:59	82	0
DL	T2W	A321	192	ATL	63	19:44	184	0					
DL	T2W	B739	180						MSP	1545	8:00	169	0
DL	T2W	B739	180	MSP	1744	19:43	169	0					
DL	T2W	B739	180						MSP	1864	6:30	169	0
DL	T2W	B739	180	MSP	1787	21:46	169	0					
DL	T2W	A321	192						ATL	62	7:40	184	0
DL	T2W	A321	192	DTW	1855	21:38	183	0					
DL	T2W	A321	192						ATL	1592	6:30	184	0
DL	T2W	A321	192	SLC	1909	23:15	181	0					
DL	T2W	A321	192	MSP	2103	0:13	180	0	SLC	2872	6:15	181	0
DL	T2W	B739	180						JFK	2404	7:10	164	0
DL	T2W	B739	180	JFK	2243	22:40	164	0					
DL	T2W	A321	192						DTW	98	7:00	183	0
DL	T2W	A321	192	ATL	2367	23:10	184	0					
DL	T2W	BCS1	109	SEA	5793	21:37	103	0					
DL	T2W	BCS1	109						LAS	5738	6:55	97	0
F9	T2W	A321	230	DEN	555	9:07	221	0	CVG	1188	10:07	221	0
F9	T2W	A321	230	CVG	1185	10:22	221	0	DEN	560	11:22	221	0
F9	T2W	A321	230	AUS	1701	11:37	221	0	AUS	1702	12:27	221	0
F9	T2W	A321	230						TUL	1764	7:05	200	0
F9	T2W	A321	230	TUL	1839	21:45	200	0					
G4	T2W	A320	186	EUG	1005	16:36	171	0	EUG	1004	17:16	171	0
HA	T2W	A332	278						HNL	15	10:15	267	0
HA	T2W	A332	278	HNL	16	22:45	267	0					
HA	T2W	A321	189						OGG	37	7:05	161	0
HA	T2W	A321	189	OGG	38	19:50	161	0					
JL	T2W	B788	206	NRT	66	11:40	183	0	NRT	65	13:30	183	0
LH	T2W	A343	279	FRA	466	13:25	245	0	FRA	467	15:10	245	0
NK	T2W	A20N	182	DFW	107	17:05	172	0	DFW	108	18:00	172	0
NK	T2W	A20N	182	BWI	194	19:11	150	0	LAS	636	20:05	154	0
NK	T2W	A20N	182	LAS	245	19:48	154	0	BWI	189	20:56	150	0
NK	T2W	A21N	228	LAS	511	14:38	193	0	LAS	356	15:35	193	0
NK	T2W	A21N	228	ORD	563	12:35	219	0	ORD	564	13:30	219	0
NK	T2W	A20N	182	DTW	623	9:45	152	0	DTW	644	11:00	152	0
NK	T2W	A20N	182	LAS	673	8:35	154	0	LAS	352	9:30	154	0
NK	T2W	A21N	228						IAH	858	7:00	170	0
NK	T2W	A21N	228	IAH	619	22:34	170	0					
SY	T2W	B738	168	MSP	401	12:01	149	0	MSP	402	13:00	149	0
UA	T1	B739	179	IAD	229	11:17	172	0	IAD	2282	12:35	172	0
UA	T1	B739	179	IAD	231	14:44	172	0	IAH	2210	15:40	172	0
UA	T1	B739	179	SFO	284	8:12	164	0	SFO	334	9:55	164	0
UA	T1	B739	179	ORD	395	18:09	172	0	SFO	1677	19:04	164	0
UA	T1	B739	179	DEN	459	20:46	172	0	ORD	240	22:30	172	0
UA	T1	B739	179	SFO	497	14:28	164	0	SFO	370	15:28	164	0
UA	T1	B739	179	SFO	555	9:24	164	0	IAH	1284	10:15	172	0
UA	T1	B739	179	DEN	710	17:11	172	0	DEN	231	18:05	172	0
UA	T1	B739	179	DEN	763	12:34	172	0	SFO	1919	13:30	164	0
UA	T1	B739	179	ORD	1590	12:21	172	0	IAH	2099	13:40	172	0
UA	T1	B739	179	EWR	1593	10:42	172	0	EWR	2163	11:35	172	0
UA	T1	B739	179	SFO	1798	19:39	164	0	SFO	384	20:30	164	0
UA	T1	B739	179	IAH	1870	15:27	172	0	SFO	736	16:31	164	0

UA	T1	B739	179	SFO	1900	12:30	164	0	DEN	243	13:29	172	0
UA	T1	B739	179	IAH	1916	19:37	172	0	EWR	710	20:48	172	0
UA	T1	B739	179	IAH	1919	10:42	172	0	IAH	1593	11:51	172	0
UA	T1	B739	179	DEN	1982	9:44	172	0	DEN	1479	10:45	172	0
UA	T1	B739	179	IAH	2156	13:02	172	0	ORD	1900	14:05	172	0
UA	T1	B739	179	ORD	2192	9:54	172	0	ORD	555	10:59	172	0
UA	T1	B739	179	SFO	2238	10:20	164	0	SFO	390	11:20	164	0
UA	T1	B739	179	SFO	2287	17:25	164	0	SFO	2016	18:22	164	0
UA	T1	B739	179	IAD	2303	19:41	172	0	LAX	1482	20:58	114	0
UA	T1	B739	179	ORD	2381	15:01	172	0	DEN	2299	16:02	172	0
UA	T1	B739	179						SFO	2235	6:15	164	0
UA	T1	B739	179	SFO	361	22:35	164	0					
UA	T1	B739	179						ORD	2137	8:25	172	0
UA	T1	B739	179	ORD	651	22:10	172	0					
UA	T1	B739	179						DEN	1209	8:30	172	0
UA	T1	B739	179						SFO	662	7:35	164	0
UA	T1	B739	179	IAH	991	22:56	172	0					
UA	T1	B739	179						IAD	546	8:12	172	0
UA	T1	B739	179	EWR	1827	20:57	172	0					
UA	T1	B739	179	SFO	1967	22:08	164	0					
UA	T1	B739	179						IAH	2094	7:50	172	0
UA	T1	B739	179	EWR	2275	22:46	172	0					
UA	T1	B739	179						EWR	751	6:15	172	0
UA	T1	B739	179	DEN	2416	23:30	172	0					
UA	T1	B739	179						ORD	913	6:15	172	0
UA	T1	B739	179	SFO	2423	23:47	164	0					
WN	T1	B738	175	PHX	20	15:05	141	0	PDX	20	15:40	149	0
WN	T1	B737	143	OAK	31	7:50	110	0	DAL	31	8:25	129	0
WN	T1	B738	175	PHX	34	7:50	141	0	HOU	34	8:25	168	0
WN	T1	B738	175	LAS	160	11:40	129	0	SMF	160	12:30	150	0
WN	T1	B738	175	OAK	170	20:10	135	0	OAK	375	20:55	135	0
WN	T1	B738	175	BWI	193	16:20	167	0	SMF	193	17:10	150	0
WN	T1	B738	175	BNA	211	10:30	157	0	IND	2485	11:30	159	0
WN	T1	B738	175	SJC	234	17:45	138	0	MDW	1410	18:25	165	0
WN	T1	B738	175	SMF	241	21:00	150	0	PDX	241	22:00	149	0
WN	T1	B738	175	MSY	266	17:10	159	0	SAT	267	18:00	152	0
WN	T1	B738	175	BWI	359	10:55	167	0	TPA	2332	11:45	157	0
WN	T1	B738	175	DEN	361	8:40	165	0	ABQ	2245	9:30	144	0
WN	T1	B738	175	MCO	368	14:20	168	0	MDW	369	15:05	165	0
WN	T1	B738	175	LAS	416	17:40	129	0	LAS	234	18:20	129	0
WN	T1	B738	175	DAL	419	15:50	158	0	PHX	419	16:35	141	0
WN	T1	B738	175	SJC	427	22:00	138	0	LAS	1334	22:50	129	0
WN	T1	B737	143	SJC	470	16:40	113	0	SJC	1459	17:10	113	0
WN	T1	B738	175	PHX	477	7:05	141	0	SAT	477	7:45	152	0
WN	T1	B737	143	SAT	481	10:35	124	0	SFO	1698	11:10	120	0
WN	T1	B738	175	LAS	482	18:35	129	0	PHX	483	19:10	141	0
WN	T1	B737	143	OAK	500	19:25	110	0	OAK	2271	20:10	110	0
WN	T1	B737	143	LAS	502	9:30	105	0	LAS	963	10:05	105	0
WN	T1	B738	175	AUS	506	17:50	148	0	MCI	2175	18:30	158	0
WN	T1	B737	143	OAK	580	21:25	110	0	PHX	991	22:35	115	0
WN	T1	B738	175	MDW	597	13:00	165	0	HOU	199	13:45	168	0
WN	T1	B738	175	DEN	606	6:55	165	0	BNA	1467	7:30	157	0
WN	T1	B737	143	OAK	609	14:10	110	0	PHX	2194	14:50	115	0
WN	T1	B738	175	LAS	746	21:45	129	0	OAK	408	22:45	135	0
WN	T1	B737	143	LAS	768	20:25	105	0	LAS	2294	21:00	105	0
WN	T1	B738	175	PHX	791	12:50	141	0	DEN	791	13:25	165	0
WN	T1	B737	143	TPA	807	11:40	129	0	SJC	807	12:20	113	0
WN	T1	B37M	172	HOU	847	9:25	165	0	SMF	2519	10:05	148	0
WN	T1	B738	175	EWR	893	13:55	166	0	OAK	893	14:30	135	0
WN	T1	B737	143	RNO	958	19:15	129	0	AUS	958	19:50	121	0
WN	T1	B738	175	PHX	977	18:45	141	0	OAK	977	19:15	135	0
WN	T1	B737	143	LAS	996	7:30	105	0	SEA	996	8:10	137	0
WN	T1	B37M	172	SEA	1017	20:50	165	0	TUS	1017	21:25	129	0
WN	T1	B738	175	SMF	1051	14:55	150	0	SJC	1336	15:30	138	0
WN	T1	B738	175	DEN	1082	13:55	165	0	BNA	724	14:45	157	0
WN	T1	B37M	172	PDX	1096	13:20	146	0	BWI	1096	13:55	164	0
WN	T1	B738	175	MCI	1147	8:15	158	0	EWR	1148	9:10	166	0
WN	T1	B738	175	AUS	1156	9:40	148	0	DAL	695	10:15	158	0
WN	T1	B738	175	DEN	1207	10:10	165	0	SJC	1207	11:00	138	0
WN	T2W	B738	175	SJD	1214	15:10	160	0	LAS	2545	15:50	129	0
WN	T1	B737	143	SJC	1291	21:05	113	0	SMF	1292	21:45	123	0
WN	T1	B738	175	MDW	1295	10:25	165	0	BWI	1100	11:20	167	0
WN	T1	B738	175	TUS	1306	11:20	131	0	OAK	2286	12:00	135	0
WN	T1	B738	175	HOU	1408	18:35	168	0	SMF	2531	19:40	150	0
WN	T1	B737	143	OAK	1409	7:00	110	0	SJC	606	7:35	113	0
WN	T1	B737	143	PHX	1410	17:40	115	0	OAK	416	18:20	110	0
WN	T1	B737	143	ABQ	1467	6:55	118	0	MCI	1409	7:35	129	0
WN	T1	B738	175	SJC	1474	10:20	138	0	MCO	1474	11:05	168	0
WN	T1	B738	175	SMF	1481	18:30	150	0	STL	1481	19:30	156	0
WN	T1	B737	143	SMF	1624	17:15	123	0	PHX	1624	17:50	115	0
WN	T1	B737	143	TUS	1647	19:00	107	0	LAS	1647	19:35	105	0
WN	T1	B737	143	RNO	1652	8:15	129	0	DEN	1652	8:50	135	0
WN	T1	B737	143	SFO	1697	10:35	120	0	MSY	52	11:10	130	0
WN	T1	B737	143	SFO	1699	15:00	120	0	SFO	2083	15:35	120	0
WN	T1	B737	143	SFO	1701	19:15	120	0	SFO	1702	19:45	120	0
WN	T1	B737	143	SAT	1705	15:25	124	0	BOI	2129	16:10	133	0
WN	T1	B38M	175	BOI	1748	21:00	163	0	SFO	1807	21:45	147	0
WN	T1	B737	143	LAS	1775	15:25	105	0	OAK	1705	16:20	110	0
WN	T1	B737	143	SFO	1797	8:00	120	0	SFO	1798	8:35	120	0
WN	T1	B737	143	SFO	1799	12:30	120	0	MKE	1895	13:05	134	0
WN	T1	B737	143	SFO	1801	17:00	120	0	SFO	1802	17:35	120	0
WN	T1	B737	143	SFO	1806	21:10	120	0	DEN	580	22:10	135	0
WN	T1	B737	143	MCI	1810	21:10	129	0	OAK	1810	21:55	110	0
WN	T1	B737	143	SJC	1832	12:00	113	0	AUS	1832	12:45	121	0
WN	T1	B738	175	SMF	1882	8:55	150	0	PHX	1882	9:45	141	0
WN	T1	B737	143	SMF	1895	12:30	123	0	SFO	1800	13:10	120	0

WN	T1	B737	143	SMF	1917	13:25	123	0	SJC	1918	14:00	113	0
WN	T1	B737	143	OAK	1927	16:45	110	0	SEA	1927	17:30	137	0
WN	T1	B737	143	SLC	2062	14:45	126	0	SMF	2062	15:25	123	0
WN	T1	B737	143	OAK	2067	10:25	110	0	DEN	2067	11:00	135	0
WN	T1	B737	143	SJC	2093	19:50	113	0	PHX	2093	20:20	115	0
WN	T1	B737	143	PHX	2116	8:40	115	0	SMF	2116	9:15	123	0
WN	T1	B38M	175	STL	2129	15:30	156	0	SJC	1103	16:20	138	0
WN	T1	B38M	175	MKE	2136	17:15	164	0	DAL	1230	18:00	158	0
WN	T1	B738	175	ATL	2155	12:15	167	0	RNO	2155	13:05	158	0
WN	T1	B737	143	OAK	2175	17:50	110	0	SJC	506	18:25	113	0
WN	T1	B737	143	SJC	2194	14:15	113	0	SLC	609	14:50	126	0
WN	T1	B37M	172	PDX	2208	8:30	146	0	SJC	2208	9:05	136	0
WN	T1	B737	143	SMF	2209	19:40	123	0	ABQ	500	20:15	118	0
WN	T1	B737	143	SJC	2245	8:55	113	0	SJD	1213	9:55	130	0
WN	T1	B738	175	OAK	2258	8:35	135	0	STL	2258	9:30	156	0
WN	T1	B737	143	LAS	2270	12:35	105	0	LAS	1767	13:10	105	0
WN	T1	B738	175	SJC	2276	18:25	138	0	SJC	1408	19:25	138	0
WN	T1	B737	143	DAL	2286	11:20	129	0	PHX	2817	12:00	115	0
WN	T1	B738	175	MDW	2295	15:15	165	0	DAL	1494	16:05	158	0
WN	T1	B738	175	PHX	2306	9:45	141	0	MDW	1284	10:35	165	0
WN	T1	B737	143	OAK	2339	13:30	110	0	SMF	2151	14:05	123	0
WN	T1	B37M	172	SMF	2351	15:45	148	0	LAS	2355	16:55	127	0
WN	T1	B737	143	SMF	2362	7:15	123	0	PHX	2362	7:55	115	0
WN	T1	B737	143	DAL	2378	20:00	129	0	SJC	2378	20:35	113	0
WN	T1	B737	143	DEN	2385	18:05	135	0	SMF	2385	18:40	123	0
WN	T1	B737	143	SJC	2393	7:55	113	0	LAS	2393	8:30	105	0
WN	T1	B737	143	LAS	2421	8:20	105	0	ATL	2421	9:05	136	0
WN	T1	B737	143	SMF	2471	10:50	123	0	LAS	2471	11:25	105	0
WN	T1	B37M	172	SEA	2519	9:25	165	0	OAK	847	9:55	133	0
WN	T1	B737	143	SJC	2545	15:15	113	0	DEN	1775	16:00	135	0
WN	T1	B737	143	IND	2567	13:40	130	0	TUS	2567	14:15	107	0
WN	T1	B737	143	PHX	2574	20:10	115	0	RNO	2574	20:45	129	0
WN	T1	B738	175	DAL	6874	7:00	158	0	OAK	980	8:10	135	0
WN	T1	B737	143						SMF	2267	6:30	123	0
WN	T1	B737	143	LAS	532	23:15	105	0					
WN	T1	B738	175						MDW	2475	6:40	165	0
WN	T1	B738	175	BNA	833	23:05	157	0					
WN	T1	B38M	175						LAS	1708	6:35	129	0
WN	T1	B38M	175	PHX	1057	23:10	141	0					
WN	T1	B37M	172						OAK	2503	7:20	133	0
WN	T1	B37M	172	STL	1334	22:20	153	0					
WN	T1	B37M	172						PHX	1712	6:55	138	0
WN	T1	B37M	172	PDX	1401	22:50	146	0					
WN	T1	B737	143						DEN	2204	6:40	135	0
WN	T1	B737	143	ABQ	1439	23:00	118	0					
WN	T1	B738	175						SMF	2172	7:40	150	0
WN	T1	B738	175	AUS	1695	21:15	148	0					
WN	T1	B37M	172						SJC	1691	6:20	136	0
WN	T1	B37M	172	SFO	1703	23:20	144	0					
WN	T1	B38M	175						SFO	2384	6:30	147	0
WN	T1	B38M	175	DEN	2085	23:20	165	0					
WN	T1	B738	175						AUS	2486	6:20	148	0
WN	T1	B738	175	BWI	2259	23:05	167	0					
WN	T1	B38M	175						PDX	1679	7:10	149	0
WN	T1	B38M	175	MDW	2292	22:05	165	0					
WN	T1	B37M	172						BWI	2164	6:35	164	0
WN	T1	B37M	172	OAK	4767	23:15	133	0					
WS	T2W	B38M	174	YYC	1564	13:28	165	0	YYC	1565	14:15	165	0
WS	T2W	B738	174	YVR	1762	12:26	167	0	YVR	1763	13:15	167	0
DL	T2W	B788	235	ATL	3000003	10:35	225	0	ATL	4000003	11:30	225	0
DL	T2W	B739	180	ATL	3000004	13:00	172	0	ATL	4000004	13:50	172	0
DL	T2W	BCS3	130						MSP	4000005	6:20	122	0
DL	T2W	BCS3	130	MSP	3000005	20:48	122	0					
DL	T2W	B738	160						MSP	4000008	9:00	150	0
DL	T2W	B738	160	MSP	3000008	23:18	150	0					
DL	T2W	BCS3	130						MSP	4000009	6:59	122	0
DL	T2W	BCS3	130	MSP	3000009	22:50	122	0					
DL	T2W	A320	160	MSP	3000010	17:20	150	0	MSP	4000010	18:00	150	0
DL	T2W	BCS1	109	LAS	3000018	20:45	97	0	LAS	4000018	21:35	97	0
DL	T2W	B739	180						JFK	4000024	6:00	164	0
DL	T2W	B739	180	JFK	3000024	21:30	164	0					
DL	T2W	B738	160	JFK	3000026	12:01	145	0	JFK	4000026	13:00	145	0
DL	T2W	B738	160						DTW	4000028	6:00	153	0
DL	T2W	A321	192	JFK	3000029	16:00	175	0	JFK	4000029	16:50	175	0
DL	T2W	B738	160	DTW	3000028	20:30	153	0					
DL	T2W	BCS3	130	DTW	3000033	9:35	124	0	DTW	4000033	10:25	124	0
DL	T2W	A320	160	SEA	3000041	21:10	151	0	SEA	4000041	22:00	151	0
AC	T2W	E75S	76	YVR	3000200	19:15	72	0	YVR	4000200	20:05	72	0
BA	T2W	B772	345	LHR	3000212	12:25	304	0	LHR	4000212	13:50	304	0
DY	T2W	B788	235						LGW	4000213	7:20	207	0
DY	T2W	B788	235	LGW	3000213	19:20	207	0					
QF	T2W	B788	235	SYD	3000226	18:20	209	0	SYD	4000226	20:20	209	0
WS	T2W	B738	168	YYC	3000228	18:15	159	0	YYC	4000228	19:00	159	0
AA	T1	B738	160	JFK	3000300	8:35	151	0	JFK	4000300	9:35	151	0
AA	T1	B738	160	MIA	3000301	20:55	153	0	MIA	4000301	22:50	153	0
AA	T1	B738	160	PHL	3000302	11:25	143	0	PHL	4000302	12:20	143	0
AA	T1	B738	160						DFW	4000304	7:45	151	0
AA	T1	B738	160	DFW	3000304	23:30	151	0					
AA	T1	B738	160						CLT	4000305	6:00	146	0
AA	T1	B738	160	CLT	3000305	22:00	146	0					
AA	T1	B738	160						MIA	4000307	6:15	153	0
AA	T1	A21N	181	MIA	3000307	22:30	173	0					
AA	T1	B738	160	DCA	3000311	11:05	150	0	DCA	4000311	11:55	150	0
AA	T1	B738	160	DFW	3000314	17:13	151	0	DFW	4000314	18:13	151	0
AA	T1	A21N	181	JFK	3000319	7:00	171	0	JFK	4000319	7:50	171	0
AA	T1	A21N	181	ORD	3000322	17:30	174	0	ORD	4000322	18:20	174	0

AA	T1	B738	160	ORD	3000324	9:55	154	0	ORD	4000324	10:40	154	0
AA	T1	A21N	181	DCA	3000325	14:55	170	0	DCA	4000325	15:55	170	0
AA	T1	A21N	181	CLT	3000328	19:00	165	0	CLT	4000328	19:55	165	0
UA	T1	A320	150	IAD	3000405	12:30	144	0	IAD	4000405	13:30	144	0
UA	T1	B739	167	IAD	3000406	15:40	160	0	IAD	4000406	16:40	160	0
UA	T1	B739	167	IAD	3000410	6:30	160	0	IAD	4000410	7:30	160	0
UA	T1	A320	150						ORD	4000412	6:50	144	0
UA	T1	A320	150	ORD	3000412	22:55	144	0					
UA	T1	B739	167	ORD	3000416	13:30	160	0	ORD	4000416	14:30	160	0
UA	T1	B739	167	ORD	3000417	10:55	160	0	ORD	4000417	11:55	160	0
UA	T1	E75S	76	DEN	3000418	15:10	68	0	DEN	4000418	16:00	68	0
UA	T1	A320	150						IAH	4000425	7:50	144	0
UA	T1	A320	150	IAH	3000425	23:10	144	0					
UA	T1	A320	150	BOS	3000432	20:00	144	0	BOS	4000432	20:58	144	0
UA	T1	B739	167	EWR	3000435	20:55	160	0	EWR	4000435	22:55	160	0
UA	T1	B739	167						BOS	4000436	6:40	160	0
UA	T1	B739	167	BOS	3000436	23:20	160	0					
WN	T1	B737	143						SFO	4000500	6:35	120	0
WN	T1	B738	175	LAS	3000500	22:15	129	0					
WN	T1	B737	143	LAS	3000502	13:00	105	0	LAS	4000502	13:35	105	0
WN	T1	B737	143						SMF	4000507	6:35	123	0
WN	T1	B737	143	OAK	3000507	22:25	110	0					
WN	T1	B737	143	SFO	3000515	11:10	120	0	SFO	4000515	11:55	120	0
WN	T1	B737	143	SMF	3000524	14:00	123	0	SMF	4000524	14:35	123	0
WN	T1	B737	143	SMF	3000525	21:55	123	0	SMF	4000525	22:35	123	0
WN	T1	B738	175	SMF	3000526	10:00	150	0	SMF	4000526	10:35	150	0
WN	T1	B737	143	SJC	3000537	15:55	113	0	SJC	4000537	16:45	113	0
WN	T1	B737	143	DEN	3000542	20:50	135	0	ABQ	4000542	21:30	118	0
WN	T1	B737	143						EWR	4000544	6:35	135	0
WN	T1	B737	143	EWR	3000544	23:05	135	0					
WN	T1	B738	175	DEN	3000545	17:15	165	0	DEN	4000545	17:55	165	0
WN	T1	B737	143	BWI	3000552	15:00	137	0	PDX	4000552	15:50	122	0
WN	T1	B737	143	LAS	3000554	6:55	105	0	LAS	4000554	7:45	105	0
WN	T1	B737	143	DAL	3000556	8:10	129	0	DAL	4000556	8:50	129	0
WN	T1	B738	175	DAL	3000557	16:25	158	0	DAL	4000557	17:05	158	0
WN	T1	B738	175	DAL	3000558	9:10	158	0	DAL	4000558	9:50	158	0
WN	T1	B738	175	HOU	3000561	17:30	168	0	HOU	4000561	18:10	168	0
WN	T1	B738	175	HOU	3000563	21:15	168	0	HOU	4000563	21:55	168	0
WN	T1	B737	143	PDX	3000579	19:00	122	0	PDX	4000579	19:50	122	0
WN	T1	B737	143	AUS	3000584	18:00	121	0	AUS	4000584	18:40	121	0
WN	T1	B738	175	MKE	3000594	12:00	164	0	MKE	4000594	12:35	164	0
WN	T2W	B737	143	CUN	3000603	14:10	127	0	CUN	4000603	14:50	127	0
AS	T2E	B739	181						EWR	4000701	6:55	166	0
AS	T2W	B739	181	EWR	3000701	23:20	166	0					
AS	T2E	B738	159	OGG	3000708	14:01	151	0	OGG	4000708	15:44	151	0
AS	T2E	A320	149	SFO	3000709	8:35	126	0	SFO	4000709	9:25	126	0
AS	T2E	A20N	185	LAS	3000713	20:00	164	0	LAS	4000713	20:55	164	0
AS	T2E	B739	181	SLC	3000719	18:05	161	0	SLC	4000719	18:55	161	0
AS	T2W	B739	181	SJD	3000740	14:00	151	0	SJD	4000740	15:20	151	0
DL	T2W	A320	160	SLC	3000012	14:45	151	0	SLC	4000012	15:35	151	0
AS	T2W	B739	181	SJD	3000739	16:05	151	0	SJD	4000739	17:10	151	0
SY	T2W	B738	162	MSP	3000227	16:00	144	0	MSP	4000227	16:45	144	0
WN	T1	B738	175						SFO	4000518	7:55	147	0
WN	T1	B738	175	SFO	3000518	22:55	147	0					
AS	T2E	B739	181						GDL	4000727	6:33	161	0
AS	T2E	B739	181	GDL	3000727	21:21	161	0					
AS	T2E	B739	181						MZT	4000747	8:25	161	0
AS	T2E	B739	181	MZT	3000747	23:25	161	0					
WN	T1	B738	175						BZE	4000607	6:50	156	0
WN	T1	B738	175	BZE	3000607	23:10	156	0					
AS	T2W	A320	149						PVR	4000746	7:25	117	0
AS	T2W	A320	149	PVR	3000746	21:00	117	0					
UA	T1	B739	167	IAD	3000406	21:55	160	0	IAD	4000406	23:25	160	0
UA	T1	E75S	76	DEN	3000423	18:00	68	0	DEN	4000423	18:55	68	0
UA	T1	B739	167	ORD	3000413	19:58	160	0	ORD	4000413	20:48	160	0

Terminating Pax Flow (Arrivals)

Flight schedule 2019_2030 summary For
Terminating
Time

	T1	T2E	T2W	Total
Daily	32,624	5,565	17,322	55,511
12:00 AM	140	69	1	210
12:15 AM	27	95	72	194
12:30 AM	0	15	95	110
12:45 AM	0	0	13	13
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	50	0	0	50
6:45 AM	98	0	0	98
7:00 AM	370	12	0	382
7:15 AM	556	86	0	642
7:30 AM	197	35	13	245
7:45 AM	105	59	98	262
8:00 AM	372	93	39	504
8:15 AM	486	14	1	501
8:30 AM	466	47	83	596
8:45 AM	530	211	260	1,001
9:00 AM	454	129	152	735
9:15 AM	241	105	264	610
9:30 AM	421	79	210	710
9:45 AM	586	75	180	841
10:00 AM	724	10	268	1,002
10:15 AM	500	0	109	609
10:30 AM	636	0	480	1,116
10:45 AM	778	20	549	1,347
11:00 AM	570	96	303	969
11:15 AM	417	34	163	614
11:30 AM	454	11	180	645
11:45 AM	362	151	294	807

Originating Pax Flow (Departures)

Flight schedule 2019_2030 summary For
Originating
Time

	T1	T2E	T2W	Total
Daily	32,518	5,731	17,107	55,356
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	2	0	5	7
3:45 AM	19	4	10	33
4:00 AM	44	10	33	87
4:15 AM	122	25	86	233
4:30 AM	328	80	192	600
4:45 AM	603	161	272	1,036
5:00 AM	793	213	318	1,324
5:15 AM	796	224	411	1,431
5:30 AM	686	222	477	1,385
5:45 AM	625	216	446	1,287
6:00 AM	703	181	371	1,255
6:15 AM	779	153	297	1,229
6:30 AM	781	149	237	1,167
6:45 AM	760	194	197	1,151
7:00 AM	682	203	180	1,065
7:15 AM	604	189	172	965
7:30 AM	516	158	177	851
7:45 AM	477	118	199	794
8:00 AM	470	91	207	768
8:15 AM	482	73	241	796
8:30 AM	507	54	255	816
8:45 AM	532	48	289	869
9:00 AM	546	46	313	905
9:15 AM	558	46	305	909
9:30 AM	568	54	325	947
9:45 AM	559	63	320	942
10:00 AM	551	72	318	941
10:15 AM	517	74	301	892
10:30 AM	488	72	271	831
10:45 AM	468	63	263	794
11:00 AM	432	57	269	758
11:15 AM	433	52	308	793
11:30 AM	420	42	345	807
11:45 AM	424	44	378	846

12:00 PM	349	95	323	767
12:15 PM	346	5	290	641
12:30 PM	452	15	463	930
12:45 PM	583	152	543	1,278
1:00 PM	336	123	248	707
1:15 PM	320	13	331	664
1:30 PM	395	0	389	784
1:45 PM	390	0	416	806
2:00 PM	306	40	186	532
2:15 PM	392	105	223	720
2:30 PM	411	119	127	657
2:45 PM	263	93	326	682
3:00 PM	492	101	457	1,050
3:15 PM	716	17	247	980
3:30 PM	618	1	79	698
3:45 PM	563	64	11	638
4:00 PM	417	84	208	709
4:15 PM	197	35	355	587
4:30 PM	287	208	120	615
4:45 PM	218	205	228	651
5:00 PM	159	49	244	452
5:15 PM	455	1	337	793
5:30 PM	701	38	193	932
5:45 PM	546	175	197	918
6:00 PM	571	112	160	843
6:15 PM	483	111	140	734
6:30 PM	421	42	344	807
6:45 PM	511	75	327	913
7:00 PM	319	185	227	731
7:15 PM	338	45	143	526
7:30 PM	374	54	281	709
7:45 PM	480	85	369	934
8:00 PM	549	64	591	1,204
8:15 PM	500	97	362	959
8:30 PM	211	22	256	489
8:45 PM	131	83	184	398
9:00 PM	734	52	227	1,013
9:15 PM	901	66	274	1,241
9:30 PM	546	246	232	1,024
9:45 PM	272	87	607	966
10:00 PM	516	23	411	950
10:15 PM	718	105	48	871
10:30 PM	591	151	32	774
10:45 PM	571	179	372	1,122
11:00 PM	767	54	524	1,345
11:15 PM	1,134	97	354	1,585
11:30 PM	1,059	209	393	1,661
11:45 PM	475	137	96	708

12:00 PM	422	42	383	847
12:15 PM	414	46	369	829
12:30 PM	398	45	337	780
12:45 PM	380	44	319	743
1:00 PM	374	49	297	720
1:15 PM	373	56	304	733
1:30 PM	390	66	305	761
1:45 PM	409	83	300	792
2:00 PM	433	94	288	815
2:15 PM	455	99	261	815
2:30 PM	453	102	224	779
2:45 PM	441	90	196	727
3:00 PM	399	90	185	674
3:15 PM	376	88	194	658
3:30 PM	362	91	203	656
3:45 PM	373	96	201	670
4:00 PM	406	89	193	688
4:15 PM	431	93	168	692
4:30 PM	465	81	152	698
4:45 PM	471	78	133	682
5:00 PM	450	83	119	652
5:15 PM	418	79	114	611
5:30 PM	370	79	109	558
5:45 PM	355	78	128	561
6:00 PM	353	66	145	564
6:15 PM	355	64	183	602
6:30 PM	350	61	215	626
6:45 PM	335	57	243	635
7:00 PM	329	57	265	651
7:15 PM	327	49	259	635
7:30 PM	333	38	251	622
7:45 PM	341	27	225	593
8:00 PM	348	13	193	554
8:15 PM	373	6	177	556
8:30 PM	391	1	158	550
8:45 PM	396	0	153	549
9:00 PM	363	0	131	494
9:15 PM	308	0	106	414
9:30 PM	234	0	77	311
9:45 PM	150	0	36	186
10:00 PM	81	0	18	99
10:15 PM	38	0	2	40
10:30 PM	13	0	0	13
10:45 PM	6	0	0	6
11:00 PM	1	0	0	1
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

Only include flights on date: **7/12/2018**

24-hr Deplanements
60995

24-hr Enplanements
60861

Errors: 0

				Arrivals								Departures							
Airline	Gate	Type	Seat	Origin	Arr No	Arr Sch	Arrival	#Dep	#ConDep	ArrType	Arr TN	Dest	Dep No	Dep Sch	Departure	#Enp	#ConEnp	Dep Type	Dep TN
AA	T2E	A21N	181	DFW	131	10:21		172	0			DFW	131	11:59		172	0		
AA	T2E	A21N	196	PHX	438	8:47		170	0			PHX	438	9:58		170	0		
AA	T2E	A321	187	PHX	480	18:16		162	0			PHX	480	19:25		162	0		
AA	T2E	A321	187	PHX	491	15:11		162	0			DFW	491	16:04		177	0		
AA	T2E	A321	187	PHL	581	20:56		168	0			CLT	596	22:31		171	0		
AA	T2E	A321	187	CLT	639	9:31		171	0			CLT	639	10:24		171	0		
AA	T2E	A321	187	DFW	679	11:59		177	0			DFW	679	12:49		177	0		
AA	T2E	A21N	181	DFW	1064	9:52		172	0			DFW	1064	10:42		172	0		
AA	T2E	A321	187	ORD	1168	15:38		180	0			PHX	1514	16:40		162	0		
AA	T2E	A21N	181	DFW	1229	13:24		172	0			DFW	1229	14:22		172	0		
AA	T2E	A321	187	DFW	1243	19:57		177	0			JFK	2306	22:26		177	0		
AA	T2E	A321	187	ORD	1543	19:21		180	0			MIA	1209	21:54		180	0		
AA	T2E	A21N	181	DFW	1611	7:53		172	0			DFW	1611	8:45		172	0		
AA	T2E	A321	187	PHL	1621	10:35		168	0			ORD	134	11:34		180	0		
AA	T2E	A21N	181	DFW	1624	16:13		172	0			DFW	1624	17:39		172	0		
AA	T2E	A321	187	CLT	1740	18:30		171	0			PHL	2078	22:16		168	0		
AA	T2E	A321	187	JFK	2407	21:40		177	0			ORD	1606	22:46		180	0		
AA	T2E	A321	187	PHX	2671	11:43		162	0			PHX	2671	12:34		162	0		
AA	T2E	A321	187	ORD	2680	14:14		180	0			ORD	2680	15:02		180	0		
AA	T2E	A321	187	JFK	2681	9:52		177	0			JFK	2681	11:00		177	0		
AA	T2E	A321	187	JFK	366	22:55		177	0										
AA	T2E	A321	187									PHL	1367	6:21		168	0		
AA	T2E	A321	187									PHL	433	7:49		168	0		
AA	T2E	A321	187	PHX	440	21:20		162	0										
AA	T2E	A321	187									CLT	1651	7:12		171	0		
AA	T2E	A321	187	CLT	597	21:53		171	0										
AA	T2E	A321	187									JFK	2458	7:42		177	0		
AA	T2E	A321	187	ORD	1244	22:40		180	0										
AA	T2E	A321	187									PHX	625	6:20		162	0		
AA	T2E	A321	187	PHL	2066	23:26		168	0										
AA	T2E	A21N	181									DFW	2535	6:23		172	0		
AA	T2E	A21N	181	DFW	2568	23:13		172	0										
AA	T2E	A321	187									ORD	956	8:00		180	0		
AA	T2E	A321	187	MIA	2674	22:28		180	0										
AA	T2E	A21N	181	DFW	2758	17:52		172	0										
AA	T2E	A21N	181									DFW	1055	6:54		172	0		
AC	T1	A321	200	YYZ	1887	10:45		192	0			YYZ	1886	11:50		192	0		
AC	T1	E75S	76	YVR	8668	15:51		72	0			YVR	8669	16:30		72	0		
AC	T1	E75S	76	YVR	8690	13:11		72	0			YVR	8691	13:50		72	0		
AC	T1	E75S	76									YVR	8667	7:00		72	0		
AC	T1	E75S	76	YVR	8670	22:51		72	0										
AS	T2W	B739	178	SJD	275	12:45		149	0			SJD	248	14:18		149	0		
AS	T2E	B739	178	MCO	339	17:41		171	0			PDX	577	18:59		171	0		
AS	T2E	B739	178	PDX	374	19:29		171	0			PDX	391	20:25		171	0		
AS	T2E	B739	178	BWI	377	9:28		160	0			SEA	539	11:20		171	0		
AS	T2E	B739	178	SEA	380	8:36		171	0			MCO	760	10:00		171	0		
AS	T2E	A21N	185	SEA	388	12:35		178	0			SEA	471	13:35		178	0		
AS	T2E	A21N	185	SEA	392	18:38		178	0			SEA	949	19:38		178	0		
AS	T2E	A21N	185	SEA	482	9:01		178	0			SEA	579	10:10		178	0		
AS	T2E	A21N	185	SEA	484	14:45		178	0			SEA	317	15:45		178	0		
AS	T2E	B739	178	PDX	566	9:00		171	0			KOA	185	10:10		158	0		
AS	T2E	B739	178	PDX	572	14:20		171	0			PDX	575	15:25		171	0		
AS	T2E	A21N	185	SEA	574	16:25		178	0			SEA	455	17:26		178	0		
AS	T2E	B739	178	OGG	806	21:01		170	0			BWI	378	22:44		160	0		
AS	T2E	B739	178	SFO	1950	7:35		151	0			SFO	1953	8:28		151	0		
AS	T2E	A21N	185	SFO	1954	13:35		157	0			SFO	1965	14:34		157	0		
AS	T2E	B739	178	SFO	1958	16:36		151	0			SFO	1967	17:31		151	0		
AS	T2E	B739	178	SFO	1960	10:49		151	0			SFO	1961	11:40		151	0		
AS	T2E	A21N	185	SFO	1962	18:46		157	0			SFO	1971	19:42		157	0		
AS	T2E	A21N	185	ABQ	2729	13:12		165	0			MSP	2774	14:24		165	0		
AS	T2E	A21N	185	MSP	2781	14:47		165	0			ABQ	2730	15:32		165	0		
AS	T2E	A21N	185	OMA	3339	16:41		165	0			SMF	3344	17:23		167	0		
AS	T2E	A21N	185	SMF	3343	16:19		167	0			STS	3433	17:00		165	0		
AS	T2E	A21N	185	SLC	3354	7:05		166	0			DAL	3306	7:52		165	0		
AS	T2E	A21N	185	SJC	3356	8:32		161	0			STL	3352	9:18		165	0		
AS	T2E	A21N	185	SJC	3396	11:36		161	0			SMF	3342	12:20		167	0		
AS	T2E	A21N	185	SJC	3398	15:43		161	0			SJC	3407	16:24		161	0		
AS	T2E	A21N	185	SJC	3408	20:06		161	0			SJC	3357	20:50		161	0		
AS	T2E	A21N	185	AUS	3421	17:00		165	0			MCI	3458	17:42		165	0		
AS	T2E	A21N	185	MCI	3451	8:27		165	0			AUS	3336	9:07		165	0		
AS	T2E	A21N	185	STL	3453	17:32		165	0			BOI	3483	18:15		165	0		
AS	T2E	A320	149	FAT	3459	14:48		133	0			SLC	3341	15:28		133	0		
AS	T2E	A320	149	FAT	3471	18:28		133	0			FAT	3472	19:54		133	0		
AS	T2E	A320	149	FAT	3477	8:40		113	0			FAT	3438	9:20		113	0		
AS	T2E	A21N	185	BOI	3484	11:40		165	0			SJC	3399	12:25		161	0		
AS	T2E	A320	149	MRY	3486	10:51		119	0			FAT	3422	11:31		113	0		
AS	T2E	A21N	185	SMF	3493	7:44		167	0			OMA	3338	8:24		165	0		
AS	T2E	B739	178									BOS	798	8:20		171	0		
AS	T2E	B739	178	KOA	196	22:28		158	0										
AS	T2E	B739	178									SEA	209	8:00		171	0		
AS	T2W	B739	178	SJD	201	18:47		149	0										
AS	T2E	B739	178									SJD	244	7:25		149	0		
AS	T1	A21N	185									EWR	772	6:20		171	0		
AS	T2E	A21N	185	SEA	488	23:59		178	0										
AS	T2E	B739	178									HNL	895	7:20		171	0		
AS	T2E	B739	178	PDX	552	22:55		171	0										
AS	T2E	B739	178	BOS	769	21:36		171	0										
AS	T2E	B739	178									OGG	829	8:45		170	0		
AS	T1	B739	178	EWR	773	22:04		164	0										
AS	T2E	B739	178									LIH	819	7:10		147	0		

AS	T2E	B739	178	LIH	858	23:03	147	0					
AS	T2E	B739	178						PDX	333	6:29	171	0
AS	T2E	B739	178	HNL	892	23:24	171	0					
AS	T2E	A21N	185						SEA	1133	6:20	178	0
AS	T2E	A21N	185	SFO	1964	22:37	157	0					
AS	T2E	A21N	185						SFO	1949	6:40	157	0
AS	T2E	A21N	185	SEA	1984	20:38	178	0					
AS	T2E	A21N	185						SMF	3340	6:15	167	0
AS	T2E	A21N	185	DAL	3305	22:30	165	0					
AS	T2E	A21N	185						SJC	3397	7:00	161	0
AS	T2E	A21N	185	SMF	3345	21:18	167	0					
AS	T2E	A320	149						MRY	3417	7:30	119	0
AS	T2E	A320	149	STS	3444	21:15	137	0					
B6	T1	A321	200	BOS	19	19:57	192	0	JFK	90	21:07	189	0
B6	T1	A321	200	JFK	89	19:33	189	0	BOS	20	20:43	192	0
B6	T1	A321	200	JFK	189	11:56	189	0	JFK	190	13:06	189	0
B6	T1	A321	200	FLL	529	19:52	189	0	FLL	530	20:56	189	0
B6	T1	A321	200	BOS	2819	10:24	192	0	BOS	2820	11:34	192	0
BA	T2W	B773	297	LHR	273	18:45	263	0	LHR	272	20:45	263	0
DL	T2W	B788	235	ATL	33	21:31	226	0	ATL	2213	22:36	226	0
DL	T2W	B788	235	JFK	453	14:33	215	0	JFK	862	15:20	215	0
DL	T2W	A321	192	DTW	833	10:24	184	0	DTW	833	11:22	184	0
DL	T2W	A321	192	DTW	857	13:37	184	0	ATL	1430	14:35	184	0
DL	T2W	B788	235	ATL	945	11:22	226	0	ATL	1054	12:20	226	0
DL	T2W	A321	192	ATL	1430	12:32	184	0	DTW	1275	13:30	184	0
DL	T2W	B788	235	ATL	1567	17:00	226	0	ATL	1636	21:36	226	0
DL	T2W	BCS3	130	SEA	1608	12:47	123	0	SEA	1608	13:22	123	0
DL	T2W	B788	235	MSP	1687	10:27	222	0	MSP	1687	11:25	222	0
DL	T2W	B788	235	ATL	1692	9:50	226	0	ATL	1692	10:55	226	0
DL	T2W	A321	192	MSP	1728	13:06	181	0	MSP	1728	14:04	181	0
DL	T2W	A321	192	ATL	1792	14:57	184	0	MSP	2443	15:55	181	0
DL	T2W	B739	180	JFK	2246	20:15	164	0	JFK	1798	22:05	164	0
DL	T2W	B739	180	JFK	2288	11:07	164	0	JFK	473	11:57	164	0
DL	T2W	A321	192	SLC	2295	9:17	182	0	SLC	2295	10:05	182	0
DL	T2W	A321	192	SLC	2378	12:21	182	0	SLC	2378	13:10	182	0
DL	T2W	B788	235	DTW	2497	17:47	225	0	DTW	1855	22:36	225	0
DL	T2W	A320	160	SEA	2532	10:47	151	0	SEA	2532	11:25	151	0
DL	T2W	A321	192	SLC	2546	17:35	182	0	SLC	2546	18:25	182	0
DL	T2W	A320	160	SLC	2615	15:56	152	0	SLC	2615	16:35	152	0
DL	T2W	B788	235						ATL	30	9:00	226	0
DL	T2W	BCS3	130	SEA	5736	14:03	123	0	SEA	5736	15:05	123	0
DL	T2W	BCS3	130	SEA	5750	18:13	123	0	SEA	5750	18:50	123	0
DL	T2W	BCS3	130	LAS	5789	10:19	116	0	LAS	5789	10:49	116	0
DL	T2W	BCS3	130	LAS	5804	16:30	116	0	LAS	5804	17:04	116	0
DL	T2W	BCS3	130	LAS	5842	20:20	116	0	LAX	5761	20:59	98	0
DL	T2W	A321	192	ATL	63	19:44	184	0					
DL	T2W	B788	235						MSP	1545	8:00	222	0
DL	T2W	B788	235	MSP	1744	19:43	222	0					
DL	T2W	B739	180						MSP	1864	6:30	170	0
DL	T2W	B739	180	MSP	1787	21:46	170	0					
DL	T2W	A321	192						ATL	62	7:40	184	0
DL	T2W	A321	192	DTW	1855	21:38	184	0					
DL	T2W	A321	192						ATL	1592	6:30	184	0
DL	T2W	A321	192	SLC	1909	23:15	182	0					
DL	T2W	A321	192	MSP	2103	0:13	181	0	SLC	2872	6:15	182	0
DL	T2W	B739	180						JFK	2404	7:10	164	0
DL	T2W	B739	180	JFK	2243	22:40	164	0					
DL	T2W	A321	192						DTW	98	7:00	184	0
DL	T2W	A321	192	ATL	2367	23:10	184	0					
DL	T2W	BCS3	130	SEA	5793	21:37	123	0					
DL	T2W	BCS3	130						LAS	5738	6:55	116	0
F9	T1	A321	230	DEN	555	9:07	221	0	CVG	1188	10:07	221	0
F9	T1	A321	230	CVG	1185	10:22	221	0	DEN	560	11:22	221	0
F9	T1	A321	230	AUS	1701	11:37	221	0	AUS	1702	12:27	221	0
F9	T1	A321	230						TUL	1764	7:05	201	0
F9	T1	A321	230	TUL	1839	21:45	201	0					
G4	T1	A320	186	EUG	1005	16:36	172	0	EUG	1004	17:16	172	0
HA	T2W	A332	278						HNL	15	10:15	267	0
HA	T2W	A332	278	HNL	16	22:45	267	0					
HA	T2W	A321	189						OGG	37	7:05	162	0
HA	T2W	A321	189	OGG	38	19:50	162	0					
JL	T2W	B788	206	NRT	66	11:40	184	0	NRT	65	13:30	184	0
LH	T2W	A343	279	FRA	466	13:25	246	0	FRA	467	15:10	246	0
NK	T1	A20N	182	DFW	107	17:05	173	0	DFW	108	18:00	173	0
NK	T1	A20N	182	BWI	194	19:11	151	0	LAS	636	20:05	155	0
NK	T1	A20N	182	LAS	245	19:48	155	0	BWI	189	20:56	151	0
NK	T1	A21N	228	LAS	511	14:38	194	0	LAS	356	15:35	194	0
NK	T1	A21N	228	ORD	563	12:35	219	0	ORD	564	13:30	219	0
NK	T1	A20N	182	DTW	623	9:45	153	0	DTW	644	11:00	153	0
NK	T1	A20N	182	LAS	673	8:35	155	0	LAS	352	9:30	155	0
NK	T1	A21N	228						IAH	858	7:00	171	0
NK	T1	A21N	228	IAH	619	22:34	171	0					
SY	T1	B738	168	MSP	401	12:01	150	0	MSP	402	13:00	150	0
UA	T2W	B739	179	IAD	229	11:17	172	0	IAD	2282	12:35	172	0
UA	T2W	B739	179	IAD	231	14:44	172	0	IAH	2210	15:40	172	0
UA	T2W	B739	179	SFO	284	8:12	165	0	SFO	334	9:55	165	0
UA	T2W	B739	179	ORD	395	18:09	172	0	SFO	1677	19:04	165	0
UA	T2W	B739	179	DEN	459	20:46	172	0	ORD	240	22:30	172	0
UA	T2W	B739	179	SFO	497	14:28	165	0	SFO	370	15:28	165	0
UA	T2W	B739	179	SFO	555	9:24	165	0	IAH	1284	10:15	172	0
UA	T2W	B739	179	DEN	710	17:11	172	0	DEN	231	18:05	172	0
UA	T2W	B739	179	DEN	763	12:34	172	0	SFO	1919	13:30	165	0
UA	T2W	B739	179	ORD	1590	12:21	172	0	IAH	2099	13:40	172	0
UA	T2W	B739	179	EWR	1593	10:42	172	0	EWR	2163	11:35	172	0
UA	T2W	B739	179	SFO	1798	19:39	165	0	SFO	384	20:30	165	0
UA	T2W	B739	179	IAH	1870	15:27	172	0	SFO	736	16:31	165	0

UA	T2W	B739	179	SFO	1900	12:30	165	0	DEN	243	13:29	172	0
UA	T2W	B739	179	IAH	1916	19:37	172	0	EWR	710	20:48	172	0
UA	T2W	B739	179	IAH	1919	10:42	172	0	IAH	1593	11:51	172	0
UA	T2W	B739	179	DEN	1982	9:44	172	0	DEN	1479	10:45	172	0
UA	T2W	B739	179	IAH	2156	13:02	172	0	ORD	1900	14:05	172	0
UA	T2W	B739	179	ORD	2192	9:54	172	0	ORD	555	10:59	172	0
UA	T2W	B739	179	SFO	2238	10:20	165	0	SFO	390	11:20	165	0
UA	T2W	B739	179	SFO	2287	17:25	165	0	SFO	2016	18:22	165	0
UA	T2W	B739	179	IAD	2303	19:41	172	0	LAX	1482	20:58	115	0
UA	T2W	B739	179	ORD	2381	15:01	172	0	DEN	2299	16:02	172	0
UA	T2W	B739	179						SFO	2235	6:15	165	0
UA	T2W	B739	179	SFO	361	22:35	165	0					
UA	T2W	B739	179						ORD	2137	8:25	172	0
UA	T2W	B739	179	ORD	651	22:10	172	0					
UA	T2W	B739	179						DEN	1209	8:30	172	0
UA	T2W	B739	179						SFO	662	7:35	165	0
UA	T2W	B739	179	IAH	991	22:56	172	0					
UA	T2W	B739	179						IAD	546	8:12	172	0
UA	T2W	B739	179	EWR	1827	20:57	172	0					
UA	T2W	B739	179	SFO	1967	22:08	165	0					
UA	T2W	B739	179						IAH	2094	7:50	172	0
UA	T2W	B739	179	EWR	2275	22:46	172	0					
UA	T2W	B739	179						EWR	751	6:15	172	0
UA	T2W	B739	179	DEN	2416	23:30	172	0					
UA	T2W	B739	179						ORD	913	6:15	172	0
UA	T2W	B739	179	SFO	2423	23:47	165	0					
WN	T1	B738	175	PHX	20	15:05	141	0	PDX	20	15:40	150	0
WN	T1	B738	175	OAK	31	7:50	136	0	DAL	31	8:25	159	0
WN	T1	B738	175	PHX	34	7:50	141	0	HOU	34	8:25	168	0
WN	T1	B738	175	LAS	160	11:40	130	0	SMF	160	12:30	151	0
WN	T1	B738	175	OAK	170	20:10	136	0	OAK	375	20:55	136	0
WN	T1	B738	175	BWI	193	16:20	168	0	SMF	193	17:10	151	0
WN	T1	B738	175	BNA	211	10:30	158	0	IND	2485	11:30	160	0
WN	T1	B738	175	SJC	234	17:45	139	0	MDW	1410	18:25	165	0
WN	T1	B738	175	SMF	241	21:00	151	0	PDX	241	22:00	150	0
WN	T1	B738	175	MSY	266	17:10	159	0	SAT	267	18:00	153	0
WN	T1	B738	175	BWI	359	10:55	168	0	TPA	2332	11:45	158	0
WN	T1	B738	175	DEN	361	8:40	166	0	ABQ	2245	9:30	145	0
WN	T1	B738	175	MCO	368	14:20	168	0	MDW	369	15:05	165	0
WN	T1	B738	175	LAS	416	17:40	130	0	LAS	234	18:20	130	0
WN	T1	B738	175	DAL	419	15:50	159	0	PHX	419	16:35	141	0
WN	T1	B738	175	SJC	427	22:00	139	0	LAS	1334	22:50	130	0
WN	T1	B737	143	SJC	470	16:40	113	0	SJC	1459	17:10	113	0
WN	T1	B738	175	PHX	477	7:05	141	0	SAT	477	7:45	153	0
WN	T1	B738	175	SAT	481	10:35	153	0	SFO	1698	11:10	148	0
WN	T1	B738	175	LAS	482	18:35	130	0	PHX	483	19:10	141	0
WN	T1	B738	175	OAK	500	19:25	136	0	OAK	2271	20:10	136	0
WN	T1	B738	175	LAS	502	9:30	130	0	LAS	963	10:05	130	0
WN	T1	B738	175	AUS	506	17:50	149	0	MCI	2175	18:30	158	0
WN	T1	B738	175	OAK	580	21:25	136	0	PHX	991	22:35	141	0
WN	T1	B738	175	MDW	597	13:00	165	0	HOU	199	13:45	168	0
WN	T1	B738	175	DEN	606	6:55	166	0	BNA	1467	7:30	158	0
WN	T1	B738	175	OAK	609	14:10	136	0	PHX	2194	14:50	141	0
WN	T1	B738	175	LAS	746	21:45	130	0	OAK	408	22:45	136	0
WN	T1	B738	175	LAS	768	20:25	130	0	LAS	2294	21:00	130	0
WN	T1	B738	175	PHX	791	12:50	141	0	DEN	791	13:25	166	0
WN	T1	B738	175	TPA	807	11:40	158	0	SJC	807	12:20	139	0
WN	T1	B37M	172	HOU	847	9:25	165	0	SMF	2519	10:05	148	0
WN	T1	B738	175	EWR	893	13:55	167	0	OAK	893	14:30	136	0
WN	T1	B738	175	RNO	958	19:15	158	0	AUS	958	19:50	149	0
WN	T1	B738	175	PHX	977	18:45	141	0	OAK	977	19:15	136	0
WN	T1	B738	175	LAS	996	7:30	130	0	SEA	996	8:10	168	0
WN	T1	B37M	172	SEA	1017	20:50	165	0	TUS	1017	21:25	130	0
WN	T1	B738	175	SMF	1051	14:55	151	0	SJC	1336	15:30	139	0
WN	T1	B738	175	DEN	1082	13:55	166	0	BNA	724	14:45	158	0
WN	T1	B37M	172	PDX	1096	13:20	147	0	BWI	1096	13:55	165	0
WN	T1	B738	175	MCI	1147	8:15	158	0	EWR	1148	9:10	167	0
WN	T1	B738	175	AUS	1156	9:40	149	0	DAL	695	10:15	159	0
WN	T1	B738	175	DEN	1207	10:10	166	0	SJC	1207	11:00	139	0
WN	T2W	B738	175	SJD	1214	15:10	160	0	LAS	2545	15:50	130	0
WN	T1	B738	175	SJC	1291	21:05	139	0	SMF	1292	21:45	151	0
WN	T1	B738	175	MDW	1295	10:25	165	0	BWI	1100	11:20	168	0
WN	T1	B738	175	TUS	1306	11:20	132	0	OAK	2286	12:00	136	0
WN	T1	B738	175	HOU	1408	18:35	168	0	SMF	2531	19:40	151	0
WN	T1	B738	175	OAK	1409	7:00	136	0	SJC	606	7:35	139	0
WN	T1	B738	175	PHX	1410	17:40	141	0	OAK	416	18:20	136	0
WN	T1	B738	175	ABQ	1467	6:55	145	0	MCI	1409	7:35	158	0
WN	T1	B738	175	SJC	1474	10:20	139	0	MCO	1474	11:05	168	0
WN	T1	B738	175	SMF	1481	18:30	151	0	STL	1481	19:30	157	0
WN	T1	B37M	172	SMF	1624	17:15	148	0	PHX	1624	17:50	139	0
WN	T1	B738	175	TUS	1647	19:00	132	0	LAS	1647	19:35	130	0
WN	T1	B738	175	RNO	1652	8:15	158	0	DEN	1652	8:50	166	0
WN	T1	B738	175	SFO	1697	10:35	148	0	MSY	52	11:10	159	0
WN	T1	B738	175	SFO	1699	15:00	148	0	SFO	2083	15:35	148	0
WN	T1	B738	175	SFO	1701	19:15	148	0	SFO	1702	19:45	148	0
WN	T1	B738	175	SAT	1705	15:25	153	0	BOI	2129	16:10	164	0
WN	T1	B38M	175	BOI	1748	21:00	164	0	SFO	1807	21:45	148	0
WN	T1	B738	175	LAS	1775	15:25	130	0	OAK	1705	16:20	136	0
WN	T1	B738	175	SFO	1797	8:00	148	0	SFO	1798	8:35	148	0
WN	T1	B738	175	SFO	1799	12:30	148	0	MKE	1895	13:05	164	0
WN	T1	B738	175	SFO	1801	17:00	148	0	SFO	1802	17:35	148	0
WN	T1	B738	175	SFO	1806	21:10	148	0	DEN	580	22:10	166	0
WN	T1	B738	175	MCI	1810	21:10	158	0	OAK	1810	21:55	136	0
WN	T1	B738	175	SJC	1832	12:00	139	0	AUS	1832	12:45	149	0
WN	T1	B738	175	SMF	1882	8:55	151	0	PHX	1882	9:45	141	0
WN	T1	B738	175	SMF	1895	12:30	151	0	SFO	1800	13:10	148	0

WN	T1	B738	175	SMF	1917	13:25	151	0	SJC	1918	14:00	139	0
WN	T1	B738	175	OAK	1927	16:45	136	0	SEA	1927	17:30	168	0
WN	T1	B738	175	SLC	2062	14:45	155	0	SMF	2062	15:25	151	0
WN	T1	B738	175	OAK	2067	10:25	136	0	DEN	2067	11:00	166	0
WN	T1	B738	175	SJC	2093	19:50	139	0	PHX	2093	20:20	141	0
WN	T1	B738	175	PHX	2116	8:40	141	0	SMF	2116	9:15	151	0
WN	T1	B38M	175	STL	2129	15:30	157	0	SJC	1103	16:20	139	0
WN	T1	B38M	175	MKE	2136	17:15	164	0	DAL	1230	18:00	159	0
WN	T1	B738	175	ATL	2155	12:15	168	0	RNO	2155	13:05	158	0
WN	T1	B37M	172	OAK	2175	17:50	133	0	SJC	506	18:25	136	0
WN	T1	B738	175	SJC	2194	14:15	139	0	SLC	609	14:50	155	0
WN	T1	B37M	172	PDX	2208	8:30	147	0	SJC	2208	9:05	136	0
WN	T1	B38M	175	SMF	2209	19:40	151	0	ABQ	500	20:15	145	0
WN	T1	B738	175	SJC	2245	8:55	139	0	SJD	1213	9:55	160	0
WN	T1	B738	175	OAK	2258	8:35	136	0	STL	2258	9:30	157	0
WN	T1	B738	175	LAS	2270	12:35	130	0	LAS	1767	13:10	130	0
WN	T1	B738	175	SJC	2276	18:25	139	0	SJC	1408	19:25	139	0
WN	T1	B738	175	DAL	2286	11:20	159	0	PHX	2817	12:00	141	0
WN	T1	B738	175	MDW	2295	15:15	165	0	DAL	1494	16:05	159	0
WN	T1	B738	175	PHX	2306	9:45	141	0	MDW	1284	10:35	165	0
WN	T1	B738	175	OAK	2339	13:30	136	0	SMF	2151	14:05	151	0
WN	T1	B37M	172	SMF	2351	15:45	148	0	LAS	2355	16:55	128	0
WN	T1	B737	143	SMF	2362	7:15	123	0	PHX	2362	7:55	116	0
WN	T1	B737	143	DAL	2378	20:00	130	0	SJC	2378	20:35	113	0
WN	T1	B37M	172	DEN	2385	18:05	163	0	SMF	2385	18:40	148	0
WN	T1	B737	143	SJC	2393	7:55	113	0	LAS	2393	8:30	106	0
WN	T1	B738	175	LAS	2421	8:20	130	0	ATL	2421	9:05	168	0
WN	T1	B37M	172	SMF	2471	10:50	148	0	LAS	2471	11:25	128	0
WN	T1	B37M	172	SEA	2519	9:25	165	0	OAK	847	9:55	133	0
WN	T1	B38M	175	SJC	2545	15:15	139	0	DEN	1775	16:00	166	0
WN	T1	B738	175	IND	2567	13:40	160	0	TUS	2567	14:15	132	0
WN	T1	B37M	172	PHX	2574	20:10	139	0	RNO	2574	20:45	156	0
WN	T1	B738	175	DAL	6874	7:00	159	0	OAK	980	8:10	136	0
WN	T1	B738	175						SMF	2267	6:30	151	0
WN	T1	B738	175	LAS	532	23:15	130	0					
WN	T1	B738	175						MDW	2475	6:40	165	0
WN	T1	B738	175	BNA	833	23:05	158	0					
WN	T1	B38M	175						LAS	1708	6:35	130	0
WN	T1	B38M	175	PHX	1057	23:10	141	0					
WN	T1	B37M	172						OAK	2503	7:20	133	0
WN	T1	B37M	172	STL	1334	22:20	154	0					
WN	T1	B37M	172						PHX	1712	6:55	139	0
WN	T1	B37M	172	PDX	1401	22:50	147	0					
WN	T1	B37M	172						DEN	2204	6:40	163	0
WN	T1	B37M	172	ABQ	1439	23:00	143	0					
WN	T1	B738	175						SMF	2172	7:40	151	0
WN	T1	B738	175	AUS	1695	21:15	149	0					
WN	T1	B37M	172						SJC	1691	6:20	136	0
WN	T1	B37M	172	SFO	1703	23:20	145	0					
WN	T1	B38M	175						SFO	2384	6:30	148	0
WN	T1	B38M	175	DEN	2085	23:20	166	0					
WN	T1	B738	175						AUS	2486	6:20	149	0
WN	T1	B738	175	BWI	2259	23:05	168	0					
WN	T1	B38M	175						PDX	1679	7:10	150	0
WN	T1	B38M	175	MDW	2292	22:05	165	0					
WN	T1	B37M	172						BWI	2164	6:35	165	0
WN	T1	B37M	172	OAK	4767	23:15	133	0					
WS	T1	B38M	174	YYC	1564	13:28	166	0	YYC	1565	14:15	166	0
WS	T1	B738	174	YVR	1762	12:26	167	0	YVR	1763	13:15	167	0
DL	T2W	BCS1	109	LAS	3000001	9:00	97	0	LAS	4000001	9:50	97	0
DL	T2W	B788	235						ATL	4000002	6:25	226	0
DL	T2W	B788	235	ATL	3000002	20:45	226	0					
DL	T2W	B788	235	ATL	3000003	10:35	226	0	ATL	4000003	11:30	226	0
DL	T2W	B739	180	ATL	3000004	13:00	173	0	ATL	4000004	13:50	173	0
DL	T2W	BCS3	130						MSP	4000005	6:20	123	0
DL	T2W	BCS3	130	MSP	3000005	20:48	123	0					
DL	T2W	B738	160						MSP	4000008	9:00	151	0
DL	T2W	B738	160	MSP	3000008	23:18	151	0					
DL	T2W	BCS3	130						MSP	4000009	6:59	123	0
DL	T2W	BCS3	130	MSP	3000009	22:50	123	0					
DL	T2W	A320	160	MSP	3000010	17:20	151	0	MSP	4000010	18:00	151	0
DL	T2W	BCS1	109	LAS	3000018	20:45	97	0	LAS	4000018	21:35	97	0
DL	T2W	B739	180						JFK	4000024	6:00	164	0
DL	T2W	B739	180	JFK	3000024	21:30	164	0					
DL	T2W	B738	160	JFK	3000026	12:01	146	0	JFK	4000026	13:00	146	0
DL	T2W	B738	160						DTW	4000028	6:00	153	0
DL	T2W	A321	192	JFK	3000029	16:00	175	0	JFK	4000029	16:50	175	0
UA	T2W	A320	150	BOS	3000432	20:00	144	0	BOS	4000432	20:58	144	0
UA	T2W	B739	167	EWR	3000435	20:55	160	0	EWR	4000435	22:55	160	0
UA	T2W	B739	167						BOS	4000436	6:40	160	0
UA	T2W	B739	167	BOS	3000436	23:20	160	0					
WN	T1	B737	143						SFO	4000500	6:35	121	0
WN	T1	B738	175	LAS	3000500	22:15	130	0					
WN	T1	B737	143	LAS	3000502	13:00	106	0	LAS	4000502	13:35	106	0
WN	T1	B37M	172	ELP	3000503	7:10	165	0	ELP	4000503	7:55	165	0
WN	T1	B737	143						SMF	4000507	6:35	123	0
WN	T1	B737	143	OAK	3000507	22:25	111	0					
WN	T1	B737	143	SFO	3000515	11:10	121	0	SFO	4000515	11:55	121	0
WN	T1	B737	143	SMF	3000524	14:00	123	0	SMF	4000524	14:35	123	0
WN	T1	B737	143	SMF	3000525	21:55	123	0	SMF	4000525	22:35	123	0
WN	T1	B738	175	SMF	3000526	10:00	151	0	SMF	4000526	10:35	151	0
WN	T1	B737	143	SJC	3000537	15:55	113	0	SJC	4000537	16:45	113	0
WN	T1	B737	143	DEN	3000542	20:50	136	0	ABQ	4000542	21:30	119	0
WN	T1	B737	143						EWR	4000544	6:35	136	0
WN	T1	B737	143	EWR	3000544	23:05	136	0					
WN	T1	B738	175	DEN	3000545	17:15	166	0	DEN	4000545	17:55	166	0

WN	T1	B38M	175	DEN	3000546	7:40	166	0	DEN	4000546	8:20	166	0
WN	T1	B737	143	BWI	3000552	15:00	137	0	PDX	4000552	15:50	122	0
WN	T1	B737	143	LAS	3000554	6:55	106	0	LAS	4000554	7:45	106	0
WN	T1	B737	143	DAL	3000556	8:10	130	0	DAL	4000556	8:50	130	0
WN	T1	B738	175	DAL	3000557	16:25	159	0	DAL	4000557	17:05	159	0
WN	T1	B738	175	DAL	3000558	9:10	159	0	DAL	4000558	9:50	159	0
WN	T1	B738	175	HOU	3000561	17:30	168	0	HOU	4000561	18:10	168	0
WN	T1	B738	175	HOU	3000563	21:15	168	0	HOU	4000563	21:55	168	0
WN	T1	B738	175	HOU	3000564	10:30	168	0	OAK	4000564	11:05	136	0
WN	T1	B737	143	PDX	3000579	19:00	122	0	PDX	4000579	19:50	122	0
WN	T1	B737	143	AUS	3000584	18:00	122	0	AUS	4000584	18:40	122	0
WN	T1	B738	175	ATL	3000589	15:15	168	0	ATL	4000589	16:05	168	0
WN	T1	B738	175	BOI	3000590	8:00	164	0	BOI	4000590	8:45	164	0
WN	T1	B738	175	MKE	3000594	12:00	164	0	MKE	4000594	12:35	164	0
WN	T2W	B37M	172	SJD	3000598	8:55	158	0	SJD	4000598	9:45	158	0
WN	T2W	B737	143	CUN	3000603	14:10	128	0	CUN	4000603	14:50	128	0
WN	T1	B38M	175	SAT	3000627	18:15	153	0	SAT	4000627	19:00	153	0
AS	T2E	B739	181						EWR	4000701	6:55	167	0
AS	T2E	B739	181	EWR	3000701	23:20	167	0					
AS	T2E	B738	159	OGG	3000708	14:01	152	0	OGG	4000708	15:44	152	0
AS	T2E	A320	149	SFO	3000709	8:35	126	0	SFO	4000709	9:25	126	0
AS	T2E	A20N	185	LAS	3000713	20:00	165	0	LAS	4000713	20:55	165	0
AS	T2E	B739	181	SLC	3000719	18:05	162	0	SLC	4000719	18:55	162	0
AS	T2E	E75S	76	DAL	3000723	12:30	69	0	DAL	4000723	13:30	69	0
AS	T2E	E75S	76	BOI	3000730	16:40	71	0	BOI	4000730	17:25	71	0
AS	T2E	B738	159						BOS	4000731	6:36	153	0
DL	T2W	B738	160	DTW	3000028	20:30	153	0					
DL	T2W	BCS3	130	DTW	3000033	9:35	125	0	DTW	4000033	10:25	125	0
DL	T2W	A320	160	SEA	3000041	21:10	151	0	SEA	4000041	22:00	151	0
DL	T2W	BCS3	130	SEA	3000042	19:00	123	0	SEA	4000042	19:50	123	0
AC	T1	E75S	76	YVR	3000200	19:15	72	0	YVR	4000200	20:05	72	0
AC	T1	E75S	76	YVR	3000204	10:30	72	0	YVR	4000204	11:30	72	0
B6	T1	A320	150						FLL	4000211	7:55	142	0
B6	T1	A320	150	FLL	3000211	22:50	142	0					
BA	T2W	B772	345	LHR	3000212	12:25	305	0	LHR	4000212	13:50	305	0
DY	T2W	B788	235						LGW	4000213	7:20	208	0
DY	T2W	B788	235	LGW	3000213	19:20	208	0					
QF	T2W	B788	235	SYD	3000226	18:20	210	0	SYD	4000226	20:20	210	0
WS	T1	B738	168	YYC	3000228	18:15	160	0	YYC	4000228	19:00	160	0
AA	T2E	B738	160	JFK	3000300	8:35	152	0	JFK	4000300	9:35	152	0
AA	T2E	B738	160	MIA	3000301	20:55	154	0	MIA	4000301	22:50	154	0
AA	T2E	B738	160	PHL	3000302	11:25	144	0	PHL	4000302	12:20	144	0
AA	T2E	B738	160						DFW	4000304	7:45	152	0
AA	T2E	B738	160	DFW	3000304	23:30	152	0					
AA	T2E	B738	160						CLT	4000305	6:00	147	0
AA	T2E	B738	160	CLT	3000305	22:00	147	0					
AA	T2E	B738	160						MIA	4000307	6:15	154	0
AA	T2E	A21N	181	MIA	3000307	22:30	174	0					
AA	T2E	B738	160	DCA	3000311	11:05	151	0	DCA	4000311	11:55	151	0
AA	T2E	B738	160	DFW	3000314	17:13	152	0	DFW	4000314	18:13	152	0
AA	T2E	A21N	181	JFK	3000319	6:35	172	0	JFK	4000319	7:50	172	0
AA	T2E	A21N	181	ORD	3000322	17:30	174	0	ORD	4000322	18:20	174	0
AA	T2E	B738	160	ORD	3000324	9:55	154	0	ORD	4000324	10:40	154	0
AA	T2E	A21N	181	DCA	3000325	14:55	171	0	DCA	4000325	15:55	171	0
AA	T2E	A21N	181	CLT	3000328	19:00	166	0	CLT	4000328	19:55	166	0
AA	T2E	A321	187						ORD	4000331	6:58	180	0
AA	T2W	A321	187	ORD	3000331	21:55	180	0					
AA	T2E	E75S	76	PHX	3000334	19:03	66	0	PHX	4000334	19:58	66	0
UA	T2W	A320	150	IAD	3000405	12:30	144	0	IAD	4000405	13:30	144	0
UA	T2W	B739	167	IAD	3000406	15:40	160	0	IAD	4000406	16:40	160	0
UA	T2W	B739	167	IAD	3000407	10:20	160	0	IAD	4000407	11:20	160	0
UA	T2W	B739	167						IAD	4000408	8:50	160	0
UA	T2W	B739	167	IAD	3000408	22:50	160	0					
UA	T2W	B739	167	IAD	3000410	6:30	160	0	IAD	4000410	7:30	160	0
UA	T2W	A320	150						ORD	4000412	6:50	144	0
UA	T2W	A320	150	ORD	3000412	22:55	144	0					
UA	T2W	B739	167	ORD	3000416	13:30	160	0	ORD	4000416	14:30	160	0
UA	T2W	B739	167	ORD	3000417	10:55	160	0	ORD	4000417	11:55	160	0
UA	T2W	E75S	76	DEN	3000418	15:10	68	0	DEN	4000418	16:00	68	0
UA	T2W	A320	150						IAH	4000425	7:50	144	0
UA	T2W	A320	150	IAH	3000425	23:10	144	0					
AS	T1	B738	159	BOS	3000731	22:06	153	0					
AS	T2W	B739	181	SJD	3000740	14:00	152	0	SJD	4000740	15:20	152	0
DL	T2W	A320	160	SLC	3000012	14:45	152	0	SLC	4000012	15:35	152	0
AS	T2W	B739	181	SJD	3000739	16:05	152	0	SJD	4000739	17:10	152	0
SY	T1	B738	162	MSP	3000227	16:00	144	0	MSP	4000227	16:45	144	0
WN	T1	B738	175						SFO	4000518	7:55	148	0
WN	T1	B738	175	SFO	3000518	22:55	148	0					
AS	T2W	B739	181						GDL	4000727	6:33	162	0
AS	T2W	B739	181	GDL	3000727	21:21	162	0					
AS	T2E	B739	181						MZT	4000747	8:25	162	0
AS	T2E	B739	181	MZT	3000747	23:25	162	0					
WN	T2W	B738	175						BZE	4000607	6:50	156	0
WN	T2W	B738	175	BZE	3000607	23:10	156	0					
AS	T2W	A320	149						PVR	4000746	7:25	118	0
AS	T2W	A320	149	PVR	3000746	21:00	118	0					
UA	T2W	B739	167	IAD	3000406	21:55	160	0	IAD	4000406	23:25	160	0
UA	T2W	E75S	76	DEN	3000423	18:00	68	0	DEN	4000423	18:55	68	0
UA	T2W	B739	167	ORD	3000413	19:58	160	0	ORD	4000413	20:48	160	0

EXISTING VEHICULAR VOLUMES

Mode	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Terminal 1							
Passenger Vehicles	33,836	1,198	823	1,328	1,019	950	728
Employee Vehicles	165	7	4	5	1	4	6
Total	**34,001**	**1,205**	**827**	**1,333**	**1,020**	**954**	**734**
Terminal 2							
Passenger Vehicles	38,602	1,015	1,323	1,325	1,593	784	1,007
Employee Vehicles	1,424	77	15	55	5	50	38
Total	**40,026**	**1,092**	**1,338**	**1,380**	**1,598**	**834**	**1,045**
North Side							
Passenger Vehicles	15,782	481	362	538	467	308	392
Employee Vehicles	5,449	135	65	118	58	94	122
Total	**21,231**	**616**	**427**	**656**	**525**	**402**	**514**

2026 VEHICULAR VOLUMES

Mode	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Terminal 1							
Existing Terminal 1 Vehicles	***34,001***	***1,205***	***827***	***1,333***	***1,020***	***954***	***734***
Growth	***81%***	***46%***	***39%***	***68%***	***22%***	***64%***	***68%***
2026 Estimated T1 Vehicles	***61,617***	***1,754***	***1,148***	***2,241***	***1,245***	***1,560***	***1,232***
Passenger Vehicles	61,318	1,744	1,142	2,233	1,244	1,553	1,222
Employee Vehicles	299	10	6	8	1	7	10
Total	**61,617**	**1,754**	**1,148**	**2,241**	**1,245**	**1,560**	**1,232**
Terminal 2							
Existing Terminal 2 Vehicles	***40,026***	***1,092***	***1,338***	***1,380***	***1,598***	***834***	***1,045***
Growth	***-13%***	***-17%***	***-4%***	***-29%***	***-10%***	***4%***	***11%***
2026 Estimated T2 Vehicles	***34,973***	***907***	***1,285***	***984***	***1,440***	***866***	***1,165***
Passenger Vehicles	33,729	843	1,271	945	1,435	814	1,123
Employee Vehicles	1,244	64	14	39	5	52	42
Total	**34,973**	**907**	**1,285**	**984**	**1,440**	**866**	**1,165**
North Side							
Existing Northside Vehicles	***21,231***	***616***	***427***	***656***	***525***	***402***	***514***
Growth	***26%***	***11%***	***24%***	***10%***	***5%***	***38%***	***42%***
2026 Northside Vehicles	***26,809***	***686***	***531***	***719***	***553***	***554***	***728***
Passenger Vehicles	19,928	536	450	590	492	424	555
Employee Vehicles	6,881	150	81	129	61	130	173
Total	**26,809**	**686**	**531**	**719**	**553**	**554**	**728**

2031 VEHICULAR VOLUMES

Mode	Daily	AM Peak (8-9)		Airport Peak (9-10)		PM Peak (5-6)	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Terminal 1							
Existing Terminal 1 Vehicles	***34,001***	***1,205***	***827***	***1,333***	***1,020***	***954***	***734***
Growth	***100%***	***71%***	***50%***	***85%***	***47%***	***80%***	***80%***
2030 Estimated T1 Vehicles	***67,992***	***2,058***	***1,238***	***2,468***	***1,498***	***1,717***	***1,321***
Passenger Vehicles	67,662	2,046	1,232	2,459	1,497	1,710	1,310
Employee Vehicles	330	12	6	9	1	7	11
Commercial Development Opportunity	2,700	97	65	65	43	130	86
Total	**70,692**	**2,155**	**1,303**	**2,533**	**1,541**	**1,847**	**1,407**
Terminal 2							
Existing Terminal 2 Vehicles	***40,026***	***1,092***	***1,338***	***1,380***	***1,598***	***834***	***1,045***
Growth	***-1%***	***-11%***	***19%***	***-20%***	***-6%***	***18%***	***37%***
2030 Estimated T2 Vehicles	***39,770***	***974***	***1,594***	***1,102***	***1,508***	***985***	***1,433***
Passenger Vehicles	38,355	905	1,576	1,058	1,503	926	1,381
Employee Vehicles	1,415	69	18	44	5	59	52
Total	**39,770**	**974**	**1,594**	**1,102**	**1,508**	**985**	**1,433**
North Side							
Existing Northside Vehicles	***21,231***	***616***	***427***	***656***	***525***	***402***	***514***
Growth	***41%***	***26%***	***39%***	***21%***	***19%***	***53%***	***60%***
2030 Northside Vehicles	***29,949***	***777***	***595***	***797***	***627***	***617***	***823***
Passenger Vehicles	22,262	607	504	654	558	473	628
Employee Vehicles	7,687	170	91	143	69	144	195
Total	**29,949**	**777**	**595**	**797**	**627**	**617**	**823**

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Exhibit B – Roadway Trip Assignment

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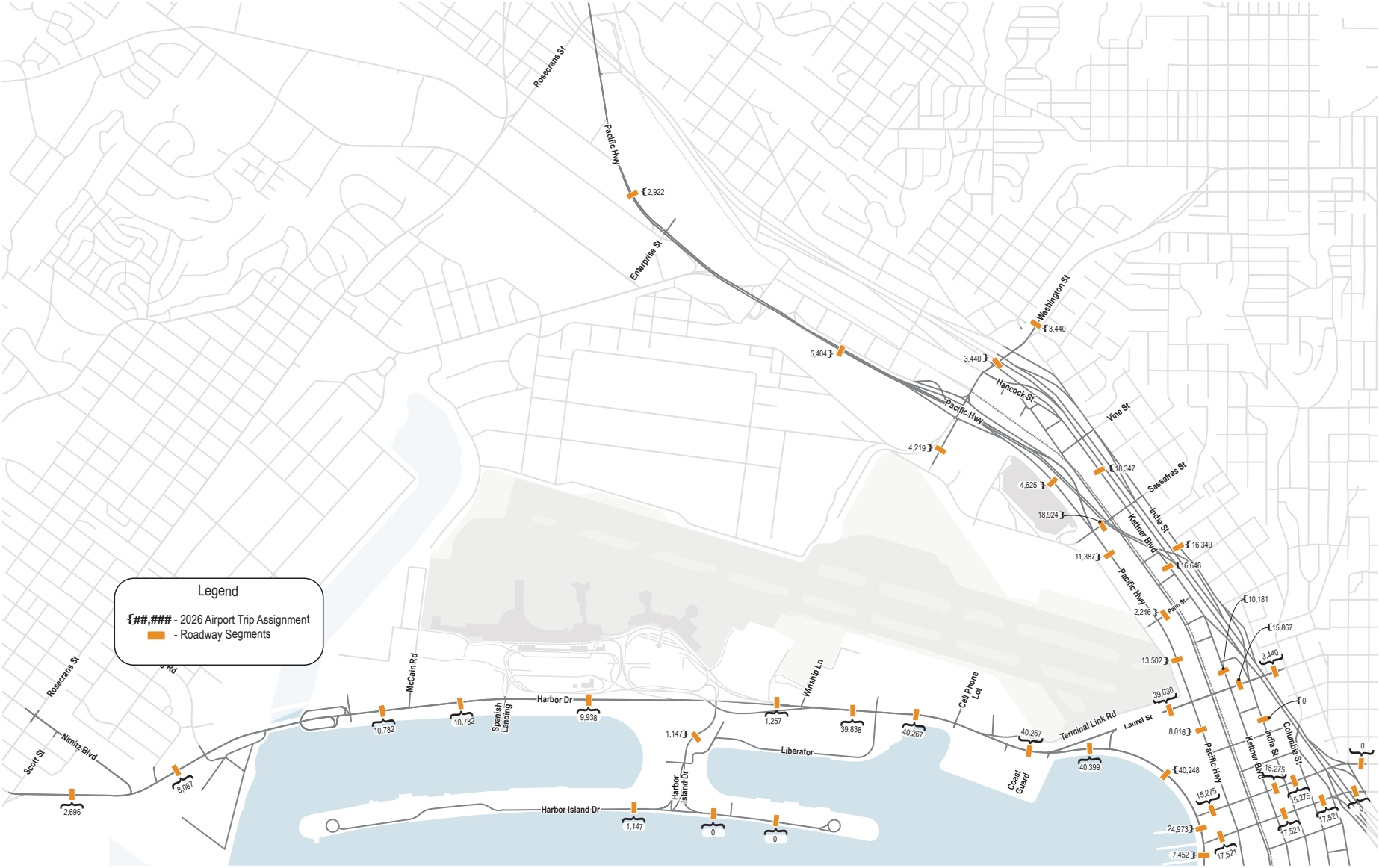

2026 Airport Trip Assignment (NEPA Analysis)

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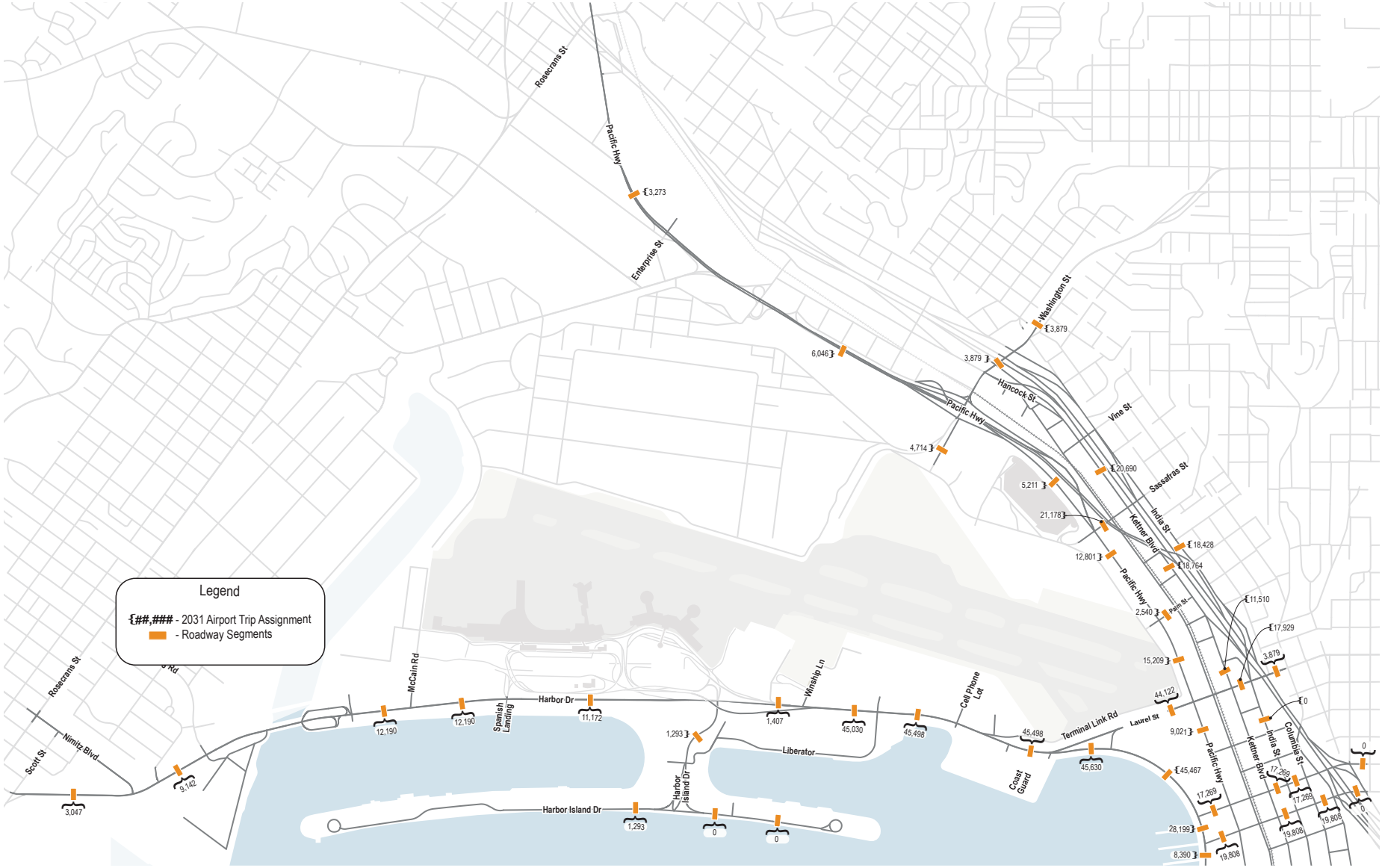

2031 Airport Trip Assignment (NEPA Analysis)

Exhibit C – Intersection Trip Assignment and Turning Movements

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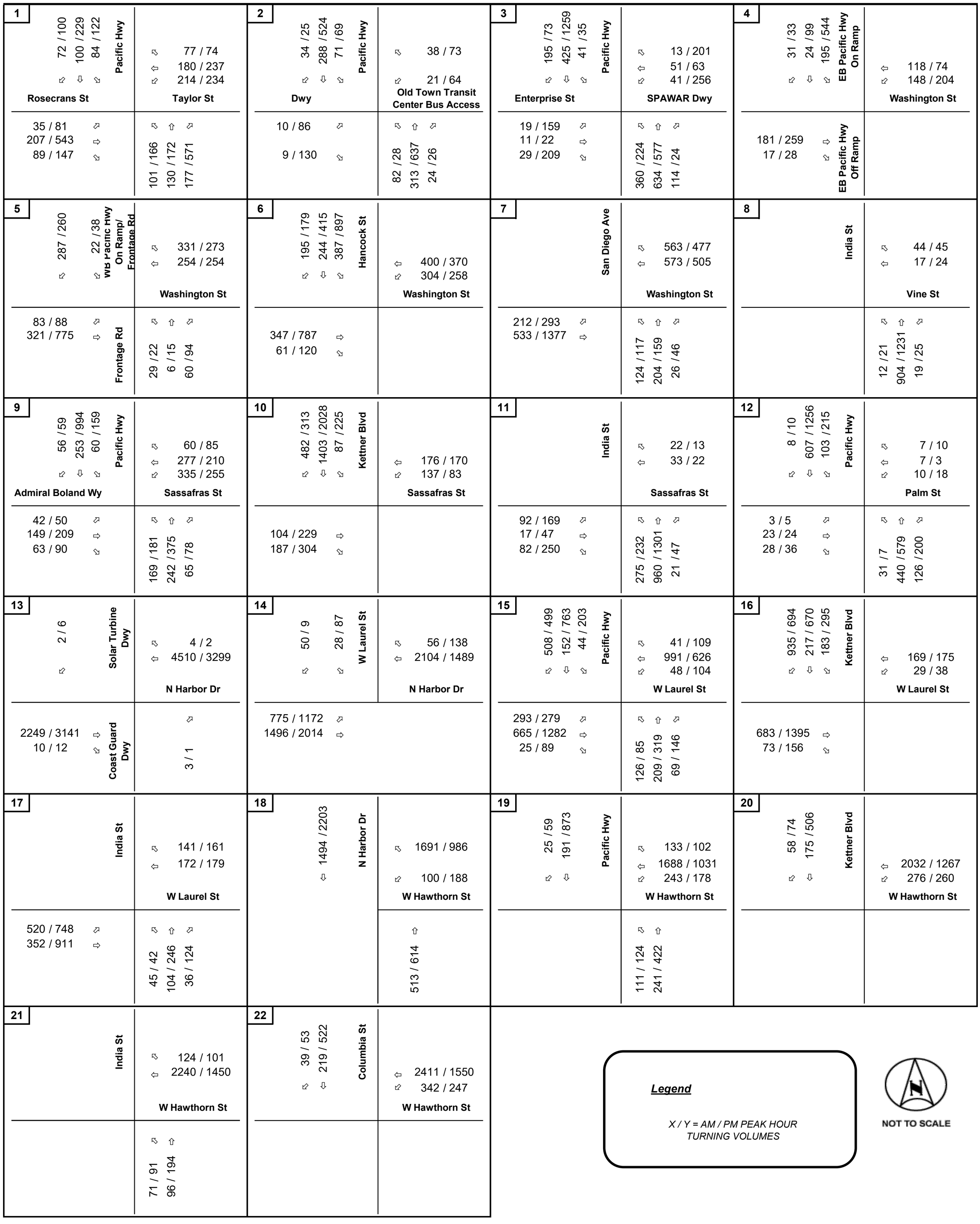
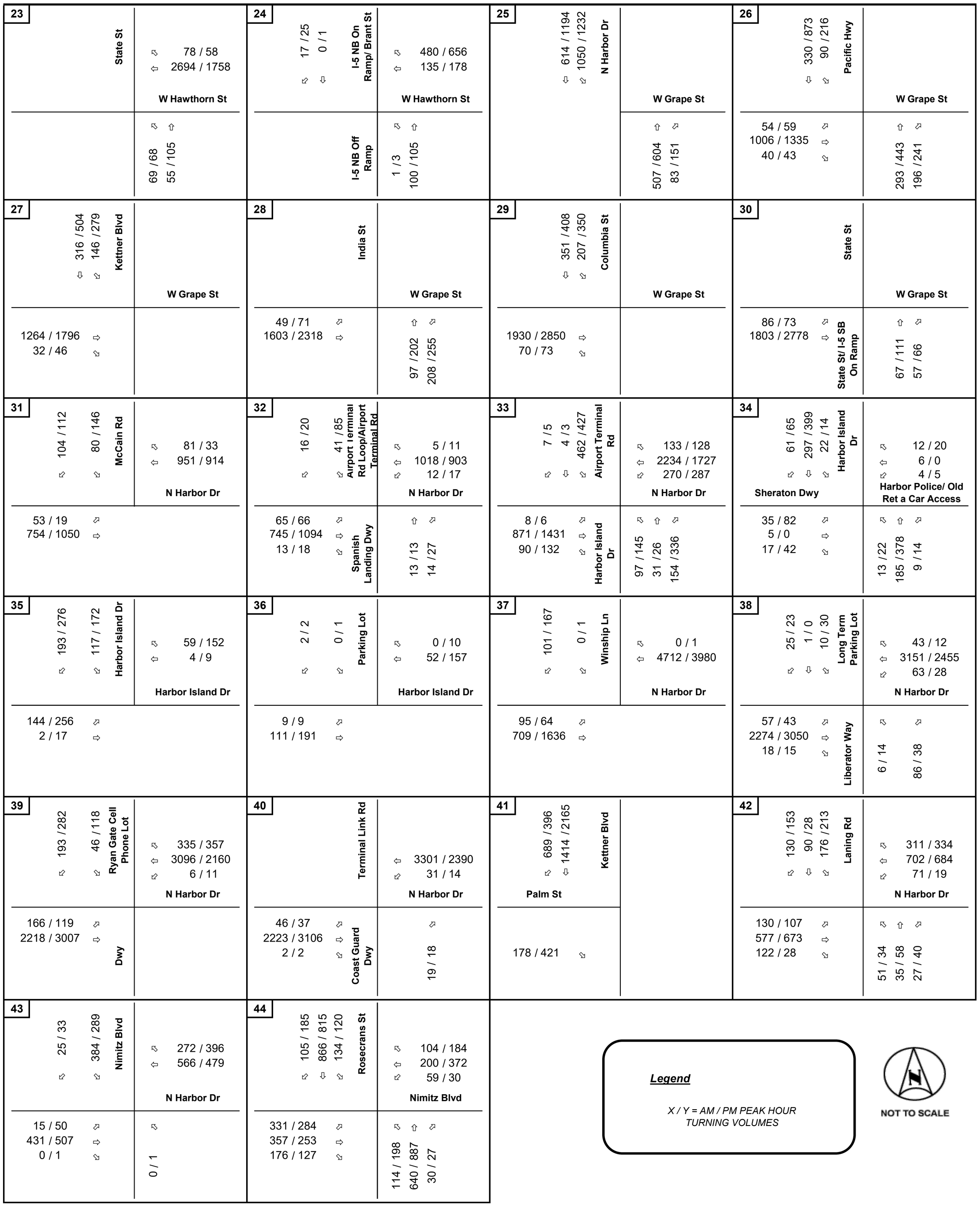
SAN ADP EA



Kimley»Horn

2026 No-Action Peak-Hour Traffic Volumes



Legend

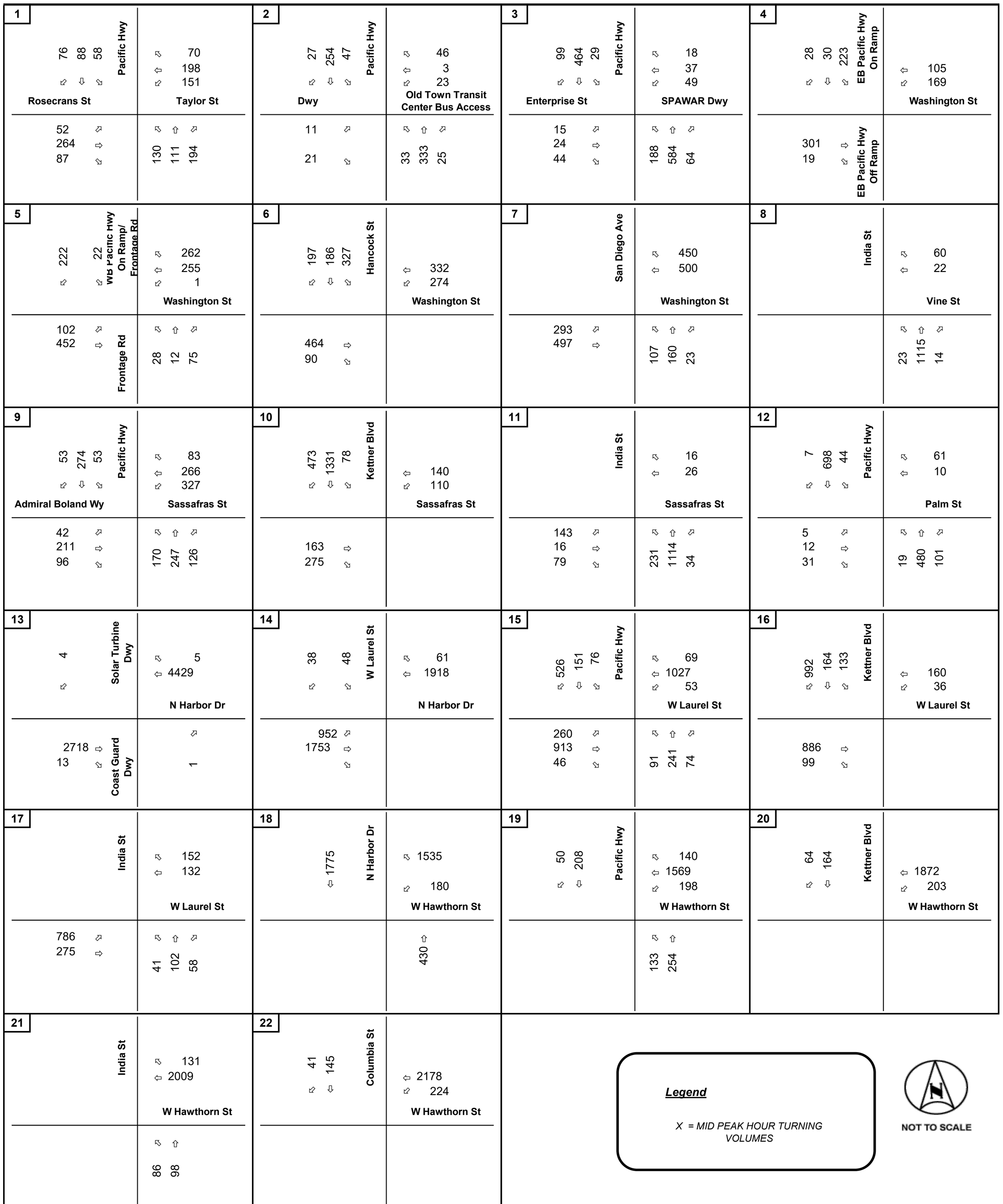
X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley»Horn

2026 No-Action Peak-Hour Traffic Volumes

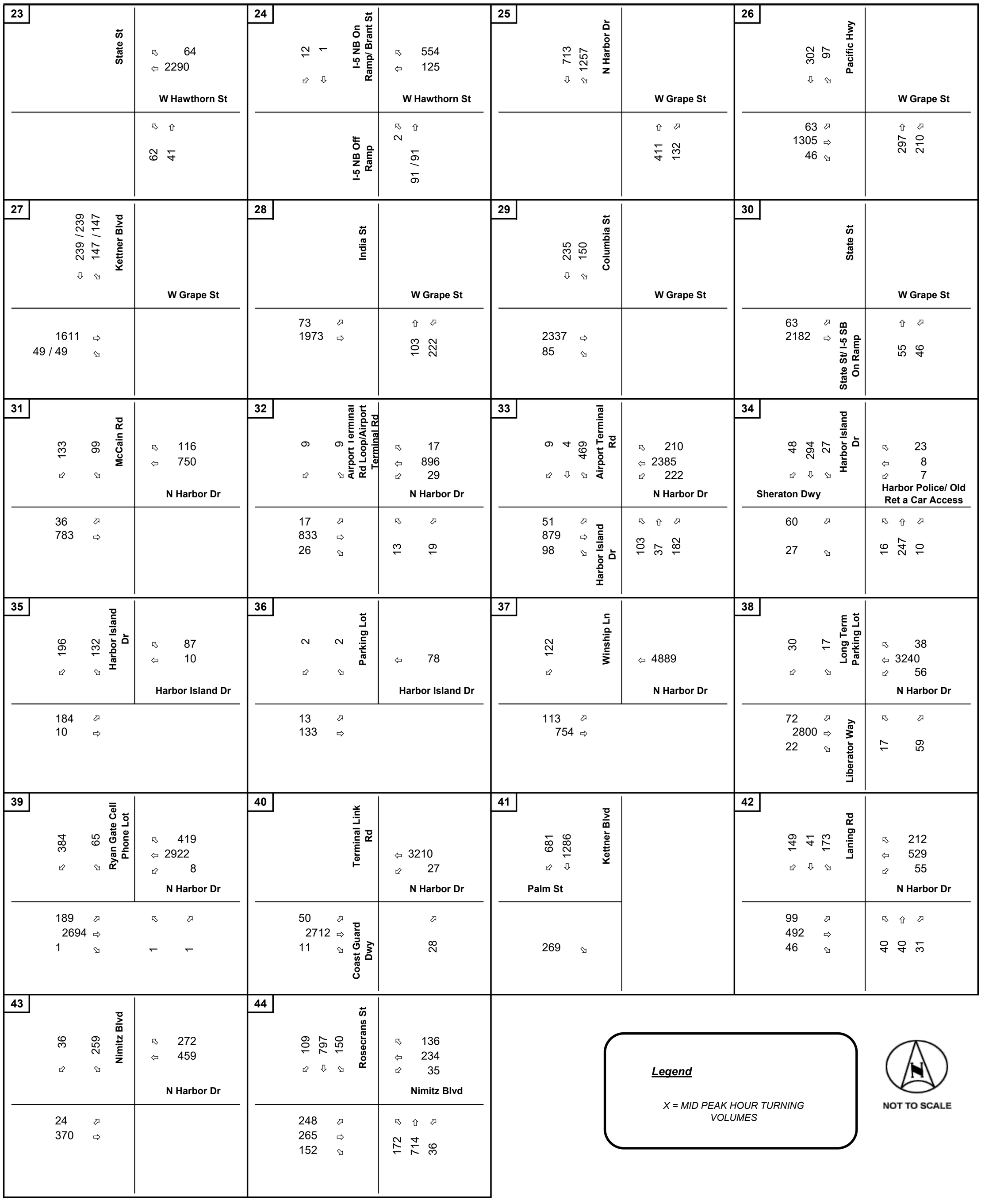
SAN ADP EA



Kimley»Horn

2026 No-Action Peak-Hour Traffic Volumes

SAN ADP EA



Legend

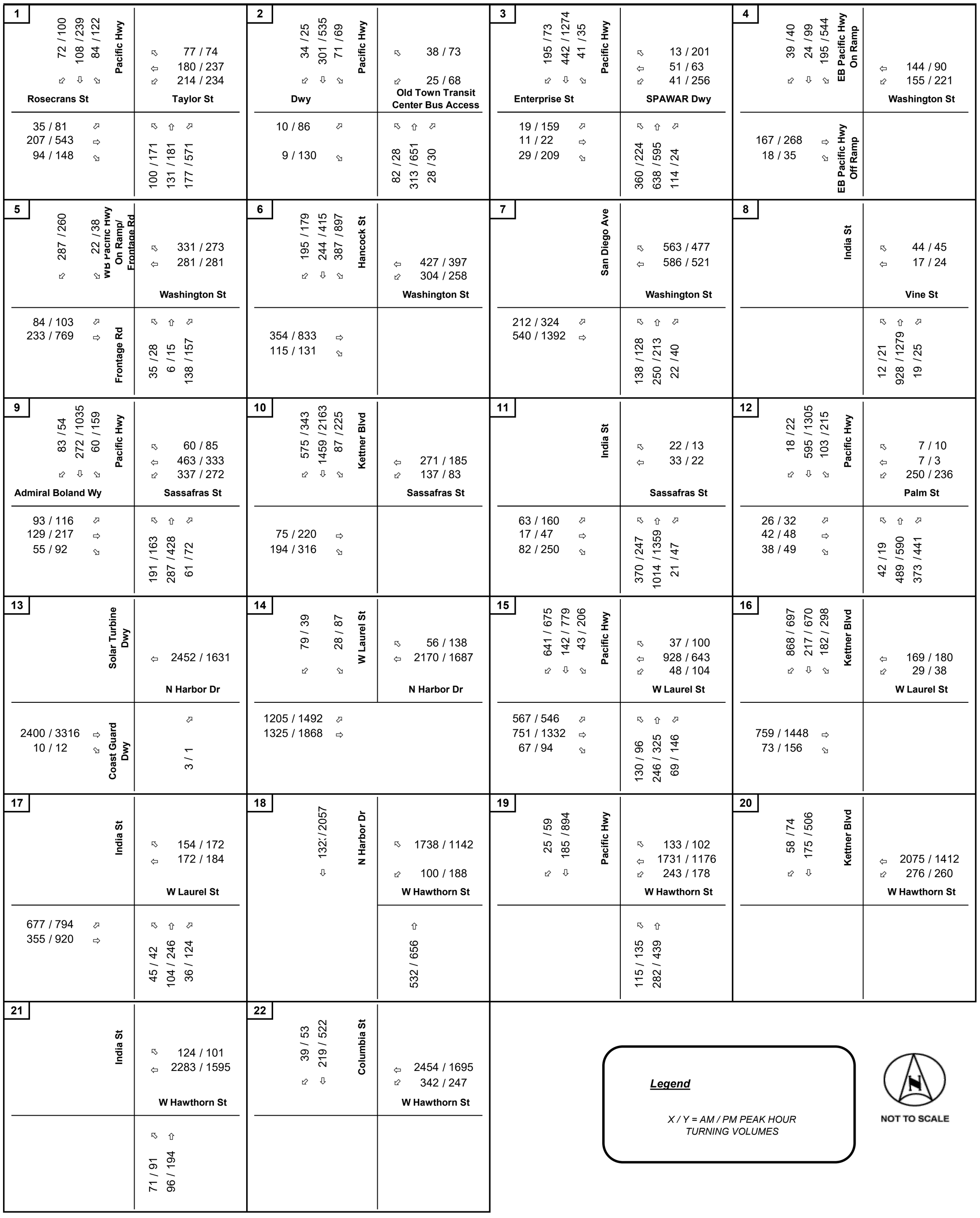
X = MID PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley»Horn

2026 No-Action Peak-Hour Traffic Volumes

SAN ADP EA



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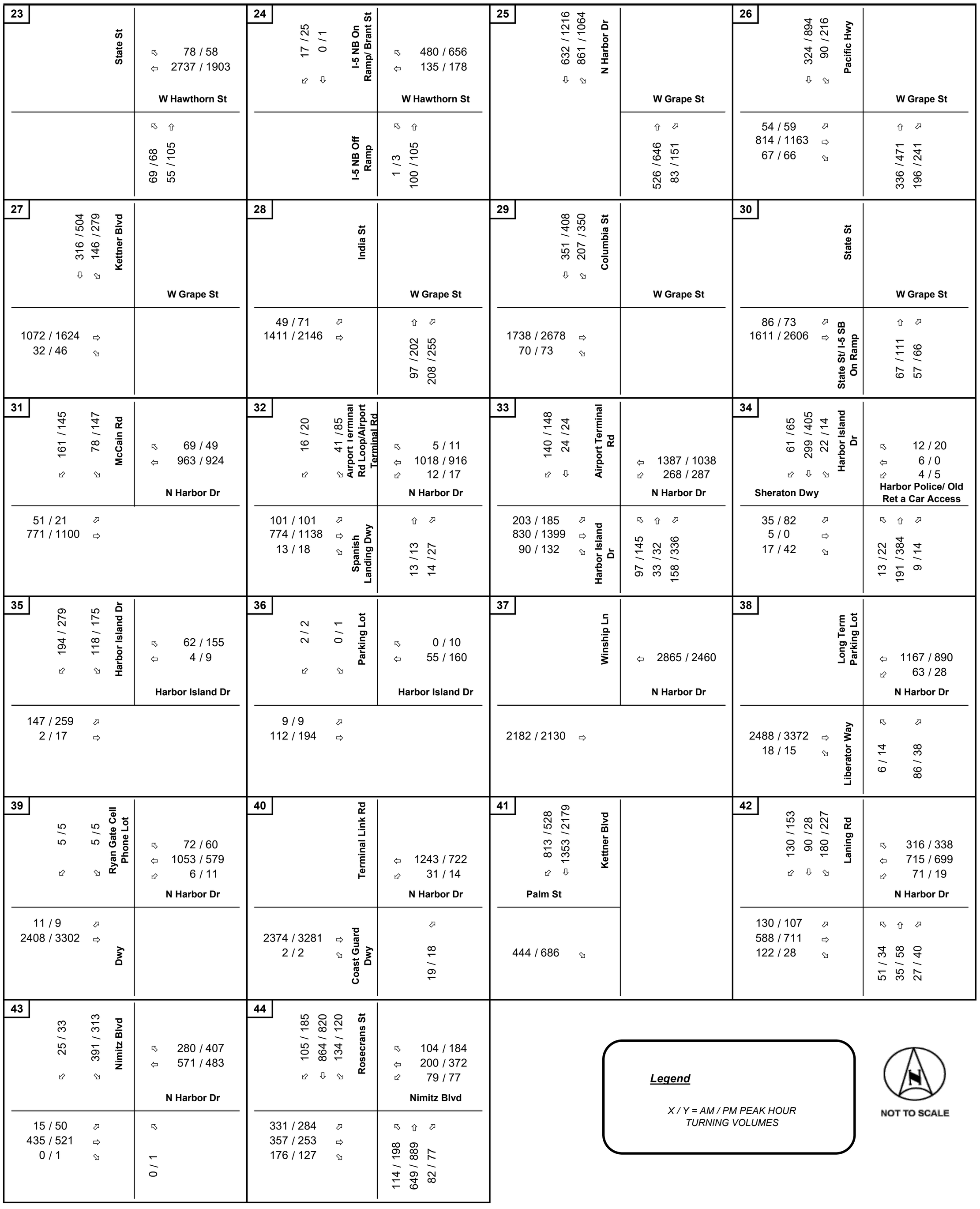
Proposed Project

2026 plus Project Peak-Hour Traffic Volumes

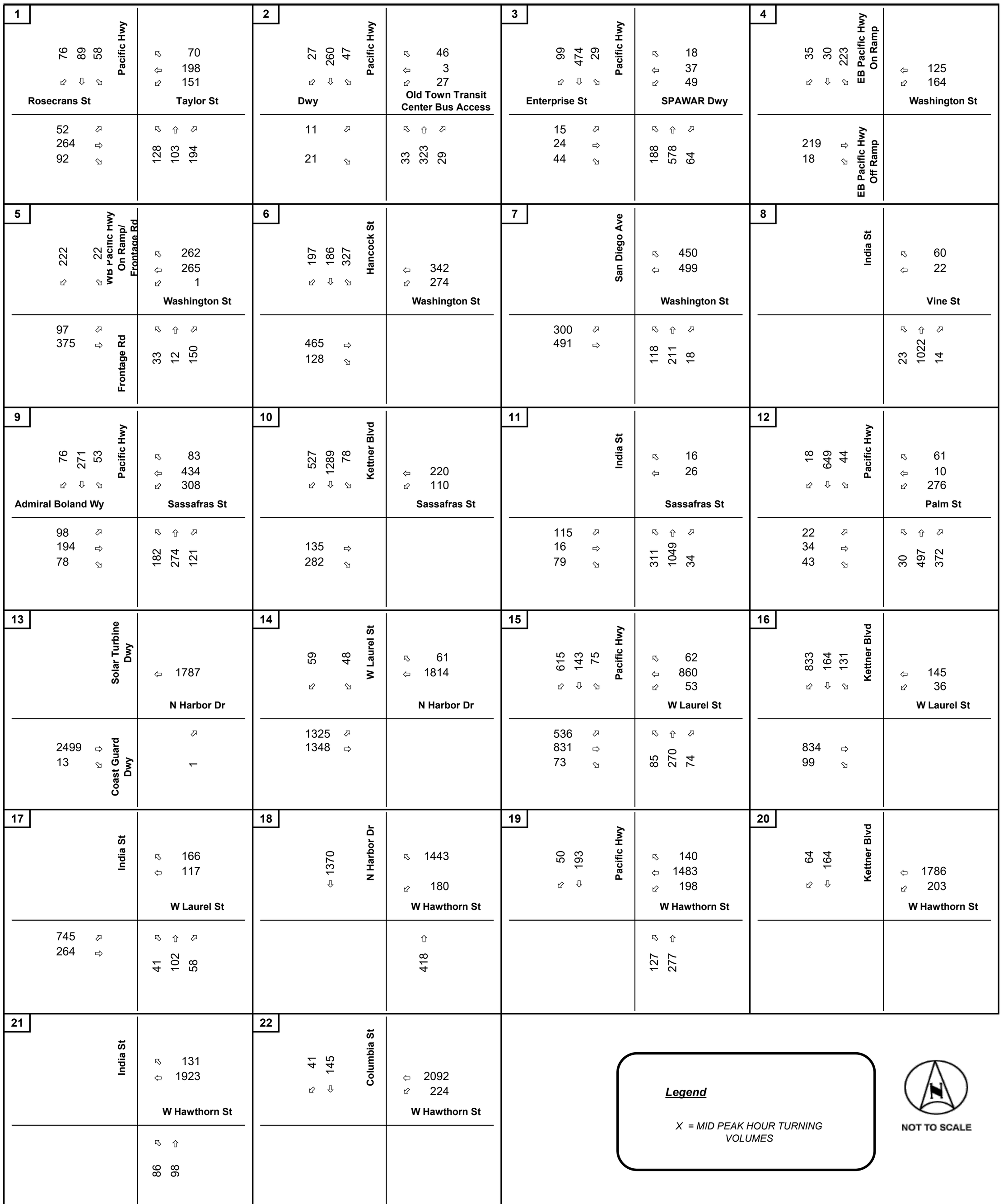


Kimley»Horn

Proposed Project

2026 plus Project Peak-Hour Traffic Volumes

SAN ADP EA



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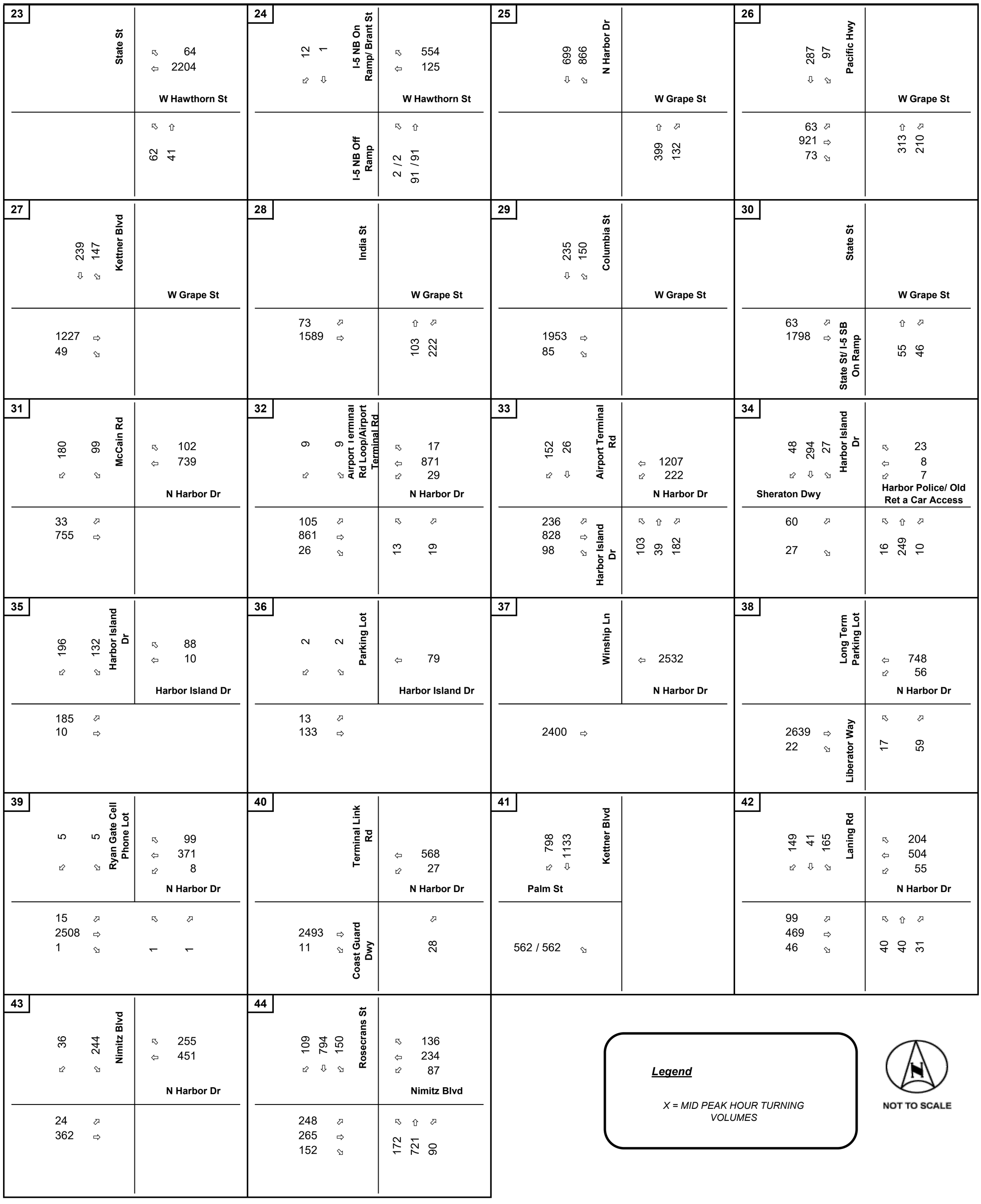
Proposed Project

2026 plus Project Peak-Hour Traffic Volumes

SAN ADP EA



Legend

X = MID PEAK HOUR TURNING VOLUMES

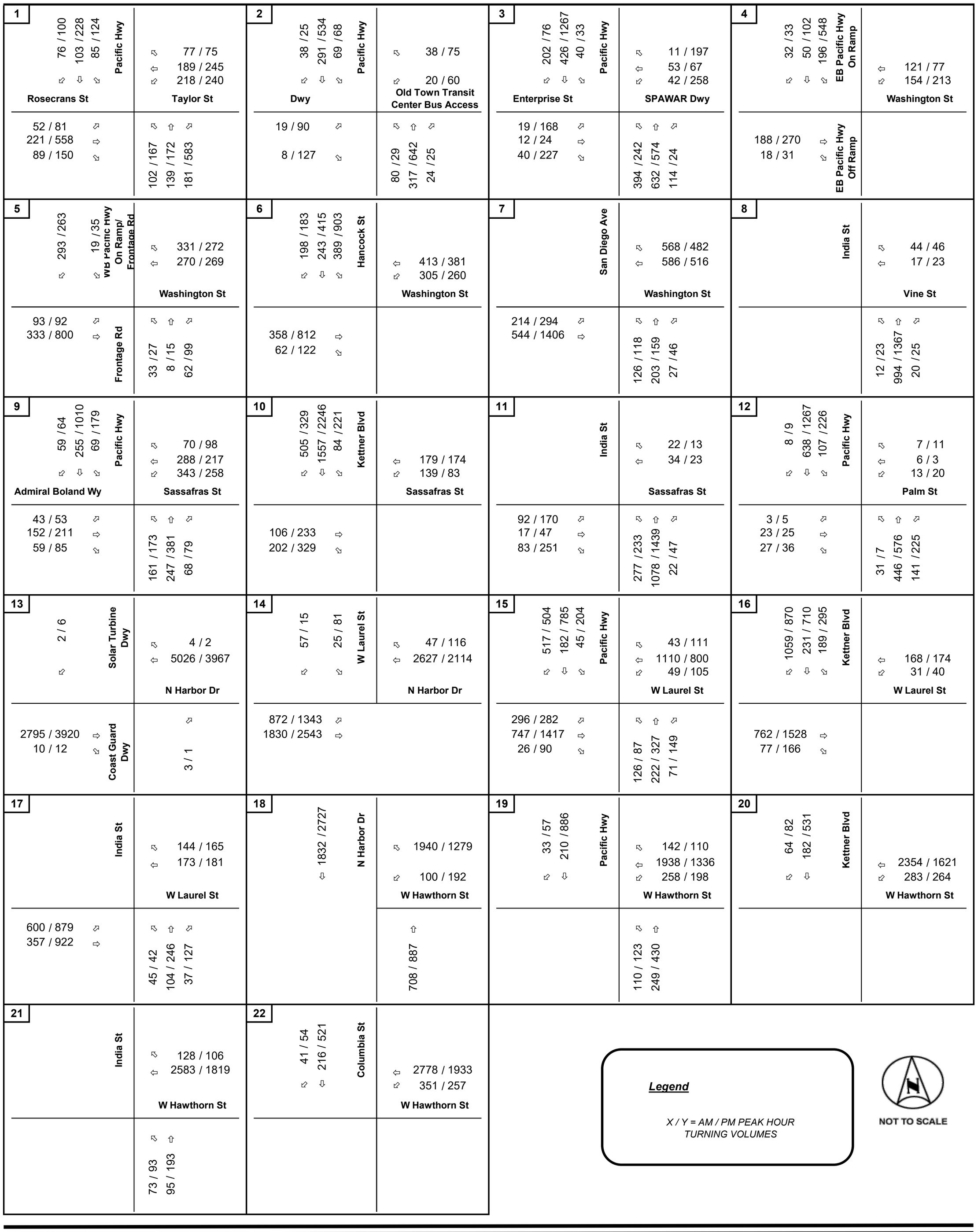
NOT TO SCALE

Kimley»Horn

Proposed Project

2026 plus Project Peak-Hour Traffic Volumes

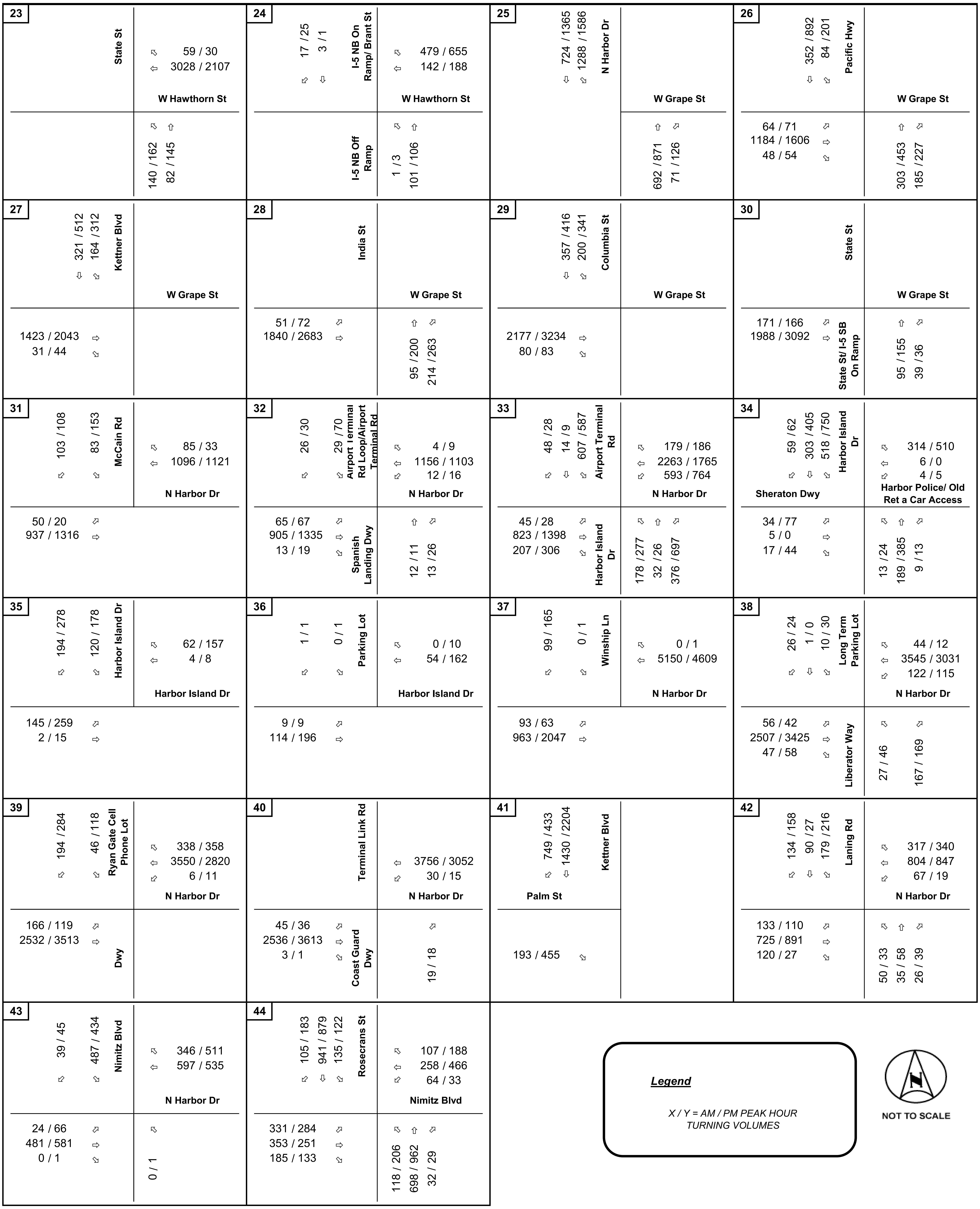
SAN ADP EA



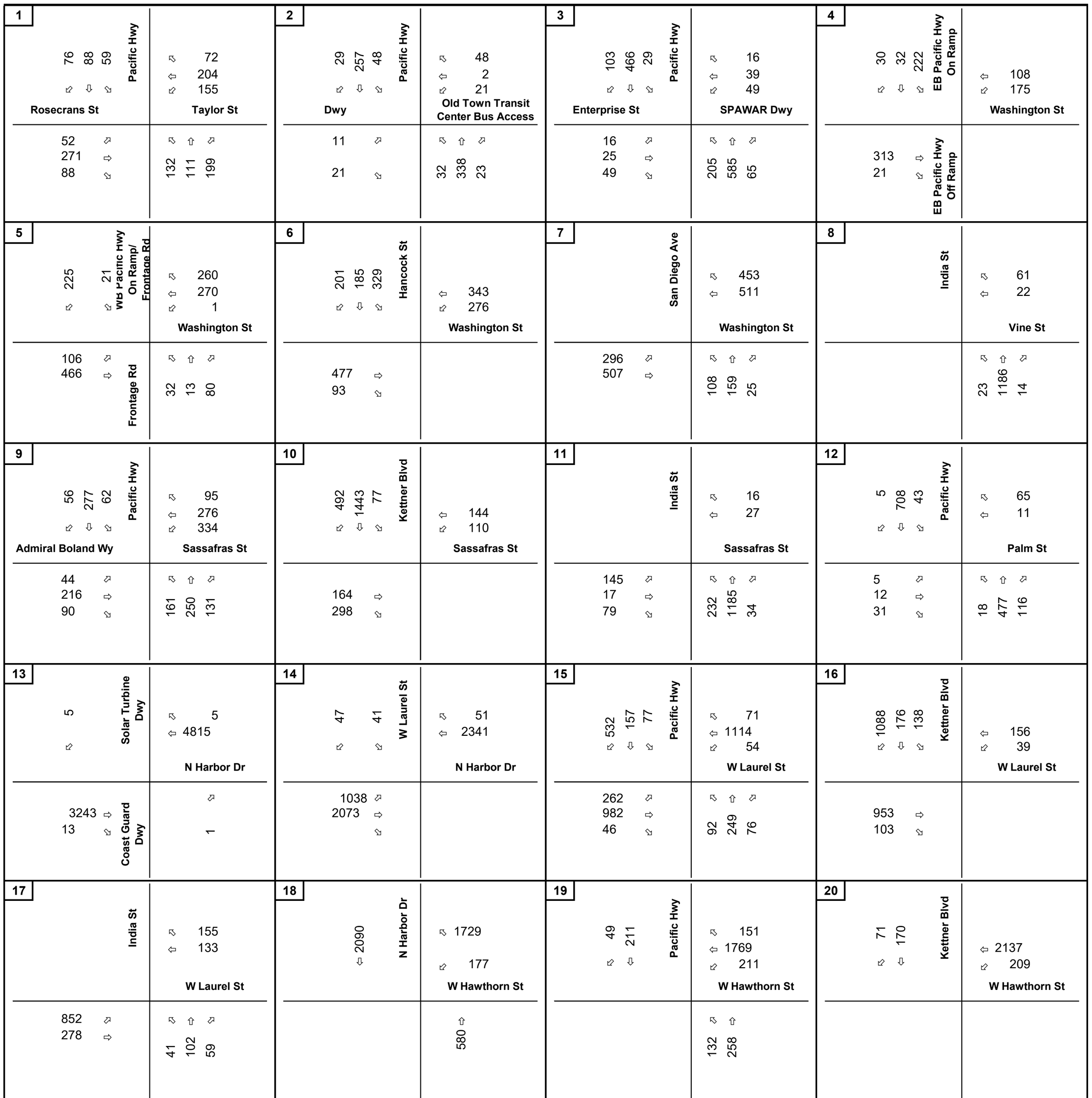
Kimley»Horn

2031 No-Action Peak-Hour Traffic Volumes

SAN ADP EA


23
State St
W Hawthorn St
59 / 30
3028 / 2107
140 / 162
82 / 145
24
17 / 25
3 / 1
I-5 NB On Ramp/ Brant St
W Hawthorn St
479 / 655
142 / 188
I-5 NB Off Ramp
1 / 3
101 / 106
25
724 / 1365
1288 / 1586
N Harbor Dr
W Grape St
692 / 871
71 / 126
26
352 / 892
84 / 201
Pacific Hwy
W Grape St
64 / 71
1184 / 1606
48 / 54
303 / 453
185 / 227
27
321 / 512
164 / 312
Kettner Blvd
W Grape St
1423 / 2043
31 / 44
28
India St
W Grape St
51 / 72
1840 / 2683
95 / 200
214 / 263
29
357 / 416
200 / 341
Columbia St
W Grape St
2177 / 3234
80 / 83
30
State St
W Grape St
171 / 166
1988 / 3092
State St/ I-5 SB On Ramp
95 / 155
39 / 36
31
103 / 108
83 / 153
McCain Rd
85 / 33
1096 / 1121
N Harbor Dr
50 / 20
937 / 1316
32
26 / 30
29 / 70
Airport Terminal Rd Loop/Airport Terminal Rd
4 / 9
1156 / 1103
12 / 16
N Harbor Dr
65 / 67
905 / 1335
13 / 19
Spanish Landing Dwy
12 / 11
13 / 26
33
48 / 28
14 / 9
607 / 587
Airport Terminal Rd
179 / 186
2263 / 1765
593 / 764
N Harbor Dr
45 / 28
823 / 1398
207 / 306
Harbor Island Dr
178 / 277
32 / 26
376 / 697
34
59 / 62
303 / 405
518 / 750
Harbor Island Dr
314 / 510
6 / 0
4 / 5
Sheraton Dwy
Harbor Police/ Old Ret a Car Access
34 / 77
5 / 0
17 / 44
13 / 24
189 / 385
9 / 13
35
194 / 278
120 / 178
Harbor Island Dr
62 / 157
4 / 8
Harbor Island Dr
145 / 259
2 / 15
36
1 / 1
0 / 1
Parking Lot
0 / 10
54 / 162
Harbor Island Dr
9 / 9
114 / 196
37
99 / 165
0 / 1
Winship Ln
0 / 1
5150 / 4609
N Harbor Dr
93 / 63
963 / 2047
38
26 / 24
1 / 0
10 / 30
Long Term Parking Lot
44 / 12
3545 / 3031
122 / 115
N Harbor Dr
56 / 42
2507 / 3425
47 / 58
Liberator Way
27 / 46
167 / 169
39
194 / 284
46 / 118
Ryan Gate Cell Phone Lot
338 / 358
3550 / 2820
6 / 11
N Harbor Dr
166 / 119
2532 / 3513
Dwy
40
Terminal Link Rd
3756 / 3052
30 / 15
N Harbor Dr
45 / 36
2536 / 3613
3 / 1
Coast Guard Dwy
19 / 18
41
749 / 433
1430 / 2204
Kettner Blvd
Palm St
193 / 455
42
134 / 158
90 / 27
179 / 216
Laning Rd
317 / 340
804 / 847
67 / 19
N Harbor Dr
133 / 110
725 / 891
120 / 27
50 / 33
35 / 58
26 / 39
43
39 / 45
487 / 434
Nimitz Blvd
346 / 511
597 / 535
N Harbor Dr
24 / 66
481 / 581
0 / 1
0 / 1
44
105 / 183
941 / 879
135 / 122
Rosecrans St
107 / 188
258 / 466
64 / 33
Nimitz Blvd
331 / 284
353 / 251
185 / 133
118 / 206
698 / 962
32 / 29
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
N
NOT TO SCALE

SAN ADP EA



Legend

X = MID PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley»Horn

2031 No-Action Peak-Hour Traffic Volumes

23

	State St	
		⇖ 49 ⇦ 2555
		W Hawthorn St
		⇖ ⇧ 122 63

24

	I-5 NB On Ramp/ Brant St	
	11 1 ⇖ ⇩	⇖ 553 ⇦ 132
	I-5 NB Off Ramp	W Hawthorn St
	2 ⇖ ⇧ 92 / 92	

25

	N Harbor Dr	
	798 ⇩ 1504 ⇘	
		W Grape St
		⇧ ⇗ 553 112

26

	Pacific Hwy	
	307 ⇩ 92 ⇘	
		W Grape St
	75 ⇗ 1472 ⇨ 55 ⇘	303 ⇧ ⇗ 199

27

	Kettner Blvd	
	243 / 243 ⇩ 165 / 165 ⇘	
		W Grape St
1759 ⇨ 48 / 48 ⇘		

28

	India St	
		W Grape St
72 ⇗ 2218 ⇨		104 ⇧ ⇗ 226

29

	Columbia St	
	239 ⇩ 144 ⇘	
		W Grape St
2585 ⇨ 94 ⇘		

30

	State St	
		W Grape St
129 ⇗ 2373 ⇨	State St/ I-5 SB On Ramp	78 ⇧ ⇗ 31

31

	McCain Rd	
130 ⇖ 104 ⇘		⇗ 119 ⇦ 870
		N Harbor Dr
34 ⇗ 928 ⇨		

32

	Airport Terminal Rd Loop/Airport Terminal Rd	
11 ⇖ 8 ⇘		⇗ 17 ⇦ 1014 ⇖ 24
		N Harbor Dr
17 ⇗ 955 ⇨ 30 ⇘		21 ⇖ ⇗ 12

33

	Airport Terminal Rd	
46 ⇖ 12 ⇩ 645 ⇘		⇗ 275 ⇦ 2394 ⇖ 461
		N Harbor Dr
135 ⇖ 789 ⇨ 185 ⇘	Harbor Island Dr	169 ⇖ ⇧ ⇗ 37 363

34

	Harbor Island Dr	
47 ⇖ 298 ⇩ 395 ⇘		⇗ 269 ⇦ 7 ⇖ 8
Sheraton Dwy		Harbor Police/ Old Ret a Car Access
57 ⇗ 28 ⇘		17 ⇖ ⇧ ⇗ 252 10

35

	Harbor Island Dr	
198 ⇖ 136 ⇘		⇗ 91 ⇦ 9
		Harbor Island Dr
185 ⇗ 9 ⇨		

36

	Parking Lot	
1 ⇖ 1 ⇘		⇦ 81
		Harbor Island Dr
13 ⇗ 137 ⇨		

37

	Winship Ln	
120 ⇖		⇦ 5226
		N Harbor Dr
111 ⇗ 958 ⇨		

38

	Long Term Parking Lot	
31 ⇖ 17 ⇘		⇗ 39 ⇦ 3537 ⇖ 100
		N Harbor Dr
72 ⇗ 2994 ⇨ 44 ⇘	Liberator Way	33 ⇖ ⇗ 125

39

	Ryan Gate Cell Phone Lot	
384 ⇖ 66 ⇘		⇗ 422 ⇦ 3262 ⇖ 8
		N Harbor Dr
190 ⇗ 2953 ⇨ 1 ⇘	⇖ ⇗ 1 1	

40

	Terminal Link Rd	
		⇦ 3551 ⇖ 26
		N Harbor Dr
49 ⇗ 2972 ⇨ 11 ⇘	Coast Guard Dwy	⇗ 27

41

	Kettner Blvd	
741 ⇖ 1296 ⇩		
Palm St		
293 ⇘		

42

	Laning Rd	
153 ⇖ 40 ⇩ 176 ⇘		⇗ 216 ⇦ 611 ⇖ 54
		N Harbor Dr
102 ⇗ 602 ⇨ 45 ⇘		⇖ ⇧ ⇗ 39 40 30

43

	Nimitz Blvd	
49 ⇖ 334 ⇘		⇗ 335 ⇦ 482
		N Harbor Dr
33 ⇗ 405 ⇨		

44

	Rosecrans St	
108 ⇖ 861 ⇩ 151 ⇘		⇗ 139 ⇦ 279 ⇖ 38
		Nimitz Blvd
246 ⇗ 263 ⇨ 160 ⇘		⇖ ⇧ ⇗ 179 775 39

Legend

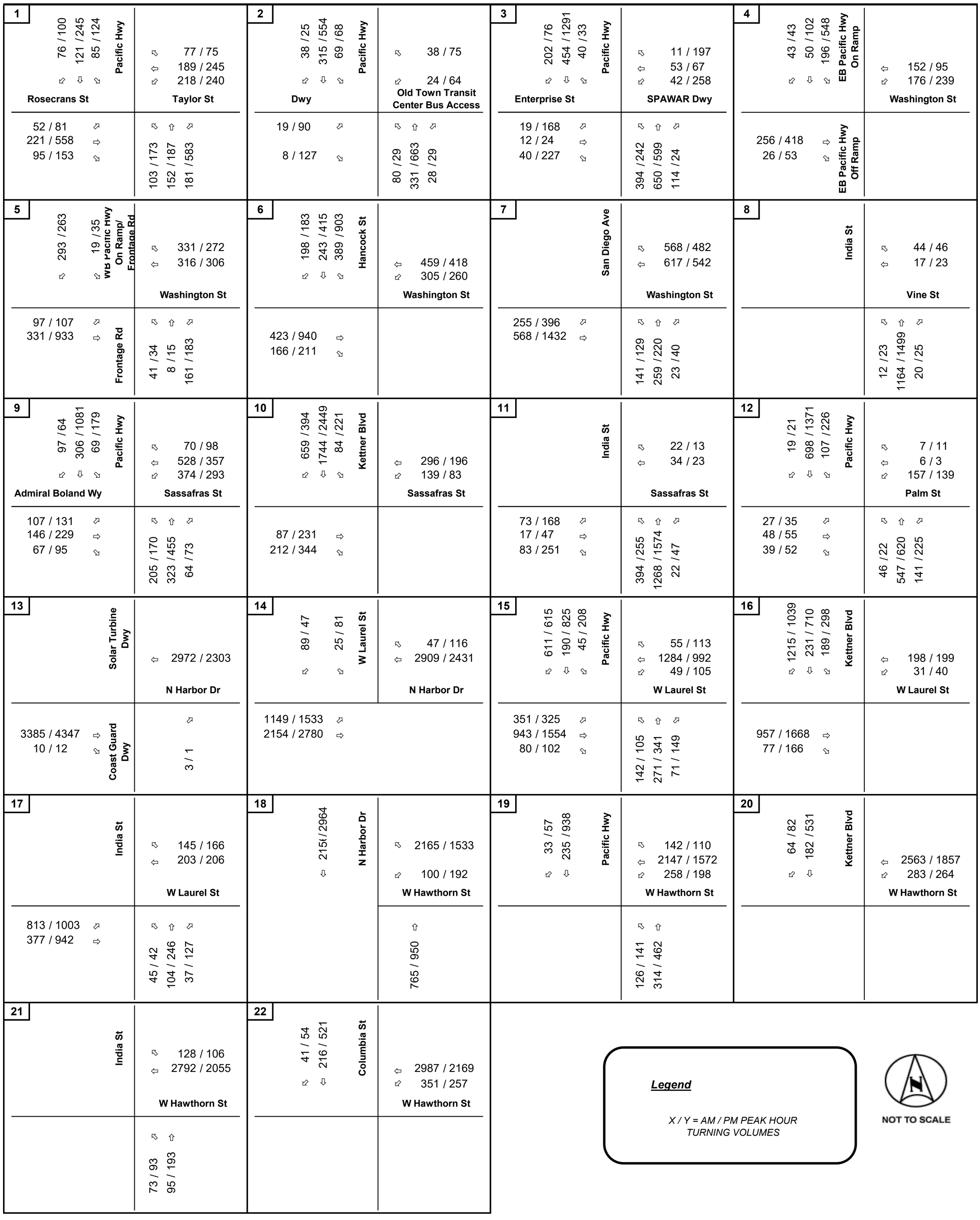
X = MID PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley»Horn

2031 No-Action Peak-Hour Traffic Volumes

SAN ADP EA



Legend

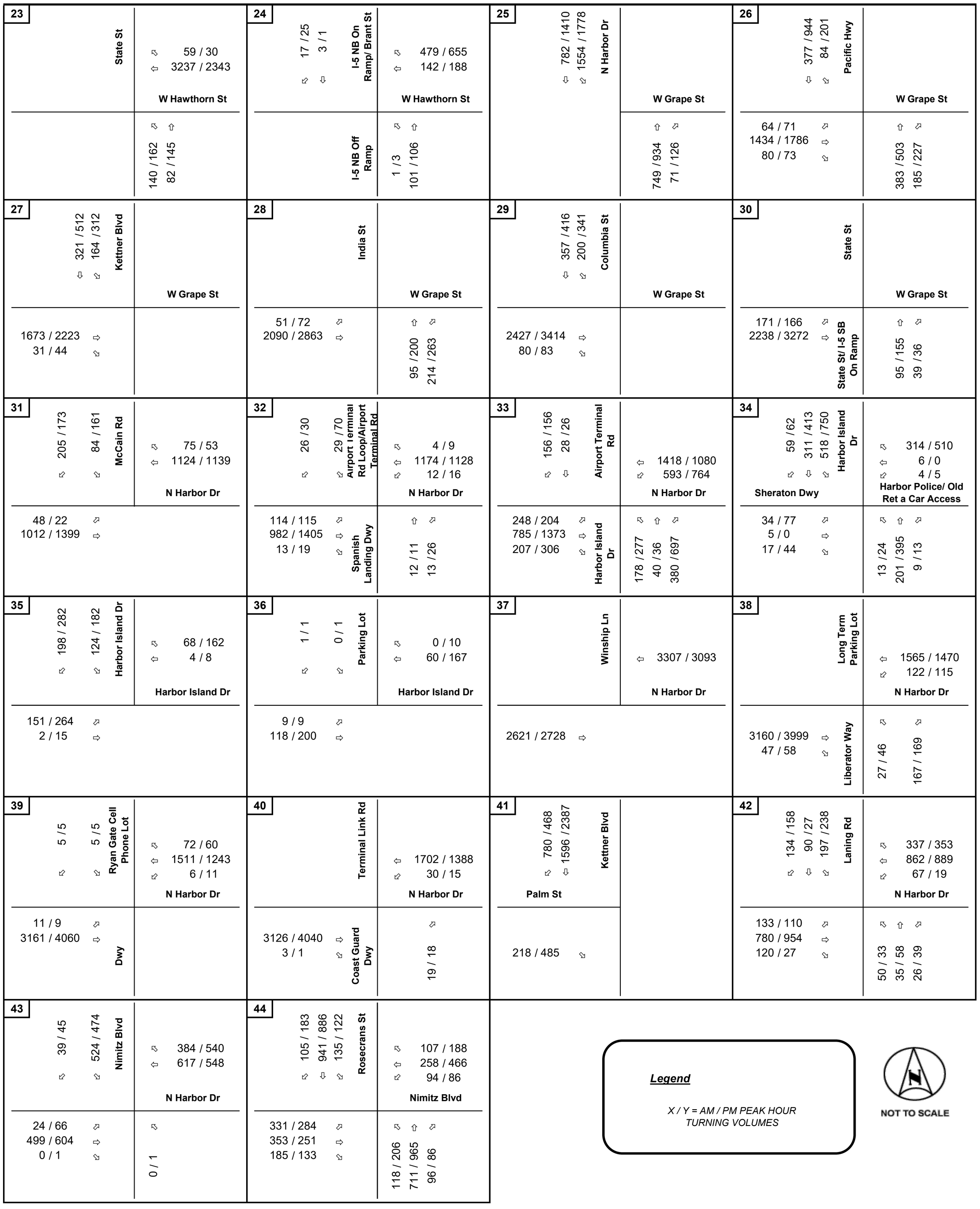
X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley»Horn

Proposed Project

2031 plus Project Peak-Hour Traffic Volumes



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley»Horn

Proposed Project

2031 plus Project Peak-Hour Traffic Volumes

SAN ADP EA

1

Rosecrans St			Pacific Hwy	Taylor St		
76	97	59		72	204	155
52				131	111	199
271						
94						

2

Dwy			Pacific Hwy	Old Town Transit Center Bus Access		
29	272	48		48	2	25
11				32	337	27
21						

3

Enterprise St			Pacific Hwy	SPAWAR Dwy		
103	485	29		16	39	49
16				205	588	65
25						
49						

4

EB Pacific Hwy Off Ramp			EB Pacific Hwy On Ramp	Washington St	
37	32	222		130	180
294					
25					

5

Frontage Rd			WB Pacific Hwy On Ramp/ Frontage Rd	Washington St		
225	21			260	291	1
102				38	13	170
451						

6

Hancock St			Washington St	
201	185	329	364	276
525				
163				

7

San Diego Ave	Washington St	
	453	522
337	118	217	20
514		

8

India St	Vine St	
	61	22
	23	1192	14

9

Admiral Boland Wy			Pacific Hwy	Sassafras St		
86	296	62		95	464	338
113				194	300	126
209						
80						

10

Kettner Blvd			Sassafras St	
592	1490	77	236	110
143				
307				

11

India St	Sassafras St	
	16	27
124	324	1212	34
17			
79			

12

Pacific Hwy	Palm St		
16	711	43	65	11	163
24	32	535	116
37			
46			

13

Coast Guard Dwy			Solar Turbine Dwy	N Harbor Dr
			2175	
3326				
13				1

14

W Laurel St			N Harbor Dr	
69	41		51	2389
1184				
2110				

15

Pacific Hwy			W Laurel St	
548	163	78	79	1158	54
286				
1002				
82				

16

Kettner Blvd			W Laurel St	
1130	176	138	166	39
974				
103				

17

India St			W Laurel St	
			156	143
870				
280				

18

N Harbor Dr		W Hawthorn St	
	2127	1762	177
		595	

19

Pacific Hwy			W Hawthorn St	
49	219		151	1800	211
			134	299

20

Kettner Blvd		W Hawthorn St	
71	170	2168	209

21

India St		W Hawthorn St	
		136	2320
		88	97

22

Columbia St		W Hawthorn St	
42	144	2511	229

Legend

X = MID PEAK HOUR TURNING VOLUMES

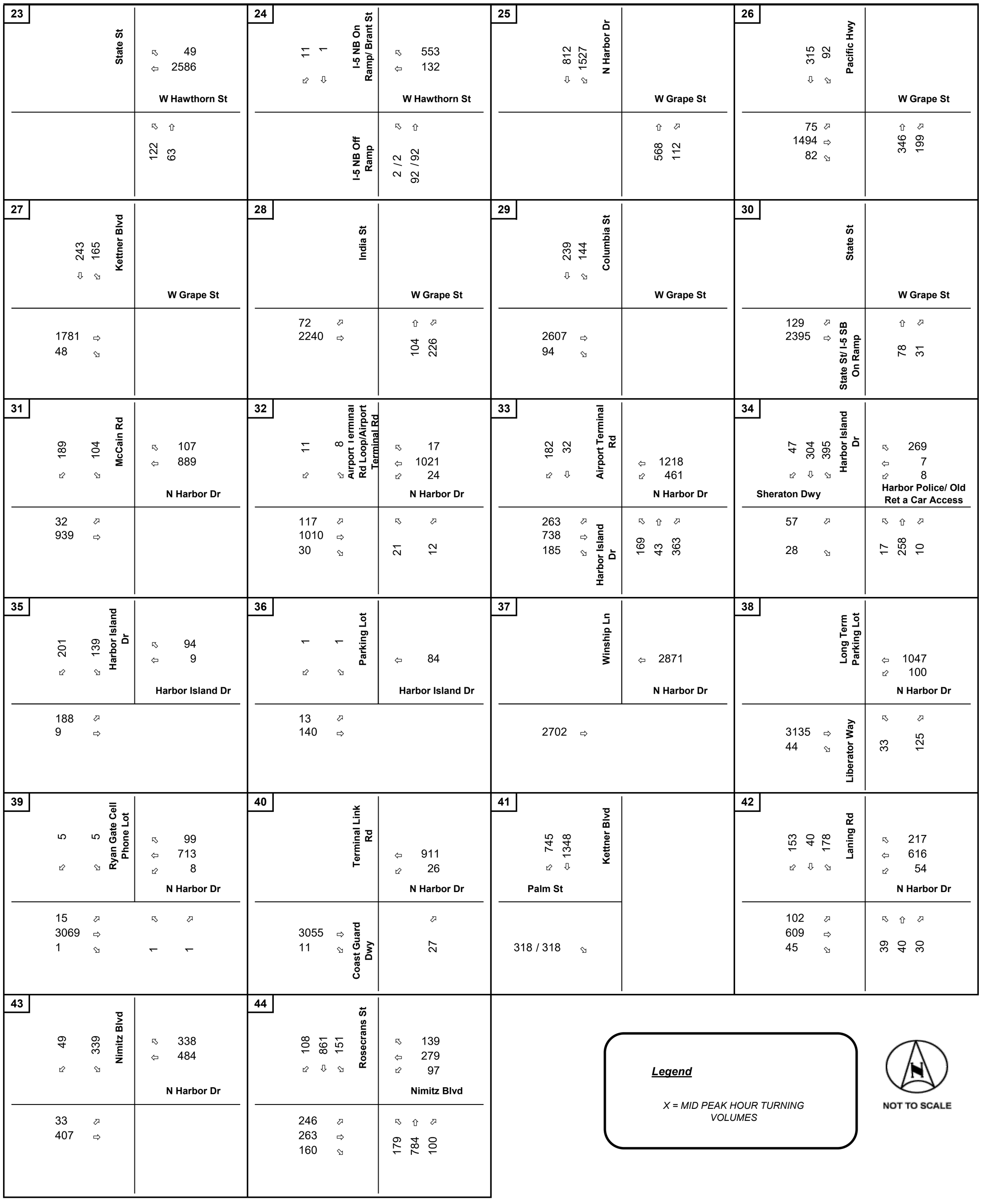
NOT TO SCALE

Kimley»Horn

Proposed Project

2031 plus Project Peak-Hour Traffic Volumes

SAN ADP EA



Legend

X = MID PEAK HOUR TURNING VOLUMES

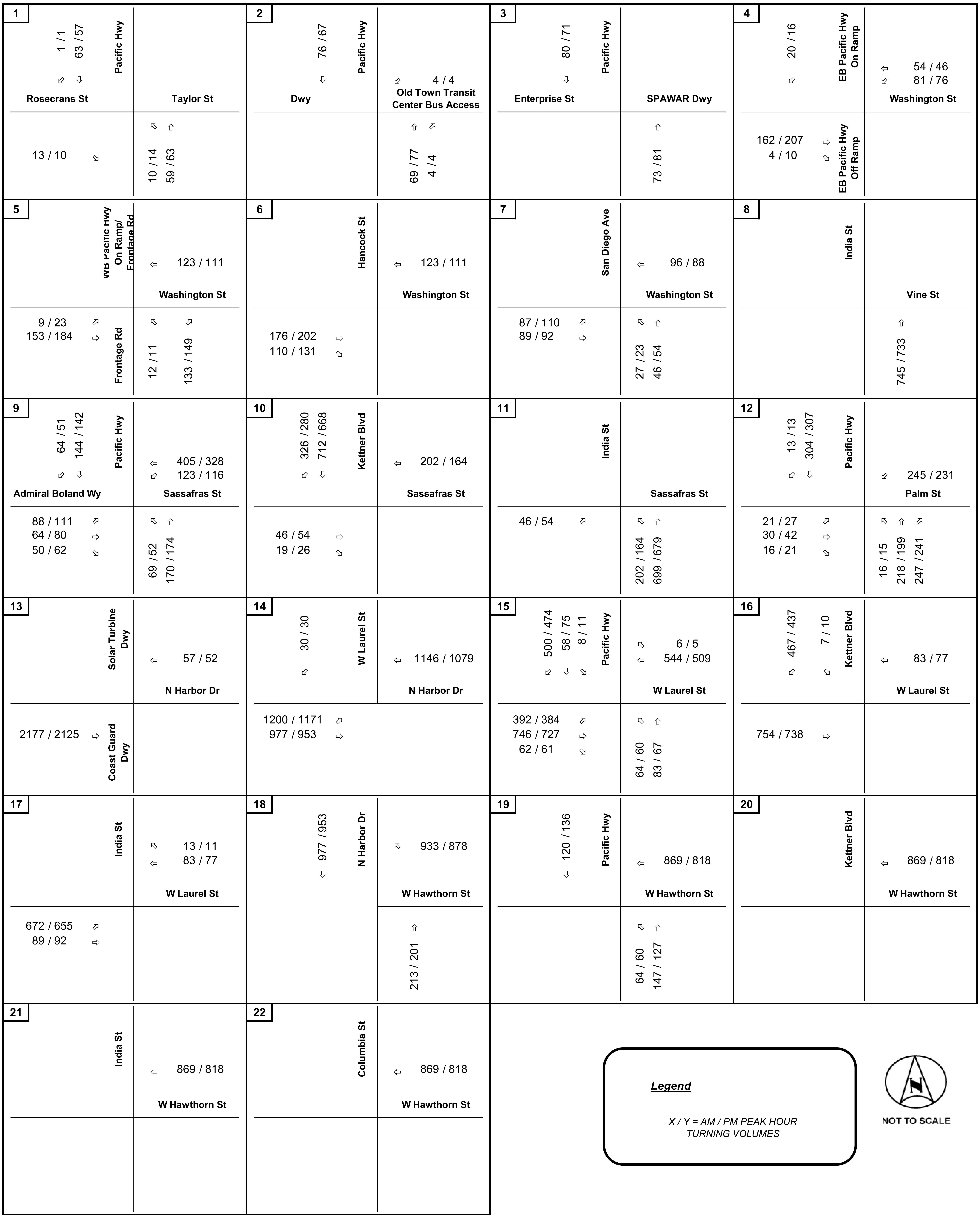
NOT TO SCALE

Kimley»Horn

Proposed Project

2031 plus Project Peak-Hour Traffic Volumes

SAN ADP EA


1
Pacific Hwy
1 / 1
63 / 57
Rosecrans St
Taylor St
13 / 10
10 / 14
59 / 63
2
76 / 67
Pacific Hwy
Dwy
4 / 4
Old Town Transit Center Bus Access
69 / 77
4 / 4
3
80 / 71
Pacific Hwy
Enterprise St
SPAWAR Dwy
73 / 81
4
20 / 16
EB Pacific Hwy On Ramp
54 / 46
81 / 76
Washington St
162 / 207
4 / 10
EB Pacific Hwy Off Ramp
5
WB Pacific Hwy On Ramp/ Frontage Rd
123 / 111
Washington St
9 / 23
153 / 184
Frontage Rd
12 / 11
133 / 149
6
Hancock St
123 / 111
Washington St
176 / 202
110 / 131
7
San Diego Ave
96 / 88
Washington St
87 / 110
89 / 92
27 / 23
46 / 54
8
India St
Vine St
745 / 733
9
64 / 51
144 / 142
Pacific Hwy
405 / 328
123 / 116
Admiral Boland Wy
Sassafras St
88 / 111
64 / 80
50 / 62
69 / 52
170 / 174
10
326 / 280
712 / 668
Kettner Blvd
202 / 164
Sassafras St
46 / 54
19 / 26
11
India St
Sassafras St
46 / 54
202 / 164
699 / 679
12
13 / 13
304 / 307
Pacific Hwy
245 / 231
Palm St
21 / 27
30 / 42
16 / 21
16 / 15
218 / 199
247 / 241
13
Solar Turbine Dwy
57 / 52
N Harbor Dr
2177 / 2125
Coast Guard Dwy
14
30 / 30
W Laurel St
1146 / 1079
N Harbor Dr
1200 / 1171
977 / 953
15
500 / 474
58 / 75
8 / 11
Pacific Hwy
6 / 5
544 / 509
W Laurel St
392 / 384
746 / 727
62 / 61
64 / 60
83 / 67
16
467 / 437
7 / 10
Kettner Blvd
83 / 77
W Laurel St
754 / 738
17
India St
13 / 11
83 / 77
W Laurel St
672 / 655
89 / 92
18
977 / 953
N Harbor Dr
933 / 878
W Hawthorn St
213 / 201
19
120 / 136
Pacific Hwy
869 / 818
W Hawthorn St
64 / 60
147 / 127
20
Kettner Blvd
869 / 818
W Hawthorn St
21
India St
869 / 818
W Hawthorn St
22
Columbia St
869 / 818
W Hawthorn St
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
NOT TO SCALE

Kimley»Horn

Proposed Project

2026 Project Assign Peak-Hour Traffic Volumes

\\Sndfp01\ca_snd1\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL_NEPA Analysis Update\[Alt 4 - 2031 NEPA - 195072001TA01.xlsm]2026 Proj As AM&PM Figure 1-22

SAN ADP EA

23

State St

⇦ 869 / 818

W Hawthorn St

711 / 693 ⇨

24

I-5 NB On Ramp/ Brant St

W Hawthorn St

I-5 NB Off Ramp

25

⇩ 205 / 200
⇘ 772 / 753

N Harbor Dr

W Grape St

⇧ 213 / 201

26

⇩ 120 / 136

Pacific Hwy

W Grape St

711 / 693 ⇨
62 / 61 ⇘

⇧ 210 / 187

27

Kettner Blvd

W Grape St

711 / 693 ⇨

28

India St

W Grape St

711 / 693 ⇨

29

Columbia St

W Grape St

711 / 693 ⇨

30

State St

W Grape St

711 / 693 ⇨

State St/ I-5 SB On Ramp

31

⇖ 156 / 140
⇘ 12 / 35

McCain Rd

⇗ 53 / 44
⇦ 140 / 148

N Harbor Dr

9 / 8 ⇗
299 / 281 ⇨

32

Airport Terminal Rd Loop/Airport Terminal Rd

⇦ 193 / 192

N Harbor Dr

96 / 96 ⇗
215 / 220 ⇨

Spanish Landing Dwy

33

⇖ 140 / 148
⇓ 24 / 24

Airport Terminal Rd

⇦ 53 / 44
⇙ 4 / 8

N Harbor Dr

203 / 185 ⇗
12 / 35 ⇨

Harbor Island Dr

⇧ ⇗
24 / 24
8 / 6

34

⇩ 28 / 32

Harbor Island Dr

Sheraton Dwy

Harbor Police/ Old Ret a Car Access

⇧ 32 / 30

35

⇖ 14 / 16
⇘ 14 / 16

Harbor Island Dr

⇗ 16 / 15

Harbor Island Dr

16 / 15 ⇗

36

Parking Lot

⇦ 16 / 15

Harbor Island Dr

14 / 16 ⇨

37

Winship Ln

⇦ 57 / 52

N Harbor Dr

2177 / 2125 ⇨

38

Long Term Parking Lot

⇦ 57 / 52

N Harbor Dr

2177 / 2125 ⇨

Liberator Way

39

Ryan Gate Cell Phone Lot

⇦ 57 / 52

N Harbor Dr

2177 / 2125 ⇨

Dwy

40

Terminal Link Rd

⇦ 57 / 52

N Harbor Dr

2177 / 2125 ⇨

Coast Guard Dwy

41

⇙ 245 / 231
⇓ 486 / 463

Kettner Blvd

Palm St

277 / 283 ⇘

42

⇘ 78 / 73

Laning Rd

⇗ 74 / 72
⇦ 222 / 216

N Harbor Dr

230 / 216 ⇨

43

⇘ 153 / 144

Nimitz Blvd

⇗ 148 / 144
⇦ 74 / 72

N Harbor Dr

77 / 72 ⇨

44

⇓ 15 / 20

Rosecrans St

⇙ 74 / 72

Nimitz Blvd

⇧ ⇗
19 / 16
77 / 72

Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley»Horn

Proposed Project

2026 Project Assign Peak-Hour Traffic Volumes

SAN ADP EA

1

Rosecrans St	Pacific Hwy	Taylor St
⇖ 1 ⇓ 70		
14 ⇘		⇖ ⇑ 10 64

2

Dwy	Pacific Hwy	Old Town Transit Center Bus Access
⇓ 84		⇘ 4
		⇑ ⇗ 74 4

3

Enterprise St	Pacific Hwy	SPAWAR Dwy
⇓ 88		
		⇑ 78

4

EB Pacific Hwy Off Ramp	EB Pacific Hwy On Ramp	Washington St
	⇖ 19	⇦ 51 ⇖ 89
178 ⇨ 3 ⇙		

5

Frontage Rd	WB Pacific Hwy On Ramp/ Frontage Rd	Washington St
8 ⇗ 170 ⇨		⇖ ⇗ 11 145
	⇦ 129	

6

	Hancock St	Washington St
192 ⇨ 123 ⇙		
	⇦ 129	

7

	San Diego Ave	Washington St
95 ⇗ 97 ⇨		⇖ ⇑ 24 51
	⇦ 105	

8

	India St	Vine St
		⇑ 814

9

Admiral Boland Wy	Pacific Hwy	Sassafras St
⇖ 71 ⇓ 157		
93 ⇗ 71 ⇨ 56 ⇙		⇖ ⇑ 75 183
		⇦ 429 ⇖ 135

10

	Kettner Blvd	Sassafras St
⇖ 348 ⇓ 788		
51 ⇨ 21 ⇙		
		⇦ 216

11

	India St	Sassafras St
51 ⇗		⇖ ⇑ 216 763

12

	Pacific Hwy	Palm St
⇖ 13 ⇓ 336		
22 ⇗ 34 ⇨ 17 ⇙		⇖ ⇑ ⇗ 15 236 271
		⇖ 271

13

Coast Guard Dwy	Solar Turbine Dwy	N Harbor Dr
2395 ⇨		
		⇦ 38

14

	W Laurel St	N Harbor Dr
1320 ⇗ 1076 ⇨	⇖ 21	
		⇦ 1265

15

	Pacific Hwy	W Laurel St
554 ⇖ 62 ⇓ 8 ⇘		
430 ⇗ 822 ⇨ 68 ⇙		⇖ ⇑ 71 86
		⇖ 6 ⇦ 602

16

	Kettner Blvd	W Laurel St
⇖ 517 ⇘ 7		
829 ⇨		
		⇦ 91

17

	India St	W Laurel St
740 ⇗ 97 ⇨		
		⇖ 14 ⇦ 91

18

	N Harbor Dr	W Hawthorn St
⇓ 1076		
		⇑ 234
		⇖ 1031

19

	Pacific Hwy	W Hawthorn St
⇓ 130		
		⇖ ⇑ 71 157
		⇦ 960

20

	Kettner Blvd	W Hawthorn St
		⇦ 960

21

	India St	W Hawthorn St
		⇦ 960

22

	Columbia St	W Hawthorn St
		⇦ 960

Legend

X = MID PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley»Horn

Proposed Project

2026 Project Assign Peak-Hour Traffic Volumes

23

State St	W Hawthorn St
	⇦ 960

24

I-5 NB On Ramp/ Brant St	W Hawthorn St
I-5 NB Off Ramp	

25

⇩ 225 ⇘ 851 N Harbor Dr	W Grape St
	⇧ 234

26

⇩ 130 Pacific Hwy	W Grape St
0 783 ⇨ 68 ⇘	⇧ 227

27

Kettner Blvd	W Grape St
783 ⇨	

28

India St	W Grape St
783 ⇨	

29

Columbia St	W Grape St
783 ⇨	

30

State St	W Grape St
783 ⇨ State St/ I-5 SB On Ramp	

31

⇖ 175 ⇙ 4 McCain Rd	⇗ 32 ⇦ 152 N Harbor Dr
5 ⇗ 336 ⇨	

32

Airport Terminal Rd Loop/Airport Terminal Rd	⇦ 184 N Harbor Dr
100 ⇗ 240 ⇨	

33

⇖ 152 ⇓ 26 Airport Terminal Rd	⇦ 32 ⇙ 6 N Harbor Dr
236 ⇗ 4 ⇨ Harbor Island Dr	⇧ 28 ⇗ 8

34

⇓ 32 Harbor Island Dr	Harbor Police/ Old Ret a Car Access
Sheraton Dwy	⇧ 36

35

⇖ 16 ⇙ 16 Harbor Island Dr	⇗ 18 Harbor Island Dr
18 ⇗	

36

Parking Lot	⇦ 18 Harbor Island Dr
16 ⇨	

37

Winship Ln	⇦ 38 N Harbor Dr
2395 ⇨	

38

Long Term Parking Lot	⇦ 38 N Harbor Dr
2395 ⇨ Liberator Way	

39

Ryan Gate Cell Phone Lot	⇦ 38 N Harbor Dr
2395 ⇨	

40

Terminal Link Rd	⇦ 38 N Harbor Dr
2395 ⇨ Coast Guard Dwy	

41

⇙ 271 ⇓ 537 Kettner Blvd	
Palm St	
305 / 305 ⇘	

42

⇙ 86 Laning Rd	⇗ 82 ⇦ 245 N Harbor Dr
255 ⇨	

43

⇙ 170 Nimitz Blvd	⇗ 163 ⇦ 82 N Harbor Dr
85 ⇨	

44

⇓ 15 Rosecrans St	⇙ 82 Nimitz Blvd
	⇧ 20 ⇗ 85

Legend

X = MID PEAK HOUR TURNING VOLUMES

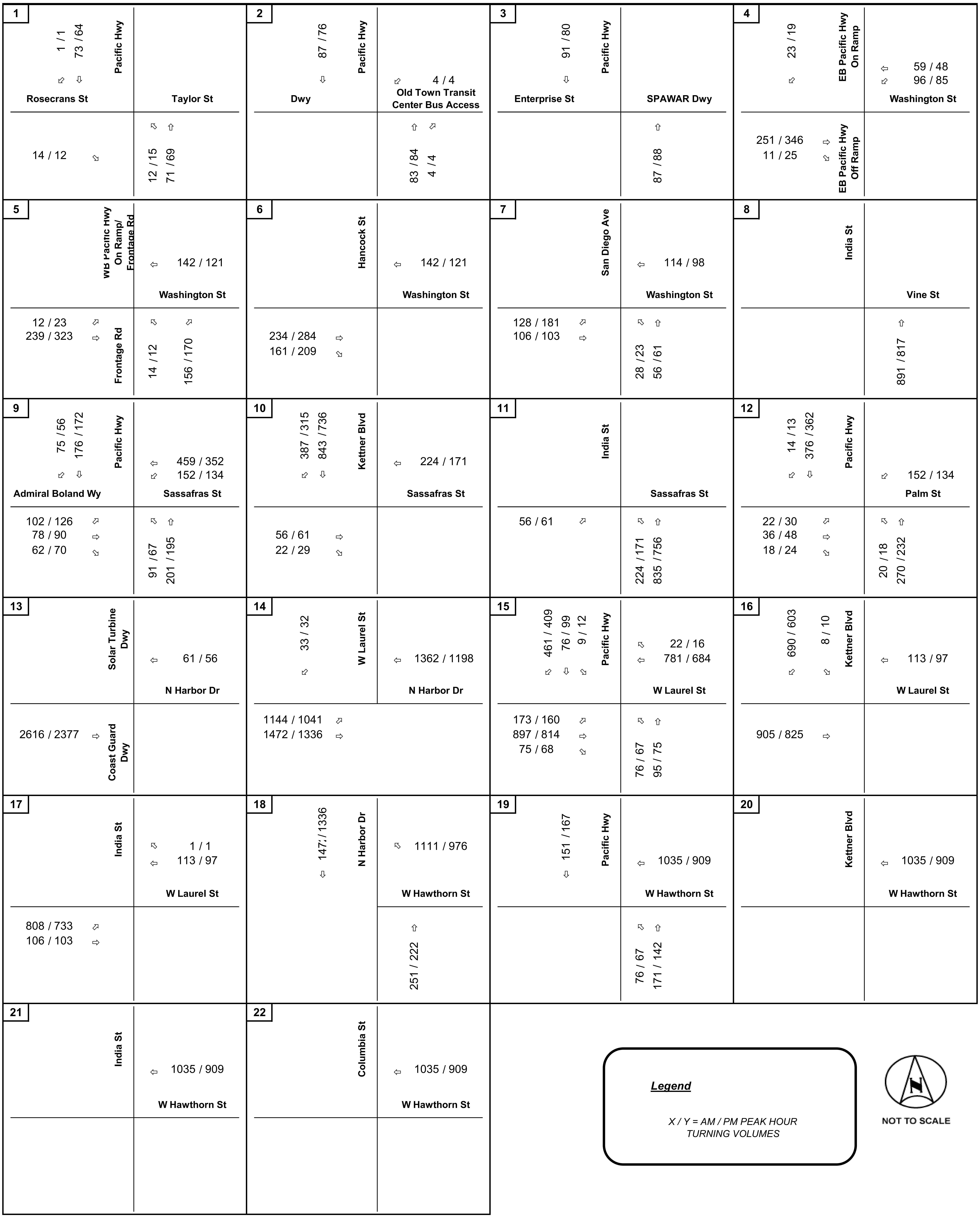
NOT TO SCALE

Kimley»Horn

Proposed Project

2026 Project Assign Peak-Hour Traffic Volumes

SAN ADP EA


1
1 / 1
73 / 64
Pacific Hwy
Rosecrans St
Taylor St
14 / 12
12 / 15
71 / 69
2
87 / 76
Pacific Hwy
Dwy
4 / 4
Old Town Transit Center Bus Access
83 / 84
4 / 4
3
91 / 80
Pacific Hwy
Enterprise St
SPAWAR Dwy
87 / 88
4
23 / 19
EB Pacific Hwy On Ramp
59 / 48
96 / 85
Washington St
251 / 346
11 / 25
EB Pacific Hwy Off Ramp
5
WB Pacific Hwy On Ramp/ Frontage Rd
142 / 121
Washington St
12 / 23
239 / 323
Frontage Rd
14 / 12
156 / 170
6
Hancock St
142 / 121
Washington St
234 / 284
161 / 209
7
San Diego Ave
114 / 98
Washington St
128 / 181
106 / 103
28 / 23
56 / 61
8
India St
Vine St
891 / 817
9
75 / 56
176 / 172
Pacific Hwy
459 / 352
152 / 134
Admiral Boland Wy
Sassafras St
102 / 126
78 / 90
62 / 70
91 / 67
201 / 195
10
387 / 315
843 / 736
Kettner Blvd
224 / 171
Sassafras St
56 / 61
22 / 29
11
India St
Sassafras St
56 / 61
224 / 171
835 / 756
12
14 / 13
376 / 362
Pacific Hwy
152 / 134
Palm St
22 / 30
36 / 48
18 / 24
20 / 18
270 / 232
13
Solar Turbine Dwy
61 / 56
N Harbor Dr
2616 / 2377
Coast Guard Dwy
14
33 / 32
W Laurel St
1362 / 1198
N Harbor Dr
1144 / 1041
1472 / 1336
15
461 / 409
76 / 99
9 / 12
Pacific Hwy
22 / 16
781 / 684
W Laurel St
173 / 160
897 / 814
75 / 68
76 / 67
95 / 75
16
690 / 603
8 / 10
Kettner Blvd
113 / 97
W Laurel St
905 / 825
17
India St
1 / 1
113 / 97
W Laurel St
808 / 733
106 / 103
18
147 / 1336
N Harbor Dr
1111 / 976
W Hawthorn St
251 / 222
19
151 / 167
Pacific Hwy
1035 / 909
W Hawthorn St
76 / 67
171 / 142
20
Kettner Blvd
1035 / 909
W Hawthorn St
21
India St
1035 / 909
W Hawthorn St
22
Columbia St
1035 / 909
W Hawthorn St
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
NOT TO SCALE

Proposed Project

2031 Project Assign Peak-Hour Traffic Volumes

\\Sndfp01\ca_snd1\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL_NEPA Analysis Update\[Alt 4 - 2031 NEPA - 195072001TA01.xlsm]2031 Proj As AM&PM Figure 1

SAN ADP EA

23

State St	W Hawthorn St
	⇦ 1035 / 909

24

I-5 NB On Ramp/ Brant St	W Hawthorn St
I-5 NB Off Ramp	

25

⇩ 245 / 223 ⇙ 1227 / 1113 N Harbor Dr	W Grape St
	⇧ 251 / 222

26

⇩ 151 / 167 Pacific Hwy	W Grape St
1153 / 1045 ⇨ 75 / 68 ⇙	⇧ 247 / 209

27

Kettner Blvd	W Grape St
1153 / 1045 ⇨	

28

India St	W Grape St
1153 / 1045 ⇨	

29

Columbia St	W Grape St
1153 / 1045 ⇨	

30

State St	W Grape St
1153 / 1045 ⇨ State St/ I-5 SB On Ramp	

31

⇖ 200 / 168 ⇙ 15 / 42 McCain Rd	⇗ 55 / 48 ⇦ 156 / 156 N Harbor Dr
9 / 8 ⇗ 357 / 314 ⇨	

32

Airport Terminal Rd Loop/Airport Terminal Rd	⇦ 211 / 204 N Harbor Dr
109 / 110 ⇗ 263 / 246 ⇨ Spanish Landing Dwy	

33

⇖ 156 / 156 ⇩ 28 / 26 Airport Terminal Rd	⇦ 55 / 48 ⇙ 6 / 8 N Harbor Dr
248 / 204 ⇗ 15 / 42 ⇨ Harbor Island Dr	⇧ ⇗ 30 / 28 8 / 6

34

⇩ 34 / 34 Harbor Island Dr	Harbor Police/ Old Ret a Car Access
Sheraton Dwy	⇧ 38 / 34

35

⇖ 17 / 17 ⇙ 17 / 17 Harbor Island Dr	⇗ 19 / 17 Harbor Island Dr
19 / 17 ⇗	

36

Parking Lot	⇦ 19 / 17 Harbor Island Dr
17 / 17 ⇨	

37

Winship Ln	⇦ 61 / 56 N Harbor Dr
2616 / 2377 ⇨	

38

Long Term Parking Lot	⇦ 61 / 56 N Harbor Dr
2616 / 2377 ⇨ Liberator Way	

39

Ryan Gate Cell Phone Lot	⇦ 61 / 56 N Harbor Dr
2616 / 2377 ⇨ Dwy	

40

Terminal Link Rd	⇦ 61 / 56 N Harbor Dr
2616 / 2377 ⇨ Coast Guard Dwy	

41

⇙ 152 / 134 ⇩ 713 / 632 Kettner Blvd	
Palm St	
36 / 48 ⇘	

42

⇘ 92 / 81 Laning Rd	⇗ 89 / 81 ⇦ 267 / 243 N Harbor Dr
274 / 241 ⇨	

43

⇘ 183 / 160 Nimitz Blvd	⇖ 178 / 162 ⇦ 89 / 81 N Harbor Dr
91 / 81 ⇨	

44

⇩ 17 / 22 Rosecrans St	⇙ 89 / 81 Nimitz Blvd
	⇧ ⇗ 23 / 17 91 / 81

Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

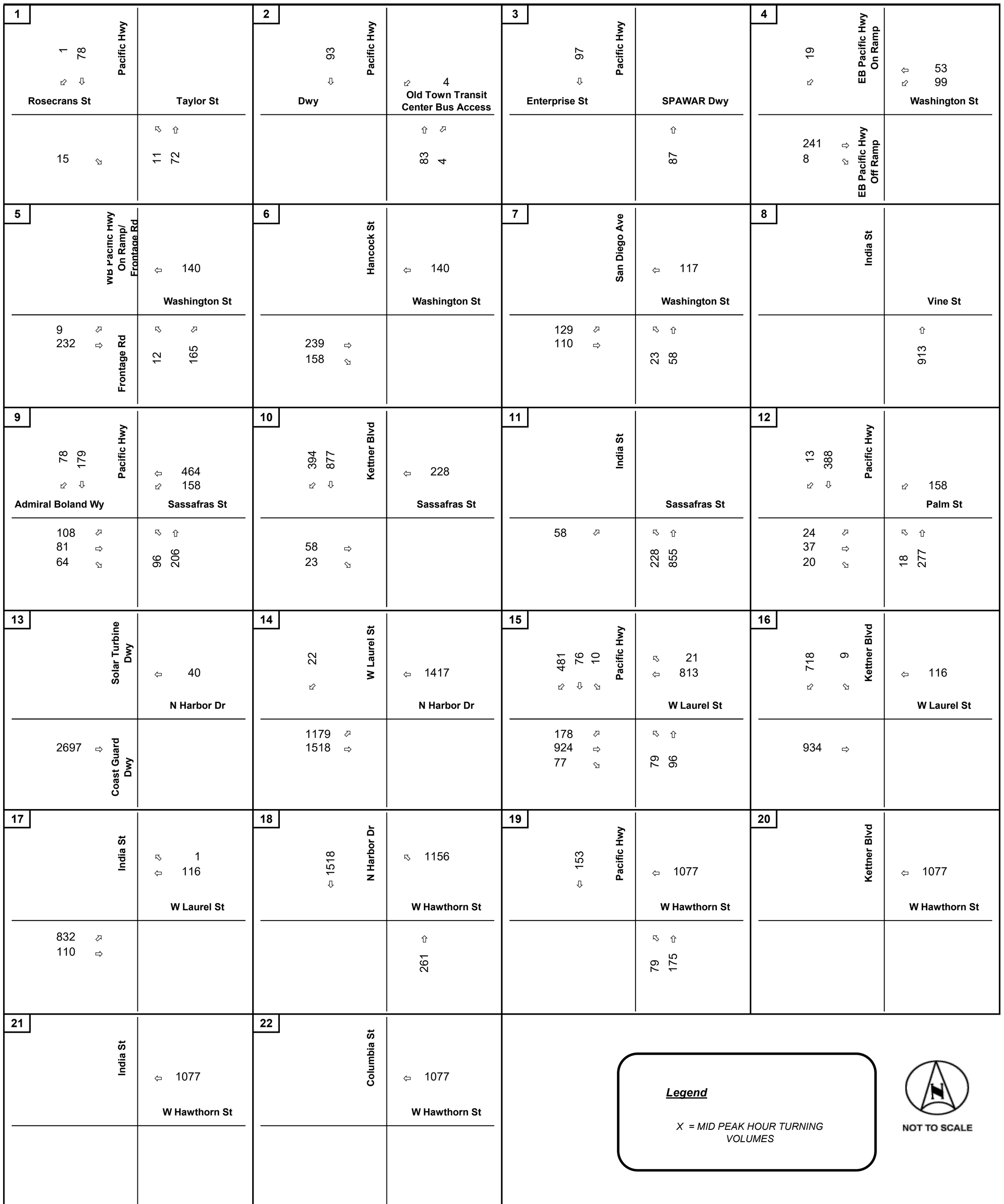
NOT TO SCALE

Kimley»Horn

Proposed Project

2031 Project Assign Peak-Hour Traffic Volumes

SAN ADP EA



Legend

X = MID PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley»Horn

Proposed Project

2031 Project Assign Peak-Hour Traffic Volumes

23

State St	W Hawthorn St
	⇦ 1077

24

I-5 NB On Ramp/ Brant St	W Hawthorn St
I-5 NB Off Ramp	

25

⇩ 253 ⇘ 1265 N Harbor Dr	W Grape St
	⇧ 261

26

⇩ 153 Pacific Hwy	W Grape St
0 1189 ⇨ 77 ⇘	⇧ 254

27

Kettner Blvd	W Grape St
1189 ⇨	

28

India St	W Grape St
1189 ⇨	

29

Columbia St	W Grape St
1189 ⇨	

30

State St	W Grape St
1189 ⇨ State St/ I-5 SB On Ramp	

31

⇖ 184 ⇙ 4 McCain Rd	⇗ 34 ⇦ 182 N Harbor Dr
6 ⇗ 375 ⇨	

32

Airport Terminal Rd Loop/Airport Terminal Rd	⇦ 216 N Harbor Dr
112 ⇗ 267 ⇨	

33

⇖ 182 ⇙ 32 Airport Terminal Rd	⇦ 34 ⇙ 6 N Harbor Dr
263 ⇗ 4 ⇨ Harbor Island Dr	⇧ ⇗ 32 8

34

⇩ 38 Harbor Island Dr Sheraton Dwy	Harbor Police/ Old Ret a Car Access
	⇧ 40

35

⇖ 19 ⇙ 19 Harbor Island Dr	⇗ 20 Harbor Island Dr
20 ⇗	

36

Parking Lot	⇦ 20 Harbor Island Dr
19 ⇨	

37

Winship Ln	⇦ 40 N Harbor Dr
2697 ⇨	

38

Long Term Parking Lot	⇦ 40 N Harbor Dr
2697 ⇨ Liberator Way	

39

Ryan Gate Cell Phone Lot	⇦ 40 N Harbor Dr
2697 ⇨	

40

Terminal Link Rd	⇦ 40 N Harbor Dr
2697 ⇨ Coast Guard Dwy	

41

⇖ 158 ⇙ 742 Kettner Blvd Palm St	
37 / 37 ⇘	

42

⇙ 96 Laning Rd	⇗ 91 ⇦ 275 N Harbor Dr
285 ⇨	

43

⇘ 190 Nimitz Blvd	⇖ 183 ⇦ 92 N Harbor Dr
95 ⇨	

44

⇩ 18 Rosecrans St	⇙ 92 Nimitz Blvd
	⇧ ⇗ 22 95

Legend

X = MID PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley»Horn

Proposed Project

2031 Project Assign Peak-Hour Traffic Volumes