

DRAFT MASTER PLAN UPDATE - FORECAST

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2.1 INTRODUCTION

This report presents forecasts of aviation activity in support of the passenger and cargo demand for Sacramento International Airport (the Airport or SMF). The forecasts are "unconstrained" and do not include specific assumptions about physical, regulatory, environmental, or other impediments to aviation activity growth at the Airport. Forecasts of aviation activity were developed for enplaned passengers, air cargo, and aircraft operations, including passenger, all-cargo, general aviation, and military operations. Using Calendar Year (CY) 2018 as the base year, annual forecasts were prepared for four future demand years: 2023, 2028, 2033, and 2038.

Aviation activity forecasting is an analytical and subjective process. Actual activity that develops in future years may differ from the forecasts developed in this chapter as a result of changes in local conditions, the dynamics of the commercial and general aviation industry, as well as economic and political changes for the service area and the nation as a whole. Future facility improvements should be implemented as demand warrants rather than at set future timeframes. This will allow the Airport to respond to changes in demand, either higher or lower than the forecast, regardless of the year in which those changes take place.

The coronavirus pandemic, starting in early 2020, has created conditions for the start of another global recession. Recent economic projections prepared by the University of California at Los Angeles (UCLA) Anderson School of Management (UCLA Anderson Forecast) state that recovery to an employment level equivalent to the last months of 2019 will not occur until late 2022, for California and the entire nation. It is also anticipated that total passenger enplanements will drop by approximately 50% in 2020 and that it will take approximately 5 years for the Airport's passenger enplanements to reach their 2019 peak level. As a result, it is expected that airport development projects will experience an approximate 5- to 10-year delay¹.

2.1.1 FAA FORECAST GUIDANCE AND PURPOSE

Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B Change 2 to Airport Master Plans, provides the rationale for a properly constructed aviation activity forecast. The AC states that:

"Forecasts of future levels of aviation activity are the basis for effective decisions in airport planning. These projections are used to determine the need for new or expanded facilities. In general, forecasts should be realistic, based upon the latest available data, be supported by information in the study, and provide an adequate justification for airport planning and development. Any activity that could potentially create a facility need should be included in the forecast. Planners should prepare a reliable activity baseline, select an appropriate forecast methodology, develop a forecast, compare it to other forecasts for reasonableness, and submit the forecasts to the FAA for approval. The planning agency should use appropriate statistical techniques to estimate activity where actual operations counts are not available".

¹ After the submission of the forecasts to the FAA, the COVID-19 pandemic virtually shut down aviation in the United States and most of the world. The forecasts developed in this report do not assess the ultimate impact of this event which, at the time of issuance of this document, is still unfolding. A re-evaluation of the forecast data may be conducted in the future depending on the timeline of implementation of upcoming airport improvements.



2.1.2 FORECAST FRAMEWORK

SMF's forecast uses 2018 as the Base Year with projections continuing over the 20-year (long-term) forecast period which ends in 2038.

- Base Year: 2018
- Short-Term Forecast Period: 2019-2023
- Intermediate-Term Forecast Period: 2024-2028
- Mid-Term Forecast Period: 2029-2033
- Long-Term Forecast Period: 2034-2038

The framework of this report discusses the following topics:

- Historical aviation activity at SMF
- Review of previous forecasts and studies at SMF
- Factors that affect aviation demand
- Forecast development for the following categories:
 - Passenger Enplanements
 - Air Cargo Tonnage
 - Aircraft Operations
 - o Fleet Mix
 - Design Hour Activity
- Forecast comparison with the current FAA Terminal Area Forecast (TAF)



2.2 HISTORICAL AVIATION ACTIVITY

A review of the Airport's recent historical aviation activity has a critical role in the development of a forecast. Most importantly it provides a means for comparing the projected growth of the forecast with what has happened in the past. This forecast reviews historical aviation activity data from 1990 or more recent, depending on the analysis and the data that is available. It also identifies conditions of the Base Case Year (2018).

2.2.1 ENPLANEMENTS

An enplanement indicates a passenger boarding a commercial aircraft at an airport. SMF is primarily an origin & destination (O&D) airport, meaning that passengers generally begin and end their trip in Sacramento, rather than connect through Sacramento to a different destination.

2.2.1.1 ANNUAL ENPLANEMENTS

Since 1990, annual enplanements at SMF have increased at a compounded annual growth rate (CAGR) of 4.4% for total enplanements. The Airport experienced a decrease in passenger activity beginning in 2008 lasting until 2013 due to the Great Recession. Since 2013, passenger activity at SMF has continuously increased, reaching previous peak level activity experienced in 2007 by 2017.



Table 2-1 and Figure 2-1 Historical Enplanements (1990-2018) provide the historical enplanements at SMF from 1990 until 2018.

2.2.1.2 Peak Month Enplanements

A review of enplanements by month over the past five years shows that June has been the most active month for enplanements in four of those years. July was the peak month at the Airport in 2015. Table 2-2 and Figure 2-2 show a comparison of monthly enplanements by calendar year from 2014-2018.



Year	Domestic Enplanements	International Enplanements	Total Enplanements
1990	1,815,285	611	1,815,896
1991	2,171,355	4,627	2,175,982
1992	2,560,585	1,912	2,562,497
1993	2,657,729	3,587	2,661,316
1994	2,961,211	2,737	2,963,948
1995	3,352,005	230	3,352,235
1996	3,492,623	269	3,492,892
1997	3,482,162	1,478	3,483,640
1998	3,599,425	1,264	3,600,689
1999	3,773,521	3,925	3,777,446
2000	3,963,850	3,673	3,967,523
2001	4,017,032	1,439	4,018,471
2002	4,240,104	15,358	4,255,462
2003	4,364,846	24,236	4,389,082
2004	4,767,563	28,574	4,796,137
2005	5,044,852	59,552	5,104,404
2006	5,126,447	58,265	5,184,712
2007	5,304,201	75,466	5,379,667
2008	5,026,504	76,310	5,102,814
2009	4,508,633	49,711	4,558,344
2010	4,493,957	34,747	4,528,704
2011	4,438,686	35,581	4,474,267
2012	4,421,972	44,978	4,466,950
2013	4,295,705	53,745	4,349,450
2014	4,417,333	74,214	4,491,547
2015	4,725,570	90,870	4,816,440
2016	4,953,721	112,321	5,066,042
2017	5,350,507	110,020	5,460,527
2018	5,898,684	132,946	6,031,630
CAGR			
1990-2000	8.1%	19.7%	8.1%
2000-2010	1.3%	25.2%	1.3%
2010-2018	3.5%	18.3%	3.7%
1990-2018	4.3%	21.2%	4.4%

Table 2-1 Historical Enplanements (1990-2018)

Source: (SMF Enplanement Data based on calendar year) Sacramento County Department of Airports, 2019





Figure 2-1 Historical Enplanements (1990-2018)



Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Νον	Dec	Total
2014	321,656	298,232	358,390	371,324	390,316	415,491	414,695	409,004	377,356	382,480	368,129	384,474	4,491,547
	7.2%	6.6%	8.0%	8.3%	8.7%	9.3%	9.2%	9.1%	8.4%	8.5%	8.2%	8.6%	100.0%
2015	329,699	311,994	385,810	394,409	422,405	448,142	455,095	425,588	405,148	429,717	400,150	408,283	4,816,440
	6.8%	6.5%	8.0%	8.2%	8.8%	9.3%	9.4 %	8.8%	8.4%	8.9%	8.3%	8.5%	100.0%
2016	355,570	342,807	413,096	397,014	437,615	473,102	465,824	449,243	427,637	445,318	429,585	429,231	5,066,042
	7.0%	6.8%	8.2%	7.8%	8.6%	9.3%	9.2%	8.9%	8.4%	8.8%	8.5%	8.5%	100.0%
2017	371,974	347,689	432,606	433,623	466,269	499,185	492,727	485,310	471,363	492,186	490,791	476,804	5,460,527
	6.8%	6.4%	7.9%	7.9%	8.5%	9.1%	9.0%	8.9%	8.6%	9.0%	9.0%	8.7%	100.0%
2018	415,828	393,600	483,778	482,336	525,039	551,824	549,888	533,469	503,617	535,868	535,488	520,895	6,031,630
	6.9%	6.5%	8.0%	8.0%	8.7%	9.1%	9.1%	8.8%	8.3%	8.9%	8.9%	8.6%	100.0%

Table 2-2 Historical Monthly Enplanements and Annual share (2014-2018)

Note: Peak month and annual share is identified in bold print for each calendar year





Figure 2-2 Historical Monthly Enplanements (2014 - 2018)





2.2.1.3 Air Service

Over the past several years most of the mainline carriers and their regional affiliates operating at SMF have been consistent in sustaining their share of enplanements. The most noticeable differences from 2012 to 2018 resulted from the merger between American Airlines and US Airways (now operating as American Airlines) and Frontier Airlines leaving SMF in 2013 and returning in late 2018.

The largest share of enplanements at the Airport in both 2012 and 2018 belonged to Southwest Airlines at 50.9% and 53.8%, respectively. The remaining larger domestic carriers (United, Delta, American/US Airways, and Alaska) make up a large portion of the remaining traffic at SMF, accounting for a combined share of 40.3% in 2012 and 39.7% in 2018. Figure 2-3 shows a comparison of the airlines operating at SMF and their enplanement shares from CY 2012 and 2018.

Figure 2-4 displays the domestic destinations served nonstop from SMF in 2018, inclusive of seasonal service. While four 2012 destinations have been dropped over the intervening six years (Arcata/Eureka, Detroit, Palm Springs, and Philadelphia), several long-distance markets have been added since the last passenger forecast was completed for SMF in 2012, which are shown in orange on the figure. SMF served five international destinations in 2018, up from one in 2012. Four of the international destinations are in Mexico (Cabo San Lucas, Guadalajara, Guanajuato, and Mexico City) and one is in Canada (Vancouver).



Figure 2-3 Air Carrier Market Share (2012 & 2018)









Figure 2-4 Non-Stop Domestic Destinations (2018)

Source: Sacramento County Department of Airports, 2019





2.2.1.4 Average Air Fares

The Bureau of Transportation Statistics (BTS) provides monthly and annual average air fares by airport for domestic itinerary fares, round-trip, or one-way. The fares include the total cost of a ticket with any added taxes or fees at the time of each purchase.

A 10-year analysis of average domestic itinerary air fares² was completed for SMF, for surrounding area airports, and for the United States as a whole. All airports followed the same general trend of increasing fares from 2009 to 2014. The airport with the highest average fare during this time was San Francisco International Airport (SFO) at \$398, the U.S. was second highest at an average of \$357, and SMF was generally the third highest average fare at \$346. However, in 2018 the average air fare of SMF decreased to \$339.37, which was lower than the U.S. and Reno-Tahoe International Airport (RNO).

The other two similarly sized medium hub airports, San Jose International Airport (SJC) and Oakland International Airport (OAK), included in this analysis, both consistently had lower average air fares than SMF. SJC had an average air fare of \$316 and OAK had an average air fare of \$291.

Figure 2-5 shows the average air fare for SMF, the four surrounding area commercial airports, and the United States from 2009 to 2018.





Source: Bureau of Transportation Statistics, 2019

² Source: BTS, 2019: "Itinerary Fare: Average fares are based on domestic itinerary fares, round-trip or oneway for which no return is purchased. Fares are based on the total ticket value which consists of the price charged by the airlines plus any additional taxes and fees levied by an outside entity at the time of purchase. Fares include only the price paid at the time of the ticket purchase and do not include other fees, such as baggage fees, paid at the airport or onboard the aircraft. Averages do not include frequentflyer or 'zero fares' or a few abnormally high reported fares. Airports".



2.2.2 AIR CARGO

Prior to 2017, SMF was primarily served by two all-cargo airlines: Federal Express (FedEx) and Westair Industries. Between 2011 and 2016 three other cargo operators, Airborne Express, Ameriflights, and United Parcel Service (UPS), operated out of SMF on a limited basis. In the Sacramento region, UPS operates primarily at Sacramento Mather Airport (MHR).

Starting in October 2017, contracted cargo operators working with Amazon began service into SMF on a sustained basis, growing from 7,000 tons of total cargo freight in the last quarter of 2017, to nearly 51,000 tons in CY 2018. The addition of Amazon cargo at SMF increased total cargo tonnage at the Airport by 73% between 2016 and 2018.

Table 2-3 and Figure 2-6 present the historical trends in air cargo for both air mail and freight sectors at SMF from 2003 through 2018. Prior to 2018, total air cargo at SMF reached a peak in 2007. After the effects of the recession in 2008, air cargo remained relatively stable, between 63,800 and 68,600 metric tons from 2010 until 2016.

Calendar Year	Air Mail	Air Freight	Total Air Cargo	Annual Percent Change
2003	10,915	60,330	71,245	-
2004	8,965	58,501	67,466	-5.3%
2005	8,621	61,603	70,224	4.1%
2006	4,440	63,249	67,689	-3.6%
2007	1,278	77,918	79,196	17.0%
2008	2,039	69,911	71,950	-9.1%
2009	979	70,989	71,968	0.0%
2010	698	64,604	65,301	-9.3%
2011	1,040	64,442	65,482	0.3%
2012	2,312	66,313	68,625	4.8%
2013	2,930	65,132	68,062	-0.8%
2014	3,761	59,986	63,748	-6.3%
2015	4,654	59,421	64,075	0.5%
2016	4,756	63,005	67,761	5.8%
2017	6,113	67,533	73,647	8.7%
2018	6,112	109,197	115,310	56.6%
CAGR				
2003-2008	-28.5%	3.0%	0.2%	-
2008-2013	7.5%	-1.4%	-1.1%	-
2013-2018	15.8%	10.9%	11.1%	-
2003-2018	-3.8%	4.0%	3.3%	-

Table 2-3 SMF Historic Air Cargo (2003-2018)

Note: All cargo values shown in metric tons





Figure 2-6 SMF Historic Air Cargo (2003-2018)



Source: Sacramento County Department of Airports



In addition to SMF, a significant cargo operation is present at MHR east of Sacramento and also operated by the Sacramento County Department of Airports (SCDA or the Department). Within the Sacramento region, cargo growth since the Great Recession averaged 2.2% annually prior to 2017. The spike in growth in 2017 and 2018 in the region is localized at SMF due to the entry of contracted cargo operators working with Amazon.

Table 2-4 and Figure 2-7 shows the historical air cargo trends for the Sacramento region between 2003 and 2018.

Calendar Year	Mather Airport	Sacramento International Airport	Total Region	Annual Percent Change	SMF Share of Regional Cargo
2003	54,545	71,245	125,790		56.6%
2004	57,750	67,466	125,216	-0.5%	53.9%
2005	59,136	70,224	129,360	3.3%	54.3%
2006	61,403	67,688	129,091	-0.2%	52.4%
2007	74,646	79,196	153,842	19.2%	51.5%
2008	71,636	71,950	143,586	-6.7%	50.1%
2009	41,339	71,968	113,307	-21.1%	63.5%
2010	39,406	65,302	104,708	-7.6%	62.4%
2011	43,054	65,482	108,536	3.7%	60.3%
2012	46,567	68,625	115,192	6.1%	59.6%
2013	49,572	68,062	117,634	2.1%	57.9%
2014	52,167	63,748	115,915	-1.5%	55.0%
2015	53,352	64,075	117,427	1.3%	54.6%
2016	51,440	67,761	119,201	1.5%	56.8%
2017	60,398	73,647	134,045	12.5%	54.9%
2018	69,766	115,310	185,076	38.1%	62.3%
CAGR					56.6%
2003-2008	5.6%	0.2%	2.7%	-	-2.4%
2008-2013	-7.1%	-1.1%	-3.9%	-	2.9%
2013-2018	7.1%	11.1%	9.5%	-	1.5%
2003-2018	1.7%	3.3%	2.6%	-	0.6%

Table 2-4 Historic Sacramento Region Air Cargo (2003-2018)

Note: All cargo values shown in metric tons







Figure 2-7 Historic Sacramento Region Air Cargo (2003-2018)





2.2.3 AIRCRAFT OPERATIONS

Aircraft operations, defined as either a takeoff or a landing by an aircraft, are typically stratified into three categories: commercial, general aviation, and military operations. Table 2-5 and Figure 2-8 presents the summary of aircraft operations at SMF, by category, between 2003 and 2018.

Calendar	с	ommercial		General	Military	Total Operations	
Year	Air Carrier ¹	Commuter/ Air Taxi ²	Subtotal	Aviation			
2003	100,732	19,943	120,675	34,736	3,810	159,221	
2004	106,388	18,428	124,816	35,419	3,980	164,215	
2005	109,492	18,624	128,116	37,125	3,018	168,259	
2006	118,766	21,314	140,080	32,085	2,996	175,161	
2007	124,300	26,325	150,625	23,671	1,516	175,812	
2008	107,366	25,073	132,439	12,607	1,447	146,493	
2009	94,932	16,705	111,637	17,026	2,257	130,920	
2010	90,359	16,371	106,730	13,956	2,328	123,014	
2011	82,573	19,227	101,800	11,097	4,653	117,550	
2012	80,548	18,896	99,444	10,353	6,032	115,829	
2013	79,206	16,926	96,132	8,344	4,514	108,990	
2014	79,566	15,869	95,435	8,486	4,159	108,080	
2015	82,884	14,442	97,326	8,151	2,560	108,037	
2016	88,829	12,552	101,381	7,825	1,981	111,187	
2017	98,811	10,711	109,522	7,575	1,688	118,785	
2018	109,750	9,113	118,863	8,881	2,215	129,959	
CAGR							
2003-2008	0.6%	-5.1%	-0.1%	-8.7%	-3.6%	-1.3%	
2008-2013	-5.9%	-7.6%	-6.2%	-7.9%	25.6%	-5.7%	
2013-2018	6.7%	-11.6%	4.3%	1.3%	-13.3%	3.6%	
2003-2018	0.6%	-5.1%	-0.1%	-8.7%	-3.6%	-1.3%	

Table 2-5 Historic Total Operations (2003-2018)

Notes: 1-Includes all-cargo carrier operations. 2-Includes scheduled and for-hire passenger service and cargo service on aircraft with less than 60 seats

Source: FAA OPSNET, 2019







Figure 2-8 Historic Total Operations (2003-2018)

Source: FAA OPSNET, 2019





2.2.3.1 Commercial Operations

Commercial operations are made up of the sum of air carrier, air taxi, and commuter operations. These classifications are distinguished by the size of the aircraft being used with air carrier operations having more than 60 seats, and air taxi and commuter having 60 seats or less. Commercial operations are also classified as passenger or air cargo operations. The historical breakdown of commercial operations at SMF since 2000 is shown in Figure 2-9.



Figure 2-9 Air Carrier and Air Taxi Operations (2000-2018)

Source: FAA OPSNET, 2019

While total commercial operations have fluctuated over this time period and have increased 10% from 108,000 in 2000 to 118,900 in 2018, the growth in commercial operations has been entirely in the air carrier category as air taxi/commuter operations have decreased nearly 45% over the same time period. In addition, passenger enplanements have increased by 52% over the same time period. This is a result of the increased usage of larger aircraft that provide higher seat capacity with fewer operations.



Figure 2-10 illustrates this phenomenon, which is a trend being seen across the United States as airlines are up-gauging aircraft from regional jets to mainline aircraft.





Figure 2-10 Historic Passenger Enplanements and Commercial Operations (2000-2018)

Source: FAA OPSNET, 2019

2.2.3.2 General Aviation Operations

General Aviation (GA) activity refers to all aircraft operations that do not fall under commercial (passenger/air cargo) or military classifications. Since 2003, GA operations have decreased 74%, from 34,700 to 8,900.

2.2.3.3 Military Operations

Military operations at SMF have averaged approximately 3,100 annual operations between 2003 and 2018. In 2018, military operations totaled 2,215. Historically, military operations vary at commercial service airports based on geopolitical trends.



2.3 REVIEW OF PREVIOUS FORECASTS AND STUDIES

Several relevant forecasts were reviewed for historical trends and patterns as well as anticipated growth at the Airport, state, and national level. These studies include the 2013 Aviation Demand Forecast, the National Plan of Integrated Airport Systems (NPIAS) fiscal year (FY) 2019-2023, the SMF Catchment Area Studies, and the 2018 FAA TAF.

2.3.1 2013 AVIATION DEMAND FORECAST

An aviation demand forecast was completed in December 2013 for SMF. It included 20-year forecasts with a base year of 2012 for enplanements, air cargo, and operations among other statistics. The 2013 forecast assumed annual passenger enplanements increasing from 4.47 million in 2012 to 8.59 million in 2035, a 92% increase. Air cargo activity was forecast to increase from 68,626 metric tons in 2012 to 103,798 metric tons in 2035, a 51% increase. Finally, annual aircraft operations were forecast to grow from 115,800 in 2012 to 186,600 in 2035, a 61% increase³.

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Figure 2-13 show a comparison between the 2013 Aviation Demand Forecast for enplanements, air cargo, and aircraft operations with actual activity in those categories experienced at SMF since the completion of the forecast in 2013.



Figure 2-11 2013 SMF Forecast – Enplanements

Source: SMF Aviation Demand Forecast, 2013; Sacramento County Department of Airports, 2019

³ Sacramento International Airport, Working Paper – Aviation Demand Forecast, February 2013, LeighFisher








Source: SMF Aviation Demand Forecast, 2013; Sacramento County Department of Airports, 2019



Figure 2-13 2013 SMF Forecast – Operations

Source: SMF Aviation Demand Forecast, 2013; Sacramento County Department of Airports, 2019



2.3.2 NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS

The FAA's NPIAS for 2019-2023 identifies the roles for each of the 3,328 airports included within the national airport system, as well as the federal funding each airport is eligible to receive under the Airport Improvement Program (AIP). Each time the NPIAS is updated, all NPIAS airports are categorized as either primary or non-primary, based on their enplaned passenger totals. For the evaluation of each airport within the 2019-2023 NPIAS, passenger enplanement totals for CY 2017 were used. Of all NPIAS airports, there were a total of 380 primary airports receiving scheduled service with 10,000 or more enplaned passengers annually, while there were 2,941 non-primary airports that received less than 10,000 enplaned passengers. Sacramento International Airport is a primary airport, since it does enplane more than 10,000 passengers annually.

Each primary airport is then further classified as a large hub, medium hub, small hub, or non-hub airport based on the percentage of total U.S. enplanements it handles. In the 2019-2023 NPIAS, there were 30 large hub airports each accounting for 1% or more of the U.S. total, 31 medium hub airports each accounting for 0.25% to 1% of the U.S. total, 72 small hub airports each accounting for 0.25% to 1% of the U.S. total, 72 small hub airports each accounting for less than 0.05% of the U.S. total, but still receiving more than 10,000 enplanements annually. Based on SMF's enplanement total of 4,969,366 in CY 2017 it accounts for 0.60% of the U.S. total, ranking as the 12th busiest medium-hub airport, and 42nd busiest U.S. airport overall. Figure 2-14 shows a comparison of the medium-hub airports in the 2019-2023 NPIAS based on enplanements, with SMF identified in red.



Figure 2-14 2019-2023 NPIAS Primary Medium-Hub Airports

Source: FAA NPIAS, 2019-2023

2.3.3 SMF CATCHMENT AREA STUDIES

SMF has conducted three catchment area studies since 2012. The first was in 2012 as part of the last aviation demand forecast effort. The second was an update in 2015. The most recent study was completed in April 2019. In addition to analyzing the Airport's catchment area, each study also included a leakage analysis. Each of the three studies look at passenger leakage to



surrounding airports for domestic activity and international activity separately. The high-level results of each study for both passenger types are summarized below:

Domestic Passengers

- The 2012 study indicated that the Airport leaked 18% of its domestic traffic, primarily to SFO.
- The 2015 study found the domestic traffic leakage increased to 25%.
- The 2019 study found that the Airport leaked 15% of its domestic passengers in markets with nonstop service, and 19% in markets without, equating to an overall domestic leakage of 17%.

International Passengers

- The 2012 study indicated the Airport leaked 63% of its international traffic, with 59% going to SFO.
- The 2015 study found the international traffic leakage decreased to 57%, with 53% going to SFO.
- The 2019 study found that the Airport leaked 67% of its international traffic. The 2019 study calculated that in markets without SMF nonstop service the leakage level was 75%, and only 35% in markets with SMF nonstop service.

2.3.4 FAA TERMINAL AREA FORECAST 2018

The FAA's TAF is the official forecast produced annually by the FAA for U.S. airports. The TAF is prepared to assist in planning efforts and needs of the FAA. Because the TAF is updated annually, a specific forecast may differ from previous years. The TAF is based on the federal fiscal year which goes from October 1 through September 30, as opposed to calendar year, which begins January 1 and ends December 31.

As shown on Table 2-6, over the next 20 years, the 2018 version of the FAA TAF, projects the Airport to grow in passenger enplanements at a CAGR of 2.2% in all categories, and total aircraft operations at a CAGR of 2.0% from 2018 through 2038.



Table 2-6 2018 FAA TAF Summary for SMF

						CAGR
CATEGORY	2018	2023	2028	2033	2038	2018-2038
Passenger Enplanements						
Air Carrier	5,090,709	6,055,860	6,607,123	7,242,739	7,930,424	2.2%
Air Taxi & Commuter	677,877	798,826	868,667	949,651	1,037,679	2.2%
Total Enplanements	5,768,586	6,854,686	7,475,790	8,192,390	8,968,103	2.2%
Aircraft Operations						
Air Carrier	107,002	129,989	141,807	155,273	169,869	2.3%
Air Taxi & Commuter	9,717	7,867	8,236	8,686	9,161	-0.3%
General Aviation/Civil	8,685	9,159	9,234	9,309	9,384	0.4%
Military	2,143	2,143	2,143	2,143	2,143	0.0%
Total Operations	127,547	149,158	161,420	175,411	190,557	2.0%

Note: FY 2018 are projected numbers Source: RS&H, 2019; FAA TAF, 2018



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2.4 FACTORS AFFECTING AVIATION DEMAND

The qualitative and quantitative factors that can influence future aviation activity at the Airport are discussed in this section. These factors are considered, either directly or indirectly, in developing the aviation activity forecasts for SMF.

2.4.1 AIRPORT SERVICE AREA

Establishing an accurate airport service area is a critical first step to a forecast, as it provides the extent to which commercial passengers can be anticipated to originate from. Understanding this area provides the necessary foundation for determining what socioeconomic data should be used in forecast models, so that the projections are accurately defined by the characteristics of the people served.

The 2013 Aviation Demand Forecast and catchment area study produced an in-depth and thorough analysis of what it considered the SMF Service Area, by developing primary and secondary service areas related to catchment areas that were built off a drive-time analyses, population densities, access costs, passenger preferences, and airfares of SMF and four other commercial airports: SFO, OAK, SJC, and RNO. The results of the analysis identified Primary and Secondary Service Areas for SMF, outlined below and shown on



Figure 2-15.

The Primary Service Area of SMF includes the counties of:

- El Dorado
- Sutter
- Placer
- Yolo
- Sacramento
- Yuba
- San Juaquin

The Secondary Service Area of SMF includes the counties of:

- Amador
- Nevada
- Butte
- Shasta
- Calaveras
- Solano
- Colusa
- Stanislaus
- Glenn
- Tehama
- Napa





Figure 2-15 SMF Service Area Map

Source: SMF Aviation Demand Forecast, 2013; RS&H, 2019



2.4.2 KEY SOCIOECONOMIC INDICATORS AND TRENDS

The Sacramento-Roseville Combined Statistical Area (CSA) (or the Sacramento Region) was selected as an appropriate source of historical and projected socioeconomic data for the region and the Airport. The 2018 Sacramento-Roseville CSA⁴, which includes the California counties of El Dorado, Nevada, Placer, Sacramento, Sutter, Yolo, and Yuba, closely resembles the Airport's Primary Service Area⁵.

The economy of the Sacramento Region plays a vital role and has a direct impact on long-term passenger and cargo demand at SMF. In general, there is a correlation among areas with greater populations, employment, Personal Income Per Capita (PIPC), and Gross Regional Product (GRP) and a strong aviation service demand. Specifically, these key socioeconomic indicators or drivers tend to have an influence on O&D enplanements and their future projections. The following section analyzes the annual growth patterns of the socioeconomic variables for the Sacramento Region versus the state of California, and the United States as a whole from 1990-2018, and then looks at the projections for growth from 2019-2038.

2.4.2.1 Historical Analysis

The results of the historical socioeconomic analysis show that from 1990 to 2018 the key variables for the Sacramento Region all increased at rates higher than the state of California and the U.S., except for PIPC in which the Average Annual Growth Rates (AAGR) of the Sacramento Region and the U.S. were the same at 1.7%, and the state of California was slightly higher at 1.8%.

For population, the Sacramento Region increased at a slightly greater AAGR (1.5%), than the state of California and the U.S. (1.0% AAGR each). Similarly, the employment of the Sacramento Region increased at an AAGR (1.7%) which was slightly greater than the state of California and the U.S. (1.4% AAGR each). The greatest AAGR was the historical GRP growth rate, which for the Sacramento Region was slightly greater (2.9% AAGR), than the state of California (2.7% AAGR), and U.S. (2.6% AAGR).

Figure 2-16 shows a comparison of the AAGR for the key socioeconomic variables from 1990-2018.

⁵ The Sacramento-Roseville CSA includes Nevada County, California and omits San Joaquin County, California which differs compared to the Airport's Primary Service Area.



⁴ Data was obtained from Woods and Poole, Inc. 2018. All Woods and Poole, Inc. data for the years 2017 to 2050 is projected.



Figure 2-16 Historical Growth Rates of Socioeconomic Predictors (1990-2018)

Source: Woods & Poole, Inc., 2018; RS&H analysis, 2018

2.4.2.2 Forecast Analysis

While still showing AAGRs that increase over the next 20 years, the socioeconomic forecast analysis for 2019-2038 projects slower growth in each key variable compared to the rates of growth in the historical analysis.

The forecast for the Sacramento Region's population growth, while slight, has a greater AAGR (1.0%), than the state of California and the U.S. (0.9%). Similarly, the forecast for employment of the Sacramento Region (1.4%) AAGR is slightly greater than the state of California (1.3%) AAGR, and U.S. (1.2%) AAGR. The forecast of PIPC for the Sacramento Region and the U.S is identical at 1.0% AAGR, compared to the state of California which is slightly less at 0.9% AAGR. The forecast for GRP projects identical growth rates for the Sacramento Region, state of California, and U.S. at (1.7% AAGR).



Figure 2-17 shows a comparison of the AAGR for the key socioeconomic variables projected for 2019-2038.



Table 2-7 displays the comparison of growth rates of the socioeconomic variables between the historical and projected analysis. Table 2-8 summarizes the values of the projected socioeconomic variables for the forecast horizon years out to 2038.



	Historical	Projected
	(1990-2018)	(2019-2038)
Sacramento Region		
Total Population	1.5%	1.0%
Total Employment	1.7%	1.4%
Personal Income Per Capita	1.7%	1.0%
Gross Regional Product	2.9%	1.7%
State of California		
Total Population	1.0%	0.9%
Total Employment	1.4%	1.3%
Personal Income Per Capita	1.8%	0.9%
Gross Regional Product	2.7%	1.7%
United States		
Total Population	1.0%	0.9%
Total Employment	1.4%	1.2%
Personal Income Per Capita	1.7%	1.0%
Gross Domestic Product	2.6%	1.7%

Table 2-7 Comparison of Socioeconomic Growth Rates

Note: 1-Percentages are rounded

Source: RS&H, 2019; Woods & Poole, Inc., 2019





Figure 2-17 Forecast - Growth Rates of Socioeconomic Predictors (2018-2038)

Source: Woods & Poole, Inc., 2018; RS&H analysis, 2018



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	2018	2023	2028	2033	2038
Sacramento Region					
Total Population	2,620,519	2,762,504	2,909,356	3,055,675	3,194,217
Total Employment	1,498,730	1,619,093	1,743,588	1,866,309	1,978,885
Personal Income Per Capita	\$46,996	\$49,940	\$52,749	\$55,011	\$56,927
Gross Regional Product (millions)	\$124,575	\$136,802	\$149,677	\$162,725	\$175,217
State of California					
Total Population	40,020,786	42,083,206	44,209,830	46,318,410	48,299,773
Total Employment	24,479,790	26,414,198	28,350,837	30,219,539	31,907,896
Personal Income Per Capita	\$52,550	\$55,660	\$58,542	\$60,872	\$62,882
Gross Regional Product (millions)	\$2,493,298	\$2,737,861	\$2,990,595	\$3,246,069	\$3,493,551
United States					
Total Population	328,910,940	344,505,124	360,689,467	376,816,133	392,026,522
Total Employment	202,637,900	217,444,775	232,064,789	246,223,311	259,305,819
Personal Income Per Capita	\$54,095	\$57,597	\$60,873	\$63,568	\$65,984
Gross Domestic Product (millions)	\$20,656,977	\$22,632,504	\$24,671,615	\$26,753,810	\$28,819,660

Table 2-8 Forecast - Key Socioeconomic Variables (2018-2038)

Source: Woods & Poole, Inc., 2019



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2.4.3 E-COMMERCE TRENDS

Cargo operations and freight tonnage have increased significantly at SMF with the introduction of contracted cargo operators working with e-commerce companies such as Amazon on a sustained basis. Amazon's activity at the Airport is supported by the Fulfillment Center located along Power Line Road immediately east of the Airport. Since starting operations in the last quarter of 2017, cargo tonnage associated with Amazon operations is responsible for 54% of the cargo growth at SMF in 2017, and 99.8% of all cargo tonnage growth in 2018.

Since 2015, commercial service airports have experienced strong air cargo tonnage growth due to e-commerce operators. Airports that have been selected as network operations for contracted cargo operators working with Amazon are experiencing even higher growth rates. The Amazon national hub at Cincinnati/Northern Kentucky (CVG) is rapidly expanding, with its air cargo facilities anticipated for completion in 2020. Beyond CVG, Amazon and its contracted cargo operators have established operations at 26 other airports nationwide since 2016. SMF along with Stockton Metropolitan Airport are the only Amazon destinations in the Central/Northern California and Nevada region. The next closest destinations are Ontario International and March Air Reserve Base near the City of Riverside to the south of Sacramento (390 and 410 miles, respectively), Portland International to the north (480 miles), and Denver International to the east (910 miles).

If air cargo expansion continues to grow for Amazon, so will its available fleet of aircraft. News stories in 2019 outlined the planned expansion from 50 aircraft (a mix of Boeing 737 and 767 freighters) to 70 aircraft beginning in 2020. Given this reported expansion in both fleet capabilities and airport cargo facilities, it is reasonable to estimate that cargo growth due to Amazon and other e-commerce businesses will continue to be strong over the next several years. As Amazon and its contracted cargo operation begins to mature in its services and capabilities, growth may subside to more typical levels experienced in the industry prior to this latest boom.



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2.5 AVIATION DEMAND FORECAST

2.5.1 ENPLANEMENTS FORECAST

This section presents forecasts of enplaned passengers at the Airport, which were developed using the following methodologies:

- Historical Trend Analysis
- Linear Regression Analysis
- Market Share Analysis

The enplanement forecasts were developed by combining separate domestic and international forecasts. After comparing the results obtained from these methods, a preferred Base Case Forecast was selected, as well as high growth and low growth scenarios.

2.5.1.1 Historical Trend Analysis

A historical trend analysis is a forecasting method that assumes the historical enplanement growth is representative of the rate of future growth at an airport. While the number of enplanements may not be a constant rate of growth and may fluctuate historically by year, a "best fit" or simple mathematical trend line can be developed using the historical totals, carried forward from the base year through the forecast horizon.

The trendline analysis for domestic and international enplanements at SMF are shown on

Figure 2-18 and Figure 2-19, respectively. The trendline analysis for domestic enplanements yielded a CAGR of 2.6% compared to the historical CAGR of 4.3%. The trend showed positive growth from 1990-2008, when it decreased to a -3.1% CAGR from 2008 to 2013 due to the economic recession, increasing fuel prices, the financial credit crisis, housing market adjustments, and airline reductions. Beginning in 2014, domestic enplanements began a sustained increase at a CAGR of 7.5% from 2014 to 2018. The trendline analysis for international enplanements covered the 2002-2018 time period, corresponding to the start of increased international activity at SMF, and shows a similar trend compared with domestic enplanements.

While the overall historical trend analysis is moderately accurate with historical enplanements it does not account for changes in growth rate during certain years due to socioeconomic conditions.

Trend analysis is a valuable modeling tool but fails to reflect changes in underlying causes such as economic factors, fuel prices, and industry influences. The trend analysis is also not representative of potential growth at SMF primarily due to its inability to account for the rapid growth the Airport has experienced since 2014 and the anticipated continued high growth over the next two to three years.





Figure 2-18 Trend Analysis - Domestic Enplanements

Source: RS&H analysis, 2019





Source: RS&H analysis, 2019

2.5.1.2 Multiple Regression Analysis

Historical passenger enplanements were analyzed to identify relationships with socioeconomic and cost of travel variables at the Sacramento CSA level. The multiple regression analysis was used to identify predictive relationships between passenger demand and these independent



variables. The independent variables that were tested and selected for the regression analysis ranged from:

- Socioeconomic characteristics unique to the Sacramento CSA
- Economic indicators such as national jet fuel prices, average airfare, and airline yield

A variety of independent variables were considered. Table 2-9 shows the list of the variables ultimately tested for the domestic enplanements regression analysis for the period between 1990 and 2018, the resulting R-squared value, and the resulting model growth rate for the 2018-2038 horizon period.

Variables Tested	R ²	2018-2038 CAGR
Sacramento CSA Population	77.9%	1.4%
Sacramento CSA Employment	88.3%	1.9%
Sacramento CSA PIPC	84.3%	1.3%
Sacramento CSA GRP	90.4%	1.7%
Sacramento CSA Employment & GRP	90.6%	1.6%
Airline Yield per Passenger ¹	48.6%	0.4%
Sacramento CSA Employment & GRP + Airline Yield per Passenger ¹	93.9%	1.5%

Table 2-9 Regression Analysis Results - Domestic Enplanements

Note: Bold text identifies selected representative regression model

1-Airline Yield historical data available beginning in 2010

Source: RS&H, 2019

A standard measure of how well a regression equation explains the target dependent variable is the coefficient of determination, or R-squared. A result of 100% is the maximum possible value and represents a perfect fit between the variables analyzed. The representative regression model for deriving projected domestic enplanements yielded an R-squared value of 93.9%.

Table 2-10 shows the list of variables ultimately tested for the international enplanements regression analysis for the period between 2008 and 2018, the resulting R-squared value, and the resulting model growth rate for the 2018-2038 horizon period.

The resulting regression equations for the representative domestic and international enplanements yields similar results to the trend analysis. The regression projections result in approximately 7.6 million total enplanements in 2038 with an average annual growth rate of 1.6%. While the regression projection yields a reasonable growth pattern for international enplanements, the primary reason for the low growth potential using regression analysis is due to the anticipated slowing of growth across population, employment, and income variables estimated by Woods and Poole for the Sacramento region affecting the domestic enplanement projection. As a result, the regression projection does not account for the rapid growth SMF has experienced over the last four years for domestic passengers and the anticipated continued high growth over the next two to three years. However, the regression forecast for international enplanements is deemed reasonable given anticipated activity in that sector. Based on that



projection, international enplanements are anticipated to grow to approximately 318,200 enplanements in 2038 with an CAGR of 4.5%. Figure 2-20 shows the selected international passenger enplanements forecast through the 2038 horizon period.

Variables Tested	R ²	2018-2038 CAGR
Sacramento CSA Population	68.8%	4.4%
Sacramento CSA Employment	96.7%	4.4%
Sacramento CSA PIPC	90.7%	3.1%
Sacramento CSA GRP	95.6%	4.5%
Sacramento CSA Employment & GRP	96.9%	4.5%
Airline Yield per Passenger ¹	26.9%	0.1%

Table 2-10 Regression Analysis Results - International Enplanements

Note: Bold text identifies selected representative regression model

1-Airline Yield historical data available beginning in 2010

Source: RS&H, 2019



Figure 2-20 Selected International Enplanements Forecast

Source: RS&H, 2019



2.5.1.3 Market Share Analysis

The market share analysis forecast approach takes the Airport's enplanement share as a ratio within the total enplanements of a select group of airports that are relevant to SMF's market. Two market share approaches were used. In the first market share forecast, an increasing market share approach was used, where the ratio of SMF's domestic enplanements to the U.S. domestic enplanements gradually increases over the forecast horizon. In the second market share forecast, a constant market share approach was used, taking an initial ratio of SMF's total enplanements to total enplanements for the Sacramento region's other major commercial service airports and holding it constant over the forecast horizon.

Figure 2-21 and Table 2-11 show the domestic enplanements market share forecast for both options.





Source: RS&H, 2019

Table 2-11 Forecast - Market Share and Regression Model Analyses (2018-2038)

Market Share 1		Market Share 2
Year	(U.S. Domestic Enplanements)	(Sacramento Region Airports)
2018	5,898,684	5,898,684
2023	7,082,000	7,178,600
2028	7,826,000	7,971,400
2033	8,782,000	8,875,100
2038	9,864,000	9,848,200
CAGR		
2018-2023	3.7%	4.0%



2023-2028	2.0%	2.1%
2028-2033	2.3%	2.1%
2018-2038	2.6%	2.6%

Source: RS&H, 2019

2.5.1.4 Base Case Enplanement Forecast

Of the domestic passenger enplanement forecast options, the Sacramento Region Airports market share model was selected for the base case enplanements forecast. While both market share options provide a reasonable projection for the anticipated short-term, high percentage growth in enplanements that SMF is experiencing, the constant market share approach takes into account the growth of the region as a whole, instead of benchmarking to the national trend.

Combined with the previously selected international enplanements forecast, the Base Case Enplanements forecast is presented in Table 2-12 and Figure 2-22.

Year	Domestic Enplanements	International Enplanements	Total Enplanements
2018	5,898,684	132,946	6,031,630
2023	7,082,000	176,700	7,355,300
2028	7,826,000	225,200	8,196,600
2033	8,782,000	273,400	9,148,500
2038	9,864,000	318,200	10,166,400
CAGR			
2018-2023	4.0%	5.9%	4.0%
2023-2028	2.1%	5.0%	2.2%
2028-2033	2.1%	4.0%	2.2%
2018-2038	2.6%	4.5%	2.6%

Table 2-12 Base Case Forecast Summary

Source: RS&H, 2019

Figure 2-22 Base Case Enplanement Forecast





Source: RS&H analysis, 2019; FAA TAF, 2018

2.5.1.5 Enplanement Sensitivity Forecasts

The Base Case forecast was supplemented by two sensitivity forecasts to be used by SCDA for advance planning purposes only, to represent a range of potential passenger activity at SMF through the planning horizon. The high growth forecast was developed assuming an increasing market share of the Sacramento region airports for domestic enplanements while keeping the international enplanement forecast the same as the Base Case. The low growth forecast was developed assuming a 1.5% annual growth rate for domestic enplanements from 2019 through 2038 (using the 2019 projected domestic enplanements from the Base Case forecast), while the international enplanements were assumed to grow at half the rate as the Base Case.

Table 2-13 and Figure 2-23 summarize the passenger enplanement forecasts for the Base Case, Low Growth, and High Growth scenarios.

Year	Base Case Forecast	High Growth Scenario	Low Growth Scenario	
2018	6,031,630	6,031,630	6,031,630	
2023	7,355,300	7,643,000	7,007,200	
2028	8,196,600	8,720,100	7,556,900	
2033	9,148,500	9,958,500	8,145,300	
2038	10,166,400	11,317,300	8,775,200	
CAGR				
2018-2023	4.0%	4.8%	3.0%	
2023-2028	2.2%	2.7%	1.5%	
2028-2033	2.2%	2.7%	1.5%	
2018-2038	2.6%	3.2%	1.9%	

Table 2-13 Enplanement Forecast Scenario Summary

Source: RS&H, 2019; FAA TAF, 2018





Figure 2-23 Passenger Enplanements Forecast Comparison



Source: RS&H analysis, 2019; FAA TAF, 2018

2.5.2 AIR CARGO FORECAST

This section presents the forecasts of air cargo tonnage at the Airport. The air cargo forecast considered multiple regression analysis only.

The air cargo forecast utilized a multiple regression analysis in which cargo tonnage is derived using predictor variables that have a statistical correlation with its growth. The output of these models (or dependent variable) is a projected tonnage of air cargo for each of the 20 years over the planning horizon.

The FAA collects cargo data in the Air Carrier Activity Information System (ACAIS) database. The database supports the FAA's AIP calculations for apportionment distribution to airports in the system. The data collected for the All-Cargo information in the ACAIS database is the landed weight of cargo flights at an Airport, which includes the weight of the aircraft, fuel, and cargo on arrival. The approach chosen for cargo tonnage in this forecast uses cargo tonnage data collected by the Airport for both enplaned and deplaned cargo weight only (not including the weight of associated aircraft and fuel). The cargo tonnage approach outlined below accounts for both enplaned and deplaned cargo. This approach provides a more complete picture of total potential cargo growth and the associated increase in cargo aircraft operations at the Airport.

Regression analysis of both SMF-specific historic cargo tonnage and Sacramento area cargo activity (SMF and MHR airports combined) compared to socioeconomic and oil price variables yielded R-squared values at various levels. The best-fit option was the Sacramento area analysis with employment and oil price as the independent variables, which yielded a 71.7% R-squared value.

Table 2-14 shows the list of variables ultimately tested for the air cargo regression analysis for the period between 2011 and 2018, the resulting R-squared value, and the resulting model growth rate for the 2018-2038 horizon period.

Variables Tested	R ²	2018-2038 CAGR
Sacramento CSA Population	52.6%	3.6%
Sacramento CSA Employment	47.5%	2.4%
Sacramento CSA PIPC	39.5%	1.7%
Sacramento CSA GRP	46.3%	2.4%
Sacramento CSA Employment & GRP	47.5%	2.4%
WTI Crude Oil Price	4.6%	-0.8%
Sacramento CSA Employment & WTI Crude Oil Price	71.7%	4.6%

Table 2-14 Regression Analysis Results - Air Cargo

Note: Bold text identifies selected representative regression model

Source: RS&H, 2020

The base case cargo tonnage forecast was supplemented by two sensitivity forecasts to be used by the SCDA for advance planning purposes only, to represent a range of potential cargo activity at SMF through the planning horizon. The high growth forecast was developed assuming a CAGR of 7.0% over the first five years, 5.5% from 2023 to 2028, and 4.0% for the final ten years of the planning period. The low growth forecast was developed assuming a 1.5% CAGR for cargo tonnage through 2038, representing the typical growth rate at SMF before the arrival of contracted cargo operators working with Amazon in 2017.



Table 2-15 and Figure 2-24 summarize cargo forecasts for the Base Case, Low Growth, and High Growth scenarios.

Year	Base Case Forecast	High Growth Scenario	Low Growth Scenario
2018	109,197	109,197	109,197
2023	144,853	153,155	117,636
2028	187,553	200,167	126,728
2033	229,761	243,534	136,522
2038	268,641	296,296	147,073
CAGR			
2018-2023	5.8%	7.0%	1.5%
2023-2028	5.3%	5.5%	1.5%
2028-2033	4.1%	4.0%	1.5%
2033-2038	3.2%	4.0%	1.5%
2018-2038	4.6%	5.1%	1.5%

Table 2-15 Air Cargo Forecast Summary

Notes: Values shown in metric tons

Source: RS&H, 2020





Source: RS&H analysis, 2020; FAA TAF, 2018



2.5.3 AIRCRAFT OPERATIONS

The forecast of annual aircraft operations was derived from the passenger enplanement forecast and cargo tonnage activity described above and an evaluation of air taxi, general aviation, and military operations. Each sector was developed as follows:

- Passenger airline operations (both regional and mainline) are based on the enplaned passenger forecast and assumptions regarding average seats per departing aircraft and enplaned passenger load factor, as shown in Table 2-13.
- Cargo airline operations are based on the air cargo forecast and assumptions regarding average cargo tonnage per operation (see Table 2-16) and the split between cargo on cargo airlines versus passenger airlines.
- Air taxi and charter operations, and military operations are based on data for the base year (2018) of the forecast and carried forward through the 2038 horizon year. While these operations can vary in any given year, the numbers for each category have been relatively stable over the past 4 to 6 years. Military operations have stabilized after a period of decline since 2012.
- General aviation operations are forecast to increase at an average rate of 0.3% per year from 2018 to 2038. This increase is based on the national growth in overall general aviation operations included in the FAA Aerospace Forecast.

The high growth and low growth operations forecasts were developed based on the same assumptions shown in Table 2-16, but utilizing the scenario forecasts for passenger enplanements and cargo tonnage.



ltem	Histor	ical	Forecast			
	2017	2018	2023	2028	2033	2038
Enplaned Passengers	;					
Domestic	5,348,403	5,898,684	7,178,600	7,971,400	8,875,100	9,848,200
International	112,124	132,946	176,700	225,200	273,400	318,200
Total Airport	5,460,527	6,031,630	7,355,300	8,196,600	9,148,500	10,166,400
Commercial Departu	res					
Domestic	49,870	52,784	63,319	69,315	76,086	83,248
International	741	1,032	1,347	1,686	2,009	2,296
Total Airport	50,611	53,816	64,667	71,001	78,095	85,543
Available Seats						
Domestic	6,662,910	7,168,874	8,665,996	9,559,072	10,572,459	11,654,675
International	132,233	158,744	210,988	268,735	325,864	378,810
Total Airport	6,795,143	7,327,618	8,876,985	9,827,807	10,898,323	12,033,484
Average Seats per De	eparture					
Domestic	133.6	135.8	136.9	137.9	139.0	140.0
International	178.5	153.8	156.6	159.4	162.2	165.0
Total Airport	134.3	136.2	137.3	138.4	139.5	140.7
Enplaned Passenger	Load Factor					
Domestic	80.3%	82.3%	82.8%	83.4%	83.9%	84.5%
International	84.8%	83.7%	83.7%	83.8%	83.9%	84.0%
Total Airport	80.4%	82.3%	82.9%	83.4%	83.9%	84.5%
Enplaned Passengers	per Departure					
Domestic	107.2	111.8	113.4	115.0	116.6	118.3
International	151.3	128.8	131.2	133.6	136.1	138.6
Total Airport	107.9	112.1	113.7	115.4	117.1	118.8
Freight Cargo Assum	ptions					
Enplaned Freight per Operation (MT)		12.8	13.1	13.4	13.8	14.1
Freight Cargo Share						
Cargo Airlines		96.5%	96.5%	96.5%	96.5%	96.5%
Passenger Airlines		3.5%	3.5%	3.5%	3.5%	3.5%

Table 2-16 Commercial Airline and Cargo Operations Assumptions

Source: RS&H, 2019; Airport Records



The forecast of total operations for the Airport are a summation of the passenger, air cargo, GA, and military operation forecasts. Table 2-17 and



Figure 2-25 show the projected totals from 2023-2038 for each scenario.

Scenario	Base Year	Forecast Years				CAGR	
	2018	2023	2028	2033	2038	2018-2038	
Base Case Forecast							
Air Carrier	118,863	129,333	142,002	156,190	171,087	2.0%	
Cargo		10,685	13,494	16,123	18,387	4.0%	
Air Taxi/Charter		2,500	2,500	2,500	2,500	0.0%	
General Aviation	8,881	9,015	9,151	9,289	9,429	0.3%	
Military	2,215	2,300	2,300	2,300	2,300	0.2%	
Total Operations	129,959	153,833	169,447	186,402	203,703	2.3%	
Low Growth Scenario							
Air Carrier	118,863	123,248	131,001	139,190	147,843	1.2%	
Cargo		8,677	9,118	9,580	10,066	1.0%	
Air Taxi/Charter		2,500	2,500	2,500	2,500	0.0%	
General Aviation	8,881	9,015	9,151	9,289	9,429	0.3%	
Military	2,215	2,300	2,300	2,300	2,300	0.2%	
Total Operations	129,959	145,740	154,070	162,859	172,138	1.4%	
High Growth Scenario							
Air Carrier	118,863	134,409	151,106	170,078	190,544	2.5%	
Cargo		11,297	14,401	17,090	20,280	4.5%	
Air Taxi/Charter		2,500	2,500	2,500	2,500	0.0%	
General Aviation	8,881	9,015	9,151	9,289	9,429	0.3%	
Military	2,215	2,300	2,300	2,300	2,300	0.2%	
Total Operations	129,959	159,521	179,458	201,258	225,054	2.8%	

Table 2-17 Aircraft Operations Forecast Summary

Source: RS&H analysis, 2020





Figure 2-25 Aircraft Operations Forecast Comparison

2.5.4 FLEET MIX

The most demanding aircraft expected to use the Airport within the planning period are the MD-11 and DC-10 operated by FedEx. FedEx does not plan to retire these aircraft anytime soon and is expected to continue serving the Airport using the MD-11 and DC-10 through the planning period. Based on the Traffic Flow Management System Count (TFMSC) data, the McDonnell Douglas MD-11F, operated by FedEx, conducted 745 operations in 2018. These FedEx operations include some operations by DC-10 aircraft (both aircraft are airplane design group IV).

An airport operations forecast fleet mix was developed for the SMF Runway 16R/34L Pavement Rehabilitation project, completed in 2018. The forecast fleet mix for the years of 2027 and 2035 were used for the runway rehabilitation project (Table 2-18). The description of aircraft types and percentage break-down by type of aircraft is shown in Table 2-19 and Table 2-20. This forecast fleet mix is used for the purpose of this master plan update.



Source: RS&H analysis, 2020; FAA TAF, 2018

Table 2-18 Aircraft Types by Category

Aircraft	Departure Weight (Ibs)	2016 Operations	Growth Rate %	2027 Forecast	2035 Forecast		
Air Carrier – CATEGORY D							
A300-600	380,500	30		30	30		
A340-600	838,000	4		4	4		
B747-400	875,000	4		4	4		
B767-200F	396,000	800	4	1,232	1,685		
B777F	768,800	20	1	22	24		
B787-8	503,500	6	1	7	7		
DC-10	583,000	350	3	484	614		
MD-11	631,000	250	3	346	438		
Air Carrier – CAT	EGORY C						
A319	154,300	1,460	1	1,629	1,764		
A320	162,000	1,460	3	1,916	2,334		
A321 NEO	174,200	1,460	3	1,916	2,334		
B727-200	210,000	4	_	4	4		
B737-300	139,000	8,000	-5	4,550	3,019		
B/3/-/00	155,000	18,000	-1	16,116	14,8/1		
B/3/-800/900	1/4,200	7,000	3	9,690	12,275		
B/3/ MAX8	194,700	8,000	У	20,643	41,133		
E170/175	83,000	5,110	4	7,867	10,766		
CRJ 900	81,000	730	1	814	882		
DH8	62,500	1,900		1,900	1,900		
CRJ 200	53,000	730	1	814	882		
General Aviation	n – CATEGORY A						
Piper PA34	5,000	1,460	2	1,815	2,127		
Cessna C441	10,000	3,130	2	3,892	4,560		
General Aviation – CATEGORY B							
Cessna C25B	14,000	1,119	2	1,391	1,630		
Cessna C56X	20,000	962	2	1,196	1,401		
BE 30	14,000	621	2	772	905		
Learjet 35	18,000	106	2	132	154		
EMB 120	25,000	1,102	2	1,370	1,605		
Military (CATEGORY D&B)							
T-38 Talon	12,100	600	2	669	725		
C-5	769,000	12		12	12		
KC-10	583,000	300	1	335	362		

Source: 2018 SMF Runway 16R/34L Pavement Rehabilitation Design Report



Table 2-19 Aircraft Category Descriptions

Aircraft class (a)	Description
А	Small single-engine propeller aircraft weighing 41,000 pounds or less (e.g., P28A, C208)
В	Twin-engine aircraft weighing 41,000 pounds or less (e.g., PA31, C550, C560, E120, BE20, BE9L)
С	Large jet aircraft weighing more than 41,000 pounds, but no more than 255,000 pounds (e.g., B737, DH8A, C135)
D	Heavy jet aircraft weighing 255,000 pounds or greater (e.g., A380, B777, B767, and B757)
	B777, B767, and B757)

Source: Sacramento County Department of Airports, 2019

Table 2-20 Fleet Mix Distribution

FAA Aircraft Class	Fleet Mix Distribution			
	Baseline (2016)	Forecast (2035)		
А	7%	6%		
В	7%	6%		
С	83%	85%		
D	3%	3%		
TOTAL	100%	100%		

Source: Sacramento County Department of Airports, 2019

2.5.5 DESIGN HOUR ACTIVITY

2.5.5.1 Overview

For the purposes of assessing demand for future terminal facility requirements, design day flight schedules (DDFS) and peak hour passenger activity summaries were developed. For the purposes of this report, the design day represents activity during the peak month average day (PMAD) at the Airport.

The following sections describe the methodology and assumptions used in the development of the design day activity, and the results of the design day analysis for the base year (2018), and the future planning horizons of 2023, 2028, 2033, and 2038.

2.5.5.2 Design Day Flight Schedule Development

The Airport's peak month for passenger activity has most commonly been June as indicated in *Section 2.2.1.2.* Appendix A, at the end of this section, contains the airline schedule used for the PMAD analysis including, airline, type of aircraft, number of seats, flight origin, and flight destination. Ramp charts, which provide a visual representation of daily aircraft operations are provided in Appendix B.

The analysis relied primarily on duplicating flights from the existing flight schedule to attain the total future daily and peak-hour parameters.

The following assumptions were made as part of this analysis:

• Future DDFS used a baseline June 2019 schedule


- Baseline flight schedule is based on a historical design day (identified as June 15, 2019)
- All existing flights assumed to continue into the future
- Aircraft upgauging applied using known fleet replacements
- Flights not matched were assumed to be Remain Over Night (RON) operations
- Future flights duplicated such that:
 - Airline market shares held relatively uniform
 - Time of day considered to attain target peak-hour activity
- Top passenger origin and designations considered

Additional assumptions include a 30-minute buffer time before and after each flight, and a 20minute tow-off and tow-on time for operations from, and to, RON parking positions.

Average seats per departure increased from 136.9 in the baseline to 142.9 in PAL 4. The DDFS did not include operations by Spirit Airlines or Frontier Airlines, both of which started serving SMF from Terminal B, after June 15, 2019. Additionally, Sun Country has flights in the baseline schedule, but is dropped from future PALs.

The DDFS used the existing passenger aircraft gate inventory, allocation, and aircraft compatibility for each gate provided by SCDA, as discussed in Section 1 – Inventory.

Gate A13 is currently not in service and was therefore not used for the baseline; however, it was assumed that Gate A13 will support activity in future PALs. At Terminal A, Gate A11 is common use, while all other gates are preferential use to a specific airline. In the analysis, no aircraft were gated on another airline's preferential use gates. Five common use gates at Terminal B were used by airlines with no preferential gates, however flights by Southwest Airlines and Alaska Airlines were gated on their preferential use gates. Dependencies between gates A16/A16A, B5/B5A/B5B, and B8/B8W were respected.

There were a number of flights in the baseline and future DDFS that could only be accommodated at one or two gates. For example, the only gates capable of accommodating the Hawaiian Airlines A321 are B4, B6, and B7, while the only gates capable of accommodating an E145 at Terminal A are A1, A2, and A14.

This baseline DDFS features 178 arrivals and 178 departures for a total of 356 total daily operations. Considering the airline-terminal gate allocation, 60 departing flights were assigned to Terminal A, while 118 flights departed from Terminal B. Using the air carrier growth factors from the forecast, it is projected that the PAL 1 DDFS will include 203 daily departing flights, the PAL 2 DDFS will include 221 daily departing flights, the PAL 3 DDFS will include 241 daily departing flights, and the PAL 4 DDFS will include 256 daily departing flights (Table 2-21).



Table 2-21 DDFS Operations Summary

		Plan	ning Levels		
	Baseline	PAL 1	PAL 2	PAL 3	PAL 4
Daily Departures	178	203	221	241	256
Daily Arrivals	178	203	221	241	256
Total Daily Operations	356	406	442	482	512
Peak Hour Departures	20	21	23	26	27
Peak Hour Arrivals	17	18	21	21	23
Total Peak Hour Operations	28	33	38	41	45

Source: JD Analysis, 2020

Figure 2-266 shows the rolling-hour total aircraft operations from baseline through PAL 4. The 5:00 am to 7:00 am flights are all departures of aircraft that remain overnight from the previous day. The busy 10:30 am overall peak represents an arrival and departure bank, all within the same hour.





Source: JD Analysis, 2020

Table 2-22 shows the projected DDFS passenger summary, and Table 2-23 shows the peak hourly departing and arriving passengers in Terminal A and Terminal B.



		Plan	ning Levels		
	Baseline	PAL 1	PAL 2	PAL 3	PAL 4
Peak Daily Departing PAX	14,800	23,244	25,913	28,765	30,505
Peak Daily Arriving PAX	14,800	23,244	25,913	28,765	30,505
Total Daily PAX	34,020	46,488	51,826	57,530	61,010
Peak Hour Departures	1,590	2,667	2,945	3,390	3,502
Peak Hour Arrivals	1,967	2,192	2,620	2,777	2,940
Total Peak Hour Passenger Enplanements	2,955	3,713	4,347	4,900	5,165

Table 2-22 Projected DDFS Passenger Summary

Source: JD Analysis, 2020

Table 2-23 Peak Hour Operations by Terminal

	Base (2018)	PAL1	PAL2	PAL3	PAL4
Total Annual Enplanements (Millions)	6.03	7.36	8.20	9.15	10.17
Peak Hourly Departing Passengers (Terminal A)	707	1,309	1,465	1,604	1,723
Peak Hourly Arriving Passengers (Terminal A)	892	1,220	1,286	1,448	1,454
Peak Hourly Departing Passengers (Terminal B)	1,185	1,470	1,668	1,953	2,417
Peak Hourly Arriving Passengers (Terminal B)	1,463	1,728	1,851	1,971	2,119
TOTAL PEAK HOUR DEPARTING PAX	1,590	2,667	2,945	3,233	3,502
TOTAL PEAK HOUR ARRIVING PAX	1,967	2,192	2,620	2,777	2,940

Note 1: Peak hourly departing and arriving passengers in each terminal as per DDFS.

Note 2: Total Peak hour passengers as per forecast.

Source: JD Analysis, 2020

Figure 2-267 and Figure 2-28 show the rolling-hour total passenger departures for Terminal A and Terminal B from baseline through PAL 4. For Terminal A, the design hour of the Average Day Peak Month (ADPM) is between 6:00 AM and 7:00 AM when the number of departing passengers is approximately 5% of the daily departures (14,800 total departing passengers) in the base year.

• 707 passengers depart Terminal A in the peak hour (base year).

For Terminal B, the design hour of the ADPM is between 8:00 PM and 9:00 PM when the number of departing passengers is approximately 8% of the daily departures (14,800 total departing passengers) in the base year.

• 1,185 passengers depart Terminal B in the peak hour (base year).





Figure 2-27 Terminal A Peak Hour Departing Passengers

Source: JD Analysis, 2020





Source: JD Analysis, 2020



2.5.5.3 Peak Month Average Day Activity

PMAD results for air carrier operations and passengers for the base year (2018) and the 2023, 2028, 2033, and 2038 horizon years are presented in Table 2-24. Total peak hour air carrier operations grow by approximately 56%; from 28 in the base year to 44 in PAL 4. Total peak hour passenger enplanements grow by approximately 68%; from 2,955 in the base year to 4,981 in PAL 4.

		Base		Fore	ecast	
Enplaned Passengers		2018	2023	2028	2033	2038
Departing Air Carrier		52,784	63,319	69,315	76,086	83,248
<u>Ops</u>						
Ops CAGR growth			3.71%	2.76%	2.47%	2.43%
<u>Annual Pax</u>		6,031,630	7,355,300	8,196,600	9,148,500	10,166,400
Pax CAGR growth			4.05%	3.11%	2.82%	2.79%
<u>ADPM Ops</u>	Departures	178	214	234	257	281
	Arrivals	178	214	234	257	281
	Total	356	427	467	513	561
Peak Hour Ops	Departures	20	24.0	26.3	28.8	31.5
	Arrivals	17	20.4	22.3	24.5	26.8
	Total	28	33.6	36.8	40.4	44.2
Daily Pax	Departures	14,800	18,048	20,112	22,448	24,946
	Arrivals	19,220	23,438	26,119	29,152	32,396
	Total	34,020	41,486	46,231	51,600	57,341
<u>Peak Hour Pax</u>	Departures	1,590	1,939	2,161	2,412	2,680
	Arrivals	1,967	2,399	2,673	2,983	3,315
	Total	2,955	3,603	4,016	4,482	4,981

Table 2-24 Peak Operations and Passenger Demand – Air Carrier

Source: JD Analysis, March 2020

PMAD results for total operations (including GA and military) for the base year (2018) and the 2023, 2028, 2033, and 2038 horizon years are presented in Table 2-25.



Table 2-25 Total Peak Operations

		Base	2023	2028	2033	2038
TOTAL OPERA Peak	ATIONS	129,959	153,833	169,447	186,402	203,703
Month	(8.8% based on TFMSC for 2018)	11,436	13,537	14,911	16,403	17,926
ADPM	(Peak month/31 [October])	369	437	481	529	578
Peak Hour	(9.3% based on total operations)	34	41	45	49	54

Source: JD Analysis, March 2020



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2.6 SUMMARY

This section compares the FAA TAF 2018, published January 2018, with the Base Case Forecast presented in this section. In accordance with FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, paragraph 706.b(3), the FAA uses the following parameters to assess aviation forecasts, including those prepared for airport master plans. To be consistent with the FAA TAF:

- The 5-year forecast should be within 10% of the TAF; and,
- The 10-year forecast should be within 15% of the TAF.

The Base Case Forecast of enplanements was generated through an extensive analysis of regional socioeconomic statistics, trends, and sources, as well as input from local stakeholders at SMF via an Expert Panel meeting and discussion. Based on these inputs, a best-fit model was produced using a combination of a multiple variable regression analysis for international enplanements and a market share analysis for domestic enplanements. In addition to the Base Case Forecast, alternative High and Low Growth Scenario Forecasts were developed to provide varying enplanement levels due to unanticipated local or national events.

Operations forecasts and derivatives were created using the results of the enplanements forecast and air cargo forecast. Industry trends were used for the development of the general aviation forecast, and the 2018 level of existing military operations were projected to remain constant over the 20-year planning horizon.

Table 2-26 and



Table 2-27 present the comparison between the FAA TAF and Base Case forecast in the internal FAA review template formats. Between the first submittal of the forecast numbers in this report for FAA review and the submittal of this document for final FAA review, the FAA TAF was updated from the 2018 model to the 2019 model. Consequently, both the 2018 and 2019 FAA TAF numbers for SMF are included.



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	Year	Airport	2018 TAF	AF/2018 TAF	2019 TAF	AF/2019 TAF
		Forecast (AF)		(% Difference)		(% Difference)
Passenger Enplanements						
Base yr.	2018	6,031,630	5,768,586	4.6%	5,775,216	4.4%
Base yr. + 5yrs.	2023	7,355,300	6,854,686	7.3%	7,510,898	-2.1%
Base yr. + 10yrs.	2028	8,196,600	7,475,790	9.6%	8,549,757	-4.1%
Base yr. + 15yrs.	2033	9,148,500	8,192,390	11.7%	9,704,690	-5.7%
Commercial Operations						
Base yr.	2018	118,863	116,719	1.8%	116,719	1.8%
Base yr. + 5yrs.	2023	142,518	137,856	3.4%	149,637	-4.8%
Base yr. + 10yrs.	2028	157,996	150,043	5.3%	169,110	-6.6%
Base yr. + 15yrs.	2033	174,813	163,959	6.6%	190,740	-8.4%
Total Operations						
Base yr.	2018	129,959	127,547	1.9%	127,547	1.9%
Base yr. + 5yrs.	2023	153,833	149,158	3.1%	160,168	-4.0%
Base yr. + 10yrs.	2028	169,447	161,420	5.0%	179,641	-5.7%
Base yr. + 15yrs.	2033	186,402	175,411	6.3%	201,271	-7.4%

Table 2-26 Base Case Forecast Comparsion with FAA TAF 2018

Note: TAF data is on a U.S. government fiscal year basis (October through September). Airport Forecast is on a calendar year basis Source: RS&H, 2020; FAA TAF, 2018; FAA TAF, 2019



Table 2-27 Forecast Levels and Growth Rates

Base year: 2018

						Aver	age Annual C	ompound Grov	wth Rates
	Base Yr. Level	Base Yr.+1yr.	Base Yr.+5yrs.	Base Yr.+10yrs.	Base Yr.+15yrs.	Base Yr. to +1	Base Yr. to +5	Base Yr. to +10	Base Yr. to +15
Passenger Enplanements									
Air Carrier/Commuter	6,031,630	6,596,700	7,355,300	8,196,600	9,148,500	9.4%	4.0%	3.1%	2.8%
Operations									
<u>Itinerant</u>									
Air carrier/Commuter/Air Taxi	118,863	128,583	142,518	157,996	174,813	8.2%	3.7%	2.9%	2.6%
General aviation	6,820	6,549	6,644	6,764	6,885	-4.0%	-0.5%	-0.1%	0.1%
Military	886	920	920	920	920	3.8%	0.0%	0.0%	0.0%
Local									
General aviation	2,061	2,359	2,371	2,387	2,404	14.4%	2.8%	1.5%	1.0%
Military	1,329	1,380	1,380	1,380	1,380	3.8%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	129,959	139,791	153,833	169,447	186,402	7.6 %	3.4%	2.7%	2.4%
Instrument Operations				Noti	ncluded in this Fo	orecast			
Peak Hour Operations				Noti	ncluded in this Fo	orecast			
Freight Cargo (enplaned + deplaned metric tons)	109,197	115,550	144,853	187,553	229,761	5.8%	5.8%	5.6%	4.6%
Based Aircraft									
Single Engine (Nonjet)	2	2	2	2	2	0.0%	0.0%	0.0%	0.0%
Multi Engine (Nonjet)	3	3	3	3	3	0.0%	0.0%	0.0%	0.0%
Jet Engine	13	13	13	13	13	0.0%	0.0%	0.0%	0.0%
Helicopter	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
Other	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%



TOTAL	18	18	18	18	18	0.0%	0.0%	0.0%	0.0%
Operational Factors									
	Base Yr. Level	Base Yr.+1yr.	Base Yr.+5yrs.	Base Yr.+10yrs.	Base Yr.+15yrs.				
Average aircraft size (seats)	136.2	136.4	137.3	138.4	139.6				
Average enplaning load factor	82.3%	82.4%	82.9%	83.4%	83.9%				
GA operations per based aircraft	493.4	494.9	500.8	508.4	516.1				

Notes: Values may not add due to rounding

Source: RS&H, 2020



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2.7 APPENDIX A – DESIGN DAY FLIGHT SCHEDULES

Baseline

Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AA	321	187	147	PHX	10:33:00 PM	RON		A5	GATE	А	ML
AA	321	187	147	RON		DFW	12:35:00 AM	A5	GATE	А	ML
AA	321	187	147	DFW	11:59:00 PM	RON		A2	GATE	А	ML
AA	321	187		RON		РНХ	6:00:00 AM	A2	GATE	А	ML
AA	32B	181	143	DFW	8:24:00 PM	RON		A4	TOWED	А	ML
AA	32B	181		RON		DFW	6:05:00 AM	A5	TOWED	А	ML
AA	E75	76	60	LAX	11:47:00 PM	RON		A4	GATE	А	RG
AA	E75	76		RON		LAX	7:00:00 AM	A4	GATE	А	RG
AA	738	160	126	DFW	6:21:00 PM	RON		A4	TOWED	А	ML
AA	738	160	126	RON		DFW	8:00:00 AM	A2	TOWED	A	ML
AA	E75	76	60	LAX	8:27:00 AM	LAX	9:00:00 AM	A5	GATE	А	RG
AA	738	160	126	ORD	7:23:00 PM	RON		A5	TOWED	А	ML
AA	738	160		RON		РНХ	9:20:00 AM	A2	TOWED	А	ML
AA	738	160	126	РНХ	9:44:00 AM	ORD	10:40:00 AM	A4	GATE	А	ML
AA	321	187	147	DFW	10:53:00 AM	DFW	11:50:00 AM	A5	GATE	А	ML
AA	320	150	118	РНХ	11:56:00 AM	РНХ	12:41:00 PM	A2	GATE	А	ML
AA	E75	76	60	LAX	12:38:00 PM	LAX	1:08:00 PM	A4	GATE	А	RG



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AA	32B	181	143	DFW	1:09:00 PM	DFW	2:10:00 PM	A5	GATE	А	ML
AA	320	150	118	PHX	3:27:00 PM	РНХ	4:14:00 PM	A2	GATE	А	ML
AA	E75	76	60	LAX	5:00:00 PM	LAX	5:35:00 PM	A5	GATE	А	RG
AA	320	150	118	РНХ	6:42:00 PM	РНХ	7:22:00 PM	A2	TOWED	A	ML
AA	321	187	147	CLT	8:41:00 PM	CLT	10:15:00 PM	A2	GATE	A	ML
AC	CR9	76	60	YVR	12:15:00 PM	YVR	12:50:00 PM	A13	GATE	A	INT
AerM	738	186	147	GDL	9:35:00 PM	GDL	11:20:00 PM	B10	GATE	В	INT
AS	E75	73	58	SEA	11:15:00 PM	RON		B7	GATE	В	RG
AS	E75	73		RON		SAN	6:00:00 AM	B7	GATE	В	RG
AS	73J	178	140	SAN	7:40:00 PM	RON		B10	TOWED	В	ML
AS	73J	178		RON		SEA	6:25:00 AM	B5	TOWED	В	ML
AS	E75	73	58	PDX	8:15:00 AM	PDX	8:55:00 AM	В9	GATE	В	RG
AS	73H	159	125	OGG	6:45:00 PM	RON		B10	TOWED	В	ML
AS	73H	159		RON		OGG	10:00:00 AM	B7	TOWED	В	ML
AS	DH4	76	60	BOI	9:30:00 AM	PDX	10:10:00 AM	B5B	GATE	В	RG
AS	E75	73	58	SAN	10:05:00 AM	SEA	10:45:00 AM	B9	GATE	В	RG
AS	73H	159	125	KOA	9:20:00 PM	RON		B7	TOWED	В	ML
AS	73H	159		RON		KOA	11:55:00 AM	B7	TOWED	В	ML
AS	73J	178	140	SEA	8:30:00 AM	SEA	12:50:00 PM	B22	TOWED	В	ML
AS	E75	76	60	SAN	1:05:00 PM	SAN	1:45:00 PM	В9	GATE	В	RG
AS	DH4	76	60	PDX	1:45:00 PM	PDX	2:25:00 PM	B5B	GATE	В	RG



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AS	73J	178	140	SEA	10:00:00 AM	SEA	2:35:00 PM	B5	GATE	В	ML
AS	E75	76	60	SAN	3:35:00 PM	SAN	4:15:00 PM	B9	GATE	В	RG
AS	DH4	76	60	PDX	4:45:00 PM	BOI	5:25:00 PM	B5B	GATE	В	RG
AS	73J	178	140	SEA	11:55:00 AM	SEA	6:35:00 PM	B7	GATE	В	ML
AS	73J	178	140	SEA	1:40:00 PM	SEA	8:10:00 PM	B22	TOWED	В	ML
AS	73J	178	140	SEA	5:40:00 PM	SAN	8:35:00 PM	B5	GATE	В	ML
AS	E75	73	58	PDX	8:10:00 PM	PDX	8:50:00 PM	B9	GATE	В	RG
DL	739	180	142	MSP	9:48:00 PM	RON		A3	TOWED	A	ML
DL	739	180		RON		MSP	6:00:00 AM	A3	TOWED	A	ML
DL	738	160	126	SLC	11:04:00 PM	RON		A12	GATE	A	ML
DL	738	160		RON		SLC	6:05:00 AM	A12	GATE	А	ML
DL	738	160	126	LAX	11:20:00 PM	RON		A10	GATE	А	ML
DL	738	160		RON		LAX	6:15:00 AM	A10	GATE	А	ML
DL	739	180	142	ATL	10:40:00 PM	RON		Al	GATE	А	ML
DL	739	180		RON		ATL	6:30:00 AM	Al	GATE	А	ML
DL	E75	76	60	SEA	10:46:00 PM	RON		A3	TOWED	A	RG
DL	E75	76		RON		SEA	7:00:00 AM	A13	TOWED	А	RG
DL	E7W	76	60	SLC	9:38:00 AM	SLC	10:20:00 AM	A12	GATE	А	RG
DL	E75	76	60	SEA	9:51:00 AM	SEA	10:25:00 AM	Al	GATE	А	RG
DL	E75	76	60	LAX	10:05:00 AM	LAX	10:35:00 AM	A13	GATE	А	RG
DL	738	160	126	DTW	10:30:00 AM	MSP	11:40:00 AM	A10	GATE	A	ML



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	739	180	142	ATL	11:14:00 AM	ATL	12:00:00 PM	A1	GATE	А	ML
DL	E75	76	60	LAX	11:34:00 AM	LAX	12:04:00 PM	A3	GATE	А	RG
DL	E75	76	60	SEA	11:54:00 AM	SEA	12:30:00 PM	A12	GATE	A	RG
DL	738	160	126	SLC	12:14:00 PM	SLC	1:45:00 PM	A10	GATE	A	ML
DL	738	160	126	MSP	1:27:00 PM	MSP	2:10:00 PM	A1	GATE	A	ML
DL	E75	76	60	LAX	3:43:00 PM	LAX	4:13:00 PM	A3	GATE	A	RG
DL	E7W	76	60	SLC	4:18:00 PM	SLC	4:50:00 PM	A12	GATE	A	RG
DL	E75	76	60	SEA	5:10:00 PM	SEA	5:30:00 PM	A3	GATE	A	RG
DL	E75	76	60	SLC	5:57:00 PM	SLC	6:40:00 PM	A1	GATE	A	RG
DL	E75	76	60	LAX	6:29:00 PM	LAX	6:59:00 PM	A12	GATE	A	RG
DL	E75	76	60	SEA	6:56:00 PM	SEA	7:30:00 PM	A3	GATE	A	RG
DL	738	160	126	MSP	7:49:00 PM	DTW	10:30:00 PM	A13	GATE	A	ML
DL	739	180	142	ATL	5:40:00 PM	ATL	10:40:00 PM	A10	GATE	A	ML
HW	321	189	149	OGG	8:50:00 PM	RON		B4	TOWED	В	ML
HW	321	189		RON		HNL	7:50:00 AM	B4	TOWED	В	ML
HW	321	189	149	HNL	9:30:00 PM	RON		B4	TOWED	В	ML
HW	321	189		RON		OGG	9:00:00 AM	B4	TOWED	В	ML
JB	320	150	118	LGB	8:06:00 AM	LGB	8:46:00 AM	B6	GATE	В	LC
JB	320	150	118	LGB	1:50:00 PM	LGB	2:30:00 PM	B6	GATE	В	LC
JB	321	200	158	JFK	8:37:00 PM	JFK	10:17:00 PM	B6	GATE	В	LC
JB	320	150	118	BOS	10:37:00 PM	BOS	11:57:00 PM	B8	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
LF	ERJ	30	24	SBA	1:30:00 PM	SBA	2:25:00 PM	B10	GATE	В	LC
MNA	73G	126	99	MSP	10:55:00 PM	MSP	11:55:00 PM	B22	GATE	В	LC
UA	739	179	141	IAH	11:51:00 PM	RON		A15	GATE	А	ML
UA	739	179	141	RON		IAH	12:25:00 AM	A15	GATE	A	ML
UA	319	128	101	EWR	9:57:00 PM	RON		A15	TOWED	A	ML
UA	319	128		RON		IAH	5:35:00 AM	A15	TOWED	A	ML
UA	E7W	76	60	SFO	11:56:00 PM	RON		A14	GATE	A	RG
UA	E7W	76		RON		SFO	5:49:00 AM	A14	GATE	A	RG
UA	738	166	131	ORD	6:40:00 PM	RON		A14	TOWED	A	ML
UA	738	166		RON		DEN	6:26:00 AM	A16/A16A	TOWED	A	ML
UA	738	166	131	DEN	8:47:00 PM	RON		A15	TOWED	A	ML
UA	738	166		RON		ORD	6:50:00 AM	A17	TOWED	A	ML
UA	CRJ	50	39	LAX	9:25:00 PM	RON		A14	TOWED	A	RG
UA	CRJ	50		RON		SFO	8:20:00 AM	A15	TOWED	A	RG
UA	319	128	101	DEN	11:56:00 PM	RON		A16/A16A	GATE	А	ML
UA	319	128		RON		IAD	8:25:00 AM	A16/A16A	GATE	A	ML
UA	738	166	131	ORD	11:47:00 PM	RON		A17	TOWED	А	ML
UA	738	166		RON		DEN	9:15:00 AM	A17	TOWED	А	ML
UA	CRJ	50	39	SFO	9:42:00 AM	LAX	10:15:00 AM	A15	GATE	А	RG
UA	E7W	76	60	DEN	9:22:00 AM	SFO	10:20:00 AM	A14	GATE	А	RG
UA	CRJ	50	39	LAX	10:51:00 AM	LAX	12:00:00 PM	A15	GATE	A	RG



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
UA	739	179	141	DEN	11:08:00 AM	DEN	12:45:00 PM	A16/A16A	GATE	А	ML
UA	319	128	101	IAH	12:06:00 PM	IAH	1:05:00 PM	A17	GATE	А	ML
UA	73G	126	99	ORD	12:46:00 PM	ORD	1:55:00 PM	A14	GATE	А	ML
UA	CRJ	50	39	SFO	1:59:00 PM	SFO	2:29:00 PM	A15	GATE	A	RG
UA	CR7	70	55	DEN	3:06:00 PM	DEN	4:01:00 PM	A16/A16A	GATE	A	RG
UA	CRJ	50	39	LAX	4:11:00 PM	LAX	4:45:00 PM	A17	GATE	А	RG
UA	E7W	76	60	SFO	5:16:00 PM	DEN	5:55:00 PM	A14	GATE	A	RG
UA	CRJ	50	39	SFO	8:25:00 PM	SFO	8:55:00 PM	A14	GATE	A	RG
UA	319	128	101	IAD	8:15:00 PM	EWR	9:45:00 PM	A16/A16A	GATE	A	ML
UA	319	128	101	IAH	9:18:00 PM	ORD	11:05:00 PM	A17	GATE	A	ML
Volar	320	174	137	GDL	10:39:00 PM	GDL	11:54:00 PM	B10	GATE	В	INT
WN	73W	143	113	РНХ	12:20:00 AM	LAS	5:00:00 AM	B12	GATE	В	LC
WN	73W	143	113	BUR	9:45:00 PM	RON		B14	TOWED	В	LC
WN	73W	143		RON		LAX	5:05:00 AM	B14	TOWED	В	LC
WN	738	175	138	SAN	10:00:00 PM	RON		B16	TOWED	В	LC
WN	738	175		RON		MDW	5:10:00 AM	B16	TOWED	В	LC
WN	73H	175	138	SAN	12:20:00 AM	SAN	5:35:00 AM	B15	GATE	В	LC
WN	73W	143	113	ONT	9:45:00 PM	RON		B17	TOWED	В	LC
WN	73W	143		RON		РНХ	5:40:00 AM	B12	TOWED	В	LC
WN	73W	143	113	SNA	9:55:00 PM	RON		B18	TOWED	В	LC
WN	73W	143		RON		ONT	6:00:00 AM	B16	TOWED	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	113	РНХ	10:05:00 PM	RON		B20	TOWED	В	LC
WN	73W	143		RON		SEA	6:00:00 AM	B10	TOWED	В	LC
WN	7M8	175	138	DEN	11:35:00 PM	RON		B18	GATE	В	LC
WN	7M8	175		RON		AUS	6:00:00 AM	B18	GATE	В	LC
WN	73W	143	113	LAS	10:10:00 PM	RON		B14	GATE	В	LC
WN	73W	143		RON		DEN	6:15:00 AM	B14	GATE	В	LC
WN	73W	143	113	LAX	10:15:00 PM	RON		B15	TOWED	В	LC
WN	73W	143		RON		SNA	6:15:00 AM	B23	TOWED	В	LC
WN	73H	175	138	LAS	11:10:00 PM	RON		B20	GATE	В	LC
WN	73H	175		RON		BUR	6:15:00 AM	B20	GATE	В	LC
WN	73W	143	113	BUR	10:40:00 PM	RON		B19	GATE	В	LC
WN	73W	143		RON		SAN	6:25:00 AM	B19	GATE	В	LC
WN	73W	143	113	PDX	10:40:00 PM	RON		B17	GATE	В	LC
WN	73W	143		RON		PDX	7:00:00 AM	B17	GATE	В	LC
WN	73W	143	113	LAX	11:05:00 PM	RON		B12	TOWED	В	LC
WN	73W	143		RON		BUR	7:10:00 AM	B21	TOWED	В	LC
WN	73W	143	113	SEA	11:10:00 PM	RON		B23	TOWED	В	LC
WN	73W	143		RON		LAX	7:10:00 AM	B16	TOWED	В	LC
WN	73W	143	113	ONT	11:15:00 PM	RON		B21	TOWED	В	LC
WN	73W	143		RON		SAN	7:35:00 AM	B14	TOWED	В	LC
WN	73W	143	113	SAN	11:15:00 PM	RON		B14	TOWED	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143		RON		SEA	7:50:00 AM	B23	TOWED	В	LC
WN	73W	143	113	SEA	7:05:00 AM	BUR	8:00:00 AM	B19	GATE	В	LC
WN	73H	175	138	MDW	11:25:00 PM	RON		B16	TOWED	В	LC
WN	73H	175		RON		LAS	8:00:00 AM	B16	TOWED	В	LC
WN	73W	143	113	ONT	7:15:00 AM	SAN	8:25:00 AM	B23	GATE	В	LC
WN	73W	143	113	LAS	7:55:00 AM	LAX	8:50:00 AM	B14	GATE	В	LC
WN	7M8	175	138	PDX	8:05:00 AM	DAL	8:55:00 AM	B15	GATE	В	LC
WN	73W	143	113	PHX	8:10:00 AM	DEN	8:55:00 AM	B10	GATE	В	LC
WN	73W	143	113	SAN	8:10:00 AM	ONT	9:00:00 AM	B18	GATE	В	LC
WN	73W	143	113	BUR	8:20:00 AM	SAN	9:20:00 AM	B17	GATE	В	LC
WN	73H	175	138	LGB	8:45:00 AM	STL	9:35:00 AM	B19	GATE	В	LC
WN	73W	143	113	SNA	8:25:00 AM	BUR	10:10:00 AM	B20	GATE	В	LC
WN	73W	143	113	SAN	9:25:00 AM	SNA	10:15:00 AM	B21	GATE	В	LC
WN	73W	143	113	DEN	9:35:00 AM	PDX	10:20:00 AM	B23	GATE	В	LC
WN	738	175	138	LAX	9:10:00 AM	BWI	10:40:00 AM	B12	GATE	В	LC
WN	73W	143	113	BUR	9:50:00 AM	SAN	10:45:00 AM	B14	GATE	В	LC
WN	7M8	175	138	РНХ	10:00:00 AM	мсо	11:00:00 AM	B15	GATE	В	LC
WN	73W	143	113	SNA	10:15:00 AM	ONT	11:00:00 AM	B16	GATE	В	LC
WN	73W	143	113	LAX	10:25:00 AM	SEA	11:00:00 AM	B18	GATE	В	LC
WN	73W	143	113	SEA	10:25:00 AM	LAS	11:05:00 AM	B17	GATE	В	LC
WN	73W	143	113	SAN	10:30:00 AM	BUR	11:10:00 AM	B19	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	113	ONT	10:35:00	РНХ	11:30:00	B22	GATE	В	LC
WN	73W	143	113	BUR	11:00:00 AM	SAN	11:35:00 AM	B23	GATE	В	LC
WN	73W	143	113	LAS	11:00:00 AM	LAX	11:50:00 AM	B20	GATE	В	LC
WN	73W	143	113	PDX	11:20:00 AM	LAS	12:20:00 PM	B21	GATE	В	LC
WN	7M8	175	138	MDW	11:30:00 AM	SLC	12:20:00 PM	B15	GATE	В	LC
WN	73H	175	138	SAN	11:20:00 AM	SAN	12:40:00 PM	B12	GATE	В	LC
WN	73W	143	113	LAX	11:40:00 AM	BUR	12:55:00 PM	B14	GATE	В	LC
WN	73W	143	113	BUR	11:45:00 AM	BOI	1:00:00 PM	B17	GATE	В	LC
WN	73W	143	113	GEG	12:25:00 PM	DEN	1:15:00 PM	B19	GATE	В	LC
WN	73W	143	113	SAN	12:25:00 PM	LGB	1:20:00 PM	B18	GATE	В	LC
WN	73W	143	113	LAS	12:45:00 PM	SNA	1:25:00 PM	B16	GATE	В	LC
WN	73W	143	113	BUR	12:50:00 PM	LAS	1:40:00 PM	B20	GATE	В	LC
WN	73W	143	113	ONT	1:05:00 PM	ONT	2:05:00 PM	B14	GATE	В	LC
WN	73W	143	113	SNA	1:30:00 PM	BUR	2:40:00 PM	B23	GATE	В	LC
WN	73W	143	113	PDX	2:05:00 PM	РНХ	2:45:00 PM	B12	GATE	В	LC
WN	73W	143	113	SAN	2:10:00 PM	SAN	3:00:00 PM	B21	GATE	В	LC
WN	73W	143	113	BUR	2:15:00 PM	SEA	3:05:00 PM	B17	GATE	В	LC
WN	73W	143	113	SEA	2:30:00 PM	LAX	3:10:00 PM	B19	GATE	В	LC
WN	73H	175	138	DEN	2:25:00 PM	MDW	3:20:00 PM	B18	GATE	В	LC
WN	73W	143	113	AUS	2:35:00 PM	PDX	3:30:00 PM	B16	GATE	В	LC
WN	73W	143	113	LAS	2:55:00 PM	BUR	3:40:00 PM	B20	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	113	SLC	3:05:00 PM	SAN	4:10:00 PM	B14	GATE	В	LC
WN	73W	143	113	SAN	3:10:00 PM	DEN	4:30:00 PM	B15	GATE	В	LC
WN	73W	143	113	BOI	3:35:00 PM	РНХ	4:30:00 PM	B17	GATE	В	LC
WN	73W	143	113	LAX	3:40:00 PM	SNA	4:30:00 PM	B23	GATE	В	LC
WN	73W	143	113	STL	3:50:00 PM	GEG	4:40:00 PM	B12	GATE	В	LC
WN	73H	175	138	мсо	3:55:00 PM	BUR	4:45:00 PM	B19	GATE	В	LC
WN	73W	143	113	PHX	3:55:00 PM	ONT	4:55:00 PM	B18	GATE	В	LC
WN	73W	143	113	SAN	4:05:00 PM	LAS	5:05:00 PM	B21	GATE	В	LC
WN	73W	143	113	BUR	4:10:00 PM	LAX	5:10:00 PM	B16	GATE	В	LC
WN	73W	143	113	BWI	4:30:00 PM	SEA	5:25:00 PM	B20	GATE	В	LC
WN	73H	175	138	SAN	4:50:00 PM	SAN	5:35:00 PM	B14	GATE	В	LC
WN	73W	143	113	SNA	4:30:00 PM	BUR	5:45:00 PM	B10	GATE	В	LC
WN	73W	143	113	LGB	4:40:00 PM	PDX	5:50:00 PM	B22	GATE	В	LC
WN	73W	143	113	LAS	5:15:00 PM	SNA	6:05:00 PM	B17	GATE	В	LC
WN	73W	143	113	LAX	5:25:00 PM	LAX	6:25:00 PM	B23	GATE	В	LC
WN	73W	143	113	BUR	5:55:00 PM	РНХ	6:30:00 PM	B12	GATE	В	LC
WN	73W	143	113	ONT	5:55:00 PM	ONT	6:50:00 PM	B19	GATE	В	LC
WN	73H	175	138	DAL	6:05:00 PM	LGB	7:00:00 PM	B21	GATE	В	LC
WN	73W	143	113	DEN	6:15:00 PM	BUR	7:00:00 PM	B18	GATE	В	LC
WN	73H	175	138	SEA	6:35:00 PM	SAN	7:25:00 PM	B17	GATE	В	LC
WN	73W	143	113	SAN	6:20:00 PM	LAX	7:35:00 PM	B16	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	113	SNA	7:05:00 PM	LAS	8:05:00 PM	B20	GATE	В	LC
WN	73W	143	113	SAN	7:25:00 PM	РНХ	8:05:00 PM	B23	GATE	В	LC
WN	73W	143	113	BUR	7:35:00 PM	DEN	8:10:00 PM	B12	GATE	В	LC
WN	73W	143	113	LAX	7:35:00 PM	SAN	8:25:00 PM	B21	GATE	В	LC
WN	73W	143	113	LAS	7:45:00 PM	SNA	8:35:00 PM	B19	GATE	В	LC
WN	73W	143	113	PDX	8:00:00 PM	BUR	8:45:00 PM	B17	GATE	В	LC
WN	73W	143	113	ONT	8:15:00 PM	SEA	8:45:00 PM	B18	GATE	В	LC
WN	73W	143	113	РНХ	8:15:00 PM	LAX	9:20:00 PM	B16	GATE	В	LC
WN	73W	143	113	BUR	8:45:00 PM	SAN	9:30:00 PM	B20	GATE	В	LC
WN	73W	143	113	LAX	8:50:00 PM	ONT	9:55:00 PM	B19	GATE	В	LC
WN	73W	143	113	SAN	8:55:00 PM	LAS	10:15:00 PM	B21	GATE	В	LC
WN	73W	143	113	DEN	9:25:00 PM	SAN	10:20:00 PM	B23	GATE	В	LC
WN	73W	143	113	SEA	9:35:00 PM	PDX	10:25:00 PM	B12	GATE	В	LC



PAL 1

Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
UA	739	179	148	IAH	11:51:00 PM	RON		A15	GATE	A	ML
UA	739	179	148	RON		IAH	12:25:00 AM	A15	GATE	А	ML
UA	739	179	148	IAH	11:51:00 PM	RON		A11	GATE	A	ML
UA	739	179	148	RON		IAH	12:25:00 AM	A11	GATE	A	ML
AA	321	187	155	PHX	10:33:00 PM	RON		A5	GATE	А	ML
AA	321	187	155	RON		DFW	12:35:00 AM	A5	GATE	А	ML
WN	73W	143	119	PHX	12:20:00 AM	LAS	5:00:00 AM	B12	GATE	В	LC
WN	73W	143	119	BUR	9:45:00 PM	RON		B14	TOWED	В	LC
WN	73W	143	119	RON		LAX	5:05:00 AM	B14	TOWED	В	LC
WN	738	175	145	SAN	10:00:00 PM	RON		B16	TOWED	В	LC
WN	738	175	145	RON		MDW	5:10:00 AM	B16	TOWED	В	LC
WN	73H	175	145	SAN	12:20:00 AM	SAN	5:35:00 AM	B15	GATE	В	LC
UA	319	128	106	EWR	9:57:00 PM	RON		A15	TOWED	A	ML
UA	319	128	106	RON		IAH	5:35:00 AM	A15	TOWED	A	ML
WN	73W	143	119	ONT	9:45:00 PM	RON		B17	TOWED	В	LC
WN	73W	143	119	RON		РНХ	5:40:00 AM	B12	TOWED	В	LC
UA	E7W	76	63	SFO	11:56:00 PM	RON		A14	GATE	А	RG
UA	E7W	76	63	RON		SFO	5:49:00 AM	A14	GATE	А	RG
DL	739	180	149	MSP	9:48:00 PM	RON		A3	TOWED	А	ML
DL	739	180	149	RON		MSP	6:00:00 AM	A3	TOWED	А	ML



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	SNA	9:55:00 PM	RON		B18	TOWED	В	LC
WN	73W	143	119	RON		ONT	6:00:00 AM	B16	TOWED	В	LC
WN	73W	143	119	PHX	10:05:00 PM	RON		B20	TOWED	В	LC
WN	73W	143	119	RON		SEA	6:00:00 AM	B10	TOWED	В	LC
AS	E75	73	61	SEA	11:15:00 PM	RON		В7	GATE	В	RG
AS	E75	73	61	RON		SAN	6:00:00 AM	В7	GATE	В	RG
WN	7M8	175	145	DEN	11:35:00 PM	RON		B18	GATE	В	LC
WN	7M8	175	145	RON		AUS	6:00:00 AM	B18	GATE	В	LC
AA	321	187	155	DFW	11:59:00 PM	RON		A2	GATE	А	ML
AA	321	187	155	RON		РНХ	6:00:00 AM	A2	GATE	А	ML
AA	32B	181	150	DFW	8:24:00 PM	RON		A4	TOWED	А	ML
AA	32B	181	150	RON		DFW	6:05:00 AM	A5	TOWED	А	ML
DL	738	160	133	SLC	11:04:00 PM	RON		A12	GATE	А	ML
DL	738	160	133	RON		SLC	6:05:00 AM	A1	TOWED	А	ML
DL	738	160	133	SLC	11:04:00 PM	RON		A10	TOWED	А	ML
DL	738	160	133	RON		SLC	6:05:00 AM	A12	GATE	А	ML
WN	73W	143	119	LAS	10:10:00 PM	RON		B14	GATE	В	LC
WN	73W	143	119	RON		DEN	6:15:00 AM	B14	GATE	В	LC
WN	73W	143	119	LAX	10:15:00 PM	RON		B15	TOWED	В	LC
WN	73W	143	119	RON		SNA	6:15:00 AM	B23	TOWED	В	LC
WN	73H	175	145	LAS	11:10:00 PM	RON		B20	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73H	175	145	RON		BUR	6:15:00 AM	B20	GATE	В	LC
DL	738	160	133	LAX	11:20:00 PM	RON		A10	GATE	А	ML
DL	738	160	133	RON		LAX	6:15:00 AM	A10	GATE	А	ML
AS	73J	178	148	SAN	7:40:00 PM	RON		B10	TOWED	В	ML
AS	73J	178	148	RON		SEA	6:25:00 AM	B5	TOWED	В	ML
WN	73W	143	119	BUR	10:40:00 PM	RON		B19	GATE	В	LC
WN	73W	143	119	RON		SAN	6:25:00 AM	B19	GATE	В	LC
UA	738	166	138	ORD	6:40:00 PM	RON		A14	TOWED	А	ML
UA	738	166	138	RON		DEN	6:26:00 AM	A16/A16A	TOWED	А	ML
DL	739	180	149	ATL	10:40:00 PM	RON		Al	TOWED	А	ML
DL	739	180	149	RON		ATL	6:30:00 AM	Al	TOWED	А	ML
UA	738	166	138	DEN	8:47:00 PM	RON		A15	TOWED	А	ML
UA	738	166	138	RON		ORD	6:50:00 AM	A17	TOWED	А	ML
WN	73W	143	119	PDX	10:40:00 PM	RON		B17	GATE	В	LC
WN	73W	143	119	RON		PDX	7:00:00 AM	B17	GATE	В	LC
DL	E75	76	63	SEA	10:46:00 PM	RON		A3	TOWED	А	RG
DL	E75	76	63	RON		SEA	7:00:00 AM	A13	TOWED	А	RG
AA	E75	76	63	LAX	11:47:00 PM	RON		A4	GATE	А	RG
AA	E75	76	63	RON		LAX	7:00:00 AM	A4	GATE	А	RG
WN	73W	143	119	LAX	11:05:00 PM	RON		B12	TOWED	В	LC
WN	73W	143	119	RON		BUR	7:10:00 AM	B21	TOWED	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	SEA	11:10:00 PM	RON		B23	TOWED	В	LC
WN	73W	143	119	RON		LAX	7:10:00 AM	B16	TOWED	В	LC
WN	73W	143	119	ONT	11:15:00 PM	RON		B21	TOWED	В	LC
WN	73W	143	119	RON		SAN	7:35:00 AM	B14	TOWED	В	LC
HW	321	189	157	OGG	8:50:00 PM	RON		B4	TOWED	В	ML
HW	321	189	157	RON		HNL	7:50:00 AM	B4	TOWED	В	ML
WN	73W	143	119	SAN	11:15:00 PM	RON		B14	TOWED	В	LC
WN	73W	143	119	RON		SEA	7:50:00 AM	B23	TOWED	В	LC
WN	73W	143	119	SEA	7:05:00 AM	BUR	8:00:00 AM	B19	GATE	В	LC
AA	738	160	133	DFW	6:21:00 PM	RON		A4	TOWED	А	ML
AA	738	160	133	RON		DFW	8:00:00 AM	A2	TOWED	А	ML
WN	73H	175	145	MDW	11:25:00 PM	RON		B16	TOWED	В	LC
WN	73H	175	145	RON		LAS	8:00:00 AM	B16	TOWED	В	LC
UA	CRJ	50	41	LAX	9:25:00 PM	RON		A14	TOWED	А	RG
UA	CRJ	50	41	RON		SFO	8:20:00 AM	A15	TOWED	А	RG
WN	73W	143	119	ONT	7:15:00 AM	SAN	8:25:00 AM	B23	GATE	В	LC
UA	319	128	106	DEN	11:56:00 PM	RON		A16/A16A	GATE	А	ML
UA	319	128	106	RON		IAD	8:25:00 AM	A16/A16A	GATE	А	ML
JB	320	150	124	LGB	8:06:00 AM	LGB	8:46:00 AM	В6	GATE	В	LC
JB	320	150	124	LGB	8:06:00 AM	LGB	8:46:00 AM	B8	GATE	В	LC
WN	73W	143	119	LAS	7:55:00 AM	LAX	8:50:00 AM	B14	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	LAS	7:55:00 AM	LAX	8:50:00 AM	B12	GATE	В	LC
WN	7M8	175	145	PDX	8:05:00 AM	DAL	8:55:00 AM	B15	GATE	В	LC
WN	73W	143	119	РНХ	8:10:00 AM	DEN	8:55:00 AM	B10	GATE	В	LC
AS	E75	73	61	PDX	8:15:00 AM	PDX	8:55:00 AM	B9	GATE	В	RG
WN	73W	143	119	SAN	8:10:00 AM	ONT	9:00:00 AM	B18	GATE	В	LC
AA	E75	76	63	LAX	8:27:00 AM	LAX	9:00:00 AM	A5	GATE	A	RG
AA	E75	76	63	LAX	8:27:00 AM	LAX	9:00:00 AM	A4	GATE	A	RG
HW	321	189	157	HNL	9:30:00 PM	RON		B4	TOWED	В	ML
HW	321	189	157	RON		OGG	9:00:00 AM	B4	TOWED	В	ML
UA	738	166	138	ORD	11:47:00 PM	RON		A17	TOWED	А	ML
UA	738	166	138	RON		DEN	9:15:00 AM	A17	TOWED	А	ML
WN	73W	143	119	BUR	8:20:00 AM	SAN	9:20:00 AM	B17	GATE	В	LC
WN	73W	143	119	BUR	8:20:00 AM	SAN	9:20:00 AM	B16	GATE	В	LC
AA	738	160	133	ORD	7:23:00 PM	RON		A4	TOWED	А	ML
AA	738	160	133	RON		РНХ	9:20:00 AM	A2	TOWED	А	ML
WN	73H	175	145	LGB	8:45:00 AM	STL	9:35:00 AM	B19	GATE	В	LC
AS	73H	159	132	OGG	6:45:00 PM	RON		B10	TOWED	В	ML
AS	73H	159	132	RON		OGG	10:00:00 AM	B7	TOWED	В	ML
WN	73W	143	119	SNA	8:25:00 AM	BUR	10:10:00 AM	B20	GATE	В	LC
AS	DH4	76	63	BOI	9:30:00 AM	PDX	10:10:00 AM	B5B	GATE	В	RG
WN	73W	143	119	SAN	9:25:00 AM	SNA	10:15:00 AM	B21	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
UA	CRJ	50	41	SFO	9:42:00 AM	LAX	10:15:00 AM	A15	GATE	А	RG
UA	E7W	76	63	DEN	9:22:00 AM	SFO	10:20:00 AM	A14	GATE	А	RG
WN	73W	143	119	DEN	9:35:00 AM	PDX	10:20:00 AM	B23	GATE	В	LC
DL	E7W	76	63	SLC	9:38:00 AM	SLC	10:20:00 AM	A12	GATE	A	RG
DL	E7W	76	63	SLC	9:38:00 AM	SLC	10:20:00 AM	A3	GATE	A	RG
DL	E75	76	63	SEA	9:51:00 AM	SEA	10:25:00 AM	A1	GATE	A	RG
DL	E75	76	63	LAX	10:05:00 AM	LAX	10:35:00 AM	A13	GATE	A	RG
WN	738	175	145	LAX	9:10:00 AM	BWI	10:40:00 AM	B12	GATE	В	LC
AA	738	160	133	PHX	9:44:00 AM	ORD	10:40:00 AM	A4	GATE	A	ML
WN	73W	143	119	BUR	9:50:00 AM	SAN	10:45:00 AM	B14	GATE	В	LC
AS	E75	73	61	SAN	10:05:00 AM	SEA	10:45:00 AM	B9	GATE	В	RG
WN	7M8	175	145	РНХ	10:00:00 AM	мсо	11:00:00 AM	B15	GATE	В	LC
WN	7M8	175	145	РНХ	10:00:00 AM	мсо	11:00:00 AM	B10	GATE	В	LC
WN	73W	143	119	SNA	10:15:00 AM	ONT	11:00:00 AM	B16	GATE	В	LC
WN	73W	143	119	LAX	10:25:00 AM	SEA	11:00:00 AM	B18	GATE	В	LC
WN	73W	143	119	SEA	10:25:00 AM	LAS	11:05:00 AM	B17	GATE	В	LC
WN	73W	143	119	SAN	10:30:00 AM	BUR	11:10:00 AM	B19	GATE	В	LC
WN	73W	143	119	ONT	10:35:00 AM	РНХ	11:30:00 AM	B22	GATE	В	LC
WN	73W	143	119	BUR	11:00:00 AM	SAN	11:35:00 AM	B23	GATE	В	LC
DL	738	160	133	DTW	10:30:00 AM	MSP	11:40:00 AM	D1	GATE	А	ML
DL	738	160	133	DTW	10:30:00 AM	MSP	11:40:00 AM	A10	GATE	А	ML



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AA	321	187	155	DFW	10:53:00 AM	DFW	11:50:00 AM	A5	GATE	А	ML
AA	321	187	155	DFW	10:53:00 AM	DFW	11:50:00 AM	A11	GATE	А	ML
WN	73W	143	119	LAS	11:00:00 AM	LAX	11:50:00 AM	B20	GATE	В	LC
AS	73H	159	132	КОА	9:20:00 PM	KOA	11:55:00 AM	B7	TOWED	В	ML
AS	73H	159	132	RON		RON			TOWED	В	ML
UA	CRJ	50	41	LAX	10:51:00 AM	LAX	12:00:00 PM	A15	GATE	А	RG
DL	739	180	149	ATL	11:14:00 AM	ATL	12:00:00 PM	A1	GATE	A	ML
DL	E75	76	63	LAX	11:34:00 AM	LAX	12:04:00 PM	A3	GATE	А	RG
WN	73W	143	119	PDX	11:20:00 AM	LAS	12:20:00 PM	B21	GATE	В	LC
WN	73W	143	119	PDX	11:20:00 AM	LAS	12:20:00 PM	B10	GATE	В	LC
WN	7M8	175	145	MDW	11:30:00 AM	SLC	12:20:00 PM	B15	GATE	В	LC
DL	E75	76	63	SEA	11:54:00 AM	SEA	12:30:00 PM	A12	GATE	A	RG
WN	73H	175	145	SAN	11:20:00 AM	SAN	12:40:00 PM	B12	GATE	В	LC
AA	320	150	124	РНХ	11:56:00 AM	РНХ	12:41:00 PM	A2	GATE	A	ML
UA	739	179	148	DEN	11:08:00 AM	DEN	12:45:00 PM	A15	GATE	A	ML
UA	739	179	148	DEN	11:08:00 AM	DEN	12:45:00 PM	A16	GATE	A	ML
AS	73J	178	148	SEA	8:30:00 AM	SEA	12:50:00 PM	B22	TOWED	В	ML
AS	73J	178	148	SEA	8:30:00 AM	SEA	12:50:00 PM	B5	TOWED	В	ML
AC	CR9	76	63	YVR	12:15:00 PM	YVR	12:50:00 PM	D2	GATE	А	INT
AC	CR9	76	63	YVR	12:15:00 PM	YVR	12:50:00 PM	A13	GATE	А	INT
WN	73W	143	119	LAX	11:40:00 AM	BUR	12:55:00 PM	B14	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	BUR	11:45:00 AM	BOI	1:00:00 PM	B17	GATE	В	LC
UA	319	128	106	IAH	12:06:00 PM	IAH	1:05:00 PM	A17	GATE	А	ML
AA	E75	76	63	LAX	12:38:00 PM	LAX	1:08:00 PM	A4	GATE	А	RG
WN	73W	143	119	GEG	12:25:00 PM	DEN	1:15:00 PM	B19	GATE	В	LC
WN	73W	143	119	SAN	12:25:00 PM	LGB	1:20:00 PM	B18	GATE	В	LC
WN	73W	143	119	LAS	12:45:00 PM	SNA	1:25:00 PM	B16	GATE	В	LC
WN	73W	143	119	LAS	12:45:00 PM	SNA	1:25:00 PM	B15	GATE	В	LC
WN	73W	143	119	BUR	12:50:00 PM	LAS	1:40:00 PM	B20	GATE	В	LC
DL	738	160	133	SLC	12:14:00 PM	SLC	1:45:00 PM	A10	GATE	A	ML
DL	738	160	133	SLC	12:14:00 PM	SLC	1:45:00 PM	A11	GATE	A	ML
AS	E75	76	63	SAN	1:05:00 PM	SAN	1:45:00 PM	B9	GATE	В	RG
UA	73G	126	104	ORD	12:46:00 PM	ORD	1:55:00 PM	A14	GATE	A	ML
WN	73W	143	119	ONT	1:05:00 PM	ONT	2:05:00 PM	B14	GATE	В	LC
WN	73W	143	119	ONT	1:05:00 PM	ONT	2:05:00 PM	B12	GATE	В	LC
AA	32B	181	150	DFW	1:09:00 PM	DFW	2:10:00 PM	A5	GATE	A	ML
DL	738	160	133	MSP	1:27:00 PM	MSP	2:10:00 PM	A1	GATE	А	ML
LF	ERJ	30	25	SBA	1:30:00 PM	SBA	2:25:00 PM	B10	GATE	В	LC
LF	ERJ	30	25	SBA	1:30:00 PM	SBA	2:25:00 PM	C1	GATE	В	LC
AS	DH4	76	63	PDX	1:45:00 PM	PDX	2:25:00 PM	B5B	GATE	В	RG
UA	CRJ	50	41	SFO	1:59:00 PM	SFO	2:29:00 PM	A15	GATE	А	RG
JB	320	150	124	LGB	1:50:00 PM	LGB	2:30:00 PM	B6	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AS	73J	178	148	SEA	10:00:00 AM	SEA	2:35:00 PM	В5	TOWED	В	ML
WN	73W	143	119	SNA	1:30:00 PM	BUR	2:40:00 PM	B23	GATE	В	LC
WN	73W	143	119	PDX	2:05:00 PM	РНХ	2:45:00 PM	B12	GATE	В	LC
WN	73W	143	119	SAN	2:10:00 PM	SAN	3:00:00 PM	B21	GATE	В	LC
WN	73W	143	119	BUR	2:15:00 PM	SEA	3:05:00 PM	B17	GATE	В	LC
WN	73W	143	119	BUR	2:15:00 PM	SEA	3:05:00 PM	B22	GATE	В	LC
WN	73W	143	119	SEA	2:30:00 PM	LAX	3:10:00 PM	B19	GATE	В	LC
WN	73H	175	145	DEN	2:25:00 PM	MDW	3:20:00 PM	B18	GATE	В	LC
WN	73W	143	119	AUS	2:35:00 PM	PDX	3:30:00 PM	B16	GATE	В	LC
WN	73W	143	119	LAS	2:55:00 PM	BUR	3:40:00 PM	B20	GATE	В	LC
UA	CR7	70	58	DEN	3:06:00 PM	DEN	4:01:00 PM	A16/A16A	GATE	A	RG
WN	73W	143	119	SLC	3:05:00 PM	SAN	4:10:00 PM	B14	GATE	В	LC
DL	E75	76	63	LAX	3:43:00 PM	LAX	4:13:00 PM	A3	GATE	A	RG
AA	320	150	124	РНХ	3:27:00 PM	РНХ	4:14:00 PM	A2	GATE	А	ML
AS	E75	76	63	SAN	3:35:00 PM	SAN	4:15:00 PM	B9	GATE	В	RG
WN	73W	143	119	SAN	3:10:00 PM	DEN	4:30:00 PM	B15	GATE	В	LC
WN	73W	143	119	BOI	3:35:00 PM	РНХ	4:30:00 PM	B17	GATE	В	LC
WN	73W	143	119	LAX	3:40:00 PM	SNA	4:30:00 PM	B23	GATE	В	LC
WN	73W	143	119	STL	3:50:00 PM	GEG	4:40:00 PM	B12	GATE	В	LC
WN	73H	175	145	мсо	3:55:00 PM	BUR	4:45:00 PM	B19	GATE	В	LC
WN	73H	175	145	мсо	3:55:00 PM	BUR	4:45:00 PM	C2	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
UA	CRJ	50	41	LAX	4:11:00 PM	LAX	4:45:00 PM	A17	GATE	A	RG
DL	E7W	76	63	SLC	4:18:00 PM	SLC	4:50:00 PM	A12	GATE	A	RG
WN	73W	143	119	PHX	3:55:00 PM	ONT	4:55:00 PM	B18	GATE	В	LC
WN	73W	143	119	SAN	4:05:00 PM	LAS	5:05:00 PM	B21	GATE	В	LC
WN	73W	143	119	BUR	4:10:00 PM	LAX	5:10:00 PM	B16	GATE	В	LC
WN	73W	143	119	BUR	4:10:00 PM	LAX	5:10:00 PM	C3	GATE	В	LC
WN	73W	143	119	BWI	4:30:00 PM	SEA	5:25:00 PM	B20	GATE	В	LC
AS	DH4	76	63	PDX	4:45:00 PM	BOI	5:25:00 PM	B5B	GATE	В	RG
DL	E75	76	63	SEA	5:10:00 PM	SEA	5:30:00 PM	A3	GATE	A	RG
WN	73H	175	145	SAN	4:50:00 PM	SAN	5:35:00 PM	B14	GATE	В	LC
AA	E75	76	63	LAX	5:00:00 PM	LAX	5:35:00 PM	A5	GATE	А	RG
WN	73W	143	119	SNA	4:30:00 PM	BUR	5:45:00 PM	B10	GATE	В	LC
WN	73W	143	119	LGB	4:40:00 PM	PDX	5:50:00 PM	B22	GATE	В	LC
UA	E7W	76	63	SFO	5:16:00 PM	DEN	5:55:00 PM	A14	GATE	А	RG
WN	73W	143	119	LAS	5:15:00 PM	SNA	6:05:00 PM	B17	GATE	В	LC
WN	73W	143	119	LAX	5:25:00 PM	LAX	6:25:00 PM	B23	GATE	В	LC
WN	73W	143	119	LAX	5:25:00 PM	LAX	6:25:00 PM	B15	GATE	В	LC
WN	73W	143	119	BUR	5:55:00 PM	РНХ	6:30:00 PM	B12	GATE	В	LC
AS	73J	178	148	SEA	11:55:00 AM	SEA	6:35:00 PM	В7	GATE	В	ML
DL	E75	76	63	SLC	5:57:00 PM	SLC	6:40:00 PM	Al	GATE	А	RG
WN	73W	143	119	ONT	5:55:00 PM	ONT	6:50:00 PM	B19	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	E75	76	63	LAX	6:29:00 PM	LAX	6:59:00 PM	A12	GATE	A	RG
WN	73H	175	145	DAL	6:05:00 PM	LGB	7:00:00 PM	B21	GATE	В	LC
WN	73W	143	119	DEN	6:15:00 PM	BUR	7:00:00 PM	B18	GATE	В	LC
AA	320	150	124	PHX	6:42:00 PM	РНХ	7:22:00 PM	A2	TOWED	А	ML
AA	320	150	124	РНХ	6:42:00 PM	РНХ	7:22:00 PM	A5	GATE	A	ML
WN	73H	175	145	SEA	6:35:00 PM	SAN	7:25:00 PM	B17	GATE	В	LC
WN	73H	175	145	SEA	6:35:00 PM	SAN	7:25:00 PM	B14	GATE	В	LC
DL	E75	76	63	SEA	6:56:00 PM	SEA	7:30:00 PM	A3	GATE	A	RG
WN	73W	143	119	SAN	6:20:00 PM	LAX	7:35:00 PM	B16	GATE	В	LC
WN	73W	143	119	SNA	7:05:00 PM	LAS	8:05:00 PM	B20	GATE	В	LC
WN	73W	143	119	SAN	7:25:00 PM	РНХ	8:05:00 PM	B23	GATE	В	LC
AS	73J	178	148	SEA	1:40:00 PM	SEA	8:10:00 PM	B22	TOWED	В	ML
WN	73W	143	119	BUR	7:35:00 PM	DEN	8:10:00 PM	B12	GATE	В	LC
WN	73W	143	119	LAX	7:35:00 PM	SAN	8:25:00 PM	B21	GATE	В	LC
AS	73J	178	148	SEA	5:40:00 PM	SAN	8:35:00 PM	В5	GATE	В	ML
WN	73W	143	119	LAS	7:45:00 PM	SNA	8:35:00 PM	B19	GATE	В	LC
WN	73W	143	119	PDX	8:00:00 PM	BUR	8:45:00 PM	B17	GATE	В	LC
WN	73W	143	119	ONT	8:15:00 PM	SEA	8:45:00 PM	B18	GATE	В	LC
WN	73W	143	119	ONT	8:15:00 PM	SEA	8:45:00 PM	B15	GATE	В	LC
AS	E75	73	61	PDX	8:10:00 PM	PDX	8:50:00 PM	В9	GATE	В	RG
UA	CRJ	50	41	SFO	8:25:00 PM	SFO	8:55:00 PM	A14	GATE	А	RG


Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	PHX	8:15:00 PM	LAX	9:20:00 PM	B16	GATE	В	LC
WN	73W	143	119	BUR	8:45:00 PM	SAN	9:30:00 PM	B20	GATE	В	LC
UA	319	128	106	IAD	8:15:00 PM	EWR	9:45:00 PM	A16/A16A	GATE	A	ML
WN	73W	143	119	LAX	8:50:00 PM	ONT	9:55:00 PM	B19	GATE	В	LC
AerM	738	186	154	GDL	8:00:00 PM	GDL	10:00:00 PM	B10	GATE	В	INT
AA	321	187	155	CLT	8:41:00 PM	CLT	10:15:00 PM	A2	GATE	А	ML
WN	73W	143	119	SAN	8:55:00 PM	LAS	10:15:00 PM	B21	GATE	В	LC
JB	321	200	166	JFK	8:37:00 PM	JFK	10:17:00 PM	B6	GATE	В	LC
WN	73W	143	119	DEN	9:25:00 PM	SAN	10:20:00 PM	B23	GATE	В	LC
WN	73W	143	119	SEA	9:35:00 PM	PDX	10:25:00 PM	B12	GATE	В	LC
DL	738	160	133	MSP	7:49:00 PM	DTW	10:30:00 PM	A13	GATE	А	ML
DL	739	180	149	ATL	5:40:00 PM	ATL	10:40:00 PM	A10	GATE	А	ML
UA	319	128	106	IAH	9:18:00 PM	ORD	11:05:00 PM	A17	GATE	А	ML
AerM	738	186	154	GDL	9:35:00 PM	GDL	11:20:00 PM	B20	GATE	В	INT
Volar	320	174	144	GDL	10:39:00 PM	GDL	11:54:00 PM	B10	GATE	В	INT
JB	320	150	124	BOS	10:37:00 PM	BOS	11:57:00 PM	B8	GATE	В	LC



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Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
UA	739	179	149	IAH	11:51:00 PM	RON		A15	GATE	A	ML
UA	739	179	149	RON		IAH	12:25:00 AM	A15	GATE	A	ML
UA	739	179	149	IAH	11:51:00 PM	RON		A16/A16A	GATE	A	ML
UA	739	179	149	RON		IAH	12:25:00 AM	A16/A16A	GATE	A	ML
AA	321	187	156	РНХ	10:33:00 PM	RON		A5	GATE	A	ML
AA	321	187	156	RON		DFW	12:35:00 AM	A5	GATE	A	ML
WN	73W	143	119	РНХ	12:20:00 AM	LAS	5:00:00 AM	B12	GATE	В	LC
WN	73W	143	119	BUR	9:45:00 PM	RON		C8	GATE	В	LC
WN	73W	143	119	RON		LAX	5:05:00 AM	C8	GATE	В	LC
WN	738	175	146	SAN	10:00:00 PM	RON		B16	TOWED	В	LC
WN	738	175	146	RON		MDW	5:10:00 AM	B16	TOWED	В	LC
WN	73H	175	146	SAN	12:20:00 AM	SAN	5:35:00 AM	B15	GATE	В	LC
UA	319	128	107	EWR	9:57:00 PM	RON		A15	TOWED	A	ML
UA	319	128	107	RON		IAH	5:35:00 AM	A15	TOWED	A	ML
WN	73W	143	119	ONT	9:45:00 PM	RON		B17	TOWED	В	LC
WN	73W	143	119	RON		РНХ	5:40:00 AM	B12	TOWED	В	LC
UA	E7W	76	63	SFO	11:56:00 PM	RON		A14	GATE	A	RG
UA	E7W	76	63	RON		SFO	5:49:00 AM	A14	GATE	A	RG
DL	739	180	150	MSP	9:48:00 PM	RON		A3	TOWED	A	ML
DL	739	180	150	RON		MSP	6:00:00 AM	A3	TOWED	A	ML



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	SNA	9:55:00 PM	RON		B18	TOWED	В	LC
WN	73W	143	119	RON		ONT	6:00:00 AM	B22	TOWED	В	LC
WN	73W	143	119	SNA	9:55:00 PM	RON		С9	GATE	В	LC
WN	73W	143	119	RON		ONT	6:00:00 AM	С9	GATE	В	LC
WN	73W	143	119	PHX	10:05:00 PM	RON		B20	TOWED	В	LC
WN	73W	143	119	RON		SEA	6:00:00 AM	B10	TOWED	В	LC
AS	E75	73	61	SEA	11:15:00 PM	RON		B7	GATE	В	RG
AS	E75	73	61	RON		SAN	6:00:00 AM	B7	GATE	В	RG
WN	7M8	175	146	DEN	11:35:00 PM	RON		B18	GATE	В	LC
WN	7M8	175	146	RON		AUS	6:00:00 AM	B18	GATE	В	LC
AA	321	187	156	DFW	11:59:00 PM	RON		A2	GATE	A	ML
AA	321	187	156	RON		РНХ	6:00:00 AM	A2	GATE	A	ML
AA	32B	181	151	DFW	8:24:00 PM	RON		A4	TOWED	A	ML
AA	32B	181	151	RON		DFW	6:05:00 AM	A5	TOWED	A	ML
AA	32B	181	151	DFW	8:24:00 PM	RON		A5	TOWED	A	ML
AA	32B	181	151	RON		DFW	6:05:00 AM	A4	TOWED	A	ML
DL	738	160	133	SLC	11:04:00 PM	RON		A12	GATE	A	ML
DL	738	160	133	RON		SLC	6:05:00 AM	A12	GATE	A	ML
DL	738	160	133	SLC	11:04:00 PM	RON		D3	GATE	A	ML
DL	738	160	133	RON		SLC	6:05:00 AM	D3	GATE	A	ML
WN	73W	143	119	LAS	10:10:00 PM	RON		B14	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	RON		DEN	6:15:00 AM	B14	GATE	В	LC
WN	73W	143	119	LAX	10:15:00 PM	RON		B15	TOWED	В	LC
WN	73W	143	119	RON		SNA	6:15:00 AM	B23	TOWED	В	LC
WN	73H	175	146	LAS	11:10:00 PM	RON		B20	GATE	В	LC
WN	73H	175	146	RON		BUR	6:15:00 AM	B20	GATE	В	LC
DL	738	160	133	LAX	11:20:00 PM	RON		A10	GATE	A	ML
DL	738	160	133	RON		LAX	6:15:00 AM	A10	GATE	A	ML
AS	73J	178	148	SAN	7:40:00 PM	RON		B10	TOWED	В	ML
AS	73J	178	148	RON		SEA	6:25:00 AM	B5	TOWED	В	ML
WN	73W	143	119	BUR	10:40:00 PM	RON		B19	GATE	В	LC
WN	73W	143	119	RON		SAN	6:25:00 AM	B19	GATE	В	LC
UA	738	166	138	ORD	6:40:00 PM	RON		A14	TOWED	A	ML
UA	738	166	138	RON		DEN	6:26:00 AM	D1	GATE	A	ML
DL	739	180	150	ATL	10:40:00 PM	RON		A1	GATE	A	ML
DL	739	180	150	RON		ATL	6:30:00 AM	A1	GATE	A	ML
UA	738	166	138	DEN	8:47:00 PM	RON		A15	TOWED	A	ML
UA	738	166	138	RON		ORD	6:50:00 AM	A17	GATE	A	ML
WN	73W	143	119	PDX	10:40:00 PM	RON		B17	GATE	В	LC
WN	73W	143	119	RON		PDX	7:00:00 AM	B17	GATE	В	LC
DL	E75	76	63	SEA	10:46:00 PM	RON		A3	TOWED	A	RG
DL	E75	76	63	RON		SEA	7:00:00 AM	A13	TOWED	A	RG



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AA	320	150	125	LAX	11:47:00 PM	RON		D2	GATE	А	ML
AA	320	150	125	RON		LAX	7:00:00 AM	D2	GATE	A	ML
WN	73W	143	119	LAX	11:05:00 PM	RON		B12	TOWED	В	LC
WN	73W	143	119	RON		BUR	7:10:00 AM	B21	TOWED	В	LC
WN	73W	143	119	SEA	11:10:00 PM	RON		B23	TOWED	В	LC
WN	73W	143	119	RON		LAX	7:10:00 AM	B16	TOWED	В	LC
AS	E75	73	61	PDX	6:15:00 AM	PDX	7:35:00 AM	B5B	TOWED	В	RG
WN	73W	143	119	ONT	11:15:00 PM	RON		B21	TOWED	В	LC
WN	73W	143	119	RON		SAN	7:35:00 AM	B14	TOWED	В	LC
HW	321	189	158	OGG	8:50:00 PM	RON		B4	TOWED	В	ML
HW	321	189	158	RON		HNL	7:50:00 AM	B4	TOWED	В	ML
WN	73W	143	119	SAN	11:15:00 PM	RON		C11	TOWED	В	LC
WN	73W	143	119	RON		SEA	7:50:00 AM	C12	TOWED	В	LC
WN	73W	143	119	SEA	7:05:00 AM	BUR	8:00:00 AM	B19	GATE	В	LC
AA	738	160	133	DFW	6:21:00 PM	RON		A4	TOWED	A	ML
AA	738	160	133	RON		DFW	8:00:00 AM	A2	TOWED	A	ML
WN	73H	175	146	MDW	11:25:00 PM	RON		B16	TOWED	В	LC
WN	73H	175	146	RON		LAS	8:00:00 AM	B16	TOWED	В	LC
UA	E7W	76	63	LAX	9:25:00 PM	RON		D1	GATE	A	RG
UA	E7W	76	63	RON		SFO	8:20:00 AM	D1	TOWED	A	RG
WN	73W	143	119	ONT	7:15:00 AM	SAN	8:25:00 AM	B23	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
UA	319	128	107	DEN	11:56:00 PM	RON		D4	GATE	A	ML
UA	319	128	107	RON		IAD	8:25:00 AM	D4	GATE	A	ML
JB	320	150	125	LGB	8:06:00 AM	LGB	8:46:00 AM	B6	GATE	В	LC
JB	320	150	125	LGB	8:06:00 AM	LGB	8:46:00 AM	B8	GATE	В	LC
WN	73W	143	119	LAS	7:55:00 AM	LAX	8:50:00 AM	B14	GATE	В	LC
WN	73W	143	119	LAS	7:55:00 AM	LAX	8:50:00 AM	C8	GATE	В	LC
WN	7M8	175	146	PDX	8:05:00 AM	DAL	8:55:00 AM	B15	GATE	В	LC
WN	73W	143	119	PHX	8:10:00 AM	DEN	8:55:00 AM	C9	GATE	В	LC
WN	73W	143	119	PHX	8:10:00 AM	DEN	8:55:00 AM	C10	GATE	В	LC
AS	E75	73	61	PDX	8:15:00 AM	PDX	8:55:00 AM	B9	GATE	В	RG
WN	73W	143	119	SAN	8:10:00 AM	ONT	9:00:00 AM	B18	GATE	В	LC
AA	E75	76	63	LAX	8:27:00 AM	LAX	9:00:00 AM	A5	GATE	A	RG
AA	E75	76	63	LAX	8:27:00 AM	LAX	9:00:00 AM	A4	GATE	A	RG
HW	321	189	158	HNL	9:30:00 PM	RON		B4	TOWED	В	ML
HW	321	189	158	RON		OGG	9:00:00 AM	B4	TOWED	В	ML
UA	738	166	138	ORD	11:47:00 PM	RON		A17	GATE	A	ML
UA	738	166	138	RON		DEN	9:15:00 AM	A17	TOWED	A	ML
WN	73W	143	119	BUR	8:20:00 AM	SAN	9:20:00 AM	B17	GATE	В	LC
WN	73W	143	119	BUR	8:20:00 AM	SAN	9:20:00 AM	C12	GATE	В	LC
AA	738	160	133	ORD	7:23:00 PM	RON		A13	TOWED	A	ML
AA	738	160	133	RON		PHX	9:20:00 AM	A13	TOWED	A	ML



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73H	175	146	LGB	8:45:00 AM	STL	9:35:00 AM	B19	GATE	В	LC
AS	73H	159	133	OGG	6:45:00 PM	RON		B10	TOWED	В	ML
AS	73H	159	133	RON		OGG	10:00:00 AM	B7	TOWED	В	ML
WN	73W	143	119	SNA	8:25:00 AM	BUR	10:10:00 AM	B20	GATE	В	LC
AS	E75	73	61	BOI	9:30:00 AM	PDX	10:10:00 AM	B5A	TOWED	В	ML
WN	73W	143	119	SAN	9:25:00 AM	SNA	10:15:00 AM	B21	GATE	В	LC
UA	E7W	76	63	SFO	9:42:00 AM	LAX	10:15:00 AM	A16/A16A	TOWED	А	RG
UA	E7W	76	63	DEN	9:22:00 AM	SFO	10:20:00 AM	A14	GATE	A	RG
WN	73W	143	119	DEN	9:35:00 AM	PDX	10:20:00 AM	B23	GATE	В	LC
DL	E7W	76	63	SLC	9:38:00 AM	SLC	10:20:00 AM	A12	GATE	A	RG
DL	E7W	76	63	SLC	9:38:00 AM	SLC	10:20:00 AM	A3	GATE	A	RG
DL	E75	76	63	SEA	9:51:00 AM	SEA	10:25:00 AM	A1	GATE	A	RG
DL	E75	76	63	LAX	10:05:00 AM	LAX	10:35:00 AM	A13	GATE	A	RG
DL	E75	76	63	LAX	10:05:00 AM	LAX	10:35:00 AM	D6	GATE	А	RG
WN	738	175	146	LAX	9:10:00 AM	BWI	10:40:00 AM	B12	GATE	В	LC
AA	738	160	133	РНХ	9:44:00 AM	ORD	10:40:00 AM	A13	GATE	A	ML
AA	738	160	133	РНХ	9:44:00 AM	ORD	10:40:00 AM	A2	GATE	А	ML
WN	73W	143	119	BUR	9:50:00 AM	SAN	10:45:00 AM	C10	GATE	В	LC
AS	E75	73	61	SAN	10:05:00 AM	SEA	10:45:00 AM	B9	GATE	В	RG
WN	7M8	175	146	РНХ	10:00:00 AM	мсо	11:00:00 AM	B15	GATE	В	LC
WN	7M8	175	146	РНХ	10:00:00 AM	мсо	11:00:00 AM	С9	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	SNA	10:15:00	ONT	11:00:00	C12	GATE	В	LC
					AM		AM				
WN	73W	143	119	LAX	10:25:00	SEA	11:00:00	B14	GATE	В	LC
					AM		AM				
WN	73W	143	119	SEA	10:25:00	LAS	11:05:00	B16	GATE	В	LC
	70)4/	1.40	110	<u> </u>	<u>AM</u>		AM	011	0.475		
WN	/3W	143	119	SAN	10:30:00	BUK	11:10:00	СП	GAIE	В	LC
	70\\/	1.42	110	CAN	AM	DUD	AM	D17		D	
WIN	/3//	143	119	SAN	10:30:00	BUK	11:10:00	BI/	GAIE	В	LC
W/N	72\\/	1 / 2	110		10.25.00	DUV	11.20.00	POO	CATE	D	
WIN	/3//	143	117	ON	10.33.00	ГПА	A M	DZZ	GAIE	D	LC
WN	7.3W	143	119	BUR	11:00:00	SAN	11:35:00	B23	GATE	B	
	/011	140	117	DOIN	AM	57 (14	AM	020	0/112	b	10
DL	738	160	133	DTW	10:30:00	MSP	11:40:00	A10	GATE	А	ML
					AM		AM				
DL	738	160	133	DTW	10:30:00	MSP	11:40:00	D3	GATE	А	ML
					AM		AM				
AA	321	187	156	DFW	10:53:00	DFW	11:50:00	A5	GATE	А	ML
					AM		AM				
AA	321	187	156	DFW	10:53:00	DFW	11:50:00	D2	GATE	А	ML
					AM		AM				
WN	73W	143	119	LAS	11:00:00	LAX	11:50:00	B20	GATE	В	LC
					AM		AM				
AS	73H	159	133	KOA	9:20:00	RON		C5	GATE	В	ML
	7011	1.50	100	DON	PM	K0.4	11.55.00		0.475		
AS	73H	159	133	RON		KOA	11:55:00	C5	GAIE	В	ML
	E7\//	74	12		10.51.00		12:00:00	1		^	PC
UA		/0	63	LAX	AM	LAX	T2.00.00	טו	IOWED	A	ĸĠ
Δ٩	731	178	148	SEA	11.00.00	SEA	12.00.00	Cl	TOWED	B	M
~~	/03	170	140	5673	AM	SEA	PM	01	TOMED	b	/*IL
DL	739	180	150	ATL	11:14:00	ATL	12:00:00	A1	GATE	A	ML
					AM		PM				=
DL	738	160	133	LAX	11:34:00	LAX	12:04:00	D6	TOWED	A	ML
					AM		PM				
WN	73W	143	119	PDX	11:20:00	LAS	12:20:00	B21	GATE	В	LC
					AM		PM				
WN	73W	143	119	PDX	11:20:00	LAS	12:20:00	B15	GATE	В	LC
					AM		PM				
WN	7M8	175	146	MDW	11:30:00	SLC	12:20:00	C12	GATE	В	LC
					AM		PM				



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	E75	76	63	SEA	11:54:00	SEA	12:30:00	A3	GATE	А	RG
					AM		PM				
WN	73H	175	146	SAN	11:20:00 AM	SAN	12:40:00 PM	B12	GATE	В	LC
AA	320	150	125	РНХ	11:56:00 AM	PHX	12:41:00 PM	A2	GATE	А	ML
UA	739	179	149	DEN	11:08:00 AM	DEN	12:45:00 PM	A16/A16A	GATE	А	ML
UA	739	179	149	DEN	11:08:00 AM	DEN	12:45:00 PM	A15	GATE	А	ML
AS	73J	178	148	SEA	8:30:00 AM	SEA	12:50:00 PM	C7	TOWED	В	ML
AS	73J	178	148	SEA	8:30:00 AM	SEA	12:50:00 PM	B5B	TOWED	В	ML
AC	CR9	76	63	YVR	12:15:00 PM	YVR	12:50:00 PM	A13	GATE	А	INT
AC	CR9	76	63	YVR	12:15:00 PM	YVR	12:50:00 PM	D4	GATE	A	INT
WN	73W	143	119	LAX	11:40:00 AM	BUR	12:55:00 PM	B14	GATE	В	LC
WN	73W	143	119	BUR	11:45:00 AM	BOI	1:00:00 PM	B17	GATE	В	LC
UA	319	128	107	IAH	12:06:00 PM	IAH	1:05:00 PM	A17	GATE	A	ML
AA	320	150	125	LAX	12:38:00 PM	LAX	1:08:00 PM	A4	GATE	A	ML
WN	73W	143	119	GEG	12:25:00 PM	DEN	1:15:00 PM	B19	GATE	В	LC
WN	73W	143	119	GEG	12:25:00 PM	DEN	1:15:00 PM	C8	GATE	В	LC
WN	73W	143	119	SAN	12:25:00 PM	LGB	1:20:00 PM	B18	GATE	В	LC
WN	73W	143	119	LAS	12:45:00 PM	SNA	1:25:00 PM	B16	GATE	В	LC
WN	73W	143	119	LAS	12:45:00 PM	SNA	1:25:00 PM	C10	GATE	В	LC
WN	73W	143	119	BUR	12:50:00 PM	LAS	1:40:00 PM	B20	GATE	В	LC
DL	738	160	133	SLC	12:14:00 PM	SLC	1:45:00 PM	A10	GATE	А	ML
DL	738	160	133	SLC	12:14:00 PM	SLC	1:45:00 PM	A11	GATE	A	ML



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AS	E75	76	63	SAN	1:05:00 PM	SAN	1:45:00 PM	B9	GATE	В	RG
UA	73G	126	105	ORD	12:46:00 PM	ORD	1:55:00 PM	A14	GATE	A	ML
WN	73W	143	119	ONT	1:05:00 PM	ONT	2:05:00 PM	B15	GATE	В	LC
WN	73W	143	119	ONT	1:05:00 PM	ONT	2:05:00 PM	B12	GATE	В	LC
AA	32B	181	151	DFW	1:09:00 PM	DFW	2:10:00 PM	A5	GATE	A	ML
DL	738	160	133	MSP	1:27:00 PM	MSP	2:10:00 PM	A1	GATE	A	ML
LF	ERJ	30	25	SBA	1:30:00 PM	SBA	2:25:00 PM	B10	GATE	В	LC
LF	ERJ	30	25	SBA	1:30:00 PM	SBA	2:25:00 PM	C1	GATE	В	LC
AS	E75	73	61	PDX	1:45:00 PM	PDX	2:25:00 PM	B5A	TOWED	В	ML
UA	E7W	76	63	SFO	1:59:00 PM	SFO	2:29:00 PM	D1	TOWED	A	RG
JB	320	150	125	LGB	1:50:00 PM	LGB	2:30:00 PM	B6	GATE	В	LC
AS	73J	178	148	SEA	10:00:00 AM	SEA	2:35:00 PM	B5	GATE	В	ML
WN	73W	143	119	SNA	1:30:00 PM	BUR	2:40:00 PM	B23	GATE	В	LC
WN	73W	143	119	PDX	2:05:00 PM	РНХ	2:45:00 PM	C11	GATE	В	LC
WN	73W	143	119	SAN	2:10:00 PM	SAN	3:00:00 PM	B21	GATE	В	LC
WN	73W	143	119	BUR	2:15:00 PM	SEA	3:05:00 PM	B17	GATE	В	LC
WN	73W	143	119	BUR	2:15:00 PM	SEA	3:05:00 PM	C12	GATE	В	LC
WN	73W	143	119	SEA	2:30:00 PM	LAX	3:10:00 PM	B19	GATE	В	LC
WN	73H	175	146	DEN	2:25:00 PM	MDW	3:20:00 PM	B18	GATE	В	LC
WN	73W	143	119	AUS	2:35:00 PM	PDX	3:30:00 PM	B16	GATE	В	LC
WN	73W	143	119	LAS	2:55:00 PM	BUR	3:40:00 PM	B20	GATE	В	LC



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
UA	E7W	75	63	DEN	3:06:00 PM	DEN	4:01:00 PM	DI	TOWED	А	RG
WN	73W	143	119	SLC	3:05:00 PM	SAN	4:10:00 PM	B14	GATE	В	LC
DL	E75	76	63	LAX	3:43:00 PM	LAX	4:13:00 PM	A3	GATE	A	RG
AA	320	150	125	РНХ	3:27:00 PM	PHX	4:14:00 PM	A2	GATE	А	ML
AS	E75	76	63	SAN	3:35:00 PM	SAN	4:15:00 PM	B9	GATE	В	RG
WN	73W	143	119	SAN	3:10:00 PM	DEN	4:30:00 PM	B15	GATE	В	LC
WN	73W	143	119	BOI	3:35:00 PM	РНХ	4:30:00 PM	B17	GATE	В	LC
WN	73W	143	119	BOI	3:35:00 PM	PHX	4:30:00 PM	C8	GATE	В	LC
WN	73W	143	119	LAX	3:40:00 PM	SNA	4:30:00 PM	B23	GATE	В	LC
WN	73W	143	119	STL	3:50:00 PM	GEG	4:40:00 PM	B12	GATE	В	LC
WN	73H	175	146	мсо	3:55:00 PM	BUR	4:45:00 PM	B19	GATE	В	LC
WN	73H	175	146	мсо	3:55:00 PM	BUR	4:45:00 PM	С9	GATE	В	LC
UA	E7W	76	63	LAX	4:11:00 PM	LAX	4:45:00 PM	A14	TOWED	A	RG
DL	E7W	76	63	SLC	4:18:00 PM	SLC	4:50:00 PM	A12	GATE	A	RG
WN	73W	143	119	РНХ	3:55:00 PM	ONT	4:55:00 PM	B18	GATE	В	LC
WN	73W	143	119	SAN	4:05:00 PM	LAS	5:05:00 PM	B21	GATE	В	LC
WN	73W	143	119	BUR	4:10:00 PM	LAX	5:10:00 PM	B16	GATE	В	LC
WN	73W	143	119	BUR	4:10:00 PM	LAX	5:10:00 PM	C10	GATE	В	LC
JB	320	150	125	BOS	4:37:00 PM	BOS	5:20:00 PM	B6	TOWED	В	LC
WN	73W	143	119	BWI	4:30:00 PM	SEA	5:25:00 PM	B20	GATE	В	LC
AS	E75	73	61	PDX	4:45:00 PM	BOI	5:25:00 PM	B5A	TOWED	В	ML



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	E75	76	63	SEA	5:10:00	SEA	5:30:00	A3	GATE	А	RG
					PM		PM				
WN	73H	175	146	SAN	4:50:00 PM	SAN	5:35:00 PM	B14	GATE	В	LC
AA	E75	76	63	LAX	5:00:00 PM	LAX	5:35:00 PM	A5	GATE	А	RG
WN	73W	143	119	SNA	4:30:00 PM	BUR	5:45:00 PM	B10	GATE	В	LC
WN	73W	143	119	LGB	4:40:00 PM	PDX	5:50:00 PM	B22	GATE	В	LC
UA	E7W	76	63	SFO	5:16:00 PM	DEN	5:55:00 PM	A14	GATE	A	RG
WN	73W	143	119	LAS	5:15:00 PM	SNA	6:05:00 PM	B17	GATE	В	LC
WN	73W	143	119	LAX	5:25:00 PM	LAX	6:25:00 PM	B23	GATE	В	LC
WN	73W	143	119	LAX	5:25:00 PM	LAX	6:25:00 PM	C11	GATE	В	LC
WN	73W	143	119	BUR	5:55:00 PM	РНХ	6:30:00 PM	B12	GATE	В	LC
AS	73J	178	148	SEA	11:55:00 AM	SEA	6:35:00 PM	B7	GATE	В	ML
DL	E75	76	63	SLC	5:57:00 PM	SLC	6:40:00 PM	A1	GATE	А	RG
WN	73W	143	119	ONT	5:55:00 PM	ONT	6:50:00 PM	B19	GATE	В	LC
DL	E75	76	63	LAX	6:29:00 PM	LAX	6:59:00 PM	A12	GATE	A	RG
WN	73H	175	146	DAL	6:05:00 PM	LGB	7:00:00 PM	B21	GATE	В	LC
WN	73W	143	119	DEN	6:15:00 PM	BUR	7:00:00 PM	B18	GATE	В	LC
AA	320	150	125	PHX	6:42:00 PM	РНХ	7:22:00 PM	A2	TOWED	А	ML
AA	320	150	125	PHX	6:42:00 PM	РНХ	7:22:00 PM	D2	TOWED	A	ML
WN	73H	175	146	SEA	6:35:00 PM	SAN	7:25:00 PM	B17	GATE	В	LC
WN	73H	175	146	SEA	6:35:00 PM	SAN	7:25:00 PM	C8	GATE	В	LC
DL	E75	76	63	SEA	6:56:00 PM	SEA	7:30:00 PM	A3	GATE	А	RG



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	SAN	6:20:00	LAX	7:35:00	B16	GATE	В	LC
					PM		PM				
AerM	738	186	155	GDL	6:00:00	GDL	8:00:00	C1	GATE	В	INT
WN	73\//	1/3	119	SNIA	7:05:00	241	8.05.00	B20	GATE	B	
WIN	/3//	145	117	3147	PM	LAJ	PM	020	OAIL	D	
WN	73W	143	119	SAN	7:25:00	PHX	8:05:00	B23	GATE	В	LC
					PM		PM				
AS	73J	178	148	SEA	1:40:00	SEA	8:10:00	B5B	TOWED	В	ML
					PM		PM				
WN	73W	143	119	BUR	7:35:00	DEN	8:10:00	B12	GATE	В	LC
	7014	1.40	110	DUD	PM		PM		0.475		
WN	/3W	143	119	BUK	7:35:00	DEN	8:10:00	CY	GAIE	В	LC
WN	73\//	1/3	119	IAY	7:35:00	SAN	8.25.00	B21	GATE	B	
WIN	/ 5//	145	117	LAX	PM	341	0.25.00 PM	DZT	OAIL	D	
AS	73.J	178	148	SEA	5:40:00	SAN	8:35:00	B5	GATE	В	ML
					PM		PM				
WN	73W	143	119	LAS	7:45:00	SNA	8:35:00	B19	GATE	В	LC
					PM		PM				
WN	73W	143	119	PDX	8:00:00	BUR	8:45:00	B17	GATE	В	LC
	7011/	1.10	110	0.117	PM		PM				
WN	/3W	143	119	ONI	8:15:00 PM	SEA	8:45:00 PM	818	GAIE	В	LC
WN	73W	143	119	ONT	8.15.00	SEA	8:45:00	C10	GATE	B	
	7011	140	117	OIN	PM	SER	PM	010	OATE	D	10
AS	73H	159	133	PDX	8:10:00	PDX	8:50:00	C7	GATE	В	ML
					PM		PM				
UA	E7W	76	63	SFO	8:25:00	SFO	8:55:00	A14	TOWED	А	RG
					PM		PM				
WN	73W	143	119	PHX	8:15:00	LAX	9:20:00	B16	GATE	В	LC
	7014/	1.40	110		PM	CANL	PM	D 00			
WN	/3W	143	119	BUK	8:45:00	SAN	9:30:00	B20	GAIE	В	LC
	319	128	107		8.15.00	E/M/P	9:45:00	Δ16/Δ16Δ	GATE	۵	•
04	517	120	107	IAD	PM	LVVK	PM	ATOTATOA	OAIL	A	IVIL
UA	319	128	107	IAD	8:15:00	EWR	9:45:00	D4	GATE	Α	ML
					PM		PM		-		
Volar	320	174	145	GDL	8:39:00	GDL	9:54:00	B10	GATE	В	INT
					PM		PM				
WN	73W	143	119	LAX	8:50:00	ONT	9:55:00	B19	GATE	В	LC
					PM		PM				



Airline	Specific Airline Code	Seats (Total)	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AerM	738	186	155	GDL	8:00:00 PM	GDL	10:00:00 PM	B22	GATE	В	INT
AA	321	187	156	CLT	8:41:00 PM	CLT	10:15:00 PM	A13	GATE	A	ML
AA	321	187	156	CLT	8:41:00 PM	CLT	10:15:00 PM	D2	GATE	А	ML
WN	73W	143	119	SAN	8:55:00 PM	LAS	10:15:00 PM	B21	GATE	В	LC
JB	321	200	167	JFK	8:37:00 PM	JFK	10:17:00 PM	B6	GATE	В	LC
WN	73W	143	119	DEN	9:25:00 PM	SAN	10:20:00 PM	B23	GATE	В	LC
WN	73W	143	119	SEA	9:35:00 PM	PDX	10:25:00 PM	B12	GATE	В	LC
DL	738	160	133	MSP	7:49:00 PM	DTW	10:30:00 PM	D3	GATE	А	ML
DL	738	160	133	MSP	7:49:00 PM	DTW	10:30:00 PM	D6	GATE	А	ML
DL	739	180	150	ATL	5:40:00 PM	ATL	10:40:00 PM	A10	GATE	A	ML
UA	319	128	107	IAH	9:18:00 PM	ORD	11:05:00 PM	A17	GATE	A	ML
AerM	738	186	155	GDL	9:35:00 PM	GDL	11:20:00 PM	C1	GATE	В	INT
Volar	320	174	145	GDL	10:39:00 PM	GDL	11:54:00 PM	B10	GATE	В	INT
JB	320	150	125	BOS	10:37:00 PM	BOS	11:57:00 PM	B6	GATE	В	LC
JB	320	150	125	BOS	10:37:00 PM	BOS	11:57:00 PM	B8	GATE	В	LC



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Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
UA	739	179	149	IAH	11:51:00 PM	RON		A15	GATE	А	ML
UA	739	179	149	RON		IAH	12:25:00 AM	D5	GATE	A	ML
UA	739	179	149	IAH	11:51:00 PM	RON		D5	GATE	A	ML
UA	739	179	149	RON		IAH	12:25:00 AM	A15	GATE	A	ML
AA	321	187	156	PHX	10:33:00 PM	RON		A5	TOWED	А	ML
AA	321	187	156	RON		DFW	12:35:00 AM	A5	TOWED	А	ML
AA	321	187	157	PHX	10:33:00 PM	RON		A13	GATE	А	ML
AA	321	187	157	RON		DFW	12:35:00 AM	A13	GATE	А	ML
WN	73W	143	119	PHX	12:20:00 AM	LAS	5:00:00 AM	B12	GATE	В	LC
WN	73W	143	119	BUR	9:45:00 PM	RON		C8	GATE	В	LC
WN	73W	143	119	RON		LAX	5:05:00 AM	C8	GATE	В	LC
WN	738	175	146	SAN	10:00:00 PM	RON		B16	TOWED	В	LC
WN	738	175	146	RON		MDW	5:10:00 AM	B16	TOWED	В	LC
WN	73H	175	146	San	12:20:00 AM	SAN	5:35:00 AM	B15	GATE	В	LC
UA	319	128	107	EWR	9:57:00 PM	RON		A15	TOWED	А	ML
UA	319	128	107	RON		IAH	5:35:00 AM	A15	TOWED	А	ML
WN	73W	143	119	ONT	9:45:00 PM	RON		B17	TOWED	В	LC
WN	73W	143	119	RON		PHX	5:40:00 AM	B12	TOWED	В	LC
UA	E7W	76	63	SFO	11:56:00 PM	RON		A14	GATE	A	RG
UA	E7W	76	63	RON		SFO	5:49:00 AM	A14	GATE	A	RG



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	739	180	150	MSP	9:48:00 PM	RON		A3	TOWED	А	ML
DL	739	180	150	RON		MSP	6:00:00 AM	A3	TOWED	А	ML
WN	73W	143	119	SNA	9:55:00 PM	RON		B18	TOWED	В	LC
WN	73W	143	119	RON		ONT	6:00:00 AM	B22	TOWED	В	LC
WN	73W	143	119	SNA	9:55:00 PM	RON		C10	GATE	В	LC
WN	73W	143	119	RON		ONT	6:00:00 AM	C10	GATE	В	LC
WN	73W	143	119	РНХ	10:05:00 PM	RON		B20	TOWED	В	LC
WN	73W	143	119	RON		SEA	6:00:00 AM	B10	TOWED	В	LC
AS	E75	73	61	SEA	11:15:00 PM	RON		B7	GATE	В	RG
AS	E75	73	61	RON		SAN	6:00:00 AM	B7	GATE	В	RG
WN	7M8	175	146	DEN	11:35:00 PM	RON		B18	GATE	В	LC
WN	7M8	175	146	RON		AUS	6:00:00 AM	B18	GATE	В	LC
AA	321	187	156	DFW	11:59:00 PM	RON		A2	GATE	A	ML
AA	321	187	156	RON		РНХ	6:00:00 AM	A2	GATE	A	ML
AA	321	187	157	DFW	11:59:00 PM	RON		A4	GATE	A	ML
AA	321	187	157	RON		РНХ	6:00:00 AM	A5	TOWED	A	ML
AA	32B	181	151	DFW	8:24:00 PM	RON		A13	TOWED	A	ML
AA	32B	181	151	RON		DFW	6:05:00 AM	A4	GATE	A	ML
AA	32B	181	151	DFW	8:24:00 PM	RON		A5	TOWED	A	ML
AA	32B	181	151	RON		DFW	6:05:00 AM	A13	TOWED	A	ML
DL	738	160	133	SLC	11:04:00 PM	RON		A12	GATE	A	ML



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	738	160	133	RON		SLC	6:05:00 AM	A12	GATE	А	ML
DL	738	160	133	SLC	11:04:00 PM	RON		D4	GATE	А	ML
DL	738	160	133	RON		SLC	6:05:00 AM	D4	GATE	А	ML
WN	73W	143	119	LAS	10:10:00 PM	RON		B14	TOWED	В	LC
WN	73W	143	119	RON		DEN	6:15:00 AM	B14	TOWED	В	LC
WN	73W	143	119	LAX	10:15:00 PM	RON		B15	TOWED	В	LC
WN	73W	143	119	RON		SNA	6:15:00 AM	B23	GATE	В	LC
WN	73H	175	146	LAS	11:10:00 PM	RON		B20	GATE	В	LC
WN	73H	175	146	RON		BUR	6:15:00 AM	B20	GATE	В	LC
DL	738	160	133	LAX	11:20:00 PM	RON		A10	GATE	A	ML
DL	738	160	133	RON		LAX	6:15:00 AM	A10	GATE	A	ML
AS	73J	178	148	SAN	7:40:00 PM	RON		B10	TOWED	В	ML
AS	73J	178	148	RON		SEA	6:25:00 AM	B5	TOWED	В	ML
AS	73J	178	149	SAN	7:40:00 PM	RON		B5A	GATE	В	ML
AS	73J	178	149	RON		SEA	6:25:00 AM	B5A	GATE	В	ML
WN	73W	143	119	BUR	10:40:00 PM	RON		B19	GATE	В	LC
WN	73W	143	119	RON		SAN	6:25:00 AM	B19	GATE	В	LC
UA	738	166	138	ORD	6:40:00 PM	RON		A14	TOWED	A	ML
UA	738	166	138	RON		DEN	6:26:00 AM	D1	TOWED	A	ML
UA	738	166	139	ORD	6:40:00 PM	RON		A16A	TOWED	A	ML
UA	738	166	139	RON		DEN	6:26:00 AM	A16A	TOWED	A	ML



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	739	180	150	ATL	10:40:00 PM	RON		A1	GATE	А	ML
DL	739	180	150	RON		ATL	6:30:00 AM	A1	GATE	А	ML
UA	738	166	138	DEN	8:47:00 PM	RON		A15	TOWED	А	ML
UA	738	166	138	RON		ORD	6:50:00 AM	A17	GATE	A	ML
WN	73W	143	119	PDX	10:40:00 PM	RON		B17	GATE	В	LC
WN	73W	143	119	RON		PDX	7:00:00 AM	B17	GATE	В	LC
DL	E75	76	63	SEA	10:46:00 PM	RON		A3	TOWED	A	RG
DL	E75	76	63	RON		SEA	7:00:00 AM	A13	TOWED	A	RG
AA	320	150	125	LAX	11:47:00 PM	RON		D2	GATE	А	ML
AA	320	150	125	RON		LAX	7:00:00 AM	D2	GATE	A	ML
WN	73W	143	119	LAX	11:05:00 PM	RON		B12	TOWED	В	LC
WN	73W	143	119	RON		BUR	7:10:00 AM	B21	GATE	В	LC
WN	73W	143	119	SEA	11:10:00 PM	RON		B23	GATE	В	LC
WN	73W	143	119	RON		LAX	7:10:00 AM	B16	TOWED	В	LC
AS	E75	73	61	PDX	6:15:00 AM	PDX	7:35:00 AM	B5B	GATE	В	RG
WN	73W	143	119	ONT	11:15:00 PM	RON		B21	GATE	В	LC
WN	73W	143	119	RON		SAN	7:35:00 AM	B14	TOWED	В	LC
HW	321	189	158	OGG	8:50:00 PM	RON		B4	TOWED	В	ML
HW	321	189	158	RON		HNL	7:50:00 AM	B4	TOWED	В	ML
WN	73W	143	119	SAN	11:15:00 PM	RON		B14	TOWED	В	LC
WN	73W	143	119	RON		SEA	7:50:00 AM	C13	TOWED	В	LC



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	SEA	7:05:00 AM	BUR	8:00:00 AM	B19	GATE	В	LC
AA	738	160	133	DFW	6:21:00 PM	RON		A4	TOWED	А	ML
AA	738	160	133	RON		DFW	8:00:00 AM	A2	TOWED	А	ML
AA	738	160	134	DFW	6:21:00 PM	RON		A13	TOWED	A	ML
AA	738	160	134	RON		DFW	8:00:00 AM	A4	TOWED	A	ML
WN	73H	175	146	MDW	11:25:00 PM	RON		B16	TOWED	В	LC
WN	73H	175	146	RON		LAS	8:00:00 AM	B16	TOWED	В	LC
UA	E7W	76	63	LAX	9:25:00 PM	RON		D1	TOWED	A	RG
UA	E7W	76	63	RON		SFO	8:20:00 AM	D1	TOWED	A	RG
WN	73W	143	119	ONT	7:15:00 AM	SAN	8:25:00 AM	B23	GATE	В	LC
UA	319	128	107	DEN	11:56:00 PM	RON		A16/A16A	GATE	A	ML
UA	319	128	107	RON		IAD	8:25:00 AM	A16/A16A	GATE	A	ML
JB	320	150	125	LGB	8:06:00 AM	LGB	8:46:00 AM	B6	GATE	В	LC
JB	320	150	125	LGB	8:06:00 AM	LGB	8:46:00 AM	B8	GATE	В	LC
WN	73W	143	119	LAS	7:55:00 AM	LAX	8:50:00 AM	C8	GATE	В	LC
WN	73W	143	119	LAS	7:55:00 AM	LAX	8:50:00 AM	B14	GATE	В	LC
WN	73W	143	120	LAS	7:55:00 AM	LAX	8:50:00 AM	С9	GATE	В	LC
WN	7M8	175	146	PDX	8:05:00 AM	DAL	8:55:00 AM	B15	GATE	В	LC
WN	73W	143	119	PHX	8:10:00 AM	DEN	8:55:00 AM	C10	GATE	В	LC
WN	73W	143	119	РНХ	8:10:00 AM	DEN	8:55:00 AM	C11	GATE	В	LC
AS	E75	73	61	PDX	8:15:00 AM	PDX	8:55:00 AM	B9	GATE	В	RG



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	SAN	8:10:00 AM	ONT	9:00:00 AM	B18	GATE	В	LC
AA	E75	76	63	LAX	8:27:00 AM	LAX	9:00:00 AM	A5	GATE	A	RG
AA	E75	76	63	LAX	8:27:00 AM	LAX	9:00:00 AM	A4	GATE	A	RG
HW	321	189	158	HNL	9:30:00 PM	RON		B4	TOWED	В	ML
HW	321	189	158	RON		OGG	9:00:00 AM	B4	TOWED	В	ML
UA	738	166	138	ORD	11:47:00 PM	RON		A17	GATE	A	ML
UA	738	166	138	RON		DEN	9:15:00 AM	A17	TOWED	А	ML
WN	73W	143	119	BUR	8:20:00 AM	SAN	9:20:00 AM	B17	GATE	В	LC
WN	73W	143	119	BUR	8:20:00 AM	SAN	9:20:00 AM	C13	GATE	В	LC
AA	738	160	133	ORD	7:23:00 PM	RON		A13	TOWED	A	ML
AA	738	160	133	RON		РНХ	9:20:00 AM	A13	TOWED	A	ML
WN	73H	175	146	LGB	8:45:00 AM	STL	9:35:00 AM	B19	GATE	В	LC
AS	73H	159	133	OGG	6:45:00 PM	RON		B10	TOWED	В	ML
AS	73H	159	133	RON		OGG	10:00:00 AM	B7	TOWED	В	ML
WN	73W	143	119	SNA	8:25:00 AM	BUR	10:10:00 AM	B20	GATE	В	LC
AS	E75	73	61	BOI	9:30:00 AM	PDX	10:10:00 AM	B5A	GATE	В	ML
WN	73W	143	119	SAN	9:25:00 AM	SNA	10:15:00 AM	B21	GATE	В	LC
UA	E7W	76	63	SFO	9:42:00 AM	LAX	10:15:00 AM	D5	GATE	A	RG
UA	E7W	76	63	DEN	9:22:00 AM	SFO	10:20:00 AM	A14	GATE	А	RG
WN	73W	143	119	DEN	9:35:00 AM	PDX	10:20:00 AM	B23	GATE	В	LC
DL	E7W	76	63	SLC	9:38:00 AM	SLC	10:20:00 AM	A12	GATE	А	RG



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Тур
DL	E7W	76	63	SLC	9:38:00 AM	SLC	10:20:00 AM	A3	GATE	А	RG
DL	E75	76	63	SEA	9:51:00 AM	SEA	10:25:00 AM	A1	GATE	А	RG
DL	E75	76	63	LAX	10:05:00 AM	LAX	10:35:00 AM	A13	GATE	А	RG
DL	E75	76	63	LAX	10:05:00 AM	LAX	10:35:00 AM	D6	GATE	А	RG
WN	738	175	146	LAX	9:10:00 AM	BWI	10:40:00 AM	B12	GATE	В	LC
WN	738	175	147	LAX	9:10:00 AM	BWI	10:40:00 AM	C8	GATE	В	LC
AA	738	160	133	РНХ	9:44:00 AM	ORD	10:40:00 AM	A13	GATE	A	ML
AA	738	160	133	РНХ	9:44:00 AM	ORD	10:40:00 AM	A2	GATE	A	ML
WN	73W	143	119	BUR	9:50:00 AM	SAN	10:45:00 AM	C11	GATE	В	LC
AS	E75	73	61	SAN	10:05:00 AM	SEA	10:45:00 AM	B9	GATE	В	RG
WN	7M8	175	146	PHX	10:00:00 AM	мсо	11:00:00 AM	B15	GATE	В	LC
WN	7M8	175	146	РНХ	10:00:00 AM	мсо	11:00:00 AM	C10	GATE	В	LC
WN	73W	143	119	SNA	10:15:00 AM	ONT	11:00:00 AM	C13	GATE	В	LC
WN	73W	143	119	LAX	10:25:00 AM	SEA	11:00:00 AM	B14	GATE	В	LC
WN	73W	143	119	SEA	10:25:00 AM	LAS	11:05:00 AM	B16	GATE	В	LC
WN	73W	143	119	SAN	10:30:00 AM	BUR	11:10:00 AM	C12	GATE	В	LC
WN	73W	143	119	SAN	10:30:00 AM	BUR	11:10:00 AM	B17	GATE	В	LC
WN	73W	143	119	ONT	10:35:00 AM	РНХ	11:30:00 AM	B22	GATE	В	LC
WN	73W	143	119	BUR	11:00:00 AM	SAN	11:35:00 AM	B23	GATE	В	LC
DL	738	160	133	DTW	10:30:00 AM	MSP	11:40:00 AM	A10	GATE	A	ML
DL	738	160	133	DTW	10:30:00 AM	MSP	11:40:00 AM	D4	GATE	А	ML



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AA	321	187	156	DFW	10:53:00 AM	DFW	11:50:00 AM	A5	GATE	А	ML
AA	321	187	156	DFW	10:53:00 AM	DFW	11:50:00 AM	D2	GATE	А	ML
WN	73W	143	119	LAS	11:00:00 AM	LAX	11:50:00 AM	B20	GATE	В	LC
AS	73H	159	133	КОА	9:20:00 PM	RON		C5	GATE	В	ML
AS	73H	159	133	RON		КОА	11:55:00 AM	C5	GATE	В	ML
UA	E7W	76	63	LAX	10:51:00 AM	LAX	12:00:00 PM	D1	GATE	A	RG
AS	73J	178	148	SEA	11:00:00 AM	SEA	12:00:00 PM	C6	GATE	В	ML
DL	739	180	150	ATL	11:14:00 AM	ATL	12:00:00 PM	A1	GATE	A	ML
DL	739	180	151	ATL	11:14:00 AM	ATL	12:00:00 PM	D3	GATE	A	ML
DL	738	160	133	LAX	11:34:00 AM	LAX	12:04:00 PM	D6	GATE	A	ML
WN	73W	143	119	PDX	11:20:00 AM	LAS	12:20:00 PM	B21	GATE	В	LC
WN	73W	143	119	PDX	11:20:00 AM	LAS	12:20:00 PM	B15	GATE	В	LC
WN	7M8	175	146	MDW	11:30:00 AM	SLC	12:20:00 PM	C13	GATE	В	LC
WN	7M8	175	147	MDW	11:30:00 AM	SLC	12:20:00 PM	C8	GATE	В	LC
DL	E75	76	63	SEA	11:54:00 AM	SEA	12:30:00 PM	A3	GATE	A	RG
WN	73H	175	146	SAN	11:20:00 AM	SAN	12:40:00 PM	B12	GATE	В	LC
AA	320	150	125	PHX	11:56:00 AM	РНХ	12:41:00 PM	A2	GATE	A	ML
UA	739	179	149	DEN	11:08:00 AM	DEN	12:45:00 PM	A16/A16A	GATE	A	ML
UA	739	179	149	DEN	11:08:00 AM	DEN	12:45:00 PM	A16A	GATE	A	ML
UA	739	179	150	DEN	11:08:00 AM	DEN	12:45:00 PM	A15	GATE	А	ML
AS	73J	178	148	SEA	8:30:00 AM	SEA	12:50:00 PM	C7	GATE	В	ML



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AS	73J	178	148	SEA	8:30:00 AM	SEA	12:50:00 PM	B5B	GATE	В	ML
AC	CR9	76	63	YVR	12:15:00 PM	YVR	12:50:00 PM	A13	GATE	А	INT
AC	CR9	76	63	YVR	12:15:00 PM	YVR	12:50:00 PM	D4	GATE	А	INT
WN	73W	143	119	LAX	11:40:00 AM	BUR	12:55:00 PM	B14	GATE	В	LC
WN	73W	143	119	BUR	11:45:00 AM	BOI	1:00:00 PM	B17	GATE	В	LC
UA	319	128	107	IAH	12:06:00 PM	IAH	1:05:00 PM	A17	GATE	A	ML
AA	320	150	125	LAX	12:38:00 PM	LAX	1:08:00 PM	A13	TOWED	A	ML
AA	320	150	126	LAX	12:38:00 PM	LAX	1:08:00 PM	A4	GATE	A	ML
WN	73W	143	119	GEG	12:25:00 PM	DEN	1:15:00 PM	B19	GATE	В	LC
WN	73W	143	119	GEG	12:25:00 PM	DEN	1:15:00 PM	C9	GATE	В	LC
WN	73W	143	119	SAN	12:25:00 PM	LGB	1:20:00 PM	B18	GATE	В	LC
WN	73W	143	119	LAS	12:45:00 PM	SNA	1:25:00 PM	B16	GATE	В	LC
WN	73W	143	119	LAS	12:45:00 PM	SNA	1:25:00 PM	C11	GATE	В	LC
WN	73W	143	119	BUR	12:50:00 PM	LAS	1:40:00 PM	B20	GATE	В	LC
DL	738	160	133	SLC	12:14:00 PM	SLC	1:45:00 PM	A10	GATE	A	ML
DL	738	160	133	SLC	12:14:00 PM	SLC	1:45:00 PM	D4	GATE	A	ML
AS	E75	76	63	SAN	1:05:00 PM	SAN	1:45:00 PM	B9	GATE	В	RG
UA	73G	126	105	ORD	12:46:00 PM	ORD	1:55:00 PM	A14	GATE	A	ML
WN	73W	143	119	ONT	1:05:00 PM	ONT	2:05:00 PM	B15	GATE	В	LC
WN	73W	143	119	ONT	1:05:00 PM	ONT	2:05:00 PM	C12	GATE	В	LC
AA	32B	181	151	DFW	1:09:00 PM	DFW	2:10:00 PM	A5	GATE	A	ML



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	738	160	133	MSP	1:27:00	MSP	2:10:00	Al	GATE	A	ML
					PM		PM				
LF	ERJ	30	25	SBA	1:30:00	SBA	2:25:00	B10	GATE	В	LC
	ED I		05	CD 4	PM	CD 4	PM				
LF	ERJ	30	25	2BA	1:30:00 BAA	3BA	2:25:00	C2	GAIE	В	LC
20	F75	73	61	PDX	1:45:00	PDX	2:25:00	R5A	GATE	R	641
~3	L/ J	70	01	I DA	PM	T DX	PM	DON	OALE	D	/*1
UA	E7W	76	63	SFO	1:59:00	SFO	2:29:00	D1	GATE	A	RG
					PM		PM				
JB	320	150	125	LGB	1:50:00	LGB	2:30:00	B6	GATE	В	LC
					PM		PM				
AS	73J	178	148	SEA	10:00:00	SEA	2:35:00	B5	GATE	В	ML
				<u></u>	AM		PM				
WN	/3W	143	119	SNA	1:30:00	BUR	2:40:00	B23	GAIE	В	LC
14/NI	70\4/	1.42	110		PM	DUIV	PM	D10		D	
WIN	/3//	143	117	FDX	2.05.00 PM	ГПА	2.45.00 PM	DIZ	GAIE	D	LC
WN	7.3W	143	119	SAN	2:10:00	SAN	3.00.00	B21	GATE	B	
	7011	110	,	0/ 11 (PM	0, 11	PM	521	O, IIE	b	20
WN	73W	143	119	BUR	2:15:00	SEA	3:05:00	B17	GATE	В	LC
					PM		PM				
WN	73W	143	119	BUR	2:15:00	SEA	3:05:00	C13	GATE	В	LC
					PM		PM				
WN	73W	143	119	SEA	2:30:00	LAX	3:10:00	B19	GATE	В	LC
14/51	7011	175	1.4.(PM		PM	D10			
WN	/3H	1/5	146	DEN	2:25:00	MDW	3:20:00	BIS	GAIE	В	LC
WN	73\//	1/3	119	2114	2:35:00	PDX	3.30.00	B16	GATE	B	
	/5//	140	117	7.05	PM	T DX	PM	DIO	OALE	D	LC
WN	73W	143	119	LAS	2:55:00	BUR	3:40:00	B20	GATE	В	LC
					PM		PM				
UA	E7W	75	63	DEN	3:06:00	DEN	4:01:00	D1	GATE	А	RG
					PM		PM				
WN	73W	143	119	SLC	3:05:00	SAN	4:10:00	B14	GATE	В	LC
					PM		PM				
DL	E/5	/6	63	LAX	3:43:00	LAX	4:13:00	A3	GAIE	A	RG
• •	300	150	105	DUV	2:27:00		4:14:00	A 2	CATE	•	A 41
AA	320	150	123	ГПХ	3.27:00 PM	ГПЛ	4.14:00 PM	AZ	GAIE	A	IVIL
٨٩	F75	76	63	SAN	3.32.00	SAN	4.12.00	B9	GATE	B	RG
A 9	2/5	70	00	57 (14	PM	07.113	PM	57	OAL	0	ŇŬ



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	SAN	3:10:00	DEN	4:30:00	B15	GATE	В	LC
					PM		PM				
WN	73W	143	119	BOI	3:35:00 PM	РНХ	4:30:00 PM	B17	GATE	В	LC
WN	73W	143	119	BOI	3:35:00 PM	РНХ	4:30:00 PM	C8	GATE	В	LC
WN	73W	143	119	LAX	3:40:00 PM	SNA	4:30:00 PM	B23	GATE	В	LC
WN	73W	143	119	STL	3:50:00 PM	GEG	4:40:00 PM	B12	GATE	В	LC
WN	73H	175	146	мсо	3:55:00 PM	BUR	4:45:00 PM	B19	GATE	В	LC
WN	73H	175	146	мсо	3:55:00 PM	BUR	4:45:00 PM	C10	GATE	В	LC
UA	E7W	76	63	LAX	4:11:00 PM	LAX	4:45:00 PM	A14	GATE	A	RG
DL	E7W	76	63	SLC	4:18:00 PM	SLC	4:50:00 PM	A12	GATE	A	RG
WN	73W	143	119	РНХ	3:55:00 PM	ONT	4:55:00 PM	B18	GATE	В	LC
WN	73W	143	119	SAN	4:05:00 PM	LAS	5:05:00 PM	B21	GATE	В	LC
WN	73W	143	119	BUR	4:10:00 PM	LAX	5:10:00 PM	B16	GATE	В	LC
WN	73W	143	119	BUR	4:10:00 PM	LAX	5:10:00 PM	C11	GATE	В	LC
JB	320	150	125	BOS	4:37:00 PM	BOS	5:20:00 PM	B6	GATE	В	LC
WN	73W	143	119	BWI	4:30:00 PM	SEA	5:25:00 PM	B20	GATE	В	LC
AS	E75	73	61	PDX	4:45:00 PM	BOI	5:25:00 PM	B5A	GATE	В	ML
DL	E75	76	63	SEA	5:10:00 PM	SEA	5:30:00 PM	A3	GATE	A	RG
WN	73H	175	146	SAN	4:50:00 PM	SAN	5:35:00 PM	B14	GATE	В	LC
AA	E75	76	63	LAX	5:00:00 PM	LAX	5:35:00 PM	A5	GATE	A	RG
WN	73W	143	119	SNA	4:30:00 PM	BUR	5:45:00 PM	B10	GATE	В	LC
WN	73W	143	119	LGB	4:40:00 PM	PDX	5:50:00 PM	B22	GATE	В	LC



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
UA	E7W	76	63	SFO	5:16:00	DEN	5:55:00	A14	GATE	А	RG
					PM		PM				
WN	73W	143	119	LAS	5:15:00	SNA	6:05:00	B17	GATE	В	LC
WN	73\//	1/3	119	ΙΔΥ	5:25:00		<u>F INI</u> <u>6:25:00</u>	B03	GATE	B	
WIN	/3//	145	117	LAX	9.25.00 PM	LAX	0.25.00 PM	D25	OAIL	D	LC
WN	73W	143	119	LAX	5:25:00	LAX	6:25:00	C12	GATE	В	LC
					PM		PM				
WN	73W	143	119	BUR	5:55:00	PHX	6:30:00	B12	GATE	В	LC
					PM		PM				
AS	73J	178	148	SEA	11:55:00	SEA	6:35:00	B7	GATE	В	ML
	575	7/	(2)	010	AM		PM (; 10:00	A 1			
DL	E/5	/6	63	SLC	5:57:00	SLC	6:40:00 DNA	AI	GAIE	A	RG
WN	73W/	1/3	119		5:55:00	ONT	<u>F /M</u> <u>6:50:00</u>	B19	GATE	B	
····	/3//	140	117	ON	PM	ON	PM	DT	ONTE	D	10
DL	E75	76	63	LAX	6:29:00	LAX	6:59:00	A12	GATE	А	RG
					PM		PM				
WN	73H	175	146	DAL	6:05:00	LGB	7:00:00	B21	GATE	В	LC
					PM		PM				
WN	73H	175	147	DAL	6:05:00	LGB	7:00:00	C13	GATE	В	LC
	7011/	1.40	110	DEN	PM		PM	D10	0.475		
WN	/3W	143	119	DEN	6:15:00 BAA	BOK	7:00:00	RIS	GAIE	В	LC
۸۸	320	150	125	РНХ	<u> </u>	РНХ	7.22.00	۵2	TOWED	Δ	MI
~~	020	100	120		PM	THA	PM	712	TOWLD	/	
AA	320	150	125	PHX	6:42:00	РНХ	7:22:00	D2	TOWED	А	ML
					PM		PM				
WN	73H	175	146	SEA	6:35:00	SAN	7:25:00	B17	GATE	В	LC
					PM		PM				
WN	73H	175	146	SEA	6:35:00	SAN	7:25:00	C8	GATE	В	LC
WN	7211	175	1.47	<u>۲</u>	PM (125:00	S A NI	PM 7:25:00	<u></u>		D	
WIN	738	175	14/	SEA	6.33.00 PM	SAN	7.23.00 PM	C9	GAIE	D	LC
DI	F7.5	76	63	SEA	6:56:00	SEA	7:30:00	A.3	GATE	A	RG
51	2,0	/0	00	02/1	PM	02/1	PM	7.0	07112	, (NO
WN	73W	143	119	SAN	6:20:00	LAX	7:35:00	B16	GATE	В	LC
					PM		PM				
AerM	738	186	155	GDL	6:00:00	GDL	8:00:00	C1	GATE	В	INT
					PM		PM				
WN	73W	143	119	SNA	7:05:00	LAS	8:05:00	B20	GATE	В	LC
					PM		PM				



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	SAN	7:25:00 PM	РНХ	8:05:00 PM	B23	GATE	В	LC
AS	73J	178	148	SEA	1:40:00 PM	SEA	8:10:00 PM	C4	GATE	В	ML
WN	73W	143	119	BUR	7:35:00 PM	DEN	8:10:00 PM	B12	GATE	В	LC
WN	73W	143	119	BUR	7:35:00 PM	DEN	8:10:00 PM	C10	GATE	В	LC
WN	73W	143	119	LAX	7:35:00 PM	SAN	8:25:00 PM	B21	GATE	В	LC
AS	73J	178	148	SEA	5:40:00 PM	SAN	8:35:00 PM	B5	GATE	В	ML
AS	73J	178	149	SEA	5:40:00 PM	SAN	8:35:00 PM	B5B	GATE	В	ML
AS	73J	178	149	SEA	5:40:00 PM	SAN	8:35:00 PM	C5	GATE	В	ML
WN	73W	143	119	LAS	7:45:00 PM	SNA	8:35:00 PM	B19	GATE	В	LC
WN	73W	143	119	PDX	8:00:00 PM	BUR	8:45:00 PM	B17	GATE	В	LC
WN	73W	143	119	ONT	8:15:00 PM	SEA	8:45:00 PM	B18	GATE	В	LC
WN	73W	143	119	ONT	8:15:00 PM	SEA	8:45:00 PM	C11	GATE	В	LC
AS	73H	159	133	PDX	8:10:00 PM	PDX	8:50:00 PM	C7	GATE	В	ML
UA	E7W	76	63	SFO	8:25:00 PM	SFO	8:55:00 PM	A14	TOWED	A	RG
WN	73W	143	119	PHX	8:15:00 PM	LAX	9:20:00 PM	B16	GATE	В	LC
WN	73W	143	119	BUR	8:45:00 PM	SAN	9:30:00 PM	B20	GATE	В	LC
UA	319	128	107	IAD	8:15:00 PM	EWR	9:45:00 PM	A16/A16A	GATE	A	ML
UA	319	128	107	IAD	8:15:00 PM	EWR	9:45:00 PM	A16A	GATE	A	ML
Volar	320	174	145	GDL	8:39:00 PM	GDL	9:54:00 PM	B10	GATE	В	INT
WN	73W	143	119	LAX	8:50:00 PM	ONT	9:55:00 PM	B19	GATE	В	LC
AerM	738	186	155	GDL	8:00:00 PM	GDL	10:00:00 PM	B22	GATE	В	INT



Airline	Specific Airline Code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AA	321	187	156	CLT	8:41:00 PM	CLT	10:15:00 PM	A2	GATE	А	ML
AA	321	187	156	CLT	8:41:00 PM	CLT	10:15:00 PM	A13	GATE	A	ML
AA	321	187	157	CLT	8:41:00 PM	CLT	10:15:00 PM	D2	GATE	A	ML
WN	73W	143	119	SAN	8:55:00 PM	LAS	10:15:00 PM	B21	GATE	В	LC
JB	321	200	167	JFK	8:37:00 PM	JFK	10:17:00 PM	B6	GATE	В	LC
WN	73W	143	119	DEN	9:25:00 PM	SAN	10:20:00 PM	B23	GATE	В	LC
WN	73W	143	120	DEN	9:25:00 PM	SAN	10:20:00 PM	C12	GATE	В	LC
WN	73W	143	119	SEA	9:35:00 PM	PDX	10:25:00 PM	B12	GATE	В	LC
DL	738	160	133	MSP	7:49:00 PM	DTW	10:30:00 PM	A13	GATE	A	ML
DL	738	160	133	MSP	7:49:00 PM	DTW	10:30:00 PM	D4	GATE	A	ML
DL	738	160	134	MSP	7:49:00 PM	DTW	10:30:00 PM	D6	GATE	A	ML
DL	739	180	150	ATL	5:40:00 PM	ATL	10:40:00 PM	A10	GATE	A	ML
UA	319	128	107	IAH	9:18:00 PM	ORD	11:05:00 PM	A17	GATE	A	ML
AerM	738	186	155	GDL	9:35:00 PM	GDL	11:20:00 PM	C4	GATE	В	INT
Volar	320	174	145	GDL	10:39:00 PM	GDL	11:54:00 PM	C1	GATE	В	INT
Volar	320	174	146	GDL	10:39:00 PM	GDL	11:54:00 PM	C2	GATE	В	INT
JB	320	150	125	BOS	10:37:00 PM	BOS	11:57:00 PM	B8	GATE	В	LC
JB	320	150	125	BOS	10:37:00 PM	BOS	11:57:00 PM	C3	GATE	В	LC
JB	320	150	126	BOS	10:37:00 PM	BOS	11:57:00 PM	B6	GATE	В	LC



PAL	4
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Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
UA	739	179	149	IAH	11:51:00 PM	RON		A15	GATE	А	ML
UA	739	179	149	IAH		IAH	12:25:00 AM	D5	TOWED	A	ML
UA	739	179	149	IAH	11:51:00 PM	RON		D5	GATE	А	ML
UA	739	179	149	RON		IAH	12:25:00 AM	A15	GATE	А	ML
AA	321	187	156	РНХ	10:33:00 PM	RON		A5	TOWED	A	ML
AA	321	187	156	RON		DFW	12:35:00 AM	A5	TOWED	A	ML
AA	321	187	157	РНХ	10:33:00 PM	DFW	12:35:00 AM	A13	GATE	А	ML
WN	73W	143	119	РНХ	12:20:00 AM	LAS	5:00:00 AM	B12	GATE	В	LC
WN	73W	143	119	BUR	9:00:00 PM	RON		C8	GATE	В	LC
WN	73W	143	119	RON		LAX	5:00:00 AM	C8	GATE	В	LC
WN	738	175	146	SAN	10:00:00 PM	RON		B16	TOWED	В	LC
WN	738	175	146	RON		MDW	5:10:00 AM	B16	TOWED	В	LC
WN	73H	175	146	SAN	12:20:00 AM	SAN	5:35:00 AM	B15	GATE	В	LC
WN	73H	175	148	SAN	12:20:00 AM	SAN	5:35:00 AM	С9	GATE	В	LC
UA	319	128	107	EWR	9:57:00 PM	RON		A15	TOWED	A	ML
UA	319	128	107	RON		IAH	5:35:00 AM	A15	TOWED	A	ML
WN	73W	143	119	ONT	9:45:00 PM	RON		B17	TOWED	В	LC
WN	73W	143	119	RON		РНХ	5:40:00 AM	B12	TOWED	В	LC
UA	E7W	76	63	SFO	11:56:00 PM	RON		A14	GATE	А	RG
UA	E7W	76	63	RON		SFO	5:49:00 AM	A14	GATE	А	RG



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	739	180	150	MSP	9:48:00 PM	RON		A3	TOWED	А	ML
DL	739	180	150	RON		MSP	6:00:00 AM	A3	TOWED	А	ML
WN	73W	143	119	SNA	9:55:00 PM	RON		B18	TOWED	В	LC
WN	73W	143	119	RON		ONT	6:00:00 AM	B22	TOWED	В	LC
WN	73W	143	119	SNA	9:55:00 PM	RON		C10	GATE	В	LC
WN	73W	143	119	RON		ONT	6:00:00 AM	C10	GATE	В	LC
WN	73W	143	119	PHX	10:05:00 PM	RON		B20	TOWED	В	LC
WN	73W	143	119	RON		SEA	6:00:00 AM	B10	TOWED	В	LC
AS	E75	73	61	SEA	11:15:00 PM	RON		B7	GATE	В	RG
AS	E75	73	61	RON		SAN	6:00:00 AM	B7	GATE	В	RG
WN	7M8	175	146	DEN	11:35:00 PM	RON		B18	GATE	В	LC
WN	7M8	175	146	RON		AUS	6:00:00 AM	B18	GATE	В	LC
AA	321	187	156	DFW	11:59:00 PM	RON		A2	GATE	A	ML
AA	321	187	156	RON		DFW	6:00:00 AM	A2	GATE	А	ML
AA	32B	181	151	DFW	8:24:00 PM	RON		A4	TOWED	А	ML
AA	32B	181	151	RON		DFW	6:05:00 AM	A5	TOWED	A	ML
AA	32B	181	151	DFW	8:24:00 PM	RON		A13	TOWED	A	ML
AA	32B	181	151	RON		DFW	6:05:00 AM	A4	TOWED	А	ML
DL	738	160	133	SLC	11:04:00 PM	RON		A12	GATE	А	ML
DL	738	160	133	RON		SLC	6:05:00 AM	A12	GATE	А	ML
DL	738	160	133	SLC	11:04:00 PM	RON		D4	GATE	A	ML



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	738	160	133	RON		SLC	6:05:00 AM	D4	GATE	А	ML
WN	73W	143	119	LAS	10:10:00 PM	RON		B14	GATE	В	LC
WN	73W	143	119	RON		DEN	6:15:00 AM	B14	GATE	В	LC
WN	73W	143	119	LAX	10:15:00 PM	RON		B15	TOWED	В	LC
WN	73W	143	119	RON		SNA	6:15:00 AM	B23	TOWED	В	LC
WN	73H	175	146	LAS	11:10:00 PM	RON		B20	GATE	В	LC
WN	73H	175	146	RON		BUR	6:15:00 AM	B20	GATE	В	LC
DL	738	160	133	LAX	11:20:00 PM	RON		A10	GATE	A	ML
DL	738	160	133	RON		LAX	6:15:00 AM	A10	GATE	A	ML
AS	73J	178	148	SAN	7:40:00 PM	RON		B10	TOWED	В	ML
AS	73J	178	148	RON		SEA	6:25:00 AM	B5	TOWED	В	ML
AS	73J	178	149	SAN	7:40:00 PM	RON		B5A	GATE	В	ML
AS	73J	178	149	RON		SEA	6:25:00 AM	B5A	GATE	В	ML
WN	73W	143	119	BUR	10:40:00 PM	RON		B19	GATE	В	LC
WN	73W	143	119	RON		SAN	6:25:00 AM	B19	GATE	В	LC
WN	73W	143	121	BUR	10:40:00 PM	RON		C11	GATE	В	LC
WN	73W	143	121	RON		SAN	6:25:00 AM	C11	GATE	В	LC
UA	738	166	138	ORD	6:40:00 PM	RON		A14	TOWED	A	ML
UA	738	166	138	RON		DEN	6:26:00 AM	DI	TOWED	A	ML
UA	738	166	139	ORD	6:40:00 PM	RON		A16A	TOWED	А	ML
UA	738	166	139	RON		DEN	6:26:00 AM	A16A	TOWED	А	ML



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	739	180	150	ATL	10:40:00 PM	RON		A1	GATE	A	ML
DL	739	180	150	RON		ATL	6:30:00 AM	A1	GATE	A	ML
UA	738	166	138	DEN	8:47:00 PM	RON		A15	TOWED	A	ML
UA	738	166	138	RON		ORD	6:50:00 AM	A17	TOWED	A	ML
WN	73W	143	119	PDX	10:40:00 PM	RON		B17	GATE	В	LC
WN	73W	143	119	RON		PDX	7:00:00 AM	B17	GATE	В	LC
DL	E75	76	63	SEA	10:46:00 PM	RON		A3	TOWED	A	RG
DL	E75	76	63	RON		SEA	7:00:00 AM	A13	TOWED	A	RG
AA	320	150	125	LAX	11:47:00 PM	RON		D2	GATE	A	ML
AA	320	150	125	RON		LAX	7:00:00 AM	D2	GATE	A	ML
WN	73W	143	119	LAX	11:05:00 PM	RON		B12	TOWED	В	LC
WN	73W	143	119	RON		BUR	7:10:00 AM	B21	TOWED	В	LC
WN	73W	143	119	SEA	11:10:00 PM	RON		B23	TOWED	В	LC
WN	73W	143	119	RON		LAX	7:10:00 AM	B16	TOWED	В	LC
AS	E75	73	61	PDX	6:15:00 AM	PDX	7:35:00 AM	B5B	TOWED	В	RG
WN	73W	143	119	ONT	11:15:00 PM	RON		B21	TOWED	В	LC
WN	73W	143	119	RON		SAN	7:35:00 AM	B14	TOWED	В	LC
HW	321	189	158	OGG	8:50:00 PM	RON		B4	TOWED	В	ML
HW	321	189	158	RON		HNL	7:50:00 AM	B4	TOWED	В	ML
WN	73W	143	119	SAN	11:15:00 PM	RON		B14	TOWED	В	LC
WN	73W	143	119	RON		SEA	7:50:00 AM	C13	TOWED	В	LC



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	SEA	7:05:00 AM	BUR	8:00:00 AM	B19	GATE	В	LC
AA	738	160	133	DFW	6:21:00 PM	RON		A4	TOWED	A	ML
AA	738	160	133	RON		DFW	8:00:00 AM	A2	TOWED	A	ML
AA	738	160	134	DFW	6:21:00 PM	RON		A13	TOWED	A	ML
AA	738	160	134	RON		DFW	8:00:00 AM	A4	TOWED	A	ML
WN	73H	175	146	MDW	11:25:00 PM	RON		B16	TOWED	В	LC
WN	73H	175	146	RON		LAS	8:00:00 AM	B16	TOWED	В	LC
UA	E7W	76	63	LAX	9:25:00 PM	SFO	8:20:00 AM	D1	GATE	A	RG
WN	73W	143	119	ONT	7:15:00 AM	SAN	8:25:00 AM	B23	GATE	В	LC
WN	73W	143	121	ONT	7:15:00 AM	SAN	8:25:00 AM	C8	GATE	В	LC
UA	319	128	107	DEN	11:56:00 PM	RON		A16/A16A	GATE	A	ML
UA	319	128	107	RON		IAD	8:25:00 AM	A16/A16A	GATE	A	ML
JB	320	150	125	LGB	8:06:00 AM	LGB	8:46:00 AM	B6	GATE	В	LC
JB	320	150	125	LGB	8:06:00 AM	LGB	8:46:00 AM	B8	GATE	В	LC
WN	73W	143	119	LAS	7:55:00 AM	LAX	8:50:00 AM	B14	GATE	В	LC
WN	73W	143	119	LAS	7:55:00 AM	LAX	8:50:00 AM	C9	GATE	В	LC
WN	73W	143	120	LAS	7:55:00 AM	LAX	8:50:00 AM	B21	GATE	В	LC
WN	7M8	175	146	PDX	8:05:00 AM	DAL	8:55:00 AM	B15	GATE	В	LC
WN	7M8	175	148	PDX	8:05:00 AM	DAL	8:55:00 AM	C10	GATE	В	LC
WN	73W	143	119	РНХ	8:10:00 AM	DEN	8:55:00 AM	C11	GATE	В	LC
WN	73W	143	119	РНХ	8:10:00 AM	DEN	8:55:00 AM	C12	GATE	В	LC



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AS	E75	73	61	PDX	8:15:00	PDX	8:55:00	B9	GATE	В	RG
					AM		AM				
WN	73W	143	119	SAN	8:10:00	ONT	9:00:00	B18	GATE	В	LC
• •	E75	74	43		8.27.00		<u>AM</u>	۸ <i>5</i>	CATE	^	PC
~~	L/ J	70	00	LAA	AM	LAX	AM	A3	OAIL	~	ĸŎ
AA	E75	76	63	LAX	8:27:00	LAX	9:00:00	A4	GATE	Α	RG
					AM		AM				
HW	321	189	158	HNL	9:30:00 PM	RON		B4	TOWED	В	ML
HW	321	189	158	RON		OGG	9:00:00 AM	B4	TOWED	В	ML
UA	738	166	138	ORD	11:47:00 PM	RON		A17	TOWED	А	ML
UA	738	166	138	RON		DEN	9:15:00 AM	A17	TOWED	А	ML
WN	73W	143	119	BUR	8:20:00 AM	SAN	9:20:00 AM	B17	GATE	В	LC
WN	73W	143	119	BUR	8:20:00	SAN	9:20:00	C13	GATE	В	LC
					AM		AM				
AA	738	160	133	ORD	7:23:00 PM			A13	TOWED	A	ML
AA	738	160	133			РНХ	9:20:00 AM	A13	TOWED	A	ML
WN	73H	175	146	LGB	8:45:00 AM	STL	9:35:00 AM	B19	GATE	В	LC
AS	73H	159	133	OGG	6:45:00 PM	RON		B10	TOWED	В	ML
AS	73H	159	133	RON		OGG	10:00:00 AM	B7	TOWED	В	ML
WN	73W	143	119	SNA	8:25:00 AM	BUR	10:10:00 AM	B20	GATE	В	LC
AS	E75	73	61	BOI	9:30:00 AM	PDX	10:10:00 AM	B5A	TOWED	В	ML
WN	73W	143	119	SAN	9:25:00 AM	SNA	10:15:00 AM	B21	GATE	В	LC
UA	E7W	76	63	SFO	9:42:00 AM	LAX	10:15:00 AM	D5	TOWED	А	RG
UA	E7W	76	63	DEN	9:22:00 AM	SFO	10:20:00 AM	A14	GATE	A	RG
WN	73W	143	119	DEN	9:35:00 AM	PDX	10:20:00 AM	B23	GATE	В	LC



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	E7W	76	63	SLC	9:38:00	SLC	10:20:00	A12	GATE	А	RG
					AM		AM				
DL	E7W	76	63	SLC	9:38:00	SLC	10:20:00	A3	GATE	A	RG
					AM		AM				
DL	E/W	/6	64	SLC	9:38:00	SLC	10:20:00	AII	GAIE	A	RG
	E75	74	43	557	<u>AM</u>	SEV	10:25:00	A 1	CATE	^	PC
	L/J	70	00	JLA	AM	JLA	AM		OAIL	~	ĸŎ
DL	E75	76	63	LAX	10:05:00	LAX	10:35:00	A13	GATE	Α	RG
					AM		AM				
DL	E75	76	63	LAX	10:05:00	LAX	10:35:00	D6	GATE	Α	RG
					AM		AM				
WN	738	175	146	LAX	9:10:00	BWI	10:40:00	B12	GATE	В	LC
					AM		AM				
WN	738	175	147	LAX	9:10:00	BWI	10:40:00	C8	GATE	В	LC
	720	1.(0	100		AM		AM	A 1 2	CATE	•	
AA	/38	160	133	PHX	9:44:00	ORD	10:40:00	AI3	GAIE	A	ML
ΔΔ	738	160	133	РНХ	9:44:00		10.40.00	Α2	GATE	Α	N/1
,	, 00	100	100	1100	AM	OND	AM	, (2	0, 112	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
WN	73W	143	119	BUR	9:50:00	SAN	10:45:00	C11	GATE	В	LC
					AM		AM				
WN	73W	143	121	BUR	9:50:00	SAN	10:45:00	C9	GATE	В	LC
					AM		AM				
AS	E75	73	61	SAN	10:05:00	SEA	10:45:00	B9	GATE	В	RG
	7140	175	1.4./		AM		AM	D1 <i>C</i>	CATE	D	
WIN	711/10	175	140	ГПХ	10.00.00	MCO	A M	ыр	GAIE	D	LC
WN	7M8	175	146	РНХ	10.00.00	МСО	11.00.00	C10	GATE	B	10
WIN .	////0	170	140	111/	AM	Mee	AM	010	O/ (IE	D	20
WN	73W	143	119	SNA	10:15:00	ONT	11:00:00	C13	GATE	В	LC
					AM		AM				
WN	73W	143	119	LAX	10:25:00	SEA	11:00:00	B14	GATE	В	LC
					AM		AM				
WN	73W	143	119	SEA	10:25:00	LAS	11:05:00	B16	GATE	В	LC
	7014/	1.40	110	CAN	AM	DUD	AM	<u> </u>			
WN	/3//	143	119	2AN	10:30:00	BUK	11:10:00	CI2	GAIE	В	LC
WN	73W	143	119	SAN	10.30.00	BUR	11.10.00	B17	GATE	B	
	/011	5	117	37 (13	AM	DOK	AM	017	UNIL	U	
WN	73W	143	119	ONT	10:35:00	PHX	11:30:00	B22	GATE	В	LC
		-			AM		AM				



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	BUR	11:00:00 AM	SAN	11:35:00 AM	B23	GATE	В	LC
DL	738	160	133	DTW	10:30:00 AM	MSP	11:40:00 AM	A10	GATE	А	ML
DL	738	160	133	DTW	10:30:00 AM	MSP	11:40:00 AM	D4	GATE	А	ML
AA	321	187	156	DFW	10:53:00 AM	DFW	11:50:00 AM	A5	GATE	А	ML
AA	321	187	156	DFW	10:53:00 AM	DFW	11:50:00 AM	D2	GATE	А	ML
WN	73W	143	119	LAS	11:00:00 AM	LAX	11:50:00 AM	B20	GATE	В	LC
WN	73W	143	121	LAS	11:00:00 AM	LAX	11:50:00 AM	B18	GATE	В	LC
AS	73H	159	133	KOA	9:20:00 PM	RON		C5	GATE	В	ML
AS	73H	159	133	RON		KOA	11:55:00 AM	C5	GATE	В	ML
UA	E7W	76	63	LAX	10:51:00 AM	LAX	12:00:00 PM	DI	TOWED	A	RG
UA	E7W	76	64	LAX	10:51:00 AM	LAX	12:00:00 PM	D5	TOWED	A	RG
AS	73J	178	148	SEA	11:00:00 AM	SEA	12:00:00 PM	C6	TOWED	В	ML
DL	739	180	150	ATL	11:14:00 AM	ATL	12:00:00 PM	A1	GATE	A	ML
DL	739	180	151	ATL	11:14:00 AM	ATL	12:00:00 PM	A12	GATE	A	ML
DL	738	160	133	LAX	11:34:00 AM	LAX	12:04:00 PM	D6	TOWED	A	ML
WN	73W	143	119	PDX	11:20:00 AM	LAS	12:20:00 PM	B21	GATE	В	LC
WN	73W	143	119	PDX	11:20:00 AM	LAS	12:20:00 PM	B15	GATE	В	LC
WN	7M8	175	146	MDW	11:30:00 AM	SLC	12:20:00 PM	C13	GATE	В	LC
WN	7M8	175	147	MDW	11:30:00 AM	SLC	12:20:00 PM	C8	GATE	В	LC
DL	E75	76	63	SEA	11:54:00 AM	SEA	12:30:00 PM	A3	GATE	А	RG
WN	73H	175	146	SAN	11:20:00 AM	SAN	12:40:00 PM	B12	GATE	В	LC


Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AA	320	150	125	PHX	11:56:00	PHX	12:41:00	A2	GATE	А	ML
UA	739	179	149	DEN	11:08:00 AM	DEN	12:45:00 PM	A16/A16A	GATE	A	ML
UA	739	179	149	DEN	11:08:00 AM	DEN	12:45:00 PM	A16A	GATE	А	ML
UA	739	179	150	DEN	11:08:00 AM	DEN	12:45:00 PM	A15	GATE	A	ML
AS	73J	178	148	SEA	8:30:00 AM	SEA	12:50:00 PM	C4	TOWED	В	ML
AS	73J	178	148	SEA	8:30:00 AM	SEA	12:50:00 PM	B5B	GATE	В	ML
AC	CR9	76	63	YVR	12:15:00 PM	YVR	12:50:00 PM	A13	GATE	A	INT
AC	CR9	76	63	YVR	12:15:00 PM	YVR	12:50:00 PM	D4	GATE	A	INT
WN	73W	143	119	LAX	11:40:00 AM	:40:00 BUR 12:55:00 B14 GATE		GATE	В	LC	
WN	73W	143	119	BUR	11:45:00 AM	BOI	1:00:00 PM	B17	GATE	В	LC
UA	319	128	107	IAH	12:06:00 PM	IAH	1:05:00 PM	A17	GATE	A	ML
AA	320	150	125	LAX	12:38:00 PM	LAX	1:08:00 PM	A13	TOWED	A	ML
AA	320	150	126	LAX	12:38:00 PM	LAX	1:08:00 PM	A4	TOWED	A	ML
WN	73W	143	119	GEG	12:25:00 PM	DEN	1:15:00 PM	B19	GATE	В	LC
WN	73W	143	119	GEG	12:25:00 PM	DEN	1:15:00 PM	C9	GATE	В	LC
WN	73W	143	119	SAN	12:25:00 PM	LGB	1:20:00 PM	B18	GATE	В	LC
WN	73W	143	121	SAN	12:25:00 PM	LGB	1:20:00 PM	C10	GATE	В	LC
WN	73W	143	119	LAS	12:45:00 PM	SNA	1:25:00 PM	B16	GATE	В	LC
WN	73W	143	119	LAS	12:45:00 PM	45:00 SNA 1:25:00 PM		C11	GATE	В	LC
WN	73W	143	119	BUR	12:50:00 PM	50:00 LAS 1:40:00 PM		B20	GATE	В	LC
DL	738	160	133	SLC	12:14:00 PM	SLC	1:45:00 A10 PM		GATE	A	ML



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	738	160	133	SLC	12:14:00 PM	SLC	1:45:00 PM	A11	GATE	А	ML
AS	E75	76	63	SAN	1:05:00 PM	SAN	1:45:00 PM	B9	GATE	В	RG
UA	73G	126	105	ORD	12:46:00 PM	ORD	1:55:00 PM	A14	GATE	А	ML
WN	73W	143	119	ONT	1:05:00 PM	ONT 2:05:00 B15 PM		B15	GATE	В	LC
WN	73W	143	119	ONT	1:05:00 PM	ONT	2:05:00 PM	C12	GATE	В	LC
AA	32B	181	151	DFW	1:09:00 PM	DFW	2:10:00 PM	A5	GATE	А	ML
AA	32B	181	153	DFW	1:09:00 PM	DFW	2:10:00 PM	A2	GATE	A	ML
DL	738	160	133	MSP	1:27:00 PM	MSP	2:10:00 PM	A1	GATE	A	ML
LF	ERJ	30	25	SBA	1:30:00 PM	30:00 SBA 2:25:00 B10 GATE M PM		GATE	В	LC	
LF	ERJ	30	25	SBA	1:30:00 PM	30:00 SBA 2:25:00 C2 GAT M PM		GATE	В	LC	
AS	E75	73	61	PDX	1:45:00 PM	PDX	2:25:00 PM	B5A	TOWED	В	ML
UA	E7W	76	63	SFO	1:59:00 PM	SFO	2:29:00 PM	DI	TOWED	A	RG
JB	320	150	125	LGB	1:50:00 PM	LGB	2:30:00 PM	B6	GATE	В	LC
AS	73J	178	148	SEA	10:00:00 AM	SEA	2:35:00 PM	B5	GATE	В	ML
WN	73W	143	119	SNA	1:30:00 PM	BUR	2:40:00 PM	B23	GATE	В	LC
WN	73W	143	119	PDX	2:05:00 PM	РНХ	2:45:00 PM	B12	GATE	В	LC
WN	73W	143	119	SAN	2:10:00 PM	SAN	3:00:00 PM	B21	GATE	В	LC
WN	73W	143	119	BUR	2:15:00 PM	SEA	3:05:00 PM	B17	GATE	В	LC
WN	73W	143	119	BUR	2:15:00 PM	SEA	3:05:00 C13 GATE PM		GATE	В	LC
WN	73W	143	119	SEA	2:30:00 PM	LAX	3:10:00 B19 GATE PM		В	LC	
WN	73H	175	146	DEN	2:25:00 PM	MDW	3:20:00 PM	B18	GATE	В	LC



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	AUS	2:35:00	PDX	3:30:00	B16	GATE	В	LC
					PM		PM				
WN	73W	143	119	LAS	2:55:00 PM	BUR	3:40:00 PM	B20	GATE	В	LC
UA	E7W	75	63	DEN	3:06:00 PM	DEN 4:01:00 PM		D1	TOWED	А	RG
WN	73W	143	119	SLC	3:05:00 PM	SAN 4:10:00 B14 PM		B14	GATE	В	LC
DL	E75	76	63	LAX	3:43:00 PM	LAX	4:13:00 PM	A3	GATE	A	RG
AA	320	150	125	PHX	3:27:00 PM	РНХ	4:14:00 PM	A2	GATE	A	ML
AS	E75	76	63	SAN	3:35:00 PM	SAN	4:15:00 PM	B9	GATE	В	RG
WN	73W	143	119	SAN	3:10:00 PM	DEN	4:30:00 PM	B15	GATE	В	LC
WN	73W	143	119	BOI	3:35:00 PM	РНХ	4:30:00 PM	B17	GATE	В	LC
WN	73W	143	119	BOI	3:35:00 PM	РНХ	4:30:00 PM	C8	GATE	В	LC
WN	73W	143	119	LAX	3:40:00 PM	SNA	4:30:00 PM	B23	GATE	В	LC
WN	73W	143	119	STL	3:50:00 PM	GEG	4:40:00 PM	B12	GATE	В	LC
WN	73W	143	121	STL	3:50:00 PM	GEG	4:40:00 PM	C9	GATE	В	LC
WN	73H	175	146	мсо	3:55:00 PM	BUR	4:45:00 PM	B19	GATE	В	LC
WN	73H	175	146	мсо	3:55:00 PM	BUR	4:45:00 PM	C10	GATE	В	LC
UA	E7W	76	63	LAX	4:11:00 PM	LAX	4:45:00 PM	A14	TOWED	A	RG
DL	E7W	76	63	SLC	4:18:00 PM	SLC	4:50:00 PM	A12	GATE	A	RG
WN	73W	143	119	PHX	3:55:00 PM	ONT	4:55:00 PM	B18	GATE	В	LC
WN	73W	143	119	SAN	4:05:00 PM	LAS 5:05:00 PM		B21	GATE	В	LC
WN	73W	143	119	BUR	4:10:00 PM	LAX	5:10:00 B16 GAT PM		GATE	В	LC
WN	73W	143	119	BUR	4:10:00 PM	LAX	5:10:00 PM	C11	GATE	В	LC



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
JB	320	150	125	BOS	4:37:00	BOS	5:20:00	B6	TOWED	В	LC
					PM		PM				
WN	73W	143	119	BWI	4:30:00 PM	SEA	5:25:00 PM	B20	GATE	В	LC
AS	E75	73	61	PDX	4:45:00 PM	BOI	3OI 5:25:00 PM		TOWED	В	ML
DL	E75	76	63	SEA	5:10:00 PM	SEA	5:30:00 A3		GATE	А	RG
WN	73H	175	146	SAN	4:50:00 PM	SAN	5:35:00 PM	B14	GATE	В	LC
AA	E75	76	63	LAX	5:00:00 PM	LAX	5:35:00 PM	A5	GATE	А	RG
AA	E75	76	64	LAX	5:00:00 PM	LAX	5:35:00 PM	A13	GATE	А	RG
WN	73W	143	119	SNA	4:30:00 PM	BUR	5:45:00 PM	B10	GATE	В	LC
WN	73W	143	119	LGB	4:40:00 PM	PDX	5:50:00 PM	B22	GATE	В	LC
UA	E7W	76	63	SFO	5:16:00 PM	DEN	5:55:00 PM	A14	GATE	А	RG
WN	73W	143	119	LAS	5:15:00 PM	SNA	6:05:00 PM	B17	GATE	В	LC
WN	73W	143	119	LAX	5:25:00 PM	LAX	6:25:00 PM	B23	GATE	В	LC
WN	73W	143	119	LAX	5:25:00 PM	LAX	6:25:00 PM	C12	GATE	В	LC
WN	73W	143	119	BUR	5:55:00 PM	РНХ	6:30:00 PM	B12	GATE	В	LC
AS	73J	178	148	SEA	11:55:00 AM	SEA	6:35:00 PM	B7	GATE	В	ML
DL	E75	76	63	SLC	5:57:00 PM	SLC	6:40:00 PM	A1	GATE	А	RG
WN	73W	143	119	ONT	5:55:00 PM	ONT	6:50:00 PM	B19	GATE	В	LC
DL	E75	76	63	LAX	6:29:00 PM	LAX	6:59:00 PM	A12	GATE	A	RG
WN	73H	175	146	DAL	6:05:00 PM	LGB	7:00:00 PM	B21	GATE	В	LC
WN	73H	175	147	DAL	6:05:00 PM	LGB	7:00:00 PM	C13	GATE	В	LC
WN	73W	143	119	DEN	6:15:00 PM	BUR	7:00:00 PM	B18	GATE	В	LC



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
AA	320	150	125	PHX	6:42:00	PHX	7:22:00	A2	TOWED	А	ML
AA	320	150	125	PHX	6:42:00 PM	РНХ	7:22:00 PM	D2	TOWED	A	ML
WN	73H	175	146	SEA	6:35:00 PM	SAN 7:25:00 PM		B17	GATE	В	LC
WN	73H	175	146	SEA	6:35:00 PM) SAN 7:25:00 C8 PM		GATE	В	LC	
WN	73H	175	147	SEA	6:35:00 PM	6:35:00 SAN 7:25:00 PM PM		С9	GATE	В	LC
DL	E75	76	63	SEA	6:56:00 PM	SEA	7:30:00 PM	A3	GATE	А	RG
DL	E75	76	64	SEA	6:56:00 PM	SEA	7:30:00 PM	A11	GATE	A	RG
WN	73W	143	119	SAN	6:20:00 PM	LAX	7:35:00 PM	B16	GATE	В	LC
AerM	738	186	157	GDL	5:00:00 PM	GDL	8:00:00 PM	C2	GATE	В	INT
AerM	738	186	157	GDL	6:00:00 PM	GDL	8:00:00 PM	C1	GATE	В	INT
AerM	738	186	155	GDL	6:00:00 PM	GDL	8:00:00 PM	C3	GATE	В	INT
WN	73W	143	119	SNA	7:05:00 PM	LAS	8:05:00 PM	B20	GATE	В	LC
WN	73W	143	119	SAN	7:25:00 PM	РНХ	8:05:00 PM	B23	GATE	В	LC
AS	73J	178	148	SEA	1:40:00 PM	SEA	8:10:00 PM	C4	TOWED	В	ML
WN	73W	143	119	BUR	7:35:00 PM	DEN	8:10:00 PM	B12	GATE	В	LC
WN	73W	143	119	BUR	7:35:00 PM	DEN	8:10:00 PM	C10	GATE	В	LC
WN	73W	143	119	LAX	7:35:00 PM	SAN	8:25:00 PM	B21	GATE	В	LC
AS	73J	178	148	SEA	5:40:00 PM	SAN	8:35:00 PM	B5	GATE	В	ML
AS	73J	178	149	SEA	5:40:00 PM	SAN	8:35:00 PM	B5B GATE		В	ML
AS	73J	178	149	SEA	5:40:00 PM	SAN	8:35:00 PM	0 C5 GATE		В	ML
AS	73J	178	150	SEA	5:40:00 PM	SAN	8:35:00 PM	C6	GATE	В	ML



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
WN	73W	143	119	LAS	7:45:00	SNA	8:35:00	B19	GATE	В	LC
					PM		PM				
WN	73W	143	119	PDX	8:00:00 PM	BUR	8:45:00 PM	B17	GATE	В	LC
WN	73W	143	119	ONT	8:15:00 PM	SEA	8:45:00 PM	B18	GATE	В	LC
WN	73W	143	119	ONT	8:15:00 PM	SEA	8:45:00 C11 PM		GATE	В	LC
AS	73H	159	133	PDX	8:10:00 PM	PDX	8:50:00 PM	C7	GATE	В	ML
UA	E7W	76	63	SFO	8:25:00 PM	SFO	8:55:00 PM	A14	TOWED	А	RG
WN	73W	143	119	РНХ	8:15:00 PM	LAX	9:20:00 PM	B16	GATE	В	LC
WN	73W	143	119	BUR	8:45:00 PM	SAN	9:30:00 PM	B20	GATE	В	LC
UA	319	128	107	IAD	8:15:00 PM	EWR	VR 9:45:00 A16/A16A GA PM		GATE	A	ML
UA	319	128	107	IAD	8:15:00 PM	:00 EWR 9:45:00 A16A GA PM		GATE	А	ML	
WN	73W	143	119	LAX	8:50:00 PM	ONT	9:55:00 PM	B19	GATE	В	LC
AerM	738	186	155	GDL	8:00:00 PM	GDL	10:00:00 PM	B22	GATE	В	INT
AA	321	187	156	CLT	8:41:00 PM	CLT	10:15:00 PM	A2	GATE	А	ML
AA	321	187	156	CLT	8:41:00 PM	CLT	10:15:00 PM	A13	GATE	А	ML
AA	321	187	157	CLT	8:41:00 PM	CLT	10:15:00 PM	D2	GATE	А	ML
WN	73W	143	119	SAN	8:55:00 PM	LAS	10:15:00 PM	B21	GATE	В	LC
JB	321	200	167	JFK	8:37:00 PM	JFK	10:17:00 PM	B6	GATE	В	LC
WN	73W	143	119	DEN	9:25:00 PM	SAN	10:20:00 PM	B23	GATE	В	LC
WN	73W	143	120	DEN	9:25:00 PM	SAN	10:20:00 C		GATE	В	LC
WN	73W	143	119	SEA	9:35:00 PM	PDX	X 10:25:00 PM		GATE	В	LC
DL	738	160	133	MSP	7:49:00 PM	DTW	10:30:00 PM	A13	GATE	A	ML



Airline	Specific Airline code	Seats	Estimated Pax	Arr From	Arr Time	Dep Destination	Dep Time	Assigned Gate	RON	Terminal	Туре
DL	738	160	133	MSP	7:49:00 DTW PM		10:30:00 PM	D4	GATE	А	ML
DL	738	160	134	MSP	7:49:00 PM	DTW	10:30:00 PM	D6	GATE	A	ML
DL	739	180	150	ATL	5:40:00 PM	ATL	10:40:00 PM	A10	GATE	A	ML
UA	319	128	107	IAH	9:18:00 PM	ORD	11:05:00 PM	A17	GATE	A	ML
AerM	738	186	155	GDL	9:35:00 PM	GDL	11:20:00 PM	C4	GATE	В	INT
Volar	320	174	145	GDL	10:39:00 PM	GDL	11:54:00 PM	B10	GATE	В	INT
Volar	320	174	146	GDL	10:39:00 PM	GDL	11:54:00 PM	C1	GATE	В	INT
Volar	320	174	147	GDL	10:39:00 PM	GDL	11:54:00 PM	C2	GATE	В	INT
JB	320	150	125	BOS	10:37:00 PM	BOS	11:57:00 PM	B8	GATE	В	LC
JB	320	150	125	BOS	10:37:00 PM	BOS	11:57:00 PM	C3	GATE	В	LC
JB	320	150	126	BOS	10:37:00 PM	BOS	11:57:00 PM	B6	GATE	В	LC



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2.8 APPENDIX B - RAMP CHARTS

Baseline





Gate	Airline	No. of Departures	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00
A1	DL-P	6							RONARL				STARE		ATL/ATL		NSP/MSP					suc/suc					NTL/RON
A2	AA-P	7 [RDN/R	HEL	101	40	RDM/RHIE			Pict/	FICK			P+0(71K				PRO/THR		a7/a7		CPN/HON
A3	DL-P	6						nciv))	NEP				suc/suc		LAQUAK				LANALA	× i	80458		SEA/SEA			MSPyNON	SEA/RON
A4	AA-P	4 [8014	1/PAK		L33/L33	FH04/0RD			LAVALAX						CONUTERN	C61/00	N 5516/7	12%		LACCION
A5	AA-P	7 🗖	DN/DFW					RON	NRW			LAX/LAX		194)	TEW		DEN/DEW				LAV/LAX		PHO/PHO			21	(304
A10	DL-P	4 [RONJAX					DTW/MSP		8.0/810								ATIL/ATL			LAX/IDDN
A11	Not Assigned-C	3 1014	ANH .											D'N)	TEW	8.0/810											NUMBER
A12	DL-P	5 [10	4/SC				suc/suc		20/31	A				suc/suc		DAVD.	AK				SLC/RON
A13	Not Assigned-C	4							800	45EA			LANG	**		wa/wa									MSP/DTW		
A14	UA-P	5 [RONAFO					004/5F0			06	a/aap				SEC/DEN	083	0/30N	570/5	20 UU	RON	SFR/RON
A15	UA-P	7 80%	Анн					ROKAN			RONASPO		SFO/LAX		DDH/DEN		SECUS	#0							0674/90N	EWR/RON	MINTER
A16	UA-P	1													DINIOEN												
A16A	UA-P	0																									
A17	UA-P	5							RON/OR	D		INCREADEN				notyni				LANYLAX						INI(ORD	D4D/RON
D1	New Gate - DL - P													DTW/MSP													
D2	New Gate - Common Use															wa/wa											
B4	HA-C	2								RD	Pi	IDM/DEE													•••	L/BON	
B5	AS-P	4							RDN/SEA						SLA/1	sea.							SEA/SAN				
B5A	AS-P	0																									
B5B	AS-P	3											80/V0X				POK/TOX			F COV.	/001						
B6	B6-P	3									LGB/	NGB					LOB/LO	46							JR(OR		
B7	AS-P	4 [RONAR	144				KONA DESE					55	A/SEA								STATION
B8	Not Assigned-C	2									LGB/	1.GB															105/105
B8W	Not Assigned-C	0																									
Ba	AS-P	5									71	EL(PEK	244	SEA		1	AU(SAN		500/500	×				PD8/PDX			
B10	Not Assigned-C	8						RONY	ZA		B+C	eçden	PHO	www.	POK/LAS		SEA,SEA			510	Valua		XCC_NON		GDL/GDL		GDL/IZOL
811	NR-P	0																					_				
BIZ	WN-P	10 1			PHICUAS			RONIZACE			LASE	AX	LXXX/IIVII		SANJSAN		DAT) P	08/716		stt./G8G		and/sec	24	JA/DEN		STATIST	LAX(RON
D 14	WN-P								20210	RON/244	LASID	~	10044		Days	2.18	020/080		SLEYSAN	2	49203		104044			16,000	\$40,007
D (D D (D	WN-P				54	Algori					500	Alor -		WW0	Mowsuc	0.30/74			SAUCEN		LAN,			02020		Logicar	
B16	WN-P	11						ACP .		80	NULAS	BURISAN		SNAJONT		0.074		Allsyste		ani/144		2	w4/Lox	190	stren.	SANJOON	MONATON
B17	WN-P	9 [100	(FE ()		BUILISAN		SLA/DAS		200	_	BLIQSEA		196	DOURSEA		anajosan -	PEQUUR		0.202	100100
B18	WN-P	8 [RDAV	15		24	ANJONT		LAGOSEA		SWATCO		DENYMOW		PHOLONT		CONTUR		CNT/SEA		SNA/RON	DENTRON
B19	WN-P	10 L							RON/SAN	SIA(1	100	(A)ST		SANJELLE		GEGIDEN		204,042		MCC/ULR		CIVIT/DIVIT		DASISIN	LAI/ONT		un vien eine eine eine eine eine eine ein
B20	WN-P	9 l							and and			siu/u			(JAX	101	104		eyan I	Divide			SAALAS		4.6	COL, COL	
B21	WN-P	8								NINATU R			548()3284		POII/UKS			SHOUSH		SANGLAS		C44,022		LAXOSAN	\$447	8	CIVITINE
B22	F9/SY-C	5												SEA/SEA						520,520							
B23	WN-P	10							SUM SHA		ONT/SAN	جا لجب	CONFIC	LUL (S	AN		SINATUR			223	LANÇA	LAX	SAN	240		000000	SEA/RON
C1	New Gate - Common Use	1															SEA,SEA										
C2	New Gate - WN - P	1																		MOOYSUR							
C3	New Gate - WN - P	1																		BU3/LAX							













