

SAN DIEGO

International Airport



AIRPORT MASTER PLAN
SAN DIEGO INTERNATIONAL AIRPORT

Appendix D

Gated Flight Schedules

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Common Gate Use- High Constrained 2015 Forecast

Ref. Num.	Gate	Gate Type	TOW	Type	Dif	Origin	Arr. Hour	Arr. Min.	Arrivals				Type	Dif	Dest.	Dept. Hour	Dept. Min.	Dept. Line	Departures				Emp	Orig
									Air- line	Arr. L.F.	Arr. OD%	Seats							Equip- ment	Fit. No.	Air- line	Dept. L.F.		
100	2	NB		LAX		LAX	22	14	A100	44	82%	100%	36	36	36	08	00	A100	ERD	70	95%	100%	67	67
101	1	RJ		LAX		LAX	23	22	A100	44	82%	100%	36	36	36	08	05	A100	CR7	44	95%	88%	42	37
102	2	NB		LAX		LAX	07	32	A100	70	86%	88%	60	53	37	09	45	A100	ERD	44	86%	88%	38	33
103	1	RJ		LAX		LAX	08	19	A100	44	95%	88%	42	37	37	09	45	A100	ERD	44	79%	88%	35	31
104	1	RJ		LAX		LAX	09	02	A100	44	95%	88%	42	37	37	12	15	A100	ERD	44	79%	88%	35	31
105	1	RJ		LAX		LAX	10	09	A100	44	86%	88%	38	33	33	12	15	A100	ERD	44	79%	88%	35	31
106	2	NB		LAX		LAX	11	45	A100	44	82%	88%	36	32	32	13	20	A100	ERD	44	79%	88%	35	31
107	1	RJ		LAX		LAX	12	50	A100	44	82%	88%	36	32	32	14	30	A100	ERD	44	79%	88%	35	31
108	1	RJ		LAX		LAX	13	55	A100	44	82%	88%	36	32	32	15	30	A100	ERD	44	79%	88%	35	31
109	1	RJ		LAX		LAX	14	58	A100	44	82%	88%	36	32	32	16	30	A100	ERD	44	86%	88%	38	33
110	1	RJ		LAX		LAX	15	58	A100	44	82%	88%	36	32	32	17	30	A100	ERD	44	86%	88%	42	37
111	1	RJ		LAX		LAX	17	00	A100	44	86%	88%	38	33	33	18	30	A100	ERD	44	86%	88%	38	33
112	1	RJ		LAX		LAX	18	02	A100	44	95%	88%	67	59	37	19	30	A100	CR7	70	95%	88%	67	59
113	1	RJ		LAX		LAX	19	00	A100	44	95%	88%	42	37	37	21	00	A100	ERD	44	86%	88%	38	33
114	1	RJ		LAX		LAX	20	30	A100	44	86%	88%	38	33	33	21	00	A100	ERD	44	79%	88%	35	31
115	1	RJ		LAX		LAX	21	15	A100	44	82%	100%	36	36	36	21	45	A100	ERD	44	79%	88%	35	31
116	1	RJ		SJC		SJC	22	00	A100	44	87%	100%	38	38	38	09	05	A100	ERD	44	95%	88%	42	37
117	2	NB		SJC		SJC	08	35	A100	44	95%	88%	42	37	37	10	33	A100	ERD	44	86%	88%	38	33
118	2	NB		SJC		SJC	09	40	A100	44	95%	88%	42	37	37	12	20	A100	ERD	44	83%	88%	37	32
119	1	RJ		SJC		SJC	11	40	A100	44	78%	88%	34	30	30	13	55	A100	ERD	44	83%	88%	37	32
120	2	NB		SJC		SJC	13	02	A100	44	78%	88%	34	30	30	15	53	A100	ERD	44	83%	88%	37	32
121	2	NB		SJC		SJC	14	40	A100	44	78%	88%	34	30	30	17	25	A100	ERD	44	95%	88%	42	37
122	2	NB		SJC		SJC	16	35	A100	44	78%	88%	34	30	30	19	02	A100	ERD	44	83%	88%	37	32
123	2	NB		SJC		SJC	18	32	A100	44	87%	88%	38	34	34	20	45	A100	ERD	44	86%	100%	38	38
124	9	WB		SJC		SJC	19	58	A100	44	95%	88%	42	37	37	07	05	A100	ERD	44	95%	100%	42	42
125	1	RJ		TOW		TOW			A100	44	95%	88%	42	37	37	06	20	A100	ERD	44	86%	100%	38	38
126	2	NB		TOW		TOW			A100	44	86%	100%	41	41	41	08	20	A296	CRJ	50	95%	100%	48	48
127	2	NB		TOW		TOW			A100	44	82%	100%	41	41	41	09	15	A296	CRJ	50	95%	100%	48	48
128	4	RJ		LAX		LAX	21	3	A296	50	82%	100%	41	41	41	08	20	A296	CRJ	50	86%	83%	43	36
129	3	RJ		LAX		LAX	22	56	A296	50	82%	100%	41	41	41	11	0	A296	CRJ	50	79%	83%	40	33
130	4	RJ		LAX		LAX	23	28	A296	50	82%	100%	41	41	41	11	30	A296	CRJ	50	79%	83%	40	33
131	3	RJ		LAX		LAX	6	40	A296	50	82%	83%	41	34	34	12	0	A296	CRJ	50	79%	83%	40	33
132	3	RJ		LAX		LAX	7	54	A296	50	86%	83%	43	36	36	12	0	A296	CRJ	50	79%	83%	40	33
133	3	RJ		LAX		LAX	8	44	A296	50	95%	83%	48	39	39	13	10	A296	CRJ	50	79%	83%	40	33
134	4	RJ		LAX		LAX	10	27	A296	50	86%	83%	43	36	36	14	18	A296	CRJ	50	79%	83%	40	33
135	3	RJ		LAX		LAX	11	0	A296	50	82%	83%	41	34	34	15	0	A296	CRJ	50	79%	83%	40	33
136	4	RJ		LAX		LAX	11	35	A296	50	82%	83%	41	34	34	16	10	A296	CRJ	50	95%	83%	48	39
137	4	RJ		LAX		LAX	12	40	A296	50	82%	83%	41	34	34	17	10	A296	CRJ	50	95%	83%	48	39
138	3	RJ		LAX		LAX	13	48	A296	50	82%	83%	41	34	34	18	5	A296	CRJ	50	95%	83%	48	39
139	4	RJ		LAX		LAX	14	24	A296	50	82%	83%	41	34	34	18	45	A296	CRJ	50	95%	83%	48	39
140	3	RJ		LAX		LAX	15	14	A296	50	82%	83%	41	34	34	20	5	A296	CRJ	50	79%	83%	40	33
141	4	RJ		LAX		LAX	16	44	A296	50	86%	83%	43	36	36	21	10	A296	CRJ	50	79%	83%	40	33
142	3	RJ		LAX		LAX	17	40	A296	50	95%	83%	48	39	39	21	30	A296	CRJ	50	95%	83%	48	39
143	4	RJ		LAX		LAX	18	20	A296	50	95%	83%	48	39	39	21	30	A296	CRJ	50	95%	83%	48	39
144	3	RJ		LAX		LAX	19	24	A296	50	86%	83%	43	36	36	21	10	A296	CRJ	50	79%	83%	40	33
145	3	RJ		LAX		LAX	20	22	A296	50	86%	83%	43	36	36	21	10	A296	CRJ	50	79%	83%	40	33
146	3	RJ		LAX		LAX	20	22	A296	50	86%	83%	43	36	36	21	10	A296	CRJ	50	79%	83%	40	33
147	3	RJ		SJC		SJC	09	35	A296	70	95%	83%	67	55	55	6	15	A296	CR7	70	87%	100%	61	51
148	4	RJ		TOW		TOW			A296	70	95%	83%	67	55	55	7	15	A296	CRJ	50	95%	100%	48	48
149	28	NB		TOW		TOW			A296	70	95%	83%	67	55	55	7	15	A296	CRJ	50	95%	100%	48	48
150	7	757		BOS		BOS	20	19	AA	180	87%	88%	157	138	138	7	10	AA	757	50	95%	100%	48	48
151	5	151		DFW		DFW	17	27	AA	129	81%	88%	104	92	92	7	10	AA	757	50	95%	100%	48	48
152	5	NB		DFW		DFW	19	12	AA	129	87%	88%	112	99	99	7	10	AA	M80	50	95%	100%	48	48
153	2	NB		DFW		DFW	20	14	AA	129	95%	88%	123	108	108	7	10	AA	M80	50	95%	100%	48	48
154	7	757		DFW		DFW	21	26	AA	129	95%	100%	123	123	123	7	10	AA	M80	50	95%	100%	48	48
155	6	WB		DFW		DFW	22	43	AA	180	87%	100%	157	157	157	7	10	AA	757	50	95%	100%	48	48

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Ref. Num.	Gate	Gate Type	Arrivals					Departures																					
			Type	Origin	Arr. Hour	Arr. Min.	Air-line	Fit. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD%	Dep'l	Term	2	TOW	Type	Dest.	Hour	Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD%	Emp	Orig	
268	17	WB	TOW	SLC	13	54	DL	M90	150	78%	100%	117	117				SLC	15	00	DL	M90	150	82%	100%	123	123			
269	17	WB	TOW				DL	763									ATL	07	20	DL	763	252	95%	100%	239	239			
270	16	WB	TOW				DL	757									ATL	08	40	DL	757	183	95%	100%	174	174			
271	17	WB	TOW				DL	757									CVG	06	40	DL	757	183	83%	100%	152	152			
272	19	NB	TOW				DL	M80									DFW	07	05	DL	M80	142	87%	100%	124	124			
273	15	NB	TOW				DL	M90									SLC	06	20	DL	M90	150	87%	100%	131	131			
274	21	NB		ATL	10	15	FL	73G	137	95%	100%	130	130				ATL	11	05	FL	73G	137	81%	100%	111	111			
275	21	NB		ATL	13	40	FL	73G	137	75%	100%	103	103				ATL	11	05	FL	73G	137	81%	100%	111	111			
276	21	NB		ATL	20	55	FL	73G	137	95%	100%	130	130				ATL	14	30	FL	73G	137	87%	100%	119	119			
277	9	WB		HNL	21	05	HA	763	252	87%	100%	219	219		TOW		ATL	22	50	FL	73G	137	81%	100%	111	111			
278	9	WB	TOW	OGG	22	20	HA	763	252	87%	100%	219	219		TOW					HA	763								
279	9	WB	TOW	OGG	22	20	HA	763	252	87%	100%	219	219		TOW					HA	763								
280	9	WB	TOW	OGG	22	20	HA	763	252	87%	100%	219	219		TOW					HA	763								
281	23	NB		LAS	21	08	HP	733	134	86%	100%	115	115		TOW		HNL	09	15	HA	763	252	87%	100%	219	219			
282	22	757		LAS	01	04	HP	733	134	95%	100%	118	118				OGG	10	15	HA	763	252	87%	100%	219	219			
283	22	757		LAS	12	55	HP	733	134	83%	95%	111	106				PHX	06	45	HP	733	124	86%	100%	107	107			
284	23	NB		LAS	17	54	HP	733	134	83%	95%	103	98				LAS	13	35	HP	733	134	83%	95%	111	106			
285	22	757		PHX	22	43	HP	319	124	81%	100%	100	100		TOW		LAS	18	35	HP	319	124	95%	95%	118	112			
286	23	NB		PHX	07	40	HP	319	124	81%	100%	100	95				PHX	08	10	HP	319	124	95%	95%	118	112			
287	23	NB		PHX	08	33	HP	320	150	95%	95%	143	135				PHX	09	30	HP	320	150	86%	95%	129	123			
288	23	NB		PHX	11	35	HP	320	150	95%	95%	143	135				PHX	12	35	HP	320	150	83%	95%	125	118			
289	22	757		PHX	14	40	HP	320	150	81%	95%	122	115				PHX	15	40	HP	320	150	83%	95%	125	118			
290	22	757		PHX	17	31	HP	757	190	81%	95%	154	146				PHX	18	30	HP	757	190	83%	95%	181	171			
291	22	757		PHX	19	11	HP	733	134	95%	95%	127	121				PHX	19	40	HP	733	134	86%	95%	115	109			
292	22	757		PHX	20	15	HP	733	134	95%	95%	127	121				LAS	21	00	HP	733	134	86%	95%	111	106			
293	23	NB	TOW	PHX	20	15	HP	733	134	95%	95%	127	121				PHX	07	00	HP	733	134	86%	100%	115	115			
294	22	757	TOW	PHX	20	15	HP	733	134	95%	95%	127	121				LAS	09	30	HP	319	124	86%	95%	107	101			
295	71	I		NRT	11	15	JL	777	302	79%	96%	239	229				NRT	13	00	JL	777	302	79%	96%	239	229			
296	73	I		FRA	13	15	LH	777	302	85%	96%	210	202				FRA	15	20	LH	777	302	85%	96%	239	229			
297	19	NB		DTW	11	01	NW	319	247	95%	95%	118	112				DTW	12	30	NW	319	124	79%	95%	98	93			
298	16	WB		DTW	13	51	NW	319	124	79%	95%	98	93				DTW	14	52	NW	319	124	79%	95%	95%	118	112		
299	14	757		DTW	17	18	NW	320	148	79%	95%	117	111				MSP	18	15	NW	320	148	81%	95%	120	114			
300	19	NB		DTW	20	58	NW	320	148	95%	95%	141	134				DTW	22	20	NW	320	148	79%	95%	117	111			
301	20	NB		MEM	11	05	NW	320	148	87%	95%	129	122		TOW		MEM	12	30	NW	320	148	87%	95%	129	122			
302	16	WB		MSP	19	02	NW	320	148	87%	95%	129	122		TOW		MSP	20	32	NW	320	148	87%	95%	129	122			
303	16	WB		MSP	20	32	NW	320	148	87%	95%	129	122		TOW		MSP	20	32	NW	320	148	87%	95%	129	122			
304	16	WB		MSP	23	02	NW	320	148	87%	100%	129	129		TOW		MSP	23	02	NW	320	148	87%	100%	129	129			
305	15	NB		MSP	08	42	NW	319	124	87%	95%	108	102				MSP	09	55	NW	319	124	87%	95%	108	102			
306	18	757		MSP	10	47	NW	757	180	95%	95%	171	162				MSP	12	05	NW	757	180	81%	95%	146	139			
307	18	757		MSP	13	05	NW	320	148	95%	95%	141	134				MSP	14	02	NW	320	148	81%	95%	120	114			
308	14	757		MSP	15	02	NW	320	148	95%	95%	141	134				MSP	16	05	NW	320	148	95%	95%	141	134			
309	14	757	TOW	MSP	15	02	NW	320	148	60%	95%	89	84				DTW	08	25	NW	320	148	95%	95%	141	134			
310	16	WB	TOW	MSP	15	02	NW	757	180	95%	95%	141	134				MSP	08	50	NW	757	180	95%	95%	171	162			
311	18	757	TOW	MSP	15	02	NW	757	180	95%	95%	141	134				MSP	07	30	NW	757	180	87%	100%	129	129			
312	9	WB		BOI	10	55	OX	CR7	70	87%	96%	61	58				BOI	11	25	OX	CR7	70	87%	96%	61	58			
313	24	NB		IND	12	30	TZ	738	175	87%	100%	152	152				IND	13	35	TZ	738	175	87%	100%	152	152			
314	24	NB		MDW	09	55	TZ	738	175	85%	100%	149	149		TOW		MDW	10	05	TZ	738	175	87%	100%	152	152			
315	24	NB		MDW	22	15	TZ	738	175	87%	100%	152	152				MDW	14	50	TZ	738	175	87%	100%	152	152			
316	24	NB		MDW	13	50	TZ	738	175	85%	100%	149	149				MDW	16	10	TZ	738	175	95%	100%	166	166			
317	24	NB		MDW	15	20	TZ	738	175	85%	100%	149	149				MDW	16	10	TZ	738	175	95%	100%	166	166			
318	24	NB	TOW	MDW	15	20	TZ	738	175	85%	100%	149	149				MDW	06	20	TZ	738	175	87%	100%	152	152			
319	26	NB		DEN	22	20	UA	319	120	83%	100%	100	100		TOW		DEN	22	20	UA	319	120	83%	100%	100	100			
320	25	NB		DEN	21	27	UA	320	138	95%	100%	131	131		TOW		DEN	21	27	UA	320	138	95%	100%	131	131			
321	27	NB</																											

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Ref. Num.	Gate	Gate Type	Arrivals				Departures																					
			Type	Origin	Arr. Hour	Arr. Min.	Air-line	Fit. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD%	Depl	Term	2	TOW	Type	Dest.	Depl. Hour	Depl. Min.	Air-line	Fit. No.	Equip-ment	Seats	Depl. L.F.	Depl. OD%	Emp	Orig
379	34	NB	LAS	LAS	11	20	WN	73G	137	86%	97%	118	114									WN	73G	137	83%	97%	114	110
380	32	NB	LAS	LAS	13	55	WN	73G	137	83%	97%	114	110									WN	73G	137	79%	97%	108	105
381	38	NB	LAS	LAS	13	15	WN	735	122	83%	97%	101	98									WN	735	122	83%	97%	101	98
382	36	NB	LAS	LAS	14	55	WN	73G	137	83%	97%	114	110									WN	73G	137	83%	97%	114	110
382	40	NB	LAS	LAS	15	45	WN	73G	137	83%	97%	114	110									WN	73G	137	86%	97%	114	114
384	37	NB	LAS	LAS	17	15	WN	733	137	83%	97%	114	110									WN	733	137	95%	97%	130	126
385	39	NB	LAS	LAS	18	05	WN	733	137	83%	97%	114	110									WN	733	137	95%	97%	130	126
386	39	NB	LAS	LAS	19	10	WN	733	137	83%	97%	114	110									WN	733	137	81%	97%	111	108
387	35	NB	LAS	LAS	20	15	WN	73G	137	86%	97%	118	114									WN	73G	137	86%	97%	118	114
388	36	NB	MCI	MCI	12	20	WN	73G	137	95%	97%	130	126									WN	73G	137	83%	97%	114	110
389	33	NB	MCI	MCI	16	25	WN	73G	137	79%	97%	108	105									WN	73G	137	83%	97%	114	110
390	33	NB	MDW	MDW	20	00	WN	73G	137	95%	97%	130	126			TOW					WN	73G	137	83%	97%	114	110	
391	33	NB	MDW	MDW	22	35	WN	73G	137	85%	100%	116	116			TOW					WN	73G	137	95%	97%	130	126	
392	31	NB	MDW	MDW	15	40	WN	73G	137	85%	97%	116	113									WN	73G	137	83%	97%	114	110
393	37	NB	MDW	MDW	12	25	WN	73G	137	85%	97%	116	113									WN	73G	137	86%	97%	118	114
394	33	NB	MDW	MDW	10	10	WN	73G	137	95%	97%	130	126									WN	73G	137	95%	97%	130	126
395	38	NB	MSY	MSY	18	05	WN	73G	137	85%	97%	116	113									WN	73G	137	95%	97%	119	116
396	34	NB	MSY	MSY	10	30	WN	73G	137	95%	97%	130	126									WN	73G	137	87%	97%	119	116
397	31	NB	MSY	MSY	18	55	WN	73G	137	79%	97%	108	105									WN	73G	137	87%	97%	119	116
398	40	NB	OAK	OAK	22	55	WN	733	137	80%	100%	110	110			TOW					WN	733	137	83%	97%	114	110	
399	39	NB	OAK	OAK	07	55	WN	73G	137	80%	97%	110	106									WN	73G	137	95%	97%	130	126
400	32	NB	OAK	OAK	08	35	WN	73G	137	86%	97%	118	114									WN	73G	137	86%	97%	118	114
401	36	NB	OAK	OAK	10	15	WN	733	137	95%	97%	130	126									WN	733	137	83%	97%	114	110
402	33	NB	OAK	OAK	12	40	WN	733	137	80%	97%	110	106									WN	733	137	83%	97%	114	110
403	40	NB	OAK	OAK	13	10	WN	73G	137	80%	97%	110	106									WN	73G	137	81%	97%	111	108
404	40	NB	OAK	OAK	13	30	WN	733	137	80%	97%	110	106									WN	733	137	83%	97%	114	110
405	38	NB	OAK	OAK	16	05	WN	73G	137	80%	97%	110	106									WN	73G	137	86%	97%	118	114
406	32	NB	OAK	OAK	16	35	WN	733	137	80%	97%	110	106									WN	733	137	95%	97%	130	126
407	34	NB	OAK	OAK	17	40	WN	733	137	86%	97%	118	114									WN	733	137	95%	97%	130	126
408	32	NB	OAK	OAK	19	05	WN	73G	137	95%	97%	130	126									WN	73G	137	86%	97%	118	114
409	32	NB	OAK	OAK	19	55	WN	733	137	95%	97%	130	126									WN	733	137	86%	97%	111	108
410	36	NB	OAK	OAK	20	25	WN	735	122	95%	97%	116	112									WN	735	122	83%	97%	101	98
411	38	NB	OAK	OAK	20	55	WN	73G	137	95%	97%	130	126									WN	73G	137	83%	97%	100	97
412	37	NB	OAK	OAK	21	40	WN	73G	137	86%	100%	105	105									WN	735	122	82%	97%	100	97
413	33	NB	OMA	OMA	12	00	WN	73G	137	87%	97%	119	116									WN	73G	137	83%	97%	114	110
414	31	NB	PHL	PHL	22	20	WN	73G	137	79%	100%	108	108			TOW					WN	73G	137	83%	97%	114	110	
415	32	NB	PHL	PHL	10	45	WN	73G	137	95%	97%	130	126									WN	73G	137	72%	97%	99	96
416	32	NB	PHX	PHX	22	25	WN	733	137	81%	100%	111	111			TOW					WN	733	137	87%	97%	119	116	
417	33	NB	PHX	PHX	13	30	WN	73G	137	81%	97%	111	108									WN	73G	137	87%	97%	119	116
418	31	NB	PHX	PHX	16	25	WN	733	137	81%	97%	111	108									WN	733	137	87%	97%	119	116
419	38	NB	PHX	PHX	11	45	WN	733	137	95%	97%	130	126									WN	73G	137	83%	97%	114	110
420	36	NB	PHX	PHX	19	35	WN	73G	137	95%	97%	130	126									WN	73G	137	86%	97%	118	114
421	32	NB	PHX	PHX	09	15	WN	733	137	95%	97%	130	126									WN	733	137	86%	97%	118	114
422	31	NB	PHX	PHX	14	35	WN	735	122	81%	97%	99	96									WN	735	122	81%	97%	99	96
423	37	NB	PHX	PHX	14	05	WN	733	137	81%	97%	111	108									WN	733	137	83%	97%	114	110
424	34	NB	PHX	PHX	18	30	WN	73G	137	95%	97%	130	126									WN	73G	137	86%	97%	118	114
425	38	NB	PHX	PHX	10	30	WN	73G	137	95%	97%	130	126									WN	73G	137	87%	97%	116	116
426	37	NB	PHX	PHX	20	25	WN	73G	137	95%	97%	130	126									WN	73G	137	83%	97%	114	110
427	34	NB	PHX	PHX	07	10	WN	733	137	81%	97%	111	108									WN	733	137	95%	100%	130	130
428	31	NB	PHX	PHX	08	05	WN	733	137	86%	97%	118	114									WN	733	137	95%	97%	130	126
429	38	NB	PHX	PHX	12	30	WN	733	137	86%	97%	118	114									WN	733	137	81%	97%	111	108
430	33	NB	PHX	PHX	17	05	WN	73G	137	81%	97%	111	108									WN	73G	137	95%	97%	130	126
431	36	NB	PHX	PHX	21	25	WN	73G	137	86%	100%	118	118									WN	73G	137	81%	97%	111	108
432	31	NB	PVD	PVD	11	50	WN	73G	137	87%	97%	119	116									WN	73G	137	80%	97%	110	106
433	34	NB	RNO	RNO	19	15																						

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Gated Flight Schedule With Common Gate Use- High Constrained 2015 Forecast

Ref. Num.	Gate	Gate Type	Arrivals					Departures																							
			Type	TOW	Dfl	Origin	Arr. Hour	Arr. Min.	Air-line	Fit. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD%	Depl	Term	2	TOW	Type	Dfl	Dest.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD%	Emp	Orig
435	39	NB				RNO	08	15	WN	122	83%	97%	101	98							ELP	16	20	WN	735	735	122	79%	97%	96	93
436	36	NB				RNO	08	15	WN	122	95%	97%	116	112							RNO	08	40	WN	735	735	122	95%	97%	116	112
437	40	NB				SAT	19	50	WN	137	77%	97%	105	102							OAK	20	15	WN	733	733	137	81%	97%	111	108
438	34	NB				SAT	09	40	WN	137	95%	97%	130	126							SJC	10	15	WN	733	733	137	86%	97%	118	114
439	35	NB				SEA	13	05	WN	137	82%	97%	112	109							OAK	13	30	WN	733	733	137	81%	97%	111	108
440	34	NB				SJC	21	40	WN	137	87%	100%	119	119																	
441	37	NB				SJC	22	25	WN	137	78%	100%	107	107																	
442	35	NB				SJC	08	10	WN	137	95%	97%	130	126							PHX	08	35	WN	733	733	137	95%	97%	130	126
443	35	NB				SJC	09	10	WN	137	95%	97%	130	126							PHX	10	15	WN	733	733	137	83%	97%	114	110
444	37	NB				SJC	10	45	WN	137	87%	97%	119	116							PHX	11	15	WN	733	733	137	83%	97%	114	110
445	37	NB				SJC	13	15	WN	137	78%	97%	107	104							ABQ	13	40	WN	733	733	137	84%	97%	115	112
446	40	NB				SJC	14	45	WN	137	78%	97%	107	104							LAS	15	10	WN	733	733	137	83%	97%	114	110
447	36	NB				SJC	17	00	WN	137	78%	97%	107	104							ABQ	15	10	WN	733	733	137	84%	97%	114	110
448	37	NB				SJC	19	40	WN	137	78%	97%	107	104							PHX	20	05	WN	733	733	137	95%	97%	130	126
449	34	NB				SJC	20	55	WN	137	95%	97%	130	126							PHX	20	05	WN	733	733	137	83%	97%	114	110
450	31	NB				SMF	20	35	WN	137	86%	97%	118	114							SMF	21	20	WN	733	733	137	81%	97%	111	108
451	36	NB				SMF	22	25	WN	122	82%	100%	100	100																	
452	34	NB				SMF	07	55	WN	137	86%	97%	118	114							TUS	08	20	WN	733	733	137	95%	97%	130	126
453	34	NB				SMF	08	55	WN	137	95%	97%	130	126							HOU	09	20	WN	733	733	137	87%	97%	119	116
454	32	NB				SMF	10	05	WN	122	95%	97%	116	112							ELP	10	30	WN	735	735	122	95%	97%	116	112
455	31	NB				SMF	10	50	WN	137	86%	97%	118	114							MDW	11	20	WN	733	733	137	80%	97%	110	106
456	36	NB				SMF	11	30	WN	137	82%	97%	112	109							MDW	12	00	WN	733	733	137	81%	97%	111	108
457	32	NB				SMF	12	55	WN	137	82%	97%	112	109							SEA	13	20	WN	733	733	137	85%	97%	111	108
458	35	NB				SMF	14	00	WN	137	82%	97%	112	109							SJC	14	25	WN	733	733	137	83%	97%	114	110
459	33	NB				SMF	14	50	WN	137	82%	97%	112	109							SMF	15	15	WN	733	733	137	81%	97%	111	108
460	36	NB				SMF	16	10	WN	122	82%	97%	100	97							SMF	16	35	WN	735	735	122	86%	97%	105	102
461	32	NB				SMF	17	20	WN	137	86%	97%	118	114							OAK	17	45	WN	733	733	137	95%	97%	130	126
462	36	NB				SMF	18	35	WN	137	86%	97%	118	114							ABQ	19	05	WN	733	733	137	84%	97%	115	112
463	35	NB				SMF	19	25	WN	137	95%	97%	130	126							TUS	19	50	WN	733	733	137	95%	97%	130	126
464	39	NB				SMF	21	40	WN	137	82%	100%	112	112							LAS	22	05	WN	733	733	137	83%	97%	114	110
465	36	NB				TUS	13	05	WN	137	83%	97%	114	110							BOL	14	30	WN	733	733	137	87%	97%	119	116
466	40	NB				TUS	18	00	WN	137	83%	97%	114	110							MCI	18	25	WN	733	733	137	87%	97%	119	116
467	33	NB				TUS	08	25	WN	137	95%	97%	130	126							OAK	08	50	WN	733	733	137	95%	97%	130	126
468	33	NB				TOW			WN	733											SJC	06	35	WN	733	733	137	86%	100%	118	118
469	36	NB				TOW			WN	733											ABQ	06	45	WN	733	733	137	87%	100%	119	119
470	35	NB				TOW			WN	733											BNA	07	50	WN	733	733	137	95%	100%	130	130
471	38	NB				TOW			WN	733											BWI	06	55	WN	733	733	137	87%	100%	119	119
472	34	NB				TOW			WN	735											LAS	06	35	WN	735	735	122	86%	100%	105	105
473	39	NB				TOW			WN	733											MCI	06	55	WN	733	733	137	87%	100%	119	119
474	35	NB				TOW			WN	733											MDW	06	40	WN	733	733	137	87%	100%	119	119
475	40	NB				TOW			WN	733											MDW	09	25	WN	733	733	137	95%	97%	130	126
476	37	NB				TOW			WN	733											MSY	07	10	WN	733	733	137	87%	100%	119	119
477	32	NB				TOW			WN	733											OAK	07	50	WN	733	733	137	95%	100%	130	130
478	40	NB				TOW			WN	733											PHL	06	55	WN	733	733	137	87%	100%	119	119
479	31	NB				TOW			WN	733											PHX	06	30	WN	733	733	137	86%	100%	118	118
480	31	NB				TOW			WN	733											PHX	07	00	WN	733	733	137	86%	100%	118	118
481	32	NB				TOW			WN	735											SMF	06	30	WN	735	735	122	86%	100%	105	105
482	38	NB				TOW			WN	735											SMF	08	15	WN	735	735	122	86%	97%	105	102
483	41	RJ				DEN	22	45	YV	70	83%	100%	58	58											CR7	70	95%	100%	67	67	
484	41	RJ				DEN	08	05	YV	70	87%	100%	61	61							DEN	08	40	YV	CR7	70	95%	100%	61	61	
485	41	RJ				DEN	09	20	YV	70	95%	100%	67	67							DEN	09	55	YV	CR7	70	87%	100%	59	59	
486	41	RJ				DEN	10</																								

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Gated Flight Schedule With Preferential Gate Use- High Constrained 2015 Forecast

Ref. Num.	Gate	Gate Type	Arrivals				Departures													
			Type	Origin	Arr. Hour	Arr. Min.	Air- line	Ft. No.	Equip- ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig						
100	1	RJ	TOW	LAX	22	14	A100	ERD	44	82%	100%	36	36	A100	ERD	70	95%	100%	67	67
101	2	RJ	TOW	LAX	23	22	A100	ERD	44	82%	100%	36	36	A100	ERD	70	95%	100%	67	67
102	2	RJ	TOW	LAX	07	32	A100	CR7	70	86%	88%	60	53	A100	CR7	44	86%	88%	42	37
103	1	RJ	LAX	LAX	08	19	A100	ERD	44	95%	88%	42	37	A100	ERD	44	86%	88%	38	33
104	1	RJ	LAX	LAX	09	02	A100	ERD	44	95%	88%	42	37	A100	ERD	44	86%	88%	35	31
105	1	RJ	LAX	LAX	10	09	A100	ERD	44	86%	88%	38	33	A100	ERD	44	79%	88%	35	31
106	2	RJ	LAX	LAX	11	45	A100	ERD	44	82%	88%	36	32	A100	ERD	44	79%	88%	35	31
107	1	RJ	LAX	LAX	12	50	A100	ERD	44	82%	88%	36	32	A100	ERD	44	79%	88%	35	31
108	1	RJ	LAX	LAX	13	55	A100	ERD	44	82%	88%	36	32	A100	ERD	44	79%	88%	35	31
109	1	RJ	LAX	LAX	14	58	A100	ERD	44	82%	88%	36	32	A100	ERD	44	79%	88%	35	31
110	1	RJ	LAX	LAX	15	58	A100	ERD	44	82%	88%	36	32	A100	ERD	44	86%	88%	38	33
111	1	RJ	LAX	LAX	17	00	A100	ERD	44	86%	88%	38	33	A100	ERD	44	95%	88%	42	37
112	1	RJ	LAX	LAX	18	02	A100	CR7	70	95%	88%	67	59	A100	CR7	70	95%	88%	67	59
113	1	RJ	LAX	LAX	19	00	A100	ERD	44	95%	88%	42	37	A100	ERD	44	86%	88%	38	33
114	2	RJ	LAX	LAX	20	30	A100	ERD	44	86%	88%	38	33	A100	ERD	44	79%	88%	35	31
115	2	RJ	LAX	LAX	21	15	A100	ERD	44	82%	100%	36	36	A100	ERD	44	79%	88%	35	31
116	2	RJ	TOW	SJC	22	00	A100	ERD	44	87%	100%	38	38	A100	ERD	44	79%	88%	35	31
117	2	RJ	LAX	SJC	08	35	A100	ERD	44	95%	88%	42	37	A100	ERD	44	95%	88%	42	37
118	2	RJ	LAX	SJC	09	40	A100	ERD	44	95%	88%	42	37	A100	ERD	44	86%	88%	38	33
119	1	RJ	LAX	SJC	11	40	A100	ERD	44	78%	88%	34	30	A100	ERD	44	83%	88%	37	32
120	2	RJ	LAX	SJC	13	02	A100	ERD	44	78%	88%	34	30	A100	ERD	44	83%	88%	37	32
121	2	RJ	LAX	SJC	14	40	A100	ERD	44	78%	88%	34	30	A100	ERD	44	83%	88%	37	32
122	2	RJ	LAX	SJC	16	35	A100	ERD	44	78%	88%	34	30	A100	ERD	44	95%	88%	42	37
123	2	RJ	LAX	SJC	18	32	A100	ERD	44	87%	88%	38	34	A100	ERD	44	83%	88%	37	32
124	1	RJ	LAX	SJC	19	58	A100	ERD	44	95%	88%	42	37	A100	ERD	44	83%	88%	37	32
125	1	RJ	TOW	LAX			A100	ERD						A100	ERD	44	86%	100%	42	42
126	1	RJ	TOW	LAX			A100	ERD						A100	ERD	44	95%	100%	42	42
127	2	RJ	TOW	LAX			A100	ERD						A100	ERD	44	86%	100%	42	42
128	4	RJ	LAX	LAX	21	3	A296	CRJ	50	82%	100%	41	41	A296	CRJ	50	86%	100%	48	48
129	3	RJ	LAX	LAX	22	56	A296	CRJ	50	82%	100%	41	41	A296	CRJ	50	95%	83%	48	39
130	4	RJ	LAX	LAX	23	28	A296	CRJ	50	82%	100%	41	41	A296	CRJ	50	86%	83%	43	36
131	3	RJ	LAX	LAX	6	40	A296	CRJ	50	86%	83%	43	36	A296	CRJ	50	79%	83%	40	33
132	3	RJ	LAX	LAX	7	54	A296	CRJ	50	95%	83%	48	39	A296	CRJ	50	79%	83%	40	33
133	3	RJ	LAX	LAX	8	44	A296	CRJ	50	95%	83%	48	39	A296	CRJ	50	79%	83%	40	33
134	4	RJ	LAX	LAX	10	27	A296	CRJ	50	86%	83%	43	36	A296	CRJ	50	79%	83%	40	33
135	3	RJ	LAX	LAX	11	0	A296	CRJ	50	82%	83%	41	34	A296	CRJ	50	79%	83%	40	33
136	4	RJ	LAX	LAX	11	35	A296	CRJ	50	82%	83%	41	34	A296	CRJ	50	79%	83%	40	33
137	4	RJ	LAX	LAX	12	40	A296	CRJ	50	82%	83%	41	34	A296	CRJ	50	79%	83%	40	33
138	3	RJ	LAX	LAX	13	48	A296	CRJ	50	82%	83%	41	34	A296	CRJ	50	79%	83%	40	33
139	4	RJ	LAX	LAX	14	24	A296	CRJ	50	82%	83%	41	34	A296	CRJ	50	79%	83%	40	33
140	3	RJ	LAX	LAX	15	14	A296	CRJ	50	82%	83%	41	34	A296	CRJ	50	79%	83%	40	33
141	4	RJ	LAX	LAX	16	44	A296	CRJ	50	86%	83%	43	36	A296	CRJ	50	95%	83%	48	39
142	3	RJ	LAX	LAX	17	40	A296	CRJ	50	95%	83%	48	39	A296	CRJ	50	95%	83%	48	39
143	4	RJ	LAX	LAX	18	20	A296	CRJ	50	95%	83%	48	39	A296	CRJ	50	95%	83%	48	39
144	4	RJ	LAX	LAX	19	24	A296	CRJ	50	86%	83%	43	36	A296	CRJ	50	79%	83%	40	33
145	3	RJ	LAX	LAX	20	22	A296	CRJ	50	86%	83%	43	36	A296	CRJ	50	79%	83%	40	33
146	3	RJ	LAX	SLC	09	35	A296	CR7	70	95%	83%	67	55	A296	CR7	70	87%	83%	61	51

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Gated Flight Schedule With Preferential Gate Use- High Constrained 2015 Forecast

Ref. Num.	Gate	Gate Type	Arrivals				Departures							
			Type	Origin	Arr. Hour	Arr. Min.	Air-line	Ft. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
147	3	RJ	TOW					A296	CRJ	50	86%	100%	43	43
148	4	RJ	TOW					A296	CRJ	50	95%	100%	48	48
149	31	757	TOW					A296	CRJ	50	95%	100%	48	48
150	6	757		BOS	20	19	87%	180	757	180	87%	88%	157	138
151	7	NB		DFW	17	27	81%	129	M80	129	81%	88%	104	92
152	7	NB		DFW	19	12	87%	129	M80	129	87%	88%	112	99
153	5	NB		DFW	20	14	88%	129	M80	129	88%	88%	123	108
154	7	NB		DFW	21	26	95%	129	M80	129	95%	100%	123	123
155	6	757		DFW	22	43	87%	180	757	180	87%	100%	157	157
156	8	WB		DFW	08	32	81%	129	M80	129	81%	88%	104	92
157	7	NB		DFW	10	45	95%	129	M80	129	95%	88%	123	108
158	8	WB		DFW	11	37	95%	129	M80	129	95%	88%	123	108
159	5	NB		DFW	12	34	95%	129	M80	129	95%	88%	123	108
160	5	NB		DFW	13	44	81%	129	M80	129	81%	88%	104	92
161	5	NB		DFW	15	27	81%	129	M80	129	81%	88%	104	92
162	8	WB		JFK	14	07	79%	212	763	212	79%	88%	167	147
163	8	WB		JFK	19	58	95%	236	777	236	95%	88%	224	197
164	6	757		MIA	12	35	87%	142	738	142	87%	88%	124	109
165	7	NB		ORD	23	0	80%	129	M80	129	80%	100%	103	103
166	6	757		ORD	8	52	80%	129	M80	129	80%	88%	103	91
167	6	757		ORD	10	52	95%	129	M80	129	95%	88%	123	108
168	7	NB		ORD	12	59	95%	142	738	142	95%	88%	135	119
169	6	757		ORD	16	15	80%	129	M80	129	80%	88%	103	91
170	8	WB		ORD	17	25	80%	129	M80	129	80%	88%	103	91
171	5	NB		ORD	21	24	95%	142	738	142	95%	100%	135	135
172	5	NB		STL	10	43	95%	129	M80	129	95%	88%	123	108
173	5	NB		STL	16	30	79%	129	M80	129	79%	88%	102	90
174	8	WB	TOW					757						
175	7	NB	TOW					M80						
176	7	NB	TOW					M80						
177	6	757	TOW					M80						
178	5	NB	TOW					M80						
179	6	757	TOW					757						
180	8	WB	TOW					M80						
181	46	NB		YVR	10	01	75%	140	320	140	75%	96%	105	101
182	46	NB		YYZ	21	50	75%	112	319	112	75%	96%	84	81
183	46	NB		YYZ	11	10	75%	140	320	140	75%	96%	105	101
184	71	I		CDG	15	55	85%	270	777	270	85%	96%	230	220
185	73	I		LTO	12	35	79%	137	M80	137	79%	96%	108	104
186	73	I		MEX	09	55	79%	137	M80	137	79%	96%	108	104
187	73	I		SJD	19	30	79%	137	M80	137	79%	96%	108	104
188	73	I	TOW					M80						
189	9	NB		PDX	22	19	83%	140	734	140	83%	100%	116	116
190	9	NB		PDX	13	07	83%	140	734	140	83%	95%	116	110
191	9	NB		PDX	16	00	83%	140	734	140	83%	95%	116	110
192	9	NB		PDX	09	15	95%	120	736	120	95%	95%	114	108
193	10	NB		SEA	22	48	82%	140	M80	140	82%	100%	115	115

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Ref. Num.	Gate	Gate Type	Arrivals				Departures													
			Type	Origin	Arr. Hour	Arr. Min.	Air-line	Ft. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig						
194	9	NB	SEA	SEA	00	15	AS	734	140	82%	100%	115	115	AS	734	140	87%	100%	122	122
195	10	NB	SEA	SEA	09	57	AS	734	140	95%	95%	133	126	AS	734	140	87%	95%	122	116
196	9	NB	SEA	SEA	11	47	AS	739	172	95%	95%	163	155	AS	739	172	85%	95%	146	139
197	10	NB	SEA	SEA	13	26	AS	73G	120	82%	95%	98	93	AS	73G	120	85%	95%	102	97
198	9	NB	SEA	SEA	14	28	AS	M80	140	82%	95%	115	109	AS	M80	140	85%	95%	119	113
199	10	NB	SEA	SEA	16	40	AS	M80	140	82%	95%	115	109	AS	M80	140	95%	95%	133	126
200	10	NB	SEA	SEA	20	11	AS	M80	140	95%	95%	133	126	AS	M80	140	85%	95%	119	113
201	9	NB	SEA	SEA	21	17	AS	734	140	95%	100%	133	133	AS	734	140	85%	95%	119	113
202	9	NB	TOW				AS	73G	120	79%	95%	95	90	AS	73G	120	95%	95%	114	108
203	72	I	SJD		14	57	AS	73G	120	79%	95%	95	90	AS	73G	140	87%	100%	122	122
204	10	NB	TOW				AS	734						AS	M80	140	95%	95%	133	126
205	10	NB	TOW				AS	M80						AS	M80	140	95%	95%	133	126
206	13	NB	DEN	DEN	21	25	B6	E19	100	95%	100%	95	95	B6	E19	100	95%	96%	95	91
207	13	NB	DEN	DEN	07	55	B6	E19	100	83%	96%	83	80	B6	E19	100	84%	96%	84	81
208	14	NB	DEN	DEN	11	55	B6	E19	100	83%	96%	83	80	B6	E19	100	95%	96%	95	91
209	12	NB	DEN	DEN	16	25	B6	E19	100	83%	96%	83	80	B6	E19	100	95%	96%	95	91
210	11	NB	DFW	DFW	08	16	B6	320	156	81%	96%	126	121	B6	320	156	87%	96%	136	130
211	13	NB	DFW	DFW	13	36	B6	320	156	81%	96%	126	121	B6	320	156	87%	96%	136	130
212	12	NB	DFW	DFW	21	24	B6	320	156	81%	96%	126	121	B6	320	156	87%	96%	136	130
213	11	NB	FLL	FLL	11	54	B6	320	156	87%	96%	136	130	B6	320	156	85%	96%	133	127
214	11	NB	HNL	HNL	06	37	B6	320	156	87%	96%	136	130	B6	320	156	87%	96%	136	130
215	11	NB	IAD	IAD	09	33	B6	320	156	87%	96%	136	130	B6	320	156	85%	96%	133	127
216	14	NB	IAD	IAD	15	53	B6	320	156	80%	96%	125	120	B6	320	156	87%	96%	133	127
217	11	NB	JFK	JFK	23	10	B6	320	156	79%	100%	123	123	B6	320	156	87%	96%	136	130
218	11	NB	JFK	JFK	10	40	B6	320	156	95%	96%	148	142	B6	320	156	80%	96%	125	120
219	12	NB	JFK	JFK	14	40	B6	320	156	79%	96%	123	118	B6	320	156	95%	96%	148	142
220	11	NB	JFK	JFK	19	35	B6	320	156	95%	96%	148	142	B6	320	156	81%	96%	126	121
221	12	NB	MCO	MCO	11	06	B6	320	156	87%	96%	136	130	B6	320	156	87%	96%	136	130
222	12	NB	OAK	OAK	09	30	B6	E19	100	95%	96%	95	91	B6	E19	100	86%	96%	86	83
223	11	NB	OAK	OAK	13	05	B6	320	156	80%	96%	125	120	B6	320	156	81%	96%	126	121
224	13	NB	OAK	OAK	17	35	B6	E19	100	86%	96%	86	83	B6	E19	100	95%	96%	95	91
225	14	NB	OAK	OAK	21	15	B6	320	156	86%	100%	134	134	B6	320	156	80%	96%	125	120
226	13	NB	PDX	PDX	08	55	B6	E19	100	87%	96%	87	84	B6	E19	100	87%	96%	87	84
227	13	NB	PDX	PDX	15	15	B6	E19	100	83%	96%	83	80	B6	E19	100	87%	96%	87	84
228	13	NB	PDX	PDX	19	45	B6	E19	100	95%	96%	95	91	B6	E19	100	85%	96%	85	82
229	12	NB	SEA	SEA	08	32	B6	E19	100	82%	96%	82	79	B6	E19	100	87%	96%	87	84
230	12	NB	SEA	SEA	13	42	B6	E19	100	82%	96%	82	79	B6	E19	100	85%	96%	85	82
231	14	NB	SEA	SEA	20	04	B6	E19	100	95%	96%	95	91	B6	E19	100	84%	96%	84	81
232	14	NB	SLC	SLC	09	03	B6	E19	100	95%	96%	95	91	B6	E19	100	95%	96%	95	91
233	14	NB	SLC	SLC	14	33	B6	E19	100	78%	96%	78	75	B6	E19	100	82%	96%	82	79
234	12	NB	SLC	SLC	19	43	B6	E19	100	95%	96%	95	91	B6	E19	100	87%	96%	87	84
235	13	NB	TPA	TPA	11	08	B6	320	156	87%	96%	136	130	B6	320	156	83%	96%	129	124
236	14	NB	TOW				B6	E19						B6	E19	100	84%	100%	84	84
237	12	NB	TOW				B6	320						B6	320	156	95%	100%	148	148
238	70	I	LHR	LHR	12	50	BA	777	257	85%	96%	218	210	BA	777	257	85%	96%	218	210
239	70	I	LHR	LHR	15	35	BA	777	257	85%	96%	218	210	BA	777	257	85%	96%	218	210
240	15	NB	CLE	CLE	20	20	CO	73G	124	87%	100%	108	108	CO	73G	124	87%	100%	108	108

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Ref. Num.	Gate	Gate Type	Arrivals				Departures																
			Type	Origin	Arr. Hour	Arr. Min.	Air-line	Ft. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig									
288	24	NB	PHX	PHX	11	35	HP	320	150	95%	143	135	PHX	12	35	HP	320	150	83%	95%	125	118	
289	23	757	PHX	PHX	14	40	HP	320	150	81%	95%	122	115	PHX	15	40	HP	320	150	83%	95%	125	118
290	23	757	PHX	PHX	17	31	HP	757	190	81%	95%	154	146	PHX	18	30	HP	757	190	95%	95%	181	171
291	23	757	PHX	PHX	19	11	HP	733	134	95%	95%	127	121	PHX	19	40	HP	733	134	86%	95%	115	109
292	23	757	PHX	PHX	20	15	HP	733	134	95%	95%	127	121	LAS	21	00	HP	733	134	83%	95%	111	106
293	24	NB	TOW				HP	733						PHX	07	00	HP	733	134	86%	100%	115	115
294	23	757	TOW				HP	319						LAS	09	30	HP	319	124	86%	95%	107	101
295	75	I		NRT	11	15	JL	777	302	79%	96%	239	229	NRT	13	00	JL	777	302	79%	96%	239	229
296	74	I		FRA	13	15	LH	343	247	85%	96%	210	202	FRA	15	20	LH	343	247	85%	96%	210	202
297	26	NB	DTW	DTW	11	01	NW	319	124	95%	95%	118	112	DTW	12	30	NW	319	124	79%	95%	98	93
298	26	NB	DTW	DTW	13	51	NW	319	124	79%	95%	98	93	DTW	14	52	NW	319	124	95%	95%	118	112
299	26	NB	DTW	DTW	17	18	NW	320	148	79%	95%	117	111	MSP	18	15	NW	320	148	81%	95%	120	114
300	26	NB	DTW	DTW	20	58	NW	320	148	95%	95%	141	134	DTW	22	20	NW	320	148	79%	95%	117	111
301	20	NB	MEM	MEM	11	05	NW	320	148	87%	95%	129	122	MEM	12	30	NW	320	148	87%	95%	129	122
302	26	NB	MSP	MSP	19	02	NW	320	148	87%	95%	129	122	MSP	19	02	NW	320	148	87%	95%	129	122
303	25	757	MSP	MSP	20	32	NW	757	180	95%	95%	171	162	MSP	20	32	NW	757	180	95%	95%	171	162
304	25	757	MSP	MSP	23	02	NW	320	148	87%	100%	129	129	MSP	23	02	NW	320	148	87%	95%	108	102
305	26	NB	MSP	MSP	08	42	NW	319	124	87%	95%	108	102	MSP	09	55	NW	319	124	87%	95%	108	102
306	25	757	MSP	MSP	10	47	NW	757	180	95%	95%	171	162	MSP	12	05	NW	757	180	81%	95%	146	139
307	25	757	MSP	MSP	13	05	NW	320	148	95%	95%	141	134	MSP	14	02	NW	320	148	81%	95%	120	114
308	25	757	MSP	MSP	15	02	NW	320	148	60%	95%	89	84	MSP	16	05	NW	320	148	95%	95%	141	134
309	26	NB	TOW				NW	320						DTW	08	25	NW	320	148	95%	95%	141	134
310	25	757	TOW				NW	757						MSP	08	50	NW	757	180	95%	95%	171	162
311	25	757	TOW				NW	320						MSP	07	30	NW	320	148	87%	100%	129	129
312	10	NB	BOI	BOI	10	55	QX	CR7	70	87%	96%	61	58	BOI	11	25	QX	CR7	70	87%	96%	61	58
313	27	NB	IND	IND	12	30	TZ	738	175	87%	100%	152	152	IND	13	35	TZ	738	175	87%	100%	152	152
314	27	NB	MDW	MDW	22	55	TZ	738	175	85%	100%	149	149	MDW	14	50	TZ	738	175	87%	100%	166	166
315	27	NB	MDW	MDW	09	15	TZ	738	175	87%	100%	152	152	MDW	10	05	TZ	738	175	87%	100%	152	152
316	27	NB	MDW	MDW	13	50	TZ	738	175	85%	100%	149	149	MDW	14	50	TZ	738	175	87%	100%	166	166
317	27	NB	MDW	MDW	15	20	TZ	738	175	85%	100%	149	149	MDW	16	10	TZ	738	175	95%	100%	166	166
318	27	NB	TOW				TZ	738						MDW	06	20	TZ	738	175	87%	100%	152	152
319	32	NB	DEN	DEN	22	20	UA	319	120	83%	100%	100	100	DEN	18	08	UA	319	120	95%	83%	114	95
320	28	NB	DEN	DEN	21	27	UA	320	138	95%	100%	131	131	DEN	18	30	UA	320	138	83%	83%	114	95
321	30	NB	DEN	DEN	07	26	UA	320	138	83%	83%	115	95	DEN	08	15	UA	320	138	95%	83%	131	109
322	29	NB	DEN	DEN	09	56	UA	319	120	95%	83%	114	95	DEN	10	41	UA	319	120	84%	83%	101	84
323	31	757	DEN	DEN	10	01	UA	320	138	95%	83%	131	109	DEN	10	50	UA	320	138	84%	83%	116	96
324	29	NB	DEN	DEN	12	41	UA	320	138	83%	83%	115	95	DEN	13	43	UA	320	138	84%	83%	116	96
325	32	NB	DEN	DEN	16	00	UA	319	120	83%	83%	100	83	DEN	16	57	UA	319	120	87%	83%	104	87
326	29	NB	DEN	DEN	17	18	UA	320	138	83%	83%	115	95	ORD	18	08	UA	320	138	87%	83%	120	100
327	30	NB	IAD	IAD	17	11	UA	319	120	80%	83%	96	80	DEN	18	30	UA	319	120	95%	83%	114	95
328	30	NB	IAD	IAD	20	11	UA	319	120	95%	83%	114	95	IAD	22	15	UA	319	120	85%	83%	102	85
329	28	NB	IAD	IAD	10	51	UA	319	120	95%	83%	114	95	IAD	12	40	UA	319	120	85%	83%	102	85
330	28	NB	ORD	ORD	19	02	UA	320	138	87%	83%	120	100	DEN	20	15	UA	320	138	84%	83%	116	96
331	28	NB	ORD	ORD	08	09	UA	320	138	80%	83%	110	92	ORD	09	10	UA	320	138	95%	83%	131	109
332	30	NB	ORD	ORD	10	19	UA	320	138	95%	83%	131	109	ORD	11	08	UA	320	138	84%	83%	116	96
333	30	NB	ORD	ORD	12	24	UA	320	138	95%	83%	131	109	ORD	13	14	UA	320	138	84%	83%	116	96
334	31	757	ORD	ORD	22	04	UA	757	182	95%	100%	173	173	ORD	23	00	UA	757	182	84%	83%	153	127

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Ref. Num.	Gate	Gate Type	Arrivals				Departures																				
			Type	Origin	Arr. Hour	Arr. Min.	Air-line	Ft. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl. Term	2	TOW	D/I	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Ft. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp. Orig
335	32	NB		ORD	14	01	UA	320	138	80%	83%	110	92	UA	320	138	81%	SFO	14	51	UA	320	138	81%	112	93	109
336	28	NB		ORD	17	09	UA	320	138	80%	83%	110	92	UA	320	138	81%	SFO	18	00	UA	320	138	81%	112	93	109
337	29	NB		SFO	22	17	UA	733	120	86%	100%	103	103	UA	733	120	86%	SFO	18	00	UA	733	120	86%	119	99	81
338	30	NB		SFO	23	37	UA	733	120	80%	100%	96	96	UA	733	120	80%	SFO	13	39	UA	733	120	81%	83%	97	81
339	31	757		SFO	20	03	UA	320	138	95%	83%	131	109	UA	320	138	95%	SFO	16	25	UA	757	182	81%	83%	114	95
340	31	757		SFO	08	16	UA	320	138	95%	83%	131	109	UA	320	138	95%	SFO	09	27	UA	320	138	86%	83%	119	99
341	28	NB		SFO	09	47	UA	733	120	95%	83%	114	95	UA	733	120	95%	SFO	10	32	UA	733	120	81%	83%	97	81
342	28	NB		SFO	12	54	UA	733	120	80%	83%	96	80	UA	733	120	80%	SFO	13	39	UA	733	120	81%	83%	97	81
343	30	NB		SFO	15	40	UA	733	120	80%	83%	96	80	UA	733	120	80%	SFO	16	25	UA	733	120	95%	83%	114	95
344	31	757		SFO	17	43	UA	757	182	86%	83%	157	130	UA	757	182	86%	SFO	19	20	UA	757	182	81%	83%	147	122
345	29	NB		SFO	11	32	UA	320	138	80%	83%	110	92	UA	320	138	80%	ORD	12	15	UA	320	138	84%	83%	116	96
346	29	NB	TOW				UA	733						UA	733	120	86%	SFO	06	23	UA	733	120	86%	100%	103	103
347	29	NB	TOW				UA	733						UA	733	120	95%	SFO	08	10	UA	733	120	95%	100%	114	114
348	32	NB	TOW				UA	319						UA	319	120	95%	IAD	07	40	UA	319	120	95%	100%	114	114
349	28	NB	TOW				UA	320						UA	320	138	84%	DEN	06	18	UA	320	138	84%	100%	116	116
350	30	NB	TOW				UA	320						UA	320	138	87%	ORD	06	30	UA	320	138	87%	100%	120	120
351	45	NB		CLT	19	33	US	319	120	87%	100%	104	104	US	319	120	87%	CLT	22	05	US	319	120	87%	100%	104	104
352	44	NB		PHL	12	45	US	321	169	79%	100%	134	134	US	321	169	79%	PHL	13	10	US	321	169	87%	100%	147	147
353	44	NB		PHL	20	28	US	321	169	95%	100%	161	161	US	321	169	95%	PHL	21	55	US	321	169	87%	100%	147	147
354	45	NB		PIT	11	16	US	320	142	87%	100%	124	124	US	320	142	87%	PIT	13	30	US	320	142	87%	100%	124	124
355	41	NB		ABQ	09	15	WN	733	137	95%	97%	130	126	WN	733	137	95%	LAS	09	40	WN	733	137	86%	97%	118	114
356	36	NB		ABQ	20	10	WN	733	137	95%	97%	130	126	WN	733	137	95%	OAK	20	40	WN	733	137	81%	97%	111	108
357	39	NB		ABQ	16	10	WN	733	137	83%	97%	114	110	WN	733	137	83%	PHX	16	40	WN	733	137	86%	97%	118	114
358	41	NB		ABQ	14	05	WN	733	137	83%	97%	114	110	WN	733	137	83%	PVD	14	30	WN	733	137	87%	97%	118	116
359	36	NB		ABQ	12	05	WN	733	137	83%	97%	114	110	WN	733	137	83%	SAT	17	05	WN	733	137	79%	97%	108	105
360	37	NB		ABQ	16	50	WN	733	137	83%	97%	114	110	WN	733	137	83%	SJC	17	15	WN	733	137	95%	97%	130	126
361	35	NB		AUS	21	15	WN	733	137	79%	100%	108	108	WN	733	137	79%	AUS	21	15	WN	733	137	95%	97%	130	126
362	39	NB		AUS	11	45	WN	733	137	95%	97%	130	126	WN	733	137	95%	OAK	12	10	WN	733	137	81%	97%	111	108
363	35	NB		BDL	11	15	WN	733	137	87%	97%	119	116	WN	733	137	87%	OMA	11	40	WN	733	137	87%	97%	119	116
364	37	NB		BNA	12	05	WN	733	137	95%	97%	130	126	WN	733	137	95%	ABQ	12	30	WN	733	137	84%	97%	115	112
365	33	NB		BNA	17	05	WN	733	137	70%	97%	96	93	WN	733	137	70%	MDW	17	30	WN	733	137	80%	97%	110	106
366	37	NB		BNA	21	05	WN	733	137	95%	100%	130	130	WN	733	137	95%	PHX	21	30	WN	733	137	83%	97%	114	110
367	40	NB		BWI	21	40	WN	733	137	79%	100%	108	108	WN	733	137	79%	PHX	21	30	WN	733	137	83%	97%	114	110
368	41	NB		BWI	12	25	WN	733	137	95%	97%	130	126	WN	733	137	95%	PHL	13	15	WN	733	137	87%	97%	119	116
369	37	NB		CMH	11	25	WN	733	137	87%	97%	119	116	WN	733	137	87%	MSY	11	50	WN	733	137	87%	97%	119	116
370	37	NB		ELP	18	15	WN	735	122	79%	97%	96	93	WN	735	122	79%	OAK	18	40	WN	735	122	86%	97%	105	102
371	41	NB		ELP	11	40	WN	735	122	95%	97%	116	112	WN	735	122	95%	RNO	12	10	WN	735	122	82%	97%	100	97
372	42	NB		HOU	20	54	WN	733	137	87%	97%	119	116	WN	733	137	87%	SAT	09	55	WN	733	137	95%	97%	130	126
373	33	NB		HOU	09	25	WN	733	137	87%	97%	119	116	WN	733	137	87%	SAT	09	55	WN	733	137	95%	97%	130	126
374	40	NB		LAS	22	55	WN	735	122	95%	100%	116	116	WN	735	122	95%	LAS	08	10	WN	735	122	95%	97%	130	126
375	37	NB		LAS	21	45	WN	733	137	86%	100%	118	118	WN	733	137	86%	LAS	08	10	WN	733	137	95%	97%	130	126
376	35	NB		LAS	07	45	WN	733	137	83%	97%	114	110	WN	733	137	83%	AUS	09	10	WN	733	137	95%	97%	130	126
377	33	NB		LAS	08	45	WN	733	137	86%	97%	118	114	WN	733	137	86%	ABQ	10	35	WN	733	137	87%	97%	119	116
378	42	NB		LAS	10	10	WN	733	137	95%	97%	130	126	WN	733	137	95%	SJC	11	45	WN	733	137	83%	97%	114	110
379	36	NB		LAS	11	20	WN	733	137	86%	97%	118	114	WN	733	137	86%	AUS	14	20	WN	733	137	79%	97%	108	105
380	34	NB		LAS	13	55	WN	733	137	83%	97%	114	110	WN	733	137	83%	LAS	14	00	WN	733	137	79%	97%	101	98
381	40	NB		LAS	13	15	WN	735	122	83%	97%	101	98	WN	735	122	83%	LAS	14	00	WN	735	122	83%	97%	101	98

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Gated Flight Schedule With Preferential Gate Use- High Constrained 2015 Forecast

Ref. Num.	Gate	Gate Type	Arrivals				Departures													
			Type	Origin	Arr. Hour	Arr. Min.	Air-line	Ft. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig						
382	38	NB	LAS	LAS	14	55	WN	73G	137	83%	97%	114	110	WN	73G	137	83%	97%	114	110
383	42	NB	LAS	LAS	15	45	WN	73G	137	83%	97%	114	110	WN	73G	137	86%	97%	118	114
384	39	NB	LAS	LAS	17	15	WN	733	137	83%	97%	114	110	WN	733	137	95%	97%	130	126
385	41	NB	LAS	LAS	18	05	WN	733	137	83%	97%	114	110	WN	733	137	95%	97%	130	126
386	41	NB	LAS	LAS	19	10	WN	73G	137	83%	97%	114	110	WN	73G	137	81%	97%	111	108
387	37	NB	LAS	LAS	20	15	WN	73G	137	86%	97%	118	114	WN	73G	137	86%	97%	118	114
388	38	NB	MCI	MCI	12	20	WN	73G	137	95%	97%	130	126	WN	73G	137	83%	97%	114	110
389	35	NB	MCI	MCI	16	25	WN	73G	137	79%	97%	108	105	WN	73G	137	83%	97%	114	110
390	35	NB	MDW	MDW	20	00	WN	73G	137	95%	97%	130	126	WN	73G	137	83%	97%	114	110
391	35	NB	MDW	MDW	22	35	WN	73G	137	85%	100%	116	116	WN	73G	137	83%	97%	130	126
392	33	NB	MDW	MDW	15	40	WN	73G	137	85%	97%	116	113	WN	73G	137	95%	97%	130	126
393	39	NB	MDW	MDW	12	25	WN	73G	137	85%	97%	116	113	WN	73G	137	83%	97%	114	110
394	35	NB	MDW	MDW	10	10	WN	73G	137	95%	97%	130	126	WN	73G	137	86%	97%	118	114
395	40	NB	MDW	MDW	18	05	WN	73G	137	85%	97%	116	113	WN	73G	137	95%	97%	130	126
396	36	NB	MSY	MSY	10	30	WN	73G	137	95%	97%	130	126	WN	73G	137	87%	97%	119	116
397	33	NB	OAK	OAK	18	55	WN	73G	137	79%	97%	108	105	WN	73G	137	83%	97%	114	110
398	42	NB	OAK	OAK	22	55	WN	733	137	80%	100%	110	110	WN	733	137	83%	97%	114	110
399	41	NB	OAK	OAK	07	55	WN	73G	137	80%	97%	110	106	WN	73G	137	95%	97%	130	126
400	34	NB	OAK	OAK	08	35	WN	73G	137	86%	97%	118	114	WN	73G	137	86%	97%	118	114
401	38	NB	OAK	OAK	10	15	WN	733	137	95%	97%	130	126	WN	733	137	83%	97%	114	110
402	35	NB	OAK	OAK	12	40	WN	733	137	80%	97%	110	106	WN	733	137	83%	97%	114	110
403	42	NB	OAK	OAK	12	10	WN	73G	137	80%	97%	110	106	WN	73G	137	81%	97%	111	108
404	40	NB	OAK	OAK	13	30	WN	733	137	80%	97%	110	106	WN	733	137	83%	97%	114	110
405	40	NB	OAK	OAK	16	05	WN	73G	137	80%	97%	110	106	WN	73G	137	86%	97%	118	114
406	34	NB	OAK	OAK	16	35	WN	733	137	80%	97%	110	106	WN	733	137	95%	97%	130	126
407	36	NB	OAK	OAK	17	40	WN	733	137	86%	97%	118	114	WN	733	137	95%	97%	130	126
408	34	NB	OAK	OAK	19	05	WN	73G	137	95%	97%	130	126	WN	73G	137	86%	97%	118	114
409	34	NB	OAK	OAK	19	55	WN	733	137	95%	97%	130	126	WN	733	137	81%	97%	111	108
410	38	NB	OAK	OAK	20	25	WN	735	122	95%	97%	116	112	WN	735	122	83%	97%	101	98
411	40	NB	OAK	OAK	20	55	WN	73G	137	95%	97%	130	126	WN	73G	137	83%	97%	114	110
412	39	NB	OAK	OAK	21	40	WN	735	122	86%	100%	105	105	WN	735	122	82%	97%	100	97
413	35	NB	OMA	OMA	12	00	WN	73G	137	87%	97%	119	116	WN	73G	137	83%	97%	114	110
414	33	NB	PHL	PHL	22	20	WN	73G	137	79%	100%	108	108	WN	73G	137	83%	97%	114	110
415	34	NB	PHL	PHL	10	45	WN	73G	137	95%	97%	130	126	WN	73G	137	83%	97%	114	110
416	34	NB	PHX	PHX	22	25	WN	733	137	81%	100%	111	111	WN	733	137	72%	97%	99	96
417	35	NB	PHX	PHX	13	30	WN	73G	137	81%	97%	111	108	WN	73G	137	87%	97%	119	116
418	33	NB	PHX	PHX	16	25	WN	733	137	81%	97%	111	108	WN	733	137	87%	97%	119	116
419	40	NB	PHX	PHX	11	45	WN	73G	137	95%	97%	130	126	WN	73G	137	83%	97%	114	110
420	38	NB	PHX	PHX	19	35	WN	73G	137	95%	97%	130	126	WN	73G	137	86%	97%	118	114
421	34	NB	PHX	PHX	09	15	WN	733	137	95%	97%	130	126	WN	733	137	86%	97%	118	114
422	33	NB	PHX	PHX	14	35	WN	735	122	81%	97%	99	96	WN	735	122	81%	97%	99	96
423	39	NB	PHX	PHX	14	05	WN	733	137	81%	97%	111	108	WN	733	137	83%	97%	114	110
424	36	NB	PHX	PHX	18	30	WN	73G	137	95%	97%	130	126	WN	73G	137	86%	97%	118	114
425	40	NB	PHX	PHX	10	30	WN	73G	137	95%	97%	130	126	WN	73G	137	87%	97%	119	116
426	39	NB	PHX	PHX	20	25	WN	73G	137	95%	97%	130	126	WN	73G	137	83%	97%	114	110
427	36	NB	PHX	PHX	07	10	WN	733	137	81%	97%	111	108	WN	733	137	95%	100%	130	130
428	33	NB	PHX	PHX	08	05	WN	733	137	86%	97%	118	114	WN	733	137	95%	97%	130	126

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Gated Flight Schedule With Preferential Gate Use- High Constrained 2015 Forecast

Ref. Num.	Gate	Gate Type	Arrivals				Departures													
			Type	Origin	Arr. Hour	Arr. Min.	Air-line	Ft. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig						
429	40	NB	PHX	PHX	12	30	WN	733	137	86%	97%	118	114	WN	733	137	81%	97%	111	108
430	35	NB	PHX	PHX	17	05	WN	733	137	81%	97%	111	108	WN	733	137	95%	97%	130	126
431	38	NB	PHX	PHX	21	25	WN	733	137	86%	100%	118	118	WN	733	137	81%	97%	111	108
432	33	NB	PVD	RDU	11	50	WN	733	137	87%	97%	119	116	WN	733	137	80%	97%	110	106
433	36	NB	RDU	RNO	19	15	WN	733	137	87%	97%	119	116	WN	733	137	86%	97%	118	114
434	41	NB	RNO	RNO	22	45	WN	735	122	83%	100%	101	101	WN	735	122	79%	97%	96	93
435	41	NB	RNO	RNO	15	45	WN	735	122	83%	97%	101	98	WN	735	122	95%	97%	116	112
436	38	NB	RNO	RNO	08	15	WN	735	122	95%	97%	116	112	WN	735	122	81%	97%	111	108
437	42	NB	SAT	SAT	19	50	WN	733	137	77%	97%	105	102	WN	733	137	86%	97%	118	114
438	36	NB	SAT	SAT	09	40	WN	733	137	95%	97%	130	126	WN	733	137	81%	97%	111	108
439	37	NB	SEA	SEA	13	05	WN	733	137	82%	97%	112	109	WN	733	137	81%	97%	111	108
440	36	NB	SJC	SJC	21	40	WN	733	137	87%	100%	119	119	WN	733	137	81%	97%	111	108
441	39	NB	SJC	SJC	22	25	WN	733	137	78%	100%	107	107	WN	733	137	81%	97%	111	108
442	37	NB	SJC	SJC	08	10	WN	733	137	95%	97%	130	126	WN	733	137	95%	97%	130	126
443	37	NB	SJC	SJC	09	50	WN	733	137	95%	97%	130	126	WN	733	137	83%	97%	114	110
444	39	NB	SJC	SJC	10	45	WN	733	137	87%	97%	119	116	WN	733	137	83%	97%	114	110
445	39	NB	SJC	SJC	13	15	WN	733	137	78%	97%	107	104	WN	733	137	84%	97%	115	112
446	42	NB	SJC	SJC	14	45	WN	733	137	78%	97%	107	104	WN	733	137	83%	97%	114	110
447	38	NB	SJC	SJC	17	00	WN	733	137	78%	97%	107	104	WN	733	137	95%	97%	130	126
448	39	NB	SJC	SJC	19	40	WN	733	137	95%	97%	130	126	WN	733	137	83%	97%	114	110
449	36	NB	SJC	SJC	20	55	WN	733	137	95%	97%	130	126	WN	733	137	81%	97%	111	108
450	33	NB	SMF	SMF	20	35	WN	733	137	86%	97%	118	114	WN	733	137	81%	97%	111	108
451	38	NB	SMF	SMF	22	25	WN	735	122	82%	100%	100	100	WN	735	122	95%	97%	130	126
452	36	NB	SMF	SMF	07	55	WN	733	137	86%	97%	118	114	WN	733	137	87%	97%	119	116
453	36	NB	SMF	SMF	08	55	WN	733	137	95%	97%	130	126	WN	733	137	95%	97%	116	112
454	34	NB	SMF	SMF	10	05	WN	735	122	95%	97%	116	112	WN	735	122	95%	97%	110	106
455	33	NB	SMF	SMF	10	50	WN	733	137	86%	97%	118	114	WN	733	137	80%	97%	110	106
456	38	NB	SMF	SMF	11	30	WN	733	137	82%	97%	112	109	WN	733	137	81%	97%	111	108
457	34	NB	SMF	SMF	12	55	WN	733	137	82%	97%	112	109	WN	733	137	85%	97%	116	113
458	37	NB	SMF	SMF	14	00	WN	733	137	82%	97%	112	109	WN	733	137	83%	97%	114	110
459	35	NB	SMF	SMF	14	50	WN	733	137	82%	97%	112	109	WN	733	137	81%	97%	111	108
460	38	NB	SMF	SMF	16	10	WN	735	122	82%	97%	100	97	WN	735	122	86%	97%	105	102
461	34	NB	SMF	SMF	17	20	WN	733	137	86%	97%	118	114	WN	733	137	95%	97%	130	126
462	38	NB	SMF	SMF	18	35	WN	733	137	86%	97%	118	114	WN	733	137	84%	97%	115	112
463	37	NB	SMF	SMF	19	25	WN	733	137	95%	97%	130	126	WN	733	137	95%	97%	130	126
464	41	NB	SMF	SMF	21	40	WN	733	137	82%	100%	112	112	WN	733	137	83%	97%	114	110
465	38	NB	TUS	TUS	13	05	WN	733	137	83%	97%	114	110	WN	733	137	87%	97%	119	116
466	42	NB	TUS	TUS	18	00	WN	733	137	83%	97%	114	110	WN	733	137	87%	97%	119	116
467	35	NB	TUS	TUS	08	25	WN	733	137	95%	97%	130	126	WN	733	137	95%	97%	130	126
468	35	NB	TOW	TOW			WN	733	137	86%	100%	118	118	WN	733	137	86%	100%	118	118
469	38	NB	TOW	TOW			WN	733	137	86%	100%	118	118	WN	733	137	87%	100%	119	119
470	37	NB	TOW	TOW			WN	733	137	86%	100%	118	118	WN	733	137	95%	100%	130	130
471	40	NB	TOW	TOW			WN	733	137	86%	100%	118	118	WN	733	137	87%	100%	119	119
472	36	NB	TOW	TOW			WN	735	122	86%	100%	105	105	WN	735	122	86%	100%	105	105
473	41	NB	TOW	TOW			WN	733	137	83%	97%	114	110	WN	733	137	87%	100%	119	119
474	37	NB	TOW	TOW			WN	733	137	83%	97%	114	110	WN	733	137	87%	100%	119	119
475	42	NB	TOW	TOW			WN	733	137	86%	97%	118	114	WN	733	137	95%	97%	130	126

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Gated Flight Schedule With Preferential Gate Use- High Constrained 2015 Forecast

Ref. Num.	Gate	Gate Type	TOW	Type	Arrivals				Type	Departures				Dept. L.F.	Dept. OD %	Enp	Orig		
					Arr. Min.	Arr. Hour	Arr. L.F.	Arr. OD %		Depl Term	2 TOW	D/I	Type					Dest.	Dept. Hour
476	39	NB	TOW																
477	34	NB	TOW																
478	42	NB	TOW																
479	33	NB	TOW																
480	33	NB	TOW																
481	34	NB	TOW																
482	40	NB	TOW																
483	43	RJ		DEN	22														
484	43	RJ		DEN	08														
485	43	RJ		DEN	09														
486	43	RJ		DEN	10														
487	43	RJ		DEN	11														
488	43	RJ		DEN	13														
489	43	RJ		DEN	15														
490	43	RJ		DEN	17														
491	43	RJ		DEN	19														
492	43	RJ		DEN	21														
493	23	757		PHX	07														
494	24	NB		PHX	13														
495	24	NB		PHX	19														
496	23	757		PHX	10														
497	24	NB		PHX	16														
498	43	RJ	TOW																
501	CAR			LAX	09	33													
502	CAR			MEM	05	40													
503	CAR			OAK	04	20													
504	CAR			PHX	07	20													
505	CAR			OGG	13	15													
506	CAR			AFW	04	30													
507	CAR			MEM	05	27													
508	CAR			ILN	05	52													
509	CAR			ILN	06	09													
510	CAR			MEM	17	20													
511	CAR			OGG	11	54													
512	CAR			SDF	04	45													
516	GA			LAX	07	52													
517	GA			OAK	08	14													
518	GA			LAS	08	32													
519	GA			OAK	09	15													
520	GA			SJC	09	42													
521	GA			MSP	10	52													
522	GA			BUR	10	05													
523	GA			MSY	11	18													
524	GA			SFO	11	05													
525	GA			DEN	12	51													
526	GA			RNO	12	25													
527	GA			PHX	12	14													

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Common Gate Use- High Constrained 2030 Forecast

Ref. Num.	Gate Type	Arrivals							Departures																
		Type	Origin	Arr. Hour	Arr. Min.	Air-line	Fit. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl. Term	TOW	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
1	10 NB2					A100		44						S	LAX	6	18		3058	ERD	44	87%	100%	38	38
2	9 NB2					AA		142						M	DFW	6	21		522	'738	142	81%	100%	115	115
3	9 NB2					AA		142						M	DFW	6	52		1474	'738	142	81%	100%	115	115
4	7 WB					AA		142						M	ORD	6	16		862	'738	142	87%	100%	124	124
5	6 WB					AA		236						L	JFK	7	40		160	777	236	95%	100%	224	224
6	10 RJ					A100		44						S	LAX	7	5		3062	ERD	44	95%	100%	42	42
7	7 WB					AA		142						M	ORD	7	42		604	'738	142	95%	100%	135	135
8	11 NB2			7	32	A100		70	87%	88%	61	54		S	LAX	8	0		3064	CR7	70	95%	88%	67	59
9	9 NB2					AA		142						L	BOS	8	10		226	'738	142	95%	88%	135	119
10	8 NB2					AA		142						M	DFW	8	2		1120	'738	142	95%	88%	135	119
11	8 NB2			8	19	A100		44	95%	88%	42	37		S	LAX	8	45		3066	ERD	44	95%	88%	42	37
12	7 WB			8	32	AA		142	82%	88%	116	102		M	DFW	9	53		142	'738	142	95%	88%	135	119
13	11 NB2			8	52	AA		142	80%	88%	114	100		M	DFW	10	40		2066	'738	142	87%	88%	124	109
14	10 RJ			8	58	A100		44	95%	88%	42	37		S	LAX	9	30		3068	ERD	44	87%	88%	38	34
15	9 NB2					AA		142						M	DFW	9	15		1510	'738	142	95%	88%	135	119
16	6 WB			9	25	AA		236	83%	88%	196	172		L	JFK	10	55		NEW	777	236	87%	88%	205	181
17	10 RJ			10	9	A100		70	87%	88%	61	54		S	LAX	10	45		3070	CR7	70	82%	88%	57	51
18	12 NB2					AA		142	95%	88%	135	119		M	STL	11	50		682	'738	142	87%	88%	124	109
19	7 WB			10	45	AA		212	95%	88%	201	177		L	MIA	12	5		NEW	763	212	83%	88%	176	155
20	8 NB2			10	45	AA		142	95%	88%	135	119		M	DFW	11	27		1918	'738	142	81%	88%	115	101
21	9 NB2			10	52	AA		142	95%	88%	135	119		M	ORD	11	49		524	'738	142	81%	88%	115	101
22	6 WB			11	37	AA		142	95%	88%	135	119		M	DFW	12	25		875	'738	142	81%	88%	115	101
23	8 NB2			11	45	A100		44	82%	88%	36	32		S	LAX	12	15		3074	ERD	44	82%	88%	36	32
24	7 WB			12	34	AA		142	95%	88%	135	119		M	DFW	13	16		1136	'738	142	81%	88%	115	101
25	8 NB2			12	50	A100		44	82%	88%	36	32		S	LAX	13	20		3248	ERD	44	82%	88%	36	32
26	9 NB2			12	59	AA		142	95%	88%	135	119		M	ORD	14	0		1484	'738	142	87%	88%	124	109
27	11 NB2			13	44	AA		142	82%	88%	116	102		M	DFW	14	38		542	'738	142	81%	88%	115	101
28	10 RJ			13	55	A100		70	82%	88%	57	51		S	LAX	14	30		3078	CR7	70	82%	88%	57	51
29	6 WB			14	7	AA		236	83%	88%	196	172		L	JFK	15	30		236	777	236	95%	88%	224	197
30	8 NB2			14	19	AA		142	69%	88%	98	86		M	STL	15	50		NEW	'738	142	87%	88%	124	109
31	7 WB			14	35	AA		180	71%	88%	128	112		L	MIA	15	45		NEW	'757	180	95%	88%	171	150
32	10 RJ			14	58	A100		44	82%	88%	36	32		S	LAX	15	30		3080	ERD	44	82%	88%	36	32
33	9 NB2			15	5	AA		142	79%	88%	112	99		M	ORD	16	0		NEW	'738	142	95%	88%	135	119
34	11 NB2			15	27	AA		142	82%	88%	116	102		M	DFW	16	11		1173	'738	142	95%	88%	135	119
35	10 RJ			15	58	A100		44	82%	88%	36	32		S	LAX	16	30		3084	ERD	44	87%	88%	38	34
36	8 NB2			16	55	AA		142	80%	88%	114	100		M	ORD	17	42		NEW	'738	142	87%	88%	124	109
37	10 RJ			17	0	A100		70	87%	88%	61	54		S	LAX	17	30		3088	CR7	70	95%	88%	67	59
38	11 NB2			17	27	AA		142	82%	88%	116	102		M	DFW	17	30		3088	CR7	142	95%	88%	67	59
39	10 RJ			18	2	A100		44	95%	88%	42	37		S	LAX	18	30		3108	ERD	44	95%	88%	42	37
40	8 NB2			18	53	AA		142	80%	88%	114	100		S	LAX	19	30		3094	ERD	142	87%	88%	38	34
41	10 RJ			19	0	A100		44	95%	88%	42	37		S	LAX	19	30		3094	ERD	142	87%	88%	38	34
42	9 NB2			19	12	AA		142	87%	88%	124	109		M	DFW	20	30		208	'738	142	80%	88%	189	166
43	6 WB			19	58	AA		236	95%	88%	224	197		L	JFK	21	30		208	'777	236	80%	88%	189	166
44	8 NB2			20	14	AA		142	95%	88%	135	119		M	DFW	21	30		738	'738	142	95%	88%	67	59
45	9 NB2			20	19	AA		142	95%	88%	135	119		L	BOS	21	0		3056	CR7	142	82%	88%	57	51
46	10 RJ			20	30	A100		70	87%	88%	61	54		S	LAX	21	0		3056	CR7	70	82%	88%	57	51
47	12 NB1			20	55	AA		180	95%	88%	171	150		L	MIA	22	15		NEW	'757	180	83%	88%	149	131

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Ref. Num.	Gate Type	Gate	Arrivals										Departures																
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air- line	Fit. No.	Equip- ment	Seats	Arr. L.F.	Arr. OD %	Depl. Term.	TOW	Type	D/I	Dest.	Hour	Dept. Min.	Air- line	Fit. No.	Equip- ment	Seats	Dept. L.F.	Dept. OD %	Emp. Orig	
48	8 NB2		M			M	ORD	21	24	AA	345	738	142	95%	100%	135	135	M	ORD	23	0	NEW	1930	738	142	81%	88%	115	101
49	11 NB2		M	DFW		M	DFW	21	26	AA	2208	738	142	95%	100%	135	135	M	BOS	22	45	NEW		738	142	83%	88%	118	104
50	10 RJ		S	LAX		S	LAX	22	14	A100	3059	ERD	44	82%	100%	36	36	L					ERD	44					
51	6 WB		L	JFK		L	JFK	22	25	AA	NEW	777	236	87%	100%	205	205	M					777	236					
52	14 NB2		M	DFW		M	DFW	22	43	AA	1199	738	142	87%	100%	124	124	M					738	142					
53	7 WB		M	ORD		M	ORD	23	0	AA	1605	738	142	80%	100%	114	114	M					738	142					
54	10 RJ		S	LAX		S	LAX	23	22	A100	3061	ERD	44	82%	100%	36	36	M					ERD	44					
55	42 NB2		I	YVR		I	YVR	10	1	AC	NEW	320	140	79%	96%	111	106	I	YVR	10	55	NEW		320	140	79%	96%	111	106
56	42 NB2		I	YYZ		I	YYZ	11	10	AC	NEW	320	140	79%	96%	111	106	I	YYZ	12	45	NEW		320	140	79%	96%	111	106
57	41 NB2		I	YVR		I	YVR	19	1	AC	NEW	319	112	79%	96%	88	85	I	YVR	19	56	NEW		319	112	79%	96%	88	85
58	39 NB2		I	YYZ		I	YYZ	21	50	AC	NEW	319	112	79%	96%	88	85	I	YYZ	22	45	NEW		319	112	79%	96%	88	85
59	72 INT		I	CDG		I	CDG	15	55	AF	NEW	777	270	90%	96%	243	233	I	CDG	19	5	NEW		777	270	90%	96%	243	233
60	73 INT		I	CDG		I	CDG	19	20	AF	NEW	777	270	90%	96%	243	233	I	CDG	21	20	NEW		777	270	90%	96%	243	233
61	74 INT		M	SEA		M	SEA	0	15	AS	118	73G	120	80%	100%	96	96	M	PDX	6	40	NEW		73G	120	87%	100%	104	104
62	71 INT		I	MEX		I	MEX	9	55	AM	NEW	180	137	79%	96%	108	104	I	MEX	11	0	NEW		180	137	79%	96%	108	104
63	74 INT		I	MZT		I	MZT	12	25	AM	492	180	137	79%	96%	108	104	I	MZT	13	40	NEW		180	137	79%	96%	108	104
64	71 INT		I	LTO		I	LTO	12	35	AM	NEW	180	137	79%	96%	108	104	I	LTO	13	35	NEW		180	137	79%	96%	108	104
65	74 INT		I	MEX		I	MEX	14	55	AM	NEW	180	137	79%	96%	108	104	I	MEX	16	15	NEW		180	137	79%	96%	108	104
66	74 INT		I	SJD		I	SJD	19	30	AM	488	180	137	79%	96%	108	104	I	MEX	16	15	NEW		180	137	79%	96%	108	104
67	13 NB2		M	SEA		M	SEA	0	15	AS	118	73G	120	80%	100%	96	96	M	PDX	6	40	NEW		73G	120	87%	100%	104	104
68	12 NB1		M	SEA		M	SEA	0	15	AS	118	73G	120	80%	100%	96	96	M	SEA	6	30	NEW		73G	120	87%	100%	104	104
69	10 NB1		M	PDX		M	PDX	9	15	AS	230	734	140	95%	95%	133	126	M	SEA	8	20	NEW		73G	140	95%	95%	114	108
70	13 NB2		M	SEA		M	SEA	9	57	AS	550	73G	120	95%	95%	114	108	M	SJD	10	5	NEW		734	140	79%	95%	111	105
71	14 NB2		M	SEA		M	SEA	9	57	AS	550	73G	120	95%	95%	114	108	M	PDX	10	35	NEW		73G	120	87%	95%	104	99
72	13 NB2		M	SEA		M	SEA	10	55	QX	NEW	CR7	70	87%	95%	61	58	M	BOI	11	25	NEW		CR7	70	87%	95%	61	58
73	14 NB2		M	PDX		M	PDX	11	7	AS	NEW	73G	120	87%	95%	104	99	M	PDX	11	55	NEW		73G	120	82%	95%	98	93
74	13 NB2		M	SEA		M	SEA	11	47	AS	556	73G	120	95%	95%	114	108	M	SEA	12	17	NEW		73G	120	85%	95%	102	97
75	12 NB1		M	BOI		M	BOI	13	5	QX	NEW	CR7	70	87%	95%	61	58	M	SEA	13	35	NEW		CR7	70	87%	95%	61	58
76	13 NB2		M	PDX		M	PDX	13	7	AS	572	73G	120	81%	95%	97	92	M	SEA	13	45	NEW		73G	120	82%	95%	98	93
77	14 NB2		M	SEA		M	SEA	13	26	AS	520	73G	120	80%	95%	96	91	M	SEA	14	8	NEW		73G	120	85%	95%	102	97
78	12 NB1		M	SEA		M	SEA	14	28	AS	538	73G	120	80%	95%	96	91	M	SEA	15	4	NEW		73G	120	85%	95%	102	97
79	71 INT		I	SJD		I	SJD	14	57	AS	231	73G	120	79%	95%	95	90	M	SEA	16	17	NEW		73G	120	87%	95%	104	99
80	12 NB1		M	SEA		M	SEA	16	40	AS	518	73G	120	80%	95%	96	91	M	SEA	17	16	NEW		73G	120	95%	95%	114	108
81	13 NB2		M	PDX		M	PDX	16	57	AS	540	73G	120	81%	95%	97	92	M	PDX	17	30	NEW		73G	120	95%	95%	114	108
82	14 NB2		M	BOI		M	BOI	17	55	QX	NEW	CR7	70	87%	95%	61	58	M	BOI	18	25	NEW		CR7	70	87%	95%	61	58
83	12 NB1		M	PDX		M	PDX	19	37	AS	NEW	73G	120	95%	95%	114	108	M	PDX	20	22	NEW		73G	120	79%	95%	95	90
84	71 INT		I	SJD		I	SJD	19	55	AS	NEW	734	140	79%	95%	111	105	M	PDX	21	15	NEW		734	140	82%	95%	115	109
85	13 NB2		M	SEA		M	SEA	20	11	AS	566	73G	120	95%	95%	114	108	M	SEA	21	53	NEW		73G	120	85%	95%	102	97
86	14 NB2		M	SEA		M	SEA	20	55	QX	NEW	CR7	70	87%	95%	61	58	M	SEA	20	53	NEW		CR7	70	85%	95%	102	97
87	14 NB2		M	SEA		M	SEA	21	17	AS	560	739	120	81%	100%	163	163	M	SEA	21	59	NEW		739	120	85%	95%	146	139
88	13 NB2		M	PDX		M	PDX	22	19	AS	586	73G	120	81%	100%	97	97	M	SEA	21	59	NEW		73G	120	85%	95%	146	139
89	12 NB1		M	SEA		M	SEA	22	48	AS	558	73G	120	80%	100%	96	96	M	SEA	21	59	NEW		73G	120	85%	95%	146	139
90	14 NB2		M	SEA		M	SEA	22	48	AS	558	73G	120	80%	100%	96	96	M	SEA	21	59	NEW		73G	120	85%	95%	146	139
91	18 NB2		M	SEA		M	SEA	22	48	AS	558	73G	120	80%	100%	96	96	M	SEA	21	59	NEW		73G	120	85%	95%	146	139
92	17 NB2		M	SEA		M	SEA	22	48	AS	558	73G	120	80%	100%	96	96	M	SEA	21	59	NEW		73G	120	85%	95%	146	139
93	16 NB2		M	SEA		M	SEA	22	48	AS	558	73G	120	80%	100%	96	96	M	SEA	21	59	NEW		73G	120	85%	95%	146	139
94	18 NB2		M	SEA		M	SEA	22	48	AS	558	73G	120	80%	100%	96	96	M	SEA	21	59	NEW		73G	120	85%	95%	146	139
95	15 NB2		M	SEA		M	SEA	22	48	AS	558	73G	120	80%	100%	96	96	M	SEA	21	59	NEW		73G	120	85%	95%	146	139

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Ref. Num.	Gate Type	TOW	Type	Origin	Arrivals				Departures															
					Arr. Hour	Arr. Min.	Air- line	Fit. No.	Equip- ment	Seats	Arr. L.F.	Arr. OD %	Depl. Term.	TOW	Type	Dest.	Dept. Hour	Dept. Min.	Air- line	Fit. No.	Equip- ment	Seats	Dept. L.F.	Dept. OD %
96	19 NB2		M	DEN	7	55	B6	NEW	E19	100	83%	96%	83	80	TPA	7	48	NEW	E19	156	95%	100%	148	148
97	16 NB2		M	DEN	7	55	B6	NEW	E19	100	83%	96%	83	80	DEN	8	25	NEW	E19	100	95%	96%	95	91
98	20 NB2		M	DFW	8	16	B6	NEW	'320	156	82%	96%	128	123	JFK	8	55	NEW	'320	156	95%	96%	148	142
99	17 NB2		M	DFW	8	32	B6	NEW	E19	100	80%	96%	80	77	HNL	9	17	NEW	'320	156	87%	96%	136	130
100	18 NB2		M	SEA	8	55	B6	NEW	E19	100	87%	96%	87	84	SLC	9	3	NEW	E19	100	95%	96%	95	91
101	15 NB2		M	PDX	8	55	B6	NEW	E19	100	87%	96%	87	84	SEA	9	22	NEW	E19	100	87%	96%	87	84
102	20 NB2		M	SLC	9	3	B6	NEW	E19	100	95%	96%	95	91	MCO	9	16	NEW	'320	156	95%	96%	148	142
103	19 NB2		M	SLC	9	3	B6	NEW	E19	100	95%	96%	95	91	PDX	9	35	NEW	E19	100	95%	96%	95	91
104	16 NB2		S	OAK	9	5	B6	NEW	'320	156	95%	96%	148	142	OAK	9	55	NEW	'320	156	87%	96%	136	130
105	17 NB2		L	IAD	9	33	B6	NEW	'320	156	87%	96%	136	130	IAD	10	23	NEW	'320	156	87%	96%	136	130
106	18 NB2		L	JFK	10	40	B6	NEW	'320	156	95%	96%	148	142	JFK	11	35	NEW	'320	156	80%	96%	125	120
107	19 NB2		M	DEN	11	5	B6	NEW	E19	100	95%	96%	95	91	DEN	11	35	NEW	E19	100	85%	96%	85	82
108	20 NB2		L	MCO	11	6	B6	NEW	'320	156	87%	96%	136	130	FLL	11	56	NEW	'320	156	87%	96%	136	130
109	15 NB2		L	TPA	11	8	B6	NEW	'320	156	95%	96%	148	142	DFW	11	58	NEW	'320	156	81%	96%	126	121
110	16 NB2		L	FLL	11	44	B6	NEW	'320	156	95%	96%	148	142	BOS	12	39	NEW	'320	156	83%	96%	129	124
111	17 NB2		L	BOS	12	39	B6	NEW	'320	156	95%	96%	148	142	JFK	13	35	NEW	'320	156	80%	96%	125	120
112	18 NB2		L	JFK	12	40	B6	NEW	'320	156	83%	96%	129	124	OAK	13	30	NEW	'320	156	82%	96%	128	123
113	19 NB2		M	SEA	12	42	B6	NEW	E19	100	87%	96%	87	84	SEA	13	12	NEW	E19	100	85%	96%	85	82
114	20 NB2		L	IAD	13	26	B6	NEW	'320	156	95%	96%	148	142	MCO	14	16	NEW	'320	156	79%	96%	123	118
115	15 NB2		S	OAK	13	35	B6	NEW	'320	156	82%	96%	128	123	TPA	14	28	NEW	'320	156	79%	96%	123	118
116	16 NB2		L	DFW	13	36	B6	NEW	'320	156	82%	96%	128	123	HNL	14	37	NEW	'320	156	87%	96%	136	130
117	17 NB2		M	DEN	14	25	B6	NEW	E19	100	83%	96%	83	80	DEN	14	53	NEW	E19	100	82%	96%	82	79
118	18 NB2		M	SLC	14	40	B6	NEW	'320	156	83%	96%	129	124	JFK	15	35	NEW	'320	156	95%	96%	148	142
119	19 NB2		M	SLC	15	13	B6	NEW	E19	100	72%	96%	72	69	DEN	15	45	NEW	E19	100	85%	96%	85	82
120	20 NB2		M	PDX	15	15	B6	NEW	E19	100	81%	96%	81	78	PDX	15	45	NEW	E19	100	87%	96%	87	84
121	15 NB2		M	DFW	15	26	B6	NEW	'320	156	82%	96%	128	123	DFW	16	16	NEW	'320	156	95%	96%	148	142
122	16 NB2		L	IAD	15	33	B6	NEW	'320	156	76%	96%	119	114	IAD	16	23	NEW	'320	156	87%	96%	136	130
123	17 NB2		M	SEA	16	12	B6	NEW	E19	100	80%	96%	80	77	SEA	16	42	NEW	E19	100	87%	96%	87	84
124	18 NB2		S	OAK	16	35	B6	NEW	'320	156	82%	96%	128	123	DFW	17	26	NEW	'320	156	87%	96%	136	130
125	19 NB2		L	JFK	16	40	B6	NEW	'320	156	83%	96%	129	124	OAK	17	30	NEW	'320	156	95%	96%	148	142
126	20 NB2		M	DEN	18	5	B6	NEW	E19	100	83%	96%	83	80	SLC	18	33	NEW	E19	100	87%	96%	87	84
127	15 NB2		L	JFK	18	50	B6	NEW	'320	156	87%	96%	136	130	DEN	19	25	NEW	'320	156	80%	96%	128	123
128	16 NB2		M	SEA	18	52	B6	NEW	E19	100	87%	96%	87	84	DEN	19	25	NEW	E19	100	87%	96%	87	84
129	17 NB2		L	TPA	19	15	B6	NEW	'320	156	79%	96%	123	118	OAK	20	5	NEW	'320	156	82%	96%	128	123
130	15 NB2		L	FLL	19	34	B6	NEW	'320	156	79%	96%	123	118	OAK	20	5	NEW	'320	156	82%	96%	128	123
131	18 NB2		M	SLC	19	43	B6	NEW	E19	100	95%	96%	95	91	PDX	20	15	NEW	E19	100	87%	96%	87	84
132	19 NB2		M	PDX	19	45	B6	NEW	E19	100	95%	96%	95	91	SEA	20	12	NEW	E19	100	85%	96%	85	82
133	15 NB2		M	MCO	20	6	B6	NEW	'320	156	87%	96%	136	130	MCO	20	14	NEW	'320	156	87%	96%	136	130
134	16 NB2		M	DFW	20	24	B6	NEW	'320	156	95%	96%	148	142	FLL	22	14	NEW	'320	156	87%	96%	136	130
135	17 NB2		L	JFK	20	55	B6	NEW	'320	156	95%	96%	148	142	JFK	21	55	NEW	'320	156	80%	96%	125	120
136	18 NB2		M	DEN	21	25	B6	NEW	E19	100	95%	100%	95	95	DEN	21	55	NEW	E19	100	87%	96%	87	84
137	19 NB2		M	DEN	21	33	B6	NEW	'320	156	95%	100%	148	148	IAD	22	43	NEW	'320	156	83%	96%	129	124
138	15 NB2		S	OAK	21	35	B6	NEW	'320	156	87%	100%	136	136	JFK	22	45	NEW	'320	156	80%	96%	125	120
139	20 NB2		L	HNL	21	37	B6	NEW	'320	156	87%	100%	136	136	JFK	22	45	NEW	'320	156	80%	96%	125	120
140	17 NB2		M	SEA	22	12	B6	NEW	E19	100	80%	100%	80	80	SEA	22	45	NEW	E19	100	85%	96%	85	82
141	19 NB2		L	JFK	23	10	B6	NEW	'320	156	83%	100%	129	129	JFK	23	10	NEW	'320	156	80%	96%	125	120
142	72 INT		I	LHR	12	50	BA	NEW	777	257	90%	96%	231	222	LHR	14	50	NEW	777	257	90%	96%	231	222
143	73 INT		I	LHR	15	35	BA	NEW	777	257	90%	96%	231	222	LHR	17	35	NEW	777	257	90%	96%	231	222

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Ref. Num.	Gate Type	Gate	Arrivals					Departures															
			Type	Arr. Hour	Arr. Min.	Arr. L.F.	Arr. OD %	Arr. Term.	TOW	D/I	Type	Dest.	Dept. Hour	Dept. Min.	Dept. L.F.	Dept. OD %	Dept. Term.						
144	21	WB	M	IAH	8	43	CO	NEW	738	183	87%	100%	135	L	EWR	8	0	NEW	757	183	95%	100%	174
145	21	WB	L	EWR	9	55	CO	NEW	738	155	87%	100%	159	L	EWR	9	39	NEW	828	155	95%	100%	147
146	21	WB	M	CLE	10	00	CO	NEW	738	183	87%	100%	159	L	EWR	11	5	NEW	757	183	82%	100%	150
147	22	NB2	M	IAH	10	33	CO	NEW	738	155	87%	100%	135	M	IAH	11	5	NEW	738	155	87%	100%	135
148	23	NB2	M	IAH	10	33	CO	NEW	738	167	95%	100%	159	M	IAH	12	30	NEW	738	167	80%	100%	134
149	21	WB	L	EWR	11	35	CO	NEW	757	183	95%	100%	174	L	EWR	12	45	NEW	757	183	82%	100%	150
150	22	NB2	M	IAH	13	3	CO	NEW	738	124	95%	100%	118	M	IAH	14	20	NEW	738	124	87%	100%	108
151	21	WB	L	EWR	14	17	CO	NEW	764	235	80%	100%	188	L	EWR	15	15	NEW	764	235	95%	100%	223
152	21	WB	M	IAH	15	52	CO	NEW	738	155	76%	100%	118	M	IAH	16	50	NEW	738	155	95%	100%	147
153	23	NB2	M	IAH	17	57	CO	NEW	738	124	76%	100%	94	M	IAH	18	18	NEW	738	124	87%	100%	108
154	21	WB	L	EWR	18	35	CO	NEW	757	183	80%	100%	146	L	EWR	21	38	NEW	738	183	87%	100%	135
155	22	NB2	M	IAH	19	57	CO	NEW	738	155	95%	100%	147	M	IAH	21	45	NEW	764	155	80%	100%	193
156	21	WB	L	EWR	20	28	CO	NEW	764	235	95%	100%	223	L	EWR	23	0	NEW	738	235	80%	100%	124
157	22	NB2	M	IAH	22	4	CO	NEW	738	155	87%	100%	135	M	IAH	7	0	NEW	738	155	80%	100%	124
158	23	NB2	M	IAH	22	4	CO	NEW	738	124	87%	100%	135	M	IAH	7	0	NEW	738	124	87%	100%	108
159	26	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
160	27	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
161	24	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
162	26	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
163	25	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
164	26	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
165	24	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
166	27	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
167	25	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
168	26	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
169	26	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
170	25	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
171	24	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
172	27	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
173	25	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
174	26	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
175	24	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
176	27	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
177	26	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
178	25	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
179	24	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
180	27	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
181	26	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
182	25	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
183	26	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
184	27	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
185	25	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
186	26	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
187	27	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
188	24	NB1	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
189	26	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
190	27	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108
191	26	NB2	M	IAH	22	4	CO	NEW	738	154	87%	100%	135	M	IAH	7	0	NEW	738	154	87%	100%	108

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Ref. Num.	Gate Type	Gate	Arrivals				Departures																		
			Type	Arr. Hour	Arr. Min.	Air. line	Type	Dept. Hour	Dept. Min.	Air. line															
192	27 NB2	M	ATL	23	7	DL	NEW	738	154	87%	100%	134	134	M	ATL	7	20	176	757	183	95%	100%	174	174	
193	25 NB1	M	ATL	23	7	DL	NEW	738	154	87%	100%	134	134	M	DEN	6	30	532	319	132	85%	100%	112	112	
194	1 NB2	M	DEN	8	20	F9	NEW	319	132	87%	100%	115	115	M	DEN	9	5	234	319	132	87%	100%	115	115	
195	1 NB2	M	DEN	9	55	F9	NEW	319	132	95%	100%	125	125	M	DEN	11	0	539	319	132	85%	100%	112	112	
196	1 NB2	M	DEN	12	15	F9	NEW	319	132	83%	100%	110	110	M	DEN	13	5	NEW	319	132	85%	100%	112	112	
197	1 NB2	M	DEN	14	0	F9	NEW	319	132	83%	100%	110	110	M	DEN	14	50	328	319	132	85%	100%	112	112	
198	1 NB2	M	DEN	16	40	F9	NEW	319	132	83%	100%	110	110	M	DEN	17	25	NEW	319	132	95%	100%	125	125	
199	1 NB2	M	DEN	19	0	F9	NEW	319	132	87%	100%	115	115	M	DEN	19	40	552	319	132	87%	100%	115	115	
200	1 NB2	M	DEN	22	30	F9	NEW	319	132	83%	100%	110	110	M	DEN	19	40	552	319	132	87%	100%	115	115	
201	1 NB2	M	DEN	22	30	F9	NEW	319	132	83%	100%	110	110	M	DEN	19	40	552	319	132	87%	100%	115	115	
202	2 NB2	M	ATL	10	15	FL	NEW	73G	137	87%	100%	119	119	M	ATL	11	5	NEW	73G	137	82%	100%	112	112	
203	2 NB2	M	ATL	11	45	FL	NEW	73G	137	95%	100%	130	130	M	ATL	12	35	NEW	73G	137	82%	100%	112	112	
204	2 NB2	M	ATL	13	40	FL	NEW	73G	137	95%	100%	130	130	M	ATL	14	30	NEW	73G	137	87%	100%	119	119	
205	2 NB2	M	ATL	20	55	FL	NEW	73G	137	95%	100%	130	130	M	ATL	22	50	NEW	73G	137	82%	100%	112	112	
206	6 WB	L	HNL	9	5	HA	NEW	763	252	87%	100%	130	130	L	HNL	9	5	31	763	252	87%	100%	219	219	
207	7 WB	L	HNL	16	24	HA	NEW	763	252	87%	100%	219	219	L	OGG	10	15	37	763	252	87%	100%	219	219	
208	7 WB	L	HNL	21	5	HA	NEW	763	252	87%	100%	219	219	L	HNL	17	54	NEW	763	252	87%	100%	219	219	
209	7 WB	L	HNL	21	5	HA	NEW	763	252	87%	100%	219	219	L	HNL	17	54	NEW	763	252	87%	100%	219	219	
210	7 WB	L	OGG	22	20	HA	NEW	763	252	87%	100%	219	219	L	OGG	10	15	37	763	252	87%	100%	219	219	
211	3 NB2	S	LAS	1	4	HP	NEW	730	320	150	95%	100%	143	143	S	LAS	9	30	NEW	320	150	87%	100%	131	131
212	4 NB2	S	PHX	7	40	HP	NEW	320	150	95%	100%	143	143	S	PHX	6	45	347	320	150	87%	100%	131	131	
213	3 NB2	S	PHX	8	33	HP	NEW	320	150	95%	100%	143	143	S	PHX	7	0	231	320	150	87%	100%	131	131	
214	4 NB2	S	PHX	8	33	HP	NEW	320	150	95%	100%	143	143	S	PHX	7	0	231	320	150	87%	100%	131	131	
215	3 NB2	S	PHX	11	35	HP	NEW	320	150	95%	100%	143	143	S	PHX	8	10	6460	319	124	95%	94%	118	111	
216	4 NB2	S	PHX	11	35	HP	NEW	320	150	95%	100%	143	143	S	PHX	8	10	6460	319	124	95%	94%	118	111	
217	3 NB2	S	LAS	12	55	HP	NEW	320	150	84%	94%	126	118	S	LAS	9	30	204	320	150	87%	94%	131	123	
218	4 NB2	S	LAS	12	55	HP	NEW	320	150	84%	94%	126	118	S	LAS	9	30	204	320	150	87%	94%	131	123	
219	3 NB2	S	PHX	13	19	HP	NEW	320	150	79%	94%	119	111	S	PHX	9	30	NEW	320	150	87%	100%	131	131	
220	4 NB2	S	PHX	14	40	HP	NEW	320	150	79%	94%	119	111	S	PHX	9	30	NEW	320	150	87%	100%	131	131	
221	3 NB2	S	PHX	17	31	HP	NEW	320	150	79%	94%	119	111	S	PHX	15	40	759	320	150	85%	94%	128	120	
222	4 NB2	S	LAS	17	54	HP	NEW	320	150	84%	94%	126	118	S	LAS	18	30	187	320	150	95%	94%	143	134	
223	3 NB2	S	PHX	19	11	HP	NEW	320	150	84%	94%	126	118	S	PHX	18	35	896	320	150	95%	94%	143	134	
224	4 NB2	S	PHX	20	15	HP	NEW	320	150	95%	100%	143	134	S	LAS	19	40	6032	319	124	87%	94%	108	101	
225	3 NB2	S	LAS	21	8	HP	NEW	320	150	95%	100%	143	134	S	LAS	21	0	58	320	150	84%	94%	126	118	
226	4 NB2	S	LAS	22	43	HP	NEW	320	150	79%	100%	119	119	S	LAS	21	0	58	320	150	84%	94%	126	118	
227	73 INT	I	NRT	11	15	JL	NEW	777	302	87%	96%	263	252	I	NRT	13	0	NEW	777	302	87%	96%	263	252	
228	72 INT	I	IGN	10	20	KE	NEW	777	301	87%	96%	262	251	I	IGN	12	15	NEW	777	301	87%	96%	262	251	
229	75 INT	I	FRA	13	15	LH	NEW	343	247	90%	96%	222	213	I	FRA	15	20	NEW	343	247	90%	96%	222	213	
230	72 INT	I	FRA	19	35	LH	NEW	343	247	90%	96%	222	213	I	FRA	21	35	NEW	343	247	90%	96%	222	213	
231	29 NB2	M	DEN	8	42	NW	NEW	319	124	87%	100%	119	119	M	DTW	6	42	NEW	319	124	81%	100%	100	100	
232	28 NB1	M	DEN	8	42	NW	NEW	319	124	87%	100%	119	119	M	DEN	6	30	190	757	180	87%	100%	157	157	
233	28 NB1	M	DEN	10	47	NW	NEW	319	124	87%	100%	119	119	M	MEM	7	30	NEW	319	124	95%	100%	118	118	
234	29 NB2	M	DEN	10	47	NW	NEW	319	124	87%	100%	119	119	M	DTW	8	25	276	320	148	95%	97%	141	136	
235	30 NB2	M	DEN	10	47	NW	NEW	319	124	87%	100%	119	119	M	MSP	8	50	442	320	148	95%	97%	141	136	
236	28 NB1	M	DEN	11	1	NW	NEW	319	124	87%	100%	119	119	M	MSP	9	55	NEW	320	148	87%	97%	129	125	
237	28 NB1	M	DEN	11	1	NW	NEW	319	124	87%	100%	119	119	M	MSP	9	55	NEW	320	148	87%	97%	129	125	
238	29 NB2	M	DEN	11	1	NW	NEW	319	124	87%	100%	119	119	M	DTW	12	30	184	757	180	78%	97%	140	136	
239	30 NB2	M	DEN	11	1	NW	NEW	319	124	87%	100%	119	119	M	MEM	12	30	278	320	148	81%	97%	120	116	

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Common Gate Use- High Constrained 2030 Forecast

Ref. Num.	Gate Type	Gate	Arrivals					Departures																			
			Type	Origin	Arr. Hour	Arr. Min.	Air. line	Fit. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Arr. Term.	TOW	D/I	Type	Dest.	Dept. Hour	Dept. Min.	Air. line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Dept. Orig	
240	28	NB1	M	MSP	13	13	5	NW	141	136	148	95%	97%	141	136	M	MSP	14	2	2	188	'320	148	87%	97%	129	125
241	29	NB2	M	DTW	13	51	NW	NEW	'319	124	148	95%	97%	118	114	M	DTW	14	52	NEW	'319	148	95%	97%	118	114	
242	30	NB2	M	MSP	15	2	NW	NEW	'320	148	148	76%	97%	112	109	M	MSP	16	5	NEW	'320	148	95%	97%	141	136	
243	28	NB1	M	MSP	16	2	NW	NEW	'320	148	148	76%	97%	112	109	M	MSP	17	5	NEW	'320	148	95%	97%	141	136	
244	29	NB2	M	DTW	17	18	NW	277	'320	148	148	76%	97%	112	109	M	MSP	18	15	NEW	'320	148	78%	97%	115	112	
245	30	NB2	T	M	MSP	19	2	NW	185	'320	148	87%	97%	129	125	M	MSP	18	15	NEW	'320	148	78%	97%	115	112	
246	28	NB1	T	M	DTW	19	23	NW	NEW	'319	124	76%	97%	94	91	M	DTW	22	20	NEW	'319	124	81%	97%	120	116	
247	29	NB2	M	MSP	20	32	NW	NEW	'320	148	148	95%	97%	141	136	M	DTW	22	20	NEW	'319	124	81%	97%	120	116	
248	30	NB2	M	MEM	20	33	NW	NEW	'319	124	124	87%	97%	108	105	M	DTW	22	20	NEW	'319	124	81%	97%	120	116	
249	28	NB1	M	DTW	20	58	NW	275	'320	148	148	95%	97%	141	136	M	DTW	22	20	NEW	'319	124	81%	97%	120	116	
250	28	NB1	M	MSP	23	2	NW	191	'757	180	180	87%	100%	157	157	M	DTW	22	20	NEW	'757	180	81%	97%	120	116	
251	5	NB1	M	MDW	9	15	TZ	NEW	738	175	175	87%	100%	152	152	M	MDW	6	20	NEW	738	175	87%	100%	152	152	
252	5	NB1	M	MDW	10	55	TZ	NEW	738	175	175	95%	100%	166	166	M	MDW	10	5	NEW	738	175	87%	100%	152	152	
253	5	NB1	M	MDW	12	30	TZ	NEW	757	216	216	87%	100%	188	188	M	IND	12	10	NEW	738	175	80%	100%	140	140	
254	5	NB1	M	IND	12	30	TZ	NEW	757	216	216	87%	100%	188	188	M	IND	13	35	NEW	757	216	87%	100%	188	188	
255	5	NB1	M	MDW	13	50	TZ	NEW	738	175	175	85%	100%	149	149	M	MDW	14	50	NEW	738	175	87%	100%	152	152	
256	5	NB1	M	MDW	15	20	TZ	NEW	738	175	175	85%	100%	149	149	M	MDW	16	10	NEW	738	175	95%	100%	166	166	
257	5	NB1	M	MDW	22	55	TZ	NEW	738	175	175	85%	100%	149	149	M	MDW	16	10	NEW	738	175	95%	100%	166	166	
258	38	NB2	M	ORD	8	9	UA	NEW	757	182	182	80%	83%	146	121	S	LAX	6	15	6072	CRJ	50	87%	100%	44	44	
259	34	NB1	S	LAX	7	44	UAEX	6069	'CRJ	50	87%	83%	44	36	S	DEN	8	15	436	'320	138	95%	83%	131	109		
260	35	NB2	ORD	8	9	UA	NEW	757	182	182	80%	83%	146	121	S	SFO	6	23	788	'320	138	87%	100%	120	120		
261	36	NB2	ORD	8	16	UA	303	'320	138	138	95%	83%	131	109	S	SFO	6	23	788	'320	138	87%	100%	120	120		
262	39	NB2	ORD	8	44	UAEX	6161	'CRJ	50	95%	83%	48	39	T	S	ORD	6	30	536	'320	138	87%	100%	120	120		
263	37	NB2	ORD	8	44	UAEX	5389	'CRJ	50	95%	83%	48	39	T	S	LAX	7	15	6538	'CRJ	50	95%	100%	48	48		
264	35	NB2	ORD	9	28	UAEX	309	'320	138	138	95%	83%	131	109	S	LAX	7	15	918	'320	138	95%	100%	131	131		
265	38	NB2	ORD	9	47	UA	56	UA	79	'320	138	95%	83%	131	109	L	IAD	7	40	436	'320	138	95%	83%	131	109	
266	37	NB2	ORD	9	56	UA	1117	'320	138	138	95%	83%	131	109	S	SFO	8	10	594	'320	138	95%	83%	131	109		
267	34	NB1	ORD	10	1	UA	1117	'320	138	138	95%	83%	131	109	S	SFO	8	10	1212	'757	182	95%	83%	173	144		
268	36	NB2	ORD	10	19	UA	451	'320	138	138	95%	83%	131	109	S	SFO	9	10	930	'320	138	87%	100%	120	120		
269	39	NB2	ORD	10	27	UAEX	6144	'CRJ	50	87%	83%	44	36	T	S	LAX	9	15	6161	'CRJ	50	87%	83%	44	36		
270	38	NB2	ORD	10	35	UAEX	6127	'CRJ	50	82%	83%	41	34	T	S	LAX	9	15	5388	'CRJ	50	82%	83%	41	34		
271	35	NB2	ORD	11	51	UA	211	'320	138	138	95%	83%	131	109	S	SFO	10	32	580	'320	138	82%	83%	113	94		
272	36	NB2	ORD	11	47	UA	214	'320	138	138	95%	83%	131	109	S	SFO	10	32	972	'320	138	85%	83%	117	97		
273	34	NB1	ORD	11	1	UA	451	'320	138	138	95%	83%	131	109	M	DEN	10	50	306	'320	138	85%	83%	117	97		
274	37	NB2	ORD	11	27	UAEX	6144	'CRJ	50	87%	83%	44	36	T	S	LAX	11	8	540	'320	138	81%	83%	112	93		
275	39	NB2	ORD	11	35	UAEX	6127	'CRJ	50	82%	83%	41	34	T	S	LAX	11	55	6162	'CRJ	50	82%	83%	41	34		
276	35	NB2	ORD	11	41	UA	211	'320	138	138	95%	83%	131	109	S	ORD	11	8	314	'320	138	81%	83%	112	93		
277	38	NB2	ORD	11	47	UA	214	'320	138	138	95%	83%	131	109	S	LAX	12	5	6127	'CRJ	50	82%	83%	41	34		
278	34	NB1	ORD	12	24	UA	421	'320	138	138	95%	83%	131	109	L	IAD	12	40	214	'320	138	83%	83%	115	95		
279	39	NB2	ORD	12	40	UAEX	6070	'CRJ	50	82%	83%	41	34	T	S	LAX	12	40	1256	'320	138	81%	83%	112	93		
280	38	NB2	ORD	12	44	UAEX	6070	'CRJ	50	82%	83%	41	34	T	S	LAX	12	40	1256	'320	138	81%	83%	112	93		
281	36	NB2	ORD	12	41	UA	1183	'320	138	138	95%	83%	131	109	S	ORD	13	10	214	'320	138	83%	83%	115	95		
282	37	NB2	ORD	12	54	UA	1273	'320	138	138	95%	83%	131	109	S	LAX	13	10	6070	'CRJ	50	82%	83%	41	34		
283	39	NB2	ORD	12	48	UAEX	6548	'CRJ	50	82%	83%	41	34	T	S	LAX	13	43	408	'320	138	85%	83%	117	97		
284	34	NB1	ORD	13	1	UA	349	'320	138	138	95%	83%	131	109	S	LAX	13	10	1256	'320	138	82%	83%	113	94		
285	36	NB2	ORD	14	24	UAEX	6082	'CRJ	50	82%	83%	41	34	T	S	LAX	14	18	6548	'CRJ	50	82%	83%	41	34		
286	35	NB2	ORD	14	58	UA	10	UAEX	6082	'CRJ	50	82%	83%	41	34	S	SFO	14	51	1060	'320	138	82%	83%	113	94	
287	38	NB2	ORD	15	10	UAEX	6071	'CRJ	50	82%	83%	41	34	T	S	LAX	15	45	6082	'CRJ	50	82%	83%	41	34		
288	35	NB2	ORD	15	10	UAEX	6071	'CRJ	50	82%	83%	41	34	T	S	LAX	15	45	NEW	'320	138	95%	83%	131	109		
289	36	NB2	ORD	15	10	UAEX	6071	'CRJ	50	82%	83%	41	34	T	S	LAX	15	45	6071	'CRJ	50	82%	83%	41	34		

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Gated Flight Schedule With Common Gate Use- High Constrained 2030 Forecast

Ref. Num.	Gate Type	TOW	Arrivals					Departures																	
			Type	Origin	Arr. Hour	Arr. Min.	Equip-ment No.	Fit. No.	Arr. L.F.	Arr. OD %	Depl. Term.	TOW	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Equip-ment No.	Fit. No.	Seats	Dept. L.F.	Dept. OD %	Emp. Orig		
288	36 NB2		S	SFO	15	40	UA	1053	320	138	80%	83%	110	92	S	SFO	16	25	992	320	138	95%	83%	131	109
289	34 NB1		M	DEN	16	0	UA	1185	320	138	83%	83%	115	95	M	DEN	16	57	372	320	138	87%	83%	120	100
290	39 NB2		S	LAX	16	40	UAEX	6179	CRJ	50	87%	83%	44	36	S	LAX	17	10	6179	CRJ	50	95%	83%	48	39
291	37 NB2		L	ORD	17	9	UA	219	320	138	80%	83%	110	92	S	SFO	18	0	1048	320	138	95%	83%	131	109
292	36 NB2		L	IAD	17	11	UA	219	320	138	76%	83%	105	87	M	DEN	18	30	742	320	138	95%	83%	131	109
293	35 NB2		M	DEN	17	18	UA	657	320	138	83%	83%	115	95	M	ORD	18	8	NEW	320	138	87%	83%	120	100
294	34 NB1		S	SFO	17	43	UA	955	757	182	87%	83%	158	131	S	SFO	19	20	974	757	182	82%	83%	149	124
295	38 NB2		S	LAX	17	44	UAEX	6073	CRJ	50	95%	83%	48	39	S	LAX	18	15	6073	CRJ	50	95%	83%	48	39
296	39 NB2		S	LAX	18	23	UAEX	6074	CRJ	50	95%	83%	48	39	S	LAX	18	53	6074	CRJ	50	95%	83%	48	39
297	35 NB2		M	ORD	19	2	UA	1121	320	138	87%	83%	120	100	M	DEN	20	15	742	320	138	85%	83%	117	97
298	38 NB2		S	LAX	19	24	UAEX	6554	CRJ	50	87%	83%	44	36	S	LAX	20	5	6555	CRJ	50	82%	83%	41	34
299	36 NB2	T	S	SFO	20	3	UA	1079	320	138	95%	83%	131	109	S	SFO	20	5	NEW	320	138	87%	83%	151	125
300	34 NB1		L	IAD	20	11	UA	919	757	182	95%	83%	173	144	L	IAD	22	15	198	757	182	83%	83%	151	125
301	37 NB2	T	M	ORD	20	24	UA	NEW	320	138	95%	83%	131	109	M	ORD	22	15	198	757	182	83%	83%	151	125
302	39 NB2		S	LAX	21	3	UAEX	6080	CRJ	50	82%	100%	41	41	S	LAX	21	33	6080	CRJ	50	82%	83%	41	34
303	35 NB2		M	DEN	21	27	UA	1283	320	138	95%	100%	131	131	M	DEN	21	33	6080	CRJ	50	82%	83%	41	34
304	36 NB2	T	M	ORD	22	4	UA	543	320	138	95%	100%	131	131	M	ORD	23	0	552	320	138	81%	83%	112	93
305	37 NB2		S	SFO	22	17	UA	785	320	138	87%	100%	120	120	S	SFO	23	0	552	320	138	81%	83%	112	93
306	35 NB2		M	DEN	22	20	UA	465	320	138	83%	100%	115	115	M	DEN	23	0	552	320	138	81%	83%	112	93
307	38 NB2		S	LAX	22	56	UAEX	6556	CRJ	50	82%	100%	41	41	S	LAX	23	0	552	320	138	81%	83%	112	93
308	39 NB2		S	LAX	23	28	UAEX	6135	CRJ	50	82%	100%	41	41	S	LAX	23	0	552	320	138	81%	83%	112	93
309	34 NB1		S	SFO	23	37	UA	673	320	138	80%	100%	110	110	S	SFO	23	0	552	320	138	81%	83%	112	93
310	37 NB2		UA							138	80%	100%	110	110							138	80%	100%	110	110
311	40 NB2		US							142	80%	100%	110	110							142	80%	100%	110	110
312	41 NB2		US							142	80%	100%	110	110							142	80%	100%	110	110
313	42 NB2		US							142	80%	100%	110	110							142	80%	100%	110	110
314	40 NB2		L	PIT	11	0	US	89	319	120	95%	100%	114	114	L	PIT	16	4	NEW	320	138	95%	83%	131	109
315	41 NB2		L	PHL	11	16	US	169	321	169	95%	100%	161	161	L	PHL	7	0	NEW	320	142	87%	100%	124	124
316	38 NB2		L	PHL	12	50	US	91	321	169	95%	100%	161	161	L	PHL	7	15	88	319	120	87%	100%	104	104
317	40 NB2		L	CLT	14	22	US	NEW	319	120	87%	100%	104	104	L	CLT	8	15	86	320	142	95%	100%	135	135
318	41 NB2		L	PHL	18	7	US	5	320	142	79%	100%	112	112	L	CLT	13	0	NEW	319	120	87%	100%	104	104
319	42 NB2		L	CLT	19	33	US	83	320	142	87%	100%	124	124	L	PHL	12	40	100	321	169	75%	100%	127	127
320	40 NB2		L	PHL	20	28	US	127	320	142	95%	100%	135	135	L	PHL	14	15	NEW	321	169	95%	100%	161	161
321	41 NB2		L	PIT	22	6	US	151	319	120	79%	100%	95	95	L	PIT	15	20	92	319	120	87%	100%	104	104
322	42 NB2		L	PHL	22	55	US	NEW	320	142	79%	100%	112	112	L	PHL	15	20	92	319	120	87%	100%	104	104
323	43 NB2		WN							122	73%	100%	112	112	L	PHL	21	55	80	320	142	75%	100%	107	107
324	44 NB2		WN							137	73%	100%	112	112	L	CLT	22	35	90	320	142	87%	100%	124	124
325	45 NB2		WN							137	73%	100%	112	112	M	ABQ	6	45	NEW	735	122	87%	100%	106	106
326	46 NB2		WN							137	73%	100%	112	112	S	PHX	6	30	1475	73G	137	87%	100%	119	119
327	47 NB2		WN							137	73%	100%	112	112	S	SMF	6	30	1614	73G	137	87%	100%	119	119
328	48 NB2		WN							137	73%	100%	112	112	S	LAS	6	35	1366	73G	137	87%	100%	119	119
329	49 NB2		WN							137	73%	100%	112	112	S	SJC	6	35	125	73G	137	87%	100%	119	119
330	50 NB2		WN							137	73%	100%	112	112	M	MDW	6	40	1804	73G	137	87%	100%	119	119
331	44 NB2		WN							137	73%	100%	112	112	M	MSY	6	50	2376	73G	137	87%	100%	119	119
332	51 NB2		WN							137	73%	100%	112	112	L	BWI	6	55	2002	73G	137	84%	100%	115	115
333	43 NB2		WN							137	73%	100%	112	112	M	MCI	6	55	1078	73G	137	87%	100%	119	119
334	45 NB2		WN							137	73%	100%	112	112	S	PHX	7	0	1284	735	122	87%	100%	106	106
335	46 NB2		WN							137	73%	100%	112	112	T	SEA	7	5	NEW	73G	137	95%	100%	130	130
336	46 NB2		WN							137	73%	100%	112	112	T	OAK	7	10	652	73G	137	95%	100%	130	130
337	46 NB2		WN							137	73%	100%	112	112	L	PHL	7	10	NEW	73G	137	87%	100%	119	119

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Ref. Num.	Gate Type	Gate	Arrivals					Departures																		
			Type	Origin	Arr. Hour	Arr. Min.	Air- line	Fit. No.	Equip- ment	Seats	Arr. L.F.	Arr. OD %	Depl. Term.	TOW	D/I	Type	Dest.	Dept. Hour	Dept. Min.	Air- line	Fit. No.	Equip- ment	Seats	Dept. L.F.	Dept. OD %	Emp. Orig
336	47 NB2		S	PHX	7	10	WN	137	73G	137	79%	97%	108	105	T	S	PHX	7	45	1703	73G	137	95%	100%	130	130
337	48 NB2		S	PHX	7	10	WN	137	73G	137	79%	97%	108	105	T	L	PVD	7	15	NEW	73G	137	87%	100%	119	119
338	49 NB2		S	LAS	7	45	WN	137	888 73G	137	84%	97%	115	112	T	S	SMF	7	35	888	73G	137	95%	100%	130	130
339	50 NB2		S	OAK	7	55	WN	137	1709 73G	137	82%	97%	112	109	T	S	LAS	8	10	548	73G	137	95%	97%	130	126
340	51 NB2		S	OAK	7	55	WN	137	638 73G	137	82%	97%	112	109	T	S	OAK	8	20	229	73G	137	95%	97%	130	126
341	43 NB2		S	SMF	7	55	WN	137	1782 73G	137	87%	97%	119	116	T	S	TUS	8	20	1782	73G	137	95%	97%	130	126
342	44 NB2		S	PHX	8	5	WN	137	572 73G	137	87%	97%	119	116	T	S	SMF	8	30	572	73G	137	95%	97%	130	126
343	45 NB2		M	ABQ	8	10	WN	122	NEW 735	122	87%	97%	106	103	T	S	RNO	8	35	NEW	735	122	95%	97%	116	112
344	46 NB2		S	RNO	8	20	WN	122	NEW 735	122	95%	97%	116	112	T	M	ABQ	8	45	NEW	735	122	95%	97%	116	112
345	47 NB2		S	SJC	8	25	WN	137	96 73G	137	95%	97%	130	126	T	M	BNA	8	50	96	73G	137	95%	97%	130	126
346	48 NB2		S	TUS	8	25	WN	137	1053 73G	137	95%	97%	130	126	T	S	OAK	8	50	1053	73G	137	95%	97%	130	126
347	49 NB2		M	HOU	8	25	WN	137	NEW 73G	137	83%	97%	114	110	T	M	AUS	8	50	2213	73G	137	95%	97%	130	126
348	50 NB2		S	OAK	8	35	WN	137	1501 73G	137	87%	97%	119	116	T	S	PHX	9	0	1501	73G	137	87%	97%	119	116
349	51 NB2		S	LAS	8	45	WN	137	NEW 73G	137	87%	97%	119	116	T	M	HOU	9	10	NEW	73G	137	95%	97%	130	126
350	43 NB2		M	SAT	8	50	WN	137	NEW 73G	137	95%	97%	130	126	T	M	MDW	9	15	NEW	73G	137	95%	97%	130	126
351	44 NB2		S	SMF	8	55	WN	137	1085 73G	137	95%	97%	130	126	T	M	MDW	9	25	1085	73G	137	95%	97%	130	126
352	45 NB2		S	PHX	9	15	WN	137	1359 73G	137	95%	97%	130	126	T	S	OAK	9	40	1359	73G	137	87%	97%	119	116
353	46 NB2		M	ABQ	9	15	WN	122	2134 735	122	95%	97%	116	112	T	S	LAS	9	40	NEW	735	122	87%	97%	106	103
354	47 NB2		M	SJC	9	30	WN	137	NEW 73G	137	95%	97%	130	126	T	M	SAT	9	55	NEW	73G	137	95%	97%	130	126
355	48 NB2		S	SJC	9	50	WN	137	2840 73G	137	95%	97%	130	126	T	S	PHX	10	15	2840	73G	137	85%	97%	116	113
356	49 NB2		M	ELP	9	50	WN	137	NEW 73G	137	87%	97%	119	116	T	S	SJC	10	15	2134	73G	137	87%	97%	119	116
357	50 NB2		S	SMF	10	5	WN	137	2392 73G	137	95%	97%	130	126	T	M	ELP	10	30	2392	73G	137	87%	97%	119	116
358	51 NB2		S	LAS	10	10	WN	137	1954 73G	137	95%	97%	130	126	T	M	ABQ	10	35	2546	73G	137	87%	97%	119	116
359	43 NB2		M	MDW	10	10	WN	137	2509 73G	137	95%	97%	130	126	T	S	SMF	10	40	2509	73G	137	87%	97%	119	116
360	44 NB2		S	OAK	10	15	WN	137	1700 73G	137	95%	97%	130	126	T	S	LAS	10	40	NEW	73G	137	84%	97%	115	112
361	45 NB2		L	BWI	10	15	WN	137	NEW 73G	137	95%	97%	130	126	T	M	OMA	10	40	NEW	73G	137	87%	97%	115	112
362	46 NB2		L	PHL	10	25	WN	137	NEW 73G	137	95%	97%	130	126	T	L	BWI	10	50	NEW	73G	137	95%	97%	130	126
363	47 NB2		M	MSY	10	30	WN	137	474 73G	137	87%	97%	119	116	T	M	CMH	10	55	NEW	73G	137	87%	97%	119	116
364	48 NB2		S	PHX	10	30	WN	137	420 73G	137	95%	97%	130	126	T	M	PHL	10	55	NEW	73G	137	87%	97%	119	116
365	49 NB2		S	SJC	10	45	WN	137	776 73G	137	82%	97%	112	109	T	S	PHX	11	15	776	73G	137	85%	97%	116	113
366	50 NB2		S	SMF	10	50	WN	137	794 73G	137	87%	97%	119	116	T	M	MDW	11	20	794	73G	137	80%	97%	110	106
367	51 NB2		S	LAS	11	20	WN	137	1592 73G	137	87%	97%	119	116	T	S	SJC	11	45	1244	73G	137	85%	97%	116	113
368	43 NB2		M	CMH	11	25	WN	137	NEW 73G	137	87%	97%	119	116	T	M	MSY	11	50	2376	73G	137	87%	97%	119	116
369	44 NB2		S	SMF	11	30	WN	137	1554 73G	137	82%	97%	112	109	T	S	SMF	12	0	2386	73G	137	82%	97%	112	109
370	45 NB2		L	BDL	11	40	WN	137	NEW 73G	137	87%	97%	119	116	T	M	HOU	12	5	NEW	73G	137	83%	97%	114	110
371	46 NB2		M	AUS	11	45	WN	137	934 73G	137	87%	97%	119	116	T	S	OAK	12	10	934	73G	137	82%	97%	112	109
372	47 NB2		S	PHX	11	45	WN	137	553 73G	137	95%	97%	130	126	T	S	LAS	12	15	982	73G	137	84%	97%	115	112
373	48 NB2		L	PVD	11	50	WN	137	NEW 73G	137	95%	97%	130	126	T	M	MDW	12	15	NEW	73G	137	80%	97%	110	106
374	49 NB2		M	ABQ	11	55	WN	122	NEW 735	122	87%	97%	106	103	T	S	RNO	12	20	NEW	735	122	83%	97%	101	98
375	50 NB2		M	OMA	12	0	WN	137	NEW 73G	137	87%	97%	119	116	T	M	OMA	12	25	NEW	73G	137	85%	97%	116	113
376	51 NB2		M	BNA	12	5	WN	137	1290 73G	137	95%	97%	130	126	T	S	ABQ	12	30	721	73G	137	83%	97%	114	110
377	43 NB2		S	OAK	12	10	WN	137	761 73G	137	82%	97%	112	109	T	S	OAK	12	40	970	73G	137	82%	97%	112	109
378	44 NB2		M	MDW	12	15	WN	137	NEW 73G	137	85%	97%	116	113	T	M	SAT	12	40	NEW	73G	137	83%	97%	114	110
379	45 NB2		M	MCI	12	20	WN	137	1226 73G	137	87%	97%	119	116	T	M	BNA	12	50	1208	73G	137	84%	97%	115	112
380	46 NB2		S	PHX	12	30	WN	137	824 73G	137	87%	97%	119	116	T	S	SMF	13	0	824	73G	137	82%	97%	115	112
381	47 NB2		S	OAK	12	40	WN	137	1413 73G	137	82%	97%	112	109	T	S	LAS	13	5	1413	73G	137	84%	97%	115	112
382	48 NB2		S	SMF	13	0	WN	137	NEW 73G	137	82%	97%	112	109	T	M	SEA	13	20	NEW	73G	137	85%	97%	116	113
383	49 NB2		S	TUS	13	5	WN	137	1117 73G	137	83%	97%	114	110	T	S	OAK	13	30	1117	73G	137	82%	97%	112	109

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Ref. Num.	Gate	Type	Arrivals										Departures													
			TOW	Type	Origin	Arr. Hour	Arr. Min.	Air-line	Fit. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl. Term.	TOW	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Emp. Orig
384	50	NB2		S	LAS	13	10	WN	2999	73G	137	84%	97%	115	112	S	TUS	13	35	2999	73G	137	72%	97%	99	96
385	51	NB2		S	SJC	13	15	WN	2844	73G	137	82%	97%	112	109	M	ABQ	13	40	2844	73G	137	83%	97%	114	110
386	43	NB2		L	BWI	13	25	WN	590	73G	137	79%	97%	108	105	M	MCI	13	55	1078	73G	137	87%	97%	119	116
387	44	NB2		S	OAK	13	30	WN	135	73G	137	82%	97%	112	109	S	PHX	14	0	750	73G	137	85%	97%	116	113
388	45	NB2		S	PHX	13	30	WN	149	73G	137	79%	97%	108	105	L	BWI	14	5	593	73G	137	84%	97%	115	112
389	46	NB2		M	SEA	13	45	WN	NEW	73G	137	80%	97%	110	106	M	MDW	14	10	NEW	73G	137	87%	97%	119	116
390	47	NB2		S	LAS	13	55	WN	1017	73G	137	84%	97%	115	112	M	AUS	14	20	2213	73G	137	79%	97%	108	105
391	48	NB2		S	SMF	14	0	WN	2289	73G	137	82%	97%	112	109	S	SJC	14	25	427	73G	137	85%	97%	116	113
392	49	NB2		S	PHX	14	5	WN	605	73G	137	79%	97%	108	105	S	PHX	14	30	2301	73G	137	85%	97%	116	113
393	50	NB2		M	ABQ	14	5	WN	NEW	73G	137	81%	97%	111	108	L	PVD	14	30	NEW	73G	137	87%	97%	119	116
394	51	NB2		M	MDW	14	15	WN	NEW	73G	137	85%	97%	116	113	M	BNA	14	40	NEW	73G	137	84%	97%	115	112
395	43	NB2		S	PHX	14	35	WN	1522	73G	137	79%	97%	108	105	S	OAK	15	0	1522	73G	137	82%	97%	112	109
396	44	NB2		L	MHT	14	40	WN	NEW	73G	137	87%	97%	119	116	L	MHT	15	5	NEW	73G	137	87%	96%	119	114
397	45	NB2		S	SJC	14	45	WN	1406	73G	137	82%	97%	112	109	S	LAS	15	10	1406	73G	137	84%	97%	115	112
398	46	NB2		L	PHL	14	45	WN	NEW	73G	137	79%	97%	108	105	L	PHL	15	10	NEW	73G	137	95%	97%	130	126
399	47	NB2		S	SMF	14	50	WN	475	73G	137	82%	97%	112	109	S	SMF	15	15	831	73G	137	82%	97%	112	109
400	48	NB2		S	LAS	14	55	WN	120	73G	137	84%	97%	115	112	S	SJC	15	20	120	73G	137	85%	97%	116	113
401	49	NB2		M	HOU	14	55	WN	NEW	73G	137	83%	97%	114	110	L	RDU	15	20	NEW	73G	137	87%	97%	119	116
402	50	NB2		M	BNA	15	5	WN	NEW	73G	137	79%	97%	108	105	L	BDL	15	30	NEW	73G	137	87%	97%	119	116
403	51	NB2		M	SAT	15	10	WN	NEW	73G	137	83%	97%	114	110	L	BWI	15	35	NEW	73G	137	84%	97%	115	112
404	43	NB2		M	MDW	15	40	WN	2899	73G	137	85%	97%	116	113	M	MDW	16	10	1126	73G	137	95%	97%	130	126
405	44	NB2		S	LAS	15	45	WN	751	73G	137	84%	97%	115	112	S	OAK	16	10	751	73G	137	87%	97%	119	116
406	45	NB2		S	RNO	15	45	WN	NEW	735	122	83%	97%	101	98	S	ABQ	16	5	NEW	735	122	83%	97%	101	98
407	46	NB2		M	MDW	16	0	WN	NEW	73G	137	85%	97%	116	113	M	BNA	16	20	NEW	73G	137	84%	97%	115	112
408	47	NB2		S	OAK	16	5	WN	597	73G	137	82%	97%	112	109	S	SMF	16	30	597	73G	137	87%	97%	119	116
409	48	NB2		S	SMF	16	10	WN	468	73G	137	82%	97%	112	109	S	LAS	16	35	876	73G	137	87%	97%	119	116
410	49	NB2		M	ABQ	16	10	WN	1204	73G	137	81%	97%	111	108	S	PHX	16	40	1702	73G	137	87%	97%	119	116
411	50	NB2		L	PVD	16	15	WN	NEW	73G	137	79%	97%	108	105	M	ELP	16	35	2392	73G	137	87%	97%	119	116
412	51	NB2		M	MCI	16	30	WN	NEW	73G	137	87%	97%	119	116	M	HOU	16	50	NEW	73G	137	83%	97%	114	110
413	43	NB2		S	OAK	16	35	WN	1137	73G	137	82%	97%	112	109	S	OAK	17	5	2275	73G	137	95%	97%	130	126
414	44	NB2		L	BWI	16	40	WN	NEW	73G	137	79%	97%	108	105	M	SAT	17	5	NEW	73G	137	83%	97%	114	110
415	45	NB2		M	ABQ	16	50	WN	314	73G	137	81%	97%	111	108	S	SJC	17	15	314	73G	137	95%	97%	130	126
416	46	NB2		S	SJC	17	0	WN	1548	73G	137	82%	97%	112	109	M	ABQ	17	25	1548	73G	137	95%	97%	130	126
417	47	NB2		S	PHX	17	5	WN	258	73G	137	79%	97%	108	105	S	SMF	17	35	258	73G	137	95%	97%	130	126
418	48	NB2		M	BNA	17	5	WN	NEW	73G	137	79%	97%	108	105	M	MDW	17	30	NEW	73G	137	80%	97%	110	106
419	49	NB2		S	LAS	17	15	WN	1295	735	122	84%	97%	102	99	S	LAS	17	40	2641	735	122	95%	97%	116	112
420	50	NB2		S	SMF	17	20	WN	1994	73G	137	87%	97%	119	116	S	OAK	17	45	1221	73G	137	95%	97%	130	126
421	51	NB2		S	OAK	17	40	WN	1331	73G	137	87%	97%	119	116	S	PHX	18	5	1331	73G	137	95%	97%	130	126
422	43	NB2		S	TUS	18	5	WN	1761	73G	137	83%	97%	114	110	S	SJC	18	30	1761	73G	137	95%	97%	130	126
423	44	NB2		M	MDW	18	5	WN	1077	73G	137	85%	97%	116	113	M	ELP	18	35	1077	73G	137	95%	97%	130	126
424	45	NB2		M	ELP	18	15	WN	1627	73G	137	87%	97%	119	116	M	PHX	18	40	1627	73G	137	87%	97%	119	116
425	46	NB2		S	PHX	18	30	WN	1340	73G	137	95%	97%	130	126	S	OAK	19	0	2516	73G	137	87%	97%	119	116
426	47	NB2		M	ABQ	18	50	WN	NEW	735	137	79%	97%	108	105	M	ABQ	19	10	NEW	735	137	85%	97%	116	113
427	48	NB2		M	MSY	18	55	WN	474	73G	137	79%	97%	108	105	S	TUS	19	30	474	73G	137	85%	97%	116	113
428	49	NB2		S	SMF	19	0	WN	1975	73G	137	95%	97%	130	126	S	SJC	19	25	1975	73G	137	95%	97%	130	126
429	50	NB2		S	OAK	19	10	WN	1026	73G	137	95%	97%	130	126	S	LAS	19	30	669	73G	137	87%	97%	119	116
430	51	NB2		S	LAS	19	10	WN	404	73G	137	84%	97%	115	112	S	OAK	19	40	404	73G	137	82%	97%	112	109
431	43	NB2		L	RDU	19	15	WN	NEW	73G	137	87%	97%	119	116	S	SMF	19	40	NEW	73G	137	87%	97%	119	116

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Common Gate Use- High Constrained 2030 Forecast

Ref. Num.	Gate	Type	Arrivals							Departures																			
			TOW	Type	Origin	Arr. Hour	Arr. Min.	Air-line	Fit. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Term	TOW	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Orig			
479	CAR	N	UPS	D/I	ONT	16	30	UPS	119 B762																				
480	CAR	N	UPS	RFD	RFD	8	45	UPS	121 MD10																				
481	CAR	N	UPS	RFD	RFD	11	0	UPS	123 MD10																				
482	CAR	N	UPS	ONT	SFO	5	15	UPS	125 B752																				
483	GA	N	N	PHX	PHX	23	15	N	111 GLF4																				
484	GA	N	N	LAX	LAX	21	32	N	113 GLF4																				
485	GA	N	N	LAX	LAX	7	52	N	115 GLF4																				
486	GA	N	N	OAK	OAK	9	15	N	117 GLF4																				
487	GA	N	N	MSP	MSP	10	52	N	119 GLF4																				
488	GA	N	N	DEN	DEN	12	51	N	121 GLF4																				
489	GA	N	N	SEA	SEA	13	4	N	123 GLF4																				
490	GA	N	N	DFW	DFW	13	36	N	125 GLF4																				
491	GA	N	N	IAD	IAD	15	3	N	127 GLF4																				
492	GA	N	N	MIA	MIA	15	53	N	129 GLF4																				
493	GA	N	N	ABQ	ABQ	17	15	N	131 GLF4																				
494	GA	N	N	LAS	LAS	20	10	N	133 H25B																				
495	GA	N	N	OAK	OAK	8	14	N	135 H25B																				
496	GA	N	N	SJC	SJC	9	42	N	137 H25B																				
497	GA	N	N	RNO	RNO	12	25	N	139 H25B																				
498	GA	N	N	MCI	MCI	16	28	N	141 H25B																				
499	GA	N	N	SLC	SLC	16	48	N	143 H25B																				
500	GA	N	N	BOS	BOS	17	46	N	145 H25B																				
501	GA	N	N	LAS	LAS	8	32	N	147 CL60																				
502	GA	N	N	MSY	MSY	11	18	N	149 CL60																				
503	GA	N	N	IAH	IAH	14	14	N	151 CL60																				
504	GA	N	N	CLT	CLT	16	25	N	153 CL60																				
505	GA	N	N	SMF	SMF	19	45	N	155 BE20																				
506	GA	N	N	BUR	BUR	10	5	N	157 BE20																				
507	GA	N	N	SFO	SFO	11	5	N	159 BE20																				
508	GA	N	N	PHX	PHX	12	14	N	161 BE20																				
509	GA	N	N	SMF	SMF	14	47	N	163 BE20																				
510	GA	N	N	MRY	MRY	18	32	N	165 BE20																				
511	GA	N	N	LAX	LAX	18	55	N	167 BE20																				
512	GA	N	N																										
513	GA	N	N																										
514	GA	N	N																										
515	GA	N	N																										
516	GA	N	N																										
517	GA	N	N																										
518	GA	N	N																										
519	GA	N	N																										
520	GA	N	N																										
521	GA	N	N																										
522	GA	N	N																										
523	GA	N	N																										
524	GA	N	N																										
525	GA	N	N																										
526	GA	N	N																										

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Constrained 2030 Forecast

Ref. Num.	Gate		Arrivals					Departures																		
	Num.	Type	Type	Origin	Arr. Hour	Arr. Min.	Air- line	Equip- ment	Fit. No.	Arr. L.F.	Arr. OD %	Depl. Term	TOW	Type	Dest.	Dept. Hour	Dept. Min.	Air- line	Equip- ment	Fit. No.	Dept. L.F.	Dept. OD %	Enp	Orig		
1	5	NB2					A100	ERD	44					S	LAX	6	18		3058	ERD	44	87%	100%	38	38	
2	3	NB2					AA	'738	142					M	DFW	6	21		522	'738	142	81%	100%	115	115	
3	4	NB2					AA	'738	142			T		M	DFW	6	52		1474	'738	142	81%	100%	115	115	
4	2	WB					AA	'738	142					M	ORD	6	16		862	'738	142	87%	100%	124	124	
5	1	WB					AA	777	236					L	JFK	7	40		160	777	236	95%	100%	224	224	
6	6	NB2					A100	'ERD	44					S	LAX	7	5		3062	ERD	44	95%	100%	42	42	
7	2	WB					AA	'738	142					M	ORD	7	42		604	'738	142	95%	100%	135	135	
8	5	NB2					32 A100	CR7	70	87%	88%	61	54	S	LAX	8	0		3064	CR7	70	95%	88%	67	59	
9	4	NB2					AA	'738	142					L	BOS	8	10		226	'738	142	95%	88%	135	119	
10	3	NB2					AA	'738	142					M	DFW	8	2		1120	'738	142	95%	88%	135	119	
11	6	NB2					19 A100	ERD	44	95%	88%	42	37	S	LAX	8	45		3066	ERD	44	95%	88%	42	37	
12	2	WB					32 AA	1439 '738	142	82%	88%	116	102	M	DFW	9	53		42	'738	142	95%	88%	135	119	
13	3	NB2					52 AA	1605 '738	142	80%	88%	114	100	M	DFW	10	40		2066	'738	142	87%	88%	124	109	
14	5	NB2					58 A100	3067 'ERD	44	95%	88%	42	37	S	LAX	9	30		3068	'ERD	44	87%	88%	38	34	
15	4	NB2					AA	'738	142					M	DFW	9	15		1510	'738	142	95%	88%	135	119	
16	1	WB					25 AA	265 '777	236	83%	88%	196	172	L	JFK	10	55		NEW	'777	236	87%	88%	205	181	
17	7	RJ					9 A100	3069 CR7	70	87%	88%	61	54	S	LAX	10	45		3070	CR7	70	82%	88%	57	51	
18	4	NB2					43 AA	683 '738	142	95%	88%	135	119	M	STL	11	50		682	'738	142	87%	88%	124	109	
19	2	WB					45 AA	NEW '763	212	95%	88%	201	177	L	MIA	12	5		NEW	'763	212	83%	88%	176	155	
20	5	NB2					45 AA	1675 '738	142	95%	88%	135	119	M	DFW	11	27		1918	'738	142	81%	88%	115	101	
21	6	NB2					52 AA	685 '738	142	95%	88%	135	119	M	ORD	11	49		524	'738	142	81%	88%	115	101	
22	1	WB					37 AA	465 '738	142	95%	88%	135	119	M	DFW	12	25		875	'738	142	81%	88%	115	101	
23	7	RJ					45 A100	3073 'ERD	44	82%	88%	36	32	S	LAX	12	15		3074	'ERD	44	82%	88%	36	32	
24	3	NB2					34 AA	691 '738	142	95%	88%	135	119	M	DFW	13	16		1136	'738	142	81%	88%	115	101	
25	5	NB2					50 A100	3249 'ERD	44	82%	88%	36	32	S	LAX	13	20		3248	'ERD	44	82%	88%	36	32	
26	2	WB					59 AA	1645 '738	142	95%	88%	135	119	M	ORD	14	0		1484	'738	142	87%	88%	124	109	
27	4	NB2					44 AA	1429 '738	142	82%	88%	116	102	M	DFW	14	38		542	'738	142	81%	88%	115	101	
28	6	NB2					55 A100	3077 CR7	70	82%	88%	57	51	S	LAX	14	30		3078	CR7	70	82%	88%	57	51	
29	1	WB					7 AA	235 '777	236	83%	88%	196	172	L	JFK	15	30		236	'777	236	95%	88%	224	197	
30	3	NB2					19 AA	NEW '738	142	69%	88%	98	86	M	STL	15	50		NEW	'738	142	87%	88%	124	109	
31	2	WB					35 AA	NEW '757	180	71%	88%	128	112	L	MIA	15	45		NEW	'757	180	95%	88%	171	150	
32	6	NB2					58 A100	3079 'ERD	44	82%	88%	36	32	S	LAX	15	30		3080	'ERD	44	82%	88%	36	32	
33	4	NB2					5 AA	NEW '738	142	79%	88%	112	99	M	ORD	16	0		NEW	'738	142	95%	88%	135	119	
34	5	NB2					27 AA	1589 '738	142	82%	88%	116	102	M	DFW	16	11		1173	'738	142	95%	88%	135	119	
35	6	NB2					58 A100	3083 'ERD	44	82%	88%	36	32	S	LAX	16	30		3084	'ERD	44	87%	88%	38	34	
36	1	WB					55 AA	859 '738	142	80%	88%	114	100	M	DFW	17	42		NEW	'738	142	87%	88%	124	109	
37	5	NB2					0 A100	3087 CR7	70	87%	88%	61	54	S	LAX	17	30		3088	CR7	70	95%	88%	67	59	
38	2	WB					27 AA	1961 '738	142	82%	88%	116	102	M	DFW	17	30		738		142					
39	5	NB2					2 A100	3107 'ERD	44	95%	88%	42	37	S	LAX	18	30		3108	'ERD	44	95%	88%	42	37	
40	3	NB2					53 AA	1017 '738	142	80%	88%	114	100	S	LAX	19	30		3094	'ERD	142	44	87%	88%	38	34
41	5	NB2					0 A100	3093 'ERD	44	95%	88%	42	37	S	LAX	19	30		738		142					
42	2	WB					12 AA	831 '738	142	87%	88%	124	109	M	DFW	21	30		208	'777	142	236	80%	88%	189	166
43	1	WB					58 AA	127 '777	236	95%	88%	224	197	L	JFK	21	30		738		142					
44	3	NB2					20 AA	NEW '738	142	95%	88%	135	119	M	DFW				738		142					
45	2	WB					19 AA	225 '738	142	95%	88%	135	119	L	BOS				738		142					
46	5	NB2					30 A100	3097 CR7	70	87%	88%	61	54	S	LAX	21	0		3056	CR7	70	82%	88%	57	51	
47	2	WB					55 AA	NEW '757	180	95%	88%	171	150	L	MIA	22	15		NEW	'757	180	83%	88%	149	131	

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Constrained 2030 Forecast

Ref. Num.	Gate Type	Gate	Arrivals										Departures																	
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air- line	Fit. No.	Equip- ment	Seats	L.F.	Arr. OD %	Depl. Term.	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air- line	Fit. No.	Equip- ment	Seats	L.F.	Dept. OD %	Emp. Orig		
48	3	NB2	M			M	ORD	21	24	AA	345	738	142	95%	100%	135	135	M	ORD	23	0			1930	738	142	81%	88%	115	101
49	4	NB2	M			M	DFW	21	26	AA	2208	738	142	95%	100%	135	135	M	BOS	22	45			NEW	738	142	83%	88%	118	104
50	5	NB2	S			S	LAX	22	14	A100	3059	ERD	44	82%	100%	36	36	L					ERD		44					
51	1	WB	L			L	JFK	22	25	AA	NEW	777	236	87%	100%	205	205	L					777		236					
52	2	WB	M			M	DFW	22	43	AA	1199	738	142	87%	100%	124	124	M					738		142					
53	3	NB2	M			M	ORD	23	0	AA	1605	738	142	80%	100%	114	114	M					738		142					
54	6	NB2	S			S	LAX	23	22	A100	3061	ERD	44	82%	100%	36	36	S					ERD		44					
55	8	NB2	I			I	YVR	10	1	AC	NEW	320	140	79%	96%	111	106	I	YVR	10	55			NEW	320	140	79%	96%	111	106
56	8	NB2	I			I	YYZ	11	10	AC	NEW	320	140	79%	96%	111	106	I	YYZ	12	45			NEW	320	140	79%	96%	111	106
57	8	NB2	I			I	YVR	19	1	AC	NEW	319	112	79%	96%	88	85	I	YVR	19	56			NEW	319	112	79%	96%	88	85
58	8	NB2	I			I	YYZ	21	50	AC	NEW	319	112	79%	96%	88	85	I	YYZ	22	45			NEW	319	112	79%	96%	88	85
59	71	INT	I			I	CDG	15	55	AF	NEW	777	270	90%	96%	243	233	I	CDG	19	5			NEW	777	270	90%	96%	243	233
60	72	INT	I			I	CDG	19	20	AF	NEW	777	270	90%	96%	243	233	I	CDG	21	20			NEW	777	270	90%	96%	243	233
61	73	INT	M			M	SEA	0	15	AS	118	73G	120	80%	100%	96	96	M					180		137	79%	96%	108	104	
62	73	INT	I			I	MEX	9	55	AM	NEW	180	137	79%	96%	108	104	I	MEX	11	0			NEW	180	137	79%	96%	108	104
63	73	INT	I			I	MZT	12	25	AM	492	180	137	79%	96%	108	104	I	MZT	13	40			493	180	137	79%	96%	108	104
64	74	INT	I			I	LTO	12	35	AM	NEW	180	137	79%	96%	108	104	I	LTO	13	35			NEW	180	137	79%	96%	108	104
65	73	INT	I			I	MEX	14	55	AM	NEW	180	137	79%	96%	108	104	I	MEX	16	15			NEW	180	137	79%	96%	108	104
66	73	INT	I			I	SJD	19	30	AM	488	180	137	79%	96%	108	104	I	SJD	9	0			489	180	137	79%	96%	108	104
67	9	NB2	M			M	SEA	0	15	AS	118	73G	120	80%	100%	96	96	M					73G		120	87%	100%	104	104	
68	11	NB2	M			M	SEA	0	15	AS	118	73G	120	80%	100%	96	96	M					73G		120	87%	100%	104	104	
69	9	NB2	M			M	PDX	9	15	AS	230	734	140	95%	95%	133	126	M					73G		120	87%	100%	104	104	
70	10	NB2	M			M	PDX	9	57	AS	550	73G	120	95%	95%	114	108	M					73G		120	95%	95%	114	108	
71	9	NB2	M			M	SEA	9	57	AS	NEW	CR7	70	87%	95%	61	58	M					73G		120	87%	95%	104	99	
72	10	NB2	M			M	SEA	10	55	QX	NEW	CR7	70	87%	95%	61	58	M					73G		120	87%	95%	104	99	
73	9	NB2	M			M	PDX	11	7	AS	NEW	73G	120	87%	95%	104	99	M					73G		120	82%	95%	98	93	
74	10	NB2	M			M	SEA	11	47	AS	556	73G	120	95%	95%	114	108	M					73G		120	85%	95%	102	97	
75	9	NB2	M			M	BOI	13	5	QX	NEW	CR7	70	87%	95%	61	58	M					73G		120	82%	95%	98	93	
76	10	NB2	M			M	PDX	13	7	AS	572	73G	120	81%	95%	97	92	M					73G		120	82%	95%	98	93	
77	11	NB2	M			M	SEA	13	26	AS	520	73G	120	80%	95%	96	91	M					73G		120	85%	95%	102	97	
78	9	NB2	M			M	SEA	14	28	AS	538	73G	120	80%	95%	96	91	M					73G		120	85%	95%	102	97	
79	79	INT	M			M	SJD	14	57	AS	231	73G	120	79%	95%	95	90	M					73G		120	87%	95%	104	99	
80	9	NB2	M			M	SEA	16	40	AS	518	73G	120	80%	95%	96	91	M					73G		120	95%	95%	114	108	
81	10	NB2	M			M	PDX	16	57	AS	540	73G	120	81%	95%	97	92	M					73G		120	95%	95%	114	108	
82	9	NB2	M			M	BOI	17	55	QX	NEW	CR7	70	87%	95%	61	58	M					73G		120	87%	95%	104	99	
83	10	NB2	M			M	PDX	19	37	AS	NEW	73G	120	95%	95%	114	108	M					73G		120	95%	95%	114	108	
84	79	INT	I			I	SJD	19	55	AS	NEW	734	140	79%	95%	111	105	M					734		140	82%	95%	115	109	
85	11	NB2	M			M	SEA	20	11	AS	566	73G	120	95%	95%	114	108	M					73G		120	85%	95%	102	97	
86	10	NB2	M			M	SEA	20	55	QX	NEW	CR7	70	87%	95%	61	58	M					73G		120	85%	95%	102	97	
87	11	NB2	M			M	SEA	21	17	AS	560	739	172	95%	100%	163	163	M					739		172	85%	95%	146	139	
88	9	NB2	M			M	PDX	22	19	AS	586	73G	120	81%	100%	97	97	M					73G		120	85%	95%	102	97	
89	11	NB2	M			M	SEA	22	48	AS	558	73G	120	80%	100%	96	96	M					73G		120	85%	95%	102	97	
90	10	NB2	M			M	SEA	22	48	AS	558	73G	120	80%	100%	96	96	M					73G		120	85%	95%	102	97	
91	15	NB2	M			M	SEA				ERD	19	100					M					73G		120	85%	95%	102	97	
92	14	NB2	M			M	SEA				E19	100						M					73G		120	85%	95%	102	97	
93	13	NB2	M			M	SEA				E19	100						M					73G		120	85%	95%	102	97	
94	15	NB2	M			M	SEA				E19	100						M					73G		120	85%	95%	102	97	
95	12	NB2	M			M	SEA				E19	100						M					73G		120	85%	95%	102	97	

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Gated Flight Schedule With Preferential Gate Use- High Constrained 2030 Forecast

Ref. Num.	Gate Type	Arrivals										Departures													
		TOW	Type	Origin	Arr. Hour	Arr. Min.	Air- line	Fit. No.	Equip- ment	Seats	Arr. L.F.	Arr. OD %	Depl. Term.	TOW	Type	Dest.	Dept. Hour	Dept. Min.	Air- line	Fit. No.	Equip- ment	Seats	Dept. L.F.	Dept. OD %	Enp. Orig
96	16 NB2		M	DEN	7	55	B6	NEW	E19	100	83%	96%	83	80	L	TPA	7	48	NEW	E19	156	95%	100%	148	148
97	13 NB2		M	DEN	7	55	B6	NEW	E19	100	83%	96%	83	80	M	DEN	8	25	NEW	E19	100	95%	96%	95	91
98	17 NB2		M	DFW	8	16	B6	NEW	'320	156	82%	96%	128	123	L	JFK	8	55	NEW	'320	156	95%	96%	148	142
99	14 NB2		M	SEA	8	32	B6	NEW	E19	100	80%	96%	80	77	M	HNL	9	17	NEW	'320	156	87%	96%	136	130
100	15 NB2		M	PDX	8	55	B6	NEW	E19	100	87%	96%	87	84	M	SEA	9	22	NEW	E19	100	95%	96%	95	91
101	12 NB2		M	SEA	8	55	B6	NEW	E19	100	87%	96%	87	84	M	SEA	9	22	NEW	E19	100	87%	96%	87	84
102	17 NB2		M	SLC	9	3	B6	NEW	E19	100	95%	96%	95	91	M	MCO	9	16	NEW	'320	156	95%	96%	148	142
103	16 NB2		S	OAK	9	5	B6	NEW	'320	156	95%	96%	148	142	S	OAK	9	35	NEW	E19	100	95%	96%	95	91
104	13 NB2		S	OAK	9	5	B6	NEW	'320	156	95%	96%	148	142	S	OAK	9	55	NEW	'320	156	87%	96%	136	130
105	14 NB2		L	JFK	10	40	B6	NEW	'320	156	95%	96%	148	142	L	IAD	10	23	NEW	'320	156	87%	96%	136	130
106	15 NB2		L	JFK	10	40	B6	NEW	'320	156	95%	96%	148	142	L	JFK	11	35	NEW	'320	156	80%	96%	125	120
107	16 NB2		M	DEN	11	5	B6	NEW	E19	100	95%	96%	95	91	M	DEN	11	35	NEW	E19	100	85%	96%	85	82
108	17 NB2		L	MCO	11	6	B6	NEW	'320	156	87%	96%	136	130	L	FLL	11	56	NEW	'320	156	87%	96%	136	130
109	12 NB2		L	TPA	11	8	B6	NEW	'320	156	95%	96%	148	142	M	DFW	11	58	NEW	'320	156	81%	96%	126	121
110	13 NB2		L	FLL	11	44	B6	NEW	'320	156	95%	96%	148	142	L	BOS	12	39	NEW	'320	156	83%	96%	129	124
111	14 NB2		L	BOS	12	39	B6	NEW	'320	156	95%	96%	148	142	L	JFK	13	35	NEW	'320	156	80%	96%	125	120
112	15 NB2		L	JFK	12	40	B6	NEW	'320	156	83%	96%	129	124	L	OAK	13	30	NEW	'320	156	82%	96%	128	123
113	16 NB2		M	SEA	12	42	B6	NEW	E19	100	87%	96%	87	84	M	SEA	13	12	NEW	E19	100	85%	96%	85	82
114	17 NB2		L	IAD	13	26	B6	NEW	'320	156	95%	96%	148	142	L	MCO	14	16	NEW	'320	156	79%	96%	123	118
115	12 NB2		S	OAK	13	35	B6	NEW	'320	156	82%	96%	128	123	S	OAK	14	28	NEW	'320	156	79%	96%	123	118
116	13 NB2		L	DFW	13	36	B6	NEW	'320	156	82%	96%	128	123	L	HNL	14	37	NEW	'320	156	87%	96%	136	130
117	14 NB2		M	DEN	14	25	B6	NEW	E19	100	83%	96%	83	80	M	SLC	14	53	NEW	E19	100	82%	96%	82	79
118	15 NB2		M	SLC	14	40	B6	NEW	'320	156	83%	96%	129	124	M	JFK	15	35	NEW	'320	156	95%	96%	148	142
119	16 NB2		M	SEA	15	13	B6	NEW	E19	100	72%	96%	72	69	M	DEN	15	45	NEW	E19	100	85%	96%	85	82
120	17 NB2		M	PDX	15	15	B6	NEW	E19	100	81%	96%	81	78	M	PDX	15	45	NEW	E19	100	87%	96%	87	84
121	12 NB2		M	DFW	15	26	B6	NEW	'320	156	82%	96%	128	123	M	DFW	16	16	NEW	'320	156	95%	96%	148	142
122	13 NB2		L	IAD	15	33	B6	NEW	'320	156	76%	96%	119	114	L	IAD	16	23	NEW	'320	156	87%	96%	136	130
123	14 NB2		M	SEA	16	12	B6	NEW	E19	100	80%	96%	80	77	M	SEA	16	42	NEW	E19	100	87%	96%	87	84
124	15 NB2		S	OAK	16	35	B6	NEW	'320	156	82%	96%	128	123	S	OAK	17	26	NEW	'320	156	87%	96%	136	130
125	16 NB2		L	JFK	16	40	B6	NEW	'320	156	83%	96%	129	124	L	OAK	17	30	NEW	'320	156	95%	96%	148	142
126	17 NB2		M	DEN	18	5	B6	NEW	E19	100	83%	96%	83	80	M	SLC	18	33	NEW	E19	100	87%	96%	87	84
127	12 NB2		L	JFK	18	50	B6	NEW	'320	156	87%	96%	136	130	L	DEN	19	25	NEW	E19	100	87%	96%	87	84
128	13 NB2		M	SEA	18	52	B6	NEW	E19	100	87%	96%	87	84	M	DEN	19	25	NEW	E19	100	87%	96%	87	84
129	14 NB2		L	TPA	19	15	B6	NEW	'320	156	79%	96%	123	118	L	OAK	20	5	NEW	'320	156	82%	96%	128	123
130	12 NB2		L	FLL	19	34	B6	NEW	'320	156	79%	96%	123	118	L	OAK	20	5	NEW	'320	156	82%	96%	128	123
131	15 NB2		M	SLC	19	43	B6	NEW	E19	100	95%	96%	95	91	M	PDX	20	15	NEW	E19	100	87%	96%	87	84
132	16 NB2		M	PDX	19	45	B6	NEW	E19	100	95%	96%	95	91	M	PDX	20	15	NEW	E19	100	85%	96%	85	82
133	12 NB2		M	MCO	20	6	B6	NEW	'320	156	87%	96%	136	130	M	SEA	20	12	NEW	'320	156	80%	96%	125	120
134	13 NB2		L	DFW	20	24	B6	NEW	'320	156	95%	96%	148	142	L	FLL	22	14	NEW	'320	156	87%	96%	136	130
135	14 NB2		L	JFK	20	55	B6	NEW	'320	156	95%	96%	148	142	L	JFK	21	55	NEW	'320	156	80%	96%	125	120
136	15 NB2		M	DEN	21	25	B6	NEW	E19	100	95%	100%	95	95	M	DEN	22	43	NEW	E19	100	87%	96%	129	124
137	16 NB2		M	DEN	21	33	B6	NEW	'320	156	95%	100%	148	148	M	DEN	22	43	NEW	'320	156	83%	96%	129	124
138	12 NB2		S	OAK	21	35	B6	NEW	'320	156	87%	100%	136	136	S	OAK	22	45	NEW	'320	156	80%	96%	125	120
139	17 NB2		L	HNL	21	37	B6	NEW	'320	156	87%	100%	136	136	L	HNL	22	45	NEW	'320	156	80%	96%	125	120
140	14 NB2		M	SEA	22	12	B6	NEW	E19	100	80%	100%	80	80	M	SEA	22	45	NEW	E19	100	80%	100%	80	80
141	16 NB2		L	JFK	23	10	B6	NEW	'320	156	83%	100%	129	129	L	JFK	23	10	NEW	'320	156	83%	100%	129	129
142	75 WB		I	LHR	12	50	BA	NEW	777	257	90%	96%	231	222	I	LHR	14	50	NEW	777	257	90%	96%	231	222
143	75 WB		I	LHR	15	35	BA	NEW	777	257	90%	96%	231	222	I	LHR	17	35	NEW	777	257	90%	96%	231	222

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Gated Flight Schedule With Preferential Gate Use- High Constrained 2030 Forecast

Ref. Num.	Gate	Type	Arrivals										Departures															
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air. line	Fit. No.	Equip-ment	Seats	L.F.	Arr. OD %	Depl. Term.	TOW	D/I	Type	Dest.	Dept. Hour	Dept. Min.	Air. line	Fit. No.	Equip-ment	Seats	L.F.	Dept. OD %	Enp. Orig
144	18 WB		M	IAH	8	43	CO	NEW	738	183	87%	100%	135	135	L	EWR	8	0				NEW	757	183	95%	100%	174	174
145	18 WB		L	EWR	9	55	CO	NEW	738	155	87%	100%	159	159	L	EWR	9	39				NEW	757	155	95%	100%	147	147
146	18 WB		M	CLE	10	0	CO	NEW	738	183	87%	100%	159	159	L	EWR	11	5				NEW	757	183	82%	100%	150	150
147	19 NB2		M	IAH	10	33	CO	NEW	738	167	95%	100%	159	159	M	IAH	11	5				NEW	738	167	87%	100%	135	135
148	20 NB2		L	EWR	11	35	CO	NEW	738	183	95%	100%	174	174	L	EWR	12	30				NEW	738	183	80%	100%	134	134
149	18 WB		M	IAH	11	35	CO	NEW	738	183	95%	100%	174	174	L	EWR	12	45				NEW	757	183	82%	100%	150	150
150	19 NB2		M	IAH	13	3	CO	NEW	738	124	95%	100%	118	118	M	IAH	14	20				NEW	738	124	87%	100%	108	108
151	18 WB		M	IAH	14	17	CO	NEW	738	235	80%	100%	188	188	L	EWR	15	15				NEW	764	235	95%	100%	223	223
152	18 WB		M	IAH	15	52	CO	NEW	738	155	76%	100%	118	118	M	IAH	16	50				NEW	738	155	95%	100%	147	147
153	20 NB2		M	IAH	17	57	CO	NEW	738	124	76%	100%	94	94								NEW	738	124				
154	18 WB		L	EWR	18	35	CO	NEW	738	183	80%	100%	146	146								NEW	757	183				
155	19 NB2		M	IAH	19	57	CO	NEW	738	155	95%	100%	147	147	M	CLE	21	38				NEW	738	155	87%	100%	135	135
156	18 WB		L	EWR	20	28	CO	NEW	738	235	95%	100%	223	223	L	EWR	21	45				NEW	764	235	82%	100%	193	193
157	19 NB2		M	IAH	22	4	CO	NEW	738	155	87%	100%	135	135	M	IAH	23	0				NEW	738	155	80%	100%	124	124
158	20 NB2		M	IAH			CO	NEW	738	124					M	IAH	7	0				NEW	738	124	87%	100%	108	108
159	23 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	82%	100%	126	126
160	24 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	82%	100%	126	126
161	21 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
162	23 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	84%	100%	129	129
163	22 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
164	23 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
165	21 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
166	24 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
167	22 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
168	23 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
169	24 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
170	22 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	84%	100%	129	129
171	21 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
172	24 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
173	22 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
174	23 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
175	21 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
176	24 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
177	23 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
178	22 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
179	21 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
180	24 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
181	23 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
182	22 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
183	23 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
184	24 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
185	22 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
186	23 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
187	24 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
188	21 NB1		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
189	23 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134
190	24 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	95%	100%	146	146
191	23 NB2		M	IAH			DL	NEW	738	154					M	IAH	7	0				NEW	738	154	87%	100%	134	134

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Ref. Num.	Gate Type	Gate	Arrivals				Departures												
			Type	Arr. Hour	Arr. Min.	Air. line	Type	Dept. Hour	Dept. Min.	Air. line									
192	24	NB1	M	23	7	DL	M	7	20	ATL	154	176	'758	183	95%	100%	174	174	
193	22	NB1																	
194	25	NB2	M	8	20	F9	M	6	30	DEN	132	532	319	132	85%	100%	112	112	
195	25	NB2	M	9	55	F9	M	9	5	DEN	132	234	319	132	87%	100%	115	115	
196	25	NB2	M	12	15	F9	M	11	0	DEN	132	539	319	132	85%	100%	112	112	
197	25	NB2	M	14	0	F9	M	13	5	DEN	132	NEW	319	132	85%	100%	112	112	
198	25	NB2	M	16	40	F9	M	14	50	DEN	132	328	319	132	85%	100%	112	112	
199	25	NB2	M	19	0	F9	M	17	25	DEN	132	NEW	319	132	95%	100%	125	125	
200	25	NB2	M	22	30	F9	M	19	40	DEN	132	552	319	132	87%	100%	115	115	
201	25	NB2	M	22	30	F9	M	19	40	DEN	132	552	319	132	87%	100%	115	115	
202	26	NB2	M	10	15	FL	M	11	5	ATL	137	NEW	'73G	137	82%	100%	112	112	
203	26	NB2	M	11	45	FL	M	12	35	ATL	137	NEW	'73G	137	82%	100%	112	112	
204	26	NB2	M	13	40	FL	M	14	30	ATL	137	NEW	'73G	137	87%	100%	119	119	
205	26	NB2	M	20	55	FL	M	22	50	ATL	137	NEW	'73G	137	82%	100%	112	112	
206	27	WB																	
207	27	WB																	
208	27	WB	L	16	24	HA	L	10	15	HNL	252	NEW	'763	252	87%	100%	219	219	
209	27	WB	L	21	5	HA	L	17	54	HNL	252	NEW	'763	252	87%	100%	219	219	
210	27	WB	L	22	20	HA	L	17	54	HNL	252	NEW	'763	252	87%	100%	219	219	
211	28	NB2	S	1	4	HP	S	9	30	LAS	150	730	'320	150	95%	100%	143	143	
212	29	NB2	S	7	40	HP	S	6	45	PHX	150	6264	'319	150	79%	94%	98	92	
213	28	NB2	S	8	33	HP	S	8	10	PHX	150	180	'320	150	95%	94%	143	134	
214	29	NB2	S	11	35	HP	S	9	30	LAS	150	NEW	'320	150	87%	100%	131	131	
215	28	NB2	S	11	35	HP	S	9	30	LAS	150	NEW	'320	150	87%	100%	131	131	
216	29	NB2	S	11	35	HP	S	12	35	PHX	150	630	'320	150	85%	94%	128	120	
217	28	NB2	S	12	55	HP	S	12	35	PHX	150	683	'320	150	85%	94%	128	120	
218	29	NB2	S	13	19	HP	S	13	35	LAS	150	257	'320	150	84%	94%	126	118	
219	28	NB2	S	14	40	HP	S	14	0	PHX	150	6266	'319	150	79%	94%	98	92	
220	29	NB2	S	14	40	HP	S	14	0	PHX	150	196	'320	150	79%	94%	119	111	
221	28	NB2	S	17	31	HP	S	15	40	PHX	150	186	'320	150	79%	94%	119	111	
222	29	NB2	S	17	54	HP	S	18	30	PHX	150	187	'320	150	95%	94%	143	134	
223	28	NB2	S	19	11	HP	S	18	35	LAS	150	896	'320	150	95%	94%	143	134	
224	29	NB2	S	20	15	HP	S	19	40	PHX	150	6032	'319	124	87%	94%	108	101	
225	28	NB2	S	21	8	HP	S	21	0	LAS	150	58	'320	150	84%	94%	126	118	
226	29	NB2	S	22	43	HP	S	21	0	LAS	150	320	'320	150	84%	94%	126	118	
227	76	INT	I	11	15	JL	I	13	0	NRT	302	NEW	777	302	87%	96%	263	252	
228	77	INT	I	10	20	KE	I	12	15	IGN	301	NEW	777	301	87%	96%	262	251	
229	78	INT	I	13	15	LH	I	15	20	FRA	247	NEW	343	247	90%	96%	222	213	
230	78	INT	I	19	35	LH	I	21	35	FRA	247	NEW	343	247	90%	96%	222	213	
231	31	NB2	NW	8	42	NW	M	6	42	DTW	148	NEW	'319	148	81%	100%	100	100	
232	30	NB1	NW	11	31	NB2	M	6	30	MSP	180	190	'757	180	87%	100%	157	157	
233	30	NB1	NW	10	20	KE	M	7	30	MEM	124	NEW	'319	124	95%	100%	118	118	
234	31	NB2	NW	10	20	KE	M	8	25	DTW	148	276	'320	148	95%	97%	141	136	
235	32	NB2	NW	10	20	KE	M	8	25	DTW	148	276	'320	148	95%	97%	141	136	
236	30	NB1	NW	8	42	NW	M	6	30	MSP	180	190	'757	180	87%	100%	157	157	
237	30	NB1	NW	10	47	NW	M	7	30	MEM	124	NEW	'319	124	95%	100%	118	118	
238	31	NB2	NW	11	1	NW	M	8	50	MSP	148	442	'320	148	95%	97%	141	136	
239	32	NB2	NW	11	1	NW	M	9	55	MSP	148	442	'320	148	95%	97%	141	136	

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Ref. Num.	Gate Num.	Gate Type	Arrivals										Departures																	
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air. line	Fit. No.	Equip-ment	Seats	L.F.	Arr. OD %	Depl. Term.	TOW	D/I	Type	Dest.	Dept. Hour	Dept. Min.	Air. line	Fit. No.	Equip-ment	Seats	L.F.	Dept. OD %	Enp. Orig		
240	30	NB1	M	MSP	M	MSP	13	13	5	NW	187	'320	148	95%	97%	141	136	M	MSP	14	2	2	NEW	188	'320	148	87%	97%	129	125
241	31	NB2	M	DTW	M	DTW	13	51	NW	NEW	'319	124	95%	97%	118	114	M	DTW	14	52	5	NEW	'319	124	95%	97%	118	114		
242	32	NB2	M	MSP	M	MSP	15	2	NW	NEW	'320	148	76%	97%	112	109	M	MSP	16	5	5	NEW	'320	148	95%	97%	141	136		
243	30	NB1	M	MSP	M	MSP	16	2	NW	NEW	'320	148	76%	97%	112	109	M	MSP	17	5	5	NEW	'320	148	95%	97%	141	136		
244	31	NB2	M	DTW	M	DTW	17	18	NW	277	'320	148	76%	97%	112	109	M	MSP	18	15	15	NEW	'320	148	78%	97%	115	112		
245	32	NB2	M	MSP	M	MSP	19	2	NW	185	'320	148	87%	97%	129	125	T													
246	30	NB1	M	DTW	M	DTW	19	23	NW	NEW	'319	124	76%	97%	94	91	T													
247	31	NB2	M	MSP	M	MSP	20	32	NW	NEW	'320	148	95%	97%	141	136														
248	32	NB2	M	MEM	M	MEM	20	33	NW	NEW	'319	124	87%	97%	108	105														
249	30	NB1	M	DTW	M	DTW	20	58	NW	275	'320	148	95%	97%	141	136														
250	30	NB1	M	MSP	M	MSP	23	2	NW	191	'757	180	87%	100%	157	157														
251	33	NB1	M	MSP	M	MSP	175	738																						
252	33	NB1	M	MDW	M	MDW	9	15	TZ	NEW	'738	175	87%	100%	152	152														
253	33	NB1	M	MDW	M	MDW	10	55	TZ	NEW	'738	175	95%	100%	166	166														
254	33	NB1	M	IND	M	IND	12	30	TZ	NEW	'757	216	87%	100%	188	188														
255	33	NB1	M	MDW	M	MDW	13	50	TZ	NEW	'738	175	85%	100%	149	149														
256	33	NB1	M	MDW	M	MDW	15	20	TZ	NEW	'738	175	85%	100%	149	149														
257	33	NB1	M	MDW	M	MDW	22	55	TZ	NEW	'738	175	85%	100%	149	149														
258	38	RJ	S	UAEX	S	UAEX	50																							
259	34	NB1	S	UA	S	UA	138																							
260	35	NB2	S	UA	S	UA	138																							
261	36	NB2	S	UA	S	UA	138																							
262	39	RJ	S	UAEX	S	UAEX	50																							
263	37	NB2	M	UA	M	UA	138																							
264	35	NB2	S	DEN	S	DEN	7	26	UA	NEW	'320	138	83%	83%	115	95														
265	38	RJ	S	LAX	S	LAX	7	44	UAEX	6069	'CRJ	50	87%	83%	44	36														
266	37	NB2	M	UA	M	UA	138																							
267	34	NB1	M	ORD	M	ORD	8	9	UA	NEW	'757	182	80%	83%	146	121														
268	36	NB2	S	SFO	S	SFO	8	16	UA	303	'320	138	95%	83%	131	109														
269	39	RJ	S	LAX	S	LAX	8	44	UAEX	6161	'CRJ	50	95%	83%	48	39														
270	38	RJ	S	LAX	S	LAX	9	28	UAEX	5389	'CRJ	50	95%	83%	48	39														
271	35	NB2	S	SFO	S	SFO	9	47	UA	309	'320	138	95%	83%	131	109														
272	36	NB2	M	DEN	M	DEN	9	56	UA	79	'320	138	95%	83%	131	109														
273	34	NB1	M	DEN	M	DEN	10	1	UA	1117	'320	138	95%	83%	131	109														
274	37	NB2	M	ORD	M	ORD	10	19	UA	451	'320	138	95%	83%	131	109														
275	39	RJ	S	LAX	S	LAX	10	27	UAEX	6144	'CRJ	50	87%	83%	44	36														
276	35	NB2	L	IAD	L	IAD	11	51	UA	211	'320	138	95%	83%	131	109														
277	38	RJ	S	LAX	S	LAX	11	35	UAEX	6127	'CRJ	50	82%	83%	41	34														
278	34	NB1	S	SFO	S	SFO	11	47	UA	214	'320	138	80%	83%	110	92														
279	35	NB2	M	ORD	M	ORD	12	24	UA	421	'320	138	95%	83%	131	109														
280	36	NB2	M	LAX	M	LAX	12	40	UAEX	6070	'CRJ	50	82%	83%	41	34														
281	36	NB2	M	DEN	M	DEN	12	41	UA	1183	'320	138	83%	83%	115	95														
282	37	NB2	S	SFO	S	SFO	12	54	UA	1273	'320	138	80%	83%	110	92														
283	38	RJ	S	LAX	S	LAX	13	48	UAEX	6548	'CRJ	50	82%	83%	41	34														
284	34	NB1	M	ORD	M	ORD	14	1	UA	349	'320	138	80%	83%	110	92														
285	39	RJ	S	LAX	S	LAX	14	24	UAEX	6082	'CRJ	50	82%	83%	41	34														
286	35	NB2	L	IAD	L	IAD	15	58	UA	201	'320	138	76%	83%	105	87														
287	38	RJ	S	LAX	S	LAX	15	10	UAEX	6071	'CRJ	50	82%	83%	41	34														

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Ref. Num.	Gate Num.	Gate Type	Arrivals										Departures																	
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air- line	Fit. No.	Equip- ment	Seats	Arr. L.F.	Arr. OD %	Depl. Term.	TOW	D/I	Type	Dest.	Dept. Hour	Dept. Min.	Air- line	Fit. No.	Equip- ment	Seats	Dept. L.F.	Dept. OD %	Enp. Orig		
288	36	NB2	S			S	SFO	15	40	UA	1053	320	138	80%	83%	110	92	S	SFO	16	25			992	320	138	95%	83%	131	109
289	34	NB1	M			S	DEN	16	0	UA	1185	320	138	83%	83%	115	95	M	DEN	16	57			372	320	138	87%	83%	120	100
290	39	RJ	S			S	LAX	16	40	UAEX	6179	CRJ	50	87%	83%	44	36	S	LAX	17	10			6179	CRJ	50	95%	83%	48	39
291	37	NB2	L			M	ORD	17	9	UA	219	320	138	80%	83%	110	92	S	SFO	18	0			1048	320	138	95%	83%	131	109
292	36	NB2	L			M	IAD	17	11	UA	219	320	138	76%	83%	105	87	M	DEN	18	30			742	320	138	95%	83%	131	109
293	35	NB2	M			M	DEN	17	18	UA	657	320	138	83%	83%	115	95	M	ORD	18	8			NEW	320	138	87%	83%	120	100
294	34	NB1	S			S	SFO	17	43	UA	955	757	182	87%	83%	158	131	S	SFO	19	20			974	757	182	82%	83%	148	124
295	38	RJ	S			S	LAX	17	44	UAEX	6073	CRJ	50	95%	83%	48	39	S	LAX	18	15			6073	CRJ	50	95%	83%	48	39
296	39	RJ	S			S	LAX	18	23	UAEX	6074	CRJ	50	95%	83%	48	39	S	LAX	18	53			6074	CRJ	50	95%	83%	48	39
297	35	NB2	M			M	ORD	19	2	UA	1121	320	138	87%	83%	120	100	M	DEN	20	15			742	320	138	85%	83%	117	97
298	38	RJ	S			S	LAX	19	24	UAEX	6554	CRJ	50	87%	83%	44	36	M	DEN	20	15			742	320	138	85%	83%	117	97
299	36	NB2	T			S	SFO	20	3	UA	1079	320	138	95%	83%	131	109	S	LAX	20	5			6555	CRJ	50	82%	83%	41	34
300	34	NB1	M			M	IAD	20	11	UA	919	757	182	95%	83%	173	144	L	IAD	22	15			198	757	182	83%	83%	151	125
301	37	NB2	T			M	ORD	20	24	UA	NEW	320	138	95%	83%	131	109	M	ORD	23	0			552	320	138	81%	83%	112	93
302	39	RJ	S			S	LAX	21	3	UAEX	6080	CRJ	50	82%	100%	41	41	S	LAX	21	33			6080	CRJ	50	82%	83%	41	34
303	35	NB2	M			M	DEN	21	27	UA	1283	320	138	95%	100%	131	131	M	ORD	23	0			552	320	138	81%	83%	112	93
304	36	NB2	M			M	ORD	22	4	UA	543	320	138	95%	100%	131	131	M	ORD	23	0			552	320	138	81%	83%	112	93
305	37	NB2	S			S	SFO	22	17	UA	785	320	138	87%	100%	120	120	S	SFO	23	0			552	320	138	81%	83%	112	93
306	35	NB2	M			M	DEN	22	20	UA	465	320	138	83%	100%	115	115	M	DEN	23	0			552	320	138	81%	83%	112	93
307	38	RJ	S			S	LAX	22	56	UAEX	6556	CRJ	50	82%	100%	41	41	S	LAX	23	0			552	320	138	81%	83%	112	93
308	39	RJ	S			S	LAX	23	28	UAEX	6135	CRJ	50	82%	100%	41	41	S	LAX	23	0			552	320	138	81%	83%	112	93
309	34	NB1	S			S	SFO	23	37	UA	673	320	138	80%	100%	110	110	S	SFO	23	0			552	320	138	81%	83%	112	93
310	37	NB2	UA			UA							138	80%	100%	110	110	T	ORD	16	4			NEW	320	138	95%	83%	131	109
311	40	NB2	US			US							142	80%	100%	110	110	T	PHL	7	0			NEW	320	142	87%	100%	124	124
312	41	NB2	US			US							120	80%	100%	110	110	T	PIT	7	15			88	319	120	87%	100%	104	104
313	42	NB2	US			US							142	80%	100%	110	110	L	PHL	8	15			86	320	142	95%	100%	135	135
314	40	NB2	L			L	PIT	11	0	US	89	319	120	95%	100%	114	114	L	CLT	13	0			NEW	319	120	87%	100%	104	104
315	41	NB2	L			L	PHL	11	16	US	169	321	169	95%	100%	161	161	L	PHL	12	40			100	321	169	75%	100%	127	127
316	42	NB2	L			L	PHL	12	50	US	91	321	169	95%	100%	161	161	L	PHL	14	15			NEW	321	169	95%	100%	161	161
317	40	NB2	L			L	CLT	14	22	US	NEW	319	120	87%	100%	104	104	L	PIT	15	20			92	319	120	87%	100%	104	104
318	41	NB2	L			L	PHL	18	7	US	5	320	142	79%	100%	112	112	L	PHL	21	55			80	320	142	75%	100%	107	107
319	42	NB2	L			L	CLT	19	33	US	83	320	142	87%	100%	124	124	L	CLT	22	35			90	320	142	87%	100%	124	124
320	40	NB2	L			L	PHL	20	28	US	127	320	142	95%	100%	135	135	L	CLT	22	35			90	320	142	87%	100%	124	124
321	41	NB2	L			L	PIT	22	6	US	151	319	120	79%	100%	95	95	L	PIT	22	35			319	120	142	87%	100%	124	124
322	42	NB2	L			L	PHL	22	55	US	NEW	320	142	79%	100%	112	112	L	PHL	22	35			320	142	142	87%	100%	106	106
323	43	NB2	WN			WN							122	73%	100%	112	112	M	ABQ	6	45			NEW	735	122	87%	100%	106	106
324	44	NB2	WN			WN							137	73%	100%	112	112	S	PHX	6	30			1475	73G	137	87%	100%	119	119
325	45	NB2	WN			WN							137	73%	100%	112	112	S	SMF	6	30			1614	73G	137	87%	100%	119	119
326	46	NB2	WN			WN							137	73%	100%	112	112	S	LAS	6	35			1366	73G	137	87%	100%	119	119
327	47	NB2	WN			WN							137	73%	100%	112	112	S	SJC	6	35			125	73G	137	87%	100%	119	119
328	48	NB2	WN			WN							137	73%	100%	112	112	M	MDW	6	40			1804	73G	137	87%	100%	119	119
329	49	NB2	WN			WN							137	73%	100%	112	112	M	MSY	6	50			2376	73G	137	87%	100%	119	119
330	50	NB2	WN			WN							137	73%	100%	112	112	L	BWI	6	55			2002	73G	137	84%	100%	115	115
331	44	NB2	WN			WN							137	73%	100%	112	112	M	MCI	6	55			1078	73G	137	87%	100%	119	119
332	51	NB2	WN			WN							122	73%	100%	112	112	S	PHX	7	0			1284	735	122	87%	100%	106	106
333	43	NB2	WN			WN							137	73%	100%	112	112	T	MCI	7	0			1078	73G	137	87%	100%	119	119
334	45	NB2	WN			WN							137	73%	100%	112	112	T	SEA	7	5			NEW	73G	137	95%	100%	130	130
335	46	NB2	WN			WN							137	73%	100%	112	112	T	OAK	7	10			652	73G	137	95%	100%	130	130
336	46	NB2	WN			WN							137	73%	100%	112	112	T	PHL	7	10			NEW	73G	137	87%	100%	119	119

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Ref. Num.	Gate Type	Gate	Arrivals				Departures																		
			Type	Origin	Arr. Hour	Arr. Min.	Fit. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl. Term.	TOW	D/I	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Emp. Orig
336	47 NB2		S	PHX	7	10	WN	137	73G	137	79%	108	105	T	S	PHX	7	45	1703	73G	137	95%	100%	130	130
337	48 NB2		S	PHX	7	10	WN	137	73G	137	79%	108	105	T	L	PVD	7	15	NEW	73G	137	87%	100%	119	119
338	49 NB2		S	LAS	7	45	WN	137	888 73G	137	84%	115	112	T	S	SMF	7	35	888	73G	137	95%	100%	130	130
339	50 NB2		S	OAK	7	55	WN	137	1709 73G	137	82%	112	109	T	S	LAS	8	10	548	73G	137	95%	97%	130	126
340	51 NB2		S	OAK	7	55	WN	137	638 73G	137	82%	112	109	T	S	OAK	8	20	229	73G	137	95%	97%	130	126
341	43 NB2		S	SMF	7	55	WN	137	1782 73G	137	87%	119	116	T	S	TUS	8	20	1782	73G	137	95%	97%	130	126
342	44 NB2		S	PHX	8	5	WN	137	572 73G	137	87%	119	116	T	S	SMF	8	30	572	73G	137	95%	97%	130	126
343	45 NB2		M	ABQ	8	10	WN	122	NEW 735	122	87%	106	103	T	S	RNO	8	35	NEW	735	122	95%	97%	116	112
344	46 NB2		S	RNO	8	20	WN	122	NEW 735	122	95%	116	112	T	M	ABQ	8	45	NEW	735	122	95%	97%	116	112
345	47 NB2		S	SJC	8	25	WN	137	96 73G	137	95%	130	126	T	M	BNA	8	50	96	73G	137	95%	97%	130	126
346	48 NB2		S	TUS	8	25	WN	137	1053 73G	137	95%	130	126	T	S	OAK	8	50	1053	73G	137	95%	97%	130	126
347	49 NB2		M	HOU	8	25	WN	137	NEW 73G	137	83%	114	110	T	M	AUS	8	50	2213	73G	137	95%	97%	130	126
348	50 NB2		S	OAK	8	35	WN	137	1501 73G	137	87%	119	116	T	S	PHX	9	0	1501	73G	137	87%	97%	119	116
349	51 NB2		S	LAS	8	45	WN	137	NEW 73G	137	87%	119	116	T	M	HOU	9	10	NEW	73G	137	95%	97%	130	126
350	43 NB2		M	SAT	8	50	WN	137	NEW 73G	137	95%	130	126	T	M	MDW	9	15	NEW	73G	137	95%	97%	130	126
351	44 NB2		S	SMF	8	55	WN	137	1085 73G	137	95%	130	126	T	M	MDW	9	25	1085	73G	137	95%	97%	130	126
352	45 NB2		S	PHX	9	15	WN	137	1359 73G	137	95%	130	126	T	S	OAK	9	40	1359	73G	137	87%	97%	119	116
353	46 NB2		M	ABQ	9	15	WN	122	2134 735	122	95%	116	112	T	S	LAS	9	40	NEW	735	122	87%	97%	106	103
354	47 NB2		M	SEA	9	30	WN	137	NEW 73G	137	95%	130	126	T	M	SAT	9	55	NEW	73G	137	95%	97%	130	126
355	48 NB2		S	SJC	9	50	WN	137	2840 73G	137	95%	130	126	T	S	PHX	10	15	2840	73G	137	85%	97%	116	113
356	49 NB2		M	ELP	9	50	WN	137	NEW 73G	137	87%	119	116	T	S	SJC	10	15	2134	73G	137	87%	97%	119	116
357	50 NB2		S	SMF	10	5	WN	137	2392 73G	137	95%	130	126	T	M	ELP	10	30	2392	73G	137	87%	97%	119	116
358	51 NB2		S	LAS	10	10	WN	137	1954 73G	137	95%	130	126	T	M	ABQ	10	35	2546	73G	137	87%	97%	119	116
359	43 NB2		M	MDW	10	10	WN	137	2509 73G	137	95%	130	126	T	S	SMF	10	40	2509	73G	137	87%	97%	119	116
360	44 NB2		S	OAK	10	15	WN	137	1700 73G	137	95%	130	126	T	S	LAS	10	40	NEW	73G	137	84%	97%	115	112
361	45 NB2		L	BWI	10	15	WN	137	NEW 73G	137	95%	130	126	T	M	OMA	10	40	NEW	73G	137	87%	97%	115	112
362	46 NB2		L	PHL	10	25	WN	137	NEW 73G	137	95%	130	126	T	L	BWI	10	50	NEW	73G	137	95%	97%	130	126
363	47 NB2		M	MSY	10	30	WN	137	474 73G	137	95%	130	126	T	M	CMH	10	55	NEW	73G	137	87%	97%	119	116
364	48 NB2		S	PHX	10	30	WN	137	420 73G	137	95%	130	126	T	M	PHL	10	55	NEW	73G	137	87%	97%	119	116
365	49 NB2		S	SJC	10	45	WN	137	776 73G	137	82%	112	109	T	S	PHX	11	15	776	73G	137	85%	97%	116	113
366	50 NB2		S	SMF	10	50	WN	137	794 73G	137	87%	119	116	T	M	MDW	11	20	794	73G	137	80%	97%	110	106
367	51 NB2		S	LAS	11	20	WN	137	1592 73G	137	87%	119	116	T	S	SJC	11	45	1244	73G	137	85%	97%	116	113
368	43 NB2		M	CMH	11	25	WN	137	NEW 73G	137	87%	119	116	T	M	MSY	11	50	2376	73G	137	87%	97%	119	116
369	44 NB2		S	SMF	11	30	WN	137	1554 73G	137	82%	112	109	T	S	SMF	12	0	2386	73G	137	83%	97%	112	109
370	45 NB2		L	BDL	11	40	WN	137	NEW 73G	137	87%	119	116	T	M	HOU	12	5	NEW	73G	137	83%	97%	114	110
371	46 NB2		M	AUS	11	45	WN	137	934 73G	137	87%	119	116	T	S	OAK	12	10	934	73G	137	82%	97%	112	109
372	47 NB2		S	PHX	11	45	WN	137	553 73G	137	95%	130	126	T	S	LAS	12	15	982	73G	137	84%	97%	115	112
373	48 NB2		L	PVD	11	50	WN	137	NEW 73G	137	95%	130	126	T	M	MDW	12	15	NEW	73G	137	80%	97%	110	106
374	49 NB2		M	ABQ	11	55	WN	122	NEW 735	122	87%	106	103	T	S	RNO	12	20	NEW	735	122	83%	97%	101	98
375	50 NB2		M	OMA	12	0	WN	137	NEW 73G	137	87%	119	116	T	M	OMA	12	25	NEW	73G	137	85%	97%	116	113
376	51 NB2		M	BNA	12	5	WN	137	1290 73G	137	95%	130	126	T	S	ABQ	12	30	721	73G	137	83%	97%	114	110
377	43 NB2		S	OAK	12	10	WN	137	761 73G	137	82%	112	109	T	S	OAK	12	40	970	73G	137	82%	97%	112	109
378	44 NB2		M	MDW	12	15	WN	137	NEW 73G	137	85%	116	113	T	M	SAT	12	40	NEW	73G	137	83%	97%	114	110
379	45 NB2		M	MCI	12	20	WN	137	1226 73G	137	87%	119	116	T	M	BNA	12	50	1208	73G	137	84%	97%	115	112
380	46 NB2		S	PHX	12	30	WN	137	824 73G	137	87%	119	116	T	S	SMF	13	0	824	73G	137	82%	97%	115	112
381	47 NB2		S	OAK	12	40	WN	137	1413 73G	137	82%	112	109	T	S	LAS	13	5	1413	73G	137	84%	97%	115	112
382	48 NB2		S	SMF	13	0	WN	137	NEW 73G	137	82%	112	109	T	M	SEA	13	20	NEW	73G	137	85%	97%	116	113
383	49 NB2		S	TUS	13	5	WN	137	1117 73G	137	83%	114	110	T	S	OAK	13	30	1117	73G	137	82%	97%	112	109

Appendix D
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Gated Flight Schedule With Preferential Gate Use- High Constrained 2030 Forecast

Ref. Num.	Gate	Type	TOW	Type	Arrivals					Departures																
					Origin	Arr. Hour	Arr. Min.	Air-line	Fit. No.	Equip-ment	Seats	L.F.	Arr. OD %	Depl. Term.	TOW	Type	Dest.	Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	L.F.	Dept. OD %	Emp. Orig
384	50	NB2		S	LAS	13	10	WN	2999	73G	137	84%	97%	115	112	S	TUS	13	35	2999	73G	137	72%	97%	99	96
385	51	NB2		S	SJC	13	15	WN	2844	73G	137	82%	97%	112	109	M	ABQ	13	40	2844	73G	137	83%	97%	114	110
386	43	NB2		L	BWI	13	25	WN	590	73G	137	79%	97%	108	105	M	MCI	13	55	1078	73G	137	87%	97%	119	116
387	44	NB2		S	OAK	13	30	WN	135	73G	137	82%	97%	112	109	S	PHX	14	0	750	73G	137	85%	97%	116	113
388	45	NB2		S	PHX	13	30	WN	149	73G	137	79%	97%	108	105	L	BWI	14	5	593	73G	137	84%	97%	115	112
389	46	NB2		M	SEA	13	45	WN	NEW	73G	137	80%	97%	110	106	M	MDW	14	10	NEW	73G	137	87%	97%	119	116
390	47	NB2		S	LAS	13	55	WN	1017	73G	137	84%	97%	115	112	M	AUS	14	20	2213	73G	137	79%	97%	108	105
391	48	NB2		S	SMF	14	0	WN	2289	73G	137	82%	97%	112	109	S	SJC	14	25	427	73G	137	85%	97%	116	113
392	49	NB2		S	PHX	14	5	WN	605	73G	137	79%	97%	108	105	S	PHX	14	30	2301	73G	137	85%	97%	116	113
393	50	NB2		M	ABQ	14	5	WN	NEW	73G	137	81%	97%	111	108	M	PVD	14	30	NEW	73G	137	87%	97%	119	116
394	51	NB2		M	MDW	14	15	WN	NEW	73G	137	85%	97%	116	113	M	BNA	14	40	NEW	73G	137	84%	97%	115	112
395	43	NB2		S	PHX	14	35	WN	1522	73G	137	79%	97%	108	105	S	OAK	15	0	1522	73G	137	82%	97%	112	109
396	44	NB2		L	MHT	14	40	WN	NEW	73G	137	87%	97%	119	116	L	MHT	15	5	NEW	73G	137	87%	96%	119	114
397	45	NB2		S	SJC	14	45	WN	1406	73G	137	82%	97%	112	109	S	LAS	15	10	1406	73G	137	84%	97%	115	112
398	46	NB2		L	PHL	14	45	WN	NEW	73G	137	79%	97%	108	105	L	PHL	15	10	NEW	73G	137	95%	97%	130	126
399	47	NB2		S	SMF	14	50	WN	475	73G	137	82%	97%	112	109	S	SMF	15	15	831	73G	137	82%	97%	112	109
400	48	NB2		S	LAS	14	55	WN	120	73G	137	84%	97%	115	112	S	SJC	15	20	120	73G	137	85%	97%	116	113
401	49	NB2		M	HOU	14	55	WN	NEW	73G	137	83%	97%	114	110	L	RDU	15	20	NEW	73G	137	87%	97%	119	116
402	50	NB2		M	BNA	15	5	WN	NEW	73G	137	79%	97%	108	105	M	BDL	15	30	NEW	73G	137	87%	97%	119	116
403	51	NB2		M	SAT	15	10	WN	NEW	73G	137	83%	97%	114	110	L	BWI	15	35	NEW	73G	137	84%	97%	115	112
404	43	NB2		M	MDW	15	40	WN	2899	73G	137	85%	97%	116	113	M	MDW	16	10	1126	73G	137	95%	97%	130	126
405	44	NB2		S	LAS	15	45	WN	751	73G	137	84%	97%	115	112	S	OAK	16	10	751	73G	137	87%	97%	119	116
406	45	NB2		S	RNO	15	45	WN	NEW	735	122	83%	97%	101	98	S	ABQ	16	5	NEW	735	122	83%	97%	101	98
407	46	NB2		M	MDW	16	0	WN	NEW	73G	137	85%	97%	116	113	M	BNA	16	20	NEW	73G	137	84%	97%	115	112
408	47	NB2		S	OAK	16	5	WN	597	73G	137	82%	97%	112	109	S	SMF	16	30	597	73G	137	87%	97%	119	116
409	48	NB2		S	SMF	16	10	WN	468	73G	137	82%	97%	112	109	S	LAS	16	35	876	73G	137	87%	97%	119	116
410	49	NB2		M	ABQ	16	10	WN	1204	73G	137	81%	97%	111	108	S	PHX	16	40	1702	73G	137	87%	97%	119	116
411	50	NB2		L	PVD	16	15	WN	NEW	73G	137	79%	97%	108	105	M	ELP	16	35	2392	73G	137	87%	97%	119	116
412	51	NB2		M	MCI	16	30	WN	NEW	73G	137	87%	97%	119	116	M	HOU	16	50	NEW	73G	137	83%	97%	114	110
413	43	NB2		S	OAK	16	35	WN	1137	73G	137	82%	97%	112	109	S	OAK	17	5	2275	73G	137	95%	97%	130	126
414	44	NB2		L	BWI	16	40	WN	NEW	73G	137	79%	97%	108	105	M	SAT	17	5	NEW	73G	137	83%	97%	114	110
415	45	NB2		M	ABQ	16	50	WN	314	73G	137	81%	97%	111	108	S	SJC	17	15	314	73G	137	95%	97%	130	126
416	46	NB2		S	SJC	17	0	WN	1548	73G	137	82%	97%	112	109	S	ABQ	17	25	1548	73G	137	95%	97%	130	126
417	47	NB2		S	PHX	17	5	WN	258	73G	137	79%	97%	108	105	S	SMF	17	35	258	73G	137	95%	97%	130	126
418	48	NB2		M	BNA	17	5	WN	NEW	73G	137	79%	97%	108	105	M	MDW	17	30	NEW	73G	137	80%	97%	110	106
419	49	NB2		S	LAS	17	15	WN	1295	735	122	84%	97%	102	99	S	LAS	17	40	2641	735	122	95%	97%	116	112
420	50	NB2		S	SMF	17	20	WN	1994	73G	137	87%	97%	119	116	S	OAK	17	45	1221	73G	137	95%	97%	130	126
421	51	NB2		S	OAK	17	40	WN	1331	73G	137	87%	97%	119	116	S	PHX	18	5	1331	73G	137	95%	97%	130	126
422	43	NB2		S	TUS	18	5	WN	1761	73G	137	83%	97%	114	110	S	SJC	18	30	1761	73G	137	95%	97%	130	126
423	44	NB2		M	MDW	18	5	WN	1077	73G	137	85%	97%	116	113	M	ELP	18	35	1077	73G	137	95%	97%	130	126
424	45	NB2		M	ELP	18	15	WN	1627	73G	137	87%	97%	119	116	M	PHX	18	40	1627	73G	137	87%	97%	119	116
425	46	NB2		S	PHX	18	30	WN	1340	73G	137	95%	97%	130	126	S	OAK	19	0	2516	73G	137	87%	97%	119	116
426	47	NB2		M	ABQ	18	50	WN	NEW	735	122	87%	97%	106	103	M	ABQ	19	10	NEW	735	122	87%	97%	106	103
427	48	NB2		M	MSY	18	55	WN	474	73G	137	79%	97%	108	105	M	SJC	19	30	474	73G	137	85%	97%	116	113
428	49	NB2		S	SMF	19	0	WN	1975	73G	137	95%	97%	130	126	S	TUS	19	25	1975	73G	137	95%	97%	130	126
429	50	NB2		S	OAK	19	10	WN	1026	73G	137	95%	97%	130	126	S	LAS	19	30	669	73G	137	87%	97%	119	116
430	51	NB2		S	LAS	19	10	WN	404	73G	137	84%	97%	115	112	S	OAK	19	40	404	73G	137	82%	97%	112	109
431	43	NB2		L	RDU	19	15	WN	NEW	73G	137	87%	97%	119	116	L	SMF	19	40	NEW	73G	137	87%	97%	119	116

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Gated Flight Schedule With Preferential Gate Use- High Constrained 2030 Forecast

Ref. Num.	Gate	Type	Arrivals										Departures																
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air- line	Fit. No.	Equip- ment	Seats	L.F.	Arr. OD %	Depl. Term.	TOW	D/I	Type	Dest.	Dept. Hour	Dept. Min.	Air- line	Fit. No.	Equip- ment	Seats	L.F.	Dept. OD %	Enp. Orig	
432	44	NB2	S	PHX	19	35	WN	137	95%	97%	130	126	S	LAS	20	0	1797	73G	137	87%	97%	119	116						
433	45	NB2	S	SJC	19	45	WN	306	73G	137	95%	97%	130	126	S	PHX	20	5	306	73G	137	85%	97%	116	113				
434	46	NB2	S	SMF	19	45	WN	2439	73G	137	95%	97%	130	126	S	OAK	20	10	346	73G	137	82%	97%	112	109				
435	47	NB2	M	AUS	19	45	WN	NEW	73G	137	87%	97%	119	116	M	SEA	20	10	NEW	73G	137	85%	97%	116	113				
436	48	NB2	S	OAK	19	55	WN	1718	73G	137	95%	97%	130	126	S	SMF	20	20	1731	73G	137	82%	97%	112	109				
437	49	NB2	T	M	MDW	20	0	WN	1644	73G	137	95%	97%	130	126	S	OAK	20	40	2028	73G	137	82%	97%	112	109			
438	50	NB2	T	M	HOU	20	10	WN	2028	73G	137	95%	97%	130	126	S	OAK	20	40	2028	73G	137	82%	97%	112	109			
439	51	NB2	T	M	OAK	20	15	WN	NEW	73G	137	95%	97%	130	126	S	PHX	20	45	509	73G	137	85%	97%	116	113			
440	43	NB2	S	OAK	20	25	WN	509	73G	137	95%	97%	130	126	S	SJC	20	50	2151	73G	137	85%	97%	116	113				
441	44	NB2	S	PHX	20	25	WN	2151	73G	137	95%	97%	130	126	S	LAS	20	50	1819	73G	137	87%	97%	119	116				
442	45	NB2	S	LAS	20	30	WN	1938	73G	137	87%	97%	119	116	S	LAS	20	50	1819	73G	137	87%	97%	119	116				
443	46	NB2	T	S	SMF	20	35	WN	1472	73G	137	87%	97%	119	116	S	SJC	21	20	1910	73G	137	85%	97%	116	113			
444	47	NB2	T	M	SAT	20	40	WN	NEW	73G	137	83%	97%	114	110	S	SMF	21	20	814	73G	137	82%	97%	112	109			
445	48	NB2	S	OAK	20	55	WN	2214	73G	137	95%	97%	130	126	S	PHX	21	30	543	73G	137	85%	97%	116	113				
446	49	NB2	S	SJC	20	55	WN	239	73G	137	95%	97%	130	126	S	LAS	22	5	901	73G	137	84%	96%	115	110				
447	50	NB2	L	BWI	21	40	WN	835	73G	137	95%	100%	130	130	L	RNO	22	5	NEW	735	122	83%	97%	101	98				
448	51	NB2	S	PHX	21	25	WN	1773	73G	137	87%	100%	119	119	S	PHX	21	30	1773	73G	137	82%	97%	112	109				
449	43	NB2	S	SMF	21	40	WN	697	73G	137	82%	100%	112	112	S	LAS	22	5	901	73G	137	84%	96%	115	110				
450	44	NB2	L	BWI	21	40	WN	285	73G	137	95%	100%	130	130	L	RNO	22	5	NEW	735	122	83%	97%	101	98				
451	45	NB2	S	LAS	21	45	WN	289	73G	122	87%	100%	106	106	S	RNO	22	5	NEW	735	122	83%	97%	101	98				
452	46	NB2	T	M	SEA	21	45	WN	NEW	73G	137	95%	100%	130	130	S	RNO	22	5	NEW	735	122	83%	97%	101	98			
453	47	NB2	S	OAK	21	55	WN	2380	73G	137	87%	100%	119	119	S	PHX	21	30	543	73G	137	85%	97%	116	113				
454	48	NB2	S	SJC	21	55	WN	2855	73G	137	82%	100%	112	112	S	SMF	21	30	543	73G	137	85%	97%	116	113				
455	49	NB2	L	PHL	22	20	WN	NEW	73G	137	79%	100%	108	108	L	PHL	22	20	NEW	73G	137	82%	97%	112	109				
456	51	NB2	S	PHX	22	25	WN	NEW	735	122	79%	100%	96	96	S	PHX	22	25	NEW	735	122	83%	97%	101	98				
457	50	NB2	S	SJC	22	25	WN	105	73G	137	82%	100%	112	112	S	SJC	22	25	105	73G	137	82%	97%	112	109				
458	44	NB2	M	MDW	22	35	WN	NEW	73G	137	85%	100%	116	116	M	MDW	22	35	NEW	73G	137	84%	96%	115	110				
459	43	NB2	S	RNO	22	45	WN	NEW	735	122	83%	100%	101	101	S	RNO	22	45	NEW	735	122	83%	97%	101	98				
460	45	NB2	S	LAS	22	55	WN	481	73G	137	95%	100%	130	130	S	LAS	22	55	481	73G	137	95%	100%	130	130				
461	46	NB2	S	OAK	22	55	WN	1607	73G	137	82%	100%	112	112	S	OAK	22	55	1607	73G	137	82%	97%	112	109				
462	CAR		ABX	ILN	18	15	ABX	111	B762					ABX															
463	CAR		ABX	ILN	7	15	ABX	113	B762					ABX															
464	CAR		DHL	PHX	6	30	DHL	111	B762					DHL															
465	CAR		FDX	MEM	17	15	FDX	111	DC10					FDX															
466	CAR		FDX	MEM	7	45	FDX	113	DC10					FDX															
467	CAR		FDX	MEM	4	30	FDX	115	MD10					FDX															
468	CAR		FDX	MEM	16	15	FDX	117	MD10					FDX															
469	CAR		FDX	AFW	4	30	FDX	123	MD10					FDX															
470	CAR		FDX	AFW	14	25	FDX	125	MD10					FDX															
471	CAR		FDX	IND	6	25	FDX	127	A300					FDX															
472	CAR		FDX	MEM	23	15	FDX	129	A300					FDX															
473	CAR		FDX	OAK	1	30	FDX	131	A300					FDX															
474	CAR		FDX	OAK	2	25	FDX	133	A300					FDX															
475	CAR		UPS	SDF	17	0	UPS	111	B762					UPS															
476	CAR		UPS	SDF	4	30	UPS	113	B762					UPS															
477	CAR		UPS	AFW	16	0	UPS	115	B762					UPS															
478	CAR		UPS	ONT	4	30	UPS	117	B762					UPS															

