
APPENDIX D

Forecast Report

APPENDIX D

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FAA Forecast Approval Letter

SAN DIEGO INTERNATIONAL AIRPORT

FORECAST ELEMENTS

1. INTRODUCTION

This section reviews the forecasts used in the San Diego International Airport Master Plan and describes their application in this environmental analysis. The forecasts build upon the work prepared for the Master Plan Update completed in 2005 and are intended to assist in evaluation the impacts of the three terminal development alternatives, Proposed Project (Preferred Alternative), East Terminal Alternative, and No Project Alternative. The years of interest in this analysis are the base year (2005), 2010, 2015, 2020, 2025, and 2030. The principle purpose of the forecasts in this study is to provide input for the noise and air quality analysis.

The annual activity forecasts are discussed first. A description of the preparation of the gated flight schedules, including the assumptions and methodology follows. These are provided for both the project alternatives and the no-action case. The report concludes with a description of the gate requirements and other derivative forecast results.

2. SUMMARY OF ANNUAL FORECASTS

The annual forecasts were based on *San Diego International Airport Aviation Activity Forecasts* prepared by SH&E. The SH&E Forecast was published in February 2004 and used 2002 as a base year. It included a low and a high forecast and also provided runway-constrained scenarios for each case. The runway-constrained forecasts assumed no new runways would be built at SAN while the unconstrained forecast assumed that new runways would be built as passenger demand warranted. The report included forecasts for domestic and international passengers, air cargo tonnage, aircraft operations by major category, and fleet mix. Peak hour passenger projections were not included. The passenger forecast was prepared using a statistical forecasting model, based on regional income and air carrier fares, very similar to the previous Master Plan forecasting model but with more recent data.

The Study Team reviewed the assumptions and approach for reasonableness. Then the forecast results were compared with the most recent available information on Airport activity. The forecast approached was deemed to be reasonable and comparison of the high and low forecast levels with activity to date is presented in [Table 1](#).¹

Table 1 provides actual activity for 2005 and an estimate of 2005 activity extrapolated from the first three months of data in 2005. The extrapolated data was used for the base year analysis.² Under the high scenario, the constrained forecast parallels the unconstrained forecast until 2015. Under the low scenario, the constrained forecast parallels the unconstrained forecast until 2022.

As shown in the table, actual passenger enplanements exceed the 2005 high forecast by 5.4 percent and the low forecast by 9.1 percent. The increase above forecast levels is entirely

¹ Details of the review can be found in the Master Plan report.

² The analysis described in this section was performed in late spring and early summer of 2005, and no data on actual activity past March 2005 was available at the time.

attributable to domestic activity. International enplanements declined significantly in 2004 with the loss of London and Canadian service. In contrast to passenger enplanements, aircraft operations are more closely tracking the high SH&E forecast, differing by only 1.7 percent in 2005.

Although the passenger activity exceeded the high forecast by 5.4 percent in 2005, it is probable that high jet fuel prices will dampen the growth in activity in 2006 and that actual passenger activity will more closely match forecast activity henceforth. The differences between actual and forecast activity are still within the range of variability normally expected from year to year. To date, however, it is clear that actual activity has more closely matched the high forecast than the low forecast.

[Table 2](#) shows the high unconstrained and runway-constrained forecasts in more detail. Values for 2015 and 2025 were interpolated where necessary. Consistent with the Master Plan, the high constrained forecast was used for the environmental analysis.

Table 1
Comparison of SH&E Forecast and Actual Activity

Activity Category	2002	2003	2004	2005	2005 ext (a)	2010	2020	2030
Actual Activity (b)								
Passenger Enplanements								
Domestic	7,321,641	7,506,858	8,124,791	8,561,714	8,709,033			
International	150,003	130,335	75,896	130,980	135,953			
Total	7,471,644	7,637,193	8,200,687	8,692,694	8,844,986			
Operations								
Passenger	174,370	172,790	178,538	190,002	189,299			
Cargo	4,634	4,916	4,960	7,206	7,400			
General Aviation	15,044	14,535	13,734	13,586	12,618			
Military	1,253	1,251	1,241	571	195			
Total	195,301	193,492	198,473	211,365	209,512			
High - Unconstrained (c)								
Passenger Enplanements								
Domestic	7,321,641	7,497,360	7,738,224	8,060,303	8,060,303	9,417,820	12,295,248	15,382,283
International	150,003	149,000	141,000	160,000	160,000	342,000	670,000	954,000
Total	7,471,644	7,646,360	7,879,224	8,220,303	8,220,303	9,759,820	12,965,248	16,336,283
Difference (e)	0.0%	0.1%	-3.9%	-5.4%	-7.1%			
Operations								
Passenger	174,370	178,298	182,226	186,155	186,155	205,796	263,756	326,970
Cargo (d)	4,634	4,694	4,755	4,815	4,815	5,116	8,755	11,515
General Aviation (d)	15,044	15,230	15,416	15,601	15,601	16,530	20,348	25,049
Military	1,253	1,130	1,130	1,130	1,130	1,130	1,130	1,130
Total	195,301	199,352	203,526	207,701	207,701	228,572	293,989	364,664
Difference (e)	0.0%	3.0%	2.5%	-1.7%	-0.9%			
Low - Unconstrained (c)								
Passenger Enplanements								
Domestic	7,321,641	7,497,360	7,647,308	7,755,243	7,755,243	8,502,533	10,544,669	12,922,281
International	150,003	149,000	139,000	144,000	144,000	318,000	502,000	636,000
Total	7,471,644	7,646,360	7,786,308	7,899,243	7,899,243	8,820,533	11,046,669	13,558,281

Table 1

Comparison of SH&E Forecast and Actual Activity

Activity Category	2002	2003	2004	2005	2005 ext (a)	2010	2020	2030
Difference (e)	0.0%	0.1%	-5.1%	-9.1%	-10.7%			
Operations								
Passenger	174,370	175,820	177,270	178,720	178,720	185,971	225,444	272,890
Cargo (d)	4,634	4,645	4,655	4,666	4,666	4,718	6,716	9,016
General Aviation (d)	15,044	15,057	15,071	15,084	15,084	15,150	17,239	19,616
Military	1,253	1,130	1,130	1,130	1,130	1,130	1,130	1,130
Total	195,301	196,652	198,126	199,599	199,599	206,969	250,529	302,652
Difference (e)	0.0%	1.6%	-0.2%	-5.6%	-4.7%			

(a) Extrapolated from data through March 2005. These numbers were used to prepare the base year analysis.

(b) San Diego International Airport, Air Traffic Reports.

(c) SH&E, San Diego International Airport, Aviation Activity Forecasts.

(d) Values for 2003, 2004, and 2005 are interpolated.

(e) Percentage by which forecast numbers exceed or trail actual numbers.

3. APPROACH TO PREPARATION OF GATED FLIGHT SCHEDULES

Gated flight schedules were prepared from the annual forecasts as a means of generating derivative forecasts, including gate requirements, for use in the Master Plan. Since the intent of the Master Plan was to provide adequate facilities to accommodate traffic during peak periods, those gated flight schedules were designed to represent peak month activity. The environmental analysis is intended to be representative of the entire year; therefore, the gated flight schedules for the environmental analysis are for an average annual day (AAD) rather than an average weekday in the peak month.

16 gated flight schedules were prepared for the environmental analysis. They included:

Base year (2005)

Proposed Project (Preferred Alternative) for 2010

Proposed Project (Preferred Alternative) for 2015

Proposed Project (Preferred Alternative) for 2020

Proposed Project (Preferred Alternative) for 2025

Proposed Project (Preferred Alternative) for 2030

East Terminal Alternative for 2010

East Terminal Alternative for 2015

East Terminal Alternative for 2020

East Terminal Alternative for 2025

East Terminal Alternative for 2030

No Project Alternative for 2010

No Project Alternative for 2015

No Project Alternative for 2020

No Project Alternative for 2025

No Project Alternative for 2030

These schedules were prepared using the SH&E high runway-constrained forecast. In a gated flight schedule, forecasts are made on a flight by flight basis for an average annual day. The purpose of the gated flight schedule is provide the necessary detail from which to prepare hourly activity forecasts that reflect the impacts of the Airport throughout the day.

The approach used to prepare the flight schedules was the same as that used in the Master Plan Update and involved several steps. First, the annual aircraft operations projections from the SH&E forecasts (see Table 2) were converted into operations for the AAD. The operations were then distributed among markets by airline and aircraft type. The final step was to assign arrival and departure times to each of the flights identified in the market analysis.

Table 2
Annual Forecasts of Activity
SH&E High Forecast

Activity Category	2002	2003 (a)	2005	2010	2015	2020	2025	2030
Unconstrained								
Passenger Enplanements								
Domestic	7,321,641	7,506,858	8,060,303	9,417,820	10,846,004	12,295,248	13,750,391	15,382,283
International	150,003	130,335	160,000	342,000	557,000	670,000	800,000	954,000
Total	7,471,644	7,637,193	8,220,303	9,759,820	11,403,004	12,965,248	14,550,391	16,336,283
Operations								
Passenger	174,370	172,790	186,155	205,796	234,776	263,756	295,363	326,970
Cargo (b)	4,634	4,916	4,815	5,116	6,936	8,755	10,135	11,515
General Aviation (b)	15,044	14,535	15,601	16,530	18,439	20,348	22,699	25,049
Military	1,253	1,251	1,130	1,130	1,130	1,130	1,130	1,130
Total	195,301	193,492	207,701	228,572	261,281	293,989	329,327	364,664
Constrained								
Passenger Enplanements								
Domestic (c)	7,321,641	7,506,858	8,060,303	9,417,820	10,846,004	11,874,500	12,520,250	13,166,000
International (d)	150,003	130,335	160,000	342,000	557,000	670,000	800,000	954,000
Total (e)	7,471,644	7,637,193	8,220,303	9,759,820	11,403,004	12,544,500	13,320,250	14,120,000
Operations								
Passenger (e)	174,370	172,790	186,155	205,796	234,776	252,776	260,196	267,616
Cargo (d)	4,634	4,916	4,815	5,116	6,936	8,755	10,135	11,515
General Aviation (f)	15,044	14,535	15,601	16,530	18,439	18,439	18,439	18,439
Military (d)	1,253	1,251	1,130	1,130	1,130	1,130	1,130	1,130
Total	195,301	193,492	207,701	228,572	261,281	281,100	289,900	298,700

(a) Actual from San Diego International Airport, Air Traffic Report, December 2003.

(b) 2005, 2015, and 2025 interpolated.

(c) Total enplanements less international enplanements.

(d) Assumed to be the same as in unconstrained case.

(e) Activity through 2015 assumed to be the same as unconstrained case, 2020 and 2030 from SH&E Forecast, 2025 interpolated.

(f) No growth after 2015, in accordance with SH&E forecast.

Sources: As noted, SH&E, San Deigo International Airport Aviation Activity Forecsatts, February 2004, and HNTB analysis.

Table 3
Estimated Average Week Day Peak Month Operations
SH&E High Constrained Forecast

	2005		2010		2015	
	Annual (a)	Average Annual Day (c)	Annual (b)	Average Annual Day (c)	Annual (b)	Average Annual Day (c)
Operations						
Domestic Passenger (b)	189,299	519	205,796	564	234,776	643
Cargo (c)	7,400	20	5,116	14	6,936	19
General Aviation (d)	12,618	35	16,530	45	18,439	51
Military (e)	195	1	1,130	3	1,130	3
Total	209,512	574	228,572	626	261,281	716
Departures (d)						
Domestic Passenger	94,650	259	102,898	281	117,388	322
Cargo	3,700	10	2,558	7	3,468	10
General Aviation	6,309	17	8,265	23	9,220	25
Military	98	0	565	2	565	2
Total	104,756	287	114,286	313	130,641	358

(a) Table 1.

(b) Table 2.

(c) Annual divided by 365 days.

(d) Operations divided by 2.

Sources: As noted, FAA ATADS system, San Diego International Airport, Air Traffic Report, and HNTB analysis.

3.1. Average Annual Day Aircraft Operation Forecasts

Table 3 shows the AAD forecasts for the high constrained scenario in 2010 and 2015. As shown in the table, 574 AAD operations were estimated for the base year, 626 AAD operations are projected for 2010 and 716 AAD operations are projected in 2015.

3.2. Air Service Assumptions

The AAD operations estimates were allocated by market, airline, and aircraft type before conversion to gated flight schedules. Existing flights by market were obtained from an electronic version of the Official Airline Guide (OAG) schedules. The flight time distributions for non-scheduled operations were obtained from Airport radar data. Origins and destinations for non-scheduled markets were estimated based on available information on carrier markets and aircraft ranges.

Attachment A presents the 2010 and 2015 estimates of scheduled passenger aircraft departures by market, airline, and aircraft type. There were several steps involved:

Establish overall control totals for aircraft departures and seat departures. The control total for departures came directly from **Table 3**. The control total for scheduled seat departures

was obtained by dividing the SH&E passenger projections by the SH&E load factor projections.

1. *Apportion seat departures by market.* Scheduled seat departures in each market were projected to grow at the SH&E forecast passenger growth rate for that market segment (<500 miles, 500-2000 miles, 2000 miles +) and then adjusted for the SH&E forecast of load factor, and the ratio of constrained to unconstrained passengers.
2. *Identify new domestic non-stop markets.* New non-stop markets were estimated based on current origin and destination (O&D) thresholds for non-stop service at SAN. Candidate markets for non-stop service were determined by identifying the current thresholds of O&D traffic that justified non-stop service to SAN markets. These thresholds vary, depending on the type of market. For example, nearby markets tend to have lower O&D thresholds than more distant markets because service can be offered with smaller aircraft and because there is less competition from connecting hubs between the two markets. The O&D threshold for non-stop service was assumed to be the average of the largest O&D market without non-stop service and the smallest O&D market with non-stop service in each market segment. O&D traffic in each market was assumed to grow at the same rate as the passenger forecast for that segment. If future year originations in a market exceeded the O&D threshold for that market's segment, it was assumed that that market would obtain non-stop service.
3. *Adjust seat departures in existing non-stop markets.* Seat departures to new non-stop markets were balanced by a corresponding reduction in seat departures to existing airline hubs in the same market segment, based on the assumption that new non-stop passengers would be drawn from ranks of existing connecting passengers.
4. *Identify international markets.* International markets were taken directly from the SH&E forecast
5. *Allocate individual market seat departures to airlines.* Airlines were assumed to serve each market based on existing service trends, existing airline service strategies, and the assumptions contained in SH&E report. Critical assumptions were:
 - Increased market share by low fare carriers such as Southwest and JetBlue.
 - No major change in hubbing strategy among legacy carriers.
 - No major airline liquidations or consolidation.
6. *Allocate individual airline seat departures by market to aircraft.* This step was taken in conjunction with Step 6. Aircraft were assumed to serve each market based on the fleet and fleet acquisition plans for each airline, and SH&E's unconstrained fleet mix.

AAD air cargo, general aviation and military operations were obtained from [Table 3](#). The future fleet mix for these categories was taken from the SH&E forecast. The current distribution of cargo routes was assumed to continue into the future.

3.3. Gated Flight Schedules

The base year gated flight schedule was prepared using *Official Airline Guide* (OAG) schedules for May 2005, adjusted slightly to match the AAD operation totals calculated in [Table 3](#). Gate assignments by flight were based on the Flight Information provided on SAN's official website.

Gated flight schedules were developed for 2010, 2015, 2020, 2025, and 2030 using the existing flight schedule and the AAD service projections in [Attachment A](#) as controls. These

schedules include operations performed by all segments of aviation – passenger, cargo, general aviation, and military flights. The schedules provide the following detail for each flight: 1) type of operation – arrival or departure, 2) time of operation, 3) airline (except general aviation flights), 4) equipment, 5) Origin for arrivals, and destination for departures, 6) Gate, 7) passenger deplanements and terminations for aircraft arrivals, and 8) passenger enplanements and originations for aircraft departures.

The gated flight schedules were prepared using the following steps:

1. *Identify arrival and departure times for existing flights.* The May 2005 OAG schedule was used to identify these times. Where necessary, the equipment for existing flights was changed to reflect the fleet mix projection in [Attachment A](#).
2. *Identify arrival and departure times for new flights.* Times for new flights were based on the flight times for the same market to LAX where available. Otherwise, flights times for new flights were based on judgment, taking into account the following factors:

When scheduling multiple frequencies with the same city pair market for any individual airline, an attempt was made to distribute the flights in a balanced manner over the course of the day.

Flights were scheduled to avoid take-offs and landings during nighttime (2300-0600) at destination markets (i.e. no arrivals from the East coast before 9-10 AM and no departures for the East coast after 3-4 PM, unless a “red-eye” flight).

When scheduling flights in a new market, departures and arrivals were timed similarly as those found in comparable markets (i.e. a new transcontinental market had flights timed similarly to an existing transcontinental market).

3. *Determine Aircraft Turnarounds.* Aircraft turnarounds (determination of which arriving flight becomes (is paired with) which departing flight) were based on current practice and are as follows:

Regional aircraft turnarounds were scheduled for no less than 25 minutes.

Wide-body aircraft turnarounds were scheduled for no less than one hour.

Narrow-body turnarounds for most airlines were scheduled for no less than 45 minutes.

Turnarounds for Southwest Airlines were scheduled for no less than 20 minutes.

4. *Determine load factors by market.* Average load factors for the AAD were assumed to be the same as the annual load factors in the SH&E forecast. Average load factors were assumed to be the same for all markets in each segment.
5. *Determine load factors by flight.* The distribution of load factors by time of day was based on judgment, with an effort made to increase load factors during the morning and afternoon peaks at the place of origin.
6. *Determine passenger originations and terminations by flight.* Ratio of originations to enplanements by carrier based on existing airline O&D ratios at SAN, and adjusted to match SH&E projection of 96 percent.
7. *Assign Gates.* Airline gate assignments for the Proposed Project (Preferred Alternative) were the same as in the Master Plan Update (see Appendix D in Master Plan). Table 4 in this report shows the summary gate requirements for Proposed Project (Preferred Alternative) which assumes preferential use. The gate requirements for East Terminal

Alternative are the same as for Proposed Project (Preferred Alternative), the difference being that expansion is assumed to occur to the east of the existing terminal complex rather than to the west. The following guidelines were used to assign gates under the East Terminal Alternative:

- provide each domestic airline with its own gates where possible;
- locate alliance partners at adjacent gates;
- keep major airlines at existing gates where possible
- reserve the Commuter Terminal for flights to Los Angeles International Airport (LAX);
- use a fifteen minute buffer between a departing flight and the next arriving flight at a gate;
- assume common use for international arrival gates; and
- balance utilization across gates.

3.4. No Project Alternative

The environmental evaluation process requires the examination of a “no-action” alternative against which to compare the impacts of the proposed alternative. The no-action alternative is intended to represent the most likely way in which the airport would accommodate the projected demand absent the construction of any projects that have not yet received the required environmental approvals. In this instance, it would mean that the Airport would not be able to add any contact gates or expand any of the associated terminal and roadway facilities.

The estimate of common use gate requirements (see [Table 4](#)) shows that the projected 2015 passenger aircraft traffic could be theoretically accommodated with the existing number of gates, provided that commuter aircraft operations used the commuter terminal. The 2010 and 2015 flight schedules were gated using the existing terminal layout. No changes in flight schedules were required; however, airlines would be required to share gates much more than they do currently.

Table 4
Summary of Gate Requirements (a)

	2015	
	Common Use	Preferential Use (b)
Gate Requirements (a)		
Widebody	4	5
Large Narrowbody (757)	5	5
Other Narrowbody	28	34
Regional	4	7
International	4	3
Total	45	54

(a) Airport Master Plan, Table 5-3. Estimates do not include any spare gates.

(b) Preferential use gate requirements for 2015 were prepared in more detail than the other cases and designed to use existing terminal facilities to the extent possible. The buffer times for international gates were relaxed slightly to avoid major reconstruction in the international arrivals area. Hence, the international gate requirements for the preferential use scenario are lower than for the common use scenario.

Sources: As noted and HNTB analysis.

The gating exercise demonstrates that it is theoretically possible to accommodate the projected 2105 flight schedule with the existing gates, under common gate use assumptions. The gating exercise cannot, however, account for ancillary issues such as additional delays resulting from the high congestion, lack of flexibility, operational complexity resulting from extensive gate sharing, and extremely poor passenger service levels resulting from the crowded terminal area and congested roadways. All these factors could possibly induce airlines to reduce service levels even if their projected flight schedules could technically be accommodated.

Other comparable airports were examined to address the potential impact of these issues. Airports were considered comparable if they were large O&D airports located on the West Coast with limited international activity. These airports included Ontario (ONT), John Wayne (SNA), Portland, OR (PDX), Sacramento (SMF), Oakland (OAK), San Jose (SJC), and Burbank (BUR).

Airlines vary in their rates of gate utilization and airports vary in their mix of airlines. Consequently, to render the comparison more meaningful, airlines were broken out into four major categories, Short and Medium Haul, Long Haul, Southwest, and International. Commuter airlines that do not use contact gates were excluded from the analysis. [Table 5](#) shows the existing breakout for SAN.

[Table 6](#) shows gate utilization by airline category for the comparison airports and for SAN, both currently and under the 2015 no-action alternative. Note that airports that are terminally constrained (SNA and BUR) or are embarking on major terminal expansion projects (OAK) have much higher gate utilization rates than the other airports in the sample. Under the 2015 no action alternative, SAN's terminal utilization rates would well above the average for the comparison airports, but still marginally below the maximum utilization rate in each airline category, except international. The projected international utilization rate (4.21) is slightly above OAK's international utilization rate (3.55). Compared to domestic rates, however, the international utilization rate is still modest.

The utilization rates in [Table 6](#) suggest that under the No Project Alternative, SAN would be approaching a breaking point. Based on the experience of other congested airports such as OAK, BUR, and SNA, airlines would still be accommodating the projected activity, however. Therefore, the No Project Alternative gated flight schedule represents a plausible no-action alternative. The facility shortfall would be reflected by increased ramp congestion, arrival gate delays, higher airline operational costs, more bottlenecks and delays within the terminal especially in security cues, and higher curbside congestion.

The gated flight schedule for the base year is presented in [Attachment B](#). The Proposed Project (Preferred Alternative) gated flight schedules for 2010, 2015, 2020, 2025, and 2030 are presented in [Attachments C](#) through [G](#). The East Terminal Alternative gated flight schedules for 2010, 2015, 2020, 2025, and 2030 are presented in [Attachments H](#) through [L](#). The No Project Alternative gated flight schedules for 2010, 2015, 2020, 2025, and 2030 are presented in [Attachments M](#) through [Q](#).

4. RESULTS

The flight-by-flight AAD forecasts in the gated flight schedules were aggregated to generate forecasts of hourly aircraft operations and hourly passenger and O&D flows.

Table 5
Current SAN Gate Use

Airline	Number of Gates	Number of AAD Departures (a)	Average Utilization Rate
Short and Medium Haul Airlines			
Alaska	2.00	12	6.00
America West	2.00	18	9.00
Frontier	0.71	5	7.00
Subtotal	4.71	35.0	7.42
Long Haul Airlines			
American	8.00	21	2.63
Aloha	0.50	3	6.00
JetBlue	0.43	3	7.00
Continental	2.00	9	4.50
Independence Air	0.14	1	7.00
Delta/Skywest/Comair	3.24	14	4.32
Hawaiian	0.33	1	3.00
Northwest	2.50	6	2.40
Sun Country	0.14	1	7.00
United/Skywest	5.00	21	4.20
US Airways	1.00	6	6.00
Subtotal	23.29	86.0	3.69
Southwest Airlines			
Southwest	10	84	8.40
International Gates			
Common Use	2	5	2.50
Unused Gate			
Unused	1	0	0.00
Commuter Positions			
American Eagle	5	28	5.60
United/Skywest	5	21	4.20
Subtotal	10	49	4.90
Total Mainline	41	210	5.12

(a) Average annual day in 2005.

Source: HNTB analysis.

Table 6
Gate Utilization at Comparable Airports

	Short and Medium Haul Airlines	Long Haul Airlines	Southwest	International
Ontario (ONT)	4.06	4.56	6.79	2.51
John Wayne (SNA)	9.81	6.72	10.48	n/a
Portland, OR (PDX)	5.23	3.95	8.44	2.37
Sacramento (SMF)	4.80	4.21	9.13	2.79
Oakland (OAK)	6.24	6.42	11.40	3.55
San Jose (SJC)	6.07	4.55	9.94	2.97
Burbank (BUR)	7.09	4.14	8.32	n/a
Average	6.19	4.94	9.21	2.84
Average Unconstrained (a)	5.04	4.32	8.58	2.66
Maximum	9.81	6.72	11.40	3.55
San Diego (2005)	7.42	3.69	8.40	2.50
San Diego (2015 No Action)	7.15	6.02	10.70	4.21

(a) Average of ONT, PDX, SMF and SJC.

Sources: Table 5, Official Airline Guide and HNTB analysis.

Tables 7, 8 and 9 show the projected hourly distributions of passengers and scheduled passenger aircraft operations for the base year and the 2010 and 2015 high constrained forecast. The hourly distributions are the same for all three alternatives that were analyzed. As shown, peak hour arrivals and departures are projected decline slightly from 2005 to 2015. The tendency for airlines to spread operations to off-peak periods as delays increase is somewhat offset by the increase in the percentage of long-haul flights, which because of time zone differences, are more limited in the hours in which they can operate.

Table 7
Estimated Hourly Distribution of Passengers and Operations
2005 Base Year: Average Annual Day

Hour	Originations	Terminations	TOTAL O&D	Enplanements	Deplanements	TOTAL Passengers	Aircraft Departures	Aircraft Arrivals	Aircraft Operations
0000-0059	-	-	-	-	-	-	-	-	-
0100-0159	-	-	-	-	-	-	-	-	-
0200-0259	-	-	-	-	-	-	-	-	-
0300-0359	-	-	-	-	-	-	-	-	-
0400-0459	-	-	-	-	-	-	-	-	-
0500-0559	-	-	-	-	-	-	-	-	-
0600-0659	2,547	7	2,554	2,547	8	2,555	27	1	28
0700-0759	2,369	524	2,893	2,424	551	2,975	20	8	28
0800-0859	1,793	1,176	2,969	1,928	1,262	3,190	16	14	30
0900-0959	1,838	1,550	3,388	1,942	1,687	3,629	21	17	38
1000-1059	1,187	2,098	3,285	1,307	2,242	3,549	15	20	35
1100-1159	1,676	1,520	3,196	1,791	1,619	3,410	19	17	36
1200-1259	1,670	1,508	3,178	1,780	1,629	3,409	19	16	35
1300-1359	1,319	1,189	2,508	1,412	1,268	2,680	16	15	31
1400-1459	1,217	1,299	2,516	1,309	1,372	2,681	15	18	33
1500-1559	1,185	837	2,022	1,248	904	2,152	15	12	27
1600-1659	863	963	1,826	950	1,025	1,975	13	15	28
1700-1759	1,156	1,391	2,547	1,229	1,515	2,744	14	17	31
1800-1859	1,348	774	2,122	1,431	824	2,255	14	10	24
1900-1959	501	2,171	2,672	535	2,336	2,871	8	22	30
2000-2059	896	2,155	3,051	940	2,239	3,179	12	18	30
2100-2159	749	1,227	1,976	802	1,227	2,029	9	13	22
2200-2259	385	1,975	2,360	403	1,975	2,378	4	19	23
2300-2359	212	555	767	253	555	808	2	7	9
Total	22,911	22,919	45,830	24,231	24,238	48,469	259	259	518
Peak Hour	2,547	2,171	3,388	2,547	2,336	3,629	27	22	38
Peak Hour Percent	11.1%	9.5%	7.4%	10.5%	9.6%	7.5%	10.4%	8.5%	7.3%

Source: Attachment B and HNTB analysis.

Table 8
Forecast Hourly Distribution of Passengers and Operations
2010 Base Year Forecast: Average Annual Day

Hour	Originations	Terminations	TOTAL O&D	Enplanements	Deplanements	TOTAL Passengers	Aircraft Departures	Aircraft Arrivals	Aircraft Operations
0000-0059	-	-	-	-	-	-	-	-	-
0100-0159	-	-	-	-	-	-	-	-	-
0200-0259	-	-	-	-	-	-	-	-	-
0300-0359	-	-	-	-	-	-	-	-	-
0400-0459	-	-	-	-	-	-	-	-	-
0500-0559	-	-	-	-	-	-	-	-	-
0600-0659	2,627	-	2,627	2,627	-	2,627	28	-	28
0700-0759	2,101	519	2,620	2,118	543	2,661	19	7	26
0800-0859	1,492	1,678	3,170	1,556	1,787	3,343	14	20	34
0900-0959	2,474	1,923	4,397	2,601	2,056	4,657	26	19	45
1000-1059	1,418	2,054	3,472	1,525	2,164	3,689	16	20	36
1100-1159	1,902	1,837	3,739	1,993	1,926	3,919	22	20	42
1200-1259	1,843	1,823	3,666	1,945	1,932	3,877	22	20	42
1300-1359	1,604	1,697	3,301	1,680	1,785	3,465	19	20	39
1400-1459	1,415	1,597	3,012	1,509	1,698	3,207	17	18	35
1500-1559	1,731	852	2,583	1,845	922	2,767	17	12	29
1600-1659	1,101	1,200	2,301	1,173	1,245	2,418	12	16	28
1700-1759	1,578	1,161	2,739	1,673	1,248	2,921	17	14	31
1800-1859	1,240	914	2,154	1,322	965	2,287	14	11	25
1900-1959	683	1,901	2,584	727	2,026	2,753	10	21	31
2000-2059	818	2,363	3,181	854	2,422	3,276	10	21	31
2100-2159	734	1,596	2,330	777	1,596	2,373	10	16	26
2200-2259	590	1,885	2,475	592	1,885	2,477	6	19	25
2300-2359	186	539	725	220	539	759	2	7	9
Total	25,537	25,539	51,076	26,737	26,739	53,476	281	281	562
Peak Hour	2,627	2,363	4,397	2,627	2,422	4,657	28	21	45
Peak Hour Percent	10.3%	9.3%	8.6%	9.8%	9.1%	8.7%	10.0%	7.5%	8.0%

Source: Attachment C and HNTB analysis.

Table 9
Forecast Hourly Distribution of Passengers and Operations
2015 Base Year Forecast: Average Annual Day

Hour	Originations	Terminations	TOTAL O&D	Enplanements	Deplanements	TOTAL Passengers	Aircraft Departures	Aircraft Arrivals	Aircraft Operations
0000-0059	-	88	88	-	92	92	-	1	1
0100-0159	-	-	-	-	-	-	-	-	-
0200-0259	-	-	-	-	-	-	-	-	-
0300-0359	-	-	-	-	-	-	-	-	-
0400-0459	-	-	-	-	-	-	-	-	-
0500-0559	-	-	-	-	-	-	-	-	-
0600-0659	2,099	144	2,244	2,099	154	2,253	23	2	25
0700-0759	1,760	721	2,481	1,768	775	2,543	17	10	27
0800-0859	2,317	1,856	4,172	2,399	1,977	4,376	22	21	43
0900-0959	2,563	1,778	4,342	2,710	1,879	4,589	27	19	46
1000-1059	1,746	2,547	4,293	1,836	2,705	4,541	19	24	43
1100-1159	1,950	2,759	4,710	2,078	2,888	4,966	22	27	49
1200-1259	2,173	2,464	4,638	2,280	2,619	4,898	26	25	51
1300-1359	2,448	1,856	4,304	2,581	1,931	4,512	26	23	49
1400-1459	1,979	1,228	3,208	2,081	1,291	3,372	22	15	37
1500-1559	1,455	1,460	2,915	1,519	1,522	3,041	15	15	30
1600-1659	1,616	953	2,568	1,674	1,011	2,685	15	13	28
1700-1759	1,646	1,517	3,162	1,742	1,619	3,360	17	19	36
1800-1859	1,193	1,026	2,219	1,288	1,066	2,354	13	12	25
1900-1959	1,305	2,131	3,436	1,369	2,255	3,624	14	22	36
2000-2059	1,123	2,226	3,349	1,170	2,332	3,502	14	21	35
2100-2159	1,342	2,397	3,739	1,417	2,397	3,814	17	23	40
2200-2259	909	2,119	3,028	939	2,119	3,057	10	23	33
2300-2359	263	611	874	291	611	902	3	7	10
Total	29,889	29,880	59,769	31,241	31,241	62,482	322	322	644
Peak Hour	2,563	2,759	4,710	2,710	2,888	4,966	27	27	51
Peak Hour Percent	8.6%	9.2%	7.9%	8.7%	9.2%	7.9%	8.4%	8.4%	7.9%

Source: Attachment D and HNTB analysis.

ATTACHMENT A

Projected Aircraft Departures by Airline and Aircraft Type

AWDPM Aircraft Departures															AWDPM Seat Departures				
Market	Haul	Published		Equip	Seats	2003	2004	2005	2010	2015	2003	2004	2005	2010	2015				
		Carrier	Operator			AAD	AAD	AAD	AAD	AAD	AAD	AAD	AAD						
Short Haul Markets																			
IPL-EL CENTRO/IMPERIAL CA USA		32.50 N	115.34 W								Target		30	31					
IPL	S	UA	A296	'EM2	30	0.9	1.0	1.0	0	0	26	31	30	0					
						0.9	1.0	1.0	0.0	0.0	26	31	30	0					
LAS-LAS VEGAS(INTL) NEVADA USA		36.05 N	115.10 W								Target		2143	2258					
LAS	S	HP	HP	'757	190	0.0	0.8	0.5		1	0	151	94	0					
LAS	S	HP	HP	'733	134	0.1	1.2	1.5	1		12	156	195	134					
LAS	S	HP	HP	'320	150	2.3	0.8	1.0	1	2	344	127	157	150					
LAS	S	HP	HP	'319	124	0.9	0.6	0.0	2		112	80	6	248					
LAS	S	HP	YV	'CR9	80	0.0	1.0	1.7			0	82	140	0					
LAS	S	HP	YV	'CRJ	50			0.9			0	0	45	0					
LAS	S	DL	DL	'763	251			0.0			0	0	1	0					
LAS	S	WN	WN	'733	137	7.9	7.0	5.6	6	5	1084	963	761	822					
LAS	S	WN	WN	'735	122	0.1	0.2	0.6	2	1	14	24	76	244					
LAS	S	WN	WN	'73G	137	4.1	5.1	6.4	4	7	564	693	883	548					
						15.4	16.8	18.3	16.0	16.0	2129	2276	2358	2146					
LAX-LOS ANGELES(INTL) CALIFORNIA USA		33.56 N	118.24 W								Target		1451	1529					
LAX	S	AA	A100	'SF3	34	22.6	21.8	19.6			769	743	667	0					
LAX	S	AA	A100	'ERD	44	0.0	0.4	1.1		14	0	19	50	616					
LAX	S	AA	A100	'CR7	70				1	1	0	0	0	70					
LAX	S	CX	CX	'SF3	34	0.0	0.2				0	6	0	0					
LAX	S	LX	MQ	'SF3	34	0.0	0.0				0	0	0	0					
LAX	S	SY	SY	'737	168	0.0	0.0				3	0	0	0					
LAX	S	SY	SY	'738	168	0.2	0.0				28	1	0	0					
LAX	S	UA	UA	'319	120	0.0	0.0				0	3	0	0					
LAX	S	UA	A221	'CRJ	50	0.0	0.3				0	13	0	0					
LAX	S	UA	A296	'CR7	70						0	0	0	0					
LAX	S	UA	A296	'EM2	30	21.4	13.1	19.8			641	392	593	0					
LAX	S	UA	A296	'CRJ	50	1.2	7.3	1.8	16	17	60	364	89	800					
						45.4	43.1	42.3	31.0	32.0	1501	1541	1398	1486					
PHX-PHOENIX(INTL) ARIZONA		33.26 N	112.02 W								Target		3160	3330					
PHX	S	HP	HP	'73S	113	0.0	0.6	0.0			1	67	1	0					
PHX	S	HP	HP	'757	190	1.0	2.8	3.5	2.2		187	529	666	418					
PHX	S	HP	HP	'733	134	1.3	1.0	1.4	2		179	139	193	268					
PHX	S	HP	HP	'320	150	4.1	2.4	3.5	3.2	5	611	362	527	480					
PHX	S	HP	HP	'319	124	1.6	1.5	0.4	1	2	201	192	53	124					
PHX	S	HP	YV	'CRJ	50	2.7	2.8	1.0	2	3	134	138	48	100					
PHX	S	HP	YV	'CR9	80	0.0	0.5	2.4			1	41	194	0					
PHX	S	HP	F8	'CR7	64	0.8	0.0				52	0	0	0					
PHX	S	HP	F8	'CR9	80	0.0	0.0				3	4	0	0					
PHX	S	SY	SY	'738	166			0.0			0	0	0	0					
PHX	S	WN	WN	'733	137	7.1	8.1	9.4	9	7	979	1110	1294	1233					
PHX	S	WN	WN	'735	122	3.8	1.6	0.2	1	1	460	191	19	122					
PHX	S	WN	WN	'73G	137	2.8	4.3	3.7	3	7	378	583	507	411					
						25.2	25.6	25.6	23.4	26.0	3186	3356	3502	3156					
RNO-RENO NEVADA USA		39.30 N	119.46 W								Target		316	340					
RNO	S	WN	WN	'733	137	0.1	0.0				15	5	0	0					
RNO	S	WN	WN	'735	122				2.6	3	0	0	0	317					
RNO	S	WN	WN	'73G	137	0.0	0.0	0.0			0	5	5	0					
RNO	S	AQ	AQ	'73G	124			0.0			0	0	5	0					
RNO	S	AQ	AQ	'73W	124			1.0			0	0	119	0					
						0.1	0.1	1.0	2.6	3.0	15	10	129	317					
SFO-SAN FRANCISCO(INTL) CALIFORNIA USA		37.37 N	122.23 W								Target		4861	5123					
SFO	S	UA	UA	'757	182	1.2	1.2	2.0	1		216	209	363	182					
SFO	S	UA	UA	'733	120	2.2	4.3	3.6	5	5	258	513	435	600					
SFO	S	UA	UA	'320	138	2.3	1.5	0.5	2	3	321	203	70	276					
SFO	S	UA	UA	'735	104	2.6	1.7	0.6			273	173	59	0					
SFO	S	UA	UA	'319	120	0.6	0.6	2.4			73	72	289	0					
OAK	S	WN	WN	'733	137	7.5	9.6	13.8	7	7	1032	1316	1889	959					
OAK	S	WN	WN	'735	122	4.7	1.5	0.4	3	2	577	183	43	366					
OAK	S	WN	WN	'73G	137	3.2	5.0	2.8	5	6	435	687	389	685					
OAK	S	B6	B6	'E19	100				2	2	0	0	0	200					
OAK	S	B6	B6	'320	156					2	0	0	0	312					
SJC	S	AA	A100	'ERD	44	6.8	9.5	8.3	8	8	301	419	366	352					
SJC	S	AA	AA	'738	134						0	0	0	0					
SJC	S	WN	WN	'733	137	7.2	7.3	5.7	6	4	980	997	787	822					
SJC	S	WN	WN	'735	122	1.0	0.6	0.0			128	73	5	0					
SJC	S	WN	WN	'73G	137	1.8	2.3	3.9	3	5	251	318	532	411					
SJC	S	F9	F9	'733	136	0.0	0.0				0	0	0	0					
						41.2	45.0	44.1	42.0	44.0	4845	5162	5226	4853					
SMF-SACRAMENTO(METRO) CA. USA		38.42 N	121.37 W								Target		1766	1862					
SMF	S	WN	WN	'733	137	8.9	6.3	7.7	7	4	1216	868	1055	959					
SMF	S	WN	WN	'735	122	0.1	0.4	0.1	1	3	15	54	13	122					
SMF	S	WN	WN	'73G	137	3.4	6.6	5.5	5	7	466	905	750	685					
						12.4	13.4	13.3	13.0	14.0	1697	1827	1819	1766					
TUS-TUCSON ARIZONA USA		32.07 N	110.57 W								Target		413	436					
TUS	S	WN	WN	'733	137	3.2	2.9	1.5	3		445	402	202	411					
TUS	S	WN	WN	'735	122	0.0	0.0	0.0			5	2	4	0					
TUS	S	WN	WN	'73G	137	0.0	0.2	1.5		3.2	2	24	203	0					
						3.3	3.1	3.0	3.0	3.2	451	428	409	411					

Projected Aircraft Departures by Airline and Aircraft Type

AWDPM Aircraft Departures											AWDPM Seat Departures				
ABQ-ALBUQUERQUE	NEW MEXICO	USA	35.03 N	106.36 W							Target	677	803		
ABQ	M	WN	WN	'733	137	1.9	2.4	1.9	4	3	265	331	260	548	411
ABQ	M	WN	WN	'735	122	0.1	0.3	0.0		1	10	35	5	0	122
ABQ	M	WN	WN	'73G	137	2.2	1.4	1.0	1	2	304	186	144	137	274
						4.2	4.1	3.0	5.0	6.0	579	552	409	685	807
ATL-ATLANTA(INTL)	GEORGIA	USA	33.39 N	84.26 W							Target	1484	1749		
ATL	M	DL	DL	'767	204	0.0	0.1	0.1			0	24	29	0	0
ATL	M	DL	DL	'757	183	3.1	2.4	2.8	3	2	565	448	520	549	366
ATL	M	DL	DL	'763	252	3.1	2.2	2.9	2	2	786	561	732	504	504
ATL	M	DL	DL	'738	154	0.1	1.6	1.0	1	3	15	240	157	154	462
ATL	M	DL	DL	'764	287	0.0	0.0				1	0	0	0	0
ATL	M	FL	FL	'73G	137				2	3	0	0	0	274	411
						6.3	6.4	6.9	8.0	10.0	1366	1274	1438	1481	1743
AUS-AUSTIN(BERGSTROM INTL)	TEXAS	USA	30.18 N	97.42 W							Target	186	220		
AUS	M	WN	WN	'733	137	0.0	0.1	0.0			2	12	5	0	0
AUS	M	WN	WN	'735	122	0.0	0.0	0.0			0	1	0	0	0
AUS	M	WN	WN	'73G	137	1.0	1.0	1.0	1	1.6	144	139	132	137	219
						1.1	1.1	1.0	1.0	1.6	146	151	137	137	219
BNA-NASHVILLE	TENNESSEE	USA	36.08 N	86.41 W							Target	354	420		
BNA	M	WN	WN	'73G	137	2.1	2.1	2.0	3	3	291	289	273	411	411
						2.1	2.1	2.0	3.0	3.0	291	289	273	411	411
BOI-BOISE	IDAHO	USA	43.34 N	116.13 W							Target	66	78		
BOI	M	AS	QX	'CR7	70	0.1	0.0	0.0	1	1	4	0	0	70	70
						0.1	0.0	0.0	1.0	1.0	4	0	0	70	70
CHICAGO(MIDWAY)	ILLINOIS	USA	41.47 N	87.45 W							Target	2757	3251		
MDW	M	WN	WN	'73G	137	3.5	4.3	4.0	5	6	483	588	549	685	822
MDW	M	TZ	TZ	'757	216						0	0	0	0	0
MDW	M	TZ	TZ	'738	175					3	0	0	0	0	525
ORD	M	AA	AA	'M80	131	5.4	6.3	4.4	5	5	709	823	571	655	655
ORD	M	AA	AA	'738	142			0.2	2	2	0	0	24	284	284
ORD	M	AA	AA	'M83	129			1.4			0	0	175	0	0
ORD	M	UA	UA	'757	182	1.3	2.1	1.2	1		243	389	223	182	0
ORD	M	UA	UA	'320	138	3.7	3.0	2.7	6	7	504	419	369	828	966
ORD	M	UA	UA	'319	120	1.3	1.2	1.1	1		159	147	132	120	0
						15.2	17.0	14.9	20.0	23.0	2097	2367	2042	2754	3252
CMH - COLUMBUS, OHIO											Target	123	145		
CMH	M	WN	WN	'73G	137	0.0	0.0	0.0	1	1	0	0	0	137	137
						0.0	0.0	0.0	1.0	1.0	0	0	0	137	137
COS - COLORADO SPRINGS											Target	0	0		
COS	M					0.0	0.0	0.0			0	0	0	0	0
						0.0	0.0	0.0	0.0	0.0	0	0	0	0	0
CVG-CINCINNATI(INTL)	OHIO	USA	39.09 N	84.27 W							Target	425	501		
CVG	M	DL	DL	'757	183	1.4	1.2	0.6	1	1	252	212	116	183	183
CVG	M	DL	DL	'763	252	0.8	0.0	0.0	1		189	5	8	252	0
CVG	M	DL	DL	'738	154	0.0	1.0	1.3		2	0	148	205	0	308
						2.1	2.1	2.0	2.0	3.0	441	365	330	435	491
DEN-DENVER(INTL)	COLORADO	USA	39.52 N	104.40 W							Target	1698	2000		
DEN	M	UA	UA	'757	182	2.4	1.9	1.3	1	1	438	345	244	182	182
DEN	M	UA	UA	'733	120	0.5	2.4	1.5			57	292	184	0	0
DEN	M	UA	UA	'320	138	2.2	1.1	0.9	4	4	298	145	124	552	552
DEN	M	UA	UA	'735	104	0.2	0.1	0.3			16	14	29	0	0
DEN	M	UA	UA	'319	120	0.3	0.6	1.4		2	36	66	171	0	240
DEN	M	B6	B6	E19	100				4	4	0	0	0	400	400
DEN	M	B6	B6	'320	156						0	0	0	0	0
DEN	M	F9	YV	'CRJ	50	0.3	0.0				15	0	0	0	0
DEN	M	F9	YV	'CR7	70				8	9	0	0	0	560	630
DEN	M	F9	F9	'73S	108	0.1	0.0				9	0	0	0	0
DEN	M	F9	F9	'737	108	0.1	0.0				10	0	0	0	0
DEN	M	F9	F9	'73A	108	0.0	0.0				2	0	0	0	0
DEN	M	F9	F9	'733	136	2.8	2.9	0.2			383	390	21	0	0
DEN	M	F9	F9	'CRJ	50	0.0	0.0				0	0	0	0	0
DEN	M	F9	F9	'319	132	0.4	0.5	3.6			57	63	470	0	0
DEN	M	F9	F9	'318	114	0.3	1.2	0.9			35	142	99	0	0
						9.6	10.7	10.1	17.0	20.0	1357	1457	1342	1694	2004
DFW-DALLAS/FT. WORTH(INTL)	TEXAS	USA	32.46 N	96.47 W							Target	1985	2339		
DFW	M	AA	AA	'757	180	1.7	1.2	1.8	2	3	302	210	324	360	540
DFW	M	AA	AA	'M80	129	8.3	7.8	7.7	9	7	1074	1008	991	1161	903
DFW	M	AA	AA	'738	142	0.0	0.0	0.0			0	5	0	0	0
DFW	M	AA	AA	'762	158	0.0	0.0	0.0			0	0	0	0	0
DFW	M	AA	AA	'M83	131	0.0	1.4	0.4			0	188	51	0	0
DFW	M	B6	B6	'320	156				3	3	0	0	0	468	468
DFW	M	DL	DL	'738	154						0	0	0	0	0
DFW	M	DL	DL	'M80	142	0.3	0.5			3	48	73	0	0	426
DFW	M	DL	DL	'733	128	0.4	1.1	0.1			57	137	11	0	0
DFW	M	DL	DL	'M90	150	1.3	0.6				201	83	0	0	0
						12.1	10.0	14.0	16.0	16.0	1684	1704	1377	1989	2337

Projected Aircraft Departures by Airline and Aircraft Type

AWDPM Aircraft Departures											AWDPM Seat Departures									
DTW-DETROIT(METRO WAYNE) MICHIGAN USA 42.13 N 83.21 W											Target		445	524						
DTW	M	NW	NW	'757	180	0.1	0.9	0.3			14	154	53	0	0					
DTW	M	NW	NW	'320	148	2.2	1.3	1.9	3	1	321	190	283	444	148					
DTW	M	NW	NW	'319	124	0.5	0.3	0.1		3	67	38	7	0	372					
											2.8	2.4	2.3	3.0	4.0	402	382	343	444	520
ELP-EL PASO TEXAS USA 31.48 N 106.23 W											Target		179	213						
ELP	M	WN	WN	'733	137	1.1	1.0	1.0	1		145	136	137	137	0					
ELP	M	WN	WN	'735	122	0.0	0.0			2	0	0	0	0	244					
ELP	M	WN	WN	'73G	137	0.0	0.1				1	10	0	0	0					
											1.1	1.1	1.0	1.0	2.0	146	146	137	137	244
GEG - SPOKANE											Target		0	0						
GEG	M	AS	QX	'CR7	70	0.0	0.0	0.0			0	0	0	0	0					
GEG	M	WN	WN	'735	122	0.0	0.0	0.0			0	0	0	0	0					
GEG	M	WN	WN	'73G	137	0.0	0.0	0.0			0	0	0	0	0					
											0.0	0.0	0.0	0.0	0.0	0	0	0	0	0
HOU-HOUSTON(HOBBY) TEXAS USA 29.39 N 95.18 W											Target		971	1144						
HOU	M	WN	WN	'733	137	0.0	0.0		2	2	6	4	0	274	274					
HOU	M	WN	WN	'735	122	0.0	0.0				0	0	0	0	0					
HOU	M	WN	WN	'73G	137			0.0			0	0	5	0	0					
IAH	M	CO	CO	'757	183	0.6	0.4	0.1			116	81	14	0	0					
IAH	M	CO	CO	'M80	144	0.8	0.5				116	79	0	0	0					
IAH	M	CO	CO	'733	130	0.1	0.1	0.1	1		8	13	18	130	0					
IAH	M	CO	CO	'735	104	0.0	0.0	0.0	1		0	0	1	104	0					
IAH	M	CO	CO	'752	183	0.3	0.0	0.0			49	9	1	0	0					
IAH	M	CO	CO	'73G	124	0.1	0.4	0.0		2	18	52	2	0	248					
IAH	M	CO	CO	'738	155	2.9	3.3	5.1	3	4	448	514	798	465	620					
IAH	M	CO	CO	'753	210	0.0	0.0				1	0	0	0	0					
IAH	M	CO	CO	'739	167	0.3	0.5	0.6			57	81	104	0	0					
											5.2	5.4	6.0	7.0	8.0	820	833	942	973	1142
IND - INDIANAPOLIS											Target		124	146						
IND	M	TZ	TZ	'757	216	0.0	0.0				0	0	0	0	0					
IND	M	TZ	TZ	'738	175	0.0	0.0		1	0.8	0	0	0	175	140					
											0.0	0.0	0.0	1.0	0.8	0	0	0	175	140
MCI-KANSAS CITY(INTL) MISSOURI USA 39.18 N 94.44 W											Target		179	213						
MCI	M	WN	WN	'733	137	0.0	0.1	0.2	1		0	16	29	137	0					
MCI	M	WN	WN	'73G	137	1.1	1.0	0.8		1.6	146	130	108	0	219					
											1.1	1.1	1.0	1.0	1.6	146	146	137	137	219
MEM - MEMPHIS											Target		119	140						
MEM	M	NW	NW	'757	180	0.0	0.0				0	0	0	0	0					
MEM	M	NW	NW	'320	148	0.0	0.0			1	0	0	0	0	148					
MEM	M	NW	NW	'319	124	0.0	0.0		1		0	0	0	124	0					
											0.0	0.0	0.0	1.0	1.0	0	0	0	124	148
MSP-MINNEAPOLIS(ST. PAUL)(INTL) MN USA 44.54 N 93.13 W											Target		862	1016						
MSP	M	NW	NW	'757	180	1.9	1.2	1.3	1	4	346	215	233	180	720					
MSP	M	NW	NW	'320	148	2.3	2.9	2.6	2	2	335	424	384	296	296					
MSP	M	NW	NW	'319	124	0.0	0.1	0.0	3		5	16	0	372	0					
MSP	M	SY	SY	'738	168	0.4	0.5	0.9			61	86	150	0	0					
											4.6	4.7	4.8	6.0	6.0	747	740	767	848	1016
MSY-NEW ORLEANS(INTL) LOUISIANA USA 29.57 N 90.04 W											Target		179	213						
MSY	M	WN	WN	'733	137	0.0	0.0				0	0	0	0	0					
MSY	M	WN	WN	'73G	137	1.1	1.1	1.0	1	1.6	146	146	137	137	219					
											1.1	1.1	1.0	1.0	1.6	146	146	137	137	219
OMA - OMAHA											Target		0	103						
OMA	M	WN	WN	'733	137	0.0	0.0				0	0	0	0	0					
OMA	M	WN	WN	'73G	137	0.0	0.0			1	0	0	0	0	137					
											0.0	0.0	0.0	0.0	1.0	0	0	0	0	137
PDX-PORTLAND OREGON USA 45.35 N 122.36 W											Target		691	820						
PDX	M	AS	AS	'M80	140	1.3	0.5	0.7			188	67	98	0	0					
PDX	M	AS	AS	'734	144	2.4	2.6	2.5	3.4	2	339	371	366	490	288					
PDX	M	AS	AS	'73G	120	0.4	1.0	0.7		2	43	126	88	0	240					
PDX	M	B6	B6	E19	100				2	3	0	0	0	200	300					
											4.1	4.1	4.0	5.4	7.0	570	564	552	690	828
SAT-SAN ANTONIO TEXAS USA 29.32 N 98.28 W											Target		241	285						
SAT	M	WN	WN	'73G	137	0.3	0.0	0.0			38	0	0	0	0					
SAT	M	WN	WN	'733	137				2	2	0	0	0	274	274					
											0.3	0.0	0.0	2.0	2.0	38	0	0	274	274
SEA-SEATTLE/TACOMA(INTL) WA USA 47.27 N 122.18 W											Target		1382	1628						
SEA	M	AS	AS	'M80	140	4.8	4.9	4.7	4	4	675	691	654	560	560					
SEA	M	AS	AS	'734	144	2.5	1.3	2.0	2	2	356	194	294	288	288					
SEA	M	AS	AS	'73G	120	0.3	0.3	0.0			31	30	5	0	0					
SEA	M	AS	AS	'739	172	0.5	0.7	0.7	2	2	93	270	113	344	344					

Projected Aircraft Departures by Airline and Aircraft Type

AWDPM Aircraft Departures										AWDPM Seat Departures					
SEA	M	WN	WN	'733	137					1	0	0	0	0	137
SEA	M	WN	WN	'73G	137						0	0	0	0	0
SEA	M	B6	B6	E19	100				2	3	0	0	0	200	300
						8.1	8.1	7.4	10.0	12.0	1155	1186	1067	1392	1629
SLC-SALT LAKE CITY UTAH USA 40.47 N 111.58 W										Target					
SLC	M	DL	DL	'757	183	0.4	0.0				66	0	0	0	0
SLC	M	DL	DL	'733	128	1.8	2.1	1.6			228	273	204	0	0
SLC	M	DL	DL	'M90	150	2.5	1.6	0.2	4	4	370	246	35	600	600
SLC	M	DL	DL	'738	154	0.7	0.4	1.8			101	68	284	0	0
SLC	M	DL	A296	'CR7	70						0	0	0	0	0
SLC	M	DL	EV	'CR7	70			0.7			0	0	46	0	0
SLC	M	DL	OO	'CRJ	50	0.0	1.8	2.3			0	88	116	0	0
SLC	M	B6	B6	E19	100				2	3	0	0	0	200	300
						5.3	6.0	6.6	6.0	7.0	766	675	683	800	900
STL-ST. LOUIS(INTL) MISSOURI USA 38.37 N 90.11 W										Target					
STL	M	AA	AA	'757	176	0.2	0.0				30	0	0	0	0
STL	M	AA	AA	'738	142						0	0	0	0	0
STL	M	AA	AA	'M80	129	0.9	0.0	1.0	1.6	1.6	112	0	124	206	206
STL	M	AA	AA	'M83	131	2.5	1.1	0.8			322	139	103	0	0
						3.5	1.1	1.7	1.6	1.6	463	139	227	206	206
BOS-BOSTON(INTL) MASSACHUSETTS USA 42.22 N 71.00 W										Target					
BOS	L	AA	AA	'757	180	0.3	0.3	0.4		1	46	55	70	0	180
BOS	L	AA	AA	'763	212	0.0	0.0				1	0	0	0	0
BOS	L	AA	AA	'738	142	0.6	0.6	0.6			86	85	87	0	0
BOS	L	AA	AA	'762	158	0.1	0.0		1		18	0	0	158	0
BOS	L	B6	B6	'320	156						0	0	0	0	0
						1.0	0.9	1.0	1.0	1.0	151	140	157	158	180
BDL - HARTFORD										Target					
BDL	L	WN	WN	'73G	137	0.0	0.0	0.0		1	0	0	0	0	137
BDL	L					0.0	0.0	0.0			0	0	0	0	0
BDL	L					0.0	0.0	0.0			0	0	0	0	0
						0.0	0.0	0.0	0.0	1.0	0	0	0	0	137
BWI-BALTIMORE(INTL) MARYLAND USA 39.10 N 76.40 W										Target					
BWI	L	WN	WN	'73G	137	0.8	2.2	2.0	2	2	107	296	274	274	274
						0.8	2.2	2.0	2.0	2.0	107	296	274	274	274
CLE-CLEVELAND(INTL) OHIO USA 41.25 N 81.51 W										Target					
CLE	L	CO	CO	'73G	124	0.2	0.0	0.1	1	1	30	0	10	124	124
CLE	L	CO	CO	'738	155	0.0	0.0	0.0			0	0	0	0	0
						0.2	0.0	0.1	1.0	1.0	31	0	11	124	124
CLT-CHARLOTTE NORTH CAROLINA USA 35.13 N 80.56 W										Target					
CLT	L	US	US	'320	142	0.0	0.3	0.9			45	38	128	0	0
CLT	L	US	US	'321	169	0.3	0.0	0.7			0	0	112	0	0
CLT	L	US	US	'319	120	0.2	0.8	0.2	1	1	19	94	29	120	120
						0.4	1.1	1.8	1.0	1.0	64	132	268	120	120
FLL - FORT LAUDERDALE										Target					
FLL	L	WN	WN	'73G	137	0.0	0.0				0	0	0	0	0
FLL	L	B6	B6	'320	156	0.0	0.0		0.7	1	0	0	0	109	156
FLL	L					0.0	0.0				0	0	0	0	0
						0.0	0.0	0.0	0.7	1.0	0	0	0	109	156
HNL-HONOLULU OAHU/HAWAII USA 21.20 N 157.56 W										Target					
HNL	L	HA	HA	'763	252	1.1	1.1	1.0	1	1	268	269	252	252	252
HNL	L	AQ	AQ	'73W	124			0.7			0	0	93	0	0
HNL	L	B6	B6	'320	156				0.8		0	0	0	0	125
						1.1	1.1	1.7	1.0	1.8	268	269	345	252	377
IAD-WASHINGTON(DULLES INTL) DC USA 38.57 N 77.27 W										Target					
IAD	L	UA	UA	'757	182	1.0	1.0	0.9			190	173	161	0	0
IAD	L	UA	UA	'320	138	0.8	1.1	1.9	2	1	104	156	267	276	138
IAD	L	UA	UA	'319	120	0.4	0.7	0.6		1	43	81	68	0	120
IAD	L	DH	DH	'319	132			0.6			0	0	78	0	0
IAD	L	B6	B6	'320	156			0.7	1	2	0	0	103	156	312
						2.2	2.8	4.6	3.0	4.0	336	411	677	432	570
MCO - ORLANDO										Target					
MCO	L	B6	B6	'320	156	0.0	0.0		1	1.3	0	0	0	156	203
MCO	L					0.0	0.0				0	0	0	0	0
MCO	L					0.0	0.0				0	0	0	0	0
						0.0	0.0	0.0	1.0	1.3	0	0	0	156	203
MHT- MANCHESTER										Target					
MHT	L	WN	WN	'73G	137	0.0	0.0				0	0	0	0	0
MHT	L					0.0	0.0				0	0	0	0	0
MHT	L					0.0	0.0				0	0	0	0	0
						0.0	0.0	0.0	0.0	0.0	0	0	0	0	0
MIA - MIAMI										Target					
														0	194

Projected Aircraft Departures by Airline and Aircraft Type

AWDPM Aircraft Departures										AWDPM Seat Departures					
MIA	L	AA	AA	'738	142	0.0	0.0			1.4	0	0	0	0	199
MIA	L	AA	AA	'757	180	0.0	0.0				0	0	0	0	0
MIA	L	AA	AA	'763	212						0	0	0	0	0
						0.0	0.0	0.0	0.0	1.4	0	0	0	0	199
NEW YORK(NEWARK NJ) NY USA 40.41 N 74.10 W											Target		1529	1420	
EWR	L	CO	CO	'757	183	0.0	0.3	0.1		1	2	57	15	0	183
EWR	L	CO	CO	'752	183	0.2	0.1				36	14	0	0	0
EWR	L	CO	CO	'73G	124	0.4	0.3	0.5	2		49	38	56	248	0
EWR	L	CO	CO	'738	155	2.3	2.4	2.4	2	2	354	365	365	310	310
EWR	L	CO	CO	'753	210	0.0	0.0	0.0			3	0	1	0	0
EWR	L	CO	CO	'764	235						0	0	0	0	0
EWR	L	CO	CO	'739	167			0.0			0	0	0	0	0
ISP	L	WN	WN	'73G	137						0	0	0	0	0
JFK	L	AA	AA	'757	180	0.4	2.5	2.0			80	444	353	0	0
JFK	L	AA	AA	'738	142				2		0	0	0	284	0
JFK	L	AA	AA	'763	212	0.5	0.1			1	116	24	0	0	212
JFK	L	AA	AA	'762	158	0.4	0.0				58	0	0	0	0
JFK	L	AA	AA	'777	236				1	1	0	0	0	236	236
JFK	L	DL	DL	'738	154	0.0	1.0	0.2			0	157	23	0	0
JFK	L	DL	DL	'757	183						0	0	0	0	0
JFK	L	B6	B6	'320	156	1.4	2.9	2.2	3	3	218	447	346	468	468
						5.7	9.5	7.2	10.0	8.0	916	1546	1160	1546	1409
OGG-KAHULUI MAUI/HAWAII USA 20.54 N 156.26 W											Target		70	91	
OGG	L	HA	HA	'763	252	0.1	0.3	0.2	0.3	0.4	38	65	61	76	101
OGG	L	AQ	AQ	'73G	124			0.0			0	0	5		
OGG	L	AQ	AQ	'73W	124			1.0			0	0	119		
						0.1	0.3	1.2	0.3	0.4	38	65	185	76	101
PHL-PHILADELPHIA(INTL) PA USA 39.53 N 75.14 W											Target		431	560	
PHL	L	US	US	'320	142	0.4	1.6	1.1	2	2	51	221	163	284	284
PHL	L	US	US	'321	169	1.0	0.4	1.0			169	71	177	0	0
PHL	L	US	US	'32S	142	0.1	0.0				13	0	0	0	0
PHL	L	US	US	'319	120	1.0	0.9	0.4			123	108	46	0	0
PHL	L	WN	WN	'73G	137	0.0	0.0	0.0	1	2	0	3	4	137	274
						2.5	2.9	2.6	3.0	4.0	356	402	390	421	558
PIT-PITTSBURGH(INTL) PENN USA 40.26 N 79.59 W											Target		102	132	
PIT	L	US	US	'320	142	0.4	1.4	0.3		1	59	192	45	0	142
PIT	L	US	US	'321	169	1.4	0.4				236	71	0	0	0
PIT	L	US	US	'32S	142	0.1	0.0				19	0	0	0	0
PIT	L	US	US	'319	120	1.0	0.0	0.3	1		124	5	38	120	0
						3.0	1.8	0.6	1.0	1.0	438	267	83	120	142
PVD - PROVIDENCE											Target		0	140	
PVD	L	WN	WN	'73G	137	0.0	0.0			1	0	0	0	0	137
PVD	L					0.0	0.0				0	0	0	0	0
PVD	L					0.0	0.0				0	0	0	0	0
						0.0	0.0	0.0	0.0	1.0	0	0	0	0	137
RDU - RALEIGH/DURHAM											Target		0	126	
RDU	L	WN	WN	'73G	137	0.0	0.0			1	0	0	0	0	137
RDU	L					0.0	0.0				0	0	0	0	0
RDU	L					0.0	0.0				0	0	0	0	0
						0.0	0.0	0.0	0.0	1.0	0	0	0	0	137
TPA - TAMPA											Target		0	134	
TPA	L	B6	B6	'320	156	0.0	0.0			1	0	0	0	0	156
TPA	L					0.0	0.0				0	0	0	0	0
TPA	L					0.0	0.0				0	0	0	0	0
						0.0	0.0	0.0	0.0	1.0	0	0	0	0	156
International Markets - Europe											Target				
LHR-LONDON(HEATHROW) ENGLAND UK 51.28 N 0.27 W											Target				
LHR	I	BA	BA	'777	257	0.6	0.0	0.0	1.0	2	159	0	0	257	514
LHR	I	VS	VS	'343	255				0.9		0	0	0	230	0
						0.6	0.0	0.0	1.9	2.0	159	0	0	487	514
CDG - PARIS											Target				
CDG	I	AF	AF	'777	270	0.0	0.0	0.0	0.4	1	0	0	0	108	270
						0.0	0.0	0.0	0.4	1.0	0	0	0	108	270
FRA - FRANKFURT											Target				
FRA	I	LH	LH	'343	247	0.0	0.0	0.0		1	0	0	0	0	247
						0.0	0.0	0.0	0.0	1.0	0	0	0	0	247
International Markets - Mexico											Target				
LTO-LORETO MEXICO 26.01 N 111.22 W											Target				
LTO	I	AM	AM	'737	124	0.0	0.0				0	2	0	0	0
LTO	I	AM	AM	'M80	137	0.0	0.0		0.4	1	2	3	0	55	137
LTO	I	AM	AM	'M87	114	0.3	0.3	0.3			34	32	32	0	0
						0.3	0.3	0.3	0.4	1.0	36	37	32	55	137
MZT-MAZATLAN MEXICO 23.14 N 106.25 W											Target				

Projected Aircraft Departures by Airline and Aircraft Type

AWDPM Aircraft Departures											AWDPM Seat Departures				
MZT	I	AM	AM	'M80	137	0.0	0.0				4	4	0	0	0
MZT	I	AM	AM	'M87	114	0.1	0.0	0.0			16	5	1	0	0
						0.2	0.1	0.0	0.0	0.0	20	9	1	0	0
MEX - MEXICO CITY											Target				
MEX	I	AM	AM	'M80	137	0.0	0.0	0.0	1	1	0	0	0	137	137
MEX	I	AM	AM	'M87	114	0.0	0.0	0.0			0	0	0	0	0
						0.0	0.0	0.0	1.0	1.0	0	0	0	137	137
PVR - PUERTO VALLARTA															
PVR	I	AM	AM	'M80	137			0.1			0	0	14		
PVR	I	AM	AM	'M87	114			0.2			0	0	20		
PVR	I	HP	YV	'CR9	84			0.9			0	0	78		
						0.0	0.0	1.2	0.0	0.0	0	0	112	0	0
SJD-LOS CABOS MEXICO											Target				
SJD	I	AM	AM	'737	124	0.0	0.1	0.1			0	7	8	0	0
SJD	I	AM	AM	'M80	137	1.0	0.8	0.9	1		140	103	124	137	0
SJD	I	AM	AM	'M87	114	0.0	0.3	0.0		1	5	30	3	0	114
SJD	I	HP	YV	'CR9	84			0.9			0	0	78	0	0
SJD	I	AS	AS	'M80	140	0.8	0.8	0.6			118	110	89	0	0
SJD	I	AS	AS	'73G	120				0.6	1	0	0	0	72	120
SJD	I	AS	AS	'734	144	0.2	0.3	0.4	0.2		32	40	52	29	0
						2.1	2.1	2.9	1.8	2.0	295	290	354	238	234
International Markets - Pacific															
NRT - TOKYO											Target				
NRT	I	JL	JL	'777	302	0.0	0.0	0.0		1	0	0	0	0	302
						0.0	0.0	0.0	0.0	1.0	0	0	0	0	302
ICN - SEOUL											Target				
ICN	I	KE	KE	'777	301	0.0	0.0	0.0		0	0	0	0	0	0
						0.0	0.0	0.0	0.0	0.0	0	0	0	0	0
International Markets - Canada															
YVR - VANCOUVER											Target				
YVR	I	AC	AC	'320	140	0.0	0.0			0.4	0	0	0	0	56
YVR	I	AC	AC	'319	112	0.0	0.0		1	0.6	0	0	0	112	67
YVR	I	AS	AS	'M80	140			0.1			0	0	18	0	0
YVR	I	AS	AS	'734	144			0.5			0	0	70	0	0
YVR	I	AS	AS	'73G	120			0.3			0	0	32	0	0
YVR	I	HP	YV	'CR9	84			0.8			0	0	70	0	0
						0.0	0.0	1.7	1.0	1.0	0	0	190	112	123
YYC - CALGARY															
YYC	I	WS	WS	'73W	136			0.2			0	0	21	0	0
						0.0	0.0	0.2	0.0	0.0	0	0	21	0	0
YYZ-TORONTO(PEARSON INTL) ONTARIO CANADA											Target				
YYZ	I	AC	AC	'320	140	0.0	0.0		1.1	1	1	0	0	154	140
YYZ	I	AC	AC	'319	112	0.4	0.0		0.1	1	47	0	0	11	112
						0.4	0.0	0.0	1.2	2.0	48	0	0	165	252

Source: HNTB analysis.

ATTACHMENT B

Attachment B
Gated Flight Schedule - Existing Average Annual Day in 2005

Ref. Num.	Gate	Arrivals											Departures														
		Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
1	3		Y				WN								D	PHX	06	40	WN	2765	'73G	137	73%	100%	101	101	
2	3	D		LAS	07	30	WN	2190	'73G	137	69%	96%	94	90	D	PHX	07	55	WN	1768	'73G	137	90%	96%	123	118	
3	3	D		SMF	08	35	WN	398	'73G	137	90%	96%	123	118	D	AUS	09	00	WN	398	'73G	137	75%	96%	103	99	
4	3	D		SJC	10	30	WN	2407	'73G	137	90%	96%	123	118	D	ABQ	10	55	WN	2407	'73G	137	48%	96%	66	63	
5	3	D		TUS	11	45	WN	1117	'73G	137	50%	96%	69	66	D	SJC	12	15	WN	1117	'73G	137	73%	96%	101	97	
6	3	D		SJC	13	00	WN	659	'73G	137	72%	96%	98	94	D	PHX	13	25	WN	659	'73G	137	63%	96%	87	84	
7	3	D		LAS	14	15	WN	141	'73G	137	69%	96%	94	90	D	PHX	14	45	WN	2301	'73G	137	63%	96%	87	84	
8	3	D		SJC	15	35	WN	1548	'73G	137	72%	96%	98	94	D	SJC	16	05	WN	2755	'73G	137	73%	96%	101	97	
9	3	D		LAS	17	20	WN	920	'73G	137	69%	96%	94	90	D	PHX	17	50	WN	1069	'73G	137	90%	96%	123	118	
10	3	D		OAK	18	30	WN	1718	'73G	137	76%	96%	104	100	D	PHX	18	55	WN	734	'73G	137	90%	96%	123	118	
11	3	D		PHX	20	35	WN	586	'73G	137	74%	100%	101	101	D	SJC	21	00	WN	586	'73G	137	73%	96%	101	97	
12	3	D		PHX	21	20	WN	703	'73G	137	63%	100%	87	87	Y												
13	4						WN		'73G	137					D	ABQ	06	35	WN	2234	'73G	137	48%	100%	66	66	
14	4		Y				WN		'73G	137					D	SJC	07	50	WN	479	'73G	137	90%	100%	123	123	
15	4	D		OAK	09	05	WN	1700	'73G	137	90%	96%	123	118	D	PHX	09	35	WN	1883	'73G	137	63%	96%	87	84	
16	4	D		OAK	11	05	WN	336	'73G	137	76%	96%	104	100	D	SJC	11	30	WN	2381	'73G	137	73%	96%	101	97	
17	4	D		BWI	12	05	WN	280	'73G	137	90%	96%	123	118	D	PHX	12	35	WN	776	'73G	137	63%	96%	87	84	
18	4	D		LAS	13	25	WN	2434	'73G	137	69%	96%	94	90	D	LAS	13	50	WN	1406	'73G	137	68%	96%	94	90	
19	4	D		LAS	14	50	WN	2060	'73G	137	69%	96%	94	90	D	MDW	15	20	WN	1679	'73G	137	68%	96%	94	90	
20	4	D		SMF	16	45	WN	2587	'73G	137	68%	96%	93	89	D	PHX	17	15	WN	2587	'73G	137	90%	96%	123	118	
21	4	D		SMF	18	20	WN	968	'73G	137	68%	96%	93	89	D	ABQ	18	40	WN	968	'73G	137	90%	96%	123	118	
22	4	D		SMF	19	10	WN	1975	'73G	137	90%	96%	123	118	D	TUS	19	35	WN	1975	'73G	137	65%	96%	89	85	
23	4	D		LAS	20	55	WN	2282	'73G	137	69%	100%	94	94	D	PHX	21	20	WN	2159	'73G	137	63%	96%	87	84	
24	4	D		SMF	21	40	WN	139	'73G	137	68%	100%	93	93													
25	5						WN		'73G	137					D	MDW	07	05	WN	1015	'73G	137	90%	100%	123	123	
26	5	D		OAK	07	20	WN	1461	'73G	137	76%	96%	104	100	D	BNA	07	50	WN	1461	'73G	137	90%	100%	123	123	
27	5	D		SJC	08	40	WN	973	'73G	137	90%	96%	123	118	D	LAS	09	05	WN	973	'73G	137	73%	96%	101	97	
28	5	D		SMF	11	25	WN	1554	'73G	137	68%	96%	93	89	D	LAS	11	55	WN	1554	'73G	137	68%	96%	94	90	
29	5	D		OAK	13	10	WN	281	'73G	137	76%	96%	104	100	D	BNA	13	35	WN	281	'73G	137	62%	96%	85	82	
30	5	D		MDW	14	35	WN	391	'73G	137	76%	96%	104	100	D	LAS	15	05	WN	2224	'73G	137	68%	96%	94	90	
31	5	D		MCI	16	00	WN	1565	'73G	137	78%	96%	106	102	D	PHX	16	25	WN	1324	'73G	137	73%	96%	101	97	
32	5	D		ABQ	17	30	WN	2623	'73G	137	48%	96%	66	63	D	LAS	17	55	WN	594	'73G	137	90%	96%	123	118	
33	5	D		OAK	19	05	WN	509	'73G	137	90%	96%	123	118	D	LAS	19	30	WN	1797	'73G	137	73%	96%	101	97	
34	5	D		OAK	20	00	WN	621	'73G	137	90%	96%	123	118	D	LAS	20	25	WN	1819	'73G	137	68%	96%	94	90	
35	5	D		SJC	21	30	WN	1510	'73G	137	72%	100%	98	98													
36	6						WN		'73G	137					D	LAS	07	35	WN	2447	'73G	137	90%	100%	123	123	
37	6	D		PHX	08	15	WN	572	'73G	137	63%	96%	87	84	D	PHX	08	40	WN	1703	'73G	137	90%	96%	123	118	
38	6	D		PHX	09	25	WN	680	'73G	137	90%	96%	123	118	D	SJC	09	50	WN	680	'73G	137	73%	96%	101	97	
39	6	D		SMF	10	35	WN	794	'73G	137	90%	96%	123	118	D	MCI	11	00	WN	794	'73G	137	77%	96%	106	102	
40	6	D		PHX	11	50	WN	1969	'73G	137	90%	96%	123	118	D	MDW	12	20	WN	1060	'73G	137	68%	96%	94	90	
41	6	D		OAK	14	10	WN	604	'73G	137	76%	96%	104	100	D	SJC	14	35	WN	328	'73G	137	73%	96%	101	97	
42	6	D		PHX	15	25	WN	1522	'73G	137	63%	96%	87	84	D	LAS	15	55	WN	1448	'73G	137	68%	96%	94	90	
43	6	D		BNA	16	55	WN	144	'73G	137	62%	96%	86	83	D	SJC	17	25	WN	144	'73G	137	90%	96%	123	118	
44	6	D		ELP	18	05	WN	2025	'73G	137	83%	96%	113	108	D	SJC	18	30	WN	2025	'73G	137	90%	96%	123	118	
45	6	D		LAS	19	35	WN	267	'73G	137	69%	96%	94	90	D	PHX	20	00	WN	1102	'73G	137	63%	96%	87	84	
46	6	D		SJC	20	30	WN	1555	'73G	137	90%	96%	123	118	D	LAS	20	55	WN	901	'73G	137	68%	96%	94	90	
47	6	D		PHX	22	10	WN	1141	'73G	137	63%	100%	87	87													
48	7						WN		'73G	137					D	SJC	06	50	WN	2958	'73G	137	73%	100%	101	101	
49	7	D		PHX	07	15	WN	888	'73G	137	63%	96%	87	84	D	BWI	07	45	WN	1546	'73G	137	90%	100%	123	123	
50	7	D		TUS	08	50	WN	2952	'73G	137	86%	96%	117	112	D	SMF	09	15	WN	2952	'73G	137	70%	96%	96	92	
51	7	D		OAK	09	55	WN	598	'73G	137	90%	96%	123	118	D	ELP	10	20	WN	598	'73G	137	82%	96%	113	108	
52	7	D		MDW	11	30	WN	421	'73G	137	76%	96%	104	100	D	BWI	12	00	WN	2114	'73G	137	70%	96%	96	92	
53	7	D		LAS	12	25	WN	996	'735	122	69%	96%	84	81	D	LAS	12	55	WN	2227	'735	122	68%	96%	83	80	

Attachment B
Gated Flight Schedule - Existing Average Annual Day in 2005

Ref. Num.	Gate	Arrivals											Departures														
		Type	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig		
54	7		D	ABQ	14	00	WN	1915	'733	137	48%	96%	66	63		D	SMF	14	25	WN	1915	'733	137	70%	96%	96	92
55	7		D	LAS	15	25	WN	2533	'73G	137	69%	96%	94	90		D	SMF	15	50	WN	2533	'73G	137	70%	96%	96	92
56	7		D	OAK	17	25	WN	828	'73G	137	76%	96%	104	100		D	MDW	17	50	WN	828	'73G	137	90%	96%	123	118
57	7		D	SJC	19	10	WN	2478	'733	137	90%	96%	123	118		D	SMF	19	35	WN	2730	'733	137	70%	96%	96	92
58	7		D	OAK	21	10	WN	2476	'73G	137	76%	100%	104	104		D	SMF	21	35	WN	1631	'73G	137	70%	96%	96	92
59	7		D	BWI	22	35	WN	1861	'73G	137	71%	100%	97	97						WN	'73G	137					
60	8						WN		'733	137						D	SMF	06	30	WN	2300	'733	137	70%	100%	96	96
61	8		D	SMF	07	30	WN	579	'733	137	68%	96%	93	89		D	SMF	07	55	WN	1020	'733	137	90%	96%	123	118
62	8		D	ABQ	09	35	WN	413	'733	137	90%	96%	123	118		D	LAS	10	00	WN	906	'733	137	68%	96%	94	90
63	8		D	PHX	10	50	WN	1165	'733	137	90%	96%	123	118		D	PHX	11	20	WN	371	'733	137	63%	96%	87	84
64	8		D	MSY	11	50	WN	1352	'73G	137	80%	96%	109	105		D	SMF	12	15	WN	1352	'73G	137	70%	96%	96	92
65	8		D	SMF	13	15	WN	2289	'733	137	68%	96%	93	89		D	SMF	13	45	WN	2386	'733	137	70%	96%	96	92
66	8		D	SJC	14	30	WN	197	'733	137	72%	96%	98	94		D	SMF	15	00	WN	2391	'733	137	70%	96%	96	92
67	8		D	PHX	16	25	WN	1958	'73G	137	63%	96%	87	84		D	SMF	16	50	WN	1958	'73G	137	70%	96%	96	92
68	8		D	PHX	17	50	WN	699	'733	137	63%	96%	87	84		D	SMF	18	15	WN	699	'733	137	90%	96%	123	118
69	8		D	MDW	20	30	WN	491	'73G	137	90%	96%	123	118		D	SMF	20	55	WN	491	'73G	137	70%	96%	96	92
70	8		D	LAS	22	45	WN	1072	'733	137	90%	100%	123	123					WN	'733	137						
71	9		Y				WN		'73G	137						D	OAK	06	40	WN	1024	'73G	137	75%	100%	103	103
72	9		D	SJC	07	50	WN	1782	'73G	137	72%	96%	98	94		D	TUS	08	15	WN	1782	'73G	137	90%	96%	123	118
73	9		D	MDW	09	20	WN	658	'73G	137	76%	96%	104	100		D	MSY	09	50	WN	575	'73G	137	79%	96%	109	105
74	9		D	OAK	10	30	WN	700	'733	137	90%	96%	123	118		D	OAK	11	00	WN	760	'733	137	75%	96%	103	99
75	9		D	OAK	12	00	WN	1371	'733	137	76%	96%	104	100		D	OAK	12	25	WN	970	'733	137	75%	96%	103	99
76	9		D	PHX	14	05	WN	1799	'733	137	63%	96%	87	84		D	OAK	14	30	WN	2268	'733	137	75%	96%	103	99
77	9		D	SMF	15	05	WN	2044	'733	137	68%	96%	93	89		D	TUS	15	30	WN	2044	'733	137	65%	96%	89	85
78	9		D	SJC	16	50	WN	396	'733	137	72%	96%	98	94		D	OAK	17	20	WN	1221	'733	137	90%	96%	123	118
79	9		D	AUS	18	10	WN	1381	'733	137	76%	96%	104	100		D	OAK	18	40	WN	1381	'733	137	90%	96%	123	118
80	9		D	TUS	19	35	WN	979	'733	137	86%	96%	117	112		D	OAK	20	00	WN	979	'733	137	75%	96%	103	99
81	9		D	OAK	22	50	WN	2676	'733	137	76%	100%	104	104		Y				WN	'733	137					
82	10		Y				WN		'733	137						D	OAK	07	40	WN	544	'733	137	90%	100%	123	123
83	10		D	OAK	08	25	WN	2043	'733	137	76%	96%	104	100		D	OAK	08	50	WN	1053	'733	137	90%	96%	123	118
84	10		D	LAS	10	05	WN	131	'733	137	90%	96%	123	118		D	OAK	10	30	WN	131	'733	137	75%	96%	103	99
85	10		D	BNA	11	20	WN	1290	'73G	137	90%	96%	123	118		D	OAK	11	50	WN	1290	'73G	137	75%	96%	103	99
86	10		D	PHX	13	10	WN	277	'73G	137	63%	96%	87	84		D	OAK	13	35	WN	277	'73G	137	75%	96%	103	99
87	10		D	OAK	14	45	WN	2914	'733	137	76%	96%	104	100		D	OAK	15	15	WN	751	'733	137	75%	96%	103	99
88	10		D	OAK	16	15	WN	2392	'733	137	76%	96%	104	100		D	OAK	16	40	WN	2275	'733	137	75%	96%	103	99
89	10		D	SMF	17	45	WN	1054	'733	137	68%	96%	93	89		D	OAK	18	10	WN	558	'733	137	90%	96%	123	118
90	10		D	PHX	18	45	WN	648	'733	137	90%	96%	123	118		D	OAK	19	10	WN	648	'733	137	75%	96%	103	99
91	10		D	SMF	20	40	WN	1728	'733	137	68%	100%	93	93		D	OAK	21	05	WN	2028	'733	137	75%	96%	103	99
92	10		D	LAS	22	00	WN	289	'73G	137	90%	100%	123	123		Y				WN	'73G	137					
93	10		D	SMF	23	00	WN	697	'73G	137	68%	100%	93	93		Y				WN	'73G	137					
94	11		Y				UA		'320	138						D	DEN	06	18	UA	484	'320	138	74%	100%	103	103
95	11		Y				UA		'735	104						D	SFO	07	40	UA	594	'735	104	90%	100%	94	94
96	11		D	DEN	09	55	UA	762	'733	120	90%	83%	108	90		D	DEN	10	40	UA	362	'733	120	74%	83%	89	74
97	11		D	SFO	12	56	UA	1155	'733	120	66%	83%	79	66		D	SFO	13	41	UA	776	'733	120	67%	83%	81	67
98	11		D	SFO	15	52	UA	955	'733	120	66%	83%	79	66		D	DEN	16	50	UA	228	'733	120	74%	83%	89	74
99	11		D	DEN	21	42	UA	1165	'319	120	90%	100%	108	108		Y				UA	'319	120					
100	12		Y				UA		'319	120						D	SFO	06	32	UA	704	'319	120	67%	100%	81	81
101	12		D	ORD	10	19	UA	451	'320	138	90%	83%	124	103		D	ORD	11	09	UA	624	'320	138	81%	83%	112	93
102	12		D	IAD	17	57	UA	219	'752	182	50%	83%	92	76		Y				UA	'752	182					
103	13						UA		'320	138						D	ORD	06	40	UA	686	'320	138	81%	100%	112	112
104	13		Y				UA		'752	182						D	IAD	08	00	UA	918	'752	182	90%	83%	164	136
105	13		D	SFO	09	04	UA	1153	'752	182	90%	83%	164	136		D	SFO	10	06	UA	898	'752	182	67%	83%	123	102
106	13		D	ORD	12	21	UA	421	'320	138	90%	83%	124	103		D	ORD	13	14	UA	632	'320	138	83%	83%	115	95

Attachment B
Gated Flight Schedule - Existing Average Annual Day in 2005

		Arrivals												Departures																
Ref. Num.	Gate	TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	
107	13		D	DEN	15	38	UA	1185	'319	120	74%	83%	88	73																
108	13		D	DEN	18	46	UA	329	'735	104	74%	83%	77	64		Y	D	SFO	16	28	UA	316	'319	120	67%	83%	81	67		
109	13		D	SFO	19	58	UA	901	'320	138	90%	83%	124	103																
110	14		Y					UA	'752	182							D	IAD	06	26	UA	352	'752	182	71%	100%	130	130		
111	14		Y					UA	'752	182							D	DEN	07	55	UA	598	'752	182	90%	83%	164	136		
112	14		D	SFO	08	08	UA	303	'752	182	66%	83%	119	99			D	SFO	09	08	UA	930	'752	182	67%	83%	123	102		
113	14		D	IAD	10	36	UA	125	'752	182	90%	83%	164	136			D	SFO	11	38	UA	900	'752	182	67%	83%	123	102		
114	14		D	DEN	12	32	UA	1183	'752	182	74%	83%	134	111			D	DEN	14	05	UA	726	'752	182	74%	83%	135	112		
115	14		D	SFO	17	48	UA	785	'752	182	66%	83%	119	99		Y	D													
116	14		D	ORD	19	14	UA	263	'752	182	79%	83%	143	119		Y	D													
117	14		D	IAD	20	27	UA	921	'752	182	90%	83%	164	136			D	ORD	23	00	UA	714	'752	182	81%	83%	148	123		
118	15		Y					US	'321	169							D	PHL	06	30	US	86	'321	169	85%	100%	144	144		
119	15		Y					US	'320	142							D	PIT	07	30	US	154	'320	142	89%	100%	127	127		
120	15		D	CLT	09	55	US	39	'320	142	83%	90%	117	105			D	PHL	10	50	US	100	'320	142	85%	90%	121	109		
121	15		D	PHL	12	04	US	91	'321	169	86%	90%	145	131			D	CLT	13	05	US	636	'321	169	90%	90%	152	137		
122	15		D	PHL	19	04	US	5	'321	169	86%	90%	145	131		Y	D													
123	15		D	PIT	20	12	US	151	'321	169	90%	90%	152	137			D	PHL	21	15	US	80	'321	169	85%	90%	144	130		
124	15		D	CLT	21	33	US	83	'320	142	83%	100%	117	117			D	CLT	22	25	US	90	'320	142	72%	90%	103	93		
125	15		D	PHL	22	36	US	127	'320	142	86%	100%	122	122		Y	D													
126	16							AS	'M80	140							D	SEA	06	30	AS	545	'M80	140	69%	100%	97	97		
127	16		D	SEA	09	15	AS	550	'73G	120	90%	95%	108	103			D	PDX	09	45	AS	569	'73G	120	71%	95%	86	82		
128	16		I	YVR	10	07	AS	682	'M80	140	68%	95%	95	90			I	YVR	10	47	AS	681	'M80	140	68%	95%	96	91		
129	16		D	PDX	12	59	AS	572	'73G	120	64%	95%	77	73			D	PDX	13	35	AS	426	'73G	120	71%	95%	86	82		
130	16		D	PDX	20	00	AS	540	'734	144	64%	95%	93	88			D	PDX	20	35	AS	585	'734	144	71%	95%	103	98		
131	16		D	SEA	22	01	AS	562	'M80	140	70%	100%	97	97		Y	D													
132	16		D	SEA	23	31	AS	558	'M80	140	70%	100%	97	97																
133	17							AS	'734	144							D	PDX	06	45	AS	509	'734	144	71%	100%	103	103		
134	17		Y					AS	'M80	140							D	SEA	08	25	AS	463	'M80	140	90%	95%	126	120		
135	17		D	PDX	09	10	AS	230	'734	144	90%	95%	130	124			I	SJD	10	00	AS	230	'734	144	67%	95%	97	92		
136	17		D	SEA	12	55	AS	526	'734	144	70%	95%	100	95			D	SEA	13	29	AS	505	'734	144	69%	95%	100	95		
137	17		D	SEA	13	49	AS	580	'734	144	70%	95%	100	95			D	SEA	14	24	AS	593	'734	144	69%	95%	100	95		
138	17		Y					AS	'734	144							D	SEA	16	18	AS	231	'734	144	69%	95%	100	95		
139	17		D	SEA	16	55	AS	518	'M80	140	70%	95%	97	92			D	SEA	17	25	AS	511	'M80	140	90%	95%	126	120		
140	17		D	SEA	19	36	AS	566	'734	144	90%	95%	130	124			D	SEA	20	11	AS	553	'734	144	69%	95%	100	95		
141	17		D	PDX	22	48	AS	586	'734	144	64%	100%	93	93																
142	18							UA	'320	138							D	ORD	08	28	UA	336	'320	138	90%	83%	124	103		
143	18		D	SFO	11	45	UA	1148	'320	138	66%	83%	90	75			D	IAD	12	45	UA	214	'320	138	71%	83%	98	81		
144	18		D	ORD	17	03	UA	203	'319	120	79%	83%	94	78			D	SFO	18	30	UA	984	'319	120	90%	83%	108	90		
145	18		D	ORD	22	18	UA	157	'320	138	90%	100%	124	124		Y	D													
146	18		D	SFO	23	35	UA	1161	'320	138	66%	100%	90	90																
147	20		D	PHX	10	30	YV	6588	'CR9	84	90%	94%	76	71			I	PVR	11	30	YV	6588	'CR9	84	62%	94%	52	49		
148	20		I	SJD	14	58	AS	231	'734	144	68%	95%	97	92		Y														
149	20		I	SJD	16	15	YV	6585	'CR9	84	68%	94%	57	54			D	PHX	17	15	YV	6585	'CR9	84	90%	94%	76	71		
150	20		I	PVR	17	35	YV	6587	'CR9	84	62%	94%	52	49			I	YVR	18	40	YV	6540	'CR9	84	68%	94%	57	54		
151	21							AM	'M80	137							I	SJD	09	05	AM	489	'M80	137	67%	100%	92	92		
152	21		I	SJD	19	35	AM	488	'M80	137	68%	100%	93	93																
153	22							NW	'320	148							D	MSP	06	30	NW	190	'320	148	78%	100%	116	116		
154	22		Y					NW	'320	148							D	MSP	08	45	NW	186	'320	148	90%	93%	133	124		
155	22		D	RNO	09	01	AQ	475	'73W	124	68%	87%	84	73			D	OGG	09	51	AQ	475	'73W	124	86%	90%	107	96		
156	22		D	MSP	10	54	NW	189	'320	148	90%	93%	133	124			D	MSP	12	05	NW	184	'320	148	78%	93%	116	108		
157	22		D	MSP	13	11	NW	187	'320	148	90%	93%	133	124			D	MSP	14	06	NW	188	'320	148	78%	93%	116	108		
158	22		D	HNL	16	42	AQ	472	'73W	124	93%	87%	115	100			D	HNL	17	55	AQ	471	'73W	124	93%	90%	115	104		
159	22		D	OGG	21	24	AQ	476	'73W	124	87%	100%	107	107			D	RNO	22	10	AQ	476	'73W	124	67%	90%	83	75		

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Ref. Num.	Gate	Arrivals											Departures															
		TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
213	34		D	PHX	17	34	HP	186	'757	190	63%	94%	121	114		D	PHX	18	40	HP	187	'757	190	90%	94%	171	161	
214	34		D	PHX	19	20	HP	191	'320	150	90%	94%	135	127		D	LAS	20	20	HP	728	'320	150	68%	94%	103	97	
215	34		D	PHX	20	53	HP	188	'757	190	63%	100%	121	121						HP	'757	190						
216	35						CO		'757	183						D	IAH	07	10	CO	132	'757	183	90%	100%	165	165	
217	35	Y					CO		'738	155						D	IAH	08	10	CO	1041	'738	155	90%	100%	140	140	
218	35		D	IAH	10	30	CO	1045	'739	167	90%	100%	150	150		D	IAH	11	30	CO	1779	'739	167	78%	100%	131	131	
219	35		D	IAH	13	20	CO	478	'738	155	90%	100%	140	140		D	IAH	14	35	CO	335	'738	155	90%	100%	140	140	
220	35		D	IAH	15	55	CO	447	'738	155	82%	100%	127	127	Y					CO	'738	155						
221	35		D	IAH	19	07	CO	175	'757	183	82%	100%	149	149						CO	'757	183						
222	36						CO		'738	155						D	EWR	08	00	CO	1827	'738	155	90%	100%	140	140	
223	36		D	IAH	08	55	CO	1617	'739	167	82%	100%	136	136		D	IAH	09	45	CO	426	'739	167	78%	100%	131	131	
224	36		D	EWR	12	00	CO	1626	'738	155	86%	100%	133	133		D	IAH	12	50	CO	1602	'738	155	78%	100%	122	122	
225	36		D	EWR	15	02	CO	1726	'73G	124	57%	100%	71	71		D	EWR	15	55	CO	427	'73G	124	70%	100%	87	87	
226	36		D	EWR	20	30	CO	1426	'738	155	86%	100%	133	133		D	EWR	22	00	CO	327	'738	155	70%	100%	109	109	
227	36		D	IAH	22	11	CO	157	'738	155	82%	100%	127	127						CO	'738	155						
228	37						B6		'320	156						D	IAD	06	30	B6	314	'320	156	71%	100%	111	111	
229	37		D	SLC	09	19	OO	3787	'CRJ	50	90%	100%	45	45		D	SLC	09	45	OO	3787	'CRJ	50	77%	100%	39	39	
230	37		D	JFK	11	00	B6	181	'320	156	75%	100%	116	116		D	JFK	12	05	B6	182	'320	156	68%	100%	107	107	
231	37		D	SLC	14	00	OO	3933	'CRJ	50	71%	100%	35	35		D	SLC	14	50	OO	3933	'CRJ	50	77%	100%	39	39	
232	37		D	SLC	16	30	OO	3824	'CRJ	50	71%	100%	35	35		D	SLC	17	00	OO	3824	'CRJ	50	90%	100%	45	45	
233	37		D	MSP	17	25	SY	403	'738	168	80%	100%	134	134		D	MSP	18	15	SY	404	'738	168	90%	100%	151	151	
234	37		D	IAD	20	45	B6	309	'320	156	90%	100%	140	140		D	JFK	21	45	B6	186	'320	156	68%	100%	107	107	
235	37		D	JFK	22	05	B6	185	'320	156	75%	100%	116	116						B6	'320	156						
236	38						F9		'319	132						D	DEN	06	20	F9	420	'319	132	74%	100%	98	98	
237	38		D	DEN	08	15	F9	569	'319	132	74%	100%	97	97		D	DEN	09	00	F9	566	'319	132	90%	100%	119	119	
238	38		D	DEN	09	40	F9	567	'319	132	90%	100%	119	119		D	DEN	10	20	F9	568	'319	132	74%	100%	98	98	
239	38		D	IAD	11	55	DH	51	'319	132	50%	100%	67	67		D	IAD	12	40	DH	52	'319	132	71%	100%	94	94	
240	38		D	DEN	13	50	F9	561	'319	132	74%	100%	97	97		D	DEN	14	45	F9	564	'319	132	74%	100%	98	98	
241	38		D	DEN	19	20	F9	551	'319	132	74%	100%	97	97		D	DEN	20	00	F9	552	'319	132	74%	100%	98	98	
242	38		D	SLC	21	41	DL	612	'738	154	71%	100%	109	109		D	ATL	22	35	DL	1471	'738	154	70%	100%	108	108	
243	38		D	DEN	22	35	F9	563	'319	132	74%	100%	97	97						F9	'319	132						
244	39	Y					DL		'738	154						D	CVG	07	00	DL	634	'738	154	90%	100%	139	139	
245	39	Y					DL		'763	252						D	ATL	08	55	DL	228	'763	252	90%	100%	227	227	
246	39		D	SLC	12	01	DL	1889	'738	154	90%	100%	139	139		D	SLC	13	05	DL	1180	'738	154	77%	100%	119	119	
247	39		D	ATL	19	07	DL	444	'763	252	75%	100%	188	188	Y					DL	'763	252						
248	40						DL		'763	252						D	ATL	06	30	DL	1798	'763	252	70%	100%	177	177	
249	40	Y					HA		'763	252						D	HNL	09	00	HA	15	'763	252	93%	100%	234	234	
250	40		D	ATL	10	08	DL	1793	'763	252	90%	100%	227	227		D	CVG	11	17	DL	734	'763	252	82%	100%	208	208	
251	40		D	ATL	12	26	DL	273	'757	183	75%	100%	136	136		D	ATL	13	22	DL	212	'757	183	70%	100%	129	129	
252	40		D	ATL	14	11	DL	783	'757	183	75%	100%	136	136		D	ATL	15	30	DL	788	'757	183	90%	100%	165	165	
253	40		D	CVG	18	28	DL	639	'738	154	79%	100%	121	121	Y					DL	'738	154						
254	40		D	ATL	20	23	DL	336	'763	252	90%	100%	227	227	Y					DL	'763	252						
255	40		D	ATL	22	06	DL	411	'763	252	75%	100%	188	188						DL	'763	252						
256	41	Y					DL		'738	154						D	SLC	06	15	DL	1181	'738	154	77%	100%	119	119	
257	41	Y					DL		'763	252						D	ATL	07	45	DL	1174	'763	252	90%	100%	227	227	
258	41		D	CVG	10	24	DL	747	'763	252	90%	100%	227	227		D	ATL	11	30	DL	730	'763	252	70%	100%	177	177	
259	41		D	ATL	17	42	DL	840	'738	154	75%	100%	115	115	Y					DL	'738	154						
260	41		D	HNL	20	45	HA	16	'763	252	93%	100%	234	234	Y					HA	'763	252						
261	C01						A100		'SF3	34						D	LAX	06	18	A100	3058	'SF3	34	63%	100%	22	22	
262	C01		D	LAX	07	31	A100	3063	'SF3	34	68%	85%	23	20		D	LAX	08	00	A100	3064	'SF3	34	90%	85%	31	26	
263	C01		D	SJC	08	20	A100	3141	'ERD	44	90%	85%	40	34		D	SJC	09	00	A100	3142	'ERD	44	90%	85%	40	34	
264	C01		D	LAX	09	30	A100	3103	'SF3	34	90%	85%	31	26		D	LAX	10	00	A100	3106	'SF3	34	63%	85%	22	19	
265	C01		D	LAX	10	18	A100	3069	'SF3	34	68%	85%	23	20		D	LAX	10	40	A100	3070	'SF3	34	63%	85%	22	19	

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Ref. Num.	Gate	Arrivals											Departures												
		Type	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
266	C01	D	LAX	10	59	A100	3047	'SF3	34	68%	85%	23	20	D	LAX	11	25	A100	3046	'SF3	34	63%	85%	22	19
267	C01	D	LAX	12	00	A100	3073	'SF3	34	68%	85%	23	20	D	LAX	12	30	A100	3074	'SF3	34	63%	85%	22	19
268	C01	D	SJC	13	02	A100	3181	'ERD	44	72%	85%	31	26	D	SJC	13	56	A100	3178	'ERD	44	73%	85%	32	27
269	C01	D	SJC	14	59	A100	3145	'ERD	44	72%	85%	31	26	D	SJC	16	08	A100	3146	'ERD	44	73%	85%	32	27
270	C01	D	LAX	16	31	A100	3085	'SF3	34	68%	85%	23	20	D	LAX	17	00	A100	3086	'SF3	34	90%	85%	31	26
271	C01	D	SJC	18	26	A100	3147	'ERD	44	72%	85%	31	26	D	SJC	19	05	A100	3114	'ERD	44	73%	85%	32	27
272	C01	D	SJC	19	42	A100	3179	'ERD	44	90%	85%	40	34	D	SJC	20	25	A100	3180	'ERD	44	73%	85%	32	27
273	C01	D	LAX	20	56	A100	3097	'SF3	34	68%	100%	23	23	D	LAX	21	30	A100	3056	'SF3	34	63%	85%	22	19
274	C01	D	LAX	22	43	A100	3059	'SF3	34	67%	100%	23	23	Y				A100		'SF3	34				
275	C01	D	LAX	23	27	A100	3061	'SF3	34	67%	100%	23	23					A100		'SF3	34				
276	C02					A100		'ERD	44					D	SJC	06	30	A100	3134	'ERD	44	73%	100%	32	32
277	C02	D	LAX	08	05	A100	3159	'ERD	44	90%	85%	40	34	D	LAX	08	42	A100	3112	'ERD	44	90%	85%	40	34
278	C02	D	LAX	09	00	A100	3067	'SF3	34	90%	85%	31	26	D	LAX	09	30	A100	3068	'SF3	34	72%	85%	25	21
279	C02	D	SJC	11	16	A100	3143	'ERD	44	72%	85%	31	26	D	SJC	11	50	A100	3183	'ERD	44	73%	85%	32	27
280	C02	D	LAX	13	09	A100	3075	'SF3	34	68%	85%	23	20	D	LAX	13	35	A100	3076	'SF3	34	63%	85%	22	19
281	C02	D	LAX	14	07	A100	3077	'SF3	34	68%	85%	23	20	D	LAX	14	30	A100	3078	'SF3	34	63%	85%	22	19
282	C02	D	LAX	14	59	A100	3079	'SF3	34	68%	85%	23	20	D	LAX	15	30	A100	3080	'SF3	34	63%	85%	22	19
283	C02	D	LAX	15	59	A100	3083	'SF3	34	68%	85%	23	20	D	LAX	16	30	A100	3084	'SF3	34	72%	85%	25	21
284	C02	D	LAX	17	01	A100	3087	'SF3	34	68%	85%	23	20	D	LAX	17	30	A100	3088	'SF3	34	90%	85%	31	26
285	C02	D	LAX	18	05	A100	3107	'SF3	34	90%	85%	31	26	D	LAX	18	30	A100	3108	'SF3	34	90%	85%	31	26
286	C02	D	LAX	19	01	A100	3093	'SF3	34	90%	85%	31	26	D	LAX	19	30	A100	3094	'SF3	34	72%	85%	25	21
287	C02	D	LAX	19	59	A100	3095	'SF3	34	68%	85%	23	20	D	LAX	20	30	A100	3096	'SF3	34	63%	85%	22	19
288	C02	D	SJC	21	00	A100	3152	'ERD	44	72%	100%	31	31					A100		'ERD	44				
289	C03	Y				A100		'SF3	34					D	LAX	06	50	A100	3062	'SF3	34	72%	100%	25	25
290	C03	D	LAX	15	29	A100	3091	'SF3	34	68%	85%	23	20	D	LAX	16	00	A100	3092	'SF3	34	63%	85%	22	19
291	C03	D	SJC	16	36	A100	3177	'ERD	44	72%	85%	31	26	D	SJC	17	09	A100	3176	'ERD	44	90%	85%	40	34
292	C04	Y				A296		'EM2	30					D	LAX	06	15	A296	6072	'EM2	30	63%	100%	19	19
293	C04	D	IPL	06	37	A296	6068	'EM2	30	26%	83%	8	7	D	LAX	07	10	A296	6068	'EM2	30	90%	100%	27	27
294	C04	D	LAX	08	51	A296	6161	'EM2	30	90%	83%	27	22	D	LAX	09	15	A296	6161	'EM2	30	72%	83%	22	18
295	C04	D	LAX	13	27	A296	6548	'CRJ	50	68%	83%	34	28	D	LAX	14	18	A296	6549	'CRJ	50	63%	83%	32	27
296	C04	D	LAX	23	02	A296	6556	'CRJ	50	67%	100%	33	33	Y				A296		'CRJ	50				
297	C05	Y				A296		'CRJ	50					D	LAX	06	44	A296	6538	'CRJ	50	72%	100%	36	36
298	C05	D	LAX	07	18	A296	6160	'EM2	30	68%	83%	20	17	D	LAX	07	40	A296	6163	'EM2	30	90%	100%	27	27
299	C05	D	LAX	08	21	A296	6169	'EM2	30	90%	83%	27	22	D	LAX	08	41	A296	6069	'EM2	30	90%	83%	27	22
300	C05	D	LAX	09	33	A296	6127	'EM2	30	68%	83%	20	17	D	LAX	09	55	A296	6138	'EM2	30	63%	83%	19	16
301	C05	D	LAX	10	36	A296	6144	'EM2	30	68%	83%	20	17	D	LAX	10	56	A296	6162	'EM2	30	63%	83%	19	16
302	C05	D	LAX	11	18	A296	6148	'EM2	30	68%	83%	20	17	D	LAX	11	38	A296	6066	'EM2	30	63%	83%	19	16
303	C05	D	LAX	11	56	A296	6092	'EM2	30	68%	83%	20	17	D	LAX	12	16	A296	6092	'EM2	30	63%	83%	19	16
304	C05	D	LAX	12	57	A296	6070	'EM2	30	68%	83%	20	17	D	LAX	13	19	A296	6070	'EM2	30	63%	83%	19	16
305	C05	D	LAX	14	26	A296	6082	'EM2	30	68%	83%	20	17	D	LAX	15	00	A296	6082	'EM2	30	63%	83%	19	16
306	C05	D	LAX	15	18	A296	6071	'EM2	30	68%	83%	20	17	D	LAX	15	39	A296	6071	'EM2	30	63%	83%	19	16
307	C05	D	LAX	16	02	A296	6159	'EM2	30	68%	83%	20	17	D	LAX	16	30	A296	6156	'EM2	30	72%	83%	22	18
308	C05	D	LAX	16	48	A296	6179	'EM2	30	68%	83%	20	17	D	LAX	17	08	A296	6179	'EM2	30	90%	83%	27	22
309	C05	D	LAX	17	46	A296	6073	'EM2	30	90%	83%	27	22	D	LAX	18	08	A296	6073	'EM2	30	90%	83%	27	22
310	C05	D	LAX	18	26	A296	6074	'EM2	30	90%	83%	27	22	D	LAX	18	46	A296	6074	'EM2	30	90%	83%	27	22
311	C05	D	LAX	19	07	A296	6554	'CRJ	50	68%	83%	34	28	D	LAX	19	50	A296	6555	'CRJ	50	72%	83%	36	30
312	C05	D	LAX	20	21	A296	6075	'EM2	30	68%	83%	20	17	D	IPL	20	43	A296	6075	'EM2	30	26%	83%	8	7
313	C05	D	LAX	21	06	A296	6080	'EM2	30	68%	100%	20	20	D	LAX	21	27	A296	6080	'EM2	30	63%	83%	19	16
314	C05	D	LAX	22	56	A296	6135	'EM2	30	67%	100%	20	20	Y				A296		'EM2	30				
315	Cargo		MEM	17	31	FX	906	306							MEM	19	25	FX	1222	306					

Attachment B
Gated Flight Schedule - Existing Average Annual Day in 2005

		Arrivals											Departures																
Ref. Num.	Gate	Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	
316	Cargo				MEM	05	03	FX	1422	300								MEM	09	57	FX	821	300						
317	Cargo				IND	04	46	FX	1754	300								IND	10	34	FX	3613	300						
318	Cargo				OAK	04	22	FX	1860	72Q								OAK	20	35	FX	1810	72Q						
319	Cargo				AFW	16	35	FX	3166	72Q											FX								
320	Cargo				IND	17	38	FX	3713	306								IND	19	30	FX	1654	306						
321	Cargo				PHX	06	13	DHL	508	72Q								PHX	18	50	DHL	108	72Q						
322	Cargo				ILN	05	59	ABX	814	762								ILN	19	02	ABX	414	762						
323	Cargo				SDF	04	22	UPS	922	752								BOI	06	40	UPS	9823	752						
324	Cargo				DEN	08	00	BAX	1711	722								DEN	17	57	BAX	1712	722						
325	Cargo							FX		72Q								AFW	06	39	FX	3116	72Q						
330	GA				SBP	06	11	GA		C56X																			
335	GA				HOU	07	47	GA		GLF5																			
327	GA				RQE	08	36	GA		BE20																			
343	GA				CCR	10	38	GA		C680																			
332	GA				HHR	11	50	GA		C525																			
338	GA				LAS	12	03	GA		LJ35																			
333	GA				PSP	12	44	GA		GLF4																			
341	GA				VNY	12	51	GA		SR22																			
329	GA				SMO	15	30	GA		C340																			
336	GA				LAS	15	35	GA		H25B																			
337	GA				SDL	16	31	GA		L29B																			
328	GA				BFL	18	34	GA		BE55																			
340	GA				SPF	18	59	GA		PRM1																			
342	GA				SGF	19	14	GA		WW24																			
334	GA				BFI	19	21	GA		GLF4																			
326	GA				LAS	19	48	GA		BE20																			
331	GA				OKC	19	53	GA		C650																			
339	GA				SDL	22	04	GA		LJ60																			
359	GA																	ELP	07	22	GA		SR22						
345	GA																	GYR	07	44	GA		BE20						
344	GA																	PSP	11	44	GA		BE20						
355	GA																	ONT	12	58	GA		L29B						
360	GA																	ADS	13	04	GA		WW24						
347	GA																	VNY	13	05	GA		C340						
353	GA																	HOU	13	14	GA		GLF5						
352	GA																	TEB	13	17	GA		GLF4						
361	GA																	CCR	15	34	GA		C680						
354	GA																	LAS	15	47	GA		H25B						
356	GA																	LGB	17	29	GA		LJ35						
350	GA																	HHR	17	50	GA		C525						
357	GA																	CMH	17	57	GA		LJ60						
351	GA																	CMA	18	43	GA		GLF4						
348	GA																	SBP	19	13	GA		C56X						
358	GA																	LAS	19	37	GA		PRM1						
346	GA																	L45	21	39	GA		BE55						
349	GA																	LAS	21	57	GA		C650						

Source: HNTB analysis.

ATTACHMENT C

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2010 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Arrivals											Departures														
		Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
1	2						WN	733	137						TOW	D	SJC	06	50	WN	2958	733	137	75%	100%	102	102
2	2		D	OAK	07	20	WN	1461	73G	137	64%	97%	87	84		D	BNA	07	50	WN	1461	73G	137	90%	100%	123	123
3	2		D	OAK	09	55	WN	598	733	137	90%	97%	123	119		D	ELP	10	20	WN	598	733	137	78%	97%	106	103
4	2		D	MDW	11	30	WN	421	73G	137	78%	97%	107	104		D	BWI	12	00	WN	2114	73G	137	65%	97%	88	85
5	2		D	LAS	12	25	WN	996	735	122	70%	97%	85	82		D	LAS	12	55	WN	2227	735	122	71%	97%	86	83
6	2		D	OAK	14	10	WN	604	733	137	64%	97%	87	84		D	SJC	14	35	WN	328	733	137	71%	97%	97	94
7	2	TOW	D	SMF	19	10	WN	1975	73G	137	90%	97%	123	119						WN		73G	137				
8	2	TOW	D	SMF	21	40	WN	139	73G	137	71%	100%	97	97						WN		73G	137				
9	2	TOW	D	SMF	23	00	WN	697	733	137	71%	100%	97	97						WN		733	137				
10	3						WN	73G	137						TOW	D	MDW	07	05	WN	1015	73G	137	90%	100%	123	123
11	3		D	LAS	07	30	WN	2190	733	137	70%	97%	96	93		D	PHX	07	55	WN	1768	733	137	90%	100%	123	123
12	3		D	TUS	08	50	WN	2952	733	137	90%	97%	123	119		D	SMF	09	15	WN	2952	733	137	75%	97%	102	99
13	3		D	MSY	11	50	WN	1352	73G	137	78%	97%	107	104		D	SMF	12	15	WN	1352	73G	137	67%	97%	91	88
14	3		D	LAS	13	25	WN	2434	735	122	70%	97%	85	82		D	LAS	13	50	WN	1406	735	122	71%	97%	86	83
15	3		D	LAS	14	15	WN	141	733	137	70%	97%	96	93		D	PHX	14	45	WN	2301	733	137	65%	97%	88	85
16	3		D	SAT	17	00	WN	NEW	733	137	78%	97%	107	104		D	HOU	17	30	WN	NEW	733	137	78%	97%	106	103
17	3		D	TUS	19	35	WN	979	733	137	67%	97%	92	89		D	OAK	20	00	WN	979	733	137	67%	97%	91	88
18	3	TOW	D	LAS	22	00	WN	289	733	137	90%	100%	123	123						WN		733	137				
19	4						WN	733	137						TOW	D	LAS	07	35	WN	2447	733	137	90%	100%	123	123
20	4		D	SJC	07	50	WN	1782	733	137	75%	97%	103	100		D	TUS	08	15	WN	1782	733	137	90%	97%	123	119
21	4		D	PHX	11	50	WN	1969	733	137	90%	97%	123	119		D	MCI	12	15	WN	794	733	137	78%	97%	106	103
22	4		D	SMF	14	35	WN	1054	73G	137	71%	97%	97	94		D	LAS	15	50	WN	1448	73G	137	71%	97%	97	94
23	4		D	OAK	17	25	WN	828	73G	137	75%	97%	103	100		D	MDW	17	50	WN	828	73G	137	78%	97%	106	103
24	4		D	AUS	18	05	WN	1381	73G	137	78%	97%	107	104		D	SJC	18	30	WN	2025	73G	137	75%	97%	102	99
25	4	TOW	D	PHX	22	10	WN	1141	735	122	61%	100%	74	74						WN		735	122				
26	5						WN	735	122						TOW	D	OAK	07	40	WN	544	735	122	90%	100%	110	110
27	5		D	SJC	08	40	WN	973	733	137	90%	97%	123	119		D	LAS	09	05	WN	973	733	137	75%	97%	102	99
28	5		D	OAK	12	00	WN	1371	733	137	64%	97%	87	84		D	OAK	12	25	WN	970	733	137	67%	97%	91	88
29	5		D	SMF	13	15	WN	2289	735	122	71%	97%	87	84		D	SMF	13	45	WN	2386	735	122	67%	97%	81	79
30	5		D	SJC	16	50	WN	396	73G	137	61%	97%	83	81		D	OAK	17	20	WN	1221	73G	137	90%	97%	123	119
31	5		D	LAS	20	55	WN	2282	733	137	75%	97%	103	100		D	PHX	21	20	WN	2159	733	137	65%	97%	88	85
32	6		D	SMF	07	30	WN	579	733	137	75%	97%	103	100		D	SMF	07	55	WN	1020	733	137	90%	100%	123	123
33	6		D	RNO	08	20	WN	NEW	735	122	90%	97%	110	107		D	OAK	08	50	WN	1053	735	122	90%	97%	110	107
34	6		D	LAS	10	05	WN	131	73G	137	90%	97%	123	119		D	MDW	10	30	WN	NEW	73G	137	71%	97%	97	94
35	6		D	TUS	11	45	WN	1117	733	137	67%	97%	92	89		D	SJC	12	15	WN	1117	733	137	71%	97%	97	94
36	6		D	PHL	13	45	WN	NEW	73G	137	71%	97%	97	94		D	CMH	14	20	WN	NEW	73G	137	78%	97%	106	103
37	6		D	LAS	15	25	WN	2533	73G	137	70%	97%	96	93		D	SMF	15	50	WN	2533	73G	137	67%	97%	91	88
38	6		D	BNA	16	55	WN	144	73G	137	71%	97%	97	94		D	OAK	17	25	WN	131	73G	137	90%	97%	123	119
39	6		D	OAK	18	30	WN	1718	735	122	75%	97%	92	89		D	PHX	18	55	WN	734	735	122	90%	97%	110	107
40	6		D	OAK	20	00	WN	621	733	137	90%	97%	123	119		D	LAS	20	25	WN	1819	733	137	75%	97%	102	99
41	6	TOW	D	PHX	21	20	WN	703	733	137	76%	100%	104	104						WN		733	137				
42	7		D	OAK	08	25	WN	2043	733	137	75%	97%	103	100		D	SAT	09	00	WN	NEW	733	137	90%	97%	123	119
43	7		D	OAK	10	30	WN	700	735	122	90%	97%	110	107		D	OAK	11	00	WN	760	735	122	67%	97%	81	79
44	7		D	BWI	12	05	WN	280	73G	137	90%	97%	123	119		D	PHX	12	35	WN	776	73G	137	65%	97%	88	85
45	7		D	ABQ	14	00	WN	1915	733	137	69%	97%	94	91		D	SMF	14	25	WN	1915	733	137	67%	97%	91	88
46	7		D	SJC	15	35	WN	1548	73G	137	61%	97%	83	81		D	SJC	16	05	WN	2755	73G	137	71%	97%	97	94
47	7		D	LAS	17	20	WN	920	733	137	70%	97%	96	93		D	PHX	17	50	WN	1069	733	137	90%	97%	123	119
48	7		D	PHX	18	45	WN	648	73G	137	90%	97%	123	119		D	OAK	19	10	WN	648	73G	137	67%	97%	91	88
49	7		D	MDW	20	30	WN	491	73G	137	90%	97%	123	119		D	SMF	20	55	WN	491	73G	137	67%	97%	91	88
50	8		D	SMF	08	35	WN	398	73G	137	90%	97%	123	119		D	AUS	09	00	WN	398	73G	137	78%	97%	106	103
51	8		D	SJC	10	30	WN	2407	733	137	75%	97%	103	100		D	ABQ	10	55	WN	2407	733	137	78%	97%	106	103

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2010 AAD Forecast
Proposed Project (Preferred Alternative)

Ref.	Arrivals											Departures														
	Type	Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.			Type	Dept.	Dept.	Air-	Flt.	Equip-		Dept.	Dept.						
52	16			UA		320	138					TOW	D	DEN	06	18	UA	484	320	138	73%	100%	100	100		
53	16			UA		733	120					TOW	D	SFO	07	40	UA	594	733	120	90%	84%	108	91		
54	16	D	DEN	09	55	UA	762	320	138	90%	84%	124	104	D	DEN	10	40	UA	362	320	138	73%	84%	100	84	
55	16	D	ORD	14	38	UA	NEW	320	138	66%	84%	91	76	D	ORD	15	20	UA	NEW	320	138	90%	84%	124	104	
56	16	D	ORD	17	03	UA	203	320	138	66%	84%	91	76	D	DEN	17	47	UA	228	320	138	90%	84%	124	104	
57	16	TOW	D	IAD	20	27	UA	921	320	138	78%	84%	108	91			UA		320	138						
58	16	TOW	D	SFO	23	35	UA	1161	733	120	65%	100%	78	78			UA		733	120						
59	17			UA		320	138					TOW	D	IAD	06	26	UA	352	320	138	78%	100%	107	107		
60	17			UA		320	138					TOW	D	DEN	07	55	UA	598	320	138	90%	100%	124	124		
61	17	D	ORD	10	19	UA	451	320	138	90%	84%	124	104	D	ORD	11	09	UA	624	320	138	71%	84%	98	82	
62	17	D	ORD	12	21	UA	421	320	138	90%	84%	124	104	D	ORD	13	14	UA	632	320	138	71%	84%	98	82	
63	17	D	SFO	17	48	UA	785	733	120	65%	84%	78	66	D	SFO	18	30	UA	984	733	120	90%	84%	108	91	
64	17	TOW	D	ORD	20	47	UA	NEW	320	138	78%	100%	108	108			UA		320	138						
65	13			UA		733	120					TOW	D	SFO	06	32	UA	704	733	120	75%	100%	90	90		
66	13			UA		319	120					TOW	D	ORD	08	18	UA	336	319	120	90%	84%	108	91		
67	13	D	SFO	09	04	UA	1153	752	182	90%	84%	164	138	D	SFO	10	06	UA	898	752	182	67%	84%	121	102	
68	13	D	IAD	10	36	UA	125	320	138	78%	84%	108	91	D	SFO	11	38	UA	900	320	138	67%	84%	92	77	
69	13	D	DEN	12	32	UA	1183	752	182	71%	84%	129	108	D	DEN	14	05	UA	726	752	182	73%	84%	132	111	
70	13	TOW	D	SFO	19	58	UA	901	733	120	90%	84%	108	91			UA		733	120						
71	13	D	ORD	22	18	UA	157	752	182	90%	100%	164	164	TOW	D	ORD	23	00	UA	714	752	182	71%	84%	129	108
72	14			UA		320	138					D	ORD	06	40	UA	686	320	138	78%	100%	107	107			
73	14	D	ORD	08	50	UA	NEW	320	138	66%	84%	91	76	D	ORD	09	40	UA	NEW	320	138	90%	84%	124	104	
74	14	D	SFO	12	56	UA	1155	733	120	65%	84%	78	66	D	SFO	13	41	UA	776	733	120	67%	84%	80	67	
75	14	D	SFO	15	52	UA	955	320	138	65%	84%	90	76	D	ORD	17	00	UA	NEW	320	138	78%	84%	107	90	
76	14	TOW	D	ORD	19	14	UA	263	319	120	78%	84%	94	79			UA		319	120						
77	15	D	SFO	08	08	UA	303	733	120	90%	84%	108	91	D	SFO	09	08	UA	930	733	120	75%	84%	90	76	
78	15	D	SFO	11	45	UA	1148	320	138	65%	84%	90	76	D	IAD	12	45	UA	214	320	138	78%	84%	107	90	
79	15	D	DEN	15	38	UA	1185	320	138	71%	84%	98	82	D	SFO	16	28	UA	316	320	138	75%	84%	103	87	
80	15	TOW	D	DEN	18	46	UA	329	320	138	71%	84%	98	82			UA		320	138						
81	15	TOW	D	DEN	21	42	UA	1165	320	138	90%	100%	124	124			UA		320	138						
82	26			US		319	120					TOW	D	PIT	07	30	US	154	319	120	78%	100%	93	93		
83	26	D	PHL	11	04	US	91	320	142	90%	100%	128	128	D	PHL	11	50	US	100	320	142	72%	100%	102	102	
84	26	TOW	D	PIT	20	12	US	151	319	120	78%	100%	94	94			US		319	120						
85	27	D	CLT	11	55	US	39	319	120	78%	100%	94	94	D	CLT	13	05	US	636	319	120	78%	100%	93	93	
86	27	D	PHL	21	26	US	127	320	142	71%	100%	101	101	D	PHL	22	15	US	80	320	142	72%	100%	102	102	
87	18	I	YVR	10	07	AC	682	319	112	71%	96%	79	76	I	YVR	10	47	AC	681	319	112	71%	96%	79	76	
88	18	I	YYZ	19	55	AC	NEW	320	140	71%	96%	99	95	I	YYZ	21	03	AC	NEW	320	140	71%	96%	99	95	
89	20			AM		M80	137					TOW	I	SJD	09	05	AM	489	M80	137	71%	100%	97	97		
90	20	I	MEX	09	55	AM	NEW	M80	137	71%	100%	97	97	I	MEX	11	00	AM	NEW	M80	137	71%	100%	97	97	
91	20	I	LHR	13	30	BA	NEW	777	257	81%	96%	208	200	I	LHR	15	20	BA	NEW	777	257	81%	96%	208	200	
92	20	TOW	I	SJD	19	35	AM	488	M80	137	71%	100%	97	97			AM		M80	137						
93	21	I	SJD	13	58	AS	231	73G	120	71%	95%	85	81	I	SJD	15	00	AS	230	73G	120	71%	95%	85	81	
94	22	I	LHR	14	23	VS	NEW	343	255	81%	96%	207	199	I	LHR	16	10	VS	NEW	343	255	81%	96%	206	198	
95	23	D	PHX	08	35	HP	180	733	134	90%	94%	121	114	D	PHX	09	25	HP	156	733	134	75%	94%	100	94	
96	23	D	PHX	10	30	YV	6588	CRJ	50	90%	94%	45	42	D	PHX	11	15	YV	6527	CRJ	50	65%	94%	32	30	
97	23	D	LAS	12	50	HP	738	319	124	70%	94%	87	82	D	LAS	13	30	HP	162	319	124	71%	94%	88	83	
98	23	D	PHX	16	33	YV	6264	CRJ	50	61%	94%	30	28	D	PHX	17	15	YV	6585	CRJ	50	75%	94%	37	35	
99	23	D	LAS	17	58	HP	734	733	134	70%	94%	94	88	D	LAS	18	36	HP	896	733	134	75%	94%	100	94	
100	24			HA		763	252					TOW	D	HNL	09	00	HA	15	763	252	78%	100%	196	196		
101	24	TOW	D	HNL	20	45	HA	16	763	252	78%	100%	197	197			HA		763	252						
102	23	D	PHX	19	20	HP	191	320	150	90%	94%	135	127	D	LAS	20	20	HP	728	320	150	75%	94%	112	105	
103	23	TOW	D	LAS	21	31	HP	732	320	150	75%	100%	113	113			HP		320	150						

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Arrivals													Departures											
Ref.	Type	Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.		Type	Dept.	Dept.	Air-	Flt.	Equip-	Dept.	Dept.						
104	25			HP		757	190				TOW	D	PHX	06	45	HP	567	757	190	75%	100%	142	142	
105	25			HP		319	124				TOW	D	PHX	08	10	HP	583	319	124	90%	100%	112	112	
106	25			HP		320	150				TOW	D	PHX	09	30	HP	230	320	150	85%	94%	127	119	
107	25	D	LAS	HP	NEW	319	124	75%	94%	93	D	LAS	10	20	HP	NEW	319	124	71%	94%	88	83		
108	25	D	PHX	HP		709	320	150	90%	94%	135	D	PHX	12	39	HP	824	320	150	65%	94%	97	91	
109	25	D	PHX	HP		182	320	150	61%	94%	91	D	PHX	14	10	HP	46	320	150	65%	94%	97	91	
110	25	D	PHX	HP		196	757	190	61%	94%	116	D	PHX	15	40	HP	759	757	190	65%	94%	123	116	
111	25	D	PHX	HP		186	733	134	61%	94%	82	D	PHX	18	40	HP	187	733	134	90%	94%	121	114	
112	25	TOW	D	PHX		188	757	190	90%	100%	171	D	PHX	18	40	HP	187	733	134	90%	94%	121	114	
113	25	TOW	D	PHX		192	319	124	61%	100%	75	HP					319	124						
114	50			AS		739	172				TOW	D	SEA	06	45	AS	NEW	739	172	78%	100%	134	134	
115	50			AS		M80	140				TOW	D	SEA	08	18	AS	231	M80	140	90%	100%	126	126	
116	50	D	SEA	AS	NEW	M80	140	78%	95%	109	D	SEA	09	05	AS	463	M80	140	78%	95%	109	104		
117	50	D	PDX	AS		230	734	140	90%	95%	126	D	SEA	10	15	AS	545	734	140	72%	95%	100	95	
118	50	D	SEA	AS		526	M80	140	75%	95%	105	D	SEA	13	29	AS	505	M80	140	72%	95%	100	95	
119	50	D	SEA	AS		580	734	140	75%	95%	105	D	SEA	14	24	AS	593	734	140	72%	95%	100	95	
120	50	D	SEA	AS		566	739	172	78%	95%	134	D	SEA	20	11	AS	553	739	172	72%	95%	123	117	
121	50	TOW	D	SEA		562	739	172	78%	100%	134	AS					739	172						
122	50	TOW	D	SEA		558	M80	140	75%	100%	105	AS					M80	140						
123	51			AS		734	140				TOW	D	PDX	06	45	AS	509	734	140	75%	100%	105	105	
124	51	D	SEA	AS		550	734	140	90%	95%	126	D	PDX	10	20	AS	569	734	140	75%	95%	105	100	
125	51	D	BOI	QX	NEW	CR7	70	78%	96%	55	D	BOI	11	25	QX	NEW	CR7	70	78%	96%	54	52		
126	51	D	PDX	AS		572	734	140	61%	95%	85	D	PDX	13	35	AS	426	734	140	68%	95%	95	90	
127	51	D	SEA	AS		518	M80	140	75%	95%	105	D	SEA	17	25	AS	511	M80	140	90%	95%	126	120	
128	51	TOW	D	PDX		586	734	140	61%	100%	85	AS					734	140						
129	28			AA		M80	129				TOW	D	STL	06	45	AA	456	M80	129	78%	100%	100	100	
130	28			AA		738	142				TOW	D	ORD	07	52	AA	400	738	142	90%	100%	128	128	
131	28	D	ORD	AA	NEW	M80	129	78%	86%	101	D	DFW	10	15	AA	NEW	M80	129	78%	86%	100	86		
132	28	D	DFW	AA		1675	M80	129	90%	86%	116	D	STL	11	40	AA	1158	M80	129	78%	86%	100	86	
133	28	D	DFW	AA		1815	M80	129	74%	86%	95	D	DFW	14	03	AA	668	M80	129	72%	86%	92	79	
134	28	D	SJC	A100		3145	ERD	44	61%	86%	27	D	SJC	16	08	A100	3146	ERD	44	71%	86%	31	27	
135	28	TOW	D	ORD		1249	M80	129	66%	86%	85	AA					M80	129						
136	28	TOW	D	ORD		1017	738	142	78%	86%	111	AA					738	142						
137	28	D	STL	AA		851	M80	129	78%	100%	101	D	ORD	23	00	AA	1930	M80	129	71%	86%	91	78	
138	29			AA		757	180				TOW	D	DFW	06	30	AA	522	757	180	72%	100%	129	129	
139	29			AA		757	180				TOW	D	DFW	08	16	AA	1120	757	180	90%	86%	162	139	
140	29	D	DFW	AA	NEW	M80	129	74%	86%	95	D	DFW	19	30	AA	806	M80	129	72%	86%	92	79		
141	29	D	SJC	A100		3143	ERD	44	61%	86%	27	D	SJC	11	50	A100	3183	ERD	44	71%	86%	31	27	
142	29	D	SJC	A100		3181	ERD	44	61%	86%	27	D	SJC	13	56	A100	3178	ERD	44	71%	86%	31	27	
143	29	D	DFW	AA		1589	M80	129	74%	86%	95	D	DFW	16	22	AA	1178	M80	129	90%	86%	116	100	
144	29	TOW	D	DFW		1688	757	180	78%	86%	140	AA					757	180						
145	29	TOW	D	SJC		3152	ERD	44	75%	100%	33	A100					ERD	44						
146	29	TOW	D	DFW		1213	M80	129	78%	100%	101	AA					M80	129						
147	30			A100		ERD	44				TOW	D	SJC	06	30	A100	3134	ERD	44	75%	100%	33	33	
148	30			AA		738	142				TOW	D	JFK	07	45	AA	160	738	142	90%	100%	128	128	
149	30	D	JFK	AA		265	738	142	78%	86%	111	D	ORD	10	44	AA	1616	738	142	78%	86%	110	95	
150	30	D	ORD	AA		593	M80	129	90%	86%	116	D	ORD	12	14	AA	2050	M80	129	71%	86%	91	78	
151	30	D	ORD	AA		1645	M80	129	66%	86%	85	D	ORD	14	13	AA	1318	M80	129	78%	86%	100	86	
152	30	D	SJC	A100		3147	ERD	44	75%	86%	33	D	SJC	19	05	A100	3114	ERD	44	75%	86%	33	28	
153	30	D	SJC	A100		3179	ERD	44	90%	86%	40	D	SJC	20	25	A100	3180	ERD	44	71%	86%	31	27	
154	30	TOW	D	JFK		127	738	142	90%	100%	128	AA					738	142						
155	30	TOW	D	ORD		1087	M80	129	66%	100%	85	AA					M80	129						

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Ref.		Arrivals										Departures														
		Type	Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.		Type	Dept.	Dept.	Air-	Flt.	Equip-		Dept.	Dept.						
156	31				AA		762	158				TOW	D	BOS	07	15	AA	226	762	158	78%	100%	123	123		
157	31	D	DFW	08	48	AA	1439	M80	129	74%	86%	95	82	D	DFW	09	30	AA	614	M80	129	90%	86%	116	100	
158	31	D	STL	10	55	AA	683	M80	129	78%	85%	101	86	D	DFW	11	44	AA	878	M80	129	72%	86%	92	79	
159	31	D	JFK	14	12	AA	NEW	777	236	61%	86%	144	124	D	JFK	15	15	AA	NEW	777	236	90%	86%	212	182	
160	31	D	DFW	17	41	AA	1961	M80	129	74%	86%	95	82	D	ORD	18	25	AA	NEW	M80	129	71%	86%	91	78	
161	31	TOW	D	BOS	20	30	AA	225	762	158	78%	100%	123	123			AA	123	762	158						
162	31	TOW	D	DFW	22	05	AA	1821	757	180	78%	100%	140	140			AA	757	180							
163	32				AA		M80	129						TOW	D	ORD	06	15	AA	1580	M80	129	78%	100%	100	100
164	32				AA		M80	129						TOW	D	DFW	06	55	AA	1664	M80	129	72%	100%	92	92
165	32	D	SJC	08	20	A100	3141	ERD	44	90%	86%	40	34	D	SJC	09	00	A100	3142	ERD	44	90%	86%	40	34	
166	32	D	DFW	12	08	AA	465	M80	129	78%	86%	101	87	D	DFW	12	50	AA	506	M80	129	72%	86%	92	79	
167	32	D	DFW	14	07	AA	1429	M80	129	74%	86%	95	82	D	DFW	15	00	AA	2226	M80	129	72%	86%	92	79	
168	32	D	SJC	16	36	A100	3177	ERD	44	61%	86%	27	23	D	SJC	17	09	A100	3176	ERD	44	90%	86%	40	34	
169	32	D	ORD	21	00	AA	1137	738	142	90%	100%	128	128	D	JFK	21	50	AA	208	738	142	68%	86%	96	83	
170	33				NW		320	148						TOW	D	DTW	06	26	NW	276	320	148	78%	100%	115	115
171	33	D	MSP	10	06	NW	187	320	148	90%	96%	133	128	D	DTW	10	46	NW	188	320	148	78%	96%	115	110	
172	33	D	MSP	13	11	NW	NEW	757	180	78%	96%	140	134	D	MSP	14	06	NW	NEW	757	180	73%	96%	131	126	
173	33	D	MSP	18	02	NW	185	319	124	74%	96%	92	88	D	MSP	18	42	NW	NEW	319	124	73%	96%	90	86	
174	33	TOW	D	MSP	23	04	NW	191	320	148	74%	100%	110	110			NW	110	320	148						
175	34				NW		320	148						TOW	D	MSP	06	30	NW	190	320	148	78%	100%	115	115
176	34	D	MEM	10	54	NW	189	319	124	78%	96%	97	93	D	MSP	12	05	NW	184	319	124	73%	96%	90	86	
177	34	D	DTW	15	12	NW	NEW	320	148	51%	96%	75	72	D	MSP	16	00	NW	NEW	320	148	90%	96%	133	128	
178	35	D	MSP	08	35	NW	NEW	319	124	74%	96%	92	88	D	MSP	09	30	NW	186	319	124	78%	96%	96	92	
179	35	D	DTW	11	48	NW	273	320	148	90%	96%	133	128	D	DTW	12	40	NW	278	320	148	78%	96%	115	110	
180	35	D	MSP	15	00	NW	NEW	319	124	74%	96%	92	88	D	MEM	15	40	NW	NEW	319	124	78%	96%	96	92	
181	35	TOW	D	DTW	20	54	NW	485	320	148	90%	100%	133	133			NW	320	148							
182	36				CO		738	155						TOW	D	IAH	07	10	CO	132	738	155	78%	100%	120	120
183	36	D	IAH	08	55	CO	1617	735	104	71%	100%	74	74	D	IAH	09	45	CO	426	735	104	90%	100%	94	94	
184	36	D	EWR	10	00	CO	NEW	73G	124	90%	100%	112	112	D	CLE	11	00	CO	NEW	73G	124	78%	100%	96	96	
185	36	D	CLE	22	05	CO	NEW	73G	124	78%	100%	97	97	D	EWR	22	53	CO	NEW	73G	124	73%	100%	90	90	
186	36	D	IAH	13	20	CO	478	738	155	78%	100%	121	121	D	IAH	14	35	CO	335	738	155	78%	100%	120	120	
187	36	TOW	D	IAH	16	55	CO	447	738	155	71%	100%	110	110			CO	110	738	155						
188	36	D	EWR	20	30	CO	1426	738	155	90%	100%	140	140			CO	140	738	155							
189	37				CO		738	155						TOW	D	EWR	22	00	CO	327	738	155	73%	100%	113	113
190	37	D	IAH	10	30	CO	1045	733	130	90%	100%	117	117	D	EWR	08	00	CO	1827	738	155	90%	100%	140	140	
191	37	D	EWR	12	00	CO	1626	738	155	65%	100%	101	101	D	IAH	11	30	CO	1779	733	130	73%	100%	94	94	
192	37	D	EWR	15	02	CO	1726	73G	124	65%	100%	80	80	D	IAH	12	50	CO	1602	738	155	73%	100%	113	113	
193	37	TOW	D	IAH	22	11	CO	157	738	155	78%	100%	121	121	D	EWR	15	55	CO	427	73G	124	73%	100%	90	90
194	38				DL		M90	150						TOW	D	SLC	06	15	DL	1181	M90	150	78%	100%	117	117
195	38	D	SLC	12	01	DL	1889	M90	150	78%	100%	117	117	D	SLC	13	05	DL	1180	M90	150	68%	100%	101	101	
196	38	D	ATL	20	23	DL	336	738	154	90%	100%	139	139	D	ATL	22	35	DL	1471	738	154	71%	100%	109	109	
197	39				DL		757	183						TOW	D	CVG	07	00	DL	634	757	183	78%	100%	142	142
198	39	D	CVG	10	24	DL	747	757	252	78%	100%	197	197	D	ATL	11	30	DL	730	757	252	71%	100%	178	178	
199	39	D	ATL	12	26	DL	273	757	183	63%	100%	115	115	D	ATL	13	22	DL	212	757	183	71%	100%	129	129	
200	39	D	ATL	14	11	DL	783	757	183	63%	100%	115	115	D	ATL	15	30	DL	788	757	183	90%	100%	165	165	
201	39	TOW	D	ATL	17	42	DL	840	757	183	78%	100%	143	143			DL	757	183							
202	40				DL		763	183						TOW	D	ATL	06	30	DL	1798	763	183	78%	100%	142	142
203	40				DL		763	252						TOW	D	ATL	08	55	DL	228	763	252	90%	100%	227	227
204	40	D	ATL	10	08	DL	1793	763	252	90%	100%	227	227	D	CVG	11	17	DL	734	763	252	78%	100%	196	196	
205	40	TOW	D	CVG	19	28	DL	639	763	183	78%	100%	143	143			DL	763	183							
206	40	TOW	D	ATL	22	06	DL	411	763	252	63%	100%	158	158			DL	763	252							
207	41	D	SLC	09	19	DL	3787	M90	150	90%	100%	135	135	D	SLC	09	50	DL	3787	M90	150	78%	100%	117	117	

Attachement C
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**Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2010 AAD Forecast
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Ref.	Arrivals											Departures													
	Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.		Type	Dept.	Dept.	Air-	Flt.	Equip-		Dept.	Dept.					
208 41	D	SLC	16	30	DL	3824	M90	150	62%	100%	93	93	D	SLC	17	00	DL	3824	M90	150					
209 41	TOW	D	SLC	21	41	DL	612	M90	150	62%	100%	93	93	D	IND	13	35	TZ	NEW	738	175	78%	100%	136	136
210 42	D	IND	12	30	TZ	NEW	738	175	78%	100%	137	137	TOW	D	DEN	06	20	YV	420	CR7	70	73%	100%	51	51
211 43	D	DEN	08	15	YV	569	CR7	70	78%	94%	55	52	D	DEN	09	00	YV	566	CR7	70	78%	94%	54	51	
212 43	D	DEN	20	20	YV	567	CR7	70	78%	94%	55	52	D	DEN	21	00	YV	568	CR7	70	73%	94%	51	48	
213 43	D	DEN	11	40	YV	NEW	CR7	70	74%	94%	52	49	D	DEN	12	10	YV	NEW	CR7	70	73%	94%	51	48	
214 43	D	DEN	13	50	YV	561	CR7	70	74%	94%	52	49	D	DEN	14	45	YV	564	CR7	70	73%	94%	51	48	
215 43	D	DEN	15	48	YV	NEW	CR7	70	74%	94%	52	49	D	DEN	16	29	YV	NEW	CR7	70	73%	94%	51	48	
216 43	D	DEN	17	27	YV	NEW	CR7	70	74%	94%	52	49	D	DEN	18	03	YV	NEW	CR7	70	90%	94%	63	59	
217 43	D	DEN	19	20	YV	551	CR7	70	78%	94%	55	52	D	DEN	20	00	YV	552	CR7	70	73%	94%	51	48	
218 43	TOW	D	DEN	22	35	YV	563	CR7	70	90%	100%	63	63	TOW	D	DEN	06	15	YV	CR7	70				
219 43	D	DEN	08	15	B6	E19	100						D	DEN	08	50	B6	NEW	E19	100	73%	100%	73	73	
220 44	D	DEN	09	09	B6	NEW	E19	100	78%	98%	78	76	D	DEN	09	45	B6	NEW	E19	100	90%	98%	90	88	
221 44	D	SLC	12	20	B6	NEW	E19	100	90%	98%	90	88	D	PDX	09	50	B6	NEW	E19	100	90%	98%	90	88	
222 44	D	DEN	16	58	B6	NEW	E19	100	71%	98%	71	70	D	SEA	12	30	B6	NEW	E19	100	72%	98%	72	71	
223 44	D	DEN	18	00	B6	NEW	E19	100	71%	98%	71	70	D	OAK	17	40	B6	NEW	E19	100	90%	98%	90	88	
224 44	TOW	D	JFK	22	05	B6	NEW	320	156	61%	97%	95	92	D	DFW	18	40	B6	NEW	320	156	78%	98%	121	119
225 44	D	JFK	08	45	B6	185	320	156	61%	100%	95	95	D	DFW	18	40	B6	NEW	320	156	78%	98%	121	119	
226 44	D	SEA	08	45	B6	320	156						TOW	D	JFK	06	30	B6	314	320	156	78%	100%	121	121
227 45	D	SEA	09	35	B6	NEW	E19	100	78%	98%	78	76	D	SEA	09	20	B6	NEW	E19	100	78%	98%	78	76	
228 45	D	OAK	11	14	B6	NEW	E19	100	90%	98%	90	88	D	OAK	10	15	B6	NEW	E19	100	67%	98%	67	66	
230 45	D	FLL	18	45	B6	NEW	E19	100	75%	98%	75	74	D	FLL	11	56	B6	NEW	E19	100	78%	98%	121	119	
231 45	D	OAK	21	07	B6	NEW	E19	100	78%	98%	75	74	D	DEN	19	30	B6	NEW	E19	100	78%	98%	78	76	
232 45	D	DFW	08	55	B6	NEW	E19	100	90%	100%	140	140	D	JFK	21	51	B6	NEW	E19	100	68%	98%	105	103	
233 46	D	PDX	12	02	B6	NEW	E19	100	75%	98%	75	74	D	SLC	09	30	B6	NEW	E19	100	78%	98%	78	76	
234 46	D	MCO	13	04	B6	NEW	E19	100	78%	98%	122	120	D	MCO	12	46	B6	NEW	E19	100	78%	98%	121	119	
235 46	D	DFW	19	35	B6	NEW	E19	100	74%	98%	115	113	D	IAD	13	42	B6	NEW	E19	100	78%	98%	121	119	
236 46	TOW	D	PDX	21	56	B6	NEW	320	156	74%	98%	115	113	D	IAD	13	42	B6	NEW	320	156	78%	98%	121	119
237 46	D	DEN	09	02	B6	NEW	E19	100	90%	98%	90	88	D	PDX	20	15	B6	NEW	E19	100	68%	98%	68	67	
238 47	D	DFW	11	00	B6	NEW	E19	100	74%	98%	90	88	D	DFW	09	45	B6	NEW	E19	100	68%	98%	68	67	
239 47	D	JFK	13	42	B6	NEW	E19	100	75%	98%	75	74	D	DFW	09	45	B6	NEW	E19	100	78%	98%	121	119	
240 47	D	SEA	19	00	B6	181	320	156	78%	98%	122	120	D	JFK	12	05	B6	182	320	156	68%	98%	105	103	
241 47	D	SLC	20	45	B6	NEW	E19	100	75%	98%	75	74	D	DEN	14	20	B6	NEW	E19	100	73%	98%	73	72	
242 47	D	IAD	07	46	B6	NEW	E19	100	90%	98%	90	88	D	SLC	19	39	B6	NEW	E19	100	68%	98%	68	67	
243 47	D	IAD	20	45	B6	309	320	156	78%	98%	122	120	D	SLC	19	39	B6	NEW	E19	100	68%	98%	68	67	
244 48	D	ATL	10	45	B6	320	156						D	DFW	07	46	B6	NEW	320	156	72%	100%	112	112	
245 48	D	ATL	20	55	FL	NEW	73G	137	90%	100%	123	123	D	ATL	11	30	FL	NEW	73G	137	71%	100%	97	97	
246 8	D	ATL	12	25	FL	NEW	73G	137	90%	100%	123	123	D	ATL	22	20	FL	NEW	73G	137	71%	100%	97	97	
247 8	D	ABQ	14	05	WN	NEW	733	137	69%	97%	94	91	D	SAT	12	50	WN	NEW	733	137	65%	97%	88	85	
248 8	D	PHX	16	00	WN	1799	733	137	61%	97%	83	81	D	OAK	14	30	WN	2268	733	137	67%	97%	91	88	
249 8	D	BNA	17	30	WN	NEW	73G	137	71%	97%	97	94	D	PHX	16	25	WN	1324	73G	137	75%	97%	102	99	
250 8	D	ABQ	19	05	WN	2623	73G	137	69%	97%	94	91	D	PHX	17	55	WN	594	73G	137	90%	97%	123	119	
251 8	D	HOU	21	29	WN	NEW	733	137	78%	97%	107	104	D	LAS	17	35	WN	1975	733	137	67%	97%	91	88	
252 9	D	RNO	08	25	WN	NEW	735	122	67%	100%	82	82	D	TUS	19	35	WN	1975	733	137	67%	97%	91	88	
253 9	D	PHX	11	05	WN	572	733	137	76%	97%	104	101	D	RNO	22	00	WN	NEW	735	122	67%	97%	81	79	
254 9	D	OAK	13	10	WN	336	733	137	64%	97%	87	84	D	PHX	08	25	WN	1883	733	137	90%	97%	123	119	
255 9	D	PHX	15	05	WN	277	73G	137	61%	97%	83	81	D	SJC	11	30	WN	2381	733	137	71%	97%	97	94	
256 9	D	SMF	16	50	WN	2044	733	137	71%	97%	97	94	D	OAK	13	35	WN	277	73G	137	67%	97%	91	88	
257 9	D	MDW	19	05	WN	NEW	73G	137	71%	97%	97	94	D	TUS	15	30	WN	2044	733	137	67%	97%	91	88	
258 9	TOW	D	OAK	21	30	WN	509	73G	137	90%	97%	123	119	D	SMF	17	15	WN	2391	73G	137	90%	97%	123	119
259 10	D	SJC	06	30	WN	1510	73G	137	75%	100%	103	103	D	SMF	17	15	WN	2391	73G	137	90%	97%	123	119	
					WN	1510	73G	137	75%	100%	103	103	TOW	D	SJC	21	30	WN	1797	73G	137	75%	97%	102	99
					WN	1510	73G	137	75%	100%	103	103	TOW	D	SMF	06	30	WN	2300	733	137	75%	100%	102	102

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2010 AAD Forecast
Proposed Project (Preferred Alternative)

Ref.		Arrivals										Departures												
		Type	Arr.	Arr.	Air- WN	Flt.	Equip- 73G	137	Arr.	Arr.	107	104	Type	Dept.	Dept.	Air- WN	Flt.	Equip- 73G	137	Dept.	Dept.	123	123	
260	10											TOW	D	BWI	07	45	WN	1546	73G	137	90%	100%	123	123
261	10	D	MDW	09	20	WN	658	73G	137	78%	97%	D	D	MSY	09	50	WN	575	73G	137	78%	97%	106	103
262	10	D	PHX	10	50	WN	1165	733	137	90%	97%	D	D	PHX	11	20	WN	371	733	137	65%	97%	88	85
263	10	D	SAT	12	50	WN	NEW	733	137	78%	97%	D	D	ABQ	13	20	WN	NEW	733	137	78%	97%	106	103
264	10	D	MDW	14	35	WN	391	73G	137	71%	97%	D	D	LAS	15	05	WN	2224	73G	137	71%	97%	97	94
265	10	D	OAK	16	15	WN	2392	733	137	64%	97%	D	D	OAK	16	40	WN	2275	733	137	75%	97%	102	99
266	10	D	PHX	17	50	WN	699	733	137	61%	97%	D	D	SMF	18	15	WN	699	733	137	90%	97%	123	119
267	10	D	SJC	19	10	WN	2478	733	137	90%	97%	D	D	SMF	19	35	WN	2730	733	137	75%	97%	102	99
268	10	D	SMF	20	40	WN	1728	733	137	75%	100%	D	D	OAK	21	05	WN	2028	733	137	67%	97%	91	88
269	10	TOW	D	BWI	22	35	WN	1861	73G	137	65%	100%					WN		73G	137				
270	01A					WN		73G	137			TOW	D	ABQ	06	35	WN	2234	73G	137	78%	100%	106	106
271	01A					WN		735	122			TOW	D	RNO	08	10	WN	NEW	735	122	90%	100%	110	110
272	01A	D	PHX	09	25	WN	680	733	137	90%	97%	D	D	SJC	09	50	WN	680	733	137	90%	97%	123	119
273	01A	D	BNA	11	20	WN	1290	73G	137	90%	97%	D	D	OAK	11	50	WN	1290	73G	137	67%	97%	91	88
274	01A	D	SJC	13	00	WN	659	733	137	61%	97%	D	D	PHX	13	25	WN	659	733	137	65%	97%	88	85
275	01A	D	MCI	14	40	WN	1565	733	137	78%	97%	D	D	ABQ	15	18	WN	NEW	733	137	78%	97%	106	103
276	01A	D	PHX	16	25	WN	1958	733	137	61%	97%	D	D	SMF	16	50	WN	1958	733	137	75%	97%	102	99
277	01A	D	LAS	19	35	WN	267	73G	137	70%	97%	D	D	PHX	20	00	WN	1102	73G	137	65%	97%	88	85
278	01A	D	OAK	21	10	WN	2476	73G	137	75%	100%	D	D	SMF	21	35	WN	1631	73G	137	67%	97%	91	88
279	01A	TOW	D	ABQ	21	50	WN	NEW	733	137	90%	100%					WN		733	137				
280	11					WN		733	137			TOW	D	OAK	06	40	WN	1024	733	137	75%	100%	102	102
281	11					WN		73G	137			TOW	D	PHL	08	12	WN	NEW	73G	137	90%	98%	123	121
282	11	D	HOU	09	30	WN	NEW	733	137	78%	97%	D	D	HOU	10	00	WN	NEW	733	137	78%	97%	106	103
283	11	D	SMF	11	25	WN	1554	733	137	71%	97%	D	D	LAS	11	55	WN	1554	733	137	71%	97%	97	94
284	11	D	OAK	13	10	WN	281	73G	137	64%	97%	D	D	BNA	13	35	WN	281	73G	137	71%	97%	97	94
285	11	D	LAS	14	50	WN	2060	73G	137	70%	97%	D	D	MDW	15	20	WN	1679	73G	137	78%	97%	106	103
286	11	D	SMF	16	45	WN	2587	733	137	71%	97%	D	D	PHX	17	15	WN	2587	733	137	75%	97%	102	99
287	11	D	SMF	18	20	WN	968	733	137	75%	97%	D	D	ABQ	18	45	WN	968	733	137	78%	97%	106	103
288	11	D	SJC	20	30	WN	1555	733	137	90%	100%	D	D	LAS	20	55	WN	901	733	137	71%	97%	97	94
289	11	TOW	D	LAS	22	45	WN	1072	733	137	90%	100%					WN		733	137				
290	12					WN		733	137			TOW	D	PHX	06	40	WN	2765	733	137	75%	100%	102	102
291	12	D	PHX	07	15	WN	888	733	137	61%	97%	D	D	SJC	07	50	WN	479	733	137	75%	100%	102	102
292	12	D	ABQ	09	35	WN	413	733	137	90%	97%	D	D	LAS	10	00	WN	906	733	137	71%	97%	97	94
293	12	D	CMH	11	45	WN	NEW	73G	137	78%	97%	D	D	MDW	12	15	WN	1060	73G	137	71%	97%	97	94
294	12	D	RNO	14	05	WN	NEW	735	122	67%	97%	D	D	RNO	14	30	WN	NEW	735	122	67%	97%	81	79
295	12	D	SMF	16	00	WN	794	73G	137	71%	97%	D	D	BNA	16	25	WN	NEW	73G	137	71%	97%	97	94
296	12	D	ELP	18	05	WN	2025	733	137	78%	97%	D	D	OAK	18	35	WN	1381	733	137	75%	97%	102	99
297	12	D	PHX	20	35	WN	586	73G	137	90%	100%	D	D	SJC	21	00	WN	586	73G	137	71%	97%	97	94
298	12	TOW	D	OAK	22	50	WN	2676	735	122	64%	100%					WN		735	122				
299	C01					A100		ERD	44			TOW	D	LAX	06	18	A100	3058	ERD	44	75%	100%	33	33
300	C01	D	LAX	07	31	A100	3063	ERD	44	75%	85%	D	D	LAX	08	00	A100	3064	ERD	44	90%	100%	40	40
301	C01	D	LAX	09	15	A100	3103	CR7	70	90%	86%	D	D	LAX	09	45	A100	3106	CR7	70	75%	86%	52	45
302	C01	D	LAX	11	00	A100	3047	ERD	44	69%	86%	D	D	LAX	11	30	A100	3046	ERD	44	63%	86%	28	24
303	C01	D	LAX	12	00	A100	3073	ERD	44	69%	86%	D	D	LAX	12	30	A100	3074	ERD	44	63%	86%	28	24
304	C01	D	LAX	15	29	A100	3091	ERD	44	69%	86%	D	D	LAX	16	00	A100	3092	ERD	44	75%	86%	33	28
305	C01	D	LAX	16	31	A100	3085	ERD	44	75%	86%	D	D	LAX	17	00	A100	3086	ERD	44	90%	86%	40	34
306	C01	D	LAX	19	15	A100	3093	ERD	44	75%	86%	D	D	LAX	19	45	A100	3094	ERD	44	75%	86%	33	28
307	C01	D	LAX	20	56	A100	3097	ERD	44	75%	100%	D	D	LAX	21	30	A100	3056	ERD	44	63%	86%	28	24
308	C01	TOW	D	LAX	22	43	A100	3059	ERD	44	69%	100%					A100		ERD	44				
309	C02					A100		ERD	44			TOW	D	LAX	06	50	A100	3062	ERD	44	75%	100%	33	33
310	C02	D	LAX	08	05	A100	3159	ERD	44	90%	86%	D	D	LAX	08	42	A100	3112	ERD	44	90%	86%	40	34
311	C02	D	LAX	10	18	A100	3069	ERD	44	75%	86%	D	D	LAX	10	40	A100	3070	ERD	44	63%	86%	28	24

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2010 AAD Forecast
Proposed Project (Preferred Alternative)

Ref.	Arrivals												Departures													
	Type	Arr.	Arr.	Air-	Flt.	Equip-	Arr.	Arr.	Arr.	Arr.	Type	Dept.	Dept.	Air-	Flt.	Equip-	Dept.	Dept.	Dept.	Dept.						
312	C02	D	LAX	13	09	A100	3075	ERD	44	69%	86%	30	26	D	LAX	13	35	A100	3076	ERD	44	63%	86%	28	24	
313	C02	D	LAX	14	10	A100	3077	ERD	44	69%	86%	30	26	D	LAX	14	40	A100	3078	ERD	44	63%	86%	28	24	
314	C02	D	LAX	18	05	A100	3107	ERD	44	90%	86%	40	34	D	LAX	18	33	A100	3108	ERD	44	90%	86%	40	34	
315	C02	TOW	D	LAX	23	27	A100	3061	ERD	44	69%	100%	30	30					A100		ERD	44				
316	C03					A296		CRJ	50					TOW	D	LAX	06	15	A296	6072	CRJ	50	75%	100%	37	37
317	C03					A296		CRJ	50					TOW	D	LAX	07	10	A296	6068	CRJ	50	90%	100%	45	45
318	C03	D	LAX	09	33	A296	6127	CRJ	50	75%	84%	38	32	D	LAX	09	55	A296	6138	CRJ	50	75%	84%	37	31	
319	C03	D	LAX	10	25	A296	6144	CRJ	50	75%	84%	38	32	D	LAX	11	00	A296	6162	CRJ	50	63%	84%	31	26	
320	C03	D	LAX	12	57	A296	6070	CRJ	50	69%	84%	34	29	D	LAX	13	19	A296	6070	CRJ	50	63%	84%	31	26	
321	C03	D	LAX	14	26	A296	6082	CRJ	50	69%	84%	34	29	D	LAX	15	00	A296	6082	CRJ	50	63%	84%	31	26	
322	C03	D	LAX	17	40	A296	6073	CRJ	50	90%	84%	45	38	D	LAX	18	08	A296	6073	CRJ	50	90%	84%	45	38	
323	C03	TOW	D	LAX	20	21	A296	6075	CRJ	50	75%	84%	38	32					A296		CRJ	50				
324	C03	TOW	D	LAX	22	56	A296	6135	CRJ	50	69%	100%	34	34					A296		CRJ	50				
325	C04					A296		CRJ	50					TOW	D	LAX	06	44	A296	6538	CRJ	50	75%	100%	37	37
326	C04	D	LAX	07	18	A296	6160	CRJ	50	75%	86%	38	33	D	LAX	07	40	A296	6163	CRJ	50	90%	100%	45	45	
327	C04	D	LAX	08	20	A296	6169	CRJ	50	90%	84%	45	38	D	LAX	08	45	A296	6069	CRJ	50	90%	84%	45	38	
328	C04	D	LAX	11	50	A296	6092	CRJ	50	69%	84%	34	29	D	LAX	12	20	A296	6092	CRJ	50	63%	84%	31	26	
329	C04	D	LAX	13	27	A296	6548	CRJ	50	69%	84%	34	29	D	LAX	14	18	A296	6549	CRJ	50	63%	84%	31	26	
330	C04	D	LAX	15	18	A296	6071	CRJ	50	69%	84%	34	29	D	LAX	15	45	A296	6071	CRJ	50	63%	84%	31	26	
331	C04	D	LAX	16	40	A296	6179	CRJ	50	75%	84%	38	32	D	LAX	17	08	A296	6179	CRJ	50	90%	84%	45	38	
332	C04	D	LAX	19	07	A296	6554	CRJ	50	75%	84%	38	32	D	LAX	19	50	A296	6555	CRJ	50	75%	84%	37	31	
333	C04	D	LAX	21	06	A296	6080	CRJ	50	69%	100%	34	34	D	LAX	21	32	A296	6080	CRJ	50	63%	84%	31	26	
334	C04	TOW	D	LAX	23	02	A296	6556	CRJ	50	69%	100%	34	34					A296		CRJ	50				
335	Cargo		MEM	17	31	FX	906	DC10										MEM	19	25	FX	1222	DC10			
336	Cargo		MEM	05	03	FX	1422	MD10										MEM	09	57	FX	821	MD10			
337	Cargo		IND	04	46	FX	1754	300										IND	10	34	FX	3613	300			
338	Cargo		AFW	16	35	FX	3166	72Q													FX		72Q			
339	Cargo		PHX	06	13	DHL	508	72Q										PHX	18	50	DHL	108	72Q			
340	Cargo		ILN	05	59	ABX	814	762										ILN	19	02	ABX	414	762			
341	Cargo		SDF	04	22	UPS	922	763										BOI	06	40	UPS	9823	763			
342	Cargo					FX		72Q										AFW	06	39	FX	3116	72Q			
343	GA		SBP	06	11	GA		GLF4																		
344	GA		HOU	07	47	GA		GLF4																		
345	GA		RQE	08	36	GA		BE20																		
346	GA		CCR	10	38	GA		GLF4																		
347	GA		PHX	10	18	GA		H25B																		
348	GA		HHR	11	50	GA		GLF4																		
349	GA		VNY	12	51	GA		BE20																		
350	GA		PSP	12	44	GA		GLF4																		
351	GA		LAS	12	03	GA		H25B																		
352	GA		IAH	13	06	GA		CL600																		
353	GA		BOS	14	12	GA		CL600																		
354	GA		SMO	15	30	GA		BE20																		
355	GA		LAS	15	35	GA		H25B																		
356	GA		SDL	16	31	GA		H25B																		

Attachement C

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2010 AAD Forecast
Proposed Project (Preferred Alternative)

Ref.	Type	Arrivals							Departures								
		Type	Arr.	Arr.	Air-	Flt.	Equip-	Arr.	Arr.	Type	Dept.	Dept.	Air-	Flt.	Equip-	Dept.	Dept.
357	GA	SMF	17	54	GA		BE20										
358	GA	BFL	18	34	GA		BE20										
359	GA	SPF	18	59	GA		GLF4										
360	GA	LAS	19	48	GA		BE20										
361	GA	OKC	20	53	GA		GLF4										
362	GA	BFI	19	21	GA		GLF4										
363	GA	SGF	19	14	GA		GLF4										
364	GA	SLC	19	48	GA		H25B										
365	GA	SDL	22	04	GA		CL600										
366	GA									PIT	06	14	GA		CL600		
367	GA									GYR	07	44	GA		BE20		
368	GA									ELP	07	22	GA		GLF4		
369	GA									PHX	08	38	GA		BE20		
370	GA									BOI	09	13	GA		GLF4		
371	GA									MRY	10	23	GA		BE20		
372	GA									PSP	11	44	GA		BE20		
373	GA									ONT	12	58	GA		GLF4		
374	GA									ADS	13	04	GA		BE20		
375	GA									TEB	13	17	GA		GLF4		
376	GA									VNY	13	05	GA		H25B		
377	GA									HOU	13	14	GA		H25B		
378	GA									AUS	15	51	GA		CL600		
379	GA									LAS	15	47	GA		H25B		
380	GA									CCR	15	34	GA		H25B		
381	GA									CMH	16	57	GA		CL600		
382	GA									HHR	17	50	GA		GLF4		
383	GA									LGB	17	29	GA		GLF4		
384	GA									CMA	18	43	GA		GLF4		
385	GA									SBP	19	13	GA		GLF4		
386	GA									LAS	19	37	GA		GLF4		
387	GA									L45	21	39	GA		BE20		
388	GA									LAS	21	57	GA		H25B		
389	MIL	OAK	15	45	MIL	113	FA20						MIL				
390	MIL									OAK	17	45	MIL	114	FA20		

Source: HNTB analysis.

ATTACHMENT D

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2015 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Gate Type	Arrivals											Departures												
			Type	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
1	01A	NB	D	OAK	08	35	WN	73G	137	137	75%	97%	103	100		D	PHX	09	00	WN	73G	137	75%	97%	103	100
2	01A	NB	D	MCI	12	20	WN	73G	137	137	90%	97%	123	120		D	BNA	12	50	WN	73G	137	69%	97%	95	92
3	01A	NB	D	PHX	13	30	WN	73G	137	137	63%	97%	87	84		D	BWI	14	05	WN	73G	137	76%	97%	105	101
4	01A	NB	D	LAS	14	55	WN	73G	137	137	72%	97%	99	96		D	SJC	15	20	WN	73G	137	73%	97%	101	98
5	01A	NB	D	PHX	17	05	WN	73G	137	137	63%	97%	87	84		D	SMF	17	35	WN	73G	137	90%	97%	123	120
6	01A	NB	D	SMF	20	35	WN	73G	137	137	75%	97%	103	100	Y					WN	73G	137				
7	01B	NB					WN	733	137	137					D	PHX	07	00	WN	733	137	75%	100%	103	103	
8	01B	NB	D	TUS	08	25	WN	73G	137	137	90%	97%	123	120	D	OAK	08	50	WN	73G	137	90%	97%	123	120	
9	01B	NB	D	ELP	11	40	WN	735	122	122	90%	97%	110	107	D	RNO	12	10	WN	735	122	68%	97%	83	81	
10	01B	NB	D	OAK	12	40	WN	733	137	137	65%	97%	90	87	D	LAS	13	05	WN	733	137	71%	97%	98	95	
11	01B	NB	D	ABQ	14	05	WN	73G	137	137	69%	97%	95	92	D	PVD	14	30	WN	73G	137	76%	97%	105	101	
12	01B	NB	D	SMF	17	20	WN	733	137	137	75%	97%	103	100	D	OAK	17	45	WN	733	137	90%	97%	123	120	
13	01C	NB	Y				WN	733	137	137					D	OAK	07	10	WN	733	137	90%	100%	123	123	
14	01C	NB	D	SMF	08	55	WN	733	137	137	90%	97%	123	120	D	HOU	09	20	WN	733	137	76%	97%	105	101	
15	01C	NB	D	LAS	10	10	WN	733	137	137	90%	97%	123	120	D	ABQ	10	35	WN	733	137	76%	97%	105	101	
16	01C	NB	D	ABQ	12	05	WN	733	122	122	69%	97%	85	82	D	SAT	12	35	WN	733	137	63%	97%	87	84	
17	01C	NB	D	OAK	16	05	WN	73G	137	137	65%	97%	90	87	D	LAS	16	30	WN	73G	137	75%	97%	103	100	
18	01C	NB	D	BNA	17	05	WN	73G	137	137	50%	97%	68	66	D	MDW	17	30	WN	73G	137	61%	97%	84	82	
19	01C	NB	D	OAK	20	25	WN	735	122	122	90%	97%	110	107	D	PHX	20	50	WN	735	122	69%	97%	85	82	
20	02	NB					WN	733	137	137					D	PHX	06	30	WN	733	137	75%	100%	103	103	
21	02	NB	Y				WN	73G	137	137					D	BNA	08	30	WN	73G	137	90%	97%	123	120	
22	02	NB	D	LAS	08	45	WN	73G	137	137	75%	97%	103	100	D	AUS	09	10	WN	73G	137	76%	97%	105	101	
23	02	NB	D	HOU	09	25	WN	733	137	137	76%	97%	105	101	D	SAT	09	55	WN	733	137	90%	97%	123	120	
24	02	NB	D	BWI	12	25	WN	73G	137	137	90%	97%	123	120	D	PHL	13	15	WN	73G	137	76%	97%	105	101	
25	02	NB	D	OAK	13	30	WN	733	137	137	65%	97%	90	87	D	PHX	14	00	WN	733	137	69%	97%	95	92	
26	02	NB	D	MDW	15	40	WN	73G	137	137	72%	97%	99	96	D	MDW	16	10	WN	73G	137	90%	97%	123	120	
27	02	NB	D	MCI	16	25	WN	73G	137	137	62%	97%	86	83	D	BNA	16	50	WN	73G	137	69%	97%	95	92	
28	02	NB	D	ABQ	18	50	WN	735	137	137	69%	97%	95	92	Y					WN	735	137				
29	02	NB	D	LAS	20	15	WN	73G	137	137	75%	97%	103	100	D	LAS	20	50	WN	73G	137	71%	97%	98	95	
30	02	NB	D	BNA	21	05	WN	73G	137	137	90%	100%	123	123	D	PHX	21	30	WN	73G	137	69%	97%	95	92	
31	02	NB	D	LAS	21	45	WN	733	137	137	75%	100%	103	103	Y					WN	733	137				
32	02	NB	D	OAK	22	55	WN	733	137	137	65%	100%	90	90						WN	733	137				
33	03	NB	Y				WN	735	122	122					D	SMF	06	30	WN	735	122	75%	100%	92	92	
34	03	NB	D	PHX	07	10	WN	733	137	137	63%	97%	87	84	D	SMF	07	35	WN	733	137	90%	100%	123	123	
35	03	NB	D	OAK	07	55	WN	73G	137	137	65%	97%	90	87	D	OAK	08	20	WN	73G	137	90%	97%	123	120	
36	03	NB	D	ABQ	09	15	WN	733	137	137	90%	97%	123	120	D	LAS	09	40	WN	733	137	75%	97%	103	100	
37	03	NB	D	SMF	10	05	WN	735	122	122	90%	97%	110	107	D	ELP	10	30	WN	735	122	90%	97%	110	107	
38	03	NB	D	PHL	10	45	WN	73G	137	137	90%	97%	123	120	D	TUS	12	35	WN	73G	137	50%	97%	68	66	
39	03	NB	D	SAT	12	50	WN	733	137	137	62%	97%	86	83	D	SJC	13	15	WN	733	137	73%	97%	101	98	
40	03	NB	D	SJC	14	45	WN	73G	137	137	60%	97%	83	80	D	LAS	15	10	WN	73G	137	71%	97%	98	95	
41	03	NB	D	LAS	15	45	WN	73G	137	137	72%	97%	99	96	D	OAK	16	10	WN	73G	137	75%	97%	103	100	
42	03	NB	D	PHX	16	25	WN	733	137	137	63%	97%	87	84	D	HOU	16	50	WN	733	137	76%	97%	105	101	
43	03	NB	D	MDW	18	05	WN	73G	137	137	72%	97%	99	96	D	SMF	18	35	WN	73G	137	90%	97%	123	120	
44	03	NB	D	MSY	18	55	WN	73G	137	137	76%	97%	105	101	D	SJC	19	30	WN	73G	137	75%	97%	103	100	
45	03	NB	D	OAK	19	55	WN	733	137	137	90%	97%	123	120	D	SMF	20	20	WN	733	137	63%	97%	87	84	

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2015 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Gate Type	Arrivals												Departures														
			TOW	Type D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	
46	03	NB		D	PHL	22	20	WN	73G	137	137	62%	100%	86	86	Y					WN	73G	137						
47	04	NB	Y					WN	733	137						D	SJC	06	35	WN	733	137	75%	100%	103	103			
48	04	NB		D	LAS	07	45	WN	733	137	72%	97%	99	96		D	LAS	08	10	WN	733	137	90%	100%	123	123			
49	04	NB		D	PHX	09	15	WN	733	137	90%	97%	123	120		D	OAK	09	40	WN	733	137	75%	97%	103	100			
50	04	NB		D	MDW	10	10	WN	73G	137	90%	97%	123	120		D	SMF	10	40	WN	73G	137	75%	97%	103	100			
51	04	NB		D	BDL	11	15	WN	73G	137	76%	97%	105	101		D	OMA	11	40	WN	73G	137	76%	97%	105	101			
52	04	NB		D	OMA	12	00	WN	73G	137	76%	97%	105	101		D	PHX	12	25	WN	73G	137	69%	97%	95	92			
53	04	NB		D	LAS	13	55	WN	73G	137	72%	97%	99	96		D	CMH	14	20	WN	73G	137	76%	97%	105	101			
54	04	NB		D	SMF	14	50	WN	73G	137	67%	97%	92	90		D	SMF	15	15	WN	73G	137	63%	97%	87	84			
55	04	NB		D	RNO	15	45	WN	735	122	68%	97%	83	81		D	ELP	16	20	WN	735	122	63%	97%	77	75			
56	04	NB		D	OAK	16	35	WN	733	137	65%	97%	90	87		D	OAK	17	05	WN	733	137	90%	97%	123	120			
57	04	NB		D	ELP	18	15	WN	735	122	63%	97%	77	75		D	OAK	18	40	WN	735	122	75%	97%	92	89			
58	04	NB		D	OAK	19	05	WN	73G	137	90%	97%	123	120		D	LAS	19	30	WN	73G	137	75%	97%	103	100			
59	04	NB		D	MDW	20	00	WN	73G	137	90%	97%	123	120		Y				WN	73G	137							
60	04	NB		D	MDW	22	35	WN	73G	137	72%	100%	99	99		Y				WN	73G	137							
61	05	NB	Y					WN	735	122						D	LAS	06	35	WN	735	122	75%	100%	92	92			
62	05	NB		D	SMF	07	55	WN	73G	137	75%	97%	103	100		D	TUS	08	20	WN	73G	137	90%	97%	123	120			
63	05	NB		D	SAT	09	40	WN	733	137	90%	97%	123	120		D	SJC	10	15	WN	733	137	75%	97%	103	100			
64	05	NB		D	LAS	11	20	WN	73G	137	75%	97%	103	100		D	SJC	11	45	WN	73G	137	73%	97%	101	98			
65	05	NB		D	SMF	12	55	WN	733	137	67%	97%	92	90		D	SEA	13	20	WN	733	137	72%	97%	99	96			
66	05	NB		D	SMF	14	00	WN	733	137	67%	97%	92	90		D	SJC	14	25	WN	733	137	73%	97%	101	98			
67	05	NB		D	SJC	17	00	WN	733	137	60%	97%	83	80		D	ABQ	17	25	WN	733	137	90%	97%	123	120			
68	05	NB		D	OAK	17	40	WN	733	137	75%	97%	103	100		D	PHX	18	05	WN	733	137	90%	97%	123	120			
69	05	NB		D	LAS	18	20	WN	733	137	72%	97%	99	96		D	OAK	19	10	WN	733	137	66%	97%	91	88			
70	05	NB		D	SMF	19	25	WN	73G	137	90%	97%	123	120		D	TUS	19	50	WN	73G	137	90%	97%	123	120			
71	05	NB		D	ABQ	21	10	WN	733	137	90%	100%	123	123		D	OAK	21	40	WN	733	137	66%	97%	91	88			
72	05	NB		D	PHX	22	25	WN	733	137	63%	100%	87	87		Y				WN	733	137							
73	06	NB						WN	73G	137						D	MDW	06	40	WN	73G	137	76%	100%	105	105			
74	06	NB		D	SJC	08	10	WN	733	137	90%	97%	123	120		D	PHX	08	35	WN	733	137	90%	97%	123	120			
75	06	NB		D	SJC	09	50	WN	73G	137	90%	97%	123	120		D	PHX	10	15	WN	73G	137	69%	97%	95	92			
76	06	NB		D	PHX	10	30	WN	73G	137	90%	97%	123	120		D	RDU	11	05	WN	73G	137	76%	97%	105	101			
77	06	NB		D	CMH	11	25	WN	73G	137	76%	97%	105	101		D	MSY	11	50	WN	73G	137	76%	97%	105	101			
78	06	NB		D	BNA	12	05	WN	73G	137	90%	97%	123	120		D	ABQ	12	30	WN	73G	137	71%	97%	98	95			
79	06	NB		D	SEA	13	05	WN	733	137	65%	97%	90	87		D	OAK	13	30	WN	733	137	66%	97%	91	88			
80	06	NB		D	ABQ	16	10	WN	73G	137	69%	97%	95	92		D	PHX	16	40	WN	73G	137	75%	97%	103	100			
81	06	NB		D	LAS	17	15	WN	733	137	72%	97%	99	96		D	LAS	17	40	WN	733	137	90%	97%	123	120			
82	06	NB		D	SMF	18	35	WN	73G	137	75%	97%	103	100		D	ABQ	19	05	WN	73G	137	71%	97%	98	95			
83	06	NB		D	PHX	20	25	WN	73G	137	90%	97%	123	120		D	SJC	20	50	WN	73G	137	73%	97%	101	98			
84	06	NB		D	PHX	21	25	WN	73G	137	75%	100%	103	103		D	SMF	21	50	WN	73G	137	63%	97%	87	84			
85	06	NB		D	SJC	22	25	WN	73G	137	60%	100%	83	83						WN	73G	137							
86	07	NB						WN	735	122						D	ABQ	06	45	WN	735	122	76%	100%	93	93			
87	07	NB		D	RNO	08	15	WN	735	122	90%	97%	110	107		D	RNO	08	40	WN	735	122	90%	97%	110	107			
88	07	NB		D	OAK	10	15	WN	733	137	90%	97%	123	120		D	LAS	10	40	WN	733	137	71%	97%	98	95			
89	07	NB		D	AUS	11	45	WN	73G	137	76%	97%	105	101		D	OAK	12	10	WN	73G	137	66%	97%	91	88			
90	07	NB		D	MDW	12	25	WN	73G	137	72%	97%	99	96		D	PHX	13	00	WN	73G	137	69%	97%	95	92			

SAN DIEGO INTERNATIONAL AIRPORT

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Ref. Num.	Gate	Gate Type	Arrivals											Departures														
			TOW	Type D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
91	07	NB		D	SJC	13	15	WN		733	137	60%	97%	83	80		D	ABQ	13	40	WN		733	137	71%	97%	98	95
92	07	NB		D	PHX	14	05	WN		733	137	63%	97%	87	84		D	PHX	14	30	WN		733	137	69%	97%	95	92
93	07	NB		D	SMF	16	10	WN		735	122	67%	97%	82	80		D	SMF	16	35	WN		735	122	75%	97%	92	89
94	07	NB		D	LAS	19	15	WN		73G	137	72%	97%	99	96		D	OAK	19	40	WN		73G	137	66%	97%	91	88
95	07	NB		D	HOU	20	54	WN		733	137	76%	97%	105	101	Y					WN		733	137				
96	07	NB		D	SMF	22	25	WN		735	122	67%	100%	82	82						WN		735	122				
97	08	NB						WN		73G	137						D	MCI	07	20	WN		73G	137	76%	100%	105	105
98	08	NB	Y					WN		735	122						D	SMF	09	15	WN		735	122	75%	97%	92	89
99	08	NB		D	SJC	10	45	WN		73G	137	75%	97%	103	100		D	PHX	11	15	WN		73G	137	69%	97%	95	92
100	08	NB		D	PHX	11	45	WN		73G	137	90%	97%	123	120		D	LAS	12	15	WN		73G	137	71%	97%	98	95
101	08	NB		D	PHX	12	30	WN		733	137	75%	97%	103	100		D	SMF	13	00	WN		733	137	63%	97%	87	84
102	08	NB		D	RDU	19	15	WN		73G	137	76%	97%	105	101		D	SMF	19	40	WN		73G	137	75%	97%	103	100
103	08	NB		D	OAK	20	55	WN		73G	137	90%	97%	123	120		D	SJC	21	20	WN		73G	137	73%	97%	101	98
104	08	NB		D	BWI	21	40	WN		73G	137	63%	100%	87	87						WN		73G	137				
105	08	NB		D	LAS	22	55	WN		735	122	90%	100%	110	110						WN		735	122				
106	09	NB	Y					WN		73G	137						D	PHL	06	55	WN		73G	137	76%	100%	105	105
107	09	NB	Y					WN		73G	137						D	MDW	09	25	WN		73G	137	90%	97%	123	120
108	09	NB		D	PVD	11	50	WN		73G	137	76%	97%	105	101		D	MDW	12	15	WN		73G	137	61%	97%	84	82
109	09	NB		D	TUS	13	05	WN		73G	137	68%	97%	94	91		D	BDL	14	30	WN		73G	137	76%	97%	105	101
110	09	NB		D	SJC	19	40	WN		733	137	90%	97%	123	120		D	PHX	20	05	WN		733	137	69%	97%	95	92
111	09	NB		D	SJC	20	55	WN		73G	137	90%	97%	123	120		D	SMF	21	20	WN		73G	137	63%	97%	87	84
112	09	NB		D	OAK	21	40	WN		735	122	75%	100%	92	92		D	RNO	22	05	WN		735	122	68%	97%	83	81
113	09	NB		D	RNO	22	45	WN		735	122	67%	100%	82	82	Y					WN		735	122				
114	10	NB	Y					WN		73G	137						D	BWI	06	55	WN		73G	137	76%	100%	105	105
115	10	NB		D	PHX	08	05	WN		733	137	75%	97%	103	100		D	SMF	08	30	WN		733	137	90%	97%	123	120
116	10	NB		D	SMF	10	50	WN		73G	137	75%	97%	103	100		D	MDW	11	20	WN		73G	137	61%	97%	84	82
117	10	NB		D	OAK	12	10	WN		73G	137	65%	97%	90	87		D	OAK	12	40	WN		73G	137	66%	97%	91	88
118	10	NB		D	PHX	14	35	WN		735	122	63%	97%	77	75		D	OAK	15	00	WN		735	122	66%	97%	81	79
119	10	NB		D	TUS	18	00	WN		73G	137	68%	97%	94	91		D	MCI	18	25	WN		73G	137	76%	97%	105	101
120	10	NB		D	PHX	19	35	WN		73G	137	90%	97%	123	120		D	LAS	20	00	WN		73G	137	75%	97%	103	100
121	10	NB		D	SMF	21	40	WN		73G	137	67%	100%	92	92		D	LAS	22	05	WN		73G	137	71%	97%	98	95
122	11	NB	Y					UA		319	120						D	DEN	06	18	UA		319	120	71%	100%	86	86
123	11	NB		D	DEN	09	00	UA		319	120	90%	83%	108	90		D	DEN	10	00	UA		319	120	71%	83%	86	71
124	11	NB		D	DEN	12	41	UA		320	138	69%	83%	96	79		D	DEN	13	43	UA		320	138	71%	83%	99	82
125	11	NB		D	ORD	17	30	UA		320	138	64%	83%	89	74		D	DEN	18	20	UA		320	138	90%	83%	124	103
126	11	NB		D	IAD	20	11	UA		319	120	90%	83%	108	90		D	DEN	18	20	UA		320	138	90%	83%	124	103
127	11	NB		D	SFO	23	37	UA		733	120	63%	100%	76	76	Y					UA		733	120				
128	12	NB	Y					UA		320	138						D	ORD	06	30	UA		320	138	76%	100%	105	105
129	12	NB		D	ORD	08	09	UA		320	138	64%	83%	89	74		D	ORD	09	10	UA		320	138	90%	83%	124	103
130	12	NB		D	DEN	10	01	UA		320	138	90%	83%	124	103		D	DEN	11	00	UA		320	138	71%	83%	99	82
131	12	NB		D	SFO	12	54	UA		733	120	63%	83%	76	63		D	SFO	13	39	UA		733	120	68%	83%	82	68
132	12	NB		D	ORD	22	04	UA		320	138	90%	100%	124	124		D	ORD	23	00	UA		320	138	69%	83%	96	80
133	13	757	Y					UA		733	120						D	SFO	06	23	UA		733	120	75%	100%	90	90
134	13	757		D	DEN	07	26	UA		757	182	69%	83%	126	105		D	DEN	08	15	UA		757	182	90%	83%	164	136
135	13	757		D	SFO	09	47	UA		733	120	90%	83%	108	90		D	SFO	10	32	UA		733	120	68%	83%	82	68

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Ref. Num.	Gate	Gate Type	Arrivals											Departures														
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	Type	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %
136	13	757		D	IAD	10	51	UA		320	138	90%	83%	124	103		D	IAD	11	40	UA		320	138	71%	83%	99	82
137	13	757		D	ORD	12	24	UA		320	138	90%	83%	124	103		D	ORD	13	14	UA		320	138	69%	83%	96	80
138	13	757		D	SFO	20	03	UA		320	138	90%	83%	124	103		D	DEN	21	10	UA		320	138	71%	83%	99	82
139	13	757		D	DEN	21	27	UA		320	138	90%	100%	124	124	Y					UA		320	138				
140	14	NB		D	SFO	08	16	UA		320	138	90%	83%	124	103		D	SFO	09	27	UA		320	138	75%	83%	104	86
141	14	NB		D	ORD	10	19	UA		320	138	90%	83%	124	103		D	ORD	11	08	UA		320	138	69%	83%	96	80
142	14	NB		D	SFO	16	20	UA		733	120	63%	83%	76	63		D	SFO	17	05	UA		733	120	90%	83%	108	90
143	14	NB		D	ORD	19	02	UA		320	138	75%	83%	104	86		D	SFO	19	55	UA		320	138	68%	83%	94	78
144	14	NB		D	SFO	22	17	UA		733	120	75%	100%	90	90	Y					UA		733	120				
145	15	NB	Y					UA		733	120						D	SFO	08	10	UA		733	120	90%	100%	108	108
146	15	NB		D	SFO	11	32	UA		320	138	63%	83%	88	73		D	ORD	12	15	UA		320	138	69%	83%	96	80
147	15	NB		D	ORD	14	01	UA		320	138	64%	83%	89	74		D	SFO	14	51	UA		320	138	68%	83%	94	78
148	15	NB		D	DEN	17	18	UA		320	138	69%	83%	96	79		D	ORD	18	08	UA		320	138	76%	83%	105	87
149	15	NB		D	DEN	22	20	UA		319	120	69%	100%	83	83	Y					UA		319	120				
150	16	NB		D	PIT	11	16	US		320	142	76%	100%	108	108		D	PIT	13	30	US		320	142	76%	100%	108	108
151	16	NB		D	CLT	19	33	US		319	120	76%	100%	92	92		D	CLT	22	05	US		319	120	76%	100%	92	92
152	17	NB		D	PHL	12	45	US		320	142	62%	100%	89	89		D	PHL	13	10	US		320	142	76%	100%	108	108
153	17	NB		D	PHL	20	28	US		320	142	90%	100%	128	128		D	PHL	21	55	US		320	142	76%	100%	108	108
154	18	NB		I	YVR	10	01	AC		319	112	69%	95%	78	74		I	YVR	10	55	AC		319	112	69%	96%	78	75
155	18	NB		I	YYZ	11	10	AC		320	140	69%	95%	97	92		I	YYZ	12	45	AC		320	140	69%	96%	97	93
156	18	NB		I	YYZ	21	50	AC		319	112	69%	100%	78	78		I	YYZ	22	45	AC		319	112	69%	96%	78	75
157	20	I						AM		M80	137						I	SJD	09	00	AM		M80	137	69%	96%	95	91
158	20	I		I	MEX	09	55	AM		M80	137	69%	96%	95	91		I	MEX	11	00	AM		M80	137	69%	96%	95	91
159	20	I		I	LHR	12	50	BA		777	257	79%	96%	204	196		I	LHR	14	50	BA		777	257	79%	96%	204	196
160	20	I		I	LHR	15	35	BA		777	257	79%	96%	204	196		I	LHR	17	35	BA		777	257	79%	96%	204	196
161	20	I		I	SJD	19	30	AM		M80	137	69%	96%	95	91						AM		M80	137				
162	21	I		I	LTO	12	35	AM		M80	137	69%	96%	95	91		I	LTO	13	35	AM		M80	137	69%	96%	95	91
163	21	I		I	SJD	14	57	AS		73G	120	69%	96%	83	80	Y					AS		73G	120				
164	22	I		I	NRT	11	15	JL		777	302	76%	96%	231	221		I	NRT	13	00	JL		777	302	76%	96%	231	221
165	22	I		I	FRA	13	25	LH		343	247	79%	96%	196	188		I	FRA	15	20	LH		343	247	79%	96%	196	188
166	22	I		I	CDG	15	55	AF		777	270	79%	96%	214	206		I	CDG	19	05	AF		777	270	79%	96%	214	206
167	23	NB	Y					HP		319	124						D	PHX	06	45	HP		319	124	75%	100%	93	93
168	23	NB		D	PHX	07	10	YV		CRJ	50	63%	94%	32	30		D	PHX	08	10	YV		CRJ	50	90%	100%	45	45
169	23	NB	Y					HP		320	150						D	LAS	09	30	HP		320	150	75%	94%	113	106
170	23	NB		D	PHX	11	35	HP		320	150	90%	94%	135	127		D	PHX	12	35	HP		320	150	69%	94%	104	98
297	23	RJ		D	PHX	13	19	YV		CRJ	50	63%	94%	32	30		D	PHX	14	00	YV		CRJ	50	69%	94%	35	33
172	23	NB		D	PHX	14	40	HP		320	150	63%	94%	95	89		D	PHX	15	40	HP		320	150	69%	94%	104	98
173	23	NB		D	PHX	17	31	HP		320	150	63%	94%	95	89		D	PHX	18	30	HP		320	150	90%	94%	135	127
174	23	NB		D	PHX	18	58	HP		320	150	90%	94%	135	127		D	LAS	20	15	HP		320	150	75%	94%	113	106
175	23	NB		D	LAS	21	08	HP		320	150	75%	100%	113	113	Y					HP		320	150				
176	23	NB		D	PHX	22	43	HP		733	134	63%	100%	85	85	Y					HP		733	134				
177	24	WB						HA		763	252						D	HNL	09	10	HA		763	252	76%	100%	192	192
178	24	WB	Y					HA		763	252						D	OGG	10	25	HA		763	252	76%	100%	192	192
179	24	WB		D	HNL	21	05	HA		763	252	76%	100%	192	192	Y					HA		763	252				
180	24	WB		D	OGG	22	20	HA		763	252	76%	100%	192	192						HA		763	252				

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Ref. Num.	Gate	Gate Type	Arrivals											Departures																
			TOW	Type	D/I	Origin	Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Hour	Dept. Min.	Dept. Hour	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
181	25	757	Y							HP	733	134						D	PHX	07	00		HP	733	134	75%	100%	101	101	
182	25	757		D	PHX	07	40	HP	319	124	63%	94%	79	74			D	PHX	08	10		HP	319	124	90%	100%	112	112		
183	25	757		D	PHX	08	33	HP	320	150	90%	94%	135	127			D	PHX	09	30		HP	320	150	75%	94%	113	106		
184	25	757		D	LAS	12	55	HP	757	190	72%	94%	137	129			D	LAS	13	35		HP	757	190	71%	94%	136	128		
185	25	757		D	LAS	17	54	HP	320	150	72%	94%	109	102			D	PHX	19	40		HP	320	150	75%	94%	113	106		
186	25	757		D	PHX	19	55	HP	319	124	90%	94%	112	105		Y						HP	319	124						
187	25	757		D	PHX	21	00	YV	CRJ	50	75%	100%	38	38			D	PHX	21	30		YV	CRJ	50	69%	94%	35	33		
188	26	NB		D	SEA	00	15	AS	734	140	65%	96%	92	88			D	PDX	06	40		AS	734	140	75%	100%	106	106		
189	26	NB	Y					AS	M80	140							D	SEA	08	20		AS	M80	140	90%	96%	126	121		
190	26	NB		D	PDX	09	15	AS	73G	120	90%	96%	108	104			I	SJD	10	05		AS	73G	120	69%	96%	83	80		
191	26	NB		D	BOI	10	55	QX	CR7	70	76%	96%	53	51			D	BOI	11	25		QX	CR7	70	76%	96%	53	51		
192	26	NB		D	SEA	11	47	AS	739	172	90%	96%	155	149			D	SEA	12	17		AS	739	172	72%	96%	125	120		
193	26	NB		D	PDX	13	07	AS	73G	120	68%	96%	82	79			D	PDX	13	45		AS	73G	120	50%	96%	60	57		
194	26	NB		D	PDX	16	00	AS	734	140	69%	96%	97	93			D	SEA	16	37		AS	734	140	76%	96%	107	103		
195	26	NB	Y					AS	73G	120							D	PDX	17	45		AS	73G	120	90%	96%	108	104		
196	26	NB		D	SEA	20	11	AS	M80	140	90%	96%	126	121			D	SEA	20	53		AS	M80	140	72%	96%	101	97		
197	26	NB		D	SEA	21	17	AS	739	172	90%	100%	155	155			D	SEA	21	59		AS	739	172	72%	96%	125	120		
198	26	NB		D	PDX	22	19	AS	734	140	68%	100%	96	96		Y						AS	734	140						
199	27	NB	Y					AS	734	140							D	SEA	06	30		AS	734	140	76%	100%	107	107		
200	27	NB		D	SEA	09	57	AS	734	140	90%	96%	126	121			D	PDX	10	35		AS	734	140	75%	96%	106	101		
201	27	NB		D	SEA	13	52	AS	M80	140	65%	96%	92	88			D	SEA	14	40		AS	M80	140	72%	96%	101	97		
202	27	NB		D	SEA	16	40	AS	M80	140	65%	96%	92	88			D	SEA	17	16		AS	M80	140	90%	96%	126	121		
203	27	NB		D	SEA	22	48	AS	M80	140	65%	100%	92	92		Y						AS	M80	140						
204	28	NB	Y					AA	M80	129							D	ORD	06	16		AA	M80	129	76%	100%	99	99		
205	28	NB	Y					AA	M80	129							D	ORD	07	42		AA	M80	129	90%	100%	116	116		
206	28	NB		D	STL	10	43	AA	M80	129	76%	88%	98	87			D	STL	11	50		AA	M80	129	76%	88%	99	87		
207	28	NB		D	DFW	12	34	AA	M80	129	76%	88%	98	87			D	DFW	13	16		AA	M80	129	67%	88%	87	77		
208	28	NB		D	ORD	16	15	AA	M80	129	64%	88%	83	73			D	DFW	17	10		AA	M80	129	76%	88%	99	87		
209	28	NB		D	ORD	17	25	AA	M80	129	64%	88%	83	73			D	ORD	18	00		AA	M80	129	76%	88%	99	87		
210	28	NB		D	ORD	21	24	AA	738	142	90%	100%	128	128			D	ORD	23	00		AA	738	142	69%	88%	99	87		
211	29	757	Y					AA	M80	129							D	DFW	06	21		AA	M80	129	67%	100%	87	87		
212	29	757	Y					AA	757	180							D	DFW	08	02		AA	757	180	90%	100%	162	162		
213	29	757		D	DFW	08	32	AA	M80	129	69%	88%	90	79			D	ORD	09	53		AA	M80	129	90%	88%	116	102		
214	29	757		D	DFW	10	45	AA	M80	129	90%	88%	116	102			D	DFW	11	27		AA	M80	129	67%	88%	87	77		
215	29	757		D	MIA	12	35	AA	738	142	76%	88%	108	95			D	MIA	13	25		AA	738	142	76%	88%	108	95		
216	29	757		D	DFW	15	27	AA	757	180	69%	88%	125	110			D	DFW	16	11		AA	757	180	90%	88%	162	143		
217	29	757		D	BOS	20	19	AA	757	180	76%	88%	137	121		Y						AA	757	180						
218	29	757		D	DFW	22	43	AA	757	180	76%	100%	137	137		Y						AA	757	180						
219	30	RJ						A100	ERD	44							D	SJC	06	20		A100	ERD	44	75%	100%	33	33		
220	30	RJ		D	SJC	08	35	A100	ERD	44	90%	88%	40	35			D	SJC	09	05		A100	ERD	44	90%	88%	40	35		
221	30	RJ		D	SJC	09	40	A100	ERD	44	90%	88%	40	35			D	SJC	10	33		A100	ERD	44	75%	88%	33	29		
222	30	RJ		D	SJC	11	40	A100	ERD	44	60%	88%	27	23			D	SJC	12	20		A100	ERD	44	73%	88%	32	28		
223	30	RJ		D	SJC	13	02	A100	ERD	44	60%	88%	27	23			D	SJC	13	55		A100	ERD	44	73%	88%	32	28		
224	30	RJ		D	SJC	16	35	A100	ERD	44	60%	88%	27	23			D	SJC	17	25		A100	ERD	44	90%	88%	40	35		
225	30	RJ		D	SJC	18	32	A100	ERD	44	75%	88%	33	29			D	SJC	19	02		A100	ERD	44	75%	88%	33	29		

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			TOW	Type D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
271	39	757		D	ATL	10	02	DL		757	183	90%	100%	165	165		D	CVG	11	00	DL		757	183	90%	100%	165	165
272	39	757		D	SLC	13	54	DL		M90	150	62%	100%	94	94		D	SLC	15	00	DL		M90	150	69%	100%	104	104
273	39	757		D	DFW	17	52	DL		M80	142	69%	100%	99	99		D	DFW	18	50	DL		M80	142	67%	100%	96	96
274	39	757		D	ATL	20	43	DL		757	183	90%	100%	165	165		D	ATL	22	15	DL		757	183	65%	100%	120	120
275	39	757		D	DFW	22	30	DL		M80	142	76%	100%	108	108	Y					DL		M80	142				
276	40	WB						DL		763	252					D	ATL	07	20	DL		763	252	90%	100%	227	227	
277	40	WB		D	CVG	10	42	DL		757	183	90%	100%	165	165		D	ATL	11	40	DL		757	183	65%	100%	120	120
278	40	WB		D	ATL	11	57	DL		763	252	76%	100%	192	192		D	ATL	13	20	DL		763	252	65%	100%	165	165
279	40	WB		D	ATL	18	13	DL		738	154	76%	100%	118	118	Y					DL		738	154				
280	40	WB		D	SLC	21	39	DL		M90	150	76%	100%	114	114	Y					DL		M90	150				
281	40	WB		D	ATL	23	07	DL		763	252	76%	100%	192	192						DL		763	252				
282	41	NB						DL		M80	142						D	DFW	07	05	DL		M80	142	76%	100%	108	108
283	41	NB	Y					DL		738	154						D	ATL	08	40	DL		738	154	90%	100%	139	139
284	41	RJ		D	SLC	09	35	A296		CR7	70	90%	83%	63	52		D	SLC	10	30	A296		CR7	70	76%	83%	53	44
285	41	NB		D	SLC	12	10	DL		M90	150	90%	100%	135	135		D	SLC	13	00	DL		M90	150	69%	100%	104	104
286	41	NB		D	ATL	15	20	DL		738	154	57%	100%	87	87		D	ATL	16	30	DL		738	154	90%	100%	139	139
287	41	NB		D	SLC	19	00	DL		M90	150	62%	100%	94	94		D	SLC	19	50	DL		M90	150	76%	100%	115	115
288	42	NB						TZ		738	175						D	MDW	06	20	TZ		738	175	76%	100%	134	134
289	42	NB		D	MDW	09	15	TZ		738	175	76%	100%	134	134		D	MDW	10	05	TZ		738	175	76%	100%	134	134
290	42	NB		D	IND	12	30	TZ		738	175	76%	100%	134	134		D	IND	13	35	TZ		738	175	76%	100%	134	134
291	42	NB		D	MDW	15	20	TZ		738	175	72%	100%	127	127		D	MDW	16	10	TZ		738	175	90%	100%	158	158
292	42	NB		D	MDW	22	55	TZ		738	175	72%	100%	127	127						TZ		738	175				
293	43	RJ						YV		CR7	70						D	DEN	07	05	YV		CR7	70	71%	100%	50	50
294	43	RJ		D	DEN	08	05	YV		CR7	70	76%	94%	53	50		D	DEN	08	40	YV		CR7	70	90%	94%	63	59
295	43	RJ		D	DEN	09	20	YV		CR7	70	90%	94%	63	59		D	DEN	09	55	YV		CR7	70	76%	94%	53	50
296	43	RJ		D	DEN	11	55	YV		CR7	70	69%	94%	49	46		D	DEN	12	30	YV		CR7	70	71%	94%	50	47
171	43	RJ		D	DEN	13	25	YV		CR7	70	69%	94%	49	46		D	DEN	14	00	YV		CR7	70	71%	94%	50	47
298	43	RJ		D	DEN	15	05	YV		CR7	70	69%	94%	49	46		D	DEN	15	40	YV		CR7	70	71%	94%	50	47
299	43	RJ		D	DEN	17	15	YV		CR7	70	69%	94%	49	46		D	DEN	17	40	YV		CR7	70	90%	94%	63	59
300	43	RJ		D	DEN	19	00	YV		CR7	70	76%	94%	53	50		D	DEN	19	35	YV		CR7	70	76%	94%	53	50
301	43	RJ		D	DEN	21	15	YV		CR7	70	90%	100%	63	63		D	DEN	21	40	YV		CR7	70	71%	94%	50	47
302	43	RJ		D	DEN	22	45	YV		CR7	70	69%	100%	49	49						YV		CR7	70				
303	44	NB	Y					B6		E19	100						D	DEN	06	15	B6		E19	100	71%	100%	71	71
304	44	NB		D	HNL	06	37	B6		320	156	76%	97%	119	115		D	DFW	07	46	B6		320	156	90%	100%	140	140
305	44	NB		D	DFW	08	16	B6		320	156	69%	97%	108	105		D	HNL	09	17	B6		320	156	76%	97%	119	116
306	44	NB		D	IAD	09	33	B6		320	156	76%	97%	119	115		D	IAD	10	13	B6		320	156	90%	97%	140	136
307	44	NB		D	FLL	11	54	B6		320	156	76%	97%	119	115		D	MCO	12	46	B6		320	156	76%	97%	119	116
308	44	NB		D	OAK	13	05	B6		320	156	65%	97%	102	99		D	OAK	13	50	B6		320	156	66%	97%	104	101
309	44	NB		D	JFK	19	35	B6		320	156	90%	97%	140	136		D	OAK	20	15	B6		320	156	66%	97%	104	101
310	44	NB		D	JFK	23	10	B6		320	156	57%	100%	88	88	Y					B6		320	156				
311	45	NB	Y					B6		320	156						D	JFK	07	55	B6		320	156	90%	100%	140	140
312	45	NB		D	SEA	08	32	B6		E19	100	65%	97%	65	63		D	DEN	09	03	B6		E19	100	76%	97%	76	74
313	45	NB		D	OAK	09	30	B6		E19	100	90%	97%	90	87		D	OAK	09	55	B6		E19	100	75%	97%	75	73
314	45	NB		D	MCO	11	06	B6		320	156	76%	97%	119	115		D	FLL	11	56	B6		320	156	76%	97%	119	116
315	45	NB		D	DFW	13	36	B6		320	156	69%	97%	108	105		D	TPA	14	28	B6		320	156	76%	97%	119	116

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2015 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Gate Type	Arrivals												Departures														
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	Type	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
316	45	NB	D	PDX	15	15	B6	E19	100	100	68%	97%	68	66	D	PDX	15	45	B6	E19	100	75%	97%	75	73				
317	45	NB	D	DEN	16	25	B6	E19	100	100	69%	97%	69	67	D	OAK	17	30	B6	E19	100	90%	97%	90	87				
318	45	NB	D	SLC	19	43	B6	E19	100	100	90%	97%	90	87	D	PDX	20	15	B6	E19	100	75%	97%	75	73				
319	45	NB	D	DFW	21	24	B6	320	156	156	90%	100%	140	140	D	IAD	22	23	B6	320	156	71%	97%	111	108				
320	46	NB	D	DEN	07	55	B6	E19	100	100	69%	97%	69	67	D	SLC	08	35	B6	E19	100	90%	97%	90	87				
321	46	NB	D	PDX	08	55	B6	E19	100	100	75%	97%	75	73	D	SEA	09	22	B6	E19	100	76%	97%	76	74				
322	46	NB	D	TPA	11	08	B6	320	156	156	76%	97%	119	115	D	DFW	11	58	B6	320	156	67%	97%	105	102				
323	46	NB	D	SEA	13	42	B6	E19	100	100	65%	97%	65	63	D	SEA	14	20	B6	E19	100	72%	97%	72	70				
324	46	NB	D	OAK	17	35	B6	E19	100	100	75%	97%	75	73	D	SLC	18	23	B6	E19	100	90%	97%	90	87				
325	46	NB	D	PDX	19	45	B6	E19	100	100	90%	97%	90	87	D	SEA	20	12	B6	E19	100	72%	97%	72	70				
326	46	NB	D	DEN	21	25	B6	E19	100	100	90%	100%	90	90	Y				B6	E19	100								
327	47	NB	D	SLC	09	03	B6	E19	100	100	90%	97%	90	87	D	PDX	09	35	B6	E19	100	90%	97%	90	87				
328	47	NB	D	JFK	10	40	B6	320	156	156	90%	97%	140	136	D	JFK	11	35	B6	320	156	67%	97%	105	102				
329	47	NB	D	DEN	11	55	B6	E19	100	100	69%	97%	69	67	D	DEN	12	25	B6	E19	100	71%	97%	71	69				
330	47	NB	D	SLC	14	33	B6	E19	100	100	62%	97%	62	61	D	SLC	15	03	B6	E19	100	69%	97%	69	67				
331	47	NB	D	IAD	15	53	B6	320	156	156	54%	97%	84	81	D	DFW	17	26	B6	320	156	76%	97%	119	116				
332	47	NB	D	SEA	20	04	B6	E19	100	100	90%	97%	90	87	D	DEN	20	35	B6	E19	100	71%	97%	71	69				
333	47	NB	D	OAK	21	15	B6	320	156	156	75%	100%	118	118	D	JFK	21	55	B6	320	156	67%	97%	105	102				
334	48	NB	D	ATL	10	15	FL	73G	137	137	90%	100%	123	123	D	ATL	11	05	FL	73G	137	65%	100%	90	90				
335	48	NB	D	ATL	13	40	FL	73G	137	137	57%	100%	77	77	D	ATL	14	30	FL	73G	137	76%	100%	105	105				
336	48	NB	D	ATL	20	55	FL	73G	137	137	90%	100%	123	123	D	ATL	22	50	FL	73G	137	65%	100%	90	90				
337	C01	RJ					A100	ERD	44					D	LAX	06	18	A100	ERD	44	75%	100%	33	33					
338	C01	RJ	D	LAX	07	32	A100	CR7	70	70	75%	88%	53	46	D	LAX	08	00	A100	CR7	70	90%	100%	63	63				
339	C01	RJ	D	LAX	09	02	A100	ERD	44	44	90%	88%	40	35	D	LAX	09	32	A100	ERD	44	75%	88%	33	29				
340	C01	RJ	D	LAX	11	45	A100	ERD	44	44	69%	88%	31	27	D	LAX	12	15	A100	ERD	44	63%	88%	28	25				
341	C01	RJ	D	LAX	13	55	A100	ERD	44	44	69%	88%	31	27	D	LAX	14	30	A100	ERD	44	63%	88%	28	25				
342	C01	RJ	D	LAX	15	58	A100	ERD	44	44	69%	88%	31	27	D	LAX	16	30	A100	ERD	44	75%	88%	33	29				
343	C01	RJ	D	LAX	19	00	A100	ERD	44	44	90%	88%	40	35	D	LAX	19	30	A100	ERD	44	75%	88%	33	29				
344	C01	RJ	D	LAX	21	15	A100	ERD	44	44	69%	100%	31	31	D	LAX	21	45	A100	ERD	44	63%	88%	28	25				
345	C01	RJ	D	LAX	23	22	A100	ERD	44	44	69%	100%	31	31					A100	ERD	44								
346	C02	RJ					A100	ERD	44					D	LAX	07	05	A100	ERD	44	90%	100%	40	40					
347	C02	RJ	D	LAX	08	19	A100	ERD	44	44	90%	88%	40	35	D	LAX	08	45	A100	ERD	44	90%	88%	40	35				
348	C02	RJ	D	LAX	10	09	A100	ERD	44	44	75%	88%	33	29	D	LAX	10	45	A100	ERD	44	63%	88%	28	25				
349	C02	RJ	D	LAX	12	50	A100	ERD	44	44	69%	88%	31	27	D	LAX	13	20	A100	ERD	44	63%	88%	28	25				
350	C02	RJ	D	LAX	14	58	A100	ERD	44	44	69%	88%	31	27	D	LAX	15	30	A100	ERD	44	63%	88%	28	25				
351	C02	RJ	D	LAX	17	15	A100	ERD	44	44	90%	88%	40	35	D	LAX	17	45	A100	ERD	44	90%	88%	40	35				
352	C02	RJ	D	LAX	20	30	A100	ERD	44	44	75%	88%	33	29	D	LAX	21	00	A100	ERD	44	63%	88%	28	25				
353	C02	RJ	D	LAX	22	14	A100	ERD	44	44	69%	100%	31	31					A100	ERD	44								
354	C03	RJ					A296	CRJ	50							LAX	06	15	A296	CRJ	50	75%	100%	38	38				
355	C03	RJ	Y				A296	CRJ	50							LAX	07	15	A296	CRJ	50	90%	100%	45	45				
356	C03	RJ	D	LAX	07	54	A296	CRJ	50	50	75%	83%	38	31		LAX	08	20	A296	CRJ	50	90%	83%	45	37				
357	C03	RJ	D	LAX	11	00	A296	CRJ	50	50	69%	83%	35	29		LAX	11	30	A296	CRJ	50	63%	83%	32	26				
358	C03	RJ	D	LAX	13	48	A296	CRJ	50	50	69%	83%	35	29		LAX	14	18	A296	CRJ	50	63%	83%	32	26				
359	C03	RJ	D	LAX	18	20	A296	CRJ	50	50	90%	83%	45	37		LAX	18	45	A296	CRJ	50	90%	83%	45	37				
360	C03	RJ	D	LAX	20	22	A296	CRJ	50	50	75%	83%	38	31		LAX	21	23	A296	CRJ	50	63%	83%	32	26				

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2015 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Gate Type	Arrivals											Departures																	
			Type	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	Type	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig							
361	C03	RJ		D	LAX	22	56	A296	CRJ	50	69%	100%	35	35				A296	CRJ	50											
362	C04	RJ		D	LAX	06	40	A296	CRJ	50	69%	83%	35	29			LAX	07	10	A296	CRJ	50	90%	83%	45	37					
363	C04	RJ		D	LAX	10	27	A296	CRJ	50	75%	83%	38	31			LAX	11	00	A296	CRJ	50	63%	83%	32	26					
364	C04	RJ		D	LAX	11	35	A296	CRJ	50	69%	83%	35	29			LAX	12	00	A296	CRJ	50	63%	83%	32	26					
365	C04	RJ		D	LAX	17	40	A296	CRJ	50	90%	83%	45	37			LAX	18	05	A296	CRJ	50	90%	83%	45	37					
366	C04	RJ		D	LAX	21	03	A296	CRJ	50	69%	100%	35	35			Y			A296	CRJ	50									
367	C04	RJ		D	LAX	23	28	A296	CRJ	50	69%	100%	35	35			Y			A296	CRJ	50									
368	C05	RJ	Y					A296	CRJ	50							LAX	07	40	A296	CRJ	50	90%	100%	45	45					
369	C05	RJ		D	LAX	08	44	A296	CRJ	50	90%	83%	45	37			LAX	09	15	A296	CRJ	50	75%	83%	38	31					
370	C05	RJ		D	LAX	12	40	A296	CRJ	50	69%	83%	35	29			LAX	13	10	A296	CRJ	50	63%	83%	32	26					
371	C05	RJ		D	LAX	15	14	A296	CRJ	50	69%	83%	35	29			LAX	15	40	A296	CRJ	50	63%	83%	32	26					
372	C05	RJ		D	LAX	16	44	A296	CRJ	50	75%	83%	38	31			LAX	17	10	A296	CRJ	50	90%	83%	45	37					
373	C05	RJ		D	LAX	19	24	A296	CRJ	50	75%	83%	38	31			LAX	20	05	A296	CRJ	50	63%	83%	32	26					
374	Cargo				AFW	04	30	FDX	127	B727						B	AFW	19	48	FDX	128	B727									
375	Cargo				OAK	04	40	FDX	133	A300						A	OAK	08	35	FDX	134	A300									
376	Cargo				SDF	04	45	UPS	117	B757						A	ONT	06	32	UPS	118	B757									
377	Cargo				MEM	05	40	FDX	125	DC10						C	MEM	07	20	FDX	126	DC10									
378	Cargo				ILN	05	52	ABX	115	B767						D	ILN	19	23	ABX	116	B767									
379	Cargo				ILN	06	09	ABX	111	B767						D	ILN	19	09	ABX	112	B767									
380	Cargo				PHX	07	20	DHL	129	B727						A	PHX	18	47	DHL	130	B727									
381	Cargo				LAX	09	33	WOA	111	MD10						A	LAX	18	37	WOA	112	MD10									
382	Cargo				OGG	13	15	UPS	113	B767						B	AFW	19	17	UPS	114	B767									
383	Cargo				MEM	17	20	FDX	131	DC10						C	MEM	19	40	FDX	132	DC10									
384	GA				LAX	07	52	N	115	GLF4																					
385	GA				LAS	08	32	N	147	CL60																					
386	GA				SJC	09	42	N	137	H25B																					
387	GA				BUR	10	05	N	157	BE20																					
388	GA				MSP	10	52	N	119	GLF4																					
389	GA				SFO	11	05	N	159	BE20																					
390	GA				MSY	11	18	N	149	CL60																					
391	GA				RNO	12	25	N	139	H25B																					
392	GA				DEN	12	51	N	121	GLF4																					
393	GA				SEA	13	04	N	123	GLF4																					
394	GA				DFW	13	36	N	125	GLF4																					
395	GA				IAH	14	14	N	151	CL60																					
396	GA				SMF	14	47	N	163	BE20																					
397	GA				IAD	15	03	N	127	GLF4																					
398	GA				MIA	15	53	N	129	GLF4																					
399	GA				CLT	16	25	N	153	CL60																					
400	GA				MCI	16	28	N	141	H25B																					
401	GA				SLC	16	48	N	143	H25B																					
402	GA				BOS	17	46	N	145	H25B																					
403	GA				MRY	18	32	N	165	BE20																					

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2015 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Arrivals													Departures												
		Gate Type	Type	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
404	GA			LAX	18	55	N	167	BE20																		
405	GA			SMF	19	45	N	155	BE20																		
406	GA			LAS	20	10	N	133	H25B																		
407	GA			PHX	21	32	N	113	GLF4																		
408	GA			SFO	23	15	N	111	GLF4																		
409	GA															DFW	7	25	N	150	CL60						
410	GA														TUS	8	32	N	116	GLF4							
411	GA														CLE	9	25	N	118	GLF4							
412	GA														MRY	9	54	N	158	BE20							
413	GA														AUS	10	35	N	152	CL60							
414	GA														SMF	10	59	N	138	H25B							
415	GA														PIT	11	10	N	120	GLF4							
416	GA														BFL	11	25	N	160	BE20							
417	GA														RNO	12	05	N	140	H25B							
418	GA														SMF	13	15	N	162	BE20							
419	GA														LAS	13	42	N	142	H25B							
420	GA														SMF	13	55	N	124	GLF4							
421	GA														SBA	14	05	N	154	CL60							
422	GA														PHX	14	28	N	164	BE20							
423	GA														SDF	15	06	N	144	H25B							
424	GA														SJC	15	18	N	126	GLF4							
425	GA														BOI	16	30	N	146	H25B							
426	GA														LAX	16	52	N	128	GLF4							
427	GA														SFO	17	17	N	130	GLF4							
428	GA														FAT	17	35	N	168	BE20							
429	GA														PDX	18	25	N	132	GLF4							
430	GA														ABQ	19	35	N	148	CL60							
431	GA														SJC	21	20	N	156	BE20							
432	GA														LAS	6	15	N	112	GLF4							
433	GA														PHX	21	35	N	134	H25B							
434	MIL			OAK	15	45	MIL	113	FA20																		
435	MIL														OAK	17	45	MIL	114	FA20							

Source: HNTB analysis.

ATTACHMENT E

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Gate Type	Arrivals											Departures												
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.
1	01	NB				00	00	WN	73G	137						D	PHX	06	30	WN	73G	137	77%	100%	106	106
2	01	NB	D	LAS	07	45	WN	73G	137	74%	97%	102	98		D	LAS	08	10	WN	73G	137	90%	97%	123	120	
3	01	NB	D	SAT	09	05	WN	733	137	90%	98%	123	120		D	SMF	09	30	WN	733	137	77%	97%	106	103	
4	01	NB	D	PHX	10	30	WN	73G	137	90%	98%	123	120		D	RDU	11	05	WN	73G	137	77%	97%	106	103	
5	01	NB	D	OMA	12	00	WN	73G	137	77%	98%	106	103		D	PHX	12	25	WN	73G	137	73%	97%	100	98	
6	01	NB	D	PHX	13	30	WN	73G	137	68%	98%	93	91		D	BWI	14	05	WN	73G	137	64%	95%	88	84	
7	01	NB	D	MDW	15	40	WN	73G	137	71%	97%	97	94		D	MDW	16	10	WN	73G	137	77%	96%	106	102	
8	01	NB	D	BNA	17	05	WN	73G	137	50%	96%	69	66		D	MDW	17	30	WN	73G	137	90%	96%	123	119	
9	01	NB	D	ABQ	18	50	WN	73G	137	70%	97%	96	93		D	SEA	19	15	WN	73G	137	77%	97%	106	103	
10	01	NB	D	LAS	20	15	WN	73G	137	77%	97%	106	102		D	LAS	20	50	WN	73G	137	73%	97%	100	98	
11	01	NB	D	BNA	21	05	WN	73G	137	90%	100%	123	123		D	PHX	21	30	WN	73G	137	73%	97%	100	98	
12	01	NB	D	MDW	22	35	WN	73G	137	71%	100%	97	97					00	00	WN	73G	137				
13	02	NB			00	00	WN	73G	137						D	LAS	06	35	WN	73G	137	77%	100%	106	106	
14	02	NB	D	PHX	07	10	WN	73G	137	68%	98%	93	91		D	SMF	07	35	WN	73G	137	90%	100%	123	123	
15	02	NB	D	LAS	08	45	WN	73G	137	77%	97%	106	102		D	AUS	09	10	WN	73G	137	77%	97%	106	103	
16	02	NB	D	LAS	10	10	WN	73G	137	90%	97%	123	119		D	ABQ	10	35	WN	73G	137	73%	96%	100	96	
17	02	NB	D	PHX	11	45	WN	73G	137	90%	98%	123	120		D	LAS	12	15	WN	73G	137	73%	97%	100	98	
18	02	NB	D	SJC	13	15	WN	73G	137	67%	98%	92	90		D	LAS	13	45	WN	73G	137	73%	97%	100	98	
19	02	NB	D	SMF	14	50	WN	73G	137	70%	98%	96	94		D	SMF	15	15	WN	73G	137	69%	97%	95	92	
20	02	NB	D	PHX	16	25	WN	733	137	68%	98%	93	91		D	HOU	16	50	WN	733	137	77%	97%	106	103	
21	02	NB	D	ELP	18	15	WN	735	122	63%	98%	77	75		D	OAK	18	40	WN	735	122	90%	97%	110	107	
22	02	NB	D	MDW	20	00	WN	73G	137	90%	97%	123	119	Y			20	30	WN	73G	137					
23	02	NB	D	SMF	21	40	WN	73G	137	70%	100%	96	96		D	LAS	22	05	WN	73G	137	73%	97%	100	98	
24	02	NB	D	PHX	22	25	WN	73G	137	70%	100%	96	96				00	00	WN	73G	137					
25	03	NB			00	00	WN	73G	137						D	SJC	06	35	WN	73G	137	77%	100%	106	106	
26	03	NB	Y		08	00	WN	73G	137						D	BNA	08	30	WN	73G	137	90%	97%	123	120	
27	03	NB	D	MDW	10	10	WN	73G	137	90%	97%	123	119		D	SMF	10	40	WN	73G	137	69%	97%	95	92	
28	03	NB	D	BNA	12	05	WN	73G	137	90%	96%	123	118		D	ABQ	12	30	WN	73G	137	73%	96%	100	96	
29	03	NB	D	OAK	12	50	WN	733	137	70%	98%	96	94		D	ABQ	13	20	WN	733	137	73%	96%	100	96	
30	03	NB	D	LAS	13	55	WN	73G	137	74%	97%	102	98		D	CMH	14	20	WN	73G	137	77%	97%	106	103	
31	03	NB	D	OAK	16	05	WN	73G	137	70%	98%	96	94		D	LAS	16	30	WN	73G	137	77%	97%	106	103	
32	03	NB	D	OAK	17	40	WN	733	137	77%	98%	106	103		D	PHX	18	05	WN	733	137	90%	97%	123	120	
33	03	NB	D	SMF	19	25	WN	73G	137	90%	98%	123	120		D	TUS	19	50	WN	73G	137	77%	97%	106	103	
34	03	NB	D	OAK	20	55	WN	73G	137	90%	98%	123	120		D	SJC	21	20	WN	73G	137	75%	96%	103	99	
35	03	NB	D	OAK	21	40	WN	735	122	77%	100%	94	94		D	RNO	22	05	WN	735	122	70%	97%	86	83	
36	03	NB	D	SJC	22	25	WN	73G	137	67%	100%	92	92				00	00	WN	73G	137					
37	04	NB			00	00	WN	73G	137						D	MDW	06	40	WN	73G	137	77%	100%	106	106	
38	04	NB	D	SJC	09	00	WN	73G	137	90%	98%	123	120		D	MDW	09	25	WN	73G	137	77%	96%	106	102	
39	04	NB	D	CMH	11	25	WN	73G	137	77%	98%	106	103		D	MSY	11	50	WN	73G	137	77%	97%	106	103	
40	04	NB	D	ABQ	12	05	WN	73G	137	70%	97%	96	93		D	SAT	12	35	WN	73G	137	64%	97%	88	85	
41	04	NB	D	SAT	12	50	WN	73G	137	63%	98%	86	84		D	SJC	13	15	WN	73G	137	75%	96%	103	99	
42	04	NB	D	PHX	14	05	WN	735	122	68%	98%	83	81		D	PHX	14	30	WN	735	122	73%	97%	89	87	
43	04	NB	D	AUS	17	00	WN	73G	137	77%	98%	106	103		D	ABQ	17	25	WN	73G	137	90%	96%	123	119	
44	04	NB	D	SJC	19	40	WN	73G	137	90%	98%	123	120		D	PHX	20	05	WN	73G	137	73%	97%	100	98	

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Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals												Departures													
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
45	04	NB	D		ABQ	21	10	WN	733	137	90%	100%	123	123		D	OAK	21	40	WN	733	137	62%	97%	85	83		
46	04	NB	D		SMF	22	25	WN	73G	137	70%	100%	96	96				00	00	WN	73G	137						
47	05	NB				00	00	WN	733	137						D	ABQ	06	45	WN	733	137	77%	100%	106	106		
48	05	NB	D		SJC	08	10	WN	73G	137	90%	98%	123	120		D	PHX	08	35	WN	73G	137	90%	97%	123	120		
49	05	NB	D		PHX	09	15	WN	735	122	90%	98%	110	107		D	OAK	09	40	WN	735	122	77%	97%	94	92		
50	05	NB	D		PHL	10	45	WN	73G	137	90%	98%	123	120		D	TUS	12	35	WN	73G	137	64%	97%	88	85		
51	05	NB	D		MHT	12	55	WN	73G	137	77%	98%	106	103		D	MHT	13	25	WN	73G	137	77%	97%	106	103		
52	05	NB	D		ABQ	14	05	WN	73G	137	70%	97%	96	93		D	PVD	14	30	WN	73G	137	77%	97%	106	103		
53	05	NB	D		SMF	16	10	WN	73G	137	70%	98%	96	94		D	SMF	16	35	WN	73G	137	77%	97%	106	103		
54	05	NB	D		SJC	17	00	WN	73G	137	67%	98%	92	90		D	AUS	17	30	WN	73G	137	77%	97%	106	103		
55	05	NB	D		LAS	19	15	WN	73G	137	74%	97%	102	98		D	OAK	19	40	WN	73G	137	77%	97%	106	103		
56	05	NB	D		HOU	20	54	WN	733	137	77%	98%	106	103				00	00	WN	733	137						
57	06	NB				00	00	WN	73G	137						D	BWI	06	55	WN	73G	137	77%	100%	106	106		
58	06	NB	D		RNO	08	15	WN	735	122	90%	96%	110	105		D	RNO	08	40	WN	735	122	90%	97%	110	107		
59	06	NB	D		AUS	11	45	WN	73G	137	77%	98%	106	103		D	OAK	12	10	WN	73G	137	62%	97%	85	83		
60	06	NB	D		MDW	12	25	WN	73G	137	71%	97%	97	94		D	PHX	13	00	WN	73G	137	73%	97%	100	98		
61	06	NB	D		LAS	17	15	WN	73G	137	74%	97%	102	98		D	LAS	17	40	WN	73G	137	90%	97%	123	120		
62	06	NB	D		RDU	19	15	WN	73G	137	77%	98%	106	103		D	SMF	19	40	WN	73G	137	77%	97%	106	103		
63	06	NB	D		SMF	20	35	WN	73G	137	77%	98%	106	103				00	00	WN	73G	137						
64	07	NB				00	00	WN	73G	137						D	PHL	06	55	WN	73G	137	77%	100%	106	106		
65	07	NB	D		PHX	08	05	WN	73G	137	77%	98%	106	103		D	SMF	08	30	WN	73G	137	90%	97%	123	120		
66	07	NB	D		OAK	10	15	WN	735	122	90%	98%	110	107		D	LAS	10	40	WN	735	122	73%	97%	89	87		
67	07	NB	D		PVD	11	50	WN	73G	137	77%	98%	106	103		D	MDW	12	15	WN	73G	137	69%	96%	95	91		
68	07	NB	D		SMF	12	55	WN	73G	137	70%	98%	96	94		D	SEA	13	20	WN	73G	137	77%	97%	106	103		
69	07	NB	D		ABQ	16	10	WN	73G	137	70%	97%	96	93		D	PHX	16	40	WN	73G	137	77%	97%	106	103		
70	07	NB	D		SMF	18	35	WN	73G	137	77%	98%	106	103		D	ABQ	19	05	WN	73G	137	77%	96%	106	102		
71	07	NB	D		OAK	20	25	WN	735	122	90%	98%	110	107		D	PHX	20	50	WN	735	122	73%	97%	89	87		
72	07	NB	D		OAK	22	55	WN	73G	137	70%	100%	96	96				00	00	WN	73G	137						
73	08	NB				00	00	WN	735	122						D	PHX	07	00	WN	735	122	90%	100%	110	110		
74	08	NB	Y			07	15	WN	73G	137						D	SJC	07	45	WN	73G	137	90%	100%	123	123		
75	08	NB	D		SMF	08	55	WN	733	137	90%	98%	123	120		D	HOU	09	20	WN	733	137	77%	97%	106	103		
76	08	NB	D		BDL	11	15	WN	73G	137	77%	98%	106	103		D	OMA	11	40	WN	73G	137	77%	97%	106	103		
77	08	NB	D		OAK	12	10	WN	73G	137	70%	98%	96	94		D	OAK	12	40	WN	73G	137	62%	97%	85	83		
78	08	NB	D		TUS	13	05	WN	73G	137	70%	98%	96	94		D	BDL	14	30	WN	73G	137	77%	97%	106	103		
79	08	NB	D		LAS	14	55	WN	73G	137	74%	97%	102	98		D	SJC	15	20	WN	73G	137	75%	96%	103	99		
80	08	NB	D		BWI	16	55	WN	73G	137	70%	96%	96	92		D	BWI	17	25	WN	73G	137	90%	95%	123	117		
81	08	NB	D		LAS	18	20	WN	733	137	74%	97%	102	98		D	OAK	19	10	WN	733	137	77%	97%	106	103		
82	08	NB	D		SEA	20	05	WN	73G	137	77%	98%	106	103	Y			20	35	WN	73G	137						
83	08	NB	D		LAS	22	55	WN	735	122	90%	100%	110	110				00	00	WN	735	122						
84	09	NB				00	00	WN	73G	137						D	OAK	07	10	WN	73G	137	90%	100%	123	123		
85	09	NB	D		OAK	08	35	WN	73G	137	70%	98%	96	94		D	PHX	09	00	WN	73G	137	77%	97%	106	103		
86	09	NB	D		SMF	10	05	WN	73G	137	90%	98%	123	120		D	SJC	10	30	WN	73G	137	75%	96%	103	99		
87	09	NB	D		SJC	10	45	WN	73G	137	67%	98%	92	90		D	PHX	11	15	WN	73G	137	73%	97%	100	98		
88	09	NB	D		MCI	12	20	WN	73G	137	90%	98%	123	120		D	BNA	12	50	WN	73G	137	64%	97%	88	85		
89	09	NB	D		SEA	13	05	WN	73G	137	77%	98%	106	103		D	OAK	13	30	WN	73G	137	62%	97%	85	83		

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
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Ref. Num.	Gate	Gate Type	Arrivals												Departures														
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
90	09	NB	D	SJC	14	45	WN	73G	137	137	67%	98%	92	90	D	LAS	15	10	WN	73G	137	73%	97%	100	98				
91	09	NB	D	OAK	16	35	WN	733	137	137	70%	98%	96	94	D	OAK	17	05	WN	733	137	90%	97%	123	120				
92	09	NB	D	MDW	18	05	WN	73G	137	137	71%	97%	97	94	D	SMF	18	35	WN	73G	137	90%	97%	123	120				
93	09	NB	D	OAK	19	55	WN	73G	137	137	90%	98%	123	120	D	SMF	20	20	WN	73G	137	69%	97%	95	92				
94	09	NB	D	BWI	21	40	WN	73G	137	137	70%	100%	96	96					WN	73G	137								
95	10	NB			00	00	WN	73G	137	137					D	SMF	06	30	WN	73G	137	77%	100%	106	106				
96	10	NB	D	OAK	07	55	WN	73G	137	137	70%	98%	96	94	D	OAK	08	20	WN	73G	137	90%	97%	123	120				
97	10	NB	D	ABQ	09	15	WN	733	137	137	90%	97%	123	119	D	LAS	09	40	WN	733	137	77%	97%	106	103				
98	10	NB	D	ELP	11	40	WN	735	122	122	90%	98%	110	107	D	RNO	12	10	WN	735	122	70%	97%	86	83				
99	10	NB	D	BWI	12	25	WN	73G	137	137	90%	96%	123	118	D	PHL	13	15	WN	73G	137	77%	94%	106	100				
100	10	NB	D	OAK	13	30	WN	733	137	137	70%	98%	96	94	D	PHX	14	00	WN	733	137	73%	97%	100	98				
101	10	NB	D	RNO	15	45	WN	735	122	122	70%	96%	86	82	D	ELP	16	20	WN	735	122	77%	94%	94	89				
102	10	NB	D	SMF	17	20	WN	733	137	137	77%	98%	106	103	D	OAK	17	45	WN	733	137	90%	97%	123	120				
103	10	NB	D	MSY	18	55	WN	73G	137	137	77%	98%	106	103	D	SJC	19	30	WN	73G	137	77%	96%	106	102				
104	10	NB	D	PHX	21	25	WN	73G	137	137	77%	100%	106	106	D	SMF	21	50	WN	73G	137	69%	97%	95	92				
105	10	NB	D	PHL	22	20	WN	73G	137	137	63%	98%	86	84			00	00	WN	73G	137								
106	11	NB			00	00	WN	73G	137	137					D	MCI	07	20	WN	73G	137	77%	100%	106	106				
107	11	NB	D	SMF	07	55	WN	73G	137	137	77%	98%	106	103	D	TUS	08	20	WN	73G	137	90%	97%	123	120				
108	11	NB	D	HOU	09	25	WN	733	137	137	77%	98%	106	103	D	SAT	09	55	WN	733	137	90%	97%	123	120				
109	11	NB	D	SMF	10	50	WN	73G	137	137	77%	98%	106	103	D	MDW	11	20	WN	73G	137	69%	96%	95	91				
110	11	NB	D	PHX	12	30	WN	733	137	137	77%	98%	106	103	D	SMF	13	00	WN	733	137	69%	97%	95	92				
111	11	NB	D	SMF	14	00	WN	73G	137	137	70%	98%	96	94	D	SJC	14	25	WN	73G	137	75%	96%	103	99				
112	11	NB	D	LAS	15	45	WN	73G	137	137	74%	97%	102	98	D	OAK	16	10	WN	73G	137	77%	97%	106	103				
113	11	NB	D	PHX	17	05	WN	73G	137	137	68%	98%	93	91	D	SMF	17	35	WN	73G	137	90%	97%	123	120				
114	11	NB	D	OAK	19	05	WN	73G	137	137	90%	98%	123	120	D	LAS	19	30	WN	73G	137	77%	97%	106	103				
115	11	NB	D	PHX	20	25	WN	73G	137	137	90%	98%	123	120	D	SJC	20	50	WN	73G	137	75%	96%	103	99				
116	11	NB	D	LAS	21	45	WN	73G	137	137	77%	100%	106	106			00	00	WN	73G	137								
117	12	NB			00	00	WN	735	122	122					D	ELP	07	30	WN	735	122	77%	100%	94	94				
118	12	NB	D	TUS	08	25	WN	73G	137	137	90%	98%	123	120	D	OAK	08	50	WN	73G	137	90%	97%	123	120				
119	12	NB	D	SJC	09	50	WN	73G	137	137	77%	98%	106	103	D	PHX	10	15	WN	73G	137	73%	97%	100	98				
120	12	NB	D	LAS	11	20	WN	73G	137	137	77%	97%	106	102	D	SJC	11	45	WN	73G	137	75%	96%	103	99				
121	12	NB	D	LAS	12	40	WN	735	122	122	74%	97%	90	87	D	LAS	13	05	WN	735	122	73%	97%	89	87				
122	12	NB	D	PHX	14	35	WN	735	122	122	68%	98%	83	81	D	OAK	15	00	WN	735	122	62%	97%	76	74				
123	12	NB	D	MCI	16	25	WN	73G	137	137	63%	98%	86	84	D	BNA	16	50	WN	73G	137	77%	97%	106	103				
124	12	NB	D	TUS	18	00	WN	73G	137	137	70%	98%	96	94	D	MCI	18	25	WN	73G	137	77%	94%	106	100				
125	12	NB	D	PHX	19	35	WN	73G	137	137	90%	98%	123	120	D	LAS	20	00	WN	73G	137	73%	97%	100	98				
126	12	NB	D	SJC	20	55	WN	73G	137	137	90%	98%	123	120	D	SMF	21	20	WN	73G	137	69%	97%	95	92				
127	12	NB	D	RNO	22	45	WN	735	122	122	70%	100%	86	86			00	00	WN	735	122								
128	13	757			00	00	UA	320	138	138					D	ORD	06	30	UA	320	138	77%	100%	106	106				
129	13	757	D	DEN	07	26	UA	757	182	182	72%	77%	131	102	D	DEN	08	15	UA	757	182	90%	81%	164	133				
130	13	757	D	SFO	11	32	UA	757	182	182	68%	80%	124	100	D	ORD	12	15	UA	757	182	70%	82%	128	105				
131	13	757	D	ORD	14	01	UA	757	182	182	67%	81%	122	99	D	SFO	14	51	UA	757	182	70%	82%	128	105				
132	13	757	D	ORD	17	30	UA	320	138	138	67%	81%	93	75	D	ORD	18	28	UA	320	138	90%	82%	124	102				
133	13	757	D	ORD	22	04	UA	320	138	138	90%	100%	124	124	D	ORD	23	00	UA	320	138	70%	82%	97	80				
134	13	757	D	SFO	23	37	UA	320	138	138	68%	100%	94	94			00	00	UA	320	138								

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			TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %
135	14	757					00	00	UA	320	138						D	SFO	06	23	UA		320	138	77%	100%	106	106
136	14	757	D	ORD	08	09	UA	757	182	67%	81%	122	99			D	ORD	09	10	UA		757	182	90%	82%	164	135	
137	14	757	D	DEN	10	01	UA	320	138	90%	77%	124	96			D	DEN	11	00	UA		320	138	66%	81%	91	74	
138	14	757	D	ORD	12	24	UA	320	138	90%	81%	124	101			D	ORD	13	14	UA		320	138	70%	82%	97	80	
139	14	757	D	DEN	17	18	UA	757	182	72%	77%	131	102			D	DEN	18	20	UA		757	182	90%	81%	164	133	
140	14	757	D	SFO	20	03	UA	320	138	90%	80%	124	100			D	DEN	21	10	UA		320	138	66%	81%	91	74	
141	14	757	D	DEN	22	20	UA	320	138	72%	100%	99	99					00	00	UA		320	138					
142	15	NB			00	00	UA	319	120							D	SFO	08	10	UA		319	120	90%	82%	108	89	
143	15	NB	D	ORD	10	19	UA	320	138	90%	81%	124	101			D	ORD	11	08	UA		320	138	70%	82%	97	80	
144	15	NB	D	SFO	12	54	UA	319	120	68%	80%	82	66			D	SFO	13	39	UA		319	120	70%	82%	84	69	
145	15	NB	D	ORD	19	02	UA	320	138	77%	81%	106	87			D	SFO	19	55	UA		320	138	77%	82%	106	88	
146	15	NB	D	SFO	22	17	UA	319	120	77%	100%	93	93					00	00	UA		319	120					
147	16	NB			00	00	UA	320	138							D	DEN	06	18	UA		320	138	77%	100%	106	106	
148	16	NB	D	SFO	08	16	UA	320	138	90%	80%	124	100			D	SFO	09	27	UA		320	138	77%	82%	106	88	
149	16	NB	D	IAD	10	51	UA	320	138	90%	84%	124	105			D	IAD	11	40	UA		320	138	71%	75%	98	74	
150	16	NB	D	SFO	16	20	UA	733	120	68%	80%	82	66			D	SFO	17	05	UA		733	120	90%	82%	108	89	
151	16	NB	D	DEN	21	27	UA	320	138	90%	100%	124	124					00	00	UA		320	138					
152	17	NB	Y		07	15	UA	319	120							D	IAD	07	45	UA		319	120	90%	100%	108	108	
153	17	NB	D	SFO	09	47	UA	320	138	90%	80%	124	100			D	SFO	10	32	UA		320	138	70%	82%	97	80	
154	17	NB	D	DEN	12	41	UA	320	138	72%	77%	99	77			D	DEN	13	43	UA		320	138	66%	81%	91	74	
155	17	NB	D	IAD	17	00	UA	319	120	50%	84%	60	51	Y				17	30	UA		319	120					
156	17	NB	D	IAD	20	11	UA	319	120	90%	84%	108	91			D	IAD	22	15	UA		319	120	71%	75%	85	64	
157	18	NB	I	YVR	10	01	AC	320	140	67%	97%	94	91			I	YVR	10	55	AC		320	140	67%	96%	94	91	
158	18	NB	I	YYZ	11	10	AC	320	140	67%	93%	94	87			I	YYZ	12	45	AC		320	140	67%	96%	94	91	
159	18	NB	I	YYZ	21	50	AC	319	112	67%	100%	75	75			I	YYZ	22	45	AC		319	112	67%	96%	75	72	
160	19	NB	D	ATL	10	15	FL	73G	137	90%	100%	123	123			D	ATL	11	05	FL		73G	137	77%	100%	106	106	
161	19	NB	D	ATL	13	40	FL	73G	137	52%	100%	71	71			D	ATL	14	30	FL		73G	137	77%	100%	106	106	
162	19	NB	D	ATL	20	55	FL	73G	137	90%	100%	123	123			D	ATL	22	50	FL		73G	137	77%	100%	106	106	
163	20	NB	D	SEA	00	15	AS	73G	120	73%	100%	88	88			D	SEA	06	30	AS		73G	120	77%	100%	93	93	
164	20	NB	D	SEA	09	57	AS	734	140	90%	96%	126	120			D	PDX	10	35	AS		734	140	71%	95%	100	95	
165	20	NB	Y		17	15	AS	73G	120							D	PDX	17	45	AS		73G	120	90%	95%	108	103	
166	21	NB			00	00	AS	M80	140							D	SEA	08	20	AS		M80	140	90%	95%	126	120	
167	21	NB	D	PDX	09	15	AS	73G	120	90%	96%	108	103			I	SJD	10	05	AS		73G	120	70%	96%	84	81	
168	21	NB	D	SEA	11	47	AS	739	172	73%	96%	126	120			D	SEA	12	17	AS		739	172	70%	95%	121	115	
169	21	NB	D	PDX	13	07	AS	734	140	71%	96%	100	95			D	PDX	13	45	AS		734	140	71%	95%	100	95	
170	21	NB	D	PDX	16	00	AS	734	140	77%	96%	108	103			D	SEA	16	37	AS		734	140	77%	95%	108	103	
171	21	NB	D	SEA	20	11	AS	M80	140	77%	96%	108	103			D	SEA	20	53	AS		M80	140	70%	95%	98	94	
172	21	NB	D	SEA	22	48	AS	M80	140	77%	100%	108	108					00	00	AS		M80	140					
173	22	NB			00	00	AS	734	140							D	PDX	06	40	AS		734	140	77%	100%	108	108	
174	22	NB	D	GEG	09	55	QX	CR7	70	77%	97%	54	52			D	GEG	10	25	QX		CR7	70	77%	96%	54	52	
175	22	NB	D	BOI	10	55	QX	CR7	70	77%	97%	54	52			D	BOI	11	25	QX		CR7	70	77%	96%	54	52	
176	22	NB	D	SEA	13	52	AS	M80	140	73%	96%	102	98			D	SEA	14	40	AS		M80	140	70%	95%	98	94	
177	22	NB	D	SEA	16	40	AS	M80	140	73%	96%	102	98			D	SEA	17	16	AS		M80	140	90%	95%	126	120	
178	22	NB	D	GEG	18	55	QX	CR7	70	77%	97%	54	52			D	GEG	19	25	QX		CR7	70	77%	96%	54	52	
179	22	NB	D	PDX	22	19	AS	734	140	71%	100%	100	100					00	00	AS		734	140					

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Gate Type	Arrivals											Departures																
			TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
180	23	NB						00	00	US		320	142						D	PHL	06	40	US		320	142	77%	100%	110	110
181	23	NB		D	PHX	07	10	YV		CRJ	50	77%	95%		36			D	PHX	07	40	YV		CRJ	50	90%	100%	45	45	
182	23	NB		D	PHX	08	33	HP		733	134	90%	95%	121	114			D	PHX	09	30	HP		733	134	77%	94%	103	97	
183	23	NB		D	PIT	11	16	US		321	169	77%	100%	130	130			D	PIT	13	30	US		321	169	77%	100%	130	130	
184	23	NB		D	PHX	18	58	HP		320	150	90%	95%	135	128			D	LAS	20	15	HP		320	150	77%	95%	116	110	
185	23	NB		D	PHX	21	00	YV		CRJ	50	77%	100%	39	39			D	PHX	21	30	YV		CRJ	50	70%	93%	35	33	
186	23	NB		D	PHL	22	31	US		320	142	70%	100%	100	100						00	00	US		320	142				
187	24	NB	Y					06	15	HP		733	134					D	PHX	06	45	HP		733	134	77%	100%	103	103	
188	24	NB		D	PHX	07	40	HP		319	124	61%	95%	76	72			D	PHX	08	10	HP		319	124	90%	94%	112	105	
189	24	NB		D	PHX	10	03	HP		320	150	90%	95%	135	128			D	PHX	10	53	HP		320	150	66%	94%	99	94	
190	24	NB		D	PHL	12	45	US		320	142	70%	100%	100	100			D	PHL	13	10	US		320	142	77%	100%	110	110	
191	24	NB		D	PHX	14	40	HP		320	150	61%	95%	92	87			D	PHX	15	40	HP		320	150	66%	94%	99	94	
192	24	NB		D	PHX	17	31	HP		320	150	61%	95%	92	87			D	PHX	18	30	HP		320	150	90%	94%	135	127	
193	24	NB		D	PHL	20	28	US		320	142	90%	100%	128	128			D	PHL	21	55	US		320	142	77%	100%	110	110	
194	25	757						00	00	HP		319	124					D	LAS	09	30	HP		319	124	77%	95%	96	91	
195	25	757		D	PHL	10	11	US		319	120	77%	100%	93	93			D	PHL	11	15	US		319	120	77%	100%	93	93	
196	25	757		D	PHX	11	35	HP		733	134	90%	95%	121	114			D	PHX	12	35	HP		733	134	66%	94%	89	84	
197	25	757		D	LAS	12	55	HP		757	190	77%	94%	146	137			D	LAS	13	35	HP		757	190	77%	95%	147	140	
198	25	757		D	LAS	17	54	HP		320	150	77%	94%	116	108			D	PHX	19	40	HP		320	150	77%	94%	116	109	
199	25	757		D	PHX	19	55	HP		733	134	90%	95%	121	114	Y				20	25	HP		733	134					
200	25	757		D	LAS	21	08	HP		319	124	77%	100%	96	96					00	00	HP		319	124					
201	26	NB						00	00	AA		M80	129					D	ORD	07	42	AA		M80	129	90%	100%	116	116	
202	26	NB		D	DFW	08	32	AA		M80	129	74%	86%	96	83			D	ORD	09	53	AA		M80	129	70%	87%	90	79	
203	26	NB		D	DFW	10	45	AA		738	142	90%	86%	128	111			D	DFW	11	27	AA		738	142	72%	88%	102	90	
204	26	NB		D	DFW	13	44	AA		M80	129	74%	86%	96	83			D	DFW	14	38	AA		M80	129	72%	88%	93	82	
205	26	NB		D	DFW	19	12	AA		738	142	74%	86%	105	91	Y				19	42	AA		738	142					
206	26	NB		D	DFW	21	26	AA		M80	129	77%	100%	99	99					00	00	AA		M80	129					
207	27	NB						00	00	HP		733	134					D	PHX	07	00	HP		733	134	90%	100%	121	121	
208	27	NB		D	PHX	13	19	YV		CRJ	50	77%	95%	39	36			D	PHX	14	00	YV		CRJ	50	70%	93%	35	33	
209	27	NB		D	PHX	16	11	YV		CRJ	50	77%	95%	39	36			D	PHX	16	51	YV		CRJ	50	77%	93%	39	36	
210	27	NB		D	CLT	19	33	US		321	169	77%	100%	130	130			D	CLT	22	05	US		321	169	77%	100%	130	130	
211	27	NB		D	PHX	22	43	HP		733	134	61%	100%	82	82					00	00	HP		733	134					
212	28	WB	Y					05	51	AA		738	142					D	DFW	06	21	AA		738	142	77%	100%	110	110	
213	28	WB	Y					08	45	AA		M80	129					D	DFW	09	15	AA		M80	129	77%	88%	100	88	
214	28	WB		D	ORD	10	52	AA		M80	129	90%	84%	116	98			D	ORD	11	49	AA		M80	129	70%	87%	90	79	
215	28	WB		D	MIA	12	35	AA		763	212	66%	90%	140	125			D	MIA	13	25	AA		763	212	77%	89%	164	146	
216	28	WB		D	DFW	15	27	AA		757	180	74%	86%	133	115			D	DFW	16	11	AA		757	180	77%	88%	139	123	
217	28	WB		D	DFW	17	27	AA		M80	129	74%	86%	96	83	Y				17	57	AA		M80	129					
218	28	WB		D	MIA	19	52	AA	N	757	180	90%	90%	162	145			D	MIA	21	32	AA		757	180	77%	89%	139	124	
219	29	NB						00	00	AA		M80	129					D	ORD	06	16	AA		M80	129	77%	100%	100	100	
220	29	NB		D	STL	10	43	AA		M80	129	77%	78%	99	78			D	STL	11	50	AA		M80	129	77%	78%	100	78	
221	29	NB		D	DFW	12	34	AA		738	142	77%	86%	109	95			D	DFW	13	16	AA		738	142	72%	88%	102	90	
222	29	NB		D	ORD	17	25	AA		M80	129	71%	84%	92	77			D	ORD	18	00	AA		M80	129	90%	87%	116	101	
223	29	NB		D	BOS	20	19	AA		738	142	77%	90%	109	98	Y				20	49	AA		738	142					
224	29	NB		D	STL	21	03	AA	N	M80	129	77%	100%	99	99	Y				21	33	AA		M80	129					

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Gate Type	Arrivals												Departures														
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	
225	29	NB		D	ORD	23	00	AA	M80	129	71%	100%	92	92				00	00	AA		M80	129						
226	30	NB	Y			05	42	AA	M80	129					D	STL	06	12	AA		M80	129	77%	100%	100	100			
227	30	NB	Y			07	40	AA	738	142					D	BOS	08	10	AA		738	142	90%	89%	128	114			
228	30	NB		D	ORD	08	52	AA	M80	129	71%	84%	92	77	D	DFW	10	40	AA		M80	129	72%	88%	93	82			
229	30	NB		D	BOS	11	39	AA	738	142	77%	90%	109	98	D	BOS	13	01	AA		738	142	64%	89%	91	81			
230	30	NB		D	ORD	16	15	AA	M80	129	71%	84%	92	77	D	DFW	17	10	AA		M80	129	90%	88%	116	102			
231	30	NB		D	ORD	21	24	AA	738	142	90%	100%	128	128	D	ORD	23	00	AA		738	142	70%	87%	100	87			
232	31	WB				00	00	AA	738	142					D	DFW	08	02	AA		738	142	90%	88%	128	113			
233	31	WB		D	JFK	09	21	AA	777	236	77%	90%	182	163	D	JFK	10	50	AA		777	236	77%	89%	182	163			
234	31	WB		D	DFW	11	37	AA	757	180	77%	86%	139	120	D	DFW	12	25	AA		757	180	72%	88%	130	115			
235	31	WB		D	ORD	12	59	AA	738	142	77%	84%	109	92	D	ORD	14	00	AA		738	142	70%	87%	100	87			
236	31	WB		D	JFK	14	17	AA	763	212	62%	90%	132	118	D	JFK	15	30	AA		763	212	77%	89%	164	146			
237	31	WB		D	JFK	19	58	AA	777	236	90%	90%	212	190	D	JFK	21	30	AA		777	236	77%	89%	182	163			
238	31	WB		D	DFW	22	43	AA	738	142	77%	100%	109	109				00	00	AA		738	142						
239	32	NB				00	00	A100	ERD	44					D	SJC	06	20	A100		ERD	44	77%	100%	34	34			
240	32	NB		D	SJC	08	35	A100	ERD	44	90%	87%	40	35	D	SJC	09	05	A100		ERD	44	77%	87%	34	30			
241	32	NB		D	SJC	09	40	A100	ERD	44	77%	87%	34	30	D	SJC	10	33	A100		ERD	44	73%	87%	32	28			
242	32	NB		D	SJC	11	40	A100	ERD	44	67%	87%	30	26	D	SJC	12	20	A100		ERD	44	73%	87%	32	28			
243	32	NB		D	SJC	13	02	A100	ERD	44	67%	87%	30	26	D	SJC	13	55	A100		ERD	44	73%	87%	32	28			
244	32	NB		D	SJC	16	35	A100	ERD	44	67%	87%	30	26	D	SJC	17	25	A100		ERD	44	90%	87%	40	35			
245	32	NB		D	SJC	18	32	A100	ERD	44	77%	87%	34	30	D	SJC	19	02	A100		ERD	44	77%	87%	34	30			
246	32	NB		D	SJC	19	58	A100	ERD	44	90%	87%	40	35	D	SJC	20	45	A100		ERD	44	73%	87%	32	28			
247	32	NB		D	SJC	22	00	A100	ERD	44	77%	100%	34	34				00	00	A100		ERD	44						
248	33	757				00	00	NW	320	148					D	MSP	07	30	NW		320	148	90%	100%	133	133			
249	33	757		D	MSP	08	42	NW	320	148	71%	97%	105	102	D	MSP	09	55	NW		320	148	77%	96%	114	110			
250	33	757		D	MSP	10	47	NW	757	180	90%	97%	162	156	D	MSP	12	05	NW		757	180	64%	96%	115	111			
251	33	757		D	MSP	13	05	NW	320	148	77%	97%	114	110	D	MSP	14	02	NW		320	148	64%	96%	95	91			
252	33	757		D	DTW	17	18	NW	320	148	64%	98%	95	93	D	MSP	18	15	NW		320	148	90%	96%	133	128			
253	33	757		D	DTW	20	58	NW	319	124	90%	98%	112	109	D	DTW	22	20	NW		319	124	72%	97%	89	87			
254	33	757		D	MSP	23	02	NW	320	148	71%	100%	105	105				00	00	NW		320	148						
255	34	NB				00	00	NW	320	148					D	DTW	08	25	NW		320	148	90%	97%	133	130			
256	34	NB		D	DTW	11	01	NW	320	148	90%	98%	133	130	D	DTW	12	30	NW		320	148	72%	97%	107	104			
257	34	NB		D	DTW	13	51	NW	319	124	64%	98%	79	78	D	DTW	14	52	NW		319	124	72%	97%	89	87			
258	34	NB		D	MSP	19	02	NW	320	148	77%	97%	114	110				00	00	NW		320	148						
259	35	NB				00	00	NW	319	124					D	MSP	6	35	NW		319	124	77%	100%	96	96			
260	35	NB		D	MEM	11	05	NW	320	148	77%	98%	114	111	D	MEM	12	30	NW		320	148	77%	97%	114	111			
261	35	NB		D	MSP	15	02	NW	320	148	71%	97%	105	102	D	MSP	16	05	NW		320	148	77%	96%	114	110			
262	35	NB		D	MSP	21	02	NW	319	124	77%	100%	96	96				00	00	NW		319	124						
263	36	WB				00	00	CO	738	155					D	EWR	08	00	CO		738	155	90%	100%	140	140			
264	36	WB		D	EWR	11	35	CO	757	183	90%	100%	165	165	D	EWR	12	45	CO		757	183	70%	100%	128	128			
265	36	WB		D	EWR	14	17	CO	764	235	65%	100%	153	153	D	EWR	15	15	CO		764	235	70%	100%	165	165			
266	36	WB		D	EWR	16	15	CO	738	155	65%	100%	101	101	D	EWR	17	15	CO		738	155	90%	100%	140	140			
267	36	WB		D	EWR	20	28	CO	738	155	90%	100%	140	140	D	EWR	21	45	CO		738	155	70%	100%	109	109			
268	36	WB		D	EWR	22	16	CO	738	155	77%	100%	120	120				00	00	CO		738	155						
269	37	NB	Y			06	30	CO	738	155					D	IAH	07	00	CO		738	155	90%	100%	140	140			

Attachment E

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Gate Type	Arrivals											Departures														
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
270	37	NB	D	IAH	08	43	CO		738	155	72%	100%	112	112		D	IAH	09	39	CO		738	155	77%	100%	120	120	
271	37	NB	D	IAH	10	33	CO		738	155	90%	100%	140	140		D	IAH	12	30	CO		738	155	72%	100%	112	112	
272	37	NB	D	IAH	13	03	CO		738	155	77%	100%	120	120		D	IAH	14	20	CO		738	155	72%	100%	112	112	
273	37	NB	D	IAH	15	52	CO		73G	124	72%	100%	89	89		D	IAH	16	50	CO		73G	124	77%	100%	96	96	
274	37	NB	D	IAH	17	57	CO		738	155	72%	100%	112	112	Y				18	27	CO		738	155				
275	37	NB	D	CLE	20	20	CO		73G	124	77%	100%	96	96		D	CLE	21	38	CO		73G	124	77%	100%	96	96	
276	37	NB	D	IAH	22	04	CO		738	155	77%	100%	120	120		D	IAH	23	00	CO		738	155	72%	100%	112	112	
277	38	NB	D	HNL	06	37	B6		320	156	77%	98%	120	117		D	DFW	07	46	B6		320	156	90%	100%	140	140	
278	38	NB	D	DFW	08	16	B6		320	156	71%	96%	111	106		D	HNL	09	17	B6		320	156	77%	97%	120	117	
279	38	NB	D	OAK	09	30	B6		E19	100	90%	97%	90	87		D	OAK	09	55	B6		E19	100	77%	97%	77	75	
280	38	NB	D	JFK	10	40	B6		320	156	90%	97%	140	136		D	JFK	11	35	B6		320	156	72%	96%	113	108	
281	38	NB	D	FLL	11	54	B6		320	156	77%	98%	120	117		D	MCO	12	46	B6		320	156	77%	94%	120	113	
282	38	NB	D	OAK	13	05	B6		320	156	73%	97%	114	110		D	OAK	13	50	B6		320	156	73%	97%	114	111	
283	38	NB	D	SLC	14	33	B6		E19	100	71%	98%	71	69		D	SLC	15	03	B6		E19	100	50%	97%	50	49	
284	38	NB	D	IAD	15	53	B6		320	156	77%	98%	120	117		D	DFW	17	26	B6		320	156	90%	95%	140	134	
285	38	NB	D	JFK	19	35	B6		320	156	90%	97%	140	136		D	OAK	20	15	B6		320	156	73%	97%	114	111	
286	38	NB	D	IAD	20	50	B6		320	156	77%	98%	120	117	Y				21	20	B6		320	156				
287	38	NB	D	MCO	21	36	B6		320	156	77%	100%	120	120	Y				22	06	B6		320	156				
288	39	NB			00	00	B6		320	156					D	MCO	06	32	B6		320	156	77%	100%	120	120		
289	39	NB	Y		07	25	B6		320	156					D	JFK	07	55	B6		320	156	90%	100%	140	140		
290	39	NB	D	SEA	08	32	B6		E19	100	72%	98%	72	70		D	DEN	09	03	B6		E19	100	77%	96%	77	74	
291	39	NB	D	IAD	09	33	B6		320	156	77%	98%	120	117		D	IAD	10	13	B6		320	156	70%	95%	109	104	
292	39	NB	D	MCO	11	06	B6		320	156	77%	95%	120	114		D	FLL	11	56	B6		320	156	77%	97%	120	117	
293	39	NB	D	DFW	13	36	B6		320	156	71%	96%	111	106		D	TPA	14	28	B6		320	156	77%	97%	120	117	
294	39	NB	D	PDX	15	15	B6		E19	100	71%	98%	71	69		D	PDX	15	45	B6		E19	100	77%	97%	77	75	
295	39	NB	D	DEN	16	25	B6		E19	100	71%	97%	71	69		D	OAK	17	30	B6		E19	100	90%	97%	90	88	
296	39	NB	D	SLC	19	43	B6		E19	100	90%	98%	90	88		D	PDX	20	15	B6		E19	100	77%	97%	77	75	
297	39	NB	D	OAK	21	15	B6		320	156	73%	100%	114	114		D	JFK	21	55	B6		320	156	72%	96%	113	108	
298	39	NB	D	JFK	23	10	B6		320	156	64%	100%	100	100					00	00	B6		320	156				
299	40	NB	Y		06	42	B6		320	156					D	IAD	07	12	B6		320	156	90%	100%	140	140		
300	40	NB	D	DEN	07	55	B6		E19	100	77%	97%	77	74		D	SLC	08	35	B6		E19	100	90%	97%	90	88	
301	40	NB	D	SLC	09	03	B6		E19	100	71%	98%	71	69		D	PDX	09	35	B6		E19	100	77%	97%	77	75	
302	40	NB	D	TPA	11	08	B6		320	156	77%	98%	120	117		D	DFW	11	58	B6		320	156	50%	95%	78	74	
303	40	NB	D	SEA	13	42	B6		E19	100	72%	98%	72	70		D	SEA	14	20	B6		E19	100	71%	97%	71	69	
304	40	NB	D	SEA	17	12	B6		E19	100	72%	98%	72	70		D	SEA	17	46	B6		E19	100	90%	97%	90	88	
305	40	NB	D	PDX	19	45	B6		E19	100	90%	98%	90	88		D	SEA	20	12	B6		E19	100	71%	97%	71	69	
306	40	NB	D	DFW	21	24	B6		320	156	90%	100%	140	140		D	IAD	22	23	B6		320	156	70%	95%	109	104	
307	41	NB			00	00	B6		E19	100					D	DEN	06	15	B6		E19	100	77%	100%	77	77		
308	41	NB	D	PDX	08	55	B6		E19	100	71%	98%	71	69		D	SEA	09	22	B6		E19	100	77%	97%	77	75	
309	41	NB	D	DEN	11	55	B6		E19	100	71%	97%	71	69		D	DEN	12	25	B6		E19	100	77%	96%	77	74	
310	41	NB	D	JFK	13	50	B6		320	156	64%	97%	100	97		D	JFK	14	35	B6		320	156	72%	96%	113	108	
311	41	NB	D	OAK	17	35	B6		E19	100	77%	97%	77	74		D	SLC	18	23	B6		E19	100	90%	97%	90	88	
312	41	NB	D	SEA	20	04	B6		E19	100	90%	98%	90	88		D	DEN	20	35	B6		E19	100	77%	96%	77	74	
313	41	NB	D	DEN	21	25	B6		E19	100	90%	100%	90	90					00	00	B6		E19	100				
314	42	NB			00	00	YV		CR7	70					D	DEN	07	05	YV		CR7	70	90%	100%	63	63		

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Ref. Num.	Gate	Gate Type	Arrivals											Departures												
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.
315	42	NB	D	DEN	08	05	F9	319	132	70%	100%	93	93		D	DEN	08	40	F9	319	132	90%	100%	119	119	
316	42	NB	D	DEN	09	20	YV	CR7	70	90%	100%	63	63		D	DEN	09	55	YV	CR7	70	77%	100%	54	54	
317	42	NB	D	DEN	11	55	YV	CR7	70	77%	100%	54	54		D	DEN	12	30	YV	CR7	70	65%	100%	46	46	
318	42	NB	D	DEN	13	25	F9	319	132	70%	100%	93	93		D	DEN	14	00	F9	319	132	70%	100%	93	93	
319	42	NB	D	DEN	15	05	YV	CR7	70	72%	100%	50	50		D	DEN	15	40	YV	CR7	70	65%	100%	46	46	
320	42	NB	D	DEN	17	15	YV	CR7	70	72%	100%	50	50		D	DEN	17	40	YV	CR7	70	90%	100%	63	63	
321	42	NB	D	DEN	20	00	F9	319	132	90%	100%	119	119		D	DEN	20	40	F9	319	132	70%	100%	93	93	
322	42	NB	D	DEN	22	45	YV	CR7	70	72%	100%	50	50				00	00	YV	CR7	70					
323	43	WB			00	00	DL	763	252					D	ATL	07	20	DL	763	252	77%	100%	194	194		
324	43	WB	D	ATL	10	02	DL	757	183	90%	100%	165	165		D	CVG	11	00	DL	757	183	77%	100%	141	141	
325	43	WB	D	ATL	11	57	DL	763	252	77%	100%	194	194		D	ATL	13	20	DL	763	252	74%	100%	187	187	
326	43	WB	D	ATL	15	20	DL	757	183	64%	100%	117	117		D	ATL	16	30	DL	757	183	77%	100%	141	141	
327	43	WB	D	ATL	20	43	DL	757	183	90%	100%	165	165		D	ATL	22	15	DL	757	183	74%	100%	136	136	
328	43	WB	D	ATL	23	07	DL	763	252	77%	100%	194	194				00	00	DL	763	252					
329	44	NB			00	00	DL	M90	150					D	SLC	06	20	DL	M90	150	77%	100%	116	116		
330	44	NB	Y		08	10	DL	738	154					D	ATL	08	40	DL	738	154	90%	100%	139	139		
331	44	NB	D	SLC	09	35	A296	CR7	70	77%	100%	54	54		D	SLC	10	30	A296	CR7	70	77%	89%	54	48	
332	44	NB	D	SLC	13	54	DL	M90	150	71%	100%	107	107		D	SLC	15	00	DL	M90	150	77%	100%	116	116	
333	44	NB	D	ATL	18	13	DL	738	154	77%	100%	119	119	Y			18	43	DL	738	154					
334	44	NB	D	SLC	21	39	DL	M90	150	77%	100%	116	116				00	00	DL	M90	150					
335	45	NB			00	00	DL	M80	142					D	DFW	07	05	DL	M80	142	90%	100%	128	128		
336	45	NB	D	DFW	09	45	DL	M80	142	77%	100%	109	109		D	DFW	10	45	DL	M80	142	50%	100%	71	71	
337	45	NB	D	SLC	12	10	DL	M90	150	90%	100%	135	135		D	SLC	13	00	DL	M90	150	77%	100%	116	116	
338	45	NB	D	DFW	17	52	DL	M80	142	77%	100%	109	109		D	DFW	18	50	DL	M80	142	90%	100%	128	128	
339	45	NB	D	DFW	22	30	DL	M80	142	77%	100%	109	109				00	00	DL	M80	142					
340	46	757	Y		06	10	DL	738	154					D	CVG	06	40	DL	738	154	77%	100%	119	119		
341	46	757	D	CVG	10	42	DL	757	183	90%	100%	165	165		D	ATL	11	40	DL	757	183	74%	100%	136	136	
342	46	757	D	ATL	14	16	DL	738	154	64%	100%	99	99		D	ATL	15	30	DL	738	154	74%	100%	114	114	
343	46	757	D	CVG	18	00	DL	738	154	47%	100%	72	72	Y			18	30	DL	738	154					
344	46	757	D	SLC	19	00	DL	M90	150	71%	100%	107	107		D	SLC	19	50	DL	M90	150	77%	100%	116	116	
345	46	757	D	CVG	21	07	DL	757	183	90%	100%	165	165		D	CVG	22	52	DL	757	183	77%	100%	141	141	
346	47	NB			00	00	TZ	738	175					D	MDW	06	20	TZ	738	175	77%	100%	135	135		
347	47	NB	D	MDW	09	15	TZ	738	175	77%	100%	135	135		D	MDW	10	05	TZ	738	175	77%	100%	135	135	
348	47	NB	D	IND	12	30	TZ	738	175	77%	100%	135	135		D	IND	13	35	TZ	738	175	77%	100%	135	135	
349	47	NB	D	MDW	15	20	TZ	738	175	77%	100%	135	135		D	MDW	16	10	TZ	738	175	77%	100%	135	135	
350	47	NB	D	MDW	22	55	TZ	738	175	77%	100%	135	135				00	00	TZ	738	175					
351	48	I			00	00	HA	763	252					D	HNL	09	10	HA	763	252	77%	100%	194	194		
352	48	I	Y		09	55	HA	763	252					D	OGG	10	25	HA	763	252	77%	100%	194	194		
353	48	I	I	LTO	12	35	AM	M80	137	70%	97%	96	93		I	LTO	13	35	AM	M80	137	70%	96%	96	93	
354	48	I	I	SJD	14	57	AS	73G	120	70%	97%	84	81				00	00	AS	73G	120					
355	48	I	I	CDG	15	55	AF	777	270	75%	97%	203	196		I	CDG	19	05	AF	777	270	75%	96%	203	195	
356	48	I	D	HNL	21	05	HA	763	252	77%	100%	194	194	Y			21	35	HA	763	252					
357	48	I	D	OGG	22	20	HA	763	252	77%	100%	194	194				00	00	HA	763	252					
358	50	I			00	00	AM	M80	137					I	SJD	09	00	AM	M80	137	70%	96%	96	93		
359	50	I	I	MEX	09	55	AM	M80	137	70%	97%	96	93		I	MEX	11	00	AM	M80	137	70%	96%	96	93	

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Ref. Num.	Gate	Gate Type	Arrivals											Departures													
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.
360	50	I	I	NRT	11	15	JL	777	302	70%	97%	212	204		I	NRT	13	00	JL	777	302	70%	96%	212	204		
361	50	I	I	FRA	13	25	LH	343	247	75%	97%	185	179		I	FRA	15	20	LH	343	247	75%	96%	186	179		
362	50	I	I	FRA	15	55	LH	343	247	75%	97%	185	179		I	FRA	17	55	LH	343	247	75%	96%	186	179		
363	50	I	I	SJD	19	30	AM	M80	137	70%	97%	96	93				00	00	AM	M80	137						
364	51	I			00	00	AM	M80	137						I	MZT	07	05	AM	M80	137	70%	96%	96	93		
365	51	I	I	LHR	12	50	BA	777	257	75%	97%	193	186		I	LHR	14	50	BA	777	257	75%	96%	193	186		
366	51	I	I	LHR	15	35	BA	777	257	75%	97%	193	186		I	LHR	17	35	BA	777	257	75%	96%	193	186		
367	51	I	I	MZT	20	45	AM	M80	137	70%	97%	96	93				00	00	AM	M80	137						
368	C01	RJ			00	00	A100	ERD	44						D	LAX	06	18	A100	ERD	44	77%	100%	34	34		
369	C01	RJ	D	LAX	07	32	A100	CR7	70	77%	87%	54	47		D	LAX	08	00	A100	CR7	70	90%	100%	63	63		
370	C01	RJ	D	LAX	09	02	A100	ERD	44	90%	87%	40	35		D	LAX	09	32	A100	ERD	44	77%	86%	34	29		
371	C01	RJ	D	LAX	11	45	A100	ERD	44	71%	87%	31	27		D	LAX	12	15	A100	ERD	44	63%	86%	28	24		
372	C01	RJ	D	LAX	13	55	A100	ERD	44	71%	87%	31	27		D	LAX	14	30	A100	ERD	44	63%	86%	28	24		
373	C01	RJ	D	LAX	15	58	A100	ERD	44	71%	87%	31	27		D	LAX	16	30	A100	ERD	44	77%	86%	34	29		
374	C01	RJ	D	LAX	18	00	A100	CR7	70	90%	87%	63	55		D	LAX	18	30	A100	CR7	70	90%	86%	63	54		
375	C01	RJ	D	LAX	20	30	A100	ERD	44	77%	87%	34	30		D	LAX	21	00	A100	ERD	44	63%	86%	28	24		
376	C01	RJ	D	LAX	22	14	A100	ERD	44	71%	100%	31	31				00	00	A100	ERD	44						
377	C02	RJ			00	00	A100	ERD	44						D	LAX	07	05	A100	ERD	44	90%	100%	40	40		
378	C02	RJ	D	LAX	08	19	A100	ERD	44	90%	87%	40	35		D	LAX	08	45	A100	ERD	44	90%	86%	40	34		
379	C02	RJ	D	LAX	10	09	A100	ERD	44	77%	87%	34	30		D	LAX	10	45	A100	ERD	44	63%	86%	28	24		
380	C02	RJ	D	LAX	12	50	A100	ERD	44	71%	87%	31	27		D	LAX	13	20	A100	ERD	44	63%	86%	28	24		
381	C02	RJ	D	LAX	14	58	A100	ERD	44	71%	87%	31	27		D	LAX	15	30	A100	ERD	44	63%	86%	28	24		
382	C02	RJ	D	LAX	17	00	A100	ERD	44	77%	87%	34	30		D	LAX	17	30	A100	ERD	44	90%	86%	40	34		
383	C02	RJ	D	LAX	19	00	A100	ERD	44	77%	87%	34	30		D	LAX	19	30	A100	ERD	44	90%	86%	40	34		
384	C02	RJ	D	LAX	21	15	A100	ERD	44	71%	100%	31	31		D	LAX	21	45	A100	ERD	44	63%	86%	28	24		
385	C02	RJ	D	LAX	23	22	A100	ERD	44	71%	100%	31	31				00	00	A100	ERD	44						
386	C03	RJ			00	00	A296	CRJ	50						D	LAX	06	15	A296	CRJ	50	77%	100%	39	39		
387	C03	RJ	D	LAX	06	40	A296	CRJ	50	74%	81%	37	30		D	LAX	07	10	A296	CRJ	50	90%	100%	45	45		
388	C03	RJ	D	LAX	10	27	A296	CRJ	50	77%	81%	39	31		D	LAX	11	00	A296	CRJ	50	66%	85%	33	28		
389	C03	RJ	D	LAX	12	40	A296	CRJ	50	74%	81%	37	30		D	LAX	13	10	A296	CRJ	50	66%	85%	33	28		
390	C03	RJ	D	LAX	16	44	A296	CRJ	50	77%	81%	39	31		D	LAX	17	10	A296	CRJ	50	90%	85%	45	38		
391	C03	RJ	D	LAX	18	20	A296	CRJ	50	77%	81%	39	31		D	LAX	18	45	A296	CRJ	50	90%	85%	45	38		
392	C03	RJ	D	LAX	20	22	A296	CRJ	50	77%	81%	39	31		D	LAX	21	23	A296	CRJ	50	66%	85%	33	28		
393	C03	RJ	D	LAX	22	56	A296	CRJ	50	74%	100%	37	37				00	00	A296	CRJ	50						
394	C04	RJ			00	00	A296	CRJ	50						D	LAX	07	40	A296	CRJ	50	90%	100%	45	45		
395	C04	RJ	D	LAX	08	44	A296	CRJ	50	90%	81%	45	37		D	LAX	09	15	A296	CRJ	50	77%	85%	39	33		
396	C04	RJ	D	LAX	11	35	A296	CRJ	50	74%	81%	37	30		D	LAX	12	00	A296	CRJ	50	66%	85%	33	28		
397	C04	RJ	D	LAX	15	14	A296	CRJ	50	74%	81%	37	30		D	LAX	15	40	A296	CRJ	50	66%	85%	33	28		
398	C04	RJ	D	LAX	19	24	A296	CRJ	50	77%	81%	39	31		D	LAX	20	05	A296	CRJ	50	66%	85%	33	28		
399	C04	RJ	D	LAX	23	28	A296	CRJ	50	74%	100%	37	37				00	00	A296	CRJ	50						
400	C05	RJ			00	00	A296	CRJ	50						D	LAX	07	15	A296	CRJ	50	90%	100%	45	45		
401	C05	RJ	D	LAX	07	54	A296	CRJ	50	77%	81%	39	31		D	LAX	08	20	A296	CRJ	50	90%	85%	45	38		
402	C05	RJ	D	LAX	11	00	A296	CRJ	50	74%	81%	37	30		D	LAX	11	30	A296	CRJ	50	66%	85%	33	28		
403	C05	RJ	D	LAX	13	48	A296	CRJ	50	74%	81%	37	30		D	LAX	14	18	A296	CRJ	50	66%	85%	33	28		
404	C05	RJ	D	LAX	17	40	A296	CRJ	50	90%	81%	45	37		D	LAX	18	05	A296	CRJ	50	90%	85%	45	38		

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Ref. Num.	Gate	Gate Type	Arrivals											Departures															
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
405	C05	RJ	D	LAX	21	03	A296		CRJ	50	74%	100%	37	37					00	00	A296		CRJ	50					
406	Cargo			AFW	04	30	FDX	127	B727								AFW	19	48	FDX	128	B727							
407	Cargo			OAK	04	40	FDX	133	A300								OAK	08	35	FDX	134	A300							
408	Cargo			SDF	04	45	UPS	117	B767								ONT	06	32	UPS	118	B767							
409	Cargo			MEM	05	40	FDX	125	DC10								MEM	07	20	FDX	126	DC10							
410	Cargo			ILN	05	52	ABX	115	B767								ILN	19	23	ABX	116	B767							
411	Cargo			ILN	06	09	ABX	111	B767								ILN	19	09	ABX	112	B767							
412	Cargo			PHX	07	20	DHL	129	B727								PHX	18	47	DHL	130	B727							
413	Cargo			LAX	09	33	WOA	111	MD10								LAX	18	37	WOA	112	MD10							
414	Cargo			OGG	13	15	UPS	113	B767								AFW	19	17	UPS	114	B767							
415	Cargo			MEM	17	20	FDX	131	DC10								MEM	19	40	FDX	132	DC10							
416	Cargo			EWB	06	15	FDX		A300								EWB	18	25	FDX		A300							
417	Cargo			MEM	05	20	FDX		MD10								MEM	18	55	FDX		MD10							
418	GA			LAX	07	52	N	115	GLF4																				
419	GA			LAS	08	32	N	147	CL60																				
420	GA			SJC	09	42	N	137	H25B																				
421	GA			BUR	10	05	N	157	BE20																				
422	GA			MSP	10	52	N	119	GLF4																				
423	GA			SFO	11	05	N	159	BE20																				
424	GA			MSY	11	18	N	149	CL60																				
425	GA			RNO	12	25	N	139	H25B																				
426	GA			DEN	12	51	N	121	GLF4																				
427	GA			SEA	13	04	N	123	GLF4																				
428	GA			DFW	13	36	N	125	GLF4																				
429	GA			IAH	14	14	N	151	CL60																				
430	GA			SMF	14	47	N	163	BE20																				
431	GA			IAD	15	03	N	127	GLF4																				
432	GA			MIA	15	53	N	129	GLF4																				
433	GA			CLT	16	25	N	153	CL60																				
434	GA			MCI	16	28	N	141	H25B																				
435	GA			SLC	16	48	N	143	H25B																				
436	GA			BOS	17	46	N	145	H25B																				
437	GA			MRY	18	32	N	165	BE20																				
438	GA			LAX	18	55	N	167	BE20																				
439	GA			SMF	19	45	N	155	BE20																				
440	GA			LAS	20	10	N	133	H25B																				
441	GA			PHX	21	32	N	113	GLF4																				
442	GA			SFO	23	15	N	111	GLF4																				
443	GA																DFW	7	25	N	150	CL60							
444	GA																TUS	8	32	N	116	GLF4							
445	GA																CLE	9	25	N	118	GLF4							
446	GA																MRY	9	54	N	158	BE20							
447	GA																AUS	10	35	N	152	CL60							

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals											Departures																	
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig			
448	GA															SMF	10	59	N	138	H25B										
449	GA															PIT	11	10	N	120	GLF4										
450	GA															BFL	11	25	N	160	BE20										
451	GA															RNO	12	05	N	140	H25B										
452	GA															SMF	13	15	N	162	BE20										
453	GA															LAS	13	42	N	142	H25B										
454	GA															SMF	13	55	N	124	GLF4										
455	GA															SBA	14	05	N	154	CL60										
456	GA															PHX	14	28	N	164	BE20										
457	GA															SDF	15	06	N	144	H25B										
458	GA															SJC	15	18	N	126	GLF4										
459	GA															BOI	16	30	N	146	H25B										
460	GA															LAX	16	52	N	128	GLF4										
461	GA															SFO	17	17	N	130	GLF4										
462	GA															FAT	17	35	N	168	BE20										
463	GA															PDX	18	25	N	132	GLF4										
464	GA															ABQ	19	35	N	148	CL60										
465	GA															SJC	21	20	N	156	BE20										
466	GA															LAS	6	15	N	112	GLF4										
467	GA															PHX	21	35	N	134	H25B										
468	MIL			OAK		15		45		MIL	113	FA20																			
469	MIL															OAK	17	45	MIL	114	FA20										

Source: HNTB analysis.

ATTACHMENT F

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals													Departures										Term					
			TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line		Flt. No.	Equip-ment	Seats	L.F.	Dept. OD %
1	1	NB				00	00	WN	WN	73G	137								D	PHX	06	30	WN	WN	73G	137	77%	100%	106	106	T1
2	1	NB	D	LAS	07	45	WN	WN	733	137	74%	97%	102	99				D	LAS	08	10	WN	WN	733	137	90%	97%	123	120	T1	
3	1	NB	D	SAT	09	05	WN	WN	73G	137	90%	95%	123	118				D	SEA	09	30	WN	WN	73G	137	77%	97%	106	103	T1	
4	1	NB	D	PHX	10	30	WN	WN	73G	137	90%	97%	123	120				D	RDU	11	05	WN	WN	73G	137	77%	97%	106	103	T1	
5	1	NB	D	OMA	12	00	WN	WN	73G	137	77%	97%	106	103				D	PHX	12	25	WN	WN	73G	137	71%	96%	98	94	T1	
6	1	NB	D	PHX	13	30	WN	WN	73G	137	70%	97%	96	94				D	BWI	14	05	WN	WN	73G	137	71%	96%	98	94	T1	
7	1	NB	D	PHX	15	35	WN	WN	733	137	70%	97%	96	94				D	SAT	16	00	WN	WN	733	137	77%	95%	106	101	T1	
8	1	NB	D	LAS	17	15	WN	WN	73G	137	74%	97%	102	99				D	LAS	17	40	WN	WN	73G	137	90%	97%	123	120	T1	
9	1	NB	D	ABQ	18	50	WN	WN	73G	137	70%	96%	96	93				D	SEA	19	15	WN	WN	73G	137	77%	97%	106	103	T1	
10	1	NB	D	OAK	20	25	WN	WN	73G	137	90%	97%	123	120				D	PHX	20	50	WN	WN	73G	137	71%	96%	98	94	T1	
11	1	NB	D	BNA	21	05	WN	WN	73G	137	90%	100%	123	123				D	PHX	21	30	WN	WN	73G	137	71%	96%	98	94	T1	
12	1	NB	D	PHX	22	25	WN	WN	73G	137	70%	100%	96	96							00	00	WN	WN	73G	137					T1
13	2	NB				00	00	WN	WN	73G	137							D	SMF	06	30	WN	WN	73G	137	77%	100%	106	106	T1	
14	2	NB	D	OAK	07	55	WN	WN	73G	137	69%	97%	95	92				D	OAK	08	20	WN	WN	73G	137	90%	97%	123	120	T1	
15	2	NB	D	OAK	08	35	WN	WN	73G	137	69%	97%	95	92				D	PHX	09	00	WN	WN	73G	137	90%	96%	123	119	T1	
16	2	NB	D	BWI	09	55	WN	WN	73G	137	72%	96%	99	95				D	BWI	10	25	WN	WN	73G	137	71%	96%	98	94	T1	
17	2	NB	D	ELP	11	40	WN	WN	735	122	90%	97%	110	107				D	RNO	12	10	WN	WN	735	122	70%	97%	86	83	T1	
18	2	NB	D	MDW	12	25	WN	WN	73G	137	72%	97%	99	96				D	PHX	13	00	WN	WN	73G	137	71%	96%	98	94	T1	
19	2	NB	D	SJC	13	15	WN	WN	73G	137	67%	97%	92	90				D	LAS	13	45	WN	WN	73G	137	73%	97%	100	98	T1	
20	2	NB	D	SJC	14	45	WN	WN	733	137	67%	97%	92	90				D	LAS	15	10	WN	WN	733	137	73%	97%	100	98	T1	
21	2	NB	D	PHX	16	25	WN	WN	735	122	70%	97%	86	84				D	HOU	16	50	WN	WN	735	122	77%	97%	94	92	T1	
22	2	NB	D	BNA	17	05	WN	WN	73G	137	50%	95%	69	66				D	MDW	17	30	WN	WN	73G	137	90%	96%	123	119	T1	
23	2	NB	D	MSY	18	55	WN	WN	73G	137	77%	97%	106	103				D	SJC	19	30	WN	WN	73G	137	77%	96%	106	102	T1	
24	2	NB	D	HOU	20	54	WN	WN	735	122	70%	97%	86	84				D	RNO	21	30	WN	WN	735	122	70%	97%	86	83	T1	
25	2	NB	D	MDW	22	35	WN	WN	73G	137	72%	100%	99	99							0	0	WN	WN	73G	137					T1
26	3	NB				00	00	WN	WN	73G	137							D	LAS	06	35	WN	WN	73G	137	77%	100%	106	106	T1	
27	3	NB	D	PHX	07	10	WN	WN	73G	137	70%	97%	96	94				D	SMF	07	35	WN	WN	73G	137	90%	100%	123	123	T1	
28	3	NB	D	LAS	08	45	WN	WN	73G	137	77%	97%	106	103				D	AUS	09	10	WN	WN	73G	137	77%	97%	106	103	T1	
29	3	NB	D	LAS	10	10	WN	WN	73G	137	90%	97%	123	120				D	ABQ	10	35	WN	WN	73G	137	74%	96%	102	98	T1	
30	3	NB	D	PHX	11	45	WN	WN	73G	137	90%	97%	123	120				D	LAS	12	15	WN	WN	73G	137	73%	97%	100	98	T1	
31	3	NB	D	PHX	12	30	WN	WN	73G	137	77%	97%	106	103				D	CMH	12	55	WN	WN	73G	137	77%	97%	106	103	T1	
32	3	NB	D	OAK	13	30	WN	WN	73G	137	69%	97%	95	92				D	PHX	14	00	WN	WN	73G	137	71%	96%	98	94	T1	
33	3	NB	D	RNO	15	45	WN	WN	735	122	70%	97%	86	84				D	ELP	16	20	WN	WN	735	122	77%	94%	94	89	T1	
34	3	NB	D	SMF	17	20	WN	WN	73G	137	77%	96%	106	102				D	OAK	17	45	WN	WN	73G	137	90%	97%	123	120	T1	
35	3	NB	D	OAK	19	05	WN	WN	73G	137	90%	97%	123	120				D	LAS	19	30	WN	WN	73G	137	77%	97%	106	103	T1	
36	3	NB	D	OAK	20	55	WN	WN	73G	137	90%	97%	123	120				D	SJC	21	20	WN	WN	73G	137	75%	96%	103	99	T1	
37	3	NB	D	SMF	21	40	WN	WN	73G	137	70%	100%	96	96				D	LAS	22	05	WN	WN	73G	137	73%	97%	100	98	T1	
38	3	NB	D	PHL	22	20	WN	WN	73G	137	70%	100%	96	96							00	00	WN	WN	73G	137					T1
39	4	NB				00	00	WN	WN	73G	137							D	SJC	06	35	WN	WN	73G	137	77%	100%	106	106	T1	
40	4	NB	Y			06	50	WN	WN	73G	137							D	MCI	07	20	WN	WN	73G	137	77%	100%	106	106	T1	
41	4	NB	D	PHL	10	45	WN	WN	73G	137	90%	96%	123	119				D	TUS	12	35	WN	WN	73G	137	63%	97%	87	84	T1	
42	4	NB	D	OAK	12	50	WN	WN	73G	137	69%	97%	95	92				D	ABQ	13	20	WN	WN	73G	137	74%	96%	102	98	T1	
43	4	NB	D	SMF	13	55	WN	WN	735	122	70%	96%	86	83				D	HOU	14	20	WN	WN	735	122	77%	97%	94	92	T1	
44	4	NB	D	LAS	15	45	WN	WN	73G	137	74%	97%	102	99				D	OAK	16	10	WN	WN	73G	137	77%	97%	106	103	T1	

Appendix F

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals													Departures										Term			
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line	Flt. No.	Equip-ment		Seats	Depl. L.F.	Depl. OD %
45	4	NB		D	OAK	17	40	WN	WN	73G	137	77%	97%	106	103		D	PHX	18	05	WN	WN	73G	137	90%	96%	123	119	T1
46	4	NB		D	SMF	19	25	WN	WN	73G	137	90%	96%	123	119		D	TUS	19	50	WN	WN	73G	137	77%	97%	106	103	T1
47	4	NB		D	ABQ	21	10	WN	WN	73G	137	90%	100%	123	123		D	OAK	21	40	WN	WN	73G	137	65%	97%	89	87	T1
48	4	NB		D	SJC	22	25	WN	WN	73G	137	67%	100%	92	92				00	00	WN	WN	73G	137					T1
49	5	NB				00	00	WN	WN	73G	137						D	MDW	06	40	WN	WN	73G	137	77%	100%	106	106	T1
50	5	NB	Y			07	25	WN	WN	733	137						D	SAT	07	55	WN	WN	733	137	90%	100%	123	123	T1
51	5	NB		D	SJC	09	00	WN	WN	73G	137	90%	97%	123	120		D	MDW	09	25	WN	WN	73G	137	77%	96%	106	102	T1
52	5	NB		D	SMF	10	05	WN	WN	73G	137	90%	96%	123	119		D	SJC	10	30	WN	WN	73G	137	75%	96%	103	99	T1
53	5	NB		D	BDL	11	15	WN	WN	73G	137	77%	97%	106	103		D	OMA	11	40	WN	WN	73G	137	77%	97%	106	103	T1
54	5	NB		D	BNA	12	05	WN	WN	73G	137	90%	95%	123	118		D	ABQ	12	30	WN	WN	73G	137	74%	96%	102	98	T1
55	5	NB		D	BWI	12	45	WN	WN	73G	137	90%	96%	123	119		D	PHL	13	15	WN	WN	73G	137	77%	96%	106	102	T1
56	5	NB		D	LAS	13	55	WN	WN	73G	137	74%	97%	102	99		D	SJC	14	25	WN	WN	73G	137	75%	96%	103	99	T1
57	5	NB		D	PHL	16	05	WN	WN	73G	137	70%	96%	96	93		D	LAS	16	30	WN	WN	73G	137	77%	97%	106	103	T1
58	5	NB		D	AUS	17	00	WN	WN	73G	137	77%	97%	106	103		D	ABQ	17	25	WN	WN	73G	137	90%	96%	123	119	T1
59	5	NB		D	LAS	19	15	WN	WN	73G	137	74%	97%	102	99		D	OAK	19	40	WN	WN	73G	137	77%	97%	106	103	T1
60	5	NB		D	MDW	20	00	WN	WN	73G	137	90%	97%	123	120	Y			20	30	WN	WN	73G	137					T1
61	5	NB		D	BWI	21	40	WN	WN	73G	137	72%	100%	99	99				00	00	WN	WN	73G	137					T1
62	6	NB				00	00	WN	WN	733	137						D	SJC	07	45	WN	WN	733	137	90%	100%	123	123	T1
63	6	NB		D	PHX	08	05	WN	WN	73G	137	77%	97%	106	103		D	SMF	08	30	WN	WN	73G	137	90%	96%	123	119	T1
64	6	NB		D	MDW	10	10	WN	WN	73G	137	90%	97%	123	120		D	SMF	10	40	WN	WN	73G	137	70%	96%	96	93	T1
65	6	NB		D	CMH	11	25	WN	WN	73G	137	77%	97%	106	103		D	MSY	11	50	WN	WN	73G	137	77%	97%	106	103	T1
66	6	NB		D	ABQ	12	05	WN	WN	73G	137	70%	96%	96	93		D	SAT	12	35	WN	WN	73G	137	64%	95%	88	84	T1
67	6	NB		D	SAT	12	50	WN	WN	733	137	50%	95%	69	66		D	SJC	13	15	WN	WN	733	137	75%	96%	103	99	T1
68	6	NB		D	OAK	16	05	WN	WN	73G	137	69%	97%	95	92		D	MSY	16	35	WN	WN	73G	137	77%	97%	106	103	T1
69	6	NB		D	SJC	17	00	WN	WN	73G	137	67%	97%	92	90		D	AUS	17	30	WN	WN	73G	137	77%	97%	106	103	T1
70	6	NB		D	RDU	19	15	WN	WN	73G	137	77%	97%	106	103		D	SMF	19	40	WN	WN	73G	137	77%	96%	106	102	T1
71	6	NB		D	PHX	20	25	WN	WN	73G	137	90%	97%	123	120		D	SJC	20	50	WN	WN	73G	137	75%	96%	103	99	T1
72	6	NB		D	PHX	21	25	WN	WN	73G	137	77%	100%	106	106		D	SMF	21	50	WN	WN	73G	137	70%	96%	96	93	T1
73	6	NB		D	LAS	22	55	WN	WN	733	137	90%	100%	123	123				00	00	WN	WN	733	137					T1
74	7	NB				00	00	WN	WN	73G	137						D	BWI	06	55	WN	WN	73G	137	77%	100%	106	106	T1
75	7	NB		D	RNO	08	15	WN	WN	735	122	90%	97%	110	107		D	RNO	08	40	WN	WN	735	122	90%	97%	110	107	T1
76	7	NB		D	HOU	09	15	WN	WN	735	122	70%	97%	86	84		D	SMF	09	40	WN	WN	735	122	77%	96%	94	91	T1
77	7	NB		D	OAK	10	15	WN	WN	73G	137	90%	97%	123	120		D	LAS	10	40	WN	WN	73G	137	73%	97%	100	98	T1
78	7	NB		D	OAK	11	25	WN	WN	73G	137	69%	97%	95	92		D	SMF	11	50	WN	WN	73G	137	70%	96%	96	93	T1
79	7	NB		D	MCI	12	20	WN	WN	73G	137	90%	97%	123	120		D	BNA	12	50	WN	WN	73G	137	50%	97%	69	67	T1
80	7	NB		D	TUS	13	05	WN	WN	73G	137	70%	97%	96	94		D	BDL	14	30	WN	WN	73G	137	77%	97%	106	103	T1
81	7	NB		D	ABQ	16	10	WN	WN	73G	137	70%	96%	96	93		D	PHX	16	40	WN	WN	73G	137	77%	96%	106	102	T1
82	7	NB		D	SJC	19	40	WN	WN	73G	137	90%	97%	123	120		D	LAS	20	05	WN	WN	73G	137	73%	97%	100	98	T1
83	7	NB		D	SMF	20	35	WN	WN	73G	137	70%	96%	96	93	Y			21	05	WN	WN	73G	137					T1
84	7	NB		D	SAT	21	25	WN	WN	733	137	90%	100%	123	123				00	00	WN	WN	733	137					T1
85	8	NB				00	00	WN	WN	73G	137						D	PHL	06	55	WN	WN	73G	137	77%	100%	106	106	T1
86	8	NB		D	SJC	08	10	WN	WN	73G	137	90%	97%	123	120		D	PHX	08	35	WN	WN	73G	137	90%	96%	123	119	T1
87	8	NB		D	PHX	09	15	WN	WN	73G	137	90%	97%	123	120		D	OAK	09	40	WN	WN	73G	137	77%	97%	106	103	T1
88	8	NB		D	AUS	11	45	WN	WN	73G	137	77%	97%	106	103		D	OAK	12	10	WN	WN	73G	137	65%	97%	89	87	T1
89	8	NB		D	HOU	12	30	WN	WN	735	122	90%	97%	110	107		D	SMF	13	00	WN	WN	735	122	70%	96%	86	83	T1

Appendix F

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals													Departures											Term		
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats		Depl. L.F.	Depl. OD %
90	8	NB		D	ABQ	14	05	WN	WN	73G	137	70%	96%	96	93		D	PVD	14	30	WN	WN	73G	137	77%	97%	106	103	T1
91	8	NB		D	SMF	16	10	WN	WN	73G	137	70%	96%	96	93		D	SMF	16	35	WN	WN	73G	137	70%	96%	96	93	T1
92	8	NB		D	PHX	17	05	WN	WN	73G	137	70%	97%	96	94		D	SMF	17	35	WN	WN	73G	137	90%	96%	123	119	T1
93	8	NB		D	OAK	21	40	WN	WN	73G	137	77%	100%	106	106	Y			22	10	WN	WN	73G	137					T1
94	8	NB		D	OAK	22	55	WN	WN	73G	137	69%	100%	95	95				0	0	WN	WN	73G	137					T1
95	9	NB				08	00	WN	WN	735	122						D	PHX	07	00	WN	WN	735	122	90%	100%	110	110	T1
96	9	NB		D	SMF	08	55	WN	WN	735	122	90%	96%	110	106		D	HOU	09	20	WN	WN	735	122	77%	97%	94	92	T1
97	9	NB		D	MSY	09	55	WN	WN	73G	137	77%	97%	106	103		D	OAK	10	25	WN	WN	73G	137	65%	97%	89	87	T1
98	9	NB		D	PVD	11	50	WN	WN	73G	137	77%	97%	106	103		D	MDW	12	15	WN	WN	73G	137	73%	96%	100	97	T1
99	9	NB		D	MHT	12	55	WN	WN	73G	137	77%	97%	106	103		D	MHT	13	25	WN	WN	73G	137	77%	97%	106	103	T1
100	9	NB		D	LAS	14	55	WN	WN	73G	137	74%	97%	102	99		D	SJC	15	20	WN	WN	73G	137	75%	96%	103	99	T1
101	9	NB		D	BWI	16	55	WN	WN	73G	137	72%	96%	99	95		D	BWI	17	25	WN	WN	73G	137	90%	96%	123	119	T1
102	9	NB		D	SMF	18	35	WN	WN	73G	137	77%	96%	106	102		D	ABQ	19	05	WN	WN	73G	137	74%	96%	102	98	T1
103	9	NB		D	LAS	20	15	WN	WN	73G	137	77%	97%	106	103		D	LAS	20	50	WN	WN	73G	137	73%	97%	100	98	T1
104	9	NB		D	RNO	22	45	WN	WN	735	122	70%	97%	86	84				00	00	WN	WN	735	122					T1
105	10	NB				00	00	WN	WN	73G	137						D	OAK	07	10	WN	WN	73G	137	90%	100%	123	123	T1
106	10	NB		D	SMF	07	55	WN	WN	73G	137	77%	96%	106	102		D	TUS	08	20	WN	WN	73G	137	90%	97%	123	120	T1
107	10	NB		D	SEA	09	25	WN	WN	73G	137	77%	97%	106	103		D	PHL	09	55	WN	WN	73G	137	77%	96%	106	102	T1
108	10	NB		D	SMF	10	50	WN	WN	73G	137	77%	96%	106	102		D	MDW	11	20	WN	WN	73G	137	73%	96%	100	97	T1
109	10	NB		D	SMF	12	55	WN	WN	73G	137	70%	96%	96	93		D	SEA	13	20	WN	WN	73G	137	77%	97%	106	103	T1
110	10	NB		D	SMF	14	50	WN	WN	73G	137	70%	96%	96	93		D	SMF	15	15	WN	WN	73G	137	70%	96%	96	93	T1
111	10	NB		D	OAK	16	35	WN	WN	73G	137	69%	97%	95	92		D	OAK	17	05	WN	WN	73G	137	90%	97%	123	120	T1
112	10	NB		D	ELP	18	15	WN	WN	735	122	63%	97%	77	75		D	SMF	18	40	WN	WN	735	122	90%	96%	110	106	T1
113	10	NB		D	SEA	20	05	WN	WN	73G	137	77%	97%	106	103		D	OAK	20	35	WN	WN	73G	137	65%	97%	89	87	T1
114	10	NB		D	LAS	21	45	WN	WN	73G	137	77%	100%	106	106				00	00	WN	WN	73G	137					T1
115	11	NB				00	00	WN	WN	735	122						D	ELP	07	30	WN	WN	735	122	77%	100%	94	94	T1
116	11	NB	Y			08	00	WN	WN	73G	137						D	BNA	08	30	WN	WN	73G	137	90%	97%	123	120	T1
117	11	NB		D	ABQ	09	15	WN	WN	73G	137	90%	96%	123	119		D	LAS	09	40	WN	WN	73G	137	77%	97%	106	103	T1
118	11	NB		D	SJC	10	45	WN	WN	733	137	67%	97%	92	90		D	PHX	11	15	WN	WN	733	137	71%	96%	98	94	T1
119	11	NB		D	SEA	13	05	WN	WN	73G	137	77%	97%	106	103		D	OAK	13	30	WN	WN	73G	137	65%	97%	89	87	T1
120	11	NB		D	PHX	14	05	WN	WN	733	137	70%	97%	96	94		D	PHX	14	30	WN	WN	733	137	71%	96%	98	94	T1
121	11	NB		D	MDW	15	40	WN	WN	73G	137	72%	97%	99	96		D	MDW	16	10	WN	WN	73G	137	77%	96%	106	102	T1
122	11	NB		D	MDW	18	05	WN	WN	73G	137	72%	97%	99	96		D	OAK	18	40	WN	WN	73G	137	90%	97%	123	120	T1
123	11	NB		D	OAK	19	55	WN	WN	73G	137	90%	97%	123	120		D	SMF	20	20	WN	WN	73G	137	70%	96%	96	93	T1
124	11	NB		D	SMF	22	25	WN	WN	735	122	70%	100%	86	86				00	00	WN	WN	735	122					T1
125	12	NB				00	00	WN	WN	73G	137						D	ABQ	06	45	WN	WN	73G	137	77%	100%	106	106	T1
126	12	NB		D	TUS	08	25	WN	WN	73G	137	90%	97%	123	120		D	OAK	08	50	WN	WN	73G	137	90%	97%	123	120	T1
127	12	NB		D	SJC	09	50	WN	WN	73G	137	77%	97%	106	103		D	PHX	10	15	WN	WN	73G	137	71%	96%	98	94	T1
128	12	NB		D	LAS	11	20	WN	WN	73G	137	77%	97%	106	103		D	SJC	11	45	WN	WN	73G	137	75%	96%	103	99	T1
129	12	NB		D	LAS	12	40	WN	WN	73G	137	74%	97%	102	99		D	MDW	13	15	WN	WN	73G	137	73%	96%	100	97	T1
130	12	NB		D	MDW	14	30	WN	WN	73G	137	72%	97%	99	96		D	OAK	15	00	WN	WN	73G	137	65%	97%	89	87	T1
131	12	NB		D	MCI	16	25	WN	WN	73G	137	63%	97%	87	84		D	BNA	17	00	WN	WN	73G	137	90%	97%	123	120	T1
132	12	NB		D	TUS	18	00	WN	WN	73G	137	70%	97%	96	94		D	MCI	18	25	WN	WN	73G	137	77%	94%	106	100	T1
133	12	NB		D	PHX	19	35	WN	WN	733	137	70%	97%	96	94		D	PHX	20	05	WN	WN	733	137	71%	96%	98	94	T1
134	12	NB		D	SJC	20	55	WN	WN	73G	137	90%	97%	123	120				00	00	WN	WN	73G	137					T1

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Ref. Num.	Gate	Gate Type	Arrivals												Departures											Term			
			Type	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line	Flt. No.	Equip-ment		Seats	Dept. L.F.	Dept. OD %
135	13	757				00	00	UA	UA	320	138						D	ORD	06	30	UA	UA	320	138	77%	100%	107	107	T1
136	13	757		D	DEN	07	26	UA	UA	319	120	72%	77%	87	67		D	DEN	08	15	UA	UA	319	120	90%	81%	108	88	T1
137	13	757		D	SFO	11	32	UA	UA	320	138	67%	80%	93	75		D	ORD	12	22	UA	UA	320	138	73%	81%	101	82	T1
138	13	757		D	ORD	14	01	UA	UA	320	138	65%	81%	90	73		D	SFO	14	41	UA	UA	320	138	70%	79%	97	77	T1
139	13	757		D	DEN	15	05	UA	UA	319	120	72%	77%	87	67		D	DEN	16	05	UA	UA	319	120	77%	81%	93	75	T1
140	13	757		D	DEN	17	18	UA	UA	757	182	72%	77%	132	102		D	DEN	18	20	UA	UA	757	182	90%	81%	164	133	T1
141	13	757		D	ORD	22	04	UA	UA	320	138	90%	100%	124	124		D	ORD	23	00	UA	UA	320	138	73%	81%	101	82	T1
142	13	757		D	SFO	23	37	UA	UA	319	120	67%	100%	81	81				00	00	UA	UA	319	120					T1
143	14	NB	Y			00	00	UA	UA	757	182						D	IAD	07	45	UA	UA	757	182	90%	100%	164	164	T1
144	14	NB		D	SFO	09	47	UA	UA	320	138	90%	80%	124	100		D	SFO	10	32	UA	UA	320	138	70%	79%	97	77	T1
145	14	NB		D	DEN	12	41	UA	UA	320	138	72%	77%	100	77		D	DEN	13	43	UA	UA	320	138	66%	81%	91	74	T1
146	14	NB		D	IAD	17	00	UA	UA	757	182	55%	84%	101	85	Y			17	45	UA	UA	757	182					T1
147	14	NB		D	IAD	20	11	UA	UA	757	182	90%	84%	164	138		D	IAD	22	15	UA	UA	757	182	70%	73%	128	94	T1
148	15	NB				00	00	UA	UA	319	120						D	SFO	08	10	UA	UA	319	120	90%	100%	108	108	T1
149	15	NB		D	ORD	10	19	UA	UA	320	138	90%	81%	124	101		D	ORD	11	08	UA	UA	320	138	73%	81%	101	82	T1
150	15	NB		D	SFO	12	54	UA	UA	319	120	67%	80%	81	65		D	SFO	13	39	UA	UA	319	120	70%	79%	84	67	T1
151	15	NB		D	ORD	19	02	UA	UA	320	138	77%	81%	107	87		D	SFO	19	55	UA	UA	320	138	77%	79%	107	85	T1
152	15	NB		D	SFO	22	17	UA	UA	319	120	77%	100%	93	93				00	00	UA	UA	319	120					T1
153	16	757				00	00	UA	UA	319	120						D	SFO	06	23	UA	UA	319	120	77%	100%	93	93	T1
154	16	757		D	ORD	08	09	UA	UA	320	138	65%	81%	90	73		D	ORD	09	10	UA	UA	320	138	77%	81%	107	87	T1
155	16	757		D	DEN	10	01	UA	UA	320	138	90%	77%	124	96		D	DEN	11	00	UA	UA	320	138	66%	81%	91	74	T1
156	16	757		D	ORD	12	24	UA	UA	320	138	90%	81%	124	101		D	ORD	13	14	UA	UA	320	138	73%	81%	101	82	T1
157	16	757		D	ORD	17	30	UA	UA	320	138	65%	81%	90	73		D	ORD	18	28	UA	UA	320	138	90%	81%	124	101	T1
158	16	757		D	SFO	20	03	UA	UA	320	138	90%	80%	124	100		D	DEN	21	10	UA	UA	320	138	66%	81%	91	74	T1
159	16	757		D	DEN	22	20	UA	UA	320	138	72%	100%	100	100				00	00	UA	UA	320	138					T1
160	17	NB				00	00	UA	UA	320	138						D	DEN	06	18	UA	UA	320	138	77%	100%	107	107	T1
161	17	NB		D	SFO	08	16	UA	UA	320	138	90%	80%	124	100		D	SFO	09	27	UA	UA	320	138	77%	79%	107	85	T1
162	17	NB		D	IAD	10	51	UA	UA	320	138	90%	84%	124	105		D	IAD	11	40	UA	UA	320	138	70%	73%	97	71	T1
163	17	NB		D	SFO	16	20	UA	UA	733	120	67%	80%	81	65		D	SFO	17	05	UA	UA	733	120	90%	79%	108	86	T1
164	17	NB		D	DEN	21	27	UA	UA	320	138	90%	100%	124	124				00	00	UA	UA	320	138					T1
165	18	NB		I	YVR	10	01	AC	AC	320	140	67%	96%	94	91		I	YVR	10	55	AC	AC	320	140	67%	96%	94	91	T1
166	18	NB		I	YYZ	11	10	AC	AC	320	140	67%	92%	94	87		I	YYZ	12	45	AC	AC	320	140	67%	96%	94	91	T1
167	18	NB		I	YVR	16	00	AC	AC	319	112	67%	96%	75	73		I	YVR	16	55	AC	AC	319	112	67%	96%	76	73	T1
168	18	NB		I	YYZ	21	50	AC	AC	319	112	67%	100%	75	75		I	YYZ	22	45	AC	AC	319	112	67%	96%	76	73	T1
169	19	NB		D	ATL	10	15	FL	FL	73G	137	90%	100%	123	123		D	ATL	11	05	FL	FL	73G	137	77%	100%	106	106	T1
170	19	NB		D	ATL	13	40	FL	FL	73G	137	52%	100%	72	72		D	ATL	14	30	FL	FL	73G	137	77%	100%	106	106	T1
171	19	NB		D	ATL	20	55	FL	FL	73G	137	90%	100%	123	123		D	ATL	22	50	FL	FL	73G	137	77%	100%	106	106	T1
172	20	NB		D	SEA	00	15	AS	AS	73G	120	73%	95%	88	84		D	SEA	06	30	AS	AS	73G	120	77%	100%	93	93	T2E
173	20	NB		D	PDX	09	15	AS	AS	73G	120	90%	95%	108	103		I	SJD	10	05	AS	AS	73G	120	70%	96%	84	81	T2E
174	20	NB		D	PDX	13	07	AS	AS	73G	120	74%	95%	89	85		D	PDX	13	45	AS	AS	73G	120	66%	95%	79	76	T2E
175	20	NB	Y			15	42	AS	AS	73G	120						D	PDX	17	45	AS	AS	73G	120	90%	95%	108	103	T2E
176	20	NB		D	PDX	18	00	AS	AS	73G	120	74%	95%	89	85		D	PDX	19	00	AS	AS	73G	120	90%	95%	108	103	T2E
177	20	NB		D	SEA	20	11	AS	AS	734	140	77%	95%	108	103		D	SEA	20	53	AS	AS	734	140	70%	95%	98	94	T2E
178	21	NB				00	00	AS	AS	73G	120						D	PDX	06	40	AS	AS	73G	120	77%	100%	93	93	T2E
179	21	NB		D	GEG	09	55	AS	QX	CR7	70	77%	96%	54	52		D	GEG	10	25	AS	QX	CR7	70	77%	96%	54	52	T2E

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Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals													Departures											Term		
			TOW	D/I	Origin	Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats		L.F.	Dept. OD %
180	21	NB		D	BOI	10	55	AS	QX	CR7	70	77%	96%	54	52		D	BOI	11	25	AS	QX	CR7	70	77%	96%	54	52	T2E
181	21	NB		D	SEA	13	52	AS	AS	M80	140	73%	95%	103	98		D	SEA	14	40	AS	AS	M80	140	70%	95%	98	94	T2E
182	21	NB		D	PDX	16	00	AS	AS	734	140	74%	95%	104	99		D	SEA	16	37	AS	AS	734	140	77%	95%	108	103	T2E
183	21	NB		D	GEG	18	55	AS	QX	CR7	70	77%	96%	54	52		D	GEG	19	25	AS	QX	CR7	70	77%	96%	54	52	T2E
184	21	NB		D	PDX	22	19	AS	AS	73G	120	74%	100%	89	89						AS	AS	73G	120					T2E
185	22	NB				00	00	AS	AS	M80	140						D	SEA	08	20	AS	AS	M80	140	90%	95%	126	120	T2E
186	22	NB		D	SEA	09	57	AS	AS	734	140	90%	95%	126	120		D	PDX	10	35	AS	AS	734	140	66%	95%	93	88	T2E
187	22	NB		D	SEA	11	37	AS	AS	739	172	73%	95%	126	120		D	SEA	12	27	AS	AS	739	172	70%	95%	121	115	T2E
188	22	NB		D	SEA	16	40	AS	AS	M80	140	73%	95%	103	98		D	SEA	17	16	AS	AS	M80	140	90%	95%	126	120	T2E
189	22	NB		D	SEA	22	48	AS	AS	M80	140	77%	100%	108	108						AS	AS	M80	140					T2E
190	23	NB				00	00	HP	HP	733	134						D	PHX	06	00	HP	HP	733	134	77%	100%	104	104	T2E
191	23	NB		D	PHX	07	40	HP	HP	319	124	61%	95%	76	72		D	PHX	08	10	HP	HP	319	124	90%	94%	112	105	T2E
192	23	NB		D	PHX	08	33	HP	HP	320	150	90%	95%	135	129		D	PHX	09	30	HP	HP	320	150	77%	94%	116	109	T2E
193	23	NB		D	CLT	09	45	US	US	319	124	77%	100%	96	96		D	CLT	10	45	US	US	319	124	77%	100%	96	96	T2E
194	23	NB		D	PIT	11	16	US	US	321	169	77%	100%	131	131		D	PIT	13	30	US	US	321	169	77%	100%	131	131	T2E
195	23	NB		D	PHX	16	11	HP	YV	CRJ	50	61%	95%	31	29		D	PHX	16	51	HP	YV	CRJ	50	77%	94%	39	36	T2E
196	23	NB		D	CLT	19	33	US	US	319	124	77%	100%	96	96		D	CLT	22	05	US	US	319	124	77%	100%	96	96	T2E
197	23	NB		D	PHX	22	43	HP	HP	733	134	61%	100%	82	82						HP	HP	733	134					T2E
198	24	NB				00	00	HP	HP	319	124						D	PHX	06	45	HP	HP	319	124	77%	100%	96	96	T2E
199	24	NB		D	PHL	10	11	US	US	319	120	77%	100%	93	93		D	PHL	11	15	US	US	319	120	77%	100%	93	93	T2E
200	24	NB		D	PHL	12	45	US	US	319	120	69%	100%	83	83		D	PHL	13	35	US	US	319	120	77%	100%	93	93	T2E
201	24	NB		D	PHX	19	55	HP	HP	319	124	90%	95%	112	106						HP	HP	319	124					T2E
202	25	NB				00	00	US	US	320	142						D	PHL	06	40	US	US	320	142	77%	100%	110	110	T2E
203	25	NB		D	PHX	10	03	HP	HP	320	150	90%	95%	135	129		D	PHX	10	53	HP	HP	320	150	70%	94%	105	99	T2E
204	25	NB		D	PHX	11	35	HP	HP	320	150	90%	95%	135	129		D	PHX	12	35	HP	HP	320	150	70%	94%	105	99	T2E
205	25	NB		D	LAS	12	55	HP	HP	320	150	77%	92%	116	107		D	LAS	13	35	HP	HP	320	150	70%	95%	105	101	T2E
206	25	NB		D	LAS	17	54	HP	HP	320	150	77%	92%	116	107		D	PHX	19	40	HP	HP	320	150	77%	94%	116	109	T2E
207	25	NB		D	PHL	20	28	US	US	321	169	90%	100%	152	152		D	PHL	21	55	US	US	321	169	77%	100%	131	131	T2E
208	25	NB		D	PHL	22	31	US	US	320	142	69%	100%	98	98						US	US	320	142					T2E
209	26	NB				00	00	AA	AA	738	148						D	DFW	06	21	AA	AA	738	148	77%	100%	114	114	T2E
210	26	NB	Y			06	57	AA	AA	M80	129						D	ORD	07	42	AA	AA	M80	129	90%	100%	116	116	T2E
211	26	NB		D	DFW	08	32	AA	AA	738	148	74%	87%	110	96		D	ORD	09	53	AA	AA	738	148	77%	85%	114	98	T2E
212	26	NB		D	DFW	10	45	AA	AA	738	148	90%	87%	133	116		D	DFW	11	27	AA	AA	738	148	72%	88%	107	95	T2E
213	26	NB		D	MIA	12	35	AA	AA	738	148	48%	89%	71	64		D	MIA	13	25	AA	AA	738	148	77%	89%	114	102	T2E
214	26	NB		D	DFW	13	44	AA	AA	738	148	74%	87%	110	96		D	DFW	14	38	AA	AA	738	148	72%	88%	107	95	T2E
215	26	NB		D	ORD	17	15	AA	AA	738	148	71%	85%	106	90		D	ORD	18	10	AA	AA	738	148	90%	85%	133	114	T2E
216	26	NB		D	DFW	19	12	AA	AA	738	148	74%	87%	110	96	Y					AA	AA	738	148					T2E
217	26	NB		D	DFW	21	26	AA	AA	738	148	77%	100%	114	114						AA	AA	738	148					T2E
218	27	NB				00	00	HP	HP	320	150						D	LAS	09	30	HP	HP	320	150	90%	95%	135	129	T2E
219	27	NB		D	PHX	14	40	HP	HP	320	150	61%	95%	92	88		D	PHX	15	40	HP	HP	320	150	70%	94%	105	99	T2E
220	27	NB		D	PHX	17	31	HP	HP	320	150	61%	95%	92	88		D	PHX	18	30	HP	HP	320	150	90%	94%	135	128	T2E
221	27	NB		D	PHX	18	58	HP	HP	320	150	90%	95%	135	129		D	LAS	20	15	HP	HP	320	150	70%	95%	105	101	T2E
222	27	NB		D	LAS	21	08	HP	HP	320	150	77%	100%	116	116						HP	HP	320	150					T2E
223	28	WB	Y			00	00	AA	AA	738	148						D	DFW	08	02	AA	AA	738	148	90%	88%	133	118	T2E
224	28	WB	Y			08	30	AA	AA	738	148						D	DFW	09	15	AA	AA	738	148	77%	88%	114	101	T2E

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Gate Type	Arrivals														Departures														
			Type	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
225	28	WB		D	MIA	10	40	AA	AA	738	148	90%	89%	133	119		D	MIA	11	40	AA	AA	738	148	77%	89%	114	102	T2E		
226	28	WB		D	DFW	15	27	AA	AA	738	148	74%	87%	110	96		D	DFW	16	21	AA	AA	738	148	77%	88%	114	101	T2E		
227	28	WB		D	DFW	17	27	AA	AA	738	148	74%	87%	110	96	Y			18	12	AA	AA	738	148							T2E
228	28	WB		D	MIA	19	52	AA	AA	757	180	90%	89%	162	145		D	MIA	21	32	AA	AA	757	180	77%	89%	139	124	T2E		
229	29	NB	Y			00	00	AA	AA	738	148						D	ORD	06	16	AA	AA	738	148	77%	100%	114	114	T2E		
230	29	NB		D	STL	10	43	AA	AA	738	148	77%	79%	114	91		D	STL	11	50	AA	AA	738	148	77%	79%	114	91	T2E		
231	29	NB		D	DFW	12	34	AA	AA	738	148	77%	87%	114	100		D	DFW	13	26	AA	AA	738	148	72%	88%	107	95	T2E		
232	29	NB		D	ORD	16	15	AA	AA	738	148	71%	85%	106	90		D	DFW	17	10	AA	AA	738	148	90%	88%	133	118	T2E		
233	29	NB		D	ORD	21	24	AA	AA	738	148	90%	100%	133	133		D	ORD	23	00	AA	AA	738	148	70%	85%	104	89	T2E		
234	30	NB	Y			00	00	AA	AA	M80	129						D	STL	06	12	AA	AA	M80	129	77%	100%	100	100	T2E		
235	30	NB		D	ORD	08	52	AA	AA	738	148	71%	85%	106	90		D	DFW	10	35	AA	AA	738	148	72%	88%	107	95	T2E		
236	30	NB		D	BOS	11	45	AA	AA	757	180	77%	89%	139	124		D	BOS	13	01	AA	AA	757	180	77%	89%	139	124	T2E		
237	30	NB		D	DFW	14	30	AA	AA	738	148	74%	87%	110	96		D	DFW	15	25	AA	AA	738	148	72%	88%	107	95	T2E		
238	30	NB		D	STL	21	03	AA	AA	M80	129	77%	100%	100	100	Y			21	48	AA	AA	M80	129							T2E
239	30	NB		D	ORD	23	00	AA	AA	M80	129	71%	100%	92	92				00	00	AA	AA	M80	129							T2E
240	31	WB	Y			00	00	AA	AA	777	236						D	JFK	07	05	AA	AA	777	236	90%	100%	212	212	T2E		
241	31	WB		D	JFK	09	21	AA	AA	777	236	77%	89%	182	163		D	JFK	10	50	AA	AA	777	236	72%	85%	170	146	T2E		
242	31	WB		D	DFW	11	37	AA	AA	738	148	77%	87%	114	100		D	DFW	12	25	AA	AA	738	148	72%	88%	107	95	T2E		
243	31	WB		D	ORD	12	59	AA	AA	738	148	77%	85%	114	98		D	ORD	14	00	AA	AA	738	148	70%	85%	104	89	T2E		
244	31	WB		D	JFK	14	17	AA	AA	777	236	62%	89%	147	131		D	JFK	15	30	AA	AA	777	236	72%	85%	170	146	T2E		
245	31	WB		D	JFK	19	58	AA	AA	777	236	90%	89%	212	190		D	JFK	21	30	AA	AA	777	236	72%	85%	170	146	T2E		
246	28	WB		D	DFW	22	43	AA	AA	738	148	77%	100%	114	114	Y			00	00	AA	AA	738	148							T2E
247	32	NB				00	00	AA	A100	ERD	44						D	SJC	06	20	AA	A100	ERD	44	77%	100%	34	34	T2E		
248	32	NB		D	SJC	09	40	AA	A100	ERD	44	77%	85%	34	29		D	SJC	10	33	AA	A100	ERD	44	77%	85%	34	29	T2E		
249	32	NB		D	ORD	10	52	AA	AA	738	148	90%	85%	133	114		D	ORD	11	49	AA	AA	738	148	70%	85%	104	89	T2E		
250	32	NB		D	SJC	13	02	AA	A100	ERD	44	77%	85%	34	29		D	SJC	13	55	AA	A100	ERD	44	77%	85%	34	29	T2E		
251	32	NB		D	SJC	18	32	AA	A100	ERD	44	77%	85%	34	29		D	SJC	19	02	AA	A100	ERD	44	77%	85%	34	29	T2E		
252	32	NB		D	SJC	22	00	AA	A100	ERD	44	77%	100%	34	34				00	00	AA	A100	ERD	44							T2E
253	33	757				00	00	NW	NW	320	148						D	MSP	07	30	NW	NW	320	148	90%	100%	133	133	T2W		
254	33	757		D	MSP	08	42	NW	NW	757	180	71%	96%	128	124		D	MSP	09	55	NW	NW	757	180	77%	96%	139	134	T2W		
255	33	757		D	MSP	10	47	NW	NW	757	180	90%	96%	162	156		D	MSP	12	05	NW	NW	757	180	67%	96%	121	117	T2W		
256	33	757		D	MSP	13	05	NW	NW	757	180	77%	96%	139	134		D	MSP	14	02	NW	NW	757	180	67%	96%	121	117	T2W		
257	33	757		D	DTW	17	18	NW	NW	320	148	64%	97%	95	93		D	MSP	18	15	NW	NW	320	148	90%	96%	133	128	T2W		
258	33	757		D	DTW	20	58	NW	NW	320	148	90%	97%	133	130		D	DTW	22	20	NW	NW	320	148	72%	97%	107	104	T2W		
259	33	757		D	MSP	23	02	NW	NW	320	148	71%	100%	106	106				00	00	NW	NW	320	148							T2W
260	34	NB				00	00	NW	NW	320	148						D	DTW	08	25	NW	NW	320	148	90%	97%	133	130	T2W		
261	34	NB		D	DTW	11	01	NW	NW	320	148	90%	97%	133	130		D	DTW	12	30	NW	NW	320	148	72%	97%	107	104	T2W		
262	34	NB		D	DTW	13	51	NW	NW	320	148	64%	97%	95	93		D	DTW	14	52	NW	NW	320	148	72%	97%	107	104	T2W		
263	34	NB		D	MSP	19	02	NW	NW	320	148	77%	96%	114	110				00	00	NW	NW	320	148							T2W
264	35	NB				00	00	NW	NW	320	148						D	MSP	6	35	NW	NW	320	148	77%	100%	114	114	T2W		
265	35	NB		D	MEM	11	05	NW	NW	757	180	77%	97%	139	136		D	MEM	12	30	NW	NW	757	180	77%	97%	139	136	T2W		
266	35	NB		D	MSP	15	02	NW	NW	320	148	71%	96%	106	102		D	MSP	16	05	NW	NW	320	148	77%	96%	114	110	T2W		
267	35	NB		D	MSP	21	02	NW	NW	320	148	77%	100%	114	114				00	00	NW	NW	320	148							T2W
268	36	WB				00	00	CO	CO	738	155						D	EWR	08	00	CO	CO	738	155	90%	100%	140	140	T2W		
269	36	WB		D	EWR	11	35	CO	CO	757	183	90%	100%	165	165		D	EWR	12	45	CO	CO	757	183	69%	100%	127	127	T2W		

Appendix F

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals											Departures															
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	L.F.	Dept. OD %	Enp
270	36	WB		D	EWR	14	17	CO	CO	764	235	67%	100%	158	158		D	EWR	15	15	CO	CO	764	235	69%	100%	163	163	T2W
271	36	WB		D	EWR	16	15	CO	CO	757	183	67%	100%	123	123		D	EWR	17	15	CO	CO	757	183	90%	100%	165	165	T2W
272	36	WB		D	EWR	20	28	CO	CO	738	155	90%	100%	140	140		D	EWR	21	45	CO	CO	738	155	69%	100%	107	107	T2W
273	36	WB		D	EWR	22	16	CO	CO	738	155	77%	100%	120	120				00	00	CO	CO	738	155					T2W
274	37	NB	Y			00	00	CO	CO	738	155						D	IAH	07	00	CO	CO	738	155	90%	100%	140	140	T2W
275	37	NB		D	IAH	08	43	CO	CO	738	155	72%	100%	112	112		D	IAH	09	39	CO	CO	738	155	77%	100%	120	120	T2W
276	37	NB		D	IAH	10	33	CO	CO	738	155	90%	100%	140	140		D	IAH	12	30	CO	CO	738	155	72%	100%	112	112	T2W
277	37	NB		D	IAH	13	03	CO	CO	738	155	77%	100%	120	120		D	IAH	14	20	CO	CO	738	155	72%	100%	112	112	T2W
278	37	NB		D	IAH	15	52	CO	CO	73G	124	72%	100%	90	90		D	IAH	16	50	CO	CO	73G	124	77%	100%	96	96	T2W
279	37	NB		D	IAH	17	57	CO	CO	738	155	72%	100%	112	112	Y			18	42	CO	CO	738	155					T2W
280	37	NB		D	CLE	20	20	CO	CO	738	155	77%	100%	120	120		D	CLE	21	38	CO	CO	738	155	77%	100%	120	120	T2W
281	37	NB		D	IAH	22	04	CO	CO	738	155	77%	100%	120	120		D	IAH	23	00	CO	CO	738	155	72%	100%	112	112	T2W
282	38	NB		D	HNL	06	37	B6	B6	320	156	77%	97%	121	117		D	DFW	07	46	B6	B6	320	156	90%	100%	140	140	T2W
283	38	NB		D	DFW	08	16	B6	B6	320	156	70%	95%	110	105		D	HNL	09	17	B6	B6	320	156	77%	97%	120	117	T2W
284	38	NB		D	OAK	09	30	B6	B6	320	156	90%	96%	140	135		D	OAK	10	15	B6	B6	320	156	74%	97%	116	113	T2W
285	38	NB		D	JFK	10	40	B6	B6	320	156	90%	96%	140	135		D	JFK	11	35	B6	B6	320	156	73%	96%	114	110	T2W
286	38	NB		D	FLL	11	54	B6	B6	320	156	77%	97%	121	117		D	MCO	12	46	B6	B6	320	156	77%	93%	120	113	T2W
287	38	NB		D	OAK	13	05	B6	B6	320	156	73%	96%	114	110		D	OAK	13	50	B6	B6	320	156	74%	97%	116	113	T2W
288	38	NB		D	DEN	14	15	B6	B6	E19	100	74%	96%	74	72		D	DEN	15	05	B6	B6	E19	100	72%	96%	72	70	T2W
289	38	NB		D	IAD	15	53	B6	B6	320	156	77%	97%	121	117		D	DFW	17	26	B6	B6	320	156	90%	95%	140	134	T2W
290	38	NB		D	JFK	19	35	B6	B6	320	156	90%	96%	140	135		D	OAK	20	15	B6	B6	320	156	74%	97%	116	113	T2W
291	38	NB		D	IAD	20	50	B6	B6	320	156	77%	97%	121	117	Y			21	20	B6	B6	320	156					T2W
292	38	NB		D	MCO	21	36	B6	B6	320	156	77%	100%	121	121	Y			00	00	B6	B6	320	156					T2W
293	39	NB				00	00	B6	B6	320	156						D	BOS	06	45	B6	B6	320	156	77%	100%	120	120	T2W
294	39	NB	Y			07	25	B6	B6	320	156						D	JFK	07	55	B6	B6	320	156	90%	100%	140	140	T2W
295	39	NB		D	SEA	08	22	B6	B6	E19	100	72%	97%	72	70		D	DEN	08	53	B6	B6	E19	100	90%	96%	90	87	T2W
296	39	NB		D	IAD	09	33	B6	B6	320	156	77%	97%	121	117		D	IAD	10	13	B6	B6	320	156	70%	95%	110	105	T2W
297	39	NB		D	MCO	11	06	B6	B6	320	156	77%	94%	121	114		D	FLL	11	56	B6	B6	320	156	77%	97%	120	117	T2W
298	39	NB		D	DFW	13	36	B6	B6	320	156	70%	95%	110	105		D	TPA	14	28	B6	B6	320	156	77%	97%	120	117	T2W
299	39	NB		D	PDX	15	15	B6	B6	E19	100	70%	97%	70	68		D	PDX	15	45	B6	B6	E19	100	77%	97%	77	75	T2W
300	39	NB		D	DEN	16	25	B6	B6	E19	100	74%	96%	74	72		D	OAK	17	30	B6	B6	E19	100	90%	97%	90	88	T2W
301	39	NB		D	SLC	19	43	B6	B6	E19	100	90%	97%	90	88		D	PDX	20	15	B6	B6	E19	100	77%	97%	77	75	T2W
302	39	NB		D	OAK	21	15	B6	B6	320	156	73%	100%	114	114		D	JFK	21	55	B6	B6	320	156	73%	96%	114	110	T2W
303	39	NB		D	JFK	23	10	B6	B6	320	156	68%	100%	107	107				00	00	B6	B6	320	156					T2W
304	40	NB	Y			00	00	B6	B6	320	156						D	MCO	06	32	B6	B6	320	156	77%	100%	120	120	T2W
305	40	NB	Y			06	42	B6	B6	320	156						D	IAD	07	12	B6	B6	320	156	90%	100%	140	140	T2W
306	40	NB		D	DEN	07	55	B6	B6	E19	100	74%	96%	74	72		D	SLC	08	35	B6	B6	E19	100	90%	97%	90	88	T2W
307	40	NB		D	SLC	09	03	B6	B6	E19	100	71%	97%	71	69		D	PDX	09	35	B6	B6	E19	100	77%	97%	77	75	T2W
308	40	NB		D	TPA	11	08	B6	B6	320	156	77%	97%	121	117		D	DFW	11	58	B6	B6	320	156	50%	95%	78	75	T2W
309	40	NB		D	SEA	13	42	B6	B6	E19	100	72%	97%	72	70		D	SEA	14	20	B6	B6	E19	100	70%	97%	70	68	T2W
310	40	NB		D	SLC	14	33	B6	B6	E19	100	71%	97%	71	69		D	SLC	15	03	B6	B6	E19	100	50%	97%	50	49	T2W
311	40	NB		D	JFK	15	50	B6	B6	320	156	68%	96%	107	103		D	JFK	16	35	B6	B6	320	156	77%	96%	120	116	T2W
312	40	NB		D	SEA	17	12	B6	B6	E19	100	72%	97%	72	70		D	SEA	17	46	B6	B6	E19	100	90%	97%	90	88	T2W
313	40	NB		D	PDX	19	45	B6	B6	E19	100	90%	97%	90	88		D	SEA	20	12	B6	B6	E19	100	70%	97%	70	68	T2W
314	40	NB		D	DFW	21	24	B6	B6	320	156	90%	100%	140	140		D	IAD	22	23	B6	B6	320	156	70%	95%	110	105	T2W

Appendix F

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Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals													Departures													
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	L.F.	Arr. OD %	Depl Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	L.F.	Dept. OD %	Enp	Orig
315	41	NB				00	00	B6	B6	E19	100						D	DEN	06	15	B6	B6	E19	100	77%	100%	77	77	T2W
316	41	NB		D	PDX	08	55	B6	B6	E19	100	70%	97%	70	68	D	SEA	09	22	B6	B6	E19	100	77%	97%	77	75	T2W	
317	41	NB		D	DEN	11	55	B6	B6	E19	100	74%	96%	74	72	D	DEN	12	25	B6	B6	E19	100	72%	96%	72	70	T2W	
318	41	NB		D	JFK	13	50	B6	B6	320	156	68%	96%	107	103	D	JFK	14	35	B6	B6	320	156	73%	96%	114	110	T2W	
319	41	NB		D	OAK	17	35	B6	B6	E19	100	77%	96%	77	75	D	SLC	18	23	B6	B6	E19	100	90%	97%	90	88	T2W	
320	41	NB		D	SEA	20	04	B6	B6	E19	100	90%	97%	90	88	D	DEN	20	35	B6	B6	E19	100	72%	96%	72	70	T2W	
321	41	NB		D	DEN	21	25	B6	B6	E19	100	90%	100%	90	90			00	00	B6	B6	E19	100					T2W	
322	42	NB				00	00	F9	YV	CR7	70					D	DEN	07	05	F9	YV	CR7	70	90%	100%	63	63	T2W	
323	42	NB		D	DEN	08	05	F9	F9	319	132	69%	100%	91	91	D	DEN	08	40	F9	F9	319	132	90%	100%	119	119	T2W	
324	42	NB		D	DEN	09	20	F9	F9	319	132	90%	100%	119	119	D	DEN	09	55	F9	F9	319	132	77%	100%	102	102	T2W	
325	42	NB		D	DEN	13	25	F9	F9	319	132	69%	100%	91	91	D	DEN	14	00	F9	F9	319	132	67%	100%	89	89	T2W	
326	42	NB		D	DEN	15	05	F9	YV	CR7	70	69%	100%	48	48	D	DEN	15	40	F9	YV	CR7	70	67%	100%	47	47	T2W	
327	42	NB		D	DEN	17	15	F9	YV	CR7	70	69%	100%	48	48	D	DEN	17	40	F9	YV	CR7	70	90%	100%	63	63	T2W	
328	42	NB		D	DEN	20	00	F9	F9	319	132	90%	100%	119	119	D	DEN	20	40	F9	F9	319	132	67%	100%	89	89	T2W	
329	42	NB		D	DEN	22	45	F9	YV	CR7	70	77%	100%	54	54			00	00	F9	YV	CR7	70					T2W	
330	43	WB				00	00	DL	DL	763	252					D	ATL	07	20	DL	DL	763	252	90%	100%	227	227	T2W	
331	43	WB		D	ATL	10	02	DL	DL	757	183	90%	100%	165	165	D	CVG	11	00	DL	DL	757	183	77%	100%	141	141	T2W	
332	43	WB		D	ATL	11	57	DL	DL	763	252	77%	100%	195	195	D	ATL	13	20	DL	DL	763	252	73%	100%	185	185	T2W	
333	43	WB		D	ATL	15	20	DL	DL	757	183	68%	100%	125	125	D	ATL	16	30	DL	DL	757	183	77%	100%	141	141	T2W	
334	43	WB		D	SLC	16	55	DL	OO	CRJ	50	71%	100%	36	36	D	SLC	17	25	DL	OO	CRJ	50	90%	100%	45	45	T2W	
335	43	WB		D	ATL	20	43	DL	DL	757	183	90%	100%	165	165	D	ATL	22	15	DL	DL	757	183	73%	100%	134	134	T2W	
336	43	WB		D	ATL	23	07	DL	DL	763	252	77%	100%	195	195			00	00	DL	DL	763	252					T2W	
337	44	NB				00	00	DL	DL	738	150					D	SLC	06	20	DL	DL	738	150	77%	100%	116	116	T2W	
338	44	NB		D	ATL	08	15	DL	DL	738	150	68%	100%	102	102	D	ATL	09	15	DL	DL	738	150	77%	100%	116	116	T2W	
339	44	NB		D	SLC	09	35	DL	A296	CR7	70	77%	100%	54	54	D	SLC	10	30	DL	A296	CR7	70	75%	100%	53	53	T2W	
340	44	NB		D	SLC	13	54	DL	DL	738	150	71%	100%	107	107	D	SLC	15	00	DL	DL	738	150	75%	100%	113	113	T2W	
341	44	NB		D	ATL	18	13	DL	DL	738	150	77%	100%	116	116	D	ATL	21	22	DL	DL	738	150	73%	100%	110	110	T2W	
342	44	NB		D	SLC	21	39	DL	DL	738	150	77%	100%	116	116			00	00	DL	DL	738	150					T2W	
343	45	NB				00	00	DL	DL	M80	142					D	DFW	07	05	DL	DL	M80	142	90%	100%	128	128	T2W	
344	45	NB		D	DFW	09	45	DL	DL	M80	142	77%	100%	110	110	D	DFW	10	45	DL	DL	M80	142	64%	100%	91	91	T2W	
345	45	NB		D	SLC	12	10	DL	DL	738	150	90%	100%	135	135	D	SLC	13	00	DL	DL	738	150	75%	100%	113	113	T2W	
346	45	NB		D	DFW	13	20	DL	DL	M80	142	77%	100%	110	110	D	DFW	14	15	DL	DL	M80	142	64%	100%	91	91	T2W	
347	45	NB		D	DFW	17	52	DL	DL	M80	142	77%	100%	110	110	D	DFW	18	50	DL	DL	M80	142	90%	100%	128	128	T2W	
348	45	NB		D	DFW	22	30	DL	DL	M80	142	77%	100%	110	110			00	00	DL	DL	M80	142					T2W	
349	46	757	Y			00	00	DL	DL	738	150					D	CVG	06	40	DL	DL	738	150	77%	100%	116	116	T2W	
350	46	757		D	CVG	10	42	DL	DL	757	183	90%	100%	165	165	D	ATL	11	40	DL	DL	757	183	73%	100%	134	134	T2W	
351	46	757		D	MDW	13	00	TZ	TZ	738	175	77%	100%	135	135	D	MDW	13	45	TZ	TZ	738	175	77%	100%	135	135	T2W	
352	46	757		D	ATL	14	16	DL	DL	738	150	68%	100%	102	102	D	ATL	15	30	DL	DL	738	150	73%	100%	110	110	T2W	
353	46	757		D	CVG	18	00	DL	DL	738	150	46%	100%	69	69	Y		18	45	DL	DL	738	150					T2W	
354	46	757		D	SLC	19	00	DL	DL	738	150	71%	100%	107	107	D	SLC	19	50	DL	DL	738	150	77%	100%	116	116	T2W	
355	46	757		D	CVG	21	07	DL	DL	757	183	90%	100%	165	165	D	CVG	22	52	DL	DL	757	183	77%	100%	141	141	T2W	
356	47	WB				00	00	TZ	TZ	738	175					D	MDW	06	20	TZ	TZ	738	175	77%	100%	135	135	T2W	
357	47	WB		D	MDW	09	15	TZ	TZ	738	175	77%	100%	135	135	D	MDW	10	05	TZ	TZ	738	175	77%	100%	135	135	T2W	
358	47	WB		D	IND	12	30	TZ	TZ	738	175	77%	100%	135	135	D	IND	13	35	TZ	TZ	738	175	77%	100%	135	135	T2W	
359	47	WB		D	MDW	15	20	TZ	TZ	738	175	77%	100%	135	135	D	MDW	16	10	TZ	TZ	738	175	77%	100%	135	135	T2W	

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	TOW	Arrivals											TOW	Departures													Term
				Type		Arr.		pc	Air-line		Flt. Equip-		Arr.			Depl	Term	Type		Dept.		pc	Air-line		Flt. Equip-		Dept.		
				D/I	Origin	Hour	Min.		No.	ment	L.F.	OD %	D/I	Dest.				Hour	Min.	No.	ment		Seats	L.F.	OD %	Enp	Orig		
360	47	WB		D	HNL	16	25	HA	HA	763	252	77%	100%	195	195		D	HNL	17	55	HA	HA	763	252	77%	100%	195	195	T2W
361	47	WB		D	BOS	20	15	B6	B6	320	156	77%	97%	121	117	Y			20	45	B6	B6	320	156					T2W
362	47	WB		D	MDW	22	55	TZ	TZ	738	175	77%	100%	135	135				00	00	TZ	TZ	738	175					T2W
363	48	I				00	00	HA	HA	763	252						D	HNL	09	10	HA	HA	763	252	77%	100%	195	195	T2W
364	48	I	Y			09	40	HA	HA	763	252						D	OGG	10	25	HA	HA	763	252	77%	100%	195	195	T2W
365	48	I		I	LTO	12	35	AM	AM	M80	137	70%	96%	96	93		I	LTO	13	35	AM	AM	M80	137	70%	96%	96	93	T2W
366	48	I		I	SJD	14	57	AS	AS	73G	120	70%	96%	84	81	Y			15	42	AS	AS	73G	120					T2W
367	48	I		I	CDG	15	55	AF	AF	777	270	75%	96%	203	196		I	CDG	19	05	AF	AF	777	270	76%	96%	204	197	T2W
368	48	I		D	HNL	21	05	HA	HA	763	252	77%	100%	195	195	Y			21	50	HA	HA	763	252					T2W
369	48	I		D	OGG	22	20	HA	HA	763	252	77%	100%	195	195				00	00	HA	HA	763	252					T2W
370	50	I				00	00	AM	AM	M80	137						I	MEX	07	20	AM	AM	M80	137	70%	100%	96	96	T2W
371	50	I	Y			08	15	AM	AM	M80	137						I	SJD	09	00	AM	AM	M80	137	70%	96%	96	93	T2W
372	50	I		I	MEX	09	55	AM	AM	M80	137	70%	96%	96	93		I	MEX	11	00	AM	AM	M80	137	70%	96%	96	93	T2W
373	50	I		I	NRT	11	15	JL	JL	777	302	70%	96%	212	205		I	NRT	13	00	JL	JL	777	302	70%	96%	212	205	T2W
374	50	I		I	FRA	13	25	LH	LH	343	247	75%	96%	186	179		I	FRA	15	20	LH	LH	343	247	75%	96%	186	179	T2W
375	50	I		I	FRA	15	55	LH	LH	343	247	75%	96%	186	179		I	FRA	17	55	LH	LH	343	247	75%	96%	186	179	T2W
376	50	I		I	SJD	19	30	AM	AM	M80	137	70%	96%	96	93	Y			20	15	AM	AM	M80	137					T2W
377	50	I		I	MZT	20	45	AM	AM	M80	137	70%	96%	96	93				00	00	AM	AM	M80	137					T2W
378	51	I	Y			00	00	AM	AM	M80	137						I	MZT	07	05	AM	AM	M80	137	70%	100%	96	96	T2W
379	51	I		I	LHR	12	50	BA	BA	777	257	75%	96%	194	187		I	LHR	14	50	BA	BA	777	257	75%	97%	193	187	T2W
380	51	I		I	LHR	15	35	BA	BA	777	257	75%	96%	194	187		I	LHR	17	35	BA	BA	777	257	75%	97%	193	187	T2W
381	51	I		I	MEX	18	45	AM	AM	M80	137	70%	96%	96	93	Y			00	00	AM	AM	M80	137					T2W
382	31	I		D	JFK	22	15	AA	AA	777	236	77%	89%	182	163	Y			00	00	AA	AA	777	236					T2W
383	C01	RJ				00	00	AA	A100	ERD	44						D	LAX	06	18	AA	A100	ERD	44	77%	100%	34	34	COM
384	C01	RJ		D	LAX	07	32	AA	A100	CR7	70	77%	87%	54	47		D	LAX	08	00	AA	A100	CR7	70	90%	87%	63	55	COM
385	C01	RJ		D	LAX	09	02	AA	A100	CR7	70	90%	87%	63	55		D	LAX	09	32	AA	A100	CR7	70	77%	87%	54	47	COM
386	C01	RJ		D	LAX	11	45	AA	A100	CR7	70	70%	87%	49	43		D	LAX	12	15	AA	A100	CR7	70	66%	87%	46	41	COM
387	C01	RJ		D	LAX	15	58	AA	A100	ERD	44	70%	87%	31	27		D	LAX	16	30	AA	A100	ERD	44	77%	87%	34	30	COM
388	C01	RJ		D	LAX	18	00	AA	A100	CR7	70	90%	87%	63	55		D	LAX	18	30	AA	A100	CR7	70	90%	87%	63	55	COM
389	C01	RJ		D	LAX	20	30	AA	A100	ERD	44	77%	87%	34	30		D	LAX	21	00	AA	A100	ERD	44	66%	87%	29	25	COM
390	C01	RJ		D	LAX	22	14	AA	A100	ERD	44	70%	100%	31	31				00	00	AA	A100	ERD	44					COM
391	C02	RJ				00	00	AA	A100	ERD	44						D	LAX	07	05	AA	A100	ERD	44	90%	100%	40	40	COM
392	C02	RJ		D	LAX	08	19	AA	A100	ERD	44	90%	87%	40	35		D	LAX	08	45	AA	A100	ERD	44	90%	87%	40	35	COM
393	C02	RJ		D	LAX	10	09	AA	A100	ERD	44	77%	87%	34	30		D	LAX	10	45	AA	A100	ERD	44	66%	87%	29	25	COM
394	C02	RJ		D	LAX	12	50	AA	A100	ERD	44	70%	87%	31	27		D	LAX	13	20	AA	A100	ERD	44	66%	87%	29	25	COM
395	C02	RJ		D	LAX	14	58	AA	A100	ERD	44	70%	87%	31	27		D	LAX	15	30	AA	A100	ERD	44	66%	87%	29	25	COM
396	C02	RJ		D	LAX	17	00	AA	A100	ERD	44	77%	87%	34	30		D	LAX	17	30	AA	A100	ERD	44	90%	87%	40	35	COM
397	C02	RJ		D	LAX	19	00	AA	A100	ERD	44	77%	87%	34	30		D	LAX	19	30	AA	A100	ERD	44	77%	87%	34	30	COM
398	C02	RJ		D	LAX	21	15	AA	A100	ERD	44	70%	100%	31	31		D	LAX	21	45	AA	A100	ERD	44	66%	87%	29	25	COM
399	C02	RJ		D	LAX	23	22	AA	A100	ERD	44	70%	100%	31	31				00	00	AA	A100	ERD	44					COM
400	C03	RJ				00	00	UA	A296	CRJ	50						D	LAX	06	15	UA	A296	CRJ	50	77%	100%	39	39	COM
401	C03	RJ		D	LAX	10	27	UA	A296	CRJ	50	77%	80%	39	31		D	LAX	11	00	UA	A296	CRJ	50	68%	80%	34	27	COM
402	C03	RJ		D	LAX	12	40	UA	A296	CRJ	50	73%	80%	37	29		D	LAX	13	10	UA	A296	CRJ	50	68%	80%	34	27	COM
403	C03	RJ		D	LAX	16	44	UA	A296	CRJ	50	77%	80%	39	31		D	LAX	17	10	UA	A296	CRJ	50	90%	80%	45	36	COM
404	C03	RJ		D	LAX	18	20	UA	A296	CRJ	50	77%	80%	39	31		D	LAX	18	45	UA	A296	CRJ	50	90%	80%	45	36	COM

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals													Departures													Term
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	
405	C03	RJ	D	LAX	20	22	UA	A296	CRJ	50	77%	80%	39	31	D	LAX	21	23	UA	A296	CRJ	50	68%	80%	34	27	COM		
406	C03	RJ	D	LAX	22	56	UA	A296	CRJ	50	73%	100%	37	37					00	00	UA	A296	CRJ	50			COM		
407	C04	RJ			00	00	UA	A296	CRJ	50					D	LAX	07	40	UA	A296	CRJ	50	90%	100%	45	45	COM		
408	C04	RJ	D	LAX	08	44	UA	A296	CRJ	50	90%	80%	45	36	D	LAX	09	15	UA	A296	CRJ	50	77%	80%	39	31	COM		
409	C04	RJ	D	LAX	11	35	UA	A296	CRJ	50	73%	80%	37	29	D	LAX	12	00	UA	A296	CRJ	50	68%	80%	34	27	COM		
410	C04	RJ	D	LAX	15	14	UA	A296	CRJ	50	73%	80%	37	29	D	LAX	15	40	UA	A296	CRJ	50	68%	80%	34	27	COM		
411	C04	RJ	D	LAX	19	24	UA	A296	CRJ	50	77%	80%	39	31	D	LAX	20	05	UA	A296	CRJ	50	68%	80%	34	27	COM		
412	C04	RJ	D	LAX	23	28	UA	A296	CRJ	50	73%	100%	37	37					00	00	UA	A296	CRJ	50			COM		
413	C05	RJ	D	LAX	06	40	UA	A296	CRJ	50	73%	80%	37	29	D	LAX	07	10	UA	A296	CRJ	50	90%	100%	45	45	COM		
414	C05	RJ	D	LAX	07	54	UA	A296	CRJ	50	77%	80%	39	31	D	LAX	08	20	UA	A296	CRJ	50	90%	80%	45	36	COM		
415	C05	RJ	D	LAX	13	48	UA	A296	CRJ	50	73%	80%	37	29	D	LAX	14	18	UA	A296	CRJ	50	68%	80%	34	27	COM		
416	C05	RJ	D	LAX	17	40	UA	A296	CRJ	50	90%	80%	45	36	D	LAX	18	05	UA	A296	CRJ	50	90%	80%	45	36	COM		
417	C05	RJ	D	LAX	21	03	UA	A296	CRJ	50	73%	100%	37	37	D	LAX	22	05	UA	A296	CRJ	50	68%	80%	34	27	COM		
418	Cargo		OAK	04	40	FDX	FDX	133	A300						OAK	08	35	FDX	FDX	134	A300								
419	Cargo		EWR	06	15	FDX	FDX		A300					EWR	18	25	FDX	FDX		A300									
420	Cargo		RFD	05	55	UPS	UPS		B767					RFD	19	11	UPS	UPS		B767									
421	Cargo		AFW	04	30	FDX	FDX	127	A300					AFW	19	48	FDX	FDX	128	A300									
422	Cargo		PHX	07	20	DHL	DHL	129	B727					PHX	18	47	DHL	DHL	130	B727									
423	Cargo		IND	05	35	FDX	FDX		B757					IND	19	15	FDX	FDX		B757									
424	Cargo		SDF	04	45	UPS	UPS	117	B767					ONT	06	32	UPS	UPS	118	B767									
425	Cargo		ILN	05	52	ABX	ABX	115	B767					ILN	19	23	ABX	ABX	116	B767									
426	Cargo		ILN	06	09	ABX	ABX	111	B767					ILN	19	09	ABX	ABX	112	B767									
427	Cargo		OGG	13	15	UPS	UPS	113	B767					AFW	19	17	UPS	UPS	114	B767									
428	Cargo		MEM	05	40	FDX	FDX	125	MD10					MEM	07	20	FDX	FDX	126	MD10									
429	Cargo		MEM	17	20	FDX	FDX	131	DC10					MEM	19	40	FDX	FDX	132	DC10									
430	Cargo		MEM	05	20	FDX	FDX		MD10					MEM	18	55	FDX	FDX		MD10									
431	Cargo		LAX	09	33	WOA	WOA	111	MD10					LAX	18	37	WOA	WOA	112	MD10									
432	GA		LAX	07	52	N	N	115	GLF4																				
433	GA		LAS	08	32	N	N	147	CL60																				
434	GA		SJC	09	42	N	N	137	H25B																				
435	GA		BUR	10	05	N	N	157	BE20																				
436	GA		MSP	10	52	N	N	119	GLF4																				
437	GA		SFO	11	05	N	N	159	BE20																				
438	GA		MSY	11	18	N	N	149	CL60																				
439	GA		RNO	12	25	N	N	139	H25B																				
440	GA		DEN	12	51	N	N	121	GLF4																				
441	GA		SEA	13	04	N	N	123	GLF4																				
442	GA		DFW	13	36	N	N	125	GLF4																				
443	GA		IAH	14	14	N	N	151	CL60																				
444	GA		SMF	14	47	N	N	163	BE20																				
445	GA		IAD	15	03	N	N	127	GLF4																				
446	GA		MIA	15	53	N	N	129	GLF4																				
447	GA		CLT	16	25	N	N	153	CL60																				
448	GA		MCI	16	28	N	N	141	H25B																				
449	GA		SLC	16	48	N	N	143	H25B																				

ATTACHMENT G

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals											Departures											Term					
			TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment		Seats	Dept. L.F.	Dept. OD %	Enp	Orig
1	1	NB						00	00	WN	WN	735	122					D	PHX	07	00	WN	WN	735	122	90%	100%	110	110	T1
2	1	NB	Y					08	00	WN	WN	73G	137					D	BNA	08	30	WN	WN	73G	137	90%	98%	123	120	T1
3	1	NB		D	SEA	09	25	WN	WN	73G	137	77%	98%	106	104			D	PHL	09	55	WN	WN	73G	137	77%	95%	105	100	T1
4	1	NB		D	LAS	10	10	WN	WN	73G	137	90%	96%	123	119			D	ABQ	10	35	WN	WN	73G	137	69%	96%	94	91	T1
5	1	NB		D	AUS	11	45	WN	WN	73G	137	77%	97%	106	103			D	OAK	12	10	WN	WN	73G	137	67%	97%	92	89	T1
6	1	NB		D	MDW	12	25	WN	WN	73G	137	72%	96%	99	95			D	PHX	13	00	WN	WN	73G	137	70%	96%	96	92	T1
7	1	NB		D	SJC	13	15	WN	WN	73G	137	67%	97%	92	90			D	LAS	13	45	WN	WN	73G	137	75%	97%	103	100	T1
8	1	NB		D	ABQ	14	05	WN	WN	73G	137	72%	96%	99	95			D	PVD	14	30	WN	WN	73G	137	64%	97%	87	85	T1
9	1	NB		D	PHX	15	35	WN	WN	73G	137	70%	96%	96	93			D	SAT	16	00	WN	WN	73G	137	77%	96%	106	101	T1
10	1	NB		D	MCI	16	25	WN	WN	73G	137	63%	98%	87	85			D	BNA	17	00	WN	WN	73G	137	90%	98%	123	120	T1
11	1	NB		D	ABQ	18	50	WN	WN	73G	137	72%	96%	99	95			D	SEA	19	15	WN	WN	73G	137	77%	97%	105	102	T1
12	1	NB		D	PHX	19	35	WN	WN	73G	137	70%	96%	96	93			D	PHX	20	05	WN	WN	73G	137	70%	96%	96	92	T1
13	1	NB		D	RNO	22	45	WN	WN	735	122	70%	100%	86	86					00	00	WN	WN	735	122					T1
14	2	NB						00	00	WN	WN	73G	137					D	PHX	06	30	WN	WN	73G	137	77%	100%	105	105	T1
15	2	NB		D	LAS	07	45	WN	WN	735	122	73%	96%	89	86			D	LAS	08	10	WN	WN	735	122	90%	97%	110	107	T1
16	2	NB		D	SJC	09	50	WN	WN	73G	137	77%	97%	106	103			D	PHX	10	15	WN	WN	73G	137	70%	96%	96	92	T1
17	2	NB		D	LAS	11	20	WN	WN	73G	137	77%	96%	106	102			D	SJC	11	45	WN	WN	73G	137	75%	96%	103	99	T1
18	2	NB		D	OMA	12	00	WN	WN	73G	137	77%	97%	106	103			D	PHX	12	25	WN	WN	73G	137	70%	96%	96	92	T1
19	2	NB		D	LAS	12	40	WN	WN	73G	137	73%	96%	100	97			D	MDW	13	15	WN	WN	73G	137	74%	97%	101	98	T1
20	2	NB		D	PHX	16	25	WN	WN	73G	137	70%	96%	96	93			D	HOU	16	50	WN	WN	73G	137	77%	97%	105	102	T1
21	2	NB		D	BNA	17	05	WN	WN	73G	137	50%	96%	69	66			D	MDW	17	30	WN	WN	73G	137	90%	97%	123	120	T1
22	2	NB		D	MDW	18	05	WN	WN	73G	137	72%	96%	99	95			D	OAK	18	40	WN	WN	73G	137	90%	97%	123	120	T1
23	2	NB		D	OAK	19	55	WN	WN	73G	137	90%	96%	123	119			D	SMF	20	20	WN	WN	73G	137	68%	96%	93	90	T1
24	2	NB		D	PHX	21	15	WN	WN	735	122	77%	100%	94	94			D	RNO	21	40	WN	WN	735	122	70%	98%	85	84	T1
25	2	NB		D	PHX	22	25	WN	WN	73G	137	70%	100%	96	96					00	00	WN	WN	73G	137					T1
26	3	NB						00	00	WN	WN	73G	137					D	SJC	07	45	WN	WN	73G	137	90%	100%	123	123	T1
27	3	NB		D	MDW	08	22	WN	WN	73G	137	72%	96%	99	95			D	PVD	08	50	WN	WN	73G	137	90%	97%	123	120	T1
28	3	NB		D	BWI	09	55	WN	WN	73G	137	72%	97%	99	96			D	BWI	10	25	WN	WN	73G	137	71%	97%	97	94	T1
29	3	NB		D	PHL	10	45	WN	WN	73G	137	90%	97%	123	119			D	TUS	12	35	WN	WN	73G	137	63%	98%	86	84	T1
30	3	NB		D	OAK	12	50	WN	WN	73G	137	72%	96%	99	95			D	ABQ	13	20	WN	WN	73G	137	69%	96%	94	91	T1
31	3	NB		D	LAS	13	55	WN	WN	73G	137	73%	96%	100	97			D	SJC	14	25	WN	WN	73G	137	75%	96%	103	99	T1
32	3	NB		D	SMF	14	50	WN	WN	73G	137	70%	96%	96	93			D	SMF	15	15	WN	WN	73G	137	68%	96%	93	90	T1
33	3	NB		D	BWI	16	55	WN	WN	73G	137	72%	97%	99	96			D	BWI	17	25	WN	WN	73G	137	90%	97%	123	119	T1
34	3	NB		D	SMF	18	35	WN	WN	73G	137	77%	96%	106	102			D	ABQ	19	05	WN	WN	73G	137	77%	96%	105	101	T1
35	3	NB		D	SMF	19	25	WN	WN	73G	137	90%	96%	123	119			D	TUS	19	50	WN	WN	73G	137	77%	98%	106	103	T1
36	3	NB		D	SEA	20	05	WN	WN	73G	137	77%	98%	106	104			D	OAK	20	35	WN	WN	73G	137	67%	97%	92	89	T1
37	3	NB		D	HOU	20	54	WN	WN	73G	137	70%	98%	96	94		Y			21	24	WN	WN	73G	137					T1
38	3	NB		D	BWI	21	40	WN	WN	73G	137	72%	100%	99	99					00	00	WN	WN	73G	137					T1
39	4	NB						00	00	WN	WN	73G	137					D	MCI	07	20	WN	WN	73G	137	77%	100%	105	105	T1
40	4	NB		D	OAK	07	55	WN	WN	73G	137	72%	96%	99	95			D	OAK	08	20	WN	WN	73G	137	90%	97%	123	120	T1
41	4	NB		D	ABQ	09	15	WN	WN	73G	137	90%	96%	123	119			D	LAS	09	40	WN	WN	73G	137	77%	97%	105	102	T1
42	4	NB		D	SJC	10	45	WN	WN	73G	137	67%	97%	92	90			D	PHX	11	15	WN	WN	73G	137	70%	96%	96	92	T1
43	4	NB		D	PHX	11	45	WN	WN	73G	137	90%	96%	123	119			D	LAS	12	15	WN	WN	73G	137	75%	97%	103	100	T1
44	4	NB		D	HOU	12	30	WN	WN	73G	137	90%	98%	123	121			D	SMF	13	00	WN	WN	73G	137	68%	96%	93	90	T1

Attachement G

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals												Departures												Term	
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %		Enp
45	4	NB	D	PHX	13	30	WN	WN	73G	137	70%	96%	96	93	D	BWI	14	05	WN	WN	73G	137	71%	97%	97	94	T1	
46	4	NB	D	LAS	14	55	WN	WN	73G	137	73%	96%	100	97	D	SJC	15	20	WN	WN	73G	137	75%	96%	103	99	T1	
47	4	NB	D	OAK	16	05	WN	WN	73G	137	72%	96%	99	95	D	MSY	16	35	WN	WN	73G	137	77%	97%	105	102	T1	
48	4	NB	D	ELP	18	15	WN	WN	73G	137	63%	98%	87	85	D	SMF	18	40	WN	WN	73G	137	90%	96%	123	118	T1	
49	4	NB	D	OAK	20	55	WN	WN	73G	137	90%	96%	123	119	D	SJC	21	20	WN	WN	73G	137	75%	96%	103	99	T1	
50	4	NB	D	SJC	22	25	WN	WN	73G	137	67%	100%	92	92														
51	5	NB			00	00	WN	WN	73G	137					D	SMF	06	30	WN	WN	73G	137	77%	100%	105	105	T1	
52	5	NB	Y		07	00	WN	WN	73G	137					D	ELP	07	30	WN	WN	73G	137	77%	100%	106	106	T1	
53	5	NB	D	SMF	07	55	WN	WN	73G	137	77%	96%	106	102	D	TUS	08	20	WN	WN	73G	137	90%	98%	123	120	T1	
54	5	NB	D	SJC	09	00	WN	WN	73G	137	90%	97%	123	120	D	MDW	09	25	WN	WN	73G	137	77%	97%	105	102	T1	
55	5	NB	D	SMF	10	05	WN	WN	73G	137	90%	96%	123	119	D	SJC	10	30	WN	WN	73G	137	75%	96%	103	99	T1	
56	5	NB	D	BDL	11	15	WN	WN	73G	137	77%	97%	106	103	D	OMA	11	40	WN	WN	73G	137	77%	97%	105	102	T1	
57	5	NB	D	ABQ	12	05	WN	WN	73G	137	72%	96%	99	95	D	SAT	12	35	WN	WN	73G	137	64%	96%	88	84	T1	
58	5	NB	D	SAT	12	50	WN	WN	73G	137	50%	96%	69	66	D	SJC	13	15	WN	WN	73G	137	75%	96%	103	99	T1	
59	5	NB	D	PHL	16	05	WN	WN	73G	137	70%	97%	96	93	D	LAS	16	30	WN	WN	73G	137	77%	97%	105	102	T1	
60	5	NB	D	SJC	17	00	WN	WN	73G	137	67%	97%	92	90	D	AUS	17	30	WN	WN	73G	137	77%	98%	106	103	T1	
61	5	NB	D	LAS	20	15	WN	WN	73G	137	77%	96%	106	102	D	LAS	20	50	WN	WN	73G	137	75%	97%	103	100	T1	
62	5	NB	D	BNA	21	05	WN	WN	73G	137	90%	100%	123	123	D	PHX	21	30	WN	WN	73G	137	70%	96%	96	92	T1	
63	5	NB	D	MDW	22	35	WN	WN	73G	137	72%	100%	99	99			00	00	WN	WN	73G	137					T1	
64	6	NB			00	00	WN	WN	735	122					D	LAS	06	35	WN	WN	735	122	77%	100%	94	94	T1	
65	6	NB	D	ABQ	07	35	WN	WN	73G	137	72%	96%	99	95	D	ABQ	08	00	WN	WN	73G	137	90%	96%	123	118	T1	
66	6	NB	D	RNO	08	15	WN	WN	735	122	90%	96%	110	106	D	RNO	08	40	WN	WN	735	122	90%	98%	110	107	T1	
67	6	NB	D	MDW	10	10	WN	WN	73G	137	90%	96%	123	119	D	SMF	10	40	WN	WN	73G	137	68%	96%	93	90	T1	
68	6	NB	D	CMH	11	25	WN	WN	73G	137	77%	97%	106	103	D	MSY	11	50	WN	WN	73G	137	77%	97%	105	102	T1	
69	6	NB	D	BNA	12	05	WN	WN	73G	137	90%	96%	123	118	D	ABQ	12	30	WN	WN	73G	137	69%	96%	94	91	T1	
70	6	NB	D	BWI	12	45	WN	WN	73G	137	90%	97%	123	119	D	PHL	13	15	WN	WN	73G	137	77%	95%	105	100	T1	
71	6	NB	D	ABQ	16	10	WN	WN	73G	137	72%	96%	99	95	D	PHX	16	40	WN	WN	73G	137	77%	96%	105	101	T1	
72	6	NB	D	PHX	17	05	WN	WN	73G	137	70%	96%	96	93	D	SMF	17	35	WN	WN	73G	137	90%	96%	123	118	T1	
73	6	NB	D	RDU	19	15	WN	WN	73G	137	77%	98%	106	104	D	SMF	19	40	WN	WN	73G	137	77%	96%	105	101	T1	
74	6	NB	D	PHX	20	25	WN	WN	73G	137	90%	96%	123	119	D	SJC	20	50	WN	WN	73G	137	75%	96%	103	99	T1	
75	6	NB	D	ABQ	21	10	WN	WN	73G	137	90%	100%	123	123	D	OAK	21	40	WN	WN	73G	137	67%	97%	92	89	T1	
76	6	NB	D	LAS	22	55	WN	WN	735	122	90%	100%	110	110			00	00	WN	WN	735	122					T1	
77	7	NB			00	00	WN	WN	73G	137					D	SJC	06	35	WN	WN	73G	137	77%	100%	105	105	T1	
78	7	NB	D	PHX	07	10	WN	WN	73G	137	70%	96%	96	93	D	SMF	07	35	WN	WN	73G	137	90%	100%	123	123	T1	
79	7	NB	D	PHX	08	05	WN	WN	73G	137	77%	96%	106	102	D	SMF	08	30	WN	WN	73G	137	90%	96%	123	118	T1	
80	7	NB	D	HOU	09	15	WN	WN	73G	137	70%	98%	96	94	D	SMF	09	40	WN	WN	73G	137	77%	96%	105	101	T1	
81	7	NB	D	OAK	10	15	WN	WN	73G	137	90%	96%	123	119	D	LAS	10	40	WN	WN	73G	137	75%	97%	103	100	T1	
82	7	NB	D	ELP	11	40	WN	WN	735	122	90%	98%	110	107	D	RNO	12	10	WN	WN	735	122	70%	98%	85	84	T1	
83	7	NB	D	MHT	12	55	WN	WN	73G	137	77%	97%	106	103	D	MHT	13	25	WN	WN	73G	137	77%	97%	105	102	T1	
84	7	NB	D	RNO	15	45	WN	WN	735	122	70%	96%	86	83	D	ELP	16	20	WN	WN	735	122	77%	95%	94	89	T1	
85	7	NB	D	SJC	19	40	WN	WN	73G	137	90%	97%	123	120	D	LAS	20	05	WN	WN	73G	137	75%	97%	103	100	T1	
86	7	NB	D	SJC	20	55	WN	WN	73G	137	90%	97%	123	120	Y		21	25	WN	WN	73G	137					T1	
87	7	NB	D	SMF	21	40	WN	WN	73G	137	70%	100%	96	96	D	LAS	22	05	WN	WN	73G	137	75%	97%	103	100	T1	
88	7	NB	D	PHL	22	20	WN	WN	73G	137	70%	100%	96	96			00	00	WN	WN	73G	137					T1	
89	8	NB			00	00	WN	WN	73G	137					D	MDW	06	40	WN	WN	73G	137	77%	100%	105	105	T1	

Attachement G

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	TOW	Arrivals											Departures											Term				
				Type	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment		Seats	Dept. L.F.	Dept. OD %	Enp
90	8	NB	Y				07	25	WN	WN	73G	137						D	SAT	07	55	WN	WN	73G	137	90%	100%	123	123	T1
91	8	NB		D	LAS	08	45	WN	WN	73G	137	77%	96%	106	102		D	AUS	09	10	WN	WN	73G	137	77%	98%	106	103	T1	
92	8	NB		D	PVD	11	50	WN	WN	73G	137	77%	97%	106	103		D	MDW	12	15	WN	WN	73G	137	74%	97%	101	98	T1	
93	8	NB		D	TUS	13	05	WN	WN	73G	137	70%	98%	96	94		D	BDL	14	30	WN	WN	73G	137	77%	98%	106	103	T1	
94	8	NB		D	SJC	14	45	WN	WN	73G	137	67%	97%	92	90		D	LAS	15	10	WN	WN	73G	137	75%	97%	103	100	T1	
95	8	NB		D	TUS	18	00	WN	WN	73G	137	70%	98%	96	94		D	MCI	18	25	WN	WN	73G	137	77%	94%	105	99	T1	
96	8	NB		D	OAK	21	40	WN	WN	73G	137	77%	100%	106	106				00	00	WN	WN	73G	137					T1	
97	9	NB					00	00	WN	WN	73G	137					D	ABQ	06	45	WN	WN	73G	137	77%	100%	105	105	T1	
98	9	NB		D	SJC	08	10	WN	WN	73G	137	90%	97%	123	120		D	PHX	08	35	WN	WN	73G	137	90%	96%	123	118	T1	
99	9	NB		D	SAT	09	05	WN	WN	73G	137	90%	96%	123	118		D	SEA	09	30	WN	WN	73G	137	77%	97%	105	102	T1	
100	9	NB		D	MCI	12	20	WN	WN	73G	137	90%	98%	123	121		D	BNA	12	50	WN	WN	73G	137	50%	98%	69	67	T1	
101	9	NB		D	OAK	13	30	WN	WN	73G	137	72%	96%	99	95		D	PHX	14	00	WN	WN	73G	137	70%	96%	96	92	T1	
102	9	NB		D	OAK	14	25	WN	WN	73G	137	72%	96%	99	95		D	MDW	14	50	WN	WN	73G	137	74%	97%	101	98	T1	
103	9	NB		D	AUS	17	00	WN	WN	73G	137	77%	97%	106	103		D	ABQ	17	25	WN	WN	73G	137	90%	96%	123	118	T1	
104	9	NB		D	MSY	18	55	WN	WN	73G	137	77%	98%	106	104		D	SJC	19	30	WN	WN	73G	137	77%	96%	105	101	T1	
105	9	NB		D	PVD	20	20	WN	WN	73G	137	77%	97%	106	103		D	PHX	20	50	WN	WN	73G	137	70%	96%	96	92	T1	
106	9	NB		D	LAS	21	45	WN	WN	73G	137	77%	100%	106	106				00	00	WN	WN	73G	137					T1	
107	10	NB					00	00	WN	WN	73G	137					D	BWI	06	55	WN	WN	73G	137	77%	100%	106	106	T1	
108	10	NB		D	OAK	08	35	WN	WN	73G	137	72%	96%	99	95		D	PHX	09	00	WN	WN	73G	137	90%	96%	123	118	T1	
109	10	NB		D	PHX	09	15	WN	WN	73G	137	90%	96%	123	119		D	OAK	09	40	WN	WN	73G	137	77%	97%	105	102	T1	
110	10	NB		D	SMF	10	50	WN	WN	73G	137	77%	96%	106	102		D	MDW	11	20	WN	WN	73G	137	74%	97%	101	98	T1	
111	10	NB		D	PHX	12	30	WN	WN	73G	137	77%	96%	106	102		D	CMH	12	55	WN	WN	73G	137	77%	98%	106	103	T1	
112	10	NB		D	MDW	15	40	WN	WN	73G	137	72%	96%	99	95		D	MDW	16	10	WN	WN	73G	137	77%	97%	105	102	T1	
113	10	NB		D	LAS	19	15	WN	WN	73G	137	73%	96%	100	97		D	OAK	19	40	WN	WN	73G	137	77%	97%	105	102	T1	
114	10	NB		D	SAT	21	25	WN	WN	73G	137	90%	100%	123	123		D	SMF	21	50	WN	WN	73G	137	68%	96%	93	90	T1	
115	10	NB		D	SMF	22	25	WN	WN	73G	137	70%	100%	96	96				00	00	WN	WN	73G	137					T1	
116	11	NB					00	00	WN	WN	73G	137					D	PHL	06	55	WN	WN	73G	137	77%	100%	105	105	T1	
117	11	NB		D	SMF	08	55	WN	WN	73G	137	90%	96%	123	119		D	HOU	09	20	WN	WN	73G	137	77%	97%	105	102	T1	
118	11	NB		D	PHX	10	30	WN	WN	73G	137	90%	96%	123	119		D	RDU	11	05	WN	WN	73G	137	77%	97%	105	102	T1	
119	11	NB		D	SMF	12	55	WN	WN	73G	137	70%	96%	96	93		D	SEA	13	20	WN	WN	73G	137	77%	97%	105	102	T1	
120	11	NB		D	MDW	14	30	WN	WN	73G	137	72%	96%	99	95		D	OAK	15	00	WN	WN	73G	137	67%	97%	92	89	T1	
121	11	NB		D	LAS	15	45	WN	WN	73G	137	73%	96%	100	97		D	OAK	16	10	WN	WN	73G	137	77%	97%	105	102	T1	
122	11	NB		D	OAK	17	40	WN	WN	73G	137	77%	96%	106	102		D	PHX	18	05	WN	WN	73G	137	90%	96%	123	118	T1	
123	11	NB		D	MDW	20	00	WN	WN	73G	137	90%	96%	123	119				00	00	WN	WN	73G	137					T1	
124	12	NB					00	00	WN	WN	73G	137					D	OAK	07	10	WN	WN	73G	137	90%	100%	123	123	T1	
125	12	NB		D	TUS	08	25	WN	WN	73G	137	90%	98%	123	121		D	OAK	08	50	WN	WN	73G	137	90%	97%	123	120	T1	
126	12	NB		D	MSY	09	55	WN	WN	73G	137	77%	98%	106	104		D	OAK	10	25	WN	WN	73G	137	67%	97%	92	89	T1	
127	12	NB		D	OAK	11	25	WN	WN	73G	137	72%	96%	99	95		D	SMF	11	50	WN	WN	73G	137	68%	96%	93	90	T1	
128	12	NB		D	SEA	13	05	WN	WN	73G	137	77%	98%	106	104		D	OAK	13	30	WN	WN	73G	137	67%	97%	92	89	T1	
129	12	NB		D	SMF	13	55	WN	WN	73G	137	70%	96%	96	93		D	HOU	14	20	WN	WN	73G	137	77%	97%	105	102	T1	
130	12	NB		D	SMF	17	20	WN	WN	73G	137	77%	96%	106	102		D	OAK	17	45	WN	WN	73G	137	90%	97%	123	120	T1	
131	12	NB		D	OAK	18	40	WN	WN	73G	137	77%	96%	106	102		D	LAS	19	05	WN	WN	73G	137	77%	97%	105	102	T1	
132	12	NB		D	SMF	20	35	WN	WN	73G	137	70%	96%	96	93	Y			21	05	WN	WN	73G	137					T1	
133	12	NB		D	OAK	22	55	WN	WN	73G	137	72%	100%	99	99				00	00	WN	WN	73G	137					T1	
134	13	WB					00	00	UA	UA	320	138					D	ORD	06	30	UA	UA	320	138	77%	100%	106	106	T1	

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Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	TOW	Arrivals											Departures											Term				
				Type	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment		Seats	Dept. L.F.	Dept. OD %	Enp
135	13	WB	Y				07	00	UA	UA	757	182						D	IAD	07	45	UA	UA	757	182	90%	100%	163	163	T1
136	13	WB		D	SFO	08	16	UA	UA	757	182	90%	80%	164	132		D	SFO	09	27	UA	UA	757	182	77%	82%	140	115	T1	
137	13	WB		D	IAD	10	51	UA	UA	320	138	90%	84%	124	105		D	IAD	11	40	UA	UA	320	138	70%	73%	96	71	T1	
138	13	WB		D	ORD	12	24	UA	UA	320	138	90%	81%	124	101		D	ORD	13	14	UA	UA	320	138	70%	82%	96	79	T1	
139	13	WB		D	IAD	17	00	UA	UA	757	182	53%	84%	97	81	Y			17	45	UA	UA	757	182					T1	
140	13	WB		D	ORD	19	02	UA	UA	320	138	77%	81%	106	87		D	SFO	19	55	UA	UA	320	138	77%	82%	106	87	T1	
141	13	WB		D	DEN	21	27	UA	UA	320	138	90%	100%	124	124				00	00	UA	UA	320	138					T1	
142	14	757				00	00	UA	UA	320	138						D	SFO	08	10	UA	UA	320	138	90%	82%	124	102	T1	
143	14	757		D	DEN	10	01	UA	UA	320	138	90%	78%	124	97		D	DEN	11	00	UA	UA	320	138	71%	82%	98	80	T1	
144	14	757		D	DEN	12	41	UA	UA	320	138	72%	78%	99	78		D	DEN	13	43	UA	UA	320	138	71%	82%	98	80	T1	
145	14	757		D	DEN	14	10	UA	UA	320	138	72%	78%	99	78		D	DEN	15	00	UA	UA	320	138	71%	82%	98	80	T1	
146	14	757		D	SFO	16	20	UA	UA	757	182	67%	80%	122	98		D	SFO	17	05	UA	UA	757	182	90%	82%	163	134	T1	
147	14	757		D	ORD	17	30	UA	UA	320	138	66%	81%	91	74		D	ORD	18	28	UA	UA	320	138	90%	82%	124	102	T1	
148	14	757		D	IAD	20	11	UA	UA	757	182	90%	84%	164	138		D	IAD	22	15	UA	UA	757	182	70%	73%	127	93	T1	
149	14	757		D	SFO	23	37	UA	UA	320	138	67%	100%	93	93				00	00	UA	UA	320	138					T1	
150	15	NB	Y			00	00	UA	UA	320	138						D	SFO	06	23	UA	UA	320	138	77%	100%	106	106	T1	
151	15	NB		D	DEN	07	26	UA	UA	319	120	72%	78%	87	68		D	DEN	08	15	UA	UA	319	120	90%	82%	108	89	T1	
152	15	NB		D	ORD	10	19	UA	UA	320	138	90%	81%	124	101		D	ORD	11	08	UA	UA	320	138	70%	82%	96	79	T1	
153	15	NB		D	SFO	12	54	UA	UA	320	138	67%	80%	93	74		D	SFO	13	39	UA	UA	320	138	68%	82%	94	77	T1	
154	15	NB		D	DEN	15	05	UA	UA	319	120	72%	78%	87	68		D	DEN	16	05	UA	UA	319	120	77%	82%	92	76	T1	
155	15	NB		D	ORD	16	25	UA	UA	319	120	66%	81%	79	64		D	ORD	17	25	UA	UA	319	120	90%	82%	108	89	T1	
156	15	NB		D	ORD	22	04	UA	UA	320	138	90%	100%	124	124		D	ORD	23	00	UA	UA	320	138	70%	82%	96	79	T1	
157	16	NB				00	00	UA	UA	320	138						D	DEN	06	18	UA	UA	320	138	77%	100%	106	106	T1	
158	16	NB		D	ORD	08	09	UA	UA	320	138	66%	81%	91	74		D	ORD	09	10	UA	UA	320	138	77%	82%	106	87	T1	
159	16	NB		D	DEN	17	18	UA	UA	320	138	72%	78%	99	78		D	DEN	18	20	UA	UA	320	138	90%	82%	124	102	T1	
160	16	NB		D	SFO	22	17	UA	UA	320	138	77%	100%	106	106				00	00	UA	UA	320	138					T1	
161	17	NB		D	SFO	09	47	UA	UA	320	138	90%	80%	124	100		D	SFO	10	32	UA	UA	320	138	68%	82%	94	77	T1	
162	17	NB		D	SFO	11	32	UA	UA	320	138	67%	80%	93	74		D	ORD	12	22	UA	UA	320	138	70%	82%	96	79	T1	
163	17	NB		D	ORD	14	01	UA	UA	320	138	66%	81%	91	74		D	SFO	14	56	UA	UA	320	138	68%	82%	94	77	T1	
164	17	NB		D	SFO	20	03	UA	UA	320	138	90%	80%	124	100		D	DEN	21	10	UA	UA	320	138	71%	82%	98	80	T1	
165	17	NB		D	DEN	22	20	UA	UA	320	138	72%	100%	99	99	Y			00	00	UA	UA	320	138					T1	
166	18	NB		I	YVR	10	01	AC	AC	320	140	70%	96%	98	95		I	YVR	10	55	AC	AC	320	140	70%	97%	98	95	T1	
167	18	NB		I	YYZ	11	10	AC	AC	320	140	70%	92%	98	91		I	YYZ	12	45	AC	AC	320	140	70%	97%	98	95	T1	
168	18	NB		I	YVR	16	00	AC	AC	319	112	70%	96%	79	76		I	YVR	16	55	AC	AC	319	112	70%	97%	78	76	T1	
169	18	NB		I	YYZ	21	50	AC	AC	319	112	70%	100%	79	79		I	YYZ	22	45	AC	AC	319	112	70%	97%	78	76	T1	
170	19	NB		D	ATL	10	15	FL	FL	73G	137	90%	100%	123	123		D	ATL	11	05	FL	FL	73G	137	77%	100%	105	105	T1	
171	19	NB		D	ATL	13	40	FL	FL	73G	137	52%	100%	71	71		D	ATL	14	30	FL	FL	73G	137	77%	100%	105	105	T1	
172	19	NB		D	ATL	20	55	FL	FL	73G	137	90%	100%	123	123		D	ATL	22	50	FL	FL	73G	137	77%	100%	105	105	T1	
173	20	WB		D	SEA	00	15	AS	AS	73G	120	74%	95%	89	85		D	SEA	06	30	AS	AS	73G	120	77%	100%	92	92	T2E	
174	20	WB		D	GEG	09	55	AS	QX	CR7	70	77%	96%	54	52		D	GEG	10	25	AS	QX	CR7	70	77%	97%	54	52	T2E	
175	20	WB		D	SEA	11	37	AS	AS	73G	120	74%	95%	89	85		D	SEA	12	27	AS	AS	73G	120	69%	95%	83	79	T2E	
176	20	WB	Y			15	42	AS	AS	73G	120						D	PDX	17	45	AS	AS	73G	120	90%	95%	108	103	T2E	
177	20	WB		D	GEG	18	55	AS	QX	CR7	70	77%	96%	54	52		D	GEG	19	25	AS	QX	CR7	70	77%	97%	54	52	T2E	
178	20	WB		D	SEA	20	00	AS	AS	73G	120	77%	95%	93	88		D	SEA	20	53	AS	AS	73G	120	69%	95%	83	79	T2E	
179	21	NB				00	00	AS	AS	73G	120						D	SEA	08	20	AS	AS	73G	120	90%	95%	108	103	T2E	

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals												Departures												Term
			TOW	D/I	Type	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	
180	21	NB	D	PDX	09	15	AS	AS	73G	120	90%	95%	108	103	I	SJD	10	05	AS	AS	73G	120	70%	96%	84	81	T2E
181	21	NB	D	BOI	10	55	AS	QX	CR7	70	77%	96%	54	52	D	BOI	11	25	AS	QX	CR7	70	77%	97%	54	52	T2E
182	21	NB	D	PDX	13	02	AS	AS	73G	120	74%	95%	89	85	D	PDX	13	50	AS	AS	73G	120	69%	95%	83	79	T2E
183	21	NB	D	PDX	16	00	AS	AS	734	140	74%	95%	104	99	D	SEA	16	45	AS	AS	734	140	77%	95%	108	102	T2E
184	21	NB	D	PDX	18	00	AS	AS	73G	120	74%	95%	89	85	D	PDX	19	00	AS	AS	73G	120	90%	95%	108	103	T2E
185	21	NB	D	PDX	22	19	AS	AS	73G	120	74%	100%	89	89			00	00	AS	AS	73G	120					T2E
186	22	WB			00	00	AS	AS	73G	120					D	PDX	06	40	AS	AS	73G	120	77%	100%	92	92	T2E
187	22	WB	D	SEA	08	27	AS	AS	73G	120	74%	95%	89	85	D	SEA	09	20	AS	AS	73G	120	77%	95%	92	88	T2E
188	22	WB	D	SEA	09	50	AS	AS	734	140	90%	95%	126	120	D	PDX	10	35	AS	AS	734	140	69%	95%	96	92	T2E
189	22	WB	D	SEA	13	52	AS	AS	73G	120	74%	95%	89	85	D	SEA	14	40	AS	AS	73G	120	69%	95%	83	79	T2E
190	22	WB	D	SEA	16	40	AS	AS	73G	120	74%	95%	89	85	D	SEA	17	25	AS	AS	73G	120	90%	95%	108	103	T2E
191	22	WB	D	SEA	18	32	AS	AS	73G	120	74%	95%	89	85	D	SEA	19	30	AS	AS	73G	120	77%	95%	92	88	T2E
192	22	WB	D	PDX	20	18	AS	AS	73G	120	74%	95%	89	85	D	PDX	21	08	AS	AS	73G	120	69%	95%	83	79	T2E
193	22	WB	D	SEA	22	48	AS	AS	73G	120	77%	100%	93	93			00	00	AS	AS	73G	120					T2E
194	23	757			00	00	HP	HP	320	150					D	PHX	06	00	HP	HP	320	150	77%	100%	115	115	T2E
195	23	757	D	PHX	07	30	HP	HP	320	150	61%	95%	92	87	D	PHX	08	15	HP	HP	320	150	90%	94%	135	127	T2E
196	23	757	D	PHX	08	33	HP	HP	320	150	90%	95%	135	129	D	PHX	09	30	HP	HP	320	150	77%	94%	115	109	T2E
197	23	757	D	CLT	09	45	US	US	319	120	77%	100%	93	93	D	CLT	10	45	US	US	319	120	77%	100%	92	92	T2E
198	23	757	D	PIT	11	16	US	US	319	120	77%	100%	93	93	D	PIT	13	30	US	US	319	120	77%	100%	92	92	T2E
199	23	757	D	PHX	14	40	HP	HP	320	150	61%	95%	92	87	D	PHX	15	40	HP	HP	320	150	67%	94%	100	95	T2E
200	23	757	D	PHX	17	31	HP	HP	320	150	61%	95%	92	87	D	PHX	18	30	HP	HP	320	150	90%	94%	135	127	T2E
201	23	757	D	PHX	19	55	HP	HP	320	150	90%	95%	135	129	Y		00	00	HP	HP	320	150					T2E
202	24	WB			00	00	US	US	320	142					D	PHL	09	20	US	US	320	142	77%	100%	109	109	T2E
203	24	WB	D	PHX	10	03	HP	HP	320	150	90%	95%	135	129	D	PHX	10	53	HP	HP	320	150	67%	94%	100	95	T2E
204	24	WB	D	PHX	11	35	HP	HP	320	150	90%	95%	135	129	D	PHX	12	35	HP	HP	320	150	67%	94%	100	95	T2E
205	24	WB	D	LAS	13	00	HP	HP	320	150	77%	93%	116	108	D	LAS	13	45	HP	HP	320	150	77%	95%	115	110	T2E
206	24	WB	D	LAS	17	54	HP	HP	320	150	77%	93%	116	108	D	PHX	19	40	HP	HP	320	150	77%	94%	115	109	T2E
207	24	WB	D	LAS	21	08	HP	HP	320	150	77%	100%	116	116	D	LAS	21	58	HP	HP	320	150	77%	95%	115	110	T2E
208	24	WB	D	PHL	22	31	US	US	320	142	71%	100%	101	101			00	00	US	US	320	142					T2E
209	25	757			00	00	HP	HP	319	124					D	PHX	06	45	HP	HP	319	124	77%	100%	95	95	T2E
210	25	757	D	LAS	08	44	HP	HP	319	124	77%	93%	96	89	D	LAS	09	30	HP	HP	319	124	77%	95%	95	91	T2E
211	25	757	D	PHL	12	45	US	US	319	120	71%	100%	85	85	D	PHL	13	35	US	US	319	120	77%	100%	92	92	T2E
212	25	757	D	CLT	19	33	US	US	319	120	77%	100%	93	93	D	CLT	22	05	US	US	319	120	77%	100%	92	92	T2E
213	25	757	D	PHX	22	43	HP	HP	319	124	61%	100%	76	76			00	00	HP	HP	319	124					T2E
214	26	757			00	00	AA	AA	738	148					D	ORD	06	16	AA	AA	738	148	77%	100%	114	114	T2E
215	26	757	D	ORD	08	52	AA	AA	738	148	71%	85%	105	90	D	DFW	10	35	AA	AA	738	148	72%	88%	106	94	T2E
216	26	757	D	ORD	10	52	AA	AA	738	148	90%	85%	133	114	D	ORD	11	49	AA	AA	738	148	70%	85%	103	88	T2E
217	26	757	D	DFW	15	27	AA	AA	738	148	74%	86%	110	95	D	DFW	16	21	AA	AA	738	148	77%	88%	114	100	T2E
218	26	757	D	MIA	19	52	AA	AA	757	180	90%	89%	162	145	D	MIA	21	32	AA	AA	757	180	77%	90%	139	124	T2E
219	26	757	D	DFW	22	43	AA	AA	738	148	77%	100%	114	114			00	00	AA	AA	738	148					T2E
220	27	757	Y		00	00	US	US	320	142					D	PHL	06	40	US	US	320	142	77%	100%	109	109	T2E
221	27	757	D	PIT	08	30	US	US	319	120	77%	100%	93	93	D	PIT	09	30	US	US	319	120	77%	100%	92	92	T2E
222	27	757	D	PHL	10	11	US	US	319	120	77%	100%	93	93	D	PHL	11	15	US	US	319	120	77%	100%	92	92	T2E
223	27	757	D	PHL	17	37	US	US	320	142	71%	100%	101	101			18	22	US	US	320	142					T2E
224	27	757	D	PHX	18	58	HP	HP	320	150	90%	95%	135	129	D	LAS	20	15	HP	HP	320	150	77%	95%	115	110	T2E

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Ref. Num.	Gate	Gate Type	Arrivals											Departures											Term				
			TOW	Type D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats		Dept. L.F.	Dept. OD %	Enp	Orig
225	27	757		D	PHL	20	30	US	US	321	169	90%	100%	152	152		D	PHL	21	55	US	US	321	169	77%	100%	130	130	T2E
226	28	WB				00	00	AA	AA	738	148						D	DFW	06	21	AA	AA	738	148	77%	100%	114	114	T2E
227	28	WB		D	DFW	08	32	AA	AA	738	148	74%	86%	110	95		D	ORD	09	53	AA	AA	738	148	77%	85%	114	97	T2E
228	28	WB		D	DFW	10	45	AA	AA	738	148	90%	86%	133	115		D	DFW	11	27	AA	AA	738	148	72%	88%	106	94	T2E
229	28	WB		D	BOS	11	45	AA	AA	763	212	77%	89%	163	146		D	BOS	13	01	AA	AA	763	212	77%	89%	163	145	T2E
230	28	WB		D	DFW	13	44	AA	AA	738	148	77%	86%	114	99		D	DFW	14	38	AA	AA	738	148	72%	88%	106	94	T2E
231	28	WB		D	DFW	19	12	AA	AA	738	148	74%	86%	110	95	Y			19	57	AA	AA	738	148					T2E
232	28	WB		D	DFW	21	26	AA	AA	738	148	77%	100%	114	114				00	00	AA	AA	738	148					T2E
233	29	WB				00	00	AA	AA	M80	129						D	ORD	07	42	AA	AA	M80	129	90%	100%	116	116	T2E
234	29	WB		D	STL	10	43	AA	AA	738	148	77%	78%	114	89		D	STL	11	50	AA	AA	738	148	77%	78%	114	89	T2E
235	29	WB		D	DFW	12	34	AA	AA	738	148	77%	86%	114	99		D	DFW	13	26	AA	AA	738	148	72%	88%	106	94	T2E
236	29	WB		D	ORD	17	15	AA	AA	738	148	71%	85%	105	90		D	ORD	18	10	AA	AA	738	148	90%	85%	133	113	T2E
237	29	WB		D	STL	21	03	AA	AA	738	148	77%	100%	114	114	Y			21	48	AA	AA	738	148					T2E
238	29	WB		D	ORD	23	00	AA	AA	M80	129	71%	100%	92	92				00	00	AA	AA	M80	129					T2E
239	30	757	Y			00	00	AA	AA	738	148						D	STL	06	12	AA	AA	738	148	77%	100%	114	114	T2E
240	30	757		D	MIA	10	40	AA	AA	757	180	90%	89%	162	145		D	MIA	11	40	AA	AA	757	180	77%	90%	139	124	T2E
241	30	757		D	ORD	16	15	AA	AA	738	148	71%	85%	105	90		D	DFW	17	10	AA	AA	738	148	90%	88%	133	117	T2E
242	30	757		D	ORD	21	24	AA	AA	738	148	90%	100%	133	133		D	ORD	23	00	AA	AA	738	148	70%	85%	103	88	T2E
243	31	WB				00	00	AA	AA	777	236						D	JFK	07	05	AA	AA	777	236	90%	100%	212	212	T2E
244	31	WB		D	JFK	09	21	AA	AA	777	236	77%	85%	182	155		D	JFK	10	50	AA	AA	777	236	72%	84%	170	143	T2E
245	31	WB		D	DFW	11	37	AA	AA	738	148	77%	86%	114	99		D	DFW	12	25	AA	AA	738	148	72%	88%	106	94	T2E
246	31	WB		D	ORD	12	59	AA	AA	738	148	77%	85%	114	97		D	ORD	14	00	AA	AA	738	148	70%	85%	103	88	T2E
247	31	WB		D	JFK	14	17	AA	AA	777	236	62%	85%	147	125		D	JFK	15	30	AA	AA	777	236	72%	84%	170	143	T2E
248	31	WB		D	JFK	19	58	AA	AA	777	236	90%	85%	212	181		D	JFK	21	30	AA	AA	777	236	72%	84%	170	143	T2E
249	31	WB		D	JFK	22	15	AA	AA	777	236	77%	100%	182	182				00	00	AA	AA	777	236					T2E
250	32	757				00	00	AA	AA	738	148						D	DFW	08	02	AA	AA	738	148	90%	88%	133	117	T2E
251	32	757	Y			08	30	AA	AA	738	148						D	DFW	09	15	AA	AA	738	148	77%	88%	114	100	T2E
252	32	757		D	MIA	12	35	AA	AA	757	180	50%	89%	90	81		D	MIA	13	25	AA	AA	757	180	77%	90%	139	124	T2E
253	32	757		D	DFW	17	27	AA	AA	738	148	74%	86%	110	95	Y			00	00	AA	AA	738	148					T2E
254	33	757				00	00	NW	NW	320	148						D	DTW	08	25	NW	NW	320	148	90%	97%	133	129	T2W
255	33	757		D	MEM	11	05	NW	NW	757	180	77%	97%	139	135		D	MEM	12	30	NW	NW	757	180	77%	97%	138	135	T2W
256	33	757		D	MSP	15	02	NW	NW	320	148	73%	96%	108	104		D	MSP	16	05	NW	NW	320	148	77%	96%	114	109	T2W
257	33	757		D	MSP	19	02	NW	NW	320	148	77%	96%	114	110				00	00	NW	NW	320	148					T2W
258	34	NB				00	00	NW	NW	320	148						D	MSP	06	35	NW	NW	320	148	77%	100%	114	114	T2W
259	34	NB		D	MSP	08	42	NW	NW	320	148	73%	96%	108	104		D	MSP	09	55	NW	NW	320	148	77%	96%	114	109	T2W
260	34	NB		D	DTW	11	01	NW	NW	320	148	90%	97%	133	130		D	DTW	12	30	NW	NW	320	148	72%	97%	106	103	T2W
261	34	NB		D	MSP	13	05	NW	NW	320	148	77%	96%	114	110		D	MSP	14	02	NW	NW	320	148	58%	96%	86	82	T2W
262	34	NB		D	DTW	17	18	NW	NW	320	148	64%	97%	95	92		D	MSP	18	15	NW	NW	320	148	90%	96%	133	128	T2W
263	34	NB		D	DTW	20	58	NW	NW	320	148	90%	97%	133	130		D	DTW	22	20	NW	NW	320	148	72%	97%	106	103	T2W
264	34	NB		D	MSP	23	02	NW	NW	320	148	73%	100%	108	108				00	00	NW	NW	320	148					T2W
265	35	757				00	00	NW	NW	320	148						D	MSP	07	30	NW	NW	320	148	90%	100%	133	133	T2W
266	35	757		D	MSP	10	47	NW	NW	757	180	90%	96%	162	156		D	MSP	12	05	NW	NW	757	180	58%	96%	104	100	T2W
267	35	757		D	DTW	13	51	NW	NW	320	148	64%	97%	95	92		D	DTW	14	52	NW	NW	320	148	72%	97%	106	103	T2W
268	35	757		D	MSP	16	12	NW	NW	320	148	73%	96%	108	104		D	MSP	17	10	NW	NW	320	148	90%	96%	133	128	T2W
269	35	757		D	MSP	21	02	NW	NW	320	148	77%	100%	114	114				00	00	NW	NW	320	148					T2W

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	TOW	Arrivals											Departures											Term				
				Type	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment		Seats	Dept. L.F.	Dept. OD %	Enp
270	36	WB					00	00	CO	CO	738	155						D	EWR	08	00	CO	CO	738	155	90%	100%	139	139	T2W
271	36	WB		D	EWR	11	35	CO	CO	757	183	90%	100%	165	165			D	EWR	12	45	CO	CO	757	183	70%	100%	128	128	T2W
272	36	WB		D	EWR	14	17	CO	CO	764	235	65%	100%	153	153			D	EWR	15	15	CO	CO	764	235	70%	100%	164	164	T2W
273	36	WB		D	EWR	16	15	CO	CO	757	183	65%	100%	119	119			D	EWR	17	15	CO	CO	757	183	90%	100%	164	164	T2W
274	36	WB		D	EWR	20	28	CO	CO	764	235	90%	100%	212	212			D	EWR	21	45	CO	CO	764	235	70%	100%	164	164	T2W
275	36	WB		D	EWR	22	16	CO	CO	738	155	77%	100%	120	120					00	00	CO	CO	738	155					T2W
276	37	757	Y				00	00	CO	CO	738	155						D	IAH	07	00	CO	CO	738	155	90%	100%	139	139	T2W
277	37	757		D	IAH	08	43	CO	CO	738	155	72%	100%	112	112			D	IAH	09	39	CO	CO	738	155	77%	100%	119	119	T2W
278	37	757		D	IAH	10	33	CO	CO	739	167	90%	100%	150	150			D	IAH	12	30	CO	CO	739	167	72%	100%	120	120	T2W
279	37	757		D	IAH	13	03	CO	CO	738	155	77%	100%	120	120			D	IAH	14	20	CO	CO	738	155	72%	100%	111	111	T2W
280	37	757		D	IAH	15	52	CO	CO	738	155	72%	100%	112	112			D	IAH	16	50	CO	CO	738	155	77%	100%	119	119	T2W
281	37	757		D	IAH	17	57	CO	CO	738	155	72%	100%	112	112	Y				18	42	CO	CO	738	155					T2W
282	37	757		D	CLE	20	20	CO	CO	738	155	77%	100%	120	120			D	CLE	21	38	CO	CO	738	155	77%	100%	119	119	T2W
283	37	757		D	IAH	22	04	CO	CO	738	155	77%	100%	120	120			D	IAH	23	00	CO	CO	738	155	72%	100%	111	111	T2W
284	38	757					00	00	B6	B6	E19	100					D	DEN	06	15	B6	B6	E19	100	77%	100%	77	77	T2W	
285	38	757		D	HNL	06	37	B6	B6	320	156	77%	94%	120	114			D	DFW	07	46	B6	B6	320	156	90%	100%	140	140	T2W
286	38	757		D	DFW	08	16	B6	B6	320	156	72%	96%	112	108			D	HNL	09	17	B6	B6	320	156	77%	97%	120	117	T2W
287	38	757		D	OAK	09	30	B6	B6	320	156	90%	96%	140	135			D	OAK	10	15	B6	B6	320	156	77%	97%	120	117	T2W
288	38	757		D	FLL	11	54	B6	B6	320	156	77%	97%	120	117			D	MCO	12	46	B6	B6	320	156	77%	94%	120	113	T2W
289	38	757		D	OAK	13	05	B6	B6	320	156	77%	96%	120	116			D	OAK	13	50	B6	B6	320	156	77%	97%	120	117	T2W
290	38	757		D	DEN	14	15	B6	B6	E19	100	74%	96%	74	71			D	DEN	15	05	B6	B6	E19	100	72%	96%	72	69	T2W
291	38	757		D	JFK	15	50	B6	B6	320	156	68%	96%	106	102			D	JFK	16	35	B6	B6	320	156	77%	96%	120	115	T2W
292	38	757		D	SEA	17	12	B6	B6	E19	100	72%	97%	72	70			D	SEA	17	46	B6	B6	E19	100	90%	97%	90	87	T2W
293	38	757		D	JFK	19	35	B6	B6	320	156	90%	96%	140	135			D	OAK	20	20	B6	B6	320	156	77%	97%	120	117	T2W
294	38	757		D	DEN	21	25	B6	B6	E19	100	90%	100%	90	90					00	00	B6	B6	E19	100					T2W
295	39	757	Y				00	00	B6	B6	320	156					D	MCO	06	32	B6	B6	320	156	77%	100%	120	120	T2W	
296	39	757	Y				07	10	B6	B6	320	156					D	JFK	07	55	B6	B6	320	156	90%	100%	140	140	T2W	
297	39	757		D	SEA	08	22	B6	B6	E19	100	72%	97%	72	70			D	DEN	08	53	B6	B6	E19	100	90%	96%	90	86	T2W
298	39	757		D	IAD	09	35	B6	B6	320	156	77%	97%	120	117			D	IAD	10	20	B6	B6	320	156	72%	96%	112	108	T2W
299	39	757		D	MCO	11	06	B6	B6	320	156	77%	94%	120	114			D	FLL	12	15	B6	B6	320	156	77%	97%	120	117	T2W
300	39	757		D	IAD	12	30	B6	B6	320	156	77%	97%	120	117			D	IAD	13	30	B6	B6	320	156	72%	96%	112	108	T2W
301	39	757		D	JFK	13	45	B6	B6	320	156	68%	96%	106	102			D	JFK	14	35	B6	B6	320	156	73%	96%	114	109	T2W
302	39	757		D	PDX	15	15	B6	B6	E19	100	70%	97%	70	68			D	PDX	15	45	B6	B6	E19	100	77%	97%	77	75	T2W
303	39	757		D	DEN	16	25	B6	B6	E19	100	74%	96%	74	71			D	SLC	17	30	B6	B6	E19	100	90%	97%	90	87	T2W
304	39	757		D	PDX	19	40	B6	B6	E19	100	90%	97%	90	88			D	SEA	20	12	B6	B6	E19	100	70%	97%	70	68	T2W
305	39	757		D	IAD	20	50	B6	B6	320	156	77%	97%	120	117	Y				21	20	B6	B6	320	156					T2W
306	39	757		D	HNL	21	35	B6	B6	320	156	77%	100%	120	120			D	FLL	22	40	B6	B6	320	156	77%	97%	120	117	T2W
307	40	NB					00	00	B6	B6	320	156					D	BOS	06	45	B6	B6	320	156	77%	100%	120	120	T2W	
308	40	NB		D	DEN	07	55	B6	B6	E19	100	74%	96%	74	71			D	SLC	08	35	B6	B6	E19	100	90%	97%	90	87	T2W
309	40	NB		D	PDX	08	55	B6	B6	E19	100	70%	97%	70	68			D	SEA	09	30	B6	B6	E19	100	77%	97%	77	75	T2W
310	40	NB		D	TPA	11	08	B6	B6	320	156	77%	97%	120	117			D	DFW	11	58	B6	B6	320	156	64%	96%	100	96	T2W
311	40	NB		D	JFK	12	15	B6	B6	320	156	77%	96%	120	116			D	JFK	13	00	B6	B6	320	156	73%	96%	114	109	T2W
312	40	NB		D	DFW	13	36	B6	B6	320	156	72%	96%	112	108			D	TPA	14	28	B6	B6	320	156	77%	97%	120	117	T2W
313	40	NB		D	IAD	15	53	B6	B6	320	156	77%	97%	120	117			D	DFW	17	26	B6	B6	320	156	90%	96%	140	135	T2W
314	40	NB		D	SLC	19	43	B6	B6	E19	100	90%	97%	90	88			D	PDX	20	15	B6	B6	E19	100	77%	97%	77	75	T2W

Attachement G

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Arrivals														Departures										Term			
		Gate Type	Type	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %		Enp	Orig	
315	40	NB		D	OAK	21	05	B6	B6	320	156	64%	100%	100	100		D	JFK	21	55	B6	B6	320	156	73%	96%	114	109	T2W
316	40	NB		D	JFK	23	10	B6	B6	320	156	68%	100%	106	106														T2W
317	41	NB	Y			00	00	B6	B6	320	156						D	IAD	07	12	B6	B6	320	156	90%	100%	140	140	T2W
318	41	NB		D	SLC	09	03	B6	B6	E19	100	71%	97%	71	69		D	PDX	09	35	B6	B6	E19	100	77%	97%	77	75	T2W
319	41	NB		D	JFK	10	40	B6	B6	320	156	90%	96%	140	135		D	JFK	11	35	B6	B6	320	156	73%	96%	114	109	T2W
320	41	NB		D	DEN	11	55	B6	B6	E19	100	74%	96%	74	71		D	DEN	12	25	B6	B6	E19	100	72%	96%	72	69	T2W
321	41	NB		D	SEA	13	42	B6	B6	E19	100	72%	97%	72	70		D	SEA	14	20	B6	B6	E19	100	70%	97%	70	68	T2W
322	41	NB		D	SLC	14	33	B6	B6	E19	100	71%	97%	71	69		D	SLC	15	03	B6	B6	E19	100	50%	97%	50	49	T2W
323	41	NB		D	DFW	16	40	B6	B6	320	156	72%	96%	112	108		D	HNL	18	10	B6	B6	320	156	77%	97%	120	117	T2W
324	41	NB		D	SEA	20	04	B6	B6	E19	100	90%	97%	90	88		D	DEN	20	35	B6	B6	E19	100	72%	96%	72	69	T2W
325	41	NB		D	DFW	21	24	B6	B6	320	156	90%	100%	140	140		D	IAD	22	23	B6	B6	320	156	72%	96%	112	108	T2W
326	42	NB				00	00	F9	F9	319	132						D	DEN	07	05	F9	F9	319	132	90%	100%	119	119	T2W
327	42	NB		D	DEN	08	05	F9	F9	319	132	69%	100%	91	91		D	DEN	08	45	F9	F9	319	132	90%	100%	119	119	T2W
328	42	NB		D	DEN	09	20	F9	F9	319	132	90%	100%	119	119		D	DEN	10	00	F9	F9	319	132	77%	100%	101	101	T2W
329	42	NB		D	DEN	13	20	F9	F9	319	132	69%	100%	91	91		D	DEN	14	00	F9	F9	319	132	58%	100%	76	76	T2W
330	42	NB		D	FLL	14	32	B6	B6	320	156	77%	97%	120	117		D	DFW	15	26	B6	B6	320	156	64%	96%	100	96	T2W
331	42	NB		D	DEN	17	15	F9	F9	319	132	69%	100%	91	91		D	DEN	18	11	F9	F9	319	132	90%	100%	119	119	T2W
332	42	NB		D	DEN	20	00	F9	F9	319	132	90%	100%	119	119		D	DEN	20	40	F9	F9	319	132	58%	100%	76	76	T2W
333	42	NB		D	MCO	21	36	B6	B6	320	156	77%	100%	120	120	Y													T2W
334	42	NB		D	DEN	22	45	F9	F9	319	132	77%	100%	102	102														T2W
335	43	WB	Y			00	00	DL	A296	CR7	70						D	SLC	06	20	DL	A296	CR7	70	77%	100%	54	54	T2W
336	43	WB		D	SLC	06	57	DL	A296	CR7	70	64%	100%	45	45		D	SLC	07	31	DL	A296	CR7	70	90%	100%	63	63	T2W
337	43	WB		D	SLC	09	35	DL	A296	CR7	70	77%	100%	54	54		D	SLC	10	30	DL	A296	CR7	70	72%	100%	50	50	T2W
338	43	WB		D	ATL	11	09	DL	DL	738	150	77%	100%	116	116		D	ATL	12	30	DL	DL	738	150	74%	100%	111	111	T2W
339	43	WB		D	MDW	13	00	TZ	TZ	738	175	77%	100%	135	135		D	MDW	13	45	TZ	TZ	738	175	77%	100%	134	134	T2W
340	43	WB		D	ATL	14	16	DL	DL	738	150	68%	100%	102	102		D	ATL	15	30	DL	DL	738	150	74%	100%	111	111	T2W
341	43	WB		D	DFW	17	52	DL	DL	738	150	77%	100%	116	116		D	DFW	18	50	DL	DL	738	150	90%	100%	135	135	T2W
342	43	WB		D	SLC	20	15	DL	A296	CR7	70	77%	100%	54	54		D	SLC	20	50	DL	A296	CR7	70	72%	100%	50	50	T2W
343	43	WB		D	ATL	22	04	DL	DL	738	150	77%	100%	116	116	Y													T2W
344	44	NB	Y			00	00	DL	DL	738	150						D	CVG	06	40	DL	DL	738	150	77%	100%	115	115	T2W
345	44	NB		D	DFW	09	45	DL	DL	738	150	77%	100%	116	116		D	DFW	10	45	DL	DL	738	150	64%	100%	96	96	T2W
346	44	NB		D	SLC	12	10	DL	DL	738	150	90%	100%	135	135		D	SLC	13	00	DL	DL	738	150	72%	100%	108	108	T2W
347	44	NB		D	SLC	13	54	DL	DL	738	150	64%	100%	96	96		D	SLC	15	00	DL	DL	738	150	72%	100%	108	108	T2W
348	44	NB		D	SLC	16	50	DL	A296	CR7	70	64%	100%	45	45		D	SLC	17	30	DL	A296	CR7	70	90%	100%	63	63	T2W
349	44	NB		D	CVG	18	00	DL	DL	738	150	64%	100%	96	96	Y													T2W
350	44	NB		D	SLC	19	00	DL	DL	738	150	90%	100%	135	135		D	SLC	19	50	DL	DL	738	150	77%	100%	115	115	T2W
351	44	NB		D	CVG	21	07	DL	DL	738	150	90%	100%	135	135		D	CVG	22	52	DL	DL	738	150	70%	100%	105	105	T2W
352	45	NB				00	00	DL	DL	738	150						D	ATL	06	00	DL	DL	738	150	77%	100%	115	115	T2W
353	45	NB	Y			06	20	DL	DL	738	150						D	DFW	07	05	DL	DL	738	150	90%	100%	135	135	T2W
354	45	NB		D	ATL	10	02	DL	DL	738	150	90%	100%	135	135		D	CVG	11	00	DL	DL	738	150	70%	100%	105	105	T2W
355	45	NB		D	DFW	13	20	DL	DL	738	150	77%	100%	116	116		D	DFW	14	15	DL	DL	738	150	64%	100%	96	96	T2W
356	45	NB		D	CVG	15	00	DL	DL	738	150	64%	100%	96	96		D	CVG	16	00	DL	DL	738	150	90%	100%	135	135	T2W
357	45	NB		D	ATL	18	13	DL	DL	738	150	77%	100%	116	116		D	ATL	21	22	DL	DL	738	150	74%	100%	111	111	T2W
358	45	NB		D	DFW	22	30	DL	DL	738	150	77%	100%	116	116														T2W
359	46	WB				00	00	DL	DL	757	183						D	ATL	07	20	DL	DL	757	183	90%	100%	164	164	T2W

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Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Arrivals														Departures										Term		
		Gate Type	Type	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %		Enp	Orig
360	46	WB	D	ATL	08	15	DL	DL	738	150	68%	100%	102	102		D	ATL	09	15	DL	DL	738	150	77%	100%	115	115	T2W
361	46	WB	D	CVG	10	42	DL	DL	738	150	90%	100%	135	135		D	ATL	11	40	DL	DL	738	150	74%	100%	111	111	T2W
362	46	WB	D	ATL	11	57	DL	DL	757	183	77%	100%	141	141		D	ATL	13	20	DL	DL	757	183	74%	100%	135	135	T2W
363	46	WB	D	ATL	15	20	DL	DL	757	183	68%	100%	125	125		D	ATL	16	30	DL	DL	757	183	77%	100%	141	141	T2W
364	46	WB	D	ATL	20	43	DL	DL	757	183	90%	100%	165	165		D	ATL	22	15	DL	DL	757	183	74%	100%	135	135	T2W
365	46	WB	D	ATL	23	07	DL	DL	757	183	77%	100%	141	141						DL	DL	757	183					T2W
366	47	WB			00	00		TZ	738	175						D	MDW	06	20	TZ	TZ	738	175	77%	100%	134	134	T2W
367	47	WB	D	MDW	09	15	TZ	TZ	738	175	77%	100%	135	135		D	MDW	10	05	TZ	TZ	738	175	77%	100%	134	134	T2W
368	47	WB	D	IND	12	30	TZ	TZ	757	216	77%	100%	167	167		D	IND	13	35	TZ	TZ	757	216	77%	100%	166	166	T2W
369	47	WB	D	MDW	15	20	TZ	TZ	738	175	77%	100%	135	135		D	MDW	16	10	TZ	TZ	738	175	77%	100%	134	134	T2W
370	47	WB	D	HNL	16	25	HA	HA	763	252	77%	100%	194	194		D	HNL	17	55	HA	HA	763	252	77%	100%	194	194	T2W
371	47	WB	D	BOS	20	15	B6	B6	320	156	77%	97%	120	117	Y			20	45	B6	B6	320	156					T2W
372	47	WB	D	SLC	21	39	DL	A296	CR7	70	77%	100%	54	54	Y			22	24	DL	A296	CR7	70					T2W
373	47	WB	D	MDW	22	55	TZ	TZ	738	175	77%	100%	135	135				00	00	TZ	TZ	738	175					T2W
374	48	I			00	00	HA	HA	763	252						D	HNL	09	10	HA	HA	763	252	77%	100%	194	194	T2W
375	48	I	Y		09	40	HA	HA	763	252						D	OGG	10	25	HA	HA	763	252	77%	100%	194	194	T2W
376	48	I	I	CDG	13	00	AF	AF	777	270	80%	96%	216	208		I	CDG	15	00	AF	AF	777	270	80%	97%	215	208	T2W
377	48	I	I	CDG	15	55	AF	AF	777	270	80%	96%	216	208		I	CDG	19	05	AF	AF	777	270	80%	97%	215	208	T2W
378	48	I	D	HNL	21	05	HA	HA	763	252	77%	100%	194	194	Y			21	50	HA	HA	763	252					T2W
379	48	I	D	OGG	22	20	HA	HA	763	252	77%	100%	194	194				00	00	HA	HA	763	252					T2W
380	50	I			00	00	AM	AM	M80	137						I	MEX	07	20	AM	AM	M80	137	90%	100%	123	123	T2W
381	50	I	I	ICN	08	40	KE	KE	777	301	77%	96%	232	224		I	ICN	11	40	KE	KE	777	301	77%	96%	231	223	T2W
382	50	I	I	LHR	12	50	BA	BA	777	257	80%	96%	206	198		I	LHR	14	50	BA	BA	777	257	80%	97%	205	199	T2W
383	50	I	I	LHR	15	35	BA	BA	777	257	80%	96%	206	198		I	LHR	17	35	BA	BA	777	257	80%	97%	205	199	T2W
384	50	I	I	SJD	19	30	AM	AM	M80	137	70%	96%	96	93				00	00	AM	AM	M80	137					T2W
385	51	I			00	00	AM	AM	M80	137						I	MZT	07	05	AM	AM	M80	137	90%	100%	123	123	T2W
386	51	I	Y		08	15	AM	AM	M80	137						I	SJD	09	00	AM	AM	M80	137	90%	97%	123	119	T2W
387	51	I	I	MEX	09	55	AM	AM	M80	137	70%	96%	96	93		I	MEX	11	00	AM	AM	M80	137	90%	97%	123	119	T2W
388	51	I	I	NRT	11	15	JL	JL	777	302	77%	96%	233	224		I	NRT	13	00	JL	JL	777	302	77%	96%	232	223	T2W
389	51	I	I	FRA	13	25	LH	LH	343	247	80%	96%	198	191		I	FRA	15	20	LH	LH	343	247	80%	96%	197	190	T2W
390	51	I	I	FRA	15	55	LH	LH	343	247	80%	96%	198	191		I	FRA	17	55	LH	LH	343	247	80%	96%	197	190	T2W
391	51	I	I	MEX	18	45	AM	AM	M80	137	70%	96%	96	93	Y			19	30	AM	AM	M80	137					T2W
392	51	I	I	MZT	20	45	AM	AM	M80	137	70%	96%	96	93				00	00	AM	AM	M80	137					T2W
393	C01	RJ			00	00	AA	A100	ERD	44						D	LAX	06	18	AA	A100	ERD	44	77%	100%	34	34	COM
394	C01	RJ	D	LAX	07	32	AA	A100	CR7	70	77%	87%	54	47		D	LAX	08	00	AA	A100	CR7	70	90%	81%	63	51	COM
395	C01	RJ	D	LAX	09	02	AA	A100	CR7	70	90%	87%	63	55		D	LAX	09	32	AA	A100	CR7	70	77%	81%	54	44	COM
396	C01	RJ	D	LAX	11	45	AA	A100	CR7	70	70%	87%	49	43		D	LAX	12	15	AA	A100	CR7	70	63%	81%	44	36	COM
397	C01	RJ	D	LAX	14	58	AA	A100	ERD	44	70%	87%	31	27		D	LAX	15	30	AA	A100	ERD	44	63%	81%	28	22	COM
398	C01	RJ	D	LAX	17	00	AA	A100	ERD	44	77%	87%	34	30		D	LAX	17	30	AA	A100	ERD	44	90%	81%	40	32	COM
399	C01	RJ	D	LAX	19	00	AA	A100	ERD	44	77%	87%	34	30		D	LAX	19	30	AA	A100	ERD	44	77%	81%	34	27	COM
400	C01	RJ	D	LAX	22	14	AA	A100	ERD	44	70%	100%	31	31				00	00	AA	A100	ERD	44					COM
401	C02	RJ			00	00	AA	A100	ERD	44						D	LAX	07	05	AA	A100	ERD	44	90%	100%	40	40	COM
402	C02	RJ	D	LAX	08	15	AA	A100	ERD	44	90%	87%	40	35		D	LAX	08	45	AA	A100	ERD	44	90%	81%	40	32	COM
403	C02	RJ	D	LAX	10	09	AA	A100	ERD	44	77%	87%	34	30		D	LAX	10	45	AA	A100	ERD	44	63%	81%	28	22	COM
404	C02	RJ	D	LAX	12	50	AA	A100	ERD	44	70%	87%	31	27		D	LAX	13	20	AA	A100	ERD	44	63%	81%	28	22	COM

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate	Type	Arrivals												Departures												Term
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %	
405	C02	RJ	D	LAX	15	58	AA	A100	ERD	44	70%	87%	31	27	D	LAX	16	30	AA	A100	ERD	44	77%	81%	34	27	COM
406	C02	RJ	D	LAX	18	00	AA	A100	CR7	70	90%	87%	63	55	D	LAX	18	30	AA	A100	CR7	70	90%	81%	63	51	COM
407	C02	RJ	D	LAX	21	15	AA	A100	ERD	44	70%	100%	31	31	D	LAX	21	45	AA	A100	ERD	44	63%	81%	28	22	COM
408	C02	RJ	D	LAX	23	22	AA	A100	ERD	44	70%	100%	31	31	D	LAX	00	00	AA	A100	ERD	44					COM
409	C03	RJ			00	00	UA	A296	CRJ	50					D	LAX	06	15	UA	A296	CRJ	50	77%	100%	38	38	COM
410	C03	RJ	D	LAX	06	40	UA	A296	CRJ	50	73%	81%	37	30	D	LAX	07	10	UA	A296	CRJ	50	90%	100%	45	45	COM
411	C03	RJ	D	LAX	10	27	UA	A296	CRJ	50	77%	81%	39	31	D	LAX	11	00	UA	A296	CRJ	50	65%	80%	32	26	COM
412	C03	RJ	D	LAX	16	40	UA	A296	CRJ	50	77%	81%	39	31	D	LAX	17	10	UA	A296	CRJ	50	90%	80%	45	36	COM
413	C03	RJ	D	LAX	18	15	UA	A296	CRJ	50	77%	81%	39	31	D	LAX	18	45	UA	A296	CRJ	50	90%	80%	45	36	COM
414	C03	RJ	D	LAX	20	22	UA	A296	CRJ	50	77%	81%	39	31	D	LAX	21	23	UA	A296	CRJ	50	65%	80%	32	26	COM
415	C03	RJ	D	LAX	22	56	UA	A296	CRJ	50	73%	100%	37	37	D	LAX	00	00	UA	A296	CRJ	50					COM
416	C04	RJ			00	00	UA	A296	CRJ	50					D	LAX	07	40	UA	A296	CRJ	50	90%	100%	45	45	COM
417	C04	RJ	D	LAX	08	44	UA	A296	CRJ	50	90%	81%	45	37	D	LAX	09	15	UA	A296	CRJ	50	77%	80%	38	31	COM
418	C04	RJ	D	LAX	11	30	UA	A296	CRJ	50	73%	81%	37	30	D	LAX	12	00	UA	A296	CRJ	50	65%	80%	32	26	COM
419	C04	RJ	D	LAX	15	10	UA	A296	CRJ	50	73%	81%	37	30	D	LAX	15	40	UA	A296	CRJ	50	65%	80%	32	26	COM
420	C04	RJ	D	LAX	19	24	UA	A296	CRJ	50	77%	81%	39	31	D	LAX	20	05	UA	A296	CRJ	50	77%	80%	38	31	COM
421	C04	RJ	D	LAX	23	28	UA	A296	CRJ	50	73%	100%	37	37	D	LAX	00	00	UA	A296	CRJ	50					COM
422	C05	RJ	D	LAX	07	50	UA	A296	CRJ	50	77%	81%	39	31	D	LAX	08	20	UA	A296	CRJ	50	90%	80%	45	36	COM
423	C05	RJ	D	LAX	13	48	UA	A296	CRJ	50	73%	81%	37	30	D	LAX	14	18	UA	A296	CRJ	50	65%	80%	32	26	COM
424	C05	RJ	D	LAX	17	35	UA	A296	CRJ	50	90%	81%	45	37	D	LAX	18	05	UA	A296	CRJ	50	90%	80%	45	36	COM
425	C05	RJ	D	LAX	21	03	UA	A296	CRJ	50	73%	100%	37	37	D	LAX	22	05	UA	A296	CRJ	50	65%	80%	32	26	COM
426	R01	I	I	LTO	12	35	AM	AM	M80	137	70%	96%	96	93	I	LTO	13	35	AM	AM	M80	137	90%	97%	123	119	REM
427	R01	I	I	SJD	14	57	AS	AS	73G	120	70%	96%	84	81	Y		15	42	AS	AS	73G	120					REM
428	Cargo			OAK	04	40	FDX	FDX	A300						OAK	08	35	FDX	FDX	A300							
429	Cargo			EWR	06	15	FDX	FDX	A300						EWR	18	25	FDX	FDX	A300							
430	Cargo			RFD	05	55	UPS	UPS	B767						RFD	19	11	UPS	UPS	B767							
431	Cargo			AFW	04	30	FDX	FDX	A300						AFW	19	48	FDX	FDX	A300							
432	Cargo			PHX	07	20	DHL	DHL	B767						PHX	18	47	DHL	DHL	B767							
433	Cargo			IND	05	35	FDX	FDX	B757						IND	19	15	FDX	FDX	B757							
434	Cargo			SDF	04	45	UPS	UPS	B767						ONT	06	32	UPS	UPS	B767							
435	Cargo			ILN	05	52	ABX	ABX	B767						ILN	19	23	ABX	ABX	B767							
436	Cargo			ILN	06	09	ABX	ABX	B767						ILN	19	09	ABX	ABX	B767							
437	Cargo			OGG	13	15	UPS	UPS	B767						AFW	19	17	UPS	UPS	B767							
438	Cargo			MEM	05	40	FDX	FDX	MD10						MEM	07	20	FDX	FDX	MD10							
439	Cargo			MEM	17	20	FDX	FDX	DC10						MEM	19	40	FDX	FDX	DC10							
440	Cargo			MEM	05	20	FDX	FDX	MD10						MEM	18	55	FDX	FDX	MD10							
441	Cargo			LAX	09	33	WOA	WOA	MD10						LAX	18	37	WOA	WOA	MD10							
442	Cargo			IND	04	50	FDX	FDX	MD10						IND	18	45	FDX	FDX	MD10							
443	Cargo			GSO	06	00	FDX	FDX	MD10						GSO	18	35	FDX	FDX	MD10							
444	GA			LAX	07	52		N	GLF4																		
445	GA			LAS	08	32		N	CL60																		
446	GA			SJC	09	42		N	H25B																		

Attachement G

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate		Arrivals							Departures											Term										
	Type	TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour		Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	
447	GA				BUR	10	05		N	BE20																					
448	GA				MSP	10	52		N	GLF4																					
449	GA				SFO	11	05		N	BE20																					
450	GA				MSY	11	18		N	CL60																					
451	GA				RNO	12	25		N	H25B																					
452	GA				DEN	12	51		N	GLF4																					
453	GA				SEA	13	04		N	GLF4																					
454	GA				DFW	13	36		N	GLF4																					
455	GA				IAH	14	14		N	CL60																					
456	GA				SMF	14	47		N	BE20																					
457	GA				IAD	15	03		N	GLF4																					
458	GA				MIA	15	53		N	GLF4																					
459	GA				CLT	16	25		N	CL60																					
460	GA				MCI	16	28		N	H25B																					
461	GA				SLC	16	48		N	H25B																					
462	GA				BOS	17	46		N	H25B																					
463	GA				MRY	18	32		N	BE20																					
464	GA				LAX	18	55		N	BE20																					
465	GA				SMF	19	45		N	BE20																					
466	GA				LAS	20	10		N	H25B																					
467	GA				PHX	21	32		N	GLF4																					
468	GA				SFO	23	15		N	GLF4																					
469	GA																	LAS	6	15			N	GLF4							
470	GA																	DFW	7	25			N	CL60							
471	GA																	TUS	8	32			N	GLF4							
472	GA																	CLE	9	25			N	GLF4							
473	GA																	MRY	9	54			N	BE20							
474	GA																	AUS	10	35			N	CL60							
475	GA																	SMF	10	59			N	H25B							
476	GA																	BFL	11	25			N	BE20							
477	GA																	PIT	11	10			N	GLF4							
478	GA																	RNO	12	05			N	H25B							
479	GA																	LAS	13	42			N	H25B							
480	GA																	SMF	13	15			N	BE20							
481	GA																	SMF	13	55			N	GLF4							
482	GA																	PHX	14	28			N	BE20							
483	GA																	SBA	14	05			N	CL60							
484	GA																	SDF	15	06			N	H25B							
485	GA																	SJC	15	18			N	GLF4							
486	GA																	BOI	16	30			N	H25B							
487	GA																	LAX	16	52			N	GLF4							
488	GA																	FAT	17	35			N	BE20							
489	GA																	SFO	17	17			N	GLF4							
490	GA																	PDX	18	25			N	GLF4							
491	GA																	ABQ	19	35			N	CL60							

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
Proposed Project (Preferred Alternative)

Ref. Num.	Gate		Arrivals										Departures															
	Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	Term
492	GA																PHX	21	35		N	H25B						
493	GA																SJC	21	20		N	BE20						
494	MIL			OAK	15	45		MIL	FA20																			
495	MIL																OAK	17	45		MIL	FA20						

Source: HNTB analysis.

ATTACHMENT H

Appendix H

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2010 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals												Departures														
			TOW	Type	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.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
1	E05	NB						WN		733	137						TOW	D	SJC	06	50	WN	2958	733	137	75%	100%	102	102
2	E06	NB		D	OAK	07	20	WN	1461	73G	137	64%	97%	87	84			D	BNA	07	50	WN	1461	73G	137	90%	100%	123	123
3	E05	NB		D	OAK	09	55	WN	598	733	137	90%	97%	123	119			D	ELP	10	20	WN	598	733	137	78%	97%	106	103
4	E05	NB		D	MDW	11	30	WN	421	73G	137	78%	97%	107	104			D	BWI	12	00	WN	2114	73G	137	65%	97%	88	85
5	E10	NB		D	LAS	12	25	WN	996	735	122	70%	97%	85	82			D	LAS	12	55	WN	2227	735	122	71%	97%	86	83
6	E06	NB		D	OAK	14	10	WN	604	733	137	64%	97%	87	84			D	SJC	14	35	WN	328	733	137	71%	97%	97	94
7	E01	NB	TOW	D	SMF	19	10	WN	1975	73G	137	90%	97%	123	119							WN		73G	137				
8	E05	NB	TOW	D	SMF	21	40	WN	139	73G	137	71%	100%	97	97							WN		73G	137				
9	E11	NB	TOW	D	SMF	23	00	WN	697	733	137	71%	100%	97	97							WN		733	137				
10	E06	NB						WN		73G	137						TOW	D	MDW	07	05	WN	1015	73G	137	90%	100%	123	123
11	E08	NB		D	LAS	07	30	WN	2190	733	137	70%	97%	96	93			D	PHX	07	55	WN	1768	733	137	90%	100%	123	123
12	E06	NB		D	TUS	08	50	WN	2952	733	137	90%	97%	123	119			D	SMF	09	15	WN	2952	733	137	75%	97%	102	99
13	E06	NB		D	MSY	11	50	WN	1352	73G	137	78%	97%	107	104			D	SMF	12	15	WN	1352	73G	137	67%	97%	91	88
14	E06	NB		D	LAS	13	25	WN	2434	735	122	70%	97%	85	82			D	LAS	13	50	WN	1406	735	122	71%	97%	86	83
15	E07	NB		D	LAS	14	15	WN	141	733	137	70%	97%	96	93			D	PHX	14	45	WN	2301	733	137	65%	97%	88	85
16	E06	NB		D	SAT	17	00	WN	NEW	733	137	78%	97%	107	104			D	HOU	17	30	WN	NEW	733	137	78%	97%	106	103
17	E04	NB		D	TUS	19	35	WN	979	733	137	67%	97%	92	89			D	OAK	20	00	WN	979	733	137	67%	97%	91	88
18	E06	NB	TOW	D	LAS	22	00	WN	289	733	137	90%	100%	123	123							WN		733	137				
19	E07	NB						WN		733	137						TOW	D	LAS	07	35	WN	2447	733	137	90%	100%	123	123
20	E07	NB		D	SJC	07	50	WN	1782	733	137	75%	97%	103	100			D	TUS	08	15	WN	1782	733	137	90%	97%	123	119
21	E07	NB		D	PHX	11	50	WN	1969	733	137	90%	97%	123	119			D	MCI	12	15	WN	794	733	137	78%	97%	106	103
22	E09	NB		D	SMF	14	35	WN	1054	73G	137	71%	97%	97	94			D	LAS	15	50	WN	1448	73G	137	71%	97%	97	94
23	E07	NB		D	OAK	17	25	WN	828	73G	137	75%	97%	103	100			D	MDW	17	50	WN	828	73G	137	78%	97%	106	103
24	E04	NB		D	AUS	18	05	WN	1381	73G	137	78%	97%	107	104			D	SJC	18	30	WN	2025	73G	137	75%	97%	102	99
25	E07	NB	TOW	D	PHX	22	10	WN	1141	735	122	61%	100%	74	74							WN		735	122				
26	E12	NB						WN		735	122						TOW	D	OAK	07	40	WN	544	735	122	90%	100%	110	110
27	E07	NB		D	SJC	08	40	WN	973	733	137	90%	97%	123	119			D	LAS	09	05	WN	973	733	137	75%	97%	102	99
28	E08	NB		D	OAK	12	00	WN	1371	733	137	64%	97%	87	84			D	OAK	12	25	WN	970	733	137	67%	97%	91	88
29	E05	NB		D	SMF	13	15	WN	2289	735	122	71%	97%	87	84			D	SMF	13	45	WN	2386	735	122	67%	97%	81	79
30	E12	NB		D	SJC	16	50	WN	396	73G	137	61%	97%	83	81			D	OAK	17	20	WN	1221	73G	137	90%	97%	123	119
31	E11	NB		D	LAS	20	55	WN	2282	733	137	75%	97%	103	100			D	PHX	21	20	WN	2159	733	137	65%	97%	88	85
32	E09	NB		D	SMF	07	30	WN	579	733	137	75%	97%	103	100			D	SMF	07	55	WN	1020	733	137	90%	100%	123	123
33	E01	NB		D	RNO	08	20	WN	NEW	735	122	90%	97%	110	107			D	OAK	08	50	WN	1053	735	122	90%	97%	110	107
34	E01	NB		D	LAS	10	05	WN	131	73G	137	90%	97%	123	119			D	MDW	10	30	WN	NEW	73G	137	71%	97%	97	94
35	E01	NB		D	TUS	11	45	WN	1117	733	137	67%	97%	92	89			D	SJC	12	15	WN	1117	733	137	71%	97%	97	94
36	E01	NB		D	PHL	13	45	WN	NEW	73G	137	71%	97%	97	94			D	CMH	14	20	WN	NEW	73G	137	78%	97%	106	103
37	E05	NB		D	LAS	15	25	WN	2533	73G	137	70%	97%	96	93			D	SMF	15	50	WN	2533	73G	137	67%	97%	91	88
38	E09	NB		D	BNA	16	55	WN	144	73G	137	71%	97%	97	94			D	OAK	17	25	WN	131	73G	137	90%	97%	123	119
39	E09	NB		D	OAK	18	30	WN	1718	735	122	75%	97%	92	89			D	PHX	18	55	WN	734	735	122	90%	97%	110	107
40	E08	NB		D	OAK	20	00	WN	621	733	137	90%	97%	123	119			D	LAS	20	25	WN	1819	733	137	75%	97%	102	99
41	E08	NB	TOW	D	PHX	21	20	WN	703	733	137	76%	100%	104	104							WN		733	137				
42	E11	NB		D	OAK	08	25	WN	2043	733	137	75%	97%	103	100			D	SAT	09	00	WN	NEW	733	137	90%	97%	123	119
43	E11	NB		D	OAK	10	30	WN	700	735	122	90%	97%	110	107			D	OAK	11	00	WN	760	735	122	67%	97%	81	79

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2010 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals													Departures													
			Type	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.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
44	E11	NB		D	BWI	12	05	WN	280	73G	137	90%	97%	123	119		D	PHX	12	35	WN	776	73G	137	65%	97%	88	85	
45	E11	NB		D	ABQ	14	00	WN	1915	733	137	69%	97%	94	91		D	SMF	14	25	WN	1915	733	137	67%	97%	91	88	
46	E02	NB		D	SJC	15	35	WN	1548	73G	137	61%	97%	83	81		D	SJC	16	05	WN	2755	73G	137	71%	97%	97	94	
47	E02	NB		D	LAS	17	20	WN	920	733	137	70%	97%	96	93		D	PHX	17	50	WN	1069	733	137	90%	97%	123	119	
48	E12	NB		D	PHX	18	45	WN	648	73G	137	90%	97%	123	119		D	OAK	19	10	WN	648	73G	137	67%	97%	91	88	
49	E09	NB		D	MDW	20	30	WN	491	73G	137	90%	97%	123	119		D	SMF	20	55	WN	491	73G	137	67%	97%	91	88	
50	E10	NB		D	SMF	08	35	WN	398	73G	137	90%	97%	123	119		D	AUS	09	00	WN	398	73G	137	78%	97%	106	103	
51	E10	NB		D	SJC	10	30	WN	2407	733	137	75%	97%	103	100		D	ABQ	10	55	WN	2407	733	137	78%	97%	106	103	
52	14	NB						UA		320	138					TOW	D	DEN	06	18	UA	484	320	138	73%	100%	100	100	
53	14	NB						UA		733	120					TOW	D	SFO	07	40	UA	594	733	120	90%	84%	108	91	
54	17	NB		D	DEN	09	55	UA	762	320	138	90%	84%	124	104		D	DEN	10	40	UA	362	320	138	73%	84%	100	84	
55	14	NB		D	ORD	14	38	UA	NEW	320	138	66%	84%	91	76		D	ORD	15	20	UA	NEW	320	138	90%	84%	124	104	
56	17	NB		D	ORD	17	03	UA	203	320	138	66%	84%	91	76		D	DEN	17	47	UA	228	320	138	90%	84%	124	104	
57	14	NB	TOW	D	IAD	20	27	UA	921	320	138	78%	84%	108	91							320	138						
58	14	NB	TOW	D	SFO	23	35	UA	1161	733	120	65%	100%	78	78							UA	733	120					
59	15	NB						UA		320	138					TOW	D	IAD	06	26	UA	352	320	138	78%	100%	107	107	
60	15	NB						UA		320	138					TOW	D	DEN	07	55	UA	598	320	138	90%	100%	124	124	
61	15	NB		D	ORD	10	19	UA	451	320	138	90%	84%	124	104		D	ORD	11	09	UA	624	320	138	71%	84%	98	82	
62	17	NB		D	ORD	12	21	UA	421	320	138	90%	84%	124	104		D	ORD	13	14	UA	632	320	138	71%	84%	98	82	
63	15	NB		D	SFO	17	48	UA	785	733	120	65%	84%	78	66		D	SFO	18	30	UA	984	733	120	90%	84%	108	91	
64	15	NB	TOW	D	ORD	20	47	UA	NEW	320	138	78%	100%	108	108							UA	320	138					
65	13	757						UA		733	120					TOW	D	SFO	06	32	UA	704	733	120	75%	100%	90	90	
66	17	NB						UA		319	120					TOW	D	ORD	08	18	UA	336	319	120	90%	84%	108	91	
67	13	757		D	SFO	09	04	UA	1153	752	182	90%	84%	164	138		D	SFO	10	06	UA	898	752	182	67%	84%	121	102	
68	13	757		D	IAD	10	36	UA	125	320	138	78%	84%	108	91		D	SFO	11	38	UA	900	320	138	67%	84%	92	77	
69	13	757		D	DEN	12	32	UA	1183	752	182	71%	84%	129	108		D	DEN	14	05	UA	726	752	182	73%	84%	132	111	
70	13	757	TOW	D	SFO	19	58	UA	901	733	120	90%	84%	108	91							UA	733	120					
71	13	757		D	ORD	22	18	UA	157	752	182	90%	100%	164	164							UA	714	752	182	71%	84%	129	108
72	16	NB						UA		320	138					TOW	D	ORD	06	40	UA	686	320	138	78%	100%	107	107	
73	15	NB		D	ORD	08	50	UA	NEW	320	138	66%	84%	91	76		D	ORD	09	40	UA	NEW	320	138	90%	84%	124	104	
74	16	NB		D	SFO	12	56	UA	1155	733	120	65%	84%	78	66		D	SFO	13	41	UA	776	733	120	67%	84%	80	67	
75	15	NB		D	SFO	15	52	UA	955	320	138	65%	84%	90	76		D	ORD	17	00	UA	NEW	320	138	78%	84%	107	90	
76	17	NB	TOW	D	ORD	19	14	UA	263	319	120	78%	84%	94	79							UA	319	120					
77	14	NB		D	SFO	08	08	UA	303	733	120	90%	84%	108	91		D	SFO	09	08	UA	930	733	120	75%	84%	90	76	
78	14	NB		D	SFO	11	45	UA	1148	320	138	65%	84%	90	76		D	IAD	12	45	UA	214	320	138	78%	84%	107	90	
79	16	NB		D	DEN	15	38	UA	1185	320	138	71%	84%	98	82		D	SFO	16	28	UA	316	320	138	75%	84%	103	87	
80	16	NB	TOW	D	DEN	18	46	UA	329	320	138	71%	84%	98	82							UA	320	138					
81	16	NB	TOW	D	DEN	21	42	UA	1165	320	138	90%	100%	124	124							UA	320	138					
82	11	NB						US		319	120					TOW	D	PIT	07	30	US	154	319	120	78%	100%	93	93	
83	11	NB		D	PHL	11	04	US	91	320	142	90%	100%	128	128		D	PHL	11	50	US	100	320	142	72%	100%	102	102	
84	11	NB	TOW	D	PIT	20	12	US	151	319	120	78%	100%	94	94							US	319	120					
85	12	NB		D	CLT	11	55	US	39	319	120	78%	100%	94	94		D	CLT	13	05	US	636	319	120	78%	100%	93	93	
86	12	NB		D	PHL	21	26	US	127	320	142	71%	100%	101	101		D	PHL	22	15	US	80	320	142	72%	100%	102	102	

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2010 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals												Departures													
			Type	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.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
87	10	NB		I	YVR	10	07	AC	682	319	112	71%	96%	79	76		I	YVR	10	47	AC	681	319	112	71%	96%	79	76
88	10	NB		I	YYZ	19	55	AC	NEW	320	140	71%	96%	99	95		I	YYZ	21	03	AC	NEW	320	140	71%	96%	99	95
89	20	I						AM		M80	137					TOW	I	SJD	09	05	AM	489	M80	137	71%	100%	97	97
90	20	I		I	MEX	09	55	AM	NEW	M80	137	71%	100%	97	97		I	MEX	11	00	AM	NEW	M80	137	71%	100%	97	97
91	20	I		I	LHR	13	30	BA	NEW	777	257	81%	96%	208	200		I	LHR	15	20	BA	NEW	777	257	81%	96%	208	200
92	20	I	TOW	I	SJD	19	35	AM	488	M80	137	71%	100%	97	97						AM		M80	137				
93	21	I		I	SJD	13	58	AS	231	73G	120	71%	95%	85	81		I	SJD	15	00	AS	230	73G	120	71%	95%	85	81
94	22	I		I	LHR	14	23	VS	NEW	343	255	81%	96%	207	199		I	LHR	16	10	VS	NEW	343	255	81%	96%	206	198
95	23	NB		D	PHX	08	35	HP	180	733	134	90%	94%	121	114		D	PHX	09	25	HP	156	733	134	75%	94%	100	94
96	23	NB		D	PHX	10	30	YV	6588	CRJ	50	90%	94%	45	42		D	PHX	11	15	YV	6527	CRJ	50	65%	94%	32	30
97	23	NB		D	LAS	12	50	HP	738	319	124	70%	94%	87	82		D	LAS	13	30	HP	162	319	124	71%	94%	88	83
98	25	757		D	PHX	16	33	YV	6264	CRJ	50	61%	94%	30	28		D	PHX	17	15	YV	6585	CRJ	50	75%	94%	37	35
99	23	NB		D	LAS	17	58	HP	734	733	134	70%	94%	94	88		D	LAS	18	36	HP	896	733	134	75%	94%	100	94
100	24	WB						HA		763	252					TOW	D	HNL	09	00	HA	15	763	252	78%	100%	196	196
101	24	WB	TOW	D	HNL	20	45	HA	16	763	252	78%	100%	197	197						HA	763	252					
102	25	757		D	PHX	19	20	HP	191	320	150	90%	94%	135	127		D	LAS	20	20	HP	728	320	150	75%	94%	112	105
103	23	NB	TOW	D	LAS	21	31	HP	732	320	150	75%	100%	113	113						HP	320	150					
104	25	757						HP		757	190					TOW	D	PHX	06	45	HP	567	757	190	75%	100%	142	142
105	23	NB						HP		319	124					TOW	D	PHX	08	10	HP	583	319	124	90%	100%	112	112
106	25	757						HP		320	150					TOW	D	PHX	09	30	HP	230	320	150	85%	94%	127	119
107	25	757		D	LAS	09	45	HP	NEW	319	124	75%	94%	93	87		D	LAS	10	20	HP	NEW	319	124	71%	94%	88	83
108	25	757		D	PHX	11	46	HP	709	320	150	90%	94%	135	127		D	PHX	12	39	HP	824	320	150	65%	94%	97	91
109	25	757		D	PHX	13	23	HP	182	320	150	61%	94%	91	86		D	PHX	14	10	HP	46	320	150	65%	94%	97	91
110	23	NB		D	PHX	14	42	HP	196	757	190	61%	94%	116	109		D	PHX	15	40	HP	759	757	190	65%	94%	123	116
111	25	757		D	PHX	17	34	HP	186	733	134	61%	94%	82	77		D	PHX	18	40	HP	187	733	134	90%	94%	121	114
112	25	757	TOW	D	PHX	20	53	HP	188	757	190	90%	100%	171	171						HP	757	190					
113	25	757	TOW	D	PHX	22	46	HP	192	319	124	61%	100%	75	75						HP	319	124					
114	26	NB						AS		739	172					TOW	D	SEA	06	45	AS	NEW	739	172	78%	100%	134	134
115	26	NB						AS		M80	140					TOW	D	SEA	08	18	AS	231	M80	140	90%	100%	126	126
116	26	NB		D	SEA	08	35	AS	NEW	M80	140	78%	95%	109	104		D	SEA	09	05	AS	463	M80	140	78%	95%	109	104
117	26	NB		D	PDX	09	25	AS	230	734	140	90%	95%	126	120		D	SEA	10	15	AS	545	734	140	72%	95%	100	95
118	26	NB		D	SEA	12	55	AS	526	M80	140	75%	95%	105	100		D	SEA	13	29	AS	505	M80	140	72%	95%	100	95
119	26	NB		D	SEA	13	49	AS	580	734	140	75%	95%	105	100		D	SEA	14	24	AS	593	734	140	72%	95%	100	95
120	27	NB		D	SEA	19	36	AS	566	739	172	78%	95%	134	127		D	SEA	20	11	AS	553	739	172	72%	95%	123	117
121	26	NB	TOW	D	SEA	22	01	AS	562	739	172	78%	100%	134	134						AS	739	172					
122	26	NB	TOW	D	SEA	23	31	AS	558	M80	140	75%	100%	105	105						AS	M80	140					
123	27	NB						AS		734	140					TOW	D	PDX	06	45	AS	509	734	140	75%	100%	105	105
124	27	NB		D	SEA	09	45	AS	550	734	140	90%	95%	126	120		D	PDX	10	20	AS	569	734	140	75%	95%	105	100
125	26	NB		D	BOI	10	55	QX	NEW	CR7	70	78%	96%	55	53		D	BOI	11	25	QX	NEW	CR7	70	78%	96%	54	52
126	27	NB		D	PDX	12	59	AS	572	734	140	61%	95%	85	81		D	PDX	13	35	AS	426	734	140	68%	95%	95	90
127	27	NB		D	SEA	16	55	AS	518	M80	140	75%	95%	105	100		D	SEA	17	25	AS	511	M80	140	90%	95%	126	120
128	27	NB	TOW	D	PDX	22	48	AS	586	734	140	61%	100%	85	85						AS	734	140					
129	31	NB						AA		M80	129					TOW	D	STL	06	45	AA	456	M80	129	78%	100%	100	100

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East Terminal Alternative

Ref. Num.	Gate	Arrivals														Departures														
		Gate Type	Type	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.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	
130	31	NB						AA		738	142					TOW	D	ORD	07	52	AA	400	738	142	90%	100%	128	128		
131	30	NB		D	ORD	09	30	AA	NEW	M80	129	78%	86%	101	87		D	DFW	10	15	AA	NEW	M80	129	78%	86%	100	86		
132	30	NB		D	DFW	10	52	AA		1675	M80	129	90%	86%	116	100		D	STL	11	40	AA	1158	M80	129	78%	86%	100	86	
133	30	NB		D	DFW	13	21	AA		1815	M80	129	74%	86%	95	82		D	DFW	14	03	AA	668	M80	129	72%	86%	92	79	
134	32C	RJ		D	SJC	14	59	A100		3145	ERD	44	61%	86%	27	23		D	SJC	16	08	A100	3146	ERD	44	71%	86%	31	27	
135	28	WB	TOW	D	ORD	17	37	AA		1249	M80	129	66%	86%	85	73						AA	M80	129						
136	30	NB	TOW	D	ORD	19	36	AA		1017	738	142	78%	86%	111	95						AA	738	142						
137	30	NB		D	STL	22	12	AA		851	M80	129	78%	100%	101	101														
138	29	757						AA		757	180						TOW	D	DFW	06	30	AA	522	757	180	72%	100%	129	129	
139	28	WB						AA		757	180						TOW	D	DFW	08	16	AA	1120	757	180	90%	86%	162	139	
140	28	WB		D	DFW	19	00	AA	NEW	M80	129	74%	86%	95	82							AA	806	M80	129	72%	86%	92	79	
141	32C	RJ		D	SJC	11	16	A100		3143	ERD	44	61%	86%	27	23		D	SJC	11	50	A100	3183	ERD	44	71%	86%	31	27	
142	32C	RJ		D	SJC	13	02	A100		3181	ERD	44	61%	86%	27	23		D	SJC	13	56	A100	3178	ERD	44	71%	86%	31	27	
143	28	WB		D	DFW	15	40	AA		1589	M80	129	74%	86%	95	82		D	DFW	16	22	AA	1178	M80	129	90%	86%	116	100	
144	29	757	TOW	D	DFW	20	40	AA		1688	757	180	78%	86%	140	120						AA	757	180						
145	32C	RJ	TOW	D	SJC	21	00	A100		3152	ERD	44	75%	100%	33	33						A100	ERD	44						
146	31	NB	TOW	D	DFW	22	51	AA		1213	M80	129	78%	100%	101	101						AA	M80	129						
147	32C	RJ						A100		ERD	44						TOW	D	SJC	06	30	A100	3134	ERD	44	75%	100%	33	33	
148	29	757						AA		738	142						TOW	D	JFK	07	45	AA	160	738	142	90%	100%	128	128	
149	29	757		D	JFK	09	57	AA		265	738	142	78%	86%	111	95		D	ORD	10	44	AA	1616	738	142	78%	86%	110	95	
150	28	WB		D	ORD	11	20	AA		593	M80	129	90%	86%	116	100		D	ORD	12	14	AA	2050	M80	129	71%	86%	91	78	
151	29	757		D	ORD	13	25	AA		1645	M80	129	66%	86%	85	73		D	ORD	14	13	AA	1318	M80	129	78%	86%	100	86	
152	32C	RJ		D	SJC	18	26	A100		3147	ERD	44	75%	86%	33	28		D	SJC	19	05	A100	3114	ERD	44	75%	86%	33	28	
153	32C	RJ		D	SJC	19	42	A100		3179	ERD	44	90%	86%	40	34		D	SJC	20	25	A100	3180	ERD	44	71%	86%	31	27	
154	29	757	TOW	D	JFK	21	39	AA		127	738	142	90%	100%	128	128						AA	738	142						
155	29	757	TOW	D	ORD	23	07	AA		1087	M80	129	66%	100%	85	85						AA	M80	129						
156	28	WB						AA		762	158						TOW	D	BOS	07	15	AA	226	762	158	78%	100%	123	123	
157	28	WB		D	DFW	08	48	AA		1439	M80	129	74%	86%	95	82		D	DFW	09	30	AA	614	M80	129	90%	86%	116	100	
158	31	NB		D	STL	10	55	AA		683	M80	129	78%	85%	101	86		D	DFW	11	44	AA	878	M80	129	72%	86%	92	79	
159	28	WB		D	JFK	14	12	AA	NEW	777	236	61%	86%	144	124		D	JFK	15	15	AA	NEW	777	236	90%	86%	212	182		
160	30	NB		D	DFW	17	41	AA		1961	M80	129	74%	86%	95	82		D	ORD	18	25	AA	NEW	M80	129	71%	86%	91	78	
161	28	WB	TOW	D	BOS	20	30	AA		225	762	158	78%	100%	123	123						AA	762	158						
162	28	WB	TOW	D	DFW	22	05	AA		1821	757	180	78%	100%	140	140						AA	757	180						
163	30	NB						AA		M80	129						TOW	D	ORD	06	15	AA	1580	M80	129	78%	100%	100	100	
164	30	NB						AA		M80	129						TOW	D	DFW	06	55	AA	1664	M80	129	72%	100%	92	92	
165	32C	RJ		D	SJC	08	20	A100		3141	ERD	44	90%	86%	40	34		D	SJC	09	00	A100	3142	ERD	44	90%	86%	40	34	
166	30	NB		D	DFW	12	08	AA		465	M80	129	78%	86%	101	87		D	DFW	12	50	AA	506	M80	129	72%	86%	92	79	
167	31	NB		D	DFW	14	07	AA		1429	M80	129	74%	86%	95	82		D	DFW	15	00	AA	2226	M80	129	72%	86%	92	79	
168	32C	RJ		D	SJC	16	36	A100		3177	ERD	44	61%	86%	27	23		D	SJC	17	09	A100	3176	ERD	44	90%	86%	40	34	
169	30	NB		D	ORD	21	00	AA		1137	738	142	90%	100%	128	128		D	JFK	21	50	AA	208	738	142	68%	86%	96	83	
170	33	757						NW		320	148						TOW	D	DTW	06	26	NW	276	320	148	78%	100%	115	115	
171	33	757		D	MSP	10	06	NW		187	320	148	90%	96%	133	128		D	DTW	10	46	NW	188	320	148	78%	96%	115	110	
172	33	757		D	MSP	13	11	NW	NEW	757	180	78%	96%	140	134		D	MSP	14	06	NW	NEW	757	180	73%	96%	131	126		

Appendix H

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2010 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals													Departures												
			Type	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.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
216	43	NB		D	DEN	15	48	YV	NEW	CR7	70	74%	94%	52	49		D	DEN	16	29	YV	NEW	CR7	70	73%	94%	51	48
217	43	NB		D	DEN	17	27	YV	NEW	CR7	70	74%	94%	52	49		D	DEN	18	03	YV	NEW	CR7	70	90%	94%	63	59
218	43	NB		D	DEN	19	20	YV	551	CR7	70	78%	94%	55	52		D	DEN	20	00	YV	552	CR7	70	73%	94%	51	48
219	43	NB	TOW	D	DEN	22	35	YV	563	CR7	70	90%	100%	63	63						YV		CR7	70				
220	5	NB						B6		E19	100					TOW	D	DEN	06	15	B6	NEW	E19	100	73%	100%	73	73
221	5	NB		D	DEN	08	15	B6	NEW	E19	100	78%	98%	78	76		D	DEN	08	50	B6	NEW	E19	100	90%	98%	90	88
222	5	NB		D	SLC	09	09	B6	NEW	E19	100	90%	98%	90	88		D	PDX	09	45	B6	NEW	E19	100	90%	98%	90	88
223	8	NB		D	DEN	12	20	B6	NEW	E19	100	71%	98%	71	70		D	SEA	12	50	B6	NEW	E19	100	72%	98%	72	71
224	8	NB		D	DEN	16	58	B6	NEW	E19	100	71%	98%	71	70		D	OAK	17	30	B6	NEW	E19	100	90%	98%	90	88
225	5	NB		D	JFK	18	00	B6	NEW	320	156	61%	97%	95	92		D	DFW	18	40	B6	NEW	320	156	78%	98%	121	119
226	8	NB	TOW	D	JFK	22	05	B6	185	320	156	61%	100%	95	95						B6		320	156				
227	6	NB						B6		320	156					TOW	D	JFK	06	30	B6	314	320	156	78%	100%	121	121
228	7	NB		D	SEA	08	45	B6	NEW	E19	100	78%	98%	78	76		D	SEA	09	20	B6	NEW	E19	100	78%	98%	78	76
229	7	NB		D	OAK	09	35	B6	NEW	E19	100	90%	98%	90	88		D	OAK	10	15	B6	NEW	E19	100	67%	98%	67	66
230	6	NB		D	FLL	11	14	B6	NEW	320	156	78%	98%	122	120		D	FLL	11	56	B6	NEW	320	156	78%	98%	121	119
231	6	NB		D	OAK	18	45	B6	NEW	E19	100	75%	98%	75	74		D	DEN	19	30	B6	NEW	E19	100	78%	98%	78	76
232	6	NB		D	DFW	21	07	B6	NEW	320	156	90%	100%	140	140		D	JFK	21	51	B6	NEW	320	156	68%	98%	105	103
233	6	NB		D	PDX	08	55	B6	NEW	E19	100	75%	98%	75	74		D	PDX	09	30	B6	NEW	E19	100	78%	98%	78	76
234	7	NB		D	MCO	12	02	B6	NEW	320	156	78%	98%	122	120		D	MCO	12	46	B6	NEW	320	156	78%	98%	121	119
235	7	NB		D	DFW	13	04	B6	NEW	320	156	74%	98%	115	113		D	IAD	13	42	B6	NEW	320	156	78%	98%	121	119
236	7	NB		D	PDX	19	35	B6	NEW	E19	100	90%	98%	90	88		D	PDX	20	15	B6	NEW	E19	100	68%	98%	68	67
237	7	NB	TOW	D	DEN	21	56	B6	NEW	E19	100	90%	100%	90	90						B6		E19	100				
238	8	NB		D	DFW	09	02	B6	NEW	320	156	74%	98%	115	113		D	DFW	09	45	B6	NEW	320	156	78%	98%	121	119
239	5	NB		D	JFK	11	00	B6	181	320	156	78%	98%	122	120		D	JFK	12	05	B6	182	320	156	68%	98%	105	103
240	5	NB		D	SEA	13	42	B6	NEW	E19	100	75%	98%	75	74		D	DEN	14	20	B6	NEW	E19	100	73%	98%	73	72
241	8	NB		D	SLC	19	00	B6	NEW	E19	100	90%	98%	90	88		D	SLC	19	39	B6	NEW	E19	100	68%	98%	68	67
242	5	NB		D	IAD	20	45	B6	309	320	156	78%	98%	122	120						B6		320	156				
243	5	NB						B6		320	156						D	DFW	07	46	B6	NEW	320	156	72%	100%	112	112
244	44	NB		D	ATL	10	45	FL	NEW	73G	137	90%	100%	123	123		D	ATL	11	30	FL	NEW	73G	137	71%	100%	97	97
245	44	NB		D	ATL	20	55	FL	NEW	73G	137	90%	100%	123	123		D	ATL	22	20	FL	NEW	73G	137	71%	100%	97	97
246	E05	NB		D	ABQ	12	25	WN	NEW	733	137	69%	97%	94	91		D	SAT	12	50	WN	NEW	733	137	65%	97%	88	85
247	E04	NB		D	PHX	14	05	WN	1799	733	137	61%	97%	83	81		D	OAK	14	30	WN	2268	733	137	67%	97%	91	88
248	E03	NB		D	BNA	16	00	WN	NEW	73G	137	71%	97%	97	94		D	PHX	16	25	WN	1324	73G	137	75%	97%	102	99
249	E03	NB		D	ABQ	17	30	WN	2623	73G	137	69%	97%	94	91		D	LAS	17	55	WN	594	73G	137	90%	97%	123	119
250	E11	NB		D	HOU	19	05	WN	NEW	733	137	78%	97%	107	104		D	TUS	19	35	WN	1975	733	137	67%	97%	91	88
251	E03	NB		D	RNO	21	29	WN	NEW	735	122	67%	100%	82	82		D	RNO	22	00	WN	NEW	735	122	67%	97%	81	79
252	E12	NB		D	PHX	08	25	WN	572	733	137	76%	97%	104	101		D	PHX	09	10	WN	1883	733	137	90%	97%	123	119
253	E12	NB		D	OAK	11	05	WN	336	733	137	64%	97%	87	84		D	SJC	11	30	WN	2381	733	137	71%	97%	97	94
254	E03	NB		D	PHX	13	10	WN	277	73G	137	61%	97%	83	81		D	OAK	13	35	WN	277	73G	137	67%	97%	91	88
255	E12	NB		D	SMF	15	05	WN	2044	733	137	71%	97%	97	94		D	TUS	15	30	WN	2044	733	137	67%	97%	91	88
256	E05	NB		D	MDW	16	50	WN	NEW	73G	137	71%	97%	97	94		D	SMF	17	15	WN	2391	73G	137	90%	97%	123	119
257	E03	NB		D	OAK	19	05	WN	509	73G	137	90%	97%	123	119		D	LAS	19	30	WN	1797	73G	137	75%	97%	102	99
258	E04	NB	TOW	D	SJC	21	30	WN	1510	73G	137	75%	100%	103	103						WN		73G	137				

ATTACHMENT I

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2015 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals													Departures												
			TOW	Type 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.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
122	17	1	NB	Y			UA	319	120								D	DEN	06	18	UA	319	120	71%	100%	86	86	
123	17	1	NB		D	DEN	09	00	UA	319	120	90%	83%	108	90		D	DEN	10	00	UA	319	120	71%	83%	86	71	
124	17	1	NB		D	DEN	12	41	UA	320	138	69%	83%	96	79		D	DEN	13	43	UA	320	138	71%	83%	99	82	
125	17	1	NB		D	ORD	17	30	UA	320	138	64%	83%	89	74		D	DEN	18	20	UA	320	138	90%	83%	124	103	
126	17	1	NB		D	IAD	20	11	UA	319	120	90%	83%	108	90		D	IAD	22	15	UA	319	120	71%	83%	86	71	
127	17	1	NB		D	SFO	23	37	UA	733	120	63%	100%	76	76	Y					UA	733	120					
128	16	1	NB	Y			UA	320	138								D	ORD	06	30	UA	320	138	76%	100%	105	105	
129	16	1	NB		D	ORD	08	09	UA	320	138	64%	83%	89	74		D	ORD	09	10	UA	320	138	90%	83%	124	103	
130	16	1	NB		D	DEN	10	01	UA	320	138	90%	83%	124	103		D	DEN	11	00	UA	320	138	71%	83%	99	82	
131	16	1	NB		D	SFO	12	54	UA	733	120	63%	83%	76	63		D	SFO	13	39	UA	733	120	68%	83%	82	68	
132	16	1	NB		D	ORD	22	04	UA	320	138	90%	100%	124	124		D	ORD	23	00	UA	320	138	69%	83%	96	80	
133	13	1	757	Y			UA	733	120								D	SFO	06	23	UA	733	120	75%	100%	90	90	
134	13	1	757		D	DEN	07	26	UA	757	182	69%	83%	126	105		D	DEN	08	15	UA	757	182	90%	83%	164	136	
135	13	1	757		D	SFO	09	47	UA	733	120	90%	83%	108	90		D	SFO	10	32	UA	733	120	68%	83%	82	68	
136	13	1	757		D	IAD	10	51	UA	320	138	90%	83%	124	103		D	IAD	11	40	UA	320	138	71%	83%	99	82	
137	13	1	757		D	ORD	12	24	UA	320	138	90%	83%	124	103		D	ORD	13	14	UA	320	138	69%	83%	96	80	
138	13	1	757		D	SFO	20	03	UA	320	138	90%	83%	124	103		D	DEN	21	10	UA	320	138	71%	83%	99	82	
139	13	1	757		D	DEN	21	27	UA	320	138	90%	100%	124	124	Y					UA	320	138					
140	14	1	NB		D	SFO	08	16	UA	320	138	90%	83%	124	103		D	SFO	09	27	UA	320	138	75%	83%	104	86	
141	14	1	NB		D	ORD	10	19	UA	320	138	90%	83%	124	103		D	ORD	11	08	UA	320	138	69%	83%	96	80	
142	14	1	NB		D	SFO	16	20	UA	733	120	63%	83%	76	63		D	SFO	17	05	UA	733	120	90%	83%	108	90	
143	14	1	NB		D	ORD	19	02	UA	320	138	75%	83%	104	86		D	SFO	19	55	UA	320	138	68%	83%	94	78	
144	14	1	NB		D	SFO	22	17	UA	733	120	75%	100%	90	90	Y					UA	733	120					
145	15	1	NB	Y			UA	733	120								D	SFO	08	10	UA	733	120	90%	100%	108	108	
146	15	1	NB		D	SFO	11	32	UA	320	138	63%	83%	88	73		D	ORD	12	15	UA	320	138	69%	83%	96	80	
147	15	1	NB		D	ORD	14	01	UA	320	138	64%	83%	89	74		D	SFO	14	51	UA	320	138	68%	83%	94	78	
148	15	1	NB		D	DEN	17	18	UA	320	138	69%	83%	96	79		D	ORD	18	08	UA	320	138	76%	83%	105	87	
149	15	1	NB		D	DEN	22	20	UA	319	120	69%	100%	83	83	Y					UA	319	120					
150	12	1	NB		D	PIT	11	16	US	320	142	76%	100%	108	108		D	PIT	13	30	US	320	142	76%	100%	108	108	
151	12	1	NB		D	CLT	19	33	US	319	120	76%	100%	92	92		D	CLT	22	05	US	319	120	76%	100%	92	92	
152	11	1	NB		D	PHL	12	45	US	320	142	62%	100%	89	89		D	PHL	13	10	US	320	142	76%	100%	108	108	
153	11	1	NB		D	PHL	20	28	US	320	142	90%	100%	128	128		D	PHL	21	55	US	320	142	76%	100%	108	108	
154	10	1	NB		I	YVR	10	01	AC	319	112	69%	95%	78	74		I	YVR	10	55	AC	319	112	69%	96%	78	75	
155	10	1	NB		I	YYZ	11	10	AC	320	140	69%	95%	97	92		I	YYZ	12	45	AC	320	140	69%	96%	97	93	
156	10	1	NB		I	YYZ	21	50	AC	319	112	69%	100%	78	78		I	YYZ	22	45	AC	319	112	69%	96%	78	75	
303	05	1	NB	Y			B6	E19	100								D	DEN	06	15	B6	E19	100	71%	100%	71	71	
304	05	1	NB		D	HNL	06	37	B6	320	156	76%	97%	119	115		D	DFW	07	46	B6	320	156	90%	100%	140	140	
305	05	1	NB		D	DFW	08	16	B6	320	156	69%	97%	108	105		D	HNL	09	17	B6	320	156	76%	97%	119	116	
306	05	1	NB		D	IAD	09	33	B6	320	156	76%	97%	119	115		D	IAD	10	13	B6	320	156	90%	97%	140	136	
307	05	1	NB		D	FLL	11	54	B6	320	156	76%	97%	119	115		D	MCO	12	46	B6	320	156	76%	97%	119	116	
308	05	1	NB		D	OAK	13	05	B6	320	156	65%	97%	102	99		D	OAK	13	50	B6	320	156	66%	97%	104	101	
309	05	1	NB		D	JFK	19	35	B6	320	156	90%	97%	140	136		D	OAK	20	15	B6	320	156	66%	97%	104	101	
310	05	1	NB		D	JFK	23	10	B6	320	156	57%	100%	88	88	Y					B6	320	156					
311	06	1	NB	Y			B6	320	156								D	JFK	07	55	B6	320	156	90%	100%	140	140	
312	06	1	NB		D	SEA	08	32	B6	E19	100	65%	97%	65	63		D	DEN	09	03	B6	E19	100	76%	97%	76	74	

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2015 AAD Forecast
East Terminal Alternative

Ref.		Gate	Arrivals											Departures											
			Type	Arr.	Arr.	Air-	Fit.	Equip-	Arr.	Arr.	Type	Dept.	Dept.	Air-	Fit.	Equip-	Dept.	Dept.							
313	06	1	NB	D	OAK	09	30	B6	E19	100	90%	97%	90	87	D	OAK	09	55	B6	E19	100	75%	97%	75	73
314	06	1	NB	D	MCO	11	06	B6	320	156	76%	97%	119	115	D	FLL	11	56	B6	320	156	76%	97%	119	116
315	06	1	NB	D	DFW	13	36	B6	320	156	69%	97%	108	105	D	TPA	14	28	B6	320	156	76%	97%	119	116
316	06	1	NB	D	PDX	15	15	B6	E19	100	68%	97%	68	66	D	PDX	15	45	B6	E19	100	75%	97%	75	73
317	06	1	NB	D	DEN	16	25	B6	E19	100	69%	97%	69	67	D	OAK	17	30	B6	E19	100	90%	97%	90	87
318	06	1	NB	D	SLC	19	43	B6	E19	100	90%	97%	90	87	D	PDX	20	15	B6	E19	100	75%	97%	75	73
319	06	1	NB	D	DFW	21	24	B6	320	156	90%	100%	140	140	D	IAD	22	23	B6	320	156	71%	97%	111	108
320	07	1	NB	D	DEN	07	55	B6	E19	100	69%	97%	69	67	D	SLC	08	35	B6	E19	100	90%	97%	90	87
321	07	1	NB	D	PDX	08	55	B6	E19	100	75%	97%	75	73	D	SEA	09	22	B6	E19	100	76%	97%	76	74
322	07	1	NB	D	TPA	11	08	B6	320	156	76%	97%	119	115	D	DFW	11	58	B6	320	156	67%	97%	105	102
323	07	1	NB	D	SEA	13	42	B6	E19	100	65%	97%	65	63	D	SEA	14	20	B6	E19	100	72%	97%	72	70
324	07	1	NB	D	OAK	17	35	B6	E19	100	75%	97%	75	73	D	SLC	18	23	B6	E19	100	90%	97%	90	87
325	07	1	NB	D	PDX	19	45	B6	E19	100	90%	97%	90	87	D	SEA	20	12	B6	E19	100	72%	97%	72	70
326	07	1	NB	D	DEN	21	25	B6	E19	100	90%	100%	90	90	Y				B6	E19	100				
327	08	1	NB	D	SLC	09	03	B6	E19	100	90%	97%	90	87	D	PDX	09	35	B6	E19	100	90%	97%	90	87
328	08	1	NB	D	JFK	10	40	B6	320	156	90%	97%	140	136	D	JFK	11	35	B6	320	156	67%	97%	105	102
329	08	1	NB	D	DEN	11	55	B6	E19	100	69%	97%	69	67	D	DEN	12	25	B6	E19	100	71%	97%	71	69
330	08	1	NB	D	SLC	14	33	B6	E19	100	62%	97%	62	61	D	SLC	15	03	B6	E19	100	69%	97%	69	67
331	08	1	NB	D	IAD	15	53	B6	320	156	54%	97%	84	81	D	DFW	17	26	B6	320	156	76%	97%	119	116
332	08	1	NB	D	SEA	20	04	B6	E19	100	90%	97%	90	87	D	DEN	20	35	B6	E19	100	71%	97%	71	69
333	08	1	NB	D	OAK	21	15	B6	320	156	75%	100%	118	118	D	JFK	21	55	B6	320	156	67%	97%	105	102
354	19	1	RJ					A296	CRJ	50					LAX	06	15	A296	CRJ	50	75%	100%	38	38	
355	19	1	RJ	Y				A296	CRJ	50					LAX	07	15	A296	CRJ	50	90%	100%	45	45	
356	19	1	RJ		D	LAX	07	54	A296	CRJ	50	75%	83%	38	31	LAX	08	20	A296	CRJ	50	90%	83%	45	37
357	19	1	RJ		D	LAX	11	00	A296	CRJ	50	69%	83%	35	29	LAX	11	30	A296	CRJ	50	63%	83%	32	26
358	19	1	RJ		D	LAX	13	48	A296	CRJ	50	69%	83%	35	29	LAX	14	18	A296	CRJ	50	63%	83%	32	26
359	19	1	RJ		D	LAX	18	20	A296	CRJ	50	90%	83%	45	37	LAX	18	45	A296	CRJ	50	90%	83%	45	37
360	19	1	RJ		D	LAX	20	22	A296	CRJ	50	75%	83%	38	31	LAX	21	23	A296	CRJ	50	63%	83%	32	26
361	18B	1	RJ		D	LAX	22	56	A296	CRJ	50	69%	100%	35	35				A296	CRJ	50				
362	18B	1	RJ		D	LAX	06	40	A296	CRJ	50	69%	83%	35	29	LAX	07	10	A296	CRJ	50	90%	83%	45	37
363	18B	1	RJ		D	LAX	10	27	A296	CRJ	50	75%	83%	38	31	LAX	11	00	A296	CRJ	50	63%	83%	32	26
364	18B	1	RJ		D	LAX	11	35	A296	CRJ	50	69%	83%	35	29	LAX	12	00	A296	CRJ	50	63%	83%	32	26
365	18B	1	RJ		D	LAX	17	40	A296	CRJ	50	90%	83%	45	37	LAX	18	05	A296	CRJ	50	90%	83%	45	37
366	18B	1	RJ		D	LAX	21	03	A296	CRJ	50	69%	100%	35	35	Y			A296	CRJ	50				
367	18B	1	RJ		D	LAX	23	28	A296	CRJ	50	69%	100%	35	35	Y			A296	CRJ	50				
368	18A	1	RJ	Y				A296	CRJ	50					LAX	07	40	A296	CRJ	50	90%	100%	45	45	
369	18A	1	RJ		D	LAX	08	44	A296	CRJ	50	90%	83%	45	37	LAX	09	15	A296	CRJ	50	75%	83%	38	31
370	18A	1	RJ		D	LAX	12	40	A296	CRJ	50	69%	83%	35	29	LAX	13	10	A296	CRJ	50	63%	83%	32	26
371	18A	1	RJ		D	LAX	15	14	A296	CRJ	50	69%	83%	35	29	LAX	15	40	A296	CRJ	50	63%	83%	32	26
372	18A	1	RJ		D	LAX	16	44	A296	CRJ	50	75%	83%	38	31	LAX	17	10	A296	CRJ	50	90%	83%	45	37
373	18A	1	RJ		D	LAX	19	24	A296	CRJ	50	75%	83%	38	31	LAX	20	05	A296	CRJ	50	63%	83%	32	26
1	E12	1e	NB	D	OAK	08	35	WN	73G	137	75%	97%	103	100	D	PHX	09	00	WN	73G	137	75%	97%	103	100
2	E12	1e	NB	D	MCI	12	20	WN	73G	137	90%	97%	123	120	D	BNA	12	50	WN	73G	137	69%	97%	95	92
3	E12	1e	NB	D	PHX	13	30	WN	73G	137	63%	97%	87	84	D	BWI	14	05	WN	73G	137	76%	97%	105	101
4	E12	1e	NB	D	LAS	14	55	WN	73G	137	72%	97%	99	96	D	SJC	15	20	WN	73G	137	73%	97%	101	98
5	E12	1e	NB	D	PHX	17	05	WN	73G	137	63%	97%	87	84	D	SMF	17	35	WN	73G	137	90%	97%	123	120

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Ref.	Gate	Arrivals												Departures											
		Type	Arr.	Arr.	Air-	Equip-	Arr.	Arr.	Ft.	Equip-	Type	Dept.	Dept.	Air-	Ft.	Equip-	Dept.	Dept.							
52	E07	1e	NB	D	OMA	12	00	WN	73G	137	76%	97%	105	101	D	PHX	12	25	WN	73G	137	69%	97%	95	92
53	E07	1e	NB	D	LAS	13	55	WN	73G	137	72%	97%	99	96	D	CMH	14	20	WN	73G	137	76%	97%	105	101
54	E07	1e	NB	D	SMF	14	50	WN	73G	137	67%	97%	92	90	D	SMF	15	15	WN	73G	137	63%	97%	87	84
55	E07	1e	NB	D	RNO	15	45	WN	735	122	68%	97%	83	81	D	ELP	16	20	WN	735	122	63%	97%	77	75
56	E07	1e	NB	D	OAK	16	35	WN	733	137	65%	97%	90	87	D	OAK	17	05	WN	733	137	90%	97%	123	120
57	E07	1e	NB	D	ELP	18	15	WN	735	122	63%	97%	77	75	D	OAK	18	40	WN	735	122	75%	97%	92	89
58	E07	1e	NB	D	OAK	19	05	WN	73G	137	90%	97%	123	120	D	LAS	19	30	WN	73G	137	75%	97%	103	100
59	E07	1e	NB	D	MDW	20	00	WN	73G	137	90%	97%	123	120	Y				WN	73G	137				
60	E07	1e	NB	D	MDW	22	35	WN	73G	137	72%	100%	99	99	Y				WN	73G	137				
61	E06	1e	NB	Y				WN	735	122					D	LAS	06	35	WN	735	122	75%	100%	92	92
62	E06	1e	NB	D	SMF	07	55	WN	73G	137	75%	97%	103	100	D	TUS	08	20	WN	73G	137	90%	97%	123	120
63	E06	1e	NB	D	SAT	09	40	WN	733	137	90%	97%	123	120	D	SJC	10	15	WN	733	137	75%	97%	103	100
64	E06	1e	NB	D	LAS	11	20	WN	73G	137	75%	97%	103	100	D	SJC	11	45	WN	73G	137	73%	97%	101	98
65	E06	1e	NB	D	SMF	12	55	WN	733	137	67%	97%	92	90	D	SEA	13	20	WN	733	137	72%	97%	99	96
66	E06	1e	NB	D	SMF	14	00	WN	733	137	67%	97%	92	90	D	SJC	14	25	WN	733	137	73%	97%	101	98
67	E06	1e	NB	D	SJC	17	00	WN	733	137	60%	97%	83	80	D	ABQ	17	25	WN	733	137	90%	97%	123	120
68	E06	1e	NB	D	OAK	17	40	WN	733	137	75%	97%	103	100	D	PHX	18	05	WN	733	137	90%	97%	123	120
69	E06	1e	NB	D	LAS	18	20	WN	733	137	72%	97%	99	96	D	OAK	19	10	WN	733	137	66%	97%	91	88
70	E06	1e	NB	D	SMF	19	25	WN	73G	137	90%	97%	123	120	D	TUS	19	50	WN	73G	137	90%	97%	123	120
71	E06	1e	NB	D	ABQ	21	10	WN	733	137	90%	100%	123	123	D	OAK	21	40	WN	733	137	66%	97%	91	88
72	E06	1e	NB	D	PHX	22	25	WN	733	137	63%	100%	87	87	Y				WN	733	137				
73	E05	1e	NB					WN	73G	137					D	MDW	06	40	WN	73G	137	76%	100%	105	105
74	E05	1e	NB	D	SJC	08	10	WN	733	137	90%	97%	123	120	D	PHX	08	35	WN	733	137	90%	97%	123	120
75	E05	1e	NB	D	SJC	09	50	WN	73G	137	90%	97%	123	120	D	PHX	10	15	WN	73G	137	69%	97%	95	92
76	E05	1e	NB	D	PHX	10	30	WN	73G	137	90%	97%	123	120	D	RDU	11	05	WN	73G	137	76%	97%	105	101
77	E05	1e	NB	D	CMH	11	25	WN	73G	137	76%	97%	105	101	D	MSY	11	50	WN	73G	137	76%	97%	105	101
78	E05	1e	NB	D	BNA	12	05	WN	73G	137	90%	97%	123	120	D	ABQ	12	30	WN	73G	137	71%	97%	98	95
79	E05	1e	NB	D	SEA	13	05	WN	733	137	65%	97%	90	87	D	OAK	13	30	WN	733	137	66%	97%	91	88
80	E05	1e	NB	D	ABQ	16	10	WN	73G	137	69%	97%	95	92	D	PHX	16	40	WN	73G	137	75%	97%	103	100
81	E05	1e	NB	D	LAS	17	15	WN	733	137	72%	97%	99	96	D	LAS	17	40	WN	733	137	90%	97%	123	120
82	E05	1e	NB	D	SMF	18	35	WN	73G	137	75%	97%	103	100	D	ABQ	19	05	WN	73G	137	71%	97%	98	95
83	E05	1e	NB	D	PHX	20	25	WN	73G	137	90%	97%	123	120	D	SJC	20	50	WN	73G	137	73%	97%	101	98
84	E05	1e	NB	D	PHX	21	25	WN	73G	137	75%	100%	103	103	D	SMF	21	50	WN	73G	137	63%	97%	87	84
85	E05	1e	NB	D	SJC	22	25	WN	73G	137	60%	100%	83	83					WN	73G	137				
86	E04	1e	NB					WN	735	122					D	ABQ	06	45	WN	735	122	76%	100%	93	93
87	E04	1e	NB	D	RNO	08	15	WN	735	122	90%	97%	110	107	D	RNO	08	40	WN	735	122	90%	97%	110	107
88	E04	1e	NB	D	OAK	10	15	WN	733	137	90%	97%	123	120	D	LAS	10	40	WN	733	137	71%	97%	98	95
89	E04	1e	NB	D	AUS	11	45	WN	73G	137	76%	97%	105	101	D	OAK	12	10	WN	73G	137	66%	97%	91	88
90	E04	1e	NB	D	MDW	12	25	WN	73G	137	72%	97%	99	96	D	PHX	13	00	WN	73G	137	69%	97%	95	92
91	E04	1e	NB	D	SJC	13	15	WN	733	137	60%	97%	83	80	D	ABQ	13	40	WN	733	137	71%	97%	98	95
92	E04	1e	NB	D	PHX	14	05	WN	733	137	63%	97%	87	84	D	PHX	14	30	WN	733	137	69%	97%	95	92
93	E04	1e	NB	D	SMF	16	10	WN	735	122	67%	97%	82	80	D	SMF	16	35	WN	735	122	75%	97%	92	89
94	E04	1e	NB	D	LAS	19	15	WN	73G	137	72%	97%	99	96	D	OAK	19	40	WN	73G	137	66%	97%	91	88
95	E04	1e	NB	D	HOU	20	54	WN	733	137	76%	97%	105	101	Y				WN	733	137				
96	E04	1e	NB	D	SMF	22	25	WN	735	122	67%	100%	82	82					WN	735	122				
97	E03	1e	NB					WN	73G	137					D	MCI	07	20	WN	73G	137	76%	100%	105	105

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East Terminal Alternative

Ref.	E	Gate	NB	Y	Arrivals										Departures												
					Type	Arr.	Arr.	Air-	Fit.	Equip-	Arr.	Arr.	Type	Dept.	Dept.	Air-	Fit.	Equip-	Dept.	Dept.							
98	E03	1e	NB	Y				WN	735	122					D	SMF	09	15	WN	735	122	75%	97%	92	89		
99	E03	1e	NB		D	SJC	10	45	WN	73G	137	75%	97%	103	100	D	PHX	11	15	WN	73G	137	69%	97%	95	92	
100	E03	1e	NB		D	PHX	11	45	WN	73G	137	90%	97%	123	120	D	LAS	12	15	WN	73G	137	71%	97%	98	95	
101	E03	1e	NB		D	PHX	12	30	WN	733	137	75%	97%	103	100	D	SMF	13	00	WN	733	137	63%	97%	87	84	
102	E03	1e	NB		D	RDU	19	15	WN	73G	137	76%	97%	105	101	D	SMF	19	40	WN	73G	137	75%	97%	103	100	
103	E03	1e	NB		D	OAK	20	55	WN	73G	137	90%	97%	123	120	D	SJC	21	20	WN	73G	137	73%	97%	101	98	
104	E03	1e	NB		D	BWI	21	40	WN	73G	137	63%	100%	87	87					WN	73G	137					
105	E03	1e	NB		D	LAS	22	55	WN	735	122	90%	100%	110	110					WN	735	122					
106	E02	1e	NB	Y				WN	73G	137						D	PHL	06	55	WN	73G	137	76%	100%	105	105	
107	E02	1e	NB	Y				WN	73G	137						D	MDW	09	25	WN	73G	137	90%	97%	123	120	
108	E02	1e	NB		D	PVD	11	50	WN	73G	137	76%	97%	105	101	D	MDW	12	15	WN	73G	137	61%	97%	84	82	
109	E02	1e	NB		D	TUS	13	05	WN	73G	137	68%	97%	94	91	D	BDL	14	30	WN	73G	137	76%	97%	105	101	
110	E02	1e	NB		D	SJC	19	40	WN	733	137	90%	97%	123	120	D	PHX	20	05	WN	733	137	69%	97%	95	92	
111	E02	1e	NB		D	SJC	20	55	WN	73G	137	90%	97%	123	120	D	SMF	21	20	WN	73G	137	63%	97%	87	84	
112	E02	1e	NB		D	OAK	21	40	WN	735	122	75%	100%	92	92	D	RNO	22	05	WN	735	122	68%	97%	83	81	
113	E02	1e	NB		D	RNO	22	45	WN	735	122	67%	100%	82	82	Y				WN	735	122					
114	E01	1e	NB	Y				WN	73G	137						D	BWI	06	55	WN	73G	137	76%	100%	105	105	
115	E01	1e	NB		D	PHX	08	05	WN	733	137	75%	97%	103	100	D	SMF	08	30	WN	733	137	90%	97%	123	120	
116	E01	1e	NB		D	SMF	10	50	WN	73G	137	75%	97%	103	100	D	MDW	11	20	WN	73G	137	61%	97%	84	82	
117	E01	1e	NB		D	OAK	12	10	WN	73G	137	65%	97%	90	87	D	OAK	12	40	WN	73G	137	66%	97%	91	88	
118	E01	1e	NB		D	PHX	14	35	WN	735	122	63%	97%	77	75	D	OAK	15	00	WN	735	122	66%	97%	81	79	
119	E01	1e	NB		D	TUS	18	00	WN	73G	137	68%	97%	94	91	D	MCI	18	25	WN	73G	137	76%	97%	105	101	
120	E01	1e	NB		D	PHX	19	35	WN	73G	137	90%	97%	123	120	D	LAS	20	00	WN	73G	137	75%	97%	103	100	
121	E01	1e	NB		D	SMF	21	40	WN	73G	137	67%	100%	92	92	D	LAS	22	05	WN	73G	137	71%	97%	98	95	
157	20	2e	I					AM	M80	137					I	SJD	09	00	AM	M80	137	69%	96%	95	91		
158	20	2e	I		I	MEX	09	55	AM	M80	137	69%	96%	95	91	I	MEX	11	00	AM	M80	137	69%	96%	95	91	
159	20	2e	I		I	LHR	12	50	BA	777	257	79%	96%	204	196	I	LHR	14	50	BA	777	257	79%	96%	204	196	
160	20	2e	I		I	LHR	15	35	BA	777	257	79%	96%	204	196	I	LHR	17	35	BA	777	257	79%	96%	204	196	
161	20	2e	I		I	SJD	19	30	AM	M80	137	69%	96%	95	91					AM	M80	137					
162	21	2e	I		I	LTO	12	35	AM	M80	137	69%	96%	95	91	Y	I	LTO	13	35	AM	M80	137	69%	96%	95	91
163	21	2e	I		I	SJD	14	57	AS	73G	120	69%	96%	83	80					AS	73G	120					
164	22	2e	I		I	NRT	11	15	JL	777	302	76%	96%	231	221		I	NRT	13	00	JL	777	302	76%	96%	231	221
165	22	2e	I		I	FRA	13	25	LH	343	247	79%	96%	196	188		I	FRA	15	20	LH	343	247	79%	96%	196	188
166	22	2e	I		I	CDG	15	55	AF	777	270	79%	96%	214	206		I	CDG	19	05	AF	777	270	79%	96%	214	206
167	23	2e	NB	Y				HP	319	124						D	PHX	06	45	HP	319	124	75%	100%	93	93	
168	23	2e	NB		D	PHX	07	10	YV	CRJ	50	63%	94%	32	30	D	PHX	08	10	YV	CRJ	50	90%	100%	45	45	
169	23	2e	NB	Y				HP	320	150						D	LAS	09	30	HP	320	150	75%	94%	113	106	
170	23	2e	NB		D	PHX	11	35	HP	320	150	90%	94%	135	127	D	PHX	12	35	HP	320	150	69%	94%	104	98	
297	23	2e	NB		D	PHX	13	19	YV	CRJ	50	63%	94%	32	30	D	PHX	14	00	YV	CRJ	50	69%	94%	35	33	
172	23	2e	NB		D	PHX	14	40	HP	320	150	63%	94%	95	89	D	PHX	15	40	HP	320	150	69%	94%	104	98	
173	23	2e	NB		D	PHX	17	31	HP	320	150	63%	94%	95	89	D	PHX	18	30	HP	320	150	90%	94%	135	127	
174	23	2e	NB		D	PHX	18	58	HP	320	150	90%	94%	135	127	D	LAS	20	15	HP	320	150	75%	94%	113	106	
175	23	2e	NB		D	LAS	21	08	HP	320	150	75%	100%	113	113	Y				HP	320	150					
176	23	2e	NB		D	PHX	22	43	HP	733	134	63%	100%	85	85	Y				HP	733	134					
177	24	2e	WB					HA	763	252						D	HNL	09	10	HA	763	252	76%	100%	192	192	
178	24	2e	WB	Y				HA	763	252						D	OGG	10	25	HA	763	252	76%	100%	192	192	

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Ref.	Day	Gate	Type	Type	Arrivals							Departures														
					Arr.	Arr.	Air-Fit.	Equip.	Arr.	Arr.	Type	Dept.	Dept.	Air-Fit.	Equip.	Dept.	Dept.									
179	24	2e	WB	D	HNL	21	05	HA	763	252	76%	100%	192	192	Y	HA	763	252								
180	24	2e	WB	D	OGG	22	20	HA	763	252	76%	100%	192	192		HA	763	252								
181	25	2e	757	Y				HP	733	134						PHX	07	00	HP	733	134	75%	100%	101	101	
182	25	2e	757	D	PHX	07	40	HP	319	124	63%	94%	79	74		PHX	08	10	HP	319	124	90%	100%	112	112	
183	25	2e	757	D	PHX	08	33	HP	320	150	90%	94%	135	127		PHX	09	30	HP	320	150	75%	94%	113	106	
184	25	2e	757	D	LAS	12	55	HP	757	190	72%	94%	137	129		LAS	13	35	HP	757	190	71%	94%	136	128	
185	25	2e	757	D	LAS	17	54	HP	320	150	72%	94%	109	102		PHX	19	40	HP	320	150	75%	94%	113	106	
186	25	2e	757	D	PHX	19	55	HP	319	124	90%	94%	112	105	Y			HP	319	124						
187	25	2e	757	D	PHX	21	00	YV	CRJ	50	75%	100%	38	38		PHX	21	30	YV	CRJ	50	69%	94%	35	33	
188	26	2e	NB	D	SEA	00	15	AS	734	140	65%	96%	92	88		PDX	06	40	AS	734	140	75%	100%	106	106	
189	26	2e	NB	Y				AS	M80	140						SEA	08	20	AS	M80	140	90%	96%	126	121	
190	26	2e	NB	D	PDX	09	15	AS	73G	120	90%	96%	108	104		SJD	10	05	AS	73G	120	69%	96%	83	80	
191	26	2e	NB	D	BOI	10	55	QX	CR7	70	76%	96%	53	51		BOI	11	25	QX	CR7	70	76%	96%	53	51	
192	26	2e	NB	D	SEA	11	47	AS	739	172	90%	96%	155	149		SEA	12	17	AS	739	172	72%	96%	125	120	
193	26	2e	NB	D	PDX	13	07	AS	73G	120	68%	96%	82	79		PDX	13	45	AS	73G	120	50%	96%	60	57	
194	26	2e	NB	D	PDX	16	00	AS	734	140	69%	96%	97	93		SEA	16	37	AS	734	140	76%	96%	107	103	
195	26	2e	NB	Y				AS	73G	120						PDX	17	45	AS	73G	120	90%	96%	108	104	
196	26	2e	NB	D	SEA	20	11	AS	M80	140	90%	96%	126	121		SEA	20	53	AS	M80	140	72%	96%	101	97	
197	26	2e	NB	D	SEA	21	17	AS	739	172	90%	100%	155	155		SEA	21	59	AS	739	172	72%	96%	125	120	
198	26	2e	NB	D	PDX	22	19	AS	734	140	68%	100%	96	96	Y			AS	734	140						
199	27	2e	NB	Y				AS	734	140						SEA	06	30	AS	734	140	76%	100%	107	107	
200	27	2e	NB	D	SEA	09	57	AS	734	140	90%	96%	126	121		PDX	10	35	AS	734	140	75%	96%	106	101	
201	27	2e	NB	D	SEA	13	52	AS	M80	140	65%	96%	92	88		SEA	14	40	AS	M80	140	72%	96%	101	97	
202	27	2e	NB	D	SEA	16	40	AS	M80	140	65%	96%	92	88		SEA	17	16	AS	M80	140	90%	96%	126	121	
203	27	2e	NB	D	SEA	22	48	AS	M80	140	65%	100%	92	92	Y			AS	M80	140						
204	30	2e	NB	Y				AA	M80	129						ORD	06	16	AA	M80	129	76%	100%	99	99	
205	30	2e	NB	Y				AA	M80	129						ORD	07	42	AA	M80	129	90%	100%	116	116	
206	30	2e	NB	D	STL	10	43	AA	M80	129	76%	88%	98	87		STL	11	50	AA	M80	129	76%	88%	99	87	
207	30	2e	NB	D	DFW	12	34	AA	M80	129	76%	88%	98	87		DFW	13	16	AA	M80	129	67%	88%	87	77	
208	30	2e	NB	D	ORD	16	15	AA	M80	129	64%	88%	83	73		DFW	17	10	AA	M80	129	76%	88%	99	87	
209	30	2e	NB	D	ORD	17	25	AA	M80	129	64%	88%	83	73		ORD	18	00	AA	M80	129	76%	88%	99	87	
210	30	2e	NB	D	ORD	21	24	AA	738	142	90%	100%	128	128		ORD	23	00	AA	738	142	69%	88%	99	87	
211	29	2e	757	Y				AA	M80	129						DFW	06	21	AA	M80	129	67%	100%	87	87	
212	29	2e	757	Y				AA	757	180						DFW	08	02	AA	757	180	90%	100%	162	162	
213	29	2e	757	D	DFW	08	32	AA	M80	129	69%	88%	90	79		ORD	09	53	AA	M80	129	90%	88%	116	102	
214	29	2e	757	D	DFW	10	45	AA	M80	129	90%	88%	116	102		DFW	11	27	AA	M80	129	67%	88%	87	77	
215	29	2e	757	D	MIA	12	35	AA	738	142	76%	88%	108	95		MIA	13	25	AA	738	142	76%	88%	108	95	
216	29	2e	757	D	DFW	15	27	AA	757	180	69%	88%	125	110		DFW	16	11	AA	757	180	90%	88%	162	143	
217	29	2e	757	D	BOS	20	19	AA	757	180	76%	88%	137	121	Y			AA	757	180						
218	29	2e	757	D	DFW	22	43	AA	757	180	76%	100%	137	137	Y			AA	757	180						
219	32C	2e	RJ					A100	ERD	44						SJC	06	20	A100	ERD	44	75%	100%	33	33	
220	32C	2e	RJ	D	SJC	08	35	A100	ERD	44	90%	88%	40	35		SJC	09	05	A100	ERD	44	90%	88%	40	35	
221	32C	2e	RJ	D	SJC	09	40	A100	ERD	44	90%	88%	40	35		SJC	10	33	A100	ERD	44	75%	88%	33	29	
222	32C	2e	RJ	D	SJC	11	40	A100	ERD	44	60%	88%	27	23		SJC	12	20	A100	ERD	44	73%	88%	32	28	
223	32C	2e	RJ	D	SJC	13	02	A100	ERD	44	60%	88%	27	23		SJC	13	55	A100	ERD	44	73%	88%	32	28	
224	32C	2e	RJ	D	SJC	16	35	A100	ERD	44	60%	88%	27	23		SJC	17	25	A100	ERD	44	90%	88%	40	35	

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2015 AAD Forecast
East Terminal Alternative

Ref.	Gate	Arrivals												Departures											
		Type	Arr.	Arr.	Air-Fit.	Equip-	Arr.	Arr.	Type	Dept.	Dept.	Air-Fit.	Equip-	Dept.	Dept.										
225	32C	2e	RJ	D	SJC	18	32	A100	ERD	44	75%	88%	33	29	D	SJC	19	02	A100	ERD	44	75%	88%	33	29
226	32C	2e	RJ	D	SJC	19	58	A100	ERD	44	90%	88%	40	35	D	SJC	20	45	A100	ERD	44	73%	88%	32	28
227	32C	2e	RJ	D	SJC	22	00	A100	ERD	44	75%	100%	33	33					A100	ERD	44				
228	28	2e	WB	Y				AA	757	180					D	BOS	08	10	AA	757	180	76%	100%	137	137
229	28	2e	WB	D	ORD	08	52	AA	M80	129	64%	88%	83	73	D	DFW	10	40	AA	M80	129	76%	88%	99	87
230	28	2e	WB	D	DFW	11	37	AA	757	180	90%	88%	162	143	D	DFW	12	25	AA	757	180	67%	88%	121	107
231	28	2e	WB	D	ORD	12	59	AA	738	142	90%	88%	128	112	D	ORD	14	00	AA	738	142	76%	88%	108	95
232	28	2e	WB	D	JFK	14	17	AA	763	212	57%	88%	120	105	D	JFK	15	30	AA	763	212	90%	88%	191	168
233	28	2e	WB	D	DFW	17	27	AA	M80	129	69%	88%	90	79	Y				AA	M80	129				
234	28	2e	WB	D	JFK	19	58	AA	777	236	90%	88%	212	187	D	JFK	21	30	AA	777	236	67%	88%	159	140
235	31	2e	NB					AA	M80	129					D	DFW	09	15	AA	M80	129	90%	88%	116	102
236	31	2e	NB	D	ORD	10	52	AA	M80	129	90%	88%	116	102	D	ORD	11	49	AA	M80	129	69%	88%	90	79
237	31	2e	NB	D	DFW	13	44	AA	M80	129	69%	88%	90	79	D	DFW	14	38	AA	M80	129	67%	88%	87	77
238	31	2e	NB	D	DFW	19	12	AA	M80	129	76%	88%	98	87	Y				AA	M80	129				
239	31	2e	NB	D	DFW	21	26	AA	M80	129	90%	100%	116	116	Y				AA	M80	129				
240	31	2e	NB	D	ORD	23	00	AA	M80	129	64%	100%	83	83					AA	M80	129				
337	32A	2e	RJ					A100	ERD	44					D	LAX	06	18	A100	ERD	44	75%	100%	33	33
338	32A	2e	RJ	D	LAX	07	32	A100	CR7	70	75%	88%	53	46	D	LAX	08	00	A100	CR7	70	90%	100%	63	63
339	32A	2e	RJ	D	LAX	09	02	A100	ERD	44	90%	88%	40	35	D	LAX	09	32	A100	ERD	44	75%	88%	33	29
340	32A	2e	RJ	D	LAX	11	45	A100	ERD	44	69%	88%	31	27	D	LAX	12	15	A100	ERD	44	63%	88%	28	25
341	32A	2e	RJ	D	LAX	13	55	A100	ERD	44	69%	88%	31	27	D	LAX	14	30	A100	ERD	44	63%	88%	28	25
342	32A	2e	RJ	D	LAX	15	58	A100	ERD	44	69%	88%	31	27	D	LAX	16	30	A100	ERD	44	75%	88%	33	29
343	32A	2e	RJ	D	LAX	19	00	A100	ERD	44	90%	88%	40	35	D	LAX	19	30	A100	ERD	44	75%	88%	33	29
344	32A	2e	RJ	D	LAX	21	15	A100	ERD	44	69%	100%	31	31	D	LAX	21	45	A100	ERD	44	63%	88%	28	25
345	32A	2e	RJ	D	LAX	23	22	A100	ERD	44	69%	100%	31	31					A100	ERD	44				
346	32B	2e	RJ					A100	ERD	44					D	LAX	07	05	A100	ERD	44	90%	100%	40	40
347	32B	2e	RJ	D	LAX	08	19	A100	ERD	44	90%	88%	40	35	D	LAX	08	45	A100	ERD	44	90%	88%	40	35
348	32B	2e	RJ	D	LAX	10	09	A100	ERD	44	75%	88%	33	29	D	LAX	10	45	A100	ERD	44	63%	88%	28	25
349	32B	2e	RJ	D	LAX	12	50	A100	ERD	44	69%	88%	31	27	D	LAX	13	20	A100	ERD	44	63%	88%	28	25
350	32B	2e	RJ	D	LAX	14	58	A100	ERD	44	69%	88%	31	27	D	LAX	15	30	A100	ERD	44	63%	88%	28	25
351	32B	2e	RJ	D	LAX	17	15	A100	ERD	44	90%	88%	40	35	D	LAX	17	45	A100	ERD	44	90%	88%	40	35
352	32B	2e	RJ	D	LAX	20	30	A100	ERD	44	75%	88%	33	29	D	LAX	21	00	A100	ERD	44	63%	88%	28	25
353	32B	2e	RJ	D	LAX	22	14	A100	ERD	44	69%	100%	31	31					A100	ERD	44				
241	33	2w	757					NW	757	180					D	MSP	07	30	NW	757	180	76%	100%	137	137
242	33	2w	757	D	MSP	08	42	NW	757	180	71%	96%	128	123	D	MSP	09	55	NW	757	180	76%	96%	137	132
243	33	2w	757	D	MSP	10	47	NW	757	180	90%	96%	162	156	D	MSP	12	05	NW	757	180	71%	96%	129	123
244	33	2w	757	D	MSP	15	02	NW	757	180	71%	96%	128	123	D	MSP	16	05	NW	757	180	90%	96%	162	156
245	33	2w	757	D	MSP	19	02	NW	757	180	76%	96%	137	132					NW	757	180				
246	34	2w	NB					NW	320	148					D	DTW	08	25	NW	320	148	90%	96%	133	128
247	34	2w	NB	D	DTW	11	01	NW	319	124	90%	96%	112	107	D	DTW	12	30	NW	319	124	61%	96%	76	73
248	34	2w	NB	D	DTW	13	51	NW	319	124	64%	96%	80	77	D	DTW	14	52	NW	319	124	90%	96%	112	107
249	34	2w	NB	D	MSP	23	02	NW	320	148	71%	100%	106	106					NW	320	148				
250	35	2w	NB	D	MEM	11	05	NW	320	148	76%	96%	113	108	D	MEM	12	30	NW	320	148	76%	96%	113	109
251	35	2w	NB	D	MSP	13	05	NW	320	148	76%	96%	113	108	D	MSP	14	02	NW	320	148	71%	96%	106	101
252	35	2w	NB	D	DTW	17	18	NW	320	148	64%	96%	95	92	D	MSP	18	15	NW	320	148	71%	96%	106	101
253	35	2w	NB	D	DTW	20	58	NW	319	124	90%	96%	112	107	D	DTW	22	20	NW	319	124	61%	96%	76	73

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East Terminal Alternative

Ref.	Gate	Type	Arrivals										Departures													
			Arr.	Arr.	Air-	Fit.	Equip-	Arr.	Arr.	Type	Dept.	Dept.	Air-	Fit.	Equip-	Dept.	Dept.									
254	36	2w	NB	Y			CO	738	155						D	IAH	07	00	CO	738	155	76%	100%	118	118	
255	36	2w	NB		D	IAH	10	33	CO	73G	124	90%	100%	112	112	D	IAH	12	30	CO	73G	124	62%	100%	77	77
256	36	2w	NB		D	IAH	13	03	CO	738	155	76%	100%	118	118	D	IAH	14	20	CO	738	155	76%	100%	118	118
257	36	2w	NB		D	IAH	15	52	CO	73G	124	72%	100%	90	90	D	IAH	16	50	CO	73G	124	90%	100%	112	112
258	36	2w	NB		D	CLE	20	20	CO	73G	124	76%	100%	95	95	D	CLE	21	38	CO	73G	124	76%	100%	95	95
259	36	2w	NB		D	IAH	22	04	CO	738	155	76%	100%	118	118	D	IAH	23	00	CO	738	155	62%	100%	97	97
260	37	2w	NB		D	IAH	08	43	CO	738	155	72%	100%	112	112	D	IAH	09	39	CO	738	155	90%	100%	140	140
261	37	2w	NB		D	EWB	11	35	CO	738	155	90%	100%	140	140	D	EWB	12	45	CO	738	155	76%	100%	118	118
262	37	2w	NB		D	EWB	14	17	CO	757	183	54%	100%	98	98	D	EWB	15	15	CO	757	183	90%	100%	165	165
263	37	2w	NB		D	IAH	17	57	CO	738	155	72%	100%	112	112	Y			CO	738	155					
264	37	2w	NB		D	EWB	20	28	CO	738	155	90%	100%	140	140	D	EWB	21	45	CO	738	155	60%	100%	94	94
265	38	2w	NB	Y			DL	738	154						D	CVG	06	40	DL	738	154	68%	100%	105	105	
266	38	2w	NB		D	DFW	09	45	DL	M80	142	69%	100%	99	99	D	DFW	10	45	DL	M80	142	76%	100%	108	108
267	38	2w	NB		D	ATL	14	16	DL	738	154	57%	100%	87	87	D	ATL	15	30	DL	738	154	90%	100%	139	139
268	38	2w	NB		D	CVG	18	00	DL	738	154	48%	100%	73	73	Y			DL	738	154					
269	38	2w	NB		D	CVG	21	07	DL	738	154	90%	100%	139	139	D	CVG	22	52	DL	738	154	68%	100%	105	105
270	39	2w	757	Y			DL	M90	150						D	SLC	06	20	DL	M90	150	76%	100%	115	115	
271	39	2w	757		D	ATL	10	02	DL	757	183	90%	100%	165	165	D	CVG	11	00	DL	757	183	90%	100%	165	165
272	39	2w	757		D	SLC	13	54	DL	M90	150	62%	100%	94	94	D	SLC	15	00	DL	M90	150	69%	100%	104	104
273	39	2w	757		D	DFW	17	52	DL	M80	142	69%	100%	99	99	D	DFW	18	50	DL	M80	142	67%	100%	96	96
274	39	2w	757		D	ATL	20	43	DL	757	183	90%	100%	165	165	D	ATL	22	15	DL	757	183	65%	100%	120	120
275	39	2w	757		D	DFW	22	30	DL	M80	142	76%	100%	108	108	Y			DL	M80	142					
276	40	2w	WB				DL	763	252						D	ATL	07	20	DL	763	252	90%	100%	227	227	
277	40	2w	WB		D	CVG	10	42	DL	757	183	90%	100%	165	165	D	ATL	11	40	DL	757	183	65%	100%	120	120
278	40	2w	WB		D	ATL	11	57	DL	763	252	76%	100%	192	192	D	ATL	13	20	DL	763	252	65%	100%	165	165
279	40	2w	WB		D	ATL	18	13	DL	738	154	76%	100%	118	118	Y			DL	738	154					
280	40	2w	WB		D	SLC	21	39	DL	M90	150	76%	100%	114	114	Y			DL	M90	150					
281	40	2w	WB		D	ATL	23	07	DL	763	252	76%	100%	192	192				DL	763	252					
282	41	2w	NB				DL	M80	142						D	DFW	07	05	DL	M80	142	76%	100%	108	108	
283	41	2w	NB	Y			DL	738	154						D	ATL	08	40	DL	738	154	90%	100%	139	139	
284	41	2w	RJ		D	SLC	09	35	A296	CR7	70	90%	83%	63	52	D	SLC	10	30	A296	CR7	70	76%	83%	53	44
285	41	2w	NB		D	SLC	12	10	DL	M90	150	90%	100%	135	135	D	SLC	13	00	DL	M90	150	69%	100%	104	104
286	41	2w	NB		D	ATL	15	20	DL	738	154	57%	100%	87	87	D	ATL	16	30	DL	738	154	90%	100%	139	139
287	41	2w	NB		D	SLC	19	00	DL	M90	150	62%	100%	94	94	D	SLC	19	50	DL	M90	150	76%	100%	115	115
288	42	2w	NB				TZ	738	175						D	MDW	06	20	TZ	738	175	76%	100%	134	134	
289	42	2w	NB		D	MDW	09	15	TZ	738	175	76%	100%	134	134	D	MDW	10	05	TZ	738	175	76%	100%	134	134
290	42	2w	NB		D	IND	12	30	TZ	738	175	76%	100%	134	134	D	IND	13	35	TZ	738	175	76%	100%	134	134
291	42	2w	NB		D	MDW	15	20	TZ	738	175	72%	100%	127	127	D	MDW	16	10	TZ	738	175	90%	100%	158	158
292	42	2w	NB		D	MDW	22	55	TZ	738	175	72%	100%	127	127				TZ	738	175					
293	43	2w	RJ				YV	CR7	70						D	DEN	07	05	YV	CR7	70	71%	100%	50	50	
294	43	2w	RJ		D	DEN	08	05	YV	CR7	70	76%	94%	53	50	D	DEN	08	40	YV	CR7	70	90%	94%	63	59
295	43	2w	RJ		D	DEN	09	20	YV	CR7	70	90%	94%	63	59	D	DEN	09	55	YV	CR7	70	76%	94%	53	50
296	43	2w	RJ		D	DEN	11	55	YV	CR7	70	69%	94%	49	46	D	DEN	12	30	YV	CR7	70	71%	94%	50	47
171	43	2w	NB		D	DEN	13	25	YV	CR7	70	69%	94%	49	46	D	DEN	14	00	YV	CR7	70	71%	94%	50	47
298	43	2w	RJ		D	DEN	15	05	YV	CR7	70	69%	94%	49	46	D	DEN	15	40	YV	CR7	70	71%	94%	50	47
299	43	2w	RJ		D	DEN	17	15	YV	CR7	70	69%	94%	49	46	D	DEN	17	40	YV	CR7	70	90%	94%	63	59

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East Terminal Alternative

Ref.	Gate	Arrivals								Departures								
		Type	Arr.	Arr.	Air-	Ft.	Equip-	Arr.	Arr.	Type	Dept.	Dept.	Air-	Ft.	Equip-	Dept.	Dept.	
412	GA										MRY	9	54	N	158	BE20		
413	GA										AUS	10	35	N	152	CL60		
414	GA										SMF	10	59	N	138	H25B		
415	GA										PIT	11	10	N	120	GLF4		
416	GA										BFL	11	25	N	160	BE20		
417	GA										RNO	12	05	N	140	H25B		
418	GA										SMF	13	15	N	162	BE20		
419	GA										LAS	13	42	N	142	H25B		
420	GA										SMF	13	55	N	124	GLF4		
421	GA										SBA	14	05	N	154	CL60		
422	GA										PHX	14	28	N	164	BE20		
423	GA										SDF	15	06	N	144	H25B		
424	GA										SJC	15	18	N	126	GLF4		
425	GA										BOI	16	30	N	146	H25B		
426	GA										LAX	16	52	N	128	GLF4		
427	GA										SFO	17	17	N	130	GLF4		
428	GA										FAT	17	35	N	168	BE20		
429	GA										PDX	18	25	N	132	GLF4		
430	GA										ABQ	19	35	N	148	CL60		
431	GA										SJC	21	20	N	156	BE20		
432	GA										LAS	6	15	N	112	GLF4		
433	GA										PHX	21	35	N	134	H25B		
434	MIL	OAK	15	45	MIL	113	FA20											
435	MIL										OAK	17	45	MIL	114	FA20		

Source: HNTB analysis.

ATTACHMENT J

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals											Departures												
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.
1	E01	NB				00	00	WN	73G	137						D	PHX	06	30	WN	73G	137	77%	100%	106	106
2	E01	NB	D	LAS	07	45	WN	73G	137	74%	97%	102	98		D	LAS	08	10	WN	73G	137	90%	97%	123	120	
3	E01	NB	D	SAT	09	05	WN	733	137	90%	98%	123	120		D	SMF	09	30	WN	733	137	77%	97%	106	103	
4	E01	NB	D	PHX	10	30	WN	73G	137	90%	98%	123	120		D	RDU	11	05	WN	73G	137	77%	97%	106	103	
5	E01	NB	D	OMA	12	00	WN	73G	137	77%	98%	106	103		D	PHX	12	25	WN	73G	137	73%	97%	100	98	
6	E01	NB	D	PHX	13	30	WN	73G	137	68%	98%	93	91		D	BWI	14	05	WN	73G	137	64%	95%	88	84	
7	E01	NB	D	MDW	15	40	WN	73G	137	71%	97%	97	94		D	MDW	16	10	WN	73G	137	77%	96%	106	102	
8	E01	NB	D	BNA	17	05	WN	73G	137	50%	96%	69	66		D	MDW	17	30	WN	73G	137	90%	96%	123	119	
9	E01	NB	D	ABQ	18	50	WN	73G	137	70%	97%	96	93		D	SEA	19	15	WN	73G	137	77%	97%	106	103	
10	E01	NB	D	LAS	20	15	WN	73G	137	77%	97%	106	102		D	LAS	20	50	WN	73G	137	73%	97%	100	98	
11	E01	NB	D	BNA	21	05	WN	73G	137	90%	100%	123	123		D	PHX	21	30	WN	73G	137	73%	97%	100	98	
12	E01	NB	D	MDW	22	35	WN	73G	137	71%	100%	97	97				00	00	WN	73G	137					
13	E02	NB			00	00	WN	73G	137						D	LAS	06	35	WN	73G	137	77%	100%	106	106	
14	E02	NB	D	PHX	07	10	WN	73G	137	68%	98%	93	91		D	SMF	07	35	WN	73G	137	90%	100%	123	123	
15	E02	NB	D	LAS	08	45	WN	73G	137	77%	97%	106	102		D	AUS	09	10	WN	73G	137	77%	97%	106	103	
16	E02	NB	D	LAS	10	10	WN	73G	137	90%	97%	123	119		D	ABQ	10	35	WN	73G	137	73%	96%	100	96	
17	E02	NB	D	PHX	11	45	WN	73G	137	90%	98%	123	120		D	LAS	12	15	WN	73G	137	73%	97%	100	98	
18	E02	NB	D	SJC	13	15	WN	73G	137	67%	98%	92	90		D	LAS	13	45	WN	73G	137	73%	97%	100	98	
19	E02	NB	D	SMF	14	50	WN	73G	137	70%	98%	96	94		D	SMF	15	15	WN	73G	137	69%	97%	95	92	
20	E02	NB	D	PHX	16	25	WN	733	137	68%	98%	93	91		D	HOU	16	50	WN	733	137	77%	97%	106	103	
21	E02	NB	D	ELP	18	15	WN	735	122	63%	98%	77	75		D	OAK	18	40	WN	735	122	90%	97%	110	107	
22	E02	NB	D	MDW	20	00	WN	73G	137	90%	97%	123	119	Y			20	30	WN	73G	137					
23	E02	NB	D	SMF	21	40	WN	73G	137	70%	100%	96	96		D	LAS	22	05	WN	73G	137	73%	97%	100	98	
24	E02	NB	D	PHX	22	25	WN	73G	137	70%	100%	96	96				00	00	WN	73G	137					
25	E03	NB			00	00	WN	73G	137						D	SJC	06	35	WN	73G	137	77%	100%	106	106	
26	E03	NB	Y		08	00	WN	73G	137						D	BNA	08	30	WN	73G	137	90%	97%	123	120	
27	E03	NB	D	MDW	10	10	WN	73G	137	90%	97%	123	119		D	SMF	10	40	WN	73G	137	69%	97%	95	92	
28	E03	NB	D	BNA	12	05	WN	73G	137	90%	96%	123	118		D	ABQ	12	30	WN	73G	137	73%	96%	100	96	
29	E03	NB	D	OAK	12	50	WN	733	137	70%	98%	96	94		D	ABQ	13	20	WN	733	137	73%	96%	100	96	
30	E03	NB	D	LAS	13	55	WN	73G	137	74%	97%	102	98		D	CMH	14	20	WN	73G	137	77%	97%	106	103	
31	E03	NB	D	OAK	16	05	WN	73G	137	70%	98%	96	94		D	LAS	16	30	WN	73G	137	77%	97%	106	103	
32	E03	NB	D	OAK	17	40	WN	733	137	77%	98%	106	103		D	PHX	18	05	WN	733	137	90%	97%	123	120	
33	E03	NB	D	SMF	19	25	WN	73G	137	90%	98%	123	120		D	TUS	19	50	WN	73G	137	77%	97%	106	103	
34	E03	NB	D	OAK	20	55	WN	73G	137	90%	98%	123	120		D	SJC	21	20	WN	73G	137	75%	96%	103	99	
35	E03	NB	D	OAK	21	40	WN	735	122	77%	100%	94	94		D	RNO	22	05	WN	735	122	70%	97%	86	83	
36	E03	NB	D	SJC	22	25	WN	73G	137	67%	100%	92	92				00	00	WN	73G	137					
37	E04	NB			00	00	WN	73G	137						D	MDW	06	40	WN	73G	137	77%	100%	106	106	
38	E04	NB	D	SJC	09	00	WN	73G	137	90%	98%	123	120		D	MDW	09	25	WN	73G	137	77%	96%	106	102	
39	E04	NB	D	CMH	11	25	WN	73G	137	77%	98%	106	103		D	MSY	11	50	WN	73G	137	77%	97%	106	103	
40	E04	NB	D	ABQ	12	05	WN	73G	137	70%	97%	96	93		D	SAT	12	35	WN	73G	137	64%	97%	88	85	
41	E04	NB	D	SAT	12	50	WN	73G	137	63%	98%	86	84		D	SJC	13	15	WN	73G	137	75%	96%	103	99	
42	E04	NB	D	PHX	14	05	WN	735	122	68%	98%	83	81		D	PHX	14	30	WN	735	122	73%	97%	89	87	
43	E04	NB	D	AUS	17	00	WN	73G	137	77%	98%	106	103		D	ABQ	17	25	WN	73G	137	90%	96%	123	119	

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Ref. Num.	Gate	Gate Type	Arrivals											Departures												
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.
44	E04	NB	D	SJC	19	40	WN	73G	137	90%	98%	123	120		D	PHX	20	05	WN	73G	137	73%	97%	100	98	
45	E04	NB	D	ABQ	21	10	WN	733	137	90%	100%	123	123		D	OAK	21	40	WN	733	137	62%	97%	85	83	
46	E04	NB	D	SMF	22	25	WN	73G	137	70%	100%	96	96				00	00	WN	73G	137					
47	E05	NB			00	00	WN	733	137						D	ABQ	06	45	WN	733	137	77%	100%	106	106	
48	E05	NB	D	SJC	08	10	WN	73G	137	90%	98%	123	120		D	PHX	08	35	WN	73G	137	90%	97%	123	120	
49	E05	NB	D	PHX	09	15	WN	735	122	90%	98%	110	107		D	OAK	09	40	WN	735	122	77%	97%	94	92	
50	E05	NB	D	PHL	10	45	WN	73G	137	90%	98%	123	120		D	TUS	12	35	WN	73G	137	64%	97%	88	85	
51	E05	NB	D	MHT	12	55	WN	73G	137	77%	98%	106	103		D	MHT	13	25	WN	73G	137	77%	97%	106	103	
52	E05	NB	D	ABQ	14	05	WN	73G	137	70%	97%	96	93		D	PVD	14	30	WN	73G	137	77%	97%	106	103	
53	E05	NB	D	SMF	16	10	WN	73G	137	70%	98%	96	94		D	SMF	16	35	WN	73G	137	77%	97%	106	103	
54	E05	NB	D	SJC	17	00	WN	73G	137	67%	98%	92	90		D	AUS	17	30	WN	73G	137	77%	97%	106	103	
55	E05	NB	D	LAS	19	15	WN	73G	137	74%	97%	102	98		D	OAK	19	40	WN	73G	137	77%	97%	106	103	
56	E05	NB	D	HOU	20	54	WN	733	137	77%	98%	106	103				00	00	WN	733	137					
57	E06	NB			00	00	WN	73G	137						D	BWI	06	55	WN	73G	137	77%	100%	106	106	
58	E06	NB	D	RNO	08	15	WN	735	122	90%	96%	110	105		D	RNO	08	40	WN	735	122	90%	97%	110	107	
59	E06	NB	D	AUS	11	45	WN	73G	137	77%	98%	106	103		D	OAK	12	10	WN	73G	137	62%	97%	85	83	
60	E06	NB	D	MDW	12	25	WN	73G	137	71%	97%	97	94		D	PHX	13	00	WN	73G	137	73%	97%	100	98	
61	E06	NB	D	LAS	17	15	WN	73G	137	74%	97%	102	98		D	LAS	17	40	WN	73G	137	90%	97%	123	120	
62	E06	NB	D	RDU	19	15	WN	73G	137	77%	98%	106	103		D	SMF	19	40	WN	73G	137	77%	97%	106	103	
63	E06	NB	D	SMF	20	35	WN	73G	137	77%	98%	106	103				00	00	WN	73G	137					
64	E07	NB			00	00	WN	73G	137						D	PHL	06	55	WN	73G	137	77%	100%	106	106	
65	E07	NB	D	PHX	08	05	WN	73G	137	77%	98%	106	103		D	SMF	08	30	WN	73G	137	90%	97%	123	120	
66	E07	NB	D	OAK	10	15	WN	735	122	90%	98%	110	107		D	LAS	10	40	WN	735	122	73%	97%	89	87	
67	E07	NB	D	PVD	11	50	WN	73G	137	77%	98%	106	103		D	MDW	12	15	WN	73G	137	69%	96%	95	91	
68	E07	NB	D	SMF	12	55	WN	73G	137	70%	98%	96	94		D	SEA	13	20	WN	73G	137	77%	97%	106	103	
69	E07	NB	D	ABQ	16	10	WN	73G	137	70%	97%	96	93		D	PHX	16	40	WN	73G	137	77%	97%	106	103	
70	E07	NB	D	SMF	18	35	WN	73G	137	77%	98%	106	103		D	ABQ	19	05	WN	73G	137	77%	96%	106	102	
71	E07	NB	D	OAK	20	25	WN	735	122	90%	98%	110	107		D	PHX	20	50	WN	735	122	73%	97%	89	87	
72	E07	NB	D	OAK	22	55	WN	73G	137	70%	100%	96	96				00	00	WN	73G	137					
73	E08	NB			00	00	WN	735	122						D	PHX	07	00	WN	735	122	90%	100%	110	110	
74	E08	NB	Y		07	15	WN	73G	137						D	SJC	07	45	WN	73G	137	90%	100%	123	123	
75	E08	NB	D	SMF	08	55	WN	733	137	90%	98%	123	120		D	HOU	09	20	WN	733	137	77%	97%	106	103	
76	E08	NB	D	BDL	11	15	WN	73G	137	77%	98%	106	103		D	OMA	11	40	WN	73G	137	77%	97%	106	103	
77	E08	NB	D	OAK	12	10	WN	73G	137	70%	98%	96	94		D	OAK	12	40	WN	73G	137	62%	97%	85	83	
78	E08	NB	D	TUS	13	05	WN	73G	137	70%	98%	96	94		D	BDL	14	30	WN	73G	137	77%	97%	106	103	
79	E08	NB	D	LAS	14	55	WN	73G	137	74%	97%	102	98		D	SJC	15	20	WN	73G	137	75%	96%	103	99	
80	E08	NB	D	BWI	16	55	WN	73G	137	70%	96%	96	92		D	BWI	17	25	WN	73G	137	90%	95%	123	117	
81	E08	NB	D	LAS	18	20	WN	733	137	74%	97%	102	98		D	OAK	19	10	WN	733	137	77%	97%	106	103	
82	E08	NB	D	SEA	20	05	WN	73G	137	77%	98%	106	103	Y			20	35	WN	73G	137					
83	E08	NB	D	LAS	22	55	WN	735	122	90%	100%	110	110				00	00	WN	735	122					
84	E09	NB			00	00	WN	73G	137						D	OAK	07	10	WN	73G	137	90%	100%	123	123	
85	E09	NB	D	OAK	08	35	WN	73G	137	70%	98%	96	94		D	PHX	09	00	WN	73G	137	77%	97%	106	103	
86	E09	NB	D	SMF	10	05	WN	73G	137	90%	98%	123	120		D	SJC	10	30	WN	73G	137	75%	96%	103	99	

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals											Departures												
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.
87	E09	NB	D	SJC	10	45	WN	73G	137	67%	98%	92	90		D	PHX	11	15	WN	73G	137	73%	97%	100	98	
88	E09	NB	D	MCI	12	20	WN	73G	137	90%	98%	123	120		D	BNA	12	50	WN	73G	137	64%	97%	88	85	
89	E09	NB	D	SEA	13	05	WN	73G	137	77%	98%	106	103		D	OAK	13	30	WN	73G	137	62%	97%	85	83	
90	E09	NB	D	SJC	14	45	WN	73G	137	67%	98%	92	90		D	LAS	15	10	WN	73G	137	73%	97%	100	98	
91	E09	NB	D	OAK	16	35	WN	733	137	70%	98%	96	94		D	OAK	17	05	WN	733	137	90%	97%	123	120	
92	E09	NB	D	MDW	18	05	WN	73G	137	71%	97%	97	94		D	SMF	18	35	WN	73G	137	90%	97%	123	120	
93	E09	NB	D	OAK	19	55	WN	73G	137	90%	98%	123	120		D	SMF	20	20	WN	73G	137	69%	97%	95	92	
94	E09	NB	D	BWI	21	40	WN	73G	137	70%	100%	96	96					00	00	WN	73G	137				
95	E10	NB			00	00	WN	73G	137						D	SMF	06	30	WN	73G	137	77%	100%	106	106	
96	E10	NB	D	OAK	07	55	WN	73G	137	70%	98%	96	94		D	OAK	08	20	WN	73G	137	90%	97%	123	120	
97	E10	NB	D	ABQ	09	15	WN	733	137	90%	97%	123	119		D	LAS	09	40	WN	733	137	77%	97%	106	103	
98	E10	NB	D	ELP	11	40	WN	735	122	90%	98%	110	107		D	RNO	12	10	WN	735	122	70%	97%	86	83	
99	E10	NB	D	BWI	12	25	WN	73G	137	90%	96%	123	118		D	PHL	13	15	WN	73G	137	77%	94%	106	100	
100	E10	NB	D	OAK	13	30	WN	733	137	70%	98%	96	94		D	PHX	14	00	WN	733	137	73%	97%	100	98	
101	E10	NB	D	RNO	15	45	WN	735	122	70%	96%	86	82		D	ELP	16	20	WN	735	122	77%	94%	94	89	
102	E10	NB	D	SMF	17	20	WN	733	137	77%	98%	106	103		D	OAK	17	45	WN	733	137	90%	97%	123	120	
103	E10	NB	D	MSY	18	55	WN	73G	137	77%	98%	106	103		D	SJC	19	30	WN	73G	137	77%	96%	106	102	
104	E10	NB	D	PHX	21	25	WN	73G	137	77%	100%	106	106		D	SMF	21	50	WN	73G	137	69%	97%	95	92	
105	E10	NB	D	PHL	22	20	WN	73G	137	63%	98%	86	84				00	00	WN	73G	137					
106	E11	NB			00	00	WN	73G	137						D	MCI	07	20	WN	73G	137	77%	100%	106	106	
107	E11	NB	D	SMF	07	55	WN	73G	137	77%	98%	106	103		D	TUS	08	20	WN	73G	137	90%	97%	123	120	
108	E11	NB	D	HOU	09	25	WN	733	137	77%	98%	106	103		D	SAT	09	55	WN	733	137	90%	97%	123	120	
109	E11	NB	D	SMF	10	50	WN	73G	137	77%	98%	106	103		D	MDW	11	20	WN	73G	137	69%	96%	95	91	
110	E11	NB	D	PHX	12	30	WN	733	137	77%	98%	106	103		D	SMF	13	00	WN	733	137	69%	97%	95	92	
111	E11	NB	D	SMF	14	00	WN	73G	137	70%	98%	96	94		D	SJC	14	25	WN	73G	137	75%	96%	103	99	
112	E11	NB	D	LAS	15	45	WN	73G	137	74%	97%	102	98		D	OAK	16	10	WN	73G	137	77%	97%	106	103	
113	E11	NB	D	PHX	17	05	WN	73G	137	68%	98%	93	91		D	SMF	17	35	WN	73G	137	90%	97%	123	120	
114	E11	NB	D	OAK	19	05	WN	73G	137	90%	98%	123	120		D	LAS	19	30	WN	73G	137	77%	97%	106	103	
115	E11	NB	D	PHX	20	25	WN	73G	137	90%	98%	123	120		D	SJC	20	50	WN	73G	137	75%	96%	103	99	
116	E11	NB	D	LAS	21	45	WN	73G	137	77%	100%	106	106				00	00	WN	73G	137					
117	E12	NB			00	00	WN	735	122						D	ELP	07	30	WN	735	122	77%	100%	94	94	
118	E12	NB	D	TUS	08	25	WN	73G	137	90%	98%	123	120		D	OAK	08	50	WN	73G	137	90%	97%	123	120	
119	E12	NB	D	SJC	09	50	WN	73G	137	77%	98%	106	103		D	PHX	10	15	WN	73G	137	73%	97%	100	98	
120	E12	NB	D	LAS	11	20	WN	73G	137	77%	97%	106	102		D	SJC	11	45	WN	73G	137	75%	96%	103	99	
121	E12	NB	D	LAS	12	40	WN	735	122	74%	97%	90	87		D	LAS	13	05	WN	735	122	73%	97%	89	87	
122	E12	NB	D	PHX	14	35	WN	735	122	68%	98%	83	81		D	OAK	15	00	WN	735	122	62%	97%	76	74	
123	E12	NB	D	MCI	16	25	WN	73G	137	63%	98%	86	84		D	BNA	16	50	WN	73G	137	77%	97%	106	103	
124	E12	NB	D	TUS	18	00	WN	73G	137	70%	98%	96	94		D	MCI	18	25	WN	73G	137	77%	94%	106	100	
125	E12	NB	D	PHX	19	35	WN	73G	137	90%	98%	123	120		D	LAS	20	00	WN	73G	137	73%	97%	100	98	
126	E12	NB	D	SJC	20	55	WN	73G	137	90%	98%	123	120		D	SMF	21	20	WN	73G	137	69%	97%	95	92	
127	E12	NB	D	RNO	22	45	WN	735	122	70%	100%	86	86				00	00	WN	735	122					
277	5	NB	D	HNL	06	37	B6	320	156	77%	98%	120	117		D	DFW	07	46	B6	320	156	90%	100%	140	140	
278	5	NB	D	DFW	08	16	B6	320	156	71%	96%	111	106		D	HNL	09	17	B6	320	156	77%	97%	120	117	

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Ref. Num.	Gate	Gate Type	Arrivals											Departures												
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.
291	5	NB	D	IAD	09	33	B6	320	156	77%	98%	120	117		D	IAD	10	13	B6	320	156	70%	95%	109	104	
280	5	NB	D	JFK	10	40	B6	320	156	90%	97%	140	136		D	JFK	11	35	B6	320	156	72%	96%	113	108	
281	5	NB	D	FLL	11	54	B6	320	156	77%	98%	120	117		D	MCO	12	46	B6	320	156	77%	94%	120	113	
282	5	NB	D	OAK	13	05	B6	320	156	73%	97%	114	110		D	OAK	13	50	B6	320	156	73%	97%	114	111	
283	5	NB	D	SLC	14	33	B6	E19	100	71%	98%	71	69		D	SLC	15	03	B6	E19	100	50%	97%	50	49	
284	5	NB	D	IAD	15	53	B6	320	156	77%	98%	120	117		D	DFW	17	26	B6	320	156	90%	95%	140	134	
285	5	NB	D	JFK	19	35	B6	320	156	90%	97%	140	136		D	OAK	20	15	B6	320	156	73%	97%	114	111	
286	5	NB	D	IAD	20	50	B6	320	156	77%	98%	120	117				21	20	B6	320	156					
287	5	NB	D	MCO	21	36	B6	320	156	77%	100%	120	120	Y			00	00	B6	320	156					
288	6	NB			00	00	B6	320	156						D	MCO	06	32	B6	320	156	77%	100%	120	120	
289	6	NB	Y		07	25	B6	320	156						D	JFK	07	55	B6	320	156	90%	100%	140	140	
290	6	NB	D	SEA	08	32	B6	E19	100	72%	98%	72	70		D	DEN	09	03	B6	E19	100	77%	96%	77	74	
279	6	NB	D	OAK	09	30	B6	E19	100	90%	97%	90	87		D	OAK	09	55	B6	E19	100	77%	97%	77	75	
292	6	NB	D	MCO	11	06	B6	320	156	77%	95%	120	114		D	FLL	11	56	B6	320	156	77%	97%	120	117	
293	6	NB	D	DFW	13	36	B6	320	156	71%	96%	111	106		D	TPA	14	28	B6	320	156	77%	97%	120	117	
294	6	NB	D	PDX	15	15	B6	E19	100	71%	98%	71	69		D	PDX	15	45	B6	E19	100	77%	97%	77	75	
295	6	NB	D	DEN	16	25	B6	E19	100	71%	97%	71	69		D	OAK	17	30	B6	E19	100	90%	97%	90	88	
296	6	NB	D	SLC	19	43	B6	E19	100	90%	98%	90	88		D	PDX	20	15	B6	E19	100	77%	97%	77	75	
297	6	NB	D	OAK	21	15	B6	320	156	73%	100%	114	114		D	JFK	21	55	B6	320	156	72%	96%	113	108	
298	6	NB	D	JFK	23	10	B6	320	156	64%	100%	100	100				00	00	B6	320	156					
299	7	NB	Y		00	00	B6	320	156						D	IAD	07	12	B6	320	156	90%	100%	140	140	
300	7	NB	D	DEN	07	55	B6	E19	100	77%	97%	77	74		D	SLC	08	35	B6	E19	100	90%	97%	90	88	
301	7	NB	D	SLC	09	03	B6	E19	100	71%	98%	71	69		D	PDX	09	35	B6	E19	100	77%	97%	77	75	
302	7	NB	D	TPA	11	08	B6	320	156	77%	98%	120	117		D	DFW	11	58	B6	320	156	50%	95%	78	74	
303	7	NB	D	SEA	13	42	B6	E19	100	72%	98%	72	70		D	SEA	14	20	B6	E19	100	71%	97%	71	69	
304	7	NB	D	SEA	17	12	B6	E19	100	72%	98%	72	70		D	SEA	17	46	B6	E19	100	90%	97%	90	88	
305	7	NB	D	PDX	19	45	B6	E19	100	90%	98%	90	88		D	SEA	20	12	B6	E19	100	71%	97%	71	69	
306	7	NB	D	DFW	21	24	B6	320	156	90%	100%	140	140		D	IAD	22	23	B6	320	156	70%	95%	109	104	
307	8	NB			00	00	B6	E19	100						D	DEN	06	15	B6	E19	100	77%	100%	77	77	
308	8	NB	D	PDX	08	55	B6	E19	100	71%	98%	71	69		D	SEA	09	22	B6	E19	100	77%	97%	77	75	
309	8	NB	D	DEN	11	55	B6	E19	100	71%	97%	71	69		D	DEN	12	25	B6	E19	100	77%	96%	77	74	
310	8	NB	D	JFK	13	50	B6	320	156	64%	97%	100	97		D	JFK	14	35	B6	320	156	72%	96%	113	108	
311	8	NB	D	OAK	17	35	B6	E19	100	77%	97%	77	74		D	SLC	18	23	B6	E19	100	90%	97%	90	88	
312	8	NB	D	SEA	20	04	B6	E19	100	90%	98%	90	88		D	DEN	20	35	B6	E19	100	77%	96%	77	74	
313	8	NB	D	DEN	21	25	B6	E19	100	90%	100%	90	90				00	00	B6	E19	100					
346	9	NB			00	00	TZ	738	175						D	MDW	06	20	TZ	738	175	77%	100%	135	135	
347	9	NB	D	MDW	09	15	TZ	738	175	77%	100%	135	135		D	MDW	10	05	TZ	738	175	77%	100%	135	135	
348	9	NB	D	IND	12	30	TZ	738	175	77%	100%	135	135		D	IND	13	35	TZ	738	175	77%	100%	135	135	
349	9	NB	D	MDW	15	20	TZ	738	175	77%	100%	135	135		D	MDW	16	10	TZ	738	175	77%	100%	135	135	
350	9	NB	D	MDW	22	55	TZ	738	175	77%	100%	135	135				00	00	TZ	738	175					
157	10	NB	I	YVR	10	01	AC	320	140	67%	97%	94	91		I	YVR	10	55	AC	320	140	67%	96%	94	91	
158	10	NB	I	YYZ	11	10	AC	320	140	67%	93%	94	87		I	YYZ	12	45	AC	320	140	67%	96%	94	91	
159	10	NB	I	YYZ	21	50	AC	319	112	67%	100%	75	75		I	YYZ	22	45	AC	319	112	67%	96%	75	72	

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East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals											Departures												
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.
160	11	NB	D	ATL	10	15	FL	73G	137	90%	100%	123	123		D	ATL	11	05	FL	73G	137	77%	100%	106	106	
161	11	NB	D	ATL	13	40	FL	73G	137	52%	100%	71	71		D	ATL	14	30	FL	73G	137	77%	100%	106	106	
162	11	NB	D	ATL	20	55	FL	73G	137	90%	100%	123	123		D	ATL	22	50	FL	73G	137	77%	100%	106	106	
314	12	NB			00	00	YV	CR7	70						D	DEN	07	05	YV	CR7	70	90%	100%	63	63	
315	12	NB	D	DEN	08	05	F9	319	132	70%	100%	93	93		D	DEN	08	40	F9	319	132	90%	100%	119	119	
316	12	NB	D	DEN	09	20	YV	CR7	70	90%	100%	63	63		D	DEN	09	55	YV	CR7	70	77%	100%	54	54	
317	12	NB	D	DEN	11	55	YV	CR7	70	77%	100%	54	54		D	DEN	12	30	YV	CR7	70	65%	100%	46	46	
318	12	NB	D	DEN	13	25	F9	319	132	70%	100%	93	93		D	DEN	14	00	F9	319	132	70%	100%	93	93	
319	12	NB	D	DEN	15	05	YV	CR7	70	72%	100%	50	50		D	DEN	15	40	YV	CR7	70	65%	100%	46	46	
320	12	NB	D	DEN	17	15	YV	CR7	70	72%	100%	50	50		D	DEN	17	40	YV	CR7	70	90%	100%	63	63	
321	12	NB	D	DEN	20	00	F9	319	132	90%	100%	119	119		D	DEN	20	40	F9	319	132	70%	100%	93	93	
322	12	NB	D	DEN	22	45	YV	CR7	70	72%	100%	50	50				00	00	YV	CR7	70					
128	13	757			00	00	UA	320	138						D	ORD	06	30	UA	320	138	77%	100%	106	106	
129	13	757	D	DEN	07	26	UA	757	182	72%	77%	131	102		D	DEN	08	15	UA	757	182	90%	81%	164	133	
130	13	757	D	SFO	11	32	UA	757	182	68%	80%	124	100		D	ORD	12	15	UA	757	182	70%	82%	128	105	
131	13	757	D	ORD	14	01	UA	757	182	67%	81%	122	99		D	SFO	14	51	UA	757	182	70%	82%	128	105	
133	13	757	D	ORD	22	04	UA	320	138	90%	100%	124	124		D	ORD	23	00	UA	320	138	70%	82%	97	80	
134	13	757	D	SFO	23	37	UA	320	138	68%	100%	94	94				00	00	UA	320	138					
135	14	757			00	00	UA	320	138						D	SFO	06	23	UA	320	138	77%	100%	106	106	
136	14	757	D	ORD	08	09	UA	757	182	67%	81%	122	99		D	ORD	09	10	UA	757	182	90%	82%	164	135	
137	14	757	D	DEN	10	01	UA	320	138	90%	77%	124	96		D	DEN	11	00	UA	320	138	66%	81%	91	74	
138	14	757	D	ORD	12	24	UA	320	138	90%	81%	124	101		D	ORD	13	14	UA	320	138	70%	82%	97	80	
139	14	757	D	DEN	17	18	UA	757	182	72%	77%	131	102		D	DEN	18	20	UA	757	182	90%	81%	164	133	
140	14	757	D	SFO	20	03	UA	320	138	90%	80%	124	100		D	DEN	21	10	UA	320	138	66%	81%	91	74	
141	14	757	D	DEN	22	20	UA	320	138	72%	100%	99	99				00	00	UA	320	138					
142	15	NB			00	00	UA	319	120						D	SFO	08	10	UA	319	120	90%	82%	108	89	
143	15	NB	D	ORD	10	19	UA	320	138	90%	81%	124	101		D	ORD	11	08	UA	320	138	70%	82%	97	80	
144	15	NB	D	SFO	12	54	UA	319	120	68%	80%	82	66		D	SFO	13	39	UA	319	120	70%	82%	84	69	
132	15	757	D	ORD	17	30	UA	320	138	67%	81%	93	75		D	ORD	18	28	UA	320	138	90%	82%	124	102	
145	15	NB	D	ORD	19	02	UA	320	138	77%	81%	106	87		D	SFO	19	55	UA	320	138	77%	82%	106	88	
146	15	NB	D	SFO	22	17	UA	319	120	77%	100%	93	93				00	00	UA	319	120					
147	16	NB			00	00	UA	320	138						D	DEN	06	18	UA	320	138	77%	100%	106	106	
148	16	NB	D	SFO	08	16	UA	320	138	90%	80%	124	100		D	SFO	09	27	UA	320	138	77%	82%	106	88	
149	16	NB	D	IAD	10	51	UA	320	138	90%	84%	124	105		D	IAD	11	40	UA	320	138	71%	75%	98	74	
150	16	NB	D	SFO	16	20	UA	733	120	68%	80%	82	66		D	SFO	17	05	UA	733	120	90%	82%	108	89	
151	16	NB	D	DEN	21	27	UA	320	138	90%	100%	124	124				00	00	UA	320	138					
152	17	NB	Y		00	00	UA	319	120						D	IAD	07	45	UA	319	120	90%	100%	108	108	
153	17	NB	D	SFO	09	47	UA	320	138	90%	80%	124	100		D	SFO	10	32	UA	320	138	70%	82%	97	80	
154	17	NB	D	DEN	12	41	UA	320	138	72%	77%	99	77		D	DEN	13	43	UA	320	138	66%	81%	91	74	
155	17	NB	D	IAD	17	00	UA	319	120	50%	84%	60	51	Y			17	45	UA	319	120					
156	17	NB	D	IAD	20	11	UA	319	120	90%	84%	108	91		D	IAD	22	15	UA	319	120	71%	75%	85	64	
394	18a	RJ			00	00	A296	CRJ	50						D	LAX	07	40	A296	CRJ	50	90%	100%	45	45	
395	18a	RJ	D	LAX	08	44	A296	CRJ	50	90%	81%	45	37		D	LAX	09	15	A296	CRJ	50	77%	85%	39	33	

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Arrivals													Departures													
		Gate Type	Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
388	18a	RJ	D	LAX	10	27	A296	CRJ	50	77%	81%	39	31			D	LAX	11	00	A296	CRJ	50	66%	85%	33	28		
396	18a	RJ	D	LAX	11	35	A296	CRJ	50	74%	81%	37	30			D	LAX	12	00	A296	CRJ	50	66%	85%	33	28		
403	18a	RJ	D	LAX	13	48	A296	CRJ	50	74%	81%	37	30			D	LAX	14	18	A296	CRJ	50	66%	85%	33	28		
390	18a	RJ	D	LAX	16	44	A296	CRJ	50	77%	81%	39	31			D	LAX	17	10	A296	CRJ	50	90%	85%	45	38		
391	18a	RJ	D	LAX	18	20	A296	CRJ	50	77%	81%	39	31			D	LAX	18	45	A296	CRJ	50	90%	85%	45	38		
392	18a	RJ	D	LAX	20	22	A296	CRJ	50	77%	81%	39	31			D	LAX	21	23	A296	CRJ	50	66%	85%	33	28		
393	18a	RJ	D	LAX	22	56	A296	CRJ	50	74%	100%	37	37							A296	CRJ	50						
400	18b	RJ			00	00	A296	CRJ	50							D	LAX	07	15	A296	CRJ	50	90%	100%	45	45		
401	18b	RJ	D	LAX	07	54	A296	CRJ	50	77%	81%	39	31			D	LAX	08	20	A296	CRJ	50	90%	85%	45	38		
402	18b	RJ	D	LAX	11	00	A296	CRJ	50	74%	81%	37	30			D	LAX	11	30	A296	CRJ	50	66%	85%	33	28		
389	18b	RJ	D	LAX	12	40	A296	CRJ	50	74%	81%	37	30			D	LAX	13	10	A296	CRJ	50	66%	85%	33	28		
397	18b	RJ	D	LAX	15	14	A296	CRJ	50	74%	81%	37	30			D	LAX	15	40	A296	CRJ	50	66%	85%	33	28		
404	18b	RJ	D	LAX	17	40	A296	CRJ	50	90%	81%	45	37			D	LAX	18	05	A296	CRJ	50	90%	85%	45	38		
398	18b	RJ	D	LAX	19	24	A296	CRJ	50	77%	81%	39	31			D	LAX	20	05	A296	CRJ	50	66%	85%	33	28		
405	18b	RJ	D	LAX	21	03	A296	CRJ	50	74%	100%	37	37							A296	CRJ	50						
386	19	RJ			00	00	A296	CRJ	50							D	LAX	06	15	A296	CRJ	50	77%	100%	39	39		
387	19	RJ	D	LAX	06	40	A296	CRJ	50	74%	81%	37	30			D	LAX	07	10	A296	CRJ	50	90%	100%	45	45		
399	19	RJ	D	LAX	23	28	A296	CRJ	50	74%	100%	37	37							A296	CRJ	50						
358	20	I			00	00	AM	M80	137							I	SJD	09	00	AM	M80	137	70%	96%	96	93		
359	20	I	I	MEX	09	55	AM	M80	137	70%	97%	96	93			I	MEX	11	00	AM	M80	137	70%	96%	96	93		
365	20	I	I	LHR	12	50	BA	777	257	75%	97%	193	186			I	LHR	14	50	BA	777	257	75%	96%	193	186		
366	20	I	I	LHR	15	35	BA	777	257	75%	97%	193	186			I	LHR	17	35	BA	777	257	75%	96%	193	186		
363	20	I	I	SJD	19	30	AM	M80	137	70%	97%	96	93							AM	M80	137						
353	21	I	I	LTO	12	35	AM	M80	137	70%	97%	96	93			I	LTO	13	35	AM	M80	137	70%	96%	96	93		
354	21	I	I	SJD	14	57	AS	73G	120	70%	97%	84	81	Y						AS	73G	120						
210	21	NB	D	CLT	19	33	US	321	169	77%	100%	130	130			D	CLT	22	05	US	321	169	77%	100%	130	130		
364	22	I			00	00	AM	M80	137							I	MZT	07	05	AM	M80	137	70%	96%	96	93		
360	22	I	I	NRT	11	15	JL	777	302	70%	97%	212	204			I	NRT	13	00	JL	777	302	70%	96%	212	204		
361	22	I	I	FRA	13	25	LH	343	247	75%	97%	185	179			I	FRA	15	20	LH	343	247	75%	96%	186	179		
355	22	I	I	CDG	15	55	AF	777	270	75%	97%	203	196			I	CDG	19	05	AF	777	270	75%	96%	203	195		
367	22	I	I	MZT	20	45	AM	M80	137	70%	97%	96	93							AM	M80	137						
180	23	NB			00	00	US	320	142							D	PHL	06	40	US	320	142	77%	100%	110	110		
181	23	NB	D	PHX	07	10	YV	CRJ	50	77%	95%	39	36			D	PHX	07	40	YV	CRJ	50	90%	100%	45	45		
182	23	NB	D	PHX	08	33	HP	733	134	90%	95%	121	114			D	PHX	09	30	HP	733	134	77%	94%	103	97		
183	23	NB	D	PIT	11	16	US	321	169	77%	100%	130	130			D	PIT	13	30	US	321	169	77%	100%	130	130		
184	23	NB	D	PHX	18	58	HP	320	150	90%	95%	135	128			D	LAS	20	15	HP	320	150	77%	95%	116	110		
185	23	NB	D	PHX	21	00	YV	CRJ	50	77%	100%	39	39			D	PHX	21	30	YV	CRJ	50	70%	93%	35	33		
186	23	NB	D	PHL	22	31	US	320	142	70%	100%	100	100							US	320	142						
351	24	I			00	00	HA	763	252							D	HNL	09	10	HA	763	252	77%	100%	194	194		
352	24	I	Y		09	40	HA	763	252							D	OGG	10	25	HA	763	252	77%	100%	194	194		
356	24	I	D	HNL	21	05	HA	763	252	77%	100%	194	194			Y				HA	763	252						
357	24	I	D	OGG	22	20	HA	763	252	77%	100%	194	194							HA	763	252						
207	25	NB			00	00	HP	733	134							D	PHX	07	00	HP	733	134	90%	100%	121	121		

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals											Departures															
			TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
194	25	757	Y														D	LAS	09	30	HP		319	124	77%	95%	96	91	
195	25	757		D	PHL	10	11	US		319	120	77%	100%	93	93		D	PHL	11	15	US		319	120	77%	100%	93	93	
196	25	757		D	PHX	11	35	HP		733	134	90%	95%	121	114		D	PHX	12	35	HP		733	134	66%	94%	89	84	
197	25	757		D	LAS	12	55	HP		757	190	77%	94%	146	137		D	LAS	13	35	HP		757	190	77%	95%	147	140	
198	25	757		D	LAS	17	54	HP		320	150	77%	94%	116	108		D	PHX	19	40	HP		320	150	77%	94%	116	109	
199	25	757		D	PHX	19	55	HP		733	134	90%	95%	121	114	Y				20	40	HP		733	134				
200	25	757		D	LAS	21	08	HP		319	124	77%	100%	96	96	Y				21	53	HP		319	124				
211	25	NB		D	PHX	22	43	HP		733	134	61%	100%	82	82					00	00	HP		733	134				
187	26	NB	Y							733	134						D	PHX	06	45	HP		733	134	77%	100%	103	103	
188	26	NB		D	PHX	07	40	HP		319	124	61%	95%	76	72		D	PHX	08	10	HP		319	124	90%	94%	112	105	
189	26	NB		D	PHX	10	03	HP		320	150	90%	95%	135	128		D	PHX	10	53	HP		320	150	66%	94%	99	94	
190	26	NB		D	PHL	12	45	US		320	142	70%	100%	100	100		D	PHL	13	10	US		320	142	77%	100%	110	110	
208	26	NB		D	PHX	13	19	YV		CRJ	50	77%	95%	39	36		D	PHX	14	00	YV		CRJ	50	70%	93%	35	33	
191	26	NB		D	PHX	14	40	HP		320	150	61%	95%	92	87		D	PHX	15	40	HP		320	150	66%	94%	99	94	
209	26	NB		D	PHX	16	11	YV		CRJ	50	77%	95%	39	36		D	PHX	16	51	YV		CRJ	50	77%	93%	39	36	
192	26	NB		D	PHX	17	31	HP		320	150	61%	95%	92	87		D	PHX	18	30	HP		320	150	90%	94%	135	127	
193	26	NB		D	PHL	20	28	US		320	142	90%	100%	128	128		D	PHL	21	55	US		320	142	77%	100%	110	110	
201	27	NB				00	00	AA		M80	129						D	ORD	07	42	AA		M80	129	90%	100%	116	116	
202	27	NB		D	DFW	08	32	AA		M80	129	74%	86%	96	83		D	ORD	09	53	AA		M80	129	70%	87%	90	79	
203	27	NB		D	DFW	10	45	AA		738	142	90%	86%	128	111		D	DFW	11	27	AA		738	142	72%	88%	102	90	
204	27	NB		D	DFW	13	44	AA		M80	129	74%	86%	96	83		D	DFW	14	38	AA		M80	129	72%	88%	93	82	
205	27	NB		D	DFW	19	12	AA		738	142	74%	86%	105	91	Y				19	57	AA		738	142				
206	27	NB		D	DFW	21	26	AA		M80	129	77%	100%	99	99					00	00	AA		M80	129				
212	28	WB	Y			00	00	AA		738	142						D	DFW	06	21	AA		738	142	77%	100%	110	110	
213	28	WB	Y			08	30	AA		M80	129						D	DFW	09	15	AA		M80	129	77%	88%	100	88	
214	28	WB		D	ORD	10	52	AA		M80	129	90%	84%	116	98		D	ORD	11	49	AA		M80	129	70%	87%	90	79	
215	28	WB		D	MIA	12	35	AA		763	212	66%	90%	140	125		D	MIA	13	25	AA		763	212	77%	89%	164	146	
216	28	WB		D	DFW	15	27	AA		757	180	74%	86%	133	115		D	DFW	16	11	AA		757	180	77%	88%	139	123	
217	28	WB		D	DFW	17	27	AA		M80	129	74%	86%	96	83	Y				18	12	AA		M80	129				
218	28	WB		D	MIA	19	52	AA	N	757	180	90%	90%	162	145		D	MIA	21	32	AA		757	180	77%	89%	139	124	
219	29	NB				00	00	AA		M80	129						D	ORD	06	16	AA		M80	129	77%	100%	100	100	
220	29	NB		D	STL	10	43	AA		M80	129	77%	78%	99	78		D	STL	11	50	AA		M80	129	77%	78%	100	78	
221	29	NB		D	DFW	12	34	AA		738	142	77%	86%	109	95		D	DFW	13	16	AA		738	142	72%	88%	102	90	
222	29	NB		D	ORD	17	25	AA		M80	129	71%	84%	92	77		D	ORD	18	00	AA		M80	129	90%	87%	116	101	
223	29	NB		D	BOS	20	19	AA		738	142	77%	90%	109	98	Y				20	54	AA		738	142				
224	29	NB		D	STL	21	03	AA	N	M80	129	77%	100%	99	99	Y				21	48	AA		M80	129				
225	29	NB		D	ORD	23	00	AA		M80	129	71%	100%	92	92					00	00	AA		M80	129				
226	30	NB	Y			00	00	AA		M80	129						D	STL	06	12	AA		M80	129	77%	100%	100	100	
227	30	NB	Y			07	40	AA		738	142						D	BOS	08	10	AA		738	142	90%	89%	128	114	
228	30	NB		D	ORD	08	52	AA		M80	129	71%	84%	92	77		D	DFW	10	40	AA		M80	129	72%	88%	93	82	
229	30	NB		D	BOS	11	39	AA		738	142	77%	90%	109	98		D	BOS	13	01	AA		738	142	64%	89%	91	81	
230	30	NB		D	ORD	16	15	AA		M80	129	71%	84%	92	77		D	DFW	17	10	AA		M80	129	90%	88%	116	102	
231	30	NB		D	ORD	21	24	AA		738	142	90%	100%	128	128		D	ORD	23	00	AA		738	142	70%	87%	100	87	

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Ref. Num.	Gate	Gate Type	Arrivals											Departures															
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	Type	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
232	31	WB				00	00	AA		738	142							D	DFW	08	02	AA		738	142	90%	88%	128	113
233	31	WB		D	JFK	09	21	AA		777	236	77%	90%	182	163			D	JFK	10	50	AA		777	236	77%	89%	182	163
234	31	WB		D	DFW	11	37	AA		757	180	77%	86%	139	120			D	DFW	12	25	AA		757	180	72%	88%	130	115
235	31	WB		D	ORD	12	59	AA		738	142	77%	84%	109	92			D	ORD	14	00	AA		738	142	70%	87%	100	87
236	31	WB		D	JFK	14	17	AA		763	212	62%	90%	132	118			D	JFK	15	30	AA		763	212	77%	89%	164	146
237	31	WB		D	JFK	19	58	AA		777	236	90%	90%	212	190			D	JFK	21	30	AA		777	236	77%	89%	182	163
238	31	WB		D	DFW	22	43	AA		738	142	77%	100%	109	109					00	00	AA		738	142				
368	32A	RJ				00	00	A100		ERD	44							D	LAX	06	18	A100		ERD	44	77%	100%	34	34
377	32A	RJ	Y			06	35	A100		ERD	44							D	LAX	07	05	A100		ERD	44	90%	100%	40	40
369	32A	RJ		D	LAX	07	32	A100		CR7	70	77%	87%	54	47			D	LAX	08	00	A100		CR7	70	90%	100%	63	63
378	32A	RJ		D	LAX	08	19	A100		ERD	44	90%	87%	40	35			D	LAX	08	45	A100		ERD	44	90%	86%	40	34
370	32A	RJ		D	LAX	09	02	A100		ERD	44	90%	87%	40	35			D	LAX	09	32	A100		ERD	44	77%	86%	34	29
379	32A	RJ		D	LAX	10	09	A100		ERD	44	77%	87%	34	30			D	LAX	10	45	A100		ERD	44	63%	86%	28	24
242	32A	NB		D	SJC	11	40	A100		ERD	44	67%	87%	30	26			D	SJC	12	20	A100		ERD	44	73%	87%	32	28
380	32A	RJ		D	LAX	12	50	A100		ERD	44	71%	87%	31	27			D	LAX	13	20	A100		ERD	44	63%	86%	28	24
372	32A	RJ		D	LAX	13	55	A100		ERD	44	71%	87%	31	27			D	LAX	14	30	A100		ERD	44	63%	86%	28	24
381	32A	RJ		D	LAX	14	58	A100		ERD	44	71%	87%	31	27			D	LAX	15	30	A100		ERD	44	63%	86%	28	24
373	32A	RJ		D	LAX	15	58	A100		ERD	44	71%	87%	31	27			D	LAX	16	30	A100		ERD	44	77%	86%	34	29
382	32A	RJ		D	LAX	17	00	A100		ERD	44	77%	87%	34	30			D	LAX	17	30	A100		ERD	44	90%	86%	40	34
374	32A	RJ		D	LAX	18	00	A100		CR7	70	90%	87%	63	55			D	LAX	18	30	A100		CR7	70	90%	86%	63	54
383	32A	RJ		D	LAX	19	00	A100		ERD	44	77%	87%	34	30			D	LAX	19	30	A100		ERD	44	90%	86%	40	34
246	32A	NB		D	SJC	19	58	A100		ERD	44	90%	87%	40	35			D	SJC	20	45	A100		ERD	44	73%	87%	32	28
384	32A	RJ		D	LAX	21	15	A100		ERD	44	71%	100%	31	31			D	LAX	21	45	A100		ERD	44	63%	86%	28	24
247	32A	NB		D	SJC	22	00	A100		ERD	44	77%	100%	34	34		Y			22	30	A100		ERD	44				
385	32A	RJ		D	LAX	23	22	A100		ERD	44	71%	100%	31	31					00	00	A100		ERD	44				
239	32B	NB				00	00	A100		ERD	44							D	SJC	06	20	A100		ERD	44	77%	100%	34	34
240	32B	NB		D	SJC	08	35	A100		ERD	44	90%	87%	40	35			D	SJC	09	05	A100		ERD	44	77%	87%	34	30
241	32B	NB		D	SJC	09	40	A100		ERD	44	77%	87%	34	30			D	SJC	10	33	A100		ERD	44	73%	87%	32	28
371	32B	RJ		D	LAX	11	45	A100		ERD	44	71%	87%	31	27			D	LAX	12	15	A100		ERD	44	63%	86%	28	24
243	32B	NB		D	SJC	13	02	A100		ERD	44	67%	87%	30	26			D	SJC	13	55	A100		ERD	44	73%	87%	32	28
244	32B	NB		D	SJC	16	35	A100		ERD	44	67%	87%	30	26			D	SJC	17	25	A100		ERD	44	90%	87%	40	35
245	32B	NB		D	SJC	18	32	A100		ERD	44	77%	87%	34	30			D	SJC	19	02	A100		ERD	44	77%	87%	34	30
375	32B	RJ		D	LAX	20	30	A100		ERD	44	77%	87%	34	30			D	LAX	21	00	A100		ERD	44	63%	86%	28	24
376	32B	RJ		D	LAX	22	14	A100		ERD	44	71%	100%	31	31					00	00	A100		ERD	44				
248	33	757				00	00	NW		320	148							D	MSP	07	30	NW		320	148	90%	100%	133	133
249	33	757		D	MSP	08	42	NW		320	148	71%	97%	105	102			D	MSP	09	55	NW		320	148	77%	96%	114	110
250	33	757		D	MSP	10	47	NW		757	180	90%	97%	162	156			D	MSP	12	05	NW		757	180	64%	96%	115	111
251	33	757		D	MSP	13	05	NW		320	148	77%	97%	114	110			D	MSP	14	02	NW		320	148	64%	96%	95	91
252	33	757		D	DTW	17	18	NW		320	148	64%	98%	95	93			D	MSP	18	15	NW		320	148	90%	96%	133	128
253	33	757		D	DTW	20	58	NW		319	124	90%	98%	112	109			D	DTW	22	20	NW		319	124	72%	97%	89	87
254	33	757		D	MSP	23	02	NW		320	148	71%	100%	105	105					00	00	NW		320	148				
255	34	NB				00	00	NW		320	148							D	DTW	08	25	NW		320	148	90%	97%	133	130
256	34	NB		D	DTW	11	01	NW		320	148	90%	98%	133	130			D	DTW	12	30	NW		320	148	72%	97%	107	104

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Ref. Num.	Gate	Gate Type	Arrivals											Departures													
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	Type	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.
257	34	NB	D	DTW	13	51	NW	319	124	64%	98%	79	78	D	DTW	14	52	NW	319	124	72%	97%	89	87			
258	34	NB	D	MSP	19	02	NW	320	148	77%	97%	114	110			00	00	NW	320	148							
259	35	NB			00	00	NW	319	124					D	MSP	6	35	NW	319	124	77%	100%	96	96			
260	35	NB	D	MEM	11	05	NW	320	148	77%	98%	114	111	D	MEM	12	30	NW	320	148	77%	97%	114	111			
261	35	NB	D	MSP	15	02	NW	320	148	71%	97%	105	102	D	MSP	16	05	NW	320	148	77%	96%	114	110			
262	35	NB	D	MSP	21	02	NW	319	124	77%	100%	96	96			00	00	NW	319	124							
263	36	WB			00	00	CO	738	155					D	EWR	08	00	CO	738	155	90%	100%	140	140			
264	36	WB	D	EWR	11	35	CO	757	183	90%	100%	165	165	D	EWR	12	45	CO	757	183	70%	100%	128	128			
265	36	WB	D	EWR	14	17	CO	764	235	65%	100%	153	153	D	EWR	15	15	CO	764	235	70%	100%	165	165			
266	36	WB	D	EWR	16	15	CO	738	155	65%	100%	101	101	D	EWR	17	15	CO	738	155	90%	100%	140	140			
267	36	WB	D	EWR	20	28	CO	738	155	90%	100%	140	140	D	EWR	21	45	CO	738	155	70%	100%	109	109			
268	36	WB	D	EWR	22	16	CO	738	155	77%	100%	120	120			00	00	CO	738	155							
269	37	NB	Y		00	00	CO	738	155					D	IAH	07	00	CO	738	155	90%	100%	140	140			
270	37	NB	D	IAH	08	43	CO	738	155	72%	100%	112	112	D	IAH	09	39	CO	738	155	77%	100%	120	120			
271	37	NB	D	IAH	10	33	CO	738	155	90%	100%	140	140	D	IAH	12	30	CO	738	155	72%	100%	112	112			
272	37	NB	D	IAH	13	03	CO	738	155	77%	100%	120	120	D	IAH	14	20	CO	738	155	72%	100%	112	112			
273	37	NB	D	IAH	15	52	CO	73G	124	72%	100%	89	89	D	IAH	16	50	CO	73G	124	77%	100%	96	96			
274	37	NB	D	IAH	17	57	CO	738	155	72%	100%	112	112	Y		18	42	CO	738	155							
275	37	NB	D	CLE	20	20	CO	73G	124	77%	100%	96	96	D	CLE	21	38	CO	73G	124	77%	100%	96	96			
276	37	NB	D	IAH	22	04	CO	738	155	77%	100%	120	120	D	IAH	23	00	CO	738	155	72%	100%	112	112			
329	38	NB			00	00	DL	M90	150					D	SLC	06	20	DL	M90	150	77%	100%	116	116			
330	38	NB	Y		07	55	DL	738	154					D	ATL	08	40	DL	738	154	90%	100%	139	139			
331	38	NB	D	SLC	09	35	A296	CR7	70	77%	100%	54	54	D	SLC	10	30	A296	CR7	70	77%	89%	54	48			
332	38	NB	D	SLC	13	54	DL	M90	150	71%	100%	107	107	D	SLC	15	00	DL	M90	150	77%	100%	116	116			
333	38	NB	D	ATL	18	13	DL	738	154	77%	100%	119	119	Y		18	58	DL	738	154							
334	38	NB	D	SLC	21	39	DL	M90	150	77%	100%	116	116			00	00	DL	M90	150							
335	39	NB			00	00	DL	M80	142					D	DFW	07	05	DL	M80	142	90%	100%	128	128			
336	39	NB	D	DFW	09	45	DL	M80	142	77%	100%	109	109	D	DFW	10	45	DL	M80	142	50%	100%	71	71			
337	39	NB	D	SLC	12	10	DL	M90	150	90%	100%	135	135	D	SLC	13	00	DL	M90	150	77%	100%	116	116			
338	39	NB	D	DFW	17	52	DL	M80	142	77%	100%	109	109	D	DFW	18	50	DL	M80	142	90%	100%	128	128			
339	39	NB	D	DFW	22	30	DL	M80	142	77%	100%	109	109			00	00	DL	M80	142							
323	40	WB			00	00	DL	763	252					D	ATL	07	20	DL	763	252	77%	100%	194	194			
324	40	WB	D	ATL	10	02	DL	757	183	90%	100%	165	165	D	CVG	11	00	DL	757	183	77%	100%	141	141			
325	40	WB	D	ATL	11	57	DL	763	252	77%	100%	194	194	D	ATL	13	20	DL	763	252	74%	100%	187	187			
326	40	WB	D	ATL	15	20	DL	757	183	64%	100%	117	117	D	ATL	16	30	DL	757	183	77%	100%	141	141			
327	40	WB	D	ATL	20	43	DL	757	183	90%	100%	165	165	D	ATL	22	15	DL	757	183	74%	100%	136	136			
328	40	WB	D	ATL	23	07	DL	763	252	77%	100%	194	194			00	00	DL	763	252							
340	41	757	Y		00	00	DL	738	154					D	CVG	06	40	DL	738	154	77%	100%	119	119			
341	41	757	D	CVG	10	42	DL	757	183	90%	100%	165	165	D	ATL	11	40	DL	757	183	74%	100%	136	136			
342	41	757	D	ATL	14	16	DL	738	154	64%	100%	99	99	D	ATL	15	30	DL	738	154	74%	100%	114	114			
343	41	757	D	CVG	18	00	DL	738	154	47%	100%	72	72	Y		18	45	DL	738	154							
344	41	757	D	SLC	19	00	DL	M90	150	71%	100%	107	107	D	SLC	19	50	DL	M90	150	77%	100%	116	116			
345	41	757	D	CVG	21	07	DL	757	183	90%	100%	165	165	D	CVG	22	52	DL	757	183	77%	100%	141	141			

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Ref. Num.	Gate	Gate Type	Arrivals											Departures																	
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	
173	42	NB					00	00	AS		734	140							D	PDX	06	40	AS		734	140	77%	100%	108	108	
174	42	NB		D	GEG	09	55	QX		CR7	70	77%	97%	54	52				D	GEG	10	25	QX		CR7	70	77%	96%	54	52	
175	42	NB		D	BOI	10	55	QX		CR7	70	77%	97%	54	52				D	BOI	11	25	QX		CR7	70	77%	96%	54	52	
177	42	NB		D	SEA	16	40	AS		M80	140	73%	96%	102	98				D	SEA	17	16	AS		M80	140	90%	95%	126	120	
178	42	NB		D	GEG	18	55	QX		CR7	70	77%	97%	54	52				D	GEG	19	25	QX		CR7	70	77%	96%	54	52	
179	42	NB		D	PDX	22	19	AS		734	140	71%	100%	100	100						00	00	AS		734	140					
163	43	NB		D	SEA	00	15	AS		73G	120	73%	100%	88	88				D	SEA	06	30	AS		73G	120	77%	100%	93	93	
166	43	NB	Y			07	50	AS		M80	140								D	SEA	08	20	AS		M80	140	90%	95%	126	120	
167	43	NB		D	PDX	09	15	AS		73G	120	90%	96%	108	103				I	SJD	10	05	AS		73G	120	70%	96%	84	81	
168	43	NB		D	SEA	11	47	AS		739	172	73%	96%	126	120				D	SEA	12	17	AS		739	172	70%	95%	121	115	
169	43	NB		D	PDX	13	07	AS		734	140	71%	96%	100	95				D	PDX	13	45	AS		734	140	71%	95%	100	95	
170	43	NB		D	PDX	16	00	AS		734	140	77%	96%	108	103				D	SEA	16	37	AS		734	140	77%	95%	108	103	
171	43	NB		D	SEA	20	11	AS		M80	140	77%	96%	108	103				D	SEA	20	53	AS		M80	140	70%	95%	98	94	
172	43	NB		D	SEA	22	48	AS		M80	140	77%	100%	108	108	Y					23	33	AS		M80	140					
164	44	NB		D	SEA	09	57	AS		734	140	90%	96%	126	120				D	PDX	10	35	AS		734	140	71%	95%	100	95	
176	44	NB		D	SEA	13	52	AS		M80	140	73%	96%	102	98				D	SEA	14	40	AS		M80	140	70%	95%	98	94	
165	44	NB	Y			17	00	AS		73G	120								D	PDX	17	45	AS		73G	120	90%	95%	108	103	
362	R01	I		I	FRA	15	55	LH			343	247	75%	97%	185	179			I	FRA	17	55	LH			343	247	75%	96%	186	179
406	Cargo				AFW	04	30	FDX	127	B727									AFW	19	48	FDX	128	B727							
407	Cargo				OAK	04	40	FDX	133	A300									OAK	08	35	FDX	134	A300							
408	Cargo				SDF	04	45	UPS	117	B767									ONT	06	32	UPS	118	B767							
409	Cargo				MEM	05	40	FDX	125	DC10									MEM	07	20	FDX	126	DC10							
410	Cargo				ILN	05	52	ABX	115	B767									ILN	19	23	ABX	116	B767							
411	Cargo				ILN	06	09	ABX	111	B767									ILN	19	09	ABX	112	B767							
412	Cargo				PHX	07	20	DHL	129	B727									PHX	18	47	DHL	130	B727							
413	Cargo				LAX	09	33	WOA	111	MD10									LAX	18	37	WOA	112	MD10							
414	Cargo				OGG	13	15	UPS	113	B767									AFW	19	17	UPS	114	B767							
415	Cargo				MEM	17	20	FDX	131	DC10									MEM	19	40	FDX	132	DC10							
416	Cargo				EWR	06	15	FDX		A300									EWR	18	25	FDX		A300							
417	Cargo				MEM	05	20	FDX		MD10									MEM	18	55	FDX		MD10							
418	GA				LAX	07	52	N	115	GLF4																					
419	GA				LAS	08	32	N	147	CL60																					
420	GA				SJC	09	42	N	137	H25B																					
421	GA				BUR	10	05	N	157	BE20																					
422	GA				MSP	10	52	N	119	GLF4																					
423	GA				SFO	11	05	N	159	BE20																					
424	GA				MSY	11	18	N	149	CL60																					
425	GA				RNO	12	25	N	139	H25B																					
426	GA				DEN	12	51	N	121	GLF4																					
427	GA				SEA	13	04	N	123	GLF4																					
428	GA				DFW	13	36	N	125	GLF4																					

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate		Arrivals											Departures														
	Type	TOW	D/I	Type	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
429	GA				IAH	14	14	N	151	CL60																		
430	GA				SMF	14	47	N	163	BE20																		
431	GA				IAD	15	03	N	127	GLF4																		
432	GA				MIA	15	53	N	129	GLF4																		
433	GA				CLT	16	25	N	153	CL60																		
434	GA				MCI	16	28	N	141	H25B																		
435	GA				SLC	16	48	N	143	H25B																		
436	GA				BOS	17	46	N	145	H25B																		
437	GA				MRY	18	32	N	165	BE20																		
438	GA				LAX	18	55	N	167	BE20																		
439	GA				SMF	19	45	N	155	BE20																		
440	GA				LAS	20	10	N	133	H25B																		
441	GA				PHX	21	32	N	113	GLF4																		
442	GA				SFO	23	15	N	111	GLF4																		
443	GA																DFW	7	25	N	150	CL60						
444	GA																TUS	8	32	N	116	GLF4						
445	GA																CLE	9	25	N	118	GLF4						
446	GA																MRY	9	54	N	158	BE20						
447	GA																AUS	10	35	N	152	CL60						
448	GA																SMF	10	59	N	138	H25B						
449	GA																PIT	11	10	N	120	GLF4						
450	GA																BFL	11	25	N	160	BE20						
451	GA																RNO	12	05	N	140	H25B						
452	GA																SMF	13	15	N	162	BE20						
453	GA																LAS	13	42	N	142	H25B						
454	GA																SMF	13	55	N	124	GLF4						
455	GA																SBA	14	05	N	154	CL60						
456	GA																PHX	14	28	N	164	BE20						
457	GA																SDF	15	06	N	144	H25B						
458	GA																SJC	15	18	N	126	GLF4						
459	GA																BOI	16	30	N	146	H25B						
460	GA																LAX	16	52	N	128	GLF4						
461	GA																SFO	17	17	N	130	GLF4						
462	GA																FAT	17	35	N	168	BE20						
463	GA																PDX	18	25	N	132	GLF4						
464	GA																ABQ	19	35	N	148	CL60						
465	GA																SJC	21	20	N	156	BE20						
466	GA																LAS	6	15	N	112	GLF4						
467	GA																PHX	21	35	N	134	H25B						
468	MIL				OAK	15	45	MIL	113	FA20																		
469	MIL																OAK	17	45	MIL	114	FA20						

SAN DIEGO INTERNATIONAL AIRPORT

**Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
East Terminal Alternative**

Arrivals														Departures														
Ref. Num.	Gate	Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Hour	Min.	Air-line	Flt. No.	Equip-ment	Seats	Depl. L.F.	Depl. OD %	Enp	Orig

Source: HNTB analysis.

ATTACHMENT K

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Type	Arrivals											Departures												
			Gate	Type	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	GOV	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %
1	E01	NB			00	00	WN	WN	73G	137						D	PHX	06	30	WN	73G	137	77%	100%	106	106
2	E01	NB	D	LAS	07	45	WN	WN	73G	137	74%	97%	102	99		D	LAS	08	10	WN	73G	137	90%	97%	123	120
3	E01	NB	D	SAT	09	05	WN	WN	73G	137	90%	95%	123	118		D	SEA	09	30	WN	73G	137	77%	97%	106	103
4	E01	NB	D	PHX	10	30	WN	WN	73G	137	90%	97%	123	120		D	RDU	11	05	WN	73G	137	77%	97%	106	103
5	E01	NB	D	OMA	12	00	WN	WN	73G	137	77%	97%	106	103		D	PHX	12	25	WN	73G	137	71%	96%	98	94
6	E01	NB	D	PHX	13	30	WN	WN	73G	137	70%	97%	96	94		D	BWI	14	05	WN	73G	137	71%	96%	98	94
7	E01	NB	D	PHX	15	35	WN	WN	73G	137	70%	97%	96	94		D	SAT	16	00	WN	73G	137	77%	95%	106	101
8	E01	NB	D	LAS	17	15	WN	WN	73G	137	74%	97%	102	99		D	LAS	17	40	WN	73G	137	90%	97%	123	120
9	E01	NB	D	ABQ	18	50	WN	WN	73G	137	70%	96%	96	93		D	SEA	19	15	WN	73G	137	77%	97%	106	103
10	E01	NB	D	OAK	20	25	WN	WN	73G	137	90%	97%	123	120		D	PHX	20	50	WN	73G	137	71%	96%	98	94
11	E01	NB	D	PHX	21	05	WN	WN	73G	137	90%	100%	123	123		D	PHX	21	30	WN	73G	137	71%	96%	98	94
12	E01	NB	D	PHX	22	25	WN	WN	73G	137	70%	100%	96	96				00	00	WN	73G	137				
13	E02	NB			00	00	WN	WN	73G	137						D	SMF	06	30	WN	73G	137	77%	100%	106	106
14	E02	NB	D	OAK	07	55	WN	WN	73G	137	69%	97%	95	92		D	OAK	08	20	WN	73G	137	90%	97%	123	120
15	E02	NB	D	OAK	08	35	WN	WN	73G	137	69%	97%	95	92		D	PHX	09	00	WN	73G	137	90%	96%	123	119
16	E02	NB	D	BWI	09	55	WN	WN	73G	137	72%	96%	99	95		D	BWI	10	25	WN	73G	137	71%	96%	98	94
17	E02	NB	D	ELP	11	40	WN	WN	73G	137	90%	97%	110	107		D	RNO	12	10	WN	73G	137	70%	97%	86	83
18	E02	NB	D	MDW	12	25	WN	WN	73G	137	72%	97%	99	96		D	PHX	13	00	WN	73G	137	71%	96%	98	94
19	E02	NB	D	SJC	13	15	WN	WN	73G	137	67%	97%	92	90		D	LAS	13	45	WN	73G	137	73%	97%	100	98
20	E02	NB	D	SJC	14	45	WN	WN	73G	137	67%	97%	92	90		D	LAS	15	10	WN	73G	137	73%	97%	100	98
21	E02	NB	D	PHX	16	25	WN	WN	73G	137	70%	97%	86	84		D	HOU	16	50	WN	73G	137	77%	97%	94	92
22	E02	NB	D	BNH	17	05	WN	WN	73G	137	50%	95%	69	66		D	MDW	17	30	WN	73G	137	90%	96%	123	119
23	E02	NB	D	MSY	18	55	WN	WN	73G	137	77%	97%	106	103		D	SJC	19	30	WN	73G	137	77%	96%	106	102
24	E02	NB	D	HOU	20	54	WN	WN	73G	137	70%	97%	86	84		D	RNO	21	30	WN	73G	137	70%	97%	86	83
25	E02	NB	D	MDW	22	35	WN	WN	73G	137	72%	100%	99	99				00	00	WN	73G	137				
26	E03	NB			00	00	WN	WN	73G	137						D	LAS	06	35	WN	73G	137	77%	100%	106	106
27	E03	NB	D	PHX	07	10	WN	WN	73G	137	70%	97%	96	94		D	SMF	07	35	WN	73G	137	90%	100%	123	123
28	E03	NB	D	LAS	08	45	WN	WN	73G	137	77%	97%	106	103		D	AUS	09	10	WN	73G	137	77%	97%	106	103
29	E03	NB	D	LAS	10	10	WN	WN	73G	137	90%	97%	123	120		D	ABQ	10	35	WN	73G	137	74%	96%	102	98
30	E03	NB	D	PHX	11	45	WN	WN	73G	137	90%	97%	123	120		D	LAS	12	15	WN	73G	137	73%	97%	100	98
31	E03	NB	D	PHX	12	30	WN	WN	73G	137	77%	97%	106	103		D	CMH	12	55	WN	73G	137	77%	97%	106	103
32	E03	NB	D	OAK	13	30	WN	WN	73G	137	69%	97%	95	92		D	PHX	14	00	WN	73G	137	71%	96%	98	94
33	E03	NB	D	RNO	15	45	WN	WN	73G	137	70%	97%	86	84		D	ELP	16	20	WN	73G	137	77%	94%	94	89
34	E03	NB	D	SMF	17	20	WN	WN	73G	137	77%	96%	106	102		D	OAK	17	45	WN	73G	137	90%	97%	123	120
35	E03	NB	D	OAK	19	05	WN	WN	73G	137	90%	97%	123	120		D	LAS	19	30	WN	73G	137	77%	97%	106	103
36	E03	NB	D	OAK	20	55	WN	WN	73G	137	90%	97%	123	120		D	SJC	21	20	WN	73G	137	75%	96%	103	99
37	E03	NB	D	SMF	21	40	WN	WN	73G	137	70%	100%	96	96		D	LAS	22	05	WN	73G	137	73%	97%	100	98
38	E03	NB	D	PHL	22	20	WN	WN	73G	137	70%	100%	96	96				00	00	WN	73G	137				
39	E04	NB			00	00	WN	WN	73G	137						D	SJC	06	35	WN	73G	137	77%	100%	106	106
40	E04	NB	Y		06	50	WN	WN	73G	137						D	MCI	07	20	WN	73G	137	77%	100%	106	106
41	E04	NB	D	PHL	10	45	WN	WN	73G	137	90%	96%	123	119		D	TUS	12	35	WN	73G	137	63%	97%	87	84
42	E04	NB	D	OAK	12	50	WN	WN	73G	137	69%	97%	95	92		D	ABQ	13	20	WN	73G	137	74%	96%	102	98
43	E04	NB	D	SMF	13	55	WN	WN	73G	137	70%	96%	86	83		D	HOU	14	20	WN	73G	137	77%	97%	94	92
44	E04	NB	D	LAS	15	45	WN	WN	73G	137	74%	97%	102	99		D	OAK	16	10	WN	73G	137	77%	97%	106	103
45	E04	NB	D	OAK	17	40	WN	WN	73G	137	77%	97%	106	103		D	PHX	18	05	WN	73G	137	90%	96%	123	119

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Type	Arrivals													Departures											
			Gate	Type	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	.GOV	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
46	E04	NB	D	SMF	19	25	WN	WN	73G	137	137	90%	96%	123	119	D	TUS	19	50	WN	73G	137	137	77%	97%	106	103
47	E04	NB	D	ABQ	21	10	WN	WN	73G	137	137	90%	100%	123	123	D	OAK	21	40	WN	73G	137	137	65%	97%	89	87
48	E04	NB	D	SJC	22	25	WN	WN	73G	137	137	67%	100%	92	92												
49	E05	NB			00	00	WN	WN	73G	137	137					D	MDW	06	40	WN	73G	137	137	77%	100%	106	106
50	E05	NB	Y		07	25	WN	WN	733	137	137					D	SAT	07	55	WN	733	137	137	90%	100%	123	123
51	E05	NB	D	SJC	09	00	WN	WN	73G	137	137	90%	97%	123	120	D	MDW	09	25	WN	73G	137	137	77%	96%	106	102
52	E05	NB	D	SMF	10	05	WN	WN	73G	137	137	90%	96%	123	119	D	SJC	10	30	WN	73G	137	137	75%	96%	103	99
53	E05	NB	D	BDL	11	15	WN	WN	73G	137	137	77%	97%	106	103	D	OMA	11	40	WN	73G	137	137	77%	97%	106	103
54	E05	NB	D	BNA	12	05	WN	WN	73G	137	137	90%	95%	123	118	D	ABQ	12	30	WN	73G	137	137	74%	96%	102	98
55	E05	NB	D	BWI	12	45	WN	WN	73G	137	137	90%	96%	123	119	D	PHL	13	15	WN	73G	137	137	77%	96%	106	102
56	E05	NB	D	LAS	13	55	WN	WN	73G	137	137	74%	97%	102	99	D	SJC	14	25	WN	73G	137	137	75%	96%	103	99
57	E05	NB	D	PHL	16	05	WN	WN	73G	137	137	70%	96%	96	93	D	LAS	16	30	WN	73G	137	137	77%	97%	106	103
58	E05	NB	D	AUS	17	00	WN	WN	73G	137	137	77%	97%	106	103	D	ABQ	17	25	WN	73G	137	137	90%	96%	123	119
59	E05	NB	D	LAS	19	15	WN	WN	73G	137	137	74%	97%	102	99	D	OAK	19	40	WN	73G	137	137	77%	97%	106	103
60	E05	NB	D	MDW	20	00	WN	WN	73G	137	137	90%	97%	123	120	Y		20	30	WN	73G	137	137				
61	E05	NB	D	BWI	21	40	WN	WN	73G	137	137	72%	100%	99	99			00	00	WN	73G	137	137				
62	E06	NB			00	00	WN	WN	733	137	137					D	SJC	07	45	WN	733	137	137	90%	100%	123	123
63	E06	NB	D	PHX	08	05	WN	WN	73G	137	137	77%	97%	106	103	D	SMF	08	30	WN	73G	137	137	90%	96%	123	119
64	E06	NB	D	MDW	10	10	WN	WN	73G	137	137	90%	97%	123	120	D	SMF	10	40	WN	73G	137	137	70%	96%	96	93
65	E06	NB	D	CMH	11	25	WN	WN	73G	137	137	77%	97%	106	103	D	MSY	11	50	WN	73G	137	137	77%	97%	106	103
66	E06	NB	D	ABQ	12	05	WN	WN	73G	137	137	70%	96%	96	93	D	SAT	12	35	WN	73G	137	137	64%	95%	88	84
67	E06	NB	D	SAT	12	50	WN	WN	733	137	137	50%	95%	69	66	D	SJC	13	15	WN	733	137	137	75%	96%	103	99
68	E06	NB	D	OAK	16	05	WN	WN	73G	137	137	69%	97%	95	92	D	MSY	16	35	WN	73G	137	137	77%	97%	106	103
69	E06	NB	D	SJC	17	00	WN	WN	73G	137	137	67%	97%	92	90	D	AUS	17	30	WN	73G	137	137	77%	97%	106	103
70	E06	NB	D	RDU	19	15	WN	WN	73G	137	137	77%	97%	106	103	D	SMF	19	40	WN	73G	137	137	77%	96%	106	102
71	E06	NB	D	PHX	20	25	WN	WN	73G	137	137	90%	97%	123	120	D	SJC	20	50	WN	73G	137	137	75%	96%	103	99
72	E06	NB	D	PHX	21	25	WN	WN	73G	137	137	77%	100%	106	106	D	SMF	21	50	WN	73G	137	137	70%	96%	96	93
73	E06	NB	D	LAS	22	55	WN	WN	733	137	137	90%	100%	123	123			00	00	WN	733	137	137				
74	E07	NB			00	00	WN	WN	73G	137	137					D	BWI	06	55	WN	73G	137	137	77%	100%	106	106
75	E07	NB	D	RNO	08	15	WN	WN	735	122	122	90%	97%	110	107	D	RNO	08	40	WN	735	122	122	90%	97%	110	107
76	E07	NB	D	HOU	09	15	WN	WN	735	122	122	70%	97%	86	84	D	SMF	09	40	WN	735	122	122	77%	96%	94	91
77	E07	NB	D	OAK	10	15	WN	WN	73G	137	137	90%	97%	123	120	D	LAS	10	40	WN	73G	137	137	73%	97%	100	98
78	E07	NB	D	OAK	11	25	WN	WN	73G	137	137	69%	97%	95	92	D	SMF	11	50	WN	73G	137	137	70%	96%	96	93
79	E07	NB	D	MCI	12	20	WN	WN	73G	137	137	90%	97%	123	120	D	BNA	12	50	WN	73G	137	137	50%	97%	69	67
80	E07	NB	D	TUS	13	05	WN	WN	73G	137	137	70%	97%	96	94	D	BDL	14	30	WN	73G	137	137	77%	97%	106	103
81	E07	NB	D	ABQ	16	10	WN	WN	73G	137	137	70%	96%	96	93	D	PHX	16	40	WN	73G	137	137	77%	96%	106	102
82	E07	NB	D	SJC	19	40	WN	WN	73G	137	137	90%	97%	123	120	D	LAS	20	05	WN	73G	137	137	73%	97%	100	98
83	E07	NB	D	SMF	20	35	WN	WN	73G	137	137	70%	96%	96	93	Y		21	05	WN	73G	137	137				
84	E07	NB	D	SAT	21	25	WN	WN	733	137	137	90%	100%	123	123			00	00	WN	733	137	137				
85	E08	NB			00	00	WN	WN	73G	137	137					D	PHL	06	55	WN	73G	137	137	77%	100%	106	106
86	E08	NB	D	SJC	08	10	WN	WN	73G	137	137	90%	97%	123	120	D	PHX	08	35	WN	73G	137	137	90%	96%	123	119
87	E08	NB	D	PHX	09	15	WN	WN	73G	137	137	90%	97%	123	120	D	OAK	09	40	WN	73G	137	137	77%	97%	106	103
88	E08	NB	D	AUS	11	45	WN	WN	73G	137	137	77%	97%	106	103	D	OAK	12	10	WN	73G	137	137	65%	97%	89	87
89	E08	NB	D	HOU	12	30	WN	WN	735	122	122	90%	97%	110	107	D	SMF	13	00	WN	735	122	122	70%	96%	86	83
90	E08	NB	D	ABQ	14	05	WN	WN	73G	137	137	70%	96%	96	93	D	PVD	14	30	WN	73G	137	137	77%	97%	106	103

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Type	Arrivals													Departures												
			Gate	Type	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	.GOV	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
91	E08	NB	D	SMF	16	10	WN	WN	73G	137	137	70%	96%	96	93		D	SMF	16	35	WN	73G	137	137	70%	96%	96	93
92	E08	NB	D	PHX	17	05	WN	WN	73G	137	137	70%	97%	96	94		D	SMF	17	35	WN	73G	137	137	90%	96%	123	119
93	E08	NB	D	OAK	21	40	WN	WN	73G	137	137	77%	100%	106	106	Y			22	10	WN	73G	137	137				
94	E08	NB	D	OAK	22	55	WN	WN	73G	137	137	69%	100%	95	95				00	00	WN	73G	137	137				
95	E09	NB			00	00	WN	WN	735	122	122						D	PHX	07	00	WN	735	122	122	90%	100%	110	110
96	E09	NB	D	SMF	08	55	WN	WN	735	122	122	90%	96%	110	106		D	HOU	09	20	WN	735	122	122	77%	97%	94	92
97	E09	NB	D	MSY	09	55	WN	WN	73G	137	137	77%	97%	106	103		D	OAK	10	25	WN	73G	137	137	65%	97%	89	87
98	E09	NB	D	PVD	11	50	WN	WN	73G	137	137	77%	97%	106	103		D	MDW	12	15	WN	73G	137	137	73%	96%	100	97
99	E09	NB	D	MHT	12	55	WN	WN	73G	137	137	77%	97%	106	103		D	MHT	13	25	WN	73G	137	137	77%	97%	106	103
100	E09	NB	D	LAS	14	55	WN	WN	73G	137	137	74%	97%	102	99		D	SJC	15	20	WN	73G	137	137	75%	96%	103	99
101	E09	NB	D	BWI	16	55	WN	WN	73G	137	137	72%	96%	99	95		D	BWI	17	25	WN	73G	137	137	90%	96%	123	119
102	E09	NB	D	SMF	18	35	WN	WN	73G	137	137	77%	96%	106	102		D	ABQ	19	05	WN	73G	137	137	74%	96%	102	98
103	E09	NB	D	LAS	20	15	WN	WN	73G	137	137	77%	97%	106	103		D	LAS	20	50	WN	73G	137	137	73%	97%	100	98
104	E09	NB	D	RNO	22	45	WN	WN	735	122	122	70%	97%	86	84				00	00	WN	735	122	122				
105	E10	NB			00	00	WN	WN	73G	137	137						D	OAK	07	10	WN	73G	137	137	90%	100%	123	123
106	E10	NB	D	SMF	07	55	WN	WN	73G	137	137	77%	96%	106	102		D	TUS	08	20	WN	73G	137	137	90%	97%	123	120
107	E10	NB	D	SEA	09	25	WN	WN	73G	137	137	77%	97%	106	103		D	PHL	09	55	WN	73G	137	137	77%	96%	106	102
108	E10	NB	D	SMF	10	50	WN	WN	73G	137	137	77%	96%	106	102		D	MDW	11	20	WN	73G	137	137	73%	96%	100	97
109	E10	NB	D	SMF	12	55	WN	WN	73G	137	137	70%	96%	96	93		D	SEA	13	20	WN	73G	137	137	77%	97%	106	103
110	E10	NB	D	SMF	14	50	WN	WN	73G	137	137	70%	96%	96	93		D	SMF	15	15	WN	73G	137	137	70%	96%	96	93
111	E10	NB	D	OAK	16	35	WN	WN	73G	137	137	69%	97%	95	92		D	OAK	17	05	WN	73G	137	137	90%	97%	123	120
112	E10	NB	D	ELP	18	15	WN	WN	735	122	122	63%	97%	77	75		D	SMF	18	40	WN	735	122	122	90%	96%	110	106
113	E10	NB	D	SEA	20	05	WN	WN	73G	137	137	77%	97%	106	103		D	OAK	20	35	WN	73G	137	137	65%	97%	89	87
114	E10	NB	D	LAS	21	45	WN	WN	73G	137	137	77%	100%	106	106				00	00	WN	73G	137	137				
115	E11	NB			00	00	WN	WN	735	122	122						D	ELP	07	30	WN	735	122	122	77%	100%	94	94
116	E11	NB	Y		08	00	WN	WN	73G	137	137						D	BNA	08	30	WN	73G	137	137	90%	97%	123	120
117	E11	NB	D	ABQ	09	15	WN	WN	73G	137	137	90%	96%	123	119		D	LAS	09	40	WN	73G	137	137	77%	97%	106	103
118	E11	NB	D	SJC	10	45	WN	WN	733	137	137	67%	97%	92	90		D	PHX	11	15	WN	733	137	137	71%	96%	98	94
119	E11	NB	D	SEA	13	05	WN	WN	73G	137	137	77%	97%	106	103		D	OAK	13	30	WN	73G	137	137	65%	97%	89	87
120	E11	NB	D	PHX	14	05	WN	WN	733	137	137	70%	97%	96	94		D	PHX	14	30	WN	733	137	137	71%	96%	98	94
121	E11	NB	D	MDW	15	40	WN	WN	73G	137	137	72%	97%	99	96		D	MDW	16	10	WN	73G	137	137	77%	96%	106	102
122	E11	NB	D	MDW	18	05	WN	WN	73G	137	137	72%	97%	99	96		D	OAK	18	40	WN	73G	137	137	90%	97%	123	120
123	E11	NB	D	OAK	19	55	WN	WN	73G	137	137	90%	97%	123	120		D	SMF	20	20	WN	73G	137	137	70%	96%	96	93
124	E11	NB	D	SMF	22	25	WN	WN	735	122	122	70%	100%	86	86				00	00	WN	735	122	122				
125	E12	NB			00	00	WN	WN	73G	137	137						D	ABQ	06	45	WN	73G	137	137	77%	100%	106	106
126	E12	NB	D	TUS	08	25	WN	WN	73G	137	137	90%	97%	123	120		D	OAK	08	50	WN	73G	137	137	90%	97%	123	120
127	E12	NB	D	SJC	09	50	WN	WN	73G	137	137	77%	97%	106	103		D	PHX	10	15	WN	73G	137	137	71%	96%	98	94
128	E12	NB	D	LAS	11	20	WN	WN	73G	137	137	77%	97%	106	103		D	SJC	11	45	WN	73G	137	137	75%	96%	103	99
129	E12	NB	D	LAS	12	40	WN	WN	73G	137	137	74%	97%	102	99		D	MDW	13	15	WN	73G	137	137	73%	96%	100	97
130	E12	NB	D	MDW	14	30	WN	WN	73G	137	137	72%	97%	99	96		D	OAK	15	00	WN	73G	137	137	65%	97%	89	87
131	E12	NB	D	MCI	16	25	WN	WN	73G	137	137	63%	97%	87	84		D	BNA	17	00	WN	73G	137	137	90%	97%	123	120
132	E12	NB	D	TUS	18	00	WN	WN	73G	137	137	70%	97%	96	94		D	MCI	18	25	WN	73G	137	137	77%	94%	106	100
133	E12	NB	D	PHX	19	35	WN	WN	733	137	137	70%	97%	96	94		D	PHX	20	05	WN	733	137	137	71%	96%	98	94
134	E12	NB	D	SJC	20	55	WN	WN	73G	137	137	90%	97%	123	120				00	00	WN	73G	137	137				
282	5	NB	D	HNL	06	37	B6	B6	320	156	156	77%	97%	121	117		D	DFW	07	46	B6	320	156	156	90%	100%	140	140

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East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals													Departures										
			Type	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	GOV	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
283	5	NB	D	DFW	08	16	B6	B6	320	156	70%	95%	110	105		D	HNL	09	17	B6	320	156	77%	97%	120	117
284	5	NB	D	OAK	09	30	B6	B6	320	156	90%	96%	140	135		D	OAK	10	15	B6	320	156	74%	97%	116	113
285	5	NB	D	JFK	10	40	B6	B6	320	156	90%	96%	140	135		D	JFK	11	35	B6	320	156	73%	96%	114	110
286	5	NB	D	FLL	11	54	B6	B6	320	156	77%	97%	121	117		D	MCO	12	46	B6	320	156	77%	93%	120	113
287	5	NB	D	OAK	13	05	B6	B6	320	156	73%	96%	114	110		D	OAK	13	50	B6	320	156	74%	97%	116	113
288	5	NB	D	DEN	14	15	B6	B6	E19	100	74%	96%	74	72		D	DEN	15	05	B6	E19	100	72%	96%	72	70
289	5	NB	D	IAD	15	53	B6	B6	320	156	77%	97%	121	117		D	DFW	17	26	B6	320	156	90%	95%	140	134
290	5	NB	D	JFK	19	35	B6	B6	320	156	90%	96%	140	135		D	OAK	20	15	B6	320	156	74%	97%	116	113
291	5	NB	D	IAD	20	50	B6	B6	320	156	77%	97%	121	117	Y			21	20	B6	320	156				
292	5	NB	D	MCO	21	36	B6	B6	320	156	77%	100%	121	121	Y			00	00	B6	320	156				
293	6	NB			00	00	B6	B6	320	156						D	BOS	06	45	B6	320	156	77%	100%	120	120
294	6	NB	Y		07	25	B6	B6	320	156						D	JFK	07	55	B6	320	156	90%	100%	140	140
295	6	NB	D	SEA	08	22	B6	B6	E19	100	72%	97%	72	70		D	DEN	08	53	B6	E19	100	90%	96%	90	87
296	6	NB	D	IAD	09	33	B6	B6	320	156	77%	97%	121	117		D	IAD	10	13	B6	320	156	70%	95%	110	105
297	6	NB	D	MCO	11	06	B6	B6	320	156	77%	94%	121	114		D	FLL	11	56	B6	320	156	77%	97%	120	117
298	6	NB	D	DFW	13	36	B6	B6	320	156	70%	95%	110	105		D	TPA	14	28	B6	320	156	77%	97%	120	117
299	6	NB	D	PDX	15	15	B6	B6	E19	100	70%	97%	70	68		D	PDX	15	45	B6	E19	100	77%	97%	77	75
300	6	NB	D	DEN	16	25	B6	B6	E19	100	74%	96%	74	72		D	OAK	17	30	B6	E19	100	90%	97%	90	88
301	6	NB	D	SLC	19	43	B6	B6	E19	100	90%	97%	90	88		D	PDX	20	15	B6	E19	100	77%	97%	77	75
302	6	NB	D	OAK	21	15	B6	B6	320	156	73%	100%	114	114		D	JFK	21	55	B6	320	156	73%	96%	114	110
303	6	NB	D	JFK	23	10	B6	B6	320	156	68%	100%	107	107				00	00	B6	320	156				
304	7	NB	Y		00	00	B6	B6	320	156						D	MCO	06	32	B6	320	156	77%	100%	120	120
305	7	NB	Y		06	42	B6	B6	320	156						D	IAD	07	12	B6	320	156	90%	100%	140	140
306	7	NB	D	DEN	07	55	B6	B6	E19	100	74%	96%	74	72		D	SLC	08	35	B6	E19	100	90%	97%	90	88
307	7	NB	D	SLC	09	03	B6	B6	E19	100	71%	97%	71	69		D	PDX	09	35	B6	E19	100	77%	97%	77	75
308	7	NB	D	TPA	11	08	B6	B6	320	156	77%	97%	121	117		D	DFW	11	58	B6	320	156	50%	95%	78	75
309	7	NB	D	SEA	13	42	B6	B6	E19	100	72%	97%	72	70		D	SEA	14	20	B6	E19	100	70%	97%	70	68
310	7	NB	D	SLC	14	33	B6	B6	E19	100	71%	97%	71	69		D	SLC	15	03	B6	E19	100	50%	97%	50	49
311	7	NB	D	JFK	15	50	B6	B6	320	156	68%	96%	107	103		D	JFK	16	35	B6	320	156	77%	96%	120	116
312	7	NB	D	SEA	17	12	B6	B6	E19	100	72%	97%	72	70		D	SEA	17	46	B6	E19	100	90%	97%	90	88
313	7	NB	D	PDX	19	45	B6	B6	E19	100	90%	97%	90	88		D	SEA	20	12	B6	E19	100	70%	97%	70	68
314	7	NB	D	DFW	21	24	B6	B6	320	156	90%	100%	140	140		D	IAD	22	23	B6	320	156	70%	95%	110	105
315	8	NB			00	00	B6	B6	E19	100						D	DEN	06	15	B6	E19	100	77%	100%	77	77
316	8	NB	D	PDX	08	55	B6	B6	E19	100	70%	97%	70	68		D	SEA	09	22	B6	E19	100	77%	97%	77	75
317	8	NB	D	DEN	11	55	B6	B6	E19	100	74%	96%	74	72		D	DEN	12	25	B6	E19	100	72%	96%	72	70
318	8	NB	D	JFK	13	50	B6	B6	320	156	68%	96%	107	103		D	JFK	14	35	B6	320	156	73%	96%	114	110
319	8	NB	D	OAK	17	35	B6	B6	E19	100	77%	96%	77	75		D	SLC	18	23	B6	E19	100	90%	97%	90	88
320	8	NB	D	SEA	20	04	B6	B6	E19	100	90%	97%	90	88		D	DEN	20	35	B6	E19	100	72%	96%	72	70
321	8	NB	D	DEN	21	25	B6	B6	E19	100	90%	100%	90	90				00	00	B6	E19	100				
356	9	NB			00	00	TZ	TZ	738	175						D	MDW	06	20	TZ	738	175	77%	100%	135	135
357	9	NB	D	MDW	09	15	TZ	TZ	738	175	77%	100%	135	135		D	MDW	10	05	TZ	738	175	77%	100%	135	135
358	9	NB	D	IND	12	30	TZ	TZ	738	175	77%	100%	135	135		D	IND	13	35	TZ	738	175	77%	100%	135	135
359	9	NB	D	MDW	15	20	TZ	TZ	738	175	77%	100%	135	135		D	MDW	16	10	TZ	738	175	77%	100%	135	135
361	9	NB	D	BOS	20	15	B6	B6	320	156	77%	97%	121	117	Y			20	45	B6	320	156				
362	9	NB	D	MDW	22	55	TZ	TZ	738	175	77%	100%	135	135				00	00	TZ	738	175				

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East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals													Departures									
			Type	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	FOV	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.
165	10	NB	I	YVR	10	01	AC	AC	320	140	67%	96%	94	91	I	YVR	10	55	AC	320	140	67%	96%	94	91
166	10	NB	I	YYZ	11	10	AC	AC	320	140	67%	92%	94	87	I	YYZ	12	45	AC	320	140	67%	96%	94	91
351	10	NB	D	MDW	13	00	TZ	TZ	738	175	77%	100%	135	135	D	MDW	13	45	TZ	738	175	77%	100%	135	135
167	10	NB	I	YVR	16	00	AC	AC	319	112	67%	96%	75	73	I	YVR	16	55	AC	319	112	67%	96%	76	73
168	10	NB	I	YYZ	21	50	AC	AC	319	112	67%	100%	75	75	I	YYZ	22	45	AC	319	112	67%	96%	76	73
169	11	NB	D	ATL	10	15	FL	FL	73G	137	90%	100%	123	123	D	ATL	11	05	FL	73G	137	77%	100%	106	106
170	11	NB	D	ATL	13	40	FL	FL	73G	137	52%	100%	72	72	D	ATL	14	30	FL	73G	137	77%	100%	106	106
171	11	NB	D	ATL	20	55	FL	FL	73G	137	90%	100%	123	123	D	ATL	22	50	FL	73G	137	77%	100%	106	106
322	12	NB			00	00	YV	YV	CR7	70					D	DEN	07	05	YV	CR7	70	90%	100%	63	63
323	12	NB	D	DEN	08	05	F9	F9	319	132	69%	100%	91	91	D	DEN	08	40	F9	319	132	90%	100%	119	119
324	12	NB	D	DEN	09	20	F9	F9	319	132	90%	100%	119	119	D	DEN	09	55	F9	319	132	77%	100%	102	102
325	12	NB	D	DEN	13	25	F9	F9	319	132	69%	100%	91	91	D	DEN	14	00	F9	319	132	67%	100%	89	89
326	12	NB	D	DEN	15	05	YV	YV	CR7	70	69%	100%	48	48	D	DEN	15	40	YV	CR7	70	67%	100%	47	47
327	12	NB	D	DEN	17	15	F9	YV	CR7	70	69%	100%	48	48	D	DEN	17	40	YV	CR7	70	90%	100%	63	63
328	12	NB	D	DEN	20	00	F9	F9	319	132	90%	100%	119	119	D	DEN	20	40	F9	319	132	67%	100%	89	89
329	12	NB	D	DEN	22	45	F9	YV	CR7	70	77%	100%	54	54			00	00	YV	CR7	70				
153	13	WB			00	00	UA	UA	319	120					D	SFO	06	23	UA	319	120	77%	100%	93	93
136	13	WB	D	DEN	07	26	UA	UA	319	120	72%	77%	87	67	D	DEN	08	15	UA	319	120	90%	81%	108	88
137	13	WB	D	SFO	11	32	UA	UA	320	138	67%	80%	93	75	D	ORD	12	22	UA	320	138	73%	81%	101	82
138	13	WB	D	ORD	14	01	UA	UA	320	138	65%	81%	90	73	D	SFO	14	41	UA	320	138	70%	79%	97	77
139	13	WB	D	DEN	15	05	UA	UA	319	120	72%	77%	87	67	D	DEN	16	05	UA	319	120	77%	81%	93	75
140	13	WB	D	DEN	17	18	UA	UA	757	182	72%	77%	132	102	D	DEN	18	20	UA	757	182	90%	81%	164	133
141	13	WB	D	ORD	22	04	UA	UA	320	138	90%	100%	124	124	D	ORD	23	00	UA	320	138	73%	81%	101	82
142	13	WB	D	SFO	23	37	UA	UA	319	120	67%	100%	81	81			00	00	UA	319	120				
143	14	757	Y		00	00	UA	UA	757	182					D	IAD	07	45	UA	757	182	90%	100%	164	164
144	14	757	D	SFO	09	47	UA	UA	320	138	90%	80%	124	100	D	SFO	10	32	UA	320	138	70%	79%	97	77
145	14	757	D	DEN	12	41	UA	UA	320	138	72%	77%	100	77	D	DEN	13	43	UA	320	138	66%	81%	91	74
146	14	757	D	IAD	17	00	UA	UA	757	182	55%	84%	101	85	Y		17	45	UA	757	182				
147	14	757	D	IAD	20	11	UA	UA	757	182	90%	84%	164	138	D	IAD	22	15	UA	757	182	70%	73%	128	94
160	15	NB			00	00	UA	UA	320	138					D	DEN	06	18	UA	320	138	77%	100%	107	107
161	15	NB	D	SFO	08	16	UA	UA	320	138	90%	80%	124	100	D	SFO	09	27	UA	320	138	77%	79%	107	85
162	15	NB	D	IAD	10	51	UA	UA	320	138	90%	84%	124	105	D	IAD	11	40	UA	320	138	70%	73%	97	71
163	15	NB	D	SFO	16	20	UA	UA	733	120	67%	80%	81	65	D	SFO	17	05	UA	733	120	90%	79%	108	86
164	15	NB	D	DEN	21	27	UA	UA	320	138	90%	100%	124	124			00	00	UA	320	138				
148	16	NB			00	00	UA	UA	319	120					D	SFO	08	10	UA	319	120	90%	100%	108	108
149	16	NB	D	ORD	10	19	UA	UA	320	138	90%	81%	124	101	D	ORD	11	08	UA	320	138	73%	81%	101	82
150	16	NB	D	SFO	12	54	UA	UA	319	120	67%	80%	81	65	D	SFO	13	39	UA	319	120	70%	79%	84	67
151	16	NB	D	ORD	19	02	UA	UA	320	138	77%	81%	107	87	D	SFO	19	55	UA	320	138	77%	79%	107	85
152	16	NB	D	SFO	22	17	UA	UA	319	120	77%	100%	93	93			00	00	UA	319	120				
135	17	NB			00	00	UA	UA	320	138					D	ORD	06	30	UA	320	138	77%	100%	107	107
154	17	NB	D	ORD	08	09	UA	UA	320	138	65%	81%	90	73	D	ORD	09	10	UA	320	138	77%	81%	107	87
155	17	NB	D	DEN	10	01	UA	UA	320	138	90%	77%	124	96	D	DEN	11	00	UA	320	138	66%	81%	91	74
156	17	NB	D	ORD	12	24	UA	UA	320	138	90%	81%	124	101	D	ORD	13	14	UA	320	138	73%	81%	101	82
157	17	NB	D	ORD	17	30	UA	UA	320	138	65%	81%	90	73	D	ORD	18	28	UA	320	138	90%	81%	124	101
158	17	NB	D	SFO	20	03	UA	UA	320	138	90%	80%	124	100	D	DEN	21	10	UA	320	138	66%	81%	91	74

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Ref. Num.	Gate	Type	Arrivals											Departures													
			Gate	Type	Arr. Hour	Arr. Min.	Air- line	Flt. No.	Equip- ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	Type	Dest.	Dept. Hour	Dept. Min.	Air- line	Flt. No.	Equip- ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	
159	17	NB	D	DEN	22	20	UA	UA	320	138	72%	100%	100	100													
400	18	NB			00	00	UA	A296	CRJ	50					D	LAX	06	15	A296	CRJ	50	77%	100%	39	39		
413	18	NB	D	LAX	06	40	UA	A296	CRJ	50	73%	80%	37	29	D	LAX	07	10	A296	CRJ	50	90%	100%	45	45		
	18	NB	D	LAX	07	54	UA	A296	CRJ	50	77%	80%	39	31	D	LAX	08	20	A296	CRJ	50	90%	80%	45	36		
408	18	NB	D	LAX	08	44	UA	A296	CRJ	50	90%	80%	45	36	D	LAX	09	15	A296	CRJ	50	77%	80%	39	31		
401	18	NB	D	LAX	10	27	UA	A296	CRJ	50	77%	80%	39	31	D	LAX	11	00	A296	CRJ	50	68%	80%	34	27		
409	18	NB	D	LAX	11	35	UA	A296	CRJ	50	73%	80%	37	29	D	LAX	12	00	A296	CRJ	50	68%	80%	34	27		
402	18	NB	D	LAX	12	40	UA	A296	CRJ	50	73%	80%	37	29	D	LAX	13	10	A296	CRJ	50	68%	80%	34	27		
415	18	NB	D	LAX	13	48	UA	A296	CRJ	50	73%	80%	37	29	D	LAX	14	18	A296	CRJ	50	68%	80%	34	27		
410	18	NB	D	LAX	15	14	UA	A296	CRJ	50	73%	80%	37	29	D	LAX	15	40	A296	CRJ	50	68%	80%	34	27		
403	18	NB	D	LAX	16	44	UA	A296	CRJ	50	77%	80%	39	31	D	LAX	17	10	A296	CRJ	50	90%	80%	45	36		
416	18	NB	D	LAX	17	40	UA	A296	CRJ	50	90%	80%	45	36	D	LAX	18	05	A296	CRJ	50	90%	80%	45	36		
404	18	NB	D	LAX	18	20	UA	A296	CRJ	50	77%	80%	39	31	D	LAX	18	45	A296	CRJ	50	90%	80%	45	36		
411	18	NB	D	LAX	19	24	UA	A296	CRJ	50	77%	80%	39	31	D	LAX	20	05	A296	CRJ	50	68%	80%	34	27		
405	18	NB	D	LAX	20	22	UA	A296	CRJ	50	77%	80%	39	31	D	LAX	21	23	A296	CRJ	50	68%	80%	34	27		
406	18	NB	D	LAX	22	56	UA	A296	CRJ	50	73%	100%	37	37													
407	19	NB			00	00	UA	A296	CRJ	50					D	LAX	07	40	A296	CRJ	50	90%	100%	45	45		
	19	NB	D	LAX	21	03	UA	A296	CRJ	50	73%	100%	37	37	D	LAX	22	05	A296	CRJ	50	68%	80%	34	27		
412	19	NB	D	LAX	23	28	UA	A296	CRJ	50	73%	100%	37	37													
378	20	I			00	00	AM	AM	M80	137					I	MZT	07	05	AM	M80	137	70%	100%	96	96		
372	20	I	I	MEX	09	55	AM	AM	M80	137	70%	96%	96	93	I	MEX	11	00	AM	M80	137	70%	96%	96	93		
379	20	I	I	LHR	12	50	BA	BA	777	257	75%	96%	194	187	I	LHR	14	50	BA	777	257	75%	97%	193	187		
380	20	I	I	LHR	15	35	BA	BA	777	257	75%	96%	194	187	I	LHR	17	35	BA	777	257	75%	97%	193	187		
376	20	I	I	SJD	19	30	AM	AM	M80	137	70%	96%	96	93													
371	21	I			00	00	AM	AM	M80	137					I	SJD	09	00	AM	M80	137	70%	96%	96	93		
365	21	I	I	LTO	12	35	AM	AM	M80	137	70%	96%	96	93	I	LTO	13	35	AM	M80	137	70%	96%	96	93		
366	21	I	I	SJD	14	57	AS	AS	73G	120	70%	96%	84	81	Y												
381	21	I	I	MEX	18	45	AM	AM	M80	137	70%	96%	96	93													
370	22	I			00	00	AM	AM	M80	137					I	MEX	07	20	AM	M80	137	70%	100%	96	96		
373	22	I	I	NRT	11	15	JL	JL	777	302	70%	96%	212	205	I	NRT	13	00	JL	777	302	70%	96%	212	205		
374	22	I	I	FRA	13	25	LH	LH	343	247	75%	96%	186	179	I	FRA	15	20	LH	343	247	75%	96%	186	179		
367	22	I	I	CDG	15	55	AF	AF	777	270	75%	96%	203	196	I	CDG	19	05	AF	777	270	76%	96%	204	197		
377	22	I			20	45	AM	AM	M80	137	70%	96%	96	93													
198	23	757	Y		06	00	HP	HP	319	124					D	PHX	06	45	HP	319	124	77%	100%	96	96		
218	23	757	Y		08	45	HP	HP	320	150					D	LAS	09	30	HP	320	150	90%	95%	135	129		
199	23	757	D	PHL	10	11	US	US	319	120	77%	100%	93	93	D	PHL	11	15	US	319	120	77%	100%	93	93		
200	23	757	D	PHL	12	45	US	US	319	120	69%	100%	83	83	D	PHL	13	35	US	319	120	77%	100%	93	93		
196	23	757	D	CLT	19	33	US	US	319	124	77%	100%	96	96	D	CLT	22	05	US	319	124	77%	100%	96	96		
208	23	757	D	PHL	22	31	US	US	320	142	69%	100%	98	98	Y												
363	24	WB			00	00	HA	HA	763	252					D	HNL	09	10	HA	763	252	77%	100%	195	195		
364	24	WB	Y		09	40	HA	HA	763	252					D	OGG	10	25	HA	763	252	77%	100%	195	195		
368	24	WB	D	HNL	21	05	HA	HA	763	252	77%	100%	195	195	Y												
369	24	WB	D	OGG	22	20	HA	HA	763	252	77%	100%	195	195													
190	25	757			00	00	HP	HP	733	134					D	PHX	06	00	HP	733	134	77%	100%	104	104		
191	25	757	D	PHX	07	40	HP	HP	319	124	61%	95%	76	72	D	PHX	08	10	HP	319	124	90%	94%	112	105		

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East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals													Departures												
			Type	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	.GOV	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
193	25	757	D	CLT	09	45	US	US	319	124	77%	100%	96	96		D	CLT	10	45	US	319	124	77%	100%	96	96		
194	25	757	D	PIT	11	16	US	US	321	169	77%	100%	131	131		D	PIT	13	30	US	321	169	77%	100%	131	131		
219	25	757	D	PHX	14	40	HP	HP	320	150	61%	95%	92	88		D	PHX	15	40	HP	320	150	70%	94%	105	99		
195	25	757	D	PHX	16	11	HP	YV	CRJ	50	61%	95%	31	29		D	PHX	16	51	YV	CRJ	50	77%	94%	39	36		
220	25	757	D	PHX	17	31	HP	HP	320	150	61%	95%	92	88		D	PHX	18	30	HP	320	150	90%	94%	135	128		
221	25	757	D	PHX	18	58	HP	HP	320	150	90%	95%	135	129		D	LAS	20	15	HP	320	150	70%	95%	105	101		
207	25	757	D	PHL	20	28	US	US	321	169	90%	100%	152	152		D	PHL	21	55	US	321	169	77%	100%	131	131		
197	25	757	D	PHX	22	43	HP	HP	733	134	61%	100%	82	82				00	00	HP	733	134						
202	26	757			00	00	US	US	320	142						D	PHL	06	40	US	320	142	77%	100%	110	110		
192	26	757	D	PHX	08	33	HP	HP	320	150	90%	95%	135	129		D	PHX	09	30	HP	320	150	77%	94%	116	109		
203	26	757	D	PHX	10	03	HP	HP	320	150	90%	95%	135	129		D	PHX	10	53	HP	320	150	70%	94%	105	99		
204	26	757	D	PHX	11	35	HP	HP	320	150	90%	95%	135	129		D	PHX	12	35	HP	320	150	70%	94%	105	99		
205	26	757	D	LAS	12	55	HP	HP	320	150	77%	92%	116	107		D	LAS	13	35	HP	320	150	70%	95%	105	101		
206	26	757	D	LAS	17	54	HP	HP	320	150	77%	92%	116	107		D	PHX	19	40	HP	320	150	77%	94%	116	109		
201	26	757	D	PHX	19	55	HP	HP	319	124	90%	95%	112	106	Y			20	40	HP	319	124						
222	26	757	D	LAS	21	08	HP	HP	320	150	77%	100%	116	116				00	00	HP	320	150						
229	27	757	Y		05	31	AA	AA	738	148						D	ORD	06	16	AA	738	148	77%	100%	114	114		
248	27	757	D	SJC	09	40	AA	A100	ERD	44	77%	85%	34	29		D	SJC	10	33	A100	ERD	44	77%	85%	34	29		
230	27	757	D	STL	10	43	AA	AA	738	148	77%	79%	114	91		D	STL	11	50	AA	738	148	77%	79%	114	91		
231	27	757	D	DFW	12	34	AA	AA	738	148	77%	87%	114	100		D	DFW	13	26	AA	738	148	72%	88%	107	95		
232	27	757	D	ORD	16	15	AA	AA	738	148	71%	85%	106	90		D	DFW	17	10	AA	738	148	90%	88%	133	118		
233	27	757	D	ORD	21	24	AA	AA	738	148	90%	100%	133	133		D	ORD	23	00	AA	738	148	70%	85%	104	89		
247	28	WB			00	00	AA	A100	ERD	44					D	SJC	06	20	A100	ERD	44	77%	100%	34	34			
223	28	WB	Y		07	17	AA	AA	738	148					D	DFW	08	02	AA	738	148	90%	88%	133	118			
224	28	WB	Y		08	30	AA	AA	738	148					D	DFW	09	15	AA	738	148	77%	88%	114	101			
225	28	WB	D	MIA	10	40	AA	AA	738	148	90%	89%	133	119		D	MIA	11	40	AA	738	148	77%	89%	114	102		
250	28	WB	D	SJC	13	02	AA	A100	ERD	44	77%	85%	34	29		D	SJC	13	55	A100	ERD	44	77%	85%	34	29		
226	28	WB	D	DFW	15	27	AA	AA	738	148	74%	87%	110	96		D	DFW	16	21	AA	738	148	77%	88%	114	101		
227	28	WB	D	DFW	17	27	AA	AA	738	148	74%	87%	110	96	Y			18	12	AA	738	148						
251	28	WB	D	SJC	18	32	AA	A100	ERD	44	77%	85%	34	29		D	SJC	19	02	A100	ERD	44	77%	85%	34	29		
228	28	WB	D	MIA	19	52	AA	AA	757	180	90%	89%	162	145		D	MIA	21	32	AA	757	180	77%	89%	139	124		
252	28	WB	D	SJC	22	00	AA	A100	ERD	44	77%	100%	34	34				00	00	A100	ERD	44						
234	29	WB			00	00	AA	AA	M80	129					D	STL	06	12	AA	M80	129	77%	100%	100	100			
235	29	WB	D	ORD	08	52	AA	AA	738	148	71%	85%	106	90		D	DFW	10	35	AA	738	148	72%	88%	107	95		
249	29	WB	D	ORD	10	52	AA	AA	738	148	90%	85%	133	114		D	ORD	11	49	AA	738	148	70%	85%	104	89		
213	29	WB	D	MIA	12	35	AA	AA	738	148	48%	89%	71	64		D	MIA	13	25	AA	738	148	77%	89%	114	102		
237	29	WB	D	DFW	14	30	AA	AA	738	148	74%	87%	110	96		D	DFW	15	25	AA	738	148	72%	88%	107	95		
238	29	WB	D	STL	21	03	AA	AA	M80	129	77%	100%	100	100	Y			21	48	AA	M80	129						
239	29	WB	D	ORD	23	00	AA	AA	M80	129	71%	100%	92	92				00	00	AA	M80	129						
209	30	757			00	00	AA	AA	738	148					D	DFW	06	21	AA	738	148	77%	100%	114	114			
210	30	757	Y		06	57	AA	AA	M80	129					D	ORD	07	42	AA	M80	129	90%	100%	116	116			
211	30	757	D	DFW	08	32	AA	AA	738	148	74%	87%	110	96		D	ORD	09	53	AA	738	148	77%	85%	114	98		
212	30	757	D	DFW	10	45	AA	AA	738	148	90%	87%	133	116		D	DFW	11	27	AA	738	148	72%	88%	107	95		
236	30	757	D	BOS	11	45	AA	AA	757	180	77%	89%	139	124		D	BOS	13	01	AA	757	180	77%	89%	139	124		
214	30	757	D	DFW	13	44	AA	AA	738	148	74%	87%	110	96		D	DFW	14	38	AA	738	148	72%	88%	107	95		

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Ref. Num.	Gate	Gate Type	Arrivals													Departures													
			Type	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Fit. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	.GOV	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
215	30	757	D	ORD	17	15	AA	AA	738	148	71%	85%	106	90		D	ORD	18	10	AA	738	148	90%	85%	133	114			
216	30	757	D	DFW	19	12	AA	AA	738	148	74%	87%	110	96	Y				19	57	AA	738	148						
217	30	757	D	DFW	21	26	AA	AA	738	148	77%	100%	114	114	Y				22	11	AA	738	148						
246	30	757	D	DFW	22	43	AA	AA	738	148	77%	100%	114	114					00	00	AA	738	148						
240	31	WB			00	00	AA	AA	777	236						D	JFK	07	05	AA	777	236	90%	100%	212	212			
241	31	WB	D	JFK	09	21	AA	AA	777	236	77%	89%	182	163		D	JFK	10	50	AA	777	236	72%	85%	170	146			
242	31	WB	D	DFW	11	37	AA	AA	738	148	77%	87%	114	100		D	DFW	12	25	AA	738	148	72%	88%	107	95			
243	31	WB	D	ORD	12	59	AA	AA	738	148	77%	85%	114	98		D	ORD	14	00	AA	738	148	70%	85%	104	89			
244	31	WB	D	JFK	14	17	AA	AA	777	236	62%	89%	147	131		D	JFK	15	30	AA	777	236	72%	85%	170	146			
360	31	WB	D	HNL	16	25	HA	HA	763	252	77%	100%	195	195		D	HNL	17	55	HA	763	252	77%	100%	195	195			
245	31	WB	D	JFK	19	58	AA	AA	777	236	90%	89%	212	190		D	JFK	21	30	AA	777	236	72%	85%	170	146			
382	31	WB	D	JFK	22	15	AA	AA	777	236	77%	89%	182	163					00	00	AA	777	236						
383	32	757			00	00	AA	A100	ERD	44						D	LAX	06	18	A100	ERD	44	77%	100%	34	34			
391	32	757	Y		06	35	AA	A100	ERD	44						D	LAX	07	05	A100	ERD	44	90%	100%	40	40			
384	32	757	D	LAX	07	32	AA	A100	CR7	70	77%	87%	54	47		D	LAX	08	00	A100	CR7	70	90%	87%	63	55			
392	32	757	D	LAX	08	19	AA	A100	ERD	44	90%	87%	40	35		D	LAX	08	45	A100	ERD	44	90%	87%	40	35			
385	32	757	D	LAX	09	02	AA	A100	CR7	70	90%	87%	63	55		D	LAX	09	32	A100	CR7	70	77%	87%	54	47			
393	32	757	D	LAX	10	09	AA	A100	ERD	44	77%	87%	34	30		D	LAX	10	45	A100	ERD	44	66%	87%	29	25			
386	32	757	D	LAX	11	45	AA	A100	CR7	70	70%	87%	49	43		D	LAX	12	15	A100	CR7	70	66%	87%	46	41			
394	32	757	D	LAX	12	50	AA	A100	ERD	44	70%	87%	31	27		D	LAX	13	20	A100	ERD	44	66%	87%	29	25			
395	32	757	D	LAX	14	58	AA	A100	ERD	44	70%	87%	31	27		D	LAX	15	30	A100	ERD	44	66%	87%	29	25			
387	32	757	D	LAX	15	58	AA	A100	ERD	44	77%	87%	31	27		D	LAX	16	30	A100	ERD	44	77%	87%	34	30			
396	32	757	D	LAX	17	00	AA	A100	ERD	44	77%	87%	34	30		D	LAX	17	30	A100	ERD	44	90%	87%	40	35			
388	32	757	D	LAX	18	00	AA	A100	CR7	70	90%	87%	63	55		D	LAX	18	30	A100	CR7	70	90%	87%	63	55			
397	32	757	D	LAX	19	00	AA	A100	ERD	44	77%	87%	34	30		D	LAX	19	30	A100	ERD	44	77%	87%	34	30			
389	32	757	D	LAX	20	30	AA	A100	ERD	44	77%	87%	34	30		D	LAX	21	00	A100	ERD	44	66%	87%	29	25			
398	32	757	D	LAX	21	15	AA	A100	ERD	44	70%	100%	31	31		D	LAX	21	45	A100	ERD	44	66%	87%	29	25			
390	32	757	D	LAX	22	14	AA	A100	ERD	44	70%	100%	31	31	Y				22	44	A100	ERD	44						
399	32	757	D	LAX	23	22	AA	A100	ERD	44	70%	100%	31	31					00	00	A100	ERD	44						
264	33	757			00	00	NW	NW	320	148						D	MSP	6	35	NW	320	148	77%	100%	114	114			
265	33	757	D	MEM	11	05	NW	NW	757	180	77%	97%	139	136		D	MEM	12	30	NW	757	180	77%	97%	139	136			
266	33	757	D	MSP	15	02	NW	NW	320	148	71%	96%	106	102		D	MSP	16	05	NW	320	148	77%	96%	114	110			
267	33	757	D	MSP	21	02	NW	NW	320	148	77%	100%	114	114					00	00	NW	320	148						
260	34	NB			00	00	NW	NW	320	148						D	DTW	08	25	NW	320	148	90%	97%	133	130			
261	34	NB	D	DTW	11	01	NW	NW	320	148	90%	97%	133	130		D	DTW	12	30	NW	320	148	72%	97%	107	104			
262	34	NB	D	DTW	13	51	NW	NW	320	148	64%	97%	95	93		D	DTW	14	52	NW	320	148	72%	97%	107	104			
263	34	NB	D	MSP	19	02	NW	NW	320	148	77%	96%	114	110					00	00	NW	320	148						
253	35	757			00	00	NW	NW	320	148						D	MSP	07	30	NW	320	148	90%	100%	133	133			
254	35	757	D	MSP	08	42	NW	NW	757	180	71%	96%	128	124		D	MSP	09	55	NW	757	180	77%	96%	139	134			
255	35	757	D	MSP	10	47	NW	NW	757	180	90%	96%	162	156		D	MSP	12	05	NW	757	180	67%	96%	121	117			
256	35	757	D	MSP	13	05	NW	NW	757	180	77%	96%	139	134		D	MSP	14	02	NW	757	180	67%	96%	121	117			
257	35	757	D	DTW	17	18	NW	NW	320	148	64%	97%	95	93		D	MSP	18	15	NW	320	148	90%	96%	133	128			
258	35	757	D	DTW	20	58	NW	NW	320	148	90%	97%	133	130		D	DTW	22	20	NW	320	148	72%	97%	107	104			
259	35	757	D	MSP	23	02	NW	NW	320	148	71%	100%	106	106					00	00	NW	320	148						
268	36	WB			00	00	CO	CO	738	155						D	EWR	08	00	CO	738	155	90%	100%	140	140			

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Type	Gate	Type	Arrivals												Departures											
					OV	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	.GOV	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.
269	36	WB	D	EWR	11	35	CO	CO	757	183	90%	100%	165	165		D	EWR	12	45	CO	757	183	69%	100%	127	127		
270	36	WB	D	EWR	14	17	CO	CO	764	235	67%	100%	158	158		D	EWR	15	15	CO	764	235	69%	100%	163	163		
271	36	WB	D	EWR	16	15	CO	CO	757	183	67%	100%	123	123		D	EWR	17	15	CO	757	183	90%	100%	165	165		
272	36	WB	D	EWR	20	28	CO	CO	738	155	90%	100%	140	140		D	EWR	21	45	CO	738	155	69%	100%	107	107		
273	36	WB	D	EWR	22	16	CO	CO	738	155	77%	100%	120	120						00	00	CO	738	155				
274	37	757	Y		00	00	CO	CO	738	155						D	IAH	07	00	CO	738	155	90%	100%	140	140		
275	37	757	D	IAH	08	43	CO	CO	738	155	72%	100%	112	112		D	IAH	09	39	CO	738	155	77%	100%	120	120		
276	37	757	D	IAH	10	33	CO	CO	738	155	90%	100%	140	140		D	IAH	12	30	CO	738	155	72%	100%	112	112		
277	37	757	D	IAH	13	03	CO	CO	738	155	77%	100%	120	120		D	IAH	14	20	CO	738	155	72%	100%	112	112		
278	37	757	D	IAH	15	52	CO	CO	73G	124	72%	100%	90	90		D	IAH	16	50	CO	73G	124	77%	100%	96	96		
279	37	757	D	IAH	17	57	CO	CO	738	155	72%	100%	112	112	Y					18	42	CO	738	155				
280	37	757	D	CLE	20	20	CO	CO	738	155	77%	100%	120	120		D	CLE	21	38	CO	738	155	77%	100%	120	120		
281	37	757	D	IAH	22	04	CO	CO	738	155	77%	100%	120	120		D	IAH	23	00	CO	738	155	72%	100%	112	112		
349	38	757	Y		00	00	DL	DL	738	150						D	CVG	06	40	DL	738	150	77%	100%	116	116		
350	38	757	D	CVG	10	42	DL	DL	757	183	90%	100%	165	165		D	ATL	11	40	DL	757	183	73%	100%	134	134		
352	38	757	D	ATL	14	16	DL	DL	738	150	68%	100%	102	102		D	ATL	15	30	DL	738	150	73%	100%	110	110		
353	38	757	D	CVG	18	00	DL	DL	738	150	46%	100%	69	69	Y					18	45	DL	738	150				
354	38	757	D	SLC	19	00	DL	DL	738	150	71%	100%	107	107		D	SLC	19	50	DL	738	150	77%	100%	116	116		
355	38	757	D	CVG	21	07	DL	DL	757	183	90%	100%	165	165		D	CVG	22	52	DL	757	183	77%	100%	141	141		
343	39	757			00	00	DL	DL	M80	142						D	DFW	07	05	DL	M80	142	90%	100%	128	128		
344	39	757	D	DFW	09	45	DL	DL	M80	142	77%	100%	110	110		D	DFW	10	45	DL	M80	142	64%	100%	91	91		
345	39	757	D	SLC	12	10	DL	DL	738	150	90%	100%	135	135		D	SLC	13	00	DL	738	150	75%	100%	113	113		
346	39	757	D	DFW	13	20	DL	DL	M80	142	77%	100%	110	110		D	DFW	14	15	DL	M80	142	64%	100%	91	91		
347	39	757	D	DFW	17	52	DL	DL	M80	142	77%	100%	110	110		D	DFW	18	50	DL	M80	142	90%	100%	128	128		
348	39	757	D	DFW	22	30	DL	DL	M80	142	77%	100%	110	110						00	00	DL	M80	142				
337	40	757			00	00	DL	DL	738	150						D	SLC	06	20	DL	738	150	77%	100%	116	116		
338	40	757	D	ATL	08	15	DL	DL	738	150	68%	100%	102	102		D	ATL	09	15	DL	738	150	77%	100%	116	116		
339	40	757	D	SLC	09	35	UA	A296	CR7	70	77%	100%	54	54		D	SLC	10	30	A296	CR7	70	75%	100%	53	53		
340	40	757	D	SLC	13	54	DL	DL	738	150	71%	100%	107	107		D	SLC	15	00	DL	738	150	75%	100%	113	113		
341	40	757	D	ATL	18	13	DL	DL	738	150	77%	100%	116	116		D	ATL	21	22	DL	738	150	73%	100%	110	110		
342	40	757	D	SLC	21	39	DL	DL	738	150	77%	100%	116	116						00	00	DL	738	150				
330	41	WB			00	00	DL	DL	763	252						D	ATL	07	20	DL	763	252	90%	100%	227	227		
331	41	WB	D	ATL	10	02	DL	DL	757	183	90%	100%	165	165		D	CVG	11	00	DL	757	183	77%	100%	141	141		
332	41	WB	D	ATL	11	57	DL	DL	763	252	77%	100%	195	195		D	ATL	13	20	DL	763	252	73%	100%	185	185		
333	41	WB	D	ATL	15	20	DL	DL	757	183	68%	100%	125	125		D	ATL	16	30	DL	757	183	77%	100%	141	141		
334	41	WB	D	SLC	16	55	DL	OO	CRJ	50	71%	100%	36	36		D	SLC	17	25	OO	CRJ	50	90%	100%	45	45		
335	41	WB	D	ATL	20	43	DL	DL	757	183	90%	100%	165	165		D	ATL	22	15	DL	757	183	73%	100%	134	134		
336	41	WB	D	ATL	23	07	DL	DL	763	252	77%	100%	195	195						00	00	DL	763	252				
172	42	WB	D	SEA	00	15	AS	AS	73G	120	73%	95%	88	84		D	SEA	06	30	AS	73G	120	77%	100%	93	93		
173	42	WB	D	PDX	09	15	AS	AS	73G	120	90%	95%	108	103		I	SJD	10	05	AS	73G	120	70%	96%	84	81		
174	42	WB	D	PDX	13	07	AS	AS	73G	120	74%	95%	89	85		D	PDX	13	45	AS	73G	120	66%	95%	79	76		
175	42	WB	Y		15	42	AS	AS	73G	120						D	PDX	17	45	AS	73G	120	90%	95%	108	103		
176	42	WB	D	PDX	18	00	AS	AS	73G	120	74%	95%	89	85		D	PDX	19	00	AS	73G	120	90%	95%	108	103		
177	42	WB	D	SEA	20	11	AS	AS	734	140	77%	95%	108	103		D	SEA	20	53	AS	734	140	70%	95%	98	94		
178	43	WB			00	00	AS	AS	73G	120						D	PDX	06	40	AS	73G	120	77%	100%	93	93		

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Type	Arrivals													Departures										
			Gate	Type	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	.FOV	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %
179	43	WB	D	GEG	09	55	AS	QX	CR7	70	77%	96%	54	52	D	GEG	10	25	QX	CR7	70	77%	96%	54	52	
180	43	WB	D	BOI	10	55	AS	QX	CR7	70	77%	96%	54	52	D	BOI	11	25	QX	CR7	70	77%	96%	54	52	
181	43	WB	D	SEA	13	52	AS	AS	M80	140	73%	95%	103	98	D	SEA	14	40	AS	M80	140	70%	95%	98	94	
182	43	WB	D	PDX	16	00	AS	AS	734	140	74%	95%	104	99	D	SEA	16	37	AS	734	140	77%	95%	108	103	
183	43	WB	D	GEG	18	55	AS	QX	CR7	70	77%	96%	54	52	D	GEG	19	25	QX	CR7	70	77%	96%	54	52	
184	43	WB	D	PDX	22	19	AS	AS	73G	120	74%	100%	89	89					AS	73G	120					
185	44	NB			00	00	AS	AS	M80	140					D	SEA	08	20	AS	M80	140	90%	95%	126	120	
186	44	NB	D	SEA	09	57	AS	AS	734	140	90%	95%	126	120	D	PDX	10	35	AS	734	140	66%	95%	93	88	
187	44	NB	D	SEA	11	37	AS	AS	739	172	73%	95%	126	120	D	SEA	12	27	AS	739	172	70%	95%	121	115	
188	44	NB	D	SEA	16	40	AS	AS	M80	140	73%	95%	103	98	D	SEA	17	16	AS	M80	140	90%	95%	126	120	
189	44	NB	D	SEA	22	48	AS	AS	M80	140	77%	100%	108	108					AS	M80	140					
375	HS1	HS	I	FRA	15	55	LH	LH	343	247	75%	96%	186	179	I	FRA	17	55	LH	343	247	75%	96%	186	179	
418	Cargo			OAK	04	40	FDX	FDX	133	A300						OAK	08	35	FDX	134	A300					
419	Cargo			EWR	06	15	FDX	FDX		A300						EWR	18	25	FDX		A300					
420	Cargo			RFD	05	55	UPS	UPS		B767						RFD	19	11	UPS		B767					
421	Cargo			AFW	04	30	FDX	FDX	127	A300						AFW	19	48	FDX	128	A300					
422	Cargo			PHX	07	20	DHL	DHL	129	B727						PHX	18	47	DHL	130	B727					
423	Cargo			IND	05	35	FDX	FDX		B757						IND	19	15	FDX		B757					
424	Cargo			SDF	04	45	UPS	UPS	117	B767						ONT	06	32	UPS	118	B767					
425	Cargo			ILN	05	52	ABX	ABX	115	B767						ILN	19	23	ABX	116	B767					
426	Cargo			ILN	06	09	ABX	ABX	111	B767						ILN	19	09	ABX	112	B767					
427	Cargo			OGG	13	15	UPS	UPS	113	B767						AFW	19	17	UPS	114	B767					
428	Cargo			MEM	05	40	FDX	FDX	125	MD10						MEM	07	20	FDX	126	MD10					
429	Cargo			MEM	17	20	FDX	FDX	131	DC10						MEM	19	40	FDX	132	DC10					
430	Cargo			MEM	05	20	FDX	FDX		MD10						MEM	18	55	FDX		MD10					
431	Cargo			LAX	09	33	WOA	WOA	111	MD10						LAX	18	37	WOA	112	MD10					
432	GA			LAX	07	52	N	N	115	GLF4																
433	GA			LAS	08	32	N	N	147	CL60																
434	GA			SJC	09	42	N	N	137	H25B																
435	GA			BUR	10	05	N	N	157	BE20																
436	GA			MSP	10	52	N	N	119	GLF4																
437	GA			SFO	11	05	N	N	159	BE20																
438	GA			MSY	11	18	N	N	149	CL60																
439	GA			RNO	12	25	N	N	139	H25B																
440	GA			DEN	12	51	N	N	121	GLF4																
441	GA			SEA	13	04	N	N	123	GLF4																
442	GA			DFW	13	36	N	N	125	GLF4																
443	GA			IAH	14	14	N	N	151	CL60																
444	GA			SMF	14	47	N	N	163	BE20																
445	GA			IAD	15	03	N	N	127	GLF4																
446	GA			MIA	15	53	N	N	129	GLF4																
447	GA			CLT	16	25	N	N	153	CL60																
448	GA			MCI	16	28	N	N	141	H25B																

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Arrivals										Departures																
		Type	OV	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	Type	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
449	GA				SLC	16	48	N	N	143	H25B																	
450	GA				BOS	17	46	N	N	145	H25B																	
451	GA				MRY	18	32	N	N	165	BE20																	
452	GA				LAX	18	55	N	N	167	BE20																	
453	GA				SMF	19	45	N	N	155	BE20																	
454	GA				LAS	20	10	N	N	133	H25B																	
455	GA				PHX	21	32	N	N	113	GLF4																	
456	GA				SFO	23	15	N	N	111	GLF4																	
457	GA																ABQ	19	35	N	148	CL60						
458	GA															AUS	10	35	N	152	CL60							
459	GA															BFL	11	25	N	160	BE20							
460	GA															BOI	16	30	N	146	H25B							
461	GA															CLE	9	25	N	118	GLF4							
462	GA															DFW	7	25	N	150	CL60							
463	GA															FAT	17	35	N	168	BE20							
464	GA															LAS	6	15	N	112	GLF4							
465	GA															LAS	13	42	N	142	H25B							
466	GA															LAX	16	52	N	128	GLF4							
467	GA															MRY	9	54	N	158	BE20							
468	GA															PDX	18	25	N	132	GLF4							
469	GA															PHX	14	28	N	164	BE20							
470	GA															PHX	21	35	N	134	H25B							
471	GA															PIT	11	10	N	120	GLF4							
472	GA															RNO	12	05	N	140	H25B							
473	GA															SBA	14	05	N	154	CL60							
474	GA															SDF	15	06	N	144	H25B							
475	GA															SFO	17	17	N	130	GLF4							
476	GA															SJC	15	18	N	126	GLF4							
477	GA															SJC	21	20	N	156	BE20							
478	GA															SMF	10	59	N	138	H25B							
479	GA															SMF	13	15	N	162	BE20							
480	GA															SMF	13	55	N	124	GLF4							
481	GA															TUS	8	32	N	116	GLF4							
482	MIL			OAK		15	45	MIL	MIL	113	FA20																	
483	MIL															OAK	17	45	MIL	114	FA20							

Source: HNTB analysis.

ATTACHMENT L

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Type	TOW	Arrivals											Departures											Term				
				D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.		Dept. OD %	Enp	Orig	
E01	NB					00	00	WN	WN	735	122							D	PHX	07	00	WN	WN	735	122	90%	100%	110	110	T1E
E01	NB	Y				08	00	WN	WN	73G	137							D	BNA	08	30	WN	WN	73G	137	90%	98%	123	120	T1E
E01	NB			D	SEA	09	25	WN	WN	73G	137	77%	98%	106	104			D	PHL	09	55	WN	WN	73G	137	77%	95%	105	100	T1E
E01	NB			D	LAS	10	10	WN	WN	73G	137	90%	96%	123	119			D	ABQ	10	35	WN	WN	73G	137	69%	96%	94	91	T1E
E01	NB			D	AUS	11	45	WN	WN	73G	137	77%	97%	106	103			D	OAK	12	10	WN	WN	73G	137	67%	97%	92	89	T1E
E01	NB			D	MDW	12	25	WN	WN	73G	137	72%	96%	99	95			D	PHX	13	00	WN	WN	73G	137	70%	96%	96	92	T1E
E01	NB			D	SJC	13	15	WN	WN	73G	137	67%	97%	92	90			D	LAS	13	45	WN	WN	73G	137	75%	97%	103	100	T1E
E01	NB			D	ABQ	14	05	WN	WN	73G	137	72%	96%	99	95			D	PVD	14	30	WN	WN	73G	137	64%	97%	87	85	T1E
E01	NB			D	PHX	15	35	WN	WN	73G	137	70%	96%	96	93			D	SAT	16	00	WN	WN	73G	137	77%	96%	106	101	T1E
E01	NB			D	MCI	16	25	WN	WN	73G	137	63%	98%	87	85			D	BNA	17	00	WN	WN	73G	137	90%	98%	123	120	T1E
E01	NB			D	ABQ	18	50	WN	WN	73G	137	72%	96%	99	95			D	SEA	19	15	WN	WN	73G	137	77%	97%	105	102	T1E
E01	NB			D	PHX	19	35	WN	WN	73G	137	70%	96%	96	93			D	PHX	20	05	WN	WN	73G	137	70%	96%	96	92	T1E
E01	NB			D	RNO	22	45	WN	WN	735	122	70%	100%	86	86					00	00	WN	WN	735	122					T1E
E02	NB					00	00	WN	WN	73G	137							D	PHX	06	30	WN	WN	73G	137	77%	100%	105	105	T1E
E02	NB			D	LAS	07	45	WN	WN	735	122	73%	96%	89	86			D	LAS	08	10	WN	WN	735	122	90%	97%	110	107	T1E
E02	NB			D	SJC	09	50	WN	WN	73G	137	77%	97%	106	103			D	PHX	10	15	WN	WN	73G	137	70%	96%	96	92	T1E
E02	NB			D	LAS	11	20	WN	WN	73G	137	77%	96%	106	102			D	SJC	11	45	WN	WN	73G	137	75%	96%	103	99	T1E
E02	NB			D	OMA	12	00	WN	WN	73G	137	77%	97%	106	103			D	PHX	12	25	WN	WN	73G	137	70%	96%	96	92	T1E
E02	NB			D	LAS	12	40	WN	WN	73G	137	73%	96%	100	97			D	MDW	13	15	WN	WN	73G	137	74%	97%	101	98	T1E
E02	NB			D	PHX	16	25	WN	WN	73G	137	70%	96%	96	93			D	HOU	16	50	WN	WN	73G	137	77%	97%	105	102	T1E
E02	NB			D	BNA	17	05	WN	WN	73G	137	50%	96%	69	66			D	MDW	17	30	WN	WN	73G	137	90%	97%	123	120	T1E
E02	NB			D	MDW	18	05	WN	WN	73G	137	72%	96%	99	95			D	OAK	18	40	WN	WN	73G	137	90%	97%	123	120	T1E
E02	NB			D	OAK	19	55	WN	WN	73G	137	90%	96%	123	119			D	SMF	20	20	WN	WN	73G	137	68%	96%	93	90	T1E
E02	NB			D	PHX	21	15	WN	WN	735	122	77%	100%	94	94			D	RNO	21	40	WN	WN	735	122	70%	98%	85	84	T1E
E02	NB			D	PHX	22	25	WN	WN	73G	137	70%	100%	96	96					00	00	WN	WN	73G	137					T1E
E03	NB					00	00	WN	WN	73G	137							D	SJC	07	45	WN	WN	73G	137	90%	100%	123	123	T1E
E03	NB			D	MDW	08	22	WN	WN	73G	137	72%	96%	99	95			D	PVD	08	50	WN	WN	73G	137	90%	97%	123	120	T1E
E03	NB			D	BWI	09	55	WN	WN	73G	137	72%	97%	99	96			D	BWI	10	25	WN	WN	73G	137	71%	97%	97	94	T1E
E03	NB			D	PHL	10	45	WN	WN	73G	137	90%	97%	123	119			D	TUS	12	35	WN	WN	73G	137	63%	98%	86	84	T1E
E03	NB			D	OAK	12	50	WN	WN	73G	137	72%	96%	99	95			D	ABQ	13	20	WN	WN	73G	137	69%	96%	94	91	T1E
E03	NB			D	LAS	13	55	WN	WN	73G	137	73%	96%	100	97			D	SJC	14	25	WN	WN	73G	137	75%	96%	103	99	T1E
E03	NB			D	SMF	14	50	WN	WN	73G	137	70%	96%	96	93			D	SMF	15	15	WN	WN	73G	137	68%	96%	93	90	T1E
E03	NB			D	BWI	16	55	WN	WN	73G	137	72%	97%	99	96			D	BWI	17	25	WN	WN	73G	137	90%	97%	123	119	T1E
E03	NB			D	SMF	18	35	WN	WN	73G	137	77%	96%	106	102			D	ABQ	19	05	WN	WN	73G	137	77%	96%	105	101	T1E
E03	NB			D	SMF	19	25	WN	WN	73G	137	90%	96%	123	119			D	TUS	19	50	WN	WN	73G	137	77%	98%	106	103	T1E
E03	NB			D	SEA	20	05	WN	WN	73G	137	77%	98%	106	104			D	OAK	20	35	WN	WN	73G	137	67%	97%	92	89	T1E
E03	NB			D	HOU	20	54	WN	WN	73G	137	70%	98%	96	94		Y		21	24	WN	WN	73G	137					T1E	
E03	NB			D	BWI	21	40	WN	WN	73G	137	72%	100%	99	99					00	00	WN	WN	73G	137					T1E
E04	NB					00	00	WN	WN	73G	137							D	MCI	07	20	WN	WN	73G	137	77%	100%	105	105	T1E
E04	NB			D	OAK	07	55	WN	WN	73G	137	72%	96%	99	95			D	OAK	08	20	WN	WN	73G	137	90%	97%	123	120	T1E
E04	NB			D	ABQ	09	15	WN	WN	73G	137	90%	96%	123	119			D	LAS	09	40	WN	WN	73G	137	77%	97%	105	102	T1E
E04	NB			D	SJC	10	45	WN	WN	73G	137	67%	97%	92	90			D	PHX	11	15	WN	WN	73G	137	70%	96%	96	92	T1E
E04	NB			D	PHX	11	45	WN	WN	73G	137	90%	96%	123	119			D	LAS	12	15	WN	WN	73G	137	75%	97%	103	100	T1E
E04	NB			D	HOU	12	30	WN	WN	73G	137	90%	98%	123	121			D	SMF	13	00	WN	WN	73G	137	68%	96%	93	90	T1E
E04	NB			D	PHX	13	30	WN	WN	73G	137	70%	96%	96	93			D	BWI	14	05	WN	WN	73G	137	71%	97%	97	94	T1E

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Type	Arrivals												Departures												Term
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %	
E04	NB	D	LAS	14	55	WN	WN	73G	137	73%	96%	100	97	D	SJC	15	20	WN	WN	73G	137	75%	96%	103	99	T1E	
E04	NB	D	OAK	16	05	WN	WN	73G	137	72%	96%	99	95	D	MSY	16	35	WN	WN	73G	137	77%	97%	105	102	T1E	
E04	NB	D	ELP	18	15	WN	WN	73G	137	63%	98%	87	85	D	SMF	18	40	WN	WN	73G	137	90%	96%	123	118	T1E	
E04	NB	D	OAK	20	55	WN	WN	73G	137	90%	96%	123	119	D	SJC	21	20	WN	WN	73G	137	75%	96%	103	99	T1E	
E04	NB	D	SJC	22	25	WN	WN	73G	137	67%	100%	92	92	D	SJC	00	00	WN	WN	73G	137					T1E	
E05	NB			00	00	WN	WN	73G	137					D	SMF	06	30	WN	WN	73G	137	77%	100%	105	105	T1E	
E05	NB	Y		07	00	WN	WN	73G	137					D	ELP	07	30	WN	WN	73G	137	77%	100%	106	106	T1E	
E05	NB	D	SMF	07	55	WN	WN	73G	137	77%	96%	106	102	D	TUS	08	20	WN	WN	73G	137	90%	98%	123	120	T1E	
E05	NB	D	SJC	09	00	WN	WN	73G	137	90%	97%	123	120	D	MDW	09	25	WN	WN	73G	137	77%	97%	105	102	T1E	
E05	NB	D	SMF	10	05	WN	WN	73G	137	90%	96%	123	119	D	SJC	10	30	WN	WN	73G	137	75%	96%	103	99	T1E	
E05	NB	D	BDL	11	15	WN	WN	73G	137	77%	97%	106	103	D	OMA	11	40	WN	WN	73G	137	77%	97%	105	102	T1E	
E05	NB	D	ABQ	12	05	WN	WN	73G	137	72%	96%	99	95	D	SAT	12	35	WN	WN	73G	137	64%	96%	88	84	T1E	
E05	NB	D	SAT	12	50	WN	WN	73G	137	50%	96%	69	66	D	SJC	13	15	WN	WN	73G	137	75%	96%	103	99	T1E	
E05	NB	D	PHL	16	05	WN	WN	73G	137	70%	97%	96	93	D	LAS	16	30	WN	WN	73G	137	77%	97%	105	102	T1E	
E05	NB	D	SJC	17	00	WN	WN	73G	137	67%	97%	92	90	D	AUS	17	30	WN	WN	73G	137	77%	98%	106	103	T1E	
E05	NB	D	LAS	20	15	WN	WN	73G	137	77%	96%	106	102	D	LAS	20	50	WN	WN	73G	137	75%	97%	103	100	T1E	
E05	NB	D	BNA	21	05	WN	WN	73G	137	90%	100%	123	123	D	PHX	21	30	WN	WN	73G	137	70%	96%	96	92	T1E	
E05	NB	D	MDW	22	35	WN	WN	73G	137	72%	100%	99	99	D	SJC	00	00	WN	WN	73G	137					T1E	
E06	NB			00	00	WN	WN	735	122					D	LAS	06	35	WN	WN	735	122	77%	100%	94	94	T1E	
E06	NB	D	ABQ	07	35	WN	WN	73G	137	72%	96%	99	95	D	ABQ	08	00	WN	WN	73G	137	90%	96%	123	118	T1E	
E06	NB	D	RNO	08	15	WN	WN	735	122	90%	96%	110	106	D	RNO	08	40	WN	WN	735	122	90%	98%	110	107	T1E	
E06	NB	D	MDW	10	10	WN	WN	73G	137	90%	96%	123	119	D	SMF	10	40	WN	WN	73G	137	68%	96%	93	90	T1E	
E06	NB	D	CMH	11	25	WN	WN	73G	137	77%	97%	106	103	D	MSY	11	50	WN	WN	73G	137	77%	97%	105	102	T1E	
E06	NB	D	BNA	12	05	WN	WN	73G	137	90%	96%	123	118	D	ABQ	12	30	WN	WN	73G	137	69%	96%	94	91	T1E	
E06	NB	D	BWI	12	45	WN	WN	73G	137	90%	97%	123	119	D	PHL	13	15	WN	WN	73G	137	77%	95%	105	100	T1E	
E06	NB	D	ABQ	16	10	WN	WN	73G	137	72%	96%	99	95	D	PHX	16	40	WN	WN	73G	137	77%	96%	105	101	T1E	
E06	NB	D	PHX	17	05	WN	WN	73G	137	70%	96%	96	93	D	SMF	17	35	WN	WN	73G	137	90%	96%	123	118	T1E	
E06	NB	D	RDU	19	15	WN	WN	73G	137	77%	98%	106	104	D	SMF	19	40	WN	WN	73G	137	77%	96%	105	101	T1E	
E06	NB	D	PHX	20	25	WN	WN	73G	137	90%	96%	123	119	D	SJC	20	50	WN	WN	73G	137	75%	96%	103	99	T1E	
E06	NB	D	ABQ	21	10	WN	WN	73G	137	90%	100%	123	123	D	OAK	21	40	WN	WN	73G	137	67%	97%	92	89	T1E	
E06	NB	D	LAS	22	55	WN	WN	735	122	90%	100%	110	110	D	SJC	00	00	WN	WN	735	122					T1E	
E07	NB			00	00	WN	WN	73G	137					D	SJC	06	35	WN	WN	73G	137	77%	100%	105	105	T1E	
E07	NB	D	PHX	07	10	WN	WN	73G	137	70%	96%	96	93	D	SMF	07	35	WN	WN	73G	137	90%	100%	123	123	T1E	
E07	NB	D	PHX	08	05	WN	WN	73G	137	77%	96%	106	102	D	SMF	08	30	WN	WN	73G	137	90%	96%	123	118	T1E	
E07	NB	D	HOU	09	15	WN	WN	73G	137	70%	98%	96	94	D	SMF	09	40	WN	WN	73G	137	77%	96%	105	101	T1E	
E07	NB	D	OAK	10	15	WN	WN	73G	137	90%	96%	123	119	D	LAS	10	40	WN	WN	73G	137	75%	97%	103	100	T1E	
E07	NB	D	ELP	11	40	WN	WN	735	122	90%	98%	110	107	D	RNO	12	10	WN	WN	735	122	70%	98%	85	84	T1E	
E07	NB	D	MHT	12	55	WN	WN	73G	137	77%	97%	106	103	D	MHT	13	25	WN	WN	73G	137	77%	97%	105	102	T1E	
E07	NB	D	RNO	15	45	WN	WN	735	122	70%	96%	86	83	D	ELP	16	20	WN	WN	735	122	77%	95%	94	89	T1E	
E07	NB	D	SJC	19	40	WN	WN	73G	137	90%	97%	123	120	D	LAS	20	05	WN	WN	73G	137	75%	97%	103	100	T1E	
E07	NB	D	SJC	20	55	WN	WN	73G	137	90%	97%	123	120	Y	SJC	21	25	WN	WN	73G	137					T1E	
E07	NB	D	SMF	21	40	WN	WN	73G	137	70%	100%	96	96	D	LAS	22	05	WN	WN	73G	137	75%	97%	103	100	T1E	
E07	NB	D	PHL	22	20	WN	WN	73G	137	70%	100%	96	96	D	SJC	00	00	WN	WN	73G	137					T1E	
E08	NB			00	00	WN	WN	73G	137					D	MDW	06	40	WN	WN	73G	137	77%	100%	105	105	T1E	
E08	NB	Y		07	25	WN	WN	73G	137					D	SAT	07	55	WN	WN	73G	137	90%	100%	123	123	T1E	

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Gate Type	Arrivals												Departures												Term	
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.		Dept. OD %
E08	NB		D	LAS	08	45	WN	WN	73G	137	77%	96%	106	102		D	AUS	09	10	WN	WN	73G	137	77%	98%	106	103	T1E
E08	NB		D	PVD	11	50	WN	WN	73G	137	77%	97%	106	103		D	MDW	12	15	WN	WN	73G	137	74%	97%	101	98	T1E
E08	NB		D	TUS	13	05	WN	WN	73G	137	70%	98%	96	94		D	BDL	14	30	WN	WN	73G	137	77%	98%	106	103	T1E
E08	NB		D	SJC	14	45	WN	WN	73G	137	67%	97%	92	90		D	LAS	15	10	WN	WN	73G	137	75%	97%	103	100	T1E
E08	NB		D	TUS	18	00	WN	WN	73G	137	70%	98%	96	94		D	MCI	18	25	WN	WN	73G	137	77%	94%	105	99	T1E
E08	NB		D	OAK	21	40	WN	WN	73G	137	77%	100%	106	106														T1E
E09	NB				00	00	WN	WN	73G	137						D	ABQ	06	45	WN	WN	73G	137	77%	100%	105	105	T1E
E09	NB		D	SJC	08	10	WN	WN	73G	137	90%	97%	123	120		D	PHX	08	35	WN	WN	73G	137	90%	96%	123	118	T1E
E09	NB		D	SAT	09	05	WN	WN	73G	137	90%	96%	123	118		D	SEA	09	30	WN	WN	73G	137	77%	97%	105	102	T1E
E09	NB		D	MCI	12	20	WN	WN	73G	137	90%	98%	123	121		D	BNA	12	50	WN	WN	73G	137	50%	98%	69	67	T1E
E09	NB		D	OAK	13	30	WN	WN	73G	137	72%	96%	99	95		D	PHX	14	00	WN	WN	73G	137	70%	96%	96	92	T1E
E09	NB		D	OAK	14	25	WN	WN	73G	137	72%	96%	99	95		D	MDW	14	50	WN	WN	73G	137	74%	97%	101	98	T1E
E09	NB		D	AUS	17	00	WN	WN	73G	137	77%	97%	106	103		D	ABQ	17	25	WN	WN	73G	137	90%	96%	123	118	T1E
E09	NB		D	MSY	18	55	WN	WN	73G	137	77%	98%	106	104		D	SJC	19	30	WN	WN	73G	137	77%	96%	105	101	T1E
E09	NB		D	PVD	20	20	WN	WN	73G	137	77%	97%	106	103		D	PHX	20	50	WN	WN	73G	137	70%	96%	96	92	T1E
E09	NB		D	LAS	21	45	WN	WN	73G	137	77%	100%	106	106														T1E
E10	NB				00	00	WN	WN	73G	137						D	BWI	06	55	WN	WN	73G	137	77%	100%	106	106	T1E
E10	NB		D	OAK	08	35	WN	WN	73G	137	72%	96%	99	95		D	PHX	09	00	WN	WN	73G	137	90%	96%	123	118	T1E
E10	NB		D	PHX	09	15	WN	WN	73G	137	90%	96%	123	119		D	OAK	09	40	WN	WN	73G	137	77%	97%	105	102	T1E
E10	NB		D	SMF	10	50	WN	WN	73G	137	77%	96%	106	102		D	MDW	11	20	WN	WN	73G	137	74%	97%	101	98	T1E
E10	NB		D	PHX	12	30	WN	WN	73G	137	77%	96%	106	102		D	CMH	12	55	WN	WN	73G	137	77%	98%	106	103	T1E
E10	NB		D	MDW	15	40	WN	WN	73G	137	72%	96%	99	95		D	MDW	16	10	WN	WN	73G	137	77%	97%	105	102	T1E
E10	NB		D	LAS	19	15	WN	WN	73G	137	73%	96%	100	97		D	OAK	19	40	WN	WN	73G	137	77%	97%	105	102	T1E
E10	NB		D	SAT	21	25	WN	WN	73G	137	90%	100%	123	123		D	SMF	21	50	WN	WN	73G	137	68%	96%	93	90	T1E
E10	NB		D	SMF	22	25	WN	WN	73G	137	70%	100%	96	96														T1E
E11	NB				00	00	WN	WN	73G	137						D	PHL	06	55	WN	WN	73G	137	77%	100%	105	105	T1E
E11	NB		D	SMF	08	55	WN	WN	73G	137	90%	96%	123	119		D	HOU	09	20	WN	WN	73G	137	77%	97%	105	102	T1E
E11	NB		D	PHX	10	30	WN	WN	73G	137	90%	96%	123	119		D	RDU	11	05	WN	WN	73G	137	77%	97%	105	102	T1E
E11	NB		D	SMF	12	55	WN	WN	73G	137	70%	96%	96	93		D	SEA	13	20	WN	WN	73G	137	77%	97%	105	102	T1E
E11	NB		D	MDW	14	30	WN	WN	73G	137	72%	96%	99	95		D	OAK	15	00	WN	WN	73G	137	67%	97%	92	89	T1E
E11	NB		D	LAS	15	45	WN	WN	73G	137	73%	96%	100	97		D	OAK	16	10	WN	WN	73G	137	77%	97%	105	102	T1E
E11	NB		D	OAK	17	40	WN	WN	73G	137	77%	96%	106	102		D	PHX	18	05	WN	WN	73G	137	90%	96%	123	118	T1E
E11	NB		D	MDW	20	00	WN	WN	73G	137	90%	96%	123	119														T1E
E12	NB				00	00	WN	WN	73G	137						D	OAK	07	10	WN	WN	73G	137	90%	100%	123	123	T1E
E12	NB		D	TUS	08	25	WN	WN	73G	137	90%	98%	123	121		D	OAK	08	50	WN	WN	73G	137	90%	97%	123	120	T1E
E12	NB		D	MSY	09	55	WN	WN	73G	137	77%	98%	106	104		D	OAK	10	25	WN	WN	73G	137	67%	97%	92	89	T1E
E12	NB		D	OAK	11	25	WN	WN	73G	137	72%	96%	99	95		D	SMF	11	50	WN	WN	73G	137	68%	96%	93	90	T1E
E12	NB		D	SEA	13	05	WN	WN	73G	137	77%	98%	106	104		D	OAK	13	30	WN	WN	73G	137	67%	97%	92	89	T1E
E12	NB		D	SMF	13	55	WN	WN	73G	137	70%	96%	96	93		D	HOU	14	20	WN	WN	73G	137	77%	97%	105	102	T1E
E12	NB		D	SMF	17	20	WN	WN	73G	137	77%	96%	106	102		D	OAK	17	45	WN	WN	73G	137	90%	97%	123	120	T1E
E12	NB		D	OAK	18	40	WN	WN	73G	137	77%	96%	106	102		D	LAS	19	05	WN	WN	73G	137	77%	97%	105	102	T1E
E12	NB		D	SMF	20	35	WN	WN	73G	137	70%	96%	96	93	Y			21	05	WN	WN	73G	137					T1E
E12	NB		D	OAK	22	55	WN	WN	73G	137	72%	100%	99	99				00	00	WN	WN	73G	137					T1E
5	NB				00	00	B6	B6	E19	100						D	DEN	06	15	B6	B6	E19	100	77%	100%	77	77	T1
5	NB		D	HNL	06	37	B6	B6	320	156	77%	94%	120	114		D	DFW	07	46	B6	B6	320	156	90%	100%	140	140	T1

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Type	TOW	D/I	Origin	Arrivals								Term	TOW	D/I	Dest.	Dept.			Equip-			Enp	Orig	Term	
						Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %					Depl	Hour	Min.	PC	Air-line	Equip-ment				Seats
5	NB	D		DFW	08	16	B6	B6	320	156	72%	96%	112	108	D	HNL	09	17	B6	B6	320	156	77%	97%	120	117	T1
5	NB	D		OAK	09	30	B6	B6	320	156	90%	96%	140	135	D	OAK	10	15	B6	B6	320	156	77%	97%	120	117	T1
5	NB	D		FLL	11	54	B6	B6	320	156	77%	97%	120	117	D	MCO	12	46	B6	B6	320	156	77%	94%	120	113	T1
5	NB	D		OAK	13	05	B6	B6	320	156	77%	96%	120	116	D	OAK	13	50	B6	B6	320	156	77%	97%	120	117	T1
5	NB	D		DEN	14	15	B6	B6	E19	100	74%	96%	74	71	D	DEN	15	05	B6	B6	E19	100	72%	96%	72	69	T1
5	NB	D		JFK	15	50	B6	B6	320	156	68%	96%	106	102	D	JFK	16	35	B6	B6	320	156	77%	96%	120	115	T1
5	NB	D		SEA	17	12	B6	B6	E19	100	72%	97%	72	70	D	SEA	17	46	B6	B6	E19	100	90%	97%	90	87	T1
5	NB	D		JFK	19	35	B6	B6	320	156	90%	96%	140	135	D	OAK	20	20	B6	B6	320	156	77%	97%	120	117	T1
5	NB	D		DEN	21	25	B6	B6	E19	100	90%	100%	90	90			00	00	B6	B6	E19	100					T1
6	NB	Y			00	00	B6	B6	320	156					D	MCO	06	32	B6	B6	320	156	77%	100%	120	120	T1
6	NB	Y			07	10	B6	B6	320	156					D	JFK	07	55	B6	B6	320	156	90%	100%	140	140	T1
6	NB	D		SEA	08	22	B6	B6	E19	100	72%	97%	72	70	D	DEN	08	53	B6	B6	E19	100	90%	96%	90	86	T1
6	NB	D		IAD	09	35	B6	B6	320	156	77%	97%	120	117	D	IAD	10	20	B6	B6	320	156	72%	96%	112	108	T1
6	NB	D		MCO	11	06	B6	B6	320	156	77%	94%	120	114	D	FLL	12	15	B6	B6	320	156	77%	97%	120	117	T1
6	NB	D		IAD	12	30	B6	B6	320	156	77%	97%	120	117	D	IAD	13	30	B6	B6	320	156	72%	96%	112	108	T1
6	NB	D		JFK	13	45	B6	B6	320	156	68%	96%	106	102	D	JFK	14	35	B6	B6	320	156	73%	96%	114	109	T1
6	NB	D		PDX	15	15	B6	B6	E19	100	70%	97%	70	68	D	PDX	15	45	B6	B6	E19	100	77%	97%	77	75	T1
6	NB	D		DEN	16	25	B6	B6	E19	100	74%	96%	74	71	D	SLC	17	30	B6	B6	E19	100	90%	97%	90	87	T1
6	NB	D		PDX	19	40	B6	B6	E19	100	90%	97%	90	88	D	SEA	20	12	B6	B6	E19	100	70%	97%	70	68	T1
6	NB	D		IAD	20	50	B6	B6	320	156	77%	97%	120	117	Y		21	20	B6	B6	320	156					T1
6	NB	D		HNL	21	35	B6	B6	320	156	77%	100%	120	120	D	FLL	22	40	B6	B6	320	156	77%	97%	120	117	T1
7	NB	D			00	00	B6	B6	320	156					D	BOS	06	45	B6	B6	320	156	77%	100%	120	120	T1
7	NB	D		DEN	07	55	B6	B6	E19	100	74%	96%	74	71	D	SLC	08	35	B6	B6	E19	100	90%	97%	90	87	T1
7	NB	D		PDX	08	55	B6	B6	E19	100	70%	97%	70	68	D	SEA	09	30	B6	B6	E19	100	77%	97%	77	75	T1
7	NB	D		TPA	11	08	B6	B6	320	156	77%	97%	120	117	D	DFW	11	58	B6	B6	320	156	64%	96%	100	96	T1
7	NB	D		JFK	12	15	B6	B6	320	156	77%	96%	120	116	D	JFK	13	00	B6	B6	320	156	73%	96%	114	109	T1
7	NB	D		DFW	13	36	B6	B6	320	156	72%	96%	112	108	D	TPA	14	28	B6	B6	320	156	77%	97%	120	117	T1
7	NB	D		IAD	15	53	B6	B6	320	156	77%	97%	120	117	D	DFW	17	26	B6	B6	320	156	90%	96%	140	135	T1
7	NB	D		SLC	19	43	B6	B6	E19	100	90%	97%	90	88	D	PDX	20	15	B6	B6	E19	100	77%	97%	77	75	T1
7	NB	D		OAK	21	05	B6	B6	320	156	64%	100%	100	100	D	JFK	21	55	B6	B6	320	156	73%	96%	114	109	T1
7	NB	D		JFK	23	10	B6	B6	320	156	68%	100%	106	106			00	00	B6	B6	320	156					T1
8	NB	Y			00	00	B6	B6	320	156					D	IAD	07	12	B6	B6	320	156	90%	100%	140	140	T1
8	NB	D		SLC	09	03	B6	B6	E19	100	71%	97%	71	69	D	PDX	09	35	B6	B6	E19	100	77%	97%	77	75	T1
8	NB	D		JFK	10	40	B6	B6	320	156	90%	96%	140	135	D	JFK	11	35	B6	B6	320	156	73%	96%	114	109	T1
8	NB	D		DEN	11	55	B6	B6	E19	100	74%	96%	74	71	D	DEN	12	25	B6	B6	E19	100	72%	96%	72	69	T1
8	NB	D		SEA	13	42	B6	B6	E19	100	72%	97%	72	70	D	SEA	14	20	B6	B6	E19	100	70%	97%	70	68	T1
8	NB	D		SLC	14	33	B6	B6	E19	100	71%	97%	71	69	D	SLC	15	03	B6	B6	E19	100	50%	97%	50	49	T1
8	NB	D		DFW	16	40	B6	B6	320	156	72%	96%	112	108	D	HNL	18	10	B6	B6	320	156	77%	97%	120	117	T1
8	NB	D		SEA	20	04	B6	B6	E19	100	90%	97%	90	88	D	DEN	20	35	B6	B6	E19	100	72%	96%	72	69	T1
8	NB	D		DFW	21	24	B6	B6	320	156	90%	100%	140	140	D	IAD	22	23	B6	B6	320	156	72%	96%	112	108	T1
9	NB	D			00	00	TZ	TZ	738	175					D	MDW	06	20	TZ	TZ	738	175	77%	100%	134	134	T1
9	NB	D		MDW	09	15	TZ	TZ	738	175	77%	100%	135	135	D	MDW	10	05	TZ	TZ	738	175	77%	100%	134	134	T1
9	NB	D		MDW	13	00	TZ	TZ	738	175	77%	100%	135	135	D	MDW	13	45	TZ	TZ	738	175	77%	100%	134	134	T1
9	NB	D		MDW	15	20	TZ	TZ	738	175	77%	100%	135	135	D	MDW	16	10	TZ	TZ	738	175	77%	100%	134	134	T1
9	NB	D		BOS	20	15	B6	B6	320	156	77%	97%	120	117	Y		20	45	B6	B6	320	156					T1

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Ref. Num.	Gate	Type	TOW	Arrivals												Departures													
				D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	Term	
9	NB	D		MCO	21	36	B6	B6	320	156	77%	100%	120	120	Y			22	06	B6	B6	320	156						T1
9	NB	D		MDW	22	55	TZ	TZ	738	175	77%	100%	135	135				00	00	TZ	TZ	738	175						T1
10	NB	I		YVR	10	01	AC	AC	320	140	70%	96%	98	95	I	YVR	10	55	AC	AC	320	140	70%	97%	98	95			T1
10	NB	I		YYZ	11	10	AC	AC	320	140	70%	92%	98	91	I	YYZ	12	45	AC	AC	320	140	70%	97%	98	95			T1
10	NB	D		FLL	14	32	B6	B6	320	156	77%	97%	120	117	D	DFW	15	26	B6	B6	320	156	64%	96%	100	96			T1
10	NB	I		YVR	16	00	AC	AC	319	112	70%	96%	79	76	I	YVR	16	55	AC	AC	319	112	70%	97%	78	76			T1
10	NB	I		YYZ	21	50	AC	AC	319	112	70%	100%	79	79	I	YYZ	22	45	AC	AC	319	112	70%	97%	78	76			T1
11	NB	D		ATL	10	15	FL	FL	73G	137	90%	100%	123	123	D	ATL	11	05	FL	FL	73G	137	77%	100%	105	105			T1
11	NB	D		ATL	13	40	FL	FL	73G	137	52%	100%	71	71	D	ATL	14	30	FL	FL	73G	137	77%	100%	105	105			T1
11	NB	D		ATL	20	55	FL	FL	73G	137	90%	100%	123	123	D	ATL	22	50	FL	FL	73G	137	77%	100%	105	105			T1
12	NB	D			00	00	F9	F9	319	132					D	DEN	07	05	F9	F9	319	132	90%	100%	119	119			T1
12	NB	D		DEN	08	05	F9	F9	319	132	69%	100%	91	91	D	DEN	08	45	F9	F9	319	132	90%	100%	119	119			T1
12	NB	D		DEN	09	20	F9	F9	319	132	90%	100%	119	119	D	DEN	10	00	F9	F9	319	132	77%	100%	101	101			T1
12	NB	D		DEN	13	20	F9	F9	319	132	69%	100%	91	91	D	DEN	14	00	F9	F9	319	132	58%	100%	76	76			T1
12	NB	D		DEN	17	15	F9	F9	319	132	69%	100%	91	91	D	DEN	18	11	F9	F9	319	132	90%	100%	119	119			T1
12	NB	D		DEN	20	00	F9	F9	319	132	90%	100%	119	119	D	DEN	20	40	F9	F9	319	132	58%	100%	76	76			T1
12	NB	D		DEN	22	45	F9	F9	319	132	77%	100%	102	102	D		00	00	F9	F9	319	132							T1
13	WB				00	00	UA	UA	320	138					D	ORD	06	30	UA	UA	320	138	77%	100%	106	106			T1
13	WB	Y			07	00	UA	UA	757	182					D	IAD	07	45	UA	UA	757	182	90%	100%	163	163			T1
13	WB	D		SFO	08	16	UA	UA	757	182	90%	80%	164	132	D	SFO	09	27	UA	UA	757	182	77%	82%	140	115			T1
13	WB	D		IAD	10	51	UA	UA	320	138	90%	84%	124	105	D	IAD	11	40	UA	UA	320	138	70%	73%	96	71			T1
13	WB	D		IND	12	30	TZ	TZ	757	216	77%	100%	167	167	D	IND	13	35	TZ	TZ	757	216	77%	100%	166	166			T1
13	WB	D		IAD	17	00	UA	UA	757	182	53%	84%	97	81	Y		17	45	UA	UA	757	182							T1
13	WB	D		ORD	19	02	UA	UA	320	138	77%	81%	106	87	D	SFO	19	55	UA	UA	320	138	77%	82%	106	87			T1
13	WB	D		DEN	21	27	UA	UA	320	138	90%	100%	124	124	D		00	00	UA	UA	320	138							T1
14	757	D			00	00	UA	UA	320	138					D	SFO	08	10	UA	UA	320	138	90%	82%	124	102			T1
14	757	D		DEN	10	01	UA	UA	320	138	90%	78%	124	97	D	DEN	11	00	UA	UA	320	138	71%	82%	98	80			T1
14	757	D		DEN	12	41	UA	UA	320	138	72%	78%	99	78	D	DEN	13	43	UA	UA	320	138	71%	82%	98	80			T1
14	757	D		DEN	14	10	UA	UA	320	138	72%	78%	99	78	D	DEN	15	00	UA	UA	320	138	71%	82%	98	80			T1
14	757	D		SFO	16	20	UA	UA	757	182	67%	80%	122	98	D	SFO	17	05	UA	UA	757	182	90%	82%	163	134			T1
14	757	D		ORD	17	30	UA	UA	320	138	66%	81%	91	74	D	ORD	18	28	UA	UA	320	138	90%	82%	124	102			T1
14	757	D		IAD	20	11	UA	UA	757	182	90%	84%	164	138	D	IAD	22	15	UA	UA	757	182	70%	73%	127	93			T1
14	757	D		SFO	23	37	UA	UA	320	138	67%	100%	93	93	D		00	00	UA	UA	320	138							T1
15	NB	Y			00	00	UA	UA	320	138					D	SFO	06	23	UA	UA	320	138	77%	100%	106	106			T1
15	NB	D		DEN	07	26	UA	UA	319	120	72%	78%	87	68	D	DEN	08	15	UA	UA	319	120	90%	82%	108	89			T1
15	NB	D		ORD	10	19	UA	UA	320	138	90%	81%	124	101	D	ORD	11	08	UA	UA	320	138	70%	82%	96	79			T1
15	NB	D		SFO	12	54	UA	UA	320	138	67%	80%	93	74	D	SFO	13	39	UA	UA	320	138	68%	82%	94	77			T1
15	NB	D		DEN	15	05	UA	UA	319	120	72%	78%	87	68	D	DEN	16	05	UA	UA	319	120	77%	82%	92	76			T1
15	NB	D		ORD	16	25	UA	UA	319	120	66%	81%	79	64	D	ORD	17	25	UA	UA	319	120	90%	82%	108	89			T1
15	NB	D		ORD	22	04	UA	UA	320	138	90%	100%	124	124	D	ORD	23	00	UA	UA	320	138	70%	82%	96	79			T1
16	NB	D			00	00	UA	UA	320	138					D	DEN	06	18	UA	UA	320	138	77%	100%	106	106			T1
16	NB	D		ORD	08	09	UA	UA	320	138	66%	81%	91	74	D	ORD	09	10	UA	UA	320	138	77%	82%	106	87			T1
16	NB	D		ORD	12	24	UA	UA	320	138	90%	81%	124	101	D	ORD	13	14	UA	UA	320	138	70%	82%	96	79			T1
16	NB	D		DEN	17	18	UA	UA	320	138	72%	78%	99	78	D	DEN	18	20	UA	UA	320	138	90%	82%	124	102			T1
16	NB	D		SFO	22	17	UA	UA	320	138	77%	100%	106	106	D		00	00	UA	UA	320	138							T1

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate	Type	TOW	D/I	Origin	Arrivals									Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	Term
						Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl															
17	NB	D	SFO	09	47	UA	UA	320	138	90%	80%	124	100		D	SFO	10	32	UA	UA	320	138	68%	82%	94	77	T1		
17	NB	D	SFO	11	32	UA	UA	320	138	67%	80%	93	74		D	ORD	12	22	UA	UA	320	138	70%	82%	96	79	T1		
17	NB	D	ORD	14	01	UA	UA	320	138	66%	81%	91	74		D	SFO	14	56	UA	UA	320	138	68%	82%	94	77	T1		
17	NB	D	SFO	20	03	UA	UA	320	138	90%	80%	124	100		D	DEN	21	10	UA	UA	320	138	71%	82%	98	80	T1		
17	NB	D	DEN	22	20	UA	UA	320	138	72%	100%	99	99	Y			00	00	UA	UA	320	138					T1		
18	NB			00	00	UA	A296	CRJ	50						D	LAX	06	15	UA	A296	CRJ	50	77%	100%	38	38	T1		
18	NB	D	LAX	06	40	UA	A296	CRJ	50	73%	81%	37	30		D	LAX	07	10	UA	A296	CRJ	50	90%	100%	45	45	T1		
18	NB	D	LAX	07	50	UA	A296	CRJ	50	77%	81%	39	31		D	LAX	08	20	UA	A296	CRJ	50	90%	80%	45	36	T1		
18	NB	D	LAX	10	27	UA	A296	CRJ	50	77%	81%	39	31		D	LAX	11	00	UA	A296	CRJ	50	65%	80%	32	26	T1		
18	NB	D	LAX	13	48	UA	A296	CRJ	50	73%	81%	37	30		D	LAX	14	18	UA	A296	CRJ	50	65%	80%	32	26	T1		
18	NB	D	LAX	16	40	UA	A296	CRJ	50	77%	81%	39	31		D	LAX	17	10	UA	A296	CRJ	50	90%	80%	45	36	T1		
18	NB	D	LAX	18	15	UA	A296	CRJ	50	77%	81%	39	31		D	LAX	18	45	UA	A296	CRJ	50	90%	80%	45	36	T1		
18	NB	D	LAX	20	22	UA	A296	CRJ	50	77%	81%	39	31		D	LAX	21	23	UA	A296	CRJ	50	65%	80%	32	26	T1		
18	NB	D	LAX	22	56	UA	A296	CRJ	50	73%	100%	37	37				00	00	UA	A296	CRJ	50					T1		
19	NB			00	00	UA	A296	CRJ	50						D	LAX	07	40	UA	A296	CRJ	50	90%	100%	45	45	T1		
19	NB	D	LAX	08	44	UA	A296	CRJ	50	90%	81%	45	37		D	LAX	09	15	UA	A296	CRJ	50	77%	80%	38	31	T1		
19	NB	D	LAX	11	30	UA	A296	CRJ	50	73%	81%	37	30		D	LAX	12	00	UA	A296	CRJ	50	65%	80%	32	26	T1		
19	NB	D	LAX	15	10	UA	A296	CRJ	50	73%	81%	37	30		D	LAX	15	40	UA	A296	CRJ	50	65%	80%	32	26	T1		
19	NB	D	LAX	17	35	UA	A296	CRJ	50	90%	81%	45	37		D	LAX	18	05	UA	A296	CRJ	50	90%	80%	45	36	T1		
19	NB	D	LAX	19	24	UA	A296	CRJ	50	77%	81%	39	31		D	LAX	20	05	UA	A296	CRJ	50	77%	80%	38	31	T1		
19	NB	D	LAX	21	03	UA	A296	CRJ	50	73%	100%	37	37		D	LAX	22	05	UA	A296	CRJ	50	65%	80%	32	26	T1		
19	NB	D	LAX	23	28	UA	A296	CRJ	50	73%	100%	37	37				00	00	UA	A296	CRJ	50					T1		
20	I	I	ICN	08	40	KE	KE	777	301	77%	96%	232	224		I	ICN	11	40	KE	KE	777	301	77%	96%	231	223	T2E		
20	I	I	CDG	13	00	AF	AF	777	270	80%	96%	216	208		I	CDG	15	00	AF	AF	777	270	80%	97%	215	208	T2E		
20	I	I	CDG	15	55	AF	AF	777	270	80%	96%	216	208		I	CDG	19	05	AF	AF	777	270	80%	97%	215	208	T2E		
20	I	D	CLT	19	33	US	US	319	120	77%	100%	93	93		D	CLT	22	05	US	US	319	120	77%	100%	92	92	T2E		
21	I			00	00	AM	AM	M80	137						I	MEX	07	20	AM	AM	M80	137	90%	100%	123	123	T2E		
21	I			08	35	US	US	320	142						D	PHL	09	20	US	US	320	142	77%	100%	109	109	T2E		
21	I	I	LTO	12	35	AM	AM	M80	137	70%	96%	96	93		I	LTO	13	35	AM	AM	M80	137	90%	97%	123	119	T2E		
21	I	I	SJD	14	57	AS	AS	73G	120	70%	96%	84	81	Y			15	42	AS	AS	73G	120					T2E		
21	I	I	SJD	19	30	AM	AM	M80	137	70%	96%	96	93				00	00	AM	AM	M80	137					T2E		
22	I			00	00	AM	AM	M80	137						I	MZT	07	05	AM	AM	M80	137	90%	100%	123	123	T2E		
22	I	Y		08	15	AM	AM	M80	137						I	SJD	09	00	AM	AM	M80	137	90%	97%	123	119	T2E		
22	I	I	MEX	09	55	AM	AM	M80	137	70%	96%	96	93		I	MEX	11	00	AM	AM	M80	137	90%	97%	123	119	T2E		
22	I	I	NRT	11	15	JL	JL	777	302	77%	96%	233	224		I	NRT	13	00	JL	JL	777	302	77%	96%	232	223	T2E		
22	I	I	FRA	13	25	LH	LH	343	247	80%	96%	198	191		I	FRA	15	20	LH	LH	343	247	80%	96%	197	190	T2E		
22	I	I	FRA	15	55	LH	LH	343	247	80%	96%	198	191		I	FRA	17	55	LH	LH	343	247	80%	96%	197	190	T2E		
22	I	I	MEX	18	45	AM	AM	M80	137	70%	96%	96	93	Y			19	30	AM	AM	M80	137					T2E		
22	I	I	MZT	20	45	AM	AM	M80	137	70%	96%	96	93				00	00	AM	AM	M80	137					T2E		
23	757			00	00	HP	HP	320	150						D	PHX	06	00	HP	HP	320	150	77%	100%	115	115	T2E		
23	757	D	PHX	07	30	HP	HP	320	150	61%	95%	92	87		D	PHX	08	15	HP	HP	320	150	90%	94%	135	127	T2E		
23	757	D	PHX	08	33	HP	HP	320	150	90%	95%	135	129		D	PHX	09	30	HP	HP	320	150	77%	94%	115	109	T2E		
23	757	D	CLT	09	45	US	US	319	120	77%	100%	93	93		D	CLT	10	45	US	US	319	120	77%	100%	92	92	T2E		
23	757	D	PIT	11	16	US	US	319	120	77%	100%	93	93		D	PIT	13	30	US	US	319	120	77%	100%	92	92	T2E		
23	757	D	PHX	14	40	HP	HP	320	150	61%	95%	92	87		D	PHX	15	40	HP	HP	320	150	67%	94%	100	95	T2E		

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East Terminal Alternative

Ref. Num.	Gate	Type	Arrivals												Departures												Term	
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %		Enp
23	757		D	PHX	17	31	HP	HP	320	150	61%	95%	92	87		D	PHX	18	30	HP	HP	320	150	90%	94%	135	127	T2E
23	757		D	PHX	19	55	HP	HP	320	150	90%	95%	135	129	Y			20	25	HP	HP	320	150					T2E
23	757		D	LAS	21	08	HP	HP	320	150	77%	100%	116	116		D	LAS	21	58	HP	HP	320	150	77%	95%	115	110	T2E
24	WB				00	00	HA	HA	763	252						D	HNL	09	10	HA	HA	763	252	77%	100%	194	194	T2E
24	WB	Y			09	40	HA	HA	763	252						D	OGG	10	25	HA	HA	763	252	77%	100%	194	194	T2E
24	WB		D	HNL	21	05	HA	HA	763	252	77%	100%	194	194	Y			21	00	HA	HA	763	252					T2E
24	WB		D	OGG	22	20	HA	HA	763	252	77%	100%	194	194				00	00	HA	HA	763	252					T2E
25	757				00	00	HP	HP	319	124						D	PHX	06	45	HP	HP	319	124	77%	100%	95	95	T2E
25	757		D	LAS	08	44	HP	HP	319	124	77%	93%	96	89		D	LAS	09	30	HP	HP	319	124	77%	95%	95	91	T2E
25	757		D	PHX	10	03	HP	HP	320	150	90%	95%	135	129		D	PHX	10	53	HP	HP	320	150	67%	94%	100	95	T2E
25	757		D	PHX	11	35	HP	HP	320	150	90%	95%	135	129		D	PHX	12	35	HP	HP	320	150	67%	94%	100	95	T2E
25	757		D	LAS	13	00	HP	HP	320	150	77%	93%	116	108		D	LAS	13	45	HP	HP	320	150	77%	95%	115	110	T2E
25	757		D	LAS	17	54	HP	HP	320	150	77%	93%	116	108		D	PHX	19	40	HP	HP	320	150	77%	94%	115	109	T2E
25	757		D	PHX	22	43	HP	HP	319	124	61%	100%	76	76				00	00	HP	HP	319	124					T2E
26	757	Y			00	00	US	US	320	142						D	PHL	06	40	US	US	320	142	77%	100%	109	109	T2E
26	757		D	PIT	08	30	US	US	319	120	77%	100%	93	93		D	PIT	09	30	US	US	319	120	77%	100%	92	92	T2E
26	757		D	PHL	10	11	US	US	319	120	77%	100%	93	93		D	PHL	11	15	US	US	319	120	77%	100%	92	92	T2E
26	757		D	PHL	12	45	US	US	319	120	71%	100%	85	85		D	PHL	13	35	US	US	319	120	77%	100%	92	92	T2E
26	757		D	PHL	17	37	US	US	320	142	71%	100%	101	101				18	22	US	US	320	142					T2E
26	757		D	PHX	18	58	HP	HP	320	150	90%	95%	135	129		D	LAS	20	15	HP	HP	320	150	77%	95%	115	110	T2E
26	757		D	PHL	20	30	US	US	321	169	90%	100%	152	152		D	PHL	21	55	US	US	321	169	77%	100%	130	130	T2E
26	757		D	PHL	22	31	US	US	320	142	71%	100%	101	101				00	00	US	US	320	142					T2E
27	757				00	00	AA	AA	738	148						D	ORD	06	16	AA	AA	738	148	77%	100%	114	114	T2E
27	757		D	ORD	08	52	AA	AA	738	148	71%	85%	105	90		D	DFW	10	35	AA	AA	738	148	72%	88%	106	94	T2E
27	757		D	ORD	10	52	AA	AA	738	148	90%	85%	133	114		D	ORD	11	49	AA	AA	738	148	70%	85%	103	88	T2E
27	757		D	DFW	15	27	AA	AA	738	148	74%	86%	110	95		D	DFW	16	21	AA	AA	738	148	77%	88%	114	100	T2E
27	757		D	MIA	19	52	AA	AA	757	180	90%	89%	162	145		D	MIA	21	32	AA	AA	757	180	77%	90%	139	124	T2E
27	757		D	DFW	22	43	AA	AA	738	148	77%	100%	114	114				00	00	AA	AA	738	148					T2E
28	WB				00	00	AA	AA	738	148						D	DFW	06	21	AA	AA	738	148	77%	100%	114	114	T2E
28	WB		D	DFW	08	32	AA	AA	738	148	74%	86%	110	95		D	ORD	09	53	AA	AA	738	148	77%	85%	114	97	T2E
28	WB		D	DFW	10	45	AA	AA	738	148	90%	86%	133	115		D	DFW	11	27	AA	AA	738	148	72%	88%	106	94	T2E
28	WB		D	BOS	11	45	AA	AA	763	212	77%	89%	163	146		D	BOS	13	01	AA	AA	763	212	77%	89%	163	145	T2E
28	WB		D	DFW	13	44	AA	AA	738	148	77%	86%	114	99		D	DFW	14	38	AA	AA	738	148	72%	88%	106	94	T2E
28	WB		D	HNL	16	25	HA	HA	763	252	77%	100%	194	194		D	HNL	17	55	HA	HA	763	252	77%	100%	194	194	T2E
28	WB		D	DFW	19	12	AA	AA	738	148	74%	86%	110	95	Y			19	57	AA	AA	738	148					T2E
28	WB		D	DFW	21	26	AA	AA	738	148	77%	100%	114	114				00	00	AA	AA	738	148					T2E
29	WB				00	00	AA	AA	M80	129						D	ORD	07	42	AA	AA	M80	129	90%	100%	116	116	T2E
29	WB	Y			08	30	AA	AA	738	148						D	DFW	09	15	AA	AA	738	148	77%	88%	114	100	T2E
29	WB		D	STL	10	43	AA	AA	738	148	77%	78%	114	89		D	STL	11	50	AA	AA	738	148	77%	78%	114	89	T2E
29	WB		D	DFW	12	34	AA	AA	738	148	77%	86%	114	99		D	DFW	13	26	AA	AA	738	148	72%	88%	106	94	T2E
29	WB		D	ORD	17	15	AA	AA	738	148	71%	85%	105	90		D	ORD	18	10	AA	AA	738	148	90%	85%	133	113	T2E
29	WB		D	STL	21	03	AA	AA	738	148	77%	100%	114	114	Y			21	48	AA	AA	738	148					T2E
29	WB		D	ORD	23	00	AA	AA	M80	129	71%	100%	92	92				00	00	AA	AA	M80	129					T2E
30	757	Y			00	00	AA	AA	738	148						D	STL	06	12	AA	AA	738	148	77%	100%	114	114	T2E
30	757				07	12	AA	AA	738	148						D	DFW	08	02	AA	AA	738	148	90%	88%	133	117	T2E

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Ref. Num.	Gate	Arrivals													Departures												Term
		Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %	
30	757	D		MIA	10	40	AA	AA	757	180	90%	89%	162	145	D	MIA	11	40	AA	AA	757	180	77%	90%	139	124	T2E
30	757	D		MIA	12	35	AA	AA	757	180	50%	89%	90	81	D	MIA	13	25	AA	AA	757	180	77%	90%	139	124	T2E
30	757	D		ORD	16	15	AA	AA	738	148	71%	85%	105	90	D	DFW	17	10	AA	AA	738	148	90%	88%	133	117	T2E
30	757	D		ORD	21	24	AA	AA	738	148	90%	100%	133	133	D	ORD	23	00	AA	AA	738	148	70%	85%	103	88	T2E
31	WB				00	00	AA	AA	777	236					D	JFK	07	05	AA	AA	777	236	90%	100%	212	212	T2E
31	WB	D		LAX	08	15	AA	A100	ERD	44	90%	87%	40	35	D	LAX	08	45	AA	A100	ERD	44	90%	81%	40	32	T2E
31	WB	D		JFK	09	21	AA	AA	777	236	77%	85%	182	155	D	JFK	10	50	AA	AA	777	236	72%	84%	170	143	T2E
31	WB	D		DFW	11	37	AA	AA	738	148	77%	86%	114	99	D	DFW	12	25	AA	AA	738	148	72%	88%	106	94	T2E
31	WB	D		ORD	12	59	AA	AA	738	148	77%	85%	114	97	D	ORD	14	00	AA	AA	738	148	70%	85%	103	88	T2E
31	WB	D		JFK	14	17	AA	AA	777	236	62%	85%	147	125	D	JFK	15	30	AA	AA	777	236	72%	84%	170	143	T2E
31	WB	D		DFW	17	27	AA	AA	738	148	74%	86%	110	95	Y		00	00	AA	AA	738	148					T2E
31	WB	D		JFK	19	58	AA	AA	777	236	90%	85%	212	181	D	JFK	21	30	AA	AA	777	236	72%	84%	170	143	T2E
31	WB	D		JFK	22	15	AA	AA	777	236	77%	100%	182	182			00	00	AA	AA	777	236					T2E
32	757				00	00	AA	A100	ERD	44					D	LAX	06	18	AA	A100	ERD	44	77%	100%	34	34	T2E
32	757				06	35	AA	A100	ERD	44					D	LAX	07	05	AA	A100	ERD	44	90%	100%	40	40	T2E
32	757	D		LAX	07	32	AA	A100	CR7	70	77%	87%	54	47	D	LAX	08	00	AA	A100	CR7	70	90%	81%	63	51	T2E
32	757	D		LAX	09	02	AA	A100	CR7	70	90%	87%	63	55	D	LAX	09	32	AA	A100	CR7	70	77%	81%	54	44	T2E
32	757	D		LAX	10	09	AA	A100	ERD	44	77%	87%	34	30	D	LAX	10	45	AA	A100	ERD	44	63%	81%	28	22	T2E
32	757	D		LAX	11	45	AA	A100	CR7	70	70%	87%	49	43	D	LAX	12	15	AA	A100	CR7	70	63%	81%	44	36	T2E
32	757	D		LAX	12	50	AA	A100	ERD	44	70%	87%	31	27	D	LAX	13	20	AA	A100	ERD	44	63%	81%	28	22	T2E
32	757	D		LAX	14	58	AA	A100	ERD	44	70%	87%	31	27	D	LAX	15	30	AA	A100	ERD	44	63%	81%	28	22	T2E
32	757	D		LAX	15	58	AA	A100	ERD	44	70%	87%	31	27	D	LAX	16	30	AA	A100	ERD	44	77%	81%	34	27	T2E
32	757	D		LAX	17	00	AA	A100	ERD	44	77%	87%	34	30	D	LAX	17	30	AA	A100	ERD	44	90%	81%	40	32	T2E
32	757	D		LAX	18	00	AA	A100	CR7	70	90%	87%	63	55	D	LAX	18	30	AA	A100	CR7	70	90%	81%	63	51	T2E
32	757	D		LAX	19	00	AA	A100	ERD	44	77%	87%	34	30	D	LAX	19	30	AA	A100	ERD	44	77%	81%	34	27	T2E
32	757	D		LAX	21	15	AA	A100	ERD	44	70%	100%	31	31	D	LAX	21	45	AA	A100	ERD	44	63%	81%	28	22	T2E
32	757	D		LAX	22	14	AA	A100	ERD	44	70%	100%	31	31			22	44	AA	A100	ERD	44					T2E
32	757	D		LAX	23	22	AA	A100	ERD	44	70%	100%	31	31			00	00	AA	A100	ERD	44					T2E
33	757				00	00	NW	NW	320	148					D	DTW	08	25	NW	NW	320	148	90%	97%	133	129	T2W
33	757	D		MEM	11	05	NW	NW	757	180	77%	97%	139	135	D	MEM	12	30	NW	NW	757	180	77%	97%	138	135	T2W
33	757	D		MSP	15	02	NW	NW	320	148	73%	96%	108	104	D	MSP	16	05	NW	NW	320	148	77%	96%	114	109	T2W
33	757	D		MSP	19	02	NW	NW	320	148	77%	96%	114	110			00	00	NW	NW	320	148					T2W
34	NB				00	00	NW	NW	320	148					D	MSP	06	35	NW	NW	320	148	77%	100%	114	114	T2W
34	NB	D		MSP	08	42	NW	NW	320	148	73%	96%	108	104	D	MSP	09	55	NW	NW	320	148	77%	96%	114	109	T2W
34	NB	D		DTW	11	01	NW	NW	320	148	90%	97%	133	130	D	DTW	12	30	NW	NW	320	148	72%	97%	106	103	T2W
34	NB	D		MSP	13	05	NW	NW	320	148	77%	96%	114	110	D	MSP	14	02	NW	NW	320	148	58%	96%	86	82	T2W
34	NB	D		DTW	17	18	NW	NW	320	148	64%	97%	95	92	D	MSP	18	15	NW	NW	320	148	90%	96%	133	128	T2W
34	NB	D		DTW	20	58	NW	NW	320	148	90%	97%	133	130	D	DTW	22	20	NW	NW	320	148	72%	97%	106	103	T2W
34	NB	D		MSP	23	02	NW	NW	320	148	73%	100%	108	108			00	00	NW	NW	320	148					T2W
35	757				00	00	NW	NW	320	148					D	MSP	07	30	NW	NW	320	148	90%	100%	133	133	T2W
35	757	D		MSP	10	47	NW	NW	757	180	90%	96%	162	156	D	MSP	12	05	NW	NW	757	180	58%	96%	104	100	T2W
35	757	D		DTW	13	51	NW	NW	320	148	64%	97%	95	92	D	DTW	14	52	NW	NW	320	148	72%	97%	106	103	T2W
35	757	D		MSP	16	12	NW	NW	320	148	73%	96%	108	104	D	MSP	17	10	NW	NW	320	148	90%	96%	133	128	T2W
35	757	D		MSP	21	02	NW	NW	320	148	77%	100%	114	114			00	00	NW	NW	320	148					T2W
36	WB				00	00	CO	CO	738	155					D	EWR	08	00	CO	CO	738	155	90%	100%	139	139	T2W

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Ref. Num.	Gate	Arrivals														Departures															
		Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	Term		
36	WB	D	EWR	11	35	CO	CO	757	183	90%	100%	165	165	D	EWR	12	45	CO	CO	757	183	70%	100%	128	128	T2W					
36	WB	D	EWR	14	17	CO	CO	764	235	65%	100%	153	153	D	EWR	15	15	CO	CO	764	235	70%	100%	164	164	T2W					
36	WB	D	EWR	16	15	CO	CO	757	183	65%	100%	119	119	D	EWR	17	15	CO	CO	757	183	90%	100%	164	164	T2W					
36	WB	D	EWR	20	28	CO	CO	764	235	90%	100%	212	212	D	EWR	21	45	CO	CO	764	235	70%	100%	164	164	T2W					
36	WB	D	EWR	22	16	CO	CO	738	155	77%	100%	120	120					00	00	CO	CO	738	155								
37	757	Y		00	00	CO	CO	738	155					D	IAH	07	00	CO	CO	738	155	90%	100%	139	139	T2W					
37	757	D	IAH	08	43	CO	CO	738	155	72%	100%	112	112	D	IAH	09	39	CO	CO	738	155	77%	100%	119	119	T2W					
37	757	D	IAH	10	33	CO	CO	739	167	90%	100%	150	150	D	IAH	12	30	CO	CO	739	167	72%	100%	120	120	T2W					
37	757	D	IAH	13	03	CO	CO	738	155	77%	100%	120	120	D	IAH	14	20	CO	CO	738	155	72%	100%	111	111	T2W					
37	757	D	IAH	15	52	CO	CO	738	155	72%	100%	112	112	D	IAH	16	50	CO	CO	738	155	77%	100%	119	119	T2W					
37	757	D	IAH	17	57	CO	CO	738	155	72%	100%	112	112	Y		18	42	CO	CO	738	155										
37	757	D	CLE	20	20	CO	CO	738	155	77%	100%	120	120	D	CLE	21	38	CO	CO	738	155	77%	100%	119	119	T2W					
37	757	D	IAH	22	04	CO	CO	738	155	77%	100%	120	120	D	IAH	23	00	CO	CO	738	155	72%	100%	111	111	T2W					
38	757	Y		00	00	DL	A296	CR7	70					D	SLC	06	20	DL	A296	CR7	70	77%	100%	54	54	T2W					
38	757	D	SLC	06	57	DL	A296	CR7	70	64%	100%	45	45	D	SLC	07	31	DL	A296	CR7	70	90%	100%	63	63	T2W					
38	757	D	SLC	09	35	DL	A296	CR7	70	77%	100%	54	54	D	SLC	10	30	DL	A296	CR7	70	72%	100%	50	50	T2W					
38	757	D	ATL	11	09	DL	DL	738	150	77%	100%	116	116	D	ATL	12	30	DL	DL	738	150	74%	100%	111	111	T2W					
38	757	D	ATL	14	16	DL	DL	738	150	68%	100%	102	102	D	ATL	15	30	DL	DL	738	150	74%	100%	111	111	T2W					
38	757	D	DFW	17	52	DL	DL	738	150	77%	100%	116	116	D	DFW	18	50	DL	DL	738	150	90%	100%	135	135	T2W					
38	757	D	SLC	20	15	DL	A296	CR7	70	77%	100%	54	54	D	SLC	20	50	DL	A296	CR7	70	72%	100%	50	50	T2W					
38	757	D	ATL	22	04	DL	DL	738	150	77%	100%	116	116	Y		00	00	DL	DL	738	150										
39	757	Y		00	00	DL	DL	738	150					D	CVG	06	40	DL	DL	738	150	77%	100%	115	115	T2W					
39	757	D	DFW	09	45	DL	DL	738	150	77%	100%	116	116	D	DFW	10	45	DL	DL	738	150	64%	100%	96	96	T2W					
39	757	D	SLC	12	10	DL	DL	738	150	90%	100%	135	135	D	SLC	13	00	DL	DL	738	150	72%	100%	108	108	T2W					
39	757	D	SLC	13	54	DL	DL	738	150	64%	100%	96	96	D	SLC	15	00	DL	DL	738	150	72%	100%	108	108	T2W					
39	757	D	SLC	16	50	DL	A296	CR7	70	64%	100%	45	45	D	SLC	17	30	DL	A296	CR7	70	90%	100%	63	63	T2W					
39	757	D	CVG	18	00	DL	DL	738	150	64%	100%	96	96	Y		18	45	DL	DL	738	150										
39	757	D	SLC	19	00	DL	DL	738	150	90%	100%	135	135	D	SLC	19	50	DL	DL	738	150	77%	100%	115	115	T2W					
39	757	D	CVG	21	07	DL	DL	738	150	90%	100%	135	135	D	CVG	22	52	DL	DL	738	150	70%	100%	105	105	T2W					
40	757			00	00	DL	DL	738	150					D	ATL	06	00	DL	DL	738	150	77%	100%	115	115	T2W					
40	757	Y		06	20	DL	DL	738	150					D	DFW	07	05	DL	DL	738	150	90%	100%	135	135	T2W					
40	757	D	ATL	10	02	DL	DL	738	150	90%	100%	135	135	D	CVG	11	00	DL	DL	738	150	70%	100%	105	105	T2W					
40	757	D	DFW	13	20	DL	DL	738	150	77%	100%	116	116	D	DFW	14	15	DL	DL	738	150	64%	100%	96	96	T2W					
40	757	D	CVG	15	00	DL	DL	738	150	64%	100%	96	96	D	CVG	16	00	DL	DL	738	150	90%	100%	135	135	T2W					
40	757	D	ATL	18	13	DL	DL	738	150	77%	100%	116	116	D	ATL	21	22	DL	DL	738	150	74%	100%	111	111	T2W					
40	757	D	DFW	22	30	DL	DL	738	150	77%	100%	116	116			00	00	DL	DL	738	150										
41	WB			00	00	DL	DL	757	183					D	ATL	07	20	DL	DL	757	183	90%	100%	164	164	T2W					
41	WB	D	ATL	08	15	DL	DL	738	150	68%	100%	102	102	D	ATL	09	15	DL	DL	738	150	77%	100%	115	115	T2W					
41	WB	D	CVG	10	42	DL	DL	738	150	90%	100%	135	135	D	ATL	11	40	DL	DL	738	150	74%	100%	111	111	T2W					
41	WB	D	ATL	11	57	DL	DL	757	183	77%	100%	141	141	D	ATL	13	20	DL	DL	757	183	74%	100%	135	135	T2W					
41	WB	D	ATL	15	20	DL	DL	757	183	68%	100%	125	125	D	ATL	16	30	DL	DL	757	183	77%	100%	141	141	T2W					
41	WB	D	ATL	20	43	DL	DL	757	183	90%	100%	165	165	D	ATL	22	15	DL	DL	757	183	74%	100%	135	135	T2W					
41	WB	D	ATL	23	07	DL	DL	757	183	77%	100%	141	141			00	00	DL	DL	757	183										
42	WB	D	SEA	00	15	AS	AS	73G	120	74%	95%	89	85	D	SEA	06	30	AS	AS	73G	120	77%	100%	92	92	T2W					
42	WB	D	GEG	09	55	AS	QX	CR7	70	77%	96%	54	52	D	GEG	10	25	AS	QX	CR7	70	77%	97%	54	52	T2W					

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
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Ref. Num.	Gate	Type	TOW	D/I	Origin	Arrivals										TOW	D/I	Departures										Term
						Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term			Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	
42	WB	D	SEA	11	37	AS	AS	73G	120	74%	95%	89	85	D	SEA	12	27	AS	AS	73G	120	69%	95%	83	79	T2W		
42	WB	Y		15	42	AS	AS	73G	120					D	PDX	17	45	AS	AS	73G	120	90%	95%	108	103	T2W		
42	WB	D	GEG	18	55	AS	QX	CR7	70	77%	96%	54	52	D	GEG	19	25	AS	QX	CR7	70	77%	97%	54	52	T2W		
42	WB	D	SEA	20	00	AS	AS	73G	120	77%	95%	93	88	D	SEA	20	53	AS	AS	73G	120	69%	95%	83	79	T2W		
42	WB	D	SLC	21	39	DL	A296	CR7	70	77%	100%	54	54	Y		22	24	DL	A296	CR7	70					T2W		
43	WB			00	00	AS	AS	73G	120					D	SEA	08	20	AS	AS	73G	120	90%	95%	108	103	T2W		
43	WB	D	PDX	09	15	AS	AS	73G	120	90%	95%	108	103	I	SJD	10	05	AS	AS	73G	120	70%	96%	84	81	T2W		
43	WB	D	BOI	10	55	AS	QX	CR7	70	77%	96%	54	52	D	BOI	11	25	AS	QX	CR7	70	77%	97%	54	52	T2W		
43	WB	D	PDX	13	02	AS	AS	73G	120	74%	95%	89	85	D	PDX	13	50	AS	AS	73G	120	69%	95%	83	79	T2W		
43	WB	D	PDX	16	00	AS	AS	734	140	74%	95%	104	99	D	SEA	16	45	AS	AS	734	140	77%	95%	108	102	T2W		
43	WB	D	PDX	18	00	AS	AS	73G	120	74%	95%	89	85	D	PDX	19	00	AS	AS	73G	120	90%	95%	108	103	T2W		
43	WB	D	PDX	22	19	AS	AS	73G	120	74%	100%	89	89			00	00	AS	AS	73G	120					T2W		
44	NB			00	00	AS	AS	73G	120					D	PDX	06	40	AS	AS	73G	120	77%	100%	92	92	T2W		
44	NB	D	SEA	08	27	AS	AS	73G	120	74%	95%	89	85	D	SEA	09	20	AS	AS	73G	120	77%	95%	92	88	T2W		
44	NB	D	SEA	09	50	AS	AS	734	140	90%	95%	126	120	D	PDX	10	35	AS	AS	734	140	69%	95%	96	92	T2W		
44	NB	D	SEA	13	52	AS	AS	73G	120	74%	95%	89	85	D	SEA	14	40	AS	AS	73G	120	69%	95%	83	79	T2W		
44	NB	D	SEA	16	40	AS	AS	73G	120	74%	95%	89	85	D	SEA	17	25	AS	AS	73G	120	90%	95%	108	103	T2W		
44	NB	D	SEA	18	32	AS	AS	73G	120	74%	95%	89	85	D	SEA	19	30	AS	AS	73G	120	77%	95%	92	88	T2W		
44	NB	D	PDX	20	18	AS	AS	73G	120	74%	95%	89	85	D	PDX	21	08	AS	AS	73G	120	69%	95%	83	79	T2W		
44	NB	D	SEA	22	48	AS	AS	73G	120	77%	100%	93	93			00	00	AS	AS	73G	120					T2W		
R01	I	I	LHR	12	50	BA	BA	777	257	80%	96%	206	198	I	LHR	14	50	BA	BA	777	257	80%	97%	205	199	REM		
R01	I	I	LHR	15	35	BA	BA	777	257	80%	96%	206	198	I	LHR	17	35	BA	BA	777	257	80%	97%	205	199	REM		
428	Cargo		OAK	04	40	FDX	FDX	A300							OAK	08	35	FDX	FDX	A300								
429	Cargo		EWR	06	15	FDX	FDX	A300							EWR	18	25	FDX	FDX	A300								
430	Cargo		RFD	05	55	UPS	UPS	B767							RFD	19	11	UPS	UPS	B767								
431	Cargo		AFW	04	30	FDX	FDX	A300							AFW	19	48	FDX	FDX	A300								
432	Cargo		PHX	07	20	DHL	DHL	B767							PHX	18	47	DHL	DHL	B767								
433	Cargo		IND	05	35	FDX	FDX	B757							IND	19	15	FDX	FDX	B757								
434	Cargo		SDF	04	45	UPS	UPS	B767							ONT	06	32	UPS	UPS	B767								
435	Cargo		ILN	05	52	ABX	ABX	B767							ILN	19	23	ABX	ABX	B767								
436	Cargo		ILN	06	09	ABX	ABX	B767							ILN	19	09	ABX	ABX	B767								
437	Cargo		OGG	13	15	UPS	UPS	B767							AFW	19	17	UPS	UPS	B767								
438	Cargo		MEM	05	40	FDX	FDX	MD10							MEM	07	20	FDX	FDX	MD10								
439	Cargo		MEM	17	20	FDX	FDX	DC10							MEM	19	40	FDX	FDX	DC10								
440	Cargo		MEM	05	20	FDX	FDX	MD10							MEM	18	55	FDX	FDX	MD10								
441	Cargo		LAX	09	33	WOA	WOA	MD10							LAX	18	37	WOA	WOA	MD10								
442	Cargo		IND	04	50	FDX	FDX	MD10							IND	18	45	FDX	FDX	MD10								
443	Cargo		GSO	06	00	FDX	FDX	MD10							GSO	18	35	FDX	FDX	MD10								
444	GA		LAX	07	52		N	GLF4																				
445	GA		LAS	08	32		N	CL60																				
446	GA		SJC	09	42		N	H25B																				
447	GA		BUR	10	05		N	BE20																				

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate		Arrivals							Departures											Term								
	Type	TOW	D/I	Type	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.		PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
448	GA				MSP	10	52		N	GLF4																			
449	GA				SFO	11	05		N	BE20																			
450	GA				MSY	11	18		N	CL60																			
451	GA				RNO	12	25		N	H25B																			
452	GA				DEN	12	51		N	GLF4																			
453	GA				SEA	13	04		N	GLF4																			
454	GA				DFW	13	36		N	GLF4																			
455	GA				IAH	14	14		N	CL60																			
456	GA				SMF	14	47		N	BE20																			
457	GA				IAD	15	03		N	GLF4																			
458	GA				MIA	15	53		N	GLF4																			
459	GA				CLT	16	25		N	CL60																			
460	GA				MCI	16	28		N	H25B																			
461	GA				SLC	16	48		N	H25B																			
462	GA				BOS	17	46		N	H25B																			
463	GA				MRY	18	32		N	BE20																			
464	GA				LAX	18	55		N	BE20																			
465	GA				SMF	19	45		N	BE20																			
466	GA				LAS	20	10		N	H25B																			
467	GA				PHX	21	32		N	GLF4																			
468	GA				SFO	23	15		N	GLF4																			
469	GA																	LAS	6	15		N	GLF4						
470	GA																	DFW	7	25		N	CL60						
471	GA																	TUS	8	32		N	GLF4						
472	GA																	CLE	9	25		N	GLF4						
473	GA																	MRY	9	54		N	BE20						
474	GA																	AUS	10	35		N	CL60						
475	GA																	SMF	10	59		N	H25B						
476	GA																	BFL	11	25		N	BE20						
477	GA																	PIT	11	10		N	GLF4						
478	GA																	RNO	12	05		N	H25B						
479	GA																	LAS	13	42		N	H25B						
480	GA																	SMF	13	15		N	BE20						
481	GA																	SMF	13	55		N	GLF4						
482	GA																	PHX	14	28		N	BE20						
483	GA																	SBA	14	05		N	CL60						
484	GA																	SDF	15	06		N	H25B						
485	GA																	SJC	15	18		N	GLF4						
486	GA																	BOI	16	30		N	H25B						
487	GA																	LAX	16	52		N	GLF4						
488	GA																	FAT	17	35		N	BE20						
489	GA																	SFO	17	17		N	GLF4						
490	GA																	PDX	18	25		N	GLF4						
491	GA																	ABQ	19	35		N	CL60						
492	GA																	PHX	21	35		N	H25B						

Attachment L

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
East Terminal Alternative

Ref. Num.	Gate		Arrivals										Departures							Term										
	Type	TOW	Type	Arr. Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	Depl. Dest.	Depl. Hour	Depl. Min.		PC	Air-line	Equip-ment	Seats	Depl. L.F.	Depl. OD %	Enp	Orig		
493	GA																SJC	21	20		N	BE20								
494	MIL			OAK	15	45		MIL	FA20																					
495	MIL																OAK	17	45		MIL	FA20								

Source: HNTB analysis.

ATTACHMENT M

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule - High Airfield - Constrained 2010 AAD Forecast
No Project Alternative

Ref. Num.	Terminal	Type	Arrivals												Departures														
			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	Dest.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	
259	1	T1				WN			733	137							D	SMF	06	30	WN	2300	733	137	75%	100%	102	102	
20	1	T1	D	SJC	07	50	WN	1782	733	137	75%	97%	103	100			D	TUS	08	15	WN	1782	733	137	90%	97%	123	119	
261	1	T1	D	MDW	09	20	WN	658	73G	137	78%	97%	107	104			D	MSY	09	50	WN	575	73G	137	78%	97%	106	103	
262	1	T1	D	PHX	10	50	WN	1165	733	137	90%	97%	123	119			D	PHX	11	20	WN	371	733	137	65%	97%	88	85	
263	1	T1	D	SAT	12	50	WN	NEW	733	137	78%	97%	107	104			D	ABQ	13	20	WN	NEW	733	137	78%	97%	106	103	
22	1	T1	D	SMF	14	35	WN	1054	73G	137	71%	97%	97	94			D	LAS	15	50	WN	1448	73G	137	71%	97%	97	94	
38	1	T1	D	BNA	16	55	WN	144	73G	137	71%	97%	97	94			D	OAK	17	25	WN	131	73G	137	90%	97%	123	119	
39	1	T1	D	OAK	18	30	WN	1718	735	122	75%	97%	92	89			D	PHX	18	55	WN	734	735	122	90%	97%	110	107	
40	1	T1	D	OAK	20	00	WN	621	733	137	90%	97%	123	119			D	LAS	20	25	WN	1819	733	137	75%	97%	102	99	
41	1	T1	D	PHX	21	20	WN	703	733	137	76%	100%	104	104							WN		733	137					
270	2	T1				WN			73G	137							TOW	D	ABQ	06	35	WN	2234	73G	137	78%	100%	106	106
32	2	T1	D	SMF	07	30	WN	579	733	137	75%	97%	103	100			D	SMF	07	55	WN	1020	733	137	90%	100%	123	123	
33	2	T1	D	RNO	08	20	WN	NEW	735	122	90%	97%	110	107			D	OAK	08	50	WN	1053	735	122	90%	97%	110	107	
43	2	T1	D	OAK	10	30	WN	700	735	122	90%	97%	110	107			D	OAK	11	00	WN	760	735	122	67%	97%	81	79	
44	2	T1	D	BWI	12	05	WN	280	73G	137	90%	97%	123	119			D	PHX	12	35	WN	776	73G	137	65%	97%	88	85	
45	2	T1	D	ABQ	14	00	WN	1915	733	137	69%	97%	94	91			D	SMF	14	25	WN	1915	733	137	67%	97%	91	88	
46	2	T1	D	SJC	15	35	WN	1548	73G	137	61%	97%	83	81			D	SJC	16	05	WN	2755	73G	137	71%	97%	97	94	
47	2	T1	D	LAS	17	20	WN	920	733	137	70%	97%	96	93			D	PHX	17	50	WN	1069	733	137	90%	97%	123	119	
48	2	T1	D	PHX	18	45	WN	648	73G	137	90%	97%	123	119			D	OAK	19	10	WN	648	73G	137	67%	97%	91	88	
49	2	T1	D	MDW	20	30	WN	491	73G	137	90%	97%	123	119			D	SMF	20	55	WN	491	73G	137	67%	97%	91	88	
269	2	T1	TOW	D	BWI	22	35	WN	1861	73G	137	65%	100%	89	89						WN		73G	137					
280	3	T1				WN			733	137							D	OAK	06	40	WN	1024	733	137	75%	100%	102	102	
281	3	T1				WN			73G	137							TOW	D	PHL	08	12	WN	NEW	73G	137	90%	98%	123	121
282	3	T1	D	HOU	09	30	WN	NEW	733	137	78%	97%	107	104			D	HOU	10	00	WN	NEW	733	137	78%	97%	106	103	
283	3	T1	D	SMF	11	25	WN	1554	733	137	71%	97%	97	94			D	LAS	11	55	WN	1554	733	137	71%	97%	97	94	
5	3	T1	D	LAS	12	25	WN	996	735	122	70%	97%	85	82			D	LAS	12	55	WN	2227	735	122	71%	97%	86	83	
247	3	T1	D	PHX	14	05	WN	1799	733	137	61%	97%	83	81			D	OAK	14	30	WN	2268	733	137	67%	97%	91	88	
248	3	T1	D	BNA	16	00	WN	NEW	73G	137	71%	97%	97	94			D	PHX	16	25	WN	1324	73G	137	75%	97%	102	99	
249	3	T1	D	ABQ	17	30	WN	2623	73G	137	69%	97%	94	91			D	LAS	17	55	WN	594	73G	137	90%	97%	123	119	
250	3	T1	D	HOU	19	05	WN	NEW	733	137	78%	97%	107	104			D	TUS	19	35	WN	1975	733	137	67%	97%	91	88	
251	3	T1	D	RNO	21	29	WN	NEW	735	122	67%	100%	82	82			D	RNO	22	00	WN	NEW	735	122	67%	97%	81	79	
9	3	T1	D	SMF	23	00	WN	697	733	137	71%	100%	97	97							WN		733	137					
290	4	T1				WN			733	137							D	PHX	06	40	WN	2765	733	137	75%	100%	102	102	
291	4	T1	D	PHX	07	15	WN	888	733	137	61%	97%	83	81			D	SJC	07	50	WN	479	733	137	75%	100%	102	102	
292	4	T1	D	ABQ	09	35	WN	413	733	137	90%	97%	123	119			D	LAS	10	00	WN	906	733	137	71%	97%	97	94	
293	4	T1	D	CMH	11	45	WN	NEW	73G	137	78%	97%	107	104			D	MDW	12	15	WN	1060	73G	137	71%	97%	97	94	
294	4	T1	D	RNO	14	05	WN	NEW	735	122	67%	97%	82	80			D	RNO	14	30	WN	NEW	735	122	67%	97%	81	79	
255	4	T1	D	SMF	15	05	WN	2044	733	137	71%	97%	97	94			D	TUS	15	30	WN	2044	733	137	67%	97%	91	88	
30	4	T1	D	SJC	16	50	WN	396	73G	137	61%	97%	83	81			D	OAK	17	20	WN	1221	73G	137	90%	97%	123	119	
296	4	T1	D	ELP	18	05	WN	2025	733	137	78%	97%	107	104			D	OAK	18	35	WN	1381	733	137	75%	97%	102	99	
297	4	T1	D	PHX	20	35	WN	586	73G	137	90%	100%	123	123			D	SJC	21	00	WN	586	73G	137	71%	97%	97	94	
18	4	T1	D	LAS	22	00	WN	289	733	137	90%	100%	123	123							WN		733	137					
1	5	T1				WN			733	137							D	SJC	06	50	WN	2958	733	137	75%	100%	102	102	
2	5	T1	D	OAK	07	20	WN	1461	73G	137	64%	97%	87	84			D	BNA	07	50	WN	1461	73G	137	90%	100%	123	123	
27	5	T1	D	SJC	08	40	WN	973	733	137	90%	97%	123	119			D	LAS	09	05	WN	973	733	137	75%	97%	102	99	
4	5	T1	D	MDW	11	30	WN	421	73G	137	78%	97%	107	104			D	BWI	12	00	WN	2114	73G	137	65%	97%	88	85	

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Ref.	Term	Arrivals										Departures											
		Type	Arr.	Arr.	Air-	Fit.	Equip-	Arr.	Arr.	Type	Dept.	Dept.	Air-	Fit.	Equip-	Dept.	Dept.						
246	5 T1	D ABQ	12	25	WN	NEW	733	137	69%	97%	94	91	D SAT	12	50	WN	NEW	733	137	65%	97%	88	85
29	5 T1	D SMF	13	15	WN	2289	735	122	71%	97%	87	84	D SMF	13	45	WN	2386	735	122	67%	97%	81	79
6	5 T1	D OAK	14	10	WN	604	733	137	64%	97%	87	84	D SJC	14	35	WN	328	733	137	71%	97%	97	94
256	5 T1	D MDW	16	50	WN	NEW	73G	137	71%	97%	97	94	D SMF	17	15	WN	2391	73G	137	90%	97%	123	119
267	5 T1	D SJC	19	10	WN	2478	733	137	90%	97%	123	119	D SMF	19	35	WN	2730	733	137	75%	97%	102	99
31	5 T1	D LAS	20	55	WN	2282	733	137	75%	97%	103	100	D PHX	21	20	WN	2159	733	137	65%	97%	88	85
279	5 T1	D ABQ	21	50	WN	NEW	733	137	90%	100%	123	123				WN	733	137					
10	6 T1				WN	73G	137						D MDW	07	05	WN	1015	73G	137	90%	100%	123	123
11	6 T1	D LAS	07	30	WN	2190	733	137	70%	97%	96	93	D PHX	07	55	WN	1768	733	137	90%	100%	123	123
12	6 T1	D TUS	08	50	WN	2952	733	137	90%	97%	123	119	D SMF	09	15	WN	2952	733	137	75%	97%	102	99
3	6 T1	D OAK	09	55	WN	598	733	137	90%	97%	123	119	D ELP	10	20	WN	598	733	137	78%	97%	106	103
13	6 T1	D MSY	11	50	WN	1352	73G	137	78%	97%	107	104	D SMF	12	15	WN	1352	73G	137	67%	97%	91	88
14	6 T1	D LAS	13	25	WN	2434	735	122	70%	97%	85	82	D LAS	13	50	WN	1406	735	122	71%	97%	86	83
15	6 T1	D LAS	14	15	WN	141	733	137	70%	97%	96	93	D PHX	14	45	WN	2301	733	137	65%	97%	88	85
37	6 T1	D LAS	15	25	WN	2533	73G	137	70%	97%	96	93	D SMF	15	50	WN	2533	73G	137	67%	97%	91	88
16	6 T1	D SAT	17	00	WN	NEW	733	137	78%	97%	107	104	D HOU	17	30	WN	NEW	733	137	78%	97%	106	103
277	6 T1	D LAS	19	35	WN	267	73G	137	70%	97%	96	93	D PHX	20	00	WN	1102	73G	137	65%	97%	88	85
258	6 T1	D SJC	21	30	WN	1510	73G	137	75%	100%	103	103				WN	73G	137					
26	7 T1				WN	735	122						D OAK	07	40	WN	544	735	122	90%	100%	110	110
252	7 T1	D PHX	08	25	WN	572	733	137	76%	97%	104	101	D PHX	09	10	WN	1883	733	137	90%	97%	123	119
253	7 T1	D OAK	11	05	WN	336	733	137	64%	97%	87	84	D SJC	11	30	WN	2381	733	137	71%	97%	97	94
21	7 T1	D PHX	11	50	WN	1969	733	137	90%	97%	123	119	D MCI	12	15	WN	794	733	137	78%	97%	106	103
284	7 T1	D OAK	13	10	WN	281	73G	137	64%	97%	87	84	D BNA	13	35	WN	281	73G	137	71%	97%	97	94
264	7 T1	D MDW	14	35	WN	391	73G	137	71%	97%	97	94	D LAS	15	05	WN	2224	73G	137	71%	97%	97	94
295	7 T1	D SMF	16	00	WN	794	73G	137	71%	97%	97	94	D BNA	16	25	WN	NEW	73G	137	71%	97%	97	94
23	7 T1	D OAK	17	25	WN	828	73G	137	75%	97%	103	100	D MDW	17	50	WN	828	73G	137	78%	97%	106	103
257	7 T1	D OAK	19	05	WN	509	73G	137	90%	97%	123	119	D LAS	19	30	WN	1797	73G	137	75%	97%	102	99
25	7 T1	D PHX	22	10	WN	1141	735	122	61%	100%	74	74				WN	735	122					
271	8 T1				WN	735	122						D RNO	08	10	WN	NEW	735	122	90%	100%	110	110
272	8 T1	D PHX	09	25	WN	680	733	137	90%	97%	123	119	D SJC	09	50	WN	680	733	137	90%	97%	123	119
273	8 T1	D BNA	11	20	WN	1290	73G	137	90%	97%	123	119	D OAK	11	50	WN	1290	73G	137	67%	97%	91	88
274	8 T1	D SJC	13	00	WN	659	733	137	61%	97%	83	81	D PHX	13	25	WN	659	733	137	65%	97%	88	85
275	8 T1	D MCI	14	40	WN	1565	733	137	78%	97%	107	104	D ABQ	15	18	WN	NEW	733	137	78%	97%	106	103
276	8 T1	D PHX	16	25	WN	1958	733	137	61%	97%	83	81	D SMF	16	50	WN	1958	733	137	75%	97%	102	99
24	8 T1	D AUS	18	05	WN	1381	73G	137	78%	97%	107	104	D SJC	18	30	WN	2025	73G	137	75%	97%	102	99
17	8 T1	D TUS	19	35	WN	979	733	137	67%	97%	92	89	D OAK	20	00	WN	979	733	137	67%	97%	91	88
278	8 T1	D OAK	21	10	WN	2476	73G	137	75%	100%	103	103	D SMF	21	35	WN	1631	73G	137	67%	97%	91	88
298	8 T1	D OAK	22	50	WN	2676	735	122	64%	100%	78	78				WN	735	122					
260	9 T1				WN	73G	137						D BWI	07	45	WN	1546	73G	137	90%	100%	123	123
42	9 T1	D OAK	08	25	WN	2043	733	137	75%	97%	103	100	D SAT	09	00	WN	NEW	733	137	90%	97%	123	119
51	9 T1	D SJC	10	30	WN	2407	733	137	75%	97%	103	100	D ABQ	10	55	WN	2407	733	137	78%	97%	106	103
28	9 T1	D OAK	12	00	WN	1371	733	137	64%	97%	87	84	D OAK	12	25	WN	970	733	137	67%	97%	91	88
254	9 T1	D PHX	13	10	WN	277	73G	137	61%	97%	83	81	D OAK	13	35	WN	277	73G	137	67%	97%	91	88
285	9 T1	D LAS	14	50	WN	2060	73G	137	70%	97%	96	93	D MDW	15	20	WN	1679	73G	137	78%	97%	106	103
286	9 T1	D SMF	16	45	WN	2587	733	137	71%	97%	97	94	D PHX	17	15	WN	2587	733	137	75%	97%	102	99
287	9 T1	D SMF	18	20	WN	968	733	137	75%	97%	103	100	D ABQ	17	45	WN	968	733	137	78%	97%	106	103
288	9 T1	D SJC	20	30	WN	1555	733	137	90%	100%	123	123	D LAS	20	55	WN	901	733	137	71%	97%	97	94

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		Type	Arr.	Arr.	Air-	Fit.	Equip-	Arr.	Arr.	Equip-	Type	Dept.	Dept.	Air-	Fit.	Equip-	Dept.	Dept.									
8	9	T1	D	SMF	21	40	WN	139	73G	137	71%	100%	97	97	D	LAS	07	35	WN	2447	73G	137	90%	100%	123	123	
19	10	T1					WN		733	137					D	AUS	09	00	WN	398	73G	137	78%	97%	106	103	
50	10	T1	D	SMF	08	35	WN	398	73G	137	90%	97%	123	119	D	MDW	10	30	WN	NEW	73G	137	71%	97%	97	94	
34	10	T1	D	LAS	10	05	WN	131	73G	137	90%	97%	123	119	D	SJC	12	15	WN	1117	733	137	71%	97%	97	94	
35	10	T1	D	TUS	11	45	WN	1117	733	137	67%	97%	92	89	D	CMH	14	20	WN	NEW	73G	137	78%	97%	106	103	
36	10	T1	D	PHL	13	45	WN	NEW	73G	137	71%	97%	97	94	D	OAK	16	40	WN	2275	733	137	75%	97%	102	99	
265	10	T1	D	OAK	16	15	WN	2392	733	137	64%	97%	87	84	D	SMF	18	15	WN	699	733	137	90%	97%	123	119	
266	10	T1	D	PHX	17	50	WN	699	733	137	61%	97%	83	81													
7	10	T1	TOW	D	SMF	19	10	WN	1975	73G	137	90%	97%	123	119												
268	10	T1		D	SMF	20	40	WN	1728	733	137	75%	100%	103	103	D	OAK	21	05	WN	2028	733	137	67%	97%	91	88
289	10	T1		D	LAS	22	45	WN	1072	733	137	90%	100%	123	123												
52	11	T1					UA		320	138					TOW	D	DEN	06	18	UA	484	320	138	73%	100%	100	100
53	11	T1					UA		733	120						D	SFO	07	40	UA	594	733	120	90%	84%	108	91
77	11	T1	D	SFO	08	08	UA	303	733	120	90%	84%	108	91		D	SFO	09	08	UA	930	733	120	75%	84%	90	76
54	11	T1	D	DEN	09	55	UA	762	320	138	90%	84%	124	104		D	DEN	10	40	UA	362	320	138	73%	84%	100	84
78	11	T1	D	SFO	11	45	UA	1148	320	138	65%	84%	90	76		D	IAD	12	45	UA	214	320	138	78%	84%	107	90
79	11	T1	D	DEN	15	38	UA	1185	320	138	71%	84%	98	82		D	SFO	16	28	UA	316	320	138	75%	84%	103	87
80	11	T1	TOW	D	DEN	18	46	UA	329	320	138	71%	84%	98	82												
70	11	T1	TOW	D	SFO	19	58	UA	901	733	120	90%	84%	108	91												
81	11	T1		D	DEN	21	42	UA	1165	320	138	90%	100%	124	124												
59	12	T1					UA		320	138						D	IAD	06	26	UA	352	320	138	78%	100%	107	107
60	12	T1					UA		320	138					TOW	D	DEN	07	55	UA	598	320	138	90%	100%	124	124
73	12	T1	D	ORD	08	50	UA	NEW	320	138	66%	84%	91	76		D	ORD	09	40	UA	NEW	320	138	90%	84%	124	104
61	12	T1	D	ORD	10	19	UA	451	320	138	90%	84%	124	104		D	ORD	11	09	UA	624	320	138	71%	84%	98	82
62	12	T1	D	ORD	12	21	UA	421	320	138	90%	84%	124	104		D	ORD	13	14	UA	632	320	138	71%	84%	98	82
75	12	T1	D	SFO	15	52	UA	955	320	138	65%	84%	90	76		D	ORD	17	00	UA	NEW	320	138	78%	84%	107	90
63	12	T1	D	SFO	17	48	UA	785	733	120	65%	84%	78	66		D	SFO	18	30	UA	984	733	120	90%	84%	108	91
64	12	T1	D	ORD	20	47	UA	NEW	320	138	78%	100%	108	108													
72	13	T1					UA		320	138						D	ORD	06	40	UA	686	320	138	78%	100%	107	107
66	13	T1					UA		319	120					TOW	D	ORD	08	18	UA	336	319	120	90%	84%	108	91
67	13	T1	D	SFO	09	04	UA	1153	752	182	90%	84%	164	138		D	SFO	10	06	UA	898	752	182	67%	84%	121	102
68	13	T1	D	IAD	10	36	UA	125	320	138	78%	84%	108	91		D	SFO	11	38	UA	900	320	138	67%	84%	92	77
69	13	T1	D	DEN	12	32	UA	1183	752	182	71%	84%	129	108		D	DEN	14	05	UA	726	752	182	73%	84%	132	111
76	13	T1	TOW	D	ORD	19	14	UA	263	319	120	78%	84%	94	79												
57	13	T1		D	IAD	20	27	UA	921	320	138	78%	84%	108	91												
65	14	T1					UA		733	120						D	SFO	06	32	UA	704	733	120	75%	100%	90	90
87	14	T1	I	YVR	10	07	AC	682	319	112	71%	96%	79	76		I	YVR	10	47	AC	681	319	112	71%	96%	79	76
74	14	T1	D	SFO	12	56	UA	1155	733	120	65%	84%	78	66		D	SFO	13	41	UA	776	733	120	67%	84%	80	67
55	14	T1	D	ORD	14	38	UA	NEW	320	138	66%	84%	91	76		D	ORD	15	20	UA	NEW	320	138	90%	84%	124	104
56	14	T1	D	ORD	17	03	UA	203	320	138	66%	84%	91	76		D	DEN	17	47	UA	228	320	138	90%	84%	124	104
88	14	T1	I	YYZ	19	55	AC	NEW	320	140	71%	96%	99	95		I	YYZ	21	03	AC	NEW	320	140	71%	96%	99	95
71	14	T1	D	ORD	22	18	UA	157	752	182	90%	100%	164	164		D	ORD	23	00	UA	714	752	182	71%	84%	129	108
58	14	T1	D	SFO	23	35	UA	1161	733	120	65%	100%	78	78													
244	15	T1	D	ATL	10	45	FL	NEW	73G	137	90%	100%	123	123		D	ATL	11	30	FL	NEW	73G	137	71%	100%	97	97
245	15	T1	D	ATL	20	55	FL	NEW	73G	137	90%	100%	123	123		D	ATL	22	20	FL	NEW	73G	137	71%	100%	97	97
114	16	T1					AS		739	172					TOW	D	SEA	06	45	AS	NEW	739	172	78%	100%	134	134
115	16	T1					AS		M80	140					TOW	D	SEA	08	18	AS	231	M80	140	90%	100%	126	126

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			Arr.	Arr.	Air-	Fit.	Equip-	Arr.	Arr.	Type	Dept.	Dept.	Air-	Fit.	Equip-	Dept.	Dept.										
116	16	T1	D	SEA	08	35	AS	NEW	M80	140	78%	95%	109	104	D	SEA	09	05	AS	463	M80	140	78%	95%	109	104	
117	16	T1	D	PDX	09	25	AS	230	734	140	90%	95%	126	120	D	SEA	10	15	AS	545	734	140	72%	95%	100	95	
118	16	T1	D	SEA	12	55	AS	526	M80	140	75%	95%	105	100	D	SEA	13	29	AS	505	M80	140	72%	95%	100	95	
119	16	T1	D	SEA	13	49	AS	580	734	140	75%	95%	105	100	D	SEA	14	24	AS	593	734	140	72%	95%	100	95	
120	16	T1	D	SEA	19	36	AS	566	739	172	78%	95%	134	127	D	SEA	20	11	AS	553	739	172	72%	95%	123	117	
121	16	T1	TOW	D	SEA	22	01	AS	562	739	172	78%	100%	134	134				AS		739	172					
122	16	T1	TOW	D	SEA	23	31	AS	558	M80	140	75%	100%	105	105				AS		M80	140					
123	17	T1						AS	734	140					D	PDX	06	45	AS	509	734	140	75%	100%	105	105	
124	17	T1	D	SEA	09	45	AS	550	734	140	90%	95%	126	120	D	PDX	10	20	AS	569	734	140	75%	95%	105	100	
125	17	T1	D	BOI	10	55	QX	NEW	CR7	70	78%	96%	55	53	D	BOI	11	25	QX	NEW	CR7	70	78%	96%	54	52	
126	17	T1	D	PDX	12	59	AS	572	734	140	61%	95%	85	81	D	PDX	13	35	AS	426	734	140	68%	95%	95	90	
127	17	T1	D	SEA	16	55	AS	518	M80	140	75%	95%	105	100	D	SEA	17	25	AS	511	M80	140	90%	95%	126	120	
128	17	T1	D	PDX	22	48	AS	586	734	140	61%	100%	85	85				AS		734	140						
210	18	T1	D	IND	12	30	TZ	NEW	738	175	78%	100%	137	137	D	IND	13	35	TZ	NEW	738	175	78%	100%	136	136	
89	20	T2E						AM	M80	137					I	SJD	09	05	AM	489	M80	137	71%	100%	97	97	
90	20	T2E	I	MEX	09	55	AM	NEW	M80	137	71%	100%	97	97	I	MEX	11	00	AM	NEW	M80	137	71%	100%	97	97	
91	20	T2E	I	LHR	13	30	BA	NEW	777	257	81%	96%	208	200	I	LHR	15	20	BA	NEW	777	257	81%	96%	208	200	
92	20	T2E	I	SJD	19	35	AM	488	M80	137	71%	100%	97	97				AM		M80	137						
93	21	T2E	I	SJD	13	58	AS	231	73G	120	71%	95%	85	81	I	SJD	15	00	AS	230	73G	120	71%	95%	85	81	
100	22	T2E						HA	763	252					D	HNL	09	00	HA	15	763	252	78%	100%	196	196	
94	22	T2E	I	LHR	14	23	VS	NEW	343	255	81%	96%	207	199	I	LHR	16	10	VS	NEW	343	255	81%	96%	206	198	
101	22	T2E	D	HNL	20	45	HA	16	763	252	78%	100%	197	197				HA		763	252						
170	24	T2E						NW	320	148					D	DTW	06	26	NW	276	320	148	78%	100%	115	115	
238	24	T2E	D	DFW	09	02	B6	NEW	320	156	74%	98%	115	113	D	DFW	09	45	B6	NEW	320	156	78%	98%	121	119	
176	24	T2E	D	MEM	10	54	NW	189	319	124	78%	96%	97	93	D	MSP	12	05	NW	184	319	124	73%	96%	90	86	
172	24	T2E	D	MSP	13	11	NW	NEW	757	180	78%	96%	140	134	D	MSP	14	06	NW	NEW	757	180	73%	96%	131	126	
177	24	T2E	D	DTW	15	12	NW	NEW	320	148	51%	96%	75	72	D	MSP	16	00	NW	NEW	320	148	90%	96%	133	128	
173	24	T2E	D	MSP	18	02	NW	185	319	124	74%	96%	92	88	D	MSP	18	42	NW	NEW	319	124	73%	96%	90	86	
174	24	T2E	D	MSP	23	04	NW	191	320	148	74%	100%	110	110				NW		320	148						
138	25	T2E						AA	757	180					D	DFW	06	30	AA	522	757	180	72%	100%	129	129	
148	25	T2E						AA	738	142					TOW	D	JFK	07	45	AA	160	738	142	90%	100%	128	128
131	25	T2E	D	ORD	09	30	AA	NEW	M80	129	78%	86%	101	87	D	DFW	10	15	AA	NEW	M80	129	78%	86%	100	86	
132	25	T2E	D	DFW	10	52	AA	1675	M80	129	90%	86%	116	100	D	STL	11	40	AA	1158	M80	129	78%	86%	100	86	
166	25	T2E	D	DFW	12	08	AA	465	M80	129	78%	86%	101	87	D	DFW	12	50	AA	506	M80	129	72%	86%	92	79	
133	25	T2E	D	DFW	13	21	AA	1815	M80	129	74%	86%	95	82	D	DFW	14	03	AA	668	M80	129	72%	86%	92	79	
136	25	T2E	TOW	D	ORD	19	36	AA	1017	738	142	78%	86%	111	95				AA		738	142					
144	25	T2E	TOW	D	DFW	20	40	AA	1688	757	180	78%	86%	140	120				AA		757	180					
162	25	T2E	D	DFW	22	05	AA	1821	757	180	78%	100%	140	140				AA		757	180						
175	26	T2E						NW	320	148					TOW	D	MSP	06	30	NW	190	320	148	78%	100%	115	115
178	26	T2E	D	MSP	08	35	NW	NEW	319	124	74%	96%	92	88	D	MSP	09	30	NW	186	319	124	78%	96%	96	92	
171	26	T2E	D	MSP	10	06	NW	187	320	148	90%	96%	133	128	D	DTW	10	46	NW	188	320	148	78%	96%	115	110	
179	26	T2E	D	DTW	11	48	NW	273	320	148	90%	96%	133	128	D	DTW	12	40	NW	278	320	148	78%	96%	115	110	
180	26	T2E	D	MSP	15	00	NW	NEW	319	124	74%	96%	92	88	D	MEM	15	40	NW	NEW	319	124	78%	96%	96	92	
181	26	T2E	TOW	D	DTW	20	54	NW	485	320	148	90%	100%	133	133				NW		320	148					
129	27	T2E						AA	M80	129					TOW	D	STL	06	45	AA	456	M80	129	78%	100%	100	100
130	27	T2E						AA	738	142					TOW	D	ORD	07	52	AA	400	738	142	90%	100%	128	128
158	27	T2E	D	STL	10	55	AA	683	M80	129	78%	85%	101	86	D	DFW	11	44	AA	878	M80	129	72%	86%	92	79	

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Ref.	Term	Type	Arrivals										Departures														
			Type	Arr.	Arr.	Air-	Fit.	Equip-	Arr.	Arr.	Type	Dept.	Dept.	Air-	Fit.	Equip-	Dept.	Dept.									
151	27	T2E	D	ORD	13	25	AA	1645	M80	129	66%	86%	85	73	D	ORD	14	13	AA	1318	M80	129	78%	86%	100	86	
160	27	T2E	D	DFW	17	41	AA	1961	M80	129	74%	86%	95	82	D	ORD	18	25	AA	NEW	M80	129	71%	86%	91	78	
169	27	T2E	D	ORD	21	00	AA	1137	738	142	90%	100%	128	128	D	JFK	21	50	AA	208	738	142	68%	86%	96	83	
137	27	T2E	D	STL	22	12	AA	851	M80	129	78%	100%	101	101	D	ORD	23	00	AA	1930	M80	129	71%	86%	91	78	
163	28	T2E					AA		M80	129					D	ORD	06	15	AA	1580	M80	129	78%	100%	100	100	
156	28	T2E					AA		762	158					TOW	D	BOS	07	15	AA	226	762	158	78%	100%	123	123
139	28	T2E					AA		757	180					TOW	D	DFW	08	16	AA	1120	757	180	90%	86%	162	139
157	28	T2E	D	DFW	08	48	AA	1439	M80	129	74%	86%	95	82	D	DFW	09	30	AA	614	M80	129	90%	86%	116	100	
149	28	T2E	D	JFK	09	57	AA	265	738	142	78%	86%	111	95	D	ORD	10	44	AA	1616	738	142	78%	86%	110	95	
159	28	T2E	D	JFK	14	12	AA	NEW	777	236	61%	86%	144	124	D	JFK	15	15	AA	NEW	777	236	90%	86%	212	182	
140	28	T2E	D	DFW	19	00	AA	NEW	M80	129	74%	86%	95	82	D	DFW	19	30	AA	806	M80	129	72%	86%	92	79	
161	28	T2E	TOW	D	BOS	20	30	AA	225	762	158	78%	100%	123	123				AA		762	158					
154	28	T2E	TOW	D	JFK	21	39	AA	127	738	142	90%	100%	128	128				AA		738	142					
146	28	T2E	D	DFW	22	51	AA	1213	M80	129	78%	100%	101	101				AA		M80	129						
164	29	T2E					AA		M80	129					D	DFW	06	55	AA	1664	M80	129	72%	100%	92	92	
150	29	T2E	D	ORD	11	20	AA	593	M80	129	90%	86%	116	100	D	ORD	12	14	AA	2050	M80	129	71%	86%	91	78	
167	29	T2E	D	DFW	14	07	AA	1429	M80	129	74%	86%	95	82	D	DFW	15	00	AA	2226	M80	129	72%	86%	92	79	
143	29	T2E	D	DFW	15	40	AA	1589	M80	129	74%	86%	95	82	D	DFW	16	22	AA	1178	M80	129	90%	86%	116	100	
135	29	T2E	TOW	D	ORD	17	37	AA	1249	M80	129	66%	86%	85	73				AA		M80	129					
155	29	T2E	D	ORD	23	07	AA	1087	M80	129	66%	100%	85	85				AA		M80	129						
220	30	T2E					B6		E19	100					D	DEN	06	15	B6	NEW	E19	100	73%	100%	73	73	
221	30	T2E	D	DEN	08	15	B6	NEW	E19	100	78%	98%	78	76	D	DEN	08	50	B6	NEW	E19	100	90%	98%	90	88	
222	30	T2E	D	SLC	09	09	B6	NEW	E19	100	90%	98%	90	88	D	PDX	09	45	B6	NEW	E19	100	90%	98%	90	88	
239	30	T2E	D	JFK	11	00	B6	181	320	156	78%	98%	122	120	D	JFK	12	05	B6	182	320	156	68%	98%	105	103	
223	30	T2E	D	DEN	12	20	B6	NEW	E19	100	71%	98%	71	70	D	SEA	12	50	B6	NEW	E19	100	72%	98%	72	71	
224	30	T2E	D	DEN	16	58	B6	NEW	E19	100	71%	98%	71	70	D	OAK	17	30	B6	NEW	E19	100	90%	98%	90	88	
241	30	T2E	D	SLC	19	00	B6	NEW	E19	100	90%	98%	90	88	D	SLC	19	39	B6	NEW	E19	100	68%	98%	68	67	
242	30	T2E	TOW	D	IAD	20	45	B6	309	320	156	78%	98%	122	120				B6		320	156					
237	30	T2E	D	DEN	21	56	B6	NEW	E19	100	90%	100%	90	90				B6		E19	100						
227	31	T2E					B6		320	156					TOW	D	JFK	06	30	B6	314	320	156	78%	100%	121	121
228	31	T2E	D	SEA	08	45	B6	NEW	E19	100	78%	98%	78	76	D	SEA	09	20	B6	NEW	E19	100	78%	98%	78	76	
229	31	T2E	D	OAK	09	35	B6	NEW	E19	100	90%	98%	90	88	D	OAK	10	15	B6	NEW	E19	100	67%	98%	67	66	
230	31	T2E	D	FLL	11	14	B6	NEW	320	156	78%	98%	122	120	D	FLL	11	56	B6	NEW	320	156	78%	98%	121	119	
235	31	T2E	D	DFW	13	04	B6	NEW	320	156	74%	98%	115	113	D	IAD	13	42	B6	NEW	320	156	78%	98%	121	119	
231	31	T2E	D	OAK	18	45	B6	NEW	E19	100	75%	98%	75	74	D	DEN	19	30	B6	NEW	E19	100	78%	98%	78	76	
232	31	T2E	D	DFW	21	07	B6	NEW	320	156	90%	100%	140	140	D	JFK	21	51	B6	NEW	320	156	68%	98%	105	103	
243	32	T2E					B6		320	156					D	DFW	07	46	B6	NEW	320	156	72%	100%	112	112	
233	32	T2E	D	PDX	08	55	B6	NEW	E19	100	75%	98%	75	74	D	SLC	09	30	B6	NEW	E19	100	78%	98%	78	76	
234	32	T2E	D	MCO	12	02	B6	NEW	320	156	78%	98%	122	120	D	MCO	12	46	B6	NEW	320	156	78%	98%	121	119	
240	32	T2E	D	SEA	13	42	B6	NEW	E19	100	75%	98%	75	74	D	DEN	14	20	B6	NEW	E19	100	73%	98%	73	72	
225	32	T2E	D	JFK	18	00	B6	NEW	320	156	61%	97%	95	92	D	DFW	18	40	B6	NEW	320	156	78%	98%	121	119	
236	32	T2E	D	PDX	19	35	B6	NEW	E19	100	90%	98%	90	88	D	PDX	20	15	B6	NEW	E19	100	68%	98%	68	67	
226	32	T2E	D	JFK	22	05	B6	185	320	156	61%	100%	95	95				B6		320	156						
104	33	T2W					HP		757	190					D	PHX	06	45	HP	567	757	190	75%	100%	142	142	
95	33	T2W	D	PHX	08	35	HP	180	733	134	90%	94%	121	114	D	PHX	09	25	HP	156	733	134	75%	94%	100	94	
83	33	T2W	D	PHL	11	04	US	91	320	142	90%	100%	128	128	D	PHL	11	50	US	100	320	142	72%	100%	102	102	
97	33	T2W	D	LAS	12	50	HP	738	319	124	70%	94%	87	82	D	LAS	13	30	HP	162	319	124	71%	94%	88	83	

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		Type	Arr.	Arr.	Air-	Fit.	Equip-	Arr.	Arr.	Type	Dept.	Dept.	Air-	Fit.	Equip-	Dept.	Dept.										
110	33	T2W	D	PHX	14	42	HP	196	757	190	61%	94%	116	109	D	PHX	15	40	HP	759	757	190	65%	94%	123	116	
111	33	T2W	D	PHX	17	34	HP	186	733	134	61%	94%	82	77	D	PHX	18	40	HP	187	733	134	90%	94%	121	114	
102	33	T2W	D	PHX	19	20	HP	191	320	150	90%	94%	135	127	D	LAS	20	20	HP	728	320	150	75%	94%	112	105	
112	33	T2W	D	PHX	20	53	HP	188	757	190	90%	100%	171	171					HP		757	190					
82	34	T2W					US		319	120					TOW	D	PIT	07	30	US	154	319	120	78%	100%	93	93
106	34	T2W					HP		320	150					TOW	D	PHX	09	30	HP	230	320	150	85%	94%	127	119
96	34	T2W	D	PHX	10	30	YV	6588	CRJ	50	90%	94%	45	42	D	PHX	11	15	YV	6527	CRJ	50	65%	94%	32	30	
108	34	T2W	D	PHX	11	46	HP	709	320	150	90%	94%	135	127	D	PHX	12	39	HP	824	320	150	65%	94%	97	91	
109	34	T2W	D	PHX	13	23	HP	182	320	150	61%	94%	91	86	D	PHX	14	10	HP	46	320	150	65%	94%	97	91	
98	34	T2W	D	PHX	16	33	YV	6264	CRJ	50	61%	94%	30	28	D	PHX	17	15	YV	6585	CRJ	50	75%	94%	37	35	
84	34	T2W	TOW	D	PIT	20	12	US	151	319	120	78%	100%	94	94					US		319	120				
103	34	T2W	TOW	D	LAS	21	31	HP	732	320	150	75%	100%	113	113					HP		320	150				
189	35	T2W					CO		738	155					D	EWR	08	00	CO	1827	738	155	90%	100%	140	140	
190	35	T2W	D	IAH	10	30	CO	1045	733	130	90%	100%	117	117	D	IAH	11	30	CO	1779	733	130	73%	100%	94	94	
191	35	T2W	D	EWR	12	00	CO	1626	738	155	65%	100%	101	101	D	IAH	12	50	CO	1602	738	155	73%	100%	113	113	
192	35	T2W	D	EWR	15	02	CO	1726	73G	124	65%	100%	80	80	D	EWR	15	55	CO	427	73G	124	73%	100%	90	90	
193	35	T2W	D	IAH	22	11	CO	157	738	155	78%	100%	121	121					CO		738	155					
182	36	T2W					CO		738	155					TOW	D	IAH	07	10	CO	132	738	155	78%	100%	120	120
183	36	T2W	D	IAH	08	55	CO	1617	735	104	71%	100%	74	74	D	IAH	09	45	CO	426	735	104	90%	100%	94	94	
184	36	T2W	D	EWR	10	00	CO	NEW	73G	124	90%	100%	112	112	D	CLE	11	00	CO	NEW	73G	124	78%	100%	96	96	
185	36	T2W	D	CLE	22	05	CO	NEW	73G	124	78%	100%	97	97	D	EWR	22	53	CO	NEW	73G	124	73%	100%	90	90	
186	36	T2W	D	IAH	13	20	CO	478	738	155	78%	100%	121	121	D	IAH	14	35	CO	335	738	155	78%	100%	120	120	
187	36	T2W	TOW	D	IAH	16	55	CO	447	738	155	71%	100%	110	110					CO		738	155				
188	36	T2W	D	EWR	20	30	CO	1426	738	155	90%	100%	140	140	D	EWR	22	00	CO	327	738	155	73%	100%	113	113	
105	37	T2W					HP		319	124					D	PHX	08	10	HP	583	319	124	90%	100%	112	112	
107	37	T2W	D	LAS	09	45	HP	NEW	319	124	75%	94%	93	87	D	LAS	10	20	HP	NEW	319	124	71%	94%	88	83	
85	37	T2W	D	CLT	11	55	US	39	319	120	78%	100%	94	94	D	CLT	13	05	US	636	319	120	78%	100%	93	93	
99	37	T2W	D	LAS	17	58	HP	734	733	134	70%	94%	94	88	D	LAS	18	36	HP	896	733	134	75%	94%	100	94	
86	37	T2W	D	PHL	21	26	US	127	320	142	71%	100%	101	101	D	PHL	22	15	US	80	320	142	72%	100%	102	102	
113	37	T2W	D	PHX	22	46	HP	192	319	124	61%	100%	75	75					HP		319	124					
211	38	T2W					YV		CR7	70					D	DEN	06	20	YV	420	CR7	70	73%	100%	51	51	
212	38	T2W	D	DEN	08	15	YV	569	CR7	70	78%	94%	55	52	D	DEN	09	00	YV	566	CR7	70	78%	94%	54	51	
214	38	T2W	D	DEN	11	40	YV	NEW	CR7	70	74%	94%	52	49	D	DEN	12	10	YV	NEW	CR7	70	73%	94%	51	48	
215	38	T2W	D	DEN	13	50	YV	561	CR7	70	74%	94%	52	49	D	DEN	14	45	YV	564	CR7	70	73%	94%	51	48	
216	38	T2W	D	DEN	15	48	YV	NEW	CR7	70	74%	94%	52	49	D	DEN	16	29	YV	NEW	CR7	70	73%	94%	51	48	
217	38	T2W	D	DEN	17	27	YV	NEW	CR7	70	74%	94%	52	49	D	DEN	18	03	YV	NEW	CR7	70	90%	94%	63	59	
218	38	T2W	D	DEN	19	20	YV	551	CR7	70	78%	94%	55	52	D	DEN	20	00	YV	552	CR7	70	73%	94%	51	48	
213	38	T2W	D	DEN	20	20	YV	567	CR7	70	78%	94%	55	52	D	DEN	21	00	YV	568	CR7	70	73%	94%	51	48	
219	38	T2W	D	DEN	22	35	YV	563	CR7	70	90%	100%	63	63					YV		CR7	70					
197	39	T2W					DL		757	183					D	CVG	07	00	DL	634	757	183	78%	100%	142	142	
198	39	T2W	D	CVG	10	24	DL	747	757	252	78%	100%	197	197	D	ATL	11	30	DL	730	757	252	71%	100%	178	178	
199	39	T2W	D	ATL	12	26	DL	273	757	183	63%	100%	115	115	D	ATL	13	22	DL	212	757	183	71%	100%	129	129	
201	39	T2W	D	ATL	17	42	DL	840	757	183	78%	100%	143	143					DL		757	183					
196	39	T2W	D	ATL	20	23	DL	336	738	154	90%	100%	139	139	D	ATL	22	35	DL	1471	738	154	71%	100%	109	109	
194	40	T2W					DL		M90	150					D	SLC	06	15	DL	1181	M90	150	78%	100%	117	117	
207	40	T2W	D	SLC	09	19	DL	3787	M90	150	90%	100%	135	135	D	SLC	09	50	DL	3787	M90	150	78%	100%	117	117	
195	40	T2W	D	SLC	12	01	DL	1889	M90	150	78%	100%	117	117	D	SLC	13	05	DL	1180	M90	150	68%	100%	101	101	

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208	40 T2W	D	SLC	16	30	DL	3824	M90	150	62%	100%	93	93	D	SLC	17	00	DL	3824	M90	150	90%	100%	135	135	
209	40 T2W	D	SLC	21	41	DL	612	M90	150	62%	100%	93	93					DL		M90	150					
202	41 T2W					DL		763	183					D	ATL	06	30	DL	1798	763	183	78%	100%	142	142	
203	41 T2W					DL		763	252					D	ATL	08	55	DL	228	763	252	90%	100%	227	227	
204	41 T2W	D	ATL	10	08	DL	1793	763	252	90%	100%	227	227	TOW	D	CVG	11	17	DL	734	763	252	78%	100%	196	196
200	41 T2W	D	ATL	14	11	DL	783	757	183	63%	100%	115	115	D	ATL	15	30	DL	788	757	183	90%	100%	165	165	
205	41 T2W	TOW	D	CVG	19	28	DL	639	763	183	78%	100%	143	143					DL		763	183				
206	41 T2W	D	ATL	22	06	DL	411	763	252	63%	100%	158	158					DL		763	252					
299	C01 COM					A100		ERD	44					D	LAX	06	18	A100	3058	ERD	44	75%	100%	33	33	
300	C01 COM	D	LAX	07	31	A100	3063	ERD	44	75%	85%	33	28	D	LAX	08	00	A100	3064	ERD	44	90%	100%	40	40	
301	C01 COM	D	LAX	09	15	A100	3103	CR7	70	90%	86%	63	54	D	LAX	09	45	A100	3106	CR7	70	75%	86%	52	45	
302	C01 COM	D	LAX	11	00	A100	3047	ERD	44	69%	86%	30	26	D	LAX	11	30	A100	3046	ERD	44	63%	86%	28	24	
303	C01 COM	D	LAX	12	00	A100	3073	ERD	44	69%	86%	30	26	D	LAX	12	30	A100	3074	ERD	44	63%	86%	28	24	
304	C01 COM	D	LAX	15	29	A100	3091	ERD	44	69%	86%	30	26	D	LAX	16	00	A100	3092	ERD	44	75%	86%	33	28	
305	C01 COM	D	LAX	16	31	A100	3085	ERD	44	75%	86%	33	28	D	LAX	17	00	A100	3086	ERD	44	90%	86%	40	34	
306	C01 COM	D	LAX	19	15	A100	3093	ERD	44	75%	86%	33	28	D	LAX	19	45	A100	3094	ERD	44	75%	86%	33	28	
307	C01 COM	D	LAX	20	56	A100	3097	ERD	44	75%	100%	33	33	D	LAX	21	30	A100	3056	ERD	44	63%	86%	28	24	
308	C01 COM	D	LAX	22	43	A100	3059	ERD	44	69%	100%	30	30					A100		ERD	44					
309	C02 COM					A100		ERD	44					D	LAX	06	50	A100	3062	ERD	44	75%	100%	33	33	
310	C02 COM	D	LAX	08	05	A100	3159	ERD	44	90%	86%	40	34	D	LAX	08	42	A100	3112	ERD	44	90%	86%	40	34	
311	C02 COM	D	LAX	10	18	A100	3069	ERD	44	75%	86%	33	28	D	LAX	10	40	A100	3070	ERD	44	63%	86%	28	24	
312	C02 COM	D	LAX	13	09	A100	3075	ERD	44	69%	86%	30	26	D	LAX	13	35	A100	3076	ERD	44	63%	86%	28	24	
313	C02 COM	D	LAX	14	10	A100	3077	ERD	44	69%	86%	30	26	D	LAX	14	40	A100	3078	ERD	44	63%	86%	28	24	
314	C02 COM	D	LAX	18	05	A100	3107	ERD	44	90%	86%	40	34	D	LAX	18	33	A100	3108	ERD	44	90%	86%	40	34	
315	C02 COM	D	LAX	23	27	A100	3061	ERD	44	69%	100%	30	30					A100		ERD	44					
316	C03 COM					A296		CRJ	50					D	LAX	06	15	A296	6072	CRJ	50	75%	100%	37	37	
317	C03 COM					A296		CRJ	50					TOW	D	LAX	07	10	A296	6068	CRJ	50	90%	100%	45	45
318	C03 COM	D	LAX	09	33	A296	6127	CRJ	50	75%	84%	38	32	D	LAX	09	55	A296	6138	CRJ	50	75%	84%	37	31	
319	C03 COM	D	LAX	10	25	A296	6144	CRJ	50	75%	84%	38	32	D	LAX	11	00	A296	6162	CRJ	50	63%	84%	31	26	
320	C03 COM	D	LAX	12	57	A296	6070	CRJ	50	69%	84%	34	29	D	LAX	13	19	A296	6070	CRJ	50	63%	84%	31	26	
321	C03 COM	D	LAX	14	26	A296	6082	CRJ	50	69%	84%	34	29	D	LAX	15	00	A296	6082	CRJ	50	63%	84%	31	26	
322	C03 COM	D	LAX	17	40	A296	6073	CRJ	50	90%	84%	45	38	D	LAX	18	08	A296	6073	CRJ	50	90%	84%	45	38	
323	C03 COM	TOW	D	LAX	20	21	A296	6075	CRJ	50	75%	84%	38	32					A296		CRJ	50				
324	C03 COM	D	LAX	22	56	A296	6135	CRJ	50	69%	100%	34	34					A296		CRJ	50					
325	C04 COM					A296		CRJ	50					D	LAX	06	44	A296	6538	CRJ	50	75%	100%	37	37	
326	C04 COM	D	LAX	07	18	A296	6160	CRJ	50	75%	86%	38	33	D	LAX	07	40	A296	6163	CRJ	50	90%	100%	45	45	
327	C04 COM	D	LAX	08	20	A296	6169	CRJ	50	90%	84%	45	38	D	LAX	08	45	A296	6069	CRJ	50	90%	84%	45	38	
328	C04 COM	D	LAX	11	50	A296	6092	CRJ	50	69%	84%	34	29	D	LAX	12	20	A296	6092	CRJ	50	63%	84%	31	26	
329	C04 COM	D	LAX	13	27	A296	6548	CRJ	50	69%	84%	34	29	D	LAX	14	18	A296	6549	CRJ	50	63%	84%	31	26	
330	C04 COM	D	LAX	15	18	A296	6071	CRJ	50	69%	84%	34	29	D	LAX	15	45	A296	6071	CRJ	50	63%	84%	31	26	
331	C04 COM	D	LAX	16	40	A296	6179	CRJ	50	75%	84%	38	32	D	LAX	17	08	A296	6179	CRJ	50	90%	84%	45	38	
332	C04 COM	D	LAX	19	07	A296	6554	CRJ	50	75%	84%	38	32	D	LAX	19	50	A296	6555	CRJ	50	75%	84%	37	31	
333	C04 COM	D	LAX	21	06	A296	6080	CRJ	50	69%	100%	34	34	D	LAX	21	32	A296	6080	CRJ	50	63%	84%	31	26	
334	C04 COM	D	LAX	23	02	A296	6556	CRJ	50	69%	100%	34	34					A296		CRJ	50					
147	C05 COM					A100		ERD	44					D	SJC	06	30	A100	3134	ERD	44	75%	100%	33	33	
165	C05 COM	D	SJC	08	20	A100	3141	ERD	44	90%	86%	40	34	D	SJC	09	00	A100	3142	ERD	44	90%	86%	40	34	
141	C05 COM	D	SJC	11	16	A100	3143	ERD	44	61%	86%	27	23	D	SJC	11	50	A100	3183	ERD	44	71%	86%	31	27	

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule - High Airfield - Constrained 2010 AAD Forecast
No Project Alternative

Ref.	Term-	Arrivals											Departures												
		Type	Arr.	Arr.	Air-	Fit.	Equip-	Arr.	Arr.	Type	Dept.	Dept.	Air-	Fit.	Equip-	Dept.	Dept.								
142	C05 COM	D	SJC	13	02	A100	3181	ERD	44	61%	86%	27	23	D	SJC	13	56	A100	3178	ERD	44	71%	86%	31	27
134	C05 COM	D	SJC	14	59	A100	3145	ERD	44	61%	86%	27	23	D	SJC	16	08	A100	3146	ERD	44	71%	86%	31	27
168	C05 COM	D	SJC	16	36	A100	3177	ERD	44	61%	86%	27	23	D	SJC	17	09	A100	3176	ERD	44	90%	86%	40	34
152	C05 COM	D	SJC	18	26	A100	3147	ERD	44	75%	86%	33	28	D	SJC	19	05	A100	3114	ERD	44	75%	86%	33	28
153	C05 COM	D	SJC	19	42	A100	3179	ERD	44	90%	86%	40	34	D	SJC	20	25	A100	3180	ERD	44	71%	86%	31	27
145	C05 COM	D	SJC	21	00	A100	3152	ERD	44	75%	100%	33	33					A100		ERD	44				
335	Cargo		MEM	17	31	FX	906	DC10							MEM	19	25	FX	1222	DC10					
336	Cargo		MEM	05	03	FX	1422	MD10							MEM	09	57	FX	821	MD10					
337	Cargo		IND	04	46	FX	1754	300							IND	10	34	FX	3613	300					
338	Cargo		AFW	16	35	FX	3166	72Q										FX		72Q					
339	Cargo		PHX	06	13	DHL	508	72Q							PHX	18	50	DHL	108	72Q					
340	Cargo		ILN	05	59	ABX	814	762							ILN	19	02	ABX	414	762					
341	Cargo		SDF	04	22	UPS	922	763							BOI	06	40	UPS	9823	763					
342	Cargo					FX		72Q							AFW	06	39	FX	3116	72Q					
343	GA		SBP	06	11	GA		GLF4																	
344	GA		HOU	07	47	GA		GLF4																	
345	GA		RQE	08	36	GA		BE20																	
346	GA		CCR	10	38	GA		GLF4																	
347	GA		PHX	10	18	GA		H25B																	
348	GA		HHR	11	50	GA		GLF4																	
349	GA		VNY	12	51	GA		BE20																	
350	GA		PSP	12	44	GA		GLF4																	
351	GA		LAS	12	03	GA		H25B																	
352	GA		IAH	13	06	GA		CL600																	
353	GA		BOS	14	12	GA		CL600																	
354	GA		SMO	15	30	GA		BE20																	
355	GA		LAS	15	35	GA		H25B																	
356	GA		SDL	16	31	GA		H25B																	
357	GA		SMF	17	54	GA		BE20																	
358	GA		BFL	18	34	GA		BE20																	
359	GA		SPF	18	59	GA		GLF4																	
360	GA		LAS	19	48	GA		BE20																	
361	GA		OKC	20	53	GA		GLF4																	
362	GA		BFI	19	21	GA		GLF4																	
363	GA		SGF	19	14	GA		GLF4																	
364	GA		SLC	19	48	GA		H25B																	
365	GA		SDL	22	04	GA		CL600																	
366	GA														PIT	06	14	GA		CL600					
367	GA														GYR	07	44	GA		BE20					
368	GA														ELP	07	22	GA		GLF4					
369	GA														PHX	08	38	GA		BE20					

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule - High Airfield - Constrained 2010 AAD Forecast
No Project Alternative

Ref.	Term-	Type	Arrivals						Departures										
			Arr.	Arr.	Air-	Fit.	Equip-	Arr.	Arr.	Type	Dept.	Dept.	Air-	Fit.	Equip-	Dept.	Dept.		
370	GA											BOI	09	13	GA		GLF4		
371	GA											MRY	10	23	GA		BE20		
372	GA											PSP	11	44	GA		BE20		
373	GA											ONT	12	58	GA		GLF4		
374	GA											ADS	13	04	GA		BE20		
375	GA											TEB	13	17	GA		GLF4		
376	GA											VNY	13	05	GA		H25B		
377	GA											HOU	13	14	GA		H25B		
378	GA											AUS	15	51	GA		CL600		
379	GA											LAS	15	47	GA		H25B		
380	GA											CCR	15	34	GA		H25B		
381	GA											CMH	16	57	GA		CL600		
382	GA											HHR	17	50	GA		GLF4		
383	GA											LGB	17	29	GA		GLF4		
384	GA											CMA	18	43	GA		GLF4		
385	GA											SBP	19	13	GA		GLF4		
386	GA											LAS	19	37	GA		GLF4		
387	GA											L45	21	39	GA		BE20		
388	GA											LAS	21	57	GA		H25B		
389	MIL		OAK	15	45	MIL	113	FA20							MIL				
390	MIL											OAK	17	45	MIL	114	FA20		

Source: HNTB analysis.

ATTACHMENT N

SAN DIEGO INTERNATIONAL AIRPORT

**Gated Flight Schedule - High Airfield - Constrained 2015 AAD Forecast
No Project Alternative**

Arrivals														Departures															
Ref. Num.	Gate	Gate Type	Terminal	Type	Origin	Arr. Hour	Arr. Min.	Air-line	Fit. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
7	01	NB	T1					WN		733	137						D	PHX	07	00	WN		733	137	75%	100%	103	103	
14	01	NB	T1		D SMF	08	55	WN		733	137	90%	97%	123	120		D	HOU	09	20	WN		733	137	76%	97%	105	101	
63	01	NB	T1		D SAT	09	40	WN		733	137	90%	97%	123	120		D	SJC	10	15	WN		733	137	75%	97%	103	100	
51	01	NB	T1		D BDL	11	15	WN		73G	137	76%	97%	105	101		D	OMA	11	40	WN		73G	137	76%	97%	105	101	
117	01	NB	T1		D OAK	12	10	WN		73G	137	65%	97%	90	87		D	OAK	12	40	WN		73G	137	66%	97%	91	88	
91	01	NB	T1		D SJC	13	15	WN		733	137	60%	97%	83	80		D	ABQ	13	40	WN		733	137	71%	97%	98	95	
54	01	NB	T1		D SMF	14	50	WN		73G	137	67%	97%	92	90		D	SMF	15	15	WN		73G	137	63%	97%	87	84	
26	01	NB	T1		D MDW	15	40	WN		73G	137	72%	97%	99	96		D	MDW	16	10	WN		73G	137	90%	97%	123	120	
42	01	NB	T1		D PHX	16	25	WN		733	137	63%	97%	87	84		D	HOU	16	50	WN		733	137	76%	97%	105	101	
43	01	NB	T1		D MDW	18	05	WN		73G	137	72%	97%	99	96		D	SMF	18	35	WN		73G	137	90%	97%	123	120	
31	01	NB	T1		D LAS	21	45	WN		733	137	75%	100%	103	103		Y					WN		733	137				
13	02	NB	T1	Y				WN		733	137						D	OAK	07	10	WN		733	137	90%	100%	123	123	
48	02	NB	T1		D LAS	07	45	WN		733	137	72%	97%	99	96		D	LAS	08	10	WN		733	137	90%	100%	123	123	
1	02	NB	T1		D OAK	08	35	WN		73G	137	75%	97%	103	100		D	PHX	09	00	WN		73G	137	75%	97%	103	100	
23	02	NB	T1		D HOU	09	25	WN		733	137	76%	97%	105	101		D	SAT	09	55	WN		733	137	90%	97%	123	120	
99	02	NB	T1		D SJC	10	45	WN		73G	137	75%	97%	103	100		D	PHX	11	15	WN		73G	137	69%	97%	95	92	
2	02	NB	T1		D MCI	12	20	WN		73G	137	90%	97%	123	120		D	BNA	12	50	WN		73G	137	69%	97%	95	92	
3	02	NB	T1		D PHX	13	30	WN		73G	137	63%	97%	87	84		D	BWI	14	05	WN		73G	137	76%	97%	105	101	
40	02	NB	T1		D SJC	14	45	WN		73G	137	60%	97%	83	80		D	LAS	15	10	WN		73G	137	71%	97%	98	95	
17	02	NB	T1		D OAK	16	05	WN		73G	137	65%	97%	90	87		D	LAS	16	30	WN		73G	137	75%	97%	103	100	
81	02	NB	T1		D LAS	17	15	WN		733	137	72%	97%	99	96		D	LAS	17	40	WN		733	137	90%	97%	123	120	
95	02	NB	T1		D HOU	20	54	WN		733	137	76%	97%	105	101		Y					WN		733	137				
20	03	NB	T1					WN		733	137						D	PHX	06	30	WN		733	137	75%	100%	103	103	
97	03	NB	T1					WN		73G	137						D	MCI	07	20	WN		73G	137	76%	100%	105	105	
8	03	NB	T1		D TUS	08	25	WN		73G	137	90%	97%	123	120		D	OAK	08	50	WN		73G	137	90%	97%	123	120	
36	03	NB	T1		D ABQ	09	15	WN		733	137	90%	97%	123	120		D	LAS	09	40	WN		733	137	75%	97%	103	100	
38	03	NB	T1		D PHL	10	45	WN		73G	137	90%	97%	123	120		D	TUS	12	35	WN		73G	137	50%	97%	68	66	
39	03	NB	T1		D SAT	12	50	WN		733	137	62%	97%	86	83		D	SJC	13	15	WN		733	137	73%	97%	101	98	
118	03	NB	T1		D PHX	14	35	WN		735	122	63%	97%	77	75		D	OAK	15	00	WN		735	122	66%	97%	81	79	
27	03	NB	T1		D MCI	16	25	WN		73G	137	62%	97%	86	83		D	BNA	16	50	WN		73G	137	69%	97%	95	92	
5	03	NB	T1		D PHX	17	05	WN		73G	137	63%	97%	87	84		D	SMF	17	35	WN		73G	137	90%	97%	123	120	
28	03	NB	T1		D ABQ	18	50	WN		735	137	69%	97%	95	92		Y					WN		735	137				
120	03	NB	T1		D PHX	19	35	WN		73G	137	90%	97%	123	120		D	LAS	20	00	WN		73G	137	75%	97%	103	100	
29	03	NB	T1		D LAS	20	15	WN		73G	137	75%	97%	103	100		D	LAS	20	50	WN		73G	137	71%	97%	98	95	
30	03	NB	T1		D BNA	21	05	WN		73G	137	90%	100%	123	123		D	PHX	21	30	WN		73G	137	69%	97%	95	92	
32	03	NB	T1		D OAK	22	55	WN		733	137	65%	100%	90	90							WN		733	137				
33	04	NB	T1	Y				WN		735	122						D	SMF	06	30	WN		735	122	75%	100%	92	92	
35	04	NB	T1		D OAK	07	55	WN		73G	137	65%	97%	90	87		D	OAK	08	20	WN		73G	137	90%	97%	123	120	
49	04	NB	T1		D PHX	09	15	WN		733	137	90%	97%	123	120		D	OAK	09	40	WN		733	137	75%	97%	103	100	
116	04	NB	T1		D SMF	10	50	WN		73G	137	75%	97%	103	100		D	MDW	11	20	WN		73G	137	61%	97%	84	82	
9	04	NB	T1		D ELP	11	40	WN		735	122	90%	97%	110	107		D	RNO	12	10	WN		735	122	68%	97%	83	81	
24	04	NB	T1		D BWI	12	25	WN		73G	137	90%	97%	123	120		D	PHL	13	15	WN		73G	137	76%	97%	105	101	
25	04	NB	T1		D OAK	13	30	WN		733	137	65%	97%	90	87		D	PHX	14	00	WN		733	137	69%	97%	95	92	
18	04	NB	T1		D BNA	17	05	WN		73G	137	50%	97%	68	66		D	MDW	17	30	WN		73G	137	61%	97%	84	82	

Appendix N

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule - High Airfield - Constrained 2015 AAD Forecast
No Project Alternative

Ref. Num.	Gate	Gate Type	Terminal	Arrivals												Departures											
				TOW	Type D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %
44	04	NB	T1		D	MSY	18	55	WN	73G	137	76%	97%	105	101		D	SJC	19	30	WN	73G	137	75%	97%	103	100
45	04	NB	T1		D	OAK	19	55	WN	733	137	90%	97%	123	120		D	SMF	20	20	WN	733	137	63%	97%	87	84
6	04	NB	T1		D	SMF	20	35	WN	73G	137	75%	97%	103	100	Y					WN	73G	137				
84	04	NB	T1		D	PHX	21	25	WN	73G	137	75%	100%	103	103		D	SMF	21	50	WN	73G	137	63%	97%	87	84
96	04	NB	T1		D	SMF	22	25	WN	735	122	67%	100%	82	82					WN	735	122					
47	05	NB	T1	Y					WN	733	137						D	SJC	06	35	WN	733	137	75%	100%	103	103
62	05	NB	T1		D	SMF	07	55	WN	73G	137	75%	97%	103	100		D	TUS	08	20	WN	73G	137	90%	97%	123	120
22	05	NB	T1		D	LAS	08	45	WN	73G	137	75%	97%	103	100		D	AUS	09	10	WN	73G	137	76%	97%	105	101
50	05	NB	T1		D	MDW	10	10	WN	73G	137	90%	97%	123	120		D	SMF	10	40	WN	73G	137	75%	97%	103	100
52	05	NB	T1		D	OMA	12	00	WN	73G	137	76%	97%	105	101		D	PHX	12	25	WN	73G	137	69%	97%	95	92
10	05	NB	T1		D	OAK	12	40	WN	733	137	65%	97%	90	87		D	LAS	13	05	WN	733	137	71%	97%	98	95
53	05	NB	T1		D	LAS	13	55	WN	73G	137	72%	97%	99	96		D	CMH	14	20	WN	73G	137	76%	97%	105	101
55	05	NB	T1		D	RNO	15	45	WN	735	122	68%	97%	83	81		D	ELP	16	20	WN	735	122	63%	97%	77	75
12	05	NB	T1		D	SMF	17	20	WN	733	137	75%	97%	103	100		D	OAK	17	45	WN	733	137	90%	97%	123	120
57	05	NB	T1		D	ELP	18	15	WN	735	122	63%	97%	77	75		D	OAK	18	40	WN	735	122	75%	97%	92	89
58	05	NB	T1		D	OAK	19	05	WN	73G	137	90%	97%	123	120		D	LAS	19	30	WN	73G	137	75%	97%	103	100
59	05	NB	T1		D	MDW	20	00	WN	73G	137	90%	97%	123	120	Y				WN	73G	137					
72	05	NB	T1		D	PHX	22	25	WN	733	137	63%	100%	87	87	Y				WN	733	137					
61	06	NB	T1	Y					WN	735	122						D	LAS	06	35	WN	735	122	75%	100%	92	92
98	06	NB	T1	Y					WN	735	122						D	SMF	09	15	WN	735	122	75%	97%	92	89
76	06	NB	T1		D	PHX	10	30	WN	73G	137	90%	97%	123	120		D	RDU	11	05	WN	73G	137	76%	97%	105	101
64	06	NB	T1		D	LAS	11	20	WN	73G	137	75%	97%	103	100		D	SJC	11	45	WN	73G	137	73%	97%	101	98
16	06	NB	T1		D	ABQ	12	05	WN	733	122	69%	97%	85	82		D	SAT	12	35	WN	733	137	63%	97%	87	84
65	06	NB	T1		D	SMF	12	55	WN	733	137	67%	97%	92	90		D	SEA	13	20	WN	733	137	72%	97%	99	96
4	06	NB	T1		D	LAS	14	55	WN	73G	137	72%	97%	99	96		D	SJC	15	20	WN	73G	137	73%	97%	101	98
67	06	NB	T1		D	SJC	17	00	WN	733	137	60%	97%	83	80		D	ABQ	17	25	WN	733	137	90%	97%	123	120
69	06	NB	T1		D	LAS	18	20	WN	733	137	72%	97%	99	96		D	OAK	19	10	WN	733	137	66%	97%	91	88
70	06	NB	T1		D	SMF	19	25	WN	73G	137	90%	97%	123	120		D	TUS	19	50	WN	73G	137	90%	97%	123	120
19	06	NB	T1		D	OAK	20	25	WN	735	122	90%	97%	110	107		D	PHX	20	50	WN	735	122	69%	97%	85	82
71	06	NB	T1		D	ABQ	21	10	WN	733	137	90%	100%	123	123		D	OAK	21	40	WN	733	137	66%	97%	91	88
46	06	NB	T1		D	PHL	22	20	WN	73G	137	62%	100%	86	86	Y				WN	73G	137					
105	06	NB	T1		D	LAS	22	55	WN	735	122	90%	100%	110	110					WN	735	122					
73	07	NB	T1						WN	73G	137						D	MDW	06	40	WN	73G	137	76%	100%	105	105
115	07	NB	T1		D	PHX	08	05	WN	733	137	75%	97%	103	100		D	SMF	08	30	WN	733	137	90%	97%	123	120
75	07	NB	T1		D	SJC	09	50	WN	73G	137	90%	97%	123	120		D	PHX	10	15	WN	73G	137	69%	97%	95	92
89	07	NB	T1		D	AUS	11	45	WN	73G	137	76%	97%	105	101		D	OAK	12	10	WN	73G	137	66%	97%	91	88
90	07	NB	T1		D	MDW	12	25	WN	73G	137	72%	97%	99	96		D	PHX	13	00	WN	73G	137	69%	97%	95	92
11	07	NB	T1		D	ABQ	14	05	WN	73G	137	69%	97%	95	92		D	PVD	14	30	WN	73G	137	76%	97%	105	101
80	07	NB	T1		D	ABQ	16	10	WN	73G	137	69%	97%	95	92		D	PHX	16	40	WN	73G	137	75%	97%	103	100
82	07	NB	T1		D	SMF	18	35	WN	73G	137	75%	97%	103	100		D	ABQ	19	05	WN	73G	137	71%	97%	98	95
110	07	NB	T1		D	SJC	19	40	WN	733	137	90%	97%	123	120		D	PHX	20	05	WN	733	137	69%	97%	95	92
83	07	NB	T1		D	PHX	20	25	WN	73G	137	90%	97%	123	120		D	SJC	20	50	WN	73G	137	73%	97%	101	98
112	07	NB	T1		D	OAK	21	40	WN	735	122	75%	100%	92	92		D	RNO	22	05	WN	735	122	68%	97%	83	81
85	07	NB	T1		D	SJC	22	25	WN	73G	137	60%	100%	83	83					WN	73G	137					
86	08	NB	T1						WN	735	122						D	ABQ	06	45	WN	735	122	76%	100%	93	93

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Ref. Num.	Gate	Gate Type	Terminal	Arrivals													Departures												
				TOW	Type 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.	Dept. Hour	Dept. Min.	Air-line	Fit. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
74	08	NB	T1		D	SJC	08	10	WN	733	137	90%	97%	123	120		D	PHX	08	35	WN	733	137	90%	97%	123	120		
107	08	NB	T1	Y					WN	73G	137					D	MDW	09	25	WN	73G	137	90%	97%	123	120			
88	08	NB	T1		D	OAK	10	15	WN	733	137	90%	97%	123	120		D	LAS	10	40	WN	733	137	71%	97%	98	95		
77	08	NB	T1		D	CMH	11	25	WN	73G	137	76%	97%	105	101		D	MSY	11	50	WN	73G	137	76%	97%	105	101		
78	08	NB	T1		D	BNA	12	05	WN	73G	137	90%	97%	123	120		D	ABQ	12	30	WN	73G	137	71%	97%	98	95		
79	08	NB	T1		D	SEA	13	05	WN	733	137	65%	97%	90	87		D	OAK	13	30	WN	733	137	66%	97%	91	88		
92	08	NB	T1		D	PHX	14	05	WN	733	137	63%	97%	87	84		D	PHX	14	30	WN	733	137	69%	97%	95	92		
93	08	NB	T1		D	SMF	16	10	WN	735	122	67%	97%	82	80		D	SMF	16	35	WN	735	122	75%	97%	92	89		
94	08	NB	T1		D	LAS	19	15	WN	73G	137	72%	97%	99	96		D	OAK	19	40	WN	73G	137	66%	97%	91	88		
103	08	NB	T1		D	OAK	20	55	WN	73G	137	90%	97%	123	120		D	SJC	21	20	WN	73G	137	73%	97%	101	98		
121	08	NB	T1		D	SMF	21	40	WN	73G	137	67%	100%	92	92		D	LAS	22	05	WN	73G	137	71%	97%	98	95		
113	08	NB	T1		D	RNO	22	45	WN	735	122	67%	100%	82	82	Y				WN	735	122							
106	09	NB	T1	Y					WN	73G	137					D	PHL	06	55	WN	73G	137	76%	100%	105	105			
87	09	NB	T1		D	RNO	08	15	WN	735	122	90%	97%	110	107		D	RNO	08	40	WN	735	122	90%	97%	110	107		
15	09	NB	T1		D	LAS	10	10	WN	733	137	90%	97%	123	120		D	ABQ	10	35	WN	733	137	76%	97%	105	101		
100	09	NB	T1		D	PHX	11	45	WN	73G	137	90%	97%	123	120		D	LAS	12	15	WN	73G	137	71%	97%	98	95		
101	09	NB	T1		D	PHX	12	30	WN	733	137	75%	97%	103	100		D	SMF	13	00	WN	733	137	63%	97%	87	84		
66	09	NB	T1		D	SMF	14	00	WN	733	137	67%	97%	92	90		D	SJC	14	25	WN	733	137	73%	97%	101	98		
41	09	NB	T1		D	LAS	15	45	WN	73G	137	72%	97%	99	96		D	OAK	16	10	WN	73G	137	75%	97%	103	100		
68	09	NB	T1		D	OAK	17	40	WN	733	137	75%	97%	103	100		D	PHX	18	05	WN	733	137	90%	97%	123	120		
102	09	NB	T1		D	RDU	19	15	WN	73G	137	76%	97%	105	101		D	SMF	19	40	WN	73G	137	75%	97%	103	100		
60	09	NB	T1		D	MDW	22	35	WN	73G	137	72%	100%	99	99	Y				WN	73G	137							
114	10	NB	T1	Y					WN	73G	137					D	BWI	06	55	WN	73G	137	76%	100%	105	105			
34	10	NB	T1		D	PHX	07	10	WN	733	137	63%	97%	87	84		D	SMF	07	35	WN	733	137	90%	100%	123	123		
21	10	NB	T1	Y					WN	73G	137					D	BNA	08	30	WN	73G	137	90%	97%	123	120			
37	10	NB	T1		D	SMF	10	05	WN	735	122	90%	97%	110	107		D	ELP	10	30	WN	735	122	90%	97%	110	107		
108	10	NB	T1		D	PVD	11	50	WN	73G	137	76%	97%	105	101		D	MDW	12	15	WN	73G	137	61%	97%	84	82		
109	10	NB	T1		D	TUS	13	05	WN	73G	137	68%	97%	94	91		D	BDL	14	30	WN	73G	137	76%	97%	105	101		
56	10	NB	T1		D	OAK	16	35	WN	733	137	65%	97%	90	87		D	OAK	17	05	WN	733	137	90%	97%	123	120		
119	10	NB	T1		D	TUS	18	00	WN	73G	137	68%	97%	94	91		D	MCI	18	25	WN	73G	137	76%	97%	105	101		
111	10	NB	T1		D	SJC	20	55	WN	73G	137	90%	97%	123	120		D	SMF	21	20	WN	73G	137	63%	97%	87	84		
104	10	NB	T1		D	BWI	21	40	WN	73G	137	63%	100%	87	87					WN	73G	137							
128	11	NB	T1	Y					UA	320	138					D	ORD	06	30	UA	320	138	76%	100%	105	105			
129	11	NB	T1		D	ORD	08	09	UA	320	138	64%	83%	89	74		D	ORD	09	10	UA	320	138	90%	83%	124	103		
135	11	NB	T1		D	SFO	09	47	UA	733	120	90%	83%	108	90		D	SFO	10	32	UA	733	120	68%	83%	82	68		
136	11	NB	T1		D	IAD	10	51	UA	320	138	90%	83%	124	103		D	IAD	11	40	UA	320	138	71%	83%	99	82		
137	11	NB	T1		D	ORD	12	24	UA	320	138	90%	83%	124	103		D	ORD	13	14	UA	320	138	69%	83%	96	80		
148	11	NB	T1		D	DEN	17	18	UA	320	138	69%	83%	96	79		D	ORD	18	08	UA	320	138	76%	83%	105	87		
138	11	NB	T1		D	SFO	20	03	UA	320	138	90%	83%	124	103		D	DEN	21	10	UA	320	138	71%	83%	99	82		
139	11	NB	T1		D	DEN	21	27	UA	320	138	90%	100%	124	124	Y				UA	320	138							
149	11	NB	T1		D	DEN	22	20	UA	319	120	69%	100%	83	83	Y				UA	319	120							
122	12	NB	T1	Y					UA	319	120					D	DEN	06	18	UA	319	120	71%	100%	86	86			
140	12	NB	T1		D	SFO	08	16	UA	320	138	90%	83%	124	103		D	SFO	09	27	UA	320	138	75%	83%	104	86		
130	12	NB	T1		D	DEN	10	01	UA	320	138	90%	83%	124	103		D	DEN	11	00	UA	320	138	71%	83%	99	82		
131	12	NB	T1		D	SFO	12	54	UA	733	120	63%	83%	76	63		D	SFO	13	39	UA	733	120	68%	83%	82	68		

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Ref. Num.	Gate	Gate Type	Terminal	Arrivals													Departures												
				TOW	Type	D/I	Origin	Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %
143	12	NB	T1		D	ORD	19	02	UA		320	138	75%	83%	104	86		D	SFO	19	55	UA		320	138	68%	83%	94	78
132	12	NB	T1		D	ORD	22	04	UA		320	138	90%	100%	124	124		D	ORD	23	00	UA		320	138	69%	83%	96	80
133	13	757	T1	Y					UA		733	120						D	SFO	06	23	UA		733	120	75%	100%	90	90
134	13	757	T1		D	DEN	07	26	UA		757	182	69%	83%	126	105		D	DEN	08	15	UA		757	182	90%	83%	164	136
123	13	757	T1		D	DEN	09	00	UA		319	120	90%	83%	108	90		D	DEN	10	00	UA		319	120	71%	83%	86	71
141	13	757	T1		D	ORD	10	19	UA		320	138	90%	83%	124	103		D	ORD	11	08	UA		320	138	69%	83%	96	80
146	13	757	T1		D	SFO	11	32	UA		320	138	63%	83%	88	73		D	ORD	12	15	UA		320	138	69%	83%	96	80
124	13	757	T1		D	DEN	12	41	UA		320	138	69%	83%	96	79		D	DEN	13	43	UA		320	138	71%	83%	99	82
142	13	757	T1		D	SFO	16	20	UA		733	120	63%	83%	76	63		D	SFO	17	05	UA		733	120	90%	83%	108	90
125	13	757	T1		D	ORD	17	30	UA		320	138	64%	83%	89	74		D	DEN	18	20	UA		320	138	90%	83%	124	103
126	13	757	T1		D	IAD	20	11	UA		319	120	90%	83%	108	90		D	IAD	22	15	UA		319	120	71%	83%	86	71
127	13	757	T1		D	SFO	23	37	UA		733	120	63%	100%	76	76		Y				UA		733	120				
145	14	NB	T1	Y					UA		733	120						D	SFO	08	10	UA		733	120	90%	100%	108	108
154	14	NB	T1		I	YVR	10	01	AC		319	112	69%	95%	78	74		I	YVR	10	55	AC		319	112	69%	96%	78	75
155	14	NB	T1		I	YYZ	11	10	AC		320	140	69%	95%	97	92		I	YYZ	12	45	AC		320	140	69%	96%	97	93
147	14	NB	T1		D	ORD	14	01	UA		320	138	64%	83%	89	74		D	SFO	14	51	UA		320	138	68%	83%	94	78
156	14	NB	T1		I	YYZ	21	50	AC		319	112	69%	100%	78	78		I	YYZ	22	45	AC		319	112	69%	96%	78	75
334	15	NB	T1		D	ATL	10	15	FL		73G	137	90%	100%	123	123		D	ATL	11	05	FL		73G	137	65%	100%	90	90
335	15	NB	T1		D	ATL	13	40	FL		73G	137	57%	100%	77	77		D	ATL	14	30	FL		73G	137	76%	100%	105	105
336	15	NB	T1		D	ATL	20	55	FL		73G	137	90%	100%	123	123		D	ATL	22	50	FL		73G	137	65%	100%	90	90
188	16	NB	T1		D	SEA	00	15	AS		734	140	65%	96%	92	88		D	PDX	06	40	AS		734	140	75%	100%	106	106
189	16	NB	T1	Y					AS		M80	140						D	SEA	08	20	AS		M80	140	90%	96%	126	121
190	16	NB	T1		D	PDX	09	15	AS		73G	120	90%	96%	108	104		I	SJD	10	05	AS		73G	120	69%	96%	83	80
192	16	NB	T1		D	SEA	11	47	AS		739	172	90%	96%	155	149		D	SEA	12	17	AS		739	172	72%	96%	125	120
193	16	NB	T1		D	PDX	13	07	AS		73G	120	68%	96%	82	79		D	PDX	13	45	AS		73G	120	50%	96%	60	57
194	16	NB	T1		D	PDX	16	00	AS		734	140	69%	96%	97	93		D	SEA	16	37	AS		734	140	76%	96%	107	103
195	16	NB	T1	Y					AS		73G	120						D	PDX	17	45	AS		73G	120	90%	96%	108	104
197	16	NB	T1		D	SEA	21	17	AS		739	172	90%	100%	155	155		D	SEA	21	59	AS		739	172	72%	96%	125	120
198	16	NB	T1		D	PDX	22	19	AS		734	140	68%	100%	96	96		Y				AS		734	140				
199	17	NB	T1	Y					AS		734	140						D	SEA	06	30	AS		734	140	76%	100%	107	107
200	17	NB	T1		D	SEA	09	57	AS		734	140	90%	96%	126	121		D	PDX	10	35	AS		734	140	75%	96%	106	101
191	17	NB	T1		D	BOI	10	55	QX		CR7	70	76%	96%	53	51		D	BOI	11	25	QX		CR7	70	76%	96%	53	51
201	17	NB	T1		D	SEA	13	52	AS		M80	140	65%	96%	92	88		D	SEA	14	40	AS		M80	140	72%	96%	101	97
202	17	NB	T1		D	SEA	16	40	AS		M80	140	65%	96%	92	88		D	SEA	17	16	AS		M80	140	90%	96%	126	121
196	17	NB	T1		D	SEA	20	11	AS		M80	140	90%	96%	126	121		D	SEA	20	53	AS		M80	140	72%	96%	101	97
203	17	NB	T1		D	SEA	22	48	AS		M80	140	65%	100%	92	92		Y				AS		M80	140				
288	18	NB	T1						TZ		738	175						D	MDW	06	20	TZ		738	175	76%	100%	134	134
289	18	NB	T1		D	MDW	09	15	TZ		738	175	76%	100%	134	134		D	MDW	10	05	TZ		738	175	76%	100%	134	134
290	18	NB	T1		D	IND	12	30	TZ		738	175	76%	100%	134	134		D	IND	13	35	TZ		738	175	76%	100%	134	134
291	18	NB	T1		D	MDW	15	20	TZ		738	175	72%	100%	127	127		D	MDW	16	10	TZ		738	175	90%	100%	158	158
144	18	NB	T1		D	SFO	22	17	UA		733	120	75%	100%	90	90		Y				UA		733	120				
292	19	NB	T1		D	MDW	22	55	TZ		738	175	72%	100%	127	127						TZ		738	175				
157	20	I	T2E						AM		M80	137						I	SJD	09	00	AM		M80	137	69%	96%	95	91
158	20	I	T2E		I	MEX	09	55	AM		M80	137	69%	96%	95	91		I	MEX	11	00	AM		M80	137	69%	96%	95	91
329	20	I	T2E		D	DEN	11	55	B6		E19	100	69%	97%	69	67		D	DEN	12	25	B6		E19	100	71%	97%	71	69

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Ref. Num.	Gate	Gate Type	Terminal	Arrivals											Departures												
				TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %
159	20	I	T2E		I	LHR	12	50	BA	777	257	79%	96%	204	196		I	LHR	14	50	BA	777	257	79%	96%	204	196
160	20	I	T2E		I	LHR	15	35	BA	777	257	79%	96%	204	196		I	LHR	17	35	BA	777	257	79%	96%	204	196
161	20	I	T2E		I	SJD	19	30	AM	M80	137	69%	96%	95	91						AM	M80	137				
175	20	I	T2E		D	LAS	21	08	HP	320	150	75%	100%	113	113	Y					HP	320	150				
243	21	I	T2E		D	MSP	10	47	NW	757	180	90%	96%	162	156		D	MSP	12	05	NW	757	180	71%	96%	129	123
162	21	I	T2E		I	LTO	12	35	AM	M80	137	69%	96%	95	91		I	LTO	13	35	AM	M80	137	69%	96%	95	91
163	21	I	T2E		I	SJD	14	57	AS	73G	120	69%	96%	83	80	Y					AS	73G	120				
177	22	I	T2E						HA	763	252						D	HNL	09	10	HA	763	252	76%	100%	192	192
178	22	I	T2E	Y					HA	763	252						D	OGG	10	25	HA	763	252	76%	100%	192	192
164	22	I	T2E		I	NRT	11	15	JL	777	302	76%	96%	231	221		I	NRT	13	00	JL	777	302	76%	96%	231	221
165	22	I	T2E		I	FRA	13	25	LH	343	247	79%	96%	196	188		I	FRA	15	20	LH	343	247	79%	96%	196	188
166	22	I	T2E		I	CDG	15	55	AF	777	270	79%	96%	214	206		I	CDG	19	05	AF	777	270	79%	96%	214	206
179	22	I	T2E		D	HNL	21	05	HA	763	252	76%	100%	192	192	Y					HA	763	252				
180	22	I	T2E		D	OGG	22	20	HA	763	252	76%	100%	192	192						HA	763	252				
246	24	NB	T2E						NW	320	148						D	DTW	08	25	NW	320	148	90%	96%	133	128
327	24	NB	T2E		D	SLC	09	03	B6	E19	100	90%	97%	90	87		D	PDX	09	35	B6	E19	100	90%	97%	90	87
247	24	NB	T2E		D	DTW	11	01	NW	319	124	90%	96%	112	107		D	DTW	12	30	NW	319	124	61%	96%	76	73
248	24	NB	T2E		D	DTW	13	51	NW	319	124	64%	96%	80	77		D	DTW	14	52	NW	319	124	90%	96%	112	107
252	24	NB	T2E		D	DTW	17	18	NW	320	148	64%	96%	95	92		D	MSP	18	15	NW	320	148	71%	96%	106	101
332	24	NB	T2E		D	SEA	20	04	B6	E19	100	90%	97%	90	87		D	DEN	20	35	B6	E19	100	71%	97%	71	69
249	24	NB	T2E		D	MSP	23	02	NW	320	148	71%	100%	106	106						NW	320	148				
211	25	757	T2E	Y					AA	M80	129						D	DFW	06	21	AA	M80	129	67%	100%	87	87
212	25	757	T2E	Y					AA	757	180						D	DFW	08	02	AA	757	180	90%	100%	162	162
213	25	757	T2E		D	DFW	08	32	AA	M80	129	69%	88%	90	79		D	ORD	09	53	AA	M80	129	90%	88%	116	102
214	25	757	T2E		D	DFW	10	45	AA	M80	129	90%	88%	116	102		D	DFW	11	27	AA	M80	129	67%	88%	87	77
215	25	757	T2E		D	MIA	12	35	AA	738	142	76%	88%	108	95		D	MIA	13	25	AA	738	142	76%	88%	108	95
216	25	757	T2E		D	DFW	15	27	AA	757	180	69%	88%	125	110		D	DFW	16	11	AA	757	180	90%	88%	162	143
217	25	757	T2E		D	BOS	20	19	AA	757	180	76%	88%	137	121	Y					AA	757	180				
218	25	757	T2E		D	DFW	22	43	AA	757	180	76%	100%	137	137	Y					AA	757	180				
241	26	757	T2E						NW	757	180						D	MSP	07	30	NW	757	180	76%	100%	137	137
242	26	757	T2E		D	MSP	08	42	NW	757	180	71%	96%	128	123		D	MSP	09	55	NW	757	180	76%	96%	137	132
250	26	757	T2E		D	MEM	11	05	NW	320	148	76%	96%	113	108		D	MEM	12	30	NW	320	148	76%	96%	113	109
251	26	757	T2E		D	MSP	13	05	NW	320	148	76%	96%	113	108		D	MSP	14	02	NW	320	148	71%	96%	106	101
244	26	757	T2E		D	MSP	15	02	NW	757	180	71%	96%	128	123		D	MSP	16	05	NW	757	180	90%	96%	162	156
245	26	757	T2E		D	MSP	19	02	NW	757	180	76%	96%	137	132						NW	757	180				
253	26	757	T2E		D	DTW	20	58	NW	319	124	90%	96%	112	107		D	DTW	22	20	NW	319	124	61%	96%	76	73
235	27	NB	T2E						AA	M80	129						D	DFW	09	15	AA	M80	129	90%	88%	116	102
236	27	NB	T2E		D	ORD	10	52	AA	M80	129	90%	88%	116	102		D	ORD	11	49	AA	M80	129	69%	88%	90	79
237	27	NB	T2E		D	DFW	13	44	AA	M80	129	69%	88%	90	79		D	DFW	14	38	AA	M80	129	67%	88%	87	77
238	27	NB	T2E		D	DFW	19	12	AA	M80	129	76%	88%	98	87						AA	M80	129				
239	27	NB	T2E		D	DFW	21	26	AA	M80	129	90%	100%	116	116	Y					AA	M80	129				
240	27	NB	T2E		D	ORD	23	00	AA	M80	129	64%	100%	83	83	Y					AA	M80	129				
228	28	WB	T2E	Y					AA	757	180						D	BOS	08	10	AA	757	180	76%	100%	137	137
229	28	WB	T2E		D	ORD	08	52	AA	M80	129	64%	88%	83	73		D	DFW	10	40	AA	M80	129	76%	88%	99	87
230	28	WB	T2E		D	DFW	11	37	AA	757	180	90%	88%	162	143		D	DFW	12	25	AA	757	180	67%	88%	121	107

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule - High Airfield - Constrained 2015 AAD Forecast
No Project Alternative

Ref. Num.	Gate	Gate Type	Terminal	Arrivals											Departures															
				TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
231	28	WB	T2E		D	ORD	12	59	AA		738	142	90%	88%	128	112		D	ORD	14	00	AA		738	142	76%	88%	108	95	
232	28	WB	T2E		D	JFK	14	17	AA		763	212	57%	88%	120	105		D	JFK	15	30	AA		763	212	90%	88%	191	168	
233	28	WB	T2E		D	DFW	17	27	AA		M80	129	69%	88%	90	79		Y					AA		M80	129				
234	28	WB	T2E		D	JFK	19	58	AA		777	236	90%	88%	212	187		D	JFK	21	30	AA		777	236	67%	88%	159	140	
204	29	NB	T2E	Y					AA		M80	129						D	ORD	06	16	AA		M80	129	76%	100%	99	99	
205	29	NB	T2E	Y					AA		M80	129						D	ORD	07	42	AA		M80	129	90%	100%	116	116	
206	29	NB	T2E		D	STL	10	43	AA		M80	129	76%	88%	98	87		D	STL	11	50	AA		M80	129	76%	88%	99	87	
207	29	NB	T2E		D	DFW	12	34	AA		M80	129	76%	88%	98	87		D	DFW	13	16	AA		M80	129	67%	88%	87	77	
208	29	NB	T2E		D	ORD	16	15	AA		M80	129	64%	88%	83	73		D	DFW	17	10	AA		M80	129	76%	88%	99	87	
209	29	NB	T2E		D	ORD	17	25	AA		M80	129	64%	88%	83	73		D	ORD	18	00	AA		M80	129	76%	88%	99	87	
210	29	NB	T2E		D	ORD	21	24	AA		738	142	90%	100%	128	128		D	ORD	23	00	AA		738	142	69%	88%	99	87	
303	30	NB	T2E	Y					B6		E19	100						D	DEN	06	15	B6		E19	100	71%	100%	71	71	
304	30	NB	T2E		D	HNL	06	37	B6		320	156	76%	97%	119	115		D	DFW	07	46	B6		320	156	90%	100%	140	140	
305	30	NB	T2E		D	DFW	08	16	B6		320	156	69%	97%	108	105		D	HNL	09	17	B6		320	156	76%	97%	119	116	
313	30	NB	T2E		D	OAK	09	30	B6		E19	100	90%	97%	90	87		D	OAK	09	55	B6		E19	100	75%	97%	75	73	
328	30	NB	T2E		D	JFK	10	40	B6		320	156	90%	97%	140	136		D	JFK	11	35	B6		320	156	67%	97%	105	102	
307	30	NB	T2E		D	FLL	11	54	B6		320	156	76%	97%	119	115		D	MCO	12	46	B6		320	156	76%	97%	119	116	
308	30	NB	T2E		D	OAK	13	05	B6		320	156	65%	97%	102	99		D	OAK	13	50	B6		320	156	66%	97%	104	101	
330	30	NB	T2E		D	SLC	14	33	B6		E19	100	62%	97%	62	61		D	SLC	15	03	B6		E19	100	69%	97%	69	67	
331	30	NB	T2E		D	IAD	15	53	B6		320	156	54%	97%	84	81		D	DFW	17	26	B6		320	156	76%	97%	119	116	
309	30	NB	T2E		D	JFK	19	35	B6		320	156	90%	97%	140	136		D	OAK	20	15	B6		320	156	66%	97%	104	101	
326	30	NB	T2E		D	DEN	21	25	B6		E19	100	90%	100%	90	90		Y					B6		E19	100				
311	31	NB	T2E	Y					B6		320	156						D	JFK	07	55	B6		320	156	90%	100%	140	140	
312	31	NB	T2E		D	SEA	08	32	B6		E19	100	65%	97%	65	63		D	DEN	09	03	B6		E19	100	76%	97%	76	74	
306	31	NB	T2E		D	IAD	09	33	B6		320	156	76%	97%	119	115		D	IAD	10	13	B6		320	156	90%	97%	140	136	
314	31	NB	T2E		D	MCO	11	06	B6		320	156	76%	97%	119	115		D	FLL	11	56	B6		320	156	76%	97%	119	116	
315	31	NB	T2E		D	DFW	13	36	B6		320	156	69%	97%	108	105		D	TPA	14	28	B6		320	156	76%	97%	119	116	
316	31	NB	T2E		D	PDX	15	15	B6		E19	100	68%	97%	68	66		D	PDX	15	45	B6		E19	100	75%	97%	75	73	
317	31	NB	T2E		D	DEN	16	25	B6		E19	100	69%	97%	69	67		D	OAK	17	30	B6		E19	100	90%	97%	90	87	
318	31	NB	T2E		D	SLC	19	43	B6		E19	100	90%	97%	90	87		D	PDX	20	15	B6		E19	100	75%	97%	75	73	
333	31	NB	T2E		D	OAK	21	15	B6		320	156	75%	100%	118	118		D	JFK	21	55	B6		320	156	67%	97%	105	102	
310	31	NB	T2E		D	JFK	23	10	B6		320	156	57%	100%	88	88		Y					B6		320	156				
320	32	NB	T2E		D	DEN	07	55	B6		E19	100	69%	97%	69	67		D	SLC	08	35	B6		E19	100	90%	97%	90	87	
321	32	NB	T2E		D	PDX	08	55	B6		E19	100	75%	97%	75	73		D	SEA	09	22	B6		E19	100	76%	97%	76	74	
322	32	NB	T2E		D	TPA	11	08	B6		320	156	76%	97%	119	115		D	DFW	11	58	B6		320	156	67%	97%	105	102	
323	32	NB	T2E		D	SEA	13	42	B6		E19	100	65%	97%	65	63		D	SEA	14	20	B6		E19	100	72%	97%	72	70	
324	32	NB	T2E		D	OAK	17	35	B6		E19	100	75%	97%	75	73		D	SLC	18	23	B6		E19	100	90%	97%	90	87	
325	32	NB	T2E		D	PDX	19	45	B6		E19	100	90%	97%	90	87		D	SEA	20	12	B6		E19	100	72%	97%	72	70	
319	32	NB	T2E		D	DFW	21	24	B6		320	156	90%	100%	140	140		D	IAD	22	23	B6		320	156	71%	97%	111	108	
167	33	NB	T2W	Y					HP		319	124						D	PHX	06	45	HP		319	124	75%	100%	93	93	
168	33	NB	T2W		D	PHX	07	10	YV		CRJ	50	63%	94%	32	30		D	PHX	08	10	YV		CRJ	50	90%	100%	45	45	
183	33	NB	T2W		D	PHX	08	33	HP		320	150	90%	94%	135	127		D	PHX	09	30	HP		320	150	75%	94%	113	106	
150	33	NB	T2W		D	PIT	11	16	US		320	142	76%	100%	108	108		D	PIT	13	30	US		320	142	76%	100%	108	108	
172	33	NB	T2W		D	PHX	14	40	HP		320	150	63%	94%	95	89		D	PHX	15	40	HP		320	150	69%	94%	104	98	
173	33	NB	T2W		D	PHX	17	31	HP		320	150	63%	94%	95	89		D	PHX	18	30	HP		320	150	90%	94%	135	127	

ATTACHMENT O

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
No Project Alternative

Ref. Num.	Gate	Gate Type	Arrivals											Departures													
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %
1	1	NB					00	00	WN	73G	137						D	PHX	06	30	WN	73G	137	77%	100%	106	106
2	10	NB	D	LAS	07	45	WN	73G	137	74%	97%	102	98			D	LAS	08	10	WN	73G	137	90%	97%	123	120	
3	10	NB	D	SAT	09	05	WN	733	137	90%	98%	123	120			D	SMF	09	30	WN	733	137	77%	97%	106	103	
4	10	NB	D	PHX	10	30	WN	73G	137	90%	98%	123	120			D	RDU	11	05	WN	73G	137	77%	97%	106	103	
5	1	NB	D	OMA	12	00	WN	73G	137	77%	98%	106	103			D	PHX	12	25	WN	73G	137	73%	97%	100	98	
6	2	NB	D	PHX	13	30	WN	73G	137	68%	98%	93	91			D	BWI	14	05	WN	73G	137	64%	95%	88	84	
7	1	NB	D	MDW	15	40	WN	73G	137	71%	97%	97	94			D	MDW	16	10	WN	73G	137	77%	96%	106	102	
8	1	NB	D	BNA	17	05	WN	73G	137	50%	96%	69	66			D	MDW	17	30	WN	73G	137	90%	96%	123	119	
9	1	NB	D	ABQ	18	50	WN	73G	137	70%	97%	96	93			D	SEA	19	15	WN	73G	137	77%	97%	106	103	
10	1	NB	D	LAS	20	15	WN	73G	137	77%	97%	106	102			D	LAS	20	50	WN	73G	137	73%	97%	100	98	
11	10	NB	D	BNA	21	05	WN	73G	137	90%	100%	123	123			D	PHX	21	30	WN	73G	137	73%	97%	100	98	
12	1	NB	D	MDW	22	35	WN	73G	137	71%	100%	97	97						00	00	WN	73G	137				
13	3	NB						00	00	WN	73G	137				D	LAS	06	35	WN	73G	137	77%	100%	106	106	
14	3	NB	D	PHX	07	10	WN	73G	137	68%	98%	93	91			D	SMF	07	35	WN	73G	137	90%	100%	123	123	
15	3	NB	D	LAS	08	45	WN	73G	137	77%	97%	106	102			D	AUS	09	10	WN	73G	137	77%	97%	106	103	
16	9	NB	D	LAS	10	10	WN	73G	137	90%	97%	123	119			D	ABQ	10	35	WN	73G	137	73%	96%	100	96	
17	7	NB	D	PHX	11	45	WN	73G	137	90%	98%	123	120			D	LAS	12	15	WN	73G	137	73%	97%	100	98	
18	3	NB	D	SJC	13	15	WN	73G	137	67%	98%	92	90			D	LAS	13	45	WN	73G	137	73%	97%	100	98	
19	3	NB	D	SMF	14	50	WN	73G	137	70%	98%	96	94			D	SMF	15	15	WN	73G	137	69%	97%	95	92	
20	10	NB	D	PHX	16	25	WN	733	137	68%	98%	93	91			D	HOU	16	50	WN	733	137	77%	97%	106	103	
21	9	NB	D	ELP	18	15	WN	735	122	63%	98%	77	75			D	OAK	18	40	WN	735	122	90%	97%	110	107	
22	8	NB	D	MDW	20	00	WN	73G	137	90%	97%	123	119		Y			20	30	WN	73G	137					
23	3	NB	D	SMF	21	40	WN	73G	137	70%	100%	96	96			D	LAS	22	05	WN	73G	137	73%	97%	100	98	
24	4	NB	D	PHX	22	25	WN	73G	137	70%	100%	96	96						00	00	WN	73G	137				
25	4	NB						00	00	WN	73G	137				D	SJC	06	35	WN	73G	137	77%	100%	106	106	
26	4	NB	Y					08	00	WN	73G	137				D	BNA	08	30	WN	73G	137	90%	97%	123	120	
27	7	NB	D	MDW	10	10	WN	73G	137	90%	97%	123	119			D	SMF	10	40	WN	73G	137	69%	97%	95	92	
28	4	NB	D	BNA	12	05	WN	73G	137	90%	96%	123	118			D	ABQ	12	30	WN	73G	137	73%	96%	100	96	
29	4	NB	D	OAK	12	50	WN	733	137	70%	98%	96	94			D	ABQ	13	20	WN	733	137	73%	96%	100	96	
30	7	NB	D	LAS	13	55	WN	73G	137	74%	97%	102	98			D	CMH	14	20	WN	73G	137	77%	97%	106	103	
31	7	NB	D	OAK	16	05	WN	73G	137	70%	98%	96	94			D	LAS	16	30	WN	73G	137	77%	97%	106	103	
32	4	NB	D	OAK	17	40	WN	733	137	77%	98%	106	103			D	PHX	18	05	WN	733	137	90%	97%	123	120	
33	4	NB	D	SMF	19	25	WN	73G	137	90%	98%	123	120			D	TUS	19	50	WN	73G	137	77%	97%	106	103	
34	4	NB	D	OAK	20	55	WN	73G	137	90%	98%	123	120			D	SJC	21	20	WN	73G	137	75%	96%	103	99	
35	4	NB	D	OAK	21	40	WN	735	122	77%	100%	94	94			D	RNO	22	05	WN	735	122	70%	97%	86	83	
36	5	NB	D	SJC	22	25	WN	73G	137	67%	100%	92	92						00	00	WN	73G	137				
37	5	NB						00	00	WN	73G	137				D	MDW	06	40	WN	73G	137	77%	100%	106	106	
38	5	NB	D	SJC	09	00	WN	73G	137	90%	98%	123	120			D	MDW	09	25	WN	73G	137	77%	96%	106	102	
39	5	NB	D	CMH	11	25	WN	73G	137	77%	98%	106	103			D	MSY	11	50	WN	73G	137	77%	97%	106	103	
40	5	NB	D	ABQ	12	05	WN	73G	137	70%	97%	96	93			D	SAT	12	35	WN	73G	137	64%	97%	88	85	
41	2	NB	D	SAT	12	50	WN	73G	137	63%	98%	86	84			D	SJC	13	15	WN	73G	137	75%	96%	103	99	
42	5	NB	D	PHX	14	05	WN	735	122	68%	98%	83	81			D	PHX	14	30	WN	735	122	73%	97%	89	87	
43	5	NB	D	AUS	17	00	WN	73G	137	77%	98%	106	103			D	ABQ	17	25	WN	73G	137	90%	96%	123	119	
44	5	NB	D	SJC	19	40	WN	73G	137	90%	98%	123	120			D	PHX	20	05	WN	73G	137	73%	97%	100	98	

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
No Project Alternative

Ref. Num.	Gate	Gate Type	Arrivals													Departures											
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
45	5	NB	D	ABQ	21	10	WN	733	137	137	90%	100%	123	123		D	OAK	21	40	WN	733	137	137	62%	97%	85	83
46	7	NB	D	SMF	22	25	WN	73G	137	137	70%	100%	96	96				00	00	WN	73G	137	137				
47	8	NB			00	00	WN	733	137	137						D	ABQ	06	45	WN	733	137	137	77%	100%	106	106
48	6	NB	D	SJC	08	10	WN	73G	137	137	90%	98%	123	120		D	PHX	08	35	WN	73G	137	137	90%	97%	123	120
49	9	NB	D	PHX	09	15	WN	735	122	122	90%	98%	110	107		D	OAK	09	40	WN	735	122	122	77%	97%	94	92
50	2	NB	D	PHL	10	45	WN	73G	137	137	90%	98%	123	120		D	TUS	12	35	WN	73G	137	137	64%	97%	88	85
51	8	NB	D	MHT	12	55	WN	73G	137	137	77%	98%	106	103		D	MHT	13	25	WN	73G	137	137	77%	97%	106	103
52	6	NB	D	ABQ	14	05	WN	73G	137	137	70%	97%	96	93		D	PVD	14	30	WN	73G	137	137	77%	97%	106	103
53	5	NB	D	SMF	16	10	WN	73G	137	137	70%	98%	96	94		D	SMF	16	35	WN	73G	137	137	77%	97%	106	103
54	6	NB	D	SJC	17	00	WN	73G	137	137	67%	98%	92	90		D	AUS	17	30	WN	73G	137	137	77%	97%	106	103
55	6	NB	D	LAS	19	15	WN	73G	137	137	74%	97%	102	98		D	OAK	19	40	WN	73G	137	137	77%	97%	106	103
56	8	NB	D	HOU	20	54	WN	733	137	137	77%	98%	106	103				00	00	WN	733	137	137				
57	6	NB			00	00	WN	73G	137	137						D	BWI	06	55	WN	73G	137	137	77%	100%	106	106
58	7	NB	D	RNO	08	15	WN	735	122	122	90%	96%	110	105		D	RNO	08	40	WN	735	122	122	90%	97%	110	107
59	3	NB	D	AUS	11	45	WN	73G	137	137	77%	98%	106	103		D	OAK	12	10	WN	73G	137	137	62%	97%	85	83
60	3	NB	D	MDW	12	25	WN	73G	137	137	71%	97%	97	94		D	PHX	13	00	WN	73G	137	137	73%	97%	100	98
61	7	NB	D	LAS	17	15	WN	73G	137	137	74%	97%	102	98		D	LAS	17	40	WN	73G	137	137	90%	97%	123	120
62	7	NB	D	RDU	19	15	WN	73G	137	137	77%	98%	106	103		D	SMF	19	40	WN	73G	137	137	77%	97%	106	103
63	9	NB	D	SMF	20	35	WN	73G	137	137	77%	98%	106	103	Y			21	05	WN	73G	137	137				
64	7	NB			00	00	WN	73G	137	137						D	PHL	06	55	WN	73G	137	137	77%	100%	106	106
65	5	NB	D	PHX	08	05	WN	73G	137	137	77%	98%	106	103		D	SMF	08	30	WN	73G	137	137	90%	97%	123	120
66	8	NB	D	OAK	10	15	WN	735	122	122	90%	98%	110	107		D	LAS	10	40	WN	735	122	122	73%	97%	89	87
67	8	NB	D	PVD	11	50	WN	73G	137	137	77%	98%	106	103		D	MDW	12	15	WN	73G	137	137	69%	96%	95	91
68	5	NB	D	SMF	12	55	WN	73G	137	137	70%	98%	96	94		D	SEA	13	20	WN	73G	137	137	77%	97%	106	103
69	6	NB	D	ABQ	16	10	WN	73G	137	137	70%	97%	96	93		D	PHX	16	40	WN	73G	137	137	77%	97%	106	103
70	5	NB	D	SMF	18	35	WN	73G	137	137	77%	98%	106	103		D	ABQ	19	05	WN	73G	137	137	77%	96%	106	102
71	5	NB	D	OAK	20	25	WN	735	122	122	90%	98%	110	107		D	PHX	20	50	WN	735	122	122	73%	97%	89	87
72	3	NB	D	OAK	22	55	WN	73G	137	137	70%	100%	96	96				00	00	WN	73G	137	137				
73	9	NB			00	00	WN	735	122	122						D	PHX	07	00	WN	735	122	122	90%	100%	110	110
74	7	NB	Y		07	15	WN	73G	137	137						D	SJC	07	45	WN	73G	137	137	90%	100%	123	123
75	4	NB	D	SMF	08	55	WN	733	137	137	90%	98%	123	120		D	HOU	09	20	WN	733	137	137	77%	97%	106	103
76	4	NB	D	BDL	11	15	WN	73G	137	137	77%	98%	106	103		D	OMA	11	40	WN	73G	137	137	77%	97%	106	103
77	9	NB	D	OAK	12	10	WN	73G	137	137	70%	98%	96	94		D	OAK	12	40	WN	73G	137	137	62%	97%	85	83
78	9	NB	D	TUS	13	05	WN	73G	137	137	70%	98%	96	94		D	BDL	14	30	WN	73G	137	137	77%	97%	106	103
79	4	NB	D	LAS	14	55	WN	73G	137	137	74%	97%	102	98		D	SJC	15	20	WN	73G	137	137	75%	96%	103	99
80	4	NB	D	BWI	16	55	WN	73G	137	137	70%	96%	96	92		D	BWI	17	25	WN	73G	137	137	90%	95%	123	117
81	4	NB	D	LAS	18	20	WN	733	137	137	74%	97%	102	98		D	OAK	19	10	WN	733	137	137	77%	97%	106	103
82	7	NB	D	SEA	20	05	WN	73G	137	137	77%	98%	106	103	Y			20	35	WN	73G	137	137				
83	10	NB	D	LAS	22	55	WN	735	122	122	90%	100%	110	110				00	00	WN	735	122	122				
84	10	NB			00	00	WN	73G	137	137						D	OAK	07	10	WN	73G	137	137	90%	100%	123	123
85	2	NB	D	OAK	08	35	WN	73G	137	137	70%	98%	96	94		D	PHX	09	00	WN	73G	137	137	77%	97%	106	103
86	2	NB	D	SMF	10	05	WN	73G	137	137	90%	98%	123	120		D	SJC	10	30	WN	73G	137	137	75%	96%	103	99
87	6	NB	D	SJC	10	45	WN	73G	137	137	67%	98%	92	90		D	PHX	11	15	WN	73G	137	137	73%	97%	100	98
88	10	NB	D	MCI	12	20	WN	73G	137	137	90%	98%	123	120		D	BNA	12	50	WN	73G	137	137	64%	97%	88	85
89	10	NB	D	SEA	13	05	WN	73G	137	137	77%	98%	106	103		D	OAK	13	30	WN	73G	137	137	62%	97%	85	83

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Ref. Num.	Gate	Gate Type	Arrivals													Departures									
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.
90	2	NB	D	SJC	14	45	WN	73G	137	67%	98%	92	90		D	LAS	15	10	WN	73G	137	73%	97%	100	98
91	3	NB	D	OAK	16	35	WN	733	137	70%	98%	96	94		D	OAK	17	05	WN	733	137	90%	97%	123	120
92	2	NB	D	MDW	18	05	WN	73G	137	71%	97%	97	94		D	SMF	18	35	WN	73G	137	90%	97%	123	120
93	2	NB	D	OAK	19	55	WN	73G	137	90%	98%	123	120		D	SMF	20	20	WN	73G	137	69%	97%	95	92
94	6	NB	D	BWI	21	40	WN	73G	137	70%	100%	96	96				00	00	WN	73G	137				
95	2	NB			00	00	WN	73G	137						D	SMF	06	30	WN	73G	137	77%	100%	106	106
96	9	NB	D	OAK	07	55	WN	73G	137	70%	98%	96	94		D	OAK	08	20	WN	73G	137	90%	97%	123	120
97	6	NB	D	ABQ	09	15	WN	733	137	90%	97%	123	119		D	LAS	09	40	WN	733	137	77%	97%	106	103
98	6	NB	D	ELP	11	40	WN	735	122	90%	98%	110	107		D	RNO	12	10	WN	735	122	70%	97%	86	83
99	6	NB	D	BWI	12	25	WN	73G	137	90%	96%	123	118		D	PHL	13	15	WN	73G	137	77%	94%	106	100
100	1	NB	D	OAK	13	30	WN	733	137	70%	98%	96	94		D	PHX	14	00	WN	733	137	73%	97%	100	98
101	8	NB	D	RNO	15	45	WN	735	122	70%	96%	86	82		D	ELP	16	20	WN	735	122	77%	94%	94	89
102	8	NB	D	SMF	17	20	WN	733	137	77%	98%	106	103		D	OAK	17	45	WN	733	137	90%	97%	123	120
103	9	NB	D	MSY	18	55	WN	73G	137	77%	98%	106	103		D	SJC	19	30	WN	73G	137	77%	96%	106	102
104	2	NB	D	PHX	21	25	WN	73G	137	77%	100%	106	106		D	SMF	21	50	WN	73G	137	69%	97%	95	92
105	2	NB	D	PHL	22	20	WN	73G	137	63%	98%	86	84				00	00	WN	73G	137				
106	1	NB	Y		06	50	WN	73G	137						D	MCI	07	20	WN	73G	137	77%	100%	106	106
107	8	NB	D	SMF	07	55	WN	73G	137	77%	98%	106	103		D	TUS	08	20	WN	73G	137	90%	97%	123	120
108	8	NB	D	HOU	09	25	WN	733	137	77%	98%	106	103		D	SAT	09	55	WN	733	137	90%	97%	123	120
109	3	NB	D	SMF	10	50	WN	73G	137	77%	98%	106	103		D	MDW	11	20	WN	73G	137	69%	96%	95	91
110	7	NB	D	PHX	12	30	WN	733	137	77%	98%	106	103		D	SMF	13	00	WN	733	137	69%	97%	95	92
111	8	NB	D	SMF	14	00	WN	73G	137	70%	98%	96	94		D	SJC	14	25	WN	73G	137	75%	96%	103	99
112	9	NB	D	LAS	15	45	WN	73G	137	74%	97%	102	98		D	OAK	16	10	WN	73G	137	77%	97%	106	103
113	9	NB	D	PHX	17	05	WN	73G	137	68%	98%	93	91		D	SMF	17	35	WN	73G	137	90%	97%	123	120
114	3	NB	D	OAK	19	05	WN	73G	137	90%	98%	123	120		D	LAS	19	30	WN	73G	137	77%	97%	106	103
115	6	NB	D	PHX	20	25	WN	73G	137	90%	98%	123	120		D	SJC	20	50	WN	73G	137	75%	96%	103	99
116	1	NB	D	LAS	21	45	WN	73G	137	77%	100%	106	106	Y			22	15	WN	73G	137				
117	2	NB	Y		07	00	WN	735	122						D	ELP	07	30	WN	735	122	77%	100%	94	94
118	1	NB	D	TUS	08	25	WN	73G	137	90%	98%	123	120		D	OAK	08	50	WN	73G	137	90%	97%	123	120
119	1	NB	D	SJC	09	50	WN	73G	137	77%	98%	106	103		D	PHX	10	15	WN	73G	137	73%	97%	100	98
120	1	NB	D	LAS	11	20	WN	73G	137	77%	97%	106	102		D	SJC	11	45	WN	73G	137	75%	96%	103	99
121	1	NB	D	LAS	12	40	WN	735	122	74%	97%	90	87		D	LAS	13	05	WN	735	122	73%	97%	89	87
122	10	NB	D	PHX	14	35	WN	735	122	68%	98%	83	81		D	OAK	15	00	WN	735	122	62%	97%	76	74
123	2	NB	D	MCI	16	25	WN	73G	137	63%	98%	86	84		D	BNA	16	50	WN	73G	137	77%	97%	106	103
124	10	NB	D	TUS	18	00	WN	73G	137	70%	98%	96	94		D	MCI	18	25	WN	73G	137	77%	94%	106	100
125	10	NB	D	PHX	19	35	WN	73G	137	90%	98%	123	120		D	LAS	20	00	WN	73G	137	73%	97%	100	98
126	7	NB	D	SJC	20	55	WN	73G	137	90%	98%	123	120		D	SMF	21	20	WN	73G	137	69%	97%	95	92
127	9	NB	D	RNO	22	45	WN	735	122	70%	100%	86	86				00	00	WN	735	122				
128	13	757			00	00	UA	320	138						D	ORD	06	30	UA	320	138	77%	100%	106	106
129	13	757	D	DEN	07	26	UA	757	182	72%	77%	131	102		D	DEN	08	15	UA	757	182	90%	81%	164	133
130	13	757	D	SFO	11	32	UA	757	182	68%	80%	124	100		D	ORD	12	15	UA	757	182	70%	82%	128	105
131	14	757	D	ORD	14	01	UA	757	182	67%	81%	122	99		D	SFO	14	51	UA	757	182	70%	82%	128	105
132	13	757	D	ORD	17	30	UA	320	138	67%	81%	93	75		D	ORD	18	28	UA	320	138	90%	82%	124	102
133	11	757	D	ORD	22	04	UA	320	138	90%	100%	124	124		D	ORD	23	00	UA	320	138	70%	82%	97	80
134	14	757	D	SFO	23	37	UA	320	138	68%	100%	94	94				00	00	UA	320	138				

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Ref. Num.	Gate	Gate Type	Arrivals											Departures													
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %
135	14	757					00	00	UA	320	138						D	SFO	06	23	UA	320	138	77%	100%	106	106
136	14	757		D	ORD	08	09	UA	757	182	67%	81%	122	99		D	ORD	09	10	UA	757	182	90%	82%	164	135	
137	13	757		D	DEN	10	01	UA	320	138	90%	77%	124	96		D	DEN	11	00	UA	320	138	66%	81%	91	74	
138	14	757		D	ORD	12	24	UA	320	138	90%	81%	124	101		D	ORD	13	14	UA	320	138	70%	82%	97	80	
139	14	757		D	DEN	17	18	UA	757	182	72%	77%	131	102		D	DEN	18	20	UA	757	182	90%	81%	164	133	
140	13	757		D	SFO	20	03	UA	320	138	90%	80%	124	100		D	DEN	21	10	UA	320	138	66%	81%	91	74	
141	13	757		D	DEN	22	20	UA	320	138	72%	100%	99	99				00	00	UA	320	138					
142	12	NB					00	00	UA	319	120					D	SFO	08	10	UA	319	120	90%	82%	108	89	
143	12	NB		D	ORD	10	19	UA	320	138	90%	81%	124	101		D	ORD	11	08	UA	320	138	70%	82%	97	80	
144	12	NB		D	SFO	12	54	UA	319	120	68%	80%	82	66		D	SFO	13	39	UA	319	120	70%	82%	84	69	
145	12	NB		D	ORD	19	02	UA	320	138	77%	81%	106	87		D	SFO	19	55	UA	320	138	77%	82%	106	88	
146	12	NB		D	SFO	22	17	UA	319	120	77%	100%	93	93				00	00	UA	319	120					
147	11	NB					00	00	UA	320	138					D	DEN	06	18	UA	320	138	77%	100%	106	106	
148	11	NB		D	SFO	08	16	UA	320	138	90%	80%	124	100		D	SFO	09	27	UA	320	138	77%	82%	106	88	
149	14	NB		D	IAD	10	51	UA	320	138	90%	84%	124	105		D	IAD	11	40	UA	320	138	71%	75%	98	74	
150	12	NB		D	SFO	16	20	UA	733	120	68%	80%	82	66		D	SFO	17	05	UA	733	120	90%	82%	108	89	
151	13	NB		D	DEN	21	27	UA	320	138	90%	100%	124	124	Y			22	12	UA	320	138					
152	14	NB	Y				07	00	UA	319	120					D	IAD	07	45	UA	319	120	90%	100%	108	108	
153	14	NB		D	SFO	09	47	UA	320	138	90%	80%	124	100		D	SFO	10	32	UA	320	138	70%	82%	97	80	
154	13	NB		D	DEN	12	41	UA	320	138	72%	77%	99	77		D	DEN	13	43	UA	320	138	66%	81%	91	74	
155	11	NB		D	IAD	17	00	UA	319	120	50%	84%	60	51	Y			17	45	UA	319	120					
156	14	NB		D	IAD	20	11	UA	319	120	90%	84%	108	91		D	IAD	22	15	UA	319	120	71%	75%	85	64	
157	11	NB		I	YVR	10	01	AC	320	140	67%	97%	94	91		I	YVR	10	55	AC	320	140	67%	96%	94	91	
158	11	NB		I	YYZ	11	10	AC	320	140	67%	93%	94	87		I	YYZ	12	45	AC	320	140	67%	96%	94	91	
159	18	NB		I	YYZ	21	50	AC	319	112	67%	100%	75	75		I	YYZ	22	45	AC	319	112	67%	96%	75	72	
160	23	NB		D	ATL	10	15	FL	73G	137	90%	100%	123	123		D	ATL	11	05	FL	73G	137	77%	100%	106	106	
161	23	NB		D	ATL	13	40	FL	73G	137	52%	100%	71	71		D	ATL	14	30	FL	73G	137	77%	100%	106	106	
162	23	NB		D	ATL	20	55	FL	73G	137	90%	100%	123	123		D	ATL	22	50	FL	73G	137	77%	100%	106	106	
163	25	NB		D	SEA	00	15	AS	73G	120	73%	100%	88	88		D	SEA	06	30	AS	73G	120	77%	100%	93	93	
164	21	NB		D	SEA	09	57	AS	734	140	90%	96%	126	120		D	PDX	10	35	AS	734	140	71%	95%	100	95	
165	25	NB	Y				17	15	AS	73G	120					D	PDX	17	45	AS	73G	120	90%	95%	108	103	
166	25	NB	Y				07	50	AS	M80	140					D	SEA	08	20	AS	M80	140	90%	95%	126	120	
167	25	NB		D	PDX	09	15	AS	73G	120	90%	96%	108	103		I	SJD	10	05	AS	73G	120	70%	96%	84	81	
168	25	NB		D	SEA	11	47	AS	739	172	73%	96%	126	120		D	SEA	12	17	AS	739	172	70%	95%	121	115	
169	25	NB		D	PDX	13	07	AS	734	140	71%	96%	100	95		D	PDX	13	45	AS	734	140	71%	95%	100	95	
170	25	NB		D	PDX	16	00	AS	734	140	77%	96%	108	103		D	SEA	16	37	AS	734	140	77%	95%	108	103	
171	25	NB		D	SEA	20	11	AS	M80	140	77%	96%	108	103		D	SEA	20	53	AS	M80	140	70%	95%	98	94	
172	25	NB		D	SEA	22	48	AS	M80	140	77%	100%	108	108	Y			23	18	AS	M80	140					
173	27	NB					00	00	AS	734	140					D	PDX	06	40	AS	734	140	77%	100%	108	108	
174	27	NB		D	GEG	09	55	QX	CR7	70	77%	97%	54	52		D	GEG	10	25	QX	CR7	70	77%	96%	54	52	
175	27	NB		D	BOI	10	55	QX	CR7	70	77%	97%	54	52		D	BOI	11	25	QX	CR7	70	77%	96%	54	52	
176	27	NB		D	SEA	13	52	AS	M80	140	73%	96%	102	98		D	SEA	14	40	AS	M80	140	70%	95%	98	94	
177	27	NB		D	SEA	16	40	AS	M80	140	73%	96%	102	98		D	SEA	17	16	AS	M80	140	90%	95%	126	120	
178	27	NB		D	GEG	18	55	QX	CR7	70	77%	97%	54	52		D	GEG	19	25	QX	CR7	70	77%	96%	54	52	
179	27	NB		D	PDX	22	19	AS	734	140	71%	100%	100	100				00	00	AS	734	140					

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Ref. Num.	Gate	Gate Type	Arrivals												Departures												
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
180	37	NB				00	00	US	320	142							D	PHL	06	40	US	320	142	77%	100%	110	110
181	37	NB		D	PHX	07	10	YV	CRJ	50	77%	95%	39	36			D	PHX	07	40	YV	CRJ	50	90%	100%	45	45
182	33	NB		D	PHX	08	33	HP	733	134	90%	95%	121	114			D	PHX	09	30	HP	733	134	77%	94%	103	97
183	37	NB		D	PIT	11	16	US	321	169	77%	100%	130	130			D	PIT	13	30	US	321	169	77%	100%	130	130
184	37	NB		D	PHX	18	58	HP	320	150	90%	95%	135	128			D	LAS	20	15	HP	320	150	77%	95%	116	110
185	34	NB		D	PHX	21	00	YV	CRJ	50	77%	100%	39	39			D	PHX	21	30	YV	CRJ	50	70%	93%	35	33
186	37	NB		D	PHL	22	31	US	320	142	70%	100%	100	100					00	00	US	320	142				
187	34	NB	Y			06	15	HP	733	134							D	PHX	06	45	HP	733	134	77%	100%	103	103
188	34	NB		D	PHX	07	40	HP	319	124	61%	95%	76	72			D	PHX	08	10	HP	319	124	90%	94%	112	105
189	37	NB		D	PHX	10	03	HP	320	150	90%	95%	135	128			D	PHX	10	53	HP	320	150	66%	94%	99	94
190	33	NB		D	PHL	12	45	US	320	142	70%	100%	100	100			D	PHL	13	10	US	320	142	77%	100%	110	110
191	37	NB		D	PHX	14	40	HP	320	150	61%	95%	92	87			D	PHX	15	40	HP	320	150	66%	94%	99	94
192	37	NB		D	PHX	17	31	HP	320	150	61%	95%	92	87			D	PHX	18	30	HP	320	150	90%	94%	135	127
193	37	NB		D	PHL	20	28	US	320	142	90%	100%	128	128			D	PHL	21	55	US	320	142	77%	100%	110	110
194	34	757	Y			09	00	HP	319	124							D	LAS	09	30	HP	319	124	77%	95%	96	91
195	33	757		D	PHL	10	11	US	319	120	77%	100%	93	93			D	PHL	11	15	US	319	120	77%	100%	93	93
196	34	757		D	PHX	11	35	HP	733	134	90%	95%	121	114			D	PHX	12	35	HP	733	134	66%	94%	89	84
197	34	757		D	LAS	12	55	HP	757	190	77%	94%	146	137			D	LAS	13	35	HP	757	190	77%	95%	147	140
198	34	757		D	LAS	17	54	HP	320	150	77%	94%	116	108			D	PHX	19	40	HP	320	150	77%	94%	116	109
199	34	757		D	PHX	19	55	HP	733	134	90%	95%	121	114		Y			20	25	HP	733	134				
200	38	757		D	LAS	21	08	HP	319	124	77%	100%	96	96		Y			21	38	HP	319	124				
201	32	NB				00	00	AA	M80	129							D	ORD	07	42	AA	M80	129	90%	100%	116	116
202	30	NB		D	DFW	08	32	AA	M80	129	74%	86%	96	83			D	ORD	09	53	AA	M80	129	70%	87%	90	79
203	29	NB		D	DFW	10	45	AA	738	142	90%	86%	128	111			D	DFW	11	27	AA	738	142	72%	88%	102	90
204	30	NB		D	DFW	13	44	AA	M80	129	74%	86%	96	83			D	DFW	14	38	AA	M80	129	72%	88%	93	82
205	30	NB		D	DFW	19	12	AA	738	142	74%	86%	105	91		Y			19	57	AA	738	142				
206	32	NB		D	DFW	21	26	AA	M80	129	77%	100%	99	99					00	00	AA	M80	129				
207	33	NB				00	00	HP	733	134							D	PHX	07	00	HP	733	134	90%	100%	121	121
208	33	NB		D	PHX	13	19	YV	CRJ	50	77%	95%	39	36			D	PHX	14	00	YV	CRJ	50	70%	93%	35	33
209	33	NB		D	PHX	16	11	YV	CRJ	50	77%	95%	39	36			D	PHX	16	51	YV	CRJ	50	77%	93%	39	36
210	33	NB		D	CLT	19	33	US	321	169	77%	100%	130	130			D	CLT	22	05	US	321	169	77%	100%	130	130
211	33	NB		D	PHX	22	43	HP	733	134	61%	100%	82	82					00	00	HP	733	134				
212	31	WB				00	00	AA	738	142							D	DFW	06	21	AA	738	142	77%	100%	110	110
213	29	WB	Y			08	45	AA	M80	129							D	DFW	09	15	AA	M80	129	77%	88%	100	88
214	21	WB		D	ORD	10	52	AA	M80	129	90%	84%	116	98			D	ORD	11	49	AA	M80	129	70%	87%	90	79
215	29	WB		D	MIA	12	35	AA	763	212	66%	90%	140	125			D	MIA	13	25	AA	763	212	77%	89%	164	146
216	31	WB		D	DFW	15	27	AA	757	180	74%	86%	133	115			D	DFW	16	11	AA	757	180	77%	88%	139	123
217	29	WB		D	DFW	17	27	AA	M80	129	74%	86%	96	83		Y			17	57	AA	M80	129				
218	29	WB		D	MIA	19	52	AA	757	180	90%	90%	162	145			D	MIA	21	32	AA	757	180	77%	89%	139	124
219	30	NB	Y			00	00	AA	M80	129							D	ORD	06	16	AA	M80	129	77%	100%	100	100
220	30	NB		D	STL	10	43	AA	M80	129	77%	78%	99	78			D	STL	11	50	AA	M80	129	77%	78%	100	78
221	30	NB		D	DFW	12	34	AA	738	142	77%	86%	109	95			D	DFW	13	16	AA	738	142	72%	88%	102	90
222	30	NB		D	ORD	17	25	AA	M80	129	71%	84%	92	77			D	ORD	18	00	AA	M80	129	90%	87%	116	101
223	30	NB		D	BOS	20	19	AA	738	142	77%	90%	109	98		Y			20	49	AA	738	142				
224	22	NB		D	STL	21	03	AA	N M80	129	77%	100%	99	99		Y			21	33	AA	M80	129				

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Ref. Num.	Gate	Arrivals														Departures														
		Gate Type	Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig		
225	29	NB	D	ORD	23	00	AA	M80	129	129	71%	100%	92	92					00	00	AA	M80	129	129						
226	29	NB			05	42	AA	M80	129	129							D	STL	06	12	AA	M80	129	129	77%	100%	100	100		
227	31	NB	Y		07	40	AA	738	142	142							D	BOS	08	10	AA	738	142	142	90%	89%	128	114		
228	32	NB	D	ORD	08	52	AA	M80	129	129	71%	84%	92	77			D	DFW	10	40	AA	M80	129	129	72%	88%	93	82		
229	32	NB	D	BOS	11	39	AA	738	142	142	77%	90%	109	98			D	BOS	13	01	AA	738	142	142	64%	89%	91	81		
230	32	NB	D	ORD	16	15	AA	M80	129	129	71%	84%	92	77			D	DFW	17	10	AA	M80	129	129	90%	88%	116	102		
231	30	NB	D	ORD	21	24	AA	738	142	142	90%	100%	128	128			D	ORD	23	00	AA	738	142	142	70%	87%	100	87		
232	29	WB	Y		07	17	AA	738	142	142							D	DFW	08	02	AA	738	142	142	90%	88%	128	113		
233	31	WB	D	JFK	09	21	AA	777	236	236	77%	90%	182	163			D	JFK	10	50	AA	777	236	236	77%	89%	182	163		
234	31	WB	D	DFW	11	37	AA	757	180	180	77%	86%	139	120			D	DFW	12	25	AA	757	180	180	72%	88%	130	115		
235	31	WB	D	ORD	12	59	AA	738	142	142	77%	84%	109	92			D	ORD	14	00	AA	738	142	142	70%	87%	100	87		
236	29	WB	D	JFK	14	17	AA	763	212	212	62%	90%	132	118			D	JFK	15	30	AA	763	212	212	77%	89%	164	146		
237	31	WB	D	JFK	19	58	AA	777	236	236	90%	90%	212	190			D	JFK	21	30	AA	777	236	236	77%	89%	182	163		
238	31	WB	D	DFW	22	43	AA	738	142	142	77%	100%	109	109					00	00	AA	738	142	142						
239	C03	NB			00	00	A100	ERD	44	44							D	SJC	06	20	A100	ERD	44	44	77%	100%	34	34		
240	C03	NB	D	SJC	08	35	A100	ERD	44	44	90%	87%	40	35			D	SJC	09	05	A100	ERD	44	44	77%	87%	34	30		
241	C03	NB	D	SJC	09	40	A100	ERD	44	44	77%	87%	34	30			D	SJC	10	33	A100	ERD	44	44	73%	87%	32	28		
242	C03	NB	D	SJC	11	40	A100	ERD	44	44	67%	87%	30	26			D	SJC	12	20	A100	ERD	44	44	73%	87%	32	28		
243	C03	NB	D	SJC	13	02	A100	ERD	44	44	67%	87%	30	26			D	SJC	13	55	A100	ERD	44	44	73%	87%	32	28		
244	C03	NB	D	SJC	16	35	A100	ERD	44	44	67%	87%	30	26			D	SJC	17	25	A100	ERD	44	44	90%	87%	40	35		
245	C03	NB	D	SJC	18	32	A100	ERD	44	44	77%	87%	34	30			D	SJC	19	02	A100	ERD	44	44	77%	87%	34	30		
246	C03	NB	D	SJC	19	58	A100	ERD	44	44	90%	87%	40	35			D	SJC	20	45	A100	ERD	44	44	73%	87%	32	28		
247	C03	NB	D	SJC	22	00	A100	ERD	44	44	77%	100%	34	34					00	00	A100	ERD	44	44						
248	26	757	Y		06	45	NW	320	148	148							D	MSP	07	30	NW	320	148	148	90%	100%	133	133		
249	26	757	D	MSP	08	42	NW	320	148	148	71%	97%	105	102			D	MSP	09	55	NW	320	148	148	77%	96%	114	110		
250	26	757	D	MSP	10	47	NW	757	180	180	90%	97%	162	156			D	MSP	12	05	NW	757	180	180	64%	96%	115	111		
251	26	757	D	MSP	13	05	NW	320	148	148	77%	97%	114	110			D	MSP	14	02	NW	320	148	148	64%	96%	95	91		
252	28	757	D	DTW	17	18	NW	320	148	148	64%	98%	95	93			D	MSP	18	15	NW	320	148	148	90%	96%	133	128		
253	28	757	D	DTW	20	58	NW	319	124	124	90%	98%	112	109			D	DTW	22	20	NW	319	124	124	72%	97%	89	87		
254	28	757	D	MSP	23	02	NW	320	148	148	71%	100%	105	105					23	47	NW	320	148	148						
255	28	NB	Y		07	40	NW	320	148	148							D	DTW	08	25	NW	320	148	148	90%	96%	133	128		
256	28	NB	D	DTW	11	01	NW	320	148	148	90%	98%	133	130			D	DTW	12	30	NW	320	148	148	72%	96%	107	103		
257	28	NB	D	DTW	13	51	NW	319	124	124	64%	98%	79	78			D	DTW	14	52	NW	319	124	124	72%	97%	89	87		
258	26	NB	D	MSP	19	02	NW	320	148	148	77%	97%	114	110					19	47	NW	320	148	148						
259	26	NB			00	00	NW	319	124	124							D	MSP	6	35	NW	319	124	124	77%	100%	96	96		
260a	27	NB	D	MEM	20	54	NW	320	148	148	77%	98%	114	111		Y			21	39	NW	320	148	148						
260b	28				00	00	NW	320	148	148							D	MEM	07	09	NW	320	148	148	77%	100%	114	114		
261	26	NB	D	MSP	15	02	NW	320	148	148	71%	97%	105	102			D	MSP	16	05	NW	320	148	148	77%	96%	114	110		
262	26	NB	D	MSP	21	02	NW	319	124	124	77%	100%	96	96					00	00	NW	319	124	124						
263	36	WB			00	00	CO	738	155	155							D	EWR	08	00	CO	738	155	155	90%	100%	140	140		
264	36	WB	D	EWR	11	35	CO	757	183	183	90%	100%	165	165			D	EWR	12	45	CO	757	183	183	70%	100%	128	128		
265	36	WB	D	EWR	14	17	CO	764	235	235	65%	100%	153	153			D	EWR	15	15	CO	764	235	235	70%	100%	165	165		
266	36	WB	D	EWR	16	15	CO	738	155	155	65%	100%	101	101			D	EWR	17	15	CO	738	155	155	90%	100%	140	140		
267	36	WB	D	EWR	20	28	CO	738	155	155	90%	100%	140	140			D	EWR	21	45	CO	738	155	155	70%	100%	109	109		
268	36	WB	D	EWR	22	16	CO	738	155	155	77%	100%	120	120					00	00	CO	738	155	155						

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Ref. Num.	Gate	Gate Type	TOW	Arrivals										TOW	Departures													
				Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.		Arr. OD %	Depl	Term	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
269	35	NB	Y				06	30	CO	738	155							D	IAH	07	00	CO	738	155	90%	100%	140	140
270	35	NB		D	IAH	08	43	CO	738	155	72%	100%	112	112			D	IAH	09	39	CO	738	155	77%	100%	120	120	
271	35	NB		D	IAH	10	33	CO	738	155	90%	100%	140	140			D	IAH	12	30	CO	738	155	72%	100%	112	112	
272	35	NB		D	IAH	13	03	CO	738	155	77%	100%	120	120			D	IAH	14	20	CO	738	155	72%	100%	112	112	
273	35	NB		D	IAH	15	52	CO	73G	124	72%	100%	89	89			D	IAH	16	50	CO	73G	124	77%	100%	96	96	
274	35	NB		D	IAH	17	57	CO	738	155	72%	100%	112	112	Y				18	27	CO	738	155					
275	35	NB		D	CLE	20	20	CO	73G	124	77%	100%	96	96		D	CLE	21	38	CO	73G	124	77%	100%	96	96		
276	35	NB		D	IAH	22	04	CO	738	155	77%	100%	120	120		D	IAH	23	00	CO	738	155	72%	100%	112	112		
277	15	NB		D	HNL	06	37	B6	320	156	77%	98%	120	117		D	DFW	07	46	B6	320	156	90%	100%	140	140		
278	15	NB		D	DFW	08	16	B6	320	156	71%	96%	111	106		D	HNL	09	17	B6	320	156	77%	97%	120	117		
279	16	NB		D	OAK	09	30	B6	E19	100	90%	97%	90	87		D	OAK	09	55	B6	E19	100	77%	97%	77	75		
280	15	NB		D	JFK	10	40	B6	320	156	90%	97%	140	136		D	JFK	11	35	B6	320	156	72%	96%	113	108		
281	15	NB		D	FLL	11	54	B6	320	156	77%	98%	120	117		D	MCO	12	46	B6	320	156	77%	94%	120	113		
282	15	NB		D	OAK	13	05	B6	320	156	73%	97%	114	110		D	OAK	13	50	B6	320	156	73%	97%	114	111		
283	15	NB		D	SLC	14	33	B6	E19	100	71%	98%	71	69		D	SLC	15	03	B6	E19	100	50%	97%	50	49		
284	15	NB		D	IAD	15	53	B6	320	156	77%	98%	120	117		D	DFW	17	26	B6	320	156	90%	95%	140	134		
285	15	NB		D	JFK	19	35	B6	320	156	90%	97%	140	136		D	OAK	20	15	B6	320	156	73%	97%	114	111		
286	17	NB		D	IAD	20	50	B6	320	156	77%	98%	120	117	Y				21	20	B6	320	156					
287	17	NB		D	MCO	21	36	B6	320	156	77%	100%	120	120					00	00	B6	320	156					
288	16	NB					00	00	B6	320	156					D	MCO	06	32	B6	320	156	77%	100%	120	120		
289	16	NB	Y				07	25	B6	320	156					D	JFK	07	55	B6	320	156	90%	100%	140	140		
290	16	NB		D	SEA	08	32	B6	E19	100	72%	98%	72	70		D	DEN	09	03	B6	E19	100	77%	96%	77	74		
291	15	NB		D	IAD	09	33	B6	320	156	77%	98%	120	117		D	IAD	10	13	B6	320	156	70%	95%	109	104		
292	16	NB		D	MCO	11	06	B6	320	156	77%	95%	120	114		D	FLL	11	56	B6	320	156	77%	97%	120	117		
293	16	NB		D	DFW	13	36	B6	320	156	71%	96%	111	106		D	TPA	14	28	B6	320	156	77%	97%	120	117		
294	16	NB		D	PDX	15	15	B6	E19	100	71%	98%	71	69		D	PDX	15	45	B6	E19	100	77%	97%	77	75		
295	16	NB		D	DEN	16	25	B6	E19	100	71%	97%	71	69		D	OAK	17	30	B6	E19	100	90%	97%	90	88		
296	16	NB		D	SLC	19	43	B6	E19	100	90%	98%	90	88		D	PDX	20	15	B6	E19	100	77%	97%	77	75		
297	16	NB		D	OAK	21	15	B6	320	156	73%	100%	114	114		D	JFK	21	55	B6	320	156	72%	96%	113	108		
298	16	NB		D	JFK	23	10	B6	320	156	64%	100%	100	100					00	00	B6	320	156					
299	17	NB					00	00	B6	320	156					D	IAD	07	12	B6	320	156	90%	100%	140	140		
300	17	NB		D	DEN	07	55	B6	E19	100	77%	97%	77	74		D	SLC	08	35	B6	E19	100	90%	97%	90	88		
301	19	NB		D	SLC	09	03	B6	E19	100	71%	98%	71	69		D	PDX	09	35	B6	E19	100	77%	97%	77	75		
302	17	NB		D	TPA	11	08	B6	320	156	77%	98%	120	117		D	DFW	11	58	B6	320	156	50%	95%	78	74		
303	11	NB		D	SEA	13	42	B6	E19	100	72%	98%	72	70		D	SEA	14	20	B6	E19	100	71%	97%	71	69		
304	17	NB		D	SEA	17	12	B6	E19	100	72%	98%	72	70		D	SEA	17	46	B6	E19	100	90%	97%	90	88		
305	17	NB		D	PDX	19	45	B6	E19	100	90%	98%	90	88		D	SEA	20	12	B6	E19	100	71%	97%	71	69		
306	15	NB		D	DFW	21	24	B6	320	156	90%	100%	140	140		D	IAD	22	23	B6	320	156	70%	95%	109	104		
307	15	NB	Y				05	45	B6	E19	100					D	DEN	06	15	B6	E19	100	77%	100%	77	77		
308	17	NB		D	PDX	08	55	B6	E19	100	71%	98%	71	69		D	SEA	09	22	B6	E19	100	77%	97%	77	75		
309	19	NB		D	DEN	11	55	B6	E19	100	71%	97%	71	69		D	DEN	12	25	B6	E19	100	77%	96%	77	74		
310	17	NB		D	JFK	13	50	B6	320	156	64%	97%	100	97		D	JFK	14	35	B6	320	156	72%	96%	113	108		
311	15	NB		D	OAK	17	35	B6	E19	100	77%	97%	77	74		D	SLC	18	23	B6	E19	100	90%	97%	90	88		
312	19	NB		D	SEA	20	04	B6	E19	100	90%	98%	90	88		D	DEN	20	35	B6	E19	100	77%	96%	77	74		
313	19	NB		D	DEN	21	25	B6	E19	100	90%	100%	90	90	Y				21	55	B6	E19	100					

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Ref. Num.	Gate	Gate Type	Arrivals											Departures													
			Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
314	38	NB				00	00	YV	CR7	70							D	DEN	07	05	YV	CR7	70	90%	100%	63	63
315	38	NB		D	DEN	08	05	F9	319	132	70%	100%	93	93			D	DEN	08	40	F9	319	132	90%	100%	119	119
316	38	NB		D	DEN	09	20	YV	CR7	70	90%	100%	63	63			D	DEN	09	55	YV	CR7	70	77%	100%	54	54
317	38	NB		D	DEN	11	55	YV	CR7	70	77%	100%	54	54			D	DEN	12	30	YV	CR7	70	65%	100%	46	46
318	38	NB		D	DEN	13	25	F9	319	132	70%	100%	93	93			D	DEN	14	00	F9	319	132	70%	100%	93	93
319	38	NB		D	DEN	15	05	YV	CR7	70	72%	100%	50	50			D	DEN	15	40	YV	CR7	70	65%	100%	46	46
320	38	NB		D	DEN	17	15	YV	CR7	70	72%	100%	50	50			D	DEN	17	40	YV	CR7	70	90%	100%	63	63
321	38	NB		D	DEN	20	00	F9	319	132	90%	100%	119	119			D	DEN	20	40	F9	319	132	70%	100%	93	93
322	38	NB		D	DEN	22	45	YV	CR7	70	72%	100%	50	50					00	00	YV	CR7	70				
323	40	WB	Y			06	35	DL	763	252						D	ATL	07	20	DL	763	252	77%	100%	194	194	
324	39	WB		D	ATL	10	02	DL	757	183	90%	100%	165	165			D	CVG	11	00	DL	757	183	77%	100%	141	141
325	40	WB		D	ATL	11	57	DL	763	252	77%	100%	194	194			D	ATL	13	20	DL	763	252	74%	100%	187	187
326	40	WB		D	ATL	15	20	DL	757	183	64%	100%	117	117			D	ATL	16	30	DL	757	183	77%	100%	141	141
327	39	WB		D	ATL	20	43	DL	757	183	90%	100%	165	165			D	ATL	22	15	DL	757	183	74%	100%	136	136
328	41	WB		D	ATL	23	07	DL	763	252	77%	100%	194	194	Y				23	52	DL	763	252				
329	40	NB				00	00	DL	M90	150						D	SLC	06	20	DL	M90	150	77%	100%	116	116	
330	40	NB	Y			08	10	DL	738	154						D	ATL	08	40	DL	738	154	90%	100%	139	139	
331	40	NB		D	SLC	09	35	A296	CR7	70	77%	100%	54	54			D	SLC	10	30	A296	CR7	70	77%	89%	54	48
332	39	NB		D	SLC	13	54	DL	M90	150	71%	100%	107	107			D	SLC	15	00	DL	M90	150	77%	100%	116	116
333	39	NB		D	ATL	18	13	DL	738	154	77%	100%	119	119	Y				18	43	DL	738	154				
334	40	NB		D	SLC	21	39	DL	M90	150	77%	100%	116	116					00	00	DL	M90	150				
335	39	NB				00	00	DL	M80	142						D	DFW	07	05	DL	M80	142	90%	100%	128	128	
336	41	NB		D	DFW	09	45	DL	M80	142	77%	100%	109	109			D	DFW	10	45	DL	M80	142	50%	100%	71	71
337	41	NB		D	SLC	12	10	DL	M90	150	90%	100%	135	135			D	SLC	13	00	DL	M90	150	77%	100%	116	116
338	40	NB		D	DFW	17	52	DL	M80	142	77%	100%	109	109			D	DFW	18	50	DL	M80	142	90%	100%	128	128
339	39	NB		D	DFW	22	30	DL	M80	142	77%	100%	109	109					00	00	DL	M80	142				
340	41	757	Y			06	10	DL	738	154						D	CVG	06	40	DL	738	154	77%	100%	119	119	
341	38	757		D	CVG	10	42	DL	757	183	90%	100%	165	165			D	ATL	11	40	DL	757	183	74%	100%	136	136
342	41	757		D	ATL	14	16	DL	738	154	64%	100%	99	99			D	ATL	15	30	DL	738	154	74%	100%	114	114
343	41	757		D	CVG	18	00	DL	738	154	47%	100%	72	72	Y				18	30	DL	738	154				
344	41	757		D	SLC	19	00	DL	M90	150	71%	100%	107	107			D	SLC	19	50	DL	M90	150	77%	100%	116	116
345	41	757		D	CVG	21	07	DL	757	183	90%	100%	165	165			D	CVG	22	52	DL	757	183	77%	100%	141	141
346	18	NB				00	00	TZ	738	175						D	MDW	06	20	TZ	738	175	77%	100%	135	135	
347	18	NB		D	MDW	09	15	TZ	738	175	77%	100%	135	135			D	MDW	10	05	TZ	738	175	77%	100%	135	135
348	18	NB		D	IND	12	30	TZ	738	175	77%	100%	135	135			D	IND	13	35	TZ	738	175	77%	100%	135	135
349	18	NB		D	MDW	15	20	TZ	738	175	77%	100%	135	135			D	MDW	16	10	TZ	738	175	77%	100%	135	135
350	18	NB		D	MDW	22	55	TZ	738	175	77%	100%	135	135					00	00	TZ	738	175				
351	24	I				00	00	HA	763	252						D	HNL	09	10	HA	763	252	77%	100%	194	194	
352	24	I	Y			09	55	HA	763	252						D	OGG	10	25	HA	763	252	77%	100%	194	194	
353	21	I		I	LTO	12	35	AM	M80	137	70%	97%	96	93		I	LTO	13	35	AM	M80	137	70%	96%	96	93	
354	21	I		I	SJD	14	57	AS	73G	120	70%	97%	84	81	Y				17	15	AS	73G	120				
355	22	I		I	CDG	15	55	AF	777	270	75%	97%	203	196		I	CDG	19	05	AF	777	270	75%	96%	203	195	
356	24	I		D	HNL	21	05	HA	763	252	77%	100%	194	194	Y				21	35	HA	763	252				
357	24	I		D	OGG	22	20	HA	763	252	77%	100%	194	194					00	00	HA	763	252				
358	20	I	Y			08	15	AM	M80	137						I	SJD	09	00	AM	M80	137	70%	96%	96	93	

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
No Project Alternative

Ref. Num.	Gate		Arrivals											Departures															
	Type	TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	
359	20	I	I	MEX	09	55	AM	M80	137	70%	97%	96	93		I	MEX	11	00	AM	M80	137	70%	96%	96	93				
360	22	I	I	NRT	11	15	JL	777	302	70%	97%	212	204		I	NRT	13	00	JL	777	302	70%	96%	212	204				
361	22	I	I	FRA	13	25	LH	343	247	75%	97%	185	179		I	FRA	15	20	LH	343	247	75%	96%	186	179				
362	R01	I	I	FRA	15	55	LH	343	247	75%	97%	185	179		I	FRA	17	55	LH	343	247	75%	96%	186	179				
363	20	I	I	SJD	19	30	AM	M80	137	70%	97%	96	93	Y				20	15	AM	M80	137							
364	21	I	I		00	00	AM	M80	137						I	MZT	07	05	AM	M80	137	70%	96%	96	93				
365	20	I	I	LHR	12	50	BA	777	257	75%	97%	193	186		I	LHR	14	50	BA	777	257	75%	96%	193	186				
366	20	I	I	LHR	15	35	BA	777	257	75%	97%	193	186		I	LHR	17	35	BA	777	257	75%	96%	193	186				
367	21	I	I	MZT	20	45	AM	M80	137	70%	97%	96	93					00	00	AM	M80	137							
368	C01	RJ			00	00	A100	ERD	44						D	LAX	06	18	A100	ERD	44	77%	100%	34	34				
369	C01	RJ	D	LAX	07	32	A100	CR7	70	77%	87%	54	47		D	LAX	08	00	A100	CR7	70	90%	100%	63	63				
370	C01	RJ	D	LAX	09	02	A100	ERD	44	90%	87%	40	35		D	LAX	09	32	A100	ERD	44	77%	86%	34	29				
371	C01	RJ	D	LAX	11	45	A100	ERD	44	71%	87%	31	27		D	LAX	12	15	A100	ERD	44	63%	86%	28	24				
372	C01	RJ	D	LAX	13	55	A100	ERD	44	71%	87%	31	27		D	LAX	14	30	A100	ERD	44	63%	86%	28	24				
373	C01	RJ	D	LAX	15	58	A100	ERD	44	71%	87%	31	27		D	LAX	16	30	A100	ERD	44	77%	86%	34	29				
374	C01	RJ	D	LAX	18	00	A100	CR7	70	90%	87%	63	55		D	LAX	18	30	A100	CR7	70	90%	86%	63	54				
375	C01	RJ	D	LAX	20	30	A100	ERD	44	77%	87%	34	30		D	LAX	21	00	A100	ERD	44	63%	86%	28	24				
376	C01	RJ	D	LAX	22	14	A100	ERD	44	71%	100%	31	31					00	00	A100	ERD	44							
377	C02	RJ			00	00	A100	ERD	44						D	LAX	07	05	A100	ERD	44	90%	100%	40	40				
378	C02	RJ	D	LAX	08	19	A100	ERD	44	90%	87%	40	35		D	LAX	08	45	A100	ERD	44	90%	86%	40	34				
379	C02	RJ	D	LAX	10	09	A100	ERD	44	77%	87%	34	30		D	LAX	10	45	A100	ERD	44	63%	86%	28	24				
380	C02	RJ	D	LAX	12	50	A100	ERD	44	71%	87%	31	27		D	LAX	13	20	A100	ERD	44	63%	86%	28	24				
381	C02	RJ	D	LAX	14	58	A100	ERD	44	71%	87%	31	27		D	LAX	15	30	A100	ERD	44	63%	86%	28	24				
382	C02	RJ	D	LAX	17	00	A100	ERD	44	77%	87%	34	30		D	LAX	17	30	A100	ERD	44	90%	86%	40	34				
383	C02	RJ	D	LAX	19	00	A100	ERD	44	77%	87%	34	30		D	LAX	19	30	A100	ERD	44	90%	86%	40	34				
384	C02	RJ	D	LAX	21	15	A100	ERD	44	71%	100%	31	31		D	LAX	21	45	A100	ERD	44	63%	86%	28	24				
385	C02	RJ	D	LAX	23	22	A100	ERD	44	71%	100%	31	31					00	00	A100	ERD	44							
386	C06	RJ			00	00	A296	CRJ	50						D	LAX	06	15	A296	CRJ	50	77%	100%	39	39				
387	C06	RJ	D	LAX	06	40	A296	CRJ	50	74%	81%	37	30		D	LAX	07	10	A296	CRJ	50	90%	100%	45	45				
388	C06	RJ	D	LAX	10	27	A296	CRJ	50	77%	81%	39	31		D	LAX	11	00	A296	CRJ	50	66%	85%	33	28				
389	C06	RJ	D	LAX	12	40	A296	CRJ	50	74%	81%	37	30		D	LAX	13	10	A296	CRJ	50	66%	85%	33	28				
390	C06	RJ	D	LAX	16	44	A296	CRJ	50	77%	81%	39	31		D	LAX	17	10	A296	CRJ	50	90%	85%	45	38				
391	C06	RJ	D	LAX	18	20	A296	CRJ	50	77%	81%	39	31		D	LAX	18	45	A296	CRJ	50	90%	85%	45	38				
392	C06	RJ	D	LAX	20	22	A296	CRJ	50	77%	81%	39	31		D	LAX	21	23	A296	CRJ	50	66%	85%	33	28				
393	C06	RJ	D	LAX	22	56	A296	CRJ	50	74%	100%	37	37					00	00	A296	CRJ	50							
394	C04	RJ			00	00	A296	CRJ	50						D	LAX	07	40	A296	CRJ	50	90%	100%	45	45				
395	C04	RJ	D	LAX	08	44	A296	CRJ	50	90%	81%	45	37		D	LAX	09	15	A296	CRJ	50	77%	85%	39	33				
396	C04	RJ	D	LAX	11	35	A296	CRJ	50	74%	81%	37	30		D	LAX	12	00	A296	CRJ	50	66%	85%	33	28				
397	C04	RJ	D	LAX	15	14	A296	CRJ	50	74%	81%	37	30		D	LAX	15	40	A296	CRJ	50	66%	85%	33	28				
398	C04	RJ	D	LAX	19	24	A296	CRJ	50	77%	81%	39	31		D	LAX	20	05	A296	CRJ	50	66%	85%	33	28				
399	C04	RJ	D	LAX	23	28	A296	CRJ	50	74%	100%	37	37					00	00	A296	CRJ	50							
400	C05	RJ			00	00	A296	CRJ	50						D	LAX	07	15	A296	CRJ	50	90%	100%	45	45				
401	C05	RJ	D	LAX	07	54	A296	CRJ	50	77%	81%	39	31		D	LAX	08	20	A296	CRJ	50	90%	85%	45	38				
402	C05	RJ	D	LAX	11	00	A296	CRJ	50	74%	81%	37	30		D	LAX	11	30	A296	CRJ	50	66%	85%	33	28				
403	C05	RJ	D	LAX	13	48	A296	CRJ	50	74%	81%	37	30		D	LAX	14	18	A296	CRJ	50	66%	85%	33	28				

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2020 AAD Forecast
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Ref. Num.	Gate		Arrivals											Departures														
	Type	TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
404	C05	RJ	D	LAX	17	40	A296	CRJ	50	90%	81%	45	37		D	LAX	18	05	A296	CRJ	50	90%	85%	45	38			
405	C05	RJ	D	LAX	21	03	A296	CRJ	50	74%	100%	37	37						00	00	A296	CRJ	50					
406	Cargo			AFW	04	30	FDX	127	B727								AFW	19	48	FDX	128	B727						
407	Cargo			OAK	04	40	FDX	133	A300								OAK	08	35	FDX	134	A300						
408	Cargo			SDF	04	45	UPS	117	B767								ONT	06	32	UPS	118	B767						
409	Cargo			MEM	05	40	FDX	125	DC10								MEM	07	20	FDX	126	DC10						
410	Cargo			ILN	05	52	ABX	115	B767								ILN	19	23	ABX	116	B767						
411	Cargo			ILN	06	09	ABX	111	B767								ILN	19	09	ABX	112	B767						
412	Cargo			PHX	07	20	DHL	129	B727								PHX	18	47	DHL	130	B727						
413	Cargo			LAX	09	33	WOA	111	MD10								LAX	18	37	WOA	112	MD10						
414	Cargo			OGG	13	15	UPS	113	B767								AFW	19	17	UPS	114	B767						
415	Cargo			MEM	17	20	FDX	131	DC10								MEM	19	40	FDX	132	DC10						
416	Cargo			EWR	06	15	FDX		A300								EWR	18	25	FDX		A300						
417	Cargo			MEM	05	20	FDX		MD10								MEM	18	55	FDX		MD10						
418	GA			LAX	07	52	N	115	GLF4																			
419	GA			LAS	08	32	N	147	CL60																			
420	GA			SJC	09	42	N	137	H25B																			
421	GA			BUR	10	05	N	157	BE20																			
422	GA			MSP	10	52	N	119	GLF4																			
423	GA			SFO	11	05	N	159	BE20																			
424	GA			MSY	11	18	N	149	CL60																			
425	GA			RNO	12	25	N	139	H25B																			
426	GA			DEN	12	51	N	121	GLF4																			
427	GA			SEA	13	04	N	123	GLF4																			
428	GA			DFW	13	36	N	125	GLF4																			
429	GA			IAH	14	14	N	151	CL60																			
430	GA			SMF	14	47	N	163	BE20																			
431	GA			IAD	15	03	N	127	GLF4																			
432	GA			MIA	15	53	N	129	GLF4																			
433	GA			CLT	16	25	N	153	CL60																			
434	GA			MCI	16	28	N	141	H25B																			
435	GA			SLC	16	48	N	143	H25B																			
436	GA			BOS	17	46	N	145	H25B																			
437	GA			MRY	18	32	N	165	BE20																			
438	GA			LAX	18	55	N	167	BE20																			
439	GA			SMF	19	45	N	155	BE20																			
440	GA			LAS	20	10	N	133	H25B																			
441	GA			PHX	21	32	N	113	GLF4																			
442	GA			SFO	23	15	N	111	GLF4																			
443	GA																DFW	7	25	N	150	CL60						
444	GA																TUS	8	32	N	116	GLF4						

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No Project Alternative

Ref. Num.	Gate	Arrivals													Departures													
		Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
445	GA																CLE	9	25	N	118	GLF4						
446	GA																MRY	9	54	N	158	BE20						
447	GA																AUS	10	35	N	152	CL60						
448	GA																SMF	10	59	N	138	H25B						
449	GA																PIT	11	10	N	120	GLF4						
450	GA																BFL	11	25	N	160	BE20						
451	GA																RNO	12	05	N	140	H25B						
452	GA																SMF	13	15	N	162	BE20						
453	GA																LAS	13	42	N	142	H25B						
454	GA																SMF	13	55	N	124	GLF4						
455	GA																SBA	14	05	N	154	CL60						
456	GA																PHX	14	28	N	164	BE20						
457	GA																SDF	15	06	N	144	H25B						
458	GA																SJC	15	18	N	126	GLF4						
459	GA																BOI	16	30	N	146	H25B						
460	GA																LAX	16	52	N	128	GLF4						
461	GA																SFO	17	17	N	130	GLF4						
462	GA																FAT	17	35	N	168	BE20						
463	GA																PDX	18	25	N	132	GLF4						
464	GA																ABQ	19	35	N	148	CL60						
465	GA																SJC	21	20	N	156	BE20						
466	GA																LAS	6	15	N	112	GLF4						
467	GA																PHX	21	35	N	134	H25B						
468	MIL			OAK	15	45	MIL	113	FA20																			
469	MIL																OAK	17	45	MIL	114	FA20						

Source: HNTB analysis.

ATTACHMENT P

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
No Project Alternative

Arrivals												Departures																		
Ref. Num.	Gate	Type	TOW	Type D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
1	1	NB				00	00	WN	WN	73G	137							D	PHX	06	30	WN	WN	73G	137	77%	100%	106	106	
40	1	NB	Y			06	50	WN	WN	73G	137							D	MCI	07	20	WN	WN	73G	137	77%	100%	106	106	
126	1	NB		D	TUS	08	25	WN	WN	73G	137	90%	97%	123	120			D	OAK	08	50	WN	WN	73G	137	90%	97%	123	120	
16	1	NB		D	BWI	09	55	WN	WN	73G	137	72%	96%	99	95			D	BWI	10	25	WN	WN	73G	137	71%	96%	98	94	
17	1	NB		D	ELP	11	40	WN	WN	735	122	90%	97%	110	107			D	RNO	12	10	WN	WN	735	122	70%	97%	86	83	
18	1	NB		D	MDW	12	25	WN	WN	73G	137	72%	97%	99	96			D	PHX	13	00	WN	WN	73G	137	71%	96%	98	94	
19	1	NB		D	SJC	13	15	WN	WN	73G	137	67%	97%	92	90			D	LAS	13	45	WN	WN	73G	137	73%	97%	100	98	
20	1	NB		D	SJC	14	45	WN	WN	733	137	67%	97%	92	90			D	LAS	15	10	WN	WN	733	137	73%	97%	100	98	
131	1	NB		D	MCI	16	25	WN	WN	73G	137	63%	97%	87	84			D	BNA	17	00	WN	WN	73G	137	90%	97%	123	120	
132	1	NB		D	TUS	18	00	WN	WN	73G	137	70%	97%	96	94			D	MCI	18	25	WN	WN	73G	137	77%	94%	106	100	
133	1	NB		D	PHX	19	35	WN	WN	733	137	70%	97%	96	94			D	PHX	20	05	WN	WN	733	137	71%	96%	98	94	
11	1	NB		D	BNA	21	05	WN	WN	73G	137	90%	100%	123	123			D	PHX	21	30	WN	WN	73G	137	71%	96%	98	94	
25	1	NB		D	MDW	22	35	WN	WN	73G	137	72%	100%	99	99						00	00	WN	WN	73G	137				
13	2	NB				00	00	WN	WN	73G	137							D	SMF	06	30	WN	WN	73G	137	77%	100%	106	106	
115	2	NB	Y			07	00	WN	WN	735	122							D	ELP	07	30	WN	WN	735	122	77%	100%	94	94	
15	2	NB		D	OAK	08	35	WN	WN	73G	137	69%	97%	95	92			D	PHX	09	00	WN	WN	73G	137	90%	96%	123	119	
97	2	NB		D	MSY	09	55	WN	WN	73G	137	77%	97%	105	103			D	OAK	10	25	WN	WN	73G	137	65%	97%	89	87	
41	2	NB		D	PHL	10	45	WN	WN	73G	137	90%	96%	123	119			D	TUS	12	35	WN	WN	73G	137	63%	97%	87	84	
67	2	NB		D	SAT	12	50	WN	WN	733	137	50%	95%	69	66			D	SJC	13	15	WN	WN	733	137	75%	96%	103	99	
32	2	NB		D	OAK	13	30	WN	WN	73G	137	69%	97%	95	92			D	PHX	14	00	WN	WN	73G	137	71%	96%	98	94	
130	2	NB		D	MDW	14	30	WN	WN	73G	137	72%	97%	99	96			D	OAK	15	00	WN	WN	73G	137	65%	97%	89	87	
21	2	NB		D	PHX	16	25	WN	WN	735	122	70%	97%	86	84			D	HOU	16	50	WN	WN	735	122	77%	97%	94	92	
122	2	NB		D	MDW	18	05	WN	WN	73G	137	72%	97%	99	96			D	OAK	18	40	WN	WN	73G	137	90%	97%	123	120	
60	2	NB		D	MDW	20	00	WN	WN	73G	137	90%	97%	123	120		Y			20	30	WN	WN	73G	137					
24	2	NB		D	HOU	20	54	WN	WN	735	122	70%	97%	86	84			D	RNO	21	30	WN	WN	735	122	70%	97%	86	83	
38	2	NB		D	PHL	22	20	WN	WN	73G	137	70%	100%	96	96					00	00	WN	WN	73G	137					
26	3	NB				00	00	WN	WN	73G	137							D	LAS	06	35	WN	WN	73G	137	77%	100%	106	106	
106	3	NB		D	SMF	07	55	WN	WN	73G	137	77%	96%	105	102			D	TUS	08	20	WN	WN	73G	137	90%	97%	123	120	
107	3	NB		D	SEA	09	25	WN	WN	73G	137	77%	97%	105	103			D	PHL	09	55	WN	WN	73G	137	77%	96%	106	102	
108	3	NB		D	SMF	10	50	WN	WN	73G	137	77%	96%	105	102			D	MDW	11	20	WN	WN	73G	137	73%	96%	100	97	
88	3	NB		D	AUS	11	45	WN	WN	73G	137	77%	97%	105	103			D	OAK	12	10	WN	WN	73G	137	65%	97%	89	87	
89	3	NB		D	HOU	12	30	WN	WN	735	122	90%	97%	110	107			D	SMF	13	00	WN	WN	735	122	70%	96%	86	83	
43	3	NB		D	SMF	13	55	WN	WN	735	122	70%	96%	86	83			D	HOU	14	20	WN	WN	735	122	77%	97%	94	92	
44	3	NB		D	LAS	15	45	WN	WN	73G	137	74%	97%	102	99			D	OAK	16	10	WN	WN	73G	137	77%	97%	106	103	
111	3	NB		D	OAK	16	35	WN	WN	73G	137	69%	97%	95	92			D	OAK	17	05	WN	WN	73G	137	90%	97%	123	120	
102	3	NB		D	SMF	18	35	WN	WN	73G	137	77%	96%	105	102			D	ABQ	19	05	WN	WN	73G	137	74%	96%	102	98	
113	3	NB		D	SEA	20	05	WN	WN	73G	137	77%	97%	105	103			D	OAK	20	35	WN	WN	73G	137	65%	97%	89	87	
37	3	NB		D	SMF	21	40	WN	WN	73G	137	70%	100%	96	96			D	LAS	22	05	WN	WN	73G	137	73%	97%	100	98	
12	3	NB		D	PHX	22	25	WN	WN	73G	137	70%	100%	96	96					00	00	WN	WN	73G	137					
39	4	NB				00	00	WN	WN	73G	137							D	SJC	06	35	WN	WN	73G	137	77%	100%	106	106	
62	4	NB	Y			07	15	WN	WN	733	137							D	SJC	07	45	WN	WN	733	137	90%	100%	123	123	

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
No Project Alternative

Ref. Num.	Gate		Arrivals														Departures													
	Gate	Type	Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	L.F.	Arr. OD %	Depl	Term	TOW	Type	Dest.	Depl. Hour	Depl. Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	L.F.	Depl. OD %	Enp
116	4	NB		Y			08	00	WN	WN	73G	137							D	BNA	08	30	WN	WN	73G	137	90%	97%	123	120
96	4	NB			D	SMF	08	55	WN	WN	735	122	90%	96%	110	106			D	HOU	09	20	WN	WN	735	122	77%	97%	94	92
53	4	NB			D	BDL	11	15	WN	WN	73G	137	77%	97%	105	103			D	OMA	11	40	WN	WN	73G	137	77%	97%	106	103
5	4	NB			D	OMA	12	00	WN	WN	73G	137	77%	97%	105	103			D	PHX	12	25	WN	WN	73G	137	71%	96%	98	94
129	4	NB			D	LAS	12	40	WN	WN	73G	137	74%	97%	102	99			D	MDW	13	15	WN	WN	73G	137	73%	96%	100	97
56	4	NB			D	LAS	13	55	WN	WN	73G	137	74%	97%	102	99			D	SJC	14	25	WN	WN	73G	137	75%	96%	103	99
33	4	NB			D	RNO	15	45	WN	WN	735	122	70%	97%	86	84			D	ELP	16	20	WN	WN	735	122	77%	94%	94	89
101	4	NB			D	BWI	16	55	WN	WN	73G	137	72%	96%	99	95			D	BWI	17	25	WN	WN	73G	137	90%	96%	123	119
35	4	NB			D	OAK	19	05	WN	WN	73G	137	90%	97%	123	120			D	LAS	19	30	WN	WN	73G	137	77%	97%	106	103
103	4	NB			D	LAS	20	15	WN	WN	73G	137	77%	97%	105	103			D	LAS	20	50	WN	WN	73G	137	73%	97%	100	98
47	4	NB			D	ABQ	21	10	WN	WN	73G	137	90%	100%	123	123			D	OAK	21	40	WN	WN	73G	137	65%	97%	89	87
48	4	NB			D	SJC	22	25	WN	WN	73G	137	67%	100%	92	92					00	00	WN	WN	73G	137				
49	5	NB		Y			00	00	WN	WN	73G	137							D	MDW	06	40	WN	WN	73G	137	77%	100%	106	106
50	5	NB		Y			07	25	WN	WN	733	137							D	SAT	07	55	WN	WN	733	137	90%	100%	123	123
86	5	NB			D	SJC	08	10	WN	WN	73G	137	90%	97%	123	120			D	PHX	08	35	WN	WN	73G	137	90%	96%	123	119
51	5	NB			D	SJC	09	00	WN	WN	73G	137	90%	97%	123	120			D	MDW	09	25	WN	WN	73G	137	77%	96%	106	102
64	5	NB			D	MDW	10	10	WN	WN	73G	137	90%	97%	123	120			D	SMF	10	40	WN	WN	73G	137	70%	96%	96	93
65	5	NB			D	CMH	11	25	WN	WN	73G	137	77%	97%	105	103			D	MSY	11	50	WN	WN	73G	137	77%	97%	106	103
55	5	NB			D	BWI	12	45	WN	WN	73G	137	90%	96%	123	119			D	PHL	13	15	WN	WN	73G	137	77%	96%	106	102
90	5	NB			D	ABQ	14	05	WN	WN	73G	137	70%	96%	96	93			D	PVD	14	30	WN	WN	73G	137	77%	97%	106	103
57	5	NB			D	PHL	16	05	WN	WN	73G	137	70%	96%	96	93			D	LAS	16	30	WN	WN	73G	137	77%	97%	106	103
58	5	NB			D	AUS	17	00	WN	WN	73G	137	77%	97%	105	103			D	ABQ	17	25	WN	WN	73G	137	90%	96%	123	119
59	5	NB			D	LAS	19	15	WN	WN	73G	137	74%	97%	102	99			D	OAK	19	40	WN	WN	73G	137	77%	97%	106	103
71	5	NB			D	PHX	20	25	WN	WN	73G	137	90%	97%	123	120			D	SJC	20	50	WN	WN	73G	137	75%	96%	103	99
72	5	NB			D	PHX	21	25	WN	WN	73G	137	77%	100%	105	105			D	SMF	21	50	WN	WN	73G	137	70%	96%	96	93
124	5	NB			D	SMF	22	25	WN	WN	735	122	70%	100%	86	86		Y			00	00	WN	WN	735	122				
125	6	NB					00	00	WN	WN	73G	137							D	ABQ	06	45	WN	WN	73G	137	77%	100%	106	106
31a	6	NB		Y			07	25	WN	WN	73G	137							D	CMH	07	55	WN	WN	73G	137	77%	100%	106	106
75	6	NB			D	RNO	08	15	WN	WN	735	122	90%	97%	110	107			D	RNO	08	40	WN	WN	735	122	90%	97%	110	107
87	6	NB			D	PHX	09	15	WN	WN	73G	137	90%	97%	123	120			D	OAK	09	40	WN	WN	73G	137	77%	97%	106	103
77	6	NB			D	OAK	10	15	WN	WN	73G	137	90%	97%	123	120			D	LAS	10	40	WN	WN	73G	137	73%	97%	100	98
78	6	NB			D	OAK	11	25	WN	WN	73G	137	69%	97%	95	92			D	SMF	11	50	WN	WN	73G	137	70%	96%	96	93
66	6	NB			D	ABQ	12	05	WN	WN	73G	137	70%	96%	96	93			D	SAT	12	35	WN	WN	73G	137	64%	95%	88	84
42	6	NB			D	OAK	12	50	WN	WN	73G	137	69%	97%	95	92			D	ABQ	13	20	WN	WN	73G	137	74%	96%	102	98
68	6	NB			D	OAK	16	05	WN	WN	73G	137	69%	97%	95	92			D	MSY	16	35	WN	WN	73G	137	77%	97%	106	103
69	6	NB			D	SJC	17	00	WN	WN	73G	137	67%	97%	92	90			D	AUS	17	30	WN	WN	73G	137	77%	97%	106	103
82	6	NB			D	SJC	19	40	WN	WN	73G	137	90%	97%	123	120		Y			20	10	WN	WN	73G	137				
134	6	NB			D	SJC	20	55	WN	WN	73G	137	90%	97%	123	120		Y			21	25	WN	WN	73G	137				
61	6	NB			D	BWI	21	40	WN	WN	73G	137	72%	100%	99	99					00	00	WN	WN	73G	137				
74	7	NB		Y			00	00	WN	WN	73G	137							D	BWI	06	55	WN	WN	73G	137	77%	100%	106	106
63	7	NB			D	PHX	08	05	WN	WN	73G	137	77%	97%	105	103			D	SMF	08	30	WN	WN	73G	137	90%	96%	123	119
76	7	NB			D	HOU	09	15	WN	WN	735	122	70%	97%	86	84			D	SMF	09	40	WN	WN	735	122	77%	96%	94	91

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
No Project Alternative

Ref. Num.	Gate	Type	TOW	Arrivals											Departures													
				Type	D/I	Origin	Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Hour	Dept. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats
4	7	NB		D	PHX	10	30	WN	WN	73G	137	90%	97%	123	120		D	RDU	11	05	WN	WN	73G	137	77%	97%	106	103
30	7	NB		D	PHX	11	45	WN	WN	73G	137	90%	97%	123	120		D	LAS	12	15	WN	WN	73G	137	73%	97%	100	98
109	7	NB		D	SMF	12	55	WN	WN	73G	137	70%	96%	96	93		D	SEA	13	20	WN	WN	73G	137	77%	97%	106	103
91	7	NB		D	SMF	16	10	WN	WN	73G	137	70%	96%	96	93		D	SMF	16	35	WN	WN	73G	137	70%	96%	96	93
92	7	NB		D	PHX	17	05	WN	WN	73G	137	70%	97%	96	94		D	SMF	17	35	WN	WN	73G	137	90%	96%	123	119
70	7	NB		D	RDU	19	15	WN	WN	73G	137	77%	97%	105	103		D	SMF	19	40	WN	WN	73G	137	77%	96%	106	102
83	7	NB		D	SMF	20	35	WN	WN	73G	137	70%	96%	96	93	Y			21	05	WN	WN	73G	137				
84	7	NB		D	SAT	21	25	WN	WN	733	137	90%	100%	123	123	Y			21	55	WN	WN	733	137				
73	7	NB		D	LAS	22	55	WN	WN	733	137	90%	100%	123	123	Y			00	00	WN	WN	733	137				
85	8	NB				00	00	WN	WN	73G	137						D	PHL	06	55	WN	WN	73G	137	77%	100%	106	106
27	8	NB		D	PHX	07	10	WN	WN	73G	137	70%	97%	96	94		D	SMF	07	35	WN	WN	73G	137	90%	100%	123	123
28	8	NB		D	LAS	08	45	WN	WN	73G	137	77%	97%	105	103		D	AUS	09	10	WN	WN	73G	137	77%	97%	106	103
29	8	NB		D	LAS	10	10	WN	WN	73G	137	90%	97%	123	120		D	ABQ	10	35	WN	WN	73G	137	74%	96%	102	98
98	8	NB		D	PVD	11	50	WN	WN	73G	137	77%	97%	105	103		D	MDW	12	15	WN	WN	73G	137	73%	96%	100	97
31	8	NB		D	PHX	12	30	WN	WN	73G	137	77%	97%	105	103		D	BWI	12	55	WN	WN	73G	137	71%	96%	98	94
119	8	NB		D	SEA	13	05	WN	WN	73G	137	77%	97%	105	103		D	OAK	13	30	WN	WN	73G	137	65%	97%	89	87
110	8	NB		D	SMF	14	50	WN	WN	73G	137	70%	96%	96	93		D	SMF	15	15	WN	WN	73G	137	70%	96%	96	93
81	8	NB		D	ABQ	16	10	WN	WN	73G	137	70%	96%	96	93		D	PHX	16	40	WN	WN	73G	137	77%	96%	106	102
45	8	NB		D	OAK	17	40	WN	WN	73G	137	77%	97%	105	103		D	PHX	18	05	WN	WN	73G	137	90%	96%	123	119
46	8	NB		D	SMF	19	25	WN	WN	73G	137	90%	96%	123	119		D	TUS	19	50	WN	WN	73G	137	77%	97%	106	103
36	8	NB		D	OAK	20	55	WN	WN	73G	137	90%	97%	123	120		D	SJC	21	20	WN	WN	73G	137	75%	96%	103	99
114	8	NB		D	LAS	21	45	WN	WN	73G	137	77%	100%	105	105				00	00	WN	WN	73G	137				
95	9	NB				00	00	WN	WN	735	122						D	PHX	07	00	WN	WN	735	122	90%	100%	110	110
14	9	NB		D	OAK	07	55	WN	WN	73G	137	69%	97%	95	92		D	OAK	08	20	WN	WN	73G	137	90%	97%	123	120
117	9	NB		D	ABQ	09	15	WN	WN	73G	137	90%	96%	123	119		D	LAS	09	40	WN	WN	73G	137	77%	97%	106	103
52	9	NB		D	SMF	10	05	WN	WN	73G	137	90%	96%	123	119		D	SJC	10	30	WN	WN	73G	137	75%	96%	103	99
79	9	NB		D	MCI	12	20	WN	WN	73G	137	90%	97%	123	120		D	BNA	12	50	WN	WN	73G	137	50%	97%	69	67
80	9	NB		D	TUS	13	05	WN	WN	73G	137	70%	97%	96	94		D	BDL	14	30	WN	WN	73G	137	77%	97%	106	103
100	9	NB		D	LAS	14	55	WN	WN	73G	137	74%	97%	102	99		D	SJC	15	20	WN	WN	73G	137	75%	96%	103	99
121	9	NB		D	MDW	15	40	WN	WN	73G	137	72%	97%	99	96		D	MDW	16	10	WN	WN	73G	137	77%	96%	106	102
22	9	NB		D	BNA	17	05	WN	WN	73G	137	50%	95%	69	66		D	MDW	17	30	WN	WN	73G	137	90%	96%	123	119
112	9	NB		D	ELP	18	15	WN	WN	735	122	63%	97%	77	75		D	SMF	18	40	WN	WN	735	122	90%	96%	110	106
23	9	NB		D	MSY	18	55	WN	WN	73G	137	77%	97%	105	103		D	SJC	19	30	WN	WN	73G	137	77%	96%	106	102
93	9	NB		D	OAK	21	40	WN	WN	73G	137	77%	100%	105	105	Y			22	10	WN	WN	73G	137				
104	9	NB		D	RNO	22	45	WN	WN	735	122	70%	97%	86	84				00	00	WN	WN	735	122				
105	10	NB				00	00	WN	WN	73G	137						D	OAK	07	10	WN	WN	73G	137	90%	100%	123	123
2	10	NB		D	LAS	07	45	WN	WN	733	137	74%	97%	102	99		D	LAS	08	10	WN	WN	733	137	90%	97%	123	120
3	10	NB		D	SAT	09	05	WN	WN	73G	137	90%	95%	123	118		D	SEA	09	30	WN	WN	73G	137	77%	97%	106	103
118	10	NB		D	SJC	10	45	WN	WN	733	137	67%	97%	92	90		D	PHX	11	15	WN	WN	733	137	71%	96%	98	94
54	10	NB		D	BNA	12	05	WN	WN	73G	137	90%	95%	123	118		D	ABQ	12	30	WN	WN	73G	137	74%	96%	102	98
99	10	NB		D	MHT	12	55	WN	WN	73G	137	77%	97%	105	103		D	MHT	13	25	WN	WN	73G	137	77%	97%	106	103
120	10	NB		D	PHX	14	05	WN	WN	733	137	70%	97%	96	94		D	PHX	14	30	WN	WN	733	137	71%	96%	98	94

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
No Project Alternative

Ref. Num.	Gate	Type	TOW	Arrivals												Departures													
				Type	D/I	Origin	Hour	Arr. Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Hour	Dept. Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	Dept. L.F.
7	10	NB		D	PHX	15	35	WN	WN	733	137	70%	97%	96	94		D	SAT	16	00	WN	WN	733	137	77%	95%	106	101	
8	10	NB		D	LAS	17	15	WN	WN	73G	137	74%	97%	102	99		D	LAS	17	40	WN	WN	73G	137	90%	97%	123	120	
9	10	NB		D	ABQ	18	50	WN	WN	73G	137	70%	96%	96	93		D	SEA	19	15	WN	WN	73G	137	77%	97%	106	103	
10	10	NB		D	OAK	20	25	WN	WN	73G	137	90%	97%	123	120		D	PHX	20	50	WN	WN	73G	137	71%	96%	98	94	
94	10	NB		D	OAK	22	55	WN	WN	73G	137	69%	100%	95	95														
160	11	NB	Y			00	00	UA	UA	320	138						D	DEN	06	18	UA	UA	320	138	77%	100%	107	107	
161	11	NB		D	SFO	08	16	UA	UA	320	138	90%	80%	124	100		D	SFO	09	27	UA	UA	320	138	77%	79%	107	85	
149	11	NB		D	ORD	10	19	UA	UA	320	138	90%	81%	124	101		D	ORD	11	08	UA	UA	320	138	73%	81%	101	82	
150	11	NB		D	SFO	12	54	UA	UA	320	138	67%	80%	93	75		D	SFO	13	39	UA	UA	320	138	70%	79%	97	77	
163	11	NB		D	SFO	16	20	UA	UA	320	138	67%	80%	93	75		D	SFO	17	05	UA	UA	320	138	90%	79%	124	99	
141	11	NB		D	ORD	22	04	UA	UA	320	138	90%	100%	124	124		D	ORD	23	00	UA	UA	320	138	73%	81%	101	82	
135	12	NB				00	00	UA	UA	320	138						D	ORD	06	30	UA	UA	320	138	77%	100%	107	107	
136	12	NB		D	DEN	07	26	UA	UA	319	120	72%	77%	87	67		D	DEN	08	15	UA	UA	319	120	90%	81%	108	88	
165	12	NB		I	YVR	10	01	AC	AC	320	140	67%	96%	94	91		I	YVR	10	55	AC	AC	320	140	67%	96%	94	91	
166	12	NB		I	YYZ	11	10	AC	AC	320	140	67%	92%	94	87		I	YYZ	12	45	AC	AC	320	140	67%	96%	94	91	
351	12	NB		D	MDW	13	00	TZ	TZ	738	175	77%	100%	135	135		D	MDW	13	45	TZ	TZ	738	175	77%	100%	135	135	
157	12	NB		D	ORD	17	30	UA	UA	320	138	65%	81%	90	73		D	ORD	18	28	UA	UA	320	138	90%	81%	124	101	
164	12	NB		D	DEN	21	27	UA	UA	320	138	90%	100%	124	124	Y													
159	12	NB		D	DEN	22	20	UA	UA	320	138	72%	100%	100	100														
143	13	WB	Y			00	00	UA	UA	757	182						D	IAD	07	45	UA	UA	757	182	90%	100%	164	164	
154	13	WB		D	ORD	08	09	UA	UA	320	138	65%	81%	90	73		D	ORD	09	10	UA	UA	320	138	77%	81%	107	87	
144	13	WB		D	SFO	09	47	UA	UA	320	138	90%	80%	124	100		D	SFO	10	32	UA	UA	320	138	70%	79%	97	77	
162	13	WB		D	IAD	10	51	UA	UA	320	138	90%	84%	124	105		D	IAD	11	40	UA	UA	320	138	70%	73%	97	71	
156	13	WB		D	ORD	12	24	UA	UA	320	138	90%	81%	124	101		D	ORD	13	14	UA	UA	320	138	73%	81%	101	82	
138	13	WB		D	ORD	14	01	UA	UA	320	138	65%	81%	90	73		D	SFO	14	41	UA	UA	320	138	70%	79%	97	77	
139	13	WB		D	DEN	15	05	UA	UA	319	120	72%	77%	87	67		D	DEN	16	05	UA	UA	319	120	77%	81%	93	75	
146	13	WB		D	IAD	17	00	UA	UA	757	182	55%	84%	101	85	Y													
151	13	WB		D	ORD	19	02	UA	UA	320	138	77%	81%	106	86		D	SFO	19	55	UA	UA	320	138	77%	79%	107	85	
147	13	WB		D	IAD	20	11	UA	UA	757	182	90%	84%	164	138		D	IAD	22	15	UA	UA	757	182	70%	73%	128	94	
148	14	757				00	00	UA	UA	757	182						D	SFO	08	10	UA	UA	757	182	90%	100%	164	164	
155	14	757		D	DEN	10	01	UA	UA	320	138	90%	77%	124	96		D	DEN	11	00	UA	UA	320	138	66%	81%	91	74	
137	14	757		D	SFO	11	32	UA	UA	320	138	67%	80%	93	75		D	ORD	12	22	UA	UA	320	138	73%	81%	101	82	
145	14	757		D	DEN	12	41	UA	UA	320	138	72%	77%	100	77		D	DEN	13	43	UA	UA	320	138	66%	81%	91	74	
167	14	757		I	YVR	16	00	AC	AC	319	112	67%	96%	75	73		I	YVR	16	55	AC	AC	319	112	67%	96%	76	73	
140	14	757		D	DEN	17	18	UA	UA	757	182	72%	77%	132	102		D	DEN	18	20	UA	UA	757	182	90%	81%	164	133	
158	14	757		D	SFO	20	03	UA	UA	320	138	90%	80%	124	100		D	DEN	21	10	UA	UA	320	138	66%	81%	91	74	
152	14	757		D	SFO	22	17	UA	UA	757	182	77%	100%	140	140														
304	15	NB				00	00	B6	B6	320	156						D	MCO	06	32	B6	B6	320	156	77%	100%	120	120	
305	15	NB	Y			06	42	B6	B6	320	156						D	IAD	07	12	B6	B6	320	156	90%	100%	140	140	
306	15	NB		D	DEN	07	55	B6	B6	E19	100	74%	96%	74	72		D	SLC	08	35	B6	B6	E19	100	90%	97%	90	88	
316	15	NB		D	PDX	08	55	B6	B6	E19	100	70%	97%	70	68		D	SEA	09	22	B6	B6	E19	100	77%	97%	77	75	
296	15	NB		D	IAD	09	33	B6	B6	320	156	77%	97%	120	117		D	IAD	10	13	B6	B6	320	156	70%	95%	110	105	

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
No Project Alternative

Ref. Num.	Gate	Type	TOW	Arrivals											Departures															
				Type	D/I	Origin	Hour	Arr. Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Hour	Dept. Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %
285	15	NB		D	JFK	10	40	B6	B6		320	156	90%	96%	140	135		D	JFK	11	35	B6	B6		320	156	73%	96%	114	110
286	15	NB		D	FLL	11	54	B6	B6		320	156	77%	97%	120	117		D	MCO	12	46	B6	B6		320	156	77%	93%	120	113
287	15	NB		D	OAK	13	05	B6	B6		320	156	73%	96%	114	110		D	OAK	13	50	B6	B6		320	156	74%	97%	116	113
310	15	NB		D	SLC	14	33	B6	B6		E19	100	71%	97%	71	69		D	SLC	15	03	B6	B6		E19	100	50%	97%	50	49
311	15	NB		D	JFK	15	50	B6	B6		320	156	68%	96%	107	103		D	JFK	16	35	B6	B6		320	156	77%	96%	120	116
319	15	NB		D	OAK	17	35	B6	B6		E19	100	77%	96%	77	74		D	SLC	18	23	B6	B6		E19	100	90%	97%	90	88
290	15	NB		D	JFK	19	35	B6	B6		320	156	90%	96%	140	135		D	OAK	20	15	B6	B6		320	156	74%	97%	116	113
291	15	NB		D	IAD	20	30	B6	B6		320	156	77%	97%	120	117		D	SEA	21	12	B6	B6		320	156	70%	97%	110	107
321	15	NB		D	DEN	21	25	B6	B6		320	156	90%	100%	140	140	Y			21	55	B6	B6		320	156				
303	15	NB		D	JFK	23	10	B6	B6		320	156	68%	100%	107	107				00	00	B6	B6		320	156				
315	16	NB	Y			00	00	B6	B6		E19	100						D	DEN	06	15	B6	B6		E19	100	77%	100%	77	77
282	16	NB		D	HNL	06	37	B6	B6		320	156	77%	97%	120	117		D	DFW	07	46	B6	B6		320	156	90%	100%	140	140
283	16	NB		D	DFW	08	16	B6	B6		320	156	70%	95%	110	105		D	HNL	09	17	B6	B6		320	156	77%	97%	120	117
284	16	NB		D	OAK	09	30	B6	B6		320	156	90%	96%	140	135		D	OAK	10	15	B6	B6		320	156	74%	97%	116	113
297	16	NB		D	MCO	11	06	B6	B6		320	156	77%	94%	120	113		D	FLL	11	56	B6	B6		320	156	77%	97%	120	117
288	16	NB		D	DEN	13	15	B6	B6		320	156	74%	96%	116	112		D	DEN	14	05	B6	B6		320	156	72%	96%	113	109
309	16	NB		D	SEA	14	42	B6	B6		320	156	72%	97%	113	110		D	SEA	15	20	B6	B6		320	156	70%	97%	110	107
289	16	NB		D	IAD	15	53	B6	B6		320	156	77%	97%	120	117		D	DFW	17	26	B6	B6		320	156	90%	95%	140	134
301	16	NB		D	SLC	19	43	B6	B6		E19	100	90%	97%	90	88		D	PDX	20	15	B6	B6		E19	100	77%	97%	77	75
302	16	NB		D	OAK	21	15	B6	B6		320	156	73%	100%	114	114		D	JFK	21	55	B6	B6		320	156	73%	96%	114	110
293	17	NB				00	00	B6	B6		320	156						D	BOS	06	45	B6	B6		320	156	77%	100%	120	120
294	17	NB	Y			07	25	B6	B6		320	156						D	JFK	07	55	B6	B6		320	156	90%	100%	140	140
295	17	NB		D	SEA	08	22	B6	B6		320	156	72%	97%	113	110		D	DEN	08	53	B6	B6		320	156	90%	96%	140	135
307	17	NB		D	SLC	09	03	B6	B6		E19	100	71%	97%	71	69		D	PDX	09	35	B6	B6		E19	100	77%	97%	77	75
308	17	NB		D	TPA	11	08	B6	B6		320	156	77%	97%	120	117		D	DFW	11	58	B6	B6		320	156	50%	95%	78	75
298	17	NB		D	DFW	13	36	B6	B6		320	156	70%	95%	110	105		D	TPA	14	28	B6	B6		320	156	77%	97%	120	117
299	17	NB		D	PDX	15	15	B6	B6		E19	100	70%	97%	70	68		D	PDX	15	45	B6	B6		E19	100	77%	97%	77	75
300	17	NB		D	DEN	16	25	B6	B6		E19	100	74%	96%	74	72		D	OAK	17	30	B6	B6		E19	100	90%	97%	90	88
313	17	NB		D	PDX	19	45	B6	B6		E19	100	90%	97%	90	88	Y			20	15	B6	B6		E19	100				
314	17	NB		D	DFW	21	24	B6	B6		320	156	90%	100%	140	140		D	IAD	22	23	B6	B6		320	156	70%	95%	110	105
356	18	NB				00	00	TZ	TZ		738	175						D	MDW	06	20	TZ	TZ		738	175	77%	100%	135	135
357	18	NB		D	MDW	09	15	TZ	TZ		738	175	77%	100%	135	135		D	MDW	10	05	TZ	TZ		738	175	77%	100%	135	135
358	18	NB		D	IND	12	30	TZ	TZ		738	175	77%	100%	135	135		D	IND	13	35	TZ	TZ		738	175	77%	100%	135	135
318	18	NB		D	JFK	13	50	B6	B6		320	156	68%	96%	107	103		D	JFK	14	35	B6	B6		320	156	73%	96%	114	110
359	18	NB		D	MDW	15	20	TZ	TZ		738	175	77%	100%	135	135		D	MDW	16	10	TZ	TZ		738	175	77%	100%	135	135
320	18	NB		D	SEA	20	04	B6	B6		E19	100	90%	97%	90	88		D	DEN	20	35	B6	B6		E19	100	72%	96%	72	70
292	18	NB		D	MCO	21	36	B6	B6		320	156	77%	100%	120	120	Y			22	06	B6	B6		320	156				
362	18	NB		D	MDW	22	55	TZ	TZ		738	175	77%	100%	135	135				00	00	TZ	TZ		738	175				
361	19	NB		D	BOS	20	15	B6	B6		320	156	77%	97%	120	117	Y			20	45	B6	B6		320	156				
168	19	NB		I	YYZ	21	50	AC	AC		319	112	67%	100%	75	75		I	YYZ	22	45	AC	AC		319	112	67%	96%	76	73
378	20	I				00	00	AM	AM		M80	137						I	MZT	07	05	AM	AM		M80	137	70%	100%	96	96
379	20	I		I	LHR	12	50	BA	BA		777	257	75%	96%	194	187		I	LHR	14	50	BA	BA		777	257	75%	97%	193	187

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
No Project Alternative

Ref. Num.	Gate	Type	TOW	Arrivals											Departures													
				Type	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Depl. Hour	Depl. Min.	pc	Air-line	Ft. No.	Equip-ment	Seats
380	20	I		I	LHR	15	35	BA	BA	777	257	75%	96%	194	187		I	LHR	17	35	BA	BA	777	257	75%	97%	193	187
381	20	I		I	MEX	18	45	AM	AM	M80	137	70%	96%	96	93	Y	I	MEX	19	30	AM	AM	M80	137				
377	20	I		I	MZT	20	45	AM	AM	M80	137	70%	96%	96	93		I	MZT	00	00	AM	AM	M80	137				
230	21	I		D	STL	10	43	AA	AA	738	148	77%	79%	114	91		D	STL	11	50	AA	AA	738	148	77%	79%	114	91
365	21	I		I	LTO	12	35	AM	AM	M80	137	70%	96%	96	93		I	LTO	13	35	AM	AM	M80	137	70%	96%	96	93
366	21	I		I	SJD	14	57	AS	AS	73G	120	70%	96%	84	81	Y	I	SJD	15	42	AS	AS	73G	120				
238	21	I		D	STL	21	03	AA	AA	M80	129	77%	100%	100	100	Y	I	STL	00	00	AA	AA	M80	129				
370	22	I				00	00	AM	AM	M80	137						I	MEX	07	20	AM	AM	M80	137	70%	100%	96	96
371	22	I	Y			08	15	AM	AM	M80	137						I	SJD	09	00	AM	AM	M80	137	70%	96%	96	93
372	22	I		I	MEX	09	55	AM	AM	M80	137	70%	96%	96	93		I	MEX	11	00	AM	AM	M80	137	70%	96%	96	93
373	22	I		I	NRT	11	15	JL	JL	777	302	70%	96%	212	205		I	NRT	13	00	JL	JL	777	302	70%	96%	212	205
374	22	I		I	FRA	13	25	LH	LH	343	247	75%	96%	186	179		I	FRA	15	20	LH	LH	343	247	75%	96%	186	179
367	22	I		I	CDG	15	55	AF	AF	777	270	75%	96%	203	196		I	CDG	19	05	AF	AF	777	270	76%	96%	204	197
376	22	I		I	SJD	19	30	AM	AM	M80	137	70%	96%	96	93		I	SJD	00	00	AM	AM	M80	137				
264	24	WB				00	00	NW	NW	320	148						D	MSP	06	35	NW	NW	320	148	77%	100%	114	114
179	24	WB		D	GEG	09	55	AS	QX	CR7	70	77%	96%	54	52		D	GEG	10	25	AS	QX	CR7	70	77%	96%	54	52
267	24	WB		D	MSP	21	02	NW	NW	320	148	77%	100%	114	114		I	MSP	00	00	NW	NW	320	148				
169	23	NB		D	ATL	10	15	FL	FL	73G	137	90%	100%	123	123		D	ATL	11	05	FL	FL	73G	137	77%	100%	106	106
170	23	NB		D	ATL	13	40	FL	FL	73G	137	52%	100%	72	72		D	ATL	14	30	FL	FL	73G	137	77%	100%	106	106
188	23	NB		D	SEA	16	40	AS	AS	M80	140	73%	95%	103	98		D	SEA	17	16	AS	AS	M80	140	90%	95%	126	120
171	23	NB		D	ATL	20	55	FL	FL	73G	137	90%	100%	123	123		D	ATL	22	50	FL	FL	73G	137	77%	100%	106	106
172	25	757		D	SEA	00	15	AS	AS	73G	120	73%	95%	88	84		D	SEA	06	30	AS	AS	73G	120	77%	100%	93	93
185	25	757	Y			07	50	AS	AS	M80	140						D	SEA	08	20	AS	AS	M80	140	90%	95%	126	120
186	25	757		D	SEA	09	57	AS	AS	734	140	90%	95%	126	120		D	PDX	10	35	AS	AS	734	140	66%	95%	93	88
187	25	757		D	SEA	11	37	AS	AS	739	172	73%	95%	126	120		D	SEA	12	27	AS	AS	739	172	70%	95%	121	115
181	25	757		D	SEA	13	52	AS	AS	M80	140	73%	95%	103	98		D	SEA	14	40	AS	AS	M80	140	70%	95%	98	94
182	25	757		D	PDX	16	00	AS	AS	734	140	74%	95%	104	99		D	SEA	16	37	AS	AS	734	140	77%	95%	108	103
183	25	757		D	GEG	18	55	AS	QX	CR7	70	77%	96%	54	52		D	GEG	19	25	AS	QX	CR7	70	77%	96%	54	52
189	25	757		D	SEA	22	48	AS	AS	M80	140	77%	100%	108	108	Y	I	SEA	23	18	AS	AS	M80	140				
253	26	757				00	00	NW	NW	320	148						D	MSP	07	30	NW	NW	320	148	90%	100%	133	133
254	26	757		D	MSP	08	42	NW	NW	757	180	71%	96%	128	124		D	MSP	09	55	NW	NW	757	180	77%	96%	139	134
255	26	757		D	MSP	10	47	NW	NW	757	180	90%	96%	162	156		D	MSP	12	05	NW	NW	757	180	67%	96%	121	117
256	26	757		D	MSP	13	05	NW	NW	757	180	77%	96%	139	134		D	MSP	14	02	NW	NW	757	180	67%	96%	121	117
266	26	757		D	MSP	15	02	NW	NW	320	148	71%	96%	106	102		D	MSP	16	05	NW	NW	320	148	77%	96%	114	110
257	26	757		D	DTW	17	18	NW	NW	320	148	64%	97%	95	93		D	MSP	18	15	NW	NW	320	148	90%	96%	133	128
258	26	757		D	DTW	20	58	NW	NW	320	148	90%	97%	133	130		D	DTW	22	20	NW	NW	320	148	72%	97%	107	104
259	26	757		D	MSP	23	02	NW	NW	320	148	71%	100%	106	106		I	MSP	00	00	NW	NW	320	148				
178	27	757				00	00	AS	AS	73G	120						D	PDX	06	40	AS	AS	73G	120	77%	100%	93	93
173	27	757		D	PDX	09	15	AS	AS	73G	120	90%	95%	108	103		I	SJD	10	05	AS	AS	73G	120	70%	96%	84	81
180	27	757		D	BOI	10	55	AS	QX	CR7	70	77%	96%	54	52		D	BOI	11	25	AS	QX	CR7	70	77%	96%	54	52
174	27	757		D	PDX	13	07	AS	AS	73G	120	74%	95%	89	85		D	PDX	13	45	AS	AS	73G	120	66%	95%	79	76
175	27	757	Y			15	42	AS	AS	73G	120						D	PDX	17	45	AS	AS	73G	120	90%	95%	108	103

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No Project Alternative

Ref. Num.	Gate		Type	TOW	Arrivals										Departures												
	D/I	Origin			Hour	Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl. 48	Term	TOW	Type	Dest.	Hour	Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %
327	38	NB	D	DEN	17	15	F9	YV	CR7	70	69%	100%	48	48		D	DEN	17	40	F9	YV	CR7	70	90%	100%	63	63
341	38	757	D	ATL	18	13	DL	DL	738	150	77%	100%	116	116		D	ATL	21	22	DL	DL	738	150	73%	100%	110	110
342	38	757	D	SLC	21	39	DL	DL	738	150	77%	100%	116	116	Y			22	14	DL	DL	738	150				
329	38	NB	D	DEN	22	45	F9	YV	CR7	70	77%	100%	54	54				00	00	F9	YV	CR7	70				
337	39	757	Y			00	00	DL	DL	738	150				D	SLC	06	20	DL	DL	738	150	77%	100%	116	116	
343	39	757	Y			06	35	DL	DL	M80	142				D	DFW	07	05	DL	DL	M80	142	90%	100%	128	128	
338	39	757	D	ATL	08	15	DL	DL	738	150	68%	100%	102	102		D	ATL	09	15	DL	DL	738	150	77%	100%	116	116
331	39	757	D	ATL	10	02	DL	DL	757	183	90%	100%	165	165		D	CVG	11	00	DL	DL	757	183	77%	100%	141	141
352	39	757	D	ATL	14	16	DL	DL	738	150	68%	100%	102	102		D	ATL	15	30	DL	DL	738	150	73%	100%	110	110
353	39	WB	D	CVG	18	00	DL	DL	738	150	46%	100%	69	69	Y			18	45	DL	DL	738	150				
328	39	NB	D	DEN	20	00	F9	F9	319	132	90%	100%	119	119		D	DEN	20	40	F9	F9	319	132	67%	100%	89	89
355	39	WB	D	CVG	21	07	DL	DL	757	183	90%	100%	165	165		D	CVG	22	52	DL	DL	757	183	77%	100%	141	141
349	40	WB	Y			00	00	DL	DL	738	150				D	CVG	06	40	DL	DL	738	150	77%	100%	116	116	
363	40	WB	Y			08	25	HA	HA	763	252				D	HNL	09	10	HA	HA	763	252	77%	100%	195	195	
344	40	WB	D	DFW	09	45	DL	DL	M80	142	77%	100%	110	110		D	DFW	10	45	DL	DL	M80	142	64%	100%	91	91
345	40	WB	D	SLC	12	10	DL	DL	738	150	90%	100%	135	135		D	SLC	13	00	DL	DL	738	150	75%	100%	113	113
346	40	WB	D	DFW	13	20	DL	DL	M80	142	77%	100%	110	110		D	DFW	14	15	DL	DL	M80	142	64%	100%	91	91
333	40	WB	D	ATL	15	20	DL	DL	757	183	68%	100%	125	125		D	ATL	16	30	DL	DL	757	183	77%	100%	141	141
347	40	WB	D	DFW	17	52	DL	DL	M80	142	77%	100%	110	110		D	DFW	18	50	DL	DL	M80	142	90%	100%	128	128
335	40	WB	D	ATL	20	43	DL	DL	757	183	90%	100%	165	165		D	ATL	22	15	DL	DL	757	183	73%	100%	134	134
348	40	WB	D	DFW	22	30	DL	DL	M80	142	77%	100%	110	110	Y			00	00	DL	DL	M80	142				
330	41	WB				00	00	DL	DL	763	252				D	ATL	07	20	DL	DL	763	252	90%	100%	227	227	
364	41	WB	Y			07	40	HA	HA	763	252				D	OGG	08	25	HA	HA	763	252	77%	100%	195	195	
339	41	WB	D	SLC	09	35	DL	A296	CR7	70	77%	100%	54	54		D	SLC	10	30	DL	A296	CR7	70	75%	100%	53	53
350	41	WB	D	CVG	10	42	DL	DL	757	183	90%	100%	165	165		D	ATL	11	40	DL	DL	757	183	73%	100%	134	134
332	41	WB	D	ATL	11	57	DL	DL	763	252	77%	100%	195	195		D	ATL	13	20	DL	DL	763	252	73%	100%	185	185
340	41	WB	D	SLC	13	54	DL	DL	738	150	71%	100%	107	107		D	SLC	15	00	DL	DL	738	150	75%	100%	113	113
360	41	WB	D	HNL	16	25	HA	HA	763	252	77%	100%	195	195		D	HNL	17	55	HA	HA	763	252	77%	100%	195	195
354	41	WB	D	SLC	19	00	DL	DL	738	150	71%	100%	107	107		D	SLC	19	50	DL	DL	738	150	77%	100%	116	116
368	41	WB	D	HNL	21	05	HA	HA	763	252	77%	100%	195	195	Y			21	50	HA	HA	763	252				
369	41	WB	D	OGG	22	05	HA	HA	763	252	77%	100%	195	195	Y			22	50	HA	HA	763	252				
336	41	WB	D	ATL	23	07	DL	DL	763	252	77%	100%	195	195				00	00	DL	DL	763	252				
383	C01	RJ				00	00	AA	A100	ERD	44				D	LAX	06	18	AA	A100	ERD	44	77%	100%	34	34	
384	C01	RJ	D	LAX	07	32	AA	A100	CR7	70	77%	87%	54	47		D	LAX	08	00	AA	A100	CR7	70	90%	87%	63	55
385	C01	RJ	D	LAX	09	02	AA	A100	CR7	70	90%	87%	63	55		D	LAX	09	32	AA	A100	CR7	70	77%	87%	54	47
386	C01	RJ	D	LAX	11	45	AA	A100	CR7	70	70%	87%	49	43		D	LAX	12	15	AA	A100	CR7	70	66%	87%	46	41
387	C01	RJ	D	LAX	15	58	AA	A100	ERD	44	70%	87%	31	27		D	LAX	16	30	AA	A100	ERD	44	77%	87%	34	30
388	C01	RJ	D	LAX	18	00	AA	A100	CR7	70	90%	87%	63	55		D	LAX	18	30	AA	A100	CR7	70	90%	87%	63	55
389	C01	RJ	D	LAX	20	30	AA	A100	ERD	44	77%	87%	34	30		D	LAX	21	00	AA	A100	ERD	44	66%	87%	29	25
390	C01	RJ	D	LAX	22	14	AA	A100	ERD	44	70%	100%	31	31				00	00	AA	A100	ERD	44				
391	C02	RJ				00	00	AA	A100	ERD	44				D	LAX	07	05	AA	A100	ERD	44	90%	100%	40	40	
392	C02	RJ	D	LAX	08	19	AA	A100	ERD	44	90%	87%	40	35		D	LAX	08	45	AA	A100	ERD	44	90%	87%	40	35

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
No Project Alternative

Ref. Num.	Gate	Type	TOW	Arrivals											Departures														
				Type	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Depl. Hour	Depl. Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	Depl. L.F.
393	C02	RJ		D	LAX	10	09	AA	A100	ERD	44	77%	87%	34	30		D	LAX	10	45	AA	A100	ERD	44	66%	87%	29	25	
394	C02	RJ		D	LAX	12	50	AA	A100	ERD	44	70%	87%	31	27		D	LAX	13	20	AA	A100	ERD	44	66%	87%	29	25	
395	C02	RJ		D	LAX	14	58	AA	A100	ERD	44	70%	87%	31	27		D	LAX	15	30	AA	A100	ERD	44	66%	87%	29	25	
396	C02	RJ		D	LAX	17	00	AA	A100	ERD	44	77%	87%	34	30		D	LAX	17	30	AA	A100	ERD	44	90%	87%	40	35	
397	C02	RJ		D	LAX	19	00	AA	A100	ERD	44	77%	87%	34	30		D	LAX	19	30	AA	A100	ERD	44	77%	87%	34	30	
398	C02	RJ		D	LAX	21	15	AA	A100	ERD	44	70%	100%	31	31		D	LAX	21	45	AA	A100	ERD	44	66%	87%	29	25	
399	C02	RJ		D	LAX	23	22	AA	A100	ERD	44	70%	100%	31	31				00	00	AA	A100	ERD	44					
247	C03	RJ				00	00	AA	A100	ERD	44						D	SJC	06	20	AA	A100	ERD	44	77%	100%	34	34	
248	C03	RJ		D	SJC	09	40	AA	A100	ERD	44	77%	85%	34	29		D	SJC	10	33	AA	A100	ERD	44	77%	85%	34	29	
250	C03	RJ		D	SJC	13	02	AA	A100	ERD	44	77%	85%	34	29		D	SJC	13	55	AA	A100	ERD	44	77%	85%	34	29	
251	C03	RJ		D	SJC	18	32	AA	A100	ERD	44	77%	85%	34	29		D	SJC	19	02	AA	A100	ERD	44	77%	85%	34	29	
252	C03	RJ		D	SJC	22	00	AA	A100	ERD	44	77%	100%	34	34				00	00	AA	A100	ERD	44					
407	C04	RJ				00	00	UA	A296	CRJ	50						D	LAX	07	40	UA	A296	CRJ	50	90%	100%	45	45	
408	C04	RJ		D	LAX	08	44	UA	A296	CRJ	50	90%	80%	45	36		D	LAX	09	15	UA	A296	CRJ	50	77%	80%	39	31	
409	C04	RJ		D	LAX	11	35	UA	A296	CRJ	50	73%	80%	37	29		D	LAX	12	00	UA	A296	CRJ	50	68%	80%	34	27	
410	C04	RJ		D	LAX	15	14	UA	A296	CRJ	50	73%	80%	37	29		D	LAX	15	40	UA	A296	CRJ	50	68%	80%	34	27	
411	C04	RJ		D	LAX	19	24	UA	A296	CRJ	50	77%	80%	39	31		D	LAX	20	05	UA	A296	CRJ	50	68%	80%	34	27	
412	C04	RJ		D	LAX	23	28	UA	A296	CRJ	50	73%	100%	37	37				00	00	UA	A296	CRJ	50					
413	C05	RJ		D	LAX	06	40	UA	A296	CRJ	50	73%	80%	37	29		D	LAX	07	10	UA	A296	CRJ	50	90%	100%	45	45	
414	C05	RJ		D	LAX	07	54	UA	A296	CRJ	50	77%	80%	39	31		D	LAX	08	20	UA	A296	CRJ	50	90%	80%	45	36	
415	C05	RJ		D	LAX	13	48	UA	A296	CRJ	50	73%	80%	37	29		D	LAX	14	18	UA	A296	CRJ	50	68%	80%	34	27	
416	C05	RJ		D	LAX	17	40	UA	A296	CRJ	50	90%	80%	45	36		D	LAX	18	05	UA	A296	CRJ	50	90%	80%	45	36	
417	C05	RJ		D	LAX	21	03	UA	A296	CRJ	50	73%	100%	37	37		D	LAX	22	05	UA	A296	CRJ	50	68%	80%	34	27	
400	C06	RJ				00	00	UA	A296	CRJ	50						D	LAX	06	15	UA	A296	CRJ	50	77%	100%	39	39	
401	C06	RJ		D	LAX	10	27	UA	A296	CRJ	50	77%	80%	39	31		D	LAX	11	00	UA	A296	CRJ	50	68%	80%	34	27	
402	C06	RJ		D	LAX	12	40	UA	A296	CRJ	50	73%	80%	37	29		D	LAX	13	10	UA	A296	CRJ	50	68%	80%	34	27	
403	C06	RJ		D	LAX	16	44	UA	A296	CRJ	50	77%	80%	39	31		D	LAX	17	10	UA	A296	CRJ	50	90%	80%	45	36	
404	C06	RJ		D	LAX	18	20	UA	A296	CRJ	50	77%	80%	39	31		D	LAX	18	45	UA	A296	CRJ	50	90%	80%	45	36	
405	C06	RJ		D	LAX	20	22	UA	A296	CRJ	50	77%	80%	39	31		D	LAX	21	23	UA	A296	CRJ	50	68%	80%	34	27	
406	C06	RJ		D	LAX	22	56	UA	A296	CRJ	50	73%	100%	37	37				00	00	UA	A296	CRJ	50					
375	R01	I		I	FRA	15	55	LH	LH		343	247	75%	96%	186	179	I	FRA	17	55	LH	LH		343	247	75%	96%	186	179
418	Cargo				OAK	04	40	FDX	FDX	133	A300						OAK	08	35	FDX	FDX	134	A300						
419	Cargo				EWR	06	15	FDX	FDX		A300						EWR	18	25	FDX	FDX		A300						
420	Cargo				RFD	05	55	UPS	UPS		B767						RFD	19	11	UPS	UPS		B767						
421	Cargo				AFW	04	30	FDX	FDX	127	A300						AFW	19	48	FDX	FDX	128	A300						
422	Cargo				PHX	07	20	DHL	DHL	129	B727						PHX	18	47	DHL	DHL	130	B727						
423	Cargo				IND	05	35	FDX	FDX		B757						IND	19	15	FDX	FDX		B757						
424	Cargo				SDF	04	45	UPS	UPS	117	B767						ONT	06	32	UPS	UPS	118	B767						
425	Cargo				ILN	05	52	ABX	ABX	115	B767						ILN	19	23	ABX	ABX	116	B767						
426	Cargo				ILN	06	09	ABX	ABX	111	B767						ILN	19	09	ABX	ABX	112	B767						

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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
No Project Alternative

Ref. Num.	Gate	Arrivals											Departures																
		Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
427	Cargo				OGG	13	15		UPS	UPS	113	B767						AFW	19	17		UPS	UPS	114	B767				
428	Cargo				MEM	05	40		FDX	FDX	125	MD10						MEM	07	20		FDX	FDX	126	MD10				
429	Cargo				MEM	17	20		FDX	FDX	131	DC10						MEM	19	40		FDX	FDX	132	DC10				
430	Cargo				MEM	05	20		FDX	FDX		MD10						MEM	18	55		FDX	FDX		MD10				
431	Cargo				LAX	09	33		WOA	WOA	111	MD10						LAX	18	37		WOA	WOA	112	MD10				
432	GA				LAX	07	52	N	N	N	115	GLF4																	
433	GA				LAS	08	32	N	N	N	147	CL60																	
434	GA				SJC	09	42	N	N	N	137	H25B																	
435	GA				BUR	10	05	N	N	N	157	BE20																	
436	GA				MSP	10	52	N	N	N	119	GLF4																	
437	GA				SFO	11	05	N	N	N	159	BE20																	
438	GA				MSY	11	18	N	N	N	149	CL60																	
439	GA				RNO	12	25	N	N	N	139	H25B																	
440	GA				DEN	12	51	N	N	N	121	GLF4																	
441	GA				SEA	13	04	N	N	N	123	GLF4																	
442	GA				DFW	13	36	N	N	N	125	GLF4																	
443	GA				IAH	14	14	N	N	N	151	CL60																	
444	GA				SMF	14	47	N	N	N	163	BE20																	
445	GA				IAD	15	03	N	N	N	127	GLF4																	
446	GA				MIA	15	53	N	N	N	129	GLF4																	
447	GA				CLT	16	25	N	N	N	153	CL60																	
448	GA				MCI	16	28	N	N	N	141	H25B																	
449	GA				SLC	16	48	N	N	N	143	H25B																	
450	GA				BOS	17	46	N	N	N	145	H25B																	
451	GA				MRY	18	32	N	N	N	165	BE20																	
452	GA				LAX	18	55	N	N	N	167	BE20																	
453	GA				SMF	19	45	N	N	N	155	BE20																	
454	GA				LAS	20	10	N	N	N	133	H25B																	
455	GA				PHX	21	32	N	N	N	113	GLF4																	
456	GA				SFO	23	15	N	N	N	111	GLF4																	
457	GA																	ABQ	19	35		N	148	CL60					
458	GA																	AUS	10	35		N	152	CL60					
459	GA																	BFL	11	25		N	160	BE20					
460	GA																	BOI	16	30		N	146	H25B					
461	GA																	CLE	9	25		N	118	GLF4					
462	GA																	DFW	7	25		N	150	CL60					
463	GA																	FAT	17	35		N	168	BE20					
464	GA																	LAS	6	15		N	112	GLF4					
465	GA																	LAS	13	42		N	142	H25B					
466	GA																	LAX	16	52		N	128	GLF4					
467	GA																	MRY	9	54		N	158	BE20					
468	GA																	PDX	18	25		N	132	GLF4					

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
No Project Alternative

Ref. Num.	Gate		Arrivals											Departures															
	Type	TOW	Type	D/I	Origin	Hour	Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line	Ft. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
469	GA																	PHX	14	28		N	164	BE20					
470	GA																	PHX	21	35		N	134	H25B					
471	GA																	PIT	11	10		N	120	GLF4					
472	GA																	RNO	12	05		N	140	H25B					
473	GA																	SBA	14	05		N	154	CL60					
474	GA																	SDF	15	06		N	144	H25B					
475	GA																	SFO	17	17		N	130	GLF4					
476	GA																	SJC	15	18		N	126	GLF4					
477	GA																	SJC	21	20		N	156	BE20					
478	GA																	SMF	10	59		N	138	H25B					
479	GA																	SMF	13	15		N	162	BE20					
480	GA																	SMF	13	55		N	124	GLF4					
481	MIL																	TUS	8	32		N	116	GLF4					
482	MIL			OAK		15	45		MIL	MIL	113	FA20																	
483	MIL																	OAK	17	45		MIL	114	FA20					

Source: HNTB analysis.

ATTACHMENT Q

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
No Action Alternative

Ref. Num.	Gate	Type	Arrivals											Departures											Term			
			TOW	Type D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats		Dept. L.F.	Dept. OD %	Enp
14	1	NB				00	00	WN	WN	73G	137					D	PHX	06	30	WN	WN	73G	137	77%	100%	105	105	T1
39	1	NB	Y			06	50	WN	WN	73G	137					D	MCI	07	20	WN	WN	73G	137	77%	100%	105	105	T1
66	1	NB		D	RNO	08	15	WN	WN	735	122	90%	96%	109	106	D	RNO	08	40	WN	WN	735	122	90%	98%	109	107	T1
16	1	NB		D	SJC	09	50	WN	WN	73G	137	77%	97%	105	103	D	PHX	10	15	WN	WN	73G	137	70%	96%	96	92	T1
17	1	NB		D	LAS	11	20	WN	WN	73G	137	77%	96%	105	102	D	SJC	11	45	WN	WN	73G	137	75%	96%	102	99	T1
70	1	NB		D	BWI	12	45	WN	WN	73G	137	90%	97%	123	119	D	PHL	13	15	WN	WN	73G	137	77%	95%	105	100	T1
102	1	NB		D	OAK	14	25	WN	WN	73G	137	72%	96%	98	95	D	MDW	14	50	WN	WN	73G	137	74%	97%	101	98	T1
10	1	NB		D	MCI	16	25	WN	WN	73G	137	63%	98%	87	85	D	BNA	17	00	WN	WN	73G	137	90%	98%	123	120	T1
95	1	NB		D	TUS	18	00	WN	WN	73G	137	70%	98%	96	94	D	MCI	18	25	WN	WN	73G	137	77%	94%	105	99	T1
35	1	NB		D	SMF	19	25	WN	WN	73G	137	90%	96%	123	118	D	TUS	19	50	WN	WN	73G	137	77%	98%	106	103	T1
37	1	NB		D	HOU	20	54	WN	WN	73G	137	70%	98%	96	94	Y		21	24	WN	WN	73G	137					T1
87	1	NB		D	SMF	21	40	WN	WN	73G	137	70%	100%	96	96	D	LAS	22	05	WN	WN	73G	137	75%	97%	102	99	T1
88	1	NB		D	PHL	22	20	WN	WN	73G	137	70%	100%	96	96			00	00	WN	WN	73G	137					T1
51	2	NB				00	00	WN	WN	73G	137					D	SMF	06	30	WN	WN	73G	137	77%	100%	105	105	T1
52	2	NB	Y			07	00	WN	WN	73G	137					D	ELP	07	30	WN	WN	73G	137	77%	100%	106	106	T1
108	2	NB		D	OAK	08	35	WN	WN	73G	137	72%	96%	98	95	D	PHX	09	00	WN	WN	73G	137	90%	96%	123	118	T1
28	2	NB		D	BWI	10	00	WN	WN	73G	137	72%	97%	99	96	D	BWI	10	25	WN	WN	73G	137	71%	97%	97	94	T1
82	2	NB		D	ELP	11	40	WN	WN	735	122	90%	98%	109	107	D	RNO	12	10	WN	WN	735	122	70%	98%	85	84	T1
44	2	NB		D	HOU	12	30	WN	WN	73G	137	90%	98%	123	120	D	SMF	13	00	WN	WN	73G	137	68%	96%	93	89	T1
7	2	NB		D	SJC	13	20	WN	WN	73G	137	67%	97%	92	89	D	PHX	13	50	WN	WN	73G	137	70%	96%	96	92	T1
94	2	NB		D	SJC	14	45	WN	WN	73G	137	67%	97%	92	89	D	LAS	15	10	WN	WN	73G	137	75%	97%	102	100	T1
20	2	NB		D	PHX	16	25	WN	WN	73G	137	70%	96%	96	93	D	HOU	16	50	WN	WN	73G	137	77%	97%	105	102	T1
22	2	NB		D	MDW	18	05	WN	WN	73G	137	72%	96%	98	95	D	OAK	18	40	WN	WN	73G	137	90%	97%	123	120	T1
23	2	NB		D	OAK	19	55	WN	WN	73G	137	90%	96%	123	118	D	SMF	20	20	WN	WN	73G	137	68%	96%	93	89	T1
49	2	NB		D	OAK	20	55	WN	WN	73G	137	90%	96%	123	118	D	SJC	21	20	WN	WN	73G	137	75%	96%	102	98	T1
25	2	NB		D	PHX	22	25	WN	WN	73G	137	70%	100%	96	96			00	00	WN	WN	73G	137					T1
64	3	NB				00	00	WN	WN	735	122					D	LAS	06	35	WN	WN	735	122	77%	100%	94	94	T1
40	3	NB		D	OAK	07	55	WN	WN	73G	137	72%	96%	98	95	D	OAK	08	20	WN	WN	73G	137	90%	97%	123	120	T1
91	3	NB		D	LAS	08	45	WN	WN	73G	137	77%	96%	105	102	D	AUS	09	10	WN	WN	73G	137	77%	98%	106	103	T1
67	3	NB		D	MDW	10	10	WN	WN	73G	137	90%	96%	123	118	D	CMH	10	40	WN	WN	73G	137	77%	97%	106	102	T1
56	3	NB		D	BDL	11	15	WN	WN	73G	137	77%	97%	105	103	D	OMA	11	40	WN	WN	73G	137	77%	97%	105	102	T1
69	3	NB		D	BNA	12	05	WN	WN	73G	137	90%	96%	123	118	D	ABQ	12	30	WN	WN	73G	137	69%	96%	94	91	T1
58	3	NB		D	SAT	12	50	WN	WN	73G	137	50%	96%	69	66	D	SJC	13	15	WN	WN	73G	137	75%	96%	102	99	T1
129	3	NB		D	SMF	13	55	WN	WN	73G	137	70%	96%	96	92	D	HOU	14	20	WN	WN	73G	137	77%	97%	105	102	T1
121	3	NB		D	LAS	15	45	WN	WN	73G	137	73%	96%	100	96	D	OAK	16	10	WN	WN	73G	137	77%	97%	105	102	T1
122	3	NB		D	OAK	17	40	WN	WN	73G	137	77%	96%	105	102	D	PHX	18	05	WN	WN	73G	137	90%	96%	123	118	T1
12	3	NB		D	PHX	19	35	WN	WN	73G	137	70%	96%	96	93	D	PHX	20	05	WN	WN	73G	137	70%	96%	96	92	T1
105	3	NB		D	PVD	20	20	WN	WN	73G	137	77%	97%	105	103	D	PHX	20	50	WN	WN	73G	137	70%	96%	96	92	T1
62	3	NB		D	BNA	21	05	WN	WN	73G	137	90%	100%	123	123	D	PHX	21	30	WN	WN	73G	137	70%	96%	96	92	T1
13	3	NB		D	RNO	22	45	WN	WN	735	122	70%	100%	86	86			00	00	WN	WN	735	122					T1
77	4	NB				00	00	WN	WN	73G	137					D	SJC	06	35	WN	WN	73G	137	77%	100%	105	105	T1
26	4	NB	Y			07	15	WN	WN	73G	137					D	SJC	07	45	WN	WN	73G	137	90%	100%	123	123	T1
125	4	NB		D	TUS	08	05	WN	WN	73G	137	90%	98%	123	120	D	BNA	08	30	WN	WN	73G	137	90%	98%	123	120	T1
54	4	NB		D	SJC	09	00	WN	WN	73G	137	90%	97%	123	120	D	MDW	09	25	WN	WN	73G	137	77%	97%	105	102	T1
126	4	NB		D	MSY	09	55	WN	WN	73G	137	77%	98%	106	103	D	OAK	10	25	WN	WN	73G	137	67%	97%	92	89	T1

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Ref. Num.	Gate	Type	Arrivals												Departures												Term			
			TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats		Dept. L.F.	Dept. OD %	Enp
29	4	NB		D	PHL	10	45	WN	WN	73G	137	90%	97%	123	119		D	TUS	12	35	WN	WN	73G	137	63%	98%	86	84	T1	
30	4	NB		D	OAK	12	50	WN	WN	73G	137	72%	96%	98	95		D	ABQ	13	20	WN	WN	73G	137	69%	96%	94	91	T1	
31	4	NB		D	LAS	13	55	WN	WN	73G	137	73%	96%	100	96		D	SJC	14	25	WN	WN	73G	137	75%	96%	102	99	T1	
84	4	NB		D	RNO	15	45	WN	WN	735	122	70%	96%	86	83		D	ELP	16	20	WN	WN	735	122	77%	95%	94	89	T1	
103	4	NB		D	AUS	17	00	WN	WN	73G	137	77%	97%	105	103		D	ABQ	17	25	WN	WN	73G	137	90%	96%	123	118	T1	
48	4	NB		D	ELP	18	15	WN	WN	73G	137	63%	98%	87	85		D	SMF	18	40	WN	WN	73G	137	90%	96%	123	118	T1	
113	4	NB		D	LAS	19	15	WN	WN	73G	137	73%	96%	100	96		D	OAK	19	40	WN	WN	73G	137	77%	97%	105	102	T1	
50	4	NB		D	SJC	22	25	WN	WN	73G	137	67%	100%	92	92															T1
89	5	NB				00	00	WN	WN	73G	137						D	MDW	06	40	WN	WN	73G	137	77%	100%	105	105	T1	
90	5	NB	Y			07	25	WN	WN	73G	137						D	SAT	07	55	WN	WN	73G	137	90%	100%	123	123	T1	
98	5	NB		D	SJC	08	10	WN	WN	73G	137	90%	97%	123	120		D	PHX	08	35	WN	WN	73G	137	90%	96%	123	118	T1	
99	5	NB		D	SAT	09	05	WN	WN	73G	137	90%	96%	123	118		D	SEA	09	30	WN	WN	73G	137	77%	97%	105	102	T1	
55	5	NB		D	SMF	10	05	WN	WN	73G	137	90%	96%	123	118		D	SJC	10	30	WN	WN	73G	137	75%	96%	102	99	T1	
5	5	NB		D	AUS	11	45	WN	WN	73G	137	77%	97%	105	103		D	OAK	12	10	WN	WN	73G	137	67%	97%	92	89	T1	
6	5	NB		D	MDW	12	35	WN	WN	73G	137	72%	96%	98	95		D	MDW	13	05	WN	WN	73G	137	74%	97%	101	98	T1	
120	5	NB		D	MDW	14	30	WN	WN	73G	137	72%	96%	98	95		D	OAK	15	00	WN	WN	73G	137	67%	97%	92	89	T1	
59	5	NB		D	PHL	16	05	WN	WN	73G	137	70%	97%	96	93		D	LAS	16	30	WN	WN	73G	137	77%	97%	105	102	T1	
11	5	NB		D	ABQ	18	50	WN	WN	73G	137	72%	96%	98	95		D	SEA	19	15	WN	WN	73G	137	77%	97%	105	102	T1	
74	5	NB		D	PHX	20	25	WN	WN	73G	137	90%	96%	123	118		D	SJC	20	50	WN	WN	73G	137	75%	96%	102	98	T1	
75	5	NB		D	ABQ	21	10	WN	WN	73G	137	90%	100%	123	123		D	OAK	21	40	WN	WN	73G	137	67%	97%	92	89	T1	
115	5	NB		D	SMF	22	25	WN	WN	73G	137	70%	100%	96	96															T1
97	6	NB				00	00	WN	WN	73G	137						D	ABQ	06	45	WN	WN	73G	137	77%	100%	105	105	T1	
53	6	NB		D	SMF	07	55	WN	WN	73G	137	77%	96%	105	102		D	TUS	08	20	WN	WN	73G	137	90%	98%	123	120	T1	
109	6	NB		D	PHX	09	15	WN	WN	73G	137	90%	96%	123	118		D	OAK	09	40	WN	WN	73G	137	77%	97%	105	102	T1	
4	6	NB		D	LAS	10	10	WN	WN	73G	137	90%	96%	123	118		D	ABQ	10	35	WN	WN	73G	137	69%	96%	94	91	T1	
68	6	NB		D	CMH	11	25	WN	WN	73G	137	77%	97%	105	103		D	MSY	11	50	WN	WN	73G	137	77%	97%	105	102	T1	
57	6	NB		D	ABQ	12	05	WN	WN	73G	137	72%	96%	98	95		D	SAT	12	35	WN	WN	73G	137	64%	96%	88	84	T1	
119	6	NB		D	SMF	12	55	WN	WN	73G	137	70%	96%	96	92		D	SEA	13	20	WN	WN	73G	137	77%	97%	105	102	T1	
47	6	NB		D	OAK	16	05	WN	WN	73G	137	72%	96%	98	95		D	MSY	16	35	WN	WN	73G	137	77%	97%	105	102	T1	
72	6	NB		D	PHX	17	05	WN	WN	73G	137	70%	96%	96	93		D	SMF	17	35	WN	WN	73G	137	90%	96%	123	118	T1	
73	6	NB		D	RDU	19	15	WN	WN	73G	137	77%	98%	106	103		D	SMF	19	40	WN	WN	73G	137	77%	96%	105	101	T1	
61	6	NB		D	LAS	20	15	WN	WN	73G	137	77%	96%	105	102		D	LAS	20	50	WN	WN	73G	137	75%	97%	102	99	T1	
24	6	NB		D	PHX	21	15	WN	WN	735	122	77%	100%	94	94		D	RNO	21	40	WN	WN	735	122	70%	98%	85	84	T1	
63	6	NB		D	MDW	22	35	WN	WN	73G	137	72%	100%	98	98															T1
107	7	NB				00	00	WN	WN	73G	137						D	BWI	06	55	WN	WN	73G	137	77%	100%	106	106	T1	
79	7	NB		D	PHX	08	05	WN	WN	73G	137	77%	96%	105	102		D	SMF	08	30	WN	WN	73G	137	90%	96%	123	118	T1	
80	7	NB		D	HOU	09	15	WN	WN	73G	137	70%	98%	96	94		D	SMF	09	40	WN	WN	73G	137	77%	96%	105	101	T1	
81	7	NB		D	OAK	10	15	WN	WN	73G	137	90%	96%	123	118		D	LAS	10	40	WN	WN	73G	137	75%	97%	102	100	T1	
127	7	NB		D	OAK	11	25	WN	WN	73G	137	72%	96%	98	95		D	SMF	11	50	WN	WN	73G	137	68%	96%	93	89	T1	
100	7	NB		D	MCI	12	20	WN	WN	73G	137	90%	98%	123	120		D	BNA	12	50	WN	WN	73G	137	50%	98%	69	67	T1	
93	7	NB		D	TUS	13	05	WN	WN	73G	137	70%	98%	96	94		D	BDL	14	30	WN	WN	73G	137	77%	98%	106	103	T1	
46	7	NB		D	LAS	14	55	WN	WN	73G	137	73%	96%	100	96		D	SJC	15	20	WN	WN	73G	137	75%	96%	102	99	T1	
71	7	NB		D	ABQ	16	10	WN	WN	73G	137	72%	96%	98	95		D	PHX	16	40	WN	WN	73G	137	77%	96%	105	101	T1	
60	7	NB		D	SJC	17	00	WN	WN	73G	137	67%	97%	92	89		D	AUS	17	30	WN	WN	73G	137	77%	98%	106	103	T1	
85	7	NB		D	SJC	19	40	WN	WN	73G	137	90%	97%	123	120		D	LAS	20	05	WN	WN	73G	137	75%	97%	102	99	T1	

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Ref. Num.	Gate	Type	Arrivals											Departures											Term					
			TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Depl. Hour	Depl. Min.	PC	Air-line		Equip-ment	Seats	Depl. L.F.	Depl. OD %	Enp
114	7	NB		D	SAT	21	25	WN	WN	73G	137	90%	100%	123	123		D	SMF	21	50	WN	WN	73G	137	68%	96%	93	89	T1	
133	7	NB		D	OAK	22	55	WN	WN	73G	137	72%	100%	98	98														T1	
116	8	NB				00	00	WN	WN	73G	137						D	PHL	06	55	WN	WN	73G	137	77%	100%	105	105	T1	
78	8	NB		D	PHX	07	10	WN	WN	73G	137	70%	96%	96	93		D	SMF	07	35	WN	WN	73G	137	90%	100%	123	123	T1	
27	8	NB		D	MDW	08	22	WN	WN	73G	137	72%	96%	98	95		D	PVD	08	50	WN	WN	73G	137	90%	97%	123	120	T1	
3	8	NB		D	SEA	09	25	WN	WN	73G	137	77%	98%	106	103		D	PHL	09	55	WN	WN	73G	137	77%	95%	105	100	T1	
110	8	NB		D	SMF	10	50	WN	WN	73G	137	77%	96%	105	102		D	MDW	11	20	WN	WN	73G	137	74%	97%	101	98	T1	
43	8	NB		D	PHX	11	45	WN	WN	73G	137	90%	96%	123	118		D	LAS	12	15	WN	WN	73G	137	75%	97%	102	100	T1	
83	8	NB		D	MHT	12	55	WN	WN	73G	137	77%	97%	105	103		D	MHT	13	25	WN	WN	73G	137	77%	97%	105	102	T1	
32	8	NB		D	SMF	14	50	WN	WN	73G	137	70%	96%	96	92		D	SMF	15	15	WN	WN	73G	137	68%	96%	93	89	T1	
33	8	NB		D	BWI	16	55	WN	WN	73G	137	72%	97%	99	96		D	BWI	17	25	WN	WN	73G	137	90%	97%	123	119	T1	
34	8	NB		D	SMF	18	35	WN	WN	73G	137	77%	96%	105	102		D	ABQ	19	05	WN	WN	73G	137	77%	96%	105	101	T1	
123	8	NB		D	MDW	20	00	WN	WN	73G	137	90%	96%	123	118	Y				20	30	WN	WN	73G	137					T1
86	8	NB		D	SJC	20	55	WN	WN	73G	137	90%	97%	123	120	Y				21	25	WN	WN	73G	137					T1
106	8	NB		D	LAS	21	45	WN	WN	73G	137	77%	100%	105	105					00	00	WN	WN	73G	137					T1
1	9	NB				00	00	WN	WN	735	122						D	PHX	07	00	WN	WN	735	122	90%	100%	109	109	T1	
15	9	NB		D	LAS	07	45	WN	WN	73G	137	73%	96%	100	96		D	LAS	08	10	WN	WN	73G	137	90%	97%	123	120	T1	
41	9	NB		D	ABQ	09	15	WN	WN	73G	137	90%	96%	123	118		D	LAS	09	40	WN	WN	73G	137	77%	97%	105	102	T1	
42	9	NB		D	SJC	10	45	WN	WN	73G	137	67%	97%	92	89		D	PHX	11	15	WN	WN	73G	137	70%	96%	96	92	T1	
92	9	NB		D	PVD	11	50	WN	WN	73G	137	77%	97%	105	103		D	MDW	12	15	WN	WN	73G	137	74%	97%	101	98	T1	
128	9	NB		D	SEA	13	05	WN	WN	73G	137	77%	98%	106	103		D	OAK	13	30	WN	WN	73G	137	67%	97%	92	89	T1	
8	9	NB		D	ABQ	14	05	WN	WN	73G	137	72%	96%	98	95		D	PVD	14	30	WN	WN	73G	137	64%	97%	87	85	T1	
112	9	NB		D	MDW	15	40	WN	WN	73G	137	72%	96%	98	95		D	MDW	16	10	WN	WN	73G	137	77%	97%	105	102	T1	
21	9	NB		D	BNA	17	05	WN	WN	73G	137	50%	96%	69	66		D	MDW	17	30	WN	WN	73G	137	90%	97%	123	120	T1	
104	9	NB		D	MSY	18	55	WN	WN	73G	137	77%	98%	106	103		D	SJC	19	30	WN	WN	73G	137	77%	96%	105	101	T1	
38	9	NB		D	BWI	21	40	WN	WN	73G	137	72%	100%	99	99	Y				22	10	WN	WN	73G	137					T1
76	9	NB		D	LAS	22	55	WN	WN	735	122	90%	100%	109	109					00	00	WN	WN	735	122					T1
124	10	NB				00	00	WN	WN	73G	137						D	OAK	07	10	WN	WN	73G	137	90%	100%	123	123	T1	
65	10	NB		D	ABQ	07	35	WN	WN	73G	137	72%	96%	98	95		D	ABQ	08	00	WN	WN	73G	137	90%	96%	123	118	T1	
117	10	NB		D	SMF	08	55	WN	WN	73G	137	90%	96%	123	118		D	HOU	09	20	WN	WN	73G	137	77%	97%	105	102	T1	
118	10	NB		D	PHX	10	30	WN	WN	73G	137	90%	96%	123	118		D	RDU	11	05	WN	WN	73G	137	77%	97%	105	102	T1	
18	10	NB		D	OMA	12	00	WN	WN	73G	137	77%	97%	105	103		D	PHX	12	25	WN	WN	73G	137	70%	96%	96	92	T1	
45	10	NB		D	PHX	13	30	WN	WN	73G	137	70%	96%	96	93		D	BWI	14	05	WN	WN	73G	137	71%	97%	97	94	T1	
9	10	NB		D	PHX	15	35	WN	WN	73G	137	70%	96%	96	93		D	SAT	16	00	WN	WN	73G	137	77%	96%	106	101	T1	
130	10	NB		D	SMF	17	20	WN	WN	73G	137	77%	96%	105	102		D	OAK	17	45	WN	WN	73G	137	90%	97%	123	120	T1	
131	10	NB		D	OAK	18	40	WN	WN	73G	137	77%	96%	105	102		D	LAS	19	05	WN	WN	73G	137	77%	97%	105	102	T1	
36	10	NB		D	SEA	20	05	WN	WN	73G	137	77%	98%	106	103		D	OAK	20	35	WN	WN	73G	137	67%	97%	92	89	T1	
96	10	NB		D	OAK	21	40	WN	WN	73G	137	77%	100%	105	105					00	00	WN	WN	73G	137					T1
157	11	NB	Y			00	00	UA	UA	320	138						D	DEN	06	18	UA	UA	320	138	77%	100%	106	106	T1	
158	11	NB		D	ORD	08	09	UA	UA	320	138	66%	81%	91	74		D	ORD	09	10	UA	UA	320	138	77%	82%	106	87	T1	
166	11	NB		I	YVR	10	01	AC	AC	320	140	70%	96%	98	94		I	YVR	10	55	AC	AC	320	140	70%	97%	98	95	T1	
167	11	NB		I	YYZ	11	10	AC	AC	320	140	70%	92%	98	90		I	YYZ	12	45	AC	AC	320	140	70%	97%	98	95	T1	
168	11	NB		I	YVR	16	00	AC	AC	319	112	70%	96%	78	75		I	YVR	16	55	AC	AC	319	112	70%	97%	78	76	T1	
159	11	NB		D	DEN	17	18	UA	UA	320	138	72%	78%	99	78		D	DEN	18	20	UA	UA	320	138	90%	82%	124	102	T1	
169	11	NB		I	YYZ	21	50	AC	AC	319	112	70%	100%	78	78		I	YYZ	22	45	AC	AC	319	112	70%	97%	78	76	T1	

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Ref. Num.	Gate	Type	Arrivals													Departures										Term			
			TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment		Seats	Dept. L.F.	Dept. OD %
150	12	NB	Y														D	SFO	06	23	UA	UA	320	138	77%	100%	106	106	T1
152	12	NB		D	ORD	10	19	UA	UA	320	138	90%	81%	124	101	D	ORD	11	08	UA	UA	320	138	70%	82%	96	79	T1	
153	12	NB		D	SFO	12	54	UA	UA	320	138	67%	80%	92	74	D	SFO	13	39	UA	UA	320	138	68%	82%	94	77	T1	
154	12	NB		D	DEN	15	05	UA	UA	320	138	72%	78%	99	78	D	DEN	16	05	UA	UA	320	138	77%	82%	106	87	T1	
324	12	NB		D	SEA	20	04	B6	B6	E19	100	90%	97%	90	87	D	DEN	20	35	B6	B6	E19	100	72%	96%	72	69	T1	
156	12	NB		D	ORD	22	04	UA	UA	320	138	90%	100%	124	124	D	ORD	23	00	UA	UA	320	138	70%	82%	96	79	T1	
134	13	WB	Y													D	ORD	06	30	UA	UA	757	182	77%	100%	140	140	T1	
151	13	WB		D	DEN	07	26	UA	UA	320	138	72%	78%	99	78	D	DEN	08	15	UA	UA	320	138	90%	82%	124	102	T1	
143	13	WB		D	DEN	10	01	UA	UA	320	138	90%	78%	124	97	D	DEN	11	00	UA	UA	320	138	71%	82%	98	80	T1	
162	13	WB		D	SFO	11	32	UA	UA	320	138	67%	80%	92	74	D	ORD	12	22	UA	UA	320	138	70%	82%	96	79	T1	
144	13	WB		D	DEN	12	41	UA	UA	320	138	72%	78%	99	78	D	DEN	13	43	UA	UA	320	138	71%	82%	98	80	T1	
163	13	WB		D	ORD	14	01	UA	UA	757	182	66%	81%	120	98	D	SFO	14	56	UA	UA	757	182	68%	82%	123	102	T1	
139	13	WB		D	IAD	17	00	UA	UA	757	182	53%	84%	96	81	Y													T1
164	13	WB		D	SFO	20	03	UA	UA	320	138	90%	80%	124	99	D	DEN	21	10	UA	UA	320	138	71%	82%	98	80	T1	
141	13	WB		D	DEN	21	27	UA	UA	320	138	90%	100%	124	124	Y													T1
165	13	WB		D	DEN	22	20	UA	UA	320	138	72%	100%	99	99	Y													T1
135	14	757														D	IAD	07	45	UA	UA	757	182	90%	100%	163	163	T1	
136	14	757		D	SFO	08	16	UA	UA	757	182	90%	80%	163	131	D	SFO	09	27	UA	UA	757	182	77%	82%	140	115	T1	
161	14	757		D	SFO	09	47	UA	UA	757	182	90%	80%	163	131	D	SFO	10	32	UA	UA	757	182	68%	82%	123	102	T1	
137	14	757		D	IAD	10	51	UA	UA	320	138	90%	84%	124	104	D	IAD	11	40	UA	UA	320	138	70%	73%	96	71	T1	
138	14	757		D	ORD	12	24	UA	UA	320	138	90%	81%	124	101	D	ORD	13	14	UA	UA	320	138	70%	82%	96	79	T1	
146	14	757		D	SFO	16	20	UA	UA	757	182	67%	80%	122	98	D	SFO	17	05	UA	UA	757	182	90%	82%	163	134	T1	
147	14	757		D	ORD	17	30	UA	UA	757	182	66%	81%	120	98	D	ORD	18	28	UA	UA	757	182	90%	82%	163	134	T1	
140	14	757		D	ORD	19	02	UA	UA	320	138	77%	81%	106	86	D	SFO	19	55	UA	UA	320	138	77%	80%	106	85	T1	
148	14	757		D	IAD	20	11	UA	UA	757	182	90%	84%	163	138	D	IAD	22	15	UA	UA	757	182	70%	73%	127	93	T1	
149	14	757		D	SFO	23	37	UA	UA	757	182	67%	100%	122	122														T1
307	15	NB	Y													D	BOS	06	45	B6	B6	320	156	77%	100%	120	120	T1	
308	15	NB		D	DEN	07	55	B6	B6	E19	100	74%	96%	74	71	D	SLC	08	35	B6	B6	E19	100	90%	97%	90	87	T1	
309	15	NB		D	PDX	08	55	B6	B6	E19	100	70%	97%	70	68	D	SEA	09	30	B6	B6	E19	100	77%	97%	77	75	T1	
310	15	NB		D	TPA	11	08	B6	B6	320	156	77%	97%	120	117	D	DFW	11	58	B6	B6	320	156	64%	96%	100	96	T1	
311	15	NB		D	JFK	12	15	B6	B6	320	156	77%	96%	120	116	D	JFK	13	00	B6	B6	320	156	73%	96%	114	109	T1	
321	15	NB		D	SEA	13	37	B6	B6	320	156	72%	97%	112	109	D	SEA	14	25	B6	B6	320	156	70%	97%	109	106	T1	
313	15	NB		D	IAD	15	53	B6	B6	320	156	77%	97%	120	117	D	DFW	17	26	B6	B6	320	156	90%	96%	140	135	T1	
314	15	NB		D	SLC	19	43	B6	B6	E19	100	90%	97%	90	87	D	PDX	20	15	B6	B6	E19	100	77%	97%	77	75	T1	
325	15	NB		D	DFW	21	24	B6	B6	320	156	90%	100%	140	140	D	IAD	22	23	B6	B6	320	156	72%	96%	112	108	T1	
284	16	757	Y													D	DEN	06	15	B6	B6	E19	100	77%	100%	77	77	T1	
285	16	757		D	HNL	06	37	B6	B6	320	156	77%	94%	120	113	D	DFW	07	46	B6	B6	320	156	90%	100%	140	140	T1	
286	16	757		D	DFW	08	16	B6	B6	320	156	72%	96%	112	108	D	HNL	09	17	B6	B6	320	156	77%	97%	120	117	T1	
287	16	757		D	OAK	09	30	B6	B6	320	156	90%	96%	140	135	D	OAK	10	15	B6	B6	320	156	77%	97%	120	117	T1	
319	16	NB		D	JFK	10	40	B6	B6	320	156	90%	96%	140	135	D	JFK	11	35	B6	B6	320	156	73%	96%	114	109	T1	
288	16	757		D	FLL	11	54	B6	B6	320	156	77%	97%	120	117	D	MCO	12	46	B6	B6	320	156	77%	94%	120	113	T1	
289	16	757		D	OAK	13	05	B6	B6	320	156	77%	96%	120	116	D	OAK	13	50	B6	B6	320	156	77%	97%	120	117	T1	
322	16	NB		D	SLC	14	33	B6	B6	E19	100	71%	97%	71	69	D	SLC	15	03	B6	B6	E19	100	50%	97%	50	49	T1	
291	16	757		D	JFK	15	50	B6	B6	320	156	68%	96%	106	102	D	JFK	16	35	B6	B6	320	156	77%	96%	120	115	T1	
330	16	NB		D	FLL	17	12	B6	B6	320	156	77%	97%	120	117	D	HNL	18	10	B6	B6	320	156	77%	97%	120	117	T1	

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			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment		Seats	Dept. L.F.	Dept. OD %	Enp
293	16	757	D	JFK	19	35	B6	B6	320	156	90%	96%	140	135		D	OAK	20	20	B6	B6	320	156	77%	97%	120	116	T1	
305	16	757	D	IAD	20	50	B6	B6	320	156	77%	97%	120	117	Y														T1
306	16	757	D	HNL	21	35	B6	B6	320	156	77%	100%	120	120		D	FLL	22	40	B6	B6	320	156	77%	97%	120	116	T1	
316	16	NB	D	JFK	23	10	B6	B6	320	156	68%	100%	106	106	Y														T1
295	17	757	Y			00	00	B6	B6	320	156					D	MCO	06	32	B6	B6	320	156	77%	100%	120	120	T1	
296	17	757	Y			07	25	B6	B6	320	156					D	JFK	07	55	B6	B6	320	156	90%	100%	140	140	T1	
297	17	757	D	SEA	08	17	B6	B6	320	156	72%	97%	112	109		D	DEN	08	58	B6	B6	320	156	90%	96%	140	135	T1	
298	17	757	D	IAD	09	35	B6	B6	320	156	77%	97%	120	117		D	IAD	10	20	B6	B6	320	156	72%	96%	112	108	T1	
299	17	757	D	MCO	11	06	B6	B6	320	156	77%	94%	120	113		D	FLL	12	15	B6	B6	320	156	77%	97%	120	117	T1	
312	17	NB	D	DFW	13	36	B6	B6	320	156	72%	96%	112	108		D	TPA	14	28	B6	B6	320	156	77%	97%	120	117	T1	
302	17	757	D	PDX	15	15	B6	B6	E19	100	70%	97%	70	68		D	PDX	15	45	B6	B6	E19	100	77%	97%	77	75	T1	
303	17	757	D	DEN	16	25	B6	B6	E19	100	74%	96%	74	71		D	SLC	17	30	B6	B6	E19	100	90%	97%	90	87	T1	
304	17	757	D	PDX	19	40	B6	B6	E19	100	90%	97%	90	87	Y														T1
315	17	NB	D	OAK	21	05	B6	B6	320	156	64%	100%	100	100		D	JFK	21	55	B6	B6	320	156	73%	96%	114	109	T1	
326	18	NB				00	00	F9	F9	319	132					D	DEN	07	05	F9	F9	319	132	90%	100%	118	118	T1	
327	18	NB	D	DEN	08	05	F9	F9	319	132	69%	100%	91	91		D	DEN	08	45	F9	F9	319	132	90%	100%	118	118	T1	
328	18	NB	D	DEN	09	20	F9	F9	319	132	90%	100%	118	118		D	DEN	10	00	F9	F9	319	132	77%	100%	101	101	T1	
320	18	NB	D	DEN	11	55	B6	B6	320	156	74%	96%	115	111		D	DEN	12	25	B6	B6	320	156	72%	96%	112	108	T1	
329	18	NB	D	DEN	13	20	F9	F9	319	132	69%	100%	91	91		D	DEN	14	00	F9	F9	319	132	58%	100%	76	76	T1	
331	18	NB	D	DEN	17	15	F9	F9	319	132	69%	100%	91	91		D	DEN	18	11	F9	F9	319	132	90%	100%	118	118	T1	
332	18	NB	D	DEN	20	00	F9	F9	319	132	90%	100%	118	118		D	DEN	20	40	F9	F9	319	132	58%	100%	76	76	T1	
333	18	NB	D	MCO	21	36	B6	B6	320	156	77%	100%	120	120	Y														T1
334	18	NB	D	DEN	22	45	F9	F9	319	132	77%	100%	101	101															T1
317	19	NB	Y			00	00	B6	B6	320	156					D	IAD	07	12	B6	B6	320	156	90%	100%	140	140	T1	
318	19	NB	D	SLC	09	03	B6	B6	E19	100	71%	97%	71	69		D	PDX	09	35	B6	B6	E19	100	77%	97%	77	75	T1	
371	19	NB	D	BOS	19	45	B6	B6	320	156	77%	97%	120	117		D	SEA	20	42	B6	B6	320	156	70%	97%	109	106	T1	
294	19	NB	D	DEN	21	25	B6	B6	320	156	90%	100%	140	140															T1
385	20	I				00	00	AM	AM	M80	137					I	MZT	07	05	AM	AM	M80	137	90%	100%	123	123	T2E	
388	20	I	I	NRT	11	15	JL	JL	777	302	77%	96%	232	224		I	NRT	13	00	JL	JL	777	302	77%	96%	232	223	T2E	
389	20	I	I	FRA	13	25	LH	LH	343	247	80%	96%	197	190		I	FRA	15	20	LH	LH	343	247	80%	96%	197	190	T2E	
377	20	I	I	CDG	15	55	AF	AF	777	270	80%	96%	216	208		I	CDG	19	05	AF	AF	777	270	80%	97%	215	208	T2E	
384	20	I	I	SJD	19	30	AM	AM	M80	137	70%	96%	96	92															T2E
386	21	I	Y			00	00	AM	AM	M80	137					I	SJD	09	00	AM	AM	M80	137	90%	97%	123	119	T2E	
387	21	I	I	MEX	09	55	AM	AM	M80	137	70%	96%	96	92		I	MEX	11	00	AM	AM	M80	137	90%	97%	123	119	T2E	
426	21	I	I	LTO	12	35	AM	AM	M80	137	70%	96%	96	92		I	LTO	13	35	AM	AM	M80	137	90%	97%	123	119	T2E	
427	21	I	I	SJD	14	57	AS	AS	73G	120	70%	96%	84	81	Y														T2E
391	21	I	I	MEX	18	45	AM	AM	M80	137	70%	96%	96	92	Y														T2E
242	21	I	D	ORD	21	24	AA	AA	738	148	90%	100%	133	133		D	ORD	23	00	AA	AA	738	148	70%	85%	103	88	T2E	
380	22	I				00	00	AM	AM	M80	137					I	MEX	07	20	AM	AM	M80	137	90%	100%	123	123	T2E	
381	22	I	I	ICN	08	40	KE	KE	777	301	77%	96%	231	223		I	ICN	11	40	KE	KE	777	301	77%	96%	231	222	T2E	
382	22	I	I	LHR	12	50	BA	BA	777	257	80%	96%	205	198		I	LHR	14	50	BA	BA	777	257	80%	97%	205	199	T2E	
383	22	I	I	LHR	15	35	BA	BA	777	257	80%	96%	205	198		I	LHR	17	35	BA	BA	777	257	80%	97%	205	199	T2E	
392	22	I	I	MZT	20	45	AM	AM	M80	137	70%	96%	96	92															T2E
170	23	757	D	ATL	10	15	FL	FL	73G	137	90%	100%	123	123		D	ATL	11	05	FL	FL	73G	137	77%	100%	105	105	T2E	
171	23	757	D	ATL	13	40	FL	FL	73G	137	52%	100%	71	71		D	ATL	14	30	FL	FL	73G	137	77%	100%	105	105	T2E	

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			TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats	Dept. L.F.	Dept. OD %		Enp
172	23	757		D	ATL	20	55	FL	FL	73G	137	90%	100%	123	123	D	ATL	22	50	FL	FL	73G	137	77%	100%	105	105	T2E
255b	24	WB				00	00	NW	NW	757	180					D	MEM	07	09	NW	NW	757	180	77%	97%	138	134	T2E
255a	24	WB		D	MEM	20	54	NW	NW	757	180	77%	97%	138	135			00	00	NW	NW	757	180					T2E
173	25	757		D	SEA	00	15	AS	AS	73G	120	74%	95%	89	85	D	SEA	06	30	AS	AS	73G	120	77%	100%	92	92	T2E
179	25	757				00	00	AS	AS	73G	120					D	SEA	08	20	AS	AS	73G	120	90%	95%	108	103	T2E
180	25	757		D	PDX	09	15	AS	AS	73G	120	90%	95%	108	103	I	SJD	10	05	AS	AS	73G	120	70%	96%	84	81	T2E
234	25	757		D	STL	10	43	AA	AA	738	148	77%	78%	114	89	D	STL	11	50	AA	AA	738	148	77%	78%	114	89	T2E
189	25	757		D	SEA	13	52	AS	AS	73G	120	74%	95%	89	85	D	SEA	14	40	AS	AS	73G	120	69%	95%	83	79	T2E
183	25	757		D	PDX	16	00	AS	AS	734	140	74%	95%	103	99	D	SEA	16	45	AS	AS	734	140	77%	95%	107	102	T2E
176	25	757	Y			17	00	AS	AS	73G	120					D	PDX	17	45	AS	AS	73G	120	90%	95%	108	103	T2E
184	25	757		D	PDX	18	00	AS	AS	73G	120	74%	95%	89	85	D	PDX	19	00	AS	AS	73G	120	90%	95%	108	103	T2E
178	25	757		D	SEA	20	00	AS	AS	73G	120	77%	95%	92	88	D	SEA	20	53	AS	AS	73G	120	69%	95%	83	78	T2E
185	25	757		D	PDX	22	19	AS	AS	73G	120	74%	100%	89	89			00	00	AS	AS	73G	120					T2E
258	26	757				00	00	NW	NW	320	148					D	MSP	06	35	NW	NW	320	148	77%	100%	114	114	T2E
254	26	757	Y			07	40	NW	NW	320	148					D	DTW	08	25	NW	NW	320	148	90%	97%	133	129	T2E
266	26	757		D	MSP	10	47	NW	NW	757	180	90%	96%	162	156	D	MSP	12	05	NW	NW	757	180	58%	96%	104	100	T2E
261	26	757		D	MSP	13	05	NW	NW	320	148	77%	96%	114	110	D	MSP	14	02	NW	NW	320	148	58%	96%	86	82	T2E
256	26	757		D	MSP	15	02	NW	NW	757	180	73%	96%	131	126	D	MSP	16	05	NW	NW	757	180	77%	96%	138	133	T2E
262	26	757		D	DTW	17	18	NW	NW	320	148	64%	97%	95	92	D	MSP	18	15	NW	NW	320	148	90%	96%	133	128	T2E
257	26	WB		D	MSP	19	02	NW	NW	320	148	77%	96%	114	110	Y		19	47	NW	NW	320	148					T2E
263	26	757		D	DTW	20	58	NW	NW	320	148	90%	97%	133	129	D	DTW	22	20	NW	NW	320	148	72%	97%	106	103	T2E
264	26	757		D	MSP	23	02	NW	NW	320	148	73%	100%	108	108			00	00	NW	NW	320	148					T2E
186	27	757				00	00	AS	AS	73G	120					D	PDX	06	40	AS	AS	73G	120	77%	100%	92	92	T2E
187	27	757		D	SEA	08	27	AS	AS	73G	120	74%	95%	89	85	D	SEA	09	20	AS	AS	73G	120	77%	95%	92	88	T2E
188	27	757		D	SEA	09	50	AS	AS	734	140	90%	95%	126	120	D	PDX	10	35	AS	AS	734	140	69%	95%	96	92	T2E
175	27	757		D	SEA	11	37	AS	AS	73G	120	74%	95%	89	85	D	SEA	12	27	AS	AS	73G	120	69%	95%	83	79	T2E
182	27	757		D	PDX	13	02	AS	AS	73G	120	74%	95%	89	85	D	PDX	13	50	AS	AS	73G	120	69%	95%	83	79	T2E
190	27	757		D	SEA	16	40	AS	AS	73G	120	74%	95%	89	85	D	SEA	17	25	AS	AS	73G	120	90%	95%	108	103	T2E
191	27	757		D	SEA	18	32	AS	AS	73G	120	74%	95%	89	85	D	SEA	19	30	AS	AS	73G	120	77%	95%	92	88	T2E
192	27	757		D	PDX	20	18	AS	AS	73G	120	74%	95%	89	85	D	PDX	21	08	AS	AS	73G	120	69%	95%	83	78	T2E
232	27	757		D	DFW	21	26	AA	AA	738	148	77%	100%	114	114	Y		22	11	AA	AA	738	148					T2E
193	27	757		D	SEA	22	48	AS	AS	73G	120	77%	100%	92	92			00	00	AS	AS	73G	120					T2E
265	28	WB				00	00	NW	NW	757	180					D	MSP	07	30	NW	NW	757	180	90%	100%	162	162	T2E
259	28	WB		D	MSP	08	42	NW	NW	320	148	73%	96%	108	104	D	MSP	09	55	NW	NW	320	148	77%	96%	114	109	T2E
260	28	WB		D	DTW	11	01	NW	NW	320	148	90%	97%	133	129	D	DTW	12	30	NW	NW	320	148	72%	97%	106	103	T2E
267	28	WB		D	DTW	13	51	NW	NW	320	148	64%	97%	95	92	D	DTW	14	52	NW	NW	320	148	72%	97%	106	103	T2E
269	28	WB		D	MSP	21	02	NW	NW	757	180	77%	100%	138	138			00	00	NW	NW	757	180					T2E
226	29	WB				00	00	AA	AA	738	148					D	DFW	06	21	AA	AA	738	148	77%	100%	114	114	T2E
215	29	WB		D	ORD	08	52	AA	AA	738	148	71%	85%	105	90	D	DFW	10	35	AA	AA	738	148	72%	88%	106	94	T2E
228	29	WB		D	DFW	10	45	AA	AA	738	148	90%	86%	133	115	D	DFW	11	27	AA	AA	738	148	72%	88%	106	94	T2E
229	29	WB		D	BOS	11	45	AA	AA	763	212	77%	89%	163	146	D	BOS	13	01	AA	AA	763	212	77%	89%	163	145	T2E
217	29	WB		D	DFW	15	27	AA	AA	738	148	74%	86%	109	94	D	DFW	16	21	AA	AA	738	148	77%	88%	114	100	T2E
218	29	WB		D	MIA	19	52	AA	AA	757	180	90%	89%	162	144	D	MIA	21	32	AA	AA	757	180	77%	90%	139	124	T2E
238	29	WB		D	ORD	23	00	AA	AA	M80	129	71%	100%	91	91			00	00	AA	AA	M80	129					T2E
214	30	757				00	00	AA	AA	738	148					D	ORD	06	16	AA	AA	738	148	77%	100%	114	114	T2E

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No Action Alternative

Ref. Num.	Gate	Gate Type	Arrivals													Departures										Term				
			TOW	Type	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	Type	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment		Seats	Dept. L.F.	Dept. OD %	Enp
233	30	757	Y					06	57	AA	AA	M80	129					D	ORD	07	42	AA	AA	M80	129	90%	100%	116	116	T2E
227	30	757		D	DFW	08	32	AA	AA	738	148	74%	86%	109	94			D	ORD	09	53	AA	AA	738	148	77%	85%	114	97	T2E
240	30	757		D	MIA	10	40	AA	AA	757	180	90%	89%	162	144			D	MIA	11	40	AA	AA	757	180	77%	90%	139	124	T2E
230	30	757		D	DFW	13	44	AA	AA	738	148	77%	86%	114	98			D	DFW	14	38	AA	AA	738	148	72%	88%	106	94	T2E
231	30	757		D	DFW	19	12	AA	AA	738	148	74%	86%	109	94		Y			19	57	AA	AA	738	148					T2E
237	30	757		D	STL	21	03	AA	AA	738	148	77%	100%	114	114		Y			21	48	AA	AA	738	148					T2E
219	30	757		D	DFW	22	43	AA	AA	738	148	77%	100%	114	114					00	00	AA	AA	738	148					T2E
243	31	WB				00	00	AA	AA	777	236							D	JFK	07	05	AA	AA	777	236	90%	100%	212	212	T2E
244	31	WB		D	JFK	09	21	AA	AA	777	236	77%	85%	181	155			D	JFK	10	50	AA	AA	777	236	72%	84%	170	143	T2E
245	31	WB		D	DFW	11	37	AA	AA	738	148	77%	86%	114	98			D	DFW	12	25	AA	AA	738	148	72%	88%	106	94	T2E
246	31	WB		D	ORD	12	59	AA	AA	738	148	77%	85%	114	97			D	ORD	13	59	AA	AA	738	148	70%	85%	103	88	T2E
247	31	WB		D	JFK	14	17	AA	AA	777	236	62%	85%	146	125			D	JFK	15	30	AA	AA	777	236	72%	84%	170	143	T2E
241	31	WB		D	ORD	16	15	AA	AA	738	148	71%	85%	105	90			D	DFW	17	10	AA	AA	738	148	90%	88%	133	117	T2E
253	31	WB		D	DFW	17	27	AA	AA	738	148	74%	86%	109	94		Y			18	12	AA	AA	738	148					T2E
248	31	WB		D	JFK	19	58	AA	AA	777	236	90%	85%	212	181			D	JFK	21	30	AA	AA	777	236	72%	84%	170	143	T2E
249	31	WB		D	JFK	22	15	AA	AA	777	236	77%	100%	181	181					00	00	AA	AA	777	236					T2E
239	32	757	Y			00	00	AA	AA	738	148							D	STL	06	12	AA	AA	738	148	77%	100%	114	114	T2E
250	32	757	Y			07	17	AA	AA	738	148							D	DFW	08	02	AA	AA	738	148	90%	88%	133	117	T2E
251	32	757	Y			08	30	AA	AA	738	148							D	DFW	09	15	AA	AA	738	148	77%	88%	114	100	T2E
216	32	757		D	ORD	10	52	AA	AA	738	148	90%	85%	133	113			D	ORD	11	49	AA	AA	738	148	70%	85%	103	88	T2E
252	32	757		D	MIA	12	35	AA	AA	757	180	50%	89%	90	80			D	MIA	13	25	AA	AA	757	180	77%	90%	139	124	T2E
236	32	757		D	ORD	17	15	AA	AA	738	148	71%	85%	105	90			D	ORD	18	10	AA	AA	738	148	90%	85%	133	113	T2E
194	33	757				00	00	HP	HP	320	150							D	PHX	06	00	HP	HP	320	150	77%	100%	115	115	T2W
195	33	757		D	PHX	07	30	HP	HP	320	150	61%	95%	91	87			D	PHX	08	15	HP	HP	320	150	90%	94%	135	127	T2W
196	33	757		D	PHX	08	33	HP	HP	320	150	90%	95%	135	128			D	PHX	09	30	HP	HP	320	150	77%	94%	115	109	T2W
197	33	757		D	CLT	09	45	US	US	319	120	77%	100%	92	92			D	CLT	10	45	US	US	319	120	77%	100%	92	92	T2W
198	33	757		D	PIT	11	16	US	US	320	142	77%	100%	109	109			D	PIT	13	30	US	US	320	142	77%	100%	109	109	T2W
199	33	757		D	PHX	14	40	HP	HP	320	150	61%	95%	91	87			D	PHX	15	40	HP	HP	320	150	67%	94%	100	95	T2W
200	33	757		D	PHX	17	31	HP	HP	320	150	61%	95%	91	87			D	PHX	18	30	HP	HP	320	150	90%	94%	135	127	T2W
212	33	757		D	CLT	19	33	US	US	319	120	77%	100%	92	92			D	CLT	22	05	US	US	319	120	77%	100%	92	92	T2W
213	33	757		D	PHX	22	43	HP	HP	320	150	61%	100%	91	91					00	00	HP	HP	320	150					T2W
220	34	NB	Y			00	00	US	US	320	142							D	PHL	06	40	US	US	320	142	77%	100%	109	109	T2W
210	34	NB		D	LAS	08	44	HP	HP	320	150	77%	93%	115	108			D	LAS	09	30	HP	HP	320	150	77%	95%	115	110	T2W
203	34	NB		D	PHX	10	03	HP	HP	320	150	90%	95%	135	128			D	PHX	10	53	HP	HP	320	150	67%	94%	100	95	T2W
204	34	NB		D	PHX	11	35	HP	HP	320	150	90%	95%	135	128			D	PHX	12	35	HP	HP	320	150	67%	94%	100	95	T2W
205	34	NB		D	LAS	13	00	HP	HP	320	150	77%	93%	115	108			D	LAS	13	45	HP	HP	320	150	77%	95%	115	110	T2W
201	34	NB		D	PHX	19	55	HP	HP	320	150	90%	95%	135	128		Y			20	40	HP	HP	320	150					T2W
207	34	NB		D	LAS	21	08	HP	HP	320	150	77%	100%	115	115			D	LAS	21	58	HP	HP	320	150	77%	95%	115	109	T2W
208	34	NB		D	PHL	22	31	US	US	320	142	71%	100%	101	101					00	00	US	US	320	142					T2W
276	35	757	Y			00	00	CO	CO	738	155							D	IAH	07	00	CO	CO	738	155	90%	100%	139	139	T2W
277	35	757		D	IAH	08	43	CO	CO	739	167	72%	100%	120	120			D	IAH	09	39	CO	CO	739	167	77%	100%	128	128	T2W
278	35	757		D	IAH	10	33	CO	CO	739	167	90%	100%	150	150			D	IAH	12	30	CO	CO	739	167	72%	100%	120	120	T2W
279	35	757		D	IAH	13	03	CO	CO	738	155	77%	100%	119	119			D	IAH	14	20	CO	CO	738	155	72%	100%	111	111	T2W
281	35	757		D	IAH	17	57	CO	CO	738	155	72%	100%	111	111		Y			18	42	CO	CO	738	155					T2W
282	35	757		D	CLE	20	20	CO	CO	738	155	77%	100%	119	119			D	CLE	21	38	CO	CO	738	155	77%	100%	119	119	T2W

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Ref. Num.	Gate	Gate Type	Arrivals												Departures										Term				
			Type	TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment		Seats	Dept. L.F.	Dept. OD %	Enp
283	35	757		D	IAH	22	04	CO	CO	739	167	77%	100%	128	128		D	IAH	23	00	CO	CO	739	167	72%	100%	120	120	T2W
270	36	WB				00	00	CO	CO	738	155						D	EWB	08	00	CO	CO	738	155	90%	100%	139	139	T2W
271	36	WB		D	EWB	11	35	CO	CO	757	183	90%	100%	164	164		D	EWB	12	45	CO	CO	757	183	70%	100%	128	128	T2W
272	36	WB		D	EWB	14	17	CO	CO	764	235	65%	100%	153	153		D	EWB	15	15	CO	CO	764	235	70%	100%	164	164	T2W
273	36	WB		D	EWB	16	15	CO	CO	757	183	65%	100%	119	119		D	EWB	17	15	CO	CO	757	183	90%	100%	164	164	T2W
274	36	WB		D	EWB	20	28	CO	CO	764	235	90%	100%	211	211		D	EWB	21	45	CO	CO	764	235	70%	100%	164	164	T2W
275	36	WB		D	EWB	22	16	CO	CO	738	155	77%	100%	119	119			00	00	CO	CO	738	155					T2W	
209	37	757	Y			00	00	HP	HP	320	150						D	PHX	06	45	HP	HP	320	150	77%	100%	115	115	T2W
222	37	757		D	PHL	10	11	US	US	321	169	77%	100%	130	130		D	PHL	11	15	US	US	321	169	77%	100%	130	130	T2W
211	37	757		D	PHL	12	45	US	US	320	142	71%	100%	101	101		D	PHL	13	35	US	US	320	142	77%	100%	109	109	T2W
225	37	757		D	PHL	20	30	US	US	321	169	90%	100%	152	152		D	PHL	21	55	US	US	321	169	77%	100%	130	130	T2W
366	38	757				00	00	TZ	TZ	738	175						D	MDW	06	20	TZ	TZ	738	175	77%	100%	134	134	T2W
367	38	757		D	MDW	09	15	TZ	TZ	738	175	77%	100%	135	135		D	MDW	10	05	TZ	TZ	738	175	77%	100%	134	134	T2W
361	38	757		D	CVG	10	42	DL	DL	738	150	90%	100%	135	135		D	ATL	11	40	DL	DL	738	150	74%	100%	111	111	T2W
368	38	757		D	IND	12	30	TZ	TZ	757	216	77%	100%	166	166		D	IND	13	35	TZ	TZ	757	216	77%	100%	166	166	T2W
369	38	757		D	MDW	15	20	TZ	TZ	738	175	77%	100%	135	135		D	MDW	16	10	TZ	TZ	738	175	77%	100%	134	134	T2W
372	38	757		D	SLC	21	39	DL	DL	738	150	77%	100%	115	115	Y		22	24	DL	DL	738	150					T2W	
373	38	757		D	MDW	22	55	TZ	TZ	738	175	77%	100%	135	135			00	00	TZ	TZ	738	175					T2W	
335	39	757				00	00	DL	DL	738	150						D	SLC	06	20	DL	DL	738	150	77%	100%	115	115	T2W
359	39	757	Y			06	35	DL	DL	757	183						D	ATL	07	20	DL	DL	757	183	90%	100%	164	164	T2W
360	39	757		D	ATL	08	15	DL	DL	757	183	68%	100%	124	124		D	ATL	09	15	DL	DL	757	183	77%	100%	141	141	T2W
337	39	757		D	SLC	09	35	DL	DL	738	150	77%	100%	115	115		D	SLC	10	30	DL	DL	738	150	72%	100%	108	108	T2W
362	39	757		D	ATL	11	57	DL	DL	757	183	77%	100%	141	141		D	ATL	13	20	DL	DL	757	183	74%	100%	135	135	T2W
347	39	757		D	SLC	13	54	DL	DL	738	150	64%	100%	96	96		D	SLC	15	00	DL	DL	738	150	72%	100%	108	108	T2W
363	39	757		D	ATL	15	20	DL	DL	757	183	68%	100%	124	124		D	ATL	16	30	DL	DL	757	183	77%	100%	141	141	T2W
341	39	757		D	DFW	17	52	DL	DL	738	150	77%	100%	115	115		D	DFW	18	50	DL	DL	738	150	90%	100%	135	135	T2W
364	39	757		D	ATL	20	43	DL	DL	757	183	90%	100%	164	164		D	ATL	22	15	DL	DL	757	183	74%	100%	135	135	T2W
358	39	757		D	DFW	22	30	DL	DL	738	150	77%	100%	115	115			00	00	DL	DL	738	150					T2W	
353	40	WB	Y			00	00	DL	DL	738	150						D	DFW	07	05	DL	DL	738	150	90%	100%	135	135	T2W
375	40	WB	Y			07	40	HA	HA	763	252						D	OGG	08	25	HA	HA	763	252	77%	100%	193	193	T2W
345	40	WB		D	DFW	09	45	DL	DL	738	150	77%	100%	115	115		D	DFW	10	45	DL	DL	738	150	64%	100%	96	96	T2W
346	40	WB		D	SLC	12	10	DL	DL	738	150	90%	100%	135	135		D	SLC	13	00	DL	DL	738	150	72%	100%	108	108	T2W
355	40	WB		D	DFW	13	20	DL	DL	738	150	77%	100%	115	115		D	DFW	14	15	DL	DL	738	150	64%	100%	96	96	T2W
356	40	WB		D	CVG	15	00	DL	DL	757	183	64%	100%	117	117		D	CVG	16	00	DL	DL	757	183	90%	100%	164	164	T2W
357	40	WB		D	ATL	18	13	DL	DL	763	252	77%	100%	194	194		D	ATL	21	22	DL	DL	763	252	74%	100%	186	186	T2W
379	40	WB		D	OGG	22	05	HA	HA	763	252	77%	100%	194	194	Y		22	50	HA	HA	763	252					T2W	
365	40	WB		D	ATL	23	07	DL	DL	757	183	77%	100%	141	141	Y		00	00	DL	DL	757	183					T2W	
374	41	WB				00	00	HA	HA	763	252						D	HNL	09	10	HA	HA	763	252	77%	100%	193	193	T2W
354	41	WB		D	ATL	10	02	DL	DL	738	150	90%	100%	135	135		D	CVG	11	00	DL	DL	738	150	70%	100%	105	105	T2W
339	41	WB		D	MDW	13	00	TZ	TZ	738	175	77%	100%	135	135		D	MDW	13	45	TZ	TZ	738	175	77%	100%	134	134	T2W
340	41	WB		D	ATL	14	16	DL	DL	738	150	68%	100%	102	102		D	ATL	15	30	DL	DL	738	150	74%	100%	111	111	T2W
370	41	WB		D	HNL	16	25	HA	HA	763	252	77%	100%	194	194		D	HNL	17	55	HA	HA	763	252	77%	100%	193	193	T2W
350	41	WB		D	SLC	19	00	DL	DL	738	150	90%	100%	135	135		D	SLC	19	50	DL	DL	738	150	77%	100%	115	115	T2W
351	41	WB		D	CVG	21	07	DL	DL	738	150	90%	100%	135	135		D	CVG	22	52	DL	DL	738	150	70%	100%	105	105	T2W
378	41	WB		D	HNL	23	05	HA	HA	763	252	77%	100%	194	194			00	00	HA	HA	763	252					T2W	

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			TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line	Equip-ment	Seats		Dept. L.F.	Dept. OD %	Enp
393	C01	RJ				00	00	AA	A100	ERD	44					D	LAX	06	18	AA	A100	ERD	44	77%	100%	34	34	COM
394	C01	RJ	D	LAX	07	32	AA	A100	CR7	70	77%	87%	54	47	D	LAX	08	00	AA	A100	CR7	70	90%	81%	63	51	COM	
395	C01	RJ	D	LAX	09	02	AA	A100	CR7	70	90%	87%	63	55	D	LAX	09	32	AA	A100	CR7	70	77%	81%	54	44	COM	
396	C01	RJ	D	LAX	11	45	AA	A100	CR7	70	70%	87%	49	43	D	LAX	12	15	AA	A100	CR7	70	63%	81%	44	36	COM	
397	C01	RJ	D	LAX	14	58	AA	A100	ERD	44	70%	87%	31	27	D	LAX	15	30	AA	A100	ERD	44	63%	81%	28	22	COM	
398	C01	RJ	D	LAX	17	00	AA	A100	ERD	44	77%	87%	34	30	D	LAX	17	30	AA	A100	ERD	44	90%	81%	39	32	COM	
399	C01	RJ	D	LAX	19	00	AA	A100	ERD	44	77%	87%	34	30	D	LAX	19	30	AA	A100	ERD	44	77%	81%	34	27	COM	
400	C01	RJ	D	LAX	22	14	AA	A100	ERD	44	70%	100%	31	31				00	00	AA	A100	ERD	44					COM
401	C02	RJ				00	00	AA	A100	ERD	44				D	LAX	07	05	AA	A100	ERD	44	90%	100%	39	39	COM	
402	C02	RJ	D	LAX	08	15	AA	A100	ERD	44	90%	87%	39	34	D	LAX	08	45	AA	A100	ERD	44	90%	81%	39	32	COM	
403	C02	RJ	D	LAX	10	09	AA	A100	ERD	44	77%	87%	34	30	D	LAX	10	45	AA	A100	ERD	44	63%	81%	28	22	COM	
404	C02	RJ	D	LAX	12	50	AA	A100	ERD	44	70%	87%	31	27	D	LAX	13	20	AA	A100	ERD	44	63%	81%	28	22	COM	
405	C02	RJ	D	LAX	15	58	AA	A100	ERD	44	70%	87%	31	27	D	LAX	16	30	AA	A100	ERD	44	77%	81%	34	27	COM	
406	C02	RJ	D	LAX	18	00	AA	A100	CR7	70	90%	87%	63	55	D	LAX	18	30	AA	A100	CR7	70	90%	81%	63	51	COM	
407	C02	RJ	D	LAX	21	15	AA	A100	ERD	44	70%	100%	31	31	D	LAX	21	45	AA	A100	ERD	44	63%	81%	28	22	COM	
408	C02	RJ	D	LAX	23	22	AA	A100	ERD	44	70%	100%	31	31				00	00	AA	A100	ERD	44					COM
409	C03	RJ				00	00	UA	A296	CRJ	50				D	LAX	06	15	UA	A296	CRJ	50	77%	100%	38	38	COM	
410	C03	RJ	D	LAX	06	40	UA	A296	CRJ	50	73%	81%	36	30	D	LAX	07	10	UA	A296	CRJ	50	90%	100%	45	45	COM	
411	C03	RJ	D	LAX	10	27	UA	A296	CRJ	50	77%	81%	38	31	D	LAX	11	00	UA	A296	CRJ	50	65%	80%	32	26	COM	
412	C03	RJ	D	LAX	16	40	UA	A296	CRJ	50	77%	81%	38	31	D	LAX	17	10	UA	A296	CRJ	50	90%	80%	45	36	COM	
413	C03	RJ	D	LAX	18	15	UA	A296	CRJ	50	77%	81%	38	31	D	LAX	18	45	UA	A296	CRJ	50	90%	80%	45	36	COM	
414	C03	RJ	D	LAX	20	22	UA	A296	CRJ	50	77%	81%	38	31	D	LAX	21	23	UA	A296	CRJ	50	65%	80%	32	26	COM	
415	C03	RJ	D	LAX	22	56	UA	A296	CRJ	50	73%	100%	36	36				00	00	UA	A296	CRJ	50					COM
416	C04	RJ				00	00	UA	A296	CRJ	50				D	LAX	07	40	UA	A296	CRJ	50	90%	100%	45	45	COM	
417	C04	RJ	D	LAX	08	44	UA	A296	CRJ	50	90%	81%	45	36	D	LAX	09	15	UA	A296	CRJ	50	77%	80%	38	31	COM	
418	C04	RJ	D	LAX	11	30	UA	A296	CRJ	50	73%	81%	36	30	D	LAX	12	00	UA	A296	CRJ	50	65%	80%	32	26	COM	
419	C04	RJ	D	LAX	15	10	UA	A296	CRJ	50	73%	81%	36	30	D	LAX	15	40	UA	A296	CRJ	50	65%	80%	32	26	COM	
420	C04	RJ	D	LAX	19	24	UA	A296	CRJ	50	77%	81%	38	31	D	LAX	20	05	UA	A296	CRJ	50	77%	80%	38	31	COM	
421	C04	RJ	D	LAX	23	28	UA	A296	CRJ	50	73%	100%	36	36				00	00	UA	A296	CRJ	50					COM
422	C05	RJ	D	LAX	07	50	UA	A296	CRJ	50	77%	81%	38	31	D	LAX	08	20	UA	A296	CRJ	50	90%	80%	45	36	COM	
423	C05	RJ	D	LAX	13	48	UA	A296	CRJ	50	73%	81%	36	30	D	LAX	14	18	UA	A296	CRJ	50	65%	80%	32	26	COM	
424	C05	RJ	D	LAX	17	35	UA	A296	CRJ	50	90%	81%	45	36	D	LAX	18	05	UA	A296	CRJ	50	90%	80%	45	36	COM	
425	C05	RJ	D	LAX	21	03	UA	A296	CRJ	50	73%	100%	36	36	D	LAX	22	05	UA	A296	CRJ	50	65%	80%	32	26	COM	
174	C06	RJ	D	GEG	09	55	AS	QX	CR7	70	77%	96%	54	52	D	GEG	10	25	AS	QX	CR7	70	77%	97%	54	52	COM	
181	C06	RJ	D	BOI	10	55	AS	QX	CR7	70	77%	96%	54	52	D	BOI	11	25	AS	QX	CR7	70	77%	97%	54	52	COM	
177	C06	RJ	D	GEG	18	55	AS	QX	CR7	70	77%	96%	54	52	D	GEG	19	25	AS	QX	CR7	70	77%	97%	54	52	COM	
376	R01	I	I	CDG	13	00	AF	AF	777	270	80%	96%	216	208	I	CDG	15	00	AF	AF	777	270	80%	97%	215	208	REM	
390	R01	I	I	FRA	15	55	LH	LH	343	247	80%	96%	197	190	I	FRA	17	55	LH	LH	343	247	80%	96%	197	190	REM	
428	Cargo			OAK	04	40	FDX	FDX	A300						OAK	08	35	FDX	FDX	A300								
429	Cargo			EWR	06	15	FDX	FDX	A300						EWR	18	25	FDX	FDX	A300								
430	Cargo			RFD	05	55	UPS	UPS	B767						RFD	19	11	UPS	UPS	B767								
431	Cargo			AFW	04	30	FDX	FDX	A300						AFW	19	48	FDX	FDX	A300								
432	Cargo			PHX	07	20	DHL	DHL	B767						PHX	18	47	DHL	DHL	B767								

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
No Action Alternative

Ref. Num.	Gate	Type	Arrivals										Departures										Term					
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line		Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp
433	Cargo				IND	05	35	FDX	FDX	B757							IND	19	15	FDX	FDX	B757						
434	Cargo				SDF	04	45	UPS	UPS	B767							ONT	06	32	UPS	UPS	B767						
435	Cargo				ILN	05	52	ABX	ABX	B767							ILN	19	23	ABX	ABX	B767						
436	Cargo				ILN	06	09	ABX	ABX	B767							ILN	19	09	ABX	ABX	B767						
437	Cargo				OGG	13	15	UPS	UPS	B767							AFW	19	17	UPS	UPS	B767						
438	Cargo				MEM	05	40	FDX	FDX	MD10							MEM	07	20	FDX	FDX	MD10						
439	Cargo				MEM	17	20	FDX	FDX	DC10							MEM	19	40	FDX	FDX	DC10						
440	Cargo				MEM	05	20	FDX	FDX	MD10							MEM	18	55	FDX	FDX	MD10						
441	Cargo				LAX	09	33	WOA	WOA	MD10							LAX	18	37	WOA	WOA	MD10						
442	Cargo				IND	04	50	FDX	FDX	MD10							IND	18	45	FDX	FDX	MD10						
443	Cargo				GSO	06	00	FDX	FDX	MD10							GSO	18	35	FDX	FDX	MD10						
444	GA				LAX	07	52		N	GLF4																		
445	GA				LAS	08	32		N	CL60																		
446	GA				SJC	09	42		N	H25B																		
447	GA				BUR	10	05		N	BE20																		
448	GA				MSP	10	52		N	GLF4																		
449	GA				SFO	11	05		N	BE20																		
450	GA				MSY	11	18		N	CL60																		
451	GA				RNO	12	25		N	H25B																		
452	GA				DEN	12	51		N	GLF4																		
453	GA				SEA	13	04		N	GLF4																		
454	GA				DFW	13	36		N	GLF4																		
455	GA				IAH	14	14		N	CL60																		
456	GA				SMF	14	47		N	BE20																		
457	GA				IAD	15	03		N	GLF4																		
458	GA				MIA	15	53		N	GLF4																		
459	GA				CLT	16	25		N	CL60																		
460	GA				MCI	16	28		N	H25B																		
461	GA				SLC	16	48		N	H25B																		
462	GA				BOS	17	46		N	H25B																		
463	GA				MRY	18	32		N	BE20																		
464	GA				LAX	18	55		N	BE20																		
465	GA				SMF	19	45		N	BE20																		
466	GA				LAS	20	10		N	H25B																		
467	GA				PHX	21	32		N	GLF4																		
468	GA				SFO	23	15		N	GLF4																		
469	GA																LAS	6	15		N	GLF4						
470	GA																DFW	7	25		N	CL60						
471	GA																TUS	8	32		N	GLF4						
472	GA																CLE	9	25		N	GLF4						
473	GA																MRY	9	54		N	BE20						
474	GA																AUS	10	35		N	CL60						
475	GA																SMF	10	59		N	H25B						

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2030 AAD Forecast
No Action Alternative

Ref. Num.	Gate	Type	Arrivals										Departures										Term							
			TOW	D/I	Origin	Arr. Hour	Arr. Min.	PC	Air-line	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	TOW	D/I	Dest.	Dept. Hour	Dept. Min.	PC	Air-line		Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	
476	GA																BFL	11	25		N	BE20								
477	GA																PIT	11	10		N	GLF4								
478	GA																RNO	12	05		N	H25B								
479	GA																LAS	13	42		N	H25B								
480	GA																SMF	13	15		N	BE20								
481	GA																SMF	13	55		N	GLF4								
482	GA																PHX	14	28		N	BE20								
483	GA																SBA	14	05		N	CL60								
484	GA																SDF	15	06		N	H25B								
485	GA																SJC	15	18		N	GLF4								
486	GA																BOI	16	30		N	H25B								
487	GA																LAX	16	52		N	GLF4								
488	GA																FAT	17	35		N	BE20								
489	GA																SFO	17	17		N	GLF4								
490	GA																PDX	18	25		N	GLF4								
491	GA																ABQ	19	35		N	CL60								
492	GA																PHX	21	35		N	H25B								
493	GA																SJC	21	20		N	BE20								
494	MIL			OAK	15	45				MIL	FA20																			
495	MIL																OAK	17	45		MIL	FA20								

Source: HNTB analysis.

FAA Forecast Approval Letter



U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

P.O. Box 92007
Los Angeles, CA 90009

June 28, 2005

Thella Bowens
President/CEO
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

Dear Ms. Bowens:

San Diego International Airport
Aviation Demand Forecasts

We have reviewed the Final Report *San Diego International Airport Aviation Activity Forecasts* dated June 2004. You sent the forecasts under your cover letter dated May 16, 2005. The Federal Aviation Administration (FAA) approves these forecasts as the basis for continuing planning at San Diego International Airport (SAN) including Airport Layout Plan (ALP) development and the environmental analysis of near term airport development.

We specifically approve the High Growth forecast, which is in close agreement with the most recent FAA Terminal Area Forecast for SAN (copy enclosed). We also reviewed the constrained forecast and find the method and general assumptions to be reasonable. The TAF forecast extends to the year 2020. The constrained forecast for the High Growth scenario remains close to the TAF through 2020.

If you have questions, please contact me at (310) 725-3613.

Sincerely,

**ORIGINAL SIGNED BY
RICHARD P. DYKAS**

Richard P. Dykas
Supervisor, Capacity Section

Enclosure

cc: Ted Anasis, SDCRAA
Margie Drilling, FAA Airports Division

RECEIVED

JUL 01 2005

PLANNING DEPT. #44

APO TERMINAL AREA FORECAST DETAIL REPORT

Forecast Issued January 2005

SAN

AIRCRAFT OPERATIONS

Year	Scheduled Enplanements			Itinerant Operations			Local Operations			Total OPS	Total Inst.OPS	Based A
	AC	Comm.	Total	AC	AT & Comm.	GA Mil	Total	GA	Mil			

REGION:AWP STATE:CA LOCID:SAN

CITY:SAN DIEGO AIRPORT:SAN DIEGO INTL-LINDBERGH FLD

1993	5650087	233006	5883093	135750	48957	19297	5263	209267	0	0	0	209267	222958
1994	6049716	245823	6295539	140934	46841	21764	5676	215215	0	0	0	215215	230187
1995	6324189	301861	6626050	139143	64361	19557	5679	228740	0	0	0	228740	248569
1996	6502818	339082	6841900	155012	63803	18741	6039	243595	0	0	0	243595	245969
1997	6737172	350068	7087240	149356	52317	16072	2941	220686	171	122	293	220979	247779
1998	6866082	451870	7317952	149825	56202	15538	2575	224140	0	0	0	224140	249399
1999	7058611	491884	7550495	146690	59282	16974	1149	224095	0	0	0	224095	250420
2000	7468379	377450	7845829	153432	37940	16672	788	208832	41	21	62	208894	235381
2001	7383006	402051	7785057	151333	46325	13960	1195	212813	193	74	267	213080	237022
2002	6908907	348085	7256992	143298	41690	14517	1397	200902	488	214	702	201604	221761
2003	7045415	473947	7519362	142063	46710	14279	1175	204227	1442	466	1908	206135	226382
2004*	7458944	522763	7981707	144302	47162	15781	1762	209007	1800	697	2497	211504	235666
2005*	7939426	577130	8516556	152238	47775	15948	1758	217719	1818	697	2515	220234	245911
2006*	8268352	612334	8880686	157870	48778	16117	1755	224520	1837	697	2534	227054	253316
2007*	8502564	645399	9147963	161658	49802	16288	1751	229499	1856	697	2553	232052	264652
2008*	8759751	677668	9437419	165698	50598	16460	1748	234504	1875	697	2572	237076	277966
2009*	8971450	708162	9679612	169176	51407	16635	1744	238962	1894	697	2591	241553	293789
2010*	9179116	741445	9920561	172559	52229	16811	1741	243340	1914	697	2611	245951	312807
2011*	9391403	776292	10167695	175837	53064	16989	1737	247627	1933	697	2630	250257	335892
2012*	9609008	812777	10421785	179353	53913	17169	1734	252169	1953	697	2650	254819	364169
2013*	9841277	850976	10692253	182940	54775	17351	1730	256796	1973	697	2670	259466	399082
2014*	10079174	887566	10966740	186964	55651	17535	1727	261877	1993	697	2690	264567	442479
2015*	10322835	919518	11242353	191263	56541	17720	1724	267248	2014	697	2711	269959	496744
2016*	10572401	953539	11525940	195470	57841	17908	1720	272939	2035	697	2732	275671	564926
2017*	10828014	989772	11817786	199769	59171	18098	1717	278755	2055	697	2752	281507	650950
2018*	11078752	1026392	12105144	203963	60531	18290	1713	284497	2077	697	2774	287271	759861
2019*	11335306	1064368	12399674	208245	61923	18483	1710	290361	2098	697	2795	293156	898147
2020*	11609151	1103749	12712900	212825	63347	18679	1706	296557	2119	697	2816	299373	1074145

COMMENT :