FINAL
ENVIRONMENTAL IMPACT REPORT

SDCRAA # EIR-06-01
State Clearinghouse No. 2005091105

AIRPORT MASTER PLAN
SAN DIEGO INTERNATIONAL AIRPORT

TECHNICAL APPENDICES
VOLUME II: E, F, G, H, and I

Lead Agency:
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
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April 2008

APPENDIX E

Air Quality

APPENDIX E
Table of Contents

APPENDIX E
Part I

Air Quality Modeling

APPENDIX E: AIR QUALITY

Aircraft Activity Levels

Aircraft activity levels (aircraft arrival and departure operations) and aircraft/engine assignments were determined based on SIMMOD analysis and EDMS assignments. The aircraft fleet/operational level data used in the air quality analysis are consistent with those used to assess noise impacts with the proposed alternatives. **Tables E-1, E-2, and ~~through~~ E-3** contain the listing of annual aircraft operations referenced in section 5.5, *Air Quality*, (by aircraft and engine) for the Baseline (2005), future No Project Alternative, Proposed Project (Preferred Alternative), and the East Terminal Alternative used in the air quality assessment. It should be noted that the analysis tables here separate the components of the alternatives analyzed.

Table E-1 Annual Aircraft Operations for Baseline and No Project Alternative Conditions

Aircraft	Engine	Type	2005	2010	2015	2020	2025	2030
560 CITATION V	JT15D-5 (A & B)	GA	365	-	-	-	-	-
A300-600F	CF6-80C2A5	Cargo	1460	365	365	730	1095	1095
A319	CFM56-5A4	AC	-	365	730	365	730	730
A319	CFM56-5B6/P	AC	2190	2190	1460	2555	2920	2920
A319	V2522-A5	AC	1460	1460	1825	2190	1460	1460
A320-200	CFM56-5A1	AC	2190	2190	1825	3650	3650	3650
A320-200	CFM56-5B4/2	AC	1095	730	1095	1095	365	365
A320-200	V2527-A5	AC	4380	9855	13140	13140	18615	18615
A321	CFM56-5B3/P	AC	1095	-	-	730	730	730
A340-300	CFM56-5B1/2P	AC	-	365	365	730	730	730
B727-200F	JT8D-15	Cargo	1460	730	730	730	365	365
B737-300	CFM56-3B1	AC	1788	18980	13140	6570	3650	3650
B737-300	CFM56-3C1	AC	1095	1825	1825	365	-	-
B737-400	CFM56-3C1	AC	2555	1825	1460	1460	1095	1095
B737-500	CFM56-3B1	AC	365	4015	4745	4745	4380	4380
B737-500	CFM56-3C1	AC	365	-	-	-	-	-
B737-700	CFM56-7B22	AC	1533	13870	23725	33580	37230	37230
B737-700	CFM56-7B24	AC	365	1095	1095	730	365	365
B737-800	CFM56-7B26	AC	3650	4015	6570	8395	14965	14965
B737-900	CFM56-7B26	AC	730	730	730	365	365	365
B757-200	PW2037	AC	3650	2920	2920	4015	4745	4745
B757-200	RB211-535E4	AC	1460	730	365	365	-	-
B757-200	RB211-535E4B	AC	2190	730	1825	1460	1460	1460
B757-200F	RB211-535E4	Cargo	365	-	365	-	365	365
B767-200	CF6-80A	Cargo	365	365	730	730	730	730
B767-200	CF6-80A2	AC	-	365	-	-	-	-
B767-300	CF6-80A2	AC	1825	1095	730	730	730	730
B767-300ER	CF6-80C2B6	AC	-	-	365	730	-	-
B767-300ER	PW4060	AC	365	365	730	730	1095	1095
B767-300F	CF6-80C2B7F	Cargo	-	365	365	730	1095	1095
B767-400ER	CF6-80C2B7F	AC	-	-	-	365	365	365
B777-200	PW4077	AC	-	365	1460	1460	1460	1460
B777-200	TRENT 892	AC	-	365	365	730	1460	1460
BAE 125-700	TFE731-3	GA	365	1825	2190	2190	2190	2190
BEECH KING AIR 200	PT6A-41	GA	730	2190	2190	2190	2190	2190
BEECHJET 400	JT15D-5 (A & B)	GA	365	-	-	-	-	-
CANADAIR REG-100	CF34-3A1	COMM	1095	-	-	-	-	-
CANADAIR REG-100	CF34-3B	COMM	2190	6570	7300	7665	5840	5840
CANADAIR REG-700	CF34-8C1	COMM	-	3650	4380	4015	4015	4015
CANADAIR REG-900	CF34-8C5	COMM	2555	-	-	-	-	-
CITATION I	JT15D-1A & 1B	GA	365	-	-	-	-	-
CITATION	PW308C	GA	365	-	-	-	-	-
CITATION VII	TFE731-3	GA	365	-	-	-	-	-
CL600	CF34-3B	GA	-	1095	1460	1460	1460	1460
COMANCHE	TIO-540-J2B2	GA	365	-	-	-	-	-
DC10-10F	CF6-50C2	Cargo	-	365	730	730	365	365
EMB-120	PW118	COMM	6570	-	-	-	-	-
EMBRAER ERJ	AE3007A1/3	COMM	3285	8030	8030	8030	5475	5475
EMBRAER ERJ 170	CF34-8E5A1	COMM	-	4380	5475	5840	3650	3650
FALCON 20	CF700-2D	MILITAR	-	365	365	365	365	365
GULFSTREAM IV	TAY MK611-8	GA	730	3285	3285	3285	3285	3285
GULFSTREAM V	BR700-710A1-10	GA	365	-	-	-	-	-
IAI WESTWIND	TFE731-3	GA	365	-	-	-	-	-
JETSTAR	TFE731-3	GA	365	-	-	-	-	-
LEARJET 35/36	TFE731-2-2B	GA	730	-	-	-	-	-
MD-11-11	PW4460	AC	-	-	365	365	365	365
MD-11-11F	CF6-80C2D1F	Cargo	-	365		365	730	730
MD-80-83	JT8D-219	AC	7665	8030	8395	8030	5110	5110
MD-90-30	V2525-D5	AC	-	1460	1460	1460	-	-

Source: HNTB; KB Environmental Sciences, Inc. 2007.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-2 Annual Aircraft Operations for Proposed Project (Preferred Alternative)

Aircraft	Engine	Type	2010	2015	2020	2025	2030
NAVAJO	TIO-540-J2B2	GA	730	-	-	-	-
SF-340-B PLUS	CT7-5	COMM	6935	-	-	-	-
A300-600F	CF6-80C2A5	Cargo	365	365	730	1095	1095
A319	CFM56-5A4	AC	365	730	365	730	730
A319	CFM56-5B6/P	AC	2190	1460	2555	2920	4380
A319	V2522-A5	AC	1460	1825	2190	2555	1825
A320-200	CFM56-5A1	AC	2190	1825	3650	3650	4745
A320-200	CFM56-5B4/2	AC	730	1095	1095	365	730
A320-200	V2527-A5	AC	9855	1314	13140	16425	20440
A321	CFM56-5B3/P	AC	-	-	730	730	365
A340-300	CFM56-5B1/2P	AC	365	365	730	730	730
B727-200F	JT8D-15	Cargo	730	730	730	365	-
B737-300	CFM56-3B1	AC	18980	1314	6570	3650	-
B737-300	CFM56-3C1	AC	1825	1825	365	365	-
B737-400	CFM56-3C1	AC	1825	1460	1460	1095	730
B737-500	CFM56-3B1	AC	4015	4745	4745	4380	2555
B737-700	CFM56-7B22	AC	13870	2372	33580	39055	46720
B737-700	CFM56-7B24	AC	1095	1095	730	365	-
B737-800	CFM56-7B26	AC	4015	6570	8395	14965	16790
B737-900	CFM56-7B26	AC	730	730	365	365	365
B757-200	PW2037	AC	2920	2920	4015	4380	4015
B757-200	RB211-535E4	AC	730	365	365	-	-
B757-200	RB211-535E4B	AC	730	1825	1460	1460	1825
B757-200F	RB211-535E4	Cargo	-	365	-	365	365
B767-200	CF6-80A	Cargo	365	730	730	730	730
B767-200	CF6-80A2	AC	365	-	-	-	-
B767-300	CF6-80A2	AC	1095	730	730	730	-
B767-300ER	CF6-80C2B6	AC	-	365	730	-	365
B767-300ER	PW4060	AC	365	730	730	1095	1095
B767-300F	CF6-80C2B7F	Cargo	365	365	730	1095	1460
B767-400ER	CF6-80C2B7F	AC	-	-	365	365	730
B777-200	PW4077	AC	365	1460	1460	1460	2190
B777-200	TRENT 892	AC	365	365	730	1460	1460
BAE 125-700	TFE731-3	GA	1825	2190	2190	2190	2190
BEECH KING AIR 200	PT6A-41	GA	2190	2190	2190	2190	2190
CANADAIR REG-100	CF34-3A1	COMM	-	-	-	365	-
CANADAIR REG-100	CF34-3B	COMM	6570	7300	7665	6205	5475
CANADAIR REG-700	CF34-8C1	COMM	3650	4380	4015	4015	4380
CL600	CF34-3B	GA	1095	1460	1460	1460	1460
DC10-10F	CF6-50C2	Cargo	365	730	730	365	365
EMBRAER ERJ	AE3007A1/3	COMM	8030	8030	8030	5475	3650
EMBRAER ERJ 170	CF34-8E5A1	COMM	4380	5475	5840	5840	5475
FALCON 20	CF700-2D	MILITARY	365	365	365	365	365
GULFSTREAM IV	TAY MK611-8	GA	3285	3285	3285	3285	3285
MD-11-11	PW4460	AC	-	365	365	365	365
MD-11-11F	CF6-80C2D1F	Cargo	365	-	365	730	1460
MD-80-83	JT8D-219	AC	8030	8395	8030	5110	2190
MD-90-30	V2525-D5	AC	1460	1460	1460	-	-

Source: HNTB; KB Environmental Sciences, Inc. 2007.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-3 Annual Aircraft Operations for East Terminal Alternative

Aircraft	Engine	Type	2010	2015	2020	2025	2030
A300-600F	CF6-80C2A5	Cargo	365	365	730	1095	1095
A319	CFM56-5A4	AC	365	730	365	730	730
A319	CFM56-5B6/P	AC	2190	1460	2555	2920	4380
A319	V2522-A5	AC	1460	1825	2190	2555	1825
A320-200	CFM56-5A1	AC	2190	1825	3650	3650	4745
A320-200	CFM56-5B4/2	AC	730	1095	1095	365	730
A320-200	V2527-A5	AC	9855	1314	13140	16425	20440
A321	CFM56-5B3/P	AC	-	-	730	730	365
A340-300	CFM56-5B1/2P	AC	365	365	730	730	730
B727-200F	JT8D-15	Cargo	730	730	730	365	-
B737-300	CFM56-3B1	AC	18980	1314	6570	3650	-
B737-300	CFM56-3C1	AC	1825	1825	365	365	-
B737-400	CFM56-3C1	AC	1825	1460	1460	1095	730
B737-500	CFM56-3B1	AC	4015	4745	4745	4380	2555
B737-700	CFM56-7B22	AC	13870	2372	33580	39055	46720
B737-700	CFM56-7B24	AC	1095	1095	730	365	-
B737-800	CFM56-7B26	AC	4015	6570	8395	14965	16790
B737-900	CFM56-7B26	AC	730	730	365	365	365
B757-200	PW2037	AC	2920	2920	4015	4380	4015
B757-200	RB211-535E4	AC	730	365	365	-	-
B757-200	RB211-535E4B	AC	730	1825	1460	1460	1825
B757-200F	RB211-535E4	Cargo	-	365	-	365	365
B767-200	CF6-80A	Cargo	365	730	730	730	730
B767-200	CF6-80A2	AC	365	-	-	-	-
B767-300	CF6-80A2	AC	1095	730	730	730	-
B767-300ER	CF6-80C2B6	AC	-	365	730	-	365
B767-300ER	PW4060	AC	365	730	730	1095	1095
B767-300F	CF6-80C2B7F	Cargo	365	365	730	1095	1460
B767-400ER	CF6-80C2B7F	AC	-	-	365	365	730
B777-200	PW4077	AC	365	1460	1460	1460	2190
B777-200	TRENT 892	AC	365	365	730	1460	1460
BAE 125-700	TFE731-3	GA	1825	2190	2190	2190	2190
BEECH KING AIR 200	PT6A-41	GA	2190	2190	2190	2190	2190
CANADAIR REG-100	CF34-3A1	COMM	-	-	-	365	-
CANADAIR REG-100	CF34-3B	COMM	6570	7300	7665	6205	5475
CANADAIR REG-700	CF34-8C1	COMM	3650	4380	4015	4015	4380
CL600	CF34-3B	GA	1095	1460	1460	1460	1460
DC10-10F	CF6-50C2	Cargo	365	730	730	365	365
EMBRAER ERJ	AE3007A1/3	COMM	8030	8030	8030	5475	3650
EMBRAER ERJ 170	CF34-8E5A1	COMM	4380	5475	5840	5840	5475
FALCON 20	CF700-2D	MILITARY	365	365	365	365	365
GULFSTREAM IV	TAY MK611-8	GA	3285	3285	3285	3285	3285
MD-11-11	PW4460	AC	-	365	365	365	365
MD-11-11F	CF6-80C2D1F	Cargo	365	-	365	730	1460
MD-80-83	JT8D-219	AC	8030	8395	8030	5110	2190
MD-90-30	V2525-D5	AC	1460	1460	1460	-	-

Source: HNTB; KB Environmental Sciences, Inc. 2007.

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Aircraft Particulate Emission Factors

Particulate matter emission factors for some (but not all) aircraft are contained in the EDMS. To provide estimates of this pollutant for those aircraft (in EDMS with particulate matter emission factors), mode-specific particulate matter emission factors are estimated within EDMS for aircraft turbine (jet) engines based on methodologies contained in the FAA's methodology known as the *First Order Approximation*.[1]

EDMS does not provide particulate matter emission factors for some aircraft, such as some turboprop and piston aircraft. For these aircraft, particulate matter emission factors were estimated from the turboprop engine particulate matter emission index provided in the Fifth Edition of AP-42, Volume 1.2 **Table E-4** presents the particulate matter emission indices for which aircraft EDMS does not provide. Of note, the two aircraft listed occur only in the Baseline 2005 condition. Secondly, the number of operations associated with these aircraft is quite small (less than 1,000 per year).

Table E-4 Aircraft Particulate Matter Emission Factors (mg/sec)

Aircraft	Engine	Aircraft Approach	Aircraft Climb-out	Aircraft Idle	Aircraft Takeoff
Comanche	TIO-540-J2B2	75.7	75.8	100.9	41.7
Navajo	TIO-540-J2B2	75.7	75.8	100.9	41.7

Source: Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources. U.S. Environmental Protection Agency, Office of Mobile Sources, Ann Arbor, MI. 1992.

Aircraft Time in Mode

LTO times-in-mode (TIM) for approach, landing, take-off and climb-out were obtained from EDMS using aircraft manufacturer performance data. Airport-specific, ground-based TIM for taxi-in, taxi-out and ground delay times were derived from the SIMMOD analysis. The taxi time/delay used in the emissions inventory is shown in **Tables E-5, E-6, and ~~through~~ E-7** for the project alternatives. The taxi time used in the dispersion modeling is determined internally by EDMS using the taxiway assignments, distance traveled, and a typical aircraft ground speed of 17 mph. The ground delay used in the dispersion modeling is determined internally by EDMS using sequential modeling. Taxi times were assigned to aircraft type such as air carrier, cargo, commuter/air taxi, general aviation, and military. Generally, the taxi time for the project alternatives are expected to be greater than the no build alternative.

[1] Derivation of a First Order Approximation of Particulate Matter from Aircraft, Roger Wayson, Gregg Fleming, and Julie Draper, July 2004, Proceedings for the Annual Air and Waste Management Conference and FAA Memorandum, Use of the First Order Approximation to Estimate Aircraft Engine Particulate Matter Emissions in NEPA Documents and Clean Air Act General Conformity Analyses, May 24, 2005.

[2] U.S. EPA, 1999. "Compilation of Air Pollution Emission Factors. Volume 1: Stationary Point and Area Sources" AP-42, 5th Edition and Supplements, U.S. EPA, Office of Air Quality Planning and Standards, Environmental Sciences Research Laboratory, Research Triangle Park, NC.

Table E-5 Aircraft Taxi/Delay Times (minutes) for the Baseline and No Project Alternative Conditions

Condition	Year	Aircraft Type	Arrival	Departure	Total
Baseline	2005	AC	3.37	14.59	17.96
Baseline	2005	CARGO	7.60	8.34	15.93
Baseline	2005	COMM	4.63	12.06	16.70
Baseline	2005	GA	10.07	5.26	15.33
Baseline	2005	MILITARY	-	-	-
Baseline	2005	All	4.21	13.24	17.45
No Build	2010	AC	3.47	14.99	18.47
No Build	2010	CARGO	6.62	9.35	15.97
No Build	2010	COMM	4.60	12.98	17.58
No Build	2010	GA	9.57	5.10	14.68
No Build	2010	MILITARY	6.54	4.26	10.80
No Build	2010	All	4.23	13.70	17.93
No Build	2015	AC	3.58	16.92	20.50
No Build	2015	CARGO	7.32	9.44	16.76
No Build	2015	COMM	4.87	15.03	19.90
No Build	2015	GA	9.86	5.76	15.61
No Build	2015	MILITARY	7.19	3.46	10.65
No Build	2015	All	4.37	15.55	19.92
No Build	2020	AC	4.44	17.32	21.75
No Build	2020	CARGO	6.67	9.06	15.73
No Build	2020	COMM	6.22	15.28	21.50
No Build	2020	GA	9.99	5.44	15.43
No Build	2020	MILITARY	8.24	8.99	17.23
No Build	2020	All	5.20	15.91	21.11
No Build	2025	AC	4.00	18.18	22.18
No Build	2025	CARGO	6.70	9.89	16.59
No Build	2025	COMM	5.74	15.48	21.22
No Build	2025	GA	9.53	5.61	15.13
No Build	2025	MILITARY	8.45	9.34	17.79
No Build	2025	All	4.69	16.70	21.40
No Build	2030	AC	3.53	17.96	21.49
No Build	2030	CARGO	6.83	10.70	17.53
No Build	2030	COMM	5.53	14.29	19.82
No Build	2030	GA	9.29	5.34	14.63
No Build	2030	MILITARY	6.91	6.78	13.69
No Build	2030	All	4.25	16.43	20.69

Source: HNTB; KB Environmental Sciences, Inc. 2007.

Table E-6 Aircraft Taxi/Delay Times (minutes) for the Proposed Project (Preferred Alternative)

Condition	Year	Aircraft Type	Arrival	Departure	Total
T2West/LUP	2010	AC	3.47	15.44	18.90
T2West/LUP	2010	CARGO	7.54	14.08	21.62
T2West/LUP	2010	COMM	4.51	15.23	19.74
T2West/LUP	2010	GA	8.94	13.63	22.57
T2West/LUP	2010	MILITARY	7.26	3.12	10.38
T2West/LUP	2010	All	4.18	15.19	19.37
T2West/LUP	2015	AC	3.47	17.12	20.59
T2West/LUP	2015	CARGO	7.60	13.75	21.35
T2West/LUP	2015	COMM	4.09	14.66	18.74
T2West/LUP	2015	GA	9.46	13.99	23.44
T2West/LUP	2015	MILITARY	8.64	5.61	14.24
T2West/LUP	2015	All	4.12	16.31	20.43
T2West/LUP	2020	AC	3.34	17.05	20.39
T2West/LUP	2020	CARGO	6.32	13.62	19.94
T2West/LUP	2020	COMM	3.81	14.72	18.53
T2West/LUP	2020	GA	7.81	13.93	21.74
T2West/LUP	2020	MILITARY	6.22	9.28	15.50
T2West/LUP	2020	All	3.81	16.30	20.12
T2West/LUP	2025	AC	3.38	17.62	21.00
T2West/LUP	2025	CARGO	6.31	13.89	20.20
T2West/LUP	2025	COMM	3.85	14.64	18.49
T2West/LUP	2025	GA	7.75	13.90	21.65
T2West/LUP	2025	MILITARY	6.25	12.17	18.42
T2West/LUP	2025	All	3.83	16.80	20.63
T2West/LUP	2030	AC	3.37	18.42	21.79
T2West/LUP	2030	CARGO	6.25	14.10	20.35
T2West/LUP	2030	COMM	4.06	15.73	19.79
T2West/LUP	2030	GA	7.83	14.19	22.02
T2West/LUP	2030	MILITARY	6.31	11.35	17.67
T2West/LUP	2030	All	3.84	17.64	21.48

Source: HNTB; KB Environmental Sciences, Inc. 2007.

Table E-7 Aircraft Taxi/Delay Times (minutes) for the East Terminal Alternative

Condition	Year	Aircraft Type	Arrival	Departure	Total
T1East	2010	AC	4.09	14.92	19.01
T1East	2010	CARGO	6.85	13.69	20.54
T1East	2010	COMM	2.98	15.28	18.26
T1East	2010	GA	10.15	11.50	21.65
T1East	2010	MILITARY	6.90	6.65	13.54
T1East	2010	All	4.39	14.68	19.08
T1East	2015	AC	4.10	16.38	20.48
T1East	2015	CARGO	7.41	14.29	21.70
T1East	2015	COMM	2.91	16.49	19.39
T1East	2015	GA	10.22	12.28	22.50
T1East	2015	MILITARY	7.72	6.77	14.50
T1East	2015	All	4.39	16.03	20.43
T1East	2020	AC	3.84	18.05	21.89
T1East	2020	CARGO	6.67	14.09	20.76
T1East	2020	COMM	2.73	16.65	19.38
T1East	2020	GA	9.11	16.86	25.97
T1East	2020	MILITARY	7.92	12.66	20.58
T1East	2020	All	4.07	17.59	21.66
T1East	2025	AC	3.70	18.68	22.39
T1East	2025	CARGO	6.64	14.13	20.76
T1East	2025	COMM	2.79	16.79	19.58
T1East	2025	GA	9.15	17.27	26.42
T1East	2025	MILITARY	7.82	15.60	23.42
T1East	2025	All	4.01	18.15	22.16
T1East	2030	AC	3.63	20.81	24.44
T1East	2030	CARGO	6.81	14.33	21.14
T1East	2030	COMM	2.75	18.91	21.66
T1East	2030	GA	9.14	19.21	28.35
T1East	2030	MILITARY	7.18	13.06	20.24
T1East	2030	All	3.97	20.22	24.19

Source: HNTB; KB Environmental Sciences, Inc. 2007.

Remain Over Night Aircraft

SDIA has aircraft operations which Remain Over Night (RON), as described within the following. Tug "Out of Gate" operations are arrival flights that are towed from their final destination gate to a RON location, while tug "Into Gate" operations are departure flights that are towed from a RON location to the departure gate for boarding. **Table E-8** presents the RON aircraft operations per alternative and analysis year. Data was developed based on the SIMMOD analysis. As the activities entail the use of aircraft tugs, the associated emissions were determined. **Table E-9** presents the annual emissions as a result of these RON operations and the operation of the aircraft tugs. Generally, the emissions associated with RON decrease as a result of project alternatives as gates are available and RON operations are not required.

Table E-8 Annual Aircraft Operations and Taxi Time (minutes) for Remain Over Night

Condition	Year	Out of Gate	Taxi Time	Into Gate	Taxi Time
Baseline	2005	6205	12.35	5110	46.91
No Project Alternative	2010	5840	15.53	5475	44.01
No Project Alternative	2015	6935	16.01	8030	40.02
No Project Alternative	2020	6935	14.53	6059	30.68
No Project Alternative	2025	9490	15.37	6777	30.32
No Project Alternative	2030	7300	15.13	4660	44.20
Proposed Project (Preferred Alternative)	2010	5475	7.42	5110	44.98
Proposed Project (Preferred Alternative)	2015	7300	6.69	8030	44.91
Proposed Project (Preferred Alternative)	2020	5110	8.31	2555	30.00
Proposed Project (Preferred Alternative)	2025	5110	6.97	3650	29.88
Proposed Project (Preferred Alternative)	2030	5475	7.00	3650	29.97
East Terminal Alternative	2010	5475	18.54	4745	43.98
East Terminal Alternative	2015	6570	15.92	4015	44.81
East Terminal Alternative	2020	5840	15.31	3979	29.90
East Terminal Alternative	2025	5840	13.10	4331	29.83
East Terminal Alternative	2030	6935	11.74	4684	29.76

Source: HNTB; KB Environmental Sciences, Inc. 2007.

Table E-9 Emissions Inventory (tpy) due to Remain Over Night Operations

Condition	Year	CO	HC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Baseline	2005	0.99	0.19	0.19	0.20	2.47	0.30
No Project Alternative	2010	0.71	0.16	0.15	0.16	2.13	0.03
No Project Alternative	2015	0.53	0.13	0.13	0.14	1.61	<0.01
No Project Alternative	2020	0.22	0.08	0.08	0.09	0.62	<0.01
No Project Alternative	2025	0.14	0.10	0.10	0.11	0.37	<0.01
No Project Alternative	2030	0.08	0.08	0.08	0.08	0.19	<0.01
Proposed Project (Preferred Alternative)	2010	0.32	0.07	0.07	0.07	0.95	0.01
Proposed Project (Preferred Alternative)	2015	0.23	0.06	0.06	0.06	0.71	<0.01
Proposed Project (Preferred Alternative)	2020	0.09	0.04	0.03	0.04	0.26	<0.01
Proposed Project (Preferred Alternative)	2025	0.03	0.03	0.03	0.03	0.09	<0.01
Proposed Project (Preferred Alternative)	2030	0.03	0.03	0.03	0.03	0.07	<0.01
East Terminal Alternative	2010	0.80	0.17	0.17	0.18	2.38	0.03
East Terminal Alternative	2015	0.50	0.13	0.12	0.13	1.51	<0.01
East Terminal Alternative	2020	0.20	0.07	0.07	0.08	0.55	<0.01
East Terminal Alternative	2025	0.07	0.06	0.05	0.06	0.20	<0.01
East Terminal Alternative	2030	0.06	0.06	0.06	0.06	0.14	<0.01

Source: HNTB; KB Environmental Sciences, Inc. 2007.

Ground Support Equipment

Ground support equipment (GSE) is a term used to describe the vehicles that service aircraft after arrival and before departure at an airport. Auxiliary power units (APU) are on-board engines that provide power to an aircraft while at the gate. Emissions from the GSE and APU were calculated using EDMS. The number, types of GSE and APU, fuel type, and operational times that are used to service each category of aircraft were based on airport specific information and supplemented with default data from EDMS. Emissions from these sources are based on the number and type of equipment used to service each aircraft along with the amount of time the equipment is in use per aircraft landing-takeoff cycle. The type of GSE includes aircraft tugs, baggage tugs, fuel trucks, food trucks, cargo trailers, water trucks, lavatory trucks, cabin service, belt loaders, and cargo loaders. **Tables E-10, E-11, and ~~through~~ E-12** present the

observed TIM for air carrier and commuter aircraft, default TIM for GA and cargo, and airline specific TIM. APU data (i.e., model and emission rates) was obtained from EDMS, and TIM was derived from FAA guidance and knowledge of the number of gates which contain 400 Hz power and pre-conditioned air.

Table E-10 Observed Ground Service Equipment (GSE) Times-in-Mode (minutes)

GSE Type	Air Carriers – Narrow Body	Air Carriers – Wide Body	Commuters
Belt Loader	43.7	82.0	16.3
Baggage Tractor	28.7	30.0	26.3
Fuel Truck	18.5	24.0	8.0
Catering Truck	10.0	33.0	-
Aircraft Tractor	6.3	7.0	-
Lavatory Truck	4.0	4.0	-
Service Truck	1.8	31.0	0.7
Auxiliary Power Unit[a]	3.4	3.4	-

Source: San Diego County Regional Airport Authority; KB Environmental Sciences, Inc. 2005.
[a] It was assumed that only air carriers assigned to Terminal 1, commuters and GA aircraft use their APUs.

Table E-11 Ground Service Equipment (GSE) Times-in-Mode (minutes)

GSE	General Aviation	Cargo
Belt Loader	-	35/48
Baggage Tractor	-	75/120
Fuel Truck	10/12/20	12/20/45
Catering Truck	-	-
Aircraft Tractor	5	8
Lavatory Truck	-	-
Service Truck	-	15
Ground Power Unit	40	-
Auxiliary Power Unit[b]	-	-

Source: FAA EDMS Version 5.0.2, 2007.

Table E-12 Airline-specific Ground Service Equipment (GSE) Times-in-Mode (minutes)

GSE	Southwest	United	US Airways/ America West
Baggage Tractor	28.7	23.8	17.8
Aircraft Tractor	4.0	6.3	6.3

Source: San Diego County Regional Airport Authority; KB Environmental Sciences, Inc. 2005.

Aircraft Runway Utilization

Runway use data are used by EDMS to perform the dispersion modeling. Departure/Arrival runway use percentages, or the percent of the time that the various runways are used for departures/arrivals, were obtained based on the SIMMOD analysis. These percentages were used to distribute the LTO to each runway end point by aircraft size. **Table E-13** contains the runway utilization percentages used for the air quality assessment.

Table E-13 Runway Utilization (%)

Year	Aircraft Size	Operation Type	Baseline/No Build		T2 West		T1 East	
			Runway 9	Runway 27	Runway 9	Runway 27	Runway 9	Runway 27
2005	Heavy	Arrival	0.13	3.71	--	--	--	--
	Large		2.61	75.79	--	--	--	--
	Small		0.59	17.18	--	--	--	--
	Heavy	Departure	0.07	3.76	--	--	--	--
	Large		1.32	77.08	--	--	--	--
	Small		0.32	17.45	--	--	--	--
2010	Heavy	Arrival	0.14	4.03	0.14	4.03	0.14	4.03
	Large		3.06	88.93	3.06	88.93	3.06	88.93
	Small		0.13	3.72	0.13	3.72	0.13	3.72
	Heavy	Departure	0.07	4.09	0.07	4.09	0.07	4.10
	Large		1.56	90.43	1.51	90.47	1.53	90.46
	Small		0.05	3.79	0.06	3.78	0.06	3.78
2015	Heavy	Arrival	0.17	4.86	0.17	4.86	0.17	4.86
	Large		3.04	88.30	3.04	88.30	3.04	88.30
	Small		0.12	3.51	0.12	3.51	0.12	3.51
	Heavy	Departure	0.10	4.92	0.08	4.95	0.09	4.94
	Large		1.48	89.86	1.53	89.81	1.49	89.85
	Small		0.06	3.57	0.06	3.57	0.06	3.57
2020	Heavy	Arrival	0.22	6.29	0.22	6.29	0.22	6.29
	Large		3.00	87.11	3.00	87.11	3.00	87.11
	Small		0.11	3.27	0.11	3.27	0.11	3.27
	Heavy	Departure	0.12	6.39	0.12	6.39	0.11	6.40
	Large		1.52	88.58	1.52	88.58	1.54	88.57
	Small		0.06	3.33	0.05	3.34	0.06	3.32
2025	Heavy	Arrival	0.24	6.99	0.23	6.82	0.23	6.82
	Large		2.97	86.43	2.98	86.69	2.98	86.69
	Small		0.11	3.25	0.11	3.17	0.11	3.17
	Heavy	Departure	0.12	7.12	0.12	6.93	0.11	6.94
	Large		1.48	87.92	1.53	88.14	1.63	88.04
	Small		0.05	3.31	0.04	3.23	0.03	3.24
2030	Heavy	Arrival	0.29	8.56	0.27	7.80	0.27	7.80
	Large		2.92	84.84	2.95	85.80	2.95	85.80
	Small		0.11	3.27	0.11	3.07	0.11	3.07
	Heavy	Departure	0.15	8.70	0.14	7.93	0.14	7.93
	Large		1.48	86.28	1.51	87.24	1.64	87.11
	Small		0.05	3.33	0.05	3.13	0.04	3.14

Source: HNTB; KB Environmental Sciences, Inc. 2007.

Aircraft Operational Temporal Profiles

Temporal factors are used to describe the relationship of activity levels in one period of time to another period of time (i.e., the relationship of the activity during 15-minute to the activity during a 24-hour period). Temporal factors represent a faction to the peak period. Thus, annual operations can be represented as a weekly, daily, and quarter hour activity. The use of temporal factors gives the model the ability to more accurately reflect real world conditions.

Aircraft temporal profiles that reflect the variation in operations by month, day and quarter hour were derived from FAA Operational and Performance Data for 2005 for SDIA. Because their activity levels are closely linked to the aircraft, GSE and APU temporal profiles are based on the same data. **Tables E-14, E-15, E-16, and ~~through~~ E-17** presents the aircraft operational temporal profiles (quarter hourly-arrivals and departures, daily, and monthly, respectively).

Table E-14 Quarter Hourly Operational Profiles for Aircraft - Arrival

Time	Air Carrier	Cargo	Air Taxi/Commuter	General Aviation	Military	All Aircraft
0:15	0.2349	0.0000	0.1338	0.0000	0.0555	0.2105
0:30	0.1937	0.0000	0.1545	0.0000	0.0256	0.1771
0:45	0.1698	0.0000	0.2562	0.0000	0.0106	0.1563
1:00	0.1959	0.0082	0.1624	0.0000	0.0180	0.1751
1:15	0.0946	0.0000	0.0295	0.0000	0.0073	0.0811
1:30	0.1968	0.0000	0.0606	0.0000	0.0067	0.1675
1:45	0.1521	0.0000	0.1676	0.0000	0.0000	0.1380
2:00	0.1737	0.0000	0.2020	0.0000	0.0000	0.1544
2:15	0.1568	0.0000	0.4376	0.0000	0.0000	0.1544
2:30	0.1568	0.0000	0.2918	0.0000	0.0000	0.1458
2:45	0.1380	0.0000	0.7002	**1.0000**	0.0000	0.1647
3:00	0.1045	0.0000	0.5835	0.0000	0.0000	0.1372
3:15	0.1881	0.0000	0.0000	0.0000	0.0000	0.1544
3:30	0.1344	0.0000	0.3751	0.0000	0.0000	0.1323
3:45	0.0627	0.0000	0.4376	0.0000	0.0000	0.1029
4:00	0.0941	0.3991	0.0000	0.0000	0.0000	0.1544
4:15	0.0314	0.3991	0.1459	0.8333	0.0000	0.1372
4:30	0.0000	0.8123	0.0000	0.0000	0.0000	0.1571
4:45	0.0000	1.0000	0.0302	0.1724	0.0000	0.2005
5:00	0.0021	0.9506	0.0295	0.0000	0.0000	0.1926
5:15	0.0047	0.9367	0.0651	0.0000	0.0000	0.1901
5:30	0.0030	0.9012	0.0212	0.0000	0.0000	0.1781
5:45	0.0131	0.8353	0.0814	0.0000	0.0000	0.1783
6:00	0.0029	0.7691	0.0547	0.0000	0.0000	0.1552

Source: FAA Operational and Performance Data for 2005.

Table E-14 (cont.) Quarter Hourly Operational Profiles for Aircraft - Arrival

Time	Air Carrier	Cargo	Air Taxi/Commuter	General Aviation	Military	All Aircraft
6:15	0.0062	0.4565	0.1163	0.0554	0.0000	0.1008
6:30	0.0052	0.1596	0.0360	0.0411	0.0310	0.0431
6:45	0.0093	0.0962	0.1007	0.0000	0.6563	0.1485
7:00	0.0082	0.0722	0.1583	0.0000	0.2363	0.0732
7:15	0.0691	0.0328	0.2158	0.0411	0.9284	0.2407
7:30	0.5660	0.0219	0.2590	0.0000	0.4797	0.5690
7:45	0.1985	0.0197	0.3094	0.0822	0.1098	0.2052
8:00	0.3216	0.0087	0.4173	0.0000	0.2291	0.3312
8:15	0.4191	0.0044	0.4748	0.0000	0.4869	0.4602
8:30	0.6124	0.0131	0.6547	0.1233	0.3556	0.6100
8:45	0.6485	0.0109	0.6906	0.0411	0.4081	0.6485
9:00	0.7036	0.0087	0.8129	0.1233	0.4200	0.7047
9:15	0.6866	0.0066	0.6978	0.0822	0.4654	0.6920
9:30	0.5742	0.0044	0.8201	0.0000	0.7852	0.6599
9:45	0.5361	0.0022	0.8345	0.0411	0.5442	0.5876
10:00	0.8021	0.0022	0.7626	0.0411	0.2601	0.7517
10:15	0.8381	0.0022	0.8345	0.0000	0.2673	0.7868
10:30	0.6335	0.0044	0.7842	0.0411	**1.0000**	0.7470
10:45	0.7495	0.0066	0.8849	0.1233	0.7351	0.8029
11:00	0.8242	0.0044	0.8129	0.1644	0.5489	0.8257
11:15	**1.0000**	0.0000	0.8417	0.2055	0.7064	**1.0000**
11:30	0.7830	0.0044	0.9424	0.1233	0.2864	0.7551
11:45	0.6814	0.0109	0.9209	0.0822	0.4988	0.7081
12:00	0.9521	0.0087	0.9209	0.1233	0.4033	0.9116
12:15	0.9170	0.0219	0.8129	0.0822	0.3604	0.8739
12:30	0.5392	0.0284	**1.0000**	0.0822	0.1169	0.5292
12:45	0.5412	0.0284	0.8201	0.0822	0.1313	0.5245
13:00	0.8057	0.0634	0.8201	0.1233	0.5060	0.8173
1315	0.8387	0.0569	0.8777	0.1644	0.2697	0.8020
13:30	0.6567	0.0481	0.7050	0.0822	0.6325	0.7056
13:45	0.4428	0.0197	0.7482	0.1233	0.5274	0.5097
14:00	0.6397	0.0197	0.7410	0.2466	0.4821	0.6624
14:15	0.7191	0.0066	0.9568	0.0411	0.4845	0.7360
14:30	0.5778	0.0241	0.8417	0.1644	0.5537	0.6311
14:45	0.5124	0.0153	0.7626	0.0822	0.3747	0.5398
15:00	0.7113	0.0087	0.8489	0.0411	0.5179	0.7305
15:15	0.4959	0.0087	0.8705	0.1233	0.4105	0.5360
15:30	0.4536	0.0087	0.9353	0.1233	0.3508	0.4962
15:45	0.6469	0.0241	0.8561	0.0411	0.1289	0.6113
16:00	0.6804	0.0415	0.9784	0.0822	0.5060	0.7162
16:15	0.4706	0.0831	0.9784	0.0411	0.6706	0.5838
16:30	0.5479	0.1334	0.9784	0.1233	0.4105	0.6096
16:45	0.4691	0.1159	0.9568	0.0822	0.4487	0.5478
17:00	0.5938	0.1115	0.8489	0.0822	0.4916	0.6497
17:15	0.3876	0.2974	0.9353	0.0822	0.1766	0.4662
17:30	0.7577	0.3936	0.7770	0.2055	0.2267	0.7885

Table E-14 (cont.) Quarter Hourly Operational Profiles for Aircraft - Arrival

Time	Air Carrier	Cargo	Air Taxi/Commuter	General Aviation	Military	All Aircraft
17:45	0.9036	0.2865	0.9137	0.0000	0.4988	0.9425
18:00	0.9314	0.1421	0.8705	0.0411	0.3771	0.9150
18:15	0.8021	0.0590	0.7914	0.1233	0.3270	0.7788
18:30	0.7268	0.1990	0.9784	0.1233	0.5251	0.7889
18:45	0.6237	0.2799	0.7482	0.0822	0.1074	0.6328
19:00	0.6861	0.2252	0.7122	0.0000	0.1575	0.6798
1915	0.7680	0.0066	0.6763	0.0411	0.4368	0.7504
19:30	0.7825	0.0066	0.5755	0.0411	0.4654	0.7631
19:45	0.8304	0.0109	0.5755	0.1233	0.2005	0.7568
20:00	0.7526	0.0131	0.4388	0.0822	0.2172	0.6882
20:15	0.7005	0.0066	0.4388	0.0411	0.5203	0.6967
20:30	0.6892	0.0044	0.3381	0.0411	0.4177	0.6612
20:45	0.7799	0.0022	0.3309	0.0000	0.1098	0.6815
21:00	0.7948	0.0087	0.3237	0.1233	0.2959	0.7276
21:15	0.6423	0.0044	0.3957	0.2055	0.2124	0.5952
21:30	0.5861	0.0044	0.3165	0.0000	0.3556	0.5651
21:45	0.7851	0.0022	0.2446	0.1233	0.0597	0.6722
22:00	0.6552	0.0000	0.2302	0.2466	0.0286	0.5609
22:15	0.6680	0.0000	0.1439	0.3288	0.0215	0.5656
22:30	0.6443	0.0022	0.1439	0.0411	0.0955	0.5563
22:45	0.8021	0.0044	0.1439	0.1644	0.2029	0.7060
23:00	0.6691	0.0022	0.1727	0.0822	0.4749	0.6455
23:15	0.5155	0.0000	0.0935	0.0822	0.3222	0.4877
23:30	0.3799	0.0000	0.0504	0.0000	0.1050	0.3338
23:45	0.2850	0.0000	0.0772	0.0000	0.3331	0.2984
24:00	0.1942	0.0000	0.0565	0.1075	0.1686	0.1942

Source: FAA Operational and Performance Data for 2005.

Table E-15 Quarter Hourly Operational Profiles for Aircraft - Departure

Time	Air Carrier	Cargo	Air Taxi/Commuter	General Aviation	Military	All Aircraft
0:15	0.0074	0.0000	0.0000	0.0000	0.0000	0.0059
0:30	0.0069	0.0000	0.0000	0.0000	0.0000	0.0075
0:45	0.0071	0.0000	0.0285	0.0000	0.0000	0.0080
1:00	0.0024	0.0000	0.0000	0.3421	0.0000	0.0029
1:15	0.0016	0.0000	0.0000	0.1864	0.0000	0.0024
1:30	0.0054	0.0000	0.0000	0.0000	0.0000	0.0043
1:45	0.0149	0.0000	0.0000	0.7060	0.0000	0.0159
2:00	0.0150	0.0000	0.0000	0.0000	0.0208	0.0143
2:15	0.0130	0.0000	0.0000	0.0000	0.0000	0.0104
2:30	0.0130	0.0000	0.0000	0.0000	0.0000	0.0104
2:45	0.0078	0.0000	0.0000	0.0000	0.0000	0.0062
3:00	0.0000	0.0000	0.2600	0.0000	0.0000	0.0207
3:15	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
3:30	0.0167	0.0000	0.0000	0.0000	0.0000	0.0133
3:45	0.0000	0.0000	0.3900	0.0000	0.0000	0.0311
4:00	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
4:15	0.0130	0.0000	0.0000	0.0000	0.0000	0.0104
4:30	0.0010	0.0000	0.0000	0.0000	0.0000	0.0008
4:45	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
5:00	0.0013	0.0000	0.0000	0.0000	0.0000	0.0031
5:15	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
5:30	0.0009	0.0065	0.0000	0.0000	0.0000	0.0015
5:45	0.0009	0.0000	0.0363	0.0000	0.0000	0.0022
6:00	0.0006	0.0000	0.0244	0.0000	0.0000	0.0015
6:15	0.0000	0.0000	0.0086	0.0000	0.0000	0.0014
6:30	0.0010	0.0000	0.0000	0.0000	0.0022	0.0015
6:45	0.9862	0.6867	0.4744	0.0000	**1.0000**	**1.0000**
7:00	**1.0000**	0.4044	0.4231	0.1818	0.4766	0.9162
7:15	0.6923	0.3467	0.5962	0.0000	0.3519	0.6563
7:30	0.5405	0.2578	0.3846	0.2727	0.4209	0.5263
7:45	0.4352	0.1311	0.4103	0.2727	0.4009	0.4265
8:00	0.5415	0.0733	0.5000	0.3636	0.5011	0.5197
8:15	0.6929	0.0111	0.5385	0.4545	0.5078	0.6374
8:30	0.5536	0.0244	0.6282	0.4545	0.1670	0.4908
8:45	0.5110	0.0133	0.5769	0.5455	0.5367	0.4957
9:00	0.4288	0.0111	0.7115	0.3636	0.2851	0.4068
9:15	0.5690	0.0044	0.8333	**1.0000**	0.3586	0.5324
9:30	0.5965	0.0089	0.7051	0.3636	0.3318	0.5460
9:45	0.4976	0.0089	0.7436	0.4545	0.4878	0.4875
10:00	0.4893	0.0022	0.7308	0.2727	0.4276	0.4719
10:15	0.5543	0.0022	0.8974	0.8182	0.8441	0.5794
10:30	0.4339	0.0044	0.9038	0.2727	0.3163	0.4224
10:45	0.3865	0.0022	0.8974	0.2727	0.2183	0.3723
11:00	0.3942	0.0000	0.8333	0.4545	0.2739	0.3820
11:15	0.4236	0.0000	0.8397	0.2727	0.5234	0.4341
11:30	0.4451	0.0200	0.9359	0.5455	0.4499	0.4510
11:45	0.4829	0.0556	0.9231	0.0909	0.9443	0.5380
12:00	0.4262	0.0244	0.7564	0.3636	0.7216	0.4574

Table E-15 (cont.) Quarter Hourly Operational Profiles for Aircraft - Departure

Time	Air Carrier	Cargo	Air Taxi/Commuter	General Aviation	Military	All Aircraft
12:15	0.5988	0.0044	**1.0000**	0.2727	0.6058	0.5901
12:30	0.5299	0.0111	0.9231	0.4545	0.5167	0.5240
12:45	0.5581	0.0022	0.8462	0.5455	0.3898	0.5263
13:00	0.4784	0.0067	0.7179	0.1818	0.1537	0.4308
1315	0.5405	0.0044	0.7821	0.1818	0.1002	0.4755
13:30	0.4512	0.0000	0.9295	0.1818	0.4410	0.4505
13:45	0.4448	0.0022	0.7949	0.3636	0.2361	0.4170
14:00	0.5347	0.0000	0.7372	0.4545	0.0780	0.4688
14:15	0.4797	0.0022	0.8462	0.4545	0.5078	0.4793
14:30	0.3846	0.0000	0.9295	0.5455	0.5902	0.4150
14:45	0.4531	0.0000	0.9679	0.5455	0.3497	0.4448
15:00	0.3756	0.0000	0.8141	0.2727	0.3853	0.3779
15:15	0.3894	0.0044	0.9551	0.0909	0.8285	0.4466
15:30	0.3289	0.0000	0.9936	0.0909	0.1737	0.3243
15:45	0.3686	0.0022	0.8333	0.4545	0.5702	0.3961
16:00	0.4012	0.0022	0.9679	0.1818	0.4232	0.4106
16:15	0.4806	0.0022	0.8462	0.5455	0.3296	0.4581
16:30	0.3029	0.0000	0.7628	0.0909	0.2027	0.2978
16:45	0.3878	0.0022	0.7756	0.2727	0.6771	0.4208
17:00	0.3497	0.0022	0.7628	0.1818	0.3964	0.3585
17:15	0.3907	0.0044	0.9167	0.1818	0.5969	0.4188
17:30	0.2975	0.0022	0.8910	0.1818	0.5345	0.3368
17:45	0.3298	0.0044	0.6474	0.0909	0.5679	0.3575
18:00	0.2152	0.0267	0.6410	0.2727	0.1871	0.2250
18:15	0.4691	0.0489	0.5385	0.0909	0.2962	0.4372
18:30	0.3692	0.0311	0.5192	0.1818	0.3786	0.3654
18:45	0.4169	0.2356	0.5064	0.0909	0.4165	0.4293
19:00	0.3919	0.3178	0.3846	0.2727	0.6793	0.4459
1915	0.3298	0.6511	0.4615	0.0000	0.3140	0.3943
19:30	0.2895	0.5267	0.4423	0.0000	0.2517	0.3389
19:45	0.3516	**1.0000**	0.3526	0.0000	0.2762	0.4436
20:00	0.2763	0.3578	0.2821	0.0000	0.3497	0.3149
20:15	0.2241	0.1089	0.3077	0.0909	0.3430	0.2439
20:30	0.2190	0.1044	0.3590	0.2727	0.1849	0.2242
20:45	0.3622	0.4044	0.2885	0.1818	0.4454	0.4002
21:00	0.1809	0.0800	0.2821	0.2727	0.3964	0.2127
21:15	0.2286	0.0289	0.2115	0.0909	0.2806	0.2273
21:30	0.2450	0.0133	0.2885	0.0000	0.3719	0.2523
21:45	0.3164	0.0111	0.2628	0.0909	0.3118	0.3018
22:00	0.2155	0.0067	0.3141	0.4545	0.3430	0.2275
22:15	0.1883	0.0044	0.2885	0.1818	0.0913	0.1739
22:30	0.1649	0.0067	0.2244	0.4545	0.0223	0.1468
22:45	0.1358	0.0067	0.1538	0.4545	0.0156	0.1198
23:00	0.1611	0.0089	0.1154	0.4545	0.0134	0.1387
23:15	0.1905	0.0022	0.1538	0.3636	0.0111	0.1611
23:30	0.0704	0.0044	0.1090	0.3636	0.0089	0.0641
23:45	0.0093	0.0024	0.0000	0.0976	0.0000	0.0080
24:00	0.0042	0.0000	0.0084	0.0000	0.0000	0.0037

Source: FAA Operational and Performance Data for 2005.

Table E-16 Daily Operational Profiles for Aircraft

Day	All Aircraft	Air Carriers	Air Taxi/Commuters	General Aviation	Military
Monday	0.9068	0.9553	0.9588	0.7710	**1.0000**
Tuesday	**1.0000**	0.9783	0.9718	0.9006	0.6140
Wednesday	0.9386	0.9805	0.9983	0.9253	0.4605
Thursday	0.9479	**1.0000**	0.9927	0.8828	0.7237
Friday	0.9746	0.9749	**1.0000**	**1.0000**	0.8377
Saturday	0.8034	0.8617	0.8348	0.6172	0.7660
Sunday	0.8649	0.9176	0.8834	0.8317	0.5789

Source: FAA Operational and Performance Data for 2005.

Table E-17 Monthly Operational Profiles for Aircraft

Month	All Aircraft	Air Carriers	Air Taxi/Commuters	General Aviation	Military
January	0.8841	0.9250	0.8673	0.7712	0.7891
February	0.8065	0.8345	0.7868	0.8120	0.6016
March	0.9124	0.9334	0.9080	0.9766	0.7188
April	0.8737	0.8932	0.9032	0.8282	0.5156
May	0.9208	0.9329	0.9716	0.8541	0.7500
June	0.9234	0.9487	0.9467	0.8120	0.7109
July	0.9789	0.9887	0.9772	0.9982	0.7344
August	**1.0000**	**1.0000**	**1.0000**	**1.0000**	0.7734
September	0.9158	0.9210	0.9607	0.8871	**1.0000**
October	0.9331	0.9445	0.9689	0.8565	0.8828
November	0.8899	0.9012	0.8963	0.8330	0.5313
December	0.9306	0.9586	0.9151	0.7784	0.8906

Source: FAA Operational and Performance Data for 2005.

Stationary Sources

For stationary sources, such as the Heating and Cooling Plant and emergency generators, the emissions were based on annual fuel use or hours of operation. **Table E-18** presents the natural gas usage for the boilers and **Table E-19** presents the hours of operation and size for the emergency generators.

Table E-18 Natural Gas Usage for Boilers (1,000 cubic meters)

Equipment	Permit Number	2005-2030 No Project	2010-2030 T2West Project	2010-2030 T1East Project
Kewanne Boiler 7.5 MMBTU/Hr	950458	4,873,424	6,709,787	6,780,416
Kewanne Boiler 7.5 MMBTU/Hr	950459	9,464,331	13,101,741	13,243,000
Kewanne Boiler 7.5 MMBTU/Hr	950460	9,958,736	13,772,720	13,913,979
Total		**24,296,491**	**33,584,248**	**33,937,395**

Source: Air Quality Compliance Guide, 2004; KB Environmental Sciences, Inc. 2007~~8~~.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-19 Diesel Emergency Generator Maximum Permitted Annual Hours of Operation

Permit Number	Hours of Operation	Size (hp)	Fuel Usage (gallons)
972648	100	650	966
940098	100	380	133
951081	100	211	312
973586	100	277	417
961289	100	519	755
978266	500	110	2,700
961809	500	755	495
961834	100	900	1,305
972682	100	760	966
978267	500	64	1,650
978268	500	64	1,650
978269	500	64	1,650
980490	200	78	680
Total			**13,679**

Source: Air Quality Compliance Guide, 2004; KB Environmental Sciences, Inc. 2008.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Fuel Storage

The operational characteristics (i.e., fuel types and throughput volumes, storage dimensions, etc.) of the individual fuel storage units at the airport were provided. Emissions were based on estimates and forecasts of airport activity or capacity levels. Fuel storage facility fuel types (i.e., jet fuel, avgas, gasoline, and diesel) and throughput data (see **Table E-20**) were obtained from records and adjusted for future years based on forecasted airport operations. Increase in fuel throughput was based on projected increase in LTO. There is no projected increase in general aviation operations.

Emissions from fuel storage and handling were based on the annual fuel use. The emissions factors for fuel storage and handling facilities were obtained from EDMS. The sources of VOC emissions from the storage and handling of fuel include breathing and working losses for storage tanks, and losses from the filling of tanker trucks.

Table E-20 Fuel Throughput (gallons per year)

Fuel Tank	2005	2010 No Project	2015 No Project	2020 No Project	2025 No Project	2030 No Project
Jet A AST	156,983,154	170,657,645	195,818,708	210,040,179	211,681,117	210,040,179
90,000 Jet A UST	979,021	1,064,302	1,221,218	1,309,910	1,320,144	1,309,910
15,000 Gas UST	187,034	203,326	233,303	250,247	252,202	250,247
2,400 Avgas UST	29,587	32,165	36,907	39,587	39,896	39,587
Fuel Tank	**2005**	**2010 Project**	**2015 Project**	**2020 Project**	**2025 Project**	**2030 Project**
Jet A AST	156,983,154	170,657,645	195,818,708	210,040,179	217,150,914	223,714,669
90,000 Jet A UST	979,021	1,064,302	1,221,218	1,309,910	1,354,256	1,395,191
15,000 Gas UST	187,034	203,326	233,303	250,247	258,719	266,539
2,400 Avgas UST	29,587	32,165	36,907	39,587	40,927	42,164

Source: Air Quality Compliance Guide, 2004; KB Environmental Sciences, Inc. 2007~~8~~8.

Motor Vehicles

The level of emissions from motor vehicles that would result from the daily operation of airport-related motor vehicles with or without the proposed Alternatives depends on several factors including the volume of vehicles, the vehicle fleet mix, the motor vehicle emission rates, travel distance, speed, the level of congestion/delay, the year of analysis, and meteorological factors.

The CARB EMFAC2007 program was used to determine THC, NMHC, VOC, SO_2, PM10/2.5, NOx, and CO emission factors for free-flowing and idling motor vehicles. EMFAC2007 input parameters were selected in accordance with guidance. Particulate matter emissions include tire and brake wear. Emission factors under summer and winter conditions (ambient temperature and relative humidity) were determined and the highest values per each pollutant were used. **Tables E-21, E-22, E-23, E-24, E-25, and ~~through~~ E-26** present the motor vehicle emission factors.

Traffic volumes, vehicle speeds, temporal operational profiles, and roadway lengths of airport-related motor vehicles (i.e., patrons, employees and cargo) operating on the internal roadway network, terminal building curbsides and the off-airport traffic, roadway operating conditions (i.e., levels-of-service) were derived from data contained in the Surface Transportation analysis and project layout plans. Motor vehicle volumes, idling duration, and travel distance for vehicles accessing the on-site parking facilities and data for rental car usage were provided. The motor vehicle fleet mix (i.e., cars, vans, trucks, buses, etc.) was taken from the Master Plan. **Tables E-27, E-28, and E-29** presents the roadway operational temporal profiles (hourly). Roadway operational profiles for daily and monthly used those for aircraft.

Table E-21 EMFAC2007 Emission Factors (grams/mile or grams/hour) for 2005

	Parking Lots		On-Airport Roadways	Off-Airport Roadways			
Pollutant	**Idle**	**15 mph**	**25 mph**	**25 mph**	**35 mph**	**40 mph**	**45 mph**
THC	2.494	0.405	0.242	0.301	0.218	0.200	0.192
VOC	2.340	0.360	0.209	0.276	0.197	0.179	0.172
NMHC	2.208	0.337	0.194	0.250	0.178	0.163	0.156
CO	22.993	6.043	4.765	5.215	4.381	4.154	4.042
NOx	2.105	0.603	0.534	1.060	0.998	0.995	1.010
SO2	0.033	0.007	0.005	0.010	0.009	0.009	0.008
PM10	0.273	0.054	0.040	0.065	0.054	0.051	0.049
PM2.5	0.220	0.038	0.025	0.047	0.036	0.033	0.032

Source: EMFAC2007; KB Environmental Sciences, Inc. 2007.

Table E-22 EMFAC2007 Emission Factors (grams/mile or grams/hour) for 2010

	Parking Lots		On-Airport Roadways	Off-Airport Roadways			
Pollutant	**Idle**	**15 mph**	**25 mph**	**25 mph**	**35 mph**	**40 mph**	**45 mph**
THC	1.585	0.249	0.147	0.194	0.141	0.129	0.125
VOC	1.451	0.214	0.122	0.176	0.126	0.115	0.111
NMHC	1.363	0.198	0.112	0.157	0.112	0.102	0.100
CO	14.846	4.131	3.330	3.627	3.066	2.899	2.801
NOx	1.424	0.407	0.366	0.771	0.716	0.710	0.717
SO2	0.030	0.006	0.004	0.005	0.004	0.004	0.004
PM10	0.316	0.060	0.043	0.059	0.049	0.047	0.046
PM2.5	0.263	0.043	0.028	0.042	0.032	0.030	0.029

Source: EMFAC2007; KB Environmental Sciences, Inc. 2007.

Table E-23 EMFAC2007 Emission Factors (grams/mile or grams/hour) for 2015

	Parking Lots		On-Airport Roadways	Off-Airport Roadways			
Pollutant	**Idle**	**15 mph**	**25 mph**	**25 mph**	**35 mph**	**40 mph**	**45 mph**
THC	1.034	0.157	0.091	0.128	0.094	0.086	0.083
VOC	0.920	0.130	0.072	0.114	0.082	0.075	0.073
NMHC	0.859	0.120	0.066	0.101	0.074	0.067	0.065
CO	9.488	2.793	2.294	2.491	2.117	1.995	1.913
NOx	0.964	0.274	0.249	0.527	0.481	0.473	0.476
SO2	0.030	0.006	0.004	0.005	0.004	0.004	0.004
PM10	0.339	0.062	0.044	0.055	0.046	0.044	0.043
PM2.5	0.284	0.045	0.029	0.037	0.029	0.027	0.027

Source: EMFAC2007; KB Environmental Sciences, Inc. 2007.

Table E-24 EMFAC2007 Emission Factors (grams/mile or grams/hour) for 2020

	Parking Lots		On-Airport Roadways	Off-Airport Roadways			
Pollutant	**Idle**	**15 mph**	**25 mph**	**25 mph**	**35 mph**	**40 mph**	**45 mph**
THC	0.781	0.115	0.066	0.098	0.072	0.066	0.064
VOC	0.680	0.093	0.051	0.087	0.063	0.058	0.057
NMHC	0.631	0.085	0.047	0.077	0.056	0.051	0.050
CO	6.806	2.084	1.733	1.884	1.611	1.517	1.451
NOx	0.709	0.202	0.186	0.389	0.349	0.341	0.341
SO2	0.030	0.006	0.004	0.005	0.004	0.004	0.004
PM10	0.350	0.064	0.045	0.052	0.044	0.043	0.042
PM2.5	0.293	0.047	0.029	0.035	0.028	0.026	0.025

Source: EMFAC2007; KB Environmental Sciences, Inc. 2007.

Table E-25 EMFAC2007 Emission Factors (grams/mile or grams/hour) for 2025

	Parking Lots		On-Airport Roadways	Off-Airport Roadways			
Pollutant	**Idle**	**15 mph**	**25 mph**	**25 mph**	**35 mph**	**40 mph**	**45 mph**
THC	0.630	0.092	0.052	0.080	0.060	0.055	0.054
VOC	0.536	0.073	0.040	0.071	0.053	0.049	0.048
NMHC	0.498	0.067	0.037	0.063	0.047	0.043	0.043
CO	5.190	1.627	1.364	1.500	1.289	1.216	1.163
NOx	0.534	0.153	0.143	0.300	0.266	0.258	0.257
SO2	0.030	0.006	0.004	0.005	0.004	0.004	0.004
PM10	0.354	0.064	0.045	0.051	0.043	0.042	0.041
PM2.5	0.298	0.047	0.029	0.034	0.027	0.025	0.025

Source: EMFAC2007; KB Environmental Sciences, Inc. 2007.

Table E-26 EMFAC2007 Emission Factors (grams/mile or grams/hour) for 2030

	Parking Lots		On-Airport Roadways	Off-Airport Roadways			
Pollutant	**Idle**	**15 mph**	**25 mph**	**25 mph**	**35 mph**	**40 mph**	**45 mph**
THC	0.544	0.078	0.044	0.071	0.053	0.050	0.049
VOC	0.455	0.061	0.034	0.063	0.047	0.044	0.043
NMHC	0.419	0.056	0.031	0.056	0.042	0.040	0.039
CO	4.385	1.389	1.169	1.301	1.123	1.061	1.018
NOx	0.429	0.124	0.115	0.249	0.220	0.213	0.211
SO2	0.030	0.006	0.004	0.005	0.004	0.004	0.004
PM10	0.358	0.064	0.045	0.050	0.043	0.041	0.041
PM2.5	0.300	0.047	0.029	0.033	0.026	0.025	0.024

Source: EMFAC2007; KB Environmental Sciences, Inc. 2007.

Table E-27 Quarter Hour Operational Profiles for Motor Vehicles

Hour	**Employee Parking**	**Off-Airport**	**Off-Airport**	**On-Airport**	**On-Airport**	**Rental Parking**
0000-0100	0.000	0.010	0.066	0.091	0.090	0.000
0100-0200	0.000	0.000	0.045	0.047	0.050	0.000
0200-0300	0.000	0.000	0.024	0.009	0.014	0.000
0300-0400	0.000	0.000	0.066	0.008	0.024	0.000
0400-0500	0.000	0.000	0.268	0.072	0.175	0.000
0500-0600	0.293	**1.000**	0.673	0.434	0.734	0.352
0600-0700	0.348	0.412	0.628	0.444	0.749	0.364
0700-0800	0.295	0.606	0.664	0.459	0.731	0.420
0800-0900	0.305	0.470	0.695	0.503	0.689	0.465
0900-1000	0.237	0.459	0.700	0.541	0.716	0.701
1000-1100	0.242	0.655	0.824	0.773	0.952	0.796
1100-1200	0.370	0.582	0.944	0.879	**1.000**	0.965
1200-1300	**1.000**	0.750	0.995	0.852	0.997	**1.000**
1300-1400	0.754	0.700	**1.000**	0.818	0.892	0.832
1400-1500	0.436	0.591	0.920	0.837	0.887	0.726
1500-1600	0.314	0.580	0.810	0.663	0.732	0.601
1600-1700	0.320	0.403	0.719	0.627	0.647	0.530
1700-1800	0.340	0.336	0.866	0.770	0.731	0.452
1800-1900	0.000	0.328	0.804	0.807	0.656	0.450
1900-2000	0.000	0.595	0.881	0.957	0.784	0.422
2000-2100	0.000	0.677	0.841	**1.000**	0.800	0.455
2100-2200	0.000	0.655	0.854	0.947	0.753	0.314
2200-2300	0.000	0.009	0.602	0.713	0.579	0.000
2300-2400	0.000	0.009	0.430	0.390	0.313	0.000

Source: HNTB; KB Environmental Sciences, Inc. 2005.

Table E-28 Daily Operational Profiles for Motor Vehicles

Day	Employee Parking	Off-Airport Parking	Off-Airport Roads	On-Airport Parking	On-Airport Roads
Monday	0.78	0.73	**1.00**	**1.00**	**1.00**
Tuesday	0.81	0.75	0.84	0.95	0.80
Wednesday	0.96	0.63	0.89	0.91	0.85
Thursday	**1.00**	0.90	0.98	0.98	0.97
Friday	0.94	**1.00**	0.98	0.98	0.97
Saturday	0.69	0.44	0.72	0.86	0.73
Sunday	0.68	0.91	0.90	0.89	0.93

Source: HNTB; KB Environmental Sciences, Inc. 2005.

Table E-29 Monthly Operational Profiles for Motor Vehicles

Month	Profile
January	0.88
February	0.80
March	0.91
April	0.87
May	0.89
June	0.92
July	0.97
August	**1.00**
September	0.91
October	0.93
November	0.84
December	0.87

Source: FAA Operational and Performance Data for 2005.

Receptors

Based on land use information, sensitive receptors were located in areas within close proximity to SDIA and where the general public could have unrestricted access for one to several hours or longer. These include the school and residential areas of Liberty Station to the west and northwest; Spanish Landing Park and the recreation area along Navy Lagoon to the south and west; and the military installations (MCRC and USCC) to the north and southeast. Other model receptors were placed along the SDIA property boundary approximately 1,000 feet apart as a means of the identifying areas of highest pollutant concentrations at which the public has access.

A total of 33 receptors were included in the analysis. The elevation of each receptor within the modeling domain is determined from the Digital Elevation Model (DEM) data. Receptors are placed at a height of 1.8 meters (typical breathing height) above ground level. **Table E-30** provides a listing of the receptor locations.

Table E-30 Receptor Descriptions

ID	Description
A1	St. Charles Borromeo Parish
A2	Boat Ramp/Dock
A3	Rock Academy (K thru 12)
A4	Spanish Landing Park
A5	Marine Corp Recruit Depot (MCRD)
A6	U.S. Coast Guard Station
B1-B27	Airport Boundary Receptors

Source: KB Environmental Sciences, Inc. 2007

Worst Case Meteorological Data Analysis

Meteorological data (i.e., wind speed, wind direction, temperature, etc.) were used in support of both the emissions inventory and atmospheric dispersion analysis. These data, obtained from the National Climatic Data Center (NCDC), were collected at weather stations located at SDAI (surface data) and Miramar, CA (upper air data). Five years of the most recent data available (2002 through 2006) were obtained.

The purpose of this analysis was to determine which of the five years of meteorological data results in the highest predicted concentrations of air pollutants around San Diego Airport. For consistency, the Baseline (2005) conditions at San Diego Airport were analyzed. Because nitrogen oxides (NO_x) are the most indicative of airport operations, it was selected as the assessment pollutant. Using EDMS, the 2005 airport operational data (including aircraft, ground support equipment, stationary sources and motor vehicles operating on the airport and off-site roadways) were combined with the NCDC meteorological data. Five separate EDMS analyses were made; one for each year from 2002 to 2006. Both short- (one hour) and long-term (annual) conditions were analyzed.

The results of the analysis are summarized in **Table E-31**. As shown, the year 2002 meteorological data caused the highest one hour and one of the highest annual NO_x concentrations and represents the worst-case condition. The 2002 one hour NO_x concentration is significantly higher (approximately 15 percent) than the next highest value (in 2005) and the 2002 annual NO_x concentration is within 2 percent of the highest annual concentration (in 2003). Therefore, the 2002 meteorological data represent worst-case conditions and will be used in support of the atmospheric dispersion analysis for the future year conditions at the airport under the No-build and Project Alternatives.

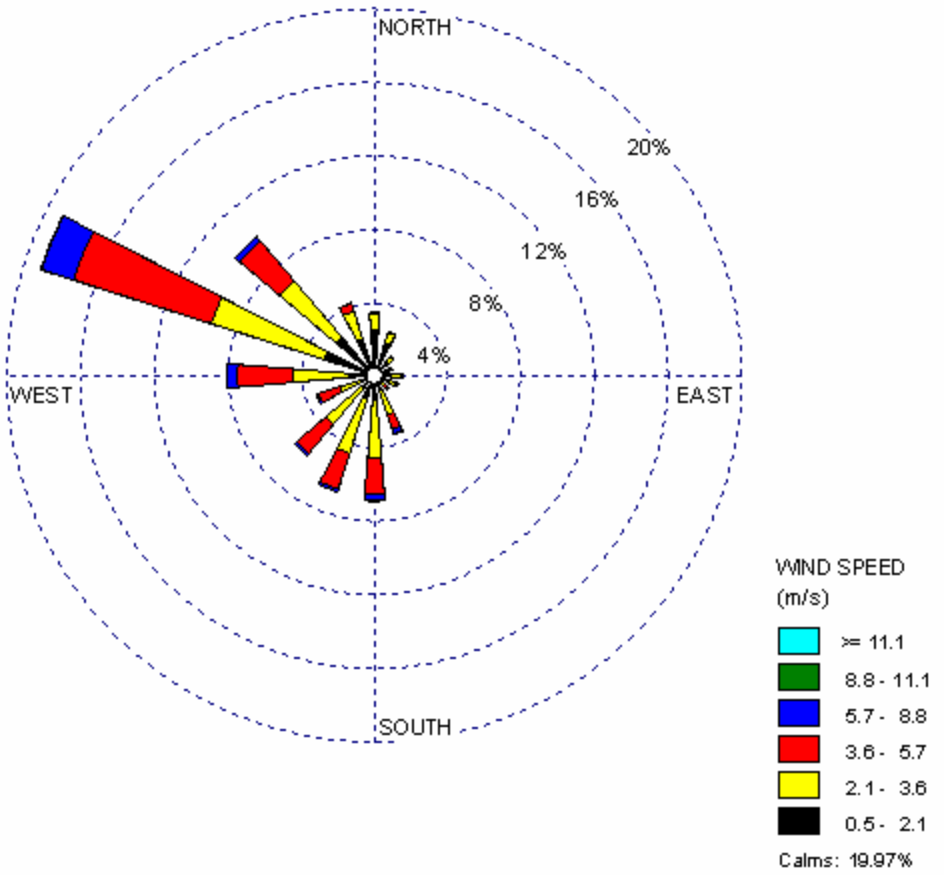
Table E-31 NO_x Concentrations ($\mu g/m^3$) Using Five Years of Meteorological Data

Averaging Period	Year				
	2002	2003	2004	2005	2006
1-Hour	2,170	1,622	1,497	1,719	1,668
Annual	61.9	62.5	58.3	62.8	61.9

Source: KB Environmental Sciences, Inc. 2007~~8~~.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

A wind rose for the five-year period used for the air quality assessment is provided as **Figure E-1** showing a strong dominance of winds from the west-northwest.

Figure E-1 San Diego Airport Wind Rose (2002 through 2006)



NO_x to NO_2 Conversion

Dispersion modeling typically predicts NO_x concentrations, while AAQS are associated with NO_2 concentrations. The combustion process typically forms several types of NO_x. For modeling purposes, the NO_x emissions are typically assumed to be 90 percent (by volume) nitric oxide (NO), and 10 percent NO_2. However, after the flue gas exits the stack, additional NO is created as the exhaust mixes with the surrounding air. The typical atmospheric reactions that create and destroy NO are:

NO + O3 -> NO_2 + O2 (*oxidation of NO by ambient ozone*)

NO + HC -> NO_2 + HC^{-} (*oxidation of NO by reactive HC*)

NO_2 + sunlight -> NO + O (*photo-dissociation of v*)

Oxidation by ozone is typically the main reaction for NO_2 formation, especially in rural areas. While the reaction rate is essentially instantaneous, the total amount of NO_2 conversion is limited by how quickly the plume entrains surrounding air. Therefore, the amount of NO_2 within the NO_x plume increases as the plume travels and disperses downwind of the stack. The *final* plume NO_x-to-NO_2 ratio will equal the existing ambient NO_x-to-NO_2 ratio. Therefore, once the ambient NO_x-to-NO_2 ratio is established, the predicted NO_2 impact can be determined by multiplying the modeled NO_x concentration by the ambient ratio. **Table E-32** presents the NO_x-to-NO_2 ratio used for this analysis.

Table E-32 NOx to NO2 Conversion Ratio

Pollutant	Averaging Time	Maximum Value	Year	Location
NO2	1-hour	0.2070	2004	12th Ave
	Annual	0.5405	2005	Beardsley Street

Source: EPA, 2007 http://www.epa.gov/air/data/geosel.html.

Background Concentrations

The dispersion modeling performed for the air quality analysis cannot represent all pollutant sources in proximity to the airport that contribute to total pollutant levels. Therefore, background concentrations were developed to reflect the emissions from nearby sources. When background concentrations are added to the airport dispersion modeling results, the results represent total pollutant concentrations at the receptor sites. Background concentrations are defined as the maximum values observed during the past three years at the downtown monitoring sites except of NO_2. **Table E-33** presents the background concentrations.

For NO_2, the background concentrations were developed based on several different methodologies. The first set of data for NO_2 represent the maximum values observed during the past three years at the downtown monitoring sites. The second set of data for NO_2 represent the concentration during those periods when the wind was blowing from the Airport to the downtown monitoring sites; and thus, strong influence from emissions sources within SDIA. This data would tend to overestimate the background concentration. The third set of data for NO_2 represent the concentration during those periods when the wind was blowing from the downtown monitoring sites to the Airport; and thus, strong influence from emissions sources within the downtown area. The forth set of data for NO_2 is from the Alpine monitoring site which is located to the west of the Airport in a rural environment of San Diego County and can be considered background concentrations without great influence from emissions sources within the Airport or the downtown area.

Table E-33 Background Concentrations

Pollutant	Averaging Time	CAAQS	Highest Measured Value	Year	Location
CO	1-hour	20 ppm (23 mg/m^3)	10.8 ppm	2006	Union Street
	8-hour	9 ppm (10 mg/m^3)	4.7 ppm	2005	12th Ave
NO_2	1-hour	0.18 ppm (338 µg/m^3)	0.094 ppm	2004	12th Ave
	Annual	0.030 ppm (56 µg/m^3)	0.021 ppm	2006	Beardsley Street
NO_2	1-hour	0.18 ppm (338 µg/m^3)	0.100 ppm	2005	WD from Airport to Downtown
	Annual	0.030 ppm (56 µg/m^3)	0.019 ppm	2005	WD from Airport to Downtown
NO_2	1-hour	0.18 ppm (338 µg/m^3)	0.091 ppm	2005	WD towards Airport
	Annual	0.030 ppm (56 µg/m^3)	0.018 ppm	2005	WD towards Airport
NO_2	1-hour	0.18 ppm (338 µg/m^3)	0.063 ppm	2004	Alpine
	Annual	0.030 ppm (56 µg/m^3)	0.011 ppm	2004	Alpine
SO_2	1-hour	0.25 ppm (655 µg/m^3)	0.042 ppm	2004	12th Ave
	24-hour	0.04 ppm (105 µg/m^3)	0.009 ppm	2006	Beardsley Street
PM_{10}	24-hour	50 µg/m^3	76 µg/m^3	2005	12th Ave
	Annual	20 µg/m^3	37 µg/m^3	2006	Beardsley Street
$PM_{2.5}$	24-hour	35 µg/m^3	63 µg/m^3	2006	Beardsley Street
	Annual	12 µg/m^3	15.6 µg/m^3	2005	Beardsley Street
Ozone	1-hour	0.090 ppm (180 µg/m^3)	0.108 ppm	2006	Overland Ave.
	8-hour	0.070 ppm (137 µg/m^3)	0.091 ppm	2006	Overland Ave.

Source: EPA, 2007 http://www.epa.gov/air/data/geosel.html.

Supplemental Emissions Inventory Results

The emissions inventories for the Proposed Airport Implementation Plan, Proposed Airport Implementation Plan Alternative, and Land Use Plan are summarized in **Tables E-34 through E-43** for 2020 and 2025. For comparative purposes, the ~~2005 Baseline Conditions~~ 2020 and 2025 No Project Alternative results are also shown along with the differences, the appropriate CEQA criteria and an indication of whether or not the outcomes are considered potentially significant.

Table E-34

2020 Proposed Airport Implementation Plan (with Parking Structure)
Air Emissions Inventory (tons per year)

Source	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Aircraft	433	150	1,171	103	26	26
GSE/APU	117	4.9	22	2.5	0.6	0.6
Stationary Sources	4.1	3.6	13	4.0	0.7	0.7
Motor Vehicles (On-site)	26	1.1	2.7	0.0	1.0	0.7
Motor Vehicles (Off-site)	119	4.7	27	0.3	3.4	2.1
2020 Airport Total	699	164	1,235	110	31	30
2020 No Project Total	691	163	1,234	110	31	29
~~**2005 Baseline Total**~~	~~1,150~~	~~148~~	~~833~~	~~77~~	~~21~~	~~20~~
Differences(+/-)	8	1	1	0	0	~~1~~ 0
CEQA Thresholds	100	13.7	40	40	15	10
Potentially Significant?	No	No	No	No	No	No

CO = Carbon monoxide; HC = Hydrocarbons; NO_x = Nitrogen Oxides; SO_x = Sulfur oxides; $PM_{10/2.}5$ = Particulate matter (10 and 2.5, respectively)

Aircraft emissions comprise those from the entire LTO cycle (i.e., approach, landing, taxi-in, taxi-out, take off, and climb out).

GSE and APU emissions based upon observed operating times from onsite surveys conducted at SDIA

On-site motor vehicles emissions include those from on-airport parking lots, terminal curbsides, and roadways

Stationary source emissions include those associated with boilers and fuel storage facilities.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-35

2025 Proposed Airport Implementation Plan (with Parking Structure)
Air Emissions Inventory (tons per year) [a]

Source	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Aircraft	431	154	1,317	111	28	28
GSE/APU	98	4.3	19	2.5	0.5	0.4
Stationary Sources	4.1	3.6	13	4.0	0.7	0.7
Motor Vehicles (On-site)	25	1.1	2.5	0.0	1.0	0.8
Motor Vehicles (Off-site)	101	4.2	22	0.3	3.5	2.2
2025 Airport Total	660	167	1,373	118	34	32
2025 No Project Total	642	163	1,365	117	33	32
~~**2005 Baseline Total**~~	~~1,150~~	~~148~~	~~833~~	~~77~~	~~21~~	~~20~~
Differences(+/-)	18	4	8	1	1	~~0~~ 1
CEQA Thresholds	100	13.7	40	40	15	10
Potentially Significant?	No	No	No	No	No	No

CO = Carbon monoxide; HC = Hydrocarbons; NO_x = Nitrogen Oxides; SO_x = Sulfur oxides; $PM_{10/2.}5$ = Particulate matter (10 and 2.5, respectively)

Aircraft emissions comprise those from the entire LTO cycle (i.e., approach, landing, taxi-in, taxi-out, take off, and climb out).

GSE and APU emissions based upon observed operating times from onsite surveys conducted at SDIA

On-site motor vehicles emissions include those from on-airport parking lots, terminal curbsides, and roadways

Stationary source emissions include those associated with boilers and fuel storage facilities.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-36

2020 Proposed Airport Implementation Plan (without Parking Structure)
Air Emissions Inventory (tons per year) [a]

Source	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Aircraft	433	150	1,171	103	26	26
GSE/APU	117	4.9	22	2.5	0.6	0.6
Stationary Sources	4.1	3.6	13	4.0	0.7	0.7
Motor Vehicles (On-site)	24	1.0	2.5	0.0	0.9	0.7
Motor Vehicles (Off-site)	118	4.6	27	0.3	3.4	2.0
2020 Airport Total	696	164	1,234	110	31	30
2020 No Project Total	691	163	1,234	110	31	29
~~**2005 Baseline Total**~~	~~1,150~~	~~148~~	~~833~~	~~77~~	~~21~~	~~20~~
Differences(+/-)	5	1	~~0~~ 1	0	0	~~1~~ 0
CEQA Thresholds	100	13.7	40	40	15	10
Potentially Significant?	No	No	No	No	No	No

CO = Carbon monoxide; HC = Hydrocarbons; NO_x = Nitrogen Oxides; SO_x = Sulfur oxides; $PM_{10/2.}5$ = Particulate matter (10 and 2.5, respectively)

Aircraft emissions comprise those from the entire LTO cycle (i.e., approach, landing, taxi-in, taxi-out, take off, and climb out).

GSE and APU emissions based upon observed operating times from onsite surveys conducted at SDIA

On-site motor vehicles emissions include those from on-airport parking lots, terminal curbsides, and roadways

Stationary source emissions include those associated with boilers and fuel storage facilities.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-37

2025 Proposed Airport Implementation Plan (without Parking Structure)
Air Emissions Inventory (tons per year) [a]

Source	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Aircraft	431	154	1,317	111	28	28
GSE/APU	98	4.3	19	2.5	0.5	0.4
Stationary Sources	4.1	3.6	13	4.0	0.7	0.7
Motor Vehicles (On-site)	22	1.0	2.3	0.0	0.9	0.7
Motor Vehicles (Off-site)	100	4.1	22	0.3	3.5	2.1
2025 Airport Total	657	167	1,372	118	34	32
2025 No Project Total	642	163	1,365	117	33	32
~~**2005 Baseline Total**~~	~~1,150~~	~~148~~	~~833~~	~~77~~	~~21~~	~~20~~
Differences(+/-)	15	~~4~~ 3	7	1	1	0
CEQA Thresholds	100	13.7	40	40	15	10
Potentially Significant?	No	No	No	No	No	No

CO = Carbon monoxide; HC = Hydrocarbons; NO_x = Nitrogen Oxides; SO_x = Sulfur oxides; $PM_{10/2.}5$ = Particulate matter (10 and 2.5, respectively)

Aircraft emissions comprise those from the entire LTO cycle (i.e., approach, landing, taxi-in, taxi-out, take off, and climb out).

GSE and APU emissions based upon observed operating times from onsite surveys conducted at SDIA

On-site motor vehicles emissions include those from on-airport parking lots, terminal curbsides, and roadways

Stationary source emissions include those associated with boilers and fuel storage facilities.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-38

2020 Proposed Airport Implementation Plan Alternative (with Parking Structure) Air Emissions Inventory (tons per year) [a]

Source	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Aircraft	448	151	1,173	104	26	26
GSE/APU	117	4.9	22	2.5	0.6	0.6
Stationary Sources	4.1	3.6	13	4.0	0.7	0.7
Motor Vehicles (On-site)	26	1.1	2.6	0.0	0.9	0.7
Motor Vehicles (Off-site)	118	4.6	27	0.3	3.4	2.0
2020 Airport Total	712	165	1,237	111	31	30
2020 No Project Total	691	163	1,234	110	31	29
~~**2005 Baseline Total**~~	~~1,150~~	~~148~~	~~833~~	~~77~~	~~21~~	~~20~~
Differences(+/-)	21	2	3	1	0	~~1~~ 0
CEQA Thresholds	100	13.7	40	40	15	10
Potentially Significant?	No	No	No	No	No	No

CO = Carbon monoxide; HC = Hydrocarbons; NO_x = Nitrogen Oxides; SO_x = Sulfur oxides; $PM_{10/2.}5$ = Particulate matter (10 and 2.5, respectively)

Aircraft emissions comprise those from the entire LTO cycle (i.e., approach, landing, taxi-in, taxi-out, take off, and climb out).

GSE and APU emissions based upon observed operating times from onsite surveys conducted at SDIA

On-site motor vehicles emissions include those from on-airport parking lots, terminal curbsides, and roadways

Stationary source emissions include those associated with boilers and fuel storage facilities.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-39

2025 Proposed Airport Implementation Plan Alternative (with Parking Structure) Air Emissions Inventory (tons per year) [a]

Source	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Aircraft	444	155	1,319	112	29	29
GSE/APU	98	4.3	19	2.5	0.5	0.4
Stationary Sources	4.1	3.6	13	4.0	0.7	0.7
Motor Vehicles (On-site)	24	1.0	2.4	0.0	1.0	0.7
Motor Vehicles (Off-site)	100	4.1	22	0.3	3.5	2.1
2025 Airport Total	670	168	1,375	119	34	33
2025 No Project Total	642	163	1,365	117	33	32
~~**2005 Baseline Total**~~	~~1,150~~	~~148~~	~~833~~	~~77~~	~~21~~	~~20~~
Differences(+/-)	28	~~5~~ 4	~~10~~ 9	2	1	1
CEQA Thresholds	100	13.7	40	40	15	10
Potentially Significant?	No	No	No	No	No	No

CO = Carbon monoxide; HC = Hydrocarbons; NO_x = Nitrogen Oxides; SO_x = Sulfur oxides; $PM_{10/2.}5$ = Particulate matter (10 and 2.5, respectively)

Aircraft emissions comprise those from the entire LTO cycle (i.e., approach, landing, taxi-in, taxi-out, take off, and climb out).

GSE and APU emissions based upon observed operating times from onsite surveys conducted at SDIA

On-site motor vehicles emissions include those from on-airport parking lots, terminal curbsides, and roadways

Stationary source emissions include those associated with boilers and fuel storage facilities.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-40

2020 Proposed Airport Implementation Plan Alternative (without Parking Structure) Air Emissions Inventory (tons per year) [a]

Source	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Aircraft	448	151	1,173	104	26	26
GSE/APU	117	4.9	22	2.5	0.6	0.6
Stationary Sources	4.1	3.6	13	4.0	0.7	0.7
Motor Vehicles (On-site)	25	1.0	2.5	0.0	0.9	0.7
Motor Vehicles (Off-site)	118	4.6	27	0.3	3.3	2.0
2020 Airport Total	711	165	1,237	111	31	30
2020 No Project Total	691	163	1,234	110	31	29
~~**2005 Baseline Total**~~	~~1,150~~	~~148~~	~~833~~	~~77~~	~~21~~	~~20~~
Differences(+/-)	20	2	3	1	0	~~1~~ 0
CEQA Thresholds	100	13.7	40	40	15	10
Potentially Significant?	No	No	No	No	No	No

CO = Carbon monoxide; HC = Hydrocarbons; NO_x = Nitrogen Oxides; SO_x = Sulfur oxides; $PM_{10/2.}5$ = Particulate matter (10 and 2.5, respectively)

Aircraft emissions comprise those from the entire LTO cycle (i.e., approach, landing, taxi-in, taxi-out, take off, and climb out).

GSE and APU emissions based upon observed operating times from onsite surveys conducted at SDIA

On-site motor vehicles emissions include those from on-airport parking lots, terminal curbsides, and roadways

Stationary source emissions include those associated with boilers and fuel storage facilities.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-41

2025 Proposed Airport Implementation Plan Alternative (without Parking Structure) Air Emissions Inventory (tons per year) [a]

Source	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Aircraft	444	155	1,319	112	29	29
GSE/APU	98	4.3	19	2.5	0.5	0.4
Stationary Sources	4.1	3.6	13	4.0	0.7	0.7
Motor Vehicles (On-site)	23	1.0	2.3	0.0	1.0	0.7
Motor Vehicles (Off-site)	100	4.1	22	0.3	3.5	2.1
2025 Airport Total	669	168	1,375	119	34	32
2025 No Project Total	642	163	1,365	117	33	32
~~**2005 Baseline Total**~~	~~1,150~~	~~148~~	~~833~~	~~77~~	~~21~~	~~20~~
Differences(+/-)	27	~~5~~ 4	~~10~~ 9	2	1	~~0~~ 1
CEQA Thresholds	100	13.7	40	40	15	10
Potentially Significant?	No	No	No	No	No	No

CO = Carbon monoxide; HC = Hydrocarbons; NO_x = Nitrogen Oxides; SO_x = Sulfur oxides; $PM_{10/2.}5$ = Particulate matter (10 and 2.5, respectively)

Aircraft emissions comprise those from the entire LTO cycle (i.e., approach, landing, taxi-in, taxi-out, take off, and climb out).

GSE and APU emissions based upon observed operating times from onsite surveys conducted at SDIA

On-site motor vehicles emissions include those from on-airport parking lots, terminal curbsides, and roadways

Stationary source emissions include those associated with boilers and fuel storage facilities.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-42

2020 Proposed Airport Land Use Plan
Air Emissions Inventory (tons per year) [a]

Source	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Aircraft	433	150	1,171	103	26	26
GSE/APU	117	4.9	22	2.5	0.6	0.6
Stationary Sources	4.1	3.6	13	4.0	0.7	0.7
Motor Vehicles (On-site)	33	1.5	3.3	0.1	1.2	0.9
Motor Vehicles (Off-site)	196	7.7	45	0.5	5.6	3.4
2020 Airport Total	783	167	1,253	110	34	31
2020 No Project Total	691	163	1,234	110	31	29
~~**2005 Baseline Total**~~	~~1,150~~	~~148~~	~~833~~	~~77~~	~~21~~	~~20~~
Differences(+/-)	92	4	19	0	3	2
CEQA Thresholds	100	13.7	40	40	15	10
Potentially Significant?	No	No	No	No	No	No

CO = Carbon monoxide; HC = Hydrocarbons; NO_x = Nitrogen Oxides; SO_x = Sulfur oxides; $PM_{10/2.}5$ = Particulate matter (10 and 2.5, respectively)

Aircraft emissions comprise those from the entire LTO cycle (i.e., approach, landing, taxi-in, taxi-out, take off, and climb out).

GSE and APU emissions based upon observed operating times from onsite surveys conducted at SDIA

On-sit motor vehicles emissions include those from on-airport parking lots, terminal curbsides, and roadways

Stationary source emissions include those associated with boilers and fuel storage facilities.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-43

2025 Proposed Airport Land Use Plan
Air Emissions Inventory (tons per year) [a]

Source	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Aircraft	431	154	1,317	111	28	28
GSE/APU	98	4.3	19	2.5	0.5	0.4
Stationary Sources	4.1	3.6	13	4.0	0.7	0.7
Motor Vehicles (On-site)	32	1.5	3.2	0.1	1.3	1.0
Motor Vehicles (Off-site)	166	6.8	36	0.5	5.7	3.5
2025 Airport Total	733	170	1,387	118	37	34
2025 No Project Total	642	163	1,365	117	33	32
~~**2005 Baseline Total**~~	~~1,150~~	~~148~~	~~833~~	~~77~~	~~21~~	~~20~~
Differences(+/-)	~~91~~ 90	7	22	1	~~4~~ 3	2
CEQA Thresholds	100	13.7	40	40	15	10
Potentially Significant?	No	No	No	No	No	No

CO = Carbon monoxide; HC = Hydrocarbons; NO_x = Nitrogen Oxides; SO_x = Sulfur oxides; $PM_{10/2.}5$ = Particulate matter (10 and 2.5, respectively)

Aircraft emissions comprise those from the entire LTO cycle (i.e., approach, landing, taxi-in, taxi-out, take off, and climb out).

GSE and APU emissions based upon observed operating times from onsite surveys conducted at SDIA

On-site motor vehicles emissions include those from on-airport parking lots, terminal curbsides, and roadways

Stationary source emissions include those associated with boilers and fuel storage facilities.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Dispersion Modeling Results

Predicted concentrations resulting from the sources associated with each alternative were added to background concentrations that represent sources in the vicinity of the airport that were not included in the modeling effort. **Tables E-44 through E-55** contains the dispersion modeling result for all pollutants at each receptor for the Baseline, No Build, and Project Alternatives. **Tables E-55a and E-55b** contain the dispersion modeling result summary for the year 2020 and 2025.

Table E-44 Baseline 2005 Dispersion Modeling Results (µg/m^3)

	Maximum Predicted Concentration (µg/m^3)									
	CO		NO2		PM10		PM2.5		SO2	
Receptor ID	1-Hour	8-Hour	1-Hour	Annual	24-Hour	Annual	24-Hour	Annual	1-Hour	24-Hour
Sensitive Receptors										
A1	14,171	5,612	209	22	78	37	64	16	141	26
A2	15,028	5,666	241	23	77	37	64	16	170	27
A3	15,167	5,691	286	23	78	37	64	16	194	28
A4	15,307	6,410	353	32	80	38	65	16	193	29
A5	14,044	5,864	202	26	79	37	64	16	135	26
A6	15,812	6,530	283	42	82	39	66	17	163	32
Fenceline Receptors										
B1	16,221	6,017	315	54	81	39	67	17	200	37
B2	16,407	6,400	315	50	82	39	66	17	182	34
B3	18,522	6,723	425	52	83	39	67	17	176	33
B4	16,366	6,595	276	44	81	39	66	17	185	32
B5	17,236	6,563	366	46	82	39	66	17	199	32
B6	16,737	6,546	342	43	82	39	66	17	206	31
B7	16,241	6,514	333	40	81	39	66	17	200	31
B8	15,467	6,550	394	36	81	38	66	17	201	30
B9	15,334	6,421	366	33	80	38	66	16	196	30
B10	15,713	6,225	335	28	79	38	65	16	205	30
B11	16,395	6,260	338	25	79	37	64	16	206	31
B12	17,225	6,406	368	24	79	37	64	16	224	31
B13	19,008	6,320	568	24	79	37	64	16	332	36
B14	15,833	5,791	274	23	78	37	64	16	178	27
B15	14,723	5,960	244	24	78	37	64	16	176	27
B16	14,555	5,885	271	27	78	37	64	16	178	29
B17	14,897	5,973	301	29	79	38	64	16	186	29
B18	15,112	6,186	339	31	79	38	65	16	200	30
B19	15,302	5,978	352	34	79	38	65	16	203	30
B20	15,236	5,936	257	31	79	38	65	16	152	28
B21	15,408	6,079	273	33	80	38	65	16	153	28
B22	15,499	6,263	278	36	81	38	66	17	133	27
B23	16,442	6,804	326	42	83	39	67	17	127	26
B24	17,359	6,717	372	42	83	39	67	17	128	26
B25	17,851	6,430	398	44	83	39	67	17	157	28
B26	16,973	6,204	353	46	81	39	66	17	191	30
B27	16,847	6,186	376	49	82	39	66	17	236	37

~~Source: KB Environmental Sciences, Inc. 2007.~~Source: KB Environmental Sciences, Inc. 2008.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-45 No Build 2010 Dispersion Modeling Results (µg/m^3)

	Maximum Predicted Concentration (µg/m^3)									
	CO		NO2		PM10		PM2.5		SO2	
Receptor ID	1-Hour	8-Hour	1-Hour	Annual	24-Hour	Annual	24-Hour	Annual	1-Hour	24-Hour
Sensitive Receptors										
A1	13,530	5,473	188	22	77	37	63	16	150	26
A2	13,951	5,549	228	22	77	37	63	16	162	27
A3	14,407	5,563	302	22	77	37	63	17	190	28
A4	14,494	6,063	307	30	80	38	64	18	180	29
A5	13,492	5,632	216	25	79	37	63	17	143	26
A6	14,885	6,031	259	38	82	39	64	19	159	31
Fenceline Receptors										
B1	14,507	5,790	261	53	81	39	65	19	207	40
B2	15,354	6,128	268	46	81	39	65	19	163	36
B3	16,916	6,342	351	46	83	39	65	19	171	33
B4	15,465	6,404	279	40	81	39	64	18	187	31
B5	15,845	6,288	319	40	82	39	64	19	208	32
B6	15,882	6,125	300	37	81	39	64	19	193	31
B7	15,363	6,081	291	35	81	39	64	18	194	30
B8	14,584	6,089	325	33	81	38	64	18	189	30
B9	14,493	6,066	312	31	80	38	64	18	181	29
B10	14,729	5,886	305	26	79	38	63	17	200	29
B11	14,692	5,844	308	24	79	37	63	17	200	29
B12	15,389	5,872	391	24	78	37	63	17	222	30
B13	17,166	6,013	465	23	79	37	63	17	276	33
B14	14,452	5,626	266	23	77	37	63	16	175	28
B15	14,052	5,666	229	23	77	37	63	16	167	27
B16	13,843	5,657	258	26	78	37	63	17	169	27
B17	14,294	5,743	287	27	78	38	63	17	175	28
B18	14,469	5,824	323	29	78	38	64	17	188	28
B19	14,614	5,798	341	33	79	38	64	17	191	29
B20	14,448	5,731	264	29	79	38	64	17	157	28
B21	14,473	5,818	227	30	81	38	64	18	128	27
B22	14,728	5,945	241	33	81	38	64	18	121	26
B23	15,332	6,280	272	37	84	39	64	19	124	26
B24	15,724	6,233	292	38	83	39	64	19	125	26
B25	16,111	6,104	313	40	83	39	64	19	132	28
B26	15,428	6,001	277	43	81	39	64	18	166	31
B27	15,307	5,987	325	47	82	39	65	19	211	35

~~Source: KB Environmental Sciences, Inc. 2007.~~Source: KB Environmental Sciences, Inc. 2008.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-46 No Build 2015 Dispersion Modeling Results (µg/m^3)

Maximum Predicted Concentration (µg/m^3)										
	CO		NO2		PM10		PM2.5		SO2	
Receptor ID	1-Hour	8-Hour	1-Hour	Annual	24-Hour	Annual	24-Hour	Annual	1-Hour	24-Hour
Sensitive Receptors										
A1	13,165	5,402	248	22	77	37	63	16	174	28
A2	13,410	5,482	257	22	77	37	64	16	182	28
A3	13,910	5,494	361	22	78	37	64	16	220	30
A4	13,952	5,904	384	28	80	38	65	16	215	30
A5	13,215	5,492	280	24	79	37	64	16	159	28
A6	14,199	5,814	323	36	81	39	66	17	168	32
Fenceline Receptors										
B1	13,836	5,705	322	55	82	40	67	18	199	41
B2	14,591	5,846	300	44	82	39	66	17	176	38
B3	15,554	6,066	289	43	84	40	67	17	176	34
B4	14,539	6,022	325	38	81	39	66	17	200	32
B5	14,849	5,969	370	37	82	39	66	17	224	32
B6	15,030	5,828	408	34	82	39	66	17	237	32
B7	14,628	5,784	399	32	82	39	66	17	229	32
B8	14,145	5,912	416	31	81	38	66	17	228	31
B9	14,043	5,911	398	29	81	38	66	16	220	31
B10	13,943	5,804	358	25	80	38	65	16	212	32
B11	14,070	5,707	394	24	79	37	65	16	225	32
B12	15,061	5,886	397	23	79	37	64	16	242	32
B13	15,456	5,728	446	23	79	37	64	16	291	34
B14	13,700	5,507	262	22	77	37	64	16	184	28
B15	13,596	5,522	289	23	77	37	64	16	190	28
B16	13,556	5,525	344	25	78	37	64	16	199	29
B17	13,512	5,569	389	26	78	38	64	16	210	30
B18	13,721	5,624	444	29	79	38	64	16	229	31
B19	13,936	5,567	475	33	79	38	65	16	239	32
B20	13,562	5,541	406	28	80	38	65	16	200	31
B21	13,958	5,685	198	28	80	38	65	16	126	27
B22	14,074	5,800	203	30	82	38	65	16	125	26
B23	14,456	5,968	223	33	83	39	67	17	127	27
B24	14,395	5,949	220	34	83	39	66	17	129	27
B25	14,871	5,867	244	37	83	39	66	17	136	29
B26	14,737	5,755	245	41	82	39	66	17	168	33
B27	14,923	5,720	406	46	82	39	66	17	234	37

~~Source: KB Environmental Sciences, Inc. 2007.~~Source: KB Environmental Sciences, Inc. 2008.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-47 No Build 2030 Dispersion Modeling Results (µg/m^3)

Maximum Predicted Concentration (µg/m^3)										
	CO		NO2		PM10		PM2.5		SO2	
Receptor ID	1-Hour	8-Hour	1-Hour	Annual	24-Hour	Annual	24-Hour	Annual	1-Hour	24-Hour
Sensitive Receptors										
A1	12,899	5,319	309	22	77	37	64	16	183	28
A2	13,455	5,394	387	23	78	37	64	16	222	32
A3	13,373	5,406	302	23	78	37	64	16	202	30
A4	13,557	5,612	444	28	81	38	66	16	236	32
A5	12,871	5,397	213	24	79	37	64	16	143	26
A6	13,353	5,604	344	41	82	39	67	17	177	35
Fenceline Receptors										
B1	13,616	5,602	325	63	82	40	68	18	205	46
B2	13,751	5,575	314	51	82	40	67	18	175	38
B3	14,452	5,672	299	47	84	40	67	18	179	38
B4	13,476	5,617	350	41	81	39	66	17	196	36
B5	13,970	5,615	477	38	83	39	67	17	251	37
B6	13,868	5,654	505	35	82	39	66	17	262	35
B7	13,683	5,608	480	33	82	39	66	17	252	34
B8	13,613	5,650	496	31	82	39	66	17	253	34
B9	13,572	5,618	468	29	81	38	66	17	242	32
B10	13,592	5,525	437	27	80	38	65	16	236	32
B11	13,356	5,502	489	25	79	38	65	16	252	33
B12	13,871	5,556	442	25	79	37	65	16	251	33
B13	14,325	5,694	467	24	79	37	65	16	279	37
B14	13,595	5,454	384	23	79	37	64	16	239	34
B15	13,303	5,408	399	24	78	37	64	16	216	31
B16	13,197	5,418	382	26	78	37	64	16	211	31
B17	13,249	5,455	389	27	78	38	65	16	213	31
B18	13,282	5,452	431	31	79	38	65	16	227	33
B19	13,260	5,462	470	35	79	38	65	17	241	34
B20	13,152	5,416	246	29	80	38	65	16	158	29
B21	13,228	5,451	190	27	80	38	65	16	135	28
B22	13,289	5,500	162	28	81	38	65	16	126	28
B23	13,538	5,651	169	30	83	39	66	17	127	28
B24	13,764	5,625	176	31	82	39	66	17	133	28
B25	13,947	5,564	201	36	82	39	66	17	149	31
B26	13,658	5,510	292	42	81	39	66	17	182	36
B27	13,620	5,532	511	48	83	39	67	17	239	46

~~Source: KB Environmental Sciences, Inc. 2007.~~Source: KB Environmental Sciences, Inc. 2008.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-48 Implementation Plan 2010 Dispersion Modeling Results (µg/m^3)

Maximum Predicted Concentration (µg/m^3)										
	CO		NO2		PM10		PM2.5		SO2	
Receptor ID	1-Hour	8-Hour	1-Hour	Annual	24-Hour	Annual	24-Hour	Annual	1-Hour	24-Hour
Sensitive Receptors										
A1	13,530	5,473	220	22	77	37	63	16	156	27
A2	13,846	5,582	245	23	77	37	63	16	173	27
A3	14,856	5,649	354	22	78	37	63	16	205	29
A4	14,442	6,065	305	30	80	38	64	18	184	29
A5	13,492	5,632	248	25	79	37	63	17	149	27
A6	14,771	5,986	239	38	81	39	64	19	156	31
Fenceline Receptors										
B1	14,401	5,798	305	53	81	39	65	19	188	38
B2	15,406	6,117	269	45	81	39	65	19	168	36
B3	16,976	6,355	352	46	83	39	65	19	178	33
B4	15,168	6,322	303	40	81	39	64	18	200	31
B5	15,836	6,319	344	40	82	39	64	19	199	31
B6	15,911	6,158	319	37	81	39	64	19	202	30
B7	15,405	6,022	300	35	81	39	64	18	194	30
B8	14,723	6,133	344	33	81	38	64	18	194	29
B9	14,522	6,098	318	32	80	38	64	18	188	29
B10	14,825	5,915	338	28	80	38	63	17	203	30
B11	14,473	5,952	364	25	79	37	63	17	212	31
B12	16,735	6,237	394	24	79	37	63	17	223	31
B13	18,582	6,249	535	24	79	37	63	17	307	35
B14	14,422	5,816	257	24	78	37	63	17	186	28
B15	13,528	5,573	258	24	77	37	63	16	181	28
B16	13,665	5,598	299	25	78	37	63	17	184	28
B17	13,793	5,639	337	27	78	38	63	17	192	29
B18	13,986	5,680	383	29	78	38	64	17	207	30
B19	14,459	5,786	409	32	79	38	64	17	211	30
B20	14,134	5,731	332	29	79	38	64	17	181	29
B21	14,474	5,818	227	30	81	38	64	18	130	27
B22	14,729	5,945	241	33	81	38	64	18	122	26
B23	15,333	6,281	272	37	84	39	64	19	127	27
B24	15,722	6,235	292	39	84	39	64	19	126	27
B25	16,123	6,126	314	42	83	39	65	19	148	29
B26	15,445	6,005	278	43	82	39	64	19	156	30
B27	15,329	5,989	346	45	81	39	65	19	230	34

~~Source: KB Environmental Sciences, Inc. 2007.~~Source: KB Environmental Sciences, Inc. 2008.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-49 Implementation Plan 2015 Dispersion Modeling Results (µg/m^3)

Maximum Predicted Concentration (µg/m^3)										
	CO		NO2		PM10		PM2.5		SO2	
Receptor ID	1-Hour	8-Hour	1-Hour	Annual	24-Hour	Annual	24-Hour	Annual	1-Hour	24-Hour
Sensitive Receptors										
A1	13,157	5,396	198	22	77	37	64	16	154	26
A2	13,179	5,472	240	22	77	37	64	16	172	27
A3	13,881	5,474	378	22	78	37	64	16	213	29
A4	14,085	5,813	380	28	80	38	65	16	207	30
A5	13,215	5,492	238	24	79	37	64	16	150	27
A6	14,191	5,769	340	36	81	39	66	17	174	32
Fenceline Receptors										
B1	13,878	5,722	312	55	82	40	67	18	205	42
B2	14,626	5,824	276	44	82	39	66	17	170	37
B3	15,588	6,090	296	43	84	40	67	17	175	34
B4	14,527	5,907	352	38	81	39	66	17	203	32
B5	14,843	5,940	412	37	82	39	66	17	232	34
B6	15,061	5,854	383	34	82	39	66	17	226	32
B7	14,677	5,747	403	33	82	39	66	17	223	32
B8	14,296	5,878	406	31	81	38	66	17	220	31
B9	14,189	5,848	387	29	81	38	66	16	212	31
B10	13,973	5,704	383	26	80	38	65	16	229	31
B11	13,949	5,730	387	24	79	37	65	16	225	31
B12	15,136	5,909	488	24	79	37	65	16	250	31
B13	15,963	5,865	514	23	79	37	64	16	302	35
B14	13,455	5,583	268	23	77	37	64	16	174	28
B15	13,213	5,448	269	23	77	37	64	16	181	28
B16	13,259	5,451	317	25	78	37	64	16	189	28
B17	13,291	5,534	356	26	78	38	64	16	199	29
B18	13,650	5,579	407	29	78	38	64	16	217	30
B19	13,644	5,577	433	33	79	38	65	16	224	31
B20	13,562	5,541	280	28	80	38	65	16	164	29
B21	13,958	5,686	198	28	80	38	65	16	132	27
B22	14,074	5,800	204	30	82	38	65	16	124	27
B23	14,457	5,969	223	33	83	39	67	17	127	27
B24	14,399	5,951	220	35	83	39	66	17	129	27
B25	14,878	5,884	244	39	83	39	66	17	147	31
B26	14,740	5,732	237	41	82	39	66	17	164	32
B27	14,926	5,722	459	45	82	39	66	17	241	38

~~Source: KB Environmental Sciences, Inc. 2007.~~Source: KB Environmental Sciences, Inc. 2008.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-50 Implementation Plan 2030 Dispersion Modeling Results (µg/m^3)

Maximum Predicted Concentration (µg/m^3)										
	CO		NO2		PM10		PM2.5		SO2	
Receptor ID	1-Hour	8-Hour	1-Hour	Annual	24-Hour	Annual	24-Hour	Annual	1-Hour	24-Hour
Sensitive Receptors										
A1	12,887	5,350	250	21	77	37	64	16	169	28
A2	13,094	5,368	299	22	77	37	64	16	188	28
A3	13,619	5,431	402	22	78	37	64	16	236	31
A4	13,595	5,632	502	26	81	38	66	16	245	31
A5	12,872	5,398	274	24	79	37	64	16	163	29
A6	13,383	5,641	352	35	82	39	67	17	177	34
Fenceline Receptors										
B1	13,510	5,578	389	63	82	40	68	18	222	45
B2	13,838	5,625	344	44	82	40	67	18	184	39
B3	14,572	5,725	395	41	84	40	67	18	193	36
B4	13,515	5,604	410	37	81	39	66	17	203	34
B5	14,029	5,634	484	34	83	39	67	17	244	35
B6	13,945	5,589	528	32	82	39	66	17	261	34
B7	13,744	5,566	560	30	82	39	66	17	267	34
B8	13,659	5,679	504	29	82	39	66	17	248	33
B9	13,629	5,654	510	27	81	38	66	17	247	32
B10	13,714	5,555	509	26	80	38	65	16	262	33
B11	13,490	5,562	501	24	79	37	65	16	261	33
B12	14,289	5,629	403	24	79	37	65	16	252	33
B13	14,589	5,583	543	23	79	37	64	16	312	35
B14	13,342	5,407	332	23	78	37	64	16	191	29
B15	13,088	5,376	303	23	78	37	64	16	199	29
B16	13,123	5,395	368	25	78	37	64	16	208	29
B17	13,009	5,398	424	26	78	38	64	16	221	30
B18	13,089	5,399	488	29	79	38	65	16	242	32
B19	13,347	5,401	531	35	79	38	65	16	252	33
B20	13,154	5,417	403	28	80	38	65	16	206	32
B21	13,230	5,451	200	27	80	38	65	16	140	28
B22	13,292	5,501	174	27	81	38	65	16	132	27
B23	13,541	5,653	174	29	83	39	66	17	133	27
B24	13,773	5,629	176	31	83	39	66	17	131	28
B25	13,962	5,568	230	35	82	39	66	17	152	31
B26	13,666	5,525	303	42	81	39	66	17	188	34
B27	13,867	5,569	487	47	82	39	67	17	268	42

~~Source: KB Environmental Sciences, Inc. 2007.~~ Source: KB Environmental Sciences, Inc. 2008.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-51 Implementation Plan Alternative 2010 Dispersion Modeling Results (µg/m^3)

	Maximum Predicted Concentration (µg/m^3)									
	CO		NO2		PM10		PM2.5		SO2	
Receptor ID	1-Hour	8-Hour	1-Hour	Annual	24-Hour	Annual	24-Hour	Annual	1-Hour	24-Hour
Sensitive Receptors										
A1	13,530	5,473	198	22	77	37	63	16	156	27
A2	13,801	5,569	223	23	77	37	63	16	162	27
A3	14,390	5,588	340	22	78	37	63	17	203	29
A4	14,392	6,017	331	30	80	38	64	18	184	29
A5	13,492	5,632	223	25	79	37	63	17	142	27
A6	15,049	6,059	239	38	81	39	64	19	157	31
Fenceline Receptors										
B1	14,604	5,815	308	53	81	39	65	19	205	39
B2	15,269	6,077	266	45	82	39	65	19	165	35
B3	16,814	6,317	345	46	83	39	65	19	178	33
B4	15,584	6,262	329	40	80	39	64	18	195	31
B5	15,767	6,310	381	40	82	39	64	19	219	33
B6	15,746	6,174	357	38	82	39	64	19	204	31
B7	15,267	6,036	328	35	81	38	64	18	191	30
B8	14,574	6,044	375	33	81	38	64	18	198	30
B9	14,459	6,025	346	31	80	38	64	18	188	29
B10	14,649	5,869	277	27	79	38	63	17	185	29
B11	14,638	5,821	289	25	79	37	63	17	183	29
B12	15,245	5,898	389	24	78	37	63	17	227	31
B13	17,274	6,189	471	24	79	37	63	17	263	32
B14	14,367	5,715	340	24	78	37	63	17	180	28
B15	13,698	5,597	236	24	78	37	63	17	169	27
B16	13,427	5,628	272	25	78	37	63	17	172	27
B17	13,839	5,688	303	27	78	38	63	17	179	28
B18	13,820	5,690	341	29	78	38	64	17	191	29
B19	14,239	5,644	357	32	79	38	64	17	194	30
B20	14,133	5,731	294	29	79	38	64	17	169	29
B21	14,474	5,818	227	30	81	38	64	18	127	27
B22	14,729	5,945	241	33	81	38	64	18	124	26
B23	15,333	6,281	272	37	84	39	64	19	124	26
B24	15,730	6,235	293	39	84	39	64	19	124	26
B25	16,122	6,124	313	42	82	39	65	19	146	29
B26	15,434	6,005	277	43	81	39	64	19	164	30
B27	15,313	5,989	364	45	81	39	65	19	223	36

~~Source: KB Environmental Sciences, Inc. 2007.~~ Source: KB Environmental Sciences, Inc. 2008.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-52 Implementation Plan Alternative 2015 Dispersion Modeling Results (µg/m^3)

	Maximum Predicted Concentration (µg/m^3)									
	CO		NO2		PM10		PM2.5		SO2	
Receptor ID	1-Hour	8-Hour	1-Hour	Annual	24-Hour	Annual	24-Hour	Annual	1-Hour	24-Hour
Sensitive Receptors										
A1	13,144	5,397	248	22	77	37	64	16	174	28
A2	13,371	5,462	256	22	77	37	64	16	181	28
A3	13,864	5,493	360	22	78	37	64	16	220	30
A4	13,952	5,873	383	28	80	38	65	16	214	30
A5	13,215	5,492	280	24	79	37	64	16	159	28
A6	14,188	5,804	321	36	81	39	66	17	168	32
Fenceline Receptors										
B1	13,834	5,704	319	55	82	40	67	18	199	41
B2	14,544	5,833	299	44	82	39	66	17	176	38
B3	15,506	6,049	289	43	84	40	67	17	176	34
B4	14,523	5,973	325	38	81	39	66	17	200	32
B5	14,797	6,016	370	37	82	39	66	17	224	32
B6	14,928	5,807	411	34	82	39	66	17	237	32
B7	14,561	5,750	398	32	82	39	66	17	228	32
B8	14,116	5,906	416	31	81	38	66	17	228	31
B9	14,041	5,885	398	29	81	38	66	16	219	31
B10	13,853	5,763	358	26	80	38	65	16	212	32
B11	14,003	5,760	394	24	79	37	65	16	225	32
B12	14,869	5,876	391	24	79	37	65	16	238	32
B13	15,913	5,804	462	23	79	37	64	16	297	34
B14	13,621	5,556	260	23	77	37	64	16	184	28
B15	13,531	5,467	288	23	77	37	64	16	190	28
B16	13,545	5,490	344	25	78	37	64	16	198	29
B17	13,300	5,520	388	26	78	38	64	16	210	30
B18	13,441	5,533	444	29	79	38	64	16	229	31
B19	13,708	5,530	475	33	79	38	65	16	239	32
B20	13,562	5,541	406	28	80	38	65	16	201	31
B21	13,958	5,686	198	28	80	38	65	16	126	27
B22	14,074	5,800	204	30	82	38	65	16	125	26
B23	14,457	5,969	223	33	83	39	67	17	127	27
B24	14,398	5,950	220	35	83	39	66	17	129	27
B25	14,877	5,883	244	39	83	39	67	17	141	30
B26	14,740	5,760	243	41	82	39	66	17	170	32
B27	14,926	5,722	403	45	82	39	66	17	236	37

~~Source: KB Environmental Sciences, Inc. 2007.~~ Source: KB Environmental Sciences, Inc. 2008.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-53 Implementation Plan Alternative 2030 Dispersion Modeling Results (µg/m^3)

Maximum Predicted Concentration (µg/m^3)										
	CO		NO2		PM10		PM2.5		SO2	
Receptor ID	1-Hour	8-Hour	1-Hour	Annual	24-Hour	Annual	24-Hour	Annual	1-Hour	24-Hour
Sensitive Receptors										
A1	12,936	5,355	250	21	77	37	64	16	169	28
A2	13,109	5,372	299	22	77	37	64	16	189	28
A3	13,596	5,427	401	22	78	37	64	16	234	31
A4	13,594	5,642	502	27	81	38	66	16	245	31
A5	12,872	5,398	273	24	79	37	64	16	163	29
A6	13,381	5,651	352	35	82	39	67	17	177	34
Fenceline Receptors										
B1	13,579	5,588	389	63	83	40	68	18	224	45
B2	13,776	5,644	344	44	82	40	67	18	184	39
B3	14,501	5,734	395	41	84	40	67	18	193	36
B4	13,513	5,614	410	37	81	39	66	17	203	34
B5	13,994	5,656	483	34	83	39	66	17	243	35
B6	13,862	5,635	529	32	83	39	66	17	261	34
B7	13,689	5,567	560	30	81	39	66	17	267	34
B8	13,640	5,662	503	29	82	39	66	17	248	33
B9	13,616	5,647	510	27	81	38	66	17	247	32
B10	13,599	5,553	509	25	80	38	65	16	262	33
B11	13,498	5,539	501	24	79	38	65	16	261	33
B12	14,078	5,584	396	24	79	37	65	16	247	32
B13	14,659	5,595	546	23	79	37	64	16	314	35
B14	13,387	5,397	334	23	78	37	64	16	193	29
B15	13,097	5,384	303	23	78	37	64	16	199	29
B16	13,144	5,398	368	25	78	37	64	16	208	29
B17	13,041	5,405	424	26	78	38	64	16	221	30
B18	13,086	5,413	488	30	79	38	65	16	242	32
B19	13,380	5,422	531	35	79	38	65	17	252	33
B20	13,154	5,417	403	28	80	38	65	16	205	32
B21	13,230	5,451	200	27	80	38	65	16	140	28
B22	13,291	5,501	174	27	81	38	65	16	132	27
B23	13,541	5,653	174	29	83	39	66	17	133	27
B24	13,773	5,628	176	31	83	39	66	17	131	28
B25	13,962	5,568	230	35	82	39	66	17	152	31
B26	13,665	5,525	303	42	81	39	66	17	188	34
B27	13,941	5,579	487	47	82	39	67	17	270	43

~~Source: KB Environmental Sciences, Inc. 2007.~~ Source: KB Environmental Sciences, Inc. 2008.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-54 Land Use Plan 2015 Dispersion Modeling Results (µg/m^3)

Maximum Predicted Concentration (µg/m^3)										
	CO		NO2		PM10		PM2.5		SO2	
Receptor ID	1-Hour	8-Hour	1-Hour	Annual	24-Hour	Annual	24-Hour	Annual	1-Hour	24-Hour
Sensitive Receptors										
A1	13,159	5,394	200	22	77	37	64	16	154	26
A2	13,201	5,468	242	22	77	37	64	16	172	27
A3	13,933	5,491	379	23	78	37	64	16	213	29
A4	14,216	5,833	382	28	80	38	66	16	207	30
A5	13,131	5,488	239	24	79	37	64	16	150	27
A6	14,510	5,832	344	37	82	39	67	17	174	32
Fenceline Receptors										
B1	14,329	5,950	312	59	83	40	67	18	205	42
B2	14,972	5,927	279	46	84	40	67	18	170	37
B3	15,923	6,245	299	45	85	40	67	18	175	34
B4	14,617	5,932	354	38	82	39	66	17	203	32
B5	15,284	5,972	414	37	82	39	66	17	232	34
B6	15,427	5,886	384	34	82	39	66	17	226	32
B7	15,004	5,782	404	33	82	39	66	17	223	32
B8	14,439	5,898	409	31	81	39	66	17	220	31
B9	14,329	5,865	389	30	81	38	66	16	212	31
B10	14,107	5,700	385	27	80	38	65	16	229	31
B11	13,931	5,727	388	25	79	37	65	16	225	31
B12	15,190	5,924	489	24	79	37	65	16	250	31
B13	16,002	5,896	516	24	79	37	64	16	303	35
B14	13,451	5,583	268	23	78	37	64	16	174	28
B15	13,208	5,453	271	23	78	37	64	16	181	28
B16	13,260	5,463	318	25	78	37	64	16	189	28
B17	13,362	5,544	358	26	78	38	64	16	200	29
B18	13,704	5,583	408	29	79	38	64	16	217	30
B19	13,733	5,587	435	33	79	38	65	16	224	31
B20	13,511	5,537	282	28	79	38	65	16	164	29
B21	13,845	5,662	193	28	80	38	65	16	132	27
B22	13,929	5,762	196	30	81	38	65	16	124	27
B23	14,436	6,100	221	36	84	39	67	17	127	27
B24	14,832	6,137	241	38	85	40	67	17	129	27
B25	15,560	6,109	279	43	86	40	68	18	148	31
B26	15,099	5,935	255	44	84	40	67	17	164	32
B27	15,369	5,899	460	48	84	40	67	18	241	38

~~Source: KB Environmental Sciences, Inc. 2007.~~ Source: KB Environmental Sciences, Inc. 2008.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-55 Land Use Plan 2030 Dispersion Modeling Results (µg/m^3)

Maximum Predicted Concentration (µg/m^3)										
	CO		NO2		PM10		PM2.5		SO2	
Receptor ID	1-Hour	8-Hour	1-Hour	Annual	24-Hour	Annual	24-Hour	Annual	1-Hour	24-Hour
Sensitive Receptors										
A1	12,906	5,353	251	21	77	37	64	16	169	28
A2	13,127	5,373	299	22	78	37	64	16	188	28
A3	13,646	5,435	403	22	78	37	64	16	236	31
A4	13,649	5,655	504	27	81	38	66	16	245	31
A5	12,876	5,400	275	24	79	37	64	16	163	29
A6	13,581	5,669	354	36	83	39	67	17	178	34
Fenceline Receptors										
B1	13,864	5,651	389	65	84	41	68	19	222	45
B2	14,078	5,701	344	45	84	40	67	18	184	40
B3	14,770	5,758	396	42	85	40	67	18	193	36
B4	13,694	5,618	411	37	82	39	66	17	204	34
B5	14,335	5,677	484	35	84	39	67	17	244	35
B6	14,173	5,639	529	32	83	39	66	17	261	34
B7	13,886	5,597	560	31	82	39	66	17	267	34
B8	13,741	5,703	506	29	82	39	67	17	249	33
B9	13,699	5,675	512	28	82	39	66	17	248	32
B10	13,826	5,557	510	26	80	38	66	16	262	33
B11	13,481	5,563	501	24	79	38	65	16	261	33
B12	14,320	5,639	403	24	79	37	65	16	252	33
B13	14,617	5,588	544	23	79	37	64	16	312	35
B14	13,376	5,411	332	23	78	37	64	16	191	29
B15	13,109	5,378	304	23	78	37	64	16	199	29
B16	13,131	5,396	369	25	78	37	64	16	208	29
B17	13,009	5,403	424	26	78	38	64	16	221	30
B18	13,098	5,399	489	29	79	38	65	16	242	32
B19	13,390	5,403	532	35	79	38	65	17	252	33
B20	13,161	5,430	404	28	80	38	65	16	206	32
B21	13,238	5,455	201	27	80	38	65	16	140	28
B22	13,301	5,535	175	28	81	38	65	16	132	27
B23	13,600	5,730	175	30	84	39	67	17	133	28
B24	14,126	5,738	191	32	84	39	67	17	131	28
B25	14,476	5,713	230	37	84	40	67	17	153	31
B26	13,914	5,644	304	43	83	40	67	17	188	34
B27	13,894	5,625	487	48	83	40	67	18	268	43

~~Source: KB Environmental Sciences, Inc. 2007.~~ Source: KB Environmental Sciences, Inc. 2008.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-55a

Summary of 2020 Dispersion Modeling Results[a] (µg/m^3)

Pollutant	Averaging Time	Alternatives			
		No Project	Airport Implementation Plan	Airport Implementation Plan Alternative	Airport Land Use Plan
CO	1 hour	14,994	15,138	15,562	15,803
	8-hour	5,931	5,905	5,919	5,987
NO_2	1 hour	541	748	627	781
	Annual	58	58	58	58
SO_2	1 hour	316	371	352	402
	24-hour	43	43	42	43
PM_{10}	24-hour	84	84	84	85
	Annual	40	40	40	40
$PM_{2.5}$	24-hour	67	67	67	67
	Annual	18	18	18	18

Source: KB Environmental Sciences, Inc. 2007. The values within this table have been added to the EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-55b

Summary of 2025 Dispersion Modeling Results[a] (µg/m^3)

Pollutant	Averaging Time	Alternatives			
		No Project	Airport Implementation Plan	Airport Implementation Plan Alternative	Airport Land Use Plan
CO	1 hour	14,812	15,098	15,147	15,099
	8-hour	5,751	5,762	5,747	5,805
NO_2	1 hour	641	665	668	665
	Annual	60	60	60	60
SO_2	1 hour	347	362	363	362
	24-hour	43	44	44	44
PM_{10}	24-hour	84	84	84	85
	Annual	40	40	40	40
$PM_{2.5}$	24-hour	67	67	67	68
	Annual	18	18	18	18

Source: KB Environmental Sciences, Inc. 2007. The values within this table have been added to the EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Construction Activities

Emissions from construction activities were estimated based on the projected construction activity schedule, the number of vehicles/pieces of equipment, and vehicle/equipment utilization rates. Emissions from several components of construction activities were evaluated. These included emissions from on-site construction equipment (i.e., backhoes, bulldozers, graders, etc.); haul vehicles (i.e., cement trucks, dump trucks, etc.); and construction worker vehicles getting to and from the site. Construction activities for individual projects would begin in 2008 and extend through the year 2012.

Data regarding the number of pieces and types of construction equipment to be used on the project, the deployment schedule of equipment (monthly and annually), and the approximate daily operating time were estimated for each individual construction project based on a schedule of construction activity.

To calculate emissions that would result from the construction activities, an estimate of daily equipment requirements for each general construction activity (i.e., demolition, earthwork, building construction, subgrade preparation and paving) was made. Equipment requirements were then assigned to each activity. The types of equipment include (but are limited to) motor graders, rollers, water trucks, loaders, cranes, drill rigs, pavers, asphalt spreaders, excavators, pickup trucks and dual tandem trucks. Emission factors for each equipment type were applied to the anticipated equipment work output (horsepower-hours of expected equipment use or hours of operation). Operating times for the equipment were based on a six-day workweek and a 12-hour workday during which the equipment would be running continuously except for two 15-minute breaks and a 1-hour lunch break. **Table E-56** presents the construction equipment for this project, along with the size, fuel, and load factors for the equipment. **Tables E-57 through E-61** present the emission factors for 2008 through 2012, respectively.

Table E-56 Construction Equipment Information

Equipment	SCC	Size (hp)	Load Factor	Fuel
Cranes	2270002045	208	0.43	D
Forklifts	2270003020	149	0.3	D
Generator Sets	2270006005	84	0.74	D
Other Construction Equipment	2270002081	13	0.62	D
Off-Highway Trucks	2270002051	381	0.57	D
Air Compressors	2270006015	78	0.48	D
Bore/Drill Rigs	2270002033	82	0.75	D
Paving Equipment	2270002021	82	0.53	D
Rubber Tired Dozers	2270002063	358	0.59	D
Pumps	2270006010	84	0.74	D
Other Construction Equipment	2270002081	327	0.62	D
Graders	2270002048	162	0.61	D
Aerial Lifts	2270003010	34	0.46	D
Plate Compactors	2270002009	8	0.43	D
Concrete/Industrial Saws	2270002039	81	0.73	D
Pavers	2270002003	89	0.62	D
Rollers	2270002015	84	0.56	D
Tractors/Loaders/Backhoes	2270002066	75	0.55	D
Welders	2270006025	46	0.45	D
Plate Compactors	2260002009	4	0.55	G2

Source: CARB OFFROAD2007; KB Environmental Sciences, Inc. 2007.

Table E-57 Construction Emission Factors for 2008

Equipment	ROG	CO	NOx	SOx	PM10
Cranes	0.30	0.84	3.02	0.003	0.12
Forklifts	0.26	1.01	1.95	0.002	0.12
Generator Sets	0.82	2.76	5.28	0.005	0.41
Other Construction Equipment	0.41	2.15	2.61	0.005	0.16
Off-Highway Trucks	0.32	1.04	3.16	0.003	0.12
Air Compressors	0.63	1.96	3.72	0.003	0.33
Bore/Drill Rigs	0.57	2.73	4.18	0.005	0.33
Paving Equipment	0.79	2.31	4.61	0.004	0.40
Rubber Tired Dozers	0.49	2.51	4.43	0.003	0.19
Pumps	0.85	2.80	5.36	0.005	0.42
Other Construction Equipment	0.27	0.98	3.16	0.003	0.11
Graders	0.55	2.09	4.28	0.004	0.24
Aerial Lifts	1.08	2.63	2.69	0.003	0.27
Plate Compactors	0.29	1.49	1.86	0.004	0.12
Concrete/Industrial Saws	0.86	2.85	5.39	0.005	0.44
Pavers	0.93	2.73	5.42	0.004	0.47
Rollers	0.74	2.30	4.42	0.004	0.38
Tractors/Loaders/Backhoes	0.66	2.24	3.94	0.004	0.36
Welders	1.29	3.03	2.73	0.003	0.30
Plate Compactors	2.87	123.56	2.16	0.010	1.98

Source: KB Environmental Sciences, Inc. 2007

Table E-58 Construction Emission Factors for 2009

Equipment	ROG	CO	NOx	SOx	PM10
Cranes	0.29	0.80	2.86	0.003	0.11
Forklifts	0.24	1.01	1.80	0.002	0.11
Generator Sets	0.78	2.74	5.05	0.005	0.39
Other Construction Equipment	0.41	2.15	2.58	0.005	0.13
Off-Highway Trucks	0.31	0.96	2.95	0.003	0.11
Air Compressors	0.60	1.95	3.57	0.003	0.32
Bore/Drill Rigs	0.48	2.69	3.77	0.005	0.29
Paving Equipment	0.75	2.28	4.40	0.004	0.38
Rubber Tired Dozers	0.47	2.35	4.24	0.003	0.18
Pumps	0.80	2.78	5.13	0.005	0.41
Other Construction Equipment	0.25	0.90	2.94	0.003	0.10
Graders	0.52	2.08	4.03	0.004	0.23
Aerial Lifts	1.03	2.59	2.66	0.003	0.26
Plate Compactors	0.29	1.49	1.82	0.004	0.10
Concrete/Industrial Saws	0.81	2.81	5.09	0.005	0.42
Pavers	0.88	2.69	5.17	0.004	0.45
Rollers	0.69	2.28	4.20	0.004	0.36
Tractors/Loaders/Backhoes	0.60	2.21	3.67	0.004	0.34
Welders	1.23	2.98	2.70	0.003	0.29
Plate Compactors	2.87	123.56	2.16	0.010	1.98

Source: KB Environmental Sciences, Inc. 2007

Table E-59 Construction Emission Factors for 2010

Equipment	ROG	CO	NOx	SOx	PM10
Cranes	0.27	0.75	2.70	0.003	0.10
Forklifts	0.22	1.00	1.66	0.002	0.10
Generator Sets	0.73	2.71	4.82	0.005	0.38
Other Construction Equipment	0.41	2.15	2.57	0.005	0.11
Off-Highway Trucks	0.30	0.90	2.76	0.003	0.10
Air Compressors	0.57	1.93	3.41	0.003	0.31
Bore/Drill Rigs	0.40	2.66	3.40	0.005	0.25
Paving Equipment	0.71	2.26	4.20	0.004	0.37
Rubber Tired Dozers	0.46	2.20	4.06	0.003	0.17
Pumps	0.76	2.75	4.89	0.005	0.39
Other Construction Equipment	0.24	0.84	2.75	0.003	0.09
Graders	0.49	2.07	3.79	0.004	0.22
Aerial Lifts	0.97	2.53	2.62	0.003	0.25
Plate Compactors	0.29	1.49	1.80	0.004	0.09
Concrete/Industrial Saws	0.75	2.78	4.81	0.005	0.40
Pavers	0.83	2.66	4.93	0.004	0.44
Rollers	0.65	2.25	3.98	0.004	0.35
Tractors/Loaders/Backhoes	0.55	2.19	3.43	0.004	0.31
Welders	1.17	2.92	2.66	0.003	0.28
Plate Compactors	2.87	123.56	2.16	0.010	1.98

Source: KB Environmental Sciences, Inc. 2007.

Table E-60 Construction Emission Factors for 2011

Equipment	ROG	CO	NOx	SOx	PM10
Cranes	0.26	0.71	2.51	0.003	0.09
Forklifts	0.20	1.00	1.54	0.002	0.09
Generator Sets	0.69	2.69	4.58	0.005	0.36
Other Construction Equipment	0.41	2.15	2.57	0.005	0.10
Off-Highway Trucks	0.28	0.84	2.53	0.003	0.09
Air Compressors	0.54	1.92	3.24	0.003	0.30
Bore/Drill Rigs	0.33	2.63	3.08	0.005	0.22
Paving Equipment	0.67	2.23	4.01	0.004	0.36
Rubber Tired Dozers	0.44	2.05	3.85	0.003	0.16
Pumps	0.71	2.73	4.65	0.005	0.38
Other Construction Equipment	0.22	0.79	2.51	0.003	0.08
Graders	0.46	2.07	3.56	0.004	0.21
Aerial Lifts	0.91	2.46	2.58	0.003	0.23
Plate Compactors	0.28	1.49	1.78	0.004	0.07
Concrete/Industrial Saws	0.70	2.76	4.54	0.005	0.38
Pavers	0.79	2.63	4.71	0.004	0.42
Rollers	0.61	2.23	3.78	0.004	0.33
Tractors/Loaders/Backhoes	0.50	2.17	3.20	0.004	0.29
Welders	1.10	2.85	2.62	0.003	0.26
Plate Compactors	8.65	13.52	0.00	0.029	0.10

Source: KB Environmental Sciences, Inc. 2007.

Table E-61 Construction Emission Factors for 2012

Equipment	ROG	CO	NOx	SOx	PM10
Cranes	0.24	0.68	2.34	0.003	0.08
Forklifts	0.19	1.01	1.41	0.002	0.08
Generator Sets	0.64	2.66	4.31	0.005	0.34
Other Construction Equipment	0.41	2.15	2.57	0.005	0.10
Off-Highway Trucks	0.27	0.79	2.32	0.003	0.08
Air Compressors	0.51	1.90	3.05	0.003	0.28
Bore/Drill Rigs	0.28	2.61	2.78	0.005	0.18
Paving Equipment	0.64	2.21	3.81	0.004	0.34
Rubber Tired Dozers	0.42	1.92	3.65	0.003	0.15
Pumps	0.66	2.71	4.38	0.005	0.35
Other Construction Equipment	0.21	0.75	2.30	0.003	0.08
Graders	0.44	2.06	3.34	0.004	0.19
Aerial Lifts	0.84	2.39	2.54	0.003	0.22
Plate Compactors	0.28	1.49	1.78	0.004	0.07
Concrete/Industrial Saws	0.65	2.73	4.27	0.005	0.36
Pavers	0.75	2.60	4.48	0.004	0.40
Rollers	0.57	2.21	3.57	0.004	0.31
Tractors/Loaders/Backhoes	0.46	2.15	2.97	0.004	0.26
Welders	1.02	2.77	2.58	0.003	0.25
Plate Compactors	2.87	123.56	2.16	0.010	1.98

Source: KB Environmental Sciences, Inc. 2007.

The construction-related emission inventories were calculated using emission factors obtained from the CARB's OFFROAD2007 and EMFAC2007 as well as USEPA's Compilation of Air Pollutant Emission Factors (AP-42) and URBEMIS for fugitive dust.

The following equations were used to obtain emission factors:

*Emission Rate (tons/month) = Emission Factor (g/hp-hr) * size (hp) * usage factor (%) * 12 hours per day * 24 days/month * Load Factor * (453.59/2000)*

*Emission Rate (tons/month) = Emission Factor (g/mile) * speed (miles/hour) * usage factor (%) * 12 hours per day * 24 days/month *(453.59/2000)*

Fugitive particulate matter emissions (emissions in the ambient air that result from anthropogenic (manmade) sources other than point sources) would also occur from the handling of raw materials for construction purposes. The methodology used to estimate the level of particulate emissions from this activity is provided by URBEMIS as a factor of 26.4 pounds per day per acre disturbed. A daily maximum disturbed acreage of 16 acres was assumed and an annual average daily disturbed acreage of 4 acres was assumed. $PM_{2.5}$ was assumed to be 10 percent of PM_{10}. Finally, a control efficiency due to watering daily was also assumed.

Table E-62 Comparison of SDIA VOC[a] Air Emissions Inventories to the State Implementation Plan[b] (tons per day)

Alternative	Aircraft[c]			All Sources[d]		
	EI[e]	SIP[f]	% of SIP[g]	EI[e]	SIP[f]	% of SIP[h]
2005 Baseline	0.3	3.3	9	0.4	189.7	0.2
2010 No Project Alternative	0.3	3.3	10	0.4	177.2	0.2
2010 Proposed Airport Implementation Plan	0.3	3.3	10	0.4	177.2	0.2
2010 Airport Implementation Plan Alternative	0.3	3.3	10	0.1	177.2	0.2
2015 No Project Alternative	0.4	3.4	11	0.4	170.7	0.2
2015 Proposed Airport Implementation Plan	0.4	3.4	11	0.4	170.7	0.2
2015 Airport Implementation Plan Alternative	0.4	3.4	11	0.4	170.7	0.2

[a]VOC = Volatile organic compounds; also referred to as hydrocarbons in the *SDIA Master Plan EIR*.
[b]*Ozone Redesignation Request and Maintenance Plan for San Diego County*, San Diego County Air Pollution Control District, December 2002.
[c]Aircraft emissions comprise those from the entire LTO cycle (i.e., approach, landing, taxi-in, taxi-out, take-off and climbout).
[d]All sources for the EI include aircraft, ground service equipment/auxiliary power units, on-site motor vehicles and stationary sources. All sources for the SIP include stationary sources, area-wide sources, mobile sources and banked credits.
[e]Emissions inventory results from the *SDIA Master Plan EIR*.
[f] SIP = State Implementation Plan (see footnote b).
[g] % SDIA aircraft emissions of total aircraft emissions in SIP.
[h] % SDIA aircraft emissions of total emissions for all sources in SIP.

Source: KB Environmental Sciences, Inc. 2007.

Table E-63 Comparison of SDIA NOx[a] Air Emissions Inventories to the State Implementation Plan[b] (tons per day)

Alternative	Aircraft[c]			All Sources[d]		
	EI[e]	SIP[f]	% of SIP[g]	EI[e]	SIP[f]	% of SIP[h]
2005 Baseline	1.9	5.4	35	2.3	218.4	1
2010 No Project Alternative	2.2	5.8	37	2.5	192.1	1
2010 Proposed Airport Implementation Plan	2.2	5.8	37	2.6	192.1	1
2010 Airport Implementation Plan Alternative	2.2	5.8	37	2.5	192.1	1
2015 No Project Alternative	2.7	6.1	45	3.0	167.4	2
2015 Proposed Airport Implementation Plan	2.7	6.1	47	3.0	167.4	2
2015 Airport Implementation Plan Alternative	2.7	6.1	47	3.0	167.4	2

[a]NOx = nitrogen oxides.
[b]*Ozone Redesignation Request and Maintenance Plan for San Diego County*, San Diego County Air Pollution Control District, December 2002.
[c]Aircraft emissions comprise those from the entire LTO cycle (i.e., approach, landing, taxi-in, taxi-out, take-off and climbout).
[d]All sources for the EI include aircraft, ground service equipment/auxiliary power units, on-site motor vehicles and stationary sources. All sources for the SIP include stationary sources, area-wide sources, mobile sources and banked credits.
[e]Emissions inventory results from the *SDIA Master Plan EIR*.
[f] SIP = State Implementation Plan (see footnote b).
[g] % SDIA aircraft emissions of total aircraft emissions in SIP.
[h] % SDIA aircraft emissions of total emissions for all sources in SIP.

Source: KB Environmental Sciences, Inc. 2007.

CO Intersection Analysis

The dispersion model used for CO Hot-spot Analysis is CAL3QHC: the EPA-preferred model for the assessment of CO concentrations near roadways and intersections.[3] Emissions factors were obtained from EMFAC2007 based upon input parameters such as fleet mix and ambient temperatures.

The most recent version of CAL3QHC (Version 95221) was used for the dispersion analysis. CAL3QHC is an EPA-approved "micro-scale" atmospheric dispersion computer model that combines roadway design and operational parameters, motor vehicle emission factors and meteorological conditions to predict pollution concentrations at specified receptor locations along roadways, interchanges, or intersections.

The following meteorological conditions and input parameters were used:

- Stability Class: D (neutral atmosphere)
- Wind Speed: 1 meter per second (m/s)
- Wind Directions: 360° in 10° increments, then refined to 1° increments
- Mixing Height: 1,000 meters (m)
- Surface Roughness: 100 centimeters (cm)

[3] User's Guide to CAL3QHC Version 2: A Modeling Methodology for Predicting Pollutant Concentration near Roadway Intersections, EPA-454/R-92-006, U.S. Environmental Protection Agency, Research Triangle Park, NC, November 1992.

- Saturation Flow Rate: 1,800 vehicles per hour (vehicles/hr)

Receptors were located at the corners of each intersection and at distances of 25 m, 50 m, and 100 m from the corner receptor along both the approach and departure lane for a total of 28 receptors at each intersection.[4] The receptors were also placed approximately 10 feet from the edge of the roadways since this is where the maximum CO concentrations are expected to occur and also where the public has access.

To account for the affects of CO sources that were not included in the modeling, worst-case "background" CO levels recorded at the air monitoring station in downtown San Diego were added to the results. Following standard conventions, a 1-to-8 hour conversion factor of 0.7 was used to calculate the 8-hour concentrations from the modeled 1 hour.

Greenhouse Gas Emissions

There is now widespread consensus that human-caused Greenhouse Gases (GHGs) contribute to climate change (also known as global warming), although there is still much uncertainty regarding the magnitude of this global impact. There are also no current CEQA Thresholds of Significance established for GHGs. However, in recognition of this emerging issue, California Assembly Bill 32 (the California Global Warming Solutions Act) calls for CARB to adopt regulations requiring the reporting and verification of GHG emissions statewide and that a limit equivalent to 1990 levels be achieved by the year 2020. In anticipation of this advancing initiative, CEQA documents are more commonly including an inventory of GHGs.

For this assessment, project-related GHGs were estimated for aircraft, GSE/APU, motor vehicles, stationary sources as well as construction equipment. Therefore, the input parameters were similar to those used in support of the criteria pollutant assessment. The analysis focuses on the principle GHGs of carbon dioxide (CO2) but also included nitrous oxide (N2O) and methane (CH4). The results was converted to CO2 equivalent values using the Global Warming Potential values of 1 for CO2, 23 for CH4, and 296 for N2O (based on a 100 year period) as presented in the IPCC's Third Assessment Report.

For airports, GHG emissions are calculated in much the same way criteria pollutants are calculated - and that is through the use of input data such as activity levels or material throughput rates (i.e., fuel usage, vehicle miles traveled (VMT), electrical consumption) that are applied to appropriate emission factors (i.e., in units of GHG emissions per gallons of fuel). **Table E-64 through E-83** present the data and information concerning activity levels and material throughput used to calculate the GHG emissions for the Baseline, No Project, and Project Alternatives.

Emission factors were obtained from the U.S. Energy Information Administration, the International Panel on Climate Change (IPCC), and the U.S. Environmental Protection Agency (EPA).5,6,7 **Table E-84** presents these emission factors for CO2, N2O, and CH4.

Tables E-85 through E-88 further summarizes the GHG emissions inventory and segregates them into two different categories: (1.) "direct" and (2.) "indirect" emissions. Direct emissions comprise those that are generated on the airport site and, for aircraft, include those that occur over the entire LTO. Indirect emissions are those that occur off the airport site and beyond the aircraft LTO.

[4] Receptors are defined as locations where the general public has unrestricted access.

[5] U.S. Energy Information Administration, *Voluntary Reporting of Greenhouse Gases Program Fuel and Energy Source Codes and Emission Coefficients,* http://www.eia.doe.gov/oiaf/1605/coefficients.html

[6] IPCC Guidelines for National Greenhouse Gas Inventories, Volume 2, 2006, http://www.ipcc-nggip.iges.or.jp/public/gl/invs5.htm

[7] U.S. Environmental Protection Agency, MOBILE6.2 Emissions Model, http://www.epa.gov/otaq/m6.htm

Table E-64 GHG Emissions Inventory Data and Information for Baseline 2005[1]

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A[2]	14,748,820	gallons	EDMS[5]
	AvGas[3]	2,763	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise[4]	Jet A	143,213,356	gallons	SDIA Fuel Usage[6]
	AvGas	26,825	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	276,891	gallons	EDMS[7]
GSE	Diesel	334,482	gallons	EDMS[7]
	Gasoline	356,430	gallons	EDMS[7]
GSV	Gasoline	187,034	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	5,704,758	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	52,175,347	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural Gas	24	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	37,200,000	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.

APU – auxiliary power units, CNG – compressed natural gas, GSE – ground support equipment, kWh – kilowatt hours, LTO – landing and take-off, VMT – vehicle miles traveled.

1 Based on actual activity levels and conditions.
2 Jet A density of 6.6 pounds per gallon.
3 AvGas density of 5.9 pounds per gallon.
4 After aircraft has performed takeoff and climbout and achieved flight altitude from SDIA to destination airport, represented by the total aviation fuel throughput at SDIA minus fuel usage for engine startup and the LTO cycle.
5 EDMS calculation based on estimated fuel usage within the four operating modes
6 Based on actual 2005 fuel usage and the ratio of aircraft operations for future conditions
7 EDMS calculation based on equipment size, load factor, fuel usage rate, and time in mode.
8 Based on actual 2005 fuel usage and the ratio of aircraft operations for future conditions
9 Based on actual 2005 fuel usage and the ratio of terminal square footage

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-65 GHG Emissions Inventory Data and Information for No Project Alternative 2010

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	16,718,261	gallons	EDMS[5]
	AvGas	3,131	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	155,003,686	gallons	SDIA Fuel Usage[6]
	AvGas	29,033	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	487,146	gallons	EDMS[7]
GSE	Diesel	379,862	gallons	EDMS[7]
	Gasoline	377,619	gallons	EDMS[7]
GSV	Gasoline	203,326	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	6,486,984	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	56,084,381	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	24	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	37,200,000	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-66 GHG Emissions Inventory Data and Information for No Project Alternative 2015

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	20,239,857	gallons	EDMS[5]
	AvGas	3,791	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	176,800,070	gallons	SDIA Fuel Usage[6]
	AvGas	33,116	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	563,245	gallons	EDMS[7]
GSE	Diesel	417,307	gallons	EDMS[7]
	Gasoline	456,240	gallons	EDMS[7]
GSV	Gasoline	233,303	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	7,507,886	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	64,907,566	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	24	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	37,200,000	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-67 GHG Emissions Inventory Data and Information for No Project Alternative 2020

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	22,883,941	gallons	EDMS[5]
	AvGas	4,286	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	188,466,148	gallons	SDIA Fuel Usage[6]
	AvGas	35,301	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	592,867	gallons	EDMS[7]
GSE	Diesel	464,738	gallons	EDMS[7]
	Gasoline	502,243	gallons	EDMS[7]
GSV	Gasoline	250,247	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	8,257,642	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	71,295,051	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	24	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	37,200,000	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-68 GHG Emissions Inventory Data and Information for No Project Alternative 2025

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	24,525,321	gallons	EDMS[5]
	AvGas	4,594	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	188,475,941	gallons	SDIA Fuel Usage[6]
	AvGas	35,303	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	540,333	gallons	EDMS[7]
GSE	Diesel	489,753	gallons	EDMS[7]
	Gasoline	521,163	gallons	EDMS[7]
GSV	Gasoline	252,202	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	8,661,612	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	74,485,252	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	24	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	37,200,000	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-69 GHG Emissions Inventory Data and Information for No Project Alternative 2030

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	25,732,232	gallons	EDMS[5]
	AvGas	4,820	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	185,617,857	gallons	SDIA Fuel Usage[6]
	AvGas	34,767	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	512,583	gallons	EDMS[7]
GSE	Diesel	495,773	gallons	EDMS[7]
	Gasoline	516,851	gallons	EDMS[7]
GSV	Gasoline	250,247	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	8,758,772	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	74,873,269	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	24	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	37,200,000	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-70 GHG Emissions Inventory Data and Information for Proposed Project (Preferred Alternative) 2010

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	16,746,563	gallons	EDMS[5]
	AvGas	3,137	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	155,003,686	gallons	SDIA Fuel Usage[6]
	AvGas	29,033	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	487,146	gallons	EDMS[7]
GSE	Diesel	379,862	gallons	EDMS[7]
	Gasoline	377,619	gallons	EDMS[7]
GSV	Gasoline	203,326	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	6,673,555	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	56,167,166	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,420,349	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-71 GHG Emissions Inventory Data and Information for Proposed Project (Preferred Alternative) 2015

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	20,274,178	gallons	EDMS[5]
	AvGas	3,797	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	176,800,070	gallons	SDIA Fuel Usage[6]
	AvGas	33,116	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	563,245	gallons	EDMS[7]
GSE	Diesel	417,307	gallons	EDMS[7]
	Gasoline	456,240	gallons	EDMS[7]
GSV	Gasoline	233,303	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	7,866,282	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	65,175,973	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,420,349	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-72 GHG Emissions Inventory Data and Information for Proposed Project (Preferred Alternative) 2020

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	22,917,836	gallons	EDMS[5]
	AvGas	4,293	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	188,466,148	gallons	SDIA Fuel Usage[6]
	AvGas	35,301	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	592,867	gallons	EDMS[7]
GSE	Diesel	464,738	gallons	EDMS[7]
	Gasoline	502,243	gallons	EDMS[7]
GSV	Gasoline	250,247	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	8,726,110	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	72,000,239	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,420,349	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-73 GHG Emissions Inventory Data and Information for Proposed Project (Preferred Alternative) 2025

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	24,773,201	gallons	EDMS[5]
	AvGas	4,640	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	193,979,849	gallons	SDIA Fuel Usage[6]
	AvGas	36,334	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	593,572	gallons	EDMS[7]
GSE	Diesel	484,903	gallons	EDMS[7]
	Gasoline	527,888	gallons	EDMS[7]
GSV	Gasoline	258,719	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	9,297,146	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	76,528,351	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,420,349	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.

See Table E-64 for footnotes.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-74 GHG Emissions Inventory Data and Information for Proposed Project (Preferred Alternative) 2030

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	26,748,233	gallons	EDMS[5]
	AvGas	5,010	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	199,377,628	gallons	SDIA Fuel Usage[6]
	AvGas	37,345	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	591,891	gallons	EDMS[7]
GSE	Diesel	527,501	gallons	EDMS[7]
	Gasoline	530,078	gallons	EDMS[7]
GSV	Gasoline	266,539	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	9,744,490	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	78,929,057	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,420,349	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.

See Table E-64 for footnotes.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-75 GHG Emissions Inventory Data and Information for East Terminal Alternative 2010

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	16,905,905	gallons	EDMS[5]
	AvGas	3,167	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	155,003,686	gallons	SDIA Fuel Usage[6]
	AvGas	29,033	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	487,146	gallons	EDMS[7]
GSE	Diesel	379,862	gallons	EDMS[7]
	Gasoline	377,619	gallons	EDMS[7]
GSV	Gasoline	203,326	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	6,735,917	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	55,712,427	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,961,047	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-76 GHG Emissions Inventory Data and Information for East Terminal Alternative 2015

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	20,454,881	gallons	EDMS[5]
	AvGas	3,831	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	176,800,070	gallons	SDIA Fuel Usage[6]
	AvGas	33,116	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	563,245	gallons	EDMS[7]
GSE	Diesel	417,307	gallons	EDMS[7]
	Gasoline	456,240	gallons	EDMS[7]
GSV	Gasoline	233,303	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	7,888,846	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	64,610,464	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,961,047	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
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Table E-77 GHG Emissions Inventory Data and Information for East Terminal Alternative 2020

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	23,100,834	gallons	EDMS[5]
	AvGas	4,327	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	188,466,148	gallons	SDIA Fuel Usage[6]
	AvGas	35,301	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	592,867	gallons	EDMS[7]
GSE	Diesel	464,738	gallons	EDMS[7]
	Gasoline	502,243	gallons	EDMS[7]
GSV	Gasoline	250,247	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	8,707,317	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	71,335,249	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,961,047	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
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Table E-78 GHG Emissions Inventory Data and Information for East Terminal Alternative 2025

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	24,934,905	gallons	EDMS[5]
	AvGas	4,670	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	193,979,849	gallons	SDIA Fuel Usage[6]
	AvGas	36,334	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	593,572	gallons	EDMS[7]
GSE	Diesel	484,903	gallons	EDMS[7]
	Gasoline	527,888	gallons	EDMS[7]
GSV	Gasoline	258,719	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	9,248,531	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	75,810,759	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,961,047	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-79 GHG Emissions Inventory Data and Information for East Terminal Alternative 2030

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	26,901,504	gallons	EDMS[5]
	AvGas	5,039	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	199,377,628	gallons	SDIA Fuel Usage[6]
	AvGas	37,345	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	591,891	gallons	EDMS[7]
GSE	Diesel	527,501	gallons	EDMS[7]
	Gasoline	530,078	gallons	EDMS[7]
GSV	Gasoline	266,539	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	9,689,630	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	78,469,425	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,961,047	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
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Table E-80 GHG Emissions Inventory Data and Information for Land Use Plan 2015

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	20,274,178	gallons	EDMS[5]
	AvGas	3,797	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	176,800,070	gallons	SDIA Fuel Usage[6]
	AvGas	33,116	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	563,245	gallons	EDMS[7]
GSE	Diesel	417,307	gallons	EDMS[7]
	Gasoline	456,240	gallons	EDMS[7]
GSV	Gasoline	233,303	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	8,559,575	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	77,110,705	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,420,349	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-81 GHG Emissions Inventory Data and Information for Land Use Plan 2020

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	22,917,319	gallons	EDMS[5]
	AvGas	4,293	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	188,466,148	gallons	SDIA Fuel Usage[6]
	AvGas	35,301	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	592,867	gallons	EDMS[7]
GSE	Diesel	464,738	gallons	EDMS[7]
	Gasoline	502,243	gallons	EDMS[7]
GSV	Gasoline	250,247	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	9,449,797	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	84,310,791	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,420,349	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.

See Table E-64 for footnotes.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-82 GHG Emissions Inventory Data and Information for Land Use Plan 2025

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	24,773,201	gallons	EDMS[5]
	AvGas	4,640	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	193,979,849	gallons	SDIA Fuel Usage[6]
	AvGas	36,334	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	593,572	gallons	EDMS[7]
GSE	Diesel	484,903	gallons	EDMS[7]
	Gasoline	527,888	gallons	EDMS[7]
GSV	Gasoline	258,719	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	10,070,559	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	89,089,072	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,420,349	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.

See Table E-64 for footnotes.

The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-83 GHG Emissions Inventory Data and Information for Land Use Plan 2030

Activity	Fuel Type	Usage	Units	Source
Aircraft Sources (Direct)				
LTO Cycle	Jet A	26,748,233	gallons	EDMS[5]
	AvGas	5,010	gallons	EDMS[5]
Aircraft Sources (Indirect)				
Cruise	Jet A	199,377,628	gallons	SDIA Fuel Usage[6]
	AvGas	37,345	gallons	SDIA Fuel Usage[6]
Aircraft Support Equipment				
APU	Jet A	591,891	gallons	EDMS[7]
GSE	Diesel	527,501	gallons	EDMS[7]
	Gasoline	530,078	gallons	EDMS[7]
GSV	Gasoline	266,539	gallons	SDIA Fuel Usage[6]
Motor Vehicles (Direct)				
Passenger Motor Vehicles (On-Airport)	Composite	10,642,784	VMT	Traffic Section
Motor Vehicles (Indirect)				
Passenger Motor Vehicles (Off-Airport)	Composite	91,561,198	VMT	Traffic Section
Stationary and Portable Sources				
Boilers	Natural	34	million ft^3	SDIA Fuel Usage[8]
Generators	Diesel	13,679	gallons	SDIA Fuel Usage[9]
Electrical Consumption	-	51,420,349	kWh	SDIA Fuel Usage[8]

Source: KB Environmental Sciences, Inc., 2008.
See Table E-64 for footnotes.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Emission factors were obtained from the U.S. Energy Information Administration, the International Panel on Climate Change (IPCC), and the U.S. Environmental Protection Agency (EPA), and California Air Resources Board (CARB).[8,9,10] The following table presents these emission factors for CO_2, N_2O, and CH_4.

Table E-84 GHG Emission Factors

Sources	Fuel/Year	CO_2	N_2O	CH_4	Units
Aircraft[1]	Jet A	21.095	0.000188	0.00052	lb/gallon
	AvGas	18.355	0.000188	0.00052	lb/gallon
APU	Jet A	21.095	0.000188	0.00052	lb/gallon
Ground Support Equipment[1]	Diesel	22.384	0.0002	0.00053	lb/gallon
	Gasoline	19.564	0.0002	0.00055	lb/gallon
Motor Vehicles[2]	2005	504.331	0.005	0.051	g/mile
	2010	499.838	0.005	0.037	g/mile
	2015	498.217	0.005	0.027	g/mile
	2020	503.696	0.005	0.021	g/mile
	2025	501.486	0.005	0.017	g/mile
	2030	499.446	0.005	0.015	g/mile
Stationary[1]	Natural Gas	120.593	0.0002	0.0002	lb/1000
	Diesel	22.384	0.0002	0.00053	lb/gallon
Electrical	-	0.61	0.0000037	0.0000067	lb/kW-hr

Source: KB Environmental Sciences, Inc, 2007.
CH_4 – methane, LPG – Liquefied propane gas, CO_2 – carbon dioxide, g- grams, kWhr – kilowatt hour,
lb – pound, N_20 – nitrous oxides,
1 Energy Information Administration, http://www.eia.doe.gov/oiaf/1605/coefficients.html and 1996 IPCC Guidelines for National Greenhouse Gas Inventories.
2 Environmental Protection Agency, MOBILE6.2 Emissions Model and Volume 2 of the 2006 IPCC Guidelines for National Greenhouse Gas Inventories.
3 Energy Information Administration, http://www.eia.doe.gov/oiaf/1605/e-factor.html.
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

[8] U.S. Energy Information Administration, *Voluntary Reporting of Greenhouse Gases Program Fuel and Energy Source Codes and Emission Coefficients,* http://www.eia.doe.gov/oiaf/1605/coefficients.html
[9] IPCC Guidelines for National Greenhouse Gas Inventories, Volume 2, 2006, http://www.ipcc-nggip.iges.or.jp/public/gl/invs5.htm
[10] CARB, EMFAC2007 Emissions Model, November 1, 2006.

Table E-85 GHG Emissions Inventory for Baseline/No Build (metric tons)

Year	Compounds			Totals
	CO_2	N_2O	CH_4	
Direct Emissions				
2005	166,654	492	149	188,082
2010	188,672	549	147	209,497
2015	224,944	655	159	248,967
2020	251,991	734	168	278,972
2025	267,820	781	172	296,613
2030	279,141	812	175	308,245
Indirect Emissions				
2005	1,396,879	3,625	785	1,380,502
2010	1,511,433	3,929	849	1,496,081
2015	1,724,331	4,482	967	1,706,572
2020	1,839,550	4,778	1,029	1,819,278
2025	1,841,086	4,777	1,029	1,819,052
2030	1,813,776	4,705	1,013	1,791,377
Direct and Indirect Emissions				
2005	1,563,533	4,117	934	1,568,584
2010	1,700,105	4,478	995	1,705,579
2015	1,949,276	5,137	1,126	1,955,538
2020	2,091,541	5,512	1,198	2,098,250
2025	2,108,906	5,559	1,201	2,115,665
2030	2,092,916	5,517	1,188	2,099,621

Source: KB Environmental Sciences, Inc, 2007.
CO_2 – carbon dioxide, N_2O – nitrous oxide, CH_4 – methane
1 MT = 1.1 Short Tons
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-86 GHG Emissions Inventory for Proposed Project (Preferred Alternative) (metric tons)

Year	Compounds			Totals
	CO_2	N_2O	CH_4	
Direct Emissions				
2010	193,479	557	148	214,262
2015	229,894	664	160	253,881
2020	256,994	743	170	284,105
2025	275,531	798	175	304,541
2030	295,142	853	184	325,069
Indirect Emissions				
2010	1,511,204	3,928	849	1,495,903
2015	1,724,137	4,481	967	1,706,421
2020	1,839,581	4,777	1,029	1,819,189
2025	1,892,411	4,912	1,058	1,870,345
2030	1,937,760	5,029	1,082	1,914,981
Direct and Indirect Emissions				
2010	1,704,682	4,486	997	1,710,165
2015	1,954,031	5,145	1,127	1,960,303
2020	2,096,574	5,521	1,199	2,103,294
2025	2,167,942	5,710	1,233	2,174,885
2030	2,232,902	5,882	1,266	2,240,051

Source: KB Environmental Sciences, Inc, 2007.
CO_2 – carbon dioxide, N_2O – nitrous oxide, CH_4 – methane
1 MT = 1.1 Short Tons
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-87 GHG Emissions Inventory for East Terminal Alternative (metric tons)

Year	Compounds			Totals
	CO_2	N_2O	CH_4	
Direct Emissions				
2010	195,204	561	148	215,732
2015	231,803	668	161	255,503
2020	258,905	747	170	285,695
2025	277,223	801	176	305,901
2030	296,750	856	184	326,479
Indirect Emissions				
2010	1,509,451	3,925	848	1,494,405
2015	1,722,126	4,477	966	1,704,698
2020	1,837,494	4,773	1,028	1,817,423
2025	1,890,504	4,908	1,057	1,868,768
2030	1,936,064	5,025	1,082	1,913,482
Direct and Indirect Emissions				
2010	1,704,655	4,486	996	1,710,137
2015	1,953,929	5,144	1,127	1,960,200
2020	2,096,399	5,520	1,199	2,103,118
2025	2,167,727	5,709	1,233	2,174,669
2030	2,232,814	5,882	1,266	2,239,962

Source: KB Environmental Sciences, Inc, 2007.
CO_2 – carbon dioxide, N_2O – nitrous oxide, CH_4 – methane
1 MT = 1.1 Short Tons
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

Table E-88 GHG Emissions Inventory for Land Use Plan (metric tons)

Year	Compounds			Totals
	CO_2	N_2O	CH_4	
Direct Emissions				
2015	230,239	680	167	259,263
2020	257,353	761	176	290,325
2025	275,919	817	180	310,863
2030	295,591	872	188	331,401
Indirect Emissions				
2015	1,730,083	4,482	967	1,706,768
2020	1,845,786	4,779	1,030	1,819,560
2025	1,898,710	4,913	1,058	1,870,734
2030	1,944,069	5,031	1,083	1,915,432
Direct and Indirect Emissions				
2015	1,960,322	5,164	1,135	1,966,621
2020	2,103,140	5,540	1,205	2,109,885
2025	2,174,629	5,730	1,238	2,181,597
2030	2,239,660	5,902	1,271	2,246,833

Source: KB Environmental Sciences, Inc, 2007.
CO_2 – carbon dioxide, N_2O – nitrous oxide, CH_4 – methane
1 MT = 1.1 Short Tons
The values within the table have been completely updated to rectify incorrect data provided in the Draft EIR. The updated values do not represent significant new information and do not affect the significance determinations presented in the Draft EIR.

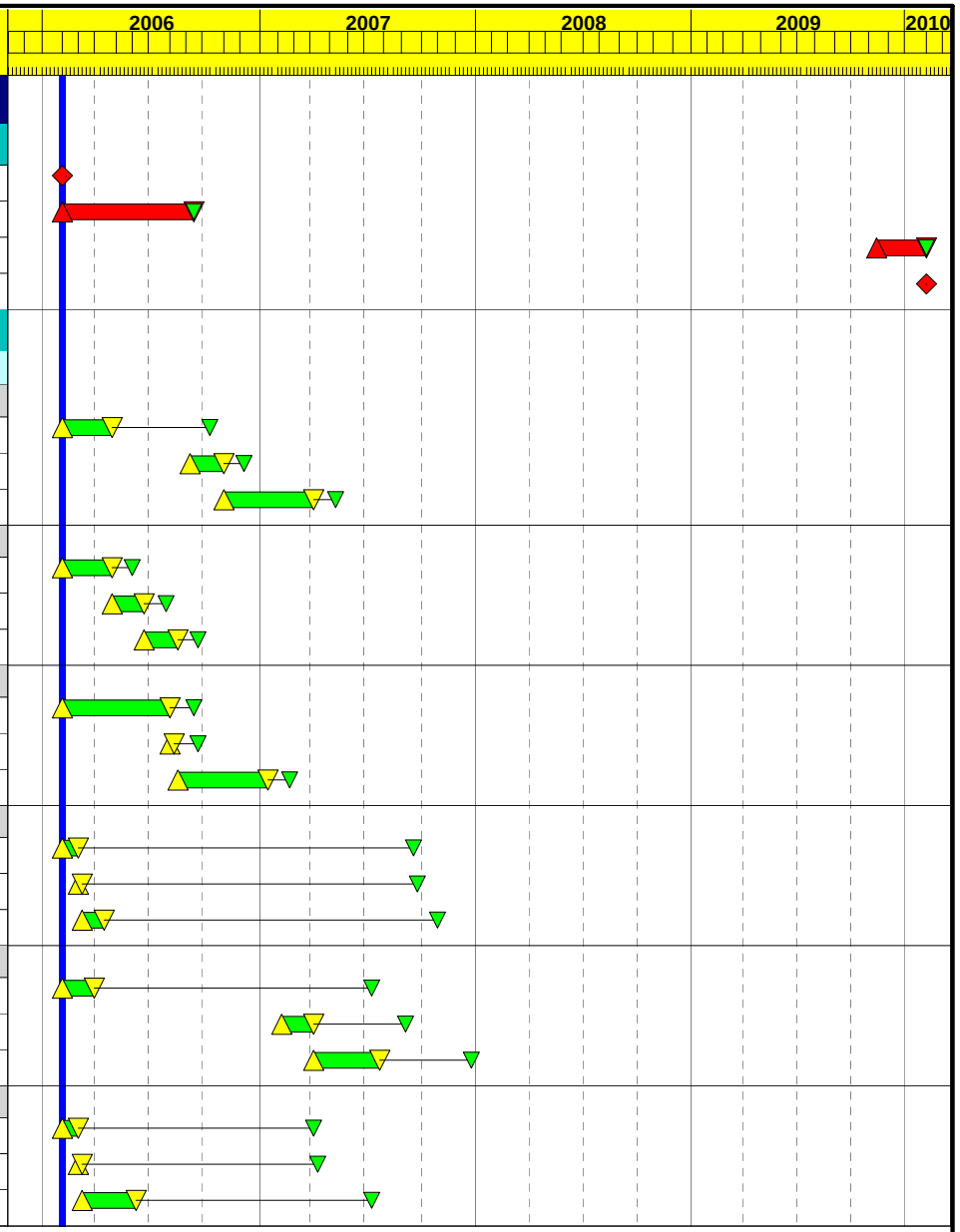
APPENDIX E
Part II

Construction Emissions

The following pages include the construction schedule as provided by HNTB, including a timeline for each project element and memoranda summarizing the project elements (including a description of each project, the crew(s) and specific construction equipment required, and a timing of operation).

While the construction start date has shifted since the construction timeline was completed, the timing of the individual elements is still reasonable, as are the summarizations of the project elements and the description of the project, crew, and construction equipment required. The construction schedule as of August 2007 indicates that enabling projects for the terminal building construction will begin in 2008.

Activity Description	Orig Dur	Early Start	Early Finish
1 San Diego International Airport Program Study			
1.01 Overall Program			
Begin Program	0	30JAN06	
Bridging Documents	32	30JAN06	10SEP06
Comissioning	12	09NOV09	31JAN10
End Program	0		31JAN10
1.02 Southern Project			
1.02.01 Enabling Projects:			
1.02.01.01 Site Remediation Package			
Design of Site Remediation	12	30JAN06	23APR06
Bid and Award	8	04SEP06	29OCT06
Construction of Remediation Package	22	30OCT06	01APR07
1.02.01.02 McCain Interchange Improvement Package			
Design of McCain Intersection	12	30JAN06	23APR06
Bid and Award	8	24APR06	18JUN06
Construction of McCain Intersection	8	19JUN06	13AUG06
1.02.01.03 Airside Utility Relocation Package			
Design of Utility Relocation Package	26	30JAN06	30JUL06
Issuance of Task Order	1	31JUL06	06AUG06
Construction of Utility Relocation Package	22	14AUG06	14JAN07
1.02.01.04 Relocation of USO and Offices			
Design of USO Relocation	4	30JAN06	26FEB06
Issuance of Task Order	1	27FEB06	05MAR06
Construction of USO and Office Relocations	5	06MAR06	09APR06
1.02.01.05 Temporary Parking and Roadways			
Design of Temp Parking and Roads	8	30JAN06	26MAR06
Bid and Award	8	05FEB07	01APR07
Construction of Temporary Roads and Parking	16	02APR07	22JUL07
1.02.01.06 Relocation of FAA facilities emergency generator			
Design of FAA Emerg Gen Relocation	4	30JAN06	26FEB06
Issuance of Task Order	1	27FEB06	05MAR06
Relocation of FAA Emergency Generator	13	06MAR06	04JUN06



Start Date 14NOV05
Finish Date 31JAN10
Data Date 30JAN06
Run Date 20FEB06 12:29

Early Bar
Float Bar
Progress Bar
Critical Activity

SDIA

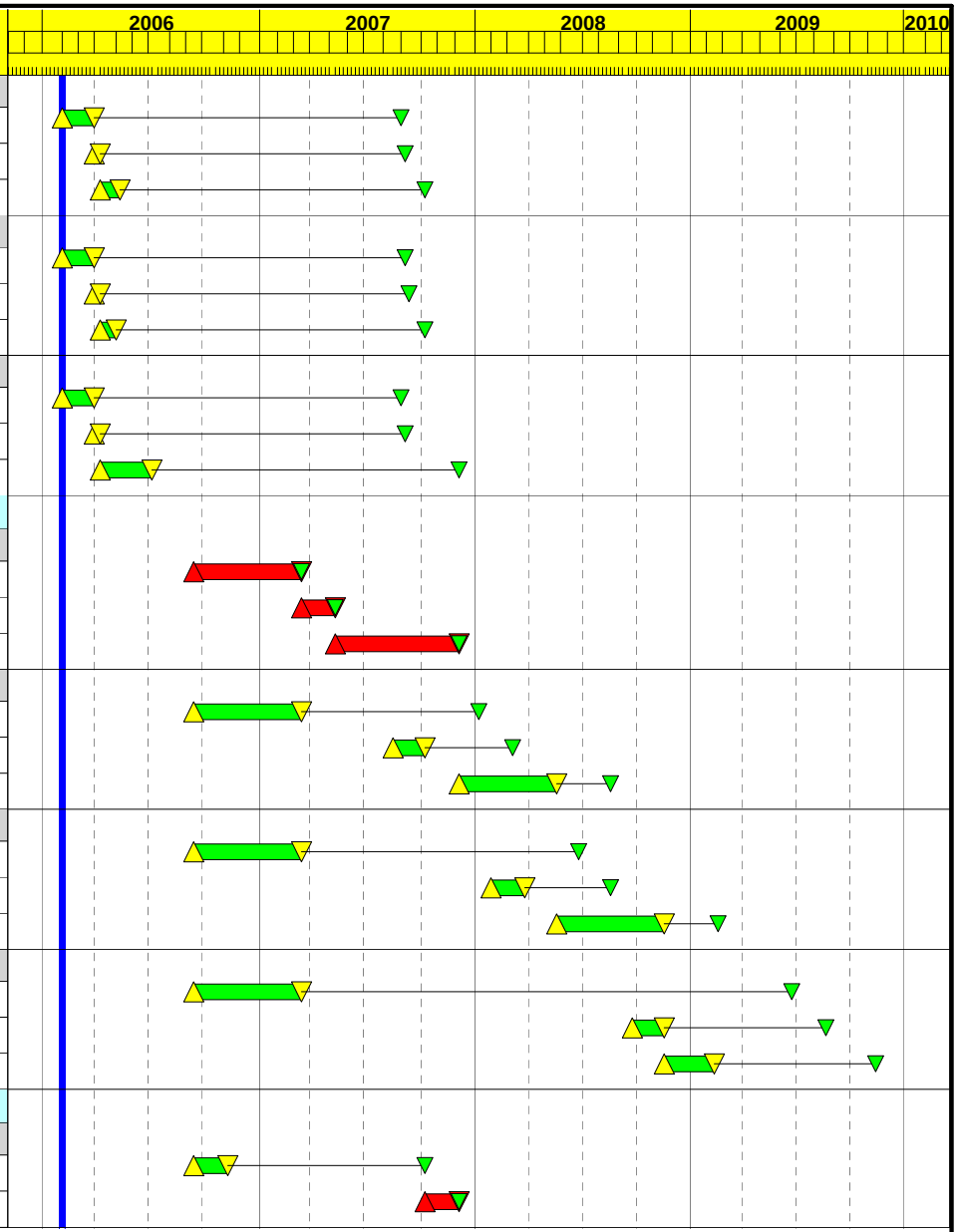
Sheet 1 of 7

HNTB Corporation

San Diego International Airport

Date	Revision	Checked	Approved

Activity Description	Orig Dur	Early Start	Early Finish
1.02.01.07 Concessions Distribution Center relocation			
Design of Concession Relocation	8	30JAN06	26MAR06
Issuance of Task Order	1	27MAR06	02APR06
Relocation of Concession Distribution	5	03APR06	07MAY06
1.02.01.08 System Testing Facility			
Design of System Testing Facility	8	30JAN06	26MAR06
Issuance of Task Order	1	27MAR06	02APR06
Construction of System Testing Facility	4	03APR06	30APR06
1.02.01.09 Tenant Relocations			
Design of Tenant Relocations	8	30JAN06	26MAR06
Issuance of Task Order	1	27MAR06	02APR06
Relocation of Tenants	13	03APR06	02JUL06
1.02.02 Airside Construction			
1.02.02.01 Airfield Construction Site Preparation and Rough			
Design of Rough Grade Package	26	11SEP06	11MAR07
Bid and Award	8	12MAR07	06MAY07
Construction of Site Prep and Rough Grade	30	07MAY07	02DEC07
1.02.02.02 Hydrant Fueling System			
Design of Hydrant Fuel System	26	11SEP06	11MAR07
Bid and Award	8	13AUG07	07OCT07
Construction of Hydrant Fuel System	24	03DEC07	18MAY08
1.02.02.03 Apron Paving Package			
Design of Apron Paving Package	26	11SEP06	11MAR07
Bid and Award	8	28JAN08	23MAR08
Construction of Apron Paving Package	26	19MAY08	16NOV08
1.02.02.04 Fencing and Security package			
Design of Fencing and Security Package	26	11SEP06	11MAR07
Bid and Award	8	22SEP08	16NOV08
Construction of Fencing and Security	12	17NOV08	08FEB09
1.02.03 Terminal Construction			
1.02.03.01 Site Preparation Package			
Design of Terminal Site Prep	8	11SEP06	05NOV06
Bid and Award	8	08OCT07	02DEC07



Start Date 14NOV05
Finish Date 31JAN10
Data Date 30JAN06
Run Date 20FEB06 12:29

Early Bar
Float Bar
Progress Bar
Critical Activity

SDIA

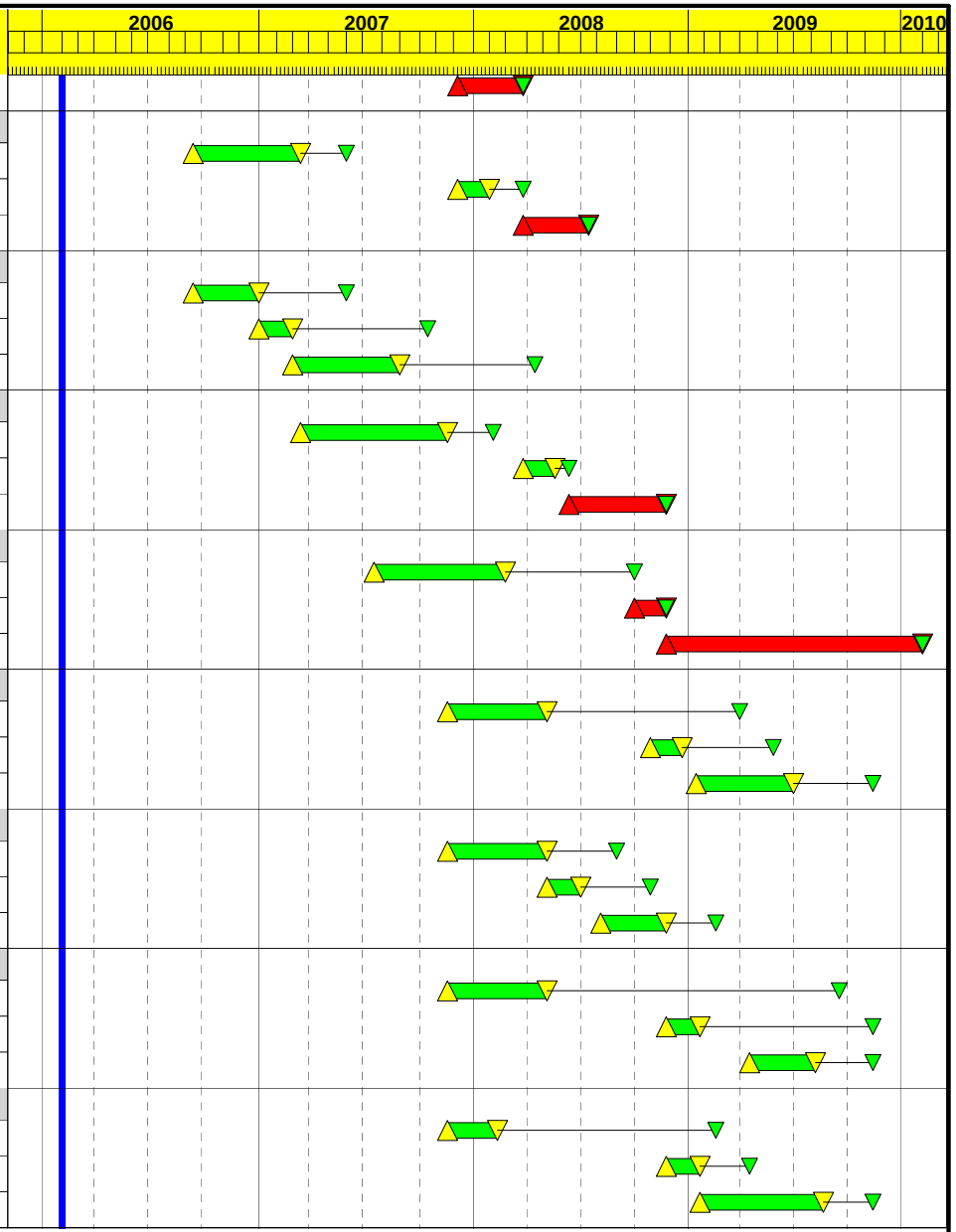
Sheet 2 of 7

HNTB Corporation

San Diego International Airport

Date	Revision	Checked	Approved

Activity Description	Orig Dur	Early Start	Early Finish
Construction of Site Prep	16	03DEC07	23MAR08
1.02.03.02 Terminal Foundation and Ramp Control Package			
Design of Terminal Foundation	26	11SEP06	11MAR07
Bid and Award	8	03DEC07	27JAN08
Construction of Foundation Package	16	24MAR08	13JUL08
1.02.03.03 Terminal Structural Package			
Design of Terminal Structural	16	11SEP06	31DEC06
Bid and Award	8	01JAN07	25FEB07
Fabrication and Delivery of Terminal Structural	26	26FEB07	26AUG07
1.02.03.04 Terminal Shell Package			
Design of Terminal Shell	36	12MAR07	18NOV07
Bid and Award	8	24MAR08	18MAY08
Construction of Terminal Shell	24	09JUN08	23NOV08
1.02.03.05 Terminal Interior Package			
Design of Terminal Interior Package	32	16JUL07	24FEB08
Bid and Award	8	29SEP08	23NOV08
Construction of Terminal Interior Package	62	24NOV08	31JAN10
1.02.03.06 Terminal Pedestrian Bridges			
Design of Pedestrian Bridge	24	19NOV07	04MAY08
Bid and Award	8	27OCT08	21DEC08
Construction of Pedestrian Bridge	24	12JAN09	28JUN09
1.02.03.07 Mechanical Systems Package			
Design of Long Lead Mech System	24	19NOV07	04MAY08
Bid and Award	8	05MAY08	29JUN08
Installation of Long Lead Mech	16	04AUG08	23NOV08
1.02.03.08 Baggage Handling System			
Design of Baggage Handling System	24	19NOV07	04MAY08
Bid and Award	8	24NOV08	18JAN09
Installation of BHS	16	13APR09	02AUG09
1.02.03.09 Jet Bridges			
Design of Jet Bridges	12	19NOV07	10FEB08
Bid and Award	8	24NOV08	18JAN09
Installation of Jet Bridges	30	19JAN09	16AUG09



Start Date 14NOV05
Finish Date 31JAN10
Data Date 30JAN06
Run Date 20FEB06 12:29

Early Bar
Float Bar
Progress Bar
Critical Activity

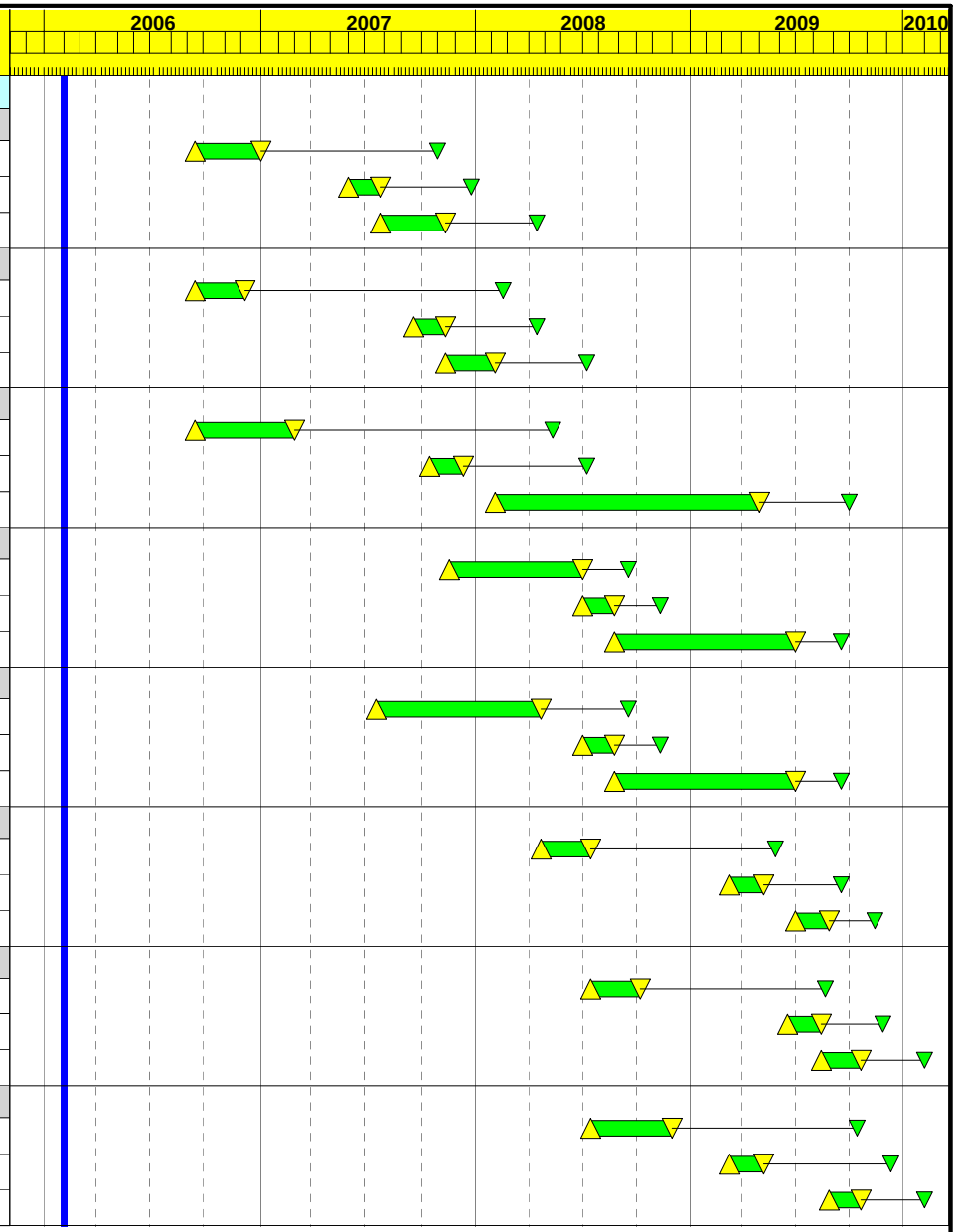
SDIA Sheet 3 of 7

HNTB Corporation

San Diego International Airport

Date	Revision	Checked	Approved

Activity Description	Orig Dur	Early Start	Early Finish
1.02.04 Landside Construction			
1.02.04.01 Demolition of the Baggage Handling Bldg and Ped			
Design of Landside Demolition Package	16	11SEP06	31DEC06
Bid and Award	8	28MAY07	22JUL07
Demolition of USO and BHS Building	16	23JUL07	11NOV07
1.02.04.02 Site Preparation			
Design of Landside Site Preparation	12	11SEP06	03DEC06
Bid and Award	8	17SEP07	11NOV07
Construction of Landside Site Prep	12	12NOV07	03FEB08
1.02.04.03 Parking Garage			
Design of Parking Garage	24	11SEP06	25FEB07
Bid and Award	8	15OCT07	09DEC07
Construction of Parking Garage	64	04FEB08	26APR09
1.02.04.04 Elevated Roadways			
Design of Elevated Roadways	32	19NOV07	29JUN08
Bid and Award	8	30JUN08	24AUG08
Construction of Elevated Roadways	44	25AUG08	28JUN09
1.02.04.05 Civil Roadway Project			
Design of Civil Roadway Package	40	16JUL07	20APR08
Bid and Award	8	30JUN08	24AUG08
Construction of Civil Roadway Project	44	25AUG08	28JUN09
1.02.04.06 New Surface Parking Lot / Ground Transportation			
Design of Surface Parking Lot	12	21APR08	13JUL08
Bid and Award	8	09MAR09	03MAY09
Construction of Surface Parking Lot	8	29JUN09	23AUG09
1.02.04.07 Streetscape and Landscape Package			
Design of Streetscape and Landscape	12	14JUL08	05OCT08
Bid and Award	8	15JUN09	09AUG09
Construction of Streetscape and Landscape	10	10AUG09	18OCT09
1.02.04.08 Signage Package			
Design of Signing Package	20	14JUL08	30NOV08
Bid and Award	8	09MAR09	03MAY09
Construction of Signage Package	8	24AUG09	18OCT09



Start Date 14NOV05
Finish Date 31JAN10
Data Date 30JAN06
Run Date 20FEB06 12:29

Early Bar
Float Bar
Progress Bar
Critical Activity

SDIA

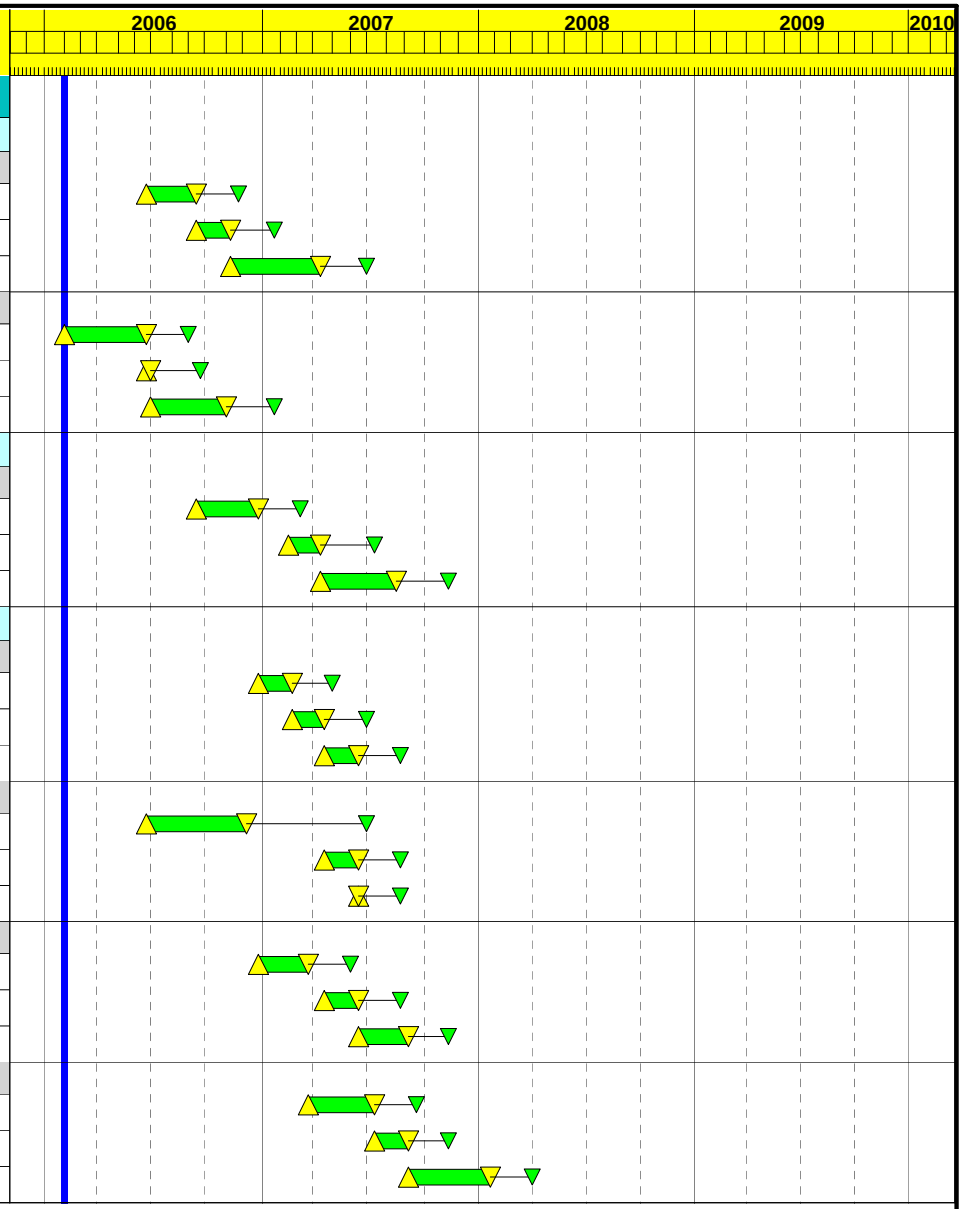
Sheet 4 of 7

HNTB Corporation

San Diego International Airport

Date	Revision	Checked	Approved

Activity Description	Orig Dur	Early Start	Early Finish
1.03 North Projects			
1.03.01 Enabling Projects			
1.03.01.01 Site Remediation			
Design of Site Remediation	12	19JUN06	10SEP06
Bid and Award	8	11SEP06	05NOV06
Construction of Site Remediation	22	06NOV06	08APR07
1.03.01.02 Utility Relocation			
Design of Utility Relocation	20	30JAN06	18JUN06
Issue Task Order	1	19JUN06	25JUN06
Construction of Utility Relocation Package	18	26JUN06	29OCT06
1.03.02 Ground Transportation			
1.03.02.01 Ground Transportation			
Design of Ground Transportation	15	11SEP06	24DEC06
Bid and Award	8	12FEB07	08APR07
Construction of Ground Transportation	18	09APR07	12AUG07
1.03.03 Airport Support			
1.03.03.01 Site Preparation			
Design of Site Preparation	8	25DEC06	18FEB07
Bid and Award	8	19FEB07	15APR07
Construction of Site Preparation	8	16APR07	10JUN07
1.03.03.02 Hydrant Fuel & Misc. Utilities			
Design of Hydrant Fuel System & Misc Utilities	24	19JUN06	03DEC06
Bid and Award	8	16APR07	10JUN07
Construction Hydrant Fuel System & Misc Utility	0	11JUN07	10JUN07
1.03.03.03 Building Foundation			
Design of Building Foundation	12	25DEC06	18MAR07
Bid and Award	8	16APR07	10JUN07
Construction of Building Foundation	12	11JUN07	02SEP07
1.03.03.04 General Aviation Building			
Design of General Avaiation Building	16	19MAR07	08JUL07
Bid and Award	8	09JUL07	02SEP07
Construction of General Aviation Building	20	03SEP07	20JAN08



Start Date 14NOV05
Finish Date 31JAN10
Data Date 30JAN06
Run Date 20FEB06 12:29

Early Bar
Float Bar
Progress Bar
Critical Activity

SDIA

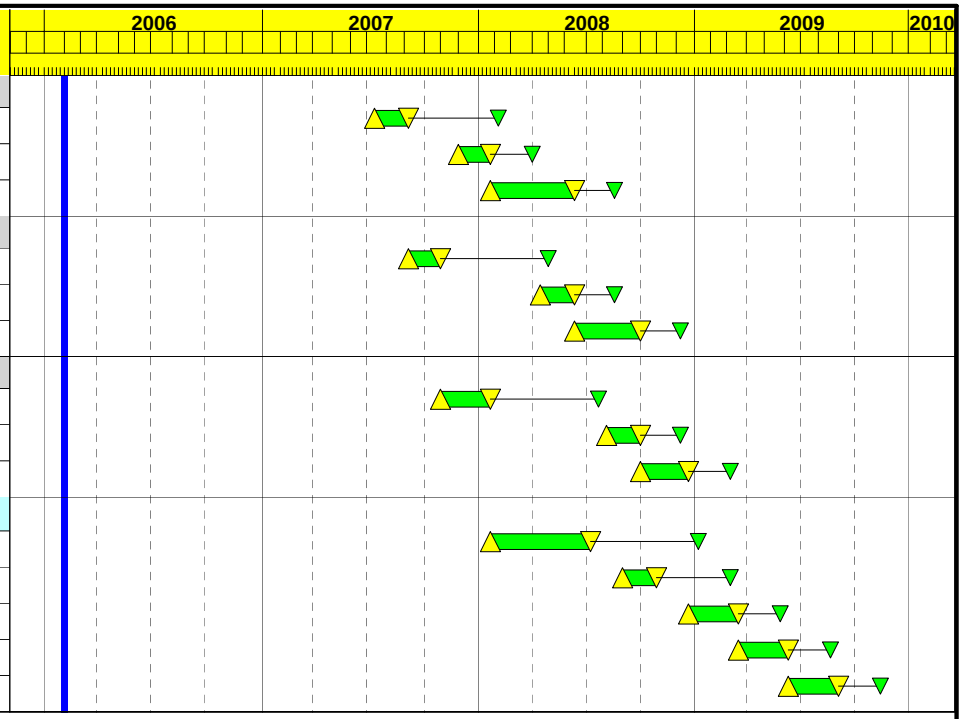
Sheet 5 of 7

HNTB Corporation

San Diego International Airport

Date	Revision	Checked	Approved

Activity Description	Orig Dur	Early Start	Early Finish
1.03.03.05 Apron Paving			
Design of Apron Paving	8	09JUL07	02SEP07
Bid and Award	8	26NOV07	20JAN08
Construction of Apron Paving	20	21JAN08	08JUN08
1.03.03.06 Access Road			
Design of Access Road	8	03SEP07	28OCT07
Bid and Award	8	14APR08	08JUN08
Construction of Access Road	16	09JUN08	28SEP08
1.03.03.07 Demolition/Remediation			
Design of Demolition/Remediation	12	29OCT07	20JAN08
Bid and Award	8	04AUG08	28SEP08
Demolition and Remediation	12	29SEP08	21DEC08
1.03.04 Airfield Paving			
Design of Airfield Paving	24	21JAN08	06JUL08
Bid and Award	8	01SEP08	26OCT08
Construction of Airfield Paving - Phase 1	12	22DEC08	15MAR09
Construction of Airfield Paving - Phase 2	12	16MAR09	07JUN09
Construction of Airfield Paving - Phase 3	12	08JUN09	30AUG09



Row	Group Name					
1	Asphalt Crew	1	4		4	
2	Baggage Handling Crew				16	
3	Contractor Utility Crew		16	4		
4	Demolition Crew		16	4		
5	Drainage Crew		36	4	4	
6	Electrical Utility Crew	38	2			
7	Electrical Crew	1	16			
8	Exterior Building Crew		16	22		
9	Fence and Security Crew			7	5	
10	Foundation Crew		12	16		
11	Garage Crew			48	16	
12	Gas Utility Crew	38	2			
13	Grading Crew		51	15		
14	Hydrant Crew		5	19		
15	Interior Renovation Crew	24		6	52	4
16	Jet Bridge Crew				4	
17	Landscape Crew				10	

2006 2007 2008 2009 2010

Start Date 14NOV05
Finish Date 31JAN10
Data Date 30JAN06
Run Date 20FEB06 12:29

Early Bar
Float Bar
Progress Bar
Critical Activity

SDIA Sheet 6 of 7

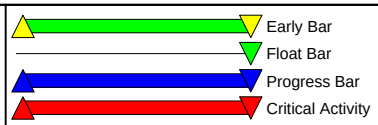
HNTB Corporation

San Diego International Airport

Date	Revision	Checked	Approved

Row	Group Name						
18	Mechnical Systems Crew				16		
19	PCC Paving Crew				48	34	
20	Roadway Modification Crew				19	25	
21	Relocation Team		8				
22	Remediation Crew		17	27	8		
23	Roadway Construction Crew		8	34	16	8	
24	Roadway Construction Crew						
25	Sewer Utility Crew		38	2			
26	Signing Crew					8	
27	Structural Erection Crew			4	16		
28	Streetscape Crew					10	
29	Structural Crew				19	49	
		2006	**2007**	**2008**	**2009**	**2010**	

Start Date	14NOV05
Finish Date	31JAN10
Data Date	30JAN06
Run Date	20FEB06 12:29



SDIA

Sheet 7 of 7

HNTB Corporation

San Diego International Airport

Date	Revision	Checked	Approved

HNTB Corporation PRIMAVERA PROJECT PLANNER San Diego International Airport

REPORT DATE 20FEB06 17:15 RUN NO. 203 START DATE 14NOV05 FIN DATE 31JAN10

Schedule Report - Detailed Precedence Analysis DATA DATE 30JAN06 PAGE NO. 1

	ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
	10	0	0	0			Begin Program	30JAN06		30JAN06		0
..	20*	32	32	0	SU		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	40*	12	12	0	SU		Design of Site Remediation	30JAN06	23APR06	17JUL06	8OCT06	24
..	70*	12	12	0	SU		Design of McCain Intersection	30JAN06	23APR06	6MAR06	28MAY06	5
..	90	8	8	0	SU		Construction of McCain Intersection	19JUN06	13AUG06	24JUL06	17SEP06	5
..	100*	26	26	0	SU		Design of Utility Relocation Package	30JAN06	30JUL06	13MAR06	10SEP06	6
..	120	22	22	0	SU		Construction of Utility Relocation Package	14AUG06	14JAN07	18SEP06	18FEB07	5
..	130*	4	4	0	SU		Design of USO Relocation	30JAN06	26FEB06	20AUG07	16SEP07	81
..	160*	8	8	0	SU		Design of Temp Parking and Roads	30JAN06	26MAR06	14MAY07	8JUL07	67
..	190*	4	4	0	SU		Design of FAA Emerg Gen Relocation	30JAN06	26FEB06	5MAR07	1APR07	57
..	220*	8	8	0	SU		Design of Concession Relocation	30JAN06	26MAR06	2JUL07	26AUG07	74
..	250*	8	8	0	SU		Design of System Testing Facility	30JAN06	26MAR06	9JUL07	2SEP07	75
..	280*	8	8	0	SU		Design of Tenant Relocations	30JAN06	26MAR06	2JUL07	26AUG07	74
..	970*	20	20	0	SU		Design of Utility Relocation	30JAN06	18JUN06	10APR06	27AUG06	10
	20	32	32	0			Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	10*	0	0	0	PR		Begin Program	30JAN06		30JAN06		0
..	310*	26	26	0	SU		Design of Rough Grade Package	11SEP06	11MAR07	11SEP06	11MAR07	0
..	340*	26	26	0	SU		Design of Hydrant Fuel System	11SEP06	11MAR07	9JUL07	6JAN08	43
..	370*	26	26	0	SU		Design of Apron Paving Package	11SEP06	11MAR07	24DEC07	22JUN08	67
..	400*	26	26	0	SU		Design of Fencing and Security Package	11SEP06	11MAR07	22DEC08	21JUN09	119
..	430*	8	8	0	SU		Design of Terminal Site Prep	11SEP06	5NOV06	13AUG07	7OCT07	48
..	460*	26	26	0	SU		Design of Terminal Foundation	11SEP06	11MAR07	27NOV06	27MAY07	11
..	490*	16	16	0	SU		Design of Terminal Structural	11SEP06	31DEC06	5FEB07	27MAY07	21
..	520	36	36	0	SU		Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
..	550	32	32	0	SU		Design of Terminal Interior Package	16JUL07	24FEB08	18FEB08	28SEP08	31
..	580	24	24	0	SU		Design of Pedestrian Bridge	19NOV07	4MAY08	13OCT08	29MAR09	47
..	610	24	24	0	SU		Design of Long Lead Mech System	19NOV07	4MAY08	17MAR08	31AUG08	17
..	640	24	24	0	SU		Design of Baggage Handling System	19NOV07	4MAY08	30MAR09	13SEP09	71
..	670	12	12	0	SU		Design of Jet Bridges	19NOV07	10FEB08	24NOV08	15FEB09	53
..	700*	16	16	0	SU		Design of Landside Demolition Package	11SEP06	31DEC06	9JUL07	28OCT07	43
..	730*	12	12	0	SU		Design of Landside Site Preparation	11SEP06	3DEC06	26NOV07	17FEB08	63
..	760*	24	24	0	SU		Design of Parking Garage	11SEP06	25FEB07	26NOV07	11MAY08	63
..	790	32	32	0	SU		Design of Elevated Roadways	19NOV07	29JUN08	4FEB08	14SEP08	11
..	820	40	40	0	SU		Design of Civil Roadway Package	16JUL07	20APR08	10DEC07	14SEP08	21
..	850	12	12	0	SU		Design of Surface Parking Lot	21APR08	13JUL08	2MAR09	24MAY09	45
..	910	20	20	0	SU		Design of Signing Package	14JUL08	30NOV08	25MAY09	11OCT09	45
	25	12	12	0			Comissioning	9NOV09	31JAN10	9NOV09	31JAN10	0
..	420	12	12	0	PR		Construction of Fencing and Security	17NOV08	8FEB09	17AUG09	8NOV09	39
..	570*	62	62	0	PR FS	-12	Construction of Terminal Interior Package	24NOV08	31JAN10	24NOV08	31JAN10	0
..	600	24	24	0	PR		Construction of Pedestrian Bridge	12JAN09	28JUN09	25MAY09	8NOV09	19
..	660	16	16	0	PR		Installation of BHS	13APR09	2AUG09	20JUL09	8NOV09	14
..	690	30	30	0	PR		Installation of Jet Bridges	19JAN09	16AUG09	13APR09	8NOV09	12
..	870	8	8	0	PR		Construction of Surface Parking Lot	29JUN09	23AUG09	14SEP09	8NOV09	11
..	900	10	10	0	PR FF	0	Construction of Streetscape and Landscape	10AUG09	18OCT09	23NOV09	31JAN10	15
..	930	8	8	0	PR FF	0	Construction of Signage Package	24AUG09	18OCT09	7DEC09	31JAN10	15
..	1280	12	12	0	PR		Construction of Airfield Paving - Phase 3	8JUN09	30AUG09	17AUG09	8NOV09	10
..	30*	0	0	0	SU		End Program		31JAN10		31JAN10	0

	ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
	30	0	0	0			End Program		31JAN10		31JAN10	0
..	25*	12	12	0	PR		Comissioning	9NOV09	31JAN10	9NOV09	31JAN10	0
	40	12	12	0			Design of Site Remediation	30JAN06	23APR06	17JUL06	8OCT06	24
..	10*	0	0	0	PR		Begin Program	30JAN06		30JAN06		0
..	50	8	8	0	SU		Bid and Award	4SEP06	29OCT06	9OCT06	3DEC06	5
	50	8	8	0			Bid and Award	4SEP06	29OCT06	9OCT06	3DEC06	5
..	40	12	12	0	PR		Design of Site Remediation	30JAN06	23APR06	17JUL06	8OCT06	24
..	90	8	8	0	PR		Construction of McCain Intersection	19JUN06	13AUG06	24JUL06	17SEP06	5
..	120*	22	22	0	PR FS	-19	Construction of Utility Relocation Package	14AUG06	14JAN07	18SEP06	18FEB07	5
..	60*	22	22	0	SU		Construction of Remediation Package	30OCT06	1APR07	4DEC06	6MAY07	5
	60	22	22	0			Construction of Remediation Package	30OCT06	1APR07	4DEC06	6MAY07	5
..	50*	8	8	0	PR		Bid and Award	4SEP06	29OCT06	9OCT06	3DEC06	5
..	90	8	8	0	PR		Construction of McCain Intersection	19JUN06	13AUG06	24JUL06	17SEP06	5
..	120*	22	22	0	PR FS	-11	Construction of Utility Relocation Package	14AUG06	14JAN07	18SEP06	18FEB07	5
..	170*	8	8	0	SU FS	-8	Bid and Award	5FEB07	1APR07	9JUL07	2SEP07	22
..	180*	16	16	0	SU		Construction of Temporary Roads and Parking	2APR07	22JUL07	3SEP07	23DEC07	22
..	320	8	8	0	SU FS	-16	Bid and Award	12MAR07	6MAY07	12MAR07	6MAY07	0
..	330	30	30	0	SU		Construction of Site Prep and Rough Grade	7MAY07	2DEC07	7MAY07	2DEC07	0
..	450	16	16	0	SU		Construction of Site Prep	3DEC07	23MAR08	3DEC07	23MAR08	0
							REMEDIAT Remediation Crew 1.00 CREW/WEEK 22					
	70	12	12	0			Design of McCain Intersection	30JAN06	23APR06	6MAR06	28MAY06	5
..	10*	0	0	0	PR		Begin Program	30JAN06		30JAN06		0
..	80*	8	8	0	SU		Bid and Award	24APR06	18JUN06	29MAY06	23JUL06	5
	80	8	8	0			Bid and Award	24APR06	18JUN06	29MAY06	23JUL06	5
..	70*	12	12	0	PR		Design of McCain Intersection	30JAN06	23APR06	6MAR06	28MAY06	5
..	90*	8	8	0	SU		Construction of McCain Intersection	19JUN06	13AUG06	24JUL06	17SEP06	5

ACTIVITY ID	ORIG DUR	REM DUR	%		ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
90	8	8	0		Construction of McCain Intersection	19JUN06	13AUG06	24JUL06	17SEP06	5
.. 10	0	0	0	PR	Begin Program	30JAN06		30JAN06		0
.. 80*	8	8	0	PR	Bid and Award	24APR06	18JUN06	29MAY06	23JUL06	5
.. 50	8	8	0	SU	Bid and Award	4SEP06	29OCT06	9OCT06	3DEC06	5
.. 60	22	22	0	SU	Construction of Remediation Package	30OCT06	1APR07	4DEC06	6MAY07	5
.. 120*	22	22	0	SU	Construction of Utility Relocation Package	14AUG06	14JAN07	18SEP06	18FEB07	5

ROADWAY Roadway Construction Crew
1.00 CREW/WEEK 8
ELECTRIC Electrical Crew
1.00 CREW/WEEK 1 7L/ 1D
ASPHALT Asphalt Crew
1.00 CREW/WEEK 1 7L/ 1D

100	26	26	0		Design of Utility Relocation Package	30JAN06	30JUL06	13MAR06	10SEP06	6
.. 10*	0	0	0	PR	Begin Program	30JAN06		30JAN06		0
.. 110*	1	1	0	SU	Issuance of Task Order	31JUL06	6AUG06	11SEP06	17SEP06	6
110	1	1	0		Issuance of Task Order	31JUL06	6AUG06	11SEP06	17SEP06	6
.. 100*	26	26	0	PR	Design of Utility Relocation Package	30JAN06	30JUL06	13MAR06	10SEP06	6
.. 120	22	22	0	SU	Construction of Utility Relocation Package	14AUG06	14JAN07	18SEP06	18FEB07	5
120	22	22	0		Construction of Utility Relocation Package	14AUG06	14JAN07	18SEP06	18FEB07	5
.. 10	0	0	0	PR	Begin Program	30JAN06		30JAN06		0
.. 90*	8	8	0	PR	Construction of McCain Intersection	19JUN06	13AUG06	24JUL06	17SEP06	5
.. 110	1	1	0	PR	Issuance of Task Order	31JUL06	6AUG06	11SEP06	17SEP06	6
.. 50*	8	8	0	SU FS -19	Bid and Award	4SEP06	29OCT06	9OCT06	3DEC06	5
.. 60*	22	22	0	SU FS -11	Construction of Remediation Package	30OCT06	1APR07	4DEC06	6MAY07	5

GAS UTIL Gas Utility Crew
1.00 CREW/WEEK 22
SEWER UT Sewer Utility Crew
1.00 CREW/WEEK 22
ELECT UT Electrical Utility Crew
1.00 CREW/WEEK 22

130	4	4	0		Design of USO Relocation	30JAN06	26FEB06	20AUG07	16SEP07	81
.. 10*	0	0	0	PR	Begin Program	30JAN06		30JAN06		0
.. 140*	1	1	0	SU	Issuance of Task Order	27FEB06	5MAR06	17SEP07	23SEP07	81

ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
140	1	1	0			Issuance of Task Order	27FEB06	5MAR06	17SEP07	23SEP07	81
.. 130*	4	4	0	PR		Design of USO Relocation	30JAN06	26FEB06	20AUG07	16SEP07	81
.. 150*	5	5	0	SU		Construction of USO and Office Relocations	6MAR06	9APR06	24SEP07	28OCT07	81
150	5	5	0			Construction of USO and Office Relocations	6MAR06	9APR06	24SEP07	28OCT07	81
.. 140*	1	1	0	PR		Issuance of Task Order	27FEB06	5MAR06	17SEP07	23SEP07	81
.. 710	8	8	0	SU		Bid and Award	28MAY07	22JUL07	29OCT07	23DEC07	22
.. 720	16	16	0	SU		Demolition of USO and BHS Building	23JUL07	11NOV07	24DEC07	13APR08	22
.. 840	44	44	0	SU		Construction of Civil Roadway Project	25AUG08	28JUN09	10NOV08	13SEP09	11
						INTERIOR Interior Renovation Crew					
						1.00 CREW/WEEK 4 4D					
						RELOCATE Relocation Team					
						1.00 CREW/WEEK 1 4L/ 1D					
160	8	8	0			Design of Temp Parking and Roads	30JAN06	26MAR06	14MAY07	8JUL07	67
.. 10*	0	0	0	PR		Begin Program	30JAN06		30JAN06		0
.. 170	8	8	0	SU		Bid and Award	5FEB07	1APR07	9JUL07	2SEP07	22
170	8	8	0			Bid and Award	5FEB07	1APR07	9JUL07	2SEP07	22
.. 60*	22	22	0	PR	FS -8	Construction of Remediation Package	30OCT06	1APR07	4DEC06	6MAY07	5
.. 160	8	8	0	PR		Design of Temp Parking and Roads	30JAN06	26MAR06	14MAY07	8JUL07	67
.. 210	13	13	0	PR		Relocation of FAA Emergency Generator	6MAR06	4JUN06	9APR07	8JUL07	57
.. 180*	16	16	0	SU		Construction of Temporary Roads and Parking	2APR07	22JUL07	3SEP07	23DEC07	22
180	16	16	0			Construction of Temporary Roads and Parking	2APR07	22JUL07	3SEP07	23DEC07	22
.. 60*	22	22	0	PR		Construction of Remediation Package	30OCT06	1APR07	4DEC06	6MAY07	5
.. 170*	8	8	0	PR		Bid and Award	5FEB07	1APR07	9JUL07	2SEP07	22
.. 210	13	13	0	PR		Relocation of FAA Emergency Generator	6MAR06	4JUN06	9APR07	8JUL07	57
.. 710*	8	8	0	SU	FS -8	Bid and Award	28MAY07	22JUL07	29OCT07	23DEC07	22
.. 780	64	64	0	SU		Construction of Parking Garage	4FEB08	26APR09	7JUL08	27SEP09	22
.. 810	44	44	0	SU		Construction of Elevated Roadways	25AUG08	28JUN09	10NOV08	13SEP09	11
.. 840	44	44	0	SU		Construction of Civil Roadway Project	25AUG08	28JUN09	10NOV08	13SEP09	11
.. 870	8	8	0	SU		Construction of Surface Parking Lot	29JUN09	23AUG09	14SEP09	8NOV09	11
						ROADWAY Roadway Construction Crew					
						1.00 CREW/WEEK 16					
						DRAINAGE Drainage Crew					
						1.00 CREW/WEEK 8 8D					
						ASPHALT Asphalt Crew					
						1.00 CREW/WEEK 2 14L/ 2D					

ACTIVITY ID	ORIG DUR	REM DUR	%		ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
190	4	4	0		Design of FAA Emerg Gen Relocation	30JAN06	26FEB06	5MAR07	1APR07	57
.. 10*	0	0	0	PR	Begin Program	30JAN06		30JAN06		0
.. 200*	1	1	0	SU	Issuance of Task Order	27FEB06	5MAR06	2APR07	8APR07	57
200	1	1	0		Issuance of Task Order	27FEB06	5MAR06	2APR07	8APR07	57
.. 190*	4	4	0	PR	Design of FAA Emerg Gen Relocation	30JAN06	26FEB06	5MAR07	1APR07	57
.. 210*	13	13	0	SU	Relocation of FAA Emergency Generator	6MAR06	4JUN06	9APR07	8JUL07	57
210	13	13	0		Relocation of FAA Emergency Generator	6MAR06	4JUN06	9APR07	8JUL07	57
.. 200*	1	1	0	PR	Issuance of Task Order	27FEB06	5MAR06	2APR07	8APR07	57
.. 170	8	8	0	SU	Bid and Award	5FEB07	1APR07	9JUL07	2SEP07	22
.. 180	16	16	0	SU	Construction of Temporary Roads and Parking	2APR07	22JUL07	3SEP07	23DEC07	22
					RELOCATE Relocation Team 1.00 CREW/WEEK 5 5D					
220	8	8	0		Design of Concession Relocation	30JAN06	26MAR06	2JUL07	26AUG07	74
.. 10*	0	0	0	PR	Begin Program	30JAN06		30JAN06		0
.. 230*	1	1	0	SU	Issuance of Task Order	27MAR06	2APR06	27AUG07	2SEP07	74
230	1	1	0		Issuance of Task Order	27MAR06	2APR06	27AUG07	2SEP07	74
.. 220*	8	8	0	PR	Design of Concession Relocation	30JAN06	26MAR06	2JUL07	26AUG07	74
.. 240*	5	5	0	SU	Relocation of Concession Distribution	3APR06	7MAY06	3SEP07	7OCT07	74
240	5	5	0		Relocation of Concession Distribution	3APR06	7MAY06	3SEP07	7OCT07	74
.. 230*	1	1	0	PR	Issuance of Task Order	27MAR06	2APR06	27AUG07	2SEP07	74
.. 440	8	8	0	SU	Bid and Award	8OCT07	2DEC07	8OCT07	2DEC07	0
					INTERIOR Interior Renovation Crew 1.00 CREW/WEEK 4 4D RELOCATE Relocation Team 1.00 CREW/WEEK 1 4L/ 1D					

ACTIVITY ID	ORIG DUR	REM DUR	%		ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
250	8	8	0		Design of System Testing Facility	30JAN06	26MAR06	9JUL07	2SEP07	75
.. 10*	0	0	0	PR	Begin Program	30JAN06		30JAN06		0
.. 260*	1	1	0	SU	Issuance of Task Order	27MAR06	2APR06	3SEP07	9SEP07	75
260	1	1	0		Issuance of Task Order	27MAR06	2APR06	3SEP07	9SEP07	75
.. 250*	8	8	0	PR	Design of System Testing Facility	30JAN06	26MAR06	9JUL07	2SEP07	75
.. 270*	4	4	0	SU	Construction of System Testing Facility	3APR06	30APR06	10SEP07	7OCT07	75
270	4	4	0		Construction of System Testing Facility	3APR06	30APR06	10SEP07	7OCT07	75
.. 260*	1	1	0	PR	Issuance of Task Order	27MAR06	2APR06	3SEP07	9SEP07	75
.. 440	8	8	0	SU	Bid and Award	8OCT07	2DEC07	8OCT07	2DEC07	0
					INTERIOR Interior Renovation Crew 1.00 CREW/WEEK 4					
280	8	8	0		Design of Tenant Relocations	30JAN06	26MAR06	2JUL07	26AUG07	74
.. 10*	0	0	0	PR	Begin Program	30JAN06		30JAN06		0
.. 290*	1	1	0	SU	Issuance of Task Order	27MAR06	2APR06	27AUG07	2SEP07	74
290	1	1	0		Issuance of Task Order	27MAR06	2APR06	27AUG07	2SEP07	74
.. 280*	8	8	0	PR	Design of Tenant Relocations	30JAN06	26MAR06	2JUL07	26AUG07	74
.. 300*	13	13	0	SU	Relocation of Tenants	3APR06	2JUL06	3SEP07	2DEC07	74
300	13	13	0		Relocation of Tenants	3APR06	2JUL06	3SEP07	2DEC07	74
.. 290*	1	1	0	PR	Issuance of Task Order	27MAR06	2APR06	27AUG07	2SEP07	74
.. 440	8	8	0	SU FS -8	Bid and Award	8OCT07	2DEC07	8OCT07	2DEC07	0
					INTERIOR Interior Renovation Crew 1.00 CREW/WEEK 12 12D RELOCATE Relocation Team 1.00 CREW/WEEK 1 12L/ 1D					
310	26	26	0		Design of Rough Grade Package	11SEP06	11MAR07	11SEP06	11MAR07	0

ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
.. 20*	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
.. 320*	8	8	0	SU		Bid and Award	12MAR07	6MAY07	12MAR07	6MAY07	0
320	8	8	0			Bid and Award	12MAR07	6MAY07	12MAR07	6MAY07	0
.. 60	22	22	0	PR	FS -16	Construction of Remediation Package	30OCT06	1APR07	4DEC06	6MAY07	5
.. 310*	26	26	0	PR		Design of Rough Grade Package	11SEP06	11MAR07	11SEP06	11MAR07	0
.. 330*	30	30	0	SU		Construction of Site Prep and Rough Grade	7MAY07	2DEC07	7MAY07	2DEC07	0
330	30	30	0			Construction of Site Prep and Rough Grade	7MAY07	2DEC07	7MAY07	2DEC07	0
.. 60	22	22	0	PR		Construction of Remediation Package	30OCT06	1APR07	4DEC06	6MAY07	5
.. 320*	8	8	0	PR		Bid and Award	12MAR07	6MAY07	12MAR07	6MAY07	0
.. 350*	8	8	0	SU	FS -16	Bid and Award	13AUG07	7OCT07	7JAN08	2MAR08	21
.. 360*	24	24	0	SU		Construction of Hydrant Fuel System	3DEC07	18MAY08	3MAR08	17AUG08	13
.. 380	8	8	0	SU	FS -16	Bid and Award	28JAN08	23MAR08	23JUN08	17AUG08	21
.. 440*	8	8	0	SU	FS -8	Bid and Award	8OCT07	2DEC07	8OCT07	2DEC07	0
.. 450*	16	16	0	SU		Construction of Site Prep	3DEC07	23MAR08	3DEC07	23MAR08	0

GRADE Grading Crew
1.00 CREW/WEEK 30
DRAINAGE Drainage Crew
1.00 CREW/WEEK 16 16D
ELECTRIC Electrical Crew
1.00 CREW/WEEK 16 16D

340	26	26	0			Design of Hydrant Fuel System	11SEP06	11MAR07	9JUL07	6JAN08	43
.. 20*	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
.. 350	8	8	0	SU		Bid and Award	13AUG07	7OCT07	7JAN08	2MAR08	21
350	8	8	0			Bid and Award	13AUG07	7OCT07	7JAN08	2MAR08	21
.. 330*	30	30	0	PR	FS -16	Construction of Site Prep and Rough Grade	7MAY07	2DEC07	7MAY07	2DEC07	0
.. 340	26	26	0	PR		Design of Hydrant Fuel System	11SEP06	11MAR07	9JUL07	6JAN08	43
.. 360	24	24	0	SU		Construction of Hydrant Fuel System	3DEC07	18MAY08	3MAR08	17AUG08	13
360	24	24	0			Construction of Hydrant Fuel System	3DEC07	18MAY08	3MAR08	17AUG08	13
.. 330*	30	30	0	PR		Construction of Site Prep and Rough Grade	7MAY07	2DEC07	7MAY07	2DEC07	0
.. 350	8	8	0	PR		Bid and Award	13AUG07	7OCT07	7JAN08	2MAR08	21
.. 380*	8	8	0	SU	FS -16	Bid and Award	28JAN08	23MAR08	23JUN08	17AUG08	21
.. 390*	26	26	0	SU		Construction of Apron Paving Package	19MAY08	16NOV08	18AUG08	15FEB09	13

	ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
							HYDRANT Hydrant Crew 1.00 CREW/WEEK 24					
	370	26	26	0			Design of Apron Paving Package	11SEP06	11MAR07	24DEC07	22JUN08	67
..	20*	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	380	8	8	0	SU		Bid and Award	28JAN08	23MAR08	23JUN08	17AUG08	21
..	670	12	12	0	SU		Design of Jet Bridges	19NOV07	10FEB08	24NOV08	15FEB09	53
..	690	30	30	0	SU		Installation of Jet Bridges	19JAN09	16AUG09	13APR09	8NOV09	12
	380	8	8	0			Bid and Award	28JAN08	23MAR08	23JUN08	17AUG08	21
..	330	30	30	0	PR FS	-16	Construction of Site Prep and Rough Grade	7MAY07	2DEC07	7MAY07	2DEC07	0
..	360*	24	24	0	PR FS	-16	Construction of Hydrant Fuel System	3DEC07	18MAY08	3MAR08	17AUG08	13
..	370	26	26	0	PR		Design of Apron Paving Package	11SEP06	11MAR07	24DEC07	22JUN08	67
..	390	26	26	0	SU		Construction of Apron Paving Package	19MAY08	16NOV08	18AUG08	15FEB09	13
	390	26	26	0			Construction of Apron Paving Package	19MAY08	16NOV08	18AUG08	15FEB09	13
..	360*	24	24	0	PR		Construction of Hydrant Fuel System	3DEC07	18MAY08	3MAR08	17AUG08	13
..	380	8	8	0	PR		Bid and Award	28JAN08	23MAR08	23JUN08	17AUG08	21
..	450	16	16	0	PR		Construction of Site Prep	3DEC07	23MAR08	3DEC07	23MAR08	0
..	410*	8	8	0	SU FS	-8	Bid and Award	22SEP08	16NOV08	22JUN09	16AUG09	39
..	420*	12	12	0	SU		Construction of Fencing and Security	17NOV08	8FEB09	17AUG09	8NOV09	39
..	680	8	8	0	SU		Bid and Award	24NOV08	18JAN09	16FEB09	12APR09	12
..	690	30	30	0	SU		Installation of Jet Bridges	19JAN09	16AUG09	13APR09	8NOV09	12
							PCC PAVE PCC Paving Crew 1.00 CREW/WEEK 26					
	400	26	26	0			Design of Fencing and Security Package	11SEP06	11MAR07	22DEC08	21JUN09	119
..	20*	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	410	8	8	0	SU		Bid and Award	22SEP08	16NOV08	22JUN09	16AUG09	39
	410	8	8	0			Bid and Award	22SEP08	16NOV08	22JUN09	16AUG09	39
..	390*	26	26	0	PR FS	-8	Construction of Apron Paving Package	19MAY08	16NOV08	18AUG08	15FEB09	13
..	400	26	26	0	PR		Design of Fencing and Security Package	11SEP06	11MAR07	22DEC08	21JUN09	119
..	420*	12	12	0	SU		Construction of Fencing and Security	17NOV08	8FEB09	17AUG09	8NOV09	39

ACTIVITY ID	ORIG DUR	REM DUR	%		ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
420	12	12	0		Construction of Fencing and Security	17NOV08	8FEB09	17AUG09	8NOV09	39
.. 390*	26	26	0	PR	Construction of Apron Paving Package	19MAY08	16NOV08	18AUG08	15FEB09	13
.. 410*	8	8	0	PR	Bid and Award	22SEP08	16NOV08	22JUN09	16AUG09	39
.. 25	12	12	0	SU	Comissioning	9NOV09	31JAN10	9NOV09	31JAN10	0
FENCE Fence and Security Crew 1.00 CREW/WEEK 12										
430	8	8	0		Design of Terminal Site Prep	11SEP06	5NOV06	13AUG07	7OCT07	48
.. 20*	32	32	0	PR	Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
.. 440	8	8	0	SU	Bid and Award	8OCT07	2DEC07	8OCT07	2DEC07	0
440	8	8	0		Bid and Award	8OCT07	2DEC07	8OCT07	2DEC07	0
.. 240	5	5	0	PR	Relocation of Concession Distribution	3APR06	7MAY06	3SEP07	7OCT07	74
.. 270	4	4	0	PR	Construction of System Testing Facility	3APR06	30APR06	10SEP07	7OCT07	75
.. 300	13	13	0	PR FS -8	Relocation of Tenants	3APR06	2JUL06	3SEP07	2DEC07	74
.. 330*	30	30	0	PR FS -8	Construction of Site Prep and Rough Grade	7MAY07	2DEC07	7MAY07	2DEC07	0
.. 430	8	8	0	PR	Design of Terminal Site Prep	11SEP06	5NOV06	13AUG07	7OCT07	48
.. 450*	16	16	0	SU	Construction of Site Prep	3DEC07	23MAR08	3DEC07	23MAR08	0
450	16	16	0		Construction of Site Prep	3DEC07	23MAR08	3DEC07	23MAR08	0
.. 60	22	22	0	PR	Construction of Remediation Package	30OCT06	1APR07	4DEC06	6MAY07	5
.. 330*	30	30	0	PR	Construction of Site Prep and Rough Grade	7MAY07	2DEC07	7MAY07	2DEC07	0
.. 440*	8	8	0	PR	Bid and Award	8OCT07	2DEC07	8OCT07	2DEC07	0
.. 390	26	26	0	SU	Construction of Apron Paving Package	19MAY08	16NOV08	18AUG08	15FEB09	13
.. 470*	8	8	0	SU FS -16	Bid and Award	3DEC07	27JAN08	28JAN08	23MAR08	8
.. 480*	16	16	0	SU	Construction of Foundation Package	24MAR08	13JUL08	24MAR08	13JUL08	0
GRADE Grading Crew 1.00 CREW/WEEK 16										
460	26	26	0		Design of Terminal Foundation	11SEP06	11MAR07	27NOV06	27MAY07	11
.. 20*	32	32	0	PR	Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
.. 470	8	8	0	SU	Bid and Award	3DEC07	27JAN08	28JAN08	23MAR08	8
.. 520*	36	36	0	SU	Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
470	8	8	0		Bid and Award	3DEC07	27JAN08	28JAN08	23MAR08	8
.. 450*	16	16	0	PR FS -16	Construction of Site Prep	3DEC07	23MAR08	3DEC07	23MAR08	0
.. 460	26	26	0	PR	Design of Terminal Foundation	11SEP06	11MAR07	27NOV06	27MAY07	11

	ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
..	480	16	16	0	SU		Construction of Foundation Package	24MAR08	13JUL08	24MAR08	13JUL08	0
	480	16	16	0			Construction of Foundation Package	24MAR08	13JUL08	24MAR08	13JUL08	0
..	450*	16	16	0	PR		Construction of Site Prep	3DEC07	23MAR08	3DEC07	23MAR08	0
..	470	8	8	0	PR		Bid and Award	3DEC07	27JAN08	28JAN08	23MAR08	8
..	530*	8	8	0	SU	SS 0	Bid and Award	24MAR08	18MAY08	14APR08	8JUN08	3
..	540*	24	24	0	SU	FS -5	Construction of Terminal Shell	9JUN08	23NOV08	9JUN08	23NOV08	0
							FOUNDANT Foundation Crew 1.00 CREW/WEEK 16					
	490	16	16	0			Design of Terminal Structural	11SEP06	31DEC06	5FEB07	27MAY07	21
..	20*	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	500*	8	8	0	SU		Bid and Award	1JAN07	25FEB07	20AUG07	14OCT07	33
..	520	36	36	0	SU		Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
	500	8	8	0			Bid and Award	1JAN07	25FEB07	20AUG07	14OCT07	33
..	490*	16	16	0	PR		Design of Terminal Structural	11SEP06	31DEC06	5FEB07	27MAY07	21
..	510*	26	26	0	SU		Fabrication and Delivery of Terminal Structural	26FEB07	26AUG07	15OCT07	13APR08	33
	510	26	26	0			Fabrication and Delivery of Terminal Structural	26FEB07	26AUG07	15OCT07	13APR08	33
..	500*	8	8	0	PR		Bid and Award	1JAN07	25FEB07	20AUG07	14OCT07	33
..	530	8	8	0	SU		Bid and Award	24MAR08	18MAY08	14APR08	8JUN08	3
	520	36	36	0			Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
..	20	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	460*	26	26	0	PR		Design of Terminal Foundation	11SEP06	11MAR07	27NOV06	27MAY07	11
..	490	16	16	0	PR		Design of Terminal Structural	11SEP06	31DEC06	5FEB07	27MAY07	21
..	530	8	8	0	SU		Bid and Award	24MAR08	18MAY08	14APR08	8JUN08	3
..	550*	32	32	0	SU	FS -18	Design of Terminal Interior Package	16JUL07	24FEB08	18FEB08	28SEP08	31
..	580*	24	24	0	SU		Design of Pedestrian Bridge	19NOV07	4MAY08	13OCT08	29MAR09	47
..	610*	24	24	0	SU		Design of Long Lead Mech System	19NOV07	4MAY08	17MAR08	31AUG08	17
..	640*	24	24	0	SU		Design of Baggage Handling System	19NOV07	4MAY08	30MAR09	13SEP09	71
..	670*	12	12	0	SU		Design of Jet Bridges	19NOV07	10FEB08	24NOV08	15FEB09	53
..	790*	32	32	0	SU		Design of Elevated Roadways	19NOV07	29JUN08	4FEB08	14SEP08	11
..	820*	40	40	0	SU	FS -18	Design of Civil Roadway Package	16JUL07	20APR08	10DEC07	14SEP08	21
..	880	12	12	0	SU		Design of Streetscape and Landscape	14JUL08	5OCT08	25MAY09	16AUG09	45

ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
530	8	8	0			Bid and Award	24MAR08	18MAY08	14APR08	8JUN08	3
.. 480*	16	16	0	PR	SS 0	Construction of Foundation Package	24MAR08	13JUL08	24MAR08	13JUL08	0
.. 510	26	26	0	PR		Fabrication and Delivery of Terminal Structural	26FEB07	26AUG07	15OCT07	13APR08	33
.. 520	36	36	0	PR		Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
.. 540	24	24	0	SU		Construction of Terminal Shell	9JUN08	23NOV08	9JUN08	23NOV08	0
540	24	24	0			Construction of Terminal Shell	9JUN08	23NOV08	9JUN08	23NOV08	0
.. 480*	16	16	0	PR	FS -5	Construction of Foundation Package	24MAR08	13JUL08	24MAR08	13JUL08	0
.. 530	8	8	0	PR		Bid and Award	24MAR08	18MAY08	14APR08	8JUN08	3
.. 560*	8	8	0	SU	FS -8	Bid and Award	29SEP08	23NOV08	29SEP08	23NOV08	0
.. 570	62	62	0	SU	FS -12	Construction of Terminal Interior Package	24NOV08	31JAN10	24NOV08	31JAN10	0
.. 590	8	8	0	SU	SS 0	Bid and Award	27OCT08	21DEC08	30MAR09	24MAY09	22
.. 630*	16	16	0	SU	FF 0	Installation of Long Lead Mech	4AUG08	23NOV08	27OCT08	15FEB09	12
.. 650*	8	8	0	SU		Bid and Award	24NOV08	18JAN09	14SEP09	8NOV09	42
.. 680*	8	8	0	SU		Bid and Award	24NOV08	18JAN09	16FEB09	12APR09	12
.. 800	8	8	0	SU	SS 0	Bid and Award	30JUN08	24AUG08	15SEP08	9NOV08	11
						EXTERIOR Exterior Building Crew					
						1.00 CREW/WEEK 20 4L/ 20D					
						STR EREC Structural Erection Crew					
						1.00 CREW/WEEK 16 16D					
550	32	32	0			Design of Terminal Interior Package	16JUL07	24FEB08	18FEB08	28SEP08	31
.. 20	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
.. 520*	36	36	0	PR	FS -18	Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
.. 560	8	8	0	SU		Bid and Award	29SEP08	23NOV08	29SEP08	23NOV08	0
.. 880	12	12	0	SU		Design of Streetscape and Landscape	14JUL08	5OCT08	25MAY09	16AUG09	45
560	8	8	0			Bid and Award	29SEP08	23NOV08	29SEP08	23NOV08	0
.. 540*	24	24	0	PR	FS -8	Construction of Terminal Shell	9JUN08	23NOV08	9JUN08	23NOV08	0
.. 550	32	32	0	PR		Design of Terminal Interior Package	16JUL07	24FEB08	18FEB08	28SEP08	31
.. 570*	62	62	0	SU		Construction of Terminal Interior Package	24NOV08	31JAN10	24NOV08	31JAN10	0
570	62	62	0			Construction of Terminal Interior Package	24NOV08	31JAN10	24NOV08	31JAN10	0
.. 540	24	24	0	PR	FS -12	Construction of Terminal Shell	9JUN08	23NOV08	9JUN08	23NOV08	0
.. 560*	8	8	0	PR		Bid and Award	29SEP08	23NOV08	29SEP08	23NOV08	0
.. 600	24	24	0	PR	FF 0	Construction of Pedestrian Bridge	12JAN09	28JUN09	25MAY09	8NOV09	19
.. 630	16	16	0	PR	FS -12	Installation of Long Lead Mech	4AUG08	23NOV08	27OCT08	15FEB09	12
.. 25*	12	12	0	SU	FS -12	Comissioning	9NOV09	31JAN10	9NOV09	31JAN10	0
.. 660	16	16	0	SU	SS 0	Installation of BHS	13APR09	2AUG09	20JUL09	8NOV09	14

	ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
..	660*	16	16	0	SU FF	-26	Installation of BHS	13APR09	2AUG09	20JUL09	8NOV09	14
							INTERIOR Interior Renovation Crew 1.00 CREW/WEEK 62					
	580	24	24	0			Design of Pedestrian Bridge	19NOV07	4MAY08	13OCT08	29MAR09	47
..	20	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	520*	36	36	0	PR		Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
..	760	24	24	0	PR		Design of Parking Garage	11SEP06	25FEB07	26NOV07	11MAY08	63
..	590	8	8	0	SU		Bid and Award	27OCT08	21DEC08	30MAR09	24MAY09	22
	590	8	8	0			Bid and Award	27OCT08	21DEC08	30MAR09	24MAY09	22
..	540	24	24	0	PR SS	0	Construction of Terminal Shell	9JUN08	23NOV08	9JUN08	23NOV08	0
..	580	24	24	0	PR		Design of Pedestrian Bridge	19NOV07	4MAY08	13OCT08	29MAR09	47
..	780*	64	64	0	PR FS	-26	Construction of Parking Garage	4FEB08	26APR09	7JUL08	27SEP09	22
..	600	24	24	0	SU		Construction of Pedestrian Bridge	12JAN09	28JUN09	25MAY09	8NOV09	19
	600	24	24	0			Construction of Pedestrian Bridge	12JAN09	28JUN09	25MAY09	8NOV09	19
..	590	8	8	0	PR		Bid and Award	27OCT08	21DEC08	30MAR09	24MAY09	22
..	780	64	64	0	PR FF	0	Construction of Parking Garage	4FEB08	26APR09	7JUL08	27SEP09	22
..	810*	44	44	0	PR FF	0	Construction of Elevated Roadways	25AUG08	28JUN09	10NOV08	13SEP09	11
..	25	12	12	0	SU		Comissioning	9NOV09	31JAN10	9NOV09	31JAN10	0
..	570	62	62	0	SU FF	0	Construction of Terminal Interior Package	24NOV08	31JAN10	24NOV08	31JAN10	0
							STRUCTUR Structural Crew 1.00 CREW/WEEK 24					
	610	24	24	0			Design of Long Lead Mech System	19NOV07	4MAY08	17MAR08	31AUG08	17
..	20	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	520*	36	36	0	PR		Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
..	620*	8	8	0	SU		Bid and Award	5MAY08	29JUN08	1SEP08	26OCT08	17
	620	8	8	0			Bid and Award	5MAY08	29JUN08	1SEP08	26OCT08	17
..	610*	24	24	0	PR		Design of Long Lead Mech System	19NOV07	4MAY08	17MAR08	31AUG08	17
..	630	16	16	0	SU		Installation of Long Lead Mech	4AUG08	23NOV08	27OCT08	15FEB09	12

ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
630	16	16	0			Installation of Long Lead Mech	4AUG08	23NOV08	27OCT08	15FEB09	12
.. 540*	24	24	0	PR	FF 0	Construction of Terminal Shell	9JUN08	23NOV08	9JUN08	23NOV08	0
.. 620	8	8	0	PR		Bid and Award	5MAY08	29JUN08	1SEP08	26OCT08	17
.. 570	62	62	0	SU	FS -12	Construction of Terminal Interior Package	24NOV08	31JAN10	24NOV08	31JAN10	0
MECHAN Mechnical Systems Crew 1.00 CREW/WEEK 16											
640	24	24	0			Design of Baggage Handling System	19NOV07	4MAY08	30MAR09	13SEP09	71
.. 20	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
.. 520*	36	36	0	PR		Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
.. 650	8	8	0	SU		Bid and Award	24NOV08	18JAN09	14SEP09	8NOV09	42
650	8	8	0			Bid and Award	24NOV08	18JAN09	14SEP09	8NOV09	42
.. 540*	24	24	0	PR		Construction of Terminal Shell	9JUN08	23NOV08	9JUN08	23NOV08	0
.. 640	24	24	0	PR		Design of Baggage Handling System	19NOV07	4MAY08	30MAR09	13SEP09	71
.. 660	16	16	0	SU	FF 0	Installation of BHS	13APR09	2AUG09	20JUL09	8NOV09	14
660	16	16	0			Installation of BHS	13APR09	2AUG09	20JUL09	8NOV09	14
.. 570	62	62	0	PR	SS 0	Construction of Terminal Interior Package	24NOV08	31JAN10	24NOV08	31JAN10	0
.. 570*	62	62	0	PR	FF -26	Construction of Terminal Interior Package	24NOV08	31JAN10	24NOV08	31JAN10	0
.. 650	8	8	0	PR	FF 0	Bid and Award	24NOV08	18JAN09	14SEP09	8NOV09	42
.. 25	12	12	0	SU		Comissioning	9NOV09	31JAN10	9NOV09	31JAN10	0
BAG Baggage Handling Crew 1.00 CREW/WEEK 16											
670	12	12	0			Design of Jet Bridges	19NOV07	10FEB08	24NOV08	15FEB09	53
.. 20	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
.. 370	26	26	0	PR		Design of Apron Paving Package	11SEP06	11MAR07	24DEC07	22JUN08	67
.. 520*	36	36	0	PR		Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
.. 680	8	8	0	SU		Bid and Award	24NOV08	18JAN09	16FEB09	12APR09	12
680	8	8	0			Bid and Award	24NOV08	18JAN09	16FEB09	12APR09	12
.. 390	26	26	0	PR		Construction of Apron Paving Package	19MAY08	16NOV08	18AUG08	15FEB09	13
.. 540*	24	24	0	PR		Construction of Terminal Shell	9JUN08	23NOV08	9JUN08	23NOV08	0
.. 670	12	12	0	PR		Design of Jet Bridges	19NOV07	10FEB08	24NOV08	15FEB09	53
.. 690*	30	30	0	SU		Installation of Jet Bridges	19JAN09	16AUG09	13APR09	8NOV09	12

	ACTIVITY ID	ORIG DUR	REM DUR	%		ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
	690	30	30	0		Installation of Jet Bridges	19JAN09	16AUG09	13APR09	8NOV09	12
..	370	26	26	0	PR	Design of Apron Paving Package	11SEP06	11MAR07	24DEC07	22JUN08	67
..	390	26	26	0	PR	Construction of Apron Paving Package	19MAY08	16NOV08	18AUG08	15FEB09	13
..	680*	8	8	0	PR	Bid and Award	24NOV08	18JAN09	16FEB09	12APR09	12
..	25	12	12	0	SU	Comissioning	9NOV09	31JAN10	9NOV09	31JAN10	0
						JET BRDG Jet Bridge Crew 1.00 CREW/WEEK 4 26L/ 4D					
	700	16	16	0		Design of Landside Demolition Package	11SEP06	31DEC06	9JUL07	28OCT07	43
..	20*	32	32	0	PR	Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	710	8	8	0	SU	Bid and Award	28MAY07	22JUL07	29OCT07	23DEC07	22
	710	8	8	0		Bid and Award	28MAY07	22JUL07	29OCT07	23DEC07	22
..	150	5	5	0	PR	Construction of USO and Office Relocations	6MAR06	9APR06	24SEP07	28OCT07	81
..	180*	16	16	0	PR FS -8	Construction of Temporary Roads and Parking	2APR07	22JUL07	3SEP07	23DEC07	22
..	700	16	16	0	PR	Design of Landside Demolition Package	11SEP06	31DEC06	9JUL07	28OCT07	43
..	720*	16	16	0	SU	Demolition of USO and BHS Building	23JUL07	11NOV07	24DEC07	13APR08	22
	720	16	16	0		Demolition of USO and BHS Building	23JUL07	11NOV07	24DEC07	13APR08	22
..	150	5	5	0	PR	Construction of USO and Office Relocations	6MAR06	9APR06	24SEP07	28OCT07	81
..	710*	8	8	0	PR	Bid and Award	28MAY07	22JUL07	29OCT07	23DEC07	22
..	740*	8	8	0	SU FS -8	Bid and Award	17SEP07	11NOV07	18FEB08	13APR08	22
..	750*	12	12	0	SU	Construction of Landside Site Prep	12NOV07	3FEB08	14APR08	6JUL08	22
..	780	64	64	0	SU	Construction of Parking Garage	4FEB08	26APR09	7JUL08	27SEP09	22
..	810	44	44	0	SU	Construction of Elevated Roadways	25AUG08	28JUN09	10NOV08	13SEP09	11
						DEMO Demolition Crew 1.00 CREW/WEEK 16					
	730	12	12	0		Design of Landside Site Preparation	11SEP06	3DEC06	26NOV07	17FEB08	63
..	20*	32	32	0	PR	Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	740	8	8	0	SU	Bid and Award	17SEP07	11NOV07	18FEB08	13APR08	22
	740	8	8	0		Bid and Award	17SEP07	11NOV07	18FEB08	13APR08	22

	ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
..	720*	16	16	0	PR	FS -8	Demolition of USO and BHS Building	23JUL07	11NOV07	24DEC07	13APR08	22
..	730	12	12	0	PR		Design of Landside Site Preparation	11SEP06	3DEC06	26NOV07	17FEB08	63
..	750*	12	12	0	SU		Construction of Landside Site Prep	12NOV07	3FEB08	14APR08	6JUL08	22
	750	12	12	0			Construction of Landside Site Prep	12NOV07	3FEB08	14APR08	6JUL08	22
..	720*	16	16	0	PR		Demolition of USO and BHS Building	23JUL07	11NOV07	24DEC07	13APR08	22
..	740*	8	8	0	PR		Bid and Award	17SEP07	11NOV07	18FEB08	13APR08	22
..	770*	8	8	0	SU	FS -16	Bid and Award	15OCT07	9DEC07	12MAY08	6JUL08	30
..	780*	64	64	0	SU		Construction of Parking Garage	4FEB08	26APR09	7JUL08	27SEP09	22
							GRADE Grading Crew 1.00 CREW/WEEK 12 C UTIL Contractor Utility Crew 1.00 CREW/WEEK 12					
	760	24	24	0			Design of Parking Garage	11SEP06	25FEB07	26NOV07	11MAY08	63
..	20*	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	580	24	24	0	SU		Design of Pedestrian Bridge	19NOV07	4MAY08	13OCT08	29MAR09	47
..	770	8	8	0	SU		Bid and Award	15OCT07	9DEC07	12MAY08	6JUL08	30
	770	8	8	0			Bid and Award	15OCT07	9DEC07	12MAY08	6JUL08	30
..	750*	12	12	0	PR	FS -16	Construction of Landside Site Prep	12NOV07	3FEB08	14APR08	6JUL08	22
..	760	24	24	0	PR		Design of Parking Garage	11SEP06	25FEB07	26NOV07	11MAY08	63
..	780	64	64	0	SU		Construction of Parking Garage	4FEB08	26APR09	7JUL08	27SEP09	22
	780	64	64	0			Construction of Parking Garage	4FEB08	26APR09	7JUL08	27SEP09	22
..	180	16	16	0	PR		Construction of Temporary Roads and Parking	2APR07	22JUL07	3SEP07	23DEC07	22
..	720	16	16	0	PR		Demolition of USO and BHS Building	23JUL07	11NOV07	24DEC07	13APR08	22
..	750*	12	12	0	PR		Construction of Landside Site Prep	12NOV07	3FEB08	14APR08	6JUL08	22
..	770	8	8	0	PR		Bid and Award	15OCT07	9DEC07	12MAY08	6JUL08	30
..	590*	8	8	0	SU	FS -26	Bid and Award	27OCT08	21DEC08	30MAR09	24MAY09	22
..	600	24	24	0	SU	FF 0	Construction of Pedestrian Bridge	12JAN09	28JUN09	25MAY09	8NOV09	19
							GARAGE Garage Crew 1.00 CREW/WEEK 64					
	790	32	32	0			Design of Elevated Roadways	19NOV07	29JUN08	4FEB08	14SEP08	11
..	20	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	520*	36	36	0	PR		Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
..	820	40	40	0	PR	FF 0	Design of Civil Roadway Package	16JUL07	20APR08	10DEC07	14SEP08	21

	ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
..	800*	8	8	0	SU		Bid and Award	30JUN08	24AUG08	15SEP08	9NOV08	11
	800	8	8	0			Bid and Award	30JUN08	24AUG08	15SEP08	9NOV08	11
..	540	24	24	0	PR SS	0	Construction of Terminal Shell	9JUN08	23NOV08	9JUN08	23NOV08	0
..	790*	32	32	0	PR		Design of Elevated Roadways	19NOV07	29JUN08	4FEB08	14SEP08	11
..	810*	44	44	0	SU		Construction of Elevated Roadways	25AUG08	28JUN09	10NOV08	13SEP09	11
..	830*	8	8	0	SU SS	0	Bid and Award	30JUN08	24AUG08	15SEP08	9NOV08	11
	810	44	44	0			Construction of Elevated Roadways	25AUG08	28JUN09	10NOV08	13SEP09	11
..	180	16	16	0	PR		Construction of Temporary Roads and Parking	2APR07	22JUL07	3SEP07	23DEC07	22
..	720	16	16	0	PR		Demolition of USO and BHS Building	23JUL07	11NOV07	24DEC07	13APR08	22
..	800*	8	8	0	PR		Bid and Award	30JUN08	24AUG08	15SEP08	9NOV08	11
..	600*	24	24	0	SU FF	0	Construction of Pedestrian Bridge	12JAN09	28JUN09	25MAY09	8NOV09	19
..	840*	44	44	0	SU SS	0	Construction of Civil Roadway Project	25AUG08	28JUN09	10NOV08	13SEP09	11
					STRUCTUR Structural Crew 1.00 CREW/WEEK 44							
	820	40	40	0			Design of Civil Roadway Package	16JUL07	20APR08	10DEC07	14SEP08	21
..	20	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	520*	36	36	0	PR FS	-18	Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
..	790	32	32	0	SU FF	0	Design of Elevated Roadways	19NOV07	29JUN08	4FEB08	14SEP08	11
..	830	8	8	0	SU		Bid and Award	30JUN08	24AUG08	15SEP08	9NOV08	11
..	850*	12	12	0	SU		Design of Surface Parking Lot	21APR08	13JUL08	2MAR09	24MAY09	45
	830	8	8	0			Bid and Award	30JUN08	24AUG08	15SEP08	9NOV08	11
..	800*	8	8	0	PR SS	0	Bid and Award	30JUN08	24AUG08	15SEP08	9NOV08	11
..	820	40	40	0	PR		Design of Civil Roadway Package	16JUL07	20APR08	10DEC07	14SEP08	21
..	840*	44	44	0	SU		Construction of Civil Roadway Project	25AUG08	28JUN09	10NOV08	13SEP09	11
	840	44	44	0			Construction of Civil Roadway Project	25AUG08	28JUN09	10NOV08	13SEP09	11
..	150	5	5	0	PR		Construction of USO and Office Relocations	6MAR06	9APR06	24SEP07	28OCT07	81
..	180	16	16	0	PR		Construction of Temporary Roads and Parking	2APR07	22JUL07	3SEP07	23DEC07	22
..	810*	44	44	0	PR SS	0	Construction of Elevated Roadways	25AUG08	28JUN09	10NOV08	13SEP09	11
..	830*	8	8	0	PR		Bid and Award	30JUN08	24AUG08	15SEP08	9NOV08	11
..	860*	8	8	0	SU FS	-16	Bid and Award	9MAR09	3MAY09	20JUL09	13SEP09	19
..	870*	8	8	0	SU		Construction of Surface Parking Lot	29JUN09	23AUG09	14SEP09	8NOV09	11
..	920*	8	8	0	SU FS	-16	Bid and Award	9MAR09	3MAY09	12OCT09	6DEC09	31

	ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
							RD MODIF Roadway Modification Crew					
							1.00 CREW/WEEK 44					
							ASPHALT Asphalt Crew					
							1.00 CREW/WEEK 2 38L/ 2D					
	850	12	12	0			Design of Surface Parking Lot	21APR08	13JUL08	2MAR09	24MAY09	45
..	20	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	820*	40	40	0	PR		Design of Civil Roadway Package	16JUL07	20APR08	10DEC07	14SEP08	21
..	860	8	8	0	SU		Bid and Award	9MAR09	3MAY09	20JUL09	13SEP09	19
..	880*	12	12	0	SU		Design of Streetscape and Landscape	14JUL08	5OCT08	25MAY09	16AUG09	45
	860	8	8	0			Bid and Award	9MAR09	3MAY09	20JUL09	13SEP09	19
..	840*	44	44	0	PR FS	-16	Construction of Civil Roadway Project	25AUG08	28JUN09	10NOV08	13SEP09	11
..	850	12	12	0	PR		Design of Surface Parking Lot	21APR08	13JUL08	2MAR09	24MAY09	45
..	870	8	8	0	SU		Construction of Surface Parking Lot	29JUN09	23AUG09	14SEP09	8NOV09	11
	870	8	8	0			Construction of Surface Parking Lot	29JUN09	23AUG09	14SEP09	8NOV09	11
..	180	16	16	0	PR		Construction of Temporary Roads and Parking	2APR07	22JUL07	3SEP07	23DEC07	22
..	840*	44	44	0	PR		Construction of Civil Roadway Project	25AUG08	28JUN09	10NOV08	13SEP09	11
..	860	8	8	0	PR		Bid and Award	9MAR09	3MAY09	20JUL09	13SEP09	19
..	25	12	12	0	SU		Comissioning	9NOV09	31JAN10	9NOV09	31JAN10	0
..	890*	8	8	0	SU FS	-10	Bid and Award	15JUN09	9AUG09	28SEP09	22NOV09	15
							ROADWAY Roadway Construction Crew					
							1.00 CREW/WEEK 8					
							DRAINAGE Drainage Crew					
							1.00 CREW/WEEK 4 4D					
							ASPHALT Asphalt Crew					
							1.00 CREW/WEEK 2 6L/ 2D					
	880	12	12	0			Design of Streetscape and Landscape	14JUL08	5OCT08	25MAY09	16AUG09	45
..	520	36	36	0	PR		Design of Terminal Shell	12MAR07	18NOV07	28MAY07	3FEB08	11
..	550	32	32	0	PR		Design of Terminal Interior Package	16JUL07	24FEB08	18FEB08	28SEP08	31
..	850*	12	12	0	PR		Design of Surface Parking Lot	21APR08	13JUL08	2MAR09	24MAY09	45
..	890	8	8	0	SU		Bid and Award	15JUN09	9AUG09	28SEP09	22NOV09	15
..	910*	20	20	0	SU SS	0	Design of Signing Package	14JUL08	30NOV08	25MAY09	11OCT09	45
	890	8	8	0			Bid and Award	15JUN09	9AUG09	28SEP09	22NOV09	15
..	870*	8	8	0	PR FS	-10	Construction of Surface Parking Lot	29JUN09	23AUG09	14SEP09	8NOV09	11
..	880	12	12	0	PR		Design of Streetscape and Landscape	14JUL08	5OCT08	25MAY09	16AUG09	45

	ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
..	900*	10	10	0	SU		Construction of Streetscape and Landscape	10AUG09	18OCT09	23NOV09	31JAN10	15
	900	10	10	0			Construction of Streetscape and Landscape	10AUG09	18OCT09	23NOV09	31JAN10	15
..	890*	8	8	0	PR		Bid and Award	15JUN09	9AUG09	28SEP09	22NOV09	15
..	25	12	12	0	SU FF	0	Comissioning	9NOV09	31JAN10	9NOV09	31JAN10	0
..	930*	8	8	0	SU FF	0	Construction of Signage Package	24AUG09	18OCT09	7DEC09	31JAN10	15
					STREET		Streetscape Crew					
							1.00 CREW/WEEK 10					
					LAND		Landscape Crew					
							1.00 CREW/WEEK 10					
	910	20	20	0			Design of Signing Package	14JUL08	30NOV08	25MAY09	11OCT09	45
..	20	32	32	0	PR		Bridging Documents	30JAN06	10SEP06	30JAN06	10SEP06	0
..	880*	12	12	0	PR SS	0	Design of Streetscape and Landscape	14JUL08	5OCT08	25MAY09	16AUG09	45
..	920	8	8	0	SU		Bid and Award	9MAR09	3MAY09	12OCT09	6DEC09	31
	920	8	8	0			Bid and Award	9MAR09	3MAY09	12OCT09	6DEC09	31
..	840*	44	44	0	PR FS	-16	Construction of Civil Roadway Project	25AUG08	28JUN09	10NOV08	13SEP09	11
..	910	20	20	0	PR		Design of Signing Package	14JUL08	30NOV08	25MAY09	11OCT09	45
..	930	8	8	0	SU		Construction of Signage Package	24AUG09	18OCT09	7DEC09	31JAN10	15
	930	8	8	0			Construction of Signage Package	24AUG09	18OCT09	7DEC09	31JAN10	15
..	900*	10	10	0	PR FF	0	Construction of Streetscape and Landscape	10AUG09	18OCT09	23NOV09	31JAN10	15
..	920	8	8	0	PR		Bid and Award	9MAR09	3MAY09	12OCT09	6DEC09	31
..	25	12	12	0	SU FF	0	Comissioning	9NOV09	31JAN10	9NOV09	31JAN10	0
					SIGN		Signing Crew					
							1.00 CREW/WEEK 8					
	940	12	12	0			Design of Site Remediation	19JUN06	10SEP06	28AUG06	19NOV06	10
..	970*	20	20	0	PR		Design of Utility Relocation	30JAN06	18JUN06	10APR06	27AUG06	10
..	950*	8	8	0	SU		Bid and Award	11SEP06	5NOV06	27NOV06	21JAN07	11
..	1000*	15	15	0	SU		Design of Ground Transportation	11SEP06	24DEC06	20NOV06	4MAR07	10

ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
950	8	8	0			Bid and Award	11SEP06	5NOV06	27NOV06	21JAN07	11
.. 940*	12	12	0	PR		Design of Site Remediation	19JUN06	10SEP06	28AUG06	19NOV06	10
.. 990	18	18	0	PR	FS -8	Construction of Utility Relocation Package	26JUN06	29OCT06	18SEP06	21JAN07	12
.. 960*	22	22	0	SU		Construction of Site Remediation	6NOV06	8APR07	22JAN07	24JUN07	11
960	22	22	0			Construction of Site Remediation	6NOV06	8APR07	22JAN07	24JUN07	11
.. 950*	8	8	0	PR		Bid and Award	11SEP06	5NOV06	27NOV06	21JAN07	11
.. 990	18	18	0	PR		Construction of Utility Relocation Package	26JUN06	29OCT06	18SEP06	21JAN07	12
.. 1010*	8	8	0	SU	FS -8	Bid and Award	12FEB07	8APR07	14MAY07	8JUL07	13
.. 1020*	18	18	0	SU		Construction of Ground Transportation	9APR07	12AUG07	9JUL07	11NOV07	13
.. 1040	8	8	0	SU	FS -8	Bid and Award	19FEB07	15APR07	30APR07	24JUN07	10
.. 1050	8	8	0	SU		Construction of Site Preparation	16APR07	10JUN07	25JUN07	19AUG07	10
						REMEDIAT Remediation Crew					
						1.00 CREW/WEEK 22					
970	20	20	0			Design of Utility Relocation	30JAN06	18JUN06	10APR06	27AUG06	10
.. 10*	0	0	0	PR		Begin Program	30JAN06		30JAN06		0
.. 940*	12	12	0	SU		Design of Site Remediation	19JUN06	10SEP06	28AUG06	19NOV06	10
.. 980*	1	1	0	SU		Issue Task Order	19JUN06	25JUN06	11SEP06	17SEP06	12
.. 1060*	24	24	0	SU		Design of Hydrant Fuel System & Misc Utilities	19JUN06	3DEC06	8JAN07	24JUN07	29
980	1	1	0			Issue Task Order	19JUN06	25JUN06	11SEP06	17SEP06	12
.. 970*	20	20	0	PR		Design of Utility Relocation	30JAN06	18JUN06	10APR06	27AUG06	10
.. 990*	18	18	0	SU		Construction of Utility Relocation Package	26JUN06	29OCT06	18SEP06	21JAN07	12
990	18	18	0			Construction of Utility Relocation Package	26JUN06	29OCT06	18SEP06	21JAN07	12
.. 980*	1	1	0	PR		Issue Task Order	19JUN06	25JUN06	11SEP06	17SEP06	12
.. 950	8	8	0	SU	FS -8	Bid and Award	11SEP06	5NOV06	27NOV06	21JAN07	11
.. 960	22	22	0	SU		Construction of Site Remediation	6NOV06	8APR07	22JAN07	24JUN07	11
						GAS UTIL Gas Utility Crew					
						1.00 CREW/WEEK 18					
						SEWER UT Sewer Utility Crew					
						1.00 CREW/WEEK 18					
						ELECT UT Electrical Utility Crew					
						1.00 CREW/WEEK 18					
1000	15	15	0			Design of Ground Transportation	11SEP06	24DEC06	20NOV06	4MAR07	10

	ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
..	940*	12	12	0	PR		Design of Site Remediation	19JUN06	10SEP06	28AUG06	19NOV06	10
..	1010	8	8	0	SU		Bid and Award	12FEB07	8APR07	14MAY07	8JUL07	13
..	1030*	8	8	0	SU		Design of Site Preparation	25DEC06	18FEB07	5MAR07	29APR07	10
..	1090*	12	12	0	SU		Design of Building Foundation	25DEC06	18MAR07	5MAR07	27MAY07	10
	1010	8	8	0			Bid and Award	12FEB07	8APR07	14MAY07	8JUL07	13
..	960*	22	22	0	PR FS	-8	Construction of Site Remediation	6NOV06	8APR07	22JAN07	24JUN07	11
..	1000	15	15	0	PR		Design of Ground Transportation	11SEP06	24DEC06	20NOV06	4MAR07	10
..	1020*	18	18	0	SU		Construction of Ground Transportation	9APR07	12AUG07	9JUL07	11NOV07	13
	1020	18	18	0			Construction of Ground Transportation	9APR07	12AUG07	9JUL07	11NOV07	13
..	960*	22	22	0	PR		Construction of Site Remediation	6NOV06	8APR07	22JAN07	24JUN07	11
..	1010*	8	8	0	PR		Bid and Award	12FEB07	8APR07	14MAY07	8JUL07	13
..	1140	20	20	0	SU		Construction of General Aviation Building	3SEP07	20JAN08	12NOV07	30MAR08	10

ROADWAY Roadway Construction Crew
1.00 CREW/WEEK 18
DRAINAGE Drainage Crew
1.00 CREW/WEEK 12 12D
ASPHALT Asphalt Crew
1.00 CREW/WEEK 2 25L/ 2D

	1030	8	8	0			Design of Site Preparation	25DEC06	18FEB07	5MAR07	29APR07	10
..	1000*	15	15	0	PR		Design of Ground Transportation	11SEP06	24DEC06	20NOV06	4MAR07	10
..	1040*	8	8	0	SU		Bid and Award	19FEB07	15APR07	30APR07	24JUN07	10
	1040	8	8	0			Bid and Award	19FEB07	15APR07	30APR07	24JUN07	10
..	960	22	22	0	PR FS	-8	Construction of Site Remediation	6NOV06	8APR07	22JAN07	24JUN07	11
..	1030*	8	8	0	PR		Design of Site Preparation	25DEC06	18FEB07	5MAR07	29APR07	10
..	1050*	8	8	0	SU		Construction of Site Preparation	16APR07	10JUN07	25JUN07	19AUG07	10
	1050	8	8	0			Construction of Site Preparation	16APR07	10JUN07	25JUN07	19AUG07	10
..	960	22	22	0	PR		Construction of Site Remediation	6NOV06	8APR07	22JAN07	24JUN07	11
..	1040*	8	8	0	PR		Bid and Award	19FEB07	15APR07	30APR07	24JUN07	10
..	1070*	8	8	0	SU	FS -8	Bid and Award	16APR07	10JUN07	25JUN07	19AUG07	10
..	1080*	0	0	0	SU		Construction Hydrant Fuel System & Misc Utility	11JUN07	10JUN07	20AUG07	19AUG07	10

GRADE Grading Crew
1.00 CREW/WEEK 8

	ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
					C UTIL		Contractor Utility Crew 1.00 CREW/WEEK 8					
	1060	24	24	0			Design of Hydrant Fuel System & Misc Utilities	19JUN06	3DEC06	8JAN07	24JUN07	29
..	970*	20	20	0	PR		Design of Utility Relocation	30JAN06	18JUN06	10APR06	27AUG06	10
..	1070	8	8	0	SU		Bid and Award	16APR07	10JUN07	25JUN07	19AUG07	10
	1070	8	8	0			Bid and Award	16APR07	10JUN07	25JUN07	19AUG07	10
..	1050*	8	8	0	PR FS	-8	Construction of Site Preparation	16APR07	10JUN07	25JUN07	19AUG07	10
..	1060	24	24	0	PR		Design of Hydrant Fuel System & Misc Utilities	19JUN06	3DEC06	8JAN07	24JUN07	29
..	1080*	0	0	0	SU		Construction Hydrant Fuel System & Misc Utility	11JUN07	10JUN07	20AUG07	19AUG07	10
	1080	0	0	0			Construction Hydrant Fuel System & Misc Utility	11JUN07	10JUN07	20AUG07	19AUG07	10
..	1050*	8	8	0	PR		Construction of Site Preparation	16APR07	10JUN07	25JUN07	19AUG07	10
..	1070*	8	8	0	PR		Bid and Award	16APR07	10JUN07	25JUN07	19AUG07	10
..	1100*	8	8	0	SU FS	-8	Bid and Award	16APR07	10JUN07	25JUN07	19AUG07	10
..	1110*	12	12	0	SU		Construction of Building Foundation	11JUN07	2SEP07	20AUG07	11NOV07	10
					HYDRANT		Hydrant Crew .00 CREW/WEEK 0					
					C UTIL		Contractor Utility Crew .00 CREW/WEEK 0					
	1090	12	12	0			Design of Building Foundation	25DEC06	18MAR07	5MAR07	27MAY07	10
..	1000*	15	15	0	PR		Design of Ground Transportation	11SEP06	24DEC06	20NOV06	4MAR07	10
..	1100	8	8	0	SU		Bid and Award	16APR07	10JUN07	25JUN07	19AUG07	10
..	1120*	16	16	0	SU		Design of General Avaiation Building	19MAR07	8JUL07	28MAY07	16SEP07	10
	1100	8	8	0			Bid and Award	16APR07	10JUN07	25JUN07	19AUG07	10
..	1080*	0	0	0	PR FS	-8	Construction Hydrant Fuel System & Misc Utility	11JUN07	10JUN07	20AUG07	19AUG07	10
..	1090	12	12	0	PR		Design of Building Foundation	25DEC06	18MAR07	5MAR07	27MAY07	10
..	1110*	12	12	0	SU		Construction of Building Foundation	11JUN07	2SEP07	20AUG07	11NOV07	10
	1110	12	12	0			Construction of Building Foundation	11JUN07	2SEP07	20AUG07	11NOV07	10
..	1080*	0	0	0	PR		Construction Hydrant Fuel System & Misc Utility	11JUN07	10JUN07	20AUG07	19AUG07	10

	ACTIVITY ID	ORIG DUR	REM DUR	%			ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
..	1100*	8	8	0	PR		Bid and Award	16APR07	10JUN07	25JUN07	19AUG07	10
..	1130*	8	8	0	SU	FS -8	Bid and Award	9JUL07	2SEP07	17SEP07	11NOV07	10
..	1140*	20	20	0	SU		Construction of General Aviation Building	3SEP07	20JAN08	12NOV07	30MAR08	10
							FOUNDANT Foundation Crew 1.00 CREW/WEEK 12					
	1120	16	16	0			Design of General Avaiation Building	19MAR07	8JUL07	28MAY07	16SEP07	10
..	1090*	12	12	0	PR		Design of Building Foundation	25DEC06	18MAR07	5MAR07	27MAY07	10
..	1130*	8	8	0	SU		Bid and Award	9JUL07	2SEP07	17SEP07	11NOV07	10
..	1150*	8	8	0	SU		Design of Apron Paving	9JUL07	2SEP07	10DEC07	3FEB08	22
	1130	8	8	0			Bid and Award	9JUL07	2SEP07	17SEP07	11NOV07	10
..	1110*	12	12	0	PR	FS -8	Construction of Building Foundation	11JUN07	2SEP07	20AUG07	11NOV07	10
..	1120*	16	16	0	PR		Design of General Avaiation Building	19MAR07	8JUL07	28MAY07	16SEP07	10
..	1140*	20	20	0	SU		Construction of General Aviation Building	3SEP07	20JAN08	12NOV07	30MAR08	10
	1140	20	20	0			Construction of General Aviation Building	3SEP07	20JAN08	12NOV07	30MAR08	10
..	1020	18	18	0	PR		Construction of Ground Transportation	9APR07	12AUG07	9JUL07	11NOV07	13
..	1110*	12	12	0	PR		Construction of Building Foundation	11JUN07	2SEP07	20AUG07	11NOV07	10
..	1130*	8	8	0	PR		Bid and Award	9JUL07	2SEP07	17SEP07	11NOV07	10
..	1160*	8	8	0	SU	FS -8	Bid and Award	26NOV07	20JAN08	4FEB08	30MAR08	10
..	1170*	20	20	0	SU		Construction of Apron Paving	21JAN08	8JUN08	31MAR08	17AUG08	10
..	1200	16	16	0	SU		Construction of Access Road	9JUN08	28SEP08	18AUG08	7DEC08	10
							EXTERIOR Exterior Building Crew 1.00 CREW/WEEK 18 2L/ 18D STR EREC Structural Erection Crew 1.00 CREW/WEEK 4 4D INTERIOR Interior Renovation Crew .00 CREW/WEEK 0 18L/ 6D					
	1150	8	8	0			Design of Apron Paving	9JUL07	2SEP07	10DEC07	3FEB08	22
..	1120*	16	16	0	PR		Design of General Avaiation Building	19MAR07	8JUL07	28MAY07	16SEP07	10
..	1160	8	8	0	SU		Bid and Award	26NOV07	20JAN08	4FEB08	30MAR08	10
..	1180*	8	8	0	SU		Design of Access Road	3SEP07	28OCT07	3MAR08	27APR08	26
	1160	8	8	0			Bid and Award	26NOV07	20JAN08	4FEB08	30MAR08	10
..	1140*	20	20	0	PR	FS -8	Construction of General Aviation Building	3SEP07	20JAN08	12NOV07	30MAR08	10
..	1150	8	8	0	PR		Design of Apron Paving	9JUL07	2SEP07	10DEC07	3FEB08	22

	ACTIVITY ID	ORIG DUR	REM DUR	%		ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
..	1170*	20	20	0	SU	Construction of Apron Paving	21JAN08	8JUN08	31MAR08	17AUG08	10
	1170	20	20	0		Construction of Apron Paving	21JAN08	8JUN08	31MAR08	17AUG08	10
..	1140*	20	20	0	PR	Construction of General Aviation Building	3SEP07	20JAN08	12NOV07	30MAR08	10
..	1160*	8	8	0	PR	Bid and Award	26NOV07	20JAN08	4FEB08	30MAR08	10
..	1190*	8	8	0	SU FS -8	Bid and Award	14APR08	8JUN08	23JUN08	17AUG08	10
..	1230	12	12	0	SU	Demolition and Remediation	29SEP08	21DEC08	8DEC08	1MAR09	10
						PCC PAVE PCC Paving Crew					
						1.00 CREW/WEEK 20					
	1180	8	8	0		Design of Access Road	3SEP07	28OCT07	3MAR08	27APR08	26
..	1150*	8	8	0	PR	Design of Apron Paving	9JUL07	2SEP07	10DEC07	3FEB08	22
..	1190	8	8	0	SU	Bid and Award	14APR08	8JUN08	23JUN08	17AUG08	10
..	1210*	12	12	0	SU	Design of Demolition/Remediation	29OCT07	20JAN08	28APR08	20JUL08	26
	1190	8	8	0		Bid and Award	14APR08	8JUN08	23JUN08	17AUG08	10
..	1170*	20	20	0	PR FS -8	Construction of Apron Paving	21JAN08	8JUN08	31MAR08	17AUG08	10
..	1180	8	8	0	PR	Design of Access Road	3SEP07	28OCT07	3MAR08	27APR08	26
..	1200*	16	16	0	SU	Construction of Access Road	9JUN08	28SEP08	18AUG08	7DEC08	10
	1200	16	16	0		Construction of Access Road	9JUN08	28SEP08	18AUG08	7DEC08	10
..	1140	20	20	0	PR	Construction of General Aviation Building	3SEP07	20JAN08	12NOV07	30MAR08	10
..	1190*	8	8	0	PR	Bid and Award	14APR08	8JUN08	23JUN08	17AUG08	10
..	1220*	8	8	0	SU FS -8	Bid and Award	4AUG08	28SEP08	13OCT08	7DEC08	10
..	1230*	12	12	0	SU	Demolition and Remediation	29SEP08	21DEC08	8DEC08	1MAR09	10
						ROADWAY Roadway Construction Crew					
						1.00 CREW/WEEK 16					
						DRAINAGE Drainage Crew					
						1.00 CREW/WEEK 4 12L/ 4D					
	1210	12	12	0		Design of Demolition/Remediation	29OCT07	20JAN08	28APR08	20JUL08	26
..	1180*	8	8	0	PR	Design of Access Road	3SEP07	28OCT07	3MAR08	27APR08	26
..	1220	8	8	0	SU	Bid and Award	4AUG08	28SEP08	13OCT08	7DEC08	10
..	1240*	24	24	0	SU	Design of Airfield Paving	21JAN08	6JUL08	21JUL08	4JAN09	26

	ACTIVITY ID	ORIG DUR	REM DUR	%		ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
	1220	8	8	0		Bid and Award	4AUG08	28SEP08	13OCT08	7DEC08	10
..	1200*	16	16	0	PR FS -8	Construction of Access Road	9JUN08	28SEP08	18AUG08	7DEC08	10
..	1210	12	12	0	PR	Design of Demolition/Remediation	29OCT07	20JAN08	28APR08	20JUL08	26
..	1230*	12	12	0	SU	Demolition and Remediation	29SEP08	21DEC08	8DEC08	1MAR09	10
	1230	12	12	0		Demolition and Remediation	29SEP08	21DEC08	8DEC08	1MAR09	10
..	1170	20	20	0	PR	Construction of Apron Paving	21JAN08	8JUN08	31MAR08	17AUG08	10
..	1200*	16	16	0	PR	Construction of Access Road	9JUN08	28SEP08	18AUG08	7DEC08	10
..	1220*	8	8	0	PR	Bid and Award	4AUG08	28SEP08	13OCT08	7DEC08	10
..	1250*	8	8	0	SU FS -16	Bid and Award	1SEP08	26OCT08	5JAN09	1MAR09	18
..	1260*	12	12	0	SU	Construction of Airfield Paving - Phase 1	22DEC08	15MAR09	2MAR09	24MAY09	10
						DEMO Demolition Crew 1.00 CREW/WEEK 4 4D REMEDIAT Remediation Crew 1.00 CREW/WEEK 8 4L/ 8D					
	1240	24	24	0		Design of Airfield Paving	21JAN08	6JUL08	21JUL08	4JAN09	26
..	1210*	12	12	0	PR	Design of Demolition/Remediation	29OCT07	20JAN08	28APR08	20JUL08	26
..	1250	8	8	0	SU	Bid and Award	1SEP08	26OCT08	5JAN09	1MAR09	18
	1250	8	8	0		Bid and Award	1SEP08	26OCT08	5JAN09	1MAR09	18
..	1230*	12	12	0	PR FS -16	Demolition and Remediation	29SEP08	21DEC08	8DEC08	1MAR09	10
..	1240	24	24	0	PR	Design of Airfield Paving	21JAN08	6JUL08	21JUL08	4JAN09	26
..	1260	12	12	0	SU	Construction of Airfield Paving - Phase 1	22DEC08	15MAR09	2MAR09	24MAY09	10
	1260	12	12	0		Construction of Airfield Paving - Phase 1	22DEC08	15MAR09	2MAR09	24MAY09	10
..	1230*	12	12	0	PR	Demolition and Remediation	29SEP08	21DEC08	8DEC08	1MAR09	10
..	1250	8	8	0	PR	Bid and Award	1SEP08	26OCT08	5JAN09	1MAR09	18
..	1270*	12	12	0	SU	Construction of Airfield Paving - Phase 2	16MAR09	7JUN09	25MAY09	16AUG09	10
						PCC PAVE PCC Paving Crew 1.00 CREW/WEEK 12					
	1270	12	12	0		Construction of Airfield Paving - Phase 2	16MAR09	7JUN09	25MAY09	16AUG09	10
..	1260*	12	12	0	PR	Construction of Airfield Paving - Phase 1	22DEC08	15MAR09	2MAR09	24MAY09	10
..	1280*	12	12	0	SU	Construction of Airfield Paving - Phase 3	8JUN09	30AUG09	17AUG09	8NOV09	10

ACTIVITY ID	ORIG DUR	REM DUR	%		ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	LATE START	LATE FINISH	TOTAL FLOAT
					PCC PAVE PCC Paving Crew 1.00 CREW/WEEK 12					
1280	12	12	0		Construction of Airfield Paving - Phase 3	8JUN09	30AUG09	17AUG09	8NOV09	10
.. 1270*	12	12	0	PR	Construction of Airfield Paving - Phase 2	16MAR09	7JUN09	25MAY09	16AUG09	10
.. 25	12	12	0	SU	Comissioning	9NOV09	31JAN10	9NOV09	31JAN10	0
					PCC PAVE PCC Paving Crew 1.00 CREW/WEEK 12					

TARGET NUMBER 1 NOT DEFINED FOR PROJECT SDIA

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	ASPHALT - Asphalt Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	1.00	1.00	1.00	1.00	.00	.00
DATA DATE								
1JAN07	0	0	4.00	5.00	3.00	4.00	.00	.00
7JAN08	0	0	.00	5.00	1.00	5.00	.00	.00
5JAN09	0	0	4.00	9.00	4.00	9.00	.00	.00
4JAN10	0	0	.00	9.00	.00	9.00	.00	.00
3JAN11	0	0	.00	9.00	.00	9.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	BAG	- Baggage Handling Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
5JAN09	0	0	16.00	16.00	16.00	16.00	.00	.00
4JAN10	0	0	.00	16.00	.00	16.00	.00	.00
3JAN11	0	0	.00	16.00	.00	16.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	C UTIL	- Contractor Utility Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	16.00	16.00	8.00	8.00	.00	.00
7JAN08	0	0	4.00	20.00	12.00	20.00	.00	.00
5JAN09	0	0	.00	20.00	.00	20.00	.00	.00
4JAN10	0	0	.00	20.00	.00	20.00	.00	.00
3JAN11	0	0	.00	20.00	.00	20.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 | RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 | FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 | PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	DEMO - Demolition Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	16.00	16.00	2.00	2.00	.00	.00
7JAN08	0	0	4.00	20.00	18.00	20.00	.00	.00
5JAN09	0	0	.00	20.00	.00	20.00	.00	.00
4JAN10	0	0	.00	20.00	.00	20.00	.00	.00
3JAN11	0	0	.00	20.00	.00	20.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	DRAINAGE - Drainage Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	36.00	36.00	36.00	36.00	.00	.00
7JAN08	0	0	4.00	40.00	4.00	40.00	.00	.00
5JAN09	0	0	4.00	44.00	4.00	44.00	.00	.00
4JAN10	0	0	.00	44.00	.00	44.00	.00	.00
3JAN11	0	0	.00	44.00	.00	44.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	ELECT UT - Electrical Utility Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	38.00	38.00	30.00	30.00	.00	.00
DATA DATE								
1JAN07	0	0	2.00	40.00	10.00	40.00	.00	.00
7JAN08	0	0	.00	40.00	.00	40.00	.00	.00
5JAN09	0	0	.00	40.00	.00	40.00	.00	.00
4JAN10	0	0	.00	40.00	.00	40.00	.00	.00
3JAN11	0	0	.00	40.00	.00	40.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	ELECTRIC - Electrical Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	1.00	1.00	1.00	1.00	.00	.00
DATA DATE								
1JAN07	0	0	16.00	17.00	16.00	17.00	.00	.00
7JAN08	0	0	.00	17.00	.00	17.00	.00	.00
5JAN09	0	0	.00	17.00	.00	17.00	.00	.00
4JAN10	0	0	.00	17.00	.00	17.00	.00	.00
3JAN11	0	0	.00	17.00	.00	17.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	EXTERIOR - Exterior Building Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	16.00	16.00	6.00	6.00	.00	.00
7JAN08	0	0	22.00	38.00	32.00	38.00	.00	.00
5JAN09	0	0	.00	38.00	.00	38.00	.00	.00
4JAN10	0	0	.00	38.00	.00	38.00	.00	.00
3JAN11	0	0	.00	38.00	.00	38.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	FENCE	- Fence and Security Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	7.00	7.00	.00	.00	.00	.00
5JAN09	0	0	5.00	12.00	12.00	12.00	.00	.00
4JAN10	0	0	.00	12.00	.00	12.00	.00	.00
3JAN11	0	0	.00	12.00	.00	12.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	FOUNDANT - Foundation Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	12.00	12.00	12.00	12.00	.00	.00
7JAN08	0	0	16.00	28.00	16.00	28.00	.00	.00
5JAN09	0	0	.00	28.00	.00	28.00	.00	.00
4JAN10	0	0	.00	28.00	.00	28.00	.00	.00
3JAN11	0	0	.00	28.00	.00	28.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 | RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 | FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 | PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	GARAGE	- Garage Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	48.00	48.00	26.00	26.00	.00	.00
5JAN09	0	0	16.00	64.00	38.00	64.00	.00	.00
4JAN10	0	0	.00	64.00	.00	64.00	.00	.00
3JAN11	0	0	.00	64.00	.00	64.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	GAS UTIL - Gas Utility Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	38.00	38.00	30.00	30.00	.00	.00
DATA DATE								
1JAN07	0	0	2.00	40.00	10.00	40.00	.00	.00
7JAN08	0	0	.00	40.00	.00	40.00	.00	.00
5JAN09	0	0	.00	40.00	.00	40.00	.00	.00
4JAN10	0	0	.00	40.00	.00	40.00	.00	.00
3JAN11	0	0	.00	40.00	.00	40.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 | RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 | FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 | PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	GRADE	- Grading Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	51.00	51.00	43.00	43.00	.00	.00
7JAN08	0	0	15.00	66.00	23.00	66.00	.00	.00
5JAN09	0	0	.00	66.00	.00	66.00	.00	.00
4JAN10	0	0	.00	66.00	.00	66.00	.00	.00
3JAN11	0	0	.00	66.00	.00	66.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	HYDRANT - Hydrant Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	5.00	5.00	.00	.00	.00	.00
7JAN08	0	0	19.00	24.00	24.00	24.00	.00	.00
5JAN09	0	0	.00	24.00	.00	24.00	.00	.00
4JAN10	0	0	.00	24.00	.00	24.00	.00	.00
3JAN11	0	0	.00	24.00	.00	24.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	INTERIOR - Interior Renovation Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	24.00	24.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	24.00	24.00	24.00	.00	.00
7JAN08	0	0	6.00	30.00	6.00	30.00	.00	.00
5JAN09	0	0	52.00	82.00	52.00	82.00	.00	.00
4JAN10	0	0	4.00	86.00	4.00	86.00	.00	.00
3JAN11	0	0	.00	86.00	.00	86.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 | RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 | FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 | PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	JET BRDG - Jet Bridge Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
5JAN09	0	0	4.00	4.00	4.00	4.00	.00	.00
4JAN10	0	0	.00	4.00	.00	4.00	.00	.00
3JAN11	0	0	.00	4.00	.00	4.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	LAND - Landscape Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
5JAN09	0	0	10.00	10.00	6.00	6.00	.00	.00
4JAN10	0	0	.00	10.00	4.00	10.00	.00	.00
3JAN11	0	0	.00	10.00	.00	10.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 | PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	MECHAN - Mechnical Systems Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	16.00	16.00	10.00	10.00	.00	.00
5JAN09	0	0	.00	16.00	6.00	16.00	.00	.00
4JAN10	0	0	.00	16.00	.00	16.00	.00	.00
3JAN11	0	0	.00	16.00	.00	16.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 | RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 | FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 | PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	PCC PAVE - PCC Paving Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	48.00	48.00	40.00	40.00	.00	.00
5JAN09	0	0	34.00	82.00	42.00	82.00	.00	.00
4JAN10	0	0	.00	82.00	.00	82.00	.00	.00
3JAN11	0	0	.00	82.00	.00	82.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 | RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 | FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 | PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	RD MODIF - Roadway Modification Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	19.00	19.00	8.00	8.00	.00	.00
5JAN09	0	0	25.00	44.00	36.00	44.00	.00	.00
4JAN10	0	0	.00	44.00	.00	44.00	.00	.00
3JAN11	0	0	.00	44.00	.00	44.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	RELOCATE - Relocation Team				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	8.00	8.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	8.00	8.00	8.00	.00	.00
7JAN08	0	0	.00	8.00	.00	8.00	.00	.00
5JAN09	0	0	.00	8.00	.00	8.00	.00	.00
4JAN10	0	0	.00	8.00	.00	8.00	.00	.00
3JAN11	0	0	.00	8.00	.00	8.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	REMEDIAT - Remediation Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	17.00	17.00	4.00	4.00	.00	.00
DATA DATE								
1JAN07	0	0	27.00	44.00	40.00	44.00	.00	.00
7JAN08	0	0	8.00	52.00	.00	44.00	.00	.00
5JAN09	0	0	.00	52.00	8.00	52.00	.00	.00
4JAN10	0	0	.00	52.00	.00	52.00	.00	.00
3JAN11	0	0	.00	52.00	.00	52.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	ROADWAY - Roadway Construction Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	8.00	8.00	8.00	8.00	.00	.00
DATA DATE								
1JAN07	0	0	34.00	42.00	34.00	42.00	.00	.00
7JAN08	0	0	16.00	58.00	16.00	58.00	.00	.00
5JAN09	0	0	8.00	66.00	8.00	66.00	.00	.00
4JAN10	0	0	.00	66.00	.00	66.00	.00	.00
3JAN11	0	0	.00	66.00	.00	66.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	SEWER UT - Sewer Utility Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	38.00	38.00	30.00	30.00	.00	.00
DATA DATE								
1JAN07	0	0	2.00	40.00	10.00	40.00	.00	.00
7JAN08	0	0	.00	40.00	.00	40.00	.00	.00
5JAN09	0	0	.00	40.00	.00	40.00	.00	.00
4JAN10	0	0	.00	40.00	.00	40.00	.00	.00
3JAN11	0	0	.00	40.00	.00	40.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	SIGN	- Signing Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
5JAN09	0	0	8.00	8.00	4.00	4.00	.00	.00
4JAN10	0	0	.00	8.00	4.00	8.00	.00	.00
3JAN11	0	0	.00	8.00	.00	8.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 | PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	STR EREC - Structural Erection Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	4.00	4.00	4.00	4.00	.00	.00
7JAN08	0	0	16.00	20.00	16.00	20.00	.00	.00
5JAN09	0	0	.00	20.00	.00	20.00	.00	.00
4JAN10	0	0	.00	20.00	.00	20.00	.00	.00
3JAN11	0	0	.00	20.00	.00	20.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 | PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	STREET - Streetscape Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
5JAN09	0	0	10.00	10.00	6.00	6.00	.00	.00
4JAN10	0	0	.00	10.00	4.00	10.00	.00	.00
3JAN11	0	0	.00	10.00	.00	10.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:14 RUN NO. 202 | TABULAR RESOURCE REPORT-YEARLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	STRUCTUR - Structural Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
1JAN07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	19.00	19.00	8.00	8.00	.00	.00
5JAN09	0	0	49.00	68.00	60.00	68.00	.00	.00
4JAN10	0	0	.00	68.00	.00	68.00	.00	.00
3JAN11	0	0	.00	68.00	.00	68.00	.00	.00

TARGET NUMBER 1 NOT DEFINED FOR PROJECT SDIA

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	ASPHALT - Asphalt Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	1.00	1.00	.00	.00	.00	.00
4SEP06	0	0	.00	1.00	1.00	1.00	.00	.00
2OCT06	0	0	.00	1.00	.00	1.00	.00	.00
6NOV06	0	0	.00	1.00	.00	1.00	.00	.00
4DEC06	0	0	.00	1.00	.00	1.00	.00	.00
1JAN07	0	0	.00	1.00	.00	1.00	.00	.00
5FEB07	0	0	.00	1.00	.00	1.00	.00	.00
5MAR07	0	0	.00	1.00	.00	1.00	.00	.00
2APR07	0	0	.00	1.00	.00	1.00	.00	.00
7MAY07	0	0	.00	1.00	.00	1.00	.00	.00
4JUN07	0	0	.00	1.00	.00	1.00	.00	.00
2JUL07	0	0	2.00	3.00	.00	1.00	.00	.00
6AUG07	0	0	.00	3.00	.00	1.00	.00	.00
3SEP07	0	0	.00	3.00	.00	1.00	.00	.00
1OCT07	0	0	2.00	5.00	.00	1.00	.00	.00
5NOV07	0	0	.00	5.00	.00	1.00	.00	.00
3DEC07	0	0	.00	5.00	3.00	4.00	.00	.00
7JAN08	0	0	.00	5.00	1.00	5.00	.00	.00
4FEB08	0	0	.00	5.00	.00	5.00	.00	.00
3MAR08	0	0	.00	5.00	.00	5.00	.00	.00
7APR08	0	0	.00	5.00	.00	5.00	.00	.00
5MAY08	0	0	.00	5.00	.00	5.00	.00	.00
2JUN08	0	0	.00	5.00	.00	5.00	.00	.00
7JUL08	0	0	.00	5.00	.00	5.00	.00	.00
4AUG08	0	0	.00	5.00	.00	5.00	.00	.00
1SEP08	0	0	.00	5.00	.00	5.00	.00	.00
6OCT08	0	0	.00	5.00	.00	5.00	.00	.00
3NOV08	0	0	.00	5.00	.00	5.00	.00	.00
1DEC08	0	0	.00	5.00	.00	5.00	.00	.00
5JAN09	0	0	.00	5.00	.00	5.00	.00	.00
2FEB09	0	0	.00	5.00	.00	5.00	.00	.00
2MAR09	0	0	.00	5.00	.00	5.00	.00	.00
6APR09	0	0	.00	5.00	.00	5.00	.00	.00
4MAY09	0	0	2.00	7.00	.00	5.00	.00	.00
1JUN09	0	0	.00	7.00	.00	5.00	.00	.00
6JUL09	0	0	.00	7.00	.00	5.00	.00	.00
3AUG09	0	0	2.00	9.00	2.00	7.00	.00	.00
7SEP09	0	0	.00	9.00	.00	7.00	.00	.00
5OCT09	0	0	.00	9.00	1.00	8.00	.00	.00
2NOV09	0	0	.00	9.00	1.00	9.00	.00	.00
7DEC09	0	0	.00	9.00	.00	9.00	.00	.00
4JAN10	0	0	.00	9.00	.00	9.00	.00	.00
1FEB10	0	0	.00	9.00	.00	9.00	.00	.00
1MAR10	0	0	.00	9.00	.00	9.00	.00	.00
5APR10	0	0	.00	9.00	.00	9.00	.00	.00
3MAY10	0	0	.00	9.00	.00	9.00	.00	.00
7JUN10	0	0	.00	9.00	.00	9.00	.00	.00
5JUL10	0	0	.00	9.00	.00	9.00	.00	.00
2AUG10	0	0	.00	9.00	.00	9.00	.00	.00
6SEP10	0	0	.00	9.00	.00	9.00	.00	.00
4OCT10	0	0	.00	9.00	.00	9.00	.00	.00
1NOV10	0	0	.00	9.00	.00	9.00	.00	.00
6DEC10	0	0	.00	9.00	.00	9.00	.00	.00
3JAN11	0	0	.00	9.00	.00	9.00	.00	.00
7FEB11	0	0	.00	9.00	.00	9.00	.00	.00
7MAR11	0	0	.00	9.00	.00	9.00	.00	.00
4APR11	0	0	.00	9.00	.00	9.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	BAG	- Baggage Handling Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	.00	.00	.00	.00	.00	.00
1OCT07	0	0	.00	.00	.00	.00	.00	.00
5NOV07	0	0	.00	.00	.00	.00	.00	.00
3DEC07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
4FEB08	0	0	.00	.00	.00	.00	.00	.00
3MAR08	0	0	.00	.00	.00	.00	.00	.00
7APR08	0	0	.00	.00	.00	.00	.00	.00
5MAY08	0	0	.00	.00	.00	.00	.00	.00
2JUN08	0	0	.00	.00	.00	.00	.00	.00
7JUL08	0	0	.00	.00	.00	.00	.00	.00
4AUG08	0	0	.00	.00	.00	.00	.00	.00
1SEP08	0	0	.00	.00	.00	.00	.00	.00
6OCT08	0	0	.00	.00	.00	.00	.00	.00
3NOV08	0	0	.00	.00	.00	.00	.00	.00
1DEC08	0	0	.00	.00	.00	.00	.00	.00
5JAN09	0	0	.00	.00	.00	.00	.00	.00
2FEB09	0	0	.00	.00	.00	.00	.00	.00
2MAR09	0	0	.00	.00	.00	.00	.00	.00
6APR09	0	0	3.00	3.00	.00	.00	.00	.00
4MAY09	0	0	4.00	7.00	.00	.00	.00	.00
1JUN09	0	0	5.00	12.00	.00	.00	.00	.00
6JUL09	0	0	4.00	16.00	2.00	2.00	.00	.00
3AUG09	0	0	.00	16.00	5.00	7.00	.00	.00
7SEP09	0	0	.00	16.00	4.00	11.00	.00	.00
5OCT09	0	0	.00	16.00	4.00	15.00	.00	.00
2NOV09	0	0	.00	16.00	1.00	16.00	.00	.00
7DEC09	0	0	.00	16.00	.00	16.00	.00	.00
4JAN10	0	0	.00	16.00	.00	16.00	.00	.00
1FEB10	0	0	.00	16.00	.00	16.00	.00	.00
1MAR10	0	0	.00	16.00	.00	16.00	.00	.00
5APR10	0	0	.00	16.00	.00	16.00	.00	.00
3MAY10	0	0	.00	16.00	.00	16.00	.00	.00
7JUN10	0	0	.00	16.00	.00	16.00	.00	.00
5JUL10	0	0	.00	16.00	.00	16.00	.00	.00
2AUG10	0	0	.00	16.00	.00	16.00	.00	.00
6SEP10	0	0	.00	16.00	.00	16.00	.00	.00
4OCT10	0	0	.00	16.00	.00	16.00	.00	.00
1NOV10	0	0	.00	16.00	.00	16.00	.00	.00
6DEC10	0	0	.00	16.00	.00	16.00	.00	.00
3JAN11	0	0	.00	16.00	.00	16.00	.00	.00
7FEB11	0	0	.00	16.00	.00	16.00	.00	.00
7MAR11	0	0	.00	16.00	.00	16.00	.00	.00
4APR11	0	0	.00	16.00	.00	16.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	C UTIL	- Contractor Utility Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	3.00	3.00	.00	.00	.00	.00
7MAY07	0	0	4.00	7.00	.00	.00	.00	.00
4JUN07	0	0	1.00	8.00	1.00	1.00	.00	.00
2JUL07	0	0	.00	8.00	5.00	6.00	.00	.00
6AUG07	0	0	.00	8.00	2.00	8.00	.00	.00
3SEP07	0	0	.00	8.00	.00	8.00	.00	.00
1OCT07	0	0	.00	8.00	.00	8.00	.00	.00
5NOV07	0	0	3.00	11.00	.00	8.00	.00	.00
3DEC07	0	0	5.00	16.00	.00	8.00	.00	.00
7JAN08	0	0	4.00	20.00	.00	8.00	.00	.00
4FEB08	0	0	.00	20.00	.00	8.00	.00	.00
3MAR08	0	0	.00	20.00	.00	8.00	.00	.00
7APR08	0	0	.00	20.00	3.00	11.00	.00	.00
5MAY08	0	0	.00	20.00	4.00	15.00	.00	.00
2JUN08	0	0	.00	20.00	5.00	20.00	.00	.00
7JUL08	0	0	.00	20.00	.00	20.00	.00	.00
4AUG08	0	0	.00	20.00	.00	20.00	.00	.00
1SEP08	0	0	.00	20.00	.00	20.00	.00	.00
6OCT08	0	0	.00	20.00	.00	20.00	.00	.00
3NOV08	0	0	.00	20.00	.00	20.00	.00	.00
1DEC08	0	0	.00	20.00	.00	20.00	.00	.00
5JAN09	0	0	.00	20.00	.00	20.00	.00	.00
2FEB09	0	0	.00	20.00	.00	20.00	.00	.00
2MAR09	0	0	.00	20.00	.00	20.00	.00	.00
6APR09	0	0	.00	20.00	.00	20.00	.00	.00
4MAY09	0	0	.00	20.00	.00	20.00	.00	.00
1JUN09	0	0	.00	20.00	.00	20.00	.00	.00
6JUL09	0	0	.00	20.00	.00	20.00	.00	.00
3AUG09	0	0	.00	20.00	.00	20.00	.00	.00
7SEP09	0	0	.00	20.00	.00	20.00	.00	.00
5OCT09	0	0	.00	20.00	.00	20.00	.00	.00
2NOV09	0	0	.00	20.00	.00	20.00	.00	.00
7DEC09	0	0	.00	20.00	.00	20.00	.00	.00
4JAN10	0	0	.00	20.00	.00	20.00	.00	.00
1FEB10	0	0	.00	20.00	.00	20.00	.00	.00
1MAR10	0	0	.00	20.00	.00	20.00	.00	.00
5APR10	0	0	.00	20.00	.00	20.00	.00	.00
3MAY10	0	0	.00	20.00	.00	20.00	.00	.00
7JUN10	0	0	.00	20.00	.00	20.00	.00	.00
5JUL10	0	0	.00	20.00	.00	20.00	.00	.00
2AUG10	0	0	.00	20.00	.00	20.00	.00	.00
6SEP10	0	0	.00	20.00	.00	20.00	.00	.00
4OCT10	0	0	.00	20.00	.00	20.00	.00	.00
1NOV10	0	0	.00	20.00	.00	20.00	.00	.00
6DEC10	0	0	.00	20.00	.00	20.00	.00	.00
3JAN11	0	0	.00	20.00	.00	20.00	.00	.00
7FEB11	0	0	.00	20.00	.00	20.00	.00	.00
7MAR11	0	0	.00	20.00	.00	20.00	.00	.00
4APR11	0	0	.00	20.00	.00	20.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	DEMO - Demolition Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	2.00	2.00	.00	.00	.00	.00
6AUG07	0	0	4.00	6.00	.00	.00	.00	.00
3SEP07	0	0	4.00	10.00	.00	.00	.00	.00
1OCT07	0	0	5.00	15.00	.00	.00	.00	.00
5NOV07	0	0	1.00	16.00	.00	.00	.00	.00
3DEC07	0	0	.00	16.00	2.00	2.00	.00	.00
7JAN08	0	0	.00	16.00	4.00	6.00	.00	.00
4FEB08	0	0	.00	16.00	4.00	10.00	.00	.00
3MAR08	0	0	.00	16.00	5.00	15.00	.00	.00
7APR08	0	0	.00	16.00	1.00	16.00	.00	.00
5MAY08	0	0	.00	16.00	.00	16.00	.00	.00
2JUN08	0	0	.00	16.00	.00	16.00	.00	.00
7JUL08	0	0	.00	16.00	.00	16.00	.00	.00
4AUG08	0	0	.00	16.00	.00	16.00	.00	.00
1SEP08	0	0	1.00	17.00	.00	16.00	.00	.00
6OCT08	0	0	3.00	20.00	.00	16.00	.00	.00
3NOV08	0	0	.00	20.00	.00	16.00	.00	.00
1DEC08	0	0	.00	20.00	4.00	20.00	.00	.00
5JAN09	0	0	.00	20.00	.00	20.00	.00	.00
2FEB09	0	0	.00	20.00	.00	20.00	.00	.00
2MAR09	0	0	.00	20.00	.00	20.00	.00	.00
6APR09	0	0	.00	20.00	.00	20.00	.00	.00
4MAY09	0	0	.00	20.00	.00	20.00	.00	.00
1JUN09	0	0	.00	20.00	.00	20.00	.00	.00
6JUL09	0	0	.00	20.00	.00	20.00	.00	.00
3AUG09	0	0	.00	20.00	.00	20.00	.00	.00
7SEP09	0	0	.00	20.00	.00	20.00	.00	.00
5OCT09	0	0	.00	20.00	.00	20.00	.00	.00
2NOV09	0	0	.00	20.00	.00	20.00	.00	.00
7DEC09	0	0	.00	20.00	.00	20.00	.00	.00
4JAN10	0	0	.00	20.00	.00	20.00	.00	.00
1FEB10	0	0	.00	20.00	.00	20.00	.00	.00
1MAR10	0	0	.00	20.00	.00	20.00	.00	.00
5APR10	0	0	.00	20.00	.00	20.00	.00	.00
3MAY10	0	0	.00	20.00	.00	20.00	.00	.00
7JUN10	0	0	.00	20.00	.00	20.00	.00	.00
5JUL10	0	0	.00	20.00	.00	20.00	.00	.00
2AUG10	0	0	.00	20.00	.00	20.00	.00	.00
6SEP10	0	0	.00	20.00	.00	20.00	.00	.00
4OCT10	0	0	.00	20.00	.00	20.00	.00	.00
1NOV10	0	0	.00	20.00	.00	20.00	.00	.00
6DEC10	0	0	.00	20.00	.00	20.00	.00	.00
3JAN11	0	0	.00	20.00	.00	20.00	.00	.00
7FEB11	0	0	.00	20.00	.00	20.00	.00	.00
7MAR11	0	0	.00	20.00	.00	20.00	.00	.00
4APR11	0	0	.00	20.00	.00	20.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	DRAINAGE - Drainage Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	9.00	9.00	.00	.00	.00	.00
7MAY07	0	0	11.00	20.00	4.00	4.00	.00	.00
4JUN07	0	0	8.00	28.00	4.00	8.00	.00	.00
2JUL07	0	0	5.00	33.00	9.00	17.00	.00	.00
6AUG07	0	0	3.00	36.00	7.00	24.00	.00	.00
3SEP07	0	0	.00	36.00	8.00	32.00	.00	.00
1OCT07	0	0	.00	36.00	4.00	36.00	.00	.00
5NOV07	0	0	.00	36.00	.00	36.00	.00	.00
3DEC07	0	0	.00	36.00	.00	36.00	.00	.00
7JAN08	0	0	.00	36.00	.00	36.00	.00	.00
4FEB08	0	0	.00	36.00	.00	36.00	.00	.00
3MAR08	0	0	.00	36.00	.00	36.00	.00	.00
7APR08	0	0	.00	36.00	.00	36.00	.00	.00
5MAY08	0	0	.00	36.00	.00	36.00	.00	.00
2JUN08	0	0	.00	36.00	.00	36.00	.00	.00
7JUL08	0	0	.00	36.00	.00	36.00	.00	.00
4AUG08	0	0	.00	36.00	.00	36.00	.00	.00
1SEP08	0	0	4.00	40.00	.00	36.00	.00	.00
6OCT08	0	0	.00	40.00	.00	36.00	.00	.00
3NOV08	0	0	.00	40.00	3.00	39.00	.00	.00
1DEC08	0	0	.00	40.00	1.00	40.00	.00	.00
5JAN09	0	0	.00	40.00	.00	40.00	.00	.00
2FEB09	0	0	.00	40.00	.00	40.00	.00	.00
2MAR09	0	0	.00	40.00	.00	40.00	.00	.00
6APR09	0	0	.00	40.00	.00	40.00	.00	.00
4MAY09	0	0	.00	40.00	.00	40.00	.00	.00
1JUN09	0	0	1.00	41.00	.00	40.00	.00	.00
6JUL09	0	0	3.00	44.00	.00	40.00	.00	.00
3AUG09	0	0	.00	44.00	.00	40.00	.00	.00
7SEP09	0	0	.00	44.00	3.00	43.00	.00	.00
5OCT09	0	0	.00	44.00	1.00	44.00	.00	.00
2NOV09	0	0	.00	44.00	.00	44.00	.00	.00
7DEC09	0	0	.00	44.00	.00	44.00	.00	.00
4JAN10	0	0	.00	44.00	.00	44.00	.00	.00
1FEB10	0	0	.00	44.00	.00	44.00	.00	.00
1MAR10	0	0	.00	44.00	.00	44.00	.00	.00
5APR10	0	0	.00	44.00	.00	44.00	.00	.00
3MAY10	0	0	.00	44.00	.00	44.00	.00	.00
7JUN10	0	0	.00	44.00	.00	44.00	.00	.00
5JUL10	0	0	.00	44.00	.00	44.00	.00	.00
2AUG10	0	0	.00	44.00	.00	44.00	.00	.00
6SEP10	0	0	.00	44.00	.00	44.00	.00	.00
4OCT10	0	0	.00	44.00	.00	44.00	.00	.00
1NOV10	0	0	.00	44.00	.00	44.00	.00	.00
6DEC10	0	0	.00	44.00	.00	44.00	.00	.00
3JAN11	0	0	.00	44.00	.00	44.00	.00	.00
7FEB11	0	0	.00	44.00	.00	44.00	.00	.00
7MAR11	0	0	.00	44.00	.00	44.00	.00	.00
4APR11	0	0	.00	44.00	.00	44.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	ELECT UT - Electrical Utility Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	1.00	1.00	.00	.00	.00	.00
3JUL06	0	0	5.00	6.00	.00	.00	.00	.00
7AUG06	0	0	7.00	13.00	.00	.00	.00	.00
4SEP06	0	0	8.00	21.00	4.00	4.00	.00	.00
2OCT06	0	0	9.00	30.00	10.00	14.00	.00	.00
6NOV06	0	0	4.00	34.00	8.00	22.00	.00	.00
4DEC06	0	0	4.00	38.00	8.00	30.00	.00	.00
1JAN07	0	0	2.00	40.00	8.00	38.00	.00	.00
5FEB07	0	0	.00	40.00	2.00	40.00	.00	.00
5MAR07	0	0	.00	40.00	.00	40.00	.00	.00
2APR07	0	0	.00	40.00	.00	40.00	.00	.00
7MAY07	0	0	.00	40.00	.00	40.00	.00	.00
4JUN07	0	0	.00	40.00	.00	40.00	.00	.00
2JUL07	0	0	.00	40.00	.00	40.00	.00	.00
6AUG07	0	0	.00	40.00	.00	40.00	.00	.00
3SEP07	0	0	.00	40.00	.00	40.00	.00	.00
1OCT07	0	0	.00	40.00	.00	40.00	.00	.00
5NOV07	0	0	.00	40.00	.00	40.00	.00	.00
3DEC07	0	0	.00	40.00	.00	40.00	.00	.00
7JAN08	0	0	.00	40.00	.00	40.00	.00	.00
4FEB08	0	0	.00	40.00	.00	40.00	.00	.00
3MAR08	0	0	.00	40.00	.00	40.00	.00	.00
7APR08	0	0	.00	40.00	.00	40.00	.00	.00
5MAY08	0	0	.00	40.00	.00	40.00	.00	.00
2JUN08	0	0	.00	40.00	.00	40.00	.00	.00
7JUL08	0	0	.00	40.00	.00	40.00	.00	.00
4AUG08	0	0	.00	40.00	.00	40.00	.00	.00
1SEP08	0	0	.00	40.00	.00	40.00	.00	.00
6OCT08	0	0	.00	40.00	.00	40.00	.00	.00
3NOV08	0	0	.00	40.00	.00	40.00	.00	.00
1DEC08	0	0	.00	40.00	.00	40.00	.00	.00
5JAN09	0	0	.00	40.00	.00	40.00	.00	.00
2FEB09	0	0	.00	40.00	.00	40.00	.00	.00
2MAR09	0	0	.00	40.00	.00	40.00	.00	.00
6APR09	0	0	.00	40.00	.00	40.00	.00	.00
4MAY09	0	0	.00	40.00	.00	40.00	.00	.00
1JUN09	0	0	.00	40.00	.00	40.00	.00	.00
6JUL09	0	0	.00	40.00	.00	40.00	.00	.00
3AUG09	0	0	.00	40.00	.00	40.00	.00	.00
7SEP09	0	0	.00	40.00	.00	40.00	.00	.00
5OCT09	0	0	.00	40.00	.00	40.00	.00	.00
2NOV09	0	0	.00	40.00	.00	40.00	.00	.00
7DEC09	0	0	.00	40.00	.00	40.00	.00	.00
4JAN10	0	0	.00	40.00	.00	40.00	.00	.00
1FEB10	0	0	.00	40.00	.00	40.00	.00	.00
1MAR10	0	0	.00	40.00	.00	40.00	.00	.00
5APR10	0	0	.00	40.00	.00	40.00	.00	.00
3MAY10	0	0	.00	40.00	.00	40.00	.00	.00
7JUN10	0	0	.00	40.00	.00	40.00	.00	.00
5JUL10	0	0	.00	40.00	.00	40.00	.00	.00
2AUG10	0	0	.00	40.00	.00	40.00	.00	.00
6SEP10	0	0	.00	40.00	.00	40.00	.00	.00
4OCT10	0	0	.00	40.00	.00	40.00	.00	.00
1NOV10	0	0	.00	40.00	.00	40.00	.00	.00
6DEC10	0	0	.00	40.00	.00	40.00	.00	.00
3JAN11	0	0	.00	40.00	.00	40.00	.00	.00
7FEB11	0	0	.00	40.00	.00	40.00	.00	.00
7MAR11	0	0	.00	40.00	.00	40.00	.00	.00
4APR11	0	0	.00	40.00	.00	40.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	ELECTRIC - Electrical Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	1.00	1.00	.00	.00	.00	.00
4SEP06	0	0	.00	1.00	1.00	1.00	.00	.00
2OCT06	0	0	.00	1.00	.00	1.00	.00	.00
6NOV06	0	0	.00	1.00	.00	1.00	.00	.00
4DEC06	0	0	.00	1.00	.00	1.00	.00	.00
1JAN07	0	0	.00	1.00	.00	1.00	.00	.00
5FEB07	0	0	.00	1.00	.00	1.00	.00	.00
5MAR07	0	0	.00	1.00	.00	1.00	.00	.00
2APR07	0	0	.00	1.00	.00	1.00	.00	.00
7MAY07	0	0	4.00	5.00	4.00	5.00	.00	.00
4JUN07	0	0	4.00	9.00	4.00	9.00	.00	.00
2JUL07	0	0	5.00	14.00	5.00	14.00	.00	.00
6AUG07	0	0	3.00	17.00	3.00	17.00	.00	.00
3SEP07	0	0	.00	17.00	.00	17.00	.00	.00
1OCT07	0	0	.00	17.00	.00	17.00	.00	.00
5NOV07	0	0	.00	17.00	.00	17.00	.00	.00
3DEC07	0	0	.00	17.00	.00	17.00	.00	.00
7JAN08	0	0	.00	17.00	.00	17.00	.00	.00
4FEB08	0	0	.00	17.00	.00	17.00	.00	.00
3MAR08	0	0	.00	17.00	.00	17.00	.00	.00
7APR08	0	0	.00	17.00	.00	17.00	.00	.00
5MAY08	0	0	.00	17.00	.00	17.00	.00	.00
2JUN08	0	0	.00	17.00	.00	17.00	.00	.00
7JUL08	0	0	.00	17.00	.00	17.00	.00	.00
4AUG08	0	0	.00	17.00	.00	17.00	.00	.00
1SEP08	0	0	.00	17.00	.00	17.00	.00	.00
6OCT08	0	0	.00	17.00	.00	17.00	.00	.00
3NOV08	0	0	.00	17.00	.00	17.00	.00	.00
1DEC08	0	0	.00	17.00	.00	17.00	.00	.00
5JAN09	0	0	.00	17.00	.00	17.00	.00	.00
2FEB09	0	0	.00	17.00	.00	17.00	.00	.00
2MAR09	0	0	.00	17.00	.00	17.00	.00	.00
6APR09	0	0	.00	17.00	.00	17.00	.00	.00
4MAY09	0	0	.00	17.00	.00	17.00	.00	.00
1JUN09	0	0	.00	17.00	.00	17.00	.00	.00
6JUL09	0	0	.00	17.00	.00	17.00	.00	.00
3AUG09	0	0	.00	17.00	.00	17.00	.00	.00
7SEP09	0	0	.00	17.00	.00	17.00	.00	.00
5OCT09	0	0	.00	17.00	.00	17.00	.00	.00
2NOV09	0	0	.00	17.00	.00	17.00	.00	.00
7DEC09	0	0	.00	17.00	.00	17.00	.00	.00
4JAN10	0	0	.00	17.00	.00	17.00	.00	.00
1FEB10	0	0	.00	17.00	.00	17.00	.00	.00
1MAR10	0	0	.00	17.00	.00	17.00	.00	.00
5APR10	0	0	.00	17.00	.00	17.00	.00	.00
3MAY10	0	0	.00	17.00	.00	17.00	.00	.00
7JUN10	0	0	.00	17.00	.00	17.00	.00	.00
5JUL10	0	0	.00	17.00	.00	17.00	.00	.00
2AUG10	0	0	.00	17.00	.00	17.00	.00	.00
6SEP10	0	0	.00	17.00	.00	17.00	.00	.00
4OCT10	0	0	.00	17.00	.00	17.00	.00	.00
1NOV10	0	0	.00	17.00	.00	17.00	.00	.00
6DEC10	0	0	.00	17.00	.00	17.00	.00	.00
3JAN11	0	0	.00	17.00	.00	17.00	.00	.00
7FEB11	0	0	.00	17.00	.00	17.00	.00	.00
7MAR11	0	0	.00	17.00	.00	17.00	.00	.00
4APR11	0	0	.00	17.00	.00	17.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	EXTERIOR - Exterior Building Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	2.00	2.00	.00	.00	.00	.00
1OCT07	0	0	5.00	7.00	.00	.00	.00	.00
5NOV07	0	0	4.00	11.00	1.00	1.00	.00	.00
3DEC07	0	0	5.00	16.00	5.00	6.00	.00	.00
7JAN08	0	0	2.00	18.00	4.00	10.00	.00	.00
4FEB08	0	0	.00	18.00	4.00	14.00	.00	.00
3MAR08	0	0	.00	18.00	4.00	18.00	.00	.00
7APR08	0	0	.00	18.00	.00	18.00	.00	.00
5MAY08	0	0	.00	18.00	.00	18.00	.00	.00
2JUN08	0	0	.00	18.00	.00	18.00	.00	.00
7JUL08	0	0	4.00	22.00	4.00	22.00	.00	.00
4AUG08	0	0	4.00	26.00	4.00	26.00	.00	.00
1SEP08	0	0	5.00	31.00	5.00	31.00	.00	.00
6OCT08	0	0	4.00	35.00	4.00	35.00	.00	.00
3NOV08	0	0	3.00	38.00	3.00	38.00	.00	.00
1DEC08	0	0	.00	38.00	.00	38.00	.00	.00
5JAN09	0	0	.00	38.00	.00	38.00	.00	.00
2FEB09	0	0	.00	38.00	.00	38.00	.00	.00
2MAR09	0	0	.00	38.00	.00	38.00	.00	.00
6APR09	0	0	.00	38.00	.00	38.00	.00	.00
4MAY09	0	0	.00	38.00	.00	38.00	.00	.00
1JUN09	0	0	.00	38.00	.00	38.00	.00	.00
6JUL09	0	0	.00	38.00	.00	38.00	.00	.00
3AUG09	0	0	.00	38.00	.00	38.00	.00	.00
7SEP09	0	0	.00	38.00	.00	38.00	.00	.00
5OCT09	0	0	.00	38.00	.00	38.00	.00	.00
2NOV09	0	0	.00	38.00	.00	38.00	.00	.00
7DEC09	0	0	.00	38.00	.00	38.00	.00	.00
4JAN10	0	0	.00	38.00	.00	38.00	.00	.00
1FEB10	0	0	.00	38.00	.00	38.00	.00	.00
1MAR10	0	0	.00	38.00	.00	38.00	.00	.00
5APR10	0	0	.00	38.00	.00	38.00	.00	.00
3MAY10	0	0	.00	38.00	.00	38.00	.00	.00
7JUN10	0	0	.00	38.00	.00	38.00	.00	.00
5JUL10	0	0	.00	38.00	.00	38.00	.00	.00
2AUG10	0	0	.00	38.00	.00	38.00	.00	.00
6SEP10	0	0	.00	38.00	.00	38.00	.00	.00
4OCT10	0	0	.00	38.00	.00	38.00	.00	.00
1NOV10	0	0	.00	38.00	.00	38.00	.00	.00
6DEC10	0	0	.00	38.00	.00	38.00	.00	.00
3JAN11	0	0	.00	38.00	.00	38.00	.00	.00
7FEB11	0	0	.00	38.00	.00	38.00	.00	.00
7MAR11	0	0	.00	38.00	.00	38.00	.00	.00
4APR11	0	0	.00	38.00	.00	38.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	FENCE	- Fence and Security Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	.00	.00	.00	.00	.00	.00
1OCT07	0	0	.00	.00	.00	.00	.00	.00
5NOV07	0	0	.00	.00	.00	.00	.00	.00
3DEC07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
4FEB08	0	0	.00	.00	.00	.00	.00	.00
3MAR08	0	0	.00	.00	.00	.00	.00	.00
7APR08	0	0	.00	.00	.00	.00	.00	.00
5MAY08	0	0	.00	.00	.00	.00	.00	.00
2JUN08	0	0	.00	.00	.00	.00	.00	.00
7JUL08	0	0	.00	.00	.00	.00	.00	.00
4AUG08	0	0	.00	.00	.00	.00	.00	.00
1SEP08	0	0	.00	.00	.00	.00	.00	.00
6OCT08	0	0	.00	.00	.00	.00	.00	.00
3NOV08	0	0	2.00	2.00	.00	.00	.00	.00
1DEC08	0	0	5.00	7.00	.00	.00	.00	.00
5JAN09	0	0	4.00	11.00	.00	.00	.00	.00
2FEB09	0	0	1.00	12.00	.00	.00	.00	.00
2MAR09	0	0	.00	12.00	.00	.00	.00	.00
6APR09	0	0	.00	12.00	.00	.00	.00	.00
4MAY09	0	0	.00	12.00	.00	.00	.00	.00
1JUN09	0	0	.00	12.00	.00	.00	.00	.00
6JUL09	0	0	.00	12.00	.00	.00	.00	.00
3AUG09	0	0	.00	12.00	3.00	3.00	.00	.00
7SEP09	0	0	.00	12.00	4.00	7.00	.00	.00
5OCT09	0	0	.00	12.00	4.00	11.00	.00	.00
2NOV09	0	0	.00	12.00	1.00	12.00	.00	.00
7DEC09	0	0	.00	12.00	.00	12.00	.00	.00
4JAN10	0	0	.00	12.00	.00	12.00	.00	.00
1FEB10	0	0	.00	12.00	.00	12.00	.00	.00
1MAR10	0	0	.00	12.00	.00	12.00	.00	.00
5APR10	0	0	.00	12.00	.00	12.00	.00	.00
3MAY10	0	0	.00	12.00	.00	12.00	.00	.00
7JUN10	0	0	.00	12.00	.00	12.00	.00	.00
5JUL10	0	0	.00	12.00	.00	12.00	.00	.00
2AUG10	0	0	.00	12.00	.00	12.00	.00	.00
6SEP10	0	0	.00	12.00	.00	12.00	.00	.00
4OCT10	0	0	.00	12.00	.00	12.00	.00	.00
1NOV10	0	0	.00	12.00	.00	12.00	.00	.00
6DEC10	0	0	.00	12.00	.00	12.00	.00	.00
3JAN11	0	0	.00	12.00	.00	12.00	.00	.00
7FEB11	0	0	.00	12.00	.00	12.00	.00	.00
7MAR11	0	0	.00	12.00	.00	12.00	.00	.00
4APR11	0	0	.00	12.00	.00	12.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	FOUNDANT - Foundation Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	3.00	3.00	.00	.00	.00	.00
2JUL07	0	0	5.00	8.00	.00	.00	.00	.00
6AUG07	0	0	4.00	12.00	2.00	2.00	.00	.00
3SEP07	0	0	.00	12.00	4.00	6.00	.00	.00
1OCT07	0	0	.00	12.00	5.00	11.00	.00	.00
5NOV07	0	0	.00	12.00	1.00	12.00	.00	.00
3DEC07	0	0	.00	12.00	.00	12.00	.00	.00
7JAN08	0	0	.00	12.00	.00	12.00	.00	.00
4FEB08	0	0	.00	12.00	.00	12.00	.00	.00
3MAR08	0	0	2.00	14.00	2.00	14.00	.00	.00
7APR08	0	0	4.00	18.00	4.00	18.00	.00	.00
5MAY08	0	0	4.00	22.00	4.00	22.00	.00	.00
2JUN08	0	0	5.00	27.00	5.00	27.00	.00	.00
7JUL08	0	0	1.00	28.00	1.00	28.00	.00	.00
4AUG08	0	0	.00	28.00	.00	28.00	.00	.00
1SEP08	0	0	.00	28.00	.00	28.00	.00	.00
6OCT08	0	0	.00	28.00	.00	28.00	.00	.00
3NOV08	0	0	.00	28.00	.00	28.00	.00	.00
1DEC08	0	0	.00	28.00	.00	28.00	.00	.00
5JAN09	0	0	.00	28.00	.00	28.00	.00	.00
2FEB09	0	0	.00	28.00	.00	28.00	.00	.00
2MAR09	0	0	.00	28.00	.00	28.00	.00	.00
6APR09	0	0	.00	28.00	.00	28.00	.00	.00
4MAY09	0	0	.00	28.00	.00	28.00	.00	.00
1JUN09	0	0	.00	28.00	.00	28.00	.00	.00
6JUL09	0	0	.00	28.00	.00	28.00	.00	.00
3AUG09	0	0	.00	28.00	.00	28.00	.00	.00
7SEP09	0	0	.00	28.00	.00	28.00	.00	.00
5OCT09	0	0	.00	28.00	.00	28.00	.00	.00
2NOV09	0	0	.00	28.00	.00	28.00	.00	.00
7DEC09	0	0	.00	28.00	.00	28.00	.00	.00
4JAN10	0	0	.00	28.00	.00	28.00	.00	.00
1FEB10	0	0	.00	28.00	.00	28.00	.00	.00
1MAR10	0	0	.00	28.00	.00	28.00	.00	.00
5APR10	0	0	.00	28.00	.00	28.00	.00	.00
3MAY10	0	0	.00	28.00	.00	28.00	.00	.00
7JUN10	0	0	.00	28.00	.00	28.00	.00	.00
5JUL10	0	0	.00	28.00	.00	28.00	.00	.00
2AUG10	0	0	.00	28.00	.00	28.00	.00	.00
6SEP10	0	0	.00	28.00	.00	28.00	.00	.00
4OCT10	0	0	.00	28.00	.00	28.00	.00	.00
1NOV10	0	0	.00	28.00	.00	28.00	.00	.00
6DEC10	0	0	.00	28.00	.00	28.00	.00	.00
3JAN11	0	0	.00	28.00	.00	28.00	.00	.00
7FEB11	0	0	.00	28.00	.00	28.00	.00	.00
7MAR11	0	0	.00	28.00	.00	28.00	.00	.00
4APR11	0	0	.00	28.00	.00	28.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	GARAGE	- Garage Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	.00	.00	.00	.00	.00	.00
1OCT07	0	0	.00	.00	.00	.00	.00	.00
5NOV07	0	0	.00	.00	.00	.00	.00	.00
3DEC07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
4FEB08	0	0	4.00	4.00	.00	.00	.00	.00
3MAR08	0	0	5.00	9.00	.00	.00	.00	.00
7APR08	0	0	4.00	13.00	.00	.00	.00	.00
5MAY08	0	0	4.00	17.00	.00	.00	.00	.00
2JUN08	0	0	5.00	22.00	.00	.00	.00	.00
7JUL08	0	0	4.00	26.00	4.00	4.00	.00	.00
4AUG08	0	0	4.00	30.00	4.00	8.00	.00	.00
1SEP08	0	0	5.00	35.00	5.00	13.00	.00	.00
6OCT08	0	0	4.00	39.00	4.00	17.00	.00	.00
3NOV08	0	0	4.00	43.00	4.00	21.00	.00	.00
1DEC08	0	0	5.00	48.00	5.00	26.00	.00	.00
5JAN09	0	0	4.00	52.00	4.00	30.00	.00	.00
2FEB09	0	0	4.00	56.00	4.00	34.00	.00	.00
2MAR09	0	0	5.00	61.00	5.00	39.00	.00	.00
6APR09	0	0	3.00	64.00	4.00	43.00	.00	.00
4MAY09	0	0	.00	64.00	4.00	47.00	.00	.00
1JUN09	0	0	.00	64.00	5.00	52.00	.00	.00
6JUL09	0	0	.00	64.00	4.00	56.00	.00	.00
3AUG09	0	0	.00	64.00	5.00	61.00	.00	.00
7SEP09	0	0	.00	64.00	3.00	64.00	.00	.00
5OCT09	0	0	.00	64.00	.00	64.00	.00	.00
2NOV09	0	0	.00	64.00	.00	64.00	.00	.00
7DEC09	0	0	.00	64.00	.00	64.00	.00	.00
4JAN10	0	0	.00	64.00	.00	64.00	.00	.00
1FEB10	0	0	.00	64.00	.00	64.00	.00	.00
1MAR10	0	0	.00	64.00	.00	64.00	.00	.00
5APR10	0	0	.00	64.00	.00	64.00	.00	.00
3MAY10	0	0	.00	64.00	.00	64.00	.00	.00
7JUN10	0	0	.00	64.00	.00	64.00	.00	.00
5JUL10	0	0	.00	64.00	.00	64.00	.00	.00
2AUG10	0	0	.00	64.00	.00	64.00	.00	.00
6SEP10	0	0	.00	64.00	.00	64.00	.00	.00
4OCT10	0	0	.00	64.00	.00	64.00	.00	.00
1NOV10	0	0	.00	64.00	.00	64.00	.00	.00
6DEC10	0	0	.00	64.00	.00	64.00	.00	.00
3JAN11	0	0	.00	64.00	.00	64.00	.00	.00
7FEB11	0	0	.00	64.00	.00	64.00	.00	.00
7MAR11	0	0	.00	64.00	.00	64.00	.00	.00
4APR11	0	0	.00	64.00	.00	64.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	GAS UTIL - Gas Utility Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	1.00	1.00	.00	.00	.00	.00
3JUL06	0	0	5.00	6.00	.00	.00	.00	.00
7AUG06	0	0	7.00	13.00	.00	.00	.00	.00
4SEP06	0	0	8.00	21.00	4.00	4.00	.00	.00
2OCT06	0	0	9.00	30.00	10.00	14.00	.00	.00
6NOV06	0	0	4.00	34.00	8.00	22.00	.00	.00
4DEC06	0	0	4.00	38.00	8.00	30.00	.00	.00
1JAN07	0	0	2.00	40.00	8.00	38.00	.00	.00
5FEB07	0	0	.00	40.00	2.00	40.00	.00	.00
5MAR07	0	0	.00	40.00	.00	40.00	.00	.00
2APR07	0	0	.00	40.00	.00	40.00	.00	.00
7MAY07	0	0	.00	40.00	.00	40.00	.00	.00
4JUN07	0	0	.00	40.00	.00	40.00	.00	.00
2JUL07	0	0	.00	40.00	.00	40.00	.00	.00
6AUG07	0	0	.00	40.00	.00	40.00	.00	.00
3SEP07	0	0	.00	40.00	.00	40.00	.00	.00
1OCT07	0	0	.00	40.00	.00	40.00	.00	.00
5NOV07	0	0	.00	40.00	.00	40.00	.00	.00
3DEC07	0	0	.00	40.00	.00	40.00	.00	.00
7JAN08	0	0	.00	40.00	.00	40.00	.00	.00
4FEB08	0	0	.00	40.00	.00	40.00	.00	.00
3MAR08	0	0	.00	40.00	.00	40.00	.00	.00
7APR08	0	0	.00	40.00	.00	40.00	.00	.00
5MAY08	0	0	.00	40.00	.00	40.00	.00	.00
2JUN08	0	0	.00	40.00	.00	40.00	.00	.00
7JUL08	0	0	.00	40.00	.00	40.00	.00	.00
4AUG08	0	0	.00	40.00	.00	40.00	.00	.00
1SEP08	0	0	.00	40.00	.00	40.00	.00	.00
6OCT08	0	0	.00	40.00	.00	40.00	.00	.00
3NOV08	0	0	.00	40.00	.00	40.00	.00	.00
1DEC08	0	0	.00	40.00	.00	40.00	.00	.00
5JAN09	0	0	.00	40.00	.00	40.00	.00	.00
2FEB09	0	0	.00	40.00	.00	40.00	.00	.00
2MAR09	0	0	.00	40.00	.00	40.00	.00	.00
6APR09	0	0	.00	40.00	.00	40.00	.00	.00
4MAY09	0	0	.00	40.00	.00	40.00	.00	.00
1JUN09	0	0	.00	40.00	.00	40.00	.00	.00
6JUL09	0	0	.00	40.00	.00	40.00	.00	.00
3AUG09	0	0	.00	40.00	.00	40.00	.00	.00
7SEP09	0	0	.00	40.00	.00	40.00	.00	.00
5OCT09	0	0	.00	40.00	.00	40.00	.00	.00
2NOV09	0	0	.00	40.00	.00	40.00	.00	.00
7DEC09	0	0	.00	40.00	.00	40.00	.00	.00
4JAN10	0	0	.00	40.00	.00	40.00	.00	.00
1FEB10	0	0	.00	40.00	.00	40.00	.00	.00
1MAR10	0	0	.00	40.00	.00	40.00	.00	.00
5APR10	0	0	.00	40.00	.00	40.00	.00	.00
3MAY10	0	0	.00	40.00	.00	40.00	.00	.00
7JUN10	0	0	.00	40.00	.00	40.00	.00	.00
5JUL10	0	0	.00	40.00	.00	40.00	.00	.00
2AUG10	0	0	.00	40.00	.00	40.00	.00	.00
6SEP10	0	0	.00	40.00	.00	40.00	.00	.00
4OCT10	0	0	.00	40.00	.00	40.00	.00	.00
1NOV10	0	0	.00	40.00	.00	40.00	.00	.00
6DEC10	0	0	.00	40.00	.00	40.00	.00	.00
3JAN11	0	0	.00	40.00	.00	40.00	.00	.00
7FEB11	0	0	.00	40.00	.00	40.00	.00	.00
7MAR11	0	0	.00	40.00	.00	40.00	.00	.00
4APR11	0	0	.00	40.00	.00	40.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	GRADE	- Grading Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	3.00	3.00	.00	.00	.00	.00
7MAY07	0	0	8.00	11.00	4.00	4.00	.00	.00
4JUN07	0	0	5.00	16.00	5.00	9.00	.00	.00
2JUL07	0	0	5.00	21.00	10.00	19.00	.00	.00
6AUG07	0	0	4.00	25.00	6.00	25.00	.00	.00
3SEP07	0	0	4.00	29.00	4.00	29.00	.00	.00
1OCT07	0	0	5.00	34.00	5.00	34.00	.00	.00
5NOV07	0	0	7.00	41.00	4.00	38.00	.00	.00
3DEC07	0	0	10.00	51.00	5.00	43.00	.00	.00
7JAN08	0	0	8.00	59.00	4.00	47.00	.00	.00
4FEB08	0	0	4.00	63.00	4.00	51.00	.00	.00
3MAR08	0	0	3.00	66.00	3.00	54.00	.00	.00
7APR08	0	0	.00	66.00	3.00	57.00	.00	.00
5MAY08	0	0	.00	66.00	4.00	61.00	.00	.00
2JUN08	0	0	.00	66.00	5.00	66.00	.00	.00
7JUL08	0	0	.00	66.00	.00	66.00	.00	.00
4AUG08	0	0	.00	66.00	.00	66.00	.00	.00
1SEP08	0	0	.00	66.00	.00	66.00	.00	.00
6OCT08	0	0	.00	66.00	.00	66.00	.00	.00
3NOV08	0	0	.00	66.00	.00	66.00	.00	.00
1DEC08	0	0	.00	66.00	.00	66.00	.00	.00
5JAN09	0	0	.00	66.00	.00	66.00	.00	.00
2FEB09	0	0	.00	66.00	.00	66.00	.00	.00
2MAR09	0	0	.00	66.00	.00	66.00	.00	.00
6APR09	0	0	.00	66.00	.00	66.00	.00	.00
4MAY09	0	0	.00	66.00	.00	66.00	.00	.00
1JUN09	0	0	.00	66.00	.00	66.00	.00	.00
6JUL09	0	0	.00	66.00	.00	66.00	.00	.00
3AUG09	0	0	.00	66.00	.00	66.00	.00	.00
7SEP09	0	0	.00	66.00	.00	66.00	.00	.00
5OCT09	0	0	.00	66.00	.00	66.00	.00	.00
2NOV09	0	0	.00	66.00	.00	66.00	.00	.00
7DEC09	0	0	.00	66.00	.00	66.00	.00	.00
4JAN10	0	0	.00	66.00	.00	66.00	.00	.00
1FEB10	0	0	.00	66.00	.00	66.00	.00	.00
1MAR10	0	0	.00	66.00	.00	66.00	.00	.00
5APR10	0	0	.00	66.00	.00	66.00	.00	.00
3MAY10	0	0	.00	66.00	.00	66.00	.00	.00
7JUN10	0	0	.00	66.00	.00	66.00	.00	.00
5JUL10	0	0	.00	66.00	.00	66.00	.00	.00
2AUG10	0	0	.00	66.00	.00	66.00	.00	.00
6SEP10	0	0	.00	66.00	.00	66.00	.00	.00
4OCT10	0	0	.00	66.00	.00	66.00	.00	.00
1NOV10	0	0	.00	66.00	.00	66.00	.00	.00
6DEC10	0	0	.00	66.00	.00	66.00	.00	.00
3JAN11	0	0	.00	66.00	.00	66.00	.00	.00
7FEB11	0	0	.00	66.00	.00	66.00	.00	.00
7MAR11	0	0	.00	66.00	.00	66.00	.00	.00
4APR11	0	0	.00	66.00	.00	66.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	HYDRANT - Hydrant Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	.00	.00	.00	.00	.00	.00
1OCT07	0	0	.00	.00	.00	.00	.00	.00
5NOV07	0	0	.00	.00	.00	.00	.00	.00
3DEC07	0	0	5.00	5.00	.00	.00	.00	.00
7JAN08	0	0	4.00	9.00	.00	.00	.00	.00
4FEB08	0	0	4.00	13.00	.00	.00	.00	.00
3MAR08	0	0	5.00	18.00	5.00	5.00	.00	.00
7APR08	0	0	4.00	22.00	4.00	9.00	.00	.00
5MAY08	0	0	2.00	24.00	4.00	13.00	.00	.00
2JUN08	0	0	.00	24.00	5.00	18.00	.00	.00
7JUL08	0	0	.00	24.00	4.00	22.00	.00	.00
4AUG08	0	0	.00	24.00	2.00	24.00	.00	.00
1SEP08	0	0	.00	24.00	.00	24.00	.00	.00
6OCT08	0	0	.00	24.00	.00	24.00	.00	.00
3NOV08	0	0	.00	24.00	.00	24.00	.00	.00
1DEC08	0	0	.00	24.00	.00	24.00	.00	.00
5JAN09	0	0	.00	24.00	.00	24.00	.00	.00
2FEB09	0	0	.00	24.00	.00	24.00	.00	.00
2MAR09	0	0	.00	24.00	.00	24.00	.00	.00
6APR09	0	0	.00	24.00	.00	24.00	.00	.00
4MAY09	0	0	.00	24.00	.00	24.00	.00	.00
1JUN09	0	0	.00	24.00	.00	24.00	.00	.00
6JUL09	0	0	.00	24.00	.00	24.00	.00	.00
3AUG09	0	0	.00	24.00	.00	24.00	.00	.00
7SEP09	0	0	.00	24.00	.00	24.00	.00	.00
5OCT09	0	0	.00	24.00	.00	24.00	.00	.00
2NOV09	0	0	.00	24.00	.00	24.00	.00	.00
7DEC09	0	0	.00	24.00	.00	24.00	.00	.00
4JAN10	0	0	.00	24.00	.00	24.00	.00	.00
1FEB10	0	0	.00	24.00	.00	24.00	.00	.00
1MAR10	0	0	.00	24.00	.00	24.00	.00	.00
5APR10	0	0	.00	24.00	.00	24.00	.00	.00
3MAY10	0	0	.00	24.00	.00	24.00	.00	.00
7JUN10	0	0	.00	24.00	.00	24.00	.00	.00
5JUL10	0	0	.00	24.00	.00	24.00	.00	.00
2AUG10	0	0	.00	24.00	.00	24.00	.00	.00
6SEP10	0	0	.00	24.00	.00	24.00	.00	.00
4OCT10	0	0	.00	24.00	.00	24.00	.00	.00
1NOV10	0	0	.00	24.00	.00	24.00	.00	.00
6DEC10	0	0	.00	24.00	.00	24.00	.00	.00
3JAN11	0	0	.00	24.00	.00	24.00	.00	.00
7FEB11	0	0	.00	24.00	.00	24.00	.00	.00
7MAR11	0	0	.00	24.00	.00	24.00	.00	.00
4APR11	0	0	.00	24.00	.00	24.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	INTERIOR - Interior Renovation Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	4.00	4.00	.00	.00	.00	.00
3APR06	0	0	12.00	16.00	.00	.00	.00	.00
1MAY06	0	0	5.00	21.00	.00	.00	.00	.00
5JUN06	0	0	3.00	24.00	.00	.00	.00	.00
3JUL06	0	0	.00	24.00	.00	.00	.00	.00
7AUG06	0	0	.00	24.00	.00	.00	.00	.00
4SEP06	0	0	.00	24.00	.00	.00	.00	.00
2OCT06	0	0	.00	24.00	.00	.00	.00	.00
6NOV06	0	0	.00	24.00	.00	.00	.00	.00
4DEC06	0	0	.00	24.00	.00	.00	.00	.00
1JAN07	0	0	.00	24.00	.00	.00	.00	.00
5FEB07	0	0	.00	24.00	.00	.00	.00	.00
5MAR07	0	0	.00	24.00	.00	.00	.00	.00
2APR07	0	0	.00	24.00	.00	.00	.00	.00
7MAY07	0	0	.00	24.00	.00	.00	.00	.00
4JUN07	0	0	.00	24.00	.00	.00	.00	.00
2JUL07	0	0	.00	24.00	.00	.00	.00	.00
6AUG07	0	0	.00	24.00	.00	.00	.00	.00
3SEP07	0	0	.00	24.00	12.00	12.00	.00	.00
1OCT07	0	0	.00	24.00	9.00	21.00	.00	.00
5NOV07	0	0	.00	24.00	3.00	24.00	.00	.00
3DEC07	0	0	.00	24.00	.00	24.00	.00	.00
7JAN08	0	0	.00	24.00	.00	24.00	.00	.00
4FEB08	0	0	.00	24.00	.00	24.00	.00	.00
3MAR08	0	0	.00	24.00	.00	24.00	.00	.00
7APR08	0	0	.00	24.00	.00	24.00	.00	.00
5MAY08	0	0	.00	24.00	.00	24.00	.00	.00
2JUN08	0	0	.00	24.00	.00	24.00	.00	.00
7JUL08	0	0	.00	24.00	.00	24.00	.00	.00
4AUG08	0	0	.00	24.00	.00	24.00	.00	.00
1SEP08	0	0	.00	24.00	.00	24.00	.00	.00
6OCT08	0	0	.00	24.00	.00	24.00	.00	.00
3NOV08	0	0	1.00	25.00	1.00	25.00	.00	.00
1DEC08	0	0	5.00	30.00	5.00	30.00	.00	.00
5JAN09	0	0	4.00	34.00	4.00	34.00	.00	.00
2FEB09	0	0	4.00	38.00	4.00	38.00	.00	.00
2MAR09	0	0	5.00	43.00	5.00	43.00	.00	.00
6APR09	0	0	4.00	47.00	4.00	47.00	.00	.00
4MAY09	0	0	4.00	51.00	4.00	51.00	.00	.00
1JUN09	0	0	5.00	56.00	5.00	56.00	.00	.00
6JUL09	0	0	4.00	60.00	4.00	60.00	.00	.00
3AUG09	0	0	5.00	65.00	5.00	65.00	.00	.00
7SEP09	0	0	4.00	69.00	4.00	69.00	.00	.00
5OCT09	0	0	4.00	73.00	4.00	73.00	.00	.00
2NOV09	0	0	5.00	78.00	5.00	78.00	.00	.00
7DEC09	0	0	4.00	82.00	4.00	82.00	.00	.00
4JAN10	0	0	4.00	86.00	4.00	86.00	.00	.00
1FEB10	0	0	.00	86.00	.00	86.00	.00	.00
1MAR10	0	0	.00	86.00	.00	86.00	.00	.00
5APR10	0	0	.00	86.00	.00	86.00	.00	.00
3MAY10	0	0	.00	86.00	.00	86.00	.00	.00
7JUN10	0	0	.00	86.00	.00	86.00	.00	.00
5JUL10	0	0	.00	86.00	.00	86.00	.00	.00
2AUG10	0	0	.00	86.00	.00	86.00	.00	.00
6SEP10	0	0	.00	86.00	.00	86.00	.00	.00
4OCT10	0	0	.00	86.00	.00	86.00	.00	.00
1NOV10	0	0	.00	86.00	.00	86.00	.00	.00
6DEC10	0	0	.00	86.00	.00	86.00	.00	.00
3JAN11	0	0	.00	86.00	.00	86.00	.00	.00
7FEB11	0	0	.00	86.00	.00	86.00	.00	.00
7MAR11	0	0	.00	86.00	.00	86.00	.00	.00
4APR11	0	0	.00	86.00	.00	86.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	JET BRDG - Jet Bridge Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	.00	.00	.00	.00	.00	.00
1OCT07	0	0	.00	.00	.00	.00	.00	.00
5NOV07	0	0	.00	.00	.00	.00	.00	.00
3DEC07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
4FEB08	0	0	.00	.00	.00	.00	.00	.00
3MAR08	0	0	.00	.00	.00	.00	.00	.00
7APR08	0	0	.00	.00	.00	.00	.00	.00
5MAY08	0	0	.00	.00	.00	.00	.00	.00
2JUN08	0	0	.00	.00	.00	.00	.00	.00
7JUL08	0	0	.00	.00	.00	.00	.00	.00
4AUG08	0	0	.00	.00	.00	.00	.00	.00
1SEP08	0	0	.00	.00	.00	.00	.00	.00
6OCT08	0	0	.00	.00	.00	.00	.00	.00
3NOV08	0	0	.00	.00	.00	.00	.00	.00
1DEC08	0	0	.00	.00	.00	.00	.00	.00
5JAN09	0	0	.00	.00	.00	.00	.00	.00
2FEB09	0	0	.00	.00	.00	.00	.00	.00
2MAR09	0	0	.00	.00	.00	.00	.00	.00
6APR09	0	0	.00	.00	.00	.00	.00	.00
4MAY09	0	0	.00	.00	.00	.00	.00	.00
1JUN09	0	0	.00	.00	.00	.00	.00	.00
6JUL09	0	0	2.00	2.00	.00	.00	.00	.00
3AUG09	0	0	2.00	4.00	.00	.00	.00	.00
7SEP09	0	0	.00	4.00	.00	.00	.00	.00
5OCT09	0	0	.00	4.00	3.00	3.00	.00	.00
2NOV09	0	0	.00	4.00	1.00	4.00	.00	.00
7DEC09	0	0	.00	4.00	.00	4.00	.00	.00
4JAN10	0	0	.00	4.00	.00	4.00	.00	.00
1FEB10	0	0	.00	4.00	.00	4.00	.00	.00
1MAR10	0	0	.00	4.00	.00	4.00	.00	.00
5APR10	0	0	.00	4.00	.00	4.00	.00	.00
3MAY10	0	0	.00	4.00	.00	4.00	.00	.00
7JUN10	0	0	.00	4.00	.00	4.00	.00	.00
5JUL10	0	0	.00	4.00	.00	4.00	.00	.00
2AUG10	0	0	.00	4.00	.00	4.00	.00	.00
6SEP10	0	0	.00	4.00	.00	4.00	.00	.00
4OCT10	0	0	.00	4.00	.00	4.00	.00	.00
1NOV10	0	0	.00	4.00	.00	4.00	.00	.00
6DEC10	0	0	.00	4.00	.00	4.00	.00	.00
3JAN11	0	0	.00	4.00	.00	4.00	.00	.00
7FEB11	0	0	.00	4.00	.00	4.00	.00	.00
7MAR11	0	0	.00	4.00	.00	4.00	.00	.00
4APR11	0	0	.00	4.00	.00	4.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	LAND	- Landscape Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	.00	.00	.00	.00	.00	.00
1OCT07	0	0	.00	.00	.00	.00	.00	.00
5NOV07	0	0	.00	.00	.00	.00	.00	.00
3DEC07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
4FEB08	0	0	.00	.00	.00	.00	.00	.00
3MAR08	0	0	.00	.00	.00	.00	.00	.00
7APR08	0	0	.00	.00	.00	.00	.00	.00
5MAY08	0	0	.00	.00	.00	.00	.00	.00
2JUN08	0	0	.00	.00	.00	.00	.00	.00
7JUL08	0	0	.00	.00	.00	.00	.00	.00
4AUG08	0	0	.00	.00	.00	.00	.00	.00
1SEP08	0	0	.00	.00	.00	.00	.00	.00
6OCT08	0	0	.00	.00	.00	.00	.00	.00
3NOV08	0	0	.00	.00	.00	.00	.00	.00
1DEC08	0	0	.00	.00	.00	.00	.00	.00
5JAN09	0	0	.00	.00	.00	.00	.00	.00
2FEB09	0	0	.00	.00	.00	.00	.00	.00
2MAR09	0	0	.00	.00	.00	.00	.00	.00
6APR09	0	0	.00	.00	.00	.00	.00	.00
4MAY09	0	0	.00	.00	.00	.00	.00	.00
1JUN09	0	0	.00	.00	.00	.00	.00	.00
6JUL09	0	0	.00	.00	.00	.00	.00	.00
3AUG09	0	0	4.00	4.00	.00	.00	.00	.00
7SEP09	0	0	4.00	8.00	.00	.00	.00	.00
5OCT09	0	0	2.00	10.00	.00	.00	.00	.00
2NOV09	0	0	.00	10.00	2.00	2.00	.00	.00
7DEC09	0	0	.00	10.00	4.00	6.00	.00	.00
4JAN10	0	0	.00	10.00	4.00	10.00	.00	.00
1FEB10	0	0	.00	10.00	.00	10.00	.00	.00
1MAR10	0	0	.00	10.00	.00	10.00	.00	.00
5APR10	0	0	.00	10.00	.00	10.00	.00	.00
3MAY10	0	0	.00	10.00	.00	10.00	.00	.00
7JUN10	0	0	.00	10.00	.00	10.00	.00	.00
5JUL10	0	0	.00	10.00	.00	10.00	.00	.00
2AUG10	0	0	.00	10.00	.00	10.00	.00	.00
6SEP10	0	0	.00	10.00	.00	10.00	.00	.00
4OCT10	0	0	.00	10.00	.00	10.00	.00	.00
1NOV10	0	0	.00	10.00	.00	10.00	.00	.00
6DEC10	0	0	.00	10.00	.00	10.00	.00	.00
3JAN11	0	0	.00	10.00	.00	10.00	.00	.00
7FEB11	0	0	.00	10.00	.00	10.00	.00	.00
7MAR11	0	0	.00	10.00	.00	10.00	.00	.00
4APR11	0	0	.00	10.00	.00	10.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	MECHAN - Mechnical Systems Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	.00	.00	.00	.00	.00	.00
1OCT07	0	0	.00	.00	.00	.00	.00	.00
5NOV07	0	0	.00	.00	.00	.00	.00	.00
3DEC07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
4FEB08	0	0	.00	.00	.00	.00	.00	.00
3MAR08	0	0	.00	.00	.00	.00	.00	.00
7APR08	0	0	.00	.00	.00	.00	.00	.00
5MAY08	0	0	.00	.00	.00	.00	.00	.00
2JUN08	0	0	.00	.00	.00	.00	.00	.00
7JUL08	0	0	.00	.00	.00	.00	.00	.00
4AUG08	0	0	4.00	4.00	.00	.00	.00	.00
1SEP08	0	0	5.00	9.00	.00	.00	.00	.00
6OCT08	0	0	4.00	13.00	1.00	1.00	.00	.00
3NOV08	0	0	3.00	16.00	4.00	5.00	.00	.00
1DEC08	0	0	.00	16.00	5.00	10.00	.00	.00
5JAN09	0	0	.00	16.00	4.00	14.00	.00	.00
2FEB09	0	0	.00	16.00	2.00	16.00	.00	.00
2MAR09	0	0	.00	16.00	.00	16.00	.00	.00
6APR09	0	0	.00	16.00	.00	16.00	.00	.00
4MAY09	0	0	.00	16.00	.00	16.00	.00	.00
1JUN09	0	0	.00	16.00	.00	16.00	.00	.00
6JUL09	0	0	.00	16.00	.00	16.00	.00	.00
3AUG09	0	0	.00	16.00	.00	16.00	.00	.00
7SEP09	0	0	.00	16.00	.00	16.00	.00	.00
5OCT09	0	0	.00	16.00	.00	16.00	.00	.00
2NOV09	0	0	.00	16.00	.00	16.00	.00	.00
7DEC09	0	0	.00	16.00	.00	16.00	.00	.00
4JAN10	0	0	.00	16.00	.00	16.00	.00	.00
1FEB10	0	0	.00	16.00	.00	16.00	.00	.00
1MAR10	0	0	.00	16.00	.00	16.00	.00	.00
5APR10	0	0	.00	16.00	.00	16.00	.00	.00
3MAY10	0	0	.00	16.00	.00	16.00	.00	.00
7JUN10	0	0	.00	16.00	.00	16.00	.00	.00
5JUL10	0	0	.00	16.00	.00	16.00	.00	.00
2AUG10	0	0	.00	16.00	.00	16.00	.00	.00
6SEP10	0	0	.00	16.00	.00	16.00	.00	.00
4OCT10	0	0	.00	16.00	.00	16.00	.00	.00
1NOV10	0	0	.00	16.00	.00	16.00	.00	.00
6DEC10	0	0	.00	16.00	.00	16.00	.00	.00
3JAN11	0	0	.00	16.00	.00	16.00	.00	.00
7FEB11	0	0	.00	16.00	.00	16.00	.00	.00
7MAR11	0	0	.00	16.00	.00	16.00	.00	.00
4APR11	0	0	.00	16.00	.00	16.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	PCC PAVE - PCC Paving Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	.00	.00	.00	.00	.00	.00
1OCT07	0	0	.00	.00	.00	.00	.00	.00
5NOV07	0	0	.00	.00	.00	.00	.00	.00
3DEC07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	2.00	2.00	.00	.00	.00	.00
4FEB08	0	0	4.00	6.00	.00	.00	.00	.00
3MAR08	0	0	5.00	11.00	1.00	1.00	.00	.00
7APR08	0	0	4.00	15.00	4.00	5.00	.00	.00
5MAY08	0	0	6.00	21.00	4.00	9.00	.00	.00
2JUN08	0	0	6.00	27.00	5.00	14.00	.00	.00
7JUL08	0	0	4.00	31.00	4.00	18.00	.00	.00
4AUG08	0	0	4.00	35.00	4.00	22.00	.00	.00
1SEP08	0	0	5.00	40.00	5.00	27.00	.00	.00
6OCT08	0	0	4.00	44.00	4.00	31.00	.00	.00
3NOV08	0	0	2.00	46.00	4.00	35.00	.00	.00
1DEC08	0	0	2.00	48.00	5.00	40.00	.00	.00
5JAN09	0	0	4.00	52.00	4.00	44.00	.00	.00
2FEB09	0	0	4.00	56.00	2.00	46.00	.00	.00
2MAR09	0	0	5.00	61.00	5.00	51.00	.00	.00
6APR09	0	0	4.00	65.00	4.00	55.00	.00	.00
4MAY09	0	0	4.00	69.00	4.00	59.00	.00	.00
1JUN09	0	0	5.00	74.00	5.00	64.00	.00	.00
6JUL09	0	0	4.00	78.00	4.00	68.00	.00	.00
3AUG09	0	0	4.00	82.00	5.00	73.00	.00	.00
7SEP09	0	0	.00	82.00	4.00	77.00	.00	.00
5OCT09	0	0	.00	82.00	4.00	81.00	.00	.00
2NOV09	0	0	.00	82.00	1.00	82.00	.00	.00
7DEC09	0	0	.00	82.00	.00	82.00	.00	.00
4JAN10	0	0	.00	82.00	.00	82.00	.00	.00
1FEB10	0	0	.00	82.00	.00	82.00	.00	.00
1MAR10	0	0	.00	82.00	.00	82.00	.00	.00
5APR10	0	0	.00	82.00	.00	82.00	.00	.00
3MAY10	0	0	.00	82.00	.00	82.00	.00	.00
7JUN10	0	0	.00	82.00	.00	82.00	.00	.00
5JUL10	0	0	.00	82.00	.00	82.00	.00	.00
2AUG10	0	0	.00	82.00	.00	82.00	.00	.00
6SEP10	0	0	.00	82.00	.00	82.00	.00	.00
4OCT10	0	0	.00	82.00	.00	82.00	.00	.00
1NOV10	0	0	.00	82.00	.00	82.00	.00	.00
6DEC10	0	0	.00	82.00	.00	82.00	.00	.00
3JAN11	0	0	.00	82.00	.00	82.00	.00	.00
7FEB11	0	0	.00	82.00	.00	82.00	.00	.00
7MAR11	0	0	.00	82.00	.00	82.00	.00	.00
4APR11	0	0	.00	82.00	.00	82.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 | PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	RD MODIF - Roadway Modification Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	.00	.00	.00	.00	.00	.00
1OCT07	0	0	.00	.00	.00	.00	.00	.00
5NOV07	0	0	.00	.00	.00	.00	.00	.00
3DEC07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
4FEB08	0	0	.00	.00	.00	.00	.00	.00
3MAR08	0	0	.00	.00	.00	.00	.00	.00
7APR08	0	0	.00	.00	.00	.00	.00	.00
5MAY08	0	0	.00	.00	.00	.00	.00	.00
2JUN08	0	0	.00	.00	.00	.00	.00	.00
7JUL08	0	0	.00	.00	.00	.00	.00	.00
4AUG08	0	0	1.00	1.00	.00	.00	.00	.00
1SEP08	0	0	5.00	6.00	.00	.00	.00	.00
6OCT08	0	0	4.00	10.00	.00	.00	.00	.00
3NOV08	0	0	4.00	14.00	3.00	3.00	.00	.00
1DEC08	0	0	5.00	19.00	5.00	8.00	.00	.00
5JAN09	0	0	4.00	23.00	4.00	12.00	.00	.00
2FEB09	0	0	4.00	27.00	4.00	16.00	.00	.00
2MAR09	0	0	5.00	32.00	5.00	21.00	.00	.00
6APR09	0	0	4.00	36.00	4.00	25.00	.00	.00
4MAY09	0	0	4.00	40.00	4.00	29.00	.00	.00
1JUN09	0	0	4.00	44.00	5.00	34.00	.00	.00
6JUL09	0	0	.00	44.00	4.00	38.00	.00	.00
3AUG09	0	0	.00	44.00	5.00	43.00	.00	.00
7SEP09	0	0	.00	44.00	1.00	44.00	.00	.00
5OCT09	0	0	.00	44.00	.00	44.00	.00	.00
2NOV09	0	0	.00	44.00	.00	44.00	.00	.00
7DEC09	0	0	.00	44.00	.00	44.00	.00	.00
4JAN10	0	0	.00	44.00	.00	44.00	.00	.00
1FEB10	0	0	.00	44.00	.00	44.00	.00	.00
1MAR10	0	0	.00	44.00	.00	44.00	.00	.00
5APR10	0	0	.00	44.00	.00	44.00	.00	.00
3MAY10	0	0	.00	44.00	.00	44.00	.00	.00
7JUN10	0	0	.00	44.00	.00	44.00	.00	.00
5JUL10	0	0	.00	44.00	.00	44.00	.00	.00
2AUG10	0	0	.00	44.00	.00	44.00	.00	.00
6SEP10	0	0	.00	44.00	.00	44.00	.00	.00
4OCT10	0	0	.00	44.00	.00	44.00	.00	.00
1NOV10	0	0	.00	44.00	.00	44.00	.00	.00
6DEC10	0	0	.00	44.00	.00	44.00	.00	.00
3JAN11	0	0	.00	44.00	.00	44.00	.00	.00
7FEB11	0	0	.00	44.00	.00	44.00	.00	.00
7MAR11	0	0	.00	44.00	.00	44.00	.00	.00
4APR11	0	0	.00	44.00	.00	44.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	RELOCATE - Relocation Team				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	4.00	4.00	.00	.00	.00	.00
3APR06	0	0	2.00	6.00	.00	.00	.00	.00
1MAY06	0	0	1.00	7.00	.00	.00	.00	.00
5JUN06	0	0	1.00	8.00	.00	.00	.00	.00
3JUL06	0	0	.00	8.00	.00	.00	.00	.00
7AUG06	0	0	.00	8.00	.00	.00	.00	.00
4SEP06	0	0	.00	8.00	.00	.00	.00	.00
2OCT06	0	0	.00	8.00	.00	.00	.00	.00
6NOV06	0	0	.00	8.00	.00	.00	.00	.00
4DEC06	0	0	.00	8.00	.00	.00	.00	.00
1JAN07	0	0	.00	8.00	.00	.00	.00	.00
5FEB07	0	0	.00	8.00	.00	.00	.00	.00
5MAR07	0	0	.00	8.00	.00	.00	.00	.00
2APR07	0	0	.00	8.00	4.00	4.00	.00	.00
7MAY07	0	0	.00	8.00	1.00	5.00	.00	.00
4JUN07	0	0	.00	8.00	.00	5.00	.00	.00
2JUL07	0	0	.00	8.00	.00	5.00	.00	.00
6AUG07	0	0	.00	8.00	.00	5.00	.00	.00
3SEP07	0	0	.00	8.00	.00	5.00	.00	.00
1OCT07	0	0	.00	8.00	2.00	7.00	.00	.00
5NOV07	0	0	.00	8.00	1.00	8.00	.00	.00
3DEC07	0	0	.00	8.00	.00	8.00	.00	.00
7JAN08	0	0	.00	8.00	.00	8.00	.00	.00
4FEB08	0	0	.00	8.00	.00	8.00	.00	.00
3MAR08	0	0	.00	8.00	.00	8.00	.00	.00
7APR08	0	0	.00	8.00	.00	8.00	.00	.00
5MAY08	0	0	.00	8.00	.00	8.00	.00	.00
2JUN08	0	0	.00	8.00	.00	8.00	.00	.00
7JUL08	0	0	.00	8.00	.00	8.00	.00	.00
4AUG08	0	0	.00	8.00	.00	8.00	.00	.00
1SEP08	0	0	.00	8.00	.00	8.00	.00	.00
6OCT08	0	0	.00	8.00	.00	8.00	.00	.00
3NOV08	0	0	.00	8.00	.00	8.00	.00	.00
1DEC08	0	0	.00	8.00	.00	8.00	.00	.00
5JAN09	0	0	.00	8.00	.00	8.00	.00	.00
2FEB09	0	0	.00	8.00	.00	8.00	.00	.00
2MAR09	0	0	.00	8.00	.00	8.00	.00	.00
6APR09	0	0	.00	8.00	.00	8.00	.00	.00
4MAY09	0	0	.00	8.00	.00	8.00	.00	.00
1JUN09	0	0	.00	8.00	.00	8.00	.00	.00
6JUL09	0	0	.00	8.00	.00	8.00	.00	.00
3AUG09	0	0	.00	8.00	.00	8.00	.00	.00
7SEP09	0	0	.00	8.00	.00	8.00	.00	.00
5OCT09	0	0	.00	8.00	.00	8.00	.00	.00
2NOV09	0	0	.00	8.00	.00	8.00	.00	.00
7DEC09	0	0	.00	8.00	.00	8.00	.00	.00
4JAN10	0	0	.00	8.00	.00	8.00	.00	.00
1FEB10	0	0	.00	8.00	.00	8.00	.00	.00
1MAR10	0	0	.00	8.00	.00	8.00	.00	.00
5APR10	0	0	.00	8.00	.00	8.00	.00	.00
3MAY10	0	0	.00	8.00	.00	8.00	.00	.00
7JUN10	0	0	.00	8.00	.00	8.00	.00	.00
5JUL10	0	0	.00	8.00	.00	8.00	.00	.00
2AUG10	0	0	.00	8.00	.00	8.00	.00	.00
6SEP10	0	0	.00	8.00	.00	8.00	.00	.00
4OCT10	0	0	.00	8.00	.00	8.00	.00	.00
1NOV10	0	0	.00	8.00	.00	8.00	.00	.00
6DEC10	0	0	.00	8.00	.00	8.00	.00	.00
3JAN11	0	0	.00	8.00	.00	8.00	.00	.00
7FEB11	0	0	.00	8.00	.00	8.00	.00	.00
7MAR11	0	0	.00	8.00	.00	8.00	.00	.00
4APR11	0	0	.00	8.00	.00	8.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	REMEDIAT - Remediation Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	1.00	1.00	.00	.00	.00	.00
6NOV06	0	0	8.00	9.00	.00	.00	.00	.00
4DEC06	0	0	8.00	17.00	4.00	4.00	.00	.00
1JAN07	0	0	10.00	27.00	7.00	11.00	.00	.00
5FEB07	0	0	8.00	35.00	8.00	19.00	.00	.00
5MAR07	0	0	8.00	43.00	8.00	27.00	.00	.00
2APR07	0	0	1.00	44.00	10.00	37.00	.00	.00
7MAY07	0	0	.00	44.00	4.00	41.00	.00	.00
4JUN07	0	0	.00	44.00	3.00	44.00	.00	.00
2JUL07	0	0	.00	44.00	.00	44.00	.00	.00
6AUG07	0	0	.00	44.00	.00	44.00	.00	.00
3SEP07	0	0	.00	44.00	.00	44.00	.00	.00
1OCT07	0	0	.00	44.00	.00	44.00	.00	.00
5NOV07	0	0	.00	44.00	.00	44.00	.00	.00
3DEC07	0	0	.00	44.00	.00	44.00	.00	.00
7JAN08	0	0	.00	44.00	.00	44.00	.00	.00
4FEB08	0	0	.00	44.00	.00	44.00	.00	.00
3MAR08	0	0	.00	44.00	.00	44.00	.00	.00
7APR08	0	0	.00	44.00	.00	44.00	.00	.00
5MAY08	0	0	.00	44.00	.00	44.00	.00	.00
2JUN08	0	0	.00	44.00	.00	44.00	.00	.00
7JUL08	0	0	.00	44.00	.00	44.00	.00	.00
4AUG08	0	0	.00	44.00	.00	44.00	.00	.00
1SEP08	0	0	.00	44.00	.00	44.00	.00	.00
6OCT08	0	0	1.00	45.00	.00	44.00	.00	.00
3NOV08	0	0	4.00	49.00	.00	44.00	.00	.00
1DEC08	0	0	3.00	52.00	.00	44.00	.00	.00
5JAN09	0	0	.00	52.00	4.00	48.00	.00	.00
2FEB09	0	0	.00	52.00	4.00	52.00	.00	.00
2MAR09	0	0	.00	52.00	.00	52.00	.00	.00
6APR09	0	0	.00	52.00	.00	52.00	.00	.00
4MAY09	0	0	.00	52.00	.00	52.00	.00	.00
1JUN09	0	0	.00	52.00	.00	52.00	.00	.00
6JUL09	0	0	.00	52.00	.00	52.00	.00	.00
3AUG09	0	0	.00	52.00	.00	52.00	.00	.00
7SEP09	0	0	.00	52.00	.00	52.00	.00	.00
5OCT09	0	0	.00	52.00	.00	52.00	.00	.00
2NOV09	0	0	.00	52.00	.00	52.00	.00	.00
7DEC09	0	0	.00	52.00	.00	52.00	.00	.00
4JAN10	0	0	.00	52.00	.00	52.00	.00	.00
1FEB10	0	0	.00	52.00	.00	52.00	.00	.00
1MAR10	0	0	.00	52.00	.00	52.00	.00	.00
5APR10	0	0	.00	52.00	.00	52.00	.00	.00
3MAY10	0	0	.00	52.00	.00	52.00	.00	.00
7JUN10	0	0	.00	52.00	.00	52.00	.00	.00
5JUL10	0	0	.00	52.00	.00	52.00	.00	.00
2AUG10	0	0	.00	52.00	.00	52.00	.00	.00
6SEP10	0	0	.00	52.00	.00	52.00	.00	.00
4OCT10	0	0	.00	52.00	.00	52.00	.00	.00
1NOV10	0	0	.00	52.00	.00	52.00	.00	.00
6DEC10	0	0	.00	52.00	.00	52.00	.00	.00
3JAN11	0	0	.00	52.00	.00	52.00	.00	.00
7FEB11	0	0	.00	52.00	.00	52.00	.00	.00
7MAR11	0	0	.00	52.00	.00	52.00	.00	.00
4APR11	0	0	.00	52.00	.00	52.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	ROADWAY - Roadway Construction Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	2.00	2.00	.00	.00	.00	.00
3JUL06	0	0	5.00	7.00	2.00	2.00	.00	.00
7AUG06	0	0	1.00	8.00	4.00	6.00	.00	.00
4SEP06	0	0	.00	8.00	2.00	8.00	.00	.00
2OCT06	0	0	.00	8.00	.00	8.00	.00	.00
6NOV06	0	0	.00	8.00	.00	8.00	.00	.00
4DEC06	0	0	.00	8.00	.00	8.00	.00	.00
1JAN07	0	0	.00	8.00	.00	8.00	.00	.00
5FEB07	0	0	.00	8.00	.00	8.00	.00	.00
5MAR07	0	0	.00	8.00	.00	8.00	.00	.00
2APR07	0	0	9.00	17.00	.00	8.00	.00	.00
7MAY07	0	0	8.00	25.00	.00	8.00	.00	.00
4JUN07	0	0	8.00	33.00	.00	8.00	.00	.00
2JUL07	0	0	8.00	41.00	4.00	12.00	.00	.00
6AUG07	0	0	1.00	42.00	4.00	16.00	.00	.00
3SEP07	0	0	.00	42.00	8.00	24.00	.00	.00
1OCT07	0	0	.00	42.00	10.00	34.00	.00	.00
5NOV07	0	0	.00	42.00	5.00	39.00	.00	.00
3DEC07	0	0	.00	42.00	3.00	42.00	.00	.00
7JAN08	0	0	.00	42.00	.00	42.00	.00	.00
4FEB08	0	0	.00	42.00	.00	42.00	.00	.00
3MAR08	0	0	.00	42.00	.00	42.00	.00	.00
7APR08	0	0	.00	42.00	.00	42.00	.00	.00
5MAY08	0	0	.00	42.00	.00	42.00	.00	.00
2JUN08	0	0	4.00	46.00	.00	42.00	.00	.00
7JUL08	0	0	4.00	50.00	.00	42.00	.00	.00
4AUG08	0	0	4.00	54.00	2.00	44.00	.00	.00
1SEP08	0	0	4.00	58.00	5.00	49.00	.00	.00
6OCT08	0	0	.00	58.00	4.00	53.00	.00	.00
3NOV08	0	0	.00	58.00	4.00	57.00	.00	.00
1DEC08	0	0	.00	58.00	1.00	58.00	.00	.00
5JAN09	0	0	.00	58.00	.00	58.00	.00	.00
2FEB09	0	0	.00	58.00	.00	58.00	.00	.00
2MAR09	0	0	.00	58.00	.00	58.00	.00	.00
6APR09	0	0	.00	58.00	.00	58.00	.00	.00
4MAY09	0	0	.00	58.00	.00	58.00	.00	.00
1JUN09	0	0	1.00	59.00	.00	58.00	.00	.00
6JUL09	0	0	4.00	63.00	.00	58.00	.00	.00
3AUG09	0	0	3.00	66.00	.00	58.00	.00	.00
7SEP09	0	0	.00	66.00	3.00	61.00	.00	.00
5OCT09	0	0	.00	66.00	4.00	65.00	.00	.00
2NOV09	0	0	.00	66.00	1.00	66.00	.00	.00
7DEC09	0	0	.00	66.00	.00	66.00	.00	.00
4JAN10	0	0	.00	66.00	.00	66.00	.00	.00
1FEB10	0	0	.00	66.00	.00	66.00	.00	.00
1MAR10	0	0	.00	66.00	.00	66.00	.00	.00
5APR10	0	0	.00	66.00	.00	66.00	.00	.00
3MAY10	0	0	.00	66.00	.00	66.00	.00	.00
7JUN10	0	0	.00	66.00	.00	66.00	.00	.00
5JUL10	0	0	.00	66.00	.00	66.00	.00	.00
2AUG10	0	0	.00	66.00	.00	66.00	.00	.00
6SEP10	0	0	.00	66.00	.00	66.00	.00	.00
4OCT10	0	0	.00	66.00	.00	66.00	.00	.00
1NOV10	0	0	.00	66.00	.00	66.00	.00	.00
6DEC10	0	0	.00	66.00	.00	66.00	.00	.00
3JAN11	0	0	.00	66.00	.00	66.00	.00	.00
7FEB11	0	0	.00	66.00	.00	66.00	.00	.00
7MAR11	0	0	.00	66.00	.00	66.00	.00	.00
4APR11	0	0	.00	66.00	.00	66.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	SEWER UT - Sewer Utility Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	1.00	1.00	.00	.00	.00	.00
3JUL06	0	0	5.00	6.00	.00	.00	.00	.00
7AUG06	0	0	7.00	13.00	.00	.00	.00	.00
4SEP06	0	0	8.00	21.00	4.00	4.00	.00	.00
2OCT06	0	0	9.00	30.00	10.00	14.00	.00	.00
6NOV06	0	0	4.00	34.00	8.00	22.00	.00	.00
4DEC06	0	0	4.00	38.00	8.00	30.00	.00	.00
1JAN07	0	0	2.00	40.00	8.00	38.00	.00	.00
5FEB07	0	0	.00	40.00	2.00	40.00	.00	.00
5MAR07	0	0	.00	40.00	.00	40.00	.00	.00
2APR07	0	0	.00	40.00	.00	40.00	.00	.00
7MAY07	0	0	.00	40.00	.00	40.00	.00	.00
4JUN07	0	0	.00	40.00	.00	40.00	.00	.00
2JUL07	0	0	.00	40.00	.00	40.00	.00	.00
6AUG07	0	0	.00	40.00	.00	40.00	.00	.00
3SEP07	0	0	.00	40.00	.00	40.00	.00	.00
1OCT07	0	0	.00	40.00	.00	40.00	.00	.00
5NOV07	0	0	.00	40.00	.00	40.00	.00	.00
3DEC07	0	0	.00	40.00	.00	40.00	.00	.00
7JAN08	0	0	.00	40.00	.00	40.00	.00	.00
4FEB08	0	0	.00	40.00	.00	40.00	.00	.00
3MAR08	0	0	.00	40.00	.00	40.00	.00	.00
7APR08	0	0	.00	40.00	.00	40.00	.00	.00
5MAY08	0	0	.00	40.00	.00	40.00	.00	.00
2JUN08	0	0	.00	40.00	.00	40.00	.00	.00
7JUL08	0	0	.00	40.00	.00	40.00	.00	.00
4AUG08	0	0	.00	40.00	.00	40.00	.00	.00
1SEP08	0	0	.00	40.00	.00	40.00	.00	.00
6OCT08	0	0	.00	40.00	.00	40.00	.00	.00
3NOV08	0	0	.00	40.00	.00	40.00	.00	.00
1DEC08	0	0	.00	40.00	.00	40.00	.00	.00
5JAN09	0	0	.00	40.00	.00	40.00	.00	.00
2FEB09	0	0	.00	40.00	.00	40.00	.00	.00
2MAR09	0	0	.00	40.00	.00	40.00	.00	.00
6APR09	0	0	.00	40.00	.00	40.00	.00	.00
4MAY09	0	0	.00	40.00	.00	40.00	.00	.00
1JUN09	0	0	.00	40.00	.00	40.00	.00	.00
6JUL09	0	0	.00	40.00	.00	40.00	.00	.00
3AUG09	0	0	.00	40.00	.00	40.00	.00	.00
7SEP09	0	0	.00	40.00	.00	40.00	.00	.00
5OCT09	0	0	.00	40.00	.00	40.00	.00	.00
2NOV09	0	0	.00	40.00	.00	40.00	.00	.00
7DEC09	0	0	.00	40.00	.00	40.00	.00	.00
4JAN10	0	0	.00	40.00	.00	40.00	.00	.00
1FEB10	0	0	.00	40.00	.00	40.00	.00	.00
1MAR10	0	0	.00	40.00	.00	40.00	.00	.00
5APR10	0	0	.00	40.00	.00	40.00	.00	.00
3MAY10	0	0	.00	40.00	.00	40.00	.00	.00
7JUN10	0	0	.00	40.00	.00	40.00	.00	.00
5JUL10	0	0	.00	40.00	.00	40.00	.00	.00
2AUG10	0	0	.00	40.00	.00	40.00	.00	.00
6SEP10	0	0	.00	40.00	.00	40.00	.00	.00
4OCT10	0	0	.00	40.00	.00	40.00	.00	.00
1NOV10	0	0	.00	40.00	.00	40.00	.00	.00
6DEC10	0	0	.00	40.00	.00	40.00	.00	.00
3JAN11	0	0	.00	40.00	.00	40.00	.00	.00
7FEB11	0	0	.00	40.00	.00	40.00	.00	.00
7MAR11	0	0	.00	40.00	.00	40.00	.00	.00
4APR11	0	0	.00	40.00	.00	40.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	SIGN	- Signing Crew			UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	.00	.00	.00	.00	.00	.00
1OCT07	0	0	.00	.00	.00	.00	.00	.00
5NOV07	0	0	.00	.00	.00	.00	.00	.00
3DEC07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
4FEB08	0	0	.00	.00	.00	.00	.00	.00
3MAR08	0	0	.00	.00	.00	.00	.00	.00
7APR08	0	0	.00	.00	.00	.00	.00	.00
5MAY08	0	0	.00	.00	.00	.00	.00	.00
2JUN08	0	0	.00	.00	.00	.00	.00	.00
7JUL08	0	0	.00	.00	.00	.00	.00	.00
4AUG08	0	0	.00	.00	.00	.00	.00	.00
1SEP08	0	0	.00	.00	.00	.00	.00	.00
6OCT08	0	0	.00	.00	.00	.00	.00	.00
3NOV08	0	0	.00	.00	.00	.00	.00	.00
1DEC08	0	0	.00	.00	.00	.00	.00	.00
5JAN09	0	0	.00	.00	.00	.00	.00	.00
2FEB09	0	0	.00	.00	.00	.00	.00	.00
2MAR09	0	0	.00	.00	.00	.00	.00	.00
6APR09	0	0	.00	.00	.00	.00	.00	.00
4MAY09	0	0	.00	.00	.00	.00	.00	.00
1JUN09	0	0	.00	.00	.00	.00	.00	.00
6JUL09	0	0	.00	.00	.00	.00	.00	.00
3AUG09	0	0	2.00	2.00	.00	.00	.00	.00
7SEP09	0	0	4.00	6.00	.00	.00	.00	.00
5OCT09	0	0	2.00	8.00	.00	.00	.00	.00
2NOV09	0	0	.00	8.00	.00	.00	.00	.00
7DEC09	0	0	.00	8.00	4.00	4.00	.00	.00
4JAN10	0	0	.00	8.00	4.00	8.00	.00	.00
1FEB10	0	0	.00	8.00	.00	8.00	.00	.00
1MAR10	0	0	.00	8.00	.00	8.00	.00	.00
5APR10	0	0	.00	8.00	.00	8.00	.00	.00
3MAY10	0	0	.00	8.00	.00	8.00	.00	.00
7JUN10	0	0	.00	8.00	.00	8.00	.00	.00
5JUL10	0	0	.00	8.00	.00	8.00	.00	.00
2AUG10	0	0	.00	8.00	.00	8.00	.00	.00
6SEP10	0	0	.00	8.00	.00	8.00	.00	.00
4OCT10	0	0	.00	8.00	.00	8.00	.00	.00
1NOV10	0	0	.00	8.00	.00	8.00	.00	.00
6DEC10	0	0	.00	8.00	.00	8.00	.00	.00
3JAN11	0	0	.00	8.00	.00	8.00	.00	.00
7FEB11	0	0	.00	8.00	.00	8.00	.00	.00
7MAR11	0	0	.00	8.00	.00	8.00	.00	.00
4APR11	0	0	.00	8.00	.00	8.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	STR EREC - Structural Erection Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	4.00	4.00	.00	.00	.00	.00
1OCT07	0	0	.00	4.00	.00	.00	.00	.00
5NOV07	0	0	.00	4.00	3.00	3.00	.00	.00
3DEC07	0	0	.00	4.00	1.00	4.00	.00	.00
7JAN08	0	0	.00	4.00	.00	4.00	.00	.00
4FEB08	0	0	.00	4.00	.00	4.00	.00	.00
3MAR08	0	0	.00	4.00	.00	4.00	.00	.00
7APR08	0	0	.00	4.00	.00	4.00	.00	.00
5MAY08	0	0	.00	4.00	.00	4.00	.00	.00
2JUN08	0	0	4.00	8.00	4.00	8.00	.00	.00
7JUL08	0	0	4.00	12.00	4.00	12.00	.00	.00
4AUG08	0	0	4.00	16.00	4.00	16.00	.00	.00
1SEP08	0	0	4.00	20.00	4.00	20.00	.00	.00
6OCT08	0	0	.00	20.00	.00	20.00	.00	.00
3NOV08	0	0	.00	20.00	.00	20.00	.00	.00
1DEC08	0	0	.00	20.00	.00	20.00	.00	.00
5JAN09	0	0	.00	20.00	.00	20.00	.00	.00
2FEB09	0	0	.00	20.00	.00	20.00	.00	.00
2MAR09	0	0	.00	20.00	.00	20.00	.00	.00
6APR09	0	0	.00	20.00	.00	20.00	.00	.00
4MAY09	0	0	.00	20.00	.00	20.00	.00	.00
1JUN09	0	0	.00	20.00	.00	20.00	.00	.00
6JUL09	0	0	.00	20.00	.00	20.00	.00	.00
3AUG09	0	0	.00	20.00	.00	20.00	.00	.00
7SEP09	0	0	.00	20.00	.00	20.00	.00	.00
5OCT09	0	0	.00	20.00	.00	20.00	.00	.00
2NOV09	0	0	.00	20.00	.00	20.00	.00	.00
7DEC09	0	0	.00	20.00	.00	20.00	.00	.00
4JAN10	0	0	.00	20.00	.00	20.00	.00	.00
1FEB10	0	0	.00	20.00	.00	20.00	.00	.00
1MAR10	0	0	.00	20.00	.00	20.00	.00	.00
5APR10	0	0	.00	20.00	.00	20.00	.00	.00
3MAY10	0	0	.00	20.00	.00	20.00	.00	.00
7JUN10	0	0	.00	20.00	.00	20.00	.00	.00
5JUL10	0	0	.00	20.00	.00	20.00	.00	.00
2AUG10	0	0	.00	20.00	.00	20.00	.00	.00
6SEP10	0	0	.00	20.00	.00	20.00	.00	.00
4OCT10	0	0	.00	20.00	.00	20.00	.00	.00
1NOV10	0	0	.00	20.00	.00	20.00	.00	.00
6DEC10	0	0	.00	20.00	.00	20.00	.00	.00
3JAN11	0	0	.00	20.00	.00	20.00	.00	.00
7FEB11	0	0	.00	20.00	.00	20.00	.00	.00
7MAR11	0	0	.00	20.00	.00	20.00	.00	.00
4APR11	0	0	.00	20.00	.00	20.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	STREET - Streetscape Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	.00	.00	.00	.00	.00	.00
1OCT07	0	0	.00	.00	.00	.00	.00	.00
5NOV07	0	0	.00	.00	.00	.00	.00	.00
3DEC07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
4FEB08	0	0	.00	.00	.00	.00	.00	.00
3MAR08	0	0	.00	.00	.00	.00	.00	.00
7APR08	0	0	.00	.00	.00	.00	.00	.00
5MAY08	0	0	.00	.00	.00	.00	.00	.00
2JUN08	0	0	.00	.00	.00	.00	.00	.00
7JUL08	0	0	.00	.00	.00	.00	.00	.00
4AUG08	0	0	.00	.00	.00	.00	.00	.00
1SEP08	0	0	.00	.00	.00	.00	.00	.00
6OCT08	0	0	.00	.00	.00	.00	.00	.00
3NOV08	0	0	.00	.00	.00	.00	.00	.00
1DEC08	0	0	.00	.00	.00	.00	.00	.00
5JAN09	0	0	.00	.00	.00	.00	.00	.00
2FEB09	0	0	.00	.00	.00	.00	.00	.00
2MAR09	0	0	.00	.00	.00	.00	.00	.00
6APR09	0	0	.00	.00	.00	.00	.00	.00
4MAY09	0	0	.00	.00	.00	.00	.00	.00
1JUN09	0	0	.00	.00	.00	.00	.00	.00
6JUL09	0	0	.00	.00	.00	.00	.00	.00
3AUG09	0	0	4.00	4.00	.00	.00	.00	.00
7SEP09	0	0	4.00	8.00	.00	.00	.00	.00
5OCT09	0	0	2.00	10.00	.00	.00	.00	.00
2NOV09	0	0	.00	10.00	2.00	2.00	.00	.00
7DEC09	0	0	.00	10.00	4.00	6.00	.00	.00
4JAN10	0	0	.00	10.00	4.00	10.00	.00	.00
1FEB10	0	0	.00	10.00	.00	10.00	.00	.00
1MAR10	0	0	.00	10.00	.00	10.00	.00	.00
5APR10	0	0	.00	10.00	.00	10.00	.00	.00
3MAY10	0	0	.00	10.00	.00	10.00	.00	.00
7JUN10	0	0	.00	10.00	.00	10.00	.00	.00
5JUL10	0	0	.00	10.00	.00	10.00	.00	.00
2AUG10	0	0	.00	10.00	.00	10.00	.00	.00
6SEP10	0	0	.00	10.00	.00	10.00	.00	.00
4OCT10	0	0	.00	10.00	.00	10.00	.00	.00
1NOV10	0	0	.00	10.00	.00	10.00	.00	.00
6DEC10	0	0	.00	10.00	.00	10.00	.00	.00
3JAN11	0	0	.00	10.00	.00	10.00	.00	.00
7FEB11	0	0	.00	10.00	.00	10.00	.00	.00
7MAR11	0	0	.00	10.00	.00	10.00	.00	.00
4APR11	0	0	.00	10.00	.00	10.00	.00	.00

HNTB Corporation | PRIMAVERA PROJECT PLANNER | San Diego International Airport

REPORT DATE 20FEB06 17:10 RUN NO. 201 | TABULAR RESOURCE REPORT-MONTHLY | START DATE 14NOV05 FIN DATE 31JA

Tabular Resource Use - Monthly | DATA DATE 30JAN06 PAGE NO.

PERIOD BEGINNING	AVAILABLE NORMAL	AVAILABLE MAXIMUM	EARLY SCHEDULE USAGE	EARLY SCHEDULE CUMULATIVE	LATE SCHEDULE USAGE	LATE SCHEDULE CUMULATIVE	TARGET 1 SCHEDULE USAGE	TARGET 1 SCHEDULE CUMULATIVE
	STRUCTUR - Structural Crew				UNIT OF MEASURE = CREW		TARGET = EARLY	
2JAN06	0	0	.00	.00	.00	.00	.00	.00
DATA DATE								
6FEB06	0	0	.00	.00	.00	.00	.00	.00
6MAR06	0	0	.00	.00	.00	.00	.00	.00
3APR06	0	0	.00	.00	.00	.00	.00	.00
1MAY06	0	0	.00	.00	.00	.00	.00	.00
5JUN06	0	0	.00	.00	.00	.00	.00	.00
3JUL06	0	0	.00	.00	.00	.00	.00	.00
7AUG06	0	0	.00	.00	.00	.00	.00	.00
4SEP06	0	0	.00	.00	.00	.00	.00	.00
2OCT06	0	0	.00	.00	.00	.00	.00	.00
6NOV06	0	0	.00	.00	.00	.00	.00	.00
4DEC06	0	0	.00	.00	.00	.00	.00	.00
1JAN07	0	0	.00	.00	.00	.00	.00	.00
5FEB07	0	0	.00	.00	.00	.00	.00	.00
5MAR07	0	0	.00	.00	.00	.00	.00	.00
2APR07	0	0	.00	.00	.00	.00	.00	.00
7MAY07	0	0	.00	.00	.00	.00	.00	.00
4JUN07	0	0	.00	.00	.00	.00	.00	.00
2JUL07	0	0	.00	.00	.00	.00	.00	.00
6AUG07	0	0	.00	.00	.00	.00	.00	.00
3SEP07	0	0	.00	.00	.00	.00	.00	.00
1OCT07	0	0	.00	.00	.00	.00	.00	.00
5NOV07	0	0	.00	.00	.00	.00	.00	.00
3DEC07	0	0	.00	.00	.00	.00	.00	.00
7JAN08	0	0	.00	.00	.00	.00	.00	.00
4FEB08	0	0	.00	.00	.00	.00	.00	.00
3MAR08	0	0	.00	.00	.00	.00	.00	.00
7APR08	0	0	.00	.00	.00	.00	.00	.00
5MAY08	0	0	.00	.00	.00	.00	.00	.00
2JUN08	0	0	.00	.00	.00	.00	.00	.00
7JUL08	0	0	.00	.00	.00	.00	.00	.00
4AUG08	0	0	1.00	1.00	.00	.00	.00	.00
1SEP08	0	0	5.00	6.00	.00	.00	.00	.00
6OCT08	0	0	4.00	10.00	.00	.00	.00	.00
3NOV08	0	0	4.00	14.00	3.00	3.00	.00	.00
1DEC08	0	0	5.00	19.00	5.00	8.00	.00	.00
5JAN09	0	0	7.00	26.00	4.00	12.00	.00	.00
2FEB09	0	0	8.00	34.00	4.00	16.00	.00	.00
2MAR09	0	0	10.00	44.00	5.00	21.00	.00	.00
6APR09	0	0	8.00	52.00	4.00	25.00	.00	.00
4MAY09	0	0	8.00	60.00	5.00	30.00	.00	.00
1JUN09	0	0	8.00	68.00	10.00	40.00	.00	.00
6JUL09	0	0	.00	68.00	8.00	48.00	.00	.00
3AUG09	0	0	.00	68.00	10.00	58.00	.00	.00
7SEP09	0	0	.00	68.00	5.00	63.00	.00	.00
5OCT09	0	0	.00	68.00	4.00	67.00	.00	.00
2NOV09	0	0	.00	68.00	1.00	68.00	.00	.00
7DEC09	0	0	.00	68.00	.00	68.00	.00	.00
4JAN10	0	0	.00	68.00	.00	68.00	.00	.00
1FEB10	0	0	.00	68.00	.00	68.00	.00	.00
1MAR10	0	0	.00	68.00	.00	68.00	.00	.00
5APR10	0	0	.00	68.00	.00	68.00	.00	.00
3MAY10	0	0	.00	68.00	.00	68.00	.00	.00
7JUN10	0	0	.00	68.00	.00	68.00	.00	.00
5JUL10	0	0	.00	68.00	.00	68.00	.00	.00
2AUG10	0	0	.00	68.00	.00	68.00	.00	.00
6SEP10	0	0	.00	68.00	.00	68.00	.00	.00
4OCT10	0	0	.00	68.00	.00	68.00	.00	.00
1NOV10	0	0	.00	68.00	.00	68.00	.00	.00
6DEC10	0	0	.00	68.00	.00	68.00	.00	.00
3JAN11	0	0	.00	68.00	.00	68.00	.00	.00
7FEB11	0	0	.00	68.00	.00	68.00	.00	.00
7MAR11	0	0	.00	68.00	.00	68.00	.00	.00
4APR11	0	0	.00	68.00	.00	68.00	.00	.00

To File

From William B. Arnhart

Subject Work Breakdown Structure

Date December 2005

INTEROFFICE CORRESPONDENCE

1. San Diego International Airport Program Study
   - 1.01. Overall Program
   - 1.02. Southern Project
     - 1.02.01. Enabling Projects:
       - 1.02.01.01. Site Remediation Package
       - 1.02.01.02. McCain Interchange Improvement Package
       - 1.02.01.03. Airside Utility Relocation Package
       - 1.02.01.04. Relocation of USO and Offices
       - 1.02.01.05. Temporary Parking and Roadways
       - 1.02.01.06. Relocation of FAA facilities emergency generator
       - 1.02.01.07. Concessions Distribution Center relocation
       - 1.02.01.08. System Testing Facility
       - 1.02.01.09. Tenant Relocations
     - 1.02.02. Airside Construction
       - 1.02.02.01. Airfield Construction Site Preparation and Rough
       - 1.02.02.02. Hydrant Fueling System
       - 1.02.02.03. Apron Paving Package
       - 1.02.02.04. Fencing and Security package
     - 1.02.03. Terminal Construction
       - 1.02.03.01. Site Preparation Package
       - 1.02.03.02. Terminal Foundation and Ramp Control Package
       - 1.02.03.03. Terminal Structural Package
       - 1.02.03.04. Terminal Shell Package
       - 1.02.03.05. Terminal Interior Package
       - 1.02.03.06. Terminal Pedestrian Bridges
       - 1.02.03.07. Mechanical Systems Package
       - 1.02.03.08. Baggage Handling System

- 1.02.03.09. Jet Bridges
- 1.02.04. Landside Construction
  - 1.02.04.01. Demolition of the Baggage Handling Bldg and Ped
  - 1.02.04.02. Site Preparation
  - 1.02.04.03. Parking Garage
  - 1.02.04.04. Elevated Roadways
  - 1.02.04.05. Civil Roadway Project
  - 1.02.04.06. New Surface Parking Lot / Ground Transportation
  - 1.02.04.07. Streetscape and Landscape Package
  - 1.02.04.08. Signage Package
- 1.03. North Projects
  - 1.03.01. Enabling Projects
    - 1.03.01.01. Site Remediation
    - 1.03.01.02. Utility Relocation
  - 1.03.02. Ground Transportation
    - 1.03.02.01. Ground Transportation
  - 1.03.03. Airport Support
    - 1.03.03.01. Site Preparation
    - 1.03.03.02. Hydrant Fuel & Misc. Utilities
    - 1.03.03.03. Building Foundation
    - 1.03.03.04. General Aviation Building
    - 1.03.03.05. Apron Paving
    - 1.03.03.06. Access Road
    - 1.03.03.07. Demolition/Remediation
  - 1.03.04. Airfield Paving

To File

From William Arnhart

Subject Remediation Package

WBS Number 1.02.01.01

Date November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
The site was originally used by the United States Navy during World War II as a navel base for wartime operations and it was the accepted procedure to dig trenches, fill the trenches with household refuse, burn the refuse, and then to cover it with a cap material of earth. Since that time we have discovered that this procedure is not environmentally sensitive and as such it will be necessary to remediate the site, prior to any construction.

The preliminary geotechnical information shows that there is approximately 150,000 cubic yards of trash remediation and 30,000 cubic yards of ash remediation to be performed. This remediation material is located under a cap material of useable material. Following the removal of the unusable material the contractor will obtain borrow material to bring the site back to rough grade. The work will be performed utilizing the

Schedule elements:

Design

The design of the remediation site is comprised of the preparation of minimal plans and specifications. The plans will need to identify the limits of the construction, the acceptable haul routes, and the maintenance of traffic plans. This design process is assumed to take 12 weeks.

Bid and Award

The bid and award of the remediation work is considered to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.

Construction

For the remediation effort it is assumed that the contractor will employ the following crew:

Foreman	Pick-up Truck
4- Laborers	Hand Tools
4 Operators	2 Loaders
	2 Backhoes

This crew will work 6 days a week, 12 hours a day. It is assumed that they will be able to load 16 CY per 5 minutes. The backfill operation is assumed to handle 3,000 CY. Utilizing these production rates the removal of remediation material will take 13 weeks and the backfill operation will take 10 weeks. Using a 50% overlap feature the work is assumed to 22 weeks.

Timing of the Operation:

It is believed that the remediation effort should be timed to follow the utility relocation. By performing the utility relocation prior to the remediation we are removing the risk of a utility conflict or issue.

To	From
File	William Arnhart
	Subject
	McCain Interchange Renovation
	WBS Number 1.02.01.02
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
In order to avoid delays in material delivery and added congestion at the airport, it was decided that the interchange at McCain Boulevard and Harbor Drive be reconstructed. The reconstruction will provide an at grade signalized interchange which will allow construction vehicles to turn both left and right onto Harbor drive. This effort is minimal and provides a significant savings in both time and efficiency of the operation.

Schedule elements:
Design
The design of the interchange renovation will involve preparing plans and specifications in accordance with CALTRANS and San Diego Transportation guidelines. The site will need to be surveyed to ascertain the current geometric configuration and then a determination of the ultimate condition. The design process is assumed to be three months. This design process is assumed to take 12 Weeks.
Bid and Award
The bid and award of the interchange renovation is considered to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the interchange work it is assumed that the contractor will employ the following crews:

- Roadway Construction Crew

1 – Foreman	Pick-up Truck
3- Laborers	Hand Tools
1 Operators	Backhoe
2 Carpenters	Compressor

- Electrical Crew

2 - Electricians	Bucket Truck

- Asphalt Crew

1 - Foreman	2 - Pick-up Truck
3- Laborers	Steel Wheel Roller
2 - Operators	Pneumatic Wheel Roller
Asphalt Paver	8 – Dump Trucks
2- Low Boys	

It is assumed that the Roadway crew will take 8 weeks to complete the project. The paving crew will only be at the project for one week as will the electrical crew.

Timing of the Operation:

It is believed that the intersection renovation should be performed as soon as possible.

To	From
File	William Arnhart
	Subject
	Airside Utility Relocation
	WBS Number 1.02.01.03
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
Prior to the Site remediation, there are several buried utilities which will need to be relocated. Among these utilities are a 10-inch high pressure gas line, an electric duct bank, and a 10 foot sewer. For this project we are assuming that the new utilities will be relocated into a utility corridor 2,600 linear feet in length. Other miscellaneous utilities such as phone and cable may be included in this package.

Schedule elements:
Design
It is assumed that the utility companies will prepare design plans for their own utility relocations. In order to reduce project risk it is further assumed that the authority will designate a utility corridor that should be used. The designation of the utility corridor is assumed to take 4 weeks with the utility companies taking 26 weeks to prepare the documents, for an overall total of 30 weeks.
Bid and Award
It is assumed that the utility company will utilize existing contracts to have this work performed thereby eliminating the need for the bid and award process.
Construction
For the utility work it is assumed that the following crew will be used:

- Gas Line Relocation

1 - Foreman	2 -Pick-up Truck
3- Welders	Hand Tools
3 – Laborers	Backhoe
1 - Operator	Welder

- Storm Sewer Relocation

1 – Foreman	2 – Pick-up Trucks
1- Operators	1 - Backhoes
4 – Laborers	Hand tools

- Electrical Duct Bank

1 - Foreman	2 - Pick-up Truck
3 - Laborers	Backhoe
1 - Operators	Hand tools
2 - Electricians	

It is assumed that all of the relocations will take approximately 2,600 linear feet and that production will be 120 linear feet per week for a total of 22 weeks. It is further assumed that all of the relocations will be concurrent with all crews at the site.

Timing of the Operation:
It is believed that the utility relocations should begin as soon as possible. The successor activity to this is the site remediation work.

To

File

From

William Arnhart

Subject

Relocation of USO and Offices

WBS Number 1.02.01.04

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:

At this time the USO and some of the authority's offices are located in a building that is on the site where the future parking garage is located. It will be necessary to relocate these tenants prior to the demolition of the structure for the construction of the parking garage.

Schedule elements:

Design

There is minimal design to be performed. The major components will be first to determine where to move the office and USO to and second prepare the office layout plans. The designation of where to move the offices and USO to is assumed to take 4 weeks with the interior design group taking 4 weeks to complete the plans for a total of 8 weeks.

Bid and Award

It is assumed that the authority will utilize existing contracts to have this work performed thereby eliminating the need for the bid and award process.

Construction

For the relocation work it is assumed that the following crew will be used:

- Construction of new office space

  1 - Foreman — 2 -Pick-up Truck
  2 - Carpenters — Hand Tools
  2 - Laborers

- Relocation team

  1 – Foreman/Driver — 1 - Truck
  3 – Laborers — Hand tools

It is assumed that the construction of the new office space will take 4 weeks and the moving of the staff will take one week, for a total of 5 weeks.

Timing of the Operation:
It is believed that the relocation effort should be completed as late as possible without affecting the start of the garage.

To

From

William Arnhart

Subject

Temporary Parking and Roadways

WBS Number 1.02.01.05

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
Once the remediation effort has been completed this package will provide an asphaltic surface parking lot to be constructed. This parking lot will provide surface parking for the duration of time it will take to construct the new cast-in-place parking garage. In addition to the construction of the surface parking lot it will be necessary to construct new temporary roadways and maintain a busing operation.

Schedule elements:

Design

The design documents for the temporary roadway and parking are assumed to be straight forward and uncomplicated. It is assumed that the parking area will not have any drainage except for a trunk system along the perimeter. The site is assumed to be balanced and no additional fill or surplus will be encountered. The design plans are assumed to take 8 weeks to create.

Bid and Award

The bid and award of the temporary parking and roadways is assumed to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.

Construction

For the temporary roadway and parking it is assumed that the following crew will be used:

- Roadway Crew

  1 - Foreman 2 -Pick-up Truck
  2 – Laborers 1 – Grade all
  3 – Operators 1 Steel Wheel Compactor

- Drainage Crew

  1 – Foreman 2 – Pick-up Trucks
  1- Operators 1 - Backhoes
  4 – Laborers Hand tools

- Asphalt Crew

1 - Foreman	2 - Pick-up Truck
3- Laborers	Steel Wheel Roller
2 - Operators	Pneumatic Wheel Roller
Asphalt Paver	8 – Dump Trucks
2- Low Boys	

It is assumed that the Roadway crew will take 16 weeks to complete the project. The Drainage crew will be 8 weeks and the asphalt crew will be 2 weeks.

Timing of the Operation:

The construction of the temporary parking should begin as soon as the site remediation is complete. The successor activity to this is the construction of the garage.

To	From
File	William Arnhart
	Subject
	Relocation of FAA Facilities Emergency Generator
	WBS Number 1.02.01.06
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
In order to clear the site of impediments, during the relocation of the utilities in the remediation area, the Authority will also relocate the FAA facilities emergency generator.

Schedule elements:
Design
There is minimal design to be performed. The major components will be first to determine where to move the generator to and how to run the lines. This design is anticipated to take 4 weeks.
Bid and Award
It is assumed that the authority will utilize existing contracts to have this work performed thereby eliminating the need for the bid and award process.
Construction
For the relocation work it is assumed that the following crew will be used:

- Relocation team

1 – Foreman/Driver	1 - Truck
3 – Laborers	Hand tools
2 - Electricians	Fork lift

It is assumed that the relocation of the FAA generator will take 4 weeks. This installation will be followed by 8 weeks of testing and one week for removal of the existing generator for a total of 13 weeks.

Timing of the Operation:
It is believed that the relocation effort should be completed as soon as possible. The successor activity is the construction of the temporary parking lot.

To

File

From

William Arnhart

Subject

Relocation of Concession Distribution

WBS Number 1.02.01.07

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:

At the present time the concessions distribution center is located within the project limits. It will be necessary to relocate this center away from the project limits

Schedule elements:

Design

There is minimal design to be performed. The major components will be first to determine where to move the concessions distribution center and second prepare the layout plans. The designation of where to move the concessions distribution center to is assumed to take 4 weeks with the interior design group taking 4 weeks to complete the plans, for a total of 8 weeks.

Bid and Award

It is assumed that the authority will utilize existing contracts to have this work performed thereby eliminating the need for the bid and award process.

Construction

For the relocation work it is assumed that the following crew will be used:

- Construction of new office space

  1 - Foreman — 2 -Pick-up Truck
  2 - Carpenters — Hand Tools
  2 - Laborers

- Relocation team

  1 – Foreman/Driver — 1 - Truck
  3 – Laborers — Hand tools

It is assumed that the construction of the new space will take 4 weeks and the moving of the staff will take one week.

Timing of the Operation:
It is believed that the relocation effort should be performed early in the project to remove the risk of potential impact to future work. The successor activity to this is the terminal construction.

To	From
File	William Arnhart
	Subject
	System Testing Facility
	WBS Number 1.02.01.08
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
As the program is under construction the Authority requests that a location be established for their IT personal. This facility is assumed to be an office within the existing facility.

Schedule elements:
Design
There is minimal design to be performed. The major components will be first to determine where to house the system testing facility and second prepare the layout plans. The designation of where to build the testing facility is assumed to take 4 weeks with the interior design group taking 4 weeks to complete the plans for a total of 8 weeks.
Bid and Award
It is assumed that the authority will utilize existing contracts to have this work performed thereby eliminating the need for the bid and award process.
Construction
For the relocation work it is assumed that the following crew will be used:

- Construction of new office space

1 - Foreman	2 -Pick-up Truck
2 - Carpenters	Hand Tools
2 - Laborers	

It is assumed that the construction of the new space will take 4 weeks.

Timing of the Operation:
This work should be coordinated so that the facility is available when the terminal construction begins.

To

File

From

William Arnhart

Subject

Airport Tenant Relocation

WBS Number 1.02.01.09

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
In this endeavor there is a need to relocate some of the airport tenants. This package will combine the procurement of temporary facilities, tenant relocation plans, tenant improvement plans, and construction.

Schedule elements:

Design

There is minimal design to be performed. The major components will be first to determine where to move the tenants to and second prepare the layout plans. The designation of where to move the tenants to is assumed to take one month with the interior design group taking 4 weeks to complete the plans.

Bid and Award

It is assumed that the authority will utilize existing contracts to have this work performed thereby eliminating the need for the bid and award process.

Construction

For the relocation work it is assumed that the following crew will be used:

- Construction of new space

  1 - Foreman — 2 -Pick-up Truck
  2 - Carpenters — Hand Tools
  2 - Laborers

- Relocation team

  1 – Foreman/Driver — 1 - Truck
  3 – Laborers — Hand tools

It is assumed that the construction of the new space will take 12 weeks and the moving of the staff will take 1 week.

Timing of the Operation:
It is believed that the relocation effort should be timed to be completed prior to the start of the construction of the terminal.

To

File

From

William Arnhart

Subject

Airfield Construction Site Preparation and Rough Grade

WBS Number 1.02.02.01

Date

November 15, 2005

INTEROFFICE CORRESPONDENCE

Project Overview:

The area that will become the apron paving will be used temporarily to park vehicular traffic on while the garage is being constructed. In order to restore the site it will be necessary to demolish the asphalt surface parking lot and grade the site back to grade. In addition to this earth package, preliminary utility packages will be accomplished including:

Wash Rack

A wash rack for vehicles is being included in the airside construction plans at this time. This wash rack is being proposed to be constructed as a separate contract from the apron paving.

Drainage, Oil Water separator, and Tritulator Package

This package will be performed concurrent with the site restoration. It contains the underground utilities for the airside construction. This package has been broken out from the apron paving package since it is a different trade performing the work.

Underground Utility Feeds

This package will be performed concurrent with the site restoration. It contains the underground utility feeds for the airside construction. This package has been broken out from the apron paving package since it is a different trade performing the work.

Airside Utilities Package

This package will be performed concurrent with the site restoration. It contains the utility conduits required for the airside construction, such as the lighting and communications. This package has been broken out from the apron paving package since it is a different trade performing the work.

Foundation Utilities at RON
This package will be performed concurrent with the site restoration. It contains the underground utility for the RON parking positions. This package has been broken out from the apron paving package since it is a different trade performing the work.

Ground Power and PCA
This package will be performed concurrent with the site restoration. It contains the power utility conduits for the ground power at the gates and PCA. This package has been broken out from the apron paving package since it is a different trade performing the work.

Schedule elements:

Design

The design of the airfield utilities will require a significant effort from the design team. The overall design effort for a conformed set of plans is assumed to be 26 weeks.

Bid and Award

The bid and award of the interchange renovation is considered to be a procurement that will require the participation of the Board. This bid and award process is assumed to take 8 weeks.

Construction

For the relocation work it is assumed that the following crew will be used:

- Grading Crew

Foreman	Pick-up Truck
4- Laborers	Hand Tools
4 Operators	2 Loaders
	2 Backhoes

- Drainage Crew

1 – Foreman	2 – Pick-up Trucks
1- Operators	1 - Backhoes
4 – Laborers	Hand tools

- Electrical Crew

1 - Foreman	2 - Pick-up Truck
3- Laborers	Backhoe
1 - Operators	Hand tools
2 - Electricians	

It is assumed that the site preparation package will take 30 weeks. The grading crew will be on site for the 30 weeks, and all others will be on site for 16 weeks.

Timing of the Operation:

This Utility work should begin at the completion of the Garage. The successor activity is the apron paving.

To

File

From

William Arnhart

Subject

Hydrant Fueling System

WBS Number 1.02.02.02

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
At this time the San Diego International Airport does not have a hydrant fueling system in place; however the technical committee has requested that this initial concept study include tasks for this work. The proposed system would run from the fuel storage tanks to the new gates.

Schedule elements:
Design
The design of the airfield utilities will require a significant effort from the design team. The overall design effort for a conformed set of plans is assumed to be 26 weeks.
Bid and Award
The bid and award of the interchange renovation is considered to be a procurement that will require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the relocation work it is assumed that the following crew will be used:

- Hydrant Crew

1 - Foreman	2 -Pick-up Truck
3- Welders	Hand Tools
3 – Laborers	Backhoe
1 - Operator	Welder

It is assumed that the Hydrant Fueling System Package will take 24 weeks.

Timing of the Operation:
The Hydrant Fueling System should begin following the Parking Garage Construction and be completed prior to the Apron Paving Package.

To	From
File	William Arnhart
	Subject
	Apron Paving Package
	WBS Number 1.02.02.03
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
One of the needs at the San Diego Airport is additional Apron for RON parking along with the associated apron paving required for the terminal expansion. The apron paving package will contain the apron paving to within the last joint prior to the terminal building. The terminal construction contractor will perform the building tie in work.

Schedule elements:
Design
The design of the Apron Paving Package will involve preparing plans and specifications. The design process is assumed to be 26 weeks.
Bid and Award
The bid and award of the interchange renovation is considered to be a procurement that will require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the apron paving it is assumed that the following crew will be used:

- Paving Crew

Foreman	3 -Pick-up Trucks
9 – Operators	1 – Pavers
6 – Finishers	2 – belt Placers
8- Laborers	1 – cure Rig
3 Gang drills	3 compressors
1 water truck	2 one ton flatbeds
2 Walk Behind Saws	

The area to be paved is approximately 50,000 square yards. The production rate for the apron paving is 300 cubic yards per hour. Assuming an apron thickness of 18", the paving operation will take 17 weeks. Adding time for fine grade and miscellaneous activities the Apron Paving is assumed to take 26 weeks.

Timing of the Operation:

This project can begin following the site prep package and the hydrant fueling package. It needs to be completed prior to the jet bridge installation.

To	From
File	William Arnhart
	Subject
	Fencing and Security Package
	WBS Number 1.02.02.04
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
This package will follow the apron package and will contain the final airside access security and fencing for the project. Up until this point the construction at the airside has been in an unsecured area.

Schedule elements:
Design
The design of the Fencing and security system will require the approval of TSA and other governing agencies. Given this condition it is assumed that he design process will take 26 weeks.
Bid and Award
The bid and award of the remediation work is considered to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the fencing and security work it is assumed that the contractor will employ the following crew:

Foreman	Pick-up Truck
4- Laborers	Hand Tools
2 Carpenters	Auger
2 - electricians	

The fencing and security system is assumed to take 12 weeks.

Timing of the Operation:
The installation of the fencing should begin following the airport paving and terminal shell construction is completed. It will be succeeded by the commission activity.

To File

From William Arnhart

Subject Site Preparation Package

WBS Number 1.02.03.01

Date November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
This is the initial project for the construction. This package is to bring the site to rough grade and provide underground utilities and utility feeds.

Schedule elements:
Design
The design documents for the site preparation package are assumed to be straight forward and uncomplicated. It is assumed that the site is in balance. The design plans are assumed to take 8 weeks to create.
Bid and Award
The bid and award of the site preparation package is assumed to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the site preparation package it is assumed that the following crew will be used:

- Grading Crew

1 – Foreman	1 – Bulldozer
2 – Laborers	1 – Grader
3 – Operators	1 – Steel Wheel Compactor
	2 – Pickup Trucks

It is assumed that the site preparation crew will take 16 weeks to complete the project.

Timing of the Operation:
The site preparation package should begin as soon as the site remediation is complete.

To

File

From

William Arnhart

Subject

Terminal Foundation and Ramp Control Package

WBS Number 1.02.03.02

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:

The terminal foundation package will involve the excavation of the foundation and construction of foundations for the terminal construction.

Schedule elements:

Design

The design documents for the terminal foundation package are assumed to be straight forward and uncomplicated. The design plans are assumed to take 26 weeks to create.

Bid and Award

The bid and award of the terminal foundation package is assumed to be a procurement that will require the participation of the Board. This bid and award process is assumed to take 8 weeks.

Construction

For the terminal foundation package it is assumed that the following crew will be used:

- Foundation Crew

1 – Foreman	1 – Crane
4 – Pile Drivers	1 – Pile Hammer
2 – Equipment Operators	1 – Air Compressor
1 – Equipment Oiler	2 – Pickup Trucks
1 - Backhoe	

It is assumed that the terminal foundation crew will take 16 weeks to perform their work.

Timing of the Operation:

The terminal foundation package should begin as soon as the site preparation package is completed is complete and is followed by the terminal shell construction.

To

File

From

William Arnhart

Subject

Structural Package

WBS Number 1.02.03.03

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
This project is to design and procure the long lead structural component of the project. The purpose of this package is to fabricate and deliver the materials for installation under the shell package.

Schedule elements:

Design

The design documents will identify the column locations and provide details for the erection of the structural package. The structural package is bid separately for fabrication and delivery to the project.
The design plans are assumed to take 16 weeks to create.

Bid and Award

The bid and award of the baggage handling system is assumed to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.

Fabrication

It is assumed that the fabrication of the structure will take 26 weeks.

Timing of the Operation:
The delivery of the fabricated sections will tie into the beginning of the shell construction.

To File

From William Arnhart

Subject Terminal Shell Package

WBS Number 1.02.03.04

Date November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
The terminal shell package are all of the components, curtain wall, floor slabs, roof and the like required to provide the closed in area required for the interior finishes to begin. In this package we will also install the structural members from the structural package.

Schedule elements:
Design
The design documents for the terminal shell package are assumed to take 36 weeks to create.
Bid and Award
The bid and award of the terminal shell package is assumed to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the terminal shell package it is assumed that the following crew will be used:

- Exterior Building Crew

1 – Foreman	2 – Cement Finishers
5 – Carpenters	1 – Equipment Operator
4 – Laborers	1 – Equipment Oiler
4 – Rodmen	1 – Crane
1 – Concrete Pump	1 – Gas Engine Vibrator

- Structural Erection Crew

1 – Foreman	1 – Crane
8 – Iron Workers	1 – Generator
2 – Equipment Operator	1 – Air Compressor
1 – Equipment Oiler	2 – Pickup Trucks
2 Laborers	1 – Welder

It is assumed that the terminal shell crew will begin 4 weeks after the structural crew and take 20 weeks to complete the project. The structural crew will take four months, yielding a total construction duration of 24 weeks.

Timing of the Operation:

The terminal shell package should begin once the Terminal foundation Package has achieved 50% complete and is succeeded at the 50% mark by the interior finish package.

To	From
File	William Arnhart
	Subject
	Terminal Interior Package
	WBS Number 1.02.03.05
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
The terminal interior package will be the architectural finishes for the walls, floors and ceilings. This package will begin half way through the shell package in order to maintain the fast track philosophy.

Schedule elements:
Design
The design documents for the terminal interior package are assumed to take 32 weeks to create.
Bid and Award
The bid and award of the terminal interior package is assumed to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the terminal interior package it is assumed that the following crew will be used:

- Interior Crew

1 – Foreman	3 – Electricians
8 – Carpenters	8 – Drywall / acoustic Installers
8 – Laborers	2 – Pickup trucks
Hand tools	2 – Generators
1 - Forklift	2 - Man Lift

It is assumed that the terminal interior crew will take 62 weeks to complete the project.

Timing of the Operation:
The terminal interior package should begin at the 50% completion of the shell package and be succeeded by the commissioning of the facility.

To File

From William Arnhart

Subject Terminal Pedestrian Bridges Package

WBS Number 1.02.03.06

Date November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
There will be two pedestrian bridges located between the new parking garage and the terminal. At this time it is assumed that they will be integrated into the terminal package and not the garage package.

Schedule elements:

Design

The design documents for the pedestrian bridges are assumed to take 24 weeks to create.

Bid and Award

The bid and award of the pedestrian bridges package is assumed to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.

Construction

For the terminal pedestrian bridges package it is assumed that the following crew will be used:

- Structural Crew

1 – Foreman	1 – Electricians
6 – Carpenters	2 – Drywall Installers
4 – Laborers	2 – Pickup trucks
1 – Crane	2 – Generators
1 - Operator	Hand tools

It is assumed that the pedestrian bridges crew will take 24 weeks to complete the project.

Timing of the Operation:
The pedestrian bridges should be phased to end with the parking garage.

To

File

From

William Arnhart

Subject

Mechanical Systems Package

WBS Number 1.02.03.07

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
This package will be the procurement and placement of the long lead mechanical systems such as chillers. The erection work will be concurrent with the completion of the last half of the shell package.

Schedule elements:
Design
The design documents for the mechanical systems are assumed to take 24 weeks to create.
Bid and Award
The bid and award of the mechanical systems package is assumed to be a procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the mechanical systems package it is assumed that the following crew will be used:

- Mechanical systems crew

1 - Foreman	1 -Pick-up Truck
3 – Mechanics	1 – Crane
3 – Laborers	1 - Generator
1 - Operator	Hand tools

It is assumed that the mechanical systems crew will take two months to complete the project, with 16 weeks required to procure the material.

Timing of the Operation:
The construction of the mechanical systems should begin in time that it finishes with the ending of the Shell Construction.

To

File

From

William Arnhart

Subject

Baggage Handling System

WBS Number 1.02.03.08

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
The program will need to have a baggage handling system component. This system is assumed to be a design-build component. The baggage handling system will run under the new pedestrian bridges to allow for curbside check in at the garage.

Schedule elements:

Design

The design documents for the baggage handling system are assumed to take 24 weeks to create.

Bid and Award

The bid and award of the baggage handling system is assumed to be a procurement that will require the participation of the Board. This bid and award process is assumed to take 8 weeks.

Construction

For the baggage handling system it is assumed that the following crew will be used:

- Baggage handling Crew

  1 – foreman 1 – pick-up
  8 – Millwright 2 – Forklifts

It is assumed that the baggage handling system crew will take 16 weeks to complete the project.

Timing of the Operation:
The construction of the baggage handling system should begin with the interior finish package. The successor to this activity will be the commission of the program.

To

File

From

William Arnhart

Subject

Jet Bridges

WBS Number 1.02.03.09

Date

November 15, 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
This package will address the procurement and erection of the jet bridges at the new terminal. The jet bridges have been broken out due to the long lead time required for their procurement.

Schedule elements:
Design
The design documents for the jet bridges 12 weeks to create.
Bid and Award
The bid and award of the jet bridges is assumed to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the jet bridges package it is assumed that the following crew will be used:

- Jet Bridge Crew

1 - Foreman	1 - Pick-up Truck
5 - Ironworkers	Low Boy Trailer
1 - Operators	Crane
	Generator

It is assumed that the jet bridges will take 6 months to fabricate and 4 weeks to install.

Timing of the Operation:
The construction of the jet bridges should be phased to complete with the interior finish package. The successor activity to this activity is the commissioning of the program.

To

File

From

William Arnhart

Subject

Demolition of BHS and Pedestrian Bridge

WBS Number 1.02.04.01

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:

At the present time there is a building located in the project limits of the garage. It will be necessary to demolish both the building and a pedestrian bridge. The pedestrian bridge will need to be removed in two phases in order to minimize impact to the traveling public; further this operation should be considered for night shift work.

Schedule elements:

Design

The creation of the plans for the demolition of the BHS and pedestrian bridge is assumed to take 16 weeks.

Bid and Award

The bid and award of the demolition is considered to be a procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.

Construction

For the demolition project it is assumed that the contractor will employ the following crew:

Foreman	2 -Pick-up Truck
2– carpenters	Crane
6 – Laborers	2 - Loader
2 – Operators	8 – Dump Trucks

The demolition Construction is assumed to take 16 weeks.

Timing of the Operation:

The Demolition of the BHS and USO can begin as soon as the USO and offices are relocated and the Temporary parking is completed. The Work should be done at night to minimize impacts on airport operations. The successor activity to this is the garage construction.

To File

From William Arnhart

Subject Landside Site Preparation

WBS Number 1.02.04.02

Date November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
This is the initial project for the construction. This package is to bring the site to rough grade and provide underground utilities and utility feeds.

Schedule elements:
Design
The creation of the plans for the landside site preparation is assumed to take 12 weeks.
Bid and Award
The bid and award of the site preparation contractor is considered to be a procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the site preparation package it is assumed that the contractor will employ the following crew:

- Grading Crew

Foreman	Pick-up Truck
4- Laborers	Hand Tools
4 Operators	2 Loaders
	2 Backhoes

- Utility Crew

1 – Foreman	2 – Pick-up Trucks
1- Operators	1 - Backhoes
4 – Laborers	Hand tools

It is assumed that the site preparation will take 12 weeks to complete.

Timing of the Operation:
The site preparation package should begin as soon as the demolition of the BHS and pedestrian bridge is completed. The successor activity will be the construction of the Garage.

To

File

From

William Arnhart

Subject

Parking Garage

WBS Number 1.02.04.03

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
This package will be to construct a cast in place parking structure at least two stories high. The parking garage is to have curbside check in on the upper level. The overall garage is being designed to take the place of the current surface parking in front of the terminal.

Schedule elements:
Design
The design of the garage will require the preparation of plans and specifications. The plans will need to identify the limits of the construction, the acceptable haul routes, and the maintenance of traffic plans. This design process is assumed to take 24 weeks.
Bid and Award
The bid and award of the garage is considered to be a procurement that will require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the garage construction project it is assumed that the contractor will employ the following crew:

Foreman	2 -Pick-up Truck
8 – carpenters	Air Compressor
8 – Laborers	2 -Tower Crane
4 – Rod Busters	2 – Operators

The Construction is assumed to take 62 weeks with 2 weeks on either side for mobilizations.

Timing of the Operation:
The garage should begin as early as possible, however it is constrained by the construction of the temporary roadways and parking and the demolition of the USO and BHS building. The completion of the garage, new roadways, and new elevated roadways signals the beginning of the apron paving work.

To File

From William Arnhart

Subject Elevated Roadways

WBS Number 1.02.04.04

Date November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
This package will contain the design and construction for the elevated roadway (bridge structures) to take vehicular traffic from the surface to the first level of the new garage.

Schedule elements:
Design
The design of the Elevated Structures will require the preparation of plans and specifications. The plans will need to identify the limits of the construction, the acceptable haul routes, and the maintenance of traffic plans. This design process is assumed to take 32 weeks.
Bid and Award
The bid and award of the garage is considered to be a procurement that will require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the garage construction project it is assumed that the contractor will employ the following crew:

Foreman	2 -Pick-up Truck
6 – carpenters	Air Compressor
6 – Laborers	Generator
4 – Rod Busters	Crane
1 – Operator	Hammer and Leads

The Construction is assumed to take 42 weeks with 2 weeks on either side for mobilizations.

Timing of the Operation:
The Elevated roadway can begin as early as possible, however it is constrained by the construction of the temporary roadways and parking and the demolition of the Pedestrian Bridge. The completion of the garage, new roadways, and new elevated roadways signals the beginning of the apron paving work.

To	From
File	William Arnhart
	Subject
	Civil Roadway Project
	WBS Number 1.02.04.05
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
This package is for the modification of the existing roadways surrounding the new garage and facility. It is anticipated that the drainage construction package will be part of the civil plans.

Schedule elements:
Design
The creation of the plans for the civil roadway construction in accordance with CALTRANS and San Diego specifications is assumed to take 40 weeks.
Bid and Award
The bid and award of the civil roadway is considered to be a procurement that will require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the civil roadway it is assumed that the contractor will employ the following crew:

- Roadway Construction Crew

1 - Foreman	Pick-up Truck
3- Laborers	Hand Tools
1 Operators	Backhoe
2 Carpenters	Compressor

- Asphalt Crew

1 - Foreman	2 - Pick-up Truck
3- Laborers	Steel Wheel Roller
2 - Operators	Pneumatic Wheel Roller
Asphalt Paver	8 – Dump Trucks
2- Low Boys	

It is assumed that the Roadway crew will take 44 weeks to complete the project. The paving crew will only be at the project for 2 weeks.

Timing of the Operation:

The Demolition of the BHS and USO can begin as soon as the USO and offices are relocated and the Temporary parking is completed. The Work should be done at night to minimize impacts on airport operations. The successor activity to this is the garage construction.

To

File

From

William Arnhart

Subject

Surface Parking Lot

WBS Number 1.02.04.05

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:

In the turnaround of the new highway plans there is an option to add a new surface parking area. This parking lot is being kept separate from the roadway project since it may or may not be part of the program. At this time the area of the surface parking lot is being considered for the area of the new ground transportation area. The ground transportation will utilize the loop ramp for the loading and unloading passengers.

Schedule elements:

Design

The design documents for the surface parking and ground transportation area are assumed to be straight forward and uncomplicated. It is assumed that the parking area will not have any drainage except for a trunk system along the perimeter. The site is assumed to be balanced and no additional fill or surplus will be encountered. The design plans are assumed to take 12 weeks to create.

Bid and Award

The bid and award of the temporary parking and roadways is assumed to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.

Construction

For the temporary roadway and parking it is assumed that the following crew will be used:

- Roadway Crew

  1 - Foreman 2 -Pick-up Truck
  2 – Laborers 1 – Grade all
  3 – Operators 1 Steel Wheel Compactor

- Drainage Crew

  1 – Foreman 2 – Pick-up Trucks
  1- Operators 1 - Backhoes
  4 – Laborers Hand tools

- Asphalt Crew

1 - Foreman	2 - Pick-up Truck
3- Laborers	Steel Wheel Roller
2 - Operators	Pneumatic Wheel Roller
Asphalt Paver	8 – Dump Trucks
2- Low Boys	

It is assumed that the Roadway crew will take 8 weeks to complete the project. The Drainage crew will be 4 weeks and the asphalt crew will be 2 weeks.

Timing of the Operation:

The construction of the surface lot can be done as soon as the temporary roadway and relocated surface parking are completed. The successor activity will be the commissioning of the project.

To	From
File	William Arnhart
	Subject
	Streetscape and Landscape
	WBS Number 1.02.04.07
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
At the end of this project a package is anticipated that will provide for the overall architectural vision for the terminal, garage, roadways, and bridges.

Schedule elements:
Design
The creation of the plans for the streetscape and Landscape is assumed to take 20 weeks.
Bid and Award
The bid and award of the civil roadway is considered to be a procurement that will require the participation of the Board. This bid and award process is assumed to take 16 weeks.
Construction
For the Landscaping it is assumed that the contractor will employ the following crew:

- Streetscape Crew

1 - Foreman	Pick-up Truck
3- Laborers	Hand Tools
2 Carpenters	Compressor

- Landscape Crew

1 - Foreman	Pick-up Truck
3- Laborers	Hand tools

It is assumed that the Landscape and Streetscape will take 8 weeks to complete.

Timing of the Operation:
The landscape and streetscape package should be concurrent with the commissioning of the program.

To File

From William Arnhart

Subject Signing Package

WBS Number 1.02.04.08

Date November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
This is the package for the complete landside signing for the terminal and associated roadways.
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Schedule elements:
Design
The creation of the plans for the signing is assumed to take 20 weeks.
Bid and Award
The bid and award of the signing is considered to be a procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the signing it is assumed that the contractor will employ the following crew:

- Signing Crew

1 - Foreman	Boom Truck
3- Laborers	Hand tools

It is assumed that the singing will take 8 weeks to complete.

Timing of the Operation:
The signing package should be concurrent with the commissioning of the program.

To File

From William Arnhart

Subject North Remediation Package

WBS Number 1.03.01.01

Date November 14, 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
Investigation of the site indicates that there is existing sub-grade foundations remaining in situ from previous constructions along with areas of contaminated soils to contend with. This package will be to remove the foundations left in place and remediate the site of the contaminated soils. Following the removal of the unusable material the contractor will obtain borrow material to bring the site back to rough grade.

Schedule elements:

Design

The design of the remediation site is assumed to take 12 weeks.

Bib and Award

The bid and award of the remediation work is considered to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.

Construction

For the remediation effort it is assumed that the contractor will employ the following crew:

Foreman	Pick-up Truck
4- Laborers	Hand Tools
4 Operators	2 Loaders
	2 Backhoes

This work is assumed to take 22 weeks.

Timing of the Operation:
It is believed that the remediation effort should be timed to follow the utility relocation. By performing the utility relocation prior to the remediation we are removing the risk of a utility conflict or issue.

To	From
File	William Arnhart
	Subject
	North Airside Utility Relocation
	WBS 1.03.01.02
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
Prior to the Site remediation, there are utilities which will need to be relocated. For this project we are assuming that the new utilities will be relocated into a utility corridor 2,600 linear feet in length. Other miscellaneous utilities such as phone and cable may be included in this package.

Schedule elements:
Design
It is assumed that the utility companies will prepare design plans for their own utility relocations. In order to reduce project risk it is further assumed that the authority will designate a utility corridor that should be used. The designation of the utility corridor is assumed to take 4 weeks with the utility companies taking 16 weeks to prepare the documents.
Bid and Award
It is assumed that the utility company will utilize existing contracts to have this work performed thereby eliminating the need for the bid and award process.
Construction
For the utility work it is assumed that the work will be similar to the work on the south side. Therefore the following crews will be used:

- Gas Line Relocation

1 - Foreman	2 -Pick-up Truck
3- Welders	Hand Tools
3 – Laborers	Backhoe
1 - Operator	Welder

- Storm Sewer Relocation

1 – Foreman	2 – Pick-up Trucks
1- Operators	1 - Backhoes
4 – Laborers	Hand tools

- Electrical Duct Bank

1 - Foreman	2 - Pick-up Truck
3- Laborers	Backhoe
1 - Operators	Hand tools
2 - Electricians	

It is assumed that all of the relocations will take approximately 2,600 linear feet and that production will be 120 linear feet per week for a total of 18 weeks. It is further assumed that all of the relocations will be concurrent with all crews at the site.

Timing of the Operation:
It is believed that the utility relocations should begin as soon as possible. The successor activity to this is the site remediation work.

To	From
File	William Arnhart
	Subject
	North Ground Transportation
	WBS 1.03.02.01
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
This package is to construct a new surface parking lot for the airport. The new lot will need to be phased into to different phases. The contractor will be able to rough grade, construct utilities, place asphalt pavement, strip, and erect the revenue structures on one-half of the site at a time. As the first site is completed parking will move onto it and the second half will be constructed.

Schedule elements:

Design

The design documents are assumed to take 15 weeks to create.

Bid and Award

The bid and award of the parking lot is assumed to be a procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.

Construction

The assumed construction sequence is to rough grade and place utilities for the first 4 weeks, two weeks after the start of rough grade, fine grading and preparing the site for asphalt will occur for 6 weeks. Asphalt will take 1 week concurrent with 1 week for energizing the lights, erecting the toll gates etc. We are assuming a 1 week flipping of the parking and then the second half taking the same amount of time. The following crews will be used:

- Roadway Crew

1 - Foreman	2 -Pick-up Truck
2 – Laborers	1 – Grade all
3 – Operators	1 Steel Wheel Compactor
	1 - Loader

- Drainage Crew

1 – Foreman	2 – Pick-up Trucks
1- Operators	1 - Backhoes
4 – Laborers	Hand tools

- Asphalt Crew

1 - Foreman	2 - Pick-up Truck
3- Laborers	Steel Wheel Roller
2 - Operators	Pneumatic Wheel Roller
Asphalt Paver	8 – Dump Trucks
2- Low Boys	

Total construction time is 18 weeks with each phase broken down in the following manner:

Phase 1	Phase 2
Rough Grade – 4 weeks	Rough Grade – 4 weeks
Fine Grade – 6 weeks	Fine Grade – 6 weeks
Erecting Toll Gates – 1 week	Erecting Toll Gates – 1 week
Asphalt – 1 week	Asphalt – 1 week

Timing of the Operation:

The construction of the temporary parking should begin as soon as the site remediation is complete. The successor activity to this is Program Complete.

To

File

From

William Arnhart

Subject

Northern Project Site Preparation

WBS Number 1.03.03.01

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
This is the initial project for the construction. This package is to bring the site to rough grade and provide underground utilities and utility feeds.

Schedule elements:

Design

The creation of the plans for the landside site preparation is assumed to take 8 weeks.

Bid and Award

The bid and award of the site preparation contractor is considered to be a procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.

Construction

For the site preparation package it is assumed that the contractor will employ the following crew:

- Grading Crew

Foreman	Pick-up Truck
4- Laborers	Hand Tools
4 Operators	2 Loaders
	2 Backhoes

- Utility Crew

1 – Foreman	2 – Pick-up Trucks
1- Operators	1 - Backhoes
4 – Laborers	Hand tools

It is assumed that the site preparation will take 8 weeks to complete.

Timing of the Operation:

The site preparation package should begin as soon as the site remediation package has completed. The successor activity will be the Fuel Hydrant System construction.

To

File

From

William Arnhart

Subject

Northern Hydrant Fueling System

WBS Number 1.03.03.02

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
At this time the San Diego International Airport does not have a hydrant fueling system in place; however the technical committee has requested that this initial concept study include tasks for this work. The proposed system would run from the fuel storage tanks to the new general aviation building.

Schedule elements:
Design
The design of the airfield utilities will require a significant effort from the design team. The overall design effort for a conformed set of plans is assumed to be 24 weeks.
Bid and Award
The bid and award of the interchange renovation is considered to be a procurement that will require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the relocation work it is assumed that the following crew will be used:

- Hydrant Crew

1 - Foreman	2 -Pick-up Truck
3- Welders	Hand Tools
3 – Laborers	Backhoe
1 - Operator	Welder
Jack and boar	

It is assumed that the Northern Hydrant Fueling System will take 0 weeks.

Timing of the Operation:
The Hydrant fuel system should begin following the site preparation package and be completed prior to the building foundation work.

To File

From William Arnhart

Subject General Aviation Foundation Package

WBS Number 1.03.03.03

Date November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
The northern foundation package will involve the excavation of the foundation and construction of foundations for the new general aviation building.

Schedule elements:
Design
The design documents for the northern foundation package are assumed to be straightforward and uncomplicated. The design plans are assumed to take 12 weeks to create.
Bid and Award
The bid and award of the terminal foundation package is assumed to be a procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the terminal foundation package it is assumed that the following crew will be used:

- Foundation Crew

1 – Foreman	1 – Crane
4 – Pile Drivers	1 – Pile Hammer
2 – Equipment Operators	1 – Air Compressor
1 – Equipment Oiler	2 – Pickup Trucks
1 - Backhoe	

It is assumed that the terminal foundation crew will take 12 weeks to perform their work.

Timing of the Operation:
The terminal foundation package should begin as soon as the fuel hydrant line is completed and is succeeded by the construction of the General Aviation Building.

To File

From William Arnhart

Subject General Aviation Building

WBS Number 1.03.03.04

Date November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
The General Aviation building is assumed to be a metal prefabricated structure that requires minimal interior work to complete. The scope of the work will be to erect the structural members, construct the shell and complete the interior package.

Schedule elements:
Design
The design documents for the general aviation building are assumed to take 16 weeks to create.
Bid and Award
The bid and award of the terminal shell package is assumed to be a minor procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the terminal shell package it is assumed that the following crew will be used:

- Structural Erection Crew

1 – Foreman	1 – Crane
8 – Iron Workers	1 – Generator
2 – Equipment Operator	1 – Air Compressor
1 – Equipment Oiler	2 – Pickup Trucks
2 Laborers	1 – Welder

- Exterior Building Crew

1 – Foreman	2 – Cement Finishers
5 – Carpenters	1 – Equipment Operator
4 – Laborers	1 – Equipment Oiler
4 – Rodmen	1 – Crane
1 – Concrete Pump	1 – Gas Engine Vibrator

- Interior Crew

1 – Foreman	3 – Electricians
8 – Carpenters	8 – Drywall / acoustic Installers
8 – Laborers	2 – Pickup trucks
Hand tools	2 – Generators
1 - Forklift	2 - Man Lift

It is assumed that the structural erection crew will take 3 weeks to perform there work. Two weeks following the start of the structural work, the exterior building crew will begin and they will complete in 16 weeks. The interior crew will be on site 15 weeks into the project and be completed in 5 weeks. The total construction duration is assumed to be 20 weeks.

Timing of the Operation:

The General Aviation Building will begin once the General Aviation Building foundation Package is complete and will be succeeded by the access road construction and apron paving.

To	From
File	William Arnhart
	Subject
	Northern Apron Paving Package
	WBS Number 1.03.03.05
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
One of the needs at the San Diego Airport is additional Apron paving for the new general aviation building.

Schedule elements:
Design
The design of the Apron Paving Package will involve preparing plans and specifications. The design process is assumed to be 8 weeks.
Bid and Award
The bid and award of the interchange renovation is considered to be a procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the apron paving it is assumed that the following crew will be used:

- Paving crew

Foreman	3 -Pick-up Trucks
9 – Operators	1 – Paver
6 – Finishers	2 – belt Placers
8- Laborers	1 – cure Rig
3 Gang drills	3 compressors
1 water truck	2 one ton flatbeds
2 Walk Behind Saws	

Construction is assumed to take 20 weeks.

Timing of the Operation:
This project is assumed to begin at the completion of the General Aviation Building and be performed concurrent to the access road construction. The successor to this work will be the demolition and remediation effort at the existing general aviation building.

To File

From William Arnhart

Subject General Aviation Access Road

WBS Number 1.03.03.06

Date November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
This package is to construct the access road to the new general aviation building. It is anticipated that the drainage construction package will be part of the civil plans.

Schedule elements:
Design
The creation of the plans for the access roadway construction in accordance with CALTRANS and San Diego specifications is assumed to take 8 weeks.
Bid and Award
The bid and award of the civil roadway is considered to be a procurement that will not require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the civil roadway it is assumed that the contractor will employ the following crew:

- Roadway Construction Crew

1 - Foreman	Pick-up Truck
3- Laborers	Hand Tools
1 Operators	Backhoe
2 Carpenters	Compressor

- Paving crew

Foreman	3 -Pick-up Trucks
9 – Operators	1 – Paver
6 – Finishers	2 – belt Placers
8- Laborers	1 – cure Rig
3 Gang drills	3 compressors

1 water truck	2 one ton flatbeds
2 Walk Behind Saws	

It is assumed that the Roadway crew will take 16 weeks to complete the project. The paving crew will only be at the project for 4 weeks. Total construction duration is assumed to be 16 weeks.

Timing of the Operation:

This project is assumed to begin at the completion of the General Aviation Building and be performed concurrent to the apron paving. The successor to this work will be the demolition and remediation effort at the existing general aviation building.

To

File

From

William Arnhart

Subject

Demo and Remediation of GA

WBS Number 1.03.03.07

Date

November 2005

INTEROFFICE CORRESPONDENCE

Project Overview:
Once the new general aviation building is in completed the existing general aviation building can be demolished and the site renovated. It is believed that there may be a leaking underground storage tank (LUST site) in the remediation area.

Schedule elements:
Design
The creation of the plans for the demolition and remediation is assumed to take 12 weeks.
Bid and Award
The bid and award of the demolition is considered to be a procurement that will not require the participation of the Board. The bid and award process is assumed to take 8 weeks.
Construction
For the demolition it is assumed that the contractor will employ the following crew:

1 - Foreman	2 - Pick-up Trucks
6- Laborers	1- Crane
2 Operators	2 – Loader
2 Carpenters	8 – Dump Trucks

For the demolition it is assumed that the contractor will employ the following crew:

Foreman	Pick-Up Truck
4 – Laborers	Hand Tools
4 – Operators	2 – Loaders
	2 – Backhoes

The demolition is assumed to take 1 month and the remediation crew will take 8 weeks.

Timing of the Operation:
The demolition of the general aviation building can begin at the completion of the apron paving and the access road at the new general aviation facility. The successor activity will be the commissioning of the program.

To	From
File	William Arnhart
	Subject
	Taxiway Paving
	WBS Number 1.03.04
	Date
INTEROFFICE CORRESPONDENCE	November 2005

Project Overview:
One of the needs at the San Diego Airport is additional Apron for RON parking along with reconstruction of Taxiway C and associated new taxiways.

Schedule elements:
Design
The design of the Apron Paving Package will involve preparing plans and specifications. The design process is assumed to be 24 weeks.
Bid and Award
The bid and award of the interchange renovation is considered to be a procurement that will require the participation of the Board. This bid and award process is assumed to take 8 weeks.
Construction
For the apron paving it is assumed that the following crew will be used:

- Paving crew

Foreman	3 -Pick-up Trucks
9 – Operators	1 – Paver
6 – Finishers	2 – belt Placers
8- Laborers	1 – cure Rig
3 Gang drills	3 compressors
1 water truck	2 one ton flatbeds
2 Walk Behind Saws	

The Taxiway paving will be a three phase operation that will take a total of 36 weeks (12 weeks per phase).

Timing of the Operation:
This project can begin following the site remediation and hydrant fueling package. The successor is the commissioning of the program.

APPENDIX F

Historic Architectural Survey Report

HISTORIC ARCHITECTURAL SURVEY REPORT: SAN DIEGO INTERNATIONAL AIRPORT MASTER PLAN

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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDIX

1. PROJECT DESCRIPTION

The San Diego County Regional Airport Authority, a local/regional governmental entity of the State of California, is preparing an Environmental Impact Report (EIR) for the following Proposed Action at the San Diego International Airport (SDIA). SDIA is located in the western portion of the City of San Diego, California (Figure 1). The project area comprises approximately 700 acres and is bounded generally on the south by Harbor Drive and West Laurel Street, on the west by McCain and Neville Roads at the former Naval Training Center (NTC), on the north by the Marine Corps Recruit Depot (MCRD), and on the east by Pacific Highway (Figures 2 and 3).

The project to be evaluated in the EIR consists of two key components: the Airport Land Use Plan and the implementation of specific projects contained in the Airport Master Plan, called the Airport Implementation Plan. Together these make up the Proposed Project (Preferred Alternative). The EIR also addresses the East Terminal Alternative and alternatives eliminated from further consideration. The project elements are described in detail in the Airport Master Plan EIR.

This report addresses airport history and historic architectural resources within the Airport Master Plan project area, identifying significance of the resources, potential impacts, and suggested mitigation measures.

2. RESEARCH METHODS

Prior to undertaking field studies, the National Register of Historic Place's database, the California Inventory of Historic Resources, and California Historical Landmarks were reviewed through a record search obtained from the South Coastal Information Center at San Diego State University to determine the presence of previously identified resources within the study area. In addition, a historic survey report of the former Teledyne-Ryan Aeronautical Complex was provided by the San Diego County Regional Airport Authority. Research was conducted at the archives of the San Diego Aerospace Museum and the San Diego Historical Society, to prepare a historical overview that would identify important themes and contexts against which to evaluate buildings and structures located in the study area. These included: (1) early airport development, (2) development of the airline industry, (3) development of the aircraft manufacturing industry at Lindbergh Field, and (4) contributions of Lindbergh Field aircraft manufacturers to World War II and the early Cold War.

3. HISTORICAL OVERVIEW

3.1 Introduction

In the late 1920s Lindbergh Field rose out of the muck of San Diego Bay to become the City's municipal airport. By the mid 1930s it had developed into a major center of the nation's aircraft industry, an important destination for several commercial airlines, and had been designated San Diego International Airport. During World War II aircraft manufacturers there played a significant role in defense production. In the late 1940s and early 1950s some felt that the airport's days were numbered and that it could never grow to accommodate jet age air traffic. However, Lindbergh Field has continued to develop and in 2004 experienced almost 300 daily passenger and cargo airline departures. This highly successful facility did not just occur as the result of chance and happenstance. It took decades of planning, effort, money, and labor to establish the airport and keep it functioning in the face of the ever-increasing demands of the airline and aircraft industries. The story of Lindbergh Field is one of constant innovation. Its early founders were extremely farsighted and capable in both their desire to create an airport and their ability to make it grow from the mudflats of San Diego Bay. Later airport managers have been just as successful in overcoming the dire predictions of the early 1950s that the airport could never expand sufficiently to accommodate jet age air traffic.

3.2 San Diego's Aviation History

During the first three decades of the twentieth century, aviation became firmly established in San Diego and a significant focal point of the city's activities and reputation. One of the earliest pioneering events in the industry's history – the first controlled wing flight – was accomplished by John J. Montgomery, who flew his glider from a hill at La Punta, near the mouth of the Otay River on August 9, 1883 (Macaulay 1928).

North Island became an early important location for military aviation. In 1911, only 8 years after the Wright Brothers' first successful powered airplane flight, Glenn Curtiss established an aviation school there, and began to train Navy pilots. The following year the Army founded an air base

and the first year round military aviation school on North Island at Rockwell Field (Figure 4) (Macaulay 1928; Moore 1960). In establishing Rockwell Field, a War Department study concluded, “The terrain in the vicinity of San Diego Bay California fulfills the foregoing conditions (for aviation school) better than any other section of the United States . . . as far as weather and air conditions are concerned. The rail and water connections at San Diego are ample. The country in the vicinity of San Diego shows terrain of every description from level to mountainous, and possesses characteristics that can be found in no other part of the country” (Macaulay 1928).

The creation of military air bases made aviation a permanent feature of the region during the industry’s formative pioneering years. As a consequence, early aviators established many world records. Such events as the first loop-the-loop, the first use of radio in a plane, the first night flight, the first aerial bombing experiments, the first use of planes to locate schools of fish, and the first successful in-flight refuelings were performed in San Diego. A partial list of these San Diego aviation firsts is provided on Table 1. In addition, Army and Navy pilots between 1916 and 1928 established 42 world aviation records in speed, altitude, distance, and duration (Port District 1991; Lindbergh Reception Program 1927).

Table 1. Aviation Firsts in San Diego: 1911-1928

First aerial bomb experiment by Riley T. Scott
First night flight by Major T.C. Macaulay
First loop-the-loop by Lincoln Beachey 1912
First airmail express to be carried between Los Angeles and San Diego by the U.S. Navy
First refueling in flight by Smith and Richter
First aero-squadron in the United States
First trans-continental squadron flight started and ended at San Diego
First non-stop flight across the continent, made by Kelley and Macready, ended at San Diego
First around the world flight departed and ended at San Diego
First seaplane flight in the United States was at San Diego
First ship to shore flight
First use of radio in an airplane
First use of an airplane to locate schools of fish
First air photos made by Major H.A. “Jimmie” Erickson, January 10, 1911
First daily scheduled air passenger service on the West Coast between Los Angeles and San Diego by Ryan Airlines (Port District 1991; Lindbergh Reception Program 1927)

By 1928 the Army and Navy had invested 5,500,000 dollars in the air bases at North Island (Macaulay 1928). The high profile attained by aviation in the local community during these years resulted in an awareness of the potential future of the industry by the inhabitants of the region. Civic leaders quickly began to describe the citizenry of the County as “air wise” or “air minded” and “alert to the future of aviation.” San Diego became the first U.S. city to establish a Municipal Board of Air Control in 1926 and was also first to issue a complete set of air ordinances (Macaulay 1928).

Civilian aviation also flourished in the County during these decades and ultimately led to the establishment of Lindbergh Field in 1928. In 1922, T. Claude Ryan, who had learned to fly in the Army, began giving airplane rides and flying instructions in an Army surplus Curtis “Jennie” biplane, from a small airstrip at the foot of Broadway. A year later he moved to a field at Dutch Flats – on the salt flats along the east side of Barnett Avenue, across from the newly established Marine Base (Figure 5). The field soon became known as the Ryan Airport, and became the focal point for Ryan’s expanding aeronautical enterprises, which included a flying school, flying service, and airplane manufacturing company. In 1925 Ryan began the nation’s first year-round daily scheduled airline from this field when he began to offer passenger service between San Diego and Los Angeles (Campbell 1927).

Use of the airport exploded as civilian aviation came of age during the late 1920s. Other companies began to use Ryan’s field to operate air services. The B.F. Mahoney Aircraft Corporation, Midway School of Aviation, and Rombough School of Flying also offered flight training and did a thriving passenger business from the Barnett airstrip by 1928 (Macaulay 1928). Commercial airlines that used the field included TAT-Maddux, Pickwick, and Western Air Express. In 1929, 4,755 planes and over 20,000 passengers arrived or departed from the Dutch Flats airfield (Leiser 2000: 146-17). Within a few years, the majority of these activities would move to the City’s newly established municipal airport at Lindbergh Field.

3.3 Establishment of Lindbergh Field

While T. Claude Ryan developed his Dutch Flats airfield, the air minded city fathers took action to make aviation a major force in the future of San Diego through establishment of a municipal airport. One of the major motivations behind this effort was the belief that a modern airport would attract aircraft manufacturers to the city and provide industrial jobs. In the mid-1920s the Chamber of Commerce began to promote San Diego as the “Air Capitol of the West.” Development of Lindbergh Field would be the central effort in this campaign.

Recognizing the promise and opportunity of commercial aviation, the San Diego Chamber of Commerce appointed an aviation committee to study the role the industry could play in the community's future. Soon after its establishment the committee realized that in order to maintain a leadership role in aviation, which had been achieved through establishment of the military air bases on North Island, San Diego must have an adequate municipal airport. Major T.C. Macaulay, Col. Harry Graham, commanding officer of Rockwell Field, and Captain S.H.R. Doyle, commander of North Island Naval Air Station, were appointed to study possible locations. They wanted a place that would combine facilities for the operation of land and seaplanes, and be as near to the city as possible. They chose an area at the north end of San Diego Bay on City-owned tidelands, lying west of Atlantic Street (now Pacific Highway), between Laurel Street on the south and Vine Street and the Marine Base on the north. At the same time John Nolan, a renowned urban planner from Boston, had been employed by the City Council to create a comprehensive metropolitan plan and zoning system. He incorporated the location of the municipal airport recommended by the Aviation Committee into his plan, which was adopted by the City Council on March 8, 1926 (Boone 1928).

In September 1926, the Federal Government issued the first draft of the Department of Commerce Air Regulations. It was realized that the City-owned tidelands did not contain enough area to meet government requirements. Negotiations were made with the Navy to make a portion of the immediately adjacent Marine Corps property available. This was the first of several times that the Navy would be asked to offer portions of the Marine Corps-owned tidelands for the airport's expansion. George H. Prudden, aeronautical engineer for the Chamber of Commerce, then made a detailed study and drew up specific plans for a municipal airport that would comply with Department of Commerce Air Regulations to achieve a "Triple A" rating (Boone 1928).

The airport area would consist of 287 acres – 105 of which belonged to the City and 182 to the Marine Corps. This would provide a landing circle of 3,000 feet and an additional take-off space of 4,250 feet, giving a total runway distance of 7,240 feet in the direction of the prevailing winds. On the bay adjacent to the landing area there would be a hydro basin for sea planes: 12,400 feet long, 3,400 feet wide, and 6 feet deep (Boone 1928; Development Plan 1926; Macaulay 1928).

The location was only 1.4 miles from the main post office, four minutes by auto from the main business district, and one mile from the municipal piers. Its close proximity to the city has been one of the airport's major strengths since its inception. The total cost would be approximately $1,806,000. The first unit, which included all the airport land owned by the City, would be $650,000 (Boone 1928; Development Plan 1926; Macaulay 1928).

The site was also conveniently located for aircraft manufacturers. Several, including the B.F. Mahoney Aircraft Corporation, Prudden - San Diego Airplane Company, Russell Parachute Company, and Ryan Aeronautical Corporation were already located nearby. The main line of the Santa Fe Railway paralleled the airfield site on its east side with spur tracks already extending into a proposed aircraft manufacturing area. As previously stated, one of the main purposes in establishing Lindbergh Field was to support industry manufacturers already in the area and attract others to San Diego (Boone 1928; Development Plan 1926; Macaulay 1928).

San Diego airplane manufacturers at this time were receiving national recognition as the builders of Charles Lindbergh's Spirit of St. Louis – the plane in which he made the first solo flight from New York to Paris in May 1927. The Mahoney Aircraft Corporation had built the plane. Franklin Mahoney had learned to fly at Ryan's Barnett Avenue Field and had gone into business with Ryan. They manufactured the Ryan M-1 Monoplane, which as a result of design changes later became known as the Ryan M-2, Ryan Brougham, and Mahoney Monoplane (Figure 6). In November 1926, Ryan sold all his interest in the company to Mahoney and established the Ryan Aeronautical Corporation for the sale and manufacture of aircraft engines. A short time later he reentered the aircraft manufacturing market (Campbell 1927).

The Spirit of St. Louis was in actuality a modified Ryan Monoplane. Charles Lindbergh had come to know these craft while working as an airmail pilot en route between St. Louis and Chicago, and asked the Mahoney Company if they could build a plane for him capable of flying non-stop from New York to Paris. Lindbergh came to San Diego to help design and test the craft. On May 10, 1927 he left Ryan's private landing strip at Dutch Flats for New York in the Spirit of St Louis. On May 20, he took off from Roosevelt Field, near New York City, to complete his 1,000 mile, 33 1/2 hour solo flight to Paris (Campbell 1927; *San Diego Union* 6-13-1927, 3-3-1936). No single aviator, before or since, captured the public's interest and fascination like Charles Lindbergh. Overnight he became a national hero. For four weeks after his flight he was front-page news on almost every paper in the world. With the origins of his achievement having such strong ties to San Diego, to name the newly planned municipal airport in his honor seemed obvious and was never questioned (*San Diego Union* 6-13-1927).

In November 1927, San Diego residents were asked to vote on a $650,000 bond issue to construct the first unit of Lindbergh Field. The area set aside was actually a vast mud flat covered by water during high tides. The airport would have to be reclaimed by dredging material from the bay and raising the tidelands above sea level. The major portion of the expense, $525,000, would be used to remove 2,500,000 cubic yards of mud from San Diego Bay to deposit

on the airport site. This would also make a turning basin, which would allow the Navy's newest aircraft carriers – the Lexington and Saratoga to home base at San Diego, along with their $272,000 annual payroll (Boone 1928; Macaulay 1928; Development Plan 1926).

The Aviation Committee of the Chamber of Commerce, aided by the National Aeronautic Association, undertook a massive educational campaign to promote the airport bond act. The publicity emphasized that the airport would make San Diego the "Air Capitol of the West" and bring major aircraft manufacturers with large payrolls to the city. A 680-foot film entitled "San Diego Air Capitol of the West" gave a tour of the aviation industries in the city and closed with an 85-word quote from Charles Lindbergh endorsing the proposed airport. The film was shown at four different theaters each night for a week preceding the election. Each showing was followed by a four-minute speech appealing for affirmative votes. Also, during the final week before the election, advertising space was taken out in the four daily and all the weekly papers in the city. In addition, 400 window cards were placed in downtown store windows and 9,200 windshield stickers reading, "Build Lindbergh Field More Payrolls" were put on automobiles, and 3,000 celluloid lapel buttons were distributed at luncheon and service clubs. On election day, automobile drivers were assigned to specific precincts to get out the vote. The airport bonds passed by a majority of four to one – the biggest vote in the history of the City at that time. It was the only issue of nine separate propositions on the ballot to pass (Boone 1928).

Work quickly began, and by the summer of 1928 a portion of the airfield neared completion. Around 35,000 yards of bay fill had been moved to create a 25-acre airport, which was covered with decomposed granite. A runway 2,500 feet in length and 500 feet wide had also been completed (Figure 7) (Macaulay 1928; *San Diego Union* 8-11-1935).

In July 1928 control of the municipal airport was given to the Harbor Commission. This act applied the same administrative policy to the municipal airport that was already in effect for municipal piers and other tideland properties in the City (*San Diego Union* 7-7-1928). On August 16, 1928 Lindbergh Field was dedicated with a large celebration. A flight of over 200 planes:

> . . . swept across the sky of San Diego, swinging in great circles over San Diego Bay, nearly three hundred powerful planes, pride of the Army and Navy, closed in formation to pass in review at the dedication of Lindbergh Field.
>
> Packed close around the boundaries of Lindbergh Field, thousands of spectators witnessed demonstrations of airmanship. In the reviewing stands government

officials, Army and Navy officers, and many internationally famous airmen had assembled to participate in establishing this great airport.

Massed squadron formation flights, aerial bombing, smoke screen demonstrations, and intricate aerobatics followed in close succession. Climaxing this was an amazing demonstration of the Navy's Three Sea Hawks, executing loops, barrel rolls and Immelman Turns in perfect geometric formation; these superb pilots gave an enviously new conception of the development of flying skill (Figure 8) (Airtech 1929).

3.4 Airport Development 1928 – 1950

Work continued to develop the rest of the City-owned tidelands (Figure 9). Ultimately 2,389,000 cubic yards of bay material reclaimed 142 acres. This fill was covered with 175,000 cubic yards of decomposed granite and hillside material (Moore 1969; Port District 1991).

During its first year of use the municipal airport became a local flying field (Figure 10). Major commercial activity remained at Ryan's airstrip while dredging and reclamation work continued. The first building was a hangar erected by San Diego Air Service, who soon changed their name to Airtech. They had received a lease for space prior to the field dedication, and by the end of August their hangar was under construction (Figure 11) (*San Diego Sun* 8-23-1928).

Airtech operated a flying school that offered three courses that would qualify the student to obtain Department of Commerce Pilot's Licenses. These included the Private Pilot's Course, Commercial Pilot's Course, and Transport Pilot's Course. Core classes included Aerial Navigation, Aeronautical Meteorology, Aeronautical Engines, Aircraft Construction, Aerodynamics, Airport Management, Airplane Maintenance, and Parachutes (Airtech 1929, 1931). The company owned seven airplanes and also offered sightseeing flights, cross country trips and photography (Leiser 2000: 134-4).

When the strip was a year old, Lindbergh Field received about fifty daily flights. The first regularly scheduled passenger service began on August 24, 1929 by Continental Air Express. Planes left Lindbergh daily at 10 am and 4:30 pm for Los Angeles (Leiser 2000: 141-10).

Ryan's airport at Dutch Flats handled about 6,000 passengers a month, and was still the city's main civilian airport. On September 23,1929 Ryan announced that the number of landings and

take-offs at the Barnett Avenue Field during the week totaled 512. Of those, 143 Tri-motor airliners carrying passengers across the border had been inspected by government customs officers. Six Pickwick airliners stopped at Dutch Flats in route between Mexico City and Los Angeles. Also Pickwick operated 36 planes between San Diego and Los Angeles. The Maddux Air Lines ships made 106 stops, and Continental Air Express made 14 stops (Leiser 2000: 142-9).

Activities at Lindbergh Field consisted largely of private aircraft and public oriented air shows. More than 500 spectators attended an air race on September 30. The flyers started at the airport, flew around the Marine Barracks Smoke Stack, continued on to circle the second channel marker in the bay, and then swept back across the field. Each flyer ran the course five times to complete 25 miles, racing individually against the clock. W.A. Speer from the Airtech School of Aviation won, averaging 100 miles per hour (Leiser 2000: 154-2). Just two days later on the 28th, San Diegans had their choice of aviation programs: a 20-mile speed race on Ryan Field, or a demonstration of 'balloon busting" at Lindbergh (Leiser 2000: 154-12).

In 1930 a number of airlines began to establish themselves at Lindbergh. However, the field remained dedicated to private aircraft and sensational events. In April a new glider school opened (Leiser 2000: 149-3). The field also became the location for new attempts at world aviation records. On July 4, 1930, Ruth Alexander set an altitude record by exceeding 20,000 feet, breaking her previously existing record of 15,000 feet set earlier that year. She was killed a few weeks later when her plane crashed shortly after take off in the fog from Lindbergh, while attempting to set a non-refueling endurance record (Leiser 2000: 149-3).

Between 1930 and 1932, the field area continued to expand through tidelands reclamation, and gradually evolved into a commercial aviation hub (Figure 12). In February 1930, TAT-Maddux transferred their base of operation from Ryan's to Lindbergh (Leiser 2000: 147-7). They operated 12 passenger Ford Tri-motors on daily flights between San Francisco, Los Angeles, San Diego, and the Agua Caliente racetrack resort in Tia Juana, Mexico (Macaulay 1928). The following May, Pacific Air Transport began a San Diego – Los Angeles – Seattle airmail service. They used the Airtech building and installed a weather bureau for their Boeing-40 pilots (Leiser 2000: 150-4). On Saturday, June 1, Western Air Express extended their airmail contract from Salt Lake City to Los Angeles via Las Vegas to San Diego. San Diego celebrated the event with Army-Navy flyovers, Marine Band music, and a speech by Mayor Clark (Leiser 2000: 151-1). On July 1, Pacific Air Transport planes linked San Diego and Seattle by air with a daily 13-hour service (Leiser 2000: 151-7, 153-1). By August San Diego's location on an international airline was assured when the First National Airways of America announced the opening of a passenger, mail

and express line between Guymas, Mexico, San Diego, Los Angeles, and San Francisco (Leiser 2000: 153-3). In November 1930, Lindbergh was established as the terminus of the Salt Lake City – San Diego airmail route that had been located at Ryan Field (Leiser 2000: 156-1).

The following year saw even more carriers start service from Lindbergh. Gilpin Air Lines, using Bach Tri-motors, started operating from the municipal airport to Los Angeles and Agua Caliente in March 1931. The same month Rapid Express Air Lines began making two round trips daily between Lindbergh and Los Angeles. Although their primary interest was freight, the planes also had passenger accommodations. In June, Wakefield Air Lines started a passenger and express service to the Imperial Valley and Yuma from Lindbergh Field (Leiser 2000:163-6). On June 28, Century Pacific Air Lines began service between San Diego and San Francisco (Leiser 2000: 163-8). Flying Stinson Tri-motors, the service offered four daily schedules, two by way of Bakersfield and Fresno and two with one stop at Los Angeles (Leiser 2000: 163-1). During their first ten days of operation Century Pacific carried 1,025 passengers (Leiser 2000: 164-6). By August 1931 San Diego, with a population of 150,000, had enjoyed one of the country's most remarkable advances in commercial aviation. There were 11 scheduled daily round trips by air transport from Lindbergh Field. The municipal airport at Boston, that served a city with a population of 2,000,000, had only six scheduled round trips a week (Leiser 2000: 165-12).

At this time the airport did not have a passenger terminal. A small square pilot house that had been taken from a tugboat and placed on the pavement west of the Airtech building, served as a ticket booth for waiting passengers (Figure 13) (Leiser 2000: 151-8). Century Pacific Airlines added their own small rectangular frame building on the west side of the ticket booth, and the U.S. Department of Customs erected another small square building to the east (Figure 13) (San Diego Historical Society Photographs 84:14758-3, 6106).

Pacific Air Transport Company, soon to change their name to United Airlines, secured a 25-year lease and erected a $30,000.00 combination hangar, office building, and depot on the south side of the Airtech building in May 1931 (Figures 14-16) (Bub 1936: 24). In addition to serving as a hangar for the company planes, this building also contained ticket offices and a waiting room (Harbor Department 1935).

A true airport terminal for Lindbergh Field came in 1932 when San Diego's pioneer civil aviator, Claude Ryan, moved his extensive operations from the Dutch Flats airport to Lindbergh Field. Ryan secured a lease on two parcels of land on the north side of the Airtech building, and constructed a Spanish Revival style terminal and large hangar to house his aircraft manufacturing business (Figures 17-20). The City leased space in the terminal to accommodate a public waiting

room and offices for the U.S. Customs and Weather Bureau. The rest of the building contained a restaurant, ticket offices, concessions, and Ryan's flying school (Bub 1936; *San Diego Union* 12-19-1931, 12-22-1931, 8-11-1935). In 1934, the airport was rated A-1 by the U.S. Department of Commerce and was made a permanent international airport of entry by the Treasury Department (Van Nostrand 1967). Dredging in the bay, meanwhile, continued to expand the airport area onto tidelands at its western edge (Figure 21).

With Ryan's move to Lindbergh Field the airport began to fulfill the intentions of its founders as an aircraft-manufacturing center. As previously mentioned, it was the hope of the airport's promoters that it would attract aircraft manufacturers to the City as illustrated in an advertisement published in *Aviation Magazine* in July 1928, just a little more than four weeks before the airfield's dedication:

A Message to Aircraft Manufacturers

America's finest facilities for Aeronautics await you at Lindbergh Field

Picture your plant adjoining a great modern Triple – A airport . . . where Government and numerous private aircraft activities are in full operation every month of the year. . . , where highly skilled aeronautical mechanics are always available. . . , where expensive buildings and heating plants are unnecessary, where fog, rain, snow, sleet, freezing temperature and extreme heat or electrical storms never interfere with production schedules. . . , where every day is an ideal flying or testing day.. . Where city and government officials and the local citizenry and visitors from all parts of the world are "air minded."

San Diego California, Air Capitol of the West (*Aviation* 5- 7-1928:1309)

In 1934 the airport more than fulfilled its manufacturing destiny when Reuben H. Fleet moved his Consolidated Aircraft Corporation from Buffalo, New York to Lindbergh. Consolidated obtained a 50 year lease for 30 acres on the east side of the airport, north of Ryan's hangar and the administration building. The 300 by 900 foot factory opened in October 1935 (Figures 22-27). Consolidated soon expanded to cover 120 acres with multiple buildings and became San Diego's largest employer. In 1938, the plant had an average work force of 3,000 whose annual wage totaled $5,500.00 (Bub 1936; Van Nostrand 1967; Port District 1991; Prudden 1938).

The Ryan Aeronautical Corporation also continued to expand. In 1939 the company moved to a 10-acre site on the south central part of the airport along Harbor Drive (Figure 28). The complex ultimately came to cover 38 acres (see Figure 31). Another important aircraft industry manufacturer located near Lindbergh Field at this time was the Solar Aircraft Company, which took over the old B.F. Mahoney Aircraft Corporation building (where the Spirit of St. Louis had been made) at the foot of Juniper Street in 1930. Solar manufactured metal aircraft parts (Van Nostrand 1967; Bub 9-1936:24). By the mid 1930s San Diego's municipal airport had fulfilled the hopes of its founders and made San Diego a major aircraft manufacturing center.

On May 9, 1937 the Coast Guard dedicated its $400,000 air station on reclaimed tidelands to the east of Lindbergh Field (Van Nostrand 1967). Adjoining the Coast Guard site on the north was San Diego's municipal seaplane landing covering 5 acres of reclaimed bay area. The landing aprons, paved with asphalt concrete, joined a reinforced concrete seaplane ramp 100 feet in width, which extended easterly into the seaplane basin a length of 240 feet. The landing was used to launch the huge seaplanes manufactured by Consolidated Aircraft Corporation (Prudden 1938).

In the meantime work continued to expand the airport's area. By March 1931 dredging was under way to develop an additional 122 acres at the north end of the airport. Land exchanges and reclamation work to increase Lindbergh Field's size continued for many years. On August 21, 1933, the City granted the Navy 242 acres in exchange for 67 acres of tidelands at the north end of the airport owned by the Marine Corps. On November 4, 1937, the City received another 60 acres from the Navy in exchange for 544 acres upon which the Marines established Camp Matthews. Another exchange took place on September 4, 1940. The City got 62 additional acres for airport expansion in return for land around the Marine Base, Naval Supply Depot, and Naval Station (Moore 1960).

As with the original tract on which the airport was developed, later acquisitions consisted of tidal mudflats that had to be raised above sea level through reclamation efforts before they could be used. Except for the initial effort funded through City bond money, the subsequent development work was heavily subsidized. In early 1931, the federal government funded a bay dredging project that deposited 800,000 cubic yards of spoil on airport lands. Ironically, the economic depression of the 1930s brought more government aid. From 1934 to 1941 work was funded as CWA, FERA, or WPA unemployment relief projects. Some $1,200,000 was spent on airport development. The City contributed around 1 million dollars in matching funds. Specific projects by the WPA included dredging operations in 1935 that increased the airport area to 287 acres. Other WPA projects built the seaplane ramp and an Air Corps Reserve hangar in 1936. In 1939

a WPA grant funded field improvement by rearranging take off and landing runways, new boundary and flood lights, and resurfacing. The various projects had enlarged Lindbergh Field to 455 acres by December 1941 (Moore 1960; Bub 1936: 24).

With entrance of the United States into World War II, in December 1941, Lindbergh Field came under military control. The U.S. Air Force began to operate the airport in 1942 (Figure 29). At this time there were two landing strips. The main runway ran east-west and was 5,000 feet long, and a second southeast-northwest runway was 4,450 feet in length (See Figure 28). In 1944 the federal government granted a contract to tear out the two existing runways and construct modern facilities in order to provide suitable runways for heavy bombers. The project was as a joint war emergency undertaking financed by Consolidated Aircraft Corporation and the Navy Department Bureau of Aeronautics. The southeast-northwest runway was expanded to 4,719 feet in length with the main east-west landing strip increased to 8,750 feet (Figure 30) (Moore 1960; Rule and Bate 1944).

The *San Diego Union* described the new airstrips as "A . . . concrete dagger aimed at the heart of Japan, and a peacetime guarantee of San Diego's leadership in the air. . . ," and proof of "San Diego's paramount position in world aviation," showing that ". . . the city's claim as "Air Capitol of the West" was justified (Figure 31) (*San Diego Union* 5-5-1945).

The production of aircraft manufacturers at Lindbergh during these years was crucial to the war effort. By the time the United States entered the war, San Diego had already become one of the nation's major aircraft manufacturing centers. Consolidated was the world's largest integrated aircraft plant. During the peak war production years of 1942 - 43, the San Diego plant had 45,000 employees. The company produced the Army B-24 Liberator and Naval Catalina Flying Boats, as well as the larger B-32 bombers and PB2Y Coronado Flying Boats. Consolidated produced over 11,000 multiple engine planes in San Diego during the war (Harbor Commission 1950: 8; *San Diego Union* 9-28-1988).

Ryan Aeronautical Corporation manufactured Navy and Army trainers and various military aircraft exhaust systems. The company introduced the world's first jet propelled plane for the U.S. Navy - the Ryan FR-1 Fireball. This carrier fighter used both the propeller driven piston engine and the new gas turbine jet engine for combat performance. Solar Aircraft Company also produced aviation exhaust equipment (Harbor Commission 1950: 8).

Following the war, use of the airport continued to increase. In 1947, landings and departures averaged 13,000 a month. The chief center of activity was around the administration building on

Pacific Highway where were located the CAA offices, along with the Federal Weather Bureau, American Western Airlines, the newly formed Swift Flying Service (that carried passengers to Catalina Island), and the well established Friedkin School of Aeronautics.

There was concern that, on the eve of its 19th birthday, the Municipal Airport had no more room to expand. One small hangar - the former Airtech building - leased by Nelson Kelly Co. was the only inside repair facility available. A standard air cargo office and shop on the Harbor Drive side of the strip offered outside repair facilities. At the other end of the 8,750-foot runway Sky Freight maintained a small office building and open-air repair facility. Private planes were dispersed for parking in this area, as well as along side the Consolidated plant and at the southern end of the field (*San Diego Union* 8-15-1947).

3.5 Adapting to Changing Needs and Circumstances 1950 – 2005

In the decades following World War II commercial aviation entered the jet age and continued to expand at a phenomenal rate. At the same time San Diego County experienced an incredible period of growth that has continued to the present day. These factors brought immense pressure on Lindbergh Field to accommodate a constantly increasing number of passengers and aircraft. Although alternative regional airport locations have been discussed for over 50 years, Lindbergh has remained the City's only municipal airport capable of serving the commercial jet airliners. It has only been due to the farsighted planning and investment of the Port Authority, and more recently the Regional Airport Authority, that Lindbergh Field has continued to function successfully.

In 1950, San Diego's Lindbergh Field served 193,000 airline passengers, an increase of 60,000 over the prior year (Port District 1966). A Harbor Commission report stated:

> Thirty four times each day a major air line passenger transport leaves or lands at Lindbergh Field . . . . American, United, and Western Air Lines serve San Diego . . . . Each air line offers complete passenger, U.S. Mail and air cargo facilities.
>
> American Airlines, with frequent daily service features direct flights to Oklahoma City, St. Louis, Chicago, Detroit, Washington, D.C., Boston and New York, and

> non-stop trips to Tucson and Phoenix, Arizona. American Flagship routes include Monterey and Mexico City.
>
> Via United Airlines travelers may arrive at Lindbergh Field on any of six or more daily flights. United serves the entire Pacific Coast from San Diego north – Los Angeles, San Francisco, Portland, Seattle, Vancouver – and connects in Los Angeles with routes to Denver, Omaha, Cleveland, Detroit, Chicago and all major eastern cities including New York (10 1/2 hours distance). Connections are made at San Francisco for Boise, Reno, Salt Lake City, Milwaukee, Toledo, Cheyenne, and Des Moines, and for Honolulu.
>
> Western Air Lines. . . serves San Diego with an average of four or more flights daily. Emphasizing its regional carrier service for West Coast residents, Western offers, in addition to its San Diego to Seattle coastwise route, connections in Los Angeles and San Francisco for eastern points. The morning flights to San Francisco for example, connects with Western Air Lines ships to Salt Lake City, Minneapolis, Denver, and Lethbridge, Canada. Western also provides a flight to Yuma, Arizona three days a week.
>
> Also important among the facilities available at Lindbergh Field are the services offered by the Nelson-Kelly plant, which includes repairs and major overhauls, hangar storage, and parachute packing (Harbor Commission 1950: 15-17, 21).

To accommodate increased airline passenger traffic the terminal building was enlarged and remodeled in 1952 at a cost of approximately 438 thousand dollars (Figures 32-34). Two adjacent structures, the former Airtech building on the terminal's south side, and another "aircraft school classroom" to the north, were incorporated into the original 1932 administration building to form a new terminal. That year approximately 28,000 passengers used the facilities each month, and air traffic at Lindbergh for the year exceeded 300,000 passengers. In addition, over 163,000 pounds of freight and express passed through the airlines' offices each month (Port District 1966).

By 1960 over 390,000 individuals flew in or out of the airport annually in both commercial carriers and private planes. More than 200 landings and take offs occurred at Lindbergh every day. These included 65 regularly scheduled airline flights. Commercial carriers serving San Diego included American, Bonanza, California Central, Pacific Southwest, Flying Tiger, Slick, and

United Airlines (Port of San Diego 1960). That year an “annex” was added to the northwest corner of the building to further increase space (Port District 1966).

With a hopelessly inadequate terminal building and an apparent lack of room for expansion, by the mid-1950s concerns were being raised about the future of the airport (*San Diego Union* 10-25-1954 A23). In 1957, a City airport committee recommended retention of Lindbergh Field as San Diego’s main municipal airport and expanding it to meet jet age requirements. Lindbergh would remain the main airport in a three-field system, which would include emergency joint City-Navy use of Miramar Naval Air Station, and City acquisition of the Navy’s Brown Field near the international border. The cost of expanding Lindbergh was estimated at 11,750,000 dollars. Specific details called for a new terminal building on the Harbor Drive side of the field to meet the city’s needs through 1987. The existing air terminal building would be used for general aviation needs and private aircraft. The east-west runway would be lengthened from 8,750 to 10,000 feet through still another portion of the Marine Corps Recruit Depot property. Finally, Brown Field would be developed as a second jet age airport (*San Diego Evening Tribune* 9-19-1957).

The controversy over the adequacy of Lindbergh Field to meet San Diego’s air traffic needs has continued for over fifty years. For a variety of reasons, alternative fields have not been developed, and Lindbergh has remained San Diego’s only airport capable of servicing jet airliners. The field has undergone constant change over the last five decades in order to be able to adapt and accommodate the ever-increasing demands the aircraft industry has placed upon it. The 1957 plan was the first to consider construction of a modern terminal on the Harbor Drive side of the field and set the parameters for how the airport would evolve over the succeeding decades. The story of Lindbergh Field since the mid-1950s has been one of constantly increasing use, and constant change to accommodate that increase.

As the 1960s progressed, the remodeled 1952 terminal at Lindbergh became increasingly inadequate. The building, which was originally designed to accommodate 500,000 passengers a year, was expanded for a final time in 1962. That year annual usage passed the one million mark. By this time the building was absolutely incapable of meeting the needs of so many users. The main lobby consisted of just slightly more than 10,000 square feet and had only 70 seats in the waiting room. There were 210 parking spaces to meet the demand of more than 2,200 autos per day (Figures 35-36) (*San Diego Union* 2-7-1967).

In 1964, voters approved a 5.4 million dollar bond issue for a new terminal at the municipal airport along with other port facilities. Engineering plans were completed, and in November 1965 construction began on the new terminal. In addition to construction of the building, more than 25

contracts and subcontracts were approved for various phases of the project including taxiways, parking ramps, landscaping, plumbing, parking lot paving, lighting, and a variety of other jobs (Port District 1966, 1991). The new terminal opened on March 5, 1967. Several thousand citizens attended the event, and Governor Ronald Reagan was the first passenger to arrive at the new building (*San Diego Union* 2-7-1967; Port District 1991).

The new terminal was about four times larger than the old facility (Figure 37). It had 1,500 parking spaces in two separate lots located directly in front of the long, low building. The main lobby area had 36,000 square feet with 300 seats in the waiting rooms. The baggage claim area, a main point of congestion in the past, had been expanded to 8,000 square feet. In spite of its greater size, the layout of the new building reduced the distances between many features from what they had been in the old terminal. The physical design of the building and its adjacent parking areas reduced the walking distance from the parking lots to ticket counters, from 750 to about 400 feet. From unloading curbs to ticket counters, distance was reduced from a 100 foot average in the old terminal to only 45 feet in the new facility. Cross traffic between arriving and departing passengers was eliminated by placement of ticket counters and baggage claim areas. Enplaning passengers left ticket counters on the outer wings of the building to go to planes, while incoming passengers, to get their luggage, moved toward the center of the building. Finally the restaurant area was three times greater than in the former air terminal (*San Diego Union* 2-7-1967).

Passenger traffic closed out the fiscal year ending in June 1967 at 2,177,110 people. Planning was already underway to expand the new terminal building to accommodate the anticipated rapid growth in air travel and the advent of a new generation of aircraft such as the “stretched” versions of the CC-8 and Boeing- 757 (Port District 1977).

Not long after completion of the passenger terminal, a new control tower also went into service. San Diego based and founded Pacific Southwest Airlines (PSA) also constructed a new administrative building on the Harbor Drive side of the airfield in 1967 (Figure 38). Also, at this time, the general aviation area for small private aircraft was moved to the vicinity of the old terminal building to permit construction of the new PSA headquarters and development of an airfreight facility adjacent to the new terminal. The south wing of the old terminal, which had been the original Airtech building constructed in 1928, was demolished to make room for the new facilities of Jimsair, a private firm servicing general aviation and a long-term tenant at Lindbergh Field. A new fire and rescue station adjacent to the control tower opened in 1970 (Figures 39 and 40) (Port District 1968, 1971, 1991).

In 1968, the year following the opening of the new terminal on Harbor Drive, voters of the San Diego Unified Port District authorized the expenditure of approximately $10.5 million to develop an additional terminal complex designed especially for servicing the new generation of jumbo jets – the Boeing 747, the Douglas DC-10, and Lockheed 10/11 Tri Star (Port District 1991). It would take almost 10 years to see this new complex completed. In 1970, Port District voters authorized the sale of an additional $25 million in general obligation bonds for various improvements in the tidelands surrounding San Diego Bay. Part of the funds generated was also earmarked for the construction of a second passenger terminal at Lindbergh Field. The new complex was to be designed especially for servicing the new generation of wide-bodied commercial jet aircraft (Port District 1991).

In the meantime, use of Lindbergh Field continued to grow. By 1970 over 3.3 million passengers used the airport annually (Port District 1971). That same year the field had over 200,000 aircraft landings and take offs, and the airlines transported 100 tons of airfreight, 72 tons of air express, and 900 tons of air mail. The terminal had a capacity of approximately 5,500,000 passengers a year. Aircraft gate positions had been increased to sixteen.

In February of 1971 a 1,000-foot extension to the main service runway was completed, on still another piece of property acquired from the Marines. The runway length now totaled 9,750 feet and was adequate to handle all commercial jets in service. The federal government and the San Diego Unified Port District completed the project at a cost of $1,300,000, which was jointly shared.

Although the air terminal was only 4 years old in 1971, San Diego's steady growth required a second story addition to the east wing. New construction released areas for use by passengers and provided space for airline offices and crew lounges (Port District 1991; *San Diego Union* 4-15-1970, 5-26-1970). In January 1976, a $1,215,000 project was completed to strengthen various taxiways and runway exits in order to enable these areas to accommodate larger, wide-bodied jet aircraft, to improve drainage, and to allow easier access from the main service runway onto particular taxiways (Port District 1991). Almost 4 million (3,900,000) passengers used Lindbergh Field in 1972 (*San Diego Union* 1-1-1973). That year construction started on a 25-acre parking apron for wide-bodied jetliners (*Evening Tribune* 9-3-1972). In 1975, 4.4 million airline passengers used the municipal airport and in 1976, 4.9 million. In 1978, the number exceeded 6 million (*Lindbergh Field Flyer* 1-1977; *Port Talk* 5-1979).

Finally in 1977, work had begun on the additional air terminal approved by the voters in 1968. Various groups opposed to further expansion of Lindbergh Field and demanding another jet

airport location had held up the project for several years. In 1979 the new terminal opened. It was designated as the West Terminal, and the 1967 building consequently became the East Terminal (*San Diego Union* 5-5-1976; Port District 1991).

The addition of the $1.5 million West Terminal greatly eased parking congestion as construction included two additional parking lots. This brought the combined capacity of the four public lots at the airport to over 3,000 spaces. New roadways and an electronic collection system at parking exits further facilitated traffic movement at the airport.

For maximum efficiency, a new baggage handling system was installed in a separate building at the West Terminal. Passenger boarding and unloading was accomplished through the first jet bridges ever used in San Diego, providing greater passenger convenience and protection from weather, wind, and noise. A covered pedestrian bridge allowed passengers to walk from the second level boarding concourse to the baggage claim building without having to cross street traffic.

The West Terminal had 217,000 square feet of floor space and contained 12 passenger boarding gates, facilities for several airlines, rental car counters, gift shops, a cocktail lounge, a cafeteria, a skycap office, Travelers Aid, military information counters, airport administration and Harbor Police offices. When these operations began in the West Terminal, airlines in the East Terminal were able to modify their quarters and gain needed space. The commuter airlines, which began service to San Diego as a result of airline deregulation by the federal government, were able to operate out of space that became available in the East and West Terminals (Port District 1991). In 1979, the year the West Terminal opened, more than six million airline passengers passed through Lindbergh Field. Clearly the efforts of the Port Authority were successful in keeping up with the accelerated growth of the airline industry in spite of the dire predictions in the late 1940s and early 1950s that the airport could never be expanded to accommodate jet age aircraft.

In 1987, passenger capacity in the West Terminal was expanded with the addition of two new passenger-loading lounges (Figure 43). The following year, a USO Lounge was opened at the West Terminal for the convenience of military service members and their dependents.

The architectural style of the East and West Terminals was similar, although the buildings had vastly different layouts. Both featured tulip-shaped concrete columns supporting the roof and colored glass panels in front of sand colored pre-cast concrete exterior walls (Port District 1991)

With completion of the West Terminal, improvements began again, on the East Terminal and on the airfield. To ease congestion and provide more flexibility to maneuver aircraft around the East Terminal ramp area, a 46,710 square yard "L" shaped holding apron was paved adjacent to the runway (Figure 41). Installed in 1980, the $2.25 million apron served as a holding area while other flights were clearing the gates. It was also used as a route for aircraft to and from the terminal gates, to air freight, and the aircraft washing facility, and as an area for two way traffic when weather conditions forced an opposite direction landing and departure situation.

Remodeling completed in 1982 at the East Terminal complex added a second story to the east rotunda, allowing passengers to board wide bodied aircraft through convenient jet ways. The addition provided comfortable seating in a 30 percent larger waiting area, along with many other improvements (Figure 42). Also included in the $6 million project was expansion of the baggage service area, construction of a second story office space, and the enclosure of the west rotunda to provide larger holding rooms. In 1990 a second floor addition was added to the East Terminal's west rotunda. The $10.5 million, 25,000 square foot expansion included eight passenger-loading bridges and improvements to Gates 11-18. The facility also housed US Air Club, a 4,100 square foot lounge area for US Air passengers (Port District 1991).

As San Diego's growth and popularity increased, Lindbergh Field's traffic operations continued to grow at a steady pace. Annual passenger use jumped from 5,123,356 in 1980 to 11,206,355 in 1990. Non-passenger traffic such as cargo and mail operations has also increased substantially with a combined total of more than 68,000 tons handled in 1990 (Port District 1991).

While San Diego politicians wrestled over whether to build a new airport at an alternate location, managers of San Diego's bustling and congested downtown airport did not remain complacent but continued to plan for an expanding future. In 1992 Port Commissioners initiated plans to spend more than $88.5 million on a dozen different construction projects to make Lindbergh Field more endurable. These projects were not intended to permanently extend the life of the airport but make it adequate for the next 10 to 12 years. The developments included: a $24 million plan to replace the East Terminal apron, an $18.5 million plan to add an eight gate concourse to the west passenger terminal, a $17.6 million project to renovate the East and West Terminal buildings, a $10.4 million project to relocate and expand the airport's 317,000 gallon underground fuel farm, and an $8.9 million computerized security system (*San Diego Union* 6-16-1992).

During the last decade of the 20th and the throughout the first decade of the 21st centuries, the far-sighted managers of Lindbergh Field have continued to expand the airport's facilities to accommodate the constantly increasing needs of the commercial aircraft industry. In October

2001, California State Assembly Bill 93 established and placed control of Lindbergh Field under the San Diego County Regional Airport Authority. In 2005, over 17.4 million passengers used the facility and passenger and cargo airlines operated close to 300 departures daily from the airport (San Diego County Regional Airport Authority 2005). Clearly, the agencies in charge have succeeded in overcoming the dire predictions of the early 1950s that the airport could never expand sufficiently to accommodate jet age air traffic.

4. FIELD METHODS

The field survey was carried out on various days between September 1, 2005 and February 8, 2006 by Stephen R. Van Wormer, architectural historian with Walter Enterprises, and Mary Robbins-Wade, archaeologist with Affinis. Mr. Van Wormer is a qualified architectural historian who meets the Secretary of the Interior's professional qualification standards. He has 26 years experience in Section 106, NEPA, and CEQA compliance studies. A reconnaissance of the SDIA property was performed to identify areas of potential sensitivity for historical resources.

The San Diego County Regional Airport Authority provided dates of construction for buildings and structures in the study area. This information was augmented by research conducted for the historic background study, including historic maps and photographs. Properties ~~50 years old or older, as well as those that will become~~ older than 45 years old or that would be 50 years old by 2015 were recorded and assessed for significance as historic resources based on their potential eligibility for listing on the National Register of Historic Places, California Register of Historical Resources, or local City of San Diego Historic Sites List (Table 2). The year 2015 was chosen as the year of future analysis to coincide with the reasonable timetable for developing a new airport in a new location identified with the airport site selection program. The future of the existing airport site beyond the year 2015 is unknown.

Mr. Van Wormer inspected each potentially significant historic resource within the study area and took field notes and photographs. Ms. Robbins-Wade aided by taking additional notes and photographs of some of the structures and buildings. State of California Department of Parks and Recreation Primary Record and District, or Building, Structure, and Object Record forms were completed for each of the buildings.

Table 2. Evaluated Buildings and Structures

Facility No.	Current Function	Original Function	Date of Construction	Significance
Main Airport Area				
2412	Southwest Airlines Cargo / US Airways Building	PSA Headquarters	1960	Not significant
2415 & 2417	Vacant	Sky Chefs Buildings	1956-1966	Not significant
2340 A-D	ASIG Building	United Airlines 1931 hangar & terminal	1931, moved 1957	Eligible for National Register, California Register, and local Historical Resources Board listing
NA	Allied Aerospace Building	Consolidated Aircraft wind tunnel	1945	Eligible for National Register, California Register, and local Historical Resources Board listing
Teledyne-Ryan Complex				
100	Vacant	Ryan Aeronautical administration building	1940	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
102	Vacant	Ryan Aeronautical contracts and pricing office	1944	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
104	Vacant	Ryan Aeronautical engineering building	1943	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
105	Vacant	Ryan Aeronautical materials & processing laboratory & engineering building	1957	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district

Facility No.	Current Function	Original Function	Date of Construction	Significance
111	Vacant	Ryan Aeronautical welding shop	After 1956	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
110/112 (122)	Vacant	Ryan Aeronautical planishing shed	c. 1940s	Not significant
115	Vacant	Ryan Aeronautical ancillary building	After 1956	Not significant
120	Vacant	Ryan Aeronautical main factory building	1939	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
121	Vacant	Ryan Aeronautical receiving warehouse	1939-1940	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
123	Vacant	Ryan Aeronautical pump headquarters associated with standby water tank	1943	Not significant
125	Vacant	Ryan Aeronautical paint & oil storage building	1941	Not significant
126	Vacant	Ryan Aeronautical paint shop building	1941	Not significant
127	Vacant	Ryan Aeronautical office & photo lab	c. 1940s	Not significant
129	Vacant	Ryan Aeronautical sandblasting shed	c. 1950s	Not significant
130	Vacant	Ryan Aeronautical ancillary building	After 1956	Not significant
131	Vacant	Ryan Aeronautical factory building	1956-1966	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district

Facility No.	Current Function	Original Function	Date of Construction	Significance
140	Vacant	Ryan Aeronautical final assembly building	1943	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
142	Vacant	Ryan Aeronautical repair building	c. 1940s	Not significant
146	Vacant	Ryan Aeronautical engineering & manufacturing building	1945	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
147	Vacant	Ryan Aeronautical ancillary building		Not significant
148/149	Vacant	Ryan Aeronautical ancillary building		Not significant
150	Vacant	Ryan Aeronautical ancillary building		Not significant
152	Vacant	Ryan Aeronautical jet engine drone assembly building	1952	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
153	Vacant	Ryan Aeronautical burner shed	c. 1950s	Not significant
154	Vacant	Ryan Aeronautical ancillary building	c. 1950s	Not significant
156	Vacant	Ryan Aeronautical warehouse. Identified as Building # 154 on 1956 Sanborn Fire Insurance Map (Sanborn 1956)		Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
157	Vacant	Ryan Aeronautical - use undetermined	c. 1950s	Not significant
158	Vacant	Ryan Aeronautical test building associated with final assembly building	c. 1950s	Not significant

Facility No.	Current Function	Original Function	Date of Construction	Significance
159	Vacant	Ryan Aeronautical storage building	c. 1950s	Not significant
160	Vacant	Ryan Aeronautical foundry and plaster shop	1940	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
161	Vacant	Ryan Aeronautical carpenter shop	1941	Not significant
166	Vacant	Ryan Aeronautical salvage headquarters	1940-1941	Not significant
167	Vacant	Ryan Aeronautical acid storage building	c. 1940s	Not significant
168	Vacant	Ryan Aeronautical warehouse addition building	c. 1950s	Not significant
169	Vacant	Ryan Aeronautical plaster pattern staging building	c. 1940s	Not significant
170	Vacant	Ryan Aeronautical parts/drop hammer structures	c. 1950s	Not significant
180	Vacant	Ryan Aeronautical experimental/receiving & assembly building	1932, moved 1944	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
181	Vacant	Ryan Aeronautical airplane storage building	1937-1938, moved 1944	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district
182	Gone	Ryan Aeronautical old record storage building	c. 1940s	Not significant
183	Vacant	Ryan Aeronautical tool storage building	1951	Eligible for National Register, California Register, and local Historical Resources Board listing as an element of a district

Facility No.	Current Function	Original Function	Date of Construction	Significance
221	Vacant	Ryan Aeronautical covered walkway	c. 1950s	Not significant
230	Vacant	Ryan Aeronautical - use undetermined	c. 1950s	Not significant
236	Vacant	Ryan Aeronautical ancillary building		Not significant
240	Vacant	Ryan Aeronautical ancillary building		Not significant
242	Vacant	Ryan Aeronautical storage shed	c. 1950s	Not significant
513	Vacant	Ryan Aeronautical associated with jet engine/drone assembly building	c. 1950s	Not significant
NA	Abandoned	Ryan Aeronautical company standby water tank	1943	Not significant

5. RESULTS OF FIELD SURVEY AND MANAGEMENT CONSIDERATIONS

5.1 Methods to Determine Site Significance

Potential historical and architectural significance of buildings and structures was determined by applying criteria of the National Register of Historic Places and California Register of Historical Resources, as well as those of the City of San Diego Historical Resources Board. In order to be eligible for nomination to the National or California Register, a building, structure, or site must be significant within a historic context and meet certain other criteria. According to the National Park Service:

> . . . the significance of a historic property can be judged and explained only when it is evaluated within its historic context. Historic contexts are those patterns, themes, or trends in history by which a specific occurrence, property, or site is understood and its meaning made clear (National Park Service 1991: 7).

The National Park Service has defined three main categories of historic contexts: local, state, and national. A local historic context "represents an aspect of the history of a town, city, county, cultural area, or region, or any portion thereof" (National Park Service 1991: 9). A state historic context represents "an aspect of history of the state as a whole" (National Park Service 1991: 9). Properties important within a national context represent "an aspect of the history of the United States as a whole" (National Park Service 1991: 10).

In order to be eligible for the National Register when evaluated within its historic context a property must be demonstrated to be significant under one or more of the following criteria (National Park Service 1991: 12-21):

A. Is associated with an event, or series of events that have made a significant contribution to the broad pattern of history.

B. Has an unequivocal association with the lives of people significant in the past.

C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.

D. Has yielded or may be likely to yield information important in prehistory or history.

An additional requirement for the National Register is the retention of integrity or "the ability of a property to convey its significance." Assessment of integrity includes seven criteria, which are: location, design, setting, materials, workmanship, feeling, and association (National Park Service 1991: 45). Requirements for listing on the California Register of Historic Places are essentially the same as those for the National Register.

The City of San Diego Historical Resources Board recognizes the following criteria for including the property on the City's list of important historical properties:

A. Cultural landscape or archaeological site: Contains special elements representing cultural, economic, engineering, or architectural development.

B. Is associated with a significant person or event.

C. Embodies distinctive characteristics of architecture.

D. Is associated with a master builder.

E. Is eligible for the National or State Historic Registers.

F. Is part of a historic district.

5.2 Main Airport Area

5.2.1 Field Survey Results

There are five buildings on the Airport area that will be at least 50 years old by 2015: Southwest Airlines Cargo/US Airways Building, the two former Sky Chefs Buildings, the Aircraft Service International Group (ASIG) Building, and the Allied Aerospace Building. A complex of buildings at the Teledyne Ryan property (this area is designated for Airport Support and Ground

Transportation in the Proposed Airport Land Use Plan) is over 50 years old. All these buildings are discussed in this section.

The two former Sky Chefs Buildings were constructed between 1956 and 1966. They are not shown in a 1956 Sanborn Fire Insurance map, but they are present on the USGS topographic map, prepared in 1966. These two buildings are on a parcel owned by the Port Authority that is surrounded by Airport property and the Teledyne Ryan property. The Southwest Airlines Cargo/ US Airways Building was built in 1960. These three buildings all lack any significant historical associations or architectural distinction, and so are not eligible for listing on the National or California Registers or the City of San Diego's Historical Resources Board list. Although started in 1965, Terminal 1 was not completed until 1967. It, therefore, will not be 50 years old until 2017 and for this reason was not included in the building assessments.

The ASIG building is the original United Airlines terminal. Pacific Air Transport - who changed their name to United shortly thereafter - originally constructed this building along Pacific Highway, at the southeast corner of the airfield in May 1931. It was the second building constructed at Lindbergh Field. (The Building, Structure, Object Record for the United Building is included in Appendix 1.) The building is significant under National Register Criterion C. Its design reflects early aircraft hangar and terminal construction typical of the late 1920s and early 1930s. The building shows very little modification from its original design and retains excellent integrity of design, workmanship, and materials, which still convey a strong feeling and association for the early airport development at Lindbergh Field and the early pioneering development of airline industry. The building is also significant under National Register Criterion A, due to the fact that it was the second building constructed at the airport and was used by United Airlines as its hangar and terminal when San Diego was United's hub during the early years of passenger aviation. As such, it has strong associations with the development of the airline industry at Lindbergh Field and along the west coast. United Airlines was instrumental in the growth of passenger aviation on the west coast.

Although it has been moved from its original location, the building meets National Register Criteria Consideration B. This allows moved properties that are significant primarily for their architectural value, or as a surviving property most importantly associated with historic persons or events, to be considered eligible for the National Register, even though they are no longer located where they stood during their period of significance (National Park Service 1990: 29, 1993:16). The original United Terminal meets this consideration in that the building retains its original architectural design and integrity and is the only surviving building from the earliest period of development at Lindbergh Field between 1928 and 1933. In addition, the building would

qualify for listing as an important resource by the City of San Diego's Historical Resources Board and is eligible for listing on the California Register of Historical Resources.

The Allied Aerospace building was built in 1945 and was part of the Consolidated (later Convair, and finally General Dynamics) complex. This building is significant for its association with the Consolidated Aircraft Plant and the aircraft manufacturing industry at Lindbergh Field's contribution to World War Two. This building was identified as part of the Consolidated Historic District Complex in 1996, when General Dynamics vacated the former Consolidated site. It was not included in the HABS/HAER level documentation conducted as mitigation for the demolition of the buildings at that time, as it was outside of the project footprint. The Allied Aerospace building retains integrity of design, materials, workmanship, feeling, and association. It is therefore significant and National Register and California Register eligible, as well as eligible for local listing by the City of San Diego Historical Resources Board.

5.2.2 Impacts

5.2.2.1 ASIG Building (original United Airlines hangar/terminal)

Under the Proposed Airport Land Use Plan, the ASIG Building is designated as airport support, consistent with the building's current use for airline maintenance activities. There would be no direct impacts from approval of the Airport Land Use Plan and future actions under that Airport Land Use Plan would not affect the ASIG Building as the area is designated for airport support uses, consistent with its current use.

Under the Proposed Airport Implementation Plan, no specific project component is proposed to be implemented that would affect the ASIG Building. Therefore, the Proposed Project will have no direct impacts to this significant resource, and no mitigation measures are required for the Proposed Implementation Plan.

Under the East Terminal Alternative, the ASIG Building would be designated for terminal uses and would be affected by the implementation of a unit terminal. If the ASIG Building were removed under the East Terminal Alternative, this would result in a significant impact to this historic resource. Project-specific evaluation of impacts must be conducted when a project is proposed for this area, and mitigation measures would be developed and implemented at that time.

5.2.2.2 Allied Aerospace Building

Under the Proposed Airport Land Use Plan, the Allied Aerospace Building is designated as ground transportation. There would be no direct impacts from approval of the Airport Land Use Plan as no ground transportation projects are anticipated to be implemented at this time.

Under the Proposed Airport Implementation Plan and under the East Terminal Alternative, no specific project component is proposed to be implemented that would affect the Allied Aerospace Building. The Proposed Project and the East Terminal Alternative will not result in a significant impact to this historic resource and no mitigation measures are required.

5.2.3 Management Considerations

No specific project element is proposed for the ASIG Building (original United Airlines Hangar/ Terminal) under the Proposed Airport Implementation Plan. Therefore, the Proposed Project will have no direct impacts to this significant resource, and no mitigation measures are required at this time. The Proposed Airport Land Use Plan designates the area of the ASIG Building as Airport Support. Project-specific review would be required if a specific use is proposed for this building in the future. If impacts are identified from future projects, appropriate mitigation measures would be developed and implemented.

The Allied Aerospace building is significant and eligible for listing on the National Register and California Register, as well as the City of San Diego's Historic Resources Board list. The project would have no impacts to this resource, so no mitigation measures are required. As one of the very few remaining buildings of the Consolidated Aircraft Plant, its preservation should be seriously considered, if future actions are proposed that would affect this building. If it cannot be preserved it should be recorded by Historic American Building Survey (HABS) level documentation.

5.3 Teledyne-Ryan Complex

5.3.1 Field Survey Results

A 2001 study of the former Teledyne–Ryan Aeronautical Complex at 2701 North Harbor Drive, San Diego, determined that buildings 100, 120, 140, and 180 were individually historically and architecturally significant. These buildings meet criteria and integrity requirements for listing on

the National Register of Historic Places and California Register of Historical Resources (Moomjian and Tinsley 2001).

Additional examinations, as a result of the current study, have determined that the 17 buildings at the former Teledyne-Ryan Aeronautical Complex listed on Table 3, which include the four previously identified in 2001, are eligible for listing on the National Register of Historic Places, California Register of Historical Resources, and the City of San Diego's Historical Resources Board list, as contributing elements to a Ryan Aeronautical Company Historic District. The buildings that constitute contributing elements to the district are described in detail on the accompanying California Department of Parks and Recreation District Form included in Appendix 1. The layout of the historic district is shown in Figure 45.

These buildings constitute a district that is eligible at a regional level for a period of significance between 1939 and 1969. It was during this 30 year span that the site was directly associated with aviation pioneer T. Claude Ryan and his management of the company, as well as Ryan Aeronautical's significant contributions to national defense production during the Second World War and important developments in aerospace research and development during the 1950s and 1960s. The buildings and structures have been chosen because, of all the resources on the 43-acre complex, they architecturally embody the distinctive design characteristics of aircraft manufacturing plants in southern California during the period of significance. They are important as representations of the Ryan Aeronautical Company manufacturing plant during the time when numerous advances in aviation technology were made, and are directly associated with T. Claude Ryan's important contributions in aviation during that time, and his role in the establishment of the aircraft industry in San Diego. The buildings also represent the remarkable accomplishments of the aircraft industry at Lindbergh Field and the important contribution to defense production these aircraft manufacturing plants made during the Second World War.

Table 3. Contributing Elements to the Ryan Aeronautical Company Historic District

Building No.	Function
100	Ryan Aeronautical Administration Building
102	Ryan Aeronautical Contracts and Pricing Office
104	Ryan Aeronautical Engineering Building
105	Ryan Aeronautical Materials & Processing Laboratory & Engineering Building
110/112	Ryan Aeronautical Planishing Shed

111	Ryan Aeronautical Welding Shop
120	Ryan Aeronautical Main Factory Building
121	Ryan Aeronautical Receiving Warehouse
131	Ryan Aeronautical Factory Building
140	Ryan Aeronautical Final Assembly Building
146	Ryan Aeronautical Engineering & Manufacturing Building
152	Ryan Aeronautical Jet Engine Drone Assembly Building
156	Ryan Aeronautical Warehouse
160	Ryan Aeronautical Foundry and Plaster Shop
180	Ryan Aeronautical Experimental/Receiving & Assembly Building
181	Ryan Aeronautical Airplane Storage Building
183	Ryan Aeronautical Tool Storage Building

5.3.2 Ryan Aeronautical Company Historic District Significance Assessment

The Ryan Aeronautical Company Historic District is eligible for nomination to the National Register of Historic Places and the California Register of Historical Resources at both the local and national levels, as well as local listing by the City of San Diego Historical Resources Board. The period of significance is from 1939, when the plant opened, until it was sold to Teledyne, Inc. in 1969. It was during this 30 year span that the site was directly associated with T. Claude Ryan and his management of the company, as well as Ryan Aeronautical's significant contributions to national defense production during the Second World War and important developments in aerospace research and development during the 1950s and 1960s.

The district is eligible under Criterion A for its association with the development of the aircraft industry in San Diego at Lindbergh Field, for its association with the contribution of aircraft manufacturers at Lindbergh Field to World War II defense production, and for its association with the company's significant contributions to Cold War research and development projects, as well as defense manufacturing. The Ryan Aeronautical Company Historic District is eligible under Criterion B for its association with aviation pioneer T. Claude Ryan. The district is also eligible under Criterion C for its representation of a distinctive type of industrial architecture associated with the 1930s and World War II. Taken together the buildings and structures that make up the contributing elements of the district illustrate the design fabrication concepts common to Southern

California aircraft manufacturing from the 1930s through World War II and into the 1950s; a period when the industry played a dominant role in the economy of the region. The district retains good to excellent integrity of setting, place, design, materials, workmanship, feeling, and association.

5.3.2.1 Applicable Criteria

5.3.2.1.1 Criterion A

The district is eligible under Criterion A at both a local and national level of significance. On a local level, the Ryan plant played an important role in the development of the aircraft industry at Lindbergh Field. It was the second largest aircraft manufacturer at Lindbergh: only Consolidated Aircraft's facilities were larger. On both a local and a national level the district is significant for the role of the Ryan Aeronautical Company in the contribution of the aircraft industry at Lindbergh Field to World War II defense production. Ryan's company was internationally known for their PT trainers, which were used to teach beginning pilots to fly during the war. In addition, the factory played an important role in manufacturing a large percentage of vital exhaust equipment for heavy bombers, giant transport planes, and super bombers. The company also produced wing panels for the B-24 bomber, gun turrets for PBY Flying Boats, and control surfaces for various aircraft. One of the Ryan Aeronautical Company's most significant contributions was the development and manufacture of one of the first jet fighters used by the United States armed forces, the Ryan Fireball.

In the decades following World War II the Ryan Company also made significant contributions to the Cold War through research and development projects, as well as manufacturing. Some of the company's most important R and D work was in the field of aerospace electronics and included air-to-air missile research, aircraft navigation and positioning equipment, altimeters, remote sensors, and jet-powered target drones. Ryan electronics built the radar system that guided the Surveyor unmanned spacecraft to its soft landing on the lunar surface. This is the event that publicly put the United States ahead of the Soviet Union in the Cold War Space Race to the moon. Other projects included vertical takeoff and landing aircraft, flexible wing vehicles, and solar panels for spacecraft. Manufacturing during this period consisted of the production of fuselage sections, jet power packs, and high temperature jet engine parts.

5.3.2.1.2 Criterion B

The Ryan Aeronautical Company Historic District is eligible under Criterion B for its association with T. Claude Ryan from 1939, when the plant opened, until it was sold to Teledyne Inc. in 1969. Ryan was an important pioneer in the history of local, state, and national aviation, whose career spanned from the barnstorming days of the 1920s through the early space age. As the location that served Ryan Aeronautical Company from 1939 until 1969, the site is directly associated with Ryan and his management of the company during the time when it made significant contributions to national defense production during the Second World War and important developments in aerospace research and development during the 1950s and 1960s.

5.3.2.1.3 Criterion C

The Ryan Aeronautical Company Historic District is eligible under Criterion C for its representation of a distinctive type of industrial architecture associated with the 1930s and World War II. The district embodies the distinctive characteristics of factory buildings found at Southern California aircraft manufacturing plants during the 1930s and 1940s. These include large industrial buildings with massive open bays framed by steel beams, wood and steel truss saw tooth and elliptical roofing, metal exteriors, continuous rows of steel sash industrial multi-paned windows, and sliding hangar doors. In addition, the Administration Buildings exhibit an Art Deco design adapted to industrial administrative uses.

The plant's large scale manufacturing design reflects the massive industrial construction program that the nation's civilian manufacturers used to help win the war. In conjunction with the Federal Government, the nation's industrial manufacturers, architects, and structural engineers worked together to provide modern industrial plants to supply the necessary equipment to the Allied war effort. The state of the art architectural designs of industrial plants, such as the one developed under the management of T. Claude Ryan for the Ryan Aeronautical Company, yielded improved efficiency and increased production. These innovative new plants moved airplane manufacturing from the realm of a craft industry into the world of mass-production (Van Wormer 1996). Taken together, the buildings and structures that make up the contributing elements of the district illustrate the design fabrication concepts common to Southern California aircraft manufacturing from the 1930s through the 1950s; a period when the industry played a dominant role in the economy of the region.

5.3.2.2 Integrity

Integrity is the ability of a property to convey its historic significance. The Ryan Aeronautical Company Historic District was evaluated for the seven aspects of integrity identified for the National Register: "location, setting, materials, design, workmanship, feeling, and association" (National Park Service 1991:44). Each of the categories of integrity will be discussed individually:

5.3.2.2.1 Location

Location is defined as "the place where the historic property was constructed or the place where the event occurred" (National Park Service 1994:44). The Ryan Aeronautical Company Historic District retains a high degree of integrity of location. All of the buildings and structures are on the same locations where they were constructed or moved to during the period of significance from 1939 to 1969. The Experimental/Receiving and Assembly Building (#180) and the Airplane Storage Building (#181) were originally part of Ryan's original manufacturing facility on Pacific Highway between 1932 and 1939. They were moved to their present locations in 1944 and are considered significant as contributing elements to the Ryan Aeronautical Company Historic District site for its associations with the events that occurred at this location during the period of significance. These two buildings also have additional significance for their association with the Ryan Aeronautical facility on Pacific Highway from 1932 to 1939.

5.3.2.2.2 Design

Design is defined as the "combination of elements that create the form, plan, space, structure, and style of a property." It results from conscious decisions made during the original conception and planning of the property (National Park Service 1994:44-45). In spite of minor alterations or modifications that have occurred, all buildings have maintained their overall original forms, plans, spaces, styles, and design elements. The most serious impact has been the removal of windows from Buildings 131 and 156. However, in spite of this loss, these buildings still retain all other important design elements and qualify as contributing elements to the district. Except for these buildings, the remaining contributing elements retain a high degree of integrity of design.

5.3.2.2.3 Setting

Setting is defined as the: “physical environment of a historic property” (National Park Service 1991:44-45). Sanborn Fire Insurance Maps from 1940 and 1956, as well as historic photographs, indicate that the area that surrounded the Ryan Aeronautical Company complex from approximately 1939 to 1969 has changed substantially over the years. However, due to the fact that the complex is located along the southern perimeter of Lindbergh Field and has remained as an isolated industrial site along North Harbor Drive during this period, the property still retains a good degree of original setting for integrity purposes (Moomjian and Tinsley 2001).

5.3.2.2.4 Materials

Materials are “the physical elements that were combined during a particular period of time in a particular pattern of construction to form a historic property” (National Park Service 1991: 44-45). The Ryan Aeronautical Company Historic District retains original materials in the form of wood, steel, and masonry in the buildings, and asphalt and concrete paving within the complex. Because of this, the district retains excellent integrity of materials.

5.3.2.2.5 Workmanship

Workmanship is the “physical evidence of crafts of a particular culture or people” (National Park Service 1991:44-45). Good to excellent integrity of design and materials, as discussed above, combine to give an excellent integrity of workmanship for the Ryan Aeronautical Company Historic District.

5.3.2.2.6 Feeling and Association

Feeling is defined as “a property’s expression of the aesthetic or historic sense of a particular period of time.” It results from the presence of historic features that together convey the property’s historic character. Association is the “direct link between an important historic event and a historic property” (National Park Service 1991:44-45). The retention of integrity of location, design, setting, materials, and workmanship discussed above combine to give the Ryan Aeronautical Company Historic District a strong sense of feeling and association for T. Claude Ryan and the company’s contributions to local and national aeronautics between 1939 and 1969.

Within this context, the contributing elements of the district combine to convey the historic character of the Ryan Aeronautical Company plant and its representation of the design fabrication concepts common to Southern California aircraft manufacturing from the 1930s through World War II and into the 1950s, a period when the industry played a dominant role in the economy of the region.

5.3.2.3 Ryan Aeronautical Company's Original Pacific Highway Buildings

Buildings 180 and 181 represent the original three buildings constructed by the Ryan Aeronautical Company at the Pacific Highway location, prior to the establishment of the North Harbor Drive facility in 1939. These buildings are not only significant as contributing elements to the Ryan Aeronautical Company Historic District but also qualify for the National Register and the California Register on their own for a period of significance from 1932, when Ryan established his first manufacturing plant at Lindbergh Field, to 1939 when he moved to the Harbor Drive location. The buildings qualify under Criteria A and B, for their association with T. Claude Ryan and his participation in the early development of Lindbergh Field. Ryan established the first aircraft manufacturing plant at Lindbergh in 1932. It was in these buildings that his famous P.T. trainers were first designed and manufactured. These hangars also qualify for significance under Criterion C for their representation of shops typically used during the earlier phases of aircraft manufacturing, when it was still a craft industry and had not yet developed into the large-scale mass production required by the Second World War, which necessitated buildings on a much larger scale. Overall, the buildings are in good condition. Although they no longer retain integrity of setting or location for the period when they were located on Pacific Highway, they do still have a good degree of integrity of design, materials, workmanship, feeling and association. In spite of being combined with Building 180, the original structure and design of the small hangar now comprising the east wing of that building can still be easily identified.

5.3.2.4 Significance Summary Statement

In summary, the Ryan Aeronautical Company Historic District is eligible for nomination to the National and California Registers at both the local and national levels, as well as local listing by the City of San Diego Historical Resources Board. The period of significance is from 1939, when the plant opened, until it was sold to Teledyne, Inc. in 1969. It was during this 30 year span that

the site was directly associated with T. Claude Ryan and his management of the company, as well as Ryan Aeronautical's significant contributions to national defense production during the Second World War and important developments in aerospace research and development during the 1950s and 1960s.

The district is eligible under Criterion A for its association with the development of the aircraft industry in San Diego at Lindbergh Field, for its association with the contribution of aircraft manufacturers at Lindbergh Field to World War II defense production, and for its association with the company's significant contributions to Cold War research and development projects, as well as defense manufacturing. The Ryan Aeronautical Company Historic District is eligible under Criterion B for its association with aviation pioneer T. Claude Ryan. The district is also eligible under Criterion C for its representation of a distinctive type of industrial architecture associated with the 1930s and World War II.

The district still retains a high degree of integrity of location, design, setting, materials, and workmanship, which combine to give a strong sense of feeling and association with the plant's function during the period of significance. Taken together the buildings and structures that make up the contributing elements of the district illustrate the design fabrication concepts common to Southern California aircraft manufacturing from the 1930s through World War II and into the 1950s; a period when the industry played a dominant role in the economy of the region.

In addition, two contributing elements within the district, Buildings 180 and 181, have an additional layer of significance. In addition to being important contributing elements to the Ryan Aeronautical Company Historic District, these hangars represent the first three buildings constructed by Ryan Aeronautical when the company was located adjacent to the original terminal on Pacific Highway from 1932 to 1939. These buildings qualify under Criteria A and B for their association with T. Claude Ryan and his participation in the early development of Lindbergh Field. They also qualify for significance under Criterion C for their representation of shops typically used during the earlier phases of aircraft manufacturing, when it was still a craft industry and had not yet developed into the large-scale mass production required by the Second World War, which necessitated buildings on a much large scale. Overall, the buildings are in good condition. Although they no longer retain integrity of setting or location for the period when they were located on Pacific Highway, they do still have a good degree of integrity of design, materials, workmanship, feeling and association. Combined with the other buildings that make up the National Register District, these buildings represent the first aircraft manufacturing plant at Lindbergh Field and its transition from a small craft industry to a large scale wartime and post war aerospace production manufacturing plant.

5.3.3 Impacts

Under the Proposed Airport Land Use Plan, the former Teledyne-Ryan complex is designated for ground transportation and airport support uses. The adoption of the Airport Land Use Plan will have no direct impacts to these resources, however future development may affect the historic structures.

Under the Proposed Airport Implementation Plan and the East Terminal Alternative, no project components are proposed to be implemented on the Teledyne-Ryan property and there are no specific projects that would impact the historic district. If future actions are proposed, appropriate project-specific mitigation measures must be developed and implemented.

5.3.4 Management Considerations

A significant historic district has been identified for the former Teledyne-Ryan complex. As addressed above, the Ryan Aeronautical Company Historic District is eligible for nomination to the National and California Registers, as well as local listing. The former Teledyne-Ryan complex is designated under the Airport Land Use Plan as airport support and ground transportation, so there will be no direct impacts to these resources, but future actions may affect the historic properties. If future actions are proposed within the historic district, appropriate mitigation measures must be developed and implemented.

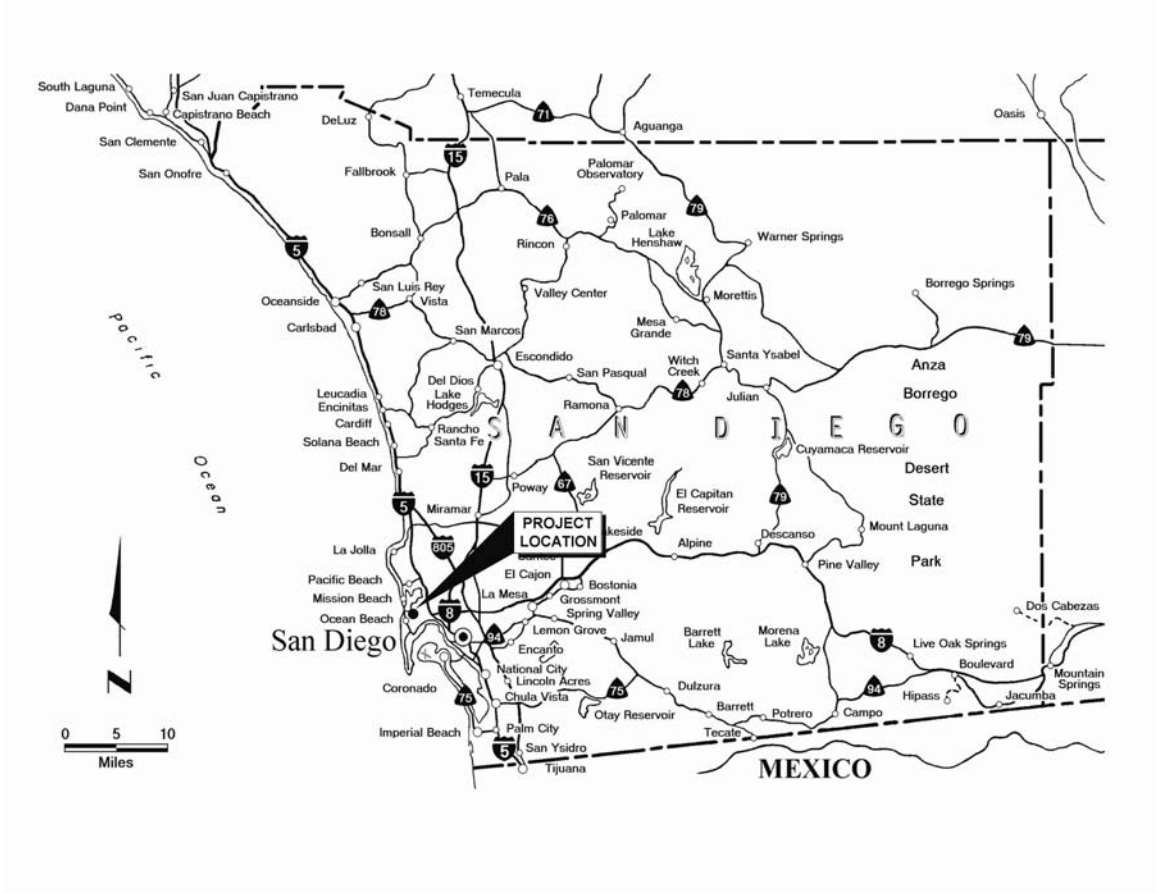

Figure 1: Regional Location in San Diego County

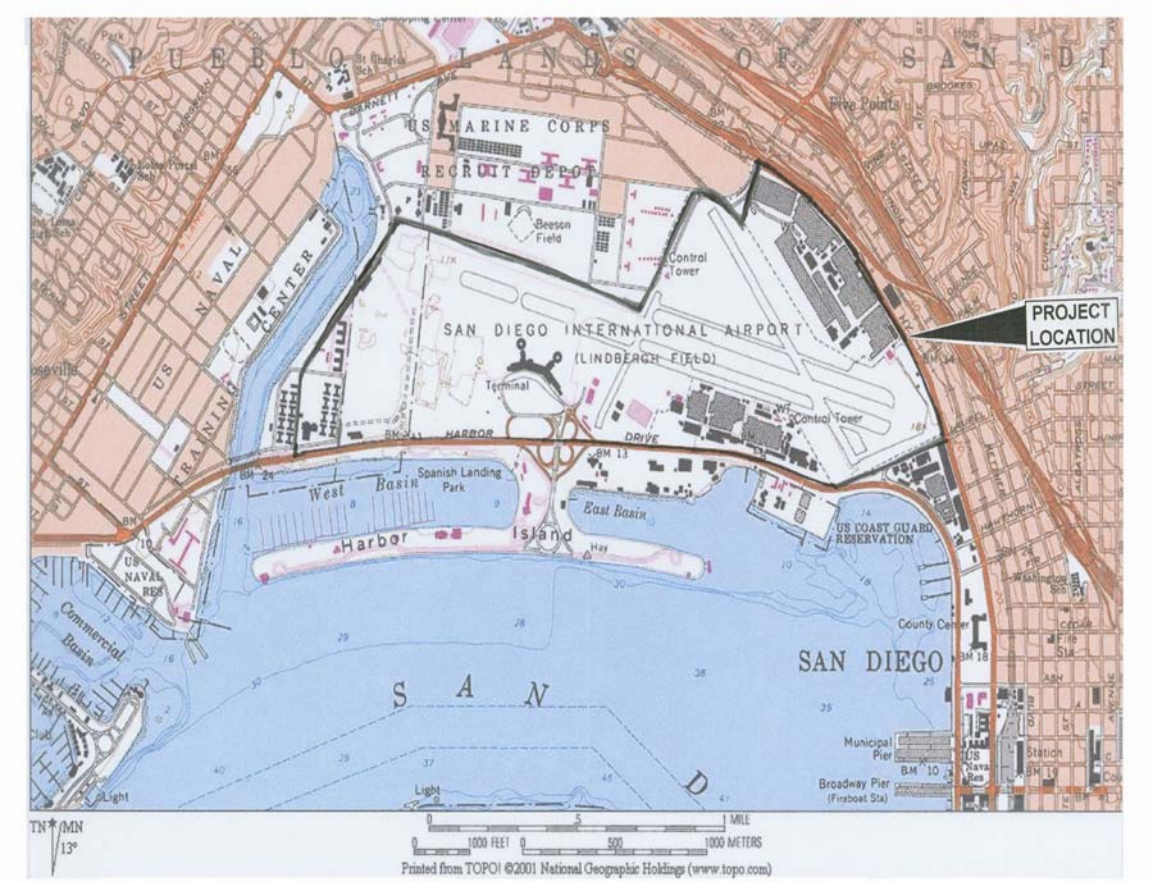

Figure 2: Project Location on USGS Point Loma Quadrangle

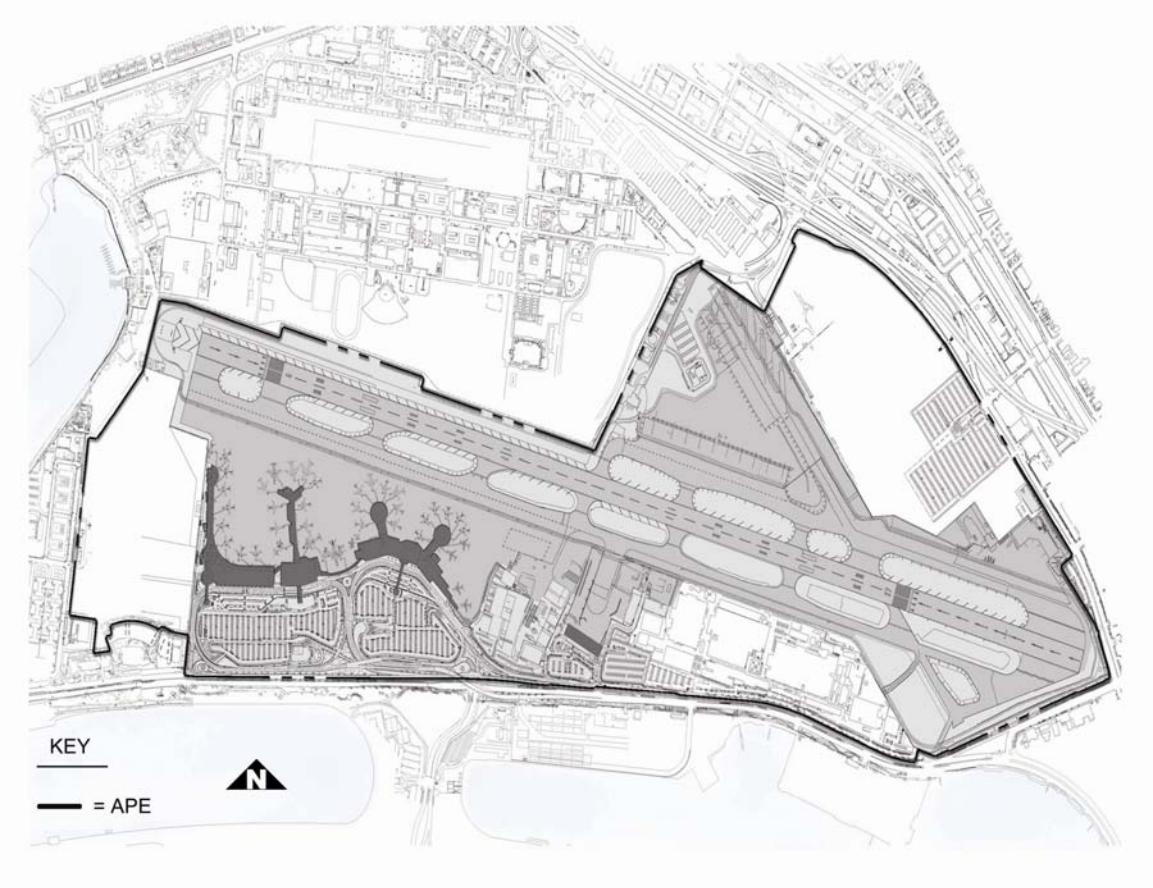

Figure 3: Airport Layout and Area of Potential Effect

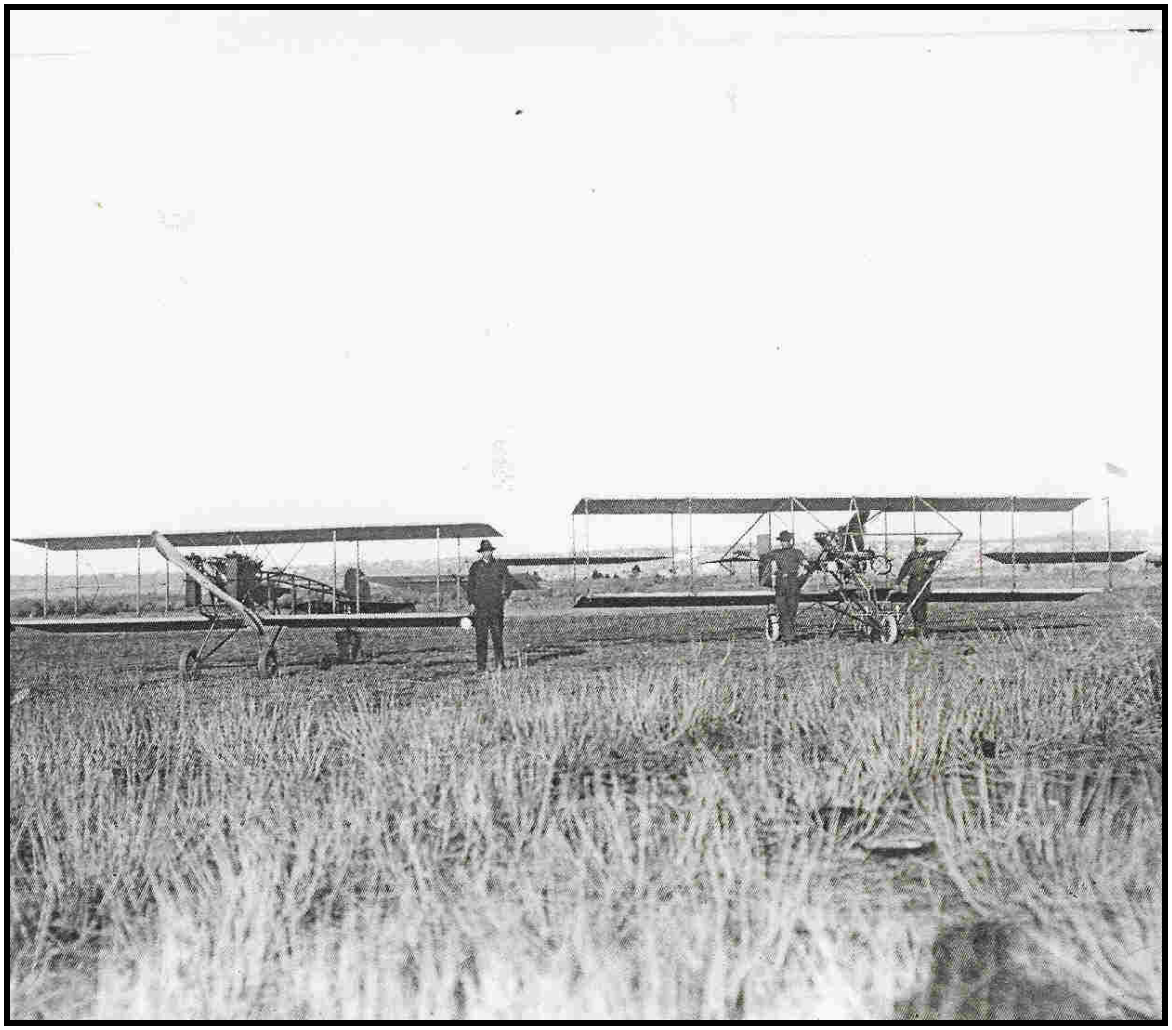

Figure 4: Army Airplanes at Rockwell Field 1912 (San Diego Aerospace Museum).

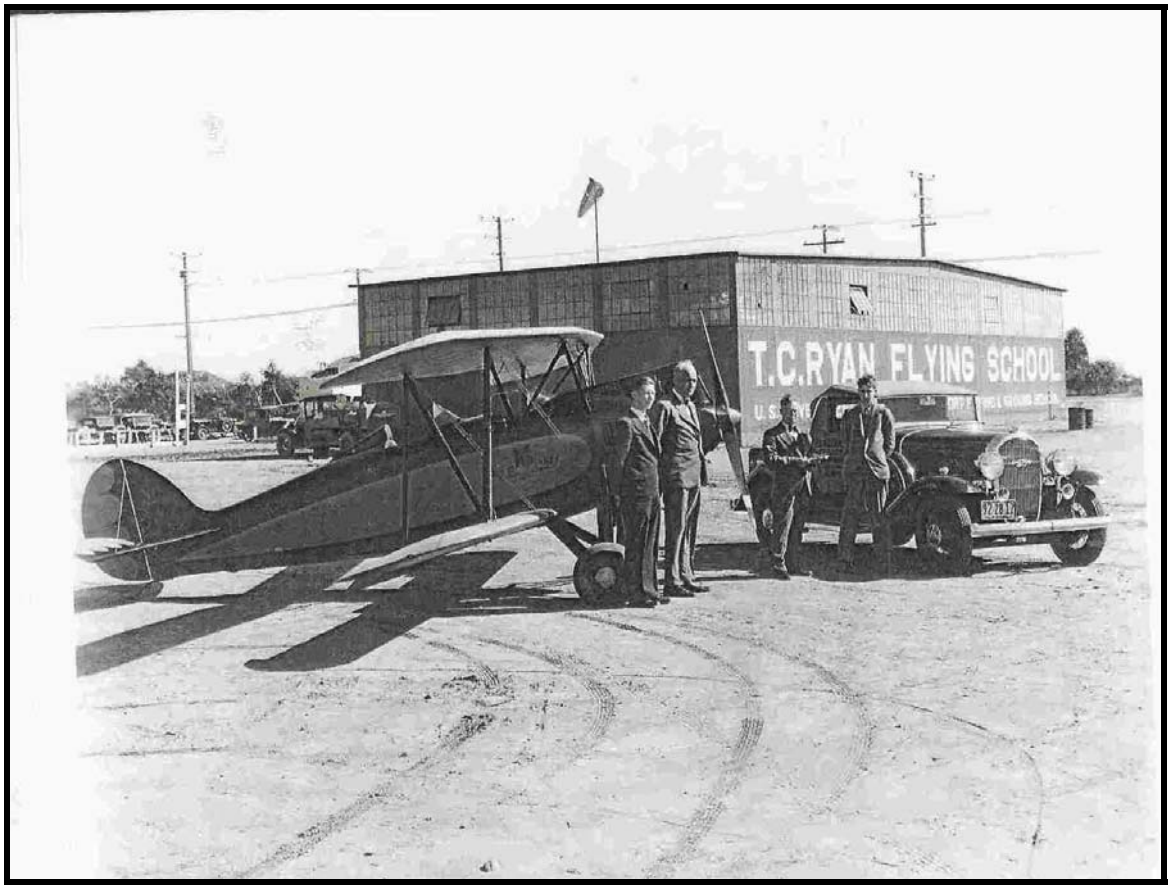

Figure 5: The Ryan Flying School at Dutch Flats (San Diego Historical Society).

Figure 6: A Ryan Monoplane (San Diego Historical Society).

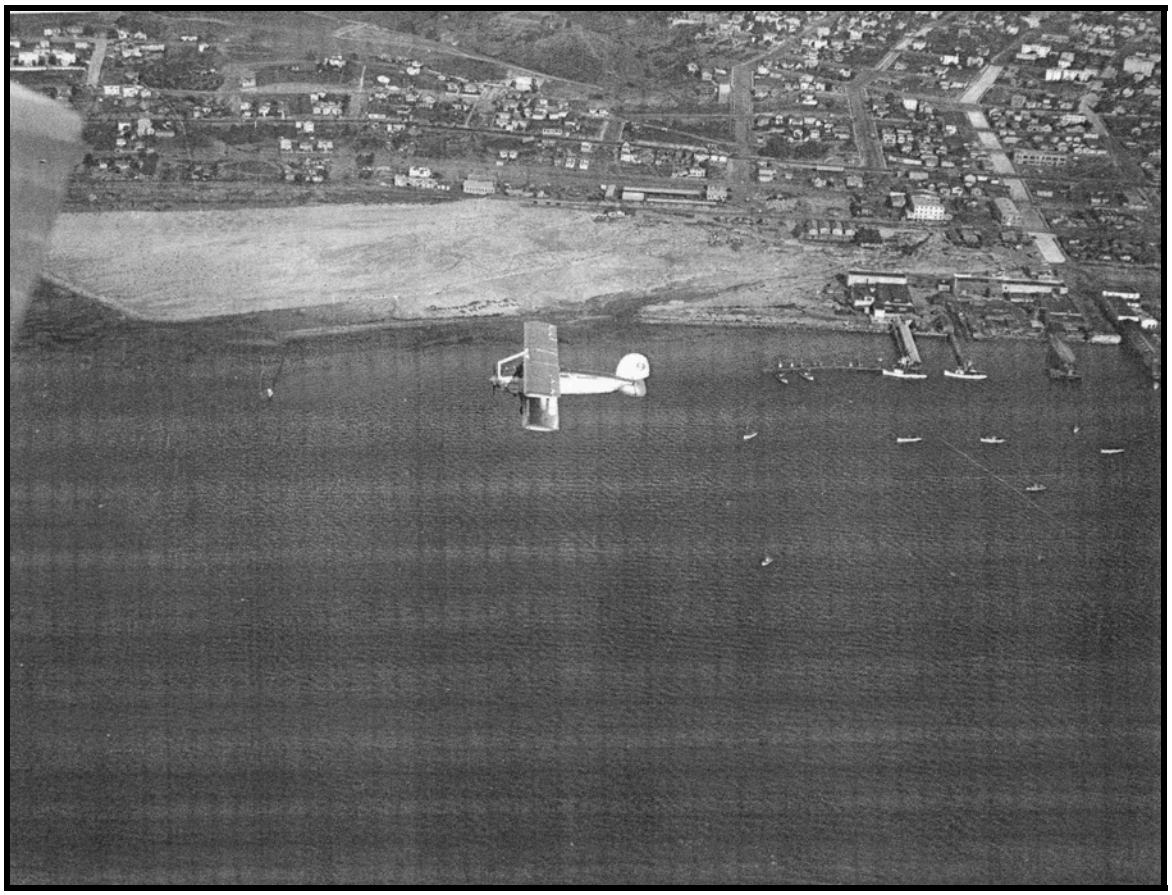

Figure 7: This barren flat on the edge of the bay is the original 25 acres of reclaimed tidelands that became Lindbergh Field in 1928 (San Diego Historical Society).

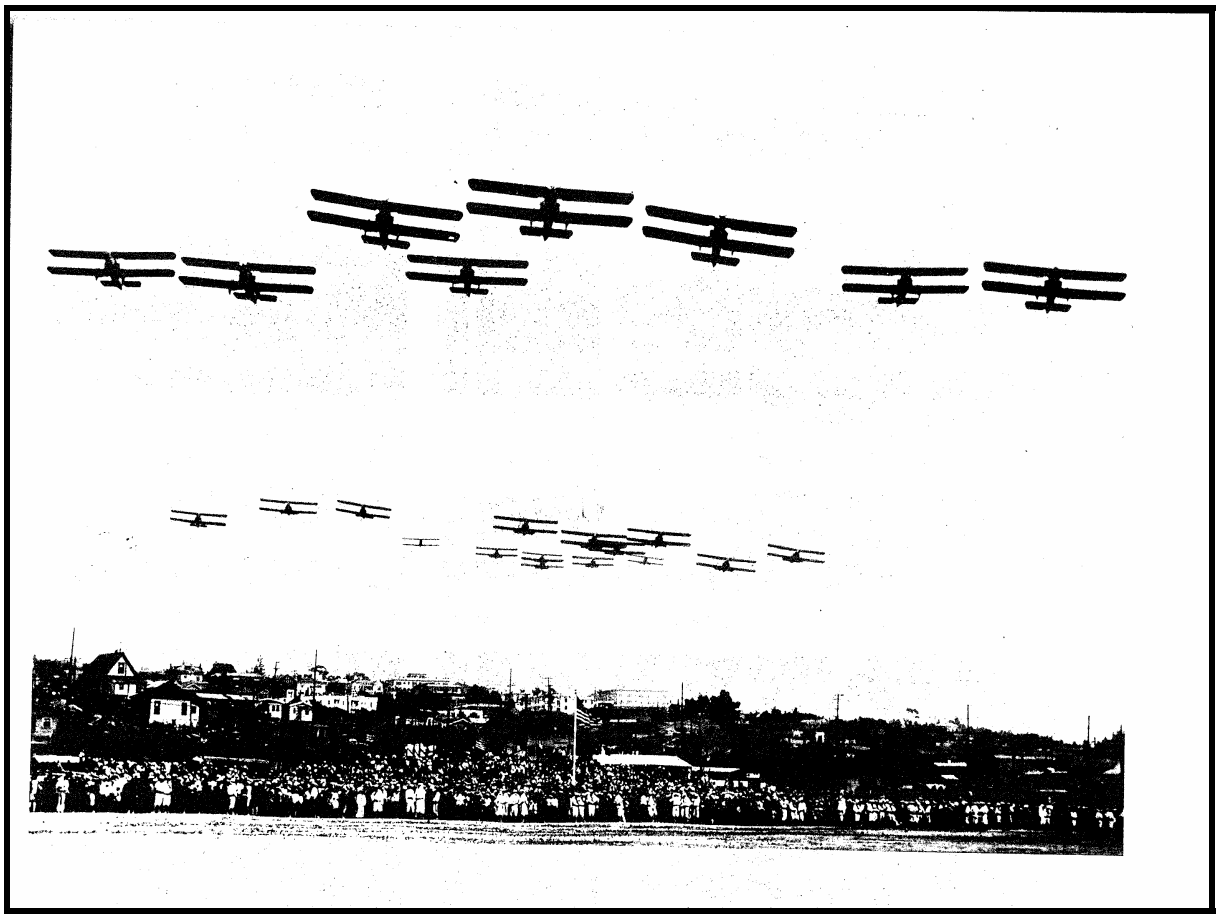

Figure 8: A portion of the 200-plane flyover at the dedication of Lindbergh Field on August 16, 1928 (San Diego Aerospace Museum).

Figure 9: This March 1929 photograph shows dredging operations continuing to reclaim tidelands on the west side of the airport (San Diego Aerospace Museum).

Figure 10: Planes on Lindbergh Field circa 1928 – 1930 (San Diego Historical Society).

Figure 11: Western Air Express biplane in front of the Airtech Hangar in November 1930 (San Diego Historical Society).

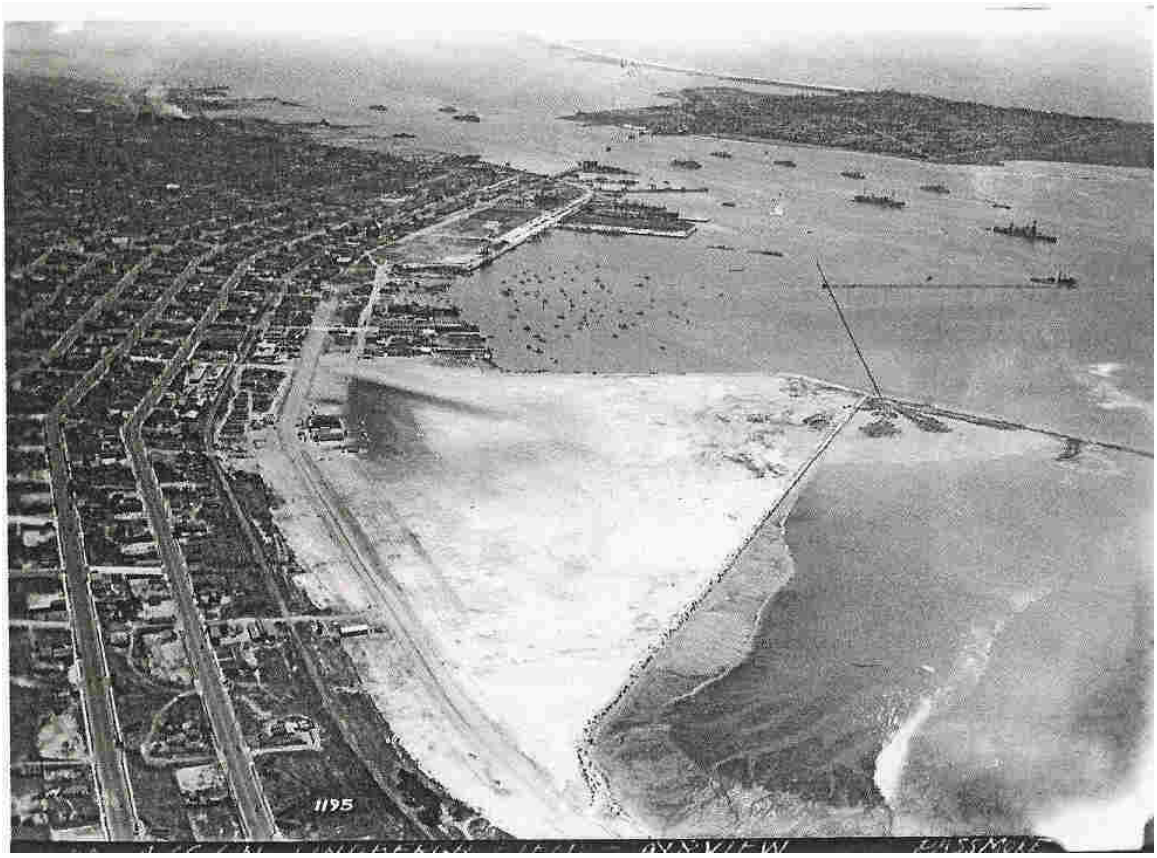

Figure 12: The airport has more than doubled in size as reclamation work continues to add land to the west in this December 1931 photograph (San Diego Historical Society).

Figure 13: A tri-motor pulls up to load passengers at the original tugboat pilot house terminal at Lindbergh Field (San Diego Aerospace Museum).

Figure 14: The Airtech and Pacific Air Transport - United Airlines hangars circa 1931-1932 (San Diego Aerospace Museum).

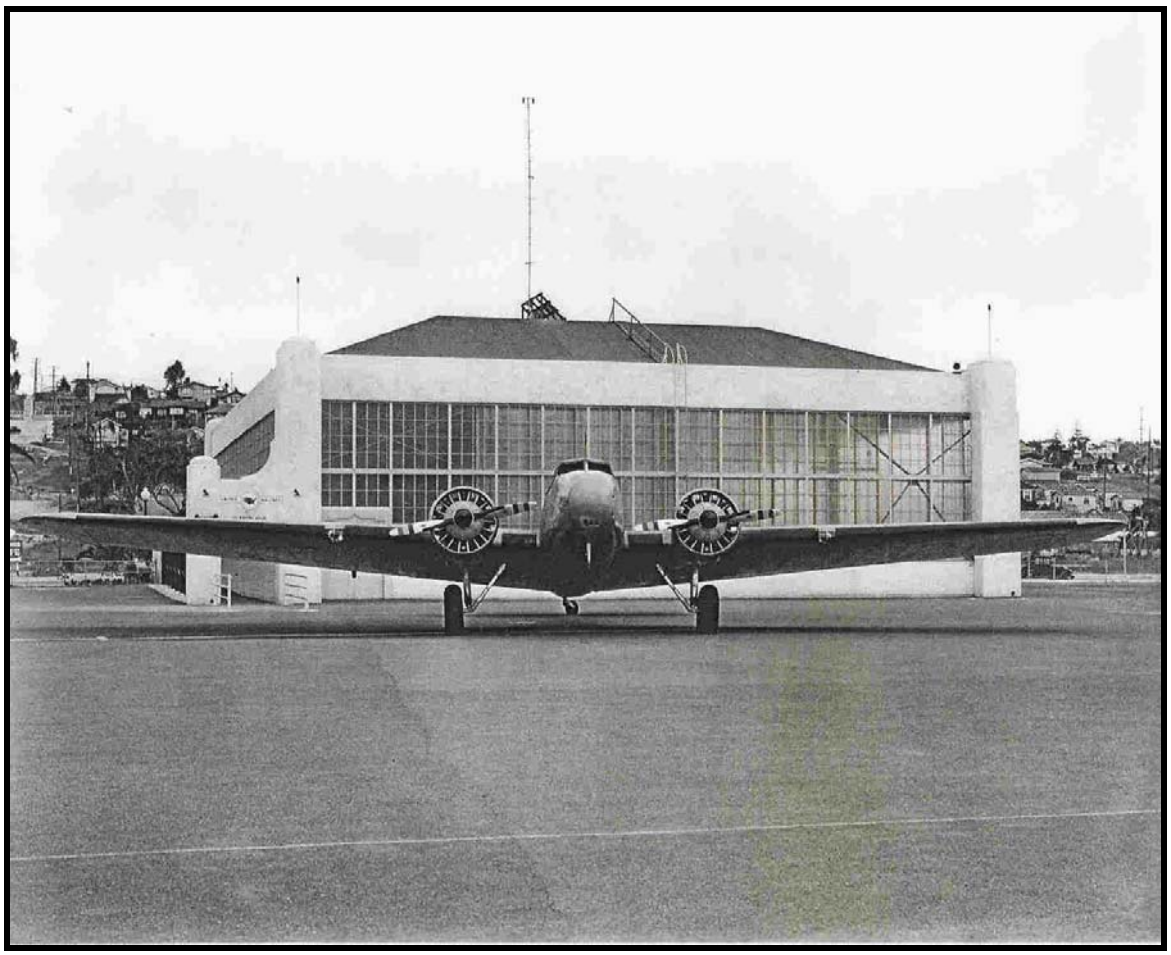

Figure 15: A Boeing twin-engine passenger plane in front of the United Airlines Hangar circa 1931 – 1932 (San Diego Historical Society).

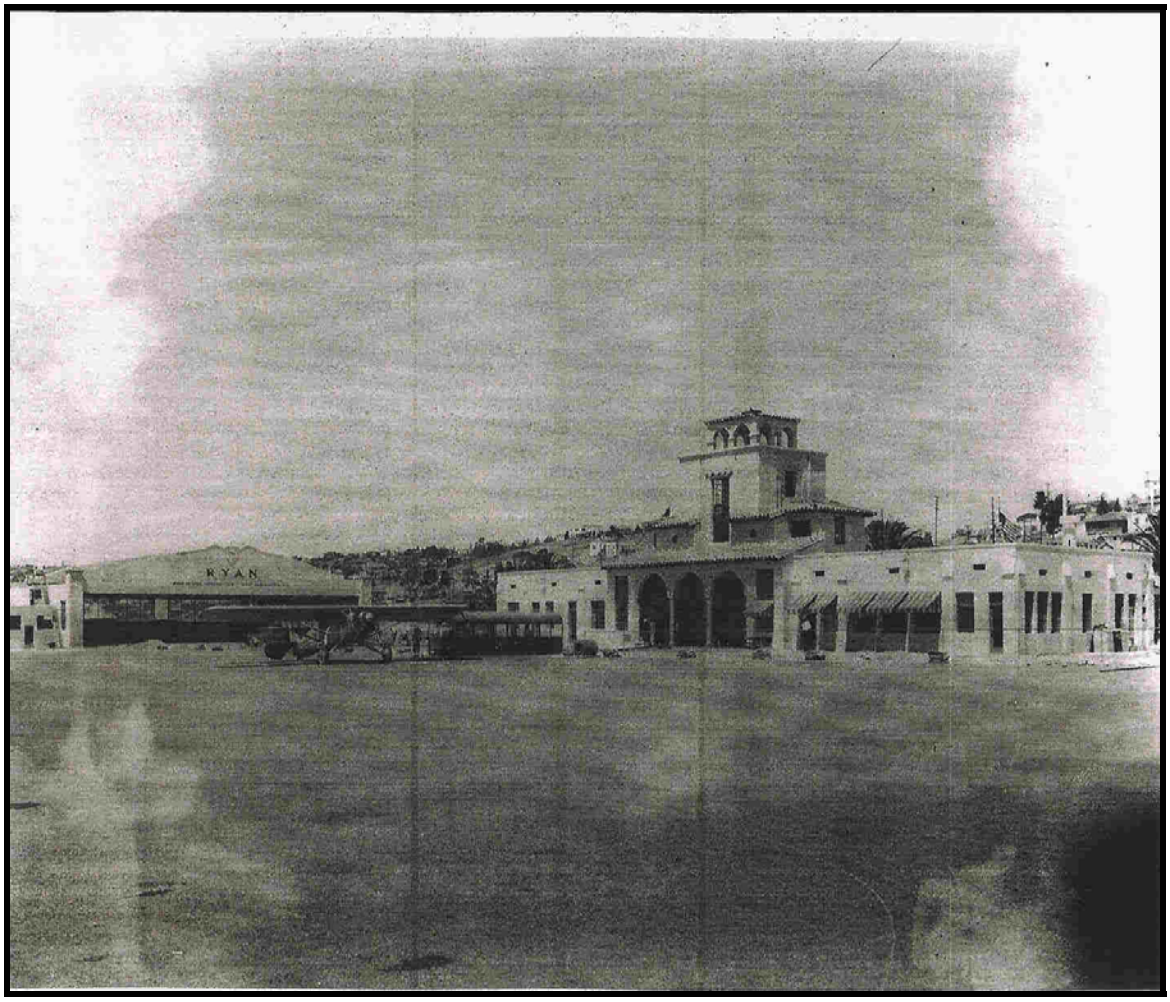

Figure 16: A Ryan monoplane sits in front of the new administration and terminal building that is still under construction in this 1932 photograph. Ryan's new hangar can be seen in the background (San Diego Aerospace Museum).

Figure 17: The finished terminal as seen from Pacific Highway 1932 – 1933 (San Diego Historical Society).

Figure 18: The New Airport Terminal in 1933 as viewed from the east side, with the Ryan Aeronautical Hangar in the background (San Diego Aerospace Museum).

Figure 19: The Airport Terminal in 1936 as seen from the west side with the Airtech and United Airlines hangars in the background (San Diego Historical Society).

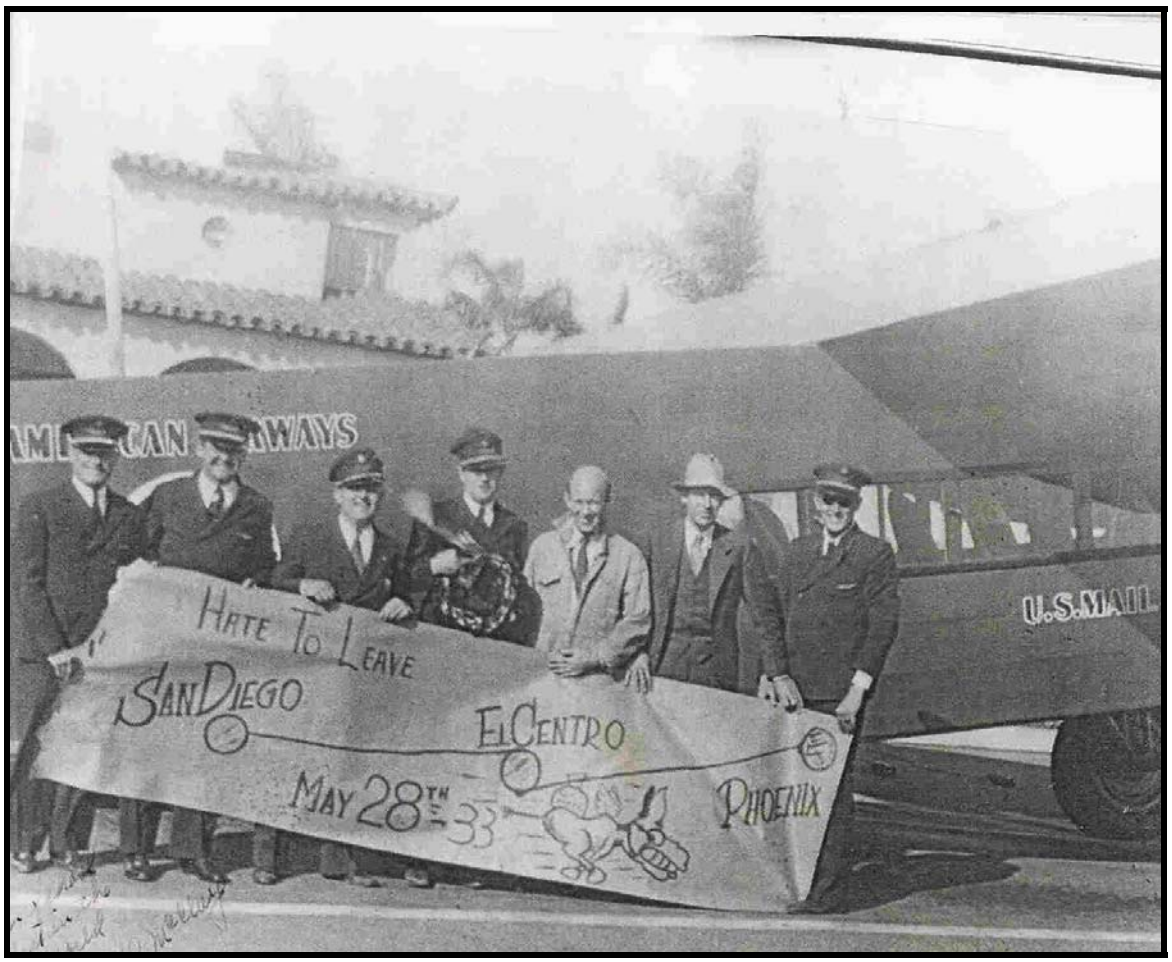

Figure 20: America Airways plane and crew in front of the new Terminal Building, with a banner celebrating their San Diego to Phoenix schedule in May 1933 (San Diego Historical Society).

Figure 21: Newly paved surfaces can be seen in this circa 1933- 1934 aerial photograph of Lindbergh Field. Pacific Highway on the left of the airport is graded but not paved (San Diego Aerospace Museum).

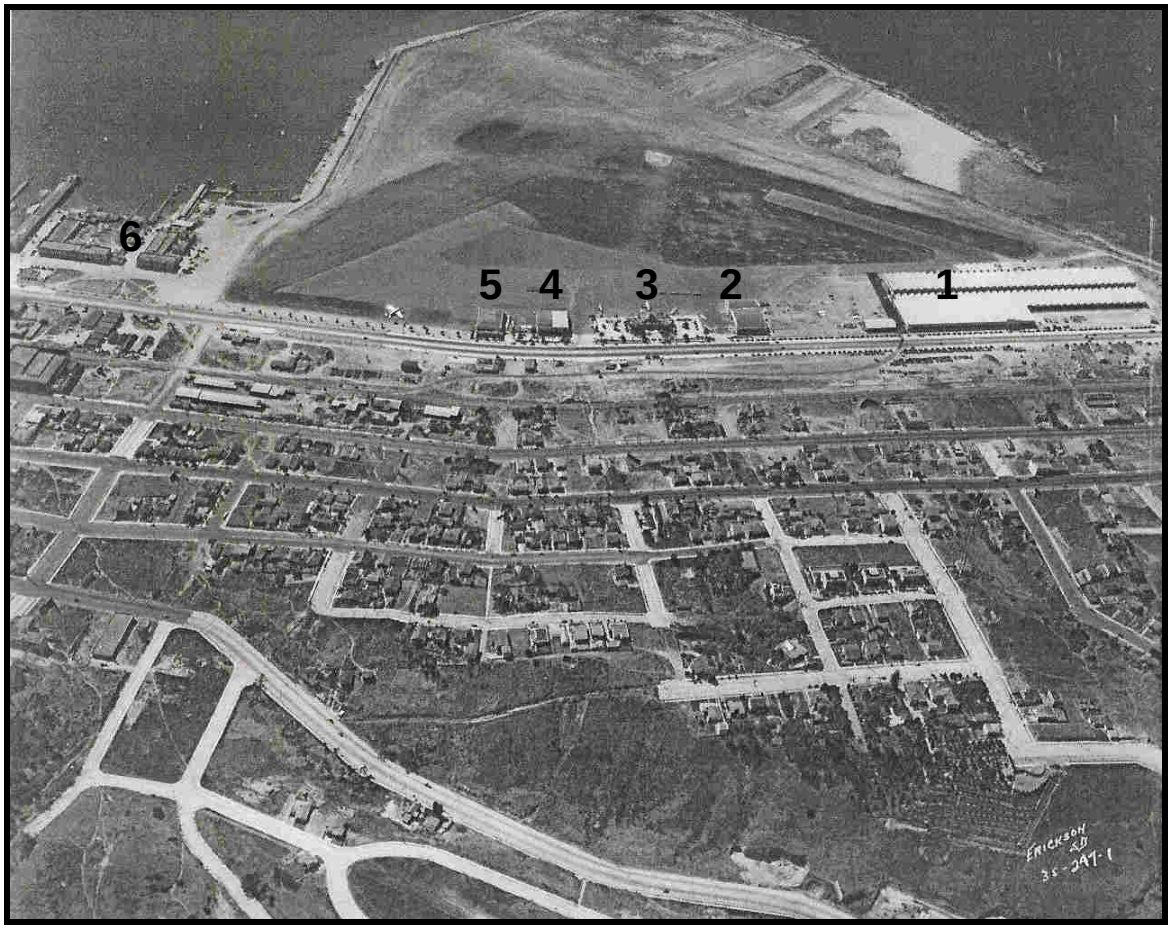

Figure 22: Lindbergh Field in October 1935. More reclaimed land has been added to the east and west sides. Pacific Highway has been paved along the north side of the airport and the newly constructed Consolidated Aircraft Plant can be seen at the west end of the airport (1). Ryan's Hangars (2), the Terminal building (3) and the Airtech (4) and United Airlines Hangars (5) can be seen along Pacific Highway to the east of the Consolidated Plant. Solar Aircraft (6) is located just to the east of the airport (San Diego Aerospace Museum).

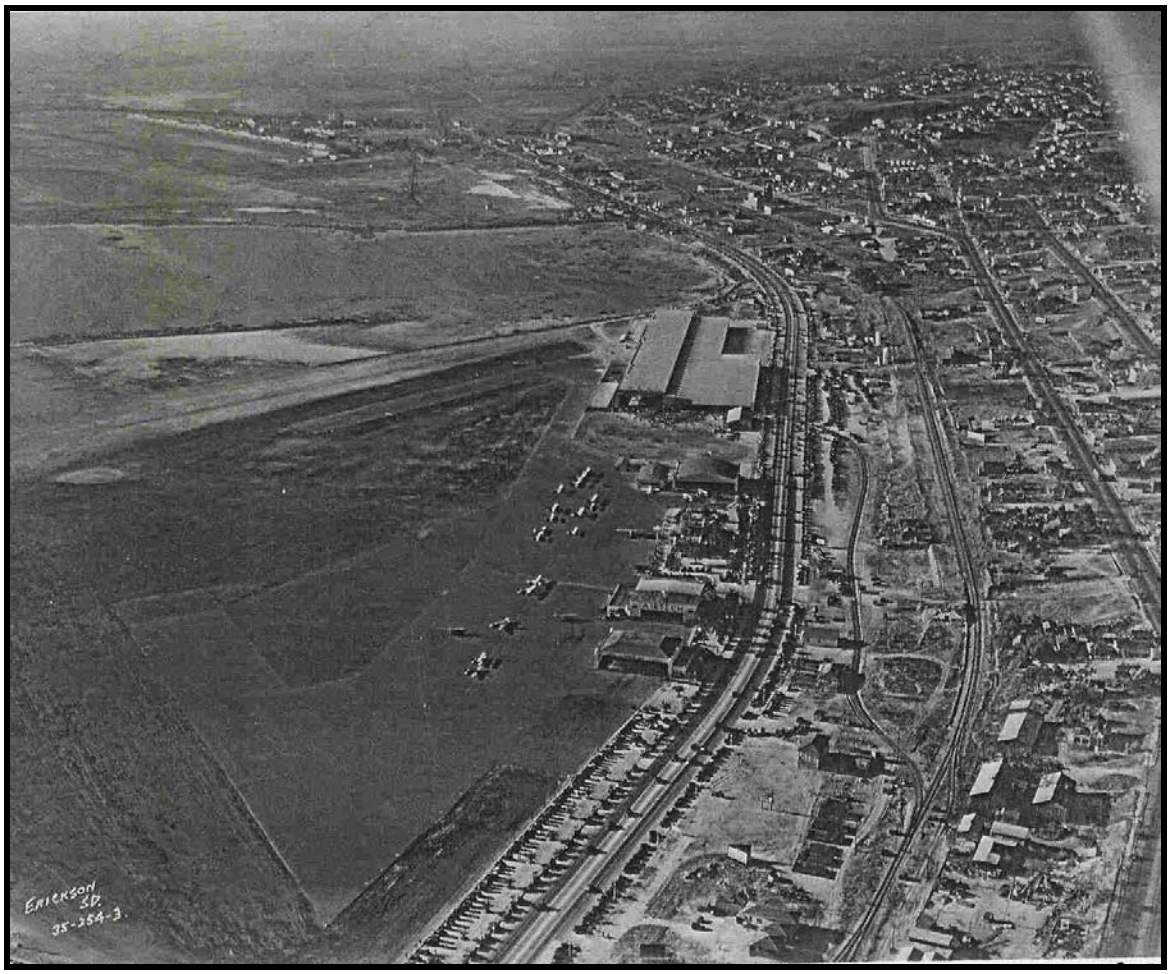

Figure 23: A circa 1934 - 1935 photograph of Lindbergh Field. The buildings along Pacific Highway at the right side of the field are from bottom to top: United Airlines Hangar, Airtech Hangar, Terminal, Ryan Aeronautical Hangars, and Consolidated Aircraft Plant (San Diego Aerospace Museum)

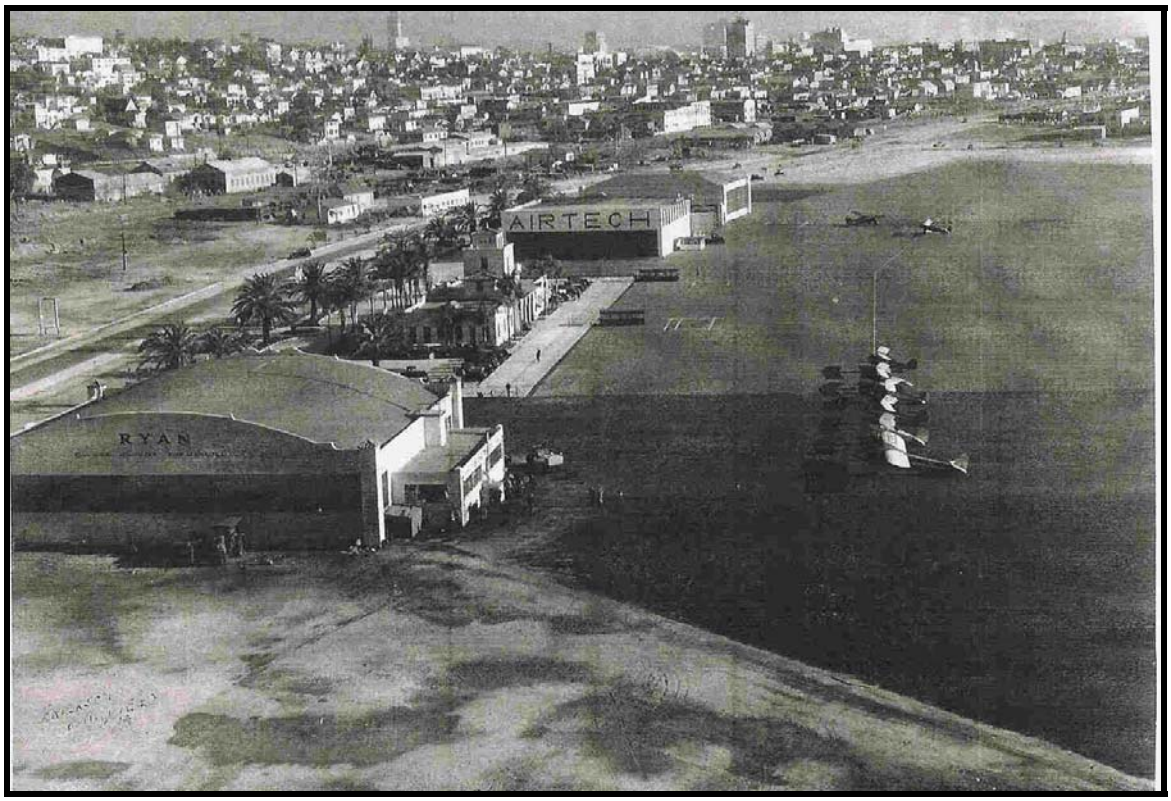

Figure 24: A closer aerial view of the four main airport buildings in circa 1934 - 1935. Ryan's Hangar is in the foreground, next is the Airport Terminal, followed by the Airtech Hangar and then the United Airlines Hangar (San Diego Aerospace Museum).

Figure 25: By 1937 dredging had once again added substantial acreage to the west side of the airport. The Coast Guard Station and Seaplane Ramp are under construction on reclaimed land in the foreground and Harbor Drive has been graded but remains unpaved. The Consolidated Plant (1) has expanded to dominate the northwest corner of the field (San Diego Historical Society).

Figure 26: Dredges continue to deposit bay fill and expand the airport ever westward in this 1939 aerial photograph. A portion of the expanded Consolidated plant can be seen in the photograph's upper left corner (San Diego Historical Society).

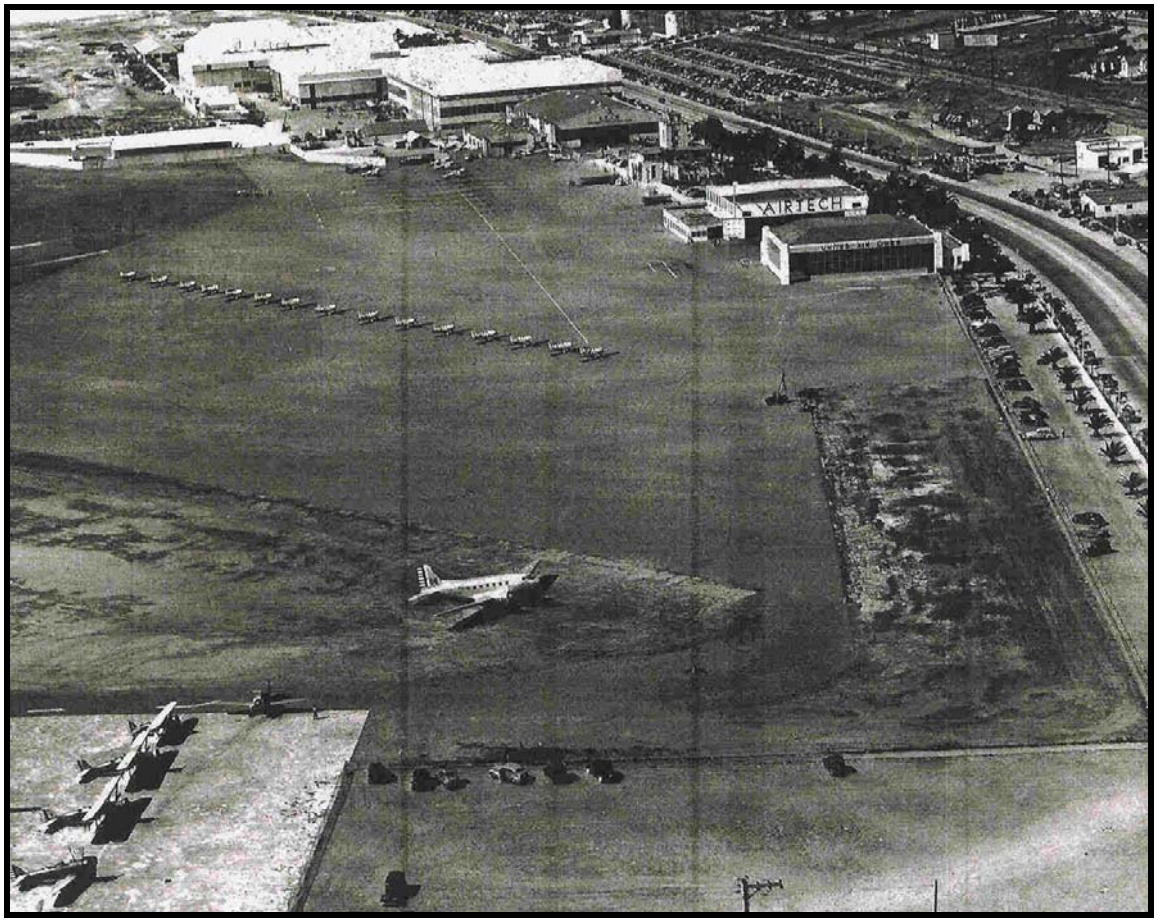

Figure 27: Aerial overview of the main airport area along Pacific highway in 1939. Note the line of Ryan trainers on the tarmac. Consolidated's large buildings dominated Pacific Highway to the rear of Ryan's Hangars (San Diego Aerospace Museum).

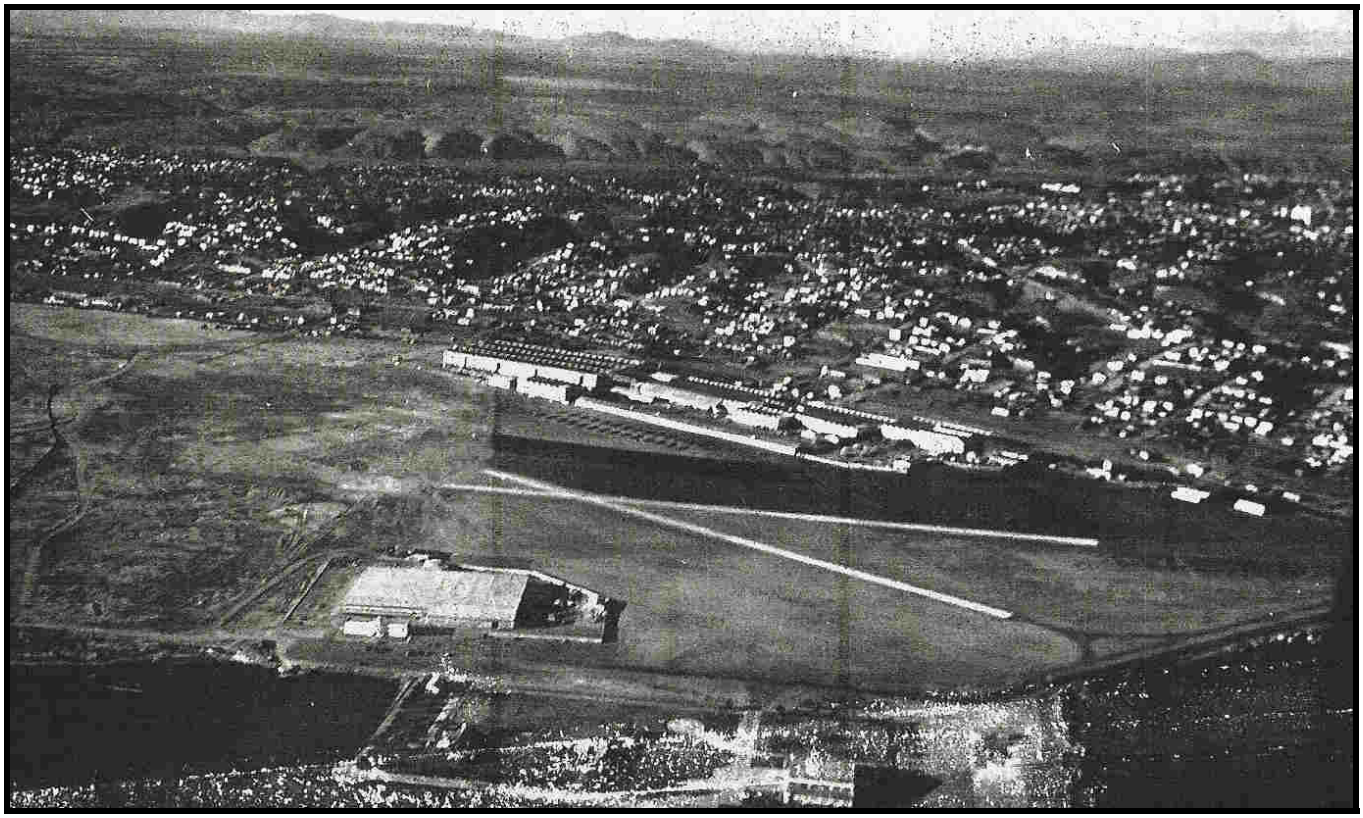

Figure 28: This 1940 photograph shows the newly completed runways. Ryan Aeronautical Company's new plant along Harbor Drive is in the foreground and the Consolidated Aircraft Plant dominates the north side of the airport (San Aerospace Museum).

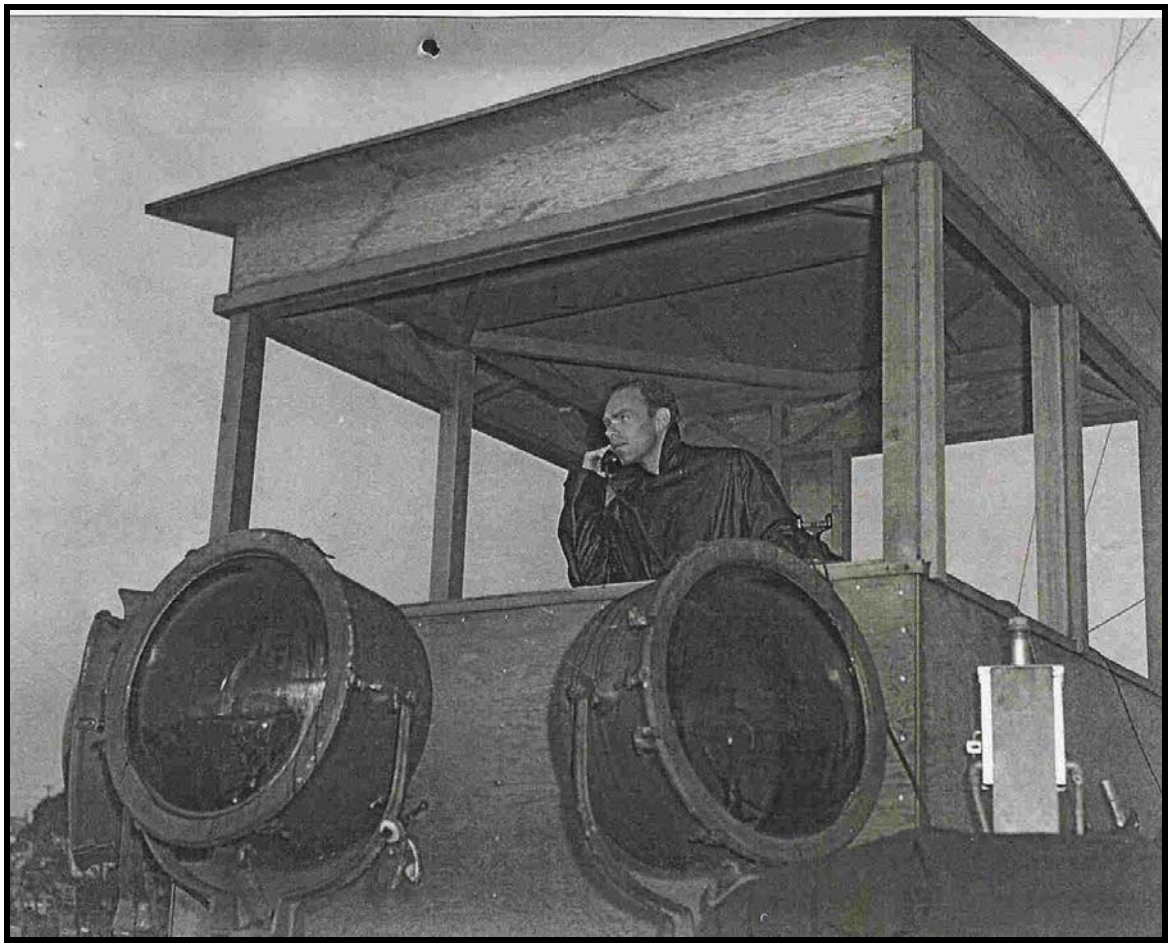

Figure 29: Lindbergh Field Tower in the 1940s (San Diego Historical Society).

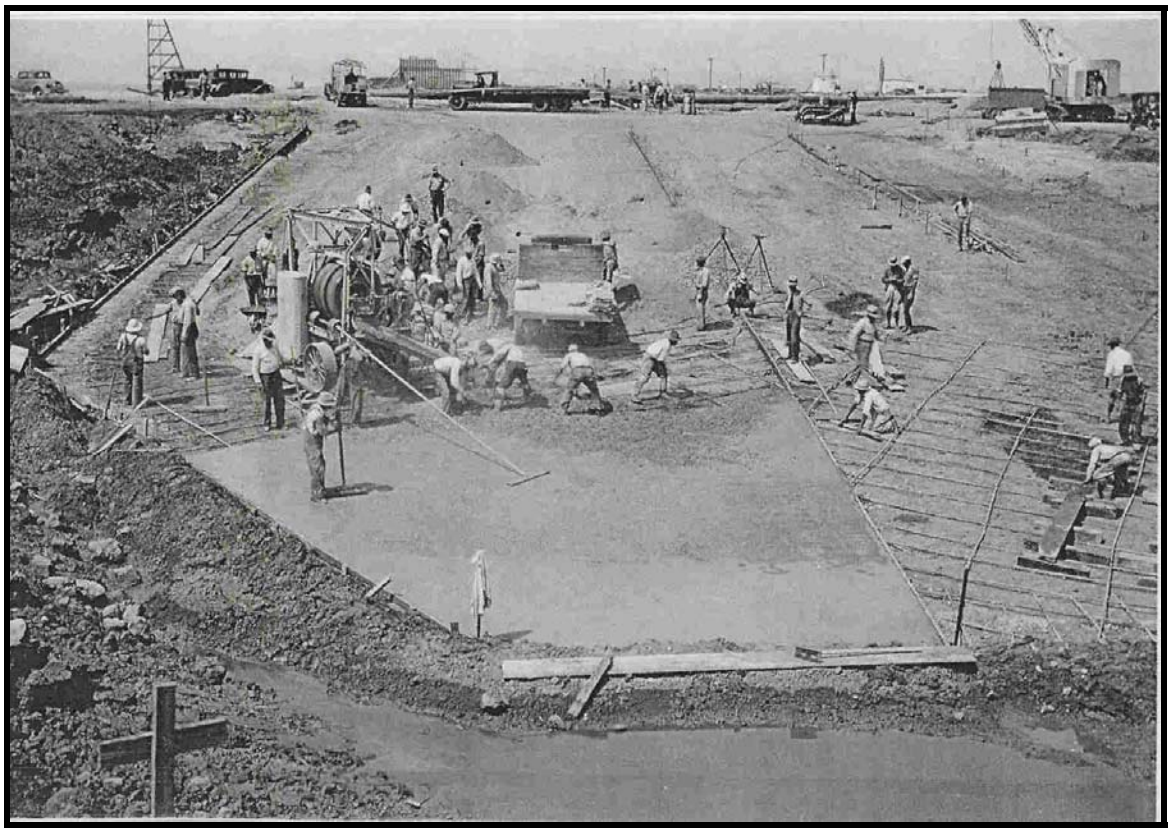

Figure 30: World War II runway expansion at Lindbergh Field (San Diego Historical Society).

Figure 31: The newly completed runways in August 1946. Note the enlarged Ryan Aeronautical Plant on the south side of the field (1), the greatly expanded Consolidated plant on the north side (2), and the original four buildings still located along Pacific Highway (3), and the Solar Aircraft Plant (4) (San Diego Historical Society).

Figure 32: The Pacific Highway side of the remodeled Terminal, circa 1952 (San Diego Historical Society).

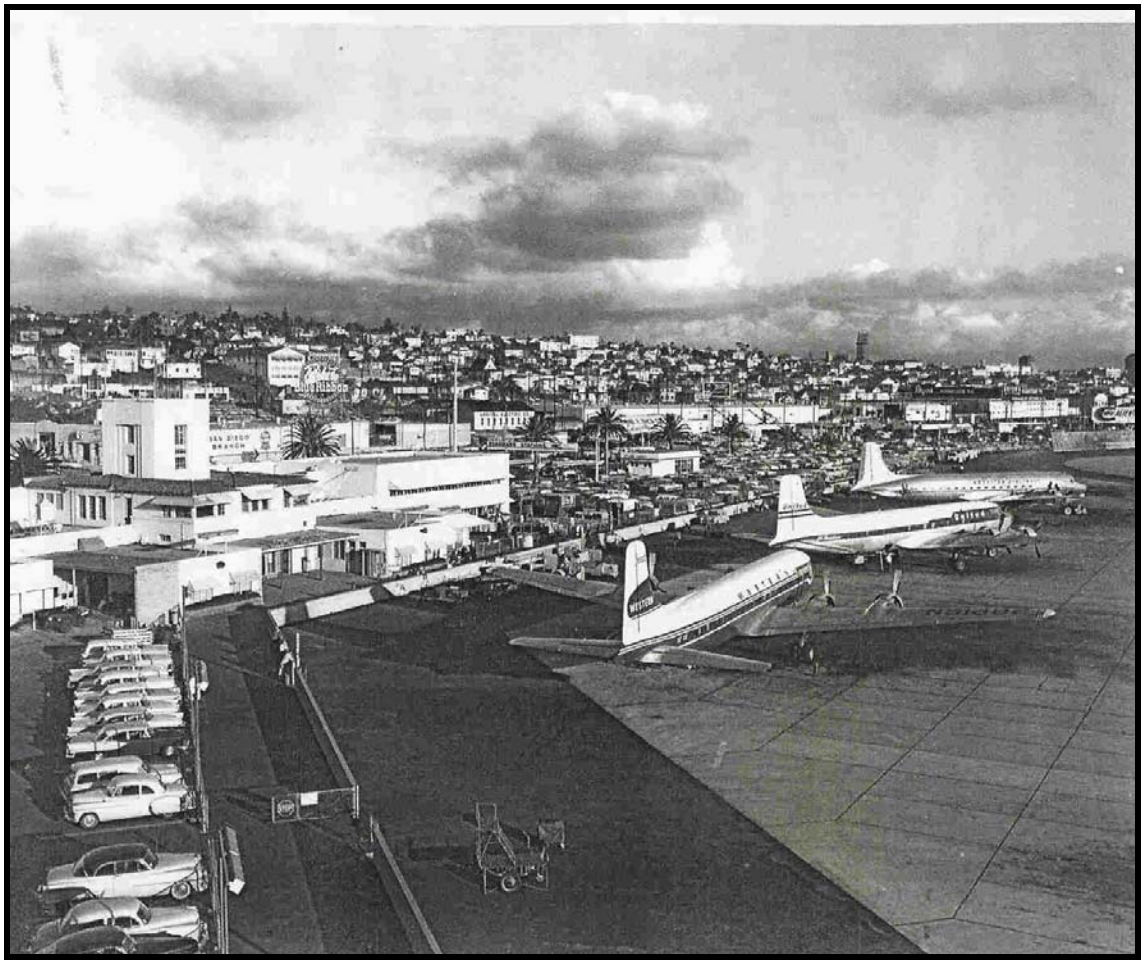

Figure 33: Airliners ready to take on passengers in 1957 (San Diego Historical Society). The Ryan and United Airlines hangars have been removed, and the old Airtech building has been incorporated into the east end of the Terminal (San Diego Historical Society).

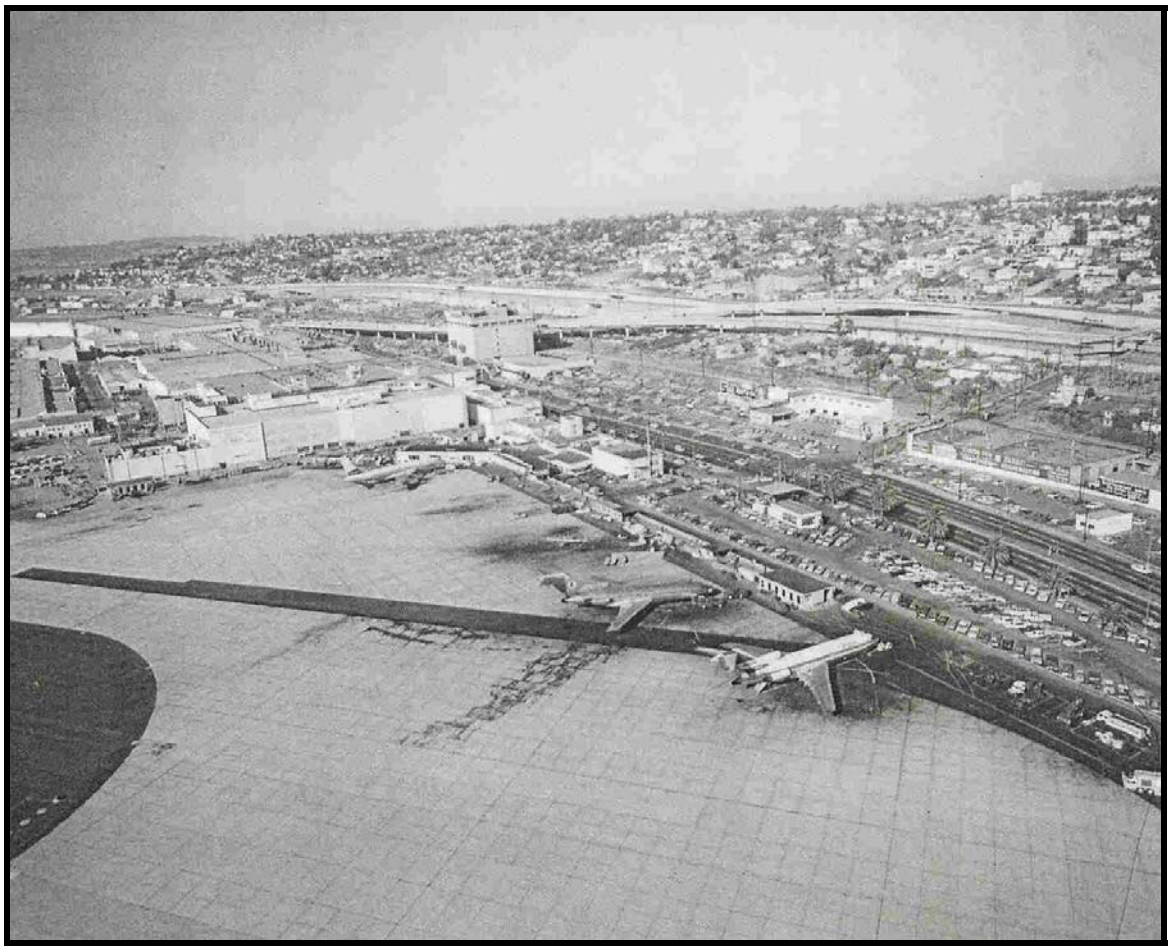

Figure 34: By 1966, when this photograph was taken, jet airliners had replaced large propeller driven passenger aircraft (San Diego Historical Society).

Figure 35: Autos loading and unloading passengers in front of the crowded Lindbergh Field Air Terminal in 1965 (San Diego Historical Society).

Figure 36: The holiday rush fills the Air Terminal at Lindbergh in December 1966 (San Diego Historical Society).

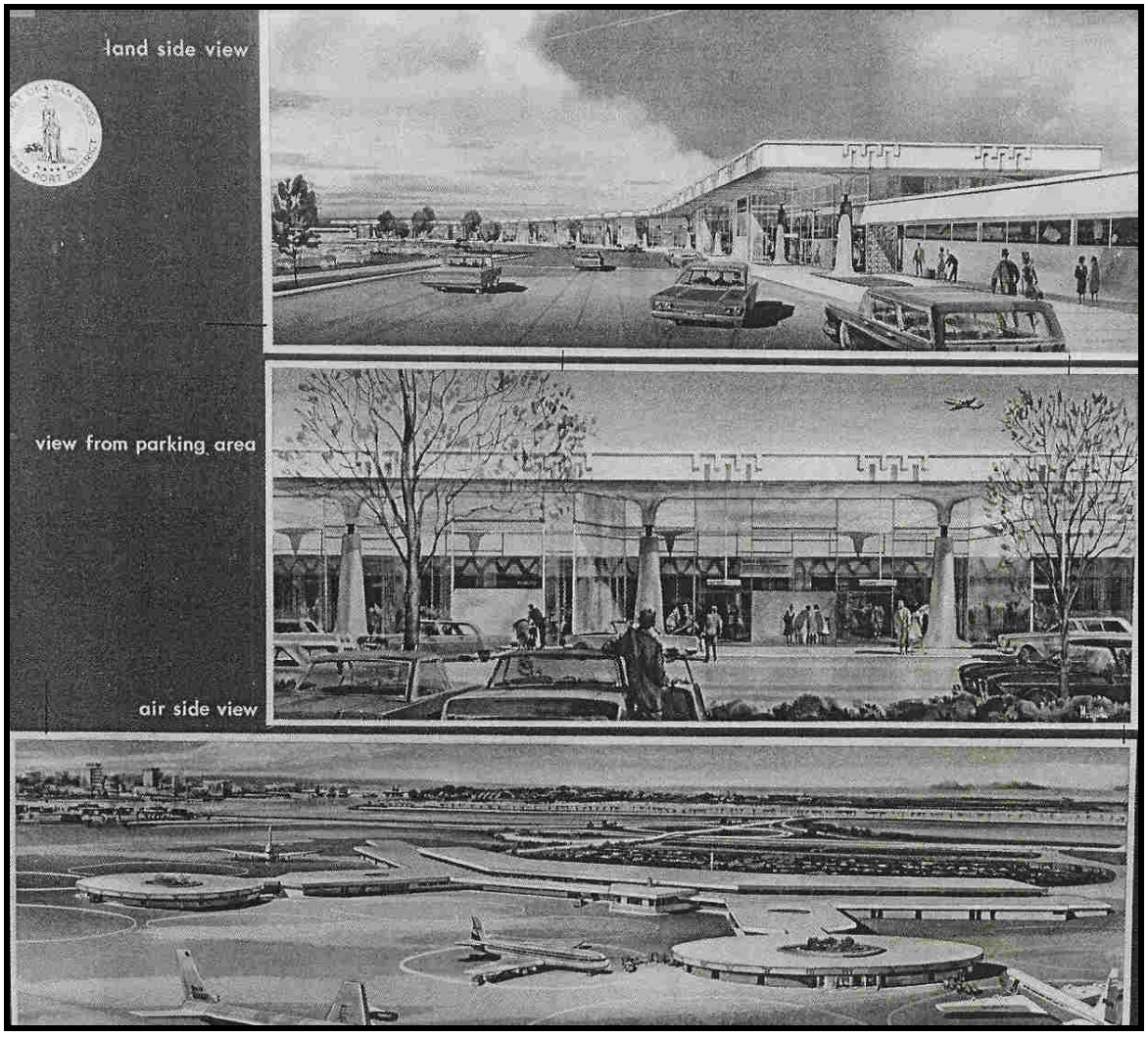

Figure 37: Architects drawings of the new Air Terminal Building completed along Harbor Drive in 1967.

Figure 38: The PSA Headquarters Building completed along Harbor Drive in 1967. It is now (2005) used as the Commuter Terminal (San Diego Historical Society).

Figure 39: Demolition of portions of the Old Air Terminal in 1967, revealed the original buildings roofline and the old Airtech hangar on the right side of the photograph (San Diego Historical Society).

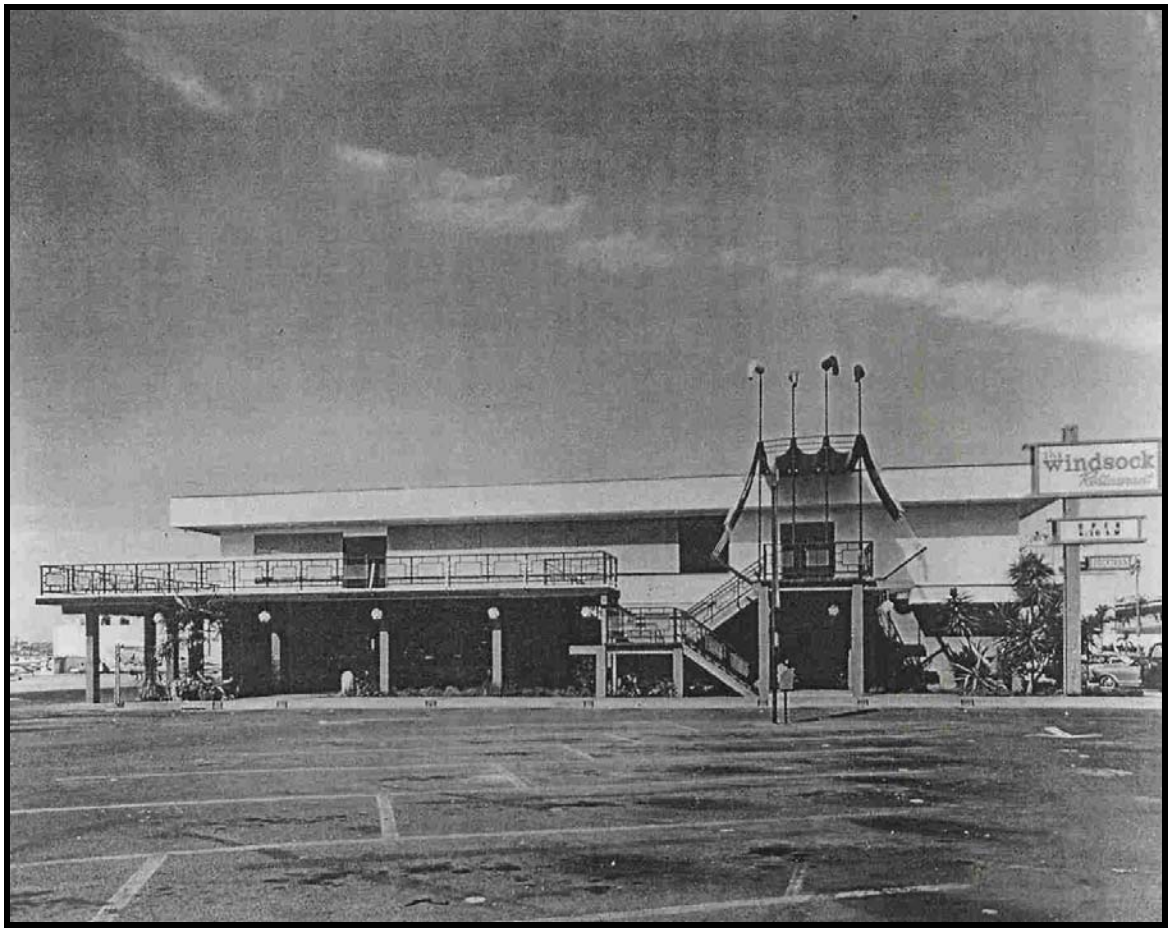

Figure 40: The old Terminal Building remodeled as the Jimsair Windsock Restaurant circa 1968 (San Diego Historical Society).

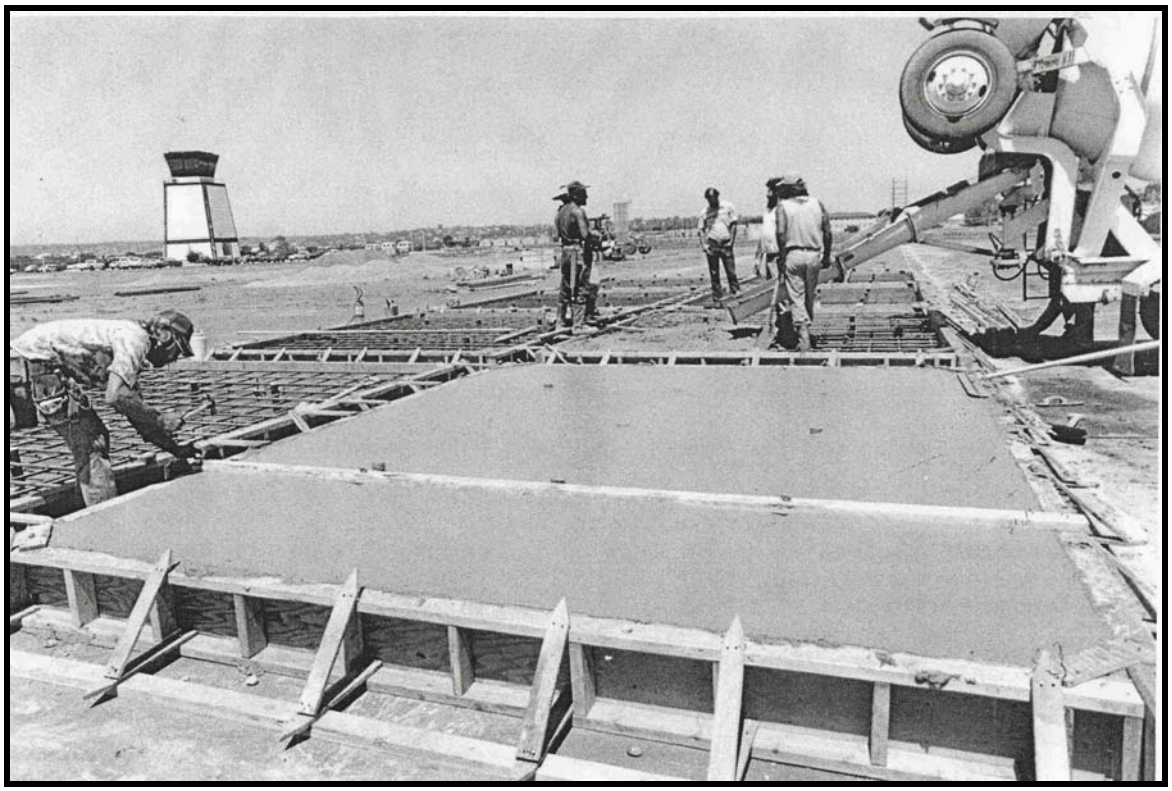

Figure 41: Pouring concrete for the new holding apron in 1980 (San Diego Historical Society).

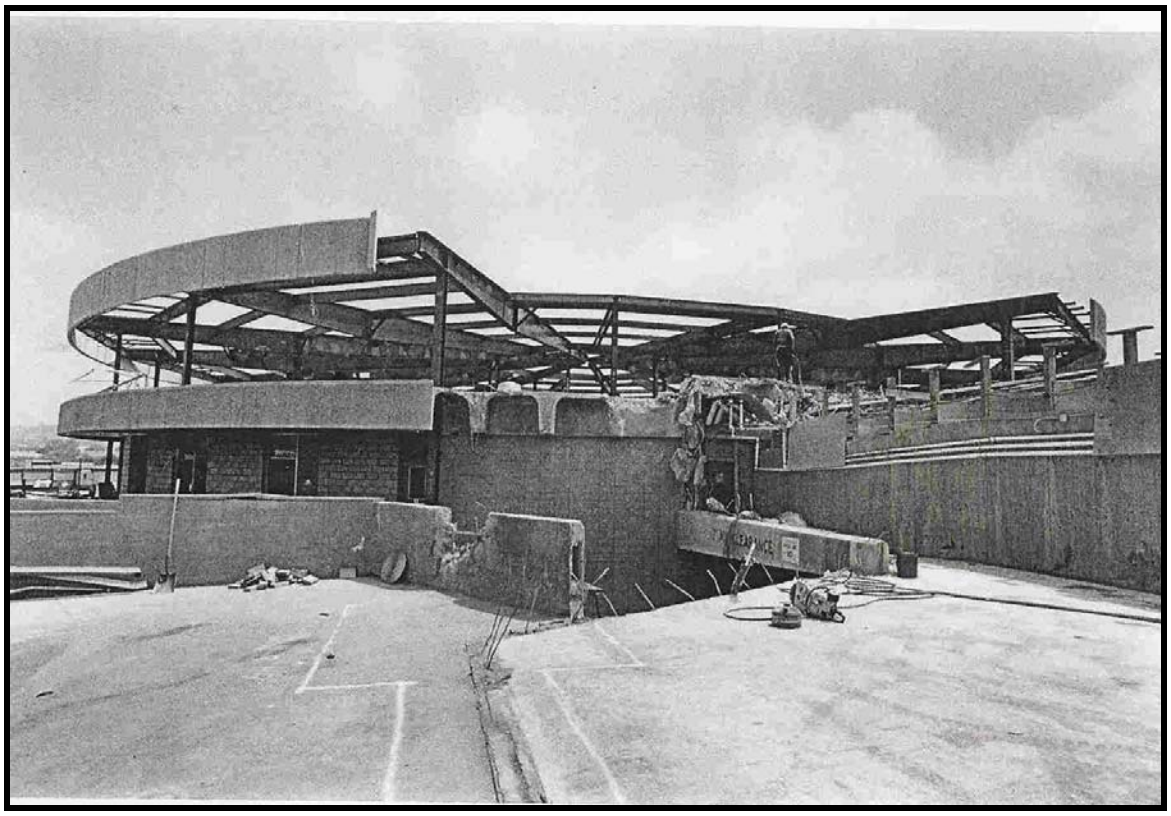

Figure 42: Adding a second story to the 1967 Terminal building in 1982 (San Diego Historical Society).

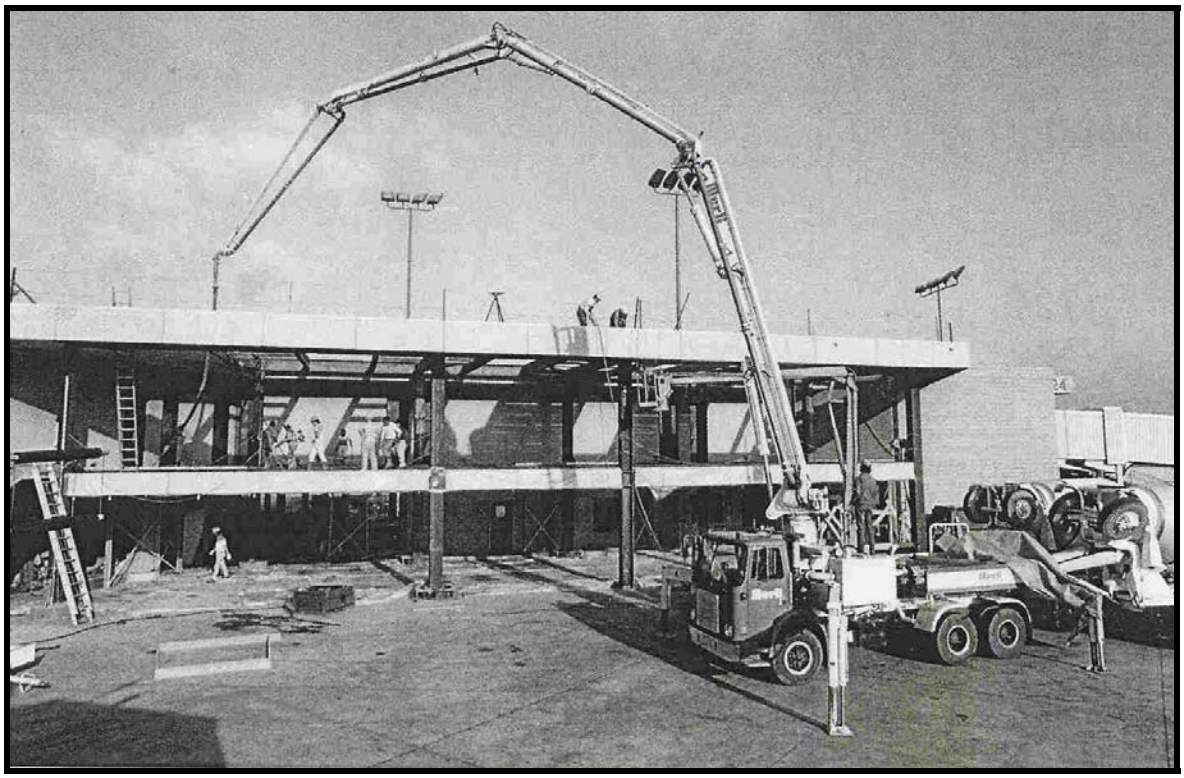

Figure 43: The West Terminal additions under construction in 1987 (San Diego Historical Society).

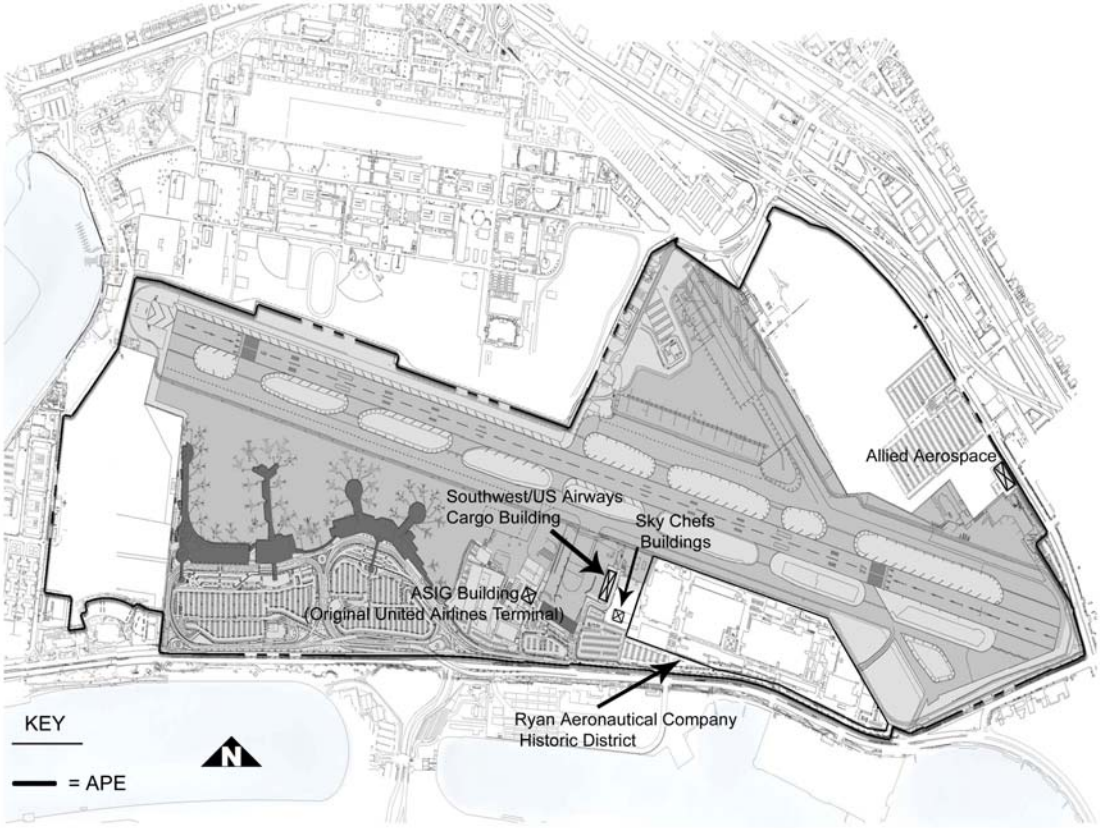

Figure 44: Locations of Buildings Evaluated

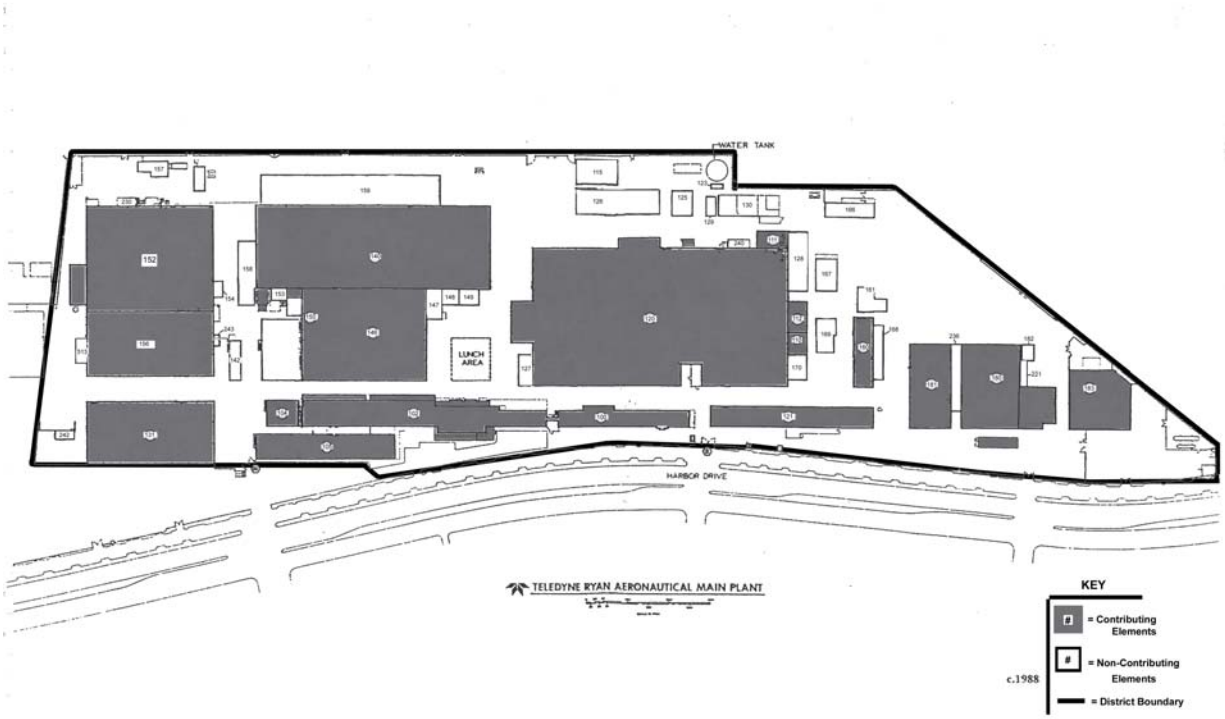

Figure 45: Ryan Aeronautical Company Historic District

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90

APPENDIX 1

FORMS

UNITED HANGAR/TERMINAL
BUILDING, STRUCTURE, OBJECT RECORD

RYAN AERONAUTICAL COMPANY HISTORIC DISTRICT
RECORD

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI #**
PRIMARY RECORD
Trinomial
NRHP Status Code

Other Listings
Review Code **Reviewer** **Date**

 *__Resource Name or #:__ United Airlines 1931 Hangar and Terminal

P1. Other Identifier: ASIG Building
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Diego
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Point Loma. **Date:** 1996 **T** 16 South; **R** 3 West; on unsectioned Pueblo Lands of the City of San Diego.

c. Address: 2340 A-D Sillwater Road. City: San Diego. Zip: 92133
d. UTM: Zone: 11s 482588 mE/ 362143 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 10 ft. AMSL.
d. UTM: Zone: 11s; 481962 mE/ 3621467 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 13 ft ASML
Along the western edge of Lindbergh Field south of the Air Freight Building and north of the Commuter Terminal.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two story in height aircraft hangar measures approximately 75 feet square. Its steel frame is supported by a poured concrete slab foundation. The low, broad, pyramidal shaped roof is supported by steel trusses and covered with asphalt roofing material. Squared, stucco covered, modest Art-Deco style pillars frame the building at each corner. The east side consists of a glass curtain wall made of multiple rectangular panes of glass in a large steel frame. The north wall consists of sliding hangar doors constructed in the same manner. A row of identically framed windows runs across the upper portion of the south wall. The west wall is stuccoed. Multiple single entry doors and rectangular steel framed windows are located at ground level along this side.

***P3b. Resource Attributes:** (List attributes and codes) HP 8: Industrial Building
***P4. Resources Present:** ☒Building ☐Structure☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

SEE CONTINUATION SHEETS

P5b. Description of Photo: (View, date, accession #)

See continuation sheets

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both

1931

***P7. Owner and Address:**
San Diego Regional Airport Authority, P.O. Box 82776, San Diego, CA 92138

***P8. Recorded by:** (Name, affiliation, and address)

Stephen Van Wormer
Walter Enterprises
238 Second Avenue, Chula Vista, CA, 91910

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI #**
PRIMARY RECORD **Trinomial**
NRHP Status Code

Other Listings
Review Code **Reviewer** **Date**

 *__Resource Name or #:__ United Airlines 1931 Hangar and Terminal

***P9. Date Recorded:** December 2005

***P10. Survey Type:** (Describe)

Intensive Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Van Wormer, Stephen R. and Mary Robbins–Wade, 2006. Historic Architectural Survey: San Diego Airport Master Plan Update. Affinis, El Cajon, CA

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name: United Airlines 1931 Hangar and Terminal

B2. Common Name: ASIG Building

B3. Original Use: Airline terminal and hangar B4. Present Use: Aircraft maintenance hangar

***B5. Architectural Style:** Industrial – commercial aircraft hangar – modest Art Deco pillars at corners.

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Originally constructed along Pacific Highway at the southeast corner of the airfield in May 1931, this hangar was the second building built at Lindbergh Field. According to San Diego Regional Airport Authority records, it was moved to its present location around 1957.

***B7. Moved?** ☐**No** ☒**Yes** ☐**Unknown** **Date:** 1957 **Original Location:** Along Pacific Highway at the southeast corner of Lindbergh Field.

***B8. Related Features:** None

B9a. Architect: Undetermined b. Builder: Undetermined

***B10. Significance: Theme:** Development of the commercial airline industry. **Area:** Lindbergh Field and along the West Coast.

Period of Significance: 1931 – 1940 **Property Type:** Applicable **Criteria:** Eligible for listing by the San Diego Historic Sites Board

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The ASIG building is the original United Airlines terminal. Pacific Air Transport - who changed their name to United shortly thereafter - originally constructed this building along Pacific Highway at the southeast corner of the airfield in May 1931. It was the second building constructed at Lindbergh Field. The building is significant under National Register Criterion C. Its design reflects early aircraft hangar and terminal construction typical of the late 1920s and early 1930s. The building shows very little modification from its original design and retains excellent integrity of design, workmanship, and materials, which still convey a strong feeling and association for the early airport development at Lindbergh Field and the early pioneering development of airline industry. The building is also significant under National Register Criterion A, due to the fact that it was the second building constructed at the airport and was used by United Airlines as its terminal when San Diego was United's hub during the early years of passenger aviation. As such it has strong associations with the development of the airline industry at Lindbergh Field and along the west coast. United Airlines was instrumental in the growth of passenger aviation on the west coast.

Although it has been moved from its original location, the building meets National Register Criteria Consideration B. This allows moved properties that are significant primarily for their architectural value, or as a surviving property most importantly associated with historic persons or events, to be considered eligible for the National Register, even though they are no longer located where they stood during their period of significance (National Park Service 1990: 29; 1993:16). The original United Terminal meets this consideration in that the building retains its original architectural design and integrity and is the only surviving building from the earliest period of development at Lindbergh Field between 1928 and 1933. In addition, the building would qualify for listing as an important resource by the City of San Diego's Historic Resources Board and is eligible for listing on the California Register of Historical Resources.

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page _4_ **of** 10 **Resource Name or #:** (Assigned by recorder) United Airlines 1931 Hangar and Terminal

B11. Additional Resource Attributes: (List attributes and codes) HP 8: Industrial Building

***B12. References:**

Harbor Department
1935 Lindbergh Field Municipal Airport, San Diego California, "Air Capitol of the West." Informational pamphlet prepared and distributed by Harbor Department, City of San Diego. Lindbergh Field Vertical Files, San Diego Aerospace Museum, and San Diego Historical Society, San Diego, CA.

Leiser, Edward
2000 San Diego Flying Days. Copies of manuscripts on file at the San Diego Historical Society and San Diego Aerospace Museum, San Diego, CA.

B13. Remarks:

This building is worthy of preservation as part of an aerospace museum.

***B14. Evaluator:** Stephen Van Wormer, Walter Enterprises Affinis, 238 Second Avenue, Chula Vista, CA 91910. For Affinis, 847 Jamacha Road, El Cajon, Ca. 92019

***Date of Evaluation:** Date: December 2005

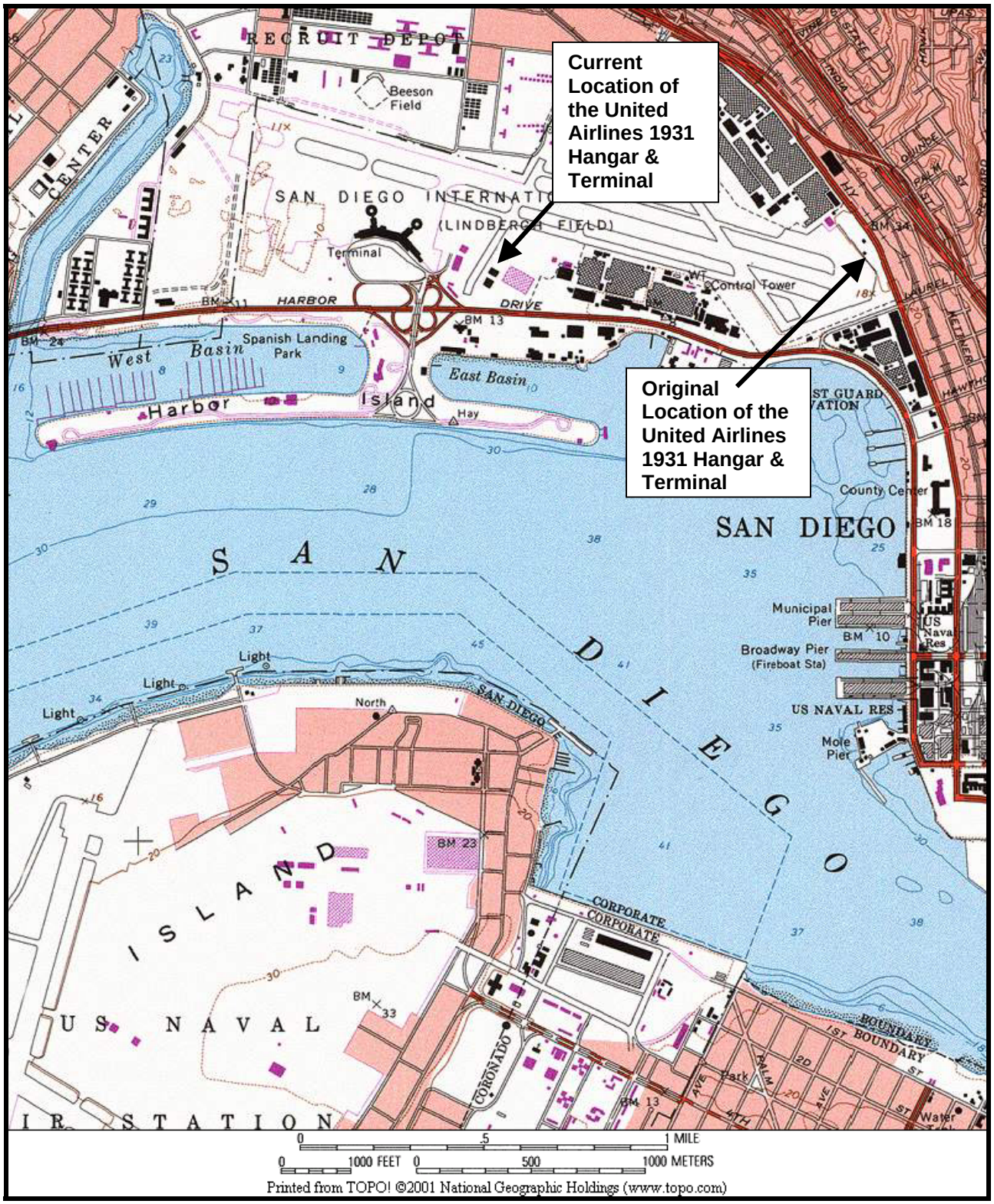
This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Location Map

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

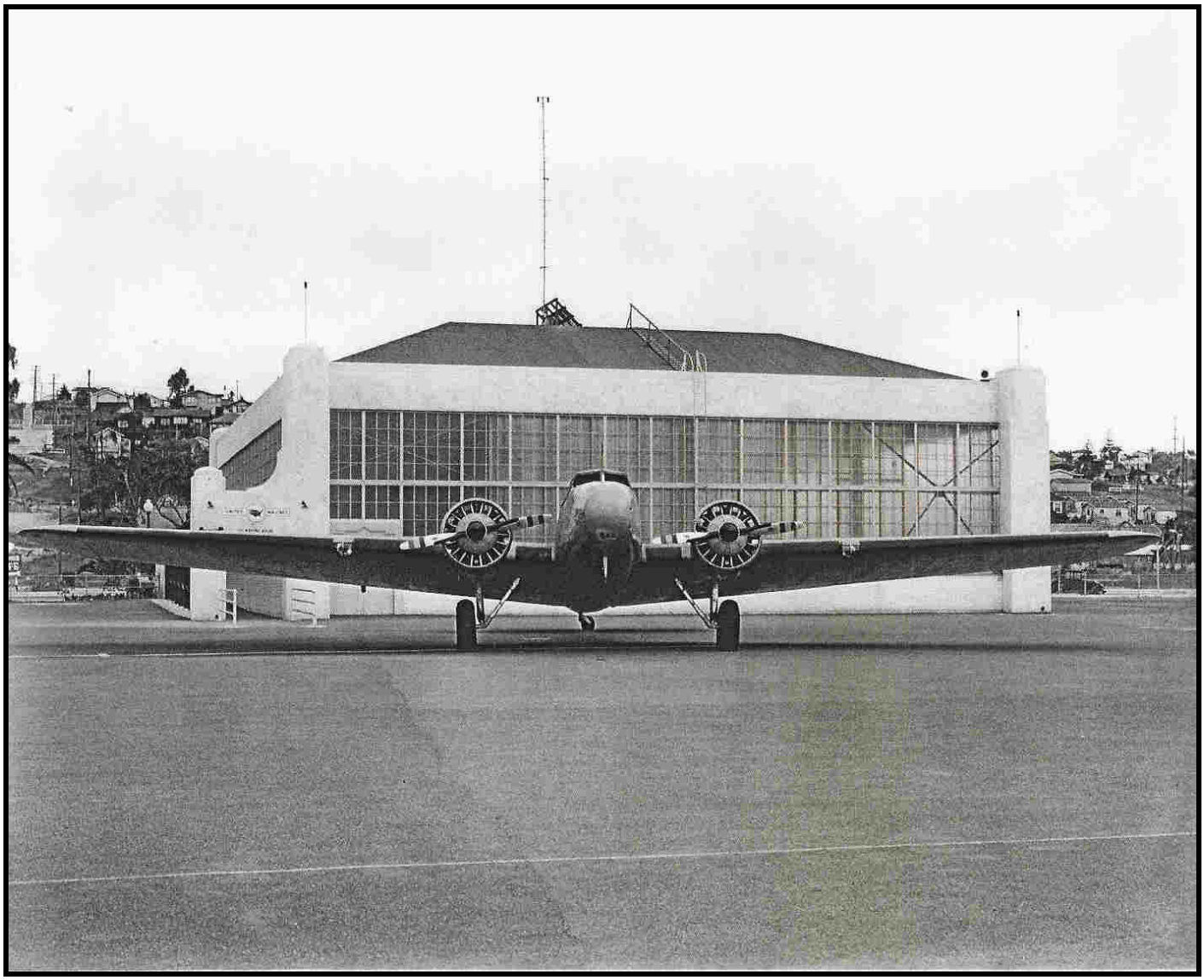
Primary #
HRI#
Trinomial



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI#
Trinomial

Page 6 **of** 10 **Resource Name or #:** (Assigned by recorder) United Airlines 1931 Hangar and Terminal
*Recorded by**:** Stephen R. Van Wormer *Date: Dec. 2005 ☒ **Continuation** ☐ **Update**
DPR 523L (1/95) *Required information

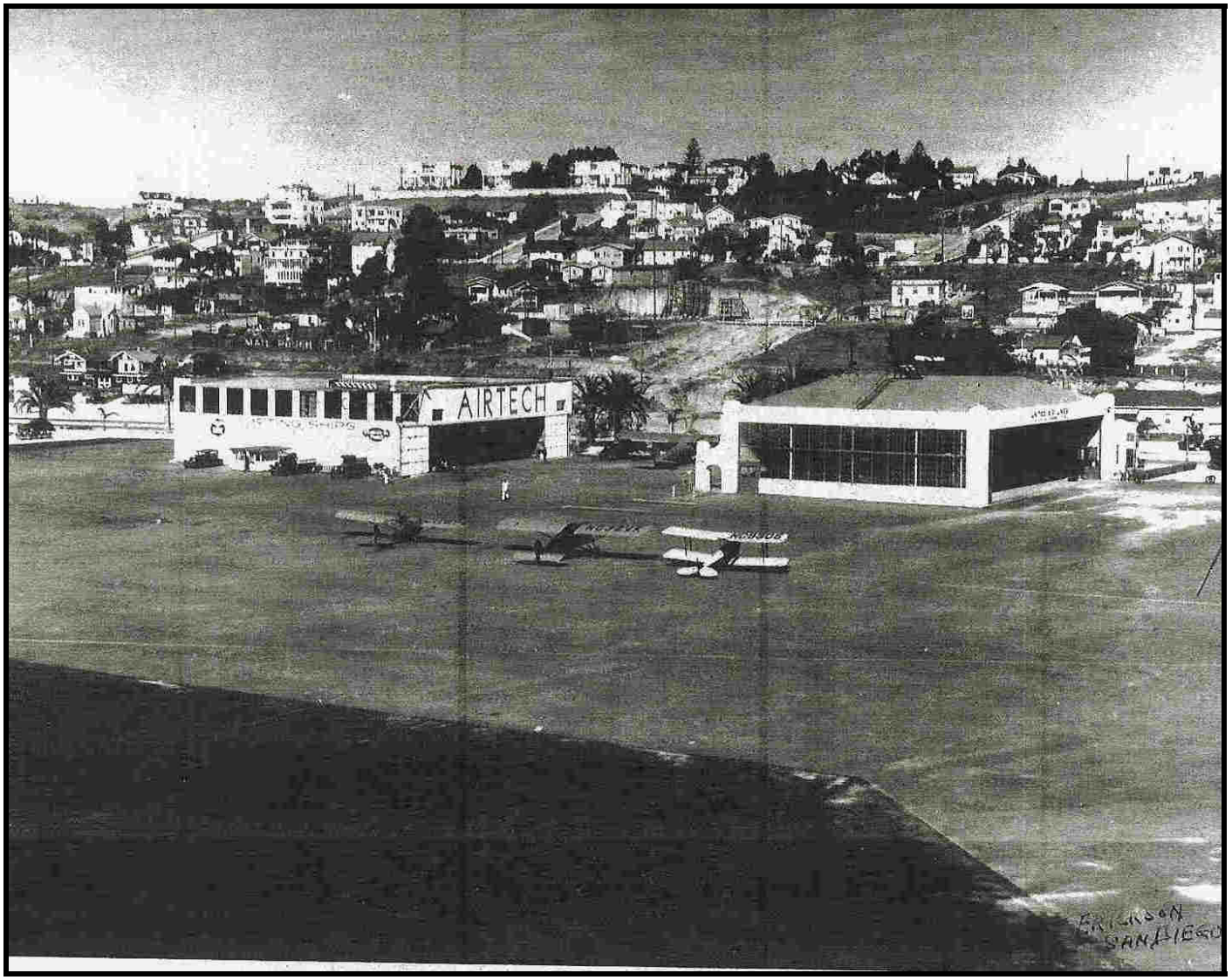


A Boeing twin-engine passenger plane in front of the United Airlines Hangar circa 1931 – 1932 (San Diego Historical Society). This photograph shows the building at its original location.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI#
Trinomial

Page 7 **of** 10 **Resource Name or #:** (Assigned by recorder) United Airlines 1931 Hangar and Terminal
*Recorded by**:** Stephen R. Van Wormer *Date: Dec. 2005 ☒ **Continuation** ☐ **Update**
DPR 523L (1/95) *Required information



The Airtech and Pacific Air Transport - United Airlines hangars circa 1931-1932 (San Diego Aerospace Museum). Airtech was the first building constructed at Lindbergh Field and the United Airlines hangar was the second.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI#
Trinomial

Page 8 **of** 10 **Resource Name or #:** (Assigned by recorder) United Airlines 1931 Hangar and Terminal
*Recorded by**:** Stephen R. Van Wormer *Date: Dec. 2005 ☒ **Continuation** ☐ **Update**
DPR 523L (1/95) *Required information

Current (2005) view of the front (north) side of the 1931 United Airlines Hangar, showing the sliding glass curtain wall hangar doors.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI#
Trinomial

Page 9 **of** 10 **Resource Name or #:** (Assigned by recorder) United Airlines 1931 Hangar and Terminal
*Recorded by**:** Stephen R. Van Wormer *Date: Dec. 2005 ☒ **Continuation** ☐ **Update**
DPR 523L (1/95) *Required information

View of the east and north (front) sides of the 1931 United Airlines Hangar, looking southwest. Note how little the stuccoed exterior, glass curtain walls, corner pillars, and roofline have changed from their appearance in the 1931 photographs of the building that precede these photos.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI#
Trinomial

Page 10 **of** 10 **Resource Name or #:** (Assigned by recorder) United Airlines 1931 Hangar and Terminal
*Recorded by**:** Stephen R. Van Wormer *Date: Dec. 2005 ☒ **Continuation** ☐ **Update**
DPR 523L (1/95) *Required information

Current (2005) view of the west façade of the 1931 United Airlines Hangar and Terminal, looking southeast.

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI #**
PRIMARY RECORD **Trinomial**
NRHP Status Code

Other Listings
Review Code **Reviewer** **Date**

 *__Resource Name or #:__ Ryan Aeronautical Company Historic District

P1. Other Identifier: Teledyne - Ryan Complex
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Diego
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Point Loma. **Date:** 1996 **T** 16 South; **R** 3 West; unsectioned Pueblo Lands
c. Address: 2701 North Harbor Drive. City: San Diego. Zip: 92133
d. UTM: Zone: 11s 482588 mE/ 362143 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 10 ft. AMSL.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Ryan Aeronautical Company Historic District is eligible for nomination to the National and California Registers of Historic Places at both the local and national levels. The district consists of those buildings and structures associated with aviation pioneer T. Claude Ryan and his aircraft and aerospace manufacturing businesses. The period of significance is from 1939, when the plant opened, until it was sold to Teledyne Inc. in 1969. It was during this 30 year span that the site was directly associated with aviation pioneer T. Claude Ryan and his management of the company, as well as Ryan Aeronautical's significant contributions to national defense production during the Second World War and important developments in aerospace research and development during the 1950s and 1960s.

The district is eligible under Criterion A for its association with the development of the aircraft industry in San Diego at Lindbergh Field, for its association with the contribution of aircraft manufacturers at Lindbergh Field to World War II defense production, and for its association with the company's significant contributions to Cold War research and development projects as well as defense manufacturing. The Ryan Aeronautical Company Historic District is eligible under Criterion B for its association with aviation pioneer T. Claude Ryan. The district is also eligible under Criterion C for its representation of a distinctive type of industrial architecture associated with the 1930s and World War II. Taken together, the buildings and structures that make up the contributing elements of the district illustrate the design fabrication concepts common to Southern California aircraft manufacturing from the 1930s through World War II and into the 1950s; a period when the industry played a dominant role in the economy of the region. The district retains good to excellent integrity of setting, place, design, materials, workmanship, feeling and association.

This largely World War II era aircraft manufacturing plant historic district consists of 18 contributing elements that are listed below. They are described in detail on the accompanying District Form.

CONTRIBUTING ELEMENTS

Building No.	Function
100	Ryan Aeronautical Administration Building
102	Ryan Aeronautical Contracts and Pricing Office
104	Ryan Aeronautical Engineering Building
105	Ryan Aeronautical Materials & Processing Laboratory & Engineering Building
110/112(122)	Ryan Aeronautical Drop Hammer Structure / Planishing Shed
111	Ryan Aeronautical Welding Shop
120	Ryan Aeronautical Main Factory Building
121	Ryan Aeronautical Receiving Warehouse
131	Ryan Aeronautical Factory Building
140	Ryan Aeronautical Final Assembly Building
146	Ryan Aeronautical Engineering & Manufacturing Building
152	Ryan Aeronautical Jet Engine Drone Assembly Building
156	Ryan Aeronautical Warehouse
160	Ryan Aeronautical Foundry and Plaster Shop
180	Ryan Aeronautical Experimental/Receiving & Assembly Building
181	Ryan Aeronautical Airplane Storage Building
183	Ryan Aeronautical Tool Storage Building

State of California — The Resources Agency Primary # _____
DEPARTMENT OF PARKS AND RECREATION HRI # _____
PRIMARY RECORD Trinomial _____

In addition, two contributing elements within the district, Buildings 180 and 181, have an additional layer of significance. In addition to being important contributing elements to the Ryan Aeronautical Company Historic District, these hangars represent the first three buildings constructed by Ryan Aeronautical when the company was located adjacent to the original terminal on Pacific Highway from 1932 to 1939. They were moved to there present location in the early 1940s. Although no longer at their original location, these buildings represent the first aircraft manufacturing plant at Lindbergh Field. These buildings qualify under Criteria A and B for their association with T. Claude Ryan and his participation in the early development of Lindbergh Field. They also qualify for significance under Criterion C for their representation of shops typically used during the earlier phases of aircraft manufacturing, when it was still a craft industry and had not yet developed into the large-scale mass production required by the Second World War, which necessitated much larger buildings.

***P3b. Resource Attributes:** (List attributes and codes)

***P4. Resources Present:** ☒Building ☒Structure☐Object ☐Site ☒District ☒Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

SEE CONTINUATION SHEETS

P5b. Description of Photo: (View, date, accession #)

See continuation sheets

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both

1939 - 1966

***P7. Owner and Address:**
San Diego Regional Airport Authority, P.O. Box 82776, San Diego, CA 92138

***P8. Recorded by:** (Name, affiliation, and address)

Stephen Van Wormer
Walter Enterprises
238 Second Avenue, Chula Vista, CA, 91910

***P9. Date Recorded:**
January 2006

***P10. Survey Type:** (Describe)

Intensive Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Van Wormer, Stephen R. and Mary Robbins–Wade. Historic Architectural Survey: San Diego Airport Master Plan Update. Affinis, El Cajon, CA. 2006

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☒District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☒ Other (List): Historic District Map

State of California — The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI #
DISTRICT RECORD	Trinomial

Page 3 of 99 *NRHP Status Code_____

*Resource Name or # **(Assigned by recorder)** Ryan Aeronautical Company Historic District

D1. Historic Name: Ryan Aeronautical Company

D2. Common Name: Former Teledyne-Ryan Aeronautical Complex

*D3. Detailed Description **(Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):**

The buildings and structures of the Ryan Aircraft Plant Historic District are described below. These descriptions were based on field observations and additional information taken from a 2001 study of the complex by Moomjian and Tinsley.

SETTING AND LAYOUT

The Ryan Aeronautical Historic District is located on the southeastern portion of Lindbergh Field at 2701 North Harbor Drive in the City of San Diego. It is sandwiched between North Harbor Drive and the airport's main runway. The area includes approximately 45 acres (Figures 1 & 2). The vast majority of the complex is located in what is currently called the Furture Planning Area of Lindbergh Field. This is also known as the Teledyne-Ryan Complex. One contributing element, Building 132, is located at the extreme western edge of the district, is situated within the portion of Lindbergh Field currently designated the Main Airport Area. The area surrounding the complex consists of modern airport facilities. With the exception of Building 132, this development has not directly impacted the Ryan Aircraft Plant Complex. The majority of the district remains within fenced boundaries as an isolated self contained unit cut off from the surrounding area and as a a result, has retained a good degree of integrity of setting, in spite of changes that have occurred outside the complex since the end of the period of significance in 1969.

The District consists of large aircraft manufacturing facilities and administration buildings. The administration buildings are clustered along the southern edge of the complex and face Harbor Drive. They are long, narrow buildings oriented lengthwise in an east – west direction and form the main visible facade of the aircraft plant as seen from North Harbor Drive. The large manufacturing buildings are located to the north, east and west of the adminstration buildings. They tend to be set on a lengthwise east –west orientation. Four buildings located in the extreme eastern protion of the complex are exceptions and are set with the long axis running north to south.

CONTRIBUTING ELEMENTS

The following buildings and structures have been chosen as contributing elements to the Ryan Aeronautical Company Historic District because, of all the resources on the 43-acre complex, they architecturally embody the distinctive design characteristics of aircraft manufacturing plants in southern California during the period of significance. They are important as representations of

the Ryan Aeronautical Company manufacturing plant during the time when numerous advances in aviation technology were made, and are directly associated with T. Claude Ryan's important contributions in aviation during that time, and his role in the establishment of the aircraft industry in San Diego. The buildings also represent the remarkable accomplishments of the aircraft industry at Lindbergh Field and the important contribution to defense production these aircraft manufacturing plants made during the Second World War. In addition to being contributing elements to the historic district, Buildings 180 and 181 are significant as the original Ryan Aeronautical Company hangars, built when the company was located on Pacific Highway between 1932 and 1939.

Administration Building (#100)

The Administration Building (#100) was the second structure constructed at the Ryan Aeronautical Company. It was completed in 1940 and appears on a 1940 Sanborn Fire Insurance Map. Historic photographs show the building under construction and newly completed. When originally built it was about half of its present size. An addition to the west side was finished in 1942. During the Second World War, the building was camouflaged to guard against enemy attack (Moomjian and Tinsley 2001). Building 100 combines with Buildings 102 and 105, located directly to the west, to form the main façade of the Ryan Aeronautical Complex seen from North Pacific Highway. All three share the same style of Art Deco horizontal banding trim along the roofline and rows of windows.

The two-story Art Deco style Administration Building is rectangular in shape. It measures approximately 30 by 315 feet and is built of wood frame construction covered with stucco. The building has a flat roof. Fenestration consists of two rows (one on the upper and one on the lower level) of 1/1 double hung sash windows set in pairs along the front and east and west ends. The same style of windows is arranged in various groupings on the back (north) side.

Many of the original wood framed windows have been replaced with steel-framed windows of the same style set in original openings. Distinctive Arte Deco decoration in the form of multiple horizontal bands along the roofline with complimentary bands above and below each row of windows accents the front (south) façade. Art Deco decorations consisting of successive rectangular moldings projecting from the main façade also frame the main entrance at the east end of the south façade side. Overall, the building is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association (Figures 3 and 4).

Contracts and Pricing Office (#102)

The Contracts and Pricing Office Building (#102) was originally constructed in 1944. An historic photograph shows the building under construction and a 1956 Sanborn Fire Insurance Map indicates it was used as offices at that time. The east section was constructed first and the west section was erected shortly thereafter. The entire building had been completed prior to 1945 (Moomjian and Tinsley 2001).

This two story, irregular rectangular shaped building is set on a concrete slab floor and foundation. It measures approximately 75 by 570 feet. The framed construction has a stucco-covered exterior. Fenestration consists of two rows (one on the upper and one on the lower level) of 1/1 double hung sash windows set in pairs along the front and east and west ends. The same style of windows is arranged in various groupings on the back (north) side. Many of the original wood framed windows have been replaced with steel-framed windows of the same style

set in original openings. Distinctive Art Deco decoration in the form of multiple horizontal bands along the roofline with complimentary bands above and below each row of windows accent the front (south) façade and create a visually continuing association with Building 100 located directly to the east. A decorative concrete block screen encloses a covered cafeteria dining area centered on this side of the building. Double steel-framed entry doors are located at the west end of the south façade on the ground floor. Various sets of single, double, and multiple entry doors placed at various other locations along all sides also provide access. The building is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association (Figures 5 and 6).

Engineering Building (#104)

The Engineering Building (#104) was constructed in 1943. According to the *San Diego Union* the facility contained a cafeteria where hot meals for employees were served (Moomjian and Tinsley 2001).

The two story rectangular building is built of stud wall construction with a stucco exterior. It measures approximately 75 by 80 feet. It has a flat roof. Fenestration consists of rows of rectangular steel-framed multi-paned windows along the top story. They are irregularly placed along the bottom floor. Access is via double entry doors on the west façade and a single entry door on the upper level of the west façade reached by a steel stairway. The building is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association (Figure 7).

Materials & Processing Laboratory & Engineering (#105)

The Materials and Processing Laboratory and Engineering Building (#105) was constructed in 1957. According to the *San Diego Union* of January 10, 1957, construction had begun on a new $500,000 engineering and laboratories building to house expanded research and development facilities and engineering offices. The two story, 340-foot long structure would contain complex laboratory equipment and instruments for use in chemical, metallurgical, instrumentation, environmental, physical, hydraulic, and autopilot testing. An engineering machine shop was to be included. A unique feature of the building was automatically-controlled sun louvers on the southern exposure facing Harbor Drive (Moomjian and Tinsley 2001).

This two story, flat roofed, rectangular building is supported by a concrete slab foundation and built with wood framed stud wall construction. It measures approximately 75 by 330 feet. The exterior is covered with stucco. Two parallel rows of steel-framed sliding windows on the front of the building have replaced original awning windows.
The replacement windows have been installed in original openings. Rows of original steel-framed awning windows are located on the back of the building. Parallel bands of Art Deco style trim along the roofline and window rows accent the front (south) façade establishing a visual connection with Buildings 102 and 100 located directly to the east. Double entry doors centered on the upper and lower levels of the east and west facades provide access. Overall, the building is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association (Figure 8).

Drop Hammer Structure / Planishing Shed (#110/122)

This rectangular aircraft factory building is two stories in height with an open interior. It measures approximately 30 by 110 feet and is built against the east side of Building 120. The west wall of Building #110/122 is the former eastern exterior wall of Building 120. This building is constructed on a concrete slab. Five by 7 inch "I" beam posts are placed approximately 20 feet apart around the perimeter of the building are bolted directly to the slab. These support a steel wall frame covered with corrugated sheet metal. The roof is supported by steel arched trusses placed on the "I" beam posts running along the east and west sides. They hold 4 by 24 inch roof joists covered with corrugated sheet metal. Rows of multi-pane rectangular windows are located along the south and east facades. Hanging doors and a set of large double doors on the east façade provide access. The building can also be entered through a large rectangular opening on the west wall, which provides access to Building 120 (Figure 9).

Ryan Aeronautical Welding Shop (#111)

This small, single story, rectangular, shop is built on the design of much larger aircraft factory buildings such as # 120, and features a peaked "saw tooth" profile roof. The building measures approximately 30 by 60 feet and is supported by a poured concrete slab and perimeter foundation. Five-inch square steel "I" beam posts are placed 12 feet apart around the perimeter of the building and down the center along the long axis. These support the steel roof trusses that feature single rows of steel-framed continuous "monitor" windows along the north side of each saw tooth peak. The building is covered with corrugated sheet metal siding. A single row of multi-pane steel-framed windows runs along the east, west, and north sides. The building was constructed against the north wall of Building 120 (Figure 10).

Main Factory Building (#120)

The first building constructed at the Ryan Aeronautical Company site was the Main Factory Building (Building # 120). The building was built in 1939 and is shown in a 1940 Sanborn Fire Insurance Map. Historic photographs show the building under construction and recently completed. When originally constructed, the building measured approximately 200 by 300 feet and served as the plant's production center. During the 1940s and 50s it was used as a machine shop for sheet metal construction and processing, as well as plating and welding for the production of aircraft exhaust manifolds and metal caskets. The building was also used to store airplane parts and provided accommodations for factory superintendents, supervisors, inspectors, plant engineers and various technical departments. Additions were made to the building in January 1941 along the north and west elevations. This increased its overall size to 325 by 600 feet (Moomjian and Tinsley 2001).

The two-story, open interior, rectangular shaped, Main Factory Building sits on a concrete slab foundation and floor. It measures approximately 330 by 660 feet. Walls are supported by 7 by 11 inch steel "I" beam posts 12 feet apart mounted directly onto the concrete slab floor. These hold a 2 by 4 inch steel beam frame covered with corrugated sheet metal. Fenestration consists of two rows of multi pained steel-framed windows around the perimeter of the building. The building features a steel-framed a multi peaked "saw tooth" style roof set on steel columns. Single rows of steel-framed continuous "monitor" windows are placed on the north side of each saw tooth peak to admit light. A variety of large and small hanging doors and double and single entry doors around all sides of the building provide access. Overall, the building is in good condition and

retains integrity of setting, place, design, materials, workmanship, feeling and association (Figures 11-15).

Receiving Warehouse (#121)

The exact date of construction of the Receiving Warehouse could not be determined. The building is identified as the Receiving Warehouse on the 1940 Sanborn Fire Insurance Map. This indicates that it was built sometime between April 1939, when the Ryan Aeronautical Company first leased the site, and publication of the fire insurance map in 1940. It is also shown as a receiving warehouse on the 1956 Sanborn Map (Moomjian and Tinsley 2001).

This two story, open interior, rectangular building sits on a concrete slab floor and perimeter foundation. It measures approximately 65 by 380 feet (Figures 16-17). The footing supports a 2 by 8 inch wood stud framed wall with 6 by 12 inch wood beam posts adding additional reinforcement. These posts are alternately placed at 12 and 8-foot intervals. The exterior of the building is covered with 1 by 6 inch sheathing covered with stucco.

The wooden beam posts support 50-foot wide arched wooden roof trusses that hold 2 by 12 inch roof joists covered with 1 by 6 inch wooden sheathing. The roof exterior is of rolled asphalt material. An overhead crane mounted on the walls below the roof trusses runs the full length of the building. The east 80 feet of the building has been added too after initial construction. This section is supported by steel "I" beam posts and the exterior is covered with plywood and stucco. The building has no windows. Large rectangular doorways are centered on the east façade and at the west end of the north side of the building. They support steel roll-up doors. Overall, the building is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association.

Ryan Aircraft Factory Building (#131)

This building was constructed some time between 1956 and 1966. The date is based on the fact that it does not appear on a 1956 Sanborn Map of the Ryan Aeronautical complex but is shown on the 1967 USGS Point Loma Quadrangle topographic map that it is based on 1966 aerial photographs. This rectangular, two story in height, open interior, aircraft factory building is built on a concrete slab with a raised concrete perimeter foundation. It measures approximately 150 by 300 feet (Figure 18). The perimeter footing supports wood 2 by 4 inch stud wood framed walls covered with stucco on the exterior. The wall framing is not covered on the inside. Five by 8 inch wooden beam posts placed approximately 12 feet apart along the interior of the wall add additional reinforcement. These beam posts also support arched steel roof trusses. Each truss is approximately 50 feet wide and they are placed in sets of three to span the 150 foot width of the building. The interior trusses are supported by two rows of 5 by 5 inch steel "I" beam posts mounted directly onto the concrete slab floor. The steel trusses hold 4 by 12-inch wooden roof joists covered with a plywood roof. The top of the roof is covered with rolled asphalt roofing material. Access to the building is through large hanging doors on the east, west, and north sides. Rows of large steel-framed multi-paned rectangular windows were placed around the perimeter of the building just below the roofline. Most of these have been removed. Except for the removal of the windows, the building is in an overall good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association.

Final Assembly Building (# 140)

The Final Assembly Building (#140) was built in 1943 by R.E. Hazard and Sons. Historic photographs show the building under construction. A 1956 Sanborn Fire Insurance Map indicates that at that time the United States Government occupied the building (Moomjian and Tinsley 2001).

This rectangular, three stories in height with an open interior, aircraft factory building is built on a poured concrete slab with a raised perimeter concrete foundation. It measures approximately 200 by 560 feet (Figures 19-20). The exterior walls are constructed of wooden 2 by 12 inch stud framing. Exterior 1 by 6 inch board sheathing is nailed to the framing at 45 degrees to the axis of the upright studs and covered on the outside with stucco.

Large 12 by 24 inch concrete posts and 12 by 16 inch wooden beam posts along the north and south walls add additional reinforcement. The concrete and wooden posts are alternated on 12-foot intervals. These posts support massive heavy wooden roof trusses that span the width of the building. A row of 11-inch square steel "I" beam posts down the middle of the building support the center of the roof trusses. The trusses hold 2 by 12 inch roof joist covered with 1 by 6 inch board sheathing placed at a 45-degree angle to the axis of the roof joists. A framework of steel "I" beams mounted below the trusses supports overhead cranes. Wooden catwalks accessed by a wooden ladder at the southwest corner of the building run at the base of the roof trusses along the south side of the building and at the base and top of each truss.

Two sets of rail guided large wooden hanging doors are centered on the east end of the building. Smaller hanging doors located at the east and west ends also provide access, as well as various single entry doors along the north and south sides. There are no windows in the building. Overall, the Final Assembly Building (#140) is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association.

Engineering and Manufacturing Building (#146, 146a)

The Engineering and Manufacturing Building (#146) was erected in 1945 along the south side of Building 140 (the Final Assembly Building). The 1956 Sanborn Map identified this unit as Building 140A and 140B the "Sub-Assembly building." The building underwent modifications in 1956, when the Engineering Annex (#146A) was constructed along the southwest side of Building 146 by the Trepte Construction Company (Moomjian and Tinsley 2001).

The two-story, rectangular shaped building sits on a concrete slab floor and foundation. It measures approximately 230 by 300 feet (Figures 21-23). The interior of the north half is open while the south half has been divided into shops and offices. The former exterior southern façade of Building 140 forms the north wall of this building. The east west and south walls are constructed of steel "I" beam posts placed approximately 12 feet apart. They support a steel frame covered with corrugated sheet metal. A steel grid supported by the perimeter rows of "I" beam posts and a row of large concrete buttresses on the south wall of Building 140 hold rectangular roof trusses placed 12 feet apart across the east to west length of the building. Three interior rows of steel "I" beams in the north half of the building add additional roof support. Wooden ladders and catwalks access the roof trusses and grids. The roof is constructed of 2 by 6 board sheathing with asphalt roofing material on the exterior.

Large hanging doors provide access to the open interior in the north half of the building. Smaller double and single entry doors provide access to individual offices and shops in the building's south half. On the east and south facades of the building double steel-framed entry doors surrounded with decorative tile provide formal office style entrances.
Fenestration consists of two rows of multi-paned steel-framed windows, one on the first and one on the second floor levels, along the east, west, and south facades. Overall, the building is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association.

Jet Engine / Drone Assembly Building (#152)

The Jet Engine / Drone Assembly Building (#152) was constructed in 1952, and is depicted on the 1956 Sanborn Fire Insurance Map as an assembly building for jet engines. This rectangular, two story in height, open interior, aircraft factory building is built on a concrete slab with a raised concrete perimeter foundation. It measures approximately 257 by 300 feet (Figures 24-25). The perimeter footing supports wooden 2 by 4 inch stud framed walls covered with stucco on the exterior. The wall framing on the inside of the building is covered with plywood. Five by 8 inch wooden beam posts placed approximately 12 feet apart along the interior of the wall add additional reinforcement. These beam posts also support arched steel roof trusses. Each truss is approximately 50 feet wide and they are placed in sets of five to span the 250-foot width of the building. The interior trusses are supported by two rows of 5 by 5 inch steel "I" beam posts mounted directly onto the concrete slab floor. The steel trusses hold 4 by 12-inch wooden roof joists covered with a 2 by 8 inch sheathing boards placed at a 45 degree angel to the roof joists axis. The top of the roof is covered with rolled asphalt roofing material.
Access to the building is through large hanging doors on the east and west ends and several single and double entry doors located along all sides of the building. Rows of large steel-framed multi-paned rectangular windows were placed around the perimeter of the building just below the roofline. Most of these have been removed. Overall, the building is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association.

Warehouse (#156), identified as Building #154 on 1956 Sanborn Map)

This warehouse was built against the south side of Building 152. The rectangular, two story in height, open interior, aircraft factory building is built on a concrete slab with a raised concrete perimeter foundation. It measures approximately 150 by 300 feet (Figures 26-27). Along the east, west and south sides, the perimeter footing supports wooden 2 by 4 inch stud framed walls covered with stucco on the exterior. The north wall is formed by the stucco covered former southern exterior façade of Building 152. The interior of the east, west and south walls are covered in plywood. Five by 8 inch wooden beam posts placed approximately 12 feet apart along the inside of these walls add additional reinforcement. These beam posts also support arched steel roof trusses. A row of 5 by 5 inch steel "I " beam posts placed 12 feet apart along the north wall (original exterior south façade of Building 152) support the roof trusses along the north side of the building. Each truss is approximately 50 feet wide and they are placed in sets of three to span the 150-foot width of the building. The interior trusses are supported by two rows of 5 by 5 inch steel "I" beam posts mounted directly onto the concrete slab floor. The steel trusses hold 4 by 12-inch wooden roof joists covered with 2 by 8 inch sheathing boards placed at a 45 degree angle to the roof joists axis. The top of the roof is covered with rolled asphalt roofing material.

Access to the building is through large hanging doors on the east and west ends. Rows of large steel-framed multi-paned rectangular windows were placed around the perimeter of the building

just below the roofline. Most of these have been removed. Overall, the building is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association.

Foundry and Plaster Shop (#160)

Building #160 is shown on the 1940 Sanborn Fire Insurance Map and identified as a foundry and plaster shop (Moomjian and Tinsley 2001). This one story, rectangular building is set on a concrete floor and footing. It measures approximately 40 by 165 feet (Figure 28). Walls are constructed of 2 by 6 inch stud framing. Five by 7 inch steel "I" beam post placed approximately 12 feet apart along the east and west sides hold arched steel roof trusses that support 2 by 12 inch roof joists covered with 1 by 6 inch sheathing. The top of the roof is covered in rolled asphalt roofing material. Rows of multi-paned steel-framed windows are located along the east and west walls. Large sliding doors are located on the west façade. Overall the building is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association.

Tool Storage Building (#183)

The Tool Storage Building was constructed in 1951. The building is depicted on the 1956 Sanborn Fire Insurance Map and identified as a storage facility (Moomjian and Tinsley 2001).

This square, one and a half story, rectangular building sits on a concrete slab floor and footing (Figure 39). It measures approximately 150 feet along each side. Walls are constructed of 2 by 4 inch stud framing covered on the exterior with 1 by 8 sheathing and stucco. Steel "I" beam posts approximately 20 feet apart along the inside of the walls add additional reinforcement and also hold arched steel roof trusses that span the full width of the building. These hold 2 by 12 inch roof joists covered with 1 by 8 inch sheathing with composite roofing material on the exterior. Two large rectangular entrances on the north façade support steel roll-up doors. Single entry doors are at various locations on the sides of the building. There are no windows. Overall, the building is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association.

Ryan Aeronautical's Original Lindbergh Field Hangars – Buildings #180 and 181

Buildings 180 and 181 represent the three original factory buildings that constituted Ryan Aeronautical's first plant on Pacific Highway. They can clearly be seen in photographs taken at that location circa 1938 – 1939 (Figures 29-33). The three buildings stood in a row to the west of the terminal building and can be identified in these photographs by the distinctive shield cast in stucco at the crest of the roofline on each building. These unique motifs can still be seen on the buildings today. Building 180 consists of the original Ryan hangar and a smaller hangar that stood directly to the south of it at the Pacific Highway location. Building 181 remains unaltered. The buildings were moved to their present location around 1944 (Moomjian and Tinsley 2001). They all appear at their present location in a 1956 Sanborn Fire Insurance map of the Ryan Aircraft Plant. These buildings are not only significant as contributing elements to the Ryan Aeronautical Company Historic District but also qualify for the California and National Registers on their own for a period of significance from 1932, when Ryan established his first manufacturing plant at Lindbergh Field to 1939, when he moved to the Harbor Drive location.

Experimental/Receiving & Assembly Building – Ryan's Original and Second Pacific Highway Hangars (#180)

The Experimental/Receiving & Assembly Building (#180) is a combination of two of Claude Ryan's original hangars built on Pacific Highway on the west side of the original Lindbergh Field Administration Building. The main west wing of the building is the original hangar built by Ryan on Pacific Highway. The National Iron Works erected it in 1932. It was later enlarged to twice its original size. The smaller east wing of Building 180 is a small hangar that originally stood to the south of the 1932 hangar at the Pacific Highway location. It first appears in photographs dating circa 1935 (see Figures 31-33). Around 1944 these structures were moved to their present location and combined to form Building 180 (Moomjian and Tinsley 2001).

As noted above, this one and a half story, open interior, rectangular shaped aircraft hangar building, consists of two wings. The west wing is the main hangar building. The second smaller wing is built against the east side of the main hangar. The main west wing is built on a concrete slab. It measures approximately 140 by 200 feet (Figures 34-36). The east and south walls are constructed of poured concrete to a height of about 6 feet. These provide base supports for multi-paned steel famed "curtain wall" windows that extend to just below the roofline. The area along the east wall common with the smaller east wing addition is of wooden 2 by 4 inch stud frame construction covered with stucco. The west wall of the main hangar is also constructed with wood framing and covered with stucco. A row of steel-framed multi-paned windows is located on the north half of this wall just below the roof line. The building's north wall consists of steel-framed rolling hangar doors forming a multi-paned glass curtain wall along the entire north side.

The roof is supported by steel "I" beam posts approximately 20 inches square, placed 20 feet apart along the east and west walls. They hold arched steel roof trusses that span the full 140 feet of the building's width. These support 4 by 12 inch roof joists covered with 2 by 6 inch boards. The roof exterior is covered with rolled asphalt roofing material. Mission Revival style parapets form the visual roofline on the north and south ends. A shield motif is cast in stucco on the crest of the southern parapet. This same design is also found at the crest of parapets on the north facades of the east wing of this building as well as on Building 181, located directly to the west.

In addition to the large glass hangar doors on the north façade, the building can be accessed by a number of other doorways and passages. A large rectangular opening at the west end of the south wall is equipped with a steel roll-up door. A variety of single entry doors that lead to offices and bathrooms located in an addition to the west side of the building are located along the west wall. A large rectangular opening on the east wall leads into the smaller east wing addition.

The east wing is also built on a poured concrete slab. It measures approximately 65 by 100 feet (Figure 37). Five by 7 inch "I" beam posts placed approximately 12 feet apart around the perimeter of the building support a wooden frame of 2 by 4 inch studs covered with wooden siding. The exterior is covered with stucco. The steel posts along the east and west sides support arched steel roof trusses with 2 by 12 inch roof joists covered with wooden sheathing and asphalt roofing material on the exterior side. As on the main hangar, Mission Revival style parapets form the visual roofline on the north and south ends and a shield motif cast in stucco is located on the crest of the northern parapet. Sliding hangar doors on the north façade feature an upper row of rectangular steel-framed windows. A more modern steel roll-up door has been inserted into the alignment of original hangar doors. A solid single entry door is located on the

south end of the east side. Two rows of steel-framed, multi-paned, rectangular windows were located along the south façade. The lower row is now missing. A modern steel-framed shed has been attached to the east side of this wing of the hangar. It is not part of the original building moved to this location in 1939. Overall, the building is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association. Except for the removal of some of the original siding along the east end, the modern shed attached to the east side has not impacted the original structure of the building.

Airplane Storage Building (#181); Ryan's Third Hangar on Pacific Highway.

The Airplane Storage Building (#181) was the third hangar constructed at the Ryan Aeronautical Plant on Pacific Highway. It appears in photographs taken circa 1937 – 1938. It was moved to its present location in the early 1940s. The 1956 Sanborn Map shows a shipping and storage addition along its northwestern elevation, which has since been removed (Moomjian and Tinsley 2001).

A concrete slab supports this one and a half story, open interior, rectangular shaped building is supported by a concrete slab. It measures approximately 100 by 200 feet (Figure 38). Five by 7 inch steel "I" beam posts mounted approximately 12 feet apart directly onto to the slab floor support a 2 by 4 inch steel channel beam framing covered with corrugated sheet metal. Rows of multi-paned steel-framed windows are located below the roofline line on the south side and south two-thirds of the east and west walls.

The "I" beam posts also support arched steel roof trusses that span the full 100 feet width of the building. These trusses hold 3 by 12 inch steel "I" beam roof joists covered with 1 by 6 inch wooden board sheathing. The exterior of the roof is covered with rolled asphalt roofing material. As with Building 180, Mission Revival style parapets form the visual roofline on the north and south ends and a shield motif cast in stucco is located on the crest of the northern parapet. Two large rectangular openings on the north façade are equipped with hanging steel roll-up doors. Smaller hanging doors and single entry doors are located at various locations around the building's exterior. Double entry doors are centered on the south façade. Overall the building is in good condition and retains integrity of setting, place, design, materials, workmanship, feeling and association.

Character Defining Landscape Elements

In addition to the individual buildings and structures the Ryan Aeronautical Factory Complex contains a number of character defining landscape elements that give the historic district a strong sense of place. These include:

1. Except for the south facades of Buildings 100, 102, and 105, a tall chain link fence encloses the entire factory complex

2. The narrow area outside the fenced compound between Harbor Drive and the administration buildings has a manicured lawn with shrubbery and trees bordering a paved parking lot.

3. Asphalt and concrete paving cover the entire area within the fenced compound.

4. The paved areas tend to be narrower passages between the large factory buildings along the southern edge and in the western portion of the complex. The only vegetation is a series of trees planted at the lunch area in the center of the complex, at the main entrance at the east end of Building 100, and along the south side of Building 120 (Figures 40-43).

5. In the eastern potion of the complex, east of Buildings 120 and 121, the majority of the buildings are less than 2 stories in height and the paved areas are more open with sets of buildings located around the edges (Figures 44-45).

NON-CONTRIBUTING ELEMENTS

The district includes 30 non-contributing elements. These consist of small ancillary buildings and structures that do not exhibit the arched or saw toothed steel and wood truss roofs, large open interior spaces, continuous rows of steel-framed multi-paned windows, or large hanging doors that constitute the major character defining design elements of the main factory buildings, nor do they have the multiple rows of windows, flat roofs, and Art Deco accents of the important office buildings. These are largely smaller nondescript buildings that could have been found in any small shop or manufacturing establishment during the 1930s through the 1950s. The non-contributing elements are listed below. Photographs include Figures 46 through 75. Most are concentrated in the area north and east of Building # 120. Others are small structures attached to larger buildings.

NON-CONTRIBUTING ELEMENTS

Building No.		Function
115		Ryan Aeronautical Ancillary Building
123		Ryan Aeronautical Pump Headquarters associated with Standby Water Tank
125		Ryan Aeronautical Paint & Oil Storage Building
126		Ryan Aeronautical Paint Shop Building
127		Ryan Aeronautical Office & Photo Lab
128		Ryan Aeronautical Ancillary Building
129		Ryan Aeronautical Sandblasting Shed
130		Ryan Aeronautical Ancillary Building
142		Ryan Aeronautical Repair Building
147		Ryan Aeronautical Ancillary Building
148-149		Ryan Aeronautical Ancillary Building
150		Ryan Aeronautical Ancillary Building
153		Ryan Aeronautical Burner Shed
154		Ryan Aeronautical Ancillary Building
157		Ryan Aeronautical - use undetermined
158		Ryan Aeronautical Test Building associated with Final Assembly Building
159		Ryan Aeronautical Storage building
161		Ryan Aeronautical Carpenter Shop

166		Ryan Aeronautical Salvage Headquarters
167		Ryan Aeronautical Acid Storage Building
168		Ryan Aeronautical Warehouse Addition Building
169		Ryan Aeronautical Plaster Pattern Staging Building
170		Ryan Aeronautical Parts/Drop Hammer Structures
182		Ryan Aeronautical Old Record Storage Building
221		Ryan Aeronautical Covered Walkway
230		Ryan Aeronautical - use undetermined
236		Ryan Aeronautical Ancillary Building
240		Ryan Aeronautical Ancillary Building
242		Ryan Aeronautical Storage Shed
513		Ryan Aeronautical associated with Jet Engine/Drone Assembly Building

*D4. Boundary Description **(Describe limits of district and attach map showing boundary and district elements.):**

The district's boundaries are shown as a bold black line on the accompanying location map at the end of this form (Figure 1).

*D5. Boundary Justification:

Within these boundaries are the 17 contributing elements that through their physical design and association illustrate the design fabrication concepts common to Southern California aircraft manufacturing from the 1930s through World War II and into the 1950s, when the industry played a dominant role in the economy of the region.

*D6. Significance:

Themes:

1. The development of the Aircraft Manufacturing Industry in San Diego at Lindbergh Field
2. The contributions of the San Diego Aircraft Industry at Lindbergh Field to World War II defense production.
3. The contribution of Ryan Aircraft Company to Cold War aerospace research and development and defense production.

Area: San Diego

Period of Significance: 1939 – 1969**;** from the plant's establishment in April 1939 to the purchase of the Ryan Aeronautical Company by Teledyne Inc. in 1969.

Applicable Criteria: A, B, and C

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI #
DISTRICT RECORD Trinomial

(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Ryan Aeronautical Company Historic District is eligible for nomination to the National and California Registers of historic places at both the local and national levels. The period of significance is from 1939, when the plant opened, until it was sold to Teledyne, Inc. in 1969. It was during this 30 year span that the site was directly associated with T. Claude Ryan and his management of the company, as well as Ryan Aeronautical's significant contributions to national defense production during the Second World War and important developments in aerospace research and development during the 1950s and 1960s. In addition, two contributing elements within the district, Buildings 180 and 181, have an added layer of significance. Not only are they important as contributing elements to the Ryan Aeronautical Company Historic District, these hangars also represent the first three buildings constructed by Ryan Aeronautical when the company was located adjacent to the original terminal on Pacific Highway from 1932 to 1939.

Historic Background

In the late 1920s Lindbergh Field rose out of the muck of San Diego Bay to become the city's municipal airport. By the mid 1930s it had developed into a major center of the nation's aircraft industry, an important destination for several commercial airlines, and had been designated San Diego International Airport. During World War II aircraft manufacturers at the airport played a significant role in defense production. T. Claude Ryan and the Ryan Aeronautical Company plant were key factors in the development of Lindbergh Field as an important aircraft manufacturing location. Ryan was a pioneer in San Diego aviation, and one of the earliest commercial airplane builders in the city. As the first aircraft manufacturer to locate there, and builder of the airport's first terminal building, he was instrumental in the early development of Lindbergh Field. With the establishment of the Ryan Aeronautical Plant on Harbor Drive in 1939, Ryan, along with Rueben H. Fleet of Consolidated Aircraft, made Lindbergh Field a significant hub of aircraft production during the Second World War, and an important location for aerospace research, development, and production during the Cold War.

The following site history was largely taken from a previous historic survey report of the Ryan Aeronautical Company plant completed by Moomjian and Tinsley in 2001. The Ryan aircraft plant was established on this site in 1939 by San Diego aviation pioneer T. Claude Ryan. It was the third time Ryan had moved his business location since its inception in the mid 1920s.

T. (Tubal) Claude Ryan was born in Parsons, Kansas in January 1898. In 1912, the family moved to Orange, California and entered the citrus business. At the age of 19, Claude Ryan became obsessed with the idea of becoming an airplane pilot, and drove from Orange to San Diego, in an attempt to enter flight training courses at Rockwell Field. Due to his young age, he was not accepted. Undaunted, and with financial aid from his father, Ryan enrolled at the American School of Aviation in Los Angeles, where he was an honors student. In September 1919 he began to study mechanical engineering at Oregon State College. During the summer of 1920 he started Army flight training at March Field near Riverside, California. Ryan left the Army in January 1922. By September of that year he had moved to San Diego and established the Ryan Flying Company. Using a World War I surplus Curtis Jenny biplane, he offered sightseeing trips and flight training from a field at the foot of Broadway in San Diego. His fleet soon expanded to include another Jenny and six government surplus Standard biplanes. In the spring of 1923,

the Ryan Flying Company moved to Dutch Flats between present-day Barnett Street and Midway Drive, south of Rosecrans Street.

At Dutch Flats, Ryan continued to offer flight training. Reorganized as Ryan Airlines Inc., in 1924 he began to operate the first year-round scheduled airline service in the United States, flying twice a day between San Diego and Los Angeles. At this time Ryan also entered the aircraft manufacturing business with the aid of partner Franklin Mahoney. Ryan had seen the need for a medium-weight plane for carrying airmail that would have greater speed and carrying capacity than the De Haviland biplanes currently in use for airmail service. He and Mahoney manufactured the Ryan M-1 Monoplane, capable of carrying an 800-pound load and cruising at 115 miles an hour. As a result of design changes, the aircraft later became known as the Ryan M-2, Ryan Brougham, and Mahoney Monoplane. In 1926 the Ryan Monoplane became one of the best-known air mail carriers in the country. It was a modified Ryan Monoplane, *The Spirit of St. Louis,* that Charles Lindbergh used to complete his famous transatlantic flight in 1927. In November 1926, Ryan sold all his interest in the company to Mahoney and established the Ryan Aeronautical Corporation for the sale and manufacture of aircraft engines. A short time later he reentered the aircraft manufacturing market (Campbell 1927).

In 1932, Ryan moved his operations to Lindbergh Field. He built an air terminal and hangar at the northeast corner of the field along Pacific Highway. The terminal building was leased to the City and also used for Ryan Aeronautical Corporation offices and flight training classes. In 1934 the company name was changed from Ryan Aeronautical Corporation to the Ryan Aeronautical Company.

During the 1930s Ryan's company became known for the production of low wing, all metal fuselage aircraft trainers. The Ryan S-T was introduced in the autumn of 1933. This was the first in the series of low wing "primary trainers" for which the company became famous in the 1930s and '40s. In spite of the economic depression, Ryan's company produced hundreds of S-Ts through early 1935. By 1939 the planes were used in Australia, South Africa, Venezuela, Brazil, Bolivia, and Ecuador for civilian and military flying. In 1937 the Ryan S-C was introduced, which was designed to meet the need of private owners for an enclosed cabin plane. Subsequent production of improved low wing primary trainer models included the PT-16, PT-20, PT-20A, PT-21, and PT-22, which were shipped to the United States Army Air Force and United States Navy training bases, as well as the governments of Mexico, Honduras, Guatemala, the Netherlands East Indies and China for military use.

In 1939, business volume at the Ryan Aeronautical Company exceeded $1 million for the first time. Expanded volume required a larger plant, and in April 1939 the company signed a 50-year lease on 10 acres of land at the southeastern edge of Lindbergh Field along Harbor Drive. Ryan Aeronautical began construction of a new $150,000 aircraft factory, offices, and engineering buildings at the new location. By June the first buildings had been completed, and Ryan was moving equipment into the new factory. In 1940, full production was underway at the new plant for military PT trainers.

The Second World War proved to be a boon for the Ryan Aeronautical Company. By late 1942, contracts for PT trainers were completed and the factory turned to other aircraft war production work. Ryan Aeronautical subcontracted to make a large percentage of vital exhaust equipment for heavy bombers, giant transport planes, and super bombers. The company also produced wing panels for the B-24 bomber, gun turrets for PBY Flying Boats, and control surfaces for various aircraft.

A significant accomplishment of Ryan Aeronautical during the Second World War was the development of the Navy's first jet fighter – the Ryan "Fireball," a unique plane that could fly on either a jet engine or with a conventional piston motor. This combination gave the Navy a fighter capable of engaging enemy aircraft at any altitude from sea level to the sub stratosphere. High-speed maneuverability gave the Fireball the shortest turning radius at comparable speeds of any combat aircraft of that time. Although the United States Navy had Ryan-manufactured Fireballs on hand in the Pacific during 1945, none were used in combat due to the Japanese surrender in August of that year.

The Ryan plant was one of several aircraft manufacturers located at Lindbergh Field that made important contributions to the nation's war effort. The production of aircraft manufacturers at Lindbergh during these years was crucial. By the time the United States entered the war, San Diego had already become one of the nation's major aircraft manufacturing centers. Consolidated Aircraft, at the west end of the field along Pacific Highway, was the world's largest integrated aircraft plant. During the peak war production years of 1942 - 43, the Consolidated Plant had 45,000 employees. The company produced the Army B-24 Liberator and Naval Catalina Flying Boats, as well as the larger B-32 bombers and PB2Y Coronado Flying Boats. Consolidated produced over 11,000 multiple engine planes in San Diego during the war (Harbor Commission 1950: 8; *San Diego Union* 9-28-1988). As previously mentioned, Ryan Aeronautical subcontracted to manufacture wing panels for Consolidated's B-24 bomber and gun turrets for their PBY Flying Boats.

The end of the Second World War brought problems for Ryan Aeronautical that the company had never before faced. At peak wartime production the company had 8,500 employees and annual production had exceeded $55 million dollars. Following the war the work force was reduced to 1,200 and annual volume to $8 million. In an attempt to diversify, Ryan entered into a short-term venture to make metal burial caskets.

In 1947, Ryan acquired the design and manufacturing rights for the production of the North American four place, low wing, all metal Navion, a private plane used for business. The first Ryan-built Navion was delivered in October 1947. By May 1951, more than 1,200 had been produced.

With the outbreak of the Korean War, Ryan Aeronautical began to manufacture fuselage sections for the Boeing K-97 aerial tanker used for midair refueling. Also during the Korean conflict the company developed the experimental "Firebee" jet powered target drone, to be used for air-to-air and ground-to-air training. The drone was designed to simulate the performance of jet fighters and provide realistic training. Production of the Firebee commenced in 1952, and Ryan Aeronautical became the leader in the field of pilotless aircraft. The company also produced major airframe and engine components (fuselage sections, gun turrets, external fuel tanks, and control surfaces) for other aircraft manufacturers.

The Korean conflict also allowed Ryan Aeronautical to branch out in the area of electronics for aerospace applications. The first such project was the Ryan "Firebird," the first Air Force air-to-air research missile. Missiles that could be launched from fighter aircraft were under development when Ryan Aeronautical entered the field, but there was a great need for a new electronic seeker, which would make it possible for the missile to find and track its target. Using radar studies, the company developed a guidance system using continuous-wave radar propagation and the Doppler shift. An understanding and application of this concept permitted Ryan to

embark upon a lengthy role in aerospace electronics, which led to the development of a wide variety of aircraft navigation and positioning equipment, including helicopter hovering devices, altimeters, and remote sensors.

At the same time, Ryan Aeronautical was working on target drones and electronics, it was also involved in a wide range of projects involving vertical takeoff and landing (VTOL) aircraft. Beginning in 1947, the United States Navy awarded Ryan a contract to explore the feasibility of reaction controls for jet aircraft. Three years later, a Ryan vertical test rig lifted itself off the ground for the first time, its jet engine and reaction controls handled by remote control. In 1953, the Air Force awarded Ryan a contract to design and build two manned vertical takeoff jet research planes. In 1955, the Ryan X-13 Vertijet was constructed for the Air Force and two years later, completed its first full-cycle flight. At the time this was considered to be a historical flight of great significance. The company also pursued production aeronautical work in the 1950s and served as a subcontractor for other companies to build fuselage sections, jet power packs, and high temperature jet engine parts.

During the 1960s Ryan continued its now well-established target drone and electronic systems production and VTOL research. The company also made strides in such fields as flexible wing vehicles, and solar panels for spacecraft. By this period, Ryan Aeronautical had solidified its position as one of the nation's leading corporations in the field of aviation and spacecraft development. The culminating achievement in this area came with the first soft landing on the moon in 1966: Ryan Electronics built the radar landing system that guided the Surveyor I unmanned spacecraft to the lunar surface. In the public's perception, this was the event that put the United States ahead of the Soviet Union in the Space Race. By 1968, business volume had grown to $430 million.

In 1969 the company was sold for $128 million to Teledyne Inc. of Los Angeles and became known as Teledyne-Ryan Aeronautical Company. T. Claude Ryan, who remained with the company as chairman, was inducted into the Aviation Hall of Fame in December 1974. At the time of his death, in September 1982, he was the last living airplane pioneer who had a company that bore his name.

In 1996, Teledyne Industries merged with Allegheny Ludlum Corporation. At that time, Allegheny was the nation's leading producer of specialty metal, flat rolled products. In 2000 Northrop Grumman Corporation acquired Teledyne - Ryan Aeronautical from Allegheny and relocated the plant to a site in Rancho Bernardo. The former Ryan Aeronautical Company site is currently vacant and leased from the San Diego County Regional Airport Authority by Allegheny Technologies.

Significance Assessment

RYAN AERONAUTICAL COMPANY HISTORIC DISTRICT

Potential historical and architectural significance of buildings and structures was determined by applying criteria of the National Register of Historic Places and California Register of Historical Resources. In order to be eligible for nomination to the National or California Register, a building, structure, or site must be significant within a historic context and meet certain other criteria. According to the National Park Service:

> . . . the significance of a historic property can be judged and explained only when it is evaluated within its historic context. Historic contexts are those patterns, themes, or trends in history by which a specific occurrence, property, or site is understood and it's meaning made clear (National Park Service 1991:7).

The National Park Service has defined three main categories of historic contexts: local, state, and national. A local historic context "represents an aspect of the history of a town, city, county, cultural area, or region, or any portion thereof" (National Park Service 1991:9). A state historic context represents "an aspect of history of the state as a whole" (National Park Service 1991:9). Properties important within a national context represent "an aspect of the history of the United States as a whole" (National Park Service 1991:10).

In order to be eligible for the National Register when evaluated within its historic context, a property must be demonstrated to be significant under one or more of the following criteria (National Park Service 1991:12-21):

A: Is associated with an event, or series of events that have made a significant contribution to the broad pattern of history.

B: Has an unequivocal association with the lives of people significant in the past.

C: Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.

D. Has yielded or may be likely to yield information important in prehistory or history.

An additional requirement for the National Register is the retention of integrity or "the ability of a property to convey its significance." Assessment of integrity includes seven criteria, which are: location, design, setting, materials, workmanship, feeling, and association (National Park Service 1991:45). Requirements for listing on the California Register of Historical Resources are essentially the same as those for the National Register.

The Ryan Aeronautical Company Historic District is eligible for nomination to the National and California Registers at both the local and national levels. The period of significance is from 1939, when the plant opened, until it was sold to Teledyne, Inc. in 1969. It was during this 30 year span that the site was directly associated with T. Claude Ryan and his management of the company, as well as Ryan Aeronautical's significant contributions to national defense production during the Second World War and important developments in aerospace research and development during the 1950s and 1960s.

The district is eligible under Criterion A for its association with the development of the aircraft industry in San Diego at Lindbergh Field, for its association with the contribution of aircraft manufacturers at Lindbergh Field to World War II defense production, and for its association with the company's significant contributions to Cold War research and development projects, as well as defense manufacturing. The Ryan Aeronautical Company Historic District is eligible under Criterion B for its association with aviation pioneer T. Claude Ryan. The district is also eligible under Criterion C for its representation of a distinctive type of industrial architecture associated with the 1930s and World War II. Taken together the buildings and structures that make up the contributing elements of the district illustrate the design fabrication concepts common to Southern

California aircraft manufacturing from the 1930s through World War II and into the 1950s; a period when the industry played a dominant role in the economy of the region. The district retains good to excellent integrity of setting, place, design, materials, workmanship, feeling and association.

Applicable Criterion

Criterion A

The district is eligible under Criterion A at both a local and national level of significance. On a local level, the Ryan plant played an important role in the development of the aircraft industry at Lindbergh Field. It was the second largest aircraft manufacturer at Lindbergh: only Consolidated Aircraft's facilities were larger. On both a local and a national level the district is significant for the role of the Ryan Aeronautical Company in the contribution of the aircraft industry at Lindbergh Field to World War II defense production. Ryan's company was internationally known for their PT trainers, which were used to teach beginning pilots to fly during the war. In addition, the factory played an important role in manufacturing a large percentage of vital exhaust equipment for heavy bombers, giant transport planes, and super bombers. The company also produced wing panels for the B-24 bomber, gun turrets for PBY Flying Boats, and control surfaces for various aircraft. One of the Ryan Aeronautical Company's most significant contributions was the development and manufacture of one of the first jet fighters used by the United States armed forces, the Ryan Fireball.

In the decades following World War II, the Ryan Company also made significant contributions to the Cold War through research and development projects as well as manufacturing. Some of the company's most important R and D work was in the field of aerospace electronics and included air-to-air missile research, aircraft navigation and positioning equipment, altimeters, remote sensors, and jet powered target drones. Ryan electronics built the radar system that guided the Surveyor unmanned spacecraft to its soft landing on the lunar surface. This is the event that publicly put the United States ahead of the Soviet Union in the Cold War Space Race to the moon. Other projects included vertical takeoff and landing aircraft, flexible wing vehicles, and solar panels for spacecraft. Manufacturing during this period consisted of the production of fuselage sections, jet power packs, and high temperature jet engine parts.

Criterion B

The Ryan Aeronautical Company Historic District is eligible under Criterion B for its association with T. Claude Ryan from 1939 when the plant opened until it was sold to Teledyne Inc. in 1969. Ryan was an important pioneer in the history of local, state, and national aviation, whose career spanned from the barnstorming days of the 1920s through the early space age. As the location that served Ryan Aeronautical Company from 1939 until 1969, the site is directly associated with Ryan and his management of the company during the time when it made significant contributions to national defense production during the Second World War and important developments in aerospace research and development during the 1950s and 1960s.

Criterion C

The Ryan Aeronautical Company Historic District is eligible under Criterion C for its representation of a distinctive type of industrial architecture associated with the 1930s and World

War II. The district embodies the distinctive characteristics of factory buildings found at Southern California aircraft manufacturing plants during the 1930s and 1940s. These include large industrial buildings with massive open bays framed by steel beams, wood and steel truss saw tooth and elliptical roofing, metal exteriors, continuous rows of steel sash industrial multi-paned windows, and sliding hangar doors. In addition, the Administration Buildings exhibit an Art Deco design adapted to industrial administrative uses.

The plant's large scale manufacturing design reflects the massive industrial construction program that the nation's civilian manufacturers used to help win the war. In conjunction with the Federal Government, the nation's industrial manufacturers, architects, and structural engineers worked together to provide modern industrial plants to supply the necessary equipment to the Allied war effort. The state of the art architectural designs of industrial plants, such as the one developed under the management of T. Claude Ryan for the Ryan Aeronautical Company, yielded improved efficiency and increased production. These innovative new plants moved airplane manufacturing from the realm of a craft industry into the world of mass-production (Van Wormer 1996). Taken together, the buildings and structures that make up the contributing elements of the district illustrate the design fabrication concepts common to Southern California aircraft manufacturing from the 1930s through the 1950s; a period when the industry played a dominant role in the economy of the region.

Integrity

Integrity is the ability of a property to convey its historic significance. The Ryan Aeronautical Company Historic District was evaluated for the seven aspects of integrity identified for the National Register "location, setting, materials, design, workmanship, feeling, and association" (National Park Service 1991:44). Each of the categories for integrity will be discussed individually:

Location

Location is defined as "the place where the historic property was constructed or the place where the event occurred" (National Park Service 1994:44). The Ryan Aeronautical Company Historic District retains a high degree of integrity of location. All of the buildings and structures are on the same locations where they were constructed or moved to during the period of significance from 1939 to 1969. The Experimental/Receiving and Assembly Building (#180), and the Airplane Storage Building (#181) were originally part of Ryan's original manufacturing facility on Pacific Highway between 1932 and 1939. They were moved to their present locations in 1944 and are considered significant as contributing elements to the Ryan Aeronautical Company Historic District site for their associations with the events that occurred at this location during the period of significance. These two buildings also have additional significance for their association with the Ryan Aeronautical facility on Pacific Highway from 1932 to 1939.

Design

Design is defined as the "combination of elements that create the form, plan, space, structure, and style of a property." It results from conscious decisions made during the original conception and planning of the property (National Park Service 1994:44-45). In spite of minor alterations or modifications that have occurred, all buildings have maintained their overall original forms, plans, spaces, styles and design elements. The most serious impact has been the removal of windows from Buildings 131 and 156. However, in spite of this loss, these buildings still retain all other

important design elements and qualify as contributing elements to the district. Except for these buildings the remaining contributing elements retain a high degree of integrity of design.

Setting

Setting is defined as the: "physical environment of a historic property" (National Park Service 1991:44-45). Sanborn Fire Insurance Maps from 1940 and 1956, as well as historic photographs, indicate that the area, which surrounded the Ryan Aeronautical Company complex from approximately 1939 to 1969, has changed substantially over the years. However, due to the fact that the complex is located along the southern perimeter of Lindbergh Field and has remained as an isolated industrial site along North Harbor Drive during this period, the property still retains a good degree of original setting for integrity purposes (Moomjian and Tinsley 2001).

Materials

Materials are "the physical elements that were combined during a particular period of time in a particular pattern of construction to form a historic property" (National Park Service 1991: 44-45). The Ryan Aeronautical Company Historic district retains original materials in the form of wood, steel, and masonry in the buildings, and asphalt and concrete paving within the complex. Because of this, the district retains excellent integrity of materials.

Workmanship

Workmanship is the "physical evidence of crafts of a particular culture or people" (National Park Service 1991:44-45). Good to excellent integrity of design and materials as discussed above combine to give an excellent integrity of workmanship for the Ryan Aeronautical Company Historic District.

Feeling and Association

Feeling is defined as "a property's expression of the aesthetic or historic sense of a particular period of time." It results from the presence of historic features that together convey the property's historic character. Association is the "direct link between an important historic event and a historic property" (National Park Service 1991:44-45). The retention of integrity of location, design, setting, materials, and workmanship discussed above combine to give the Ryan Aeronautical Company Historic District a strong sense of feeling and association for T. Claude Ryan and the company's contributions to local and national aeronautics between 1939 and 1969. Within this context, the contributing elements of the district combine to convey the historic character of the Ryan Aeronautical Company plant and its representation of the design fabrication concepts common to Southern California aircraft manufacturing from the 1930s through World War II and into the 1950s; a period when the industry played a dominant role in the economy of the region.

RYAN AERONAUTICAL COMPANY'S ORIGINAL PACIFIC HIGHWAY BUILDINGS

Buildings 180 and 181 represent the original three buildings constructed by the Ryan Aeronautical Company at the Pacific Highway location, prior to the establishment of the North Harbor Drive facility in 1939. These buildings are not only significant as contributing elements to the Ryan Aeronautical Company Historic District but also qualify for the California and National Registers of Historic Places on their own for a period of significance from 1932, when Ryan

established his first manufacturing plant at Lindbergh Field, to 1939 when he moved to the Harbor Drive location. The buildings qualify under Criteria A and B for their association with T. Claude Ryan and his participation in the early development of Lindbergh Field. Ryan established the first aircraft manufacturing plant at Lindbergh in 1932. It was in these buildings that his famous P.T. trainers were first designed and manufactured. These hangars also qualify for significance under Criterion C for their representation of shops typically used during the earlier phases of aircraft manufacturing, when it was still a craft industry and had not yet developed into the large-scale mass production required by the Second World War, which necessitated buildings on a much larger scale. Overall, the buildings are in good condition. Although they no longer retain integrity of setting or location for the period when they were located on Pacific Highway, they do still have a good degree of integrity of design, materials, workmanship, feeling and association. In spite of being combined with Building 180, the original structure and design of the small hangar now comprising the east wing of that building can still be easily identified.

Significance Summary Statement

In summary, the Ryan Aeronautical Company Historic District is eligible for nomination to the National Register of Historic Places and California Register of Historical Resources at both the local and national levels. The period of significance is from 1939, when the plant opened, until it was sold to Teledyne, Inc. in 1969. It was during this 30 year span that the site was directly associated with T. Claude Ryan and his management of the company, as well as Ryan Aeronautical's significant contributions to national defense production during the Second World War and important developments in aerospace research and development during the 1950s and 1960s.

The district is eligible under Criterion A for its association with the development of the aircraft industry in San Diego at Lindbergh Field, for its association with the contribution of aircraft manufacturers at Lindbergh Field to World War II defense production, and for its association with the company's significant contributions to Cold War research and development projects as well as defense manufacturing. The Ryan Aeronautical Company Historic District is eligible under Criterion B for its association with aviation pioneer T. Claude Ryan. The district is also eligible under Criterion C for its representation of a distinctive type of industrial architecture associated with the 1930s and World War II.

The district still retains a high degree of integrity of location, design, setting, materials, and workmanship, which combine to give a strong sense of feeling and association with the plant's function during the period of significance. Taken together the buildings and structures that make up the contributing elements of the district illustrate the design fabrication concepts common to Southern California aircraft manufacturing from the 1930s through World War II and into the 1950s; a period when the industry played a dominant role in the economy of the region.

In addition, two contributing elements within the district, Buildings 180 and 181, have an additional layer of significance. In addition to being important contributing elements to the Ryan Aeronautical Company Historic District, these hangars represent the first three buildings constructed by Ryan Aeronautical when the company was located adjacent to the original terminal on Pacific Highway from 1932 to 1939. These buildings qualify under Criteria A and B for their association with T. Claude Ryan and his participation in the early development of Lindbergh Field. They also qualify for significance under Criterion C for their representation of shops typically used during the earlier phases of aircraft manufacturing, when it was still a craft industry and had not yet developed into the large-scale mass production required by the Second

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI #
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World War, which necessitated buildings on a much larger scale. Overall, the buildings are in good condition. Although they no longer retain integrity of setting or location for the period when they were located on Pacific Highway they do still have a good degree of integrity of design, materials, workmanship, feeling and association. Combined with the other buildings that make up the National Register District, these buildings represent the first aircraft manufacturing plant at Lindbergh Field and its transition from a small craft industry to a large scale wartime and post war aerospace production manufacturing plant.

*D7. References **(Give full citations including the names and addresses of any informants, where possible.):**

Moomjian, Scott A. and Wendy L. Tinsley
2001 *Historic Survey Report of the Former Teledyne-Ryan Aeronautical Complex, 2701 North Harbor Drive, San Diego, California, 92101*. Prepared by Office of Maria Burke Lia, Attorney at Law, 427 C Street, Suite 416, San Diego, CA 92101. Prepared for Jones Lang La Salle, 2701 North Harbor Drive, Building 100, San Diego, California 92101. Copy on file with the San Diego County Regional Airport Authority.

Van Wormer, Stephen R. and James D. Newland
1996 HAER Level Documentation of General Dynamics, Convair, Lindbergh Field Plant. In *General Dynamics Facilities Demolition Project Final Environmental Impact Report*. KEA Environmental, San Diego, Prepared for San Diego Unified Port District.

*D8. Evaluator: Stephen Van Wormer Date: January 2006

Affiliation and Address: Walter Enterprises, 238 Second Avenue, Chula Vista, CA 91910

Affinis, 847 Jamacha Road, El Cajon, CA 92019

State of California — The Resources Agency Primary #
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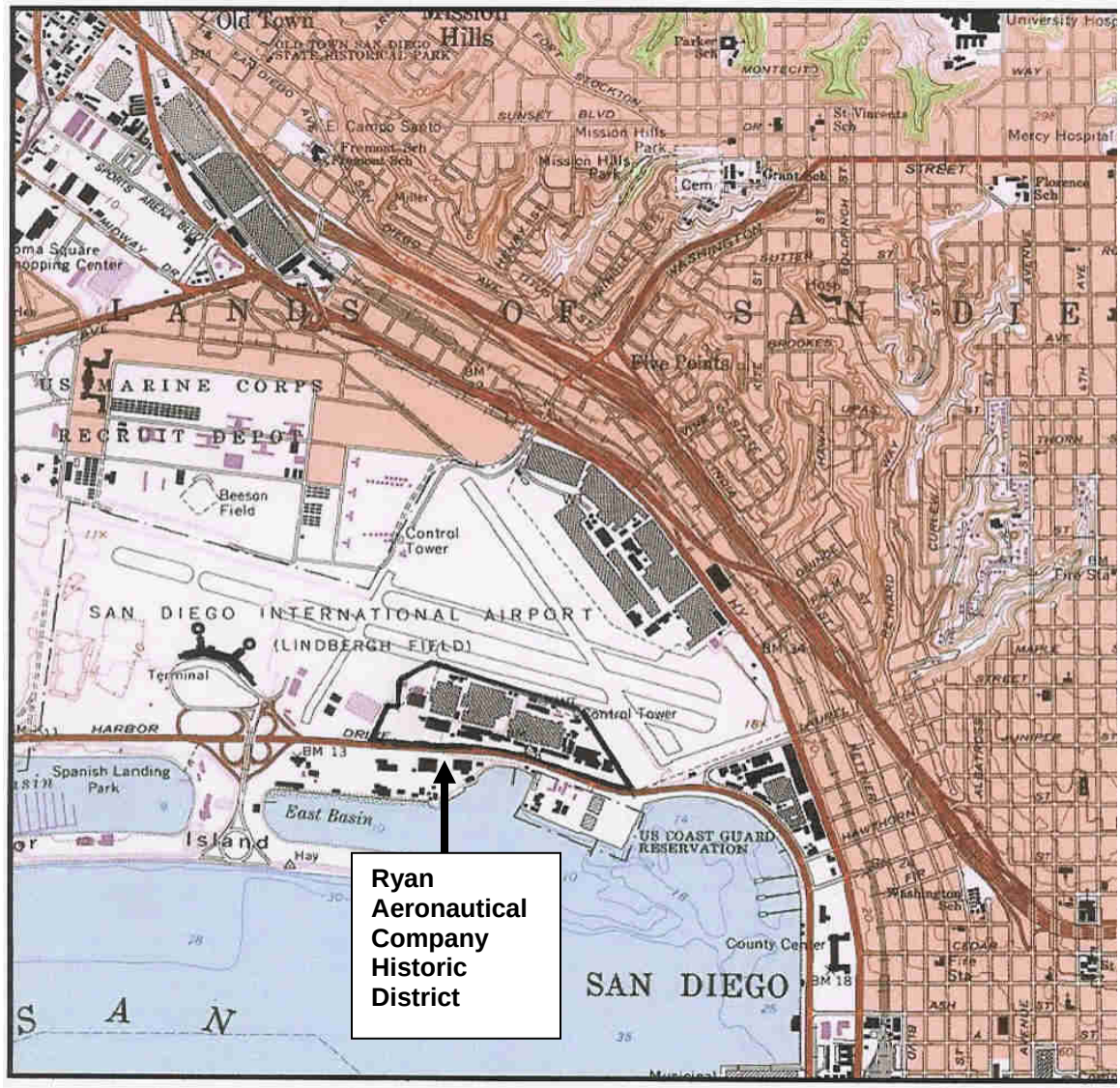

Figure 1: Ryan Aeronautical Company Historic District Location and Boundary on the USGS 7.5' Point Loma Quadrangle.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
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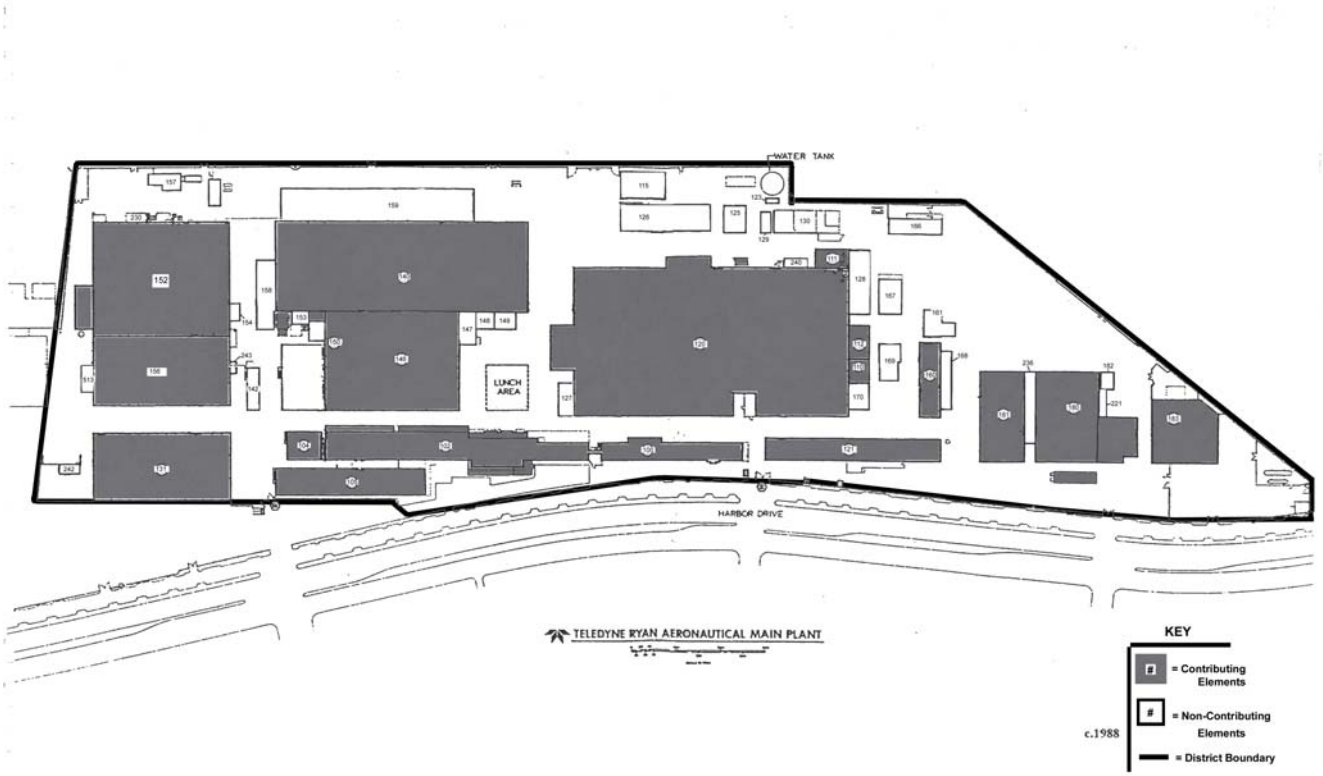

Figure 2: District Map.

State of California — The Resources Agency Primary #
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Figure 3: The Art Deco style front entrance of Building 100.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
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Figure 4: The southeast corner of Building 100, showing the Art Deco style horizontal banding along the roofline and windows.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 5: The southeast corner of Building 102, showing Art Deco banding along the roof and windows.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 6: The back (north) side of Building 102, showing the variety of window and doorway placements.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 7: The north east corner of Building 104, showing the north and east facades.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 8: The window and roof line trim on the front (south) side of Building 105, mimics the Art Deco banding on the street side of Buildings 100 and 102.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 9: The southeast corner of Buildings 110/112 (122), showing the continuous rows of windows and arched roofline that is typical of aircraft factory buildings from the World War II era. The flat roofed Building 170 in the foreground and Building 169 to the left are not contributing elements to the district.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 10: The northeast corner of Building 111, showing the character defining saw tooth roof profile and continuous rows of multi-paned windows.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 11: Newly manufactured Ryan P.T. Trainers adjacent to recently completed Building 120 circa 1939 - 40 (Port District 1940).

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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DPR 523L (1/95) *Required information

Figure 12: The northwest corner of the Main Factory Building (#120), showing the rows of continuous steel frame windows and saw tooth roof profile characteristic of many aircraft manufacturing plants during World War II.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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DPR 523L (1/95) *Required information

Figure 13: The southwest corner of Building 120, giving another view of the saw tooth profile roof and continuous rows of steel framed windows.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
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DPR 523L (1/95) *Required information

Figure 14: The large open interior of Building 120 illustrating the amount of light provided by the combination of monitor windows in the saw tooth profile roof and rows of continuous rows of windows along the building's sides.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 15: A close up view of the steel framing and monitor windows of the saw tooth profile roof in Building 120.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 16: The northeast corner of Building 121. This large warehouse has no windows.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 17: The interior of Building 121 showing the wooden roof trusses and stud wall construction. This view is from the west end, looking east.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 18: The northeast corner of building 131. Note the large hanging door on the east façade. The rows of steel framed windows have been removed.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 19: East façade of Building 140, showing the immense hanging wooden doors.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 20: The large open interior of Building 140 from the east end looking west.

State of California — The Resources Agency Primary #
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CONTINUATION SHEET Trinomial

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Figure 21: The southeast corner of Building 146.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 22: The formal office entrance on the east side of Building 146.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 23: Large open manufacturing plant interior in the north half of Building 146.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 24: The northeast corner of Building 152, showing the east façade. The rows of steel framed windows have been removed.

State of California — The Resources Agency Primary #
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CONTINUATION SHEET Trinomial

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DPR 523L (1/95) *Required information

Figure 25: The large open interior of Building 152. Note the steel arched roof trusses supported by "I" beam posts.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 26: The southwest corner of Building 156. The rows of steel framed windows have been removed.

State of California — The Resources Agency Primary #
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CONTINUATION SHEET Trinomial

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Figure 27: The large open interior of Building 156 showing the arched steel roof trusses supported by steel "I" beam posts. The opening near the far center of the photo leads to Building 152.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 28: The northwest corner of Building 160, showing the west façade. Note the pairs of hanging doors.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
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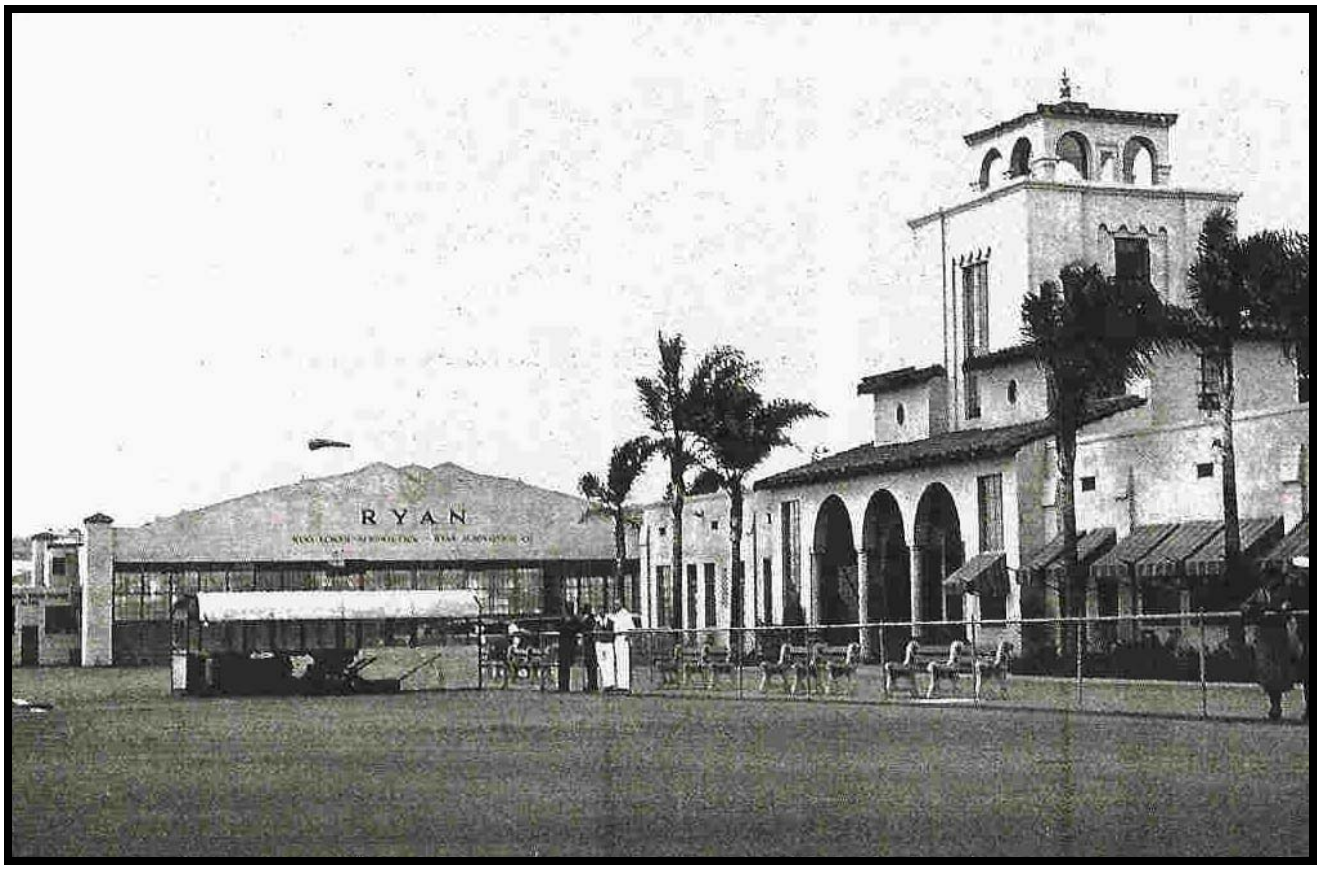

Figure 29: The newly completed Administration Building and Ryan Aeronautical hangar in early 1932. The hangar is now the main wing of Building 180. Note the shield at the crest of the hangar's roofline is the same shield currently located at the crest of the south façade of Building 180 (see Figure 36)(San Diego Historical Society).

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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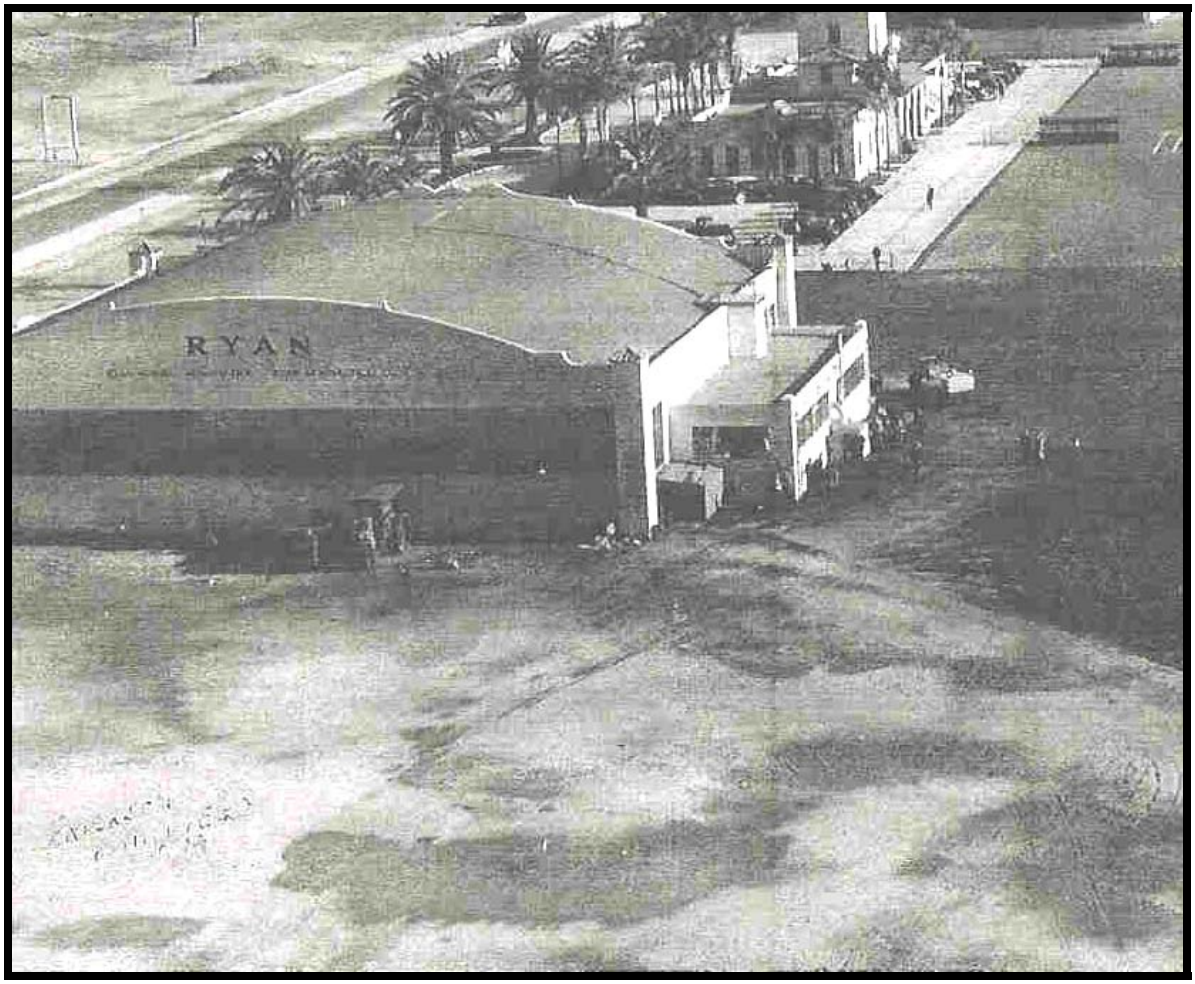

Figure 30: Aerial photograph overview of the Lindbergh Field Administration Area circa 1933 – 1934, showing the east side of the original Ryan hangar that is now the west wing of Building 180. This view shows the original east façade, which is now the north side of the building (San Diego Historical Society).

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

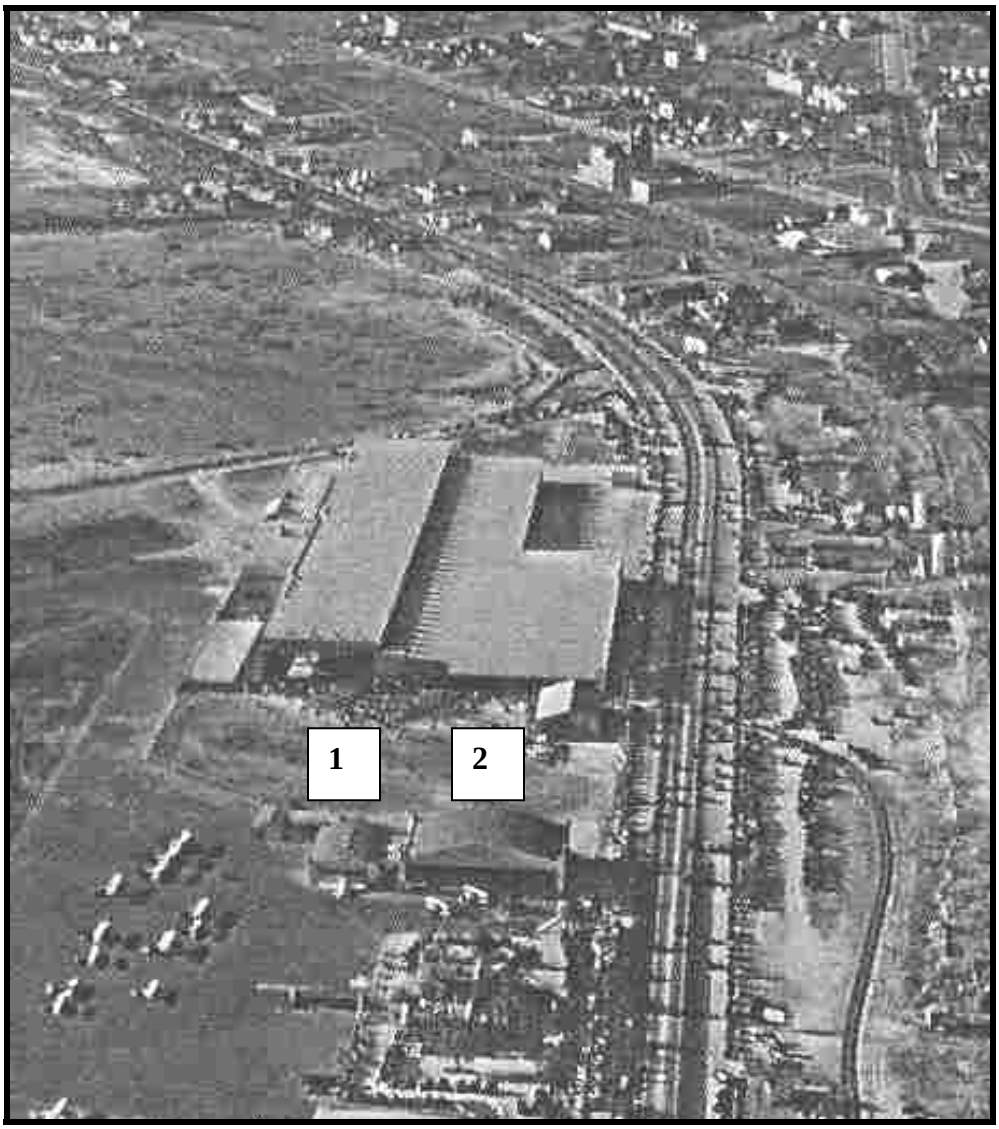

Figure 31: Aerial photograph of the administration area on Pacific Highway circa 1935. The small hangar that is currently the east wing of Building 180 (1), has been built to the left of the original Ryan hangar (2), which is now the west wing of Building 180 (San Diego Historical Society).

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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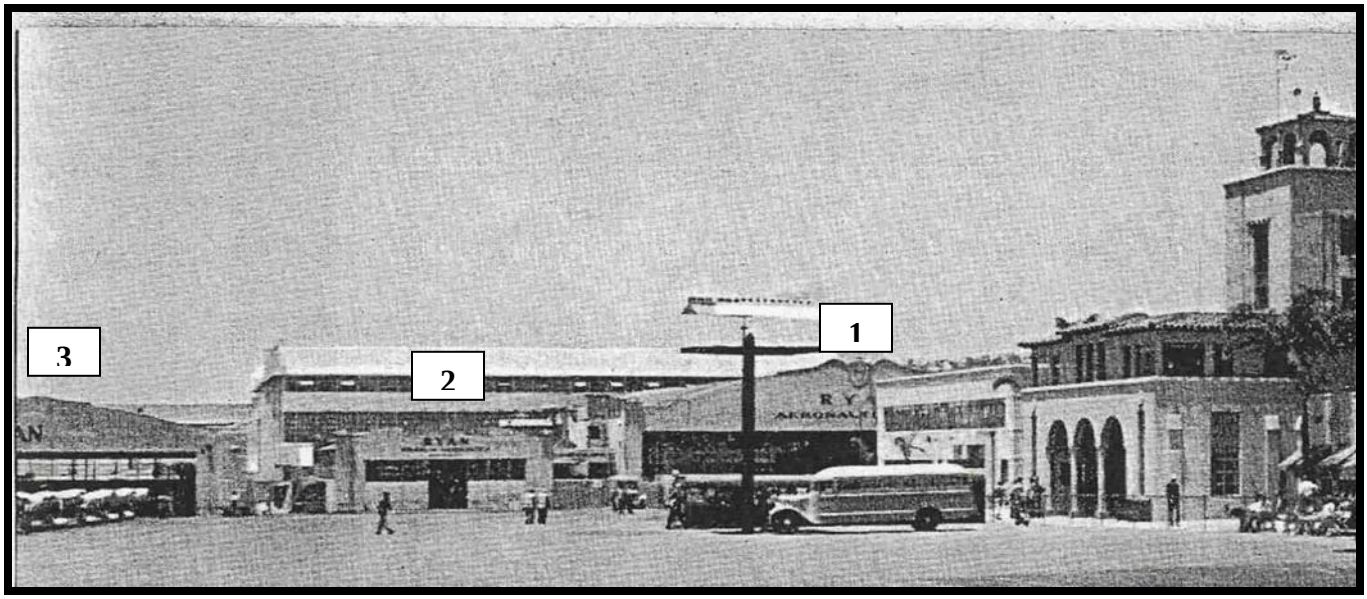

Figure 32: Ryan Aeronautical hangars at Pacific Highway 1938 – 1939. From right to left:

1. **The original hangar – now the west wing of Building 180.**
2. **The small hangar, built around 1935 – now the east wing of Building 180.**
3. **The third hangar, built circa 1936 – 1938 – now Building 181(Port District 1939).**

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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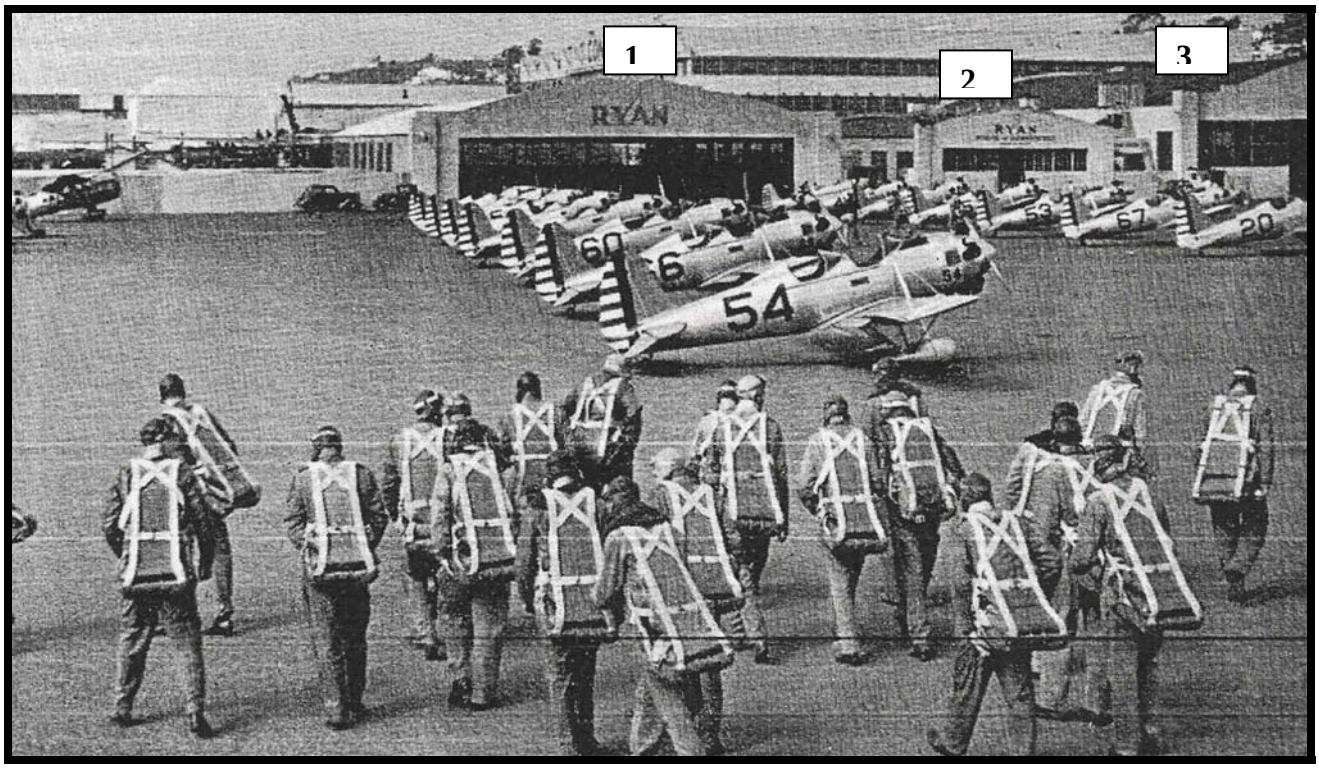

Figure 33: Student pilots walk to their aircraft in this second view of the Ryan Aeronautical Hangars circa 1938 – 39. From left to right:

1. **The third hangar, constructed circa 1936 – 1939 - now Building 181.**
2. **The small hangar, built circa 1935 - now the east wing of Building 180**
3. **The original 1932 hangar – now the west wing of Building 181 (Port District 1939).**

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

Figure 34: The front (north) façade of Building 180 showing the steel and glass hangar doors. This was the first hangar built at Ryan's Pacific Highway Plant in 1932. These doors were originally on the south side of the building, where the shield crest is located (see Figures 29, 30, 32, 33, and 35). They were changed to this side when the building was moved to its present location on the early 1940s.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

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DPR 523L (1/95) *Required information

Figure 35: The south (back) side of Building 180. Note the continuous row of windows and the shield molded into the façade at the top of the roofline. This same motif also occurs on east wing addition to Building 180 and on Building 181 and can be seen in the historic photographs in Figures 29, 30, 32, and 33.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 36: Open interior of Building 180, showing the interior side of the hangar doors and steel arched roof trusses.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 37: The front (north) side of the east wing addition of Building 180. This was the small hangar built at the Pacific Highway facility around 1935. Note the shield at the crest of the roofline.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 38: The front (north) side of Building 181. This was the third hangar built at Ryan's Pacific Highway facility sometime between 1936 and 1939. Note the shield at the crest of the roofline.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 39: The front (north) side of Building 183.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

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Figure 40: This narrow paved passage between Buildings 102 and 146 characterizes the setting in the eastern portion of the Ryan Aeronautical company complex.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 41: Although planted with trees, the lunch area is a small section of the complex covered with pavement, and completely enclosed by tall factory and administration buildings.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 42: This narrow paved passage on the north side of the lunch area leads between Buildings 140 (on the left) and 120.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 43: Trees along the south side of Building 120 and at the main entrance (far right). Building 127 in the left foreground is a small non-contributing element attached to the southeast corner of Building 120.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 44: The reduced height of the smaller buildings on the east side of Building 120 creates a more open feeling for this part of the Ryan Aircraft Complex.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 45: Buildings 180 and 181, at the eastern end of the complex are clustered along the edge of a large open paved area.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

Figure 46: Building 115, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 47: Building 123 (pump station and water tank), a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 48: Building 125, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 49: Building 126, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 50: Building 127, a non-contributing element. The mural was painted after the period of significance

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 51: Building 128, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 52: Building 129, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 53: Building 130, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

Figure 54: Building 142, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

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Figure 1: Building 147, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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DPR 523L (1/95) *Required information

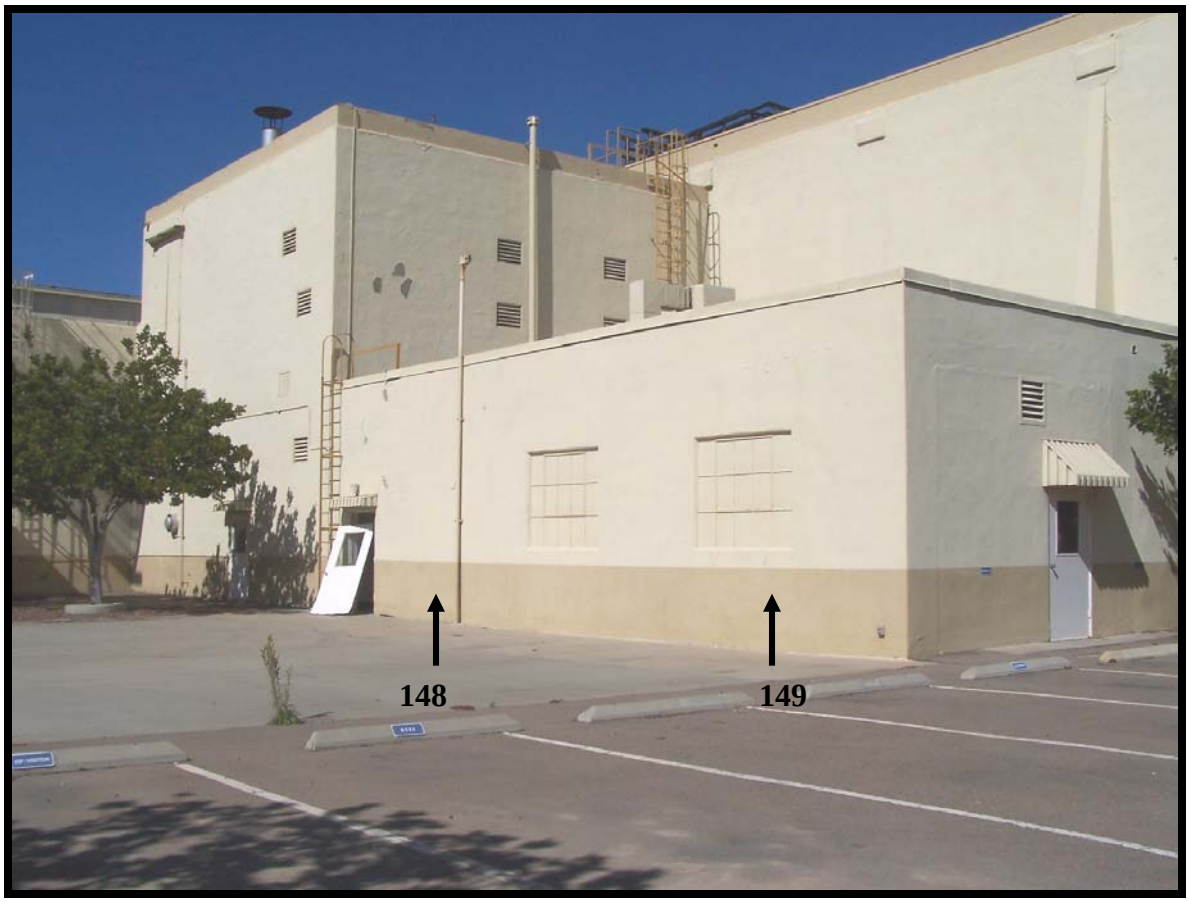

Figure 56: Buildings 148 & 149, non-contributing elements. These buildings appear to be a single unit.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

Figure 57: Building 150, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 58: Building 153, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 59: Building 154, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 60: Building 157, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 61: Building 158, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 62: Building 159, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 63: Building 161, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

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Figure 64: Building 166, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

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Figure 65: Building 167, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 66: Building 168, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

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Figure 67: Building 169, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 68: Building 170, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

DPR 523L (1/95) *Required information

Figure 69: Building 182, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

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DPR 523L (1/95) *Required information

Figure 70: Facility 221, a covered walkway, is not a contributing element.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

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 *Required information

Figure 71: Both of these units constitute Building 230, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

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Figure 72: Building 236, located between buildings 180 and 181, is a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

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DPR 523L (1/95) *Required information

Figure 73: Facility 240, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ **Continuation** ☐ **Update**

Figure 74: Building 242, a non-contributing element.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET Trinomial

 *Resource Name or # **(Assigned by recorder)**

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DPR 523L (1/95) *Required information

Figure 75: Building 513, a non-contributing element.

DRAFT

ARCHAEOLOGICAL SURVEY REPORT
SAN DIEGO INTERNATIONAL AIRPORT
AIRPORT MASTER PLAN
SAN DIEGO, CALIFORNIA

Prepared for:

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February 2006

Table of Contents

Appendices

Confidential Appendix

(Bound separately)

I. INTRODUCTION

Project Description

The San Diego County Regional Airport Authority (Authority), a local/regional governmental entity of the State of California, is preparing an Environmental Impact Report (EIR) for the following Proposed Action at the San Diego International Airport (SDIA). SDIA is located in the western portion of the City of San Diego, California (Figure 1). The project area comprises approximately 700 acres and is bounded generally on the south by Harbor Drive and West Laurel Street, on the west by McCain and Neville Roads at the former Naval Training Center (NTC), on the north by the Marine Corps Recruit Depot (MCRD), and on the east by Pacific Highway (Figures 2 and 3).

The project to be evaluated in the EIR consists of two key components: the Airport Land Use Plan and the implementation of specific projects contained in the Airport Master Plan, called the Airport Implementation Plan. Together these make up the Proposed Project (Preferred Alternative). The EIR also addresses the Airport Plan Alternative and alternatives eliminated from further consideration. The project elements are described in detail in the Airport Master Plan EIR.

Methodology

Records searches were conducted at the South Coastal Information Center at San Diego State University for the Area of Potential Effects (APE) and its immediate vicinity. (The APE is described below.) The senior archaeologist contracted the State Native American Heritage Commission (NAHC) to request a check of their sacred lands files. Letters were also sent to Native American Bands and individuals identified by NAHC as interested parties, in order to solicit potential concerns regarding the project.

The senior archaeologist reviewed archaeological reports for other projects in the vicinity, including the former Naval Training Center (NTC) (Carrico and Pigniolo 1995). The location of SDIA was originally mudflats and bay. Decades of dredging and placement of fill soils have built up the airport area to its current topography. Due to this history of reclamation of the area from bay and mudflats, as well as the developed nature of the project area, a full pedestrian survey was not possible or warranted. The senior archaeologist did a driving tour of the airport grounds with airport personnel. A historic architectural study was conducted for the project; this study is included in a separate report.

Area of Potential Effect (APE)

The Direct Area of Potential Effects (APE), as illustrated in Figure 3, is defined as the SDIA property in its entirety and the adjacent areas under Authority planning control. This includes a portion of the former Naval Training Center (NTC), located at the west end of the SDIA property, and the former Teledyne Ryan parcel, located in the southeastern portion of the SDIA property.

Figure 1

Regional location in San Diego County

Source:
Prepared by: Affinis

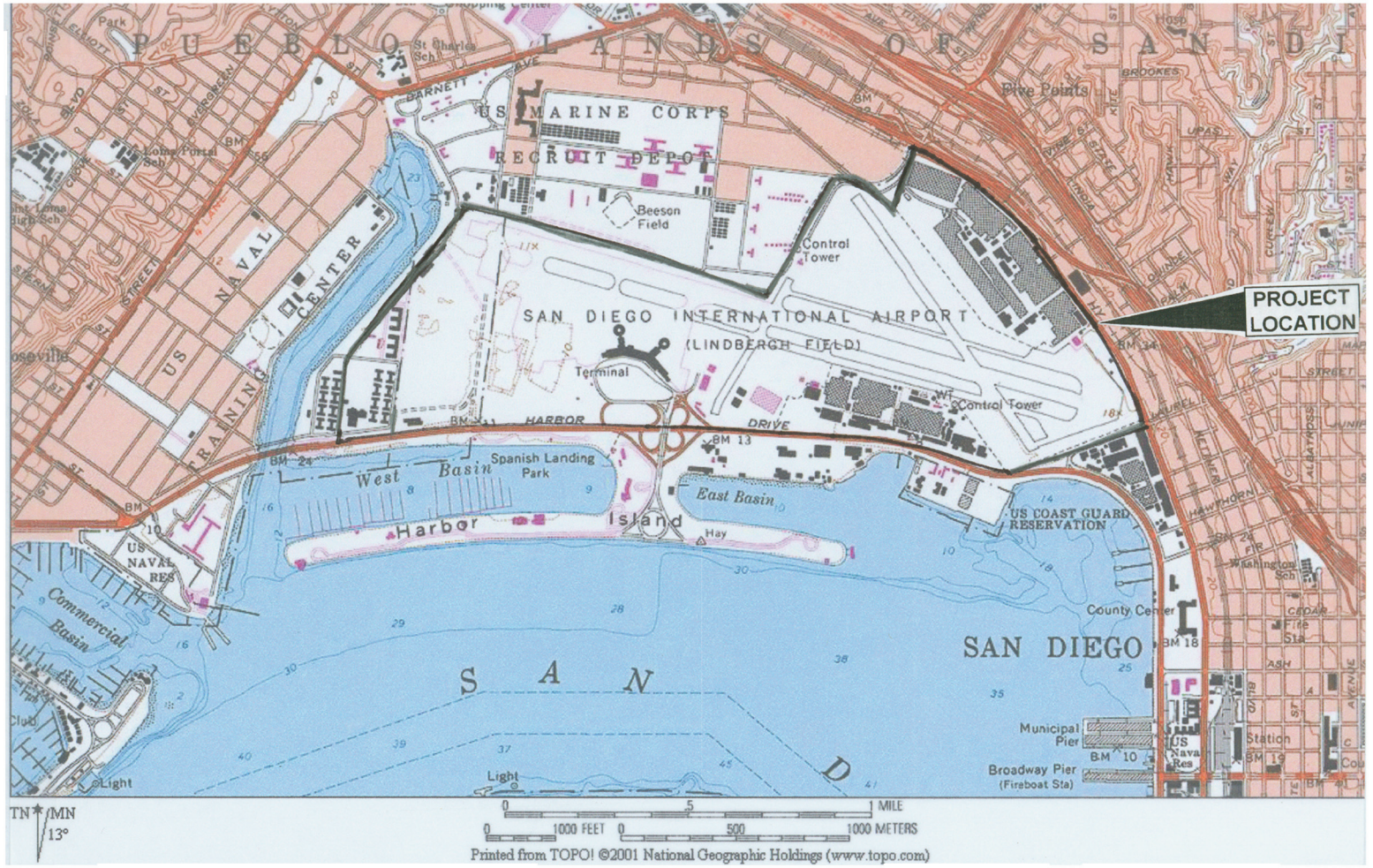

Figure 2

Project location on USGS 7.5' Point Loma quadrangle

Source: Printed from TOPO! c 2001 National Geographic Holdings (www.topo.com)
Prepared by: Affinis

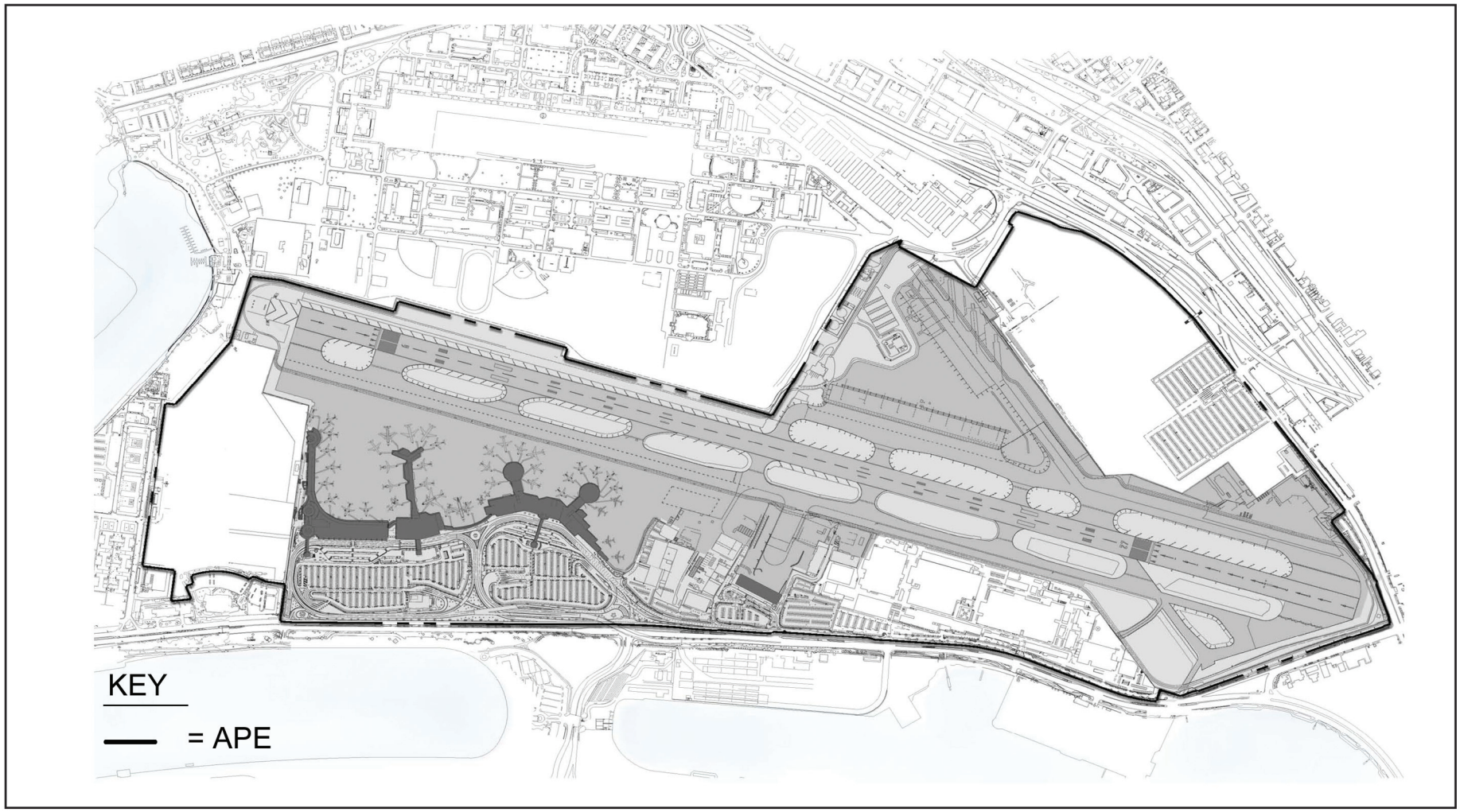

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Figure 3

Existing Layout Plan

Source:
Prepared by: Affinis

II. ARCHAEOLOGICAL AND CULTURAL CONTEXT

Background

Several summaries discuss the prehistory of San Diego County and provide a background for understanding the archaeology of the general area surrounding the project. Moratto's (1984) review of the archaeology of California contains important discussions of Southern California, including the San Diego area. Papers by Bull (1983, 1987), Carrico (1987), Gallegos (1987), and Warren (1985, 1987) provide summaries of recent work and interpretations. The following is a brief discussion of the culture history of the San Diego region.

Carter (1957, 1978, 1980), Minshall (1976) and others (e.g., Childers 1974; Davis 1968, 1973) have long argued for the presence of Pleistocene humans in California, including the San Diego area. The sites identified as "early man" are all controversial. Carter and Minshall are best known for their discoveries at Texas Street and Buchanan Canyon. The material from these sites is generally considered nonartifactual, and the investigative methodology is often questioned (Moratto 1984).

The earliest accepted archaeological manifestation of Native Americans in the San Diego area is the Paleoindian San Dieguito complex, dating to approximately 10,000 years ago (Warren 1967). The San Dieguito complex was originally defined by Rogers (1939), and Warren published a clear synthesis of the complex in 1967. The material culture of the San Dieguito complex consists primarily of scrapers, scraper planes, choppers, large blades, and large projectile points. Rogers considered crescentic stones to be characteristic of the San Dieguito complex as well. Tools and debitage made of fine-grained green metavolcanic material, locally known as felsite, were found at many sites that Rogers identified as San Dieguito. Often these artifacts were heavily patinated. Felsite tools, especially patinated felsite, came to be seen as an indicator of the San Dieguito complex. Until relatively recently, many archaeologists felt that the San Dieguito culture lacked milling technology and saw this as an important difference between the San Dieguito and La Jolla complexes. Sleeping circles, trail shrines, and rock alignments have also been associated with early San Dieguito sites. The San Dieguito complex is chronologically equivalent to other Paleoindian complexes across North America, and sites are sometimes called "Paleoindian" rather than "San Dieguito". San Dieguito material underlies La Jolla complex strata at the C. W. Harris site in San Dieguito Valley (Warren, ed. 1966).

The traditional view of San Diego prehistory has the San Dieguito complex followed by the Archaic stage La Jolla complex at least 7,000 years ago, possibly as long as 9,000 years ago (Rogers 1966). The La Jolla complex is part of the Encinitas tradition and equates with Wallace's (1955) Millingstone Horizon, also known as Early Archaic or Milling Archaic. The Encinitas tradition is generally "recognized by millingstone assemblages in shell middens, often near sloughs and lagoons" (Moratto 1984:147). "Crude" cobble tools, especially choppers and scrapers, characterize the La Jolla complex (Moriarty 1966). Basin metates, manos, discoidals, a small number of Pinto series and Elko series points, and flexed burials are also characteristic.

Warren et al. (1961) proposed that the La Jolla complex developed with the arrival of a desert people on the coast who quickly adapted to their new environment. Moriarty (1966) and Kaldenberg (1976) have suggested an *in situ* development of the La Jolla people from the San Dieguito. Moriarty has since proposed a Pleistocene migration of an ancestral stage of the La Jolla people to the San Diego coast. He suggested this Pre-La Jolla complex is represented at Texas Street, Buchanan Canyon, and the Brown site (Moriarty 1987).

In recent years, archaeologists in the region have begun to question the traditional definition of San Dieguito people simply as makers of finely crafted felsite projectile points, domed scrapers, and discoidal cores, who lacked milling technology. The traditional defining criteria for La Jolla sites (manos, metates, "crude" cobble tools, and reliance on lagoonal resources) have also been questioned (Bull 1987; Cárdenas and Robbins-Wade 1985; Robbins-Wade 1986). There is

speculation that differences between artifact assemblages of "San Dieguito" and "La Jolla" sites reflect functional differences rather than temporal or cultural variability (Bull 1987; Gallegos 1987). Gallegos (1987) has proposed that the San Dieguito, La Jolla, and Pauma complexes are manifestations of the same culture, with differing site types "explained by site location, resources exploited, influence, innovation and adaptation to a rich coastal region over a long period of time" (Gallegos 1987:30). The classic "La Jolla" assemblage is one adapted to life on the coast and appears to continue through time (Robbins-Wade 1986; Winterrowd and Cárdenas 1987). Inland sites adapted to hunting contain a different tool kit, regardless of temporal period (Cárdenas and Van Wormer 1984).

Several archaeologists in San Diego, however, do not subscribe to the Early Prehistoric/Late Prehistoric chronology (see Cook 1985; Gross and Hildebrand 1998; Gross and Robbins-Wade 1989; Shackley 1988; Warren 1998). They feel that an apparent overlap among assemblages identified as "La Jolla," "Pauma," or "San Dieguito" does not preclude the existence of an Archaic culture in the San Diego region, whatever name is used to identify it, separate from an earlier Paleoindian culture. One problem these archaeologists perceive is that many site reports in the San Diego region present conclusions based on interpretations of stratigraphic profiles from sites at which stratigraphy cannot validly be used to address chronology or changes through time. Archaeology emphasizes stratigraphy as a tool, but many of the sites known in the San Diego region are not in depositional situations. In contexts where natural sources of sediment or anthropogenic sources of debris to bury archaeological materials are lacking, other factors must be responsible for the subsurface occurrence of cultural materials. The subsurface deposits at numerous sites are the result of such agencies as rodent burrowing and insect activity. Recent work has emphasized the importance of bioturbative factors in producing the stratigraphic profiles observed at archaeological sites (see Gross 1992). Different classes of artifacts move through the soil in different ways (Bocek 1986; Erlandson 1984; Johnson 1989), creating vertical patterning (Johnson 1989) that is not culturally relevant. Many sites that have been used to help define the culture sequence of the San Diego region are the result of just such nondepositional stratigraphy.

The Late Prehistoric period is represented by the San Luis Rey complex (SLR) in northern San Diego County and the Cuyamaca complex in the southern portion of the county. The San Luis Rey complex is the archaeological manifestation of the Shoshonean predecessors of the ethnohistoric Luiseño (named for the San Luis Rey Mission). The Cuyamaca complex represents the Yuman forebears of the Kumeyaay (Diegueño, named for the San Diego Mission). Agua Hedionda is traditionally considered to be the point of separation between Luiseño and Northern Diegueño territories.

Elements of the San Luis Rey complex include small, pressure-flaked projectile points (Cottonwood and Desert Side-notched series); milling implements, including mortars and pestles; *Olivella* shell beads; ceramic vessels; and pictographs (True et al. 1974). Of these elements, mortars and pestles, ceramics, and pictographs are not associated with earlier sites. True noted a greater number of quartz projectile points at San Luis Rey sites than at Cuyamaca complex sites, which he interpreted as a cultural preference for quartz (True 1966). He considered ceramics to be a late development among the Luiseño, probably learned from the Diegueño. The general mortuary pattern at San Luis Rey sites is ungathered cremations.

The Cuyamaca complex, reported by True (1970), is similar to the San Luis Rey complex, differing in the following points:

1. Defined cemeteries away from living areas;
2. Use of grave markers;
3. Cremations placed in urns;
4. Use of specially made mortuary offerings;
5. Cultural preference for side-notched points;
6. Substantial numbers of scrapers, scraper planes, etc., in contrast to small numbers of these implements in San Luis Rey sites;

7. Emphasis placed on use of ceramics; wide range of forms and several specialized items;
8. Steatite industry;
9. Substantially higher frequency of milling stone elements compared with San Luis Rey;
10. Clay-lined hearths (True 1970:53-54).

The project area is within lands that have traditionally been inhabited by the Kumeyaay Indians, also known as Diegueño or Ipai/Tipai (Luomala 1978). Two ethnohistoric village sites associated with Mission San Diego de Alcala existed in Mission Valley: *Cosoy* (or *Kosoi*) and *Nipaquay* (Carrico 1993). Mission Valley lies about 1.5 miles north of the project area. In her introduction to the autobiography of Delfina Cuero, Shipek wrote that around 1900 many Diegueño Indians lived in Mission Valley and in various other places around San Diego, including "at the foot of Rose Canyon, along Ocean Beach, around the edge of Mission Bay (False Bay), and all up and down Mission Valley. Each of these locations has been corroborated independently by non-Indian 'old timers' in San Diego" (Shipek 1970:9).

History of San Diego International Airport

In the late 1920s Lindbergh Field rose out of the muck of San Diego Bay to become the City's municipal airport. By the mid 1930s it had developed into a major center of the nation's aircraft industry, an important destination for several commercial airlines, and had been designated San Diego International Airport. During World War II aircraft manufacturers there played a significant role in defense production. In the late 1940s and early 1950s some felt that the airport's days were numbered and that it could never grow to accommodate jet age air traffic. However, Lindbergh Field has continued to develop and in 2004 experienced almost 300 daily passenger and cargo airline departures. This highly successful facility did not just occur as the result of chance and happenstance. It took decades of planning, effort, money, and labor to establish the airport and keep it functioning in the face of the ever-increasing demands of the airline and aircraft industries. The story of Lindbergh Field is one of constant innovation. Its early founders were extremely farsighted and capable in both their desire to create an airport and their ability to make it grow from the mudflats of San Diego Bay. Later airport managers have been just as successful in overcoming the dire predictions of the early 1950s that the airport could never expand sufficiently to accommodate jet age air traffic. A Historic Architectural Survey Report has been prepared for the proposed Master Plan and is included as an appendix to the EIR.

Records Searches

Thirteen archaeological sites have been recorded within a one-mile radius of the SDIA Master Plan project area, none within the project area itself. Four of these sites were recorded in the early part of the 20th century and were already quite disturbed at that time. Three of the sites (CA-SDI-36, CA-SDI-37, and CA-SDI-53) were described as traces of probable camp sites. The fourth site (CA-SDI-54) was described as traces of a refuse heap on a bluff, which washed away as the bluff receded. The site's documentation was based on observations of a gully. The only other prehistoric or Native American site in the vicinity is a light shell scatter that may have been redeposited from site SDM-W-291, which Malcolm Rogers considered to be associated with the ethnohistoric village of Kosoy.

Eight historic archaeological sites have been documented within one mile of the project area. These include a sparse deposit of historic debris, redeposited from another area; the Barth Foundry Dump site; two historic period graves at the former NTC; World War II foundations at the former NTC; a 1930s dump at the former NTC; a historic artifact scatter from the early part of the 20th century; a historic dump used circa 1900-1930; and a small historic refuse deposit

encountered during monitoring at the former NTC. A number of historic structures have been recorded within one mile of the SDIA Master Plan project area, including buildings at NTC and MCRD, as well as buildings and structures associated with the Consolidated Aircraft Plant No. 1, almost all of which have been removed.

III. APPLICATION OF NATIONAL REGISTER AND CALIFORNIA REGISTER ELIGIBILITY CRITERIA

Potential historical and architectural significance of buildings, structures and historic archaeological sites, as well as potential significance of prehistoric archaeological resources, was determined by applying criteria of the National Register of Historic Places and the California Register of Historical Resources.

National Register Criteria

In order to be eligible for nomination to the National Register of Historic Places, a building, structure, or site must be significant within a historic context and meet certain other criteria. According to the National Park Service:

> . . . the significance of a historic property can be judged and explained only when it is evaluated within its historic context. Historic contexts are those patterns, themes, or trends in history by which a specific occurrence, property, or site is understood and its meaning made clear [National Park Service 1991:7].

The National Park Service has defined three main categories of historic contexts: local, state and national. A local historic context "represents an aspect of the history of a town, city, county, cultural area, or region, or any portion thereof" (National Park Service 1991:9). A state historic context represents "an aspect of history of the state as a whole" (National Park Service 1991:9). Properties important within a national context represent "an aspect of the history of the United States as a whole" (National Park Service 1991:10).

In order to be eligible for the National Register when evaluated within its historic context a property must be demonstrated to be significant under one or more of the following criteria (National Park Service 1991:12-21):

A: Is associated with an event, or series of events that have made a significant contribution to the broad pattern of history.

B: Has an unequivocal association with the lives of people significant in the past.

C: Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.

D: Has yielded or may be likely to yield information important in prehistory or history.

An additional requirement for the National Register is the retention of integrity or "the ability of a property to convey its significance". Assessment of integrity includes seven criteria, which are: location, design, setting, materials, workmanship, feeling, and association (National Park Service 1991:45).

Generally the National Register criteria exclude properties that are less than 50 years of age unless it can be demonstrated that they are of "exceptional importance", which is defined as "the

extraordinary importance of an event or . . . an entire category of resources so fragile that survivors of any age are unusual" (National Park Service 1991:42).

California Register Criteria

Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR Section 4852) including the following:

I. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

II. Is associated with the lives of persons important in our past;

III. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or:

IV. Has yielded or may be likely to yield information important in prehistory or history.

Application of Criteria

No archaeological sites have been identified within the SDIA Master Plan project area. The current topography of the project area has been achieved through decades of dredging and placement of fill soils in an area of bay and mudflats. In addition, the project area supports the existing SDIA, and there is no undisturbed ground surface. Based on this, archaeological resources would not be anticipated in the project area.

IV. FINDINGS OF SIGNIFICANCE

No archaeological sites have been identified within the SDIA Master Plan project area. Therefore, none of the Master Plan elements (Proposed Airport Land Use Plan, Proposed Airport Implementation Plan, or Implementation Plan Alternative) will have an effect on archaeological resources.

V. CONCLUSIONS

No archaeological resources have been identified within the SDIA Master Plan area. Based on this, implementation of any of the Master Plan elements would have no effect on archaeological resources. Therefore, no mitigation measures are required for archaeology.

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APPENDIX B: KEY PERSONNEL

Mary Robbins-Wade, M.A., RPA	Director of Cultural Resources
Stephen R. Van Wormer, M.A.	Historian/Historic Archaeologist
Matthew Sivba	Archaeologist

APPENDIX G

Biological Resources

APPENDIX G
Table of Contents

Biological Resources

HELIX environmental planning, inc.

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December 7, 2005 HNT-01

Ms. Kimberly Hughes, P.E.
HNTB Corporation
2900 South Quincy St., Suite 200
Arlington, VA 22206

Subject: Biological Resources Existing Conditions for the San Diego International Airport Project

Dear Ms. Hughes:

This letter presents the results of a biological survey and jurisdictional delineation of the San Diego International Airport (SDIA) Terminal 2 (T2) West expansion area in the City of San Diego, San Diego County, California (Figures 1 & 2). Other areas within SDIA were not included in this survey because they (A) are highly developed and have virtually no potential to support significant biological resources and/or (B) have previously been adequately documented (e.g. the least tern nesting areas near the southeastern limits of SDIA). HELIX Environmental Planning, Inc. (HELIX) biologist Stacy Nigro conducted a site visit on October 27, 2005 to evaluate biological resources evident at that time and attempted to identify potential biological limitations on development of the site.

PROPERTY LOCATION AND DESCRIPTION

The approximately 40-acre T2 West expansion biological resources study area is located north of Harbor Drive and east of McCain Road, along the western side of SDIA, in San Diego, California. Developed land associated with the airport abuts the study area to the north, south, and east, and other developed lands occur to the west. The property is shown on the U.S. Geological Survey 7.5-minute Point Loma quadrangle map (Figure 2). An aerial photograph depicting the limits of the study area in relation to the airport is shown on Figure 3. The entire study area is mapped as urban land (Bowman 1973) and located on fill soils.

The San Diego County Regional Airport Authority is currently proposing to expand T2 West and add aircraft apron (aircraft parking) and other related airport facilities within the study area.

BIOLOGICAL RESOURCES

Vegetation mapping, general biological and zoological surveys, and a wetland delineation were completed during the site visit. Sensitive species with potential to occur on site were determined by a habitat-based analysis and by consulting the known distribution of sensitive species in San Diego County. Sensitive species are those that have been given special recognition by federal, state, or local

government agencies and organizations because of limited, declining, or threatened populations. Focused surveys for rare plants and listed or sensitive animal species were not conducted as part of this survey and report.

Plants were identified according to *The Jepson Manual: Higher Plants of California* (Hickman, ed. 1993). Nomenclature used in this report follows Heath (2004) for butterflies; the American Ornithologists' Union (1998) for birds; and Jones et al. (1997) for mammals. Sensitive animal and plant status is taken from the California Department of Fish and Game ([CDFG] 2005). Wetland affiliations of plant species follow the U.S. Fish and Wildlife Service's (USFWS's) National List of Plant Species that Occur in Wetlands: California (USFWS 1996). Soils information was taken from the Soil Survey of the San Diego Area (Bowman 1973). Soil chromas were identified according to Munsell's Soil Color Charts (Kollmorgen 1994).

HELIX did not perform an extensive biological survey of the study area. Complete inventories of the biological resources present on a site often require numerous focused surveys at different times of day and during different seasons of the year. Some species, such as annual plants, are only present in the spring or summer, whereas nocturnal animals are difficult to detect during the day. Other species may be present in such low numbers that they could be missed. However, through literature review, study of existing databases of species distribution and knowledge of habitat requirements and distribution patterns of species, the probability of a particular species being present on a site can often be reasonably predicted. Please be advised that the extent and accuracy of this determination is qualified by our limited survey of the study area and the time of our survey, and it is not possible for us to guarantee that there are no other significant biological resources present on site.

Vegetation Communities

Five vegetation communities and developed lands were mapped in the study area, and are described below (Table 1; Figure 4). Vegetation communities were mapped using aerial interpretation combined with direct observation.

Disturbed Wetland

Disturbed wetland within the study area is dominated by non-native wetland species such as rabbitfoot grass (*Polypogon monspeliensis*) and grass poly (*Lythrum hyssopifolium*). Other species present include white sweet clover (*Melilotus alba*), prickly lettuce (*Lactuca serriola*), English plantain (*Plantago lanceolata*), and oats (*Avena* sp.). Disturbed wetland occurs as a linear area of habitat in the southeastern portion of the study area where water ponds due to man-induced changes in the landscape. It covers approximately 0.11 acre.

Table 1 VEGETATION COMMUNITIES	
VEGETATION COMMUNITY[1]	ACRE(S)[2]
Disturbed wetland	0.11
Baccharis scrub (including disturbed)	0.45
Non-native grassland	1.11
Non-native vegetation	0.84
Disturbed habitat	31.71
Developed land	5.41
TOTAL	39.63

[1]Vegetation communities pursuant to Holland (1986) and Oberbauer (1996).
[2]All areas are presented in acre(s) rounded to the nearest 0.01.

Baccharis Scrub

Although not listed as a native plant community by Holland (1986), baccharis scrub is an upland community recognized by resource agencies as a subtype of coastal sage scrub. Due to the altered nature of the site and its location on fill soils, this habitat type most likely established as a pioneer community rather than following Diegan coastal sage scrub disturbance. It is dominated by broom baccharis (*Baccharis sarothroides*); with San Diego goldenbush (*Isocoma menziesii* var. *menziesii*), telegraph weed (*Heterotheca grandiflora*), horseweed (*Conyza canadensis*), red brome (*Bromus madritensis* ssp. *rubens*), and Russian thistle (*Salsola tragus*) as non-dominant species. San Diego goldenbush is dominant in disturbed areas. This habitat occurs in the northern portion of the study area and covers approximately 0.45 acres.

Non-native Grassland

Non-native grassland is a dense to sparse cover of annual grasses, often associated with numerous species of showy-flowered native annual forbs. This association occurs on gradual slopes with deep, fine-textured, usually clay soils. Characteristic species on site consist of oats, red brome, ripgut grass (*Bromus diandrus*), Bermuda grass (*Cynodon dactylon*), rye grass (*Lolium multiflorum*), and smilo grass (*Piptatherum miliaceum*). This habitat occurs primarily in the westernmost portions of the study area and covers approximately 1.11 acres.

Non-native Vegetation

This habitat type consists of cultivated plants that have naturalized into otherwise native habitat areas or were put in place by humans, usually for the purpose of beautification, windbreaks, or other related purposes. Non-native vegetation on

site consists of a row of trees along the western property boundary, and adjacent patches of non-native groundcover. Species observed include pine (*Pinus* sp.), Brazilian pepper (*Schinus terebinthifolius*), Canary Island date palm (*Phoenix canariensis*), and sea fig (*Carpobrotus edulis*). This habitat covers approximately 0.84 acre.

Disturbed Habitat

Disturbed habitat includes unvegetated or sparsely vegetated areas, particularly where the soil has been heavily compacted by prior development or where agricultural lands have been abandoned. Disturbed habitat on site is represented by a combination of bare, graded land, and areas comprised of weedy species. Characteristic species include crown daisy (*Chrysanthemum coronarium*), mustard (*Brassica* sp.), white sweet clover, pigweed (*Chenopodium album*), English plantain, and Russian thistle. This habitat covers the majority of the study area: approximately 31.71 acres.

Developed Land

Developed land on site consists of buildings, paved roads, and a parking lot. Approximately 5.41 acres of the study area are comprised of developed land.

Jurisdictional Delineation

A jurisdictional delineation was conducted to identify and map areas that may fall under U.S. Army Corps of Engineers (Corps) jurisdiction pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344), wetland and streambed habitats under California Department of Fish and Game (CDFG) jurisdiction pursuant to Section 1600 of the Fish and Game Code, and wetland habitat under California Coastal Commission (CCC) jurisdiction pursuant to Section 30121 of the California Coastal Act (CCC 1994). The information provided below presents our best efforts to quantify the amount of Waters of the U.S. (WUS) and/or State jurisdictional habitats in the project area using the current regulations, written policies, and guidance from the regulatory agencies. Only the regulating agencies can make a final determination of jurisdictional boundaries.

Prior to beginning fieldwork, recent aerial photographs (1"=150' scale), USGS topographic maps, and the County soil survey were reviewed to determine the location of potential jurisdictional areas that may be affected by the project. Data were collected in areas that were suspected to be jurisdictional habitats.

Two sample plots were studied, and a soil pit was dug at each plot. A standard data form was completed for each sample plot in the field and are included in Appendix A. Photos were taken of the site and are included in Appendix B. Below is a summary of the wetland delineation sample plots taken within the project area. The location of each sample plot is illustrated on Figure 4.

Sample Plots

Sample Plot 1. This sample plot was located in disturbed wetland in the southeastern portion of the site. Two wetland plants were dominant: rabbitfoot grass (*Polypogon monspeliensis*) and grass poly (*Lythrum hyssopifolia*). Wetland hydrology was indicated by sediment deposits in the form of algal mats. A typical soil pit could not be excavated due to compactness of the ground and the presence of several cobbles. A shallow pit (3 inches) was excavated and did not reveal hydric soil indicators. This sample plot does not appear to meet the three criteria required to be a Corps wetland. This habitat is an artificially created, isolated feature that impounds water due to adjacent topography and is isolated from waters of the U.S. and CDFG jurisdictional habitat. This area is not considered jurisdictional to the resource agencies.

Sample Plot 2. This sample plot was located in non-native grassland in the western portion of the site. Dominant species consisted of one upland plant (Bermuda grass), and one wetland plant (rabbitfoot grass). This plot did not meet the wetland vegetation criterion (>50% wetland species). No indicators of wetland hydrology were present. A shallow soil pit (5") did not reveal the presence of hydric soil indicators. Uneven topography combined with compacted soils appears to pond water in some areas of the site and allow for growth of weedy herbaceous wetland vegetation. These species occur sporadically and are not a dominant component of the community. This sample plot was located in upland habitat and is not jurisdictional to the resource agencies.

Jurisdictional Habitat Summary

No federal or state jurisdictional areas are present on site. A brief discussion of each agency's regulatory authority is provided below.

Corps Jurisdiction

Discharge of fill into Waters of the U.S. is regulated by the U.S. Army Corps of Engineers (Corps) under Section 404 of the federal Clean Water Act. The California Regional Water Quality Control Board (RWQCB) provides certifications under Section 401 of the Clean Water Act. Impacts to any Corps jurisdictional areas require permits under Section 404 of the Clean Water Act.

The disturbed wetland on site is a function of landscape position in an artificially created and highly disturbed environment. It is an isolated feature not associated with a natural drainage course and not considered to fall under Corps jurisdiction.

California Department of Fish and Game Jurisdiction

The California Fish and Game Code regulates species listed as threatened or endangered under the California Endangered Species Act. In addition, The California Fish and Game Code regulate impacts to rivers, streams, or lakes from which plants or wildlife derive benefit under Sections 1600-1616.

No CDFG jurisdictional habitat was observed on site. As previously stated, the disturbed wetland is an isolated feature that is not associated with any riparian/streambed habitat.

California Coastal Commission Jurisdiction

This project is situated within the California coastal zone. Development or alteration of wetlands within the coastal zone is regulated by the CCC as stipulated in Sections 30230, 30231, 30233, 30236, and 30240 of the California Coastal Act (CCA).

Within the coastal zone, the CCC, with the assistance of CDFG, is responsible for determining the presence of wetlands subject to regulation under the CCA. Generally, the CCC follows the delineation methodology set forth by the CDFG (California Coastal Commission 1994). Because the on-site disturbed wetland does not meet CDFG wetland criteria, it is presumed that it also does not fall under jurisdiction of the CCC. However, because this site consists of filled tidelands, it is possible that the CCC would take jurisdiction over the disturbed wetland.

Sensitive Species

Sensitive Plants

No listed or sensitive plant species were observed during the biological reconnaissance. A list of plant species observed on site is included as Appendix C.

Sensitive Animals

No listed or sensitive animal species were observed during the biological reconnaissance. The following non-sensitive species were observed or detected: grasshoppers, common buckeye (*Junonia coenia*), killdeer (*Charadrius vociferous*), American kestrel (*Falco sparverius*), and feral cat (*Felis catus*).

Species with Potential to Occur

Sensitive plant and animal species that were not observed but which may have potential to occur on the project site are listed in Appendices D and E, respectively. Explanation of status codes is included in Appendix F.

CONCLUSION

This report provides a summary of biological resources occurring or with the potential to occur within the study area.

Our initial field investigation indicates that the site supports three areas of sensitive habitats in the form of baccharis scrub (a subset of coastal sage scrub). These areas are small and isolated and do not provide significant habitat for wildlife. The site is not considered to support wetland habitat that falls under the authority of the regulating agencies (i.e., Corps, CDFG, CCC).

Please let me know if you have any questions or we can be of additional service.

Sincerely,

Stacy M. Nigro
Biologist

cc: Paul Webb, San Diego County Regional Airport Authority, P.O. Box 82776, San Diego, CA 92138-2776

Enclosures:

Appendix	A	Wetland Determination Data Sheets
	B	Site Photos
	C	Plant Species Observed On Site
	D	Plant Species with Potential to Occur
	E	Animal Species with Potential to Occur
	F	Explanation of Status Codes
Figure	1	Regional Location Map
	2	Project Vicinity Map
	3	Aerial Photograph
	4	Vegetation Map

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Appendix A

WETLAND DETERMINATION DATA SHEETS

DATA FORM

HMT-01

G-15

ROUTINE WETLAND DETERMINATION
(1987 COE Wetlands Delineation Manual)

Project/Site	SD Airport	Date	10-27-05
Applicant / Owner		County	SD
Investigator	S. Nigro	State	CA
Do Normal Circumstances exist on the site?	(YES) NO	Community ID	DW
Is the site significantly disturbed (Atypical Situation)?	YES (NO)	Transect ID	
Is the area a potential Problem Area? (If needed, explain on reverse)	YES (NO)	Plot ID	1

VEGETATION

Dominant Plant Species	Stratum	Indicator	Non-Dominant Plant Species	Stratum	Indicator
1 Lythrum hyssopifolium	H	FACW	9 Melilotus alba	H	FACU
2 Polypogon monspeliensis	H	FACW+	10 Lactuca serriola	H	FAC
3			11		
4			12		
5			13		
6			14		
7			15		
8			16		

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 2/2 = 100 %

Remarks

Wetland veg. present.

HYDROLOGY

☐ Recorded Data (Describe in Remarks)
- ☐ Stream, Lake, or Tide Gauge
- ☐ Aerial Photographs
- ☐ Other

☒ No Recorded Data Available

FIELD OBSERVATIONS

Depth of Surface Water	NA	(in)
Depth to Free Water in Pit		(in)
Depth to Saturated Soil		(in)

WETLAND HYDROLOGY INDICATORS

Primary Indicators:
- ☐ Inundated
- ☐ Saturated in Upper 12 Inches
- ☐ Water Marks
- ☐ Drift Lines
- ☒ Sediment Deposits - algal mats
- ☐ Drainage Patterns in Wetlands

Secondary Indicators (2 or more Required):
- ☐ Oxidized Root Channels in Upper 12 Inches
- ☐ Water-Stained Leaves
- ☐ Local Soil Survey Data
- ☒ FAC-Neutral Test W:U = 2:0
- ☐ Other (Explain in Remarks)

SOILS

Map Unit Name (Series and Phase):	Drainage Class:
Taxonomy (Subgroup)	Field Observations Confirm Mapped Type? YES NO

PROFILE DESCRIPTION

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/Contrast	Texture, Concretions, Structure, etc.
0-3		10YR 4/3 *	—		sandy loam

HYDRIC SOIL INDICATORS:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Aquic Moisture Regime
- ☐ Reducing Conditions
- ☐ Gleyed or Low-Chroma Colors
- ☐ Concretions
- ☐ High Organic Content in Surface Layer in Sandy Soils
- ☐ Organic Streaking in Sandy Soils
- ☐ Listed on Local Hydric Soils List
- ☐ Listed on National Hydric Soils List
- ☐ Other (Explain in Remarks)

Remarks:

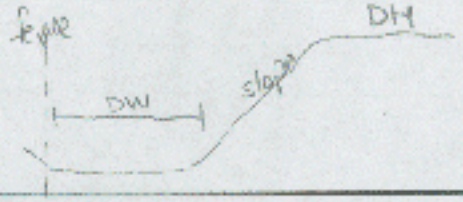
* Cobbly fill soil; could not dig below ≈3 inches due to rocks, soil compactness

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	(YES) NO	Is this Sampling Point Within a Wetland? YES (NO)
Wetland Hydrology Present?	(YES) NO	
Hydric Soils Present?	YES (NO)	

Remarks

Disturbed wetland averaging 12' wide.
Water impounded on both sides by fill + fencing.
Does not connect to WUS; is isolated.
Not Corps or CDFG.



DATA FORM

HNT-C

ROUTINE WETLAND DETERMINATION
(1987 COE Wetlands Delineation Manual)

Project/Site	SD Airport	Date	10-27-05
Applicant / Owner		County	SD
Investigator	S. Nigro	State	CA
Do Normal Circumstances exist on the site?	(YES) NO	Community ID	NAIG
Is the site significantly disturbed (Atypical Situation)?	YES (NO)	Transect ID	
Is the area a potential Problem Area? (If needed, explain on reverse)	YES (NO)	Plot ID	2

VEGETATION

Dominant Plant Species	Stratum	Indicator	Num. Dominant Plant Species	Stratum	Indicator
1 Polypogon monspeliensis	H	FACW+	9 Lythrum hyssopifolium		FACW
2 Cynodon dactylon	H	FACU	10 Bromus mad. ssp rub.		UPL
3			11 Lolium multiflorum		FAC*
4			12		
5			13		
6			14		
7			15		
8			16		

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 1/2 = 50%

Remarks

Does not meet wetland veg. criterian

HYDROLOGY

☐ Recorded Data (Describe in Remarks)

- ☐ Stream, Lake, or Tide Gauge
- ☐ Aerial Photographs
- ☐ Other

☒ No Recorded Data Available

FIELD OBSERVATIONS

Depth of Surface Water	NA	(in)
Depth to Free Water in Pit		(in)
Depth to Saturated Soil		(in)

WETLAND HYDROLOGY INDICATORS

Primary Indicators:

- ☐ Inundated
- ☐ Saturated in Upper 12 Inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns in Wetlands

Secondary Indicators (2 or more Required):

- ☐ Oxidized Root Channels in Upper 12 Inches
- ☐ Water-Stained Leaves
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other (Explain in Remarks)

SOILS

Map Unit Name (Series and Phase):				Drainage Class:	
Taxonomy (Subgroup)				Field Observations Confirm Mapped Type? YES NO	

PROFILE DESCRIPTION

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/Contrast	Texture, Concretions, Structure, etc.
0-5*		10YR 4/4	—		sandy clay loam

HYDRIC SOIL INDICATORS:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Aquic Moisture Regime
- ☐ Reducing Conditions
- ☐ Gleyed or Low-Chroma Colors
- ☐ Concretions
- ☐ High Organic Content in Surface Layer in Sandy Soils
- ☐ Organic Streaking in Sandy Soils
- ☐ Listed on Local Hydric Soils List
- ☐ Listed on National Hydric Soils List
- ☐ Other (Explain in Remarks)

Remarks:

*fill soil w/ rocks

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	YES (NO)	Is this Sampling Point Within a Wetland? YES (NO)
Wetland Hydrology Present?	YES (NO)	
Hydric Soils Present?	YES (NO)	

Remarks

Area is mainly Bermuda grass with pockets of Polypogon + Lythrum

Appendix B

SITE PHOTOS

Sample Plot 1. Looking east at non-jurisdictional disturbed wetland.

Sample Plot 2. Looking south at non-native grassland in western portion of site.

Sample Plot and Site Photos

SAN DIEGO INTERNATIONAL AIRPORT

Appendix B

Photo 3. Looking southeast at disturbed habitat with airport terminal in background.

Photo 4. Looking west at non-jurisdictional disturbed wetland. Disturbed habitat can be seen in the left-most portion of the photo.

Appendix C
SAN DIEGO INTERNATIONAL AIRPORT
PLANT SPECIES OBSERVED

Family	Scientific Name*	Common Name	Habitat**
DICOTS			
Aizoaceae	*Carpobrotus edulis**	Sea fig	NNV
Anacardiaceae	*Schinus terebinthifolius**	Brazilian pepper	NNV
Asteraceae	*Baccharis sarothroides*	Broom baccharis	BS
	*Centaurea melitensis**	Yellow star thistle	BS, DW
	*Chrysanthemum coronarium**	Crown daisy	BS, DH
	Conyza canadensis	Horseweed	BS, DH
	Heterotheca grandiflora	Telegraph weed	BS
	Isocoma menziesii var. *menziesii*	San Diego goldenbush	BS, DH, NNG
	*Lactuca serriola**	Prickly lettuce	DH, DW
Boraginaceae	*Heliotropium curassavicum*	Salt heliotrope	DH
Brassicaceae	*Brassica* sp.*	Mustard	DH
Chenopodiaceae	*Chenopodium album**	Pigweed	DH
	*Salsola tragus**	Russian rumbleweed	BS, DH
	*Acacia cyclops**	Red-eye wattle	NNV
Fabaceae	*Melilotus albus**	White sweetclover	DH, DW
	*Nicotiana glauca**	Tree tobacco	DH
Lythraceae	*Lythrum hyssopifolium**	Grass poly	DW, NNG
Plantaginaceae	*Plantago lanceolata**	English plantain	DH, DW
MONOCOTS			
Arecaceae	*Phoenix canariensis**	Canary Island date palm	NNV
Poaceae	*Avena* sp.*	Oats	BS, DH, DW, NNG
	*Bromus diandrus**	Ripgut grass	NNG
	Bromus madritensis ssp. *rubens**	Red brome	BS, NNG
	*Cortederia jubata**	Pampas grass	DH
	*Cynodon dactylon**	Bermuda grass	DH, NNG
	*Lolium multiflorum**	Ryegrass	NNG
	*Pennisetum setaceum**	Fountain grass	DH
	*Polypogon monspeliensis**	Rabbitfoot grass	BS, DW, NNG
	*Piptatherum miliaceum**	Smilo grass	NNG
GYMNOSPERMS			
Pinaceae	*Pinus* sp.	Pine	NNV

*Non-native species. **Habitat Acronyms: BS=baccharis scrub; DH=disturbed habitat; DW=disturbed wetland; NNG=non-native grassland; NNV=non-native vegetation

Appendix D
SAN DIEGO INTERNATIONAL AIRPORT
SENSITIVE PLANT SPECIES WITH POTENTIAL TO OCCUR

SPECIES	STATUS	POTENTIAL TO OCCUR
Sea dahlia (*Coreopsis maritima*)	--/-- CNPS List 2 R-E-D 2-2-1	Low. Occupies coastal bluff scrub and coastal scrub habitat. Although this plant has been observed in the Point Loma region of San Diego, the disturbed nature of the site makes it unlikely to support this species.
San Diego sand aster (*Corethrogyne filaginifolia* var. *incana*)	--/-- CNPS List 1B R-E-D 3-3-2	Low. Occupies coastal scrub habitat. Very little appropriate habitat on site.
Robinson's peppergrass (*Lepidium virginicum* var. *robinsonii*)	--/-- CNPS List 1B R-E-D 2-3-2	Low. Found in coastal scrub habitat. Very little appropriate habitat on site.
San Diego goldenstar (*Muilla clevelandii*)	--/-- CNPS List 1B R-E-D 2-3-2	Very low. Found in scrub and grassland habitats on clay soils. No appropriate habitat on site.
Snake cholla (*Opuntia californica* var. *californica*)	--/-- CNPS List 1B R-E-D 3-3-2	Very low. Found in chaparral and coastal scrub. Species would likely have been observed if present.
Nuttall's scrub oak (*Quercus dumosa*)	--/-- CNPS List 1B R-E-D 2-3-2	Very low. Occurs on sandy soils near the coast. Species would have been observed if present.
Bottle liverwort (*Sphaerocarpos drewei*)	--/-- CNPS List 1B R-E-D 3-3-3	Low. Found in openings in coastal scrub and chaparral habitat. The disturbed nature of the site makes it unlikely to support this species.

Appendix E SAN DIEGO INTERNATIONAL AIRPORT SENSITIVE ANIMAL SPECIES WITH POTENTIAL TO OCCUR		
SPECIES	LISTING OR SENSITIVITY	POTENTIAL TO OCCUR
VERTEBRATES		
Invertebrates		
Monarch butterfly (*Danaus plexippus*)	--/--	Low. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby. Larval host plants consist of milkweeds (*Asclepias* sp.). No appropriate roosting locations or larval host plants were observed on site.
Reptiles		
Orange-throated whiptail (*Aspidoscelis hyperythra*)	--/CSC	Low. Inhabits coastal sage scrub, chaparral, edges of riparian woodlands, and washes. Also found in weedy, disturbed areas adjacent to these habitats. Important habitat requirements include open, sunny areas, shaded areas, and abundant insect prey base, particularly termites. The urbanized nature of this site makes it unlikely to support this species.
Birds		
Burrowing owl (*Athene cunicularia*)	--/CSC	Very low. In San Diego county, occupies grassland or open scrub habitat along the coastal slope. The urban location of this site makes it unlikely to support this species.
Western snowy plover (*Charadrius alexandrinus nivosus*)	FT/CSC	Low. Typically found on beaches, dunes, and salt flats. One nest of this species was observed on Lindbergh Field in 1979 (CNDDB 2005), and it is possible that the species would be found nesting on the subject parcel.
Coastal California gnatcatcher (*Polioptila californica californica*)	FT/CSC	Very low. Found in coastal sage scrub habitat. Appropriate habitat does not occur on site.
California least tern (*Sterna antillarum browni*)	FE/SE	Low to moderate. Occupies coastal areas adjacent to the ocean. This species is a colonial breeder on bare or sparsely vegetated flat substrates. Appropriate nesting habitat occurs on site.
Mammals		
San Diego desert woodrat (*Neotoma lepida intermedia*)	--/CSC	Very low. Found in open chaparral and coastal sage scrub. Appropriate habitat does not occur on site.

Appendix F
SAN DIEGO INTERNATIONAL AIRPORT
EXPLANATION OF STATUS CODES FOR PLANT AND ANIMAL SPECIES

U.S. Fish and Wildlife Service (USFWS)

FE	Federally listed endangered
FT	Federally listed threatened

California Department of Fish and Game (CDFG)

SE	State listed endangered
ST	State listed threatened
SR	State listed rare
CSC	California species of special concern

California Native Plant Society (CNPS) Codes

Lists

1A = Presumed extinct.

1B = Rare, threatened, or endangered in California and elsewhere. Eligible for state listing.

2 = Rare, threatened, or endangered in California but more common elsewhere. Eligible for state listing.

3 = Distribution, endangerment, ecology, and/or taxonomic information needed. Some eligible for state listing.

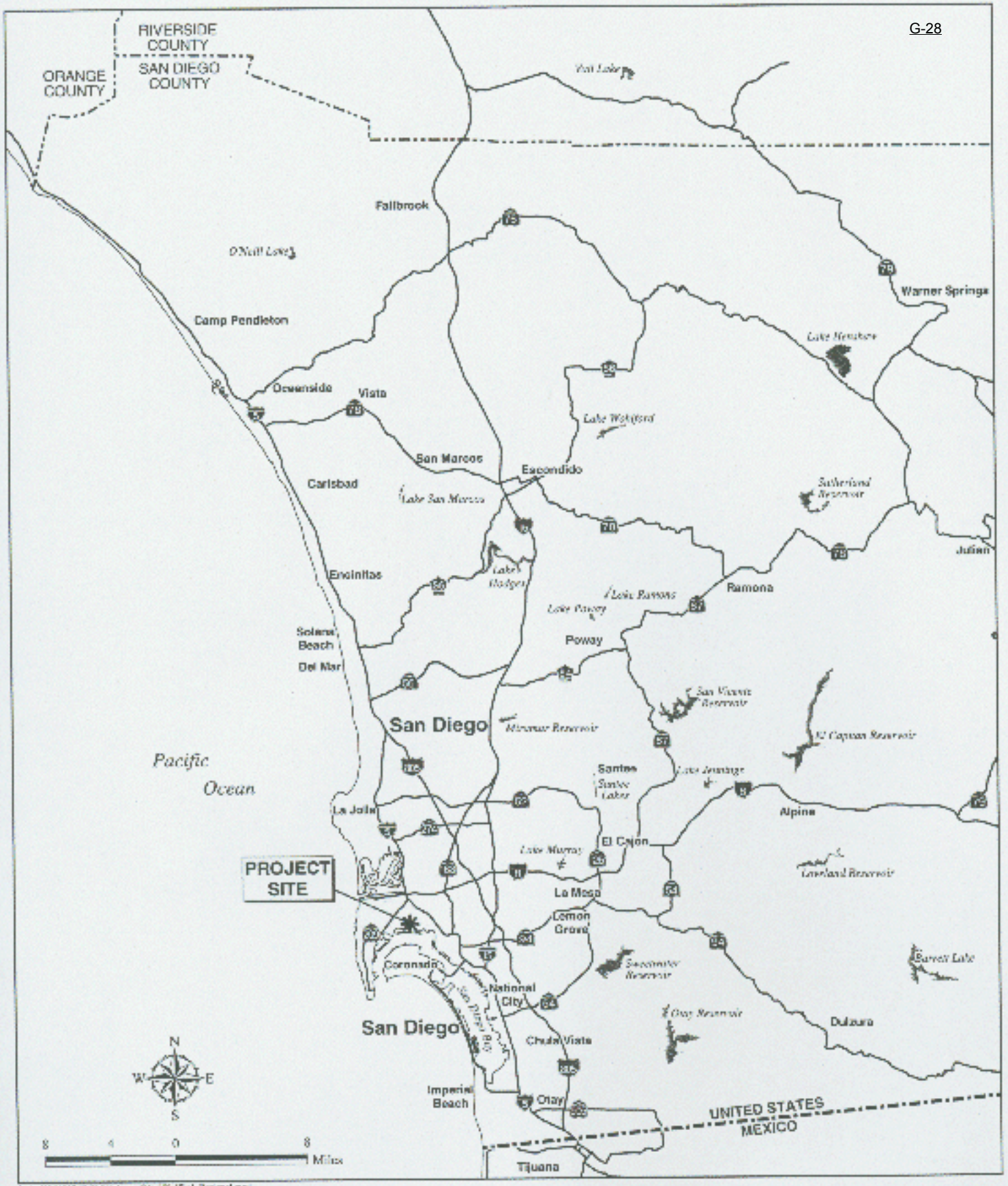
4 = A watch list for species of limited distribution. Needs monitoring for changes in population status. Few (if any) eligible for state listing.

R-E-D Code

R (Rarity)
1 = Rare, but found in sufficient numbers and distributed widely enough that the potential for extinction is low at this time.
2 = Distributed in a limited number of occurrences, occasionally more if each occurrence is small.
3 = Distributed in one to several highly restricted occurrences, or present in such small numbers that it is seldom reported.

E (Endangerment)
1 = Not endangered
2 = Endangered in a portion of its range
3 = Endangered throughout its range

D (Distribution)
1 = More or less widespread outside California
2 = Rare outside California
3 = Endemic to California



Regional Location Map

SAN DIEGO INTERNATIONAL AIRPORT

HELIX

Figure 1

Project Location Map

SAN DIEGO INTERNATIONAL AIRPORT

HELIX

Figure 2

Aerial Photograph

SAN DIEGO INTERNATIONAL AIRPORT

Figure 3

HELIX

Vegetation Map

SAN DIEGO INTERNATIONAL AIRPORT

HELIX

Figure 4

APPENDIX H

Human Health Risk Assessment

APPENDIX H: HUMAN HEALTH RISK ASSSESSMENT

Introduction

The potential health effects associated with the exposure to hazardous air pollutants (HAPs) has been assessed for the proposed Master Plan improvements to San Diego International Airport (SDIA) through the use of dispersion modeling and a human health risk assessment (HHRA). An HHRA uses information on the amounts of HAPs generated, the levels that people may be exposed to and the toxicity of those substances to estimate the potential for adverse health effects. Both chronic (long-term) and acute (short-term) health effects were evaluated.

In accordance with the California Environmental Quality Act (CEQA), the results of this HHRA were used to compare the potential changes in health impacts between the ~~Baseline (2005)~~ no project and project conditions. For this reason, it is termed an "incremental" HHRA.

Because the emissions of airport-related HAPs are directly linked to the emissions of other regulated pollutants (i.e., hydrocarbons (HC) and particulate matter (PM), this analysis is based in large part on the air quality impact assessment of criteria air pollutants (see Appendix E). For example, the same sources of emissions, levels of operations and other modeling parameters are used for both sets of analyses. In addition, the HHRA was conducted in accordance with technical guidelines developed by the U.S. and California Environmental Protection Agencies (U.S. EPA, CalEPA) and the San Diego Air Pollution Control District) is support of this specialized topic.[1,2,3]

The following significance criteria for evaluating human health risks developed by the California Office of Environmental Health Hazard Assessment (OEHHA) were used in this analysis:

- Increase in cancer risk of 10 in 1 million
- Hazard Index (HI)[4] greater than one (1.0) for acute or chronic health (noncancer) risks.

[1] *Air Toxics Hot Spots Program Risk Assessment Guidelines*, Parts I-IV and Appendices, California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, 1997 - 2003.
[2] *Air Toxics Risk Assessment Reference Library, Technical Resource Manual*, U.S. Environmental Protection Agency, 2004.
[3] *Supplemental Guidelines for Submission of Air Toxics Hot Spots Program*, San Diego Air Pollution Control District, February 2006.
[4] An HI below one indicates no adverse health effect.

Assessment

The HHRA was conducted in general accordance with guidelines established by the U.S. EPA, CalEPA, and SDAPCD. Following these guidelines, the assessment consisted of the four following standard components:

Hazard Identification – This step involves the identification of HAPs associated with the project that pose the greatest potential risk to public health in the vicinity of project site.

Based on what is known about the types and quantities of HAPs emitted from airport-related sources (this includes HHRA's conducted for other California airports as well as other supporting publications) six substances were analyzed in connection with this HHRA.[5,6] These include: 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (DPM) and formaldehyde. A brief description of each pollutant's characteristics, potential for human exposure, and U.S. EPA's classifications with respect to the pollutant's carcinogenic properties or health effects is provided below.

- 1,3-butadiene[7]

  1,3-butadiene is a colorless gas. At room temperature, the gas has a gasoline-like odor. This pollutant is a byproduct of petroleum processing and is used in the production of synthetic rubber and plastics. It is also found in gasoline vapor, automobile exhaust, other fossil fuel combustion products and cigarette smoke. Inhalation is the primary pathway for humans. Breathing very high levels of 1,3-butadiene for a short time may cause central nervous system damage, blurred vision, nausea, fatigue, headache, decreased blood pressure and pulse rate, and unconsciousness. Breathing lower levels of this pollutant may cause irritation of the eyes, nose, and throat. However, neither of these conditions are typically found in the outdoor environment. The U.S. EPA has classified 1,3-butadiene as a "known" human carcinogen.

- Acetaldehyde[8]

[5] The HHRAs relied upon for this information include the following: 1.) Ambient Air Quality Human Health Risk Assessment prepared for the Port of Oakland, Oakland California, contained in the *Draft Oakland International Airport – Airport Development Program Supplemental Environmental Impact Report*, September 2003; 2.) Human Health Risk Assessment for the *Los Angeles International Airport Proposed Master Plan Improvements, Supplemental Environmental Impact Report*, prepared for the City of Los Angeles, 2003; 3.) Long Beach Airport Terminal Area Improvement Project, Draft Environmental Impact Report, November, 2005.

[6] FAA, *Select Resource Materials and Annotated Bibliography on the Topic of Hazardous Air Pollutants (HAPs) Associated with Aircraft, Airports and Aviation,* prepared for the Office of Environment and Energy, July 1, 2003.

[7] Summary based on the Agency for Toxic Substance and Disease Registry *ToxFAQ for 1,3-butadiene*, http://www.atsdr.cdc.gov/tfacts28.html, September 1995.

[8] Summary based on the Hazardous Substances Database – Acetaldehyde, http://toxnet.nlm.nih.gov, August 2003.

Acetaldehyde is a colorless, volatile liquid with a characteristic pungent, fruity odor. Acetaldehyde is used primarily as a chemical intermediate in the production of acetic acid, as well as a synthetic flavoring agent. Acetaldehyde is released to the environment in vehicle exhaust and as a product of open burning of gas, fuel oil, and coal. Acute exposure to elevated levels of acetaldehyde can cause eye, nose, and throat irritation and subsequent inflammation of the eyes and coughing. Very At very high levels, this pollutant can also cause central nervous system depression, delayed pulmonary edema, and unconsciousness. Chronic dermal exposure can lead to skin burns and dermatitis. Carcinogenicity studies in rats have shown that acetaldehyde causes respiratory tract tumors. Again, none of these conditions are typically found in the outdoor environment. The U.S. EPA has classified acetaldehyde as a "probable" human carcinogen.

- Acrolein[9]

  Acrolein is a clear or yellow liquid with a disagreeable odor. Acrolein is used as an intermediate in the production of acrylic acid, as well as a pesticide to control algae, weeds, bacteria, and mollusks. Small amounts of acrolein can be formed and emitted into the air when trees, tobacco, other plants, gasoline, and oil are burned. Acrolein may also be released in to the environment in emissions and effluents from its manufacturing and use facilities and in emissions from combustion processes. Exposure to high concentrations of acrolein may damage the lungs. Breathing lower amounts may cause eye watering and burning of the nose and throat and a decreased breathing rate. Again, none of these conditions are typically found in the outdoor environment. The U.S. EPA has classified acrolein as "not classifiable" as to human carcinogenicity

- Benzene[10]

  Benzene is a volatile, colorless, flammable liquid that has a sweet odor. It is a chemical intermediate in the synthesis of compounds such as plastics, resins, nylon, synthetic fibers, synthetic rubbers, lubricants, dyes, detergents, drugs, and pesticides. Major sources of atmospheric releases include vehicle exhaust emissions, evaporative gasoline fumes, emissions from vehicle service stations and industrial emissions. Other potential sources of atmospheric benzene include cigarette smoke and landfill emissions. High levels can cause drowsiness, dizziness, rapid heart rate, headaches, tremors, confusion and unconsciousness. Eating or drinking foods containing high levels of benzene can cause vomiting, irritation of the stomach, dizziness, sleepiness, convulsions, rapid heart rate, etc.

[9] Summary based on the Agency for Toxic Substance and Disease Registry *ToxFAQ for Acrolein*, http://www.atsdr.cdc.gov/tfacts124.html, July 1999.

[10] Summary based on the Agency for Toxic Substance and Disease Registry *ToxFAQ for Benzene*, http://www.atsdr.cdc.gov/tfacts3.html, September 1997.

Again, none of these conditions are typically found in the outdoor environment. The U.S. EPA has classified benzene as a "known" human carcinogen.

- Diesel Particulate Matter[11]

  Diesel exhaust is a complex mixture of thousands of individual gaseous and particulate compounds emitted from diesel-fueled combustion engines. Diesel particulate matter (DPM) is formed primarily through the incomplete combustion of diesel fuel. Particulate matter in diesel exhaust can be emitted from on- and off-road vehicles, stationary area sources, and stationary point sources. DPM is removed from the atmosphere through physical processes including atmospheric fall-out and washout by rain. Humans can be exposed to airborne DPM or via deposition on water, soil, and vegetation. Acute inhalation exposure to elevated DPM has shown increased symptoms of irritation, cough, phlegm, chronic bronchitis, and inhibited pulmonary function. The U.S EPA has concluded that diesel particulate matter is likely to be carcinogenic to humans by inhalation.

  In August 1998, the California Air Resource Board (CARB) identified diesel PM as a HAP. The CARB developed Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines and approved these documents on September 28, 2000. The documents represent proposals to reduce DPM emissions, with the goal of reducing emissions and the associated health risk by 75 percent in 2010 and by 85 percent in 2020. The program aims to require the use of state-of-the-art catalyzed DPM filters and ultra-low-sulfur diesel fuel.

- Formaldehyde[12]

  At room temperature, formaldehyde is a colorless, flammable gas that has a distinct, pungent smell. Formaldehyde is a product of incomplete combustion and is emitted into the air by burning wood, coal, kerosene, and natural gas, by automobiles and by cigarettes; it is also a naturally occurring substance. Formaldehyde can be released to soil, water, and air by industrial sources and can off-gas[13] from materials made with it. Humans can be exposed to formaldehyde through inhalation of contaminated air and smog. Low levels of formaldehyde can cause

[11] Summary based on the California Air Resources Board and Office of Environmental Health Hazard Assessment. *Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant,* approved by the Scientific Review Panel in April 1998 and USEPA, *Health Assessment Document for Diesel Engine Exhaust,* EPA/600/8-90/057F, May 2002.

[12] Summary based on the Agency for Toxic Substance and Disease Registry *ToxFAQ for Formaldehyde*, http://www.atsdr.cdc.gov/tfacts111.html, July 1999.

[13] The emission of chemicals from building materials, furniture, textiles and bedding

irritation of the eyes, nose, throat, and skin. Some epidemiological studies found an increased incidence of nose and throat cancer in exposed individuals, whereas other studies could not confirm this finding. The U.S. EPA has classified formaldehyde as a "probable" human carcinogen.

Exposure Assessment – This step involves an assessment of the potential pathways humans might be exposed to HAPs near the project site. Inhalation (i.e., breathing) of ambient air was determined to be the principal pathway for human exposures to HAPs in the vicinity of a project site. Other potential exposures through dermal (i.e., skin) contact and absorption pathways also exist.

Based on types of human activity and land-use patterns in the vicinity of the SDIA, the following human populations are evaluated in the HHRA: Residential - adults and children (receptor A1); School - children (receptor A3); off-airport workers (receptors A2, A5, and A6); and (for acute effects only) Recreational area users (at receptor A4).

The exposure assumptions used to calculate health impacts include exposure frequency, exposure time, exposure duration and averaging time. Each land use classification considered in the HHRA has its own unique exposure assumptions. For example, the HHRA assumes a 70-year, 24-hour/day, 350 days/year exposure duration to calculate carcinogenic effects for residents. This exposure duration is equivalent to residents being present in their home seven days a week for 50 weeks/year (or about 96 percent of the time) with approximately 15 days spent away from home. Potential health impacts to an offsite worker will vary depending on the worker's schedule and the operating hours of the facility. Offsite workers are assumed to work a regular 8 hours/day, 5 days/week, 49 weeks/year, over a 40-year schedule. School children exposure assumptions were based on 8 hours/day, 5 days/week, 280 days/year over 14 years.

Toxicity Assessment – This step addresses the potential toxicity of the analyzed HAPs based upon the predicted receptor concentrations within the project area.

For this HHRA, ambient concentration(s) of individual HAPs were estimated using dispersion modeling and speciation factors. These speciation factors represent the quantity of HAPs based on the predicted concentrations of hydrocarbons (HC) and particulate matter (PM), by source category. HC/PM concentrations were estimated using the FAA Emissions and Dispersion Modeling System (EDMS) for several source categories including aircraft, auxiliary power units (APU), ground support equipment (GSE), stationary sources and on-road motor vehicles.

Based on the assigned speciation factors for the source categories; aircraft, GSE/APU, roadway motor vehicles, and parking lot motor vehicles, the fractions of HC and PM emissions were determined for the six HAP analyzed. These fractions were then applied to the HC and PM modeling impacts at specific receptors, along with the toxicity values to determine the incremental health impacts.

HAPs toxicity values used in this analysis were based on California Environmental Protection CalEPA Office of Environmental Health Hazard Assessment (OEHHA) guidance.[14] These toxicity values (for carcinogenic effects and chronic and acute health impacts) are listed below. Notably, the primary pathway for exposures was assumed to be inhalation and carcinogenic and non-carcinogenic emissions were evaluated separately (some HAPs produce both carcinogenic and non-carcinogenic effects).

The toxicity values used in this evaluation are based on chronic (long-term) effects and acute (short-term) toxicity.[15]

Pollutant	Carcinogenic Toxicity Value ($\mu g/m^3$)	Chronic Inhalation REL ($\mu g/m^3$)	Acute REL ($\mu g/m^3$)
1,3-Butadiene	0.00017	20	---
Acetaldehyde	0.0000027	9	---
Acrolien	---	0.06	0.19 (1 hour)
Benzene	0.000029	60	1300 (6 hour)
Diesel Particulate Matter	0.0033	5	---
Formaldehyde	0.000006	3	94 (1 hour)

REL = Reference exposure level. $\mu g/m^3$ = microgram/cubic meter.

Risk Characterization – This final step of the HRA involved the evaluation of the potential magnitude of the health risks attributable to HAPs exposure. In accordance with OEHHA guidelines, this was accomplished by applying the highest estimated concentrations of HAPs at the receptors analyzed to the established cancer risk estimates and acceptable reference concentrations (RfC) for non-cancer health effects. The HHRA for this project utilized CARB Hotspot Analysis and Reporting Program (HARP)[16] to determine the cancer risks and non-cancer health effects. HARP is a computer software package that combines the tools of emission inventory database, facility prioritization, air dispersion modeling, and risk assessment analysis.

In order to compare the outcome of the HRA to the appropriate CEQA significance criteria, the results are expressed as 1) the incremental change in potential cancer risks (in units of increased incidences per million exposed people) and 2) as a HI (a unit less ratio of an estimated exposure level over the acceptable reference dose) for chronic and acute non-cancer risks.

[14] CalEPA Office of Environmental Health Hazard Assessment (OEHHA), Toxicity Criteria Database, http://www.oehha.ca.gov/risk/ChemicalDB/.

[15] LAWA, 2004, *LAX Master Plan Final EIS/EIR, Human Health Risk Assessment*, Technical Report 14a., prepared for the Los Angeles World Airports Authority.

[16] On December 9, 2006 after a one year grandfathering period, the AERMOD model replaced ISC3 as EPA's preferred regulatory model. The current version of HARP (Version 1.3) uses the ISC3 dispersion tool. CARB has recognized this disconnection with EPA's preferred regulatory model and has developed a Converter (to converts air dispersion files (e.g., AERMOD) into text files that can be imported into the HARP) and it was released to the public as a beta version on April 30, 2007.

The cancer risk is the probability of an individual developing cancer as a result of exposure to HAPs. The cancer risk based on a one-year exposure can be estimated by utilizing the cancer potency factor (mg/kg-day), the annual average concentration (µg/m3), and the lifetime exposure adjustment.

The cancer risks are assumed to occur exclusively through the inhalation pathway; therefore, the cancer risks can be estimated from the following equation:

$$\text{Dose} = \sum C \bullet DBR \bullet EF \bullet ED \bullet (10^{-6})/(AT)$$

where,

Dose	Dose through Inhalation (mg/kg-day)
C	Annual average concentration ($\mu g/m^3$)
DBR	Daily Breathing Rate (L/kg-day)
EF	Exposure Frequency (days/year)
ED	Exposure Duration (years)
AT	Averaging Period over which exposure is averaged (25,550 days or 70 years)

$$\text{Cancer Risk} = \text{Dose (mg/kg-day)} \bullet \text{Cancer Potency (kg-day/mg)} \bullet (10^6)$$

The Hazard Index is an expression used for the potential for non-cancer health effects. The relationship for the non-cancer health effects is given by the annual concentration ($\mu g/m^3$) and the Reference Exposure Level ($\mu g/m^3$).

The relationship for the non-cancer health effects is given by the following equation:

$$HI = C/REL$$

where,

HI_{DPM}	Hazard index; an expression of the potential for non-cancer health effects.
C_{DPM}	Annual average DPM concentration ($\mu g/m^3$) during the 70 year exposure period
REL_{DPM}	Reference exposure level (REL); the concentration at which no adverse health effects are anticipated.

The cancer risk and health index are determined by pollutant and then totaled for comparison with the significance thresholds.

APPENDIX I

Forecast Report

APPENDIX I
Table of Contents

Forecast Report

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 fights 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 les 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 Appendices C through G. The East Terminal Alternative gated flight schedules for 2010, 2015, 2020, 2025, and 2030 are presented in Appendices H through L. The No Project Alternative gated flight schedules for 2010, 2015, 2020, 2025, and 2030 are presented in Appendices 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.

ATTACHMENT A

Attachment A

Projected Aircraft Departures by Airline and Aircraft Type

Market	Haul	Carrier	Operator	Equip	Seats	AWDPM Aircraft Departures 2003	2004	2005 AAD	2010 AAD	2015 AAD	AWDPM Seat Departures 2003	2004	2005 AAD	2010 AAD	2015 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	190
LAS	S	HP	HP	'733	134	0.1	1.2	1.5	1		12	156	195	134	0
LAS	S	HP	HP	'320	150	2.3	0.8	1.0	1	2	344	127	157	150	300
LAS	S	HP	HP	'319	124	0.9	0.6	0.0	2		112	80	6	248	0
LAS	S	HP	YV	'CR9	80	0.0	1.0	1.7			0	82	140	0	0
LAS	S	HP	YV	'CRJ	50			0.9			0	0	45	0	0
LAS	S	DL	DL	'763	251			0.0			0	0	1	0	0
LAS	S	WN	WN	'733	137	7.9	7.0	5.6	6	5	1084	963	761	822	685
LAS	S	WN	WN	'735	122	0.1	0.2	0.6	2	1	14	24	76	244	122
LAS	S	WN	WN	'73G	137	4.1	5.1	6.4	4	7	564	693	883	548	959
						15.4	16.8	18.3	16.0	16.0	2129	2276	2358	2146	2256
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	0
LAX	S	AA	A100	'ERD	44	0.0	0.4	1.1	14	14	0	19	50	616	616
LAX	S	AA	A100	'CR7	70				1	1	0	0	0	70	70
LAX	S	CX	CX	'SF3	34	0.0	0.2				0	6	0	0	0
LAX	S	LX	MQ	'SF3	34	0.0	0.0				0	0	0	0	0
LAX	S	SY	SY	'737	168	0.0	0.0				3	0	0	0	0
LAX	S	SY	SY	'738	168	0.2	0.0				28	1	0	0	0
LAX	S	UA	UA	'319	120	0.0	0.0				0	3	0	0	0
LAX	S	UA	A221	'CRJ	50	0.0	0.3				0	13	0	0	0
LAX	S	UA	A296	'CR7	70						0	0	0	0	0
LAX	S	UA	A296	'EM2	30	21.4	13.1	19.8			641	392	593	0	0
LAX	S	UA	A296	'CRJ	50	1.2	7.3	1.8	16	17	60	364	89	800	850
						45.4	43.1	42.3	31.0	32.0	1501	1541	1398	1486	1536
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	0
PHX	S	HP	HP	'757	190	1.0	2.8	3.5	2.2		187	529	666	418	0
PHX	S	HP	HP	'733	134	1.3	1.0	1.4	2	1	179	139	193	268	134
PHX	S	HP	HP	'320	150	4.1	2.4	3.5	3.2	5	611	362	527	480	750
PHX	S	HP	HP	'319	124	1.6	1.5	0.4	1	2	201	192	53	124	248
PHX	S	HP	YV	'CRJ	50	2.7	2.8	1.0	2	3	134	138	48	100	150
PHX	S	HP	YV	'CR9	80	0.0	0.5	2.4			1	41	194	0	0
PHX	S	HP	F8	'CR7	64	0.8	0.0				52	0	0	0	0
PHX	S	HP	F8	'CR9	80	0.0	0.0				3	4	0	0	0
PHX	S	SY	SY	'738	166			0.0			0	0	0	0	0
PHX	S	WN	WN	'733	137	7.1	8.1	9.4	9	7	979	1110	1294	1233	959
PHX	S	WN	WN	'735	122	3.8	1.6	0.2	1	1	460	191	19	122	122
PHX	S	WN	WN	'73G	137	2.8	4.3	3.7	3	7	378	583	507	411	959
						25.2	25.6	25.6	23.4	26.0	3186	3356	3502	3156	3322
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	0
RNO	S	WN	WN	'735	122				2.6	3	0	0	0	317	366
RNO	S	WN	WN	'73G	137	0.0	0.0	0.0			0	5	5	0	0
RNO	S	AQ	AQ	'73G	124			0.0			0	0	5	0	0
RNO	S	AQ	AQ	'73W	124			1.0			0	0	119	0	0
						0.1	0.1	1.0	2.6	3.0	15	10	129	317	366
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	0
SFO	S	UA	UA	'733	120	2.2	4.3	3.6	5	5	258	513	435	600	600
SFO	S	UA	UA	'320	138	2.3	1.5	0.5	2	3	321	203	70	276	414
SFO	S	UA	UA	'735	104	2.6	1.7	0.6			273	173	59	0	0
SFO	S	UA	UA	'319	120	0.6	0.6	2.4			73	72	289	0	0
OAK	S	WN	WN	'733	137	7.5	9.6	13.8	7	7	1032	1316	1889	959	959
OAK	S	WN	WN	'735	122	4.7	1.5	0.4	3	2	577	183	43	366	244
OAK	S	WN	WN	'73G	137	3.2	5.0	2.8	5	6	435	687	389	685	822
OAK	S	B6	B6	E19	100				2	2	0	0	0	200	200
OAK	S	B6	B6	'320	156					2	0	0	0	0	312
SJC	S	AA	A100	'ERD	44	6.8	9.5	8.3	8	8	301	419	366	352	352
SJC	S	AA	AA	'738	134						0	0	0	0	0
SJC	S	WN	WN	'733	137	7.2	7.3	5.7	6	4	980	997	787	822	548
SJC	S	WN	WN	'735	122	1.0	0.6	0.0			128	73	5	0	0
SJC	S	WN	WN	'73G	137	1.8	2.3	3.9	3	5	251	318	532	411	685
SJC	S	F9	F9	'733	136	0.0	0.0				0	0	0	0	0
						41.2	45.0	44.1	42.0	44.0	4845	5162	5226	4853	5136
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	548
SMF	S	WN	WN	'735	122	0.1	0.4	0.1	1	3	15	54	13	122	366
SMF	S	WN	WN	'73G	137	3.4	6.6	5.5	5	7	466	905	750	685	959
						12.4	13.4	13.3	13.0	14.0	1697	1827	1819	1766	1873
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	0
TUS	S	WN	WN	'735	122	0.0	0.0	0.0			5	2	4	0	0
TUS	S	WN	WN	'73G	137	0.0	0.2	1.5		3.2	2	24	203	0	438
						3.3	3.1	3.0	3.0	3.2	451	428	409	411	438

Medium Haul Markets

Attachment A

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	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
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	12.6	10.0	14.0	16.0	1684	1704	1377	1989	2337

Attachment A

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	0.6	0.7	2	2	93	270	113	344	344

Attachment A

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		787	915
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		
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		171	202
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
Long Haul Markets															
BOS-BOSTON(INTL) MASSACHUSETTS USA			42.22 N 71.00 W									Target		150	194
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		0	124
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		293	272
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		83	108
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		130	121
CLT	L	US	US	'320	142	0.0	0.3	0.9			0	38	128	0	0
CLT	L	US	US	'321	169	0.3	0.0	0.7			45	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		115	150
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		289	375
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		
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		440	571
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		
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		151	196
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		0	
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

Attachment A

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															
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															
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				

Attachment A

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			23.03 N	109.41 W							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	43.41 N	79.38 W						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

		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
1	3	Y					WN		'73G	137						D	PHX	06	40	WN	2765	'73G	137	73%	100%	101	101
2	3		D	LAS	07	30	WN	2190	'733	137	69%	96%	94	90		D	PHX	07	55	WN	1768	'733	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	'733	137	90%	96%	123	118		D	ABQ	10	55	WN	2407	'733	137	48%	96%	66	63
5	3		D	TUS	11	45	WN	1117	'733	137	50%	96%	69	66		D	SJC	12	15	WN	1117	'733	137	73%	96%	101	97
6	3		D	SJC	13	00	WN	659	'733	137	72%	96%	98	94		D	PHX	13	25	WN	659	'733	137	63%	96%	87	84
7	3		D	LAS	14	15	WN	141	'733	137	69%	96%	94	90		D	PHX	14	45	WN	2301	'733	137	63%	96%	87	84
8	3		D	SJC	15	35	WN	1548	'733	137	72%	96%	98	94		D	SJC	16	05	WN	2755	'733	137	73%	96%	101	97
9	3		D	LAS	17	20	WN	920	'733	137	69%	96%	94	90		D	PHX	17	50	WN	1069	'733	137	90%	96%	123	118
10	3		D	OAK	18	30	WN	1718	'733	137	76%	96%	104	100		D	PHX	18	55	WN	734	'733	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	'733	137	63%	100%	87	87	Y					WN		'733	137				
13	4						WN		'73G	137						D	ABQ	06	35	WN	2234	'73G	137	48%	100%	66	66
14	4	Y					WN		'733	137						D	SJC	07	50	WN	479	'733	137	90%	100%	123	123
15	4		D	OAK	09	05	WN	1700	'733	137	90%	96%	123	118		D	PHX	09	35	WN	1883	'733	137	63%	96%	87	84
16	4		D	OAK	11	05	WN	336	'733	137	76%	96%	104	100		D	SJC	11	30	WN	2381	'733	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	'733	137	68%	96%	93	89		D	PHX	17	15	WN	2587	'733	137	90%	96%	123	118
21	4		D	SMF	18	20	WN	968	'733	137	68%	96%	93	89		D	ABQ	18	40	WN	968	'733	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	'733	137	69%	100%	94	94		D	PHX	21	20	WN	2159	'733	137	63%	96%	87	84
24	4		D	SMF	21	40	WN	139	'73G	137	68%	100%	93	93						WN		'73G	137				
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	'733	137	90%	96%	123	118		D	LAS	09	05	WN	973	'733	137	73%	96%	101	97
28	5		D	SMF	11	25	WN	1554	'733	137	68%	96%	93	89		D	LAS	11	55	WN	1554	'733	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	'733	137	90%	96%	123	118		D	LAS	20	25	WN	1819	'733	137	68%	96%	94	90
35	5		D	SJC	21	30	WN	1510	'73G	137	72%	100%	98	98						WN		'73G	137				
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	'733	137	63%	96%	87	84		D	PHX	08	40	WN	1703	'733	137	90%	96%	123	118
38	6		D	PHX	09	25	WN	680	'733	137	90%	96%	123	118		D	SJC	09	50	WN	680	'733	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	'733	137	76%	96%	104	100		D	SJC	14	35	WN	328	'733	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	'733	137	90%	96%	123	118		D	LAS	20	55	WN	901	'733	137	68%	96%	94	90
47	6		D	PHX	22	10	WN	1141	'73G	137	63%	100%	87	87						WN		'73G	137				
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	'733	137	90%	96%	123	118		D	ELP	10	20	WN	598	'733	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

		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
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

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		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		D	SFO	16	28	UA	316	'319	120	67%	83%	81	67
108	13		D	DEN	18	46	UA	329	'735	104	74%	83%	77	64	Y					UA		'735	104				
109	13		D	SFO	19	58	UA	901	'320	138	90%	83%	124	103						UA		'320	138				
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					UA		'752	182				
116	14		D	ORD	19	14	UA	263	'752	182	79%	83%	143	119	Y					UA		'752	182				
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					US		'321	169				
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					US		'320	142				
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					AS		'M80	140				
132	16		D	SEA	23	31	AS	558	'M80	140	70%	100%	97	97						AS		'M80	140				
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						AS		'734	144				
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					UA		'320	138				
146	18		D	SFO	23	35	UA	1161	'320	138	66%	100%	90	90						UA		'320	138				
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					AS		'734	144				
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						AM		'M80	137				
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

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
160	22		D	MSP	23	04	NW	191	'320	148	80%	100%	118	118						NW		'320	148				
161	23	Y					AA		'M80	129						D	STL	06	45	AA	456	'M80	129	86%	100%	111	111
162	23		D	JFK	21	39	AA	127	'757	180	75%	100%	134	134	Y					AA		'757	180				
163	24	Y					NW		'320	148						D	DTW	08	26	NW	276	'320	148	90%	93%	133	124
164	24		D	DTW	11	08	NW	273	'320	148	87%	93%	128	119		D	DTW	12	30	NW	278	'320	148	82%	93%	122	113
165	24		D	MSP	19	02	NW	185	'320	148	80%	93%	118	110	Y					NW		'320	148				
166	25	Y					AA		'M80	129						D	DFW	06	55	AA	1664	'M80	129	77%	100%	100	100
167	25	Y					AA		'M83	129						D	ORD	07	52	AA	400	'M83	129	90%	85%	116	99
168	25		D	DFW	08	48	AA	1439	'M80	129	79%	85%	101	86		D	DFW	09	30	AA	614	'M80	129	77%	85%	100	85
169	25		D	DFW	12	08	AA	465	'M80	129	90%	85%	116	99		D	DFW	12	50	AA	506	'M80	129	77%	85%	100	85
170	25		D	DFW	14	07	AA	1429	'M80	129	79%	85%	101	86		D	DFW	15	00	AA	2226	'M80	129	90%	85%	116	99
171	25		D	DFW	15	40	AA	1589	'M80	129	79%	85%	101	86		D	DFW	16	22	AA	1178	'M80	129	90%	85%	116	99
172	25		D	ORD	19	36	AA	1017	'M80	129	79%	85%	101	86	Y					AA		'M80	129				
173	25		D	ORD	21	19	AA	1137	'M80	129	90%	100%	116	116	Y					AA		'M80	129				
174	25		D	DFW	22	05	AA	1821	'757	180	82%	100%	147	147	Y					AA		'757	180				
175	26		D	DTW	20	54	NW	485	'320	148	87%	100%	128	128	Y					NW		'320	148				
176	27		D	DFW	10	52	AA	1675	'M80	129	90%	85%	116	99		D	STL	11	40	AA	1158	'M80	129	86%	85%	111	94
177	27		D	DFW	13	21	AA	1815	'M80	129	79%	85%	101	86		D	DFW	14	03	AA	668	'M80	129	77%	85%	100	85
178	27		D	DFW	17	41	AA	1961	'M80	129	79%	85%	101	86	Y					AA		'M80	129				
179	27		D	DFW	19	30	AA	1688	'757	180	82%	85%	147	125		D	JFK	21	35	AA	208	'757	180	68%	85%	123	105
180	28	Y					AA		'757	180						D	DFW	08	16	AA	1120	'757	180	90%	85%	162	138
181	28		D	JFK	09	57	AA	265	'757	180	75%	85%	134	114		D	DFW	10	59	AA	806	'757	180	77%	85%	139	118
182	29	Y					AA		'M80	129						D	DFW	06	30	AA	522	'M80	129	77%	100%	100	100
183	29	Y					AA		'M83	129						D	ORD	10	01	AA	1616	'M83	129	81%	85%	105	89
184	29		D	STL	10	55	AA	683	'M80	129	90%	85%	116	99		D	DFW	11	44	AA	878	'M80	129	77%	85%	100	85
185	29		D	ORD	13	25	AA	1645	'M83	129	79%	85%	101	86		D	ORD	14	13	AA	1318	'M83	129	83%	85%	108	92
186	29		D	ORD	23	07	AA	1087	'M83	129	79%	100%	101	101	Y					AA		'M83	129				
187	30	Y					AA		'757	180						D	BOS	07	15	AA	226	'757	180	81%	100%	147	147
188	31	Y					AA		'757	180						D	JFK	07	45	AA	160	'757	180	90%	100%	162	162
189	31		D	ORD	11	20	AA	593	'M83	129	90%	85%	116	99		D	ORD	12	14	AA	2050	'M83	129	81%	85%	105	89
190	31		D	BOS	20	30	AA	225	'757	180	82%	88%	147	129	Y					AA		'757	180				
191	31		D	STL	22	12	AA	851	'M80	129	83%	100%	107	107		D	ORD	23	00	AA	1930	'M80	129	81%	85%	105	89
192	27						AA		'M80	129						D	ORD	06	25	AA	1580	'M80	129	81%	100%	105	105
193	32		D	ORD	17	37	AA	1249	'M83	129	79%	85%	101	86	Y					AA		'M83	129				
194	32		D	DFW	22	51	AA	1213	'M80	129	79%	100%	101	101						AA		'M80	129				
195	33		D	PHX	07	13	YV	6264	'CRJ	50	63%	94%	32	30		D	LAS	07	43	YV	6580	'CRJ	50	90%	100%	45	45
196	33	Y					HP		'320	150						D	PHX	09	30	HP	230	'320	150	73%	94%	110	103
197	33		D	LAS	10	40	YV	6586	'CR9	84	90%	94%	76	71		I	SJD	11	20	YV	6586	'CR9	84	67%	94%	57	54
198	33		D	PHX	11	46	HP	709	'320	150	90%	94%	135	127		D	PHX	12	39	HP	824	'320	150	63%	94%	95	89
199	33		D	PHX	13	23	YV	6266	'CRJ	50	63%	94%	32	30		D	PHX	14	00	YV	6317	'CRJ	50	63%	94%	32	30
200	33		D	LAS	14	51	YV	6584	'CRJ	50	69%	94%	34	32		D	LAS	15	21	YV	6583	'CRJ	50	68%	94%	34	32
201	33		D	PHX	16	03	YV	6263	'CR9	84	63%	94%	53	50		D	LAS	16	33	YV	6581	'CR9	84	73%	94%	62	58
202	33		D	LAS	17	58	HP	734	'733	134	69%	94%	92	86		D	LAS	18	36	HP	896	'733	134	90%	94%	121	114
203	33		D	LAS	19	24	YV	6582	'CR9	84	69%	94%	58	55		D	PHX	19	55	YV	6340	'CR9	84	63%	94%	53	50
204	33		D	LAS	21	31	HP	732	'320	150	69%	100%	103	103	Y					HP		'320	150				
205	33		D	PHX	22	46	HP	192	'319	124	63%	100%	79	79	Y					HP		'319	124				
206	34						HP		'757	190						D	PHX	06	45	HP	567	'757	190	73%	100%	139	139
207	34	Y					HP		'319	124						D	PHX	08	10	HP	583	'319	124	90%	94%	112	105
208	34		D	PHX	08	35	HP	180	'733	134	90%	94%	121	114		D	PHX	09	25	HP	156	'733	134	73%	94%	98	92
209	34		I	YVR	10	26	YV	6541	'CR9	84	68%	94%	57	54		D	PHX	11	15	YV	6527	'CR9	84	63%	94%	53	50
210	34		D	PHX	11	46	HP	182	'757	190	90%	94%	171	161		D	PHX	12	39	HP	46	'757	190	63%	94%	120	113
211	34		D	LAS	12	50	HP	738	'733	134	69%	94%	92	86		D	LAS	13	30	HP	162	'733	134	68%	94%	92	86
212	34		D	PHX	14	42	HP	196	'757	190	63%	94%	121	114		D	PHX	15	40	HP	759	'757	190	63%	94%	120	113

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
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

Attachment B

Gated Flight Schedule - Existing Average Annual Day in 2005

		Arrivals												Departures											
Ref.			Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.				Type		Dept.	Dept.	Air-	Flt.	Equip-		Dept.	Dept.		
Num.	Gate	TOW	D/I	Origin	Hour	Min.	line	No.	ment	Seats	L.F.	OD %	Depl	Term	TOW	D/I	Dest.	Hour	Min.	line	No.	ment	Seats	L.F.	OD %	Enp	Orig
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	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
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		72Q					
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

Attachement C

SAN DIEGO INTERNATIONAL AIRPORT

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

		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
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

Attachement C

SAN DIEGO INTERNATIONAL AIRPORT

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

		Arrivals													Departures											
Ref.		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		D	ORD	**23**	**00**	UA	714	752	182	71%	84%	129	108
72	14						UA		320	138					TOW	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				

Attachement C

SAN DIEGO INTERNATIONAL AIRPORT

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

		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	**09**	**45**	HP	NEW	319	124	75%	94%	93	87		D	LAS	**10**	**20**	HP	NEW	319	124	71%	94%	88	83
108	25		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		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	25		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		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	TOW	D	PHX	**20**	**53**	HP	188	757	190	90%	100%	171	171						HP		757	190				
113	25	TOW	D	PHX	**22**	**46**	HP	192	319	124	61%	100%	75	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	**08**	**35**	AS	NEW	M80	140	78%	95%	109	104		D	SEA	**09**	**05**	AS	463	M80	140	78%	95%	109	104
117	50		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	50		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	50		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	50		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	50	TOW	D	SEA	**22**	**01**	AS	562	739	172	78%	100%	134	134						AS		739	172				
122	50	TOW	D	SEA	**23**	**31**	AS	558	M80	140	75%	100%	105	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	**09**	**45**	AS	550	734	140	90%	95%	126	120		D	PDX	**10**	**20**	AS	569	734	140	75%	95%	105	100
125	51		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	51		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	51		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	51	TOW	D	PDX	**22**	**48**	AS	586	734	140	61%	100%	85	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	**09**	**30**	AA	NEW	M80	129	78%	86%	101	87		**D**	**DFW**	**10**	**15**	AA	NEW	M80	129	78%	86%	100	86
132	28		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	28		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	28		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	TOW	D	ORD	**17**	**37**	AA	1249	M80	129	66%	86%	85	73						AA		M80	129				
136	28	TOW	D	ORD	**19**	**36**	AA	1017	738	142	78%	86%	111	95						AA		738	142				
137	28		D	STL	**22**	**12**	AA	851	M80	129	78%	100%	101	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	**19**	**00**	AA	NEW	M80	129	74%	86%	95	82		D	DFW	**19**	**30**	AA	806	M80	129	72%	86%	92	79
141	29		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	29		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	29		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	TOW	D	DFW	**20**	**40**	AA	1688	757	180	78%	86%	140	120						AA		757	180				
145	29	TOW	D	SJC	**21**	**00**	A100	3152	ERD	44	75%	100%	33	33						A100		ERD	44				
146	29	TOW	D	DFW	**22**	**51**	AA	1213	M80	129	78%	100%	101	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	**09**	**57**	AA	265	738	142	78%	86%	111	95		D	ORD	**10**	**44**	AA	1616	738	142	78%	86%	110	95
150	30		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	30		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	30		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	30		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	30	TOW	D	JFK	**21**	**39**	AA	127	738	142	90%	100%	128	128						AA		738	142				
155	30	TOW	D	ORD	**23**	**07**	AA	1087	M80	129	66%	100%	85	85						AA		M80	129				

Attachement C

SAN DIEGO INTERNATIONAL AIRPORT

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

		Arrivals												Departures											
Ref.		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		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		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		738	155				
188	36		D	EWR	20	30	CO	1426	738	155	90%	100%	140	140		D	EWR	22	00	CO	327	738	155	73%	100%	113	113
189	37						CO		738	155					TOW	D	EWR	08	00	CO	1827	738	155	90%	100%	140	140
190	37		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	37		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	37		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	37	TOW	D	IAH	22	11	CO	157	738	155	78%	100%	121	121						CO		738	155				
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

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Proposed Project (Preferred Alternative)

		Arrivals												Departures											
Ref.			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	90%	100%	135	135
209	41	TOW	D	SLC	**21**	**41**	DL	612	M90	150	62%	100%	93	93						DL		M90	150				
210	42		D	IND	**12**	**30**	TZ	NEW	738	175	78%	100%	137	137		D	IND	**13**	**35**	TZ	NEW	738	175	78%	100%	136	136
211	43						YV		CR7	70					TOW	D	DEN	**06**	**20**	YV	420	CR7	70	73%	100%	51	51
212	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
213	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
214	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
215	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
216	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
217	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
218	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
219	43	TOW	D	DEN	**22**	**35**	YV	563	CR7	70	90%	100%	63	63						YV		CR7	70				
220	44						B6		E19	100					TOW	D	DEN	**06**	**15**	B6	NEW	E19	100	73%	100%	73	73
221	44		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	44		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	44		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	44		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	44		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	44	TOW	D	JFK	**22**	**05**	B6	185	320	156	61%	100%	95	95						B6		320	156				
227	45						B6		320	156					TOW	D	JFK	**06**	**30**	B6	314	320	156	78%	100%	121	121
228	45		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	45		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	45		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	45		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	45		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	46		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	46		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	46		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	46		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	46	TOW	D	DEN	**21**	**56**	B6	NEW	E19	100	90%	100%	90	90						B6		E19	100				
238	47		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	47		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	47		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	47		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	47		D	IAD	**20**	**45**	B6	309	320	156	78%	98%	122	120						B6		320	156				
243	47						B6		320	156						D	DFW	**07**	**46**	B6	NEW	320	156	72%	100%	112	112
244	48		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	48		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	8		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	8		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	8		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	8		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	8		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	8		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	9		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	9		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	9		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	9		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	9		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	9		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	9	TOW	D	SJC	**21**	**30**	WN	1510	73G	137	75%	100%	103	103						WN		73G	137				
259	10						WN		733	137					TOW	D	SMF	**06**	**30**	WN	2300	733	137	75%	100%	102	102

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Proposed Project (Preferred Alternative)

		Arrivals												Departures											
Ref.		Type			Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.			Type			Dept.	Dept.	Air-	Flt.	Equip-		Dept.	Dept.	
260	10						WN		73G	137				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%	107	104		D	MSY	09	50	WN	575	73G	137	78%	97%	106	103
262	10		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	10		D	SAT	12	50	WN	NEW	733	137	78%	97%	107	104		D	ABQ	13	20	WN	NEW	733	137	78%	97%	106	103
264	10		D	MDW	14	35	WN	391	73G	137	71%	97%	97	94		D	LAS	15	05	WN	2224	73G	137	71%	97%	97	94
265	10		D	OAK	16	15	WN	2392	733	137	64%	97%	87	84		D	OAK	16	40	WN	2275	733	137	75%	97%	102	99
266	10		D	PHX	17	50	WN	699	733	137	61%	97%	83	81		D	SMF	18	15	WN	699	733	137	90%	97%	123	119
267	10		D	SJC	19	10	WN	2478	733	137	90%	97%	123	119		D	SMF	19	35	WN	2730	733	137	75%	97%	102	99
268	10		D	SMF	20	40	WN	1728	733	137	75%	100%	103	103		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%	89	89						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%	123	119		D	SJC	09	50	WN	680	733	137	90%	97%	123	119
273	01A		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	01A		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	01A		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	01A		D	PHX	16	25	WN	1958	733	137	61%	97%	83	81		D	SMF	16	50	WN	1958	733	137	75%	97%	102	99
277	01A		D	LAS	19	35	WN	267	73G	137	70%	97%	96	93		D	PHX	20	00	WN	1102	73G	137	65%	97%	88	85
278	01A		D	OAK	21	10	WN	2476	73G	137	75%	100%	103	103		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%	123	123						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%	107	104		D	HOU	10	00	WN	NEW	733	137	78%	97%	106	103
283	11		D	SMF	11	25	WN	1554	733	137	71%	97%	97	94		D	LAS	11	55	WN	1554	733	137	71%	97%	97	94
284	11		D	OAK	13	10	WN	281	73G	137	64%	97%	87	84		D	BNA	13	35	WN	281	73G	137	71%	97%	97	94
285	11		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	11		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	11		D	SMF	18	20	WN	968	733	137	75%	97%	103	100		D	ABQ	18	45	WN	968	733	137	78%	97%	106	103
288	11		D	SJC	20	30	WN	1555	733	137	90%	100%	123	123		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%	123	123						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%	83	81		D	SJC	07	50	WN	479	733	137	75%	100%	102	102
292	12		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	12		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	12		D	RNO	14	05	WN	NEW	735	122	67%	97%	82	80		D	RNO	14	30	WN	NEW	735	122	67%	97%	81	79
295	12		D	SMF	16	00	WN	794	73G	137	71%	97%	97	94		D	BNA	16	25	WN	NEW	73G	137	71%	97%	97	94
296	12		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	12		D	PHX	20	35	WN	586	73G	137	90%	100%	123	123		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%	78	78						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%	33	28		D	LAX	08	00	A100	3064	ERD	44	90%	100%	40	40
301	C01		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		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		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		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		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		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		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	TOW	D	LAX	22	43	A100	3059	ERD	44	69%	100%	30	30						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%	40	34		D	LAX	08	42	A100	3112	ERD	44	90%	86%	40	34
311	C02		D	LAX	10	18	A100	3069	ERD	44	75%	86%	33	28		D	LAX	10	40	A100	3070	ERD	44	63%	86%	28	24

Attachement C

SAN DIEGO INTERNATIONAL AIRPORT

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

		Arrivals												Departures											
Ref.			Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.				Type		Dept.	Dept.	Air-	Flt.	Equip-		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)

		Arrivals								Departures							
Ref.		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

Attachment D

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref. Num.	Gate	Gate 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	Type D/I	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	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	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	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	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	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	75%	97%	103	100	Y					WN		73G	137				
7	01B	NB						WN		733	137						D	PHX	07	00	WN		733	137	75%	100%	103	103
8	01B	NB		D	TUS	08	25	WN		73G	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	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	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	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	75%	97%	103	100		D	OAK	17	45	WN		733	137	90%	97%	123	120
13	01C	NB	Y					WN		733	137						D	OAK	07	10	WN		733	137	90%	100%	123	123
14	01C	NB		D	SMF	08	55	WN		733	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	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	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	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	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	90%	97%	110	107		D	PHX	20	50	WN		735	122	69%	97%	85	82
20	02	NB						WN		733	137						D	PHX	06	30	WN		733	137	75%	100%	103	103
21	02	NB	Y					WN		73G	137						D	BNA	08	30	WN		73G	137	90%	97%	123	120
22	02	NB		D	LAS	08	45	WN		73G	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	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	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	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	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	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	69%	97%	95	92	Y					WN		735	137				
29	02	NB		D	LAS	20	15	WN		73G	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	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	75%	100%	103	103	Y					WN		733	137				
32	02	NB		D	OAK	22	55	WN		733	137	65%	100%	90	90						WN		733	137				
33	03	NB	Y					WN		735	122						D	SMF	06	30	WN		735	122	75%	100%	92	92
34	03	NB		D	PHX	07	10	WN		733	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	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	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	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	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	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	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	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	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	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	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	90%	97%	123	120		D	SMF	20	20	WN		733	137	63%	97%	87	84

Attachment D

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref. Num.	Gate	Gate 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	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	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

Attachment D

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref. Num.	Gate	Gate 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	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	IAD	22	15	UA		319	120	71%	83%	86	71
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

Attachment D

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment D

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment D

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref.		Gate		Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.				Type		Dept.	Dept.	Air-	Flt.	Equip-		Dept.	Dept.		
Num.	Gate	Type	TOW	D/I	Origin	Hour	Min.	line	No.	ment	Seats	L.F.	OD %	Depl	Term	TOW	D/I	Dest.	Hour	Min.	line	No.	ment	Seats	L.F.	OD %	Enp	Orig
226	30	RJ		D	SJC	19	58	A100		ERD	44	90%	88%	40	35		D	SJC	20	45	A100		ERD	44	73%	88%	32	28
227	30	RJ		D	SJC	22	00	A100		ERD	44	75%	100%	33	33						A100		ERD	44				
228	31	WB	Y					AA		757	180						D	BOS	08	10	AA		757	180	76%	100%	137	137
229	31	WB		D	ORD	08	52	AA		M80	129	64%	88%	83	73		D	DFW	10	40	AA		M80	129	76%	88%	99	87
230	31	WB		D	DFW	11	37	AA		757	180	90%	88%	162	143		D	DFW	12	25	AA		757	180	67%	88%	121	107
231	31	WB		D	ORD	12	59	AA		738	142	90%	88%	128	112		D	ORD	14	00	AA		738	142	76%	88%	108	95
232	31	WB		D	JFK	14	17	AA		763	212	57%	88%	120	105		D	JFK	15	30	AA		763	212	90%	88%	191	168
233	31	WB		D	DFW	17	27	AA		M80	129	69%	88%	90	79	Y					AA		M80	129				
234	31	WB		D	JFK	19	58	AA		777	236	90%	88%	212	187		D	JFK	21	30	AA		777	236	67%	88%	159	140
235	32	NB						AA		M80	129						D	DFW	09	15	AA		M80	129	90%	88%	116	102
236	32	NB		D	ORD	10	52	AA		M80	129	90%	88%	116	102		D	ORD	11	49	AA		M80	129	69%	88%	90	79
237	32	NB		D	DFW	13	44	AA		M80	129	69%	88%	90	79		D	DFW	14	38	AA		M80	129	67%	88%	87	77
238	32	NB		D	DFW	19	12	AA		M80	129	76%	88%	98	87	Y					AA		M80	129				
239	32	NB		D	DFW	21	26	AA		M80	129	90%	100%	116	116	Y					AA		M80	129				
240	32	NB		D	ORD	23	00	AA		M80	129	64%	100%	83	83						AA		M80	129				
241	33	757						NW		757	180						D	MSP	07	30	NW		757	180	76%	100%	137	137
242	33	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	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	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	757		D	MSP	19	02	NW		757	180	76%	96%	137	132						NW		757	180				
246	34	NB						NW		320	148						D	DTW	08	25	NW		320	148	90%	96%	133	128
247	34	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	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	NB		D	MSP	23	02	NW		320	148	71%	100%	106	106						NW		320	148				
250	35	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	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	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	NB		D	DTW	20	58	NW		319	124	90%	96%	112	107		D	DTW	22	20	NW		319	124	61%	96%	76	73
254	36	NB	Y					CO		738	155						D	IAH	07	00	CO		738	155	76%	100%	118	118
255	36	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	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	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	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	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	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	NB		D	EWR	11	35	CO		738	155	90%	100%	140	140		D	EWR	12	45	CO		738	155	76%	100%	118	118
262	37	NB		D	EWR	14	17	CO		757	183	54%	100%	98	98		D	EWR	15	15	CO		757	183	90%	100%	165	165
263	37	NB		D	IAH	17	57	CO		738	155	72%	100%	112	112	Y					CO		738	155				
264	37	NB		D	EWR	20	28	CO		738	155	90%	100%	140	140		D	EWR	21	45	CO		738	155	60%	100%	94	94
265	38	NB	Y					DL		738	154						D	CVG	06	40	DL		738	154	68%	100%	105	105
266	38	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	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	NB		D	CVG	18	00	DL		738	154	48%	100%	73	73	Y					DL		738	154				
269	38	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	757	Y					DL		M90	150						D	SLC	06	20	DL		M90	150	76%	100%	115	115

Attachment D

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment D

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref.		Gate		Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.				Type		Dept.	Dept.	Air-	Flt.	Equip-		Dept.	Dept.		
Num.	Gate	Type	TOW	D/I	Origin	Hour	Min.	line	No.	ment	Seats	L.F.	OD %	Depl	Term	TOW	D/I	Dest.	Hour	Min.	line	No.	ment	Seats	L.F.	OD %	Enp	Orig
316	45	NB		D	PDX	15	15	B6		E19	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	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	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	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	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	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	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	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	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	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	90%	100%	90	90	Y					B6		E19	100				
327	47	NB		D	SLC	09	03	B6		E19	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	75%	83%	38	31			LAX	08	20	A296		CRJ	50	90%	83%	45	37
357	C03	RJ		D	LAX	11	00	A296		CRJ	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	69%	83%	35	29			LAX	14	18	A296		CRJ	50	63%	83%	32	26
359	C03	RJ		D	LAX	18	20	A296		CRJ	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	75%	83%	38	31			LAX	21	23	A296		CRJ	50	63%	83%	32	26

Attachment D

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment D

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref. Num.	Gate	Gate 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	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

Attachment E

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment E

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment E

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref. Num.	Gate	Gate 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	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
90	09	NB		D	SJC	14	45	WN		73G	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	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	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	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	70%	100%	96	96				00	00	WN		73G	137				
95	10	NB				00	00	WN		73G	137						D	SMF	06	30	WN		73G	137	77%	100%	106	106
96	10	NB		D	OAK	07	55	WN		73G	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	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	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	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	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	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	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	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	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	63%	98%	86	84				00	00	WN		73G	137				
106	11	NB				00	00	WN		73G	137						D	MCI	07	20	WN		73G	137	77%	100%	106	106
107	11	NB		D	SMF	07	55	WN		73G	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	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	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	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	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	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	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	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	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	77%	100%	106	106				00	00	WN		73G	137				
117	12	NB				00	00	WN		735	122						D	ELP	07	30	WN		735	122	77%	100%	94	94
118	12	NB		D	TUS	08	25	WN		73G	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	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	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	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	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	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	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	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	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	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	13	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	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				

Attachment E

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment E

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment E

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref. Num.	Gate	Gate 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	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

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment E

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment E

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref. Num.	Gate	Gate Type	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	Orig
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

Attachment E

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures													
Ref. Num.	Gate	Gate 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	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				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					
445	GA																		CLE	9	25	N	118	GLF4					
446	GA																		MRY	9	54	N	158	BE20					
447	GA																		AUS	10	35	N	152	CL60					

Attachment E

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures											
Ref. Num.	Gate	Gate 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	Type 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

Appendix F

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures													
Ref. Num.	Gate	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	Term
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)

			Arrivals														Departures												
Ref. Num.	Gate	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	Term
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)

			Arrivals															Departures													
Ref. Num.	Gate	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	Term
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				00	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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Proposed Project (Preferred Alternative)

			Arrivals															Departures													
Ref. Num.	Gate	Gate Type	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	.	Type TOW	Type D/I	Dest.	Dept. Hour	Dept. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig	Term
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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			Arrivals														Departures													
Ref. Num.	Gate	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	Term
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				00	00	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				00	00	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				00	00	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				00	00	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				00	00	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			19	57	AA	AA		738	148					T2E
217	26	NB		D	DFW	21	26	AA	AA		738	148	77%	100%	114	114				00	00	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				00	00	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

Appendix F

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures													
Ref. Num.	Gate	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	Term
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

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref.		Gate		Type		Arr.	Arr.		Air-	Flt.	Equip-		Arr.	Arr.				Type		Dept.	Dept.		Air-	Flt.	Equip-		Dept.	Dept.		
Num.	Gate	Type	TOW	D/I	Origin	Hour	Min.	pc	line	No.	ment	Seats	L.F.	OD %	Depl	Term	TOW	D/I	Dest.	Hour	Min.	pc	line	No.	ment	Seats	L.F.	OD %	Enp	Orig	Term
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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Gated Flight Schedule With Preferential Gate Use- High Airfield - Constrained 2025 AAD Forecast
Proposed Project (Preferred Alternative)

			Arrivals															Departures													
Ref. Num.	Gate	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	Term
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

Appendix F

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Appendix F

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals															Departures													
Ref. Num.	Gate	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	Term
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

Attachement G

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures											
Ref. Num.	Gate	Gate 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	Term
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

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures											
Ref. Num.	Gate	Gate 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	Term
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				00	00	WN	WN	73G	137					T1
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

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures											
Ref. Num.	Gate	Gate 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	Term
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

Attachement G

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
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

Attachement G

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
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

Attachement G

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
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

Attachement G

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
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

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
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				00	00	B6	B6	320	156					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			22	06	B6	B6	320	156					T2W
334	42	NB		D	DEN	22	45	F9	F9	319	132	77%	100%	102	102				00	00	F9	F9	319	132					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			00	00	DL	DL	738	150					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			18	45	DL	DL	738	150					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				00	00	DL	DL	738	150					T2W
359	46	WB				00	00	DL	DL	757	183						D	ATL	07	20	DL	DL	757	183	90%	100%	164	164	T2W

Attachement G

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals															Departures											
Ref. Num.	Gate	Gate 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	Term
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				00	00	DL	DL	757	183					T2W
366	47	WB				00	00	TZ	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

Attachement G

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures											
Ref. Num.	Gate	Gate 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	Term
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%	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				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				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)

			Arrivals														Departures											
Ref. Num.	Gate	Gate 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	Term
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					

Attachement G

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures											
Ref. Num.	Gate	Gate 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	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

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

Appendix H

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures												
Ref. Num.	Gate	Gate 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	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. 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						UA		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		D	ORD	**23**	**00**	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

Appendix H

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Appendix H

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures												
Ref. Num.	Gate	Gate 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	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. 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		D	ORD	**23**	**00**	AA	1930	M80	129	71%	86%	91	78
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		D	DFW	**19**	**30**	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

			Arrivals												Departures											
Ref. Num.	Gate	Gate 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	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
173	34	NB		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	757	TOW	D	MSP	**23**	**04**	NW	191	320	148	74%	100%	110	110						NW		320	148				
175	34	NB						NW		320	148					TOW	D	MSP	**06**	**30**	NW	190	320	148	78%	100%	115	115
176	34	NB		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	NB		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	NB		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	NB		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	NB		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	NB	TOW	D	DTW	**20**	**54**	NW	485	320	148	90%	100%	133	133						NW		320	148				
182	36	NB						CO		738	155					TOW	D	IAH	**07**	**10**	CO	132	738	155	78%	100%	120	120
183	36	NB		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	NB		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	NB		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	NB		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	NB	TOW	D	IAH	**16**	**55**	CO	447	738	155	71%	100%	110	110						CO		738	155				
188	36	NB		D	EWR	**20**	**30**	CO	1426	738	155	90%	100%	140	140		D	EWR	**22**	**00**	CO	327	738	155	73%	100%	113	113
189	37	NB						CO		738	155					TOW	D	EWR	**08**	**00**	CO	1827	738	155	90%	100%	140	140
190	37	NB		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	37	NB		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	37	NB		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	37	NB	TOW	D	IAH	**22**	**11**	CO	157	738	155	78%	100%	121	121						CO		738	155				
194	38	NB						DL		M90	150					TOW	D	SLC	**06**	**15**	DL	1181	M90	150	78%	100%	117	117
195	38	NB		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	NB		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	757						DL		757	183					TOW	D	CVG	**07**	**00**	DL	634	757	183	78%	100%	142	142
198	39	757		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	40	WB		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	757		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	757	TOW	D	ATL	**17**	**42**	DL	840	757	183	78%	100%	143	143						DL		757	183				
202	40	WB						DL		763	183					TOW	D	ATL	**06**	**30**	DL	1798	763	183	78%	100%	142	142
203	40	WB						DL		763	252					TOW	D	ATL	**08**	**55**	DL	228	763	252	90%	100%	227	227
204	40	WB		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	WB	TOW	D	CVG	**19**	**28**	DL	639	763	183	78%	100%	143	143						DL		763	183				
206	40	WB	TOW	D	ATL	**22**	**06**	DL	411	763	252	63%	100%	158	158						DL		763	252				
207	41	NB		D	SLC	**09**	**19**	DL	3787	M90	150	90%	100%	135	135		D	SLC	**09**	**50**	DL	3787	M90	150	78%	100%	117	117
208	41	NB		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	41	NB	TOW	D	SLC	**21**	**41**	DL	612	M90	150	62%	100%	93	93						DL		M90	150				
210	42	NB		D	IND	**12**	**30**	TZ	NEW	738	175	78%	100%	137	137		D	IND	**13**	**35**	TZ	NEW	738	175	78%	100%	136	136
211	43	NB						YV		CR7	70					TOW	D	DEN	**06**	**20**	YV	420	CR7	70	73%	100%	51	51
212	43	NB		D	DEN	**08**	**15**	YV	569	CR7	70	78%	94%	55	52		D	DEN	**09**	**00**	YV	566	CR7	70	78%	94%	54	51
213	43	NB		D	DEN	**20**	**20**	YV	567	CR7	70	78%	94%	55	52		D	DEN	**21**	**00**	YV	568	CR7	70	73%	94%	51	48
214	43	NB		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	43	NB		D	DEN	**13**	**50**	YV	561	CR7	70	74%	94%	52	49		D	DEN	**14**	**45**	YV	564	CR7	70	73%	94%	51	48

Appendix H

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures												
Ref. Num.	Gate	Gate 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	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
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	SLC	**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

Attachment I

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals													Departures												
Ref. Num.	Gate		Gate 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	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. 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

Attachment I

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals												Departures											
Ref.			Gate	Type			Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.			Type		Dept.	Dept.	Air-	Flt.	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

Attachment I

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals													Departures											
Ref.			Gate		Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.				Type		Dept.	Dept.	Air-	Flt.	Equip-		Dept.	Dept.		
6	E12	1e	NB		D	SMF	20	35	WN		73G	137	75%	97%	103	100	Y					WN		73G	137				
7	E11	1e	NB						WN		733	137						D	PHX	07	00	WN		733	137	75%	100%	103	103
8	E11	1e	NB		D	TUS	08	25	WN		73G	137	90%	97%	123	120		D	OAK	08	50	WN		73G	137	90%	97%	123	120
9	E11	1e	NB		D	ELP	11	40	WN		735	122	90%	97%	110	107		D	RNO	12	10	WN		735	122	68%	97%	83	81
10	E11	1e	NB		D	OAK	12	40	WN		733	137	65%	97%	90	87		D	LAS	13	05	WN		733	137	71%	97%	98	95
11	E11	1e	NB		D	ABQ	14	05	WN		73G	137	69%	97%	95	92		D	PVD	14	30	WN		73G	137	76%	97%	105	101
12	E11	1e	NB		D	SMF	17	20	WN		733	137	75%	97%	103	100		D	OAK	17	45	WN		733	137	90%	97%	123	120
13	E10	1e	NB	Y					WN		733	137						D	OAK	07	10	WN		733	137	90%	100%	123	123
14	E10	1e	NB		D	SMF	08	55	WN		733	137	90%	97%	123	120		D	HOU	09	20	WN		733	137	76%	97%	105	101
15	E10	1e	NB		D	LAS	10	10	WN		733	137	90%	97%	123	120		D	ABQ	10	35	WN		733	137	76%	97%	105	101
16	E10	1e	NB		D	ABQ	12	05	WN		733	137	69%	97%	95	92		D	SAT	12	35	WN		733	137	63%	97%	87	84
17	E10	1e	NB		D	OAK	16	05	WN		73G	137	65%	97%	90	87		D	LAS	16	30	WN		73G	137	75%	97%	103	100
18	E10	1e	NB		D	BNA	17	05	WN		73G	137	50%	97%	68	66		D	MDW	17	30	WN		73G	137	61%	97%	84	82
19	E10	1e	NB		D	OAK	20	25	WN		735	122	90%	97%	110	107		D	PHX	20	50	WN		735	122	69%	97%	85	82
20	E09	1e	NB						WN		733	137						D	PHX	06	30	WN		733	137	75%	100%	103	103
21	E09	1e	NB	Y					WN		73G	137						D	BNA	08	30	WN		73G	137	90%	97%	123	120
22	E09	1e	NB		D	LAS	08	45	WN		73G	137	75%	97%	103	100		D	AUS	09	10	WN		73G	137	76%	97%	105	101
23	E09	1e	NB		D	HOU	09	25	WN		733	137	76%	97%	105	101		D	SAT	09	55	WN		733	137	90%	97%	123	120
24	E09	1e	NB		D	BWI	12	25	WN		73G	137	90%	97%	123	120		D	PHL	13	15	WN		73G	137	76%	97%	105	101
25	E09	1e	NB		D	OAK	13	30	WN		733	137	65%	97%	90	87		D	PHX	14	00	WN		733	137	69%	97%	95	92
26	E09	1e	NB		D	MDW	15	40	WN		73G	137	72%	97%	99	96		D	MDW	16	10	WN		73G	137	90%	97%	123	120
27	E09	1e	NB		D	MCI	16	25	WN		73G	137	62%	97%	86	83		D	BNA	16	50	WN		73G	137	69%	97%	95	92
28	E09	1e	NB		D	ABQ	18	50	WN		735	122	69%	97%	85	82	Y					WN		735	122				
29	E09	1e	NB		D	LAS	20	15	WN		73G	137	75%	97%	103	100		D	LAS	20	50	WN		73G	137	71%	97%	98	95
30	E09	1e	NB		D	BNA	21	05	WN		73G	137	90%	100%	123	123		D	PHX	21	30	WN		73G	137	69%	97%	95	92
31	E09	1e	NB		D	LAS	21	45	WN		733	137	75%	100%	103	103	Y					WN		733	137				
32	E09	1e	NB		D	OAK	22	55	WN		733	137	65%	100%	90	90						WN		733	137				
33	E08	1e	NB	Y					WN		735	122						D	SMF	06	30	WN		735	122	75%	100%	92	92
34	E08	1e	NB		D	PHX	07	10	WN		733	137	63%	97%	87	84		D	SMF	07	35	WN		733	137	90%	100%	123	123
35	E08	1e	NB		D	OAK	07	55	WN		73G	137	65%	97%	90	87		D	OAK	08	20	WN		73G	137	90%	97%	123	120
36	E08	1e	NB		D	ABQ	09	15	WN		733	137	90%	97%	123	120		D	LAS	09	40	WN		733	137	75%	97%	103	100
37	E08	1e	NB		D	SMF	10	05	WN		735	122	90%	97%	110	107		D	ELP	10	30	WN		735	122	90%	97%	110	107
38	E08	1e	NB		D	PHL	10	45	WN		73G	137	90%	97%	123	120		D	TUS	12	35	WN		73G	137	50%	97%	68	66
39	E08	1e	NB		D	SAT	12	50	WN		733	137	62%	97%	86	83		D	SJC	13	15	WN		733	137	73%	97%	101	98
40	E08	1e	NB		D	SJC	14	45	WN		73G	137	60%	97%	83	80		D	LAS	15	10	WN		73G	137	71%	97%	98	95
41	E08	1e	NB		D	LAS	15	45	WN		73G	137	72%	97%	99	96		D	OAK	16	10	WN		73G	137	75%	97%	103	100
42	E08	1e	NB		D	PHX	16	25	WN		733	137	63%	97%	87	84		D	HOU	16	50	WN		733	137	76%	97%	105	101
43	E08	1e	NB		D	MDW	18	05	WN		73G	137	72%	97%	99	96		D	SMF	18	35	WN		73G	137	90%	97%	123	120
44	E08	1e	NB		D	MSY	18	55	WN		73G	137	76%	97%	105	101		D	SJC	19	30	WN		73G	137	75%	97%	103	100
45	E08	1e	NB		D	OAK	19	55	WN		733	137	90%	97%	123	120		D	SMF	20	20	WN		733	137	63%	97%	87	84
46	E08	1e	NB		D	PHL	22	20	WN		73G	137	62%	100%	86	86	Y					WN		73G	137				
47	E07	1e	NB	Y					WN		733	137						D	SJC	06	35	WN		733	137	75%	100%	103	103
48	E07	1e	NB		D	LAS	07	45	WN		733	137	72%	97%	99	96		D	LAS	08	10	WN		733	137	90%	100%	123	123
49	E07	1e	NB		D	PHX	09	15	WN		733	137	90%	97%	123	120		D	OAK	09	40	WN		733	137	75%	97%	103	100
50	E07	1e	NB		D	MDW	10	10	WN		73G	137	90%	97%	123	120		D	SMF	10	40	WN		73G	137	75%	97%	103	100
51	E07	1e	NB		D	BDL	11	15	WN		73G	137	76%	97%	105	101		D	OMA	11	40	WN		73G	137	76%	97%	105	101

Attachment I

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals												Departures											
Ref.			Gate		Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.				Type		Dept.	Dept.	Air-	Flt.	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

Attachment I

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals													Departures											
Ref.			Gate		Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.				Type		Dept.	Dept.	Air-	Flt.	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		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	Y					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

Attachment I

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals												Departures											
Ref.			Gate		Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.			Type		Dept.	Dept.	Air-	Flt.	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						D	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		D	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		D	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		D	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		D	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		D	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		D	PDX	06	40	AS		734	140	75%	100%	106	106
189	26	2e	NB	Y					AS		M80	140						D	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		I	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		D	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		D	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		D	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		D	SEA	16	37	AS		734	140	76%	96%	107	103
195	26	2e	NB	Y					AS		73G	120						D	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		D	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		D	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						D	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		D	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		D	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		D	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						D	ORD	06	16	AA		M80	129	76%	100%	99	99
205	30	2e	NB	Y					AA		M80	129						D	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		D	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		D	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		D	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		D	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		D	ORD	23	00	AA		738	142	69%	88%	99	87
211	29	2e	757	Y					AA		M80	129						D	DFW	06	21	AA		M80	129	67%	100%	87	87
212	29	2e	757	Y					AA		757	180						D	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		D	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		D	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		D	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		D	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						D	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		D	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		D	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		D	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		D	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		D	SJC	17	25	A100		ERD	44	90%	88%	40	35

Attachment I

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals												Departures											
Ref.			Gate		Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.			Type		Dept.	Dept.	Air-	Flt.	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

Attachment I

SAN DIEGO INTERNATIONAL AIRPORT

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East Terminal Alternative

				Arrivals													Departures											
Ref.			Gate		Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.				Type		Dept.	Dept.	Air-	Flt.	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	EWR	11	35	CO		738	155	90%	100%	140	140		D	EWR	12	45	CO		738	155	76%	100%	118	118
262	37	2w	NB		D	EWR	14	17	CO		757	183	54%	100%	98	98		D	EWR	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	EWR	20	28	CO		738	155	90%	100%	140	140		D	EWR	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

Attachment I

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals											Departures										
Ref.			Gate	Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.			Type		Dept.	Dept.	Air-	Flt.	Equip-		Dept.	Dept.		
300	43	2w	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	2w	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	2w	RJ	D	DEN	22	45	YV		CR7	70	69%	100%	49	49					YV		CR7	70				
334	44	2w	NB	D	ATL	10	15	FL		73G	137	90%	100%	123	123	D	ATL	11	05	FL		73G	137	65%	100%	90	90
335	44	2w	NB	D	ATL	13	40	FL		73G	137	57%	100%	77	77	D	ATL	14	30	FL		73G	137	76%	100%	105	105
336	44	2w	NB	D	ATL	20	55	FL		73G	137	90%	100%	123	123	D	ATL	22	50	FL		73G	137	65%	100%	90	90
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																	
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					

Attachment I

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals								Departures							
Ref.		Gate	Type		Arr.	Arr.	Air-	Flt.	Equip-	Arr.	Arr.	Type		Dept.	Dept.	Air-	Flt.	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

Attachment J

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	Gate Type	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	Orig
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

Attachment J

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	Gate 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	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
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

Attachment J

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	Gate Type	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	Orig
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

Attachment J

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	Gate Type	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	Orig
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		Y			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

Attachment J

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	Gate 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	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
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

Attachment J

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	Gate 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	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
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					00	00	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					00	00	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					00	00	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					00	00	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			15	42	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					00	00	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					00	00	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			21	50	HA		763	252				
357	24	I		D	OGG	22	20	HA		763	252	77%	100%	194	194					00	00	HA		763	252				
207	25	NB				00	00	HP		733	134							D	PHX	07	00	HP		733	134	90%	100%	121	121

Attachment J

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	Gate Type	Type TOW	Type D/I	Origin	Arr. Hour	Arr. Min.	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	.	Type TOW	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
194	25	757	Y			08	45	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	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			00	00	HP		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

Attachment J

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	Gate Type	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	Orig
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

Attachment J

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	Gate 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	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
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

Attachment J

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	Gate Type	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	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																			

Attachment J

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	Gate 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	Type 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					

Attachment J

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	Gate 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	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig

Source: HNTB analysis.

ATTACHMENT K

Attachment K

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals															Departures											
Ref. Num.	Gate	Gate Type	Type OV	Type D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	Type OV	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
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		733	137	74%	97%	102	99		D	LAS	08	10	WN		733	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		733	137	70%	97%	96	94		D	SAT	16	00	WN		733	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	BNA	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		735	122	90%	97%	110	107		D	RNO	12	10	WN		735	122	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		733	137	67%	97%	92	90		D	LAS	15	10	WN		733	137	73%	97%	100	98
21	E02	NB		D	PHX	16	25	WN	WN		735	122	70%	97%	86	84		D	HOU	16	50	WN		735	122	77%	97%	94	92
22	E02	NB		D	BNA	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		735	122	70%	97%	86	84		D	RNO	21	30	WN		735	122	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		735	122	70%	97%	86	84		D	ELP	16	20	WN		735	122	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		735	122	70%	96%	86	83		D	HOU	14	20	WN		735	122	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

Attachment K

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment K

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment K

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment K

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment K

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals															Departures										
Ref. Num.	Gate	Gate Type	Type OV	Type D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	Type OV	Type D/I	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				00	00	UA		320	138				
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				00	00	A296		CRJ	50				
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				00	00	A296		CRJ	50				
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				00	00	AM		M80	137				
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			15	42	AS		73G	120				
381	21	I		I	MEX	18	45	AM	AM		M80	137	70%	96%	96	93				00	00	AM		M80	137				
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		I	MZT	20	45	AM	AM		M80	137	70%	96%	96	93				00	00	AM		M80	137				
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			23	16	US		320	142				
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			21	50	HA		763	252				
369	24	WB		D	OGG	22	20	HA	HA		763	252	77%	100%	195	195				00	00	HA		763	252				
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

Attachment K

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment K

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals															Departures											
Ref. Num.	Gate	Gate Type	OV	Type D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	OV	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
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	70%	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

Attachment K

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment K

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals															Departures											
Ref. Num.	Gate	Gate Type	Type O/I		Origin	Arr. Hour	Arr. Min.		Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	Type O/I		Dest.	Dept. Hour	Dept. Min.		Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
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				00	00		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				00	00		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																			

Attachment K

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures										
Ref. Num.	Gate	Gate Type	Type D/I	Origin	Arr. Hour	Arr. Min.	pc	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
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 K

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals															Departures										
Ref. Num.	Gate	Gate Type	OW	Type D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	OW	Type D/I	Dest.	Dept. Hour	Dept. Min.	Air-line	Flt. No.	Equip-ment	Seats	Dept. L.F.	Dept. OD %	Enp	Orig
															36887	35277												36887	35277

ATTACHMENT L

Attachment L

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
	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

Attachment L

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals															Departures												
Ref. Num.	Gate	Gate 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	Term
	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					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					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					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			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					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

Attachment L

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
	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				00	00	WN	WN	73G	137					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				00	00	WN	WN	73G	137					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				00	00	WN	WN	73G	137					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				00	00	WN	WN	73G	137					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

Attachment L

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals															Departures												
Ref. Num.	Gate	Gate 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	Term
	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				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				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

Attachment L

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures											
Ref. Num.	Gate	Gate 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	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				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				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				00	00	UA	UA	320	138					T1
	14	757				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				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				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				00	00	UA	UA	320	138					T1

Attachment L

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
	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

Attachment L

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
	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	50	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

Attachment L

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
	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

Attachment L

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	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					T2W
	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					T2W
	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					T2W
	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					T2W
	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					T2W
	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					T2W
	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

Attachment L

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
	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																			

Attachment L

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
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

			Arrivals														Departures											
Ref. Num.	Gate	Gate 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	Term
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

Attachment M

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment M

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals												Departures											
Ref.		Term-	Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.			Type		Dept.	Dept.	Air-	Flt.	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	**18**	**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

Attachment M

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref.		Term-		Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.				Type		Dept.	Dept.	Air-	Flt.	Equip-		Dept.	Dept.		
8	9	T1		D	SMF	**21**	**40**	WN	139	73G	137	71%	100%	97	97						WN		73G	137				
19	10	T1						WN		733	137						D	LAS	**07**	**35**	WN	2447	733	137	90%	100%	123	123
50	10	T1		D	SMF	**08**	**35**	WN	398	73G	137	90%	97%	123	119		D	AUS	**09**	**00**	WN	398	73G	137	78%	97%	106	103
34	10	T1		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	10	T1		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	10	T1		D	PHL	**13**	**45**	WN	NEW	73G	137	71%	97%	97	94		D	CMH	**14**	**20**	WN	NEW	73G	137	78%	97%	106	103
265	10	T1		D	OAK	**16**	**15**	WN	2392	733	137	64%	97%	87	84		D	OAK	**16**	**40**	WN	2275	733	137	75%	97%	102	99
266	10	T1		D	PHX	**17**	**50**	WN	699	733	137	61%	97%	83	81		D	SMF	**18**	**15**	WN	699	733	137	90%	97%	123	119
7	10	T1	TOW	D	SMF	**19**	**10**	WN	1975	73G	137	90%	97%	123	119						WN		73G	137				
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						WN		733	137				
52	11	T1						UA		320	138						D	DEN	**06**	**18**	UA	484	320	138	73%	100%	100	100
53	11	T1						UA		733	120					TOW	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						UA		320	138				
70	11	T1	TOW	D	SFO	**19**	**58**	UA	901	733	120	90%	84%	108	91						UA		733	120				
81	11	T1		D	DEN	**21**	**42**	UA	1165	320	138	90%	100%	124	124						UA		320	138				
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						UA		320	138				
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						UA		319	120				
57	13	T1		D	IAD	**20**	**27**	UA	921	320	138	78%	84%	108	91						UA		320	138				
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						UA		733	120				
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

Attachment M

SAN DIEGO INTERNATIONAL AIRPORT

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

							Arrivals													**Departures**								
Ref.		**Term-**		**Type**		**Arr.**	**Arr.**	**Air-**	**Flt.**	**Equip-**		**Arr.**	**Arr.**				**Type**		**Dept.**	**Dept.**	**Air-**	**Flt.**	**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

Attachment M

SAN DIEGO INTERNATIONAL AIRPORT

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

									Arrivals														Departures					
Ref.		Term-		Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.				Type		Dept.	Dept.	Air-	Flt.	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

Attachment M

SAN DIEGO INTERNATIONAL AIRPORT

Gated Flight Schedule - High Airfield - Constrained 2010 AAD Forecast
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			Arrivals												Departures											
Ref.		Term-		Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.				Type		Dept.	Dept.	Air-	Flt.	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

Attachment M

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							Arrivals												Departures									
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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					TOW	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		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

Attachment M

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals											Departures										
Ref.	Term-	Type		Arr.	Arr.	Air-	Flt.	Equip-		Arr.	Arr.			Type		Dept.	Dept.	Air-	Flt.	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					

Attachment M

SAN DIEGO INTERNATIONAL AIRPORT

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

		Arrivals									Departures								
Ref.		**Term-**	**Type**		**Arr.**	**Arr.**	**Air-**	**Flt.**	**Equip-**	**Arr.**	**Arr.**	**Type**		**Dept.**	**Dept.**	**Air-**	**Flt.**	**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

Appendix N

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals														Departures											
Ref. Num.	Gate	Gate Type	Term-inal	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
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

				Arrivals														Departures											
Ref. Num.	Gate	Gate Type	Term-inal	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
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

Appendix N

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals														Departures												
Ref. Num.	Gate	Gate Type	Term-inal	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
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

Appendix N

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals														Departures											
Ref. Num.	Gate	Gate Type	Term-inal	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
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

Appendix N

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals														Departures											
Ref. Num.	Gate	Gate Type	Term-inal	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
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	Y					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						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

Appendix N

SAN DIEGO INTERNATIONAL AIRPORT

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

				Arrivals														Departures											
Ref. Num.	Gate	Gate Type	Term-inal	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
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

Attachment O

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment O

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment O

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate Type	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	Orig
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				

Attachment O

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures												
Ref. Num.	Gate	Gate Type	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	Orig
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				

Attachment O

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment O

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures											
Ref. Num.	Gate	Gate Type	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	Orig
225	29	NB		D	ORD	23	00	AA		M80	129	71%	100%	92	92					00	00	AA		M80	129				
226	29	NB				05	42	AA		M80	129							D	STL	06	12	AA		M80	129	77%	100%	100	100
227	31	NB	Y			07	40	AA		738	142							D	BOS	08	10	AA		738	142	90%	89%	128	114
228	32	NB		D	ORD	08	52	AA		M80	129	71%	84%	92	77			D	DFW	10	40	AA		M80	129	72%	88%	93	82
229	32	NB		D	BOS	11	39	AA		738	142	77%	90%	109	98			D	BOS	13	01	AA		738	142	64%	89%	91	81
230	32	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	29	WB	Y			07	17	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	29	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	C03	NB				00	00	A100		ERD	44							D	SJC	06	20	A100		ERD	44	77%	100%	34	34
240	C03	NB		D	SJC	08	35	A100		ERD	44	90%	87%	40	35			D	SJC	09	05	A100		ERD	44	77%	87%	34	30
241	C03	NB		D	SJC	09	40	A100		ERD	44	77%	87%	34	30			D	SJC	10	33	A100		ERD	44	73%	87%	32	28
242	C03	NB		D	SJC	11	40	A100		ERD	44	67%	87%	30	26			D	SJC	12	20	A100		ERD	44	73%	87%	32	28
243	C03	NB		D	SJC	13	02	A100		ERD	44	67%	87%	30	26			D	SJC	13	55	A100		ERD	44	73%	87%	32	28
244	C03	NB		D	SJC	16	35	A100		ERD	44	67%	87%	30	26			D	SJC	17	25	A100		ERD	44	90%	87%	40	35
245	C03	NB		D	SJC	18	32	A100		ERD	44	77%	87%	34	30			D	SJC	19	02	A100		ERD	44	77%	87%	34	30
246	C03	NB		D	SJC	19	58	A100		ERD	44	90%	87%	40	35			D	SJC	20	45	A100		ERD	44	73%	87%	32	28
247	C03	NB		D	SJC	22	00	A100		ERD	44	77%	100%	34	34					00	00	A100		ERD	44				
248	26	757	Y			06	45	NW		320	148							D	MSP	07	30	NW		320	148	90%	100%	133	133
249	26	757		D	MSP	08	42	NW		320	148	71%	97%	105	102			D	MSP	09	55	NW		320	148	77%	96%	114	110
250	26	757		D	MSP	10	47	NW		757	180	90%	97%	162	156			D	MSP	12	05	NW		757	180	64%	96%	115	111
251	26	757		D	MSP	13	05	NW		320	148	77%	97%	114	110			D	MSP	14	02	NW		320	148	64%	96%	95	91
252	28	757		D	DTW	17	18	NW		320	148	64%	98%	95	93			D	MSP	18	15	NW		320	148	90%	96%	133	128
253	28	757		D	DTW	20	58	NW		319	124	90%	98%	112	109			D	DTW	22	20	NW		319	124	72%	97%	89	87
254	28	757		D	MSP	23	02	NW		320	148	71%	100%	105	105					23	47	NW		320	148				
255	28	NB	Y			07	40	NW		320	148							D	DTW	08	25	NW		320	148	90%	96%	133	128
256	28	NB		D	DTW	11	01	NW		320	148	90%	98%	133	130			D	DTW	12	30	NW		320	148	72%	96%	107	103
257	28	NB		D	DTW	13	51	NW		319	124	64%	98%	79	78			D	DTW	14	52	NW		319	124	72%	97%	89	87
258	26	NB		D	MSP	19	02	NW		320	148	77%	97%	114	110		Y			19	47	NW		320	148				
259	26	NB				00	00	NW		319	124							D	MSP	6	35	NW		319	124	77%	100%	96	96
260a	27	NB		D	MEM	20	54	NW		320	148	77%	98%	114	111		Y			21	39	NW		320	148				
260b	28					00	00	NW		320	148							D	MEM	07	09	NW		320	148	77%	100%	114	114
261	26	NB		D	MSP	15	02	NW		320	148	71%	97%	105	102			D	MSP	16	05	NW		320	148	77%	96%	114	110
262	26	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				

Attachment O

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref. Num.	Gate	Gate Type	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	Orig
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				

Attachment O

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref. Num.	Gate	Gate Type	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	Orig
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

Attachment O

SAN DIEGO INTERNATIONAL AIRPORT

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

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

Attachment O

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Type 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					

Attachment O

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures											
Ref. Num.	Gate	Gate 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	Type 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

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	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

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	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
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

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	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
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

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	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
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					00	00	WN	WN		73G	137				
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			22	12	UA	UA		320	138				
159	12	NB		D	DEN	22	20	UA	UA		320	138	72%	100%	100	100					00	00	UA	UA		320	138				
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			17	45	UA	UA		757	182				
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					00	00	UA	UA		757	182				
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

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	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
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

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	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
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			19	30	AM	AM		M80	137				
377	20	I		I	MZT	20	45	AM	AM		M80	137	70%	96%	96	93					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			15	42	AS	AS		73G	120				
238	21	I		D	STL	21	03	AA	AA		M80	129	77%	100%	100	100		Y			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					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					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			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					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

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	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
176	27	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
177	27	757		D	SEA	20	11	AS	AS		734	140	77%	95%	108	103			D	SEA	20	53	AS	AS		734	140	70%	95%	98	94
217	27	757		D	DFW	21	26	AA	AA		738	148	77%	100%	114	114		Y			22	01	AA	AA		738	148				
184	27	757		D	PDX	22	19	AS	AS		73G	120	74%	100%	89	89					00	00	AS	AS		73G	120				
265b	28	WB				00	00	NW	NW		757	180							D	MEM	07	09	NW	NW		757	180	77%	97%	139	136
260	28	WB	Y			07	40	NW	NW		320	148							D	DTW	08	25	NW	NW		320	148	90%	97%	133	130
261	28	WB		D	DTW	11	01	NW	NW		320	148	90%	97%	133	130			D	DTW	12	30	NW	NW		320	148	72%	97%	107	104
262	28	WB		D	DTW	13	51	NW	NW		320	148	64%	97%	95	93			D	DTW	14	52	NW	NW		320	148	72%	97%	107	104
263	28	WB		D	MSP	19	02	NW	NW		320	148	77%	96%	114	110		Y			19	47	NW	NW		320	148				
265a	28	WB		D	MEM	20	54	NW	NW		757	180	77%	97%	139	136					00	00	NW	NW		757	180				
209	29	WB				00	00	AA	AA		738	148							D	DFW	06	21	AA	AA		738	148	77%	100%	114	114
210	29	WB	Y			06	57	AA	AA		M80	129							D	ORD	07	42	AA	AA		M80	129	90%	100%	116	116
211	29	WB		D	DFW	08	32	AA	AA		738	148	74%	87%	110	96			D	ORD	09	53	AA	AA		738	148	77%	85%	114	98
225	29	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
213	29	WB		D	MIA	12	35	AA	AA		738	148	48%	89%	71	64			D	MIA	13	25	AA	AA		738	148	77%	89%	114	102
214	29	WB		D	DFW	13	44	AA	AA		738	148	74%	87%	110	96			D	DFW	14	38	AA	AA		738	148	72%	88%	107	95
226	29	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
228	29	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
246	29	WB		D	DFW	22	43	AA	AA		738	148	77%	100%	114	114					00	00	AA	AA		738	148				
229	30	757	Y			00	00	AA	AA		738	148							D	ORD	06	16	AA	AA		738	148	77%	100%	114	114
235	30	757		D	ORD	08	52	AA	AA		738	148	71%	85%	106	90			D	DFW	10	35	AA	AA		738	148	72%	88%	107	95
212	30	757		D	DFW	10	45	AA	AA		738	148	90%	87%	133	116			D	DFW	11	27	AA	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	AA		757	180	77%	89%	139	124
237	30	757		D	DFW	14	30	AA	AA		738	148	74%	87%	110	96			D	DFW	15	25	AA	AA		738	148	72%	88%	107	95
215	30	757		D	ORD	17	15	AA	AA		738	148	71%	85%	106	90			D	ORD	18	10	AA	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	AA		738	148				
233	30	757		D	ORD	21	24	AA	AA		738	148	90%	100%	133	133			D	ORD	23	00	AA	AA		738	148	70%	85%	104	89
240	31	WB				00	00	AA	AA		777	236							D	JFK	07	05	AA	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	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	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	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	AA		777	236	72%	85%	170	146
232	31	WB		D	ORD	16	15	AA	AA		738	148	71%	85%	106	90			D	DFW	17	10	AA	AA		738	148	90%	88%	133	118
227	31	WB		D	DFW	17	27	AA	AA		738	148	74%	87%	110	96		Y			18	12	AA	AA		738	148				
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
382	31	WB		D	JFK	22	15	AA	AA		777	236	77%	89%	182	163					00	00	AA	AA		777	236				
234	32	757				00	00	AA	AA		M80	129							D	STL	06	12	AA	AA		M80	129	77%	100%	100	100
223	32	757	Y			07	17	AA	AA		738	148							D	DFW	08	02	AA	AA		738	148	90%	88%	133	118
224	32	757	Y			08	30	AA	AA		738	148							D	DFW	09	15	AA	AA		738	148	77%	88%	114	101
249	32	757		D	ORD	10	52	AA	AA		738	148	90%	85%	133	114			D	ORD	11	49	AA	AA		738	148	70%	85%	104	89
231	32	757		D	DFW	12	34	AA	AA		738	148	77%	87%	114	100			D	DFW	13	26	AA	AA		738	148	72%	88%	107	95
239	32	757		D	ORD	23	00	AA	AA		M80	129	71%	100%	92	92					00	00	AA	AA		M80	129				

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	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
190	33	757				00	00	HP	HP		733	134							D	PHX	06	00	HP	HP		733	134	77%	100%	104	104
191	33	757		D	PHX	07	40	HP	HP		319	124	61%	95%	76	72			D	PHX	08	10	HP	HP		319	124	90%	94%	112	105
193	33	757		D	CLT	09	45	US	US		319	124	77%	100%	96	96			D	CLT	10	45	US	US		319	124	77%	100%	96	96
194	33	757		D	PIT	11	16	US	US		321	169	77%	100%	131	131			D	PIT	13	30	US	US		321	169	77%	100%	131	131
219	33	757		D	PHX	14	40	HP	HP		320	150	61%	95%	92	88			D	PHX	15	40	HP	HP		320	150	70%	94%	105	99
206	33	757		D	LAS	17	54	HP	HP		320	150	77%	92%	116	107			D	PHX	19	40	HP	HP		320	150	77%	94%	116	109
201	33	757		D	PHX	19	55	HP	HP		319	124	90%	95%	112	106		Y			20	40	HP	HP		319	124				
222	33	757		D	LAS	21	08	HP	HP		320	150	77%	100%	116	116		Y			21	53	HP	HP		320	150				
197	33	757		D	PHX	22	43	HP	HP		733	134	61%	100%	82	82					00	00	HP	HP		733	134				
202	34	NB				00	00	US	US		320	142							D	PHL	06	40	US	US		320	142	77%	100%	110	110
218	34	NB	Y			08	45	HP	HP		320	150							D	LAS	09	30	HP	HP		320	150	90%	95%	135	129
203	34	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
204	34	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
205	34	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
221	34	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
207	34	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
208	34	NB		D	PHL	22	31	US	US		320	142	69%	100%	98	98					00	00	US	US		320	142				
268	36	WB				00	00	CO	CO		738	155							D	EWR	08	00	CO	CO		738	155	90%	100%	140	140
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
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
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
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
273	36	WB		D	EWR	22	16	CO	CO		738	155	77%	100%	120	120					00	00	CO	CO		738	155				
274	35	757	Y			00	00	CO	CO		738	155							D	IAH	07	00	CO	CO		738	155	90%	100%	140	140
275	35	757		D	IAH	08	43	CO	CO		738	155	72%	100%	112	112			D	IAH	09	39	CO	CO		738	155	77%	100%	120	120
276	35	757		D	IAH	10	33	CO	CO		738	155	90%	100%	140	140			D	IAH	12	30	CO	CO		738	155	72%	100%	112	112
277	35	757		D	IAH	13	03	CO	CO		738	155	77%	100%	120	120			D	IAH	14	20	CO	CO		738	155	72%	100%	112	112
278	35	757		D	IAH	15	52	CO	CO		73G	124	72%	100%	90	90			D	IAH	16	50	CO	CO		73G	124	77%	100%	96	96
279	35	757		D	IAH	17	57	CO	CO		738	155	72%	100%	112	112		Y			18	42	CO	CO		738	155				
280	35	757		D	CLE	20	20	CO	CO		738	155	77%	100%	120	120			D	CLE	21	38	CO	CO		738	155	77%	100%	120	120
281	35	757		D	IAH	22	04	CO	CO		738	155	77%	100%	120	120			D	IAH	23	00	CO	CO		738	155	72%	100%	112	112
198	37	757	Y			00	00	HP	HP		319	124							D	PHX	06	45	HP	HP		319	124	77%	100%	96	96
192	37	757		D	PHX	08	33	HP	HP		320	150	90%	95%	135	129			D	PHX	09	30	HP	HP		320	150	77%	94%	116	109
199	37	757		D	PHL	10	11	US	US		319	120	77%	100%	93	93			D	PHL	11	15	US	US		319	120	77%	100%	93	93
200	37	757		D	PHL	12	45	US	US		319	120	69%	100%	83	83			D	PHL	13	35	US	US		319	120	77%	100%	93	93
220	37	757		D	PHX	16	31	HP	HP		320	150	61%	95%	92	88			D	PHX	17	30	HP	HP		320	150	90%	94%	135	128
196	37	757		D	CLT	19	33	US	US		319	124	77%	100%	96	96			D	CLT	22	05	US	US		319	124	77%	100%	96	96
322	38	NB				00	00	F9	YV		CR7	70							D	DEN	07	05	F9	YV		CR7	70	90%	100%	63	63
323	38	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
324	38	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
325	38	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
326	38	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

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	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
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

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	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
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					

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	Gate Type	Type TOW	D/I	Origin	Arr. Hour	Arr. Min.	pc	Air-line	Flt. No.	Equip-ment	Seats	Arr. L.F.	Arr. OD %	Depl	Term	.	Type 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	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																			
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					

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	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
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 Q

Attachment Q

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures											
Ref. Num.	Gate	Gate 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	Term
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

Attachment Q

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
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				00	00	WN	WN	73G	137					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				00	00	WN	WN	73G	137					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				00	00	WN	WN	73G	137					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

Attachment Q

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
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				00	00	WN	WN	73G	137					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

Attachment Q

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
150	12	NB	Y			00	00	UA	UA	320	138						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			00	00	UA	UA	757	182						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			17	45	UA	UA	757	182					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			22	12	UA	UA	320	138					T1
165	13	WB		D	DEN	22	20	UA	UA	320	138	72%	100%	99	99	Y			00	00	UA	UA	320	138					T1
135	14	757				00	00	UA	UA	757	182						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				00	00	UA	UA	757	182					T1
307	15	NB	Y			00	00	B6	B6	320	156						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			00	00	B6	B6	E19	100						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

Attachment Q

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
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			21	20	B6	B6	320	156					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			00	00	B6	B6	320	156					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			20	10	B6	B6	E19	100					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			22	06	B6	B6	320	156					T1
334	18	NB		D	DEN	22	45	F9	F9	319	132	77%	100%	101	101				00	00	F9	F9	319	132					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				00	00	B6	B6	320	156					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				00	00	AM	AM	M80	137					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			17	00	AS	AS	73G	120					T2E
391	21	I		I	MEX	18	45	AM	AM	M80	137	70%	96%	96	92	Y			19	30	AM	AM	M80	137					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				00	00	AM	AM	M80	137					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

Attachment Q

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Ref. Num.	Gate	Gate 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	Term
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

Attachment Q

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
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

Attachment Q

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
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	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%	164	164		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%	211	211		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%	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

Attachment Q

SAN DIEGO INTERNATIONAL AIRPORT

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No Action Alternative

			Arrivals														Departures												
Ref. Num.	Gate	Gate 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	Term
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						

Attachment Q

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals													Departures											
Ref. Num.	Gate	Gate 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	Term
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					

Attachment Q

SAN DIEGO INTERNATIONAL AIRPORT

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

			Arrivals														Departures											
Ref. Num.	Gate	Gate 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	Term
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.