Report No. FAA-EM-81-17,X

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OCEANIC AREA SYSTEM IMPROVEMENT STUDY (OASIS)

Volume X: North Atlantic, Central East Pacific, and Caribbean Regions Aviation Traffic Forecasts

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Menlo Park, California 94025

SEPTEMBER 1981
FINAL REPORT

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Prepared for

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
OFFICE OF SYSTEMS ENGINEERING MANAGEMENT
WASHINGTON, D.C. 20591

Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
FAA-EM-81-17,X		

4. Title and Subtitle	5. Report Date
OCEANIC AREA SYSTEM IMPROVEMENT STUDY (OASIS) VOLUME X: NORTH ATLANTIC, CENTRAL EAST PACIFIC, AND CARIBBEAN REGIONS AVIATION TRAFFIC FORECASTS	September 1981
	6. Performing Organization Code: SRI Project 8066
7. Author(s): C. Starry, J.D. Tornow	8. Performing Organization Report No.: OASIS-TF
9. Performing Organization Name and Address: SRI International, 333 Ravenswood Ave, Menlo Park, CA 94025	10. Work Unit No. (TRAIS)
	11. Contract or Grant No.: DOT-FA79WA-4265
12. Sponsoring Agency Name and Address: Department of Transportation, Federal Aviation Administration, Office of Systems Engineering Management, Washington, D.C. 20591	13. Type of Report and Period Covered: Final Report
	14. Sponsoring Agency Code: FAA-AEM

15. Supplementary Notes

16. Abstract

The Oceanic (and selected Non-Oceanic) Area System Improvement Study (OASIS), conducted by SRI International under contract with the Federal Aviation Administration (FAA), was part of a broad oceanic aeronautical system improvement study program coordinated by the "Committee to Review the Application of Satellite and Other Techniques to Civil Aviation" (also called the Aviation Review Committee or the ARC). The OASIS Project, with inputs from the international aviation community, examined current and potential future oceanic air traffic control (ATC) systems in the North Atlantic (NAT), Central East Pacific (CEP), and Caribbean (CAR) regions. This phase of the Aviation Review Committee program began in late-1978 and was completed in mid-1981.

The thrust of the Aviation Review Committee program, which OASIS broadly supported, was to analyze the present ATC systems; examine future system requirements; identify areas where the present systems might be improved; and develop and analyze potential system improvement options. The time frame of this study is the period 1979 to 2005.

This report describes aircraft movements for a busy day in July 1979 and November 1979 and traffic forecasts for July and November busy days in 1984, 1995 and 2005 for the NAT, CEP and CAR. The forecasts were developed in an Aviation Traffic Forecasting Workshop held in Menlo Park, California, in September, 1979. Some adjustments to the Workshop's forecasts were made and were based on additional information supplied by aviation industry representatives unable to attend. The forecasts should be regarded as consensus forecasts that reflect the aviation industry's best judgment concerning the future outlook for air traffic and technology.

17. Key Words	18. Distribution Statement
Aviation Traffic Forecasts North Atlantic (NAT) Central East Pacific (CEP) Caribbean (CAR)	Document is available to the U.S. public through the National Technical Information Service, Springfield, Virginia 22161

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
Unclassified	Unclassified	356	

Form DOT F 1700.7 (8-72) Reproduction of completed page authorized

Oceanic Area System Improvement Study (OASIS)

Final Report

This report is one of a set of companion documents which includes the following volumes:

Volume I
Executive Summary and Improvement Alternatives Development and Analysis

Volume II
North Atlantic Region Air Traffic Services System Description

Volume III
Central East Pacific Region Air Traffic Services System Description

Volume IV
Caribbean Region Air Traffic Services System Description

Volume V
North Atlantic, Central East Pacific, and Caribbean Regions Communication Systems Description

Volume VI
North Atlantic, Central East Pacific, and Caribbean Regions Navigation Systems Description

Volume VII
North Atlantic Region Flight Cost Model Results

Volume VIII
Central East Pacific Region Flight Cost Model Results

Volume IX
Flight Cost Model Description

Volume X
North Atlantic, Central East Pacific, and Caribbean Regions Aviation Traffic Forecasts

PREFACE

The Oceanic Area System Improvement Study (OASIS) was conducted in coordination with the "Committee to Review the Application of Satellite and Other Techniques to Civil Aviation (also called the Aviation Review Committee or the ARC)." This study examined the operational, technological, and economic aspects of the current and proposed future oceanic air traffic systems in the North Atlantic (NAT), Caribbean (CAR), and Central East Pacific (CEP) regions and assessed the relative merits of alternative improvement options. A key requirement of this study was to develop a detailed description of the present air traffic system. In support of this requirement, and in cooperation with working groups of the Committee, questionnaires were distributed to the providers and users of the oceanic air traffic systems. Responses to these questionnaires, special reports prepared by system provider organizations, other publications, and field observations made by the OASIS staff were the basis for the systems descriptions presented in this report. The descriptions also were based on information obtained during Working Group A and B meetings and workshops sponsored by Working Group A. The information given in this report documents the state of the oceanic air traffic system in mid 1979.

In the course of the work valuable contributions, advice, data, and opinions were received from a number of sources both in the United States and outside it. Valuable information and guidance were received and utilized from the International Civil Aviaiton Organization (ICAO), the North Atlantic Systems Planning Group (NAT/SPG), the North Atlantic Traffic Forecast Group (NAT/TFG), several administrations, the International Air Transport Association (IATA), the airlines, the International Federation of Airline Pilots Association (IFALPA), other aviation associated organizations, and especially from the "Committee to Review the Application of Satellite and Other Techniques to Civil Aviation."

It is understood of course, and should be noted, that participation in this work or contribution to it does not imply either endorsement or agreement to the findings by any contributors or policy agreement by any administration which graciously chose to contribute.

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ACKNOWLEDGMENTS

The forecasts presented in this report are the result of valuable contributions provided by the international aviation community. Most of the contributions came during an Aviation Traffic Forecasting Workshop held in September, 1979; other valuable inputs were provided by organizations unable to send representatives to the Workshop. We wish to thank the aviation community for their assistance in developing the traffic forecasts, and especially Mr. Bernard F. Hannan of the FAA, who served as Workshop Chairman and coordinated the general review of the forecasts, and Mr. Victor E. Foose, the FAA Program Manager. We are highly appreciative of the guidance provided by the "Committee to Review the Application of Satellite and Other Techniques to Civil Aviation".

Listed below, in alphabetical order, are the organizations and their representatives that contributed to this forecasting study effort.

AEROSAT Coordination Office	Walter W. Felton
Boeing Commercial Aircraft	Mike Muth
Civil Aviation Authority (United Kingdom)	Mike Ellis
	Harry Sweetman
Federal Aviation Administration	Victor E. Foose
	Bernard F. Hannan
	Gene Mercer
International Air Transport Association	Jerry L. Batik
	Keith King
International Civil Aviation	Roderick Heitmeyer
Langley Research Center, National Air and Space Administration	John Molloy
Lockheed Aircraft Corporation	W. A. Gunn
North Atlantic Traffic Forecasting Group	Mike Ellis
	Eugene Mercer
	Harry Sweetman
	William Tucker
Pan American Airlines	David H. Lockwood
Pratt & Whitney	George Avram
Transport Canada	William Tucker
Trans World Airlines	William Nielsen
United Airlines	Robert A. Ross

This work was performed by SRI International under the leadership of Dr. George J. Couluris. Dr. Claire Starry directed the traffic forecasting tasks of this project, and Mr. Joel R. Norman provided administrative supervision. Other SRI personnel who contributed to the traffic forecasting aspects of this project include Ms. Janet Tornow, Mr. David E. Raphael, Mr. James E. Gorham, Ms. Marika E. Garskis, Ms. Stephasie Haken, and Mr. Robert S. Duncan.

I INTRODUCTION

This report presents the consensus forecasts of an Aviation Traffic Forecasting Workshop held in Menlo Park, California on September 10 through 12, 1979. Workshop participants represented most aspects of the aviation industry, including airframe manufacturers, airlines, engine manufacturers, various government aviation agencies from the U.S., Canada, and the United Kingdom, and international aviation organizations. A list of Workshop participants is presented in Appendix A.

The purpose of the Traffic Forecasting Workshop was to develop forecasts of turbojet aircraft cruising above 24,000 feet (7315 meters). Propeller, supersonic, and low altitude military flights were excluded from the analysis because they do not interfere with turbojet traffic. Furthermore the impact of supersonic flights on turbojet passenger enplanements is slight, and because of high fuel prices, the Workshop concluded that any growth in supersonic flights during the forecast period of 1979 to 2005 is highly unlikely. Two major oceanic regions were covered; these regions are the North Atlantic and the Central East Pacific and are defined by the following oceanic Control Areas/Flight Information Regions (CTA/FIRs):

North Atlantic - Gander
Miami
New York
Reykjavik
San Juan
Santa Maria
Shanwick

Central East Pacific - Honolulu, east of 160° West longitude
Oakland

Because of overall study needs and data availability, the base day used for the projections was Friday, July 6, 1979. Flight strips from each of the CTA/FIRs were analyzed to determine the number of nonscheduled flights crossing each region, the aircraft used on these flights, and the time of crossing. Computerized data from the Official Airline Guide (OAG) were used for scheduled passenger and all cargo flights. Other data used include June, 1977 data on passenger enplanements from the International Civil Aviation Organization (ICAO) and the North Atlantic Traffic Forecasting Group (NAT/TFG)* data and projections to 1984 of flights crossing 50° West during the first week of July.

Forecasts were made for the first Friday in July, 1984, 1995, and 2005 and include scheduled and chartered passenger, all cargo, general aviation, and military flights. The number of flights, the types of aircraft used, and the distribution of departure times by region pairs were discussed in the Workshop.

Section II of this report describes the assumptions on which the air traffic projections were made. The method of approach used by the Workshop is described in Section III. Actual projections for the North Atlantic and Central East Pacific are given in Sections IV and V, respectively. Additional detailed information is given in the various Appendices.

Supplement 1 (attached) of this report describes the traffic forecasts for first Friday in November 1979, 1984, 1995, and 2005 for the North Atlantic and Central East Pacific regions.

Supplement 2 (attached) of this report describes the traffic forecasts made for the first Friday in July 1979, 1984, 1995, and 2005 for the Caribbean region.

---

*The NAT/TFG was formed at the invitation of the ICAO Secretary General in 1965 and includes representatives from Canada, the United Kingdom, and the United States.

II ASSUMPTIONS

The number of flights over the North Atlantic and Central East Pacific regions is dependent on a number of factors. This section outlines the basic assumptions about the world economy, fuel prices, aircraft technology, and other considerations that underlie the forecasts made by the Aviation Traffic Forecasting Workshop.

Economic and Demographic Outlook

The number of people desiring to fly between two countries (or regions) is primarily a function of the number of people in the countries (or regions) and the ability of these people to pay for air travel. Population and gross domestic product (GDP)* are used as the two key determinants of the demand for airline travel. A third variable, price, is also important; however, because long term trends in prices generally reflect long term trends in costs, the impact of this variable will be deferred to the section on "Fuel and Other Costs."

Table 1 presents the regional forecasts of (inflation adjusted) gross domestic product and population used in developing initial projections. A list of the countries contained within each region is provided in Appendix B. Although there was general agreement that these socioeconomic forecasts were reasonable, some Workshop members thought the population growth rates may be too high, in light of recent indications that birth-rates around the world, and especially in the developed countries, are falling.

In general, these projections indicate that the demand for airline travel will continue to grow. Slower growth in population in Europe,

---

*Gross domestic product differs from gross national product by the amount of net factor payments from abroad. These factor payments are repatriated earnings of businesses and workers.

Table 1

PER CAPITA GDP AND POPULATION GROWTH RATES USED AS A BASIS FOR AIRPLANE PASSENGER FORECASTS

Region*	1976		Average Annual Growth Rates			
	Per Capita GDP (U.S. dollars)	Population (millions)	GDP Per Capita 1976-1984	GDP Per Capita 1984-2005	Population 1976-1984	Population 1984-2005
			(Percent)			
United States	7,900	215	3.0	2.5	0.7	0.7
Central America	1,046	79	2.5	2.2	3.6	3.5
Caribbean	712	28	2.1	1.5	2.5	2.5
South America	1,130	217	2.8	3.0	2.6	2.5
Europe (including European USSR)	3,940	625	2.8	3.2	0.8	0.8
Africa	400	409	2.3	2.2	2.7	2.8
Middle East	1,010	119	5.5	4.4	2.7	2.9
Asia (including Asian USSR)	760	2,070	2.6	2.8	2.0	1.8
Oceania	750	163	2.3	2.1	2.2	2.1
Canada	8,060	23	2.6	2.4	1.3	1.0

*See Appendix B for a list of countries within each region.

Source: United Nations, International Monetary Fund, and SRI International.

North America and Japan will reduce the growth rates of passenger traffic in the heavily traveled routes connecting these regions. However, many of the less developed countries (LDCs) are reaching a level of affluence that their use of airline travel should expand at relatively rapid rates. Although the current amount of airline travel is very limited, over the next 25 years the demand for airline travel to and from some LDCs will be increasing at rates equal to or above their growth in real gross domestic product.

Fuel and Other Costs

Increases in energy prices at rates above general inflation are expected to continue. The Workshop generally agreed that energy prices would increase at 3 percentage points above inflation from July 1979 to July 1984, and at 2 and 1 percentage points above inflation for the periods 1984 to 1995 and 1995 to 2005, respectively. A more pessimistic scenario indicated that energy prices would continue to increase at 3 percentage points above inflation for the entire 26-year period. Assuming the price of jet fuel averaged about $0.80 per gallon in July 1979, under the base case scenario, the price of jet fuel would equal about $1.27 per gallon (in 1979 dollars) in 2005, and under the second scenario, it would equal about $1.73 per gallon (in 1979 dollars). Assuming an average 5% per year inflation rate over the 26 year period, the current dollar cost of a gallon of jet fuel would equal $4.50 to $6.10 in 2005, depending on fuel inflation rate.

General operating costs other than fuel were expected to increase with inflation, or remain about the same in real terms.

Increased relative fuel costs and operating costs advancing with inflation imply passenger fares and air-freight rates will keep pace with or exceed general inflation. Some of the increased fuel costs will be off-set by more fuel efficient engines (as discussed below), but the general long term declines in airfares experienced over the 1950s to early 1970s and the substantial doscounting available immediately after deregulation in 1977 and 1978 connot be maintained in face of rising costs of jet transport.

Load Factors

High fuel prices and generally rising costs will keep load factors high-probably near the 70% figure that occurred in 1979. During 1979

fuel prices increased significantly, requiring airlines to increase fares and load factors to maintain their profit margins. This same pressure will continue. For individual routes over certain time periods, load factors may decline. For example, there was a general belief that load factors on some of the new routes opening up in the Pacific may be low initially as carriers enter and compete for market shares. Thus, the forecasts given in this report assume relatively constant load factors, except where noted.

Technology

Improvements in aircraft technology over the next 25 years are not expected to be substantial. Improvements will include the increased use of high bypass engines in new aircraft, marginal improvements in existing engines, stretched versions of existing aircraft that will lead to 10% to 20% improvement in fuel consumed per seat-kilometer, and use of composites and other metals that will help to lighten aircraft. Major changes in power plants, for example the use of hydrogen based fuels, are not expected to be available for commercial aircraft over the period of study.

Noise standards on aircraft essentially will force the B707s and DC-8s out of U.S.markets by 1985. High energy prices will also encourage airlines to replace a substantial portion of their fleets with more fuel efficient new generation aircraft produced in the 1980s. Because aircraft purchased in the 1980s would be used for at least 20 years, airlines will not be in a position to support substantial new technology developments in airframes in the 1990s. Consequently, technology that could be available in the 1990s may not be used until 10 to 20 years later.

High energy costs possibly could lead to the adoption of advanced turboprop aircraft that combine the beneficial features of propeller efficiency and the altitude performance of jet engines. However, no such aircraft was considered as a likely alternative by the Workshop.

The Workshop's consensus on aircraft that will be used on the routes being analyzed in this study are summarized in Table 2. There are several aircraft listed in Table 2 that are not currently in use, but for the most part these will be stretched versions of existing aircraft.

Table 2

EXISTING AND PROJECTED COMMERCIAL AIRCRAFT FLYING ON MAJOR OCEANIC ROUTES

Aircraft	Period of Use	Number of Seats	Range (NM)
DC9/30-80	Used during entire period	90-155	1,500
B737	Used during entire period	95-125	1,500
B720	Phased out in early 1980s	92-144	3,300
VC10	Phased out in early 1980s	150-160	5,600
B727	Used during entire period	100-160	2,000
DC8	Phased out in U.S. by 1985	125-150	2,800-3,400
DC8-stretch*	Phased out in U.S. by 1995	195-250	4,500
B707	Phased out in U.S. by 1985	125-150	4,700-5,200
A300	Used during entire period	220-260	2,000-2,500
L1011	Used during entire period	250-300	3,700-5,000
DC10	Using during entire period	275-280	4,200-5,200
L1011-stretch*	Introduced mid-1980s	390-400	3,600-4,800
DC10-stretch*	Introduced mid-1980s	390-400	5,200-5,900
B747	Used during entire period	415-500	3,600-4,800
B747SP	Used during entire period	305-315	5,200-5,900
B747- stretch*	Introduced late 1980s	550-600	3,600-4,800
B757*	Introduced by 1983	160-190	1,500
B767*	Introduced by 1982	200-210	2,000-2,500
NEW1*	Introduced late 1980s	200-220	4,500-5,000
IL62	Used during entire period	190-200	5,700

Source: Compiled by SRI from various sources and interviews with airframe manufacturers.

*"New generation" aircraft

Some of the new generation aircraft are under production (B757 and B767) or are comparable to existing aircraft in terms of size and range (DC10-stretch and L10-stretch). A stretched version of the B747 is expected to be introduced in the late 1980s; it will be a widebody, long range 550-600 passenger aircraft. A new generation widebody, long range, 200-220 passenger aircraft will probably be introduced in the late 1980s, this aircraft is designated NEW1. Supersonic transports are ignored; their use will remain very limited unless an unexpected breakthrough in fuel saving engine technology occurs.

III METHOD OF APPROACH

The Workshop agreed that the numbers of flights over the North Atlantic (NAT) and Central East Pacific (CEP) should be forecast on a regional basis. The delineation of regions decided on included the NAT/TFG definition plus others, as indicated below.* The first 9 regions listed are those covered by the NAT/TFG forecasts.

- North Atlantic
  - Scandinavia to/from North America
  - Europe to/from North America, East
  - Europe to/from North America, Midwest
  - Europe to/from North America, West
  - Europe to/from Caribbean
  - Iberian Peninsula to/from United States
  - Iberian Peninsula to/from Canada
  - Iberian Peninsula to/from Caribbean
  - North Africa to/from North America
  - North Africa/Middle East to/from Caribbean
  - North America, East to/from Caribbean/South America
  - Europe to/from Azores
  - Europe to/from Iceland
  - South America to/from Europe/Iberia/North Africa
  - Greenland to/from U.S./Canada
- Central East Pacific
  - Hawaii to/from Mainland U.S., Alaska, and Canada
  - Asia to/from Mainland U.S. and Canada
  - Oceania to/from Mainland U.S. and Canada
  - Alaska to/from Western U.S.

In developing its forecasts, the Workshop first reviewed preliminary forecasts, including those available from the participants and other organizations, as summarized in Table 3. Also available were projections of new nonstop city pairs likely to be opening up in this 26-year period. In general, most near-term forecasts for flights, passenger enplanements, and passenger kilometers are in close agreement. For the North Atlantic, the number of passenger enplanements is generally expected to increase at 5% to 7% per year and the number of flights from 3% to 4% per year. Forecasts for the Pacific indicate average annual growth rates in revenue passenger kilometers of 8% to 9% and in passenger enplanements of about 7%. Workshop participants were more confident about the 1984 projections

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*Definitions of regions are provided in Sections IV and V.

Table 3

PUBLISHED PROJECTIONS OF GROWTH
IN SCHEDULED PASSENGER TRAVEL AND FLIGHTS

Source	Date of Forecast	Variable	Forecast Period	Region	Average Annual Growth Rate (percent)
Lockheed	8/79	Number of passengers	1979-1984	U.S.-North Atlantic	7.2
Lockheed	8/79	Number of passengers	1984-1990	U.S.-North Atlantic	5.9
Lockheed	8/79	Number of passengers	1979-1984	Canada-North Atlantic	7.0
Lockheed	8/79	Number of passengers	1984-1990	Canada-North Atlantic	5.4
NAT/TFG	7/79	Number of passengers	1978-1984	North Atlantic	3.7, 6.3, 7.0*
NAT/TFG	7/79	Number of aircraft movements	1978-1984	North Atlantic	0.5, 3.1, 4.3*
NAT/TFG	7/79	Average daily NAT traffic	1978-1984	North America-Europe	2.1
NAT/TFG	7/79	Average daily NAT traffic	1978-1984	North Africa-North America	7.0
McDonnell Douglas	5/79	RPK†	1979-1984	U.S. International	7.2
McDonnell Douglas	5/79	RPK†	1984-1990	U.S. International	4.9

Table 3 (Continued)

Source	Date of Forecast	Variable	Forecast Period	Region	Average Annual Growth Rate (percent)
McDonnell Douglas	5/79	RPK†	1979-1984	North Atlantic	5.8
McDonnell Douglas	5/79	RPK†	1984-1987	North Atlantic	5.6
McDonnell Douglas	5/79	RPK†	1979-1984	Mid-Atlantic	9.8
McDonnell Douglas	5/79	RPK†	1984-1987	Mid-Atlantic	9.5
McDonnell Douglas	5/79	RPK†	1979-1984	South Atlantic	9.9
McDonnell Douglas	5/79	RPK†	1984-1987	South Atlantic	9.5
McDonnell Douglas	5/79	RPK†	1979-1984	No. America/Mid-Pacific	8.9
McDonnell Douglas	5/79	RPK†	1984-1987	No. America/Mid-Pacific	8.0
McDonnell Douglas	5/79	RPK†	1979-1984	No. America/Europe	8.6
McDonnell Douglas	5/79	RPK†	1984-1987	No. America/Europe	8.6
Boeing	2/79	RPM‡	1978-1985	World	6.0-8.2**
Boeing	2/79	RPM‡	1985-1992	World	4.8-6.2**

Table 3 (Continued)

Source	Date of Forecast	Variable	Forecast Period	Region	Average Annual Growth Rate (percent)
Boeing	2/79	RPM‡	1978-1985	U.S. International	6.1 - 7.7**
Boeing	2/79	RPM‡	1985-1992	U.S. International	3.8 - 4.9**
Boeing	2/79	RPM‡	1978-1985	non-U.S. International	7.8 - 9.9**
Boeing	2/79	RPM‡	1985-1992	non-U.S. International	6.1 - 7.6**
British Aerospace	1979	Longhaul traffic, RPK†	1980-1985	World	6.9
British Aerospace	1979	Longhaul traffic, RPK†	1985-1995	World	5.5
British Aerospace	1979	Longhaul traffic, RPK†	1995-2000	World	5.2
ICAO	1976	Scheduled RPK†	1980-1985	N. Atlantic with O/D in N. America, all carriers	6.4
ICAO	1976	Scheduled enplanements	1980-1985	N. Atlantic with O/D in N. America, all carriers	5.3
ICAO	1976	Scheduled RPK†	1980-1985	North Atlantic	5.2
ICAO	1976	Scheduled IATA carriers, RPK†	1980-1985	N. America to Central America/Caribbean	6.7
ICAO	1976	Scheduled IATA carriers, RPK†	1980-1985	North America to South America	8.5
ICAO	1976	Scheduled IATA carriers, RPK†	1980-1985	North America to Pacific	8.0

Table 3 (Concluded)

*Figures correspond to low, baseline, and high traffic growth scenarios.

**Indicates range of three scenarios.

†RPK denotes revenue passenger kilometers.

‡RPM denotes revenue passenger miles.

Sources:

1) Lockheed: J.M. Cigliano, "Regional Market Analysis: The North Atlantic," Forecasting and Economic Analysis, Lockheed-California Company, Burbank, California (August, 1979).

2) NAT/TFG: The North Atlantic Traffic Forecasting Group, "North Atlantic Traffic Forecasts: 1979-1984," Report of the 13th meeting, July 4-12, 1979, mimeographed.

3) McDonnell Douglas: Douglas Aircraft Compnay, "Outlook for Commercial Aircraft: 1979-1993," Long Beach, California (June, 1979).

4) Boeing: Boeing Commercial Airplane Company, Market Research Unit, "Dimensions of Airline Growth," Seattle, Washington (February 1979).

5) British Aerospace: British Aerospace Aircraft Group, "World Airline Passenger Traffic and Capacity Forecast to the Year 2000," Surrey, England (1978).

6) ICAO: International Civil Aviation Organization, " International Air Passenger and Freight Transport: North America," Montreal, Canada (1976).

than for the longer term 1995 and 2005 projections. A review of the Workshop's forecasts by several major airlines resulted in some adjustments to them. These adjustments are reflected in the forecasts given in Sections IV and V.

Because of the independence of the two regions studied, the traffic forecast results for each of these regions are presented separately in Sections IV and V of this report. The remainder of this section briefly outlines the procedures used by the Workshop to arrive at their flight forecasts.

Passenger Flights

Scheduled and charter passenger aircraft movements account for about 85% of all turbojet aircraft movements over the North Atlantic and Central East Pacific. About 75% of passenger flights are scheduled. Deregulation will continue to erode the distinction between charter and scheduled flights, and it appears reasonable to aggregate passenger flights into one category for purposes of forecasting.

Growth in passenger emplanements is a key variable in determining the future number of flights. The Workshop initially developed forecasts of passenger enplanements using ICAO data for 1977 where available, and by adjusting preliminary forecasts developed by SRI. Although there was not complete agreement for most projections, no one expressed strong opposition to any of them. By the close of the meeting, the participants felt the projections were about on-target or possibly conservative.

After the Workshop developed forecasts of passenger enplanements, estimates of the number of flights and average aircraft size on given routes were made. Initially, it was assumed that the growth in passenger enplanements would be accomodated equally by growth in aircraft size and growth in flight frequencies. Adjustments to this initial assumption were made to reflect the participants' views on the mix of aircraft that will be flown on the various routes and the types of frequencies that are likely to occur over the next quarter century.

With respect to projecting specific airports of departure and arrival, time of departure, as well as aircraft type, the Workshop agreed on the following points:

- As long as region pairs were defined as broadly as they are, exact specification of airports did not appear to be critical, especially in light of the long term nature of the forecasts. Only a few new flights will be out of Kennedy, O'Hare, and Heathrow airports; less crowded airports will be taking more of the new flights. New gateways and increased use of recently opened gateways imply more U.S.-Europe flights will be originating or terminating in the Mid-western and Western U.S. and in countries other than the United Kingdom in Europe.

- Even though the distribution of departure times is fairly uneven, with substantial congestion during peak hours, it is unlikely that airlines will be changing the distribution substantially. Departure times for new flights will likely be at or near the peaks of the present distribution. With the spreading out of origin-destination pairs, the traffic flows on the most heavily traveled routes will not be increasing as fast as the total.

Nonpassenger Flights

Nonpassenger flights include scheduled and nonscheduled all-freight flights, general aviation jet aircraft, and military flights. Together, these flights account for about 15% of the total. It was generally agreed that the number of these flights will not increase, and that the forecast values of them should equal their 1979 values.

Military aircraft that could possibly conflict with commercial jet aircraft were divided into the following three categories:

- Military Type 1-- mid-altitude, slow aircraft
- Military Type 2-- mid-altitude, medium speed aircraft
- Military Type 3--high altitude, high speed aircraft

Not all military flights were included in the counts because they will not be considered in system cost or conflict analyses. Excluded flights are those below 24,000 feet and round-robins.

There are very few long distance general aviation flights. Over the North Atlantic region, only 14 flights were recorded on July 6, 1979

based on an analysis of flight strips obtained from the control centers serving the NAT region. There were none recorded by the Honolulu or Oakland FIRs. General aviation aircraft are subsumed into one category.

IV NORTH ATLANTIC

The North Atlantic region is defined by traffic moving through the seven oceanic Control Area/Flight Information Regions (CTA/FIRs) listed in Section I. The North Atlantic Traffic Forecasting Group (NAT/TFG) also analyzes and forecasts aviation traffic in this region; its sources of data are the traffic counts provided by the Gander, New York, Santa Maria, and Shanwick CTA/FIRs. Therefore, the number of flights on similar routes recorded by this study exceeds those recorded by the NAT/TFG by the amount of traffic crossing through the Miami, Reykjavik, and San Juan FIRs but not the four covered by the NAT/TFG. In order to better understand traffic flows in the North Atlantic, the NAT/TFG divides the North Atlantic traffic into nine basic flows; the Workshop agreed to adopt these flows and to add additional ones to account for traffic not covered in the NAT/TFG analysis (e.g., Azores to Europe traffic). Table 4 provides the definition of regions covered in this study.

Forecasted numbers of all flights crossing the North Atlantic in the regions as defined in this study and those of the NAT/TFG are provided in Table 5. Base year numbers and forecasts are given for both the NAT/TFG and present study. The remainder of this section discusses the forecasts in more detail.

Passenger Flights

Most of the flights in the North Atlantic are scheduled or chartered passenger flights. The technique used to forecast these flights is explained in Section III; detailed analysis is given below.

Passenger Enplanements

The first variable analyzed and forecast by the Workshop was passenger enplanements. International Civil Aviation Organization (ICAO) data for 1977 were used for base data calculation because they are the best available passenger data. Table 6 lists the ICAO data used. These data are not available in region pairs that are equivalent to the NAT/TFG traffic flows, and, therefore, forecasts of passenger enplanements are made for the more aggregated region pairs shown in Table 6.

Table 4

DEFINITION OF REGIONS USED FOR FORECASTING NORTH ATLANTIC AIRPLANE MOVEMENTS

Region Name	Definition
U.S. - Europe	All of the United States to all of Europe, including Eastern Europe and the western part of the USSR.
Canada - Europe	All of Canada to all of Europe, including Eastern Europe and the western part of the USSR.
U.S. - Middle East	All of the United States to the Middle East, defined by the Arabian Peninsula, Israel, Iraq, Iran, and Turkey.
Caribbean - Europe	All of Caribbean to Europe, as defined above.
Central America - Europe	Central America to Europe, as defined above.
South America - Europe	South America to Europe, as defined above.
North America - Africa	Canada and the United States to Africa
(The above 7 regions are subdivided into the 9 NAT/TFG regions)	
SCAN-NAM	Norway, Denmark, Sweden, Finland, Russia, Poland, Iceland to all of North America and Greenland.
EUR - NAM, East	All of Europe except for the Iberian Peninsula and SCAN and the Middle East to USA east of and including Dallas and Cleveland and Canada east of and including Montreal.
EUR - NAM, Midwest	Europe, as above, to Chicago, Detroit, Minneapolis, Denver, Toronto, Winnepeg, Edmonton, and Calgary.
EUR - NAM, West	Europe, as above, to Arizona, California, Oregon, Washington, and British Columbia.
EUR - CAR	Europe, as above, plus SCAN, to the Caribbean, Central America, Bermuda, and South American Countries of Venezula, Guyana, Surinam and French Guiana.
IBE - USA	Spain, Portugal, and Azores to all of USA.
IBE - CAN	Spain, Portugal, and Azores to Canada.
IBE - CAR	Spain, Portugal, and Azores to the Caribbean, Central America, Bermuda, and the South American countries of Venezula, Guyana, Surinam, and French Guiana.
NORTH AFI-NAM	All of North Africa to all of North America.
(The following regions are not covered in the NAT/TFG forecasts)	
Iceland - Europe	Iceland to all of Europe.
Azores - Europe	Azores to "mainland" Europe.
North AFI/ME	North Africa to the Caribbean, Central America, Bermuda and the South American countries of Venezuela, Guyana, Surinam, and French Guiana.
NAM, East - CAR/SAM	North America north of Florida and west of Chicago to the Caribbean and South America and Caribbean/South America to Bermuda flights.
Greenland to/from US/Canada	Flights between Greenland and the U.S. and Canada that were recorded on the flight strips and analyzed.
(The following region is covered in the forecasts but not in other parts of the overall study effort)	
EUR/IBE/North AFI/-SAM	Europe, Iberia, and North Africa to all South American countries except Venezuela, Guyana, Surinam, and French Guiana.

Table 5

ESTIMATED AND PROJECTED NUMBERS OF ALL FLIGHTS OVER THE NORTH ATLANTIC, FIRST FRIDAY IN JULY 1978, 1979, 1984, 1995, 2005

	NAT/TFG			OASIS Study				
	1978		1984	1979		1984	1995	2005
Region Pair*	Westbound	Eastbound	Westbound	Westbound	Eastbound	East & Westbound		
TOTAL				382	366	849	1090	1332
SCAN-NAM	15	17	18	24	21	51	63	73
EUR-NAM, East	140	144	150	140	134	298	357	411
EUR-NAM, Midwest	30	37	41	39	36	83	118	153
EUR-NAM, West	10	10	13	14	19	40	62	94
EUR-CAR	11	8	12	13	12	31	42	58
IBE-USA	18	15	21	18	18	41	49	59
IBE-CAN	5	4	6	3	3	10	12	14
IBE-CAR	11	9	15	10	11	24	32	44
North AFI-NAM	3	1	5	2	2	6	12	16
Europe-Iceland				12	12	25	25	27
Europe - Azores				10	5	16	18	20
North AFI/ME-CAR				1	2	4	5	8
CAR/SAM-NAM, East				83	83	192	261	317
Greenland-USA/CAN				1	1	2	2	2
EUR/IBE/North AFI-SAM				12	7	26	32	36

*See Table 4 for definitions of region pairs

*Note: Traffic flow volumes shown in this table may differ slightly from those shown in other volumes of the OASIS study. This difference is due to a subsequent detailed calculation of flight plans which found that the flight paths for a few aircraft were outside the specific airspace modeled.

Furthermore, many of the region pairs shown, such as U.S.-Caribbean, contain many flights that are excluded from the North America, East-Caribbean flows analyzed in this report. The procedure used to estimate the number of passenger enplanements for July 6, 1979 was:

- The average seating capacity of the aircraft in each region pair was estimated from the flight data for July 6, 1979.
- For each region pair, the average seating capacity of aircraft was multiplied times the number of flights of interest to this study to obtain the number of available seats.
- For each region pair, the estimated number of available seats was multiplied by the 1977 load factors given in Table 6 to produce an estimate of the number of passenger enplanements.

Forecasts of passenger enplanements, the number of passenger flights, and the average load factors for the first Friday in July, 1984, 1995, and 2005 are presented in Table 7, along with the estimates for July 6, 1979. These forecasts were developed using the same procedure described above, except that forecast rather than actual numbers of flights and seating capacities were used to estimate the number of available seats. Total numbers for the NAT region are not listed because not all flights in the NAT are covered by the region pairs shown in Table 7; however, those flights excluded are relatively small in number and only consititute about 5% of total traffic.

Total passenger enplanements are expected to grow by a factor of 230% over the 26-year period shown, or at an annual rate of about 4.6% per year. Growth in passenger enplanements will continue to exceed growth in GDP in the countries comprising the North Atlantic region. The number of people traveling, thus, will continue to outpace the growth in real economic activity.

The growth in passenger enplanements is not expected to be constant throughout the study period. More rapid growth is excepted in the first part, with tapering off occurring throughout the 1980s and 1990s. Therefore, the growth in passenger enplanements is forecast to equal about 8% per year between 1979 and 1984, about 4% to 5% per year between 1984

Table 6

SOURCE DATA FOR ESTIMATING NUMBER OF
PASSENGERS AND LOAD FACTORS, NORTH ATLANTIC

Region Pair	ICAO Data for Month of June, 1977			
	Number of Flights*	Number of Passengers*	Average Capacity	Load Factor
United States - Caribbean	3,780	291,434	139.5	55%
United States - South America	1,214	110,236	162.8	56%
United States - Europe	5,051	920,568	279.9	65%
United States - Middle East	75	18,182	322.4	75%
United States - Africa	96	8,983	169.3	55%
Canada - Caribbean	211	18,233	179.0	48%
Canada - Europe	1,511	280,631	270.1	69%
Caribbean - Europe	397	46,934	245.0	48%
South America - Europe	590	73,303	222.0	56%

*Total for both directions.

Source: International Civil Aviation Organization (ICAO) computerized data.

Table 7

ESTIMATED AND PROJECTED NUMBERS OF PASSENGER FLIGHTS, PASSENGERS, SEATING CAPACITY AND LOAD FACTORS FOR SELECTED NORTH ATLANTIC REGION PAIRS, FIRST FRIDAY IN JULY, 1979, 1984, 1995, 2005

	1979				1984			
Region Pair	Number of Flights*	Average Seating Capacity	Number of Passengers*,+	Load Factor (percent)∓	Number of Flights*	Average Seating Capacity	Number of Passengers*,+	Load Factor (percent)
United States - Caribbean	118	198	12,850	55	132	200	15,840	60
United States - South America	14	170	1,340	56	20	200	2,400	60
United States - Europe	289	294	55,230	65	324	345	78,250	70
United States - Middle East	1	415	310	75	6	415	1,860	75
United States - Africa	4	360	790	55	6	345	1,240	60
Canada - Caribbean	13	200	1,240	48	19	200	2,280	60
Canada - Europe	117	273	22,000	69	136	345	32,840	70
Caribbean - Europe	46	243	5,370	48	55	300	9,900	60
South America - Europe	16	280	2,510	56	20	295	3,540	60

Table 7 (Continued)

Region Pair	1995 Number of Flights*	1995 Average Seating Capacity	1995 Number of Passengers*,+	1995 Load Factor (percent)	2005 Number of Flights*	2005 Average Seating Capacity	2005 Number of Passengers*,+	2005 Load Factor (percent)
United States - Caribbean	176	280	29,570	60	209	350	43,890	60
United States - South America	36	280	6,050	60	54	350	11,340	60
United States - Europe	397	410	113,940	70	505	450	159,070	70
United States - Middle East	10	415	3,110	75	30	415	9,330	75
United States - Africa	10	340	2,040	60	14	340	2,860	60
Canada - Caribbean	27	280	4,540	60	32	350	6,720	60
Canada - Europe	183	410	52,520	70	212	450	66,780	70
Caribbean - Europe	74	382	16,980	60	102	435	26,770	60
South America - Europe	26	340	5,300	60	30	365	6,570	60

*Total for both directions.

+Estimated as follows: Estimated and forecast number of flights and seating capacities were used to calculate forecasts of total available seats. Available seats were multiplied by the load factors shown to generate estimated number of passenger enplanements.

∓From Table 6

Sources: 1979 data: Number of flights data from the Official Airline Guide and flight strips; number of passengers estimated by using 1977 load factors calculated from International Civil Aviation Organization (ICAO) data and average seating capacity of aircraft within each region pair. 1984, 1995, and 2005 projections by SRI International.

and 1995, and about 3.5% between 1995 and 2005. Market saturation is the primary reason for the slow down in the more developed routes. Some of the less developed routes such as those into the Middle East and some of the Latin America countries are expected to display strong growth throughout the entire forecast period.

Growth in individual routes will be unequal. The heavily traveled U.S. to Europe routes will not be increasing as fast as the total for the North Atlantic. Total growth in enplanements will equal about 190% over the forecast period, with most of the increase occurring in the first 16 years. The Europe-South America market is projected to grow over twice as fast as the U.S.-Europe passenger enplanements. Middle East-U.S. passenger enplanements are projected to be the fastest growing--increasing by a factor of 30% over the study period; however this market will continue to be only a small fraction of the total. The result of these differences in growth is an overall reduction in the North America-Europe market from its current share of about 75% to 80% of the total North Atlantic to about 68% in 2005.

Aircraft Size

The average size of aircraft flown on international routes has increased substantially during the past 25 years. From 1950 to 1965, the average number of seats per aircraft grew at over 7% per year; between 1965 and 1978, this growth rate dropped to about 5% per year. Continued growth in seats per aircraft of 4% to 5% per year implies the average size of aircraft flown over the North Atlantic would increase from about 250 in 1979 to about 700 in 2005. For all international flights, the average seating capacity would change from about 200 in 1979 to 600 in 2005. The Workshop unanimously agreed that the development and use of new aircraft of sufficient size to yield average seating capacities of 600 to 800 will not occur during the period of study. Based on the existing and likely future aircraft, as shown in Table 2, the average size of aircraft flown in the North Atlantic was projected to increase from about 250 to 400 seats between 1979 and 2005.

The estimated average sizes of aircraft flown between the region pairs in the North Atlantic are presented in Table 3. More detailed descriptions of actual aircraft flown, and projected to be flown, on these routes are provided in Appendix D. As can be seen, the larger aircraft, such as the 270 to 300 seat L1011s and DC10s and 415 seat B747s, are the primary aircraft flown on the long distance routes, whether heavily traveled or not. Smaller aircraft tend to be used on shorter distance routes such as between North America and the Caribbean and the Azores and Europe.

Number of Flights

Based on the assumptions concerning, and forecasts of, passenger enplanements and aircraft size for the North Atlantic, the number of passenger flights in the North Atlantic are forecast to increase at an average annual growth rate of 2.2% for the 1979-2005 period, resulting in a total increase of about 90% for the entire period, or from 336 to 654 for the first Friday in July. This increase reflects the Workshop's conclusion that slightly over half of the increase in passenger enplanements will be accomodated by increases in flight frequencies.

The growth rate in number of flights will taper off throughout the study period. For the first five years, from 1979 to 1984, frequencies are projected to increase at about 2.8% per year. Between 1984 and 1995, the rate is expected to drop to 2.4% per year, and between 1995 and 2005 to about 2.3% per year. The decline in the growth of flight frequencies will not be as great as that for passenger enplanements. Most of the gains in average seating capacity will be occurring during the first part of the study period, and the growth in passenger enplanements forecast above will be increasingly accommodated by flight frequencies rather than larger aircraft in the 1990s and later.

U.S. and Canada-Europe routes accounted for 61% of the North Atlantic's passenger flights. This share is projected to decline to 57% by 2005. The U.S. and Canada-Europe flights were distributed into the six flows specified by the NAT/TFG using the following technique. First, the actual 1984 forecasts NAT/TFG were used to distribute the flights for that year. About half of the increase in flights after 1984 were added to North America, East, and the other half were allocated to the West and Midwest parts of North America.

Table 8

ESTIMATED AND PROJECTED NUMBER OF SEATS PER AIRCRAFT
ON FLIGHTS OVER THE NORTH ATLANTIC FIRST
FRIDAY IN JULY 1979, 1984, 1995, 2005

Region Pair	1979	1984	1995	2005
SCAN - NAM	264	320	380	450
EUR - NAM, East	294	345	410	450
EUR - NAM, Midwest	307	347	410	450
EUR - NAM, West	377	400	415	450
EUR - CAR	230	310	385	450
IBE - USA	249	310	385	410
IBE - CAN	175	230	275	300
IBE - CAR	260	290	380	425
North AFI - NAM	360	345	340	340
Europe - Iceland	178	220	260	295
Europe - Azores	160	195	225	265
North AFI/ME	200	225	230	335
NAM, East - CAR/SAM	198	200	280	350
Bermuda - CAR/SAM	150	150	335	335
Greenland - USA/CAN		military flights only		
EUR/IBE/North AFI - SAM	280	295	340	365

Note: Excludes IL62s, military, all cargo, and general aviation flights.

Because of the relatively high growth in passenger enplanements for oceanic air traffic between Latin America and Europe, North America and Latin America, and North America and the Middle East and Africa, the number of flights not on the organized track system will increase relative to those on it.

Not all region pairs are projected to experience significant increases in flights. Iceland-Europe flights are not expected to increase, and growth in Azores to Europe traffic will be low because of the Azores' declining population.

Summary projections of the combined number of scheduled and charter passenger flights between the various North Atlantic region pairs are provided in Table 9. More detailed, airport-to-airport projections are provided in Appendix C. The airport-to-airport projection should be interpreted as a plausible allocation of flights based on the approximate location of airports likely to accommodate new flights. Because not all international airports are used in the study, flights from excluded airports (e.g., Minneapolis or Oakland) are added to nearby airports (e.g., Chicago or San Francisco).

Detailed distributions of departure times are provided in Appendix E. These distributions are based on those calculated from the actual flight data for July 6, 1979, as presented in Appendix F. Most flights are added at or near the peak time slots, because airline representatives indicated that passenger preferences, curfews, and scheduling acted to limit their ability to use off peak hours. Without specific information that could be used to determine a maximum number of flights entering (or leaving) an airspace or airport, the Workshop agreed that new flights will generally depart at approximately the same times as do the current flights.

Nonpassenger Flights

Only very limited growth in nonpassenger flights is projected. Additional flights are a result of adding return flights to all cargo flights that flew in one direction only on July 6. Growth in the size of all-cargo aircraft and in belly and upperdeck cargo capacity is expected to account for increases in the volume of airfreight shipments. Over the past several years, there has been a decline in the number of all-cargo flights, and, therefore, the assumption of this very limited increase in flight frequencies appears appropriate.

Table 9

ESTIMATED AND PROJECTED NUMBER OF SCHEDULED AND CHARTER PASSENGER FLIGHTS OVER THE NORTH ATLANTIC ON THE FIRST FRIDAY IN JULY, 1979, 1984, 1995, 2005

	1979		1984	1995	2005
Region Pair	Westbound	Eastbound	Westbound & Eastbound		
TOTAL	331	320	747	971	1,207
SCAN-NAM	21	20	48	59	69
EUR-NAM, East	120	115	256	308	357
EUR-NAM, Midwest	37	34	79	112	146
EUR-NAM, West	11	15	32	49	81
EUR-CAR	13	12	31	42	58
IBE-USA	13	14	32	40	50
IBE-CAN	3	3	10	12	14
IBE-CAR	10	11	24	32	44
NORTH AFI-NAM	2	2	6	12	16
Europe-Iceland	8	10	19	19	21
Europe-Azores	9	5	15	16	18
NORTH AFI/ME-CAR	1	2	4	5	8
CAR/SAM-NAM, East	74	71	171	239	295
Greenland-U.S./CAN	0	0	0	0	0
EUR/IBE North AFI - SAM	9	7	20	26	30

*Northbound

Because of the irregular nature of general aviation and military flights, and because higher fuel prices and substantial distances discourage general aviation flying, the flights recorded for 1979 are used for the subsequent years, without any adjustments in terms of numbers, departure times, or equipment types.

Actual counts of nonpassenger flights for July 6, 1979 are given in Table 10. As indicated, with the exception of making the number of all-cargo flights for each airport the same for both directions, the numbers estimated for 1979 were used for 1984, 1995, 2005.

Nonscheduled Flights

NAT nonscheduled operations (i.e., charter, military and general aviation) are estimated to account for 196 of the daily number of flights.

Table 10

ESTIMATED NUMBER OF NONPASSENGER FLIGHTS
OVER THE NORTH ATLANTIC, JULY 6, 1979

Region Pair	All Cargo		Military		General Aviation	
	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound
TOTAL	28	25	16	14	7	7
SCAN-NAM	1	0	0	0	3	0
EUR-NAM, East	13	13	6	5	1	1
EUR-NAM, Midwest	1	2	1	0	0	0
EUR-NAM, West	3	4	0	0	0	0
EUR-CAR	0	0	0	0	0	0
IBE-USA	0	0	5	4	0	0
IBE-CAN	0	0	0	0	0	0
IBE-CAR	0	0	0	0	0	0
NORTH AFI-NAM	0	0	0	0	0	0
Europe-Iceland	0	0	2	1	2	1
Europe-Azores	1	0	0	0	0	0
NORTH AFI/ME-CAR	0	0	0	0	0	0
CAR/SAM-NAM, East	6*	6	2*	3	1*	3
Bermuda-CAR/SAM	0	0	0	0	0	0
Greenland-U.S./CAN	0	0	1	1	0	0
EUR/IBE/North AFI-SAM	3	0	0	0	0	0

*Northbound

Note: Round robin and low altitude military flights are not included

V THE CENTRAL EAST PACIFIC

The Central East Pacific covers those flights entering the Oakland oceanic CTA/FIR and the part of the Honolulu CTA/FIR east of 160° West longitude. Air traffic in this region is divided into the flows defined in Table 11.

By far, the most important traffic, in terms of numbers, is that between Hawaii and the mainland U.S. These flights accounted for about 78% of the total in 1979, and the projections shown in Table 12 indicate they will continue to account for this share through at least 2005. High growth is expected for the Far East-mainland flights. Growth in the number of these flights is forecast at 6.5% per year over the 1979-2005 period. By 2005, about a quarter of the Central East Pacific flights will go between the mainland U.S. and Canada and the Far East. This high growth rate was questioned by some members of the Workshop because of the lack of tourist facilities in many Far East countries, and because of the generally low incomes of people in most Asian countries that prevent them from visiting the United States. However, the potential for new flights to and from China and other Asian countries is great, and airlines are currently opening new gateways in North America and Asia. Pressure on customs facilities in Hawaii might also lead to more overflying of the Hawaiian Islands.

The Oceania to Mainland flights are currently, and will remain, small in number. Flights to and from Tahiti are projected to increase from 1 or 2 per day in each direction to about 6 per day by 2005. Another 6 flights in each direction are projected to have origins or destinations in Australia and New Zealand by 2005.

A few flights between Alaska and the west coast traverse the Oakland oceanic CTA/FIR. On July 6, 1979, three flights were recorded; two military and one all-cargo flight. None of the passenger flights entered the CTA/FIR. The forecasts of Alaska-West Coast flights, therefore, assume that most traffic will continue to fly close enough to land that they will not enter into the oceanic control areas.

Table 11

DEFINITION OF REGIONS USED FOR FORECASTING
CENTRAL EAST PACIFIC AIRPLANE MOVEMENTS

Region Name	Definition
Hawaii - Mainland	State of Hawaii to any of the other 49 states and to Canada
Alaska - West Coast	Alaska to California, Oregon, and Washington
Far East - Mainland	Any part of Asia to Canada and the 48 contiguous U.S. states
Oceania - Mainland	Australia, New Zealand, and Polynesia to Canada and the 48 contiguous U.S. states

Table 12

ESTIMATED AND PROJECTED NUMBER OF ALL FLIGHTS
OVER THE CENTRAL EAST PACIFIC THE FIRST
FRIDAY IN JULY 1979, 1984, 1995, 2005

Region Pair	1979		1984	1995	2005
	Westbound	Eastbound	Westbound & Eastbound		
TOTAL	89	86	230	353	479
Hawaii - Mainland	76	62	171	248	336
Alaska - West Coast	2	1	4	4	4
Far East - Mainland	11	19	43	83	115
Oceania - Mainland	2	4	12	18	24

Passenger Flights

About 87% of the flights in the Central East Pacific are passenger flights. Overall, passenger enplanements are projected to increase at just over 5% per year, while the average seating capacity of aircraft is forecast to increase at only 0.8% per year, indicating the number of flights should be expanding at an annual rate of approximately 4.3% between 1979 and 2005. Load factors are expected to increase marginally in the Hawaii-U.S. market from about 75% in 1979 to about 80% during the latter part of the study period. In the Far East to mainland U.S. markets, however, load factors may decline for at least part of the study period, as airlines compete with each other to establish themselves in these markets.

Passenger Enplanements

Estimates of monthly passenger enplanements for the Central East Pacific region pairs were developed for 1977 and 1979 from ICAO and CAB data. These base year estimates are presented in Table 13. Because the region definitions are not exactly equivalent to those used in this study, estimates of July 6, 1979 passenger enplanements were developed as follows:

- The average seating capacity of the aircraft in each region pair was estimated from flight data for July 6, 1979.
- For each region pair, the average seating capacity of aircraft was multiplied times the number of flights of interest to this study to obtain the number of available seats.
- For each region pair, the estimated number of available seats was multiplied times the load factors given in Table 13 to develop an estimate of the number of passenger enplanements.

Because none of the passenger flights between Alaska and the west coast flew in the oceanic CTA/FIR, forecasts of the passenger enplanements for this region pair are not developed.

Estimated and projected passenger enplanements for the first Friday in July are presented in Table 14, together with forecasts of number of passenger flights, average seating capacity, and load factors. The rate of increase in passenger enplanements in the Central East Pacific is forecast to equal 5.2% per year during the study period. More rapid growth is forecast in the first five to 10 years, of over 6% per year, while growth of about 4% per year is forecast for the last 10 years of the study period.

Hawaii-mainland passenger enplanements are projected to show relatively high growth between 1979 and 1984, about 5.4% per year, tapering to just over 5% per year during the last part of the study period. Somewhat higher growth rates are projected for the Canadian-Hawaii traffic.

Far East-United States passenger enplanements are projected to reach nearly six times their 1977 level by the year 2005. The opening of China to the West and the increased standard of living of many of the Asian countries will encourage both business and pleasure travel. Growth rates of about 8% per year for the 1979 to 1995 period and of about 4% per year between 1995 to 2005 are forecast. The opening of new markets in the Pacific is expected to occur during the entire study period but will be most rapid during the first half.

Over the period to 2005, the number of passengers flying on the Oceania-U.S. route is projected to increase at an average rate of 6.5% per year.

Aircraft Size

The average seating capacity on aircraft flying in the Central East Pacific is about 310 passengers. As shown in Table 14, by 2005 the average seating size for all Central East Pacific flights is estimated to equal about 380, representing a growth of about 0.8% per year.

Several factors will act to restrict the growth in aircraft size for these flights. First, the large size of aircraft already used in these routes indicates airlines have already taken advantage of the current wide-bodied aircraft and will be able to substitute larger aircraft only as they are introduced in the 1980s. Futhermore, the airlines have

indicated the existing 275-300 passenger aircraft used in the Hawaii-mainland market will continue to be used for a considerable time into the future. New direct flights to Hawaii from cities in the Midwest and South implies that increased frequencies will be limiting the growth of aircraft used in this market. Also, many flights to the Far East are very long range and will be restricted to using the smaller, long range aircraft, such as the B747SP or the DC10-30. Appendix D provides more detailed estimates of the aircraft used in Central East Pacific flights.

Number of Flights

Because of limited increases in aircraft size for flights on the Central East Pacific, the growth in passenger flights will be high--averaging about 4.3% per year over the entire period (as compared to about 2.2% for the North Atlantic). By the year 2005, there is forecast to be three times the number of passenger flights that were recorded in 1979. More rapid growth is expected to occur in the first part of this period, reflecting the projected pattern of growth in passenger enplanements discussed above. The 1979 to 1984 growth in flight frequencies for the Central East Pacific is forecast to average 6% per year, declining to about 4% per year between 1984 and 1995 and to about 3% per year after 1995.

About 75% of current Central East Pacific flights are between Hawaii and California. Most of the new Hawaii - mainland traffic will be using new gateways in the Midwestern and Eastern parts of the U.S. and Canada. As shown in the forecasts given in Appendix C, some of the new traffic will be going to Hilo airport, and toward the end of the study period possibly to airports in the other "outer" islands. Far East to mainland flights will increase from about 16% of the total to about 24% by 2005, and will be the fastest growing segment of the market. Summary projections of these flights are given in Table 15, More detailed projections indicating airports of origin and destination are provided in Appendix E.

Nonpassenger Flights

Six all-cargo flights and 28 military flights (excluding round-robins and low flying aircraft) were recorded in the July 6, 1979 flight strips;

Table 13

SOURCE DATA FOR ESTIMATING NUMBER
OF PASSENGERS AND LOAD FACTORS, CENTRAL EAST PACIFIC

Region Pair	Number of Flights*	Number of Passengers*	Average Capacity	Load Factor
Hawaii - Mainland and Canada+	3,600	628,800	298.0	59%
Far East - Mainland U.S. and Canada‡	1,209	252,292	328.7	63%
Oceania - Mainland U.S. and Canada‡	269	44,673	301.7	55%

*Total for both directions

+1979 estimated based on July 6, 1979 number of flights and the Civil Aeronautics Board (CAB) passenger enplanement data adjusted for the estimated reduction in passenger enplanements and capacity due to grounding of DC-10s.

‡International Civil Aviation Organization computerized data for June 1977

Source: Official Airline Guide computerized data; Civil Aeronautics Board; International Civil Aviation Organization computerized data; and SRI International.

Tab

ESTIMATED AND PROJECTED NUMBER OF PASSENGER FLIGHTS, PASSENGERS, SEATING CAPACITIES, AND LOAD FACTORS FOR SELECTED CENTRAL EAST PACIFIC REGION PAIRS, FIRST FRIDAY IN JULY, 1979, 1984, 1995, and 2005

	Hawaii-Mainland U.S. and Canada	Far East-Mainland U.S. and Canada	Oceania-Mainland U.S. and Canada
1979:			
Number of Flights*	131	24	6
Average Seating Capacity	298	370	300
Number of Passengers*+	23,030	5,600	990
Load Factor(percent)‡	59%	63%	55%
1984:			
Number of Flights*	153	36	12
Average Seating Capacity	325	375	320
Number of Passengers*+	29,900	8,500	2,300
Load Factor (percent)	60%	63%	60%
1995:			
Number of Flights*	229	76	18
Average Seating Capacity	350	400	330
Number of Passengers*+	50,100	19,800	3,600
Load Factor (percent)	62%	65%	61%
2005:			
Number of Flights*	317	108	24
Average Seating Capacity	375	425	345
Number of Passengers*+	75,900	29,800	5,150
Load Factor (percent)	64%	65%	62%

*Total for both directions

+Estimated as follows: Estimated and forecast number of flights and seating capacities were used to calculate total available seats. Available seats were multiplied by load factors to generate estimated number of passenger enplanements.

‡From Table 13.

Table 15

ESTIMATED AND PROJECTED NUMBER OF SCHEDULED AND CHARTER PASSENGER FLIGHTS OVER THE CENTRAL EAST PACIFIC ON FIRST FRIDAY IN JULY 1979, 1984, 1995, 2005

	1979		1984	1995	2005
Region Pair	Westbound	Eastbound	Westbound & Eastbound		
TOTAL	75	76	201	323	449
Hawaii - Mainland	63	58	153	229	317
Far East - Mainland	10	14	36	76	108
Oceania - Mainland	2	4	12	18	24

Table 16

ESTIMATED NUMBER OF NONPASSENGER FLIGHTS OVER THE CENTRAL EAST PACIFIC, JULY 6, 1979

	All-Cargo		Military	
Region Pair	Westbound	Eastbound	Westbound	Eastbound
TOTAL	3	3	13	7
Hawaii - Mainland	2	0	11	4
Alaska - West Coast	0	1	2	0
Far East - Mainland	1	2	0	3
Oceania - Mainland	0	0	0	0

Note: There were no general aviation flights.

No general aviation flights were counted, although the Oakland Control Center estimates about 800 to 1,000 such flights occur each year. Table 16 shows the number of these flights for each region pair. As with the Central East Pacific traffic patterns in general, most military flights are between California and Hawaii. With the exception of adding two eastbound all-cargo flights between Hawaii and the Mainland, and one all-cargo flight between Alaska and California, the forecast values of these flights are the same as the 1979 values.

APPENDIX A

LIST OF AVIATION TRAFFIC FORECASTING WORKSHOP PARTICIPANTS

APPENDIX A

LIST OF AVIATION TRAFFIC FORECASTING WORKSHOP PARTICIPANTS

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*Was unable to attend Workshop, but made valuable contributions to the forecasts contained in this report.

APPENDIX B

DEFINITIONS OF OFFICIAL AIRLINE GUIDE REGIONS

Appendix B

DEFINITION OF OFFICIAL AIRLINE GUIDE REGIONS

Region 1: Middle America (Mexico and Central America)

106 British Honduras, UK (GBR)
110 Costa Rica (COS)
118 El Salvador (SAL)
127 Guatemala (GUA)
131 Honduras (HON)
148 Mexico (MEX)
153 Nicaragua (NIC)
160 Panama Canal Zone, US (USA)
162 Panama Republic (PAN)
174 San Andres Island, Columbia (off Atlantic Coast of Nicaragua) (COL)

Region 2: Caribbean Area (Bahamas and Bermuda)

202 Anguilla Islands, BWI (GBR)
204 Bahama Islands, UK (GBR)
205 Barbados (BBD)
206 Barbuda, BWI (GBR)
207 Bermuda, UK (GBR)
210 Cayman Brac, BWI (GBR)
219 Cuba (CUB)
221 Dominica, BWI (GBR)
224 Dominican Republic (DOR)
233 Grand Cayman, BWI (GBR)
235 Guadeloupe, France (FRA)
238 Haiti (HAI)
243 Jamaica (JAM)
252 Martinique, France (FRA)
256 Montserrat Islands, BWI (GBR)
259 Netherland Antilles (NET)
261 Nevis, Leeward Islands, BWI (GBR)
268 Puerto Rico, US (USA)
270 St. Eustatius, Leeward Islands, BWI (GBR)
273 St. Georges/Grenada, BWI (GBR)
274 St. Johns/Antigua, BWI (GBR)
275 St. Kitts, BWI (GBR)
276 St. Lucia, BWI (GBR)
279 St. Vincent, BWI (GBR)
280 Trinidad and Tobago (TRI)
282 Virgin Islands, UK (GBR)
283 Virgin Islands, US (USA)

Region 3: South America

303 Argentina (ARG)
312 Bolivia (BOL)
316 Brazil (BRA)
324 Chile (CHI)
327 Colombia (COL)
337 Ecuador (ECU)
344 French Guiana (FRA)
365 Paraguay (PAR)
368 Peru (PER)
379 Surinam, Netherlands (NET)
385 Uruguay (URU)
388 Venezuela (VEN)
350 Guyana (GUY)

Region 4: Europe (Including European Russia)

401 Albania (ALB)
403 Austria (AST)
405 Azores, Portugal (POR)

Region 4 (Continued)

407 Balearic Islands, Spain (SPA)
409 Belgium (BEL)
411 Bulgaria (BUL)
413 Channel Islands, UK (GBR)
415 Corsica, France (FRA)
417 Czechoslovakia (CZE)
419 Denmark (DEN)

425 Finland (FIN)
427 France (FRA)
429 Germany (GER)
431 Gibraltar, UK (GBR)
433 Greece (GRE)
435 Hebrides (UK) (GBR)
437 Hungary (HUN)
439 Iceland (ICE)
441 Ireland (Eire) (IRE)

448 Isles of Scilly, UK (GBR)
450 Italy (ITA)
454 Luxemburg (LUX)
456 Malta, UK (GBR)
458 Monaco (MON)
461 Netherlands (NET)

465 Norway (NOR)
467 Poland (POL)
469 Portugal (POR)
473 Romania (ROU)
476 Sardinia, Italy (ITA)

480 Sicily, Italy (GBR)
482 Spain (SPA)
484 Sweden (SWE)
486 Switzerland (SWI)
489 U.S.S.R. (USR)
493 United Kingdom (GBR)
497 Yugoslavia (YUG)

Region 5: Africa

500 Algeria (ALG)
502 Angola, Portugal (POR)
503 Burundi (BDI)
504 Cameroon (CMS)
505 Lesho (LES)
506 Canary Islands, Spain (SPA)
507 Cape Verde Islands, Portugal (POR)
509 Central African Republic (CAR)
510 Botswana (BOT)
511 Chad (CHA)
513 Comoro Islands (COM)
515 Congo, Republic of Brazzaville (CON)
517 Congo, Republic of Leopoldville (RCO)
519 Dahomey (DAH)
522 Ethiopia (ETH)
524 Fernando Po, Spain (SPA)
525 French Somaliland (FRA)
526 Gabon (GAB)
527 Gambia (GAN)
529 Ghana (GHA)

Region 5 (Continued)

531 Guinea (POR)
532 Ifni, Spain (SPA)
533 Ivory Coast (IVO)
535 Kenya (GBR)
537 Liberia (LIB)
538 Libya (LBY)
540 Madeira Islands, Portugal (POR)
541 Malagasy Republic (MGS)
542 Malawi (MAW)
543 Mali (MAL)
545 Mauritania (MAU)
546 Mauritius, UK (GBR)
548 Morocco (MOR)
550 Mozambique, Portugal (POR)
554 Niger (NIG)
555 Nigeria (NGA)
559 Portuguese Guinea (POR)
561 Principe Island, Portugal (POR)
562 Republic of South Africa (SAF)
563 Reunion Island, France (FRA)
564 Rio Muni, Spain (SPA)
566 Rwanda (RWA)
567 Sao Tome Island, Portugal (POR)
569 Senegal (SEN)
570 Seychelles Islands, UK (GBR)
571 Sierra Leone (SIE)
573 Somalia (SOM)
574 Rhodesia (RHO)
575 Southwest Africa, South Africa (SAF)
579 Spanish Sahara (SPA)
582 Swaziland, UK (GBR)
583 Sudan (SUD)
585 Tanzania (TAN)
586 Togo (TOG)
588 Tunisia (TUN)
590 Uganda (UGA)
591 United Arab Republic (UAR)
593 Upper Volta (UPV)
597 Zambia (ZAM)

Region 6: Middle East

601 Aden Protectorate, UK (GBR)
605 Bahrian Islands (BAH)
611 Cyprus, UK (GBR)
632 Iran (IRN)
634 Iraq (IRQ)
636 Israel (ISR)
639 Jordan (JOR)
644 Kuwait (KUW)
647 Lebanon (LEB)
658 Oman (OMA)
670 Saudi Arabia (SAU)
676 Syrian Arabian Republic (SYR)
678 Trucial Oman, UK (GBR)
674 Turkey (TUR)
694 Yemen (YEM)

Region 7: Far East (Including Asian Russia)

701 Afghanistan (AFG)
706 Burma (BUR)
709 Cambodia (CAM)
711 Ceylon (CEY)
713 China (CHN)

Region 7 (Continued)

729 Hong Kong, UK (GBR)
733 India (IND)
736 Japan (JAP)
741 Kurile Islands, USSR (USR)
744 Laos (LAO)
749 Malaysia (MLY)
751 Mongolia (MOG)
755 Nepal (NEP)
757 North Korea (NKO)
759 North Vietnam (NVI)
761 Okinawa, Ryukyu Islands, Japan (JAP)
764 Pakistan (PAK)
766 Philippines, Republic of (PHI)
772 Sabah, Malaysia (MLY)
773 Sarawak, Malaysia (MLY)
776 Singapore (SIN)
778 South Korea (SKO)
780 South Vietnam (SVI)
781 Taiwan-Formosa (FOR)
782 Thailand (THA)
786 U.S.S.R. (USR)

Region 8: Australasia and Oceania

800 American Samoa, US (USA)
802 Australia (AUS)
804 Australian New Guinea (AUS)
806 Brunei (GBR)
807 Canton Island (USA)
809 Caroline Islands, US (USA)
812 Cocos Islands, Australia (AUS)
813 Cook Islands, New Zealand (AUS)
821 Fiji Islands, UK (GBR)
823 French Polynesia (FRA)
824 Gilbert Islands, UK (GBR)
826 Guam Island, US (USA)
832 Indonesia (IDO)
840 Loyalty Islands, New Caledonia (FRA)
849 New Hebrides, UK (GBR)
851 New Zealand (AUS)
853 Norfolk Island, Australia (AUS)
861 Portuguese Timor (POR)
874 Solomon Islands, UK (GBR)
878 Tasmania, Australia (AUS)
881 Tonga, UK (GBR)
888 Wake Island, US (USA)
890 Wallis Island, France (FRA)
891 West New Guinea (Irian) Indonesia (IDO)
892 Western Samoa (GBR)

Region 9: Canada and Greenland

900 Canada (CAN)
975 Greenland, Denmark (DEN)

Region 10 (or Region 0): United States

001 United States (USA)

Region 10 United States (continued):

Area 1:

011 Connecticut
012 Maine
013 Massachusetts
014 New Hampshire
015 Rhode Island
016 Vermont

Area 2:

021 New Jersey
022 New York
023 Pennsylvania

Area 3:

031 Delaware
032 District of Columbia
033 Florida
034 Georgia
035 Maryland
036 North Carolina
037 South Carolina
038 Virginia
039 West Virginia

Area 4:

041 Illinois
042 Indiana
043 Michigan
044 Ohio
045 Wisconsin

Area 5:

051 Alabama
052 Kentucky
053 Mississippi
054 Tennessee

Area 6:

061 Iowa
062 Kansas
063 Minnesota
064 Missouri
065 Nebraska
066 North Dakota
067 South Dakota

Area 7:

071 Arkansas
072 Louisiana
073 Oklahoma
074 Texas

Area 8:

081 Arizona
082 Colorado
083 Idaho
084 Montana
085 Nevada
086 New Mexico
087 Utah
088 Wyoming

Area 9:

091 California
092 Oregon
093 Washington

Area 10:

001 Alaska
002 Hawaii

Region 9 Canada and Greenland (Continued)

906 British Columbia
916 Alberta
936 Ontario
941 Montreal
951 Halifax, Nova Scotia
961 Gander - Newfoundland
975 Greenland

Source: International Civil Aviation Organization
Bureau of Accounts and Statistics, March 17, 1966.

APPENDIX C

DETAILED DISTRIBUTIONS OF FLIGHTS BY AIRPORT PAIR

Appendix C

DETAILED DISTRIBUTIONS OF FLIGHTS BY AIRPORT PAIR

This appendix presents detailed tables that show the 1979 distributions of flights by airport of origin and destination. As explained in the text, this level of detail is required by other parts of the overall study, and forecasts on this level should be considered as representative of probable distributions rather than forecasts, per se. Furthermore, because of the complexity of the forecasting task and the cost benefit analyses, the number of airports used in the study has been reduced, and flights to or from airports not included in the list given in Table C-1 are moved to the nearest airport included on the list.

Tables C-2 through C-19 present the number of passenger flights by airport pair for each of the region pairs examined. Tables C-20 through C-32 show the airport of origin and destination for the all cargo, military, and general aviation flights.

Table C-1

DEFINITION OF OFFICIAL AIRLINE GUIDE AIRPORT CODES

OAG AIRPORT CODE	DESCRIPTION
AGP	MALAGA, SPAIN
AKL	AUCKLAND, NEW ZEALAND
AMM	AMMAN, JORDAN
AMS	AMSTERDAM, NETHERLANDS
ANC	ANCHORAGE, ALASKA, USA
ANU	ANTIGUA, WEST INDIES
ARN	STOCKHOLM, SWEDEN
ATH	ATHENS, GREECE
ATL	ATLANTA, GA, USA
AUA	ARUBA, NETH. ANTILLES
BAL	BALTIMORE, MD. USA
BAQ	BARRANQUILLA, COLOMBIA
BCN	BARCELONA, SPAIN
BDA	BERMUDA
BEL	BELEM, BRAZIL
BGI	BARBADOS, BARBADOS
BGO	BERGEN, NORWAY
BGR	BANGOR, ME. USA
BOG	BOGOTA, COLOMBIA
BOS	BOSTON, MASS. USA
BRU	BRUSSELS, BELGIUM
CAI	CAIRO, EGYPT
CAY	CAYENNE, FR. GUIANA
CCS	CARACAS, VENEZUELA
CDG	PARIS, FRANCE
CGN	COLOGNE, REP. OF GERMANY
CMN	CASABLANCA, MORROCCO
CPH	COPENHAGEN, DENMARK
CUR	CURACAO, NETH. ANTILLES
DEN	DENVER, COLORADO, USA
DFW	DALLAS/FT. WORTH, TEXAS, USA
DHA	DHAHRAN, SAUDI ARABIA
DKR	DAKAR, SENEGAL
DTW	DETROIT, MICHIGAN, USA
EWR	NEW YORK, NY-NEWARK ARPT., USA
EZE	BUENOS AIRES, ARG-EZEIZA ARPT.
FCO	ROME, ITALY
FDF	FORT DE FRANCE, MARTINIQUE
FPO	FREEPORT, BAHAMAS
FRA	FRANKFURT, REP. OF GERMANY
GEN	OSLO, NORWAY
GIG	RIO DE JANEIRO, BRAZIL
GOT	GOTHENBURG, SWEDEN
GVA	GENEVA, SWITZERLAND
HAM	HAMBURG, REP. OF GERMANY
HAV	HAVANA, CUBA
HEL	HELSINKI, FINLAND
HKG	HONG KONG
HNL	HONOLULU, HAWAII, USA

Table C-1 (Continued)

OAG AIRPORT CODE	DESCRIPTION
IAD	WASHINGTON, D. C. USA
IAH	HOUSTON, TEXAS, USA
JFK	NEW YORK, NY, USA
KEF	REYKJAVIK, ICELAND
KIN	KINGSTON, JAMAICA
KOK	KOKKOLA, FINLAND
LAX	LOS ANGELES, CALIFORNIA, USA
LGW	LONDON, ENGLAND
LHR	LONDON, ENGLAND
LIM	LIMA, PERU
LIS	LISBON, PORTUGAL
LUX	LUXEMBOURG, LUXEMBOURG
LYS	LYON, FRANCE
MAD	MADRID, SPAIN
MAN	MANCHESTER, ENGLAND
MBJ	MONTEGO BAY, JAMAICA
MCI	KANSAS CITY, MO., USA
MEX	MEXICO CITY, MEXICO
MIA	MIAMI, FLA. USA
MXP	MILAN, ITALY
NAS	NASSAU, BAHAMAS
NRT	TOKYO, JAPAN
ORD	CHICAGO, ILL., USA
ORY	PARIS, FRANCE
PAP	PORT AU PRINCE, HAITI
PBM	PARAMARIBO, SURINAM
PDX	PORTLAND, OREGON, USA
PHL	PHILADELPHIA, PA., USA
PHX	PHOENIX, ARIZONA, USA
PIK	GLASGOW, SCOT.
POS	PORT OF SPAIN, TRINI & TOB.
PPT	PAPEETE, SOC. IS.
PRG	PRAGUE, CZECHOSLOVAKIA
PSA	PISA, ITALY
PTP	POINTE A PITRE, GUADALOUPE
RBA	RABAT, MOROCCO
REC	RECIFE, BRAZIL
ROB	MONROVIA, LIBERIA
SCQ	SANTIAGO, SPAIN
SDQ	SANTO DOMINGO, DOM. REP.
SEA	SEATTLE, WASH., USA
SEL	SEOUL, SOUTH KOREA
SFJ	SONDRESTROMFJORD, GREENLAND
SFO	SAN FRANCISCO, CA., USA
SID	SAL ISLAND, CAPE VERDE IS.
SJU	SAN JUAN, PUERTO RICO
SMA	SANTA MARIA, AZORES
SNN	SHANNON, IRELAND
STR	STUTTGART, REP. OF GERMANY
STX	ST. CROIX, VIRGIN IS.
SVO	MOSCOW, USSR
SXM	ST. MAARTEN, NETH. ANTILLES

Table C-1 (Continued)

OAG AIRPORT CODES	DESCRIPTION
SYD	SYDNEY, NSW., AUSTRALIA
TER	TERCEIRA, AZORES
TFS	TENERIFE, CANARY IS.
TLV	TEL AVIV, ISRAEL
TPE	TAIPEI, TAIWAN
UAK	NARSSARSSUAQ, GREENLAND
UIO	QUITO, ECUADOR
UVF	ST. LUCIA, W.I.
VCP	SAO PAULO, BRAZIL
WAW	WARSAW, POLAND
YEG	EDMONTON, CANADA
YHZ	HALIFAX, CANADA
YMX	MONTREAL, CANADA
YQX	GANDER, CANADA
YVR	VANCOUVER, CANADA
YWG	WINNIPEG, CANADA
YYC	CALGARY, CANADA
YYZ	TORONTO, CANADA
ZAG	ZAGREB, YUGOSLAVIA
ZRH	ZURICH, SWITZERLAND

Table C-2

SCHEDULED PASSENGER AND CHARTER FLIGHTS
BETWEEN SCANDINAVIA AND NORTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND 20	EASTBOUND 21	TOTAL FOR BOTH DIRECTIONS 47	58	68
BGO-JFK	1	0	1	1	2
CPH-ANC	1	1	2	2	2
CPH-JFK	2	3	5	5	6
CPH-LAX	1	1	2	2	2
CPH-SEA	1	0	1	1	2
CPH-SFJ	2	2	4	4	4
CPH_YMX	1	0	1	2	2
CPH-YYZ	2	0	3	4	4
HEL-JFK	1	0	1	2	2
KEF-JFK	1	1	2	2	2
KEF-ORD	1	1	2	2	2
SVO-YQX	2	2	4	4	4
WAW-BOS	0	1	2	2	2
WAW-YMX	1	1	3	4	4
WAW-YQX	2	0	2	3	4
BAL-KEF	0	1	1	1	2
JFK-GEN	0	1	1	1	2
JFK-SVO	0	1	1	1	2
JFK-WAW	0	1	2	2	2
ORD-CPH	0	1	2	2	2
SEA-BGO	0	1	2	2	2
YEG-CPH	0	1	1	2	2
YMX-HEL	0	1	1	1	2
YQX-ARN	0	1	1	2	2
SFO-BGO	0	0	0	1	2
CPH-MCI	0	0	0	2	2
CPH-SFO	0	0	0	1	2

*In Greenwich Mean Time

Table C-3

SCHEDULED PASSENGER AND CHARTER FLIGHTS
BETWEEN EUROPE AND EASTERN NORTH AMERICA
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	120	115	256	308	357
AMS-BOS	2	0	3	4	4
AMS-IAH	1	1	2	2	2
AMS-JFK	5	5	11	12	12
AMS-MIA	1	1	2	2	2
AMS-YMX	2	0	2	4	4
ATH-JFK	2	2	4	4	4
BRU-DFW	1	0	1	1	1
BRU-JFK	3	3	6	6	6
BRU-YMX	2	1	4	5	6
CDG-BOS	1	1	2	2	2
CDG-EWR	1	0	2	2	2
CDG-IAD	1	1	2	2	2
CDG-IAH	1	1	2	2	2
CDG-JFK	5	4	9	10	10
CDG-YMX	2	2	4	4	4
CGN-JFK	1	2	3	4	4
CGN-YQX	1	0	2	2	2
FCO-BOS	2	1	4	4	4
FCO-JFK	4	5	9	9	9
FCO-YMX	1	0	1	3	3
FRA-ATL	1	1	2	2	2
BOS-ORY	0	3	4	5	6
FRA-BOS	2	2	4	4	4
FRA-EWR	1	0	1	1	2
FRA-IAD	1	1	4	4	4
FRA-JFK	10	10	20	23	25
FRA-YMX	2	1	4	4	4
FRA-YQX	1	0	1	2	2
GVA-JFK	1	1	2	2	2
LGW-ATL	1	1	2	2	2
LGW-BGR	1	1	2	2	2
LGW-DFW	1	1	2	2	2

*In Greenwich Mean Time

Table C-3 (Continued)

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
LGW-IAD	1	0	1	1	4
LGW-IAH	1	1	2	4	6
LGW-JFK	1	1	4	4	4
LGW-YMX	1	0	1	1	2
LHR-BOS	2	2	4	4	4
LHR-EWR	1	1	2	2	2
LHR-IAD	2	2	4	4	4
LHR-JFK	15	13	28	29	30
LHR-MIA	2	3	5	6	7
LHR-PHL	2	2	4	4	4
LHR-YHZ	1	1	2	2	2
LHR-YMX	1	2	3	4	4
MXP-JFK	2	2	4	4	4
ORY-BGR	1	0	1	1	1
ORY-JFK	4	3	7	9	11
ORY-MIA	1	0	1	2	2
PIK-BOS	1	1	2	2	2
PIK-JFK	3	2	5	5	7
PIK-YMX	1	2	3	5	6
SNN-BOS	2	1	3	3	4
SNN-JFK	9	7	16	17	18
SNN-YMX	1	1	2	2	2
ZAG-JFK	1	1	2	2	2
ZRH-BOS	1	1	2	2	2
ZRH-JFK	1	2	3	4	4
ZRH-YMX	1	1	2	2	2
BGR-ZAG	0	1	1	2	2
BGR-ZRH	0	1	1	2	2
DFW-AMS	0	1	1	1	1
JFK-AMM	0	1	2	2	4
MIA-FRA	0	1	1	2	2
YMX-ATH	0	1	1	1	2

*In Greenwich Mean Time

Table C-3 (Continued)

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
YMX-MXP	0	1	1	1	1
YMX-PRG	0	1	2	2	2
YQX-LGW	0	1	2	2	2
YQX-LUX	0	1	1	2	2
YQX-PRG	0	1	1	2	2
AMM-IAD	0	0	2	2	2
TLV-JFK	0	0	2	2	2
ORY-YMX	0	0	2	2	2
AMM-IAH	0	0	0	2	2
ZRH-IAD	0	0	0	0	2
ATH-BOS	0	0	0	1	2
CDG-DGW	0	0	0	2	2
FCO-IAD	0	0	0	2	2
FRA-DFW	0	0	0	2	2
SNN-ATL	0	0	0	1	2
ATL-AMM	0	0	0	1	2
ATL-AMS	0	0	0	1	2
ATL-TLV	0	0	0	1	2
AMM-BOS	0	0	0	1	2
GVA-BOS	0	0	0	1	2
DFW-AMM	0	0	0	1	2
EWR-TLV	0	0	0	1	2
IAD-DHA	0	0	0	1	2
ZAG-EWR	0	0	0	0	2
IAH-DHA	0	0	0	1	4
JFK-DHA	0	0	0	1	2
MIA-TLV	0	0	0	1	2
DHA-DFW	0	0	0	0	2
MXP-BOS	0	0	0	0	2
ORY-IAH	0	0	0	0	2
PSA-JFK	0	0	0	0	1

*In Greenwich Mean Time

Table C-4

SCHEDULED PASSENGER AND CHARTER FLIGHTS
BETWEEN EUROPE AND MIDWEST NORTH AMERICA
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	37	34	79	112	146
AMS-ORD	1	2	3	4	6
AMS-YYZ	2	1	3	4	4
CDG-ORD	2	1	3	4	4
CGN-YWG	1	2	3	4	4
FRA-ORD	2	3	5	7	8
FRA-YWG	1	0	2	2	4
FRA-YYC	1	1	2	2	4
FRA-YYZ	4	2	6	8	8
LGW-YEG	1	1	3	4	4
LGW-YYZ	3	2	5	8	8
LHR-ORD	2	2	4	4	6
LHR-YYC	1	3	1	2	2
LHR-YYZ	2	0	5	6	8
MAN-YYZ	2	1	3	4	4
MXP-YYZ	1	0	1	2	2
PIK-YYC	1	0	2	2	2
PIK-YYZ	5	6	11	13	14
SNN-ORD	2	1	4	6	6
SNN-YYZ	3	0	4	6	6
HAM-ORD	0	1	2	2	2
ORD-ORY	0	1	1	2	2
YEG-AMS	0	1	2	2	2
YEG-FRA	0	1	1	2	2
YYC-AMS	0	1	2	2	2
YYZ-FCO	0	1	1	2	2
FRA-DEN	0	0	0	2	2
HAM-MCI	0	0	0	2	2
LGW-DEN	0	0	0	2	4
ORY-YEG	0	0	0	2	2
ATH-DEN	0	0	0	0	2
BRU-MCI	0	0	0	0	2
CDG-DEN	0	0	0	0	2

*In Greenwich Mean Time

Table C-4 (Continued)

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
FCO-ORD	0	0	0	0	2
LGW-DTW	0	0	0	0	2
LGW-YYC	0	0	0	0	2
PIK-MCI	0	0	0	0	2
PIK-YEG	0	0	0	0	2
SNN-YYC	0	0	0	0	0
ZRH-MCI	0	0	0	0	2

*In Greenwich Mean Time

Table C-5

SCHEDULED PASSENGER AND CHARTER FLIGHTS
BETWEEN EUROPE AND WESTERN NORTH AMERICA
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	11	15	32	49	81
AMS-LAX	1	0	2	2	2
BRU-ANC	1	0	1	1	1
CDG-ANC	1	0	1	2	2
FRA-LAX	1	0	2	2	2
LHR-LAX	3	3	6	6	8
LHR-SEA	1	1	2	2	4
LHR-SFO	2	2	4	4	6
LHR-YVR	1	1	2	2	4
ANC-AMS	0	1	1	2	4
ANC-HAM	0	1	1	2	2
ANC-LHR	0	1	2	2	2
ANC-ORY	0	1	2	2	2
LAX-CDG	0	1	1	2	4
LAX-LGW	0	1	2	2	2
SFO-CGN	0	1	1	2	4
SFO-FRA	0	1	2	2	2
AMS-SFO	0	0	0	2	2
BRU-LAX	0	0	0	2	2
CDG-YVR	0	0	0	2	2
FCO-SFO	0	0	0	2	2
HAM-YVR	0	0	0	2	2
SNN-SFO	0	0	0	2	2
BRU-SFO	0	0	0	0	2
CDG-SEA	0	0	0	0	2
FRA-SEA	0	0	0	0	2
LGW-PHX	0	0	0	0	2
LGW-SEA	0	0	0	0	2
PIK-LAX	0	0	0	0	2
PIK-YVR	0	0	0	0	2
SNN-LAX	0	0	0	0	2
SEA-ZRH	0	0	0	0	2

*In Greenwich Mean Time

Table C-6

SCHEDULED PASSENGER AND CHARTER FLIGHTS
BETWEEN EUROPE AND THE CARIBBEAN
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	13	12	31	42	58
CDG-CAY	1	0	1	2	2
FRA-CCS	1	0	1	2	2
FRA-NAS	1	0	1	2	2
LGW-BAQ	1	0	1	1	2
LGW-CCS	1	1	2	2	4
LHR-ANU	1	1	4	4	4
LHR-BDA	1	1	2	2	2
LHR-BGI	1	0	2	2	2
LHR-MBJ	1	0	2	2	2
LUX-FPO	1	0	1	2	2
LYS-PTP	1	0	1	2	2
ORY-FDF	1	0	1	2	2
ORY-PTP	1	1	2	2	2
CCS-AMS	0	1	1	2	2
CCS-MXP	0	1	2	2	2
CCS-ORY	0	1	1	2	2
FDF-CDG	0	1	1	2	2
KIN-LHR	0	1	1	2	2
LHR-POS	0	1	1	1	2
PTP-BRU	0	1	1	2	2
PTP-CDG	0	1	2	2	2
AMS-BDA	0	0	0	0	2
FCO-CCS	0	0	0	0	2
FRA-FPO	0	0	0	0	2
LGW-MEX	0	0	0	0	2
LGW-NAS	0	0	0	0	2
LGW-SDQ	0	0	0	0	2

*In Greenwich Mean Time

Table C-7

SCHEDULED PASSENGER AND CHARTER FLIGHTS

BETWEEN IBERIA AND USA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	13	14	32	40	50
BCN-JFK	1	1	2	2	2
LIS-JFK	2	3	5	6	6
MAD-JFK	4	4	10	12	12
MAD-MIA	3	4	8	9	9
SMA-BOS	1	2	4	4	4
SMA-MIA	1	0	1	1	1
TER-BOS	1	0	2	2	2
LIS-IAD	0	0	0	2	2
MAD-ATL	0	0	0	2	2
BCN-MIA	0	0	0	0	2
LIS-ATL	0	0	0	0	2
LIS-MIA	0	0	0	0	2
MAD-LAX	0	0	0	0	2
TER-MIA	0	0	0	0	2

*In Greenwich Mean Time

Table C-8

SCHEDULED PASSENGER AND CHARTER FLIGHTS
BETWEEN IBERIA AND CANADA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	3	3	10	12	14
YMX-MAD	2	2	4	4	6
YMX-TER	0	1	2	2	2
LIS-YMX	1	0	2	2	2
YYZ-MAD	0	0	2	2	2
YYZ-LIS	0	0	0	2	2

*In Greenwich Mean Time

Table C-9

SCHEDULED PASSENGER AND CHARTER FLIGHTS

BETWEEN IBERIA AND THE CARIBBEAN

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	10	11	24	32	44
LIS-CCS	3	1	5	6	8
LIS-HAV	1	1	2	2	2
MAD-CCS	2	3	5	6	6
MAD-SDQ	1	1	2	2	4
MAD-SJU	1	2	3	4	4
SMA-HAV	1	0	1	2	2
SMA-PBM	1	1	3	4	4
HAV-MAD	0	2	3	4	4
MAD-BAQ	0	0	0	2	2
BCN-FDF	0	0	0	0	2
LIS-BAQ	0	0	0	0	2
MAD-MEX	0	0	0	0	2
SMA-PTP	0	0	0	0	2

*In Greenwich Mean Time

Table C-10

SCHEDULED PASSENGER AND CHARTER FLIGHTS
BETWEEN NORTH AMERICA AND AFRICA
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	2	2	6	12	16
DKR-JRK	1	1	2	2	4
SID-JFK	1	1	2	2	2
CAI-JFK	0	0	2	2	2
RBA-JFK	0	0	0	2	2
SID-YMX	0	0	0	2	2
RBA-YMX	0	0	0	0	2
ROB-JFK	0	0	0	2	2

*In Greenwich Mean Time

Table C-11

SCHEDULED PASSENGER AND CHARTER FLIGHTS

BETWEEN EUROPE AND ICELAND

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	12	11	25	25	27
KEF-BCN	0	1	2	2	2
KEF-CPH	3	2	5	5	6
KEF-GEN	1	1	2	2	2
KEF-LHR	1	1	2	2	2
KEF-LUX	2	3	6	6	6
KEF-PIK	0	1	1	1	2
CGN-KEF	1	0	1	1	1

*In Greenwich Mean Time

Table C-13

SCHEDULED PASSENGER AND CHARTER FLIGHTS
BETWEEN US/CANADA AND CARIBBEAN/SOUTH AMERICA
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	83	83	192	261	317
ATL-SJU	3	3	6	6	6
BAL-BDA	1	1	2	2	4
BAL-SJU	1	1	2	2	2
BDA-NAS	0	1	2	2	2
BOS-BDA	2	2	6	8	8
BOS-SJU	1	1	2	2	4
EWR-BDA	3	3	6	6	6
EWR-NAS	1	1	2	2	4
EWR-SJU	6	5	12	16	20
EWR-STX	1	1	2	4	4
IAD-SJU	0	1	2	6	10
JFK-AUA	0	1	2	2	2
JFK-BDA	4	5	10	10	10
JFK-BGI	1	1	2	2	2
JFK-BOG	0	1	2	2	2
JFK-CCS	3	3	8	8	8
JFK-GIG	3	3	7	7	7
JFK-MBJ	1	2	3	3	3
JFK-NAS	2	2	4	4	4
JFK-PAP	1	1	2	2	2
JFK-POS	2	2	4	4	4
JFK-SDQ	3	3	8	8	8
JFK-SJU	12	11	16	25	25
JFK-STX	2	2	4	4	4
JFK-SXM	1	1	2	2	2
JFK-UVF	1	1	2	2	2
ORD-SJU	2	2	4	6	8
PHL-BDA	2	2	4	4	4
PHL-MBJ	1	1	2	2	2
PHL-SJU	2	2	4	4	6
YMX-BGI	1	1	2	2	2
YQX-HAV	1	1	2	2	2

*In Greenwich Mean Time

Table C-13 (Continued)

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
YYZ-BDA	1	1	2	2	4
YYZ-BGI	4	2	8	8	8
ANU-YYZ	1	0	2	2	4
BAQ-JFK	1	0	2	2	2
CUR-JFK	1	0	2	2	2
STX-IAD	2	0	3	4	4
YMX-BDA	0	0	2	2	2
KIN-YQX	0	0	1	2	2
VCP-JFK	0	0	1	3	3
ATL-EZE	0	0	0	2	2
ATL-PBM	0	0	0	2	2
ATL-STX	0	0	0	2	2
BAL-CUR	0	0	0	1	2
BAL-SDQ	0	0	0	2	2
BDA-CCS	0	0	0	2	1
BGR-BDA	0	0	0	2	4
BGR-FDF	0	0	0	2	2
BGR-NAS	0	0	0	2	2
BOS-ANU	0	0	0	2	2
BOS-FPO	0	0	0	2	2
BOS-NAS	0	0	0	2	2
EWR-FPO	0	0	0	2	2
EWR-SDQ	0	0	0	2	2
IAD-BDA	0	0	0	2	2
IAD-GIG	0	0	0	2	2
IAD-SDQ	0	0	0	2	2
JFK-EZE	0	0	0	2	2
ORD-CCS	0	0	0	2	4
ORD-SDQ	0	0	0	2	2
PHL-POS	0	0	0	2	2
PHL-SXM	0	0	0	2	2
PHL-UVF	0	0	0	2	2

*In Greenwich Mean Time

Table C-13 (Continued)

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
YYZ-CCS	0	0	0	4	4
YYZ-SDQ	0	0	0	2	2
ATL-AUA	0	0	0	0	2
ATL-CCS	0	0	0	0	2
ATL-GIG	0	0	0	0	2
ATL-SXM	0	0	0	0	2
BOS-CAY	0	0	0	0	2
BOS-FDF	0	0	0	0	2
EWR-PAP	0	0	0	0	2
EWR-BGI	0	0	0	0	2
IAD-VCP	0	0	0	0	2
YMX-CCS	0	0	0	0	2
BDA-ORD	0	0	0	0	2
ORD-BGI	0	0	0	0	2
ORD-CAY	0	0	0	0	2
PHL-CCS	0	0	0	0	2
PHL-FPO	0	0	0	0	2

*In Greenwich Mean Time

Table C-14

SCHEDULED PASSENGER AND CHARTER FLIGHTS
BETWEEN MIDWEST/AFRICA AND THE CARIBBEAN
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
	1	2	4	5	8
HAV-SID	0	2	3	3	4
RBA-HAV	1	0	1	2	2
SJU-CMN	0	0	0	0	2

*In Greenwich Mean Time

TABLE C-15

SCHEDULED PASSENGER AND CHARTER FLIGHTS

BETWEEN EUROPE, IBERIA, AND NORTH AFRICA AND SOUTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979 WESTBOUND	1979 EASTBOUND	1985 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
TOTAL	9	7	23	26	34
FCO-GIG	1	0	2	2	2
FRA-VCP	0	0	0	0	2
ORY-GIG	1	2	3	4	6
LIS-BEL	1	0	2	2	2
MAD-GIG	3	3	9	10	10
SMA-GIG	0	0	0	0	2
LIS-REC	1	0	2	2	2
CMN-GIG	0	1	1	2	2

*See Table C-1 for definition of airport codes

Table C-16

SCHEDULED PASSENGER AND CHARTER FLIGHTS
BETWEEN HAWAII AND THE MAINLAND
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	63	58	153	229	317
HNL-ANC	1	0	2	4	8
HNL-BOS	0	0	2	2	4
HNL-DEN	1	1	3	6	10
HNL-DFW	1	1	4	8	12
HNL-IAD	0	0	2	4	8
HNL-JFK	0	0	3	7	12
HNL-LAX	26	22	49	58	69
HNL-ORD	3	2	6	7	12
HNL-PDX	1	1	2	7	12
HNL-PHL	0	0	1	4	8
HNL-PHX	0	0	2	7	8
HNL-SAN	3	3	7	8	10
HNL-SEA	6	5	14	19	22
HNL-SFO	18	16	36	37	42
HNL-YVR	1	2	8	11	16
ITO-LAX	1	2	5	9	10
ITO-ORD	0	1	2	2	4
ITO-SFO	1	2	3	5	10
PDX-ITO	0	0	1	3	4
YMX-HNL	0	0	1	5	8
HNL-EWR	0	0	0	2	6
HNL-IAH	0	0	0	3	4
HNL-MIA	0	0	0	2	4
HNL-YYZ	0	0	0	5	8
ITO-SEA	0	0	0	2	2
ITO-YVR	0	0	0	2	2
HNL-YYC	0	0	0	0	2

*In Greenwich Mean Time

Table C-17

SCHEDULED PASSENGER AND CHARTER FLIGHTS
BETWEEN FAR EAST AND THE MAINLAND
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	10	14	37	76	108
HKG-LAX	0	0	2	4	6
HKG-SFO	1	1	5	9	13
NRT-JFK	1	1	2	4	6
NRT-LAX	2	3	6	12	16
NRT-ORD	1	1	2	4	6
NRT-SEA	1	1	2	6	8
NRT-SFO	2	4	7	15	19
NRT-YVR	1	2	4	8	12
SEL-LAX	0	0	2	4	6
SEL-SEA	1	0	2	4	6
TPE-LAX	0	1	2	4	6
TPE-ORD	0	0	0	2	4

*In Greenwich Mean Time

Table C-18

SCHEDULED PASSENGER AND CHARTER FLIGHTS
BETWEEN OCEANIA AND THE MAINLAND
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND 2	EASTBOUND 4	TOTAL FOR BOTH DIRECTIONS 12	18	24
AKL-LAX	1	0	2	4	4
AKL-SFO	0	0	2	2	2
PPT-LAX	1	3	6	6	8
SYD-LAX	0	1	2	4	4
PPT-SFO	0	0	0	2	2
AKL-YVR	0	0	0	0	2
SYD-SFO	0	0	0	0	2

*In Greenwich Mean Time

Table C-19

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

SCANDINAVIA-NORTH AMERICA

JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	1	0	0	0	3	0
ARN-ANC	1	0	0	0	0	0
KEF-YMX	0	0	0	0	3	0

*See Table C-1 for description of airport codes

Table C-20

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

EUROPE-EAST NORTH AMERICA

JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	13	13	6	5	1	1
AMS-JFK	2	1	0	0	0	0
BRU-JFK	1	0	0	0	0	0
CDG-JFK	1	1	0	0	0	0
FCO-JFK	1	0	0	0	0	0
FRA-JFK	3	2	1	0	0	0
LGW-YQX	0	0	0	1	1	0
LHR-YMX	2	0	0	0	0	0
MAN-BGR	1	0	0	0	0	0
MXP-JFK	1	2	0	0	0	0
PSA-YQX	1	0	0	0	0	0
BGR-PIK	0	1	0	0	0	0
BOS-FRA	0	1	0	0	0	0
BAL-FRA	0	0	3	1	0	0
LGW-ATL	0	0	2	0	0	0
BOS-LGW	0	0	0	2	0	0
BOS-PIK	0	1	0	1	0	0
DFW-FRA	0	0	0	0	0	0
JFK-LHR	0	1	0	0	0	0
JFK-PIK	0	1	0	0	0	0
JFK-PSA	0	1	0	0	0	0
YMX-CDG	0	1	0	0	0	0
YQX-FRA	0	0	0	0	0	1

*See Table C-1 for description of airport codes

Table C-21

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS
EUROPE-MID NORTH AMERICA

JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	1	2	1	0	0	0
FRA-ORD	1	1	0	0	0	0
LGW-ORD	0	0	1	0	0	0
ORD-CDG	0	1	0	0	0	0

*See Table C-1 for description of airport codes

Table C-22

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

EUROPE-WEST NORTH AMERICA

JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	3	4	0	0	0	0
AMS-ANC	1	0	0	0	0	0
HAM-ANC	2	1	0	0	0	0
ANC-CDG	0	1	0	0	0	0
ANC-ORY	0	2	0	0	0	0

*See Table C-1 for description of airport codes

Table C-23

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

IBERIA-USA

JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	0	0	5	4	0	0
MAD-ATL	0	0	1	0	0	0
MAD-IAD	0	0	3	0	0	0
TER-PHL	0	0	1	1	0	0
BAL-MAD	0	0	0	3	0	0

*See Table C-1 for description of airport codes

Table C-24

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

ICELAND-EUORPE

JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	0	0	2	1	2	1
KEF-LHR	0	0	0	0	0	1
KEF-MAN	0	0	0	1	0	0
PIK-KEF	0	0	2	0	0	0
STR-KEF	0	0	0	0	1	0

*See Table C-1 for description of airport codes

Table C-25

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

EUROPE-AZORES

JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	1	0	0	0	0	0
LIS-TER	1	0	0	0	0	0

*See Table C-1 for description of airport codes

Table C-26

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

US/CANADA-CARIBBEAN/SOUTH AMERICA

JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	6	6	2	3	1	3
ATL-SDQ	0	0	2	2	0	0
ATL-SJU	0	1	0	1	0	0
BOS-BDA	0	0	0	0	0	1
EWR-BDA	0	0	0	0	1	2
JFK-SJU	4	4	0	0	0	0
JFK-VCP	0	1	0	0	0	0
GIG-JFK	1	0	0	0	0	0
SJU-ORD	1	0	0	0	0	0

*See Table C-1 for description of airport codes

Table C-27

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

GREENLAND-US/CANADA

JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	0	0	1	1	0	0
SFJ-PHL	0	0	1	1	0	0

*See Table C-1 for description of airport codes

Table C-28

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS
BETWEEN EUROPE, IBERIA, AND AFRICA AND SOUTH AMERICA
JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
TOTAL	3	0	0	0	0	0
LIS-VCP	3	0	0	0	0	0

*See Table for description of airport codes

Table C-29

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

HAWAII-MAINLAND

JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	2	0	11	4	0	0
HNL-ANC	0	0	0	1	0	0
HNL-SFO	2	0	5	3	0	0
LAX-HNL	0	0	3	0	0	0
PHX-HNL	0	0	3	0	0	0

*See Table C-1 for description of airport codes

Table C-30

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS
WEST COAST-ALASKA

JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	0	1	3	0	0	0
SEA-ANC	0	0	3	0	0	0
ANC-SFO	0	1	0	0	0	0

*See Table C-1 for description of airport codes

Table C-31

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

FAR EAST-MAINLAND

JULY 6, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	1	2	0	3	0	0
NRT-SFO	1	1	0	3	0	0
NRT-SEA	0	1	0	0	0	0

*See Table C-1 for description of airport codes

APPENDIX D

DETAILED DISTRIBUTIONS OF FLIGHTS BY AIRCRAFT TYPE

Table D-1

DEFINITION OF AIRCRAFT INCLUDED
WITHIN EACH CATEGORY

Category Name*	Aircraft Types
Misc.	A300, DC9, D95, 73S, 737, D91, D93, D94, B707, 70F, 703, 70M, IL62, IL6
B727/B767*	B727, 72M, 72S, 72V, B7B, 72F, B767
DC8	DC8, DC84, DC86, DC85, D85, D8F, D8V
L10	L1011, L101, L11
DC10	DC10, D1M, D1C, D11
B747/DC10, L10-stretch	B747, 74M, 74F, 74B, 74V stretched, DC10s and L10s to appear in the mid 1980s.
B747SP	74L
B747ST	550-600 passenger aircraft
NEW1	new generation 200 passenger long range aircraft, such as B777.
M1L1	mid altitude, slow military aircraft
M1L2	mid altitude, medium speed military aircraft
M1L3	high altitude, high speed military aircraft
GA	All general aviation aircraft
VC10, 720	BA15, VCX, FC15, 720, B72

*See the North American Official Airline Guide for a definition of aircraft code names. Aircraft included in each categories have approximately the same range and seating capacities.

Table D-2

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

SCANDINAVIA-NORTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	24	21	51	63	73
Misc.	8	6	14	16	18
B727/B767	0	0	0	0	0
DC8	5	7	4	4	0
L10	0	0	0	0	0
DC10	4	4	17	13	6
B747/DC10, L10-stretch	4	4	13	16	24
B747SP	0	0	0	0	0
B747ST	0	0	0	11	22
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	3	0	3	3	3

*See Table 2 for a description of aircraft types.

Table D-3

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

EUROPE-EAST NORTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	140	134	298	357	411
Misc.	36	35	25	5	5
B727/B767	0	0	0	0	0
DC8	16	16	10	0	0
L10	6	5	38	38	26
DC10	16	14	38	38	20
B747/DC10, L10-stretch	59	58	172	206	203
B747SP	0	0	0	3	10
B747ST	0	0	2	54	134
NEW1	0	0	0	0	0
MIL1	6	5	11	11	11
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	1	1	2	2	2

*See Table 2 for a description of aircraft types.

Table D-4

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

EUROPE-MID NORTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	39	36	83	118	153
Misc.	8	10	8	1	1
B727/B767	0	0	0	0	0
DC8	7	5	3	0	0
L10	0	1	10	10	10
DC10	5	4	10	18	10
B747/DC10, L10-stretch	18	16	41	63	76
B747SP	0	0	0	0	0
B747ST	0	0	0	25	55
NEW1	0	0	0	0	0
MIL1	1	0	1	1	1
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table D-5

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

EUROPE-WEST NORTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	14	19	40	62	94
Misc.	1	2	0	0	0
B727/B767	0	0	0	0	0
DC8	2	0	0	0	0
L10	0	0	0	0	0
DC10	3	3	3	2	2
B747/DC10, L10-stretch	7	13	35	52	64
B747SP	1	1	2	2	2
B747ST	0	0	0	6	26
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table D-6

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

CARIBBEAN-EUROPE

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	13	12	31	42	58
Misc.	5	4	6	0	0
B727/B767	0	0	0	0	0
DC8	2	1	4	0	0
L10	0	0	3	6	6
DC10	2	3	6	6	6
B747/DC10, L10-stretch	4	4	11	23	23
B747SP	0	0	1	1	1
B747ST	0	0	0	6	22
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table D-7

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

IBERIA-USA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	18	18	41	49	59
Misc.	5	6	2	0	0
B727/B767	0	0	0	0	0
DC8	3	4	2	0	0
L10	0	0	11	10	10
DC10	2	1	9	8	8
B747/DC10, L10-stretch	3	3	8	18	20
B747SP	0	0	0	0	0
B747ST	0	0	0	4	12
NEW1	0	0	0	0	0
MIL1	5	4	9	9	9
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table D-8

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

CANADA-IBERIA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	3	3	10	12	14
Misc.	1	1	2	0	0
B727/B767	0	0	0	0	0
DC8	1	1	2	0	0
L10	0	0	2	2	2
DC10	0	0	2	2	2
B747/DC10, L10-stretch	1	1	2	4	6
B747SP	0	0	0	0	0
B747ST	0	0	0	0	0
NEW1	0	0	0	4	4
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table D-9

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

IBERIA-CARIBBEAN

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	10	11	24	32	44
Misc.	2	3	6	4	4
B727/B767	0	0	0	0	0
DC8	3	2	6	0	0
L10	0	0	0	0	0
DC10	5	3	9	8	8
B747/DC10, L10-stretch	0	3	3	18	22
B747SP	0	0	0	0	0
B747ST	0	0	0	2	10
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table D-10

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

AFRICA-NORTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	2	2	6	12	16
Misc.	0	0	0	0	0
B727/B767	0	0	0	0	0
DC8	0	0	0	0	0
L10	0	0	0	0	0
DC10	0	0	0	0	0
B747/DC10, L10-stretch	1	1	2	6	8
B747SP	1	1	4	4	4
B747ST	0	0	0	0	0
NEW1	0	0	0	2	4
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table D-11

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

AZORES-EUROPE

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	10	5	16	18	20
Misc.	4	3	4	4	0
B727/B767	3	2	4	6	6
DC8	3	0	4	0	0
L10	0	0	2	4	8
DC10	0	0	2	4	6
B747/DC10, L10-stretch	0	0	0	0	0
B747SP	0	0	0	0	0
B747ST	0	0	0	0	0
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table D-12

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

ICELAND-EUROPE

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	11	12	25	25	27
Misc.	0	0	0	0	0
B727/B767	6	5	9	9	8
DC8	2	2	3	0	0
L10	0	0	2	4	4
DC10	1	1	5	6	7
B747/DC10, L10-stretch	0	0	0	0	2
B747SP	0	0	0	0	0
B747ST	0	0	0	0	0
NEW1	0	0	0	0	0
MIL1	1	2	3	3	3
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	1	2	3	3	3

*See Table 2 for a description of aircraft types.

Table D-13

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

US/CANADA-CARIBBEAN/SOUTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	83	83	192	261	317
Misc.	37	35	35	2	2
B727/B767	13	14	42	41	41
DC8	8	6	13	0	0
L10	11	11	43	76	66
DC10	9	9	42	71	57
B747/DC10, L10-stretch	2	2	8	62	84
B747SP	0	0	0	0	0
B747ST	0	0	0	0	58
NEW1	0	0	0	0	0
MIL1	2	3	5	5	5
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	1	3	4	4	4

*See Table 2 for a description of aircraft types.

Table D-14

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

MIDEAST/AFRICA-CARIBBEAN

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	1	2	4	5	8
Misc.	1	2	4	5	4
B727/B767	0	0	0	0	0
DC8	0	0	0	0	0
L10	0	0	0	0	0
DC10	0	0	0	0	0
B747/DC10, L10-stretch	0	0	0	0	4
B747SP	0	0	0	0	0
B747ST	0	0	0	0	0
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table D-15

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

GREENLAND-US/CANADA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	1	1	2	2	2
Misc.	0	0	0	0	0
B727/B767	0	0	0	0	0
DC8	0	0	0	0	0
L10	0	0	0	0	0
DC10	0	0	0	0	0
B747/DC10, L10-stretch	0	0	0	0	0
B747SP	0	0	0	0	0
B747ST	0	0	0	0	0
NEW1	0	0	0	0	0
MIL1	1	1	2	2	2
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

TABLE D-16

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

BETWEEN EUROPE, IBERIA, AND NORTH AFRICA AND SOUTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Misc.	0	0	0	0	0
B727/B767	0	0	0	0	0
B707	5	2	5	0	0
DC8	1	0	0	0	0
L10	0	0	0	0	0
DC10	5	4	11	11	11
B747/DC10,L10-stretch	1	1	6	14	16
B747SP	0	0	4	4	6
B747ST	0	0	0	0	4
NEW1	0	0	0	2	2
IL62	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0
VC10, 720	0	0	0	0	0

*See Table for a description of aircraft types.

Table D-17

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

HAWAII-MAINLAND

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	76	62	171	248	336
Misc.	2	4	0	0	0
B727/B767	0	0	0	0	0
DC8	0	0	0	0	0
L10	0	0	18	38	50
DC10	20	18	67	39	101
B747/DC10, L10-stretch	32	25	57	76	104
B747SP	1	0	4	10	16
B747ST	0	0	0	20	50
NEW1	0	0	0	0	0
MIL1	11	4	15	15	15
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table D-18

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

WEST COAST-ALASKA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	2	1	4	4	4
Misc.	0	0	0	0	0
B727/B767	0	0	0	0	0
DC8	0	1	0	0	0
L10	0	0	0	0	0
DC10	0	0	0	0	0
B747/DC10, L10-stretch	0	0	2	2	2
B747SP	0	0	0	0	0
B747ST	0	0	0	0	0
NEW1	0	0	0	0	0
MIL1	2	0	2	2	2
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table D-19

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

FAR EAST-MAINLAND

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	11	19	43	83	115
Misc.	0	1	0	0	0
B727/B767	0	0	0	.0	0
DC8	1	0	0	0	0
L10	0	0	0	0	0
DC10	0	0	2	2	2
B747/DC10, L10-stretch	6	11	29	55	69
B747SP	4	4	9	17	23
B747ST	0	0	0	6	18
NEW1	0	0	0	0	0
MIL1	0	3	3	3	3
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table D-20

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

OCEANIA-MAINLAND

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	2	4	12	18	24
Misc.	0	0	0	0	0
B727/B767	0	0	0	.0	0
DC8	0	1	0	0	0
L10	0	0	0	0	0
DC10	1	2	4	4	4
B747/DC10, L10-stretch	0	0	2	4	4
B747SP	1	1	6	9	13
B747ST	0	0	0	1	3
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

APPENDIX E

DETAILED DISTRIBUTIONS OF FLIGHTS BY DEPARTURE TIME

Appendix E

DETAILED DISTRIBUTION OF FLIGHTS BY DEPARTURE TIME

This appendix provides actual distributions of flights by scheduled time of departure or estimated time of departure (for non scheduled flights) for July 6, 1979. Separate distributions are given for each region pair. The distributions shown include all passenger, cargo, military, and general aviation flights. Projected distributions of departure times are based on the 1979 distribution; additional flights are added to the near peak times, with the net result of a general smoothing of the base year distributions. For Europe-U.S. flights, where curfews and scheduling cause problems in assigning flights to off peak periods, no flights were added to time slots for which no flights occured in 1979.

All times shown are in Greenwich Mean Time (GMT).

Table E-1

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

SCANDINAVIA-NORTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	24	27	33	38
0:00-1:00	1	1	1	1
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	1	1	1	1
6:00-7:00	1	1	1	1
7:00-8:00	1	1	3	4
8:00-9:00	2	3	3	4
9:00-10:00	2	2	2	3
10:00-11:00	3	3	3	3
11:00-12:00	4	4	4	4
12:00-13:00	1	1	1	2
13:00-14:00	4	4	4	4
14:00-15:00	0	1	3	3
15:00-16:00	0	0	1	2
16:00-17:00	0	1	2	2
17:00-18:00	2	2	2	2
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	1	1	1	1
21:00-22:00	1	1	1	1
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-2
DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
NORTH AMERICA-SCANDINAVIA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	21	24	29	35
0:00-1:00	2	2	3	3
1:00-2:00	2	3	3	4
2:00-3:00	3	3	3	3
3:00-4:00	1	1	3	4
4:00-5:00	1	1	1	2
5:00-6:00	0	0	2	2
6:00-7:00	0	1	1	1
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	2	2	2	2
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	2
20:00-21:00	2	2	3	3
21:00-22:00	1	2	2	2
22:00-23:00	3	3	2	3
23:00-24:00	4	4	4	4

*In Greenwich Mean Time

Table E-3

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

EUROPE-EASTERN NORTH AMERICA
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	140	147	176	206
0:00-1:00	3	3	3	3
1:00-2:00	0	0	0	0
2:00-3:00	1	1	1	1
3:00-4:00	1	1	1	1
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	2	2	6	6
7:00-8:00	1	4	9	11
8:00-9:00	3	7	15	19
9:00-10:00	16	16	16	20
10:00-11:00	22	21	21	22
11:00-12:00	17	17	17	22
12:00-13:00	25	25	25	25
13:00-14:00	12	14	16	17
14:00-15:00	5	6	10	15
15:00-16:00	9	9	11	16
16:00-17:00	10	8	12	15
17:00-18:00	6	6	6	6
18:00-19:00	2	2	2	2
19:00-20:00	1	1	1	1
20:00-21:00	2	2	2	2
21:00-22:00	1	1	1	1
22:00-23:00	0	0	0	0
23:00-24:00	1	1	1	1

*In Greenwich Mean Time

Table E-4

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES

EASTERN NORTH AMERICA-EUROPE

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	134	149	181	205
0:00-1:00	22	22	22	22
1:00-2:00	17	17	17	20
2:00-3:00	12	14	14	16
3:00-4:00	7	12	14	16
4:00-5:00	0	4	13	15
5:00-6:00	1	3	6	9
6:00-7:00	3	3	3	6
7:00-8:00	3	3	3	3
8:00-9:00	0	0	0	0
9:00-10:00	2	2	2	2
10:00-11:00	1	1	1	1
11:00-12:00	3	3	3	3
12:00-13:00	1	1	1	1
13:00-14:00	2	2	2	2
14:00-15:00	5	5	5	5
15:00-16:00	1	1	1	1
16:00-17:00	2	2	2	2
17:00-18:00	0	0	0	0
18:00-19:00	1	1	1	1
19:00-20:00	2	2	2	5
20:00-21:00	2	2	8	10
21:00-22:00	5	7	13	14
22:00-23:00	12	12	18	21
23:00-24:00	30	30	30	30

*In Greenwich Mean Time

Table E-5

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

EUROPE-MID NORTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	39	42	59	76
0:00-1:00	1	1	1	1
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	1	1	1	3
8:00-9:00	1	1	1	4
9:00-10:00	4	4	4	4
10:00-11:00	2	2	5	6
11:00-12:00	5	5	5	5
12:00-13:00	7	7	7	7
13:00-14:00	4	4	4	5
14:00-15:00	5	5	5	7
15:00-16:00	2	2	5	5
16:00-17:00	3	3	5	7
17:00-18:00	1	2	6	7
18:00-19:00	1	3	5	6
19:00-20:00	1	1	4	6
20:00-21:00	1	1	1	3
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-6
DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
MID NORTH AMERICA-EUROPE

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	36	41	59	76
0:00-1:00	6	6	9	10
1:00-2:00	9	9	9	9
2:00-3:00	3	5	6	9
3:00-4:00	2	3	8	11
4:00-5:00	2	3	8	10
5:00-6:00	0	1	3	5
6:00-7:00	2	2	2	2
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	1	1	1	1
12:00-13:00	2	2	2	2
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	2	2	2	2
20:00-21:00	0	0	0	0
21:00-22:00	1	1	1	3
22:00-23:00	3	3	3	5
23:00-24:00	3	3	5	7

*In Greenwich Mean Time

Table E-7

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

EUROPE-WESTERN NORTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	14	18	31	47
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	1
3:00-4:00	0	0	0	1
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	3	3
8:00-9:00	0	1	5	5
9:00-10:00	1	3	5	6
10:00-11:00	2	3	4	5
11:00-12:00	3	3	3	6
12:00-13:00	2	2	2	4
13:00-14:00	3	3	3	5
14:00-15:00	2	2	3	4
15:00-16:00	0	0	0	4
16:00-17:00	1	1	3	3
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-8

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES

WESTERN NORTH AMERICA-EUROPE

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	19	22	31	46
0:00-1:00	1	1	2	4
1:00-2:00	4	4	4	5
2:00-3:00	1	2	3	3
3:00-4:00	0	1	2	3
4:00-5:00	0	0	0	2
5:00-6:00	1	1	1	2
6:00-7:00	1	1	1	1
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	1	1	1	1
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	1	1	4	7
20:00-21:00	6	6	6	6
21:00-22:00	2	2	2	5
22:00-23:00	1	2	5	5
23:00-24:00	0	0	0	2

*In Greenwich Mean Time

Table E-9

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES

CARIBBEAN-EUROPE

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	13	16	21	29
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	1	1	1	1
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	1	1	1	2
9:00-10:00	4	4	4	5
10:00-11:00	0	2	2	3
11:00-12:00	1	1	4	4
12:00-13:00	2	2	2	4
13:00-14:00	2	2	2	3
14:00-15:00	1	1	3	3
15:00-16:00	0	1	1	3
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	1	1	1	1
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-10

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

EUROPE-CARIBBEAN

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	12	15	21	29
0:00-1:00	0	0	3	3
1:00-2:00	2	4	4	5
2:00-3:00	2	2	3	3
3:00-4:00	1	2	2	3
4:00-5:00	1	1	3	3
5:00-6:00	0	0	0	0
6:00-7:00	1	1	1	1
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	2
21:00-22:00	2	2	2	3
22:00-23:00	1	1	1	3
23:00-24:00	2	2	2	3

*In Greenwich Mean Time

Table E-11

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

IBERIA-USA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	18	21	25	30
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	2	2	2	2
10:00-11:00	1	1	1	1
11:00-12:00	4	5	5	5
12:00-13:00	3	3	4	5
13:00-14:00	2	3	4	5
14:00-15:00	1	I	2	4
15:00-16:00	2	2	2	3
16:00-17:00	1	2	3	3
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	1	1	1	1
22:00-23:00	0	0	0	0
23:00-24:00	1	1	1	1

*In Greenwich Mean Time

Table E-12

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES

USA-IBERIA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	18	20	24	29
0:00-1:00	6	6	6	6
1:00-2:00	3	5	5	5
2:00-3:00	1	1	2	5
3:00-4:00	1	1	2	3
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	1	1	1	1
20:00-21:00	0	0	0	0
21:00-22:00	1	1	1	1
22:00-23:00	3	3	3	4
23:00-24:00	2	2	4	4

*In Greenwich Mean Time

Table E-13
DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

IBERIA-CANADA
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	3	5	6	7
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	1	1	1	1
12:00-13:00	1	1	1	1
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	1	2	2
16:00-17:00	0	0	0	0
17:00-18:00	0	1	1	1
18:00-19:00	0	0	0	1
19:00-20:00	1	1	1	1
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-15
DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES
IBERIA-CARIBBEAN

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	10	11	17	23
0:00-1:00	2	2	2	2
1:00-2:00	2	3	5	6
2:00-3:00	0	0	1	2
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	1	1	1	1
12:00-13:00	3	3	3	3
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	1	1	1	1
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	2	3
21:00-22:00	0	0	0	3
22:00-23:00	0	0	1	1
23:00-24:00	1	1	1	1

*In Greenwich Mean Time

Table E-14
DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES

CANADA-IBERIA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	3	5	6	7
0:00-1:00	2	2	2	3
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	1	3	4	4

*In Greenwich Mean Time

Table E-16
DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
CARIBBEAN-IBERIA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	11	13	15	21
0:00-1:00	1	1	1	1
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	1
3:00-4:00	3	3	4	5
4:00-5:00	0	1	1	2
5:00-6:00	0	0	1	1
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	1	1	1	1
20:00-21:00	0	1	1	2
21:00-22:00	2	2	2	3
22:00-23:00	3	3	3	3
23:00-24:00	1	1	1	2

*In Greenwich Mean Time

Table E-17
DISTRIBUTION OF SOUTHBOUND FLIGHTS BY DEPARTURE TIMES

NORTH AMERICA-AFRICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	2	3	6	7
0:00-1:00	1	1	1	2
1:00-2:00	0	0	0	0
2:00-3:00	0	1	2	2
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	2	3
22:00-23:00	0	0	0	0
23:00-24:00	1	1	1	0

*In Greenwich Mean Time

Table E-18
DISTRIBUTION OF NORTHBOUND FLIGHTS BY DEPARTURE TIMES

AFRICA-NORTH AMERICA
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	2	3	6	8
0:00-1:00	0	0	2	2
1:00-2:00	0	0	0	0
2:00-3:00	1	1	1	2
3:00-4:00	1	1	1	1
4:00-5:00	0	0	1	2
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	1	1	1
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-19
DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

EUROPE-AZORES

Departure Time *	1979	1984	1995	2005
TOTAL	10	10	10	11
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	1	1	1	1
6:00-7:00	2	2	2	2
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	1	1	1	1
10:00-11:00	0	0	0	0
11:00-12:00	3	3	3	3
12:00-13:00	1	1	1	1
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	2	2	2	2
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

Table E-20
DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
AZORES-EUROPE

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	5	6	8	9
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	1	1	1	1
5:00-6:00	0	0	1	2
6:00-7:00	2	2	2	2
7:00-8:00	0	1	1	1
8:00-9:00	1	1	1	1
9:00-10:00	0	0	1	1
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	1	1	1	1
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-21

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

EUROPE-ICELAND

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	12	14	14	15
0:00-1:00	1	1	1	1
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	1	1	1	1
9:00-10:00	0	2	2	3
10:00-11:00	1	1	1	1
11:00-12:00	0	0	0	0
12:00-13:00	3	3	3	3
13:00-14:00	2	2	2	2
14:00-15:00	1	1	1	1
15:00-16:00	0	0	0	0
16:00-17:00	1	1	1	1
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	1	1	1	1
20:00-21:00	0	0	0	0
21:00-22:00	1	1	1	1
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-22
DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
ICELAND-EUROPE

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	11	11	11	12
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	1	1	1	1
7:00-8:00	3	3	3	3
8:00-9:00	3	3	3	3
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	1	1	1	1
17:00-18:00	1	1	1	2
18:00-19:00	0	0	0	0
19:00-20:00	1	1	1	1
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	1	1	1	1

*In Greenwich Mean Time

Table E-23
DISTRIBUTION OF SOUTHBOUND FLIGHTS BY DEPARTURE TIMES
US/CANADA-CARIBBEAN/SOUTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	83	97	132	160
0:00-1:00	3	3	3	3
1:00-2:00	2	3	3	3
2:00-3:00	2	2	2	3
3:00-4:00	4	4	4	4
4:00-5:00	3	5	5	5
5:00-6:00	0	4	4	4
6:00-7:00	0	1	1	1
7:00-8:00	0	1	1	1
8:00-9:00	1	1	1	1
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	4	4	4	4
12:00-13:00	9	9	9	9
13:00-14:00	12	14	14	15
14:00-15:00	13	13	13	13
15:00-16:00	9	12	12	17
16:00-17:00	4	4	4	12
17:00-18:00	2	2	2	11
18:00-19:00	5	5	10	10
19:00-20:00	2	2	11	11
20:00-21:00	2	2	7	8
21:00-22:00	3	3	9	9
22:00-23:00	3	2	7	7
23:00-24:00	0	1	6	6

*In Greenwich Mean Time

Table E-24
DISTRIBUTION OF NORTHBOUND FLIGHTS BY DEPARTURE TIMES
CARIBBEAN/SOUTH AMERICA-US/CANADA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	83	95	129	157
0:00-1:00	4	12	12	12
1:00-2:00	2	5	5	5
2:00-3:00	3	3	3	5
3:00-4:00	1	1	4	4
4:00-5:00	4	4	4	4
5:00-6:00	0	0	2	2
6:00-7:00	3	3	3	3
7:00-8:00	1	1	1	1
8:00-9:00	1	1	1	1
9:00-10:00	1	1	1	1
10:00-11:00	0	0	0	0
11:00-12:00	2	2	2	2
12:00-13:00	1	1	1	1
13:00-14:00	4	4	4	9
14:00-15:00	1	1	1	9
15:00-16:00	3	3	4	10
16:00-17:00	8	8	8	11
17:00-18:00	4	4	4	8
18:00-19:00	7	7	12	12
19:00-20:00	9	10	14	14
20:00-21:00	7	7	10	10
21:00-22:00	13	13	13	13
22:00-23:00	2	2	8	8
23:00-24:00	2	2	12	12

*In Greenwich Mean Time

Table E-25
DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

MIDEAST/AFRICA-CARIBBEAN/SOUTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	1	2	2	4
0:00-1:00	0	0	0	1
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	1	1	1	1
22:00-23:00	0	0	0	1
23:00-24:00	0	1	1	1

*In Greenwich Mean Time

Table E-26
DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES

CARIBBEAN/SOUTH AMERICA-MIDEAST
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	2	2	3	4
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	1
2:00-3:00	1	1	1	1
3:00-4:00	1	1	1	1
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	1	1

*In Greenwich Mean Time

Table E-27

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

GREENLAND-USA/CANADA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	1	1	1	1
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	1	1	1	1
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-28

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES

US/CANADA-GREENLAND

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	1	1	1	1
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	1	1	1	1
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

TABLE E-29

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

BETWEEN EUROPE, IBERIA, AND NORTH AFRICA AND SOUTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	12	13	16	19
0:00-1:00	3	3	3	3
1:00-2:00	0	0	0	0
2:00-3:00	0	1	1	2
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	2	2	2	2
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	1
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	1	1
15:00-16:00	0	0	0	1
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	1	1	1	1
20:00-21:00	1	1	1	1
21:00-22:00	0	0	0	0
22:00-23:00	2	2	4	4
23:00-24:00	3	3	3	3

*In Greenwich Mean Time

TABLE E-30

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES

BETWEEN EUROPE, IBERIA, AND NORTH AFRICA AND SOUTH AMERICA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	7	13	15	20
0:00-1:00	0	3	3	4
1:00-2:00	1	1	1	1
2:00-3:00	2	2	2	2
3:00-4:00	0	1	2	2
4:00-5:00	0	1	2	2
5:00-6:00	0	0	1	1
6:00-7:00	0	1	1	1
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	1
20:00-21:00	0	0	0	2
21:00-22:00	0	1	1	1
22:00-23:00	1	1	1	2
23:00-24:00	2	2	2	2

*In Greenwich Mean Time

Table E-31
DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

MAINLAND-HAWAII

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	76	90	128	172
0:00-1:00	0	0	0	2
1:00-2:00	2	3	4	5
2:00-3:00	5	6	9	12
3:00-4:00	4	4	7	8
4:00-5:00	6	7	10	14
5:00-6:00	2	3	4	5
6:00-7:00	4	4	7	8
7:00-8:00	1	1	1	2
8:00-9:00	3	4	4	4
9:00-10:00	1	1	1	2
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	1	2
15:00-16:00	7	8	12	15
16:00-17:00	9	11	15	21
17:00-18:00	9	11	15	20
18:00-19:00	9	11	15	21
19:00-20:00	1	1	1	2
20:00-21:00	5	6	9	12
21:00-22:00	3	4	5	7
22:00-23:00	1	1	1	2
23:00-24:00	4	4	7	8

*In Greenwich Mean Time

Table E-32

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES

HAWAII-MAINLAND

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	62	81	120	164
0:00-1:00	6	9	13	18
1:00-2:00	3	4	6	8
2:00-3:00	3	4	6	8
3:00-4:00	2	2	4	5
4:00-5:00	1	1	1	2
5:00-6:00	0	1	2	3
6:00-7:00	0	0	1	2
7:00-8:00	3	4	6	8
8:00-9:00	4	4	6	8
9:00-10:00	4	4	5	7
10:00-11:00	2	2	4	5
11:00-12:00	1	1	1	2
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	2	2	2	3
17:00-18:00	0	1	2	3
18:00-19:00	3	4	6	8
19:00-20:00	5	7	10	13
20:00-21:00	1	2	3	3
21:00-22:00	4	5	7	10
22:00-23:00	10	13	19	26
23:00-24:00	8	11	16	22

*In Greenwich Mean Time

Table E-33

DISTRIBUTION OF NORTHBOUND FLIGHTS BY DEPARTURE TIMES

WEST COAST-ALASKA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	2	3	3	3
0:00-1:00	1	1	1	1
1:00-2:00	0	0	0	0
2:00-3:00	1	2	2	2
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-34

DISTRIBUTION OF SOUTHBOUND FLIGHTS BY DEPARTURE TIMES

ALASKA-WEST COAST

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	1	1	1	1
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	1	1	1	1
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-35

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES

FAR EAST-MAINLAND

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	19	23	43	59
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	1
4:00-5:00	0	0	1	2
5:00-6:00	1	1	3	4
6:00-7:00	4	4	5	6
7:00-8:00	1	3	4	5
8:00-9:00	1	3	5	6
9:00-10:00	5	5	6	7
10:00-11:00	2	2	5	7
11:00-12:00	1	1	4	6
12:00-13:00	1	1	3	5
13:00-14:00	1	1	2	3
14:00-15:00	1	1	2	3
15:00-16:00	0	0	1	2
16:00-17:00	0	0	1	1
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	1	1	1	1
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-36

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

MAINLAND-FAR EAST

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	11	20	40	56
0:00-1:00	0	0	2	2
1:00-2:00	0	0	0	1
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	1	1	1	1
10:00-11:00	0	0	1	1
11:00-12:00	0	0	1	1
12:00-13:00	0	0	0	1
13:00-14:00	0	0	0	2
14:00-15:00	0	0	1	2
15:00-16:00	1	1	2	3
16:00-17:00	1	1	3	4
17:00-18:00	0	2	3	5
18:00-19:00	0	2	4	6
19:00-20:00	1	3	5	6
20:00-21:00	3	3	5	6
21:00-22:00	2	3	5	6
22:00-23:00	2	2	4	5
23:00-24:00	0	2	3	4

*In Greenwich Mean Time

Table E-37

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

MAINLAND-OCEANIA

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	2	6	9	12
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	1	1	1
5:00-6:00	1	2	2	3
6:00-7:00	1	3	4	5
7:00-8:00	0	0	2	2
8:00-9:00	0	0	0	1
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table E-38

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES

OCEANIA-MAINLAND

FIRST FRIDAY JULY 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	4	6	9	12
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	1	1	1	1
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	1	1
6:00-7:00	0	0	1	1
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	1	1	1	1
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	1	1	1	1
18:00-19:00	0	1	1	2
19:00-20:00	1	2	3	4
20:00-21:00	0	0	0	1
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

APPENDIX F

ACTUAL SCHEDULE FOR JULY 6, 1979

Appendix F

ACTUAL SCHEDULE FOR JULY 6, 1979

Table F-1 presents the data that were used to generate the July 6, 1979 schedule. In developing this data base, adjustments to airports and to aircraft types were made so that only those listed in Tables C-1 and D-1 were used. Flights are delineated by region pair.

Because the DC-10s were still grounded in the United States on July 6, 1979 aircraft used on that day did not always correspond to the OAG schedule. However, the data given in Table F-1 use the scheduled aircraft rather than actual because it is more representative of current and future aircraft mixes.

The format used in the Table F-1 follows the sample given below:

SK 00980 ANC CPH DC10 0

where

SK	denotes the airlines (Scandinavian Airlines) (definitions of scheduled airline codes are given in the official Airline Guide)
00980	denotes the flight number
ANC	denotes the airport of origin (Anchorage) (See Table C-1)
CPH	denotes the airport of destination (Copenhagen) (See Table C-1)
DC10	denotes the aircraft used (See Table D-1)
0	denotes this flight was a passenger flight. A "0" denotes passenger flights, and "1" denotes all cargo flights.

Note: Flights that were taken from the OAG computer tape have flight numbers of the form "00980" where the two or more zeros precede the non-zero component of the number. Those that have been taken from flight strips are of the form "971" where the two or more preceding zeros are not included.

Table F-1

LIST OF SCHEDULED AND NONSCHEDULED FLIGHTS CROSSING
THE NORTH ATLANTIC AND CENTRAL EAST PACIFIC: JULY 6, 1979

SCANDINAVIA-NORTH AMERICA

+DC	BRK	KEF	YMX	26	512	GA	0
AC	0877	CPH	YYZ	1230	2050	DC8	0
JL	0432	CPH	ANC	1320	2145	B747	0
LL	0203	KEF	JFK	1725	2310	DC10	0
LL	0801	KEF	ORD	1745	30	DC8	0
LO	0006	WAW	YQX	830	1605	B707	0
LO	0011	WAW	YQX	850	1625	B707	0
LO	5333	WAW	BOS	1044	2044	B707	0
LO	5451	WAW	YMX	2116	646	B707	0
ND	971	CPH	YYZ	1124	2030	DC8	0
NW	0031	CPH	JFK	1300	2125	B747	0
N6	0TD	KEF	YMX	515	1018	GA	0
N7	8MDK	KEF	YMX	959	1445	GA	0
PA	1892	HEL	JFK	728	1636	B707	0
SK	0291	CPH	SFJ	930	1410	DC8	0
SK	0901	BGO	JFK	1320	2100	B747	0
SK	0911	CPH	JFK	1140	2005	B747	0
SK	0931	CPH	LAX	1125	2240	DC10	0
SK	0937	CPH	SEA	1050	2030	DC10	0
SK	0941	CPH	YMX	1055	1835	DC10	0
SK	7000	CPH	SFJ	1101	1541	DC8	0
SU	0315	SVO	YQX	635	1505	B707	0
SU	0345	SVO	YQX	2025	455	B707	0
TL	0352	ARN	ANC	1315	2200	B707	1

NORTH AMERICA-SCANDINAVIA

+LL	0200	JFK	KEF	130	700	DC10	0
+LL	0400	BAL	KEF	30	615	DC8	0
+LL	0800	ORD	KEF	205	800	DC8	0
+SU	0340	YQX	SVO	2000	335	B707	0
AY	112A	YMX	HEL	100	823	DC8	0
DM	902	YQX	ARN	250	827	B707	0
LO	0007	JFK	WAW	2300	740	B707	0
LO	0012	YMX	WAW	2320	725	B707	0
ND	872	YEG	CPH	330	1209	DC8	0
NW	0030	JFK	CPH	2215	540	B747	0
SK	0292	SFJ	CPH	1600	2025	DC8	0
SK	0902	JFK	GEN	2330	640	B747	0
SK	0912	JFK	CPH	2200	530	B747	0
SK	0920	JFK	CPH	25	800	DC8	0
SK	0932	LAX	CPH	200	1230	DC10	0
SK	0936	SEA	BGO	2230	710	DC10	0
SK	0948	ORD	CPH	2335	745	B747	0
SK	0980	ANC	CPH	2035	505	DC10	0
SK	7001	SFJ	CPH	1615	2040	DC8	0
SU	0316	JFK	SVO	2100	635	B707	0
SU	0342	YQX	SVO	405	1135	B707	0

Table F-1 (Continued)

EUROPE-EASTERN NORTH AMERICA

AC	0597	LHR	YMX	1510	2220	DC8	1
AC	0861	LHR	YHZ	1430	2045	L10	0
AC	0871	CDG	YMX	925	1650	B747	0
AC	0879	ZRH	YMX	1145	1945	B747	0
AF	0017	CDG	JFK	1545	2340	B747	0
AF	0019	ORY	JFK	930	1725	B747	0
AF	0033	CDG	YMX	1030	1800	B747	0
AF	0067	CDG	IAH	930	1945	B747	0
AF	0077	CDG	JFK	1110	1855	B747	0
AF	1301	CDG	JFK	1220	2020	B747	1
AI	0107	LHR	JFK	1200	1935	B747	0
AI	109	LHR	JFK	1154	1930	B747	0
AM	0455	ORY	MIA	1005	1945	DC10	0
AY	0103	AMS	JFK	1305	2100	DC10	0
AZ	0602	MXP	JFK	1115	1940	B747	0
AZ	0610	FCO	JFK	1205	2110	B747	0
AZ	0638	FCO	BOS	930	1815	DC10	0
AZ	0656	FCO	YMX	1010	1900	DC10	0
AZ	0922	FCO	JFK	2045	605	DC8	1
BA	0075	LHR	YMX	1530	2235	B747	0
BA	0085	PIK	YMX	1535	2200	B707	0
BA	0175	LHR	JFK	1009	1735	B747	0
BA	0177	LHR	JFK	1410	2135	B747	0
BA	0179	LHR	JFK	1700	50	B707	0
BA	0185	PIK	JFK	1200	1905	B707	0
BA	0191	LHR	IAD	1030	1850	B747	0
BA	0271	LHR	BOS	1530	2235	B747	0
BA	0273	LHR	PHL	1300	2100	B707	0
BA	0279	LHR	MIA	1145	2050	B747	0
BA	2177	LHR	JFK	1626	2356	B707	0
BA	2185	PIK	JFK	1130	1835	B707	0
BA	3671	PIK	JFK	650	1340	B707	0
BA	3677	LHR	YMX	705	1410	B707	1
BN	0601	LGW	DFW	1015	2005	B747	0
BN	0603	AMS	BOS	1230	1950	B747	0
BN	0605	BRU	DFW	1045	2045	B747	0
BN	0623	AMS	BOS	1230	1950	B747	0
BR	0245	LGW	IAH	1040	2100	DC10	0
BR	0561	MAN	BGR	1000	1635	B707	1
CL	0201	BRU	JFK	1230	2100	DC8	0
CL	268	FRA	YQX	1540	2230	DC8	0
CL	763	SNN	JFK	1226	1941	DC8	0
CL	765	SNN	JFK	1732	32	DC8	0
CL	912	SNN	JFK	1634	2334	DC8	0
DF	326	FRA	IAD	811	1751	B707	0
DL	0011	LGW	ATL	1105	2005	L10	0
DL	0015	FRA	ATL	940	1930	L10	0
EI	0105	SNN	JFK	1315	2015	B747	0
EI	0117	SNN	BOS	1515	2150	B747	0
EI	0121	SNN	YMX	1225	1845	B707	0
EI	7107	SNN	JFK	1407	2122	B707	0
EI	7117	SNN	BOS	1700	0	B707	0
EI	9107	SNN	JFK	1600	2300	B707	0
E4	0622	FRA	BAL	1055	2120	MIL	0
GK	0001	LGW	BGR	1115	1800	DC10	0
GK	0010	LGW	JFK	1315	2100	DC10	0
GK	27	LGW	JFK	29	820	B707	0
IR	0777	LHR	JFK	1245	2015	B747	0
JU	0500	ZAG	JFK	1030	2000	DC10	0

Table F-1(Continued)

KL	0641	AMS	JFK	1220	2010	B747	0
KL	0643	AMS	JFK	1609	2355	B747	0
KL	0677	AMS	YMX	1210	1915	B747	0
KL	0687	AMS	IAH	1609	230	B747	0
KL	867	AMS	YMX	1546	2300	B747	0
LH	0404	FRA	JFK	1230	2055	B747	0
LH	0408	CGN	JFK	1240	2115	DC10	0
LH	0420	FRA	BOS	930	1740	DC10	0
LH	0440	FRA	YMX	1240	2050	B707	0
LH	0460	FRA	JFK	300	1125	B747	1
LH	0494	FRA	JFK	900	1730	DC10	0
LH	422	FRA	BOS	1304	2144	B707	0
LT	1532	CGN	YQX	1130	1820	L10	0
LY	0015	LHR	JFK	1330	2105	B747	0
LY	1055	LHR	JFK	1631	6	B747	0
M4	0644	FRA	JFK	1749	830	MIL	0
M5	0269	LGW	ATL	1103	2041	MIL	0
M5	0276	LGW	ATL	1700	241	MIL	0
M6	0145	FRA	BAL	1646	710	MIL	0
M6	0150	FRA	BAL	1143	2213	MIL	0
NA	0001	LHR	MIA	1015	1920	DC10	0
NA	0007	AMS	JFK	810	1600	DC10	0
NA	0021	AMS	MIA	1050	2010	DC10	0
ND	931	FRA	YMX	1300	2120	DC8	0
NW	0035	PIK	BOS	1350	2020	B747	0
N8	88SW	LGW	YQX	810	1450	GA	0
OA	0411	ATH	JFK	905	1920	B747	0
PA	0001	LHR	JFK	1006	1735	B747	0
PA	0065	FRA	JFK	1015	1825	B747	0
PA	0073	FRA	JFK	1220	2045	B747	0
PA	0075	FRA	JFK	1225	2045	B747	0
PA	0101	LHR	JFK	1230	2005	B747	0
PA	0103	LHR	JFK	1700	35	B747	0
PA	0107	LHR	IAD	930	1750	B747	0
PA	0111	FCO	JFK	1110	2015	B747	0
PA	0161	FRA	JFK	205	1025	B747	1
PA	0163	BRU	JFK	30	835	B747	1
PA	1418	SNN	JFK	1925	225	B707	0
PA	1496	ORY	JFK	1221	2036	B707	0
PA	1497	ORY	JFK	1009	1829	B707	0
PA	1887	BRU	JFK	1050	1920	B707	0
PA	1894	ORY	JFK	1630	30	B707	0
PK	0805	AMS	JFK	1235	2015	B707	1
RD	162	FRA	JFK	954	1844	DC8	0
RJ	0263	AMS	JFK	1415	2200	B747	0
RR	2158	LGW	IAD	954	1826	B707	0
SB	0309	FRA	JFK	30	840	B747	1
SB	0311	PSA	YQX	1335	2005	DC8	1
SB	0321	MXP	JFK	1605	55	DC8	1
SN	0503	BRU	YMX	2045	430	B707	0
SN	0531	BRU	YMX	1345	2115	B747	0
SN	0541	BRU	JFK	1100	1900	B747	0
SR	0100	ZRH	JFK	1100	1940	B747	0
SR	0110	GVA	JFK	1345	2220	B747	0
SR	0164	ZRH	BOS	1055	1900	DC10	0
TL	0358	AMS	JFK	1215	2015	B707	1
TV	868	SNN	JFK	1834	150	DC8	0
TV	872	ORY	BGR	1025	1820	DC8	0
TV9	4379	LGW	YMX	1816	121	DC10	0
TW	0701	LHR	JFK	1545	2320	B747	0

Table F-1 (Continued)

TW	0703	LHR	JFK	1110	1835	B747	0
TW	0707	LHR	EWR	1140	1930	B707	0
TW	0709	LHR	JFK	935	1710	L10	0
TW	0741	FRA	JFK	1445	2325	B707	0
TW	0753	LHR	BOS	1235	1940	B747	0
TW	0755	LHR	PHL	1205	2010	B707	0
TW	0801	CDG	JFK	1305	2110	B707	0
TW	0803	CDG	JFK	1000	1745	B747	0
TW	0811	CDG	BOS	1020	1740	L10	0
TW	0841	FCO	JFK	1115	2020	B747	0
TW	0843	MXP	JFK	945	1810	B747	0
TW	0845	FCO	JFK	900	1825	B707	0
TW	0847	FCO	BOS	945	1840	B707	0
TW	0877	SNN	JFK	1205	1900	B707	0
TW	0881	ATH	JFK	930	1950	B747	0
TW	0889	CDG	JFK	1215	2025	B707	0
TW	0891	CDG	IAD	1045	1930	B707	0
TW	8751	FRA	JFK	1616	106	B707	0
WO	801	CDG	EWR	633	1453	DC8	0
WO	804	FRA	EWR	2156	646	DC8	0
WO	805	FRA	JFK	2329	819	DC8	0

Table F-1 (Continued)

EASTERN NORTH AMERICA-EUROPE

+CL	912	JFK	SNN	2239	501	DC8	0
+M6	0145	DFW	FRA	1950	529	MIL	0
+PA	1497	BOS	ORY	115	854	B707	0
+PA	1887	JFK	BRU	316	926	B707	0
+RD	162	JFK	FRA	2147	529	DC8	0
+TV	864	JFK	FRA	58	840	DC8	0
+TV	867	JFK	FRA	333	1115	DC8	0
+TV	868	JFK	CGN	230	1012	DC8	0
+TV	872	JFK	ORY	2259	700	DC8	0
AA	9679	JFK	ORY	1159	2114	B707	0
AC	0590	YMX	CDG	145	825	DC8	1
AC	0860	YHZ	LHR	1	525	L10	0
AC	0870	YMX	CDG	30	725	B747	0
AC	0878	YMX	ZRH	140	855	B747	0
AF	0022	JFK	CDG	200	900	B747	0
AF	0024	JFK	ORY	2130	430	B747	0
AF	0032	YMX	CDG	2340	635	B747	0
AF	0066	IAH	CDG	355	1305	B747	0
AF	0070	JFK	CDG	2300	600	B747	0
AF	1302	JFK	CDG	2355	700	B747	1
AI	0108	JFK	LHR	45	725	B747	0
AY	0102	JFK	AMS	10	655	DC10	0
AZ	0603	JFK	MXP	2330	700	B747	0
AZ	0611	JFK	FCO	2200	555	B747	0
AZ	0643	JFK	FCO	130	925	B747	0
AZ	0661	YMX	MXP	10	725	DC10	0
AZ	0917	JFK	MXP	610	1355	DC8	1
BA	0074	YMX	LHR	55	700	B747	0
BA	0084	YMX	PIK	30	610	B707	0
BA	0174	JFK	LHR	15	640	B747	0
BA	0176	JFK	LHR	200	840	B747	0
BA	0178	JFK	LHR	1400	2050	B707	0
BA	0184	JFK	PIK	2330	545	B707	0
BA	0190	IAD	LHR	100	800	B747	0
BA	0270	BOS	LHR	104	710	B747	0
BA	0272	PHL	LHR	2300	555	B707	0
BA	0278	MIA	LHR	2330	740	B747	0
BA	2174	JFK	LHR	11	727	B707	0
BA	3670	JFK	PIK	1830	45	B707	1
BA	76	YMX	LHR	24	630	B707	0
BN	0602	DFW	LGW	2345	815	B747	0
BN	0604	BOS	ORY	2333	600	B747	0
BN	0606	DFW	AMS	2300	800	B747	0
BN	0614	BOS	ORY	2336	600	B747	0
BP	683	BGR	ZRH	2300	637	DC8	0
BR	0246	IAH	LGW	2310	800	DC10	0
BR	0562	BGR	PIK	735	1305	B707	1
CAMP	A94	BOS	LGW	224	908	MIL	0
CL	0200	JFK	BRU	200	915	DC8	0
CL	864	JFK	FRA	338	1228	DC8	0
CL	911	JFK	SNN	644	1306	DC8	0
CP	0274	YMX	ATH	2030	605	DC8	0
CP	810	YMX	PIK	30	630	DC8	0
D	AFKG	YQX	FRA	2242	427	GA	0
DF	349	IAD	FRA	1932	314	B707	0
DL	0010	ATL	LGW	2305	650	L10	0
DL	0014	ATL	FRA	2225	640	L10	0
EI	0104	JFK	SNN	5	605	B747	0
EI	0116	BOS	SNN	135	710	B747	0

EI	0120	YMX	SNN	215	750	B707	0
EI	2102	JFK	SNN	2310	532	B707	0
EI	7108	JFK	SNN	341	951	B707	0
GK	0002	BGR	LGW	740	1535	DC10	0
GK	0020	JFK	LGW	1	645	DC10	0
GK	36	JFK	PIK	1058	1723	B707	0
IR	0776	JFK	LHR	30	730	B747	0
JU	0501	JFK	ZAG	2310	730	DC10	0
JU	5018	BGR	ZAG	355	1148	B707	0
KL	0642	JFK	AMS	2320	605	B747	0
KL	0644	JFK	AMS	210	915	B747	0
KL	0688	IAH	AMS	2040	605	B747	0
LH	0401	JFK	FRA	2345	710	B747	0
LH	0409	JFK	CGN	2245	610	DC10	0
LH	0421	BOS	FRA	2339	635	DC10	0
LH	0437	MIA	FRA	115	1010	DC10	0
LH	0441	YMX	FRA	2335	645	B707	0
LH	0463	BOS	FRA	1545	2240	B747	1
LH	423	BOS	FRA	1341	2056	B707	0
LY	0016	JFK	LHR	30	710	B747	0
LY	852	JFK	AMS	519	1229	B747	0
M6	0146	BAL	FRA	1651	101	MIL	0
NA	0002	MIA	LHR	2150	600	DC10	0
NA	0006	JFK	AMS	2230	535	DC10	0
NA	0014	MIA	LHR	140	950	DC10	0
NA	0022	MIA	AMS	2150	620	DC10	0
NW	0034	BOS	PIK	30	610	B747	0
NW	0922	BOS	PIK	1400	1940	B747	1
OA	0412	JFK	ATH	2215	715	B747	0
OF	102	JFK	ZRH	315	1107	B707	0
OK	0599	YMX	PRG	230	1040	B707	0
OK	629	YQX	PRG	912	1612	B707	0
OM	504	YQX	LGW	603	1043	B707	0
PA	0002	JFK	LHR	2315	540	B747	0
PA	0064	JFK	FRA	45	805	B747	0
PA	0072	JFK	FRA	2200	520	B747	0
PA	0074	JFK	FRA	2200	520	B747	0
PA	0100	JFK	LHR	1400	2040	B747	0
PA	0102	JFK	LHR	30	730	B747	0
PA	0106	IAD	LHR	150	855	B747	0
PA	0110	JFK	FCO	45	840	B747	0
PA	0160	JFK	FRA	1400	2120	B747	1
PA	0162	JFK	LHR	1200	1840	B747	1
PA	1884	JFK	FRA	914	1656	B707	0
PA	1896	JFK	SNN	256	906	B707	0
PYR	093	BOS	LGW	233	927	MIL	0
RAF	626	YQX	LGW	1157	1630	MIL	0
RJ	262	JFK	AMM	1130	2215	B747	0
SB	0308	JFK	FRA	1400	2105	B747	1
SB	0310	JFK	PSA	110	1135	DC8	1
SB	0320	JFK	MXP	740	1505	DC8	1
SN	0532	YMX	BRU	2340	610	B747	0
SN	0548	JFK	BRU	145	845	B747	0
SR	0101	JFK	ZRH	155	930	B747	0
SR	0111	JFK	GVA	2300	620	B747	0
SR	0165	BOS	ZRH	245	950	DC10	0
TL	0349	JFK	AMS	15	815	B707	1
TP	01	YQX	LUX	1605	2130	B707	0
TW	0700	JFK	LHR	25	640	B747	0
TW	0702	JFK	LHR	1305	1940	L10	0

Table F-1 (Continued)

TW	0706	EWR	LHR	2300	550	B707	0
TW	0708	JFK	LHR	210	840	B747	0
TW	0740	JFK	FRA	2320	640	B707	0
TW	0754	BOS	LHR	2345	555	B747	0
TW	0756	PHL	LHR	2250	555	B707	0
TW	0800	JFK	CDG	2330	630	B747	0
TW	0806	JFK	CDG	130	845	B707	0
TW	0810	BOS	CDG	2300	530	L10	0
TW	0840	JFK	FCO	112	900	B747	0
TW	0842	JFK	MXP	2315	705	B747	0
TW	0844	JFK	FCO	2200	615	B707	0
TW	0846	BOS	FCO	110	900	B707	0
TW	0876	JFK	SNN	130	740	B707	0
TW	0880	JFK	ATH	2145	705	B747	0
TW	0890	IAD	CDG	2300	640	B707	0

Table F-1 (Continued)

EUROPE-MID NORTH AMERICA

+GAF	1003	CGN	YWG	1020	1950	B707	0
+WO	806	SNN	ORD	2031	426	DC8	0
AC	0849	FRA	YYC	920	1835	B747	0
AC	0853	PIK	YYC	1300	2055	B747	0
AC	0857	LHR	YYZ	1305	2040	B747	0
AC	0873	FRA	YYZ	1140	2005	B747	0
AF	0035	CDG	ORD	1400	2250	B747	0
BA	0071	LHR	YYZ	1415	2200	B747	0
BA	0081	PIK	YYZ	1405	2100	B747	0
BA	0298	LHR	ORD	1315	2145	B747	0
CAM	762	FRA	YYZ	1410	2240	B707	0
CP	0211	MXP	YYZ	1150	2100	DC8	0
CP	807	MAN	YYZ	852	1632	DC8	0
CP	813	PIK	YYZ	930	1750	DC8	0
CP	815	FRA	YYZ	1925	350	B747	0
EI	7931	SNN	YYZ	1505	2200	B747	0
GK	53	LGW	YYZ	1605	2335	DC10	0
GK	97	PIK	YYZ	1116	1821	DC10	0
KL	0611	AMS	ORD	1205	2040	B747	0
KL	0693	AMS	YYZ	1615	5	B747	0
KL	601	AMS	YYZ	1504	2317	DC8	0
LH	0430	FRA	ORD	1200	2110	B747	0
LH	0432	FRA	ORD	1600	130	B707	0
LH	0442	FRA	YYZ	1210	2050	DC10	0
LH	0470	FRA	ORD	45	1025	B707	1
LH	450	FRA	YWG	1206	2259	B747	0
OW	406	PIK	YYZ	914	1624	B707	0
QB	929	SNN	YYZ	1225	1950	B707	0
RAF	607	LGW	ORD	953	1805	MIL	0
RR	2355	LGW	YYZ	732	1520	B707	0
TV	864	SNN	YYZ	1757	57	DC8	0
TV	865	SNN	ORD	1350	2155	DC8	0
TW	0771	LHR	ORD	1130	2000	B747	0
TW	0849	CDG	ORD	1225	2135	B707	0
TW	761	LHR	YYC	1029	1909	B747	0
WD	411	LGW	YEG	1820	245	B747	0
WD	801	LGW	YYZ	1210	1945	B747	0
WD	811	PIK	YYZ	1415	2120	DC10	0
WD	813	MAN	YYZ	1100	1825	DC10	0

Table F-1 (Continued)

MID NORTH AMERICA -EUROPE

+GAF	1003	YWG	CGN	630	1430	B707	0
+PA	1496	ORD	ORY	336	1200	B707	0
+PA	1894	ORD	HAM	105	919	B707	0
+TV	865	ORD	AMS	24	832	DC8	0
AC	0848	YYC	FRA	100	955	B747	0
AC	0856	YYZ	LHR	50	735	B747	0
AC	0872	YYZ	FRA	2320	700	L10	0
AF	1327	ORD	CDG	430	1230	B747	1
BA	0070	YYZ	LHR	1	640	B747	0
BA	0072	YYZ	LHR	2230	510	B747	0
BA	0080	YYZ	PIK	130	740	B747	0
BA	0299	ORD	LHR	130	900	B747	0
CAM	761	YYZ	LGW	105	805	B707	0
CP	0382	YEG	AMS	105	940	DC8	0
CP	0384	YYC	AMS	1945	400	B747	0
CP	2200	YYZ	FCO	335	1145	B747	0
CP	812	YYZ	PIK	50	730	DC8	0
DF	297	ORD	FRA	1901	306	B747	0
DF	329	ORD	FRA	432	1302	B707	0
GAF	1002	YWG	CGN	2100	500	B707	0
GK	96	YYZ	PIK	135	805	DC10	0
KL	0612	ORD	AMS	2230	615	B747	0
KL	0692	YYZ	AMS	2315	620	B747	0
LH	0431	ORD	FRA	2315	735	B747	0
LH	0443	YYZ	FRA	2255	635	DC10	0
LH	0471	ORD	FRA	1200	2030	B707	1
ND	934	YEG	FRA	600	1415	DC8	0
OW	405	YYZ	PIK	139	819	B707	0
QB	928	YYZ	PIK	255	925	B707	0
TW	0770	ORD	LHR	30	800	B747	0
TW	0848	ORD	CDG	155	1000	B707	0
WD	410	YEG	LGW	1130	1900	B747	0
WD	800	YYZ	LGW	225	910	B747	0
WD	810	YYZ	PIK	38	708	DC10	0
WD	812	YYZ	MAN	255	940	DC10	0
WO	806	ORD	SNN	1213	1907	DC8	0

Table F-1 (Continued)

EUROPE-WESTERN NORTH AMERICA

AC	0851	LHR	YVR	1125	2045	B747	0
AF	0274	CDG	ANC	1130	2050	B747	0
BA	0283	LHR	LAX	1055	2200	DC10	0
BA	0287	LHR	SFO	1330	30	B747	0
JL	0622	HAM	ANC	1415	2305	DC8	1
KE	0982	AMS	ANC	1310	2155	B707	1
KL	0601	AMS	LAX	1603	320	DC10	0
LH	0450	FRA	LAX	1250	40	B747	0
LH	0672	HAM	ANC	1420	2305	DC8	1
PA	0121	LHR	LAX	1225	2340	74SP	0
PA	0123	LHR	SEA	1340	2310	B747	0
PA	0125	LHR	SFO	905	2005	B747	0
SN	0261	BRU	ANC	1115	2020	DC10	0
TW	0761	LHR	LAX	1020	2125	B747	0

Table F-1 (Continued)

WESTERN NORTH AMERICA - EUROPE

AC	0850	YVR	LHR	100	1000	B747	0
AF	0004	LAX	CDG	505	1530	B747	0
AF	0675	ANC	CDG	1930	440	B747	1
AF	0901	ANC	ORY	2050	600	DC10	1
AF	0993	ANC	ORY	2050	615	B707	1
BA	0282	LAX	LHR	130	1135	DC10	0
BA	0286	SFO	LHR	230	1230	B747	0
GK	40	LAX	LGW	2202	722	B707	0
JL	0403	ANC	AMS	2130	610	B747	0
JL	0421	ANC	LHR	2030	505	B747	0
JL	0631	ANC	HAM	2010	500	B747	1
KE	0901	ANC	ORY	2100	610	DC10	0
LH	0453	SFO	FRA	650	1730	B747	0
LH	0651	ANC	HAM	2010	500	B747	0
LH	453	SFO	CGN	1100	2145	B747	0
PA	0120	LAX	LHR	145	1155	B747	0
PA	0122	SEA	LHR	130	1035	B747	0
PA	0124	SFO	LHR	2025	625	74SP	0
TW	0760	LAX	LHR	30	1035	B747	0

Table F-1 (Continued)

EUROPE-CARIBBEAN

AF	0215	CDG	CAY	1300	2145	B747	0
AF	0241	ORY	FDF	1820	245	B747	0
AF	0251	LYS	PTP	1415	2245	B747	0
AV	73	LGW	BAQ	900	2115	B707	0
BA	0251	LHR	ANU	925	1735	B747	0
BA	0265	LHR	BDA	1215	1940	B707	0
BR	0675	LGW	CCS	930	1920	B707	0
BW	0901	LHR	BGI	900	1730	B707	0
IW	0106	LUX	FPO	1230	2359	DC8	0
JM	0002	LHR	MBJ	1300	2255	DC8	0
LH	0518	FRA	CCS	1150	2210	DC10	0
LH	494	FRA	NAS	837	1822	DC10	0
VM	013	ORY	PTP	200	1025	B707	0

Table F-1 (Continued)

CARIBBEAN - EUROPE

AF	0204	PTP	CDG	250	1050	B747	0
AF	0206	FDF	CDG	401	1205	B747	0
AZ	0567	CCS	MXP	130	1055	DC10	0
BA	0250	ANU	LHR	355	1135	B747	0
BA	0266	BDA	LHR	205	835	B747	0
BR	0676	CCS	LGW	2310	800	B707	0
BW	0900	POS	LHR	2100	545	B707	0
JM	0001	KIN	LHR	2130	630	DC8	0
KL	0778	CCS	AMS	2250	815	DC10	0
OO	1702	PTP	BRU	127	958	B707	0
VA	0700	CCS	ORY	2315	810	DC10	0
VM	002	PTP	ORY	600	1413	B707	0

Table F-1 (Continued)

IBERIA-USA

+AM	455	SMA	MIA	1655	27	DC8	0
AM	0451	MAD	MIA	1000	1855	DC10	0
EV	800	MAD	JFK	1400	2140	DC8	0
IB	0935	MAD	MIA	1105	2000	DC10	0
IB	0957	MAD	JFK	1225	2005	B747	0
IB	959	MAD	JFK	2140	540	DC8	0
M	454	MAD	IAD	2341	929	MIL	0
M4	630	MAD	ATL	1240	2136	MIL	0
M6	126	MAD	IAD	1131	2201	MIL	0
M6	195	MAD	IAD	902	1924	MIL	0
M7	165	TER	PHL	1150	1859	MIL	0
PA	251	MAD	MIA	1105	1851	B707	0
TP	0312	LIS	JFK	1305	2015	B747	0
TP	0332	TER	BOS	1510	2040	B707	0
TW	0901	LIS	JFK	1235	2015	B707	0
TW	0903	MAD	JFK	940	1715	B747	0
TW	0907	BCN	JFK	1350	2225	B707	0
TW	0911	SMA	BOS	1515	2045	B707	0

Table F-1 (Continued)

USA - IBERIA

+EV	800	JFK	MAD	312	1017	DC8	0
+TP	0323	BOS	SMA	40	530	B707	0
AM	0450	MIA	MAD	2205	630	DC10	0
AM	456	MIA	MAD	0	825	DC8	0
IB	0958	JFK	MAD	2325	545	B747	0
IB	936	MIA	MAD	2203	741	DC8	0
IB	950	JFK	MAD	114	855	DC8	0
KITE	13	BAL	MAD	6	734	MIL	0
KITE	13	BAL	MAD	200	1129	MIL	0
M6	166	PHL	TER	139	748	MIL	0
M6	7948	BAL	MAD	1930	349	MIL	0
PA	0250	MIA	MAD	2115	550	B707	0
TP	0311	JFK	LIS	10	625	B747	0
TW	0900	JFK	LIS	35	645	B707	0
TW	0904	JFK	MAD	2330	620	B747	0
TW	0908	JFK	BCN	30	805	B707	0
TW	6908	JFK	LIS	2226	600	B707	0
TW	910	BOS	SMA	106	629	B707	0

Table F-1 (Continued)

CANADA-IBERIA

+TP	0305	YMX	TER	20	510	B707	0
IB	0970	YMX	MAD	2305	525	DC8	0
IB	972	YMX	MAD	5	625	B747	0

Table F-1 (Continued)

IBERIA-CANADA

IB	0979	MAD	YMX	1245	2005	DC8	0
IB	971	MAD	YMX	1105	1820	B747	0
TP	306	LIS	YMX	1905	145	B707	0

Table F-1 (Continued)

IBERIA-CARIBBEAN

+PY	0763	SMA	PBM	1135	1735	DC8	0
IB	0939	MAD	SJU	55	850	DC10	0
IB	0977	MAD	SDQ	2355	810	DC10	0
IB	0989	MAD	CCS	1220	2050	DC10	0
IB	941	SMA	HAV	1241	1945	DC8	0
KL	777	LIS	CCS	121	1108	DC10	0
SU	331	LIS	HAV	1612	145	B707	0
TP	0355	LIS	CCS	1240	2110	B707	0
VA	0727	LIS	CCS	145	950	DC10	0
VA	705	MAD	CCS	7	843	DC8	0

Table F-1 (Continued)

CARIBBEAN-IBERIA

AV	0014	CCS	MAD	305	1135	B747	0
AV	014	SJU	MAD	2100	543	B747	0
CU	0476	HAV	MAD	300	1200	B707	0
IB	0930	SJU	MAD	310	1030	DC10	0
IB	0942	HAV	MAD	2300	735	DC8	0
IB	0978	SDQ	MAD	2140	520	DC10	0
IB	0980	CCS	MAD	2230	630	B747	0
KL	0762	PBM	SMA	1955	140	DC8	0
SU	0332	HAV	LIS	2240	730	B707	0
TP	0358	CCS	LIS	2245	640	B707	0
VA	0740	CCS	MAD	1	810	DC10	0

Table F-1 (Continued)

AFRICA-NORTH AMERICA

PA	0191	DKR	JFK	245	1035	B747	0
SA	0209	SID	JFK	315	1045	74SP	0

Table F-1 (Continued)

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NORTH AMERICA-AFRICA
 PA    0184 JFK  DKR   20  725 B747  0
 SA    0210 JFK  SID 2305  530 74SP  0
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Table F-1 (Continued)

ICELAND-EUROPE

+SK	0296	KEF	CPH	1940	2225	B727	0
FI	0216	KEF	LHR	1730	2020	B727	0
FI	0230	KEF	PIK	730	925	B727	0
FI	0262	KEF	CPH	815	1105	B727	0
FI	0508	KEF	GEN	800	1020	B727	0
FI	320	KEF	BCN	1600	1940	B727	0
GB	EIZ	KEF	LHR	625	1024	GA	0
LL	0200	KEF	LUX	755	1110	DC10	0
LL	0400	KEF	LUX	700	1015	DC8	0
LL	0800	KEF	LUX	845	1200	DC8	0
XY	60	KEF	MAN	2301	205	MIL	0

Table F-1 (Continued)

EUROPE-ICELAND

+LL	0203	LUX	KEF	1300	1630	DC10	0
+LL	0801	LUX	KEF	1330	1700	DC8	0
+SK	0295	CPH	KEF	1040	1340	B727	0
AF	526	PIK	KEF	1214	1414	MIL	0
AF	527	PIK	KEF	1214	1414	MIL	0
DC	BRK	STR	KEF	1958	148	GA	0
FI	0217	LHR	KEF	2120	5	B727	0
FI	0263	CPH	KEF	1205	1500	B727	0
FI	0269	CPH	KEF	25	315	B727	0
FI	0509	GEN	KEF	1400	1620	B727	0
N	78MD	PIK	KEF	830	950	GA	0
TV	867	CGN	KEF	1630	1930	DC8	0

Table F-1 (Continued)

AZORES-EUROPE

TP	0194	SMA	LIS	840	1040	B727	0
TP	0198	SMA	LIS	2105	2259	B727	0
TP	0305	TER	LIS	630	840	B707	0
TP	0323	SMA	LIS	650	850	B707	0
TW	0910	SMA	LIS	455	655	B707	0

Table F-1 (Continued)

EUROPE-AZORES

+IB	941	MAD	SMA	950	1230	DC8	0
AM	455	MAD	SMA	1710	1950	DC8	0
PY	0763	AMS	SMA	645	1050	DC8	0
TP	0081	LIS	TER	540	800	B727	1
TP	0197	LIS	SMA	1745	2000	B727	0
TP	0304	LIS	TER	1245	1505	B707	0
TP	0322	LIS	SMA	1120	1330	B707	0
TP	193	LIS	SMA	600	1000	B727	0
TP	332	LIS	SMA	1140	1400	B707	0
TW	911	LIS	SMA	1110	1300	B707	0

Table F-1 (Continued)

US/CANADA-CARIBBEAN/S. AMER

AA	0045	JFK	NAS	1245	1525	B707	0
AA	0210	EWR	BDA	1730	1931	B707	0
AA	0503	PHL	BDA	1250	1453	B707	0
AA	0543	JFK	BDA	1350	1552	DC10	0
AA	0585	JFK	BGI	1330	1758	B707	0
AA	0587	JFK	SDQ	1100	1430	DC10	0
AA	0615	BOS	BDA	1420	1616	DC10	0
AA	0625	JFK	STX	1335	1715	B707	0
AA	0631	JFK	BDA	1830	2022	B707	0
AA	0633	ORD	SJU	405	823	B707	0
AA	0639	EWR	BDA	1230	1432	B707	0
AA	0645	JFK	MBJ	1430	1810	B707	0
AA	0653	JFK	SJU	1630	2004	DC10	0
AA	0655	JFK	STX	1210	1540	B707	0
AA	0657	JFK	PAP	1430	1805	B707	0
AA	0659	EWR	STX	1430	1810	B707	0
AA	0661	EWR	SJU	1415	1751	B707	0
AA	0663	IAD	SJU	1430	1808	B707	0
AA	0665	JFK	SJU	2115	49	DC10	0
AA	0667	JFK	SXM	1415	1756	B707	0
AA	0677	JFK	SJU	1130	1502	DC10	0
AA	0679	JFK	AUA	1400	1819	DC10	0
AA	0685	EWR	SJU	2320	256	B707	0
AA	0691	PHL	SJU	30	355	B707	0
AA	0697	JFK	SJU	330	703	DC10	0
AA	0699	ORD	SJU	1500	1923	B707	0
AA	0841	JFK	SJU	315	650	B707	1
AA	0871	JFK	SJU	1520	1856	B707	1
AA	1441	JFK	BDA	2248	50	DC10	0
AA	2685	EWR	SJU	100	426	B707	0
AA	2697	JFK	SJU	425	720	B707	0
AA	3611	JFK	SJU	309	625	B707	0
AA	3665	JFK	SJU	200	540	B727	0
AC	0942	YYZ	BDA	1505	1735	DC8	0
AC	0966	YYZ	BGI	1250	1750	DC8	0
AV	0005	JFK	BOG	1505	2010	B747	0
BA	0267	BDA	NAS	2030	2245	B707	0
BW	0421	JFK	POS	1930	20	B707	0
BW	0425	JFK	UVF	1200	1625	B707	0
BW	0601	YYZ	BGI	1130	1635	B707	0
DL	0415	EWR	NAS	1305	1536	B727	0
DL	0465	JFK	NAS	1300	1532	B727	0
DL	1161	BOS	BDA	1306	1505	L10	0
DO	0903	JFK	SDQ	1800	2130	B727	0
DO	0905	JFK	SDQ	1310	1630	B727	0
EA	0245	ATL	SJU	20	337	B727	0
EA	0805	JFK	BDA	1820	2010	B727	0
EA	0807	JFK	BDA	1335	1527	L10	0
EA	0809	BAL	BDA	1626	1820	B727	0
EA	0811	EWR	BDA	1450	1645	L10	0
EA	0815	PHL	BDA	1230	1425	B727	0
EA	0917	EWR	SJU	330	656	B727	0
EA	0919	ATL	SJU	1515	1825	L10	0
EA	0923	JFK	SJU	1430	1801	L10	0
EA	0927	JFK	SJU	2130	57	L10	0
EA	0929	JFK	SJU	230	556	L10	0
EA	0935	EWR	SJU	1215	1547	B727	0
EA	0939	JFK	SJU	1135	1500	L10	0
EA	0945	BOS	SJU	1345	1722	L10	0

Table F-1 (Continued)

EA	0947	BAL	SJU	1320	1645	B727	0
EA	0957	ATL	SJU	440	759	L10	0
EA	0963	PHL	SJU	1215	1536	L10	0
FT	2642	JFK	SJU	1600	1915	DC8	1
HB	VDD	EWR	BDA	2221	23	GA	0
IF	0910	YQX	HAV	1820	2345	B707	0
JM	0010	JFK	MBJ	1430	1810	B727	0
JM	0040	PHL	MBJ	1400	1720	B727	0
M5	276	ATL	SDQ	1301	1647	MIL	0
M6	168	ATL	SJU	1630	1830	MIL	0
M6	196	ATL	SDQ	1523	1909	MIL	0
N	50FJ	EWR	BDA	1502	1711	GA	0
N1	25NE	BOS	BDA	1451	1655	GA	0
PA	0201	JFK	GIG	115	1055	B707	0
PA	0215	JFK	CCS	2109	135	B707	0
PA	0217	JFK	CCS	1345	1820	B707	0
PA	0227	JFK	POS	1955	45	B707	0
RD	0401	ATL	SJU	1505	1830	DC8	1
RD	0601	JFK	SJU	800	1130	DC8	1
RG	0855	JFK	GIG	25	930	B707	0
RG	0951	JFK	VCP	1850	420	B707	1
RG	4861	JFK	GIG	1700	250	B707	0
VA	0801	JFK	CCS	2009	40	DC8	0
WD	744	YMX	BGI	1510	1944	B747	0

Table F-1 (Continued)

CARIBBEAN/S.AMER-US/CANADA

+AA	0679	CUR	JFK	2040	100	DC10	0
+BW	0604	BGI	YYZ	2140	300	B707	0
+M6	196	SDQ	ATL	2053	41	MIL	0
+N	50FJ	BDA	EWR	1922	2133	GA	0
AA	0005	BDA	JFK	1655	1857	DC10	0
AA	0048	NAS	JFK	1630	1910	B707	0
AA	0049	BDA	BOS	1815	2017	DC10	0
AA	0502	BDA	PHL	2115	2319	B707	0
AA	0581	BDA	EWR	1605	1810	B707	0
AA	0584	BGI	JFK	1925	7	B707	0
AA	0620	STX	IAD	2100	53	B707	0
AA	0626	STX	JFK	1815	2212	B707	0
AA	0629	SJU	EWR	1225	1608	B707	0
AA	0632	BDA	JFK	1525	1726	B707	0
AA	0636	BDA	EWR	2025	2230	B707	0
AA	0644	SJU	JFK	359	726	B707	0
AA	0656	STX	JFK	1950	2343	B707	0
AA	0658	PAP	JFK	1945	2327	B707	0
AA	0660	STX	EWR	1640	2024	B707	0
AA	0662	SJU	JFK	1100	1430	DC10	0
AA	0664	STX	IAD	2105	53	B707	0
AA	0666	SJU	ORD	2150	235	B707	0
AA	0668	SXM	JFK	1915	2313	B707	0
AA	0672	SJU	ORD	455	940	B707	0
AA	0676	SJU	JFK	235	604	DC10	0
AA	0678	SJU	JFK	1605	1941	DC10	0
AA	0686	SJU	PHL	100	435	B707	0
AA	0688	SJU	JFK	2130	110	DC10	0
AA	0694	SJU	EWR	1825	2204	B707	0
AA	0840	SJU	JFK	820	1201	B707	1
AA	0872	SJU	JFK	2140	129	B707	1
AA	2588	SDQ	JFK	1555	1923	DC10	0
AA	3676	SJU	JFK	730	1110	B707	0
AA	3694	SJU	EWR	400	740	B707	0
AA	4676	SJU	JFK	630	1010	B707	0
AA	4694	SJU	EWR	1945	2325	B707	0
AC	0947	BDA	YYZ	1835	2120	DC8	0
AC	0967	BGI	YYZ	1920	40	DC8	0
AV	0052	BAQ	JFK	2355	430	B707	0
BW	0420	POS	JFK	1300	1750	B707	0
BW	0424	UVF	JFK	2015	100	B707	0
BW	602	BGI	YYZ	1721	2241	B707	0
BW	602D	ANU	YYZ	2	442	B707	0
DL	0534	NAS	EWR	1825	2054	B727	0
DL	0646	NAS	JFK	1700	1934	B727	0
DL	1162	BDA	BOS	1720	1910	L10	0
DO	0902	SDQ	JFK	1300	1630	B727	0
DO	0904	SDQ	JFK	2115	45	B727	0
EA	0083	SJU	ATL	1645	2017	L10	0
EA	0538	SJU	ATL	1130	1502	B727	0
EA	0800	BDA	JFK	1630	1825	L10	0
EA	0806	BDA	EWR	1745	1944	L10	0
EA	0808	BDA	BAL	1540	1738	B727	0
EA	0810	BDA	JFK	1945	2148	B727	0
EA	0816	BDA	PHL	2055	2258	B727	0
EA	0916	SJU	EWR	435	801	B727	0
EA	0922	SJU	JFK	1640	2005	L10	0
EA	0924	SJU	JFK	2140	108	L10	0
EA	0926	SJU	JFK	2325	252	L10	0

Table F-1 (Continued)

EA	0928	SJU	JFK	225	544	L10	0
EA	0940	SJU	PHL	2105	28	L10	0
EA	0944	SJU	BOS	2125	103	L10	0
EA	0946	SJU	BAL	2225	146	B727	0
EA	0954	SJU	ATL	1	325	L10	0
EA	0960	SJU	EWR	2020	2351	B727	0
FT	2643	SJU	JFK	2115	120	DC8	1
JL	0021	SJU	JFK	25	405	DC8	0
JM	0011	MBJ	JFK	2100	40	B727	0
JM	0041	MBJ	PHL	2210	130	B727	0
M5	276	SDQ	ATL	1830	2218	MIL	0
PA	0202	GIG	JFK	130	1125	B707	0
PA	0218	CCS	JFK	1330	1810	B707	0
PA	0228	POS	JFK	1815	2310	B707	0
RD	0400	SJU	ORD	600	1030	DC8	1
RD	0602	SJU	JFK	401	730	DC8	1
RG	0860	GIG	JFK	200	1140	DC10	0
RG	0950	GIG	JFK	600	1550	B707	1
RG	1860	GIG	JFK	930	1925	B707	0
SU	0340	HAV	YQX	1400	1850	B707	0
VA	0800	CCS	JFK	1300	1750	DC8	0
VA	203B	CCS	JFK	29	509	DC8	0
WD	745	BGI	YMX	1934	39	B747	0
WD	751	BGI	YYZ	2045	155	B747	0

Table F-1 (Continued)

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CARIB/S AMER-MIDEAST
 CU    492  HAV  SID  345 1221 B707  0
 IT    0701 HAV  SID  210 1040 B707  0
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Table F-1 (Continued)

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MIDEAST/AFRICA-CARIB/S AMER
 SU    0333 RBA   HAV 2100   635 B707   0
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Table F-1 (Continued)

GREENLAND-USA/CANADA

M6	0170	SFJ	PHL	1622	1922	MIL	0

Table F-1 (Continued)

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US/CANADA-GREENLAND
 M6    0171 PHL   SFJ 1140 1349 MIL    0
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Table F-1 (Continued)

FROM EUROPE/IBERIA/AFRICA TO SOUTH AMERICA

AZ	00568	FCO	GIG	2305	1035	DC10	0
RG	00767	ORY	GIG	2030	750	DC10	0
SK	00957	LIS	GIG	5	950	DC8	0
AF	00981	LIS	VCP	630	1650	B707	1
RG	00719	LIS	BEL	2240	700	B707	0
RG	00975	LIS	VCP	1915	455	B707	1
RG	00981	LIS	VCP	630	1610	B707	1
TP	00397	LIS	REC	15	735	B707	0
RG	00763	LIS	GIG	1	940	DC10	0
AR	00121	MAD	GIG	2330	930	B747	0
BR	00661	MAD	GIG	2330	920	DC10	0
IB	00999	MAD	GIG	2205	800	DC10	0

FROM SOUTH AMERICA TO EUROPE/IBERIA/AFRICA

AR	00114	GIG	ORY	2345	1030	B747	0
RG	00766	GIG	ORY	230	1340	DC10	0
LA	00172	GIG	MAD	2305	950	B707	0
IB	00990	GIG	MAD	2200	725	DC10	0
RG	00742	GIG	MAD	130	1120	DC10	0
RG	00762	GIG	LIS	259	1230	DC10	0
AT	00240	GIG	CMN	2200	700	B707	0

HAWAII-MAINLAND

PR	102	HNL	SFO	11	521	MISC	0
UA	0032	HNL	LAX	15	530	DC8	0
UA	186+	ITO	SFO	20	500	DC10	0
CO	0982	HNL	SEA	25	543	DC10	0
WD	201	HNL	YVR	25	545	B747	0
WA	0580	HNL	SFO	30	515	DC10	0
CO	0606	HNL	LAX	130	635	DC10	0
UA	0188	HNL	SFO	145	635	B747	0
WA	0500	HNL	LAX	145	650	DC10	0
UA	0190	ITO	LAX	200	650	B747	0
UA	0002	HNL	ORD	230	1025	B747	0
S8	6972	HNL	ANC	238	818	MIL	0
UA	0010	HNL	ORD	310	1105	B747	0
M5	234	HNL	SFO	320	901	MIL	0
BN	0502	HNL	DFW	405	1100	B747	0
UA	0166	HNL	DEN	705	1340	DC8	0
NW	0056	HNL	SEA	745	1300	B747	0
UA	0016	ITO	ORD	750	1535	B747	0
WA	0554	HNL	SAN	800	1315	MISC	0
CO	0608	HNL	LAX	815	1305	DC10	0
WA	0574	HNL	SFO	830	1315	DC10	0
UA	122	HNL	LAX	845	1346	B747	0
UA	0022	HNL	SFO	915	1405	B747	0
WA	0732	HNL	LAX	915	1420	DC10	0
UA	0172	ITO	LAX	925	1415	DC10	0
UA	0196	HNL	LAX	925	1435	B747	0
CL	910	ITO	SFO	1007	459	DC8	0
WA	2732	HNL	LAX	1058	1607	MISC	0
CO	0002	HNL	LAX	1155	1700	DC10	0
M6	160	HNL	SFO	1644	2225	MIL	0
TV	869	HNL	SFO	1645	2200	DC8	0
TE	0506	HNL	LAX	1840	2355	DC10	0
WA	0562	HNL	LAX	1845	2350	DC10	0
NW	0022	HNL	LAX	1855	5	B747	0
CO	0600	HNL	LAX	1900	5	DC10	0
UA	0114	HNL	LAX	1900	10	B747	0
TE	5062	HNL	LAX	1915	31	DC8	0
UA	0180	HNL	SFO	1930	20	B747	0
PA	0842	HNL	SFO	1955	45	B747	0
PA	0812	HNL	LAX	2000	110	B747	0
NW	0010	HNL	SFO	2110	205	B747	0
QF	0003	HNL	SFO	2115	205	B747	0
UA	4643	HNL	SFO	2123	233	DC8	0
UA	0048	HNL	PDX	2130	250	DC8	0
UA	0096	HNL	SFO	2200	250	B747	0
CO	0602	HNL	LAX	2200	305	DC10	0
M5	259	HNL	SFO	2200	341	MIL	0
PR	100	HNL	SFO	2207	317	DC8	0
KE	0002	HNL	LAX	2210	320	B747	0
UA	0068	HNL	SFO	2220	315	DC8	0
UA	0028	HNL	LAX	2245	355	B747	0
WA	0550	HNL	SAN	2245	400	MISC	0
UA	0192	HNL	SAN	2250	410	DC8	0
PR	0106	HNL	SFO	2255	340	DC10	0
BN	0508	HNL	SEA	2305	415	B747	0
KE	0006	HNL	LAX	2310	420	B747	0
WA	0590	HNL	YVR	2320	445	DC10	0
UA	0198	HNL	LAX	2330	440	B747	0
UA	0197	HNL	SEA	2340	505	DC10	0

Table F-1 (Continued)

WA	0564	HNL	LAX	2345	450	DC10	0
NW	0086	HNL	SEA	2345	500	B747	0
UA	0106	HNL	SFO	2350	445	DC8	0

Table F-1 (Continued)

MAINLAND-HAWAII

M9	024	SFO	HNL	109	648	MIL	0
WA	0610	LAX	HNL	145	710	DC10	0
UA	0189	SFO	HNL	210	715	B747	0
CO	0915	LAX	HNL	214	744	DC10	0
BN	0505	LAX	HNL	215	740	B747	0
UA	0111	LAX	HNL	215	740	B747	0
UA	1121	LAX	HNL	250	816	B747	0
TE	0505	LAX	HNL	300	840	DC10	0
PA	0811	LAX	HNL	315	840	B747	0
TE	5051	LAX	HNL	315	857	DC8	0
DOIN	G77	PHX	HNL	351	1040	MIL	0
PA	0841	SFO	HNL	400	905	B747	0
QF	0004	SFO	HNL	405	915	B747	0
CO	0601	LAX	HNL	430	959	DC10	0
PA	1751	SFO	HNL	437	942	B747	0
PR	101	SFO	HNL	440	1000	DC8	0
M4	648	SFO	HNL	442	1036	MIL	0
PR	0107	SFO	HNL	530	1035	DC10	0
M6	181	SFO	HNL	540	1134	MIL	0
SQ	0001	SFO	HNL	630	1135	DC10	0
PR	103	SFO	HNL	635	1155	DC8	0
KE	0005	LAX	HNL	650	1210	B747	0
CI	0007	LAX	HNL	650	1215	B747	0
M2	8087	LAX	HNL	750	1353	MIL	0
M4	653	SFO	HNL	824	1406	MIL	0
PA	0881	SFO	HNL	840	1345	B747	1
QF	0881	SFO	HNL	840	1345	B747	1
CI	001	SFO	HNL	950	1455	B747	0
UA	0195	LAX	HNL	1505	2035	B747	0
UA	197+	LAX	ITO	1525	2040	DC10	0
CO	0981	SEA	HNL	1530	2103	DC10	0
BN	0507	SEA	HNL	1530	2105	B747	0
UA	0001	ORD	HNL	1530	15	B747	0
UA	0186	SEA	HNL	1535	2115	DC10	0
NW	0087	SEA	HNL	1545	2120	B747	0
UA	0105	SFO	HNL	1600	2115	DC8	0
WA	0551	SAN	HNL	1600	2141	MISC	0
UA	0181	SFO	HNL	1610	2110	B747	0
WA	0511	LAX	HNL	1615	2140	DC10	0
UA	0007	ORD	HNL	1620	105	B747	0
UA	1115	SEA	HNL	1625	2217	DC8	0
NW	0009	SFO	HNL	1630	2135	B747	0
UA	0069	SFO	HNL	1630	2145	DC8	0
UA	0033	LAX	HNL	1650	2230	DC8	0
UA	0183	SFO	HNL	1700	2205	B747	0
UA	0191	LAX	HNL	1700	2230	B747	0
WA	0571	SFO	HNL	1705	2210	DC10	0
CO	0001	LAX	HNL	1705	2230	DC10	0
M7	030	LAX	HNL	1708	2330	MIL	0
WA	0743	ANC	HNL	1715	2258	DC10	0
UA	0049	PDX	HNL	1730	2305	DC8	0
WD	200	YVR	HNL	1735	2304	B747	0
UA	0199	SAN	HNL	1740	2330	DC8	0
CO	0603	LAX	HNL	1800	2330	DC10	0
BN	0501	DFW	HNL	1815	200	B747	0
UA	0003	ORD	HNL	1815	300	B747	0
WA	0501	LAX	HNL	1825	2350	DC10	0
BOX	41	LAX	HNL	1829	24	MIL	0
JL	0003	SFO	HNL	1835	2340	B747	0

Table F-1 (Continued)

M5	230	SFO	HNL	1842	36	MIL	0
UA	0109	DEN	HNL	1855	215	DC8	0
PELO	N81	PHX	HNL	1857	103	MIL	0
CO	0607	LAX	HNL	1905	35	DC10	0
WA	0561	LAX	HNL	2010	135	DC10	0
NW	0021	LAX	HNL	2020	145	B747	0
UA	0035	SFO	HNL	2030	135	B747	0
WA	0521	SFO	HNL	2030	135	DC10	0
UA	0193	LAX	HNL	2030	200	B747	0
WA	0553	SAN	HNL	2100	241	MISC	0
CI	0005	LAX	HNL	2115	240	74SP	0
NW	0055	SEA	HNL	2130	305	B747	0
CO	0975	LAX	HNL	2210	340	DC10	0
UA	0005	LAX	HNL	2300	425	B747	0
BOX	42	PHX	HNL	2309	558	MIL	0
PA	0809	LAX	HNL	2315	440	B747	0
UA	0121	SFO	ITO	2335	440	DC10	0

Table F-1 (Continued)

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WEST COAST-ALASKA
 M7    0018 SEA   ANC    54   423   MIL   0
 M3    8085 SEA   ANC   258   627   MIL   0
```

Table F-1 (Continued)

ALASKA-WEST COAST

FT	098	ANC	SFO	503	926	DC8	1

Table F-1 (Continued)

FAR EAST-MAINLAND

PA	0006	HKG	SFO	545	1755	74SP	0
PA	0012	NRT	SFO	615	1525	74SP	0
CI	0006	TPE	LAX	630	1850	74SP	0
M5	245	NRT	SFO	643	1717	MIL	0
NW	0004	NRT	ORD	650	1820	B747	0
JL	0004	NRT	SFO	725	1635	B747	0
JL	0062	NRT	LAX	820	1800	B747	0
JL	0012	NRT	YVR	900	1725	B747	0
RG	0831	NRT	LAX	900	1900	MISC	0
NW	0008	NRT	SEA	910	1735	B747	0
CP	0402	NRT	YVR	945	1815	B747	0
PA	0800	NRT	JFK	945	2220	74SP	0
PA	0002	NRT	LAX	1015	1955	B747	0
M5	9397	NRT	SFO	1035	2109	MIL	0
JL	0002	NRT	SFO	1130	2040	B747	0
CI	0002	NRT	SFO	1250	2200	B747	0
NW	0902	NRT	SEA	1300	2135	B747	1
M6	200	NRT	SFO	1455	129	MIL	0
FT	72	NRT	SFO	2102	612	B747	1

Table F-1 (Continued)

MAINLAND-FAR EAST

FT	98	SFO	NRT	906	2033	DC8	1
PA	0801	JFK	NRT	1500	435	74SP	0
NW	0003	ORD	NRT	1650	540	74SP	0
PA	0003	LAX	NRT	1940	645	74SP	0
JL	0061	LAX	NRT	2000	705	B747	0
NW	0019	SEA	SEL	2005	655	B747	0
NW	0007	SEA	NRT	2040	635	B747	0
PA	0005	SFO	HKG	2105	1055	74SP	0
CP	0401	YVR	NRT	2110	640	B747	0
PA	0011	SFO	NRT	2230	915	B747	0
JL	0001	SFO	NRT	2240	925	B747	0

Table F-1 (Continued)

OCEANIA-MAINLAND

PA	0816	SYD	LAX	230	1555	74SP	0
FM	8802	PPT	LAX	1307	2115	DC8	0
TE	0518	PPT	LAX	1705	105	DC10	0
UT	564B	PPT	LAX	1900	250	DC10	0

Table F-1 (Continued)

MAINLAND-OCEANIA

PA	0815	LAX	AKL	530	1816	74SP	0
UT	0585	LAX	PPT	625	1425	DC10	0

OCEANIC AREA SYSTEM IMPROVEMENT STUDY (OASIS): AVIATION TRAFFIC FORECASTS

SUPPLEMENT 1

NOVEMBER TRAFFIC FORECASTS FOR THE NORTH ATLANTIC AND CENTRAL EAST PACIFIC REGIONS

C. Starry
J. Tornow
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SRI International
Menlo Park, California 94025

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GENERAL DESCRIPTION

This supplement to the main report presents the detailed data on forecasts for the level of off-season traffic, based on activity on Friday, November 2, 1979 for the North Atlantic and Central East Pacific Regions.

Descriptions of the method of developing these forecasts; assumptions of the future levels of fuel costs, population and income; and future aircraft technology are contained in the main report. The remainder of this supplement is divided into the following five appendices:

- Appendix A--List of Aviation Traffic Forecasting Workshop Participants
- Appendix B--Detailed Distributions of Flights by Airport Pair
- Appendix C--Detailed Distributions of Flights by Aircraft Type
- Appendix D--Detailed Distributions of Flights by Departure Time
- Appendix E--Actual Schedule for November 2, 1979.

APPENDIX A

LIST OF AVIATION TRAFFIC FORECASTING WORKSHOP PARTICIPANTS

APPENDIX A

LIST OF AVIATION TRAFFIC FORECASTING WORKSHOP PARTICIPANTS

Name	Function and Organization	Telephone
	Workshop Chairman	
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*Was unable to attend Workshop, but made valuable contributions to the forecasts contained in this report.

APPENDIX B

DETAILED DISTRIBUTIONS OF FLIGHTS BY AIRPORT PAIR

Appendix B

DETAILED DISTRIBUTIONS OF FLIGHTS BY AIRPORT PAIR

This appendix presents detailed tables that show the 1979 distributions of flights by airport of origin and destination. As explained in the text, this level of detail is required by other parts of the overall study, and forecasts on this level should be considered as representative of probable distributions rather than forecasts, per se. Furthermore, because of the complexity of the forecasting task and the cost benefit analyses, the number of airports used in the study has been reduced, and flights to or from airports not included in the list given in Table B-1 are moved to the nearest airport included on the list.

Tables B-2 through B-17 present the number of passenger flights by airport pair for each of the region pairs examined. Tables B-18 through B-28 show the airport of origin and destination for all the cargo, military, and general aviation flights.

Table B-1

DEFINITION OF OFFICIAL AIRLINE GUIDE AIRPORT CODES

OAG AIRPORT CODE	DESCRIPTION
AGP	MALAGA, SPAIN
AKL	AUCKLAND, NEW ZEALAND
AMM	AMMAN, JORDAN
AMS	AMSTERDAM, NETHERLANDS
ANC	ANCHORAGE, ALASKA, USA
ANU	ANTIGUA, WEST INDIES
ARN	STOCKHOLM, SWEDEN
ATH	ATHENS, GREECE
ATL	ATLANTA, GA, USA
AUA	ARUBA, NETH. ANTILLES
BAL	BALTIMORE, MD. USA
BAQ	BARRANQUILLA, COLOMBIA
BCN	BARCELONA, SPAIN
BDA	BERMUDA
BEL	BELEM, BRAZIL
BGI	BARBADOS, BARBADOS
BGO	BERGEN, NORWAY
BGR	BANGOR, ME. USA
BOG	BOGOTA, COLOMBIA
BOS	BOSTON, MASS. USA
BRU	BRUSSELS, BELGIUM
CAI	CAIRO, EGYPT
CAY	CAYENNE, FR. GUIANA
CCS	CARACAS, VENEZUELA
CDG	PARIS, FRANCE
CGN	COLOGNE, REP. OF GERMANY
CMN	CASABLANCA, MORROCCO
CPH	COPENHAGEN, DENMARK
CUR	CURACAO, NETH. ANTILLES
DEN	DENVER, COLORADO, USA
DFW	DALLAS/FT. WORTH, TEXAS, USA
DHA	DHAHRAN, SAUDI ARABIA
DKR	DAKAR, SENEGAL
DTW	DETROIT, MICHIGAN, USA
EWR	NEW YORK, NY-NEWARK ARPT., USA
EZE	BUENOS, AIRES, ARG-EZEIZA ARPT.
FCO	ROME, ITALY
FDF	FORT DE FRANCE, MARTINIQUE
FPO	FREEPORT, BAHAMAS
FRA	FRANKFURT, REP. OF GERMANY
GEN	OSLO, NORWAY
GIG	RIO DE JANEIRO, BRAZIL
GOT	GOTHENBURG, SWEDEN
GVA	GENEVA, SWITZERLAND
HAM	HAMBURG, REP. OF GERMANY
HAV	HAVANA, CUBA
HEL	HELSINKI, FINLAND
HKG	HONG KONG
HNL	HONOLULU, HAWAII, USA

Table B-1 (Continued)

OAG AIRPORT CODE	DESCRIPTION
IAD	WASHINGTON, D. C. USA
IAH	HOUSTON, TEXAS, USA
JFK	NEW YORK, NY, USA
KEF	REYKJAVIK, ICELAND
KIN	KINGSTON, JAMAICA
KOK	KOKKOLA, FINLAND
LAX	LOS ANGELES, CALIFORNIA, USA
LGW	LONDON, ENGLAND
LHR	LONDON, ENGLAND
LIM	LIMA, PERU
LIS	LISBON, PORTUGAL
LUX	LUXEMBOURG, LUXEMBOURG
LYS	LYON, FRANCE
MAD	MADRID, SPAIN
MAN	MANCHESTER, ENGLAND
MBJ	MONTEGO BAY, JAMAICA
MCI	KANSAS CITY, MO., USA
MEX	MEXICO CITY, MEXICO
MIA	MIAMI, FLA. USA
MXP	MILAN, ITALY
NAS	NASSAU, BAHAMAS
NRT	TOKYO, JAPAN
ORD	CHICAGO, ILL., USA
ORY	PARIS, FRANCE
PAP	PORT AU PRINCE, HAITI
PBM	PARAMARIBO, SURINAM
PDX	PORTLAND, OREGON, USA
PHL	PHILADELPHIA, PA., USA
PHX	PHOENIX, ARIZONA, USA
PIK	GLASGOW, SCOT.
POS	PORT OF SPAIN, TRINI & TOB.
PPT	PAPEETE, SOC. IS.
PRG	PRAGUE, CZECHOSLOVAKIA
PSA	PISA, ITALY
PTP	POINTE A PITRE, GUADALOUPE
RBA	RABAT, MOROCCO
REC	RECIFE, BRAZIL
ROB	MONROVIA, LIBERIA
SCQ	SANTIAGO, SPAIN
SDQ	SANTO DOMINGO, DOM. REP.
SEA	SEATTLE, WASH., USA
SEL	SEOUL, SOUTH KOREA
SFJ	SONDRESTROMFJORD, GREENLAND
SFO	SAN FRANCISCO, CA., USA
SID	SAL ISLAND, CAPE VERDE IS.
SJU	SAN JUAN, PUERTO RICO
SMA	SANTA MARIA, AZORES
SNN	SHANNON, IRELAND
STR	STUTTGART, REP. OF GERMANY
STX	ST. CROIX, VIRGIN IS.
SVO	MOSCOW, USSR
SXM	ST. MAARTEN, NETH.ANTILLES

Table B-1 (Continued)

OAG AIRPORT CODES	DESCRIPTION
SYD	SYDNEY, NSW., AUSTRALIA
TER	TERCEIRA, AZORES
TFS	TENERIFE, CANARY IS.
TLV	TEL AVIV, ISRAEL
TPE	TAIPEI, TAIWAN
UAK	NARSSARSSUAQ, GREENLAND
UIO	QUITO, ECUADOR
UVF	ST. LUCIA, W.I.
VCP	SAO PAULO, BRAZIL
WAW	WARSAW, POLAND
YEG	EDMONTON, CANADA
YHZ	HALIFAX, CANADA
YMX	MONTREAL, CANADA
YQX	GANDER, CANADA
YVR	VANCOUVER, CANADA
YWG	WINNIPEG, CANADA
YYC	CALGARY, CANADA
YYZ	TORONTO, CANADA
ZAG	ZAGREB, YUGOSLAVIA
ZRH	ZURICH, SWITZERLAND

Table B-2

SCHEDULED PASSENGER AND CHARTER FLIGHTS

SCANDINAVIA-NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	13	14	35	40	48
CPH-ANC	1	1	2	2	2
CPH-JFK	2	2	4	4	5
CPH-ORD	1	0	1	2	2
CPH-SEA	1	1	2	2	2
CPH-SFJ	1	1	2	2	2
CPH-YYZ	1	1	2	3	3
GEN-JFK	1	1	2	2	3
KEF-JFK	2	1	4	4	4
SVO-YQX	2	2	4	4	4
WAW-YQX	1	0	2	2	2
JFK-SVO	0	1	1	1	1
JFK-WAW	0	1	2	2	2
ORD-KEF	0	2	4	4	4
WAW-BOS	0	0	1	2	1
CPH-MCI	0	0	1	1	2
HEL-JFK	0	0	1	2	2
YYC-JFK	0	0	0	1	1
BGO-JFK	0	0	0	0	1
KEF-BAL	0	0	0	0	1
SFO-BGO	0	0	0	0	1
SFO-CPH	0	0	0	0	1
YEG-CPH	0	0	0	0	1
YMX-CPH	0	0	0	0	1

*In Greenwich Mean Time

SCHEDULED PASSENGER AND CHARTER FLIGHTS

EUROPE-EASTERN NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	83	84	189	222	274
AMS-BOS	2	0	4	6	6
AMS-IAH	1	1	2	2	2
AMS-JFK	5	6	11	12	12
AMS-MIA	1	0	2	2	2
AMS-YMX	1	0	2	2	2
ATH-JFK	2	2	4	4	4
BRU-DFW	1	0	2	2	2
BRU-JFK	2	2	4	5	5
BRU-YMX	2	0	3	4	4
CDG-BOS	1	1	2	2	2
CDG-IAD	1	2	3	4	4
CDG-IAH	1	1	2	2	2
CDG-JFK	4	5	10	11	11
CDG-YMX	2	2	4	5	5
CGN-JFK	1	2	3	4	4
FCO-JFK	3	3	5	7	7
FRA-ATL	2	1	3	4	4
FRA-JFK	6	6	13	14	17
FRA-PHL	2	0	2	3	3
FRA-YMX	1	1	2	2	2
GVA-JFK	1	1	2	2	2
HAM-YQX	2	1	3	4	4
LGW-ATL	1	1	2	2	2
LGW-BGR	1	1	2	2	2
LGW-DFW	1	1	2	2	2
LGW-IAH	1	1	4	4	6
LGW-JFK	1	1	2	2	2
LGW-YMX	1	0	2	2	2
LHR-BOS	2	2	4	4	4
LHR-IAD	3	2	5	6	6
LHR-JFK	9	9	18	18	18
LHR-MIA	2	2	4	4	4

*In Greenwich Mean Time

SCHEDULED PASSENGER AND CHARTER FLIGHTS

EUROPE-EASTERN NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
LHR-PHL	1	1	2	2	2
LHR-YMX	1	1	3	4	3
LHR-YQX	1	1	2	2	2
LYS-BGR	1	0	1	2	2
MXP-BOS	1	0	2	2	4
MXP-JFK	2	2	4	4	4
ORY-MIA	1	1	2	2	2
PIK-BOS	1	0	2	2	2
PIK-JFK	1	0	2	1	3
SNN-JFK	2	2	4	4	5
SNN-PHL	1	0	1	2	2
ZAG-JFK	1	1	4	4	5
ZRH-BOS	1	1	2	2	2
ZRH-JFK	1	1	2	2	2
ZRH-YMX	1	1	2	2	2
ATL-BRU	0	1	2	2	2
BGR-ATH	0	1	1	1	1
BGR-CGN	0	1	2	2	2
BGR-FRA	0	1	1	2	2
BOS-FRA	0	2	2	3	3
AMM-ATL	0	0	0	0	2
EWR-AMS	0	1	1	2	2
AMM-JFK	0	1	2	2	4
JFK-TLV	0	1	1	2	3
MIA-AGP	0	1	2	2	2
MIA-FRA	0	1	1	1	1
YMX-MXP	0	1	2	2	2
YMX-PRG	0	1	2	2	2
YQX-AMS	0	1	1	2	2
YQX-LGW	0	1	1	2	2
FCO-IAD	0	0	0	2	2
PIK-BGR	0	0	0	1	1

*In Greenwich Mean Time

Table B-3 (Continued)

SCHEDULED PASSENGER AND CHARTER FLIGHTS

EUROPE-EASTERN NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
ZAG-BGR	0	0	0	2	2
ZRH-BGR	0	0	0	2	2
IAD-CGN	0	0	0	2	2
AMM-IAH	0	0	0	0	2
AMS-ATL	0	0	0	0	2
ATH-BOS	0	0	0	0	2
CDG-DFW	0	0	0	0	2
DHA-DFW	0	0	0	0	2
DHA-IAH	0	0	0	0	3
DHA-JFK	0	0	0	0	1
FCO-YMX	0	0	0	0	2
FRA-DFW	0	0	0	0	2
LGW-IAD	0	0	0	0	4
ORY-JFK	0	0	0	0	4
PIK-YMX	0	0	0	0	2
SNN-ATL	0	0	0	0	2
BOS-TLV	0	0	0	0	2
ZAG-EWR	0	0	0	0	2
ZRH-IAD	0	0	0	0	2
BOS-GVA	0	0	0	0	1

*In Greenwich Mean Time

Table B-4

SCHEDULED PASSENGER AND CHARTER FLIGHTS

EUROPE-MID NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	8	10	18	27	32
AMS-ORD	1	1	1	2	4
CDG-ORD	1	0	2	2	1
FRA-ORD	1	1	2	2	2
LHR-ORD	2	2	4	4	4
LHR-YYC	1	1	2	2	2
LHR-YYZ	1	1	2	2	2
MXP-YYZ	1	0	1	1	1
ORD-LYS	0	1	1	2	2
ORD-SNN	0	1	1	2	2
YYZ-FRA	0	1	2	3	3
YYZ-PIK	0	1	0	0	0
FRA-DEN	0	0	0	2	2
LGW-DEN	0	0	0	2	2
MCI-PIK	0	0	0	1	2
ZRH-MCI	0	0	0	0	2
ORD-FCO	0	0	0	0	1

*In Greenwich Mean Time

SCHEDULED PASSENGER AND CHARTER FLIGHTS

EUROPE-WEST NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	10	12	24	39	65
AMS-LAX	1	0	1	2	2
BRU-ANC	1	0	1	2	2
CDG-ANC	2	1	3	3	3
FRA-LAX	1	0	1	2	2
LHR-ANC	1	1	2	3	3
LHR-LAX	3	3	6	6	8
LHR-SFO	1	1	2	2	2
ANC-AMS	0	1	2	2	4
ANC-HAM	0	1	1	1	1
ANC-ORY	0	1	1	4	4
LAX-CDG	0	1	2	2	4
SEA-LHR	0	1	1	2	4
SFO-FRA	0	1	1	2	2
AMS-SFO	0	0	0	2	2
BRU-LAX	0	0	0	2	2
LGW-SEA	0	0	0	2	4
BRU-SFO	0	0	0	0	2
CDG-SEA	0	0	0	0	2
CGN-SFO	0	0	0	0	2
FRA-SEA	0	0	0	0	2
LGW-PHX	0	0	0	0	2
PIK-LAX	0	0	0	0	2
SNN-LAX	0	0	0	0	2
ZRH-SEA	0	0	0	0	2

*In Greenwich Mean Time

SCHEDULED PASSENGER AND CHARTER FLIGHTS

CARIBBEAN-EUROPE

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	12	7	20	23	31
BRU-PTP	0	1	1	1	1
CDG-CAY	0	1	1	1	2
FRA-CCS	0	1	1	1	2
LHR-ANU	2	1	3	4	4
LHR-BDA	1	1	2	2	2
LUX-NAS	0	1	1	1	2
LYS-PTP	0	1	1	1	2
BGI-LHR	1	0	1	1	2
CCS-AMS	1	0	1	1	2
CCS-MXP	1	0	1	2	2
CCS-ORY	1	0	1	1	2
FDF-CDG	1	0	1	2	2
KIN-LHR	1	0	1	1	2
NAS-FRA	1	0	1	1	1
PTP-CDG	1	0	2	2	2
PTP-ZRH	1	0	1	1	1

*In Greenwich Mean Time

SCHEDULED PASSENGER AND CHARTER FLIGHTS

IBERIA-USA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	7	5	16	20	26
LIS-JFK	2	2	4	4	4
MAD-JFK	2	2	6	7	8
MAD-MIA	2	1	4	4	4
TER-BOS	1	0	2	2	2
LIS-IAD	0	0	0	1	2
MAD-ATL	0	0	0	2	2
LIS-ATL	0	0	0	0	2
MAD-LAX	0	0	0	0	2

*In Greenwich Mean Time

Table B-8

SUPPLEMENT 1

SCHEDULED PASSENGER AND CHARTER FLIGHTS

CANADA-IBERIA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
	1	2	3	4	6
LIS-YMX	1	0	1	1	1
YQX-LIS	0	1	1	1	1
YMX-TER	0	1	1	1	1
LIS-YYZ	0	0	0	1	2
MAD-YMX	0	0	0	0	1

*In Greenwich Mean Time

Table B-9

SCHEDULED PASSENGER AND CHARTER FLIGHTS

IBERIA-CARIBBEAN

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	6	12	22	28	35
LIS-CCS	3	0	3	6	8
LIS-HAV	1	1	2	2	2
MAD-HAV	1	2	4	4	4
MAD-SJU	1	3	4	5	3
SMA-PBM	0	3	5	6	4
CCS-MAD	0	2	3	4	4
HAV-SMA	0	1	1	1	2
MEX-MAD	0	0	0	0	1
PBM-SMA	0	0	0	0	4
SJU-MAD	0	0	0	0	3

*In Greenwich Mean Time

Table B-10

SCHEDULED PASSENGER AND CHARTER FLIGHTS

AFRICA-NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	3	2	7	9	15
CAI-IAD	1	0	1	1	1
DKR-JFK	1	1	2	2	4
SID-JFK	1	1	2	4	4
RBA-JFK	0	0	2	2	2
RBA-YMX	0	0	0	0	2
SID-YMX	0	0	0	0	2

*In Greenwich Mean Time

Table B-11

SCHEDULED PASSENGER AND CHARTER FLIGHTS

ICELAND-EUROPE

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	4	7	12	12	13
KEF-LHR	0	1	1	1	1
KEF-LUX	2	5	7	7	7
KEF-PIK	1	1	2	2	2
MAN-KEF	1	0	2	2	2
CPH-KEF	0	0	0	0	1

*In Greenwich Mean Time

Table B-12

SCHEDULED PASSENGER AND CHARTER FLIGHTS

AZORES-EUROPE

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	2	2	6	6	6
TER-LIS	2	2	4	4	4
SMA-AMS	0	0	2	2	2

*In Greenwich Mean Time

Table B-13

SCHEDULED PASSENGER AND CHARTER FLIGHTS

U.S./CANADA-CARIBBEAN/SOUTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	62	59	129	186	237
ATL-SJU	2	2	4	4	4
BAL-BDA	1	1	2	2	4
BAL-SJU	1	1	2	2	2
BOS-BDA	2	2	4	6	6
BOS-SJU	1	1	2	2	3
EWR-BDA	2	2	4	4	4
EWR-SJU	3	3	6	10	14
EWR-STX	1	1	2	3	4
IAD-SJU	1	1	2	7	10
JFK-ANU	1	1	2	2	2
JFK-AUA	1	2	4	4	4
JFK-BDA	2	2	4	4	4
JFK-BGI	2	2	4	4	4
JFK-BOG	0	2	4	4	4
JFK-CCS	2	2	4	6	6
JFK-CUR	1	1	2	2	2
JFK-GIG	5	4	9	11	11
JFK-MBJ	0	2	4	5	4
JFK-NAS	2	2	4	4	4
JFK-PAP	1	1	2	2	2
JFK-SDQ	3	3	6	6	6
JFK-SJU	8	7	15	15	15
JFK-STX	2	2	4	4	4
JFK-SXM	1	1	2	2	2
ORD-FDF	1	1	2	2	2
ORD-SJU	1	1	2	2	2
PHL-AUA	1	1	2	2	2
PHL-MBJ	1	1	2	2	2
PHL-SJU	1	1	2	2	2
YMX-BGI	2	2	4	4	4
YQX-HAV	3	1	5	6	3
YYZ-BDA	1	1	2	2	4

*In Greenwich Mean Time

Table B-13 (Continued)

SCHEDULED PASSENGER AND CHARTER FLIGHTS

U.S./CANADA-CARIBBEAN/SOUTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
YYZ-BGI	1	2	3	3	3
BAQ-JFK	1	0	2	2	2
BDA-PHL	1	0	1	2	2
CUR-BDA	1	0	1	1	1
POS-JFK	2	0	3	4	4
ATL-EZE	0	0	0	1	1
ATL-PBM	0	0	0	2	2
BAL-CUR	0	0	0	2	2
BAL-SDQ	0	0	0	2	2
BGR-BDA	0	0	0	2	4
BGR-NAS	0	0	0	2	2
BOS-ANU	0	0	0	2	2
BOS-FPO	0	0	0	1	1
BOS-NAS	0	0	0	2	2
EWR-FPO	0	0	0	1	1
EWR-NAS	0	0	0	1	2
EWR-SDQ	0	0	0	2	2
IAD-GIG	0	0	0	2	2
IAD-SDQ	0	0	0	2	2
JFK-EZE	0	0	0	1	1
PHL-POS	0	0	0	2	2
YYZ-CCS	0	0	0	3	4
BDA-IAD	0	0	0	1	2
FDF-BGR	0	0	0	1	1
SDQ-ORD	0	0	0	1	1
SDQ-YYZ	0	0	0	1	2
STX-ATL	0	0	0	1	2
SXM-PHL	0	0	0	1	1
UVF-PHL	0	0	0	1	1
ATL-AUA	0	0	0	0	2
ATL-CCS	0	0	0	0	2
ATL-GIG	0	0	0	0	2

*In Greenwich Mean Time

Table B-13 (Continued)

SCHEDULED PASSENGER AND CHARTER FLIGHTS

U.S./CANADA-CARIBBEAN/SOUTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
BOS-CAY	0	0	0	0	2
BOS-FDF	0	0	0	0	2
EWR-BGI	0	0	0	0	2
ORD-BDA	0	0	0	0	2
ORD-BGI	0	0	0	0	2
ORD-CAY	0	0	0	0	3
ORD-CCS	0	0	0	0	2
PHL-FPO	0	0	0	0	2
YMX-CCS	0	0	0	0	2
YQX-HAV	0	0	0	0	6
YYZ-ANU	0	0	0	0	2
PAP-EWR	0	0	0	0	1

*In Greenwich Mean Time

Table B-14

SCHEDULED PASSENGER AND CHARTER FLIGHTS

CARIBBEAN/SOUTH AMERICA-MIDEAST

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
	1	2	3	3	5
HAV-SID	0	2	2	2	3
RBA-HAV	1	0	1	1	2

*In Greenwich Mean Time

Table B-15

SCHEDULED PASSENGER AND CHARTER FLIGHTS

HAWAII-MAINLAND

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	47	48	136	201	279
HNL-DEN	1	1	2	5	6
HNL-DFW	1	1	3	6	10
HNL-LAX	16	13	35	47	61
HNL-ORD	3	3	9	11	16
HNL-PDX	1	1	5	8	12
HNL-SAN	2	2	5	7	8
HNL-SEA	3	3	9	14	18
HNL-SFO	15	17	35	37	42
HNL-YVR	2	3	11	15	23
HNL-YYC	1	1	2	3	4
ITO-LAX	1	2	4	6	8
ITO-SFO	1	1	4	6	4
HNL-IAD	0	0	2	2	6
HNL-JFK	0	0	2	5	7
HNL-YMX	0	0	2	6	9
HNL-YYZ	0	0	1	5	8
BOS-HNL	0	0	1	2	3
EWR-HNL	0	0	1	1	3
MAI-HNL	0	0	1	1	1
PHX-HNL	0	0	1	6	8
SEA-ITO	0	0	1	2	6
HNL-ANC	0	0	0	1	4
HNL-IAH	0	0	0	1	3
HNL-PHL	0	0	0	2	5
PDX-ITO	0	0	0	2	4

*In Greenwich Mean Time

Table B-16

SCHEDULED PASSENGER AND CHARTER FLIGHTS

FAR EAST-MAINLAND

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
TOTAL	13	17	35	67	97
HKG-SFO	1	1	2	4	7
NRT-JFK	1	1	2	3	5
NRT-LAX	3	3	5	14	18
NRT-ORD	1	1	2	3	5
NRT-SEA	1	1	3	6	7
NRT-SFO	4	5	10	19	23
NRT-YVR	1	2	4	6	11
SEL-LAX	0	2	4	5	7
TPE-LAX	0	1	2	2	4
SEA-SEL	1	0	1	3	5
HKG-LAX	0	0	0	2	4
TPE-ORD	0	0	0	0	1

*In Greenwich Mean Time

Table B-17

SCHEDULED PASSENGER AND CHARTER FLIGHTS

OCEANIA-MAINLAND

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRPORT CODES*	1979		1984	1995	2005
TOTAL	WESTBOUND 1	EASTBOUND 4	TOTAL FOR BOTH DIRECTIONS 6	7	8
PPT-LAX	1	3	4	5	5
SYD-LAX	0	1	2	2	2
SFO-SYD	0	0	0	0	1

*In Greenwich Mean Time

Table B-18

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

SCANDINAVIA-NORTH AMERICA

NOVEMBER 2, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	1	0	3	1	1	0
ARN-ANC	1	0	0	0	0	0
HEL-JFK	0	0	1	0	0	0
KEF-JFK	0	0	1	0	0	0
KEF-YHZ	0	0	0	0	1	0
KEF-PHL	0	0	1	1	0	0

*See Table C-1 for description of airport codes

Table B-19

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

EUROPE-EAST NORTH AMERICA

NOVEMBER 2, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	12	10	8	8	1	2
AGP-IAD	0	0	1	0	0	0
AMS-JFK	1	1	0	0	0	0
BRU-JFK	1	0	0	0	0	0
FCO-JFK	1	0	0	0	0	0
FRA-BAL	0	0	3	2	0	0
FRA-IAD	0	0	1	0	0	0
FRA-JFK	4	2	0	0	0	0
FRA-PHL	0	0	1	0	0	0
LHR-BAL	2	0	0	0	0	0
LHR-BOS	0	0	2	2	0	0
LHR-YMX	1	0	0	0	0	0
LHR-YQX	0	0	0	0	1	1
PIK-JFK	1	1	0	0	0	0
SNN-JFK	1	0	0	0	0	0
SNN-YQX	0	0	0	0	1	0
ATL-PIK	0	0	0	1	0	0
BAL-AGP	0	0	0	1	0	0
BGR-MAN	0	0	0	1	0	0
BGR-PIK	0	1	0	0	0	0
BOS-FRA	0	1	0	0	0	0
JFK-CDG	0	1	0	0	0	0
LHR-JFK	0	1	0	0	0	0

*See Table C-1 for description of airport codes

Table B-19 (Continued)

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

EUROPE-EAST NORTH AMERICA

NOVEMBER 2, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL						
JFK-MXP	0	1	0	0	0	0
PHL-AGP	0	0	0	1	0	0
YMX-CDG	0	1	0	0	0	0

*See Table C-1 for description of airport codes

Table B-20

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

EUROPE-MID NORTH AMERICA

NOVEMBER 2, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	2	3	0	0	0	0
FRA-ORD	1	1	0	0	0	0
FRA-YYZ	1	0	0	0	0	0
ORD-CDG	0	1	0	0	0	0
YYZ-PIK	0	1	0	0	0	0

*See Table C-1 for description of airport codes

Table B-21

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS
EUROPE-WEST NORTH AMERICA

NOVEMBER 2, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	3	2	0	0	0	0
ANC-CDG	0	1	0	0	0	0
ANC-HAM	0	1	0	0	0	0
ANC-ORY	0	2	0	0	0	0
FRA-ANC	2	0	0	0	0	0
LHR-ANC	1	0	0	0	0	0

*See Table C-1 for description of airport codes

Table B-22

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS
IBERIA-USA

NOVEMBER 2, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	0	0	2	6	0	0
MAD-BAL	0	0	1	3	0	0
MAD-IAD	0	0	1	2	0	0
PHL-TER	0	0	0	1	0	0

*See Table C-1 for description of airport codes

Table B-23

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

EUROPE-ICELAND

NOVEMBER 2, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	2	0	0	0	0	0
BRU-KEF	1	0	0	0	0	0
LGW-KEF	1	0	0	0	0	0

*See Table C-1 for description of airport codes

Table B-24

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

US/CANADA-CARIBBEAN/SOUTH AMERICA

NOVEMBER 2, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	7	7	0	0	2	4
ATL-SJU	1	2	0	0	0	0
EWR BDA	0	0	0	0	0	1
IAD-BDA	0	0	0	0	0	3
JFK-SJU	4	4	0	0	0	0
JFK-VCP	0	1	0	0	0	0
BDA-ATL	0	0	0	0	1	0
GIG-JFK	1	0	0	0	0	0
SJU-ORD	1	0	0	0	0	0
STX-EWR	0	0	0	0	1	0

*See Table C-1 for description of airport codes

Table B-25

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

USA/CANADA-GREENLAND

NOVEMBER 2, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	0	0	0	0	1	0
KEF-SFJ	0	0	0	0	1	0

*See Table C-1 for description of airport codes

Table B-26

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS
HAWAII-MAINLAND

NOVEMBER 2, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	3	0	9	10	0	0
HNL-LAX	1	0	2	2	0	0
HNL-PHX	0	0	0	4	0	0
HNL-SFO	2	0	7	4	0	0

*See Table C-1 for description of airport codes

Table B-27

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

WEST COAST-ALASKA

NOVEMBER 2, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	0	0	1	1	0	0
SEA-ANC	0	0	1	0	0	0
ANC-SFO	0	0	0	1	0	0

*See Table C-1 for description of airport codes

Table E-28

ALL CARGO, MILITARY, AND GENERAL AVIATION FLIGHTS

FAR EAST-MAINLAND

NOVEMBER 2, 1979

AIRPORT CODES*	ALL CARGO		MILITARY		GENERAL AVIATION	
	WESTBOUND	EASTBOUND	WESTBND	EASTBND	WESTBOUND	EASTBOUND
TOTAL	1	1	0	6	0	0
NRT-SEA	1	1	0	2	0	0
NRT-SFO	0	0	0	4	0	0

*See Table C-1 for description of airport codes

APPENDIX C

DETAILED DISTRIBUTIONS OF FLIGHTS BY AIRCRAFT TYPE

Table C-1

DEFINITION OF AIRCRAFT INCLUDED
WITHIN EACH CATEGORY

Category Name*	Aircraft Types
Misc.	A300, DC9, D95, 73S, 737, D91, D93, D94, B707, 70F, 703, 70M, IL62, IL6
B727/B767*	B727, 72M, 72S, 72V, B7B, 72F, B767
DC8	DC8, DC84, DC86, DC85, D85, D8F, D8V
L10	L1011, L101, L11
DC10	DC10, D1M, D1C, D11
B747/DC10, L10-stretch	B747, 74M, 74F, 74B, 74V stretched, DC10s and L10s to appear in the mid 1980s.
B747SP	74L
B747ST	550-600 passenger aircraft
NEW1	new generation 200 passenger long range aircraft, such as B777.
M1L1	mid altitude, slow military aircraft
M1L2	mid altitude, medium speed military aircraft
M1L3	high altitude, high speed military aircraft
GA	All general aviation aircraft
VC10, 720	BA15, VCX, FC15, 720, B72

*See the North American Official Airline Guide for a definition of aircraft code names. Aircraft included in each categories have approximately the same range and seating capacities.

Table 5-2

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

SCANDINAVIA-NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	18	15	41	47	55
Misc.	4	4	8	8	8
B727/B767	0	0	0	0	0
DC8	4	5	6	0	0
L10	0	0	0	0	0
DC10	2	1	10	10	6
B747/DC10, L10-stretch	4	4	12	14	16
B747SP	0	0	0	0	0
B747ST	0	0	0	10	20
NEW1	0	0	0	0	0
MIL1	3	1	4	4	4
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	1	0	1	1	1

*See Table 2 for a description of aircraft types.

Table C-3

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

EUROPE-EAST NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	105	103	232	266	318
Misc.	15	18	9	8	8
B727/B767	0	0	0	0	0
DC8	8	7	2	0	0
L10	4	5	35	33	19
DC10	16	14	39	39	20
B747/DC10, L10-stretch	49	48	123	133	136
B747SP	1	2	3	4	19
B747ST	0	0	0	26	93
NEW1	0	0	0	0	0
MIL1	10	8	18	18	18
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	2	1	3	3	3

*See Table 2 for a description of aircraft types.

Table C-4

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

EUROPE-MID NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	10	13	24	32	38
Misc.	1	3	3	0	0
B727/B767	0	0	0	0	0
DC8	2	1	2	0	0
L10	1	2	3	5	5
DC10	0	1	2	2	2
B747/DC10, L10-stretch	6	6	14	19	21
B747SP	0	0	0	0	0
B747ST	0	0	0	6	10
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table C-5

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

WEST NORTH AMERICA-EUROPE

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	13	16	31	50	76
Misc.	0	1	1	0	0
B727/B767	0	0	0	0	0
DC8	1	0	0	0	0
L10	0	0	0	0	0
DC10	2	2	3	2	2
B747/DC10, L10-stretch	10	13	27	40	52
B747SP	0	0	0	2	2
B747ST	0	0	0	6	20
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table C-6

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

CARIBBEAN-EUROPE

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	7	12	20	23	31
Misc.	2	3	4	0	0
B727/B767	0	0	0	0	0
DC8	1	1	1	0	0
L10	0	0	1	4	4
DC10	1	3	6	6	6
B747/DC10, L10-stretch	3	5	8	8	12
B747SP	0	0	0	0	0
B747ST	0	0	0	5	9
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table C-7

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

IBERIA-USA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	9	11	24	28	34
Misc.	3	1	0	0	0
B727/B767	0	0	0	0	0
DC8	0	0	0	0	0
L10	0	0	6	6	6
DC10	2	1	4	4	4
B747/DC10, L10-stretch	2	3	6	8	10
B747SP	0	0	0	0	0
B747ST	0	0	0	2	6
NEW1	0	0	0	0	0
MIL1	2	6	8	8	8
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table C-8

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

CANADA-IBERIA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	1	2	3	4	6
Misc.	1	1	1	0	0
B727/B767	0	1	1	1	1
DC8	0	0	0	0	0
L10	0	0	1	1	1
DC10	0	0	0	2	2
B747/DC10, L10-stretch	0	0	0	0	2
B747SP	0	0	0	0	0
B747ST	0	0	0	0	0
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table C-9

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

IBERIA-CARIBBEAN

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	8	12	22	28	35
Misc.	1	5	8	4	4
B727/B767	0	0	0	0	0
DC8	3	5	8	0	0
L10	0	0	0	1	1
DC10	4	2	4	4	4
B747/DC10, L10-stretch	0	0	2	15	18
B747SP	0	0	0	0	0
B747ST	0	0	0	4	8
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table C-10

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

AFRICA-NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	3	2	7	9	15
Misc.	1	0	3	0	0
B727/B767	0	0	0	0	0
DC8	0	0	0	0	0
L10	0	0	0	0	0
DC10	0	0	0	0	0
B747/DC10, L10-stretch	1	1	4	6	8
B747SP	1	1	0	1	3
B747ST	0	0	0	0	0
NEW1	0	0	0	2	4
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table C-11

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

AZORES-EUROPE

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	2	2	6	6	6
Misc.	1	1	2	0	0
B727/B767	1	1	2	2	2
DC8	0	0	0	0	0
L10	0	0	0	2	2
DC10	0	0	2	2	2
B747/DC10, L10-stretch	0	0	0	0	0
B747SP	0	0	0	0	0
B747ST	0	0	0	0	0
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table C-12

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

ICELAND-EUORPE

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	6	7	14	14	15
Misc.	1	1	0	0	0
B727/B767	1	1	4	4	4
DC8	2	4	2	1	0
L10	0	0	4	4	3
DC10	0	1	2	3	4
B747/DC10, L10-stretch	0	0	0	0	2
B747SP	0	0	0	0	0
B747ST	0	0	0	0	0
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	2	0	2	2	2

*See Table 2 for a description of aircraft types.

Table C-13

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

US/CANADA-CARIBBEAN/SOUTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979 WESTBOUND	1979 EASTBOUND	1984 TOTAL FOR BOTH DIRECTIONS	1995 TOTAL FOR BOTH DIRECTIONS	2005 TOTAL FOR BOTH DIRECTIONS
Total	71	70	151	210	261
Misc.	28	21	29	4	4
B727/B767	9	10	19	26	28
DC8	9	11	19	0	0
L10	10	10	37	51	54
DC10	9	9	32	61	51
B747/DC10, L10-stretch	4	3	9	62	91
B747SP	0	2	0	0	0
B747ST	0	0	0	0	27
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	2	4	6	6	6

*See Table 2 for a description of aircraft types.

Table C-14

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

CARIBBEAN/SOUTH AMERICA-MIDEAST

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	1	2	3	3	5
Misc.	1	2	2	2	2
B727/B767	0	0	0	0	0
DC8	0	0	0	0	0
L10	0	0	0	0	0
DC10	0	0	1	1	1
B747/DC10, L10-stretch	0	0	0	0	2
B747SP	0	0	0	0	0
B747ST	0	0	0	0	0
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table C-15

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

GREENLAND-US/CANADA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	1	0	1	1	1
Misc.	0	0	0	0	0
B727/B767	0	0	0	0	0
DC8	0	0	0	0	0
L10	0	0	0	0	0
DC10	0	0	0	0	0
B747/DC10, L10-stretch	0	0	0	0	0
B747SP	0	0	0	0	0
B747ST	0	0	0	0	0
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	1	0	1	1	1

*See Table 2 for a description of aircraft types.

Table C-16

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

HAWAII-MAINLAND

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	59	58	159	224	302
Misc.	0	1	0	0	0
B727/B767	0	1	0	0	0
DC8	6	7	8	0	0
L10	0	0	16	33	45
DC10	19	17	62	78	91
B747/DC10, L10-stretch	24	22	51	68	91
B747SP	1	0	3	8	14
B747ST	0	0	0	18	42
NEW1	0	0	0	0	0
MIL1	9	10	19	19	19
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table C-17

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

WEST COAST-ALASKA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	1	1	2	2	2
Misc.	0	0	0	0	0
B727/B767	0	0	0	0	0
DC8	0	0	0	0	0
L10	0	0	0	0	0
DC10	0	0	0	0	0
B747/DC10, L10-stretch	0	0	0	0	0
B747SP	0	0	0	0	0
B747ST	0	0	0	0	0
NEW1	0	0	0	0	0
MIL1	1	1	2	2	2
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table C-18

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

FAR EAST-MAINLAND

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	14	24	43	75	105
Misc.	0	1	1	0	0
B727/B767	0	0	0	0	0
DC8	2	1	1	0	0
L10	0	0	0	0	0
DC10	0	1	2	2	2
B747/DC10, L10-stretch	8	10	22	40	48
B747SP	4	5	11	22	28
B747ST	0	0	0	5	21
NEW1	0	0	0	0	0
MIL1	0	6	6	6	6
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Table C-19

DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE

OCEANIA-MAINLAND

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

AIRCRAFT TYPE*	1979		1984	1995	2005
	WESTBOUND	EASTBOUND	TOTAL FOR BOTH DIRECTIONS		
Total	1	4	6	7	8
Misc.	0	1	1	0	0
B727/B767	0	0	0	0	0
DC8	0	0	0	0	0
L10	0	0	0	0	0
DC10	1	2	2	2	2
B747/DC10, L10-stretch	0	0	2	2	2
B747SP	0	1	1	2	2
B747ST	0	0	0	1	2
NEW1	0	0	0	0	0
MIL1	0	0	0	0	0
MIL2	0	0	0	0	0
MIL3	0	0	0	0	0
GA	0	0	0	0	0

*See Table 2 for a description of aircraft types.

Appendix D

DETAILED DISTRIBUTION OF FLIGHTS BY DEPARTURE TIME

This appendix provides actual distributions of flights by scheduled time of departure or estimated time of departure (for non scheduled flights) for November 2, 1979. Separate distributions are given for each region pair. The distributions shown include all passenger, cargo, military, and general aviation flights. Projected distributions of departure times are based on the 1979 distribution; additional frequencies are added to the near peak times, with the net result of a general smoothing of the base year distributions. For Europe-U.S. flights, where curfews and scheduling cause problems in assigning flights to off peak period, no frequencies were added to time slots for which no flights occured 1979.

All times shown are in Greenwich Mean Time (GMT).

Table D-1

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES
SCANDINAVIA-NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	18	22	25	29
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	1	1	1	1
4:00-5:00	1	1	1	1
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	1	1	1	1
8:00-9:00	1	1	1	1
9:00-10:00	1	1	2	2
10:00-11:00	1	1	3	3
11:00-12:00	4	4	5	6
12:00-13:00	0	3	3	3
13:00-14:00	2	3	3	3
14:00-15:00	2	2	2	2
15:00-16:00	0	0	0	0
16:00-17:00	1	1	1	2
17:00-18:00	1	1	1	1
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	1	1	1	1
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-2

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
NORTH AMERICA-SCANDINAVIA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	15	19	22	26
0:00-1:00	2	3	3	3
1:00-2:00	3	3	3	3
2:00-3:00	0	1	1	1
3:00-4:00	0	1	1	1
4:00-5:00	0	1	1	1
5:00-6:00	0	0	0	0
6:00-7:00	1	1	1	1
7:00-8:00	0	0	1	1
8:00-9:00	0	0	1	1
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	1	1	1	1
13:00-14:00	0	0	1	1
14:00-15:00	0	0	0	1
15:00-16:00	1	1	1	1
16:00-17:00	0	0	0	1
17:00-18:00	0	0	0	1
18:00-19:00	0	0	0	1
19:00-20:00	1	1	1	1
20:00-21:00	2	2	2	2
21:00-22:00	0	0	0	0
22:00-23:00	2	2	2	2
23:00-24:00	2	2	2	2

*In Greenwich Mean Time

Table D-3
DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES
EUROPE-EASTERN NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	105	117	133	159
0:00-1:00	1	1	1	1
1:00-2:00	1	1	1	1
2:00-3:00	1	2	2	2
3:00-4:00	1	1	1	1
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	2	2	2	2
7:00-8:00	1	1	1	1
8:00-9:00	1	2	5	5
9:00-10:00	7	13	13	13
10:00-11:00	11	12	21	21
11:00-12:00	17	17	21	22
12:00-13:00	23	24	24	24
13:00-14:00	15	15	15	22
14:00-15:00	4	4	4	13
15:00-16:00	1	3	3	6
16:00-17:00	8	8	8	11
17:00-18:00	3	3	3	3
18:00-19:00	2	2	2	2
19:00-20:00	1	1	1	1
20:00-21:00	1	1	1	3
21:00-22:00	2	2	2	3
22:00-23:00	2	2	2	2
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-4

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
EASTERN NORTH AMERICA-EUROPE

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	103	115	133	159
0:00-1:00	21	21	21	21
1:00-2:00	19	22	22	22
2:00-3:00	12	19	19	19
3:00-4:00	6	8	11	11
4:00-5:00	3	3	6	6
5:00-6:00	2	2	2	2
6:00-7:00	1	1	1	1
7:00-8:00	3	3	3	3
8:00-9:00	3	3	3	3
9:00-10:00	1	1	1	1
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	1	1	1	1
13:00-14:00	1	1	1	1
14:00-15:00	2	2	2	2
15:00-16:00	2	2	2	2
16:00-17:00	0	0	4	4
17:00-18:00	0	0	2	3
18:00-19:00	2	2	6	6
19:00-20:00	1	1	3	8
20:00-21:00	3	3	3	9
21:00-22:00	2	2	2	8
22:00-23:00	5	5	5	13
23:00-24:00	13	13	13	13

*In Greenwich Mean Time

Table D-5

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES
EUROPE-MID NORTH AMERICA
FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	10	11	16	19
0:00-1:00	1	1	1	1
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	1	2	2
11:00-12:00	0	0	4	4
12:00-13:00	4	4	4	4
13:00-14:00	2	2	2	4
14:00-15:00	2	2	2	3
15:00-16:00	1	1	1	1
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-6

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
MID NORTH AMERICA-EUROPE
FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	13	13	16	19
0:00-1:00	0	0	0	0
1:00-2:00	2	2	2	2
2:00-3:00	3	3	3	3
3:00-4:00	1	1	1	1
4:00-5:00	1	1	1	1
5:00-6:00	1	1	1	1
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	1	1
11:00-12:00	0	0	2	4
12:00-13:00	1	1	1	1
13:00-14:00	0	0	0	1
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	1	1	1	1
23:00-24:00	3	3	3	3

*In Greenwich Mean Time

Table D-7

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES
EUROPE-WESTERN NORTH AMERICA
FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	13	15	24	37
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	1	1
5:00-6:00	0	0	1	1
6:00-7:00	0	0	0	0
7:00-8:00	1	2	2	2
8:00-9:00	0	1	4	4
9:00-10:00	2	2	3	3
10:00-11:00	0	0	2	2
11:00-12:00	3	3	4	4
12:00-13:00	4	4	4	4
13:00-14:00	2	2	2	4
14:00-15:00	0	0	0	4
15:00-16:00	0	0	0	4
16:00-17:00	1	1	1	4
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-8

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
WESTERN NORTH AMERICA-EUROPE
FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	16	16	26	39
0:00-1:00	0	0	2	2
1:00-2:00	1	1	2	2
2:00-3:00	2	2	2	2
3:00-4:00	2	2	2	2
4:00-5:00	0	0	1	1
5:00-6:00	0	0	1	1
6:00-7:00	2	2	2	2
7:00-8:00	0	0	2	2
8:00-9:00	0	0	0	2
9:00-10:00	0	0	1	1
10:00-11:00	0	0	2	2
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	1
17:00-18:00	0	0	0	1
18:00-19:00	0	0	0	1
19:00-20:00	2	2	2	5
20:00-21:00	5	5	5	5
21:00-22:00	2	2	2	5
22:00-23:00	0	0	0	2
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-9

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
CARIBBEAN-EUROPE

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	7	8	11	15
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	1	1	1	1
10:00-11:00	0	1	2	2
11:00-12:00	1	1	2	2
12:00-13:00	1	1	2	3
13:00-14:00	3	3	3	3
14:00-15:00	0	0	0	3
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	1	1	1	1
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-10

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

EUROPE-CARIBBEAN

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	12	12	12	16
0:00-1:00	0	0	0	0
1:00-2:00	1	1	1	2
2:00-3:00	2	2	2	2
3:00-4:00	3	3	3	3
4:00-5:00	0	0	0	2
5:00-6:00	1	1	1	2
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	1	1	1	1
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	1	1	1	1
22:00-23:00	2	2	2	2
23:00-24:00	1	1	1	1

*In Greenwich Mean Time

Table D-11

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES
IBERIA-USA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	9	10	12	15
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	2	2	2	2
12:00-13:00	1	1	1	1
13:00-14:00	2	2	2	2
14:00-15:00	1	1	1	2
15:00-16:00	1	1	2	2
16:00-17:00	0	0	1	2
17:00-18:00	0	0	0	0
18:00-19:00	1	1	1	2
19:00-20:00	0	1	1	1
20:00-21:00	1	1	1	1
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-12

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
USA-IBERIA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	11	14	16	19
0:00-1:00	3	3	3	3
1:00-2:00	2	2	2	2
2:00-3:00	0	1	1	1
3:00-4:00	0	1	1	1
4:00-5:00	1	2	2	2
5:00-6:00	1	1	1	1
6:00-7:00	0	0	1	1
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	1	1	1	1
10:00-11:00	0	0	1	1
11:00-12:00	0	0	0	1
12:00-13:00	1	1	1	1
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	1
21:00-22:00	2	2	2	2
22:00-23:00	0	0	0	1
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-13

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
CANADA-IBERIA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	2	2	2	3
0:00-1:00	1	1	1	1
1:00-2:00	1	1	1	1
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	1
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-14

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

IBERIA-CANADA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	1	1	2	3
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	1	1	1	1
15:00-16:00	0	0	1	1
16:00-17:00	0	0	0	1
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-15

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

IBERIA-CARIBBEAN

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	8	10	13	17
0:00-1:00	1	1	1	1
1:00-2:00	2	2	2	2
2:00-3:00	1	1	1	1
3:00-4:00	0	1	1	1
4:00-5:00	0	1	1	1
5:00-6:00	0	0	0	1
6:00-7:00	0	0	1	1
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	2	2	2	2
13:00-14:00	0	0	1	1
14:00-15:00	0	0	1	1
15:00-16:00	0	0	0	1
16:00-17:00	0	0	0	1
17:00-18:00	1	1	1	1
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	1
22:00-23:00	1	1	1	1
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-16

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
CARIBBEAN-IBERIA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	12	12	15	18
0:00-1:00	0	0	0	0
1:00-2:00	2	2	2	2
2:00-3:00	0	0	1	1
3:00-4:00	2	2	2	2
4:00-5:00	0	0	1	1
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	1
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	1	1
17:00-18:00	0	0	0	1
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	1
21:00-22:00	4	4	4	4
22:00-23:00	3	3	3	3
23:00-24:00	1	1	1	1

*In Greenwich Mean Time

Table D-17

DISTRIBUTION OF NORTBOUND FLIGHTS BY DEPARTURE TIMES
AFRICA-NORTH AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	3	4	5	8
0:00-1:00	0	0	0	0
1:00-2:00	0	1	1	1
2:00-3:00	1	1	1	1
3:00-4:00	0	0	1	1
4:00-5:00	1	1	1	1
5:00-6:00	0	0	0	1
6:00-7:00	0	0	0	1
7:00-8:00	0	0	0	1
8:00-9:00	1	1	1	1
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

DISTRIBUTION OF SOUTHBOUND FLIGHTS BY DEPARTURE TIMES
NORTH AMERICA-AFRICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	2	3	4	7
0:00-1:00	1	1	1	1
1:00-2:00	0	1	1	1
2:00-3:00	0	0	1	1
3:00-4:00	0	0	0	1
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	1
22:00-23:00	0	0	0	1
23:00-24:00	1	1	1	1

*In Greenwich Mean Time

Table D-19

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
AZORES-EUROPE

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	2	3	3	3
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	1	1	1	1
7:00-8:00	0	1	1	1
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	1	1	1	1
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-20

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES
EUROPE-AZORES

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	2	3	3	3
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	1	1	1	1
12:00-13:00	0	1	1	1
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	1	1	1	1
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-21

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES
ICELAND-EUROPE

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	7	7	7	7
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	3	3	3	3
8:00-9:00	3	3	3	3
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	1	1	1	1
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-22

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES
EUROPE-ICELAND

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	6	7	7	8
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	1	1	1	1
5:00-6:00	0	0	0	1
6:00-7:00	0	0	0	0
7:00-8:00	1	1	1	1
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	1	1	1	1
14:00-15:00	2	2	2	2
15:00-16:00	0	1	1	1
16:00-17:00	1	1	1	1
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-23

DISTRIBUTION OF SOUTHBOUND FLIGHTS BY DEPARTURE TIMES
US/CANADA-CARIBBEAN/S. AMERICA
FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	70	75	104	131
0:00-1:00	3	3	3	3
1:00-2:00	1	1	1	2
2:00-3:00	3	3	3	3
3:00-4:00	1	1	1	1
4:00-5:00	3	3	3	3
5:00-6:00	1	2	2	2
6:00-7:00	0	2	2	2
7:00-8:00	0	0	0	0
8:00-9:00	0	2	3	3
9:00-10:00	1	1	2	3
10:00-11:00	0	0	5	5
11:00-12:00	1	1	7	7
12:00-13:00	2	2	7	7
13:00-14:00	7	7	12	12
14:00-15:00	18	18	18	18
15:00-16:00	13	13	13	13
16:00-17:00	4	4	9	15
17:00-18:00	2	2	2	10
18:00-19:00	2	2	2	7
19:00-20:00	2	2	2	6
20:00-21:00	2	2	2	4
21:00-22:00	2	2	2	2
22:00-23:00	2	2	2	2
23:00-24:00	0	0	1	1

*In Greenwich Mean Time

Table D-24

DISTRIBUTION OF NORTHBOUND FLIGHTS BY DEPARTURE TIMES
CARIBBEAN/S. AMERICA-US/CANADA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	71	76	106	130
0:00-1:00	1	3	3	3
1:00-2:00	4	4	4	4
2:00-3:00	3	3	3	3
3:00-4:00	2	3	3	3
4:00-5:00	1	2	2	2
5:00-6:00	0	0	0	0
6:00-7:00	3	3	3	3
7:00-8:00	0	1	1	1
8:00-9:00	0	0	0	1
9:00-10:00	1	1	2	2
10:00-11:00	0	0	4	4
11:00-12:00	2	2	4	4
12:00-13:00	0	0	7	7
13:00-14:00	4	4	6	7
14:00-15:00	2	2	3	3
15:00-16:00	0	0	3	3
16:00-17:00	1	1	11	11
17:00-18:00	9	9	9	11
18:00-19:00	5	5	5	11
19:00-20:00	11	11	11	11
20:00-21:00	5	5	5	12
21:00-22:00	6	6	6	9
22:00-23:00	7	7	7	9
23:00-24:00	4	4	4	6

*In Greenwich Mean Time

Table D-25

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
CARIBBEAN/S. AMERICA-MIDEAST
FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	2	2	2	3
0:00-1:00	0	0	0	0
1:00-2:00	1	1	1	1
2:00-3:00	1	1	1	1
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	1
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-26

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

MIDEAST/AFRICA-CARIB./S. AMERICA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	1	1	1	2
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	1
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	1	1	1	1
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-27

NO EASTBOUND FLIGHTS BETWEEN USA/CANADA-GREENLAND

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL				
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00				
7:00-8:00				
8:00-9:00				
9:00-10:00				
10:00-11:00				
11:00-12:00				
12:00-13:00				
13:00-14:00				
14:00-15:00				
15:00-16:00				
16:00-17:00				
17:00-18:00				
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

*In Greenwich Mean Time

Table D-28

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES
GREENLAND-USA/CANADA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	1	1	1	1
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	1	1	1	1
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-29

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
HAWAII-MAINLAND

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	58	80	112	151
0:00-1:00	5	7	9	12
1:00-2:00	6	8	10	14
2:00-3:00	3	4	5	5
3:00-4:00	4	6	7	8
4:00-5:00	2	2	2	3
5:00-6:00	2	2	2	3
6:00-7:00	1	2	2	3
7:00-8:00	0	0	4	6
8:00-9:00	4	6	7	9
9:00-10:00	3	4	4	6
10:00-11:00	1	2	2	3
11:00-12:00	0	0	6	6
12:00-13:00	1	2	2	3
13:00-14:00	0	0	3	4
14:00-15:00	0	0	0	5
15:00-16:00	1	2	2	3
16:00-17:00	3	4	6	8
17:00-18:00	3	4	6	8
18:00-19:00	4	5	7	9
19:00-20:00	4	5	7	9
20:00-21:00	1	2	2	3
21:00-22:00	4	6	8	10
22:00-23:00	2	2	2	3
23:00-24:00	4	5	7	8

*In Greenwich Mean Time

Table D-30

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES
MAINLAND-HAWAII

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	59	79	112	151
0:00-1:00	3	4	5	6
1:00-2:00	0	4	4	6
2:00-3:00	0	4	4	6
3:00-4:00	5	5	7	9
4:00-5:00	1	2	2	3
5:00-6:00	6	7	9	12
6:00-7:00	1	2	2	3
7:00-8:00	1	2	2	3
8:00-9:00	2	2	2	3
9:00-10:00	1	1	1	2
10:00-11:00	0	0	5	6
11:00-12:00	1	2	2	3
12:00-13:00	0	0	4	5
13:00-14:00	0	0	5	6
14:00-15:00	1	2	2	2
15:00-16:00	2	2	2	3
16:00-17:00	9	11	16	21
17:00-18:00	5	5	7	9
18:00-19:00	6	7	10	14
19:00-20:00	5	6	9	12
20:00-21:00	3	3	3	4
21:00-22:00	4	5	6	8
22:00-23:00	1	1	1	2
23:00-24:00	2	2	2	3

*In Greenwich Mean Time

Table D-31

DISTRIBUTION OF NORTHBOUND FLIGHTS BY DEPARTURE TIMES

WEST COAST-ALASKA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	1	1	1	1
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	1	1	1	1
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-32

DISTRIBUTION OF SOUTHBOUND FLIGHTS BY DEPARTURE TIMES
ALASKA-WEST COAST

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	1	1	1	1
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	0	0	0	0
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	1	1	1	1
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-33

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES
MAINLAND-FAR EAST

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time*	1979	1984	1995	2005
TOTAL	14	18	36	51
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	1	1	1	1
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	1	1	1
7:00-8:00	0	1	1	1
8:00-9:00	0	1	1	1
9:00-10:00	1	1	1	1
10:00-11:00	0	1	1	1
11:00-12:00	0	0	2	2
12:00-13:00	0	0	2	2
13:00-14:00	0	0	2	2
14:00-15:00	1	1	4	4
15:00-16:00	0	0	4	4
16:00-17:00	1	1	4	4
17:00-18:00	2	2	4	4
18:00-19:00	0	0	0	4
19:00-20:00	0	0	0	4
20:00-21:00	2	2	2	4
21:00-22:00	2	2	2	4
22:00-23:00	3	3	3	5
23:00-24:00	1	1	1	2

*In Greenwich Mean Time

Table D-34

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES
FAR EAST-MAINLAND

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	24	25	39	54
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	1	1	1	1
4:00-5:00	2	2	2	3
5:00-6:00	1	1	3	5
6:00-7:00	1	1	1	5
7:00-8:00	2	2	2	4
8:00-9:00	1	1	2	4
9:00-10:00	4	5	5	5
10:00-11:00	5	5	5	5
11:00-12:00	2	2	3	4
12:00-13:00	2	2	4	4
13:00-14:00	1	1	4	4
14:00-15:00	1	1	5	5
15:00-16:00	0	0	1	2
16:00-17:00	0	0	0	2
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	1	1	1	1
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-35

DISTRIBUTION OF EASTBOUND FLIGHTS BY DEPARTURE TIMES

OCEANIA-MAINLAND

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	4	4	4	4
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	1	1	1	1
4:00-5:00	0	0	0	0
5:00-6:00	0	0	0	0
6:00-7:00	0	0	0	0
7:00-8:00	1	1	1	1
8:00-9:00	0	0	0	0
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	1	1	1	1
18:00-19:00	0	0	0	0
19:00-20:00	1	1	1	1
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

Table D-36

DISTRIBUTION OF WESTBOUND FLIGHTS BY DEPARTURE TIMES

MAINLAND-OCEANIA

FIRST FRIDAY NOVEMBER 1979, 1984, 1995, 2005

Departure Time *	1979	1984	1995	2005
TOTAL	1	2	3	4
0:00-1:00	0	0	0	0
1:00-2:00	0	0	0	0
2:00-3:00	0	0	0	0
3:00-4:00	0	0	0	0
4:00-5:00	0	0	0	0
5:00-6:00	0	1	1	1
6:00-7:00	1	1	1	1
7:00-8:00	0	0	1	1
8:00-9:00	0	0	0	1
9:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

*In Greenwich Mean Time

APPENDIX E

ACTUAL SCHEDULE FOR NOVEMBER 2, 1979

Appendix E

ACTUAL SCHEDULE FOR NOVEMBER 2, 1979

Table F-1 presents the data that were used to generate the November 2, 1979 schedule. In developing this database, adjustments to airports and to aircraft types were made so that only those listed in Tables B-1 and C-1 were used. Flights are delineated by region pair.

The format used in the Table E-1 follows the sample given below:

SK 00980 ANC CPH 2035 505 DC10 0

where

SK	denotes the airlines (Scandinavian Airlines) (definitions of scheduled airline codes aer given in the official Airline Guide)
00980	denotes the flight number
ANC	denotes the airport of origin (Anchorage) (See Table C-1)
CPH	denotes the airport of destination (Cophehagen) (See Table C-1)
2035	denotes the departure time in Greenwich Mean Time
505	denotes the arrival time in Greenwich Mean Time
DC10	denotes the aircraft used (See Table D-1)
0	denotes this flight was a passenger flight. A "0" denotes passenger flights, and "1" denotes all cargo flights.

Note: Flights that were taken from the OAG computer tape have flight numbers of the form "00980" where the two or more zeros precede the non-zero component of the number. Those that have been taken from flight strips are of the form "971" where the two or more preceding zeros are not included.

Table E-1

LIST OF SCHEDULE D AND NONSCHEDULED FLIGHTS CROSSING
THE NORTH ATLANTIC AND CENTRAL EAST PACIFIC, NOVEMBER 1979, 1984, 1995, 2005

SCANDINAVIA-NORTH AMERICA

AC	877	CPH	YYZ	1030	1905	DC8	0
CONI	50	KEF	DFW	1140	1957	MIL	0
FI+	203	KEF	JFK	2041	232	DC8	0
JL	432	CPH	ANC	1405	2245	B747	0
LL	203	KEF	JFK	1745	2345	DC8	0
LO	015	WAW	YQX	850	1625	MISC	0
M3	8090	KEF	PHL	348	950	MIL	0
N	821H	KEF	YHZ	1107	1550	GA	0
NW	031	CPH	JFK	1400	2225	B747	0
PA+	1434	HEL	JFK	1601	102	MIL	0
SK	291	CPH	SFJ	930	1410	DC8	0
SK	901	GEN	JFK	1310	2120	B747	0
SK	911	CPH	JFK	1140	2005	B747	0
SK	933	CPH	SEA	1125	2105	DC10	0
SK	945	CPH	ORD	1055	1945	DC10	0
SU	315	SVO	YQX	755	1605	MISC	0
SU+	341	SVO	YQX	445	1255	MISC	0
TL	352	ARN	ANC	1315	2200	MISC	1

NORTH AMERICA-SCANDINAVIA

AC	876	YYZ	CPH	1	740	DC8	0
FI+	800	ORD	KEF	103	625	DC8	0
LL+	200	JFK	KEF	130	700	DC8	0
LL+	800	ORD	KEF	130	730	DC8	0
LO	7	JFK	WAW	1	840	MISC	0
M	3809	PHL	KEF	1939	34	MIL	0
NW	30	JFK	CPH	2315	640	B747	0
SK	292	SFJ	CPH	1530	1955	DC8	0
SK	902	JFK	GEN	2330	640	B747	0
SK	912	JFK	CPH	2200	530	B747	0
SK	934	SEA	CPH	630	1550	B747	0
SK	980	ANC	CPH	2035	505	DC10	0
SU	316	JFK	SVO	2200	735	MISC	0
SU	342	YQX	SVO	1240	2010	MISC	0
SU+	340	YQX	SVO	2000	335	MISC	0

Table E-1 (Continued)

EUROPE-EASTERN NORTH AMERICA

AC	597	LHR	YMX	1355	2115	DC8	1
AC	861	LHR	YQX	1255	1825	DC8	0
AC	871	CDG	YMX	1110	1835	B747	0
AC	879	ZRH	YMX	1145	1950	L10	0
AF	17	CDG	JFK	1615	10	B747	0
AF	33	CDG	YMX	1130	230	B747	0
AF	67	CDG	IAH	915	235	B747	0
AF	77	CDG	JFK	1200	235	B747	0
AI	109	LHR	JFK	1300	204	B747	0
AY	103	AMS	JFK	1300	210	DC10	0
AZ	602	MXP	JFK	1205	204	B747	0
AZ	610	FCO	JFK	1300	221	B747	0
AZ	686	MXP	BOS	1230	210	DC10	0
AZ	922	FCO	JFK	1845	33	B747	1
BA	179	LHR	JFK	1800	15	MISC	0
BA	185	PIK	JFK	1300	200	MISC	0
BA	191	LHR	IAD	1130	235	B747	0
BA	271	LHR	BOS	1200	1905	DC10	0
BA	279	LHR	MIA	1245	2205	B747	0
BA	3671	PIK	JFK	910	1615	MISC	1
BA	71	LHR	YMX	1330	203	B747	0
BN	601	LGW	DFW	1115	2105	B747	0
BN	603	AMS	BOS	1300	2100	B747	0
BN	605	BRU	DFW	1145	2200	B747	0
BN	623	AMS	BOS	1300	2100	B747	0
BR	245	LGW	IAH	1140	2200	DC10	0
CL	201	BRU	JFK	1230	2100	DC8	0
DL	11	LGW	ATL	1125	2030	L10	0
DL	15	FRA	ATL	940	1930	L10	0
EI	105	SNN	JFK	1345	2045	B747	0
EI	7101	SNN	JFK	1315	2005	B747	0
EI	9107	SNN	JFK	1645	2345	MISC	1
E4	0638	FRA	IAD	1056	1913	MIL	0
GK	1	LGW	BGR	1215	1900	DC10	0
GK	10	LGW	JFK	1600	2359	DC10	0
IF	910	HAM	YQX	1015	1710	MISC	0
IR	775	LHR	JFK	1315	2045	74SP	0
IR	777	LHR	JFK	1245	2015	B747	0
JU	500	ZAG	JFK	1045	2015	DC10	0
KL	641	AMS	JFK	1215	2025	B747	0
KL	643	AMS	JFK	1600	10	B747	0
KL	677	AMS	YMX	1200	1935	B747	0
KL	687	AMS	IAH	1600	250	B747	0
LH	404	FRA	JFK	1230	2055	B747	0
LH	408	CGN	JFK	1240	2115	MISC	0
LH	444	FRA	YMX	1210	2010	DC10	0
LH	460	FRA	JFK	300	1125	B747	1
LH	494	FRA	JFK	900	1730	DC10	0
LY	15	LHR	JFK	1310	2105	B747	0
M5	0230	FRA	BAL	1615	106	MIL	0
M5	0267	LHR	BAL	1618	18	MIL	0
M6	0140	FRA	PHL	1057	1937	MIL	0
M6	0159	LHR	BAL	612	1412	MIL	0
M6	7950	AGP	IAD	2119	623	MIL	0
M9	0019	FRA	BAL	1625	116	MIL	0
M9	0021	FRA	BAL	1123	2014	MIL	0
N	90C	SNN	YQX	1333	1804	GA	0
NA	1	LHR	MIA	1115	2025	DC10	0
NA	21	AMS	MIA	1120	2100	DC10	0

Table E-1 (Continued)

NA	3535	ORY	MIA	1038	2039	DC10	0
NA	7	AMS	JFK	915	1650	DC10	0
NW	35	PIK	BOS	1450	2120	B747	0
N7	000G	LHR	YQX	719	1237	GA	0
OA	411	ATH	JFK	1000	2020	B747	0
PA	1	LHR	JFK	1400	2135	B747	0
PA	101	LHR	JFK	1100	1835	B747	0
PA	107	LHR	IAD	1440	2300	B747	0
PA	111	FCO	JFK	1210	2125	B747	0
PA	161	FRA	JFK	250	1115	B747	1
PA	163	BRU	JFK	130	940	B747	1
PA	1897	LYS	BGR	1750	129	MISC	0
PA	67	FRA	JFK	1000	1825	B747	0
PA	73	FRA	JFK	1220	2045	B747	0
PA	75	FRA	JFK	1220	2045	B747	0
PK	805	FRA	JFK	1420	2315	MISC	1
RD	162	SNN	PHL	1928	230	DC8	0
RJ	263	AMS	JFK	1500	2245	B747	0
RR	2104	LHR	IAD	950	1756	MISC	0
RUIN	54	LHR	BOS	842	1555	MIL	0
SB	301	CDG	JFK	2237	637	DC8	0
SB	309	FRA	JFK	30	840	B747	1
SN	503	BRU	YMX	2145	530	MISC	0
SN	531	BRU	YMX	1300	2030	B747	0
SN	541	BRU	JFK	1200	2000	B747	0
SR	100	ZRH	JFK	1100	1940	B747	0
SR	110	GVA	JFK	1345	2220	B747	0
SR	128	ZRH	BOS	1055	1900	DC10	0
TEE	65	LHR	BOS	959	1712	MIL	0
TL	358	AMS	JFK	1215	2015	MISC	1
TV	868	HAM	YQX	1744	2348	DC8	0
TW	701	LHR	JFK	1700	35	B747	0
TW	703	LHR	JFK	1200	1935	B747	0
TW	741	FRA	JFK	1100	1950	MISC	0
TW	753	LHR	BOS	1145	1850	L10	0
TW	755	LHR	PHL	1250	2105	MISC	0
TW	803	CDG	JFK	1100	1855	B747	0
TW	811	CDG	BOS	1240	2030	MISC	0
TW	841	FCO	JFK	1215	2130	B747	0
TW	843	MXP	JFK	1045	1925	B747	0
TW	881	ATH	JFK	1030	2050	B747	0
TW	891	CDG	IAD	1135	2030	MISC	0
WO	107	FRA	ATL	604	1609	DC10	0
WO	801	FRA	PHL	2258	738	DC8	0
WO	806	FRA	PHL	1038	1918	DC8	0
WO	861	LGW	YMX	2040	353	DC10	0

Table E-1 (Continued)

EASTERN NORTH AMERICA-EUROPE

AC	590	YMX	CDG	255	940	DC8	1
AC	860	YQX	LHR	135	615	DC8	0
AC	870	YMX	CDG	130	825	B747	0
AC	878	YMX	ZRH	140	855	L10	0
AF	1305	JFK	CDG	100	805	B747	1
AF	22	JFK	CDG	200	900	B747	0
AF	66	IAH	CDG	415	1320	B747	0
AF	70	JFK	CDG	1	700	B747	0
AI	108	JFK	LHR	145	825	B747	0
AR	01	EWR	AMS	643	1315	MISC	0
AY	102	JFK	AMS	100	800	DC10	0
AY+	102	JFK	AMS	100	800	DC8	0
AZ	603	JFK	MXP	30	800	B747	0
AZ	611	JFK	FCO	2300	655	B747	0
AZ	655	YMX	MXP	115	830	DC10	0
AZ	917	JFK	MXP	459	1215	B747	1
BA	174	JFK	LHR	100	740	B747	0
BA	178	JFK	LHR	1500	2150	MISC	0
BA	190	IAD	LHR	200	900	B747	0
BA	270	BOS	LHR	200	810	DC10	0
BA	278	MIA	LHR	30	840	B747	0
BA	3670	JFK	PIK	1830	45	MISC	1
BA	70	YMX	LHR	325	935	B747	0
BN	602	DFW	LGW	30	915	B747	0
BN	606	BOS	FRA	100	755	B747	0
BN	616	BOS	FRA	100	755	B747	0
BR	246	IAH	LGW	1	900	DC10	0
BR	562	BGR	PIK	735	1305	MISC	1
CL	200	JFK	BRU	200	915	DC8	0
DL	10	ATL	LGW	10	745	L10	0
DL	14	ATL	FRA	2240	640	L10	0
EI	104	JFK	SNN	100	705	B747	0
EI	9108	JFK	SNN	357	931	MISC	0
FM	8802	YMX	CDG	214	824	DC8	0
GK	2	BGR	LGW	740	1535	DC10	0
GK	20	JFK	LGW	300	945	DC10	0
IF+	911	YQX	HAM	2310	455	MISC	0
IK	4780	YQX	AMS	725	1204	MISC	0
IK+	4756	YQX	LGW	1228	1649	MISC	0
IR	776	JFK	LHR	130	755	74SP	0
JM	501	BGR	CGN	501	1107	L10	0
JU	505	JFK	ZAG	2315	805	DC10	0
KL	642	JFK	AMS	2300	605	B747	0
KL	644	JFK	AMS	210	915	B747	0
KL	688	IAH	AMS	2050	605	B747	0
LH	401	JFK	FRA	2345	710	B747	0
LH	409	JFK	CGN	2245	610	MISC	0
LH	437	MIA	FRA	115	1010	DC10	0
LH	445	YMX	FRA	35	735	DC10	0
LH	463	BOS	FRA	1545	2240	B747	1
LH	6463	JFK	FRA	29	721	MISC	0
LY	1006	JFK	TLV	2129	727	74SP	0
LY	16	JFK	LHR	30	700	B747	0
LY	842	JFK	AMS	505	1136	B747	0
M	5941	PHL	AGP	1841	123	MIL	0
M	9001	BAL	AGP	140	831	MIL	0
M5	230	BAL	FRA	16	727	MIL	0
M5	267	ATL	PIK	58	802	MIL	0
M9	21	BAL	FRA	2016	327	MIL	0

Table E-1 (Continued)

NA	2	MIA	LHR	2245	645	DC10	0
NA	4	MIA	ORY	2315	730	DC10	0
NA	6	JFK	AMS	2255	600	DC10	0
N2	2978	YQX	LHR	918	1337	GA	0
OA	412	JFK	ATH	2315	815	B747	0
OK	599	YMX	PRG	420	1230	MISC	0
PA	104	JFK	LHR	230	910	B747	0
PA	106	IAD	LHR	20	725	B747	0
PA	110	JFK	FCO	145	940	B747	0
PA	1434	IAD	CDG	232	925	MISC	0
PA	160	JFK	FRA	1400	2100	B747	1
PA	162	JFK	LHR	1300	1940	B747	1
PA	2	JFK	LHR	1	640	B747	0
PA	66	JFK	FRA	45	805	B747	0
PA	72	JFK	FRA	2300	620	B747	0
PA	76	JFK	FRA	2300	620	B747	0
PRO	21	BOS	LHR	842	1434	MIL	0
PRO	22	BOS	LHR	842	1434	MIL	0
RAF	676	BGR	MAN	854	1416	MIL	0
RJ	262	JFK	AMM	330	1400	B747	0
SB	300	JFK	CDG	2020	250	B747	0
SB	308	JFK	FRA	1400	2105	B747	1
SN	548	JFK	BRU	100	800	B747	0
SN	562	ATL	BRU	15	840	B747	0
SR	101	JFK	ZRH	155	930	B747	0
SR	111	JFK	GVA	2300	620	B747	0
SR	129	BOS	ZRH	245	950	DC10	0
TL	349	JFK	AMS	15	815	MISC	1
TV	103	BGR	ATH	2322	727	DC10	0
TV+	868	JFK	CGN	319	1003	DC8	0
TW	1800	JFK	CDG	216	846	B747	0
TW	700	JFK	LHR	100	740	B747	0
TW	708	JFK	LHR	300	940	B747	0
TW	740	JFK	FRA	45	820	MISC	0
TW	754	BOS	LHR	45	655	L10	0
TW	756	PHL	LHR	2345	640	MISC	0
TW	800	JFK	CDG	30	730	B747	0
TW	810	BOS	CDG	2355	635	MISC	0
TW	840	JFK	FCO	200	955	B747	0
TW	842	JFK	MXP	15	800	B747	0
TW	880	JFK	ATH	2245	800	B747	0
TW	890	IAD	CDG	1	735	MISC	0
VMSG	1	MIA	AGP	1912	304	MISC	0
WO+	806	BGR	FRA	2136	350	DC8	0

Table E-1 (Continued)

MID NORTH AMERICA -EUROPE

AC	596	YYZ	PIK	335	950	DC8	1
AC	852	YYC	LHR	250	1110	B747	0
AC	856	YYZ	LHR	145	835	L10	0
AC	872	YYZ	FRA	2330	700	L10	0
AF	1327	ORD	CDG	230	1030	B747	1
BA	299	ORD	LHR	230	1000	B747	0
KL	612	ORD	AMS	2250	635	B747	0
LH	431	ORD	FRA	2315	735	B747	0
LH	443	YYZ	FRA	2355	735	DC10	0
LH	471	ORD	FRA	1200	2030	MISC	1
PA	1497	ORD	SNN	454	1119	MISC	0
PA+	1897	ORD	LYS	558	1303	MISC	0
TW	770	ORD	LHR	130	900	B747	0

EUROPE-MID NORTH AMERICA

AC	595	FRA	YYZ	1335	2225	DC8	1
AC	853	LHR	YYC	1405	2255	B747	0
AC	857	LHR	YYZ	1200	1940	L10	0
AF	35	CDG	ORD	1500	2359	B747	0
BA	298	LHR	ORD	1415	2245	B747	0
CP	211	MXP	YYZ	1250	2200	DC8	0
KL	611	AMS	ORD	1200	2100	B747	0
LH	430	FRA	ORD	1200	2125	B747	0
LH	470	FRA	ORD	45	1030	MISC	1
TW	771	LHR	ORD	1345	2215	B747	0

Table E-1 (Continued)

EUROPE-WESTERN NORTH AMERICA

AF	274	CDG	ANC	1100	2025	B747	0
BA	283	LHR	LAX	1300	5	B747	0
BA	5	LHR	ANC	1210	2105	B747	0
JL	426	CDG	ANC	1200	2115	B747	0
JL	622	FRA	ANC	945	1845	B747	1
JL	624	LHR	ANC	755	1655	DC8	1
KL	601	AMS	LAX	1600	320	DC10	0
LH	450	FRA	LAX	1250	40	B747	0
LH	672	FRA	ANC	945	1850	B747	1
PA	121	LHR	LAX	1325	30	B747	0
PA	125	LHR	SFO	1210	2310	B747	0
SN	261	BRU	ANC	1115	2020	DC10	0
TW	761	LHR	LAX	1135	2240	B747	0

WESTERN NORTH AMERICA - EUROPE

AF	4	LAX	CDG	600	1630	B747	0
AF	675	ANC	CDG	1925	440	B747	1
AF	901	ANC	ORY	2050	600	DC10	1
AF	993	ANC	ORY	2025	550	MISC	1
BA	282	LAX	LHR	300	1305	B747	0
BA	286	SFO	LHR	330	1330	B747	0
JL	403	ANC	AMS	2030	515	B747	0
JL	421	ANC	LHR	2150	640	B747	0
JL	425	ANC	CDG	1940	455	B747	0
JL	631	ANC	HAM	2010	500	B747	1
KE	901	ANC	ORY	2130	640	DC10	0
LH	453	SFO	FRA	655	1735	B747	0
LH	651	ANC	HAM	2015	500	B747	0
PA	120	LAX	LHR	230	1235	B747	0
PA	124	SEA	LHR	215	1125	B747	0
TW	760	LAX	LHR	135	1140	B747	0

Table E-1 (Continued)

EUROPE-CARIBBEAN

AF	215	CDG	CAY	1300	2200	B747	0
AF	251	LYS	PTP	1305	2140	B747	0
BA	251	LHR	ANU	925	1740	B747	0
BA	267	LHR	BDA	1215	1940	MISC	0
IW	102	LUX	NAS	1300	2359	DC8	0
LH	518	FRA	CCS	1150	2220	DC10	0
VM	403	BRU	PTP	2202	729	MISC	0

CARIBBEAN - EUROPE

AF	204	PTP	CDG	315	1100	B747	0
AF	206	FDF	CDG	330	1120	B747	0
AZ	567	CCS	MXP	130	1045	DC10	0
BA	254	ANU	LHR	235	950	B747	0
BA	256	ANU	LHR	305	1045	B747	0
BA	266	BDA	LHR	205	835	B747	0
BW	900	BGI	LHR	2230	645	MISC	0
DF	359	NAS	FRA	554	1418	MISC	0
JM	1	KIN	LHR	2130	630	DC8	0
KL	778	CCS	AMS	2250	820	DC10	0
VA	700	CCS	ORY	2315	810	DC10	0
VM	2	PTP	ZRH	857	1613	MISC	0

Table E-1 (Continued)

USA - IBERIA

AM	450	MIA	MAD	2100	522	DC10	0
IB	952	JFK	MAD	1	635	B747	0
KITE	13	BAL	MAD	131	815	MIL	0
M	7011	BAL	MAD	526	1210	MIL	0
M4	613	BAL	MAD	2141	425	MIL	0
M6	144	IAD	MAD	955	1604	MIL	0
M6	162	PHL	TER	417	911	MIL	0
SPAR	30	IAD	MAD	1242	1931	MIL	0
TP	311	JFK	LIS	10	625	B747	0
TW	900	JFK	LIS	130	805	MISC	0
TW	904	JFK	MAD	1	640	B747	0

IBERIA-USA

AM	451	MAD	MIA	1400	2325	DC10	0
IB	935	MAD	MIA	1100	1950	DC10	0
IB	957	MAD	JFK	1155	1945	B747	0
M	45	MAD	BAL	2048	506	MIL	0
M6	135	MAD	IAD	1804	227	MIL	0
TP	312	LIS	JFK	1300	2035	MISC	0
TP	324	TER	BOS	1510	2040	MISC	0
TW	901	LIS	JFK	1335	2130	MISC	0
TW	903	MAD	JFK	1220	2010	B747	0

Table E-1 (Continued)

CANADA-IBERIA

TP+	305	YMX	TER	20	515	MISC	0
4	WACJ	YQX	LIS	114	630	B727	0

IBERIA-CANADA

TP	306	LIS	YMX	1445	2205	MISC	0

IBERIA-CARIBBEAN

IB	939	MAD	SJU	55	855	DC10	0
IB	947	MAD	HAV	2250	900	DC8	0
KL	775	LIS	CCS	1710	130	DC10	0
KL	777	LIS	CCS	125	945	DC10	0
PY	763	SMA	PBM	1213	1839	DC8	0
PY+	763	SMA	PBM	1213	1839	DC8	0
SU	331	LIS	HAV	220	1155	MISC	0
VA	705	LIS	CCS	155	1000	DC10	0

CARIBBEAN-IBERIA

AV	74	CCS	MAD	150	1020	MISC	0
CU	476	HAV	MAD	300	1200	MISC	0
IB	930	SJU	MAD	325	1045	DC10	0
IB	944	SJU	MAD	2250	610	DC8	0
IB	948	HAV	MAD	2220	640	DC8	0
IB	980	CCS	MAD	2230	630	DC10	0
LO	5492	HAV	SMA	2122	340	MISC	0
PA	254	SJU	MAD	150	925	MISC	0
PY	S764	PBM	SMA	2100	245	DC8	0
PY	T764	PBM	SMA	2100	245	DC8	0
PY	764	PBM	SMA	2100	245	DC8	0
SU	332	HAV	LIS	2315	750	MISC	0

Table E-1 (Continued)

AFRICA-NORTH AMERICA

GAF	1001	CAI	IAD	853	1411	MISC	0
PA	191	DKR	JFK	235	1055	B747	0
SA	209	SID	JFK	415	1145	74SP	0

NORTH AMERICA-AFRICA

PA	184	JFK	DKR	30	735	B747	0
SA	210	JFK	SID	2359	630	74SP	0

EUROPE-ICELAND

BY	237A	MAN	KEF	748	1017	MISC	0
FI	203	LUX	KEF	1623	1945	DC8	0
FI	231	PIK	KEF	1455	1700	B727	0
FROX	6	LGW	KEF	1412	1703	GA	0
LL+	203	LUX	KEF	1330	1700	DC8	0
N+	821H	BRU	KEF	404	711	GA	0

ICELAND-EUROPE

BY	237B	KEF	LHR	1314	1533	MISC	0
FI	230	KEF	PIK	730	925	B727	0
FI	800	KEF	LUX	812	1058	DC8	0
LL	T800	KEF	LUX	845	1200	DC8	0
LL	200	KEF	LUX	745	1100	DC8	0
LL	800	KEF	LUX	815	1130	DC8	0
LL++	200	KEF	LUX	755	1110	DC10	0

Table E-1 (Continued)

AZORES-EUROPE

TP	198	TER	LIS	2100	2300	B727	0
TP+	305	TER	LIS	640	850	MISC	0

EUROPE-AZORES

TP	197	LIS	TER	1730	1945	B727	0
TP+	324	LIS	TER	1120	1340	MISC	0

Table E-1 (Continued)

US/CANADA-CARIBBEAN/S. AMER

AA	2871	JFK	CUR	1432	1837	MISC	0
AA	45	JFK	NAS	1445	1739	MISC	0
AA	543	JFK	BDA	1450	1636	DC10	0
AA	585	JFK	BGI	1430	1855	DC10	0
AA	587	JFK	SDQ	1300	1629	MISC	0
AA	60	EWR	BDA	1350	1551	MISC	0
AA	615	BOS	BDA	1520	1718	DC10	0
AA	625	JFK	STX	1435	1815	MISC	0
AA	645	JFK	MBJ	1530	1917	MISC	0
AA	653	JFK	SJU	1730	2100	DC10	0
AA	655	JFK	STX	1300	1640	B727	0
AA	657	JFK	PAP	1430	1805	MISC	0
AA	659	EWR	STX	1530	1913	B727	0
AA	661	EWR	SJU	1515	1849	MISC	0
AA	663	IAD	SJU	1505	1841	MISC	0
AA	665	JFK	SJU	2215	148	DC10	0
AA	667	JFK	SXM	1515	1900	MISC	0
AA	677	JFK	SJU	1230	1604	DC10	0
AA	679	JFK	AUA	1500	1917	DC10	0
AA	697	JFK	SJU	430	802	DC10	0
AA	841	JFK	SJU	415	750	MISC	1
AA	871	JFK	SJU	1620	1953	MISC	1
AA	9053	JFK	AUA	1558	1959	MISC	0
AC	942	YYZ	BDA	1600	1830	DC8	0
AC	974	YMX	BGI	1410	1915	B747	0
AV	5	JFK	BOG	1500	2010	B747	0
BN	915	JFK	BOG	2000	140	DC8	0
BW	421	JFK	ANU	1930	2320	MISC	0
BW	425	JFK	BGI	1300	1725	MISC	0
BW	601	YYZ	BGI	1330	1830	MISC	0
CP	832	YYZ	BGI	27	522	DC8	0
DL	1161	BOS	BDA	1407	1605	L10	0
DL	963	JFK	NAS	1440	1726	DC8	0
DO	903	JFK	SDQ	1800	2130	B727	0
DO	905	JFK	SDQ	1400	1730	B727	0
EA	807	JFK	BDA	1435	1627	L10	0
EA	809	BAL	BDA	1723	1915	B727	0
EA	811	EWR	BDA	1545	1746	B727	0
EA	917	EWR	SJU	415	735	B727	0
EA	919	ATL	SJU	1600	1921	L10	0
EA	927	JFK	SJU	2220	145	L10	0
EA	929	JFK	SJU	330	656	L10	0
EA	935	EWR	SJU	1535	1905	L10	0
EA	939	JFK	SJU	1235	1600	L10	0
EA	945	BOS	SJU	1445	1822	L10	0
EA	947	BAL	SJU	1430	1750	B727	0
EA	957	ATL	SJU	540	855	L10	0
EA	963	PHL	SJU	1315	1635	L10	0
FT	2642	JFK	SJU	1600	1915	DC8	1
FT	2644	ATL	SJU	2130	100	DC8	1
GL	763	PHL	AUA	1418	1815	DC8	0
GUQR	4	IAD	BDA	41	236	GA	0
JM	10	JFK	MBJ	1530	1910	DC8	0
JM	40	PHL	MBJ	1400	1720	B727	0
N	118	IAD	BDA	2003	2158	GA	0
N	48	IAD	BDA	1906	2101	GA	0
N++	310	ORD	SJU	1111	1525	B727	0
PA	1495	ORD	FDF	1441	1941	MISC	0
PA	201	JFK	GIG	215	1130	74SP	0

Table E-1 (Continued)

PA	211	JFK	GIG	215	1130	74SP	0
PA	217	JFK	CCS	1445	1915	MISC	0
RBJD	5	EWR	BDA	235	423	GA	0
RD	401	ATL	SJU	1500	1830	DC8	1
RD	601	JFK	SJU	900	1230	DC8	1
RG	855	JFK	GIG	1	930	MISC	0
RG	861	JFK	GIG	100	1020	DC10	0
RG	951	JFK	VCP	4250	5210	MISC	1
SU	341	YQX	HAV	1410	1920	MISC	0
WD	740	YMX	BGI	1335	1825	B747	0
YA	801	JFK	CCS	2100	140	DC8	0

Table E-1 (Continued)

CARIBBEAN/S.AMER-US/CANADA

AA	1894	BDA	PHL	2316	104	MISC	0
AA	1894	CUR	BDA	1915	2215	MISC	0
AA	48	NAS	JFK	2030	2316	MISC	0
AA	542	BDA	JFK	1820	2030	DC10	0
AA	584	BGI	JFK	2020	115	MISC	0
AA	588	SDQ	JFK	1750	2130	MISC	0
AA	606	BDA	BOS	1930	2137	DC10	0
AA	626	STX	JFK	1915	2321	MISC	0
AA	63	BDA	EWR	2125	2338	MISC	0
AA	656	STX	JFK	2020	26	B727	0
AA	658	PAP	JFK	1945	2328	MISC	0
AA	660	STX	EWR	1740	2148	B727	0
AA	662	SJU	JFK	1100	1443	DC10	0
AA	664	SJU	IAD	1945	2329	MISC	0
AA	668	SXM	JFK	2320	330	MISC	0
AA	676	SJU	JFK	335	715	DC10	0
AA	678	SJU	JFK	1705	2051	DC10	0
AA	688	SJU	JFK	2230	218	DC10	0
AA	694	SJU	EWR	1925	2315	MISC	0
AA	840	SJU	JFK	920	1306	MISC	1
AA	872	SJU	JFK	2240	235	MISC	1
AA	9054	AUA	JFK	2136	137	MISC	0
AA+	679	CUR	JFK	2140	208	DC10	0
AC	947	BDA	YYZ	1930	2230	DC8	0
AC	975	BGI	YMX	2105	220	B747	0
AV	52	BAQ	JFK	1910	2345	MISC	0
BW	420	BGI	JFK	1330	1815	MISC	0
BW	424	ANU	JFK	2310	315	MISC	0
BW	602	BGI	YYZ	1600	2130	MISC	0
CL	763	AUA	PHL	1908	2305	DC8	0
DL	1162	BDA	BOS	1750	1945	L10	0
DL	966	NAS	JFK	1900	2134	DC8	0
DO	902	SDQ	JFK	1300	1630	B727	0
DO	904	SDQ	JFK	2215	130	B727	0
EA	800	BDA	JFK	1730	1925	L10	0
EA	806	BDA	EWR	1845	2045	B727	0
EA	808	BDA	BAL	2015	2213	B727	0
EA	83	SJU	ATL	1740	2112	L10	0
EA	916	SJU	EWR	1100	1432	L10	0
EA	922	SJU	JFK	1805	2135	L10	0
EA	924	SJU	JFK	2240	216	L10	0
EA	928	SJU	JFK	305	634	L10	0
EA	940	SJU	PHL	2220	150	L10	0
EA	944	SJU	BOS	2215	153	L10	0
EA	946	SJU	BAL	2330	300	B727	0
EA	954	SJU	ATL	100	429	L10	0
EA	960	SJU	EWR	2130	106	B727	0
FT	2641	SJU	ATL	230	600	DC8	1
FT	2643	SJU	JFK	2115	120	DC8	1
IF	911	HAV	YQX	1700	2155	MISC	0
IK	4756	POS	JFK	141	611	MISC	0
JL	21	SJU	JFK	20	400	DC8	0
JM	41	MBJ	PHL	1830	2150	B727	0
N	S117	STX	EWR	1723	2053	GA	0
N	310	SJU	ORD	1819	2233	MISC	0
N	4005	BDA	ATL	1736	2005	GA	0
PA	202	GIG	JFK	145	1115	B747	0
PA	212	GIG	JFK	145	1115	B747	0
PA	218	CCS	JFK	1330	1820	MISC	0

Table E-1 (Continued)

PA	228	POS	JFK	1410	1910	MISC	0
PA+	1495	FDF	ORD	2220	320	MISC	0
RD	400	SJU	ORD	600	1030	DC8	1
RD	602	SJU	JFK	401	730	DC8	1
RG	T860	GIG	JFK	200	1140	DC10	0
RG	1952	GIG	JFK	2034	558	MISC	0
RG	860	GIG	JFK	200	1140	DC10	0
RG	950	GIG	JFK	600	1550	MISC	1
SU	340	HAV	YQX	1400	1850	MISC	0
SU+	342	HAV	YQX	645	1135	MISC	0
VA	800	CCS	JFK	1300	1750	DC8	0
WD	745	BGI	YMX	1949	39	B747	0

Table E-1 (Continued)

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MIDEAST/AFRICA-CARIB/S AMER
 SU    333   RBA   HAV 2110   705 MISC   0
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CARIB/S AMER-MIDEAST
 CU    492   HAV   SID 100    930 MISC   0
 DT    701   HAV   SID 210   1040 MISC   0
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GREENLAND-USA/CANADA
 FROX 7     KEF   SFJ 1826 2032 GA     0
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Table E-1 (Continued)

HAWAII-MAINLAND

UA	192	HNL	SAN	1	520	DC8	0
NW	86	HNL	SEA	15	535	B747	0
WA	590	HNL	YVR	20	545	DC10	0
SQ	2	HNL	SFO	40	530	B747	0
UA	197	HNL	SEA	40	605	DC10	0
UA	48	HNL	PDX	105	625	DC8	0
UA	106	HNL	SFO	105	600	DC8	0
UA	186	ITO	SFO	115	550	DC10	0
WD	201	HNL	YVR	118	614	B747	0
WD	150	HNL	YYC	128	707	B747	0
WA	550	HNL	SAN	130	640	DC10	0
WA	500	HNL	LAX	220	720	DC10	0
UA	118	ITO	LAX	220	710	B747	0
CO	982	HNL	SEA	235	753	DC10	0
WA	530	HNL	SFO	310	755	DC10	0
WA	T530	HNL	SFO	310	755	DC10	0
UA	2	HNL	ORD	315	1110	B747	0
M6	128	HNL	SFO	330	754	MIL	0
UA	10	HNL	ORD	410	1205	B747	0
UA	5668	HNL	SFO	428	852	DC8	0
BN	502	HNL	DFW	515	1200	B747	0
UA	20	HNL	ORD	550	1345	B747	0
M6	7957	HNL	LAX	657	1137	MIL	0
UA	166	HNL	DEN	815	1445	DC8	0
N3	20HG	HNL	SFO	818	1242	B727	0
CP	322	HNL	YVR	829	1325	B747	0
CO	608	HNL	LAX	855	1400	DC10	0
UA	196	HNL	LAX	910	1420	B747	0
UA	22	HNL	SFO	955	1445	B747	0
UA	172	ITO	LAX	959	1449	DC10	0
M5	9398	HNL	SFO	1042	1506	MIL	0
CO	2	HNL	LAX	1255	1800	DC10	0
M6	7959	HNL	LAX	1557	2037	MIL	0
VALO	R10	HNL	SFO	1653	2117	MIL	0
VALO	R12	HNL	PHX	1655	2218	MIL	0
VALO	R11	HNL	PHX	1655	2218	MIL	0
VALO	R13	HNL	PHX	1702	2225	MIL	0
VALO	R14	HNL	PHX	1702	2225	MIL	0
TV	867	HNL	SFO	1736	2200	DC8	0
SQ	912	HNL	SFO	1835	2330	MISC	0
TE	6	HNL	LAX	1840	2359	DC10	0
WA	562	HNL	LAX	1845	2345	DC10	0
NW	22	HNL	LAX	1855	2359	B747	0
CO	600	HNL	LAX	1900	5	DC10	0
UA	114	HNL	LAX	1900	10	B747	0
UA	180	HNL	SFO	1930	20	B747	0
PA	842	HNL	SFO	1955	40	B747	0
PA	812	HNL	LAX	2000	105	B747	0
QF	3	HNL	SFO	2100	150	B747	0
NW	10	HNL	SFO	2115	200	B747	0
KE	2	HNL	LAX	2120	230	B747	0
M5	268	HNL	SFO	2123	147	MIL	0
UA	96	HNL	SFO	2225	315	B747	0
PR	106	HNL	SFO	2255	340	DC10	0
CO	602	HNL	LAX	2305	410	DC10	0
UA	68	HNL	SFO	2320	415	DC8	0
UA	28	HNL	LAX	2345	455	B747	0
WA	580	HNL	SFO	2355	440	DC10	0

Table E-1 (Continued)

MAINLAND-HAWAII

UA	5	LAX	HNL	1	535	B747	0
UA	121	SFO	ITO	35	540	DC10	0
UA	121A	SFO	HNL	48	612	DC10	0
TE	5	LAX	HNL	300	855	DC10	0
M6	198	SFO	HNL	300	824	MIL	0
UA	189	SFO	HNL	310	825	B747	0
UA	111	LAX	HNL	320	855	B747	0
CO	953	LAX	HNL	330	858	DC10	0
PA	811	LAX	HNL	415	950	B747	0
CO	601	LAX	HNL	500	1028	DC10	0
PA	841	SFO	HNL	500	1015	B747	0
QF	4	SFO	HNL	500	1020	B747	0
M5	256	LAX	HNL	526	1110	MIL	0
PR	107	SFO	HNL	530	1050	DC10	0
M6	182	SFO	HNL	538	1102	MIL	0
CI	7	LAX	HNL	620	1150	B747	0
SQ	1	SFO	HNL	730	1245	B747	0
QF	881	SFO	HNL	840	1345	B747	1
TV	865	SFO	HNL	865	1429	DC8	0
PA	881	SFO	HNL	900	1415	B747	1
CO	803	LAX	HNL	1145	1713	DC10	1
M3	8081	SFO	HNL	1435	1959	MIL	0
GATO	R75	SFO	HNL	1546	2110	MIL	0
GATO	R09	SFO	HNL	1555	2119	MIL	0
CO	1	LAX	HNL	1600	2128	DC10	0
UA+	197	LAX	ITO	1600	2125	DC10	0
WD	230	YYC	HNL	1613	2310	B747	0
CO	981	SEA	HNL	1615	2145	DC10	0
UA	1	ORD	HNL	1630	130	B747	0
NW	9	SFO	HNL	1630	2145	B747	0
UA+	186	SEA	HNL	1635	2225	DC10	0
UA	105	SFO	HNL	1645	2210	DC8	0
NW	87	SEA	HNL	1645	2230	B747	0
WA	551	SAN	HNL	1700	2245	DC10	0
UA	181	SFO	HNL	1700	2220	B747	0
UA	191	LAX	HNL	1730	2305	B747	0
UA	69	SFO	HNL	1730	2255	DC8	0
WA	571	SFO	HNL	1745	2258	DC10	0
UA	199	SAN	HNL	1800	2359	DC8	0
VVND	T632	SFO	HNL	1800	2324	MIL	0
VVND	632	SFO	HNL	1805	2329	MIL	0
UA	49	PDX	HNL	1815	2359	DC8	0
WA	591	YVR	HNL	1815	5	DC10	0
JL	3	SFO	HNL	1820	2335	B747	0
NW	21	LAX	HNL	1910	45	B747	0
BN	501	DFW	HNL	1915	315	B747	0
UA	3	ORD	HNL	1915	415	B747	0
WA	501	LAX	HNL	1925	100	DC10	0
M7	5	LAX	HNL	1957	101	MIL	0
UA	109	DEN	HNL	2000	330	DC8	0
CO	607	LAX	HNL	2005	130	DC10	0
WA	521	SFO	HNL	2045	158	DC10	0
WA	561	LAX	HNL	2120	255	DC10	0
UA	193	LAX	HNL	2130	305	B747	0
UA	35	SFO	HNL	2130	245	B747	0
UA	27	ORD	HNL	2155	655	B747	0
CI	5	LAX	HNL	2215	345	74SP	0
CP	323	YVR	HNL	2300	450	B747	0
CO	975	LAX	HNL	2310	438	DC10	0

Table E-1 (Continued)

WEST COAST-ALASKA

M3	8087	SEA	ANC	2136		23 MIL	0

ALASKA-WEST COAST

M8	213	ANC	SFO	1419	1804	MIL	0

Table E-1 (Continued)

FAR EAST-MAINLAND

M	457	NRT	SFO	332	1238	MIL	0
PA	6	HKG	SFO	415	1545	74SP	0
M9	11	NRT	SFO	452	1358	MIL	0
M6	165	NRT	SEA	534	1603	MIL	0
M9	16	NRT	SFO	642	1548	MIL	0
JL	4	NRT	SFO	740	1630	B747	0
NW	4	NRT	ORD	745	1900	B747	0
CI	6	TPE	LAX	830	1950	74SP	0
JL	62	NRT	LAX	900	1820	B747	0
RG	831	NRT	LAX	900	1910	MISC	0
JL	12	NRT	YVR	930	1745	B747	0
PA	800	NRT	JFK	945	2210	74SP	0
NW	8	NRT	SEA	1000	1830	B747	0
PA	12	NRT	SFO	1015	1905	B747	0
CP	402	NRT	YVR	1030	1850	B747	0
PA	2	NRT	LAX	1030	2005	74SP	0
M6	201	NRT	SFO	1032	1938	MIL	0
KE	12	SEL	LAX	1100	2200	DC10	0
JL	2	NRT	SFO	1135	2025	B747	0
BN	516	SEL	LAX	1220	2310	74SP	0
CI	2	NRT	SFO	1250	2145	B747	0
NW	902	NRT	SEA	1300	2130	B747	1
FT+	7647	NRT	SFO	1439	153	DC8	0
M6	141	NRT	SEA	2036	705	MIL	0

MAINLAND-FAR EAST

FT	7647	SFO	NRT	328	1234	DC8	0
FT	98	SFO	NRT	936	1842	DC8	0
FT	75	SEA	NRT	1450	30	B747	1
PA	801	JFK	NRT	1600	545	74SP	0
PA	19	LAX	NRT	1700	515	74SP	0
NW	3	ORD	NRT	1750	700	B747	0
PA	1	LAX	NRT	2000	715	74SP	0
NW	19	SEA	SEL	2040	740	B747	0
JL	61	LAX	NRT	2100	815	B747	0
NW	7	SEA	NRT	2150	800	B747	0
CP	401	YVR	NRT	2200	755	B747	0
JL	1	SFO	NRT	2225	915	B747	0
PA	5	SFO	HKG	2230	1320	74SP	0
PA	11	SFO	NRT	2315	1005	B747	0

Table E-1 (Continued)

MAINLAND-OCEANIA

UT	583	LAX	PPT	625	1435	DC10	0

OCEANIA-MAINLAND

PA	816	SYD	LAX	300	1625	74SP	0
HZNA	A	PPT	LAX	744	1503	MISC	0
TE	8	PPT	LAX	1715	115	DC10	0
UT	584	PPT	LAX	1900	250	DC10	0

OCEANIC (AND SELECTED NON-OCEANIC) AREA SYSTEM IMPROVEMENT STUDY: AVIATION TRAFFIC FORECASTS

SUPPLEMENT 2

JULY TRAFFIC FORECASTS FOR THE CARIBBEAN REGION

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I INTRODUCTION

This supplement to the main report presents estimates and forecasts of the turbojet air traffic flow of scheduled flights over the Caribbean sea that generally attain a cruise altitude of over 24,000 feet (7315 meters).* The base day used for this study is July 6, 1979. This first Friday of July was chosen as the day for traffic analysis for two reasons: This date corresponds with one of the two days that are being used for traffic analysis and forecasting in other parts of this study, and, also, because it is representative of peak travel periods within the region. Computerized data was obtained from the publishers of the Official Airline Guide (OAG). To support the determination of future demands which will be placed on the air traffic control communications system in the Caribbean, alternative scenario forecasts are made for the first Friday in July 1984, 1995, and 2005. Section II of this supplement describes the existing system and Section III presents the project flights for the Caribbean.

*Flights that fly at least 200 nautical miles generally attain at least this altitude. In order to eliminate short distance, "island-hopping" flights, all air taxi, commuter airline, and propeller flights were excluded from this analysis.

II EXISTING FLIGHTS

On July 6, 1979, there were an estimated 511 turbojet flights crossing some part of the Caribbean and cruising at over 24,000 feet (7315 meters). Of this total, 116, or 22.7% were close enough to radar coverage that they are not of interest to this study. The remaining 395 flights are analyzed in this Section by grouping them into 21 flows. Each of the flows is grouped into five basic areas covering the Caribbean. Each flight over the Caribbean has been included in at least one of the 21 airport-to-airport general flows identified in Figure 1. The flight may not necessarily traverse the entire course (e.g., San Juan to Atlanta flights are included in the San Juan to Chicago flow), or a flight may be included in two of the corridors if it covers sufficient territory (e.g., Kingston, Jamaica to London flights are included in both the Montego Bay to San Juan and the San Juan to Europe flows).

As shown in Table 1, the Southeast Caribbean is the most heavily traveled area of the Caribbean, accounting for 35% of the total oceanic traffic. The North Atlantic to Caribbean traffic, which traverses part of the Southeast Caribbean, accounts for another 25% of the total traffic. Turbojet air traffic in the Southwest Caribbean and Gulf of Mexico areas are not heavily traveled, and traffic between the Caribbean and Europe amounts to only 42 flights per busy day. Therefore, most congestion problems are likely to occur in the flows than be somewhere between Florida to Venezuela. More detailed, airport-to-airport flows are given in the Appendix to this report.

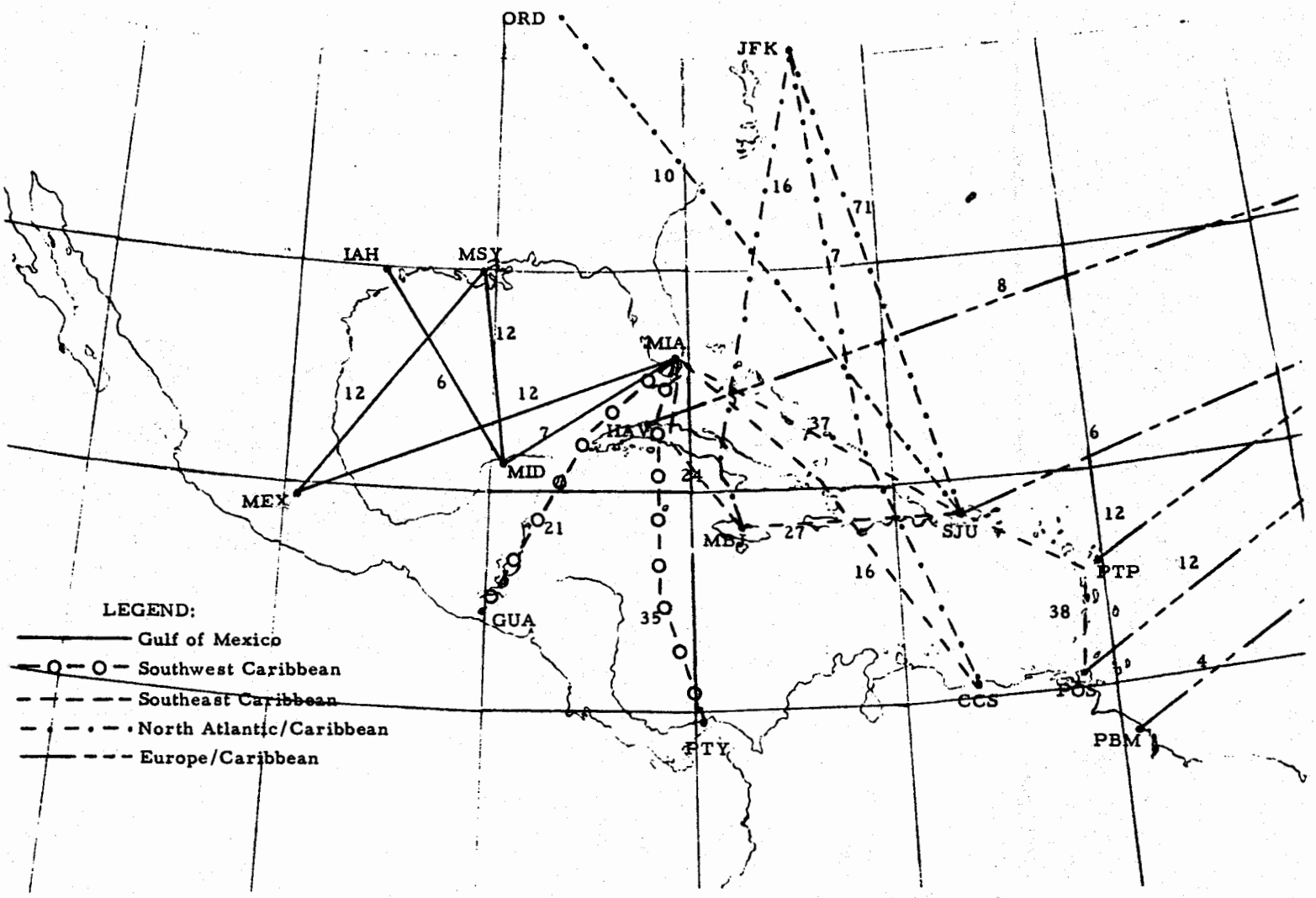

FIGURE 1: GENERAL SCHEDULED AIR TRAFFIC FLOWS OVER THE CARIBBEAN

Table 1

SUMMARY DISTRIBUTION OF SCHEDULED
OCEANIC FLIGHTS IN THE CARIBBEAN: JULY 6, 1979

Region Name	Number of Flights*	Percent of Total
Total	393	100%
Southeast Caribbean	142	36.1
North Atlantic/Caribbean	104	26.5
Southwest Caribbean	56	14.2
Gulf of Mexico	49	12.5
Europe/Caribbean	42	10.7

*Total of both directions

III FLIGHT FORECASTS

Rather than developing a single line forecast, a range was developed that incorporates both low and high aviation traffic growth alternatives. The amount of traffic for each of the forecast years, 1984, 1990, and 2005, will very likely be within the range provided, and, therefore, the intensity of use of the oceanic communications systems in the Caribbean over the next 25 years can be evaluated within the range provided.

Three growth rate alternatives are given. The mid-point rate (2.2% per year to 1995, 2% per year after 1995) is approximately equal to the rate used by the FAA in projecting total traffic growth in the United States. Because so much of the traffic in the Caribbean emanates from the United States, this average appears appropriate. High and low growth alternatives were constructed by, respectively, adding and subtracting one percentage point to the average. Some tapering of growth is expected to occur toward the end of the forecast period, and growth rates for all three scenarios are reduced by one-half percentage point after 1995.

As shown in Table 2, under the low growth alternative, total oceanic traffic would increase to 515 flights by 2005. Of these, 191 are contained in the Southeast Caribbean region, and 140 travel through some part of the Southeast Caribbean from the North Atlantic. Therefore, total traffic in the Southeast Caribbean amounts to 331 flights. With the high estimate of growth, 802 Oceanic flights are predicted by 2005, with the 5 southeast corridors carrying 320 of these 802 flights and 163 flights traveling through the Southeast Caribbean from the North Atlantic. In this scenario, therefore, a total of 483 flights will travel across the Southeast Caribbean. Even with the high growth rate estimate turbojet air traffic in the Southwest Caribbean, in the Gulf of Mexico, or in the Caribbean/Europe Corridor does not reach the level of intensity that exists in the Southeast Caribbean today.

Table 2

SUMMARY OF FORECASTED TRAFFIC FLOWS OF
OCEANIC FLIGHTS IN THE CARIBBEAN:
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

	1979	1984	1995	2005
Low Estimate*				
Region Name				
Total	393	416	473	521
Southeast Caribbean	142	150	171	189
North Atlantic/Caribbean	104	110	125	138
Southwest Caribbean	56	59	67	74
Gulf of Mexico	49	52	59	65
Europe/Caribbean	42	45	51	55
Medium Estimate†				
Region Name				
Total	393	442	574	700
Southeast Caribbean	142	160	208	254
North Atlantic/Caribbean	104	117	152	185
Southwest Caribbean	56	63	82	100
Gulf of Mexico	49	55	71	87
Europe/Caribbean	42	47	61	74
High Estimate†				
Region Name				
Total	393	464	669	857
Southeast Caribbean	142	168	242	310
North Atlantic/Caribbean	104	122	176	225
Southwest Caribbean	56	66	95	122
Gulf of Mexico	49	58	84	108
Europe/Caribbean	42	50	72	92

*Growth rates used are: 1979-1995, 1.2% per year; 1995-2005, 0.9% per year

†Growth rates used are: 1979-1995, 2.4% per year; 1995-2005, 2.0% per year

†Growth rates used are: 1979-1995, 3.4% per year; 1995-2005, 2.5% per year

Note: Due to small number of flights in many of the categories and the fact numbers are rounded to nearest integer, the growth rates computed for individual categories will not always equal the growth rates used in their calculation.

APPENDIX A

DETAILED ESTIMATES AND PROJECTIONS OF OCEANIC AVIATION TRAFFIC FLOWS IN THE CARIBBEAN

Appendix A

DETAILED ESTIMATES AND PROJECTIONS OF OCEANIC AVIATION TRAFFIC FLOWS IN THE CARIBBEAN

This appendix presents detailed information on scheduled aviation traffic in the Caribbean that uses oceanic communications systems. These data support the summary tables presented in the main body of this report.

Table A-1 lists the definitions of the three letter Official Airline Guide (OAG) airport codes that are used in the subsequent tables. In order to simplify the traffic flows, 21 major routes are identified and the routes are divided into five major flows. The airports included in each of the 21 routes are listed in Table A-2. The estimated number of flights for Friday, July 6, 1979, on each of the routes is given in Table A-3. Because a considerable amount of aviation traffic in the Caribbean is under radar coverage, these flights are listed in Table A-4 to provide an indication of their magnitude.

Tables A-5 through A-9 present the forecasts, by route, for each of the three scenarios described in the main body of this report.

The distribution of flights by hour of departure is given in Table A-10.

Table A-1

DEFINITION OF OFFICIAL AIRLINE GUIDE AIRPORT CODES

OAG AIRPORT CODE	DESCRIPTION
ACA	Acapulco, Mexico
AMS	Amsterdam, Netherlands
ANU	Antigua, West Indies
ATL	Atlanta, GA, USA
BAL	Baltimore, MD. USA
BEL	Belem, Brazil
BGI	Barbados, Barbados
BHM	Birmingham, Ala., USA
BOS	Boston, Mass., USA
BZE	Belize City, Belize
CAY	Cayenne, Rf. Guiana
CCS	Caracas, Venezuela
CDG	Paris, France
CGN	Cologne, Rep. of Germany
CMN	Casablanca, Morocco
CUN	Cancun, Mexico
CZM	Cozumel, Mexico
DHN	Dothan, Ala., USA
DKR	Dakar, Senegal
EWR	New York, NY-Newark Arpt. USA
FCO	Rome, Italy
FDF	Fort De France, Martinique
FLL	Ft. Lauderdale, Fla., USA
FPO	Freeport, Bahamas
FRA	Frankfurt, Rep. of Germany
GCM	Grand Cayman, West Indies
GDL	Guadalajara, Mexico
GEO	Georgetown, Guyana
GIG	Rio De Janeiro, Brazil

Table A-1 (Continued)

OAG AIRPORT CODE	DESCRIPTION
GUA	Guatemala City, Guatemala
HAV	Havana, Cuba
HSV	Huntsville/Decatur, Ala., USA
IAD	Washington, D.C. USA
IAH	Houston, Texas, USA
JAX	Jacksonville, Fla., USA
JFK	New York, NY, USA
KIN	Kingston, Jamaica
LAX	Los Angeles, California, USA
LCE	La Ceiba, Honduras
LGW	London, England
LHR	London, England
LIS	Lisbon, Portugal
LUX	Luxembourg, Luxembourg
LYS	Lyon, France
MAD	Madrid, Spain
MAO	Manaus, Brazil
MBJ	Montego Bay, Jamaica
MCO	Orlando, Fla., USA
MEX	Mexico City, Mexico
MGA	Managua, Nicaragua
MGM	Montgomery, Ala., USA
MIA	Miami, Fla. USA
MID	Merida, Mexico
MOB	Mobile, Ala./Pascagoula, MS., USA
MSY	New Orleans, La., USA
MTY	Monterrey, Mexico
MXP	Milan, Italy
NAS	Nassau, Bahamas
OPO	Oporto, Portugal
ORD	Chicago, Ill., USA
ORY	Paris, France
PAP	Port Au Prince, Haiti

Table A-1 (Concluded)

OAG AIRPORT CODE	DESCRIPTION
PBM	Paramaribo, Surinam
PHL	Philadelphia, Pa., USA
PNS	Pensacola, Florida
POS	Port of Spain, Trini & Tob.
PTP	Pointe A Pitre, Guadaloupe
PTY	Panama City, Panama Rep.
RBA	Rabat, Morocco
REC	Recife, Brazil
SAL	San Salvador, El Salvador
SAP	San Pedro Sula, Honduras
SDQ	Santo Domingo, Dom. Rep.
SID	Sal Island, Cape Verde Is.
SJO	San Jose, Costa Rica
SJU	San Juan, Puerto Rico
SMA	Santa Maria, Azores
STT	St. Thomas, Virgin Is.
STX	St. Croix, Virgin Is.
TLH	Talahassee, Fla,. USA
TPA	Tampa, Fla., USA
UVF	St. Lucia, W.I.
VCP	Sao Paulo, Brazil
VPS	Elgin A.F. Base, Fla., USA
YMX	Montreal, Canada
YQX	Gander, Canada
YYZ	Toronto, Canada

Table A-2

FLIGHTS INCLUDED WITHIN EACH GENERAL FLOWS

Flow Name:	IAH-MID	MSY-MEX	MSY-MID	MIA-MEX	MIA-MID	JFK-MBJ	JFK-SJU	MIA-SJU	MIA-MBJ
Flights Included in This Flow:	MID-IAH CUN-IAH CZM-IAH	MEX-JFK ACA-JFK MEX-ATL MEX-MSY	MSY-MID MSY-CUN MSY-CZM MSY-LCE MSY-SAP MSY-BZE IAD-GUA	MEX-HAV MEX-SJU MEX-NAS MEX-MIA MEX-TPA	MID-MIA CZM-MIA CUN-MIA	JFK-PTY NAS-KIN NAS-MBJ JFK-KIN JFK-MBJ PHL-MBJ YYZ-KIN IAD-PTY YYZ-MBJ	JFK-SJU JFK-GIG JFK-BGI BAL-SJU JFK-STX BOS-SJU IAD-STX JFK-UVF EWR-SJU JFK-POS EWR-STX YYZ-BGI PHL-SJU	MIA-STX MIA-SJU MCO-SJU MIA-BGI MIA-STT MSY-SJU	GCM-KIN MIA-MBJ MIA-KIN

Flow Name:	MIA-CCS	MBJ-SJU	MIA-GUA	MIA-PTY	HAV-DUR	SJU-EUR	PTP-EUR	POS-EUR	SJU-POS
Flights Included in This Flow:	MIA-PAP MIA-GIG MIA-POS MIA-SDQ	MEX-SJU SDQ-SJU SDQ-PAP KIN-LHR MBJ-LHR PAP-SJU KIN-BGI SDQ-MAD MGA-SJU MGA-SDQ	MIA-BZE MIA-SAP MIA-GUA MIA-MGA MIA-SAL YQX-HAV	KIN-PTY HAV-SJO GCM-SJO MIA-PTY MIA-SJO JFK-PTY IAD-PTY GCM-KIN MIA-GCM	MEX-NAS HAV-LIS HAV-MAD HAV-SID HAV-RBA FPO-LUX HAV-SMA	KIN-LHR MBJ-LHR SJU-MAD SDQ-MAD	PTP-CDG FDF-CDG ANU-LHR FDF-ORY PIP-LYS BGI-LHR CCS-ORY CCS-AMS CCS-FRA CCS-LGW	CCS-MXP POS-LHR CCS-LIS CCS-MAD CCS-TFS CCS-CDG	POS-BGI SJU-STX PTP-FDF BGI-ANU BGI-UVF BGI-STX FDF-SJU UVF-FDF BGI-SJU SJU-STT SJU-PTP POS-PTP JFK-POS JFK-GIG

Flow Name:	SJU-ORD	JFK-CCS	PBM-EUR
Flights Included in This Flow	SJU-ORD SJU-ATL	JFK-PAP JFK-SDQ JFK-VCP	LIS-BEL PBM-SMA BEL-OPO

Table A-3

DISTRIBUTION OF ESTIMATED SCHEDULED AIR TRAFFIC
IN THE CARIBBEAN: JULY 16, 1979

Flow	Number of Flights	Percent	Flow	Number of Flights	Percent	Flow	Amount	Percent
JFK-SJU	71	18.07	MIA-CCS	16	4.07	SJU-ORD	10	2.54
SJU-POS	38	9.67	JFK-MBJ	16	4.07	HAV-EUR	8	2.04
MIA-SJU	37	9.41	MSY-MEX	12	3.05	MIA-MID	7	1.78
MIA-PTY	35	8.91	MSY-MID	12	3.05	JFK-CCS	7	1.78
MBJ-SJU	27	6.87	MIA-MEX	12	3.05	IAH-MID	6	1.53
MIA-MBJ	24	6.11	POS-EUR	12	3.05	SJU-EUR	6	1.53
MIA-GUA	21	5.34	PTP-EUR	12	3.05	PBM-EUR	4	1.02

Table A-4

ESTIMATED CARIBBEAN FLIGHTS COVERED BY RADAR, JULY 6, 1979

AIRPORT PAIR	NUMBER OF FLIGHTS
Total	116
GDL-IAH	4
MTY-IAH	6
MEX-IAH	11
ACA-IAH	2
MEX-ORD	9
ACA-ORD	1
PTY-MAO	1
PTY-GIG	1
PTY-LAX	1
POS-PBM	2
GUA-LAX	2
MEX-YMX	1
GEO-POS	6
all South U.S.-Florida	69

Table A-5

TRAFFIC FORECASTS OF FLOWS IN THE
SOUTHEAST CARIBBEAN: FIRST FRIDAY JULY 1979, 1984, 1995, 2005

	1979	1984	1995	2005
Low Estimate*				
Total	142	150	171	189
SJU-POS	38	40	46	51
MIA-SJU	37	39	44	49
MBJ-SJU	27	29	33	36
MIA-MBJ	24	25	29	32
MIA-CCS	16	17	19	21
Medium Estimate+				
Total	142	160	208	254
SJU-POS	38	43	56	68
MIA-SJU	37	42	54	66
MBJ-SJU	27	30	40	48
MIA-MBJ	24	27	35	43
MIA-CCS	16	18	23	29
High Estimate∓				
Total	142	168	242	310
SJU-POS	38	45	65	83
MIA-SJU	37	44	63	81
MBJ-SJU	27	32	46	59
MIA-MBJ	24	28	41	52
MIA-CCS	16	19	27	35

*growth rates used are: 1979-1995, 1.2% per year; 1995-2005, 0.9% per year
+growth rates used are: 1979-1995, 2.4% per year; 1995-2005, 2.0% per year
∓growth rates used are: 1979-1995, 3.4% per year; 1995-2005, 2.5% per year

Table A-6

TRAFFIC FORECASTS OF FLOWS BETWEEN THE
NORTH ATLANTIC AND CARIBBEAN: FIRST FRIDAY JULY 1979, 1984, 1995, 2005

	1979	1984	1995	2005
Low Estimate*				
Total	104	110	125	138
JFK-SJU	71	75	86	95
JFK-MBJ	16	17	19	24
ORD-SJU	10	11	12	13
JFK-CCS	7	7	8	9
Medium Estimate+				
Total	104	117	152	185
JFK-SJU	71	80	104	126
JFK-MBJ	16	18	23	28
ORD-SJU	10	11	15	18
JFK-CCS	7	8	10	12
High Estimate∓				
Total	104	122	176	225
JFK-SJU	71	83	120	153
JFK-MBJ	16	19	27	35
ORD-SJU	10	12	17	22
JFK-CCS	7	8	12	15

*growth rates used are: 1979-1995, 1.2% per year; 1995-2005, 0.9% per year

+growth rates used are: 1979-1995, 2.4% per year; 1995-2005, 2.0% per year

∓growth rates used are: 1979-1995, 3.4% per year; 1995-2005, 2.5% per year

Table A-7

TRAFFIC FORECASTS OF FLOWS IN THE
SOUTHWEST CARIBBEAN: FIRST FRIDAY JULY 1979, 1984, 1995, 2005

	1979	1984	1995	2005
Low Estimate*				
Total	56	59	67	74
MIA-PTY	35	37	42	47
MIA-GUA	21	22	25	27
Estimate+				
Total	56	63	82	100
MIA-PTY	35	40	52	63
MIA-GUA	21	23	30	37
High Estimate∓				
Total	56	66	95	122
MIA-PTY	35	42	60	76
MIA-GUA	21	24	35	46

*growth rates used are: 1979-1995, 1.2% per year; 1995-2005, 0.9% per year
+growth rates used are: 1979-1995, 2.2% per year; 1995-2005, 2.0% per year
∓growth rates used are: 1979-1995, 3.4% per year; 1995-2005, 2.5% per year

Table A-8

TRAFFIC FORECASTS OF FLOWS BETWEEN EUROPE AND THE CARIBBEAN:
FIRST FRIDAY JULY 1979, 1984, 1995, 2005

	1979	1984	1995	2005
Low Estimate*				
Total	42	45	51	55
From POS	12	13	15	16
From PTP	12	13	15	16
From HAV	8	9	9	10
From SJU	6	6	7	8
From PBM	4	4	5	5
Medium Estimate†				
Total	42	47	61	74
From POS	12	13	17	21
From PTP	12	13	17	21
From HAV	8	9	12	14
From SJU	6	7	9	11
From PBM	4	5	6	7
High Estimate‡				
Total	42	50	72	92
From POS	12	14	21	26
From PTP	12	14	21	26
From HAV	8	10	13	18
From SJU	6	7	10	13
From PBM	4	5	7	9

*Growth rates used are: 1979-1995, 1.2% per year; 1995-2005, 0.9% per year

†Growth rates used are: 1979-1995, 2.4% per year; 1995-2005, 2.0% per year

‡Growth rates used are: 1979-1995, 3.4% per year; 1995-2005, 2.5% per year

Table A-9

TRAFFIC FORECASTS OF FLOWS IN THE
GULF OF MEXICO: FIRST FRIDAY JULY 1979, 1984, 1995, 2005

	1979	1984	1995	2005
Low Estimate*				
Total	49	52	59	65
MSY-MEX	12	13	15	16
MSY-MID	12	13	15	16
MIA-MEX	12	13	14	16
MIA-MID	7	7	8	9
IAH-MID	6	6	7	8
Medium Estimate+				
Total	49	55	71	87
MSY-MEX	12	14	18	22
MSY-MID	12	13	17	21
MIA-MEX	12	13	17	21
MIA-MID	7	8	10	12
IAH-MID	6	7	9	11
High Estimate∓				
Total	49	58	72	92
MSY-MEX	12	15	18	23
MSY-MID	12	14	18	23
MIA-MEX	12	14	17	22
MIA-MID	7	8	10	13
IAH-MID	6	7	9	11

*growth rates used are: 1979-1995, 1.2% per year; 1995-2005, 0.9% per year

+growth rates used are: 1979-1995, 2.4% per year; 1995-2005, 2.0% per year

∓growth rates used are: 1979-1995, 3.4% per year; 1995-2005, 2.5% per year

Table A-10

NUMBER OF SCHEDULED FLIGHTS PER ' THE CARIBBEAN BY FLOW PATTERN: JULY 6, 1979

airport pair / time of dep*	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
SOUTHEAST CARIBBEAN																									
SJU-POS	1	1	0	1	0	0	0	0	0	0	0	0	3	1	1	1	1	0	1	3	0	1	2	2	19
POS-SJU	1	1	0	0	0	0	0	0	0	0	0	1	3	5	1	0	0	0	0	1	2	1	2	1	19
MIA-SJU	1	0	1	0	1	0	0	0	0	0	0	0	1	1	1	1	3	6	1	3	0	2	0	0	22
SJU-MIA	0	0	1	0	0	0	0	0	0	0	0	1	0	2	1	2	0	2	1	2	2	0	1	0	15
MBJ-SJU	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	2	2	1	2	0	13
SJU-MBJ	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	2	1	2	1	2	0	0	0	1	14
MIA-MBJ	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	1	1	1	12
MBJ-MIA	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2	1	2	0	2	0	12
MIA-CCS	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	7
CCS-MIA	0	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	2	0	0	1	0	0	0	0	9
NORTH ATLANTIC/ CARIBBEAN																									
JFK-SJU	2	2	1	3	0	0	0	0	1	0	0	3	5	5	5	1	2	0	0	2	0	2	1	1	36
SJU-JFK	1	2	4	2	2	0	1	0	1	0	0	1	1	2	0	0	3	0	3	4	2	5	0	1	35
JFK-MBJ	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	0	0	1	0	0	1	0	0	0	9
MBJ-JFK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	0	7
ORD-SJU	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5
SJU-ORD	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	5
JFK-CCS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
CCS-JFK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3
GULF OF MEXICO																									
MSY-MEX	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	0	0	1	7
MEX-MSY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	1	0	0	5
MSY-MID	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	2	0	0	0	0	7
MID-MSY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	5
MIA-MEX	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	1	1	6
MEX-MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	1	0	0	1	0	0	6
MIA-MID	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	4
MID-MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
IAH-MID	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
MID-IAH	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	4
SOUTHWEST CARIBBEAN																									
MIA-PTY	1	2	0	3	1	1	0	1	0	1	0	1	0	0	1	0	0	2	2	0	2	1	0	1	20
PTY-MIA	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	1	0	1	1	3	1	1	1	1	15
MIA-GUA	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	4	3	0	0	0	0	11
GUA-MIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	1	0	2	1	0	10
EUROPE/CARIBBEAN																									
POS-EUR	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3	2	8
EUR-POS	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	4
HAV-EUR	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	2	7
EUR-HAV	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PTP-EUR	0	0	2	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	8
EUR-PTP	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
SJU-EUR	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	4
EUR-SJU	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PBM-EUR	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3
EUR-PBM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	16	13	13	13	7	1	2	2	2	6	1	13	20	28	27	20	28	27	29	35	21	30	23	16	393

*In Greenwich Mean Time