NATIONAL BUREAU OF STANDARDS REPORT

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DEC 15, 1969

SIMULATION OF AIR TRAFFIC CONTROL RADAR BEACON CODE ASSIGNMENT PLANS

Final Report on Phase I

Sponsored by
Department of Transportation
Federal Aviation Administration
Inter-agency Agreement DOT-FA69WAI-162

U.S. DEPARTMENT OF COMMERCE
NATIONAL BUREAU OF STANDARDS

NATIONAL BUREAU OF STANDARDS

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[1] Headquarters and Laboratories at Gaithersburg, Maryland, unless otherwise noted; mailing address Washington, D.C. 20234.
[2] Located at Boulder, Colorado 80302.
[3] Located at 5285 Port Royal Road, Springfield, Virginia 22151.

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SIMULATION OF AIR TRAFFIC CONTROL RADAR BEACON CODE ASSIGNMENT PLANS

Final Report on Phase I

by
R. D. Elbourn
Information Processing Technology Division
Center for Computer Sciences and Technology

and

Judith F. Gilsinn
Operations Research Section
Applied Mathematics Division

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Simulation of Air Traffic Control Radar Beacon Code Assignment Plans Final Report on Phase I

R.D. Elbourn and J.F. Gilsinn

Abstract

A peak day's IFR traffic, 25,646 flights, in the USA was simulated with the 21 Air Route Traffic Control Centers issuing codes independently according to three rules: (1) issue codes from the top of a list of the codes not in use and return them to the bottom, (2) issue codes from the top of the list and return them to the top, and (3) issue codes by random selection from the codes not in use. With the same 800 codes available in each center, these rules required in-flight code changes at, respectively, 16.8, 58, and 13 percent of the handovers to other centers.

1. Introduction

The Air Traffic Control Radar Beacon System (ATCRBS) with 4096 discrete-code capability is expected to transmit identity and altitude of aircraft to equipment that will generate an alphanumeric display of this information updating it through automatic tracking. Because it is planned to install such automatic data processing systems in most large and medium enroute and terminal ATC facilities by 1973, there is some urgency to developing an effective and efficient plan for assigning radar beacon (identifying) codes. At the request of the Federal Aviation Administration, the National Bureau of Standards has undertaken to test and compare code assignment plans by simulating their operation on a digital computer.

Each test is a simulation of the IFR traffic within the contiguous 48 states during a peak day. The criteria of goodness are:

1. The elimination of duplicate codes wherever they might confuse either the tracking system or a controller watching an alphanumeric display. 1/

2. The efficient use of the available codes. This encourages duplicating codes at places or times that are sufficiently separated so that no confusion can result.

3. Minimization of the frequency with which in-flight code changes are required.

In the interest of developing some experience and preliminary results before attempting to deal more fully with the details of air traffic movements and procedures, the first phase of the study was limited to the so-called Center Assignment Plan and employed a highly simplified pattern of air traffic flow. The present report describes the results of that first phase.

1/ Exactly when or where duplication is tolerable or intolerable depends upon details of the future computer-aided system of air traffic control that are not yet known, but considerations of the code assignment problem may affect design of the future ATC system, so the simplest reasonable-looking assumptions were made to get the study underway.

2. Scope of Phase I

2.1 Center Assignment Plan

Each of the 21 Air Route Traffic Control Centers (ARTCC's) has available the complete complement of radar beacon codes. Each center keeps account of which codes are in use within its control area and issues each originating flight an unused code at departure. A flight coming in from outside the center's control area is permitted to retain its code only if that code is not in use in this area. Otherwise, at handover its code is changed to an unused one. Thus each center prevents duplication of codes within its own area, but use of the same code in different control areas is freely permitted. There is no communication between centers to reserve a code for a future flight.

Three variations in code assignment rules have been simulated:

1. Each center keeps a list of available (unused) codes. It issues codes from the top of the list and returns codes to the bottom. When an incoming flight is permitted to retain its code, that code must be removed from the available list.

2. Same as in 1 except that codes are returned to the top rather than to the bottom of the list.

3. Codes are issued by a random selection from those available.

2.2. Traffic Routing

In Phase II of this study, aircraft will be assumed to fly straight paths from their airport of origin to their airport of destination. Code usage changes only at departure, handovers, and arrival. If the times of these events were known, the geographic location of the aircraft would be of no concern to this simulation. But the time of a handover is determined only after one finds the place where the flight crosses the boundary of the relevant control area. This burdensome calculation is avoided in Phase I by the following simplification of the assumed routes of flights.

ROUTE MAP BETWEEN THE 21 CENTERS

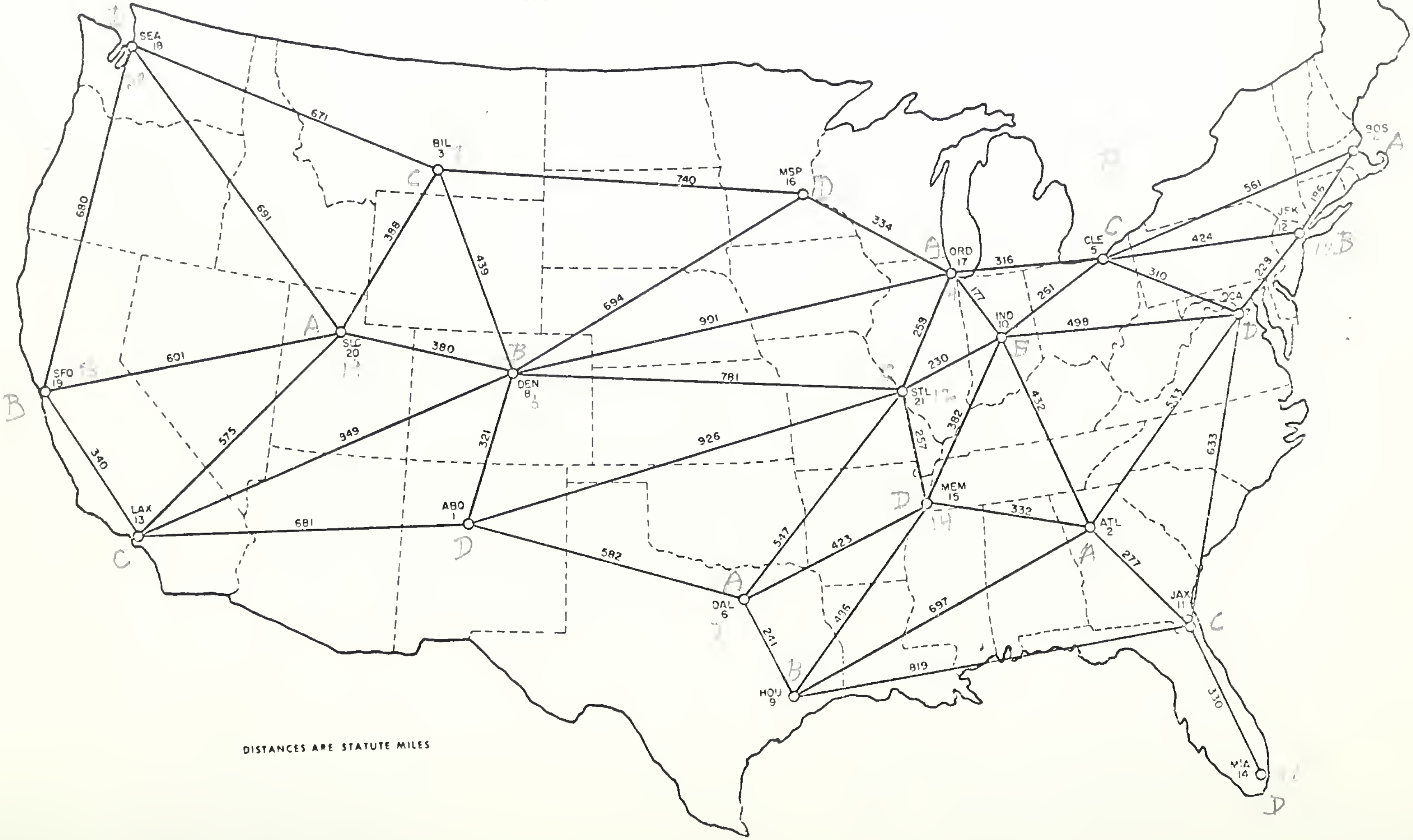

Figure 1

All traffic to or from a control area is assumed to arrive or depart via just one airport. Traffic to a remote center is assumed to fly over the airport of each center whose control area its passes through. Figure 1 shows the 44 route legs which flights follow between the 21 airports. A flight follows the shortest path within this network, and handover occurs at the midpoint of each route leg. In the Kansas City control area St. Louis was taken as the representative airport, and Billings was chosen in the Great Falls area. These were believed to give more typical routes of flight.

This approximation vastly simplifies the computer program, and it is hoped that it gives reasonably near the right number of aircraft in each center's control area at any time.

3. Choice of a Programming Language

SIMSCRIPT was chosen as the programming language for this simulation, because the problem seemed well suited to SIMSCRIPT's type of descriptive model, and the SIMSCRIPT system program performs many chores for which detailed programs would otherwise have to be written. The use of a radar beacon code changes only at one of three events: the departure, handover, or arrival of a flight. SIMSCRIPT simulates just this kind of system--one whose state changes only at discrete instants when certain events occur. A computer routine is written for each type of event, and the SIMSCRIPT system program automatically calls these routines in the sequence in which the events have been scheduled. During the execution of an event routine, simulated time stands still, but at its completion simulated time advances immediately to the instant of occurrence of the next scheduled event.

SIMSCRIPT automatically takes care of allocating and recovering temporary storage. When 2,300 flights are in progress, about 23,000 words of storage are needed to store the attributes of each flight and the event notices for the next event in each flight. There is not memory enough to store at the same time these data for all the 25,000 flights in a simulated day. By properly placing a few CREATE and DESTROY statements the programmer can keep the use of storage down to the minimum essential.

SIMSCRIPT's facilities for forming sets of entities turned out to be not exactly suitable for handling the available code lists, but their techniques were adapted in the programs written. As a general programming language SIMSCRIPT is very similar to FORTRAN and contains most of FORTRAN's features. The SIMSCRIPT I.5 language used has been implemented on IBM System 360, Control Data 3600 and 6600, and UNIVAC 1107-1108 computers, so with a few changes it should be possible to run the simulation on any of these machines.

4. The Traffic Sample

The traffic sample used in this simulation was derived from a Peak Day IFR Traffic Tape supplied by the FAA. For each flight this tape gave the following data:

1. Aircraft identity
2. User class; i.e.,
   Air carrier
   General aviation, or
   Military
3. Aircraft type
4. True airspeed
5. Departure airport
6. Flying altitude
7. Destination airport
8. Departure time

The identifiers for departure and destination airports were replaced by the numbers of their control areas. In this process some flights were eliminated because they used airports outside the contiguous 48 states, an airport identifier was not a valid identifier, or the identifier referred to a navigation aid rather than an airport. After these were deleted, 25,646 flights remained.

In order to have a realistic number of flights in progress at the start of the 24 simulated hours, the flights in progress at the end of the 24 hours are preloaded into the system at the start. This makes the 24 hours of traffic a closed repeating cycle, so that it does not matter at which hour the simulation begins. This simulation is begun at 12:00 GMT, because this is not a busy hour and so fewer flights need to be preloaded.

For flights from one center to another, the times of handover and arrival are predicted from the distance divided by the speed of flight. This does not work for flights that originate and terminate in the same control area. For these a duration of one hour is arbitrarily assumed. It was found that about half the departures stay in the same center's control area, so that assumption has a considerable effect on the number of aircraft represented as flying at any given time.

5. Results

The importance of the one-hour duration assumed for flights within one control area prompted a more detailed breakdown of these flights as shown in Tables 1 to 3. While 48 percent of all flights remain within one control area, only 9 percent return to the same airport. The flights between different airports are mostly air carriers, so their average duration should be fairly short for the distances between airports in the same control area. Phase II will give times for these flights and thus largely eliminate the problem, but for Phase I an average duration of one hour seems reasonable.

The counts of aircraft movements are a function of the traffic sample used and not of any code assignment plan, so one version of the simulation program was written just to gather these statistics, which are applicable to all code plans. Tables 4 through 66 give:

1. The number of departures from each center[1/] to each other center.
2. The number of arrivals at each center from each other center, and
3. The number of handovers from each center to each other center.

Each column gives values for the hour ending at the time printed at the top of the column, and the last column gives 24-hour totals. The last row gives total departures from, arrivals at, or handovers to each center. If a row contained all zeros, printing was suppressed. Grand totals for all 21 centers for the 24 hours are:

Departures	25,646
Arrivals	25,513
Handovers	18,986

1/ Hereinafter "center" will often be used to denote the corresponding control area.

The excess of departures over arrivals is the result of preloading too few flights. When the preload tape was made, flights within one center were represented as flying only one-half hour rather than one hour.

Tables 67 and 68 give the number of aircraft flying in each center on the hour and the maximum number of aircraft in each center during the hour. At 22:00 GMT there are 2,293 IFR aircraft in all centers. Cleveland has the maximum number, 238, at some time between 21:00 and 22:00 GMT. The busiest hour has about 8.5 times more aircraft than the least busy hour.

5.1 First Code Plan: Issue Codes from the Top of a List, Return them to the Bottom

In this assignment plan each center has the entire complement of available codes. It keeps those codes that are not in use in an ordered list. If the code being used by an incoming handover aircraft is in the list, it is removed and the flight is allowed to continue without changing its code. When a new code is needed either for an originating flight or for a handover whose code is in use, the code at the top of the list is removed and issued. When a code is released either by a terminating flight or by a handover leaving the control area, the code is returned to the bottom of the list. At the start of the simulation all the lists are arranged in the natural order 1, 2, 3, ... from top to bottom.

Tables 69a to c show the results of a simulation with 800 codes initially in each list. Because this is more than the maximum number of aircraft in any center at one time, no center ever ran out of codes; therefore, all entries under "no code available" are zero. Altogether there were 3,200 code changes in 18,986 handovers; i.e., the code was changed at 16.8 percent of the handovers.

The first hour of the run ends at 13:00 GMT. Notice that the number of code changes is large for the first few hours not just because the traffic is building up but because all centers are issuing the same codes. Later the centers with different amounts of traffic get to issuing from different regions in sequence, and ultimately the code lists get mixed up by varying durations of code use. The poor early behavior could be avoided by starting with each code list shuffled randomly, but then performance would be the same as the third code plan, the Random Assignment Plan.

The programs that implement these code lists are rather complex and wasteful of space. For 800 codes and 21 centers an array of (800)•(21)=16,800 words is needed. Each word contains two pointers (memory addresses), one to the predecessor and one to the successor of its code in its list. Each center has two pointers, one to the first and one to the last code in its list. The program that removes a code from a list must make the proper changes in these pointers. It has to make different changes according to whether the code is first, last, both first and last, or interior in the list. The implementation of the random code assignment plan is simpler.

5.2 Second Code Plan: Issue from the Top of a List, Return to the Top

The second code assignment plan differs from the first only in that released codes are returned to the top of the list. Tables 70a to c give the results with, again, 800 codes available. Altogether there were 10,976 code changes in 18,986 handovers, so codes were changed at 58 percent of the handovers.

The reason for this poor performance is rather obvious. No center ever gets farther down into its list than the maximum number of aircraft in flight in that center at one time. Most of the codes are never used, and all centers are using the lowest numbered codes.

5.3 Third Code Plan: Issue by Random Selection

In the plans where codes are issued from the top of a list consider the situation when a busy center such as Cleveland has issued its first 100 codes. Other less busy centers are issuing from somewhere within this same range of 100 codes, so when one of their aircraft reaches Cleveland its code is almost certain to be in use. One would like to avoid this unfavorable correlation between codes issued in different centers. Considering one aircraft coming to a new center one would like to minimize the probability that its code is in use. But if there has been no advance communication of which particular code this aircraft is using; this requires making the probability of use equally small for all codes. In other words the codes in use should be randomly scattered throughout the space of available codes. This is the motivation for the random assignment plan.

If the codes in use in a center are indeed randomly distributed independently of the code of an incoming aircraft, then the probability that this code is in use is just the number of codes in use divided by the number of codes available. This probability is the mathematical expectation that the code will have to be changed. Over a number of handovers the expected (or long-run average) number of code changes is the sum of these probabilities. This is how the "expected code changes" in Tables 71a to c were computed. The expected values were rounded to the nearest integer before printing, but the 24-hour totals were computed before rounding, so the rounded totals may differ from the totals of the rounded hourly values.

As before, 800 codes were available, and among all centers there were 2,469 code changes in 18,986 handovers; thus codes were changed in 13 percent of the handovers.

The total expected number of code changes was 2,605, so one must ask whether the difference of actual from expected is more than is probable due to sampling fluctuations. If a random variable x takes value 1 with probability p and value 0 with probability 1-p, then the expectation value of x is p and the variance of x is p(1-p). But if p is much less than 1, then 1-p is nearly 1, so that the variance and the expected value are nearly equal. When random variables are added, their expectations and variances are also additive, so this near equality carries over into the sums. The standard deviation of any of our expected values is only a little less than its own square root. The actual number 2,469 of code changes is thus nearly three standard deviations smaller than the expected value 2,605. Moreover, the actual numbers of code changes are in nearly every case smaller than the expected values, so the results can hardly be ascribed to chance.

This conclusion caused some fearful mistrust in the pseudo-random number generator used to select codes, until it was realized that, when an aircraft enters a new control area, not all the codes in use in that area are distributed independently of the code of the incoming aircraft. For concreteness, consider a flight that originated and received its code in Cleveland and is going to Chicago. When Cleveland assigned a code to this flight, there must have been other flights under Cleveland control bound for Chicago and somewhat ahead of this flight. Cleveland carefully avoided giving this flight a code identical to any other under its own control, so when this flight reaches handover to Chicago there are already under Chicago control these earlier flights from Cleveland whose codes are certainly not in conflict with the new one. To compute the probability of

a code conflict with the new flight the number of these earlier flights from Cleveland should be subtracted from both the numerator and denominator. The result is a smaller probability of conflict. In practice it would be too burdensome to keep count of these non-independent codes as needed to compute the correct expectation values. One can merely be thankful that this particular deviation from simple-minded theory is in the favorable direction.

The computer program that implements the random code assignment plan uses (800)•(21)=16,800 bits, one for each code and each center, to tell whether or not that code is in use in that center. The plans that use code lists need that many words (rather than bits) because they store irrelevant information. Out of the enormous number of permutations of the code sequence in each list, they have to identify the particular one that obtains at any time.

When a code is wanted, a routine that generates a pseudo-random number is used to make a random selection from the whole complement of available codes. This code is then checked to see whether it is in use, and if it is another is selected until one is found that is not in use. The effect is to accomplish a random selection from the codes that are not in use. This procedure might require many selections if most of the codes were in use, but in that case most hand-overs would require a code change. One gets a suitably small number of code changes only when the number of codes available is several times larger than the maximum number of codes in use in any center. In this case an unused code is quickly found.

The random code assignment plan had a rational motivation, and it did require fewer code changes than either version of the code list plan. Should one conclude that it is the best possible? Certainly not. In game theory randomization is an optimum strategy for combating one's own ignorance and a thoroughly skillful and malevolent opponent. But, even without communication between centers to reserve codes in advance, this plan does not use all the available information. The destination of each flight is known, and it is known through which centers each flight will pass. It should be possible to use this information to improve performance.

As an example, suppose each center reserved the same 100 codes for issue to flights that do not leave that center. No conflicts could occur among these, and nearly half the flights would be removed from competition for the remaining codes. Traffic data that will be obtained in Phase II is needed to tell whether 100 is actually the right number, but it is certainly in the right ball park. It is not so clear how to block codes to minimize conflicts on longer flights.

One might ask why the code plans were compared at the level of 800 available codes. The Cleveland center needs at least 238 codes, and these plans will require an inordinate number of code changes unless several times that number is available. On the other hand, not all 4,096 codes are available. Certain ones have special meanings such as emergency or radio failure, and something like half the codes have been committed to the military. At present traffic levels 2,300 codes would permit assigning each aircraft a different code, so that no code changes would be required, but the real problem is to find code plans that can accommodate the increased traffic of the 1980's. Finally, the list programs will exceed memory capacity at about 1,000 codes. In the random assignment plan the approximate expected number of changes is inversely proportional to the number of codes available, so results are easily estimated for any other number of codes.

It has been suggested that codes be assigned 15 minutes before takeoff and returned 15 minutes after landing. This change can be programmed easily. It does require a 15 minute advance of the times recorded on the traffic tape, since these must refer to the first event in each flight. The effect will be about the same as reducing the number of available codes in inverse ratio to the increase in the average duration of use.

The running time of these programs is a little under 10 minutes to compile, assemble, and execute on the 1108.

USCOMM-NBS-DC

Tables 1 to 71 of Computer-Generated

Output Follow

Table 1. Analysis of Local Flights

FLIGHTS WITH ORIGIN AND DESTINATION IN THE SAME CENTER

CENTER	GENERAL AVIATION	AIR CARRIER	MILITARY	TOTAL
ALBUQUERQUE	13	86	224	323
ATLANTA	232	389	92	713
GREAT FALLS	16	54	94	164
BOSTON	321	267	84	672
CLEVELAND	456	516	34	1006
FORT WORTH	152	268	364	784
WASHINGTON	169	361	240	770
DENVER	68	222	8	298
HOUSTON	299	339	385	1023
INDIANAPOLIS	235	317	99	651
JACKSONVILLE	75	122	182	379
NEW YORK	354	279	53	686
LOS ANGELES	395	397	180	972
MIAMI	82	219	120	421
MEMPHIS	53	169	64	286
MINNEAPOLIS	105	210	91	406
CHICAGO	468	701	76	1245
SEATTLE	134	267	106	507
OAKLAND	98	232	121	451
SALT LAKE CY	39	67	7	113
KANSAS CITY	175	236	88	499
TOTAL	3939	5718	2712	12369

Table 2. Analysis of Local Flights

FLIGHTS WITH ORIGIN AND DESTINATION AIRPORTS THE SAME

CENTER	GENERAL AVIATION	AIR CARRIER	MILITARY	TOTAL
ALBUQUERQUE	1	3	204	208
ATLANTA	22	2	54	78
GREAT FALLS	1	1	87	89
BOSTON	14	8	55	77
CLEVELAND	13	2	30	45
FORT WORTH	27	2	319	348
WASHINGTON	5	2	125	132
DENVER	11	6	5	22
HOUSTON	25	6	296	327
INDIANAPOLIS	3	0	83	86
JACKSONVILLE	11	4	109	124
NEW YORK	8	7	16	31
LOS ANGELES	4	19	59	82
MIAMI	2	4	92	98
MEMPHIS	5	5	39	49
MINNEAPOLIS	13	1	85	99
CHICAGO	31	9	50	90
SEATTLE	22	0	80	102
OAKLAND	4	3	102	109
SALT LAKE CY	9	0	7	16
KANSAS CITY	7	3	58	68
TOTAL	238	87	1955	2280

Table 3. Analysis of Local Flights (concluded)

FLIGHTS WITHIN ONE CENTER WITH DIFFERENT ORIGIN AND DESTINATION AIRPORTS

CENTER	GENERAL AVIATION	AIR CARRIER	MILITARY	TOTAL
ALBUQUERQUE	12	83	20	115
ATLANTA	210	387	38	635
GREAT FALLS	15	53	7	75
BOSTON	307	259	29	595
CLEVELAND	443	514	4	961
FORT WORTH	125	266	45	436
WASHINGTON	164	359	115	638
DENVER	57	216	3	276
HOUSTON	274	333	89	696
INDIANAPOLIS	232	317	16	565
JACKSONVILLE	64	118	73	255
NEW YORK	346	272	37	655
LOS ANGELES	391	378	121	890
MIAMI	80	215	28	323
MEMPHIS	48	164	25	237
MINNEAPOLIS	92	209	6	307
CHICAGO	437	692	26	1155
SEATTLE	112	267	26	405
OAKLAND	94	229	19	342
SALT LAKE CY	30	67	0	97
KANSAS CITY	168	233	30	431
TOTAL	3701	5631	757	10089

FLIGHTS WITH ORIGIN AND DESTINATION IN DIFFERENT CENTERS

TOTAL	3860	7812	1605	13277
TOTAL FLIGHTS	7799	13530	4317	25646

Table 4

NUMBER OF DEPARTURES FROM BOSTON

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		33	20	34	16	9	3	4	2	3	0	10	27	27	40	40	47	43	56	47	54	38	46	41	32	672
NEW YORK		19	24	14	11	4	4	3	2	1	3	6	40	29	30	27	35	22	22	30	29	30	42	26	27	480
WASHINGTON		4	1	1	2	0	1	0	0	0	0	2	7	7	10	3	2	2	7	3	10	8	5	6	2	83
JACKSONVILLE		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
MIAMI		0	0	0	1	0	0	0	0	0	0	0	0	1	1	3	1	0	1	0	0	0	1	1	0	10
CLEVELAND		2	2	4	4	5	0	2	0	0	0	2	7	10	9	7	2	6	10	2	7	10	6	7	9	113
ATLANTA		0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	1	0	1	0	0	1	0	7
INDIANAPOLIS		0	0	0	0	2	0	0	0	0	0	0	2	1	3	0	0	1	0	0	2	1	0	0	0	12
CHICAGO		2	1	0	2	1	0	1	0	0	0	0	1	4	3	2	4	6	1	5	6	2	2	3	0	46
MEMPHIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	3
MINNEAPOLIS		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
KANSAS CITY		0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0	1	1	0	6
DENVER		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
SEATTLE		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
OAKLAND		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	0	5
LOS ANGELES		0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	0	3	0	1	9
TOTAL		60	49	53	36	22	8	10	4	4	3	20	85	81	101	85	95	82	98	88	111	92	106	89	71	1453

Table 5

NUMBER OF ARRIVALS AT BOSTON

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		32	33	20	34	16	9	3	4	2	3	0	10	9	25	40	40	47	43	56	47	54	38	46	41	652
NEW YORK		17	16	16	9	8	7	8	2	1	1	1	9	15	16	21	17	14	19	22	19	22	27	9	24	320
WASHINGTON		6	6	3	2	1	0	0	0	0	0	1	1	4	3	6	6	7	3	6	3	6	7	3	8	82
JACKSONVILLE		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	5
MIAMI		0	4	1	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	1	1	16
CLEVELAND		11	5	8	4	3	0	1	0	0	1	1	0	3	8	6	8	6	3	9	7	10	7	4	9	114
ATLANTA		1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
INDIANAPOLIS		1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	1	4	0	11
CHICAGO		0	3	1	2	2	2	0	0	2	0	1	0	0	0	2	3	0	0	2	2	0	1	0	3	26
MEMPHIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
HOUSTON		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MINNEAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
KANSAS CITY		0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	1	0	0	0	0	0	1	0	0	5
FORT WORTH		0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
DENVER		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
SEATTLE		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
OAKLAND		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3
LOS ANGELES		0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	6
TOTAL		69	72	52	52	31	19	14	6	6	6	4	20	34	53	77	76	75	68	98	80	94	87	70	87	1250

Table 6

NUMBER OF HANDOVERS TO BOSTON

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
NEW YORK		26	25	23	11	7	11	6	1	1	1	4	15	18	30	16	27	20	25	24	31	28	28	20	29	427
CLEVELAND		6	13	10	3	4	2	1	1	3	1	1	5	8	8	15	6	7	7	11	13	11	11	7	17	171
TOTAL		32	38	33	14	11	13	7	2	4	2	5	20	26	38	31	33	27	32	35	44	39	39	27	46	598

Table 7

NUMBER OF DEPARTURES FROM NEW YORK

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		14	15	18	4	10	8	3	1	1	2	3	16	13	24	16	16	21	15	19	25	24	16	16	20	320
NEW YORK		24	15	21	19	7	8	4	1	0	1	23	43	41	56	61	61	46	38	45	38	44	31	27	32	686
WASHINGTON		8	4	13	1	2	0	1	0	0	2	3	25	25	19	18	17	11	13	17	15	19	13	14	10	250
JACKSONVILLE		0	1	0	1	0	0	0	0	0	0	0	3	1	2	0	3	0	2	2	2	1	2	2	1	23
MIAMI		0	5	2	1	0	2	0	0	0	0	0	0	1	5	4	4	5	2	2	3	0	4	5	3	48
CLEVELAND		18	26	6	8	4	1	2	2	2	0	5	25	23	20	25	20	19	11	21	18	19	29	20	22	346
ATLANTA		2	1	1	1	2	0	1	2	0	0	2	2	7	2	2	2	2	3	2	2	1	3	3	6	49
INDIANAPOLIS		2	3	1	0	1	0	0	0	0	0	0	1	3	5	1	5	2	5	1	8	8	2	4	5	57
CHICAGO		8	6	2	6	4	4	1	3	2	0	0	3	9	6	4	11	9	8	6	8	8	7	8	6	129
MEMPHIS		3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	7
HOUSTON		0	1	3	0	1	0	0	1	0	0	1	0	2	2	0	0	3	0	1	1	1	1	1	3	22
MINNEAPOLIS		0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	1	1	2	8
KANSAS CITY		0	0	0	1	0	0	0	1	0	0	0	0	2	4	0	0	1	1	1	0	1	3	2	4	21
FORT WORTH		0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	1	1	0	3	0	10
DENVER		0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	1	0	2	0	6
ALBUQUERQUE		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
SALT LAKE CY		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
SEATTLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
OAKLAND		1	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	1	1	2	0	1	1	1	0	12
LOS ANGELES		1	1	0	0	0	2	1	0	0	0	0	0	1	2	3	2	0	1	1	1	0	2	2	2	22
TOTAL		81	78	67	42	33	25	13	11	5	6	37	118	128	156	139	142	123	100	120	122	130	116	112	118	2022

Table 8

NUMBER OF ARRIVALS AT NEW YORK

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		20	23	22	8	8	4	4	2	3	1	2	25	32	29	26	30	33	19	31	19	38	33	37	31	480
NEW YORK		32	24	15	21	19	7	8	4	1	0	1	23	20	41	56	61	61	46	38	45	38	44	31	27	663
WASHINGTON		18	23	24	12	3	0	3	0	4	3	2	10	18	24	31	25	31	20	23	24	33	25	20	27	403
JACKSONVILLE		4	2	2	0	0	0	0	0	2	0	2	1	0	0	1	1	2	2	2	0	1	1	2	4	29
MIAMI		5	8	3	0	0	13	0	1	1	0	0	0	1	0	0	7	7	2	2	9	9	10	5	7	90
CLEVELAND		22	17	21	10	3	5	5	4	1	3	5	4	24	20	23	24	28	21	22	24	24	30	28	24	392
ATLANTA		6	7	7	2	0	2	4	1	2	1	1	3	2	0	2	3	3	5	5	4	3	4	5	7	79
INDIANAPOLIS		3	7	1	2	2	1	0	2	0	0	1	0	0	3	1	5	3	3	4	2	1	7	4	8	60
CHICAGO		9	8	4	7	7	9	4	0	2	2	0	0	5	2	7	6	5	4	7	7	5	11	7	6	124
MEMPHIS		1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	1	1	7
HOUSTON		0	2	1	1	0	0	1	1	1	0	0	1	0	0	0	0	0	1	2	2	2	2	1	1	19
MINNEAPOLIS		1	0	2	2	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	2	1	1	14
KANSAS CITY		2	5	2	0	2	1	1	2	0	2	1	0	0	0	0	3	2	0	1	2	2	3	2	3	36
FORT WORTH		0	3	1	1	0	0	0	2	1	0	0	0	0	0	0	1	3	1	0	2	2	1	1	2	21
DENVER		0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	2	0	0	7
ALBUQUERQUE		0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	5
SEATTLE		2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	7
OAKLAND		3	2	0	2	0	0	1	0	0	0	4	2	0	0	0	0	0	0	0	0	7	5	2	1	29
LOS ANGELES		4	3	1	2	1	2	1	0	0	0	0	6	2	0	1	0	0	0	0	0	0	8	3	2	36
TOTAL		132	135	106	71	45	46	32	19	18	13	23	75	104	119	149	167	179	124	142	141	171	188	150	152	2501

Table 9

NUMBER OF HANDOVERS TO NEW YORK

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		21	29	16	13	7	4	4	2	2	2	4	41	39	47	28	33	37	24	31	41	42	40	41	34	582
WASHINGTON		42	50	34	17	4	20	7	3	11	1	6	22	32	34	42	41	40	44	37	49	53	46	42	55	727
CLEVELAND		49	40	29	19	15	20	10	7	7	13	6	23	30	35	34	43	36	30	41	39	64	59	43	46	738
TOTAL		112	119	79	44	26	44	21	12	20	16	16	86	101	116	104	117	113	98	109	129	159	145	126	135	2047

Table 10

NUMBER OF DEPARTURES FROM WASHINGTON

TO	AT GMT / EST	1 / 20	2 / 21	3 / 22	4 / 23	5 / 24	6 / 1	7 / 2	8 / 3	9 / 4	10 / 5	11 / 6	12 / 7	13 / 8	14 / 9	15 / 10	16 / 11	17 / 12	18 / 13	19 / 14	20 / 15	21 / 16	22 / 17	23 / 18	24 / 19	TOTAL
BOSTON		7	3	3	0	0	0	0	0	0	1	0	6	5	7	4	6	2	6	5	8	5	6	4	4	82
NEW YORK		16	21	20	6	0	3	0	3	3	2	3	17	28	29	29	25	25	24	23	26	32	19	23	26	403
WASHINGTON		34	25	26	12	8	2	1	3	1	4	19	31	63	52	76	55	54	53	49	59	51	35	27	28	770
JACKSONVILLE		5	2	1	0	0	0	1	0	0	0	1	1	1	6	3	8	1	7	4	3	6	3	0	2	55
MIAMI		1	0	1	0	0	0	0	0	0	0	0	2	2	6	2	3	2	2	1	4	0	1	1	2	30
CLEVELAND		4	4	5	1	0	0	0	0	0	0	1	10	7	4	4	9	6	4	8	10	3	9	3	8	100
ATLANTA		8	5	3	2	2	0	1	0	1	0	1	4	15	11	9	6	8	9	9	6	5	8	11	8	132
INDIANAPOLIS		4	2	1	2	0	0	0	0	1	0	2	5	5	3	7	5	5	5	4	7	8	6	5	3	80
CHICAGO		2	2	2	0	2	0	0	0	0	0	0	1	5	2	4	2	5	4	4	4	4	2	5	3	53
MEMPHIS		1	0	1	0	0	0	2	0	0	0	0	2	4	2	2	2	2	2	2	1	1	3	3	1	31
HOUSTON		0	0	1	0	0	0	0	0	0	0	0	0	1	3	1	0	1	1	1	2	2	0	1	2	16
MINNEAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	1	1	6
KANSAS CITY		2	0	0	0	1	0	0	0	0	0	0	1	2	1	0	1	3	0	2	0	1	4	2	0	20
FORT WORTH		0	0	0	1	0	1	0	0	0	0	0	1	0	2	0	2	1	4	1	2	1	1	1	1	19
DENVER		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	1	4
ALBUQUERQUE		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
SEATTLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
OAKLAND		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	4
LOS ANGELES		0	0	0	1	0	0	0	0	0	0	0	0	0	3	1	0	1	1	0	1	0	2	2	0	12
TOTAL		86	64	64	25	13	6	5	6	6	7	28	81	140	133	142	124	118	124	113	134	119	99	92	90	1819

Table 11

NUMBER OF ARRIVALS AT WASHINGTON

FROM	AT GMT / EST	1 / 20	2 / 21	3 / 22	4 / 23	5 / 24	6 / 1	7 / 2	8 / 3	9 / 4	10 / 5	11 / 6	12 / 7	13 / 8	14 / 9	15 / 10	16 / 11	17 / 12	18 / 13	19 / 14	20 / 15	21 / 16	22 / 17	23 / 18	24 / 19	TOTAL
BOSTON		4	3	1	2	0	1	1	0	0	0	0	1	7	7	8	5	3	1	6	1	10	8	9	5	83
NEW YORK		11	5	7	9	1	2	1	0	0	1	1	5	27	25	15	17	21	10	12	19	14	17	15	14	249
WASHINGTON		28	36	25	24	12	8	2	1	3	1	4	19	17	63	52	76	55	54	53	49	59	51	35	27	756
JACKSONVILLE		5	4	3	3	1	2	0	2	0	1	1	0	0	2	1	4	1	6	1	7	3	4	1	2	54
MIAMI		3	1	1	0	0	2	0	0	0	0	0	0	0	1	0	4	2	2	0	2	2	4	3	2	29
CLEVELAND		6	10	2	1	1	0	1	0	0	0	0	0	6	12	5	8	8	9	5	11	9	6	6	2	106
ATLANTA		11	7	10	4	0	7	3	1	0	0	1	0	1	2	5	8	12	6	13	14	8	7	7	17	144
INDIANAPOLIS		11	2	3	7	4	3	4	0	1	0	0	0	0	1	7	5	7	6	7	7	9	9	6	2	101
CHICAGO		2	4	4	3	0	5	1	0	1	0	0	0	0	1	3	3	2	1	3	3	3	3	1	1	44
MEMPHIS		3	2	0	2	1	1	0	1	2	0	0	0	0	0	0	1	0	1	0	1	0	3	3	2	23
HOUSTON		1	0	0	3	0	0	0	0	0	0	1	0	0	0	1	0	1	1	1	1	1	0	0	0	11
MINNEAPOLIS		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
KANSAS CITY		2	2	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	2	1	1	0	3	1	16
FORT WORTH		2	1	1	2	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	1	1	1	1	0	14
DENVER		0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	5
ALBUQUERQUE		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SEATTLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
OAKLAND		0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	5
LOS ANGELES		1	2	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	3	1	0	13
TOTAL		91	83	60	63	21	31	13	6	8	3	9	28	58	114	98	133	113	98	104	119	124	117	92	75	1661

Table 12

NUMBER OF HANDOVERS TO WASHINGTON

FROM	AT GMT / EST	1 / 20	2 / 21	3 / 22	4 / 23	5 / 24	6 / 1	7 / 2	8 / 3	9 / 4	10 / 5	11 / 6	12 / 7	13 / 8	14 / 9	15 / 10	16 / 11	17 / 12	18 / 13	19 / 14	20 / 15	21 / 16	22 / 17	23 / 18	24 / 19	TOTAL
NEW YORK		18	9	22	6	10	3	4	3	0	1	3	22	44	46	33	33	23	27	26	28	33	32	41	26	493
JACKSONVILLE		24	13	4	4	22	3	4	4	1	3	1	2	1	3	14	22	12	12	21	22	21	21	20	23	277
CLEVELAND		13	10	9	5	4	2	2	0	1	0	0	1	13	14	13	9	17	8	10	18	13	9	6	4	181
ATLANTA		23	15	14	4	8	8	4	4	2	3	4	2	5	8	12	15	18	21	18	12	17	18	30	15	280
INDIANAPOLIS		11	10	9	7	4	3	1	1	1	1	1	2	1	8	3	10	8	7	14	8	17	9	6	13	155
TOTAL		89	57	58	26	48	19	15	12	5	8	9	29	64	79	75	89	78	75	89	88	101	89	103	81	1386

Table 13

NUMBER OF DEPARTURES FROM JACKSONVILLE

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	5
NEW YORK		2	0	0	0	1	0	0	1	2	1	0	0	1	1	3	3	0	0	0	1	3	5	4	1	29
WASHINGTON		5	1	2	0	1	0	1	2	0	1	0	0	2	4	4	2	6	5	4	3	1	4	3	3	54
JACKSONVILLE		17	14	16	7	8	5	1	1	1	6	2	5	14	27	33	26	30	26	25	30	23	23	21	18	379
MIAMI		9	8	5	3	5	0	2	1	1	1	1	2	5	5	1	7	6	6	8	8	4	9	10	9	116
CLEVELAND		0	1	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	2	3	0	1	13
ATLANTA		10	5	4	6	6	1	1	1	1	3	2	6	12	21	16	11	14	13	12	15	16	21	17	15	229
INDIANAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	3	2	0	0	0	1	9
CHICAGO		1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	1	0	1	0	8
MEMPHIS		1	1	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	1	4	0	1	0	1	0	14
HOUSTON		1	0	2	1	0	0	1	0	0	0	0	1	0	4	2	3	4	2	3	3	1	4	2	3	37
MINNEAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
KANSAS CITY		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	4
FORT WORTH		0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	2	1	0	1	8
LOS ANGELES		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
TOTAL		46	32	29	18	22	6	7	6	5	12	5	14	35	68	63	55	63	57	61	63	55	72	60	53	907

Table 14

NUMBER OF ARRIVALS AT JACKSONVILLE

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2
NEW YORK		2	0	1	1	0	1	0	0	0	0	0	0	0	1	2	1	2	1	0	2	1	3	0	3	21
WASHINGTON		2	5	3	4	0	0	0	0	0	1	0	0	1	0	2	3	4	2	8	3	6	5	4	2	55
JACKSONVILLE		18	17	14	16	7	8	5	1	1	1	6	2	6	12	27	33	26	30	26	25	30	23	23	21	378
MIAMI		2	4	3	6	5	2	2	0	1	1	0	1	1	4	8	6	6	2	5	8	11	8	10	7	103
CLEVELAND		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	4
ATLANTA		8	8	10	6	9	5	1	0	0	1	1	0	3	8	4	5	9	16	12	11	11	11	19	10	168
INDIANAPOLIS		1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	2	1	1	4	2	15
CHICAGO		0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
MEMPHIS		0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	1	2	12
HOUSTON		4	1	2	1	1	2	3	0	1	0	0	0	0	1	0	0	3	1	5	2	5	1	6	4	45
MINNEAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
KANSAS CITY		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	5
FORT WORTH		0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2	1	0	0	0	9
ALBUQUERQUE		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
TOTAL		39	37	40	34	24	19	12	1	3	4	7	3	11	27	43	50	52	56	60	56	70	55	69	52	824

Table 15

NUMBER OF HANDOVERS TO JACKSONVILLE

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
WASHINGTON		10	9	9	4	3	2	2	1	0	0	0	1	1	11	20	20	12	17	12	14	15	3	13	11	190
MIAMI		23	6	6	10	12	8	3	1	2	2	3	0	5	27	35	22	18	15	48	45	28	39	36	33	447
ATLANTA		20	26	22	13	12	18	5	2	1	1	2	3	11	9	8	17	28	38	23	31	25	38	23	23	399
HOUSTON		1	6	2	3	6	1	1	0	0	0	0	0	0	1	1	5	5	4	4	7	3	5	9	6	70
TOTAL		54	47	39	50	33	29	11	4	3	3	5	4	17	48	64	64	63	74	87	97	71	85	81	73	1106

Table 16

NUMBER OF DEPARTURES FROM MIAMI

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	1	1	2	3	16
NEW YORK		2	0	1	12	1	0	1	0	0	0	1	0	0	8	7	3	1	10	11	8	4	7	5	8	90
WASHINGTON		0	0	0	2	0	0	0	0	0	0	0	1	1	2	5	1	0	4	0	2	5	0	3	3	29
JACKSONVILLE		3	5	6	2	3	1	0	1	1	0	1	0	5	9	8	3	3	5	13	5	10	12	3	4	103
MIAMI		15	16	13	12	10	5	5	3	3	2	9	19	37	38	25	30	24	26	30	21	25	29	14	10	421
CLEVELAND		1	1	1	5	0	1	1	0	0	0	0	0	0	2	4	1	1	2	4	5	2	4	2	4	41
ATLANTA		2	1	3	1	2	2	0	1	0	2	0	1	3	6	2	4	3	1	11	6	4	10	2	5	72
INDIANAPOLIS		1	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	2	3	0	1	1	0	2	14
CHICAGO		2	0	0	6	0	0	0	0	0	0	0	0	1	1	3	0	2	0	1	6	1	3	3	2	31
MEMPHIS		0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	1	1	1	0	6
HOUSTON		1	1	0	0	0	0	0	0	0	0	0	0	0	5	3	0	2	3	2	2	1	2	2	0	24
KANSAS CITY		1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	3	0	0	7
FORT WORTH		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	2	0	1	10
ALBUQUERQUE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
LOS ANGELES		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	3
TOTAL		30	24	24	43	18	9	7	6	4	4	11	21	47	75	58	45	36	56	81	58	56	75	38	42	868

Table 17

NUMBER OF ARRIVALS AT MIAMI

FROM	AT GMT / EST	1 / 20	2 / 21	3 / 22	4 / 23	5 / 24	6 / 1	7 / 2	8 / 3	9 / 4	10 / 5	11 / 6	12 / 7	13 / 8	14 / 9	15 / 10	16 / 11	17 / 12	18 / 13	19 / 14	20 / 15	21 / 16	22 / 17	23 / 18	24 / 19	TOTAL
BOSTON		1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	1	1	1	0	0	0	0	10
NEW YORK		5	4	0	4	3	0	1	2	0	0	0	0	0	0	1	3	6	4	3	2	4	3	0	3	48
WASHINGTON		1	3	1	1	0	0	0	0	0	0	0	0	0	0	1	6	3	3	2	3	0	6	0	0	30
JACKSONVILLE		12	10	6	8	4	2	2	1	1	1	2	1	2	4	5	4	4	6	5	9	8	3	6	10	116
MIAMI		10	15	16	13	12	10	5	5	3	3	2	9	11	37	38	25	30	24	26	30	21	25	29	14	413
CLEVELAND		0	0	2	0	2	1	1	0	0	0	0	0	0	0	0	5	3	1	3	1	0	1	0	0	20
ATLANTA		6	6	7	11	4	2	3	0	1	0	0	1	1	3	0	3	2	4	9	7	4	5	11	7	97
INDIANAPOLIS		1	1	3	0	0	1	2	0	1	0	0	0	0	0	1	3	1	3	2	1	0	0	0	2	22
CHICAGO		0	3	1	0	1	0	11	0	0	0	0	0	0	0	0	0	1	4	4	2	2	3	2	0	34
MEMPHIS		1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	7
HOUSTON		1	3	4	2	1	1	1	0	1	0	0	0	0	0	0	0	3	0	2	0	2	0	1	3	25
KANSAS CITY		0	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	1	2	1	0	1	1	0	10
FORT WORTH		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	4
DENVER		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
ALBUQUERQUE		2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
OAKLAND		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
LOS ANGELES		0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3
TOTAL		40	46	42	41	28	19	27	8	7	6	5	12	15	44	46	52	56	51	60	57	43	50	50	40	845

Table 18

NUMBER OF HANDOVERS TO MIAMI

FROM	AT GMT / EST	1 / 20	2 / 21	3 / 22	4 / 23	5 / 24	6 / 1	7 / 2	8 / 3	9 / 4	10 / 5	11 / 6	12 / 7	13 / 8	14 / 9	15 / 10	16 / 11	17 / 12	18 / 13	19 / 14	20 / 15	21 / 16	22 / 17	23 / 18	24 / 19	TOTAL
JACKSONVILLE		31	23	29	22	9	16	14	5	4	3	1	3	7	7	12	28	27	31	30	28	21	28	20	33	432
TOTAL		31	23	29	22	9	16	14	5	4	3	1	3	7	7	12	28	27	31	30	28	21	28	20	33	432

Table 19

NUMBER OF DEPARTURES FROM CLEVELAND

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		5	6	3	1	1	0	0	1	1	0	3	8	8	6	4	8	6	6	10	6	5	7	12	7	114
NEW YORK		13	22	10	3	6	6	3	1	5	2	6	24	27	23	28	23	18	24	22	27	31	30	20	18	392
WASHINGTON		8	5	1	1	0	1	0	0	0	0	0	8	12	5	5	9	9	7	9	9	6	5	3	5	108
JACKSONVILLE		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	4
MIAMI		1	1	1	2	0	0	0	0	0	0	0	0	0	7	2	0	4	0	0	1	0	0	0	1	20
CLEVELAND		31	33	30	22	17	18	6	7	3	4	12	62	74	70	67	61	54	60	74	69	65	75	52	40	1006
ATLANTA		2	1	0	2	3	2	0	0	1	1	0	0	5	4	2	5	1	2	5	1	0	3	5	4	49
INDIANAPOLIS		10	4	6	3	3	2	1	1	3	3	2	16	17	20	19	13	8	17	19	12	19	10	6	5	219
CHICAGO		12	14	8	7	11	3	2	3	4	3	8	11	22	27	17	20	13	18	21	19	13	19	19	12	306
MEMPHIS		0	0	1	1	1	0	0	1	0	0	0	0	3	0	2	2	0	0	0	0	1	0	1	0	13
HOUSTON		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
MINNEAPOLIS		1	0	2	0	1	0	1	1	0	1	0	1	1	8	7	4	4	5	2	4	4	5	4	2	58
KANSAS CITY		2	2	0	0	4	1	1	1	1	1	1	4	3	1	0	3	1	2	1	4	1	1	4	1	40
FORT WORTH		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	1	0	1	0	6
DENVER		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
OAKLAND		0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	1	0	0	0	0	0	0	1	1	7
LOS ANGELES		0	0	1	1	0	0	0	1	1	0	0	1	1	1	2	1	3	0	0	0	0	2	1	2	18
TOTAL		86	88	63	43	47	33	14	17	20	15	32	135	174	173	158	150	122	141	165	156	147	157	129	98	2363

Table 20

NUMBER OF ARRIVALS AT CLEVELAND

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		9	1	5	3	5	3	3	0	1	1	0	0	6	8	10	2	4	8	7	5	6	9	9	8	113
NEW YORK		24	17	24	10	9	5	1	1	4	1	0	6	20	25	13	19	24	27	10	18	19	19	19	31	346
WASHINGTON		4	9	2	5	1	0	0	0	0	0	0	2	6	10	5	2	8	4	8	7	7	7	8	4	99
JACKSONVILLE		1	0	3	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	1	1	13
MIAMI		2	4	3	1	1	4	1	1	1	0	0	0	0	0	0	1	3	2	2	1	5	4	2	3	41
CLEVELAND		40	31	33	30	22	17	18	6	7	3	4	12	44	67	70	67	61	54	60	74	69	65	75	52	981
ATLANTA		7	8	2	1	0	0	2	1	0	0	1	2	0	0	0	1	0	3	2	2	1	4	5	1	43
INDIANAPOLIS		12	12	11	6	5	5	1	4	1	2	1	0	6	10	9	4	8	10	13	11	9	16	21	21	198
CHICAGO		19	19	16	9	9	13	5	2	3	1	0	2	3	11	18	15	12	11	19	15	15	24	29	21	291
MEMPHIS		1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	1	1	1	1	3	15
HOUSTON		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
MINNEAPOLIS		1	1	2	1	3	1	2	1	1	0	0	0	0	3	2	0	2	0	4	2	3	5	4	1	39
KANSAS CITY		1	0	2	1	0	0	1	1	0	0	0	0	0	0	0	0	2	1	2	2	2	1	1	0	17
FORT WORTH		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
OAKLAND		1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	6
LOS ANGELES		0	1	2	0	1	0	0	0	1	0	1	3	1	0	1	0	0	0	0	0	1	4	0	1	17
TOTAL		122	105	106	69	57	48	35	17	21	8	7	27	86	135	129	112	125	123	127	141	140	160	175	147	2222

Table 21

NUMBER OF HANDOVERS TO CLEVELAND

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		9	4	5	6	5	5	2	1	1	0	0	5	13	17	12	11	12	13	9	14	19	14	10	12	199
NEW YORK		43	33	19	18	11	10	3	7	3	2	2	17	32	44	39	36	41	34	30	29	40	34	56	41	624
WASHINGTON		13	14	8	6	2	8	0	1	2	0	1	3	18	5	10	8	16	11	13	18	13	16	13	14	213
INDIANAPOLIS		38	23	17	9	7	7	11	6	3	5	3	5	11	18	17	20	17	25	19	26	34	38	41	24	424
CHICAGO		47	34	30	19	39	14	4	12	5	9	10	15	7	40	31	22	19	33	33	42	59	56	37	42	659
TOTAL		150	108	79	58	64	44	20	27	14	16	16	45	81	124	109	97	105	116	104	129	165	158	157	133	2119

Table 22

NUMBER OF DEPARTURES FROM ATLANTA

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3
NEW YORK		6	2	3	1	3	1	1	3	1	1	3	3	3	3	0	3	9	2	3	5	4	7	5	7	79
WASHINGTON		6	7	3	2	4	2	1	0	0	1	0	1	7	10	10	11	10	11	9	6	9	17	9	8	144
JACKSONVILLE		5	11	7	7	4	3	0	0	1	0	1	4	5	6	6	8	17	13	11	11	16	14	8	10	168
MIAMI		7	10	6	2	2	2	1	0	0	0	1	3	2	1	2	1	9	10	6	6	8	6	6	6	97
CLEVELAND		4	2	1	0	1	1	0	0	0	2	1	0	0	0	1	2	2	2	7	2	1	5	4	5	43
ATLANTA		32	35	23	22	9	4	6	3	2	4	2	13	34	38	48	46	41	59	48	59	48	48	60	39	713
INDIANAPOLIS		5	7	0	0	0	2	1	0	1	3	0	1	2	5	3	5	7	7	6	10	6	7	4	7	89
CHICAGO		1	2	2	1	0	0	0	1	1	1	0	1	1	1	1	1	3	5	0	3	1	4	0	4	34
MEMPHIS		3	8	4	4	2	0	0	1	0	2	1	1	6	13	10	17	16	13	8	8	12	10	9	5	153
HOUSTON		1	7	1	1	2	2	0	0	1	0	0	5	1	2	3	3	6	6	4	4	5	7	5	3	69
MINNEAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
KANSAS CITY		0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	1	1	0	2	9
FORT WORTH		1	2	0	1	0	1	0	0	0	1	0	1	3	0	1	1	2	1	2	2	2	4	2	2	29
DENVER		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
ALBUQUERQUE		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
OAKLAND		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
LOS ANGELES		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
TOTAL		71	95	52	41	27	18	10	8	7	15	11	33	66	79	85	100	125	129	105	118	113	131	103	99	1641

Table 23

NUMBER OF ARRIVALS AT ATLANTA

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
BOSTON		0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	1	0	0	1	0	1	0	1	7
NEW YORK		2	4	1	3	0	4	0	0	2	1	0	1	0	4	4	3	3	2	4	1	1	1	2	6	49
WASHINGTON		14	9	6	5	4	2	0	0	1	1	0	0	2	7	14	9	6	6	11	8	9	5	3	10	132
JACKSONVILLE		12	12	5	5	7	5	3	1	0	1	4	1	5	15	16	21	14	12	12	9	12	18	18	21	229
MIAMI		7	2	1	3	1	1	2	2	1	0	2	0	0	3	7	1	3	5	0	5	7	6	10	3	72
CLEVELAND		4	4	3	0	2	1	2	1	1	0	0	1	1	4	3	1	0	2	5	4	2	2	4	2	49
ATLANTA		39	32	35	23	22	9	4	6	3	2	4	2	8	34	38	48	46	41	59	48	59	48	48	50	708
INDIANAPOLIS		11	4	4	3	2	3	1	0	0	0	3	0	1	4	9	3	10	3	9	4	9	7	10	7	107
CHICAGO		2	3	0	2	1	0	0	1	1	1	1	0	1	0	3	1	0	3	2	1	2	1	5	2	33
MEMPHIS		8	4	6	1	3	1	1	1	0	1	0	0	3	3	8	8	5	9	6	9	8	8	6	11	110
HOUSTON		4	3	4	0	2	2	1	2	2	1	0	0	0	0	3	1	4	3	2	2	5	4	4	2	51
KANSAS CITY		1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	2	0	1	3	13
FORT WORTH		2	1	1	1	0	1	0	0	0	1	0	0	0	3	0	2	0	4	2	6	4	1	2	4	35
DENVER		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
ALBUQUERQUE		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SALT LAKE CY		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
OAKLAND		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
LOS ANGELES		1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	5
TOTAL		107	80	67	46	44	31	16	14	11	9	15	5	21	80	105	99	94	90	113	98	121	102	115	122	1605

Table 24

NUMBER OF HANDOVERS TO ATLANTA

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	EST	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
WASHINGTON		15	10	8	8	6	3	3	2	4	0	0	3	9	36	15	11	15	15	15	13	13	11	20	22	257
JACKSONVILLE		27	16	3	15	8	7	5	1	2	2	5	3	13	22	37	23	17	22	25	34	31	34	36	30	418
INDIANAPOLIS		20	9	4	6	16	5	3	3	2	2	3	1	8	13	18	15	18	16	16	14	20	21	12	20	265
MEMPHIS		16	12	6	6	7	5	3	1	2	2	2	1	4	9	14	13	13	18	15	25	22	18	13	22	249
HOUSTON		3	7	2	2	2	4	2	2	1	2	0	0	0	3	5	6	7	3	2	8	4	6	5	6	82
TOTAL		81	54	23	37	39	24	16	9	11	8	10	8	34	83	89	68	70	74	73	94	90	90	86	100	1271

Table 25

NUMBER OF DEPARTURES FROM INDIANAPOLIS

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
BOSTON		0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	1	0	2	3	0	1	0	11
NEW YORK		2	1	4	0	1	1	0	1	0	0	0	1	3	3	5	3	2	3	3	4	5	9	4	5	60
WASHINGTON		2	5	5	4	3	1	1	0	0	0	0	2	5	4	7	8	6	9	5	13	3	2	10	6	101
JACKSONVILLE		0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	2	4	1	1	2	0	15
MIAMI		1	0	0	1	1	1	1	0	0	0	0	0	2	1	5	1	2	0	1	3	0	2	1	1	22
CLEVELAND		12	11	5	5	5	2	3	2	2	0	3	1	12	8	6	9	8	11	14	12	12	28	17	10	198
ATLANTA		3	1	3	4	1	0	1	0	1	2	0	3	6	9	7	5	7	6	5	9	8	13	4	9	107
INDIANAPOLIS		35	30	23	18	14	6	3	0	0	0	0	4	27	49	55	45	42	32	39	36	50	52	47	44	651
CHICAGO		11	4	5	6	4	3	1	2	0	0	0	2	5	15	8	8	4	8	3	8	7	9	5	12	130
MEMPHIS		2	3	3	2	0	0	1	0	0	1	0	0	1	6	6	5	5	4	5	2	4	4	3	3	60
HOUSTON		3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	1	0	1	0	9
MINNEAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3
KANSAS CITY		0	3	8	3	1	1	0	0	0	0	1	3	3	5	5	4	3	8	2	1	5	3	3	4	66
FORT WORTH		0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	0	3	0	2	2	1	1	16
DENVER		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
ALBUQUERQUE		0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	2	6
SALT LAKE CY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
OAKLAND		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
LOS ANGELES		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4
TOTAL		72	59	56	43	30	15	11	5	3	3	6	17	68	103	109	93	82	82	85	93	103	126	100	98	1462

Table 26

NUMBER OF ARRIVALS AT INDIANAPOLIS

FROM	AT GMT / CST	1 / 19	2 / 20	3 / 21	4 / 22	5 / 23	6 / 24	7 / 1	8 / 2	9 / 3	10 / 4	11 / 5	12 / 6	13 / 7	14 / 8	15 / 9	16 / 10	17 / 11	18 / 12	19 / 13	20 / 14	21 / 15	22 / 16	23 / 17	24 / 18	TOTAL
BOSTON		0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	1	2	1	1	0	0	1	0	2	12
NEW YORK		6	5	3	2	1	1	0	0	0	0	0	0	1	1	1	3	4	2	5	2	3	12	3	2	57
WASHINGTON		6	6	1	3	0	1	1	0	0	0	1	2	2	4	5	6	4	5	5	4	5	7	7	5	80
JACKSONVILLE		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	1	1	9
MIAMI		0	2	1	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	2	3	0	2	0	14
CLEVELAND		6	8	7	3	3	2	3	1	0	4	2	5	15	14	18	17	14	14	16	19	16	15	10	7	219
ATLANTA		8	5	5	4	1	1	2	0	0	1	3	0	1	3	1	3	2	10	7	4	4	10	10	4	89
INDIANAPOLIS		44	35	30	23	18	14	6	3	0	0	0	0	2	27	49	55	45	42	32	39	36	50	52	47	649
CHICAGO		11	10	9	5	10	3	1	1	2	0	0	3	6	11	10	9	9	10	9	11	11	8	15	6	170
MEMPHIS		4	4	1	2	0	0	0	1	0	0	0	0	3	0	2	4	0	3	4	3	1	2	4	5	43
HOUSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	3
MINNEAPOLIS		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
KANSAS CITY		3	2	0	2	3	0	2	1	1	0	0	0	1	4	5	1	0	2	2	5	6	8	1	2	50
FORT WORTH		2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	11
ALBUQUERQUE		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
OAKLAND		1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
LOS ANGELES		0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1	1	5
TOTAL		92	79	58	46	37	22	18	7	5	7	6	13	31	66	91	102	82	90	82	90	89	116	107	84	1420

Table 27

NUMBER OF HANDOVERS TO INDIANAPOLIS

FROM	AT GMT / CST	1 / 19	2 / 20	3 / 21	4 / 22	5 / 23	6 / 24	7 / 1	8 / 2	9 / 3	10 / 4	11 / 5	12 / 6	13 / 7	14 / 8	15 / 9	16 / 10	17 / 11	18 / 12	19 / 13	20 / 14	21 / 15	22 / 16	23 / 17	24 / 18	TOTAL
WASHINGTON		5	5	2	1	4	2	0	0	0	1	1	3	7	11	8	7	12	11	7	8	9	10	17	9	140
CLEVELAND		21	14	13	7	10	10	2	3	4	6	6	10	33	24	37	34	20	19	32	34	31	22	29	26	447
ATLANTA		15	14	11	5	6	5	2	1	1	6	3	1	3	3	8	10	13	15	12	17	20	16	16	20	231
CHICAGO		18	10	9	5	22	2	2	1	4	1	1	4	7	16	13	14	15	13	16	17	14	15	14	13	246
MEMPHIS		5	4	0	2	0	0	1	0	0	0	0	2	3	2	9	2	4	5	5	5	3	6	8	5	71
KANSAS CITY		23	7	4	7	4	6	5	8	2	3	4	3	4	6	12	8	5	10	14	15	18	17	9	19	213
TOTAL		87	54	39	27	46	25	12	13	11	17	15	23	57	62	87	75	69	73	86	96	103	86	93	92	1348

Table 28

NUMBER OF DEPARTURES FROM CHICAGO

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
BOSTON		4	2	1	3	0	0	2	0	0	1	0	0	0	4	1	0	1	3	0	1	0	2	1	0	26
NEW YORK		7	5	5	9	6	3	1	3	1	0	1	3	4	6	8	5	2	10	6	7	10	7	6	9	124
WASHINGTON		3	4	3	2	3	1	0	1	0	0	0	0	1	5	3	1	1	3	3	2	3	1	2	2	44
JACKSONVILLE		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	4
MIAMI		1	0	1	0	11	0	0	0	0	0	0	0	0	0	2	4	4	3	2	3	0	0	3	0	34
CLEVELAND		22	14	8	10	13	5	1	4	1	0	1	5	8	26	12	14	11	12	19	16	26	23	25	15	291
ATLANTA		3	1	2	0	0	0	1	2	0	1	0	1	1	3	0	1	4	1	2	2	4	1	2	1	33
INDIANAPOLIS		12	8	4	6	10	2	1	0	2	0	2	5	8	13	7	10	7	12	14	10	7	13	10	7	170
CHICAGO		66	55	49	47	50	10	12	8	6	2	1	3	46	75	96	99	85	70	59	82	71	88	79	86	1245
MEMPHIS		1	1	0	1	0	0	0	0	0	0	0	1	0	3	2	1	0	2	2	1	1	2	0	2	20
HOUSTON		1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	2	2	12
MINNEAPOLIS		5	13	14	10	10	4	1	2	1	2	0	0	2	7	15	12	9	10	10	4	12	9	6	7	165
KANSAS CITY		8	6	11	5	7	6	2	1	1	1	1	1	5	14	15	12	12	11	10	13	8	12	8	17	187
FORT WORTH		4	1	2	1	2	0	0	0	0	1	1	0	5	3	0	5	1	3	0	4	3	3	4	0	43
GREAT FALLS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
DENVER		2	2	5	1	1	4	1	0	2	0	1	0	0	1	2	3	5	2	3	2	2	3	2	5	49
ALBUQUERQUE		2	2	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4	1	2	3	1	0	4	1	24
SALT LAKE CY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	4
SEATTLE		2	1	2	0	0	0	0	1	1	2	0	0	0	0	0	1	3	0	0	1	1	1	0	3	19
OAKLAND		4	1	2	0	0	0	0	0	1	4	0	0	0	0	1	1	2	0	1	3	4	0	2	3	29
LOS ANGELES		2	4	3	0	2	1	1	2	1	1	3	0	1	0	4	3	3	5	2	5	3	1	1	7	55
TOTAL		150	120	115	95	115	37	23	24	17	15	11	19	82	161	169	174	158	148	136	163	156	168	157	168	2581

Table 29

NUMBER OF ARRIVALS AT CHICAGO

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
BOSTON		3	1	0	2	1	2	0	0	1	0	0	0	0	4	2	2	3	5	0	1	8	5	5	1	46
NEW YORK		11	8	5	3	5	2	7	2	3	2	1	0	2	7	7	4	9	9	7	7	10	5	7	6	129
WASHINGTON		6	2	2	2	0	1	1	0	0	0	0	0	1	5	0	4	4	2	4	3	4	5	3	4	53
JACKSONVILLE		1	1	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0	8
MIAMI		3	2	3	0	0	6	0	0	0	0	0	0	0	0	0	2	3	0	2	0	1	6	0	3	31
CLEVELAND		15	10	9	11	12	5	4	2	4	2	5	6	14	18	19	21	23	13	15	23	26	11	20	18	306
ATLANTA		4	2	0	2	2	1	0	0	0	2	1	0	1	1	1	1	1	2	2	2	1	2	5	1	34
INDIANAPOLIS		9	9	4	8	4	4	1	2	1	0	0	2	0	10	17	3	6	10	5	2	8	8	8	9	130
CHICAGO		86	66	55	49	47	50	10	12	8	6	2	1	4	44	75	96	99	85	70	59	82	71	88	79	1244
MEMPHIS		0	2	1	0	1	0	1	0	0	0	0	0	0	1	2	0	4	2	3	0	1	3	3	5	29
HOUSTON		2	0	2	1	2	0	0	0	0	0	0	0	0	0	0	1	2	1	0	1	2	0	1	0	15
MINNEAPOLIS		14	10	13	4	2	2	2	1	1	0	0	3	10	12	7	12	13	11	13	9	16	12	16	10	193
KANSAS CITY		12	17	9	6	8	3	3	1	3	1	3	0	1	3	18	10	10	7	12	9	9	11	7	8	171
FORT WORTH		2	3	4	2	1	1	0	0	1	0	0	0	0	1	0	5	5	2	3	1	4	3	1	6	45
GREAT FALLS		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
DENVER		2	6	0	2	1	4	1	1	1	0	2	0	0	1	3	3	2	1	3	5	5	4	2	3	52
ALBUQUERQUE		1	2	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	1	2	2	1	1	2	2	18
SALT LAKE CY		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
SEATTLE		2	3	3	0	1	0	0	0	0	0	3	2	0	0	0	0	0	0	5	1	2	0	4	0	26
OAKLAND		3	4	2	2	1	0	0	1	1	2	2	3	0	0	0	0	0	0	2	5	4	1	3	1	37
LOS ANGELES		3	4	5	6	2	2	0	0	0	2	3	5	3	0	0	0	0	0	0	6	5	4	2	6	58
TOTAL		179	153	118	100	92	85	30	22	25	17	22	24	36	107	152	165	184	151	148	137	189	152	179	163	2630

Table 30

NUMBER OF HANDOVERS TO CHICAGO

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
CLEVELAND		35	20	25	16	16	14	11	8	10	6	7	9	21	48	48	53	45	38	37	46	41	45	44	53	696
INDIANAPOLIS		17	12	9	8	7	11	0	2	2	1	1	2	1	17	14	10	10	11	10	3	11	24	11	15	209
MINNEAPOLIS		19	21	11	9	5	2	1	1	3	1	5	7	22	11	13	12	18	26	23	25	22	20	22	16	315
KANSAS CITY		19	25	8	11	13	3	3	5	2	1	2	2	3	11	22	17	18	14	20	12	18	20	16	28	293
DENVER		15	17	10	12	3	3	3	4	7	17	15	5	3	3	4	3	3	6	29	32	18	10	20	16	258
TOTAL		105	95	63	56	44	33	18	20	24	26	30	25	50	90	101	95	94	95	119	118	110	119	113	128	1771

Table 31

NUMBER OF DEPARTURES FROM MEMPHIS

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
BOSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
NEW YORK		1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1	0	7
WASHINGTON		2	0	0	1	1	0	1	1	0	0	0	0	0	0	1	0	1	0	1	4	3	2	0	5	23
JACKSONVILLE		0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	1	1	1	1	0	12
MIAMI		1	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	2	0	0	1	0	0	7
CLEVELAND		1	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	0	4	0	1	1	1	1	15
ATLANTA		4	4	4	1	1	1	1	0	1	0	0	2	5	7	8	5	8	10	7	5	11	9	12	4	110
INDIANAPOLIS		3	0	1	1	0	0	1	0	0	0	1	1	1	4	2	1	4	4	1	0	6	3	6	3	43
CHICAGO		1	1	0	2	0	0	0	0	0	0	0	1	0	3	2	3	2	1	0	5	2	4	2	0	29
MEMPHIS		14	11	2	3	4	4	1	3	1	0	0	11	23	16	22	22	22	20	17	20	19	25	15	11	286
HOUSTON		5	2	1	2	1	2	0	0	1	0	1	1	2	2	4	2	7	2	1	2	3	3	4	4	52
MINNEAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
KANSAS CITY		3	2	5	1	0	1	1	1	0	0	0	0	0	5	6	3	5	6	7	2	4	6	6	3	67
FORT WORTH		1	4	2	1	0	1	1	0	1	2	0	0	1	4	8	5	6	6	3	7	2	3	5	8	71
DENVER		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
ALBUQUERQUE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	4
LOS ANGELES		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
TOTAL		36	25	16	13	7	9	6	5	4	2	4	16	35	45	56	45	59	51	47	47	53	59	54	39	733

Table 32

NUMBER OF ARRIVALS AT MEMPHIS

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
BOSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
NEW YORK		0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	7
WASHINGTON		4	2	0	2	0	0	0	2	0	0	0	0	0	1	4	2	2	1	3	3	0	2	2	1	31
JACKSONVILLE		0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2	0	4	1	1	1	0	14
MIAMI		1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	6
CLEVELAND		0	0	0	1	1	1	0	0	0	0	0	0	1	1	1	2	1	1	0	1	0	1	0	1	13
ATLANTA		7	6	7	3	6	1	1	0	1	0	0	1	3	4	10	12	16	11	18	10	9	10	8	9	153
INDIANAPOLIS		3	3	2	3	3	0	0	1	0	0	1	0	0	0	1	8	8	3	4	4	5	3	6	2	60
CHICAGO		1	2	2	0	1	0	0	0	0	0	0	0	0	0	3	1	2	0	2	2	1	2	1	0	20
MEMPHIS		11	14	11	2	3	4	4	1	3	1	0	0	8	23	16	22	22	22	20	17	20	19	25	15	283
HOUSTON		1	4	1	1	2	2	3	0	0	0	0	0	0	0	2	3	6	4	7	3	5	5	1	4	54
MINNEAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
KANSAS CITY		2	1	3	2	3	3	0	2	1	0	0	0	0	1	2	1	4	3	2	3	4	4	2	2	45
FORT WORTH		4	5	1	0	1	2	0	0	0	0	0	2	3	6	9	3	5	3	9	5	7	6	6	3	80
DENVER		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
ALBUQUERQUE		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	1	2	9
LOS ANGELES		2	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	6
TOTAL		36	40	31	16	21	14	9	6	5	1	2	3	16	36	48	56	68	56	65	53	55	57	54	40	788

Table 33

NUMBER OF HANDOVERS TO MEMPHIS

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
ATLANTA		15	15	9	11	1	3	0	2	1	1	2	2	5	13	21	21	27	20	18	19	21	22	19	17	285
INDIANAPOLIS		3	8	2	7	1	1	0	1	0	0	2	0	1	2	10	7	7	7	7	7	4	7	6	4	94
HOUSTON		6	6	3	3	6	3	0	1	0	0	0	0	1	4	7	10	6	11	7	4	3	7	6	6	100
KANSAS CITY		8	10	2	7	5	4	1	2	1	0	0	1	0	5	9	13	9	12	5	10	8	13	11	6	142
FORT WORTH		11	7	3	2	2	1	1	0	2	1	2	5	7	12	6	8	11	10	12	16	11	13	6	9	157
TOTAL		43	46	19	30	15	12	2	6	4	2	6	8	14	36	53	59	60	60	49	56	47	62	47	42	778

Table 34

NUMBER OF DEPARTURES FROM HOUSTON

TO	AT GMT / CST	1 / 19	2 / 20	3 / 21	4 / 22	5 / 23	6 / 24	7 / 1	8 / 2	9 / 3	10 / 4	11 / 5	12 / 6	13 / 7	14 / 8	15 / 9	16 / 10	17 / 11	18 / 12	19 / 13	20 / 14	21 / 15	22 / 16	23 / 17	24 / 18	TOTAL
BOSTON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NEW YORK		2	0	0	0	2	1	0	0	1	0	0	0	0	1	1	2	2	1	2	1	0	1	2	0	19
WASHINGTON		1	2	0	0	0	0	0	0	1	0	0	0	0	2	0	1	1	1	0	1	0	0	1	0	11
JACKSONVILLE		2	2	2	3	1	0	0	0	0	0	0	0	0	1	0	3	5	6	4	4	1	6	3	2	0	45
MIAMI		3	2	2	2	0	0	0	0	0	0	0	0	0	2	2	0	1	0	2	0	2	3	2	2	26
CLEVELAND		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
ATLANTA		4	2	2	2	3	0	1	2	0	0	0	0	1	3	5	1	2	2	5	4	4	6	2	1	61
INDIANAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
CHICAGO		1	1	2	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	2	0	1	1	2	0	15
MEMPHIS		2	0	2	3	2	1	0	0	0	0	0	1	1	2	5	5	9	5	0	3	6	4	1	2	54
HOUSTON		46	36	32	29	14	11	2	5	1	0	3	2	11	55	71	74	95	93	72	79	75	77	78	62	1023
KANSAS CITY		2	3	2	2	0	0	1	0	0	0	0	0	0	1	5	0	1	1	1	2	0	1	1	3	26
FORT WORTH		9	6	8	4	4	9	0	0	0	1	0	1	4	7	15	19	17	21	19	17	13	15	22	16	227
GREAT FALLS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
DENVER		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	6
ALBUQUERQUE		2	0	0	0	0	0	0	1	0	0	0	0	0	2	8	5	1	2	6	3	8	4	3	2	47
SALT LAKE CY		0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SEATTLE		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
OAKLAND		0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	4
LOS ANGELES		1	0	1	0	1	0	0	0	0	0	1	0	0	2	0	0	2	3	2	0	1	2	1	4	21
TOTAL		76	55	53	48	27	22	5	8	3	1	4	4	21	77	123	112	140	132	117	111	117	118	117	93	1584

Table 35

NUMBER OF ARRIVALS AT HOUSTON

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
NEW YORK		1	2	2	0	1	2	1	1	0	0	1	0	0	1	0	1	2	0	1	2	0	3	0	1	22
WASHINGTON		2	2	1	0	1	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	3	0	2	16
JACKSONVILLE		2	2	5	1	0	1	2	1	0	0	1	0	0	0	0	0	3	3	6	1	3	2	1	3	37
MIAMI		3	0	3	2	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	3	3	1	0	1	24
CLEVELAND		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
ATLANTA		8	5	3	4	2	2	3	0	0	0	1	0	3	1	1	3	1	1	10	7	6	1	1	6	69
INDIANAPOLIS		1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	9
CHICAGO		1	4	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	0	0	12
MEMPHIS		5	5	2	3	1	1	2	1	0	1	0	0	1	1	4	2	3	2	6	2	3	3	0	4	52
HOUSTON		62	46	36	32	29	14	11	2	5	1	0	3	1	11	55	71	74	95	93	72	79	75	77	78	1022
MINNEAPOLIS		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
KANSAS CITY		3	4	3	0	1	0	0	0	0	0	0	0	0	0	0	1	3	4	1	2	0	0	0	3	25
FORT WORTH		12	11	5	6	6	2	1	0	3	3	1	1	8	8	17	12	14	18	13	20	11	17	9	8	206
DENVER		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	4
ALBUQUERQUE		0	2	2	1	0	2	1	0	0	1	0	0	1	0	0	0	1	1	1	1	4	4	3	3	28
SALT LAKE CY		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SEATTLE		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
OAKLAND		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	4
LOS ANGELES		3	1	0	2	1	1	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	2	2	3	19
TOTAL		104	85	62	53	45	26	22	5	8	6	5	4	14	23	78	97	102	128	141	111	113	112	97	114	1555

Table 36

NUMBER OF HANDOVERS TO HOUSTON

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
JACKSONVILLE		8	4	2	0	3	0	0	0	1	0	0	0	0	0	4	4	9	3	5	7	2	4	1	4	61
ATLANTA		5	8	4	2	5	3	3	0	0	2	0	1	4	2	5	5	5	8	8	5	7	3	11	11	107
MEMPHIS		7	11	4	4	2	3	0	0	1	0	0	1	0	3	3	7	8	9	6	4	4	6	6	12	101
FORT WORTH		12	14	9	7	9	5	1	1	3	4	1	1	13	15	13	11	20	15	23	16	21	16	20	14	264
TOTAL		32	37	19	13	19	11	4	1	5	6	1	3	17	20	25	27	42	35	42	32	34	29	38	41	533

Table 37

NUMBER OF DEPARTURES FROM MINNEAPOLIS

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
BOSTON		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
NEW YORK		1	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	1	2	1	1	1	1	1	14
WASHINGTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
JACKSONVILLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
CLEVELAND		0	2	2	4	1	0	0	0	0	0	1	2	2	2	1	1	4	2	8	0	1	2	1	3	39
INDIANAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	4
CHICAGO		16	5	7	2	2	0	1	1	1	0	1	8	15	11	11	11	13	15	7	15	13	12	17	9	193
MEMPHIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
HOUSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
MINNEAPOLIS		10	7	10	14	5	23	5	6	5	5	8	9	28	33	24	19	25	23	33	30	16	21	26	21	406
KANSAS CITY		1	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	4	2	0	0	0	2	2	0	16
FORT WORTH		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	4
GREAT FALLS		0	1	0	3	0	0	0	0	0	0	0	1	1	1	2	0	1	0	1	1	0	2	1	1	16
DENVER		2	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	8
SALT LAKE CY		0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	4
SEATTLE		0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	5
OAKLAND		0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3
LOS ANGELES		0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	6
TOTAL		30	19	21	26	8	23	7	7	6	5	11	21	51	51	40	33	53	45	52	51	34	41	50	39	724

Table 38

NUMBER OF ARRIVALS AT MINNEAPOLIS

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
BOSTON		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
NEW YORK		1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	2	8
WASHINGTON		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	6
JACKSONVILLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
CLEVELAND		8	3	2	0	2	0	0	1	1	0	1	0	1	0	1	2	4	10	4	4	5	4	3	2	58
ATLANTA		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
INDIANAPOLIS		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
CHICAGO		7	6	12	13	13	9	3	0	1	2	2	0	1	0	8	9	14	13	10	9	9	6	11	7	165
MEMPHIS		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
MINNEAPOLIS		21	10	7	10	14	5	23	5	6	5	5	8	5	28	33	24	19	25	23	33	30	16	21	26	402
KANSAS CITY		3	1	1	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	11
FORT WORTH		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
GREAT FALLS		0	1	0	1	0	1	1	1	1	0	0	0	0	0	0	1	0	0	1	1	0	4	0	1	14
DENVER		1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	2	1	2	1	2	0	0	12
SALT LAKE CY		0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	4
SEATTLE		0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	1	0	6
OAKLAND		0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
LOS ANGELES		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
TOTAL		43	26	24	25	34	17	27	8	9	7	8	9	8	29	43	42	37	52	44	52	45	32	38	44	703

Table 39

NUMBER OF HANDOVERS TO MINNEAPOLIS

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
CHICAGO		19	18	15	15	10	10	2	3	3	4	2	0	2	3	16	24	24	20	10	19	15	16	16	20	286
GREAT FALLS		5	4	1	2	1	0	1	3	1	3	1	1	0	1	0	0	3	7	7	3	3	4	5	3	59
DENVER		1	0	0	3	2	0	0	0	0	0	0	1	0	1	0	1	2	0	3	4	0	1	1	1	21
TOTAL		25	22	16	20	13	10	3	6	4	7	3	2	2	5	16	25	29	27	20	26	18	21	22	24	366

Table 40

NUMBER OF DEPARTURES FROM KANSAS CITY

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
BOSTON		0	0	0	1	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	5
NEW YORK		2	0	1	2	1	1	2	1	0	1	0	0	0	0	6	0	0	1	2	3	2	2	3	6	36
WASHINGTON		2	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	0	1	2	1	3	0	16
JACKSONVILLE		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	1	0	0	5
MIAMI		1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	10
CLEVELAND		0	3	0	0	0	2	0	0	0	0	0	0	0	0	1	1	1	2	3	1	1	1	0	1	17
ATLANTA		0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	2	0	1	0	2	2	2	13
INDIANAPOLIS		4	0	1	1	4	1	2	0	0	0	0	0	2	7	2	1	0	2	6	4	6	3	1	3	50
CHICAGO		14	11	4	8	6	3	0	3	2	2	1	0	2	22	8	8	7	12	9	8	11	9	11	10	171
MEMPHIS		2	2	3	2	1	3	0	2	0	0	0	0	1	0	4	3	4	1	1	5	5	2	1	3	45
HOUSTON		2	0	0	0	0	0	0	0	0	0	0	0	1	1	3	5	0	0	2	2	2	4	2	1	25
MINNEAPOLIS		0	1	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	0	3	11
KANSAS CITY		24	22	20	21	14	10	5	9	4	4	2	1	11	35	27	30	30	35	22	26	41	46	29	31	499
FORT WORTH		8	5	4	10	4	2	2	0	0	2	1	1	0	3	4	7	4	2	6	9	10	8	13	7	112
DENVER		5	5	1	4	0	0	1	0	1	0	0	0	0	2	2	4	1	1	1	4	1	2	5	2	42
ALBUQUERQUE		1	1	0	3	0	0	0	0	0	1	0	0	0	0	2	2	2	1	2	1	0	4	1	1	22
SALT LAKE CY		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SEATTLE		0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	6
OAKLAND		1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	8
LOS ANGELES		3	1	1	0	1	1	1	1	0	0	1	0	0	0	0	2	0	0	2	2	2	1	2	1	22
TOTAL		69	58	37	54	34	24	13	17	7	10	6	2	19	72	67	66	52	63	58	68	85	90	74	71	1116

Table 41

NUMBER OF ARRIVALS AT KANSAS CITY

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
BOSTON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	1	6
NEW YORK		4	2	0	0	0	1	0	0	1	0	0	0	0	1	1	3	1	0	1	1	1	0	1	3	21
WASHINGTON		1	1	0	1	0	1	0	0	0	0	0	0	0	2	2	0	0	2	1	1	0	1	2	5	20
JACKSONVILLE		1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4
MIAMI		2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	7
CLEVELAND		0	5	1	1	1	1	3	0	1	1	1	0	2	3	4	0	1	3	1	3	2	0	3	2	39
ATLANTA		1	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	1	1	9
INDIANAPOLIS		2	1	6	5	2	1	1	0	0	0	0	2	2	5	3	7	4	1	8	2	2	5	3	4	66
CHICAGO		14	8	9	8	5	8	4	2	1	1	1	0	2	9	11	13	13	14	12	8	13	10	10	11	187
MEMPHIS		2	2	4	3	1	2	0	2	0	0	0	0	0	2	4	5	6	2	6	5	5	5	4	7	67
HOUSTON		1	3	3	1	1	1	3	0	0	1	0	0	0	0	0	1	1	2	2	2	2	0	0	2	26
MINNEAPOLIS		1	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	3	0	1	3	0	1	1	16
KANSAS CITY		31	24	22	20	21	14	10	5	9	4	4	2	1	11	35	27	30	30	35	22	26	41	46	29	499
FORT WORTH		6	6	4	4	3	1	2	4	2	1	0	0	0	3	5	7	5	7	4	6	1	5	4	4	84
DENVER		0	1	6	1	1	0	0	0	3	0	0	1	0	1	2	4	1	3	1	2	5	3	1	3	39
ALBUQUERQUE		0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	1	4	1	0	1	4	1	19
SALT LAKE CY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
SEATTLE		1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	7
OAKLAND		1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	7
LOS ANGELES		1	1	0	2	0	0	1	1	0	1	1	0	2	0	0	0	1	0	0	3	2	2	2	4	24
TOTAL		70	58	59	48	36	30	25	14	17	9	7	7	9	39	70	68	69	72	77	60	64	75	85	80	1148

Table 42

NUMBER OF HANDOVERS TO KANSAS CITY

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	CST	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
INDIANAPOLIS		16	9	9	6	2	7	3	0	3	1	1	4	8	15	25	15	10	13	19	9	13	15	14	22	239
CHICAGO		21	12	15	10	7	8	2	3	1	1	2	1	6	25	17	20	17	27	16	20	23	11	21	22	308
MEMPHIS		9	8	10	11	2	5	1	1	1	0	1	0	2	6	4	13	13	11	6	11	12	15	11	12	165
FORT WORTH		8	9	5	6	2	5	6	3	1	0	0	1	5	6	17	16	8	11	11	7	12	10	12	19	180
DENVER		6	3	5	3	1	0	3	2	1	1	1	2	0	0	5	3	8	2	7	7	5	2	4	6	77
ALBUQUERQUE		4	2	4	0	0	2	2	2	3	3	4	2	0	0	3	2	5	7	6	7	5	13	7	5	88
TOTAL		64	43	48	36	14	27	17	11	10	6	9	10	21	52	71	69	61	71	65	61	70	66	69	86	1057

Table 43

NUMBER OF DEPARTURES FROM FORT WORTH

TO	AT GMT / CST	1 / 19	2 / 20	3 / 21	4 / 22	5 / 23	6 / 24	7 / 1	8 / 2	9 / 3	10 / 4	11 / 5	12 / 6	13 / 7	14 / 8	15 / 9	16 / 10	17 / 11	18 / 12	19 / 13	20 / 14	21 / 15	22 / 16	23 / 17	24 / 18	TOTAL
BOSTON		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
NEW YORK		0	0	0	0	1	1	1	0	0	0	0	0	0	2	3	0	1	3	1	1	3	1	3	0	21
WASHINGTON		1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	1	2	0	2	0	3	1	14
JACKSONVILLE		1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	1	0	2	9
MIAMI		0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	4
CLEVELAND		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
ATLANTA		2	1	0	1	0	0	0	0	1	0	0	0	3	2	2	2	5	2	6	3	2	0	3	0	35
INDIANAPOLIS		1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2	0	1	2	11
CHICAGO		1	0	1	2	0	1	0	0	0	0	0	0	3	4	4	4	2	3	4	1	3	4	5	3	45
MEMPHIS		1	3	1	0	2	0	0	0	1	0	2	3	8	8	2	7	4	4	9	8	6	2	3	6	80
HOUSTON		9	9	8	5	5	0	0	2	2	2	2	2	15	16	9	18	12	18	14	14	15	12	9	8	206
MINNEAPOLIS		1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
KANSAS CITY		6	4	3	1	3	1	1	2	1	0	0	2	5	4	9	7	6	2	3	2	7	7	3	5	84
FORT WORTH		33	17	23	15	6	4	4	8	2	0	2	13	50	51	43	79	46	60	52	63	74	51	45	43	784
DENVER		2	1	1	0	0	0	0	1	0	0	0	0	0	2	1	5	0	1	1	4	3	3	1	2	28
ALBUQUERQUE		5	7	1	1	2	2	0	0	0	0	0	0	6	6	5	3	0	4	8	2	6	13	11	5	87
SALT LAKE CY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3
SEATTLE		0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	4
OAKLAND		1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	1	0	2	1	11
LOS ANGELES		3	6	0	2	0	0	0	0	0	1	0	1	0	2	4	5	2	3	0	1	4	5	1	5	45
TOTAL		67	49	40	28	19	11	7	13	7	3	6	22	91	98	90	133	79	103	103	103	128	100	92	84	1476

Table 44

NUMBER OF ARRIVALS AT FORT WORTH

FROM	AT GMT / CST	1 / 19	2 / 20	3 / 21	4 / 22	5 / 23	6 / 24	7 / 1	8 / 2	9 / 3	10 / 4	11 / 5	12 / 6	13 / 7	14 / 8	15 / 9	16 / 10	17 / 11	18 / 12	19 / 13	20 / 14	21 / 15	22 / 16	23 / 17	24 / 18	TOTAL
NEW YORK		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	2	0	10
WASHINGTON		1	2	0	0	0	1	0	1	0	0	0	0	0	0	1	1	1	1	2	3	1	3	1	0	19
JACKSONVILLE		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2	8
MIAMI		2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	10
CLEVELAND		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	6
ATLANTA		2	1	4	2	0	0	2	0	0	0	1	0	0	1	1	2	0	1	1	2	3	2	2	2	29
INDIANAPOLIS		1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	2	2	0	2	16
CHICAGO		2	3	3	1	1	3	0	0	0	0	0	2	0	1	2	2	4	3	2	2	0	3	5	4	43
MEMPHIS		6	4	3	3	1	1	0	1	1	1	1	0	0	0	2	9	6	7	4	3	3	6	3	6	71
HOUSTON		13	9	10	4	4	12	1	0	0	0	0	2	1	7	7	13	15	22	18	19	19	14	17	20	227
MINNEAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	4
KANSAS CITY		8	10	8	8	4	4	8	0	1	2	2	0	0	2	0	5	3	6	4	5	7	7	7	11	112
FORT WORTH		43	33	17	23	15	6	4	4	8	2	0	2	11	49	51	43	79	46	60	52	63	74	51	45	781
DENVER		2	2	2	2	0	1	0	0	0	0	0	1	0	0	1	0	1	0	0	3	1	0	2	1	19
ALBUQUERQUE		7	1	4	0	5	2	2	0	0	0	0	0	0	2	2	4	4	8	4	3	4	6	8	5	71
SALT LAKE CY		0	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
SEATTLE		0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	7
OAKLAND		0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	2	2	1	0	12
LOS ANGELES		3	5	2	0	2	2	0	0	3	1	0	0	4	1	0	0	0	0	3	3	1	2	4	2	38
TOTAL		95	74	57	46	34	33	19	6	13	6	6	8	16	63	68	83	120	98	100	99	106	128	108	101	1487

Table 45

NUMBER OF HANDOVERS TO FORT WORTH

FROM	AT GMT / CST	1 / 19	2 / 20	3 / 21	4 / 22	5 / 23	6 / 24	7 / 1	8 / 2	9 / 3	10 / 4	11 / 5	12 / 6	13 / 7	14 / 8	15 / 9	16 / 10	17 / 11	18 / 12	19 / 13	20 / 14	21 / 15	22 / 16	23 / 17	24 / 18	TOTAL
MEMPHIS		10	8	8	1	1	2	1	1	1	1	2	0	0	2	12	11	9	11	7	5	15	8	9	9	134
HOUSTON		12	10	8	8	6	10	1	1	1	0	1	2	2	10	15	25	26	24	28	16	29	21	26	27	309
KANSAS CITY		11	14	9	5	7	10	3	1	1	0	3	1	2	3	10	15	12	10	7	13	15	19	18	21	210
ALBUQUERQUE		15	11	10	11	9	6	0	2	5	3	3	5	5	2	3	10	13	10	20	19	15	24	19	18	238
TOTAL		48	43	35	25	23	28	5	5	8	4	9	8	9	17	40	61	60	55	62	53	74	72	72	75	891

Table 46

NUMBER OF DEPARTURES FROM GREAT FALLS

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	MST	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
CHICAGO		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
MINNEAPOLIS		0	1	1	0	0	1	1	0	0	0	0	0	1	0	0	0	1	2	1	1	2	2	0	0	14
GREAT FALLS		2	4	5	6	3	33	4	12	15	8	13	3	3	1	2	3	6	5	7	5	8	4	7	5	164
DENVER		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	7
SALT LAKE CY		0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	2	2	0	9
SEATTLE		1	1	2	0	1	1	0	0	0	1	0	0	1	0	1	0	1	0	1	1	2	3	1	0	18
TOTAL		4	8	8	6	4	36	5	12	15	9	13	3	5	2	3	4	10	8	9	7	12	13	12	7	214

Table 47

NUMBER OF ARRIVALS AT GREAT FALLS

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	MST	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
CHICAGO		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
HOUSTON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MINNEAPOLIS		0	0	1	1	3	1	0	0	0	0	0	0	1	1	0	2	0	1	0	2	0	0	0	3	16
GREAT FALLS		5	2	4	5	6	3	33	4	12	15	8	13	1	3	1	2	3	6	6	7	5	8	4	7	162
DENVER		2	1	1	1	0	2	0	0	0	0	1	0	0	0	0	0	0	1	0	2	1	0	0	0	12
ALBUQUERQUE		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SALT LAKE CY		0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	5
SEATTLE		2	1	1	0	1	0	1	0	0	0	1	0	0	0	0	0	1	2	1	1	1	0	0	0	13
LOS ANGELES		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL		10	5	8	7	10	6	34	4	12	15	10	13	3	4	1	4	5	10	6	13	9	11	4	10	214

Table 48

NUMBER OF HANDOVERS TO GREAT FALLS

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	MST	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
MINNEAPOLIS		4	4	3	5	2	0	0	0	1	1	1	1	2	0	1	2	3	5	2	0	2	4	2	2	47
DENVER		3	2	0	1	1	1	0	0	0	1	0	0	0	0	0	0	1	0	1	2	0	0	0	1	14
SALT LAKE CY		0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	2	0	0	0	0	6
SEATTLE		4	1	1	1	1	0	2	2	3	1	1	0	0	0	1	5	11	3	1	4	4	2	2	6	56
TOTAL		11	7	5	7	4	1	2	2	4	3	2	2	2	0	2	8	15	8	5	8	6	6	4	9	123

Table 49

NUMBER OF DEPARTURES FROM DENVER

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	MST	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
BOSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
NEW YORK		1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	7
WASHINGTON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	5
MIAMI		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
ATLANTA		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
CHICAGO		2	1	4	3	1	1	0	0	1	1	0	1	1	5	3	1	3	6	4	6	1	2	1	4	52
MEMPHIS		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3
HOUSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	4
MINNEAPOLIS		0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	3	2	0	1	0	1	0	12
KANSAS CITY		3	3	0	0	2	0	1	0	0	1	1	0	0	5	2	2	2	3	3	3	3	2	2	1	39
FORT WORTH		3	1	1	0	0	0	0	0	0	1	0	0	0	1	1	2	1	1	2	0	1	0	3	1	19
GREAT FALLS		2	0	1	1	1	0	0	0	1	0	0	0	0	0	0	1	0	1	1	1	0	0	1	1	12
DENVER		18	16	11	11	10	7	4	2	3	0	1	4	9	21	19	20	25	12	24	10	21	18	13	19	298
ALBUQUERQUE		2	3	3	1	1	1	0	0	0	0	0	1	0	4	2	3	2	3	0	3	0	4	1	0	34
SALT LAKE CY		2	2	1	2	1	0	1	0	0	1	0	0	0	2	5	2	1	1	3	1	2	3	3	2	35
SEATTLE		0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	1	6
OAKLAND		0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	2	0	0	10
LOS ANGELES		0	4	1	1	0	0	0	0	0	1	0	0	1	0	1	4	2	1	4	2	1	0	0	1	24
TOTAL		35	34	23	23	17	9	7	2	5	5	2	6	12	41	33	44	39	33	46	27	31	31	27	33	565

Table 50

NUMBER OF ARRIVALS AT DENVER

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	MST	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
BOSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
NEW YORK		0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	1	6
WASHINGTON		0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	4
CLEVELAND		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		1
ATLANTA		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3
INDIANAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
CHICAGO		2	5	4	0	5	1	3	1	3	0	1	1	0	1	0	1	4	0	6	3	0	3	1	4	49
MEMPHIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
HOUSTON		0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	6
MINNEAPOLIS		0	2	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	8
KANSAS CITY		3	6	4	1	1	2	1	1	2	1	1	1	0	0	0	2	3	2	3	0	3	1	2	2	42
FORT WORTH		3	3	4	1	0	0	1	0	0	1	0	0	0	0	1	0	1	3	1	3	0	1	1	4	28
GREAT FALLS		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	7
DENVER		19	18	16	11	11	10	7	4	2	3	0	1	2	9	21	19	20	25	12	24	10	21	18	13	296
ALBUQUERQUE		2	1	1	1	0	0	2	1	0	0	1	0	0	1	0	0	3	2	1	0	2	0	3	1	22
SALT LAKE CY		1	0	2	2	1	1	1	0	2	0	1	0	0	0	1	3	0	1	3	1	1	2	1	1	25
SEATTLE		0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	7
OAKLAND		0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	1	9
LOS ANGELES		2	1	0	2	0	3	2	0	0	0	1	0	0	0	0	0	1	1	0	3	1	2	1	3	23
TOTAL		32	40	35	19	19	22	17	7	9	5	5	3	2	12	24	26	36	39	29	39	19	33	32	36	540

Table 51

NUMBER OF HANDOVERS TO DENVER

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	MST	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
CHICAGO		23	14	8	12	3	3	7	2	5	6	6	4	0	2	2	18	19	16	14	7	12	10	12	16	221
MINNEAPOLIS		3	0	2	1	2	0	1	0	0	0	0	0	0	2	3	0	1	1	0	1	3	0	0	1	21
KANSAS CITY		4	12	3	5	5	1	0	3	0	1	0	0	1	0	3	5	5	2	4	4	2	4	4	6	74
GREAT FALLS		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	3	0	7
ALBUQUERQUE		7	6	4	4	0	2	4	1	1	0	1	0	0	1	2	2	5	6	3	3	3	4	7	6	72
SALT LAKE CY		5	7	9	4	3	7	6	6	8	4	2	0	0	0	1	7	11	26	15	8	9	10	16	11	175
LOS ANGELES		11	4	5	3	2	4	1	8	12	7	2	1	0	0	0	1	6	14	20	5	9	13	8	9	145
TOTAL		53	44	31	29	15	17	19	20	26	18	11	5	1	5	11	33	47	66	57	28	38	42	50	49	715

Table 52

NUMBER OF DEPARTURES FROM ALBUQUERQUE

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	MST	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
NEW YORK		0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	5
WASHINGTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
JACKSONVILLE		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
MIAMI		0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	3
ATLANTA		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
INDIANAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
CHICAGO		0	0	1	0	0	1	0	0	0	2	0	0	0	0	0	1	3	2	0	1	3	1	1	2	18
MEMPHIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	0	1	0	1	9
HOUSTON		2	2	0	0	2	0	0	0	1	0	1	0	0	0	1	1	1	4	2	3	3	3	2	0	28
KANSAS CITY		1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	2	4	2	0	2	5	0	0	0	19
FORT WORTH		1	2	3	2	3	1	0	0	0	0	0	0	4	2	5	5	5	6	3	5	8	9	3	4	71
GREAT FALLS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
DENVER		2	2	1	0	0	1	2	0	0	0	1	0	1	0	0	3	1	2	1	1	0	3	1	0	22
ALBUQUERQUE		7	10	10	5	7	4	4	2	2	3	0	0	0	5	27	38	25	25	18	24	32	31	28	16	323
SALT LAKE CY		0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
OAKLAND		3	2	1	1	1	1	0	0	0	0	1	1	0	0	0	2	1	1	2	2	0	1	0	0	20
LOS ANGELES		8	10	12	7	3	1	1	0	0	0	1	0	1	0	4	8	7	7	5	0	5	8	4	10	102
TOTAL		25	29	29	16	17	9	8	3	3	5	4	2	6	8	40	62	49	52	34	39	56	59	41	35	631

Table 53

NUMBER OF ARRIVALS AT ALBUQUERQUE

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	MST	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
NEW YORK		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
WASHINGTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
MIAMI		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
ATLANTA		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
INDIANAPOLIS		0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	6
CHICAGO		2	2	2	2	1	1	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3	2	4	0	24
MEMPHIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	4
HOUSTON		5	1	2	0	0	0	0	0	0	1	0	0	0	0	0	4	5	4	2	4	2	5	7	5	47
KANSAS CITY		2	1	2	1	1	1	0	0	0	1	1	0	0	0	0	0	3	1	1	0	1	2	1	3	22
FORT WORTH		7	9	4	4	2	2	1	1	0	0	0	0	0	4	3	2	6	4	3	6	4	5	4	16	87
DENVER		0	2	3	3	1	1	1	0	0	0	0	0	0	4	1	3	2	2	2	1	2	3	1	2	34
ALBUQUERQUE		16	7	10	10	5	7	4	4	2	2	3	0	0	0	5	27	38	25	25	18	24	32	31	28	323
SALT LAKE CY		0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	0	7
OAKLAND		0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	4	1	18
LOS ANGELES		7	9	8	3	5	3	10	5	1	2	0	0	0	0	0	2	8	5	5	5	11	10	5	6	110
TOTAL		40	35	33	25	17	16	17	11	3	6	4	0	0	9	9	38	69	43	42	37	50	65	58	61	688

Table 54

NUMBER OF HANDOVERS TO ALBUQUERQUE

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	MST	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
KANSAS CITY		6	10	4	5	1	0	6	0	1	0	1	1	1	0	0	9	7	2	5	9	6	6	4	9	93
FORT WORTH		16	12	15	8	4	5	1	1	2	0	1	0	3	6	14	17	23	14	18	14	21	19	34	28	276
DENVER		8	2	3	6	2	1	2	0	1	1	1	0	1	5	3	3	5	3	7	2	7	6	3	6	78
LOS ANGELES		9	23	7	10	7	11	9	6	4	5	5	2	0	0	3	9	15	17	15	21	26	22	17	15	258
TOTAL		39	47	29	29	14	17	18	7	8	6	8	3	5	11	20	38	50	36	45	46	60	53	58	58	705

Table 55

NUMBER OF DEPARTURES FROM SALT LAKE CY

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	PST	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
ATLANTA		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
CHICAGO		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3
HOUSTON		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MINNEAPOLIS		0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4
KANSAS CITY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
FORT WORTH		0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	4
GREAT FALLS		0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	5
DENVER		1	2	1	1	1	1	0	2	0	1	0	0	0	1	3	0	1	2	2	1	1	2	1	1	25
ALBUQUERQUE		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	1	0	0	7
SALT LAKE CY		7	3	6	3	6	3	3	3	1	1	5	2	0	2	5	8	6	9	6	6	11	8	5	4	113
SEATTLE		0	0	2	2	3	1	0	1	1	0	1	0	0	0	0	0	1	2	3	0	2	3	1	1	24
OAKLAND		0	3	2	1	0	0	0	1	0	0	0	0	1	0	2	0	1	2	2	1	1	1	2	1	21
LOS ANGELES		1	3	1	0	1	1	0	0	0	0	3	0	0	0	1	0	0	2	1	1	0	1	1	3	20
TOTAL		10	12	14	7	13	6	3	8	2	3	10	2	1	3	12	10	10	19	14	15	17	17	11	10	229

Table 56

NUMBER OF ARRIVALS AT SALT LAKE CY

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	PST	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
NEW YORK		0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
INDIANAPOLIS		0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
CHICAGO		0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
HOUSTON		0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4
MINNEAPOLIS		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
KANSAS CITY		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
FORT WORTH		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
GREAT FALLS		0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	3	9
DENVER		4	1	1	1	3	0	1	0	1	1	0	0	0	0	2	4	2	2	2	2	0	2	4	2	35
ALBUQUERQUE		0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
SALT LAKE CY		4	7	3	6	3	6	3	3	3	1	1	5	0	0	2	5	8	6	9	6	6	11	8	5	111
SEATTLE		1	1	1	1	2	3	1	1	0	0	0	2	0	1	1	3	1	2	3	3	0	0	2	1	30
OAKLAND		4	0	2	0	0	1	0	0	0	0	1	0	0	0	1	2	1	0	1	3	0	2	1	1	20
LOS ANGELES		1	0	3	0	3	0	0	0	1	1	0	0	0	0	0	0	1	1	1	0	2	0	1	0	15
TOTAL		15	10	10	12	13	10	7	4	8	4	2	7	0	1	7	16	15	12	18	14	8	16	18	14	241

Table 57

NUMBER OF HANDOVERS TO SALT LAKE CY

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	PST	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
GREAT FALLS		0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	1	9
DENVER		11	13	11	11	11	5	1	3	2	1	2	4	0	1	4	6	13	10	10	4	3	10	11	9	156
SEATTLE		4	0	2	7	3	1	0	0	2	1	0	1	0	2	4	4	8	3	2	0	2	3	4	0	53
OAKLAND		5	3	4	0	5	5	5	5	3	0	1	0	1	0	1	10	17	14	6	6	7	13	7	8	126
LOS ANGELES		0	3	0	3	0	0	0	0	2	0	0	0	0	0	0	0	2	2	0	1	1	0	1	1	16
TOTAL		20	19	19	21	19	11	6	8	9	2	3	5	1	3	10	20	41	30	18	11	13	26	26	19	360

Table 58

NUMBER OF DEPARTURES FROM SEATTLE

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	PST	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
BOSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
NEW YORK		0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	1	0	0	0	2	0	0	0	7
WASHINGTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
CHICAGO		1	0	0	0	0	0	0	4	1	0	0	0	0	0	0	6	1	1	1	3	1	2	2	3	26
HOUSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
MINNEAPOLIS		0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	1	0	6
KANSAS CITY		0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	7
FORT WORTH		0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	7
GREAT FALLS		0	0	2	0	0	0	1	0	0	0	0	0	1	0	0	2	1	1	1	0	0	1	2	1	13
DENVER		0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	1	7
SALT LAKE CY		0	1	3	3	2	0	0	0	1	0	1	0	1	3	3	3	4	0	0	0	0	4	0	1	30
SEATTLE		29	26	16	15	16	17	16	17	25	16	14	15	10	15	28	25	30	35	27	37	16	15	21	26	507
OAKLAND		3	5	2	5	1	1	0	1	2	0	0	0	0	3	2	3	6	2	3	2	6	5	3	5	60
LOS ANGELES		0	3	2	1	2	0	0	0	1	0	0	0	0	0	0	2	2	1	0	3	1	1	2	0	21
TOTAL		33	37	25	26	21	20	17	24	30	17	15	15	12	21	35	50	50	40	32	49	28	29	31	39	697

Table 59

NUMBER OF ARRIVALS AT SEATTLE

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	PST	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
BOSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
NEW YORK		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
WASHINGTON		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
CHICAGO		0	1	3	1	1	2	0	0	0	1	1	1	1	1	0	0	0	0	0	3	1	0	1	1	19
HOUSTON		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
MINNEAPOLIS		0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5
KANSAS CITY		1	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6
FORT WORTH		0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
GREAT FALLS		1	0	1	0	0	1	4	0	0	0	0	0	1	0	0	2	0	0	1	1	1	1	2	2	18
DENVER		1	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	8
SALT LAKE CY		1	2	1	1	1	2	0	2	2	1	0	1	0	1	0	0	0	0	0	2	2	1	3	1	24
SEATTLE		26	29	26	16	15	16	17	16	17	25	16	14	9	9	15	28	25	30	35	27	37	16	15	21	500
OAKLAND		4	1	1	6	3	1	3	0	1	0	1	0	0	1	0	1	4	3	2	5	2	3	5	2	49
LOS ANGELES		1	3	1	1	2	2	1	0	0	0	0	1	0	0	0	0	0	1	3	1	0	1	1	2	21
TOTAL		35	38	34	29	27	26	26	20	20	27	18	17	11	12	15	31	29	36	45	41	43	23	27	29	659

Table 60

NUMBER OF HANDOVERS TO SEATTLE

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	PST	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
GREAT FALLS		1	3	6	2	4	2	1	1	0	1	1	1	2	0	1	1	0	3	5	2	1	1	6	1	46
SALT LAKE CY		2	2	3	4	2	4	4	2	0	1	0	0	1	0	0	0	1	0	5	2	3	2	1	4	43
OAKLAND		5	3	5	5	5	2	2	0	1	1	0	1	0	0	1	3	4	7	6	3	3	3	6	3	69
TOTAL		8	8	14	11	11	8	7	3	1	3	1	2	3	0	2	4	5	10	16	7	7	6	13	8	158

Table 61

NUMBER OF DEPARTURES FROM OAKLAND

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	PST	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
BOSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	3
NEW YORK		1	0	0	0	0	4	1	2	0	0	0	0	0	0	0	4	6	2	2	2	4	0	1	1	30
WASHINGTON		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	5
MIAMI		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
CLEVELAND		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	2	0	0	6
ATLANTA		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2
INDIANAPOLIS		0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
CHICAGO		0	1	0	0	1	2	1	5	0	0	0	0	0	0	1	4	3	4	2	1	3	1	5	3	37
HOUSTON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	4
MINNEAPOLIS		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
KANSAS CITY		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	1	0	1	7
FORT WORTH		2	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	0	0	2	1	0	0	0	1	12
DENVER		1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	1	0	0	9
ALBUQUERQUE		2	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	3	1	2	1	2	18
SALT LAKE CY		0	2	0	0	1	0	0	0	0	1	0	1	0	1	2	0	2	0	2	1	2	0	2	3	20
SEATTLE		2	1	5	4	1	1	0	1	0	1	0	0	1	0	1	6	3	6	2	2	2	3	2	4	48
OAKLAND		32	24	23	17	19	11	6	3	0	3	0	0	6	18	39	38	36	34	30	28	25	14	25	20	451
LOS ANGELES		12	17	10	11	11	13	6	7	1	2	0	3	0	4	18	17	19	17	15	12	11	11	17	18	252
TOTAL		52	48	40	32	38	32	14	18	2	7	0	4	7	23	66	80	77	66	56	53	51	37	55	53	911

Table 62

NUMBER OF ARRIVALS AT OAKLAND

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	PST	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
BOSTON		0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	5
NEW YORK		2	2	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	2	1	0	1	0	12
WASHINGTON		0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	4
CLEVELAND		0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0	7
ATLANTA		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
INDIANAPOLIS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
CHICAGO		0	2	3	1	2	3	1	0	0	0	0	0	3	2	0	0	0	0	1	3	0	0	3	5	29
HOUSTON		0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	4
MINNEAPOLIS		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3
KANSAS CITY		1	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	8
FORT WORTH		0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	1	11
DENVER		0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	2	10
ALBUQUERQUE		1	1	2	2	2	2	1	0	0	0	0	0	0	1	0	0	1	2	0	1	1	1	1	1	20
SALT LAKE CY		1	1	2	2	1	1	0	0	0	0	1	0	0	1	0	2	0	1	1	1	2	2	1	1	21
SEATTLE		4	6	5	3	3	2	3	0	0	2	1	0	0	0	1	2	4	5	2	2	2	7	3	3	60
OAKLAND		20	32	24	23	17	19	11	6	3	0	3	0	1	5	18	39	38	36	34	30	28	25	14	25	451
LOS ANGELES		19	18	29	17	16	12	17	13	4	4	2	0	1	1	2	6	12	9	13	17	15	18	13	14	272
TOTAL		48	65	73	55	42	46	35	20	8	6	8	1	5	10	22	49	56	58	56	61	53	55	37	52	920

Table 63

NUMBER OF HANDOVERS TO OAKLAND

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	PST	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
SALT LAKE CY		4	6	12	9	6	6	0	0	2	0	0	2	5	0	2	2	1	8	9	7	4	3	5	9	102
SEATTLE		5	6	6	4	3	5	0	0	1	3	0	0	0	1	2	6	5	4	3	4	6	5	6	6	81
LOS ANGELES		21	28	31	20	13	20	19	7	4	4	2	0	1	2	3	11	19	14	14	18	20	21	20	16	328
TOTAL		30	40	49	33	22	31	19	7	7	7	2	2	6	3	7	19	25	26	26	29	30	29	31	31	511

Table 64

NUMBER OF DEPARTURES FROM LOS ANGELES

TO	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	PST	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
BOSTON		0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	0	6
NEW YORK		1	2	0	0	0	0	3	6	1	0	1	0	0	0	0	2	3	5	2	2	4	3	1	2	38
WASHINGTON		1	0	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	3	1	0	1	2	0	1	14
MIAMI		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
CLEVELAND		0	1	0	1	1	0	0	3	1	0	1	0	0	0	0	0	0	5	0	0	2	0	2	0	17
ATLANTA		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	5
INDIANAPOLIS		0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	5
CHICAGO		3	2	1	0	0	0	2	5	3	3	0	0	0	0	0	1	6	6	3	2	7	3	3	8	58
MEMPHIS		0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0	1	6
HOUSTON		2	0	1	2	0	0	0	0	0	0	1	0	0	0	0	1	1	0	2	2	2	2	2	1	19
MINNEAPOLIS		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3
KANSAS CITY		2	0	0	2	1	0	0	1	0	2	0	0	0	1	1	0	4	1	0	5	2	1	1	0	24
FORT WORTH		2	2	1	2	0	1	2	0	1	3	1	0	0	0	0	0	4	2	1	5	2	3	3	3	38
GREAT FALLS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
DENVER		0	2	1	1	2	1	0	0	0	1	0	0	0	0	0	1	1	4	0	1	3	2	1	2	23
ALBUQUERQUE		4	5	3	9	5	4	2	1	2	0	0	0	0	1	2	9	8	5	12	7	10	3	7	11	110
SALT LAKE CY		1	1	2	1	0	0	1	1	0	0	0	0	0	0	0	2	1	0	0	2	0	1	0	2	15
SEATTLE		0	1	1	2	2	0	0	0	0	1	0	0	0	0	0	0	4	1	0	1	2	3	0	3	21
OAKLAND		20	20	18	13	12	19	12	4	3	3	0	0	2	1	3	15	12	12	15	17	17	15	12	19	272
LOS ANGELES		64	52	49	52	27	41	19	13	4	2	2	3	1	9	37	62	55	78	74	57	80	65	64	62	972
TOTAL		100	96	78	85	51	66	44	38	17	17	6	3	3	12	44	93	100	128	112	102	135	108	97	115	1650

Table 65

NUMBER OF ARRIVALS AT LOS ANGELES

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	PST	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
BOSTON		0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	2	0	0	0	9
NEW YORK		0	1	3	1	3	0	1	0	0	0	1	2	0	0	0	0	0	2	2	3	0	1	1	1	22
WASHINGTON		0	1	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0	1	1	0	1	12
JACKSONVILLE		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MIAMI		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3
CLEVELAND		0	3	0	2	0	1	1	0	0	0	0	1	1	0	0	0	1	2	2	3	1	0	0	0	18
ATLANTA		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
INDIANAPOLIS		0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
CHICAGO		2	1	6	3	3	4	0	2	1	1	2	1	1	3	0	0	1	4	3	3	4	3	4	3	55
MEMPHIS		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3
HOUSTON		1	3	2	0	0	1	0	1	0	1	0	0	0	0	1	2	0	0	0	2	3	2	1	1	21
MINNEAPOLIS		0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	6
KANSAS CITY		1	1	1	3	2	1	0	0	1	2	1	0	0	1	0	0	0	0	2	0	0	2	2	2	22
FORT WORTH		3	6	2	2	3	2	2	0	0	0	0	0	0	2	0	1	3	4	2	5	1	1	3	3	45
DENVER		1	0	3	1	2	0	0	0	0	0	1	0	0	0	0	1	3	2	1	3	4	2	0	0	24
ALBUQUERQUE		9	8	7	9	12	5	3	0	2	0	0	0	1	1	0	1	5	8	8	4	2	6	4	7	102
SALT LAKE CY		1	4	2	2	0	1	1	0	0	0	0	1	2	0	0	1	0	0	1	0	2	1	1	0	20
SEATTLE		3	0	0	3	2	1	2	0	0	0	1	0	0	0	0	0	0	4	0	0	2	2	0	1	21
OAKLAND		13	12	21	10	8	12	11	7	6	1	1	1	1	2	7	17	12	19	22	13	16	8	13	19	252
LOS ANGELES		62	64	52	49	52	27	41	19	13	4	2	2	1	1	9	37	62	55	78	74	57	80	65	64	970
TOTAL		97	105	107	88	87	57	63	30	24	9	9	8	7	10	17	61	87	104	126	111	97	109	96	103	1612

Table 66

NUMBER OF HANDOVERS TO LOS ANGELES

FROM	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
	PST	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
DENVER		5	14	11	6	3	6	3	0	3	2	6	2	2	1	3	3	6	16	9	10	8	8	3	4	134
ALBUQUERQUE		18	20	18	18	17	3	4	4	2	2	0	1	4	3	1	12	13	19	12	19	7	16	11	18	250
SALT LAKE CY		3	2	2	1	0	2	0	0	0	0	0	3	0	0	0	1	0	1	0	2	1	1	0	1	20
OAKLAND		17	18	17	15	11	9	13	7	5	1	3	1	2	1	15	21	20	27	13	21	17	14	15	24	307
TOTAL		43	62	48	40	31	20	20	11	10	5	9	7	8	5	19	37	39	63	34	52	33	39	29	47	711

Table 67

NUMBER OF AIRCRAFT IN FLIGHT IN EACH CENTER ON THE HOUR

CENTER	AT GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
BOSTON		55	37	50	29	19	12	9	6	5	2	19	58	59	81	80	88	73	98	83	103	79	83	78	62
NEW YORK		89	84	60	40	26	25	14	7	10	15	36	111	118	151	157	153	126	114	121	143	160	139	110	115
WASHINGTON		129	79	80	37	58	17	12	17	3	13	33	83	145	146	170	163	151	154	168	169	162	147	145	130
JACKSONVILLE		81	67	57	50	39	29	12	11	8	11	7	14	33	90	107	99	108	115	122	135	116	131	126	110
MIAMI		36	31	36	30	17	15	6	8	7	6	10	22	48	59	48	47	36	57	60	44	50	64	36	38
CLEVELAND		140	134	84	66	71	52	25	33	21	18	39	144	181	214	205	195	172	204	215	209	221	230	212	150
ATLANTA		121	112	60	57	47	21	17	11	13	14	9	36	82	129	144	145	155	166	152	182	166	188	163	154
INDIANAPOLIS		109	72	59	40	42	26	13	11	9	12	16	29	89	115	133	122	121	107	111	143	161	143	139	147
CHICAGO		156	130	113	103	89	37	31	32	30	33	31	27	99	157	196	202	176	159	177	216	170	197	188	208
MEMPHIS		62	50	26	29	18	10	3	5	3	3	6	23	44	67	86	88	92	93	85	85	74	85	85	66
HOUSTON		90	68	63	55	36	25	8	8	6	5	4	5	25	81	123	119	155	152	129	126	125	121	133	108
MINNEAPOLIS		41	31	28	34	12	26	7	11	8	11	11	17	34	48	44	46	69	57	60	59	39	45	55	55
KANSAS CITY		102	67	63	65	42	39	26	21	14	16	14	11	31	91	103	103	91	103	94	100	124	126	122	110
FORT WORTH		96	72	58	42	33	23	7	14	8	4	9	24	77	90	102	161	118	128	129	133	164	150	135	123
GREAT FALLS		16	18	14	16	9	37	8	14	20	13	16	6	6	3	5	12	28	22	17	14	19	21	16	17
DENVER		94	81	60	51	41	29	26	32	40	35	18	12	15	38	39	71	83	106	114	69	78	81	84	87
ALBUQUERQUE		74	68	57	44	32	29	28	18	15	12	12	9	11	15	57	93	87	90	86	86	122	112	109	94
SALT LAKE CY		25	29	25	23	31	19	11	15	8	4	13	7	1	6	18	21	44	46	30	21	26	37	34	24
SEATTLE		39	39	36	32	30	26	22	27	32	20	17	16	14	20	35	43	45	49	46	53	33	35	40	46
OAKLAND		64	63	53	43	40	42	20	13	5	11	1	4	9	24	58	74	79	65	66	57	58	39	60	57
LOS ANGELES		126	121	97	98	71	65	37	35	16	13	10	9	10	15	55	103	113	153	124	122	137	119	103	121
TOTAL		1745	1453	1179	984	803	604	342	349	281	271	331	667	1131	1640	1965	2148	2122	2382	2189	2269	2284	2293	2173	2022

Table 68

MAXIMUM NUMBER OF AIRCRAFT IN FLIGHT AT ANY TIME DURING EACH HOUR

CENTER	GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MAXIMUM
BOSTON		67	62	56	52	34	22	13	8	8	6	19	64	63	82	97	94	86	100	105	110	107	90	87	82	110
NEW YORK		121	102	85	62	45	38	27	17	13	15	37	119	138	151	166	166	160	128	137	155	173	168	134	145	173
WASHINGTON		141	131	87	80	58	59	24	18	18	13	34	84	145	175	174	181	165	170	169	186	177	162	154	142	186
JACKSONVILLE		108	86	76	60	53	41	31	14	11	12	11	16	38	90	122	119	112	116	137	144	135	132	141	131	144
MIAMI		49	32	44	47	28	18	19	10	9	6	10	25	48	65	43	51	49	59	68	75	54	64	63	45	75
CLEVELAND		171	139	145	83	85	72	53	34	34	25	39	146	189	219	217	217	195	204	217	233	233	238	235	216	238
ATLANTA		154	121	110	63	66	56	22	20	17	17	15	38	82	133	145	157	164	174	177	184	182	199	191	166	199
INDIANAPOLIS		152	112	79	63	60	43	25	14	13	18	16	29	89	117	140	134	136	134	130	143	164	171	151	147	171
CHICAGO		216	158	135	113	119	88	40	34	33	33	39	36	101	157	196	221	203	180	188	217	224	201	203	220	224
MEMPHIS		72	63	51	37	27	23	9	7	8	5	8	23	44	70	89	93	101	96	93	87	90	94	95	91	101
HOUSTON		113	98	70	67	58	37	26	9	9	6	6	6	29	81	124	134	160	165	155	130	135	129	145	137	165
MINNEAPOLIS		58	43	37	36	35	30	27	14	12	12	15	21	35	52	53	49	71	72	60	69	59	51	58	58	72
KANSAS CITY		121	105	75	71	65	43	41	29	22	18	15	12	31	96	105	111	110	106	108	108	131	134	135	145	145
FORT WORTH		124	97	83	59	43	42	19	15	15	12	9	26	78	102	112	162	161	128	136	147	165	168	151	133	168
GREAT FALLS		21	19	19	17	16	39	35	14	22	22	16	16	6	6	5	13	31	26	24	18	20	25	22	20	39
DENVER		98	101	83	60	50	41	30	32	41	47	34	21	16	38	48	72	83	114	122	111	78	89	86	88	122
ALBUQUERQUE		96	80	72	60	47	34	30	22	19	15	15	14	13	17	57	93	112	94	102	88	122	130	118	114	130
SALT LAKE CY		33	30	31	25	32	31	19	17	19	4	13	14	4	6	18	27	46	51	46	34	28	40	39	37	51
SEATTLE		46	43	42	39	34	29	31	30	32	35	20	22	15	22	35	51	54	50	52	54	54	36	41	47	54
OAKLAND		69	65	75	57	47	46	44	24	14	12	11	6	10	24	58	80	83	85	68	72	65	59	61	69	85
LOS ANGELES		144	134	122	112	98	84	67	46	37	18	16	12	10	17	55	103	132	160	153	143	148	152	126	128	160
MAXIMUM		216	158	145	113	119	88	67	46	41	47	39	146	189	219	217	221	203	204	217	233	233	238	235	220	238

Table 69a. First Code Plan: Issue from Top, Return to Bottom of 800-Code List

CENTER	GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
ALBUQUERQUE																										
HANDOVERS TO		39	47	29	29	14	17	18	7	8	6	8	3	5	11	20	38	50	36	45	46	60	53	58	58	705
ACTUAL CODE CHANGES		5	2	3	2	0	1	1	1	0	0	0	0	4	0	4	8	20	3	5	3	3	5	9	12	91
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ATLANTA																										
HANDOVERS TO		81	54	23	37	39	24	16	9	11	8	10	8	34	83	89	68	70	74	73	94	90	90	86	100	1271
ACTUAL CODE CHANGES		11	8	1	1	0	1	0	0	0	0	0	0	16	28	27	14	16	11	9	12	14	15	26	19	229
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GREAT FALLS																										
HANDOVERS TO		11	7	5	7	4	1	2	2	4	3	2	2	2	0	2	8	15	8	5	8	6	6	4	9	123
ACTUAL CODE CHANGES		1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	4
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BOSTON																										
HANDOVERS TO		32	38	33	14	11	13	7	2	4	2	5	20	26	38	31	33	27	32	35	44	39	39	27	46	598
ACTUAL CODE CHANGES		0	0	0	0	0	0	0	0	0	0	0	1	13	2	4	2	0	0	1	4	7	5	0	2	41
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLEVELAND																										
HANDOVERS TO		150	108	79	58	64	44	20	27	14	16	16	45	81	124	109	97	105	116	104	129	165	158	157	133	2119
ACTUAL CODE CHANGES		30	14	13	6	7	0	2	0	2	0	0	8	32	40	29	20	20	38	25	28	52	52	44	29	491
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORT WORTH																										
HANDOVERS TO		48	43	35	25	23	28	5	5	8	4	9	8	9	17	40	61	60	55	62	53	74	72	72	75	891
ACTUAL CODE CHANGES		4	7	3	1	0	1	0	0	0	0	0	0	3	4	9	18	19	22	22	13	15	25	16	15	197
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WASHINGTON																										
HANDOVERS TO		89	57	58	26	48	19	15	12	5	8	9	29	64	79	75	89	78	75	89	88	101	89	103	81	1386
ACTUAL CODE CHANGES		16	12	10	4	2	0	1	0	1	0	0	2	48	45	31	18	8	15	19	23	22	14	19	12	322
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 69b. First Code Plan: Issue from Top, Return to Bottom of 800-Code List

CENTER	GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
DENVER																										
HANDOVERS TO		53	44	31	29	15	17	19	20	26	18	11	5	1	5	11	33	47	66	57	28	38	42	50	49	715
ACTUAL CODE CHANGES		9	3	2	3	0	0	0	1	1	0	0	0	0	2	0	2	2	19	15	3	5	3	5	4	79
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUSTON																										
HANDOVERS TO		32	37	19	13	19	11	4	1	5	6	1	3	17	20	25	27	42	35	42	32	34	29	38	41	533
ACTUAL CODE CHANGES		4	5	1	0	1	2	2	0	0	0	0	0	8	3	10	7	14	20	18	14	9	8	10	6	142
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INDIANAPOLIS																										
HANDOVERS TO		87	54	39	27	46	25	12	13	11	17	15	23	57	62	87	75	69	73	86	96	103	86	93	92	1348
ACTUAL CODE CHANGES		13	8	5	4	7	0	1	0	0	1	0	0	23	12	8	10	9	15	7	12	17	11	19	14	196
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JACKSONVILLE																										
HANDOVERS TO		54	47	39	50	33	29	11	4	3	3	5	4	17	48	64	64	63	74	87	97	71	85	81	73	1106
ACTUAL CODE CHANGES		6	4	2	1	3	1	0	0	0	0	0	0	10	32	36	11	7	2	5	11	4	7	10	7	159
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEW YORK																										
HANDOVERS TO		112	119	79	44	26	44	21	12	20	16	16	86	101	116	104	117	113	98	109	129	159	145	126	135	2047
ACTUAL CODE CHANGES		18	14	7	5	1	0	0	0	0	0	0	10	52	60	45	39	25	14	13	22	19	29	16	26	405
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LOS ANGELES																										
HANDOVERS TO		43	62	48	40	31	20	20	11	10	5	9	7	8	5	19	37	39	63	34	52	33	39	29	47	711
ACTUAL CODE CHANGES		5	6	8	9	6	2	3	0	0	0	0	0	3	1	11	24	19	15	3	8	1	3	2	3	132
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIAMI																										
HANDOVERS TO		31	23	29	22	9	16	14	5	4	3	1	3	7	7	12	28	27	31	30	28	21	28	20	33	432
ACTUAL CODE CHANGES		0	0	1	1	0	0	0	0	0	0	0	0	7	4	1	1	1	0	2	2	0	1	0	2	23
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 69c. First Code Plan: Issue from Top, Return to Bottom of 800-Code List

CENTER	GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
KANSAS CITY																										
HANDOVERS TO		64	43	48	36	14	27	17	11	10	6	9	10	21	52	71	69	61	71	65	61	70	66	69	86	1057
ACTUAL CODE CHANGES		8	5	7	3	0	1	0	0	0	0	0	0	9	13	12	7	6	7	9	8	10	7	10	7	129
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MEMPHIS																										
HANDOVERS TO		43	46	19	30	15	12	2	6	4	2	6	8	14	36	53	59	60	60	49	56	47	62	47	42	778
ACTUAL CODE CHANGES		2	3	1	1	0	0	0	0	0	0	0	0	9	8	12	14	6	7	6	4	2	5	5	5	90
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MINNEAPOLIS																										
HANDOVERS TO		25	22	16	20	13	10	3	6	4	7	3	2	2	5	16	25	29	27	20	26	18	21	22	24	366
ACTUAL CODE CHANGES		0	2	0	0	0	1	0	0	0	0	0	0	1	1	2	0	2	2	2	3	1	2	0	0	19
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHICAGO																										
HANDOVERS TO		105	95	63	56	44	33	18	20	24	26	30	25	50	90	101	95	94	95	119	118	110	119	113	128	1771
ACTUAL CODE CHANGES		26	13	12	9	7	1	1	0	2	1	0	1	20	19	25	23	22	37	21	31	24	29	34	28	386
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEATTLE																										
HANDOVERS TO		8	8	14	11	11	8	7	3	1	3	1	2	3	0	2	4	5	10	16	7	7	6	13	8	158
ACTUAL CODE CHANGES		0	0	0	1	1	0	2	0	0	0	0	0	1	0	0	1	1	3	1	1	0	0	0	0	12
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OAKLAND																										
HANDOVERS TO		30	40	49	33	22	31	19	7	7	7	2	2	6	3	7	19	25	26	26	29	30	29	31	31	511
ACTUAL CODE CHANGES		2	3	3	2	3	2	1	0	0	0	0	0	4	2	4	9	12	5	1	1	0	0	0	3	57
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SALT LAKE CY																										
HANDOVERS TO		20	19	19	21	19	11	6	8	9	2	3	5	1	3	10	20	41	30	18	11	13	26	26	19	360
ACTUAL CODE CHANGES		0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	1	1	0	0	0	0	0	7
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 70a. Second Code Plan: Issue from Top, Return to Top of 800-Code List

CENTER	GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
ALBUQUERQUE																										
HANDOVERS TO		39	47	29	29	14	17	18	7	8	6	8	3	5	11	20	38	50	36	45	46	60	53	58	58	705
ACTUAL CODE CHANGES		17	19	10	5	3	5	3	2	2	3	1	0	4	0	9	32	40	24	25	29	30	33	32	35	363
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ATLANTA																										
HANDOVERS TO		81	54	23	37	39	24	16	9	11	8	10	8	34	83	89	68	70	74	73	94	90	90	86	100	1271
ACTUAL CODE CHANGES		55	32	7	14	10	5	2	3	1	1	1	4	32	66	78	60	60	63	65	87	80	85	73	73	957
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GREAT FALLS																										
HANDOVERS TO		11	7	5	7	4	1	2	2	4	3	2	2	2	0	2	8	15	8	5	8	6	6	4	9	123
ACTUAL CODE CHANGES		2	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	1	1	3	0	1	2	1	16
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BOSTON																										
HANDOVERS TO		32	38	33	14	11	13	7	2	4	2	5	20	26	38	31	33	27	32	35	44	39	39	27	46	598
ACTUAL CODE CHANGES		10	6	8	5	3	2	1	0	0	1	1	7	16	20	12	17	11	17	17	21	18	11	8	13	225
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLEVELAND																										
HANDOVERS TO		150	108	79	58	64	44	20	27	14	16	16	45	81	124	109	97	105	116	104	129	165	158	157	133	2119
ACTUAL CODE CHANGES		88	62	48	16	29	13	4	8	2	1	2	31	78	121	103	88	81	98	94	124	157	150	146	112	1656
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORT WORTH																										
HANDOVERS TO		48	43	35	25	23	28	5	5	8	4	9	8	9	17	40	61	60	55	62	53	74	72	72	75	891
ACTUAL CODE CHANGES		17	14	13	8	7	7	0	1	1	0	0	3	9	15	28	55	47	32	38	36	62	64	57	51	565
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WASHINGTON																										
HANDOVERS TO		89	57	58	26	48	19	15	12	5	8	9	29	64	79	75	89	78	75	89	88	101	89	103	81	1386
ACTUAL CODE CHANGES		52	21	22	10	7	3	2	2	0	1	1	14	57	75	65	77	63	62	69	69	77	61	71	44	925
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 70b. Second Code Plan: Issue from Top, Return to Top of 800-Code List

CENTER	GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
DENVER																										
HANDOVERS TO		53	44	31	29	15	17	19	20	26	18	11	5	1	5	11	33	47	66	57	28	38	42	50	49	715
ACTUAL CODE CHANGES		25	19	12	6	0	2	3	5	5	7	4	1	1	2	5	18	17	38	40	12	10	14	22	22	290
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUSTON																										
HANDOVERS TO		32	37	19	13	19	11	4	1	5	6	1	3	17	20	25	27	42	35	42	32	34	29	38	41	533
ACTUAL CODE CHANGES		21	14	4	8	8	1	1	0	0	0	0	0	9	12	21	25	38	30	33	21	20	16	21	27	330
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INDIANAPOLIS																										
HANDOVERS TO		87	54	39	27	46	25	12	13	11	17	15	23	57	62	87	75	69	73	86	96	103	86	93	92	1348
ACTUAL CODE CHANGES		45	22	11	9	14	5	0	0	3	2	4	1	37	37	57	40	44	43	52	44	73	61	62	52	718
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JACKSONVILLE																										
HANDOVERS TO		54	47	39	50	33	29	11	4	3	3	5	4	17	48	64	64	63	74	87	97	71	85	81	73	1106
ACTUAL CODE CHANGES		26	11	12	27	12	6	1	2	1	0	0	1	16	29	47	44	42	55	69	76	50	60	56	42	685
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEW YORK																										
HANDOVERS TO		112	119	79	44	26	44	21	12	20	16	16	86	101	116	104	117	113	98	109	129	159	145	126	135	2047
ACTUAL CODE CHANGES		55	55	27	12	8	4	4	1	1	0	5	58	88	91	84	85	78	45	59	73	116	103	66	83	1201
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LOS ANGELES																										
HANDOVERS TO		43	62	48	40	31	20	20	11	10	5	9	7	8	5	19	37	39	63	34	52	33	39	29	47	711
ACTUAL CODE CHANGES		37	35	25	25	10	11	6	5	4	0	0	1	3	4	14	37	36	56	22	40	26	28	14	28	467
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIAMI																										
HANDOVERS TO		31	23	29	22	9	16	14	5	4	3	1	3	7	7	12	28	27	31	30	28	21	28	20	33	432
ACTUAL CODE CHANGES		3	3	2	6	0	1	0	0	0	0	0	2	7	5	6	7	5	8	12	9	1	6	4	4	91
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 70c. Second Code Plan: Issue from Top, Return to Top of 800-Code List

CENTER	GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
KANSAS CITY																										
HANDOVERS TO		64	43	48	36	14	27	17	11	10	6	9	10	21	52	71	69	61	71	65	61	70	66	69	86	1057
ACTUAL CODE CHANGES		32	15	16	12	5	4	5	4	1	2	4	1	13	26	37	46	32	25	32	30	40	30	37	53	502
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MEMPHIS																										
HANDOVERS TO		43	46	19	30	15	12	2	6	4	2	6	8	14	36	53	59	60	60	49	56	47	62	47	42	778
ACTUAL CODE CHANGES		12	7	1	4	1	2	0	0	0	0	0	1	9	22	38	31	33	26	24	21	19	28	17	15	311
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MINNEAPOLIS																										
HANDOVERS TO		25	22	16	20	13	10	3	6	4	7	3	2	2	5	16	25	29	27	20	26	18	21	22	24	366
ACTUAL CODE CHANGES		5	6	2	4	0	1	1	0	2	0	1	0	1	3	6	4	5	10	2	5	5	5	4	4	76
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHICAGO																										
HANDOVERS TO		105	95	63	56	44	33	18	20	24	26	30	25	50	90	101	95	94	95	119	118	110	119	113	128	1771
ACTUAL CODE CHANGES		88	68	33	24	21	8	1	3	6	5	3	8	34	66	89	92	79	73	90	101	101	81	97	117	1288
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEATTLE																										
HANDOVERS TO		8	8	14	11	11	8	7	3	1	3	1	2	3	0	2	4	5	10	16	7	7	6	13	8	158
ACTUAL CODE CHANGES		1	1	0	2	3	1	3	0	0	0	0	0	1	0	2	4	3	5	9	3	4	2	4	3	51
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OAKLAND																										
HANDOVERS TO		30	40	49	33	22	31	19	7	7	7	2	2	6	3	7	19	25	26	26	29	30	29	31	31	511
ACTUAL CODE CHANGES		11	13	12	8	2	12	1	1	0	0	0	0	3	3	7	16	14	17	9	12	11	10	8	12	182
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SALT LAKE CY																										
HANDOVERS TO		20	19	19	21	19	11	6	8	9	2	3	5	1	3	10	20	41	30	18	11	13	26	26	19	360
ACTUAL CODE CHANGES		3	4	4	3	1	1	1	1	1	0	0	1	1	0	2	6	9	13	6	3	5	7	5	0	77
NO CODE AVAILABLE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 7la. Third Code Plan: Random Assignment--800 Codes

CENTER	GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
ALBUQUERQUE																										
HANDOVERS TO		39	47	29	29	14	17	18	7	8	6	8	3	5	11	20	38	50	36	45	46	60	53	58	58	705
ACTUAL CODE CHANGES		3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	3	6	3	8	3	11	9	2	8	60
EXPECTED CODE CHANGES		3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	3	6	3	5	4	7	8	7	7	70
ATLANTA																										
HANDOVERS TO		81	54	23	37	39	24	16	9	11	8	10	8	34	83	89	68	70	74	73	94	90	90	86	100	1271
ACTUAL CODE CHANGES		10	5	2	1	2	0	0	0	0	0	1	1	2	11	10	13	11	19	16	22	16	25	13	24	204
EXPECTED CODE CHANGES		13	7	2	2	2	1	0	0	0	0	0	0	2	11	14	11	13	14	14	19	18	20	18	19	212
GREAT FALLS																										
HANDOVERS TO		11	7	5	7	4	1	2	2	4	3	2	2	2	0	2	8	15	8	5	8	6	6	4	9	123
ACTUAL CODE CHANGES		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
EXPECTED CODE CHANGES		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
BOSTON																										
HANDOVERS TO		32	38	33	14	11	13	7	2	4	2	5	20	26	38	31	33	27	32	35	44	39	39	27	46	598
ACTUAL CODE CHANGES		3	2	3	2	0	0	0	0	0	0	0	2	2	2	2	2	4	1	3	3	2	6	3	7	49
EXPECTED CODE CHANGES		2	2	1	0	0	0	0	0	0	0	0	1	1	3	3	3	2	3	3	5	4	3	2	4	51
CLEVELAND																										
HANDOVERS TO		150	108	79	58	64	44	20	27	14	16	16	45	81	124	109	97	105	116	104	129	165	158	157	133	2119
ACTUAL CODE CHANGES		24	13	13	7	5	9	0	1	1	0	1	5	14	29	20	19	19	24	28	33	38	34	50	25	412
EXPECTED CODE CHANGES		28	16	11	5	5	3	0	0	0	0	0	5	15	30	27	24	23	26	25	34	45	43	43	32	452
FORT WORTH																										
HANDOVERS TO		48	43	35	25	23	28	5	5	8	4	9	8	9	17	40	61	60	55	62	53	74	72	72	75	891
ACTUAL CODE CHANGES		7	2	4	0	1	1	0	0	1	0	0	0	1	0	8	11	10	11	7	13	10	15	17	14	133
EXPECTED CODE CHANGES		5	3	3	1	0	1	0	0	0	0	0	0	0	1	4	10	10	7	9	9	13	14	12	11	123
WASHINGTON																										
HANDOVERS TO		89	57	58	26	48	19	15	12	5	8	9	29	64	79	75	89	78	75	89	88	101	89	103	81	1386
ACTUAL CODE CHANGES		11	13	8	3	4	1	1	0	0	0	1	1	6	10	16	21	12	10	13	21	16	12	14	14	208
EXPECTED CODE CHANGES		14	7	5	1	2	0	0	0	0	0	0	2	8	15	14	18	14	14	17	19	20	16	18	13	227

Table 71b. Third Code Plan: Random Assignment--800 Codes

CENTER	GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
DENVER																										
HANDOVERS TO		53	44	31	29	15	17	19	20	26	18	11	5	1	5	11	33	47	66	57	28	38	42	50	49	715
ACTUAL CODE CHANGES		7	3	2	2	0	2	1	0	0	2	0	0	0	0	0	2	3	12	6	4	0	3	6	2	57
EXPECTED CODE CHANGES		6	4	2	1	0	0	0	0	1	0	0	0	0	0	0	2	4	7	8	2	3	4	4	4	63
HOUSTON																										
HANDOVERS TO		32	37	19	13	19	11	4	1	5	6	1	3	17	20	25	27	42	35	42	32	34	29	38	41	533
ACTUAL CODE CHANGES		9	6	2	3	0	0	0	0	0	1	0	0	1	2	1	3	7	8	6	5	4	5	5	9	77
EXPECTED CODE CHANGES		3	4	1	0	1	0	0	0	0	0	0	0	0	1	3	4	7	6	7	4	5	4	6	6	68
INDIANAPOLIS																										
HANDOVERS TO		87	54	39	27	46	25	12	13	11	17	15	23	57	62	87	75	69	73	86	96	103	86	93	92	1348
ACTUAL CODE CHANGES		14	9	5	0	2	2	0	0	0	0	0	0	5	6	15	9	11	12	10	12	25	15	15	17	184
EXPECTED CODE CHANGES		13	6	3	1	2	0	0	0	0	0	0	0	4	7	13	11	10	11	12	14	19	16	16	15	183
JACKSONVILLE																										
HANDOVERS TO		54	47	39	50	33	29	11	4	3	3	5	4	17	48	64	64	63	74	87	97	71	85	81	73	1106
ACTUAL CODE CHANGES		5	2	4	3	0	4	0	0	0	0	0	0	0	3	8	17	6	13	22	14	10	11	12	8	142
EXPECTED CODE CHANGES		6	4	2	3	1	1	0	0	0	0	0	0	0	3	8	8	7	9	13	15	10	12	13	11	137
NEW YORK																										
HANDOVERS TO		112	119	79	44	26	44	21	12	20	16	16	86	101	116	104	117	113	98	109	129	159	145	126	135	2047
ACTUAL CODE CHANGES		7	7	7	4	2	3	0	0	0	0	0	7	10	11	23	19	19	10	13	22	36	23	15	17	255
EXPECTED CODE CHANGES		14	13	7	2	1	1	0	0	0	0	0	10	14	18	20	21	20	13	15	21	29	28	19	20	296
LOS ANGELES																										
HANDOVERS TO		43	62	48	40	31	20	20	11	10	5	9	7	8	5	19	37	39	63	34	52	33	39	29	47	711
ACTUAL CODE CHANGES		6	8	11	6	4	2	7	0	1	0	0	0	0	0	2	3	7	9	5	9	3	8	5	4	95
EXPECTED CODE CHANGES		7	9	6	5	2	1	1	0	0	0	0	0	0	0	0	3	5	10	5	8	5	6	3	6	93
MIAMI																										
HANDOVERS TO		31	23	29	22	9	16	14	5	4	3	1	3	7	7	12	28	27	31	30	28	21	28	20	33	432
ACTUAL CODE CHANGES		0	1	2	1	1	0	1	0	0	0	0	0	0	1	0	2	3	2	1	2	1	3	0	2	23
EXPECTED CODE CHANGES		1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	2	1	1	1	1	21

Table 71c. Third Code Plan: Random Assignment--800 Codes

CENTER	GMT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
KANSAS CY MO																										
HANDOVERS TO		64	43	48	36	14	27	17	11	10	6	9	10	21	52	71	69	61	71	65	61	70	66	69	86	1057
ACTUAL CODE CHANGES		8	4	5	2	0	1	1	0	1	0	0	0	0	3	5	7	7	5	9	10	10	13	10	20	121
EXPECTED CODE CHANGES		8	4	3	2	0	1	0	0	0	0	0	0	0	4	7	8	7	8	7	7	10	10	10	13	120
MEMPHIS																										
HANDOVERS TO		43	46	19	30	15	12	2	6	4	2	6	8	14	36	53	59	60	60	49	56	47	62	47	42	778
ACTUAL CODE CHANGES		4	1	1	2	1	1	0	0	0	0	0	0	1	2	6	5	5	8	6	1	4	8	3	4	63
EXPECTED CODE CHANGES		3	3	0	1	0	0	0	0	0	0	0	0	0	2	4	6	6	6	5	5	4	6	4	4	67
MINNEAPOLIS																										
HANDOVERS TO		25	22	16	20	13	10	3	6	4	7	3	2	2	5	16	25	29	27	20	26	18	21	22	24	366
ACTUAL CODE CHANGES		2	2	1	0	1	0	0	1	0	0	0	0	0	0	1	0	2	1	0	2	2	0	0	3	18
EXPECTED CODE CHANGES		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	1	2	1	1	1	1	20
CHICAGO																										
HANDOVERS TO		105	95	63	56	44	33	18	20	24	26	30	25	50	90	101	95	94	95	119	118	110	119	113	128	1771
ACTUAL CODE CHANGES		15	20	5	12	4	2	2	0	1	0	1	0	4	14	18	21	18	13	21	28	16	36	30	38	319
EXPECTED CODE CHANGES		25	16	9	6	5	2	0	0	0	0	1	0	3	14	22	24	21	19	25	28	28	27	27	32	348
SEATTLE																										
HANDOVERS TO		8	8	14	11	11	8	7	3	1	3	1	2	3	0	2	4	5	10	16	7	7	6	13	8	158
ACTUAL CODE CHANGES		0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	5
EXPECTED CODE CHANGES		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
OAKLAND																										
HANDOVERS TO		30	40	49	33	22	31	19	7	7	7	2	2	6	3	7	19	25	26	26	29	30	29	31	31	511
ACTUAL CODE CHANGES		2	4	2	4	1	0	2	0	0	0	0	0	0	0	0	2	2	2	4	2	2	1	2	0	32
EXPECTED CODE CHANGES		2	2	3	1	1	1	0	0	0	0	0	0	0	0	0	1	2	2	1	2	2	1	1	2	33
SALT LAKE CY																										
HANDOVERS TO		20	19	19	21	19	11	6	8	9	2	3	5	1	3	10	20	41	30	18	11	13	26	26	19	360
ACTUAL CODE CHANGES		1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	1	2	0	10
EXPECTED CODE CHANGES		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	12


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