



McCarran International Airport (LAS) Competition Plan Update

Federal Fiscal Year 2010



Clark County Department of Aviation

October 2009

COMPETITION PLAN UPDATE
FOR
MCCARRAN INTERNATIONAL AIRPORT (LAS)
Federal Fiscal Year 2010



Clark County Department of Aviation
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I. Introduction

This section presents an introduction to the need and requirement for the Clark County Department of Aviation (CCDOA) to submit an updated Competition Plan for McCarran International Airport (the Airport or LAS) to the Federal Aviation Administration (FAA).

The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) adopted on April 5, 2000, requires certain large and medium hub airports to prepare and submit a Competition Plan to the FAA, as well as to provide updates to that Competition Plan. The airports that are required under this legislation to submit a Competition Plan (“covered airports”) are characterized as having one or two airlines controlling more than 50 percent of annual passenger enplanements. Beginning with federal fiscal year (FFY) 2001, all covered airports are required to submit a Competition Plan or an update in order for a new Passenger Facility Charge (PFC) to be approved for collection or a grant to be issued under the Airport Improvement Program (AIP) in that federal fiscal year.¹

The statute provides for the periodic review of the Competition Plan for PFC purposes, and the FAA requires updated plans prior to acting on subsequent PFC applications. In addition, the FAA must have a current Competition Plan to issue each AIP grant (the FAA will consider a Competition Plan or an update to be current for an entire federal fiscal year). On March 2, 2005 (actually dated March 2, 2004), the FAA determined that the initial Competition Plan for the Airport was in accordance with the requirements of Section 155 of AIR-21. On June 10, 2008, the FAA approved the first Competition Plan Update for the Airport. The initial Competition Plan and the first Competition Plan Update for the Airport are on file at FAA headquarters in Washington, D.C. and at the FAA San Francisco Airports District in Burlingame, California.

The official source of data for determining covered airports in any federal fiscal year is the U.S. DOT’s Air Carrier Activity Information System (ACAIS) database. As shown in **Table I-1** below, the Airport is a covered airport for FFY 2010, as Southwest and US Airways accounted for a combined 52.4 percent of enplaned passengers at the Airport in calendar year (CY) 2008.

¹ The federal fiscal year is the 12-month period ending September 30.

Table I-1

CY 2008 Airport Enplanements

Airline	Enplanements	Percentage Of Total
Southwest	7,676,873	36.5%
US Airways	3,339,364	15.9%
Other Carriers	<u>10,008,206</u>	<u>47.6%</u>
Airport Total	21,024,443	100.0%

Source: U.S. DOT Air Carrier Activity Information System (ACAIS) database, 10/05/2009
Prepared by Ricondo & Associates, Inc., October 2009.

The sections that follow present CCDOA's responses to suggested guidelines for updating the Competition Plan for the Airport, as outlined in the FAA's *Program Guidance Letter 04-08* (September 30, 2004).

II. Availability of Gates

This section presents responses to suggested guidelines for updating the *Availability of Gates* portion of the Competition Plan, as outlined in the FAA's *Program Guidance Letter 04-08* (September 30, 2004).

2.1 Updated Number of Gates Available at the Airport by Lease Arrangement

As shown in **Table II-1** below, none of the 90 gates currently open at the Airport is exclusively assigned to any air carrier. As also shown, 52 of these open gates are assigned on a preferential basis, with the remaining 38 open gates maintained by the CCDOA on a common-use basis (County Common-Use Gates). In addition, none of the air carriers rely exclusively on common-use gates in Terminal 1 (Concourses A, B, C, and D). However, each air carrier in Terminal 2 operates at common-use gates.

Since September 2008, the CCDOA has temporarily closed seven gates in both Concourse A and Concourse D for cost saving measures due to (1) the economic recession and (2) US Airways significant reduction in its hubbing operation at the Airport.¹ The CCDOA believes it likely that these gates will be returned to service as County Common-Use Gates.

Table II-1

Available Gates by Lease Arrangement

Location	Total Gates	Preferential	County Common-Use	Temporarily Closed ^{1/}
A Gates	16	8	1	7
B Gates	17	1	16	0
C Gates	19	19	0	0
D Gates	44	24	13	7
Terminal 2	8	0	8	0
Total	104	52	38	14

Note:

1 When returned to service, these gates will likely be operated as a County Common-Use Gate.

Source: CCDOA, October 2009.

Prepared by: Ricondo & Associates, Inc., October 2009.

2.2 Updated Diagram of the Airport Concourses and Current Allocation of Gates.

Appendix A provides an updated diagram of the Airport's concourses, as well as the existing gate inventory and allocations to the air carriers.

¹ US Airways has reduced its scheduled daily flights at the Airport from approximately 120 flights in October 2007 to approximately 60 flights in October 2009.

2.3 Updated Samples of Gate-Use Monitoring Charts.

The following appendices provide updated examples of gate-use monitoring charts used by CCDOA staff:

- **Appendix B:** Gate Use Monitoring Chart for LAS – October 8, 2009.
- **Appendix C:** Gate Requirements by Select Criteria - February 2008.
- **Appendix D:** A, B, and D Gate Usage - January 2008.

2.4 Changes to Other Items Outlined in the FAA's Program Guidance Letter 04-08 (September 30, 2004) Since the First Competition Plan Update was Submitted in March 2008.

- **Number and identity of any air carriers that have begun providing or stopped service.**

In December 2007, the period evaluated in the first Competition Plan Update, there were 36 scheduled air carriers at the Airport. Four air carriers that did not provide scheduled service at the Airport in December 2007 currently provide scheduled service (as of September 2009); while eight air carriers that provided scheduled service at the Airport in December 2007 currently no longer provide scheduled service at the Airport. As a result, there is a net total of 32 scheduled air carriers at the Airport (as of September 2009). The four air carriers initiating scheduled service at the Airport since December 2007 include Horizon, Republic, Sunwing, and Viva Aerobus. The eight airlines that discontinued scheduled service at the Airport since December 2007 include Aeromexico Connect, Air Midwest, Aloha, American Eagle, American Trans Air, Aviacsa, British Midland, and ExpressJet.

Appendix E provides a detailed listing of air carrier changes at the Airport by month and scheduled carrier between December 2007 and September 2009. As shown, scheduled activity at the Airport decreased from 569 flights in December 2007 to 475 in September 2009, a compounded annual decrease of 9.8 percent during this period.

- **Gate use described as departures per gate per month reported for each gate.**

Table II-2, provided at the end of this section, includes a comparison of departures by gate for the Airport for February 2008 (the period evaluated in the first Competition Plan Update) and August 2009. As shown, there were 1,291 less monthly departures in August 2009 than in February 2008, primarily due to (1) the economic recession and (2) US Airways significant reduction in its hubbing operation at the Airport since the submittal of the first Competition Plan Update.

- **Description of any change to the process for accommodating new service.**

There has not been a change in the process for accommodating new service by an incumbent airline or a new entrant at the Airport since the submittal of the first Competition Plan Update.

As discussed in the initial Competition Plan, the CCDOA Aviation Business Manager meets with the incumbent airline or new entrant to determine needs and schedule. This information is coordinated with Airside Operations staff to determine the availability of County Common-Use Gates. New entrant carriers are also encouraged to contact the incumbent airlines for potential ground handling services. Both the Aviation Business Manager and Airside Operations staff work together to find facilities for the new entrant, which is specific

to each situation. Each situation requires different approaches, including, but not limited to, bringing two (2) carriers together to work through the use of preferentially assigned gates when necessary.

- **Number of new gates that have been built or are now available.**

Since the submittal of the first Competition Plan Update, a net of eight gates have been added for use at the Airport. The added gates include D50 through D58.² These gate changes are also shown in Table II-3 provided at the end of this section.

- **Number of gates that have been converted to common-use status.**

Table II-3 presents changes to the status of gates in Terminal 1 (Concourses A, B, C, and D) and Terminal 2 (Gates 1 through 8) since the submittal of the first Competition Plan Update. For the gates that are currently open at the Airport, a total of four gates were converted from preferential use to common-use status, while four of the eight new gates in Concourse D were designated as County Common-Use Gates. Four of the County Common-Use Gates were converted to preferential-use status since the submittal of the first Competition Plan Update. If all 14 temporarily closed gates return to service as County Common-Use Gates, then nine of these gates will be converted from preferential use to common-use status.

- **Gate recapture.**

No gates were recaptured by the CCDOA since the submittal of the first Competition Plan Update due to an airline not meeting the CCDOA's minimum gate use standards. See the response to Section 1.8 in the initial Competition Plan regarding the CCDOA's minimum gate use standards.

- **Gate allocation or assignments.**

The current tenant gate allocations or assignments are presented in Appendix A.

- **RON position allocation or assignments.**

Appendix F provides an update to the RON position allocations and assignments, as of October 5, 2009.

2.5 Providing Gate Availability Information to Air Carriers.

As recommended by the FAA in its Competition Plan approval letter dated March 2, 2005 (actually dated March 2, 2004), the CCDOA now provides gate availability information to all carriers on a regular basis through postings on its website (www.mccarran.com). Such postings include the following disclaimer: "This information shows the gates that are leased to air carriers on a preferential basis and gates that are under the control and management of the CCDOA and designated as County gates. Availability and potential use of any of the gates shown herein, by an existing or entrant carrier, is subject to the proposed schedule and aircraft type of the requesting carriers, gate maintenance schedules, construction of surrounding areas, or other similar operational issues. The data provided is for reference only and is subject to change without prior notice or

² The Northwest Wing has nine gates; however, one gate in the Southwest Wing of Concourse D was closed and relocated in the Northwest Wing, for a net increase of eight gates at the Airport.

posting to the website. CCDOA reserves the right to assign gates to meet the operational needs of the Airport. It is recommended that air carriers contact the CCDOA at the earliest possible time to verify availability of gates for any proposed schedule”.

Table II-2 (1 of 3)

Per Gate Use August 2009 Versus February 2008

Gate	February 2008	August 2009	Difference
<u>Concourse A</u>			
A3	45	160	115
A5	47	158	111
A7	156	191	35
A8	163	164	1
A10	173	202	29
A11	159	180	21
A12	158	184	26
A14	58	64	6
A15	144	186	42
A17 ^{1/}	113	0	(113)
A18 ^{1/}	166	0	(166)
A19 ^{1/}	108	0	(108)
A20 ^{1/}	91	0	(91)
A21 ^{1/}	93	0	(93)
A22 ^{1/}	93	0	(93)
A23 ^{1/}	91	0	(91)
<u>Concourse B</u>			
B1	30	12	(18)
B2	40	157	117
B6	124	29	(95)
B9	18	0	(18)
B10	279	2	(277)
B11	291	314	23
B12	84	133	49
B14	172	105	(67)
B15	139	121	(18)
B17	0	0	0
B19	311	57	(254)
B20	133	165	32
B21	139	21	(118)
B22	0	6	6
B23	0	28	28
B24	0	69	69
B25	0	54	54

Table II-2 (2 of 3)

Per Gate Use August 2009 Versus February 2008

Gate	February 2008	August 2009	Difference
<u>Concourse C</u>			
C1	323	361	38
C2	332	335	3
C3	340	346	6
C4	347	349	2
C5	331	364	33
C7	187	350	163
C8	337	326	(11)
C9	334	360	26
C11	328	333	5
C12	338	367	29
C14	349	348	(1)
C16	337	345	8
C18	338	351	13
C19	359	364	5
C21	315	349	34
C22	339	0	(339)
C23	342	331	(11)
C24	330	335	5
C25	330	351	21
<u>Concourse D</u>			
D1	151	132	(19)
D3	120	139	19
D4	181	317	136
D5	57	85	28
D6	57	0	(57)
D7 ^{2/}	51	0	(51)
D8 ^{2/}	251	0	(251)
D9 ^{2/}	158	0	(158)
D10 ^{2/}	182	0	(182)
D11 ^{2/}	162	0	(162)
D12 ^{2/}	89	0	(89)
D14 ^{2/}	135	0	(135)
D16	228	256	28
D17	206	186	(20)
D18	45	22	(23)
D19	170	186	16
D20	167	170	3
D21	193	173	(20)
D22	70	37	(33)

Table II-2 (3 of 3)

Per Gate Use August 2009 Versus February 2008

Gate	February 2008	August 2009	Difference
Concourse D			
D24	241	5	(236)
D25	95	70	(25)
D26	267	257	(10)
D32	19	127	108
D33	228	45	(183)
D34	164	225	61
D35	201	74	(127)
D36	190	153	(37)
D37	226	257	31
D38	186	202	16
D39	188	285	97
D40	165	156	(9)
D41	161	125	(36)
D42	111	105	(6)
D43	186	81	(105)
D50 ^{3/}	0	178	178
D51 ^{3/}	0	8	8
D52 ^{3/}	0	229	229
D53 ^{3/}	0	229	229
D54 ^{3/}	0	241	241
D55 ^{3/}	0	220	220
D56 ^{3/}	0	253	253
D57 ^{3/}	0	18	18
D58 ^{3/}	0	5	5
Terminal 2			
1	105	62	(43)
2	84	66	(18)
3	120	67	(53)
4	92	119	27
5	137	72	(65)
6	101	52	(49)
7	72	13	(59)
8	65	0	(65)
Total	16,040	14,749	(1,291)

Note:

1/ Temporarily closed in Spring 2009.

2/ Temporarily closed in Summer 2009.

3/ Opened on September 30, 2008.

Source: CCDOA, October 2009

Prepared by: Ricondo & Associates, Inc., October 2009

Table II-3 (1 of 4)

Gate Lease Status Nov/Dec 2007 Versus September 2009

Gate	Nov/Dec 2007 Lease Status	September 2009 Lease Status
<u>Concourse A</u>		
A3	County	Preferential
A5	County	Preferential
A7	Preferential	Preferential
A8	Preferential	Preferential
A10	Preferential	Preferential
A11	Preferential	Preferential
A12	Preferential	Preferential
A14	County	County
A15	Preferential	Preferential
A17	Preferential	Temporarily Closed ^{1/}
A18	Preferential	Temporarily Closed ^{1/}
A19	Preferential	Temporarily Closed ^{1/}
A20	County	Temporarily Closed ^{1/}
A21	County	Temporarily Closed ^{1/}
A22	County	Temporarily Closed ^{1/}
A23	County	Temporarily Closed ^{1/}
<u>Concourse B</u>		
B1	Preferential	County
B2	Preferential	Preferential
B6	Preferential	County
B9	County	County
B10	County	County
B11	County	County
B12	County	County
B14	Preferential	County
B15	Preferential	County
B17	Preferential	County
B19	Preferential	County
B20	Preferential	County
B21	Preferential	County
B22	Preferential	County
B23	Preferential	County
B24	Preferential	County
B25	Preferential	County

Table II-3 (2 of 4)

Gate Lease Status Nov/Dec 2007 Versus September 2009

Gate	Nov/Dec 2007 Lease Status	September 2009 Lease Status
<u>Concourse C</u>		
C1	Preferential	Preferential
C2	Preferential	Preferential
C3	Preferential	Preferential
C4	Preferential	Preferential
C5	Preferential	Preferential
C7	Preferential	Preferential
C8	Preferential	Preferential
C9	Preferential	Preferential
C11	Preferential	Preferential
C12	Preferential	Preferential
C14	Preferential	Preferential
C16	Preferential	Preferential
C18	Preferential	Preferential
C19	Preferential	Preferential
C21	Preferential	Preferential
C22	Preferential	Preferential
C23	Preferential	Preferential
C24	Preferential	Preferential
C25	Preferential	Preferential
<u>Concourse D</u>		
D1	Preferential	Preferential
D3	County	Preferential
D4	Preferential	Preferential
D5	County	County
D6	County	County
D7	County	Temporarily Closed ^{1/}
D8	Preferential	Temporarily Closed ^{1/}
D9	Preferential	Temporarily Closed ^{1/}
D10	Preferential	Temporarily Closed ^{1/}
D11	Preferential	Temporarily Closed ^{1/}
D12	Preferential	Temporarily Closed ^{1/}
D14	Preferential	Temporarily Closed ^{1/}
D16	Preferential	Preferential
D17	Preferential	Preferential
D18	County	County
D19	Preferential	Preferential
D20	Preferential	Preferential

Table II-3 (3 of 4)

Gate Lease Status Nov/Dec 2007 Versus September 2009

Gate	Nov/Dec 2007 Lease Status	September 2009 Lease Status
<u>Concourse D</u>		
D21	Preferential	Preferential
D22	County	County
D23	County	County
D24	County	County
D25	Preferential	Preferential
D26	Preferential	Preferential
D32	County	County
D33	Preferential	County
D34	County	Preferential
D35	Preferential	Preferential
D36	Preferential	Preferential
D37	Preferential	Preferential
D38	Preferential	Preferential
D39	Preferential	Preferential
D40	Preferential	Preferential
D41	Preferential	Preferential
D42	Preferential	Preferential
D43	Preferential	County
D50	-	County
D51	-	County
D52	-	Preferential
D53	-	Preferential
D54	-	Preferential
D55	-	Preferential
D56	-	Preferential
D57	-	County
D58	-	County
<u>Terminal 2</u>		
1	County	County
2	County	County
3	County	County
4	County	County
5	County	County
6	County	County

Table II-3 (4 of 4)

Gate Lease Status Nov/Dec 2007 Versus September 2009

Gate	Nov/Dec 2007 Lease Status	September 2009 Lease Status
Terminal 2		
7	County	County
8	County	County

Note:

- 1 When returned to service, this gate will likely be operated as a County Common-Use Gate.

Source: CCDOA, October 2009

Prepared by: Ricondo & Associates, Inc., October 2009

III. Leasing and Subleasing

This section presents responses to suggested guidelines for updating the **Leasing and Subleasing** portion of the Competition Plan, as outlined in the FAA's *Program Guidance Letter 04-08* (September 30, 2004).

3.1 Copies of Amended Lease and Use Agreements

No change since the first Competition Plan Update was submitted in March 2008.

3.2 Description of Any Major Changes Since the Submittal of the First Competition Plan Update

- **Contractual arrangements**

No change since the first Competition Plan Update was submitted.

- **Policies and procedures for monitoring sublease fees and arrangements**

No change since the first Competition Plan Update was submitted.

- **Availability of third-party ground service providers or in airport policies governing third-party ground service provider access to the Airport.**

No change since the first Competition Plan Update was submitted.

3.3 Resolution of Any Disputes between Carriers Relating to Access

No disputes have arisen between carriers relating to access at the Airport since the first Competition Plan Update was submitted.

IV. Patterns of Air Service

This section presents responses to suggested guidelines for updating the *Patterns of Air Service* portion of the Competition Plan, as outlined in the FAA's *Program Guidance Letter 04-08* (September 30, 2004).

Table IV-1, included at the end of the chapter, presents patterns of domestic scheduled nonstop airline service at the Airport for February 2008 (the month analyzed in conjunction with September 2004 in the first Competition Plan Update) and September 2009. As shown:

- **Number of Markets Served/Average Daily Flights.** A total of 114 markets were served nonstop from the Airport in September 2009, compared to 127 markets served nonstop in February 2008. Ten new markets were added nonstop service from the Airport, all of which were provided service by a low-cost carrier; and nonstop service to 23 markets from the Airport was discontinued. A total of 3,162 weekly nonstop flights were operated in September 2009, compared to a total of 3,699 weekly nonstop flights in February 2008.
- **Number of Small Communities Served.** For the purposes of these analyses, a “small” community is defined as either a small air traffic hub or a nonhub, as defined by the FAA (based on its percentage share of nationwide enplanements). As shown, 57 small communities were served with weekly nonstop flights from the Airport in September 2009, compared to 67 small communities in February 2008.
- **Number of Markets Served by Low-Cost Carriers.** A low-cost carrier(s) provided nonstop service to 113 markets in September 2009, compared to 122 markets in February 2008.
- **Number of Markets Served by More Than One Carrier.** In September 2009, more than one carrier served 30 of the 114 markets served nonstop from the Airport. By comparison, more than one carrier served 47 of the 127 markets served nonstop from the Airport in February 2008.
- **Number of Markets Added/Dropped Since February 2008.** The number of markets served from the Airport in September 2009 versus February 2008 was reviewed. The net results of the changes in the number of markets served and the number of weekly flights include:
 - A decrease of 13 nonstop markets from the Airport in September 2009 (114) versus February 2008 (127).
 - A decrease of 537 weekly nonstop flights from the Airport in September 2009 (3,162) versus February 2008 (3,699).

Table IV-2, included at the end of this chapter, presents patterns of international scheduled nonstop airline service at the Airport in September 2009 and February 2008. As shown:

- **Number of Markets Served/Weekly Flights.** A total of 17 nonstop markets were served from the Airport in September 2009, compared to 19 nonstop markets in February 2008. A total of 164 weekly nonstop flights were operated in September 2009, compared to 180 weekly nonstop flights in February 2008.

- **Number of Markets Served by More Than One Carrier.** In September 2009, six of the 17 nonstop markets served from the Airport were served by more than one carrier. By comparison, seven of the 19 nonstop markets served from the Airport were served by more than one carrier in February 2008.
- **Number of Markets Added/Dropped Since February 2008.** The number of markets served from the Airport in September 2009 versus February 2008 was reviewed. The net results of the changes in number of markets served and weekly flight service include:
 - There was a decrease of two nonstop markets from the Airport in September 2009 (17) versus February 2008 (19). New nonstop service to three additional Canadian cities was added at the Airport since the first Competition Plan Update was submitted. Nonstop service to two Mexican cities, Dusseldorf, Kelowna, and Ottawa was discontinued since the first Competition Plan Update was submitted.
 - There was a decrease of 16 weekly nonstop flights from the Airport in September 2009 (164) versus February 2008 (180).

Table IV-1 (1 of 4)

Patterns of Domestic Nonstop Air Service

Markets Served	Community Size ^{1/}	February-08			September-09		
		Weekly Flights	Number of Carriers	Low Cost Carrier (Yes/No)	Weekly Flights	Number of Carriers	Low Cost Carrier (Yes/No)
Akron	Small	3	1	Yes	0	0	-
Albany	Small	7	1	Yes	7	1	Yes
Albuquerque	Medium	45	1	Yes	39	1	Yes
Amarillo	Small	7	1	Yes	7	1	Yes
Anchorage	Medium	4	1	No	0	0	-
Appleton	Small	0	0	-	2	1	Yes
Atlanta	Large	90	3	Yes	83	2	Yes
Austin	Medium	24	2	Yes	21	1	Yes
Bakersfield	Nonhub	3	1	No	0	0	-
Baltimore	Large	28	2	Yes	21	1	Yes
Belleville	Nonhub	2	1	Yes	0	0	-
Bellingham	Nonhub	14	1	Yes	18	2	Yes
Bentonville	Nonhub	0	0	-	2	1	Yes
Billings	Small	4	1	Yes	2	1	Yes
Birmingham	Small	7	1	Yes	7	1	Yes
Bismarck	Nonhub	5	1	Yes	3	1	Yes
Bloomington	Nonhub	3	1	Yes	0	0	-
Boise	Small	14	1	Yes	14	1	Yes
Boston	Large	30	3	Yes	21	2	Yes
Bozeman	Nonhub	0	0	-	2	1	Yes
Buffalo	Medium	7	1	Yes	14	1	Yes
Bullhead City	Nonhub	3	1	Yes	0	0	-
Burbank	Medium	89	2	Yes	88	2	Yes
Casper	Nonhub	0	0	-	2	1	Yes
Cedar Rapids	Small	5	1	Yes	4	1	Yes
Charlotte	Large	35	1	No	35	1	Yes
Chicago ^{2/}	Large	186	5	Yes	163	5	Yes
Cincinnati	Medium	18	1	No	11	1	No
Cleveland	Medium	28	2	Yes	31	2	Yes
Colorado Springs	Small	7	2	Yes	4	1	Yes
Columbus, OH	Medium	24	2	Yes	14	1	Yes
Dallas	Large	104	2	No	94	2	Yes
Dayton	Small	3	1	Yes	0	0	-
Denver	Large	150	3	Yes	159	3	Yes
Des Moines	Small	9	1	Yes	4	1	Yes
Detroit	Large	53	3	Yes	69	3	Yes

Table IV-1 (2 of 4)

Patterns of Domestic Nonstop Air Service

Markets Served	Community Size ^{1/}	February-08			September-09		
		Weekly Flights	Number of Carriers	Low Cost Carrier (Yes/No)	Weekly Flights	Number of Carriers	Low Cost Carrier (Yes/No)
Duluth	Nonhub	2	1	Yes	2	1	Yes
El Paso	Small	17	2	Yes	21	1	Yes
Ely	Nonhub	6	1	No	0	0	-
Eugene	Nonhub	5	2	Yes	2	1	Yes
Fargo	Nonhub	4	1	Yes	2	1	Yes
Flint	Small	4	1	Yes	0	0	-
Fort Collins	Nonhub	4	1	Yes	4	1	Yes
Fort Lauderdale	Large	25	3	Yes	21	3	Yes
Fort Wayne	Nonhub	2	1	Yes	0	0	-
Fresno	Small	43	4	Yes	37	3	Yes
Grand Forks	Nonhub	0	0	-	2	1	Yes
Grand Island	Nonhub	0	0	-	2	1	Yes
Grand Junction	Nonhub	2	1	Yes	2	1	Yes
Grand Rapids	Small	0	0	-	2	1	Yes
Great Falls	Nonhub	2	1	Yes	4	1	Yes
Green Bay	Small	4	1	Yes	0	0	-
Hartford	Medium	7	1	Yes	7	1	Yes
Honolulu	Large	21	2	No	17	1	No
Houston ^{3/}	Large	78	2	Yes	76	2	Yes
Idaho Falls	Nonhub	2	1	Yes	2	1	Yes
Indianapolis	Medium	26	3	Yes	17	2	Yes
Jacksonville	Medium	0	0	-	7	1	Yes
Kahului	Medium	6	1	Yes	0	0	-
Kalispell/Glacier	Nonhub	0	0	-	2	1	Yes
Kansas City	Medium	40	1	Yes	27	1	Yes
Kingman	Nonhub	6	1	No	0	0	-
Knoxville	Small	2	1	Yes	0	0	-
Laredo	Nonhub	2	1	Yes	2	1	Yes
Lincoln	Nonhub	2	1	Yes	0	0	-
Little Rock	Small	7	1	Yes	7	1	Yes
Long Beach	Small	21	1	Yes	14	1	Yes
Long Island	Small	7	1	Yes	7	1	Yes
Los Angeles	Large	234	8	Yes	208	5	Yes
Louisville	Small	7	1	Yes	7	1	Yes
Lubbock	Small	7	1	Yes	7	1	Yes
Manchester	Small	7	1	Yes	7	1	Yes
McAllen	Small	4	1	Yes	5	1	Yes
Medford	Nonhub	5	1	Yes	2	1	Yes

Table IV-1 (3 of 4)

Patterns of Domestic Nonstop Air Service

Markets Served	Community Size ^{1/}	February-08			September-09		
		Weekly Flights	Number of Carriers	Low Cost Carrier (Yes/No)	Weekly Flights	Number of Carriers	Low Cost Carrier (Yes/No)
Memphis	Medium	7	1	No	11	1	No
Merced	Nonhub	12	1	Yes	0	0	-
Miami	Large	18	2	No	14	1	Yes
Midland	Small	7	1	Yes	7	1	Yes
Milwaukee	Medium	32	2	Yes	31	2	Yes
Minneapolis	Large	66	4	Yes	51	3	Yes
Missoula	Nonhub	4	1	Yes	2	1	Yes
Moline	Small	3	1	Yes	0	0	-
Monterey	Nonhub	3	1	Yes	3	1	Yes
Nashville	Medium	27	1	Yes	21	1	Yes
New Orleans	Medium	14	1	Yes	14	1	Yes
New York ^{4/}	Large	123	5	Yes	119	5	Yes
Norfolk	Medium	7	1	Yes	0	0	-
Oakland	Medium	113	4	Yes	68	1	Yes
Oklahoma City	Small	10	3	Yes	7	1	Yes
Omaha	Medium	21	1	Yes	21	1	Yes
Ontario	Medium	76	3	Yes	60	1	Yes
Orlando	Large	24	3	Yes	13	2	Yes
Palm Beach	Medium	7	1	No	0	0	-
Palm Springs	Small	25	2	No	21	1	No
Pasco	Nonhub	2	1	Yes	3	1	Yes
Peoria	Nonhub	5	1	Yes	4	1	Yes
Philadelphia	Large	57	2	Yes	49	2	Yes
Phoenix	Large	236	3	Yes	161	2	Yes
Pittsburgh	Medium	25	2	Yes	21	2	Yes
Portland, OR	Medium	67	3	Yes	42	2	Yes
Providence	Medium	7	1	Yes	7	1	Yes
Raleigh	Medium	14	1	Yes	13	1	Yes
Rapid City	Nonhub	2	1	Yes	2	1	Yes
Redmond	Nonhub	2	1	Yes	2	1	Yes
Reno	Medium	93	2	Yes	77	1	Yes
Rochester, MN	Nonhub	2	1	Yes	2	1	Yes
Rochester, NY	Small	3	1	Yes	0	0	-
Rockford	Nonhub	4	1	Yes	2	1	Yes
Sacramento	Medium	79	4	Yes	66	2	Yes
Salt Lake City	Large	100	4	Yes	101	3	Yes
San Antonio	Medium	30	2	Yes	27	1	Yes
San Diego	Large	106	2	Yes	102	2	Yes

Table IV-1 (4 of 4)

Patterns of Domestic Nonstop Air Service

Markets Served	Community Size ^{1/}	February-08			September-09		
		Weekly Flights	Number of Carriers	Low Cost Carrier (Yes/No)	Weekly Flights	Number of Carriers	Low Cost Carrier (Yes/No)
San Francisco	Large	172	4	Yes	159	4	Yes
San Jose	Medium	80	3	Yes	72	2	Yes
San Luis Obispo	Nonhub	3	1	No	0	0	-
Santa Ana	Medium	81	2	Yes	80	2	Yes
Santa Barbara	Small	9	1	No	3	1	Yes
Santa Maria	Nonhub	3	1	Yes	3	1	Yes
Santa Rosa	Nonhub	0	0	-	7	1	Yes
Seattle	Large	101	3	Yes	82	3	Yes
Shreveport	Nonhub	2	1	Yes	2	1	Yes
Sioux Falls	Small	7	1	Yes	3	1	Yes
South Bend	Nonhub	2	1	Yes	2	1	Yes
Spokane	Small	14	1	Yes	14	1	Yes
Springfield, MO	Small	4	1	Yes	4	1	Yes
St. Louis	Medium	28	2	Yes	34	2	Yes
Stockton	Nonhub	5	1	Yes	3	1	Yes
Tampa	Large	18	2	Yes	7	1	Yes
Tucson	Medium	45	2	Yes	34	1	Yes
Tulsa	Small	7	1	Yes	7	1	Yes
Visalia	Nonhub	11	1	Yes	0	0	-
Washington ^{5/}	Large	43	4	Yes	35	3	Yes
Wichita	Small	6	1	Yes	4	1	Yes
Yuma	Nonhub	3	1	No	0	0	-
Total (127 in 2/08; 114 in 9/09)		3,699			3,162		

Notes:

- 1/ FAA's definition of small, medium, and large air traffic hubs, based on the percentage share of nationwide enplanements.
- 2/ Chicago market includes: O'Hare (Large Hub) and Midway (Large Hub) Airports.
- 3/ Houston market includes: Bush Intercontinental (Large Hub) and W.P. Hobby (Medium Hub) Airports.
- 4/ New York market includes: JFK (Large Hub) and Newark Liberty (Large Hub) Airports.
- 5/ Washington market includes: Dulles (Large Hub) and Reagan (Large Hub) Airports.

Source: Clark County Department of Aviation, week starting February 17, 2008 and September 20, 2009.
Prepared by: Ricondo & Associates, Inc., October 2009.

Table IV-2

Patterns of International Nonstop Air Service

Markets Served	February-08		September-09	
	Weekly Flights ^{1/}	Number of Carriers	Weekly Flights ^{2/}	Number of Carriers
Calgary, Canada	21	3	22	2
Edmonton, Canada	11	3	13	2
Frankfurt, Germany	2	1	2	1
Guadalajara, Mexico	7	1	7	1
Hermosillo, Mexico	3	1	3	1
Kelowna, Canada	2	1	0	0
London, England	7	1	7	1
Los Cabos, Mexico	3	2	0	0
Manchester, England	2	1	2	1
Mexico City, Mexico	19	2	17	2
Monterrey, Mexico	9	2	6	2
Montreal, Canada	10	1	7	1
Ottawa, Canada	2	1	0	0
Puerto Vallarta, Mexico	1	1	0	0
Regina, Canada	0	0	2	1
Saskatoon, Canada	0	0	2	1
Seoul, Korea	3	1	3	1
Toronto, Canada	39	3	37	4
Vancouver, Canada	35	5	29	4
Victoria, Canada	0	0	3	1
Winnipeg, Canada	4	1	2	1
Total (19 markets in 2/08; 17 in 9/09)	180		164	

Notes:

1/ Week of February 17, 2008 through February 23, 2008.

2/ Week of September 20, 2009 through September 26, 2009.

Source: Clark County Department of Aviation, October 2009.
Prepared by: Ricondo & Associates, Inc., October 2009.

V. Gate Assignment Policy

This section presents responses to suggested guidelines for updating the **Gate Assignment Policy** portion of the Competition Plan, as outlined in the FAA's *Program Guidance Letter 04-08* (September 30, 2004).

5.1 Description of Any Major Changes Since the Submittal of the First Competition Plan Update

- **Gate assignment policies**

No change since the first Competition Plan Update was submitted.

- **RON position assignment policies**

No change since the first Competition Plan Update was submitted. As outlined in Section 4.5 of the initial Competition Plan, on-gate and off-gate RON positions are assigned on a preferential, nonexclusive-use basis in conjunction with any Preferential Use Aircraft Gates, as may be modified from time to time by the Director or his designee. All such positions are assigned by the Director to meet the operational needs of the Airport and are subject to all applicable fees. Each air carrier that has preferential gates assigned to it receives 0.4 RON position for each preferential-use gate, rounded to the next highest number. (Example: one preferential gate = 0.4 RON position, rounded up to 1. two preferential gates = 0.8 RON position, rounded up to 1).

VI. Gate Use Requirements

This section presents responses to suggested guidelines for updating the **Gate Use Requirements** portion of the Competition Plan, as outlined in the FAA's *Program Guidance Letter 04-08* (September 30, 2004).

6.1 Requirements for Signatory Airline Status

No change in the requirements for Signatory Airline status since the first Competition Plan Update was submitted. As defined in the Signatory Airline Agreement, a Signatory Airline is any Air Transportation Company that has executed and delivered the Signatory Airline Agreement to the CCDOA.

6.2 Lease Requirements

No change in lease requirements since the first Competition Plan Update was submitted. No minimum leasing conditions are included in the Signatory Airline Agreement; however, the CCDOA has minimum gate use standards for Preferential Use Aircraft Gates assigned to an airline, as well as minimum ticket counter use standards for Preferential Use Space. See the responses to Sections 1.8, 1.12, and 5.3 included in the initial Competition Plan.

6.3 Common-Use Gate Priorities

No change in County Common-Use Gate priorities since the first Competition Plan Update was submitted. There is a hierarchy in place when a decision has to be made regarding use of County Common-Use Gates. See the response to Section 2.5 included in the initial Competition Plan.

6.4 Gate Use Monitoring

No change in gate use monitoring since the first Competition Plan Update was submitted. Updated examples of gate use monitoring charts used by the CCDOA are presented in Appendices B, C, and D included in this Competition Plan Update.

6.5 Calculation of Rental Rates and Common-Use Fees

No change in the calculation of rental rates and common-use fees since the first Competition Plan Update was submitted. The current rates and charges at the Airport, effective July 1, 2009, are presented in **Appendix G**. The CCDOA is considering a mid-fiscal year adjustment to these rates and fees effective January 1, 2010.

VII. Financial Constraints

This section presents responses to suggested guidelines for updating the *Financial Constraints* portion of the Competition Plan, as outlined in the FAA's *Program Guidance Letter 04-08* (September 30, 2004).

7.1 Major Sources of Revenues for Terminal Projects

No change in the CCDOA's major sources of revenues for terminal projects since the first Competition Plan Update was submitted. The primary sources of revenue at the Airport for terminal-related capital projects continue to include:

- General Airport Revenue Bonds backed by Airport System Revenues
- General Airport Revenue Bonds backed by PFC Revenues
- General Airport Revenue Bonds backed by Fuel Tax Revenues
- PFC Pay-as-you-Go Proceeds
- Internal Discretionary Cash from Gaming Revenues and Other Unrestricted Cash deposited into the Capital Fund
- Investment Earnings

7.2 Use of PFCs for Gates and Related Projects

Since the first Competition Plan Update was submitted, a PFC application to use PFC revenue for the Design of Terminal 3 was approved by the FAA on October 23, 2008. Terminal 3 is planned to be the last major terminal constructed at the Airport. This facility, which will be connected to Concourse D by an Automated Transit System, will ultimately include 14 aircraft gates and ticketing counters, baggage claim facilities, a parking garage; aircraft ramp and parking aprons; and a separate roadway system. On August 13, 2009, the CCDOA submitted a PFC Application to the FAA to impose and use PFC revenue on, among other projects, the construction of the Terminal 3 building. On September 11, 2009, the FAA determined that the PFC application was substantially complete and will issue its Final Agency Decision on the PFC application no later than December 11, 2009.

7.3 Availability of Discretionary Income for Airport Capital Improvement Projects

No change in the availability of discretionary income since the first Competition Plan Update was submitted. In accordance with the Signatory Airline Agreement, the CCDOA deposits into the Capital Improvement Account each year an amount equal to the sum of gaming revenues, amortization charges collected for CCDOA-funded Airport System assets, and the CCDOA's portion of Shared Revenues. Funds in the Capital Improvement Account can be used to pay the costs of constructing or otherwise acquiring any enlargements to, extensions of, or any other improvements to the Airport System.

VIII. Airport Controls Over Capacity

This section presents responses to suggested guidelines for updating the *Airport Controls Over Capacity* portion of the Competition Plan, as outlined in the FAA's *Program Guidance Letter 04-08* (September 30, 2004).

8.1 Major Changes to Rates and Charges Policy

The Signatory Airline Agreement for the Airport, which expired June 30, 2008 and is currently operating on a month-to-month basis, sets forth the methodologies to determine airline rates and charges paid to the CCDOA. These methodologies, summarized in Section 5 of the initial Competition Plan, have not changed since the first Competition Plan Update was submitted.

8.2 Projects Delayed or Prevented Due to MII

Notwithstanding the MII clauses contained in the Signatory Airline Agreement regarding Capital Improvements, there have not been any Capital Improvements delayed or prevented at the Airport since the first Competition Plan Update was submitted.

8.3 Plans to Modify MII Clauses

The Signatory Airlines serving the Airport have indicated that they are not in favor of modifying or eliminating this clause; and the CCDOA does not have the authority to unilaterally change the existing month-to-month contract. However, during renegotiations of a Signatory Airline Agreement, and as recommended by the FAA in its Competition Plan approval letter dated March 2, 2005 (actually dated March 2, 2004), the CCDOA will pursue eliminating the MII clauses in a new agreement and include a list of pre-approved projects over the term of the new agreement as an exhibit to the new agreement. Any major adjustments to these projects or additional projects not included in the exhibit will require MII approval similar to the existing agreement provision.

IX. Common-Use Gates

This section presents responses to suggested guidelines for updating the *Common-Use Gates* portion of the Competition Plan, as outlined in the FAA's *Program Guidance Letter 04-08* (September 30, 2004).

9.1 Existing Common-Use Gates

As shown earlier in Table II-1, there are 38 open County Common-Use Gates at the Airport. Since September 2008, the CCDOA has temporarily closed seven gates in both Concourse A and Concourse D for cost saving measures due to (1) the economic recession and (2) US Airways significant reduction in its hubbing operation at the Airport.¹ The CCDOA believes it likely that these gates will be returned to service as County Common-Use Gates.

9.2 Construction or Acquisition of Additional Common-Use Gates

Since the first Competition Plan Update was submitted, the fourth and final wing of Concourse D (the Northwest Wing) became operational on September 30, 2008. This expansion provided a net of eight additional gates at the Airport for a total of 104 gates.² Three of these additional gates are County Common-Use Gates.

Terminal 3 will ultimately include 14 aircraft gates, all of which are expected to be County Common-Use Gates. The ultimate build-out of Terminal 3 at the Airport is expected to be completed by mid-2013.

9.3 Carriers Utilizing Common-Use Gates Exclusively

No change since the first Competition Plan Update was submitted. As discussed earlier in Section 2.1, none of the air carriers rely exclusively on common-use gates in Terminal 1. However, each air carrier in Terminal 2 operates at common-use gates.

9.4 International/Domestic Service Gate Utilization

No change since the first Competition Plan Update was submitted. All eight gates in Terminal 2 are available for domestic charter service. Of these eight gates, four are international gates that access directly to the U.S. Customs and Immigration facility. When the date of beneficial occupancy occurs for Terminal 3, the four existing international gates in Terminal 2 will no longer be used for international flights, and the related FIS facilities will be moved to Terminal 3. Terminal 3 is programmed to be a unit terminal with eight domestic gates and six international swing gates.

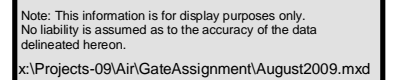
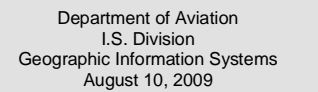
¹ US Airways has reduced its scheduled daily flights at the Airport from approximately 120 flights in October 2007 to approximately 60 flights in October 2009.

² The Northwest Wing has nine gates; however, one gate in the Southwest Wing of Concourse D was closed and relocated in the Northwest Wing, for a net increase of eight gates at the Airport.

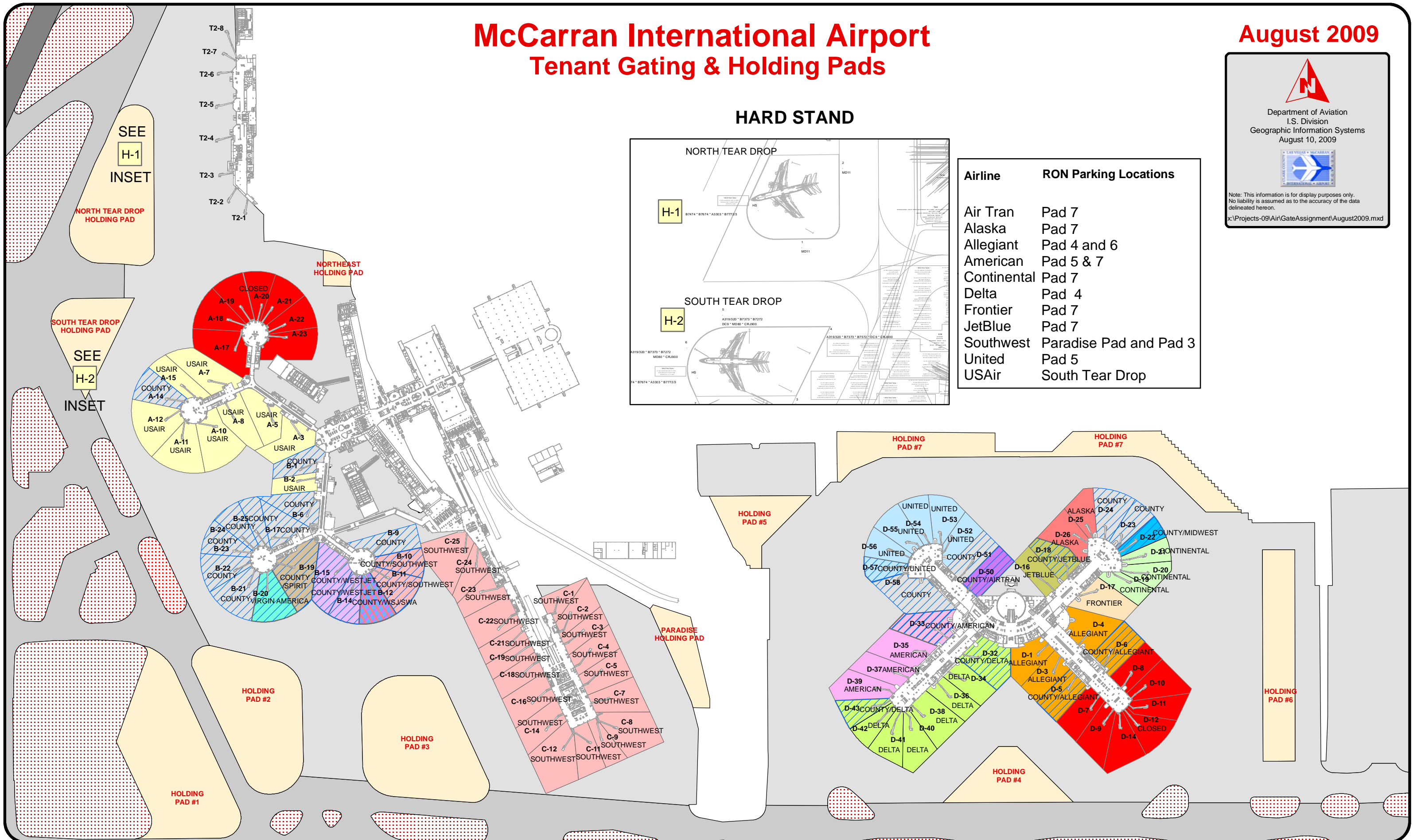
APPENDIX A

LAS TENANT GATING
August 2009

August 2009

[illegible]

Airline	RON Parking Locations
Air Tran	Pad 7
Alaska	Pad 7
Allegiant	Pad 4 and 6
American	Pad 5 & 7
Continental	Pad 7
Delta	Pad 4
Frontier	Pad 7
JetBlue	Pad 7
Southwest	Paradise Pad and Pad 3
United	Pad 5
USAir	South Tear Drop



APPENDIX B

**Gate Use Monitoring Chart for LAS
October 8, 2009**

GATE USE MONITORING CHART FOR LAS OCTOBER 8, 2009

GATE 1

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				AM	499	MRY	12:40	738
				AM	481	MEX	14:40	737
				VB	931	MTY	17:30	737

GATE 2

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				MX	997	GDL	11:30	320
				AM	6745	MEX	16:35	M87

GATE 3

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				OY	112	HNL	08:00	757
				MX	991	MEX	10:10	320
				VS	44	LGW	16:40	744
				PR	107	YVR	19:30	340
AC	536	YEG	20:47					
				AC	535	YEG	21:35	EMB
AC	593	YYZ	22:22					
				AC	594	YYZ	23:25	319

GATE 4

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				HA	017	HNL	02:45	767
HA	008	HNL	07:15					767
				DE	4083	FRA	16:55	767
				MX	999	MEX	18:55	320
HA	018	HNL	23:20					767

GATE 5

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				HA	007	HNL	10:30	767
AC	575	YUL	11:20					319
				AC	576	YUL	12:00	319
HA	006	HNL	16:30					767
				HA	005	HNL	18:00	767

GATE 6

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
WG	51	YYZ	08:55					738
				WG	56	YYC	09:55	738
AC	546	YYC	10:40					319
				AC	545	YVR	11:25	319
AC	544	YVR	14:49					
				AC	547	YYC	15:40	319
WG	57	YYC	17:35					737
				WG	50	YYZ	18:35	737
OY	107	HNL	21:45					757

GATE 7

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
AC	591	YYZ	10:12					319
				AC	592	YYZ	11:05	319

GATE A10

Airline	Flight		Actual	Airline	Flight		Actual	
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In	# In	Orig	Arrival	Out	# Out	Dest	Depart	Equip
US	322	ORD	11:22					319
				US	322	ORD	12:25	319
US	1789	CLT	12:51					757
				US	1857	CLT	14:00	757
US	162	SJC	15:10					
				US	162	SJC	15:55	319
US	294	MSP	16:16					
				US	96	DTW	17:00	319
US	1139	DFW	18:20					
				US	1140	DFW	19:10	319
US	179	SFO	21:12					
				US	179	SFO	22:45	320
US	469	SFO	23:00					

GATE A11

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				US	67	BOS	07:30	320
US	393	DFW	08:10					319
				US	295	MSP	09:00	319
US	435	PHL	10:15					321
				US	434	PHL	11:30	321
US	467	SFO	13:17					319
				US	385	SMF	15:50	737
US	321	ORD	16:19					
				US	321	ORD	17:30	319
US	463	SFO	20:53					
				US	117	PHX	21:40	319

GATE A12

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				US	433	PHL	07:00	320
US	221	PHX	08:26					320
				US	221	PHX	09:55	320
US	160	SJC	10:37					319
				US	160	SJC	11:25	319
US	1797	PHL	13:49					757
				US	1750	PHL	14:48	321
US	581	YYZ	15:10					
				US	581	YYZ	16:10	319
US	605	PHX	17:20					
				US	605	PHX	18:09	320
US	383	CLT	21:51					
				US	390	CLT	22:50	321

GATE A14

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				US	1742	PHL	09:10	757
US	391	CLT	09:40					321
				US	388	CLT	11:15	321
US	64	BOS	15:16					
				US	64	BOS	16:30	319
US	1779	PHL	20:17					

GATE A15

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				US	1490	CLT	07:55	321
US	631	PIT	08:40					320
				US	320	ORD	10:00	320
US	937	PHX	11:31					321
				US	960	PHX	12:40	321

US	781	CLT	14:47					
				US	940	PHX	16:25	321
US	296	SEA	17:44					
				US	296	SEA	19:15	319
US	1515	PHX	21:42					

GATE A3

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
US	437	YVR	08:28					319
US	599	PHX	09:15					320
				US	437	YVR	09:26	319
				US	5	PHX	10:09	320
US	62	PHX	11:00					319
				US	62	PHX	11:47	319
US	161	SJC	15:13					
				US	473	DFW	16:10	319
US	115	LAX	19:48					
				US	115	LAX	21:35	320

GATE A5

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				US	460	PHX	06:45	320
US	2685	LAX	08:06					CRJ
				US	2685	LAX	09:15	CRJ
US	2908	SNA	10:22					CRJ
				US	2910	SNA	11:30	CRJ
US	2696	SAN	12:26					CRJ
				US	2650	LAX	13:00	CRJ
US	2870	SNA	14:16					CRJ
				US	2695	SAN	14:55	CRJ
US	2981	FAT	15:26					CRJ
				US	2861	SNA	16:15	CRJ
US	2865	SNA	16:38					CRJ
				US	2708	LAX	18:00	CRJ
US	2862	SNA	18:41					CRJ
				US	2872	YEG	19:32	CRJ
US	2817	LAX	20:49					CRJ
				US	2873	SAN	21:40	CRJ

GATE A7

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				US	468	SFO	13:40	319
US	177	FLL	14:59					
				US	177	FLL	16:05	319
US	319	ORD	21:09					
				US	431	PHL	22:30	320

GATE A8

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				US	9422	SNA	08:00	CRJ
US	2655	SNA	09:15					CRJ
				US	2819	SNA	09:35	CRJ
US	872	DCA	10:12					319
				US	872	DCA	12:15	319
US	2909	SNA	12:34					CRJ
				US	2911	SNA	13:45	CRJ
US	2757	LAX	15:40					CRJ
				US	2675	LAX	16:30	CRJ
US	2872	YEG	18:12					CRJ
				US	2863	SNA	19:20	CRJ
				US	9423	PHX	19:20	CRJ

US	2985	FAT	20:39	US	2652	SNA	21:20	CRJ
								CRJ

GATE B1

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
US	104	LAX	10:11	US	104	LAX	11:20	319
US	312	CLT	19:57					

GATE B10

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
WN	1227	SMF	10:05	WN	1145	BNA	07:10	73G
WN	326	SJC	11:25	WN	1227	SMF	10:25	73G
WN	3523	TPA	12:25	WN	326	SJC	12:05	73G
WN	2788	SNA	13:25	WN	3523	TPA	13:30	73G
WN	262	PVD	14:55	WN	2788	SNA	14:00	73G
WN	3807	MDW	15:50	WN	3807	MDW	16:20	73G
WN	1511	PDX	21:10	WN	262	PVD	17:00	73G

GATE B12

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
WS	1790	YVR	22:08	WS	1785	YVR	22:50	737

GATE B14

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
WS	1478	YYC	10:10	WS	1733	YYJ	11:15	73G
WS	1400	YYC	20:15	WS	1401	YYC	22:00	73G
WS	1118	YYZ	22:52	WS	1119	YYZ	23:35	73G

GATE B15

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
WS	1116	YYZ	11:19	WS	1117	YYZ	12:10	73G
WS	1788	YVR	13:13	WS	1789	YVR	14:05	738
WS	1548	YEG	16:26	WS	1549	YEG	17:15	73G
WS	1554	YEG	21:11	WS	1479	YYC	20:50	73G
				WS	1555	YEG	22:00	73G
				WS	1352	YWG	23:35	737

GATE B19

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
NK	771	DTW	07:14	NK	772	DTW	08:04	319
NK	773	DTW	17:02	NK	774	DTW	17:52	319
NK	711	DTW	21:16	NK	788	DTW	22:15	319

NK	777	FLL	22:45					
				NK	954	FLL	23:45	319

GATE B2

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
US	310	CLT	08:14					320
				US	310	CLT	09:30	320
US	226	SMF	10:02					319
				US	226	SMF	11:35	319
US	451	PHX	13:21					319
				US	535	PHX	14:40	320
US	630	PIT	15:57					320
				US	630	PIT	17:02	320
US	471	SFO	19:58					320
				US	564	MCO	22:45	319

GATE B20

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
VX	900	SFO	08:35					320
				VX	903	SFO	09:20	320
VX	251	SFO	11:50					319
				VX	251	SFO	12:30	319
VX	260	JFK	13:35					319
				VX	260	JFK	14:20	319
				VX	909	SFO	15:55	319
VX	908	SFO	16:20					
VX	912	SFO	16:45					
				VX	913	SFO	17:30	320
VX	916	SFO	19:50					
				VX	917	SFO	20:35	320

GATE B23

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
US	342	PHX	19:56					

GATE B24

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
US	2876	SAN	08:23					CRJ
				US	2809	SAN	09:15	CRJ
US	468	SFO	10:36					319
				US	393	DFW	11:29	319
US	2684	LAX	11:58					CRJ
				US	2793	FAT	12:45	CRJ
US	2674	LAX	19:19					CRJ
				US	2791	FAT	21:25	CRJ

GATE B25

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
US	466	SFO	08:28					319
				US	466	SFO	09:28	319
US	289	SJC	11:16					733
				US	291	SEA	12:15	733
US	430	PHL	23:11					

GATE B6

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
US	873	DCA	10:55					319
				US	1138	DFW	11:44	319
US	543	DFW	14:49					
				US	469	SFO	19:25	320

GATE C1

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	3058	RNO	06:00	73G
WN	1443	SNA	07:05					73G
				WN	1443	SNA	07:25	73G
WN	3890	SEA	08:50					735
				WN	3890	SEA	09:10	73G
WN	3548	RDU	09:55					73G
				WN	3548	RDU	10:30	73G
WN	1364	RNO	11:25					73G
				WN	1364	RNO	11:55	73G
WN	808	SAN	12:40					
				WN	808	SAN	13:05	73G
WN	3557	SFO	13:25					
				WN	3557	SFO	14:00	73G
WN	1136	PIT	14:55					73G
				WN	1136	PIT	15:50	73G
WN	482	BOS	16:00					73G
				WN	482	BOS	16:30	73G
WN	3547	OMA	17:35					73G
				WN	697	DEN	19:00	73G
WN	3994	ONT	19:00					73G
				WN	3994	ONT	19:25	73G
WN	708	SMF	20:10					73G
				WN	708	SMF	20:35	73G
WN	465	SFO	21:40					73G

GATE C11

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	85	SMF	07:40	73G
WN	1482	CMH	08:40					73G
				WN	1482	CMH	09:10	73G
WN	691	BUR	09:55					73G
				WN	691	BUR	10:45	73G
WN	2100	HOU	11:30					733
WN	3424	ONT	12:25					
				WN	2100	HOU	12:30	73G
				WN	3424	ONT	13:00	73G
				WN	3456	BUR	14:00	73G
WN	940	RDU	14:55					73G
				WN	940	RDU	15:40	73G
WN	530	ONT	15:55					73G
				WN	530	ONT	16:25	73G
WN	357	TUS	17:30					73G
				WN	357	TUS	18:00	73G
WN	3952	SEA	18:50					73G
				WN	3952	SEA	19:15	73G
WN	2804	HOU	20:10					73G
				WN	3022	GEG	21:15	73G
WN	2363	PDX	22:15					73G

GATE C12

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	1010	ABQ	07:30	73G
WN	1726	MAF	08:10					733
				WN	1726	MAF	08:30	73G
WN	711	DAL	09:20					73G
				WN	77	PIT	09:50	73G
WN	3030	MCI	10:25					733
				WN	3030	MCI	11:00	73G
WN	3881	SLC	12:00					

WN	1095	ABQ	13:10	WN	3881	SLC	12:30	73G
								73G
WN	1465	RDU	14:15	WN	1095	ABQ	14:05	73G
								73G
WN	2625	BUF	14:55	WN	1465	RDU	14:45	73G
								73G
WN	3379	RNO	16:35	WN	1794	ABQ	15:55	73G
								73G
WN	628	MDW	18:05	WN	3379	RNO	17:05	73G
								73G
WN	2040	ORF	19:20	WN	628	MDW	18:40	73G
								73G
WN	1805	AUS	20:55	WN	1147	PHX	19:50	73G
								73G

GATE C14

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	449	SJC	06:30	73G
WN	3525	RNO	07:40					73G
				WN	3525	RNO	08:00	73G
WN	173	LAX	09:00					73G
				WN	173	LAX	09:25	73G
WN	2065	MCI	10:10					73G
				WN	2065	MCI	10:35	73G
WN	268	STL	11:30					73G
				WN	268	STL	12:05	73G
WN	1554	BUR	12:55					73G
				WN	1554	BUR	13:15	73G
WN	1321	SJC	14:10					73G
				WN	1321	SJC	14:40	73G
WN	3977	CMH	14:55					73G
				WN	3977	CMH	15:50	73G
WN	1826	PDX	16:20					73G
				WN	1826	PDX	17:25	73G
WN	3354	STL	17:45					73G
				WN	3354	STL	18:20	73G
WN	1937	SAN	19:10					73G
				WN	1937	SAN	19:40	73G
WN	34	TUL	19:55					73G
WN	746	DEN	20:35					73G
				WN	746	DEN	21:25	73G

GATE C16

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	1753	TUS	07:00	73G
WN	1394	RNO	08:15					73G
				WN	1394	RNO	08:50	73G
WN	2621	SJC	09:35					73G
				WN	2621	SJC	10:00	73G
WN	796	SJC	11:10					73G
				WN	796	SJC	12:05	73G
WN	1766	JAX	12:25					73G
WN	3467	IND	12:25					73G
				WN	1766	JAX	13:00	73G
WN	111	ONT	13:25					73G
				WN	111	ONT	14:05	73G
WN	915	LAX	14:45					73G
				WN	915	LAX	15:10	73G
				WN	3467	IND	15:45	73G
WN	1997	HOU	15:50					73G
				WN	1023	IAD	16:15	73G

WN	3481	BUR	17:15					73G
				WN	3481	BUR	17:40	73G
WN	1449	MCI	18:35					73G
WN	289	PVD	19:55					73G
				WN	1449	MCI	19:55	73G
				WN	289	PVD	20:35	73G
WN	373	OAK	21:55					73G

GATE C18

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	3667	SAN	07:25	73G
WN	266	SLC	08:05					733
				WN	266	SLC	08:25	73G
WN	1209	OMA	09:00					73G
				WN	1209	OMA	09:25	73G
WN	435	TUS	09:35					733
WN	1434	SAN	11:50					733
				WN	1531	DAL	11:55	73G
WN	1476	SJC	12:40					733
				WN	2703	DEN	13:20	733
WN	127	ALB	14:10					73G
				WN	127	ALB	14:45	73G
WN	3650	MCI	15:15					73G
				WN	731	PHX	15:40	73G
WN	2066	MDW	16:30					73G
				WN	2066	MDW	16:55	73G
WN	75	RSW	18:05					73G
				WN	75	RSW	18:30	73G
WN	496	GEG	19:15					73G
				WN	496	GEG	19:45	73G
WN	3961	IND	20:55					73G

GATE C19

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	188	SFO	06:25	73G
WN	71	PHX	07:30					733
				WN	71	PHX	07:55	73G
WN	992	ONT	08:50					73G
				WN	992	ONT	09:15	73G
WN	3993	SNA	09:55					73G
				WN	3993	SNA	10:55	73G
WN	1615	ONT	11:30					73G
WN	53	SAN	11:45					733
				WN	1615	ONT	11:55	73G
				WN	53	SAN	12:20	73G
WN	3456	BUR	13:25					73G
				WN	659	OKC	13:50	73G
WN	1794	ABQ	15:25					73G
				WN	2625	BUF	15:40	73G
WN	2610	IND	16:00					73G
				WN	2610	IND	16:30	73G
WN	1172	LAX	16:35					73G
				WN	1172	LAX	17:10	73G
WN	1699	HOU	17:35					73G
				WN	1699	HOU	18:15	73G
WN	407	OAK	19:05					73G
				WN	87	SEA	19:30	73G
WN	3022	GEG	20:05					73G
				WN	2804	HOU	21:15	73G
WN	123	LAX	22:30					73G

GATE C2

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	224	LAX	07:25	73G
WN	1176	SFO	08:25					73G
WN	2278	BWI	11:10					73G
				WN	1176	SFO	11:15	73G
				WN	2278	BWI	11:40	73G
WN	2542	FLL	12:25					73G
WN	884	LIT	13:30					73G
				WN	2542	FLL	13:30	73G
				WN	884	LIT	14:00	73G
WN	229	RNO	14:20					73G
WN	3798	SAN	14:40					73G
				WN	3798	SAN	15:10	73G
				WN	229	RNO	15:35	73G
WN	2190	RNO	15:50					73G
WN	2795	SLC	16:45					73G
				WN	2190	RNO	16:20	73G
WN	633	PHX	17:10					73G
				WN	2795	SLC	17:10	73G
WN	1686	ELP	18:40					73G
				WN	633	PHX	18:05	73G
WN	2112	SFO	21:20					73G
				WN	1773	STL	19:05	73G
WN	414	SJC	22:20					73G
				WN	34	TUL	22:00	73G

GATE C21

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
WN	655	ONT	08:05					73G
				WN	655	ONT	08:30	73G
WN	1531	DAL	10:10					733
				WN	435	TUS	10:25	73G
WN	3779	PDX	10:45					73G
				WN	3779	PDX	11:15	73G
WN	1707	HOU	12:10					73G
				WN	1707	HOU	12:40	73G
WN	1648	LBB	13:20					73G
				WN	1648	LBB	13:45	73G
WN	209	AUS	14:35					73G
WN	1352	ALB	15:25					73G
				WN	209	AUS	15:25	73G
				WN	1900	IND	16:00	73G
WN	1942	DAL	16:55					73G
				WN	1942	DAL	17:45	73G
WN	309	CMH	18:20					73G
				WN	809	OMA	19:05	73G
WN	3448	ABQ	19:25					73G
				WN	3448	ABQ	20:00	73G
WN	3901	DAL	20:45					73G
				WN	3901	DAL	21:25	73G

GATE C22

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	3563	OAK	07:00	73G
WN	1961	SMF	08:05					73G
				WN	1961	SMF	08:30	73G
WN	1159	RDU	09:15					73G
				WN	1159	RDU	09:45	73G
WN	341	LAX	10:30					733
				WN	341	LAX	10:55	73G

WN	637	SAT	12:40					
WN	293	SEA	13:10					
				WN	1434	SAN	13:10	73G
				WN	293	SEA	13:35	73G
WN	605	SFO	14:15					73G
WN	20	HRL	15:15					73G
				WN	20	HRL	15:45	73G
				WN	605	SFO	16:55	73G
WN	2543	SNA	18:00					73G
				WN	2543	SNA	18:30	73G
WN	183	SAT	19:20					73G
				WN	183	SAT	19:50	73G
WN	1586	DEN	21:40					73G

GATE C23

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	1580	HOU	07:45	73G
WN	947	STL	08:40					73G
				WN	947	STL	09:10	73G
WN	514	ABQ	09:35					73G
				WN	514	ABQ	10:00	73G
WN	3338	OAK	11:10					73G
				WN	3338	OAK	11:40	73G
WN	487	BNA	12:35					
				WN	487	BNA	13:05	73G
WN	3591	SAN	13:25					73G
WN	1447	SMF	13:25					73G
				WN	3591	SAN	14:00	73G
				WN	1447	SMF	14:35	73G
WN	3712	SEA	14:50					73G
				WN	3712	SEA	15:30	73G
WN	213	FLL	15:50					73G
				WN	213	FLL	16:20	73G
WN	2176	PIT	17:10					73G
				WN	2350	STL	17:40	73G
WN	36	HRL	18:50					73G
				WN	36	HRL	19:50	73G
WN	902	MCO	20:05					73G
WN	2644	OAK	20:55					73G
				WN	902	MCO	21:25	73G

GATE C24

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	3319	RNO	07:05	73G
WN	2704	SAN	08:20					733
				WN	2704	SAN	08:45	73G
WN	1874	CLE	09:35					73G
				WN	1874	CLE	10:00	73G
WN	3743	BUR	11:00					73G
				WN	3743	BUR	12:20	73G
WN	775	PDX	12:25					
				WN	775	PDX	13:00	73G
WN	1219	PDX	13:30					73G
				WN	1219	PDX	13:55	73G
WN	1074	CLE	14:35					73G
				WN	3822	DEN	15:05	73G
WN	1853	IND	15:45					73G
				WN	1853	IND	16:10	73G
WN	1811	ONT	17:05					73G
				WN	1811	ONT	17:30	73G
WN	2025	BWI	18:30					73G

WN	3003	SLC	19:50	WN	2025	BWI	19:15	73G
								73G
WN	3118	PHL	20:50	WN	3003	SLC	20:35	73G
								73G
WN	424	SAN	21:45	WN	3961	IND	21:40	73G
								73G

GATE C25

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	3928	SEA	06:30	73G
WN	1003	RNO	07:40					73G
				WN	1003	RNO	08:00	73G
WN	107	PDX	09:00					73G
				WN	107	PDX	09:25	73G
WN	1037	SLC	10:10					73G
				WN	1037	SLC	10:35	73G
WN	3697	BHM	11:30					735
				WN	3697	BHM	12:00	73G
WN	685	FLL	12:45					
				WN	685	FLL	13:35	73G
WN	1563	TUS	14:05					73G
WN	3439	BWI	14:55					73G
				WN	1563	TUS	15:10	73G
				WN	3439	BWI	15:30	73G
WN	1287	DEN	16:25					73G
				WN	1287	DEN	17:10	73G
WN	1217	BHM	17:50					73G
				WN	1217	BHM	18:15	73G
WN	1416	ABQ	19:10					73G
WN	313	CLE	20:20					73G
				WN	106	DEN	20:20	73G
				WN	313	CLE	21:10	73G
WN	1655	MCO	21:50					73G

GATE C3

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	1999	SLC	06:05	73G
WN	423	LAX	07:35					73G
				WN	423	LAX	08:05	73G
WN	1632	RNO	09:00					73G
				WN	1632	RNO	09:25	73G
WN	1933	DAL	09:40					735
				WN	1933	DAL	10:05	73G
WN	460	SFO	10:10					73G
WN	3517	GEG	11:45					735
				WN	460	SFO	11:55	73G
				WN	3517	GEG	12:15	73G
WN	235	LAX	12:55					
				WN	235	LAX	13:20	73G
WN	501	ISP	14:15					73G
				WN	501	ISP	14:40	73G
WN	2932	MCO	15:10					73G
				WN	2932	MCO	15:40	73G
WN	241	PDX	16:25					73G
				WN	241	PDX	16:55	73G
WN	835	BNA	17:55					73G
				WN	835	BNA	18:20	73G
WN	2451	ELP	19:15					73G
				WN	2451	ELP	20:10	73G
WN	3656	BOS	20:30					73G
				WN	3656	BOS	21:10	73G

WN 2378 SFO 22:25 73G

GATE C4

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
WN	1881	OAK	08:10	WN	3737	DEN	07:30	73G
WN	1250	PHL	09:25	WN	1881	OAK	08:30	73G
WN	1512	SMF	10:50	WN	1250	PHL	09:55	73G
WN	2818	TPA	12:05	WN	1512	SMF	11:10	73G
WN	1104	OAK	13:10	WN	2818	TPA	12:35	73G
WN	2028	IAD	14:30	WN	1104	OAK	13:45	73G
WN	1900	IND	15:25	WN	1161	ELP	14:55	73G
WN	1988	ABQ	18:20	WN	1352	ALB	16:00	73G
WN	3280	HOU	19:20	WN	1988	ABQ	18:45	73G
WN	3431	OAK	21:15	WN	3280	HOU	19:50	73G

GATE C5

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
WN	1269	LAX	08:50	WN	1406	BUR	07:40	73G
WN	563	SFO	09:45	WN	1269	LAX	09:40	73G
WN	3536	GEG	11:10	WN	563	SFO	10:15	73G
WN	1892	LAX	13:25	WN	3536	GEG	11:40	73G
WN	1386	TUS	14:55	WN	1892	LAX	14:00	73G
WN	1234	TPA	15:50	WN	1386	TUS	15:40	73G
WN	1878	MDW	17:05	WN	2008	ABQ	16:20	73G
WN	3885	TPA	18:50	WN	1878	MDW	17:35	73G
WN	458	MCO	20:10	WN	3885	TPA	19:55	73G
WN	3860	SMF	21:30	WN	458	MCO	20:30	73G

GATE C7

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
WN	1602	SJC	07:35	WN	100	LAX	06:10	73G
WN	3686	AUS	08:55	WN	1602	SJC	07:55	73G
WN	572	MHT	10:05	WN	3686	AUS	09:20	73G
WN	2352	BUR	11:30	WN	39	AMA	11:00	73G
WN	169	ORF	12:55	WN	2352	BUR	11:55	73G
				WN	1476	SJC	13:40	73G

WN	2189	PDX	13:55					73G
				WN	2189	PDX	14:25	73G
WN	3249	MHT	14:55					73G
				WN	3249	MHT	15:30	73G
WN	3702	MCI	16:15					73G
				WN	3702	MCI	16:45	73G
WN	1545	LAX	17:35					73G
				WN	1545	LAX	18:00	73G
WN	292	AUS	19:05					73G
				WN	292	AUS	19:40	73G
WN	1842	RNO	20:20					73G
				WN	1842	RNO	21:15	73G
WN	529	SJC	21:50					73G

GATE C8

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	1057	PHX	06:30	73G
WN	156	BUR	08:15					73G
				WN	156	BUR	08:40	73G
WN	3705	SJC	09:40					73G
				WN	3705	SJC	10:10	73G
WN	744	STL	10:55					73G
				WN	744	STL	12:15	73G
WN	246	MCO	12:25					73G
				WN	246	MCO	13:20	73G
WN	181	JAX	13:20					73G
				WN	181	JAX	13:55	73G
WN	360	SAT	14:30					73G
				WN	360	SAT	15:00	73G
WN	3818	AUS	15:30					73G
				WN	3818	AUS	16:00	73G
WN	824	BWI	17:05					73G
				WN	824	BWI	18:10	73G
WN	3227	MSY	18:20					73G
				WN	3227	MSY	18:50	73G
WN	1769	RNO	19:35					73G
				WN	1769	RNO	20:35	73G
WN	1500	SMF	21:35					73G

GATE C9

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				WN	622	ONT	06:50	73G
WN	2136	SJC	08:05					73G
				WN	2136	SJC	08:25	73G
WN	1470	SAN	09:00					73G
				WN	1470	SAN	09:55	73G
WN	210	DEN	10:30					73G
				WN	2462	BNA	10:55	73G
WN	855	TUL	11:55					73G
				WN	855	TUL	12:25	73G
WN	51	BUR	13:10					73G
				WN	51	BUR	13:40	73G
WN	3380	GEG	15:05					73G
				WN	3380	GEG	15:35	73G
WN	459	BWI	16:35					73G
				WN	459	BWI	17:00	73G
WN	1068	SJC	17:55					73G
				WN	1068	SJC	18:30	73G
WN	1370	PIT	19:15					73G
				WN	1370	PIT	19:45	73G
WN	384	TUS	20:40					73G

WN	2971	SEA	21:40	WN	384	TUS	21:30	73G
GATE D1								
Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
G4	443	DSM	14:04	G4	590	GTF	07:15	M80
				G4	494	ATW	08:05	M83
				G4	484	BIL	15:00	M80
				G4	434	MFE	15:50	M80
G4	506	FAT	17:16	G4	428	COS	17:50	M80
G4	485	BIL	19:57					
G4	526	PSC	20:22					
G4	451	CPR	21:19					
G4	439	CID	22:37	GATE D16				
Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
B6	187	JFK	10:31	B6	192	JFK	11:21	320
B6	777	BOS	11:41					320
B6	197	LGB	14:01	B6	484	BOS	12:31	320
				B6	197	LGB	14:51	320
B6	286	JFK	16:00	B6	286	JFK	16:55	320
B6	711	LGB	17:18	B6	711	LGB	18:10	320
B6	270	BUR	18:33					
B6	195	JFK	21:40	B6	271	BUR	19:20	320
B6	199	JFK	23:48	B6	200	JFK	22:45	320
								320
GATE D17								
Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
F9	769	DEN	07:34	F9	766	DEN	06:45	320
				F9	772	DEN	08:15	319
F9	765	DEN	09:06	F9	762	DEN	09:46	319
F9	783	DEN	10:55	F9	784	DEN	11:35	319
F9	777	DEN	13:51					319
F9	787	DEN	16:33	F9	770	DEN	15:21	319
F9	773	DEN	19:09	F9	788	DEN	17:15	319
				F9	780	DEN	19:50	319
F9	789	DEN	20:05	GATE D18				
Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
B6	282	LGB	12:51	B6	190	JFK	07:10	320
								320
B6				198	JFK	13:41	320	
GATE D19								
Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				CO	569	EWR	07:00	753

CO	1097	IAH	08:47					739
				CO	296	IAH	09:48	739
CO	497	IAH	10:23					753
				CO	1579	EWR	11:35	753
CO	197	IAH	13:07					
				CO	1469	EWR	14:12	753
CO	668	EWR	15:30					
				CO	1069	EWR	16:30	738
CO	868	EWR	16:51					
				CO	369	EWR	21:45	753
				CO	580	CLE	23:30	738

GATE D20

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				CO	1496	IAH	00:50	739
				CO	196	IAH	07:00	738
				CO	456	IAH	08:15	738
CO	768	EWR	10:18					753
				CO	480	CLE	11:10	753
CO	568	EWR	11:47					753
				CO	596	IAH	12:50	753
CO	1468	EWR	13:07					
				CO	696	IAH	14:30	738
CO	697	IAH	15:42					
				CO	796	IAH	16:45	738
CO	297	IAH	17:11					
CO	757	CLE	22:26					

GATE D21

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				CO	769	EWR	08:10	757
CO	481	CLE	10:20					753
				CO	496	IAH	11:15	753
CO	397	IAH	11:54					739
				CO	356	EWR	13:00	739
CO	581	CLE	14:02					
				CO	380	CLE	15:00	738
YX	1709	MKE	18:00					EMB
CO	585	CLE	18:22					
				YX	1710	MKE	18:30	EMB
CO	268	EWR	19:01					
CO	587	IAH	19:17					
CO	468	EWR	21:48					

GATE D22

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				CO	589	CLE	07:05	739
YX	1715	MKE	08:50					EMB
				YX	1716	MKE	09:30	EMB
CO	597	IAH	22:41					

GATE D25

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
QX	2473	STS	14:40					DH8
				QX	2478	STS	15:40	DH8
AS	624	PDX	19:25					73G
				AS	621	PDX	20:20	73G

GATE D26

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				AS	617	SEA	07:00	739

AS	600	SEA	08:31					738
				AS	619	SEA	09:15	738
AS	602	SEA	10:17					739
				AS	601	SEA	11:00	739
AS	626	PDX	11:18					73G
				AS	625	PDX	12:00	73G
AS	604	SEA	13:07					
				AS	627	BLI	14:00	73G
AS	610	SEA	14:10					
				AS	611	SEA	15:00	73G
AS	622	PDX	15:31					
				AS	623	PDX	16:15	73G
AS	618	SEA	17:08					
				AS	609	SEA	17:55	738
AS	628	BLI	19:54					
				AS	613	SEA	20:45	739
AS	614	SEA	21:55					

GATE D3

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				G4	486	GFK	06:35	M83
				G4	460	PIA	08:10	M83
G4	531	MSO	11:01					M80
				G4	517	MRY	12:50	M80
G4	467	SBN	14:11					
				G4	468	GRI	14:55	M80
G4	475	FSD	15:05					
				G4	438	CID	15:50	M80
G4	544	SMX	16:16					
				G4	515	IDA	17:10	M80
G4	548	EUG	18:00					
G4	518	MRY	20:14					
G4	516	IDA	21:35					
G4	441	XNA	23:05					

GATE D32

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				NW	628	LAX	07:00	320
NW	173	MEM	10:24					320
				NW	630	LAX	11:05	320
NW	1147	LAX	11:47					320
				NW	174	MEM	12:40	320
NW	1159	DTW	16:40					
				NW	1198	DTW	17:20	319
NW	177	LAX	18:30					
				NW	632	LAX	19:10	320
NW	175	MCO	21:04					

GATE D33

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				AA	1442	ORD	10:10	738
AA	1399	DCA	21:05					

GATE D34

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				NW	206	MSP	00:50	757
				NW	200	MSP	06:35	753
NW	203	MSP	08:40					320
				NW	204	MSP	09:35	320
NW	197	MSP	10:46					753
				NW	198	MSP	11:51	753

NW	193	MSP	13:22					
				NW	196	MSP	14:40	757
NW	195	MSP	15:55					
NW	1189	DTW	21:06					
				NW	1194	DTW	23:00	757
NW	205	MSP	23:26					757

GATE D35

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				AA	1494	DFW	06:00	738
				AA	258	JFK	07:50	757
AA	1825	MIA	18:15					
AA	1595	DFW	20:20					
AA	515	DFW	21:45					

GATE D36

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				NW	190	MEM	01:45	320
				NW	1176	DTW	07:15	757
NW	1244	DTW	08:31					320
				NW	1190	DTW	09:15	320
NW	1193	DTW	10:13					320
				NW	1196	DTW	11:10	320
NW	1199	DTW	13:20					
				NW	1192	DTW	15:00	757
				NW	1195	DTW	18:30	757
DL	4590	SLC	21:51					

GATE D37

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				AA	786	MIA	06:30	757
AA	1453	DFW	08:15					M82
				AA	1816	DFW	09:00	M82
AA	1887	SDF	10:15					M82
				AA	516	DFW	11:00	M82
AA	733	LAX	11:30					M82
				AA	249	LAX	12:15	M82
AA	1915	LAX	13:10					M83
				AA	1418	DFW	13:55	M83
AA	1715	PHL	14:20					
AA	1475	ICT	14:55					
				AA	1708	ORD	15:15	
				AA	1024	DFW	15:40	
AA	741	LAX	17:40					
				AA	776	LAX	18:25	
AA	435	MIA	19:00					
AA	1953	YYZ	23:05					
				AA	1842	MIA	23:15	

GATE D38

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				DL	24	ATL	07:45	763
DL	1192	SLC	09:08					757
				DL	124	ATL	09:58	757
DL	1083	ATL	11:15					763
				DL	1086	ATL	12:15	763
DL	1087	ATL	15:00					
				DL	730	JFK	15:50	757
DL	25	ATL	17:19					
				DL	1153	SLC	18:30	757
DL	1093	ATL	20:56					

DL 1092 ATL 23:30 763

GATE D39

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				AA	626	DFW	07:15	757
				AA	1246	DFW	08:35	757
AA	1419	STL	09:05					M83
				AA	774	LAX	09:50	M83
AA	1021	ORD	10:35					738
				AA	1082	ORD	11:25	738
AA	1101	DFW	11:55					738
				AA	692	DFW	12:50	738
AA	519	DFW	13:20					
				AA	552	STL	14:20	
AA	2249	TPA	15:55					
AA	711	FLL	16:20					
				AA	312	DFW	16:40	
				AA	794	ORD	17:10	
AA	257	JFK	20:05					
AA	1906	ANU	22:25					

GATE D4

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				G4	530	MSO	06:15	M80
				G4	442	DSM	07:20	M83
				G4	464	FNL	07:40	M83
				G4	426	SGF	08:25	M83
				G4	418	ICT	09:10	M83
G4	201	BLI	11:32					M80
G4	465	FNL	12:15					
				G4	202	BLI	12:35	M80
				G4	543	SMX	13:15	M83
G4	487	GFK	13:30					
				G4	507	FAT	14:05	M80
G4	419	ICT	14:33					
				G4	440	XNA	15:30	M80
G4	431	SHV	15:32					
				G4	525	PSC	15:35	M80
G4	495	ATW	16:25					
G4	427	SGF	16:45					
				G4	450	CPR	16:45	M80
				G4	590	GTF	16:55	M80
				G4	574	BZN	17:10	M80
G4	395	GJT	17:18					
				G4	396	GJT	18:30	M80
G4	210	BLI	18:34					
				G4	211	BLI	19:40	M80
G4	469	GRI	21:14					
G4	575	BZN	21:45					M80
G4	591	GTF	22:00					M80
G4	588	BLI	22:04					
G4	435	MFE	22:25					

GATE D40

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				DL	1078	ATL	06:30	763
DL	104	ATL	09:53					763
				DL	64	ATL	10:53	763
DL	1925	SLC	11:25					738
				DL	1242	CVG	12:10	738
DL	4883	SLC	17:12					

DL	731	JFK	19:59	DL	4592	SLC	19:30	
DL	1095	ATL	23:11					

DL	732	JFK	23:15	757
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GATE D41

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				DL	1110	SLC	07:00	757
SY	101	MSP	09:20					738
DL	727	JFK	10:45	SY	102	MSP	10:05	738
								757
DL	729	JFK	12:17	DL	154	JFK	11:36	757
SY	103	MSP	17:35	DL	170	SLC	13:30	738
DL	1645	SLC	20:16	SY	104	MSP	18:20	738
DL	733	JFK	23:42					

GATE D42

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				DL	1438	SLC	07:25	M90
DL	1539	CVG	10:00					738
				DL	1656	SLC	10:40	738
DL	1109	SLC	14:04					
				DL	1090	ATL	14:54	757
DL	1635	SLC	15:40					
				DL	1228	SLC	16:20	
DL	65	ATL	19:19					

GATE D43

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				DL	726	JFK	06:40	757
DL	1663	SLC	10:25					738
				DL	1202	SLC	11:40	738
DL	1085	ATL	12:38					
				DL	105	ATL	13:30	757
AA	1803	DFW	17:05					
				AA	1546	DFW	17:55	
DL	1581	CVG	21:17					

GATE D5

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				G4	466	SBN	06:10	M83
				G4	430	SHV	07:35	M80
				G4	474	FSD	09:05	M83
G4	591	GTF	12:23					
				G4	547	EUG	13:15	M80
G4	461	PIA	15:37					
				G4	589	BLI	16:20	M80
G4	429	COS	22:57					

GATE D50

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				FL	776	ATL	07:10	73G
FL	208	MKE	08:57					73G
				FL	209	MKE	09:50	73G
FL	601	BOS	10:37					73G
				FL	774	ATL	11:28	73G
FL	775	TPA	11:58					73G
				FL	221	MKE	12:43	73G

FL	777	ATL	13:38					
				FL	778	ATL	14:23	73G
FL	772	ATL	21:03					
				FL	770	ATL	21:59	73G
FL	112	BOS	22:17					
				FL	226	MKE	23:28	73G
FL	773	ATL	23:48					

GATE D52

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				UA	750	DEN	08:03	320
				UA	208	ORD	10:30	757
								757
UA	469	SFO	11:54	UA	698	DEN	13:12	757
UA	551	ORD	13:49					
UA	461	SFO	15:13	UA	87	LAX	14:40	
								757
UA	105	ORD	17:08	UA	328	LAX	16:03	
UA	779	DEN	19:41	UA	309	SFO	18:08	
UA	399	LAX	21:24					
				UA	451	SFO	21:58	

GATE D53

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				UA	394	ORD	06:35	320
UA	76	SFO	07:15					320
				UA	797	LAX	08:11	320
UA	359	LAX	08:41					320
				UA	396	ORD	09:27	320
UA	476	SFO	09:31					320
				UA	135	SFO	11:24	320
UA	301	DEN	13:17	UA	193	SFO	14:00	
UA	384	LAX	17:36	UA	994	DEN	18:37	
UA	777	IAD	20:31	UA	349	LAX	21:13	
UA	864	LAX	23:30					

GATE D54

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
UA	455	SFO	00:07					320
				UA	510	SFO	05:51	320
				UA	567	SFO	08:21	757
								320
UA	243	DEN	09:05	UA	774	DEN	09:50	320
UA	796	IAD	10:22					757
UA	377	DEN	11:19					320
				UA	397	ORD	11:22	757
				UA	98	DEN	12:00	320
UA	183	ORD	12:45	UA	366	IAD	13:42	757
UA	747	IAD	14:39					
UA	460	SFO	17:47	UA	247	DEN	16:19	
UA	327	SFO	20:36	UA	428	ORD	18:44	
UA	110	ORD	23:04	UA	757	IAD	22:31	

GATE D55

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
UA	353	LAX	07:09	UA	791	DEN	06:02	757
								320
UA	980	ORD	10:10	UA	71	ORD	08:21	320
								320
UA	547	ORD	11:40	UA	289	LAX	10:51	320
								320
UA	378	LAX	13:43	UA	582	ORD	12:31	320
								320
UA	773	DEN	15:46	UA	417	ORD	14:32	
UA	511	DEN	18:41	UA	435	SFO	16:41	
UA	108	ORD	19:49					

GATE D56

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				UA	282	LAX	05:55	320
				UA	104	IAD	08:07	757
UA	6232	FAT	08:12					
				UA	6232	FAT	08:43	
UA	6287	PSP	09:43					
				UA	6287	PSP	11:00	
UA	6236	FAT	11:49					
				UA	6236	FAT	12:56	
UA	6286	PSP	13:40					
				UA	6286	PSP	14:10	
UA	443	DEN	14:28					
				UA	230	DEN	15:17	
UA	6237	FAT	16:26					
				UA	6237	FAT	16:33	
UA	6289	PSP	17:14					
				UA	6289	PSP	18:05	
UA	6238	FAT	20:02					
				UA	6238	FAT	20:28	
UA	663	DEN	21:55					

GATE D58

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
NW	633	LAX	21:08					

GATE IAB

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
MX	990	MEX	09:10					320
MX	996	GDL	10:15					320
AM	498	MTY	11:40					738
AM	482	MEX	13:40					738
VS	43	LGW	14:10					744
DE	4082	FRA	14:25					767
AM	6744	MEX	15:35					M87
VB	930	MTY	16:45					737
WS	1910	YYJ	17:33					73G
MX	998	MEX	17:55					320
PR	106	MNL	18:20					
WS	1902	YWG	22:03					73G

GATE N/A

Airline In	Flight # In	Orig	Actual Arrival	Airline Out	Flight # Out	Dest	Actual Depart	Equip
				DL	3004	MSP	00:50	757

				DL	2442	MEM	01:45	320
				HA	018	HNL	02:45	767
				HA	018	HNL	02:45	767
				DL	2998	MSP	06:35	753
				DL	2470	LAX	07:00	320
				DL	2946	DTW	07:15	757
DL	4092	DTW	08:31					320
DL	3001	MSP	08:40					320
AA	8276	MEX	09:10					
				DL	3011	DTW	09:22	320
				DL	3002	MSP	09:41	320
DL	3118	DTW	10:13					320
DL	2863	MEM	10:24					320
DL	2996	MSP	10:46					753
				DL	2476	LAX	11:05	320
				DL	3152	DTW	11:10	320
DL	8105	MTY	11:40					738
				DL	2997	MSP	11:40	753
DL	4258	LAX	11:47					320
				DL	2865	MEM	12:40	320
				DL	8112	MTY	12:40	738
DL	3169	DTW	13:20					320
DL	2726	MSP	13:22					757
DL	8026	MEX	13:40					738
				DL	8025	MEX	14:40	738
				DL	2995	MSP	14:40	757
				DL	3222	DTW	14:53	320
US	473	DFW	15:06					320
DL	2456	MSP	15:55					753
DL	3097	DTW	16:40					320
				DL	2687	DTW	17:33	320
DL	3224	DTW	18:30					757
DL	4029	LAX	18:30					320
				AA	8279	MEX	18:55	
				DL	2479	LAX	19:27	320
DL	2441	MEM	21:04					320
DL	2866	DTW	21:06					753
DL	2484	LAX	21:08					320
				DL	3223	DTW	23:00	753
HA	017	HNL	23:20					767
DL	2365	MSP	23:26					757

APPENDIX C

LAS GATE REQUIREMENTS BY SELECT CRITERIA
August 2009

Gate Requirements by Select Criteria

for Aug 2009

Airline	Aug-09		Gates Needed Given 900 Seats	Cntr Pos's Needed Given 900 Seats
	Average Daily			
	Flights	Seats		
A&B Gates				
US Airways	61.14	8,328	9.25	18.51
Westjet	7.86	1,096	1.22	2.44
Virgin America	6.00	786	0.87	1.75
Spirit	2.00	290	0.32	0.64
Southwest	22.00	3,014		
sub-total	99.00	13,514	11.67	23.33
C Gates				
Southwest Airlines	193.71	26,404	32.69	65.37
sub-total	193.71	26,404	32.69	65.37
D Gates				
United Airlines	39.43	4,892	5.44	10.87
Delta Air Lines	21.71	3,566	3.96	7.92
American Airlines	21.86	3,395	3.77	7.54
Allegiant Air	18.71	2,807	3.12	6.24
Continental Airlines	16.00	2,883	3.20	6.41
Northwest Airlines	17.14	2,830	3.14	6.29
Alaska Airlines	10.71	1,520	1.69	3.38
JetBlue Airways	8.86	1,329	1.48	2.95
AirTran Airways	6.00	822	0.91	1.83
Frontier Airlines	6.00	814	0.90	1.81
Midwest Airlines	2.14	212	0.24	0.47
Sun Country Airlines	0.86	135	0.15	0.30
sub-total	169.43	25,205	28.01	56.01
Terminal 2				
Air Canada	4.00	518	0.58	1.15
Mexicana	3.29	386	0.43	0.86
Hawaiian Airlines	2.57	669	0.74	1.49
Virgin Atlantic Airways	1.00	413	0.46	0.92
Aeromexico	1.00	134	0.15	0.30
Philippine Airlines	0.57	151	0.17	0.34
Korean Air Lines	0.43	129	0.14	0.29
Sunwing	0.29	35	0.04	0.08
Condor	0.29	77	0.09	0.17
Viva Aerobus	0.29	35	0.04	0.08
Thomas Cook	0.29	72	0.08	0.16
sub-total	14.00	2,619	2.91	5.82
Grand Total	476.14	67,742	75.27	150.54

APPENDIX D

LAS A, B, AND D GATE USAGE
August 2009

AUGUST 2009
A, B, D GATE USAGE

	NKS	SWA	USAIR	FFT	ASA	COA	JBU	AAY	VRD	MEP	AAL	NWA	TRS	DAL	UAL
A14			77.5												
B1			34.5												
B6			41												
B9		0.5													
B10		1.5													
B12		126.5													
B17															
B19	55														
B20									155.5						
B21									24						
B22	6		1												
B23			30.5												
B24			70.5												
B25			60.5												
D 5								91.5							
D 6								83.5							
D 7															
D9															
D12															
D18							25	2							
D22						7.5				31					
D23				1		2.5		20		6					
D24					2	1.5						0.5			
D32												117			
D33											35.5				
D35															
D39															
D43											2			69	
D50													176.5		
D51								1.5				3	8		
D57												0.5			14
D58												8			3
TOTAL TURNS	61	128.5	315.5	1	2	11.5	25	198.5	179.5	37	37.5	129	184.5	69	17

*DENOTES WIDE BODY OPERATIONS

AUGUST 2009 A, B, D GATE USAGE

SWA	\$	35,980.00	AAY	\$	55,580.00	DAL	\$	19,320.00
USAIR	\$	88,340.00	VRD	\$	50,260.00	UAL	\$	4,760.00
			MEP	\$	10,360.00	FFT	\$	280.00
ASA	\$	560.00	AAL	\$	10,500.00	NKS	\$	17,080.00
COA	\$	3,220.00	NWA	\$	36,120.00			
JBU	\$	7,000.00	TRS	\$	51,660.00			

TOTAL: \$391,020.00

NARROW BODY TURN	\$280.00
WIDE BODY TURN	\$400.00

*****DOA INTERNAL USE ONLY*****

APPENDIX E

LAS SCHEDULED AIRLINE ACTIVITY CHANGES
December 2007 to September 2009

Weekly Airline Activity Changes

by Month and Airline

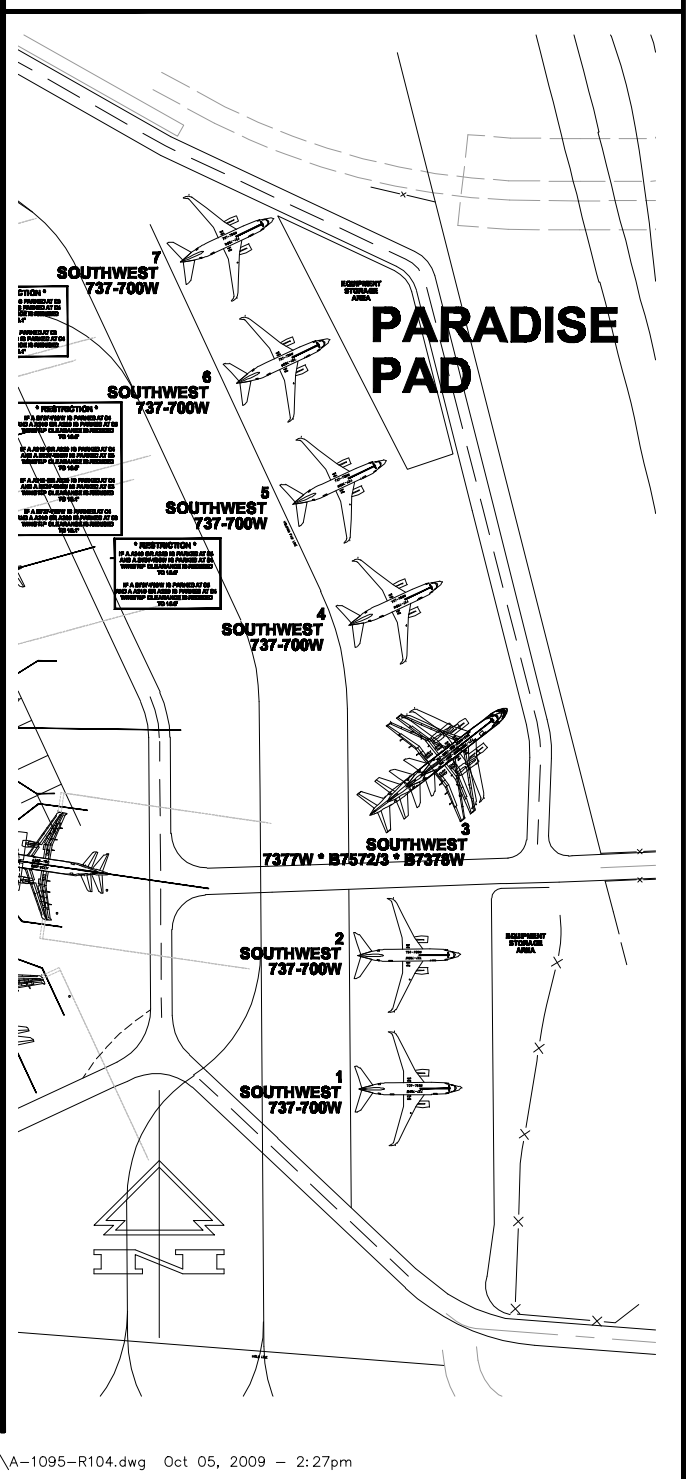
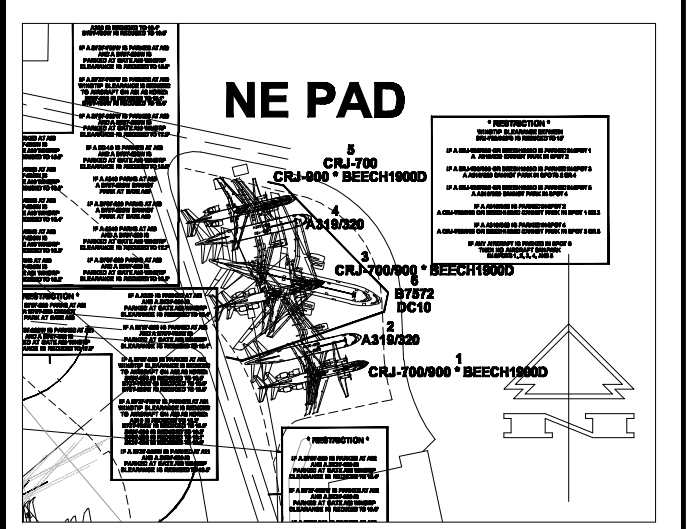
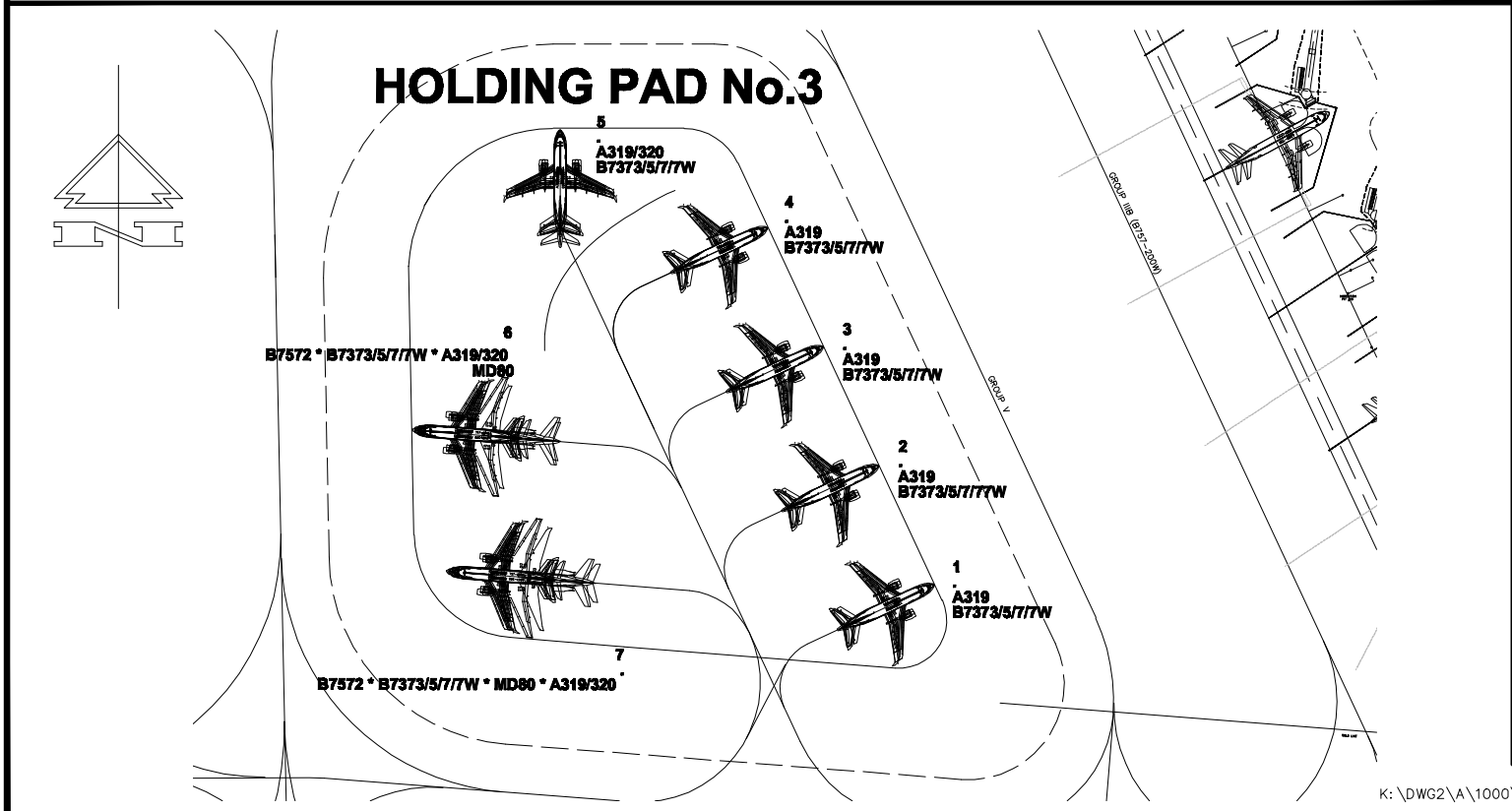
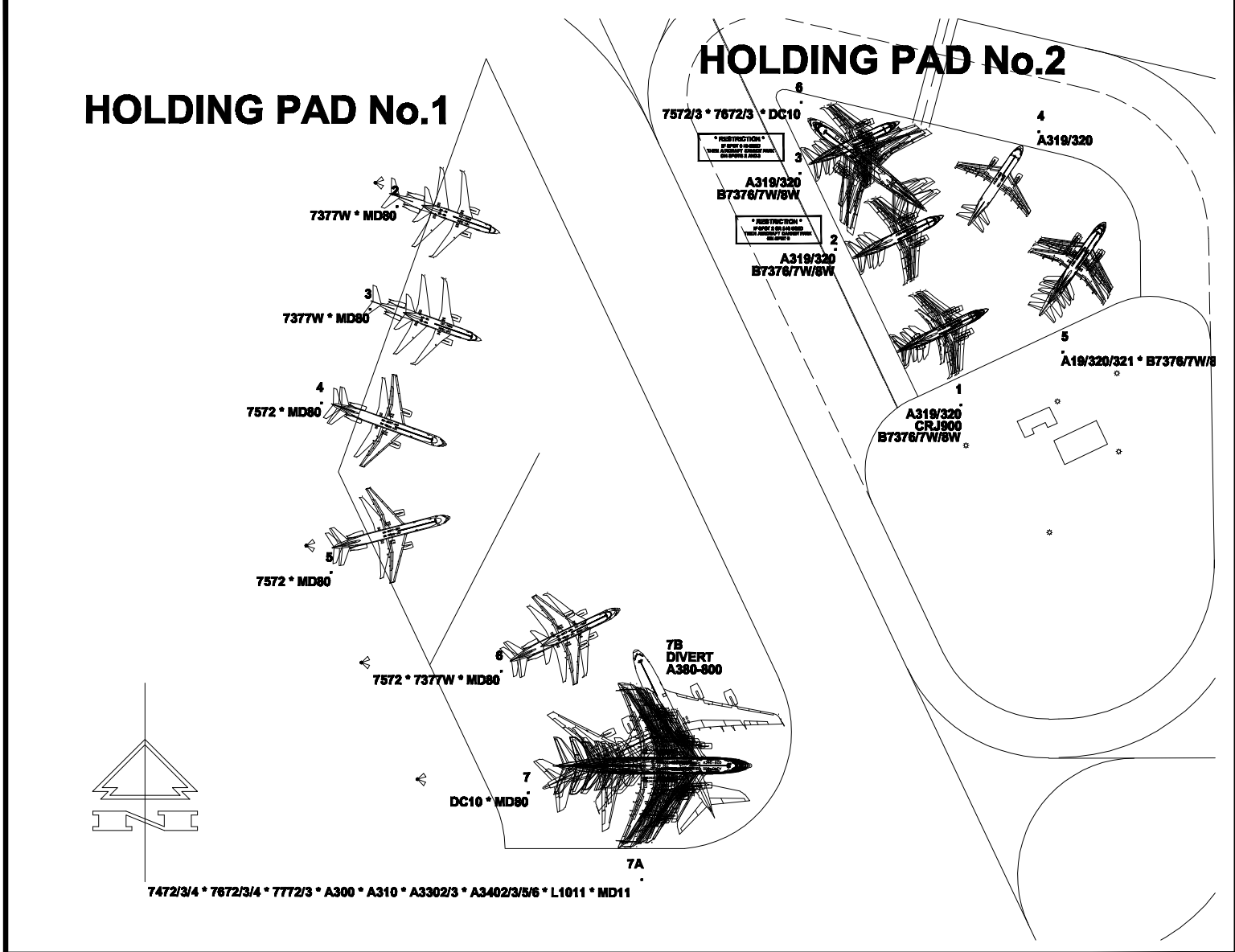
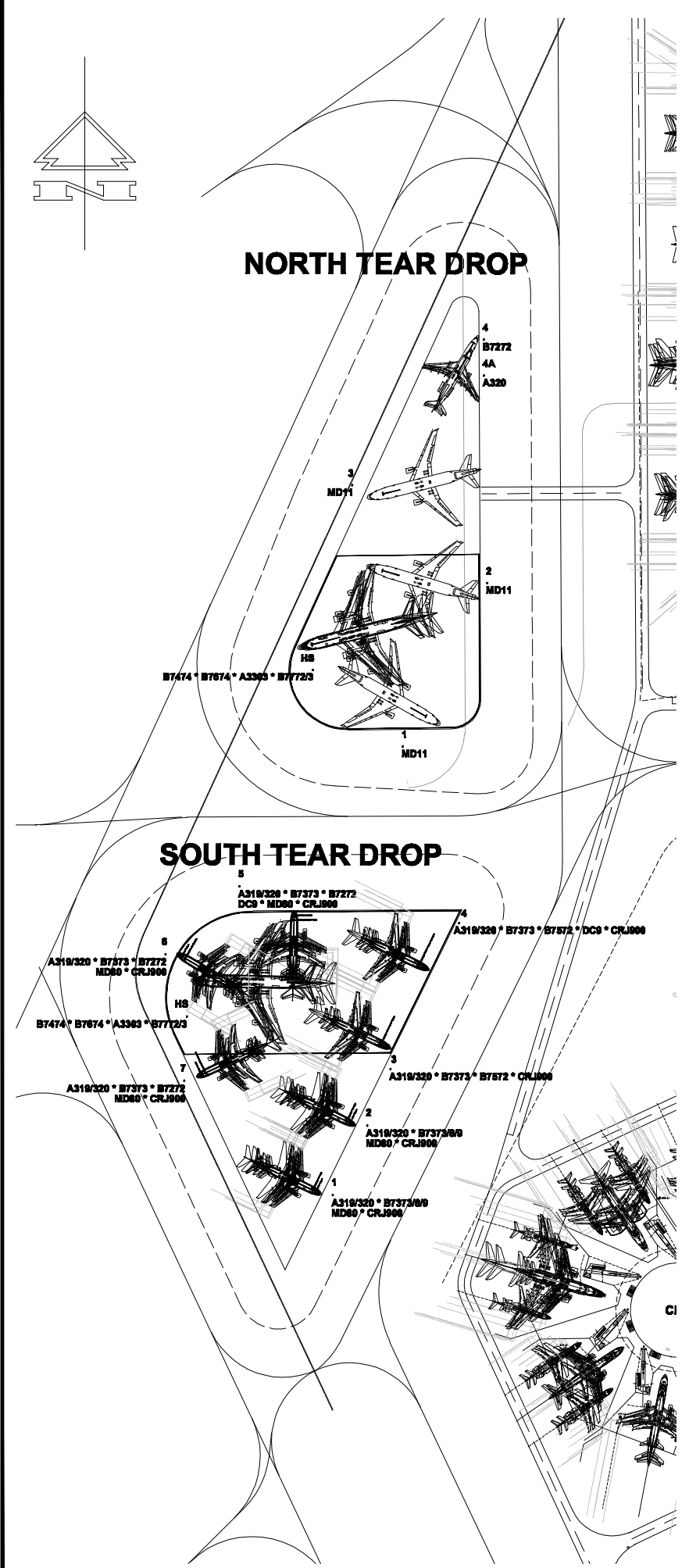
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
Time Series	5D	6A	AA	AC	AM	AQ	AS	B6	BD	CO	DE	DL	F9	FL	G4	HA	KE	MQ	MT	MX	NK	NW	OO	PR	QX	RW	SY	TZ	UA	US	VB	VS	VX	WG	WN	WS	XE	YV	YX	ZV	Total
Dec-07	3	7	142	50	2	7	89	63	2	97	2	157	38	63	157	14	3	28	2	26	42	96	61	5			11	12	210	668		7	34		1,644	39	16	120	25	42	3,984
Jan-08	3	7	143	49	2	7	88	63	2	105	2	146	48	57	115	14	3	21		26	28	91	52	5			12	13	217	660		7	34		1,630	43	8	109	24	35	3,869
Feb-08	3	9	141	49	2	7	87	66	2	111	2	150	49	60	137	14	3	21		26	21	94	56	5			11	13	220	623		7	34		1,630	45	7	114	25	35	3,879
Mar-08	4	9	143	49	2	7	88	70	2	124	2	145	66	66	155	14	3	21	1	26	21	97	69	5			11	14	223	618		7	34		1,667	45	7	92	27	35	3,969
Apr-08	4	7	140	48	2		88	70	3	123	2	140	55	48	118	14	3	28	1	26	21	91	57	5			12		227	595		7	34		1,676	45	13	75	25	35	3,838
May-08	4	7	140	46	2		83	73	3	123	3	126	49	55	116	14	3	28	2	25	27	91	57	5	7		7		239	606		7	34		1,665	39	13	72	24	35	3,830
Jun-08	3	7	133	37	2		74	82	3	123	3	125	42	62	138	14	3	28	2	26	20	84	56	5	7		7		221	651		7	34		1,671	37	15	82	25		3,829
Jul-08	3	7	147	37	4		77	84	3	123	3	129	41	56	134	14	3	28	2	26	20	84	62	5	7		5		218	647		7	35		1,671	37	7	98	24		3,848
Aug-08	3	7	147	37	4		74	84	3	123	3	124	42	60	114	14	3	28	2	26	20	77	65	5	7		5		211	540		7	37		1,633	37	2	45	21		3,610
Sep-08	4	7	138	37	6		73	68	3	124	3	134	40	52	108	14		28	2	26	28	76	55	5	7		6		218	503		7	35		1,628	51		30	14		3,530
Oct-08	3	7	138	37	5		80	68	3	122	2	137	40	49	105	14		28	3	25	28	77	51	5	7		7		225	482		7	35	2	1,627	51		26	14		3,510
Nov-08	3	7	144	41	5		67	62	3	114	2	131	42	43	105	15			2	26	13	88	60	5	7		7		188	499		7	35	6	1,601	67		28	14		3,440
Dec-08	3	7	144	39	4		69	61	2	94	2	133	42	32	105	14	2		2	26	10	89	61	5	7		6		172	504		7	42	8	1,572	66		28	14		3,375
Jan-09	2	7	144	39	4		67	63	2	101	2	135	40	37	103	14	3		2	26	7	79	59	5	7		7		178	481		7	43	8	1,528	68		27	14		3,312
Feb-09	2	7	144	41	6		67	64	2	102	2	137	40	36	103	14	3		2	25	7	88	61	5	7		9		192	476		7	41	8	1,528	68		29	14		3,341
Mar-09	2	7	146	41	6		67	63	2	115	2	140	42	49	161	18	3		2	24	7	94	61	5	7		9		211	473		7	46	8	1,599	68		13	14		3,523
Apr-09	2	7	153	41	5		67	63	3	113	2	137	42	42	125	18	3		2	25	7	89	62	5	7		8		198	476		7	47	8	1,599	69		13	14		3,462
May-09	2	7	153	38	6		66	66		114	2	137	42	42	129	18	3		2	23	14	89	54	5	7		6		208	454		7	40	2	1,593	41		13	14		3,407
Jun-09	2	7	154	37	6		63	67		110	2	139	42	42	158	18	3		2	22	14	77	62	5	7		5		233	452		7	42	2	1,593	43		7	15		3,441
Jul-09	2		153	28	6		66	62		112	2	137	42	42	154	18	3		2	23	14	104	62	5	7		6		226	426	2	7	42	2	1,588	41		7	15		3,409
Aug-09	2		153	28	5		68	62		112	2	140	42	42	131	18	3		2	23	14	120	62	4	7		6		227	418	2	7	42	2	1,510	57		10	15		3,336
Sep-09			151	37	10		66	61		119	2	133	47	45	118	17	3		2	21	28	111	62	4	7	8	9		214	376	2	7	38	3	1,510	55		50	6		3,322

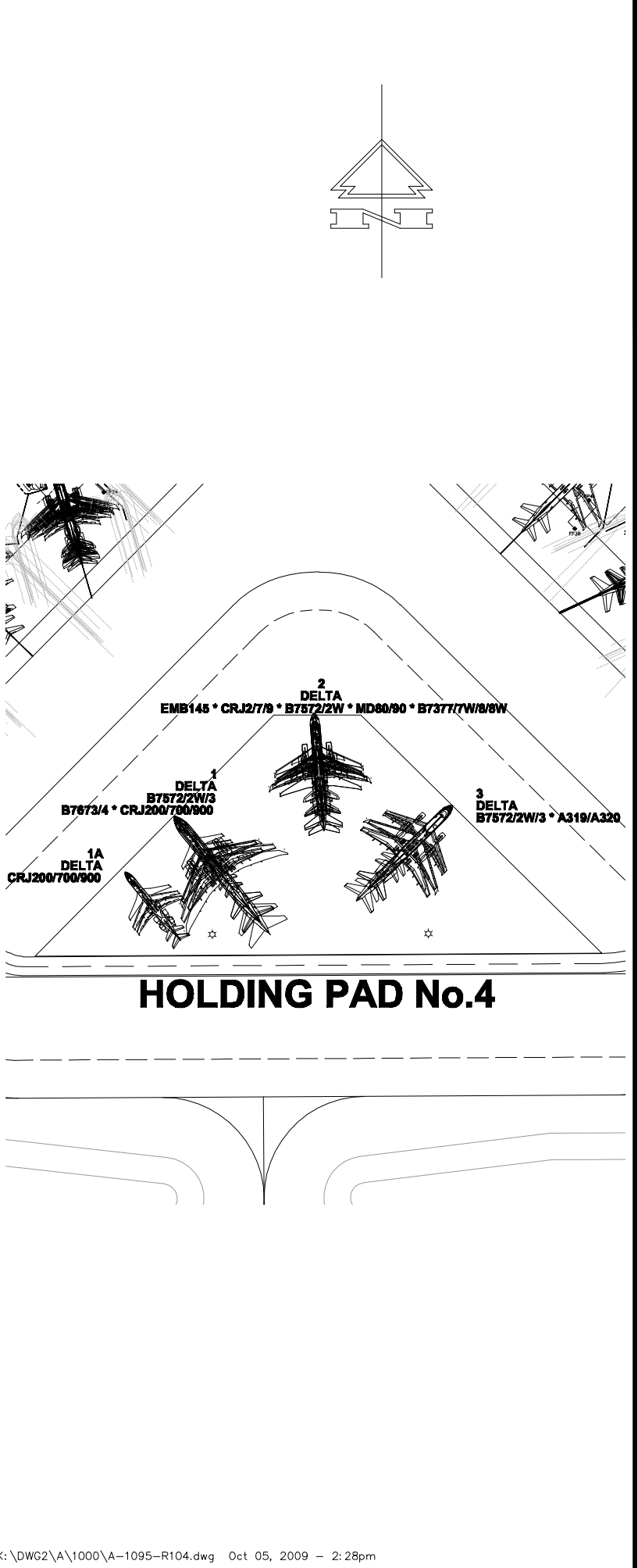
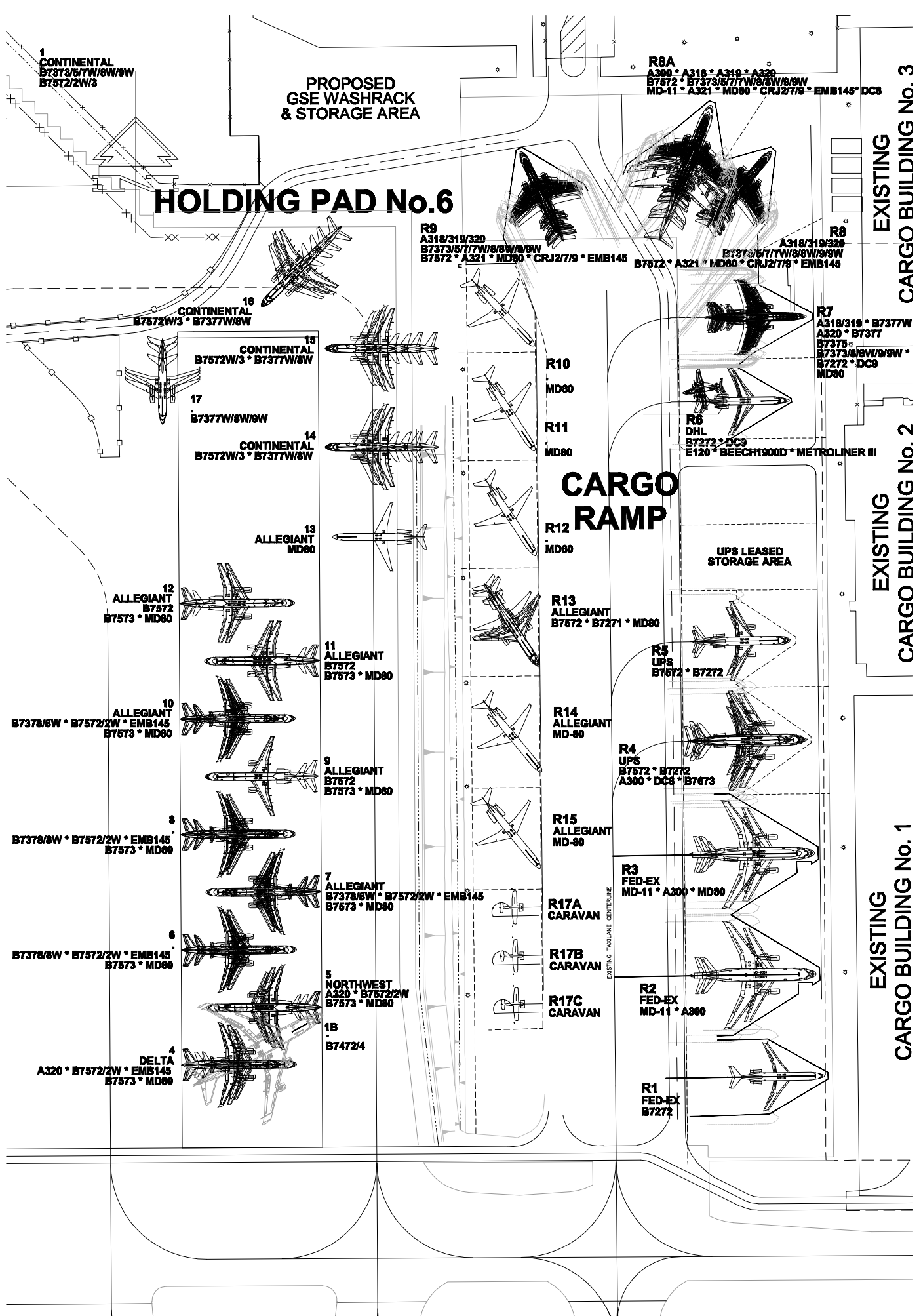
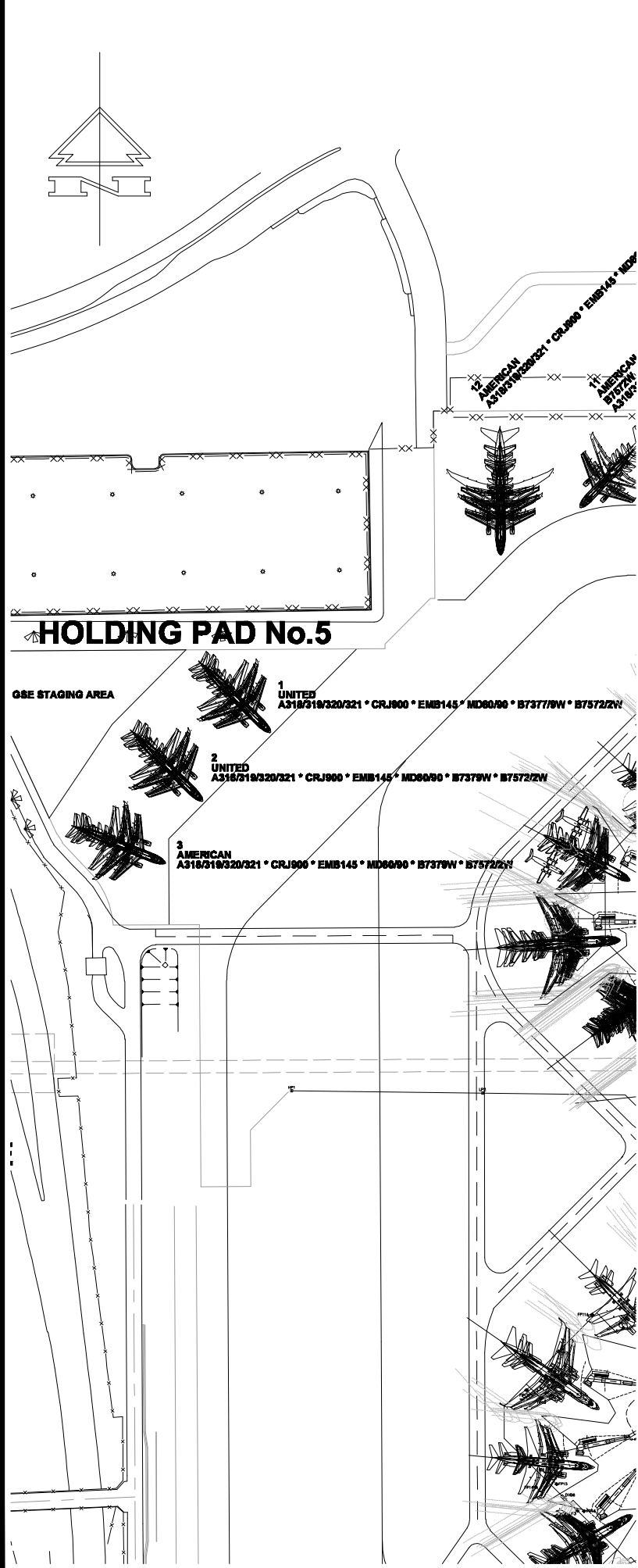
LEGEND

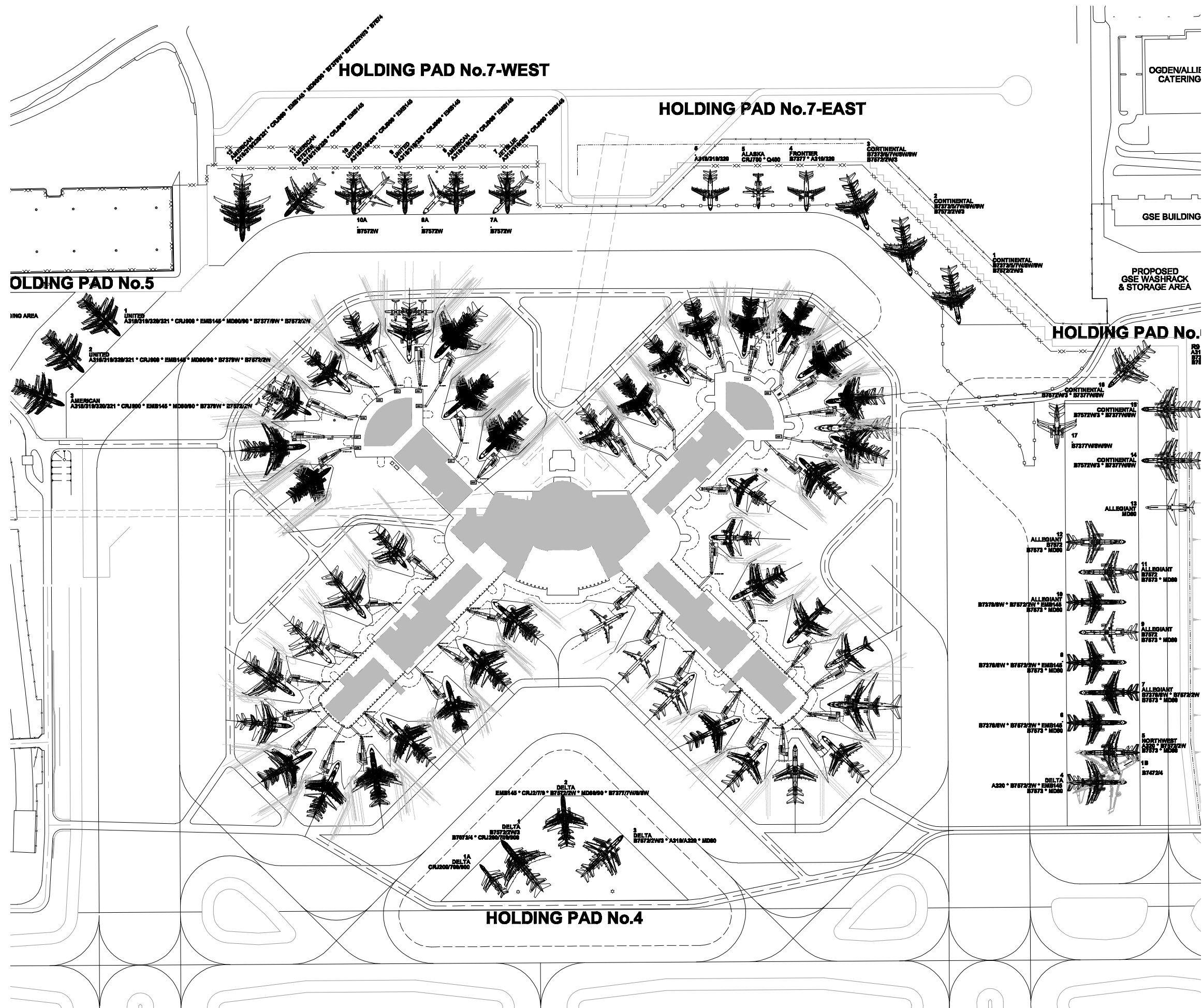
1 5D Aeromexico Connect	11 DE Condor	21 NK Spirit	31 VB Viva Aerobus
2 6A Aviacsa	12 DL Delta	22 NW Northwest	32 VS Virgin Atlantic
3 AA American	13 F9 Frontier	23 OO SkyWest	33 VX Virgin America
4 AC Air Canada	14 FL AirTran	24 PR Philippine	34 WG Sunwing
5 AM Aeromexico	15 G4 Allegiant	25 QX Horizon	35 WN Southwest
6 AQ Aloha	16 HA Hawaiian	26 RW Republic	36 WS WestJet
7 AS Alaska	17 KE Korean	27 SY Sun Country	37 XE ExpressJet
8 B6 JetBlue	18 MQ American Eagle	28 TZ American Trans Air	38 YV Mesa
9 BD BMI	19 MT Thomas Cook	29 UA United	39 YX Midwest
10 CO Continental	20 MX Mexicana	30 US US Airways	40 ZV Air Midwest

APPENDIX F

LAS RON POSITION ALLOCATIONS AND ASSIGNMENTS
October 5, 2009







APPENDIX G

LAS CURRENT RATES AND CHARGES
July 1, 2008 – June 30, 2009

McCarran International Airport
Rates & Charges - Effective July 1, 2009

	CURRENT AS OF 09/01/08	NEW REVISED - EFFECTIVE 07/01/09
TERMINAL 1		
1. Terminal Building Rent, Per Square Foot Per Annum	\$85.05	\$81.13
2. Aircraft Gate Use Fee, Per Gate Per Annum	\$165,139.00	\$204,092.00
3. Aircraft Per Turn Fee - Wide Body Aircraft	\$400.00	\$400.00
4. Aircraft Per Turn Fee - Narrow Body Aircraft	\$280.00	\$280.00
5. Landing Fee, Per 1,000 Pounds of Gross Landing Wt	\$1.01	\$1.68
6. Common Use Facility Fees, Per Enplaned Passenger	\$0.76	\$0.86
7. Common Use Baggage Service Office, Per Enplaned Passenger	\$0.04	\$0.07
8. BHS Common Make-Up & System Fee, Per Enplaned Passenger	\$0.68	\$0.57
9. Off-Gate Parking *		
10. Ramp Fee (excluding dripline & off-gate aircraft parking)	Covered \$30.00 Uncovered \$15.00	Covered \$30.00 Uncovered \$15.00
TERMINAL 2		
1. Terminal Building Rent, Per Square Foot Per Annum	\$65.00	\$70.00
2. Landing Fee, Per 1,000 Pounds of Gross Landing Wt	\$1.01	\$1.68
3. Common Use Facility Fee, Per Enplaned Passenger	\$3.40	\$4.83
4. BHS Common Make-Up & System Fee, Per Enplaned Passenger	\$0.68	\$0.57
5. Unauthorized Use of Gate Fee, Per Occurrence	\$1,000.00	\$1,000.00
6. Unauthorized Use of Ticket Counter Fee, Per Position	\$500.00	\$500.00
7. Off-Gate Parking*		
8. Ramp Fee (excluding dripline & off-gate aircraft parking)	Covered \$30.00 Uncovered \$15.00	Covered \$30.00 Uncovered \$15.00
9. International Facility Use Fee, Per Occurrence (excluding regularly scheduled operators)	\$200.00 plus applicable per turn fee below	\$200.00 plus applicable per turn fee below
10. Aircraft Per Turn Fee – Wide Body Aircraft	\$400.00	\$400.00
11. Aircraft Per Turn Fee – Narrow Body Aircraft	\$280.00	\$280.00
Air Cargo Ramp Fees: Additional to Landing Fee of 1,000 Pounds Gross Landing Wt.	\$0.40	\$1.00
GSE Building Rent , Per Square Foot Per Annum	\$12.00	\$12.00
PFC	\$4.50	\$4.50
Fuel Flowage Fees (for those not paying landing fees)	\$0.10	\$0.10
West Side		
1. International Facility Use Fee, Per Occurrence	\$200.00	\$200.00

* Off-Gate Parking:

Each air carrier that has an aircraft gate preferentially assigned to it will have parking charges waived in an amount equaling 0.4 parking spaces per gate per day (rounded up to the next highest integer). Each Permittee shall pay aircraft parking charges for off-gate positions at the following rates:

Less than six (6) consecutive hours: **\$100**, More than six (6), but less than twelve (12) consecutive hours: **\$300**

More than twelve (12), but less than twenty-four (24) consecutive hours: **\$500**;

More than twenty-four (24), but less than forty-eight (48) consecutive hours: **\$1,000.00**

More than forty-eight (48) hours: **\$1,000.00** shall be added for each subsequent twenty-four (24) hour period or portion thereof

Unauthorized use of off-gate parking (per aircraft); **\$1,000.00**



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