

REVISED TECHNICAL MEMORANDUM NO.5

FACILITY REQUIREMENTS

Airport Master Plan Update
Detroit Metropolitan Wayne County Airport

Prepared for
Wayne County Airport Authority
Detroit, Michigan

August 2016 – *revised December 2016*



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CONTENTS

	Page
1.0 INTRODUCTION	1
1.1 Planning Activity Levels	1
1.2 Future Flight Schedules	1
1.3 Summary of Facility Requirements	2
2.0 AIRFIELD AND AIRSPACE	6
2.1 Annual Service Volume	6
2.2 Existing and Future Critical Aircraft.....	7
2.3 FAA Design Standards	9
2.3.1 Modifications of Design Standards	9
2.3.2 Deviations from Design Standards	9
2.3.3 Runway Incursion and Surface Incident History	11
2.3.4 Hot Spots	11
2.3.5 Runway Incursion Mitigation	11
2.3.6 Runway Safety Areas	14
2.3.7 Runway Protection Zones	14
2.4 Runway Length Requirements	14
2.5 Deicing Pads and Remain Overnight Parking	16
2.5.1 Deicing Pads	16
2.5.2 Remain Overnight Parking.....	16
2.6 Potential Impacts of Technology and Industry Trends.....	17
3.0 PASSENGER TERMINAL FACILITIES	19
3.1 Methodologies and Key Assumptions.....	19
3.1.1 Peak-Hour Passenger Activities.....	19
3.1.2 Aircraft Gate Requirements Methodology and Assumptions	20
3.1.3 Passenger Check-in Assumptions.....	22
3.1.4 Security Screening Checkpoint Assumptions	24
3.1.5 Federal Inspection Services Facility Assumptions.....	25
3.2 McNamara Terminal.....	26
3.2.1 Aircraft Gate and Remote Parking Position Requirements.....	26
3.2.2 Passenger Check-in Requirements.....	27
3.2.3 Passenger Security Screening Checkpoint Requirements.....	29
3.2.4 Federal Inspection Services Facility Requirements	29
3.3 North Terminal	30
3.3.1 Aircraft Gate Requirements	30
3.3.2 Passenger Check-in Requirements.....	31
3.3.3 Passenger Security Screening Checkpoint Requirements.....	32
3.3.4 Federal Inspection Services Facility Requirements	32

CONTENTS *(continued)*

	Page
4.0	GROUND TRANSPORTATION AND PARKING 34
4.1	Terminal Roadways 34
4.2	Non-Terminal Roadways and Intersections 35
4.2.1	On-Airport Roadways 35
4.2.2	Traffic Signals..... 38
4.3	Curbside Facilities..... 38
4.3.1	Curbside Requirements – McNamara Terminal..... 42
4.3.2	Curbside Requirements – North Terminal 42
4.4	Parking..... 42
4.4.1	Public Parking 42
4.4.2	Employee Parking..... 43
4.5	Rental Car facilities..... 45
5.0	AIR CARGO AND GENERAL AVIATION 47
5.1	Air Cargo..... 47
5.1.1	Air Cargo Hangar Requirements..... 47
5.1.2	Air Cargo Apron Requirements 49
5.2	General Aviation..... 50
6.0	AIRPORT MAINTENANCE COMPLEX..... 51

APPENDIX A – FLIGHT SCHEDULES

TABLES

	Page
1-1 Summary of Forecast Aviation Demand.....	2
1-2 Summary of Facility Requirements	4
2-1 Requirements Associated with Existing and Future Critical Aircraft.....	8
3-1 Peak-Hour Passenger Activity.....	20
3-2 Minimum Gate Time Assumptions	21
3-3 Existing Terminal Contact Gates by Aircraft Design Group	22
3-4 Remote Aircraft Parking Positions.....	22
3-5 Percentage of Originating Passengers Using Check-In Facilities by Type	23
3-6 Gate Requirements – McNamara Terminal.....	27
3-7 Remote Aircraft Parking Requirements – McNamara Terminal.....	28
3-8 Check-In Requirements – McNamara Terminal	28
3-9 Security Screening Requirements – McNamara Terminal.....	29
3-10 Existing North Terminal Airline Gate Allocations	30
3-11 Gate Requirements – North Terminal	31
3-12 Remote Aircraft Parking Requirements – North Terminal	31
3-13 Check-In Requirements – North Terminal.....	32
3-14 Security Screening Requirements – North Terminal	33
4-1 Levels of Service for Airport Terminal Area Access Roadways (30 mph).....	34
4-2 Passenger Terminal Area Roadway Requirements	36
4-3 Non-Terminal Area Roadway Requirements.....	37
4-4 Curbside Dwell Times	39
4-5 Curbside Requirements – McNamara Terminal	40
4-6 Curbside Requirements – North Terminal	41
4-7 Parking Requirements	44
4-8 Rental Car Requirements.....	46
5-1 Existing Air Cargo Hangar Facilities	48
5-2 Air Cargo Hangar Requirements.....	48
5-3 Existing Air Cargo Apron Facilities	49
5-4 Air Cargo Apron Requirements	49
5-5 Air Cargo Aircraft Parking Position Variations.....	50
6-1 Airport Maintenance Complex Requirements	52

FIGURES

	Page
2-1 Annual Service Volume.....	7
2-2 Comparison of Taxiway Design Group 5 and 6.....	8
2-3 Geometry Deviations from Design Standards.....	10
2-4 Accident/Incident Location Marking.....	12
2-5 Runway Incursion Mitigation (RIM) Areas to Address.....	13
2-6 Runway Length Requirements.....	15
3-1 Check-In Layout Module.....	24
3-2 Security Screening Checkpoint Module.....	26

1.0 INTRODUCTION

In accordance with Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, the information contained in this Technical Memorandum represents the third element of an update to the 2009 Master Plan for Detroit Metropolitan Wayne County Airport (the Airport). The purpose of the Master Plan Update is to provide guidance for the continued improvement of the Airport for the 20-year planning horizon and beyond.

This Technical Memorandum summarizes facilities, land areas, and policies required to accommodate aviation demand throughout the 20-year forecast period. Facility requirements were developed for the airfield, passenger terminal complex, ground access, air cargo, general aviation, and airline and airport support facilities based on assessments of existing capacity and future demand for major aviation-related facilities. This Technical Memorandum is organized as follows:

- 1.0 – Introduction
- 2.0 – Airfield and Airspace
- 3.0 – Passenger Terminal Complex
- 4.0 – Ground Transportation and Parking
- 5.0 – Air Cargo and General Aviation
- 6.0 – Airport Maintenance Complex
- 7.0 – Central Receiving and Distribution Center

1.1 Planning Activity Levels

Recognizing uncertainties associated with long-range aviation demand forecasting, three planning activity levels (PALs) were identified to represent future levels of activity at which key airside and landside improvements would be necessary. Because activity levels could deviate from the forecasts for any number of reasons, the use of PAL “triggers” allows for facilities planning that is realistically tied to future activity levels as they occur, rather than arbitrary milestone years. For this Master Plan Update, PALs were chosen to coincide with the growth forecast to ensure facilities are available just prior to when they would be needed. PAL 1, PAL 2, and PAL 3 correspond to aviation activity for 2020, 2025, and 2035, respectively. Aviation activity associated with each PAL is summarized in Table 1-1.

1.2 Future Flight Schedules

Detailed aircraft flight schedules provide a planning-level synopsis of aviation activity (peak periods, time-of-day, departures and arrivals, fleet mix, etc.) that is used to support analytical and simulation modeling. Flight schedules were developed for the Master Plan Update in order to generate some of the facility requirements contained herein. A detailed flight schedule representing Airport activity in the base year (2015) was developed using existing patterns of aviation activity and operational assumptions developed for the Master Plan Update. Future flight schedules for each PAL were developed from the base year flight schedule by applying growth rate factors based on forecast assumptions.

Passenger activity included in the flight schedules was developed based on projected average day peak month (ADPM) passenger activity, which has historically occurred during the month of July. Future flight schedules also include average annual day air cargo and general aviation activity. Simulation modeling used to develop airfield requirements used the overall “design day” flight schedule, which includes ADPM activity for both passenger airline and air cargo market segments. Requirements for the passenger terminal used only the passenger airline portions of the “design day” schedules. Design day activity for each PAL is summarized in Appendix A.

Table 1-1
SUMMARY OF FORECAST AVIATION DEMAND
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	Historical		Baseline forecast		
	2014	2015	PAL 1 (2020)	PAL 2 (2025)	PAL 3 (2035)
Enplaned passengers					
Origin-destination	8,444,564	8,862,821	10,005,200	11,015,900	13,127,200
Connecting	<u>7,769,170</u>	<u>7,818,434</u>	<u>8,013,800</u>	<u>8,214,200</u>	<u>8,524,700</u>
Total	16,213,734	16,681,255	18,019,000	19,230,100	21,651,900
Cargo tonnage (a)					
All-cargo airline	101,714	100,953	106,200	111,600	123,400
Passenger airlines	<u>100,317</u>	<u>92,498</u>	<u>109,000</u>	<u>122,000</u>	<u>150,000</u>
Total	202,032	193,451	215,200	233,600	273,400
Aircraft operations					
Passenger (b)	386,239	373,431	387,420	400,870	429,280
General aviation	6,264	5,843	5,800	5,800	5,800
Military	<u>132</u>	<u>102</u>	<u>100</u>	<u>100</u>	<u>100</u>
Total	392,635	379,376	393,320	406,770	435,180

(a) Includes air freight and mail

(b) Includes air cargo aircraft operations

Sources: Historical—Wayne County Airport Authority records and U.S. Department of Transportation.
 Forecast—LeighFisher, March 2016.

1.3 Summary of Facility Requirements

A summary of Airport facility requirements for baseline (2015) and future PALs organized according to functional areas are provided in Table 1-2. As shown, many Airport facilities provide sufficient capacity to accommodate demand forecast throughout the planning period. However, a number of facilities will need to be modified or expanded to accommodate future activity; improve Airport operational capabilities or levels of service; and/or satisfy design standards.

Notable requirements over the course of the forecast period include:

- **Airfield** – The existing airfield layout will provide sufficient capacity to accommodate forecast aviation activity throughout the planning period. Observation of airfield simulation models indicates that targeted taxiway improvements including modifications of taxiway geometry and the addition of new taxiways in selected locations that reduce taxiing distance have the potential to address FAA criteria as well as improve operational efficiency. Deicing pads need to be modified to meet new FAA dimensional standards and new pads or modifications of pads to handle additional widebody aircraft are also required.

Existing air traffic control facilities, navigational aids, and visual aids at the Airport are sufficient to effectively support airfield and airspace operations at the Airport through the end of the planning

period. However, adding RNAV approaches to Runway 3L-21R can increase the capacity of the airfield during periods when another runway needs to be closed. RNAV approaches can be implemented with minimal equipment and cost.

- **Airspace** – The Airport is currently well served by existing airspace, which is not significantly impacted by the presence of other major airports in the region. The airspace is currently being redesigned as part of the Detroit-Cleveland Metroplex project. The purpose of the Metroplex project is to design the airspace in a way that takes advantage of new NextGen Air Traffic Management (ATM) capabilities. The new NextGen ATM provides the ability to reduce flight distances and minimize in-efficient altitude restrictions all while maintaining or increasing airspace capacity. Airfield improvements that can take advantage of airspace efficiencies of NextGen will be considered in developing airfield alternatives.
- **Passenger Terminal** – The existing passenger terminals are adequate to serve the projected needs of the Airport throughout the planning period. Future requirements are focused on targeted improvements to specific functional elements that are likely to experience congestion, including: expanding aircraft gates and passenger holdrooms; improving passenger security screening facilities; and repurposing the existing check-in area for other demand driven functions to better meet existing and future peak-period passenger demands. Future terminal projects should also consider additional FIS accessible gates to accommodate widebody aircraft.
- **Ground Transportation** – Several elements of the ground transportation systems and facilities are currently at or near capacity and will need to be expanded and/or relocated during the planning period. Most notably, the existing rental car facilities require significant expansion. Two potential zones are analyzed extensively and will be carried forward into alternatives development. Additionally, public parking has reached capacity during peak time periods, so the alternatives analysis will reflect expanded parking facilities and demand management techniques. Similarly, some areas of the curbside roadways and ground transportation centers (GTCs) require additional space by the end of the planning period, so a combination of facility expansion and demand management will be employed during alternatives analysis.
- **Air Cargo** – Additional processing/warehouse space and aircraft parking apron will be required during the planning period. In addition, modification to facilities or access roadways may be identified during the alternatives analyses phase of the Master Plan.
- **General Aviation** – Forecast general aviation demand will not necessitate an increase in facilities or land area dedicated to general aviation.
- **Airport Maintenance Complex** – A conditions assessment and analysis of the Airport’s existing Maintenance Complex identified areas of the campus that will require future expansion, upgrade or replacement to meet future airport maintenance needs. The analysis indicates that several of the existing maintenance facility components will need to be expanded or replaced to ensure that the facilities that support airport maintenance operations are adequate throughout the 20-year program period.
- **Central Receiving and Distribution Center** – [to be provided during final draft]

Additional facility requirements and more robust discussions of assumptions and findings are provided in the ensuing sections.

Table 1-2
SUMMARY OF FACILITY REQUIREMENTS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	Existing	Estimated requirement (a)			
		Baseline (2015)	PAL 1 (2020)	PAL 2 (2025)	PAL 3 (2035)
AIRFIELD					
Design Aircraft	B-747-400	B-747-400	A-350_1000	A-350_1000	A-350_1000
Airfield Design Group	D-V	D-V	D-V	D-V	D-V
Taxiway Design Group	5	5	6	6	6
Runway length (feet)					
Primary departure runway	12,000/8,500	12,000/8,500	12,000/8,500	12,000/8,500	12,000/8,500
Other runways	10,000	10,000	10,000	10,000	10,000
Instrument approach capability					
North flow (calm winds)	CAT IIIb	CAT IIIb	CAT IIIb	CAT IIIb	CAT IIIb
South	CAT I-II	CAT I-II	CAT I-II	CAT I-II	CAT I-II
West	CAT I	CAT I	CAT I	CAT I	CAT I
East	Visual	Visual	Visual	Visual	Visual
PASSENGER TERMINAL: McNAMARA					
Gates/aircraft parking	120	86	87	92	103
Ticketing and check-in					
Agent counters (positions)	84	7	7	7	7
Self-service kiosks (units)	49	23	20	15	10
Bag drops (units)		14	23	35	47
Check-in area (sq ft)	28,100	11,800	13,300	14,100	15,400
Passenger security screening					
Checkpoints (lanes)	11	12	12	12	13
Checkpoint area (sq ft)	18,500	21,700	22,100	22,900	24,400
PASSENGER TERMINAL: NORTH TERMINAL					
Gates/aircraft parking	29	26	27	28	29
Ticketing and check-in					
Agent counters (positions)	86	12	12	12	12
Self-service kiosks (units)	24	42	32	25	16
Bag drops (units)		25	35	53	71
Check-in area (sq ft)	36,500	18,700	19,900	21,300	23,400
Passenger security screening					
Checkpoints (lanes)	10	14	14	16	18
Checkpoint area (sq ft)	18,200	27,000	27,400	30,900	33,900

Table 1-2 (continued)

SUMMARY OF FACILITY REQUIREMENTS

Airport Master Plan Update

Detroit Metropolitan Wayne County Airport

	Existing	Estimated requirement (a)			
		Baseline (2015)	PAL 1 (2020)	PAL 2 (2025)	PAL 3 (2035)
GROUND TRANSPORTATION					
Parking					
Short-term (stalls)	926	768	810	845	939
Long-term (stalls)	17,061	17,355	18,558	20,575	21,869
Employee (stalls)	6,112	4,948	4,345	5,705	6,424
Departures curbside frontage (ln ft)					
McNamara Terminal	760	775	800	800	875
North Terminal	740	500	525	600	625
Arrival curbside frontage (ln ft)					
Private vehicle—frontage (ln ft)					
McNamara Terminal (Domestic)	950	725	775	800	850
McNamara Terminal (International)	240	850	925	950	1,000
North Terminal	830	750	775	875	925
Commercial vehicle—frontage (ln ft)					
McNamara Terminal	925	1,025	1,025	1,135	1,135
North Terminal	850	545	545	270	270
	(+9 spaces)	(+7 spaces)	(+7 spaces)	(+7 spaces)	(+7 spaces)
Rental car ready/return (stalls)	3,275	4,935	5,251	5,705	6,254
Rental car land area (acres)	64.9	81.5	86.7	94.2	103.3
AIR CARGO					
Air cargo hangar (sq ft)					
All-cargo	117,000		100,700	105,800	117,000
Belly-cargo	110,000		124,700	139,600	171,600
Aircraft parking apron (sq ft)					
All-cargo	586,000		503,900	529,500	585,500

Note: Some areas rounded to the nearest hundred.

2.0 AIRFIELD AND AIRSPACE

The assessment of airfield and airspace facility requirements was based on the following primary objectives:

- Review findings of the prior master plan and assess the need for additional capacity / runways.
- Identify potential changes to the airfield layout or new / modified airfield based on the following: changes in the future fleet mix; meeting airport design standards or eliminate existing modifications to design standards (MOS); and changes based on new FAA design standards and policies.
- Identify potential changes or needs related to the airport's existing deicing facilities and operations (using fast-time simulation of the airfield, where appropriate).
- Address known conflicts with airfield safety zones and Federal Aviation Regulations (FAR) Part 77 obstacle clearance surfaces.

The FAA's Airport and Airspace Delay Simulation Model (SIMMOD)—a fast-time airfield and airspace simulation model—was used to assess the performance of the existing and future airfield. The actual software used for this project was SIMMOD Pro, which is an advanced version of SIMMOD created by ATAC Corporation. Simulation modeling was undertaken in coordination with WCAA staff, FAA Air Traffic Organization (i.e., Detroit Tower and TRACON), airport users/tenants, as well as expert judgments. Although SIMMOD was used to facilitate identification of airfield requirements, the model will primarily be used in the evaluation of airfield alternatives.

2.1 Annual Service Volume

The Annual Service Volume (ASV) is defined as a reasonable estimate of the annual capacity of an airfield. As the level of operations approaches ASV, additional increases in air traffic movements result in disproportionate increases in aircraft delays. However, ASV does not represent a "hard upper limit" on the number of operations that can be accommodated, and it is commonly exceeded at many airports throughout the world. ASV takes into account differences in runway use, weather conditions, and mix of aircraft over a one-year period. ASV is calculated by the following formula provided in FAA Advisory Circular 150/5060-5, *Airport Capacity and Delay*:

$$ASV = C_w \times D \times H$$

Where:

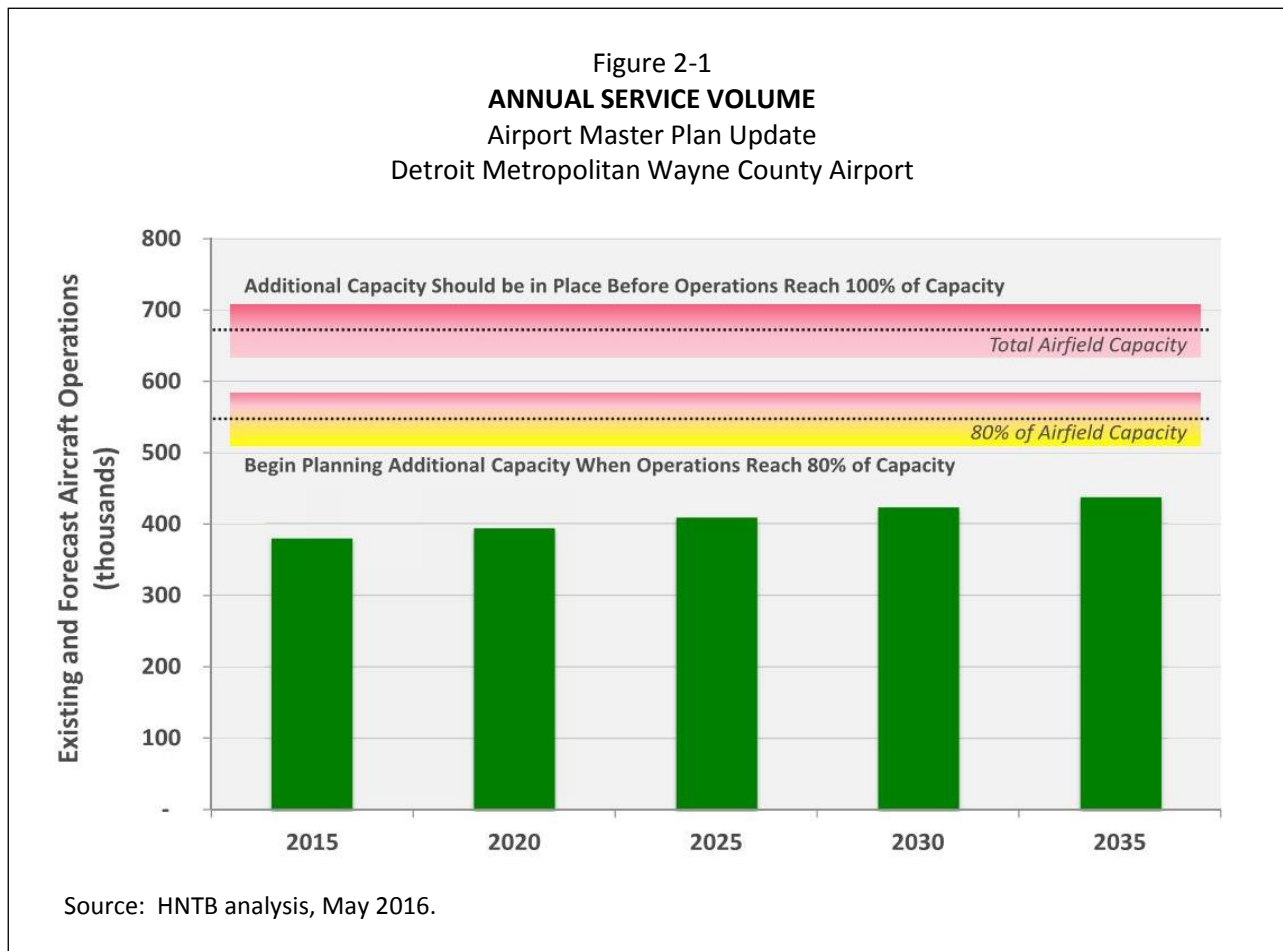
C_w is the weighted average hourly capacity of the airfield

D is the ratio of annual demand to average daily demand in the peak month

H is the ratio of average daily demand to average peak hour demand in the peak month

For this assessment "H" and "D" factors were derived from actual data from 2012 on peak hour aircraft operations, ADPM aircraft operations, and annual aircraft operations.

The ASV for the airfield was calculated to be approximately 680,000 annual aircraft operations. The ASV is presented graphically on Figure 2-1 against existing and forecast total annual aircraft operations. In general, additional airfield capacity should be planned when annual operations reach 80% of the airfield's ASV; and should be in place before ASV is reached.



As presented on Figure 2-1, the forecast total annual aircraft operations in the 20 year planning horizon do not reach 80% of the calculated ASV, and therefore no additional runways will be needed or considered in this Master Plan Update.

2.2 Existing and Future Critical Aircraft

The FAA defines the critical aircraft for an airport as the aircraft representing the combination of the most demanding Aircraft Approach Category (AAC) and Aircraft Design Group (ADG) with greater than 500 annual operations at the airport. The Airport’s existing critical aircraft is the Boeing 747-400, with an Airport Reference Code (ARC) designation D-V and Taxiway Design Group (TDG) 5, and a maximum takeoff weight of 875,000 lbs. Aviation activity forecasts project that by 2020, the future critical aircraft will be the Airbus A350-1000, with ARC designation D-V, TDG 6, and a maximum takeoff weight of 681,000 lbs. Requirements associated with the existing and future critical aircraft are presented in Table 2-1.

While aviation activity forecasts do not project Boeing 777-300ER or Boeing 777-9X aircraft in the future fleet mix, it is important to evaluate whether these aircraft can safely operate at the Airport in the event of changes in forecast assumptions. As presented in Table 2-1, both of these aircraft have design characteristics similar to the A350-1000.

Table 2-1
REQUIREMENTS ASSOCIATED WITH EXISTING AND FUTURE CRITICAL AIRCRAFT
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	Existing B747-400	Future A350-1000 (b)	B777-300ER	B777-9X (b)
Length	231.8'	242.4'	242.3'	251.8'
Wingspan	213.0'	212.4'	212.6'	212.7 (a)
Tail Height	63.7'	56.0'	60.9'	64.6'
Maximum Take-off Weight (lbs.)	875,000	681,000	775,000	775,000
Approach Speed (knots)	157	150	149	149
Aircraft Approach Category	D	D	D	D
Airplane Design Group	V	V	V	V
Taxiway Design Group	5	6	6	6

(a) Runway and airspace wingspan is 235.5'.

(b) Preliminary information.

Source: Airplane Design Manuals, AC 150/5300-13A, Change 1 and HNTB Analysis.

With a change in the future critical aircraft, taxiway improvements that currently do not meet TDG 6 standards must be modified. Most taxiway intersections at the Airport have been designed to meet TDG 5 standards. As illustrated in Figure 2-2 below, a standard 90 degree intersection for TDG 6 requires approximately 18,900 square feet of additional pavement when compared to a TDG 5 intersection. The main cause for the increase in pavement area is the larger fillets needed to maintain the taxiway edge safety margin for TDG 6. The alternatives analysis will consider potential improvements to taxiway intersections to meet TDG 6 standards.

Figure 2-2
COMPARISON OF TAXIWAY DESIGN GROUP 5 AND 6
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport



2.3 FAA Design Standards

The following discusses airfield requirements related to existing and new FAA design standards and policies.

2.3.1 Modifications of Design Standards

There are currently nine FAA-approved Modifications of Design Standards (MOS) at the Airport that concern airfield geometry. Six of the MOS are provisions to enable the Boeing 747-8 to operate at the Airport*, and include the following:

- Runway 4R-22L to parallel Taxiway Y separation
- Taxiway Y edge safety margin
- Taxiway Y shoulder width
- Taxiway Y full strength pavement width
- Taxiway Y centerline to parallel Taxiway K centerline and Taxiway Object Free Area (TOFA) clearance
- Runway 4L-22R runway width

The remaining three MOS include: Taxiway Q visual screen for Runway 4R-22L, Runway 9L holdbar signage, and Runway 4R holdbar signage. To the extent practicable, these three approved MOS will be reviewed in the Alternatives analysis to determine if a physical improvement is possible so that an MOS is no longer needed.

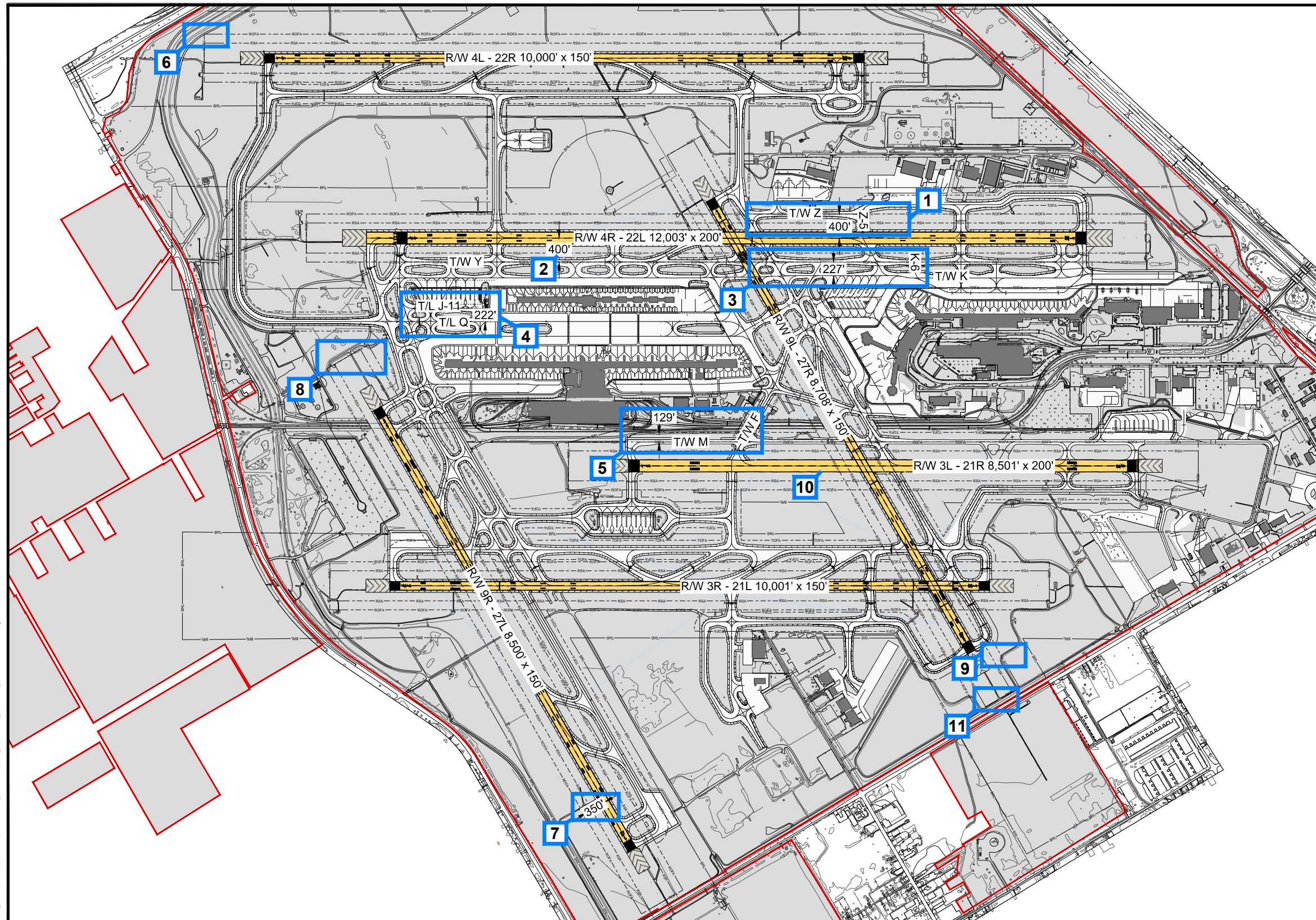
2.3.2 Deviations from Design Standards

There are 11 deviations from airport design standards that exist on the airfield based on the existing critical aircraft (Boeing 747-400). These 11 deviations are presented on Figure 2-3. The future critical aircraft is the Airbus 350-1000. It has the same Aircraft Approach Category (AAC) D and Airplane Design Group (ADG) V as the B-747-400; however, the Airbus A350-1000 is a TDG 6 aircraft which, as presented in section 2.2, has increased taxiway fillet requirements over the Boeing 747-400. The 11 existing deviations all apply to the future critical aircraft as well.

To the extent practicable, the alternatives analysis will review potential improvements to rectify these design deviations. Options include physical geometry changes, operational restrictions (e.g. reduction in ADG/TDG movements prohibited in certain conditions, or operations escort), and preparing additional MOS for FAA approval. The implications of proposed improvements will be considered to ensure no adverse impacts to airfield efficiency and capacity.

As presented on Figure 2-3 there are three runway ends – Runways 9L, 27L, and 22R – that are not in compliance with Runway Object Free Area (ROFA) design standards. To the extent practicable, the alternatives analysis should identify potential geometrical improvements to meet the required standard. The sub-standard conditions for these three ROFAs are limited to vehicle service road alignments that should be able to be relocated to an alignment outside of the ROFA. If meeting the standard is not feasible, an MOS should be filed with the FAA to seek a formal determination for the non-standard condition.











*WCAA has an FAA-approved plan to operate the Boeing 747-8 (ADG VI) at the Airport, which requires the six MOS. However, aviation activity forecasts do not include any Boeing 747-8 in the future fleet mix. Should an occasional Boeing 747-8 operate at the Airport, a plan is in place to accommodate these operations, and physical upgrades to the airfield geometry are not needed.



GEOMETRY DEVIATION FROM DESIGN STANDARD DESCRIPTION

1. The Runway 4R-22L centerline to parallel Taxiway Z centerline is separated by 400 feet south of Taxiway Z5. This does not meet standards when weather conditions fall below CAT I conditions, which requires 500 feet of separation.
2. The Runway 4R-22L centerline to parallel Taxiway Y centerline is separated by 400 feet. This does not meet standards when weather conditions fall below CAT I conditions, which requires 500 feet of separation.
3. The Taxiway Y centerline to Taxiway K centerline between Runway 9L-27R and Taxiway K6 is separated by 227 feet. This does not meet ADG-V taxiway to taxiway separation standards of 267 feet as required.
4. The Taxilane J11 centerline to Taxilane Q centerline is separated by 222 feet. This does not meet the required taxilane to taxilane separation standards of 245 feet.
5. The vehicle service road (VSR) penetrates the Taxiway M Taxiway Object Free Area (TOFA) south of Taxiway F by as much as 31 feet. TOFAs are required to be clear of service roads.
6. The VSR penetrates the Runway 22R Runway Object Free Area (ROFA) beyond the stop end of the runway by 12 feet, reducing the available ROFA beyond the stop end of the runway to 988 feet. This does not meet ROFA clearance standards.
7. The Runway 9R-27L centerline to Runway 27L glideslope antenna is separated by 350 feet. This does not meet standards for runway centerline to glideslope separation.
8. The VSR penetrates the Runway 27L ROFA beyond the stop end of the runway by 74 feet, reducing the available ROFA beyond the stop end of the runway to 926 feet. This does not meet ROFA clearance standards.
9. The VSR penetrates the Runway 9L ROFA beyond the stop end of the runway by 608 feet, reducing the available ROFA beyond the stop end of the runway to 392 feet. This does not meet ROFA clearance standards.
10. Runway 3L-21R does not currently have paved shoulders. 35 foot wide shoulders are required for Runway 3L-21R.
11. The RSA beyond the stop end of Runway 9L is limited by 90 feet. Declared distances are currently applied to the runway to mitigate this non-standard condition.

LEGEND

	RUNWAY PAVEMENT		RUNWAY OBJECT FREE AREA	R/W	RUNWAY
	TAXIWAY / APRON PAVEMENT		RUNWAY SAFETY AREA	T/W	TAXIWAY
	OTHER PAVEMENT IN USE		TAXIWAY OBJECT FREE AREA		GEOMETRY DEVIATION FROM DESIGN STANDARD
	BUILDING - EXISTING - On Airport		FENCE		AIRPORT PROPERTY LINE

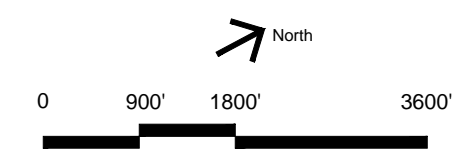


Figure 2-3
GEOMETRY DEVIATIONS FROM DESIGN STANDARDS
 Facility Requirements
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport
 July 2016

2.3.3 Runway Incursion and Surface Incident History

Historical runway incursion and surface incident data was reviewed for the Airport dating back to 2000. Sources included the FAA's Airport Incidents Database System (AIDS) and NASA's self-reported Aviation Safety Reporting System (ASRS). A total of 47 and 308 incidents were identified relating directly to the airfield from the AIDS and ASRS databases, respectively. This review and data collection identified trends and also indicated whether upstream or downstream factors were contributing to the number of incursions and surface incidents. The locations of these incidents are identified on Figure 2-4. A review of these incidents (combined with the Hot Spot and RIM analysis described below) will (1) help identify whether geometry, marking/lighting/signage, operational factors, and/or human factors are contributing elements; and (2) facilitate the prioritization of the investment in airfield improvements. Alternatives will be proposed to reduce the potential for runway incursions and surface incidents at each of these locations.

2.3.4 Hot Spots

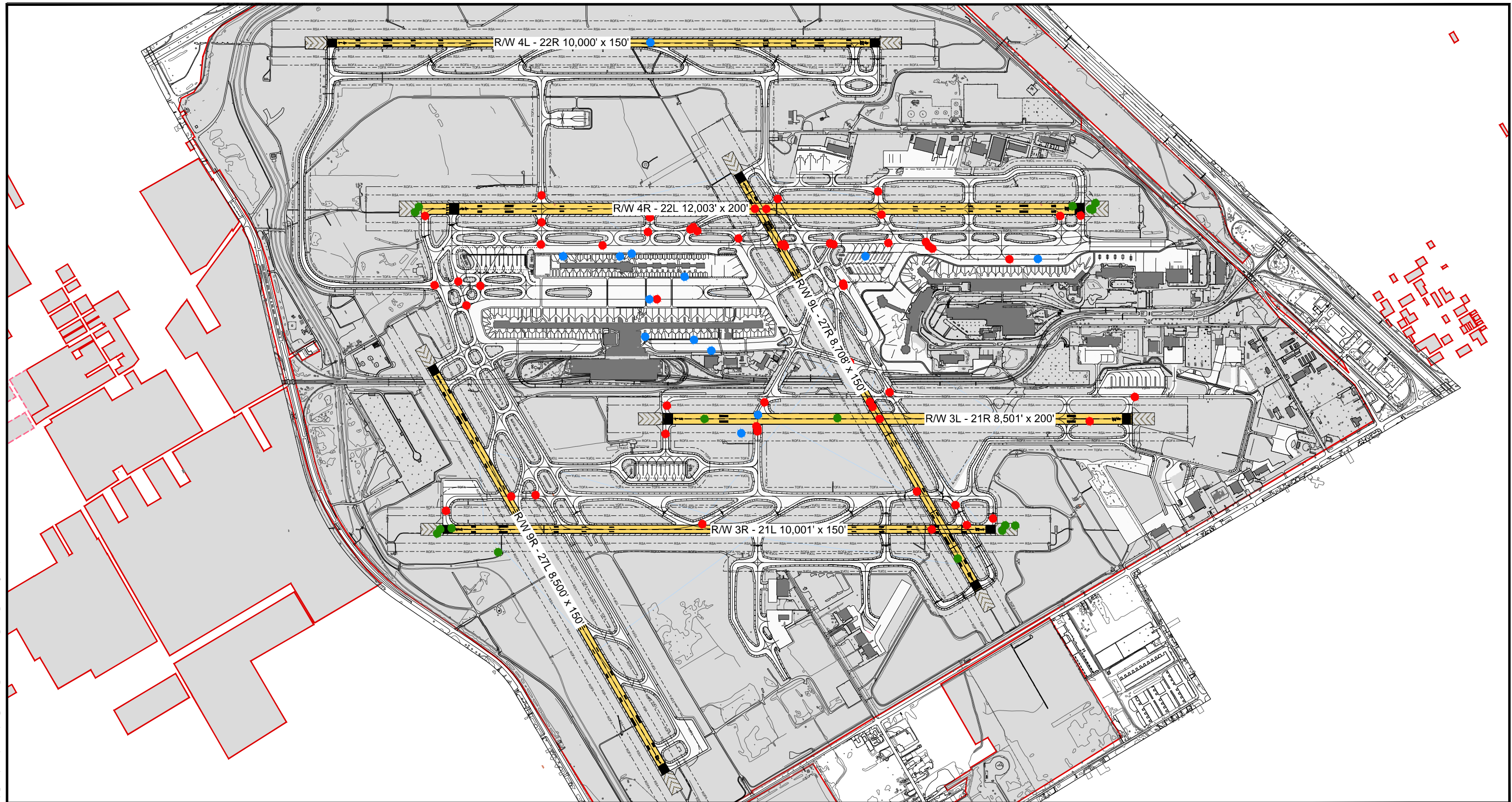
The FAA defines a Hot Spot as a location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and surface vehicle drivers is necessary. Hot Spots are defined from Runway Safety Action Team (RSAT) meetings and from analyzing incursion/incident history.

Existing airfield Hot Spots are identified on Figure 2-5. To the extent feasible, Hot Spots should be mitigated to reduce the risk of incursion or other surface incident. Potential mitigation strategies can include physical geometry changes, visual cue changes (including marking, lighting, and signage), operational changes, and combinations of all three. The RSAT determines whether a Hot Spot is deemed mitigated and can be removed from the FAA's listing.










2.3.5 Runway Incursion Mitigation




FAA's Advisory Circular (AC) 150/5300-13A, consolidates a variety of recent research findings related to airfield safety. Previously airfield safety enhancement bulletins had been published in FAA orders and engineering briefs. The research correlates existing design geometries with incursion history as well as the future potential for an incursion to take place. The FAA found that there are specific airfield geometries that can result in incursions and have broadly identified them as follows:

- Runways – complex or too many runway intersections; runways beginning near the intersection of a crossing runway; misaligned runway arrival thresholds (pilots can misidentify a runway as a taxiway or vice-versa);
- “High energy intersections” – Aircraft should not have runway crossing points in the middle 1/3 of a runway to provide enhanced pilot situational awareness
- Taxiways – complex taxiway intersections with greater than 2 intersecting paths; extra-wide taxiway pavements impacting signage visibility; taxiways that lead directly from a ramp to a runway; direct runway crossings from one runway to another; entrance taxiways to runways (need to visually delineate both the taxiway and runway for approaching aircraft)
- Runway/taxiway and taxiway/taxiway intersections – Right angles provide the best left and right visibility for a pilot at an intersection
- Dual use pavements – Maintaining a single/dedicated use of airport pavements reduces confusion and enhances pilot situational awareness



LEGEND

	RUNWAY PAVEMENT		ROFA	RUNWAY OBJECT FREE AREA	R/W	RUNWAY
	TAXIWAY / APRON PAVEMENT		RSA	RUNWAY SAFETY AREA	T/W	TAXIWAY
	OTHER PAVEMENT IN USE		TOFA	TAXIWAY OBJECT FREE AREA		AIRPORT PROPERTY LINE
	BUILDING - EXISTING - On Airport			FENCE		

-  AVIATION SAFETY REPORTING SYSTEM REPORT NUMBER ACCIDENT/INCIDENT LOCATION MARKING
-  AVIATION SAFETY REPORTING SYSTEM REPORT NUMBER ACCIDENT/INCIDENT LOCATION MARKING (DEPARTURE & APPROACH RELATED)
-  ACCIDENT & INCIDENT DATA SYSTEM ACCIDENT/INCIDENT LOCATION MARKING

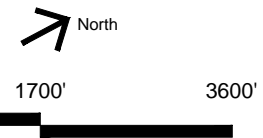
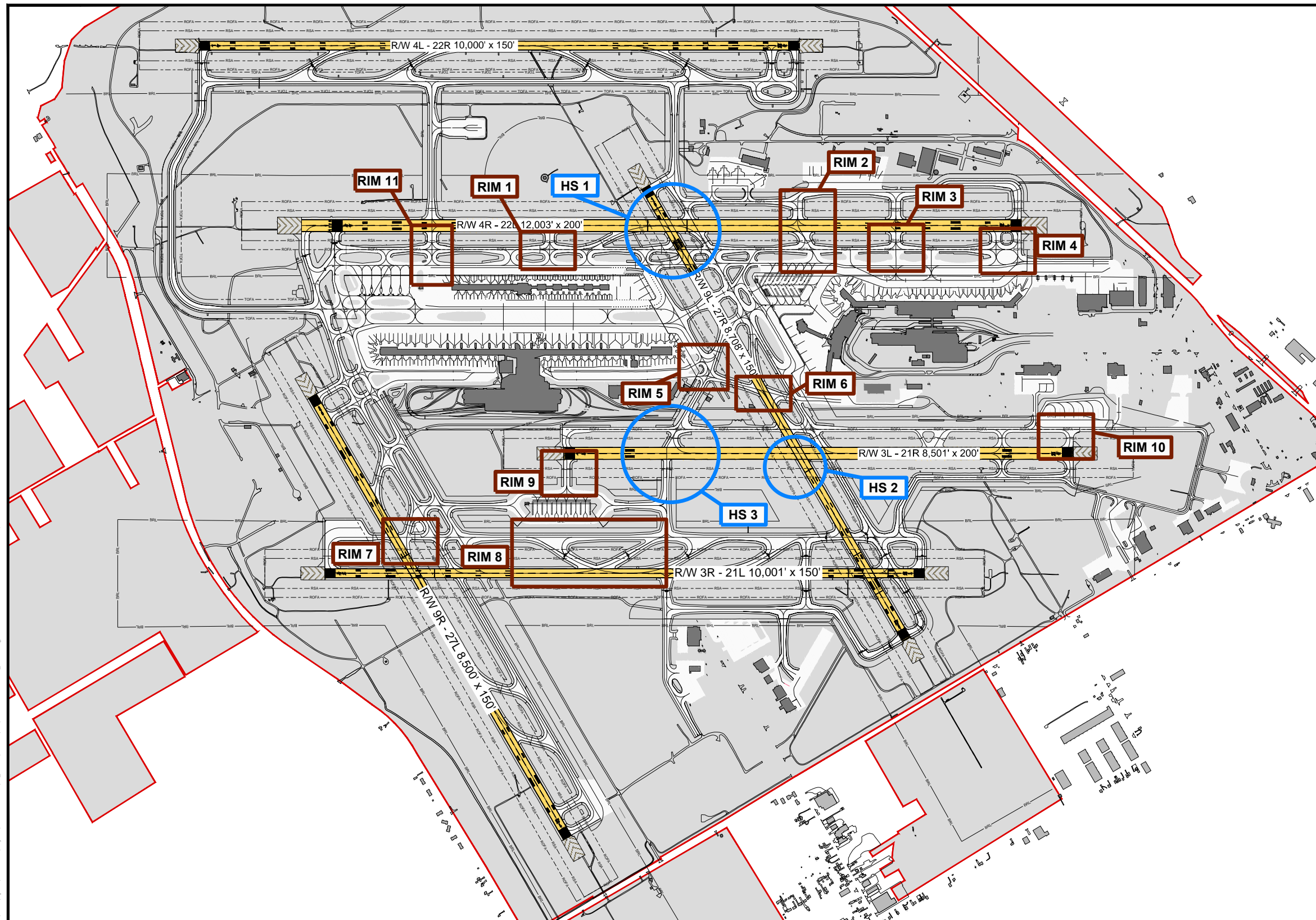


Figure 2-4
ACCIDENT/INCIDENT LOCATION MARKING
 Facility Requirements
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport
 July 2016

Source: HNTB ANALYSIS, AVIATION SAFETY REPORTING SYSTEM DATABASE, FAA ACCIDENT & INCIDENT DATA SYSTEM (AIDS)



RUNWAY INCURSION MITIGATION (RIM) AREAS DESCRIPTION

RUNWAY INCURSION MITIGATION (RIM):

1. Taxiways K3 and Y3 lead directly from the air carrier apron directly to a runway, which is in conflict with recommended RIM criteria.
2. The Runway 4R-22L crossing at Taxiways Z5, Y5, and K5 is at an acute angle which can limit the visibility of the runway for the crossing aircraft and increases distance and travel time of the runway crossing. Additionally the crossing is within the high-energy middle third portion of the runway. These elements conflict with recommended RIM criteria.
3. Taxiways K7 and Y7 lead directly from the air carrier apron directly to a runway, which is in conflict with recommended RIM criteria.
4. The entrances to Runway 4R-22L at Taxiways Y9 and Y10 create a wide expanse of pavement where signage can potentially be located outside the view angle of a pilot's window. Additionally, these entrances lead directly to and from the air carrier apron. These elements conflict with recommended RIM criteria.
5. The intersection of Taxiways F, G, U, U7, and U8 creates a complex intersection with greater than 3 nodes. Additionally, the Runway 9L-27R crossing at Taxiway F is at an acute angle which can limit the visibility of the crossing aircraft and increases distance and travel time of the runway crossing.
6. The intersection of Taxiways G and V2 with Runway 9L-27R creates a wide expanse of pavement and is a high-energy runway crossing.
7. The intersection of Taxiways W and T5 with Runway 9R-27L is an area with a complex taxiway/runway intersection, wide expanse of pavement, and an acute angle crossing of the runway, which can limit the visibility of the crossing aircraft and increases distance and travel time of the runway crossing.
8. The intersection of Taxiways W2 and W3 with Runway 3R-21L creates a wide expanse of pavement where signage can potentially be located outside the view angle of a pilot's window. Additionally the co-location of the exit taxiways can potentially cause confusing geometry for taxiing pilots in low visibility conditions.
9. Taxiway PP1 leads directly from the de-icing apron to the Runway 3L-21R threshold.
10. Taxiway M6 leads directly from the de-icing apron to the Runway 3L-21R threshold.
11. Taxiway R leads directly from the air carrier apron directly to a runway, which is in conflict with recommended RIM criteria

HOT SPOT (HS):

1. The intersection of Runways 9L-27R and 4R-22L is identified as Hot Spot 1. Aircraft taxiing on Runway 9L-27R should be prepared to hold at the holding position markings on the runway.
2. The intersection of Runways 9L-27R and 3L-21R is identified as Hot Spot 2. Aircraft taxiing on Runway 9L-27R should be prepared to hold at the holding position markings on the runway.
3. The intersection of Taxiway F with Runway 3L-21R is identified as Hot Spot 3. Aircraft taxiing on Taxiway F sometimes enter Runway 3L-21R without clearance.

LEGEND

	RUNWAY PAVEMENT		RUNWAY OBJECT FREE AREA		R/W	RUNWAY
	TAXIWAY / APRON PAVEMENT		RUNWAY SAFETY AREA			AIRPORT PROPERTY LINE
	OTHER PAVEMENT IN USE		TAXIWAY OBJECT FREE AREA			HOT SPOT
	BUILDING - EXISTING - On Airport		FENCE			RUNWAY INCURSION MITIGATION

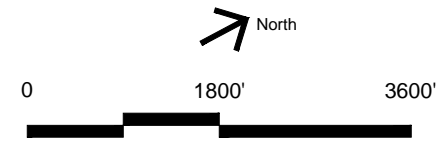


Figure 2-5
RUNWAY INCURSION MITIGATION (RIM) AREAS TO ADDRESS
 Facility Requirements
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport
 July 2016

Source: HNTB ANALYSIS

The locations of known RIM areas on the airfield are identified on Figure 2-5. In addition to the FAA Hot Spots, there are additional taxiway intersections that do not meet current FAA AC 150/5300-13A guidelines and have the potential for incursions or surface incidents. The intersections were identified based on their consistency with the RIM criteria presented above and in Chapter 4 of AC 150/5300-13A.

Implementing RIM solutions can often have the unintended consequence of reducing airfield capacity or increasing taxi time. The evaluation of alternatives will consider how proposed improvements impact airfield capacity and efficiency.

2.3.6 Runway Safety Areas

All of the Airport's existing runways meet FAA standards for compliant Runway Safety Areas (RSAs). The RSA requirement for Runway 9L is met via declared distances, which is in compliance with FAA standards and does not require physical improvements.

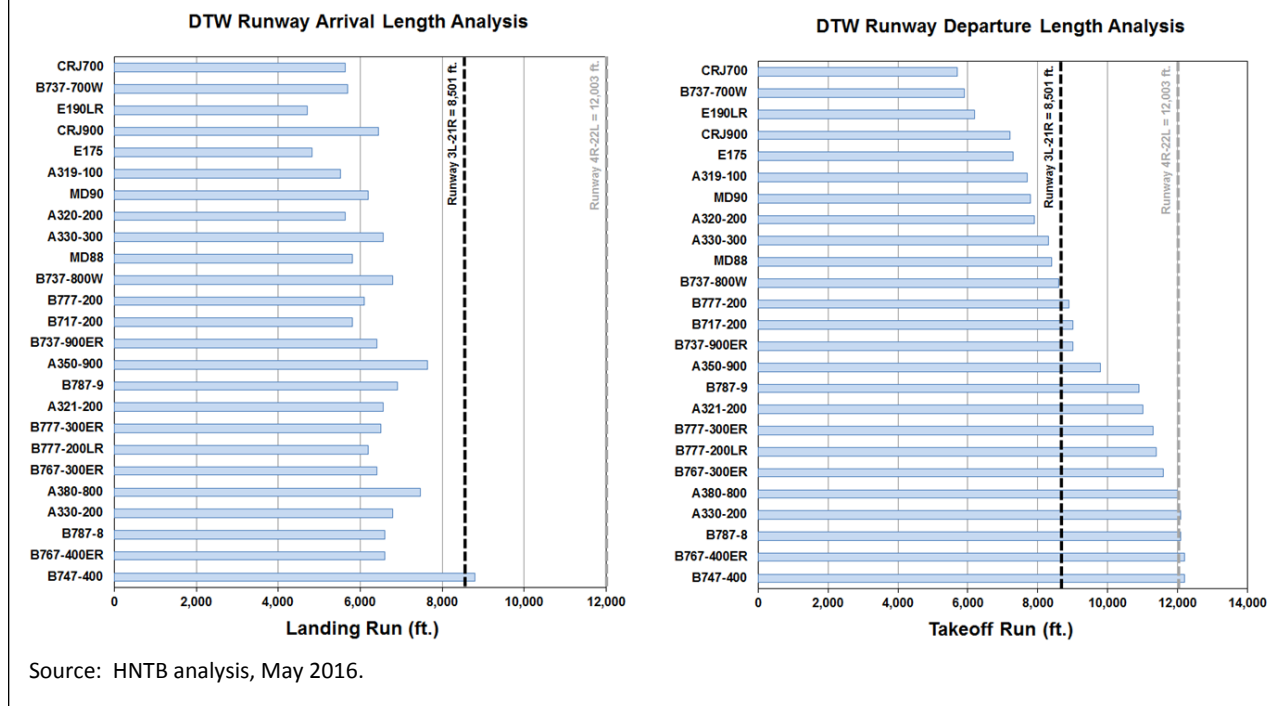
2.3.7 Runway Protection Zones

Appendix A in Technical Memorandum No. 4 includes a series of tables summarizing a review of land uses within each of Metro's arrival and departure Runway Protection Zones (RPZs). The tables summarize whether or not the land use is contained within airport property and/or if it is within the central portion of the RPZ. The tables also document whether or not the land use is allowable based on FAA guidance. Some examples of allowable land uses include NAVAIDs, which are fixed by function in order to support aircraft operations, airport service roads that are under control of the airport and ATC, airport perimeter fencing, and below ground drainage features such as culverts. Five of the twelve runway ends have RPZs with compatible land uses and do not require any improvements, including Runways 4R, 3L, 21R, 9L and 9R. The last column of each table identifies whether or not it is feasible to improve upon a non-compatible land use. There are several examples that were deemed not feasible to study further, including public roads, interstate highways, railroads, and occupied off-airport buildings and its associated parking. Seven of the twelve runway ends have non-compatible land uses in the RPZ for which it was determined not feasible for improvement, and only four of the seven ends with non-compatible land uses may be able to be improved upon. Examples of these include off-airport parking, trails, and vacant buildings. Potential improvements for these land uses will be considered in the alternatives analysis.

2.4 Runway Length Requirements

FAA standards prescribe that a runway should be long enough to accommodate landing and departures for the design aircraft. Figure 2-6 shows required runway lengths for typical aircraft that have significant operations the Airport. The chart is based on manufacturer's performance capabilities under "hot" temperature conditions, approximately 86 degrees F. The vertical lines indicate the lengths for the two primary departure runways which are 4R-22L and 3L-21R. All of the runways provide sufficient length for landing aircraft. The 12,000 foot length of 4R-22L is sufficient for all the departing aircraft at the airport with the slight exception of the B-747-400 and the B-767-400ER at their maximum takeoff weights. Discussions with members of the airfield technical subcommittee indicate the slight deficiency is not a problem for the trip lengths flown out of Detroit. The A-350-1000 which is the future critical aircraft does not have finalized performance data available, but indications are that its runway length requirements will not exceed those of similar aircraft such as the B-787.

Figure 2-6
RUNWAY LENGTH REQUIREMENTS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport



The 8,500 foot length of Runway 3L-21R does not accommodate some of the departing aircraft typically using the Airport. However, the number of daily operations for these aircraft are relatively small, and these aircraft can all use Runway 4R-22L for departure without impacting airfield capacity. One concern is that Runway 3L-21R is the only runway used for departures when the airport is running triple simultaneous arrivals, which occur two to three times per day during peak arrival periods. When an aircraft cannot use Runway 3L-21R for departure, a gap in the arrival stream needs to be created on one of the other runways (typically 4R-22L). In addition, during winter operations when deicing is occurring, all aircraft from the North Terminal (aside from widebody aircraft) typically depart on Runway 3L-21R since they are required to use the Runway 21R deicing pad. Precipitation that requires deicing also affects takeoff performance, often increasing the required length beyond that indicated on Figure 2-6. If an aircraft needs another runway for departure there is a chance they will exceed their deicing holdover time while taxiing to the other runway and need to be deiced a second time.

Based on the above, the possible need to lengthen Runway 3L-21R was given careful consideration. However, it was determined that an extension of Runway 3L-21R is not warranted for the following reasons:

1. The Airport has three other runways with sufficient length for the majority of operations.
2. Potential impacts to capacity, such as the reduction in triple arrivals, only have temporary short-lived impacts.
3. The cost for the extension is significant; and since the only viable extension is to the north, the extension would impact the current rental car site and other facilities.

2.5 Deicing Pads and Remain Overnight Parking

Existing aircraft deicing pads and Remain Overnight Parking (RON) areas are depicted on Figure 2-2 of Technical Memorandum No. 4, *Assessment of Existing Conditions*.

2.5.1 Deicing Pads

In 2013, FAA published an update to AC 150/5300-14C, Design of Aircraft Deicing Facilities. A gap analysis of the existing deicing pads was completed using the newer, updated standards. The Runway 4R, 3L, and 21R deicing pads are designed to ADG III standards and the Runway 22L pad is designed to ADG II standards, however, none of the existing pads provide clearance for a Vehicle Movement Area (VMA), which is a new criteria introduced in the updated AC. The lack of VMAs reduces the efficiency of the deicing operation and can add to the minimum time required to deice an aircraft during peak periods. The VMA allows for mobile deicing vehicles to complete deicing on both sides of the aircraft at the same time. In order to accommodate VMA's and maintain the existing number of deicing positions, the overall pad length would need to increase as follows: 4R – 105 feet; 3L – 86 feet; 21R – 78 feet; 22L west positions 76 feet; 22L east positions – 44 feet. Implementing VMAs on the existing deicing pads would result in the loss of one position at each pad.

Based on aviation activity forecasts and discussions with airport tenants, it was determined that all of the current deicing spots are required and there is also a need for additional wide-body aircraft deicing positions. This is based upon current deicing practices. The current practices are to use Delta staff to deice Delta main line aircraft. A vendor deices Delta Connection aircraft and a second vendor deices non-Delta aircraft. Non-Delta SkyTeam aircraft (currently Virgin Atlantic and Air France) are also deiced by a vendor. The current practices require the different vendors to operate in distinct areas where they do not impact each other. The current requirements for deicing pads assume this same operating arrangement. The requirements indicate a need for one widebody deicing spot for the non-Delta/SkyTeam carriers and another widebody spot for SkyTeam/non-Delta aircraft. An analysis was completed to determine the additional space needed to add one wide-body aircraft to an existing pad. Using the Airbus A350-1000 as the critical aircraft, the required additional pad length and width are 288 feet and 267 feet, respectively (or 76,896 square feet) for a 90 degree angle deicing pad. It is important to note that the widest existing deicing pad is 223 feet. One possibility to consider in the alternatives analysis is to park wide-body aircraft at an angle on one of the existing ADG III deicing pads, similar to current operations on the Runway 4R deicing pad. This could affect narrow body deicing and will be studied in detail using simulation during the alternatives analysis

2.5.2 Remain Overnight Parking

Remain overnight parking, also referred to as remote aircraft parking positions, play an integral role in the operations and interactions between the airfield, passenger terminals, and cargo operations. RON positions are used in conjunction with the passenger terminals to provide aircraft with long layover or overnight hold times with a place to park other than the aircraft gate. At the McNamara Terminal, RON positions are primarily used for International widebody aircraft which spend more than three hours on the ground at the Airport. Conversely at North Terminal, most of the demand for RON positions comes from non-Delta carriers who park aircraft overnight between the last arrival of the day and the first departure on the subsequent day. RON positions are discussed in further detail section 3.

2.6 Potential Impacts of Technology and Industry Trends

There are a variety of technological advancements and industry changes that could have an impact on airfield facility requirements at the Airport. Key among these is technological improvements to the air traffic control system that are part of FAA's Next Generation Air Transportation System (NextGen) development program, which has been underway since the late 1990s.* One of the central facets of NextGen is the transformation of the U.S. air traffic control system from ground-based navigation aids to satellite-based navigation aids. This transformation—which is already taking place in the en-route airspace and at select airports—will increase the accuracy of aircraft navigation and provide more flexible, robust air traffic procedures. The transformation to satellite-based navigation will also reduce or eliminate the need for ground based navigational aids such as VOR antennas, glide slope antennas, and localizer antennas.

Another facet of NextGen is to increase the availability and currency of air traffic data to all users of the air transportation system. This includes providing pilots with in-cockpit displays of air traffic information, so pilots can react to such information directly, and providing air traffic controllers with instantaneous aircraft position information obtained via satellite-based navigation systems, rather than via ground-based radar systems. A technology known as “automated dependent surveillance-broadcast” (ADS-B) is central in this effort. ADS-B utilizes radio transponders which broadcast detailed information regarding aircraft position, speed, altitude, type, and other information to ADS-B receivers. Such receivers can be located aboard aircraft and in air traffic control facilities. The ground infrastructure for ADS-B is now in place in the United States and all aircraft operating in the ATC environment and specified controlled airspace are mandated to have onboard “ADS-B Out” equipment installed and operating by 2020.

A third important facet of NextGen is to automate and optimize traffic flows both in the terminal and en-route airspace environments, enabling pilots and controllers to do more with the same volume of airspace. This optimization, which relies in part on the other two facets of NextGen that have already been mentioned, is expected to allow controllers to sequence aircraft to arrival and departure runways more effectively, helping to ensure that available airspace and airfield capacity is not wasted because aircraft aren't fed through the air traffic system effectively enough to use it.

Delta has been a strong supporter of many of the NextGen capabilities and has helped implement NextGen procedures at its Atlanta and Minneapolis hubs and other significant airports.

- Satellite-based approach procedures that can facilitate instrument approach procedures in low visibility to runways not currently equipped with CAT III ILSs
- Wake vortex detection and avoidance systems that enable wake-turbulence related in-trail separations and runway dependencies to be reduced when wind and weather conditions are favorable.
- ADS-B-based flight procedures and air traffic control rules that enable pilots to assume responsibility for their own separations from other aircraft, even in IMC conditions, facilitating “near-visual” operations in poor weather.

*A complete and current description of proposed NextGen program improvements, enabling technologies, and implementation timelines is presented in the report, Next Generation Air Transportation System Integrated Work Plan: A Functional Outline, Version 1.0, published by the Joint Planning and Development Office (JPDO), on September 30, 2008.

- Use of optimized descent profile (ODP) approach procedures to reduce fuel burn, aircraft emissions, and possibly noise impacts associated with Airport arrivals.
- Optimized taxiway routing and taxiway conflict management, utilizing data obtained from the ASDE-X ground surveillance system.

Some of these improvements will be enabled via facility and equipment improvements that are already planned for the Airport. However, much of the promise of NextGen will depend on the rates at which aircraft operators equip their aircraft to take advantage of NextGen capabilities.

From the perspective of the Master Plan Update, there are two actions that WCAA can take in the near-term to better prepare itself for NextGen flight procedures and operational capabilities.

- To take advantage of new generation approach and departure procedures, prepare a comprehensive map of airspace obstructions in the vicinity of the Airport. This is being done as part of the ALP process and will provide FAA with the information it needs to efficiently implement new next gen procedures.
- Plan airfield geometry that provides ATC with good flexibility in putting aircraft into the proper sequence for departure, or for quickly changing an aircraft's departure sequence. Proper sequencing for departure provides ATC with the capability to take advantage of multiple departure routes (a major benefit of NextGen). Multiple departure routes are most effective when successive aircraft can go on a different departure route. When two successive aircraft need to be on the same departure route (based upon their destination) a greater amount of time between departures is required. Changing an aircraft's departure sequence will become more important in NextGen due to NextGen's ability to sequence aircraft into enroute airspace "slots". The slots can sometimes change quickly and having the ability to get an aircraft airborne quickly to fit into a slot will be advantageous. This geometric consideration will be considered in alternatives while addressing other airfield requirements.

In the longer term, it is recommended that WCAA monitor the progress of the FAA's NextGen program and actively collaborate with FAA to determine when additional new technologies should be installed at the Airport and who should be responsible for their implementation.

3.0 PASSENGER TERMINAL FACILITIES

The assessment of passenger terminal facility requirements was based on the following primary objectives:

- Assess the need for additional capacity in the McNamara and North terminals separately.
- Determine if existing gate infrastructure given usage and trends are sufficient to meet future demand; and if infrastructure is not sufficient, assess the additional gates or change in usage that would be required to meet demand.
- Accommodate potential changes to the future fleet mix, particularly upgauging of the future aircraft fleet.
- Accommodate existing and forecast future peak hour passenger flows through key terminal functional areas.

The passenger terminal requirements assessment focused on four key functional elements below:

- Aircraft gates and remain overnight positions
- Airline check-in and bag drop units
- Passenger security screening checkpoints
- Federal Inspection Services facilities

3.1 Methodologies and Key Assumptions

The following summarizes the methodologies, and key assumptions used to determine passenger terminal facility requirements.

Terminal facility requirements for check-in, security screening, and Federal Inspection Services (FIS) were developed using a spreadsheet-based model. This model is based on the planning guidelines published in the Airport Cooperative Research Program (ACRP) Report 25: *Airport Passenger Terminal Planning and Design*, developed by the Transportation Research Board (TRB), and supplemented by benchmarks for comparable airports, industry-wide trends, data and previous planning studies provided by Airport staff, and site observations of existing conditions.

For planning purposes, it is assumed that future terminal facilities will be developed to meet Level of Service (LoS) "Optimum" standard as defined in the 10th edition of the International Air Transport Association's (IATA) Airport Development Reference Manual (ADRM). General planning factors as recommended on the IATA Level of Service framework were assumed in the development of facility requirements. Level of service is a measure of the quality of service provided to customers inside the terminal in terms of ease of flows and delays. LoS "Optimum" corresponds to a situation of overall good levels of service, where flows are stable, delays are acceptable, and a good level of comfort is provided.

3.1.1 Peak-Hour Passenger Activities

Terminal facility requirements are primarily driven by forecast peak-hour passenger demand. Forecasts of peak hour passengers and passenger airline aircraft operations were developed using published airline schedules for a representative day in 2015 (the base year). Table 3-1 summarizes the baseline and forecast peak-hour passenger demands for each PAL based on scheduled seats and an assumed annual average load factor of 85%.

Table 3-1
PEAK-HOUR PASSENGER ACTIVITY
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	Baseline 2015	PAL 1 2020	PAL 2 2025	PAL 3 2035
Airport Total	7,009	7,465	8,534	9,418
McNamara	2,698	3,094	3,452	3,794
Departures	1,051	1,191	1,337	1,465
Arrivals	1,667	1,924	2,130	2,353
North	4,311	4,371	5,082	5,625
Departures	1,842	1,913	2,197	2,287
Arrivals	2,674	2,710	3,179	3,480

Source: LeighFisher, July 2016.

3.1.2 Aircraft Gate Requirements Methodology and Assumptions

Aircraft gate requirements are assessed by analyzing the ADPM flight schedule. Baseline and future flights schedules are provided in Appendix A. Aircraft gate requirements were developed using a proprietary gate model which allocates scheduled flights to terminal gates and remote aircraft parking positions based on assumed operational parameters. Aircraft gate demand is derived by analyzing the simultaneous number of aircraft unloading and loading passengers at the terminals by airline and aircraft type.

A gate is defined as any aircraft parking position used by airlines for loading and unloading passengers, and a remote parking position is defined as any aircraft parking position used only for staging idle aircraft. Remote parking is either by an aircraft which is scheduled to be on the ground for longer than 2 hours (e.g., international flights) or aircraft that remain overnight. The analysis is highly dependent on a number of key assumptions, including:

- A schedule of matched flight arrival and departure operations and an inventory of available gates and remote positions at each terminal
- Physical constraints that stipulate which flights are permitted to use which gates based on maximum allowable aircraft length and width; position or height of loading bridges; and dependencies between adjacent gate positions that would restrict operations
- Airport policies describing which airlines are allowed to use which gates, including policies which allow aircraft from any airline to use certain “common use” gates
- Assumptions for aircraft passenger unloading and loading times, tow times, and buffer times which describe the minimum amount of time typically reserved between successive aircraft operations on a gate
- Assumptions regarding airline use of RON positions, particularly the length of time aircraft are allowed to dwell at a gate before being towed to a remote position

Maneuvering buffer, defined as the time for an aircraft to maneuver into and out of a gate, is assumed to be five minutes. Schedule buffer, defined as the time to allow for early or late arrivals, is assumed to be 10 minutes for flights to North America and 20 minutes for all others. Minimum gate times, defined as the minimum amount of time that an aircraft requires a gate for an arrival, departure, or full turn operation before it can be towed to a remote parking position, is assumed to vary by airline, aircraft type, and sector as summarized in Table 3-2. Holdover tow time threshold, defined as the maximum amount of time an airline would allow an aircraft to dwell at a gate before the airline would tow the aircraft to a remote parking position, is assumed to be two hours.

Table 3-2
MINIMUM GATE TIME ASSUMPTIONS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Airline	Aircraft class	Sector	Arrival time (mins)	Departure time (mins)	Full turn – arrival and departure (mins)
All	Widebody	All	50	50	60
Delta	Narrowbody	International	30	30	40
Delta	Narrowbody	Domestic & precleared	30	30	40
All Others	Narrowbody	Domestic	40	40	50
Delta	Regional Jets	International	30	30	40
Delta	Regional Jets	Domestic & precleared	25	25	30

Source: LeighFisher, July 2016.

Terminal and remote parking positions are summarized using a combination of existing inventory and known future projects. Table 3-3 shows the available inventory of aircraft contact gates by terminal and aircraft design group compatibility. It should be noted that McNamara Terminal Concourse C has 15 gates that are currently inactive. Also, design is currently underway for three additional contact gates at the north end of North Terminal, which are expected to be operational by PAL 1, and therefore considered as available in the gate inventory for the future flight schedules.

The need for contact gates is also closely associated with the number of remote parking positions. At some airports, nearly all aircraft can be simultaneously accommodated by contact gates, which provide a high level of service to airlines and passenger. However, at other airports there are only enough contact gates for the number of aircraft being simultaneously loaded, and remote parking positions provide capacity for those aircraft which are idle or being stored for flights later in the day. Since remote parking positions are typically associated with lower capital and maintenance costs than contact gates, some airports choose to provide remote parking positions to reduce costs while accommodating flight schedules.

Remote aircraft parking positions are found in five distinct apron areas of the airfield, shown in Table 3-4. Each remote apron is used by a different primary user group, as noted in the table.

Gate requirements derived from results from the gate model are summarized in sections 3.2.1 for the McNamara Terminal and 3.3.1 for the North Terminal.

Table 3-3
EXISTING TERMINAL CONTACT GATES BY AIRCRAFT DESIGN GROUP
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	Aircraft Design Group (ADG)				Total
	II	III	IV	V	
McNamara					
Concourse A		38	11	14	63
Concourse B		17			17
Concourse C	<u>21</u>	<u>19</u>	—	—	<u>40</u>
Total	21	74	11	14	120
North Terminal					
Concourse D (a)		13	14	2	29

(a) Assumes three new ADG-III gates in place by PAL 1

Source: LeighFisher, July 2016.

Table 3-4
REMOTE AIRCRAFT PARKING POSITIONS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Remote aprons	Primary user group	Aircraft Design Group (ADG)				Total
		II	III	IV	V	
A (adjacent to Delta Cargo)	Delta Cargo		4	1		5
B (adjacent to North Terminal)	Common use	2	5	2	2	11
C (adjacent to taxiway Zulu)	Common use			2		2
D (southeast portion of the airfield)	Common use				2	2
E (adjacent to McNamara concourses C)	Delta + SkyTeam Partners	—	—	<u>3</u>	<u>1</u>	<u>4</u>
Total		2	9	8	5	24

Source: LeighFisher, July 2016.

3.1.3 Passenger Check-in Assumptions

Passenger check-in facility requirements were derived based on peak 30-minute departing passenger volumes and were determined with exclusive-use check-in facilities prevailing in both terminals, except for a few common-use check-in positions in the North Terminal. Passenger airline status (premier/non-premier) was not considered.

It is widely recognized that mobile and remote check-in will gradually increase as passengers become more reliant on their personal electronic devices to provide these services. Considering other emerging technologies for the check-in process, it is assumed that the need for full-service check-in counters and

kiosks will decrease over time. Table 3-5 shows the percentage of originating passengers projected to use each of the major types of check-in facilities during the planning period.

Table 3-5
**PERCENTAGE OF ORIGINATING PASSENGERS
 USING CHECK-IN FACILITIES BY TYPE**
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

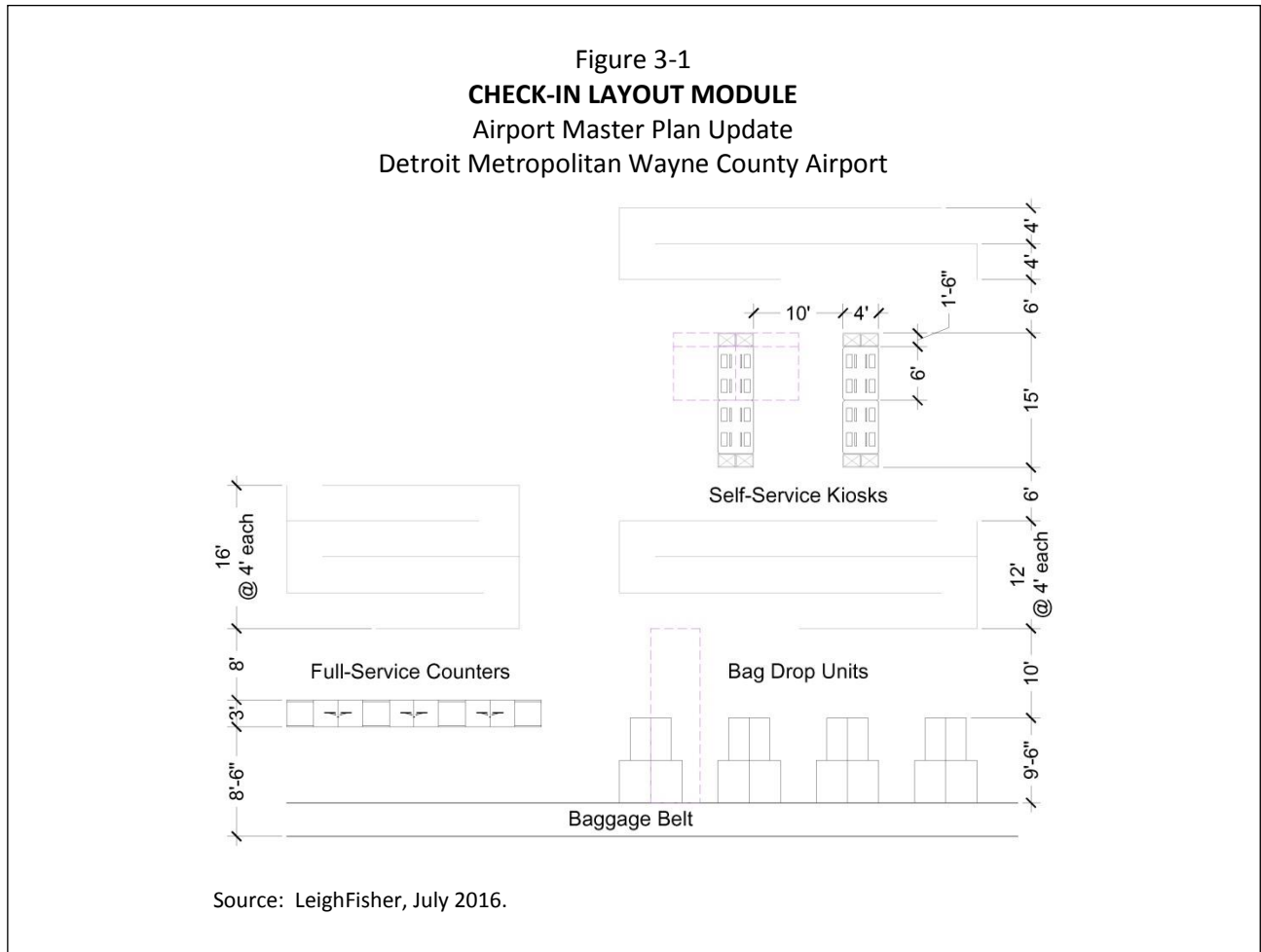
Check-In Types	Baseline 2015	PAL 1 2020	PAL 2 2025	PAL 3 2035
Full-service counters	10	10	8	8
Self-service kiosks	40	30	20	10
Off-site/mobile/online with bags	20	30	42	52
Off-site/mobile/online no bags, direct to SSCP	18	18	20	20
Curbside	<u>12</u>	<u>12</u>	<u>10</u>	<u>10</u>
Total	100	100	100	100

Source: LeighFisher, July 2016.

Check-in transaction times and desired maximum wait times were referenced both from the IATA ADRM recommendations for LoS “Optimum” standard and benchmarking other large hub airports. The physical space required is comprised of areas needed to accommodate airline employees and equipment, passengers actively checking in at each location, and passengers queuing. Passenger queuing is calculated based on maximum number of passengers in the queue multiplied by 16 square feet per passenger as recommended for LoS “Optimum” standard.

A typical check-in layout module is provided on Figure 3-1, which is used to calculate space required for each check-in function. Specific airline check-in requirements were not accounted for in this analysis. Rather, generic space allocated to serve each check-in mode was applied to project future program requirements. For example, a typical linear full-service check-in counter is assumed to be three feet wide with a three feet wide bag well on the side. The total check-in area consists of an eight-foot-deep active check-in area, a three-foot-deep counter, and another 8.5 feet of space behind the counter for bag belt and agent circulation. Sufficient space is also provided to accommodate self-service bag drop units shall this system be approved for future operation in the United States.

As check-in processing continues to shift from airlines to the passenger via mobile devices, online and offsite check-in, check-in demand in pre-secure terminal space will decrease over time. Thus, with the decline of cash transactions at the ticketing lobby and a continual shift in check-in operations away from the counter, Airline Ticket Offices (ATOs) are no longer necessary to be directly behind the counters to support ticketing operations it once served. This allows ATOs to be more flexible in its location, potentially relocated to a secondary space, freeing up space in the terminal for other revenue producing functions. ATO space is assumed to gradually decrease over the planning period, from 90% in the baseline year to 70% of the total check-in area required at PAL 3. In addition, approximately 35-45% of the overall check-in area should be allocated to general circulation within the planning period.



3.1.4 Security Screening Checkpoint Assumptions

The McNamara Terminal currently operates four separate checkpoints designated for originating passengers – 2-lanes on Level 2, 4-lanes on Level 3 south, 4-lanes on Level 3 north, and 1-lane inside the Westin Hotel for a total of 11 lanes. The North Terminal operates two checkpoints, one on the North and one on the South, each occupying 5-lanes. The checkpoints connect each terminal’s ticketing lobby to its passenger concourses. It is assumed that these checkpoints will continue to operate separately for the purpose of this master plan. The assumed passenger utilization between the four McNamara checkpoints is: 20% on Level 2, 35% each on Level 3 north and south, and 10% in the Westin Hotel. It is assumed that the two North Terminal checkpoints each accommodate 50% of the total passengers.

Future passenger security screening checkpoint requirements are determined based on the following planning guidelines and assumptions:

- An average throughput of 150 persons per lane per hour was assumed for regular checkpoint lanes; whereas, an average throughput of 250 persons per lane per hour was assumed for expedited TSA PreCheck and CLEAR lanes.*

*Based on observations at Airports nationwide and recommendations provided in ACRP Report 25, *Airport Passenger Terminal Planning and Design*.

- 45% of SSCP passengers were assumed to use regular checkpoint lanes while 40% will go through TSA PreCheck lanes, and the remaining 15% were assumed to process through the privately operated CLEAR security screening program throughout the planning period.
- CLEAR will occupy a dedicated lane at both the North Terminal checkpoints and the two checkpoints on Level 3 of the McNamara, where a majority of the passengers is anticipated to be processed.
- Employee screening demand was added to the passenger volumes at all checkpoints and assumed to be 15% of daily enplanements.
- Passengers can wait a maximum of ten minutes for security screening. Passengers will occupy 13 square feet per person of space while waiting in queue.
- Passengers will utilize the security screening checkpoint located in the terminal in which they check-in regardless of congestion. Active management of passenger queues to redirect passengers to checkpoints with less congestion could reduce overall screening wait times.

Space requirements for security screening checkpoints are comprised of active security screening and passenger queuing. The space required for active security screening is based on a two-lane module measuring 28-feet in width and 100-feet in length, as shown on Figure 3-2. To maintain service levels, it was assumed that passengers can wait a maximum of ten minutes at the queue prior to screening. A 15% allowance is also provided to anticipate future screening equipment modifications and expansion, as suggested on the TSA's *Recommended Security Guidelines for Airport Planning, Design and Construction*, (May 1, 2011).

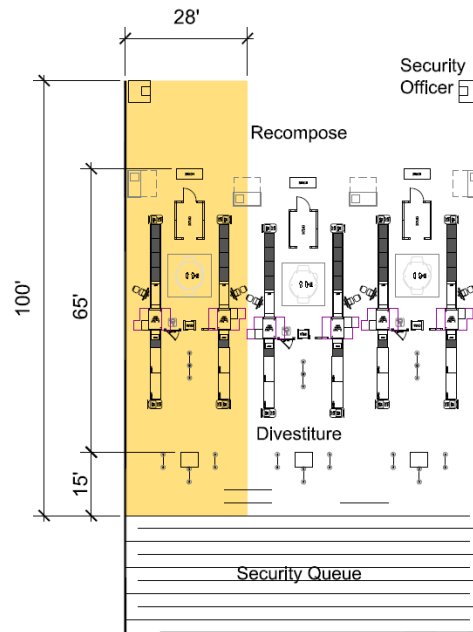
3.1.5 Federal Inspection Services Facility Assumptions

FIS facilities are located at both terminals, which provide primary (immigration) and secondary (customs) screening of passengers and baggage. The facilities also includes baggage re-check areas for connecting passengers and a separate passenger security screening checkpoint dedicated to international connecting passengers at the McNamara Terminal. Key assumptions for FIS operation at both terminals include:

- Arriving International passengers from each individual airline are combined by terminal
- An immigration booth is a piggyback booth that accommodates two agents, and capable of processing 100 passengers per hour (per piggyback booth)

To account for peak hour FIS passenger flows, it was assumed that passengers deplane from international arriving flights within 20 minutes of aircraft arrival. It should be noted that peak passenger flows do not coincide with outbound enplaning peaks.

Figure 3-2
SECURITY SCREENING CHECKPOINT MODULE
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport



Source: LeighFisher, July 2016.

3.2 McNamara Terminal

The following summarizes the future facility requirements for the McNamara Terminal.

3.2.1 Aircraft Gate and Remote Parking Position Requirements

Based on the assumptions described in section 3.1.2, there is no need for additional gates at the McNamara Terminal within the planning horizon. However, some requirements for modifications to existing gates are required. Table 3-6 summarizes the gate requirements for Delta and SkyTeam partners using the McNamara Terminal.

The future PAL 1 flight schedule indicates a need for up to three ADG-V gates with FIS access to accommodate A-350-900 aircraft, however it is assumed that existing ADG-V gates are adequately sized to accommodate the new aircraft type. Based on input provided by Delta Airline’s representatives, the A-350-1000 aircraft, which is approximately 10-feet longer and 1-foot wider than existing ADG-V gates, does not need to be accommodated. The future PAL 3 flight schedule indicates an increase in the number of wide-body (ADG-IV and ADG-V) aircraft serving the McNamara terminal. As a result, the requirements reflect an increased need in the number of wide-body contact gates in PAL 3 over PAL 1. Requirements are also sensitive to the number of ADG-III and ADG-IV aircraft using ADG-IV and ADG-V gates.

Table 3-6
GATE REQUIREMENTS – McNAMARA TERMINAL
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Aircraft Design Group (ADG)	Existing (Active)	PAL 1	PAL 2	PAL 3
II	21 (27)	36	17	19
III	74 (52)	43	65	71
IV	11 (11)	8	6	0
V	<u>14 (14)</u>	<u>7</u>	<u>9</u>	<u>11</u>
Total	120 (104)	94	97	101

Note: All gate requirements include an 8% increase above the output from the gate model, which reflects a typical operating gate supply buffer used by Delta at other major hubs such as Atlanta.

Source: LeighFisher, July 2016.

The total PAL 3 gate requirements for ADG-III or larger contact gates is 82 (71+11). Since there is a total of 77 active ADG-III and larger aircraft gates today (52 ADG-IIIs, 11 ADG-IVs, and 14 ADG-Vs), 5 new gates will be needed to accommodate future demands. However, with the 8 additional ADG-II gates that are not needed to meet future demands, the 5 required gates can likely be accommodated by up-gauging smaller aircraft (ADG-II) gates.

Requirements shown in Table 3-6 assume that contact gates will be used with higher frequency (turns per day) than current PAL 1 conditions. The general trend towards upgauging of the aircraft fleet mix, particularly the elimination of RJ200 aircraft from the future flight schedules, also eliminates the need for ADG-II gates, which are currently provided at Concourse C.

Table 3-7 shows the number of RON positions which would be required to accommodate the future flight schedules. The RON requirements in the table also represent a buffer space for irregular operations. It should be noted that the RON requirements at McNamara Terminal are primarily driven arrival banks and subsequent departure patterns. When the rate of arriving aircraft exceeds the rate of departing aircraft, the number of total aircraft on the ground can exceed the number of contact gates. One example of this is international wide-body flights which often have long layover times. Since the Airport serves as a major hub for Delta operations, the need for overnight parking of ADG-III aircraft does not exceed the available capacity of contact gates and RON positions in the planning horizon.

3.2.2 Passenger Check-in Requirements

Table 3-8 summarizes the check-in requirements at the McNamara Terminal throughout the planning period. The existing check-in facilities at McNamara are more than sufficient to handle demand beyond the 20-year planning period. Approximately 12,000 square feet of space is needed to meet the Baseline requirement. By PAL 3, that demand increases to 15,400 square feet. Spaces that are not needed to meet future demands can either be repurposed for a centralized security screening checkpoint on Level 3

departures to consolidate security staffing or can be reconfigured as additional tenant space or airport support functions, which will be studied in the alternatives development phase.

Table 3-7
REMOTE AIRCRAFT PARKING REQUIREMENTS – McNAMARA TERMINAL
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Aircraft Design Group (ADG)	Existing*	Baseline	PAL 1 2020	PAL 2 2025	PAL 3 2035
III	19	20	21	22	22
V	<u>4</u>	<u>4</u>	<u>5</u>	<u>5</u>	<u>6</u>
Total	23	24	26	27	28

*Includes shared use RON positions.

Source: LeighFisher, July 2016.

Table 3-8
CHECK-IN REQUIREMENTS – McNAMARA TERMINAL
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	Existing	Baseline 2015	PAL 1 2020	PAL 2 2025	PAL 3 2035
Unit requirements (positions)					
Full-service	84 (a)	7	7	7	7
Kiosks	49	23	20	15	10
Bag drop		14	23	35	47
Curbside		<u>4</u>	<u>5</u>	<u>5</u>	<u>5</u>
Subtotal positions	133	48	55	62	69
Space requirements (sf)(b)					
Check-in area	11,870	6,200	6,800	7,100	7,500
Airline ticket office	16,190	3,400	3,700	4,100	4,500
Circulation		<u>2,200</u>	<u>2,800</u>	<u>2,900</u>	<u>3,400</u>
Subtotal area	28,060	11,800	13,300	14,100	15,400

(a) Existing full-service positions include bag drop areas.

(b) Rounded to the nearest hundreds.

Source: LeighFisher, July 2016.

3.2.3 Passenger Security Screening Checkpoint Requirements

The four passenger security screening checkpoints at the McNamara Terminal currently provide a total of 11 security lanes and approximately 18,500 square feet of active screening and passenger queuing space. These checkpoints are vertically separated and each dedicated to a different passenger type (e.g., TSA PreCheck, employee/crew, and passengers going straight to security screening with no bags to check, etc.). It is assumed that PreCheck and CLEAR will each occupy dedicated lanes on the two checkpoints at Level 3 Departures, while both will share one lane on Level 2 and the Westin Hotel checkpoints.

Table 3-9 summarizes the security screening requirements at McNamara Terminal. Assuming 55% of total passengers will go through expedited screening, an additional lane to accommodate expedited processing is needed at the Westin Hotel. By PAL 3, one additional lane will be required on the Level 2 checkpoint. However, the space required to accommodate future screening equipment and unanticipated change in screening protocols is anticipated to increase over the planning period. A total of approximately 24,400 square feet of space is needed to accommodate additional screening, queuing and support spaces required by PAL 3 – roughly 30% more than the existing footprint.

Table 3-9
SECURITY SCREENING REQUIREMENTS – McNAMARA TERMINAL
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	Existing	Baseline	PAL 1	PAL 2	PAL 3
Checkpoint lanes	11	12	12	12	13
Level 2	2	2	2	2	3
Level 3 North	4	4	4	4	4
Level 3 South	4	4	4	4	4
Westin	1	2	2	2	2
Screening areas (sf) (a)		16,800	16,800	16,800	18,200
Queuing area (sf)		700	1,100	1,900	1,600
Support allowance (sf)		<u>4,200</u>	<u>4,200</u>	<u>4,200</u>	<u>4,600</u>
Total SSCP area	18,500	21,700	22,100	22,900	24,400

(a) Rounded to nearest hundreds.

Source: LeighFisher, July 2016.

3.2.4 Federal Inspection Services Facility Requirements

There are currently 30 piggyback booths for FIS primary processing, located on the first floor in the central core of the terminal. Sterile corridors connect international arrival gates to the FIS passenger processing facility. Customs and Border Protection staff has indicated that the existing McNamara FIS facility is designed to handle up to 2,000 passengers per hour (pph). The peak hour forecast for international arriving passengers is not anticipated to exceed 600 passengers by PAL 3 (2035). Therefore, the existing FIS facility is more than adequate to handle future international demand even beyond the 20-year planning horizon.

3.3 North Terminal

The following sections summarize the future facility requirements for the North Terminal.

3.3.1 Aircraft Gate Requirements

The existing inventory of North Terminal gates consists of 10 ADG-III, 14 ADV-IV, and two ADG-V aircraft for a total of 26 gates, which can accommodate the baseline flight schedule. Four of the gates (D3, D5, D7, and D10) are FIS compatible with a sterile corridor connecting the jet bridge to the CBP checkpoint on the lower level of the Terminal.

The North Terminal currently accommodates all non-Delta SkyTeam airlines, and as a result the gate requirements are highly sensitive to airport policies and rules regarding gate usage. Table 3-10 summarizes how each gate is currently allocated. For purposes of developing high-level gate requirements, it is assumed that the existing airline gate allocation is maintained in future PALs. Since it is unknown which airline(s) will occupy the three new gates at the north end of the North Terminal, it is assumed these additional ADG-III gates will be operated as “common-use” gates throughout the planning period.

Table 3-10
EXISTING NORTH TERMINAL AIRLINE GATE ALLOCATIONS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Airline	Gate #	Total
United Airlines	D1, D2, D4, D6	4
Spirit Airlines	D8, D11, D12, D14	4
jetBlue Airlines	D15	1
Frontier Airlines	D16	1
Southwest Airlines	D19, D20, D21, D23	4
American Airlines	D18, D24, D25, D26, D28, D30, D32	7
Air Canada	Common Use Only	
Alaska Airlines	Common Use Only	
Lufthansa Airlines	Common Use Only	
Royal Jordanian Airlines	Common Use Only	
Common use (CU) gates (a)	D3, D5, D9, D10, D17	<u>5</u>
Total gates		26

Note: All incoming international flights, that are not pre-cleared have to use CU Gates D3, D5, D9 or D10 which have FIS access.

(a) Any NT Airline can use a CU Gate, as needed.

Source: LeighFisher, July 2016.

When considering aircraft gate requirements, it is prudent to consider flexible use of the Terminal facilities. For example, if additional wide-body international flights that are currently unforeseen in the future flight schedules, were to be realized, then one or two additional ADG-V, FIS capable gates could be required at the North Terminal. Similarly, if growth in the low-cost carriers exceeds the forecast, then the need for gates could increase beyond what is shown in Table 3-11.

Remote aircraft parking position requirements at the North Terminal are largely driven by the morning departure peak. Since Detroit is primarily a non-hub for most North Terminal airlines, many airlines desire an early morning flight to their own hubs, which is reflected in the baseline and future flight schedules. Table 3-12 shows the number of RON positions required by aircraft size. As with contact gates, it may be prudent to consider additional unforeseen demand, particularly for ADG-V remote aircraft parking. Therefore it is recommended that new ADG-III/IV RON positions also be designed with ADG-V compatibility.

Table 3-11
GATE REQUIREMENTS – NORTH TERMINAL
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Aircraft Design Group (ADG)	Existing	Baseline	PAL 1	PAL 2	PAL 3
III/IV	10/14	25	26	27	28
V	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
Total	26	26	27	28	29

Source: LeighFisher, July 2016.

Table 3-12
REMOTE AIRCRAFT PARKING REQUIREMENTS – NORTH TERMINAL
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Aircraft Design Group (ADG)	Existing	Baseline	PAL 1	PAL 2	PAL 3
III/IV	12	14	15	15	16
V	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	12	14	15	15	16

Source: LeighFisher, July 2016.

3.3.2 Passenger Check-in Requirements

Table 3-13 summarizes the check-in requirements at the North Terminal throughout the planning period. There are currently 86 full-service counters and 24 kiosks at the North Terminal passenger check-in facility, occupying approximately 17,630 square feet of check-in area in total. Several counter and kiosk positions function as common-use (shared between international carriers), while the majority of positions are dedicated for exclusive airline use. If sharing of check-in facilities amongst airlines increases, total space requirements indicated in Table 3-13 could potentially decrease.

As shown in Table 3-13, the existing check-in facility (at approximately 36,500 square feet) is more than adequate to accommodate passenger demands throughout the planning period. This indicates that a portion of the existing check-in facility can be repurposed for other revenue generating functions, such as

leasable tenant spaces, small coffee shop type concessions for meeters/greeters or airport/airline employees to name a few.

Table 3-13
CHECK-IN REQUIREMENTS – NORTH TERMINAL
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	Existing	Baseline	PAL 1 2020	PAL 2 2025	PAL 3 2035
Unit requirements (positions)					
Full-service	86 (a)	12	12	12	12
Kiosks	24	42	32	25	16
Bag drop		25	35	53	71
Curbside		<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>
Subtotal positions	110	88	88	99	108
Space requirements (sf) (b)					
Check-in area	17,630	9,700	10,300	10,800	11,400
Airline ticket office	18,860	5,600	5,500	6,100	6,800
Circulation		<u>3,400</u>	<u>4,100</u>	<u>4,400</u>	<u>5,200</u>
Subtotal area	36,490	18,700	19,900	21,300	23,400

(a) Existing full-service positions include bag drop areas.

(b) Rounded to the nearest hundreds.

Source: LeighFisher, July 2016.

3.3.3 Passenger Security Screening Checkpoint Requirements

There are a total of 10 security screening lanes evenly distributed at two checkpoint locations – on the north and south sides of the North Terminal, occupying a total of approximately 18,200 square feet. It is assumed that both checkpoints will continue to operate separately throughout the planning period.

Table 3-14 summarizes the security screening requirements at North Terminal. Assuming 55% of the passengers go through TSA PreCheck and CLEAR, with each having dedicated lanes, and the other 45% process through the regular checkpoint, results indicate that two additional lanes are required at each bank in the Baseline year. This translates to a total of approximately 27,000 square feet of security screening areas required for active screening, queueing and TSA support. By PAL 3, four additional lanes are required to accommodate passenger demands at each bank, with a total of approximately 34,000 square feet of space needed – about 85% more than the existing area allocated for security screening today.

3.3.4 Federal Inspection Services Facility Requirements

There are currently seven piggyback booths for FIS primary processing, located on the first floor and south end of the terminal. Sterile corridors connect the international arrival gates to the FIS passenger processing facility. Customs and Border Protection staff has indicated that the existing FIS passenger processing capacity is approximately 700 passengers per hour. The forecast flight schedule features only one simultaneous inbound international aircraft. Therefore the peak hour international arriving passenger flow is not anticipated to exceed 250 passengers, or the capacity of a single flight, should aircraft types change in

the future. Even if two inbound international aircraft arrive simultaneously in a future flight schedule, the FIS facility at North Terminal should be adequately sized to meet demand

Table 3-14
SECURITY SCREENING REQUIREMENTS – NORTH TERMINAL
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	<u>Existing</u>	<u>Baseline</u>	<u>PAL 1</u>	<u>PAL 2</u>	<u>PAL 3</u>
Checkpoint lanes	10	14	14	16	18
North	5	7	7	8	9
South	5	7	7	8	9
Screening areas (sf) (a)	12,600	19,600	19,600	22,400	25,200
Queuing area (sf)	4,630	2,500	2,900	2,900	2,400
Support allowance (sf)	<u>970</u>	<u>4,900</u>	<u>4,900</u>	<u>5,600</u>	<u>6,300</u>
Total SSCP area	18,200	27,000	27,400	30,900	33,900

(a) Rounded to nearest hundreds.

Source: LeighFisher, July 2016.

4.0 GROUND TRANSPORTATION AND PARKING

The following summarizes estimated requirements for roadways, curbsides, parking, and rental car facilities. Requirements were developed based on collected data, anecdotal information from Authority staff and stakeholders, experience at comparable airports, previous studies commissioned by the Authority, and industry standards for an acceptable LOS throughout the planning period.

4.1 Terminal Roadways

Terminal access roadway requirements are based on an analysis of the current and projected peak hour traffic volumes along individual roadway segments. For each roadway segment the projected peak or design hour vehicle volume was compared to the hourly capacity of the roadway to determine the volume to capacity (v/c) ratio. The capacity is dependent upon the number of lanes and posted speed limit or typical speed of vehicles along each segment. Typically, highways that accommodate vehicles at a high rate of speed have a higher capacity than arterial roadways which are subject to slower speeds. As traffic enters the terminal area, the decreased speeds approaching the terminal curbside and the number of decision points (e.g. parking, rental car entrances, etc.) impact the roadway capacity.*

The Airport’s roadways were analyzed using a 30 mph LOS criteria from ACRP Report 40, *Airport Curbside and Terminal Area Roadway Operations*, as summarized in Table 4-1. Portions of the roadway, such as along John D. Dingell Drive between the North and McNamara Terminals are signed for faster speeds such as 45 mph, however, an initial analysis was completed using the slower speed threshold to identify issues in the Airport network. A higher overall capacity was assumed along these roadways to reflect the higher speeds and fewer decision points.

Table 4-1
LEVELS OF SERVICE FOR AIRPORT TERMINAL AREA ACCESS ROADWAYS (30 MPH)
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Volume/Capacity Ratio	Level of Service
0.00-0.26	A
0.26-0.41	B
0.41-0.60	C
0.60-0.79	D
0.79-1.00	E
1.00-5.00	F

Source: ACRP 40, *Airport Curbside and Terminal Area Roadway Operations*, Table 4-1, based on information presented in Transportation Research Board, National Research Council, *Highway Capacity Manual*, Exhibits 21-2 and 21-3, December 2000.

*The standard Highway Capacity Manual (HCM) LOS table was developed for highways and uses a minimum speed of 45 mph. Since airport access roadways are typically signed for 35 mph or less (the posted speed limit at DTW is 25 mph) the HCM table does not always result in an accurate representation of LOS on airport roadways. ACRP Report 40, *Airport Curbside and Terminal Area Roadway Operations* summarizes roadway operating conditions along airport roadways and assigned capacities and LOS criteria that are more representative of airport environs.

ACRP Report 40 uses letters A through F to identify operational performance with LOS A representing free flow conditions with no delay and LOS F representing gridlock situations with a v/c ratio over 1.0. Roadway lane requirements were developed assuming a target LOS D. The LOS of a roadway segment is determined by the peak or design hour traffic volume divided by the hourly capacity of the segment. If the LOS of a segment decreases below LOS D additional lanes would be needed. For any segments operating at LOS E or F, the number of lanes required to achieve an acceptable LOS D or better was calculated.

The existing peak hour volumes collected in January 2016 were increased by the respective originating and terminating passenger growth during the design day AM or PM peak-hour at each terminal for each PAL. Since the GTCs serves both departing and arriving passengers, the projected traffic volumes at the GTCs were assumed to grow at the same rate as the total originating and terminating passenger growth during the design day AM or PM peak-hour at their corresponding terminal.

The existing and projected traffic volumes, v/c ratio and associated level of service for roadway segments in the terminal area are summarized in Table 4-2. The terminal access roadways are projected to operate at LOS B or better throughout the planning horizon and have sufficient capacity to provide an acceptable level-of-service through PAL 3.

4.2 Non-Terminal Roadways and Intersections

The following section presents analyses of roadway and intersection capacities for key access facilities located on the perimeter of the Airport.

4.2.1 On-Airport Roadways

On-Airport roadway requirements were developed based on current and projected peak or design-hour traffic volumes for individual roadway segments compared to the capacity of each segment. Traffic volumes on West Service Road, where air cargo-related traffic comprises a high share of total traffic, were escalated for future PALs assuming roadway traffic will increase at the same rate as forecast annual cargo tonnage. For John D. Dingell Drive and William G. Rogell Drive, the projected traffic volumes were assumed to grow at the same rate as the total passenger growth in either the AM or PM peak-hour. Inbound and outbound traffic associated with rental car operations were assumed as the primary share of total traffic on Lucas Drive and the projected traffic volumes were grown relative to the projected increase in originating and terminating passengers.

Similar to the terminal area roadways, lane requirements were developed assuming a target LOS D as shown in Table 4-1. As shown in Table 4-3, the non-terminal roadways should have sufficient capacity to provide an acceptable level-of-service through PAL 3. By PAL 3, eastbound direction of Lucas Drive at 400 feet west of Middlebelt Road will be operating at LOS D.

Table 4-2
PASSENGER TERMINAL AREA ROADWAY REQUIREMENTS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Description	Existing Capacity		Baseline (2016)				PAL 1 (2020)				PAL 2 (2025)				PAL 3 (2035)			
	Lanes	Capacity (veh/hr)	Demand (veh/hr)	V/C ratio	LOS	Required Lanes	Demand (veh/hr)	V/C ratio	LOS	Required Lanes	Demand (veh/hr)	V/C ratio	LOS	Required Lanes	Demand (veh/hr)	V/C ratio	LOS	Required Lanes
McNamara Terminal departure between Merge & 5-lane widening	3	3,000	772	0.26	A	3	793	0.26	B	3	799	0.27	B	3	892	0.30	B	3
McNamara Terminal arrival between Merge & 5-lane widening	3	3,000	524	0.17	A	3	566	0.19	A	3	593	0.20	A	3	627	0.21	A	3
McNamara Terminal GTC between merge & operating Curbside	1	1,000	277	0.28	B	1	299	0.30	B	1	312	0.31	B	1	329	0.33	B	1
McNamara Terminal Int'l arrivals between merge & 5-lane widening	3	3,000	624	0.21	A	3	636	0.21	A	3	640	0.21	A	3	751	0.25	A	3
North Terminal departure prior to curbside area	4	4,000	461	0.12	A	4	488	0.12	A	4	537	0.13	A	4	565	0.14	A	4
North Terminal arrival between CV diverge/curbside	4	4,000	536	0.13	A	4	556	0.14	A	4	651	0.16	A	4	700	0.18	A	4
North Terminal GTC between diverge from arrivals road & GTC	2	2,000	204	0.10	A	2	212	0.11	A	2	250	0.12	A	2	273	0.14	A	2

Source: HNTB analysis, June 2016.

Table 4-3
NON-TERMINAL AREA ROADWAY REQUIREMENTS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Description	Existing Capacity		Baseline (2016)				PAL 1 (2020)			PAL 2 (2025)			PAL 3 (2035)					
	Lanes	Capacity (veh/hr)	Demand (veh/hr)	V/C ratio	LOS	Required Lanes	Demand (veh/hr)	V/C ratio	LOS	Required Lanes	Demand (veh/hr)	V/C ratio	LOS	Required Lanes	Demand (veh/hr)	V/C ratio	LOS	Required Lanes
Dingell D. Drive between Tunnel & Eureka Road (NB)	2	3,200	657	0.21	A	2	758	0.24	A	2	815	0.25	A	2	884	0.28	B	2
Dingell D. Drive between Tunnel & Eureka Road (SB)	2	3,200	707	0.22	A	2	745	0.23	A	2	839	0.26	B	2	904	0.28	B	2
WG Rogell Drive at 1000' N of Burton Drive (SB)	4	6,400	1,820	0.28	B	4	2,099	0.33	B	4	2,257	0.35	B	4	2,449	0.38	B	4
WG Rogell Drive at 1150' N of Burton Drive (NB)	3	4,800	1,768	0.37	B	3	1,863	0.39	B	3	2,098	0.44	C	3	2,262	0.47	C	3
Lucas Drive at 150' E of E. Service Drive	1	1,000	410	0.41	B	1	433	0.43	C	1	490	0.49	C	1	536	0.54	C	1
Lucas Drive at 200' E of E. Service Drive	2	2,000	210	0.11	A	2	224	0.11	A	2	249	0.12	A	2	273	0.14	A	2
Lucas Drive at 350' W of Middlebelt Road	1	1,000	491	0.49	C	1	524	0.52	C	1	582	0.58	C	1	637	0.64	D	1
Lucas Drive at 400' W of Middlebelt Road	2	2,000	460	0.23	A	2	486	0.24	A	2	550	0.27	B	2	602	0.30	B	2
W. Service Road at 100' S of Central Maintenance Dw	2	2,000	97	0.05	A	2	116	0.06	A	2	131	0.07	A	2	163	0.08	A	2
W. Service Road at 350' S of Central Maintenance Dw.	1	1,000	52	0.05	A	1	62	0.06	A	1	70	0.07	A	1	87	0.09	A	1
WG Rogell NB-SB Crossover at 250' S of Burton Drive	1	1,600	465	0.29	B	1	490	0.31	B	1	552	0.34	B	1	595	0.37	B	1

Source: HNTB analysis, June 2016.

4.2.2 Traffic Signals

Capacity and LOS on William G. Rogell Drive and Burton Drive will be affected by signalized intersections. Using turning movement counts collected during January 2016, the hour experiencing the highest total volume through each intersection was identified. Based on the January 2016 traffic counts, 7:00 p.m. to 8:00 p.m. was identified as the peak hour for this intersection. For both Rogell Drive and Burton Drive, the volumes were then increased at the same rate as the total passenger growth in origin and destination passengers during the design day AM or PM peak-hour period to establish the volumes associated with the future PALs. For 2016 and each PAL, a planning-level analysis was conducted for the intersection using Synchro traffic analysis software. This method calculates the critical conflicting movements at the intersection to estimate the volume/capacity ratio for the intersection. Using this method, an analyst can identify if and when the activity at the intersection will become sufficient to warrant a capacity increase for the intersection, such as adjustments to geometry or signal cycle timing.

It was determined that the intersection of William G. Rogell Drive and Burton Drive currently operates with a v/c ratio of 0.59 (LOS C). By PAL 1, the ratio is 0.69 (LOS C) and by PAL 2, the ratio is 0.79 (LOS C), neither of which typically require mitigation. By PAL 3, however, the volume/capacity ratio reaches 0.92 (LOS C), which is sufficiently close to capacity to warrant the consideration of physical and/or operational strategies to increase the capacity of the intersection. It should also be noted that the southbound left turn lane on William G. Rogell Drive currently operates at LOS F and by PAL 3, the v/c ratio will reach 1.12 should no geometric or operational changes be made to this intersection. The eastbound and westbound through lanes on Burton Drive currently operates at LOS C and will operate at LOS D and LOS E in 2025 and 2035 respectively.

4.3 Curbside Facilities

Curbside requirement calculations take into account the physical curb layout (length and number of lanes), the configuration within the network (which influences the presence of vehicles driving through a curb roadway versus stopping to load or unload passengers) and operational practices, including the allocation of space to different vehicle modes and the level of enforcement. Vehicle classifications (e.g. relative proportion of different vehicle modes within the design hour), dwell times for each vehicle mode, and peak-hour traffic volumes along the curbside collected in January 2016 were used to estimate curbside requirements for DTW.

Table 4-4 presents the observed average peak hour curbside dwell times, by vehicle classification. These dwell times are longer than typically observed at similar airports and operational measures may be used to reduce vehicle dwell times in several classifications. Since dwell times are the main influencer of curb length, to prevent the overestimation of requirements which reflect non-standard behavior, it is recommended that dwell times reflecting more typical operations at similar airports and enforcement of only active private vehicle loading and unloading. Table 4-4 presents both the observed and recommended dwell times for comparison. The recommended dwell times were used to provide a realistic estimate of curbside requirements.

Table 4-4
CURBSIDE DWELL TIMES
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Vehicle classification	Existing average dwell times (min)		Recommended average dwell times (min)	
	McNamara Terminal (a)	North Terminal(b)	McNamara Terminal	North Terminal
Upper Level – Departures				
Private vehicles	1.7	1.8	1.8	1.8
Taxicab	2.0	3.9	2.0	2.0
Limousine	1.6	5.2	2.0	2.0
Middle Level – Arrivals				
Private Vehicles	6.0	5.3	2.5	2.5
Lower Level – Int’l Arrivals				
Private vehicles	2.6	N/A	2.5	N/A
Employee bus	1.8	N/A	1.8	N/A
Ground Transportation Center				
Hotel/motel shuttle	1.8	1.6	1.8	1.8
Off-Airport parking shuttle	1.7	2.7	1.8	1.8
Public transit bus (charter bus)	4.5	9.0	4.5	4.5
Green Lot bus	2.2	5.2	2.2	2.2
Rental Car bus	5.6	5.1	2.5	2.5
Inter-terminal shuttle	1.2	3.2	1.2	1.2

(a) McNamara Terminal: Data collected by Advanced Geomatics on January 27-28, 2016 for AM Peak Period of 5:30AM-8:30AM and PM Peak Period of 6:00PM-9:00PM.

(b) North Terminal: Data collected by Advanced Geomatics on January 25-26, 2016 for AM Peak Period of 5:30AM-8:30AM and PM Peak Period of 6:00PM-9:00PM.

Source: HNTB analysis, May 2016.

The curbside requirements for 2016 are presented in Tables 4-5 and 4-6 for both the observed and recommended dwell times at both the McNamara and North Terminals. As shown, longer dwell times result in increased curbside requirements. By limiting dwell times along the curbside, the required curb length can be reduced and during alternatives development opportunities for cell phone lots and other measures that may be utilized to manage dwell times will be identified. Curbside requirements were determined based on the following assumptions and guidelines:

- Vehicular fleet mix, dwell times, stand requirements (the length of curb required for a vehicle to stop and load/unload passengers and baggage), and pedestrian activity will remain consistent throughout the planning period.
- Private vehicle curbs assume target of Level of Service C with approximately 40% double parking during peak periods. No double parking is assumed on the commercial vehicle curbs.

Table 4-5
CURBSIDE REQUIREMENTS – McNAMARA TERMINAL
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	Existing supply	Existing operations (a)	Estimated requirement (b)			
			Baseline (2016)	PAL 1 (2020)	PAL 2 (2025)	PAL 3 (2035)
Upper (Departures) level						
Active curbside						
Private vehicle/taxi (feet)	760	725	775	800	800	875
Surplus (Deficit) feet		35	(15)	(40)	(40)	(115)
Hotel curbside						
Hotel/valet curb (feet)	125	125	125	125	125	125
Shuttle/dedicated area (feet)	100	100	100	100	100	100
Number of lanes	5	5	5	5	5	5
Middle (arrivals) level						
Private vehicle (feet)	950	1,575	725	775	800	850
Surplus (deficit) feet		(625)	225	175	150	100
Number of lanes	5	5	5	5	5	5
Lower (international arrivals) level						
Active curbside						
Private vehicle (feet)	240	875	850	925	950	1,000
Surplus (deficit) feet		(635)	(610)	(685)	(710)	(760)
Dedicated areas						
Employee parking shuttle (feet)	40	40	40	40	40	40
TSA/CBP spaces (feet)	140	140	140	140	140	140
Number of lanes	5	5	5	5	5	5
Ground Transportation Center						
Taxi (feet)	210	200	200	200	225	225
Hotel/motel shuttle (feet)	} 200	400	440	440	480	480
Off-airport parking shuttle (feet)						
Green lot bus (feet)						
Public transit/charters (feet)	125	120	120	120	120	120
Rental car shuttle (feet)	325	405	225	225	270	270
Inter-terminal shuttle (feet)	<u>65</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>
Total curbside length (feet)	925	1,165	1,025	1,025	1,135	1,135
Surplus (deficit) feet		(240)	(100)	(100)	(210)	(210)
Number of lanes	4	4	4	4	4	4

Note: Private vehicle curbs assume target of Level of Service C with approximately 40% double parking during peak periods. No double parking is assumed on the commercial vehicle curbs.

- (a) Existing operations depict curb length required for 2016 traffic volumes with current enforcement levels and dwell times identified in Table 4-4.
- (b) Requirements assume recommended maximum dwell times identified in Table 4-4 reflecting active loading and unloading only. Requirements assume recommended maximum dwell times identified in Table 4-4 reflecting active loading and unloading only.

Source: HNTB analysis, May 2016.

Table 4-6
CURBSIDE REQUIREMENTS – NORTH TERMINAL
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	Existing supply	Existing operations (c)	Estimated requirement (d)			
			Baseline (2016)	PAL 1 (2020)	PAL 2 (2025)	PAL 3 (2035)
Upper (Departures) level						
Private vehicle/taxi (feet) (a)	740	500	500	525	600	625
Surplus (deficit) feet		240	240	215	140	115
Number of lanes	4	4	4	4	4	4
Middle (Arrivals) level						
Private vehicle (feet)	830	1,425	750	775	875	925
Surplus (deficit) feet		(595)	80	55	(45)	(95)
Number of lanes	4	4	4	4	4	4
Ground Transportation Center						
Taxi (feet)	Level 4	--	--	--	--	--
Linear curb						
Hotel/motel shuttle (feet)	} 350	360	320	320	400	400
Off-airport parking shuttle (feet)						
Rental car shuttle (feet)	<u>500</u>	<u>405</u>	<u>225</u>	<u>225</u>	<u>270</u>	<u>270</u>
Total curbside length (feet)	850	765	545	545	670	670
Surplus (deficit) feet		85	305	305	180	180
Pull-in parking spaces						
Public transit (spaces)	2	2	2	2	2	2
Green lot bus (spaces)	4	3	2	2	2	2
Charters (spaces) (b)	2	2	2	2	2	2
Inter-terminal shuttle (spaces)	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
Total number of spaces	9	8	7	7	7	7
Surplus (deficit) spaces		1	2	2	2	2
Number of lanes	3	3	3	3	3	3

Note: Private vehicle curbs assume target of Level of Service C with approximately 40% double parking during peak periods. No double parking is assumed on the commercial vehicle curbs.

(a) 740' of the curbside provides covering under an overhang from the terminal with an additional 380' provided beyond the terminal for a total of 1,120 linear feet.

(b) No charter buses were recorded during the survey period.

(c) Existing operations depict curb length required for 2016 traffic volumes with current enforcement levels and dwell times identified in Table 4-4.

(d) Requirements assume recommended maximum dwell times identified in Table 4-4 reflecting active loading and unloading only.

Source: HNTB analysis, May 2016.

4.3.1 Curbside Requirements – McNamara Terminal

Table 4-5 summarizes the required curbside length and number of lanes at the McNamara Terminal throughout the planning period depicting the requirements under current operations with existing dwell times and existing and future requirements utilizing the recommended maximum dwell times reflecting active loading and unloading only. The middle level domestic arrivals curbside is currently deficient by 625 feet with observed dwell times; however, with operations limited to active loading only it is estimated that the arrivals level has sufficient length and number of lanes to meet demand through PAL 3. The lower level international arrivals curbside is currently deficient by 630 feet increasing to 760 by PAL 3 while the upper level departures curbside is currently deficient by 15 feet increasing to 115 feet by PAL 3.

As shown on Table 4-5, at the GTC there is currently a 240 foot deficit in curbside length with hotel, parking and rental car shuttles requiring additional length. With the reduction of rental car dwell times this deficit is limited to 100 feet increasing to 210 feet by PAL 3 and is primarily associated with the hotel and parking curbside zone. WCAA is currently considering the relocation of rental car operations to a consolidated rental car facility and the impact on curbside requirements will be identified in the alternatives chapter.

4.3.2 Curbside Requirements – North Terminal

Table 4-6 summarizes the required curbside length and number of lanes at the North Terminal throughout the planning period. Similar to the requirements for the McNamara Terminal, the North Terminal curbside requirements were estimated for both existing operations with observed dwell times and existing and future requirements utilizing the recommended maximum dwell times reflecting active loading and unloading only. The lower level arrivals curbside is currently deficient by approximately 600 feet with observed dwell times; however, with operations limited to active loading only it is estimated that the arrivals level has sufficient length and number of lanes to meet demand through PAL 1 and will require an additional 100 feet by PAL 3. The upper level departures curbside has sufficient length and number of lanes through PAL 3.

As shown on Table 4-6, at the GTC there is sufficient space to accommodate ground transportation operations through PAL 3, however, a reallocation of space among hotel, parking and rental car shuttles may be required. Taxicabs are currently located on the fourth floor of the garage and opportunities to co-locate the taxicabs with other ground transportation may be explored during alternatives development. In addition, WCAA is currently considering the relocation of rental car operations to a consolidated rental car facility and as with the McNamara Terminal GTC the impact on curbside requirements will be identified in the alternatives chapter.

4.4 Parking

Parking demand presented in this section is unconstrained and assumed to grow in existing facilities without regard to individual facility capacity or future development. The unconstrained demand was used to determine at what point each facility will reach capacity without a change to current operations. The demand, along with the assumptions and methodology for both public and employee parking, is summarized below.

4.4.1 Public Parking

A parking model was developed to calculate future space requirements using the passenger forecast, public parking transactions, and overnight and peak hour occupancies for each facility. The model converts transactions to spaces by applying a typical number of turns per space (e.g. how many times the space is

used throughout the day) for each parking duration period*. Daily transactions were increased based on the assumptions below to represent future operations for each PAL.

For the McNamara Terminal Garage and the Big Blue Deck, parking demand was assumed to increase proportionally to the forecast growth in O&D passengers at each associated terminal. Parking demand at the Green Lots was assumed to increase proportionally to the forecast growth in the overall airport O&D passengers. It was further assumed that there would be no significant change in travel mode choice (e.g. passengers using on-Airport public parking facilities would continue to do so in the future).

The current overall demand for on-Airport public parking is 17,260 spaces increasing to 21,722 spaces by PAL 3, which represents a 26% increase in overall demand through the planning period.

As is typical in the industry, a search factor was applied to the demand for each facility to calculate the actual number of spaces required including a surplus that will allow vehicles entering the facility to find an open parking space within a reasonable amount of time. A factor of 5% was applied to all public parking facilities to represent the degree of difficulty finding an open space in a large multi-level facility. Historically a 10% factor was applied but since more technology enhancements are now radially available to increase the efficiency and utilization of the facilities by guiding parkers to open spaces. These enhancements are also less expensive than constructing new structured parking.

Table 4-7 summarizes public parking demand relative to the existing parking facility capacity. Airport parking demand will have exceeded the overall airport parking supply by 1,646 public parking spaces by PAL 1 and 2,374 public parking spaces by PAL 2 if no new facilities are brought in to service. The McNamara Terminal Garage currently operates at capacity during peak periods, and by PAL 2 without changes to current operations, the McNamara Terminal Garage is expected to need an additional 1,320 public parking spaces to accommodate the growth in public demand. With no new facilities, the overall parking deficit will reach 3,554 spaces by PAL 3.

4.4.2 Employee Parking

The current permit to occupied parking space ratio (during shift change) and estimated growth in employee parking permits were used to estimate future employee parking demand. Demand is estimated during shift-changes to reflect the overlap required to accommodate employees who must start their shift before the employees they are relieving end their shift. Future issued employee parking permits were estimated based on the forecast growth in total passengers for each PAL. Total passenger growth was used because airport employees serve both O&D and connecting passengers who use the airport facilities such as concessions and post-security locations. Similar to the calculation of public parking demand, the individual terminal passenger growth rates were used to calculate demand for the McNamara Terminal Garage and the Big Blue Deck and an overall airport passenger growth rate was used for the South Lot and the Smith Terminal parking area. The employee parking space requirements are shown on Table 4-7. Demand is assumed to grow unconstrained within each facility. Employee parking space requirements are projected to increase by approximately 30% between 2016 and 2035.

*For instance, a space that is occupied for less than two hours will be used more frequently throughout the day than a space occupied by a passenger who is parked for a two day trip. The space occupied by the two-day parkers will only be turned over once every two days while the space occupied by a two hour parker may be used up to six times a day.

Table 4-7
PARKING REQUIREMENTS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	Existing Supply	Estimated Requirement			
		Baseline (2016)	PAL 1 (2020)	PAL 2 (2025)	PAL 3 (2035)
Public Parking (a)					
McNamara					
Short-term	723	645	678	696	775
Long-term	<u>8,690</u>	<u>9,300</u>	<u>9,771</u>	<u>10,037</u>	<u>11,175</u>
Total	9,413	9,945	10,449	10,733	11,950
Surplus (Deficit)		(532)	(1,036)	(1,320)	(2,537)
Big Blue Deck					
Short-term	203	123	132	149	164
Long-term	<u>5,958</u>	<u>6,347</u>	<u>6,835</u>	<u>7,702</u>	<u>8,497</u>
Total	6,161	6,469	6,967	7,851	8,661
Surplus (Deficit)		(308)	(806)	(1,690)	(2,500)
Green Lots					
Green Lot 1	1,517	1,268	1,352	1,479	1,631
Green Lot 2	<u>896</u>	<u>440</u>	<u>468</u>	<u>512</u>	<u>565</u>
Total	2,413	1,708	1,820	1,991	2,197
Surplus (Deficit)		705	593	422	216
Employee Parking					
South Lot	4,500	3,375	3,646	3,891	4,381
Surplus (Deficit)		1,125	854	609	119
McNamara Garage	780	741	800	854	961
Surplus (Deficit)		39	(20)	(74)	(181)
Big Blue Deck	440	440	476	508	573
Surplus (Deficit)		--	(36)	(68)	(133)
Smith Terminal	392	392	423	452	509
Surplus (Deficit)		--	(31)	(60)	(117)

(a) Assumes 5% surplus over demand to account for vehicles searching for a parking space.

Source: HNTB analysis, May 2016.

At present, the employee parking shuttles run between the South Lot and both terminals. It takes approximately 6-minutes and 8-minutes for the shuttles to travel from the parking lot to the McNamara and North Terminals respectively. It takes approximately 23-minutes for the shuttles to travel from the South Lot to the North and McNamara Terminals in a loop operation with a stop at each terminal.

4.5 Rental Car facilities

Requirements for rental car facilities are based on (1) existing activity of the rental car operators currently serving the Airport; (2) survey responses from individual rental car companies describing spatial and functional needs; (3) industry standards for rental car operations; and (4) assumptions regarding the future configuration of the rental car facilities. Requirements for future PALs are based on the projected growth of the total O&D passengers.

Table 4-8 summarizes the rental car requirements for the major functional areas which include:

- **Customer Service / Employee Areas:** These areas are comprised of the customer service counters and lobby along with employee offices, administrative space, break-rooms and employee and visitor parking.
- **Ready-Return Area:** This is the area where customers pick and return vehicles. Area requirements assume ready spaces are configured as traditional parking spaces while return spaces are nose-to-tail.
- **Service Areas:** This area is where vehicles are fueled and washed between rentals. Light maintenance, such as oil changes and tire rotations are also performed here. The space requirements for stacking, staging and storage assume a nose-to-tail configuration and are based on needs indicated by the rental car companies. A more efficient service area or quick-turn-around layout may allow a more compact footprint.
- **Additional service areas/circulation:** This area accounts for circulation throughout the site along with areas that each rental car company currently uses for functions such as receiving vehicles and holding vehicles while completing registration paperwork.

As shown, it is estimated that ready-return facilities are assumed to operate in an unconstrained manner and sufficient storage is provided as requested by the rental car companies. The requirements assume independent operations; however, a consolidated rental car facility might have operational efficiencies that would reduce the required space. To meet current needs with efficient space layouts the rental car sites currently require approximately 64.9 acres, including 5.4 acres (including 565 employee/visitor parking spaces) for customer facilities, 19.4 acres for ready/return operations (including 1,437 ready parking spaces and 1,838 return parking spaces), and 22 acres for support service facilities. By PAL 3, rental car facilities will require approximately 103.3 acres, including 7.9 acres (including 841 employee/visitor parking spaces) for customer facilities, 37.3 acres for ready/return operations (including 2,826 ready parking spaces and 3,428 return parking spaces), and 35.3 acres for support service facilities.

Table 4-8
RENTAL CAR REQUIREMENTS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	Existing Supply	Estimated requirements			
		Baseline (2016)	PAL 1	PAL 2	PAL 3
Customer service / employee areas					
Employee / visitor parking spaces (stalls)	565	664	706	768	841
Employee / visitor parking area (acres)	4.2	4.9	5.2	5.6	6.2
Customer Service Area / Administrative Offices (acres)	<u>1.3</u>	<u>1.3</u>	<u>1.4</u>	<u>1.5</u>	<u>1.7</u>
Total customer service / employee area	5.4	6.2	6.6	7.2	7.9
Ready/return area					
Ready parking spaces (stalls)	1,437	2,230	2,373	2,578	2,826
Return parking spaces (nose-to-tail) stalls	1,838	2,705	2,878	3,127	3,428
Total ready-return area (acres)	19.4	29.4	31.3	34.0	37.3
Service areas					
Fueling and washing (acres)	1.9	2.7	2.9	3.1	3.4
Maintenance (acres)	1.3	2.0	2.1	2.3	2.6
Stacking, staging and storage (acres)	<u>18.7</u>	<u>23.1</u>	<u>24.6</u>	<u>26.7</u>	<u>29.3</u>
Total service area (acres)	22.0	27.8	29.6	32.2	35.3
Additional service areas/circulation (acres)	18.0	18.0	19.2	20.8	22.8
Total site (acres)	64.9	81.5	86.7	94.2	103.3
Surplus (deficit) acres		(16.6)	(21.8)	(29.3)	(38.4)

Source: HNTB analysis, based on survey data from individual rental car companies, May 2016.

5.0 AIR CARGO AND GENERAL AVIATION

The following summarizes estimated requirements for the Airport's air cargo and general aviation facilities. Requirements were developed based on collected inventory data, anecdotal information from Authority staff and stakeholders, surveys/questionnaires distributed to airport tenants, and industry standards.

5.1 Air Cargo

Air cargo tenants include: United Parcel Service (UPS), Delta Cargo, FedEx, DHL Express, Southwest Airlines Cargo, and Air General Inc. Table 5-1 summarizes existing air cargo facilities by type of cargo transported*. Survey responses from tenants indicated the following facility needs and constraints:

- Delta Cargo is currently constrained by the number of loading docks available to its main facility (Building 536). Expansion plans are available through its leasehold.
- FedEx's facilities are expected to be adequate based on anticipated fleet mix changes; although four aircraft parking positions are required.
- DHL Express is currently constrained by lack of space at its facility and has expressed a need for docks with high access/container handling, cross docking, equipment storage, an office area, and ground pick-up/delivery.
- Air General reported constrained operations in the Combined Use Air Cargo Building due to a lack of warehouse space, and expressed a need for an aircraft parking position adjacent to the facility.
- UPS expressed the need for expansion of the apron taxiway entrance to allow for additional aircraft parking.
- Consideration should be given to a multi-tenant/master cargo facility located away from the Airport's primary vehicle access roadways.

5.1.1 Air Cargo Hangar Requirements

Requirements for air cargo hangar space were evaluated for both all-cargo and belly cargo using two methods. One method assessed requirements based on existing 2015 space-tonnage utilizations, which were 0.95 tons per square-foot of building space for all-cargo operations and a ratio of 0.93 tons per square-foot for belly cargo operations. The other method utilized an industry standard ratio of 1.5 tons per square-foot for all-cargo facilities, and 1.0 ton per square-foot for belly cargo facilities. Table 5-2 summarizes the future requirements for and averages of the two methodologies. As presented, based on the average of the two methodologies, the amount of all-cargo hangar space is generally sufficient to accommodate demand throughout the planning period; additional hangar space for belly cargo will be required in the near-term and throughout the planning period.

*Air cargo can be separated into two main categories: all-cargo and belly cargo. All-cargo refers to air cargo that is transported by carriers that exclusively transport cargo. Belly cargo refers to cargo that is transported under the main deck of an airplane by commercial air carriers.

Table 5-1
EXISTING AIR CARGO HANGAR FACILITIES
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Building	Tenant/user	Building gross SF
All cargo		
427	UPS	15,657
723	FedEx	62,600
714	FedEx (vehicle maintenance)	8,400
714A	DHL Express	<u>30,566</u>
	All Cargo Total	117,223
Belly cargo		
536	Delta Cargo	15,632
536A	Delta Air Freight	20,700
514	Delta Cargo/Swissport	53,450
614	Southwest Cargo/Air General	<u>20,029</u>
	Belly Cargo Total	109,811

Source: Fixed Assets Database, Detroit Metropolitan Wayne County Airport Authority, February 2016.

Table 5-2
AIR CARGO HANGAR REQUIREMENTS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	All-cargo			Belly cargo		
	Existing tons/SF ratio (.95)	Industry ratio 1.5 tons/1.0 SF	Average	Existing tons/SF ratio (.95)	Industry ratio 1.5 tons/1.0 SF	Average
PAL 1	123,252	78,059	100,656	129,222	120,176	124,699
PAL 2	129,519	82,029	105,774	144,633	134,509	139,571
PAL 3	143,214	90,702	116,958	177,828	165,380	171,604

Source: C&S Engineers, May 2016.

5.1.2 Air Cargo Apron Requirements

As presented in Table 5-3, the Airport includes approximately 586,800 square-feet of apron space dedicated to air-cargo facilities.

Table 5-3
EXISTING AIR CARGO APRON FACILITIES
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Building	Facility	Area (SF)
714A	DHL Express	83,500
427	UPS	172,800
723	FedEx	330,500

Source: Fixed Assets Database, Detroit Metropolitan Wayne County Airport Authority.

Requirements for air cargo apron were also evaluated using two methods – existing 2015 apron-tonnage utilizations (0.94 tons per square-foot of apron), and an industry average ratio of 1.5 tons per square-foot of apron. Table 5-4 summarizes the future requirements and averages of the two methodologies. As presented, the total existing amount of air cargo apron is sufficient to meet forecast air cargo demand throughout the planning period. However, operational factors related to a specific operator can be more or less than the industry standards. Moreover, potential changes in aircraft fleet mix should also be considered in the planning process*. Table 5-5 summarizes possible combinations of aircraft parking positions by aircraft design group for each air cargo facility.

Table 5-4
AIR CARGO APRON REQUIREMENTS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

	All-cargo		
	Existing tons/SF ratio (.95)	Industry ratio 1.5 tons/1.0 SF	Average
PAL 1	616,980	390,751	503,866
PAL 2	648,352	410,624	529,488
PAL 3	716,907	454,040	585,473

*ACRP Report 96, *Apron Planning and Design Guidebook*, Transportation Research Board and sponsored by the FAA, published 2013, Pg. 129. Accessible at: http://onlinepubs.trb.org/onlinepubs/acrp/acrp_rpt_096.pdf

Table 5-5
AIR CARGO AIRCRAFT PARKING POSITION VARIATIONS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Apron	Aircraft Design Group		
	III	IV	V
DHL Express	4	--	--
	--	2 (a)	--
	1	--	1 (a)
UPS	8	--	--
	1	4 (a)	--
	--	1	2 (a)
FedEx	15	--	--
	--	9 (a)	--
	--	1	5 (a)

Notes:

Number of positions represents the highest number available per ADG given space constraints.

Group I and Group II aircrafts typically require between 1,000 and 1,500 square feet of apron space; Group III (737 type) require 20,700 square feet; Group IV (767 type) require 35,100 square feet; Group V (747 type) require 58,500 square feet.

Source: C&S Engineers, 2016.

Several air cargo tenants indicated the need for additional ramp space or taxiway entrance modifications. In addition to these considerations, potential changes in aircraft fleet mix should also be considered in the planning process*.

5.2 General Aviation

General aviation accounted for 1.5% of total aircraft operations in 2015. Throughout the 20 year planning period, general aviation activity is forecast to remain relatively consistent, with aircraft operations decreasing to 1.3% of total airport operations by the end of the planning period. There are currently 11 facilities located on the Airport associated with general aviation, which account for approximately 422,900 square feet of space. Some facilities are currently vacant and/or available for reuse.

Based on consistent general aviation activity throughout the planning period, existing general aviation hangar space and apron area is assumed to be sufficient throughout the 20-year planning period, although replacement, reuse, or rehabilitation will occur to some of the facilities during this time.

*ACRP Report 96, *Apron Planning and Design Guidebook*, Transportation Research Board and sponsored by the FAA, published 2013, Pg. 129. Accessible at: http://onlinepubs.trb.org/onlinepubs/acrp/acrp_rpt_096.pdf

6.0 AIRPORT MAINTENANCE COMPLEX

A conditions assessment and analysis of the Airport's existing Maintenance Complex identified those areas of the campus that will require future expansion, upgrade or replacement to meet future airport maintenance needs. The analysis indicates that several of the existing maintenance facility components will need to be expanded or replaced to ensure that the facilities that support airport maintenance operations are adequate throughout the 20-year program period.

The most notable and significant area deficiencies in the airport's maintenance facilities were determined to be the Fleet Inventory Logistic Center, Fleet Services Maintenance, and Fleet Vehicle Storage, which totals approximately 37,300 square feet of future additional required building area. Less significant area deficiencies were in maintenance offices and building support facilities, requiring an additional building area of approximately 9,000 square feet. Alternatives that meet the facility deficiencies will be reviewed in the alternatives analysis.

In addition, a new maintenance satellite breakroom building has been proposed on the southeast end of the airport campus for use on a seasonal basis to increase operational efficiencies of field maintenance and airfield operations during snow removal and emergency procedures. The new building location should be in the vicinity of Superior and Middlebelt roads. This facility will be approximately 2,000 square feet and will include a large breakroom, men's and women's restrooms, and support spaces. A pneumatic air pump will be provided on the exterior of the building for vehicle use. An equipment parking area will be appropriately sized based on discussions with maintenance stakeholders during the alternative development phase.

Overall, the required increase in the maintenance facilities area, including the new maintenance satellite breakroom building totals approximately 48,000 square feet (an increase of approximately 23% from existing area). A summary of the total maintenance facilities square foot area requirements is provided in Table 6-1.

Table 6-1
AIRPORT MAINTENANCE COMPLEX REQUIREMENTS
 Airport Master Plan Update
 Detroit Metropolitan Wayne County Airport

Name	Existing Area (S.F.)	Deficit (S.F.)	Airport Maintenance Requirements (Total S.F.)	Comments
Maintenance Campus				
Administration Offices	6,600	900	7,500	
Conference/Meeting Rooms	600	1,500	2,100	Conference space for Division Meetings up to 90 people
Restrooms	2,400	500	2,900	
Mens Locker Room	1,900	1,000	2,900	
Womens Locker Room	200	0	200	
Breakrooms with Rec	2,100	700	2,800	Includes centralized fitness area for staff
Training & Learning Center	1,300	600	1,900	
Inventory Logistics Center	15,100	5,400	20,500	
Skilled Trades	9,400	0	9,400	Carpentry, Plumbing, Key Shop, Recycle
Sign Studio	1,300	1,600	2,900	
HVAC Shop	1,700	0	1,700	
Electrical Shop	6,300	0	6,300	
Paint Shop	1,800	900	2,600	
Fleet Services Maintenance	20,200	13,700	33,800	
Fleet Vehicle Storage	133,800	22,300	156,100	Total required for buildings 705 and 711 indoor storage. Includes new 4,000 SF vehicle wash bay (120'x35')
Support/Circulation	13,800	1,800	15,600	
Satellite Breakroom Building	<u>0</u>	<u>2,000</u>	<u>2,000</u>	New building located on Superior Rd with equipment parking for 30 vehicles
Total Building Area	218,500	52,900	271,200	
Employee Vehicle Parking	268	134	402	Parking Spaces. Increase 50%
Total Parking Area	75,040	37,520	112,560	280 SF/space (9'x18' parking space & 1/2 driving aisle)

Source: HNTB, July 2016.

APPENDIX A – FLIGHT SCHEDULES

This appendix contains a summary of baseline, PAL 1, PAL 2, and PAL 3 flight schedules used in determining peak hour passenger flows, and aircraft gate requirements, primarily in support of terminal facility requirements.

DTW FUTURE FLIGHT SCHEDULE - BASELINE

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
AA	AA	B-737-800	160	DFW	301	7/28/15 16:26	MIA	1270	7/29/15 7:00	A2601/D143
DL	DL	A-330-300	293	AMS	139	7/28/15 17:40	ATL	1893	7/29/15 8:30	A431/D380
DL	DL	B-747-400	376	PVG	582	7/28/15 18:13	PVG	583	7/29/15 12:13	A2824/D2303
DL	G7	CRJ-700	65	CLE	6302	7/28/15 18:33	YYZ	6197	7/29/15 10:03	A1656/D2805
DL	G7	CRJ-700	65	PIT	6287	7/28/15 18:53	ROC	6303	7/29/15 10:02	A1764/D2888
DL	S5	ERJ-145	50	SVR	5878	7/28/15 19:05	ALB	5875	7/29/15 7:30	A1312/D1926
AA	AA	CRJ-700	63	LGA	3463	7/28/15 19:58	LGA	3052	7/29/15 6:10	A731/D558
DL	DL	B-757-300WL	180	MEX	512	7/28/15 20:10	ATL	2794	7/29/15 7:25	A2078/D1225
DL	S5	ERJ-145	50	SBN	3317	7/28/15 20:20	CMH	3293	7/29/15 8:45	A2250/D671
UA	OO	E175	76	ORD	6314	7/28/15 20:21	ORD	5545	7/29/15 6:00	A3024/D2645
DL	EV	CRJ-200	50	CHA	5433	7/28/15 20:35	LEX	5148	7/29/15 8:28	A2579/D2108
DL	DL	B-757-300WL	182	TPA	1226	7/28/15 20:41	MCO	2128	7/29/15 10:17	A621/D399
DL	EV	CRJ-700	65	LT	5363	7/28/15 20:43	MCI	5335	7/29/15 8:40	A1997/D1419
DL	DL	B-737-800WL	160	SLC	2158	7/28/15 20:44	PHX	1921	7/29/15 8:40	A972/D1021
DL	DL	B-767-300	261	SFO	2520	7/28/15 20:46	LAX	1706	7/29/15 8:30	A1058/D920
DL	EV	CRJ-700	65	MDW	5391	7/28/15 20:47	MYR	5203	7/29/15 8:36	A2442/D1814
DL	9E	CRJ-200	50	LEX	3938	7/28/15 20:48	ROC	3767	7/29/15 7:47	A2128/D585
DL	DL	B-757-300WL	180	MCO	18	7/28/15 20:52	ATL	2283	7/29/15 6:00	A491/D194
DL	9E	CRJ-900	76	OKC	3458	7/28/15 20:52	PIT	3617	7/29/15 7:34	A1963/D2375
DL	9E	CRJ-900	76	IAH	3922	7/28/15 20:57	YYZ	3724	7/29/15 7:30	A1860/D1621
DL	OO	CRJ-200	50	CVG	4615	7/28/15 20:59	CVG	4462	7/29/15 7:35	A1912/D1385
DL	DL	A-319	126	BOL	1346	7/28/15 21:00	CLT	2615	7/29/15 7:08	A456/D25
DL	9E	CRJ-900	76	DFW	3717	7/28/15 21:00	RDU	3639	7/29/15 7:28	A1540/D1746
DL	DL	B-717-200	110	STL	1144	7/28/15 21:00	PHL	537	7/29/15 7:33	A1237/D2333
DL	DL	A-319	126	RDU	838	7/28/15 21:00	BOL	2122	7/29/15 8:54	A1661/D998
NK	NK	A-321	218	MCO	892	7/28/15 21:04	MCO	801	7/29/15 8:50	A3153/D2201
DL	DL	B-737-900	180	LAX	1876	7/28/15 21:05	MSP	945	7/29/15 7:25	A831/D1524
DL	CP	E175	76	AUS	5706	7/28/15 21:07	CMH	5788	7/29/15 7:36	A2492/D3213
DL	DL	B-737-800WL	160	ATL	1448	7/28/15 21:08	DCA	1218	7/29/15 7:33	A1241/D1116
DL	DL	B-717-200	110	BWI	1637	7/28/15 21:10	BNA	1303	7/29/15 7:32	A42/D0911
AA	YX	E175	76	ORD	4227	7/28/15 21:14	ORD	4403	7/29/15 8:00	A367/D1123
DL	DL	A-320	150	BNA	865	7/28/15 21:24	ORD	1319	7/29/15 7:36	A1821/D94
UA	YV	E175	76	IAH	5099	7/28/15 21:30	IAH	3776	7/29/15 6:10	A3224/D2953
B6	B6	A-320	150	FLL	1590	7/28/15 21:42	FLL	1589	7/29/15 7:30	A535/D2604
AC	ZX	CRJ-200	50	YYZ	7309	7/28/15 21:59	YYZ	7308	7/29/15 7:15	A425/D904
DL	EV	CRJ-700	65	EWB	4895	7/28/15 22:04	BUF	5174	7/29/15 7:50	A1990/D2059
US	US	A-319	124	PHX	412	7/28/15 22:07	PHX	503	7/29/15 7:35	A3129/D2839
AA	AA	MD-80	140	DFW	1418	7/28/15 22:14	DFW	2215	7/29/15 7:50	A955/D198
B6	B6	E190	100	BOS	1837	7/28/15 22:27	BOS	1836	7/29/15 6:30	A536/D1182
WN	WN	B-737-800WL	175	STL	1633	7/28/15 22:30	LAS	2059	7/29/15 7:50	A3115/D2933
DL	DL	B-757-300WL	182	ATL	1683	7/28/15 22:44	MIA	1829	7/29/15 7:38	A2661/D406
NK	NK	A-320	178	RSW	678	7/28/15 22:45	DEN	975	7/29/15 7:10	A3297/D3281
US	US	E190	99	PHL	1744	7/28/15 22:50	PHL	1933	7/29/15 7:11	A2844/D3307
DL	9E	CRJ-900	76	JFK	4020	7/28/15 22:54	DFW	3467	7/29/15 7:26	A449/D582
DL	EV	CRJ-700	65	ORD	4941	7/28/15 22:54	MDW	5390	7/29/15 7:45	A2708/D1495
DL	DL	MD-88	149	LGA	387	7/28/15 23:00	LGA	2635	7/29/15 8:32	A1858/D632
WN	WN	B-737-300WL	143	ATL	449	7/28/15 23:05	BNA	1703	7/29/15 6:45	A3084/D2706
WN	WN	B-737-700WL	143	DEN	746	7/28/15 23:05	ATL	2593	7/29/15 6:55	A2983/D2808
NK	NK	A-320	178	IAH	906	7/28/15 23:09	FLL	417	7/29/15 6:30	A2914/D3107
NK	NK	A-320	178	FLL	380	7/28/15 23:15	LGA	316	7/29/15 6:10	A2830/D2007
NK	NK	A-319	145	DFW	734	7/28/15 23:21	ACY	341	7/29/15 8:30	A3151/D1527
UA	S5	E170	70	EWB	3572	7/28/15 23:22	EWB	3575	7/29/15 5:55	A2964/D3156
UA	UA	A-319	128	ORD	424	7/28/15 23:37	DEN	812	7/29/15 7:54	A3110/D2880
US	YX	E175	80	DCA	4575	7/28/15 23:40	DCA	4593	7/29/15 7:35	A2958/D3120
WN	WN	B-737-300	137	BNA	2160	7/28/15 23:45	BWI	1346	7/29/15 5:45	A2955/D2922
NK	NK	A-319	145	BOS	109	7/28/15 23:46	BOS	110	7/29/15 7:00	A2956/D1526
UA	YV	E175	76	IAD	4041	7/28/15 23:47	IAH	3804	7/29/15 7:39	A3079/D3000
WN	WN	B-737-700WL	143	BWI	3830	7/28/15 23:50	PHX	6262	7/29/15 6:50	A2811/D2935
US	US	A-320	150	CLT	1774	7/28/15 23:57	CLT	867	7/29/15 8:15	A1306/D2941
DL	DL	B-737-800WL	160	LAX	2530	7/28/15 23:59	BOS	2437	7/29/15 7:25	A976/D415
DL	DL	A-320	150	ATL	1290	7/29/15 0:04	LGA	1848	7/29/15 7:25	A1097/D521
UA	YV	E175	76	IAH	5101	7/29/15 0:05	IAD	4036	7/29/15 5:45	A3048/D2730
WN	WN	B-737-700WL	143	MDW	1009	7/29/15 0:10	DEN	2949	7/29/15 6:05	A2705/D2923
WN	WN	B-737-800WL	175	PHX	4388	7/29/15 0:15	MDW	2326	7/29/15 6:25	A2013/D3066
AA	AA	B-737-800	160	DFW	1069	7/29/15 0:16	DFW	1241	7/29/15 6:10	A226/D815
AA	YX	E175	76	ORD	4404	7/29/15 0:39	ORD	4271	7/29/15 5:45	A620/D508
NK	NK	A-320	178	DEN	976	7/29/15 0:40	LAS	111	7/29/15 6:00	A3116/D3149
UA	UA	A-319	128	DEN	296	7/29/15 0:45	ORD	769	7/29/15 7:41	A2841/D3340
US	US	A-319	124	PHX	430	7/29/15 1:38	CLT	1780	7/29/15 6:55	A2967/D3227
F9	F9	A-319	138	DEN	620	7/29/15 4:30	DEN	627	7/29/15 6:00	A1850/D2769
NK	NK	A-320	178	LAS	788	7/29/15 4:56	IAH	939	7/29/15 7:30	A1954/D2832
NK	NK	A-320	178	LAX	709	7/29/15 5:10	TPA	639	7/29/15 7:30	A2906/D3238
DL	DL	B-737-900	180	SAN	1619	7/29/15 6:04	FLL	1604	7/29/15 7:35	A683/D1101
DL	DL	B-737-900	180	PDX	1067	7/29/15 6:07	SFO	745	7/29/15 8:32	A146/D3199
DL	DL	B-757-300WL	180	PHX	2582	7/29/15 6:10	MCO	1424	7/29/15 8:45	A52/D517
DL	DL	B-737-900	180	SFO	310	7/29/15 6:12	SAN	833	7/29/15 8:39	A1199/D2309
DL	DL	A-320	150	LAS	1979	7/29/15 6:22	DEN	1511	7/29/15 8:35	A2618/D625
US	US	A-319	124	PHX	2018	7/29/15 6:27	PHX	667	7/29/15 11:45	A2881/D3310
DL	DL	B-737-900	180	SEA	1491	7/29/15 6:28	SLC	367	7/29/15 8:40	A7/D2678
DL	DL	A-320	150	TVC	1707	7/29/15 6:35	MSP	1650	7/29/15 8:35	A687/D772
DL	DL	B-767-300	261	LAX	1406	7/29/15 6:35	SEA	2423	7/29/15 8:37	A1274/D1025
DL	9E	CRJ-900	76	LAN	3943	7/29/15 6:45	EWB	3909	7/29/15 7:40	A756/D1908
DL	DL	CRJ-200	50	MBS	3547	7/29/15 6:48	SYR	3603	7/29/15 7:57	A1203/D1826
DL	DL	B-717-200	110	GRR	1363	7/29/15 6:52	TVC	2508	7/29/15 8:41	A429/D499
DL	9E	CRJ-900	76	AZO	3613	7/29/15 6:53	BWI	3794	7/29/15 7:45	A1233/D2456
DL	OO	CRJ-200	50	PLN	4854	7/29/15 6:53	IAD	4739	7/29/15 7:50	A1730/D1625
DL	OO	CRJ-200	50	ESC	7368	7/29/15 6:53	APN	7369	7/29/15 8:40	A3030/D2990
DL	DL	CRJ-200	50	FWA	4667	7/29/15 6:54	FWA	4554	7/29/15 8:47	A2267/D3251
DL	9E	CRJ-900	76	CAK	3519	7/29/15 6:55	AUS	3592	7/29/15 8:33	A531/D2262
DL	9E	CRJ-900	76	DAY	3775	7/29/15 6:55	OMA	3855	7/29/15 8:35	A1750/D1010
DL	OO	CRJ-200	50	SBN	4650	7/29/15 6:55	SBN	4756	7/29/15 8:49	A2025/D1333
DL	DL	B-767-300ERWL	211	GRU	52	7/29/15 7:02	FRA	86	7/29/15 19:56	A3211/D3075
DL	9E	CRJ-200	50	ITH	3837	7/29/15 7:20	IND	3923	7/29/15 8:35	A1968/D2208
DL	DL	B-717-200	110	PHL	2489	7/29/15 7:24	ORD	2017	7/29/15 8:46	A891/D105
DL	DL	B-717-200	110	DCA	2556	7/29/15 7:29	STL	652	7/29/15 8:51	A417/D3327
DL	EV	CRJ-200	50	BGM	4896	7/29/15 7:34	EVV	5062	7/29/15 8:31	A1578/D2403
DL	DL	B-737-900	180	BWI	1937	7/29/15 7:37	FLL	1804	7/29/15 10:00	A238/D520
DL	OO	CRJ-200	50	CIU	4637	7/29/15 7:39	LAN	4751	7/29/15 8:52	A137/D1896
DL	DL	MD-88	149	PIT	2494	7/29/15 7:40	MKE	974	7/29/15 8:33	A330/D2006
DL	EV	CRJ-200	50	ABE	4949	7/29/15 7:40	CID	5194	7/29/15 8:53	A3256/D1813
DL	DL	B-717-200	110	BUF	1923	7/29/15 7:41	PHL	1962	7/29/15 10:10	A778/D360
DL	DL	MD-90-300	160	RDU	2792	7/29/15 7:42	RSW	853	7/29/15 8:27	A785/D3018
DL	9E	CRJ-200	50	MQT	4110	7/29/15 7:42	MBS	3565	7/29/15 8:47	A1867/D1089
DL	OO	CRJ-900	76	LYZ	4721	7/29/15 7:43	YUL	4652	7/29/15 8:31	A2399/D3218
DL	EV	CRJ-700	65	YYZ	5309	7/29/15 7:45	MSL	5234	7/29/15 8:40	A3266/D2221
DL	9E	CRJ-900	76	MDT	3827	7/29/15 7:46	JFK	4088	7/29/15 8:35	A3246/D1831
DL	EV	CRJ-700	65	IAD	4912	7/29/15 7:46	ORF	5319	7/29/15 8:48	A1512/D1

DTW FUTURE FLIGHT SCHEDULE - BASELINE

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	EV	CRJ-700	65	ALB	4995	7/29/15 7:48	YUL	5232	7/29/15 10:00	A2350/02110
DL	DL	B-757-300WL	184	GRR	2509	7/29/15 7:49	LAS	2316	7/29/15 8:40	A197/01143
DL	9E	CRJ-900	76	SYR	3830	7/29/15 7:49	PIT	3716	7/29/15 10:00	A2148/02507
DL	EV	CRJ-700	65	ELM	4922	7/29/15 7:49	FWM	5445	7/29/15 10:05	A2747/02276
DL	DL	A-320	150	CLT	1849	7/29/15 7:50	CUN	711	7/29/15 8:55	A433/02272
DL	9E	CRJ-900	76	EMR	3714	7/29/15 7:50	MEM	3509	7/29/15 10:01	A1856/02131
DL	DL	MD-88	149	BOL	1480	7/29/15 7:51	DFW	1844	7/29/15 8:34	A847/0407
DL	9E	CRJ-200	50	SWF	3993	7/29/15 7:52	AZO	3564	7/29/15 8:54	A2427/01006
DL	CP	E175	76	SDF	5708	7/29/15 7:52	MTY	5756	7/29/15 9:05	A1788/01818
DL	EV	CRJ-200	50	SCE	4909	7/29/15 7:53	CHA	4983	7/29/15 8:56	A2298/02217
DL	9E	CRJ-200	50	HPN	3704	7/29/15 7:53	SWF	4156	7/29/15 10:20	A1378/02130
DL	S5	ERJ-145	50	GSP	5912	7/29/15 7:54	GRR	3350	7/29/15 8:48	A2279/0557
DL	DL	A-319	126	BOS	2079	7/29/15 7:54	LGA	1165	7/29/15 10:02	A48/02656
DL	DL	A-319	126	LGA	731	7/29/15 7:56	GRB	1332	7/29/15 10:07	A1948/0791
DL	S5	ERJ-145	50	CMH	3299	7/29/15 7:57	GSP	3399	7/29/15 8:55	A634/0858
DL	S5	ERJ-145	50	ROC	3342	7/29/15 7:58	MLI	5876	7/29/15 10:00	A948/02721
DL	EV	CRJ-700	65	BTW	5044	7/29/15 7:58	RIC	5061	7/29/15 10:06	A1444/01784
DL	DL	MD-88	149	PVD	2490	7/29/15 7:59	MSY	2540	7/29/15 8:44	A273/0436
DL	G7	CRJ-700	65	YUL	6278	7/29/15 7:59	BUF	6233	7/29/15 14:00	A3325/02527
WN	WN	B-737-700WL	143	MDW	290	7/29/15 8:00	STL	290	7/29/15 8:35	A3303/02873
DL	OO	CRJ-900	76	MKE	4528	7/29/15 8:00	IAH	4593	7/29/15 8:49	A1434/01894
DL	EV	CRJ-200	50	AVP	5496	7/29/15 8:00	MDT	5314	7/29/15 8:56	A1875/02488
DL	EV	CRJ-700	65	RIC	5189	7/29/15 8:00	ELM	5477	7/29/15 10:08	A2029/02081
UA	EV	ERJ-145	50	EWR	4327	7/29/15 8:28	EWR	4246	7/29/15 8:58	A3241/03299
AA	AA	CRJ-700	63	LGA	3101	7/29/15 8:47	LGA	3101	7/29/15 9:39	A115/0590
DL	DL	B-717-200	110	ATW	1950	7/29/15 8:56	TVC	344	7/29/15 10:15	A1283/0581
DL	DL	B-717-200	110	GRB	1906	7/29/15 8:57	ORD	564	7/29/15 10:24	A971/02249
DL	9E	CRJ-200	50	CWA	3553	7/29/15 8:57	TYS	3606	7/29/15 10:28	A2260/01347
DL	S5	ERJ-145	50	MLI	3354	7/29/15 9:01	SDF	4323	7/29/15 10:13	A558/0589
DL	EV	CRJ-200	50	CID	5228	7/29/15 9:02	BHM	4936	7/29/15 10:05	A2188/01937
DL	S5	ERJ-145	50	YOW	4277	7/29/15 9:03	DAY	3284	7/29/15 10:16	A1933/01083
DL	9E	CRJ-200	50	PWM	3723	7/29/15 9:04	SYR	3940	7/29/15 10:28	A2042/01503
WN	WN	B-737-700WL	143	BWI	651	7/29/15 9:05	MDW	651	7/29/15 9:40	A2546/02572
DL	9E	CRJ-900	76	ORF	4179	7/29/15 9:06	MHT	3542	7/29/15 10:12	A1692/01456
DL	S5	ERJ-145	50	GSO	4319	7/29/15 9:08	GSO	4318	7/29/15 10:18	A1801/02131
DL	DL	A-319	126	EWR	2364	7/29/15 9:09	BOS	2523	7/29/15 10:07	A526/01555
DL	9E	CRJ-200	50	MHT	3655	7/29/15 9:10	HPN	3700	7/29/15 10:30	A1477/0280
DL	DL	A-320	150	PHL	1322	7/29/15 9:11	MSP	52	7/29/15 10:00	A2657/02273
DL	EV	CRJ-200	50	CHS	5078	7/29/15 9:11	ABE	5018	7/29/15 10:07	A2711/01754
DL	EV	CRJ-200	50	BHM	4898	7/29/15 9:12	SCE	4892	7/29/15 10:10	A1991/01628
DL	DL	A-320	150	DCA	964	7/29/15 9:12	DCA	1744	7/29/15 10:23	A2725/0569
DL	DL	MD-88	149	LGA	831	7/29/15 9:13	TPA	1703	7/29/15 10:00	A3274/0519
DL	EV	CRJ-700	65	MDW	5410	7/29/15 9:13	BTW	4878	7/29/15 10:18	A2821/02465
DL	OO	CRJ-200	50	BNA	4569	7/29/15 9:13	PLN	4466	7/29/15 10:20	A1671/01934
DL	DL	CRJ-700	70	STL	6225	7/29/15 9:14	9ND	1211	7/30/15 8:00	A2829
DL	DL	MD-88	149	MSN	992	7/29/15 9:15	ATL	1715	7/29/15 10:00	A3033/01104
DL	DL	B-717-200	110	EVV	905	7/29/15 9:15	ALB	688	7/29/15 10:26	A3293/02889
AA	YX	E175	76	ORD	4281	7/29/15 9:16	ORD	4281	7/29/15 10:25	A1209/01070
DL	DL	B-717-200	110	BGR	2444	7/29/15 9:16	BNA	883	7/29/15 10:28	A127/01298
DL	S5	E170	69	IND	3382	7/29/15 9:17	MKE	5895	7/29/15 10:10	A1960/02251
DL	S5	ERJ-145	50	ERI	5864	7/29/15 9:17	ERI	3286	7/29/15 10:19	A2797/01663
DL	S5	ERJ-145	50	CMH	3301	7/29/15 9:18	IAD	3325	7/29/15 10:21	A2370/01062
DL	DL	MD-88	149	ORD	2050	7/29/15 9:19	MSN	2552	7/29/15 10:05	A995/0807
DL	9E	CRJ-900	76	DSM	3395	7/29/15 9:19	IND	3727	7/29/15 10:13	A1882/02786
US	ZW	CRJ-200	50	PHL	3832	7/29/15 9:20	PHL	3832	7/29/15 9:45	A3128/02786
DL	DL	MD-88	149	JAX	835	7/29/15 9:20	PBI	1930	7/29/15 10:11	A1931/016
DL	DL	A-319	126	MCI	1344	7/29/15 9:20	PVD	816	7/29/15 10:12	A793/02281
DL	DL	A-319	126	MEM	1531	7/29/15 9:21	CLT	1629	7/29/15 10:17	A795/0883
DL	DL	A-330-300	293	ATL	2005	7/29/15 9:21	AMS	136	7/29/15 19:54	A1055/0485
DL	S5	ERJ-145	50	SDF	3288	7/29/15 9:23	CMH	4324	7/29/15 10:23	A2498/02315
DL	DL	CRJ-200	50	SNB	4750	7/29/15 9:24	ATW	4665	7/29/15 10:21	A2518/01389
DL	OO	CRJ-200	50	MKE	4510	7/29/15 9:25	DSM	4811	7/29/15 10:21	A1544/01915
DL	CP	E175	76	OMA	5818	7/29/15 9:25	EWR	5837	7/29/15 10:25	A1655/01710
DL	DL	A-319	126	BOS	1135	7/29/15 9:28	RDU	1366	7/29/15 10:22	A736/0121
DL	DL	B-737-800WL	160	MSP	557	7/29/15 9:30	BWI	1536	7/29/15 10:27	A2795/01049
DL	DL	B-757-300WL	180	MCO	1928	7/29/15 9:30	MEX	557	7/29/15 10:30	A940/01944
DL	9E	CRJ-200	50	TYS	3957	7/29/15 9:30	CVG	3689	7/29/15 12:00	A2209/0583
US	YX	E175	80	CLT	4542	7/29/15 9:38	CLT	4542	7/29/15 10:25	A3361/03362
UA	YV	CRJ-700	70	IAD	3980	7/29/15 9:50	IAD	5109	7/29/15 10:25	A3109/03209
B6	B6	E190	100	BOS	1137	7/29/15 9:51	BOS	2036	7/29/15 10:27	A510/0876
UA	OO	E175	76	ORD	5586	7/29/15 9:53	ORD	6200	7/29/15 10:28	A2803/02871
AC	OK	CRJ-200	50	YYZ	8021	7/29/15 9:55	YYZ	8022	7/29/15 10:25	A959/0676
DL	DL	B-747-400	376	ICN	158	7/29/15 10:11	NRT	275	7/29/15 13:55	A353/0977
NK	NK	A-320	178	FLL	511	7/29/15 10:15	LAS	511	7/29/15 11:10	A2590/02119
US	ZW	CRJ-200	50	DCA	3745	7/29/15 10:30	DCA	3745	7/29/15 10:55	A3308/02011
DL	DL	A-330-200	234	AMS	133	7/29/15 10:30	PEK	189	7/29/15 12:55	A652/0293
DL	S5	ERJ-145	50	HSV	3341	7/29/15 10:47	CID	3417	7/29/15 12:06	A750/01618
DL	DL	B-757-300WL	180	FLL	1904	7/29/15 10:53	RSW	2177	7/29/15 12:05	A1170/01106
DL	9E	CRJ-900	76	CVG	3560	7/29/15 10:56	DCA	3431	7/29/15 12:02	A1535/01619
DL	DL	B-757-300WL	182	MCO	275	7/29/15 10:59	MCO	2028	7/29/15 12:21	A1082/0382
US	YX	E175	80	PHL	4590	7/29/15 11:00	PHL	4590	7/29/15 11:31	A2777/02733
DL	DL	MD-88	149	BOL	1120	7/29/15 11:01	MKE	2357	7/29/15 12:00	A454/0974
DL	EV	CRJ-700	65	ELM	5014	7/29/15 11:02	ORF	5364	7/29/15 12:07	A1783/03190
DL	9E	CRJ-200	50	CLE	4143	7/29/15 11:02	CWA	4129	7/29/15 12:16	A1890/01691
AA	AA	CRJ-700	63	LGA	3548	7/29/15 11:05	LGA	3548	7/29/15 11:55	A283/0339
DL	DL	MD-90-30	160	TPA	2192	7/29/15 11:08	ATL	2228	7/29/15 12:00	A836/0837
DL	DL	B-737-800WL	160	DCA	2034	7/29/15 11:08	SEA	281	7/29/15 12:05	A434/01110
DL	DL	B-737-900	180	ATL	629	7/29/15 11:08	SFO	2621	7/29/15 12:15	A2252/0304
DL	DL	A-320	150	ORD	1319	7/29/15 11:09	LAS	2317	7/29/15 12:05	A789/01194
UA	EV	ERJ-145	50	EWR	4603	7/29/15 11:10	EWR	4297	7/29/15 11:43	A2644/02643
AA	AA	MD-80	140	DFW	1280	7/29/15 11:10	DFW	1280	7/29/15 12:20	A1011/01264
US	JIA	CRJ-900	76	CLT	5209	7/29/15 11:11	CLT	5209	7/29/15 11:55	A2599/02932
DL	OO	CRJ-200	50	LAN	4751	7/29/15 11:12	CIU	4679	7/29/15 12:00	A2464/01471
DL	9E	CRJ-900	76	YYZ	4062	7/29/15 11:12	ORD	3443	7/29/15 12:10	A1567/01258
DL	OO	CRJ-200	50	IAD	4739	7/29/15 11:14	PLN	4666	7/29/15 12:00	A2517/01695
DL	EV	CRJ-700	65	BUF	5174	7/29/15 11:14	OMA	5105	7/29/15 12:08	A1942/02437
DL	9E	CRJ-200	50	ROC	3767	7/29/15 11:14	MQT	3627	7/29/15 13:46	A2424/01035
WN	WN	B-737-300	137	STL	376	7/29/15 11:15	BWI	376	7/29/15 11:50	A2968/02861
DL	DL	B-717-200	110	IAH	2159	7/29/15 11:15	TVC	1385	7/29/15 12:01	A19/01047
DL	S5	ERJ-145	50	GRR	3350	7/29/15 11:15	CAK	3294	7/29/15 12:07	A980/01612
DL	EV	CRJ-700	65	RDU	5508	7/29/15 11:15	GRR	5609	7/29/15 12:10	A2682/02112
DL	DL	A-320	150	LGA	583	7/29/15 11:16	SLC	1882	7/29/15 12:16	A3136/0409
DL	EV	CRJ-700	65	MDW	5390	7/29/15 11:17	IAH	5326	7/29/15 12:22	A2189/02489
DL	9E	CRJ-200	50	MBS	3565	7/29/15 11:17	SWF	3750	7/29/15 13:53	A1583/01092
DL	DL	A-319	126	AUS	1352	7/29/15 11:18	LGA	1548	7/29/15 11:58	A596/01100
DL	DL	CRJ-200	50	SRB	4756	7/29/15 11:18	ESC	7402		

DTW FUTURE FLIGHT SCHEDULE - BASELINE

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	S5	ERJ-145	50	ALB	5875	7/29/15 11:18	SBN	3283	7/29/15 12:11	A2984/01027
DL	S5	E175	76	DFW	5886	7/29/15 11:18	DFW	6013	7/29/15 12:17	A2851/02226
DL	DL	B-737-900	180	MSP	1474	7/29/15 11:20	LAX	1719	7/29/15 12:20	A350/0828
AA	YX	E175	76	ORD	4353	7/29/15 11:21	ORD	4391	7/29/15 12:00	A200/03
UA	YV	E175	76	IAH	3786	7/29/15 11:21	IAH	3787	7/29/15 11:57	A2976/02836
DL	9E	CRJ-200	50	IAH	3603	7/29/15 11:22	IAH	3702	7/29/15 14:15	A1854/01008
DL	OO	CRJ-200	50	FWA	4554	7/29/15 11:23	FWA	4858	7/29/15 12:07	A1545/01438
DL	S5	ERJ-145	50	SDF	3383	7/29/15 11:23	LAN	3321	7/29/15 12:23	A249/01559
DL	9E	CRJ-200	50	AZO	3564	7/29/15 11:23	ITH	3761	7/29/15 15:36	A533/0755
DL	DL	B-717-200	110	BNA	1303	7/29/15 11:24	STL	1232	7/29/15 12:19	A1014/0258
DL	DL	B-717-200	110	TVC	2508	7/29/15 11:24	MCI	1997	7/29/15 12:20	A2363/0834
DL	DL	B-717-200	110	PHL	537	7/29/15 11:27	PHL	565	7/29/15 12:24	A2713/02302
DL	OO	CRJ-200	50	APN	7369	7/29/15 11:27	CVG	4512	7/29/15 13:56	A1686/01973
DL	9E	CRJ-900	76	BWI	3794	7/29/15 11:28	MDT	4174	7/29/15 12:10	A1463/02340
DL	DL	MD-88	149	MKE	974	7/29/15 11:28	FLL	1282	7/29/15 12:15	A2091/0623
DL	9E	CRJ-900	76	EWR	3829	7/29/15 11:29	MBS	3483	7/29/15 12:12	A1565/0617
DL	9E	CRJ-200	50	IND	3923	7/29/15 11:29	ORF	3622	7/29/15 15:37	A1861/02676
DL	DL	A-319	126	CLT	2615	7/29/15 11:30	BOI	1903	7/29/15 12:10	A576/0468
DL	DL	A-319	126	BOI	189	7/29/15 11:30	MSP	1096	7/29/15 12:20	A886/0907
DL	9E	CRJ-900	76	JFK	4119	7/29/15 11:30	AZO	3524	7/29/15 12:21	A1484/01534
DL	9E	CRJ-900	76	PIT	3530	7/29/15 11:30	JFK	3479	7/29/15 13:45	A2204/01533
DL	EV	CRJ-200	50	LEX	5148	7/29/15 11:30	BGM	5097	7/29/15 13:45	A1786/01993
NK	NK	A-320	178	LGA	475	7/29/15 11:36	MYR	851	7/29/15 12:27	A2973/03336
F9	F9	A-320	168	IAD	1077	7/29/15 11:50	IAD	1076	7/29/15 12:35	A2726/01607
WN	WN	B-737-700WL	143	ATL	4098	7/29/15 11:55	PHX	4098	7/29/15 12:35	A3134/02969
WN	WN	B-737-700WL	143	MDW	3664	7/29/15 12:10	ATL	3664	7/29/15 12:55	A3245/02809
DL	DL	B-747-400	376	AMS	135	7/29/15 12:23	ICN	159	7/29/15 15:30	A208/0711
WN	WN	B-737-700WL	143	BNA	796	7/29/15 12:25	MDW	796	7/29/15 13:00	A2912/03028
AA	AA	B-737-800	160	MIA	1044	7/29/15 12:43	DFW	258	7/29/15 13:53	A646/01208
DL	DL	MD-90-30	160	ATL	748	7/29/15 12:50	BOI	158	7/29/15 13:55	A2945/0352
DL	DL	A-330-200	234	PEK	188	7/29/15 12:50	AMS	132	7/29/15 16:06	A1020/0344
US	US	E190	99	PHL	1824	7/29/15 12:51	PHL	549	7/29/15 13:26	A2731/03092
DL	EV	CRJ-200	50	CID	5194	7/29/15 12:51	YUL	5237	7/29/15 14:11	A1994/01902
DL	DL	MD-88	149	DFW	1358	7/29/15 12:53	ATL	541	7/29/15 13:45	A182/02248
DL	EV	CRJ-700	65	EWR	5188	7/29/15 12:53	YYZ	4883	7/29/15 13:45	A1922/02401
DL	DL	B-717-200	110	STL	652	7/29/15 12:54	BGR	1323	7/29/15 13:48	A2686/0514
DL	EV	CRJ-200	50	MDT	5314	7/29/15 12:54	BHM	5129	7/29/15 14:11	A3212/02484
DL	DL	B-737-900	180	SEA	1444	7/29/15 12:55	SEA	542	7/29/15 13:51	A263/01704
DL	DL	MD-88	149	LGA	2148	7/29/15 12:56	LGA	2231	7/29/15 13:51	A574/0496
DL	G7	CRJ-700	65	CVG	6307	7/29/15 12:56	PIT	6246	7/29/15 14:15	A2583/02167
DL	S5	ERJ-145	50	ERI	3286	7/29/15 12:57	LEX	3366	7/29/15 13:46	A894/0473
DL	EV	CRJ-200	50	EVV	5092	7/29/15 12:57	AVP	5152	7/29/15 15:25	A1809/01758
DL	DL	B-737-800WL	160	MSP	736	7/29/15 12:59	LAX	895	7/29/15 13:50	A2759/02088
DL	S5	ERJ-145	50	CMH	3296	7/29/15 12:59	CMH	3297	7/29/15 13:53	A85/0726
DL	EV	CRJ-700	65	YUL	5017	7/29/15 13:00	IND	4992	7/29/15 13:46	A3260/02105
DL	DL	A-320	150	SJC	790	7/29/15 13:01	MSP	1476	7/29/15 13:46	A1520/01158
DL	EV	CRJ-700	65	ORF	5319	7/29/15 13:02	ELM	5449	7/29/15 13:50	A1417/01705
DL	DL	B-717-200	110	ORD	2658	7/29/15 13:02	BDL	1528	7/29/15 13:54	A946/0488
DL	DL	A-320	150	PHX	824	7/29/15 13:02	SJC	963	7/29/15 13:56	A1766/03330
DL	DL	B-717-200	110	TVC	344	7/29/15 13:03	EWR	320	7/29/15 14:01	A1717/01175
DL	EV	CRJ-700	65	MCI	5335	7/29/15 13:04	PWM	4931	7/29/15 13:57	A1843/01579
DL	DL	B-757-300WL	184	LAS	1932	7/29/15 13:05	FLL	1704	7/29/15 14:11	A1282/0919
US	US	A-319	124	CLT	1923	7/29/15 13:06	CLT	1889	7/29/15 13:50	A2900/02836
DL	S5	E175	69	MKE	5885	7/29/15 13:06	MSN	5885	7/29/15 13:50	A1683/03196
DL	EV	CRJ-200	50	SCE	4882	7/29/15 13:07	SCF	4872	7/29/15 15:29	A1917/01777
DL	S5	ERJ-145	50	DAY	3284	7/29/15 13:08	GSP	5904	7/29/15 13:54	A1447/02798
DL	DL	A-319	126	GRB	1332	7/29/15 13:08	PVD	916	7/29/15 13:58	A963/02585
DL	9E	CRJ-900	76	IAH	4053	7/29/15 13:09	MHT	3499	7/29/15 13:58	A1724/03122
DL	EV	CRJ-900	76	OMA	4978	7/29/15 13:09	CLE	5151	7/29/15 14:11	A1673/03813
DL	S5	ERJ-145	50	GSP	3399	7/29/15 13:09	GRR	3428	7/29/15 14:12	A1962/01339
DL	G7	CRJ-700	65	YYZ	6220	7/29/15 13:09	YUL	6298	7/29/15 19:40	A1739/01601
DL	OO	CRJ-200	50	PLN	4466	7/29/15 13:10	DAY	4703	7/29/15 13:57	A1506/02463
UA	OO	E175	76	ORD	5170	7/29/15 13:10	ORD	4996	7/29/15 14:00	A2784/02855
DL	EV	CRJ-700	65	ELM	5477	7/29/15 13:13	ALB	4907	7/29/15 14:16	A3166/03184
DL	DL	B-747-400	376	CDG	99	7/29/15 13:13	CDG	98	7/29/15 18:37	A1952/02638
DL	EV	CRJ-700	65	MYR	5203	7/29/15 13:14	RIC	5043	7/29/15 15:22	A1733/03261
DL	DL	A-319	126	BOS	338	7/29/15 13:15	CLT	1330	7/29/15 13:59	A112/01129
DL	S5	ERJ-145	50	MU	5876	7/29/15 13:15	YOW	4278	7/29/15 14:14	A2304/02020
VS	VS	A-330-300	266	LHR	107	7/29/15 13:15	LHR	108	7/29/15 17:50	A2012/03056
DL	9E	CRJ-900	76	IND	3470	7/29/15 13:28	YYZ	4039	7/29/15 15:20	A1455/02288
LH	LH	A-340-300	279	FRA	442	7/29/15 13:35	FRA	443	7/29/15 15:50	A3205/02589
DL	DL	A-319	126	BOL	2122	7/29/15 13:39	RDU	1144	7/29/15 14:20	A1022/01096
AC	2X	Be1900	18	YYZ	7273	7/29/15 13:41	YYZ	7274	7/29/15 14:05	A2602/0176
DL	DL	B-757-300WL	180	ATL	991	7/29/15 14:02	ATL	901	7/29/15 14:53	A2994/01521
AA	YX	E175	76	ORD	4392	7/29/15 14:05	ORD	4392	7/29/15 14:39	A1071/088
UA	YV	CRJ-700	70	IAD	3991	7/29/15 14:07	IAD	3993	7/29/15 14:43	A3338/03046
AA	AA	CRJ-700	63	LGA	3519	7/29/15 14:08	LGA	3519	7/29/15 14:41	A873/0144
DL	DL	B-717-200	110	ORD	696	7/29/15 14:10	OKC	725	7/29/15 15:20	A2414/01790
DL	9E	CRJ-200	50	CWA	3561	7/29/15 14:13	MDT	3695	7/29/15 15:40	A1852/01375
UA	YV	E175	76	IAH	5116	7/29/15 14:14	IAH	3988	7/29/15 14:51	A2977/03072
DL	9E	CRJ-900	76	ROC	3977	7/29/15 14:15	SAT	3523	7/29/15 15:23	A588/01066
DL	S5	ERJ-145	50	GSO	4318	7/29/15 14:17	GSO	3345	7/29/15 15:01	A2181/0505
DL	DL	B-737-800WL	160	BWI	1536	7/29/15 14:17	BOS	188	7/29/15 15:20	A374/0357
DL	DL	B-717-200	110	PHL	1962	7/29/15 14:18	DCA	651	7/29/15 15:25	A1192/02036
DL	9E	CRJ-900	76	CLE	3878	7/29/15 14:18	ATW	3784	7/29/15 15:26	A587/02380
DL	DL	MD-88	149	MSP	1734	7/29/15 14:19	MSY	2385	7/29/15 15:20	A237/0159
DL	9E	CRJ-200	50	SWF	4156	7/29/15 14:19	PIA	3868	7/29/15 15:41	A2150/01969
DL	DL	B-737-900	180	SFO	854	7/29/15 14:20	ORD	2629	7/29/15 15:22	A3103/081
DL	S5	ERJ-145	50	IAD	4338	7/29/15 14:20	SYR	3392	7/29/15 15:33	A2047/01562
DL	DL	A-320	150	DCA	1631	7/29/15 14:21	LAS	1490	7/29/15 15:20	A41/01048
DL	S5	ERJ-145	50	GSP	3316	7/29/15 14:21	CMH	4321	7/29/15 15:41	A28/03249
DL	DL	B-717-200	110	BNA	883	7/29/15 14:21	GRB	1968	7/29/15 15:45	A2961/0104
DL	S5	ERJ-145	50	LAN	3321	7/29/15 14:22	GSP	3374	7/29/15 15:42	A1560/01113
DL	OO	CRJ-200	50	FWA	4858	7/29/15 14:23	SBN	4683	7/29/15 15:25	A1577/01509
DL	DL	A-319	126	RDU	1366	7/29/15 14:24	BWI	2418	7/29/15 15:20	A347/0109
DL	DL	B-757-300WL	175	SAN	2628	7/29/15 14:24	SEA	733	7/29/15 15:21	A27/02497
DL	DL	B-757-300	234	LAX	1506	7/29/15 14:25	LAX	1248	7/29/15 15:30	A709/093
DL	DL	B-737-900	180	FLL	1604	7/29/15 14:26	SFO	373	7/29/15 15:32	A354/01481
DL	DL	B-717-200	110	ALB	705	7/29/15 14:27	BUF	1729	7/29/15 15:46	A2687/0464
DL	DL	A-319	126	CLT	1629	7/29/15 14:28	BNA	1287	7/29/15 15:20	A771/0232
DL	EV	CRJ-700	65	YUL	5021	7/29/15 14:29	CID	4975	7/29/15 15:30	A2139/02057
DL	9E	CRJ-900	76	MBS	3483	7/29/15 14:29	CVG	3505	7/29/15 15:31	A1373/02505
DL	9E	CRJ-200	50	HPN	3700	7/29/15 14:29	TYI	3983	7/29/15 15:46	A1036/01465
DL	9E	CRJ-200	50	SYR	3940	7/29/15 14:29	GRR	3754	7/29/15 15:55	A1723/01351
NK	NK	A-319	145	MSP	392	7/29/15 14:30	MSP	191	7/29/	

DTW FUTURE FLIGHT SCHEDULE - BASELINE

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	EV	CRJ-700	65	RIC	5053	7/29/15 14:34	MDW	5366	7/29/15 15:42	A1872/01596
DL	DL	MD-88	149	MSY	132	7/29/15 14:35	MSP	946	7/29/15 15:36	A118/01689
DL	DL	MD-88	149	MKE	2082	7/29/15 14:36	MKE	1547	7/29/15 15:47	A350/0656
DL	S5	ERJ-145	50	CAK	3294	7/29/15 14:36	SDF	5901	7/29/15 15:51	A1529/01789
DL	OO	CRJ-900	76	MDW	4709	7/29/15 14:37	IAH	4670	7/29/15 15:26	A2432/01974
DL	EV	CRJ-700	65	PWM	5445	7/29/15 14:37	LIT	5363	7/29/15 15:49	A1338/02791
DL	DL	A-319	126	LGA	1145	7/29/15 14:38	BDL	1305	7/29/15 15:30	A92/04
DL	S5	E175	76	CMH	3393	7/29/15 14:39	DFW	5910	7/29/15 15:27	A1115/03347
DL	DL	A-320	150	TPA	1959	7/29/15 14:39	DEN	1854	7/29/15 15:57	A994/046
DL	DL	B-757-300WL	180	MCO	1424	7/29/15 14:40	TPA	1621	7/29/15 15:30	A965/0712
DL	DL	A-319	126	PVD	816	7/29/15 14:40	EWR	2643	7/29/15 15:42	A1765/0501
DL	CP	E175	76	EWR	5837	7/29/15 14:41	AUS	5711	7/29/15 15:34	A2719/03097
DL	S5	ERJ-145	50	SBN	3283	7/29/15 14:41	LAN	3337	7/29/15 15:56	A1611/01365
DL	9E	CRJ-900	76	AZO	3524	7/29/15 14:43	IND	3581	7/29/15 15:35	A1474/01422
DL	DL	B-767-300ERWL	211	FRA	87	7/29/15 14:43	GRU	53	7/29/15 19:58	A2255/02358
DL	9E	CRJ-900	76	MHT	3542	7/29/15 14:44	ROC	3526	7/29/15 15:35	A169/02417
DL	EV	CRJ-200	50	BHM	4936	7/29/15 14:44	EVV	5133	7/29/15 15:35	A2241/02438
DL	DL	A-319	126	BOS	159	7/29/15 14:44	MSN	1691	7/29/15 15:42	A988/0716
US	JIA	CRJ-900	76	CLT	5085	7/29/15 14:45	CLT	5085	7/29/15 15:25	A2648/02541
AA	AA	MD-80	140	DFW	43	7/29/15 14:45	DFW	43	7/29/15 15:28	A396/0675
NK	NK	A-320	178	MSY	810	7/29/15 14:45	MSY	985	7/29/15 15:35	A2896/02697
DL	9E	CRJ-900	76	MEM	3986	7/29/15 14:48	DSM	4114	7/29/15 16:16	A135/01798
DL	DL	B-717-200	110	TVC	1385	7/29/15 14:49	OMA	2522	7/29/15 15:51	A152/01196
DL	DL	MD-90-30	160	RSW	853	7/29/15 14:50	STL	2623	7/29/15 15:38	A2991/02364
DL	OO	CRJ-200	50	PLN	4666	7/29/15 14:50	APN	7367	7/29/15 15:40	A138/02037
DL	DL	MD-88	149	DFW	1844	7/29/15 14:50	PHL	2622	7/29/15 15:50	A991/0387
DL	DL	B-757-300WL	175	SEA	379	7/29/15 14:50	SAN	766	7/29/15 15:52	A1093/02760
DL	OO	CRJ-200	50	CIU	4679	7/29/15 14:50	MBS	4559	7/29/15 15:53	A1332/02051
DL	DL	MD-88	149	MSN	850	7/29/15 14:50	CLT	1057	7/29/15 15:55	A2633/0341
DL	S5	ERJ-145	50	SDF	3378	7/29/15 14:50	ERI	3394	7/29/15 15:58	A811/02672
DL	9E	CRJ-200	50	CVG	3511	7/29/15 14:50	AZO	3616	7/29/15 16:35	A861/01349
DL	9E	CRJ-900	76	PIT	3452	7/29/15 14:50	STL	3661	7/29/15 17:12	A1744/01884
UA	UA	A-319	128	DEN	524	7/29/15 14:57	DEN	738	7/29/15 15:44	A3126/03112
NK	NK	A-319	145	MCI	816	7/29/15 14:59	MCI	913	7/29/15 15:50	A3207/03208
DL	DL	A-319	126	SLC	1763	7/29/15 15:05	LGA	2248	7/29/15 15:50	A1216/0412
DL	OO	CRJ-200	50	ESC	7402	7/29/15 15:05	FWA	4526	7/29/15 15:59	A2003/01727
DL	S5	ERJ-145	50	LEX	3309	7/29/15 15:13	MLI	5882	7/29/15 15:59	A614/03098
NK	NK	A-320	178	LAS	188	7/29/15 15:15	LGA	188	7/29/15 16:05	A2641/03106
DL	DL	B-767-400ER	246	FCO	237	7/29/15 15:15	FCO	236	7/29/15 17:54	A975/022
US	YX	E175	80	PHL	4581	7/29/15 15:26	PHL	4581	7/29/15 16:02	A3040/02883
AS	AS	B-737-900	181	SEA	792	7/29/15 15:30	SEA	793	7/29/15 16:40	A678/0875
DL	9E	CRJ-900	76	MDT	4174	7/29/15 15:36	LEX	3938	7/29/15 17:38	A2383/01327
F9	F9	A-319	138	TTN	909	7/29/15 15:40	TTN	910	7/29/15 16:30	A3204/02828
DL	S5	ERJ-145	50	CID	3417	7/29/15 15:41	TVC	5871	7/29/15 16:16	A393/02825
DL	DL	B-767-400ER	246	AMS	137	7/29/15 15:41	AMS	138	7/29/15 21:40	A766/0317
DL	DL	B-747-400	376	NRT	276	7/29/15 15:44	AMS	134	7/29/15 18:42	A1255/0822
DL	DL	B-717-200	110	BNA	1727	7/29/15 15:46	MCI	1369	7/29/15 16:26	A850/0260
DL	DL	MD-90-30	160	ATL	1608	7/29/15 15:50	ATL	1888	7/29/15 16:35	A265/01169
UA	G7	CRJ-700	70	ORD	3674	7/29/15 15:53	ORD	3696	7/29/15 16:28	A1304/02842
US	US	A-321	187	PHX	406	7/29/15 15:53	PHX	640	7/29/15 17:50	A2806/03064
WN	WN	B-737-700WL	143	MDW	2421	7/29/15 16:00	MDW	132	7/29/15 16:35	A2707/03302
DL	9E	CRJ-200	50	TYS	3939	7/29/15 16:00	GRR	3620	7/29/15 17:44	A2287/01423
DL	DL	A-330-200	234	NGO	630	7/29/15 16:03	PEK	189	7/30/15 12:30	A3014/0522
DL	DL	B-757-300	234	MSP	917	7/29/15 16:10	SFO	1658	7/29/15 17:47	A1301/0490
DL	9E	CRJ-900	76	JFK	4007	7/29/15 16:13	PIT	3900	7/29/15 17:42	A311/01637
AF	AF	A-340-300	275	CDG	378	7/29/15 16:15	CDG	377	7/29/15 21:35	A762/033
DL	EV	CRJ-700	65	ORD	5364	7/29/15 16:24	RDU	4911	7/29/15 17:23	A2359/01631
US	JIA	CRJ-900	76	CLT	5296	7/29/15 16:25	CLT	5296	7/29/15 17:05	A2884/03343
AA	AA	B-737-800	160	DFW	301	7/29/15 16:26	MIA	301	7/29/15 17:16	A172/0956
AA	AA	B-737-800	160	DFW	301	7/29/15 16:26	MIA	1270	7/30/15 7:00	A2601/0143
DL	S5	ERJ-145	50	CMH	3297	7/29/15 16:27	SBN	3317	7/29/15 17:26	A1226/01450
DL	DL	MD-88	149	TPA	739	7/29/15 16:35	LGA	2230	7/29/15 17:25	A2254/0300
DL	DL	B-717-200	110	PHL	565	7/29/15 16:36	DCA	2144	7/29/15 17:25	A2716/0652
DL	DL	B-717-200	110	STL	1232	7/29/15 16:36	BWI	1637	7/29/15 17:25	A878/0568
DL	S5	ERJ-145	50	GRR	3428	7/29/15 16:37	CMH	3298	7/29/15 17:28	A1178/01030
DL	EV	CRJ-700	65	OMA	5105	7/29/15 16:38	EWR	4895	7/29/15 17:37	A2186/01511
DL	DL	B-737-900	180	SEA	815	7/29/15 16:39	SEA	2263	7/29/15 17:39	A2307/0973
DL	DL	B-757-300WL	182	MCO	2128	7/29/15 16:39	MCO	1405	7/29/15 17:45	A333/0598
DL	DL	B-757-300	234	SFO	1698	7/29/15 16:39	MSP	87	7/29/15 17:55	A935/02691
DL	DL	A-320	150	DEN	98	7/29/15 16:40	BNA	2328	7/29/15 17:27	A1769/01080
DL	DL	B-737-800	160	LAS	2576	7/29/15 16:40	LAS	1217	7/29/15 17:48	A303/0147
DL	DL	A-319	126	LGA	2335	7/29/15 16:41	BOS	1622	7/29/15 17:27	A413/01137
DL	DL	MD-88	149	PBI	665	7/29/15 16:41	BDL	1204	7/29/15 17:48	A2551/01152
DL	DL	A-320	150	SLC	2366	7/29/15 16:42	SLC	855	7/29/15 17:35	A1000/01604
DL	9E	CRJ-900	76	AUS	3466	7/29/15 16:43	CLE	3527	7/29/15 17:44	A250/01475
DL	9E	CRJ-900	76	DCA	3573	7/29/15 16:43	LAN	4065	7/29/15 17:49	A1772/02289
DL	S5	E170	69	DFW	3358	7/29/15 16:44	ORD	5980	7/29/15 17:36	A615/03140
DL	DL	CRJ-900	76	IAH	4708	7/29/15 16:46	MSN	4518	7/29/15 17:37	A139/01802
DL	9E	CRJ-900	76	BUF	3685	7/29/15 16:47	DSM	3597	7/29/15 19:38	A2205/01007
AA	AA	CRJ-700	63	LGA	3627	7/29/15 16:48	LGA	3627	7/29/15 17:30	A702/0759
DL	DL	B-717-200	110	MCI	1454	7/29/15 16:48	PHL	2162	7/29/15 17:36	A1132/049
DL	EV	CRJ-700	65	ELM	5449	7/29/15 16:49	MDW	5391	7/29/15 17:40	A2080/02162
DL	EV	CRJ-700	65	IND	4992	7/29/15 16:49	ELM	4921	7/29/15 17:43	A2137/01473
DL	DL	CRJ-900	76	SAT	5285	7/29/15 16:49	IAH	5385	7/29/15 17:43	A2487/02146
DL	9E	CRJ-200	50	MQT	3627	7/29/15 16:49	TYS	4096	7/29/15 19:36	A1206/02290
DL	DL	CRJ-200	50	FWA	4482	7/29/15 16:50	PLN	4532	7/29/15 17:25	A2265/01869
DL	DL	A-320	150	PHX	134	7/29/15 16:50	CVG	505	7/29/15 17:35	A234/02106
DL	DL	B-737-900	180	FLL	1804	7/29/15 16:50	LAX	954	7/29/15 17:45	A269/02724
DL	DL	B-737-900	180	LAX	1806	7/29/15 16:50	ATL	630	7/29/15 17:47	A320/02887
DL	EV	CRJ-700	65	YYZ	4880	7/29/15 16:50	ORD	4941	7/29/15 19:37	A2270/01644
DL	OO	CRJ-200	50	ATW	4602	7/29/15 16:51	SBN	4480	7/29/15 19:35	A2385/02264
DL	S5	ERJ-145	50	LEX	3366	7/29/15 16:53	SDF	3335	7/29/15 17:46	A248/0334
DL	S5	E170	69	MSN	5885	7/29/15 16:54	IND	4337	7/29/15 17:39	A1928/01777
US	ZW	CRJ-200	50	DCA	4008	7/29/15 16:55	DCA	4008	7/29/15 17:24	A2775/02931
UA	YV	E175	76	IAH	3789	7/29/15 16:55	IAH	3991	7/29/15 17:34	A3282/03035
DL	DL	A-320	150	CVG	1820	7/29/15 16:55	PHX	2021	7/29/15 17:40	A990/0941
DL	EV	CRJ-200	50	BGM	5097	7/29/15 16:55	CAK	5015	7/29/15 17:49	A2352/01409
DL	DL	MD-88	149	ATL	902	7/29/15 16:55	DFW	1947	7/29/15 17:50	A2636/0123
DL	9E	CRJ-900	76	ORD	3722	7/29/15 16:55	JFK	4098	7/29/15 19:45	A2508/0870
DL	DL	A-319	126	BOS	1926	7/29/15 16:57	MKE	2477	7/29/15 17:41	A606/0890
UA	S5	E170	70	EWR	3581	7/29/15 17:18	EWR	3507	7/29/15 17:53	A2997/03070
UA	UA	A-319	128	ORD	865	7/29/15 17:23	ORD	515	7/29/15 18:07	A2857/02567
DL	DL	A-320	150	CUN	712	7/29/15 17:24	LGA	582	7/29/15 19:50	A2116/01876
WN	WN	B-737-700WL	143	ATL	1899	7/29/15 17:30	ATL	1988	7/29/15 18:00	A3065/03131
WN	WN	B-737-300WL	143	BWI	213	7/29/15 17:30	BWI	4718	7/29/15 18:15	A2959/03291
AA	AA	MD								

DTW FUTURE FLIGHT SCHEDULE - BASELINE

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	DL	B-767-400ER	246	LHR	21	7/29/15 17:55	LHR	18	7/29/15 22:23	A800/0776
DL	CP	E175	76	MTY	5776	7/29/15 18:03	SDF	5802	7/29/15 19:57	A2848/01945
DL	DL	B-717-200	110	BDL	1528	7/29/15 18:04	BUF	1372	7/29/15 20:03	A1133/062
AC	OK	DH8-100/200	143	YYZ	8023	7/29/15 18:10	YYZ	8024	7/29/15 18:35	A177/0509
WN	WN	B-737-700WL	37	PHX	501	7/29/15 18:10	BNA	501	7/29/15 18:50	A3305/02781
DL	DL	B-757-300WL	184	MSP	587	7/29/15 18:10	SJC	1207	7/29/15 19:15	A1416/01238
DL	DL	B-747-400	376	PVG	582	7/29/15 18:13	PVG	583	7/30/15 12:18	A2034/01709
DL	OO	CRJ-200	50	MBS	4559	7/29/15 18:15	FWA	4761	7/29/15 19:39	A2295/01729
AA	AA	CRJ-700	63	ORD	3344	7/29/15 18:19	ORD	3344	7/29/15 18:54	A173/01040
DL	S5	ERJ-145	50	YOW	4279	7/29/15 18:19	MLI	3322	7/29/15 19:35	A1591/0439
DL	9E	CRJ-200	50	HPN	3702	7/29/15 18:19	CVG	3748	7/29/15 19:44	A864/01721
DL	DL	B-737-800	160	PHX	840	7/29/15 18:25	ATL	659	7/29/15 19:10	A1932/01741
DL	OO	CRJ-200	50	APN	7367	7/29/15 18:25	CIU	4784	7/29/15 20:02	A1929/01510
DL	9E	CRJ-900	76	MHT	3499	7/29/15 18:26	IND	3475	7/29/15 19:51	A1119/01063
DL	EV	CRJ-200	50	SCE	4872	7/29/15 18:27	AVP	5246	7/29/15 19:52	A2053/01995
US	US	A-319	124	CLT	1821	7/29/15 18:28	CLT	1981	7/29/15 19:20	A2956/03038
DL	DL	A-319	126	RDU	1144	7/29/15 18:28	EWR	1660	7/29/15 19:45	A538/0686
R6	R6	A-320	150	BOS	1237	7/29/15 18:29	BOS	1336	7/29/15 19:12	A2603/0201
DL	S5	ERJ-145	50	GSP	5904	7/29/15 18:30	HSV	3386	7/29/15 19:35	A3321/01961
DL	DL	B-757-300WL	180	ATL	1166	7/29/15 18:30	MCO	276	7/29/15 19:36	A287/0245
DL	DL	A-319	126	PVD	916	7/29/15 18:30	DCA	1220	7/29/15 19:50	A1300/0400
DL	EV	CRJ-700	65	ALB	4907	7/29/15 18:31	RIC	5091	7/29/15 19:37	A1472/01939
NK	NK	A-319	145	ACY	348	7/29/15 18:32	ATL	567	7/29/15 19:12	A3019/03280
DL	S5	ERJ-145	50	ERI	3394	7/29/15 18:33	CMH	3300	7/29/15 19:41	A1369/0841
DL	G7	CRJ-700	65	CLE	6302	7/29/15 18:33	STL	6231	7/29/15 19:46	A2582/03348
DL	G7	CRJ-700	65	CLE	6302	7/29/15 18:33	YYZ	6197	7/30/15 10:03	A1656/02305
DL	DL	B-717-200	110	BUF	1729	7/29/15 18:34	IAH	2641	7/29/15 20:11	A43/01109
DL	EV	CRJ-700	65	PWM	4931	7/29/15 18:35	BTX	5180	7/29/15 19:51	A2482/02404
DL	S5	ERJ-145	50	LAN	3337	7/29/15 18:36	ROC	5896	7/29/15 19:41	A504/02278
DL	9E	CRJ-200	50	SWF	3750	7/29/15 18:37	YYZ	4167	7/29/15 19:45	A1564/01357
DL	OO	CRJ-200	50	DAY	4717	7/29/15 18:37	MKE	4525	7/29/15 20:11	A2433/01868
DL	S5	ERJ-145	50	CMH	3302	7/29/15 18:38	ERI	3351	7/29/15 19:43	A672/01177
DL	OO	CRJ-200	50	SNB	4844	7/29/15 18:38	ESC	7386	7/29/15 21:30	A2519/02038
DL	DL	B-757-300WL	180	LAS	671	7/29/15 18:39	MSP	1055	7/29/15 19:45	A1297/0929
DL	EV	CRJ-200	50	BHM	5129	7/29/15 18:39	CID	5042	7/29/15 20:05	A2354/02156
DL	9E	CRJ-200	50	GRR	3754	7/29/15 18:40	MHT	3643	7/29/15 20:02	A1748/01883
DL	EV	CRJ-700	65	RIC	5109	7/29/15 18:41	CLE	5181	7/29/15 20:00	A2077/02470
DL	DL	CRJ-700	65	IAH	5326	7/29/15 18:41	IAD	4974	7/29/15 20:03	A2160/01918
DL	9E	CRJ-200	50	AZO	3616	7/29/15 18:42	ITH	4084	7/29/15 20:04	A1399/02395
DL	DL	B-757-300WL	182	MCO	138	7/29/15 18:42	FLL	21	7/29/15 20:10	A824/D18
DL	9E	CRJ-200	50	TYS	3692	7/29/15 18:43	AZO	3787	7/29/15 20:10	A1460/01380
DL	DL	B-717-200	110	BGR	1323	7/29/15 18:43	SAT	1356	7/29/15 20:12	A233/0120
DL	DL	B-757-300WL	180	RSW	2177	7/29/15 18:44	PHX	2657	7/29/15 20:06	A193/01224
DL	DL	B-737-900	180	SAN	86	7/29/15 18:45	SEA	1823	7/29/15 19:40	A2634/0939
DL	DL	MD-90-30	160	DEN	1645	7/29/15 18:45	DEN	1155	7/29/15 19:49	A989/0229
DL	DL	MD-90-30	160	BOS	1523	7/29/15 18:47	TPA	1225	7/29/15 19:53	A825/01153
DL	EV	CRJ-700	65	SAV	5096	7/29/15 18:48	PWM	4890	7/29/15 20:09	A1581/0140
DL	S5	ERJ-145	50	SDF	3379	7/29/15 18:49	YOW	4280	7/29/15 19:45	A1317/02513
DL	EV	CRJ-200	50	YUL	5025	7/29/15 18:49	ABE	4962	7/29/15 20:12	A2140/02709
DL	DL	CRJ-700	65	MDW	5366	7/29/15 18:49	ALB	5024	7/29/15 20:14	A1515/03186
DL	EV	CRJ-700	65	ELM	5590	7/29/15 18:49	MDW	5409	7/29/15 20:16	A2083/02753
DL	DL	CRJ-200	50	AVP	5152	7/29/15 18:51	MBS	4958	7/29/15 20:15	A1787/01291
DL	CP	E175	76	DFW	5743	7/29/15 18:51	OMA	5696	7/29/15 20:21	A2064/02823
DL	9E	CRJ-900	76	ROC	3526	7/29/15 18:52	DFW	3494	7/29/15 20:17	A1344/02673
DL	S5	ERJ-145	50	TVC	5871	7/29/15 18:53	GSP	3291	7/29/15 20:00	A2849/054
DL	DL	MD-88	149	MKE	1547	7/29/15 18:53	PVD	2485	7/29/15 20:08	A986/0218
DL	G7	CRJ-700	65	PIT	6297	7/29/15 18:53	ROC	6303	7/30/15 00:03	A2764/01947
DL	S5	ERJ-145	50	GSO	3345	7/29/15 18:54	GSO	4317	7/29/15 20:05	A247/01891
DL	DL	B-717-200	110	GRB	1968	7/29/15 18:54	BGR	1409	7/29/15 20:13	A1077/0486
DL	9E	CRJ-200	50	MDT	3695	7/29/15 18:54	CWA	3556	7/29/15 20:16	A2390/02261
DL	9E	CRJ-900	76	YYZ	3440	7/29/15 18:55	OKC	3672	7/29/15 20:20	A1393/0641
DL	EV	CRJ-200	50	EVV	5133	7/29/15 18:56	CHA	5436	7/29/15 20:15	A1292/01998
DL	EV	CRJ-200	50	ABE	5139	7/29/15 18:56	CHS	5164	7/29/15 20:24	A2219/02142
DL	DL	B-717-200	110	EWR	1679	7/29/15 18:57	GRB	1699	7/29/15 20:19	A11/012
NK	NK	A-320	178	LGA	711	7/29/15 18:58	LAS	711	7/29/15 19:50	A1303/03334
DL	DL	A-319	126	MSN	1691	7/29/15 18:58	BOS	1237	7/29/15 20:05	A236/0428
DL	9E	CRJ-200	50	ITH	3761	7/29/15 18:58	HPN	3614	7/29/15 20:17	A2235/01034
DL	DL	B-767-300	261	SEA	282	7/29/15 18:59	SFO	1420	7/29/15 19:59	A2622/01017
DL	9E	CRJ-200	50	PIA	3868	7/29/15 18:59	SWF	3921	7/29/15 20:23	A2017/02044
DL	DL	A-319	126	CLT	1459	7/29/15 19:02	MEM	1487	7/29/15 20:07	A880/0210
DL	DL	A-319	126	BWI	2418	7/29/15 19:02	MCI	1331	7/29/15 20:22	A1249/01015
DL	EV	CRJ-700	65	CID	5064	7/29/15 19:02	ELM	5452	7/29/15 20:26	A1413/01874
UA	YV	E175	76	IAD	3728	7/29/15 19:03	IAD	4023	7/29/15 19:46	A2008/02698
DL	DL	B-737-900	180	SFO	745	7/29/15 19:03	PDX	1067	7/29/15 19:59	A2766/0203
DL	OO	CRJ-200	50	IAD	4611	7/29/15 19:03	PLN	4732	7/29/15 21:30	A1387/02434
DL	9E	CRJ-900	76	ATW	3455	7/29/15 19:03	MBS	3856	7/29/15 21:32	A1116/01381
DL	9E	CRJ-900	76	IND	3436	7/29/15 19:03	AZO	3776	7/29/15 21:37	A2627/01379
DL	DL	B-737-900	180	ORD	2629	7/29/15 19:04	SAN	1619	7/29/15 19:59	A500/01162
DL	DL	MD-90-30	160	STL	2195	7/29/15 19:04	RDU	2809	7/29/15 20:21	A782/0633
DL	S5	ERJ-145	50	MU	3415	7/29/15 19:04	SDF	3381	7/29/15 21:30	A1617/0530
DL	DL	A-320	150	PHL	2390	7/29/15 19:05	CLT	1989	7/29/15 19:55	A1144/01284
DL	DL	B-767-300	261	LAX	333	7/29/15 19:05	LAX	1644	7/29/15 20:07	A555/01277
DL	DL	B-717-200	110	DCA	1688	7/29/15 19:05	GRR	2580	7/29/15 20:19	A773/0668
DL	DL	A-319	126	BNA	1287	7/29/15 19:05	AUS	2455	7/29/15 20:23	A788/0416
DL	DL	MD-88	149	FLL	1282	7/29/15 19:05	JAX	988	7/29/15 20:24	A231/02171
DL	S5	ERJ-145	50	SVR	5878	7/29/15 19:05	ALB	5875	7/30/15 7:30	A749/03138
DL	DL	B-757-300WL	184	SJC	1809	7/29/15 19:09	LAS	1917	7/29/15 19:59	A628/0523
DL	NK	A-320	150	LGA	2354	7/29/15 19:10	PHL	1749	7/29/15 20:25	A77/0775
NK	NK	A-319	145	ATL	770	7/29/15 19:25	DFW	313	7/29/15 20:05	A3355/02801
NK	NK	A-320	178	MYR	852	7/29/15 19:40	LAX	706	7/29/15 20:30	A3034/02894
DL	DL	A-320	150	ATL	1267	7/29/15 19:40	ATL	2604	7/29/15 20:30	A1269/0223
WN	WN	B-737-700WL	143	LAS	1194	7/29/15 19:45	DEN	1283	7/29/15 20:20	A2942/03235
US	US	A-319	124	CLT	2067	7/29/15 19:51	PHX	2067	7/29/15 20:55	A2596/02918
US	ZW	CRJ-200	50	PHL	3963	7/29/15 19:53	PHL	3963	7/29/15 20:20	A2919/01957
DL	9E	CRJ-200	50	ORF	3622	7/29/15 19:58	MQT	4024	7/29/15 21:47	A1090/01669
AA	AA	CRJ-700	63	LGA	3463	7/29/15 19:58	LGA	3052	7/30/15 6:10	A983/01068
DL	DL	B-737-800	160	MSP	1357	7/29/15 20:00	BWI	1737	7/30/15 7:45	A37/01215
WN	WN	B-737-700WL	143	MDW	4062	7/29/15 20:05	STL	4062	7/29/15 20:40	A3163/02924
DL	DL	B-757-300WL	180	MEX	512	7/29/15 20:10	ATL	2794	7/30/15 7:25	A2187/0471
AA	AA	ERJ-145	50	ORD	3259	7/29/15 20:11	ORD	3259	7/29/15 20:40	A199/0254
DL	OO	CRJ-200	50	PLN	4532	7/29/15 20:13	DAY	4507	7/29/15 21:34	A3250/01935
DL	9E	CRJ-900	76	LAN	3679	7/29/15 20:17	ORF	4132	7/29/15 21:41	A1426/01569
DL	S5	ERJ-145	50	SNB	3317	7/29/15 20:20	CMH	3293	7/30/15 8:45	A2225/0577
UA	OD	E175	76	ORD	6314	7/29/15 20:21	EVV	5545	7/30/15 6:00	A2938/02870
DL	DL	B-717-200	110	OMA	664	7/29/15 20:22	EVV	7		

DTW FUTURE FLIGHT SCHEDULE - BASELINE

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	EV	CRJ-200	50	CHA	5433	7/29/15 20:35	SCE	5293	7/29/15 21:49	A1293/02329
DL	S5	E170	69	IND	4337	7/29/15 20:37	IND	3395	7/29/15 21:43	A1543/0474
DL	9E	CRJ-900	76	CMH	3549	7/29/15 20:39	SYR	3824	7/29/15 21:50	A1582/02739
DL	DL	A-319	126	MKE	2477	7/29/15 20:41	LGA	2131	7/29/15 21:45	A2177/02339
DL	9E	B-757-300WL	182	TPA	1226	7/29/15 20:41	MIA	1829	7/30/15 7:38	A765/02113
DL	9E	CRJ-200	50	GRR	3620	7/29/15 20:42	ROC	3767	7/30/15 7:47	A444/02310
DL	EV	CRJ-700	65	LIT	5363	7/29/15 20:43	BMI	4984	7/29/15 21:37	A2576/01319
DL	OO	CRJ-900	76	MSN	4518	7/29/15 20:46	MKE	4818	7/29/15 21:41	A2069/01806
DL	DL	B-767-300	261	SFO	2520	7/29/15 20:46	LAX	1706	7/30/15 8:30	A1195/02662
DL	EV	CRJ-700	65	MDW	5391	7/29/15 20:47	MWR	5203	7/30/15 8:36	A2792/01553
DL	9E	CRJ-900	76	LEX	3938	7/29/15 20:49	CAK	3919	7/29/15 21:53	A2095/01383
DL	DL	B-717-200	110	MCI	1369	7/29/15 20:51	DCA	2449	7/29/15 21:35	A516/0110
DL	DL	B-717-200	110	OKC	725	7/29/15 20:52	ATW	550	7/29/15 21:36	A2228/03319
DL	DL	B-757-300WL	180	MCO	18	7/29/15 20:52	ATL	2283	7/30/15 6:00	A688/0157
DL	DL	MD-88	149	CLT	1057	7/29/15 20:53	MSN	870	7/29/15 21:42	A512/03104
DL	DL	A-319	126	DEN	1410	7/29/15 20:53	PHL	2157	7/29/15 21:50	A38/0495
DL	DL	A-319	126	LGA	569	7/29/15 20:53	BNA	1565	7/29/15 21:52	A2164/069
DL	OO	CRJ-900	76	IAH	4502	7/29/15 20:57	LEX	4570	7/29/15 21:49	A2430/03252
DL	S5	E175	76	ORD	5986	7/29/15 20:58	CMH	5996	7/29/15 21:45	A2114/03324
DL	OO	CRJ-200	50	CVG	4615	7/29/15 20:59	SBN	4836	7/29/15 21:35	A1833/02400
DL	DL	MD-88	149	PHL	2071	7/29/15 20:59	BDL	1495	7/29/15 21:45	A1172/039
DL	DL	B-737-900	180	SEA	2424	7/29/15 20:59	BWI	1436	7/29/15 22:00	A272/0966
DL	DL	MD-88	149	MSY	2385	7/29/15 21:00	ORD	678	7/29/15 21:46	A803/02552
DL	DL	B-757-300WL	184	FLL	1704	7/29/15 21:00	GRR	1569	7/29/15 21:50	A102/0987
DL	9E	CRJ-900	76	DFW	3717	7/29/15 21:00	LAN	3774	7/29/15 21:59	A131/0865
DL	9E	CRJ-900	76	RDU	3663	7/29/15 21:00	RDU	3639	7/30/15 7:28	A1424/01539
DL	9E	CRJ-900	76	SAT	3563	7/29/15 21:00	YYZ	3724	7/30/15 7:30	A1881/0132
DL	DL	B-717-200	110	DCA	1231	7/29/15 21:00	PHL	537	7/30/15 7:33	A1044/03269
DL	9E	CRJ-900	76	STL	3661	7/29/15 21:00	PIT	3617	7/30/15 7:34	A2283/02041
DL	DL	A-319	126	BDL	1346	7/29/15 21:00	BDL	2122	7/30/15 8:54	A119/01142
NK	NK	A-321	218	MCO	892	7/29/15 21:04	MCO	801	7/30/15 8:50	A1955/02907
DL	DL	B-737-900	180	LAX	1876	7/29/15 21:05	MSP	945	7/30/15 7:25	A1105/03294
DL	CP	E175	76	AUS	5706	7/29/15 21:07	CMH	5788	7/30/15 7:36	A3096/03195
DL	DL	B-737-800WL	160	ATL	1448	7/29/15 21:08	DCA	1218	7/30/15 7:34	A931/0455
DL	DL	MD-88	149	BOS	1623	7/29/15 21:10	PIT	2656	7/29/15 22:09	A266/01557
DL	DL	B-717-200	110	BWI	1637	7/29/15 21:10	BNA	1303	7/30/15 7:32	A1164/01270
DL	DL	A-320	150	LAS	2317	7/29/15 21:11	SFO	935	7/29/15 21:56	A211/01523
AA	YX	E175	76	ORD	4227	7/29/15 21:14	ORD	4403	7/30/15 8:00	A452/01151
DL	DL	A-320	150	BNA	865	7/29/15 21:24	TVC	1747	7/29/15 22:09	A2723/0432
UA	YV	E175	76	IAH	5099	7/29/15 21:30	IAH	3776	7/30/15 6:10	A2898/03223
B6	B6	A-320	150	FLL	1590	7/29/15 21:42	FLL	1589	7/30/15 7:30	A60/0819
DL	DL	A-320	150	MSP	939	7/29/15 21:50	ORD	1319	7/30/15 7:36	A2533/0483
AC	ZX	CRJ-200	50	YYZ	7309	7/29/15 21:59	YYZ	7308	7/30/15 7:15	A786/0761
DL	EV	CRJ-700	65	EWR	4895	7/29/15 22:04	BUF	5174	7/30/15 7:50	A1836/02300
US	US	A-319	124	PHX	412	7/29/15 22:07	PHX	503	7/30/15 7:35	A3158/02734
AA	AA	MD-80	140	DFW	1418	7/29/15 22:14	DFW	2215	7/30/15 7:50	A423/0394
NK	NK	A-320	178	TPA	646	7/29/15 22:18	DEN	975	7/30/15 7:10	A2695/02908
B6	B6	E190	100	BOS	1837	7/29/15 22:27	BOS	1836	7/30/15 6:30	A592/0735
WN	WN	B-737-800WL	175	STL	1633	7/29/15 22:30	LAS	2059	7/30/15 7:50	A2650/02981
DL	DL	A-320	150	SLC	2158	7/29/15 22:36	LGA	1848	7/30/15 7:25	A1286/0992
DL	DL	B-757-300	234	ATL	1683	7/29/15 22:44	ATL	1893	7/30/15 8:30	A798/01139
US	US	E190	99	PHL	1744	7/29/15 22:50	PHL	1933	7/30/15 7:11	A3080/02595
DL	9E	CRJ-900	76	JFK	4020	7/29/15 22:54	DFW	3467	7/30/15 7:26	A1353/01319
DL	EV	CRJ-700	65	ORD	4941	7/29/15 22:54	MDW	5390	7/30/15 7:45	A2402/02820
DL	DL	MD-88	149	LGA	387	7/29/15 23:00	LGA	2635	7/30/15 8:32	A134/0945
WN	WN	B-737-300WL	143	ATL	449	7/29/15 23:05	BNA	1703	7/30/15 6:45	A2779/03290
WN	WN	B-737-700WL	143	DEN	748	7/29/15 23:05	ATL	2593	7/30/15 6:55	A2960/03162
NK	NK	A-320	178	IAH	906	7/29/15 23:09	FLL	417	7/30/15 6:30	A3591/02560
NK	NK	A-320	178	FLL	380	7/29/15 23:15	LGA	316	7/30/15 6:10	A3559/03150
NK	NK	A-319	145	DFW	734	7/29/15 23:21	ACY	341	7/30/15 8:30	A2173/02694
UA	S5	E170	70	EWR	3572	7/29/15 23:22	EWR	3575	7/30/15 5:55	A2728/03359
UA	UA	A-319	128	ORD	424	7/29/15 23:37	DEN	812	7/30/15 7:54	A3284/03053
US	YX	E175	80	DCA	4575	7/29/15 23:40	DCA	4593	7/30/15 7:35	A2882/03309
WN	WN	B-737-300	137	BNA	2160	7/29/15 23:45	BWI	1346	7/30/15 5:45	A3058/03317
NK	NK	A-319	145	BOS	109	7/29/15 23:46	BOS	110	7/30/15 7:00	A2639/02800
UA	YV	E175	76	IAD	4041	7/29/15 23:47	IAH	3804	7/30/15 7:39	A3306/03240
WN	WN	B-737-700WL	143	BWI	3830	7/29/15 23:50	PHX	6262	7/30/15 6:50	A3133/03365
US	US	A-320	150	CLT	1774	7/29/15 23:57	CLT	867	7/30/15 8:15	A3300/03130
DL	DL	B-737-800WL	160	LAX	2530	7/29/15 23:59	BOS	2437	7/30/15 7:25	A275/02620

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 1

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
AA	AA	B-737-800	160	DFW	301	7/28/15 16:26	MIA	1270	7/29/15 7:00	A2601/D143
DL	DL	A-330-300	293	AMS	139	7/28/15 17:40	ATL	1893	7/29/15 8:30	A431/D380
DL	DL	A-350-900	350	PVG	582	7/28/15 18:13	PVG	583	7/29/15 12:13	A2824/D3303
DL	G7	CRJ-700	65	CLE	6302	7/28/15 18:33	YYZ	6197	7/29/15 10:03	A1656/D2805
DL	G7	CRJ-700	65	PIT	6287	7/28/15 18:53	RDC	6303	7/29/15 10:02	A1764/D2888
DL	S5	ERJ-145	50	SVR	5878	7/28/15 19:05	ALB	5875	7/29/15 7:30	A1312/D1926
AA	AA	CRJ-700	63	LGA	3463	7/28/15 19:58	LGA	3052	7/29/15 6:10	A731/D558
DL	DL	B-757-300WL	180	MEX	512	7/28/15 20:10	ATL	2794	7/29/15 7:25	A2078/D1225
DL	S5	ERJ-145	50	SBN	3317	7/28/15 20:20	CMH	3293	7/29/15 8:45	A2250/D671
UA	OO	E175	76	ORD	6314	7/28/15 20:21	ORD	5545	7/29/15 6:00	A3024/D2645
DL	EV	CRJ-200	50	CHA	5433	7/28/15 20:35	LEX	5148	7/29/15 8:28	A2579/D2108
DL	DL	B-757-300WL	182	TPA	1226	7/28/15 20:41	MCO	2128	7/29/15 10:17	A621/D399
DL	EV	CRJ-700	65	LT	5363	7/28/15 20:43	MCI	5335	7/29/15 8:40	A1997/D1419
DL	DL	B-737-800WL	160	SLC	2158	7/28/15 20:44	PHX	1921	7/29/15 8:40	A972/D1021
DL	DL	B-787-8	250	SFO	2520	7/28/15 20:46	LAX	1706	7/29/15 8:30	A1058/D920
DL	EV	CRJ-700	65	MDW	5391	7/28/15 20:47	MYR	5203	7/29/15 8:36	A2442/D1814
DL	9E	CRJ-200	50	LEX	3938	7/28/15 20:48	ROC	3767	7/29/15 7:47	A2128/D585
DL	DL	B-757-300WL	180	MCO	18	7/28/15 20:52	ATL	2283	7/29/15 6:00	A491/D194
DL	9E	CRJ-900	76	OKC	3458	7/28/15 20:52	PIT	3617	7/29/15 7:34	A1963/D2375
DL	9E	CRJ-900	76	IAH	3922	7/28/15 20:57	YYZ	3724	7/29/15 7:30	A1860/D1621
DL	OO	CRJ-200	50	CVG	4615	7/28/15 20:59	CVG	4462	7/29/15 7:35	A1912/D1385
DL	DL	A-319	126	BOL	1346	7/28/15 21:00	CLT	2615	7/29/15 7:08	A456/D25
DL	9E	CRJ-900	76	DFW	3717	7/28/15 21:00	RDU	3639	7/29/15 7:28	A1540/D1746
DL	DL	CS-100	110	STL	1144	7/28/15 21:00	PHL	537	7/29/15 7:33	A1237/D2333
DL	DL	A-319	126	RDU	838	7/28/15 21:00	BOL	2122	7/29/15 8:54	A1661/D998
NK	NK	A-321	218	MCO	892	7/28/15 21:04	MCO	801	7/29/15 8:50	A3153/D2201
DL	DL	B-737-900	180	LAX	1876	7/28/15 21:05	MSP	945	7/29/15 7:25	A831/D1524
DL	CP	E175	76	AUS	5706	7/28/15 21:07	CMH	5788	7/29/15 7:36	A2492/D3213
DL	DL	B-737-800WL	160	ATL	1448	7/28/15 21:08	DCA	1218	7/29/15 7:33	A1241/D1116
DL	DL	B-717-200	110	BWI	1637	7/28/15 21:10	BNA	1303	7/29/15 7:32	A42/D0911
AA	YX	E175	76	ORD	4227	7/28/15 21:14	ORD	4403	7/29/15 8:00	A367/D1123
DL	DL	A-320	150	BNA	865	7/28/15 21:24	ORD	1319	7/29/15 7:36	A1821/D94
UA	YV	E175	76	IAH	5099	7/28/15 21:30	IAH	3776	7/29/15 6:10	A3224/D2953
B6	B6	A-320	150	FLL	1590	7/28/15 21:42	FLL	1589	7/29/15 7:30	A535/D2604
AC	ZX	CRJ-200	50	YYZ	7309	7/28/15 21:59	YYZ	7308	7/29/15 7:15	A425/D904
DL	EV	CRJ-700	65	EWB	4895	7/28/15 22:04	BUF	5174	7/29/15 7:50	A1990/D2059
US	US	A-319	124	PHX	412	7/28/15 22:07	PHX	503	7/29/15 7:35	A3129/D2839
AA	AA	MD-80	140	DFW	1418	7/28/15 22:14	DFW	2215	7/29/15 7:50	A955/D198
B6	B6	E190	100	BOS	1837	7/28/15 22:27	BOS	1836	7/29/15 6:30	A536/D1182
WN	WN	B-737-800WL	175	STL	1633	7/28/15 22:30	LAS	2059	7/29/15 7:50	A3115/D2933
DL	DL	B-757-300WL	182	ATL	1683	7/28/15 22:44	MIA	1829	7/29/15 7:38	A2661/D406
NK	NK	A-320	178	RSW	678	7/28/15 22:45	DEN	975	7/29/15 7:10	A3297/D3281
US	US	E190	99	PHL	1744	7/28/15 22:50	PHL	1933	7/29/15 7:11	A2844/D3307
DL	9E	CRJ-900	76	JFK	4020	7/28/15 22:54	DFW	3467	7/29/15 7:26	A449/D582
DL	EV	CRJ-700	65	ORD	4941	7/28/15 22:54	MDW	5390	7/29/15 7:45	A2708/D1495
WN	WN	B-737-300WL	143	ATL	449	7/28/15 23:05	BNA	1703	7/29/15 6:45	A3084/D2706
WN	WN	B-737-700WL	143	DEN	746	7/28/15 23:05	ATL	2593	7/29/15 6:55	A2983/D2808
NK	NK	A-320	178	IAH	906	7/28/15 23:09	FLL	417	7/29/15 6:30	A2914/D3107
NK	NK	A-320	178	FLL	380	7/28/15 23:15	LGA	316	7/29/15 6:10	A2830/D2007
NK	NK	A-319	145	DFW	734	7/28/15 23:21	ACY	341	7/29/15 8:30	A3151/D1527
UA	S5	E170	70	EWB	3572	7/28/15 23:22	EWB	3575	7/29/15 5:55	A2964/D3156
DL	DL	B-737-800WL	160	SEA	10003	7/28/15 23:30	SEA	10003	7/29/15 10:00	x117
UA	UA	A-319	128	ORD	424	7/28/15 23:37	DEN	812	7/29/15 7:54	A3110/D2880
US	YX	E175	80	DCA	4575	7/28/15 23:40	DCA	4593	7/29/15 7:35	A2958/D3120
WN	WN	B-737-800WL	175	BNA	2160	7/28/15 23:45	BWI	1346	7/29/15 5:45	A2955/D2922
NK	NK	A-319	145	BOS	1059	7/28/15 23:46	BOS	110	7/29/15 7:40	A2956/D1526
UA	YV	E175	76	IAD	4041	7/28/15 23:47	IAH	3804	7/29/15 7:39	A3079/D3000
WN	WN	B-737-700WL	143	BWI	3830	7/28/15 23:50	PHX	6262	7/29/15 6:50	A2811/D2935
US	US	A-320	150	CLT	1774	7/28/15 23:57	CLT	867	7/29/15 8:15	A1306/D2941
DL	DL	B-737-800WL	160	LAX	2530	7/28/15 23:59	BOS	2437	7/29/15 7:25	A976/D415
DL	DL	A-320	150	ATL	1290	7/29/15 0:04	LGA	1848	7/29/15 7:25	A1097/D521
UA	YV	E175	76	IAH	5101	7/29/15 0:05	IAD	4036	7/29/15 5:45	A3048/D2730
WN	WN	B-737-700WL	143	MDW	1009	7/29/15 0:10	DEN	2949	7/29/15 6:05	A2705/D2923
DL	DL	B-737-800WL	160	MEX	10005	7/29/15 0:10	MEX	10005	7/29/15 12:00	x119
WN	WN	B-737-800WL	175	PHX	4388	7/29/15 0:15	MDW	2326	7/29/15 6:25	A2013/D3066
AA	AA	B-737-800	160	DFW	1069	7/29/15 0:16	DFW	1241	7/29/15 6:10	A226/D815
AA	YX	E175	76	ORD	4404	7/29/15 0:39	ORD	4271	7/29/15 5:45	A620/D508
NK	NK	A-320	178	DEN	976	7/29/15 0:40	LAS	111	7/29/15 6:00	A3116/D3149
UA	UA	A-319	128	DEN	296	7/29/15 0:45	ORD	769	7/29/15 7:41	A2841/D3340
US	US	A-319	124	PHX	430	7/29/15 1:38	CLT	1780	7/29/15 6:55	A2967/D3227
F9	F9	A-319	138	DEN	620	7/29/15 4:30	DEN	627	7/29/15 6:00	A1850/D2769
NK	NK	A-320	178	LAS	788	7/29/15 4:56	IAH	939	7/29/15 7:30	A1954/D2832
NK	NK	A-320	178	LAX	709	7/29/15 5:10	TPA	639	7/29/15 7:30	A2906/D3238
DL	DL	B-737-900	180	SAN	1619	7/29/15 6:04	FLL	1604	7/29/15 7:35	A683/D1101
DL	DL	B-737-900	180	PDX	1067	7/29/15 6:07	SFO	745	7/29/15 8:32	A146/D3199
DL	DL	B-757-300WL	180	PHX	2582	7/29/15 6:10	MCO	1424	7/29/15 8:45	A52/D0517
DL	DL	B-737-900	180	SFO	310	7/29/15 6:12	SAN	833	7/29/15 8:39	A1199/D2309
DL	DL	A-320	150	LAS	1979	7/29/15 6:22	DEN	1511	7/29/15 8:35	A2618/D625
US	US	A-319	124	PHX	2018	7/29/15 6:27	PHX	667	7/29/15 11:45	A2881/D3310
DL	DL	B-737-900	180	SEA	1491	7/29/15 6:28	SLC	367	7/29/15 8:40	A7/D2678
DL	DL	A-320	150	TVC	1707	7/29/15 6:35	MSP	1650	7/29/15 8:35	A687/D772
DL	DL	A-321	187	LAX	1406	7/29/15 6:35	SEA	2423	7/29/15 8:37	A1274/D1025
DL	9E	CRJ-900	76	LAN	3943	7/29/15 6:45	EWB	3909	7/29/15 7:40	A756/D1908
DL	DL	CRJ-200	50	MBS	3547	7/29/15 6:48	SYR	3603	7/29/15 7:57	A1203/D1826
DL	DL	B-717-200	110	GRR	1363	7/29/15 6:52	TVC	2508	7/29/15 8:41	A429/D499
DL	9E	CRJ-900	76	AZO	3613	7/29/15 6:53	BWI	3794	7/29/15 7:45	A1233/D2456
DL	DL	CRJ-200	50	PLN	4854	7/29/15 6:53	IAD	4739	7/29/15 7:50	A1730/D1625
DL	DL	CRJ-200	50	ESC	7368	7/29/15 6:53	APN	7369	7/29/15 8:40	A3030/D2990
DL	DL	CRJ-200	50	FWA	4667	7/29/15 6:54	FWA	4554	7/29/15 8:47	A2267/D3251
DL	9E	CRJ-900	76	CAK	3519	7/29/15 6:55	AUS	3592	7/29/15 8:33	A531/D2262
DL	9E	CRJ-900	76	DAY	3775	7/29/15 6:55	OMA	3855	7/29/15 8:35	A1750/D1010
DL	DL	CRJ-200	50	SBN	4650	7/29/15 6:55	SBN	4756	7/29/15 8:49	A2025/D1333
DL	OO	B-787-8	250	GRU	52	7/29/15 7:02	FRA	86	7/29/15 19:56	A3211/D3075
DL	9E	CRJ-200	50	ITH	3837	7/29/15 7:20	IND	3923	7/29/15 8:35	A1968/D2208
DL	DL	CS-100	110	PHL	2489	7/29/15 7:24	ORD	2017	7/29/15 8:46	A891/D105
US	US	CS-100	110	DCA	2556	7/29/15 7:29	STL	652	7/29/15 8:51	A417/D3327
DL	DL	E190	99	DCA	10004	7/29/15 7:30	DCA	10004	7/29/15 8:20	x34
DL	EV	CRJ-900	76	BGM	4896	7/29/15 7:34	EVV	5062	7/29/15 8:31	A1578/D2403
DL	DL	B-737-900	180	BWI	1937	7/29/15 7:37	FLL	1804	7/29/15 10:00	A238/D520
DL	DL	CRJ-900	76	CIU	4637	7/29/15 7:39	LAN	4751	7/29/15 8:52	A137/D1896
DL	DL	A-320	150	PIT	2494	7/29/15 7:40	MKE	974	7/29/15 8:33	A330/D2006
DL	EV	CRJ-900	76	ABE	4949	7/29/15 7:40	CID	5194	7/29/15 8:53	A3256/D1813
DL	DL	B-717-200	110	BUF	1923	7/29/15 7:41	PHL	1962	7/29/15 10:10	A778/D360
DL	DL	MD-90-30	160	RDU	2792	7/29/15 7:42	RSW	853	7/29/15 8:27	A785/D3018
DL	9E	CRJ-900	76	MDT	4110	7/29/15 7:42	MBS	3565	7/29/15 8:47	A1867/D1089
DL	DL	CRJ-900	76	LEX	4771	7/29/15 7:43	MSN	4652	7/29/15 8:31	A3389/D2318
DL	OO	CRJ-700	65	YYZ	3309	7/29/15 7:45	YUL	5234	7/29/15 8:40	A3246/D3221
DL										

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 1

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	9E	CRJ-900	76	IND	3626	7/29/15 7:48	SAT	3488	7/29/15 8:40	A1321/01879
DL	EV	CRJ-700	65	ALB	4995	7/29/15 7:48	YUL	5232	7/29/15 10:00	A2350/02110
DL	9E	CRJ-900	76	CVG	3747	7/29/15 7:48	CLE	4143	7/29/15 8:40	A2509/02313
DL	DL	B-757-300WL	184	GRR	2509	7/29/15 7:49	LAS	2316	7/29/15 8:40	A1917/01143
DL	9E	CRJ-900	76	SYR	3830	7/29/15 7:49	PIT	3716	7/29/15 10:00	A2148/02507
DL	EV	CRJ-700	65	ELM	4922	7/29/15 7:49	PWM	5445	7/29/15 10:05	A2748/02576
DL	DL	A-320	150	CLT	1849	7/29/15 7:50	CUN	711	7/29/15 8:55	A433/02372
DL	9E	CRJ-900	76	EWR	3714	7/29/15 7:50	MEM	3509	7/29/15 10:01	A1856/01231
DL	DL	MD-88	149	BOL	1480	7/29/15 7:51	DFW	1844	7/29/15 8:38	A847/0407
DL	CP	E175	76	SDF	5708	7/29/15 7:52	MTY	5756	7/29/15 9:05	A1788/01818
DL	9E	CRJ-900	76	SWF	3993	7/29/15 7:52	AZO	3564	7/29/15 8:54	A2427/01006
DL	EV	CRJ-900	76	SCE	4909	7/29/15 7:53	CHA	4983	7/29/15 8:56	A2298/02217
DL	9E	CRJ-900	76	HPN	3704	7/29/15 7:53	SWF	4156	7/29/15 10:20	A1378/02130
DL	S5	ERJ-145	50	GSP	5912	7/29/15 7:54	GRR	3350	7/29/15 8:48	A2279/0557
DL	DL	A-320	150	BOS	2079	7/29/15 7:54	LGA	1165	7/29/15 10:02	A48/02656
DL	DL	A-321	187	LGA	10001	7/29/15 7:55	LGA	10001	7/29/15 8:45	x39
DL	DL	A-319	126	LGA	731	7/29/15 7:56	GRB	1332	7/29/15 10:07	A1948/0791
DL	S5	ERJ-145	50	CMH	3299	7/29/15 7:57	GSP	3399	7/29/15 8:55	A634/0858
DL	EV	CRJ-700	65	BTW	5044	7/29/15 7:58	RIC	5061	7/29/15 10:06	A1444/01784
DL	DL	MD-88	149	PVD	2490	7/29/15 7:59	MSY	2540	7/29/15 8:44	A273/0436
DL	G7	CRJ-700	65	YUL	6278	7/29/15 7:59	BUF	6233	7/29/15 14:00	A3325/02527
WN	WN	B-737-700WL	143	MDW	290	7/29/15 8:00	STL	290	7/29/15 8:35	A3303/02873
DL	OO	CRJ-900	76	MKE	4528	7/29/15 8:00	IAH	4593	7/29/15 8:49	A1434/01894
DL	EV	CRJ-700	65	RIC	5189	7/29/15 8:00	ELM	5477	7/29/15 10:08	A2029/02081
DL	EV	CRJ-900	76	AVP	5496	7/29/15 8:00	MDT	5314	7/29/15 8:56	A1875/02488
DL	9E	CRJ-900	76	CWA	3553	7/29/15 8:05	TYS	3606	7/29/15 8:58	A2260/01347
UA	EV	ERJ-145	50	EWR	4327	7/29/15 8:28	EWR	4246	7/29/15 8:58	A3241/03299
AA	AA	CRJ-700	63	LGA	3101	7/29/15 8:47	LGA	3101	7/29/15 9:39	A115/0590
DL	DL	B-717-200	110	ATW	1950	7/29/15 8:56	TVC	344	7/29/15 10:15	A1283/0581
DL	DL	B-717-200	110	GRB	1906	7/29/15 8:57	ORD	564	7/29/15 10:24	A971/02249
US	ZW	CRJ-900	76	PHL	3832	7/29/15 9:00	PHL	3832	7/29/15 9:59	A3128/02786
DL	S5	ERJ-145	50	MU	3354	7/29/15 9:01	SDF	4323	7/29/15 10:13	A558/0589
DL	EV	CRJ-900	76	CID	5228	7/29/15 9:02	BHM	4936	7/29/15 10:05	A2188/01937
DL	S5	ERJ-145	50	YOW	4277	7/29/15 9:03	DAY	3284	7/29/15 10:16	A1933/01083
DL	9E	CRJ-900	76	PWM	3723	7/29/15 9:04	SYR	3940	7/29/15 10:28	A2042/01503
WN	WN	B-737-700WL	143	BWI	651	7/29/15 9:05	MDW	651	7/29/15 9:40	A2546/02572
DL	9E	CRJ-900	76	ORF	4179	7/29/15 9:06	MHT	3542	7/29/15 10:12	A1692/01456
DL	S5	ERJ-145	50	GSO	4319	7/29/15 9:08	GSO	4318	7/29/15 10:18	A1801/02131
DL	DL	A-319	126	EWR	2364	7/29/15 9:09	BOS	2523	7/29/15 10:07	A526/01555
DL	9E	CRJ-900	76	MHT	3655	7/29/15 9:10	HPN	3700	7/29/15 10:30	A1477/0280
DL	DL	A-320	150	PHL	1322	7/29/15 9:11	MSP	52	7/29/15 10:00	A2657/02273
DL	EV	CRJ-900	76	CHS	5078	7/29/15 9:11	ABE	5018	7/29/15 10:07	A2711/01754
DL	DL	A-320	150	DCA	964	7/29/15 9:12	DCA	1744	7/29/15 10:23	A2725/0569
DL	EV	CRJ-900	76	BHM	4898	7/29/15 9:12	SCE	4892	7/29/15 10:10	A1991/01628
DL	DL	MD-88	149	LGA	831	7/29/15 9:13	TPA	1703	7/29/15 10:00	A3274/0519
DL	EV	CRJ-700	65	MDW	5410	7/29/15 9:13	BTW	4878	7/29/15 10:18	A2821/02465
DL	OO	CRJ-900	76	BNA	4569	7/29/15 9:13	PLN	4466	7/29/15 10:20	A1671/01934
DL	G7	CRJ-700	70	STL	6225	7/29/15 9:14	9ND	1211	7/30/15 8:00	A2829
DL	DL	MD-88	149	MSN	992	7/29/15 9:15	ATL	1715	7/29/15 10:00	A3033/01104
DL	DL	B-717-200	110	EVV	905	7/29/15 9:15	ALB	688	7/29/15 10:26	A3293/02889
AA	YX	E175	76	ORD	4281	7/29/15 9:16	ORD	4281	7/29/15 10:25	A1209/01070
DL	DL	B-717-200	110	BGR	2444	7/29/15 9:16	BNA	883	7/29/15 10:28	A127/01298
DL	S5	E170	69	IND	3382	7/29/15 9:17	MKE	5895	7/29/15 10:10	A1960/02251
DL	S5	ERJ-145	50	ERI	5884	7/29/15 9:17	ERI	3286	7/29/15 10:19	A2797/01663
DL	S5	ERJ-145	50	CMH	3301	7/29/15 9:18	IAD	3325	7/29/15 10:21	A2370/01062
DL	DL	MD-88	149	OND	205	7/29/15 9:19	MSN	2552	7/29/15 10:05	A985/0807
DL	9E	CRJ-900	76	DSM	3595	7/29/15 9:19	IND	3727	7/29/15 10:13	A1882/01480
DL	DL	A-319	126	MCI	1344	7/29/15 9:20	PVD	816	7/29/15 10:12	A793/02281
DL	DL	A-320	150	JAX	835	7/29/15 9:20	PBI	1930	7/29/15 10:11	A1931/016
DL	DL	A-319	126	MEM	1531	7/29/15 9:21	CLT	1629	7/29/15 10:17	A795/0883
DL	DL	A-330-300	293	ATL	2005	7/29/15 9:21	AMS	136	7/29/15 19:54	A1055/0485
DL	S5	E170	69	SDF	3288	7/29/15 9:23	CMH	4324	7/29/15 10:23	A2498/02315
DL	OO	CRJ-900	76	SBN	4750	7/29/15 9:24	ATW	4665	7/29/15 10:21	A2518/01388
DL	CP	E175	76	OMA	5818	7/29/15 9:25	EWR	5837	7/29/15 10:25	A1655/01710
DL	OO	CRJ-900	76	MKE	4510	7/29/15 9:25	DSM	4811	7/29/15 10:21	A1544/01915
DL	DL	A-319	126	BOS	1135	7/29/15 9:28	RDU	1366	7/29/15 10:22	A736/0121
DL	DL	B-737-800WL	160	MSP	557	7/29/15 9:30	BWI	1536	7/29/15 10:27	A2795/01049
US	YX	E175	80	MCO	1928	7/29/15 9:30	MEX	557	7/29/15 10:30	A940/01944
DL	DL	E175	80	CLT	4542	7/29/15 9:38	CLT	4542	7/29/15 10:25	A3361/03362
UA	YV	CRJ-700	70	IAD	3980	7/29/15 9:50	IAD	5109	7/29/15 10:25	A3109/03209
B6	B6	E190	100	BOS	1137	7/29/15 9:51	BOS	2036	7/29/15 10:27	A510/0876
UA	OO	E175	76	ORD	5586	7/29/15 9:53	ORD	6200	7/29/15 10:28	A2803/02871
AC	QK	CRJ-900	76	YYZ	8021	7/29/15 9:55	YYZ	8022	7/29/15 10:55	A959/0676
UA	UA	B-737-800WL	160	IAH	10006	7/29/15 9:58	IAH	10006	7/29/15 13:00	x99
US	ZW	CRJ-900	76	DCA	3745	7/29/15 10:00	DCA	3745	7/29/15 10:59	A3308/02011
DL	DL	A-350-900	350	ICN	158	7/29/15 10:11	NRT	275	7/29/15 13:55	A353/0977
NK	NK	A-320	178	FLL	511	7/29/15 10:15	LAS	511	7/29/15 11:10	A2590/02119
DL	DL	A-330-200	234	AMS	133	7/29/15 10:30	PEK	189	7/29/15 12:55	A652/0293
DL	S5	ERJ-145	50	HSV	3341	7/29/15 10:47	CID	3417	7/29/15 12:06	A750/01618
DL	DL	B-757-300WL	180	FLL	1904	7/29/15 10:53	RSW	2177	7/29/15 12:05	A1170/01106
DL	9E	CRJ-900	76	CVG	3560	7/29/15 10:56	DCA	3431	7/29/15 12:02	A1535/01619
DL	DL	B-757-300WL	182	MCO	275	7/29/15 10:59	MCO	2028	7/29/15 12:21	A1082/0382
US	YX	E175	80	PHL	4590	7/29/15 11:00	PHL	4590	7/29/15 11:31	A2777/02733
DL	DL	MD-88	149	BOL	1120	7/29/15 11:01	MKE	2357	7/29/15 12:00	A454/0974
DL	EV	CRJ-700	65	ELM	5014	7/29/15 11:02	ORF	5364	7/29/15 12:07	A1783/03190
DL	9E	CRJ-900	76	CLE	4143	7/29/15 11:02	CWA	4129	7/29/15 12:16	A1890/01691
AA	AA	CRJ-700	63	LGA	3548	7/29/15 11:05	LGA	3548	7/29/15 11:55	A283/0339
DL	DL	MD-90-30	160	TPA	2192	7/29/15 11:08	ATL	2228	7/29/15 12:00	A836/0837
DL	DL	B-737-800WL	160	DCA	2034	7/29/15 11:08	SEA	281	7/29/15 12:05	A434/01110
DL	DL	B-737-900	180	ATL	629	7/29/15 11:08	SFO	2621	7/29/15 12:15	A2252/0304
DL	DL	A-320	150	ORD	1319	7/29/15 11:09	LAS	2317	7/29/15 12:05	A789/01194
UA	EV	ERJ-145	50	EWR	4603	7/29/15 11:10	EWR	4297	7/29/15 11:43	A2644/02643
AA	AA	A-320	150	DFW	1280	7/29/15 11:10	DFW	1280	7/29/15 12:20	A1011/01264
US	JIA	CRJ-900	76	CLT	5209	7/29/15 11:11	CLT	5209	7/29/15 11:55	A2599/02932
DL	9E	CRJ-900	76	YYZ	4062	7/29/15 11:12	ORD	3443	7/29/15 12:10	A1567/01258
DL	OO	E175	69	LAN	4751	7/29/15 11:12	CIU	4679	7/29/15 12:00	A2464/01471
DL	EV	CRJ-700	65	BUF	5174	7/29/15 11:14	OMA	5105	7/29/15 12:08	A1942/02437
DL	OO	E170	69	IAD	4739	7/29/15 11:14	PLN	4666	7/29/15 12:00	A2517/01695
DL	9E	E175	76	ROC	3767	7/29/15 11:14	MQT	3627	7/29/15 13:46	A2424/01035
DL	DL	B-717-200	110	IAH	2159	7/29/15 11:15	TVC	1385	7/29/15 12:01	A19/01047
DL	S5	ERJ-145	50	GRR	3350	7/29/15 11:15	CAK	3294	7/29/15 12:07	A980/01612
DL	EV	CRJ-700	65	RDU	5508	7/29/15 11:15	GRR	5609	7/29/15 12:10	A2682/02112
WN	WN	B-737-800WL	175	STL	376	7/29/15 11:15	BWI	376	7/29/15 11:50	A2968/02861
DL	DL	A-320	150	LGA	583	7/29/15 11:16	SCC	1882	7/29/15 12:16	A3136/02609
DL	EV	CRJ-700	65	MDW	5390	7/29/15 11:17	IAH	5326	7/29/15 12:22	A2189/02489
DL	9E	ERJ-145	50	MBS	3565	7/29/15 11:17	SWF	3750	7/29/15 13:53	A158

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 1

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	DL	MD-90-30	160	DEN	1610	7/29/15 11:18	DEN	1645	7/29/15 12:10	A461/01103
DL	S5	ERJ-145	50	ALB	5875	7/29/15 11:18	SBN	3283	7/29/15 12:11	A2984/01027
DL	S5	E175	76	DFW	5886	7/29/15 11:18	DFW	6013	7/29/15 12:17	A2851/02226
DL	OD	ERJ-145	50	SBN	4756	7/29/15 11:18	ESC	7402	7/29/15 12:00	A1780/01949
AA	YX	B-737-900	180	MSP	1474	7/29/15 11:20	LAX	1719	7/29/15 12:20	A350/0828
DL	YV	E175	76	ORD	4353	7/29/15 11:21	ORD	4391	7/29/15 12:00	A200/03
UA	YV	E175	76	IAH	3786	7/29/15 11:22	IAH	3787	7/29/15 11:57	A2076/02936
DL	9E	ERJ-145	50	SVR	3603	7/29/15 11:22	HPN	3702	7/29/15 14:15	A1854/01008
DL	S5	ERJ-145	50	SDF	3383	7/29/15 11:23	LAN	3321	7/29/15 12:23	A249/01559
DL	OO	ERJ-145	50	FWA	4554	7/29/15 11:23	FWA	4858	7/29/15 12:07	A1545/01439
DL	9E	ERJ-145	50	AZO	3564	7/29/15 11:23	ITH	3761	7/29/15 15:36	A533/0755
DL	DL	B-717-200	110	BNA	1303	7/29/15 11:24	STL	1232	7/29/15 12:19	A1014/02558
DL	DL	B-717-200	110	TVC	2508	7/29/15 11:24	MCI	1997	7/29/15 12:20	A2363/0834
DL	DL	CS-100	110	PHL	537	7/29/15 11:27	PHL	565	7/29/15 12:24	A2713/02302
DL	OO	CRJ-700	65	APN	7369	7/29/15 11:27	CVG	4512	7/29/15 13:56	A1686/01973
DL	9E	CRJ-900	76	BWI	3794	7/29/15 11:28	MDT	4174	7/29/15 12:10	A1463/02340
DL	DL	MD-88	149	MKE	974	7/29/15 11:28	FLL	1282	7/29/15 12:15	A2091/0623
DL	9E	CRJ-900	76	EWR	3829	7/29/15 11:29	MBS	3483	7/29/15 12:12	A1565/0617
DL	9E	ERJ-145	50	IND	3923	7/29/15 11:29	ORF	3622	7/29/15 15:37	A1861/02676
DL	DL	A-319	126	CLT	2615	7/29/15 11:30	BOS	1903	7/29/15 12:10	A576/0468
DL	DL	A-319	126	BOS	189	7/29/15 11:30	MSP	1096	7/29/15 12:20	A886/0907
DL	9E	CRJ-900	76	JFK	4119	7/29/15 11:30	AZO	3524	7/29/15 12:21	A1484/01534
DL	9E	CRJ-900	76	PIT	3530	7/29/15 11:30	JFK	3479	7/29/15 13:45	A2204/01533
DL	EV	E175	76	LEX	5148	7/29/15 11:30	BGM	5097	7/29/15 13:45	A1786/01993
NK	NK	A-320	178	LGA	475	7/29/15 11:36	MYR	851	7/29/15 12:27	A2973/03336
F9	F9	A-320	168	IAD	1077	7/29/15 11:50	IAD	1076	7/29/15 12:35	A2726/01607
WN	WN	B-737-700WL	143	ATL	4098	7/29/15 11:55	PHX	4098	7/29/15 12:35	A3134/02969
WN	WN	B-737-700WL	143	MDW	3664	7/29/15 12:10	ATL	3664	7/29/15 12:55	A3245/02809
DL	DL	A-350-900	350	AMS	135	7/29/15 12:23	ICN	159	7/29/15 15:30	A208/0711
WN	WN	B-737-700WL	143	BNA	796	7/29/15 12:25	MDW	796	7/29/15 13:00	A2912/03028
AA	AA	B-737-800	160	MIA	1044	7/29/15 12:43	DFW	258	7/29/15 13:53	A646/01208
DL	DL	MD-90-30	160	ATL	748	7/29/15 12:50	BOS	158	7/29/15 13:55	A2945/0352
DL	DL	A-330-200	234	PEK	188	7/29/15 12:50	AMS	132	7/29/15 16:06	A1020/0344
US	US	E190	99	PHL	1824	7/29/15 12:51	PHL	549	7/29/15 13:26	A2731/03092
DL	DL	CRJ-700	65	CID	5194	7/29/15 12:51	YUL	5237	7/29/15 14:11	A1994/01902
DL	DL	MD-88	149	DFW	1358	7/29/15 12:53	ATL	541	7/29/15 13:45	A182/02248
DL	DL	B-717-200	110	STL	652	7/29/15 12:54	BGR	1323	7/29/15 13:48	A2686/0514
DL	EV	CRJ-700	65	MDT	5314	7/29/15 12:54	BHM	5129	7/29/15 14:11	A3212/02484
DL	DL	B-737-900	180	SEA	1444	7/29/15 12:55	SEA	542	7/29/15 13:51	A263/01704
B6	B6	E190	100	BOS	10010	7/29/15 12:55	BOS	10010	7/29/15 13:45	x35
DL	DL	MD-88	149	LGA	2148	7/29/15 12:56	LGA	2231	7/29/15 13:51	A574/0496
DL	G7	CRJ-700	65	CVG	6307	7/29/15 12:56	PIT	6246	7/29/15 14:15	A2583/02167
DL	S5	ERJ-145	50	ERI	3286	7/29/15 12:57	LEX	3366	7/29/15 13:46	A894/0473
DL	EV	E175	76	EVV	5092	7/29/15 12:57	AVP	5152	7/29/15 15:25	A1809/01758
DL	DL	B-737-800WL	160	MSP	736	7/29/15 12:59	LAX	895	7/29/15 13:50	A2759/02088
DL	S5	ERJ-145	50	CMH	3296	7/29/15 12:59	CMH	3297	7/29/15 13:53	A85/0726
DL	EV	CRJ-700	65	YUL	5017	7/29/15 13:00	IND	4992	7/29/15 13:46	A3260/02105
DL	DL	A-320	150	SJC	790	7/29/15 13:01	MSP	1476	7/29/15 13:46	A1520/01158
DL	EV	CRJ-700	65	ORF	5319	7/29/15 13:02	ELM	5449	7/29/15 13:50	A1417/01705
DL	DL	A-320	150	PHX	824	7/29/15 13:02	SJC	963	7/29/15 13:56	A1766/03330
DL	DL	CS-100	110	ORD	2658	7/29/15 13:02	BDL	1528	7/29/15 13:54	A946/0488
DL	DL	B-717-200	110	TVC	344	7/29/15 13:03	EWR	320	7/29/15 14:01	A1717/01175
DL	EV	CRJ-700	65	MCI	5335	7/29/15 13:04	PWM	4931	7/29/15 13:57	A1843/01579
DL	DL	B-757-300WL	184	LAS	1332	7/29/15 13:05	FLL	1704	7/29/15 14:11	A1282/0919
US	US	A-319	124	CLT	1923	7/29/15 13:06	CLT	1889	7/29/15 13:50	A2900/02836
US	S5	E175	69	MKE	5895	7/29/15 13:06	MSN	5885	7/29/15 13:50	A1683/03196
DL	EV	CRJ-700	65	SEE	4892	7/29/15 13:07	SGE	4872	7/29/15 13:29	A1917/01977
DL	DL	A-319	126	GRB	1332	7/29/15 13:08	PVD	916	7/29/15 13:58	A963/02585
DL	9E	CRJ-900	76	IAH	4053	7/29/15 13:09	MHT	3499	7/29/15 13:58	A1724/03122
DL	EV	CRJ-900	76	OMA	4978	7/29/15 13:09	CLE	5151	7/29/15 14:11	A1673/02813
DL	S5	ERJ-145	50	GSP	3399	7/29/15 13:09	GRR	3428	7/29/15 14:12	A1962/01339
DL	G7	CRJ-700	65	YYZ	6220	7/29/15 13:09	YUL	6298	7/29/15 19:40	A1739/01601
UA	OO	E175	76	ORD	5170	7/29/15 13:10	ORD	4996	7/29/15 14:00	A2784/02855
DL	OO	CRJ-700	65	PLN	4466	7/29/15 13:10	DAY	4703	7/29/15 13:57	A1506/02463
DL	EV	CRJ-700	65	ELM	5477	7/29/15 13:13	ALB	4907	7/29/15 14:16	A3166/03184
DL	DL	B-747-400	376	CDG	99	7/29/15 13:13	CDG	98	7/29/15 18:37	A1952/02638
DL	EV	CRJ-700	65	MYR	5203	7/29/15 13:14	RIC	5043	7/29/15 15:22	A1733/03261
DL	DL	A-319	126	BOS	338	7/29/15 13:15	CLT	1330	7/29/15 13:59	A112/01129
DL	S5	ERJ-145	50	MU	5876	7/29/15 13:15	YOW	4278	7/29/15 14:14	A2304/02020
VS	VS	A-330-300	266	LHR	107	7/29/15 13:15	LHR	108	7/29/15 17:50	A2012/03056
DL	9E	CRJ-900	76	IND	3470	7/29/15 13:28	YYZ	4039	7/29/15 15:20	A1455/02288
LH	LH	A-340-300	279	FRA	442	7/29/15 13:35	FRA	443	7/29/15 15:50	A3205/02589
DL	DL	A-319	126	BDL	2122	7/29/15 13:39	RDU	1144	7/29/15 14:20	A1022/01096
AC	2X	Be1900	18	YYZ	7273	7/29/15 13:41	YYZ	7274	7/29/15 14:05	A2602/0176
DL	DL	B-737-800WL	160	ATL	10002	7/29/15 13:59	ATL	10002	7/29/15 17:00	x98
DL	9E	CRJ-900	76	TVS	3957	7/29/15 14:00	CVG	3689	7/29/15 15:00	A2209/0583
DL	DL	B-757-300WL	180	ATL	991	7/29/15 14:02	ATL	901	7/29/15 14:53	A2994/01521
AA	YX	E175	76	ORD	4392	7/29/15 14:05	ORD	4392	7/29/15 14:39	A1071/088
UA	YV	CRJ-700	70	IAD	3991	7/29/15 14:07	IAD	3993	7/29/15 14:43	A3338/03046
AA	AA	CRJ-700	63	LGA	3519	7/29/15 14:08	LGA	3519	7/29/15 14:41	A873/0144
DL	DL	B-717-200	110	ORD	696	7/29/15 14:10	OKC	725	7/29/15 15:20	A2414/01790
DL	9E	CRJ-700	65	CWA	3561	7/29/15 14:13	MDT	3695	7/29/15 15:40	A1852/01375
UA	YV	E175	76	IAH	5116	7/29/15 14:14	IAH	3988	7/29/15 14:51	A2977/03072
DL	9E	CRJ-900	76	ROC	3977	7/29/15 14:15	SAT	3523	7/29/15 15:23	A588/01066
DL	S5	ERJ-145	50	GSO	4318	7/29/15 14:17	GSO	3345	7/29/15 15:01	A2181/0505
DL	DL	B-737-800WL	160	BWI	1536	7/29/15 14:17	BOS	188	7/29/15 15:20	A374/0357
DL	DL	B-717-200	110	PHL	1962	7/29/15 14:18	DCA	651	7/29/15 15:25	A1192/02036
DL	9E	CRJ-900	76	CLE	3878	7/29/15 14:18	ATW	3784	7/29/15 15:26	A587/02380
DL	DL	MD-88	149	MSP	1734	7/29/15 14:19	MSY	2385	7/29/15 15:20	A237/0159
DL	9E	CRJ-700	65	SWF	4156	7/29/15 14:19	PIA	3868	7/29/15 15:41	A2150/01969
DL	DL	B-737-900	180	SFO	854	7/29/15 14:20	ORD	2629	7/29/15 15:22	A3103/081
DL	S5	E170	69	IAD	4338	7/29/15 14:20	SVR	3392	7/29/15 15:33	A2047/01562
DL	DL	A-320	150	DCA	1631	7/29/15 14:21	LAS	1490	7/29/15 15:20	A41/01048
DL	S5	ERJ-145	50	GSP	3316	7/29/15 14:21	CMH	4321	7/29/15 15:41	A28/03249
DL	DL	B-717-200	110	BNA	883	7/29/15 14:21	GRB	1968	7/29/15 15:45	A2961/0104
DL	S5	ERJ-145	50	LAN	3321	7/29/15 14:22	GSP	3374	7/29/15 15:42	A1560/01113
DL	OO	CRJ-700	65	FWA	4858	7/29/15 14:23	SBN	4683	7/29/15 15:25	A1577/01509
DL	DL	A-319	126	RDU	1366	7/29/15 14:24	BWI	2418	7/29/15 15:20	A347/0109
DL	DL	B-757-300WL	175	SAN	2628	7/29/15 14:24	SEA	733	7/29/15 15:21	A27/02497
DL	DL	B-757-300	234	LAX	1506	7/29/15 14:25	LAX	1248	7/29/15 15:30	A709/093
DL	DL	B-737-900	180	FLL	1604	7/29/15 14:26	SFO	373	7/29/15 15:32	A354/01481
DL	DL	B-717-200	110	ALB	705	7/29/15 14:27	BUF	1729	7/29/15 15:46	A2687/0464
DL	DL	A-319	126	CLT	1629	7/29/15 14:28	BNA	1287	7/29/15 15:20	A771/0232
DL	EV	CRJ-700	65	YUL	5021	7/29/15 14:29	CID	4975	7/29/15 15:30	A2139/02057
DL	9E	CRJ-900	76	MBS	3483	7/29/15 14:29	CVG	3505	7/29/15 15:31	A1

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 1

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number	
DL	UA	S5	E170	70	EWR	3486	7/29/15 14:32	EWR	5131	7/29/15 15:08	A2897/03210
DL	DL	EV	CRJ-700	65	BTW	4878	7/29/15 14:32	ELM	5590	7/29/15 15:40	A2074/02033
DL	DL	EV	CRJ-700	65	RIC	5053	7/29/15 14:34	MDW	5366	7/29/15 15:42	A1872/01596
DL	DL	OD	CRJ-700	65	DSM	4811	7/29/15 14:34	IAD	4611	7/29/15 15:26	A2151/02316
DL	DL	DL	A-320	150	MSY	132	7/29/15 14:35	MSP	946	7/29/15 15:36	A118/01689
DL	DL	DL	MD-88	149	MKE	2082	7/29/15 14:36	MKE	1547	7/29/15 15:47	A550/0656
DL	DL	OO	CRJ-900	76	MDW	4769	7/29/15 14:37	IAH	4670	7/29/15 15:26	A2432/01974
DL	DL	EV	CRJ-700	65	PWM	5445	7/29/15 14:37	LIT	5363	7/29/15 15:49	A1338/02791
DL	DL	DL	A-319	126	LGA	1145	7/29/15 14:38	BDL	1305	7/29/15 15:30	A92/04
DL	DL	SS	E175	76	CMH	3393	7/29/15 14:39	DFW	5910	7/29/15 15:27	A1115/03347
DL	DL	DL	A-320	150	TPA	1959	7/29/15 14:39	DEN	1854	7/29/15 15:57	A994/046
DL	DL	DL	B-757-300WL	180	MCO	1424	7/29/15 14:40	TPA	1621	7/29/15 15:30	A965/0712
DL	DL	DL	A-319	126	PVD	816	7/29/15 14:40	EWR	2643	7/29/15 15:42	A1765/0501
DL	DL	CP	E175	76	EWR	5837	7/29/15 14:41	AUS	5711	7/29/15 15:34	A2719/03097
DL	DL	SS	ERJ-145	50	SBN	3283	7/29/15 14:41	LAN	3337	7/29/15 15:56	A1611/01366
DL	DL	9E	CRJ-900	76	AZO	3524	7/29/15 14:43	IND	3581	7/29/15 15:35	A1474/01422
DL	DL	DL	B-777-200	291	FRA	87	7/29/15 14:43	GRU	53	7/29/15 19:58	A2255/02358
DL	DL	9E	CRJ-900	76	MHT	3542	7/29/15 14:44	ROC	3526	7/29/15 15:35	A169/02417
DL	DL	DL	A-319	126	BOS	159	7/29/15 14:44	MSN	1691	7/29/15 15:42	A988/0716
DL	DL	EV	CRJ-700	65	BHM	4936	7/29/15 14:44	EVV	5133	7/29/15 15:35	A2241/02438
US	DL	JIA	CRJ-900	76	CLT	5085	7/29/15 14:45	CLT	5085	7/29/15 15:25	A2648/02541
NK	DL	NK	A-320	178	MSY	810	7/29/15 14:45	MSY	985	7/29/15 15:35	A2896/02697
AA	DL	AA	A-320	150	DFW	43	7/29/15 14:45	DFW	43	7/29/15 15:28	A396/0675
DL	DL	9E	CRJ-900	76	MEM	3986	7/29/15 14:48	DSM	4114	7/29/15 16:16	A135/01798
DL	DL	DL	B-717-200	110	TVC	1385	7/29/15 14:49	OMA	2522	7/29/15 15:51	A152/01196
DL	DL	DL	MD-90-30	160	RSW	853	7/29/15 14:50	STL	2623	7/29/15 15:38	A2991/02364
DL	DL	DL	MD-88	149	DFW	1844	7/29/15 14:50	PHL	2622	7/29/15 15:50	A991/0387
DL	DL	DL	B-757-300WL	175	SEA	379	7/29/15 14:50	SAN	766	7/29/15 15:52	A1093/02760
DL	DL	SS	ERJ-145	50	SDF	3378	7/29/15 14:50	ERI	3394	7/29/15 15:58	A811/02672
DL	DL	9E	CRJ-900	76	PIT	3452	7/29/15 14:50	STL	3661	7/29/15 17:12	A1744/01884
DL	DL	OO	CRJ-700	65	PLN	4666	7/29/15 14:50	APN	7367	7/29/15 15:40	A138/02037
DL	DL	OO	CRJ-700	65	CIU	4679	7/29/15 14:50	MBS	4559	7/29/15 15:53	A1332/02051
DL	DL	DL	A-320	150	MSN	850	7/29/15 14:50	CLT	1057	7/29/15 15:55	A2633/0341
DL	DL	9E	E175	76	CVG	3511	7/29/15 14:50	AZO	3616	7/29/15 16:35	A861/01349
UA	DL	UA	A-320	150	DEN	524	7/29/15 14:57	DEN	738	7/29/15 15:44	A3126/03112
NK	DL	NK	A-319	145	MCI	816	7/29/15 14:59	MCI	913	7/29/15 15:50	A3207/03208
DL	DL	DL	A-319	126	SLC	1763	7/29/15 15:05	LGA	2248	7/29/15 15:50	A1216/0412
DL	DL	OO	CRJ-700	65	ESC	7402	7/29/15 15:05	FWA	4526	7/29/15 15:59	A2003/01727
DL	DL	SS	ERJ-145	50	LEX	3309	7/29/15 15:13	MLI	5882	7/29/15 15:59	A614/03098
NK	DL	NK	A-320	178	LAS	188	7/29/15 15:15	LGA	188	7/29/15 16:05	A2641/03106
DL	DL	DL	B-767-400ER	246	FCO	237	7/29/15 15:15	FCO	236	7/29/15 17:54	A975/022
US	DL	YX	E175	80	PHL	4581	7/29/15 15:26	PHL	4581	7/29/15 16:02	A3040/02883
AS	DL	AS	B-737-900	181	SEA	792	7/29/15 15:30	SEA	793	7/29/15 16:40	A678/0875
DL	DL	9E	CRJ-900	76	MDT	4174	7/29/15 15:36	LEX	3938	7/29/15 17:38	A2383/01327
F9	DL	F9	A-319	138	TTN	909	7/29/15 15:40	TTN	910	7/29/15 16:30	A3204/02828
DL	DL	DL	B-767-400ER	246	AMS	137	7/29/15 15:41	AMS	138	7/29/15 21:40	A766/0317
DL	DL	SS	E175	76	CID	3417	7/29/15 15:41	TVC	5871	7/29/15 16:16	A393/02825
DL	DL	DL	A-350-900	350	NRT	276	7/29/15 15:44	AMS	134	7/29/15 18:42	A1255/0822
DL	DL	DL	B-717-200	110	BNA	1727	7/29/15 15:46	MCI	1369	7/29/15 16:26	A850/0260
DL	DL	DL	MD-90-30	160	ATL	1608	7/29/15 15:50	ATL	1888	7/29/15 16:35	A265/01169
UA	DL	G7	CRJ-700	70	ORD	3674	7/29/15 15:53	ORD	3696	7/29/15 16:28	A1304/02842
US	DL	US	A-321	187	PHX	406	7/29/15 15:53	PHX	640	7/29/15 17:50	A2806/03064
WN	DL	WN	B-737-700WL	143	MDW	2421	7/29/15 16:00	MDW	132	7/29/15 16:35	A2707/03302
DL	DL	9E	CRJ-900	65	TVS	3939	7/29/15 16:00	GRR	3620	7/29/15 17:44	A2287/01423
DL	DL	DL	A-330-200	234	WGO	630	7/29/15 16:03	GRR	189	7/30/15 12:30	A304/0552
DL	DL	DL	B-757-300	234	MSP	917	7/29/15 16:10	SFO	1658	7/29/15 17:47	A1301/0400
DL	DL	9E	CRJ-900	76	JFK	4007	7/29/15 16:13	PIT	3900	7/29/15 17:42	A2317/01637
AF	DL	AF	A-340-300	275	CDG	378	7/29/15 16:15	CDG	377	7/29/15 21:35	A752/033
DL	DL	EV	CRJ-700	65	ORF	5364	7/29/15 16:24	RDU	4911	7/29/15 17:28	A2359/01631
US	DL	JIA	CRJ-900	76	CLT	5296	7/29/15 16:25	CLT	5296	7/29/15 17:05	A2884/03343
AA	DL	AA	B-737-800	160	DFW	301	7/29/15 16:26	MIA	301	7/29/15 17:16	A172/0956
AA	DL	AA	B-737-800	160	DFW	301	7/29/15 16:26	MIA	1270	7/30/15 7:00	A2601/0143
DL	DL	SS	E175	76	CMH	3297	7/29/15 16:27	SBN	3317	7/29/15 17:26	A1226/01450
DL	DL	DL	MD-88	149	TPA	739	7/29/15 16:35	LGA	2230	7/29/15 17:25	A2254/0300
DL	DL	DL	B-717-200	110	PHL	565	7/29/15 16:36	DCA	2144	7/29/15 17:25	A2716/0692
DL	DL	DL	B-717-200	110	STL	1232	7/29/15 16:36	BWI	1637	7/29/15 17:25	A878/0568
DL	DL	DL	CS-100	110	STL	1232	7/29/15 16:36	BWI	1637	7/29/15 17:25	A878/0568
DL	DL	EV	CRJ-700	65	OMA	5105	7/29/15 16:38	EWR	4895	7/29/15 17:37	A2186/01511
DL	DL	DL	B-737-900	180	SEA	815	7/29/15 16:39	SEA	2263	7/29/15 17:39	A2307/0973
DL	DL	DL	B-757-300WL	182	MCO	2128	7/29/15 16:39	MCO	1405	7/29/15 17:45	A323/0598
DL	DL	DL	B-757-300	234	SFO	1698	7/29/15 16:39	MSP	87	7/29/15 17:55	A935/02691
DL	DL	DL	A-320	150	DEN	98	7/29/15 16:40	BNA	2328	7/29/15 17:27	A1769/01080
DL	DL	DL	B-737-800	160	LAS	2576	7/29/15 16:40	LAS	1217	7/29/15 17:48	A303/0147
DL	DL	DL	A-319	126	LGA	2335	7/29/15 16:41	BOS	1622	7/29/15 17:27	A413/01137
DL	DL	DL	A-320	150	PBI	665	7/29/15 16:41	BDL	1204	7/29/15 17:48	A2551/01152
DL	DL	DL	A-320	150	SLC	2366	7/29/15 16:42	SLC	855	7/29/15 17:35	A1000/01604
DL	DL	9E	CRJ-900	76	AUS	3466	7/29/15 16:43	CLE	3527	7/29/15 17:44	A250/01475
DL	DL	SS	CRJ-900	76	DCA	3573	7/29/15 16:43	LAN	4065	7/29/15 17:49	A1772/02289
DL	DL	9E	E170	69	DFW	3358	7/29/15 16:44	ORD	5980	7/29/15 17:36	A615/03140
DL	DL	OO	CRJ-900	76	IAH	4708	7/29/15 16:46	MSN	4518	7/29/15 17:37	A139/01802
DL	DL	DL	CRJ-900	76	BUF	3685	7/29/15 16:47	DSM	3597	7/29/15 19:38	A2205/01007
AA	DL	AA	CRJ-700	63	LGA	3627	7/29/15 16:48	LGA	3627	7/29/15 17:30	A702/0759
DL	DL	DL	B-717-200	110	MCI	1454	7/29/15 16:48	PHL	2162	7/29/15 17:36	A1132/049
DL	DL	EV	CRJ-700	65	ELM	5449	7/29/15 16:49	MDW	5391	7/29/15 17:40	A2080/02162
DL	DL	DL	CRJ-700	65	IND	4992	7/29/15 16:49	ELM	4921	7/29/15 17:43	A2137/01473
DL	DL	EV	CRJ-900	76	SAT	5285	7/29/15 16:49	IAH	5385	7/29/15 17:43	A2487/02146
DL	DL	9E	CRJ-700	65	MQT	3627	7/29/15 16:49	TVS	4096	7/29/15 19:36	A1206/02290
DL	DL	DL	A-320	150	PHX	134	7/29/15 16:50	CVG	505	7/29/15 17:35	A234/02106
DL	DL	DL	B-737-900	180	FLL	1804	7/29/15 16:50	LAX	954	7/29/15 17:45	A269/02724
DL	DL	DL	B-737-900	180	LAX	1806	7/29/15 16:50	ATL	630	7/29/15 17:47	A320/02887
DL	DL	EV	CRJ-700	65	YYZ	4880	7/29/15 16:50	ORD	4941	7/29/15 19:37	A2270/01644
DL	DL	OO	CRJ-700	65	FWA	4482	7/29/15 16:50	PLN	4532	7/29/15 17:25	A2265/01869
DL	DL	OO	CRJ-700	65	ATW	4602	7/29/15 16:51	SBN	4480	7/29/15 19:35	A2385/02264
DL	DL	SS	E175	76	LEX	3366	7/29/15 16:53	SDF	3335	7/29/15 17:46	A248/0334
DL	DL	SS	E170	69	MSN	5885	7/29/15 16:54	IND	4337	7/29/15 17:39	A1928/01777
UA	DL	YV	E175	76	IAH	3789	7/29/15 16:55	IAH	3991	7/29/15 17:34	A3282/03035
DL	DL	DL	A-320	150	CVG	1820	7/29/15 16:55	PHX	2021	7/29/15 17:40	A990/0941
DL	DL	9E	CRJ-900	76	ORD	3722	7/29/15 16:55	JFK	4098	7/29/15 19:45	A2508/0870
US	DL	ZW	CRJ-700	65	DCA	4008	7/29/15 16:55	DCA	4008	7/29/15 17:24	A2775/02931
DL	DL	EV	CRJ-700	65	BGM	5097	7/29/15 16:55	CAK	5015	7/29/15 17:49	A2352/01409

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 1

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
NK	NK	A-320	178	LAS	388	7/29/15 17:53	FLL	388	7/29/15 18:44	A3332/03279
WN	WN	B-737-700WL	143	DEN	4106	7/29/15 17:55	MDW	4106	7/29/15 18:30	A2944/03042
DL	9E	CS-100	110	EWR	10008	7/29/15 17:59	EWR	10008	7/29/15 19:00	x6
DL	CP	E175	76	MTY	5776	7/29/15 18:03	SDF	5802	7/29/15 19:57	A2848/01845
DL	DL	B-717-200	110	BOL	1528	7/29/15 18:04	BUF	1372	7/29/15 20:03	A1133/062
AC	OK	DH8-100/200	37	YYZ	8023	7/29/15 18:10	YYZ	8024	7/29/15 18:35	A177/0509
WN	WN	B-737-300WL	143	PHX	501	7/29/15 18:10	BNA	501	7/29/15 18:35	A3305/02781
DL	DL	B-757-300WL	184	MSP	53	7/29/15 18:10	SLC	1207	7/29/15 19:15	A1416/01238
DL	DL	A-350-900	350	PVG	582	7/29/15 18:13	PVG	583	7/30/15 12:18	A2034/01709
DL	OO	CRJ-700	65	MBS	4559	7/29/15 18:15	FWA	4761	7/29/15 19:39	A2295/01729
AA	AA	CRJ-700	63	ORD	3344	7/29/15 18:19	ORD	3344	7/29/15 18:54	A173/01040
DL	SS	E175	76	YOW	4279	7/29/15 18:19	MLI	3322	7/29/15 19:35	A1591/0439
DL	9E	CRJ-700	65	HPN	3702	7/29/15 18:19	CVG	3748	7/29/15 19:44	A864/01721
DL	DL	B-737-800	160	PHX	840	7/29/15 18:25	ATL	659	7/29/15 19:10	A1932/01741
DL	OO	CRJ-700	65	APN	7367	7/29/15 18:25	CIU	4784	7/29/15 20:02	A1929/01510
DL	9E	CRJ-900	76	MHT	3499	7/29/15 18:26	IND	3475	7/29/15 19:51	A1119/01063
DL	EV	CRJ-700	65	SCE	4872	7/29/15 18:27	AVP	5246	7/29/15 19:52	A2053/01995
US	US	A-319	124	CLT	1821	7/29/15 18:28	CLT	1981	7/29/15 20:20	A2956/03038
DL	DL	A-319	126	RDU	1144	7/29/15 18:28	EWR	1660	7/29/15 19:45	A538/0686
B6	B6	A-320	150	BOS	1237	7/29/15 18:29	BOS	1336	7/29/15 19:12	A2603/0201
DL	DL	B-757-300WL	180	ATL	1166	7/29/15 18:30	MCO	276	7/29/15 19:36	A287/0245
DL	DL	A-320	150	PVD	916	7/29/15 18:30	DCA	1220	7/29/15 19:50	A1300/0400
DL	DL	B-737-800WL	160	LAX	10007	7/29/15 18:30	LAX	10007	7/29/15 19:36	x77
DL	EV	CRJ-700	65	ALB	4907	7/29/15 18:31	RIC	5091	7/29/15 19:37	A1472/01939
NK	NK	A-319	145	ACY	348	7/29/15 18:32	ATL	567	7/29/15 19:12	A3019/03280
DL	G7	CRJ-700	65	CLE	6302	7/29/15 18:33	STL	6231	7/29/15 19:46	A2582/03348
DL	G7	CRJ-700	65	CLE	6302	7/29/15 18:33	YYZ	6197	7/30/15 10:03	A1656/02305
DL	DL	B-717-200	110	BUF	1729	7/29/15 18:34	IAH	2641	7/29/15 20:11	A43/01109
DL	EV	CRJ-700	65	PWM	4931	7/29/15 18:35	BTV	5180	7/29/15 19:51	A2482/02404
DL	SS	E175	76	LAN	3337	7/29/15 18:36	ROC	5896	7/29/15 19:41	A504/02278
DL	OO	CRJ-200	50	DAY	4717	7/29/15 18:37	MKE	4525	7/29/15 20:11	A2433/01868
DL	9E	CRJ-700	65	SWF	3750	7/29/15 18:37	YYZ	4167	7/29/15 19:45	A1564/01357
DL	SS	ERJ-145	50	CMH	3302	7/29/15 18:38	ERI	3351	7/29/15 19:43	A672/01177
DL	OO	CRJ-200	50	SBN	4844	7/29/15 18:38	ESC	7386	7/29/15 21:30	A2519/02038
DL	DL	B-757-300WL	180	LAS	671	7/29/15 18:39	MSP	1055	7/29/15 19:45	A1297/0929
DL	EV	CRJ-200	50	BHM	5129	7/29/15 18:39	CID	5042	7/29/15 20:05	A2354/02156
DL	9E	CRJ-200	50	GRR	3754	7/29/15 18:40	MHT	3643	7/29/15 20:02	A1748/01883
DL	DL	CRJ-700	65	RIC	5109	7/29/15 18:41	CLE	5181	7/29/15 20:00	A2077/02470
DL	9E	CRJ-200	50	AZO	3616	7/29/15 18:42	ITH	4084	7/29/15 20:04	A1399/02395
DL	DL	B-757-300WL	182	MCO	138	7/29/15 18:42	FLL	21	7/29/15 20:10	A824/D18
DL	9E	CRJ-200	50	TYS	3692	7/29/15 18:43	AZO	3787	7/29/15 20:10	A1460/01380
DL	DL	B-717-200	110	BGR	1323	7/29/15 18:43	SAT	1356	7/29/15 20:12	A233/0120
DL	DL	B-757-300WL	180	RSW	2177	7/29/15 18:44	PHX	2657	7/29/15 20:06	A193/01224
DL	DL	B-737-900	180	SAN	86	7/29/15 18:45	SEA	1823	7/29/15 19:40	A2634/0939
DL	DL	MD-90-30	160	DEN	1645	7/29/15 18:45	DEN	1155	7/29/15 19:49	A989/0229
DL	DL	A-320	150	BOS	1523	7/29/15 18:47	TPA	1225	7/29/15 19:53	A825/01153
DL	EV	CRJ-700	65	SAV	5096	7/29/15 18:48	PWM	4890	7/29/15 20:09	A1581/0140
DL	DL	CRJ-200	50	YUL	5025	7/29/15 18:49	ABE	4962	7/29/15 20:12	A2140/02709
DL	EV	CRJ-700	65	MDW	5366	7/29/15 18:49	ALB	5024	7/29/15 20:14	A1515/03186
DL	EV	CRJ-700	65	ELM	5590	7/29/15 18:49	MDW	5409	7/29/15 20:16	A2083/02753
DL	SS	E175	76	SDF	3379	7/29/15 18:49	YOW	4280	7/29/15 19:45	A1317/02513
DL	EV	CRJ-200	50	AVP	5152	7/29/15 18:51	MBS	4958	7/29/15 20:15	A1787/01291
DL	CP	E175	76	DFW	5743	7/29/15 18:51	OMA	5696	7/29/15 20:21	A2064/02823
DL	9E	CRJ-900	76	ROC	3526	7/29/15 18:52	DFW	3494	7/29/15 20:17	A1344/02673
DL	DL	MD-88	149	MKE	1547	7/29/15 18:53	PVD	2486	7/29/15 20:08	A986/0218
DL	G7	CRJ-700	65	PIT	6287	7/29/15 18:53	ROC	6303	7/30/15 10:02	A2764/01947
DL	SS	E175	76	TVC	6871	7/29/15 18:53	GSP	3291	7/29/15 20:02	A2849/0554
DL	DL	B-717-200	110	GRB	1968	7/29/15 18:54	BGR	1299	7/29/15 20:13	A1077/0486
DL	9E	CRJ-200	50	MDT	3695	7/29/15 18:54	CWA	3556	7/29/15 20:16	A2390/02261
DL	SS	E175	76	GSO	3345	7/29/15 18:54	GSO	4317	7/29/15 20:05	A247/01891
DL	9E	CRJ-900	76	YYZ	3440	7/29/15 18:55	OKC	3672	7/29/15 20:20	A1393/0641
DL	DL	B-787-8	250	LHR	21	7/29/15 18:55	LHR	18	7/29/15 22:23	A800/0776
DL	EV	CRJ-200	50	EVV	5133	7/29/15 18:56	CHA	5436	7/29/15 20:15	A1292/01998
DL	EV	CRJ-200	50	ABE	5139	7/29/15 18:56	CHS	5164	7/29/15 20:24	A2219/02142
DL	DL	B-717-200	110	EWR	1679	7/29/15 18:57	GRB	1699	7/29/15 20:19	A11/012
NK	NK	A-320	178	LGA	711	7/29/15 18:58	LAS	711	7/29/15 19:50	A1303/03334
DL	DL	A-319	126	MSN	1691	7/29/15 18:58	BOS	1237	7/29/15 20:05	A236/0428
DL	9E	CRJ-200	50	ITH	3761	7/29/15 18:58	HPN	3614	7/29/15 20:17	A2235/01034
DL	DL	B-767-300	261	SEA	282	7/29/15 18:59	SFO	1420	7/29/15 19:59	A2622/01017
DL	9E	CRJ-200	50	PIA	3868	7/29/15 18:59	SWF	3921	7/29/15 20:23	A2017/02044
DL	DL	A-319	126	BWI	2418	7/29/15 19:02	MCI	1331	7/29/15 20:22	A1249/01015
DL	EV	CRJ-700	65	CID	5064	7/29/15 19:02	ELM	5452	7/29/15 20:26	A1413/01874
DL	DL	A-320	150	CLT	1459	7/29/15 19:02	MEM	1487	7/29/15 20:07	A880/0210
UA	YV	E175	76	IAD	3728	7/29/15 19:03	IAD	4023	7/29/15 19:46	A2008/02698
DL	DL	B-737-900	180	SFO	745	7/29/15 19:03	PDX	1067	7/29/15 19:59	A2766/0203
DL	OO	CRJ-200	50	IAD	4611	7/29/15 19:03	PLN	4732	7/29/15 21:30	A1387/02434
DL	9E	CRJ-900	76	ATW	3455	7/29/15 19:03	MBS	3856	7/29/15 21:32	A1116/01381
DL	DL	B-737-900	180	IND	3436	7/29/15 19:03	AZO	3776	7/29/15 21:37	A2627/01379
DL	DL	A-320	150	ORD	2629	7/29/15 19:04	SAN	1619	7/29/15 19:59	A500/01162
DL	SS	E175	76	STL	2195	7/29/15 19:04	RDU	2809	7/29/15 20:21	A782/0633
DL	DL	A-320	150	MU	3415	7/29/15 19:04	SDF	3381	7/29/15 21:30	A1617/0530
DL	DL	A-320	150	PHL	2390	7/29/15 19:05	CLT	1989	7/29/15 19:55	A1144/01284
DL	DL	B-767-300	261	LAX	333	7/29/15 19:05	LAX	1644	7/29/15 20:07	A555/01277
DL	DL	B-717-200	110	DCA	1688	7/29/15 19:05	GRR	2580	7/29/15 20:19	A773/0668
DL	DL	A-319	126	BNA	1287	7/29/15 19:05	AUS	2455	7/29/15 20:23	A788/0416
DL	SS	ERJ-145	50	SVR	5878	7/29/15 19:05	ALB	5875	7/30/15 7:30	A749/03138
DL	DL	A-320	150	FLL	1282	7/29/15 19:05	JAX	988	7/29/15 20:24	A231/02171
DL	DL	B-757-300WL	184	SLC	1809	7/29/15 19:09	LAS	1917	7/29/15 19:59	A628/0523
DL	DL	A-320	150	LGA	2354	7/29/15 19:10	PHL	1749	7/29/15 20:25	A77/0775
NK	NK	A-319	145	ATL	770	7/29/15 19:25	DFW	313	7/29/15 20:05	A3355/02801
NK	NK	A-320	178	MYR	852	7/29/15 19:40	LAX	706	7/29/15 20:30	A3034/02894
DL	DL	A-320	150	ATL	1267	7/29/15 19:40	ATL	2604	7/29/15 20:30	A1269/0223
WN	WN	B-737-700WL	143	LAS	1194	7/29/15 19:40	DEN	1283	7/29/15 20:20	A2942/03235
US	US	A-319	124	CLT	2067	7/29/15 19:51	PHX	2067	7/29/15 20:55	A2596/02918
DL	SS	CRJ-200	50	PHL	3963	7/29/15 19:53	PHL	3963	7/29/15 20:20	A2919/01957
DL	9E	CRJ-200	50	ORF	3622	7/29/15 19:58	MQT	4024	7/29/15 21:47	A1090/01669
AA	AA	CRJ-700	63	LGA	3463	7/29/15 19:58	LGA	3052	7/30/15 6:10	A983/01068
DL	DL	B-737-800	160	MSP	1357	7/29/15 20:00	BWI	1737	7/30/15 7:45	A37/01215
DL	DL	B-737-800WL	160	MSP	10011	7/29/15 20:00	MSP	10011	7/29/15 20:55	x48
WN	WN	B-737-700WL	143	MDW	4062	7/29/15 20:05	STL	4062	7/29/15 20:40	A3163/02924
DL	DL	B-757-300WL	180	MEX	512	7/29/15 20:10	ATL	2794	7/30/15 7:25	A2187/0471
AA	AA	ERJ-145	50	ORD	3259	7/29/15 20:11	ORD	3259	7/29/15 20:40	A199/0254
DL	OO	CRJ-200	50	PLN	4532	7/29/15 20:13	DAY	4507	7/29/15 21:34	A3250/01935
DL	9E	CRJ-900	76	LAN	3679	7/29/15 20:17	ORF	4132	7/29/15 21:41	A1426/01569
DL	SS	ERJ-145	50	SBN	3317	7/29/15 20:20	CMH	3293	7/30/15 8:45	A2225/

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 1

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	DL	A-319	126	EWR	2643	7/29/15 20:35	BOS	1822	7/29/15 21:43	A2668/072
DL	EV	CRJ-200	50	CHA	5433	7/29/15 20:35	SCE	5293	7/29/15 21:49	A1293/02329
DL	SS	E175	69	IND	4337	7/29/15 20:37	IND	3395	7/29/15 21:43	A1543/0474
DL	9E	CRJ-900	76	CMH	3549	7/29/15 20:39	SYR	3824	7/29/15 21:50	A1582/02739
DL	DL	A-319	126	MKE	2473	7/29/15 20:41	LGA	2131	7/29/15 21:45	A2177/02319
DL	DL	B-757-300WL	182	TPA	1226	7/29/15 20:41	MIA	1829	7/30/15 7:38	A765/02113
DL	9E	CRJ-200	50	GRR	3620	7/29/15 20:42	ROC	3767	7/30/15 7:47	A444/02310
DL	EV	CRJ-700	65	LIT	5363	7/29/15 20:43	BMI	4984	7/29/15 21:37	A2576/01919
DL	OO	CRJ-900	76	MSN	4518	7/29/15 20:46	MKE	4818	7/29/15 21:41	A2069/01806
DL	DL	B-787-8	250	SFO	2520	7/29/15 20:46	LAX	1706	7/30/15 8:30	A1058/0920
DL	EV	CRJ-700	65	MDW	5391	7/29/15 20:47	MYR	5203	7/30/15 8:36	A2792/01553
DL	9E	CRJ-900	76	LEX	3938	7/29/15 20:49	CAK	3919	7/29/15 21:53	A2095/01383
DL	DL	B-717-200	110	MCI	1369	7/29/15 20:51	DCA	2449	7/29/15 21:35	A516/0110
DL	DL	B-717-200	110	OKC	725	7/29/15 20:52	ATW	550	7/29/15 21:36	A2228/03319
DL	DL	B-757-300WL	180	MCO	18	7/29/15 20:52	ATL	2283	7/30/15 6:00	A688/0157
DL	DL	MD-88	149	CLT	1057	7/29/15 20:53	MSN	870	7/29/15 21:42	A512/03104
DL	DL	A-319	126	LGA	569	7/29/15 20:53	BNA	1565	7/29/15 21:52	A2164/069
DL	DL	A-320	150	DEN	1410	7/29/15 20:53	PHL	2157	7/29/15 21:50	A38/0495
DL	OO	CRJ-900	76	IAH	4502	7/29/15 20:57	LEX	4570	7/29/15 21:49	A2430/03252
DL	SS	E175	76	ORD	5986	7/29/15 20:58	CMH	5996	7/29/15 21:45	A2114/03324
DL	OO	CRJ-200	50	CVG	4615	7/29/15 20:59	SBN	4836	7/29/15 21:35	A1833/02400
DL	DL	B-737-900	180	SEA	2424	7/29/15 20:59	BWI	1436	7/29/15 22:00	A272/0966
DL	DL	A-320	150	PHL	2071	7/29/15 20:59	BDL	1495	7/29/15 21:45	A1172/039
DL	DL	MD-88	149	MSY	2385	7/29/15 21:00	ORD	678	7/29/15 21:46	A803/02552
DL	DL	B-757-300WL	184	FLL	1704	7/29/15 21:00	GRR	1569	7/29/15 21:50	A102/0987
DL	9E	CRJ-900	76	DFW	3717	7/29/15 21:00	LAN	3774	7/29/15 21:59	A131/0865
DL	9E	CRJ-900	76	RDU	3663	7/29/15 21:00	RDU	3639	7/30/15 7:28	A1424/01539
DL	9E	CRJ-900	76	SAT	3563	7/29/15 21:00	YYZ	3724	7/30/15 7:30	A1881/0132
DL	DL	CS-100	110	DCA	1231	7/29/15 21:00	PHL	537	7/30/15 7:33	A1044/03269
DL	9E	CRJ-900	76	STL	3661	7/29/15 21:00	PIT	3617	7/30/15 7:34	A2283/02041
DL	DL	A-319	126	BDL	1346	7/29/15 21:00	BDL	2122	7/30/15 8:54	A119/01142
NK	NK	A-321	218	MCO	892	7/29/15 21:04	MCO	801	7/30/15 8:50	A1955/02907
DL	DL	B-737-900	180	LAX	1876	7/29/15 21:05	MSP	945	7/30/15 7:25	A1105/03294
DL	CP	E175	76	AUS	5706	7/29/15 21:07	CMH	5788	7/30/15 7:36	A3096/03195
DL	DL	B-737-800WL	160	ATL	1448	7/29/15 21:08	DCA	1218	7/30/15 7:34	A931/0455
DL	DL	B-717-200	110	BWI	1637	7/29/15 21:10	BNA	1303	7/30/15 7:32	A1164/01270
DL	DL	A-320	150	BOS	1623	7/29/15 21:10	PIT	2656	7/29/15 22:09	A266/01557
DL	DL	A-320	150	LAS	2317	7/29/15 21:11	SFO	935	7/29/15 21:56	A211/01523
AA	YX	E175	76	ORD	4227	7/29/15 21:14	ORD	4403	7/30/15 8:00	A452/01151
DL	DL	A-320	150	BNA	865	7/29/15 21:24	TVC	1747	7/29/15 22:09	A2723/0432
UA	YV	E175	76	IAH	5099	7/29/15 21:30	IAH	3776	7/30/15 6:10	A2898/03223
B6	B6	A-320	150	FLL	1590	7/29/15 21:42	FLL	1589	7/30/15 7:30	A60/0819
DL	DL	A-320	150	MSP	939	7/29/15 21:50	ORD	1319	7/30/15 7:36	A2533/0483
AC	ZX	CRJ-200	50	YYZ	7309	7/29/15 21:59	YYZ	7308	7/30/15 7:15	A786/0761
DL	EV	CRJ-700	65	EWR	4895	7/29/15 22:04	BUF	5174	7/30/15 7:50	A1836/02300
US	US	A-319	124	PHX	412	7/29/15 22:07	PHX	503	7/30/15 7:35	A3158/02734
AA	AA	MD-80	140	DFW	1418	7/29/15 22:14	DFW	2215	7/30/15 7:50	A423/0394
NK	NK	A-320	178	TPA	646	7/29/15 22:18	DEN	975	7/30/15 7:10	A2695/02908
B6	B6	E190	100	BOS	1837	7/29/15 22:27	BOS	1836	7/30/15 6:30	A592/0735
WN	WN	B-737-800WL	175	STL	1633	7/29/15 22:30	LAS	2059	7/30/15 7:50	A2650/02981
DL	DL	A-320	150	SLC	2158	7/29/15 22:36	LGA	1848	7/30/15 7:25	A1286/0992
DL	DL	B-757-300	234	ATL	1683	7/29/15 22:44	ATL	1893	7/30/15 8:30	A798/01139
US	US	E190	99	PHL	1744	7/29/15 22:50	PHL	1933	7/30/15 7:11	A3080/02595
DL	9E	CRJ-900	76	JFK	4020	7/29/15 22:54	DFW	3467	7/30/15 7:26	A1353/01319
DL	EV	CRJ-700	65	ORD	4941	7/29/15 22:54	MDW	5390	7/30/15 7:45	A2402/02820
WN	WN	B-737-300WL	143	ATL	449	7/29/15 23:05	BNA	1703	7/30/15 6:45	A2779/03290
WN	WN	B-737-700WL	143	DEN	746	7/29/15 23:05	ATL	2593	7/30/15 6:55	A2960/03162
NK	NK	A-320	178	IAH	906	7/29/15 23:09	FLL	417	7/30/15 6:30	A2591/02560
NK	NK	A-320	178	FLL	380	7/29/15 23:15	LGA	316	7/30/15 6:10	A2559/03150
NK	NK	A-319	145	DFW	734	7/29/15 23:21	ACY	341	7/30/15 8:30	A2173/02694
UA	SS	E170	70	EWR	3572	7/29/15 23:22	EWR	3575	7/30/15 5:55	A2728/03359
DL	DL	B-737-800WL	160	SEA	10003	7/29/15 23:30	SEA	10003	7/30/15 10:00	x118
UA	UA	A-319	128	ORD	424	7/29/15 23:37	DEN	812	7/30/15 7:54	A3284/03053
US	YX	E175	80	DCA	4575	7/29/15 23:40	DCA	4593	7/30/15 7:35	A2882/03309
WN	WN	B-737-800WL	175	BNA	2160	7/29/15 23:45	BWI	1346	7/30/15 5:45	A3058/03317
NK	NK	A-319	145	BOS	109	7/29/15 23:46	BOS	110	7/30/15 7:00	A2639/02800
UA	YV	E175	76	IAD	4041	7/29/15 23:47	IAH	3804	7/30/15 7:39	A3306/03240
WN	WN	B-737-700WL	143	BWI	3830	7/29/15 23:50	PHX	6262	7/30/15 6:50	A3133/03365
US	US	A-320	150	CLT	1774	7/29/15 23:57	CLT	867	7/30/15 8:15	A3300/03130
DL	DL	B-737-800WL	160	LAX	2530	7/29/15 23:59	BOS	2437	7/30/15 7:25	A275/02620

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 2

Published Carrier	Operator	Equipment	Seats	ArrOrigin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
AA	AA	B-737-800	160	DFW	301	7/28/15 16:26	MIA	1270	7/29/15 7:00	A2601/D143
DL	DL	A-330-300	293	AMS	139	7/28/15 17:40	ATL	1893	7/29/15 8:30	A431/D380
DL	DL	A-350-900	350	PVG	582	7/28/15 18:13	PVG	583	7/29/15 12:13	A2824/D2303
DL	G7	CRJ-700	65	CLE	6302	7/28/15 18:33	YYZ	6197	7/29/15 10:03	A1656/D2305
DL	G7	CRJ-700	65	PIT	6287	7/28/15 18:53	ROC	6303	7/29/15 10:02	A1764/D2888
DL	S5	E175	69	SVR	5878	7/28/15 19:05	CMH	3293	7/29/15 8:45	A2250/D671
AA	AA	CRJ-700	63	LGA	3463	7/28/15 19:58	LGA	3052	7/29/15 6:10	A731/D58
DL	DL	B-757-300WL	180	MEX	512	7/28/15 20:10	ATL	2794	7/29/15 7:25	A2078/D1225
DL	S5	CRJ-700	65	SBN	3317	7/28/15 20:20	ALB	5875	7/29/15 7:30	A1312/D1926
UA	OO	E175	76	ORD	6314	7/28/15 20:21	ORD	5545	7/29/15 6:00	A3024/D2645
DL	EV	CRJ-900	76	CHA	5433	7/28/15 20:35	LEX	5148	7/29/15 8:28	A2579/D2108
DL	DL	B-757-300WL	182	TPA	1226	7/28/15 20:41	MCO	2128	7/29/15 10:17	A621/D399
DL	EV	CRJ-700	65	LIT	5363	7/28/15 20:43	MCI	5335	7/29/15 8:40	A1997/D1419
DL	DL	B-737-800WL	160	SLC	2158	7/28/15 20:44	PHX	1921	7/29/15 8:40	A972/D1021
DL	DL	B-787-8	250	SFO	2520	7/28/15 20:46	LAX	1706	7/29/15 8:30	A1058/D920
DL	EV	CRJ-700	65	MDW	5391	7/28/15 20:47	MYR	5203	7/29/15 8:36	A2442/D1814
DL	9E	CRJ-900	76	LEX	3938	7/28/15 20:48	ROC	3767	7/29/15 7:47	A2128/D585
DL	DL	B-757-300WL	180	MCO	18	7/28/15 20:52	ATL	2283	7/29/15 6:00	A491/D194
DL	9E	CRJ-900	76	OKC	3458	7/28/15 20:52	PIT	3617	7/29/15 7:34	A1963/D2375
DL	9E	CRJ-900	76	IAH	3922	7/28/15 20:57	YYZ	3724	7/29/15 7:30	A1860/D1621
DL	OO	CRJ-900	76	CVG	4615	7/28/15 20:59	CVG	4462	7/29/15 7:35	A1912/D1385
DL	9E	CRJ-900	76	DFW	3717	7/28/15 21:00	RDU	3639	7/29/15 7:28	A1540/D1746
DL	DL	CS-100	110	STL	1144	7/28/15 21:00	PHL	537	7/29/15 7:33	A1237/D2333
DL	DL	B-737-700WL	143	BOL	1346	7/28/15 21:00	CLT	2615	7/29/15 7:08	A456/D25
DL	DL	B-737-700WL	143	RDU	838	7/28/15 21:00	BOL	2122	7/29/15 8:54	A1661/D998
NK	NK	A-321	218	MCO	892	7/28/15 21:04	MCO	801	7/29/15 8:50	A3153/D2201
DL	DL	B-737-900	180	LAX	1876	7/28/15 21:05	MSP	945	7/29/15 7:25	A831/D1524
DL	CP	E175	76	AUS	5706	7/28/15 21:07	CMH	5788	7/29/15 7:36	A2492/D3213
DL	DL	B-737-800WL	160	ATL	1448	7/28/15 21:08	DCA	1218	7/29/15 7:33	A1241/D1116
DL	DL	CS-100	110	BWI	1637	7/28/15 21:10	BNA	1303	7/29/15 7:32	A42/D0911
AA	YX	E175	76	ORD	4227	7/28/15 21:14	ORD	4403	7/29/15 8:00	A367/D1123
DL	DL	A-320	150	BNA	865	7/28/15 21:24	ORD	1319	7/29/15 7:36	A1821/D94
UA	YV	E175	76	IAH	5099	7/28/15 21:30	IAH	3776	7/29/15 6:10	A3224/D2953
B6	B6	A-320	150	FLL	1590	7/28/15 21:42	FLL	1589	7/29/15 7:30	A535/D2604
DL	DL	A-320	150	DCA	20001	7/28/15 21:50	DCA	20001	7/29/15 6:36	x110
AC	ZX	CRJ-900	76	YYZ	7309	7/28/15 21:59	YYZ	7308	7/29/15 7:15	A425/D904
DL	EV	CRJ-700	65	EWB	4895	7/28/15 22:04	BUF	5174	7/29/15 7:50	A1990/D2059
US	US	A-319	124	PHX	412	7/28/15 22:07	PHX	503	7/29/15 7:35	A3129/D2839
AA	AA	MD-80	140	DFW	1418	7/28/15 22:14	DFW	2215	7/29/15 7:50	A955/D198
B6	B6	E190	100	BOS	1837	7/28/15 22:27	BOS	1836	7/29/15 6:30	A536/D1182
WN	WN	B-737-800WL	175	STL	1633	7/28/15 22:30	LAS	2059	7/29/15 7:50	A3115/D2933
DL	DL	B-757-300WL	182	ATL	1683	7/28/15 22:44	MIA	1829	7/29/15 7:38	A2661/D406
NK	NK	A-320	178	RSW	678	7/28/15 22:45	DEN	975	7/29/15 7:10	A3297/D3281
US	US	E190	99	PHL	1744	7/28/15 22:50	PHL	1933	7/29/15 7:11	A2844/D3307
DL	DL	CS-100	110	SBN	20027	7/28/15 22:51	SBN	20027	7/29/15 6:27	x106
DL	9E	CRJ-900	76	JFK	4020	7/28/15 22:54	DFW	3467	7/29/15 7:26	A449/D582
DL	EV	CRJ-700	65	ORD	4941	7/28/15 22:54	MDW	5390	7/29/15 7:45	A2708/D1495
NK	NK	A-321	218	MCI	20013	7/28/15 23:04	MCI	20013	7/29/15 7:50	x112
WN	WN	B-737-700WL	143	DEN	746	7/28/15 23:05	ATL	2593	7/29/15 6:55	A2983/D2808
NK	NK	A-320	178	IAH	906	7/28/15 23:09	FLL	417	7/29/15 6:30	A2914/D3107
NK	NK	A-320	178	FLL	380	7/28/15 23:15	LGA	316	7/29/15 6:10	A2830/D2007
NK	NK	A-319	145	DFW	734	7/28/15 23:21	ACY	341	7/29/15 8:30	A3151/D1527
UA	S5	E170	70	EWB	3572	7/28/15 23:22	EWB	3575	7/29/15 5:55	A2964/D3156
DL	DL	B-737-800WL	160	SEA	10003	7/28/15 23:30	SEA	10003	7/29/15 10:00	x111
UA	UA	A-319	128	ORD	424	7/28/15 23:37	DCA	812	7/29/15 7:54	A3110/D2880
US	YX	E175	80	DCA	4575	7/28/15 23:40	DCA	4593	7/29/15 7:35	A2958/D3120
NK	NK	A-321	187	ATL	20011	7/28/15 23:44	ATL	20011	7/29/15 8:30	x107
WN	WN	B-737-800WL	175	BNA	2160	7/28/15 23:45	BWI	1346	7/29/15 5:45	A2885/D2922
NK	NK	A-319	145	BOS	109	7/28/15 23:46	BOS	110	7/29/15 7:00	A2926/D1526
UA	YV	E175	76	IAD	4041	7/28/15 23:47	IAH	3804	7/29/15 7:39	A3079/D3090
WN	WN	B-737-700WL	143	BWI	3830	7/28/15 23:50	PHX	6262	7/29/15 6:50	A2811/D2935
US	US	A-320	150	CLT	1774	7/28/15 23:57	CLT	867	7/29/15 8:15	A1306/D2941
DL	DL	B-737-800WL	160	LAX	2530	7/28/15 23:59	BOS	2437	7/29/15 7:25	A976/D415
DL	DL	A-320	150	ATL	1290	7/29/15 0:04	LGA	1848	7/29/15 7:25	A1097/D521
UA	YV	E175	76	IAH	5101	7/29/15 0:05	IAD	4036	7/29/15 5:45	A3048/D2730
WN	WN	B-737-700WL	143	MDW	1009	7/29/15 0:10	DEN	2949	7/29/15 6:05	A2705/D2923
DL	DL	B-737-800WL	160	MEX	10005	7/29/15 0:10	MEX	10005	7/29/15 12:00	x119
WN	WN	B-737-800WL	175	PHX	4388	7/29/15 0:15	MDW	2326	7/29/15 6:25	A2013/D3066
AA	AA	B-737-800	160	DFW	1069	7/29/15 0:16	DFW	1241	7/29/15 6:10	A226/D815
AA	YX	E175	76	ORD	4404	7/29/15 0:39	ORD	4271	7/29/15 5:45	A620/D508
NK	NK	A-320	178	DEN	976	7/29/15 0:40	LAS	111	7/29/15 6:00	A3116/D3149
UA	UA	A-320	150	DEN	296	7/29/15 0:45	ORD	769	7/29/15 7:41	A2841/D3340
US	US	A-320	150	PHX	430	7/29/15 1:38	CLT	1780	7/29/15 6:55	A2967/D3227
F9	F9	A-319	138	DEN	620	7/29/15 4:30	DEN	627	7/29/15 6:00	A1850/D2769
NK	NK	A-320	178	LAS	788	7/29/15 4:56	IAH	939	7/29/15 7:30	A1954/D2832
NK	NK	A-320	178	LAX	709	7/29/15 5:10	TPA	639	7/29/15 7:30	A2906/D3238
DL	DL	B-737-900	180	SAN	1619	7/29/15 6:04	FLL	1604	7/29/15 7:35	A683/D1101
DL	DL	B-737-900	180	PDX	1067	7/29/15 6:07	SFO	745	7/29/15 8:32	A146/D3199
DL	DL	B-757-300WL	180	PHX	2582	7/29/15 6:10	MCO	1424	7/29/15 8:45	A52/D517
DL	DL	B-737-900	180	SFO	310	7/29/15 6:12	SAN	833	7/29/15 8:39	A1199/D2309
DL	DL	A-320	150	LAS	1979	7/29/15 6:22	DEN	1511	7/29/15 8:35	A2618/D625
US	US	A-319	124	PHX	2018	7/29/15 6:27	PHX	667	7/29/15 11:45	A2881/D3310
DL	DL	B-737-900	180	SEA	1491	7/29/15 6:28	SLC	367	7/29/15 8:40	A7/D2678
DL	DL	A-320	150	TVC	1707	7/29/15 6:35	MSP	1650	7/29/15 8:35	A687/D772
DL	DL	A-321	187	LAX	1406	7/29/15 6:35	SEA	2423	7/29/15 8:37	A1274/D1025
DL	9E	CRJ-900	76	LAN	3943	7/29/15 6:45	EWB	3909	7/29/15 7:40	A756/D1908
DL	9E	E175	76	MBS	3547	7/29/15 6:48	SYR	3603	7/29/15 7:57	A1203/D1826
DL	DL	B-717-200	110	GRR	1363	7/29/15 6:52	TVC	2508	7/29/15 8:41	A429/D499
DL	9E	CRJ-900	76	AZO	3613	7/29/15 6:53	BWI	3794	7/29/15 7:45	A1233/D2456
DL	DL	CRJ-900	76	PLN	4854	7/29/15 6:53	IAD	4739	7/29/15 7:50	A1730/D1625
DL	DL	CRJ-900	76	ESC	7368	7/29/15 6:53	APN	7369	7/29/15 8:40	A3030/D2990
DL	DL	CRJ-900	76	FWA	4667	7/29/15 6:54	FWA	4554	7/29/15 8:47	A2267/D3251
DL	9E	CRJ-900	76	CAK	3519	7/29/15 6:55	AUS	3592	7/29/15 8:33	A531/D2262
DL	9E	CRJ-900	76	DAY	3775	7/29/15 6:55	OMA	3855	7/29/15 8:35	A1750/D1010
DL	DL	CRJ-900	76	SBN	4650	7/29/15 6:55	SBN	4756	7/29/15 8:49	A2025/D1333
DL	DL	B-787-8	250	GRU	52	7/29/15 7:02	FRA	86	7/29/15 19:56	A3211/D3075
DL	9E	CRJ-900	76	ITH	3837	7/29/15 7:20	IND	3923	7/29/15 8:35	A1968/D2208
DL	DL	CS-100	110	PHL	2489	7/29/15 7:24	ORD	2017	7/29/15 8:46	A891/D105
DL	DL	CS-100	110	DCA	2556	7/29/15 7:29	STL	652	7/29/15 8:51	A417/D3327
US	US	E190	99	DCA	10004	7/29/15 7:30	DCA	10004	7/29/15 8:20	x34
DL	EV	CRJ-900	76	BGM	4896	7/29/15 7:34	EVB	5062	7/29/15 8:31	A1578/D2403
DL	DL	B-737-900	180	BWI	1937	7/29/15 7:37	FLL	1804	7/29/15 10:00	A238/D520
DL	DL	CRJ-900	76	CIU	4637	7/29/15 7:39	LAN	4751	7/29/15 8:52	A137/D1896
DL	DL	A-320	150	PIT	2484	7/29/15 7:40	MKE	974	7/29/15 8:33	A330/D2006
DL	EV	CRJ-900	76	ABE	4949	7/29/15 7:40	CID	5194	7/29/15 8:53	A3256/D1813
DL	DL	B-717-200	110	BUF	1923	7/29/15 7:41	PHL	1882	7/29/15 10:10	A778/D360
DL	DL	MD-90-30	160	RDU	2792	7/29/15 7:42	RSTW	853	7/29/15 8:27	A785/D3018
DL	9E	CRJ-900	76							

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 2

Published Carrier	Operator	Equipment	Seats	ArrOrigin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	9E	CRJ-900	76	MDT	3827	7/29/15 7:46	JFK	4088	7/29/15 8:35	A3246/01831
DL	EV	CRJ-700	65	IAD	4912	7/29/15 7:46	ORF	5319	7/29/15 8:48	A1512/01702
DL	9E	CRJ-700	65	CLE	5182	7/29/15 7:47	EWB	5188	7/29/15 8:50	A2272/02814
DL	9E	CRJ-900	76	IND	3626	7/29/15 7:48	SAT	3488	7/29/15 8:40	A1321/01879
DL	9E	CRJ-700	65	ALB	4985	7/29/15 7:48	YUL	5232	7/29/15 10:00	A2350/02110
DL	9E	CRJ-900	76	CVG	3747	7/29/15 7:48	CLE	4143	7/29/15 8:50	A2509/02313
DL	DL	B-757-300WL	184	GRR	2509	7/29/15 7:49	LAS	2316	7/29/15 8:40	A197/01143
DL	9E	CRJ-900	76	SVR	3830	7/29/15 7:49	PIT	3716	7/29/15 10:00	A2148/02507
DL	EV	CRJ-700	65	ELM	4922	7/29/15 7:49	PWM	5445	7/29/15 10:05	A2747/02276
DL	DL	A-320	150	CLT	1849	7/29/15 7:50	CUN	711	7/29/15 8:55	A433/02722
DL	9E	CRJ-900	76	EWB	3714	7/29/15 7:50	MEM	3509	7/29/15 10:01	A1856/01231
DL	DL	B-737-800WL	160	BOL	1480	7/29/15 7:51	DFW	1844	7/29/15 8:38	A847/0407
DL	CP	E175	76	SDF	5708	7/29/15 7:52	MTY	5756	7/29/15 9:05	A1788/01818
DL	DL	CRJ-900	76	SWF	3993	7/29/15 7:52	AZO	3564	7/29/15 8:54	A2427/01006
DL	EV	CRJ-900	76	SCE	4909	7/29/15 7:53	CHA	4983	7/29/15 8:56	A2298/02217
DL	9E	CRJ-900	76	HPN	3704	7/29/15 7:53	SWF	4156	7/29/15 10:20	A1378/02130
DL	DL	E175	76	GSP	5912	7/29/15 7:54	GRR	3350	7/29/15 8:48	A2279/0557
DL	DL	A-320	150	BOS	2079	7/29/15 7:54	LGA	1165	7/29/15 10:02	A48/02656
DL	DL	A-321	187	LGA	10001	7/29/15 7:55	LGA	10001	7/29/15 8:45	x39
DL	9E	E175	76	BWI	20015	7/29/15 7:55	BWI	20015	7/29/15 8:55	x65
DL	DL	B-737-700WL	143	LGA	731	7/29/15 7:56	GRB	1332	7/29/15 10:07	A1948/0791
DL	DL	E175	76	CMH	3299	7/29/15 7:57	GSP	3999	7/29/15 8:55	A634/0858
DL	EV	CRJ-700	65	BTW	5044	7/29/15 7:58	RIC	5061	7/29/15 10:06	A1444/01784
DL	G7	CRJ-700	65	YUL	6278	7/29/15 7:59	BUF	6233	7/29/15 14:00	A3325/02527
DL	DL	B-737-800WL	160	PVD	2490	7/29/15 7:59	MSY	2540	7/29/15 8:44	A273/0436
WN	WN	B-737-700WL	143	MDW	290	7/29/15 8:00	STL	290	7/29/15 8:35	A3303/02873
DL	OO	CRJ-900	76	MKE	4528	7/29/15 8:00	IAH	4593	7/29/15 8:49	A1434/01894
DL	EV	CRJ-700	65	RIC	5189	7/29/15 8:00	ELM	5477	7/29/15 10:08	A2029/02081
DL	EV	CRJ-900	76	AVP	5496	7/29/15 8:00	MDT	5314	7/29/15 8:56	A1875/02488
DL	9E	CRJ-900	76	CWA	3553	7/29/15 8:05	TYS	3606	7/29/15 8:58	A2260/01347
UA	EV	E175	76	EWB	4327	7/29/15 8:28	EWB	4246	7/29/15 8:58	A3241/03299
AA	AA	CRJ-700	63	LGA	3101	7/29/15 8:47	LGA	3101	7/29/15 9:39	A115/0590
DL	DL	B-717-200	110	ATW	1950	7/29/15 8:56	TVC	344	7/29/15 10:15	A1283/0581
DL	DL	B-717-200	110	GRB	1906	7/29/15 8:57	ORD	564	7/29/15 10:24	A971/02249
US	ZW	CRJ-900	76	PHL	3832	7/29/15 9:00	PHL	3832	7/29/15 9:59	A3128/02786
DL	DL	E175	76	MU	3354	7/29/15 9:01	SDF	4323	7/29/15 10:13	A558/0589
DL	EV	CRJ-900	76	CID	5228	7/29/15 9:02	BHM	4936	7/29/15 10:05	A2188/01937
DL	DL	E175	76	YOW	4277	7/29/15 9:03	DAY	3284	7/29/15 10:16	A1933/01083
DL	9E	CRJ-900	76	PWM	3723	7/29/15 9:04	SVR	3940	7/29/15 10:28	A2042/01503
WN	WN	B-737-700WL	143	BWI	651	7/29/15 9:05	MDW	651	7/29/15 9:40	A2546/02572
DL	9E	CRJ-900	76	ORF	4179	7/29/15 9:06	MHT	3542	7/29/15 10:12	A1692/01456
DL	DL	E175	76	GSO	4319	7/29/15 9:08	GSO	4318	7/29/15 10:18	A1801/02131
DL	DL	B-737-700WL	143	EWB	2364	7/29/15 9:09	BOS	2523	7/29/15 10:07	A526/01555
DL	9E	CRJ-900	76	MHT	3655	7/29/15 9:10	HPN	3700	7/29/15 10:30	A1477/0280
DL	DL	A-320	150	PHL	1322	7/29/15 9:11	MSP	52	7/29/15 10:00	A2657/02273
DL	EV	CRJ-900	76	CHS	5078	7/29/15 9:11	ABE	5018	7/29/15 10:07	A2711/01754
DL	DL	A-320	150	DCA	964	7/29/15 9:12	DCA	1744	7/29/15 10:23	A2725/0569
DL	EV	CRJ-900	76	BHM	4898	7/29/15 9:12	SCE	4892	7/29/15 10:10	A1991/01628
DL	EV	CRJ-700	65	MDW	5410	7/29/15 9:13	BTW	4878	7/29/15 10:18	A2821/02465
DL	DL	B-737-800WL	160	LGA	831	7/29/15 9:13	TPA	1703	7/29/15 10:00	A3274/0519
DL	OO	CRJ-900	76	BNA	4569	7/29/15 9:13	PLN	4466	7/29/15 10:20	A1671/01934
DL	DL	CRJ-700	70	STL	6225	7/29/15 9:14	9ND	1211	7/30/15 8:00	A2829/
DL	DL	B-717-200	110	EVV	905	7/29/15 9:15	ALB	688	7/29/15 10:26	A3293/02889
DL	DL	B-737-900WL	180	MSN	992	7/29/15 9:15	ORT	1715	7/29/15 10:00	A3033/01104
AA	AA	E175	76	ORD	20019	7/29/15 9:15	ORD	20019	7/29/15 10:13	x67
AA	YK	E175	76	ORD	4281	7/29/15 9:16	ORD	4281	7/29/15 10:25	A1209/01070
DL	DL	B-717-200	110	BGR	2444	7/29/15 9:16	BNA	883	7/29/15 10:28	A127/01398
DL	DL	E170	69	IND	3382	7/29/15 9:17	MKE	5895	7/29/15 10:10	A1960/02251
DL	DL	E175	76	ERI	5884	7/29/15 9:17	ERI	3286	7/29/15 10:19	A2787/0163
DL	DL	E175	76	CMH	3301	7/29/15 9:18	IAD	3325	7/29/15 10:21	A2370/01062
DL	9E	CRJ-900	76	DSM	3595	7/29/15 9:19	IND	3727	7/29/15 10:13	A1882/01480
DL	DL	A-320	150	ORD	2050	7/29/15 9:19	MSN	2552	7/29/15 10:05	A995/0807
DL	DL	A-320	150	JAX	835	7/29/15 9:20	PBI	1930	7/29/15 10:11	A1931/016
DL	DL	B-737-700WL	143	MCI	1344	7/29/15 9:20	PVD	816	7/29/15 10:12	A793/02281
DL	DL	A-330-300	293	ATL	2005	7/29/15 9:21	AMS	136	7/29/15 19:54	A1055/0485
DL	DL	B-737-700WL	143	MEM	1531	7/29/15 9:21	CLT	1629	7/29/15 10:17	A795/0883
DL	DL	E170	69	SDF	3288	7/29/15 9:23	CMH	4324	7/29/15 10:23	A2498/02315
DL	DL	CRJ-900	76	SBN	4750	7/29/15 9:24	ATW	4665	7/29/15 10:21	A2518/01389
DL	CP	E175	76	OMA	5818	7/29/15 9:25	EWB	5837	7/29/15 10:25	A1655/01710
DL	DL	CRJ-900	76	MKE	4510	7/29/15 9:25	DSM	4811	7/29/15 10:21	A1544/01915
DL	DL	B-737-700WL	143	BOS	1135	7/29/15 9:28	RDU	1366	7/29/15 10:22	A736/0121
DL	DL	B-737-800WL	160	MSP	557	7/29/15 9:30	BWI	1536	7/29/15 10:27	A2795/01049
DL	DL	B-757-300WL	180	MCO	1928	7/29/15 9:30	MEX	557	7/29/15 10:30	A940/01944
US	YK	E175	80	CLT	4542	7/29/15 9:38	CLT	4542	7/29/15 10:25	A3361/03362
UA	YV	CRJ-700	70	IAD	3980	7/29/15 9:50	IAD	5109	7/29/15 10:25	A3109/03209
B6	B6	E190	100	BOS	1137	7/29/15 9:51	BOS	2036	7/29/15 10:27	A510/0876
DL	9E	E175	76	STL	20025	7/29/15 9:51	STL	20025	7/29/15 10:27	x13
UA	OO	E175	76	ORD	5586	7/29/15 9:53	ORD	6200	7/29/15 10:28	A2803/02871
AC	QK	CRJ-900	76	YYZ	8021	7/29/15 9:55	YYZ	8022	7/29/15 10:55	A959/0676
UA	UA	B-737-800WL	160	IAH	10006	7/29/15 9:58	IAH	10006	7/29/15 13:00	x99
US	ZW	CRJ-900	76	DCA	3745	7/29/15 10:00	DCA	3745	7/29/15 10:59	A3308/02011
DL	DL	A-350-900	350	ICN	158	7/29/15 10:11	NRT	275	7/29/15 13:55	A353/0977
NK	NK	A-320	178	FLL	511	7/29/15 10:15	LAS	511	7/29/15 11:10	A2590/02119
DL	DL	A-330-200	234	AMS	133	7/29/15 10:30	PEK	189	7/29/15 12:55	A652/0293
DL	DL	E175	76	HSV	3341	7/29/15 10:47	CID	3417	7/29/15 12:06	A750/01618
DL	DL	B-757-300WL	180	FLL	1904	7/29/15 10:53	RSW	2177	7/29/15 12:05	A1170/01106
DL	9E	CRJ-900	76	CVG	3560	7/29/15 10:56	DCA	3431	7/29/15 12:02	A1535/01619
DL	DL	B-757-300WL	182	MCO	275	7/29/15 10:59	MCO	2028	7/29/15 12:21	A1082/0382
US	YK	E175	80	PHL	4590	7/29/15 11:00	PHL	4590	7/29/15 11:31	A2777/02733
DL	DL	A-320	150	BOL	1120	7/29/15 11:01	MKE	2357	7/29/15 12:00	A454/0974
DL	EV	CRJ-700	65	ELM	5014	7/29/15 11:02	ORF	5364	7/29/15 12:07	A1783/03190
DL	9E	CRJ-900	76	CLE	4143	7/29/15 11:02	CWA	4129	7/29/15 12:16	A1890/01691
AA	AA	CRJ-700	63	LGA	3548	7/29/15 11:05	LGA	3548	7/29/15 11:55	A283/0339
DL	DL	B-737-800WL	160	DCA	2034	7/29/15 11:08	SEA	281	7/29/15 12:05	A434/01110
DL	DL	B-737-900	180	ATL	629	7/29/15 11:08	SFO	2621	7/29/15 12:15	A2252/0304
DL	DL	B-737-800WL	160	TPA	2192	7/29/15 11:08	ATL	2228	7/29/15 12:00	A836/0837
DL	DL	A-320	150	ORD	1319	7/29/15 11:09	LAS	2317	7/29/15 12:05	A789/01194
UA	EV	E175	76	EWB	4603	7/29/15 11:10	DFW	4297	7/29/15 11:43	A2644/02643
AA	AA	A-320	150	DFW	1280	7/29/15 11:10	DFW	1280	7/29/15 12:20	A1011/01264
US	US	E190	99	PHL	20024	7/29/15 11:10	PHL	20024	7/29/15 12:00	x36
US	JIA	CRJ-900	76	CLT	5209	7/29/15 11:11	CLT	5209	7/29/15 11:55	A2599/02932
DL	9E	CRJ-900	76	YYZ	4062	7/29/15 11:12	ORD	3443	7/29/15 12:10	A1567/01258
DL	OO	E175	69	LAN	4754	7/29/15 11:12	CIU	4679	7/29/15 12:00	A2464/01471
DL	EV	CRJ-700	65	BUF	5174	7/29/15 11:14	OMA	5105	7/29/15 12:08	A1942/02437
DL	DL	CRJ-900	76	IAD	4739	7/29/15 11:14	PLN	4666	7/29/15 12:14	A2517/01695
DL	DL	E175	76	RDC	3767	7/29/15 11:14	MOT	3627	7/29/15 13:46	A2424/01035
DL</										

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 2

Published Carrier	Operator	Equipment	Seats	ArrOrigin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	DL	A-320	150	LGA	583	7/29/15 11:16	SLC	1882	7/29/15 12:16	A3136/0409
DL	EV	CRJ-700	65	MDW	5390	7/29/15 11:17	IAH	5326	7/29/15 12:22	A2189/02489
DL	9E	CRJ-900	76	MBS	3565	7/29/15 11:17	SWF	3750	7/29/15 13:53	A1583/01092
DL	OD	CRJ-900	76	MSN	4642	7/29/15 11:18	MDW	4529	7/29/15 12:05	A1895/01778
DL	DL	B-717-200	110	SAT	1439	7/29/15 11:18	BNA	1727	7/29/15 12:06	A1275/0663
DL	S5	E175	76	DFW	5886	7/29/15 11:18	DFW	6013	7/29/15 12:17	A2851/02226
DL	DL	B-737-700WL	143	AUS	1352	7/29/15 11:18	LGA	1548	7/29/15 11:58	A596/01100
DL	OD	CRJ-700	65	SBN	4756	7/29/15 11:18	ESC	7402	7/29/15 12:00	A1780/01949
DL	S5	E175	76	CMH	3293	7/29/15 11:18	LEX	3309	7/29/15 12:09	A725/0613
DL	DL	B-737-800WL	160	DEN	1610	7/29/15 11:18	DEN	1645	7/29/15 12:10	A461/01103
DL	S5	E175	76	ALB	5875	7/29/15 11:18	SBN	3283	7/29/15 12:11	A2984/01027
DL	DL	B-737-900	180	MSP	1474	7/29/15 11:20	LAX	1719	7/29/15 12:20	A350/0828
AA	YX	E175	76	ORD	4353	7/29/15 11:21	ORD	4391	7/29/15 12:00	A200/03
UA	YV	E175	76	IAH	3786	7/29/15 11:22	IAH	3787	7/29/15 11:57	A2976/02936
DL	9E	CRJ-900	76	SYR	3603	7/29/15 11:22	HPN	3702	7/29/15 14:15	A1854/01008
DL	OO	CRJ-700	65	FWA	4554	7/29/15 11:23	FWA	4858	7/29/15 12:07	A1545/01439
DL	S5	E175	76	SDF	3383	7/29/15 11:23	LAN	3321	7/29/15 12:23	A249/01559
DL	9E	CRJ-900	76	AZO	3564	7/29/15 11:23	ITH	3761	7/29/15 15:36	A533/0755
DL	DL	CS-100	110	BNA	1303	7/29/15 11:24	STL	1232	7/29/15 12:19	A1014/02558
DL	DL	B-717-200	110	TVC	2508	7/29/15 11:24	MCI	1997	7/29/15 12:20	A2363/0834
US	US	E190	99	CLT	20002	7/29/15 11:25	CLT	20002	7/29/15 12:20	x49
DL	DL	CS-100	110	PHL	537	7/29/15 11:27	PHL	565	7/29/15 12:24	A2713/02302
DL	OO	CRJ-700	65	APN	7369	7/29/15 11:27	CVG	4512	7/29/15 13:56	A1686/01973
DL	9E	CRJ-900	76	BWI	3794	7/29/15 11:28	MDT	4174	7/29/15 12:10	A1463/02340
DL	DL	A-320	150	MKE	974	7/29/15 11:28	FLL	1282	7/29/15 12:15	A2091/0623
DL	9E	CRJ-900	76	EWR	3829	7/29/15 11:29	MBS	3483	7/29/15 12:12	A1565/0617
DL	9E	ERJ-145	50	IND	3923	7/29/15 11:29	ORF	3622	7/29/15 15:37	A1861/02676
DL	9E	CRJ-900	76	JFK	4119	7/29/15 11:30	AZO	3524	7/29/15 12:21	A1484/01534
DL	9E	CRJ-900	76	PIT	3530	7/29/15 11:30	JFK	3479	7/29/15 13:45	A2204/01533
DL	DL	B-737-700WL	143	CLT	2615	7/29/15 11:30	BOS	1903	7/29/15 12:10	A576/0468
DL	DL	A-320	150	BOS	189	7/29/15 11:30	MSP	1096	7/29/15 12:20	A886/0907
DL	EV	E175	76	LEX	5148	7/29/15 11:30	BGM	5097	7/29/15 13:45	A1786/01993
NK	NK	A-320	178	LGA	475	7/29/15 11:36	MYR	851	7/29/15 12:27	A2973/03336
F9	F9	A-320	168	IAD	1077	7/29/15 11:50	IAD	1076	7/29/15 12:35	A2276/01607
B6	B6	E190	100	MKE	20026	7/29/15 11:51	MKE	20026	7/29/15 13:26	x93
WN	WN	B-737-700WL	143	ATL	4098	7/29/15 11:55	PHX	4098	7/29/15 12:35	A3134/02969
NK	NK	A-320	178	IAH	20021	7/29/15 12:00	IAH	20021	7/29/15 12:50	x100
WN	WN	B-737-700WL	143	MDW	3664	7/29/15 12:10	ATL	3664	7/29/15 12:55	A3245/02809
DL	DL	A-350-900	350	AMS	135	7/29/15 12:23	ICN	159	7/29/15 15:30	A208/0711
WN	WN	B-737-700WL	143	BNA	796	7/29/15 12:25	MDW	796	7/29/15 13:00	A2912/03028
AA	AA	B-737-800	160	MIA	1044	7/29/15 12:43	DFW	258	7/29/15 13:53	A646/01208
DL	DL	A-330-200	234	PEK	188	7/29/15 12:50	AMS	132	7/29/15 16:06	A1020/0344
DL	DL	B-737-800WL	160	ATL	748	7/29/15 12:50	BOS	158	7/29/15 13:55	A2945/0352
US	US	E190	99	PHL	1824	7/29/15 12:51	PHL	549	7/29/15 13:26	A2731/03092
DL	EV	CRJ-900	76	CID	5194	7/29/15 12:51	YUL	5237	7/29/15 14:11	A1994/01902
DL	DL	A-320	150	DFW	1358	7/29/15 12:53	ATL	541	7/29/15 13:45	A182/02248
DL	DL	B-717-200	110	STL	652	7/29/15 12:54	BGR	1323	7/29/15 13:48	A2686/0514
DL	EV	E175	76	MDT	5314	7/29/15 12:54	BHM	5129	7/29/15 14:11	A3212/02484
DL	DL	B-737-900	180	SEA	1444	7/29/15 12:55	SEA	542	7/29/15 13:51	A263/01704
B6	B6	E190	100	BOS	10010	7/29/15 12:55	BOS	10010	7/29/15 13:45	x35
DL	G7	CRJ-700	65	CVG	6307	7/29/15 12:56	PIT	6246	7/29/15 14:15	A2583/02167
DL	DL	A-320	150	LGA	2148	7/29/15 12:56	LGA	2231	7/29/15 13:51	A574/0496
DL	S5	E175	76	ERI	3286	7/29/15 12:57	LEX	3366	7/29/15 13:46	A894/0473
DL	EV	E175	76	EVV	5092	7/29/15 12:57	AVP	5152	7/29/15 15:25	A1809/01758
DL	DL	B-737-800WL	160	MSP	736	7/29/15 12:59	LAX	895	7/29/15 13:50	A2759/02088
DL	S5	E175	76	CMH	3286	7/29/15 12:59	CMH	3287	7/29/15 13:53	A85/0726
DL	EV	CRJ-700	65	YUL	5017	7/29/15 13:00	IND	4992	7/29/15 13:46	A3260/02105
DL	DL	A-320	150	SLC	790	7/29/15 13:01	MSP	1476	7/29/15 13:46	A1520/01158
DL	EV	CRJ-700	65	ORF	5319	7/29/15 13:02	ELM	5449	7/29/15 13:50	A1417/01705
DL	DL	A-320	150	PHX	824	7/29/15 13:02	SLC	963	7/29/15 13:56	A1766/03330
DL	DL	CS-100	110	ORD	2658	7/29/15 13:02	BDL	1528	7/29/15 13:54	A946/0488
DL	DL	CS-100	110	TVC	344	7/29/15 13:03	EWR	320	7/29/15 14:01	A1717/01175
DL	EV	CRJ-700	65	MCI	5335	7/29/15 13:04	PWM	4931	7/29/15 13:57	A1843/01579
DL	DL	B-737-900WL	180	LAS	1932	7/29/15 13:05	FLL	1704	7/29/15 14:11	A1282/0919
US	US	A-319	124	CLT	1923	7/29/15 13:06	CLT	1889	7/29/15 13:50	A2900/02836
DL	S5	E170	69	MKE	5895	7/29/15 13:06	MSN	5885	7/29/15 13:50	A1683/03196
DL	EV	CRJ-700	65	SCE	4892	7/29/15 13:07	SCE	4872	7/29/15 15:29	A1917/01977
DL	DL	A-319	126	GRB	1332	7/29/15 13:08	PVD	916	7/29/15 13:58	A963/02585
DL	9E	CRJ-900	76	IAH	4053	7/29/15 13:09	MHT	3499	7/29/15 13:58	A1724/02122
DL	EV	CRJ-900	76	OMA	4978	7/29/15 13:09	CLE	5151	7/29/15 14:11	A1673/02813
DL	G7	CRJ-700	65	YYZ	6220	7/29/15 13:09	YUL	6298	7/29/15 19:40	A1739/01601
DL	S5	CRJ-700	65	GSP	3399	7/29/15 13:09	GRR	3428	7/29/15 14:12	A1962/01339
UA	OO	E175	76	ORD	5170	7/29/15 13:10	ORD	4996	7/29/15 14:00	A2784/02856
DL	OO	CRJ-700	65	PLN	4466	7/29/15 13:10	DAY	4703	7/29/15 13:57	A1506/02463
DL	DL	EV	5477	ELM	5477	7/29/15 13:13	ALB	4907	7/29/15 14:16	A3166/03184
VS	VS	A-330-300	266	MYR	5203	7/29/15 13:14	RIC	5043	7/29/15 15:22	A1733/03261
DL	DL	A-320	150	LHR	107	7/29/15 13:15	LHR	108	7/29/15 17:50	A2012/03056
DL	S5	E175	76	BOS	338	7/29/15 13:15	CLT	1330	7/29/15 13:59	A112/01129
LH	LH	A-340-300	279	MU	5876	7/29/15 13:15	YOW	4278	7/29/15 14:14	A2304/02020
DL	DL	A-320	150	IND	3470	7/29/15 13:28	YYZ	4039	7/29/15 15:20	A1455/02288
AC	ZK	B61900	18	FRA	442	7/29/15 13:35	FRA	443	7/29/15 15:50	A3205/02589
DL	DL	A-320	150	BOL	2122	7/29/15 13:39	RDU	1144	7/29/15 14:20	A1022/01096
DL	DL	B-737-900WL	187	YYZ	7273	7/29/15 13:41	YYZ	7274	7/29/15 14:05	A2602/01776
DL	DL	B-737-800WL	160	LAX	20008	7/29/15 13:59	LAX	20008	7/29/15 14:45	x25
DL	DL	B-737-800WL	160	ATL	10002	7/29/15 13:59	ATL	10002	7/29/15 17:00	x98
DL	9E	CRJ-900	76	TVS	3957	7/29/15 14:00	CVG	3689	7/29/15 15:00	A2209/05883
DL	DL	B-737-900WL	180	ATL	991	7/29/15 14:02	ATL	901	7/29/15 14:53	A2994/01521
AA	YX	E175	76	ORD	4392	7/29/15 14:05	ORD	4392	7/29/15 14:39	A1071/088
UA	YV	CRJ-700	70	IAD	3991	7/29/15 14:07	IAD	3993	7/29/15 14:43	A3338/03046
AA	AA	CRJ-700	63	LGA	3519	7/29/15 14:08	LGA	3519	7/29/15 14:41	A873/0144
DL	DL	CS-100	110	ORD	696	7/29/15 14:10	OKC	725	7/29/15 15:20	A2414/01790
DL	9E	CRJ-700	65	CWA	3561	7/29/15 14:13	MDT	3695	7/29/15 15:40	A1852/01375
UA	YV	E175	76	IAH	5116	7/29/15 14:14	IAH	3988	7/29/15 14:51	A2977/03072
DL	9E	CRJ-900	76	ROC	3977	7/29/15 14:15	SAT	3523	7/29/15 15:23	A588/01066
DL	DL	B-737-800WL	160	BWI	1536	7/29/15 14:17	BOS	188	7/29/15 15:20	A374/0357
DL	S5	E175	76	GSO	4318	7/29/15 14:17	GSO	3345	7/29/15 15:01	A2181/0505
DL	DL	B-717-200	110	PHL	1962	7/29/15 14:18	DCA	651	7/29/15 15:25	A1192/02036
DL	9E	CRJ-900	76	CLE	3878	7/29/15 14:18	ATW	3784	7/29/15 15:26	A587/02380
DL	DL	A-320	150	MSP	1734	7/29/15 14:19	MSY	2385	7/29/15 15:20	A237/0159
DL	9E	CRJ-700	65	SWF	4156	7/29/15 14:19	PIA	3868	7/29/15 15:41	A2150/01969
DL	DL	B-737-900	180	SFO	854	7/29/15 14:20	ORD	2629	7/29/15 15:22	A3103/081
DL	S5	E170	69	IAD	4338	7/29/15 14:20	SYR	3392	7/29/15 15:33	A2047/01562
DL	DL	A-320	150	DCA	1631	7/29/15 14:21	LAS	1490	7/29/15 15:20	A41/01048
DL	DL	B-717-200	110	BNA	883	7/29/15 14:21	GRB	1968	7/29/15 15:45	A2961/03104
DL	S5	CRJ-900	76	GSP	3316	7/29/15 14:21	CMH	4321	7/29/15 15:41	A28/03249
DL	S5	CRJ-700	6							

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 2

Published Carrier	Operator	Equipment	Seats	ArrOrigin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	DL	B-737-900	180	FLL	1604	7/29/15 14:26	SFO	373	7/29/15 15:32	A354/01481
DL	DL	A-319	124	ALB	705	7/29/15 14:27	BUF	1729	7/29/15 15:46	A2687/D464
DL	DL	A-319	126	CLT	1629	7/29/15 14:28	BNA	1287	7/29/15 15:20	A771/D232
DL	EV	CRJ-700	65	YUL	5021	7/29/15 14:29	CID	4975	7/29/15 15:30	A2139/D2057
DL	9E	CRJ-900	76	MBS	3483	7/29/15 14:29	CVG	3505	7/29/15 15:31	A1337/D2405
DL	9E	CRJ-700	65	HFN	3740	7/29/15 14:29	TYS	3983	7/29/15 15:46	A1036/D1465
DL	9E	CRJ-700	65	SVR	3940	7/29/15 14:29	GRR	3754	7/29/15 15:55	A1723/D1351
NK	NK	A-319	145	MSP	192	7/29/15 14:30	MSP	191	7/29/15 15:10	A1608/D3278
DL	DL	B-737-900WL	180	MIA	1829	7/29/15 14:30	MCO	394	7/29/15 15:20	A689/D3247
DL	EV	CRJ-700	65	GRR	5609	7/29/15 14:31	SAV	5235	7/29/15 15:36	A2163/D2365
UA	SS	E170	70	EWB	3486	7/29/15 14:32	EWB	1513	7/29/15 15:08	A2897/D3210
DL	EV	CRJ-700	65	BTX	4878	7/29/15 14:32	ELM	5590	7/29/15 15:40	A2074/D2033
DL	EV	CRJ-700	65	RIC	5053	7/29/15 14:34	MDW	5366	7/29/15 15:42	A1872/D1596
DL	OO	CRJ-700	65	DSM	4811	7/29/15 14:34	IAD	4611	7/29/15 15:26	A2151/D2316
DL	DL	A-320	150	MSY	132	7/29/15 14:35	MSP	946	7/29/15 15:36	A118/D1689
DL	DL	A-320	150	MKE	2082	7/29/15 14:36	MKE	1547	7/29/15 15:47	A550/D656
DL	OO	CRJ-900	76	MDW	4709	7/29/15 14:37	IAH	4670	7/29/15 15:26	A2432/D1974
DL	EV	CRJ-700	65	PWM	5445	7/29/15 14:37	LIT	5363	7/29/15 15:49	A1338/D2791
DL	DL	A-319	126	LGA	1145	7/29/15 14:38	BDL	1305	7/29/15 15:30	A92/D4
DL	SS	E175	76	CMH	3393	7/29/15 14:39	DFW	5910	7/29/15 15:27	A1115/D3347
DL	DL	A-320	150	TPA	1959	7/29/15 14:39	DFW	1854	7/29/15 15:57	A994/D46
DL	DL	B-757-300WL	180	MCO	1424	7/29/15 14:40	TPA	1621	7/29/15 15:30	A965/D712
DL	DL	A-319	126	PVD	816	7/29/15 14:40	EWB	2643	7/29/15 15:42	A1765/D501
B6	B6	E190	100	BOS	20022	7/29/15 14:40	BOS	20022	7/29/15 15:30	x41
DL	CP	E175	76	EWB	5837	7/29/15 14:41	AUS	5711	7/29/15 15:34	A2719/D3097
DL	SS	E175	76	SBN	3283	7/29/15 14:41	LAN	3337	7/29/15 15:56	A1611/D1366
DL	DL	CRJ-900	76	AZO	3524	7/29/15 14:43	IND	3581	7/29/15 15:35	A1474/D1422
DL	DL	B-777-200	291	FRA	87	7/29/15 14:43	GRU	53	7/29/15 19:58	A2255/D2358
DL	9E	CRJ-900	76	MHT	3542	7/29/15 14:44	ROC	3526	7/29/15 15:35	A169/D2417
DL	DL	A-319	126	BOS	159	7/29/15 14:44	MSN	1691	7/29/15 15:42	A988/D716
DL	EV	E175	76	BHM	4936	7/29/15 14:44	EVV	5133	7/29/15 15:35	A2241/D2438
US	JIA	CRJ-900	76	CLT	5085	7/29/15 14:45	CLT	5085	7/29/15 15:25	A2648/D2541
NK	NK	A-320	178	MSY	810	7/29/15 14:45	MSY	985	7/29/15 15:35	A2896/D2697
AA	AA	A-320	150	DFW	43	7/29/15 14:45	DFW	43	7/29/15 15:28	A396/D675
DL	9E	CRJ-900	76	MEM	3986	7/29/15 14:48	DSM	4114	7/29/15 16:16	A135/D1798
DL	DL	B-717-200	110	TVC	1385	7/29/15 14:49	OMA	2522	7/29/15 15:51	A152/D1196
DL	DL	B-757-300WL	175	SEA	379	7/29/15 14:50	SAN	766	7/29/15 15:52	A1093/D2760
DL	9E	CRJ-900	76	PIT	3452	7/29/15 14:50	STL	3661	7/29/15 17:12	A1744/D1884
DL	DL	B-737-800WL	160	RSW	853	7/29/15 14:50	STL	2623	7/29/15 15:38	A2991/D2364
DL	OO	CRJ-700	65	PLN	4666	7/29/15 14:50	APN	7367	7/29/15 15:40	A138/D2037
DL	DL	A-320	150	DFW	1844	7/29/15 14:50	PHL	2622	7/29/15 15:50	A991/D387
DL	OO	CRJ-700	65	CIU	4679	7/29/15 14:50	MBS	4559	7/29/15 15:53	A1332/D2051
DL	DL	A-320	150	MSN	850	7/29/15 14:50	CLT	1057	7/29/15 15:55	A2633/D341
DL	SS	CRJ-700	65	SDF	3378	7/29/15 14:50	ERI	3394	7/29/15 15:58	A811/D2672
DL	9E	E175	76	CVG	3511	7/29/15 14:50	AZO	3616	7/29/15 16:35	A861/D1349
DL	DL	CS-100	110	SIC	20023	7/29/15 14:50	SIC	20023	7/29/15 15:40	x42
NK	NK	A-321	218	DFW	20009	7/29/15 14:54	DFW	20009	7/29/15 15:50	x54
UA	UA	A-320	150	DEN	524	7/29/15 14:57	DEN	738	7/29/15 15:44	A3126/D3112
NK	NK	A-319	145	MCI	816	7/29/15 14:59	MCI	913	7/29/15 15:50	A3207/D3208
DL	DL	A-319	126	SIC	1763	7/29/15 15:05	LGA	2248	7/29/15 15:50	A1216/D412
DL	OO	CRJ-700	65	ESC	7402	7/29/15 15:05	FWA	4526	7/29/15 15:59	A2003/D1727
DL	SS	CRJ-700	65	LEX	3309	7/29/15 15:13	MLI	5882	7/29/15 15:59	A614/D3098
NK	NK	A-320	178	LAS	188	7/29/15 15:15	LGA	188	7/29/15 16:05	A2641/D3106
DL	DL	B-777-200	291	FCO	237	7/29/15 15:15	FCO	236	7/29/15 17:54	A875/D22
US	YX	E175	76	PHL	4581	7/29/15 15:26	PHL	4581	7/29/15 16:02	A3040/D2883
AS	AS	B-737-900	181	SEA	782	7/29/15 15:30	SEA	793	7/29/15 16:40	A678/D875
DL	9E	CRJ-900	76	MOT	4174	7/29/15 15:36	LEX	3338	7/29/15 17:38	A2383/D1327
UA	UA	A-321	187	EWB	20010	7/29/15 15:39	EWB	20010	7/29/15 16:26	x90
F9	F9	A-319	138	TTN	909	7/29/15 15:40	TTN	910	7/29/15 16:30	A3204/D2828
DL	DL	B-767-400ER	246	AMS	137	7/29/15 15:41	AMS	138	7/29/15 21:40	A766/D317
DL	SS	E175	76	CID	3417	7/29/15 15:41	TVC	5871	7/29/15 16:16	A393/D2825
DL	DL	A-350-900	350	NRT	276	7/29/15 15:44	AMS	134	7/29/15 18:42	A155/D822
DL	DL	A-320	150	BNA	1727	7/29/15 15:46	MCI	1369	7/29/15 16:26	A850/D260
DL	DL	B-737-800WL	175	ATL	1608	7/29/15 15:50	ATL	1888	7/29/15 16:35	A265/D1169
UA	G7	CRJ-700	70	ORD	3674	7/29/15 15:53	ORD	3696	7/29/15 16:28	A1304/D2842
US	US	A-321	187	PHX	406	7/29/15 15:53	PHX	640	7/29/15 17:50	A2806/D3064
WN	WN	B-737-700WL	143	MDW	2421	7/29/15 16:00	MDW	132	7/29/15 16:35	A2707/D3302
DL	9E	CRJ-900	65	TYS	3939	7/29/15 16:00	GRR	3620	7/29/15 17:44	A2287/D1423
DL	DL	A-330-200	234	NGO	630	7/29/15 16:03	PEK	189	7/30/15 12:30	A3014/D522
DL	DL	A-321	187	MSP	917	7/29/15 16:10	SFO	1658	7/29/15 17:47	A1301/D490
DL	9E	CRJ-900	76	JFK	4007	7/29/15 16:13	PIT	3900	7/29/15 17:42	A2311/D1637
AF	AF	A-340-300	275	CDG	378	7/29/15 16:15	CDG	377	7/29/15 21:35	A762/D33
VS	VS	A-330-300	266	LHR	20003	7/29/15 16:15	LHR	20003	7/29/15 20:50	x101
DL	EV	CRJ-700	65	ORF	5364	7/29/15 16:24	RDU	4911	7/29/15 17:28	A2359/D1631
US	JIA	CRJ-900	76	CLT	5296	7/29/15 16:25	CLT	5296	7/29/15 17:05	A2884/D3343
AA	AA	B-737-800	160	DFW	301	7/29/15 16:26	MIA	301	7/29/15 17:16	A172/D956
AA	AA	B-737-800	160	DFW	301	7/29/15 16:26	MIA	1270	7/30/15 7:00	A2601/D143
DL	SS	E175	76	CMH	3297	7/29/15 16:27	SBN	3317	7/29/15 17:26	A1226/D1450
DL	DL	A-320	150	TPA	739	7/29/15 16:35	LGA	2230	7/29/15 17:25	A2254/D300
DL	DL	CS-100	110	STL	1232	7/29/15 16:36	BWI	1637	7/29/15 17:25	A878/D568
DL	DL	E190	110	PHL	565	7/29/15 16:36	DCA	2144	7/29/15 17:25	A2716/D692
DL	EV	CRJ-700	65	OMA	5105	7/29/15 16:38	EWB	4895	7/29/15 17:37	A2186/D1511
DL	DL	B-737-900	180	SEA	815	7/29/15 16:39	SEA	2263	7/29/15 17:39	A2307/D973
DL	DL	B-757-300WL	182	MCO	2128	7/29/15 16:39	MCO	1405	7/29/15 17:45	A323/D598
DL	DL	A-321	187	SFO	1698	7/29/15 16:39	MSP	87	7/29/15 17:55	A935/D2691
DL	DL	A-320	150	DEN	98	7/29/15 16:40	BNA	2328	7/29/15 17:27	A1769/D1080
DL	DL	B-737-800	160	LAS	2576	7/29/15 16:40	LAS	1217	7/29/15 17:48	A303/D147
DL	DL	A-319	126	LGA	2335	7/29/15 16:41	BOS	1622	7/29/15 17:27	A413/D1137
DL	DL	A-320	150	PBI	665	7/29/15 16:41	BDL	1204	7/29/15 17:48	A2551/D1152
DL	DL	A-320	150	SIC	2366	7/29/15 16:42	SIC	855	7/29/15 17:35	A1000/D1604
DL	9E	CRJ-900	76	AUS	3466	7/29/15 16:43	CLE	3527	7/29/15 17:44	A250/D1475
DL	DL	CRJ-900	76	DCA	3573	7/29/15 16:43	LAN	4065	7/29/15 17:49	A1772/D2289
DL	SS	E170	69	DFW	3358	7/29/15 16:44	ORD	5980	7/29/15 17:36	A615/D3140
DL	OO	CRJ-900	76	IAH	4708	7/29/15 16:46	MSN	4518	7/29/15 17:37	A139/D1802
DL	9E	CRJ-900	76	BUF	3685	7/29/15 16:47	DSM	3597	7/29/15 19:38	A2205/D1007
AA	AA	CRJ-700	63	LGA	3627	7/29/15 16:48	LGA	3627	7/29/15 17:30	A702/D759
DL	DL	A-319	124	MCI	1454	7/29/15 16:48	PHL	2162	7/29/15 17:36	A1132/D49
DL	EV	CRJ-700	65	ELM	5449	7/29/15 16:49	MDW	5391	7/29/15 17:40	A2080/D2162
DL	EV	CRJ-700	65	IND	4992	7/29/15 16:49	ELM	4921	7/29/15 17:43	A2137/D1473
DL	EV	CRJ-900	76	SAT	5285	7/29/15 16:49	IAH	5385	7/29/15 17:43	A2487/D2146
DL	9E	CRJ-700	65	MQT	3627	7/29/15 16:49	TYS	4096	7/29/15 19:36	A1206/D2290
DL	DL	A-320	150	PHX	134	7/29/15 16:50	CVG	505	7/29/15 17:35	A234/D2106
DL	DL	B-737-900	180	FLL	1804	7/29/15 16:50	LAX	954	7/29/15 17:45	A269/D2724
DL	DL	B-737-900	180	LAX	1806	7/29/15 16:50	ATL	630	7/29/15 17:47	A320/D2887
DL	EV	CRJ-700	65	YVZ	4880	7/29/15 16:50	ORD	4941	7/29/15 19:37	A2270/D1644
DL	OO	CRJ-700	65	FWA	4482	7/29/15 16:50	PHL	4532	7/29/15 17:25	A2265/D1869
NK	NK	A-321	187	MSP	20012</					

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 2

Published Carrier	Operator	Equipment	Seats	ArrOrigin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
UA	YV	E175	76	IAH	3789	7/29/15 16:55	IAH	3991	7/29/15 17:34	A3282/03035
DL	DL	A-320	150	CVG	1820	7/29/15 16:55	PHX	2021	7/29/15 17:40	A990/0941
DL	9E	CRJ-900	76	ORD	3722	7/29/15 16:55	JFK	4098	7/29/15 19:45	A2508/0870
US	ZW	CRJ-700	65	DCA	4008	7/29/15 16:55	DCA	4008	7/29/15 17:24	A2775/02931
DL	EV	CRJ-700	65	BGM	5087	7/29/15 16:55	CAK	5015	7/29/15 17:49	A2352/01409
DL	DL	A-320	150	ATL	902	7/29/15 16:55	DFW	1947	7/29/15 17:50	A2636/01423
DL	UA	A-319	126	BOS	1026	7/29/15 16:57	MKE	2477	7/29/15 17:41	A606/0890
DL	S5	E175	70	EWR	3581	7/29/15 17:18	EWR	3507	7/29/15 17:53	A2997/03070
UA	UA	A-320	150	ORD	865	7/29/15 17:23	ORD	515	7/29/15 18:07	A2857/02567
DL	DL	A-320	150	CUN	712	7/29/15 17:24	LGA	582	7/29/15 19:50	A2116/01876
WN	WN	B-737-700WL	143	ATL	1899	7/29/15 17:30	ATL	1988	7/29/15 18:00	A3065/03131
AA	AA	A-320	150	DFW	1260	7/29/15 17:30	DFW	1260	7/29/15 18:50	A730/0422
US	YX	E175	80	PHL	4458	7/29/15 17:36	PHL	4458	7/29/15 18:10	A1309/02776
DL	DL	B-737-800WL	160	SEA	20014	7/29/15 17:39	SEA	20014	7/29/15 18:50	x87
DL	DL	A-330-200	234	AMS	139	7/29/15 17:40	NGO	629	7/30/15 12:23	A1155/03326
WN	WN	B-737-900WL	180	MDW	20005	7/29/15 17:50	MDW	20005	7/29/15 18:45	x50
NK	NK	A-320	178	LAS	388	7/29/15 17:53	FLL	388	7/29/15 18:44	A3332/03279
WN	WN	B-737-700WL	143	DEN	4106	7/29/15 17:55	MDW	4106	7/29/15 18:30	A2944/03042
DL	9E	CS-100	110	EWR	10008	7/29/15 17:59	EWR	10008	7/29/15 19:00	x67
DL	CP	E175	76	MTY	5776	7/29/15 18:03	SDF	5802	7/29/15 19:57	A2848/01945
DL	DL	CS-100	110	BOL	1528	7/29/15 18:04	BUF	1372	7/29/15 20:03	A1133/062
WN	WN	B-737-900WL	180	ATL	20020	7/29/15 18:05	ATL	20020	7/29/15 18:55	x40
AC	GK	DH8-100/200	37	YYZ	8023	7/29/15 18:10	YYZ	8024	7/29/15 18:35	A177/0509
WN	WN	B-737-700WL	143	PHX	501	7/29/15 18:10	BNA	501	7/29/15 18:50	A3305/02781
DL	DL	B-757-300WL	184	MSP	53	7/29/15 18:10	SLC	1207	7/29/15 19:15	A1416/01238
DL	DL	A-350-900	350	PVG	582	7/29/15 18:13	PVG	583	7/30/15 12:18	A2034/01709
DL	OO	CRJ-700	65	MBS	4559	7/29/15 18:15	FWA	4761	7/29/15 19:39	A2295/01729
DL	DL	E190	110	IAD	20018	7/29/15 18:15	IAD	20018	7/29/15 19:00	x24
AA	AA	CRJ-700	63	ORD	3344	7/29/15 18:19	ORD	3344	7/29/15 18:54	A173/01040
DL	S5	E175	76	YOW	4279	7/29/15 18:19	MLI	3322	7/29/15 19:35	A1591/0439
DL	9E	CRJ-900	76	HPN	3702	7/29/15 18:19	CVG	3748	7/29/15 19:44	A864/01721
DL	DL	B-737-800	160	PHX	840	7/29/15 18:25	ATL	659	7/29/15 19:10	A1932/01741
DL	DL	CRJ-700	65	APN	7367	7/29/15 18:25	CIU	4784	7/29/15 20:02	A1929/01510
DL	9E	CRJ-900	76	MHT	3499	7/29/15 18:26	IND	3475	7/29/15 19:51	A1119/01063
DL	EV	CRJ-900	76	SCE	4872	7/29/15 18:27	AVP	5246	7/29/15 19:52	A2053/01995
US	US	A-319	124	CLT	1821	7/29/15 18:28	CLT	1981	7/29/15 19:20	A2956/03038
DL	DL	A-319	126	RDU	1144	7/29/15 18:28	EWR	1660	7/29/15 19:45	A538/0686
B6	B6	A-320	150	BOS	1237	7/29/15 18:29	BOS	1336	7/29/15 19:12	A2603/0201
DL	DL	B-757-300WL	180	ATL	1166	7/29/15 18:30	MCO	276	7/29/15 19:36	A287/0245
DL	DL	A-320	150	PVD	916	7/29/15 18:30	DCA	1220	7/29/15 19:50	A1300/0400
DL	DL	B-737-800WL	160	LAX	10007	7/29/15 18:30	LAX	10007	7/29/15 19:36	x77
DL	EV	CRJ-700	65	ALB	4907	7/29/15 18:31	RIC	5091	7/29/15 19:37	A1472/01939
NK	NK	A-319	145	ACY	348	7/29/15 18:32	ATL	567	7/29/15 19:12	A3019/03280
DL	G7	CRJ-700	65	CLE	6302	7/29/15 18:33	STL	6231	7/29/15 19:46	A2582/03348
DL	G7	CRJ-700	65	CLE	6302	7/29/15 18:33	YYZ	6197	7/30/15 10:03	A1656/02305
DL	DL	A-319	124	BUF	1729	7/29/15 18:34	IAH	2641	7/29/15 20:11	A43/01109
DL	EV	CRJ-700	76	PWM	4931	7/29/15 18:35	BTV	5180	7/29/15 19:51	A2482/02404
DL	S5	E175	76	LAN	3337	7/29/15 18:36	ROC	5896	7/29/15 19:41	A504/02278
DL	9E	CRJ-700	65	SWF	3750	7/29/15 18:37	YYZ	4167	7/29/15 19:45	A1564/01357
DL	OO	CRJ-900	76	DAY	4717	7/29/15 18:37	MKE	4525	7/29/15 20:11	A2433/01868
DL	S5	E175	76	CMH	3302	7/29/15 18:38	ERI	3351	7/29/15 19:43	A672/01177
DL	DL	CRJ-900	76	SBN	4844	7/29/15 18:38	ESC	7386	7/29/15 21:30	A2519/02038
DL	DL	B-757-300WL	180	LAS	671	7/29/15 18:39	MSP	1055	7/29/15 19:45	A1297/0929
DL	EV	CRJ-900	76	BHM	5129	7/29/15 18:39	CID	5042	7/29/15 20:05	A2354/01283
DL	9E	CRJ-700	65	BHR	3754	7/29/15 18:40	MHT	3643	7/29/15 20:02	A1748/01283
DL	EV	CRJ-700	65	RIC	5109	7/29/15 18:41	CLE	5181	7/29/15 20:00	A2077/02470
DL	DL	B-757-300WL	182	MCO	138	7/29/15 18:42	FLL	21	7/29/15 20:12	A824/01318
DL	9E	CRJ-900	76	AZO	3616	7/29/15 18:42	ITH	4084	7/29/15 20:04	A1399/02395
DL	9E	CRJ-900	76	TYS	3692	7/29/15 18:43	AZO	3787	7/29/15 20:10	A1460/01380
DL	DL	CS-100	110	BGR	1323	7/29/15 18:43	SAT	1356	7/29/15 20:12	A233/0120
DL	DL	B-757-300WL	180	RSW	2177	7/29/15 18:44	PHX	2657	7/29/15 20:06	A193/01224
DL	DL	B-737-900	180	SAN	86	7/29/15 18:45	SEA	1823	7/29/15 19:40	A2634/0939
DL	DL	B-737-800WL	160	DEN	1645	7/29/15 18:45	DEN	1155	7/29/15 19:49	A989/0229
WN	WN	B-737-900WL	180	BWI	20006	7/29/15 18:45	BWI	20006	7/29/15 19:40	x51
DL	DL	A-320	150	BOS	1523	7/29/15 18:47	TPA	1225	7/29/15 19:53	A825/01153
DL	EV	CRJ-700	65	SAV	5096	7/29/15 18:48	PWM	4890	7/29/15 20:09	A1581/0140
DL	EV	CRJ-700	65	MDW	5366	7/29/15 18:49	ALB	5024	7/29/15 20:14	A1515/03186
DL	DL	CRJ-700	65	ELM	5590	7/29/15 18:49	MDW	5409	7/29/15 20:16	A2083/02753
DL	S5	E175	76	SDF	3379	7/29/15 18:49	YOW	4280	7/29/15 19:45	A1317/02513
DL	EV	CRJ-900	76	YUL	5025	7/29/15 18:49	ABE	4962	7/29/15 20:12	A2140/02709
DL	CP	E175	76	DFW	5743	7/29/15 18:51	OMA	5696	7/29/15 20:21	A2064/02823
DL	EV	CRJ-900	76	AVP	5152	7/29/15 18:51	MBS	4958	7/29/15 20:15	A1787/01291
DL	9E	CRJ-900	76	ROC	3526	7/29/15 18:52	DFW	3494	7/29/15 20:17	A1344/02673
DL	G7	CRJ-700	65	PIT	6297	7/29/15 18:53	ROC	6303	7/30/15 10:02	A2764/01947
DL	S5	E175	76	TVC	5871	7/29/15 18:53	GSP	3291	7/29/15 20:00	A2849/054
DL	DL	A-320	150	MKE	1547	7/29/15 18:53	PVD	2486	7/29/15 20:08	A986/0218
DL	S5	E175	76	GSO	3345	7/29/15 18:54	GSO	4317	7/29/15 20:05	A247/01891
DL	DL	A-319	124	GRB	1968	7/29/15 18:54	BGR	1409	7/29/15 20:13	A1077/0486
DL	9E	E175	76	MDT	3695	7/29/15 18:54	CWA	3556	7/29/15 20:16	A2390/02261
DL	DL	CRJ-900	76	YYZ	3440	7/29/15 18:55	OKC	3672	7/29/15 20:20	A1393/0641
DL	DL	B-787-8	250	LHR	21	7/29/15 18:55	LHR	18	7/29/15 22:23	A800/0776
DL	EV	E175	76	EVV	5133	7/29/15 18:56	CHA	5436	7/29/15 20:15	A1292/01998
DL	EV	CRJ-900	76	ABE	5139	7/29/15 18:56	CHS	5164	7/29/15 20:24	A2219/02142
DL	DL	CS-100	110	EWR	1679	7/29/15 18:57	GRB	1699	7/29/15 20:19	A11/012
NK	NK	A-320	178	LGA	711	7/29/15 18:58	LAS	711	7/29/15 19:50	A1303/03334
DL	DL	A-319	126	MSN	1691	7/29/15 18:58	BOS	1237	7/29/15 20:05	A236/0428
DL	9E	CRJ-900	76	ITH	3761	7/29/15 18:58	HPN	3614	7/29/15 20:17	A2235/01034
DL	DL	A-350-900	350	SEA	282	7/29/15 18:59	SFO	1420	7/29/15 19:59	A2622/01017
DL	DL	CRJ-900	76	PIA	3868	7/29/15 18:59	SWF	3921	7/29/15 20:23	A2017/02044
DL	DL	A-319	126	BWI	2418	7/29/15 19:02	MCI	1331	7/29/15 20:22	A1249/01015
DL	EV	CRJ-700	65	CID	5064	7/29/15 19:02	ELM	5452	7/29/15 20:26	A1413/01874
DL	DL	A-320	150	CLT	1459	7/29/15 19:02	MEM	1487	7/29/15 20:07	A880/0210
UA	YV	E175	76	IAD	3728	7/29/15 19:03	IAD	4023	7/29/15 19:46	A2008/02698
DL	DL	B-737-900	180	SFO	745	7/29/15 19:03	PDX	1067	7/29/15 19:59	A2766/0203
DL	9E	CRJ-900	76	ATW	3455	7/29/15 19:03	MBS	3856	7/29/15 21:32	A1116/01381
DL	DL	CRJ-900	76	IND	3436	7/29/15 19:03	AZO	3776	7/29/15 21:37	A2627/01379
DL	OO	CRJ-900	76	IAD	4611	7/29/15 19:03	PLN	4732	7/29/15 21:30	A1387/02434
DL	DL	B-737-900	180	ORD	2629	7/29/15 19:04	SAN	1619	7/29/15 19:59	A500/01162
DL	DL	A-320	150	STL	2195	7/29/15 19:04	RDU	2809	7/29/15 20:21	A782/0633
DL	S5	E175	76	MLI	3415	7/29/15 19:04	SDF	3381	7/29/15 21:30	A1617/0530
DL	DL	A-320	150	PHL	2390	7/29/15 19:05	CLT	1989	7/29/15 19:55	A1144/01284
DL	DL	A-319	126	BNA	1287	7/29/15 19:05	AUS	2455	7/29/15 20:23	A788/0416
DL	DL	A-321	187	LAX	333	7/29/15 19:05	LAX	1644	7/29/15 20:07	A555/01277
DL	DL	E190	110	DCA	1688	7/29/15 19:05	GRR	2580	7/29/15 20:19	A773/0668
DL	DL	A-320	150	FLL	1282	7/29/15 19:05	JAX	988	7/29/15 20:24	A231/02171
DL	S5	E175	69	SVR	5878					

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 2

Published Carrier	Operator	Equipment	Seats	ArrOrigin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
NK	NK	A-319	145	ATL	770	7/29/15 19:25	DFW	313	7/29/15 20:05	A3355/02801
NK	NK	A-320	178	MYR	852	7/29/15 19:40	LAX	706	7/29/15 20:30	A3034/02894
DL	DL	A-320	150	ATL	1267	7/29/15 19:40	ATL	2604	7/29/15 20:30	A1269/0223
WN	WN	B-737-700WL	143	LAS	1194	7/29/15 19:45	DFW	1283	7/29/15 20:20	A2942/03235
US	US	A-319	124	CLT	2067	7/29/15 19:51	PHX	2067	7/29/15 20:55	A2596/02918
AA	AA	CRJ-700	63	LGA	3463	7/29/15 19:58	LGA	3052	7/30/15 6:10	A383/01068
DL	DL	A-319	76	ORF	3632	7/29/15 19:58	MCT	4034	7/29/15 21:47	A1090/01669
DL	DL	B-737-800	160	MSP	1357	7/29/15 20:00	BWI	1737	7/30/15 7:45	A37/01215
DL	DL	B-737-800WL	160	MSP	10011	7/29/15 20:00	MSP	10011	7/29/15 20:55	x48
WN	WN	B-737-700WL	143	MDW	4062	7/29/15 20:05	STL	4062	7/29/15 20:40	A3163/02924
DL	DL	B-757-300WL	180	MEX	512	7/29/15 20:10	ATL	2794	7/30/15 7:25	A2187/0471
AA	AA	CRJ-700	65	ORD	3259	7/29/15 20:11	ORD	3259	7/29/15 20:40	A199/0254
DL	DL	CRJ-900	76	PLN	4532	7/29/15 20:13	DAY	4507	7/29/15 21:34	A3250/01935
DL	DL	CRJ-900	76	LAN	3679	7/29/15 20:17	ORF	4132	7/29/15 21:41	A1426/01569
DL	DL	CRJ-700	65	SBN	3317	7/29/15 20:20	ALB	5875	7/30/15 7:30	A749/03138
UA	OO	E175	76	ORD	6314	7/29/15 20:21	ORD	5545	7/30/15 6:00	A2938/02870
DL	DL	CS-100	110	OMA	664	7/29/15 20:22	EVV	734	7/29/15 21:33	A2227/03144
DL	DL	CRJ-900	76	DSM	4114	7/29/15 20:28	FWR	3438	7/29/15 21:42	A1355/0813
DL	DL	CRJ-900	76	PIT	3900	7/29/15 20:33	MDT	3828	7/29/15 21:48	A2512/01502
DL	DL	CRJ-900	76	CAK	5015	7/29/15 20:34	BGM	4910	7/29/15 21:35	A1392/01630
DL	DL	A-320	150	EWR	2643	7/29/15 20:35	BOS	1822	7/29/15 21:43	A2668/072
DL	DL	CRJ-900	76	CHA	5433	7/29/15 20:35	SCE	5293	7/29/15 21:49	A1293/02329
DL	DL	E170	69	IND	4337	7/29/15 20:37	IND	3395	7/29/15 21:43	A1543/0474
DL	DL	CRJ-900	76	CMH	3549	7/29/15 20:39	SYR	3824	7/29/15 21:50	A1582/02739
DL	DL	A-319	126	MKE	2477	7/29/15 20:41	LGA	2131	7/29/15 21:45	A217/0239
DL	DL	B-757-300WL	182	TPA	1226	7/29/15 20:41	MIA	1829	7/30/15 7:38	A765/0213
DL	DL	CRJ-900	76	GRR	3620	7/29/15 20:42	ROC	3767	7/30/15 7:47	A444/02310
DL	DL	CRJ-700	65	UT	5363	7/29/15 20:43	BMI	4984	7/29/15 21:37	A2576/01919
DL	DL	CRJ-900	76	MSN	4518	7/29/15 20:46	MKE	4818	7/29/15 21:41	A2069/01806
DL	DL	B-787-8	250	SFO	2520	7/29/15 20:46	LAX	1706	7/30/15 8:30	A1058/0920
DL	DL	CRJ-700	65	MDW	5391	7/29/15 20:47	MYR	5203	7/30/15 8:36	A2792/01553
DL	DL	CRJ-900	76	LEX	3938	7/29/15 20:49	CAK	3919	7/29/15 21:53	A2095/01383
DL	DL	A-319	126	MSP	20016	7/29/15 20:49	MSP	20016	7/29/15 21:53	x75
DL	DL	A-319	124	MCI	1369	7/29/15 20:51	DCA	2449	7/29/15 21:35	A516/0110
DL	DL	B-757-300WL	180	MCO	18	7/29/15 20:52	ATL	2283	7/30/15 6:00	A688/0157
DL	DL	CS-100	110	OKC	725	7/29/15 20:52	ATW	550	7/29/15 21:36	A2228/03319
DL	DL	A-319	126	LGA	569	7/29/15 20:53	BNA	1565	7/29/15 21:52	A2164/069
DL	DL	A-320	150	CLT	1057	7/29/15 20:53	MSN	870	7/29/15 21:42	A512/03104
DL	DL	A-320	150	DEN	1410	7/29/15 20:53	PHL	2157	7/29/15 21:50	A38/0495
DL	DL	CRJ-900	76	IAH	4502	7/29/15 20:57	LEX	4570	7/29/15 21:49	A2430/03252
DL	DL	E190	110	IAH	20017	7/29/15 20:57	IAH	20017	7/29/15 21:49	x45
DL	DL	E175	76	ORD	5986	7/29/15 20:58	CMH	5996	7/29/15 21:45	A2114/03324
DL	DL	B-737-900	180	SEA	2424	7/29/15 20:59	BWI	1436	7/29/15 22:00	A272/0966
DL	DL	A-320	150	PHL	2071	7/29/15 20:59	BDL	1495	7/29/15 21:45	A1172/039
DL	DL	B-757-300WL	184	FLL	1704	7/29/15 21:00	GRR	1569	7/29/15 21:50	A102/0987
DL	DL	CRJ-900	76	DFW	3717	7/29/15 21:00	LAN	3774	7/29/15 21:59	A131/0865
DL	DL	CRJ-900	76	RDU	3663	7/29/15 21:00	RDU	3639	7/30/15 7:28	A1424/01539
DL	DL	CRJ-900	76	SAT	3563	7/29/15 21:00	YYZ	3724	7/30/15 7:30	A1881/0132
DL	DL	CS-100	110	DCA	1231	7/29/15 21:00	PHL	537	7/30/15 7:33	A1044/03269
DL	DL	CRJ-900	76	STL	3661	7/29/15 21:00	PIT	3617	7/30/15 7:34	A2283/02041
DL	DL	A-320	150	MSY	2385	7/29/15 21:00	ORD	678	7/29/15 21:46	A803/02552
DL	DL	B-737-700WL	143	BDL	1346	7/29/15 21:00	BDL	2122	7/30/15 8:54	A119/01142
NK	NK	A-321	218	MCO	892	7/29/15 21:04	MCO	801	7/30/15 8:50	A1955/02907
DL	DL	B-737-900	180	LAX	1876	7/29/15 21:05	MSP	945	7/30/15 7:25	A1105/03294
DL	DL	E175	76	AUS	5706	7/29/15 21:07	CMH	5788	7/30/15 7:36	A3096/03195
DL	DL	B-737-800WL	160	ATL	1448	7/29/15 21:08	DCA	1218	7/30/15 7:34	A93/0455
DL	DL	CS-100	110	BWI	1637	7/29/15 21:10	BNA	1303	7/30/15 7:32	A1164/01270
DL	DL	A-320	150	BOS	1623	7/29/15 21:10	PIT	2656	7/29/15 22:09	A266/01557
DL	DL	A-320	150	LAS	2317	7/29/15 21:11	SFO	935	7/29/15 21:56	A21/01523
AA	YX	E175	76	ORD	4227	7/29/15 21:14	ORD	4403	7/30/15 8:00	A452/01151
DL	DL	A-320	150	BNA	865	7/29/15 21:24	TVC	1747	7/29/15 22:09	A2723/0432
UA	YV	E175	76	IAH	5099	7/29/15 21:30	IAH	3776	7/30/15 6:10	A2898/03223
B6	B6	A-320	150	FLL	1590	7/29/15 21:42	FLL	1589	7/30/15 7:30	A60/0819
DL	DL	A-320	150	MSP	939	7/29/15 21:50	ORD	1319	7/30/15 7:36	A2533/0483
DL	DL	A-320	150	DCA	20001	7/29/15 21:50	DCA	20001	7/30/15 6:36	x109
AC	ZX	CRJ-900	76	YYZ	7309	7/29/15 21:59	YYZ	7308	7/30/15 7:15	A786/0761
DL	DL	CRJ-700	65	EWR	4895	7/29/15 22:04	BUF	5174	7/30/15 7:50	A1836/02300
US	US	A-319	124	PHX	412	7/29/15 22:07	PHX	503	7/30/15 7:35	A3158/02734
AA	AA	MD-80	140	DFW	1418	7/29/15 22:14	DFW	2215	7/30/15 7:50	A423/0394
NK	NK	A-320	178	TPA	646	7/29/15 22:18	DEN	975	7/30/15 7:10	A2695/02908
B6	B6	E190	100	BOS	1837	7/29/15 22:27	BOS	1836	7/30/15 6:30	A592/0735
WN	WN	B-737-800WL	175	STL	1633	7/29/15 22:30	LAS	2059	7/30/15 7:50	A2650/02981
DL	DL	A-320	150	SLC	2158	7/29/15 22:36	LGA	1848	7/30/15 7:25	A1286/0992
DL	DL	B-757-300	234	ATL	1683	7/29/15 22:44	ATL	1893	7/30/15 8:30	A798/01139
US	US	E190	99	PHL	1744	7/29/15 22:50	PHL	1933	7/30/15 7:11	A3080/02595
DL	DL	CS-100	110	SBN	20027	7/29/15 22:51	SBN	20027	7/30/15 6:27	x105
DL	DL	CRJ-900	76	JFK	4020	7/29/15 22:54	DFW	3467	7/30/15 7:26	A1353/01319
DL	DL	CRJ-700	65	ORD	4941	7/29/15 22:54	MDW	5390	7/30/15 7:45	A2402/02820
NK	NK	A-321	218	MCI	20007	7/29/15 23:04	MCI	20007	7/30/15 7:50	x111
WN	WN	B-737-700WL	143	DEN	746	7/29/15 23:05	ATL	2593	7/30/15 6:55	A2960/03162
NK	NK	A-320	178	IAH	906	7/29/15 23:09	FLL	417	7/30/15 6:30	A2591/02560
NK	NK	A-320	178	FLL	380	7/29/15 23:15	LGA	316	7/30/15 6:10	A2559/03150
NK	NK	A-319	145	DFW	734	7/29/15 23:21	ACY	341	7/30/15 8:30	A2173/02694
UA	SS	E170	70	EWR	3572	7/29/15 23:22	EWR	3575	7/30/15 5:55	A2728/03359
DL	DL	B-737-800WL	160	SEA	10003	7/29/15 23:30	SEA	10003	7/30/15 10:00	x118
UA	UA	A-319	128	ORD	424	7/29/15 23:37	DEN	812	7/30/15 7:54	A3284/03053
US	YX	E175	80	DCA	4575	7/29/15 23:40	DCA	4593	7/30/15 7:35	A2882/03309
NK	NK	A-321	187	ATL	20011	7/29/15 23:44	ATL	20011	7/30/15 8:30	x108
WN	WN	B-737-800WL	175	BNA	2160	7/29/15 23:45	BWI	1346	7/30/15 5:45	A3058/03317
NK	NK	A-319	145	BOS	109	7/29/15 23:46	BOS	110	7/30/15 7:00	A2639/02800
UA	YV	E175	76	IAD	4041	7/29/15 23:47	IAH	3804	7/30/15 7:39	A3306/03240
WN	WN	B-737-700WL	143	BWI	3830	7/29/15 23:50	PHX	6262	7/30/15 6:50	A3133/03365
US	US	A-320	150	CLT	1774	7/29/15 23:57	CLT	867	7/30/15 8:15	A3300/03130
DL	DL	B-737-800WL	160	LAX	2530	7/29/15 23:59	BOS	2437	7/30/15 7:25	A275/02620

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 3

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number	
AA	AA	B-737-800	160	DFW	301	7/28/15 16:26	MIA	1270	7/29/15 7:00	A2601/D143	
DL	DL	A-350-900	350	PVG	582	7/28/15 18:13	PVG	583	7/29/15 12:13	A2824/D2303	
DL	G7	CRJ-700	65	CLF	6302	7/28/15 18:33	YYZ	6197	7/29/15 10:03	A1656/D2305	
DL	G7	CRJ-700	65	LGA	6297	7/28/15 18:53	ROC	6303	7/29/15 10:02	A1764/D2888	
AA	DL	A-321	187	MEX	3463	7/28/15 19:58	LGA	3052	7/29/15 6:10	A731/058	
DL	DL	E175	76	MEX	512	7/28/15 20:10	ATL	2794	7/29/15 7:25	A2078/D1225	
UA	OO	CRJ-900	76	ORD	6314	7/28/15 20:21	ORD	5545	7/29/15 6:00	A3024/D3645	
DL	EV	CRJ-900	76	CHA	5433	7/28/15 20:35	LEX	5148	7/29/15 8:28	A2579/D2108	
DL	DL	B-737-900WL	180	TPA	1226	7/28/15 20:41	MCO	2128	7/29/15 10:17	A621/D299	
DL	EV	CRJ-700	65	UT	5363	7/28/15 20:43	MCI	5335	7/29/15 8:40	A1997/D1419	
DL	DL	B-737-800WL	160	SLC	2158	7/28/15 20:44	PHX	1921	7/29/15 8:40	A972/D1021	
DL	DL	B-787-8	250	SFO	2520	7/28/15 20:46	LAX	1706	7/29/15 8:30	A1058/D920	
DL	EV	CRJ-700	65	MDW	5391	7/28/15 20:47	MYR	5203	7/29/15 8:36	A2442/D1814	
DL	9E	CRJ-900	76	LEX	3938	7/28/15 20:48	ROC	3767	7/29/15 7:47	A2128/D585	
DL	DL	B-737-900WL	180	MCO	18	7/28/15 20:52	ATL	2283	7/29/15 6:00	A688/D157	
DL	9E	CRJ-900	76	OKC	3458	7/28/15 20:52	PIT	3617	7/29/15 7:34	A1963/D2375	
AA	AA	B-737-800WL	160	PHL	30043	7/28/15 20:55	PHL	30043	7/29/15 6:10	x116	
DL	9E	CRJ-900	76	IAH	3922	7/28/15 20:57	YYZ	3724	7/29/15 7:30	A1860/D1621	
DL	OO	CRJ-900	76	CVG	4615	7/28/15 20:59	CVG	4462	7/29/15 7:35	A1912/D1385	
DL	DL	A-320	150	BDL	1346	7/28/15 21:00	CLT	2615	7/29/15 7:08	A456/D25	
DL	9E	CRJ-900	76	DFW	3717	7/28/15 21:00	RDU	3639	7/29/15 7:28	A1540/D1746	
DL	DL	CS-100	110	STL	1144	7/28/15 21:00	PHL	537	7/29/15 7:33	A1237/D2333	
DL	DL	B-737-700WL	143	RDU	838	7/28/15 21:00	BDL	2122	7/29/15 8:54	A1661/D998	
NK	NK	A-321	218	MCO	892	7/28/15 21:04	MCO	801	7/29/15 8:50	A3153/D2201	
DL	DL	B-737-900	180	LAX	1876	7/28/15 21:05	MSP	945	7/29/15 7:25	A831/D1524	
DL	CP	E175	76	AUS	5706	7/28/15 21:07	CMH	5788	7/29/15 7:36	A2492/D3213	
DL	DL	B-737-800WL	160	ATL	1448	7/28/15 21:08	DCA	1218	7/29/15 7:33	A1241/D1116	
DL	DL	CS-100	110	BWI	1637	7/28/15 21:10	BNA	1303	7/29/15 7:32	A42/D0911	
AA	YX	E175	76	ORD	4227	7/28/15 21:14	ORD	4403	7/29/15 8:00	A367/D1123	
DL	DL	A-320	150	BNA	865	7/28/15 21:24	ORD	1319	7/29/15 7:36	A1821/D94	
UA	YV	E175	76	IAH	5099	7/28/15 21:30	IAH	3776	7/29/15 6:10	A3224/D2953	
B6	B6	A-320	150	FLL	1590	7/28/15 21:42	FLL	1589	7/29/15 7:30	A535/D2604	
DL	DL	A-320	150	DCA	20001	7/28/15 21:50	DCA	20001	7/29/15 6:36	x110	
AC	ZX	CRJ-900	76	YYZ	7309	7/28/15 21:59	YYZ	7308	7/29/15 7:15	A425/D904	
DL	EV	CRJ-700	65	EWB	4895	7/28/15 22:04	BUF	5174	7/29/15 7:50	A1990/D2059	
US	US	B-737-700WL	143	PHX	412	7/28/15 22:07	PHX	503	7/29/15 7:35	A3129/D2839	
AA	AA	A-320	150	DFW	1418	7/28/15 22:14	DFW	2215	7/29/15 7:50	A955/D198	
DL	DL	B-737-800WL	160	LAX	30035	7/28/15 22:16	LAX	30035	7/29/15 7:10	x114	
B6	B6	E190	100	BOS	1837	7/28/15 22:27	BOS	1836	7/29/15 6:30	A536/D1182	
WN	WN	B-737-800WL	175	STL	1633	7/28/15 22:30	LAS	2059	7/29/15 7:50	A3115/D2933	
DL	DL	B-737-900WL	180	ATL	1683	7/28/15 22:44	MIA	1829	7/29/15 7:38	A2661/D406	
DL	DL	B-787-8	250	ATL	1683	7/28/15 22:44	ATL	1893	7/29/15 8:30	A798/D1139	
NK	NK	A-320	178	RSW	678	7/28/15 22:45	DEN	975	7/29/15 7:10	A3297/D3281	
US	US	E190	99	PHL	1744	7/28/15 22:50	PHL	1933	7/29/15 7:11	A2844/D3307	
DL	9E	CRJ-900	76	JFK	4020	7/28/15 22:54	DFW	3467	7/29/15 7:26	A449/D582	
DL	EV	CRJ-700	65	ORD	4941	7/28/15 22:54	MDW	5390	7/29/15 7:45	A2708/D1495	
DL	DL	A-321	187	JFK	30004	7/28/15 22:55	JFK	30004	7/29/15 8:37	x121	
NK	NK	A-321	218	MCI	20013	7/28/15 23:04	MCI	20013	7/29/15 7:50	x112	
WN	WN	B-737-700WL	143	DEN	746	7/28/15 23:05	ATL	2593	7/29/15 6:55	A2983/D2808	
NK	NK	A-320	178	IAH	906	7/28/15 23:09	FLL	417	7/29/15 6:30	A2914/D3107	
NK	NK	A-320	178	FLL	380	7/28/15 23:15	LGA	316	7/29/15 6:10	A2830/D2007	
WN	WN	B-737-800WL	175	MDW	30026	7/28/15 23:15	MDW	30026	7/29/15 6:25	x102	
NK	NK	A-319	145	DFW	734	7/28/15 23:21	ACY	341	7/29/15 8:30	A3151/D1527	
UA	S5	E175	70	EWB	3572	7/28/15 23:22	EWB	3575	7/29/15 5:55	A2964/D3156	
DL	DL	B-737-800WL	160	SEA	10903	7/28/15 23:30	SEA	10903	7/29/15 10:00	x111	
UA	UA	A-320	150	ORD	424	7/28/15 23:37	DEN	812	7/29/15 7:54	A3110/D2880	
US	YX	E175	80	DCA	4575	7/28/15 23:40	DCA	4593	7/29/15 7:35	A2958/D3210	
NK	NK	A-321	187	ATL	20011	7/28/15 23:44	ATL	20011	7/29/15 8:30	x107	
WN	WN	B-737-800WL	175	BNA	2160	7/28/15 23:45	BWI	1346	7/29/15 5:45	A2885/D2922	
NK	NK	A-319	145	BOS	109	7/28/15 23:46	BOS	110	7/29/15 7:00	A2926/D1526	
UA	YV	E175	76	IAD	4041	7/28/15 23:47	IAH	3804	7/29/15 7:39	A3079/D3090	
WN	WN	B-737-700WL	143	BWI	3830	7/28/15 23:50	PHX	6262	7/29/15 6:50	A2811/D2935	
US	US	A-320	150	CLT	1774	7/28/15 23:57	CLT	867	7/29/15 8:15	A1306/D2941	
DL	DL	B-737-800WL	160	LAX	2530	7/28/15 23:59	BOS	2437	7/29/15 7:25	A976/D415	
DL	DL	A-320	150	ATL	1290	7/29/15 0:04	LGA	1848	7/29/15 7:25	A1097/D521	
UA	YV	E175	76	IAH	5101	7/29/15 0:05	IAD	4036	7/29/15 5:45	A3048/D2730	
WN	WN	B-737-700WL	143	MDW	1009	7/29/15 0:10	DEN	2949	7/29/15 6:05	A2705/D2923	
DL	DL	B-737-800WL	160	MEX	10005	7/29/15 0:10	MEX	10005	7/29/15 12:00	x119	
WN	WN	B-737-800WL	175	PHX	4388	7/29/15 0:15	MDW	2326	7/29/15 6:25	A2013/D3066	
WN	WN	B-737-800WL	175	ATL	30044	7/29/15 0:15	ATL	30044	7/29/15 7:25	x104	
AA	AA	B-737-800	160	DFW	1069	7/29/15 0:16	DFW	1241	7/29/15 6:10	A226/D815	
AA	YX	E175	76	ORD	4404	7/29/15 0:39	ORD	4271	7/29/15 5:45	A620/D508	
NK	NK	A-320	178	DEN	976	7/29/15 0:40	LAS	111	7/29/15 6:00	A3116/D3149	
UA	UA	A-320	150	DEN	296	7/29/15 0:45	ORD	769	7/29/15 7:41	A2841/D3340	
US	US	A-320	150	PHX	430	7/29/15 1:38	CLT	1780	7/29/15 6:55	A2967/D3227	
F9	F9	A-319	138	DEN	620	7/29/15 4:30	DEN	627	7/29/15 6:00	A1850/D2769	
NK	NK	A-320	178	LAS	788	7/29/15 4:56	IAH	939	7/29/15 7:30	A1954/D2832	
NK	NK	A-320	178	LAX	709	7/29/15 5:10	TPA	639	7/29/15 7:30	A2906/D3238	
DL	DL	B-737-900	180	SAN	1619	7/29/15 6:04	FLL	1604	7/29/15 7:35	A683/D1101	
DL	DL	B-737-900	180	PDX	1067	7/29/15 6:07	SFO	745	7/29/15 8:32	A146/D3199	
DL	DL	A-321	187	PHX	2582	7/29/15 6:10	MCO	1424	7/29/15 8:45	A52/D517	
DL	DL	B-737-900	180	SFO	310	7/29/15 6:12	SAN	833	7/29/15 8:39	A1199/D2309	
DL	DL	A-320	150	LAS	1979	7/29/15 6:22	DEN	1511	7/29/15 8:35	A2618/D625	
US	US	A-320	150	PHX	2018	7/29/15 6:27	PHX	667	7/29/15 11:45	A2881/D3310	
DL	DL	B-737-900	180	SEA	1491	7/29/15 6:28	SLC	367	7/29/15 8:40	A7/D2678	
DL	DL	E190	110	GRR	30003	7/29/15 6:35	GRR	30003	7/29/15 7:37	x71	
DL	DL	A-320	150	TVC	1707	7/29/15 6:35	MSP	1650	7/29/15 8:35	A687/D772	
DL	DL	A-321	187	LAX	1406	7/29/15 6:35	SEA	2423	7/29/15 8:37	A1274/D1025	
DL	9E	CRJ-900	76	LAN	3943	7/29/15 6:45	EWB	3909	7/29/15 7:40	A756/D1908	
DL	DL	E175	76	MBS	3547	7/29/15 6:48	SYR	3603	7/29/15 7:57	A1203/D1826	
DL	DL	A-320	150	GRR	1363	7/29/15 6:52	TVC	2508	7/29/15 8:41	A429/D499	
DL	DL	9E	CRJ-900	76	AZO	3613	7/29/15 6:53	BWI	3794	7/29/15 7:45	A1233/D2456
DL	OO	CRJ-900	76	PLN	4854	7/29/15 6:53	IAD	4739	7/29/15 7:50	A1730/D1625	
DL	OO	CRJ-900	76	ESC	7368	7/29/15 6:53	APN	7369	7/29/15 8:40	A3030/D2990	
DL	OO	CRJ-900	76	FWA	4667	7/29/15 6:54	FWA	4554	7/29/15 8:47	A2267/D3251	
DL	9E	CRJ-900	76	CAK	3519	7/29/15 6:55	AUS	3592	7/29/15 8:33	A531/D2262	
DL	9E	CRJ-900	76	DAY	3775	7/29/15 6:55	OMA	3855	7/29/15 8:35	A1750/D1010	
DL	9E	CRJ-900	76	GSP	30064	7/29/15 6:55	GSP	30064	7/29/15 8:35	x94	
DL	DL	CRJ-900	76	SBN	4650	7/29/15 6:55	SBN	4756	7/29/15 8:49	A2025/D1333	
DL	DL	B-787-8	250	GRU	52	7/29/15 7:02	FRA	86	7/29/15 19:56	A3211/D3075	
DL	9E	CRJ-900	76	ITH	3837	7/29/15 7:20	IND	3923	7/29/15 8:35	A1968/D2208	
DL	DL	CS-100	110	PHL	2489	7/29/15 7:24	ORD	2017	7/29/15 8:46	A891/D105	
DL	DL	CS-100	110	DCA	2556	7/29/15 7:29	STL	652	7/29/15 8:51	A417/D3327	
US	US	E190	99	DCA	10004	7/29/15 7:30	DCA	10004	7/29/15 8:20	x94	
DL	EV	CRJ-900	76	BGM	4896	7/29/15 7:34	EVV	5062	7/29/15 8:31	A1578/D2403	
DL	DL	B-737-900	180	BWI	1937	7/29/15 7:37	FLL	1804	7/29/15 10:00	A238/D520	
DL	OO	CRJ-900	76	CUJ	4637	7/29/15 7:39	LAN	4751	7/29/15 8:52	A137/D1896	
DL	DL	A-320	150	PIT	2						

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 3

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	DL	B-737-800WL	160	RDU	2792	7/29/15 7:42	RSW	853	7/29/15 8:27	A785/03018
DL	9E	CRJ-900	76	MDT	4110	7/29/15 7:42	MBS	3565	7/29/15 8:47	A1867/01089
DL	OO	CRJ-900	76	LEX	4771	7/29/15 7:43	MSN	4652	7/29/15 8:31	A2399/02318
DL	OO	CRJ-900	76	ATW	30073	7/29/15 7:43	ATW	30073	7/29/15 8:31	x30
DL	EV	CRJ-900	65	YYZ	5309	7/29/15 7:45	YUL	5234	7/29/15 8:40	A3266/02221
DL	9E	CRJ-900	76	MDT	3827	7/29/15 7:46	JFK	4088	7/29/15 8:35	A3246/01831
DL	9E	CRJ-900	76	PLN	30067	7/29/15 7:46	PLN	30067	7/29/15 8:35	x33
DL	EV	CRJ-700	65	IAD	4912	7/29/15 7:46	ORF	5319	7/29/15 8:48	A1512/01702
DL	EV	CRJ-700	65	CLE	5182	7/29/15 7:47	EWR	5188	7/29/15 8:50	A2272/02814
DL	9E	CRJ-900	76	IND	3626	7/29/15 7:48	SAT	3488	7/29/15 8:40	A1321/01879
UA	OO	E175	76	CIU	30058	7/29/15 7:48	CIU	30058	7/29/15 8:40	x46
DL	9E	CRJ-900	76	CVG	3747	7/29/15 7:48	CLE	4143	7/29/15 8:50	A2509/02313
DL	EV	CRJ-700	65	ALB	4995	7/29/15 7:48	YUL	5232	7/29/15 10:00	A2350/02110
DL	DL	A-321	187	GRR	2509	7/29/15 7:49	LAS	2316	7/29/15 8:40	A197/01143
DL	9E	CRJ-900	76	SYR	3830	7/29/15 7:49	PIT	3716	7/29/15 10:00	A2148/02507
DL	9E	E175	76	SBN	30060	7/29/15 7:49	SBN	30060	7/29/15 10:00	x97
DL	EV	CRJ-700	65	ELM	4922	7/29/15 7:49	PWM	5445	7/29/15 10:05	A2747/02276
DL	DL	A-320	150	CLT	1849	7/29/15 7:50	CUN	711	7/29/15 8:55	A433/02722
DL	9E	CRJ-900	76	EWR	3714	7/29/15 7:50	MEM	3509	7/29/15 10:01	A1856/01231
DL	DL	B-737-800WL	160	BDL	1480	7/29/15 7:51	DFW	1844	7/29/15 8:38	A847/0407
DL	9E	CRJ-900	76	SWF	3993	7/29/15 7:52	AZO	3564	7/29/15 8:54	A2427/01006
DL	CP	E175	76	SDF	5708	7/29/15 7:52	MTY	5756	7/29/15 9:05	A1788/01818
DL	DL	B-737-800WL	160	MSP	30046	7/29/15 7:52	MSP	30046	7/29/15 9:05	x88
DL	EV	CRJ-900	76	SCE	4909	7/29/15 7:53	CHA	4983	7/29/15 8:56	A2298/02217
DL	9E	CRJ-900	76	HPN	3704	7/29/15 7:53	SWF	4156	7/29/15 10:20	A1378/02130
DL	DL	A-320	150	BOS	2079	7/29/15 7:54	LGA	1165	7/29/15 10:02	A48/02656
DL	DL	A-321	187	LGA	10001	7/29/15 7:55	LGA	10001	7/29/15 8:45	x39
DL	9E	E175	76	BWI	20015	7/29/15 7:55	BWI	20015	7/29/15 8:55	x65
DL	DL	B-737-700WL	143	LGA	731	7/29/15 7:56	GRB	1332	7/29/15 10:07	A1948/0791
DL	EV	CRJ-700	65	BTV	5044	7/29/15 7:58	RIC	5061	7/29/15 10:06	A1444/01784
DL	DL	B-737-800WL	160	PVD	2490	7/29/15 7:59	MSY	2540	7/29/15 8:44	A273/0436
DL	G7	CRJ-700	65	YUL	6278	7/29/15 7:59	BUF	6233	7/29/15 14:00	A3325/02527
WN	WN	B-737-700WL	143	MDW	290	7/29/15 8:00	STL	290	7/29/15 8:35	A3303/02873
DL	OO	CRJ-900	76	MKE	4528	7/29/15 8:00	IAH	4593	7/29/15 8:49	A1434/01894
DL	OO	CRJ-900	76	MDT	30072	7/29/15 8:00	MDT	30072	7/29/15 8:49	x32
DL	DL	CS-100	110	ESC	30008	7/29/15 8:00	ESC	30008	7/29/15 8:55	x122
DL	EV	CRJ-900	76	AVP	5496	7/29/15 8:00	MDT	5314	7/29/15 8:56	A1875/02488
DL	EV	CRJ-700	65	RIC	5189	7/29/15 8:00	ELM	5477	7/29/15 10:08	A2029/02081
DL	9E	CRJ-900	76	CWA	3553	7/29/15 8:05	TPS	3606	7/29/15 8:58	A2260/01347
AA	AA	CRJ-700	63	LGA	3101	7/29/15 8:47	LGA	3101	7/29/15 9:39	A115/0590
DL	DL	CS-100	110	ATW	1950	7/29/15 8:56	TVC	344	7/29/15 10:15	A1283/0581
DL	DL	A-319	124	GRB	1906	7/29/15 8:57	ORD	564	7/29/15 10:24	A971/02249
US	ZW	CRJ-900	76	PHL	3832	7/29/15 9:00	PHL	3832	7/29/15 9:59	A3128/02786
DL	EV	CRJ-900	76	CID	5228	7/29/15 9:02	BHM	4936	7/29/15 10:05	A2188/01937
DL	9E	CRJ-900	76	PWM	3723	7/29/15 9:04	SYR	3940	7/29/15 10:28	A2042/01503
WN	WN	B-737-700WL	143	BWI	651	7/29/15 9:05	MDW	651	7/29/15 9:40	A2546/02572
DL	9E	CRJ-900	76	ORF	4179	7/29/15 9:06	MHT	3542	7/29/15 10:12	A1692/01456
DL	DL	B-737-700WL	143	EWR	2364	7/29/15 9:09	BOS	2523	7/29/15 10:07	A526/01555
DL	9E	CRJ-900	76	MHT	3655	7/29/15 9:10	HPN	3700	7/29/15 10:30	A1477/0280
DL	DL	A-320	150	PHL	1322	7/29/15 9:11	MSP	52	7/29/15 10:00	A2657/02273
DL	EV	CRJ-900	76	CHS	5078	7/29/15 9:11	ABE	5018	7/29/15 10:07	A2711/01754
DL	EV	CRJ-900	76	BHM	4898	7/29/15 9:12	SCE	4892	7/29/15 10:10	A1991/01628
DL	DL	A-320	150	DCA	964	7/29/15 9:12	DCA	1744	7/29/15 10:23	A2725/0569
DL	DL	B-737-800WL	160	LGA	831	7/29/15 9:13	TPA	1703	7/29/15 10:00	A3274/0519
DL	EV	CRJ-700	65	MDW	5410	7/29/15 9:13	BTY	4878	7/29/15 10:18	A2821/02465
DL	OO	CRJ-900	76	BNA	4569	7/29/15 9:13	BTV	4466	7/29/15 10:20	A1671/01394
DL	G7	CRJ-700	70	STL	6235	7/29/15 9:14	PHN	6231	7/29/15 8:00	A3829/01397
DL	DL	B-737-900WL	180	MSN	992	7/29/15 9:15	ATL	1715	7/29/15 10:00	A3033/01104
AA	AA	E175	76	ORD	20019	7/29/15 9:15	ORD	20019	7/29/15 10:13	x61
DL	DL	A-319	124	EVV	905	7/29/15 9:15	ALB	688	7/29/15 10:26	A3293/02889
AA	YX	E175	76	ORD	4281	7/29/15 9:16	ORD	4281	7/29/15 10:25	A1209/01070
DL	DL	B-737-800WL	160	MCO	30030	7/29/15 9:16	MCO	30030	7/29/15 10:25	x85
DL	DL	A-319	124	BGR	2444	7/29/15 9:16	BNA	883	7/29/15 10:28	A127/01298
DL	DL	E175	76	IND	3382	7/29/15 9:17	MKE	5895	7/29/15 10:10	A1960/02251
DL	DL	A-320	150	ORD	2050	7/29/15 9:19	MSN	2552	7/29/15 10:05	A995/0807
DL	9E	CRJ-900	76	DSM	3595	7/29/15 9:19	IND	3727	7/29/15 10:13	A1882/01480
DL	DL	A-320	150	JAX	835	7/29/15 9:20	PBI	1930	7/29/15 10:11	A1931/016
DL	DL	B-737-700WL	143	MCI	1344	7/29/15 9:20	PVD	816	7/29/15 10:12	A793/02281
DL	DL	B-737-700WL	143	MEM	1531	7/29/15 9:21	CLT	1629	7/29/15 10:17	A795/0883
DL	DL	B-787-8	250	ATL	2005	7/29/15 9:21	AMS	136	7/29/15 19:54	A1055/0485
DL	SS	E170	69	SDF	3288	7/29/15 9:23	CMH	4324	7/29/15 10:23	A2498/02315
DL	OO	CRJ-900	76	SBN	4750	7/29/15 9:24	ATW	4665	7/29/15 10:21	A2518/01389
DL	OO	CRJ-900	76	MKE	4510	7/29/15 9:25	DSM	4811	7/29/15 10:21	A1544/01915
DL	CP	E175	76	OMA	5818	7/29/15 9:25	EWR	5837	7/29/15 10:25	A1655/01710
DL	DL	CRJ-900	76	DFW	30048	7/29/15 9:25	DFW	30048	7/29/15 10:25	x66
DL	DL	B-737-700WL	143	BOS	1135	7/29/15 9:28	RDU	1366	7/29/15 10:22	A736/0121
DL	DL	B-737-800WL	160	MSP	557	7/29/15 9:30	BWI	1536	7/29/15 10:27	A2795/01049
DL	DL	B-737-800WL	160	SLC	30039	7/29/15 9:30	SLC	30039	7/29/15 10:27	x59
DL	DL	B-737-800WL	160	LAX	30040	7/29/15 9:30	LAX	30040	7/29/15 10:27	x60
DL	DL	A-321	187	MCO	1928	7/29/15 9:30	MEX	557	7/29/15 10:30	A940/01944
DL	DL	A-321	187	JFK	30006	7/29/15 9:35	JFK	30006	7/29/15 10:37	x72
US	YX	E175	80	CLT	4542	7/29/15 9:38	CLT	4542	7/29/15 10:25	A3361/03362
US	YX	E175	80	GRR	30054	7/29/15 9:38	GRR	30054	7/29/15 10:25	x28
UA	YV	CRJ-700	70	IAD	3980	7/29/15 9:50	IAD	5109	7/29/15 10:25	A3109/03209
B6	B6	E190	100	BOS	1137	7/29/15 9:51	BOS	2036	7/29/15 10:27	A510/0876
NK	NK	A-320	150	BOS	322	7/29/15 9:51	BOS	322	7/29/15 10:27	A510/0876
DL	9E	E175	76	STL	20025	7/29/15 9:51	STL	20025	7/29/15 10:27	x13
NK	NK	A-320	150	IAH	30076	7/29/15 9:51	IAH	30076	7/29/15 10:41	x15
UA	OO	E175	76	ORD	5586	7/29/15 9:53	ORD	6200	7/29/15 10:28	A2803/02871
UA	OO	E175	76	IAD	30031	7/29/15 9:53	IAD	30031	7/29/15 10:28	x8
AC	QK	CRJ-900	76	YYZ	8021	7/29/15 9:55	YYZ	8022	7/29/15 10:55	A959/0676
UA	UA	B-737-800WL	160	IAH	10006	7/29/15 9:58	IAH	10006	7/29/15 13:00	x99
DL	9E	E175	76	SBN	30059	7/29/15 10:00	SBN	30059	7/29/15 10:55	x52
US	ZW	CRJ-900	76	DCA	3745	7/29/15 10:00	DCA	3745	7/29/15 10:59	A3308/02011
DL	DL	A-350-900	350	ICN	158	7/29/15 10:11	NRT	275	7/29/15 13:55	A353/0977
NK	NK	A-320	178	FLL	511	7/29/15 10:15	LAS	511	7/29/15 11:10	A2590/02119
DL	DL	B-787-8	250	AMS	133	7/29/15 10:30	PEK	189	7/29/15 12:55	A652/0293
DL	DL	A-321	187	FLL	1904	7/29/15 10:53	RSW	2177	7/29/15 12:05	A1170/01106
WN	WN	B-737-800WL	175	BWI	30027	7/29/15 10:55	BWI	30027	7/29/15 12:00	x76
DL	9E	CRJ-900	76	CVG	3560	7/29/15 10:56	DCA	3431	7/29/15 12:02	A1535/01619
DL	DL	B-737-900WL	180	MCO	275	7/29/15 10:59	MCO	2028	7/29/15 12:21	A1082/0382
US	YX	E175	80	PHL	4590	7/29/15 11:00	PHL	4590	7/29/15 11:31	A2777/02733
DL	SS	E175	76	SDF	30049	7/29/15 11:00	SDF	30049	7/29/15 11:31	x1
DL	DL	A-320	150	BDL	1120	7/29/15 11:01	MKE	2357	7/29/15 12:00	A454/0974
DL	EV	CRJ-700	65	ELM	5014	7/29/15 11:02	ORF	5364	7/29/15 12:07	A1783/03190
DL	9E	CRJ-900	76	CLE	4143	7/29/15 11:02	ORF	4129	7/29/15 12:16	A1880/01691
AA	AA	CRJ-700	63	LGA	3548	7/29/15 11:05	LGA	3548	7/29/15 11:55	A283/0

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 3

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	DL	CS-100	110	BWI	30013	7/29/15 11:08	BWI	30013	7/29/15 12:05	x57
DL	DL	B-737-900	180	ATL	629	7/29/15 11:08	SFO	2621	7/29/15 12:15	A2252/D304
DL	DL	A-320	150	ORD	1319	7/29/15 11:09	LAS	2317	7/29/15 12:05	A789/O1194
AA	AA	A-320	150	DFW	1280	7/29/15 11:10	DFW	1280	7/29/15 12:20	A1011/D1264
US	JIA	CRJ-900	76	CLT	5209	7/29/15 11:11	CLT	5209	7/29/15 11:55	A2599/D2932
DL	9E	CRJ-900	76	YXZ	4062	7/29/15 11:12	ORD	3443	7/29/15 12:10	A1567/D1258
DL	DL	E190	110	OKC	30057	7/29/15 11:12	OKC	30057	7/29/15 12:10	x63
DL	OO	CRJ-900	76	LAN	4751	7/29/15 11:12	CIU	4679	7/29/15 12:12	A2464/D1471
DL	EV	CRJ-700	65	BUF	5174	7/29/15 11:14	OMA	5105	7/29/15 12:08	A1942/D2437
DL	OO	CRJ-900	76	IAD	4739	7/29/15 11:14	PLN	4666	7/29/15 12:14	A2517/D1695
DL	9E	E175	76	ROC	3767	7/29/15 11:14	MQT	3627	7/29/15 13:46	A2424/D1035
WN	WN	B-737-800WL	175	STL	376	7/29/15 11:15	BWI	376	7/29/15 11:50	A2968/D2861
DL	DL	CS-100	110	IAH	2159	7/29/15 11:15	TVC	1385	7/29/15 12:01	A19/D1047
DL	EV	CRJ-700	65	RDU	5508	7/29/15 11:15	GRR	5609	7/29/15 12:10	A2682/D2112
DL	DL	A-320	150	LGA	583	7/29/15 11:16	SLC	1882	7/29/15 12:16	A3136/D409
DL	EV	CRJ-700	65	MDW	5390	7/29/15 11:17	IAH	5326	7/29/15 12:22	A2189/D2489
DL	DL	B-737-700WL	143	AUS	1352	7/29/15 11:18	LGA	1548	7/29/15 11:58	A596/D1100
DL	OO	CRJ-900	76	MSN	4642	7/29/15 11:18	MDW	4529	7/29/15 12:05	A1895/D1778
DL	OO	CRJ-900	76	DAY	30071	7/29/15 11:18	DAY	30071	7/29/15 12:05	x27
DL	DL	A-319	124	SAT	1439	7/29/15 11:18	BNA	1727	7/29/15 12:06	A1275/D603
DL	DL	B-737-800WL	160	DEN	1610	7/29/15 11:18	DEN	1645	7/29/15 12:10	A461/D1103
DL	S5	E175	76	DFW	5886	7/29/15 11:18	DFW	6013	7/29/15 12:17	A2851/D2226
DL	S5	E175	76	CMH	30041	7/29/15 11:18	CMH	30041	7/29/15 12:17	x63
DL	DL	B-737-900	180	MSP	1474	7/29/15 11:20	LAX	1719	7/29/15 12:20	A350/D828
AA	YX	E175	76	ORD	4353	7/29/15 11:21	ORD	4391	7/29/15 12:00	A200/D3
AA	YX	E175	76	DCA	30050	7/29/15 11:21	DCA	30050	7/29/15 12:00	x19
UA	YV	E175	76	IAH	3786	7/29/15 11:22	IAH	3787	7/29/15 11:57	A2976/D2936
UA	YV	E175	76	IAD	30038	7/29/15 11:22	IAD	30038	7/29/15 11:57	x9
DL	9E	CRJ-900	76	SVR	3603	7/29/15 11:22	HPN	3702	7/29/15 14:15	A1854/D1008
DL	OO	CRJ-700	65	FWA	4554	7/29/15 11:23	FWA	4858	7/29/15 12:07	A1545/D1439
DL	DL	CRJ-900	76	AZO	3564	7/29/15 11:23	ITH	3761	7/29/15 15:36	A533/D755
DL	DL	CS-100	110	BNA	1303	7/29/15 11:24	STL	1232	7/29/15 12:19	A1014/D258
DL	DL	A-319	124	TVC	2508	7/29/15 11:24	MCI	1997	7/29/15 12:20	A2363/D834
US	US	E190	99	CLT	20002	7/29/15 11:25	CLT	20002	7/29/15 12:20	x49
DL	DL	CS-100	110	PHL	537	7/29/15 11:27	PHL	565	7/29/15 12:24	A2713/D2302
DL	OO	CRJ-700	65	APN	7369	7/29/15 11:27	CVG	4512	7/29/15 13:56	A1686/D1973
DL	9E	CRJ-900	76	BWI	3794	7/29/15 11:28	MDT	4174	7/29/15 12:10	A1463/D2340
DL	DL	A-320	150	MKE	974	7/29/15 11:28	FLL	1282	7/29/15 12:15	A2091/D623
DL	9E	CRJ-900	76	CID	30070	7/29/15 11:28	CID	30070	7/29/15 12:28	x22
DL	9E	CRJ-900	76	EWR	3829	7/29/15 11:29	MBS	3483	7/29/15 12:12	A1565/D617
DL	DL	E190	110	IAD	30029	7/29/15 11:29	IAD	30029	7/29/15 12:12	x23
DL	9E	E175	76	IND	3923	7/29/15 11:29	ORF	3622	7/29/15 15:37	A1861/D2676
DL	DL	B-737-700WL	143	CLT	2615	7/29/15 11:30	BOS	1903	7/29/15 12:10	A576/D468
DL	DL	A-320	150	BOS	189	7/29/15 11:30	MSP	1096	7/29/15 12:20	A886/D907
DL	9E	CRJ-900	76	JFK	4119	7/29/15 11:30	AZO	3524	7/29/15 12:21	A1484/D1534
DL	9E	CRJ-900	76	PIT	3530	7/29/15 11:30	JFK	3479	7/29/15 13:45	A2204/D1533
DL	EV	E175	76	LEX	5148	7/29/15 11:30	BGM	5097	7/29/15 13:45	A1786/D1993
NK	NK	A-321	187	ATL	30002	7/29/15 11:35	ATL	30002	7/29/15 12:37	x69
NK	NK	A-320	178	LGA	475	7/29/15 11:36	MYR	851	7/29/15 12:27	A2973/D3336
F9	F9	A-320	168	IAD	1077	7/29/15 11:50	IAD	1076	7/29/15 12:35	A2726/D1607
WN	WN	B-737-700WL	143	ATL	4098	7/29/15 11:55	PHX	4098	7/29/15 12:35	A1314/D2969
DL	9E	CRJ-900	76	CAK	30068	7/29/15 11:55	CAK	30068	7/29/15 12:55	x17
NK	NK	A-320	178	IAH	20021	7/29/15 12:00	IAH	20021	7/29/15 12:50	x10
WN	WN	B-737-700WL	143	MDW	3664	7/29/15 12:10	ATL	3664	7/29/15 12:55	A3245/D2809
DL	DL	A-350-900	350	AMS	135	7/29/15 12:23	ICN	159	7/29/15 15:30	A208/D711
WN	WN	B-737-700WL	143	BNA	795	7/29/15 12:25	MDW	795	7/29/15 13:00	A2912/D3028
AA	AA	B-737-800WL	160	PHL	30061	7/29/15 12:30	PHL	30061	7/29/15 13:25	x53
UA	UA	B-737-800	160	MIA	1044	7/29/15 12:43	DFW	258	7/29/15 13:53	A646/D1208
DL	DL	B-737-800WL	160	SFO	30062	7/29/15 12:43	SFO	30062	7/29/15 13:53	x86
DL	DL	B-737-800WL	160	ATL	748	7/29/15 12:50	BOS	158	7/29/15 13:55	A2945/D352
DL	DL	B-787-8	250	PEK	188	7/29/15 12:50	AMS	132	7/29/15 16:06	A1020/D344
US	US	E190	99	PHL	1824	7/29/15 12:51	PHL	549	7/29/15 13:26	A2731/D3092
US	US	A-320	150	PHX	30077	7/29/15 12:51	PHX	30077	7/29/15 13:41	x10
NK	NK	A-320	150	MSP	30078	7/29/15 12:51	MSP	30078	7/29/15 13:41	x11
DL	EV	CRJ-900	76	CID	5194	7/29/15 12:51	YUL	5237	7/29/15 14:11	A1994/D1902
DL	DL	A-320	150	DFW	1358	7/29/15 12:53	ATL	541	7/29/15 13:45	A182/D2248
DL	DL	CS-100	110	STL	652	7/29/15 12:54	BGR	1323	7/29/15 13:48	A2686/D514
DL	EV	E175	76	MDT	5314	7/29/15 12:54	BHM	5129	7/29/15 14:11	A3212/D2484
B6	B6	E190	100	BOS	10010	7/29/15 12:55	BOS	10010	7/29/15 13:45	x35
DL	DL	B-737-900	180	SEA	1444	7/29/15 12:55	SEA	542	7/29/15 13:51	A263/D1704
DL	DL	A-320	150	LGA	2148	7/29/15 12:56	LGA	2231	7/29/15 13:51	A574/D496
DL	G7	CRJ-700	65	CVG	6307	7/29/15 12:56	PIT	6246	7/29/15 14:15	A2583/D2167
DL	EV	E175	76	EVV	5092	7/29/15 12:57	AVP	5152	7/29/15 15:25	A1809/D1758
DL	DL	B-737-800WL	160	MSP	736	7/29/15 12:59	LAX	895	7/29/15 13:50	A2759/D2088
DL	S5	E175	76	CMH	3296	7/29/15 12:59	CMH	3297	7/29/15 13:53	A85/D726
DL	EV	CRJ-700	65	YUL	5017	7/29/15 13:00	IND	4992	7/29/15 13:46	A3260/D2105
DL	DL	B-737-800WL	160	DCA	30032	7/29/15 13:00	DCA	30032	7/29/15 13:50	x43
DL	DL	A-320	150	SLC	790	7/29/15 13:01	MSP	1476	7/29/15 13:46	A1520/D1158
DL	EV	CRJ-700	65	ORF	5319	7/29/15 13:02	ELM	5449	7/29/15 13:50	A1417/D1705
DL	DL	CS-100	110	ORD	2658	7/29/15 13:02	BDL	1528	7/29/15 13:54	A946/D488
DL	DL	A-320	150	PHX	824	7/29/15 13:02	SLC	963	7/29/15 13:56	A1766/D3330
DL	DL	CS-100	110	TVC	392	7/29/15 13:03	EWR	392	7/29/15 14:01	A1717/D1175
DL	EV	CRJ-700	65	MCI	5335	7/29/15 13:04	PWM	4931	7/29/15 13:57	A1843/D1579
DL	CP	E175	76	LAN	30033	7/29/15 13:05	LAN	30033	7/29/15 13:55	x37
DL	DL	B-737-900WL	180	LAS	1932	7/29/15 13:05	FLL	1704	7/29/15 14:11	A1282/D919
DL	S5	E170	69	MKE	5895	7/29/15 13:06	MSN	5885	7/29/15 13:50	A1683/D3196
US	US	A-320	150	CLT	1923	7/29/15 13:06	CLT	1889	7/29/15 13:50	A2900/D2836
DL	EV	CRJ-700	65	SCE	4892	7/29/15 13:07	SCE	4872	7/29/15 15:29	A1917/D1977
DL	DL	A-320	150	GRB	1332	7/29/15 13:08	PVD	916	7/29/15 13:58	A963/D2585
DL	DL	CRJ-900	76	IAH	4053	7/29/15 13:09	MHT	3499	7/29/15 13:58	A1724/D2122
DL	DL	E190	110	IAH	30034	7/29/15 13:09	IAH	30034	7/29/15 13:58	x31
DL	EV	CRJ-900	76	OMA	4978	7/29/15 13:09	CLE	5151	7/29/15 14:11	A1673/D2813
DL	G7	CRJ-700	65	YYZ	6220	7/29/15 13:09	YUL	6298	7/29/15 19:40	A1739/D1601
DL	OO	CRJ-700	65	PLN	4466	7/29/15 13:10	DAY	4703	7/29/15 13:57	A1506/D2463
UA	OO	E175	76	ORD	5170	7/29/15 13:10	ORD	4996	7/29/15 14:00	A2784/D2856
DL	DL	E190	110	MKE	30051	7/29/15 13:10	MKE	30051	7/29/15 14:00	x44
DL	EV	CRJ-700	65	ELM	5477	7/29/15 13:13	ALB	4907	7/29/15 14:16	A3166/D3184
DL	EV	CRJ-700	65	MYR	5203	7/29/15 13:14	RIC	5043	7/29/15 15:22	A1733/D3261
DL	DL	A-320	150	BOS	338	7/29/15 13:15	CLT	1330	7/29/15 13:59	A112/D1129
VS	VS	A-330-300	266	LHR	107	7/29/15 13:15	LHR	108	7/29/15 17:50	A2012/D3056
DL	9E	CRJ-900	76	IND	3470	7/29/15 13:28	YYZ	4039	7/29/15 15:20	A1455/D2288
DL	DL	CRJ-900	76	MLI	30065	7/29/15 13:28	MLI	30065	7/29/15 15:20	x95
LH	LH	A-340-300	279	FRA	442	7/29/15 13:35	FRA	443	7/29/15 15:50	A3205/D2589
DL	DL	A-320	150	BDL	2122	7/29/15 13:39	RDU	1144	7/29/15 14:20	A1022/D1096
AC	ZX	B71900	18	YYZ	2273	7/29/15 13:41	YYZ	2274	7/29/15 14:05	A2602/D176
DL	DL	B-737-900WL	187	LAX	20008	7/29/15 13:59	LAX	20008	7/29/15 14:45	x25
DL	DL	B-737-800WL	160	ATL	10002	7/29/15 13:59	ATL	10002		

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 3

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
AA	YX	E175	76	ORD	4392	7/29/15 14:05	ORD	4392	7/29/15 14:39	A1071/088
UA	YV	CRJ-700	70	IAD	3991	7/29/15 14:07	IAD	3993	7/29/15 14:43	A3338/03046
AA	AA	CRJ-700	63	LGA	3519	7/29/15 14:08	LGA	3519	7/29/15 14:41	A873/0144
DL	DL	B-737-800WL	160	MSP	30022	7/29/15 14:08	MSP	30022	7/29/15 14:41	x2
DL	DL	CS-100	110	ORD	696	7/29/15 14:10	OKC	725	7/29/15 15:20	A2414/01790
DL	9E	CRJ-700	65	CWA	3561	7/29/15 14:13	MDT	3695	7/29/15 15:40	A1852/01375
UA	YV	E175	76	IAH	5116	7/29/15 14:14	IAH	3988	7/29/15 14:51	A2977/03072
DL	9E	CRJ-900	76	ROC	3977	7/29/15 14:15	SAT	3523	7/29/15 15:23	A588/01066
DL	9E	CRJ-900	76	ERI	927	7/29/15 14:15	ERI	927	7/29/15 15:23	A588/01066
DL	DL	B-737-800WL	160	BWI	1536	7/29/15 14:17	BOS	188	7/29/15 15:20	A374/0357
DL	DL	B-737-800WL	160	FLL	30011	7/29/15 14:17	FLL	30011	7/29/15 15:20	x74
DL	DL	CS-100	110	PHL	1962	7/29/15 14:18	DCA	651	7/29/15 15:25	A1192/02036
DL	9E	CRJ-900	76	CLE	3878	7/29/15 14:18	ATW	3784	7/29/15 15:26	A587/02380
DL	DL	CS-100	110	GSP	30063	7/29/15 14:18	GSP	30063	7/29/15 15:26	x84
DL	9E	CRJ-700	65	SWF	4156	7/29/15 14:19	PIA	3868	7/29/15 15:41	A2150/01969
DL	DL	B-737-900	180	SFO	854	7/29/15 14:20	ORD	2629	7/29/15 15:22	A3103/081
DL	SS	E170	69	IAD	4338	7/29/15 14:20	SYR	3392	7/29/15 15:33	A2047/01562
DL	DL	A-320	150	DCA	1631	7/29/15 14:21	LAS	1490	7/29/15 15:20	A41/01048
DL	DL	A-319	124	BNA	883	7/29/15 14:21	GRB	1968	7/29/15 15:45	A2961/0104
DL	OO	CRJ-700	65	FWA	4858	7/29/15 14:23	SBN	4683	7/29/15 15:25	A1577/01509
DL	DL	A-320	150	RDU	1366	7/29/15 14:24	BWI	2418	7/29/15 15:20	A347/0109
DL	DL	B-737-900WL	180	SAN	2628	7/29/15 14:24	SEA	733	7/29/15 15:21	A27/02497
US	JIA	CRJ-900	76	CIU	30074	7/29/15 14:25	CIU	30074	7/29/15 15:25	x21
DL	DL	B-787-8	250	LAX	1506	7/29/15 14:25	LAX	1248	7/29/15 15:30	A709/D93
US	YX	E175	80	DCA	30052	7/29/15 14:26	DCA	30052	7/29/15 15:02	x12
AA	AA	B-737-800WL	160	MIA	30069	7/29/15 14:26	MIA	30069	7/29/15 15:16	x38
DL	DL	B-737-900	180	FLL	1604	7/29/15 14:26	SFO	373	7/29/15 15:32	A354/01481
DL	DL	A-320	150	CLT	1629	7/29/15 14:28	BNA	1287	7/29/15 15:20	A771/0232
DL	EV	CRJ-700	65	YUL	5021	7/29/15 14:29	CID	4975	7/29/15 15:30	A2139/02057
DL	9E	CRJ-900	76	MBS	3483	7/29/15 14:29	CVG	3505	7/29/15 15:31	A1373/02505
DL	DL	E190	110	LEX	30025	7/29/15 14:29	LEX	30025	7/29/15 15:31	x70
DL	9E	CRJ-700	65	HPN	3700	7/29/15 14:29	TPA	3983	7/29/15 15:46	A1036/01465
DL	9E	CRJ-700	65	SVR	3940	7/29/15 14:29	GRR	3754	7/29/15 15:55	A1723/01351
NK	NK	A-319	145	MSP	192	7/29/15 14:30	MSP	191	7/29/15 15:10	A1608/03278
DL	DL	B-737-900WL	180	MIA	1829	7/29/15 14:30	MCO	394	7/29/15 15:20	A689/03247
DL	EV	CRJ-700	65	GRR	5609	7/29/15 14:31	SAV	5235	7/29/15 15:36	A2163/03265
UA	SS	E170	70	EWR	3486	7/29/15 14:32	EWR	5131	7/29/15 15:08	A2897/03210
DL	EV	CRJ-700	65	BTX	4878	7/29/15 14:32	ELM	5590	7/29/15 15:40	A2074/02033
DL	OO	CRJ-700	65	DSM	4811	7/29/15 14:34	IAD	4611	7/29/15 15:26	A2151/02316
DL	EV	CRJ-700	65	RIC	5053	7/29/15 14:34	MDW	5366	7/29/15 15:42	A1872/01596
DL	DL	A-320	150	MSY	132	7/29/15 14:35	MSP	946	7/29/15 15:36	A118/01689
DL	DL	A-320	150	MKE	2082	7/29/15 14:36	MKE	1547	7/29/15 15:47	A550/0656
DL	OO	CRJ-900	76	MDW	4709	7/29/15 14:37	IAH	4670	7/29/15 15:26	A2432/01974
DL	EV	CRJ-700	65	PWM	5445	7/29/15 14:37	LIT	5363	7/29/15 15:49	A1338/02791
DL	DL	A-320	150	LGA	1145	7/29/15 14:38	BOL	1305	7/29/15 15:30	A92/D4
DL	SS	E175	76	CMH	3393	7/29/15 14:39	DFW	5910	7/29/15 15:27	A1115/03347
DL	SS	E175	76	ALB	30001	7/29/15 14:39	ALB	30001	7/29/15 15:27	x29
DL	DL	A-320	150	TPA	1959	7/29/15 14:39	DEN	1854	7/29/15 15:57	A994/046
DL	DL	B-737-900WL	180	MCO	1424	7/29/15 14:40	TPA	1621	7/29/15 15:30	A965/0121
B6	B6	E190	100	BOS	20022	7/29/15 14:40	BOS	20022	7/29/15 15:30	x41
DL	DL	A-320	150	PVD	816	7/29/15 14:40	EWR	2643	7/29/15 15:42	A1765/0501
DL	CP	E175	76	EWR	5837	7/29/15 14:41	AUS	5711	7/29/15 15:34	A2719/03097
DL	CP	E175	76	SWF	30053	7/29/15 14:41	SWF	30053	7/29/15 15:34	x47
DL	9E	CRJ-900	76	AZO	3524	7/29/15 14:43	IND	3581	7/29/15 15:35	A1474/01422
DL	9E	CRJ-900	76	AZO	30875	7/29/15 14:43	AZO	30075	7/29/15 15:49	x83
DL	DL	B-777-200	291	FRA	87	7/29/15 14:43	GRU	53	7/29/15 15:58	A2255/02358
DL	9E	CRJ-900	76	MHT	3542	7/29/15 14:44	ROC	3526	7/29/15 15:38	A1169/02417
DL	EV	E175	76	BHM	4936	7/29/15 14:44	EVV	5133	7/29/15 15:35	A2241/02438
DL	DL	A-320	150	BOS	159	7/29/15 14:44	MSN	1691	7/29/15 15:42	A988/0716
US	JIA	CRJ-900	76	CLT	5085	7/29/15 14:45	CLT	5085	7/29/15 15:25	A2648/02541
AA	AA	A-320	150	DFW	43	7/29/15 14:45	DFW	43	7/29/15 15:28	A396/0675
NK	NK	A-320	178	MSY	810	7/29/15 14:45	MSY	985	7/29/15 15:35	A2896/02697
DL	9E	CRJ-900	76	MEM	3986	7/29/15 14:48	DSM	4114	7/29/15 16:16	A135/01798
DL	DL	A-319	124	TVC	1385	7/29/15 14:49	OMA	2522	7/29/15 15:51	A152/01196
DL	DL	B-737-800WL	160	RSW	853	7/29/15 14:50	STL	2623	7/29/15 15:38	A2991/02364
DL	OO	CRJ-700	65	PLN	4666	7/29/15 14:50	APN	7367	7/29/15 15:40	A138/02037
DL	DL	A-320	150	DFW	1844	7/29/15 14:50	PHL	2622	7/29/15 15:50	A991/0387
DL	DL	B-737-900WL	180	SEA	379	7/29/15 14:50	SAN	766	7/29/15 15:52	A1093/02760
DL	DL	CRJ-700	65	CIU	4679	7/29/15 14:50	MBS	4559	7/29/15 15:53	A1332/02051
DL	DL	A-320	150	MSN	850	7/29/15 14:50	CLT	1057	7/29/15 15:55	A2633/0341
DL	9E	E175	76	CVG	3511	7/29/15 14:50	AZO	3616	7/29/15 16:35	A861/01349
DL	9E	CRJ-900	76	PIT	3452	7/29/15 14:50	STL	3661	7/29/15 17:12	A1744/01884
DL	DL	B-787-8	250	ATL	30016	7/29/15 14:53	ATL	30016	7/29/15 15:53	x58
NK	NK	A-321	218	DFW	20009	7/29/15 14:54	DFW	20009	7/29/15 15:50	x54
UA	UA	A-320	150	DEN	524	7/29/15 14:57	DEN	738	7/29/15 15:44	A3126/03112
NK	NK	A-319	145	MCI	816	7/29/15 14:59	MCI	913	7/29/15 15:50	A3207/02208
AA	YX	E175	76	CWA	30055	7/29/15 15:05	CWA	30055	7/29/15 15:39	x3
DL	DL	B-737-700WL	143	SLC	1763	7/29/15 15:05	LGA	2248	7/29/15 15:50	A1216/0412
DL	OO	CRJ-700	65	ESC	7402	7/29/15 15:05	FWA	4526	7/29/15 15:59	A2003/01727
UA	YV	E175	76	EWR	30045	7/29/15 15:14	EWR	30045	7/29/15 15:51	x16
NK	NK	A-320	178	LAS	188	7/29/15 15:15	LGA	188	7/29/15 16:05	A2641/03106
DL	DL	B-777-200	291	FCO	237	7/29/15 15:15	FCO	236	7/29/15 17:54	A975/D22
US	YX	E175	80	PHL	4581	7/29/15 15:26	PHL	4581	7/29/15 16:02	A3040/02883
AS	AS	B-737-900	181	SEA	792	7/29/15 15:30	SEA	793	7/29/15 16:40	A678/0875
DL	9E	CRJ-900	76	MDT	4174	7/29/15 15:36	LEX	3938	7/29/15 17:38	A2383/01327
UA	UA	A-321	187	EWR	20010	7/29/15 15:39	EWR	20010	7/29/15 16:26	x90
F9	F9	A-319	138	TTN	909	7/29/15 15:40	TTN	910	7/29/15 16:30	A3204/02828
DL	DL	E175	76	CID	3417	7/29/15 15:41	TVC	5871	7/29/15 16:16	A393/02825
DL	DL	A-350-900	350	AMS	137	7/29/15 15:41	AMS	138	7/29/15 17:00	A766/0317
DL	DL	A-350-900	350	NRT	276	7/29/15 15:44	AMS	134	7/29/15 18:42	A1255/0822
DL	DL	A-320	150	BNA	1727	7/29/15 15:46	MCI	1369	7/29/15 16:26	A850/0260
DL	DL	B-737-800WL	175	ATL	1608	7/29/15 15:50	ATL	1888	7/29/15 16:35	A265/01169
UA	G7	CRJ-700	70	ORD	3674	7/29/15 15:53	ORD	3696	7/29/15 16:28	A1304/02842
US	US	A-321	187	PHX	406	7/29/15 15:53	PHX	640	7/29/15 17:50	A2806/03064
WN	WN	B-737-700WL	143	MDW	2421	7/29/15 16:00	MDW	132	7/29/15 16:35	A2707/03302
DL	9E	CRJ-900	65	TYS	3939	7/29/15 16:00	GRR	3620	7/29/15 17:44	A2287/01423
DL	DL	A-330-200	234	NGO	630	7/29/15 16:03	PEK	189	7/30/15 12:30	A3014/0522
DL	DL	A-321	187	MSP	917	7/29/15 16:10	SFO	1658	7/29/15 17:47	A1301/0490
DL	9E	CRJ-900	76	JFK	4007	7/29/15 16:13	PIT	3900	7/29/15 17:42	A2311/01637
VS	VS	A-330-300	266	LHR	20003	7/29/15 16:15	LHR	20003	7/29/15 20:50	x101
AF	AF	A-340-300	275	CDG	378	7/29/15 16:15	CDG	377	7/29/15 21:35	A762/033
DL	EV	CRJ-700	65	ORF	5364	7/29/15 16:24	RDU	4911	7/29/15 17:28	A2359/01631
US	JIA	CRJ-900	76	CLT	5296	7/29/15 16:25	CLT	5296	7/29/15 17:05	A2884/03343
AA	AA	B-737-800	160	DFW	301	7/29/15 16:26	MIA	301	7/29/15 17:16	A172/0956
AA	AA	B-737-800	160	DFW	301	7/29/15 16:26	MIA	1270	7/30/15 7:00	A2601/0143
DL	SS	E175	76	CMH	3287	7/29/15 16:27	SBN	3317	7/29/15 17:26	A1226/01450
DL	DL	A-320</								

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 3

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	DL	B-737-900	180	SEA	815	7/29/15 16:39	SEA	2263	7/29/15 17:39	A2307/0973
DL	DL	B-737-900WL	180	MCO	2128	7/29/15 16:39	MCO	1405	7/29/15 17:45	A323/0598
DL	DL	B-787-8	250	SFO	1698	7/29/15 16:39	MSP	87	7/29/15 17:55	A935/02691
DL	DL	A-320	150	DEN	98	7/29/15 16:40	BNA	2328	7/29/15 17:27	A1769/01080
DL	DL	B-737-800	160	LAS	2376	7/29/15 16:40	LAS	1217	7/29/15 17:48	A303/0147
DL	DL	A-320	150	LGA	2335	7/29/15 16:41	BOS	1622	7/29/15 17:27	A413/01137
DL	DL	A-320	150	PBI	665	7/29/15 16:41	BOL	1204	7/29/15 17:48	A353/01152
DL	DL	A-320	150	SLC	2366	7/29/15 16:42	SLC	855	7/29/15 17:35	A1000/01604
DL	9E	CRJ-900	76	AUS	3466	7/29/15 16:43	CLE	3527	7/29/15 17:44	A250/01475
DL	9E	CRJ-900	76	DCA	3573	7/29/15 16:43	LAN	4065	7/29/15 17:49	A1772/02289
DL	S5	E175	76	DFW	3358	7/29/15 16:44	ORD	5980	7/29/15 17:36	A615/03140
DL	OO	CRJ-900	76	IAH	4708	7/29/15 16:46	MSN	4518	7/29/15 17:37	A139/01802
DL	9E	CRJ-900	76	BUF	3685	7/29/15 16:47	DSM	3597	7/29/15 19:38	A2205/01007
AA	AA	CRJ-700	63	LGA	3627	7/29/15 16:48	LGA	3627	7/29/15 17:30	A702/0759
DL	DL	A-319	124	MCI	1454	7/29/15 16:48	PHL	2162	7/29/15 17:36	A1132/049
DL	EV	CRJ-700	65	ELM	5449	7/29/15 16:49	MDW	5391	7/29/15 17:40	A2080/02162
DL	EV	CRJ-700	65	IND	4992	7/29/15 16:49	ELM	4921	7/29/15 17:43	A2137/01473
DL	EV	CRJ-900	76	SAT	5285	7/29/15 16:49	IAH	5385	7/29/15 17:43	A2487/02146
DL	9E	CRJ-700	65	MQT	3627	7/29/15 16:49	TYS	4096	7/29/15 19:36	A1206/02290
DL	OO	CRJ-700	65	FWA	4482	7/29/15 16:50	PLN	4532	7/29/15 17:25	A2265/01869
DL	DL	A-320	150	PHX	134	7/29/15 16:50	CVG	505	7/29/15 17:35	A234/02106
DL	DL	B-737-900	180	FLL	1804	7/29/15 16:50	LAX	954	7/29/15 17:45	A269/02724
DL	DL	B-737-900	180	LAX	1806	7/29/15 16:50	ATL	630	7/29/15 17:47	A320/02887
NK	NK	A-321	187	MSP	20012	7/29/15 16:50	MSP	20012	7/29/15 17:47	x55
DL	DL	B-737-800WL	160	PHL	30018	7/29/15 16:50	PHL	30018	7/29/15 17:50	x64
DL	EV	CRJ-700	65	YYZ	4880	7/29/15 16:50	ORD	4941	7/29/15 19:37	A2270/01644
DL	OO	CRJ-700	65	ATW	4602	7/29/15 16:51	SBN	4480	7/29/15 19:35	A2385/02264
NK	NK	A-321	187	DFW	30017	7/29/15 16:52	DFW	30017	7/29/15 17:40	x26
DL	S5	E175	76	LEX	3366	7/29/15 16:53	SDF	3335	7/29/15 17:46	A248/0334
DL	S5	E170	69	MSN	5885	7/29/15 16:54	IND	4337	7/29/15 17:39	A1928/01777
US	ZW	CRJ-700	65	DCA	4008	7/29/15 16:55	DCA	4008	7/29/15 17:24	A2775/02931
UA	YV	E175	76	IAH	3789	7/29/15 16:55	IAH	3991	7/29/15 17:34	A3282/03035
UA	YV	E175	76	ORD	30047	7/29/15 16:55	ORD	30047	7/29/15 17:34	x18
DL	DL	A-320	150	CVG	1820	7/29/15 16:55	PHX	2021	7/29/15 17:40	A990/0941
DL	EV	CRJ-700	65	BGM	5097	7/29/15 16:55	CAK	5015	7/29/15 17:49	A2352/01409
DL	DL	A-320	150	ATL	902	7/29/15 16:55	DFW	1947	7/29/15 17:50	A2636/01213
DL	9E	CRJ-900	76	ORD	3722	7/29/15 16:55	JFK	4098	7/29/15 19:45	A2508/0870
DL	DL	B-737-700WL	143	BOS	1926	7/29/15 16:57	MKE	2477	7/29/15 17:41	A606/0890
UA	S5	E170	70	EWR	3581	7/29/15 17:18	EWR	3507	7/29/15 17:53	A2997/03070
UA	UA	A-320	150	ORD	865	7/29/15 17:23	ORD	515	7/29/15 18:07	A2857/02567
DL	DL	A-320	150	CUN	712	7/29/15 17:24	LGA	582	7/29/15 19:50	A2116/01876
WN	WN	B-737-700WL	143	ATL	1899	7/29/15 17:30	ATL	1988	7/29/15 18:00	A3065/03131
AA	AA	A-320	150	DFW	1260	7/29/15 17:30	DFW	1260	7/29/15 18:50	A730/0422
US	YX	E175	80	PHL	4458	7/29/15 17:36	PHL	4458	7/29/15 18:10	A1309/02776
DL	DL	B-737-800WL	160	SEA	20014	7/29/15 17:39	SEA	20014	7/29/15 18:50	x87
DL	DL	A-330-200	234	AMS	139	7/29/15 17:40	NGO	629	7/30/15 12:23	A1155/03326
WN	WN	B-737-900WL	180	MDW	20005	7/29/15 17:50	MDW	20005	7/29/15 18:45	x50
NK	NK	A-320	178	LAS	388	7/29/15 17:53	FLL	388	7/29/15 18:44	A3332/03279
WN	WN	B-737-700WL	143	DEN	4106	7/29/15 17:55	MDW	4106	7/29/15 18:30	A2944/03042
DL	9E	CS-100	110	EWR	10008	7/29/15 17:59	EWR	10008	7/29/15 19:00	x67
DL	CP	E175	76	MTY	5776	7/29/15 18:03	SDF	5802	7/29/15 19:57	A2848/01945
DL	DL	CS-100	110	BDL	1528	7/29/15 18:04	BUF	1372	7/29/15 20:03	A1133/062
WN	WN	B-737-900WL	180	ATL	20020	7/29/15 18:05	ATL	20020	7/29/15 18:55	x40
AC	OK	DH8-100/200	37	YYZ	8023	7/29/15 18:10	YYZ	8024	7/29/15 18:35	A177/0509
WN	WN	B-737-700WL	143	PHX	501	7/29/15 18:10	BNA	501	7/29/15 18:50	A3305/02781
WN	WN	B-737-700WL	143	DEN	30021	7/29/15 18:10	DEN	30021	7/29/15 19:20	x20
DL	DL	B-737-900WL	180	MSP	53	7/29/15 18:10	SLC	1207	7/29/18:15	A1416/01238
DL	DL	A-350-900	350	PVG	582	7/29/15 18:13	PVG	583	7/30/15 12:18	A2034/01709
DL	DL	E190	110	IAD	20018	7/29/15 18:15	IAD	20018	7/29/15 19:00	x24
DL	OO	CRJ-700	65	MBS	4559	7/29/15 18:15	FWA	4761	7/29/15 19:39	A2295/01729
AA	AA	CRJ-700	63	ORD	3344	7/29/15 18:19	ORD	3344	7/29/15 18:54	A173/01040
DL	S5	E175	76	YOW	4279	7/29/15 18:19	MLI	3322	7/29/15 19:35	A1591/0439
DL	9E	CRJ-900	76	HPN	3702	7/29/15 18:19	CVG	3748	7/29/15 19:44	A864/01721
DL	DL	B-737-800	160	PHX	840	7/29/15 18:25	ATL	659	7/29/15 19:10	A1932/01741
DL	OO	CRJ-700	65	APN	7367	7/29/15 18:25	CIU	4784	7/29/15 20:02	A1929/01510
DL	9E	CRJ-900	76	MHT	3499	7/29/15 18:26	IND	3475	7/29/15 19:51	A1119/01063
DL	EV	CRJ-900	76	SCE	4872	7/29/15 18:27	AVP	5246	7/29/15 19:52	A2053/01995
US	US	A-320	150	CLT	1821	7/29/15 18:28	CLT	1981	7/29/15 19:20	A2956/03038
DL	DL	A-320	150	ROU	1144	7/29/15 18:28	EWR	1660	7/29/15 19:45	A538/0686
B6	B6	A-320	150	BOS	1237	7/29/15 18:29	BOS	1336	7/29/15 19:12	A2603/0201
DL	DL	B-737-800WL	160	ATL	1166	7/29/15 18:30	MCO	276	7/29/15 19:36	A287/0245
NK	NK	B-737-800WL	160	LAX	10007	7/29/15 18:30	LAX	10007	7/29/15 19:36	x77
DL	DL	A-321	187	IAH	30005	7/29/15 18:30	IAH	30005	7/29/15 19:36	x78
DL	DL	B-737-800WL	160	BOS	30009	7/29/15 18:30	BOS	30009	7/29/15 19:36	x80
DL	DL	B-737-800WL	160	DEN	30010	7/29/15 18:30	DEN	30010	7/29/15 19:36	x81
DL	DL	A-320	150	PVD	916	7/29/15 18:30	DCA	1220	7/29/15 19:50	A1300/0400
DL	EV	CRJ-700	65	ALB	4907	7/29/15 18:31	RIC	5091	7/29/15 19:37	A1472/01939
NK	NK	A-319	145	ACY	348	7/29/15 18:32	ATL	567	7/29/15 19:12	A3019/03280
DL	G7	CRJ-700	65	CLE	6302	7/29/15 18:33	STL	6231	7/29/15 19:46	A2582/03348
DL	G7	CRJ-700	65	CLE	6302	7/29/15 18:33	YYZ	6197	7/30/15 10:03	A1656/02305
DL	DL	A-319	124	BUF	1729	7/29/15 18:34	IAH	2641	7/29/15 20:11	A43/01109
DL	EV	CRJ-700	65	PWM	4931	7/29/15 18:35	BTW	5180	7/29/15 19:51	A2482/02404
DL	S5	E175	76	LAN	3337	7/29/15 18:36	ROC	5896	7/29/15 19:41	A504/02278
DL	9E	CRJ-700	65	SWF	3750	7/29/15 18:37	YYZ	4167	7/29/15 19:45	A1564/01357
DL	OO	CRJ-900	76	DAY	4717	7/29/15 18:37	MKE	4525	7/29/15 20:11	A2433/01868
DL	S5	E175	76	CMH	3302	7/29/15 18:38	ERI	3351	7/29/15 19:43	A672/01177
DL	OO	CRJ-900	76	SBN	4844	7/29/15 18:38	ESC	7386	7/29/15 21:30	A2519/02038
DL	DL	B-737-900WL	180	LAS	671	7/29/15 18:39	MSP	1055	7/29/15 19:45	A1297/0929
DL	EV	CRJ-900	76	BHM	5129	7/29/15 18:39	CID	5042	7/29/15 20:05	A2354/02156
DL	9E	CRJ-900	76	GRR	3754	7/29/15 18:40	MHT	3643	7/29/15 20:02	A1748/01883
DL	DL	CRJ-700	65	RIC	5109	7/29/15 18:41	CLE	5181	7/29/15 20:00	A2077/02470
DL	9E	CRJ-900	76	AZO	3616	7/29/15 18:42	ITH	4084	7/29/15 20:04	A1399/02395
DL	DL	B-737-900WL	180	MCO	138	7/29/15 18:42	FLL	21	7/29/15 20:10	A824/D18
DL	9E	CRJ-900	76	TYS	3692	7/29/15 18:43	AZO	3787	7/29/15 20:10	A1460/01380
DL	DL	CS-100	110	BGR	1323	7/29/15 18:43	SAT	1356	7/29/15 20:12	A233/0120
DL	DL	B-737-900WL	180	RSW	2177	7/29/15 18:44	PHX	2657	7/29/15 20:06	A193/01224
DL	DL	B-737-900	180	SAN	86	7/29/15 18:45	SEA	1823	7/29/15 19:40	A2634/0939
WN	WN	B-737-900WL	180	BWI	20006	7/29/15 18:45	BWI	20006	7/29/15 19:40	x51
DL	DL	B-737-800WL	160	DEN	1645	7/29/15 18:45	DEN	1155	7/29/15 19:49	A989/0229
DL	DL	A-320	150	BOS	1523	7/29/15 18:47	TPA	1225	7/29/15 19:53	A825/01153
DL	EV	CRJ-700	65	SAV	5096	7/29/15 18:48	PWM	4890	7/29/15 20:09	A1581/0140
DL	S5	E175	76	SDF	3379	7/29/15 18:49	YOW	4280	7/29/15 19:45	A1317/02513
DL	EV	CRJ-700	65	YUL	5025	7/29/15 18:49	ABE	4962	7/29/15 20:12	A2140/02709
DL	EV	CRJ-700	65	MDW	5360	7/29/15 18:49	ALB	5024	7/29/15 20:14	A1515/03186
DL	EV	CRJ-700	65	ELM	5590	7/29/15 18:49	MDW	5409	7/29/15 20:16	A2083/02753
DL	EV	CRJ-900	76	ANP	5152	7				

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 3

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
DL	DL	A-320	150	MKE	1547	7/29/15 18:53	PVD	2486	7/29/15 20:08	A986/0218
DL	G7	CRJ-700	65	PIT	6297	7/29/15 18:53	ROC	6303	7/30/15 10:02	A2764/01947
DL	S5	E175	76	GSO	3345	7/29/15 18:54	GSO	4317	7/29/15 20:05	A247/01891
DL	DL	A-319	124	GRB	1968	7/29/15 18:54	BGR	1409	7/29/15 20:13	A1077/0486
DL	9E	E175	76	MDT	3695	7/29/15 18:54	CWA	3556	7/29/15 20:16	A2390/02261
DL	9E	CRJ-900	76	LAC	3440	7/29/15 18:55	OKR	3672	7/29/15 20:20	A1333/06241
DL	DL	B-787-8	250	YVZ	2123	7/29/15 18:55	LHR	18	7/29/15 22:23	A880/07716
DL	EV	E175	76	EVV	5133	7/29/15 18:56	CHA	5436	7/29/15 20:15	A1292/01998
DL	EV	CRJ-900	76	ABE	5139	7/29/15 18:56	CHS	5164	7/29/15 20:24	A2219/02142
DL	DL	CS-100	110	EWR	1679	7/29/15 18:57	GRB	1699	7/29/15 20:19	A117/012
NK	NK	A-320	178	LGA	711	7/29/15 18:58	LAS	711	7/29/15 19:50	A1303/03334
DL	DL	B-737-700WL	143	MSN	1691	7/29/15 18:58	BOS	1237	7/29/15 20:05	A236/0428
DL	9E	CRJ-900	76	ITH	3761	7/29/15 18:58	HPN	3614	7/29/15 20:17	A2235/01034
DL	DL	A-350-900	350	SEA	282	7/29/15 18:59	SFO	1420	7/29/15 19:59	A2622/01017
DL	9E	CRJ-900	76	PIA	3868	7/29/15 18:59	SWF	3921	7/29/15 20:23	A2017/02044
DL	DL	A-320	150	CLT	1459	7/29/15 19:02	MEM	1487	7/29/15 20:07	A880/0210
DL	DL	B-737-700WL	143	BWI	2418	7/29/15 19:02	MCI	1331	7/29/15 20:22	A1249/01015
DL	EV	CRJ-700	65	CID	5064	7/29/15 19:02	ELM	5452	7/29/15 20:26	A1413/01874
UA	YV	E175	76	IAD	3728	7/29/15 19:03	IAD	4023	7/29/15 19:46	A2008/02598
DL	DL	B-737-900	180	SFO	745	7/29/15 19:03	PDX	1067	7/29/15 19:59	A2766/0203
DL	OO	CRJ-900	76	IAD	4611	7/29/15 19:03	PLN	4732	7/29/15 21:30	A1387/02344
DL	9E	CRJ-900	76	ATW	3455	7/29/15 19:03	MBS	3856	7/29/15 21:32	A1116/01381
DL	DL	CRJ-900	76	IND	3436	7/29/15 19:03	AZO	3776	7/29/15 21:37	A2627/01379
DL	DL	B-737-900	180	ORD	2629	7/29/15 19:04	SAN	1619	7/29/15 19:59	A500/01162
DL	DL	A-320	150	STL	2195	7/29/15 19:04	RDU	2809	7/29/15 20:21	A782/0633
DL	S5	E175	76	MLI	3415	7/29/15 19:04	SDF	3381	7/29/15 21:30	A1617/0530
DL	DL	A-320	150	PHL	2390	7/29/15 19:05	CLT	1989	7/29/15 19:55	A1144/01284
DL	DL	A-321	187	LAX	333	7/29/15 19:05	LAX	1644	7/29/15 20:07	A555/01277
DL	DL	E190	110	DCA	1688	7/29/15 19:05	GRR	2580	7/29/15 20:19	A773/0668
DL	DL	B-737-700WL	143	BNA	1287	7/29/15 19:05	AUS	2455	7/29/15 20:23	A788/0416
DL	DL	A-320	150	FLL	1282	7/29/15 19:05	JAX	988	7/29/15 20:24	A231/02171
DL	DL	B-737-900WL	180	SJC	1809	7/29/15 19:09	LAS	1917	7/29/15 19:59	A628/0523
DL	DL	A-320	150	LGA	2354	7/29/15 19:10	PHL	1749	7/29/15 20:25	A77/0775
DL	DL	A-320	150	ATL	20004	7/29/15 19:10	ATL	20004	7/29/15 20:25	x89
DL	DL	CS-100	110	LEX	30015	7/29/15 19:13	LEX	30015	7/29/15 20:42	x91
US	ZW	CRJ-900	76	PHL	3963	7/29/15 19:20	PHL	3963	7/29/15 20:20	A2919/01957
NK	NK	A-319	145	ATL	770	7/29/15 19:25	DFW	313	7/29/15 20:05	A3355/02801
DL	9E	CRJ-900	76	LAN	30066	7/29/15 19:36	LAN	30066	7/29/15 20:38	x73
NK	NK	A-320	178	MYR	852	7/29/15 19:40	LAX	706	7/29/15 20:30	A3034/02894
DL	DL	A-320	150	ATL	1267	7/29/15 19:40	ATL	2604	7/29/15 20:30	A1269/02223
DL	DL	E190	110	BWI	30014	7/29/15 19:43	BWI	30014	7/29/15 20:44	x68
WN	WN	B-737-700WL	143	LAS	1194	7/29/15 19:45	DEN	1283	7/29/15 20:20	A2942/03235
WN	WN	B-737-700WL	143	BNA	30023	7/29/15 19:45	BNA	30023	7/29/15 20:20	x6
US	US	B-737-700WL	143	CLT	2067	7/29/15 19:51	PHX	2067	7/29/15 20:55	A2596/02918
AA	AA	CRJ-700	63	LGA	3463	7/29/15 19:58	LGA	3052	7/30/15 6:10	A983/01068
DL	DL	B-737-800	160	MSP	1357	7/29/15 20:00	BWI	1737	7/30/15 7:45	A371/01215
WN	WN	B-737-700WL	143	MDW	4062	7/29/15 20:05	STL	4062	7/29/15 20:40	A3163/02924
WN	WN	B-737-700WL	143	PHX	30024	7/29/15 20:05	PHX	30024	7/29/15 20:40	x7
DL	DL	A-321	187	MEX	512	7/29/15 20:10	ATL	2794	7/30/15 7:25	A2187/0471
DL	OO	CRJ-900	76	PLN	4532	7/29/15 20:13	DAY	4507	7/29/15 21:34	A3250/01935
DL	9E	CRJ-900	76	LAN	3679	7/29/15 20:17	ORF	4132	7/29/15 21:41	A1426/01569
UA	OO	E175	76	ORD	6314	7/29/15 20:21	ORD	5545	7/30/15 6:00	A2938/02870
DL	DL	CS-100	110	OMA	664	7/29/15 20:22	EVV	734	7/29/15 21:33	A2227/03144
DL	9E	CRJ-900	76	DSM	4114	7/29/15 20:28	EWR	3438	7/29/15 21:42	A1355/0813
AA	YK	E175	76	ERI	30028	7/29/15 20:30	ERI	30028	7/29/15 21:36	x82
DL	9E	CRJ-900	76	PIT	3900	7/29/15 20:33	MDT	3828	7/29/15 21:48	A2512/01502
DL	EV	CRJ-900	76	CAK	5015	7/29/15 20:34	BGM	4910	7/29/15 21:35	A1332/01630
DL	DL	A-320	150	EWR	2643	7/29/15 20:35	BOS	1822	7/29/15 21:43	A2668/072
DL	DL	CRJ-900	76	CHA	5433	7/29/15 20:35	SCF	5293	7/29/15 21:49	A1293/02329
US	YX	E175	80	CLT	30056	7/29/15 20:36	CLT	30056	7/29/15 21:10	x4
DL	S5	E170	69	IND	4337	7/29/15 20:37	IND	3395	7/29/15 21:43	A1543/0474
DL	9E	CRJ-900	76	CMH	3549	7/29/15 20:39	SYR	3824	7/29/15 21:50	A1582/02739
DL	DL	B-737-700WL	143	MKE	2477	7/29/15 20:41	LGA	2131	7/29/15 21:45	A217/0239
DL	DL	B-737-900WL	180	TPA	1226	7/29/15 20:41	MIA	1829	7/30/15 7:38	A765/0213
DL	9E	CRJ-900	76	GRR	3620	7/29/15 20:42	ROC	3767	7/30/15 7:47	A444/02310
DL	EV	CRJ-700	65	LIT	5363	7/29/15 20:43	BMI	4984	7/29/15 21:37	A2576/01919
DL	OO	CRJ-900	76	MSN	4518	7/29/15 20:46	MKE	4818	7/29/15 21:41	A2069/01806
DL	DL	B-787-8	250	SFO	2520	7/29/15 20:46	LAX	1706	7/30/15 8:30	A1058/0920
DL	EV	CRJ-700	65	MDW	5391	7/29/15 20:47	MYR	5203	7/30/15 8:36	A2792/01553
DL	9E	CRJ-900	76	LEX	3938	7/29/15 20:49	CAK	3919	7/29/15 21:53	A2095/01383
DL	DL	A-319	126	MSP	20016	7/29/15 20:49	MSP	20016	7/29/15 21:53	x75
DL	DL	A-319	124	MCI	1369	7/29/15 20:51	DCA	2449	7/29/15 21:35	A516/0110
DL	DL	CS-100	110	OKC	725	7/29/15 20:52	ATW	550	7/29/15 21:36	A2228/03319
DL	DL	B-737-900WL	180	MCO	18	7/29/15 20:52	ATL	2283	7/30/15 6:00	A688/0157
DL	DL	A-320	150	CLT	1057	7/29/15 20:52	MSN	870	7/29/15 21:42	A512/03104
DL	DL	A-320	150	DEN	1410	7/29/15 20:53	PHL	2157	7/29/15 21:50	A38/0495
DL	DL	B-737-700WL	143	LGA	569	7/29/15 20:53	BNA	1565	7/29/15 21:52	A2164/069
WN	WN	B-737-700WL	143	MDW	30019	7/29/15 20:55	MDW	30019	7/29/15 21:30	x5
AA	AA	B-737-800WL	160	PHL	30037	7/29/15 20:55	PHL	30037	7/30/15 6:10	x115
DL	DL	CRJ-900	76	IAH	4502	7/29/15 20:57	LEX	4570	7/29/15 21:49	A2430/03252
DL	DL	E190	110	IAH	20017	7/29/15 20:57	IAH	20017	7/29/15 21:49	x45
DL	S5	E175	76	ORD	5986	7/29/15 20:58	CMH	5996	7/29/15 21:45	A2114/03324
DL	DL	A-320	150	PHL	2071	7/29/15 20:59	BDL	1495	7/29/15 21:45	A1172/039
DL	DL	B-737-900	180	SEA	2424	7/29/15 20:59	BWI	1436	7/29/15 22:00	A272/0966
DL	DL	A-320	150	MSY	2385	7/29/15 21:00	ORD	678	7/29/15 21:46	A803/02552
DL	DL	B-737-900WL	180	FLL	1704	7/29/15 21:00	GRR	1569	7/29/15 21:50	A102/0987
DL	9E	CRJ-900	76	DFW	3717	7/29/15 21:00	LAN	3774	7/29/15 21:59	A131/0865
DL	9E	CRJ-900	76	RDU	3663	7/29/15 21:00	RDU	3639	7/30/15 7:28	A1424/01539
DL	DL	CRJ-900	76	SAT	3563	7/29/15 21:00	YYZ	3724	7/30/15 7:30	A1881/0132
DL	DL	CS-100	110	DCA	1231	7/29/15 21:00	PHL	537	7/30/15 7:33	A1044/03269
DL	9E	CRJ-900	76	STL	3661	7/29/15 21:00	PIT	3617	7/30/15 7:34	A2283/02041
DL	DL	B-737-700WL	143	BDL	1346	7/29/15 21:00	BDL	2122	7/30/15 8:54	A119/01142
DL	CP	E175	76	IND	30042	7/29/15 21:03	IND	30042	7/29/15 22:57	x96
NK	NK	A-321	218	MCO	892	7/29/15 21:04	MCO	801	7/30/15 8:50	A1955/02907
DL	DL	B-737-900	180	LAX	1876	7/29/15 21:05	MSP	945	7/30/15 7:25	A1105/03294
DL	CP	E175	76	AUS	5706	7/29/15 21:07	CMH	5788	7/30/15 7:36	A3096/03195
DL	DL	B-737-800WL	160	ATL	1448	7/29/15 21:08	DCA	1218	7/30/15 7:34	A931/0455
DL	DL	A-320	150	BOS	1623	7/29/15 21:10	PIT	2656	7/29/15 22:09	A266/01557
DL	DL	CS-100	110	BWI	1637	7/29/15 21:10	BNA	1303	7/30/15 7:32	A1164/01270
DL	DL	A-320	150	LAS	2317	7/29/15 21:11	SFO	935	7/29/15 21:56	A217/01523
AA	YK	E175	76	ORD	4227	7/29/15 21:14	ORD	4403	7/30/15 8:00	A452/01151
DL	DL	A-320	150	BNA	865	7/29/15 21:24	TVC	1747	7/29/15 22:09	A2723/0432
NK	NK	A-321	187	MSP	30007	7/29/15 21:30	MSP	30007	7/29/15 22:36	x79
UA	YV	E175	76	IAH	5099	7/29/15 21:30	IAH	3776	7/30/15 6:10	A2898/03223
BE	B6	A-320	150	FLL	1580	7/29/15 21:42	FLL	1589	7/30/15 7:30	A60/0819
DL	DL	A-320	150	DCA	20001	7/29/15 21:50	DCA	20001	7/30/15 6:36	x109</

DTW FUTURE FLIGHT SCHEDULE - PLANNING ACTIVITY LEVEL 3

Published Carrier	Operator	Equipment	Seats	Arr Origin	Arr Flight Number	Arr Sch Time	Dep Destination	Dep Flight Number	Dep Sch Time	Tail Number
AA	AA	A-320	150	DFW	1418	7/29/15 22:14	DFW	2215	7/30/15 7:50	A423/0394
DL	DL	B-737-800WL	160	LAX	30035	7/29/15 22:16	LAX	30035	7/30/15 7:10	x113
NK	NK	A-320	178	TPA	646	7/29/15 22:18	DEN	975	7/30/15 7:10	A2695/02908
B6	B6	E190	100	BOS	1837	7/29/15 22:27	BOS	1836	7/30/15 6:30	A592/0735
WN	WN	B-737-800WL	175	STL	1633	7/29/15 22:30	LAS	2059	7/30/15 7:50	A2650/02981
DL	DL	A-320	150	SJC	2158	7/29/15 22:36	LGA	1848	7/30/15 7:25	A1286/0992
DL	DL	B-787-8	250	ATL	1683	7/29/15 22:44	ATL	1893	7/30/15 8:30	A798/01139
US	US	E190	99	PHL	1744	7/29/15 22:50	PHL	1933	7/30/15 7:11	A3080/02595
DL	9E	CRJ-900	76	JFK	4020	7/29/15 22:54	DFW	3467	7/30/15 7:26	A1353/01319
DL	EV	CRJ-700	65	ORD	4941	7/29/15 22:54	MDW	5390	7/30/15 7:45	A2402/02820
DL	DL	A-321	187	JFK	30004	7/29/15 22:55	JFK	30004	7/30/15 8:37	x120
NK	NK	A-321	218	MCI	20007	7/29/15 23:04	MCI	20007	7/30/15 7:50	x111
WN	WN	B-737-700WL	143	DEN	746	7/29/15 23:05	ATL	2593	7/30/15 6:55	A2960/03162
NK	NK	A-320	178	IAH	906	7/29/15 23:09	FLL	417	7/30/15 6:30	A2591/02560
NK	NK	A-320	178	FLL	380	7/29/15 23:15	LGA	316	7/30/15 6:10	A2559/03150
WN	WN	B-737-800WL	175	MDW	30026	7/29/15 23:15	MDW	30026	7/30/15 6:25	x103
NK	NK	A-319	145	DFW	734	7/29/15 23:21	ACY	341	7/30/15 8:30	A2173/02694
UA	SS	E170	70	EWR	3572	7/29/15 23:22	EWR	3575	7/30/15 5:55	A2728/03359
DL	DL	B-737-800WL	160	SEA	10003	7/29/15 23:30	SEA	10003	7/30/15 10:00	x118
UA	UA	A-320	150	ORD	424	7/29/15 23:37	DEN	812	7/30/15 7:54	A3284/03053
US	YX	E175	80	DCA	4575	7/29/15 23:40	DCA	4593	7/30/15 7:35	A2882/03309
NK	NK	A-321	187	ATL	20011	7/29/15 23:44	ATL	20011	7/30/15 8:30	x108
WN	WN	B-737-800WL	175	BNA	2160	7/29/15 23:45	BWI	1346	7/30/15 5:45	A3058/03317
NK	NK	A-319	145	BOS	109	7/29/15 23:46	BOS	110	7/30/15 7:00	A2639/02800
UA	YV	E175	76	IAD	4041	7/29/15 23:47	IAH	3804	7/30/15 7:39	A3306/03240
WN	WN	B-737-700WL	143	BWI	3830	7/29/15 23:50	PHX	6262	7/30/15 6:50	A3133/03365
US	US	A-320	150	CLT	1774	7/29/15 23:57	CLT	867	7/30/15 8:15	A3300/03130
DL	DL	B-737-800WL	160	LAX	2530	7/29/15 23:59	BOS	2437	7/30/15 7:25	A275/02620