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**CONGESTION DELAYS AT HUB AIRPORTS**

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by

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### Abstract

A deterministic model was developed to study the effects of inefficient scheduling on flight delays at hub airports. The model bases the delay calculation on published schedule data and on user-defined airport capacities. Data from the Official Airline Guide of May, 1977 and May, 1985 was used for the analysis. Twelve large airports were studied in the hopes of finding a correlation between airport delay due to congestion and hubs. Data for both time periods was analyzed for the twelve airports in order to find historical trends in the growth of hubbing.

Among the airports studied, those that were hubs had significantly more delays due to inefficient scheduling than the non-hubs, even for an equivalent number of operations. Also, these relative inefficiencies were shown to exist from hub to hub. Delays at hubs of similar size differed by up to 200 percent.

## Acknowledgements

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## **Chapter 1**

### **Introduction**

The passage of the Airline Deregulation Act of 1978 has transformed the United States' domestic airline infrastructure from a network emphasizing point-to-point service into one where the majority of service is provided within a hub-and-spoke network. Although the hub-and-spoke network has enabled the airlines to enter more markets and provide better service, it has placed a serious strain on the airports chosen as hubs. One manifestation of the increased demands on hub airports is the large number of delays due to congestion. The actual changes that the larger airports have undergone since deregulation will be discussed in this thesis. The analysis will be performed with a deterministic model that will indicate where delays are likely to occur because of peaks in scheduling. It will show that delays are caused in part by the practice of scheduling too many flight operations at an airport in too short a period of time.

## **Chapter 2**

### **The Transformation of the Industry**

The most important aspect of the Airline Deregulation Act was that it allowed free entry and exit into or out of a market by any airline. Before deregulation, the Civil Aeronautics Board had the power to decide what airlines flew what routes. Although the CAB was constantly hearing cases about new routes, it was a time-consuming process and route awards were few and far between for most airlines. The rule for almost all of the airlines was an extensive point-to-point network. A few airlines were able to center their operations in one or two cities, but these early hubs were exceptions to the rule. These airlines also flew a significant number of flights that did not involve their hub.

#### **2.1 Changing the Network Structure**

The onset of deregulation saw a new spurt of growth on the part of almost every airline. An airline had the ability to choose its routes as it saw fit. Also, the Act allowed new companies to form, buy aircraft and fly scheduled service.

The airlines first used their new-found freedom to enter into markets that they had been kept out of by the CAB. In general, this meant service between the large business centers. The airlines started the deregulated era with limited resources, and the best way to make a profit was to serve the most profitable routes.

Also, the carriers tried to tune their networks to smooth out the cyclical aspect of the business. Most carriers flew predominantly north-south or east-west routes. In the United States, traffic on the east-west routes peaked in the summer and traffic on the north-south routes peaked in the winter. Because of this, most of the carriers had substantial excess

capacity during either the winter or summer months. These carriers tried to enter into markets that peaked when their traditional markets were in their slack period. For example, Eastern Airlines, whose profitability depended heavily on routes to Florida, entered the transcontinental market to best utilize their fleet. At the same time, TWA, whose transcontinental and European route structure peaked during the summer months, entered the New York - Florida market.

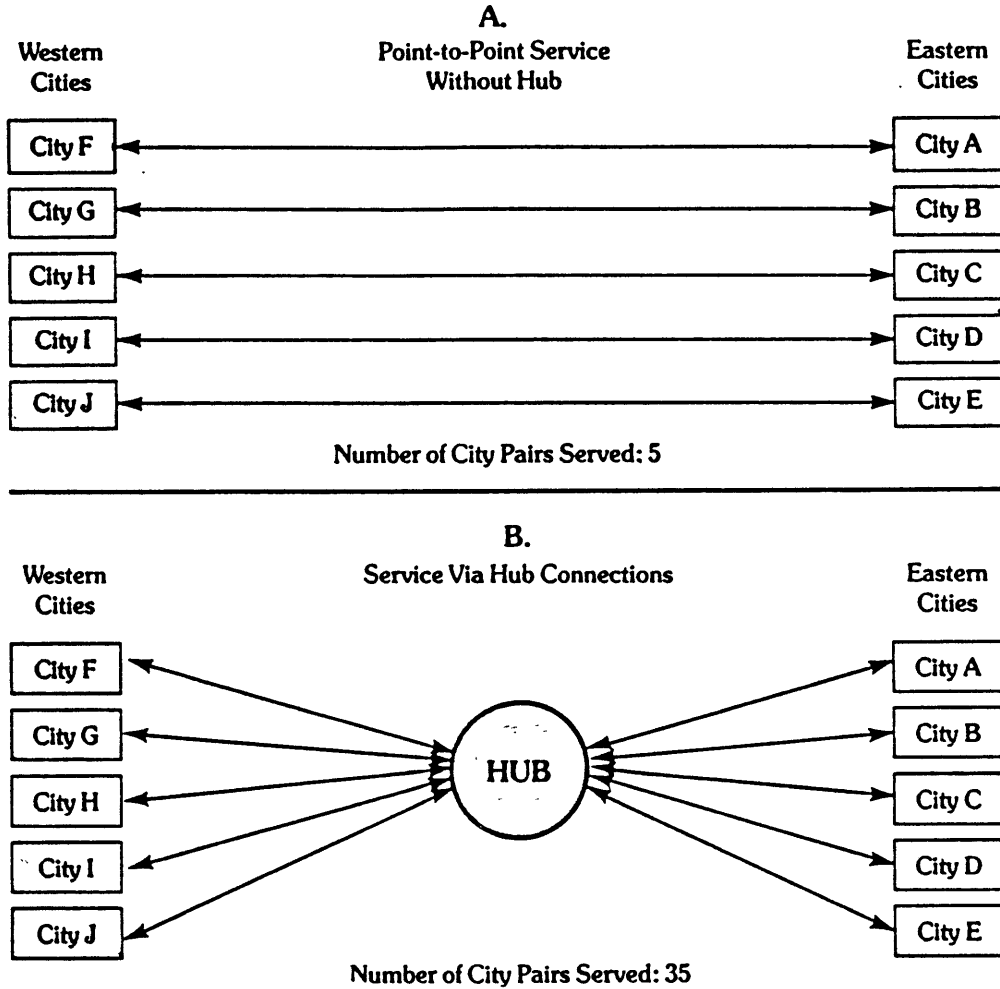
## **2.2 Hub-and-Spoke Networks**

The next strategy attempted by the airlines was the hub-and-spoke network. In this system, the airline tried to maximize the number of markets served while minimizing the number of aircraft needed.

Before deregulation, it was common for a typical airline passenger to use two or three different airlines to get from one place to another. This process, called "interlining," was taken for granted by many of the smaller trunks as a source of traffic. When deregulation was enacted, some of the airlines realized that they could make more money if they could serve the interlining passengers from origin to destination instead of sacrificing some of their revenue. The airlines who failed to detect this trend soon found that their interlining passengers were being served from origin to destination by other airlines. However, the airlines did not have the resources to fly to enough new cities to meet the challenge. The hub-and-spoke network was the answer to the problem.

## **2.3 Economic Rationale for Hub-and-Spoke Networks**

The hub-and-spoke network gave the airlines the ability to offer high-quality service to a city with a much smaller commitment of resources. To demonstrate, I will describe a fictitious airline ("Westair") whose network provides service to a large number of western cities.



**Figure 2-1: Market Penetration: Hub and Spoke Networks**  
*Source: Brenner, et.al., Airline Deregulation .*

Westair has a very large market share at the cities it serves along the West Coast. If the management at Westair wanted to enter the transcontinental market from its West Coast cities and it weren't using a hub-and-spoke network, it would try to find markets in which it could fill an aircraft and make money. To completely serve its five West Coast

cities from five East Coast cities would require fifty aircraft, one leaving each origin city going to each of the destination cities on the opposite coast. This number is not only prohibitively large but it is also wasteful. It is unlikely that a plane full of travelers could be generated daily within most of the markets. Even if the airline relaxed its desired service level and let each aircraft fly a one-stop flight, it would still need twenty five aircraft to serve each origin-destination market.

The choice of a hub-and-spoke network brings about a much more efficient way of entering the fifty markets with many fewer planes. The key to this type of network is that the airline picks a city to serve as a hub for its flights. Westair might pick Denver, the easternmost of its pre-deregulation cities. Now instead of flying a plane from each of the five West Coast cities to each of the East Coast cities, it flies one plane from each city to its hub. Now each aircraft can effectively serve five markets instead of one. Each plane carries its load of passengers to Denver, where the passenger gets on another plane to take him or her to the final destination. If each plane could make one round-trip daily, Westair would require ten aircraft to serve fifty markets. These planes would serve twenty additional markets, those between Denver and the ten East and West Coast cities, for a total of seventy markets served with ten planes. Also, it is more likely that the aircraft can be operated at a profit, since load factors should be higher.

The key to the success of this system is that the airline must coordinate the flights so that a passenger on any one of the planes arriving at the hub is able to transfer to any of the other planes. The most efficient way to ensure this is to schedule the flights so that they all arrive and depart the hub at or near the same time. This coordination of flights to allow connections is called a "complex" or a "connecting bank."

## **2.4 Criteria for the Choice of a Hub Airport**

There are four main considerations that are taken into account when an airline picks a city to be its hub. First and foremost, the city has to be well-situated geographically. The general area is determined by the markets that the airline hopes to serve. It is clear that the most efficient routing for a passenger is a non-stop routing. However, if the passenger must go through a hub, the hub should be located as to minimize the circuitry of the routing. For example, if an airline wanted to enter the north-south market along the East Coast, Chicago would be a poor choice.

Although geography is very important, equally important is the size of the city chosen. Besides serving all of the new markets on a connecting basis, the airline is also providing extensive non-stop service to the hub city itself. The connecting traffic alone is sometimes not enough to guarantee the economic success of a hub, and the hub-originating traffic alone can sometimes make a hub economically viable.

Another consideration is the quality of the facilities at an airport. The airport must be able to handle a large number of aircraft at the same time (for the reasons detailed above.) The airline must also have the facilities to serve many flights on the ground at the same time. The most obvious constraint is a sufficient number of gates, but the baggage handling facility, ticket counters, and waiting areas must also be sufficiently large. Also, the airline should have the ability to perform repairs and maintenance at the hub. Insufficient facilities (or an inability to expand) are usually the biggest factor in rejecting an airport as a hub.

The last major consideration is the competition that an airline is likely to have at an airport. Generally, only the largest cities can handle more than one airline providing the same "class" of service. For example, Denver has become a hub for three airlines, People Express/Frontier, Continental, and United. However, United markets its service to the business traveler while Continental and People Express aim for the price-sensitive customer.

American has announced that it will make Denver its next western hub as soon as it can secure sufficient facilities, so United will have another competitor for the business traveler. However, it is unlikely that another airline will set up a hub at Salt Lake City to compete with Western because of the small size of the Salt Lake City market.

### **2.5 Delays at Hub Airports**

The operation of hubs fosters delays. The most efficient schedule for an airline at a hub is one where all of the flights within a connecting complex arrive at the same time, then all leave at the same time. This is, of course, impossible, but airlines try to get as close as possible to this goal.

Most airlines have their own guidelines for scheduling at their hubs: for example, Republic tries to schedule three operations every two minutes at its hubs. However, this thumbnail rule fails because it doesn't take into account the other airlines at the airport. During the "rush hour" connecting complexes, the major airlines at the hub may have a complex, but most of the other airlines at the hub will probably schedule flights during the time period. This problem worsens every summer on Friday and Sunday evenings, the two busiest periods of the week. During these busy times last summer, it was common at many hubs for flights to sit on the ground for a length of time longer than the flight itself. The delays latent in a schedule are often compounded during periods of bad weather, when the airport capacity often drops up to fifty percent.

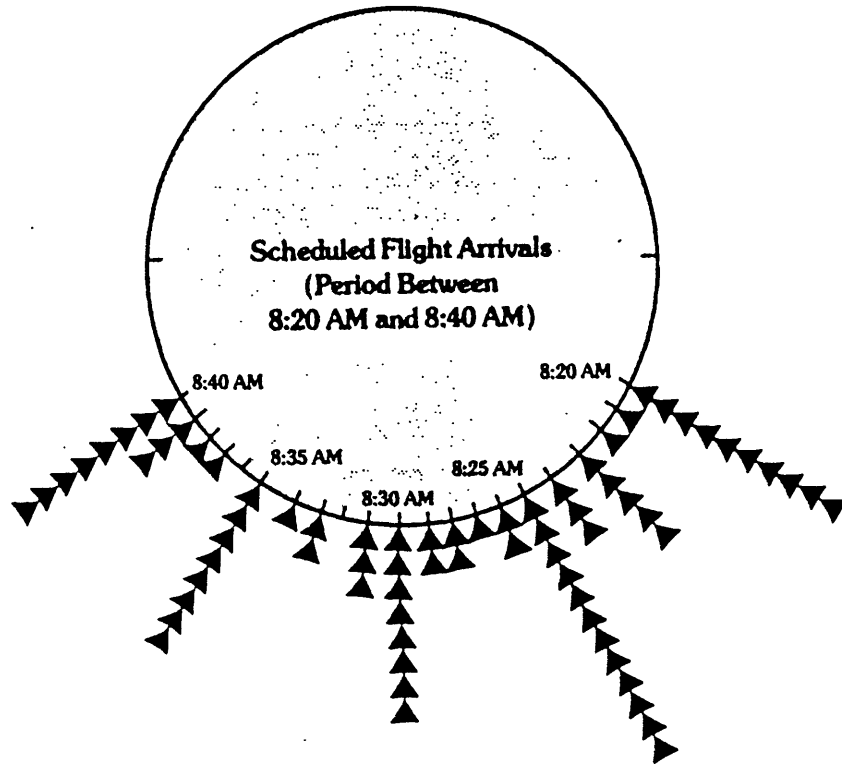


Figure 2-2: Peaking of Arrivals: Atlanta, February, 1984  
Source: Brenner, et.al., *Airline Deregulation* .

## **Chapter 3**

### **Description of the Model**

The model used was written in FORTRAN 77 language and implemented on a DEC VAX 11/750 minicomputer. Data for the analysis comes from a tape created for the M.I.T. Flight Transportation Laboratory by the Boeing Commercial Aircraft Co. The tape contains data comparable to that found in the Official Airline Guide, with all domestic operations in May, 1977 and May, 1985.

#### **3.1 Data Inputs**

The model first asks the user to enter the three-letter code assigned to the desired airport. It then proceeds with reading the records, rejecting those records that do not involve the airport in question. It then checks to make sure that all of the flights selected operate on Friday, the day that was chosen for the analysis.

#### **3.2 Data Preparation**

The program then calls a function, TJLN, that converts the 24-hour format for schedule times into a number representing "seconds past midnight" of the given Friday. This is done to simplify the delay calculation. The array of operating times is then passed to a subroutine called DOSORT. This subroutine creates an array of pointers the same length as the time array. It then sorts the times into ascending order. Instead of moving each piece of a record into its new order, the subroutine uses the array of pointers to represent the proper order of the file.

### **3.3 Airport Information Input**

The model can analyze up to three sets of takeoff and landing capacities. The user is asked how many sets he or she wants to enter. The model prompts the user for each capacity, and the values entered are converted from "operations per hour" to "service time per operation."

### **3.4 Delay Calculation and Output**

The model lets the first takeoff and landing operate at their scheduled times, and initializes two variables that hold the actual time of the previous takeoff and landing. The model then selects the next record and determined if it is a takeoff or a landing. If it is a takeoff, the scheduled time is compared to the sum of the time of the previous takeoff and the service time. If the scheduled time is later than this sum, the flight is allowed to operate at the designated time and no delay is accrued. If the flight is scheduled to leave earlier than this sum, the flight is held until takeoff is allowed, namely at the time when the runway clears, or the previous departure time plus the service time. The difference between the actual and scheduled departure times is the delay accrued. This calculation is done in a similar way for landings, as well as for each of the sets of service times.

The model finally creates a file that has the flight number, the scheduled time of operation, and one to four sets of actual times of operation and delay. For a more thorough explanation of the theory underlying this technique, see Appendix A.

### 3.5 Graphical Output

A provision was made for graphical output of the delay data. The output data from the original program created files that were up to 40 pages long. The volume occasionally made it difficult for the user to interpret the data. To help solve this problem, four more computer programs were created: DDEL77, ADEL77, DDEL85 AND ADEL85, These programs calculate the 1977 departure delays, 1977 arrival delays, 1985 departure delays and 1985 arrival delays, respectively. They are structured identically to the original model until the output section. These models call a series of graphing subroutines that plot the delays versus time. The models compute average delays for fifteen-minute periods throughout the day. Listings of the programs and subroutines can be found in Appendix B.

## **Chapter 4**

### **Description of Output and Discussion of Results**

The model was used to analyze twelve large domestic airports in the United States. These airports are: Atlanta, Boston, Washington - National, Denver, Dallas/Fort Worth, Houston Intercontinental, New York - La Guardia, Chicago - O'Hare, St. Louis, Detroit, Seattle and Pittsburgh. These airports were chosen because they are among the busiest airports in the United States. The list does not include such airports as John F. Kennedy in New York, Los Angeles International, San Francisco International and Miami International because the data set available does not include international flights. It also does not include Newark International, because the low level of traffic there in 1977 made a comparison inconclusive.

#### **4.1 Determination of Delay**

The model is set up to analyze only three pairs of takeoff and landing capacities per run. However, these combinations were carefully chosen. The first combination, sixty takeoffs and sixty landings per hour, is often the limit at a typical non-hub airport. This capacity suggests two independent runways, one devoted to takeoffs and one devoted to landings.

The second combination is ninety takeoffs and ninety landings per hour. This level represents three independent runways, one handling takeoffs, one handling landings, and one handling mixed takeoffs and landings. This level is close to peak capacity at all but a few hub airports.

The third combination is one hundred and twenty takeoffs and one hundred and

twenty landings per hour, representing four independent runways, two for takeoffs and two for landings. Currently, Dallas/Fort Worth International is the only airport capable of handling sustained operations at this level.

The first combination is used as a basis for comparison between airports. There was a significant tradeoff in deciding on this level. One hundred and twenty operations per hour is too low to give significant results for Chicago O'Hare. O'Hare, and to a lesser extent Atlanta, are so busy that running the model at this level indicates continual delays. Both airports can operate at a level significantly higher than one hundred and twenty operations per hour. However, the next level, ninety takeoffs and ninety landings per hour, is too high to give significant data for most of the other airports analyzed.

#### **4.2 A Note About Interpretation of the Output**

It is important to emphasize that the model is not designed to "predict" exact delays, and the output should not be taken as an indicator of actual daily delay at a certain airport. Congestion delay is only a component of the total delay that a flight can accrue. One major cause of delay that the model does not address is Air Traffic Control delays, or "ground holds." During peak periods, aircraft are often held on the ground because the air traffic control center that will control it on part or all of its flight is too busy to handle it safely. Ground holds are often accrued because of weather problems at the destination or because of anticipated congestion.

#### **4.3 Comparison of Delay in 1985 Against Delay in 1977**

In 1977, as was described earlier, there were only a few hubs. The four major hubs in 1977 are all included in this analysis: Chicago O'Hare, Denver, Atlanta and Dallas/Fort Worth. These airports are the only <sup>four</sup>~~three~~ that show multiple connecting complexes. United

City	Daily Ops	1977 Average arrv/dept Delay (minutes)	Daily Ops	1985 Average arrv/dept Delay (minutes)
Atlanta	1209	6.60/ 8.61	1924	26.71/31.03
Boston	654	0.46/ 1.24	990	0.86/ 2.19
Was.DCA	702	0.53/ 1.13	780	1.18/ 1.49
Denver	737	1.02/ 1.70	1272	7.68/ 7.80
Dallas	1236	2.65/ 3.25	1410	8.82/13.88
Houston	492	0.22/ 0.59	813	1.63/ 1.93
NYC-LGA	777	0.49/ 1.39	987	1.68/ 2.27
O'Hare	1721	11.73/13.84	2071	56.53/70.25
St.Louis	566	0.23/ 0.63	1023	3.24/ 5.57
Detroit	443	0.23/ 0.63	968	3.82/ 4.25
Seattle	386	0.22/ 0.56	563	0.47/ 0.93
Pittsburgh	663	0.60/ 0.91	892	2.29/ 4.00

Note: Delay data for 60 takeoffs/60 landings per hour

Figure 4-1: Delay Analysis for Selected Airports

and American (and to a lesser extent, TWA) all had hub and spoke networks centered on O'Hare. For example, United had seventeen aircraft scheduled to arrive between 0900 and 0930, followed by nineteen departures between 1000 and 1030. American had a complex beginning and ending at the same time as United with twelve arrivals and departures. Atlanta showed similar patterns of complexes for the two airlines that had hubs there, Delta and Eastern. Delta even had a complex between 2330 and 0030, for connecting night coach passengers. Braniff had a large hub and spoke network centered on Dallas/Fort Worth. American had a somewhat smaller hub at Dallas/Fort Worth in 1977, but there were obvious complexes throughout the day. Denver is probably the least-developed hub studied in 1977. United had a few complexes there daily, but they usually involved less than ten flights arriving and departing.

The eight other airports studied had no significant connecting complexes in 1977. Although the Official Airline Guide listed connections that could be made through many of these cities, many of them were from one airline to another. Besides Washington National and La Guardia, both of which were operating near capacity, the largest delays at the eight non-hubs were at Boston. (See Figure 4-1.) This could be partly due to a mini-hub that Delta operated there, with flights from the South connecting with flights from northern New England and Montreal. Also, a significant percentage of traffic at Boston is made up of flights to New York and Washington. These two routes mainly serve business travelers, and demand on both routes peaks at the same time of the day. However, the delays at Boston and the other non-hubs were still significantly smaller than at any of the hubs. The average delay per plane hovered around the one minute mark. As a comparison, average delays at Dallas/Fort Worth were around 2.65 minutes per arriving flights and 3.25 minutes per departing flight. Average delays at Atlanta were 6.60 minutes per arrival and 8.61 minutes per departure, and average delays at O'Hare were 11.73 minutes per arrival and 13.84 minutes per departure. Graphs showing arrival and departure delays for the airports

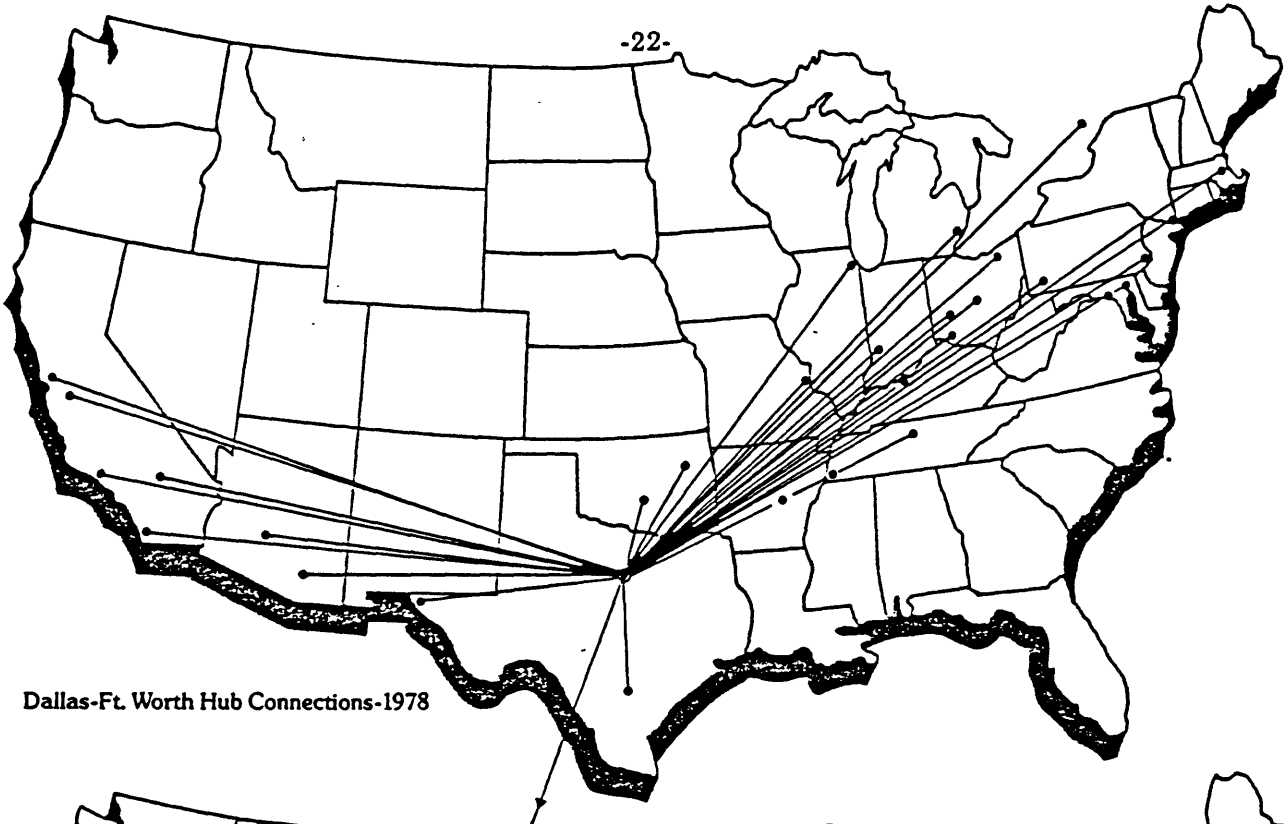
studied can be found in Appendix C. A full set of output for Atlanta can be found in Appendix D.

The data for 1985 shows the growth in the number of hub airports as well as the general growth of the industry. As was stated earlier, delay values at the one hundred and twenty operations per hour level are less than useful for the largest airports because they can and do operate well above this level. However, the data is quite useful for the smaller airports. Instead of four hubs and eight non-hubs, there are now eight hubs and four non-hubs. Along with the start of a hub came significant increases in traffic. Most cities experienced a fifty percent growth in operations: for example, Detroit went from four hundred and forty three operations per day to almost one thousand. See Figure 4-2 for an example of the development of a hub after deregulation.

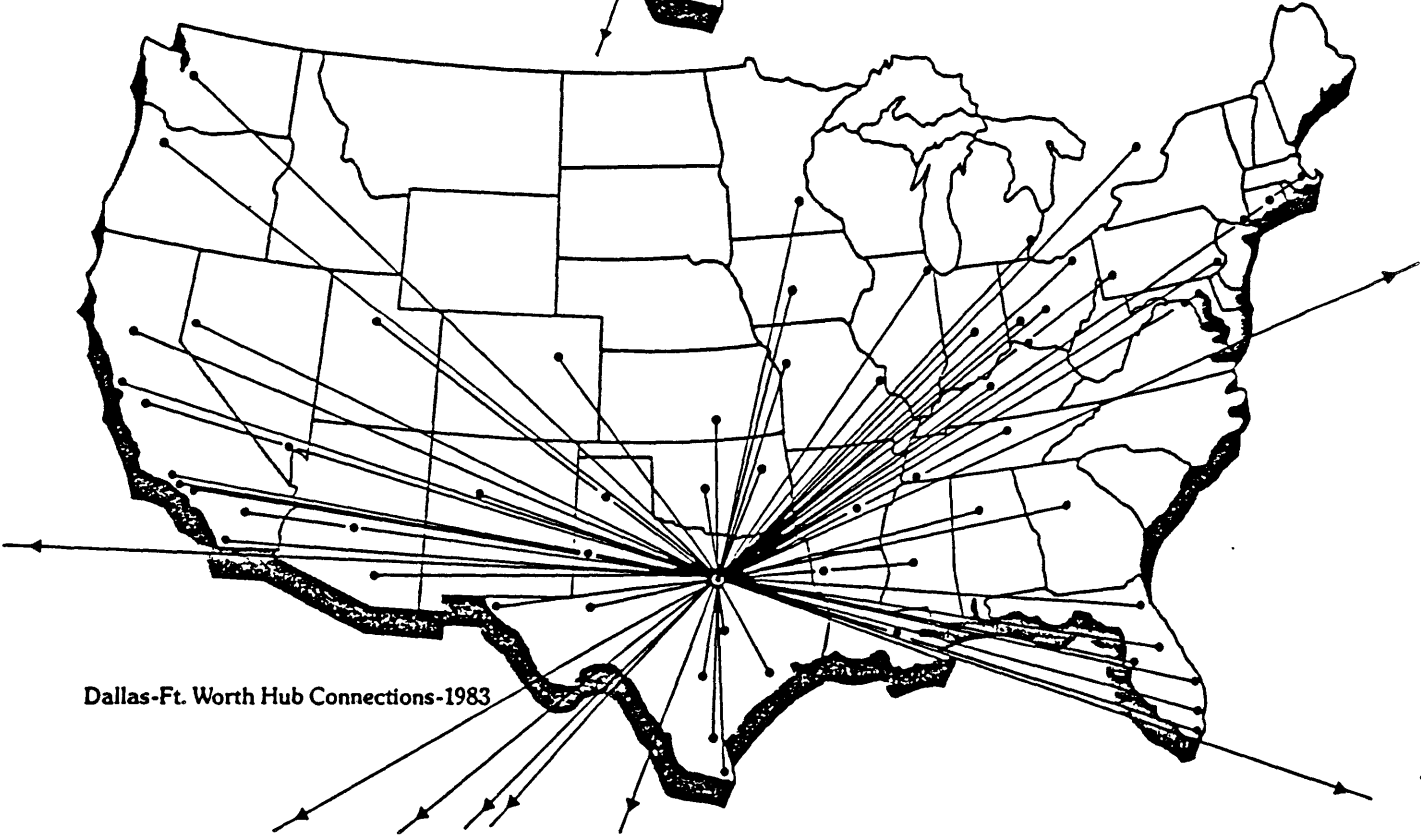
Along with the increase in flights came an increase in average delay per flight, even for the non-hubs. However, the averages for non-hubs do not approach the averages for hub airports. In Atlanta, the number of operations went up fifty percent, but the average delay went up over three hundred percent. A better example of this trend is St. Louis, now a hub for both TWA and Ozark. Operations there went up over ninety percent, and delays went up six hundred percent.

#### **4.4 A Comparison Between Hubs and Non-Hubs**

The best way to discover delay caused by schedule peaking is to compare two airports, one hub and one non-hub. Since there is a correlation between traffic level and delay, the two airports must have roughly the same number of operations per day. Two airports that fulfill these requirements are Boston and St. Louis. Boston had 990 flights with an average delay of 0.86 minutes per arrival and 2.19 minutes per departure. St. Louis had 1023 operations, with average delay of 3.24 minutes per arrival and 5.57 minutes per departure.



Dallas-Ft. Worth Hub Connections-1978



Dallas-Ft. Worth Hub Connections-1983

Figure 4-2: Development of AA hub at Dallas/Fort Worth  
Source: Brenner, et.al., Airline Deregulation

This implies that the delays at St. Louis could be brought down to the level at Boston if flights were more evenly distributed. Although there are many other factors influencing delays at these airports, and the previous statement may not prove true in practice, the delays should be reduced by a significant amount if the flights at St. Louis were scheduled more like they are at Boston.

This comparison is also valid for higher traffic levels as well as between two hubs. In 1977, Dallas/Fort Worth had 1236 operations, and in 1985, Denver had 1272. Delay at Dallas/Fort Worth (1977) was 2.65 minutes per arrival and 3.25 minutes per departure. Delay at Denver (1985) was 7.68 minutes per arrival and 7.80 minutes per departure. Although Dallas/Fort Worth was a hub in 1977, delays there were one third those at Denver for roughly the same number of flights.<sup>1</sup> Therefore, the fact that an airport serves as a hub does not in itself predict a certain amount of delay. Dallas/Fort Worth in 1977 and Denver in 1985 are both hubs, yet one is three times as efficient as the other.

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<sup>1</sup>The first response to this may be "D/FW is such a more efficient airport than Stapleton-- of course delays there are lower." For this analysis, that fact is irrelevant. The model sets all of the airports on an even level when the capacities are specified. The actual facility is irrelevant. The point is that the schedule at the two airports show a different amount of peaking.

## Chapter 5

### Conclusion and Recommendations

This study has shown how delays at hub airports have increased since deregulation. The growth of the industry is not the only cause of the increase in delays. Inefficient scheduling has also had a significant impact. The question that must be asked now is why airlines continue to schedule in an inefficient way.

#### 5.1 Inefficient Scheduling

One example of a scheduling complex has already been given: that of United at Chicago in 1977. In that example, there were seventeen scheduled arrivals within thirty five minutes, followed by nineteen departures within thirty minutes. At first glance, this does not seem unusually difficult for the airport to handle.

However, the problem is not so clear-cut. American also scheduled a complex during the same time period, with twelve flights in each time period. Besides all of these flights, thirty six other flights were scheduled to arrive during the first part of the complex and thirty three were scheduled to depart during the second half. This adds up to a total of sixty five arrivals within thirty minutes, or just over two arrivals per minute, greater than airport capacity. This complex was about as large as was found in 1977. This was because no one had a route structure that was well-developed enough to have more than seventeen cities participate in a complex at once.

If the problem is studied in 1985, the delays get worse. There are sixty four flights scheduled to depart O'Hare between 0830 and 0900. There are forty five departures scheduled between 0958 and 1010, a rate of two hundred and twenty five departures

per hour. The schedule is clearly unrealistic. Every day, most of those flights will arrive late.

## **5.2 Computer Reservation Systems and Delays**

One technological development that has had a great impact on the way airlines do business has been the Computerized Reservation System, or CRS. The CRS has changed the way travelers pick their flights. In the past, a traveler who wanted to go to city X called his or her travel agent, who picked up an Official Airline Guide and looked up flights to city X. The agent picked the best flight for the customer, called the airline and made the reservation. Today, that agent is likely to have a computer terminal on his or her desk connected directly to the airline computer.

Although the airlines have been using computers to keep track of their advance reservations since the 1960s, they didn't start to sell terminals to outsiders until the late 1970s. The airlines that had their own computer reservation systems suddenly realized that they were sitting on top of a new marketing tool. Most travel agencies only need one CRS hookup. Any CRS can make a reservation on almost any airline. Therefore, since it can control the information presented to the agent, an airline that installed its CRS into a travel agency can greatly increase the amount of business that the agency shifts to their airline.

The CRS does not work exactly like the Official Airline Guide. The user is asked for the origin - destination pair and a desired departure time. The computer suggests the flights that fit the requirements of the customer. However, the airline has little or no incentive to help other airlines get its traffic, so it will generally bury the flight information of its competitors deep on the list. The great majority of the reservations are made from the first set of choices presented to the agent. Therefore, the airline that owns the CRS, the "host," can direct traffic to itself even if it is not the customer's best option.

This practice was extremely unpopular with the smaller airlines. The only way to get themselves on an equal footing with the host carriers was to pay an exorbitant "co-host" fee to the host. The practice was eventually ruled anticompetitive by the Department of Justice, and new rules were put forth for the hosts. Flights are to be listed on a CRS with non-stops presented first, then connecting flights, in order of elapsed time. This is where delays germinate.

As was described earlier, one of the major benefit of hubs is that it helps an airline enter many more markets than it could before. Instead of one or two airlines that could serve a market before deregulation, now any airline that fed a hub from both these cities could enter this market. For example, any airline that served, say Hartford and Seattle, for example, could list itself as an option for the traveler, routing the traveler through their hub. Since the majority of bookings are made from the "first screen" presented by the CRS, there is a great incentive for an airline to get its flights listed on the first screen. The way to maximize the chances of your flight being displayed before your competitors' flights is to minimize the total elapsed time. Because of this, airlines have an incentive to schedule as tightly as possible. The realities of the CRS force the airline to schedule as a function of the competition's service time, not its own capacity.

The effects of this policy are felt more severely at the airports that are the most congested. It has been shown earlier that the level of activity has an effect on delays. Therefore, the smaller hubs have an advantage over the large ones because it is easier to get a flight in and out in a shorter period of time. However, the larger airports overcome this advantage because they generally have higher peak capacities.

Another reason that the airlines schedule so many flights at the same time may be based on gambling. If there are ten departures at 1000, and the airport capacity is one departure per minute, one plane will depart on time, one will depart one minute late, etc. An airline may decide that the chance of operating on time or within a few minutes is worth the risk of being ten minutes late if the stakes are a higher slot in the CRS.

### **5.3 Making Schedules More Efficient**

The only way that airlines will change the way that they schedule their complexes is if it is proven that it is economically sound to change the schedules to reflect reality. That is not possible within the scope of this thesis. However, it is possible to present reasons why the inefficient scheduling hurts the airline.

The time accrued by a flight makes the airline run inefficiently. The time spent on the ground because of congestion is time that a plane is not in the air earning money. Once the flights do get airborne, the crew generally wastes fuel by flying at top speed to try and regain the time lost. If there are arrival delays, the crew must wait in a holding pattern, a feat that requires total concentration on the part of the crew. Also, the crew will accumulate overtime pay for the extra flight time. Also, with the generally tighter aircraft tours common today, a plane that is delayed in the morning is likely to carry that delay along throughout the day.

However, one of the biggest incentives may be that passengers will change airlines if an airline's flights are always late. Most airlines still depend on the business traveler for most of their revenue, and the typical business traveler has a long memory. It is often said that a passenger will remember the one time an airline lost their bags before they remember the ninety nine perfect flights before. If a passenger is consistently late when traveling through one airline's hub, he or she will fly one of the many other airlines that want the revenue. For example, Western Airlines is capitalizing on the horrible reputation of its competitors' Denver hub with advertisements touting its own hub, Salt Lake City, as a "hassle-free alternative to Denver."

This thesis has shown that even a hub airport can be scheduled in efficient and inefficient ways without sacrificing the complexes. It is possible that the power of the consumer may be force that brings about more reasonable and efficient scheduling.

However, as long as there is a direct relationship between elapsed time and booking rates in a market, this change is unlikely.

## Appendix A

### Deterministic Schedule Delay at an Airport

There have been many models written that simulate airport departures and arrivals. Although most use queueing models that take into account aircraft speed and other parameters, the model used to perform the delay analysis in this thesis uses a more deterministic approach. Its success depends on the knowledge of the hourly takeoff and landing capacity for the airport in question.

Suppose an airport can handle  $n$  operations per hour, or  $1/n$  hours per operation. The model is designed to determine the actual time of operation for each scheduled flight. The first flight of the day is assumed to operate at its scheduled time,  $t = t_1$ . If the next operation is scheduled for  $t = t_2$ , the problem is to determine whether or not it will be able to operate at its scheduled time. If

$$t_2 \geq t_1 + 1/n$$

the flight is allowed to operate at the scheduled time,  $t = t_2$ . However, if the flight is scheduled to operate at

$$t_2 < t_1 + 1/n$$

it will not be allowed to operate until the runway is cleared from the operation of the previous flight. This clearing time is  $1/n$ , or the service time, and the flight is allowed to operate at

$$t_2 = t_1 + 1/n$$

The general case is

$$t_n = t_{n-1} + 1/n$$

This stochastic can be expanded to handle departures and arrivals separately, by modeling two independent queues.

### **A.1 Limitations of the Model**

The model depends on a few key assumptions. First of all, the data set contains only scheduled passenger flights between North American cities. Therefore, the queues are somewhat shorter than they would have been if the model contained all of the scheduled operations. However, most freight airlines tend to operate at night, so their absence should not affect the data too severely.

The absence of international flights was more of a problem. For this reason, it was necessary to omit analysis of airports that had a significant percentage of international operations, such as John F. Kennedy International in New York, Los Angeles International, Miami International and San Francisco International. This was especially regrettable because these airports have experienced significant delays during peak periods. Most of the airports that were studied receive some international service, but the frequency was typically less than ten flights per day and the absence had little affect on the data.

The omission of general aviation from the analysis was somewhat unavoidable, since the operations are unscheduled. The impact on the model's accuracy is unclear: general aviation aircraft usually have high runway occupancy times, but many airports have a runway dedicated to serving these flights.

**Appendix B**  
**FORTRAN code for the Model**

PROGRAM DEL78

C  
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C

THIS PROGRAM HAS BEEN WRITTEN TO PERFORM ANALYSIS OF DELAYS AT AIRPORTS USING A SIMPLE DETERMINISTIC MODEL. IT READS DATA FROM A TAPE OF OAG SCHEDULES AND PRODUCES A SCHEDULE MAP FOR THE DESIRED CITY. IT THEN PROMPTS THE USER TO ENTER 1 TO 4 SETS OF TAKEOFF/LANDING CAPACITIES. IT CONVERTS THE CAPACITIES INTO SERVICE TIMES, AND PROCEEDS TO "PUSH" THE SCHEDULE THROUGH THE CONSTRAINING CONDITIONS. IT HANDLES TAKEOFFS AND LANDINGS AS SEPARATE PROCESSES — IT IS ASSUMED THAT THE CAPACITIES ENTERED BY THE USER WILL TAKE MIXED OPERATIONS INTO ACCOUNT.

FOR MORE INFO, SEE DDEL77.FOR

CHARACTER\*3 CITY, OCITY, DCITY, SERVES(2500)  
CHARACTER\*81 CVAR  
REAL TIME(2500), TOJLN(2500),DELD(4)  
REAL TOUT(2500,4),DELAY(2500,4),DELTO(4),DELDG(4),DETO(4)  
REAL LSV(4),TSVC(4),LASLDG(4),LASTO(4),ARDEL(4),DPDEL(4)  
INTEGER N, NSTOPS, NPOINT(2500),NUMCAP,NTCAP(4),NLCAP(4)  
INTEGER DTIME,ATIME,DAYS,DATE  
CHARACTER\*8 FLIGHT(2500), FLYTE  
CHARACTER\*4 TOFRM(2500)  
CHARACTER\*11 BUFF

CC  
C THE USER IS PROMPTED FOR THE 3-LETTER AIRPORT CODE C  
CC

PRINT \*, 'ENTER 3-LETTER AIRPORT CODE'  
READ '(A3)', CITY

N=1  
BUFF='DELAY77.'//CITY  
OPEN(UNIT=8,FILE='SCHEDULE.DAT',STATUS='OLD',ACCESS='SEQUENTIAL')  
OPEN(UNIT=9,FILE=BUFF,STATUS='NEW')

CC  
C THE PROGRAM STARTS READING THE DATA FILE  
CC

1 READ(8,81,END=2)CVAR  
81 FORMAT(A81)  
READ(CVAR,100)FLYTE,OCITY,DCITY,DTIME,ATIME,DAYS,DATE  
100 FORMAT(A6,4X,2A3,18X,214,12X,11,11X,13)  
IF(DATE.NE.577) GO TO 1  
IF((OCITY.NE.CITY).AND.(DCITY.NE.CITY)) GO TO 1  
IF(DAYS.NE.1) GO TO 1  
IF(OCITY.EQ.CITY) THEN  
    TIME(N)=REAL(DTIME)  
    TOFRM(N)='to'  
    SERVES(N)=OCITY  
    FLIGHT(N)=FLYTE  
ELSE  
    TIME(N)=REAL(ATIME)  
    TOFRM(N)='from'  
    SERVES(N)=OCITY  
    FLIGHT(N)=FLYTE  
ENDIF  
TOJLN(N)=TJLN(TIME(N))  
N=N+1  
GO TO 1  
2 N=N-1  
WRITE (6,10) N  
10 FORMAT(15, ' RECORDS ACCEPTED FOR PROCESSING')  
CALL DOSORT(TIME,N,NPOINT)

C  
WRITE (6,11)  
WRITE (6,12)  
11 FORMAT (1X, ' DELAY CAN ANALYZE UP TO THREE SETS OF AIRPORT')  
12 FORMAT (1X, ' CAPACITIES. ENTER NUMBER OF SETS TO BE STUDIED:1-3')  
READ (6,13),NUMCAP  
13 FORMAT (13)  
14 FORMAT (1X, ' ENTER HOURLY TAKEOFF CAPACITY FOR SET ',11)  
15 FORMAT (1X, ' ENTER HOURLY LANDING CAPACITY FOR SET ',11)  
DO 3, I=1,NUMCAP  
    WRITE (6,14) I  
    READ (6,16) NTCAP(I)  
    WRITE (6,15) I  
    READ (6,16),NLCAP(I)  
16 FORMAT (13)

```
LSVC(I)=1./(REAL(NLCAP(I))/3600.)
TSVC(I)=1./(REAL(NTCAP(I))/3600.)
PRINT *, LSVC(I)
PRINT *, TSVC(I)
3 CONTINUE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C INITIALIZATION OF DELAY MATRIX
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
DO 4 J=1,NUMCAP
TOUT(NPOINT(1),J)=TOJLN(NPOINT(1))
DELAY(NPOINT(1),J)=TOUT(NPOINT(1),J)-TOJLN(NPOINT(1))
IF(TOFRM(NPOINT(1)).EQ.'FROM') THEN
LASLDG(J)=TOJLN(NPOINT(1))
LASTO(J)=0
ELSE
LASTO(J)=TOJLN(NPOINT(1))
LASLDG(J)=0
ENDIF
DELTO(J)=DELAY(NPOINT(1),J)
DELDG(J)=DELAY(NPOINT(1),J)
4 CONTINUE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C DELAY CALCULATION
C
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
DO 5, I=2,N
DO 6, J=1,NUMCAP
DELAY(NPOINT(I),J)=0
IF(TOFRM(NPOINT(I)).EQ.'from') GO TO 777
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C DEPARTURE DELAY LOOP
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
IF(TOJLN(NPOINT(I)).GT.(LASTO(J)+TSVC(J))) THEN
TOUT(NPOINT(I),J)=TOJLN(NPOINT(I))
LASTO(J)=TOUT(NPOINT(I),J)
ELSE
TOUT(NPOINT(I),J)=LASTO(J)+TSVC(J)
DELAY(NPOINT(I),J)=TOUT(NPOINT(I),J)-TOJLN(NPOINT(I))
LASTO(J)=TOUT(NPOINT(I),J)
ENDIF
DELTO(J)=DELTO(J)+DELAY(NPOINT(I),J)
GO TO 778
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C ARRIVAL DELAY LOOP
777 IF(TOJLN(NPOINT(I)).GT.(LASLDG(J)+LSVC(J))) THEN
TOUT(NPOINT(I),J)=TOJLN(NPOINT(I))
LASLDG(J)=TOUT(NPOINT(I),J)
ELSE
TOUT(NPOINT(I),J)=LASLDG(J)+LSVC(J)
DELAY(NPOINT(I),J)=TOUT(NPOINT(I),J)-TOJLN(NPOINT(I))
LASLDG(J)=TOUT(NPOINT(I),J)
ENDIF
DELDG(J)=DELDG(J)+DELAY(NPOINT(I),J)
778 CONTINUE
6 CONTINUE
5 CONTINUE
C
C OUTPUT SECTION
C
C
C
C
WRITE(9,401)CITY
WRITE(9,400)
WRITE(9,402)NTCAP(1),NTCAP(2),NTCAP(3)
WRITE(9,403)NLCAP(1),NLCAP(2),NLCAP(3)
WRITE(9,404)
WRITE(9,405)
400 FORMAT(3X)
401 FORMAT('1','DELAY ANALYSIS FOR ',A3,' : MAY,1977')
402 FORMAT(24X,4(13,' tks/hr',14X))
403 FORMAT(24X,4(13,' l dgs/hr',14X))
404 FORMAT(1X,'AIRLINE/FLIGHT ',1X,'SKED',3X,3(' ARRIV',
&2X,' DEPART',1X,' DELAY',2X))
405 FORMAT(1X,'-----',1X,'-----',3X,3('-----',
&2X,'-----',1X,'-----',2X))
```

```
C
C
DO 7, I=1,N
  IF((MOD(REAL(I),66.)).EQ.0) THEN
    WRITE(9,401) CITY
    WRITE(9,400)
    WRITE(9,402)NTCAP(1),NTCAP(2),NTCAP(3)
    WRITE(9,403)NLCAP(1),NLCAP(2),NLCAP(3)
    WRITE(9,404)
    WRITE(9,405)
  ELSE
    GO TO 791
  ENDIF
791 CONTINUE
C
DO 790 J=1,NUMCAP
  IF(TOFRM(NPOINT(I)).EQ.'from') then
    ARDEL(J)=RTIME(TOUT(NPOINT(I),J))
    DPDEL(J)=0
  ELSE
    DPDEL(J)=RTIME(TOUT(NPOINT(I),J))
    ARDEL(J)=0
  ENDIF
790 CONTINUE
C
  IF(TOFRM(NPOINT(I)).EQ.'from') THEN
    WRITE(9,101) FLIGHT(NPOINT(I)),
    &TOFRM(NPOINT(I)),SERVES(NPOINT(I)),INT(TIME(NPOINT(I))),
    &ARDEL(1),RTIME(DELAY
    &(NPOINT(I),1)),ARDEL(2),RTIME(DELAY
    &(NPOINT(I),2)),ARDEL(3),RTIME(DELAY
    &(NPOINT(I),3))
101 FORMAT(1X,A6,X,A4,X,A3,X,I4,3X,3(F7.2,7X,F7.2,2X))
C
  ELSE
    WRITE(9,102) FLIGHT(NPOINT(I)),
    &TOFRM(NPOINT(I)),SERVES(NPOINT(I)),INT(TIME(NPOINT(I))),
    &DPDEL(1),RTIME(DELAY
    &(NPOINT(I),1)),DPDEL(2),RTIME(DELAY
    &(NPOINT(I),2)),DPDEL(3),RTIME(DELAY
    &(NPOINT(I),3))
102 FORMAT(1X,A6,X,A4,X,A3,X,I4,3X,3(7X,F7.2,F7.2,2X))
  ENDIF
7 CONTINUE
  WRITE(9,400)
  WRITE(9,400)
  WRITE(9,400)
  DELTO(1)=DELTO(1)/60
  DELTO(2)=DELTO(2)/60
  DELTO(3)=DELTO(3)/60
  DELDG(1)=DELGD(1)/60
  DELDG(2)=DELGD(2)/60
  DELDG(3)=DELGD(3)/60
  WRITE(9,103) DELDG(1),DELDG(2),DELDG(3)
  WRITE(9,105) DELTO(1),DELTO(2),DELTO(3)
  NF=N-1
  WRITE(9,400)
  WRITE(9,400)
  WRITE(9,104) NF
  WRITE(9,400)
  DO 202 I=1,3
    DETO(I)=2*DELTO(I)/NF
    DELD(I)=2*DELDG(I)/NF
202 CONTINUE
  WRITE(9,106) DELD(1),DELD(2),DELD(3)
  WRITE(9,107) DETO(1),DETO(2),DETO(3)
103 FORMAT(1X,' ARRIVAL DELAY:',4X,3(F10.2,12X),'MINS')
104 FORMAT(1X,' DEPARTURE DELAY:',3(F10.2,12X),'MINS')
104 FORMAT(1X,' A TOTAL OF ',I4,' FLIGHTS')
105 FORMAT(1X,'MINS DELAY/ARRIVAL:',3(F10.2,12X))
107 FORMAT(1X,'MINS DELAY/DEPARTURE ',3(F10.2,12X))
  CLOSE(UNIT=9,STATUS='KEEP')
  CLOSE(UNIT=8,STATUS='KEEP')
  WRITE(8,106)
106 FORMAT(1X,' AT LAST LINE OF PROGRAM')
  STOP
  END
```





```

C
C
DO 7, I=1,N
  IF((MOD(REAL(I),66.)).EQ.0) THEN
    WRITE(9,401) CITY
    WRITE(9,400)
    WRITE(9,402)NTCAP(1),NTCAP(2),NTCAP(3)
    WRITE(9,403)NLCAP(1),NLCAP(2),NLCAP(3)
    WRITE(9,404)
    WRITE(9,405)
  ELSE
    GO TO 791
  ENDOIF
791 CONTINUE
C
DO 790 J=1,NUMCAP
  IF(TOFRM(NPOINT(I)).EQ.'from') then
    ARDEL(J)=RTIME(TOUT(NPOINT(I),J))
    DPDEL(J)=0
  ELSE
    DPDEL(J)=RTIME(TOUT(NPOINT(I),J))
    ARDEL(J)=0
  ENDOIF
790 CONTINUE
C
  IF(TOFRM(NPOINT(I)).EQ.'from') THEN
    WRITE(9,101) FLIGHT(NPOINT(I)),
    &TOFRM(NPOINT(I)),SERVES(NPOINT(I)),INT(TIME(NPOINT(I))),
    &ARDEL(1),RTIME(DELAY
    &(NPOINT(I),1)),ARDEL(2),RTIME(DELAY
    &(NPOINT(I),2)),ARDEL(3),RTIME(DELAY
    &(NPOINT(I),3))
101 FORMAT(1X,A6,X,A4,X,A3,X,I4,3X,3(F7.2,7X,F7.2,2X))
C
  ELSE
    WRITE(9,102) FLIGHT(NPOINT(I)),
    &TOFRM(NPOINT(I)),SERVES(NPOINT(I)),INT(TIME(NPOINT(I))),
    &DPDEL(1),RTIME(DELAY
    &(NPOINT(I),1)),DPDEL(2),RTIME(DELAY
    &(NPOINT(I),2)),DPDEL(3),RTIME(DELAY
    &(NPOINT(I),3))
102 FORMAT(1X,A6,X,A4,X,A3,X,I4,3X,3(7X,F7.2,F7.2,2X))
  ENDOIF
7 CONTINUE
  WRITE(9,400)
  WRITE(9,400)
  WRITE(9,400)
  DELTO(1)=DELTO(1)/60
  DELTO(2)=DELTO(2)/60
  DELTO(3)=DELTO(3)/60
  DELDG(1)=DELDG(1)/60
  DELDG(2)=DELDG(2)/60
  DELDG(3)=DELDG(3)/60
  WRITE(9,103) DELDG(1),DELDG(2),DELDG(3)
  WRITE(9,105) DELTO(1),DELTO(2),DELTO(3)
  NF=N-1
  WRITE(9,400)
  WRITE(9,400)
  WRITE(9,104) NF
  WRITE(9,400)
  DO 202 I=1,3
    DETO(I)=2*DELTO(I)/NF
    DELD(I)=2*DELDG(I)/NF
202 CONTINUE
  WRITE(9,108) DELD(1),DELD(2),DELD(3)
  WRITE(9,107) DETO(1),DETO(2),DETO(3)
103 FORMAT(1X,' ARRIVAL DELAY:',4X,3(F10.2,12X),'MINS')
105 FORMAT(1X,' DEPARTURE DELAY:',3(F10.2,12X),'MINS')
104 FORMAT(1X,' A TOTAL OF ',I4,' FLIGHTS')
108 FORMAT(1X,'MINS DELAY/ARRIVAL:',3(F10.2,12X))
107 FORMAT(1X,'MINS DELAY/DEPARTURE ',3(F10.2,12X))
  CLOSE(UNIT=9,STATUS='KEEP')
  CLOSE(UNIT=8,STATUS='KEEP')
  WRITE (6,106)
106 FORMAT (1X, ' AT LAST LINE OF PROGRAM')
  STOP
  END

```

PROGRAM ADEL77

```
C
C
C THIS PROGRAM HAS BEEN WRITTEN TO PERFORM ANALYSIS OF DELAYS
C AT AIRPORTS USING A SIMPLE DETERMINISTIC MODEL. IT READS DATA
C FROM A TAPE OF OAG SCHEDULES AND PRODUCES A SCHEDULE MAP FOR
C THE DESIRED CITY. IT THEN PROMPTS THE USER TO ENTER 1 TO 4
C SETS OF TAKEOFF/LANDING CAPACITIES. IT CONVERTS THE CAPACITIES
C INTO SERVICE TIMES, AND PROCEEDS TO "PUSH" THE SCHEDULE THROUGH
C THE CONSTRAINING CONDITIONS. IT HANDLES TAKEOFFS AND LANDINGS AS
C SEPARATE PROCESSES — IT IS ASSUMED THAT THE CAPACITIES ENTERED
C BY THE USER WILL TAKE MIXED OPERATIONS INTO ACCOUNT.
C
C
C CHARACTER=3 CITY, OCITY, DCITY, SERVES(2500)
C CHARACTER=81 CVAR
C REAL TIME(2500), TOJLN(2500),DELD(4),TDEL,DELOUT(288)
C REAL TOUT(2500,4),DELAY(2500,4),DELTO(4),DELDG(4),DETO(4)
C REAL LSYC(4),TSVC(4),LASLDG(4),LASTO(4),ARDEL(4),DPDEL(4)
C REAL TIMOUT(288),TIMDEC(2500)
C INTEGER N, NSTOPS, NPOINT(2500),NUMCAP,NTCAP(4),NLCAP(4)
C INTEGER DTIME,ATIME,DAYS,DATE,INDEX,NC
C CHARACTER=8 FLIGHT(2500), FLYTE
C CHARACTER=4 TOFRM(2500)
C CHARACTER=11 BUFF
C EQUIVALENCE(TIMOUT(1),TIMOUT(97))
C EQUIVALENCE(TIMOUT(1),TIMOUT(193))
C CHARACTER=60 TITLE,PLTITL
C INTEGER IOPT(3),NN(3)
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C THE USER IS PROMPTED FOR THE 3-LETTER AIRPORT CODE C
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
PRINT *, 'ENTER 3-LETTER AIRPORT CODE'
READ '(A3)', CITY
N=1
OPEN(UNIT=8, FILE='SCHEDULE.DAT', STATUS='OLD', ACCESS='SEQUENTIAL')
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C THE PROGRAM STARTS READING THE DATA FILE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
1 READ(8,81,END=2)CVAR
81 FORMAT(A81)
READ(CVAR,100)FLYTE,OCITY,DCITY,DTIME,ATIME,DAYS,DATE
100 FORMAT(A6,4X,2A3,18X,2I4,12X,I1,11X,I3)
IF(DATE.NE.577) GO TO 1
IF(DCITY.NE.CITY) GO TO 1
IF(DAYS.NE.1) GO TO 1
IF(DCITY.EQ.CITY) THEN
TIME(N)=REAL(ATIME)
TOFRM(N)='from'
SERVES(N)=OCITY
FLIGHT(N)=FLYTE
ENDIF
TOJLN(N)=TJLN(TIME(N))
N=N+1
GO TO 1
2 N=N-1
WRITE (6,10) N
10 FORMAT(15, ' RECORDS ACCEPTED FOR PROCESSING')
CALL DOSORT(TIME,N,NPOINT)
C
WRITE (6,11)
WRITE (6,12)
11 FORMAT (1X,' DELAY CAN ANALYZE UP TO THREE SETS OF AIRPORT')
12 FORMAT (1X,' CAPACITIES. ENTER NUMBER OF SETS TO BE STUDIED:1-3')
C READ (6,13),NUMCAP
NUMCAP=3
13 FORMAT (13)
14 FORMAT (1X,' ENTER HOURLY TAKEOFF CAPACITY FOR SET ',I1)
15 FORMAT (1X,' ENTER HOURLY LANDING CAPACITY FOR SET ',I1)
DO 3, I=1,NUMCAP
C WRITE (6,14) I
C READ (6,16) NTCAP(I)
NTCAP(I)=(I+1)*30
C WRITE (6,15) I
C READ (6,16),NLCAP(I)
NLCAP(I)=(I+1)*30
16 FORMAT (13)
```

```
LSVC(I)=1./{REAL(NLCAP(I))/3600.}
TSVC(I)=1./{REAL(NTCAP(I))/3600.}
C PRINT *, LSVC(I)
C PRINT *, TSVC(I)
3 CONTINUE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C INITIALIZATION OF DELAY MATRIX
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
DO 4 J=1,NUMCAP
TOUT(NPOINT(1),J)=TOJLN(NPOINT(1))
DELAY(NPOINT(1),J)=TOUT(NPOINT(1),J)-TOJLN(NPOINT(1))
IF(TOFRM(NPOINT(1)).EQ.'FROM') THEN
LASLDG(J)=TOJLN(NPOINT(1))
LASTO(J)=0
ELSE
LASTO(J)=TOJLN(NPOINT(1))
LASLDG(J)=0
ENDIF
DELTO(J)=DELAY(NPOINT(1),J)
DELDG(J)=DELAY(NPOINT(1),J)
4 CONTINUE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C DELAY CALCULATION
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
DO 5, I=2,N
DO 6, J=1,NUMCAP
DELAY(NPOINT(I),J)=0
IF(TOFRM(NPOINT(I)).EQ.'from') GO TO 777
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C DEPARTURE DELAY LOOP
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
IF(TOJLN(NPOINT(I)).GT.(LASTO(J)+TSVC(J))) THEN
TOUT(NPOINT(I),J)=TOJLN(NPOINT(I))
LASTO(J)=TOUT(NPOINT(I),J)
ELSE
TOUT(NPOINT(I),J)=LASTO(J)+TSVC(J)
DELAY(NPOINT(I),J)=TOUT(NPOINT(I),J)-TOJLN(NPOINT(I))
LASTO(J)=TOUT(NPOINT(I),J)
ENDIF
DELTO(J)=DELTO(J)+DELAY(NPOINT(I),J)
GO TO 778
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C ARRIVAL DELAY LOOP
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
777 IF(TOJLN(NPOINT(I)).GT.(LASLDG(J)+LSVC(J))) THEN
TOUT(NPOINT(I),J)=TOJLN(NPOINT(I))
LASLDG(J)=TOUT(NPOINT(I),J)
ELSE
TOUT(NPOINT(I),J)=LASLDG(J)+LSVC(J)
DELAY(NPOINT(I),J)=TOUT(NPOINT(I),J)-TOJLN(NPOINT(I))
LASLDG(J)=TOUT(NPOINT(I),J)
ENDIF
DELDG(J)=DELDG(J)+DELAY(NPOINT(I),J)
778 CONTINUE
6 CONTINUE
5 CONTINUE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C OUTPUT SECTION
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
DO 300 I=1,N
HRS=INT(TIME(NPOINT(I))/100.)
MINS=MOD(TIME(NPOINT(I)),100.)
TIMDEC(I)=HRS+(MINS/60.)
300 CONTINUE
TIMOUT(1)=0.25
DO 301 I=2,96
TIMOUT(I)=TIMOUT(I-1)+.25
301 CONTINUE
DO 3011 I=97,192
TIMOUT(I)=TIMOUT(I-96)
3011 CONTINUE
DO 3012 I=193,288
TIMOUT(I)=TIMOUT(I-96)
3012 CONTINUE
TDEL=0
```

```
DO 302 J=1,3
  INDEX=1
  DO 303 I=1,N
    IND=(96*(J-1))+INDEX
    IF(TIMDEC(I).LT.TIMEOUT(INDEX)) THEN
      TDEL=TDEL+DELAY(NPOINT(I),J)
      NC=NC+1
    ELSE
      IF(NC.EQ.0) THEN
        DELOUT(IND)=0
        GO TO 3009
      ENDIF
      DELOUT(IND)=TDEL/(NC*60)
      NC=0
      TDEL=0
3009   INDEX=INDEX+1
    ENDIF
303   CONTINUE
302   CONTINUE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C   CALLING "GRAFIC" PACKAGE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
TITLE=' ARRIVAL DELAY ANALYSIS, MAY 1977 AT '//CITY
INDGR=28
PLTITL=' Time Delay      60,90,120 arrv/hr cap. '
NLINE=3
NN(1)=96
NN(2)=96
NN(3)=96
IOPT(1)=2
IOPT(2)=2
IOPT(3)=2
CALL GRINIT(5,6,TITLE)
CALL GRSSET(0,24,0,60)
CALL GRLINE(IOPT,NLINE,PLTITL,INDGR,TIMEOUT,DELOUT,NN)
CLOSE(UNIT=8,STATUS='KEEP')
STOP
END
```

PROGRAM DDEL77

```

C
C
C THIS PROGRAM HAS BEEN WRITTEN TO PERFORM ANALYSIS OF DELAYS
C AT AIRPORTS USING A SIMPLE DETERMINISTIC MODEL. IT READS DATA
C FROM A TAPE OF OAG SCHEDULES AND PRODUCES A SCHEDULE MAP FOR
C THE DESIRED CITY. IT THEN PROMPTS THE USER TO ENTER 1 TO 4
C SETS OF TAKEOFF/LANDING CAPACITIES. IT CONVERTS THE CAPACITIES
C INTO SERVICE TIMES, AND PROCEEDS TO "PUSH" THE SCHEDULE THROUGH
C THE CONSTRAINING CONDITIONS. IT HANDLES TAKEOFFS AND LANDINGS AS
C SEPARATE PROCESSES — IT IS ASSUMED THAT THE CAPACITIES ENTERED
C BY THE USER WILL TAKE MIXED OPERATIONS INTO ACCOUNT.
C
C THIS PROGRAM DIFFERS FROM THE ORIGINAL PROGRAM "DELAY" IN THAT IT
C IS DESIGNED TO PRODUCE GRAPHICAL OUTPUT. THE PLOTTING PACKAGE
C USED IS CALLED "GRAFIC" AND IT WAS WRITTEN BY SOMEONE IN CFDL.
C THE MAJOR DIFFERENCE IN THE RUNNING OF THE PROGRAM IS THAT, WHEN
C LINKING, THE USER TYPES
C "LINK DDEL77,TJLN,DOSORT,SYSSPLOT:GRAFIC/LIB,SYSSPLOT:PLOTLIB/LIB"
C THEN, THE MODEL PRODUCES A GRAPH, WITH A MENU. TYPE L FOR
C A HARDCOPY. THIS PROGRAM HANDLES DEPARTURES IN 1977. ALSO ON
C THIS DIRECTORY ARE DDEL77,ADEL85 AND DDEL85. THEY WORK THE SAME WAY.
C IF ANY QUESTIONS ARISE, WRITE PLEASE FEEL FREE TO WRITE:
C MARTIN ST. GEORGE
C 11 ANDREWS ISLE
C HINGHAM, MA 02043
C
C CHARACTER=3 CITY, OCITY, DCITY, SERVES(2500)
C CHARACTER=81 CVAR
C REAL TIME(2500), TOJLN(2500),DELD(4),TDEL,DELOUT(288)
C REAL TOUT(2500,4),DELAY(2500,4),DELTO(4),DELDG(4),DETO(4)
C REAL LSYC(4),TSVC(4),LASLDG(4),LASTO(4),ARDEL(4),DPDEL(4)
C REAL TIMOUT(288),TIMDEC(2500)
C INTEGER N, NSTOPS, NPOINT(2500),NUMCAP,NTCAP(4),NLCAP(4)
C INTEGER DTIME,ATIME,DAYS,DATE,INDEX,NC
C CHARACTER=8 FLIGHT(2500), FLYTE
C CHARACTER=4 TOFRM(2500)
C CHARACTER=11 BUFF
C EQUIVALENCE(TIMOUT(1),TIMOUT(97))
C EQUIVALENCE(TIMOUT(1),TIMOUT(193))
C CHARACTER=60 TITLE,PLTITL
C INTEGER IOPT(3),NN(3)
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C THE USER IS PROMPTED FOR THE 3-LETTER AIRPORT CODE C
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
PRINT *, 'ENTER 3-LETTER AIRPORT CODE'
READ '(A3)', CITY
N=1
OPEN(UNIT=8,FILE='SCHEDULE.DAT',STATUS='OLD',ACCESS='SEQUENTIAL')
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C THE PROGRAM STARTS READING THE DATA FILE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
1 READ(8,81,END=2)CVAR
81 FORMAT(A81)
READ(CVAR,100)FLYTE,OCITY,DCITY,DTIME,ATIME,DAYS,DATE
100 FORMAT(A8,4X,2A3,18X,2I4,12X,I1,11X,I3)
IF(DATE.NE.577) GO TO 1
IF(OCITY.NE.CITY) GO TO 1
IF(DAYS.NE.1) GO TO 1
IF(OCITY.EQ.CITY) THEN
TIME(N)=REAL(DTIME)
TOFRM(N)='to '
SERVES(N)=OCITY
FLIGHT(N)=FLYTE
ENDIF
TOJLN(N)=TJLN(TIME(N))
N=N+1
GO TO 1
2 N=N-1
WRITE (6,10) N
10 FORMAT(15, ' RECORDS ACCEPTED FOR PROCESSING')
CALL DOSORT(TIME,N,NPOINT)
C
WRITE (6,11)
WRITE (6,12)
11 FORMAT (1X, ' DELAY CAN ANALYZE UP TO THREE SETS OF AIRPORT')
12 FORMAT (1X, ' CAPACITIES. ENTER NUMBER OF SETS TO BE STUDIED:1-3')

```

```
C      READ (6,13),NUMCAP
      NUMCAP=3
13     FORMAT (I3)
14     FORMAT (1X,' ENTER HOURLY TAKEOFF CAPACITY FOR SET ',I1)
15     FORMAT (1X,' ENTER HOURLY LANDING CAPACITY FOR SET ',I1)
      DO 3, I=1,NUMCAP
C       WRITE (6,14) I
C       READ (6,16) NTCAP(I)
        NTCAP(I)=(I+1)*30
C       WRITE (6,15) I
C       READ (6,16),NLCAP(I)
        NLCAP(I)=(I+1)*30
16     FORMAT (I3)
        LSVC(I)=1./(REAL(NLCAP(I))/3600.)
        TSVC(I)=1./(REAL(NTCAP(I))/3600.)
        PRINT *, LSVC(I)
        PRINT *, TSVC(I)
3      CONTINUE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C      INITIALIZATION OF DELAY MATRIX
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
      DO 4 J=1,NUMCAP
        TOUT(NPOINT(1),J)=TOJLN(NPOINT(1))
        DELAY(NPOINT(1),J)=TOUT(NPOINT(1),J)-TOJLN(NPOINT(1))
        IF(TOFRM(NPOINT(1)).EQ.'FROM') THEN
          LASLDG(J)=TOJLN(NPOINT(1))
          LASTO(J)=0
        ELSE
          LASTO(J)=TOJLN(NPOINT(1))
          LASLDG(J)=0
        ENDIF
        DELTO(J)=DELAY(NPOINT(1),J)
        DELDG(J)=DELAY(NPOINT(1),J)
4      CONTINUE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C      DELAY CALCULATION
C
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
      DO 5, I=2,N
        DO 6, J=1,NUMCAP
          DELAY(NPOINT(I),J)=0
          IF(TOFRM(NPOINT(I)).EQ.'from') GO TO 777
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C      DEPARTURE DELAY LOOP
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
          IF(TOJLN(NPOINT(I)).GT.(LASTO(J)+TSVC(J))) THEN
            TOUT(NPOINT(I),J)=TOJLN(NPOINT(I))
            LASTO(J)=TOUT(NPOINT(I),J)
          ELSE
            TOUT(NPOINT(I),J)=LASTO(J)+TSVC(J)
            DELAY(NPOINT(I),J)=TOUT(NPOINT(I),J)-TOJLN(NPOINT(I))
            LASTO(J)=TOUT(NPOINT(I),J)
          ENDIF
          DELTO(J)=DELTO(J)+DELAY(NPOINT(I),J)
          GO TO 778
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C      ARRIVAL DELAY LOOP
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
777     IF(TOJLN(NPOINT(I)).GT.(LASLDG(J)+LSVC(J))) THEN
          TOUT(NPOINT(I),J)=TOJLN(NPOINT(I))
          LASLDG(J)=TOUT(NPOINT(I),J)
        ELSE
          TOUT(NPOINT(I),J)=LASLDG(J)+LSVC(J)
          DELAY(NPOINT(I),J)=TOUT(NPOINT(I),J)-TOJLN(NPOINT(I))
          LASLDG(J)=TOUT(NPOINT(I),J)
        ENDIF
          DELDG(J)=DELDG(J)+DELAY(NPOINT(I),J)
778     CONTINUE
6      CONTINUE
5      CONTINUE
C
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C      OUTPUT SECTION
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
      DO 300 I=1,N
        HRS=INT(TIME(NPOINT(I))/100.)
        MINS=MOD(TIME(NPOINT(I)),100.)
```

```
TIMDEC(I)=HRS+(MINS/60.)
300 CONTINUE
TIMOUT(1)=0.25
DO 301 I=2,96
  TIMOUT(I)=TIMOUT(I-1)+.25
301 CONTINUE
DO 3011 I=97,192
  TIMOUT(I)=TIMOUT(I-96)
3011 CONTINUE
DO 3012 I=193,288
  TIMOUT(I)=TIMOUT(I-96)
3012 CONTINUE
TDEL=0
DO 302 J=1,3
  INDEX=1
  DO 303 I=1,N
    IND=(96*(J-1))+INDEX
    IF(TIMDEC(I).LT.TIMOUT(INDEX)) THEN
      TDEL=TDEL+DELAY(NPOINT(I),J)
      NC=NC+1
    ELSE
      IF(NC.EQ.0) THEN
        DELOUT(IND)=0
        GO TO 3009
      ENDIF
      DELOUT(IND)=TDEL/(NC*60)
      NC=0
      TDEL=0
3009 INDEX=INDEX+1
    ENDIF
303 CONTINUE
302 CONTINUE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C CALLING "GRAFIC" PACKAGE
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
TITLE=' DEPARTURE DELAY ANALYSIS, MAY 1977 AT '//CITY
INDGR=28
PLTITL=' Time Delay 60, 90, 120 dept/hr '
NLINE=3
NN(1)=96
NN(2)=96
NN(3)=96
IOPT(1)=2
IOPT(2)=2
IOPT(3)=2
CALL GRINIT(5,6,TITLE)
CALL GRSSET(0,24,0,60)
CALL GRLINE(IOPT,NLINE,PLTITL,INDGR,TIMOUT,DELOUT,NN)
CLOSE(UNIT=8,STATUS='KEEP')
STOP
END
```

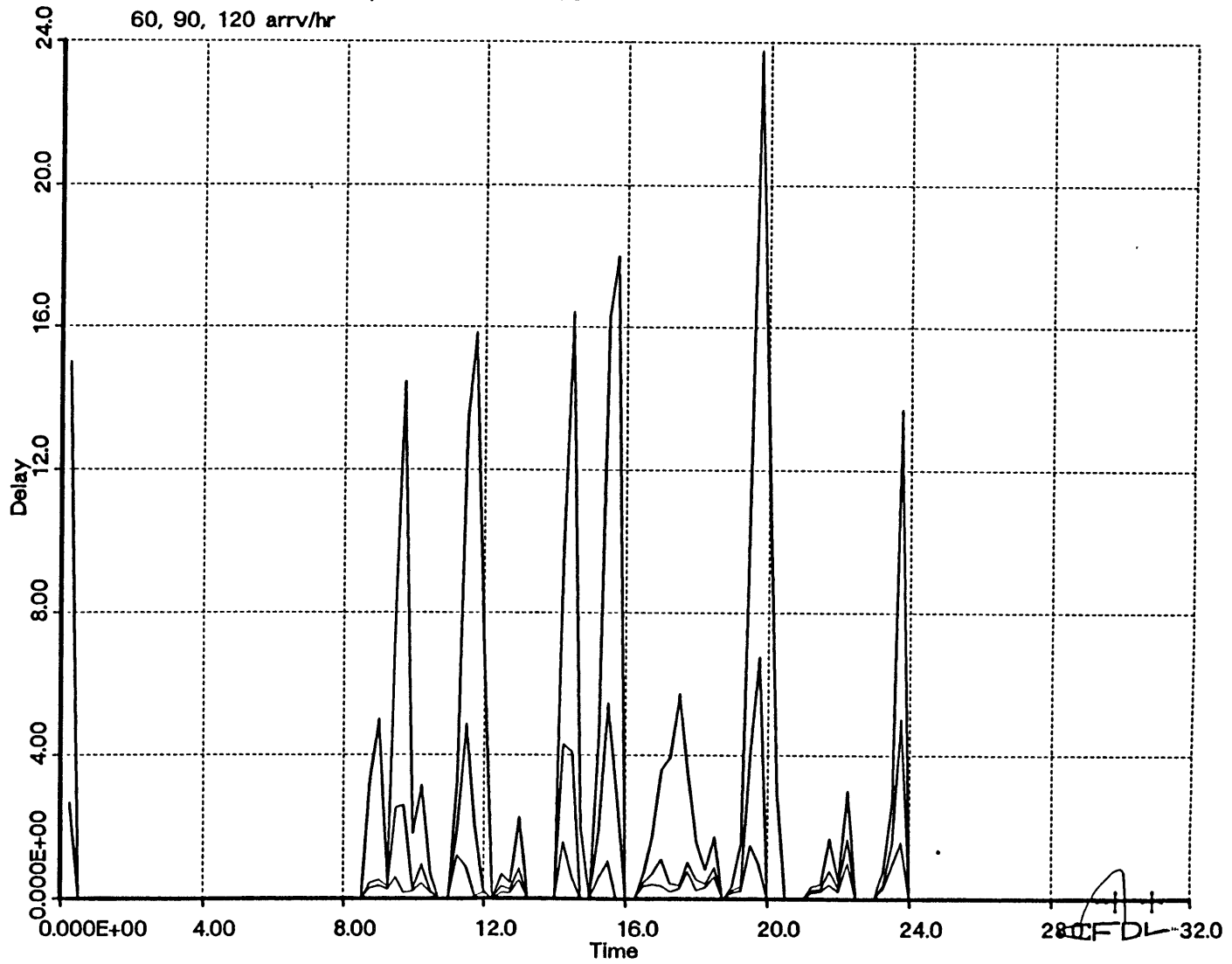
```
      SUBROUTINE DOSORT(X,N,IX)
C
C   THIS PROGRAM TAKES AS INPUT AN ARRAY OF NUMBERS, A NUMBER THAT
C   SIZES THE ARRAY, AND AN EMPTY ARRAY OF THE SAME SIZE.  IT CREATES
C   AN ARRAY OF POINTERS AND SORTS THAT ARRAY SO THAT THE POINTERS
C   REPRESENT THE ORDER OF THE ORIGINAL MATRIX IF IT WERE SORTED INTO
C   ASCENDING ORDER.
C
      DIMENSION X(N), IX(N)
C
C
      WRITE (6,800)
800  FORMAT(1X, ' ENTERING DOSORT')
C
C   INITIALIZE ARRAY OF POINTERS
C
      DO 10 I=1,N
         IX(I)=I
10   CONTINUE
C
      DO 50 I=1,N-1
         IPOS=IX(I)
C
C           DO 40 J=I+1,N
C              JPOS=IX(J)
C              IF(X(JPOS).LT.X(IPOS)) THEN
C                 IX(J)=IPOS
C                 IPOS=JPOS
C                 JPOS=IX(J)
C
C           ENDF
40   CONTINUE
         IX(I)=IPOS
50   CONTINUE
      WRITE (6,801)
801  FORMAT (1X, ' LEAVING DOSORT')
      RETURN
      END
```

```
FUNCTION TJLN(P)
C
C THIS FUNCTION CONVERTS A TIME STATED IN 24-HR FORMAT (IE 1759)
C INTO "SECONDS PAST MIDNIGHT"
C
REAL P, NUMHRS, NUMINS
NUMHRS=INT(P/100.)
NUMINS=MOD(P,100.)
TJLN=(3600*NUMHRS)+(60*NUMINS)
RETURN
END
```

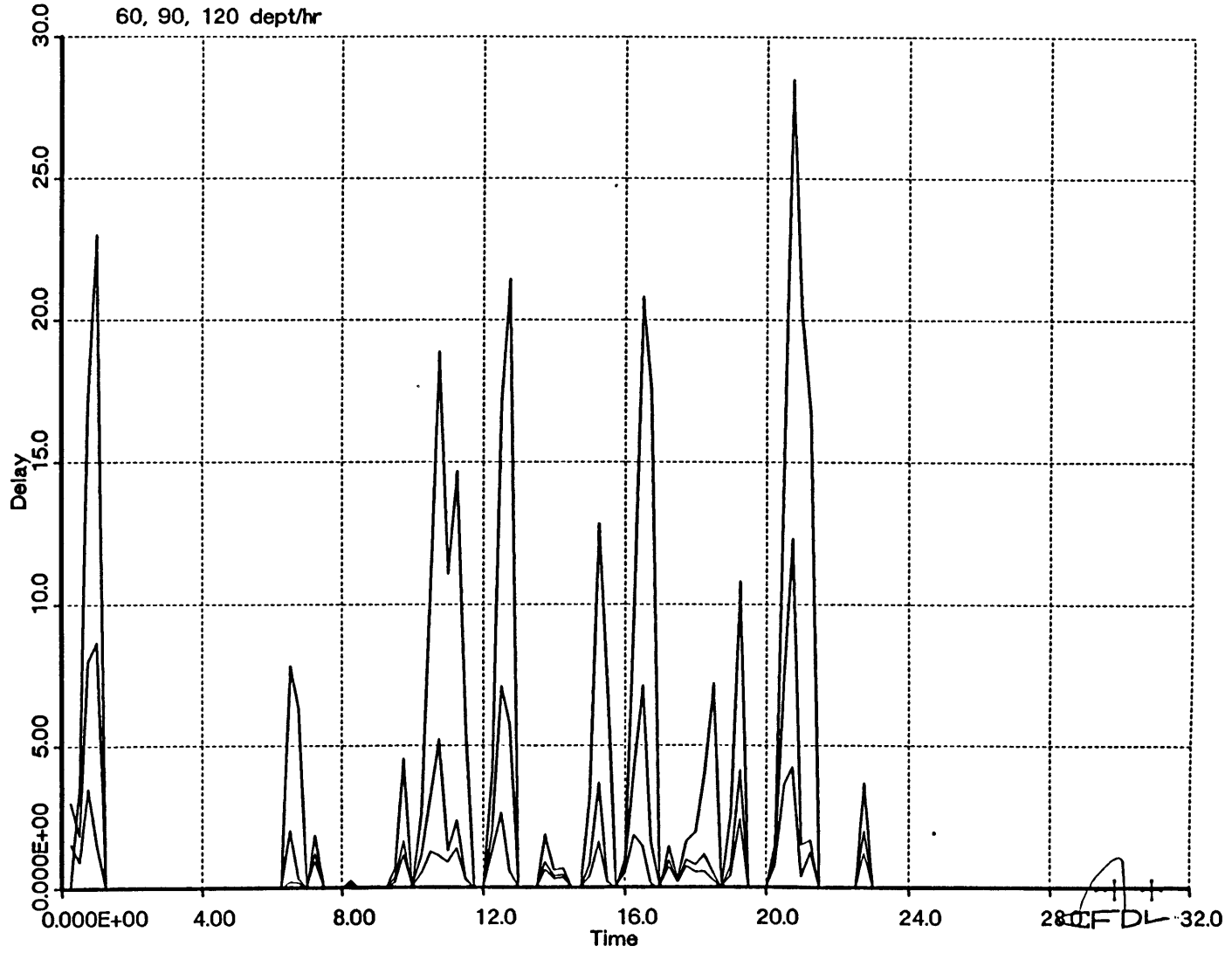
```
FUNCTION RTIME(P)
C
C THIS FUNCTION TAKES TIME IN THE "SECONDS PAST MIDNIGHT" FORM AND
C CONVERTS IT INTO 24-HOUR FORM WITH THE NUMBER OF SECONDS
C CONCATENATED ONTO THE END LIKE A DECIMAL
C HOWEVER, THIS FRACTIONAL PART IS IN "BASE 60"
C
REAL P,P2,P3,HRS,MINS,SECS
P2=P
P3=P
HRS=INT(P/3600)
MINS=MOD(P2,3600.)
SECS=MOD(P3,60.)
RTIME=(HRS*100)+(INT(MINS/60.))+(SECS/100.)
RETURN
END
```

**Appendix C**  
**Graphical Representation of Delays**

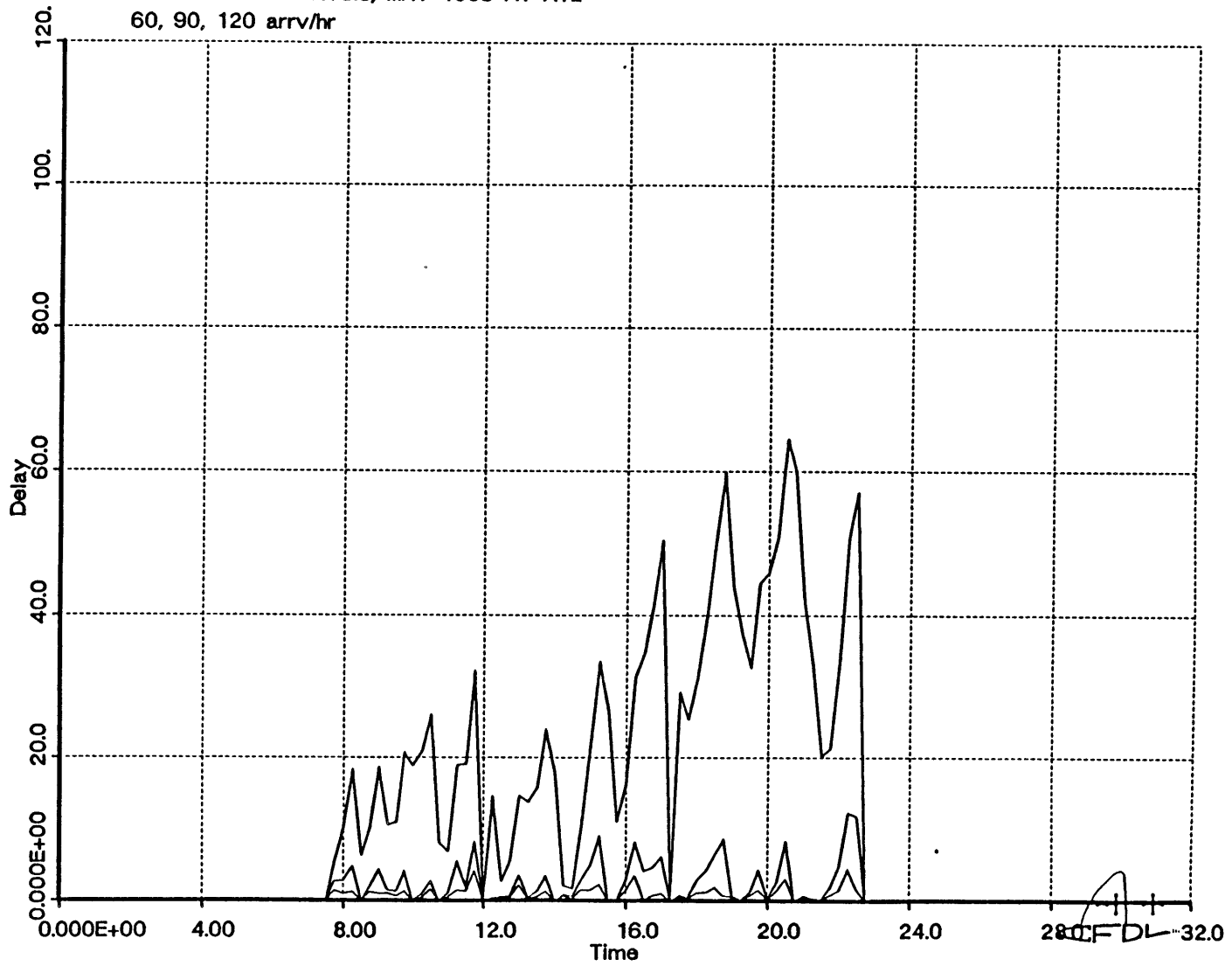
ARRIVAL DELAY ANALYSIS, MAY 1977 AT ATL  
60, 90, 120 arrv/hr



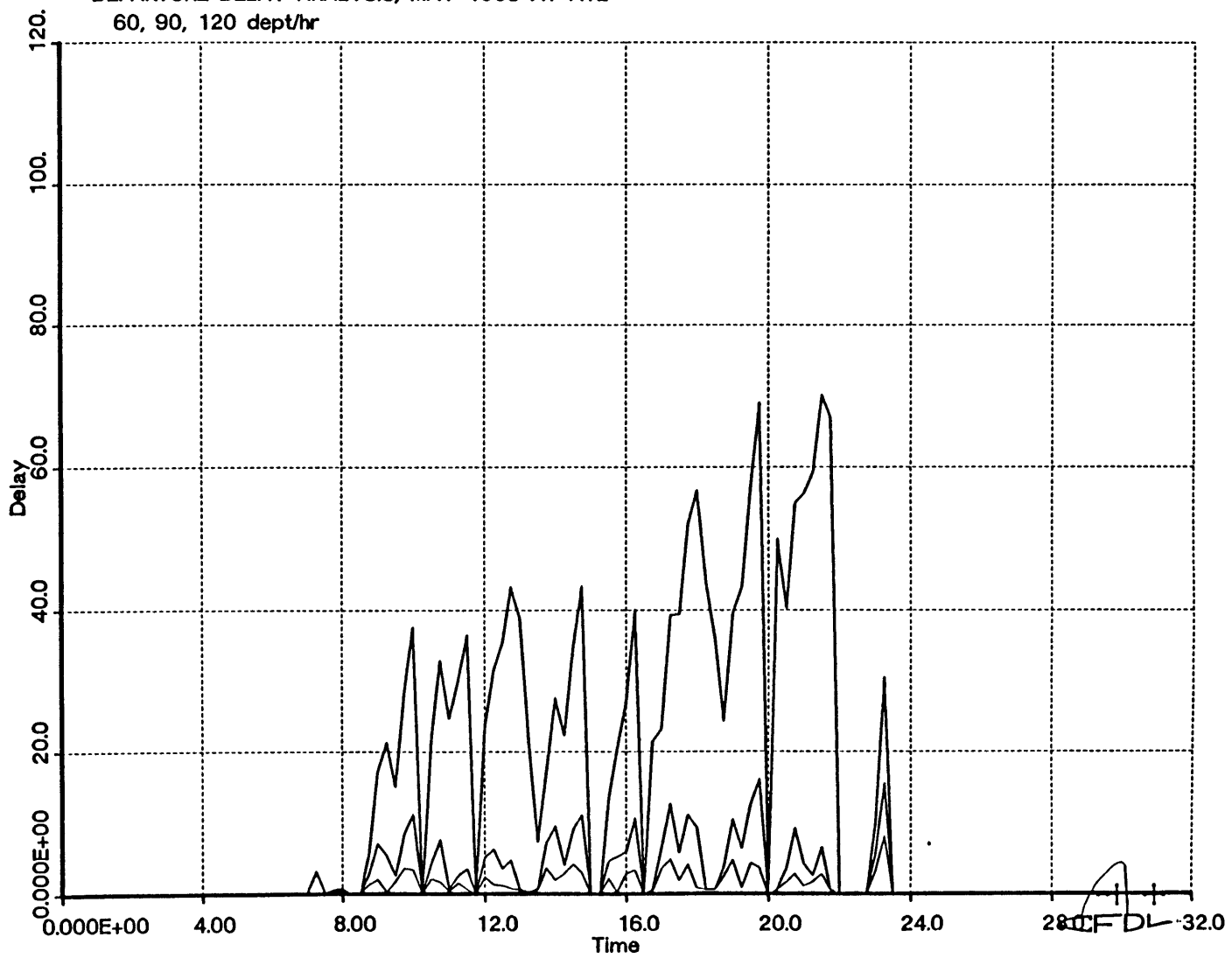
DEPARTURE DELAY ANALYSIS, MAY 1977 AT ATL  
60, 90, 120 dept/hr



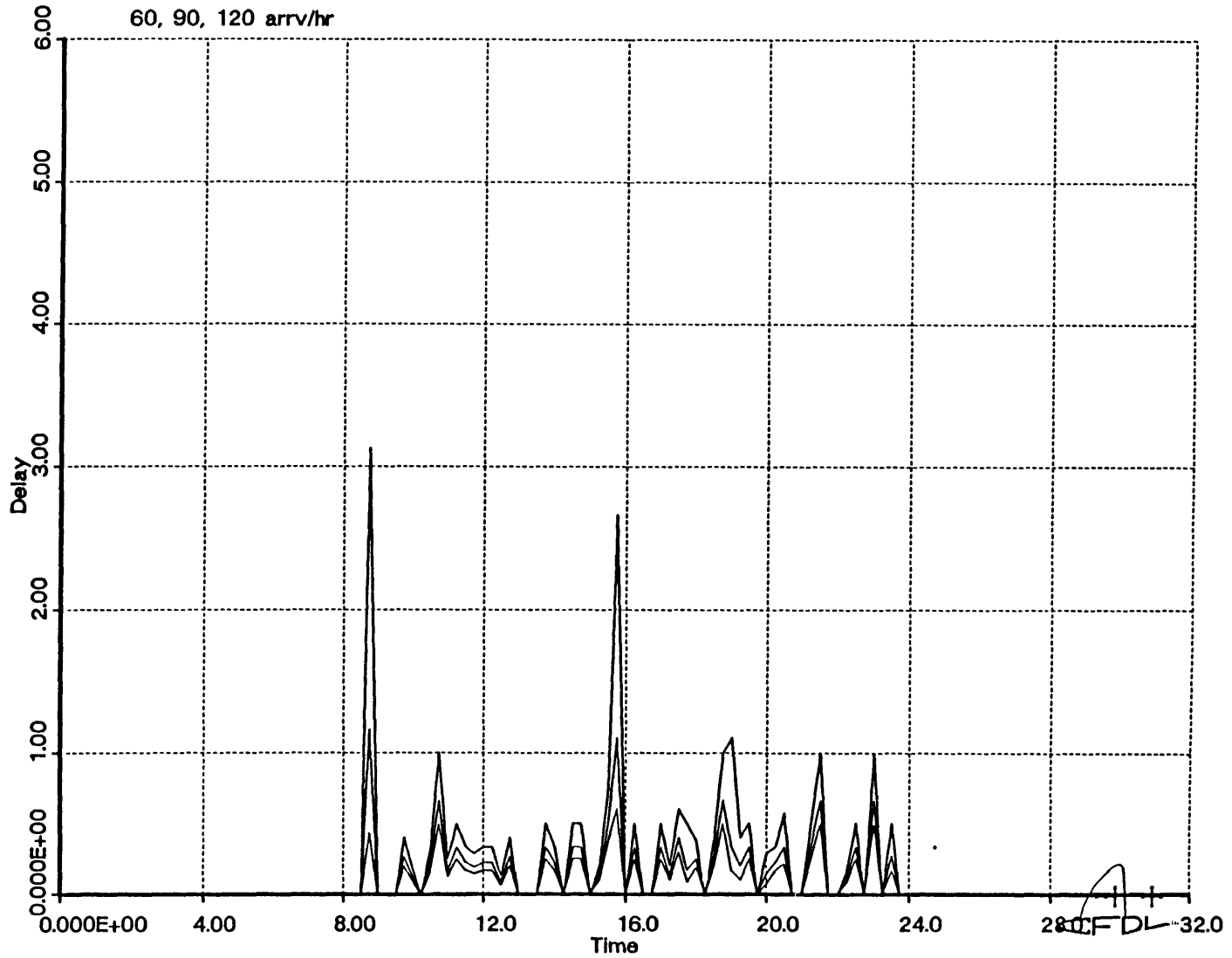
ARRIVAL DELAY ANALYSIS, MAY 1985 AT ATL  
60, 90, 120 arrv/hr



DEPARTURE DELAY ANALYSIS, MAY 1985 AT ATL  
60, 90, 120 dept/hr

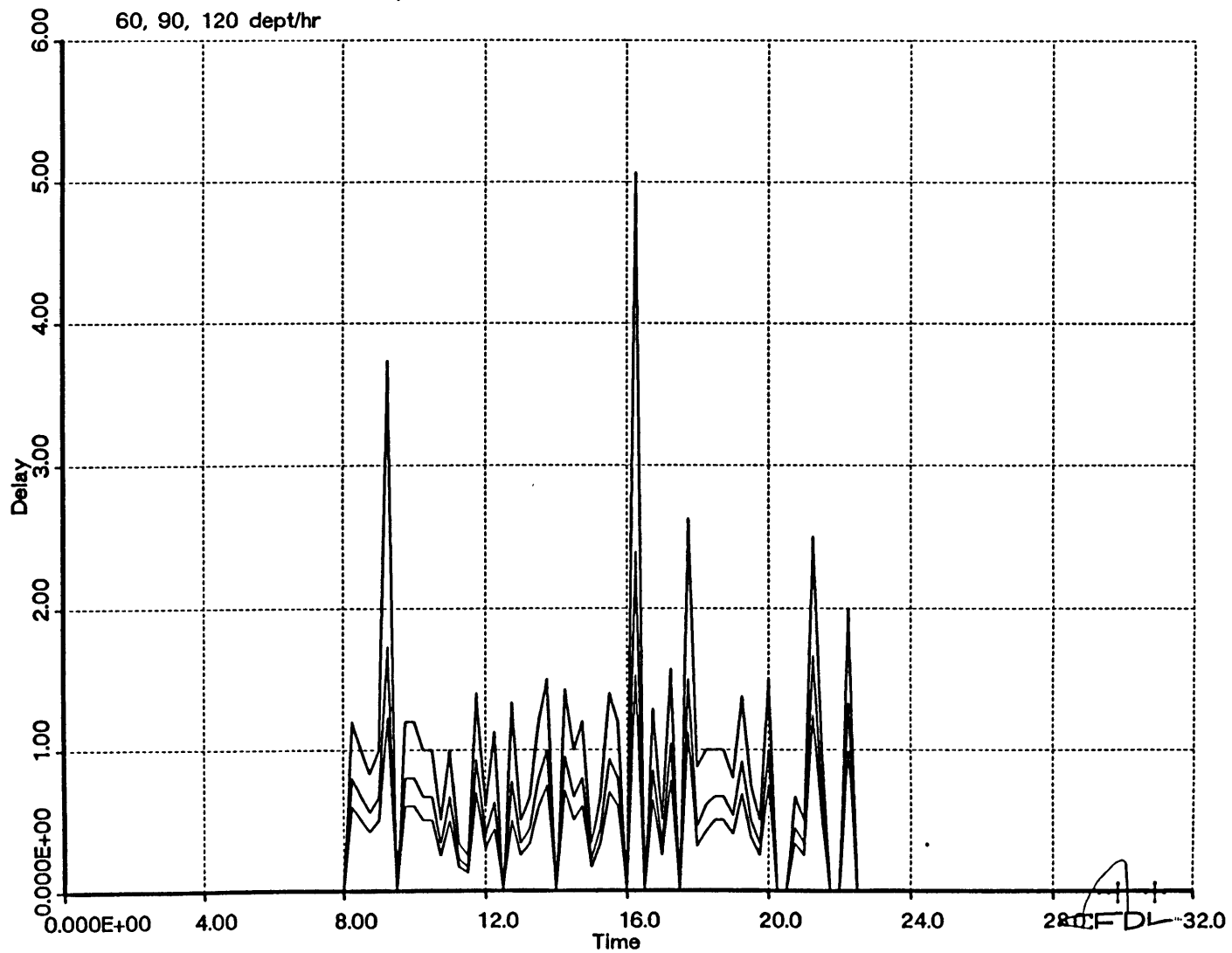


ARRIVAL DELAY ANALYSIS, MAY 1977 AT BOS  
60, 90, 120 arrv/hr

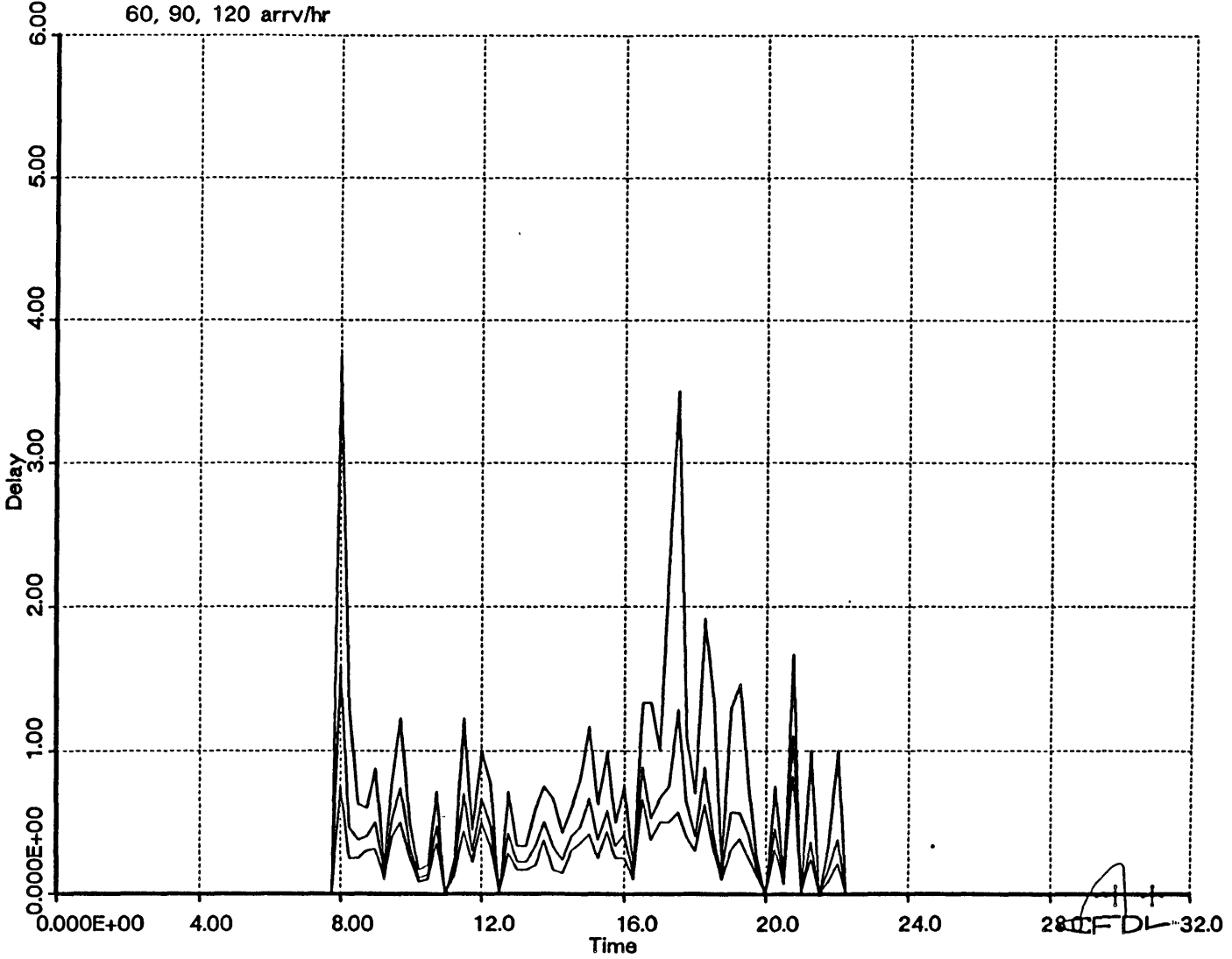


DEPARTURE DELAY ANALYSIS, MAY 1977 AT BOS

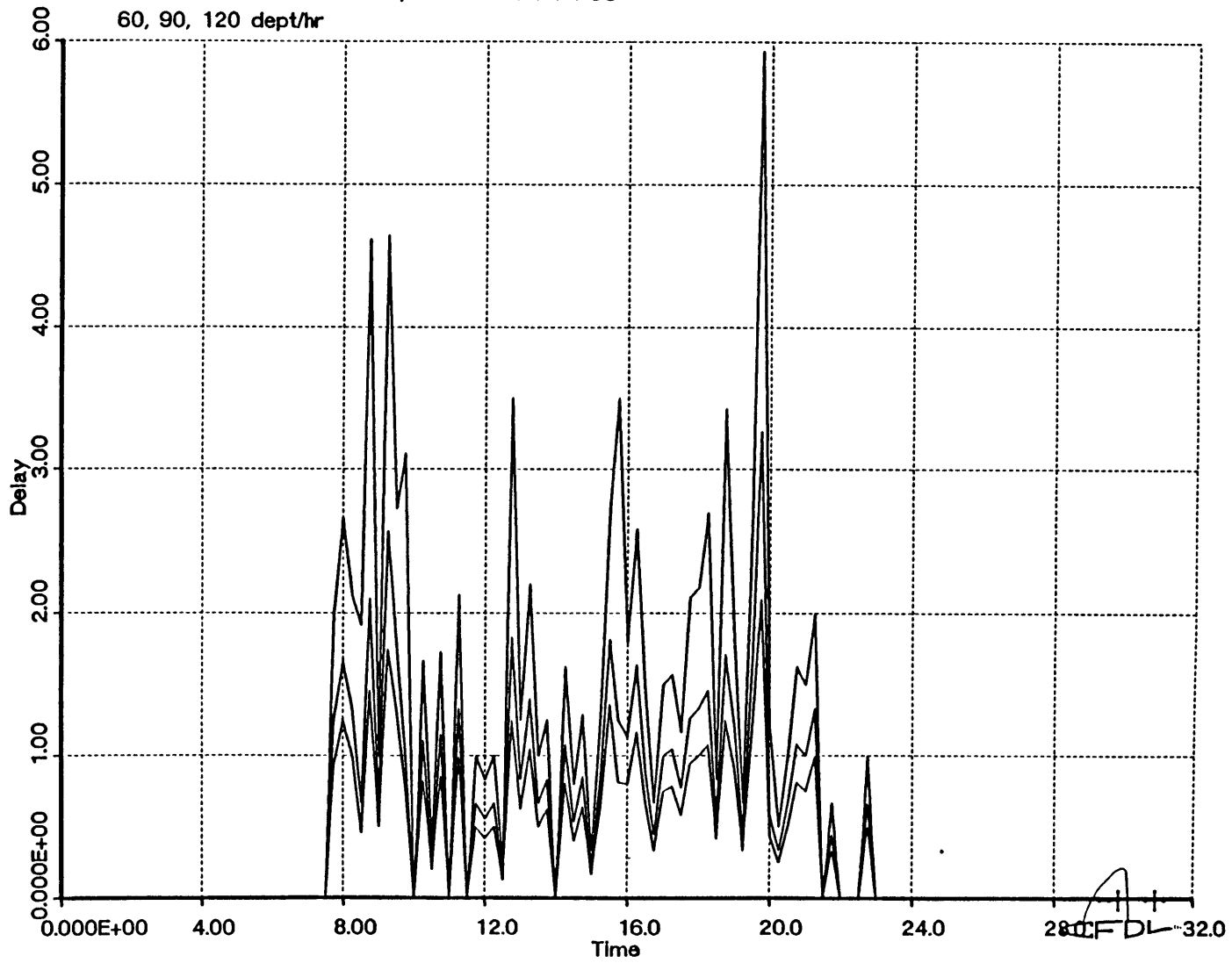
60, 90, 120 dept/hr



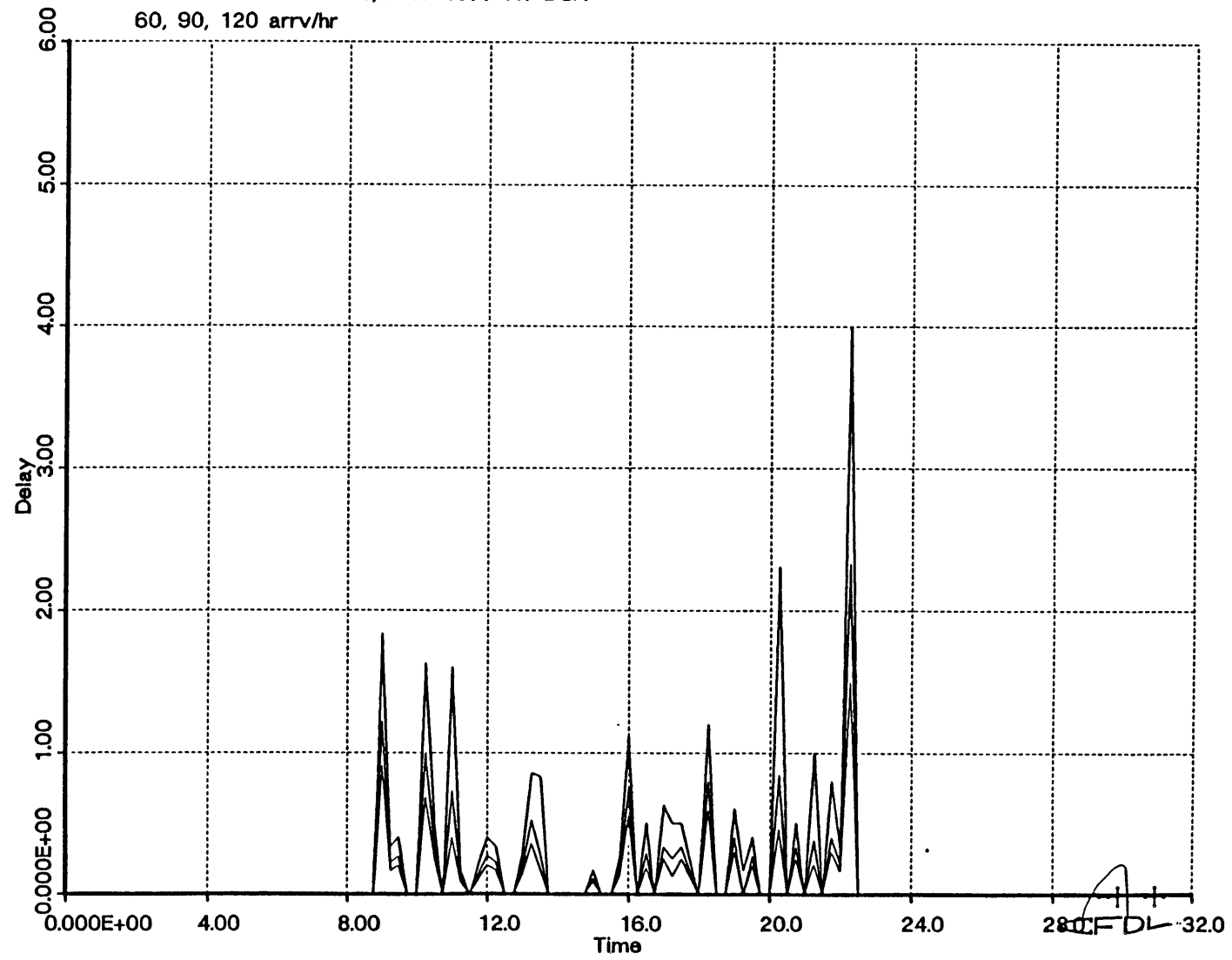
ARRIVAL DELAY ANALYSIS, MAY 1985 AT BOS  
60, 90, 120 arrv/hr



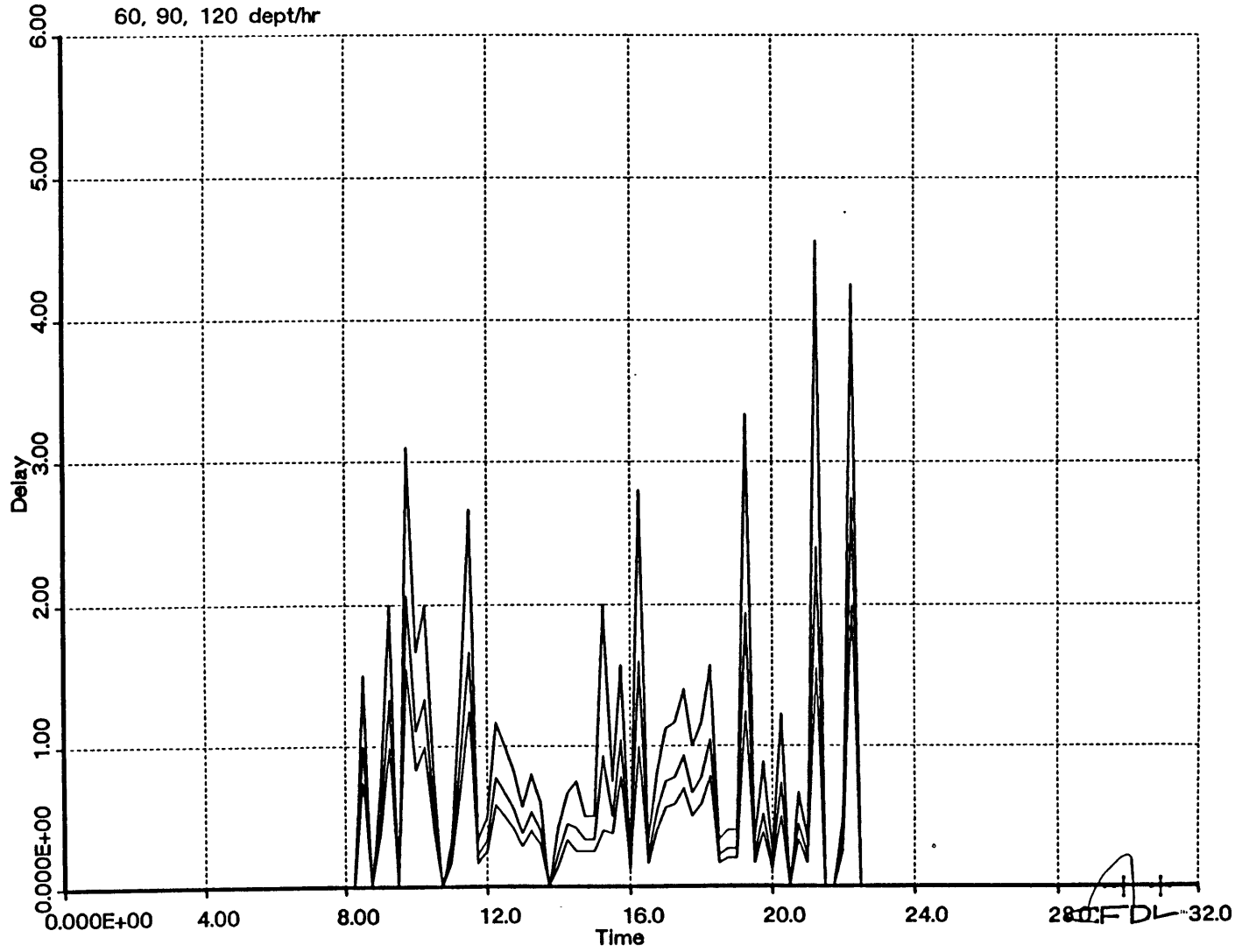
DEPARTURE DELAY ANALYSIS, MAY 1985 AT BOS  
60, 90, 120 dept/hr



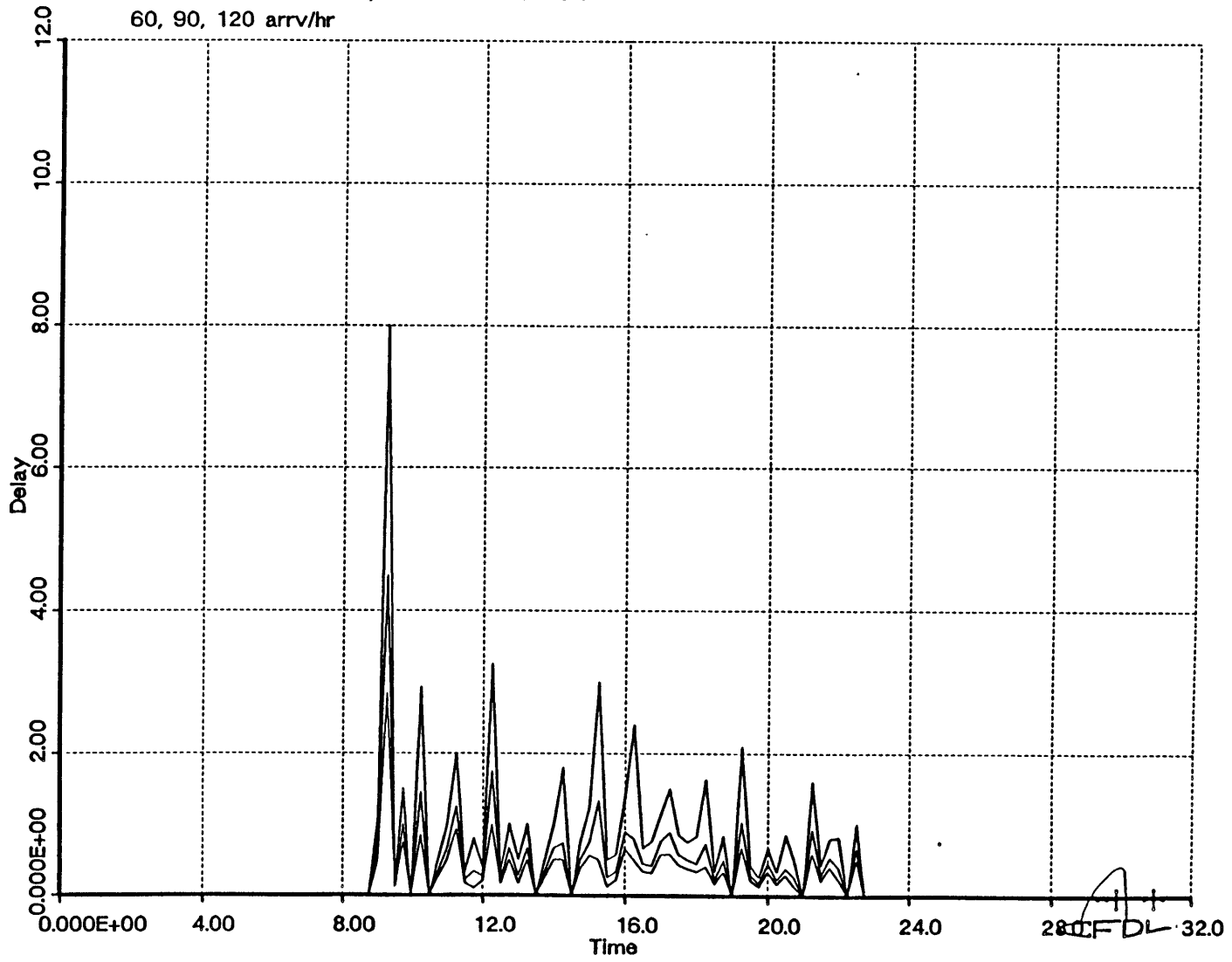
ARRIVAL DELAY ANALYSIS, MAY 1977 AT DCA  
60, 90, 120 arrv/hr



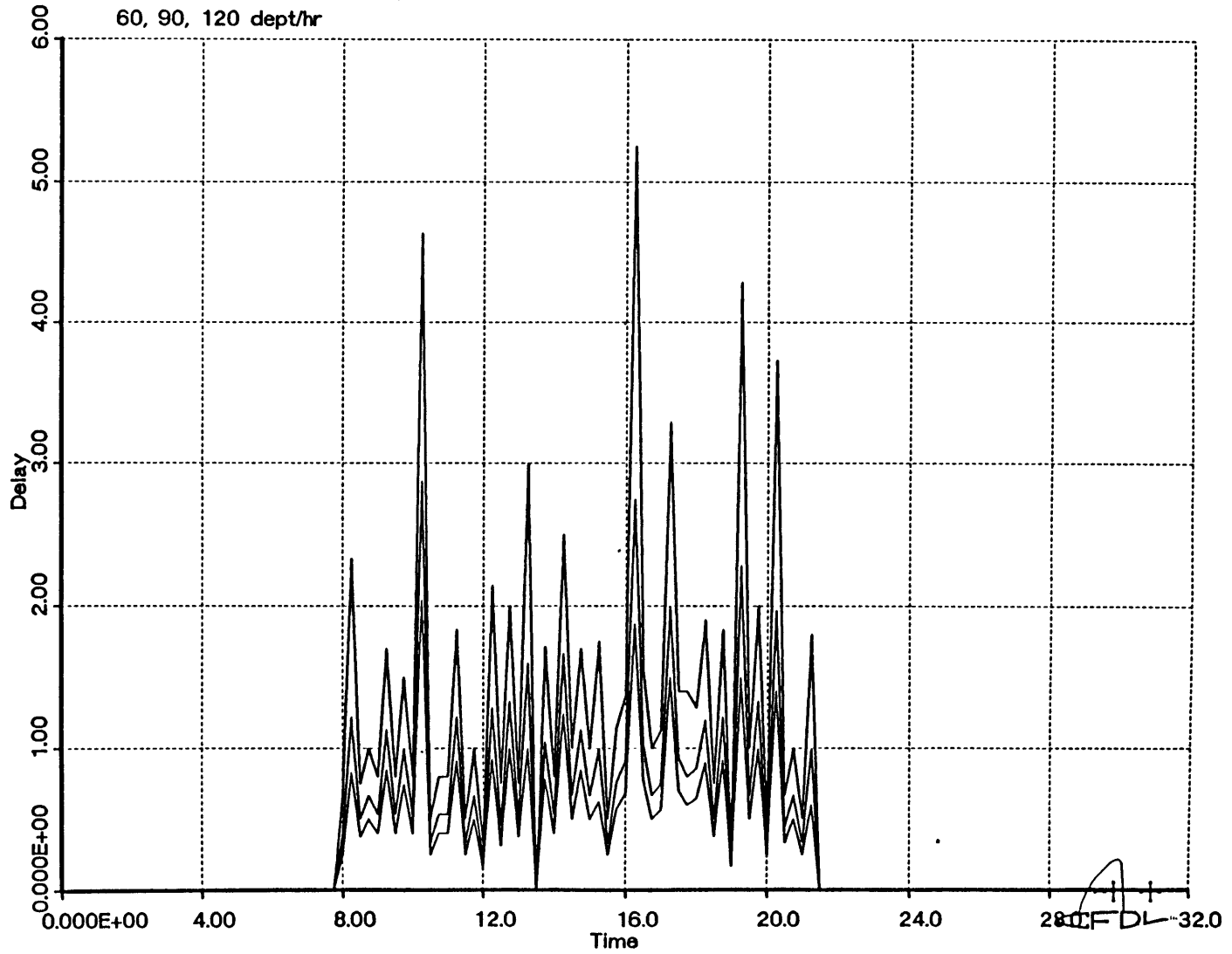
DEPARTURE DELAY ANALYSIS, MAY 1977 AT DCA  
60, 90, 120 dept/hr



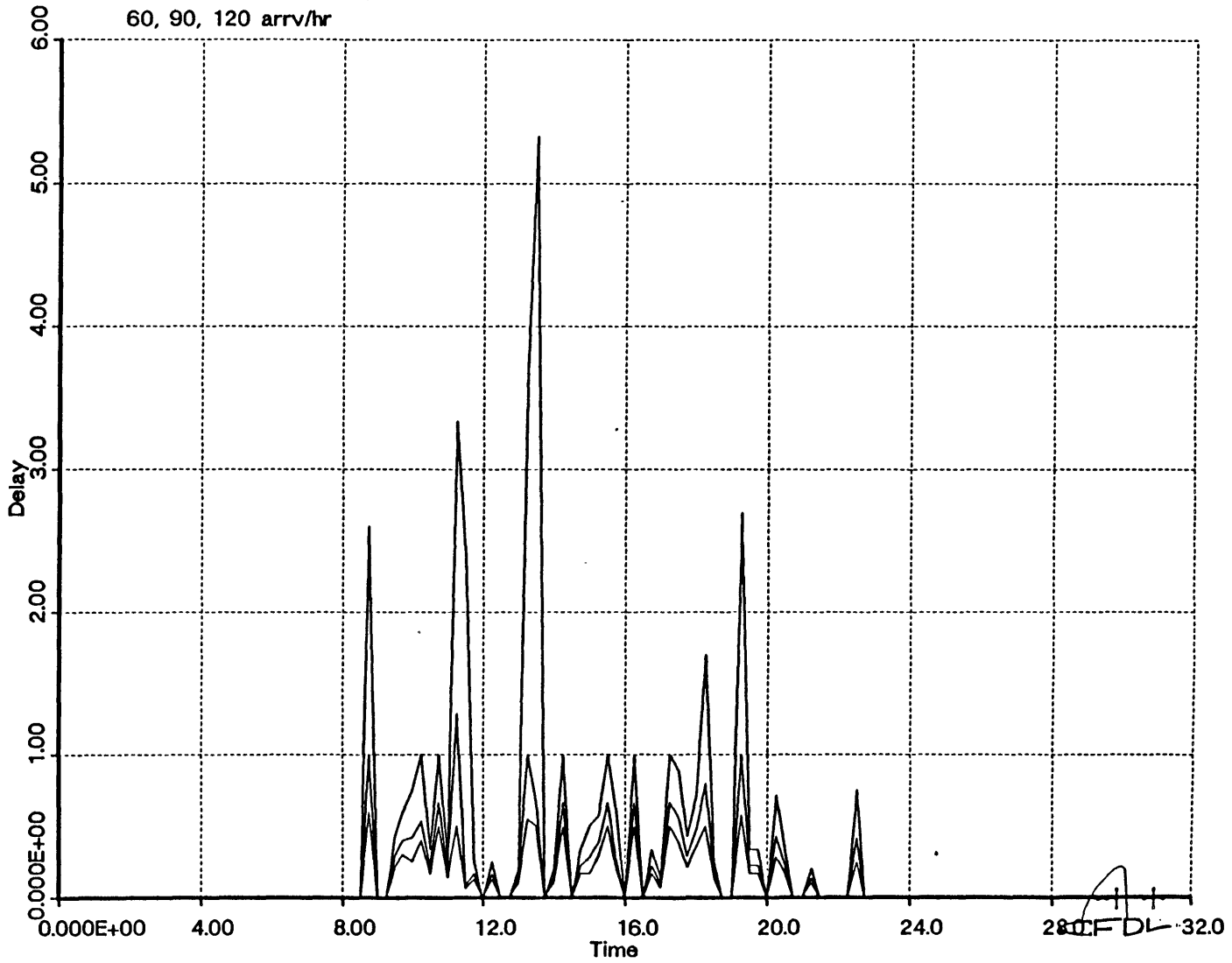
ARRIVAL DELAY ANALYSIS, MAY 1985 AT DCA  
60, 90, 120 arrv/hr



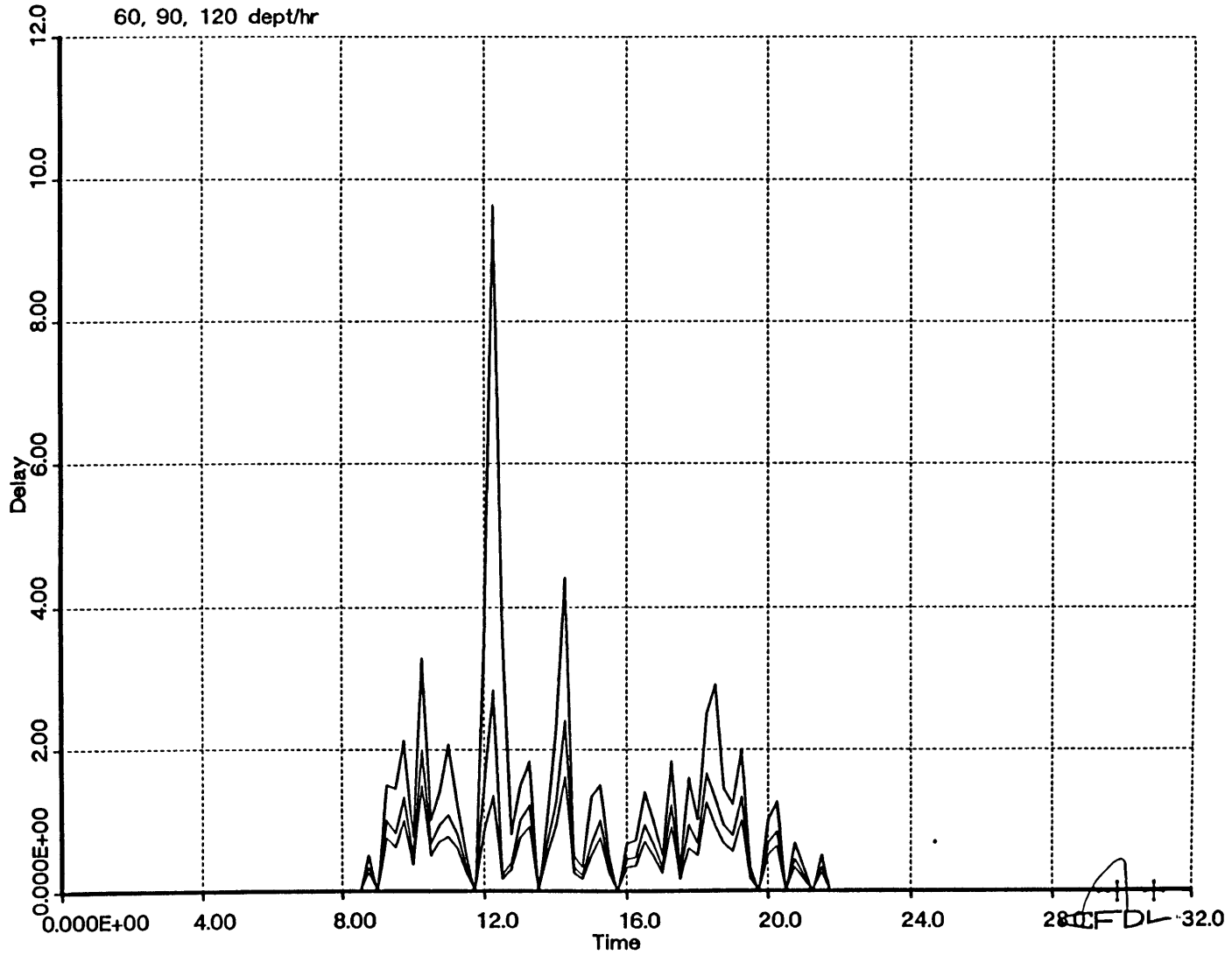
DEPARTURE DELAY ANALYSIS, MAY 1985 AT DCA  
60, 90, 120 dept/hr



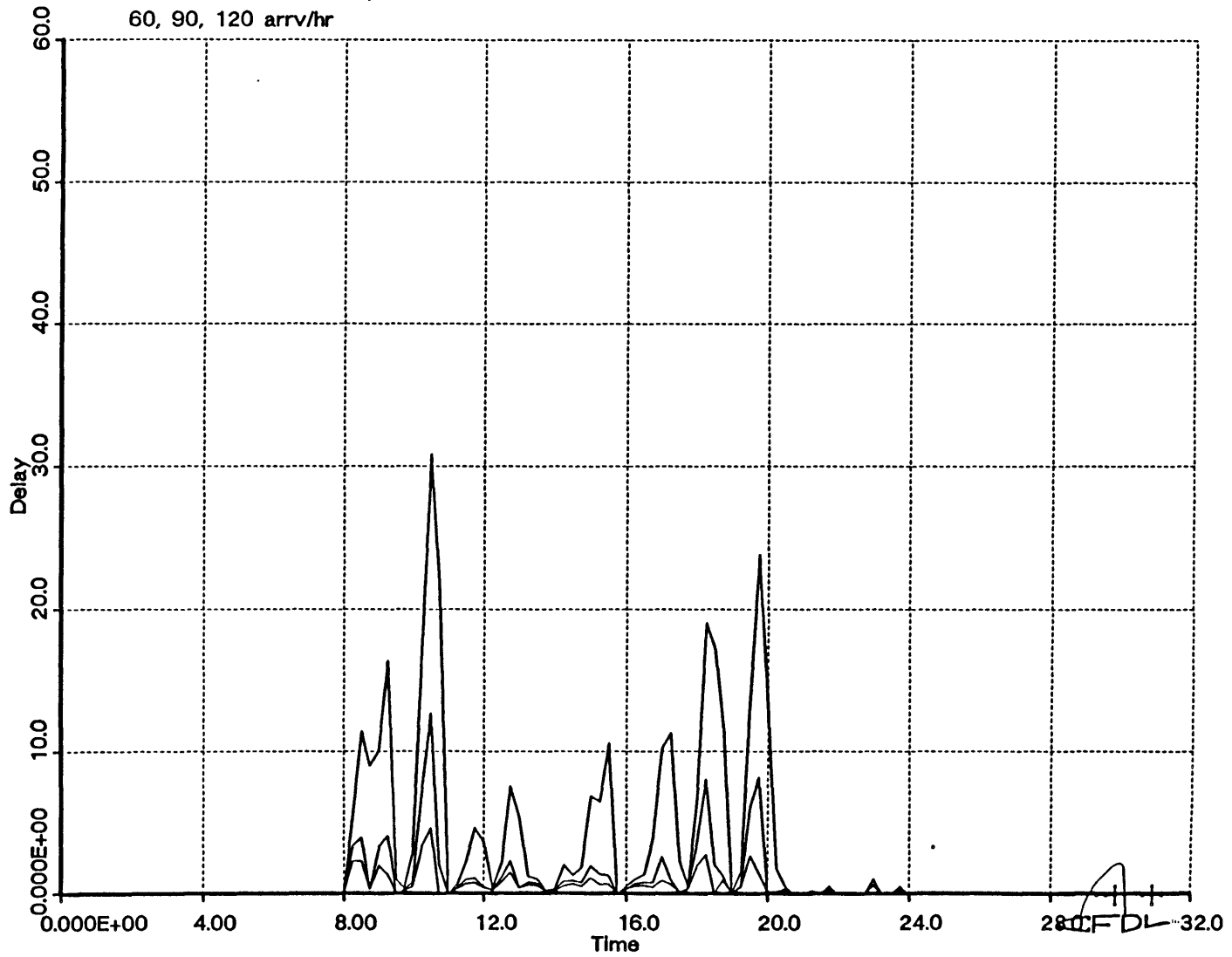
ARRIVAL DELAY ANALYSIS, MAY 1977 AT DEN  
60, 90, 120 arrv/hr



DEPARTURE DELAY ANALYSIS, MAY 1977 AT DEN  
60, 90, 120 dept/hr

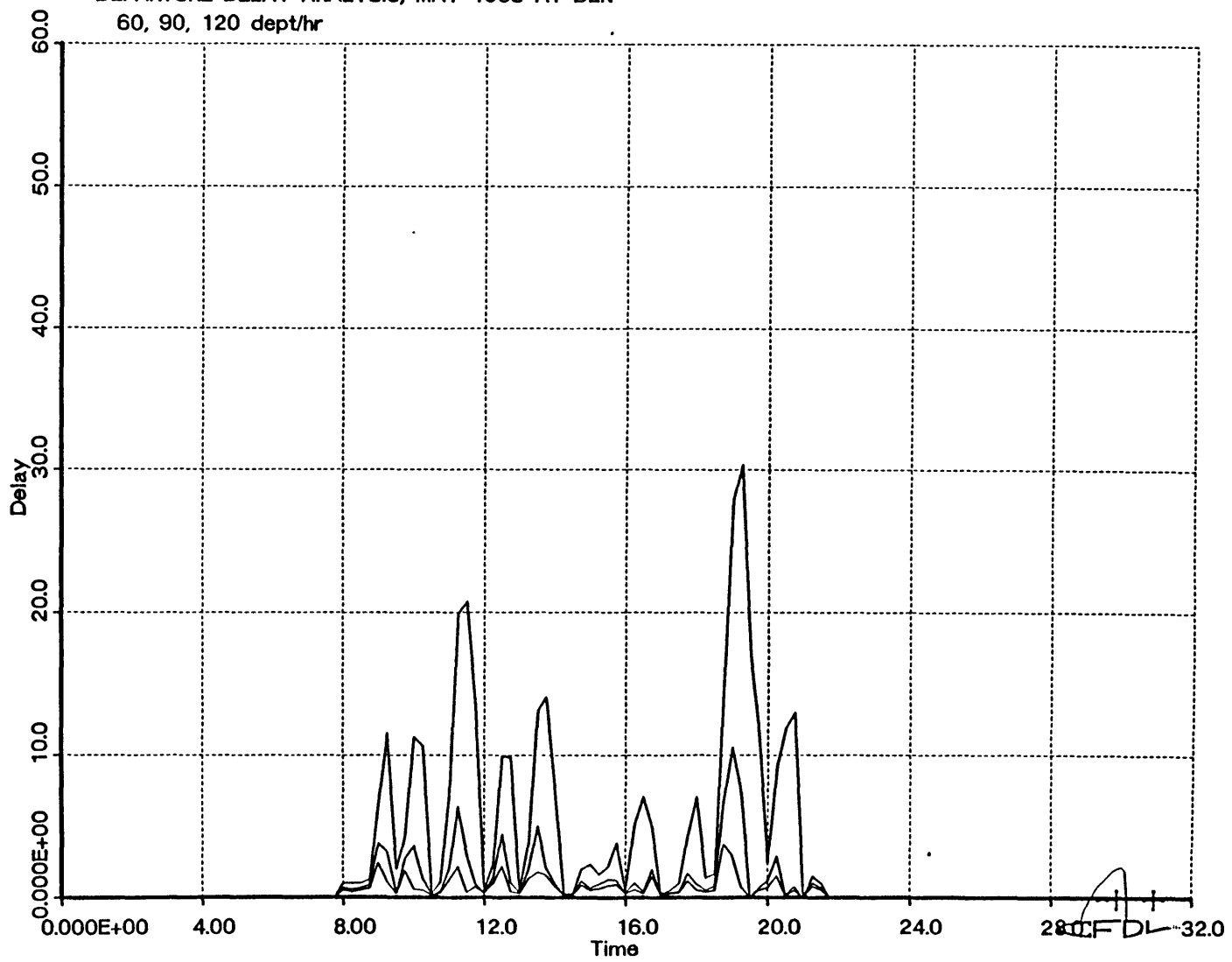


ARRIVAL DELAY ANALYSIS, MAY 1985 AT DEN  
60, 90, 120 arrv/hr

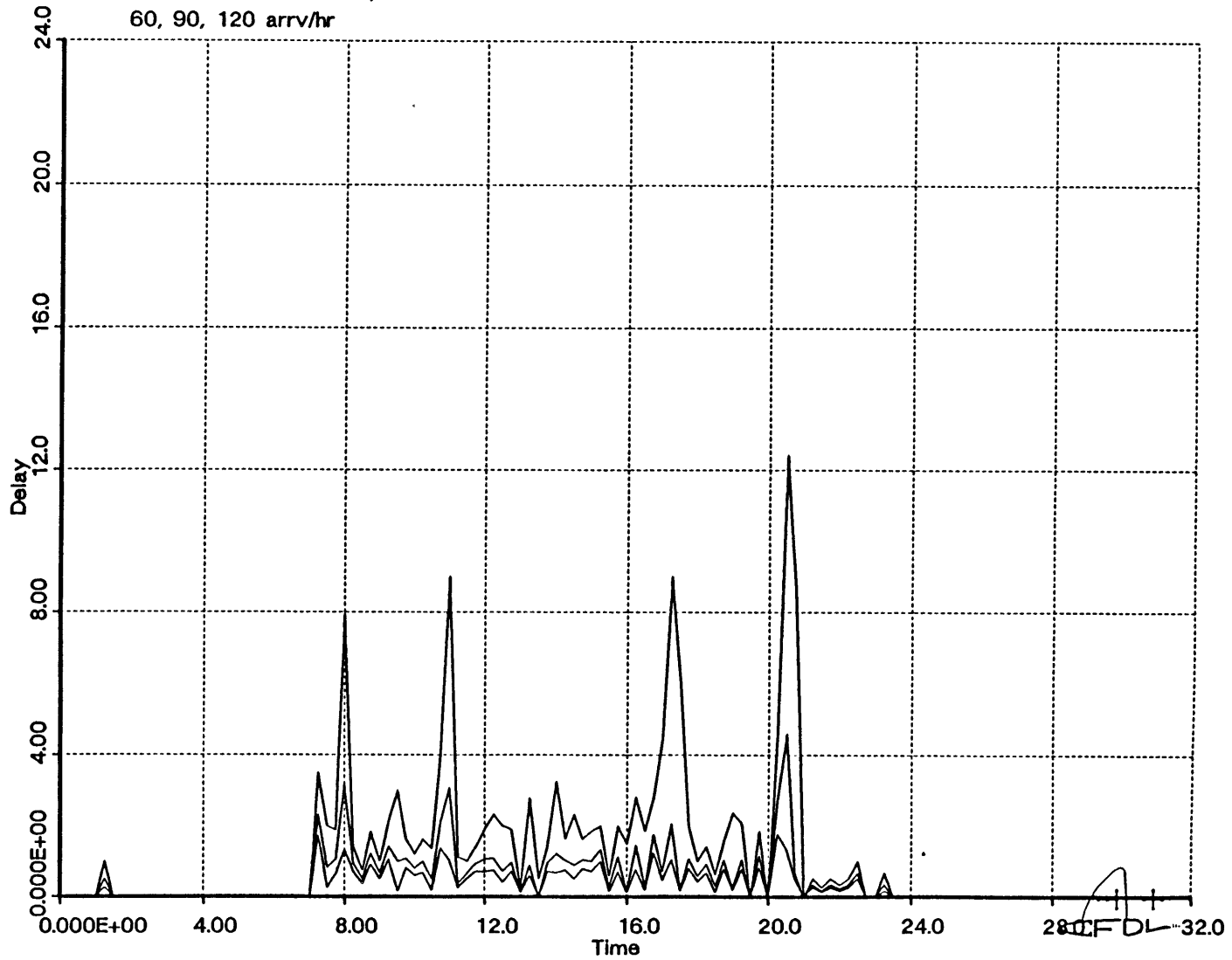


DEPARTURE DELAY ANALYSIS, MAY 1985 AT DEN

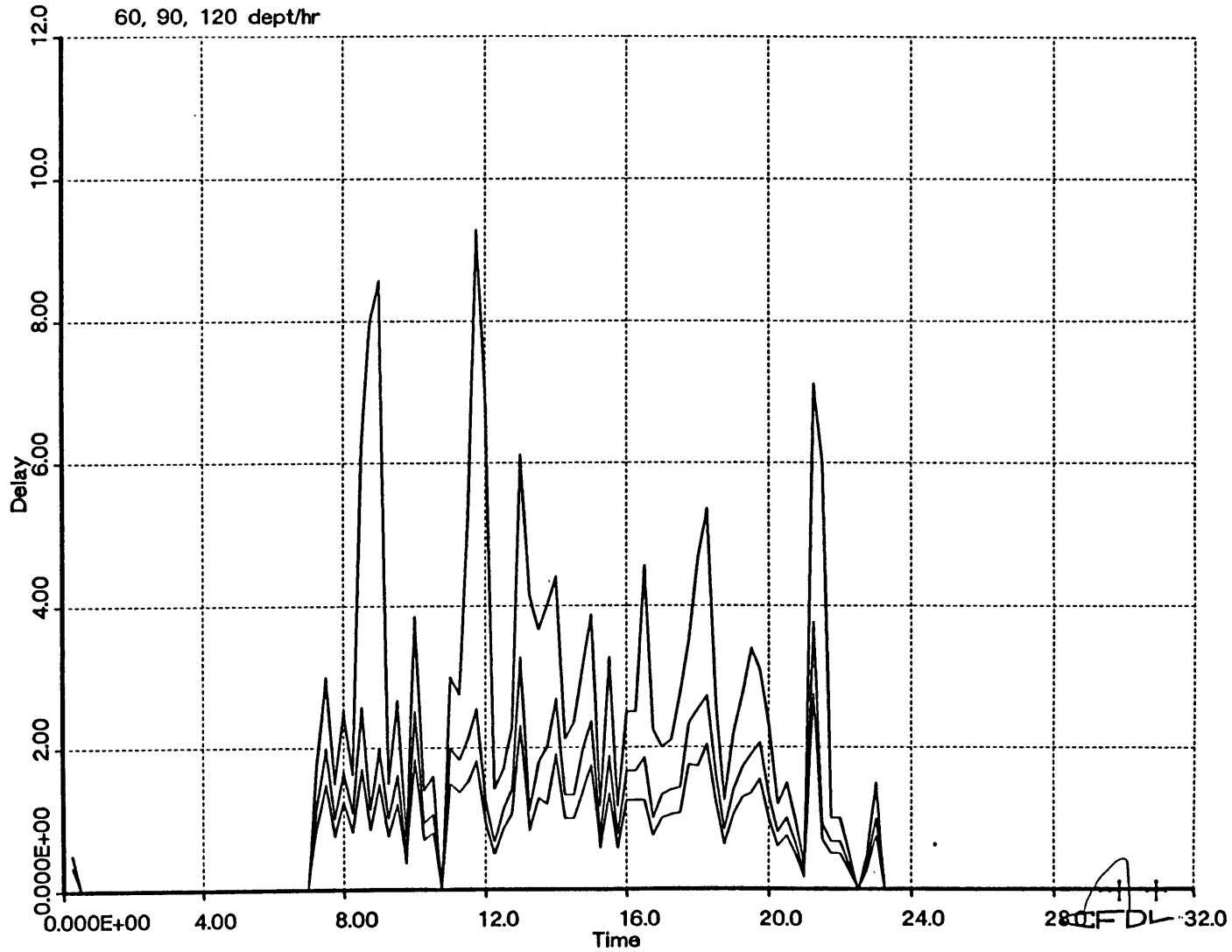
60, 90, 120 dept/hr



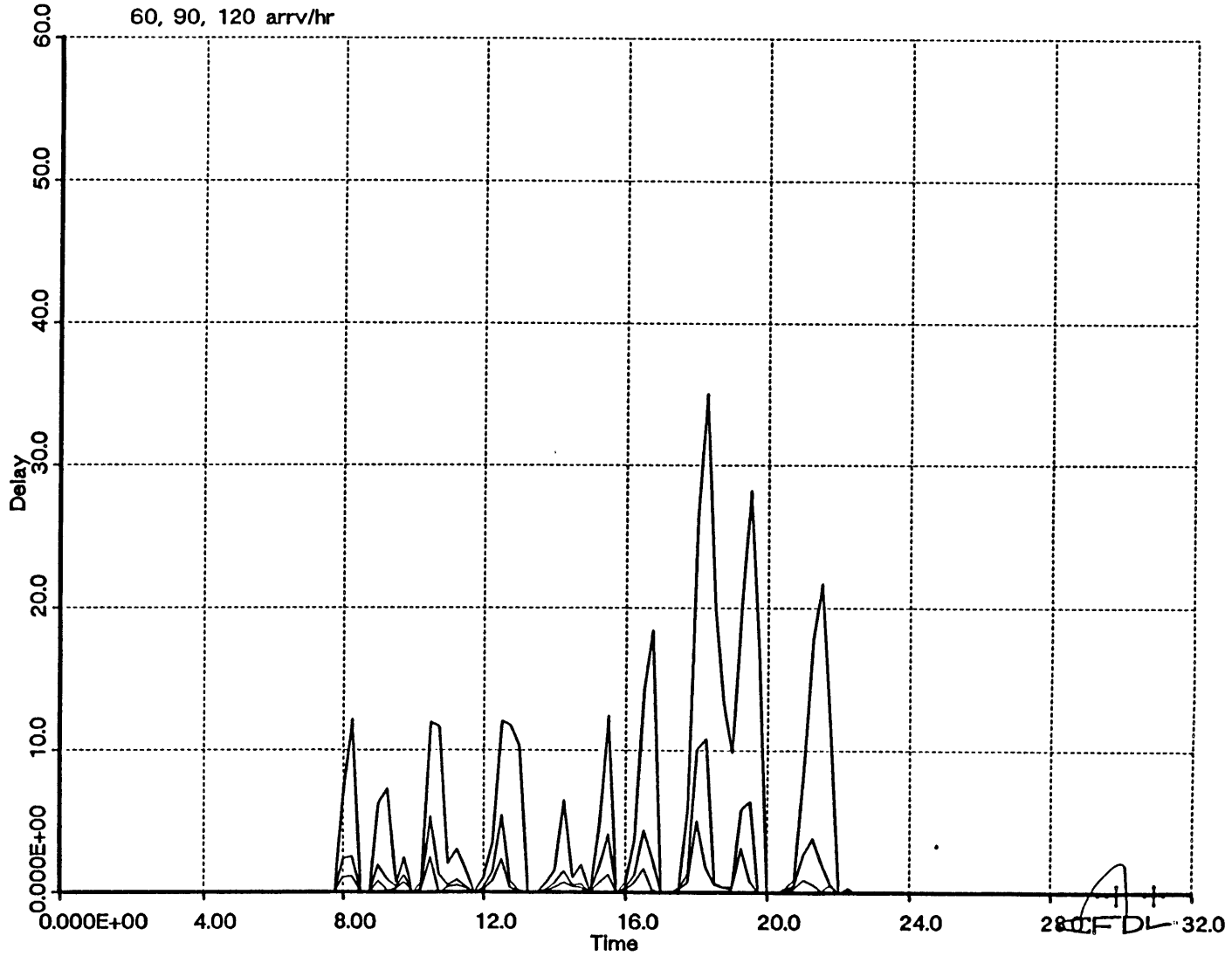
ARRIVAL DELAY ANALYSIS, MAY 1977 AT DFW  
60, 90, 120 arrv/hr



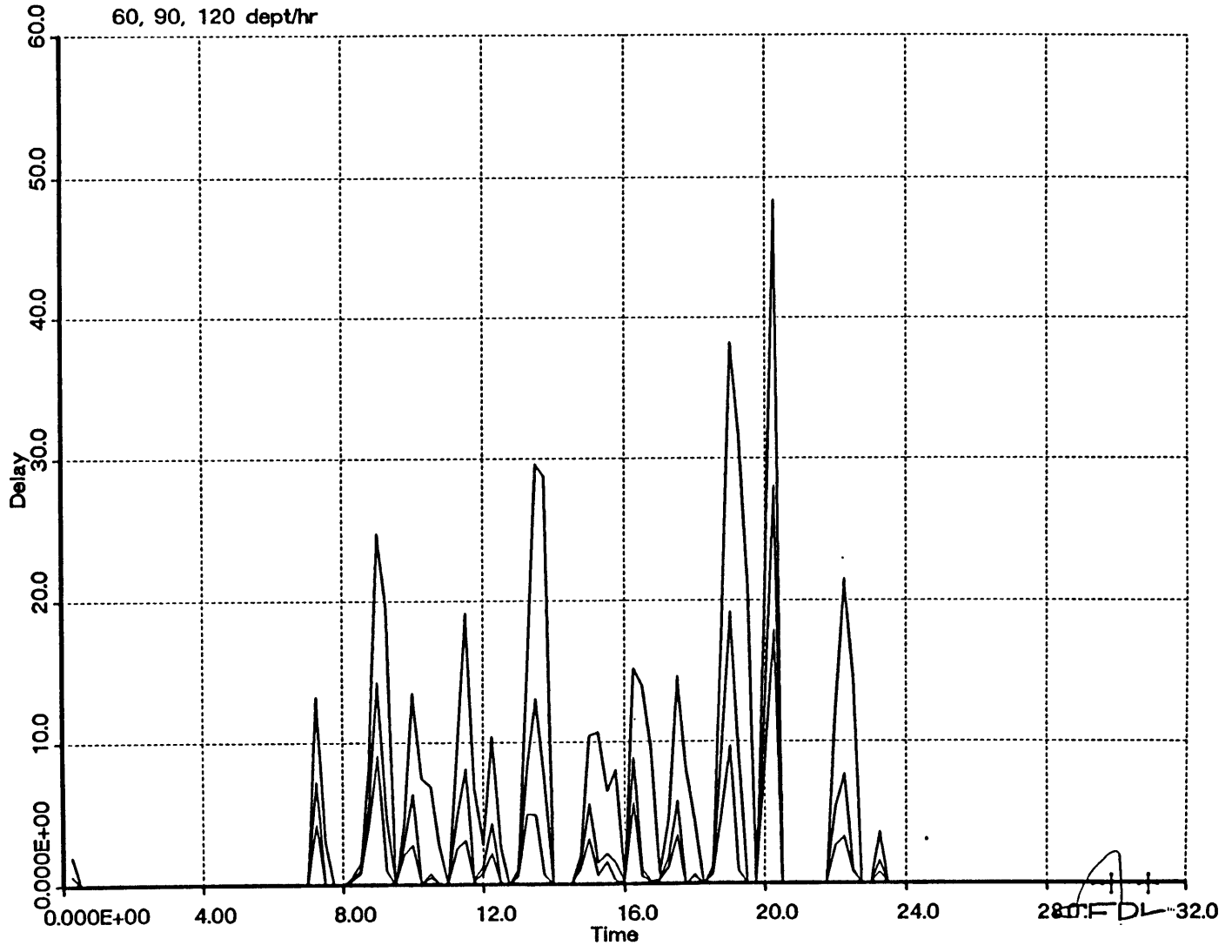
DEPARTURE DELAY ANALYSIS, MAY 1977 AT DFW  
60, 90, 120 dept/hr



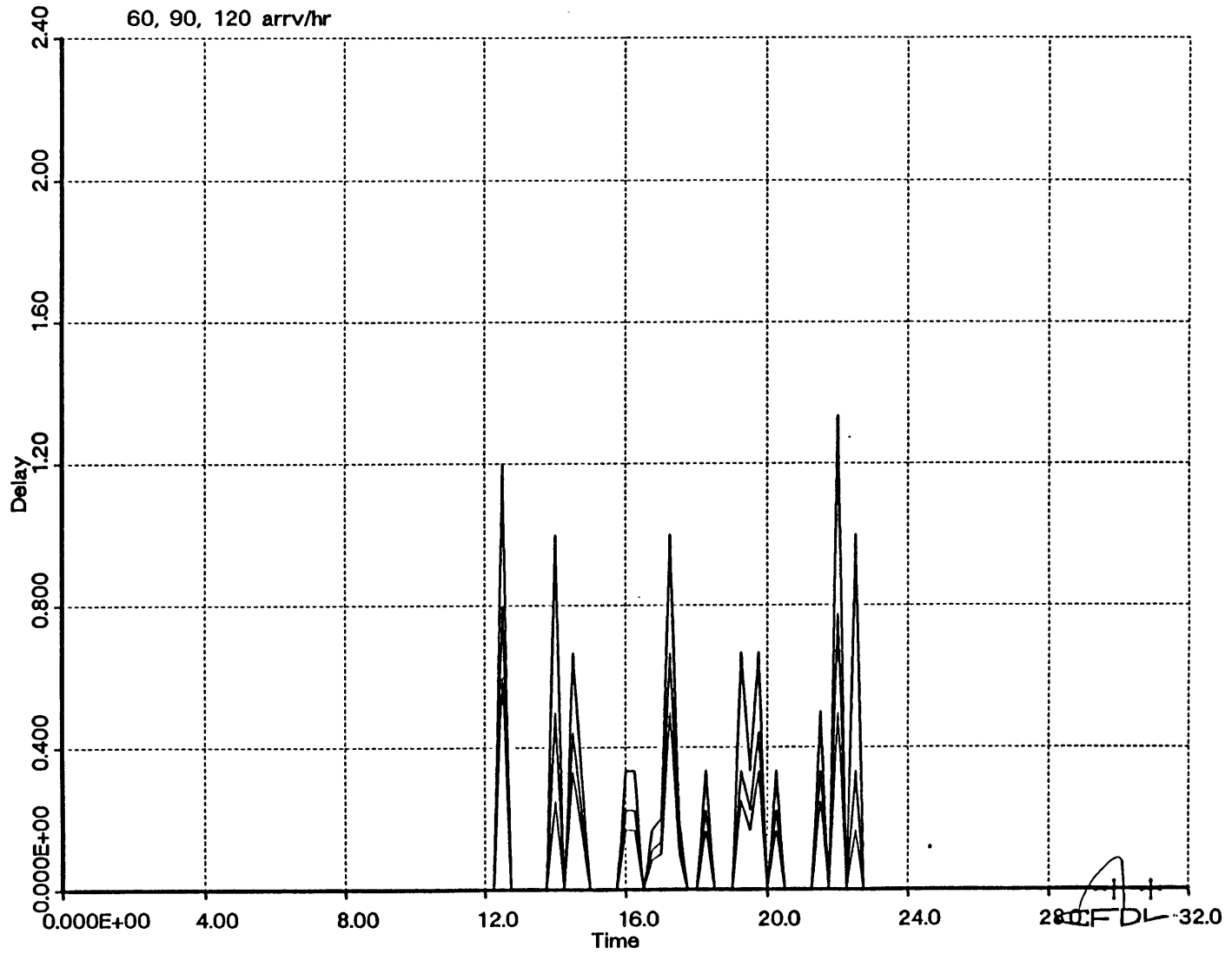
ARRIVAL DELAY ANALYSIS, MAY 1985 AT DFW  
60, 90, 120 arrv/hr



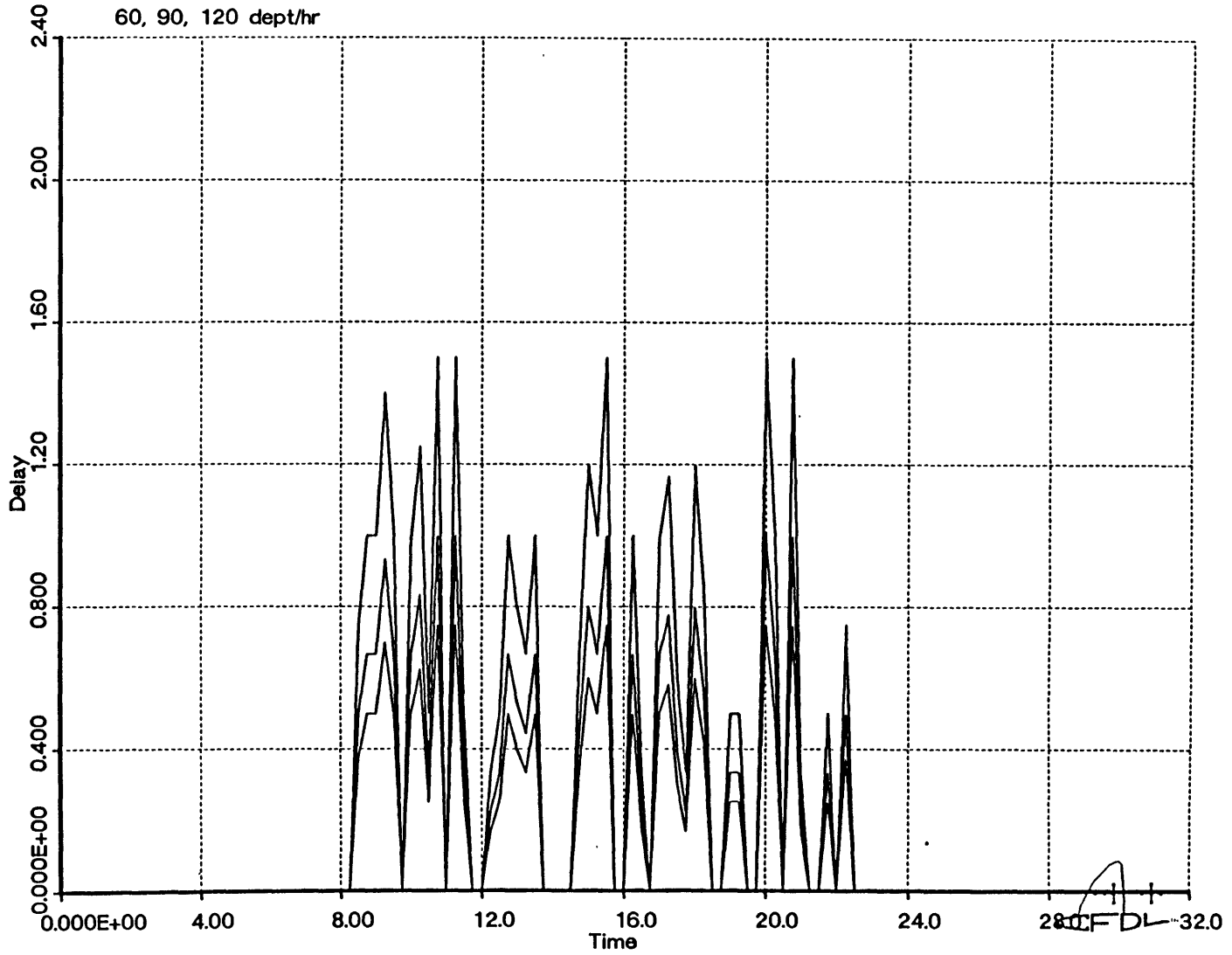
DEPARTURE DELAY ANALYSIS, MAY 1985 AT DFW  
60, 90, 120 dept/hr



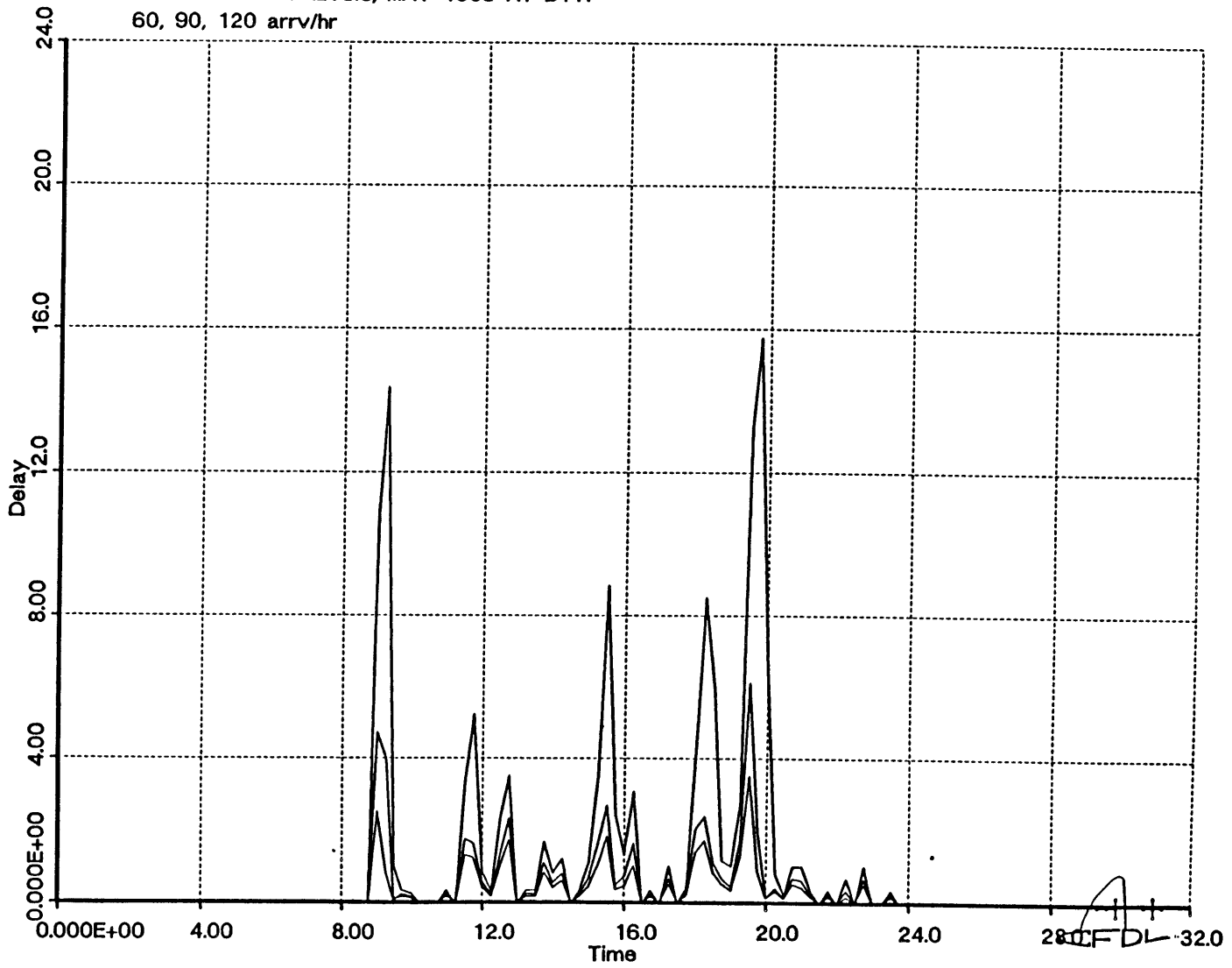
ARRIVAL DELAY ANALYSIS, MAY 1977 AT DTW  
60, 90, 120 arrv/hr



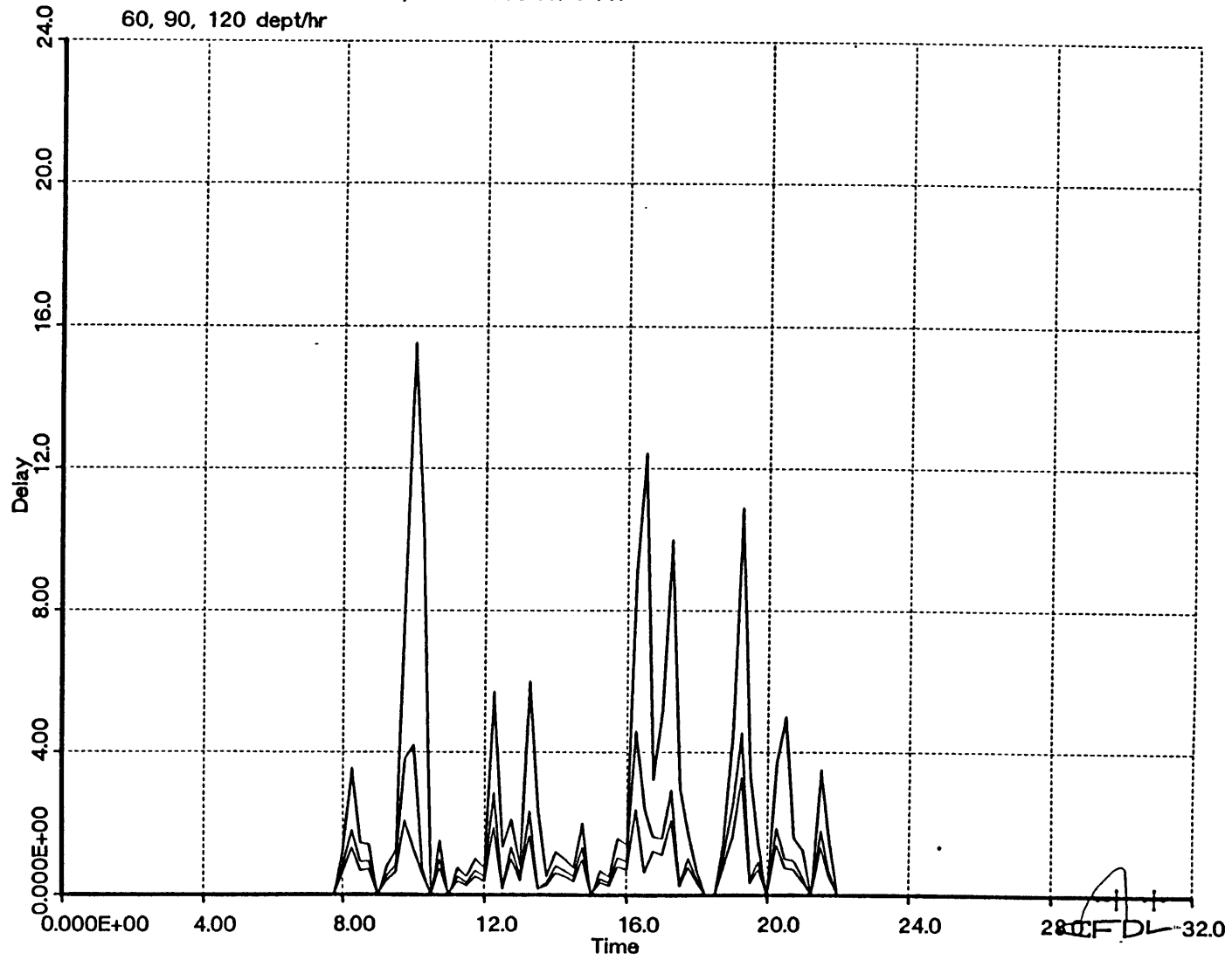
DEPARTURE DELAY ANALYSIS, MAY 1977 AT DTW  
60, 90, 120 dept/hr



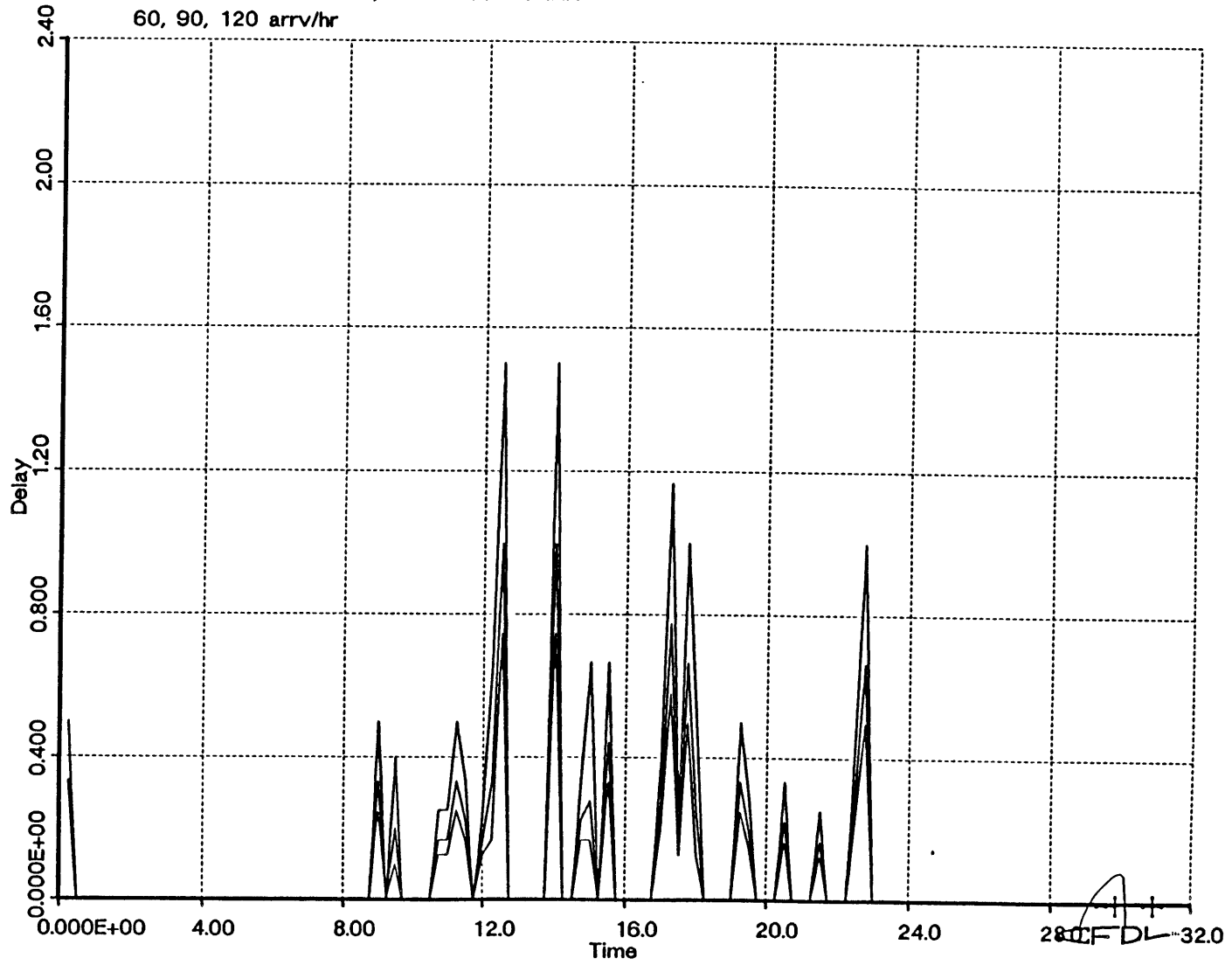
ARRIVAL DELAY ANALYSIS, MAY 1985 AT DTW  
60, 90, 120 arrv/hr



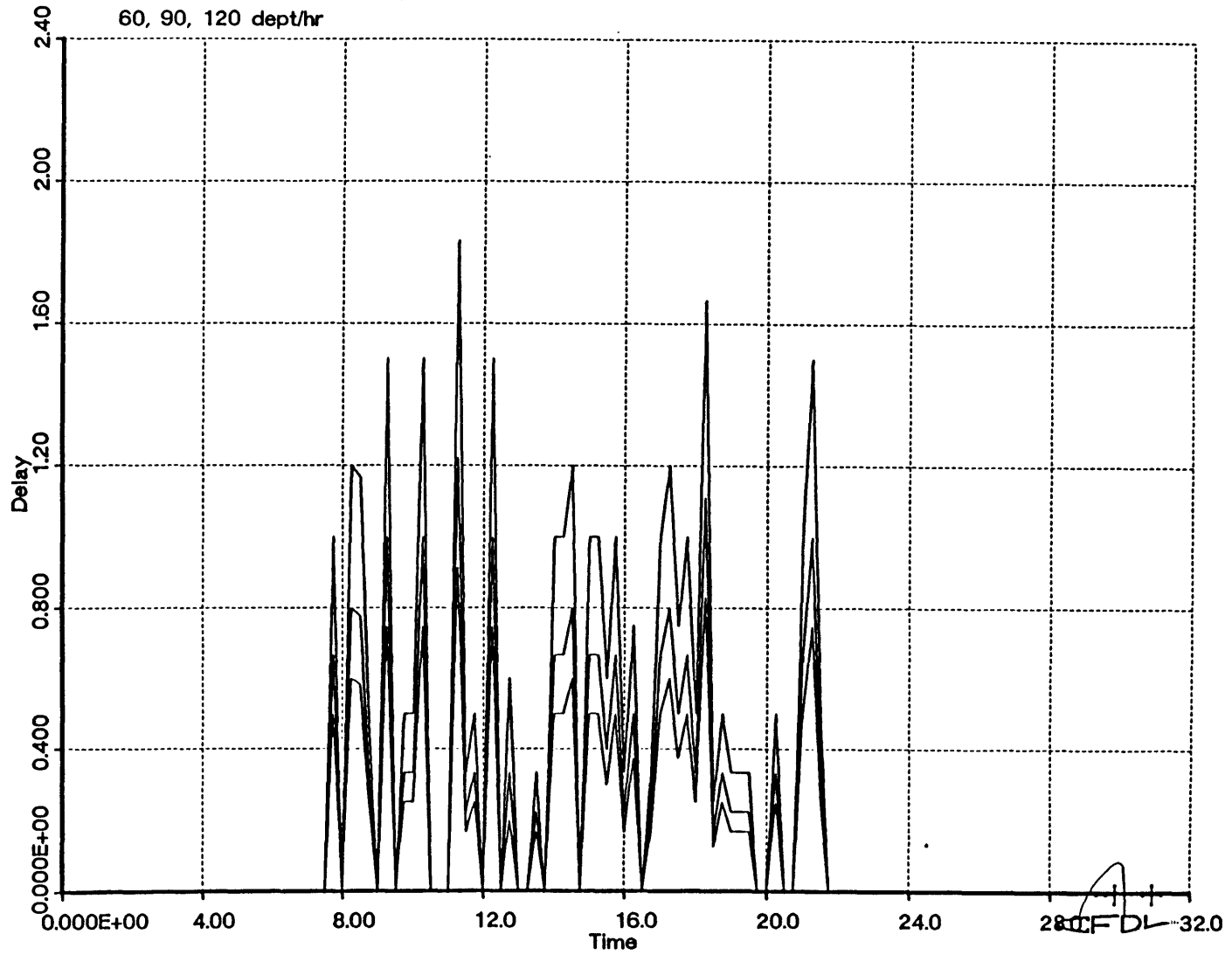
DEPARTURE DELAY ANALYSIS, MAY 1985 AT DTW  
60, 90, 120 dept/hr



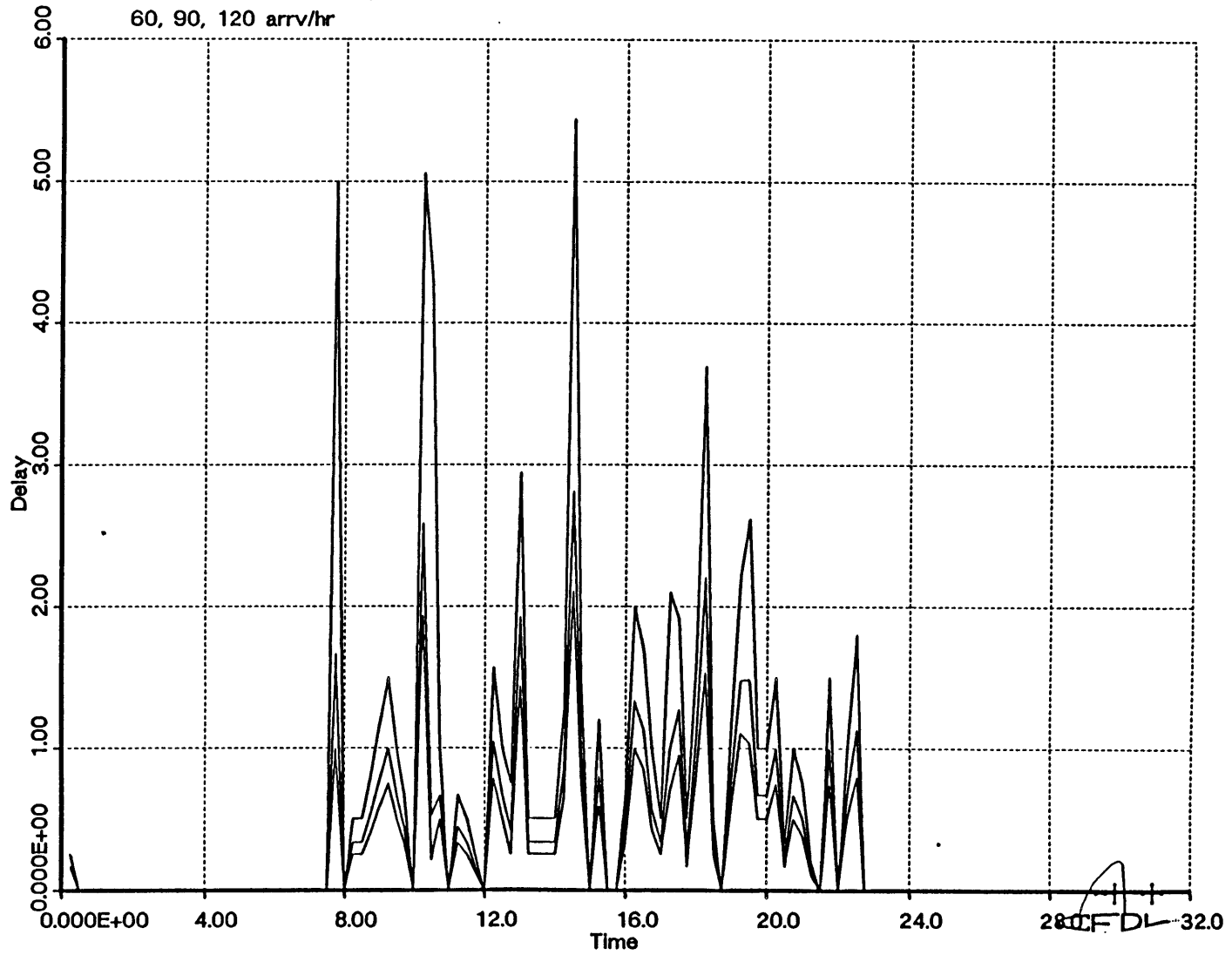
ARRIVAL DELAY ANALYSIS, MAY 1977 AT IAH  
60, 90, 120 arrv/hr



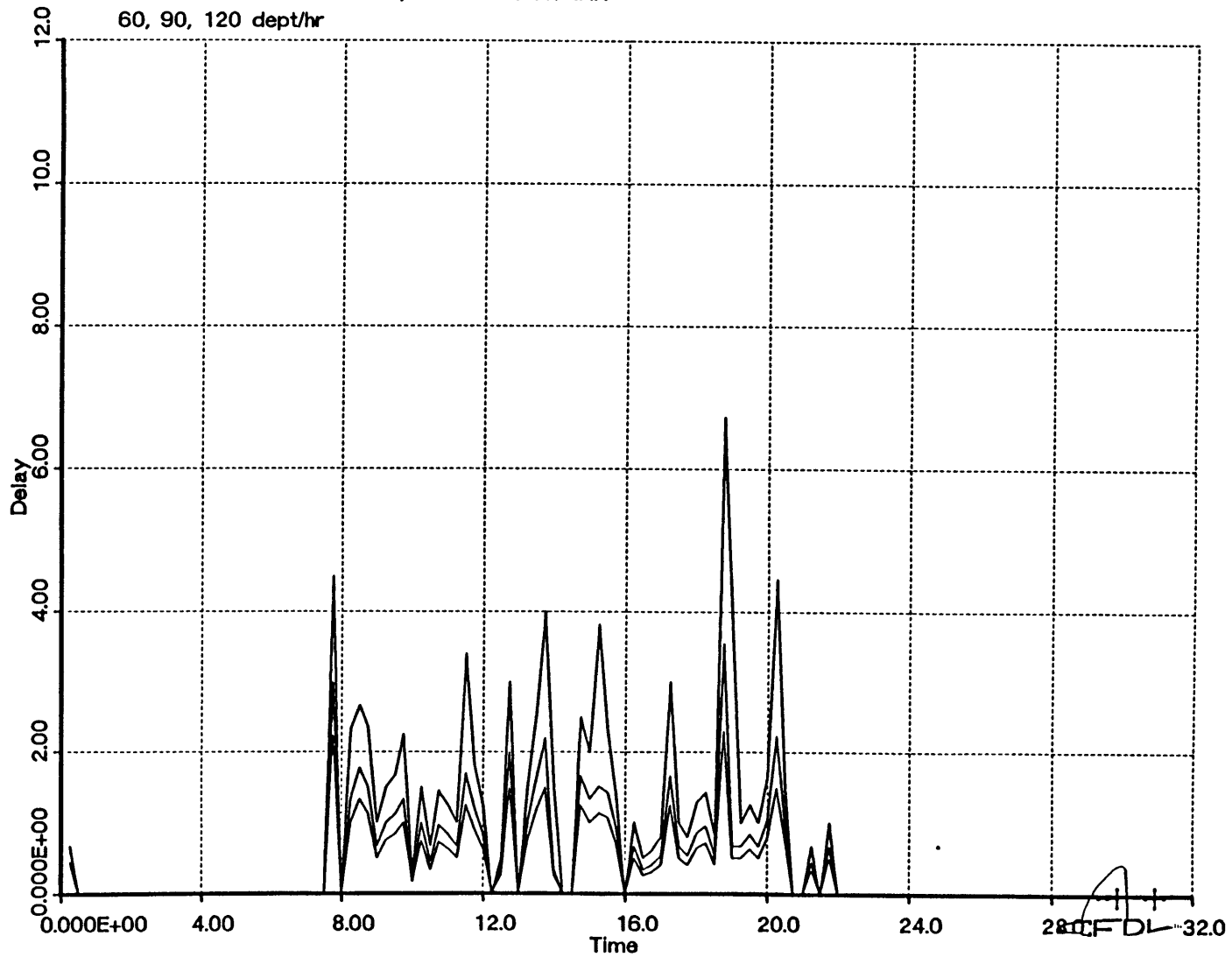
DEPARTURE DELAY ANALYSIS, MAY 1977 AT IAH  
60, 90, 120 dept/hr



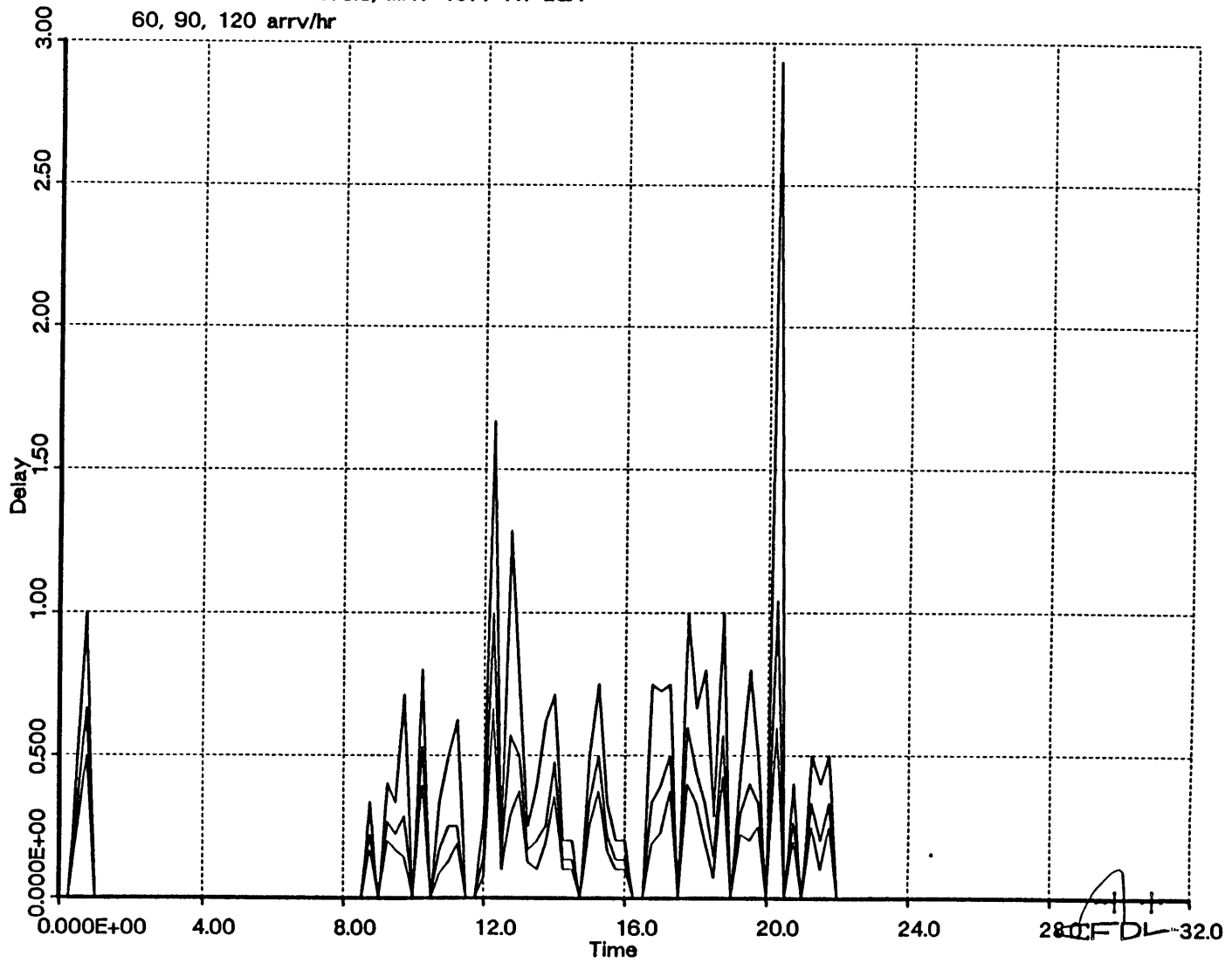
ARRIVAL DELAY ANALYSIS, MAY 1985 AT IAH  
60, 90, 120 arrv/hr



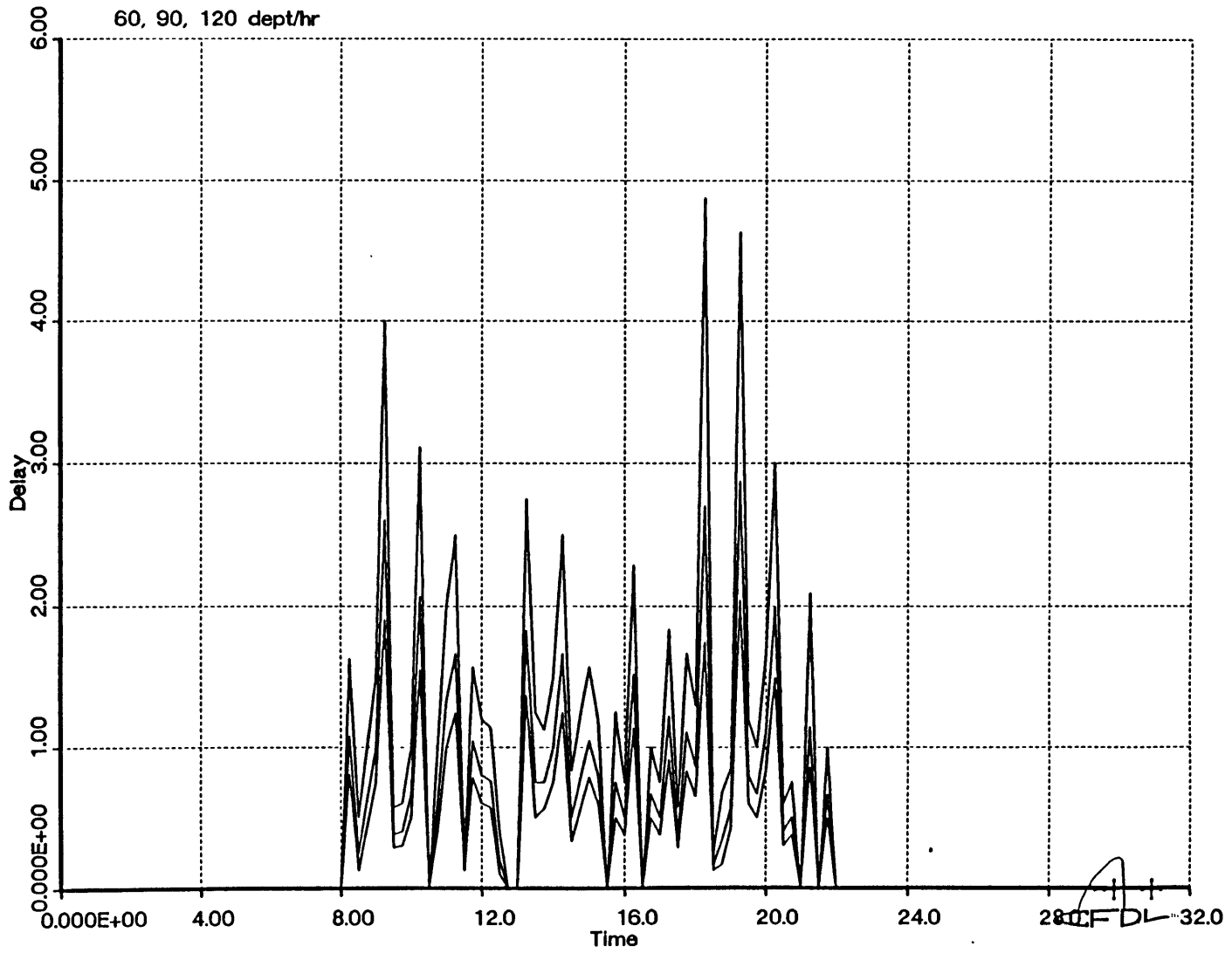
DEPARTURE DELAY ANALYSIS, MAY 1985 AT IAH  
60, 90, 120 dept/hr



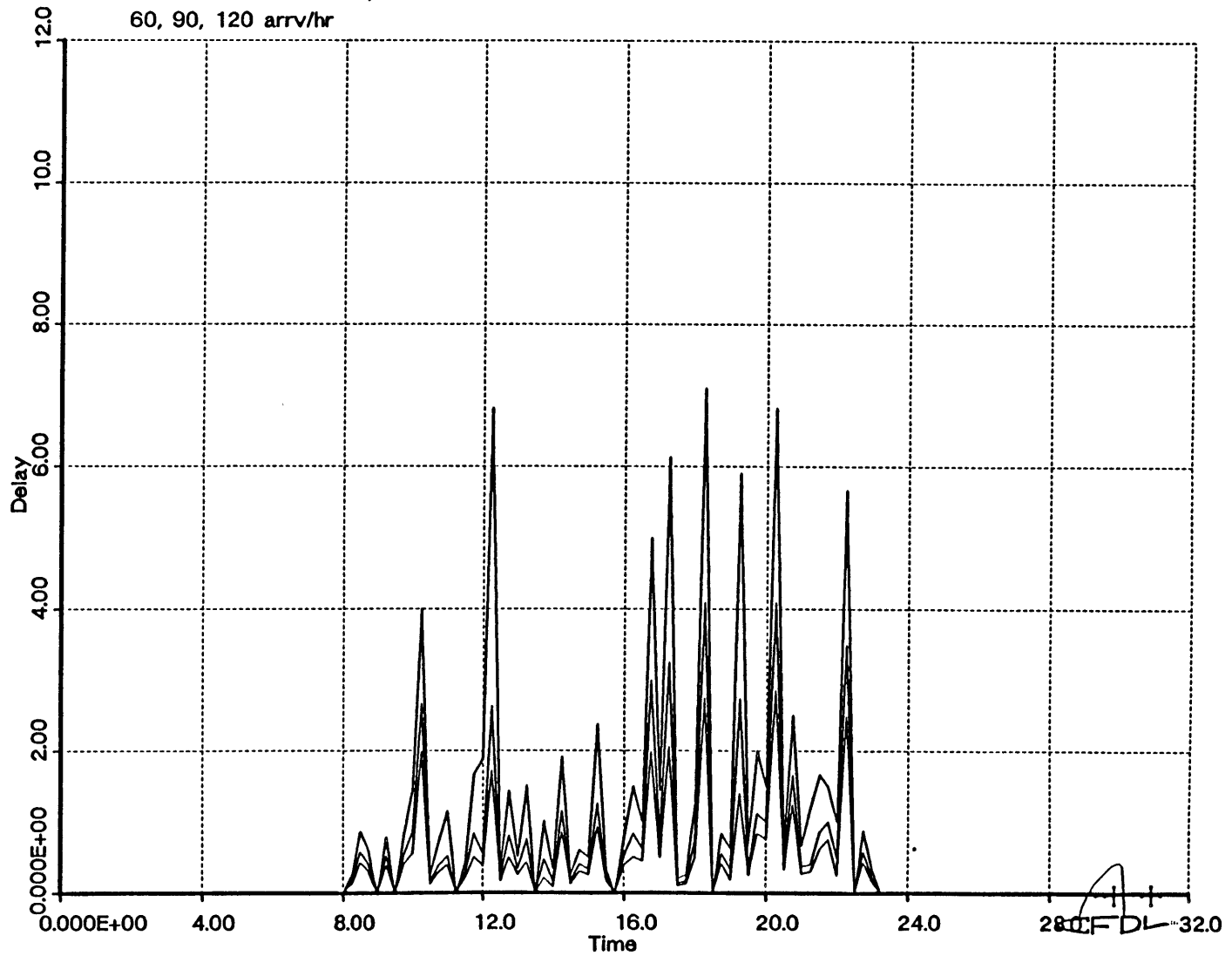
ARRIVAL DELAY ANALYSIS, MAY 1977 AT LGA  
60, 90, 120 arrv/hr



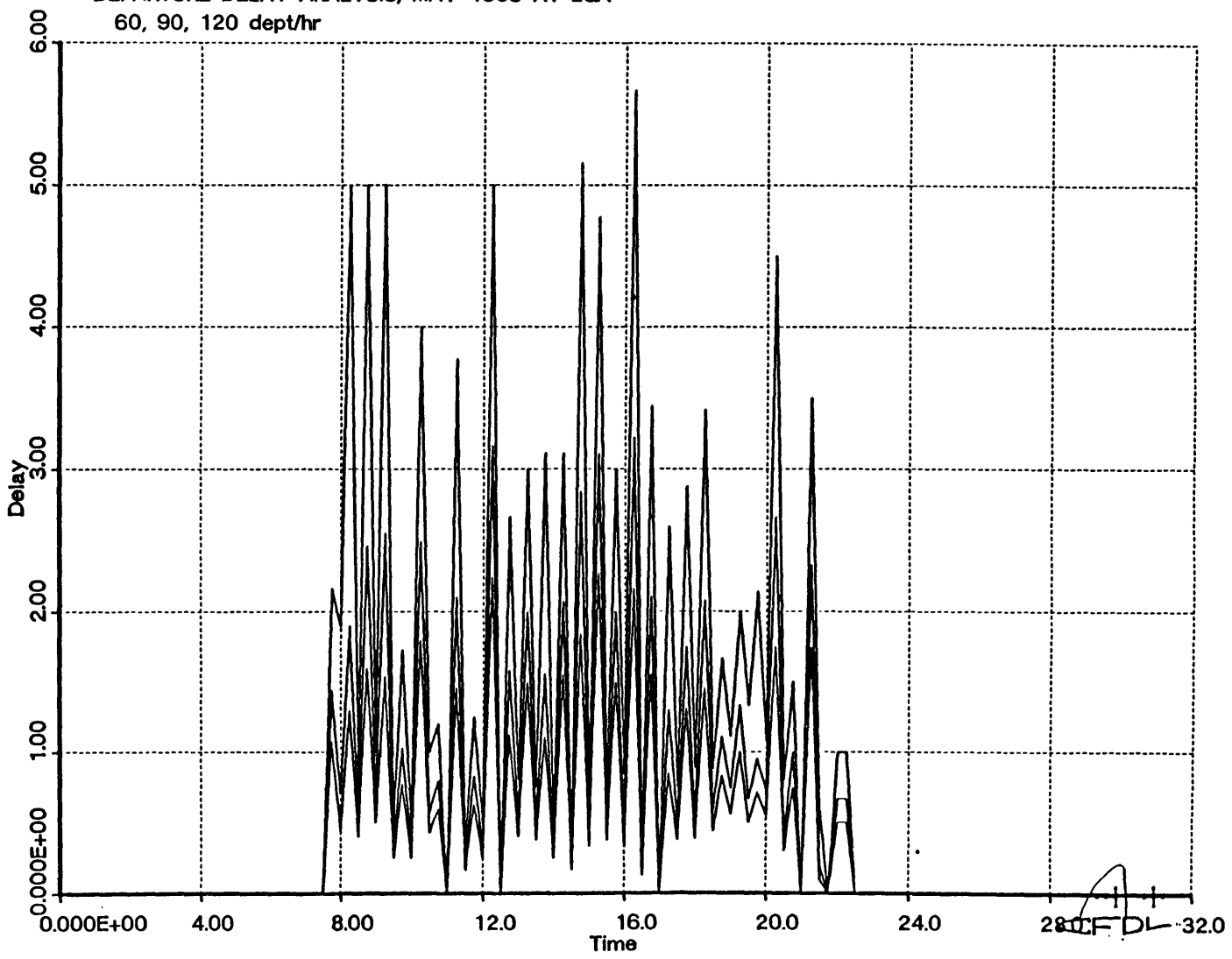
DEPARTURE DELAY ANALYSIS, MAY 1977 AT LGA  
60, 90, 120 dept/hr



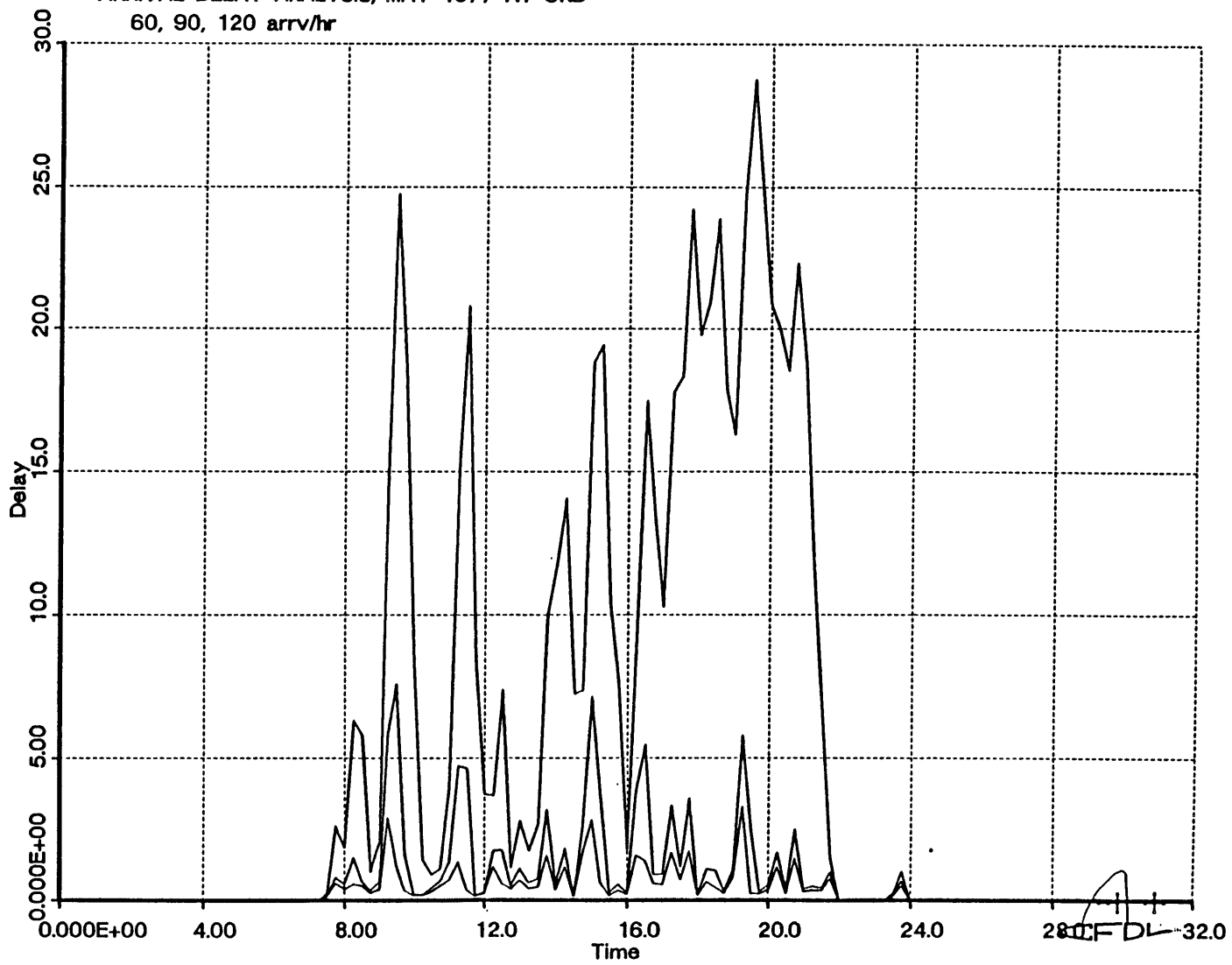
ARRIVAL DELAY ANALYSIS, MAY 1985 AT LGA  
60, 90, 120 arrv/hr



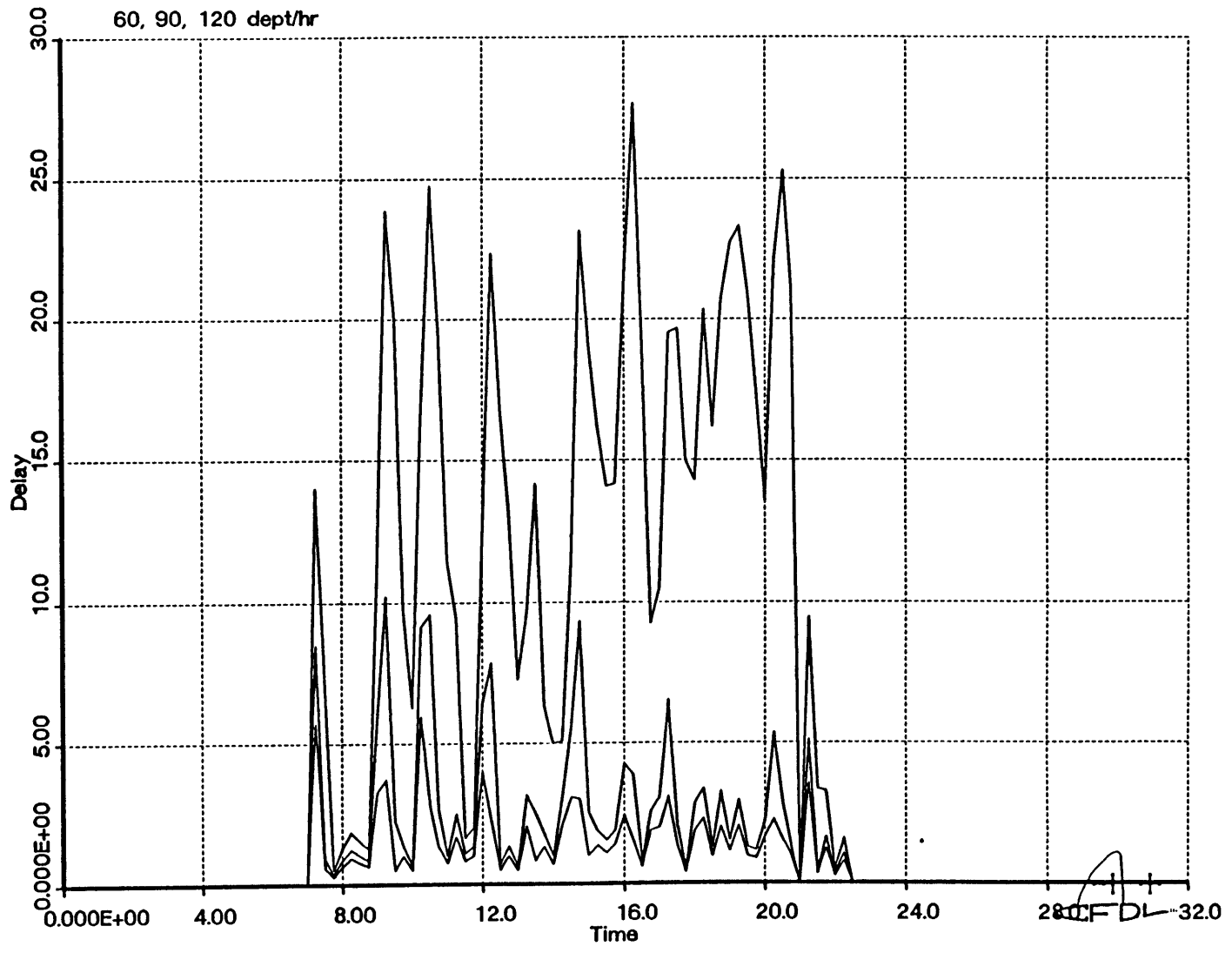
DEPARTURE DELAY ANALYSIS, MAY 1985 AT LGA  
60, 90, 120 dept/hr



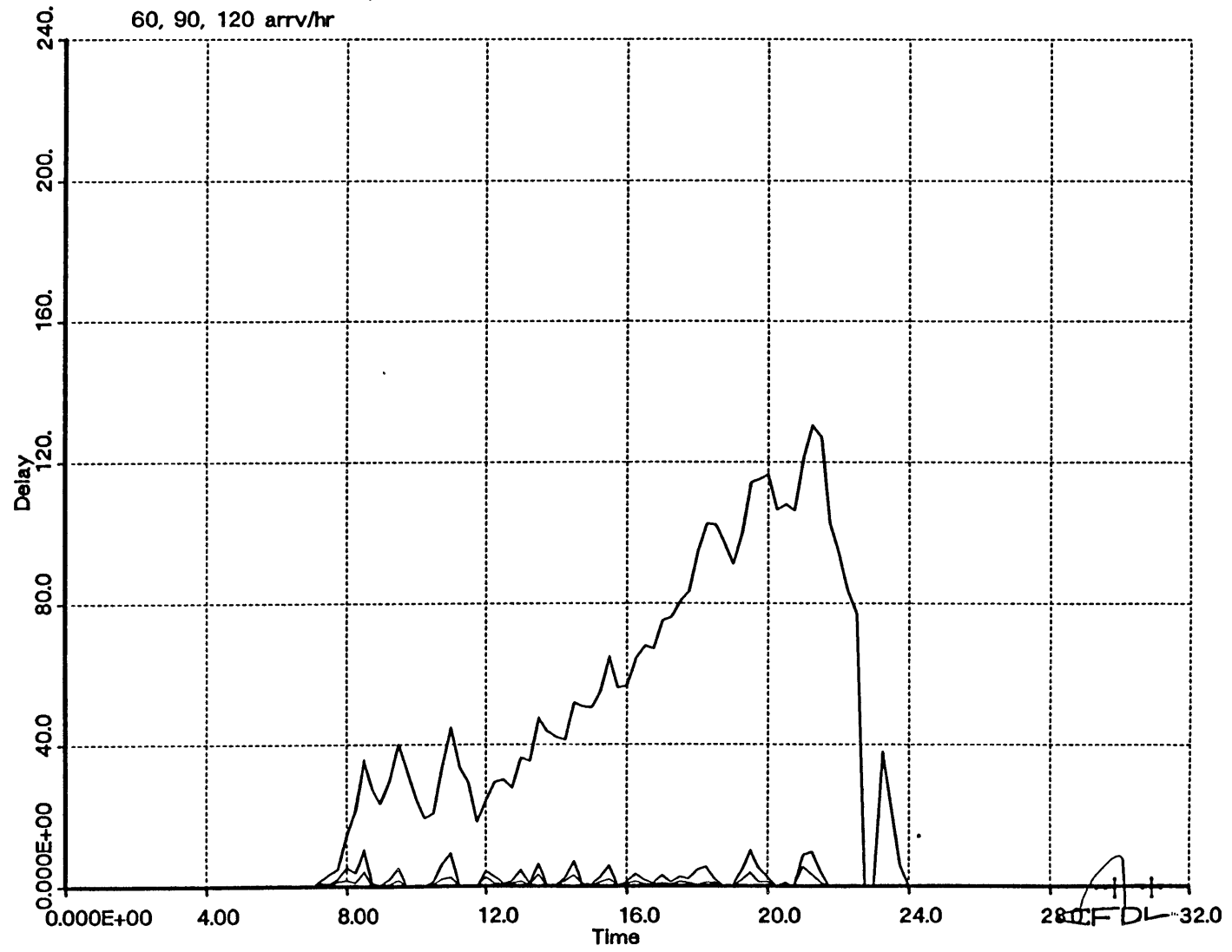
ARRIVAL DELAY ANALYSIS, MAY 1977 AT ORD  
60, 90, 120 arrv/hr



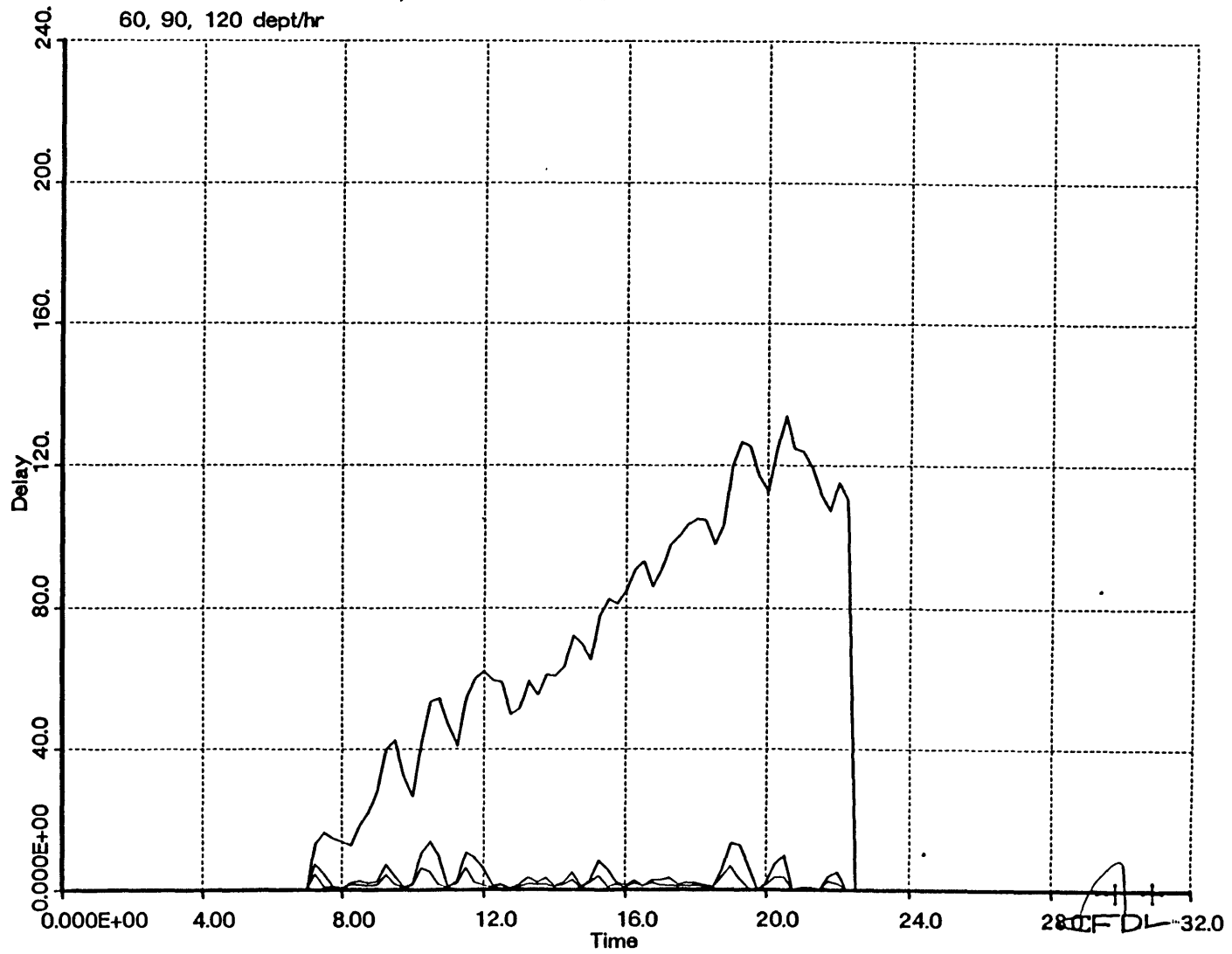
DEPARTURE DELAY ANALYSIS, MAY 1977 AT ORD  
60, 90, 120 dept/hr



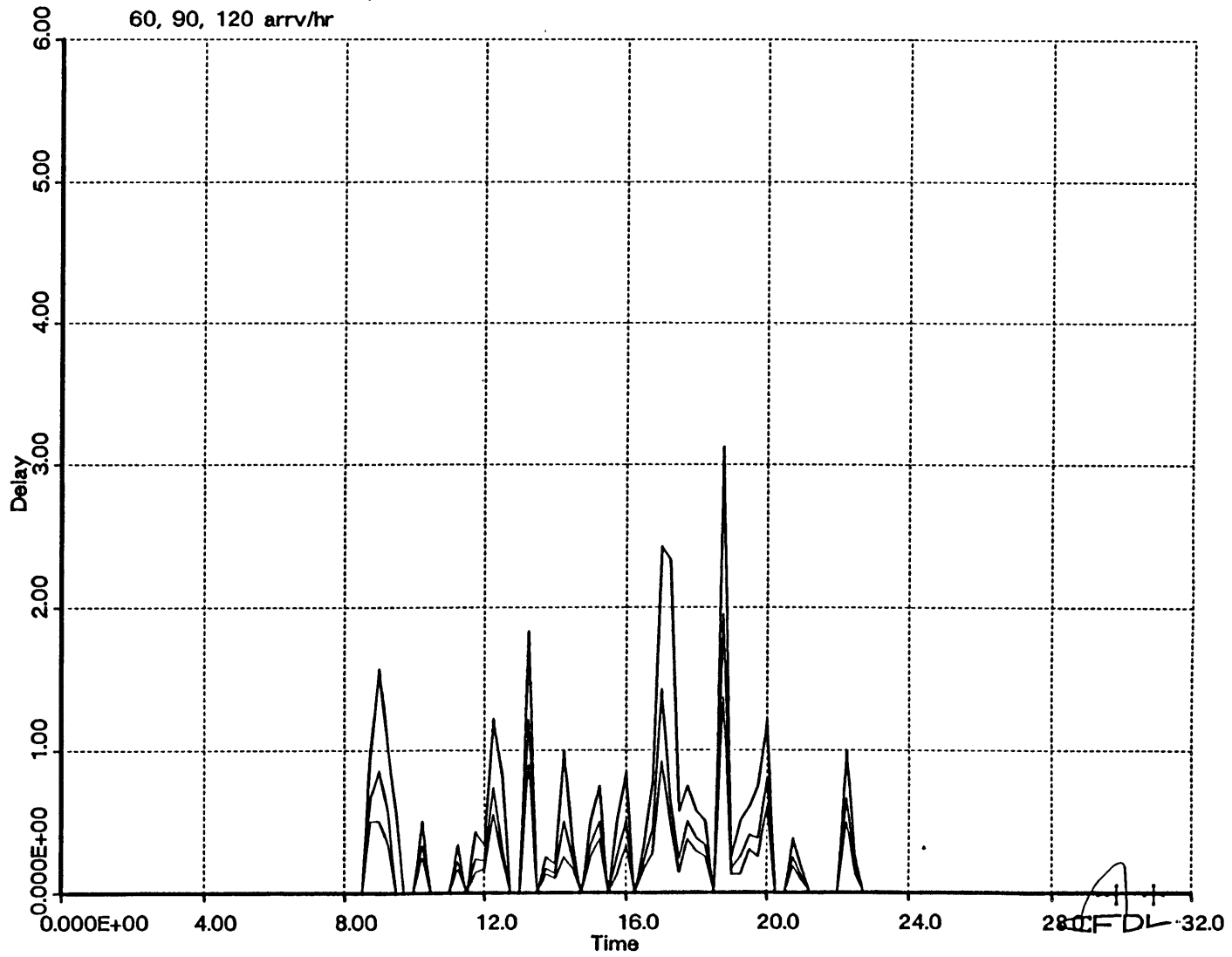
ARRIVAL DELAY ANALYSIS, MAY 1985 AT ORD  
60, 90, 120 arrv/hr



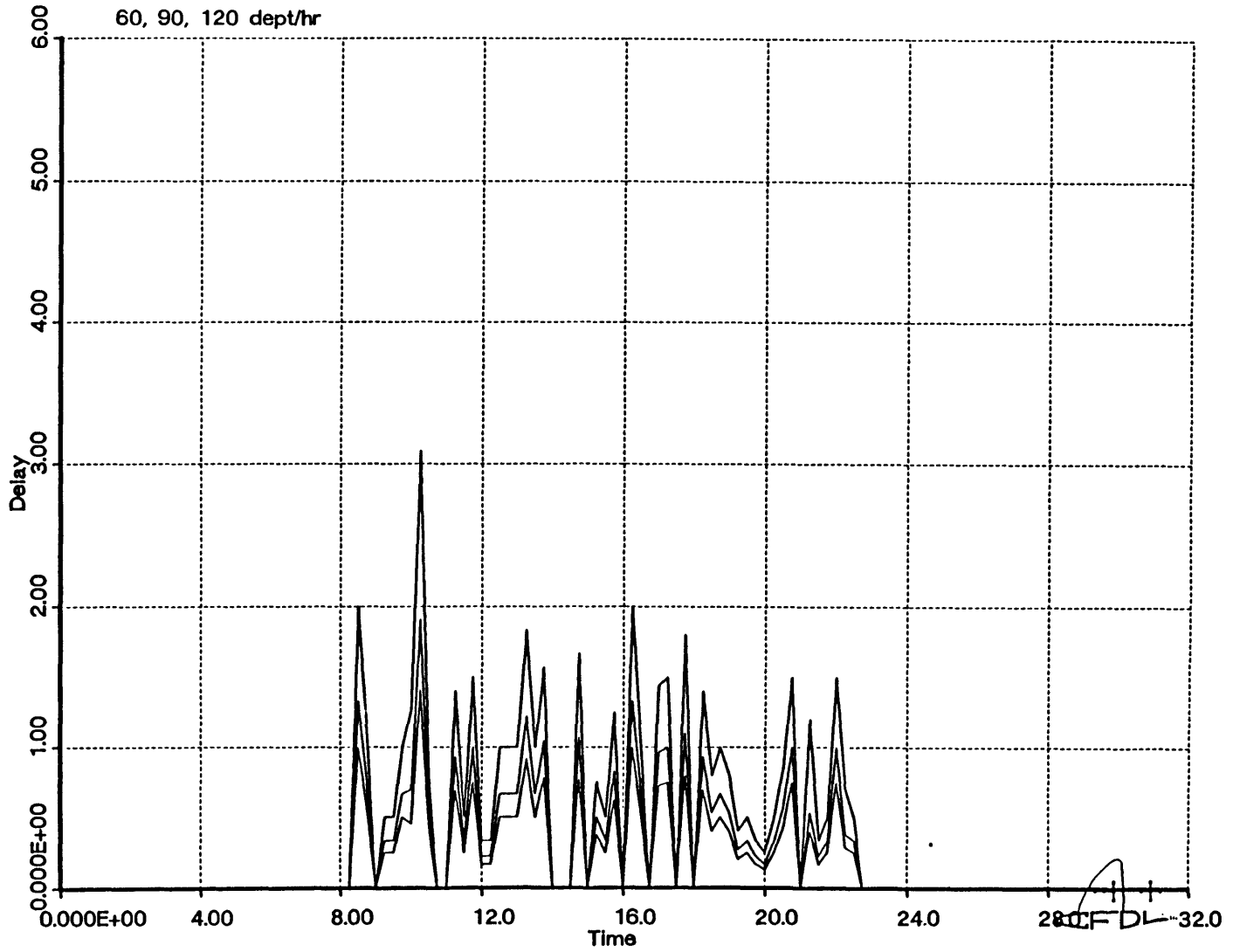
DEPARTURE DELAY ANALYSIS, MAY 1985 AT ORD  
60, 90, 120 dept/hr



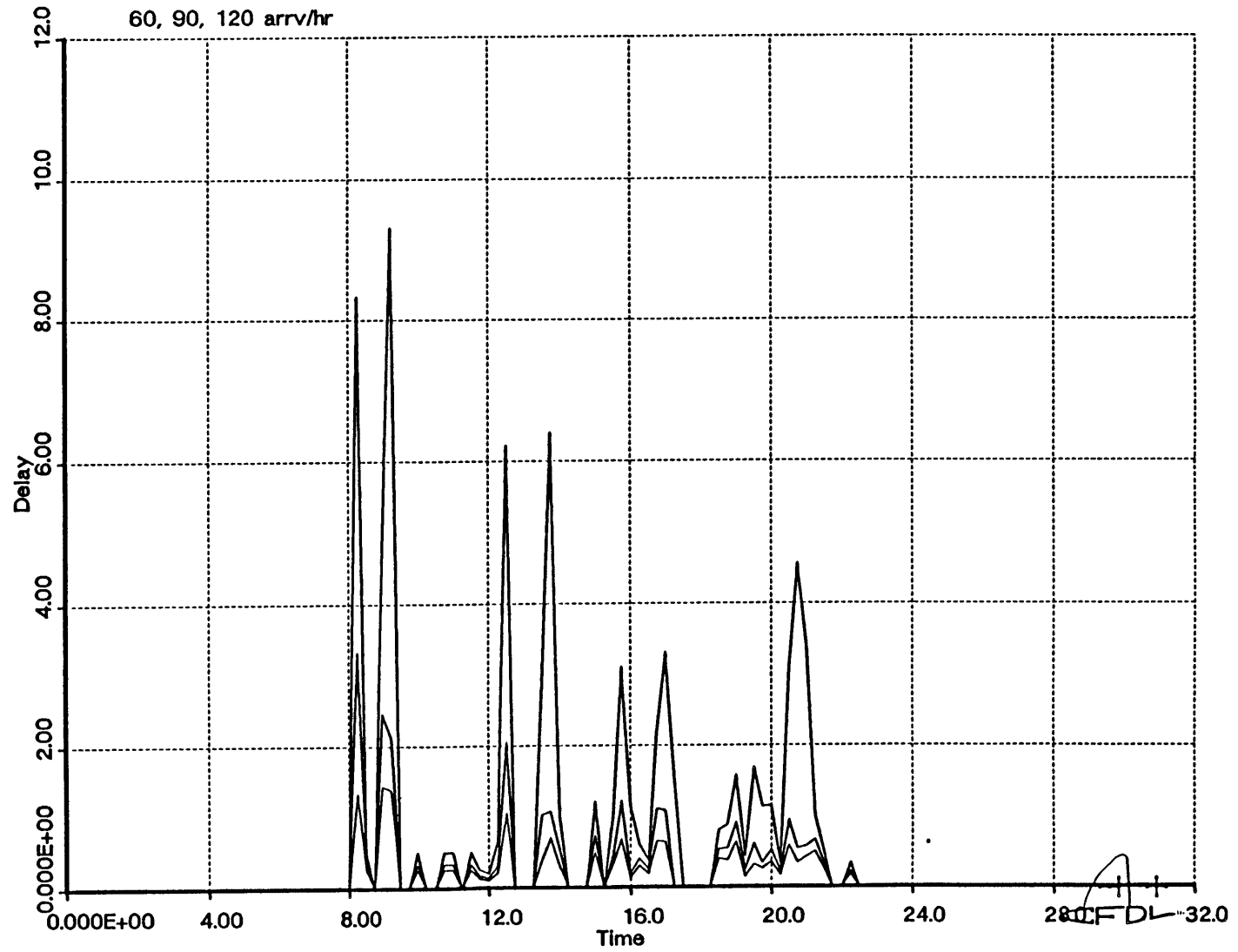
ARRIVAL DELAY ANALYSIS, MAY 1977 AT PIT  
60, 90, 120 arrv/hr



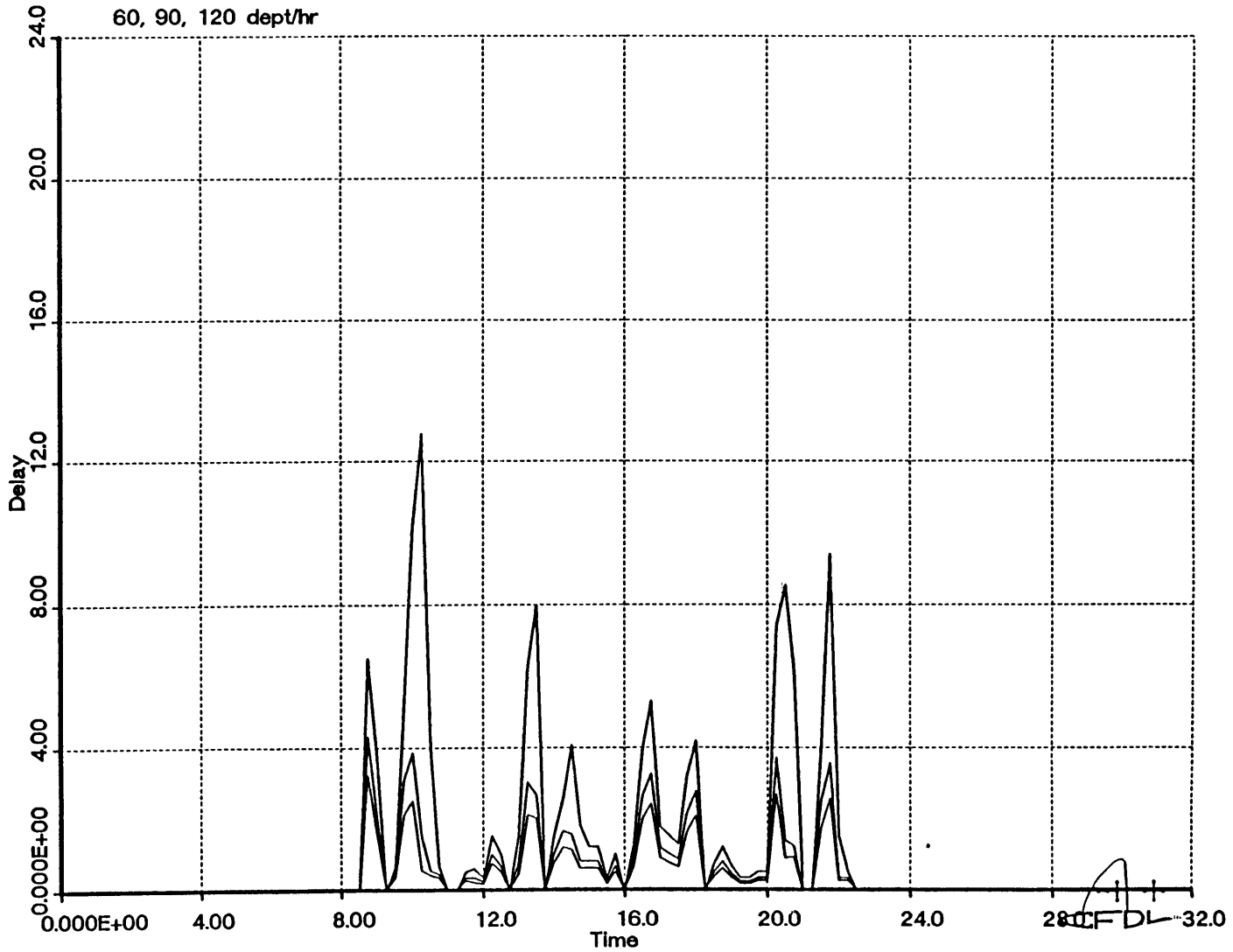
DEPARTURE DELAY ANALYSIS, MAY 1977 AT PIT  
60, 90, 120 dept/hr



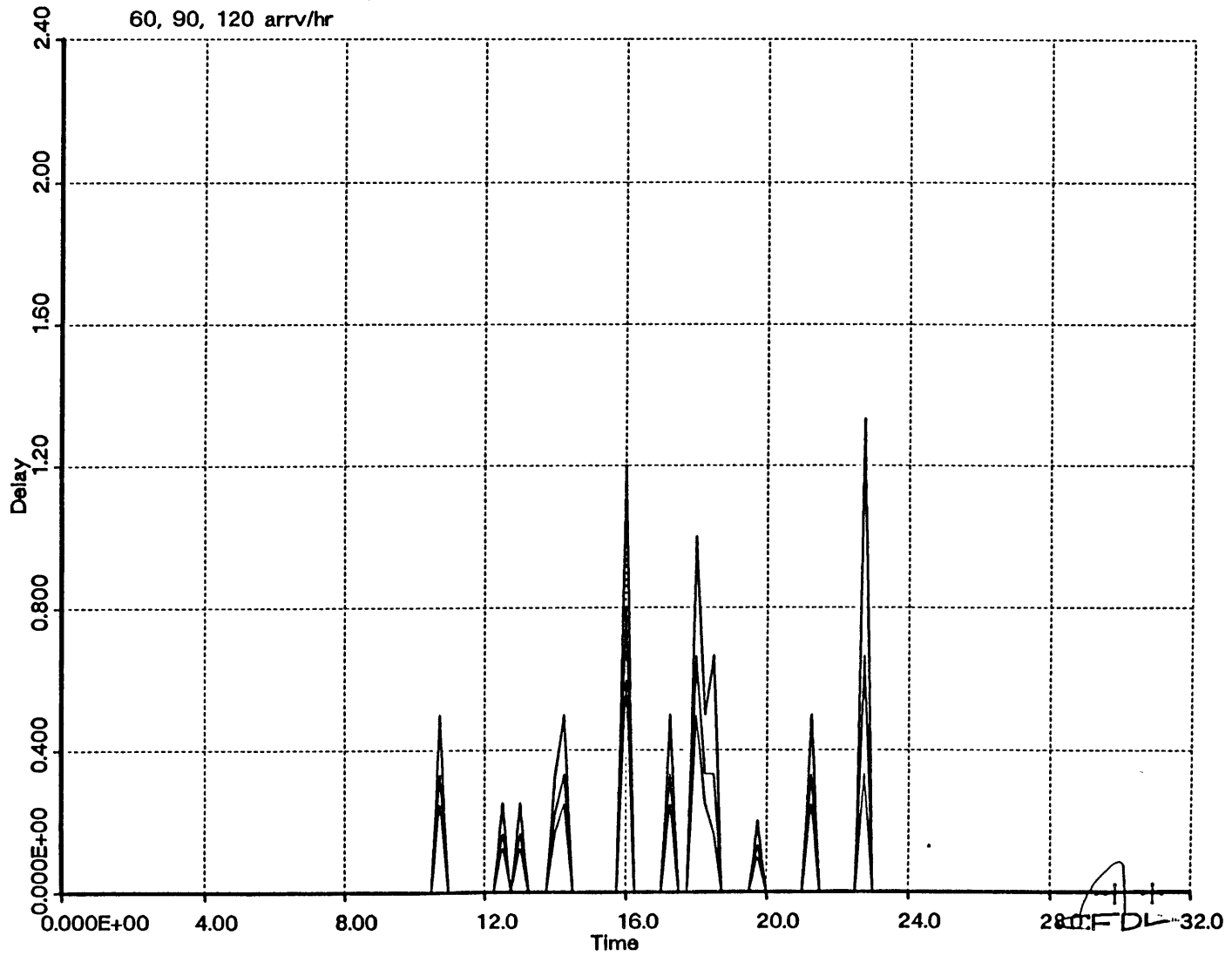
ARRIVAL DELAY ANALYSIS, MAY 1985 AT PIT  
60, 90, 120 arrv/hr



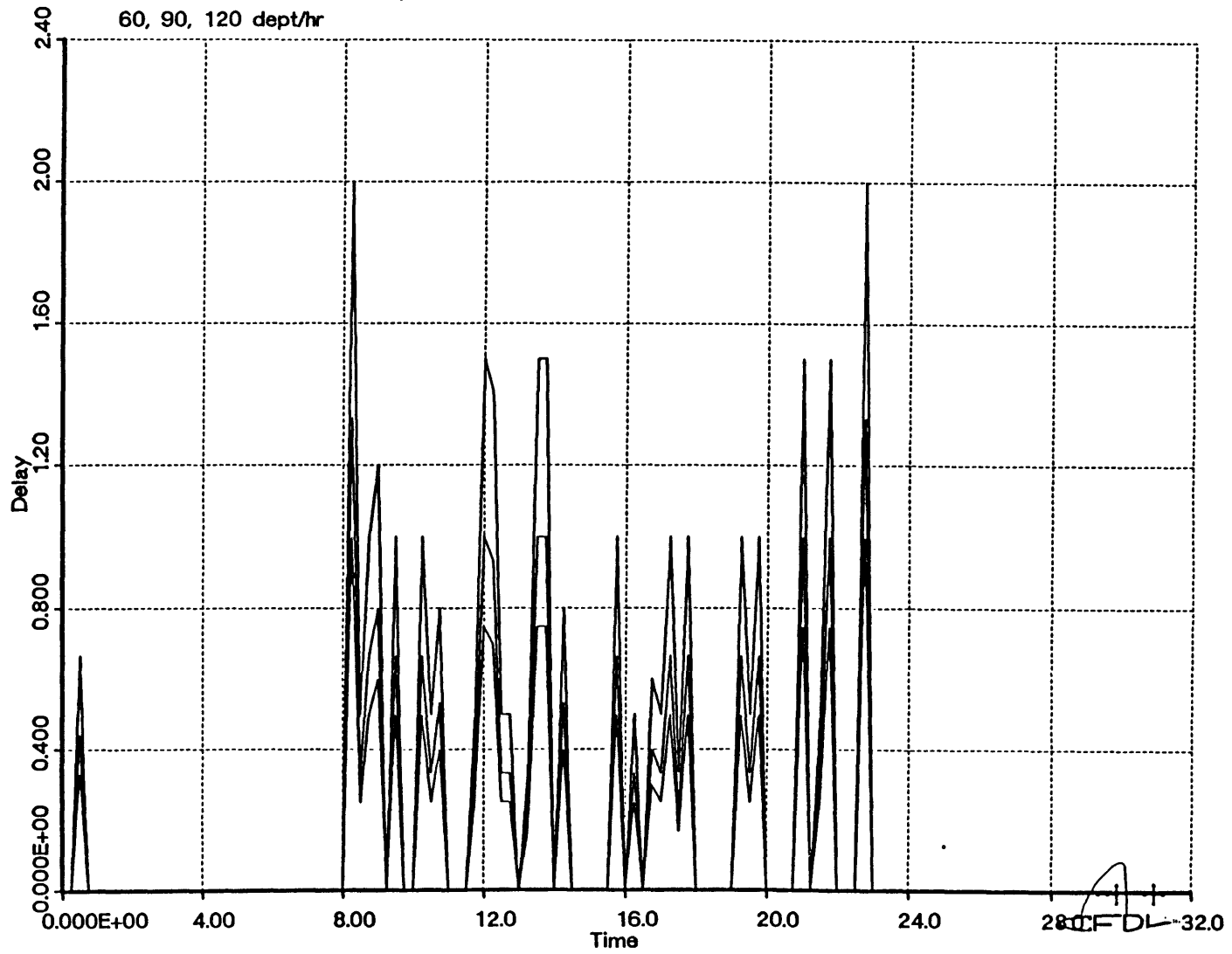
DEPARTURE DELAY ANALYSIS, MAY 1985 AT PIT  
60, 90, 120 dept/hr



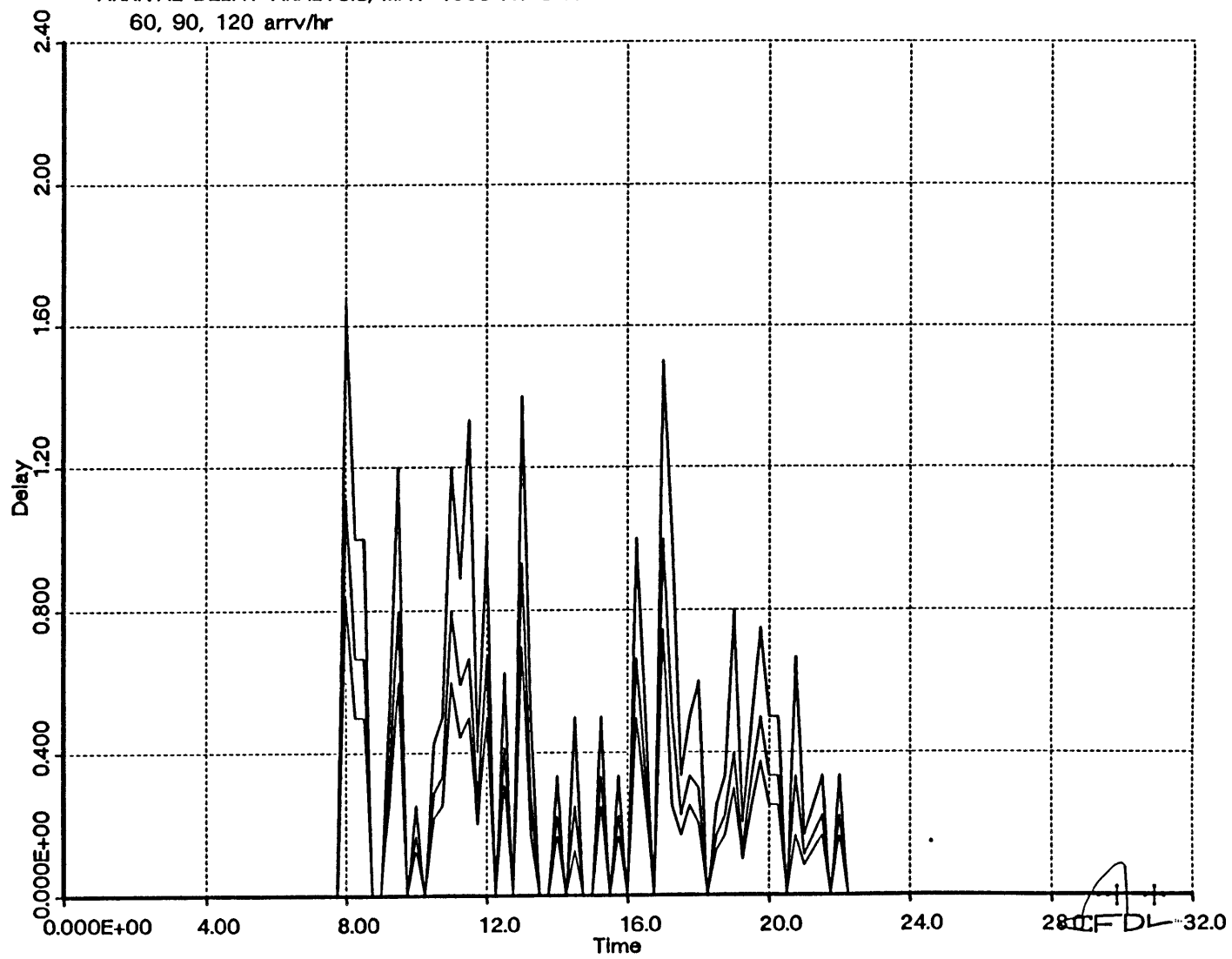
ARRIVAL DELAY ANALYSIS, MAY 1977 AT SEA  
60, 90, 120 arrv/hr



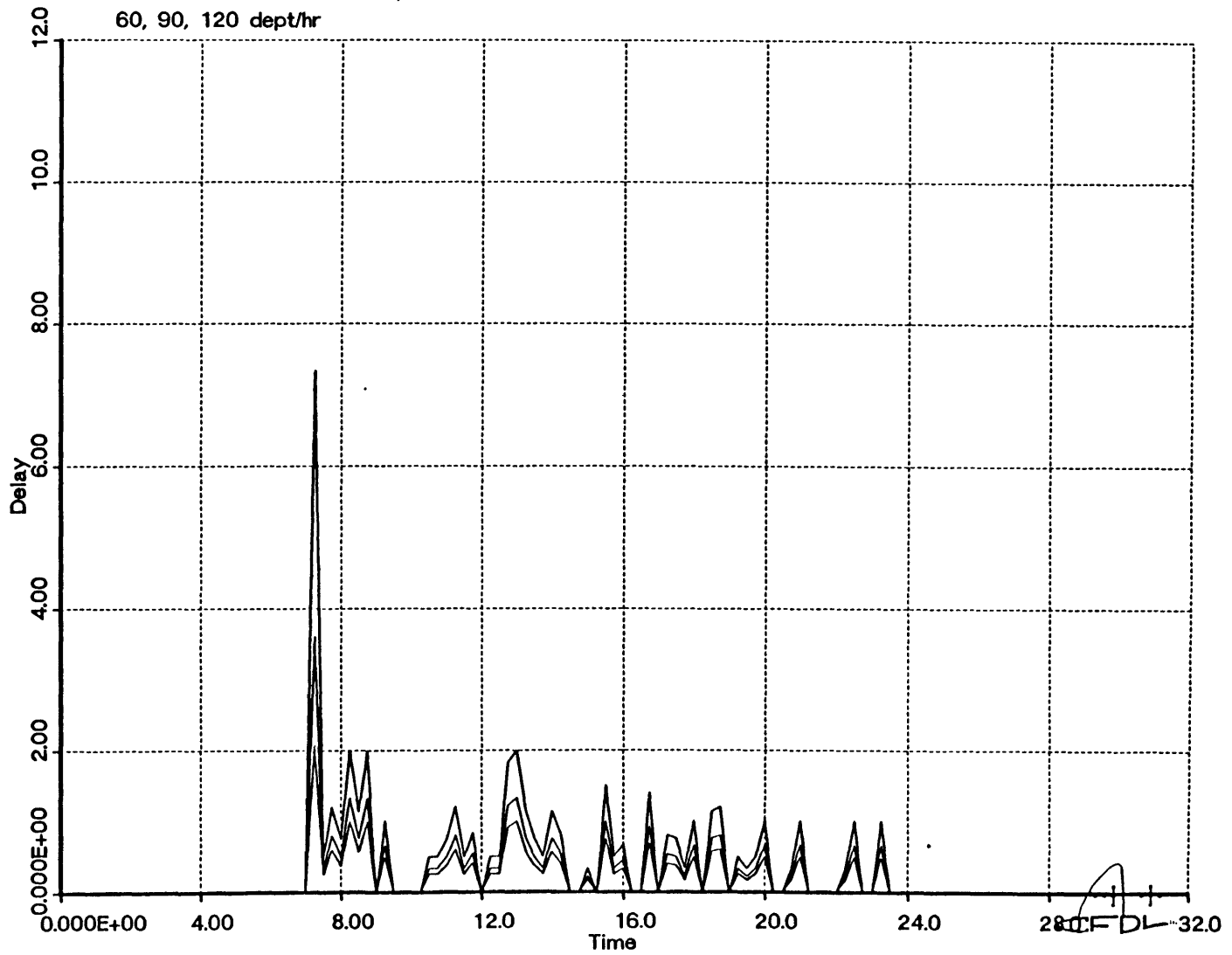
DEPARTURE DELAY ANALYSIS, MAY 1977 AT SEA  
60, 90, 120 dept/hr



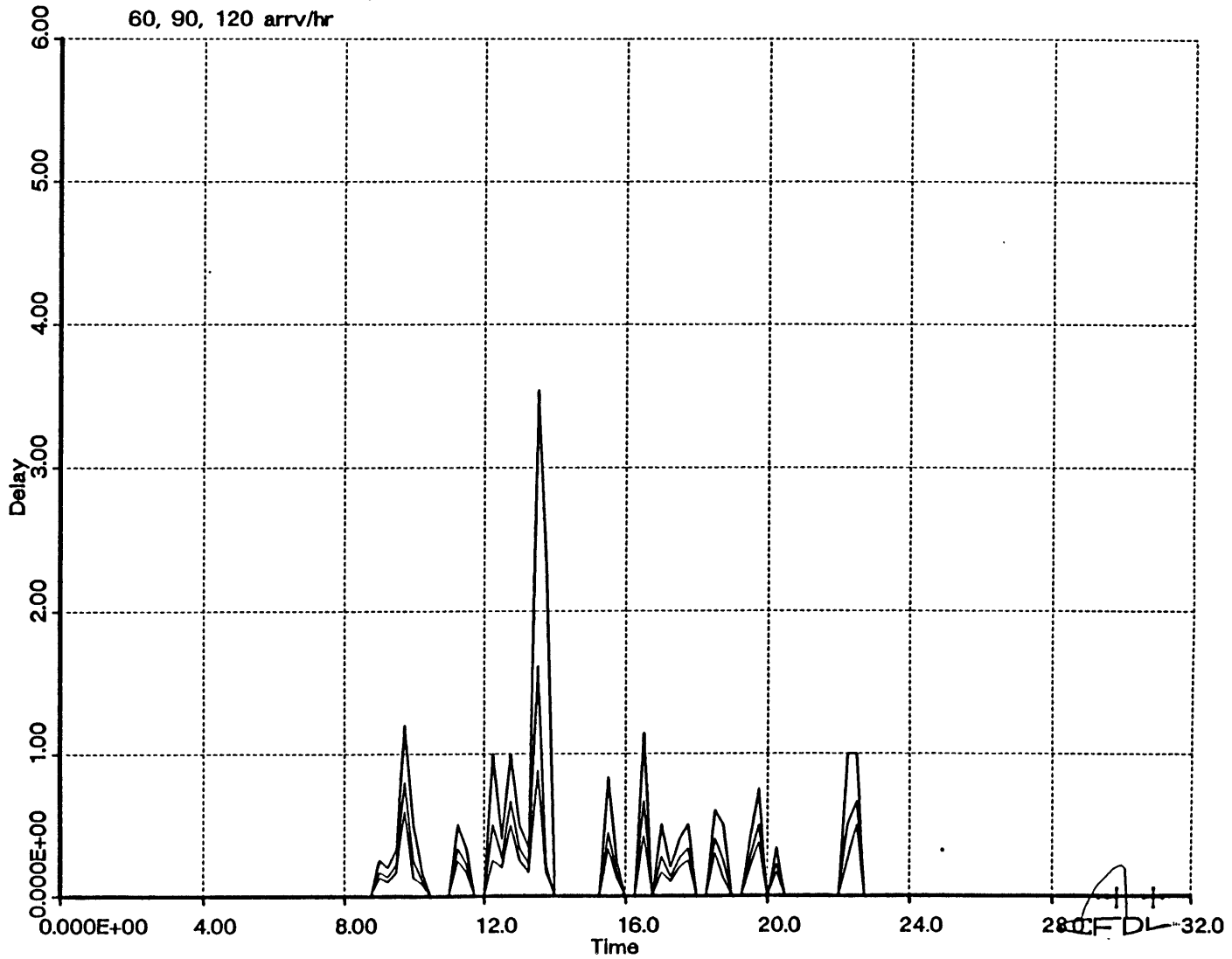
ARRIVAL DELAY ANALYSIS, MAY 1985 AT SEA  
60, 90, 120 arrv/hr



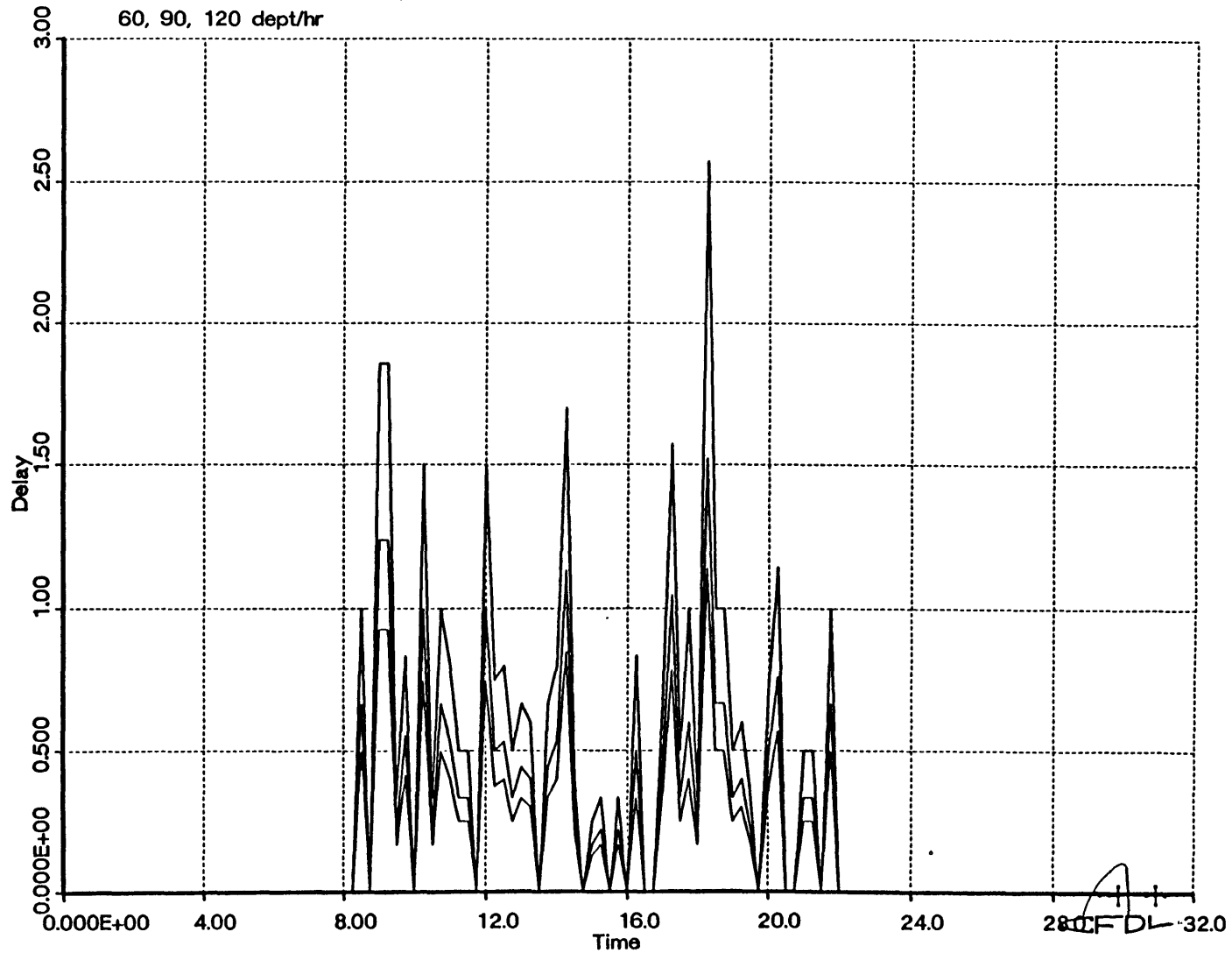
DEPARTURE DELAY ANALYSIS, MAY 1985 AT SEA  
60, 90, 120 dept/hr



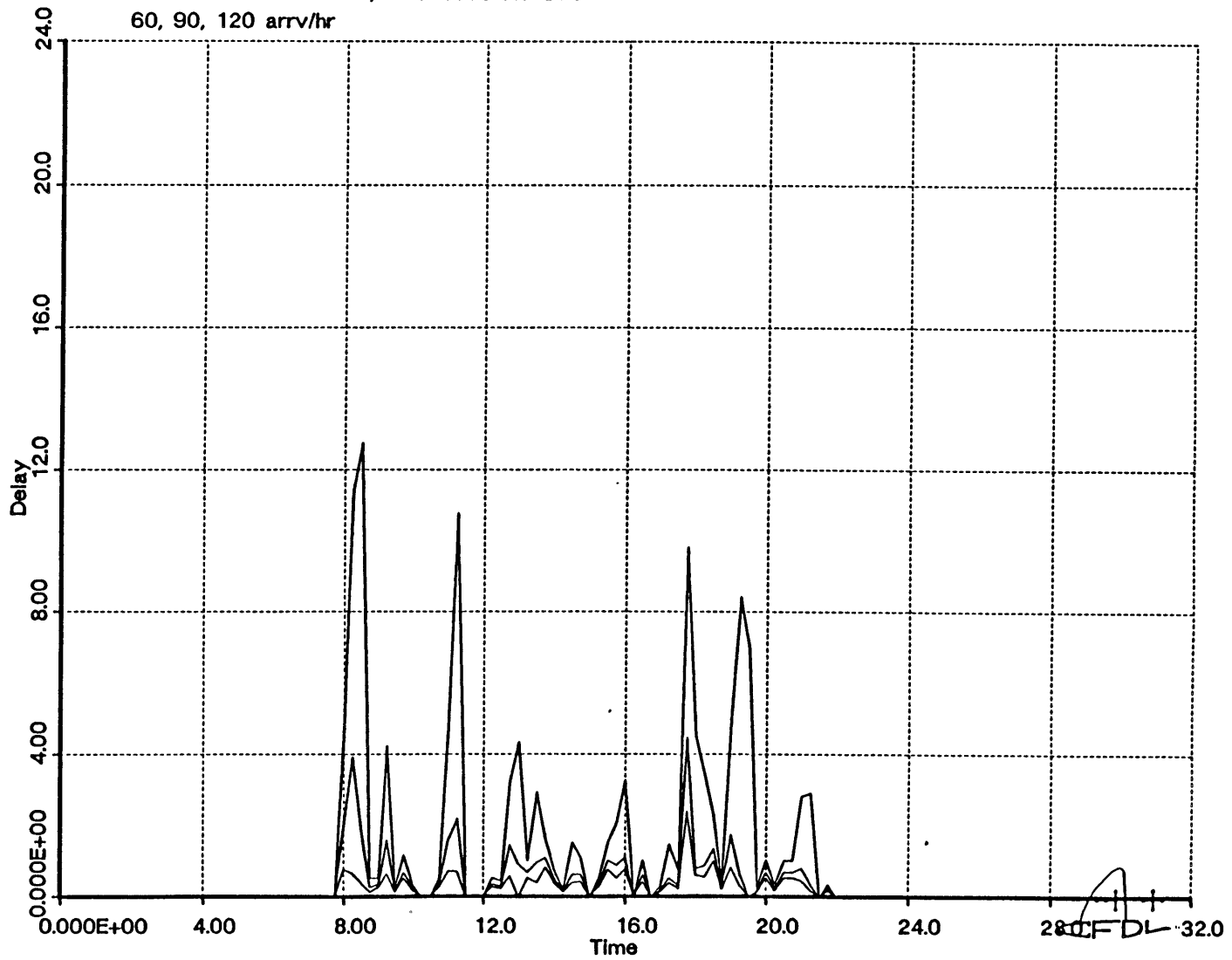
ARRIVAL DELAY ANALYSIS, MAY 1977 AT STL  
60, 90, 120 arrv/hr



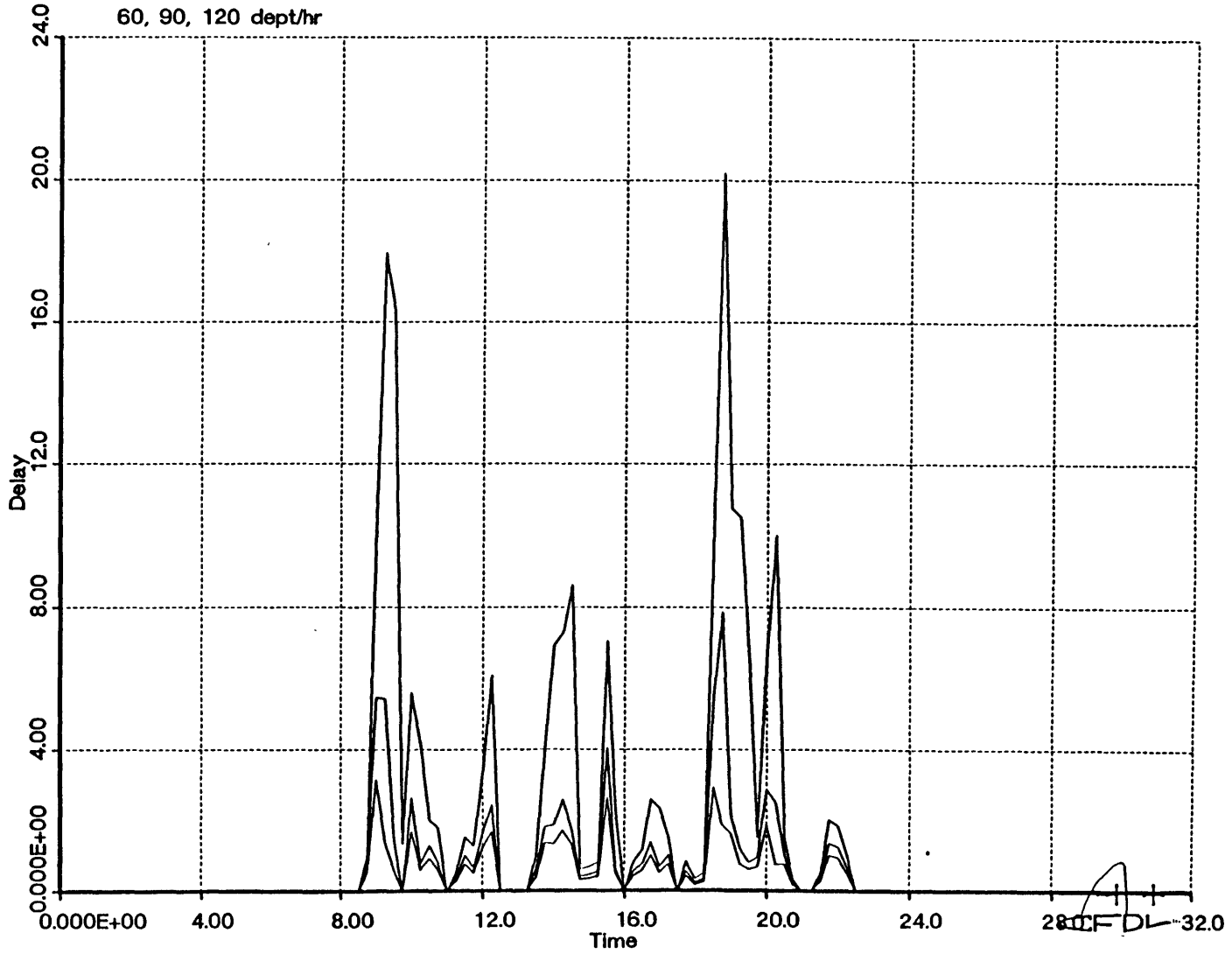
DEPARTURE DELAY ANALYSIS, MAY 1977 AT STL  
60, 90, 120 dept/hr



ARRIVAL DELAY ANALYSIS, MAY 1985 AT STL  
60, 90, 120 arrv/hr



DEPARTURE DELAY ANALYSIS, MAY 1985 AT STL  
60, 90, 120 dept/hr



**Appendix D**  
**Sample Output for Atlanta**

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
SO 247 from DHN	14	14.00		0.00	14.00		0.00	14.00		0.00
DL 789 to CSG	24		24.00	0.00		24.00	0.00		24.00	0.00
DL 387 to MEM	25		25.00	0.00		25.00	0.00		25.00	0.00
DL 371 to IAH	25		26.00	1.00		25.40	0.40		25.30	0.30
EA 465 to IAH	25		27.00	2.00		26.20	1.20		26.00	1.00
DL 372 to CHA	25		28.00	3.00		27.00	2.00		26.30	1.30
DL1196 to ORD	26		29.00	3.00		27.40	1.40		27.00	1.00
DL 973 to MSY	27		30.00	3.00		28.20	1.20		27.30	0.30
EA 311 to IAH	27		31.00	4.00		29.00	2.00		28.00	1.00
DL 899 to MIA	28		32.00	4.00		29.40	1.40		28.30	0.30
EA 486 to PHL	28		33.00	5.00		30.20	2.20		29.00	1.00
DL 373 to CHS	28		34.00	6.00		31.00	3.00		29.30	1.30
DL 489 to JAX	29		35.00	6.00		31.40	2.40		30.00	1.00
EA 87 to LAX	29		36.00	7.00		32.20	3.20		30.30	1.30
DL1095 to MCO	30		37.00	7.00		33.00	3.00		31.00	1.00
EA 476 to CLT	30		38.00	8.00		33.40	3.40		31.30	1.30
EA 485 to TPA	30		39.00	9.00		34.20	4.20		32.00	2.00
DL 832 to BWI	30		40.00	10.00		35.00	5.00		32.30	2.30
EA 497 to PNS	30		41.00	11.00		35.40	5.40		33.00	3.00
EA 434 to BWI	30		42.00	12.00		36.20	6.20		33.30	3.30
DL 682 to CLT	31		43.00	12.00		37.00	6.00		34.00	3.00
DL 293 to FLL	31		44.00	13.00		37.40	6.40		34.30	3.30
EA 447 to JAX	31		45.00	14.00		38.20	7.20		35.00	4.00
DL 397 to BHM	32		46.00	14.00		39.00	7.00		35.30	3.30
DL 712 to DAY	33		47.00	14.00		39.40	6.40		36.00	3.00
EA 462 to IND	33		48.00	15.00		40.20	7.20		36.30	3.30
DL 396 to CMH	34		49.00	15.00		41.00	7.00		37.00	3.00
DL 171 to AGS	34		50.00	16.00		41.40	7.40		37.30	3.30
EA 439 to MIA	35		51.00	16.00		42.20	7.20		38.00	3.00
EA 431 to FLL	35		52.00	17.00		43.00	8.00		38.30	3.30
DL 382 to SDF	35		53.00	18.00		43.40	8.40		39.00	4.00
DL 185 to DFW	36		54.00	18.00		44.20	8.20		39.30	3.30
DL 690 to IND	36		55.00	19.00		45.00	9.00		40.00	4.00
EA 452 to STL	37		56.00	19.00		45.40	8.40		40.30	3.30
EA 486 to PHL	37		57.00	20.00		46.20	9.20		41.00	4.00
EA 461 to MCO	37		58.00	21.00		47.00	10.00		41.30	4.30
DL 994 to DTW	37		59.00	22.00		47.40	10.40		42.00	5.00
EA 954 to ORD	38		100.00	22.00		48.20	10.20		42.30	4.30
DL 183 to CAE	38		101.00	23.00		49.00	11.00		43.00	5.00
DL 186 to PHL	39		102.00	23.00		49.40	10.40		43.30	4.30
DL 993 to TPA	40		103.00	23.00		50.20	10.20		44.00	4.00
DL 698 to CVG	41		104.00	23.00		51.00	10.00		44.30	3.30
EA 444 to JFK	42		105.00	23.00		51.40	9.40		45.00	3.00
DL1187 to SFO	43		106.00	23.00		52.20	9.20		45.30	2.30
DL1116 to JFK	45		107.00	22.00		53.00	8.00		46.00	1.00
DL1199 to LAX	45		108.00	23.00		53.40	8.40		46.30	1.30
DL 496 from BHM	135	135.00		0.00	135.00		0.00	135.00		0.00
DL1182 from LAX	450	450.00		0.00	450.00		0.00	450.00		0.00
EA 80 from LAX	450	451.00		1.00	450.40		0.40	450.30		0.30
DL1191 from JFK	503	503.00		0.00	503.00		0.00	503.00		0.00
DL 389 from PHL	505	505.00		0.00	505.00		0.00	505.00		0.00
EA 490 from IAH	508	508.00		0.00	508.00		0.00	508.00		0.00
DL 780 from MCO	510	510.00		0.00	510.00		0.00	510.00		0.00
DL1077 from ORD	512	512.00		0.00	512.00		0.00	512.00		0.00
DL 290 from MEM	512	513.00		1.00	512.40		0.40	512.30		0.30
DL 493 from CVG	513	514.00		1.00	513.20		0.20	513.00		0.00
DL 484 from TPA	514	515.00		1.00	514.00		0.00	514.00		0.00
DL1096 from SFO	514	516.00		2.00	514.40		0.40	514.30		0.30
DL 288 from MSY	515	517.00		2.00	515.20		0.20	515.00		0.00
DL 477 from SAV	517	518.00		1.00	517.00		0.00	517.00		0.00
DL 285 from DAY	517	519.00		2.00	517.40		0.40	517.30		0.30
DL 198 from JAX	517	520.00		3.00	518.20		1.20	518.00		1.00
DL 176 from IAH	518	521.00		3.00	519.00		1.00	518.30		0.30
DL 792 from AGS	518	522.00		4.00	519.40		1.40	519.00		1.00
DL 871 from SDF	519	523.00		4.00	520.20		1.20	519.30		0.30

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldfs/hr			90 tkfs/hr 90 ldfs/hr			120 tkfs/hr 120 ldfs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL 274 from MIA	519	524.00		5.00	521.00		2.00	520.00		1.00
DL 188 from BHM	521	525.00		4.00	521.40		0.40	521.00		0.00
DL1186 from DFW	537	537.00		0.00	537.00		0.00	537.00		0.00
EA 645 to TLH	545		545.00	0.00		545.00	0.00		545.00	0.00
EA 80 to PHL	550		550.00	0.00		550.00	0.00		550.00	0.00
EA 352 to CHA	550		551.00	1.00		550.40	0.40		550.30	0.30
EA 252 to SDF	600		600.00	0.00		600.00	0.00		600.00	0.00
PI 48 to ILM	600		601.00	1.00		600.40	0.40		600.30	0.30
EA 370 to GSP	600		602.00	2.00		601.20	1.20		601.00	1.00
DL 476 to CHA	607		607.00	0.00		607.00	0.00		607.00	0.00
DL 780 to SDF	610		610.00	0.00		610.00	0.00		610.00	0.00
DL 493 to PBI	612		612.00	0.00		612.00	0.00		612.00	0.00
DL 477 to MGM	613		613.00	0.00		613.00	0.00		613.00	0.00
DL 801 to SAV	614		614.00	0.00		614.00	0.00		614.00	0.00
DL 871 to CSG	614		615.00	1.00		614.40	0.40		614.30	0.30
DL 188 to LGA	614		616.00	2.00		615.20	1.20		615.00	1.00
PI 4 to TRI	615		617.00	2.00		616.00	1.00		615.30	0.30
DL 389 to BHM	615		618.00	3.00		616.40	1.40		616.00	1.00
DL1194 to EWR	615		619.00	4.00		617.20	2.20		616.30	1.30
EA 498 to GSO	616		620.00	4.00		618.00	2.00		617.00	1.00
DL1096 to JAX	616		621.00	5.00		618.40	2.40		617.30	1.30
DL 286 to PHL	617		622.00	5.00		619.20	2.20		618.00	1.00
DL 287 to TPA	617		623.00	6.00		620.00	3.00		618.30	1.30
DL 176 to BOS	618		624.00	6.00		620.40	2.40		619.00	1.00
DL 484 to TYS	619		625.00	6.00		621.20	2.20		619.30	0.30
DL 198 to CVG	620		626.00	6.00		622.00	2.00		620.00	0.00
DL 191 to MSY	620		627.00	7.00		622.40	2.40		620.30	0.30
DL1077 to MIA	621		628.00	7.00		623.20	2.20		621.00	0.00
DL 285 to MCO	622		629.00	7.00		624.00	2.00		622.00	0.00
EA 474 to CLT	622		630.00	8.00		624.40	2.40		622.30	0.30
DL 274 to DAY	623		631.00	8.00		625.20	2.20		623.00	0.00
DL 288 to DCA	624		632.00	8.00		626.00	2.00		624.00	0.00
DL 308 to CAE	625		633.00	8.00		626.40	1.40		625.00	0.00
PI 910 to FLO	625		634.00	9.00		627.20	2.20		625.30	0.30
DL 616 to AGS	625		635.00	10.00		628.00	3.00		626.00	1.00
DL 792 to MEM	628		636.00	8.00		628.40	0.40		628.00	0.00
DL1092 to ORD	629		637.00	8.00		629.20	0.20		629.00	0.00
DL 605 to MCN	630		638.00	8.00		630.00	0.00		630.00	0.00
DL 790 to BWI	630		639.00	9.00		630.40	0.40		630.30	0.30
DL 482 to CLT	631		640.00	9.00		631.20	0.20		631.00	0.00
SO 518 to DHN	640		641.00	1.00		640.00	0.00		640.00	0.00
DL1197 to DFW	645		645.00	0.00		645.00	0.00		645.00	0.00
EA 592 to RDU	649		649.00	0.00		649.00	0.00		649.00	0.00
EA 479 to MCN	700		700.00	0.00		700.00	0.00		700.00	0.00
PI 60 to AVL	700		701.00	1.00		700.40	0.40		700.30	0.30
EA 715 to CSG	700		702.00	2.00		701.20	1.20		701.00	1.00
EA 578 to GSP	700		703.00	3.00		702.00	2.00		701.30	1.30
EA 441 to MGM	700		704.00	4.00		702.40	2.40		702.00	2.00
SO 241 to HSV	705		705.00	0.00		705.00	0.00		705.00	0.00
TW 529 to STL	705		706.00	1.00		705.40	0.40		705.30	0.30
PI 942 to HKY	720		720.00	0.00		720.00	0.00		720.00	0.00
FE 543 to SSI	730		730.00	0.00		730.00	0.00		730.00	0.00
UA 402 to PIT	745		745.00	0.00		745.00	0.00		745.00	0.00
SO 161 to BNA	750		750.00	0.00		750.00	0.00		750.00	0.00
EA 275 from CLT	751	751.00		0.00	751.00		0.00	751.00		0.00
EA 641 to DAB	800		800.00	0.00		800.00	0.00		800.00	0.00
DL 300 to DCA	800		801.00	1.00		800.40	0.40		800.30	0.30
DL 423 to BHM	805		805.00	0.00		805.00	0.00		805.00	0.00
NW 705 to ORD	810		810.00	0.00		810.00	0.00		810.00	0.00
EA 990 to MEM	812		812.00	0.00		812.00	0.00		812.00	0.00
EA 148 from DAB	818	818.00		0.00	818.00		0.00	818.00		0.00
EA 275 to JAX	820		820.00	0.00		820.00	0.00		820.00	0.00
EA 270 from SRQ	824	824.00		0.00	824.00		0.00	824.00		0.00
EA 320 from FMY	830	830.00		0.00	830.00		0.00	830.00		0.00
EA 658 from MCO	830	831.00		1.00	830.40		0.40	830.30		0.30
EA 632 from TPA	835	835.00		0.00	835.00		0.00	835.00		0.00

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 678 from MCN	835	836.00		1.00	835.40		0.40	835.30		0.30
EA 679 from RDU	835	837.00		2.00	836.20		1.20	836.00		1.00
EA 688 from PBI	835	838.00		3.00	837.00		2.00	836.30		1.30
EA 130 from FLL	836	839.00		3.00	837.40		1.40	837.00		1.00
EA 81 from JAX	836	840.00		4.00	838.20		2.20	837.30		1.30
EA 240 from BHM	839	841.00		2.00	839.00		0.00	839.00		0.00
NW 777 from TPA	840	842.00		2.00	840.00		0.00	840.00		0.00
EA 138 from CSG	840	843.00		3.00	840.40		0.40	840.30		0.30
EA 104 from TLH	841	844.00		3.00	841.20		0.20	841.00		0.00
EA 654 from MIA	842	845.00		3.00	842.00		0.00	842.00		0.00
SO 810 from ANB	843	846.00		3.00	843.00		0.00	843.00		0.00
EA 102 from MLB	843	847.00		4.00	843.40		0.40	843.30		0.30
EA 776 from GSO	843	848.00		5.00	844.20		1.20	844.00		1.00
FE 542 from SSI	845	849.00		4.00	845.00		0.00	845.00		0.00
EA 118 from PNS	845	850.00		5.00	845.40		0.40	845.30		0.30
EA 630 from GNV	845	851.00		6.00	846.20		1.20	846.00		1.00
SO 510 from ABY	845	852.00		7.00	847.00		2.00	846.30		1.30
EA 539 from GSP	846	853.00		7.00	847.40		1.40	847.00		1.00
EA 122 from MGM	848	854.00		6.00	848.20		0.20	848.00		0.00
EA 580 from MOB	849	855.00		6.00	849.00		0.00	849.00		0.00
SO 162 from HSV	850	856.00		6.00	850.00		0.00	850.00		0.00
SO 512 from DHN	850	857.00		7.00	850.40		0.40	850.30		0.30
DL 811 from CHA	855	858.00		3.00	855.00		0.00	855.00		0.00
DL 216 from BHM	856	859.00		3.00	856.00		0.00	856.00		0.00
DL 602 from MCN	857	900.00		3.00	857.00		0.00	857.00		0.00
DL 815 from DAY	858	901.00		3.00	858.00		0.00	858.00		0.00
DL 637 from SOF	859	902.00		3.00	859.00		0.00	859.00		0.00
DL 407 from CAE	900	903.00		3.00	900.00		0.00	900.00		0.00
SO 131 from GSP	905	905.00		0.00	905.00		0.00	905.00		0.00
SO 822 from MGR	905	906.00		1.00	905.40		0.40	905.30		0.30
DL 217 from CHS	911	911.00		0.00	911.00		0.00	911.00		0.00
PI 43 from AVL	912	912.00		0.00	912.00		0.00	912.00		0.00
DL 650 from AGS	913	913.00		0.00	913.00		0.00	913.00		0.00
SO 160 from BNA	914	914.00		0.00	914.00		0.00	914.00		0.00
DL 938 from MSY	914	915.00		1.00	914.40		0.40	914.30		0.30
DL 337 from TYS	914	916.00		2.00	915.20		1.20	915.00		1.00
DL 836 from CSG	915	917.00		2.00	916.00		1.00	915.30		0.30
WH 215 from LGC	915	918.00		3.00	916.40		1.40	916.00		1.00
DL 725 from PHL	916	919.00		3.00	917.20		1.20	916.30		0.30
DL 844 from MGM	916	920.00		4.00	918.00		2.00	917.00		1.00
DL 167 from CMH	917	921.00		4.00	918.40		1.40	917.30		0.30
DL1027 from MCO	918	922.00		4.00	919.20		1.20	918.00		0.00
DL 346 from IAH	918	923.00		5.00	920.00		2.00	918.30		0.30
PI 29 from FLO	919	924.00		5.00	920.40		1.40	919.00		0.00
DL 140 from FLL	919	925.00		6.00	921.20		2.20	919.30		0.30
DL 944 from TPA	920	926.00		6.00	922.00		2.00	920.00		0.00
EA 632 to BUF	920		920.00	0.00		920.00	0.00		920.00	0.00
DL 811 to CAE	920		921.00	1.00		920.40	0.40		920.30	0.30
PI 5 from FAY	920	927.00		7.00	922.40		2.40	920.30		0.30
UA 675 from ORF	921	928.00		7.00	923.20		2.20	921.00		0.00
DL 434 from SAV	922	929.00		7.00	924.00		2.00	922.00		0.00
DL 990 from DFW	922	930.00		8.00	924.40		2.40	922.30		0.30
DL1155 from DTW	924	931.00		7.00	925.20		1.20	924.00		0.00
DL1236 from MIA	924	932.00		8.00	926.00		2.00	924.30		0.30
EA 148 to BOS	925		925.00	0.00		925.00	0.00		925.00	0.00
DL1022 from JAX	925	933.00		8.00	926.40		1.40	925.00		0.00
EA 678 to SYR	925		926.00	1.00		925.40	0.40		925.30	0.30
UA 623 from CLE	925	934.00		9.00	927.20		2.20	925.30		0.30
DL 460 from PBI	925	935.00		10.00	928.00		3.00	926.00		1.00
PI 35 from TRI	925	936.00		11.00	928.40		3.40	926.30		1.30
DL 717 from CVG	926	937.00		11.00	929.20		3.20	927.00		1.00
DL 201 from LGA	927	938.00		11.00	930.00		3.00	927.30		0.30
SO 130 from TCL	927	939.00		12.00	930.40		3.40	928.00		1.00
EA 138 to BWI	928		928.00	0.00		928.00	0.00		928.00	0.00
EA 776 to MKE	928		929.00	1.00		928.40	0.40		928.30	0.30
PI 61 from HTS	929	940.00		11.00	931.20		2.20	929.00		0.00

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr		DELAY	90 tkfs/hr 90 lds/hr		DELAY	120 tkfs/hr 120 lds/hr		DELAY
		ARRV	DEPART		ARRV	DEPART		ARRV	DEPART	
DL 210 from JAN	929	941.00		12.00	932.00		3.00	929.30		0.30
UA 575 from CAK	929	942.00		13.00	932.40		3.40	930.00		1.00
EA 280 to MSP	929		930.00	1.00		929.20	0.20		929.00	0.00
DL 705 from BWI	929	943.00		14.00	933.20		4.20	930.30		1.30
DL1117 from CLT	929	944.00		15.00	934.00		5.00	931.00		2.00
EA 617 to DFW	930		931.00	1.00		930.00	0.00		930.00	0.00
EA 81 to LAX	930		932.00	2.00		930.40	0.40		930.30	0.30
EA 118 to BDL	930		933.00	3.00		931.20	1.20		931.00	1.00
EA 102 to LGA	930		934.00	4.00		932.00	2.00		931.30	1.30
EA 122 to PHL	930		935.00	5.00		932.40	2.40		932.00	2.00
EA 688 to IND	930		936.00	6.00		933.20	3.20		932.30	2.30
DL 125 from DCA	930	945.00		15.00	934.40		4.40	931.30		1.30
NW 777 to MSP	930		937.00	7.00		934.00	4.00		933.00	3.00
EA 104 to EWR	930		938.00	8.00		934.40	4.40		933.30	3.30
DL 245 from IND	932	946.00		14.00	935.20		3.20	932.00		0.00
UA 473 from BUF	932	947.00		15.00	936.00		4.00	932.30		0.30
DL 642 from SHV	933	948.00		15.00	936.40		3.40	933.00		0.00
DL 808 from MEM	933	949.00		16.00	937.20		4.20	933.30		0.30
EA 270 to STL	935		939.00	4.00		935.20	0.20		935.00	0.00
NW 26 from ORD	935	950.00		15.00	938.00		3.00	935.00		0.00
SO 140 from MOB	935	951.00		16.00	938.40		3.40	935.30		0.30
EA 322 to CLT	935		940.00	5.00		936.00	1.00		935.30	0.30
EA 240 to ORD	936		941.00	5.00		936.40	0.40		936.00	0.00
DL 343 from LEX	938	952.00		14.00	939.20		1.20	938.00		0.00
EA 320 to PIT	939		942.00	3.00		939.00	0.00		939.00	0.00
DL 435 from ORD	940	953.00		13.00	940.00		0.00	940.00		0.00
EA 630 to RDU	940		943.00	3.00		940.00	0.00		940.00	0.00
EA 130 to DCA	940		944.00	4.00		940.40	0.40		940.30	0.30
EA 255 from ORD	942	954.00		12.00	942.00		0.00	942.00		0.00
EA 580 to GSO	945		945.00	0.00		945.00	0.00		945.00	0.00
EA 658 to BNA	950		950.00	0.00		950.00	0.00		950.00	0.00
EA 687 from BWI	952	955.00		3.00	952.00		0.00	952.00		0.00
EA 361 from RDU	952	956.00		4.00	952.40		0.40	952.30		0.30
EA 141 from SYR	954	957.00		3.00	954.00		0.00	954.00		0.00
EA 135 from EWR	957	958.00		1.00	957.00		0.00	957.00		0.00
SO 135 to TCL	957		957.00	0.00		957.00	0.00		957.00	0.00
EA 989 from PIT	959	959.00		0.00	959.00		0.00	959.00		0.00
EA 626 to RIC	959		959.00	0.00		959.00	0.00		959.00	0.00
EA 961 from BUF	959	1000.00		1.00	959.40		0.40	959.30		0.30
EA 609 from EVV	1000	1001.00		1.00	1000.20		0.20	1000.00		0.00
EA 119 from BDL	1000	1002.00		2.00	1001.00		1.00	1000.30		0.30
EA 123 from PHL	1002	1003.00		1.00	1002.00		0.00	1002.00		0.00
EA 149 from BOS	1002	1004.00		2.00	1002.40		0.40	1002.30		0.30
EA 99 from STL	1003	1005.00		2.00	1003.20		0.20	1003.00		0.00
EA 727 from PVD	1003	1006.00		3.00	1004.00		1.00	1003.30		0.30
EA 597 from RIC	1003	1007.00		4.00	1004.40		1.40	1004.00		1.00
EA 789 from MKE	1004	1008.00		4.00	1005.20		1.20	1004.30		0.30
EA 251 from IND	1004	1009.00		5.00	1006.00		2.00	1005.00		1.00
EA 323 from CLT	1005	1010.00		5.00	1006.40		1.40	1005.30		0.30
EA 677 from GSO	1005	1011.00		6.00	1007.20		2.20	1006.00		1.00
DL 725 to BTR	1010		1010.00	0.00		1010.00	0.00		1010.00	0.00
DL 217 to JAN	1010		1011.00	1.00		1010.40	0.40		1010.30	0.30
NW 726 from MSP	1010	1012.00		2.00	1010.00		0.00	1010.00		0.00
UA 824 to AVL	1010		1012.00	2.00		1011.20	1.20		1011.00	1.00
EA 671 from BNA	1010	1013.00		3.00	1010.40		0.40	1010.30		0.30
DL 705 to CHA	1011		1013.00	2.00		1012.00	1.00		1011.30	0.30
UA 839 from CRW	1011	1014.00		3.00	1011.20		0.20	1011.00		0.00
DL 460 to IND	1011		1014.00	3.00		1012.40	1.40		1012.00	1.00
DL 346 to CMH	1012		1015.00	3.00		1013.20	1.20		1012.30	0.30
EA 277 from MSP	1013	1015.00		2.00	1013.00		0.00	1013.00		0.00
DL 717 to MGM	1013		1016.00	3.00		1014.00	1.00		1013.00	0.00
DL 650 to MCI	1014		1017.00	3.00		1014.40	0.40		1014.00	0.00
DL 827 to FLL	1014		1018.00	4.00		1015.20	1.20		1014.30	0.30
DL 418 to BOS	1015		1019.00	4.00		1016.00	1.00		1015.00	0.00
EA 101 from LGA	1015	1016.00		1.00	1015.00		0.00	1015.00		0.00
DL1211 to SAN	1015		1020.00	5.00		1016.40	1.40		1015.30	0.30

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 905 from DCA	1015	1017.00		2.00	1015.40		0.40	1015.30		0.30
DL 844 to TYS	1016		1021.00	5.00	1017.20	1017.20	1.20	1016.00	1016.00	0.00
DL1022 to DFW	1016		1022.00	6.00	1018.00	1018.00	2.00	1016.30	1016.30	0.30
DL 642 to CVG	1018		1023.00	5.00	1018.40	1018.40	0.40	1018.00	1018.00	0.00
DL 140 to DTW	1018		1024.00	6.00	1019.20	1019.20	1.20	1018.30	1018.30	0.30
EA 265 from SDF	1019	1019.00		0.00	1019.00		0.00	1019.00		0.00
DL 210 to DCA	1019		1025.00	6.00	1020.00	1020.00	1.00	1019.00	1019.00	0.00
SO 163 to HSY	1020		1026.00	6.00	1020.40	1020.40	0.40	1020.00	1020.00	0.00
NW 26 to MIA	1020		1027.00	7.00	1021.20	1021.20	1.20	1020.30	1020.30	0.30
SO 817 to GAD	1020		1028.00	8.00	1022.00	1022.00	2.00	1021.00	1021.00	1.00
PI 50 to MYR	1020		1029.00	9.00	1022.40	1022.40	2.40	1021.30	1021.30	1.30
SO 133 to MOB	1020		1030.00	10.00	1023.20	1023.20	3.20	1022.00	1022.00	2.00
UA 384 to PIT	1020		1031.00	11.00	1024.00	1024.00	4.00	1022.30	1022.30	2.30
DL 201 to IAH	1020		1032.00	12.00	1024.40	1024.40	4.40	1023.00	1023.00	3.00
DL 125 to BHM	1022		1033.00	11.00	1025.20	1025.20	3.20	1023.30	1023.30	1.30
DL 462 to MEM	1022		1034.00	12.00	1026.00	1026.00	4.00	1024.00	1024.00	2.00
DL 990 to JAX	1023		1035.00	12.00	1026.40	1026.40	3.40	1024.30	1024.30	1.30
DL 638 to SDF	1024		1036.00	12.00	1027.20	1027.20	3.20	1025.00	1025.00	1.00
DL1027 to SFO	1024		1037.00	13.00	1028.00	1028.00	4.00	1025.30	1025.30	1.30
SO 253 to ABY	1025		1038.00	13.00	1028.40	1028.40	3.40	1026.00	1026.00	1.00
SO 825 to AHN	1025		1039.00	14.00	1029.20	1029.20	4.20	1026.30	1026.30	1.30
DL1131 to MIA	1025		1040.00	15.00	1030.00	1030.00	5.00	1027.00	1027.00	2.00
PI 23 from ROA	1025	1025.00		0.00	1025.00		0.00	1025.00		0.00
WH 226 to LGC	1025		1041.00	16.00	1030.40	1030.40	5.40	1027.30	1027.30	2.30
DL 434 to ORD	1026		1042.00	16.00	1031.20	1031.20	5.20	1028.00	1028.00	2.00
DL 136 to LGA	1027		1043.00	16.00	1032.00	1032.00	5.00	1028.30	1028.30	1.30
DL 343 to PBI	1027		1044.00	17.00	1032.40	1032.40	5.40	1029.00	1029.00	2.00
DL1117 to LAX	1029		1045.00	16.00	1033.20	1033.20	4.20	1029.30	1029.30	0.30
SO 531 to VPS	1030		1046.00	16.00	1034.00	1034.00	4.00	1030.00	1030.00	0.00
UA 836 to BUF	1030		1047.00	17.00	1034.40	1034.40	4.40	1030.30	1030.30	0.30
SO 511 to PFN	1030		1048.00	18.00	1035.20	1035.20	5.20	1031.00	1031.00	1.00
PI 89 to AVL	1030		1049.00	19.00	1036.00	1036.00	6.00	1031.30	1031.30	1.30
DL 347 to MSY	1030		1050.00	20.00	1036.40	1036.40	6.40	1032.00	1032.00	2.00
DL 911 to LAS	1031		1051.00	20.00	1037.20	1037.20	6.20	1032.30	1032.30	1.30
DL1143 to MCO	1031		1052.00	21.00	1038.00	1038.00	7.00	1033.00	1033.00	2.00
DL 937 to TPA	1032		1053.00	21.00	1038.40	1038.40	6.40	1033.30	1033.30	1.30
UA 476 to CLE	1035		1054.00	19.00	1039.20	1039.20	4.20	1035.00	1035.00	0.00
EA 255 to GSP	1040		1055.00	15.00	1040.00	1040.00	0.00	1040.00	1040.00	0.00
PI 911 from MYR	1044	1044.00		0.00	1044.00		0.00	1044.00		0.00
SO 137 to MEI	1045		1056.00	11.00	1045.00	1045.00	0.00	1045.00	1045.00	0.00
PI 943 from AVL	1046	1046.00		0.00	1046.00		0.00	1046.00		0.00
PI 34 to ROA	1046		1057.00	11.00	1046.00	1046.00	0.00	1046.00	1046.00	0.00
EA 677 to FMY	1050		1058.00	8.00	1050.00	1050.00	0.00	1050.00	1050.00	0.00
EA 251 to DFW	1050		1059.00	9.00	1050.40	1050.40	0.40	1050.30	1050.30	0.30
EA 597 to SRQ	1050		1100.00	10.00	1051.20	1051.20	1.20	1051.00	1051.00	1.00
EA 789 to MSY	1050		1101.00	11.00	1052.00	1052.00	2.00	1051.30	1051.30	1.30
EA 989 to MLB	1050		1102.00	12.00	1052.40	1052.40	2.40	1052.00	1052.00	2.00
EA 609 to PBI	1052		1103.00	11.00	1053.20	1053.20	1.20	1052.30	1052.30	0.30
EA 149 to FLL	1052		1104.00	12.00	1054.00	1054.00	2.00	1053.00	1053.00	1.00
EA 727 to MIA	1055		1105.00	10.00	1055.00	1055.00	0.00	1055.00	1055.00	0.00
EA 285 to DAB	1055		1106.00	11.00	1055.40	1055.40	0.40	1055.30	1055.30	0.30
UA 600 to CAK	1055		1107.00	12.00	1056.20	1056.20	1.20	1056.00	1056.00	1.00
EA 671 to TPA	1055		1108.00	13.00	1057.00	1057.00	2.00	1056.30	1056.30	1.30
PI 14 to OAJ	1055		1109.00	14.00	1057.40	1057.40	2.40	1057.00	1057.00	2.00
EA 323 to MOB	1100		1110.00	10.00	1100.00	1100.00	0.00	1100.00	1100.00	0.00
DL 610 to BWI	1100		1111.00	11.00	1100.40	1100.40	0.40	1100.30	1100.30	0.30
DL 402 to SAV	1100		1112.00	12.00	1101.20	1101.20	1.20	1101.00	1101.00	1.00
UA 392 to CRW	1100		1113.00	13.00	1102.00	1102.00	2.00	1101.30	1101.30	1.30
EA 119 to IAH	1100		1114.00	14.00	1102.40	1102.40	2.40	1102.00	1102.00	2.00
DL 714 to AGS	1100		1115.00	15.00	1103.20	1103.20	3.20	1102.30	1102.30	2.30
DL 738 to CLT	1100		1116.00	16.00	1104.00	1104.00	4.00	1103.00	1103.00	3.00
DL 106 to CHS	1100		1117.00	17.00	1104.40	1104.40	4.40	1103.30	1103.30	3.30
TW 536 from MCI	1101	1101.00		0.00	1101.00		0.00	1101.00		0.00
EA 284 from JAX	1103	1103.00		0.00	1103.00		0.00	1103.00		0.00
DL 647 from CHA	1103	1104.00		1.00	1103.40		0.40	1103.30		0.30
EA 647 to JAX	1103		1118.00	15.00	1105.20	1105.20	2.20	1104.00	1104.00	1.00

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 146 from MSY	1103	1105.00		2.00	1104.20		1.20	1104.00		1.00
UA 653 from AVL	1104	1106.00		2.00	1105.00		1.00	1104.30		0.30
EA 141 to TLH	1105		1119.00	14.00		1106.00	1.00		1105.00	0.00
UA 391 to ORF	1105		1120.00	15.00		1106.40	1.40		1105.30	0.30
EA 277 to BHM	1105		1121.00	16.00		1107.20	2.20		1106.00	1.00
EA 123 to SAT	1105		1122.00	17.00		1108.00	3.00		1106.30	1.30
EA 265 to GNV	1107		1123.00	16.00		1108.40	1.40		1107.00	0.00
EA 572 from TLH	1107	1107.00		0.00	1107.00		0.00	1107.00		0.00
EA 330 from MCO	1108	1108.00		0.00	1108.00		0.00	1108.00		0.00
EA 368 from SAT	1109	1109.00		0.00	1109.00		0.00	1109.00		0.00
EA 686 from SRQ	1110	1110.00		0.00	1110.00		0.00	1110.00		0.00
EA 246 from BHM	1110	1111.00		1.00	1110.40		0.40	1110.30		0.30
EA 764 from PBI	1110	1112.00		2.00	1111.20		1.20	1111.00		1.00
DL 807 from MCI	1110	1113.00		3.00	1112.00		2.00	1111.30		1.30
EA 106 from MGM	1110	1114.00		4.00	1112.40		2.40	1112.00		2.00
EA 570 from CRP	1110	1115.00		5.00	1113.20		3.20	1112.30		2.30
DL1080 from MSY	1111	1116.00		5.00	1114.00		3.00	1113.00		2.00
DL1142 from MIA	1111	1117.00		6.00	1114.40		3.40	1113.30		2.30
EA 296 from TPA	1112	1118.00		6.00	1115.20		3.20	1114.00		2.00
DL 448 from JAX	1112	1119.00		7.00	1116.00		4.00	1114.30		2.30
EA 274 from FMY	1113	1120.00		7.00	1116.40		3.40	1115.00		2.00
DL 350 from MCO	1114	1121.00		7.00	1117.20		3.20	1115.30		1.30
DL 721 from BWI	1114	1122.00		8.00	1118.00		4.00	1116.00		2.00
EA 618 from DAB	1115	1123.00		8.00	1118.40		3.40	1116.30		1.30
EA 361 to PNS	1115		1124.00	9.00		1115.00	0.00		1115.00	0.00
DL 322 from BHM	1116	1124.00		8.00	1119.20		3.20	1117.00		1.00
EA 534 from IAH	1116	1125.00		9.00	1120.00		4.00	1117.30		1.30
DL 238 from AGS	1117	1126.00		9.00	1120.40		3.40	1118.00		1.00
DL1115 from EWR	1118	1127.00		9.00	1121.20		3.20	1118.30		0.30
EA 661 from MEM	1118	1128.00		10.00	1122.00		4.00	1119.00		1.00
DL 445 from CLT	1118	1129.00		11.00	1122.40		4.40	1119.30		1.30
EA 318 from FLL	1118	1130.00		12.00	1123.20		5.20	1120.00		2.00
DL 240 from TPA	1119	1131.00		12.00	1124.00		5.00	1120.30		1.30
DL 244 from FLL	1119	1132.00		13.00	1124.40		5.40	1121.00		2.00
EA 656 from GNV	1119	1133.00		14.00	1125.20		6.20	1121.30		2.30
EA 980 to MEM	1120		1125.00	5.00		1120.00	0.00		1120.00	0.00
DL1140 from IAH	1120	1134.00		14.00	1126.00		6.00	1122.00		2.00
EA 99 to MCO	1120		1126.00	6.00		1120.40	0.40		1120.30	0.30
UA 409 from ROC	1122	1135.00		13.00	1126.40		4.40	1122.30		0.30
DL 412 from DFW	1123	1136.00		13.00	1127.20		4.20	1123.00		0.00
DL 720 from CSF	1123	1137.00		14.00	1128.00		5.00	1123.30		0.30
DL 326 from MLU	1124	1138.00		14.00	1128.40		4.40	1124.00		0.00
UA 477 from ORF	1124	1139.00		15.00	1129.20		5.20	1124.30		0.30
DL 205 from DCA	1125	1140.00		15.00	1130.00		5.00	1125.00		0.00
DL 345 from ORD	1125	1141.00		16.00	1130.40		5.40	1125.30		0.30
DL 209 from LGA	1127	1142.00		15.00	1131.20		4.20	1127.00		0.00
DL 930 from SAV	1127	1143.00		16.00	1132.00		5.00	1127.30		0.30
DL 304 from BTR	1127	1144.00		17.00	1132.40		5.40	1128.00		1.00
DL 147 from CVG	1128	1145.00		17.00	1133.20		5.20	1128.30		0.30
EA 636 from MIA	1129	1146.00		17.00	1134.00		5.00	1129.00		0.00
DL 627 from PHL	1129	1147.00		18.00	1134.40		5.40	1129.30		0.30
EA 348 from DFW	1130	1148.00		18.00	1135.20		5.20	1130.00		0.00
PI 30 to ISO	1130		1130.00	0.00		1130.00	0.00		1130.00	0.00
DL 706 from BOS	1132	1149.00		17.00	1136.00		4.00	1132.00		0.00
PI 16 to ILM	1135		1135.00	0.00		1135.00	0.00		1135.00	0.00
DL 949 from MEM	1135	1150.00		15.00	1136.40		1.40	1135.00		0.00
DL 953 from DAY	1136	1151.00		15.00	1137.20		1.20	1136.00		0.00
DL 846 from CAE	1136	1152.00		16.00	1138.00		2.00	1136.30		0.30
DL 841 from TYS	1137	1153.00		16.00	1138.40		1.40	1137.00		0.00
UA 491 from PIT	1138	1154.00		16.00	1139.20		1.20	1138.00		0.00
UA 269 from CLE	1147	1155.00		8.00	1147.00		0.00	1147.00		0.00
PI 71 from TRI	1147	1156.00		9.00	1147.40		0.40	1147.30		0.30
SO 878 from AHN	1150	1157.00		7.00	1150.00		0.00	1150.00		0.00
TW 537 to STL	1150		1150.00	0.00		1150.00	0.00		1150.00	0.00
SO 164 from HSV	1153	1158.00		5.00	1153.00		0.00	1153.00		0.00
UA 408 to CLE	1155		1155.00	0.00		1155.00	0.00		1155.00	0.00

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 570 to	RIC 1200		1200.00	0.00		1200.00	0.00		1200.00	0.00
EA 274 to	STL 1200		1201.00	1.00		1200.40	0.40		1200.30	0.30
EA 675 from	CLT 1200	1200.00		0.00	1200.00		0.00	1200.00		0.00
NW 739 to	ORD 1200		1202.00	2.00		1201.20	1.20		1201.00	1.00
PI 914 to	AGS 1200		1203.00	3.00		1202.00	2.00		1201.30	1.30
EA 296 to	IND 1203		1204.00	1.00		1203.00	0.00		1203.00	0.00
EA 534 to	BOS 1205		1205.00	0.00		1205.00	0.00		1205.00	0.00
EA 538 to	RDU 1205		1206.00	1.00		1205.40	0.40		1205.30	0.30
EA 318 to	PIT 1205		1207.00	2.00		1206.20	1.20		1206.00	1.00
EA 656 to	PVD 1205		1208.00	3.00		1207.00	2.00		1206.30	1.30
EA 634 to	BDL 1208		1209.00	1.00		1208.00	0.00		1208.00	0.00
EA 146 to	DCA 1208		1210.00	2.00		1208.40	0.40		1208.30	0.30
EA 284 to	BNA 1210		1211.00	1.00		1210.00	0.00		1210.00	0.00
DL 322 to	PHL 1210		1212.00	2.00		1210.40	0.40		1210.30	0.30
DL 238 to	ORD 1210		1213.00	3.00		1211.20	1.20		1211.00	1.00
EA 368 to	GSO 1210		1214.00	4.00		1212.00	2.00		1211.30	1.30
EA 106 to	JFK 1210		1215.00	5.00		1212.40	2.40		1212.00	2.00
DL 160 to	TYS 1210		1216.00	6.00		1213.20	3.20		1212.30	2.30
DL1121 to	DFW 1211		1217.00	6.00		1214.00	3.00		1213.00	2.00
DL1080 to	CLT 1211		1218.00	7.00		1214.40	3.40		1213.30	2.30
DL1040 to	LGA 1212		1219.00	7.00		1215.20	3.20		1214.00	2.00
EA 636 to	MGM 1212		1220.00	8.00		1216.00	4.00		1214.30	2.30
DL 448 to	DAY 1213		1221.00	8.00		1216.40	3.40		1215.00	2.00
DL 350 to	MEM 1214		1222.00	8.00		1217.20	3.20		1215.30	1.30
DL 627 to	CSG 1214		1223.00	9.00		1218.00	4.00		1216.00	2.00
EA 572 to	LGA 1214		1224.00	10.00		1218.40	4.40		1216.30	2.30
EA 246 to	ORD 1215		1225.00	10.00		1219.20	4.20		1217.00	2.00
PI 928 to	HKY 1215		1226.00	11.00		1220.00	5.00		1217.30	2.30
DL 244 to	CVG 1215		1227.00	12.00		1220.40	5.40		1218.00	3.00
EA 348 to	CLT 1215		1228.00	13.00		1221.20	6.20		1218.30	3.30
DL 608 to	LEX 1217		1229.00	12.00		1222.00	5.00		1219.00	2.00
DL1115 to	IAH 1217		1230.00	13.00		1222.40	5.40		1219.30	2.30
DL 410 to	JFK 1218		1231.00	13.00		1223.20	5.20		1220.00	2.00
DL 846 to	CHA 1218		1232.00	14.00		1224.00	6.00		1220.30	2.30
DL 706 to	BHM 1219		1233.00	14.00		1224.40	5.40		1221.00	2.00
DL 632 to	SDF 1219		1234.00	15.00		1225.20	6.20		1221.30	2.30
SO 815 to	ANB 1220		1235.00	15.00		1226.00	6.00		1222.00	2.00
UA 491 to	BHM 1220		1236.00	16.00		1226.40	6.40		1222.30	2.30
DL 412 to	CAE 1220		1237.00	17.00		1227.20	7.20		1223.00	3.00
EA 330 to	BUF 1220		1238.00	18.00		1228.00	8.00		1223.30	3.30
DL 304 to	DCA 1221		1239.00	18.00		1228.40	7.40		1224.00	3.00
EA 124 to	PHL 1222		1240.00	18.00		1229.20	7.20		1224.30	2.30
DL1140 to	MCO 1222		1241.00	19.00		1230.00	8.00		1225.00	3.00
DL 326 to	EWR 1222		1242.00	20.00		1230.40	8.40		1225.30	3.30
DL 240 to	DTW 1223		1243.00	20.00		1231.20	8.20		1226.00	3.00
DL 205 to	MGM 1223		1244.00	21.00		1232.00	9.00		1226.30	3.30
DL 345 to	SAV 1224		1245.00	21.00		1232.40	8.40		1227.00	3.00
EA 299 from	BNA 1224	1224.00		0.00	1224.00		0.00	1224.00		0.00
SO 513 to	DHN 1225		1246.00	21.00		1233.20	8.20		1227.30	2.30
DL 841 to	MCN 1225		1247.00	22.00		1234.00	9.00		1228.00	3.00
DL 147 to	FLL 1226		1248.00	22.00		1234.40	8.40		1228.30	2.30
EA 125 from	PHL 1227	1227.00		0.00	1227.00		0.00	1227.00		0.00
EA 563 from	RIC 1227	1228.00		1.00	1227.40		0.40	1227.30		0.30
DL 209 to	SHV 1228		1249.00	21.00		1235.20	7.20		1229.00	1.00
DL 933 to	JAX 1228		1250.00	22.00		1236.00	8.00		1229.30	1.30
EA 329 from	PIT 1228	1229.00		1.00	1228.20		0.20	1228.00		0.00
EA 273 from	STL 1230	1230.00		0.00	1230.00		0.00	1230.00		0.00
DL1145 to	MIA 1230		1251.00	21.00		1236.40	6.40		1230.00	0.00
UA 269 to	JAX 1230		1252.00	22.00		1237.20	7.20		1230.30	0.30
EA 591 from	BOL 1230	1231.00		1.00	1230.40		0.40	1230.30		0.30
PI 66 to	AVL 1230		1253.00	23.00		1238.00	8.00		1231.00	1.00
EA 675 to	CSG 1230		1254.00	24.00		1238.40	8.40		1231.30	1.30
DL 953 to	MSY 1231		1255.00	24.00		1239.20	8.20		1232.00	1.00
DL 949 to	TPA 1233		1256.00	23.00		1240.00	7.00		1233.00	0.00
SO 817 from	ANB 1235	1235.00		0.00	1235.00		0.00	1235.00		0.00
EA 165 from	EWR 1235	1236.00		1.00	1235.40		0.40	1235.30		0.30

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 543 from LGA	1236	1237.00		1.00	1236.20		0.20	1236.00		0.00
SO 532 from PFN	1238	1238.00		0.00	1238.00		0.00	1238.00		0.00
SO 530 from VPS	1240	1240.00		0.00	1240.00		0.00	1240.00		0.00
UA 556 to ORF	1240		1257.00	17.00		1240.40	0.40		1240.00	0.00
EA 585 from RDU	1241	1241.00		0.00	1241.00		0.00	1241.00		0.00
DL 856 to AGS	1241		1258.00	17.00		1241.20	0.20		1241.00	0.00
EA 589 from GSO	1245	1245.00		0.00	1245.00		0.00	1245.00		0.00
EA 723 from MSP	1245	1246.00		1.00	1245.40		0.40	1245.30		0.30
EA 389 from GSP	1245	1247.00		2.00	1246.20		1.20	1246.00		1.00
EA 147 from BWI	1245	1248.00		3.00	1247.00		2.00	1246.30		1.30
EA 139 from DCA	1247	1249.00		2.00	1247.40		0.40	1247.00		0.00
EA 295 from IND	1248	1250.00		2.00	1248.20		0.20	1248.00		0.00
EA 243 from ORD	1248	1251.00		3.00	1249.00		1.00	1248.30		0.30
EA 263 from SDF	1250	1252.00		2.00	1250.00		0.00	1250.00		0.00
EA 145 from BOS	1250	1253.00		3.00	1250.40		0.40	1250.30		0.30
DL 729 to MEI	1250		1259.00	9.00		1250.00	0.00		1250.00	0.00
SO 252 from ABY	1307	1307.00		0.00	1307.00		0.00	1307.00		0.00
PI 51 from MYR	1312	1312.00		0.00	1312.00		0.00	1312.00		0.00
TW 528 from STL	1318	1318.00		0.00	1318.00		0.00	1318.00		0.00
PI 55 from OAJ	1319	1319.00		0.00	1319.00		0.00	1319.00		0.00
EA 297 to SAT	1325		1325.00	0.00		1325.00	0.00		1325.00	0.00
EA 105 to MLB	1327		1327.00	0.00		1327.00	0.00		1327.00	0.00
EA 389 to PNS	1330		1330.00	0.00		1330.00	0.00		1330.00	0.00
EA 298 from TPA	1330	1330.00		0.00	1330.00		0.00	1330.00		0.00
SO 517 to DHN	1330		1331.00	1.00		1330.40	0.40		1330.30	0.30
EA 585 to IAH	1330		1332.00	2.00		1331.20	1.20		1331.00	1.00
EA 563 to DFH	1330		1333.00	3.00		1332.00	2.00		1331.30	1.30
EA 723 to TPA	1330		1334.00	4.00		1332.40	2.40		1332.00	2.00
EA 299 to JAX	1334		1335.00	1.00		1334.00	0.00		1334.00	0.00
EA 263 to MIA	1335		1336.00	1.00		1335.00	0.00		1335.00	0.00
EA 147 to TLH	1335		1337.00	2.00		1335.40	0.40		1335.30	0.30
EA 125 to DAB	1335		1338.00	3.00		1336.20	1.20		1336.00	1.00
SO 255 to ABY	1336		1339.00	3.00		1337.00	1.00		1336.30	0.30
EA 139 to SRQ	1340		1340.00	0.00		1340.00	0.00		1340.00	0.00
SO 245 to HSV	1340		1341.00	1.00		1340.40	0.40		1340.30	0.30
EA 591 to MSY	1341		1342.00	1.00		1341.20	0.20		1341.00	0.00
EA 295 to FLL	1341		1343.00	2.00		1342.00	1.00		1341.30	0.30
EA 543 to MOB	1345		1345.00	0.00		1345.00	0.00		1345.00	0.00
EA 531 to GNV	1345		1346.00	1.00		1345.40	0.40		1345.30	0.30
SO 136 from MOB	1345	1345.00		0.00	1345.00		0.00	1345.00		0.00
EA 243 to FMY	1345		1347.00	2.00		1346.20	1.20		1346.00	1.00
UA 407 from CLE	1347	1347.00		0.00	1347.00		0.00	1347.00		0.00
UA 589 from PIT	1350	1350.00		0.00	1350.00		0.00	1350.00		0.00
EA 241 to PBI	1350		1350.00	0.00		1350.00	0.00		1350.00	0.00
EA 673 to BHM	1354		1354.00	0.00		1354.00	0.00		1354.00	0.00
EA 544 from JAX	1355	1355.00		0.00	1355.00		0.00	1355.00		0.00
EA 281 to MCO	1355		1355.00	0.00		1355.00	0.00		1355.00	0.00
EA 606 from GNV	1359	1359.00		0.00	1359.00		0.00	1359.00		0.00
EA 380 from IAH	1400	1400.00		0.00	1400.00		0.00	1400.00		0.00
PI 74 to LWB	1400		1400.00	0.00		1400.00	0.00		1400.00	0.00
DL 114 from BHM	1400	1401.00		1.00	1400.40		0.40	1400.30		0.30
TW 567 to MCI	1400		1401.00	1.00		1400.40	0.40		1400.30	0.30
WH 217 from LGC	1400	1402.00		2.00	1401.20		1.20	1401.00		1.00
DL 922 from IAH	1400	1403.00		3.00	1402.00		2.00	1401.30		1.30
EA 624 from FLL	1401	1404.00		3.00	1402.40		1.40	1402.00		1.00
DL 709 from CAE	1401	1405.00		4.00	1403.20		2.20	1402.30		1.30
DL 131 from LGA	1402	1406.00		4.00	1404.00		2.00	1403.00		1.00
DL 103 from SAV	1402	1407.00		5.00	1404.40		2.40	1403.30		1.30
PI 1 from ROA	1403	1408.00		5.00	1405.20		2.20	1404.00		1.00
SO 165 from DHN	1404	1409.00		5.00	1406.00		2.00	1404.30		0.30
EA 362 from PBI	1405	1410.00		5.00	1406.40		1.40	1405.00		0.00
SO 138 from MEI	1405	1411.00		6.00	1407.20		2.20	1405.30		0.30
DL 325 from DCA	1405	1412.00		7.00	1408.00		3.00	1406.00		1.00
EA 134 from BHM	1406	1413.00		7.00	1408.40		2.40	1406.30		0.30
UA 684 from ORF	1406	1414.00		8.00	1409.20		3.20	1407.00		1.00
EA 116 from MOB	1407	1415.00		8.00	1410.00		3.00	1407.30		0.30

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL 660 from MCN	1407	1416.00		9.00	1410.40		3.40	1408.00		1.00
EA 586 from DAB	1407	1417.00		10.00	1411.20		4.20	1408.30		1.30
DL 316 from DFW	1408	1418.00		10.00	1412.00		4.00	1409.00		1.00
EA 788 from MSY	1408	1419.00		11.00	1412.40		4.40	1409.30		1.30
EA 98 from MCO	1409	1420.00		11.00	1413.20		4.20	1410.00		1.00
DL 838 from FLL	1409	1421.00		12.00	1414.00		5.00	1410.30		1.30
EA 278 from TLH	1409	1422.00		13.00	1414.40		5.40	1411.00		2.00
EA 112 from PNS	1409	1423.00		14.00	1415.20		6.20	1411.30		2.30
SO 175 to GSP	1410		1410.00	0.00		1410.00	0.00		1410.00	0.00
DL 800 from CSG	1410	1424.00		14.00	1416.00		6.00	1412.00		2.00
SO 812 from ANB	1410	1425.00		15.00	1416.40		6.40	1412.30		2.30
PI 58 to MYR	1410		1411.00	1.00		1410.40	0.40		1410.30	0.30
EA 638 from CSG	1410	1426.00		16.00	1417.20		7.20	1413.00		3.00
DL 317 from PHL	1410	1427.00		17.00	1418.00		8.00	1413.30		3.30
EA 256 from MGM	1411	1428.00		17.00	1418.40		7.40	1414.00		3.00
DL 319 from CHS	1411	1429.00		18.00	1419.20		8.20	1414.30		3.30
EA 364 from MLB	1413	1430.00		17.00	1420.00		7.00	1415.00		2.00
DL 749 from CHA	1413	1431.00		18.00	1420.40		7.40	1415.30		2.30
DL 617 from AGS	1413	1432.00		19.00	1421.20		8.20	1416.00		3.00
PI 47 from AVL	1415	1433.00		18.00	1422.00		7.00	1416.30		1.30
DL 726 from MCI	1415	1434.00		19.00	1422.40		7.40	1417.00		2.00
EA 598 from MIA	1416	1435.00		19.00	1423.20		7.20	1417.30		1.30
NW 704 from ORD	1420	1436.00		16.00	1424.00		4.00	1420.00		0.00
EA 602 from SRQ	1421	1437.00		16.00	1424.40		3.40	1421.00		0.00
EA 242 from FMY	1422	1438.00		16.00	1425.20		3.20	1422.00		0.00
EA 356 from SAT	1425	1439.00		14.00	1426.00		1.00	1425.00		0.00
EA 354 from DFW	1425	1440.00		15.00	1426.40		1.40	1425.30		0.30
FE 545 to SSI	1425		1425.00	0.00		1425.00	0.00		1425.00	0.00
BN 981 from MEM	1434	1441.00		7.00	1434.00		0.00	1434.00		0.00
SO 165 to BNA	1440		1440.00	0.00		1440.00	0.00		1440.00	0.00
EA 399 from BNA	1440	1442.00		2.00	1440.00		0.00	1440.00		0.00
SO 823 to CSG	1445		1445.00	0.00		1445.00	0.00		1445.00	0.00
SO 225 to PFN	1445		1446.00	1.00		1445.40	0.40		1445.30	0.30
DL 709 to JAN	1449		1449.00	0.00		1449.00	0.00		1449.00	0.00
DL 316 to CHS	1450		1450.00	0.00		1450.00	0.00		1450.00	0.00
SO 818 to ANB	1450		1451.00	1.00		1450.40	0.40		1450.30	0.30
DL 660 to CHA	1450		1452.00	2.00		1451.20	1.20		1451.00	1.00
DL 749 to PHL	1451		1453.00	2.00		1452.00	1.00		1451.30	0.30
DL 922 to SAV	1452		1454.00	2.00		1452.40	0.40		1452.00	0.00
DL 120 to JFK	1452		1455.00	3.00		1453.20	1.20		1452.30	0.30
DL 800 to BWI	1454		1456.00	2.00		1454.00	0.00		1454.00	0.00
DL 817 from TYS	1454	1454.00		0.00	1454.00		0.00	1454.00		0.00
DL 114 to DCA	1455		1457.00	2.00		1455.00	0.00		1455.00	0.00
DL 228 to CAE	1455		1458.00	3.00		1455.40	0.40		1455.30	0.30
EA 544 to LGA	1456		1459.00	3.00		1456.20	0.20		1456.00	0.00
DL 617 to BHM	1456		1500.00	4.00		1457.00	1.00		1456.30	0.30
DL 319 to DFW	1457		1501.00	4.00		1457.40	0.40		1457.00	0.00
EA 134 to BWI	1458		1502.00	4.00		1458.20	0.20		1458.00	0.00
DL 325 to MSY	1458		1503.00	5.00		1459.00	1.00		1458.30	0.30
EA 112 to EWR	1459		1504.00	5.00		1459.40	0.40		1459.00	0.00
DL 707 to BTR	1459		1505.00	6.00		1500.20	1.20		1459.30	0.30
EA 256 to SDF	1459		1506.00	7.00		1501.00	2.00		1500.00	1.00
DL 726 to AGS	1459		1507.00	8.00		1501.40	2.40		1500.30	1.30
DL 139 to TPA	1500		1508.00	8.00		1502.20	2.20		1501.00	1.00
UA 432 to CLE	1500		1509.00	9.00		1503.00	3.00		1501.30	1.30
EA 788 to MKE	1500		1510.00	10.00		1503.40	3.40		1502.00	2.00
UA 672 to PIT	1500		1511.00	11.00		1504.20	4.20		1502.30	2.30
EA 908 to JFK	1500		1512.00	12.00		1505.00	5.00		1503.00	3.00
EA 586 to RIC	1500		1513.00	13.00		1505.40	5.40		1503.30	3.30
DL 339 from DTW	1501	1501.00		0.00	1501.00		0.00	1501.00		0.00
EA 242 to ORD	1502		1514.00	12.00		1506.20	4.20		1504.00	2.00
DL 737 from LEX	1503	1503.00		0.00	1503.00		0.00	1503.00		0.00
EA 380 to DCA	1504		1515.00	11.00		1507.00	3.00		1504.30	0.30
EA 116 to BOS	1505		1516.00	11.00		1507.40	2.40		1505.00	0.00
EA 249 from ORD	1505	1505.00		0.00	1505.00		0.00	1505.00		0.00
NW 727 to MSP	1505		1517.00	12.00		1508.20	3.20		1505.30	0.30

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 98 to STL	1505		1518.00	13.00		1509.00	4.00		1506.00	1.00
DL 107 from EWR	1505	1506.00		1.00	1505.40		0.40	1505.30		0.30
EA 115 from LGA	1505	1507.00		2.00	1506.20		1.20	1506.00		1.00
DL 924 from DFW	1505	1508.00		3.00	1507.00		2.00	1506.30		1.30
EA 606 to EVV	1505		1519.00	14.00		1509.40	4.40		1506.30	1.30
EA 602 to PHL	1506		1520.00	14.00		1510.20	4.20		1507.00	1.00
DL 227 from BOS	1506	1509.00		3.00	1507.40		1.40	1507.00		1.00
DL 429 from MEM	1507	1510.00		3.00	1508.20		1.20	1507.30		0.30
DL1138 from MCO	1508	1511.00		3.00	1509.00		1.00	1508.00		0.00
DL 931 from JAX	1508	1512.00		4.00	1509.40		1.40	1508.30		0.30
EA 557 from SYR	1509	1513.00		4.00	1510.20		1.20	1509.00		0.00
DL 649 from SDF	1509	1514.00		5.00	1511.00		2.00	1509.30		0.30
EA 624 to BNA	1510		1521.00	11.00		1511.00	1.00		1510.00	0.00
DL 950 from TPA	1510	1515.00		5.00	1511.40		1.40	1510.00		0.00
EA 82 from LAX	1510	1516.00		6.00	1512.20		2.20	1510.30		0.30
UA 709 to ORF	1510		1522.00	12.00		1511.40	1.40		1510.30	0.30
EA 362 to GSO	1510		1523.00	13.00		1512.20	2.20		1511.00	1.00
EA 594 to RDU	1510		1524.00	14.00		1513.00	3.00		1511.30	1.30
EA 278 to MSP	1510		1525.00	15.00		1513.40	3.40		1512.00	2.00
EA 364 to GSP	1510		1526.00	16.00		1514.20	4.20		1512.30	2.30
EA 336 to PIT	1510		1527.00	17.00		1515.00	5.00		1513.00	3.00
DL1018 from LAX	1510	1517.00		7.00	1513.00		3.00	1511.00		1.00
DL1122 from MIA	1511	1518.00		7.00	1513.40		2.40	1511.30		0.30
DL 635 from CVG	1511	1519.00		8.00	1514.20		3.20	1512.00		1.00
DL 640 from MGM	1511	1520.00		9.00	1515.00		4.00	1512.30		1.30
EA 264 to IND	1511		1528.00	17.00		1515.40	4.40		1513.30	2.30
DL 305 from SAV	1512	1521.00		9.00	1515.40		3.40	1513.00		1.00
EA 663 from EWR	1514	1522.00		8.00	1516.20		2.20	1514.00		0.00
DL 126 from MSY	1515	1523.00		8.00	1517.00		2.00	1515.00		0.00
DL 146 from PBI	1515	1524.00		9.00	1517.40		2.40	1515.30		0.30
EA 356 to CLT	1515		1529.00	14.00		1516.20	1.20		1515.00	0.00
FE 548 from SSI	1515	1525.00		10.00	1518.20		3.20	1516.00		1.00
EA 349 from CLT	1515	1526.00		11.00	1519.00		4.00	1516.30		1.30
DL 243 from CAE	1515	1527.00		12.00	1519.40		4.40	1517.00		2.00
EA 533 from BOS	1516	1528.00		12.00	1520.20		4.20	1517.30		1.30
EA 133 from DCA	1517	1529.00		12.00	1521.00		4.00	1518.00		1.00
NW 27 from MIA	1517	1530.00		13.00	1521.40		4.40	1518.30		1.30
DL 449 from CHA	1518	1531.00		13.00	1522.20		4.20	1519.00		1.00
DL 222 from JAN	1519	1532.00		13.00	1523.00		4.00	1519.30		0.30
EA 599 from BDL	1519	1533.00		14.00	1523.40		4.40	1520.00		1.00
DL 805 from BWI	1519	1534.00		15.00	1524.20		5.20	1520.30		1.30
DL 612 from BTR	1520	1535.00		15.00	1525.00		5.00	1521.00		1.00
EA 693 from IND	1520	1536.00		16.00	1525.40		5.40	1521.30		1.30
EA 793 from MSP	1520	1537.00		17.00	1526.20		6.20	1522.00		2.00
DL 233 from ORD	1520	1538.00		18.00	1527.00		7.00	1522.30		2.30
DL1019 from CLT	1521	1539.00		18.00	1527.40		6.40	1523.00		2.00
DL 341 from CMH	1522	1540.00		18.00	1528.20		6.20	1523.30		1.30
EA 598 to BDL	1522		1530.00	8.00		1522.00	0.00		1522.00	0.00
EA 681 from GSO	1522	1541.00		19.00	1529.00		7.00	1524.00		2.00
DL1030 from SFO	1524	1542.00		18.00	1529.40		5.40	1524.30		0.30
EA 982 to MEM	1525		1531.00	6.00		1525.00	0.00		1525.00	0.00
EA 140 to SYR	1525		1532.00	7.00		1525.40	0.40		1525.30	0.30
DL 323 from DCA	1525	1543.00		18.00	1530.20		5.20	1525.00		0.00
EA 209 from RDU	1525	1544.00		19.00	1531.00		6.00	1525.30		0.30
PI 79 from ILM	1525	1545.00		20.00	1531.40		6.40	1526.00		1.00
DL 741 from BHM	1526	1546.00		20.00	1532.20		6.20	1526.30		0.30
DL 149 from DAY	1527	1547.00		20.00	1533.00		6.00	1527.00		0.00
EA 127 from PHL	1527	1548.00		21.00	1533.40		6.40	1527.30		0.30
DL 759 from IND	1528	1549.00		21.00	1534.20		6.20	1528.00		0.00
EA 567 from RIC	1528	1550.00		22.00	1535.00		7.00	1528.30		0.30
EA 633 from PVD	1529	1551.00		22.00	1535.40		6.40	1529.00		0.00
EA 625 from BUF	1530	1552.00		22.00	1536.20		6.20	1530.00		0.00
EA 737 from STL	1531	1553.00		22.00	1537.00		6.00	1531.00		0.00
UA 440 from BHM	1540	1554.00		14.00	1540.00		0.00	1540.00		0.00
DL 635 to CSG	1550		1550.00	0.00		1550.00	0.00		1550.00	0.00
PI 52 to ILM	1550		1551.00	1.00		1550.40	0.40		1550.30	0.30

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
PI 38 to TRI	1550		1552.00	2.00		1551.20	1.20		1551.00	1.00
UA 941 from CLE	1555	1555.00		0.00	1555.00		0.00	1555.00		0.00
DL 737 to MCN	1558		1558.00	0.00		1558.00	0.00		1558.00	0.00
PI 925 from AGS	1559	1559.00		0.00	1559.00		0.00	1559.00		0.00
DL 305 to BOS	1600		1600.00	0.00		1600.00	0.00		1600.00	0.00
NW 27 to ORD	1600		1601.00	1.00		1600.40	0.40		1600.30	0.30
DL 805 to JAN	1600		1602.00	2.00		1601.20	1.20		1601.00	1.00
UA 368 to LGA	1600		1603.00	3.00		1602.00	2.00		1601.30	1.30
DL 612 to CLT	1600		1604.00	4.00		1602.40	2.40		1602.00	2.00
DL 339 to FLL	1601		1605.00	4.00		1603.20	2.20		1602.30	1.30
DL 146 to LEX	1603		1606.00	3.00		1604.00	1.00		1603.00	0.00
DL 640 to CVG	1604		1607.00	3.00		1604.40	0.40		1604.00	0.00
DL 227 to SAV	1604		1608.00	4.00		1605.20	1.20		1604.30	0.30
EA 663 to MSY	1604		1609.00	5.00		1606.00	2.00		1605.00	1.00
DL 429 to MCO	1605		1610.00	5.00		1606.40	1.40		1605.30	0.30
EA 133 to SAT	1605		1611.00	6.00		1607.20	2.20		1606.00	1.00
EA 115 to TLH	1605		1612.00	7.00		1608.00	3.00		1606.30	1.30
EA 557 to MIA	1605		1613.00	8.00		1608.40	3.40		1607.00	2.00
DL 700 to MCI	1605		1614.00	9.00		1609.20	4.20		1607.30	2.30
EA 793 to FLL	1605		1615.00	10.00		1610.00	5.00		1608.00	3.00
EA 300 from PNS	1606	1606.00		0.00	1606.00		0.00	1606.00		0.00
DL 126 to CHA	1606		1616.00	10.00		1610.40	4.40		1608.30	2.30
DL 931 to MSY	1606		1617.00	11.00		1611.20	5.20		1609.00	3.00
DL 149 to MIA	1608		1618.00	10.00		1612.00	4.00		1609.30	1.30
DL 948 to ORD	1608		1619.00	11.00		1612.40	4.40		1610.00	2.00
DL 759 to PBI	1609		1620.00	11.00		1613.20	4.20		1610.30	1.30
EA 82 to MCO	1609		1621.00	12.00		1614.00	5.00		1611.00	2.00
EA 533 to BHM	1610		1622.00	12.00		1614.40	4.40		1611.30	1.30
EA 209 to MGM	1610		1623.00	13.00		1615.20	5.20		1612.00	2.00
DL 341 to CAE	1610		1624.00	14.00		1616.00	6.00		1612.30	2.30
DL 243 to TPA	1610		1625.00	15.00		1616.40	6.40		1613.00	3.00
WH 227 to LGC	1610		1626.00	16.00		1617.20	7.20		1613.30	3.30
DL 222 to DCA	1611		1627.00	16.00		1618.00	7.00		1614.00	3.00
EA 633 to JAX	1612		1628.00	16.00		1618.40	6.40		1614.30	2.30
DL 950 to DAY	1612		1629.00	17.00		1619.20	7.20		1615.00	3.00
DL 658 to TYS	1613		1630.00	17.00		1620.00	7.00		1615.30	2.30
DL1018 to JAX	1614		1631.00	17.00		1620.40	6.40		1616.00	2.00
EA 349 to DFW	1614		1632.00	18.00		1621.20	7.20		1616.30	2.30
EA 567 to MCN	1615		1633.00	18.00		1622.00	7.00		1617.00	2.00
DL 323 to IAH	1615		1634.00	19.00		1622.40	7.40		1617.30	2.30
EA 249 to DAB	1615		1635.00	20.00		1623.20	8.20		1618.00	3.00
EA 599 to TPA	1616		1636.00	20.00		1624.00	8.00		1618.30	2.30
DL 604 to SDF	1616		1637.00	21.00		1624.40	8.40		1619.00	3.00
DL 107 to BHM	1617		1638.00	21.00		1625.20	8.20		1619.30	2.30
TW 584 from STL	1618	1618.00		0.00	1618.00		0.00	1618.00		0.00
DL 302 to MEM	1619		1639.00	20.00		1626.00	7.00		1620.00	1.00
EA 346 from JAX	1620	1620.00		0.00	1620.00		0.00	1620.00		0.00
EA 519 to IAH	1620		1640.00	20.00		1626.40	6.40		1620.30	0.30
DL1029 to SFO	1620		1641.00	21.00		1627.20	7.20		1621.00	1.00
EA 737 to MLB	1620		1642.00	22.00		1628.00	8.00		1621.30	1.30
SO 254 from ABY	1620	1621.00		1.00	1620.40		0.40	1620.30		0.30
SO 242 from HSV	1620	1622.00		2.00	1621.20		1.20	1621.00		1.00
DL1019 to DFW	1621		1643.00	22.00		1628.40	7.40		1622.00	1.00
DL 116 to LGA	1624		1644.00	20.00		1629.20	5.20		1624.00	0.00
EA 143 from DCA	1624	1624.00		0.00	1624.00		0.00	1624.00		0.00
UA 440 to PIT	1625		1645.00	20.00		1630.00	5.00		1625.00	0.00
EA 127 to PBI	1625		1646.00	21.00		1630.40	5.40		1625.30	0.30
DL 853 to AGS	1625		1647.00	22.00		1631.20	6.20		1626.00	1.00
EA 693 to PNS	1625		1648.00	23.00		1632.00	7.00		1626.30	1.30
DL 200 from FLL	1629	1629.00		0.00	1629.00		0.00	1629.00		0.00
DL 440 from MIA	1629	1630.00		1.00	1629.40		0.40	1629.30		0.30
DL1025 to LAX	1630		1649.00	19.00		1632.40	2.40		1630.00	0.00
UA 306 from JAX	1630	1631.00		1.00	1630.20		0.20	1630.00		0.00
UA 599 from PIT	1630	1632.00		2.00	1631.00		1.00	1630.30		0.30
SO 816 from TCL	1630	1633.00		3.00	1631.40		1.40	1631.00		1.00
DL 651 from MEM	1630	1634.00		4.00	1632.20		2.20	1631.30		1.30

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
PI 24 to AVL	1630		1650.00	20.00		1633.20	3.20		1630.30	0.30
EA 681 to SRQ	1631		1651.00	20.00		1634.00	3.00		1631.00	0.00
EA 692 from TLH	1632	1635.00		3.00	1633.00		1.00	1632.00		0.00
EA 293 from ORD	1634	1636.00		2.00	1634.00		0.00	1634.00		0.00
SO 516 from DHN	1634	1637.00		3.00	1634.40		0.40	1634.30		0.30
EA 390 to CSG	1635		1652.00	17.00		1635.00	0.00		1635.00	0.00
EA 542 from MOB	1637	1638.00		1.00	1637.00		0.00	1637.00		0.00
EA 683 from BNA	1638	1639.00		1.00	1638.00		0.00	1638.00		0.00
UA 401 to ORF	1640		1653.00	13.00		1640.00	0.00		1640.00	0.00
SO 166 from BNA	1640	1640.00		0.00	1640.00		0.00	1640.00		0.00
EA 514 from SAT	1640	1641.00		1.00	1640.40		0.40	1640.30		0.30
EA 627 from RDU	1640	1642.00		2.00	1641.20		1.20	1641.00		1.00
PI 921 from FLO	1643	1643.00		0.00	1643.00		0.00	1643.00		0.00
EA 83 from MCO	1644	1644.00		0.00	1644.00		0.00	1644.00		0.00
EA 611 from PHL	1645	1645.00		0.00	1645.00		0.00	1645.00		0.00
EA 347 from PIT	1646	1646.00		0.00	1646.00		0.00	1646.00		0.00
EA 573 from CLT	1646	1647.00		1.00	1646.40		0.40	1646.30		0.30
EA 669 from RIC	1647	1648.00		1.00	1647.20		0.20	1647.00		0.00
EA 660 from IAH	1647	1649.00		2.00	1648.00		1.00	1647.30		0.30
PI 955 from HKY	1648	1650.00		2.00	1648.40		0.40	1648.00		0.00
EA 289 from STL	1648	1651.00		3.00	1649.20		1.20	1648.30		0.30
EA 326 from DFW	1648	1652.00		4.00	1650.00		2.00	1649.00		1.00
EA 512 from DAB	1649	1653.00		4.00	1650.40		1.40	1649.30		0.30
EA 110 from MLB	1650	1654.00		4.00	1651.20		1.20	1650.00		0.00
EA 107 from LGA	1650	1655.00		5.00	1652.00		2.00	1650.30		0.30
EA 698 from TPA	1650	1656.00		6.00	1652.40		2.40	1651.00		1.00
EA 224 from FLL	1651	1657.00		6.00	1653.20		2.20	1651.30		0.30
EA 777 from MKE	1653	1658.00		5.00	1654.00		1.00	1653.00		0.00
SO 818 from GAD	1655	1659.00		4.00	1655.00		0.00	1655.00		0.00
BN 985 from MEM	1655	1700.00		5.00	1655.40		0.40	1655.30		0.30
EA 378 from MIA	1657	1701.00		4.00	1657.00		0.00	1657.00		0.00
PI 31 from TRI	1657	1702.00		5.00	1657.40		0.40	1657.30		0.30
SO 176 from GSP	1700	1703.00		3.00	1700.00		0.00	1700.00		0.00
SO 525 to ABY	1700		1700.00	0.00		1700.00	0.00		1700.00	0.00
DL 440 to CMH	1700		1701.00	1.00		1700.40	0.40		1700.30	0.30
DL 260 to CHS	1700		1702.00	2.00		1701.20	1.20		1701.00	1.00
TW 535 to STL	1700		1703.00	3.00		1702.00	2.00		1701.30	1.30
DL 651 to MGM	1700		1704.00	4.00		1702.40	2.40		1702.00	2.00
DL 934 from DFW	1702	1704.00		2.00	1702.00		0.00	1702.00		0.00
DL 645 from CLT	1703	1705.00		2.00	1703.00		0.00	1703.00		0.00
DL 643 from CHA	1704	1706.00		2.00	1704.00		0.00	1704.00		0.00
SO 519 to VPS	1705		1705.00	0.00		1705.00	0.00		1705.00	0.00
DL 223 from EWR	1705	1707.00		2.00	1705.00		0.00	1705.00		0.00
DL 200 from SHV	1705	1708.00		3.00	1705.40		0.40	1705.30		0.30
DL 954 from MCO	1706	1709.00		3.00	1706.20		0.20	1706.00		0.00
UA 561 from ORF	1706	1710.00		4.00	1707.00		1.00	1706.30		0.30
PI 88 from AVL	1707	1711.00		4.00	1707.40		0.40	1707.00		0.00
DL 730 from AGS	1708	1712.00		4.00	1708.20		0.20	1708.00		0.00
DL 659 from SDF	1709	1713.00		4.00	1709.00		0.00	1709.00		0.00
UA 763 from CAK	1709	1714.00		5.00	1709.40		0.40	1709.30		0.30
UA 396 to CLE	1710		1710.00	0.00		1710.00	0.00		1710.00	0.00
DL 239 from ORD	1710	1715.00		5.00	1710.20		0.20	1710.00		0.00
PI 904 to MYR	1710		1711.00	1.00		1710.40	0.40		1710.30	0.30
DL1114 from IAH	1710	1716.00		6.00	1711.00		1.00	1710.30		0.30
DL 904 from TPA	1710	1717.00		7.00	1711.40		1.40	1711.00		1.00
DL 447 from CVG	1713	1718.00		5.00	1713.00		0.00	1713.00		0.00
DL 926 from BHM	1714	1719.00		5.00	1714.00		0.00	1714.00		0.00
SO 174 to MOB	1714		1714.00	0.00		1714.00	0.00		1714.00	0.00
DL 128 from MSY	1715	1720.00		5.00	1715.00		0.00	1715.00		0.00
DL 321 from DCA	1715	1721.00		6.00	1715.40		0.40	1715.30		0.30
DL1041 from LGA	1715	1722.00		7.00	1716.20		1.20	1716.00		1.00
FE 547 to SSI	1715		1715.00	0.00		1715.00	0.00		1715.00	0.00
DL 234 from JAX	1717	1723.00		6.00	1717.00		0.00	1717.00		0.00
DL 241 from DAY	1717	1724.00		7.00	1717.40		0.40	1717.30		0.30
DL 359 from TYS	1719	1725.00		6.00	1719.00		0.00	1719.00		0.00
DL 211 from CAE	1720	1726.00		6.00	1720.00		0.00	1720.00		0.00

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
SO 169 to BNA	1720		1720.00	0.00		1720.00	0.00		1720.00	0.00
DL 457 from PHL	1720	1727.00		7.00	1720.40		0.40	1720.30		0.30
NW 776 from MSP	1723	1728.00		5.00	1723.00		0.00	1723.00		0.00
DL 456 from CHS	1723	1729.00		6.00	1723.40		0.40	1723.30		0.30
DL 915 from SAV	1725	1730.00		5.00	1725.00		0.00	1725.00		0.00
EA 904 to DCA	1727		1727.00	0.00		1727.00	0.00		1727.00	0.00
EA 110 to EWR	1727		1728.00	1.00		1727.40	0.40		1727.30	0.30
DL 804 from MEI	1729	1731.00		2.00	1729.00		0.00	1729.00		0.00
UA 478 to BUF	1730		1730.00	0.00		1730.00	0.00		1730.00	0.00
DL 208 from MGM	1730	1732.00		2.00	1730.00		0.00	1730.00		0.00
DL 766 from CSG	1730	1733.00		3.00	1730.40		0.40	1730.30		0.30
SO 873 to AHN	1730		1731.00	1.00		1730.40	0.40		1730.30	0.30
DL 630 from MCN	1730	1734.00		4.00	1731.20		1.20	1731.00		1.00
EA 346 to PIT	1730		1732.00	2.00		1731.20	1.20		1731.00	1.00
EA 326 to CLT	1732		1733.00	1.00		1732.00	0.00		1732.00	0.00
EA 514 to PHL	1733		1734.00	1.00		1733.00	0.00		1733.00	0.00
EA 224 to BHM	1735		1735.00	0.00		1735.00	0.00		1735.00	0.00
EA 143 to IAH	1735		1736.00	1.00		1735.40	0.40		1735.30	0.30
EA 294 to ORD	1735		1737.00	2.00		1736.20	1.20		1736.00	1.00
EA 287 to MIA	1735		1738.00	3.00		1737.00	2.00		1736.30	1.30
EA 692 to BNA	1735		1739.00	4.00		1737.40	2.40		1737.00	2.00
EA 278 to STL	1740		1740.00	0.00		1740.00	0.00		1740.00	0.00
PI 918 to AGS	1740		1741.00	1.00		1740.40	0.40		1740.30	0.30
EA 683 to MCO	1740		1742.00	2.00		1741.20	1.20		1741.00	1.00
EA 582 to BOS	1740		1743.00	3.00		1742.00	2.00		1741.30	1.30
EA 781 to GNV	1745		1745.00	0.00		1745.00	0.00		1745.00	0.00
EA 573 to MOB	1745		1746.00	1.00		1745.40	0.40		1745.30	0.30
PI 8 to FAY	1745		1747.00	2.00		1746.20	1.20		1746.00	1.00
EA 653 to DFW	1745		1748.00	3.00		1747.00	2.00		1746.30	1.30
SO 247 to HSY	1745		1749.00	4.00		1747.40	2.40		1747.00	2.00
EA 378 to GSO	1747		1750.00	3.00		1748.20	1.20		1747.30	0.30
EA 128 from FLL	1749	1749.00		0.00	1749.00		0.00	1749.00		0.00
EA 83 to LAX	1750		1751.00	1.00		1750.00	0.00		1750.00	0.00
EA 986 to MEM	1750		1752.00	2.00		1750.40	0.40		1750.30	0.30
EA 696 to BWI	1751		1753.00	2.00		1751.20	0.20		1751.00	0.00
EA 566 from PNS	1753	1753.00		0.00	1753.00		0.00	1753.00		0.00
EA 347 to FMY	1753		1754.00	1.00		1753.00	0.00		1753.00	0.00
EA 142 from PBI	1753	1754.00		1.00	1753.40		0.40	1753.30		0.30
EA 627 to TPA	1753		1755.00	2.00		1753.40	0.40		1753.30	0.30
EA 144 from GNV	1754	1755.00		1.00	1754.20		0.20	1754.00		0.00
EA 988 from SRQ	1754	1756.00		2.00	1755.00		1.00	1754.30		0.30
EA 512 to RDU	1755		1756.00	1.00		1755.00	0.00		1755.00	0.00
SO 819 to TCL	1755		1757.00	2.00		1755.40	0.40		1755.30	0.30
UA 731 from PHF	1755	1757.00		2.00	1755.40		0.40	1755.00		0.00
EA 782 from JAX	1756	1758.00		2.00	1756.20		0.20	1756.00		0.00
EA 620 from TPA	1756	1759.00		3.00	1757.00		1.00	1756.30		0.30
EA 777 to JAX	1757		1758.00	1.00		1757.00	0.00		1757.00	0.00
EA 682 from FMY	1759	1800.00		1.00	1759.00		0.00	1759.00		0.00
EA 244 from DAB	1759	1801.00		2.00	1759.40		0.40	1759.30		0.30
DL 211 to MEM	1800		1800.00	0.00		1800.00	0.00		1800.00	0.00
UA 435 from CLE	1800	1802.00		2.00	1800.20		0.20	1800.00		0.00
DL 321 to BTR	1800		1801.00	1.00		1800.40	0.40		1800.30	0.30
DL 223 to MSY	1800		1802.00	2.00		1801.20	1.20		1801.00	1.00
EA 542 to LGA	1801		1803.00	2.00		1802.00	1.00		1801.30	0.30
DL 645 to IAH	1801		1804.00	3.00		1802.40	1.40		1802.00	1.00
EA 644 from MSY	1802	1803.00		1.00	1802.00		0.00	1802.00		0.00
DL 242 to BWI	1802		1805.00	3.00		1803.20	1.20		1802.30	0.30
DL 934 to CLT	1802		1806.00	4.00		1804.00	2.00		1803.00	1.00
DL 128 to BOS	1803		1807.00	4.00		1804.40	1.40		1803.30	0.30
EA 100 from MOB	1803	1804.00		1.00	1803.00		0.00	1803.00		0.00
DL 456 to TYS	1803		1808.00	5.00		1805.20	2.20		1804.00	1.00
DL 200 to LGA	1804		1809.00	5.00		1806.00	2.00		1804.30	0.30
EA 120 from DFW	1805	1805.00		0.00	1805.00		0.00	1805.00		0.00
EA 546 from IAH	1805	1806.00		1.00	1805.40		0.40	1805.30		0.30
EA 616 from MCO	1805	1807.00		2.00	1806.20		1.20	1806.00		1.00
EA 132 from MLB	1805	1808.00		3.00	1807.00		2.00	1806.30		1.30

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
UA 570 to ROC	1805		1810.00	5.00		1806.40	1.40		1805.00	0.00
DL 457 to MLU	1807		1811.00	4.00		1807.20	0.20		1807.00	0.00
DL 659 to PBI	1808		1812.00	4.00		1808.00	0.00		1808.00	0.00
EA 576 from MCN	1809	1809.00		0.00	1809.00		0.00	1809.00		0.00
UA 758 to CRW	1810		1813.00	3.00		1810.00	0.00		1810.00	0.00
NW 776 to TPA	1810		1814.00	4.00		1810.40	0.40		1810.30	0.30
DL 928 to EWR	1810		1815.00	5.00		1811.20	1.20		1811.00	1.00
DL1114 to PHL	1810		1816.00	6.00		1812.00	2.00		1811.30	1.30
EA 266 from MGM	1810	1810.00		0.00	1810.00		0.00	1810.00		0.00
DL 623 to MCO	1811		1817.00	6.00		1812.40	1.40		1812.00	1.00
EA 720 from MIA	1811	1811.00		0.00	1811.00		0.00	1811.00		0.00
NW 755 from TPA	1812	1812.00		0.00	1812.00		0.00	1812.00		0.00
DL 804 to CHA	1813		1818.00	5.00		1813.20	0.20		1813.00	0.00
DL 766 to IND	1814		1819.00	5.00		1814.00	0.00		1814.00	0.00
FE 546 from SSI	1815	1815.00		0.00	1815.00		0.00	1815.00		0.00
DL 239 to MIA	1815		1820.00	5.00		1815.00	0.00		1815.00	0.00
DL 957 to FLL	1815		1821.00	6.00		1815.40	0.40		1815.30	0.30
EA 254 from CSG	1815	1816.00		1.00	1815.40		0.40	1815.30		0.30
EA 136 from SAT	1815	1817.00		2.00	1816.20		1.20	1816.00		1.00
DL 234 to ORD	1815		1822.00	7.00		1816.20	1.20		1816.00	1.00
EA 324 from BHM	1815	1818.00		3.00	1817.00		2.00	1816.30		1.30
PI 9 from MYR	1816	1819.00		3.00	1817.40		1.40	1817.00		1.00
DL 639 to BHM	1816		1823.00	7.00		1817.00	1.00		1816.30	0.30
DL 208 to DCA	1817		1824.00	7.00		1817.40	0.40		1817.00	0.00
DL 241 to JAX	1818		1825.00	7.00		1818.20	0.20		1818.00	0.00
DL 904 to CAE	1819		1826.00	7.00		1819.00	0.00		1819.00	0.00
PI 922 to AVL	1820		1827.00	7.00		1820.00	0.00		1820.00	0.00
DL 919 to JAN	1820		1828.00	8.00		1820.40	0.40		1820.30	0.30
DL 359 to TPA	1821		1829.00	8.00		1821.20	0.20		1821.00	0.00
DL1050 to DTW	1822		1830.00	8.00		1822.00	0.00		1822.00	0.00
DL 840 from MEM	1825	1825.00		0.00	1825.00		0.00	1825.00		0.00
DL 344 from CAE	1825	1826.00		1.00	1825.40		0.40	1825.30		0.30
DL 414 from BHM	1826	1827.00		1.00	1826.20		0.20	1826.00		0.00
DL 267 from CMH	1827	1828.00		1.00	1827.00		0.00	1827.00		0.00
DL 202 from SAV	1827	1829.00		2.00	1827.40		0.40	1827.30		0.30
DL 641 from AGS	1827	1830.00		3.00	1828.20		1.20	1828.00		1.00
SO 870 from CSG	1840	1840.00		0.00	1840.00		0.00	1840.00		0.00
DL 915 to DFW	1845		1845.00	0.00		1845.00	0.00		1845.00	0.00
NW 755 to MSP	1850		1850.00	0.00		1850.00	0.00		1850.00	0.00
EA 272 to STL	1850		1851.00	1.00		1850.40	0.40		1850.30	0.30
PI 28 to HTS	1850		1852.00	2.00		1851.20	1.20		1851.00	1.00
DL 840 to AGS	1850		1853.00	3.00		1852.00	2.00		1851.30	1.30
EA 566 to GSP	1852		1854.00	2.00		1852.40	0.40		1852.00	0.00
EA 120 to PHL	1853		1855.00	2.00		1853.20	0.20		1853.00	0.00
EA 128 to BOS	1853		1856.00	3.00		1854.00	1.00		1853.30	0.30
DL 710 from BTR	1855	1855.00		0.00	1855.00		0.00	1855.00		0.00
UA 956 to CAK	1855		1857.00	2.00		1855.00	0.00		1855.00	0.00
DL1034 from MIA	1856	1856.00		0.00	1856.00		0.00	1856.00		0.00
EA 132 to BWI	1856		1858.00	2.00		1856.00	0.00		1856.00	0.00
DL 344 to CVG	1857		1859.00	2.00		1857.00	0.00		1857.00	0.00
DL 641 to CSG	1857		1900.00	3.00		1857.40	0.40		1857.30	0.30
DL 202 to DAY	1857		1901.00	4.00		1858.20	1.20		1858.00	1.00
DL 414 to CMH	1858		1902.00	4.00		1859.00	1.00		1858.30	0.30
DL 731 from DAY	1858	1858.00		0.00	1858.00		0.00	1858.00		0.00
EA 806 from EWR	1858	1859.00		1.00	1858.40		0.40	1858.30		0.30
DL 267 to SAV	1859		1903.00	4.00		1859.40	0.40		1859.00	0.00
EA 142 to SYR	1900		1904.00	4.00		1900.20	0.20		1900.00	0.00
EA 962 to BUF	1900		1905.00	5.00		1901.00	1.00		1900.30	0.30
EA 620 to BNA	1900		1906.00	6.00		1901.40	1.40		1901.00	1.00
EA 324 to CLT	1900		1907.00	7.00		1902.20	2.20		1901.30	1.30
EA 266 to IND	1900		1908.00	8.00		1903.00	3.00		1902.00	2.00
DL 127 from EWR	1900	1900.00		0.00	1900.00		0.00	1900.00		0.00
EA 988 to PIT	1900		1909.00	9.00		1903.40	3.40		1902.30	2.30
EA 546 to PVD	1900		1910.00	10.00		1904.20	4.20		1903.00	3.00
EA 682 to GSO	1900		1911.00	11.00		1905.00	5.00		1903.30	3.30
EA 254 to SOF	1900		1912.00	12.00		1905.40	5.40		1904.00	4.00

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldfs/hr			90 tkfs/hr 90 ldfs/hr			120 tkfs/hr 120 ldfs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
PI 56 to TRI	1900		1913.00	13.00		1906.20	6.20		1904.30	4.30
EA 144 to BDL	1900		1914.00	14.00		1907.00	7.00		1905.00	5.00
EA 100 to LGA	1901		1915.00	14.00		1907.40	6.40		1905.30	4.30
DL1212 from SAN	1902	1902.00		0.00	1902.00		0.00	1902.00		0.00
EA 129 from BOS	1902	1903.00		1.00	1902.40		0.40	1902.30		0.30
SO 168 from BNA	1902	1904.00		2.00	1903.20		1.20	1903.00		1.00
EA 84 from LAX	1904	1905.00		1.00	1904.00		0.00	1904.00		0.00
EA 244 to ORD	1905		1916.00	11.00		1908.20	3.20		1906.00	1.00
DL1020 from LAX	1905	1906.00		1.00	1905.00		0.00	1905.00		0.00
UA 674 to PHF	1905		1917.00	12.00		1909.00	4.00		1906.30	1.30
EA 616 to RIC	1905		1918.00	13.00		1909.40	4.40		1907.00	2.00
EA 720 to MSP	1905		1919.00	14.00		1910.20	5.20		1907.30	2.30
SO 872 from AHN	1905	1907.00		2.00	1905.40		0.40	1905.30		0.30
DL 819 from CVG	1906	1908.00		2.00	1906.20		0.20	1906.00		0.00
EA 136 to DCA	1906		1920.00	14.00		1911.00	5.00		1908.00	2.00
EA 695 from BNA	1907	1909.00		2.00	1907.00		0.00	1907.00		0.00
DL 715 from CHA	1909	1910.00		1.00	1909.00		0.00	1909.00		0.00
WH 218 from LGC	1910	1911.00		1.00	1910.00		0.00	1910.00		0.00
EA 581 from SYR	1910	1912.00		2.00	1910.40		0.40	1910.30		0.30
EA 782 to MKE	1910		1921.00	11.00		1911.40	1.40		1910.00	0.00
DL 912 from LAS	1912	1913.00		1.00	1912.00		0.00	1912.00		0.00
EA 279 from IND	1912	1914.00		2.00	1912.40		0.40	1912.30		0.30
EA 121 from PHL	1913	1915.00		2.00	1913.20		0.20	1913.00		0.00
EA 137 from DCA	1914	1916.00		2.00	1914.00		0.00	1914.00		0.00
DL1126 from SFO	1914	1917.00		3.00	1914.40		0.40	1914.30		0.30
EA 365 from GSP	1915	1918.00		3.00	1915.20		0.20	1915.00		0.00
DL 443 from DTW	1916	1919.00		3.00	1916.00		0.00	1916.00		0.00
TW 562 from STL	1916	1920.00		4.00	1916.40		0.40	1916.30		0.30
DL 419 from BOS	1916	1921.00		5.00	1917.20		1.20	1917.00		1.00
DL 123 from LGA	1917	1922.00		5.00	1918.00		1.00	1917.30		0.30
DL 335 from LEX	1918	1923.00		5.00	1918.40		0.40	1918.00		0.00
EA 271 from STL	1918	1924.00		6.00	1919.20		1.20	1918.30		0.30
DL1110 from DFW	1919	1925.00		6.00	1920.00		1.00	1919.00		0.00
DL 303 from BWI	1919	1926.00		7.00	1920.40		1.40	1919.30		0.30
EA 547 from LGA	1919	1927.00		8.00	1921.20		2.20	1920.00		1.00
EA 909 from JFK	1920	1928.00		8.00	1922.00		2.00	1920.30		0.30
EA 131 from BWI	1920	1929.00		9.00	1922.40		2.40	1921.00		1.00
DL 265 from PHL	1920	1930.00		10.00	1923.20		3.20	1921.30		1.30
DL 628 from MCM	1921	1931.00		10.00	1924.00		3.00	1922.00		1.00
DL 865 from TYS	1921	1932.00		11.00	1924.40		3.40	1922.30		1.30
EA 327 from PIT	1922	1933.00		11.00	1925.20		3.20	1923.00		1.00
EA 576 to RDU	1922		1922.00	0.00		1922.00	0.00		1922.00	0.00
DL1151 from ORD	1922	1934.00		12.00	1926.00		4.00	1923.30		1.30
EA 345 from BUF	1922	1935.00		13.00	1926.40		4.40	1924.00		2.00
DL 333 from MEM	1922	1936.00		14.00	1927.20		5.20	1924.30		2.30
EA 117 from BDL	1923	1937.00		14.00	1928.00		5.00	1925.00		2.00
DL1119 from MCO	1923	1938.00		15.00	1928.40		5.40	1925.30		2.30
DL 631 from IND	1924	1939.00		15.00	1929.20		5.20	1926.00		2.00
EA 371 from GSO	1924	1940.00		16.00	1930.00		6.00	1926.30		2.30
DL 315 from DCA	1925	1941.00		16.00	1930.40		5.40	1927.00		2.00
EA 787 from MKE	1925	1942.00		17.00	1931.20		6.20	1927.30		2.30
EA 397 from CLT	1925	1943.00		18.00	1932.00		7.00	1928.00		3.00
EA 261 from SDF	1927	1944.00		17.00	1932.40		5.40	1928.30		1.30
DL1033 from JFK	1928	1945.00		17.00	1933.20		5.20	1929.00		1.00
EA 549 from RDU	1928	1946.00		18.00	1934.00		6.00	1929.30		1.30
DL 124 from IAH	1928	1947.00		19.00	1934.40		6.40	1930.00		2.00
DL1229 from CLT	1928	1948.00		20.00	1935.20		7.20	1930.30		2.30
EA 577 from RIC	1929	1949.00		20.00	1936.00		7.00	1931.00		2.00
DL 428 from TPA	1929	1950.00		21.00	1936.40		7.40	1931.30		2.30
DL 859 from SOF	1929	1951.00		22.00	1937.20		8.20	1932.00		3.00
EA 245 from ORD	1930	1952.00		22.00	1938.00		8.00	1932.30		2.30
DL 744 from PBI	1930	1953.00		23.00	1938.40		8.40	1933.00		3.00
EA 649 from MSP	1930	1954.00		24.00	1939.20		9.20	1933.30		3.30
DL 212 from CHS	1933	1955.00		22.00	1940.00		7.00	1934.00		1.00
DL 914 from MSY	1934	1956.00		22.00	1940.40		6.40	1934.30		0.30
DL 318 from JAN	1934	1957.00		23.00	1941.20		7.20	1935.00		1.00

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
SO 142 from MOB	1935	1958.00		23.00	1942.00		7.00	1935.30		0.30
DL1056 from JAX	1935	1959.00		24.00	1942.40		7.40	1936.00		1.00
UA 833 from BUF	1938	2000.00		22.00	1943.20		5.20	1938.00		0.00
DL 104 from MCI	1939	2001.00		22.00	1944.00		5.00	1939.00		0.00
DL 438 from FLL	1939	2002.00		23.00	1944.40		5.40	1939.30		0.30
UA 404 from CRW	1939	2003.00		24.00	1945.20		6.20	1940.00		1.00
SO 244 from HSV	1939	2004.00		25.00	1946.00		7.00	1940.30		1.30
SO 134 from TCL	1940	2005.00		25.00	1946.40		6.40	1941.00		1.00
SO 519 from PFN	1940	2006.00		26.00	1947.20		7.20	1941.30		1.30
SO 526 from ABY	1942	2007.00		25.00	1948.00		6.00	1942.00		0.00
UA 467 from ORF	1942	2008.00		26.00	1948.40		6.40	1942.30		0.30
PI 11 from INT	1944	2009.00		25.00	1949.20		5.20	1944.00		0.00
UA 459 from PIT	1957	2010.00		13.00	1957.00		0.00	1957.00		0.00
UA 475 from CLE	1958	2011.00		13.00	1958.00		0.00	1958.00		0.00
NW 754 from MSP	2001	2012.00		11.00	2001.00		0.00	2001.00		0.00
EA 547 to MGM	2005		2005.00	0.00		2005.00	0.00		2005.00	0.00
EA 117 to MLB	2005		2006.00	1.00		2006.40	0.40		2005.30	0.30
EA 131 to CRP	2010		2010.00	0.00		2010.00	0.00		2010.00	0.00
EA 103 to GNV	2010		2011.00	1.00		2010.40	0.40		2010.30	0.30
UA 351 from LGA	2010	2013.00		3.00	2010.00		0.00	2010.00		0.00
SO 829 to MGR	2010		2012.00	2.00		2011.20	1.20		2011.00	1.00
DL1229 to LEX	2014		2014.00	0.00		2014.00	0.00		2014.00	0.00
EA 371 to TPA	2014		2015.00	1.00		2014.40	0.40		2014.30	0.30
EA 345 to MCO	2014		2016.00	2.00		2015.20	1.20		2015.00	1.00
EA 691 to MIA	2014		2017.00	3.00		2016.00	2.00		2015.30	1.30
EA 261 to MCN	2015		2018.00	3.00		2016.40	1.40		2016.00	1.00
EA 395 to DAB	2015		2019.00	4.00		2017.20	2.20		2016.30	1.30
EA 549 to BHM	2015		2020.00	5.00		2018.00	3.00		2017.00	2.00
DL1137 to TPA	2015		2021.00	6.00		2018.40	3.40		2017.30	2.30
EA 787 to PBI	2015		2022.00	7.00		2019.20	4.20		2018.00	3.00
EA 665 to MOB	2015		2023.00	8.00		2020.00	5.00		2018.30	3.30
DL1126 to MCO	2015		2024.00	9.00		2020.40	5.40		2019.00	4.00
DL 145 to FLL	2016		2025.00	9.00		2021.20	5.20		2019.30	3.30
DL 335 to MIA	2018		2026.00	8.00		2022.00	4.00		2020.00	2.00
DL1151 to JAX	2018		2027.00	9.00		2022.40	4.40		2020.30	2.30
DL 443 to PBI	2019		2028.00	9.00		2023.20	4.20		2021.00	2.00
DL1110 to CLT	2019		2029.00	10.00		2024.00	5.00		2021.30	2.30
EA 291 to DFW	2019		2030.00	11.00		2024.40	5.40		2022.00	3.00
SO 147 to MOB	2020		2031.00	11.00		2025.20	5.20		2022.30	2.30
EA 607 to PNS	2020		2032.00	12.00		2026.00	6.00		2023.00	3.00
EA 279 to CSG	2020		2033.00	13.00		2026.40	6.40		2023.30	3.30
SO 145 to TCL	2020		2034.00	14.00		2027.20	7.20		2024.00	4.00
WH 228 to LGC	2020		2035.00	15.00		2028.00	8.00		2024.30	4.30
DL 611 to SHV	2021		2036.00	15.00		2028.40	7.40		2025.00	4.00
EA 649 to FMY	2022		2037.00	15.00		2029.20	7.20		2025.30	3.30
DL 852 to SDF	2022		2038.00	16.00		2030.00	8.00		2026.00	4.00
EA 365 to SAT	2023		2039.00	16.00		2030.40	7.40		2026.30	3.30
DL 265 to BHM	2024		2040.00	16.00		2031.20	7.20		2027.00	3.00
DL 419 to MSY	2024		2041.00	17.00		2032.00	8.00		2027.30	3.30
EA 615 to MSY	2025		2042.00	17.00		2032.40	7.40		2028.00	3.00
EA 219 to SRQ	2025		2043.00	18.00		2033.20	8.20		2028.30	3.30
EA 695 to FLL	2025		2044.00	19.00		2034.00	9.00		2029.00	4.00
DL 124 to DCA	2025		2045.00	20.00		2034.40	9.40		2029.30	4.30
DL 947 to DFW	2025		2046.00	21.00		2035.20	10.20		2030.00	5.00
DL 802 to MCI	2025		2047.00	22.00		2036.00	11.00		2030.30	5.30
DL 318 to PHL	2026		2048.00	22.00		2036.40	10.40		2031.00	5.00
DL 315 to JAN	2027		2049.00	22.00		2037.20	10.20		2031.30	4.30
DL 744 to ORD	2028		2050.00	22.00		2038.00	10.00		2032.00	4.00
EA 397 to IAH	2028		2051.00	23.00		2038.40	10.40		2032.30	4.30
DL1119 to IAH	2028		2052.00	24.00		2039.20	11.20		2033.00	5.00
EA 84 to JAX	2029		2053.00	24.00		2040.00	11.00		2033.30	4.30
NW 738 from ORD	2029	2029.00		0.00	2029.00		0.00	2029.00		0.00
DL 859 to MGM	2029		2054.00	25.00		2040.40	11.40		2034.00	5.00
DL 438 to IND	2029		2055.00	26.00		2041.20	12.20		2034.30	5.30
EA 581 to TLH	2030		2056.00	26.00		2042.00	12.00		2035.00	5.00
NW 754 to TPA	2030		2057.00	27.00		2042.40	12.40		2035.30	5.30

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL 628 to	BWI 2030		2058.00	28.00		2043.20	13.20		2036.00	6.00
DL 104 to	CAE 2031		2059.00	28.00		2044.00	13.00		2036.30	5.30
DL 248 to	EWR 2032		2100.00	28.00		2044.40	12.40		2037.00	5.00
DL1134 to	LGA 2033		2101.00	28.00		2045.20	12.20		2037.30	4.30
DL 333 to	CHS 2033		2102.00	29.00		2046.00	13.00		2038.00	5.00
DL1056 to	CVG 2034		2103.00	29.00		2046.40	12.40		2038.30	4.30
DL 946 to	MEM 2035		2104.00	29.00		2047.20	12.20		2039.00	4.00
DL 212 to	CHA 2035		2105.00	30.00		2048.00	13.00		2039.30	4.30
SO 521 to	ABY 2035		2106.00	31.00		2048.40	13.40		2040.00	5.00
DL 701 from	AGS 2039	2039.00		0.00	2039.00		0.00	2039.00		0.00
PI 36 to	FLO 2040		2107.00	27.00		2049.20	9.20		2040.30	0.30
UA 888 to	CLE 2040		2108.00	28.00		2050.00	10.00		2041.00	1.00
UA 470 to	PIT 2045		2109.00	24.00		2050.40	5.40		2045.00	0.00
PI 37 from	TRI 2047	2047.00		0.00	2047.00		0.00	2047.00		0.00
SO 179 to	GSP 2050		2110.00	20.00		2051.20	1.20		2050.00	0.00
SO 249 to	HSV 2050		2111.00	21.00		2052.00	2.00		2050.30	0.30
SO 820 to	ANB 2050		2112.00	22.00		2052.40	2.40		2051.00	1.00
UA 750 to	ORF 2055		2113.00	18.00		2055.00	0.00		2055.00	0.00
DL 703 to	MCN 2100		2114.00	14.00		2100.00	0.00		2100.00	0.00
DL 600 to	AGS 2100		2115.00	15.00		2100.40	0.40		2100.30	0.30
DL 306 to	SAV 2100		2116.00	16.00		2101.20	1.20		2101.00	1.00
DL1204 to	TYS 2100		2117.00	17.00		2102.00	2.00		2101.30	1.30
SO 523 to	DHN 2100		2118.00	18.00		2102.40	2.40		2102.00	2.00
DL 816 to	DAY 2100		2119.00	19.00		2103.20	3.20		2102.30	2.30
DL 311 from	DCA 2105	2105.00		0.00	2105.00		0.00	2105.00		0.00
BN 983 from	MEM 2105	2106.00		1.00	2105.40		0.40	2105.30		0.30
DL 701 to	CSG 2105		2120.00	15.00		2105.00	0.00		2105.00	0.00
PI 33 from	ISO 2109	2109.00		0.00	2109.00		0.00	2109.00		0.00
EA 369 from	GSP 2113	2113.00		0.00	2113.00		0.00	2113.00		0.00
EA 432 from	TPA 2115	2115.00		0.00	2115.00		0.00	2115.00		0.00
EA 680 from	JAX 2124	2124.00		0.00	2124.00		0.00	2124.00		0.00
DL 259 from	CHA 2125	2125.00		0.00	2125.00		0.00	2125.00		0.00
EA 478 from	BHM 2125	2126.00		1.00	2125.40		0.40	2125.30		0.30
EA 736 from	FMY 2129	2129.00		0.00	2129.00		0.00	2129.00		0.00
DL1016 from	DFW 2129	2130.00		1.00	2129.40		0.40	2129.30		0.30
PI 62 to	AVL 2130		2130.00	0.00		2130.00	0.00		2130.00	0.00
EA 629 from	BNA 2131	2131.00		0.00	2131.00		0.00	2131.00		0.00
EA 248 from	SRQ 2135	2135.00		0.00	2135.00		0.00	2135.00		0.00
EA 699 from	STL 2135	2136.00		1.00	2135.40		0.40	2135.30		0.30
EA 593 from	DCA 2135	2137.00		2.00	2136.20		1.20	2136.00		1.00
EA 595 from	GSO 2136	2138.00		2.00	2137.00		1.00	2136.30		0.30
EA 111 from	JFK 2136	2139.00		3.00	2137.40		1.40	2137.00		1.00
EA 712 from	MIA 2137	2140.00		3.00	2138.20		1.20	2137.30		0.30
SO 232 from	PFN 2138	2141.00		3.00	2139.00		1.00	2138.00		0.00
EA 670 from	MCO 2141	2142.00		1.00	2141.00		0.00	2141.00		0.00
EA 668 from	TLH 2144	2144.00		0.00	2144.00		0.00	2144.00		0.00
EA 652 from	DFW 2145	2145.00		0.00	2145.00		0.00	2145.00		0.00
EA 454 from	MCN 2145	2146.00		1.00	2145.40		0.40	2145.30		0.30
DL 828 from	BHM 2146	2147.00		1.00	2146.20		0.20	2146.00		0.00
EA 794 from	IAH 2150	2150.00		0.00	2150.00		0.00	2150.00		0.00
EA 247 from	ORD 2154	2154.00		0.00	2154.00		0.00	2154.00		0.00
EA 325 from	CLT 2155	2155.00		0.00	2155.00		0.00	2155.00		0.00
EA 672 from	MSY 2157	2157.00		0.00	2157.00		0.00	2157.00		0.00
EA 537 from	BOS 2158	2158.00		0.00	2158.00		0.00	2158.00		0.00
EA 450 from	MGM 2159	2159.00		0.00	2159.00		0.00	2159.00		0.00
EA 561 from	PHL 2159	2200.00		1.00	2159.40		0.40	2159.30		0.30
EA 269 from	SDF 2159	2201.00		2.00	2200.20		1.20	2200.00		1.00
EA 432 to	LGA 2200		2200.00	0.00		2200.00	0.00		2200.00	0.00
EA 126 from	CSG 2200	2202.00		2.00	2201.00		1.00	2200.30		0.30
EA 393 from	ROU 2200	2203.00		3.00	2201.40		1.40	2201.00		1.00
EA 676 to	BNA 2211		2211.00	0.00		2211.00	0.00		2211.00	0.00
PI 39 from	AVL 2215	2215.00		0.00	2215.00		0.00	2215.00		0.00
PI 32 to	OAJ 2225		2225.00	0.00		2225.00	0.00		2225.00	0.00
EA 491 to	MGM 2234		2234.00	0.00		2234.00	0.00		2234.00	0.00
EA 248 to	ORD 2235		2235.00	0.00		2235.00	0.00		2235.00	0.00
EA 478 to	RIC 2235		2236.00	1.00		2235.40	0.40		2235.30	0.30

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 699 to FMY 2235			2237.00	2.00		2236.20	1.20		2236.00	1.00
EA 680 to STL 2235			2238.00	3.00		2237.00	2.00		2236.30	1.30
EA 712 to SDF 2235			2239.00	4.00		2237.40	2.40		2237.00	2.00
EA 674 to GSP 2236			2240.00	4.00		2238.20	2.20		2237.30	1.30
DL1185 to DFW 2236			2241.00	5.00		2239.00	3.00		2238.00	2.00
EA 652 to DAB 2237			2242.00	5.00		2239.40	2.40		2238.30	1.30
EA 794 to RDU 2238			2243.00	5.00		2240.20	2.20		2239.00	1.00
PI 905 from AGS 2239		2239.00		0.00	2239.00		0.00	2239.00		0.00
EA 489 to MIA 2240			2244.00	4.00		2241.00	1.00		2240.00	0.00
EA 126 to BWI 2245			2245.00	0.00		2245.00	0.00		2245.00	0.00
EA 393 to TPA 2245			2246.00	1.00		2245.40	0.40		2245.30	0.30
EA 471 to JAX 2245			2247.00	2.00		2246.20	1.20		2246.00	1.00
EA 483 to PBI 2245			2248.00	3.00		2247.00	2.00		2246.30	1.30
EA 736 to MSP 2245			2249.00	4.00		2247.40	2.40		2247.00	2.00
EA 460 to CLT 2245			2250.00	5.00		2248.20	3.20		2247.30	2.30
EA 269 to IAH 2245			2251.00	6.00		2249.00	4.00		2248.00	3.00
EA 247 to MCO 2247			2252.00	5.00		2249.40	2.40		2248.30	1.30
EA 325 to MSY 2250			2253.00	3.00		2250.20	0.20		2250.00	0.00
EA 672 to SRQ 2250			2254.00	4.00		2251.00	1.00		2250.30	0.30
PI 86 from FAY 2251		2251.00		0.00	2251.00		0.00	2251.00		0.00
EA 537 to BHM 2253			2255.00	2.00		2253.00	0.00		2253.00	0.00
DL 692 from MCN 2257		2257.00		0.00	2257.00		0.00	2257.00		0.00
DL 629 from AGS 2258		2258.00		0.00	2258.00		0.00	2258.00		0.00
EA 662 to MEM 2259			2259.00	0.00		2259.00	0.00		2259.00	0.00
EA 450 to PHL 2259			2300.00	1.00		2259.40	0.40		2259.30	0.30
EA 445 from JFK 2300		2300.00		0.00	2300.00		0.00	2300.00		0.00
DL 646 from JAN 2300		2301.00		1.00	2300.40	0.40		2300.30	0.30	
DL 181 from CVG 2303		2303.00		0.00	2303.00	0.00		2303.00	0.00	
EA 449 from EWR 2303		2304.00		1.00	2303.40	0.40		2303.30	0.30	
EA 470 from PNS 2309		2309.00		0.00	2309.00	0.00		2309.00	0.00	
DL 821 from SDF 2309		2310.00		1.00	2309.40	0.40		2309.30	0.30	
DL1297 from TYS 2309		2311.00		2.00	2310.20	1.20		2310.00	1.00	
DL 788 from MSY 2311		2312.00		1.00	2311.00	0.00		2311.00	0.00	
EA 428 from MSY 2312		2313.00		1.00	2312.00	0.00		2312.00	0.00	
DL 879 from IND 2314		2314.00		0.00	2314.00	0.00		2314.00	0.00	
EA 215 from GSP 2318		2318.00		0.00	2318.00	0.00		2318.00	0.00	
DL 980 from CHS 2320		2320.00		0.00	2320.00	0.00		2320.00	0.00	
DL 973 from EWR 2321		2321.00		0.00	2321.00	0.00		2321.00	0.00	
SO 637 from HSV 2322		2322.00		0.00	2322.00	0.00		2322.00	0.00	
EA 311 from CLT 2322		2323.00		1.00	2322.40	0.40		2322.30	0.30	
DL 387 from SAV 2322		2324.00		2.00	2323.20	1.20		2323.00	1.00	
DL 382 from PBI 2325		2325.00		0.00	2325.00	0.00		2325.00	0.00	
DL 185 from CAE 2325		2326.00		1.00	2325.40	0.40		2325.30	0.30	
DL1196 from JAX 2325		2327.00		2.00	2326.20	1.20		2326.00	1.00	
EA 446 from JAX 2325		2328.00		3.00	2327.00	2.00		2326.30	1.30	
EA 472 from DAB 2325		2329.00		4.00	2327.40	2.40		2327.00	2.00	
DL1189 from PHL 2326		2330.00		4.00	2328.20	2.20		2327.30	1.30	
DL 373 from CMH 2327		2331.00		4.00	2329.00	2.00		2328.00	1.00	
DL 397 from LGA 2327		2332.00		5.00	2329.40	2.40		2328.30	1.30	
DL 171 from MEM 2327		2333.00		6.00	2330.20	3.20		2329.00	2.00	
EA 359 from CHA 2328		2334.00		6.00	2331.00	3.00		2329.30	1.30	
DL 399 from BWI 2329		2335.00		6.00	2331.40	2.40		2330.00	1.00	
DL 371 from DCA 2330		2336.00		6.00	2332.20	2.20		2330.30	0.30	
EA 451 from LGA 2331		2337.00		6.00	2333.00	2.00		2331.00	0.00	
DL 475 from JFK 2331		2338.00		7.00	2333.40	2.40		2331.30	0.30	
DL 994 from FLL 2332		2339.00		7.00	2334.20	2.20		2332.00	0.00	
DL 648 from DAY 2333		2340.00		7.00	2335.00	2.00		2333.00	0.00	
DL1095 from DTW 2334		2341.00		7.00	2335.40	1.40		2334.00	0.00	
EA 484 from MCO 2334		2342.00		8.00	2336.20	2.20		2334.30	0.30	
EA 87 from PHL 2334		2343.00		9.00	2337.00	3.00		2335.00	1.00	
DL 396 from MIA 2334		2344.00		10.00	2337.40	3.40		2335.30	1.30	
EA 957 from ORD 2335		2345.00		10.00	2338.20	3.20		2336.00	1.00	
DL 712 from CSG 2335		2346.00		11.00	2339.00	4.00		2336.30	1.30	
DL 489 from ORD 2335		2347.00		12.00	2339.40	4.40		2337.00	2.00	
DL 682 from MGM 2336		2348.00		12.00	2340.20	4.20		2337.30	1.30	
EA 452 from MIA 2336		2349.00		13.00	2341.00	5.00		2338.00	2.00	

DELAY ANALYSIS FOR ATL: MAY, 1978

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL 832 from BHM	2336	2350.00		14.00	2341.40		5.40	2338.30		2.30
PI 53 from ILM	2337	2351.00		14.00	2342.20		5.20	2339.00		2.00
DL 183 from CHA	2338	2352.00		14.00	2343.00		5.00	2339.30		1.30
PI 931 from FLO	2338	2353.00		15.00	2343.40		5.40	2340.00		2.00
EA 459 from DCA	2338	2354.00		16.00	2344.20		6.20	2340.30		2.30
EA 443 from BWI	2339	2355.00		16.00	2345.00		6.00	2341.00		2.00
EA 488 from FLL	2340	2356.00		16.00	2345.40		5.40	2341.30		1.30
EA 97 from STL	2340	2357.00		17.00	2346.20		6.20	2342.00		2.00
EA 499 from RDU	2340	2358.00		18.00	2347.00		7.00	2342.30		2.30
DL 377 from BOS	2341	2359.00		18.00	2347.40		6.40	2343.00		2.00
EA 434 from BHM	2342	2400.00		18.00	2348.20		6.20	2343.30		1.30
EA 442 from TPA	2342	2401.00		19.00	2349.00		7.00	2344.00		2.00
EA 493 from PIT	2342	2402.00		20.00	2349.40		7.40	2344.30		2.30
DL1187 from CLT	2343	2403.00		20.00	2350.20		7.20	2345.00		2.00
DL 186 from IAH	2343	2404.00		21.00	2351.00		8.00	2345.30		2.30
DL1199 from MCO	2343	2405.00		22.00	2351.40		8.40	2346.00		3.00
EA 583 from RDU	2345	2406.00		21.00	2352.20		7.20	2346.30		1.30
DL1084 from TPA	2348	2407.00		19.00	2353.00		5.00	2348.00		0.00
DL1116 from DFW	2349	2408.00		19.00	2353.40		4.40	2349.00		0.00
EA 666 from DFW	2349	2409.00		20.00	2354.20		5.20	2349.30		0.30
EA 444 from IAH	2352	2410.00		18.00	2355.00		3.00	2352.00		0.00
EA 435 from SDF	2355	2411.00		16.00	2355.40		0.40	2355.00		0.00
BN 987 from MEM	2359	2412.00		13.00	2359.00		0.00	2359.00		0.00

ARRIVAL DELAY:	3989.00	1250.67	373.50	MINS
DEPARTURE DELAY:	5205.00	1835.67	781.00	MINS

A TOTAL OF 1209 FLIGHTS

MINS DELAY/ARRIVAL:	6.60	2.07	0.62
MINS DELAY/DEPARTURE	8.61	3.04	1.29

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldfs/hr			90 tkfs/hr 90 ldfs/hr			120 tkfs/hr 120 ldfs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL 586 from BHM	10	10.00		0.00	10.00		0.00	10.00		0.00
EA1691 to IAH	145		145.00	0.00		145.00	0.00		145.00	0.00
DL1274 from DFW	150	150.00		0.00	150.00		0.00	150.00		0.00
EA 74 from SFO	546	546.00		0.00	546.00		0.00	546.00		0.00
EA 485 from DEN	552	552.00		0.00	552.00		0.00	552.00		0.00
DL 486 from PHX	552	553.00		1.00	552.40		0.40	552.30		0.30
DL1697 from MCN	555	555.00		0.00	555.00		0.00	555.00		0.00
DL 80 from SFO	555	556.00		1.00	555.40		0.40	555.30		0.30
DL 380 from SEA	556	557.00		1.00	556.20		0.20	556.00		0.00
EA 422 from SAN	559	559.00		0.00	559.00		0.00	559.00		0.00
EA 718 from PHX	600	600.00		0.00	600.00		0.00	600.00		0.00
EA 80 from LAX	600	601.00		1.00	600.40		0.40	600.30		0.30
EA 704 from LAS	602	602.00		0.00	602.00		0.00	602.00		0.00
DL 40 from LAX	605	605.00		0.00	605.00		0.00	605.00		0.00
DL1715 from TRI	605	606.00		1.00	605.40		0.40	605.30		0.30
DL1682 from GSP	605	607.00		2.00	606.20		1.20	606.00		1.00
DL 596 from TPA	607	608.00		1.00	607.00		0.00	607.00		0.00
DL1224 from IAH	609	609.00		0.00	609.00		0.00	609.00		0.00
DL1663 from CSG	609	610.00		1.00	609.40		0.40	609.30		0.30
EA1900 from CHA	613	613.00		0.00	613.00		0.00	613.00		0.00
DL1741 to ANB	615		615.00	0.00		615.00	0.00		615.00	0.00
EA1690 from IAH	625	625.00		0.00	625.00		0.00	625.00		0.00
EV 832 to ANB	625		625.00	0.00		625.00	0.00		625.00	0.00
EA 366 to GSO	640		640.00	0.00		640.00	0.00		640.00	0.00
DL 308 to CAE	645		645.00	0.00		645.00	0.00		645.00	0.00
DL 769 to JAX	645		646.00	1.00		645.40	0.40		645.30	0.30
DL1740 to DHN	645		647.00	2.00		646.20	1.20		646.00	1.00
EA 539 to TPA	648		648.00	0.00		648.00	0.00		648.00	0.00
DL 763 to MIA	650		650.00	0.00		650.00	0.00		650.00	0.00
EA 487 to DAB	650		651.00	1.00		650.40	0.40		650.30	0.30
EA 481 to SRQ	650		652.00	2.00		651.20	1.20		651.00	1.00
DL 486 to BOS	652		653.00	1.00		652.00	0.00		652.00	0.00
DL 377 to DFW	654		654.00	0.00		654.00	0.00		654.00	0.00
DL 724 to DCA	654		655.00	1.00		654.40	0.40		654.30	0.30
EA 394 to EWR	655		656.00	1.00		655.20	0.20		655.00	0.00
DL1656 to AGS	655		657.00	2.00		656.00	1.00		655.30	0.30
EA 74 to MIA	655		658.00	3.00		656.40	1.40		656.00	1.00
DL 596 to SDF	658		659.00	1.00		658.00	0.00		658.00	0.00
EA 352 to CLT	700		700.00	0.00		700.00	0.00		700.00	0.00
DL1259 to MCO	700		701.00	1.00		700.40	0.40		700.30	0.30
DL 106 to LGA	700		702.00	2.00		701.20	1.20		701.00	1.00
DL1224 to CLT	700		703.00	3.00		702.00	2.00		701.30	1.30
EA1940 to AGS	700		704.00	4.00		702.40	2.40		702.00	2.00
EA 426 to RDU	700		705.00	5.00		703.20	3.20		702.30	2.30
UA 741 to ORD	700		706.00	6.00		704.00	4.00		703.00	3.00
DL1076 to BWI	701		707.00	6.00		704.40	3.40		703.30	2.30
DL 416 to BNA	701		708.00	7.00		705.20	4.20		704.00	3.00
DL1755 to HSV	705		709.00	4.00		706.00	1.00		705.00	0.00
DL1022 to PIT	706		710.00	4.00		706.40	0.40		706.00	0.00
EA 440 to PHL	707		711.00	4.00		707.20	0.20		707.00	0.00
DL 174 to ORD	708		712.00	4.00		708.00	0.00		708.00	0.00
DL 546 to RDU	710		713.00	3.00		710.00	0.00		710.00	0.00
DL 234 to ORF	711		714.00	3.00		711.00	0.00		711.00	0.00
DL1102 to CHA	714		715.00	1.00		714.00	0.00		714.00	0.00
RC 371 to DTW	715		716.00	1.00		715.00	0.00		715.00	0.00
DL1278 to RIC	717		717.00	0.00		717.00	0.00		717.00	0.00
DL1114 to BHM	718		718.00	0.00		718.00	0.00		718.00	0.00
EA 699 to MCO	725		725.00	0.00		725.00	0.00		725.00	0.00
EA 138 to DCA	725		726.00	1.00		725.40	0.40		725.30	0.30
AA 605 to ORD	727		727.00	0.00		727.00	0.00		727.00	0.00
TW 425 to STL	730		730.00	0.00		730.00	0.00		730.00	0.00
RC 461 to MSP	730		731.00	1.00		730.40	0.40		730.30	0.30
DL 501 from ORD	735	735.00		0.00	735.00		0.00	735.00		0.00
DL 364 from TPA	737	737.00		0.00	737.00		0.00	737.00		0.00
DL1103 from CHA	737	738.00		1.00	737.40		0.40	737.30		0.30

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL 761 from CYG	739	739.00		0.00	739.00		0.00	739.00		0.00
EA 448 to GSP	740		740.00	0.00		740.00	0.00		740.00	0.00
ED 890 from AHN	740	740.00		0.00	740.00		0.00	740.00		0.00
DL1746 from AVL	740	741.00		1.00	740.40		0.40	740.30		0.30
PI1890 from AHN	740	742.00		2.00	741.20		1.20	741.00		1.00
DL 299 from DAY	740	743.00		3.00	742.00		2.00	741.30		1.30
DL1651 from VLD	740	744.00		4.00	742.40		2.40	742.00		2.00
EA 489 to JAX	740		741.00	1.00		740.40	0.40		740.30	0.30
DL1698 from MCN	740	745.00		5.00	743.20		3.20	742.30		2.30
DL1145 from GSP	741	746.00		5.00	744.00		3.00	743.00		2.00
DL 274 from BHM	742	747.00		5.00	744.40		2.40	743.30		1.30
DL 223 from TYS	742	748.00		6.00	745.20		3.20	744.00		2.00
DL1240 from MGM	744	749.00		5.00	746.00		2.00	744.30		0.30
DL 752 from PBI	745	750.00		5.00	746.40		1.40	745.00		0.00
CC 202 to LGA	745		745.00	0.00		745.00	0.00		745.00	0.00
EA 538 to LGA	745		746.00	1.00		745.40	0.40		745.30	0.30
EA1621 to CHS	745		747.00	2.00		746.20	1.20		746.00	1.00
DL1295 from AGS	745	751.00		6.00	747.20		2.20	745.30		0.30
DL 811 from DTW	746	752.00		6.00	748.00		2.00	746.00		0.00
DL 835 from MIA	748	753.00		5.00	748.40		0.40	748.00		0.00
DL1017 from ORF	749	754.00		5.00	749.20		0.20	749.00		0.00
DL 455 from CMH	749	755.00		6.00	750.00		1.00	749.30		0.30
DL 985 from BWI	749	756.00		7.00	750.40		1.40	750.00		1.00
DL1026 from BNA	750	757.00		7.00	751.20		1.20	750.30		0.30
DL 532 from SAV	750	758.00		8.00	752.00		2.00	751.00		1.00
AA 381 to DFW	750		750.00	0.00		750.00	0.00		750.00	0.00
RC 821 to MEM	750		751.00	1.00		750.40	0.40		750.30	0.30
DL1658 from BOK	750	759.00		9.00	752.40		2.40	751.30		1.30
DL 53 from RDU	750	800.00		10.00	753.20		3.20	752.00		2.00
DL1210 from TLH	751	801.00		10.00	754.00		3.00	752.30		1.30
UA 755 to DEN	751		752.00	1.00		751.20	0.20		751.00	0.00
DL 957 from TOL	752	802.00		10.00	754.40		2.40	753.00		1.00
DL 551 from SDF	752	803.00		11.00	755.20		3.20	753.30		1.30
DL1207 from RIC	752	804.00		12.00	756.00		4.00	754.00		2.00
DL 484 from CAE	755	805.00		10.00	756.40		1.40	755.00		0.00
DL1106 from CSG	755	806.00		11.00	757.20		2.20	755.30		0.30
DL1664 to CSG	755		755.00	0.00		755.00	0.00		755.00	0.00
DL 423 from CLT	755	807.00		12.00	758.00		3.00	756.00		1.00
DL1141 from CHS	755	808.00		13.00	758.40		3.40	756.30		1.30
DL 369 from PHL	756	809.00		13.00	759.20		3.20	757.00		1.00
DL1204 from DAB	756	810.00		14.00	800.00		4.00	757.30		1.30
DL 384 from MCO	757	811.00		14.00	800.40		3.40	758.00		1.00
DL 452 from JAX	757	812.00		15.00	801.20		4.20	758.30		1.30
DL1162 from MEM	757	813.00		16.00	802.00		5.00	759.00		2.00
DL1273 from PIT	759	814.00		15.00	802.40		3.40	759.30		0.30
DL1741 from ANB	800	815.00		15.00	803.20		3.20	800.00		0.00
DL1688 from HSV	800	816.00		16.00	804.00		4.00	800.30		0.30
DL1727 to TRI	800		800.00	0.00		800.00	0.00		800.00	0.00
DL1733 from ABY	800	817.00		17.00	804.40		4.40	801.00		1.00
DL1669 from DHN	800	818.00		18.00	805.20		5.20	801.30		1.30
DL 49 from FLL	800	819.00		19.00	806.00		6.00	802.00		2.00
PI 707 from AVL	800	820.00		20.00	806.40		6.40	802.30		2.30
DL 337 from GSO	802	821.00		19.00	807.20		5.20	803.00		1.00
DL 345 from CLE	802	822.00		20.00	808.00		6.00	803.30		1.30
DL 565 from EWR	802	823.00		21.00	808.40		6.40	804.00		2.00
DL1059 from LEX	802	824.00		22.00	809.20		7.20	804.30		2.30
UA 753 from HSV	806	825.00		19.00	810.00		4.00	806.00		0.00
DL1699 from MCN	810	826.00		16.00	810.40		0.40	810.00		0.00
PI 705 from ROA	814	827.00		13.00	814.00		0.00	814.00		0.00
9T 551 from FLO	815	828.00		13.00	815.00		0.00	815.00		0.00
PI 759 from MYR	820	829.00		9.00	820.00		0.00	820.00		0.00
EA 365 from RIC	823	830.00		7.00	823.00		0.00	823.00		0.00
EA1836 from FLO	825	831.00		6.00	825.00		0.00	825.00		0.00
EA 104 from JAX	826	832.00		6.00	826.00		0.00	826.00		0.00
EA 809 from GNV	828	833.00		5.00	828.00		0.00	828.00		0.00
EA1643 from CLT	829	834.00		5.00	829.00		0.00	829.00		0.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 658 from CAE	829	835.00		6.00	829.40		0.40	829.30		0.30
CC 980 from MEM	830	836.00		6.00	830.20		0.20	830.00		0.00
UA 753 to ORD	830		830.00	0.00		830.00	0.00		830.00	0.00
EA 118 from SRQ	831	837.00		6.00	831.00		0.00	831.00		0.00
EA 130 from TPA	831	838.00		7.00	831.40		0.40	831.30		0.30
EA 320 from RSW	832	839.00		7.00	832.20		0.20	832.00		0.00
EA 318 from PBI	834	840.00		6.00	834.00		0.00	834.00		0.00
EA 453 from SEA	834	841.00		7.00	834.40		0.40	834.30		0.30
EA 656 from DAB	834	842.00		8.00	835.20		1.20	835.00		1.00
EA 252 from JAN	835	843.00		8.00	836.00		1.00	835.30		0.30
OZ 686 to STL	835		835.00	0.00		835.00	0.00		835.00	0.00
EA 240 from GSP	835	844.00		9.00	836.40		1.40	836.00		1.00
DL1207 to PNS	837		837.00	0.00		837.00	0.00		837.00	0.00
DL 364 to DCA	837		838.00	1.00		837.40	0.40		837.30	0.30
DL1017 to SAT	837		839.00	2.00		838.20	1.20		838.00	1.00
DL 395 to MOB	837		840.00	3.00		839.00	2.00		838.30	1.30
EA 632 from FLL	838	845.00		7.00	838.00		0.00	838.00		0.00
DL 423 to SAN	838		841.00	3.00		839.40	1.40		839.00	1.00
EA 685 from GSO	839	846.00		7.00	839.00		0.00	839.00		0.00
DL1295 to MCI	839		842.00	3.00		840.20	1.20		839.30	0.30
EA 606 from MLB	839	847.00		8.00	839.40		0.40	839.30		0.30
DL 985 to IAH	839		843.00	4.00		841.00	2.00		840.00	1.00
EA 639 from RDU	839	848.00		9.00	840.20		1.20	840.00		1.00
EA 534 from TLH	839	849.00		10.00	841.00		2.00	840.30		1.30
DL 811 to FLL	839		844.00	5.00		841.40	2.40		840.30	1.30
DL1683 to GSP	840		845.00	5.00		842.20	2.20		841.00	1.00
EA1980 from TRI	840	850.00		10.00	841.40		1.40	841.00		1.00
DL1700 from MCN	840	851.00		11.00	842.20		2.20	841.30		1.30
EA 676 from MOB	840	852.00		12.00	843.00		3.00	842.00		2.00
DL1106 to CLT	840		846.00	6.00		843.00	3.00		841.30	1.30
DL1143 to CAE	840		847.00	7.00		843.40	3.40		842.00	2.00
DL1026 to SAV	840		848.00	8.00		844.20	4.20		842.30	2.30
DN 1 from AUO	840	853.00		13.00	843.40		3.40	842.30		2.30
EA1930 from PFN	840	854.00		14.00	844.20		4.20	843.00		3.00
DL 783 to PBI	841		849.00	8.00		845.00	4.00		843.00	2.00
EA 678 from SAV	841	855.00		14.00	845.00		4.00	843.30		2.30
EA 711 from MIA	842	856.00		14.00	845.40		3.40	844.00		2.00
DL 223 to MIA	842		850.00	8.00		845.40	3.40		843.30	1.30
DL 823 to MSY	843		851.00	8.00		846.20	3.20		844.00	1.00
EA 228 from TYS	843	857.00		14.00	846.20		3.20	844.30		1.30
EA 619 from CHS	843	858.00		15.00	847.00		4.00	845.00		2.00
DL 517 to BHM	843		852.00	9.00		847.00	4.00		844.30	1.30
DL 587 to DEN	844		853.00	9.00		847.40	3.40		845.00	1.00
EA 834 from MCO	844	859.00		15.00	847.40		3.40	845.30		1.30
DL1139 to TYS	844		854.00	10.00		848.20	4.20		845.30	1.30
EA 122 from MSY	845	900.00		15.00	848.20		3.20	846.00		1.00
DL1689 to HSY	845		855.00	10.00		849.00	4.00		846.00	1.00
EA1825 to HHH	845		856.00	11.00		849.40	4.40		846.30	1.30
EA 630 from MEM	845	901.00		16.00	849.00		4.00	846.30		1.30
DL 761 to SRQ	845		857.00	12.00		850.20	5.20		847.00	2.00
DL1734 to ABY	845		858.00	13.00		851.00	6.00		847.30	2.30
DL1670 to DHH	845		859.00	14.00		851.40	6.40		848.00	3.00
EA1950 from MGM	845	902.00		17.00	849.40		4.40	847.00		2.00
DL1162 to TLH	845		900.00	15.00		852.20	7.20		848.30	3.30
EA1290 from AVL	845	903.00		18.00	850.20		5.20	847.30		2.30
DL 532 to ORD	845		901.00	16.00		853.00	8.00		849.00	4.00
NW 705 to MSP	845		902.00	17.00		853.40	8.40		849.30	4.30
DL1079 to TUL	845		903.00	18.00		854.20	9.20		850.00	5.00
EA 636 from PNS	846	904.00		18.00	851.00		5.00	848.00		2.00
EA 792 from BHM	846	905.00		17.00	851.40		3.40	848.30		0.30
EA 652 from HSY	846	906.00		18.00	852.20		4.20	849.00		1.00
EA 615 from ORF	849	907.00		18.00	853.00		4.00	849.30		0.30
DL1204 to CHA	849		904.00	15.00		855.00	6.00		850.30	1.30
EA1948 from AGS	850	908.00		18.00	853.40		3.40	850.00		0.00
DL1059 to AGS	850		905.00	15.00		855.40	5.40		851.00	1.00
DL1707 to MGM	850		906.00	16.00		856.20	6.20		851.30	1.30

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 723 from BNA	850	909.00		19.00	854.20		4.20	850.30		0.30
EA 279 from STL	850	910.00		20.00	855.00		5.00	851.00		1.00
EA1914 from ABY	850	911.00		21.00	855.40		5.40	851.30		1.30
DL1145 to STL	850		907.00	17.00		857.00	7.00		852.00	2.00
DL 835 to SEA	851		908.00	17.00		857.40	6.40		852.30	1.30
DL 345 to RSW	851		909.00	18.00		858.20	7.20		853.00	2.00
DL 95 to TPA	851		910.00	19.00		859.00	8.00		853.30	2.30
DL 337 to JAN	852		911.00	19.00		859.40	7.40		854.00	2.00
AA 63 from CAE	852	912.00		20.00	856.20		4.20	852.00		0.00
DL1210 to MSP	852		912.00	20.00		900.20	8.20		854.30	2.30
DL 353 to DAB	853		913.00	20.00		901.00	8.00		855.00	2.00
AA 819 from GSP	853	913.00		20.00	857.00		4.00	853.00		0.00
EA1910 from CHA	855	914.00		19.00	857.40		2.40	855.00		0.00
CC 201 from LGA	855	915.00		20.00	858.20		3.20	855.30		0.30
DL1659 to BOK	855		914.00	19.00		901.40	6.40		855.30	0.30
DL1273 to MLB	855		915.00	20.00		902.20	7.20		856.00	1.00
DL1299 to MCN	857		916.00	19.00		903.00	6.00		857.00	0.00
DL 484 to LGA	857		917.00	20.00		903.40	6.40		857.30	0.30
DL 53 to LAX	857		918.00	21.00		904.20	7.20		858.00	1.00
DL 245 to MEM	858		919.00	21.00		905.00	7.00		858.30	0.30
9T 550 to FLO	900		920.00	20.00		905.40	5.40		900.00	0.00
PI 706 to AVL	900		921.00	21.00		906.20	6.20		900.30	0.30
DL 585 to SLC	901		922.00	21.00		907.00	6.00		901.00	0.00
DL 389 to PHX	901		923.00	22.00		907.40	6.40		901.30	0.30
DL 452 to BDL	902		924.00	22.00		908.20	6.20		902.00	0.00
DL 203 to JAX	904		925.00	21.00		909.00	5.00		904.00	0.00
DL 749 to LAS	905		926.00	21.00		909.40	4.40		905.00	0.00
DL 49 to SFO	905		927.00	22.00		910.20	5.20		905.30	0.30
PI 702 to ROA	905		928.00	23.00		911.00	6.00		906.00	1.00
DL1291 from TYS	907	916.00		9.00	907.00		0.00	907.00		0.00
DL 735 from DCA	908	917.00		9.00	908.00		0.00	908.00		0.00
PI 726 to CLT	910		929.00	19.00		911.40	1.40		910.00	0.00
PI 745 from CLT	910	918.00		8.00	910.00		0.00	910.00		0.00
PA 991 from MIA	910	919.00		9.00	910.40		0.40	910.30		0.30
DL1719 from TCL	910	920.00		10.00	911.20		1.20	911.00		1.00
DL 828 from MSY	910	921.00		11.00	912.00		2.00	911.30		1.30
DL1656 from AGS	910	922.00		12.00	912.40		2.40	912.00		2.00
CC 991 from MIA	910	923.00		13.00	913.20		3.20	912.30		2.30
DL1218 from CHA	912	924.00		12.00	914.00		2.00	913.00		1.00
DL1228 from LIT	914	925.00		11.00	914.40		0.40	914.00		0.00
DL1720 to GAD	915		930.00	15.00		915.00	0.00		915.00	0.00
DL1742 to ANB	915		931.00	16.00		915.40	0.40		915.30	0.30
AA 63 to DFW	917		932.00	15.00		917.00	0.00		917.00	0.00
DL 176 from TPA	919	926.00		7.00	919.00		0.00	919.00		0.00
DL1740 from DNH	920	927.00		7.00	920.00		0.00	920.00		0.00
DL1296 from PNS	920	928.00		8.00	920.40		0.40	920.30		0.30
DL1756 from GTR	920	929.00		9.00	921.20		1.20	921.00		1.00
DL 848 from PBI	920	930.00		10.00	922.00		2.00	921.30		1.30
PA 970 to JFK	920		933.00	13.00		920.00	0.00		920.00	0.00
CC 970 to JFK	920		934.00	14.00		920.40	0.40		920.30	0.30
DL1174 from STL	921	931.00		10.00	922.40		1.40	922.00		1.00
DL 247 from CVG	922	932.00		10.00	923.20		1.20	922.30		0.30
DL 988 from MOB	922	933.00		11.00	924.00		2.00	923.00		1.00
DL 485 from LGA	922	934.00		12.00	924.40		2.40	923.30		1.30
DL 410 from MEM	924	935.00		11.00	925.20		1.20	924.00		0.00
EA 335 to BHM	925		935.00	10.00		925.00	0.00		925.00	0.00
EA1837 to FLO	925		936.00	11.00		925.40	0.40		925.30	0.30
EA 809 to BWI	925		937.00	12.00		926.20	1.20		926.00	1.00
DL1024 from TUL	925	936.00		11.00	926.00		1.00	925.00		0.00
EA 453 to MIA	925		938.00	13.00		927.00	2.00		926.30	1.30
EA 130 to DCA	925		939.00	14.00		927.40	2.40		927.00	2.00
EA1931 to PFN	925		940.00	15.00		928.20	3.20		927.30	2.30
EA 656 to BNA	925		941.00	16.00		929.00	4.00		928.00	3.00
EA 630 to RDU	925		942.00	17.00		929.40	4.40		928.30	3.30
DL 131 from FLL	925	937.00		12.00	926.40		1.40	925.30		0.30
EA 676 to DTW	925		943.00	18.00		930.20	5.20		929.00	4.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA1981 to TRI	925		944.00	19.00		931.00	6.00		929.30	4.30
DL 973 from CAE	926	938.00		12.00	927.20		1.20	926.00		0.00
DL1252 from BHM	927	939.00		12.00	928.00		1.00	927.00		0.00
EA 792 to CLE	928		945.00	17.00		931.40	3.40		930.00	2.00
EA 365 to CAE	928		946.00	18.00		932.20	4.20		930.30	2.30
DL 16 from DFW	929	940.00		11.00	929.00		0.00	929.00		0.00
DL 248 from JAN	929	941.00		12.00	929.40		0.40	929.30		0.30
DL 450 from RSW	929	942.00		13.00	930.20		1.20	930.00		1.00
EA 636 to ORF	929		947.00	18.00		933.00	4.00		931.00	2.00
DL 417 from BNA	929	943.00		14.00	931.00		2.00	930.30		1.30
DL1728 from MEI	930	944.00		14.00	931.40		1.40	931.00		1.00
EA1291 to AVL	930		948.00	18.00		933.40	3.40		931.30	1.30
DL1755 from HSV	930	945.00		15.00	932.20		2.20	931.30		1.30
EA 632 to BUF	930		949.00	19.00		934.20	4.20		932.00	2.00
EA1955 to MGM	930		950.00	20.00		935.00	5.00		932.30	2.30
CC 991 to MEM	930		951.00	21.00		935.40	5.40		933.00	3.00
DL1701 to MCN	930		952.00	22.00		936.20	6.20		933.30	3.30
DL1201 from CLT	930	946.00		16.00	933.00		3.00	932.00		2.00
DL1710 from PFN	930	947.00		17.00	933.40		3.40	932.30		2.30
DL1664 from CSG	930	948.00		18.00	934.20		4.20	933.00		3.00
DL 148 from MCO	930	949.00		19.00	935.00		5.00	933.30		3.30
EA1901 to CHA	930		953.00	23.00		937.00	7.00		934.00	4.00
CC 201 to MEM	930		954.00	24.00		937.40	7.40		934.30	4.30
PA 991 to MEM	930		955.00	25.00		938.20	8.20		935.00	5.00
EA 320 to PIT	930		956.00	26.00		939.00	9.00		935.30	5.30
DL1646 from GAD	930	950.00		20.00	935.40		5.40	934.00		4.00
EA 122 to ROC	932		957.00	25.00		939.40	7.40		936.00	4.00
DL 726 from SAT	933	951.00		18.00	936.20		3.20	934.30		1.30
EA 102 to LGA	934		958.00	24.00		940.20	6.20		936.30	2.30
DL1190 from MLB	934	952.00		18.00	937.00		3.00	935.00		1.00
EA 280 to MSP	934		959.00	25.00		941.00	7.00		937.00	3.00
EA 658 to EVV	934		1000.00	26.00		941.40	7.40		937.30	3.30
DL1676 from VPS	935	953.00		18.00	937.40		2.40	935.30		0.30
EA1923 to ABY	935		1001.00	26.00		942.20	7.20		938.00	3.00
EA 652 to IAD	935		1002.00	27.00		943.00	8.00		938.30	3.30
EA 719 to OKC	935		1003.00	28.00		943.40	8.40		939.00	4.00
EA 71 to SFO	935		1004.00	29.00		944.20	9.20		939.30	4.30
DL1665 to CSG	935		1005.00	30.00		945.00	10.00		940.00	5.00
DL 405 from SAV	935	954.00		19.00	938.20		3.20	936.00		1.00
DL 701 from BOS	935	955.00		20.00	939.00		4.00	936.30		1.30
EA1961 to AGS	935		1006.00	31.00		945.40	10.40		940.30	5.30
DL1181 from MSP	937	956.00		19.00	939.40		2.40	937.00		0.00
EA 252 to STL	937		1007.00	30.00		946.20	9.20		941.00	4.00
DL 246 from MCI	937	957.00		20.00	940.20		3.20	937.30		0.30
DL 440 from HOU	937	958.00		21.00	941.00		4.00	938.00		1.00
DL 338 from BTR	937	959.00		22.00	941.40		4.40	938.30		1.30
AA 64 from DFW	938	1000.00		22.00	942.20		4.20	939.00		1.00
EA 118 to BDL	938		1008.00	30.00		947.00	9.00		941.30	3.30
DL1018 from MGM	939	1001.00		22.00	943.00		4.00	939.30		0.30
DL 308 from CHS	939	1002.00		23.00	943.40		4.40	940.00		1.00
EA 834 to DEN	940		1009.00	29.00		947.40	7.40		942.00	2.00
EA 606 to PHL	940		1010.00	30.00		948.20	8.20		942.30	2.30
EA 81 to LAX	940		1011.00	31.00		949.00	9.00		943.00	3.00
DL1084 from AUS	940	1003.00		23.00	944.20		4.20	940.30		0.30
EA 711 to LAS	940		1012.00	32.00		949.40	9.40		943.30	3.30
AA 819 to ORD	940		1013.00	33.00		950.20	10.20		944.00	4.00
EA 104 to EWR	940		1014.00	34.00		951.00	11.00		944.30	4.30
DL 318 from SRQ	941	1004.00		23.00	945.00		4.00	941.00		0.00
DL 788 from JAX	941	1005.00		24.00	945.40		4.40	941.30		0.30
DL 799 from ORD	941	1006.00		25.00	946.20		5.20	942.00		1.00
AA 802 from ORD	942	1007.00		25.00	947.00		5.00	942.30		0.30
EA 753 from CLE	942	1008.00		26.00	947.40		5.40	943.00		1.00
EA 566 to RIC	943		1015.00	32.00		951.40	8.40		945.00	2.00
EA 619 to DFW	943		1016.00	33.00		952.20	9.20		945.30	2.30
DL 17 to DFW	943		1017.00	34.00		953.00	10.00		946.00	3.00
EA 685 to MSY	944		1018.00	34.00		953.40	9.40		946.30	2.30

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 678 to CMH	944		1019.00	35.00		954.20	10.20		947.00	3.00
EA 101 from PHL	944	1009.00		25.00	948.20		4.20	944.00		0.00
DN 2 to AUO	945		1020.00	35.00		955.00	10.00		947.30	2.30
EA 240 to ORD	945		1021.00	36.00		955.40	10.40		948.00	3.00
CC 990 to MIA	945		1022.00	37.00		956.20	11.20		948.30	3.30
PA 990 to MIA	945		1023.00	38.00		957.00	12.00		949.00	4.00
EA 228 to MCI	945		1024.00	39.00		957.40	12.40		949.30	4.30
EA 615 to MCO	945		1025.00	40.00		958.20	13.20		950.00	5.00
EA 534 to BOS	946		1026.00	40.00		959.00	13.00		950.30	4.30
EA 905 from DCA	946	1010.00		22.00	949.00		1.00	948.00		0.00
EA 738 to IND	949		1027.00	38.00		959.40	10.40		951.00	2.00
EA 683 from DTW	950	1011.00		21.00	950.00		0.00	950.00		0.00
EA 662 from MIA	953	1012.00		19.00	953.00		0.00	953.00		0.00
PI 704 to TRI	955		1028.00	33.00		1000.20	5.20		955.00	0.00
EA 341 from GSP	955	1013.00		18.00	955.00		0.00	955.00		0.00
EA 648 from IAH	955	1014.00		19.00	955.40		0.40	955.30		0.30
EA 135 from EWR	957	1015.00		18.00	957.00		0.00	957.00		0.00
EA 737 from PVD	958	1016.00		18.00	958.00		0.00	958.00		0.00
EA 731 from ABE	958	1017.00		19.00	958.40		0.40	958.30		0.30
EA 877 from BWI	959	1018.00		19.00	959.20		0.20	959.00		0.00
EA1902 from CHA	1000	1019.00		19.00	1000.00		0.00	1000.00		0.00
RC 370 from DTW	1000	1020.00		20.00	1000.40		0.40	1000.30		0.30
EA 597 from RIC	1001	1021.00		20.00	1001.20		0.20	1001.00		0.00
EA 725 from ISP	1001	1022.00		21.00	1002.00		1.00	1001.30		0.30
EA 331 from CLT	1005	1023.00		18.00	1005.00		0.00	1005.00		0.00
EA 363 from CAK	1005	1024.00		19.00	1005.40		0.40	1005.30		0.30
EA 263 from ORD	1006	1025.00		19.00	1006.20		0.20	1006.00		0.00
EA 557 from SYR	1006	1026.00		20.00	1007.00		1.00	1006.30		0.30
EA 553 from ALB	1007	1027.00		20.00	1007.40		0.40	1007.00		0.00
EA 789 from MKE	1008	1028.00		20.00	1008.20		0.20	1008.00		0.00
UA 966 from ORD	1008	1029.00		21.00	1009.00		1.00	1008.30		0.30
EA 989 from PIT	1008	1030.00		22.00	1009.40		1.40	1009.00		1.00
EA 509 from IAD	1008	1031.00		23.00	1010.20		2.20	1009.30		1.30
EA 267 from STL	1010	1032.00		22.00	1011.00		1.00	1010.00		0.00
EA1952 from AGS	1010	1033.00		23.00	1011.40		1.40	1010.30		0.30
EA1954 from MGM	1010	1034.00		24.00	1012.20		2.20	1011.00		1.00
EA 285 from SDF	1013	1035.00		22.00	1013.00		0.00	1013.00		0.00
EA 591 from BDL	1014	1036.00		22.00	1014.00		0.00	1014.00		0.00
PI1893 to AHN	1015		1029.00	14.00		1015.00	0.00		1015.00	0.00
EA 283 from BNA	1016	1037.00		21.00	1016.00		0.00	1016.00		0.00
EA 621 from GSO	1016	1038.00		22.00	1016.40		0.40	1016.30		0.30
EA 119 from LGA	1016	1039.00		23.00	1017.20		1.20	1017.00		1.00
EA 297 from OMA	1016	1040.00		24.00	1018.00		2.00	1017.30		1.30
EA 231 from MCI	1016	1041.00		25.00	1018.40		2.40	1018.00		2.00
EA 251 from ROC	1016	1042.00		26.00	1019.20		3.20	1018.30		2.30
DL 131 to DFW	1017		1030.00	13.00		1017.00	0.00		1017.00	0.00
DL 848 to DTW	1017		1031.00	14.00		1017.40	0.40		1017.30	0.30
DL 248 to LEX	1017		1032.00	15.00		1018.20	1.20		1018.00	1.00
DL1725 to VLD	1017		1033.00	16.00		1019.00	2.00		1018.30	1.30
DL1711 to PFM	1017		1034.00	17.00		1019.40	2.40		1019.00	2.00
EA 785 from BUF	1017	1043.00		26.00	1020.00		3.00	1019.00		2.00
DL 338 to PHL	1018		1035.00	17.00		1020.20	2.20		1019.30	1.30
DL1142 to CHS	1018		1036.00	18.00		1021.00	3.00		1020.00	2.00
EA 786 from DFW	1018	1044.00		26.00	1020.40		2.40	1019.30		1.30
DL 911 to HOU	1019		1037.00	18.00		1021.40	2.40		1020.30	1.30
DL1212 to CLE	1019		1038.00	19.00		1022.20	3.20		1021.00	2.00
EA 149 from BOS	1019	1045.00		26.00	1021.20		2.20	1020.00		1.00
EA 643 from MSP	1020	1046.00		26.00	1022.00		2.00	1020.30		0.30
EA 361 from RDU	1020	1047.00		27.00	1022.40		2.40	1021.00		1.00
EA 525 from ORF	1020	1048.00		28.00	1023.20		3.20	1021.30		1.30
EA1904 from CHA	1020	1049.00		29.00	1024.00		4.00	1022.00		2.00
DL1671 to DHN	1020		1039.00	19.00		1023.00	3.00		1021.30	1.30
DL 246 to SAV	1020		1040.00	20.00		1023.40	3.40		1022.00	2.00
DL1720 to MEI	1020		1041.00	21.00		1024.20	4.20		1022.30	2.30
EA 641 from CMH	1020	1050.00		30.00	1024.40		4.40	1022.30		2.30
DL 405 to BNA	1021		1042.00	21.00		1025.00	4.00		1023.00	2.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL 821 to	MCO 1021		1043.00	22.00		1025.40	4.40		1023.30	2.30
DL 726 to	DCA 1022		1044.00	22.00		1026.20	4.20		1024.00	2.00
DL1218 to	RIC 1022		1045.00	23.00		1027.00	5.00		1024.30	2.30
DL 315 to	MIA 1022		1046.00	24.00		1027.40	5.40		1025.00	3.00
DL1014 to	TOL 1023		1047.00	24.00		1028.20	5.20		1025.30	2.30
DL 410 to	BOS 1023		1048.00	25.00		1029.00	6.00		1026.00	3.00
AA 64 to	GSP 1024		1049.00	25.00		1029.40	5.40		1026.30	2.30
DL1758 to	GTR 1025		1050.00	25.00		1030.20	5.20		1027.00	2.00
AA 802 to	CHS 1025		1051.00	26.00		1031.00	6.00		1027.30	2.30
DL1074 to	CAE 1025		1052.00	27.00		1031.40	6.40		1028.00	3.00
DL1174 to	GSP 1026		1053.00	27.00		1032.20	6.20		1028.30	2.30
DL 148 to	EWR 1027		1054.00	27.00		1033.00	6.00		1029.00	2.00
DL 701 to	BHM 1028		1055.00	27.00		1033.40	5.40		1029.30	1.30
DL 450 to	IND 1028		1056.00	28.00		1034.20	6.20		1030.00	2.00
DL 247 to	FLL 1030		1057.00	27.00		1035.00	5.00		1030.30	0.30
DL1690 to	HSV 1030		1058.00	28.00		1035.40	5.40		1031.00	1.00
DL 252 to	TYS 1030		1059.00	29.00		1036.20	6.20		1031.30	1.30
DL1735 to	ABY 1030		1100.00	30.00		1037.00	7.00		1032.00	2.00
DL1700 to	MSL 1030		1101.00	31.00		1037.40	7.40		1032.30	2.30
DL1184 to	AGS 1030		1102.00	32.00		1038.20	8.20		1033.00	3.00
DL1244 to	PIT 1030		1103.00	33.00		1039.00	9.00		1033.30	3.30
DL1116 to	CVG 1032		1104.00	32.00		1039.40	7.40		1034.00	2.00
DL 440 to	BWI 1032		1105.00	33.00		1040.20	8.20		1034.30	2.30
DL1084 to	ORF 1034		1106.00	32.00		1041.00	7.00		1035.00	1.00
DL1198 to	CHA 1034		1107.00	33.00		1041.40	7.40		1035.30	1.30
DL 788 to	DAY 1035		1108.00	33.00		1042.20	7.20		1036.00	1.00
DL 132 to	ROU 1035		1109.00	34.00		1043.00	8.00		1036.30	1.30
DL1190 to	STL 1035		1110.00	35.00		1043.40	8.40		1037.00	2.00
DL1167 to	CSG 1035		1111.00	36.00		1044.20	9.20		1037.30	2.30
DL 485 to	MGM 1036		1112.00	36.00		1045.00	9.00		1038.00	2.00
DL 318 to	LGA 1037		1113.00	36.00		1045.40	8.40		1038.30	1.30
RC 820 from	MEM 1040	1051.00		11.00	1040.00		0.00	1040.00		0.00
EA 731 to	MKE 1040		1114.00	34.00		1046.20	6.20		1040.00	0.00
DL 776 to	CMH 1041		1115.00	34.00		1047.00	6.00		1041.00	0.00
DL 709 to	SRQ 1042		1116.00	34.00		1047.40	5.40		1042.00	0.00
PI 743 from	FAY 1044	1052.00		8.00	1044.00		0.00	1044.00		0.00
RC 373 to	DTW 1045		1117.00	32.00		1048.20	3.20		1045.00	0.00
DL 153 from	EWR 1050	1053.00		3.00	1050.00		0.00	1050.00		0.00
DL 45 from	ORD 1050	1054.00		4.00	1050.40		0.40	1050.30		0.30
DL 803 from	LGA 1050	1055.00		5.00	1051.20		1.20	1051.00		1.00
DL1214 from	MCN 1052	1056.00		4.00	1052.00		0.00	1052.00		0.00
DL1257 from	RIC 1052	1057.00		5.00	1052.40		0.40	1052.30		0.30
DL1249 from	TYS 1052	1058.00		6.00	1053.20		1.20	1053.00		1.00
DL 351 from	GSO 1054	1059.00		5.00	1054.00		0.00	1054.00		0.00
EA 101 to	JAX 1055		1118.00	23.00		1055.00	0.00		1055.00	0.00
DL1727 from	TRI 1055	1100.00		5.00	1055.00		0.00	1055.00		0.00
DL 785 from	PHL 1055	1101.00		6.00	1055.40		0.40	1055.30		0.30
DL1707 from	MGM 1055	1102.00		7.00	1056.20		1.20	1056.00		1.00
EA 753 to	RSW 1055		1119.00	24.00		1055.40	0.40		1055.30	0.30
EA 557 to	PNS 1055		1120.00	25.00		1056.20	1.20		1056.00	1.00
EA 360 to	GSO 1055		1121.00	26.00		1057.00	2.00		1056.30	1.30
DL 73 from	DTW 1056	1103.00		7.00	1057.00		1.00	1056.30		0.30
EA 256 from	SAV 1057	1104.00		7.00	1057.40		0.40	1057.00		0.00
EA 786 to	CHS 1057		1122.00	25.00		1057.40	0.40		1057.00	0.00
DL1095 from	ROU 1057	1105.00		8.00	1058.20		1.20	1057.30		0.30
DL 445 from	ORF 1058	1106.00		8.00	1059.00		1.00	1058.00		0.00
EA 973 to	MIA 1058		1123.00	25.00		1058.20	0.20		1058.00	0.00
DL 789 from	DAY 1058	1107.00		9.00	1059.40		1.40	1058.30		0.30
EA 597 to	BNA 1059		1124.00	25.00		1059.00	0.00		1059.00	0.00
DL1089 from	PIT 1059	1108.00		9.00	1100.20		1.20	1059.00		0.00
DL 208 from	MEM 1059	1109.00		10.00	1101.00		2.00	1059.30		0.30
DL 200 from	BHM 1059	1110.00		11.00	1101.40		2.40	1100.00		1.00
DL 125 from	BOS 1100	1111.00		11.00	1102.20		2.20	1100.30		0.30
DL1742 from	ANB 1100	1112.00		12.00	1103.00		3.00	1101.00		1.00
EA1933 to	PFN 1100		1125.00	25.00		1100.00	0.00		1100.00	0.00
DL 705 from	DCA 1100	1113.00		13.00	1103.40		3.40	1101.30		1.30

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL1689 from HSV	1100	1114.00		14.00	1104.20		4.20	1102.00		2.00
EA1905 to CHA	1100		1126.00	26.00		1100.40	0.40		1100.30	0.30
EA 119 to MSY	1100		1127.00	27.00		1101.20	1.20		1101.00	1.00
DL1215 from CAE	1100	1115.00		15.00	1105.00		5.00	1102.30		2.30
DL1734 from ABY	1100	1116.00		16.00	1105.40		5.40	1103.00		3.00
EA 361 to GSP	1101		1128.00	27.00		1102.00	1.00		1101.30	0.30
EA 781 to MCO	1101		1129.00	28.00		1102.40	1.40		1102.00	1.00
DL1137 from CHA	1102	1117.00		15.00	1106.20		4.20	1103.30		1.30
DL 700 from IAH	1103	1118.00		15.00	1107.00		4.00	1104.00		1.00
DL 441 from CMH	1104	1119.00		15.00	1107.40		3.40	1104.30		0.30
EA 777 to PHX	1105		1130.00	25.00		1105.00	0.00		1105.00	0.00
DL1058 from AGS	1105	1120.00		15.00	1108.20		3.20	1105.00		0.00
EA1957 to MGM	1105		1131.00	26.00		1105.40	0.40		1105.30	0.30
EA 578 to CLT	1105		1132.00	27.00		1106.20	1.20		1106.00	1.00
EA1965 to AGS	1105		1133.00	28.00		1107.00	2.00		1106.30	1.30
DL1701 from MCN	1105	1121.00		16.00	1109.00		4.00	1105.30		0.30
EA 591 to HOU	1105		1134.00	29.00		1107.40	2.40		1107.00	2.00
DL1683 from GSP	1105	1122.00		17.00	1109.40		4.40	1106.00		1.00
EA 263 to PBI	1105		1135.00	30.00		1108.20	3.20		1107.30	2.30
EA 671 to ELP	1105		1136.00	31.00		1109.00	4.00		1108.00	3.00
DL 273 from CLE	1106	1123.00		17.00	1110.20		4.20	1106.30		0.30
EA 509 to AUS	1106		1137.00	31.00		1109.40	3.40		1108.30	2.30
DL 294 from TPA	1107	1124.00		17.00	1111.00		4.00	1107.00		0.00
DL 787 from BDL	1107	1125.00		18.00	1111.40		4.40	1107.30		0.30
DL1075 from SDF	1107	1126.00		19.00	1112.20		5.20	1108.00		1.00
DL 975 from LEX	1109	1127.00		18.00	1113.00		4.00	1109.00		0.00
DL 503 from IND	1109	1128.00		19.00	1113.40		4.40	1109.30		0.30
DL1003 from BWI	1109	1129.00		20.00	1114.20		5.20	1110.00		1.00
EA 149 to HSV	1109		1138.00	29.00		1110.20	1.20		1109.00	0.00
DL1665 from CSG	1110	1130.00		20.00	1115.00		5.00	1110.30		0.30
DL1297 from CLT	1110	1131.00		21.00	1115.40		5.40	1111.00		1.00
DL1230 from PNS	1110	1132.00		22.00	1116.20		6.20	1111.30		1.30
RC 803 to MEM	1110		1139.00	29.00		1111.00	1.00		1110.00	0.00
DL1670 from DHN	1110	1133.00		23.00	1117.00		7.00	1112.00		2.00
EA1660 to MEM	1110		1140.00	30.00		1111.40	1.40		1110.30	0.30
DL1009 from SAV	1110	1134.00		24.00	1117.40		7.40	1112.30		2.30
EA 251 to BHM	1110		1141.00	31.00		1112.20	2.20		1111.00	1.00
DL 762 from MIA	1110	1135.00		25.00	1118.20		8.20	1113.00		3.00
EA 364 to TYS	1110		1142.00	32.00		1113.00	3.00		1111.30	1.30
EA 331 to SRQ	1110		1143.00	33.00		1113.40	3.40		1112.00	2.00
EA 643 to MLB	1110		1144.00	34.00		1114.20	4.20		1112.30	2.30
EA 785 to TPA	1110		1145.00	35.00		1115.00	5.00		1113.00	3.00
EA 621 to TLH	1110		1146.00	36.00		1115.40	5.40		1113.30	3.30
DL1256 from TLH	1111	1136.00		25.00	1119.00		8.00	1113.30		2.30
EA1656 from DFW	1111	1137.00		26.00	1119.40		8.40	1114.00		3.00
DL 442 from DFW	1111	1138.00		27.00	1120.20		9.20	1114.30		3.30
EA 297 to SAV	1111		1147.00	36.00		1116.20	5.20		1114.00	3.00
DL1036 from MOB	1113	1139.00		26.00	1121.00		8.00	1115.00		2.00
EA 525 to DFW	1114		1148.00	34.00		1117.00	3.00		1114.30	0.30
EA1641 to IAH	1115		1149.00	34.00		1117.40	2.40		1115.00	0.00
EA 285 to DAB	1115		1150.00	35.00		1118.20	3.20		1115.30	0.30
EA 363 to SAT	1115		1151.00	36.00		1119.00	4.00		1116.00	1.00
EA 789 to JAN	1115		1152.00	37.00		1119.40	4.40		1116.30	1.30
DL1655 to CSG	1115		1153.00	38.00		1120.20	5.20		1117.00	2.00
EA 725 to MOB	1118		1154.00	36.00		1121.00	3.00		1118.00	0.00
EA 553 to GNV	1119		1155.00	36.00		1121.40	2.40		1119.00	0.00
EA 255 to FLL	1120		1156.00	36.00		1122.20	2.20		1120.00	0.00
PI 742 to MYR	1120		1157.00	37.00		1123.00	3.00		1120.30	0.30
UA 545 to ORD	1121		1158.00	37.00		1123.40	2.40		1121.00	0.00
EA 567 from PHL	1122	1140.00		18.00	1122.00		0.00	1122.00		0.00
EA 296 from DAB	1124	1141.00		17.00	1124.00		0.00	1124.00		0.00
EA1825 from HHH	1126	1142.00		16.00	1126.00		0.00	1126.00		0.00
EA 230 from GNV	1127	1143.00		16.00	1127.00		0.00	1127.00		0.00
EA 512 from MSY	1128	1144.00		16.00	1128.00		0.00	1128.00		0.00
EA 286 from MLB	1128	1145.00		17.00	1128.40		0.40	1128.30		0.30
EA1628 from JAX	1128	1146.00		18.00	1129.20		1.20	1129.00		1.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA1634 from MOB	1128	1147.00		19.00	1130.00		2.00	1129.30		1.30
EA 530 from HOU	1129	1148.00		19.00	1130.40		1.40	1130.00		1.00
EA 732 from RSW	1129	1149.00		20.00	1131.20		2.20	1130.30		1.30
EA 934 from MIA	1129	1150.00		21.00	1132.00		3.00	1131.00		2.00
EA 239 from BDL	1129	1151.00		22.00	1132.40		3.40	1131.30		2.30
EA 220 from TLH	1129	1152.00		23.00	1133.20		4.20	1132.00		3.00
EA 629 from BOS	1129	1153.00		24.00	1134.00		5.00	1132.30		3.30
EA1962 from AGS	1130	1154.00		24.00	1134.40		4.40	1133.00		3.00
RC 460 from MSP	1130	1155.00		25.00	1135.20		5.20	1133.30		3.30
EA1926 from ABY	1130	1156.00		26.00	1136.00		6.00	1134.00		4.00
EA 287 from MSP	1130	1157.00		27.00	1136.40		6.40	1134.30		4.30
NW 704 from MSP	1130	1158.00		28.00	1137.20		7.20	1135.00		5.00
EA 387 from PBI	1131	1159.00		28.00	1138.00		7.00	1135.30		4.30
EA1646 from OKC	1131	1200.00		29.00	1138.40		7.40	1136.00		5.00
EA 661 from DCA	1131	1201.00		30.00	1139.20		8.20	1136.30		5.30
EA 340 from SAT	1132	1202.00		30.00	1140.00		8.00	1137.00		5.00
EA 237 from ORD	1134	1203.00		29.00	1140.40		6.40	1137.30		3.30
OZ 683 from STL	1134	1204.00		30.00	1141.20		7.20	1138.00		4.00
EA1958 from MGM	1135	1205.00		30.00	1142.00		7.00	1138.30		3.30
EA1292 from AVL	1135	1206.00		31.00	1142.40		7.40	1139.00		4.00
EA 585 from LGA	1135	1207.00		32.00	1143.20		8.20	1139.30		4.30
EA 330 from PNS	1137	1208.00		31.00	1144.00		7.00	1140.00		3.00
EA1612 from MCO	1137	1209.00		32.00	1144.40		7.40	1140.30		3.30
EA 508 from AUS	1137	1210.00		33.00	1145.20		8.20	1141.00		4.00
EA 764 from SRQ	1137	1211.00		34.00	1146.00		9.00	1141.30		4.30
EA 558 from IAH	1138	1212.00		34.00	1146.40		8.40	1142.00		4.00
EA1984 from TRI	1140	1213.00		33.00	1147.20		7.20	1142.30		2.30
EA1934 from PFN	1140	1214.00		34.00	1148.00		8.00	1143.00		3.00
EA 100 from BHM	1140	1215.00		35.00	1148.40		8.40	1143.30		3.30
EA 148 from FLL	1140	1216.00		36.00	1149.20		9.20	1144.00		4.00
EA 274 from CAE	1140	1217.00		37.00	1150.00		10.00	1144.30		4.30
EA 637 from BNA	1140	1218.00		38.00	1150.40		10.40	1145.00		5.00
EA1906 from CHA	1140	1219.00		39.00	1151.20		11.20	1145.30		5.30
EA 514 from TPA	1140	1220.00		40.00	1152.00		12.00	1146.00		6.00
PI 95 from TRI	1144	1221.00		37.00	1152.40		8.40	1146.30		2.30
DL1716 to TRI	1146		1159.00	13.00		1146.00	0.00		1146.00	0.00
DL1087 to MGM	1146		1200.00	14.00		1146.40	0.40		1146.30	0.30
DL1677 to VPS	1146		1201.00	15.00		1147.20	1.20		1147.00	1.00
DL1058 to SDF	1146		1202.00	16.00		1148.00	2.00		1147.30	1.30
DL1660 to BQK	1146		1203.00	17.00		1148.40	2.40		1148.00	2.00
DL1747 to AVL	1146		1204.00	18.00		1149.20	3.20		1148.30	2.30
DL1657 to AGS	1146		1205.00	19.00		1150.00	4.00		1149.00	3.00
DL1702 to MCN	1146		1206.00	20.00		1150.40	4.40		1149.30	3.30
DL 351 to LIT	1147		1207.00	20.00		1151.20	4.20		1150.00	3.00
DL1215 to MCI	1148		1208.00	20.00		1152.00	4.00		1150.30	2.30
DL1095 to IAH	1149		1209.00	20.00		1152.40	3.40		1151.00	2.00
DL 765 to PBI	1149		1210.00	21.00		1153.20	4.20		1151.30	2.30
DL1691 to HSV	1150		1211.00	21.00		1154.00	4.00		1152.00	2.00
DL1659 from BQK	1150	1222.00		32.00	1153.20		3.20	1150.00		0.00
DL 273 to MEM	1151		1212.00	21.00		1154.40	3.40		1152.30	1.30
DL1075 to SAT	1152		1213.00	21.00		1155.20	3.20		1153.00	1.00
DL 200 to LGA	1152		1214.00	22.00		1156.00	4.00		1153.30	1.30
DL 294 to MSP	1153		1215.00	22.00		1156.40	3.40		1154.00	1.00
EA1833 to MGR	1153		1216.00	23.00		1157.20	4.20		1154.30	1.30
DL1230 to GSO	1153		1217.00	24.00		1158.00	5.00		1155.00	2.00
DL1009 to MOB	1154		1218.00	24.00		1158.40	4.40		1155.30	1.30
DL 463 to DFW	1154		1219.00	25.00		1159.20	5.20		1156.00	2.00
DL 705 to FLL	1154		1220.00	26.00		1200.00	6.00		1156.30	2.30
DL1708 to MGM	1155		1221.00	26.00		1200.40	5.40		1157.00	2.00
DL1297 to TLH	1155		1222.00	27.00		1201.20	6.20		1157.30	2.30
DL 322 to ORD	1155		1223.00	28.00		1202.00	7.00		1158.00	3.00
DL1257 to OKC	1155		1224.00	29.00		1202.40	7.40		1158.30	3.30
DL1256 to CLT	1155		1225.00	30.00		1203.20	8.20		1159.00	4.00
DL1089 to BTR	1156		1226.00	30.00		1204.00	8.00		1159.30	3.30
DL1200 to BNA	1156		1227.00	31.00		1204.40	8.40		1200.00	4.00
DL 319 to MIA	1157		1228.00	31.00		1205.20	8.20		1200.30	3.30

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL1003 to	JAN 1158		1229.00	31.00		1206.00	8.00		1201.00	3.00
NW 704 to	MCO 1200		1230.00	30.00		1206.40	6.40		1201.30	1.30
DL 503 to	RSW 1201		1231.00	30.00		1207.20	6.20		1202.00	1.00
DL1150 to	GSP 1201		1232.00	31.00		1208.00	7.00		1202.30	1.30
DL1072 to	CHS 1201		1233.00	32.00		1208.40	7.40		1203.00	2.00
DL1209 to	PNS 1201		1234.00	33.00		1209.20	8.20		1203.30	2.30
DL 700 to	DCA 1202		1235.00	33.00		1210.00	8.00		1204.00	2.00
DL 861 to	DEN 1202		1236.00	34.00		1210.40	8.40		1204.30	2.30
DL 787 to	JAX 1203		1237.00	34.00		1211.20	8.20		1205.00	2.00
DL 745 to	TPA 1205		1238.00	33.00		1212.00	7.00		1205.30	0.30
PI 789 from	ROA 1209	1223.00		14.00	1209.00		0.00	1209.00		0.00
DL 795 to	MSY 1210		1239.00	29.00		1212.40	2.40		1210.00	0.00
NW 753 from	TPA 1210	1224.00		14.00	1210.00		0.00	1210.00		0.00
DL1721 from	TCL 1210	1225.00		15.00	1210.40		0.40	1210.30		0.30
DL1085 to	AUS 1211		1240.00	29.00		1213.20	2.20		1211.00	0.00
DL 41 to	LAX 1212		1241.00	29.00		1214.00	2.00		1212.00	0.00
DL1672 to	DHN 1215		1242.00	27.00		1215.00	0.00		1215.00	0.00
TW 804 from	STL 1215	1226.00		11.00	1215.00		0.00	1215.00		0.00
EA 556 to	ROU 1215		1243.00	28.00		1215.40	0.40		1215.30	0.30
EA 124 to	PHL 1215		1244.00	29.00		1216.20	1.20		1216.00	1.00
EA1907 to	CHA 1215		1245.00	30.00		1217.00	2.00		1216.30	1.30
EA 256 to	SOF 1216		1246.00	30.00		1217.40	1.40		1217.00	1.00
EA 330 to	BUF 1217		1247.00	30.00		1218.20	1.20		1217.30	0.30
EA 528 to	IAD 1217		1248.00	31.00		1219.00	2.00		1218.00	1.00
EA 558 to	GSO 1218		1249.00	31.00		1219.40	1.40		1218.30	0.30
EA1637 to	PNS 1218		1250.00	32.00		1220.20	2.20		1219.00	1.00
EA 286 to	BNA 1218		1251.00	33.00		1221.00	3.00		1219.30	1.30
EA 230 to	MCI 1219		1252.00	33.00		1221.40	2.40		1220.00	1.00
EA 287 to	CLT 1220		1253.00	33.00		1222.20	2.20		1220.30	0.30
EA1935 to	PFN 1220		1254.00	34.00		1223.00	3.00		1221.00	1.00
EA 340 to	DCA 1220		1255.00	35.00		1223.40	3.40		1221.30	1.30
EA1656 to	CAE 1220		1256.00	36.00		1224.20	4.20		1222.00	2.00
EA1985 to	TRI 1220		1257.00	37.00		1225.00	5.00		1222.30	2.30
EA 572 to	LGA 1220		1258.00	38.00		1225.40	5.40		1223.00	3.00
EA 148 to	BOS 1220		1259.00	39.00		1226.20	6.20		1223.30	3.30
EA 732 to	DTW 1223		1300.00	37.00		1227.00	4.00		1224.00	1.00
EA 146 to	BWI 1224		1301.00	37.00		1227.40	3.40		1224.30	0.30
DL1166 from	SHV 1224	1227.00		3.00	1224.00		0.00	1224.00		0.00
DL 824 from	MSY 1225	1228.00		3.00	1225.00		0.00	1225.00		0.00
EA 514 to	GSP 1225		1302.00	37.00		1228.20	3.20		1225.00	0.00
CC 203 from	LGA 1225	1229.00		4.00	1225.40		0.40	1225.30		0.30
EA1293 to	AVL 1225		1303.00	38.00		1229.00	4.00		1225.30	0.30
EA1959 to	MGM 1225		1304.00	39.00		1229.40	4.40		1226.00	1.00
EA 634 to	ISP 1225		1305.00	40.00		1230.20	5.20		1226.30	1.30
EA 512 to	CHS 1225		1306.00	41.00		1231.00	6.00		1227.00	2.00
EA 567 to	MLB 1227		1307.00	40.00		1231.40	4.40		1227.30	0.30
EA1646 to	SAV 1227		1308.00	41.00		1232.20	5.20		1228.00	1.00
EA 681 to	JAX 1229		1309.00	40.00		1233.00	4.00		1229.00	0.00
DL 500 from	JAN 1229	1230.00		1.00	1229.00		0.00	1229.00		0.00
DL 94 from	TPA 1229	1231.00		2.00	1229.40		0.40	1229.30		0.30
EA 954 to	ORD 1229		1310.00	41.00		1233.40	4.40		1229.30	0.30
DL1002 from	MCI 1229	1232.00		3.00	1230.20		1.20	1230.00		1.00
DL 107 from	LGA 1230	1233.00		3.00	1231.00		1.00	1230.30		0.30
EA 100 to	JFK 1230		1311.00	41.00		1234.20	4.20		1230.00	0.00
EA1945 to	ABY 1230		1312.00	42.00		1235.00	5.00		1230.30	0.30
EA 764 to	CLE 1230		1313.00	43.00		1235.40	5.40		1231.00	1.00
EA 316 to	PIT 1230		1314.00	44.00		1236.20	6.20		1231.30	1.30
EA1969 to	AGS 1230		1315.00	45.00		1237.00	7.00		1232.00	2.00
DL1146 from	STL 1231	1234.00		3.00	1231.40		0.40	1231.00		0.00
EA 715 to	MSY 1231		1316.00	45.00		1237.40	6.40		1232.30	1.30
EA 387 to	BHM 1232		1317.00	45.00		1238.20	6.20		1233.00	1.00
AA 804 from	ORD 1232	1235.00		3.00	1232.20		0.20	1232.00		0.00
DL1236 from	MEM 1232	1236.00		4.00	1233.00		1.00	1232.30		0.30
DL 534 from	JAX 1232	1237.00		5.00	1233.40		1.40	1233.00		1.00
DL 700 from	DEN 1233	1238.00		5.00	1234.20		1.20	1233.30		0.30
EA 274 to	STL 1235		1318.00	43.00		1239.00	4.00		1235.00	0.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DN 3 from AUO	1235	1239.00		4.00	1235.00		0.00	1235.00		0.00
EA 530 to RIC	1235		1319.00	44.00		1239.40	4.40		1235.30	0.30
DL1168 from CSG	1235	1240.00		5.00	1235.40		0.40	1235.30		0.30
DL1205 from GSP	1236	1241.00		5.00	1236.20		0.20	1236.00		0.00
DL 354 from DAB	1236	1242.00		6.00	1237.00		1.00	1236.30		0.30
DL1197 from CHA	1237	1243.00		6.00	1237.40		0.40	1237.00		0.00
EA 508 to ORF	1238		1320.00	42.00		1240.20	2.20		1238.00	0.00
EA 296 to IND	1239		1321.00	42.00		1241.00	2.00		1239.00	0.00
DL1272 from MLB	1239	1244.00		5.00	1239.00		0.00	1239.00		0.00
DL 502 from RSW	1239	1245.00		6.00	1239.40		0.40	1239.30		0.30
DL1185 from AGS	1240	1246.00		6.00	1240.20		0.20	1240.00		0.00
DL 457 from DCA	1240	1247.00		7.00	1241.00		1.00	1240.30		0.30
DL 760 from SRQ	1240	1248.00		8.00	1241.40		1.40	1241.00		1.00
EA 600 to EWR	1240		1322.00	42.00		1241.40	1.40		1240.00	0.00
DL 996 from ABQ	1243	1249.00		6.00	1243.00		0.00	1243.00		0.00
DL 287 from TYS	1243	1250.00		7.00	1243.40		0.40	1243.30		0.30
DL1096 from OKC	1244	1251.00		7.00	1244.20		0.20	1244.00		0.00
DL 363 from BNA	1245	1252.00		7.00	1245.00		0.00	1245.00		0.00
NW 753 to MSP	1245		1323.00	38.00		1245.00	0.00		1245.00	0.00
DL1690 from HSV	1245	1253.00		8.00	1245.40		0.40	1245.30		0.30
DL1735 from ABY	1245	1254.00		9.00	1246.20		1.20	1246.00		1.00
DL1703 to MCN	1245		1324.00	39.00		1245.40	0.40		1245.30	0.30
DL 320 from MIA	1246	1255.00		9.00	1247.00		1.00	1246.30		0.30
DL 370 from HOU	1247	1256.00		9.00	1247.40		0.40	1247.00		0.00
DL 736 from BHM	1247	1257.00		10.00	1248.20		1.20	1247.30		0.30
DL 566 from MCO	1247	1258.00		11.00	1249.00		2.00	1248.00		1.00
DL 304 from MGM	1249	1259.00		10.00	1249.40		0.40	1249.00		0.00
DL1655 from CSG	1250	1300.00		10.00	1250.20		0.20	1250.00		0.00
CC 974 from MEM	1250	1301.00		11.00	1251.00		1.00	1250.30		0.30
DL 296 from SAV	1250	1302.00		12.00	1251.40		1.40	1251.00		1.00
PA 994 from MEM	1250	1303.00		13.00	1252.20		2.20	1251.30		1.30
CC 994 from MEM	1250	1304.00		14.00	1253.00		3.00	1252.00		2.00
DL1763 from MSL	1250	1305.00		15.00	1253.40		3.40	1252.30		2.30
DL 533 from ORD	1250	1306.00		16.00	1254.20		4.20	1253.00		3.00
DL 784 from PBI	1250	1307.00		17.00	1255.00		5.00	1253.30		3.30
PA 974 from MEM	1250	1308.00		18.00	1255.40		5.40	1254.00		4.00
DL 814 from FLL	1252	1309.00		17.00	1256.20		4.20	1254.30		2.30
DL1038 from CAE	1252	1310.00		18.00	1257.00		5.00	1255.00		3.00
DL 476 from DFW	1253	1311.00		18.00	1257.40		4.40	1255.30		2.30
DL1725 from VLD	1253	1312.00		19.00	1258.20		5.20	1256.00		3.00
DL1757 from GTR	1253	1313.00		20.00	1259.00		6.00	1256.30		3.30
DL1266 from CHS	1253	1314.00		21.00	1259.40		6.40	1257.00		4.00
DL1711 from PFN	1253	1315.00		22.00	1300.20		7.20	1257.30		4.30
DL1671 from DHN	1253	1316.00		23.00	1301.00		8.00	1258.00		5.00
PI 728 to ROA	1300		1325.00	25.00		1300.00	0.00		1300.00	0.00
EA 707 from BUF	1303	1317.00		14.00	1303.00		0.00	1303.00		0.00
CC 203 to MEM	1305		1326.00	21.00		1305.00	0.00		1305.00	0.00
EA1908 from CHA	1305	1318.00		13.00	1305.00		0.00	1305.00		0.00
PI 91 to AVL	1305		1327.00	22.00		1305.40	0.40		1305.30	0.30
EA 243 from ORD	1305	1319.00		14.00	1305.40		0.40	1305.30		0.30
EA 125 from PHL	1307	1320.00		13.00	1307.00		0.00	1307.00		0.00
AA 803 from CHS	1307	1321.00		14.00	1307.40		0.40	1307.30		0.30
PI 711 from CLT	1307	1322.00		15.00	1308.20		1.20	1308.00		1.00
EA 523 from GSP	1310	1323.00		13.00	1310.00		0.00	1310.00		0.00
EA 140 from MCO	1310	1324.00		14.00	1310.40		0.40	1310.30		0.30
AA 346 from GSP	1312	1325.00		13.00	1312.00		0.00	1312.00		0.00
EA 145 from BOS	1312	1326.00		14.00	1312.40		0.40	1312.30		0.30
EA 543 from LGA	1313	1327.00		14.00	1313.20		0.20	1313.00		0.00
EA 644 from MSY	1314	1328.00		14.00	1314.00		0.00	1314.00		0.00
PA 974 to JFK	1315		1328.00	13.00		1315.00	0.00		1315.00	0.00
EA 517 from ORF	1315	1329.00		14.00	1315.00		0.00	1315.00		0.00
AA 804 to GSP	1315		1329.00	14.00		1315.40	0.40		1315.30	0.30
CC 974 to JFK	1315		1330.00	15.00		1316.20	1.20		1316.00	1.00
EA 497 from CMH	1318	1330.00		12.00	1318.00		0.00	1318.00		0.00
EA 563 from RIC	1319	1331.00		12.00	1319.00		0.00	1319.00		0.00
DL1702 from MCN	1320	1332.00		12.00	1320.00		0.00	1320.00		0.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 295 from IND	1320	1333.00		13.00	1320.40		0.40	1320.30		0.30
EA1603 from CLT	1320	1334.00		14.00	1321.20		1.20	1321.00		1.00
EA 778 from ELP	1322	1335.00		13.00	1322.00		0.00	1322.00		0.00
EA 250 from FLL	1322	1336.00		14.00	1322.40		0.40	1322.30		0.30
EA 329 from PIT	1322	1337.00		15.00	1323.20		1.20	1323.00		1.00
EA 262 from PBI	1322	1338.00		16.00	1324.00		2.00	1323.30		1.30
EA 610 from TYS	1322	1339.00		17.00	1324.40		2.40	1324.00		2.00
EA 835 from DEN	1324	1340.00		16.00	1325.20		1.20	1324.30		0.30
EA1665 from BHM	1325	1341.00		16.00	1326.00		1.00	1325.00		0.00
EA 377 from RDU	1325	1342.00		17.00	1326.40		1.40	1325.30		0.30
EA 273 from STL	1326	1343.00		17.00	1327.20		1.20	1326.00		0.00
EA 783 from CLE	1326	1344.00		18.00	1328.00		2.00	1326.30		0.30
EA 688 from JAX	1327	1345.00		18.00	1328.40		1.40	1327.00		0.00
DL 500 to BOS	1328		1331.00	3.00		1328.00	0.00		1328.00	0.00
EA 299 from BNA	1328	1346.00		18.00	1329.20		1.20	1328.00		0.00
DL1236 to GSO	1328		1332.00	4.00		1328.40	0.40		1328.30	0.30
DL 468 to FWA	1329		1333.00	4.00		1329.20	0.20		1329.00	0.00
EA 761 from DTW	1329	1347.00		18.00	1330.00		1.00	1329.00		0.00
EA 665 from IAD	1329	1348.00		19.00	1330.40		1.40	1329.30		0.30
EA 257 from SDF	1329	1349.00		20.00	1331.20		2.20	1330.00		1.00
DL1127 to HOU	1329		1334.00	5.00		1330.00	1.00		1329.30	0.30
DL1060 to LEX	1329		1335.00	6.00		1330.40	1.40		1330.00	1.00
DL1748 to AVL	1330		1336.00	6.00		1331.20	1.20		1330.30	0.30
RC 776 to DTW	1330		1337.00	7.00		1332.00	2.00		1331.00	1.00
EA1956 from MGM	1330	1350.00		20.00	1332.00		2.00	1330.30		0.30
DL1726 to VLD	1330		1338.00	8.00		1332.40	2.40		1331.30	1.30
DL1648 to PFN	1330		1339.00	9.00		1333.20	3.20		1332.00	2.00
DN 4 to AUO	1330		1340.00	10.00		1334.00	4.00		1332.30	2.30
DL 534 to ORD	1330		1341.00	11.00		1334.40	4.40		1333.00	3.00
PA 994 to MIA	1330		1342.00	12.00		1335.20	5.20		1333.30	3.30
DL1722 to GTR	1330		1343.00	13.00		1336.00	6.00		1334.00	4.00
EA1838 from FLO	1330	1351.00		21.00	1332.40		2.40	1331.00		1.00
EA1966 from AGS	1330	1352.00		22.00	1333.20		3.20	1331.30		1.30
DL1146 to AGS	1330		1344.00	14.00		1336.40	6.40		1334.30	4.30
DL1759 to TCL	1330		1345.00	15.00		1337.20	7.20		1335.00	5.00
PA 776 to DTW	1330		1346.00	16.00		1338.00	8.00		1335.30	5.30
CC 994 to MIA	1330		1347.00	17.00		1338.40	8.40		1336.00	6.00
EA 105 from EWR	1331	1353.00		22.00	1334.00		3.00	1332.00		1.00
DL 566 to CLE	1331		1348.00	17.00		1339.20	8.20		1336.30	5.30
EA 564 from TUS	1331	1354.00		23.00	1334.40		3.40	1332.30		1.30
DL 370 to BDL	1332		1349.00	17.00		1340.00	8.00		1337.00	5.00
EA 744 from SAV	1332	1355.00		23.00	1335.20		3.20	1333.00		1.00
DL 887 to DFW	1332		1350.00	18.00		1340.40	8.40		1337.30	5.30
DL 296 to PHL	1333		1351.00	18.00		1341.20	8.20		1338.00	5.00
EA 720 from TPA	1334	1356.00		22.00	1336.00		2.00	1334.00		0.00
EA 147 from BWI	1334	1357.00		23.00	1336.40		2.40	1334.30		0.30
EA 357 from PNS	1334	1358.00		24.00	1337.20		3.20	1335.00		1.00
EA 798 from MIA	1334	1359.00		25.00	1338.00		4.00	1335.30		1.30
EA 679 from HSV	1334	1400.00		26.00	1338.40		4.40	1336.00		2.00
EA 278 from CHS	1334	1401.00		27.00	1339.20		5.20	1336.30		2.30
EA 139 from DCA	1335	1402.00		27.00	1340.00		5.00	1337.00		2.00
DL 67 to FLL	1335		1352.00	17.00		1342.00	7.00		1338.30	3.30
EA1936 from PFN	1335	1403.00		28.00	1340.40		5.40	1337.30		2.30
DL 782 to BWI	1335		1353.00	18.00		1342.40	7.40		1339.00	4.00
DL 404 to CAE	1335		1354.00	19.00		1343.20	8.20		1339.30	4.30
DL1048 to SAV	1335		1355.00	20.00		1344.00	9.00		1340.00	5.00
DL1684 to GSP	1335		1356.00	21.00		1344.40	9.40		1340.30	5.30
DL1118 to CHS	1336		1357.00	21.00		1345.20	9.20		1341.00	5.00
AA 803 to ORD	1336		1358.00	22.00		1346.00	10.00		1341.30	5.30
DL 814 to DTW	1337		1359.00	22.00		1346.40	9.40		1342.00	5.00
DL 320 to CMH	1339		1400.00	21.00		1347.20	8.20		1342.30	3.30
DL1753 to MSL	1340		1401.00	21.00		1348.00	8.00		1343.00	3.00
EA1928 from CHA	1340	1404.00		24.00	1341.20		1.20	1340.00		0.00
DL 304 to LGA	1342		1402.00	20.00		1348.40	6.40		1343.30	1.30
DL1221 from RIC	1342	1405.00		23.00	1342.00		0.00	1342.00		0.00
DL 298 to DAY	1343		1403.00	20.00		1349.20	6.20		1344.00	1.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL 457 to BHM	1343		1404.00	21.00		1350.00	7.00		1344.30	1.30
DL1266 to SDF	1344		1405.00	21.00		1350.40	6.40		1345.00	1.00
DL1294 to TYS	1344		1406.00	22.00		1351.20	7.20		1345.30	1.30
DL 363 to TPA	1344		1407.00	23.00		1352.00	8.00		1346.00	2.00
DL1692 to HSV	1345		1408.00	23.00		1352.40	7.40		1346.30	1.30
DL1272 to PIT	1345		1409.00	24.00		1353.20	8.20		1347.00	2.00
DL1736 to ABY	1345		1410.00	25.00		1354.00	9.00		1347.30	2.30
EA1833 from MGR	1345	1406.00		21.00	1345.00		0.00	1345.00		0.00
DL1096 to RDU	1345		1411.00	26.00		1354.40	9.40		1348.00	3.00
DL1205 to MGM	1346		1412.00	26.00		1355.20	9.20		1348.30	2.30
OZ 684 to STL	1346		1413.00	27.00		1356.00	10.00		1349.00	3.00
DL 760 to CVG	1346		1414.00	28.00		1356.40	10.40		1349.30	3.30
DL 736 to DCA	1347		1415.00	28.00		1357.20	10.20		1350.00	3.00
DL 264 to IND	1348		1416.00	28.00		1358.00	10.00		1350.30	2.30
DL 451 from IND	1349	1407.00		18.00	1349.00		0.00	1349.00		0.00
DL 984 to ORF	1349		1417.00	28.00		1358.40	9.40		1351.00	2.00
DL 307 to CSG	1350		1418.00	28.00		1359.20	9.20		1351.30	1.30
PI 712 to FAY	1350		1419.00	29.00		1400.00	10.00		1352.00	2.00
DL 798 to EWR	1352		1420.00	28.00		1400.40	8.40		1352.30	0.30
DL1288 to RIC	1352		1421.00	29.00		1401.20	9.20		1353.00	1.00
DL 127 to MCO	1353		1422.00	29.00		1402.00	9.00		1353.30	0.30
DL 533 to SRQ	1353		1423.00	30.00		1402.40	9.40		1354.00	1.00
AA 346 to DFW	1355		1424.00	29.00		1403.20	8.20		1355.00	0.00
DL1657 from AGS	1400	1408.00		8.00	1400.00		0.00	1400.00		0.00
DL1691 from HSV	1405	1409.00		4.00	1405.00		0.00	1405.00		0.00
EA 670 to GSP	1409		1425.00	16.00		1409.00	0.00		1409.00	0.00
PA 971 from JFK	1410	1410.00		0.00	1410.00		0.00	1410.00		0.00
DL1747 from AVL	1410	1411.00		1.00	1410.40		0.40	1410.30		0.30
EA1839 to FLO	1410		1426.00	16.00		1410.00	0.00		1410.00	0.00
EA1927 to VPS	1410		1427.00	17.00		1410.40	0.40		1410.30	0.30
EA1665 to CLT	1410		1428.00	18.00		1411.20	1.20		1411.00	1.00
EA 554 to LGA	1410		1429.00	19.00		1412.00	2.00		1411.30	1.30
EA 517 to BHM	1410		1430.00	20.00		1412.40	2.40		1412.00	2.00
DL1708 from MGM	1410	1412.00		2.00	1411.20		1.20	1411.00		1.00
EA 523 to MOB	1410		1431.00	21.00		1413.20	3.20		1412.30	2.30
EA1826 to HHH	1410		1432.00	22.00		1414.00	4.00		1413.00	3.00
EA 644 to BOS	1410		1433.00	23.00		1414.40	4.40		1413.30	3.30
EA 610 to BWI	1410		1434.00	24.00		1415.20	5.20		1414.00	4.00
EA 752 to ABE	1410		1435.00	25.00		1416.00	6.00		1414.30	4.30
EA1911 to CHA	1410		1436.00	26.00		1416.40	6.40		1415.00	5.00
CC 971 from JFK	1410	1413.00		3.00	1412.00		2.00	1411.30		1.30
EA 835 to TLH	1412		1437.00	25.00		1417.20	5.20		1415.30	3.30
EA 246 to ORD	1412		1438.00	26.00		1418.00	6.00		1416.00	4.00
EA 273 to JAX	1412		1439.00	27.00		1418.40	6.40		1416.30	4.30
DL1221 to CHA	1414		1440.00	26.00		1419.20	5.20		1417.00	3.00
TW 804 to JFK	1415		1441.00	26.00		1420.00	5.00		1417.30	2.30
EA 105 to FLL	1415		1442.00	27.00		1420.40	5.40		1418.00	3.00
EA 707 to MCO	1415		1443.00	28.00		1421.20	6.20		1418.30	3.30
EA1977 to AGS	1415		1444.00	29.00		1422.00	7.00		1419.00	4.00
EA 293 to PBI	1415		1445.00	30.00		1422.40	7.40		1419.30	4.30
EA 570 to RIC	1415		1446.00	31.00		1423.20	8.20		1420.00	5.00
EA 357 to DAB	1415		1447.00	32.00		1424.00	9.00		1420.30	5.30
EA1963 to MGM	1415		1448.00	33.00		1424.40	9.40		1421.00	6.00
EA 214 to OMA	1415		1449.00	34.00		1425.20	10.20		1421.30	6.30
EA 686 to BNA	1419		1450.00	31.00		1426.00	7.00		1422.00	3.00
EA 563 to HSV	1419		1451.00	32.00		1426.40	7.40		1422.30	3.30
EA 329 to MSY	1420		1452.00	32.00		1427.20	7.20		1423.00	3.00
DL 817 from EWR	1420	1420.00		0.00	1420.00		0.00	1420.00		0.00
EA 617 to MIA	1420		1453.00	33.00		1428.00	8.00		1423.30	3.30
EA 696 to DCA	1420		1454.00	34.00		1428.40	8.40		1424.00	4.00
DL1743 to ANB	1420		1455.00	35.00		1429.20	9.20		1424.30	4.30
EA1919 to ABY	1420		1456.00	36.00		1430.00	10.00		1425.00	5.00
DL 97 from RDU	1420	1421.00		1.00	1420.40		0.40	1420.30		0.30
EA 139 to IAH	1420		1457.00	37.00		1430.40	10.40		1425.30	5.30
DL1191 from STL	1421	1422.00		1.00	1421.20		0.20	1421.00		0.00
EA 145 to MLB	1421		1458.00	37.00		1431.20	10.20		1426.00	5.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 744 to DFW	1423		1459.00	36.00		1432.00	9.00		1426.30	3.30
DL 743 from DAY	1423	1423.00		0.00	1423.00		0.00	1423.00		0.00
DL1231 from PIT	1424	1424.00		0.00	1424.00		0.00	1424.00		0.00
EA 543 to TPA	1424		1500.00	36.00		1432.40	8.40		1427.00	3.00
EA 688 to ALB	1424		1501.00	37.00		1433.20	9.20		1427.30	3.30
DL 714 from SRQ	1424	1425.00		1.00	1424.40		0.40	1424.30		0.30
EA 299 to SRQ	1425		1502.00	37.00		1434.00	9.00		1428.00	3.00
EA 564 to PHL	1425		1503.00	38.00		1434.40	9.40		1428.30	3.30
EA 140 to SYR	1425		1504.00	39.00		1435.20	10.20		1429.00	4.00
EA 679 to GNV	1425		1505.00	40.00		1436.00	11.00		1429.30	4.30
DL1703 from MCN	1425	1426.00		1.00	1425.20		0.20	1425.00		0.00
DL1704 to MCN	1425		1506.00	41.00		1436.40	11.40		1430.00	5.00
DL 573 from BDL	1425	1427.00		2.00	1426.00		1.00	1425.30		0.30
DL1161 from TLH	1426	1428.00		2.00	1426.40		0.40	1426.00		0.00
DL 777 from CMH	1426	1429.00		3.00	1427.20		1.20	1426.30		0.30
EA 257 to PNS	1427		1507.00	40.00		1437.20	10.20		1430.30	3.30
DL 365 from CVG	1427	1430.00		3.00	1428.00		1.00	1427.00		0.00
EA 377 to JAN	1427		1508.00	41.00		1438.00	11.00		1431.00	4.00
DL1211 from CLE	1429	1431.00		2.00	1429.00		0.00	1429.00		0.00
DL 451 to JAX	1429		1509.00	40.00		1438.40	9.40		1431.30	2.30
EA 783 to RSW	1429		1510.00	41.00		1439.20	10.20		1432.00	3.00
DL1023 from ORF	1429	1432.00		3.00	1429.40		0.40	1429.30		0.30
DL1673 to DHN	1430		1511.00	41.00		1440.00	10.00		1432.30	2.30
DL 329 from BWI	1430	1433.00		3.00	1430.20		0.20	1430.00		0.00
DL 715 from DCA	1430	1434.00		4.00	1431.00		1.00	1430.30		0.30
EA 526 to MEM	1430		1512.00	42.00		1440.40	10.40		1433.00	3.00
PA 971 to MEM	1430		1513.00	43.00		1441.20	11.20		1433.30	3.30
DL1661 to BOK	1430		1514.00	44.00		1442.00	12.00		1434.00	4.00
CC 971 to MEM	1430		1515.00	45.00		1442.40	12.40		1434.30	4.30
DL 324 from FLL	1430	1435.00		5.00	1431.40		1.40	1431.00		1.00
DL1217 from CLT	1430	1436.00		6.00	1432.20		2.20	1431.30		1.30
DL1178 from BNA	1430	1437.00		7.00	1433.00		3.00	1432.00		2.00
DL 506 from MIA	1431	1438.00		7.00	1433.40		2.40	1432.30		1.30
EA 278 to MSP	1432		1516.00	44.00		1443.20	11.20		1435.00	3.00
DL 280 from IAH	1432	1439.00		7.00	1434.20		2.20	1433.00		1.00
DL 378 from DFW	1433	1440.00		7.00	1435.00		2.00	1433.30		0.30
EA 798 to DEN	1434		1517.00	43.00		1444.00	10.00		1435.30	1.30
EA 720 to BDL	1435		1518.00	43.00		1444.40	9.40		1436.00	1.00
DL1206 from PNS	1435	1441.00		6.00	1435.40		0.40	1435.00		0.00
DL 829 from DTW	1436	1442.00		6.00	1436.20		0.20	1436.00		0.00
DL1151 from GSP	1436	1443.00		7.00	1437.00		1.00	1436.30		0.30
EA 602 from SRQ	1436	1444.00		8.00	1437.40		1.40	1437.00		1.00
DL1037 from SDF	1437	1445.00		8.00	1438.20		1.20	1437.30		0.30
DL 379 from LGA	1437	1446.00		9.00	1439.00		2.00	1438.00		1.00
DL1165 from GSO	1438	1447.00		9.00	1439.40		1.40	1438.30		0.30
DL 406 from MEM	1439	1448.00		9.00	1440.20		1.20	1439.00		0.00
DL1660 from BOK	1440	1449.00		9.00	1441.00		1.00	1440.00		0.00
DL1730 from MEI	1440	1450.00		10.00	1441.40		1.40	1440.30		0.30
DL1672 from DHN	1440	1451.00		11.00	1442.20		2.20	1441.00		1.00
DL1677 from VPS	1440	1452.00		12.00	1443.00		3.00	1441.30		1.30
DL1014 from FWA	1440	1453.00		13.00	1443.40		3.40	1442.00		2.00
DL1716 from TRI	1440	1454.00		14.00	1444.20		4.20	1442.30		2.30
DL 419 from LEX	1441	1455.00		14.00	1445.00		4.00	1443.00		2.00
RC 372 from DTW	1441	1456.00		15.00	1445.40		4.40	1443.30		2.30
DL 339 from PHL	1441	1457.00		16.00	1446.20		5.20	1444.00		3.00
DL1045 from CHS	1441	1458.00		17.00	1447.00		6.00	1444.30		3.30
DL 237 from BOS	1441	1459.00		18.00	1447.40		6.40	1445.00		4.00
EA 73 from FLL	1442	1500.00		18.00	1448.20		6.20	1445.30		3.30
EA 232 from GSP	1444	1501.00		17.00	1449.00		5.00	1446.00		2.00
EA 714 from MOB	1445	1502.00		17.00	1449.40		4.40	1446.30		1.30
EA 626 from CAE	1446	1503.00		17.00	1450.20		4.20	1447.00		1.00
EA 698 from BHM	1446	1504.00		18.00	1451.00		5.00	1447.30		1.30
EA 264 from RSW	1448	1505.00		17.00	1451.40		3.40	1448.00		0.00
EA 576 from JAN	1448	1506.00		18.00	1452.20		4.20	1448.30		0.30
EA 109 from EWR	1449	1507.00		18.00	1453.00		4.00	1449.00		0.00
EA 86 from MIA	1452	1508.00		16.00	1453.40		1.40	1452.00		0.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 616 from SAV	1452	1509.00		17.00	1454.20		2.20	1452.30		0.30
EA 520 from DFW	1453	1510.00		17.00	1455.00		2.00	1453.00		0.00
EA 640 from DAB	1453	1511.00		18.00	1455.40		2.40	1453.30		0.30
EA 380 from MSY	1454	1512.00		18.00	1456.20		2.20	1454.00		0.00
EA 399 from BNA	1454	1513.00		19.00	1457.00		3.00	1454.30		0.30
EA 559 from SYR	1454	1514.00		20.00	1457.40		3.40	1455.00		1.00
EA 63 from TPA	1455	1515.00		20.00	1458.20		3.20	1455.30		0.30
EA 336 from MEM	1455	1516.00		21.00	1459.00		4.00	1456.00		1.00
EA1940 from ABY	1455	1517.00		22.00	1459.40		4.40	1456.30		1.30
EA 310 from TLH	1455	1518.00		23.00	1500.20		5.20	1457.00		2.00
EA1976 from AGS	1455	1519.00		24.00	1501.00		6.00	1457.30		2.30
EA 89 from MCO	1456	1520.00		24.00	1501.40		5.40	1458.00		2.00
EA1618 from MLB	1456	1521.00		25.00	1502.20		6.20	1458.30		2.30
EA 799 from MSP	1457	1522.00		25.00	1503.00		6.00	1459.00		2.00
EA 755 from MKE	1457	1523.00		26.00	1503.40		6.40	1459.30		2.30
EA 552 from IAH	1458	1524.00		26.00	1504.20		6.20	1500.00		2.00
EA1652 from GNV	1458	1525.00		27.00	1505.00		7.00	1500.30		2.30
EA 586 from PBI	1458	1526.00		28.00	1505.40		7.40	1501.00		3.00
EA 774 from CLT	1458	1527.00		29.00	1506.20		8.20	1501.30		3.30
UA 996 from ORD	1459	1528.00		29.00	1507.00		8.00	1502.00		3.00
EA1960 from MGM	1500	1529.00		29.00	1507.40		7.40	1502.30		2.30
EA1294 from AVL	1500	1530.00		30.00	1508.20		8.20	1503.00		3.00
EA 628 from PNS	1501	1531.00		30.00	1509.00		8.00	1503.30		2.30
EA 127 from PHL	1501	1532.00		31.00	1509.40		8.40	1504.00		3.00
EA1666 from CHS	1504	1533.00		29.00	1510.20		6.20	1504.30		0.30
EA 926 from SAT	1504	1534.00		30.00	1511.00		7.00	1505.00		1.00
CC 995 from MIA	1505	1535.00		30.00	1511.40		6.40	1505.30		0.30
PA 995 from MIA	1505	1536.00		31.00	1512.20		7.20	1506.00		1.00
EA 762 from JAX	1505	1537.00		32.00	1513.00		8.00	1506.30		1.30
EA1938 from PFN	1505	1538.00		33.00	1513.40		8.40	1507.00		2.00
EA1988 from TRI	1505	1539.00		34.00	1514.20		9.20	1507.30		2.30
EA 112 from ONT	1505	1540.00		35.00	1515.00		10.00	1508.00		3.00
EA 382 from MCI	1505	1541.00		36.00	1515.40		10.40	1508.30		3.30
EA 107 from LGA	1506	1542.00		36.00	1516.20		10.20	1509.00		3.00
EA 817 from GSO	1506	1543.00		37.00	1517.00		11.00	1509.30		3.30
EA 507 from RDU	1507	1544.00		37.00	1517.40		10.40	1510.00		3.00
EA 700 from PHX	1508	1545.00		37.00	1518.20		10.20	1510.30		2.30
EA 708 from OKC	1509	1546.00		37.00	1519.00		10.00	1511.00		2.00
EA 133 from DCA	1510	1547.00		37.00	1519.40		9.40	1511.30		1.30
EA1912 from CHA	1515	1548.00		33.00	1520.20		5.20	1515.00		0.00
RC 463 to MSP	1515		1519.00	4.00		1515.00	0.00		1515.00	0.00
DL1678 to VPS	1516		1520.00	4.00		1516.00	0.00		1516.00	0.00
DL1712 to PFN	1516		1521.00	5.00		1516.40	0.40		1516.30	0.30
DL 378 to DCA	1516		1522.00	6.00		1517.20	1.20		1517.00	1.00
DL 204 to RDU	1516		1523.00	7.00		1518.00	2.00		1517.30	1.30
DL1255 to DAB	1516		1524.00	8.00		1518.40	2.40		1518.00	2.00
DL1705 to MCN	1516		1525.00	9.00		1519.20	3.20		1518.30	2.30
DL1751 to GTR	1516		1526.00	10.00		1520.00	4.00		1519.00	3.00
DL 743 to MIA	1516		1527.00	11.00		1520.40	4.40		1519.30	3.30
DL1165 to PNS	1517		1528.00	11.00		1521.20	4.20		1520.00	3.00
DL1186 to GSO	1518		1529.00	11.00		1522.00	4.00		1520.30	2.30
DL1023 to BHM	1518		1530.00	12.00		1522.40	4.40		1521.00	3.00
DL1217 to SHV	1520		1531.00	11.00		1523.20	3.20		1521.30	1.30
DL 715 to SAV	1520		1532.00	12.00		1524.00	4.00		1522.00	2.00
DL1650 to TCL	1520		1533.00	13.00		1524.40	4.40		1522.30	2.30
DL1161 to STL	1520		1534.00	14.00		1525.20	5.20		1523.00	3.00
DL 324 to CLT	1520		1535.00	15.00		1526.00	6.00		1523.30	3.30
DL 329 to MEM	1521		1536.00	15.00		1526.40	5.40		1524.00	3.00
DL1064 from BTR	1521	1549.00		28.00	1521.00		0.00	1521.00		0.00
DL 339 to DFW	1521		1537.00	16.00		1527.20	6.20		1524.30	3.30
DL 777 to FLL	1523		1538.00	15.00		1528.00	5.00		1525.00	2.00
DL 419 to TPA	1524		1539.00	15.00		1528.40	4.40		1525.30	1.30
PI 337 from MYR	1525	1550.00		25.00	1525.00		0.00	1525.00		0.00
DL 721 to RSW	1525		1540.00	15.00		1529.20	4.20		1526.00	1.00
DL 379 to CAE	1525		1541.00	16.00		1530.00	5.00		1526.30	1.30
DL1191 to MLB	1525		1542.00	17.00		1530.40	5.40		1527.00	2.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL 218 to	ORD 1525		1543.00	18.00		1531.20	6.20		1527.30	2.30
DL1045 to	BNA 1526		1544.00	18.00		1532.00	6.00		1528.00	2.00
DL 573 to	IAH 1526		1545.00	19.00		1532.40	6.40		1528.30	2.30
DL 829 to	PBI 1529		1546.00	17.00		1533.20	4.20		1529.00	0.00
DL 428 to	TYS 1529		1547.00	18.00		1534.00	5.00		1529.30	0.30
DL1693 to	HSV 1530		1548.00	18.00		1534.40	4.40		1530.00	0.00
DL 237 to	DEN 1530		1549.00	19.00		1535.20	5.20		1530.30	0.30
DL1053 to	TUL 1530		1550.00	20.00		1536.00	6.00		1531.00	1.00
DL1178 to	GSP 1531		1551.00	20.00		1536.40	5.40		1531.30	0.30
DL1063 to	MLU 1532		1552.00	20.00		1537.20	5.20		1532.00	0.00
DL 290 to	LGA 1532		1553.00	21.00		1538.00	6.00		1532.30	0.30
DL 849 to	MSY 1533		1554.00	21.00		1538.40	5.40		1533.00	0.00
DL1136 to	CHA 1534		1555.00	21.00		1539.20	5.20		1534.00	0.00
DL1254 to	AGS 1535		1556.00	21.00		1540.00	5.00		1535.00	0.00
DL 97 to	SFO 1535		1557.00	22.00		1540.40	5.40		1535.30	0.30
DL1147 from	AGS 1535	1551.00		16.00	1535.00		0.00	1535.00		0.00
UA 593 to	DEN 1536		1558.00	22.00		1541.20	5.20		1536.00	0.00
EA1915 to	CHA 1540		1559.00	19.00		1542.00	2.00		1540.00	0.00
DL 768 from	JAX 1541	1552.00		11.00	1541.00		0.00	1541.00		0.00
DL 840 from	SEA 1542	1553.00		11.00	1542.00		0.00	1542.00		0.00
DL1752 from	MSL 1545	1554.00		9.00	1545.00		0.00	1545.00		0.00
DL 794 from	MSY 1545	1555.00		10.00	1545.40		0.40	1545.30		0.30
EA 794 to	CLE 1545		1600.00	15.00		1545.00	0.00		1545.00	0.00
DL 306 from	CSG 1545	1556.00		11.00	1546.20		1.20	1546.00		1.00
PA 996 from	MEM 1545	1557.00		12.00	1547.00		2.00	1546.30		1.30
EA 714 to	ROC 1545		1601.00	16.00		1545.40	0.40		1545.30	0.30
EA 388 to	CLT 1545		1602.00	17.00		1546.20	1.20		1546.00	1.00
CC 976 from	MEM 1545	1558.00		13.00	1547.40		2.40	1547.00		2.00
DL 98 from	SFO 1545	1559.00		14.00	1548.20		3.20	1547.30		2.30
EA1939 to	PFN 1545		1603.00	18.00		1547.00	2.00		1546.30	1.30
EA1989 to	TRI 1545		1604.00	19.00		1547.40	2.40		1547.00	2.00
EA 323 to	MOB 1545		1605.00	20.00		1548.20	3.20		1547.30	2.30
EA 817 to	FLL 1545		1606.00	21.00		1549.00	4.00		1548.00	3.00
PA 976 from	MEM 1545	1600.00		15.00	1549.00		4.00	1548.00		3.00
AA 504 from	DFW 1545	1601.00		16.00	1549.40		4.40	1548.30		3.30
CC 996 from	MEM 1545	1602.00		17.00	1550.20		5.20	1549.00		4.00
EA 107 to	JAX 1546		1607.00	21.00		1549.40	3.40		1548.30	2.30
EA 602 to	PHL 1546		1608.00	22.00		1550.20	4.20		1549.00	3.00
EA 628 to	BUF 1546		1609.00	23.00		1551.00	5.00		1549.30	3.30
EA 755 to	MCO 1547		1610.00	23.00		1551.40	4.40		1550.00	3.00
EA 310 to	GSO 1547		1611.00	24.00		1552.20	5.20		1550.30	3.30
DL 314 from	SLC 1548	1603.00		15.00	1551.00		3.00	1549.30		1.30
DL 830 from	MCO 1548	1604.00		16.00	1551.40		3.40	1550.00		2.00
EA 816 to	RIC 1548		1612.00	24.00		1553.00	5.00		1551.00	3.00
EA 559 to	TPA 1549		1613.00	24.00		1553.40	4.40		1551.30	2.30
EA 926 to	JFK 1549		1614.00	25.00		1554.20	5.20		1552.00	3.00
DL1764 from	GTR 1550	1605.00		15.00	1552.20		2.20	1550.30		0.30
EA 232 to	SDF 1550		1615.00	25.00		1555.00	5.00		1552.30	2.30
DL 740 from	TPA 1550	1606.00		16.00	1553.00		3.00	1551.00		1.00
EA1967 to	MGM 1550		1616.00	26.00		1555.40	5.40		1553.00	3.00
DL 54 from	LAX 1550	1607.00		17.00	1553.40		3.40	1551.30		1.30
EA 640 to	BOS 1550		1617.00	27.00		1556.20	6.20		1553.30	3.30
EA 780 to	MKE 1550		1618.00	28.00		1557.00	7.00		1554.00	4.00
EA1295 to	AVL 1550		1619.00	29.00		1557.40	7.40		1554.30	4.30
EA 242 to	ORD 1551		1620.00	29.00		1558.20	7.20		1555.00	4.00
DL 434 from	DEN 1551	1608.00		17.00	1554.20		3.20	1552.00		1.00
DL 303 from	LGA 1552	1609.00		17.00	1555.00		3.00	1552.30		0.30
DL 228 from	LAS 1552	1610.00		18.00	1555.40		3.40	1553.00		1.00
EA 63 to	ONT 1554		1621.00	27.00		1559.00	5.00		1555.30	1.30
DL1122 from	MGM 1554	1611.00		17.00	1556.20		2.20	1554.00		0.00
DL 254 from	RSW 1554	1612.00		18.00	1557.00		3.00	1554.30		0.30
EA 380 to	DCA 1555		1622.00	27.00		1559.40	4.40		1556.00	1.00
EA1652 to	CHS 1555		1623.00	28.00		1600.20	5.20		1556.30	1.30
EA 799 to	SAV 1555		1624.00	29.00		1601.00	6.00		1557.00	2.00
EA1053 to	ABY 1555		1625.00	30.00		1601.40	6.40		1557.30	2.30
EA 576 to	CAE 1555		1626.00	31.00		1602.20	7.20		1558.00	3.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 378 to TYS	1555		1627.00	32.00		1603.00	8.00		1558.30	3.30
EA1979 to AGS	1555		1628.00	33.00		1603.40	8.40		1559.00	4.00
EA 762 to DTW	1555		1629.00	34.00		1604.20	9.20		1559.30	4.30
DL1245 from TYS	1557	1613.00		16.00	1557.40		0.40	1557.00		0.00
DL1008 from MOB	1557	1614.00		17.00	1558.20		1.20	1557.30		0.30
DL1064 to MCI	1557		1630.00	33.00		1605.00	8.00		1600.00	3.00
DL 412 from BHM	1557	1615.00		18.00	1559.00		2.00	1558.00		1.00
DL 860 from ONT	1557	1616.00		19.00	1559.40		2.40	1558.30		1.30
NW 755 from MCO	1557	1617.00		20.00	1600.20		3.20	1559.00		2.00
EA 507 to IAH	1558		1631.00	33.00		1605.40	7.40		1600.30	2.30
EA 134 to BWI	1558		1632.00	34.00		1606.20	8.20		1601.00	3.00
EA 112 to EWR	1559		1633.00	34.00		1607.00	8.00		1601.30	2.30
AA 808 from ORD	1559	1618.00		19.00	1601.00		2.00	1559.30		0.30
EA1618 to CMH	1559		1634.00	35.00		1607.40	8.40		1602.00	3.00
DL 983 from IAH	1559	1619.00		20.00	1601.40		2.40	1600.00		1.00
EA 89 to LAX	1559		1635.00	36.00		1608.20	9.20		1602.30	3.30
DL 44 from DFW	1559	1620.00		21.00	1602.20		3.20	1600.30		1.30
EA 774 to CAK	1559		1636.00	37.00		1609.00	10.00		1603.00	4.00
EA 86 to SEA	1600		1637.00	37.00		1609.40	9.40		1603.30	3.30
DL1704 from MCN	1600	1621.00		21.00	1603.00		3.00	1601.00		1.00
DL 764 from PBI	1600	1622.00		22.00	1603.40		3.40	1601.30		1.30
DL1684 from GSP	1600	1623.00		23.00	1604.20		4.20	1602.00		2.00
EA 73 to SFO	1600		1638.00	38.00		1610.20	10.20		1604.00	4.00
DL 575 from ORD	1600	1624.00		24.00	1605.00		5.00	1602.30		2.30
DL1736 from ABY	1600	1625.00		25.00	1605.40		5.40	1603.00		3.00
DL 403 from CAE	1600	1626.00		26.00	1606.20		6.20	1603.30		3.30
DL1078 from TUL	1600	1627.00		27.00	1607.00		7.00	1604.00		4.00
DL1692 from HSV	1600	1628.00		28.00	1607.40		7.40	1604.30		4.30
EA1650 to HSV	1600		1639.00	39.00		1611.00	11.00		1604.30	4.30
DL 528 from MIA	1601	1629.00		28.00	1608.20		7.20	1605.00		4.00
DL 429 from PHL	1601	1630.00		29.00	1609.00		8.00	1605.30		4.30
EA 626 to RDU	1601		1640.00	39.00		1611.40	10.40		1605.00	4.00
EA 264 to STL	1601		1641.00	40.00		1612.20	11.20		1605.30	4.30
EA1689 to BHM	1602		1642.00	40.00		1613.00	11.00		1606.00	4.00
DL 222 from PHX	1602	1631.00		29.00	1609.40		7.40	1606.00		4.00
EA 520 to ORF	1603		1643.00	40.00		1613.40	10.40		1606.30	3.30
DL 426 from MEM	1604	1632.00		28.00	1610.20		6.20	1606.30		2.30
EA 586 to GSP	1604		1644.00	40.00		1614.20	10.20		1607.00	3.00
PI 733 from TRI	1605	1633.00		28.00	1611.00		6.00	1607.00		2.00
DL1743 from ANB	1605	1634.00		29.00	1611.40		6.40	1607.30		2.30
PA 996 to MIA	1605		1645.00	40.00		1615.00	10.00		1607.30	2.30
DL1726 from VLD	1605	1635.00		30.00	1612.20		7.20	1608.00		3.00
DL1748 from AVL	1605	1636.00		31.00	1613.00		8.00	1608.30		3.30
EA1666 to IND	1605		1646.00	41.00		1615.40	10.40		1608.00	3.00
EA 544 to LGA	1605		1647.00	42.00		1616.20	11.20		1608.30	3.30
CC 996 to MIA	1605		1648.00	43.00		1617.00	12.00		1609.00	4.00
DL 704 from FLL	1607	1637.00		30.00	1613.40		6.40	1609.00		2.00
DL1220 from AUS	1607	1638.00		31.00	1614.20		7.20	1609.30		2.30
DL1283 from MSP	1607	1639.00		32.00	1615.00		8.00	1610.00		3.00
DL1203 from CHA	1607	1640.00		33.00	1615.40		8.40	1610.30		3.30
DL1104 from MCI	1608	1641.00		33.00	1616.20		8.20	1611.00		3.00
DL 348 from JAN	1609	1642.00		33.00	1617.00		8.00	1611.30		2.30
DL 263 from SAT	1609	1643.00		34.00	1617.40		8.40	1612.00		3.00
PI 725 from AVL	1610	1644.00		34.00	1618.20		8.20	1612.30		2.30
DL1147 to CSG	1610		1649.00	39.00		1617.40	7.40		1610.00	0.00
DL 723 from DCA	1610	1645.00		35.00	1619.00		9.00	1613.00		3.00
UA 964 from DEN	1610	1646.00		36.00	1619.40		9.40	1613.30		3.30
DL1759 from TCL	1610	1647.00		37.00	1620.20		10.20	1614.00		4.00
DL1119 from CHS	1610	1648.00		38.00	1621.00		11.00	1614.30		4.30
DL1648 from PFN	1610	1649.00		39.00	1621.40		11.40	1615.00		5.00
DL1001 from SAV	1610	1650.00		40.00	1622.20		12.20	1615.30		5.30
DL1277 from GSO	1611	1651.00		40.00	1623.00		12.00	1616.00		5.00
TW 340 from STL	1611	1652.00		41.00	1623.40		12.40	1616.30		5.30
PI 462 to ILM	1615		1650.00	35.00		1618.20	3.20		1615.00	0.00
EA 568 from MLB	1619	1653.00		34.00	1624.20		5.20	1619.00		0.00
PI 709 from CRW	1620	1654.00		34.00	1625.00		5.00	1620.00		0.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 289 from STL	1621	1655.00		34.00	1625.40		4.40	1621.00		0.00
EA 622 from BHM	1621	1656.00		35.00	1626.20		5.20	1621.30		0.30
EA 269 from OMA	1622	1657.00		35.00	1627.00		5.00	1622.00		0.00
EA 569 from RIC	1624	1658.00		34.00	1627.40		3.40	1624.00		0.00
PI 227 from ILM	1625	1659.00		34.00	1628.20		3.20	1625.00		0.00
EA 668 from MCO	1625	1700.00		35.00	1629.00		4.00	1625.30		0.30
EA 542 from SJC	1626	1701.00		35.00	1629.40		3.40	1626.00		0.00
EA 266 from SRQ	1627	1702.00		35.00	1630.20		3.20	1627.00		0.00
EA 96 from LAX	1627	1703.00		36.00	1631.00		4.00	1627.30		0.30
EA 85 from SEA	1629	1704.00		35.00	1631.40		2.40	1629.00		0.00
NW 755 to MSP	1630		1651.00	21.00		1630.00	0.00		1630.00	0.00
PA 976 to JFK	1630		1652.00	22.00		1630.40	0.40		1630.30	0.30
EA 765 from ORF	1630	1705.00		35.00	1632.20		2.20	1630.00		0.00
CC 976 to JFK	1630		1653.00	23.00		1631.20	1.20		1631.00	1.00
EA 793 from CLE	1630	1706.00		36.00	1633.00		3.00	1630.30		0.30
AA 359 from GSP	1630	1707.00		37.00	1633.40		3.40	1631.00		1.00
UA 292 from ORD	1631	1708.00		37.00	1634.20		3.20	1631.30		0.30
AA 808 to CHS	1631		1654.00	23.00		1632.00	1.00		1631.30	0.30
EA 918 from MIA	1631	1709.00		38.00	1635.00		4.00	1632.00		1.00
EA 638 from AUS	1631	1710.00		39.00	1635.40		4.40	1632.30		1.30
DL1122 to MCN	1632		1655.00	23.00		1632.40	0.40		1632.00	0.00
EA 599 from BDL	1632	1711.00		39.00	1636.20		4.20	1633.00		1.00
EA 594 from TPA	1632	1712.00		40.00	1637.00		5.00	1633.30		1.30
EA 114 from DFW	1632	1713.00		41.00	1637.40		5.40	1634.00		2.00
PI 729 from FAY	1634	1714.00		40.00	1638.20		4.20	1634.30		0.30
EA 582 from HSV	1634	1715.00		41.00	1639.00		5.00	1635.00		1.00
EA 693 from IND	1635	1716.00		41.00	1639.40		4.40	1635.30		0.30
9T 561 from FLO	1635	1717.00		42.00	1640.20		5.20	1636.00		1.00
EA 141 from BWI	1637	1718.00		41.00	1641.00		4.00	1637.00		0.00
EA 849 from DEN	1637	1719.00		42.00	1641.40		4.40	1637.30		0.30
EA 347 from PIT	1638	1720.00		42.00	1642.20		4.20	1638.00		0.00
EA 663 from DCA	1639	1721.00		42.00	1643.00		4.00	1639.00		0.00
EA 733 from DTW	1639	1722.00		43.00	1643.40		4.40	1639.30		0.30
EA 70 from SFO	1639	1723.00		44.00	1644.20		5.20	1640.00		1.00
UA 964 to ORD	1640		1656.00	16.00		1640.00	0.00		1640.00	0.00
EA1922 from ABY	1640	1724.00		44.00	1645.00		5.00	1640.30		0.30
EA 120 from MSY	1641	1725.00		44.00	1645.40		4.40	1641.00		0.00
EA 123 from LGA	1642	1726.00		44.00	1646.20		4.20	1642.00		0.00
EA 390 from HOU	1643	1727.00		44.00	1647.00		4.00	1643.00		0.00
EA 660 from IAH	1643	1728.00		45.00	1647.40		4.40	1643.30		0.30
EA 245 from ORD	1643	1729.00		46.00	1648.20		5.20	1644.00		1.00
EA 277 from BNA	1644	1730.00		46.00	1649.00		5.00	1644.30		0.30
EA1978 from AGS	1645	1731.00		46.00	1649.40		4.40	1645.00		0.00
EA1964 from MGM	1645	1732.00		47.00	1650.20		5.20	1645.30		0.30
DL 54 to JAX	1646		1657.00	11.00		1646.00	0.00		1646.00	0.00
DL 983 to BWI	1646		1658.00	12.00		1646.40	0.40		1646.30	0.30
DL 741 to TPA	1646		1659.00	13.00		1647.20	1.20		1647.00	1.00
EA 223 from MCI	1646	1733.00		47.00	1651.00		5.00	1646.00		0.00
DL1694 to HSV	1646		1700.00	14.00		1648.00	2.00		1647.30	1.30
DL 434 to RDU	1646		1701.00	15.00		1648.40	2.40		1648.00	2.00
DL1723 to TCL	1646		1702.00	16.00		1649.20	3.20		1648.30	2.30
DL1117 to JAN	1646		1703.00	17.00		1650.00	4.00		1649.00	3.00
DL1775 to MEI	1646		1704.00	18.00		1650.40	4.40		1649.30	3.30
DL1679 to VPS	1646		1705.00	19.00		1651.20	5.20		1650.00	4.00
EA 233 from SDF	1647	1734.00		47.00	1651.40		4.40	1647.00		0.00
EA 209 from CLT	1647	1735.00		48.00	1652.20		5.20	1647.30		0.30
DL 306 to GSO	1648		1706.00	18.00		1652.00	4.00		1650.30	2.30
EA 647 from BOS	1648	1736.00		48.00	1653.00		5.00	1648.00		0.00
EA 265 from MOB	1648	1737.00		49.00	1653.40		5.40	1648.30		0.30
EA 625 from BUF	1648	1738.00		50.00	1654.20		6.20	1649.00		1.00
DL 254 to SDF	1649		1707.00	18.00		1652.40	3.40		1651.00	2.00
DL1283 to TLH	1650		1708.00	18.00		1653.20	3.20		1651.30	1.30
NW 752 from MSP	1650	1739.00		49.00	1655.00		5.00	1650.00		0.00
DL1666 to CSG	1650		1709.00	19.00		1654.00	4.00		1652.00	2.00
DL1652 to VLD	1650		1710.00	20.00		1654.40	4.40		1652.30	2.30
EA1839 from FLO	1650	1740.00		50.00	1655.40		5.40	1650.30		0.30

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL1203 to MOB	1650		1711.00	21.00		1655.20	5.20		1653.00	3.00
EA1932 from VPS	1650	1741.00		51.00	1656.20		6.20	1651.00		1.00
DL1713 to PFN	1650		1712.00	22.00		1656.00	6.00		1653.30	3.30
EA1826 from HHH	1650	1742.00		52.00	1657.00		7.00	1651.30		1.30
SN 531 from BOS	1650	1743.00		53.00	1657.40		7.40	1652.00		2.00
EA1916 from CHA	1650	1744.00		54.00	1658.20		8.20	1652.30		2.30
DL1737 to ABY	1650		1713.00	23.00		1656.40	6.40		1654.00	4.00
EA 284 from JAX	1650	1745.00		55.00	1659.00		9.00	1653.00		3.00
DL1705 from MCN	1650	1746.00		56.00	1659.40		9.40	1653.30		3.30
DL 387 to IAH	1651		1714.00	23.00		1657.20	6.20		1654.30	3.30
DL 407 to MEM	1651		1715.00	24.00		1658.00	7.00		1655.00	4.00
DL 263 to LEX	1651		1716.00	25.00		1658.40	7.40		1655.30	4.30
DL 753 to PBI	1651		1717.00	26.00		1659.20	8.20		1656.00	5.00
DL 43 to DFW	1652		1718.00	26.00		1700.00	8.00		1656.30	4.30
AA 217 to DFW	1654		1719.00	25.00		1700.40	6.40		1657.00	3.00
DL 528 to BNA	1654		1720.00	26.00		1701.20	7.20		1657.30	3.30
DL1008 to SAV	1655		1721.00	26.00		1702.00	7.00		1658.00	3.00
DL 429 to FLL	1655		1722.00	27.00		1702.40	7.40		1658.30	3.30
UA 292 to HSV	1655		1723.00	28.00		1703.20	8.20		1659.00	4.00
DL1673 from DHN	1655	1747.00		52.00	1700.20		5.20	1655.00		0.00
DL 740 to BDL	1655		1724.00	29.00		1704.00	9.00		1659.30	4.30
DL1754 to AVL	1655		1725.00	30.00		1704.40	9.40		1700.00	5.00
DL 860 to LGA	1655		1726.00	31.00		1705.20	10.20		1700.30	5.30
DL1760 to GTR	1655		1727.00	32.00		1706.00	11.00		1701.00	6.00
DL1052 to CHS	1656		1728.00	32.00		1706.40	10.40		1701.30	5.30
DL 800 to EWR	1657		1729.00	32.00		1707.20	10.20		1702.00	5.00
DL 147 to MCO	1658		1730.00	32.00		1708.00	10.00		1702.30	4.30
DL 46 to ORD	1658		1731.00	33.00		1708.40	10.40		1703.00	5.00
OZ 687 from STL	1659	1748.00		49.00	1701.00		2.00	1659.00		0.00
DL1152 to IND	1700		1732.00	32.00		1709.20	9.20		1703.30	3.30
TW 249 to STL	1700		1733.00	33.00		1710.00	10.00		1704.00	4.00
DL1685 to GSP	1700		1734.00	34.00		1710.40	10.40		1704.30	4.30
DL 303 to BHM	1700		1735.00	35.00		1711.20	11.20		1705.00	5.00
PI 784 to TRI	1700		1736.00	36.00		1712.00	12.00		1705.30	5.30
PI 722 to CRW	1700		1737.00	37.00		1712.40	12.40		1706.00	6.00
DL 348 to CLT	1700		1738.00	38.00		1713.20	13.20		1706.30	6.30
DL 816 to DTW	1702		1739.00	37.00		1714.00	12.00		1707.00	5.00
DL 704 to CVG	1702		1740.00	38.00		1714.40	12.40		1707.30	5.30
DL 74 to BOS	1703		1741.00	38.00		1715.20	12.20		1708.00	5.00
DL 572 to CMH	1704		1742.00	38.00		1716.00	12.00		1708.30	4.30
DL 256 to TYS	1704		1743.00	39.00		1716.40	12.40		1709.00	5.00
DL 398 to CAE	1705		1744.00	39.00		1717.20	12.20		1709.30	4.30
DL 764 to PHL	1705		1745.00	40.00		1718.00	13.00		1710.00	5.00
DL1104 to AGS	1705		1746.00	41.00		1718.40	13.40		1710.30	5.30
CC 204 from MEM	1705	1749.00		44.00	1705.00		0.00	1705.00		0.00
DL 374 to CLE	1706		1747.00	41.00		1719.20	13.20		1711.00	5.00
DL1021 to MGM	1706		1748.00	42.00		1720.00	14.00		1711.30	5.30
DL1286 to ORF	1706		1749.00	43.00		1720.40	14.40		1712.00	6.00
DL 412 to DAY	1706		1750.00	42.00		1721.20	13.20		1712.30	4.30
DL1645 to MSL	1710		1751.00	41.00		1722.00	12.00		1713.00	3.00
DL1220 to PIT	1710		1752.00	42.00		1722.40	12.40		1713.30	3.30
PI 730 to FAY	1710		1753.00	43.00		1723.20	13.20		1714.00	4.00
AA 359 to ORD	1710		1754.00	44.00		1724.00	14.00		1714.30	4.30
DL 722 to DCA	1712		1755.00	43.00		1724.40	12.40		1715.00	3.00
DL1674 to DHN	1715		1756.00	41.00		1725.20	10.20		1715.30	0.30
DL1287 from RIC	1717	1750.00		33.00	1717.00		0.00	1717.00		0.00
DL 465 from CMH	1719	1751.00		32.00	1719.00		0.00	1719.00		0.00
EA1834 to MGR	1719		1757.00	38.00		1726.00	7.00		1719.00	0.00
NW 752 to TPA	1720		1758.00	38.00		1726.40	6.40		1720.00	0.00
EA 765 to DFW	1725		1759.00	34.00		1727.20	2.20		1725.00	0.00
PA 775 from DTW	1725	1752.00		27.00	1725.00		0.00	1725.00		0.00
RC 775 from DTW	1725	1753.00		28.00	1725.40		0.40	1725.30		0.30
EA 594 to RDU	1725		1800.00	35.00		1728.00	3.00		1725.30	0.30
PI 716 to AVL	1725		1801.00	36.00		1728.40	3.40		1726.00	1.00
DL1661 from BOK	1725	1754.00		29.00	1726.20		1.20	1726.00		1.00
UA 412 from DEN	1725	1755.00		30.00	1727.00		2.00	1726.30		1.30

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 96 to MCO	1725		1802.00	37.00		1729.20	4.20		1726.30	1.30
EA1917 to CHA	1725		1803.00	38.00		1730.00	5.00		1727.00	2.00
9T 560 to FLO	1725		1804.00	39.00		1730.40	5.40		1727.30	2.30
EA1840 to FLO	1725		1805.00	40.00		1731.20	6.20		1728.00	3.00
EA 709 to FLL	1727		1806.00	39.00		1732.00	5.00		1728.30	1.30
AA 482 from DFW	1727	1756.00		29.00	1727.40		0.40	1727.00		0.00
EA 622 to GSO	1727		1807.00	40.00		1732.40	5.40		1729.00	2.00
EA1655 to JAX	1727		1808.00	41.00		1733.20	6.20		1729.30	2.30
EA 569 to HOU	1727		1809.00	42.00		1734.00	7.00		1730.00	3.00
EA 120 to PHL	1728		1810.00	42.00		1734.40	6.40		1730.30	2.30
EA 371 to TLH	1728		1811.00	43.00		1735.20	7.20		1731.00	3.00
EA 660 to DCA	1728		1812.00	44.00		1736.00	8.00		1731.30	3.30
EA 269 to IAH	1729		1813.00	44.00		1736.40	7.40		1732.00	3.00
DL 928 from MLU	1730	1757.00		27.00	1730.00		0.00	1730.00		0.00
EA1991 to TRI	1730		1814.00	44.00		1737.20	7.20		1732.30	2.30
EA 568 to CLT	1730		1815.00	45.00		1738.00	8.00		1733.00	3.00
RC 822 from MEM	1730	1758.00		28.00	1730.40		0.40	1730.30		0.30
CC 204 to LGA	1730		1816.00	46.00		1738.40	8.40		1733.30	3.30
EA 562 to RIC	1730		1817.00	47.00		1739.20	9.20		1734.00	4.00
EA 245 to PHX	1730		1818.00	48.00		1740.00	10.00		1734.30	4.30
EA1947 to VPS	1730		1819.00	49.00		1740.40	10.40		1735.00	5.00
EA 114 to EWR	1730		1820.00	50.00		1741.20	11.20		1735.30	5.30
EA 284 to BNA	1731		1821.00	50.00		1742.00	11.00		1736.00	5.00
EA 542 to LGA	1731		1822.00	51.00		1742.40	11.40		1736.30	5.30
EA 236 to ORD	1732		1823.00	51.00		1743.20	11.20		1737.00	5.00
EA 733 to RSW	1732		1824.00	52.00		1744.00	12.00		1737.30	5.30
EA 937 to SAT	1735		1825.00	50.00		1744.40	9.40		1738.00	3.00
EA 85 to MIA	1735		1826.00	51.00		1745.20	10.20		1738.30	3.30
RC 468 from MSP	1735	1759.00		24.00	1735.00		0.00	1735.00		0.00
DL 249 from DAY	1735	1800.00		25.00	1735.40		0.40	1735.30		0.30
EA1999 to AGS	1735		1827.00	52.00		1746.00	11.00		1739.00	4.00
EA 209 to CHS	1735		1828.00	53.00		1746.40	11.40		1739.30	4.30
EA 123 to MLB	1735		1829.00	54.00		1747.20	12.20		1740.00	5.00
EA1943 to PFN	1735		1830.00	55.00		1748.00	13.00		1740.30	5.30
EA 265 to GNV	1736		1831.00	55.00		1748.40	12.40		1741.00	5.00
EA 638 to ORF	1737		1832.00	55.00		1749.20	12.20		1741.30	4.30
DL1199 from CHA	1737	1801.00		24.00	1737.00		0.00	1737.00		0.00
DL 277 from CLE	1737	1802.00		25.00	1737.40		0.40	1737.30		0.30
OZ 688 to STL	1739		1833.00	54.00		1750.00	11.00		1742.00	3.00
DL 793 from CVG	1739	1803.00		24.00	1739.00		0.00	1739.00		0.00
DL1131 from PIT	1739	1804.00		25.00	1739.40		0.40	1739.30		0.30
EA 221 to TPA	1740		1834.00	54.00		1750.40	10.40		1742.30	2.30
EA 793 to SRQ	1740		1835.00	55.00		1751.20	11.20		1743.00	3.00
EA 276 to STL	1740		1836.00	56.00		1752.00	12.00		1743.30	3.30
DL1234 from AGS	1740	1805.00		25.00	1740.20		0.20	1740.00		0.00
EA 599 to PNS	1741		1837.00	56.00		1752.40	11.40		1744.00	3.00
EA 289 to SAV	1741		1838.00	57.00		1753.20	12.20		1744.30	3.30
DL 372 from SRQ	1741	1806.00		25.00	1741.00		0.00	1741.00		0.00
DL 414 from BHM	1742	1807.00		25.00	1742.00		0.00	1742.00		0.00
DL 341 from TYS	1742	1808.00		26.00	1742.40		0.40	1742.30		0.30
DL 468 from TOL	1742	1809.00		27.00	1743.20		1.20	1743.00		1.00
EA 625 to CAE	1743		1839.00	56.00		1754.00	11.00		1745.00	2.00
DL1055 from ORF	1744	1810.00		26.00	1744.00		0.00	1744.00		0.00
DL 119 from LGA	1744	1811.00		27.00	1744.40		0.40	1744.30		0.30
EA 582 to BOS	1745		1840.00	55.00		1754.40	9.40		1745.30	0.30
EA 116 to BDL	1745		1841.00	56.00		1755.20	10.20		1746.00	1.00
PI1896 from AHN	1745	1812.00		27.00	1745.20		0.20	1745.00		0.00
PI 282 to CLT	1745		1842.00	57.00		1756.00	11.00		1746.30	1.30
DL1105 from GSP	1746	1813.00		27.00	1746.00		0.00	1746.00		0.00
EA 266 to IND	1746		1843.00	57.00		1756.40	10.40		1747.00	1.00
EA 536 to GSP	1748		1844.00	56.00		1757.20	9.20		1748.00	0.00
DL 781 from BWI	1749	1814.00		25.00	1749.00		0.00	1749.00		0.00
DL 449 from IND	1749	1815.00		26.00	1749.40		0.40	1749.30		0.30
DL 493 from SDF	1749	1816.00		27.00	1750.20		1.20	1750.00		1.00
DL 427 from CAE	1749	1817.00		28.00	1751.00		2.00	1750.30		1.30
DL 535 from ORD	1749	1818.00		29.00	1751.40		2.40	1751.00		2.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 77 to SFO	1750		1845.00	55.00		1758.00	8.00		1750.00	0.00
DL 55 from MCO	1750	1819.00		29.00	1752.20		2.20	1751.30		1.30
EA 385 to MCI	1750		1846.00	56.00		1758.40	8.40		1750.30	0.30
EA 346 to PIT	1750		1847.00	57.00		1759.20	9.20		1751.00	1.00
EA 141 to PBI	1750		1848.00	58.00		1800.00	10.00		1751.30	1.30
DL 81 from EWR	1750	1820.00		30.00	1753.00		3.00	1752.00		2.00
DL1744 to CSG	1750		1849.00	59.00		1800.40	10.40		1752.00	2.00
DN 5 from AUO	1750	1821.00		31.00	1753.40		3.40	1752.30		2.30
DL1287 to CHA	1751		1850.00	59.00		1801.20	10.20		1752.30	1.30
DL 424 from JAX	1752	1822.00		30.00	1754.20		2.20	1753.00		1.00
DL 888 from DFW	1753	1823.00		30.00	1755.00		2.00	1753.30		0.30
DL 225 from BDL	1754	1824.00		30.00	1755.40		1.40	1754.00		0.00
DL1126 from HOU	1754	1825.00		31.00	1756.20		2.20	1754.30		0.30
DL 401 from CLT	1754	1826.00		32.00	1757.00		3.00	1755.00		1.00
DL1693 from HSV	1755	1827.00		32.00	1757.40		2.40	1755.30		0.30
RC 377 to DTW	1755		1851.00	56.00		1802.00	7.00		1755.00	0.00
DL 725 from DCA	1755	1828.00		33.00	1758.20		3.20	1756.00		1.00
DL1650 from TCL	1755	1829.00		34.00	1759.00		4.00	1756.30		1.30
DL1170 from CSG	1755	1830.00		35.00	1759.40		4.40	1757.00		2.00
DL 819 from DTW	1756	1831.00		35.00	1800.20		4.20	1757.30		1.30
DL 547 from PHL	1756	1832.00		36.00	1801.00		5.00	1758.00		2.00
DL 716 from SAV	1757	1833.00		36.00	1801.40		4.40	1758.30		1.30
DL 465 to MIA	1757		1852.00	55.00		1802.40	5.40		1757.00	0.00
DL 833 from BOS	1759	1834.00		35.00	1802.20		3.20	1759.00		0.00
DL 204 from RDU	1759	1835.00		36.00	1803.00		4.00	1759.30		0.30
DL1081 from BNA	1759	1836.00		37.00	1803.40		4.40	1800.00		1.00
DL1255 from DAB	1801	1837.00		36.00	1804.20		3.20	1801.00		0.00
DL1222 from MCN	1802	1838.00		36.00	1805.00		3.00	1802.00		0.00
DL1187 from GSO	1803	1839.00		36.00	1805.40		2.40	1803.00		0.00
DL1678 from VPS	1804	1840.00		36.00	1806.20		2.20	1804.00		0.00
DL1144 from LEX	1804	1841.00		37.00	1807.00		3.00	1804.30		0.30
DL 779 from TPA	1804	1842.00		38.00	1807.40		3.40	1805.00		1.00
EA 311 from CLT	1804	1843.00		39.00	1808.20		4.20	1805.30		1.30
DL1712 from PFN	1804	1844.00		40.00	1809.00		5.00	1806.00		2.00
DL 278 from PNS	1804	1845.00		41.00	1809.40		5.40	1806.30		2.30
DL1751 from GTR	1804	1846.00		42.00	1810.20		6.20	1807.00		3.00
PA 975 from JFK	1805	1847.00		42.00	1811.00		6.00	1807.30		2.30
CC 975 from JFK	1805	1848.00		43.00	1811.40		6.40	1808.00		3.00
EA 734 from DAB	1806	1849.00		43.00	1812.20		6.20	1808.30		2.30
EA 83 from MCO	1810	1850.00		40.00	1813.00		3.00	1810.00		0.00
RC 825 to MEM	1810		1853.00	43.00		1810.00	0.00		1810.00	0.00
EA 635 from GSP	1810	1851.00		41.00	1813.40		3.40	1810.30		0.30
EA 684 from JAN	1810	1852.00		42.00	1814.20		4.20	1811.00		1.00
UA 981 to DEN	1810		1854.00	44.00		1810.40	0.40		1810.30	0.30
EA 571 from LGA	1812	1853.00		41.00	1815.00		3.00	1812.00		0.00
EA 768 from SAT	1812	1854.00		42.00	1815.40		3.40	1812.30		0.30
EA 128 from MLB	1814	1855.00		41.00	1816.20		2.20	1814.00		0.00
EA 503 from RDU	1815	1856.00		41.00	1817.00		2.00	1815.00		0.00
EA 784 from MIA	1815	1857.00		42.00	1817.40		2.40	1815.30		0.30
EA 254 from PNS	1816	1858.00		42.00	1818.20		2.20	1816.00		0.00
EA 142 from GNV	1816	1859.00		43.00	1819.00		3.00	1816.30		0.30
EA 110 from IAH	1816	1900.00		44.00	1819.40		3.40	1817.00		1.00
EA 272 from CAE	1816	1901.00		45.00	1820.20		4.20	1817.30		1.30
EA 548 from BHM	1816	1902.00		46.00	1821.00		5.00	1818.00		2.00
EA 682 from MSY	1816	1903.00		47.00	1821.40		5.40	1818.30		2.30
EA 59 from TPA	1817	1904.00		47.00	1822.20		5.20	1819.00		2.00
EA 381 from TYS	1817	1905.00		48.00	1823.00		6.00	1819.30		2.30
EA 645 from BOS	1818	1906.00		48.00	1823.40		5.40	1820.00		2.00
EA1972 from ABY	1820	1907.00		47.00	1824.20		4.20	1820.30		0.30
RC 467 to MSP	1820		1855.00	35.00		1820.00	0.00		1820.00	0.00
EA1986 from AGS	1820	1908.00		48.00	1825.00		5.00	1821.00		1.00
SN 532 to BOS	1820		1856.00	36.00		1820.40	0.40		1820.30	0.30
EA 620 from PBI	1820	1909.00		49.00	1825.40		5.40	1821.30		1.30
EA 580 from MEM	1820	1910.00		50.00	1826.20		6.20	1822.00		2.00
PI 739 from CLT	1820	1911.00		51.00	1827.00		7.00	1822.30		2.30
CC 997 from MIA	1820	1912.00		52.00	1827.40		7.40	1823.00		3.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
PA 997 from MIA	1820	1913.00		53.00	1828.20		8.20	1823.30		3.30
EA 598 from SAV	1821	1914.00		53.00	1829.00		8.00	1824.00		3.00
EA 546 from RSW	1821	1915.00		54.00	1829.40		8.40	1824.30		3.30
EA 646 from SRQ	1822	1916.00		54.00	1830.20		8.20	1825.00		3.00
EA 132 from HSV	1823	1917.00		54.00	1831.00		8.00	1825.30		2.30
EA 92 from FLL	1824	1918.00		54.00	1831.40		7.40	1826.00		2.00
EA1296 from AVL	1825	1919.00		54.00	1832.20		7.20	1826.30		1.30
EA1968 from MGM	1825	1920.00		55.00	1833.00		8.00	1827.00		2.00
DL1666 from CSG	1825	1921.00		56.00	1833.40		8.40	1827.30		2.30
EA 389 from CHS	1827	1922.00		55.00	1834.20		7.20	1828.00		1.00
EA 754 from TLH	1827	1923.00		56.00	1835.00		8.00	1828.30		1.30
EA 669 from RIC	1827	1924.00		57.00	1835.40		8.40	1829.00		2.00
EA 244 from JAX	1829	1925.00		56.00	1836.20		7.20	1829.30		0.30
EA 115 from EWR	1829	1926.00		57.00	1837.00		8.00	1830.00		1.00
EA1994 from TRI	1830	1927.00		57.00	1837.40		7.40	1830.30		0.30
EA1942 from PFN	1830	1928.00		58.00	1838.20		8.20	1831.00		1.00
EA 587 from GSO	1830	1929.00		59.00	1839.00		9.00	1831.30		1.30
EA 695 from DCA	1831	1930.00		59.00	1839.40		8.40	1832.00		1.00
EA 687 from PHL	1832	1931.00		59.00	1840.20		8.20	1832.30		0.30
EA 674 from MOB	1833	1932.00		59.00	1841.00		8.00	1833.00		0.00
PI 731 from ROA	1834	1933.00		59.00	1841.40		7.40	1834.00		0.00
EA 229 from ORD	1834	1934.00		100.00	1842.20		8.20	1834.30		0.30
EA 527 from ORF	1835	1935.00		100.00	1843.00		8.00	1835.00		0.00
EA1918 from CHA	1835	1936.00		101.00	1843.40		8.40	1835.30		0.30
EA 808 from BWI	1835	1937.00		102.00	1844.20		9.20	1836.00		1.00
EA 495 from DTW	1835	1938.00		103.00	1845.00		10.00	1836.30		1.30
DL1081 to OKC	1839		1857.00	18.00		1839.00	0.00		1839.00	0.00
DL1105 to MCI	1839		1858.00	19.00		1839.40	0.40		1839.30	0.30
DL1131 to MOB	1839		1859.00	20.00		1840.20	1.20		1840.00	1.00
DL 427 to MEM	1839		1900.00	21.00		1841.00	2.00		1840.30	1.30
DL 277 to RSW	1839		1901.00	22.00		1841.40	2.40		1841.00	2.00
DL1738 to ABY	1840		1902.00	22.00		1842.20	2.20		1841.30	1.30
DL1234 to STL	1840		1903.00	23.00		1843.00	3.00		1842.00	2.00
DL1717 to TRI	1840		1904.00	24.00		1843.40	3.40		1842.30	2.30
DL 781 to TPA	1840		1905.00	25.00		1844.20	4.20		1843.00	3.00
DL 793 to MCO	1841		1906.00	25.00		1845.00	4.00		1843.30	2.30
DL 347 to HOU	1841		1907.00	26.00		1845.40	4.40		1844.00	3.00
DL1055 to AUS	1841		1908.00	27.00		1846.20	5.20		1844.30	3.30
DL1126 to RIC	1842		1909.00	27.00		1847.00	5.00		1845.00	3.00
DL 249 to SRQ	1843		1910.00	27.00		1847.40	4.40		1845.30	2.30
DL 453 to BTR	1843		1911.00	28.00		1848.20	5.20		1846.00	3.00
DL 497 to BHM	1843		1912.00	29.00		1849.00	6.00		1846.30	3.30
CC 975 to MEM	1845		1913.00	28.00		1849.40	4.40		1847.00	2.00
PA 975 to MEM	1845		1914.00	29.00		1850.20	5.20		1847.30	2.30
DL1180 to MSP	1845		1915.00	30.00		1851.00	6.00		1848.00	3.00
DL 725 to SAT	1845		1916.00	31.00		1851.40	6.40		1848.30	3.30
DL 493 to CAE	1845		1917.00	32.00		1852.20	7.20		1849.00	4.00
PA 997 to MEM	1845		1918.00	33.00		1853.00	8.00		1849.30	4.30
CC 997 to MEM	1845		1919.00	34.00		1853.40	8.40		1850.00	5.00
DL 401 to FLL	1845		1920.00	35.00		1854.20	9.20		1850.30	5.30
DL1695 to HSV	1845		1921.00	36.00		1855.00	10.00		1851.00	6.00
DL1159 to TUL	1847		1922.00	35.00		1855.40	8.40		1851.30	4.30
DL1144 to PNS	1847		1923.00	36.00		1856.20	9.20		1852.00	5.00
DL 833 to ONT	1847		1924.00	37.00		1857.00	10.00		1852.30	5.30
DL 293 to MSY	1849		1925.00	36.00		1857.40	8.40		1853.00	4.00
DL 372 to ORD	1850		1926.00	36.00		1858.20	8.20		1853.30	3.30
DL 120 to LGA	1850		1927.00	37.00		1859.00	9.00		1854.00	4.00
DL 82 to EWR	1852		1928.00	36.00		1859.40	7.40		1854.30	2.30
DL 716 to DCA	1852		1929.00	37.00		1900.20	8.20		1855.00	3.00
DL 547 to JAN	1852		1930.00	38.00		1901.00	9.00		1855.30	3.30
DL 55 to LAX	1852		1931.00	39.00		1901.40	9.40		1856.00	4.00
DL1271 to LIT	1853		1932.00	39.00		1902.20	9.20		1856.30	3.30
DL 779 to DEN	1853		1933.00	40.00		1903.00	10.00		1857.00	4.00
DL 819 to DFW	1854		1934.00	40.00		1903.40	9.40		1857.30	3.30
DL 535 to JAX	1854		1935.00	41.00		1904.20	10.20		1858.00	4.00
DL1714 to PFN	1855		1936.00	41.00		1905.00	10.00		1858.30	3.30

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL1675 to DHN 1855			1937.00	42.00		1905.40	10.40		1859.00	4.00
DL1237 to MLB 1855			1938.00	43.00		1906.20	11.20		1859.30	4.30
DL 335 to SLC 1855			1939.00	44.00		1907.00	12.00		1900.00	5.00
PA 998 to MIA 1855			1940.00	45.00		1907.40	12.40		1900.30	5.30
DL1686 to GSP 1855			1941.00	46.00		1908.20	13.20		1901.00	6.00
CC 998 to MIA 1855			1942.00	47.00		1909.00	14.00		1901.30	6.30
DL 214 to SAV 1855			1943.00	48.00		1909.40	14.40		1902.00	7.00
DL1222 to BNA 1856			1944.00	48.00		1910.20	14.20		1902.30	6.30
DL 827 to SEA 1856			1945.00	49.00		1911.00	15.00		1903.00	7.00
UA 787 from HSV 1856		1939.00		43.00	1856.00		0.00	1856.00		0.00
DL 361 to MGM 1856			1946.00	50.00		1911.40	15.40		1903.30	7.30
DL 997 to ABQ 1856			1947.00	51.00		1912.20	16.20		1904.00	8.00
DL1229 from STL 1856		1940.00		44.00	1856.40		0.40	1856.30		0.30
DL 99 to SFO 1859			1948.00	49.00		1913.00	14.00		1904.30	5.30
DL1694 from HSV 1900		1941.00		41.00	1900.00		0.00	1900.00		0.00
DL1160 from TUL 1900		1942.00		42.00	1900.40		0.40	1900.30		0.30
DL1737 from ABY 1905		1943.00		38.00	1905.00		0.00	1905.00		0.00
EA1971 to MGM 1907			1949.00	42.00		1913.40	6.40		1907.00	0.00
AA 809 from CHS 1908		1944.00		36.00	1908.00		0.00	1908.00		0.00
DL 343 to PHX 1908			1950.00	42.00		1914.20	6.20		1908.00	0.00
EA1993 to TRI 1910			1951.00	41.00		1915.00	5.00		1910.00	0.00
EA1921 to CHA 1910			1952.00	42.00		1915.40	5.40		1910.30	0.30
EA1937 to PFN 1910			1953.00	43.00		1916.20	6.20		1911.00	1.00
EA 754 to CLE 1910			1954.00	44.00		1917.00	7.00		1911.30	1.30
PI1897 to AHN 1910			1955.00	45.00		1917.40	7.40		1912.00	2.00
EA 645 to MEM 1910			1956.00	46.00		1918.20	8.20		1912.30	2.30
EA1834 from MGR 1911		1945.00		34.00	1911.00		0.00	1911.00		0.00
EA 260 to MSP 1914			1957.00	43.00		1919.00	5.00		1914.00	0.00
EA 516 to PIT 1914			1958.00	44.00		1919.40	5.40		1914.30	0.30
EA 580 to ALB 1915			1959.00	44.00		1920.20	5.20		1915.00	0.00
EA 244 to ORD 1915			2000.00	45.00		1921.00	6.00		1915.30	0.30
EA 128 to BOS 1915			2001.00	46.00		1921.40	6.40		1916.00	1.00
EA 59 to SJC 1915			2002.00	47.00		1922.20	7.20		1916.30	1.30
EA 687 to MSY 1915			2003.00	48.00		1923.00	8.00		1917.00	2.00
PI 746 to FAY 1915			2004.00	49.00		1923.40	8.40		1917.30	2.30
EA1297 to AVL 1915			2005.00	50.00		1924.20	9.20		1918.00	3.00
EA 653 to TUS 1915			2006.00	51.00		1925.00	10.00		1918.30	3.30
EA 768 to ROC 1916			2007.00	51.00		1925.40	9.40		1919.00	3.00
EA 646 to IAD 1917			2008.00	51.00		1926.20	9.20		1919.30	2.30
EA 226 to MCI 1917			2009.00	52.00		1927.00	10.00		1920.00	3.00
DL 402 from BHM 1917		1946.00		29.00	1917.00		0.00	1917.00		0.00
DL 804 from DEN 1918		1947.00		29.00	1918.00		0.00	1918.00		0.00
EA 381 to MOB 1918			2010.00	52.00		1927.40	9.40		1920.30	2.30
EA 726 to ISP 1919			2011.00	52.00		1928.20	9.20		1921.00	2.00
DL1090 from MGM 1919		1948.00		29.00	1919.00		0.00	1919.00		0.00
DL1202 from MLB 1919		1949.00		30.00	1919.40		0.40	1919.30		0.30
EA 541 to DFW 1919			2012.00	53.00		1929.00	10.00		1921.30	2.30
EA 784 to BUF 1920			2013.00	53.00		1929.40	9.40		1922.00	2.00
EA 684 to CAK 1920			2014.00	54.00		1930.20	10.20		1922.30	2.30
EA1973 to ABY 1920			2015.00	55.00		1931.00	11.00		1923.00	3.00
EA 106 to LGA 1920			2016.00	56.00		1931.40	11.40		1923.30	3.30
EA 546 to PVD 1920			2017.00	57.00		1932.20	12.20		1924.00	4.00
DL 785 from EWR 1920		1950.00		30.00	1920.20		0.20	1920.00		0.00
UA 787 to ORD 1920			2018.00	58.00		1933.00	13.00		1924.30	4.30
EA 83 to LAX 1920			2019.00	59.00		1933.40	13.40		1925.00	5.00
DL1253 from AGS 1920		1951.00		31.00	1921.00		1.00	1920.30		0.30
EA 734 to ABE 1920			2020.00	100.00		1934.20	14.20		1925.30	5.30
DL1761 from GTR 1920		1952.00		32.00	1921.40		1.40	1921.00		1.00
EA 669 to MIA 1920			2021.00	101.00		1935.00	15.00		1926.00	6.00
EA 272 to STL 1920			2022.00	102.00		1935.40	15.40		1926.30	6.30
EA1987 to AGS 1920			2023.00	103.00		1936.20	16.20		1927.00	7.00
DL1667 to CSG 1920			2024.00	104.00		1937.00	17.00		1927.30	7.30
EA 620 to BNA 1920			2025.00	105.00		1937.40	17.40		1928.00	8.00
DL 422 from SAN 1921		1953.00		32.00	1922.20		1.20	1921.30		0.30
DL1298 from TLH 1921		1954.00		33.00	1923.00		2.00	1922.00		1.00
DL 720 from RSW 1923		1955.00		32.00	1923.40		0.40	1923.00		0.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 826 to DEN	1923		2026.00	103.00		1938.20	15.20		1928.30	5.30
DL1246 from LIT	1924	1956.00		32.00	1924.20		0.20	1924.00		0.00
DL 579 from BNA	1925	1957.00		32.00	1925.00		0.00	1925.00		0.00
EA 142 to SYR	1925		2027.00	102.00		1939.00	14.00		1929.00	4.00
DL 890 from MSY	1925	1958.00		33.00	1925.40		0.40	1925.30		0.30
EA 695 to ELP	1925		2028.00	103.00		1939.40	14.40		1929.30	4.30
DL1049 from SAV	1925	1959.00		34.00	1926.20		1.20	1926.00		1.00
DL1706 to MCN	1925		2029.00	104.00		1940.20	15.20		1930.00	5.00
DL1685 from GSP	1925	2000.00		35.00	1927.00		2.00	1926.30		1.30
EA 598 to BOL	1925		2030.00	105.00		1941.00	16.00		1930.30	5.30
EA 294 to OMA	1925		2031.00	106.00		1941.40	16.40		1931.00	6.00
EA 724 to PHL	1925		2032.00	107.00		1942.20	17.20		1931.30	6.30
EA 674 to CMH	1925		2033.00	108.00		1943.00	18.00		1932.00	7.00
DL1744 from CSG	1925	2001.00		36.00	1927.40		2.40	1927.00		2.00
EA 311 to ONT	1925		2034.00	109.00		1943.40	18.40		1932.30	7.30
DL 121 from ORD	1925	2002.00		37.00	1928.20		3.20	1927.30		2.30
EA 527 to TPA	1925		2035.00	110.00		1944.20	19.20		1933.00	8.00
DL 492 from IAH	1927	2003.00		36.00	1929.00		2.00	1928.00		1.00
DL1130 from OKC	1929	2004.00		35.00	1929.40		0.40	1929.00		0.00
EA 776 to MKE	1930		2036.00	106.00		1945.00	15.00		1933.30	3.30
DN 6 to AUO	1930		2037.00	107.00		1945.40	15.40		1934.00	4.00
DL 336 from CAE	1930	2005.00		35.00	1930.20		0.20	1930.00		0.00
DL 48 from SFO	1930	2006.00		36.00	1931.00		1.00	1930.30		0.30
DL1754 from AVL	1930	2007.00		37.00	1931.40		1.40	1931.00		1.00
EA 110 to EWR	1930		2038.00	108.00		1946.20	16.20		1934.30	4.30
EA 132 to BWI	1930		2039.00	109.00		1947.00	17.00		1935.00	5.00
DL1229 to TLH	1930		2040.00	110.00		1947.40	17.40		1935.30	5.30
AA 289 to DFW	1931		2041.00	110.00		1948.20	17.20		1936.00	5.00
DL1115 from JAN	1932	2008.00		36.00	1932.20		0.20	1932.00		0.00
DL1050 from SAT	1932	2009.00		37.00	1933.00		1.00	1932.30		0.30
DL 258 from TPA	1932	2010.00		38.00	1933.40		1.40	1933.00		1.00
DL 577 from LGA	1932	2011.00		39.00	1934.20		2.20	1933.30		1.30
UA 456 from ORD	1933	2012.00		39.00	1935.00		2.00	1934.00		1.00
DL 748 from DFW	1933	2013.00		40.00	1935.40		2.40	1934.30		1.30
EA 254 to SDF	1934		2042.00	108.00		1949.00	15.00		1936.30	2.30
DL1652 from VLD	1935	2014.00		39.00	1936.20		1.20	1935.00		0.00
DL 301 from CLT	1935	2015.00		40.00	1937.00		2.00	1935.30		0.30
EA 904 to DCA	1935		2043.00	108.00		1949.40	14.40		1937.00	2.00
DL 868 from PBI	1935	2016.00		41.00	1937.40		2.40	1936.00		1.00
DL1713 from PFN	1935	2017.00		42.00	1938.20		3.20	1936.30		1.30
EA 682 to DTW	1935		2044.00	109.00		1950.20	15.20		1937.30	2.30
EA 92 to SEA	1935		2045.00	110.00		1951.00	16.00		1938.00	3.00
DL 146 from LAX	1935	2018.00		43.00	1939.00		4.00	1937.00		2.00
AA 809 to ORD	1936		2046.00	110.00		1951.40	15.40		1938.30	2.30
EA1827 to HHH	1936		2047.00	111.00		1952.20	16.20		1939.00	3.00
DL 399 from LEX	1936	2019.00		43.00	1939.40		3.40	1937.30		1.30
DL1070 from CHS	1936	2020.00		44.00	1940.20		4.20	1938.00		2.00
DL1242 from MCB	1937	2021.00		44.00	1941.00		4.00	1938.30		1.30
DL 226 from MCI	1937	2022.00		45.00	1941.40		4.40	1939.00		2.00
DL 331 from GSO	1939	2023.00		44.00	1942.20		3.20	1939.30		0.30
DL 389 from RDU	1939	2024.00		45.00	1943.00		4.00	1940.00		1.00
DL 778 from FLL	1940	2025.00		45.00	1943.40		3.40	1940.30		0.30
DL 211 from DCA	1940	2026.00		46.00	1944.20		4.20	1941.00		1.00
DL1654 from GAD	1940	2027.00		47.00	1945.00		5.00	1941.30		1.30
DL 742 from MIA	1940	2028.00		48.00	1945.40		5.40	1942.00		2.00
DL1674 from DHN	1940	2029.00		49.00	1946.20		6.20	1942.30		2.30
DL 545 from MSP	1940	2030.00		50.00	1947.00		7.00	1943.00		3.00
DL1679 from VPS	1940	2031.00		51.00	1947.40		7.40	1943.30		3.30
DL 598 from MCO	1942	2032.00		50.00	1948.20		6.20	1944.00		2.00
DL1248 from BTR	1943	2033.00		50.00	1949.00		6.00	1944.30		1.30
DL 72 from JAX	1943	2034.00		51.00	1949.40		6.40	1945.00		2.00
DL 408 from MEM	1944	2035.00		51.00	1950.20		6.20	1945.30		1.30
DL1645 from MSL	1944	2036.00		52.00	1951.00		7.00	1946.00		2.00
DL1243 from CHA	1944	2037.00		53.00	1951.40		7.40	1946.30		2.30
DL1776 from MEI	1944	2038.00		54.00	1952.20		8.20	1947.00		3.00
DL1662 to BQK	1945		2048.00	103.00		1953.00	8.00		1945.00	0.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
OZ 689 from STL	1949	2039.00		50.00	1953.00		4.00	1949.00		0.00
AA 222 from DFW	1955	2040.00		45.00	1955.00		0.00	1955.00		0.00
EA 327 from PIT	1955	2041.00		46.00	1955.40		0.40	1955.30		0.30
EA 727 from ISP	1956	2042.00		46.00	1956.20		0.20	1956.00		0.00
EA 117 from BDL	1957	2043.00		46.00	1957.00		0.00	1957.00		0.00
AA 434 from ORD	1958	2044.00		46.00	1958.00		0.00	1958.00		0.00
EA 103 from JFK	1958	2045.00		47.00	1958.40		0.40	1958.30		0.30
UA 456 to HSV	2000		2049.00	49.00		2000.00	0.00		2000.00	0.00
EA 775 from CAK	2000	2046.00		46.00	2000.00		0.00	2000.00		0.00
PI 760 to CLT	2000		2050.00	50.00		2000.40	0.40		2000.30	0.30
EA 577 from GSP	2002	2047.00		45.00	2002.00		0.00	2002.00		0.00
EA 735 from ABE	2003	2048.00		45.00	2003.00		0.00	2003.00		0.00
EA 131 from BWI	2003	2049.00		46.00	2003.40		0.40	2003.30		0.30
EA 589 from ORF	2004	2050.00		46.00	2004.20		0.20	2004.00		0.00
EA1619 from CMH	2005	2051.00		46.00	2005.00		0.00	2005.00		0.00
EA 155 from EWR	2006	2052.00		46.00	2006.00		0.00	2006.00		0.00
EA 84 from LAX	2006	2053.00		47.00	2006.40		0.40	2006.30		0.30
EA 689 from ALB	2006	2054.00		48.00	2007.20		1.20	2007.00		1.00
EA 581 from SYR	2007	2055.00		48.00	2008.00		1.00	2007.30		0.30
EA 271 from STL	2007	2056.00		49.00	2008.40		1.40	2008.00		1.00
EA 649 from MSP	2007	2057.00		50.00	2009.20		2.20	2008.30		1.30
EA 672 from ELP	2007	2058.00		51.00	2010.00		3.00	2009.00		2.00
EA 355 from CLT	2008	2059.00		51.00	2010.40		2.40	2009.30		1.30
EA 763 from DTW	2008	2100.00		52.00	2011.20		3.20	2010.00		2.00
EA 129 from BOS	2008	2101.00		53.00	2012.00		4.00	2010.30		2.30
EA 675 from BNA	2009	2102.00		53.00	2012.40		3.40	2011.00		2.00
EA 655 from CAE	2010	2103.00		53.00	2013.20		3.20	2011.30		1.30
EA 787 from MKE	2010	2104.00		54.00	2014.00		4.00	2012.00		2.00
EA 547 from LGA	2011	2105.00		54.00	2014.40		3.40	2012.30		1.30
EA 573 from RIC	2011	2106.00		55.00	2015.20		4.20	2013.00		2.00
EA 797 from CLE	2012	2107.00		55.00	2016.00		4.00	2013.30		1.30
EA 529 from IAD	2012	2108.00		56.00	2016.40		4.40	2014.00		2.00
EA 241 from ORD	2012	2109.00		57.00	2017.20		5.20	2014.30		2.30
EA 72 from SFO	2013	2110.00		57.00	2018.00		5.00	2015.00		2.00
EA 624 from DFW	2014	2111.00		57.00	2018.40		4.40	2015.30		1.30
EA 345 from BUF	2015	2112.00		57.00	2019.20		4.20	2016.00		1.00
EA1992 from AGS	2015	2113.00		58.00	2020.00		5.00	2016.30		1.30
PI1898 from AHN	2015	2114.00		59.00	2020.40		5.40	2017.00		2.00
DL1781 to MCN	2015		2051.00	36.00		2015.00	0.00		2015.00	0.00
EA1946 from PFN	2015	2115.00		100.00	2021.20		6.20	2017.30		2.30
EA 398 from MIA	2015	2116.00		101.00	2022.00		7.00	2018.00		3.00
EA 694 from CHS	2015	2117.00		102.00	2022.40		7.40	2018.30		3.30
EA 137 from DCA	2017	2118.00		101.00	2023.20		6.20	2019.00		2.00
EA 121 from PHL	2017	2119.00		102.00	2024.00		7.00	2019.30		2.30
EA 261 from SDF	2018	2120.00		102.00	2024.40		6.40	2020.00		2.00
PI 736 from CLT	2018	2121.00		103.00	2025.20		7.20	2020.30		2.30
DL1050 to ORF	2019		2052.00	33.00		2019.00	0.00		2019.00	0.00
DL1202 to CLE	2019		2053.00	34.00		2019.40	0.40		2019.30	0.30
DL 540 to TYS	2019		2054.00	35.00		2020.20	1.20		2020.00	1.00
EA 565 from RDU	2019	2122.00		103.00	2026.00		7.00	2021.00		2.00
DL 331 to MEM	2019		2055.00	36.00		2021.00	2.00		2020.30	1.30
DL 583 to DFW	2019		2056.00	37.00		2021.40	2.40		2021.00	2.00
DL 786 to BDL	2020		2057.00	37.00		2022.20	2.20		2021.30	1.30
CC 999 from MIA	2020	2123.00		103.00	2026.40		6.40	2021.30		1.30
EA 767 from ROC	2020	2124.00		104.00	2027.20		7.20	2022.00		2.00
EA1944 from VPS	2020	2125.00		105.00	2028.00		8.00	2022.30		2.30
EA 281 from IND	2020	2126.00		106.00	2028.40		8.40	2023.00		3.00
DL 258 to CMH	2020		2058.00	38.00		2023.00	3.00		2022.00	2.00
EA1920 from CHA	2020	2127.00		107.00	2029.20		9.20	2023.30		3.30
DL1107 to CSG	2020		2059.00	39.00		2023.40	3.40		2022.30	2.30
EA 373 from GSO	2020	2128.00		108.00	2030.00		10.00	2024.00		4.00
EA1840 from FLO	2020	2129.00		109.00	2030.40		10.40	2024.30		4.30
DL1130 to PIT	2020		2100.00	40.00		2024.20	4.20		2023.00	3.00
EA1996 from TRI	2020	2130.00		110.00	2031.20		11.20	2025.00		5.00
EA 207 from MCI	2020	2131.00		111.00	2032.00		12.00	2025.30		5.30
PA 999 from MIA	2020	2132.00		112.00	2032.40		12.40	2026.00		6.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 ldgs/hr			90 tkfs/hr 90 ldgs/hr			120 tkfs/hr 120 ldgs/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL 336 to	IND 2023		2101.00	38.00		2025.00	2.00		2023.30	0.30
PI 758 from	FAY 2024	2133.00		109.00	2033.20		9.20	2026.30		2.30
DL1242 to	CHA 2024		2102.00	38.00		2025.40	1.40		2024.00	0.00
DL 717 to	SRQ 2024		2103.00	39.00		2026.20	2.20		2024.30	0.30
DL1169 to	BHM 2024		2104.00	40.00		2027.00	3.00		2025.00	1.00
DL 399 to	SAV 2025		2105.00	40.00		2027.40	2.40		2025.30	0.30
DL1749 to	AVL 2025		2106.00	41.00		2028.20	3.20		2026.00	1.00
DL1696 to	HSV 2025		2107.00	42.00		2029.00	4.00		2026.30	1.30
DL1090 to	BWI 2025		2108.00	43.00		2029.40	4.40		2027.00	2.00
DL1731 to	MEI 2025		2109.00	44.00		2030.20	5.20		2027.30	2.30
DL 545 to	RSW 2026		2110.00	44.00		2031.00	5.00		2028.00	2.00
DL 556 to	LEX 2026		2111.00	45.00		2031.40	5.40		2028.30	2.30
DL1248 to	RIC 2027		2112.00	45.00		2032.20	5.20		2029.00	2.00
DL 492 to	DCA 2027		2113.00	46.00		2033.00	6.00		2029.30	2.30
DL 168 to	EWR 2027		2114.00	47.00		2033.40	6.40		2030.00	3.00
DL 48 to	MCO 2028		2115.00	47.00		2034.20	6.20		2030.30	2.30
OZ 682 to	STL 2030		2116.00	48.00		2035.00	5.00		2031.00	1.00
DL1680 to	VPS 2030		2117.00	47.00		2035.40	5.40		2031.30	1.30
DL1745 to	ANB 2030		2118.00	48.00		2036.20	6.20		2032.00	2.00
DL 576 to	ORD 2030		2119.00	49.00		2037.00	7.00		2032.30	2.30
DL 422 to	CLT 2030		2120.00	50.00		2037.40	7.40		2033.00	3.00
DL1246 to	CHS 2031		2121.00	50.00		2038.20	7.20		2033.30	2.30
DL1243 to	DAB 2031		2122.00	51.00		2039.00	8.00		2034.00	3.00
DL 890 to	BOS 2032		2123.00	51.00		2039.40	7.40		2034.30	2.30
DL 956 to	TOL 2033		2124.00	51.00		2040.20	7.20		2035.00	2.00
DL 550 to	SDF 2033		2125.00	52.00		2041.00	8.00		2035.30	2.30
NW 754 from	MSP 2033	2134.00		101.00	2034.00		1.00	2033.00		0.00
DL 510 to	GSO 2033		2126.00	53.00		2041.40	8.40		2036.00	3.00
DL 577 to	JAX 2034		2127.00	53.00		2042.20	8.20		2036.30	2.30
DL 72 to	LGA 2035		2128.00	53.00		2043.00	8.00		2037.00	2.00
DL 968 to	CAE 2035		2129.00	54.00		2043.40	8.40		2037.30	2.30
DL1649 to	PFN 2035		2130.00	55.00		2044.20	9.20		2038.00	3.00
DL1739 to	ABY 2035		2131.00	56.00		2045.00	10.00		2038.30	3.30
DL 742 to	DAY 2035		2132.00	57.00		2045.40	10.40		2039.00	4.00
EA1970 from	MGM 2035	2135.00		100.00	2035.00		0.00	2035.00		0.00
DL1653 to	VLD 2035		2133.00	58.00		2046.20	11.20		2039.30	4.30
DL1115 to	GSP 2036		2134.00	58.00		2047.00	11.00		2040.00	4.00
DL 211 to	IAH 2036		2135.00	59.00		2047.40	11.40		2040.30	4.30
DL 598 to	CVG 2038		2136.00	58.00		2048.20	10.20		2041.00	3.00
DL 847 to	PBI 2039		2137.00	58.00		2049.00	10.00		2041.30	2.30
DL 146 to	ROU 2040		2138.00	58.00		2049.40	9.40		2042.00	2.00
DL1148 to	AGS 2040		2139.00	59.00		2050.20	10.20		2042.30	2.30
DL 96 to	DTW 2040		2140.00	100.00		2051.00	11.00		2043.00	3.00
DL 754 to	PHL 2040		2141.00	101.00		2051.40	11.40		2043.30	3.30
AA 222 to	CAE 2042		2142.00	100.00		2052.20	10.20		2044.00	2.00
AA 434 to	GSP 2042		2143.00	101.00		2053.00	11.00		2044.30	2.30
DL 857 to	MIA 2044		2144.00	100.00		2053.40	9.40		2045.00	1.00
DL1724 to	TCL 2045		2145.00	100.00		2054.20	9.20		2045.30	0.30
DL 797 to	TPA 2045		2146.00	101.00		2055.00	10.00		2046.00	1.00
EA 490 to	DCA 2050		2147.00	57.00		2055.40	5.40		2050.00	0.00
EA1619 to	JAN 2055		2148.00	53.00		2056.20	1.20		2055.00	0.00
EA 763 to	BHM 2055		2149.00	54.00		2057.00	2.00		2055.30	0.30
EA 356 to	TYS 2055		2150.00	55.00		2057.40	2.40		2056.00	1.00
DL1667 from	CSG 2055	2138.00		41.00	2055.00		0.00	2055.00		0.00
EA1841 to	MYR 2055		2151.00	56.00		2058.20	3.20		2056.30	1.30
EA 675 to	ORF 2055		2152.00	57.00		2059.00	4.00		2057.00	2.00
EA 589 to	AUS 2055		2153.00	58.00		2059.40	4.40		2057.30	2.30
DL1738 from	ABY 2055	2137.00		42.00	2055.40		0.40	2055.30		0.30
EA1975 to	MGM 2100		2154.00	54.00		2100.20	0.20		2100.00	0.00
TW 805 from	JFK 2100	2138.00		38.00	2100.00		0.00	2100.00		0.00
EA1925 to	CHA 2100		2155.00	55.00		2101.00	1.00		2100.30	0.30
DL1695 from	HSV 2100	2139.00		39.00	2100.40		0.40	2100.30		0.30
EA 727 to	MSY 2102		2156.00	54.00		2102.00	0.00		2102.00	0.00
EA 577 to	SRQ 2103		2157.00	54.00		2103.00	0.00		2103.00	0.00
EA 395 to	OKC 2104		2158.00	54.00		2104.00	0.00		2104.00	0.00
EA 767 to	SAT 2105		2159.00	54.00		2105.00	0.00		2105.00	0.00

DELAY ANALYSIS FOR ATL: MAY, 1965

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA1941 to PFN 2105			2200.00	55.00		2105.40	0.40		2105.30	0.30
EA 689 to DFW 2105			2201.00	56.00		2106.20	1.20		2106.00	1.00
EA 432 to LGA 2105			2202.00	57.00		2107.00	2.00		2106.30	1.30
EA 355 to GNV 2105			2203.00	58.00		2107.40	2.40		2107.00	2.00
EA1840 to CHS 2105			2204.00	59.00		2108.20	3.20		2107.30	2.30
EA 573 to TLH 2108			2205.00	57.00		2109.00	1.00		2108.00	0.00
EA 268 to BNA 2108			2206.00	58.00		2109.40	1.40		2108.30	0.30
EA 393 to MEM 2110			2207.00	57.00		2110.20	0.20		2110.00	0.00
EA 624 to GSO 2110			2208.00	58.00		2111.00	1.00		2110.30	0.30
EA 155 to PHX 2110			2209.00	59.00		2111.40	1.40		2111.00	1.00
PI 718 to MYR 2110			2210.00	100.00		2112.20	2.20		2111.30	1.30
EA 797 to MLB 2110			2211.00	101.00		2113.00	3.00		2112.00	2.00
EA 565 to HSV 2110			2212.00	102.00		2113.40	3.40		2112.30	2.30
PI 744 to AVL 2110			2213.00	103.00		2114.20	4.20		2113.00	3.00
EA 581 to HOU 2110			2214.00	104.00		2115.00	5.00		2113.30	3.30
EA 694 to RIC 2110			2215.00	105.00		2115.40	5.40		2114.00	4.00
EA 121 to RSW 2110			2216.00	106.00		2116.20	6.20		2114.30	4.30
EA 241 to DAB 2110			2217.00	107.00		2117.00	7.00		2115.00	5.00
EA 649 to PNS 2112			2218.00	106.00		2117.40	5.40		2115.30	3.30
UA 958 from DEN 2113		2140.00		27.00	2113.00		0.00	2113.00		0.00
EA 654 to RDU 2114			2219.00	105.00		2118.20	4.20		2116.00	2.00
EA 705 to LAS 2115			2220.00	105.00		2119.00	4.00		2116.30	1.30
DL1782 to MCN 2115			2221.00	106.00		2119.40	4.40		2117.00	2.00
RC 824 from MEM 2115		2141.00		26.00	2115.00		0.00	2115.00		0.00
EA 735 to CAE 2115			2222.00	107.00		2120.20	5.20		2117.30	2.30
PI1899 to AHN 2115			2223.00	108.00		2121.00	6.00		2118.00	3.00
EA 84 to MIA 2115			2224.00	109.00		2121.40	6.40		2118.30	3.30
EA 137 to FLL 2115			2225.00	110.00		2122.20	7.20		2119.00	4.00
EA 775 to CLT 2116			2226.00	110.00		2123.00	7.00		2119.30	3.30
EA 281 to JAX 2116			2227.00	111.00		2123.40	7.40		2120.00	4.00
EA 655 to MOB 2117			2228.00	111.00		2124.20	7.20		2120.30	3.30
EA 207 to SAV 2117			2229.00	112.00		2125.00	8.00		2121.00	4.00
DL1675 from DHN 2120		2142.00		22.00	2120.00		0.00	2120.00		0.00
EA 103 to TPA 2120			2230.00	110.00		2125.40	5.40		2121.30	1.30
EA 787 to PBI 2120			2231.00	111.00		2126.20	6.20		2122.00	2.00
DL1686 from GSP 2120		2143.00		23.00	2120.40		0.40	2120.30		0.30
DL1762 to GTR 2120			2232.00	112.00		2127.00	7.00		2122.30	2.30
EA 261 to GSP 2120			2233.00	113.00		2127.40	7.40		2123.00	3.00
EA 529 to MCO 2122			2234.00	112.00		2128.20	6.20		2123.30	1.30
DL1129 from PIT 2124		2144.00		20.00	2124.00		0.00	2124.00		0.00
DL1750 to DHN 2125			2235.00	110.00		2129.00	4.00		2125.00	0.00
DL 373 from CLE 2127		2145.00		18.00	2127.00		0.00	2127.00		0.00
EA 235 from EWR 2128		2146.00		18.00	2128.00		0.00	2128.00		0.00
EA 291 from STL 2130		2147.00		17.00	2130.00		0.00	2130.00		0.00
EA1903 to CHA 2130			2236.00	106.00		2130.00	0.00		2130.00	0.00
EA 657 to IAH 2130			2237.00	107.00		2130.40	0.40		2130.30	0.30
EA1633 from GSO 2132		2148.00		16.00	2132.00		0.00	2132.00		0.00
DL 976 from BHM 2132		2149.00		17.00	2132.40		0.40	2132.30		0.30
EA 450 from FLL 2133		2150.00		17.00	2133.20		0.20	2133.00		0.00
DL 297 from CMH 2134		2151.00		17.00	2134.00		0.00	2134.00		0.00
DL 360 from MGM 2134		2152.00		18.00	2134.40		0.40	2134.30		0.30
DL1233 from ORF 2134		2153.00		19.00	2135.20		1.20	2135.00		1.00
DL1226 from PNS 2135		2154.00		19.00	2136.00		1.00	2135.30		0.30
PA 977 from JFK 2135		2155.00		20.00	2136.40		1.40	2136.00		1.00
OZ 685 from STL 2135		2156.00		21.00	2137.20		2.20	2136.30		1.30
CC 977 from JFK 2135		2157.00		22.00	2138.00		3.00	2137.00		2.00
DL1717 from TRI 2135		2158.00		23.00	2138.40		3.40	2137.30		2.30
EA 584 from MSY 2136		2159.00		23.00	2139.20		3.20	2138.00		2.00
EA 627 from ORF 2137		2200.00		23.00	2140.00		3.00	2138.30		1.30
EA 435 from SDF 2139		2201.00		22.00	2140.40		1.40	2139.00		0.00
EA 488 from RSW 2140		2202.00		22.00	2141.20		1.20	2140.00		0.00
DL 719 from DCA 2140		2203.00		23.00	2142.00		2.00	2140.30		0.30
EA 827 from DEN 2140		2204.00		24.00	2142.40		2.40	2141.00		1.00
DL1077 from BWI 2142		2205.00		23.00	2143.20		1.20	2142.00		0.00
EA 87 from MIA 2142		2206.00		24.00	2144.00		2.00	2142.30		0.30
EA 537 from BOS 2142		2207.00		25.00	2144.40		2.40	2143.00		1.00

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 381 from CLT	2143	2208.00		25.00	2145.20		2.20	2143.30		0.30
EA 583 from RDU	2144	2209.00		25.00	2146.00		2.00	2144.00		0.00
DL1281 from BNA	2145	2210.00		25.00	2146.40		1.40	2145.00		0.00
EA 479 from CHS	2145	2211.00		26.00	2147.20		2.20	2145.30		0.30
DL 52 from LAX	2145	2212.00		27.00	2148.00		3.00	2146.00		1.00
DL 411 from DAY	2145	2213.00		28.00	2148.40		3.40	2146.30		1.30
EA 248 from PBI	2147	2214.00		27.00	2149.20		2.20	2147.00		0.00
DL 499 from JAX	2147	2215.00		28.00	2150.00		3.00	2147.30		0.30
DL1042 from MEM	2148	2216.00		28.00	2150.40		2.40	2148.00		0.00
DL 430 from JAN	2149	2217.00		28.00	2151.20		2.20	2149.00		0.00
EA 298 from MCO	2150	2218.00		28.00	2152.00		2.00	2150.00		0.00
EA 710 from LAS	2150	2219.00		29.00	2152.40		2.40	2150.30		0.30
DL1714 from PFN	2150	2220.00		30.00	2153.20		3.20	2151.00		1.00
DL 251 from AGS	2150	2221.00		31.00	2154.00		4.00	2151.30		1.30
DL 755 from PHL	2150	2222.00		32.00	2154.40		4.40	2152.00		2.00
DL 995 from RDU	2151	2223.00		32.00	2155.20		4.20	2152.30		1.30
EA 459 from BNA	2153	2224.00		31.00	2156.00		3.00	2153.00		0.00
DL 214 from CHS	2154	2225.00		31.00	2156.40		2.40	2154.00		0.00
DL1153 from IND	2154	2226.00		32.00	2157.20		3.20	2154.30		0.30
EA 452 from JAX	2155	2227.00		32.00	2158.00		3.00	2155.00		0.00
DL 815 from EWR	2155	2228.00		33.00	2158.40		3.40	2155.30		0.30
EA1990 from AGS	2155	2229.00		34.00	2159.20		4.20	2156.00		1.00
EA1974 from ABY	2155	2230.00		35.00	2200.00		5.00	2156.30		1.30
DL1647 to GAD	2155		2238.00	43.00		2155.00	0.00		2155.00	0.00
EA 456 from TPA	2155	2231.00		36.00	2200.40		5.40	2157.00		2.00
EA 535 from LGA	2155	2232.00		37.00	2201.20		6.20	2157.30		2.30
EA 561 from PHL	2155	2233.00		38.00	2202.00		7.00	2158.00		3.00
EA 457 from ORD	2156	2234.00		38.00	2202.40		6.40	2158.30		2.30
EA 111 from JFK	2157	2235.00		38.00	2203.20		6.20	2159.00		2.00
DL1057 from SDF	2157	2236.00		39.00	2204.00		7.00	2159.30		2.30
EA 494 from MEM	2157	2237.00		40.00	2204.40		7.40	2200.00		3.00
EA 482 from DFW	2157	2238.00		41.00	2205.20		8.20	2200.30		3.30
DL 864 from DFW	2158	2239.00		41.00	2206.00		8.00	2201.00		3.00
RC 464 from MSP	2159	2240.00		41.00	2206.40		7.40	2201.30		2.30
EA 483 from CLE	2159	2241.00		42.00	2207.20		8.20	2202.00		3.00
EA 442 from PHX	2200	2242.00		42.00	2208.00		8.00	2202.30		2.30
EA 461 from BWI	2200	2243.00		43.00	2208.40		8.40	2203.00		3.00
EA1298 from AVL	2200	2244.00		44.00	2209.20		9.20	2203.30		3.30
DL 177 from ORD	2200	2245.00		45.00	2210.00		10.00	2204.00		4.00
9T 581 from EWN	2200	2246.00		46.00	2210.40		10.40	2204.30		4.30
EA 493 from PIT	2201	2247.00		46.00	2211.20		10.20	2205.00		4.00
DL 475 from BOS	2201	2248.00		47.00	2212.00		11.00	2205.30		4.30
DL 400 from MIA	2201	2249.00		48.00	2212.40		11.40	2206.00		5.00
DL 394 from IAH	2202	2250.00		48.00	2213.20		11.20	2206.30		4.30
EA 766 from MOB	2202	2251.00		49.00	2214.00		12.00	2207.00		5.00
DL1125 from RIC	2202	2252.00		50.00	2214.40		12.40	2207.30		5.30
EA 126 from IAH	2202	2253.00		51.00	2215.20		13.20	2208.00		6.00
EA1924 from PFN	2205	2254.00		49.00	2216.00		11.00	2208.30		3.30
EA 474 from BHM	2205	2255.00		50.00	2216.40		11.40	2209.00		4.00
EA1827 from HHH	2205	2256.00		51.00	2217.20		12.20	2209.30		4.30
EA 593 from DCA	2205	2257.00		52.00	2218.00		13.00	2210.00		5.00
DL 68 from FLL	2205	2258.00		53.00	2218.40		13.40	2210.30		5.30
EA1998 from TRI	2205	2259.00		54.00	2219.20		14.20	2211.00		6.00
EA 466 from HOU	2205	2300.00		55.00	2220.00		15.00	2211.30		6.30
EA 575 from GSP	2205	2301.00		56.00	2220.40		15.40	2212.00		7.00
DL1051 from MOB	2208	2302.00		54.00	2221.20		13.20	2212.30		4.30
DL 316 from MSY	2209	2303.00		54.00	2222.00		13.00	2213.00		4.00
DL 895 from LGA	2210	2304.00		54.00	2222.40		12.40	2213.30		3.30
DL 332 from DEN	2211	2305.00		54.00	2223.20		12.20	2214.00		3.00
DL 560 from SRQ	2211	2306.00		55.00	2224.00		13.00	2214.30		3.30
DL1163 from CHA	2212	2307.00		55.00	2224.40		12.40	2215.00		3.00
DL 567 from DTW	2212	2308.00		56.00	2225.20		13.20	2215.30		3.30
DL 750 from MCO	2214	2309.00		55.00	2226.00		12.00	2216.00		2.00
DL 744 from TPA	2215	2310.00		55.00	2226.40		11.40	2216.30		1.30
DL 792 from PBI	2215	2311.00		56.00	2227.20		12.20	2217.00		2.00
EA 359 from CAE	2215	2312.00		57.00	2228.00		13.00	2217.30		2.30

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
DL1745 from ANB	2215	2313.00		58.00	2228.40		13.40	2218.00		3.00
DL1223 from STL	2216	2314.00		58.00	2229.20		13.20	2218.30		2.30
DL 540 from TYS	2217	2315.00		58.00	2230.00		13.00	2219.00		2.00
DL 751 from BDL	2217	2316.00		59.00	2230.40		13.40	2219.30		2.30
DL 805 from CVG	2218	2317.00		59.00	2231.20		13.20	2220.00		2.00
DL 272 from RSW	2219	2318.00		59.00	2232.00		13.00	2220.30		1.30
UA 470 from ORD	2223	2319.00		56.00	2232.40		9.40	2223.00		0.00
RC 378 from DTW	2225	2320.00		55.00	2233.20		8.20	2225.00		0.00
AA 824 from ORD	2228	2321.00		53.00	2234.00		6.00	2228.00		0.00
AA 496 from DFW	2238	2322.00		44.00	2238.00		0.00	2238.00		0.00
9T 580 to FLO	2240		2240.00	0.00		2240.00	0.00		2240.00	0.00
EA 796 to SDF	2240		2241.00	1.00		2240.40	0.40		2240.30	0.30
EA 856 to CLT	2243		2243.00	0.00		2243.00	0.00		2243.00	0.00
EA 298 to BNA	2245		2245.00	0.00		2245.00	0.00		2245.00	0.00
EA1929 to CHA	2245		2246.00	1.00		2245.40	0.40		2245.30	0.30
EA 454 to GSP	2245		2247.00	2.00		2246.20	1.20		2246.00	1.00
EA 484 to CHS	2247		2248.00	1.00		2247.00	0.00		2247.00	0.00
EA 535 to MOB	2250		2250.00	0.00		2250.00	0.00		2250.00	0.00
EA 446 to DTW	2250		2251.00	1.00		2250.40	0.40		2250.30	0.30
EA 499 to MOB	2250		2252.00	2.00		2251.20	1.20		2251.00	1.00
EA1605 to BHM	2250		2253.00	3.00		2252.00	2.00		2251.30	1.30
EA1997 to TRI	2250		2254.00	4.00		2252.40	2.40		2252.00	2.00
EA 680 to STL	2250		2255.00	5.00		2253.20	3.20		2252.30	2.30
EA 468 to PIT	2250		2256.00	6.00		2254.00	4.00		2253.00	3.00
EA 766 to CLE	2251		2257.00	6.00		2254.40	3.40		2253.30	2.30
EA 459 to MSY	2253		2258.00	5.00		2255.20	2.20		2254.00	1.00
EA 494 to GSO	2253		2259.00	6.00		2256.00	3.00		2254.30	1.30
DL 499 to IAH	2254		2300.00	6.00		2256.40	2.40		2255.00	1.00
DL 995 to MOB	2254		2301.00	7.00		2257.20	3.20		2255.30	1.30
EA 467 to JAX	2254		2302.00	8.00		2258.00	4.00		2256.00	2.00
DL1284 to CHA	2254		2303.00	9.00		2258.40	4.40		2256.30	2.30
EA 475 to MCO	2255		2304.00	9.00		2259.20	4.20		2257.00	2.00
EA 87 to LAX	2255		2305.00	10.00		2300.00	5.00		2257.30	2.30
DL1668 to CSG	2255		2306.00	11.00		2300.40	5.40		2258.00	3.00
EA 126 to BWI	2255		2307.00	12.00		2301.20	6.20		2258.30	3.30
EA 471 to IAH	2255		2308.00	13.00		2302.00	7.00		2259.00	4.00
EA1299 to AVL	2255		2309.00	14.00		2302.40	7.40		2259.30	4.30
EA1951 to MGM	2255		2310.00	15.00		2303.20	8.20		2300.00	5.00
DL1687 to GSP	2255		2311.00	16.00		2304.00	9.00		2300.30	5.30
DL 478 to TYS	2256		2312.00	16.00		2304.40	8.40		2301.00	5.00
DL 358 from DFW	2256	2323.00		27.00	2256.00		0.00	2256.00		0.00
DL1135 to PNS	2257		2313.00	16.00		2305.20	8.20		2301.30	4.30
DL 504 to SDF	2257		2314.00	17.00		2306.00	9.00		2302.00	5.00
DL 430 to PHL	2257		2315.00	18.00		2306.40	9.40		2302.30	5.30
DL 267 to MSY	2257		2316.00	19.00		2307.20	10.20		2303.00	6.00
DL 531 to JAN	2257		2317.00	20.00		2308.00	11.00		2303.30	6.30
DL 916 to GSO	2258		2318.00	20.00		2308.40	10.40		2304.00	6.00
EA 493 to PBI	2258		2319.00	21.00		2309.20	11.20		2304.30	6.30
DL 855 to LAX	2259		2320.00	21.00		2310.00	11.00		2305.00	6.00
EA 710 to MIA	2300		2321.00	21.00		2310.40	10.40		2305.30	5.30
DL1783 to MCN	2300		2322.00	22.00		2311.20	11.20		2306.00	6.00
DL1718 to TRI	2300		2323.00	23.00		2312.00	12.00		2306.30	6.30
EA 491 to TPA	2300		2324.00	24.00		2312.40	12.40		2307.00	7.00
EA1983 to ABY	2300		2325.00	25.00		2313.20	13.20		2307.30	7.30
EA 480 to EWR	2300		2326.00	26.00		2314.00	14.00		2308.00	8.00
EA 428 to DEN	2300		2327.00	27.00		2314.40	14.40		2308.30	8.30
DL1175 to STL	2300		2328.00	28.00		2315.20	15.20		2309.00	9.00
EA1995 to AGS	2300		2329.00	29.00		2316.00	16.00		2309.30	9.30
DL 972 to BNA	2301		2330.00	29.00		2316.40	15.40		2310.00	9.00
DL1125 to MGM	2301		2331.00	30.00		2317.20	16.20		2310.30	9.30
DL 394 to CHS	2301		2332.00	31.00		2318.00	17.00		2311.00	10.00
DL 272 to CLE	2301		2333.00	32.00		2318.40	17.40		2311.30	10.30
DL 400 to BHM	2302		2334.00	32.00		2319.20	17.20		2312.00	10.00
DL 409 to MEM	2303		2335.00	32.00		2320.00	17.00		2312.30	9.30
DL 751 to MCO	2303		2336.00	33.00		2320.40	17.40		2313.00	10.00
DL 188 to ORD	2305		2337.00	32.00		2321.20	16.20		2313.30	8.30

DELAY ANALYSIS FOR ATL: MAY, 1985

AIRLINE/FLIGHT	SKED	60 tkfs/hr 60 lds/hr			90 tkfs/hr 90 lds/hr			120 tkfs/hr 120 lds/hr		
		ARRV	DEPART	DELAY	ARRV	DEPART	DELAY	ARRV	DEPART	DELAY
EA 248 to	ORD 2305		2338.00	33.00		2322.00	17.00		2314.00	9.00
DL 792 to	CVG 2306		2339.00	33.00		2322.40	16.40		2314.30	8.30
DL 469 to	BTR 2308		2340.00	32.00		2323.20	15.20		2315.00	7.00
DL 567 to	JAX 2309		2341.00	32.00		2324.00	15.00		2315.30	6.30
DL 560 to	CMH 2309		2342.00	33.00		2324.40	15.40		2316.00	7.00
DL 895 to	TPA 2310		2343.00	33.00		2325.20	15.20		2316.30	6.30
EA 470 to	PHL 2310		2344.00	34.00		2326.00	16.00		2317.00	7.00
DL 312 to	AGS 2310		2345.00	35.00		2326.40	16.40		2317.30	7.30
DL 872 to	DTW 2312		2346.00	34.00		2327.20	15.20		2318.00	6.00
DL 470 to	EMR 2312		2347.00	35.00		2328.00	16.00		2318.30	6.30
DL1097 to	DFW 2312		2348.00	36.00		2328.40	16.40		2319.00	7.00
EA1909 to	CHA 2320		2349.00	29.00		2329.20	9.20		2320.00	0.00

ARRIVAL DELAY:	25697.00	3575.67	1219.00	MINS
DEPARTURE DELAY:	29854.00	6154.33	2387.50	MINS

A TOTAL OF 1924 FLIGHTS

MINS DELAY/ARRIVAL:	26.71	3.72	1.27
MINS DELAY/DEPARTURE	31.03	6.40	2.48

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