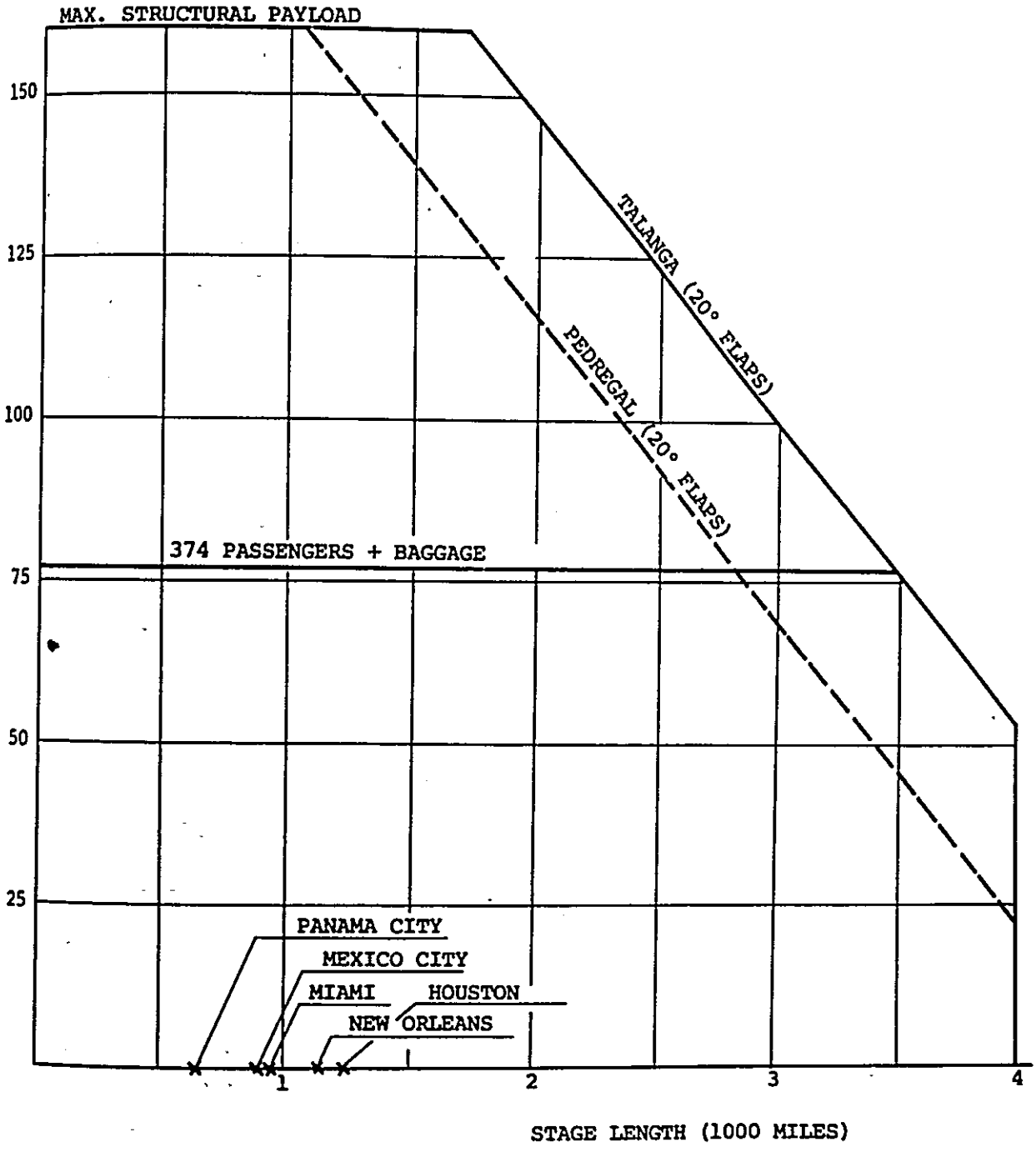
APPENDIX 5A

STAGE LENGTH-PAYLOAD RELATIONSHIP



5A-1 STAGE LENGTH - PAYLOAD RELATIONSHIP (B-747)

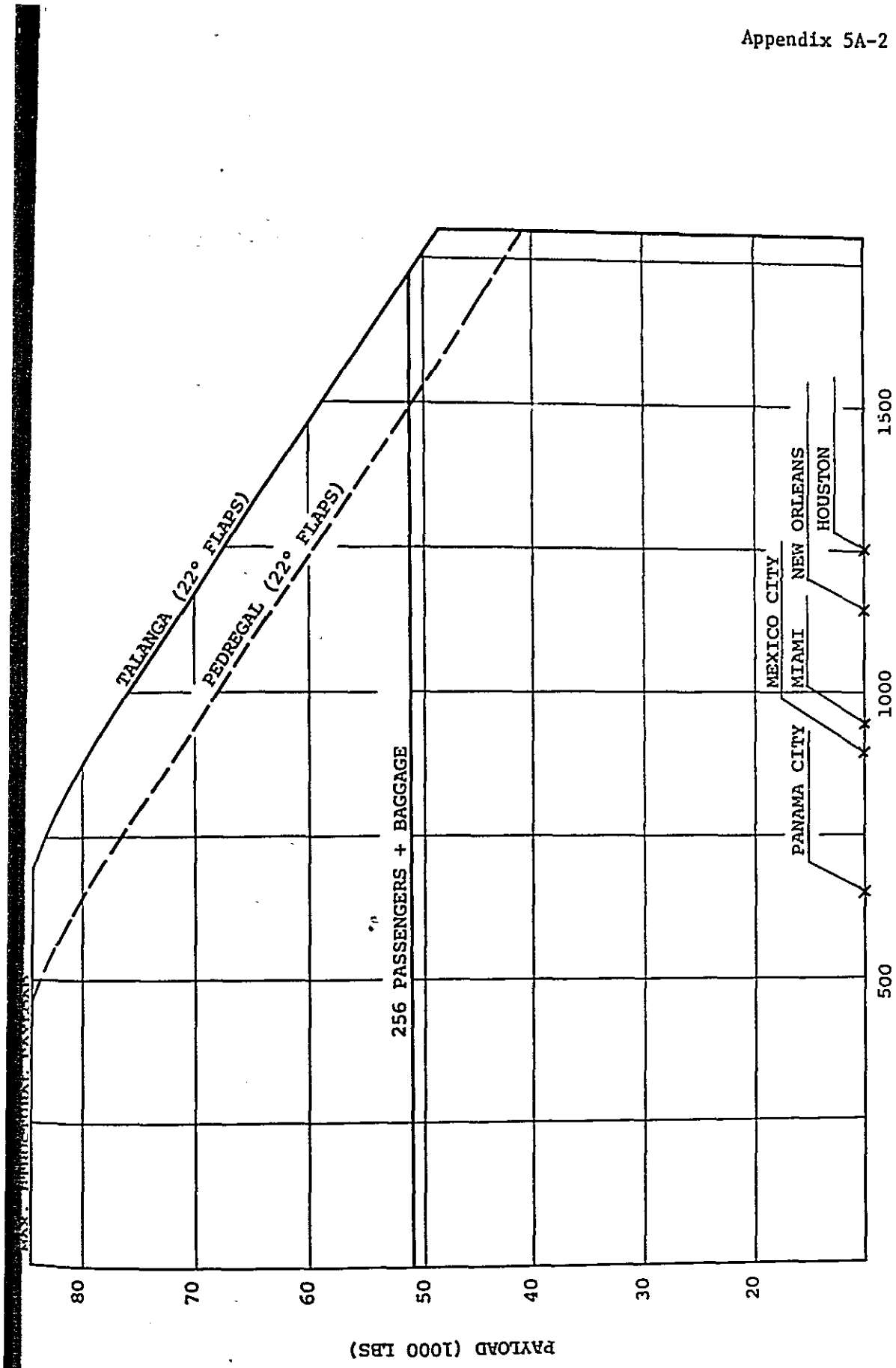


Fig. 5A-2 STAGE LENGTH - PAYLOAD RELATIONSHIP (L-1011)

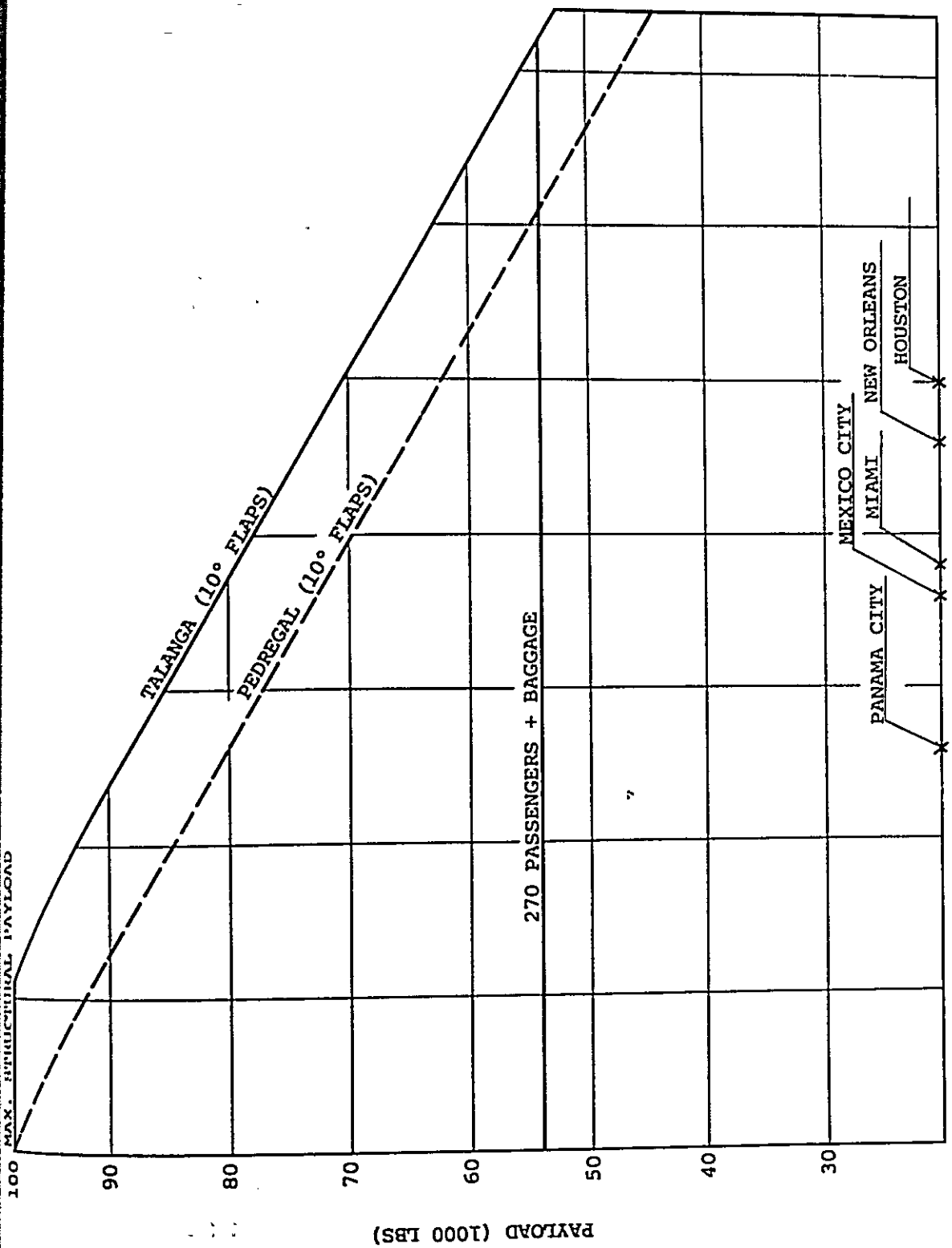


Fig. 5A-3 STAGE LENGTH - PAYLOAD RELATIONSHIP (DC-10)

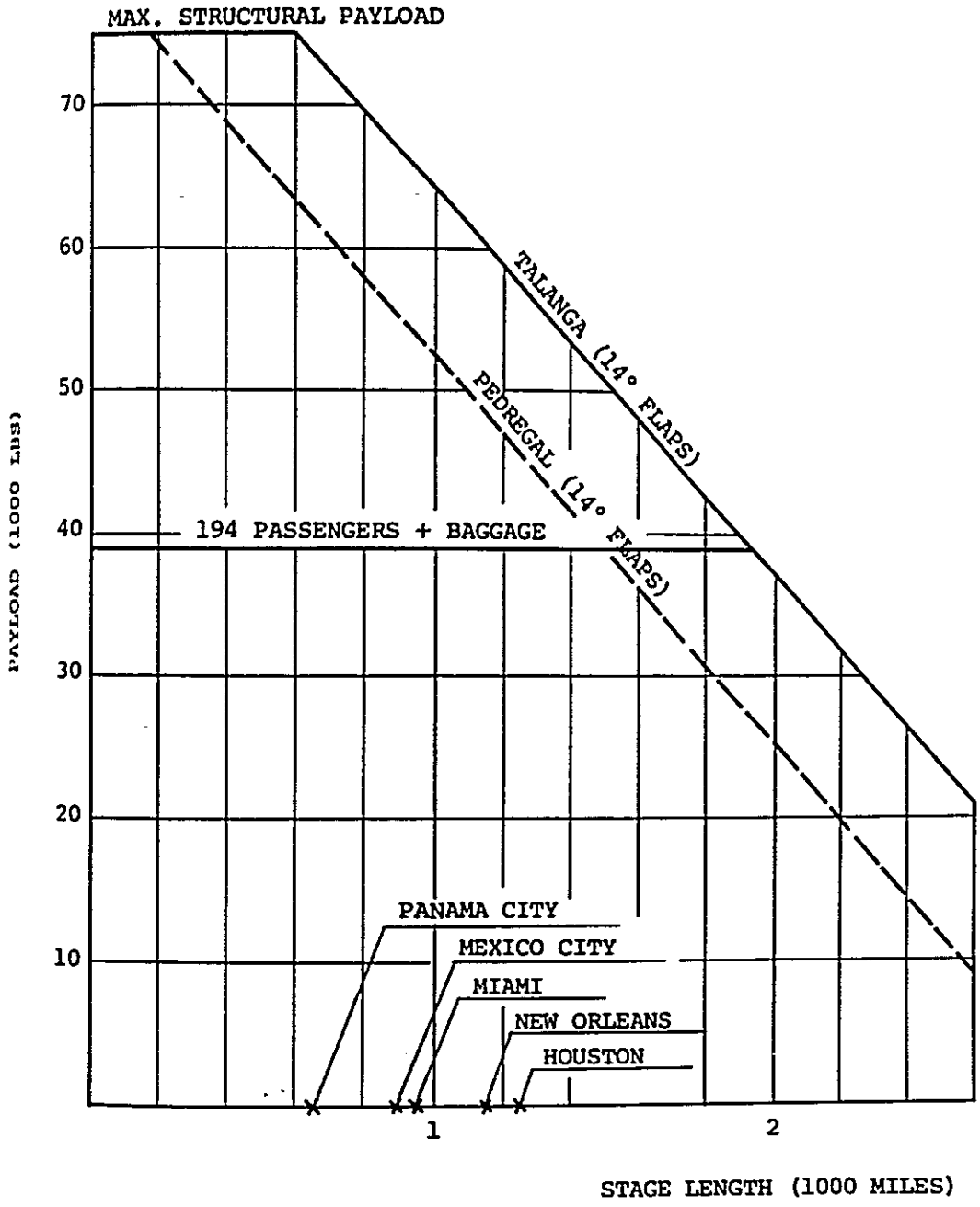


Fig. 5A-4 STAGE LENGTH - PAYLOAD RELATIONSHIP (B-707)

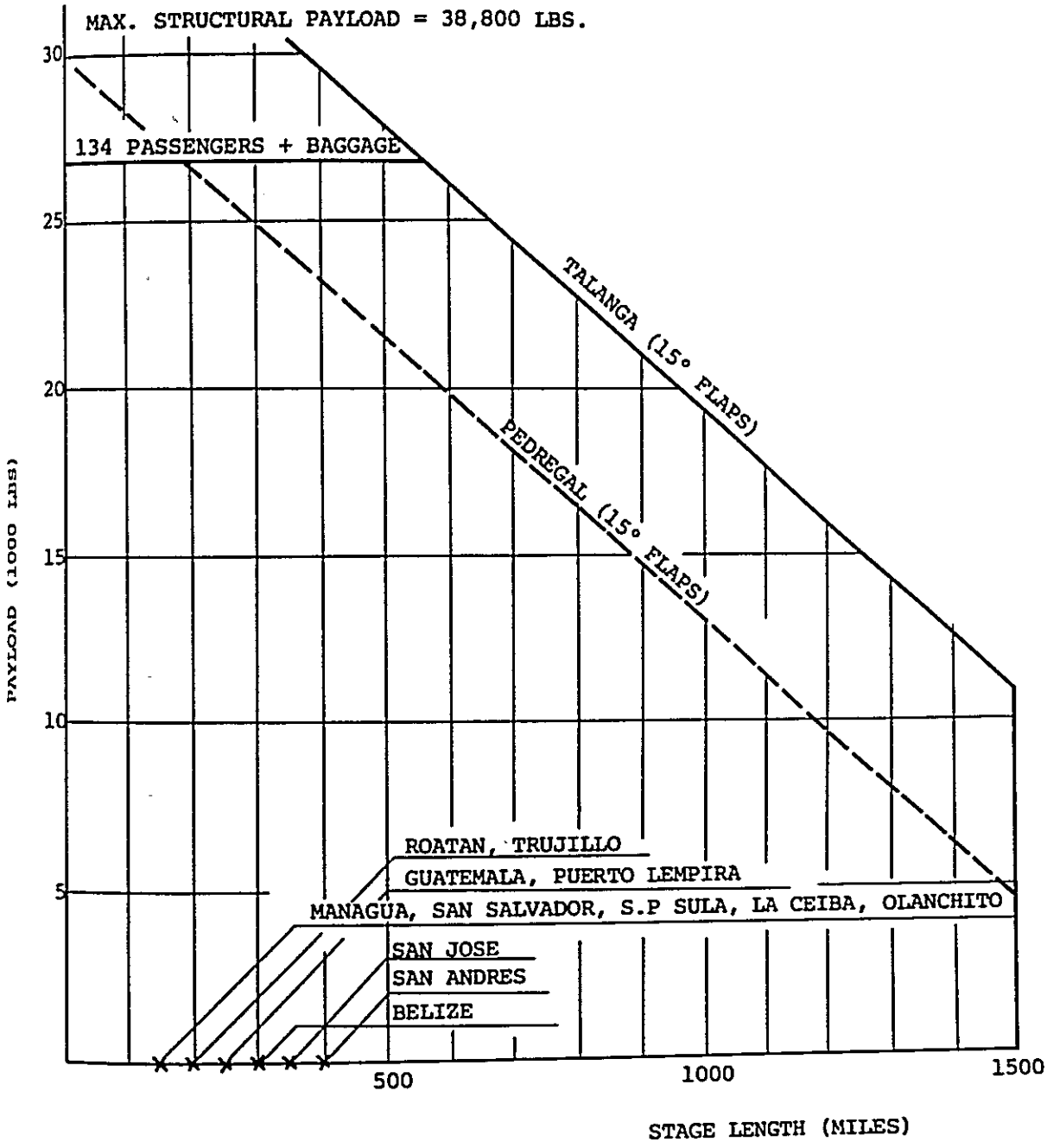


Fig. 5A-5 STAGE LENGTH - PAYLOAD RELATIONSHIP (B-727)

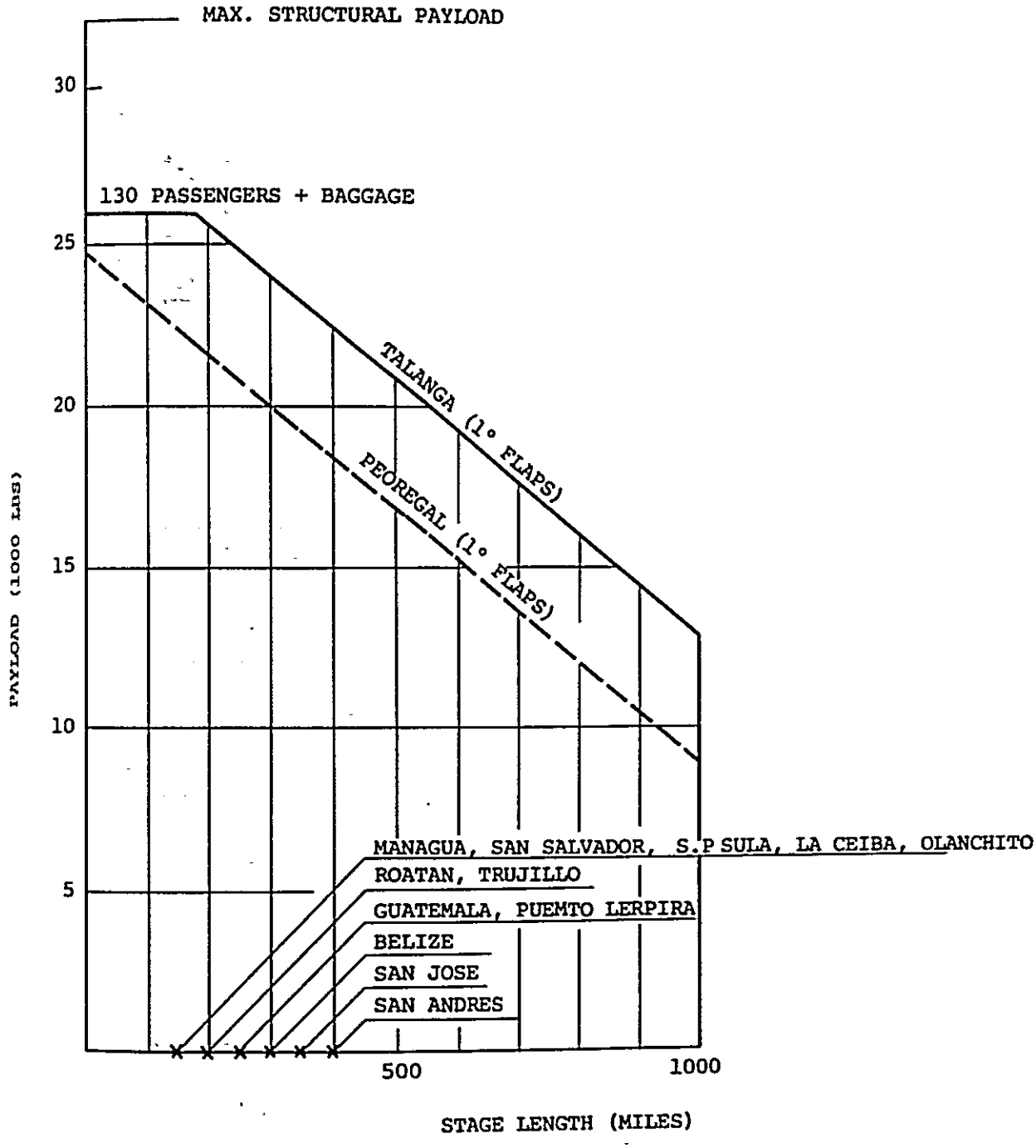


Fig. 5A-6 STAGE LENGTH - PAYLOAD RELATIONSHIP (B-737)

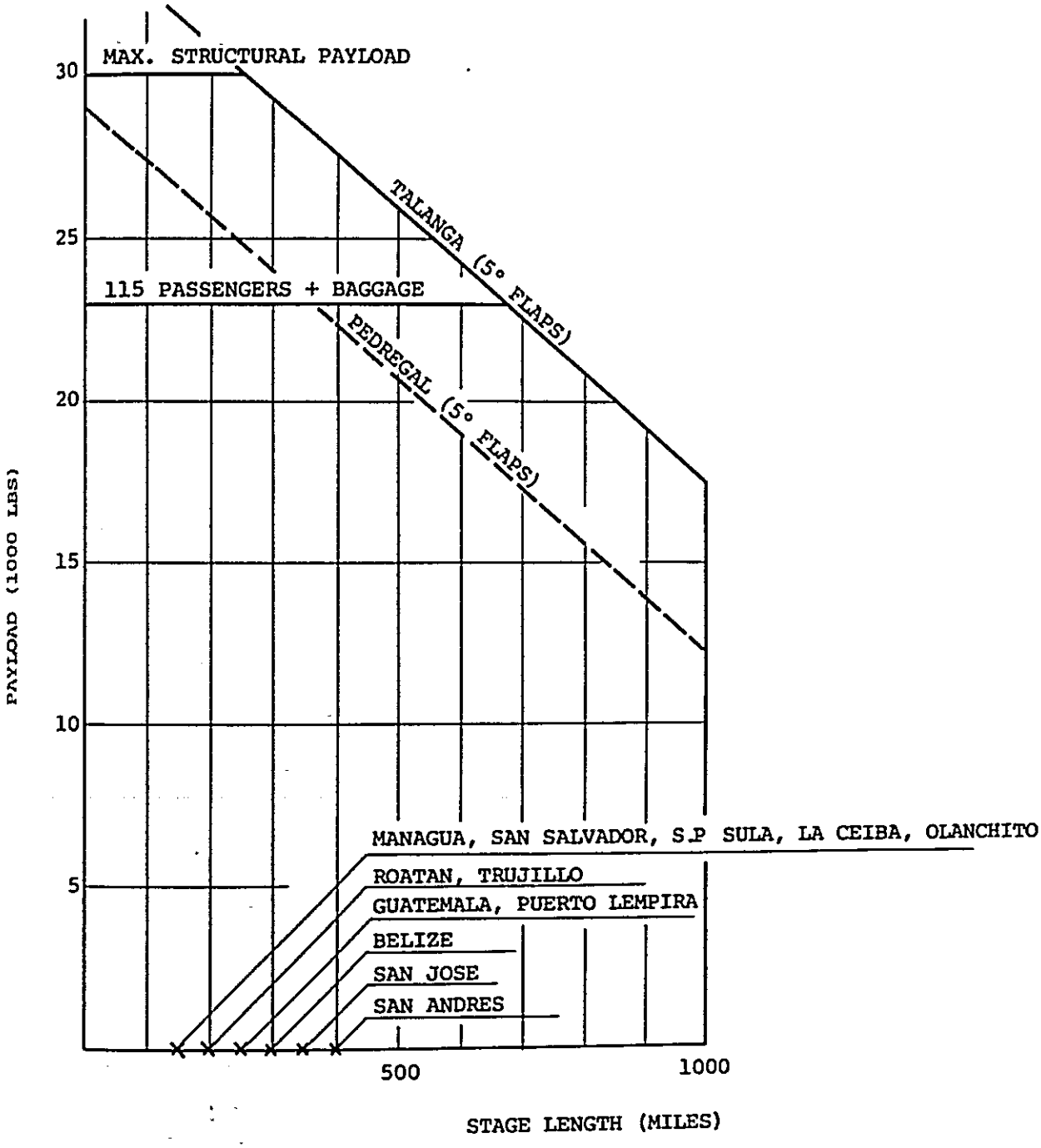
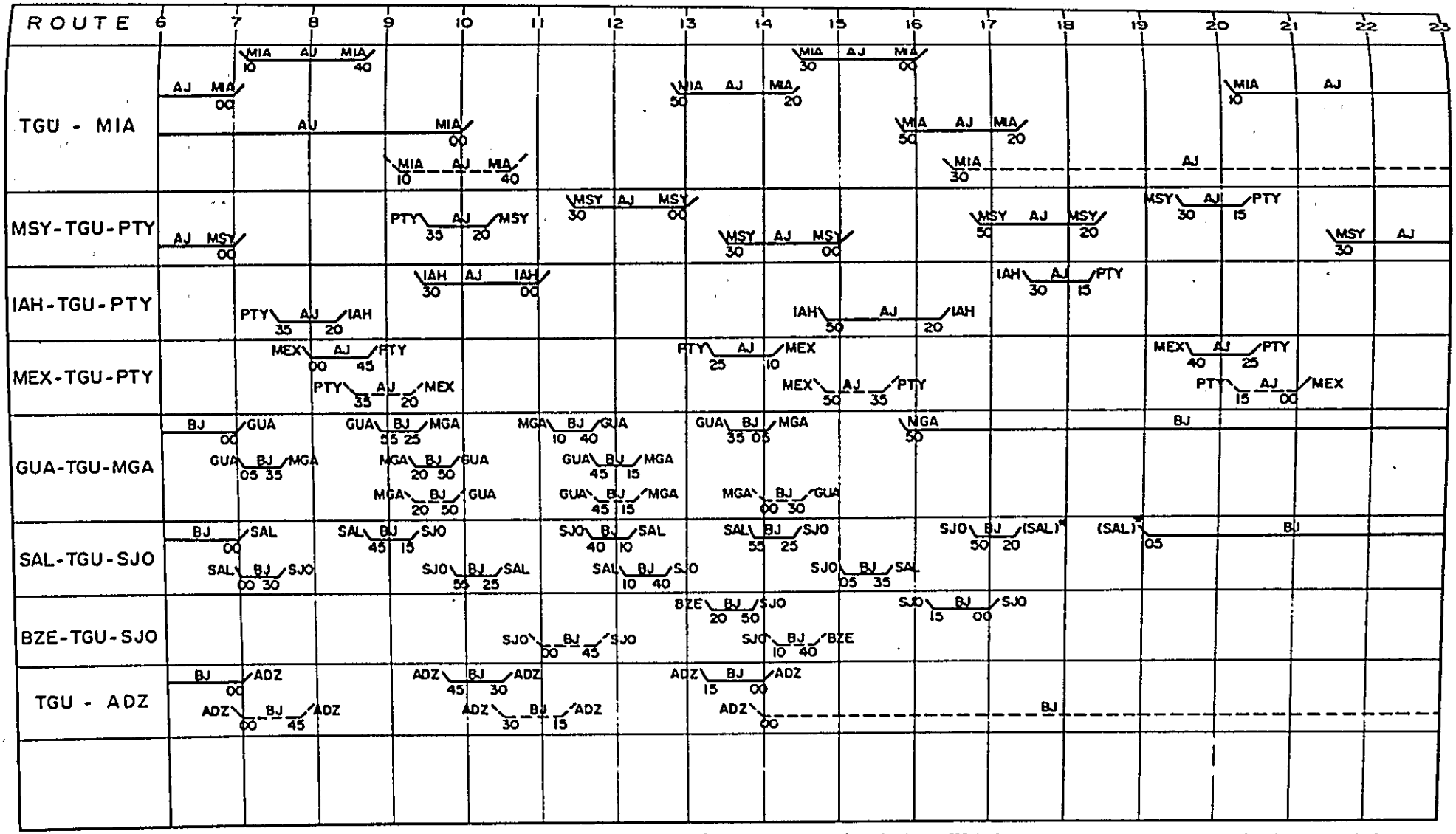


Fig. 5A-7 STAGE LENGTH - PAYLOAD RELATIONSHIP (DC-9)

APPENDIX 5B

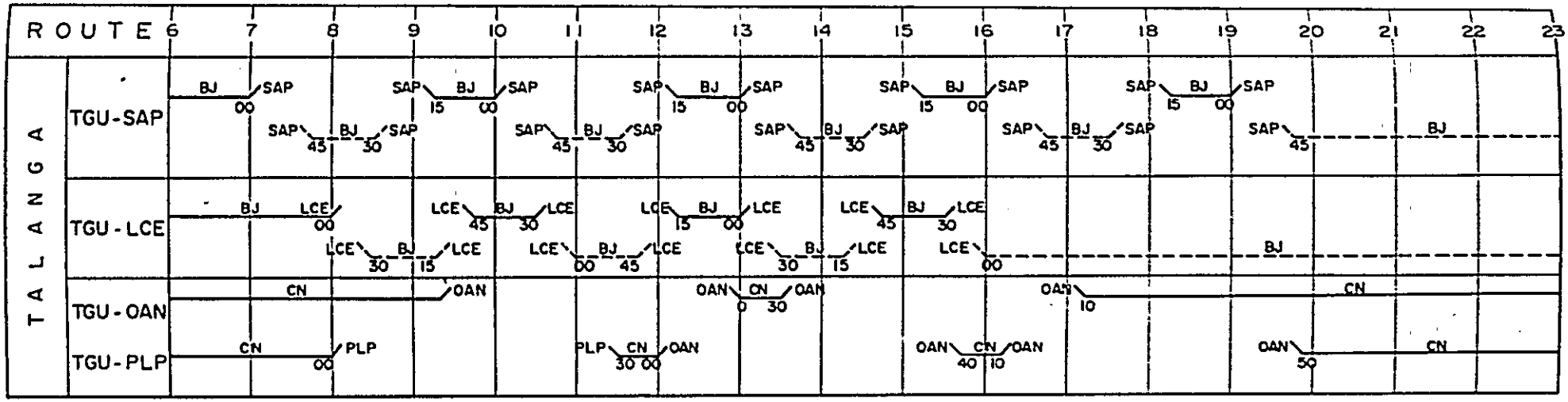
POSSIBLE FLIGHT SCHEDULE

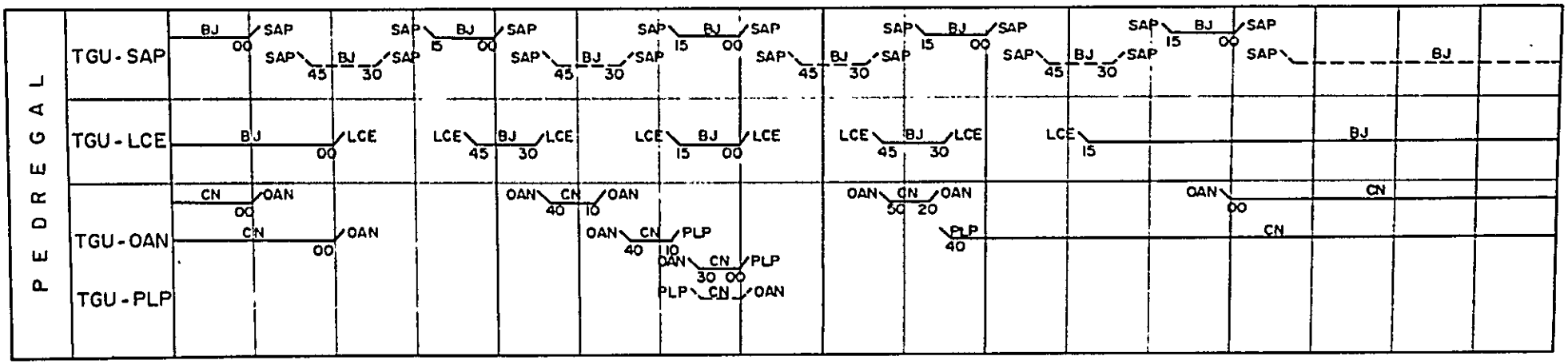


Notes: 1. Aircraft Categories
AJ -- 200 Seater Jet
BJ -- 120 Seater Jet
CN -- 40 Seater Non-Jet

2. Arriving Flight
Departing Flight
Alternate (every other day) schedule to one directly thereabove

3. Schedules with asterisk occur only at Pedregal Site


ROUTE
6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23
TALANGA
TGU-SAP
TGU-LCE
TGU-OAN
TGU-PLP
BJ SAP LCE CN OAN PLP


PEDREGAL
TGU-SAP
TGU-LCE
TGU-OAN
TGU-PLP
BJ SAP LCE CN OAN PLP

APPENDIX 5C

HOURLY DISTRIBUTION OF PASSENGERS

Table 5C-1

HOURLY DISTRIBUTION OF PASSENGERS AT PEDREGAL

TIME	CASE 1			CASE 2			CASE 3			CASE 4		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	313	143	0	260	124	0	313	143	0	260	124
630- 700	0	369	143	0	369	124	0	369	143	0	369	124
700- 730	176	125	104	229	178	123	176	125	104	229	178	123
730- 800	257	300	92	257	353	111	257	300	92	257	353	111
800- 830	226	329	67	226	329	67	226	329	67	226	329	67
830- 900	88	313	111	88	313	111	88	313	111	88	313	111
900- 930	115	281	136	115	281	136	115	281	136	115	281	136
930-1000	294	313	194	241	260	175	294	313	194	241	260	175
1000-1030	198	241	130	145	241	121	198	241	130	145	241	121
1030-1100	0	122	51	53	175	70	0	151	51	53	204	70
1100-1130	27	115	32	27	168	51	56	144	75	56	197	94
1130-1200	193	144	140	193	144	140	193	173	183	193	173	183
1200-1230	117	175	148	117	175	148	117	175	148	117	175	148
1230-1300	35	142	76	35	142	76	35	113	76	35	113	76
1300-1330	143	195	51	143	195	51	116	166	7	116	166	7
1330-1400	456	248	210	403	195	191	429	246	166	376	193	147
1400-1430	229	391	166	176	391	166	258	418	210	295	418	210
1430-1500	157	207	100	157	260	110	186	234	144	186	287	163
1500-1530	98	280	155	98	280	155	98	280	155	98	280	155
1530-1600	144	221	200	144	221	200	144	192	200	144	192	200
1600-1630	144	186	171	144	186	171	115	157	128	115	157	128
1630-1700	169	117	199	169	117	199	140	88	156	140	88	156
1700-1730	113	288	111	113	288	111	113	288	111	113	288	111
1730-1800	69	200	107	69	200	107	69	200	107	69	200	107
1800-1830	0	200	64	0	200	64	0	200	64	0	200	64
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	0	232	0	0	232	0	0	232	0	0	232	0
1930-2000	194	232	27	194	232	27	194	232	27	194	232	27
2000-2030	198	232	59	198	232	59	198	232	59	198	232	59
2030-2100	88	0	32	88	0	32	88	0	32	88	0	32
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

Table 5C-2

HOURLY DISTRIBUTION OF PASSENGERS AT PEDREGAL

TIME	CASE 5			CASE 6			CASE 7			CASE 8		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	313	143	0	260	124	0	313	143	0	260	124
630- 700	0	342	143	0	342	124	0	342	143	0	342	124
700- 730	123	98	72	176	151	91	123	98	72	176	151	91
730- 800	204	273	60	204	326	79	204	273	60	204	326	79
800- 830	226	329	67	226	329	67	226	329	67	226	329	67
830- 900	88	313	111	88	313	111	88	313	111	88	313	111
900- 930	115	281	136	115	281	136	115	281	136	115	281	136
930-1000	204	313	194	241	260	175	204	313	194	241	260	175
1000-1030	198	241	130	145	241	121	198	241	130	145	241	121
1030-1100	0	122	51	53	175	70	0	151	51	53	204	70
1100-1130	27	115	32	27	168	51	56	144	75	56	197	94
1130-1200	193	144	149	193	144	149	193	173	183	193	173	183
1200-1230	117	175	148	117	175	148	117	175	148	117	175	148
1230-1300	35	142	76	35	142	76	35	113	76	35	113	76
1300-1330	143	195	51	143	195	51	116	166	7	116	166	7
1330-1400	456	301	210	403	248	191	429	290	155	376	246	147
1400-1430	256	444	198	203	444	198	285	471	242	232	471	242
1430-1500	157	207	100	157	260	119	186	234	144	186	287	163
1500-1530	98	280	155	98	280	155	98	280	155	98	280	155
1530-1600	144	221	200	144	221	200	144	192	200	144	192	200
1600-1630	144	186	171	144	186	171	115	157	128	115	157	128
1630-1700	169	117	199	169	117	199	140	88	156	140	88	156
1700-1730	113	288	111	113	288	111	113	288	111	113	288	111
1730-1800	69	200	107	69	200	107	69	200	107	69	200	107
1800-1830	0	200	64	0	200	64	0	200	64	0	200	64
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	0	232	0	0	232	0	0	232	0	0	232	0
1930-2000	194	232	27	194	232	27	194	232	27	194	232	27
2000-2030	198	232	59	198	232	59	198	232	59	198	232	59
2030-2100	88	0	32	88	0	32	88	0	32	88	0	32
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

TIME	CASE 9			CASE 10			CASE 11			CASE 12		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	313	143	0	260	124	0	313	143	0	260	124
630- 700	0	360	143	0	360	124	0	360	143	0	360	124
700- 730	176	125	104	229	178	123	176	125	104	229	178	123
730- 800	257	184	92	257	237	111	257	184	92	257	237	111
800- 830	116	323	60	116	323	60	116	323	60	116	323	60
830- 900	204	307	111	204	307	111	204	307	111	204	307	111
900- 930	231	391	143	231	391	143	231	391	143	231	391	143
930-1000	294	313	194	241	260	175	294	313	194	241	260	175
1000-1030	198	241	130	145	241	121	198	241	130	145	241	121
1030-1100	0	122	51	53	175	70	0	151	51	53	204	70
1100-1130	27	115	32	27	168	51	56	144	75	56	197	94
1130-1200	193	144	140	193	144	140	193	173	183	193	173	183
1200-1230	117	175	148	117	175	148	117	175	148	117	175	148
1230-1300	35	142	76	35	142	76	35	113	76	35	113	76
1300-1330	27	85	44	27	85	44	0	56	0	0	56	0
1330-1400	340	138	203	287	85	184	313	135	159	269	83	140
1400-1430	229	281	159	176	281	159	258	308	203	205	308	203
1430-1500	267	323	107	267	376	126	296	350	151	296	403	170
1500-1530	208	306	162	208	306	162	208	306	162	208	306	162
1530-1600	144	337	207	144	337	207	144	308	207	144	308	207
1600-1630	144	186	171	144	186	171	115	157	128	115	157	128
1630-1700	169	117	199	169	117	199	140	88	156	140	88	156
1700-1730	113	288	111	113	288	111	113	288	111	113	288	111
1730-1800	69	200	107	69	200	107	69	200	107	69	200	107
1800-1830	0	200	64	0	200	64	0	200	64	0	200	64
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	0	116	0	0	116	0	0	116	0	0	116	0
1930-2000	84	116	20	84	116	20	84	116	20	84	116	20
2000-2030	204	226	59	204	226	59	204	226	59	204	226	59
2030-2100	204	110	39	204	110	39	204	110	39	204	110	39
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

TIME	CASE 13			CASE 14			CASE 15			CASE 16		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	313	143	0	260	124	0	313	143	0	260	124
630- 700	0	342	143	0	342	124	0	342	143	0	342	124
700- 730	123	98	72	176	151	91	123	98	72	176	151	91
730- 800	204	157	60	204	210	79	204	157	60	204	210	79
800- 830	116	323	60	116	323	60	116	323	60	116	323	60
830- 900	204	307	111	204	307	111	204	307	111	204	307	111
900- 930	231	391	143	231	391	143	231	391	143	231	391	143
930-1000	294	313	194	241	260	175	294	313	194	241	260	175
1000-1030	198	241	130	145	241	121	198	241	130	145	241	121
1030-1100	0	122	51	53	175	70	0	151	51	53	204	70
1100-1130	27	115	32	27	168	51	56	144	75	56	197	94
1130-1200	193	144	140	193	144	140	193	173	183	193	173	183
1200-1230	117	175	148	117	175	148	117	175	148	117	175	148
1230-1300	35	142	76	35	142	76	35	113	76	35	113	76
1300-1330	27	85	44	27	85	44	0	56	0	0	56	0
1330-1400	340	191	203	287	138	184	313	189	159	260	136	140
1400-1430	256	334	191	203	334	191	285	361	235	232	361	235
1430-1500	267	323	107	267	376	126	296	350	151	296	403	170
1500-1530	208	396	162	208	396	162	208	396	162	208	396	162
1530-1600	144	337	207	144	337	207	144	308	207	144	308	207
1600-1630	144	186	171	144	186	171	115	157	128	115	157	128
1630-1700	169	117	199	169	117	199	140	88	156	140	88	156
1700-1730	113	288	111	113	288	111	113	288	111	113	288	111
1730-1800	69	200	107	69	200	107	69	200	107	69	200	107
1800-1830	0	200	64	0	200	64	0	200	64	0	200	64
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	0	116	0	0	116	0	0	116	0	0	116	0
1930-2000	84	116	20	84	116	20	84	116	20	84	116	20
2000-2030	204	226	59	204	226	59	204	226	59	204	226	59
2030-2100	204	110	39	204	110	39	204	110	39	204	110	39
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

Table 5C- 5 HOURLY DISTRIBUTION OF PASSENGERS AT PEDREGAL

TIME	CASE 17			CASE 18			CASE 19			CASE 20		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	313	143	0	260	124	0	313	143	0	260	124
630- 700	0	369	143	0	369	124	0	369	143	0	369	124
700- 730	176	125	104	229	178	123	176	125	104	229	178	123
730- 800	257	300	92	257	353	111	257	300	92	257	353	111
800- 830	226	329	67	226	329	67	226	329	67	226	329	67
830- 900	88	313	111	88	313	111	88	313	111	88	313	111
900- 930	203	193	136	203	193	136	203	193	136	203	193	136
930-1000	382	313	194	329	260	175	382	313	194	329	260	175
1000-1030	198	329	162	145	329	153	198	329	162	145	329	153
1030-1100	0	122	83	53	175	102	0	151	93	53	204	102
1100-1130	27	115	32	27	168	51	56	144	75	56	197	94
1130-1200	193	144	140	193	144	140	193	173	183	193	173	183
1200-1230	117	175	148	117	175	148	117	175	148	117	175	148
1230-1300	35	142	76	35	142	76	35	113	76	35	113	76
1300-1330	143	195	51	143	195	51	116	166	7	116	166	7
1330-1400	456	248	210	403	195	191	429	246	166	376	193	147
1400-1430	229	391	166	176	391	166	258	418	210	205	418	210
1430-1500	157	207	100	157	260	119	186	234	144	186	287	163
1500-1530	98	280	155	98	280	155	98	280	155	98	280	155
1530-1600	56	221	168	56	221	168	56	192	168	56	192	168
1600-1630	56	98	139	56	98	139	27	69	96	27	69	96
1630-1700	257	29	199	257	29	199	228	9	156	228	9	156
1700-1730	201	200	111	201	200	111	201	200	111	201	200	111
1730-1800	69	200	107	69	200	107	69	200	107	69	200	107
1800-1830	0	200	64	0	200	64	0	200	64	0	200	64
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	0	232	0	0	232	0	0	232	0	0	232	0
1930-2000	194	232	27	194	232	27	194	232	27	194	232	27
2000-2030	198	232	59	198	232	59	198	232	59	198	232	59
2030-2100	88	0	32	88	0	32	88	0	32	88	0	32
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

TIME	CASE 21			CASE 22			CASE 23			CASE 24		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	313	143	0	260	124	0	313	143	0	260	124
630- 700	0	342	143	0	342	124	0	342	143	0	342	124
700- 730	123	98	72	176	151	91	123	98	72	176	151	91
730- 800	204	273	69	204	326	79	204	273	69	204	326	79
800- 830	226	329	67	226	329	67	226	329	67	226	329	67
830- 900	88	313	111	88	313	111	88	313	111	88	313	111
900- 930	203	193	136	203	193	136	203	193	136	203	193	136
930-1000	382	313	194	329	260	175	382	313	194	329	260	175
1000-1030	198	329	162	145	329	153	198	329	162	145	329	153
1030-1100	0	122	83	53	175	102	0	151	83	53	204	102
1100-1130	27	115	32	27	168	51	56	144	75	56	197	94
1130-1200	193	144	140	193	144	140	193	173	183	193	173	183
1200-1230	117	175	148	117	175	148	117	175	148	117	175	148
1230-1300	35	142	76	35	142	76	35	113	76	35	113	76
1300-1330	143	195	51	143	195	51	116	166	7	116	166	7
1330-1400	456	301	210	403	248	191	429	299	166	376	246	147
1400-1430	256	444	198	203	444	198	285	471	242	232	471	242
1430-1500	157	207	100	157	269	119	186	234	144	186	287	163
1500-1530	98	280	155	98	280	155	98	280	155	98	280	155
1530-1600	56	221	168	56	221	168	56	192	168	56	192	168
1600-1630	56	98	139	56	98	139	27	69	96	27	69	96
1630-1700	257	29	199	257	29	199	228	0	156	228	0	156
1700-1730	201	200	111	201	200	111	201	200	111	201	200	111
1730-1800	69	200	107	69	200	107	69	200	107	69	200	107
1800-1830	0	200	64	0	200	64	0	200	64	0	200	64
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	0	232	0	0	232	0	0	232	0	0	232	0
1930-2000	194	232	27	194	232	27	194	232	27	194	232	27
2000-2030	198	232	59	198	232	59	198	232	59	198	232	59
2030-2100	88	0	32	88	0	32	88	0	32	88	0	32
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

Table 5C-7 HOURLY DISTRIBUTION OF TRANSACTIONS AT MIDWAY

TIME	CASE 25			CASE 26			CASE 27			CASE 28		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	313	143	0	260	124	0	313	143	0	260	124
630- 700	0	369	143	0	369	124	0	369	143	0	369	124
700- 730	176	125	104	229	178	123	176	125	104	229	178	123
730- 800	257	184	92	257	237	111	257	184	92	257	237	111
800- 830	116	323	60	116	323	60	116	323	60	116	323	60
830- 900	204	307	111	204	307	111	204	307	111	204	307	111
900- 930	319	303	143	319	303	143	319	303	143	319	303	143
930-1000	382	313	194	329	260	175	382	313	194	329	260	175
1000-1030	198	329	162	145	329	153	198	329	162	145	329	153
1030-1100	0	122	83	53	175	102	0	151	93	53	204	102
1100-1130	27	115	32	27	168	51	56	144	75	56	197	94
1130-1200	193	144	140	193	144	140	193	173	183	193	173	183
1200-1230	117	175	148	117	175	148	117	175	148	117	175	148
1230-1300	35	142	76	35	142	76	35	113	76	35	113	76
1300-1330	27	85	44	27	85	44	0	56	0	0	56	0
1330-1400	340	138	203	287	85	184	313	130	159	260	83	140
1400-1430	229	281	159	176	281	159	258	308	203	295	308	203
1430-1500	267	323	107	267	376	126	296	350	151	296	403	170
1500-1530	208	396	162	208	396	162	208	396	162	208	396	162
1530-1600	56	337	175	56	337	175	56	308	175	56	308	175
1600-1630	56	98	139	56	98	139	27	69	96	27	69	96
1630-1700	257	29	199	257	29	199	228	0	156	228	0	156
1700-1730	201	200	111	201	200	111	201	200	111	201	200	111
1730-1800	69	200	107	69	200	107	69	200	107	69	200	107
1800-1830	0	200	64	0	200	64	0	200	64	0	200	64
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	0	116	0	0	116	0	0	116	0	0	116	0
1930-2000	84	116	20	84	116	20	84	116	20	84	116	20
2000-2030	204	226	59	204	226	59	204	226	59	204	226	59
2030-2100	204	110	39	204	110	39	204	110	39	204	110	39
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

Table 5C-8

HOURLY DISTRIBUTION OF PASSENGERS AT FREDRICAL

TIME	CASE 29			CASE 30			CASE 31			CASE 32		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	313	143	0	260	124	0	313	143	0	260	124
630- 700	0	342	143	0	342	124	0	342	143	0	342	124
700- 730	123	98	72	176	151	91	123	98	72	176	151	91
730- 800	204	157	60	204	210	79	204	157	69	204	210	79
800- 830	116	323	60	116	323	60	116	323	60	116	323	60
830- 900	204	307	111	204	307	111	204	307	111	204	307	111
900- 930	319	303	143	319	303	143	319	303	143	319	303	143
930-1000	382	313	194	329	260	175	382	313	194	329	260	175
1000-1030	198	329	162	145	329	153	198	329	162	145	329	153
1030-1100	0	122	83	53	175	102	0	151	83	53	204	102
1100-1130	27	115	32	27	168	51	56	144	75	56	197	94
1130-1200	193	144	140	193	144	140	193	173	183	193	173	183
1200-1230	117	175	148	117	175	148	117	175	148	117	175	148
1230-1300	35	142	76	35	142	76	35	113	76	35	113	76
1300-1330	27	85	44	27	85	44	0	56	0	0	56	0
1330-1400	340	191	203	287	138	184	313	189	159	260	136	140
1400-1430	256	334	191	203	334	191	285	361	235	232	361	235
1430-1500	267	323	107	267	376	126	296	359	151	296	403	170
1500-1530	208	396	162	208	396	162	208	396	162	208	396	162
1530-1600	56	337	175	56	337	175	56	308	175	56	308	175
1600-1630	56	98	139	56	98	139	27	69	96	27	69	96
1630-1700	257	29	199	257	29	199	228	0	156	228	0	156
1700-1730	201	200	111	201	200	111	201	200	111	201	200	111
1730-1800	69	200	107	69	200	107	69	200	107	69	200	107
1800-1830	0	200	64	0	200	64	0	200	64	0	200	64
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	0	116	0	0	116	0	0	116	0	0	116	0
1930-2000	84	116	20	84	116	20	84	116	20	84	116	20
2000-2030	204	226	59	204	226	59	204	226	59	204	226	59
2030-2100	204	110	39	204	110	39	204	110	39	204	110	39
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

Table 5C-9

HOURLY DISTRIBUTION OF PASSENGERS AT TALANGA

TIME	CASE 1			CASE 2			CASE 3			CASE 4		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	318	138	0	265	119	0	318	138	0	265	119
630- 700	0	347	138	0	347	119	0	347	138	0	347	119
700- 730	128	101	70	181	154	89	128	101	70	181	154	89
730- 800	204	160	58	204	213	77	204	160	58	204	213	77
800- 830	116	326	58	116	326	58	116	326	58	116	326	58
830- 900	209	307	109	209	307	109	209	307	109	209	307	109
900- 930	324	314	141	324	314	141	324	314	141	324	314	141
930-1000	385	318	189	332	265	170	385	318	189	332	265	170
1000-1030	198	337	157	145	337	148	198	337	157	145	337	148
1030-1100	0	125	80	53	178	99	0	154	80	53	207	99
1100-1130	27	120	32	27	173	51	56	149	75	56	202	94
1130-1200	193	120	138	193	120	138	193	149	181	193	149	181
1200-1230	122	180	144	122	180	144	122	180	144	122	180	144
1230-1300	40	142	74	40	142	74	40	113	74	40	113	74
1300-1330	27	85	44	27	85	44	0	56	0	0	56	0
1330-1400	345	191	201	292	138	182	318	180	157	265	136	138
1400-1430	261	334	189	208	334	189	290	361	233	237	361	233
1430-1500	270	328	155	270	381	174	299	355	199	299	408	218
1500-1530	211	404	157	211	404	157	211	404	157	211	404	157
1530-1600	56	345	170	56	345	170	56	316	170	56	316	170
1600-1630	56	141	136	56	141	136	27	112	93	27	112	93
1630-1700	230	69	149	230	69	149	201	40	106	201	40	106
1700-1730	201	240	106	201	240	106	201	240	106	201	240	106
1730-1800	72	200	62	72	200	62	72	200	62	72	200	62
1800-1830	0	200	62	0	200	62	0	200	62	0	200	62
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	140	116	32	140	116	32	140	116	32	140	116	32
1930-2000	124	116	52	124	116	52	124	116	52	124	116	52
2000-2030	204	226	91	204	226	91	204	226	91	204	226	91
2030-2100	204	110	39	204	110	39	204	110	39	204	110	39
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

0

Table 5C-10 HOURLY DISTRIBUTION OF PASSENGERS AT PEARSON

TIME	CASE 5			CASE 6			CASE 7			CASE 8		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	318	138	0	265	119	0	318	138	0	265	119
630- 700	0	374	138	0	374	119	0	374	138	0	374	119
700- 730	181	128	102	234	181	121	181	128	102	234	181	121
730- 800	257	187	90	257	240	109	257	187	90	257	240	109
800- 830	116	326	58	116	326	58	116	326	58	116	326	58
830- 900	209	307	109	209	307	109	209	307	109	209	307	109
900- 930	324	314	141	324	314	141	324	314	141	324	314	141
930-1000	385	318	189	332	265	170	385	318	189	332	265	170
1000-1030	198	337	157	145	337	148	198	337	157	145	337	148
1030-1100	0	125	80	53	178	99	0	154	80	53	207	99
1100-1130	27	120	32	27	173	51	56	149	75	56	202	94
1130-1200	193	120	138	193	120	138	193	149	181	193	149	181
1200-1230	122	180	144	122	180	144	122	180	144	122	180	144
1230-1300	40	142	74	40	142	74	40	113	74	40	113	74
1300-1330	27	85	44	27	85	44	0	56	0	0	56	0
1330-1400	345	138	201	202	85	182	318	136	157	265	83	138
1400-1430	234	281	157	181	281	157	263	308	201	210	308	201
1430-1500	270	328	155	270	381	174	299	355	199	299	408	218
1500-1530	211	404	157	211	404	157	211	404	157	211	404	157
1530-1600	56	345	170	56	345	170	56	316	170	56	316	170
1600-1630	56	141	136	56	141	136	27	112	93	27	112	93
1630-1700	230	69	149	230	69	149	201	40	106	201	40	106
1700-1730	201	240	106	201	240	106	201	240	106	201	240	106
1730-1800	72	200	62	72	200	62	72	200	62	72	200	62
1800-1830	0	200	62	0	200	62	0	200	62	0	200	62
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	140	116	32	140	116	32	140	116	32	140	116	32
1930-2000	124	116	52	124	116	52	124	116	52	124	116	52
2000-2030	204	226	91	204	226	91	204	226	91	204	226	91
2030-2100	204	110	39	204	110	39	204	110	39	204	110	39
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

Table 5C-11

TIME	CASE 9 ARR	CASE 9 DEP	CASE 9 THRU	CASE 10 ARR	CASE 10 DEP	CASE 10 THRU	CASE 11 ARR	CASE 11 DEP	CASE 11 THRU	CASE 12 ARR	CASE 12 DEP	CASE 12 THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	318	138	0	265	119	0	318	138	0	265	119
630- 700	0	347	138	0	347	119	0	347	138	0	347	119
700- 730	128	101	70	181	154	89	128	101	70	181	154	89
730- 800	204	276	58	204	329	77	204	276	58	204	329	77
800- 830	226	332	65	226	332	65	226	332	65	226	332	65
830- 900	93	313	109	93	313	109	93	313	109	93	313	109
900- 930	208	204	134	208	204	134	208	204	134	208	204	134
930-1000	385	318	189	332	265	170	385	318	189	332	265	170
1000-1030	198	337	157	145	337	148	198	337	157	145	337	148
1030-1100	0	125	80	53	178	99	0	154	80	53	207	99
1100-1130	27	120	32	27	173	51	56	149	75	56	202	94
1130-1200	193	129	138	193	120	138	193	149	181	193	149	181
1200-1230	122	180	144	122	180	144	122	180	144	122	180	144
1230-1300	40	142	74	40	142	74	40	113	74	40	113	74
1300-1330	143	195	51	143	195	51	116	166	7	116	166	7
1330-1400	461	301	208	408	248	189	434	299	164	381	246	145
1400-1430	261	444	196	208	444	196	290	471	240	237	471	240
1430-1500	160	212	148	160	265	167	189	239	192	189	292	211
1500-1530	101	288	150	101	288	150	101	288	150	101	288	150
1530-1600	56	229	163	56	229	163	56	209	163	56	209	163
1600-1630	56	141	136	56	141	136	27	112	93	27	112	93
1630-1700	230	69	149	230	69	149	201	40	106	201	40	106
1700-1730	201	240	106	201	240	106	201	240	106	201	240	106
1730-1800	72	200	62	72	200	62	72	200	62	72	200	62
1800-1830	0	200	62	0	200	62	0	200	62	0	200	62
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	140	232	32	140	232	32	140	232	32	140	232	32
1930-2000	234	232	59	234	232	59	234	232	59	234	232	59
2000-2030	198	232	91	198	232	91	198	232	91	198	232	91
2030-2100	88	0	32	88	0	32	88	0	32	88	0	32
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

Table 5C-12

HOURLY DISTRIBUTION OF PASSENGERS AT TERMINAL

TIME	CASE 13			CASE 14			CASE 15			CASE 16		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	318	138	0	265	119	0	318	138	0	265	119
630- 700	0	374	138	0	374	119	0	374	138	0	374	119
700- 730	181	128	102	234	181	121	181	128	102	234	181	121
730- 800	257	303	90	257	356	109	257	303	90	257	356	109
800- 830	226	332	65	226	332	65	226	332	65	226	332	65
830- 900	93	313	109	93	313	109	93	313	109	93	313	109
900- 930	208	204	134	208	204	134	208	204	134	208	204	134
930-1000	385	318	189	332	265	170	385	318	189	332	265	170
1000-1030	198	337	157	145	337	148	198	337	157	145	337	148
1030-1100	0	125	80	53	178	99	0	154	80	53	207	99
1100-1130	27	120	32	27	173	51	56	149	75	56	202	94
1130-1200	193	120	138	193	120	138	193	140	181	193	140	181
1200-1230	122	180	144	122	180	144	122	180	144	122	180	144
1230-1300	40	142	74	40	142	74	40	113	74	40	113	74
1300-1330	143	195	51	143	195	51	116	166	7	116	166	7
1330-1400	461	248	208	408	195	189	434	246	164	381	193	145
1400-1430	234	391	164	181	391	164	263	418	208	210	418	208
1430-1500	160	212	148	160	265	167	189	239	192	189	292	211
1500-1530	101	288	150	101	288	150	101	288	150	101	288	150
1530-1600	56	229	163	56	229	163	56	200	163	56	200	163
1600-1630	56	141	136	56	141	136	27	112	93	27	112	93
1630-1700	230	69	149	230	69	149	201	40	106	201	40	106
1700-1730	201	240	106	201	240	106	201	240	106	201	240	106
1730-1800	72	200	62	72	200	62	72	200	62	72	200	62
1800-1830	0	200	62	0	200	62	0	200	62	0	200	62
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	140	232	32	140	232	32	140	232	32	140	232	32
1930-2000	234	232	59	234	232	59	234	232	59	234	232	59
2000-2030	198	232	91	198	232	91	198	232	91	198	232	91
2030-2100	88	0	32	88	0	32	88	0	32	88	0	32
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

Table 5C-13 HOURLY DISTRIBUTION OF PASSENGERS AT TERMINAL

TIME	CASE 17			CASE 18			CASE 19			CASE 20		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	318	138	0	265	119	0	318	138	0	265	119
630- 700	0	347	138	0	347	119	0	347	138	0	347	119
700- 730	128	101	70	181	154	89	128	101	70	181	154	89
730- 800	204	160	58	204	213	77	204	160	58	204	213	77
800- 830	116	326	58	116	326	58	116	326	58	116	326	58
830- 900	209	307	109	209	307	109	209	307	109	209	307	109
900- 930	236	402	141	236	402	141	236	402	141	236	402	141
930-1000	297	318	189	244	265	170	297	318	189	244	265	170
1000-1030	198	249	125	145	249	116	198	249	125	145	249	116
1030-1100	0	125	48	53	178	67	0	154	48	53	207	67
1100-1130	27	120	32	27	173	51	56	149	75	56	202	94
1130-1200	193	120	138	193	120	138	193	149	181	193	149	181
1200-1230	122	180	144	122	180	144	122	180	144	122	180	144
1230-1300	40	142	74	40	142	74	40	113	74	40	113	74
1300-1330	27	85	44	27	85	44	0	56	0	0	56	0
1330-1400	345	191	201	292	138	182	318	189	157	265	136	138
1400-1430	261	334	189	208	334	189	290	361	233	237	361	233
1430-1500	270	328	155	270	381	174	299	355	199	299	408	218
1500-1530	211	404	157	211	404	157	211	404	157	211	404	157
1530-1600	144	345	202	144	345	202	144	316	202	144	316	202
1600-1630	144	229	168	144	229	168	115	200	125	115	200	125
1630-1700	142	157	149	142	157	149	113	128	106	113	128	106
1700-1730	113	328	106	113	328	106	113	328	106	113	328	106
1730-1800	72	200	62	72	200	62	72	200	62	72	200	62
1800-1830	0	200	62	0	200	62	0	200	62	0	200	62
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	140	116	32	140	116	32	140	116	32	140	116	32
1930-2000	124	116	52	124	116	52	124	116	52	124	116	52
2000-2030	204	226	91	204	226	91	204	226	91	204	226	91
2030-2100	204	110	39	204	110	39	204	110	39	204	110	39
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

Table 5C-14 HOURLY DISTRIBUTION OF PASSENGERS AT AIRPORT

TIME	CASE 21			CASE 22			CASE 23			CASE 24		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	318	138	0	265	119	0	318	138	0	265	119
630- 700	0	374	138	0	374	119	0	374	138	0	374	119
700- 730	181	128	102	234	181	121	181	128	102	234	181	121
730- 800	257	187	90	257	240	109	257	187	90	257	240	109
800- 830	116	326	58	116	326	58	116	326	58	116	326	58
830- 900	209	307	109	209	307	109	209	307	109	209	307	109
900- 930	236	402	141	236	402	141	236	402	141	236	402	141
930-1000	207	318	189	244	265	170	207	318	189	244	265	170
1000-1030	198	249	125	145	249	116	198	249	125	145	249	116
1030-1100	0	125	48	53	178	67	0	154	48	53	207	67
1100-1130	27	120	32	27	173	51	56	149	75	56	202	94
1130-1200	193	120	138	193	120	138	193	149	181	193	149	181
1200-1230	122	180	144	122	180	144	122	180	144	122	180	144
1230-1300	40	142	74	40	142	74	40	113	74	40	113	74
1300-1330	27	85	44	27	85	44	0	56	0	0	56	0
1330-1400	345	138	201	202	85	182	318	136	157	265	83	138
1400-1430	234	281	157	181	281	157	263	308	201	219	308	201
1430-1500	270	328	155	270	381	174	299	355	199	299	408	218
1500-1530	211	404	157	211	404	157	211	404	157	211	404	157
1530-1600	144	345	202	144	345	202	144	316	202	144	316	202
1600-1630	144	229	168	144	229	168	115	200	125	115	200	125
1630-1700	142	157	149	142	157	149	113	128	106	113	128	106
1700-1730	113	328	106	113	328	106	113	328	106	113	328	106
1730-1800	72	200	62	72	200	62	72	200	62	72	200	62
1800-1830	0	200	62	0	200	62	0	200	62	0	200	62
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	140	116	32	140	116	32	140	116	32	140	116	32
1930-2000	124	116	52	124	116	52	124	116	52	124	116	52
2000-2030	204	226	91	204	226	91	204	226	91	204	226	91
2030-2100	204	110	39	204	110	39	204	110	39	204	110	39
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

Table 5C-15

HOURLY DISTRIBUTION OF PASSENGERS AT TALANGA

TIME	CASE 25			CASE 26			CASE 27			CASE 28		
	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU	ARR	DEP	THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	318	138	0	265	119	0	318	138	0	265	119
630- 700	0	347	138	0	347	119	0	347	138	0	347	119
700- 730	128	101	70	181	154	89	128	101	70	181	154	89
730- 800	204	276	58	204	329	77	204	276	58	204	329	77
800- 830	226	332	65	226	332	65	226	332	65	226	332	65
830- 900	93	313	109	93	313	109	93	313	109	93	313	109
900- 930	120	292	134	120	292	134	120	292	134	120	292	134
930-1000	297	318	189	244	265	170	297	318	189	244	265	170
1000-1030	198	249	125	145	249	116	198	249	125	145	249	116
1030-1100	0	125	48	53	178	67	0	154	48	53	207	67
1100-1130	27	120	32	27	173	51	56	149	75	56	202	94
1130-1200	193	120	138	193	120	138	193	140	181	193	140	181
1200-1230	122	180	144	122	180	144	122	180	144	122	180	144
1230-1300	40	142	74	40	142	74	40	113	74	40	113	74
1300-1330	143	195	51	143	195	51	116	166	7	116	166	7
1330-1400	461	301	208	408	248	189	434	299	164	381	246	145
1400-1430	261	444	196	208	444	196	200	471	240	237	471	240
1430-1500	160	212	148	160	265	167	180	239	192	180	292	211
1500-1530	101	288	150	101	288	150	101	288	150	101	288	150
1530-1600	144	229	195	144	229	195	144	200	195	144	200	195
1600-1630	144	229	168	144	229	168	115	200	125	115	200	125
1630-1700	142	157	149	142	157	149	113	128	106	113	128	106
1700-1730	113	328	106	113	328	106	113	328	106	113	328	106
1730-1800	72	200	62	72	200	62	72	200	62	72	200	62
1800-1830	0	200	62	0	200	62	0	200	62	0	200	62
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	140	232	32	140	232	32	140	232	32	140	232	32
1930-2000	234	232	59	234	232	59	234	232	59	234	232	59
2000-2030	198	232	91	198	232	91	198	232	91	198	232	91
2030-2100	88	0	32	88	0	32	88	0	32	88	0	32
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

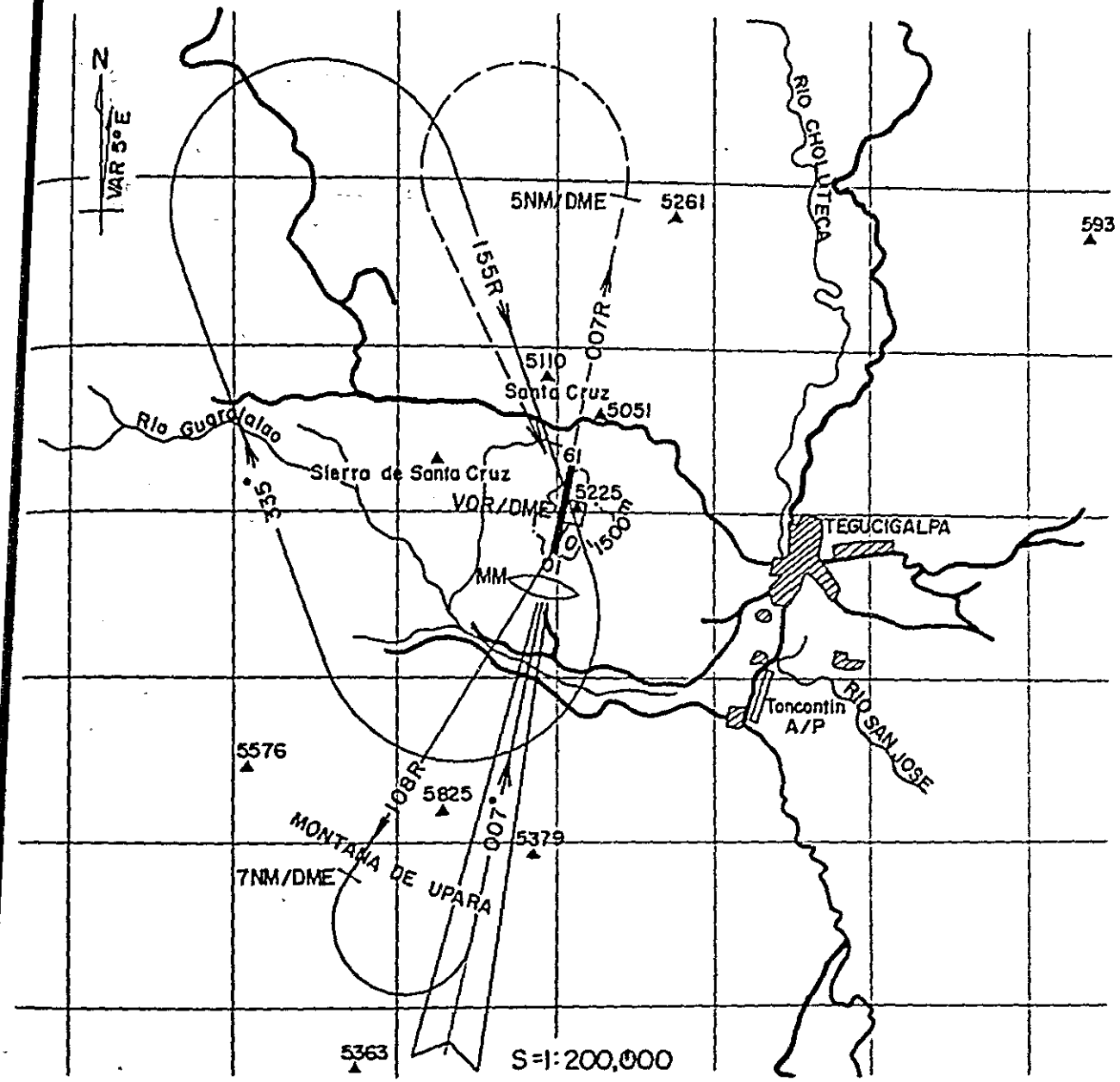
Table 5C-16

HOURLY DISTRIBUTION OF PASSENGERS AT TALANGA

TIME	CASE 29 ARR	CASE 29 DEP	CASE 29 THRU	CASE 30 ARR	CASE 30 DEP	CASE 30 THRU	CASE 31 ARR	CASE 31 DEP	CASE 31 THRU	CASE 32 ARR	CASE 32 DEP	CASE 32 THRU
500- 530	0	0	0	0	0	0	0	0	0	0	0	0
530- 600	0	0	0	0	0	0	0	0	0	0	0	0
600- 630	0	318	138	0	265	119	0	318	138	0	265	119
630- 700	0	374	138	0	374	119	0	374	138	0	374	119
700- 730	181	128	102	234	181	121	181	128	102	234	181	121
730- 800	257	303	90	257	356	109	257	303	90	257	356	109
800- 830	226	332	65	226	332	65	226	332	65	226	332	65
830- 900	93	313	109	93	313	109	93	313	109	93	313	109
900- 930	120	292	134	120	292	134	120	292	134	120	292	134
930-1000	297	318	189	244	265	170	297	318	189	244	265	170
1000-1030	198	249	125	145	249	116	198	249	125	145	249	116
1030-1100	0	125	48	53	178	67	0	154	48	53	207	67
1100-1130	27	120	32	27	173	51	56	149	75	56	202	94
1130-1200	193	120	138	193	120	138	193	149	181	193	149	181
1200-1230	122	180	144	122	180	144	122	180	144	122	180	144
1230-1300	40	142	74	40	142	74	40	113	74	40	113	74
1300-1330	143	195	51	143	195	51	116	166	7	116	166	7
1330-1400	461	248	208	408	195	189	434	246	164	381	193	145
1400-1430	234	391	164	181	391	164	263	418	208	210	418	208
1430-1500	160	212	148	160	265	167	189	239	192	189	292	211
1500-1530	101	288	150	101	288	150	101	288	159	101	288	150
1530-1600	144	229	195	144	229	195	144	200	195	144	200	195
1600-1630	144	229	168	144	229	168	115	200	125	115	200	125
1630-1700	142	157	149	142	157	149	113	128	106	113	128	106
1700-1730	113	328	106	113	328	106	113	328	106	113	328	106
1730-1800	72	200	62	72	200	62	72	200	62	72	200	62
1800-1830	0	200	62	0	200	62	0	200	62	0	200	62
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0
1900-1930	140	232	32	140	232	32	140	232	32	140	232	32
1930-2000	234	232	59	234	232	59	234	232	59	234	232	59
2000-2030	198	232	91	198	232	91	198	232	91	198	232	91
2030-2100	88	0	32	88	0	32	88	0	32	88	0	32
2100-2130	0	0	32	0	0	32	0	0	32	0	0	32
2130-2200	84	0	36	84	0	36	84	0	36	84	0	36
2200-2230	0	0	36	0	0	36	0	0	36	0	0	36
2230-2300	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX 6B

INSTRUMENT APPROACH AND DEPARTURE CHARTS



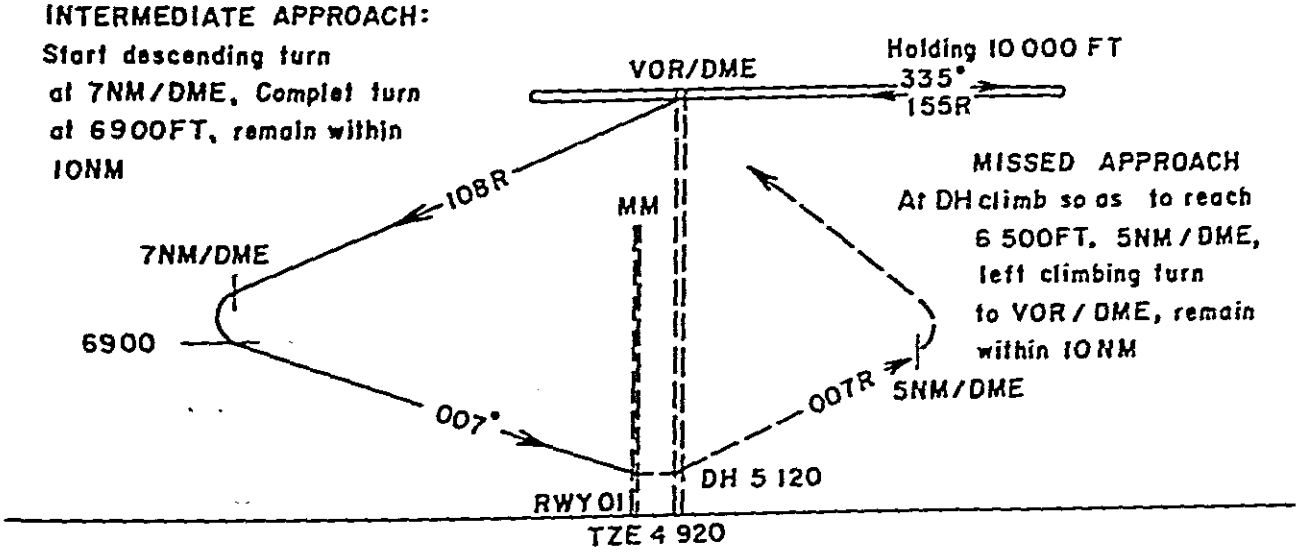
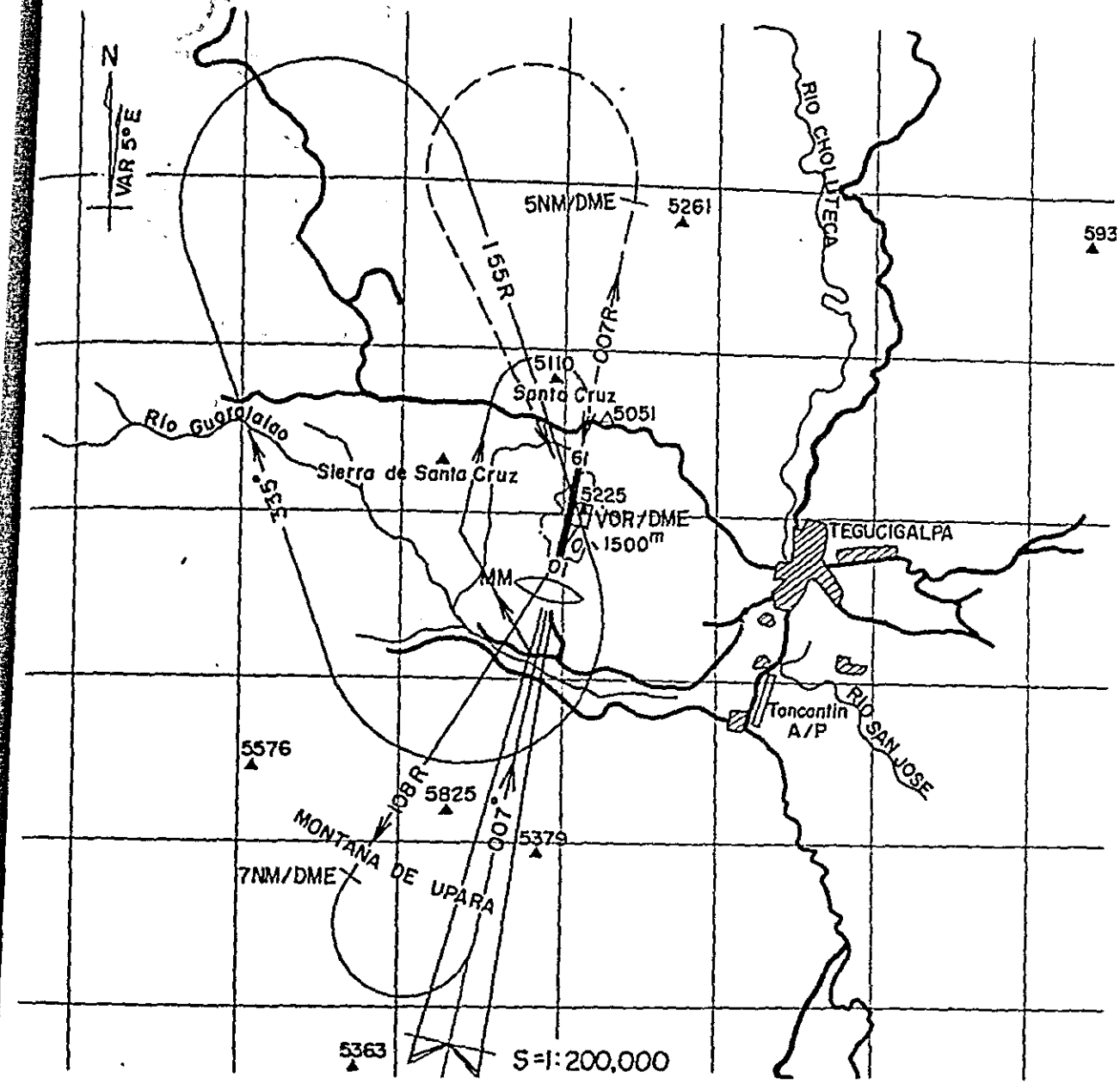


Fig. 6B-1 RWY 01 VOR/DME-ILS APPROACH (PEDREGAL SITE)



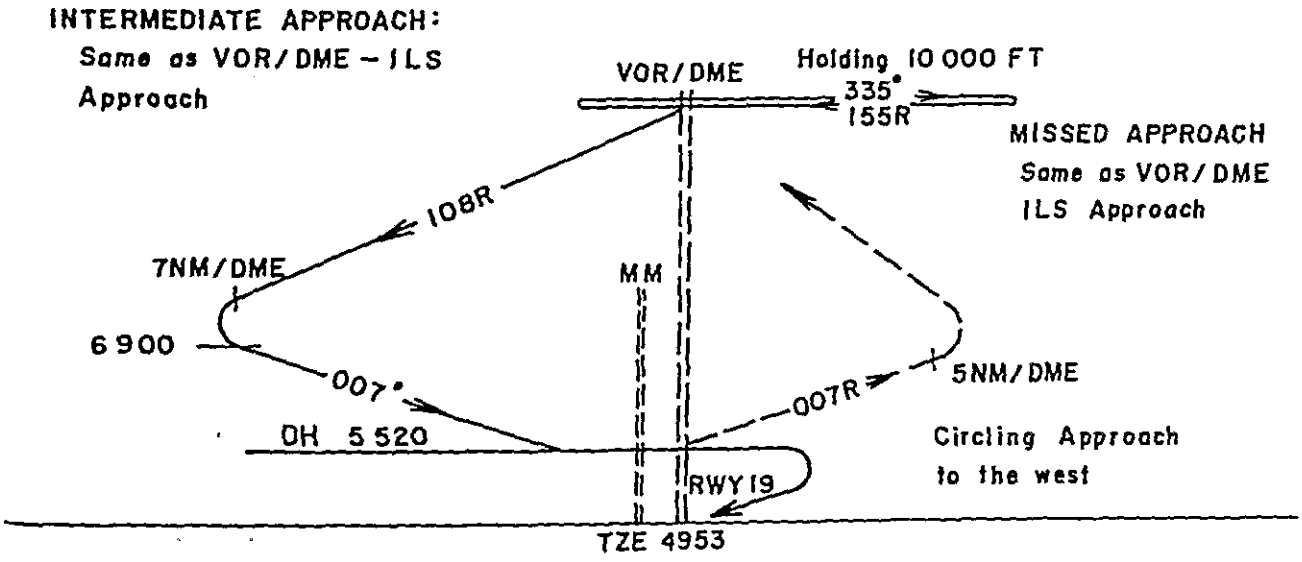
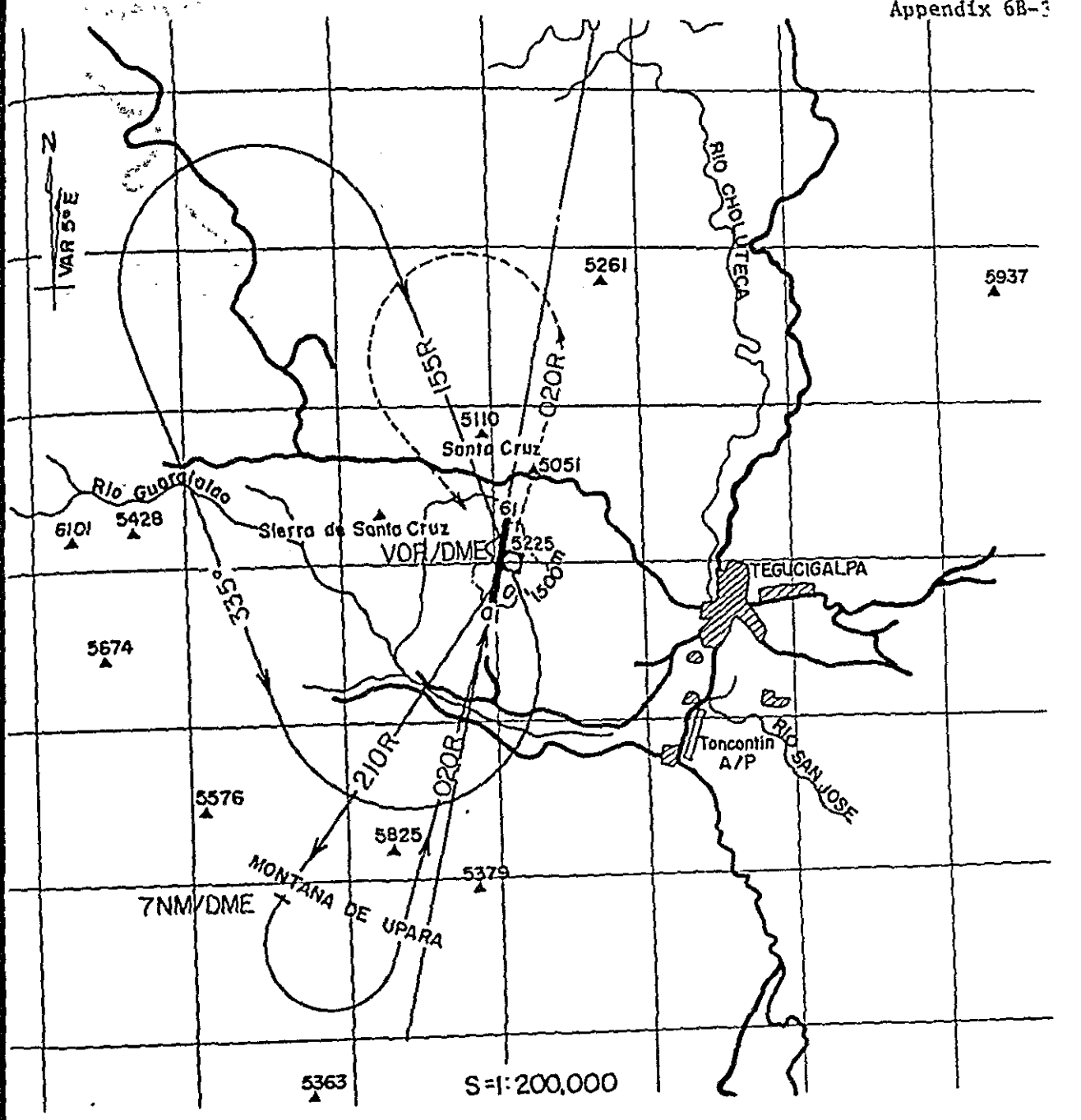


Fig. 6B-2 RWY 19 ILS-CIRCLING APPROACH (PEDREGAL SITE)



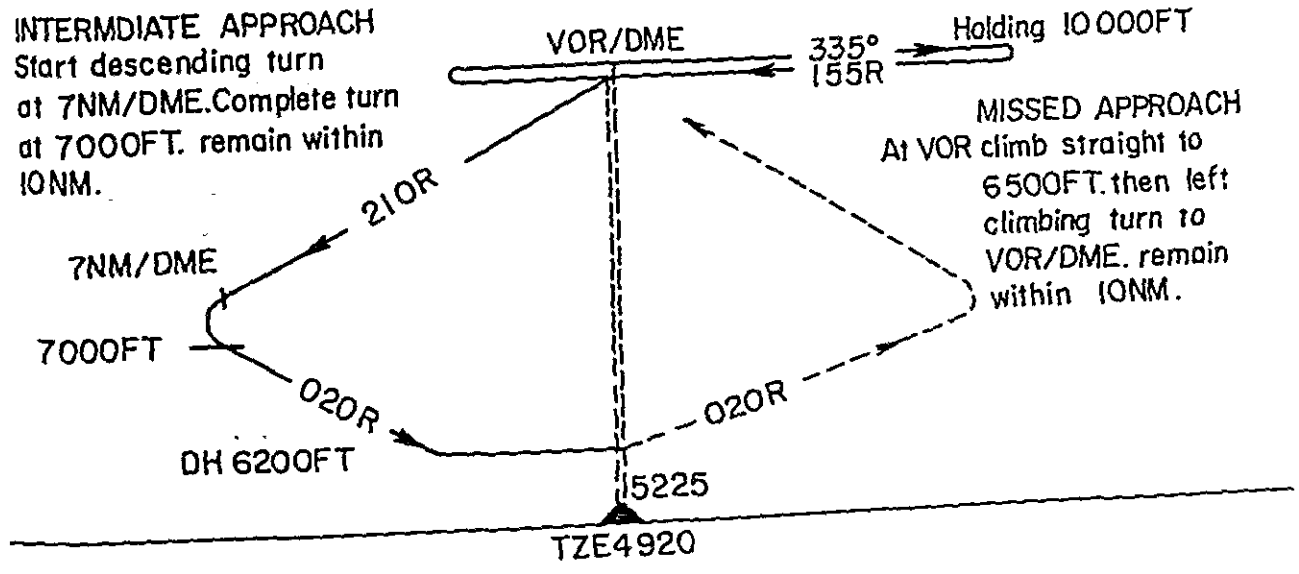


Fig. 6B-3 RWY 01 VOR/DME STRAIGHT-IN APPROACH (PEDREGAL SITE)

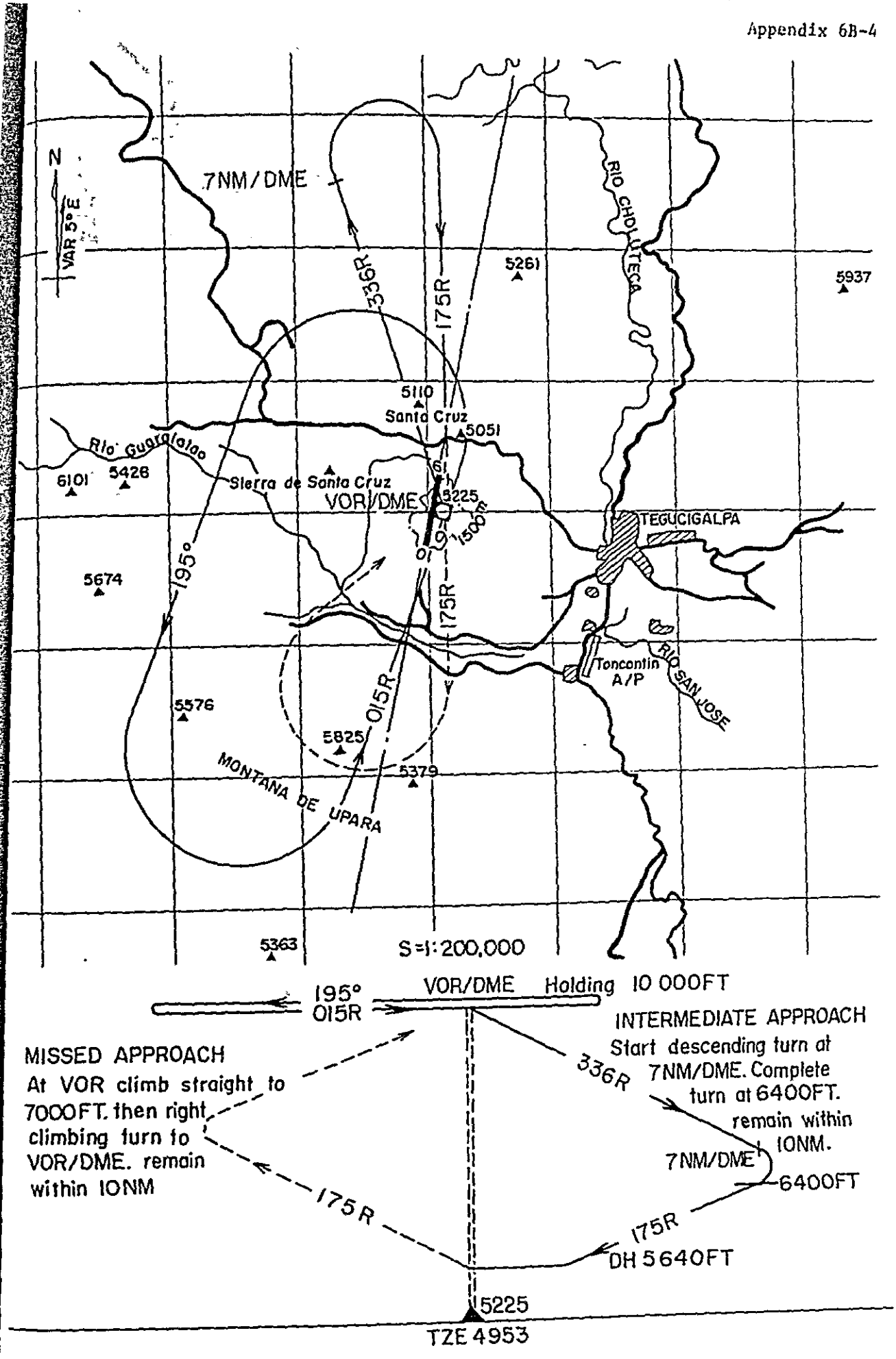


Fig. 6B-4 RWY 19 VOR/DME STRAIGHT-IN APPROACH (PEDREGAL SITE)

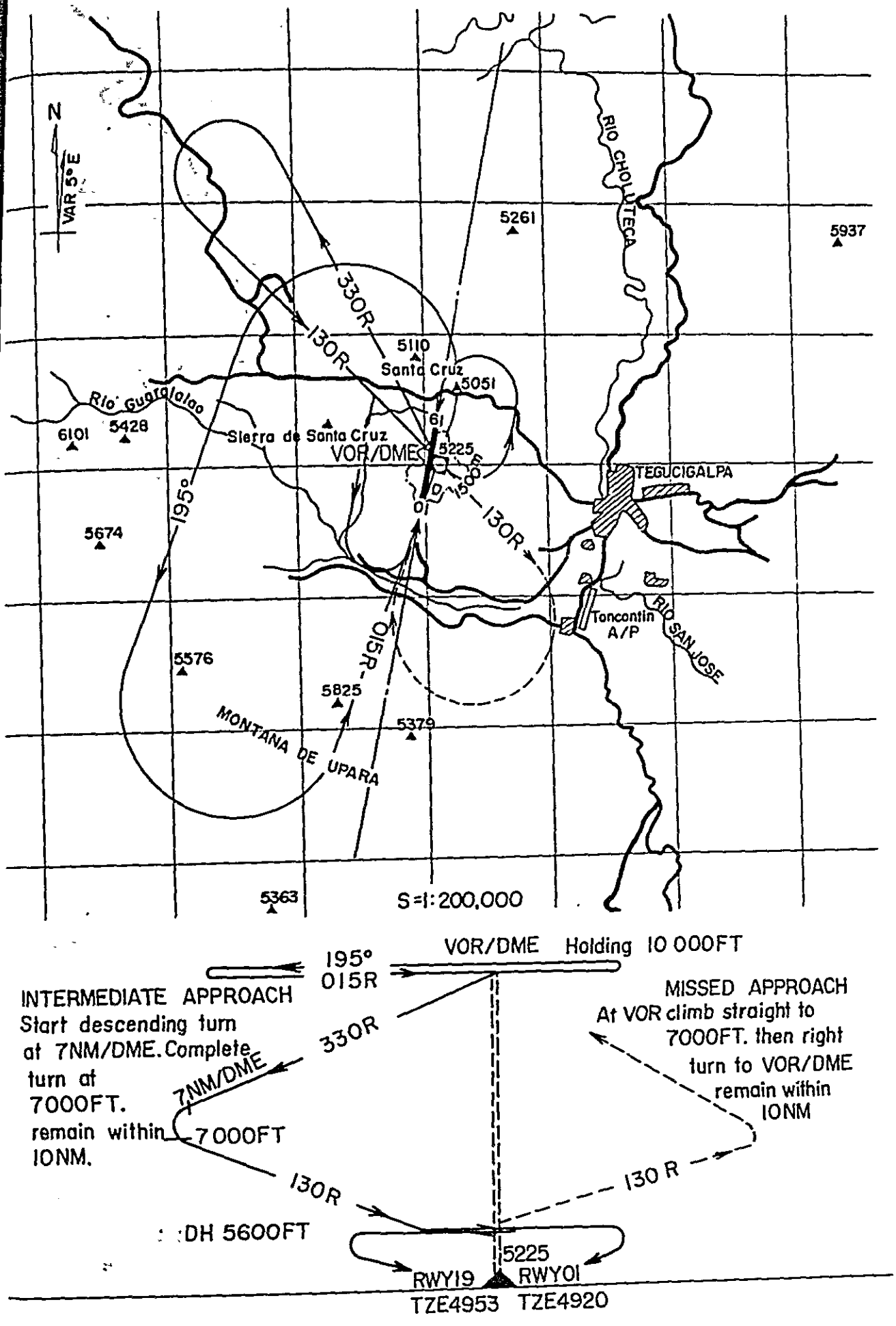
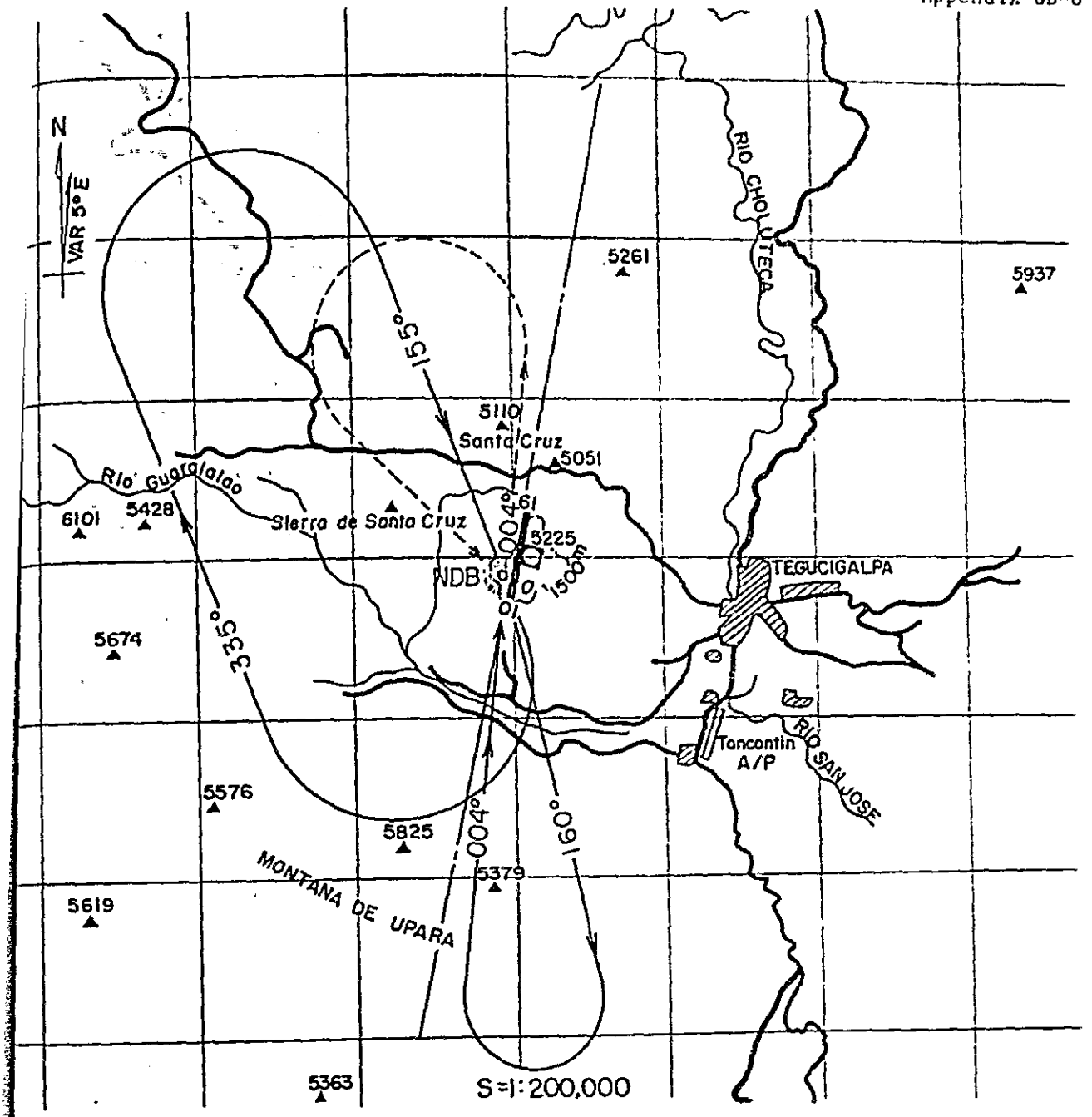


Fig. 6B-5 VOR/DME CIRCLING APPROACH TO RWY 01 AND RWY 19 (PEDREGAL SITE)



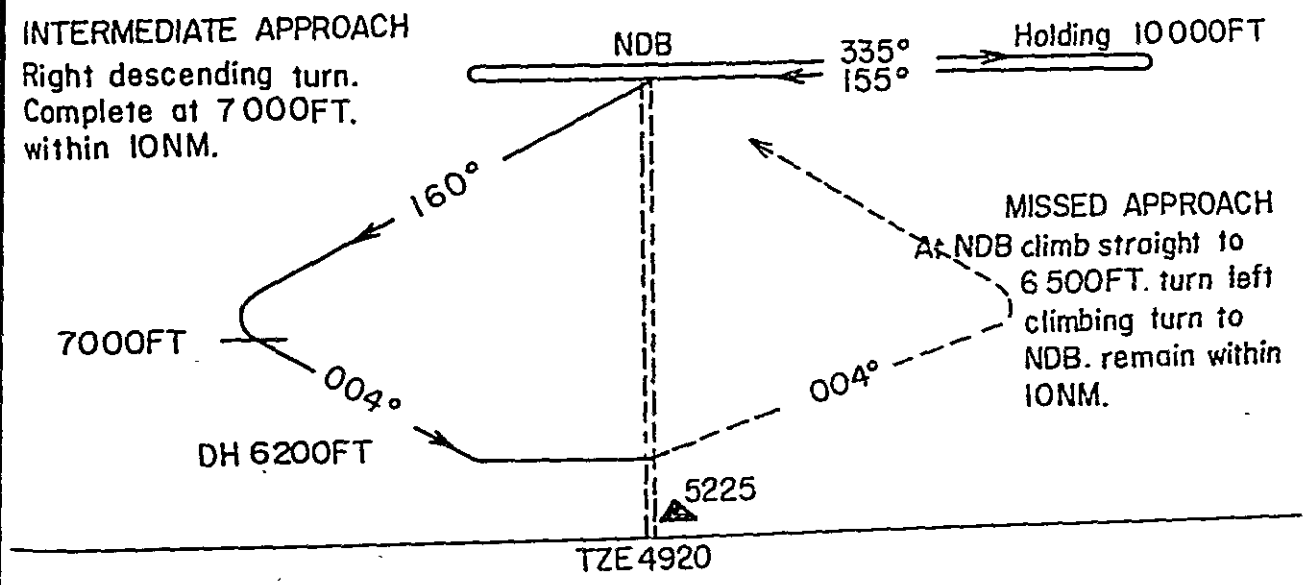


Fig. 6B-6 RWY 01 NDB STRAIGHT-IN APPROACH (PEDREGAL SITE)

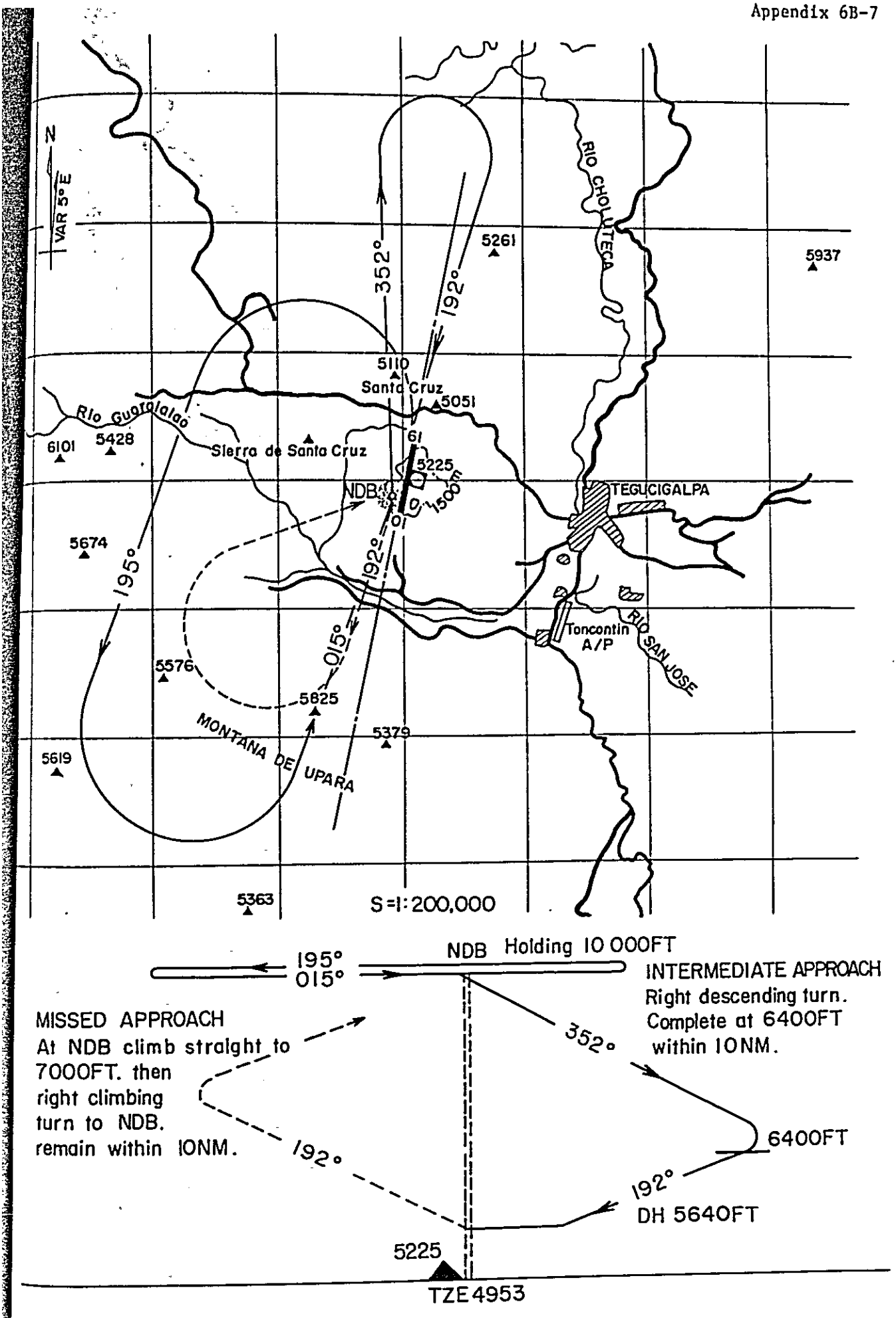


Fig. 6B-7 · RWY 19 NDB STRAIGHT-IN APPROACH (PEDREGAL SITE)

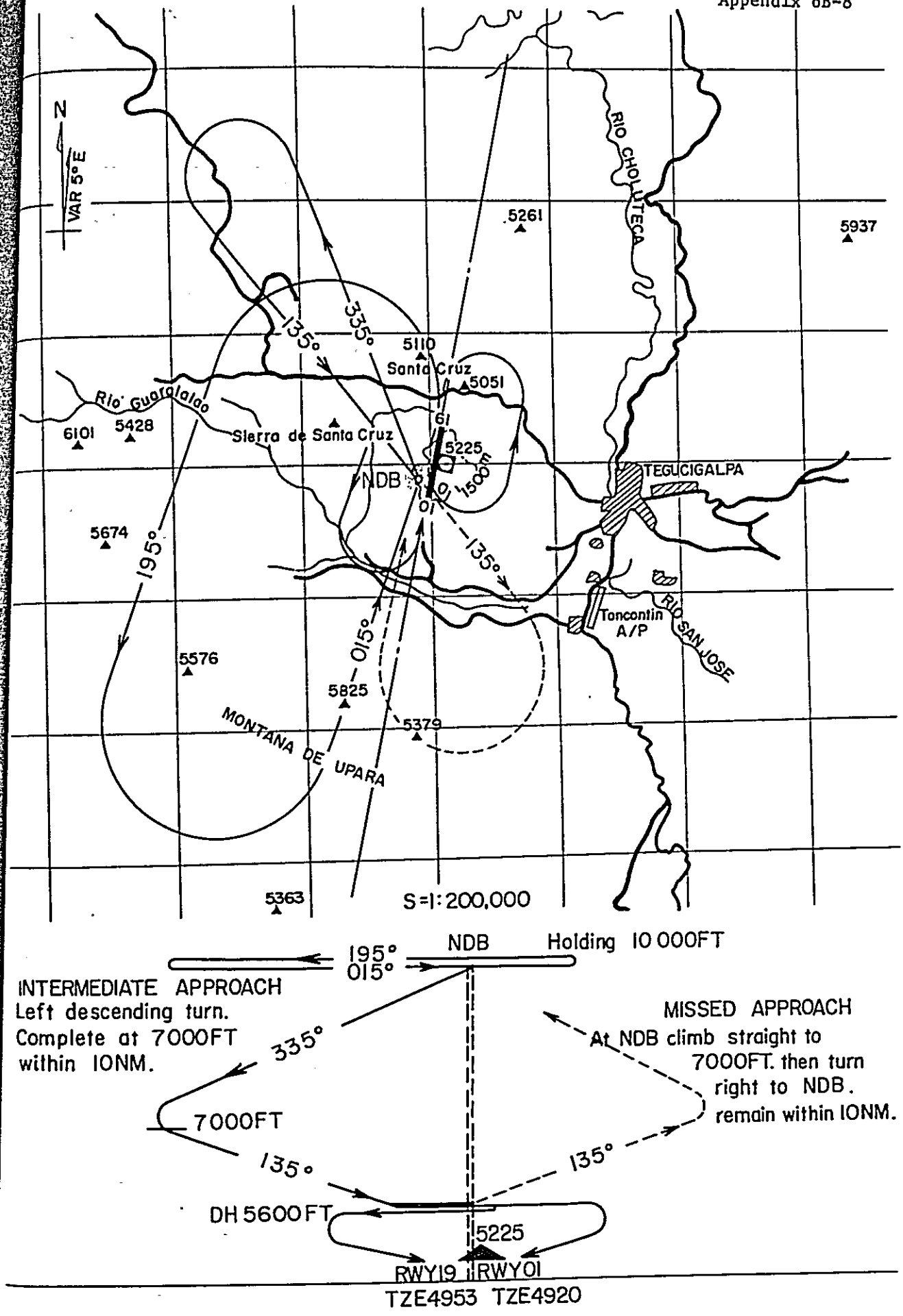


Fig. 6B-8 NDB CIRCLING APPROACH TO RWY 01 AND RWY 19 (PEDREGAL SITE)

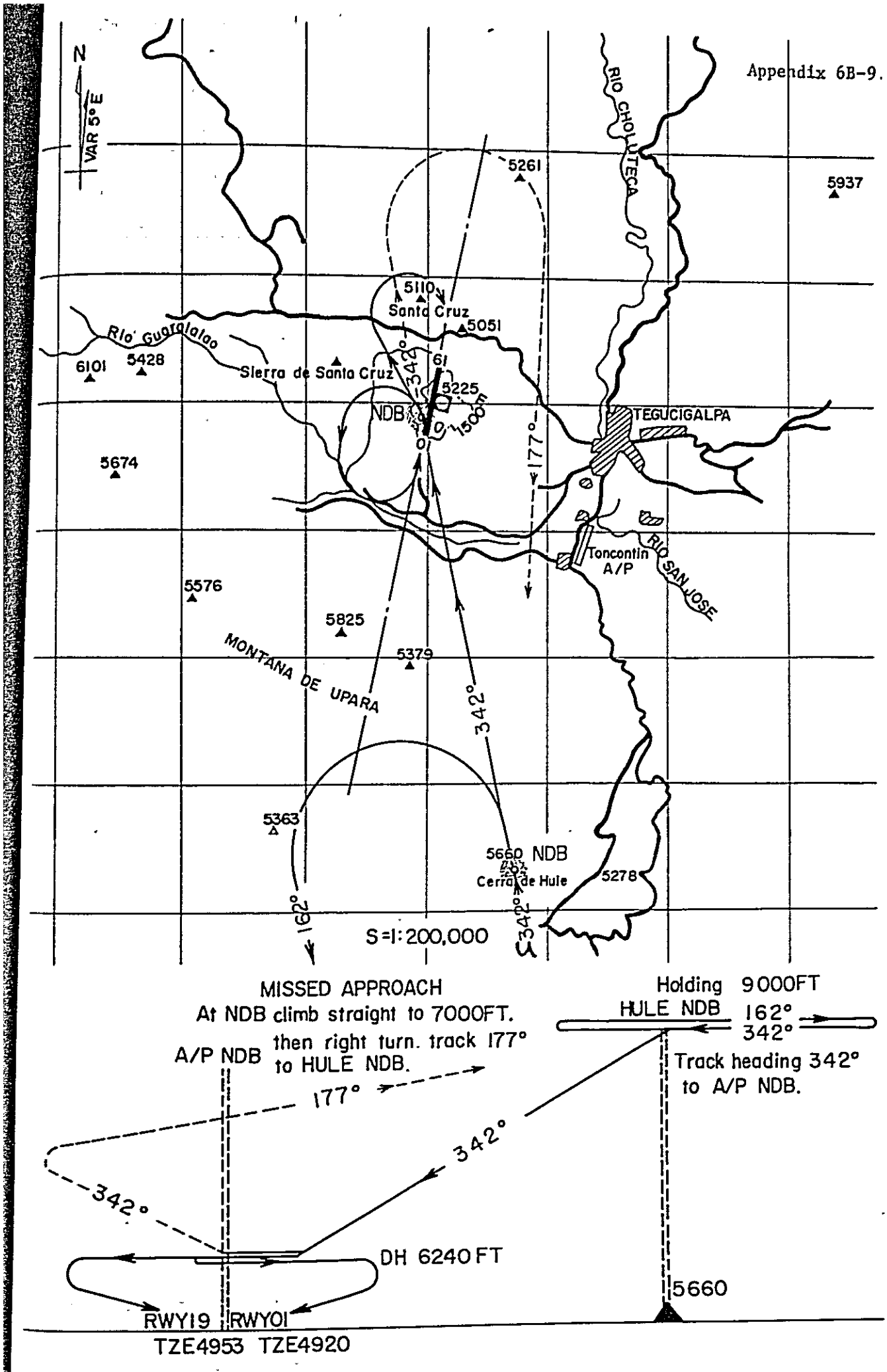


Fig. 6B-9 HULE-NDB CIRCLING APPROACH TO RWY 01 AND RWY 19 (PEDREGAL SITE)

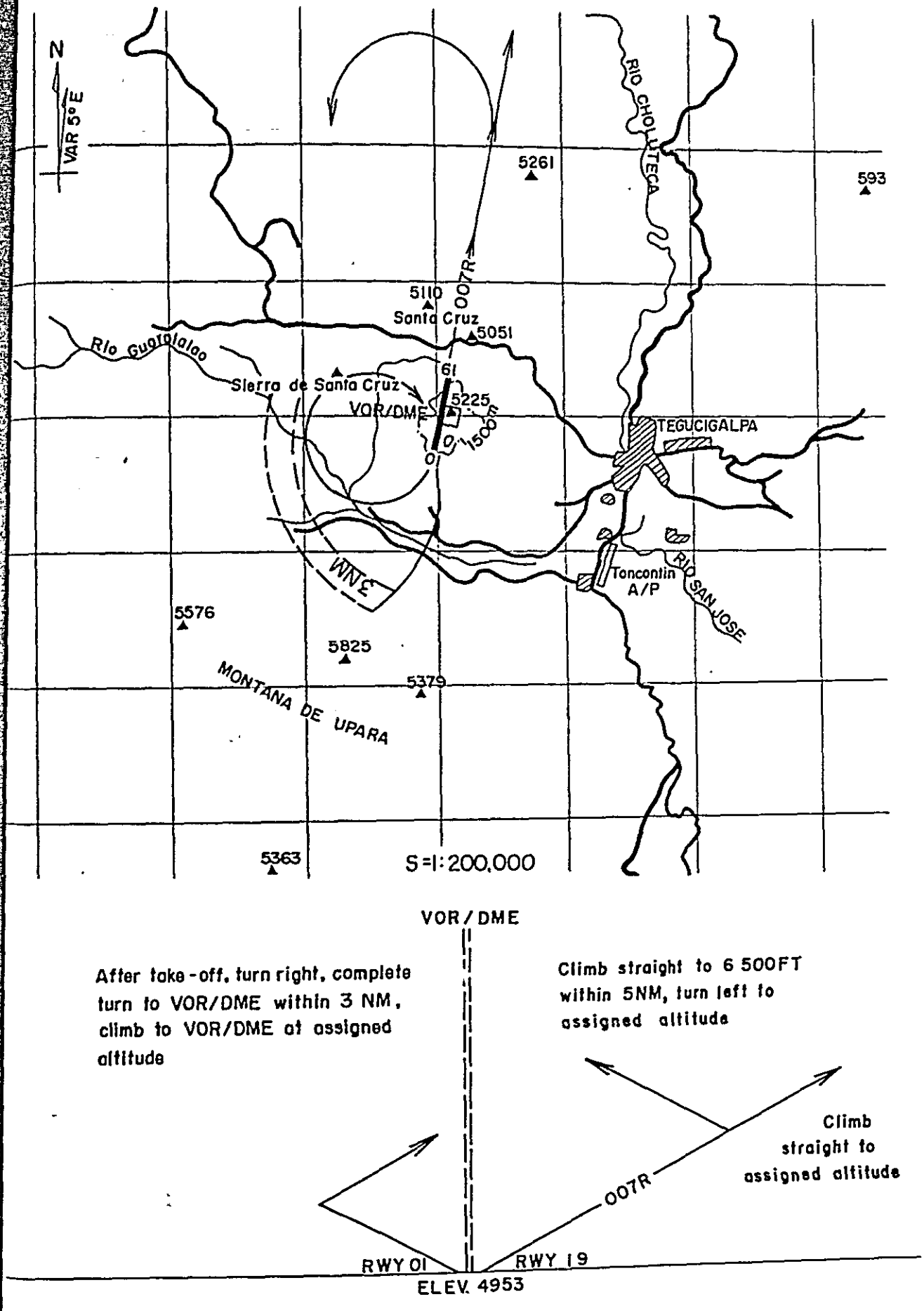
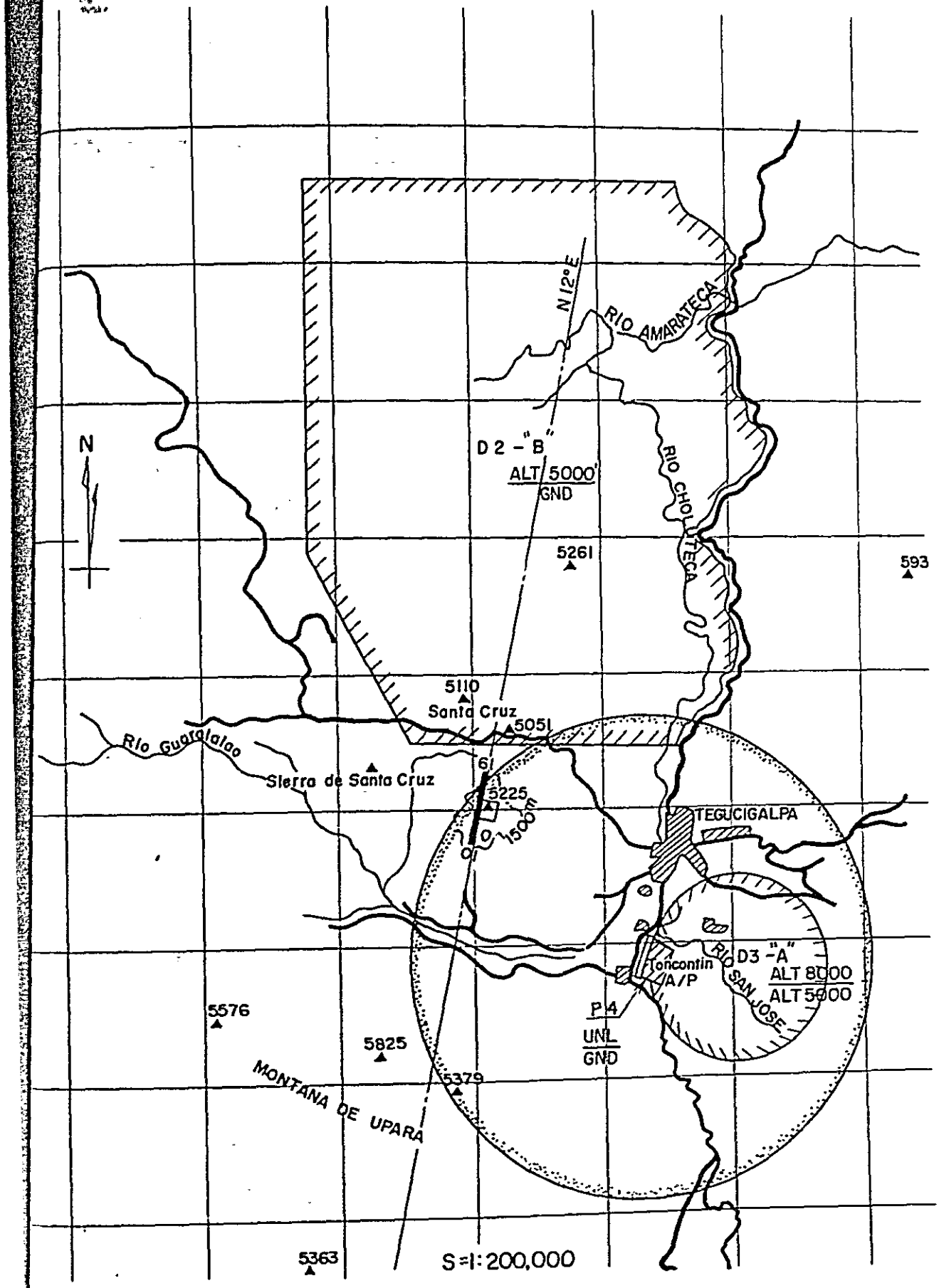


Fig. 6B-10 INSTRUMENT DEPARTURE PROCEDURES (PEDREGAL SITE)



Prohibit / Danger Area

Control Zone

Fig. 6B-11 RESTRICTED AREA (PEDREGAL SITE)

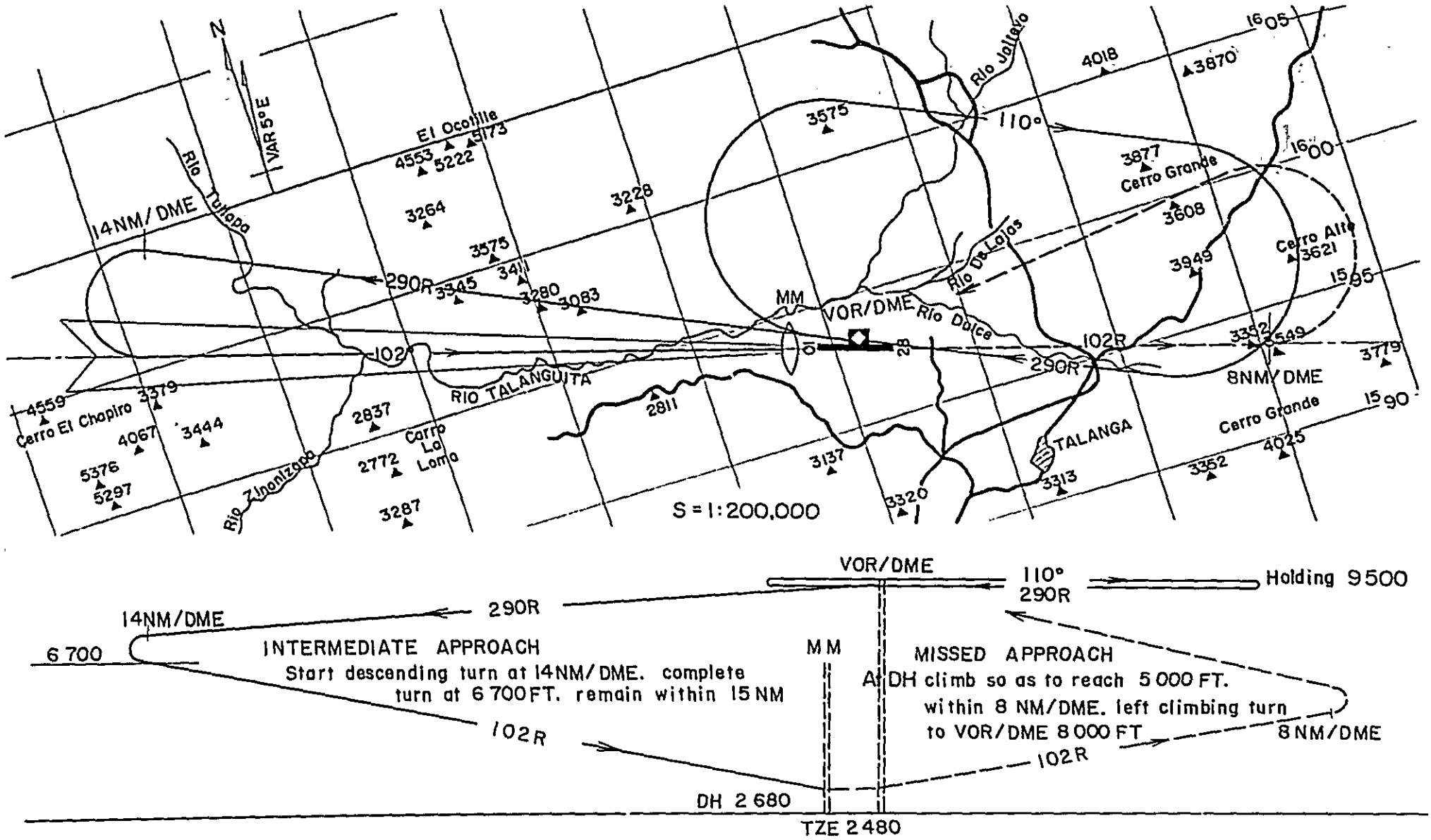


Fig. 6B-12 RWY 10 VOR/DME-ILS APPROACH (TALANGA SITE)

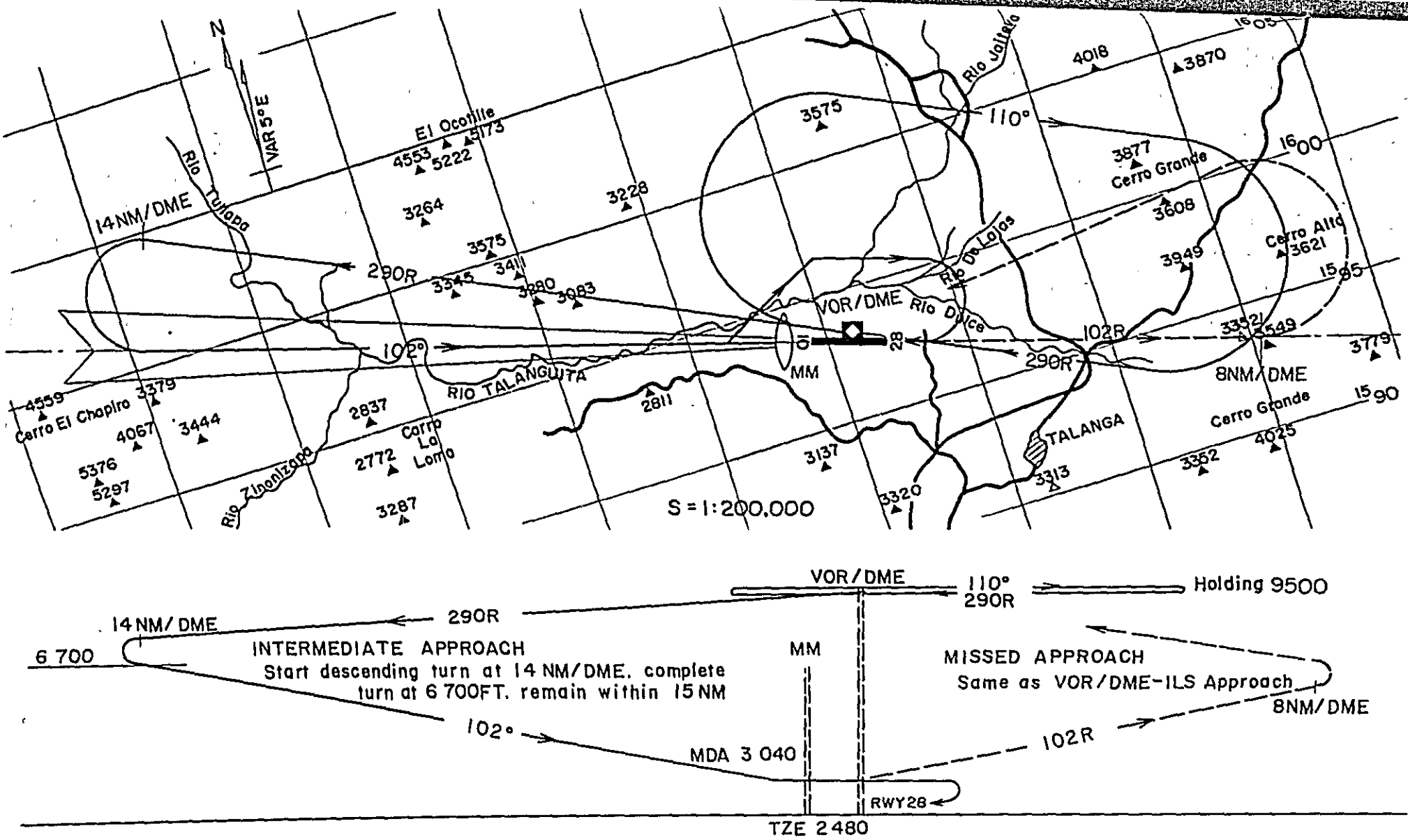


Fig. 6B-13 RWY 28 ILS CIRCLING APPROACH (TALANGA SITE)

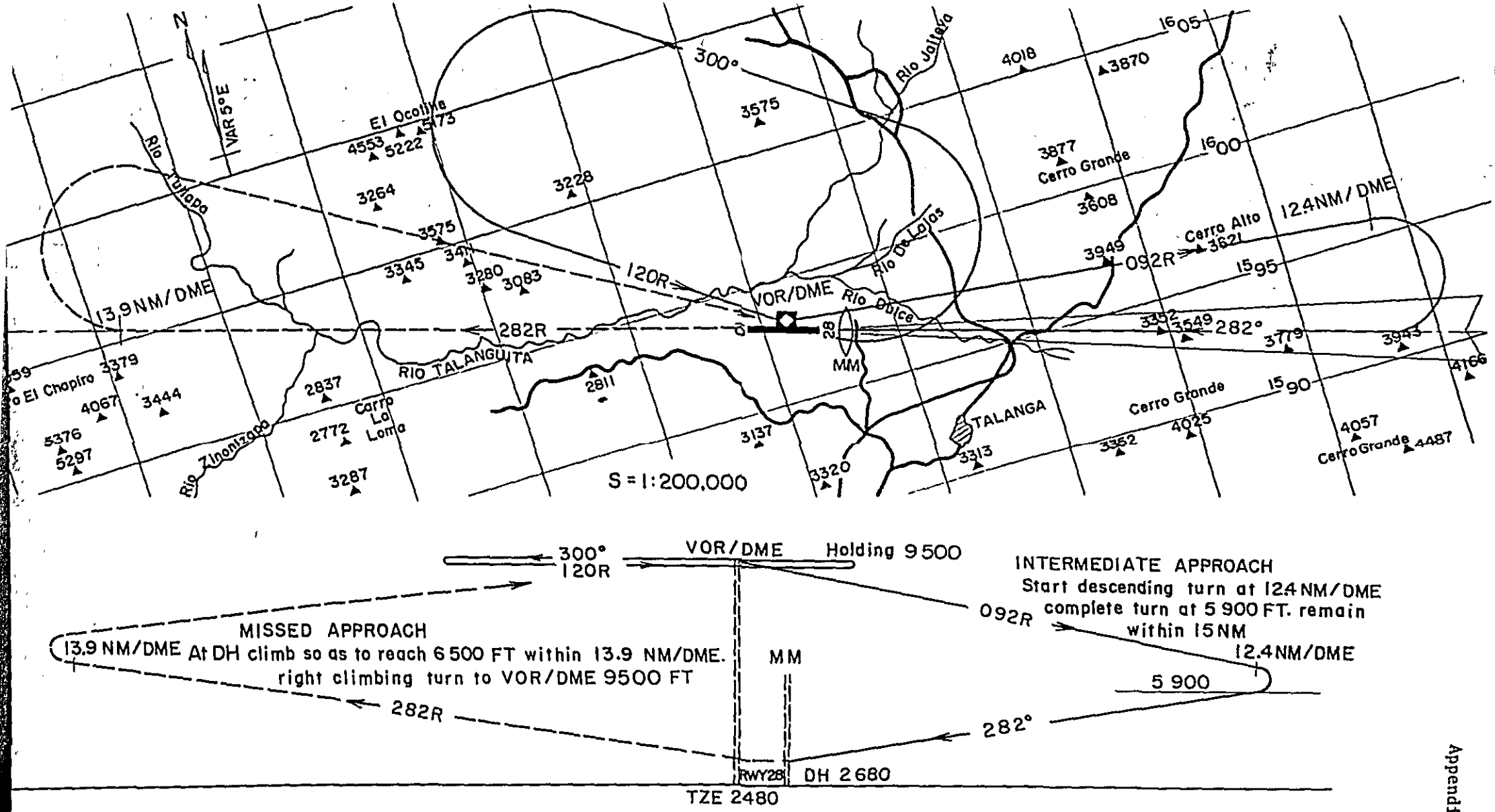


Fig. 6B-14 RWY 28 VOR/DME-ILS APPROACH (TALANGA SITE)

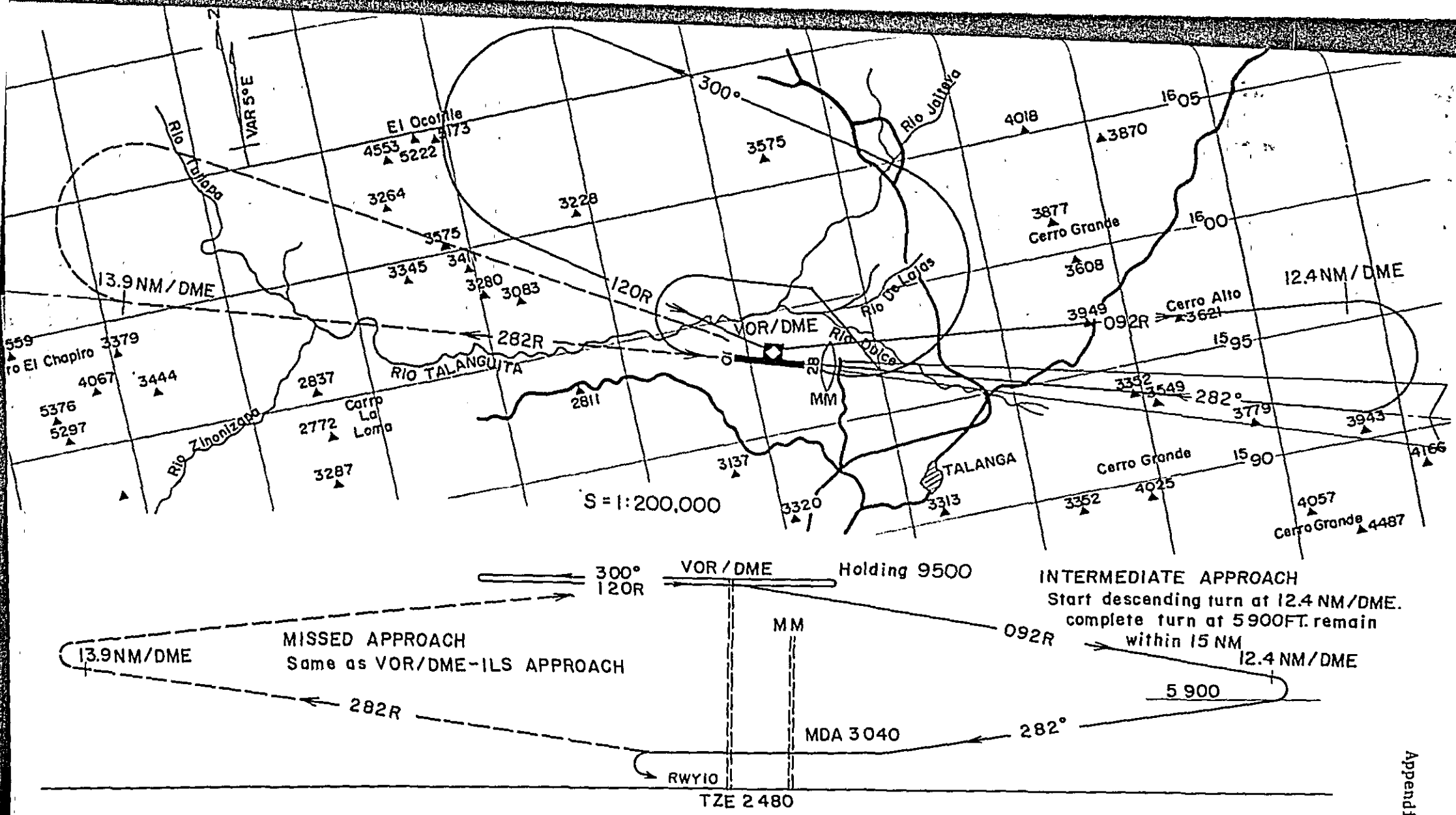
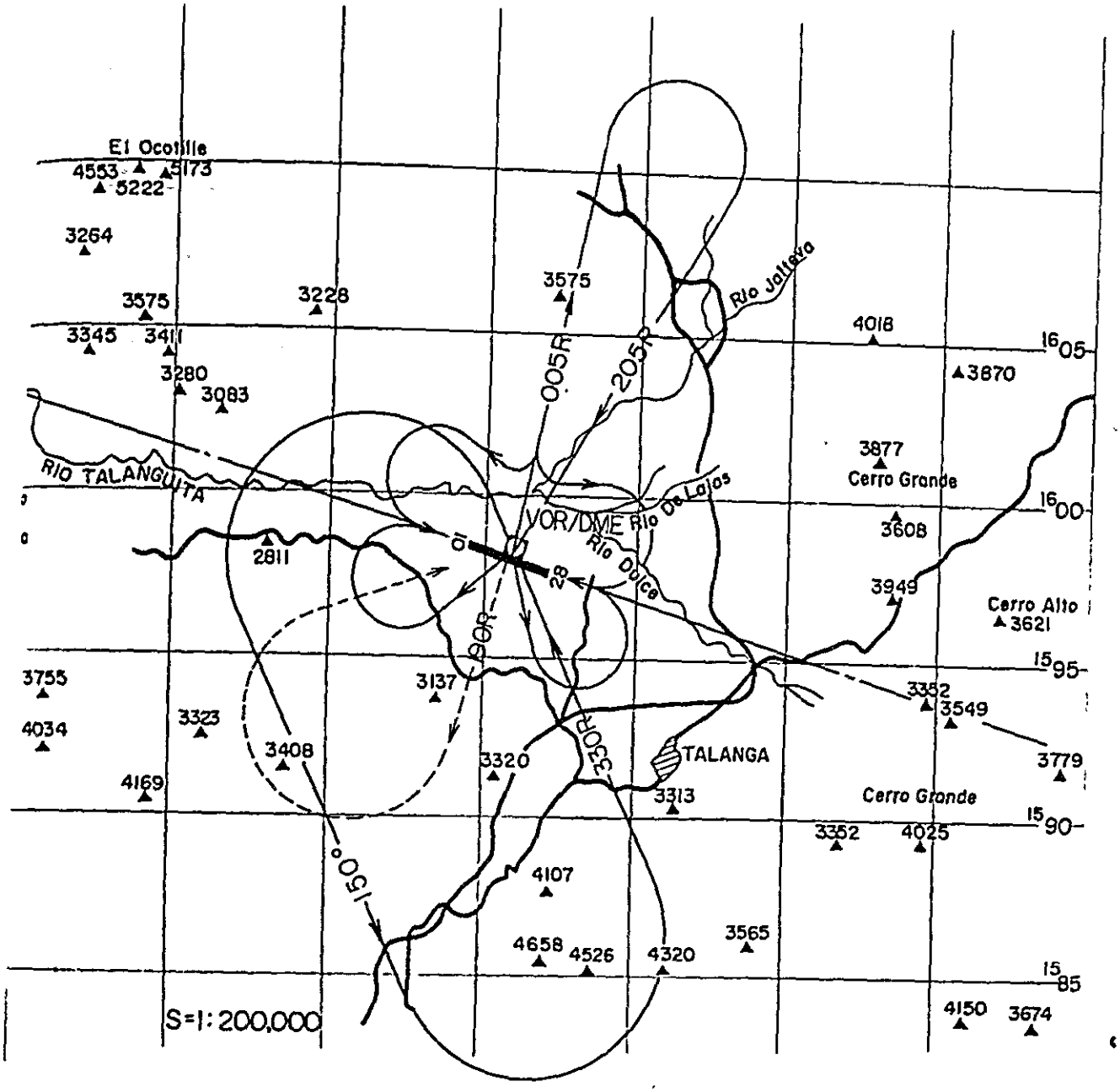


Fig. 6B-15 RWY 10 ILS CIRCLING APPROACH (TALANGA SITE)



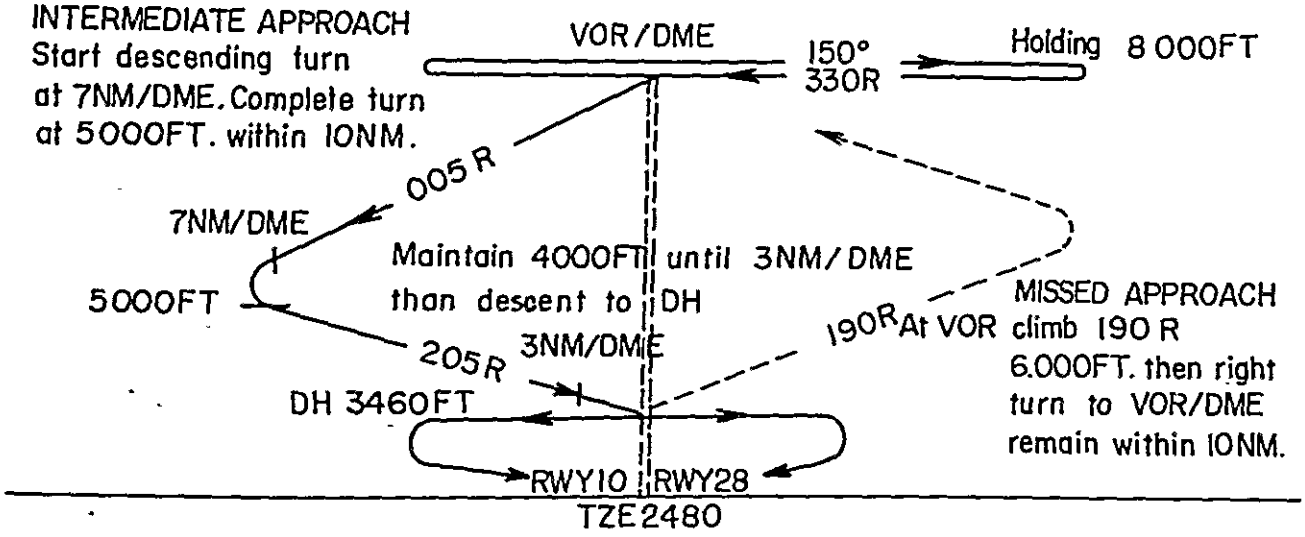


Fig. 6B-16 VOR/DME CIRCLING APPROACH TO RWY 10 AND RWY 28 (TALANGA SITE)

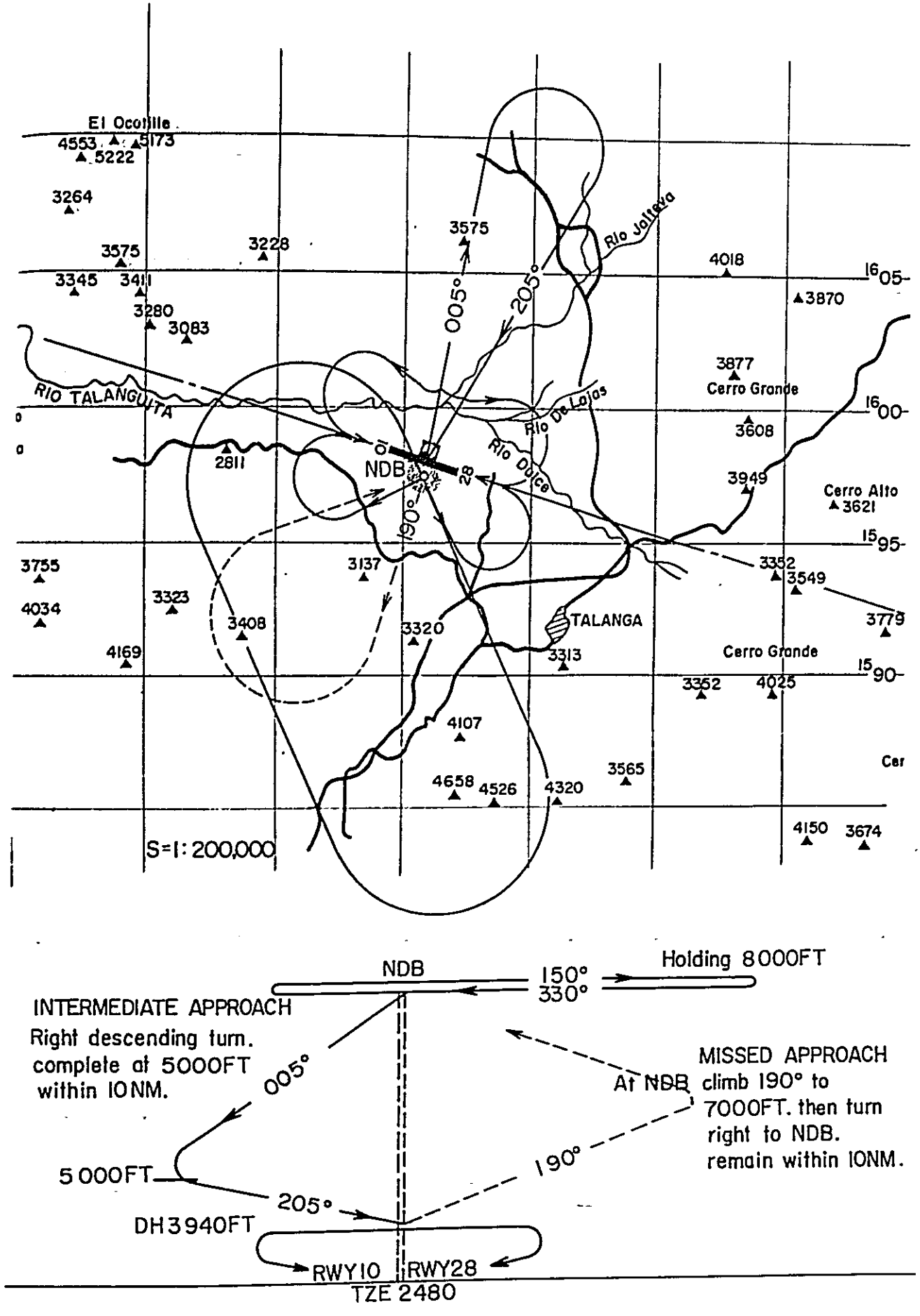
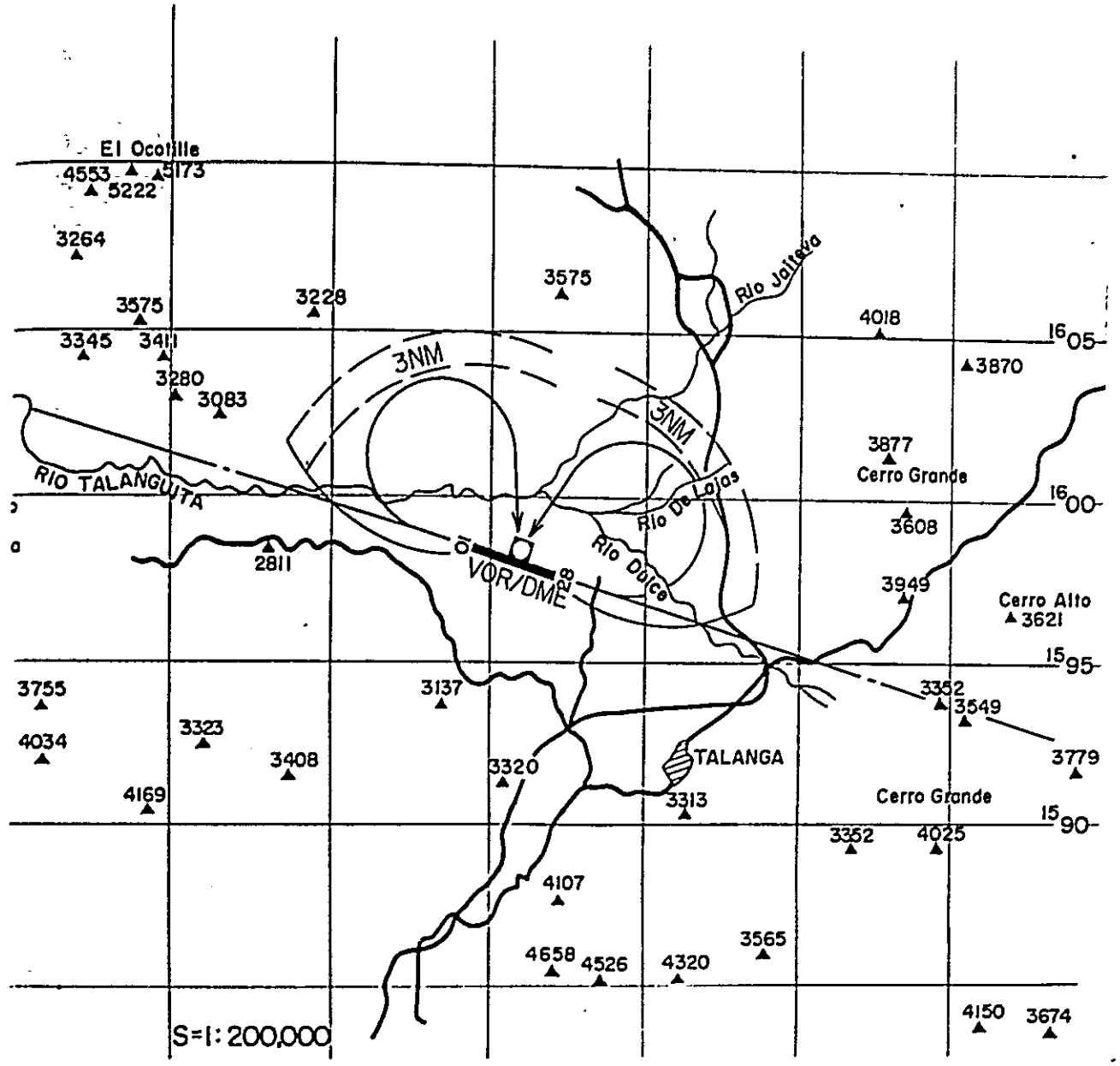


Fig. 6B-17 NDB CIRCLING APPROACH TO RWY 10 AND RWY 28 (TALANGA SITE)



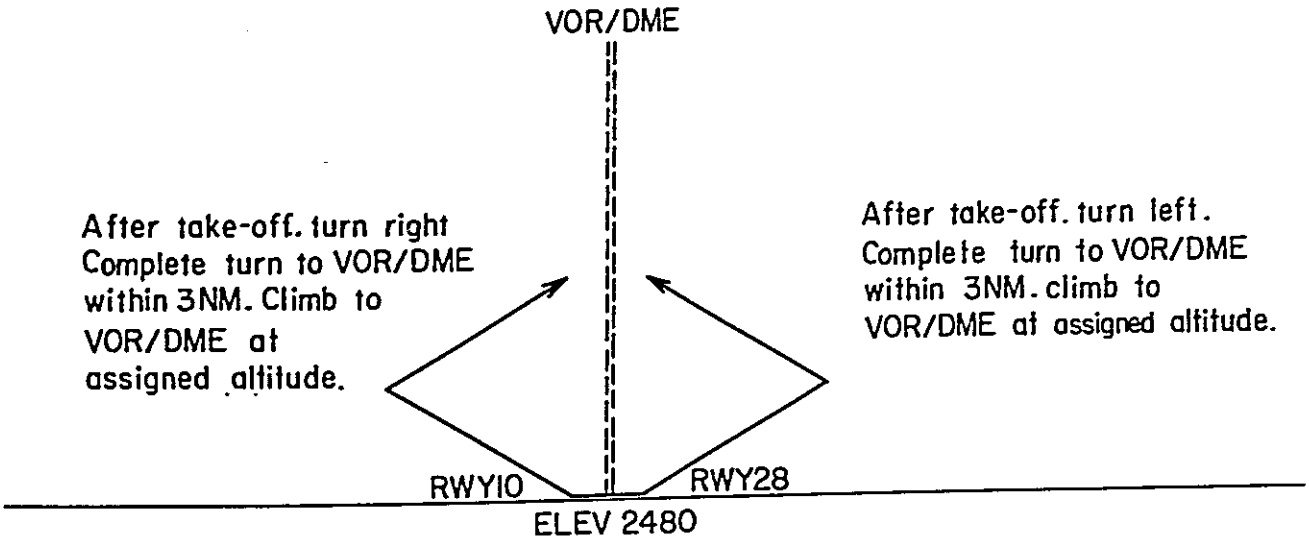
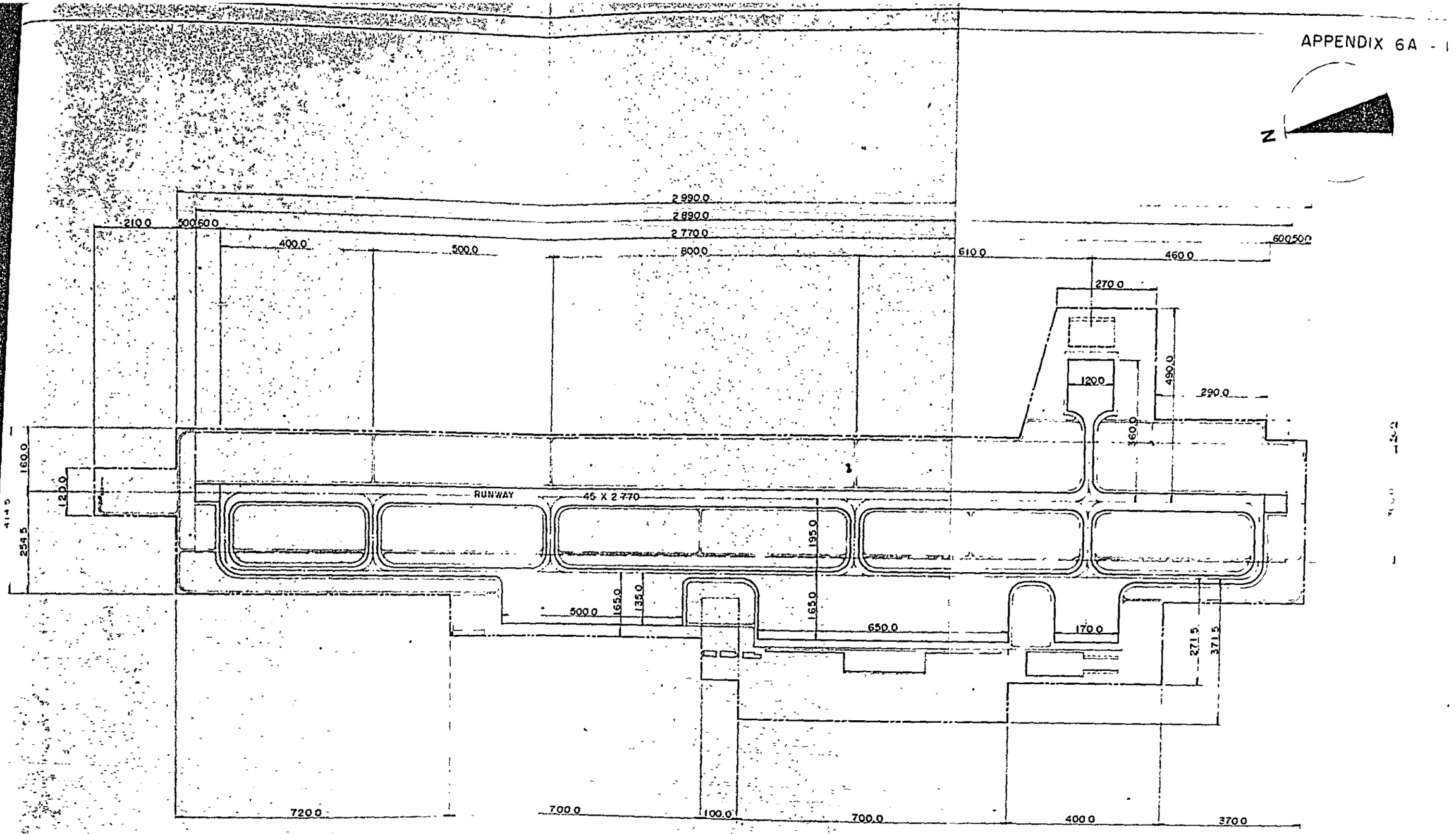


Fig. 6B-18 INSTRUMENT DEPARTURE PROCEDURES (TALANGA SITE)

APPENDIX 6A

FACILITY PLAN DRAWINGS



GRAPHIC SCALE

0 100 200 300 400 500M

SCALE 1 : 5000

REPUBLICA DE HONDURAS

SECRETARIA DE COMUNICACIONES OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

PEDREGAL SITE

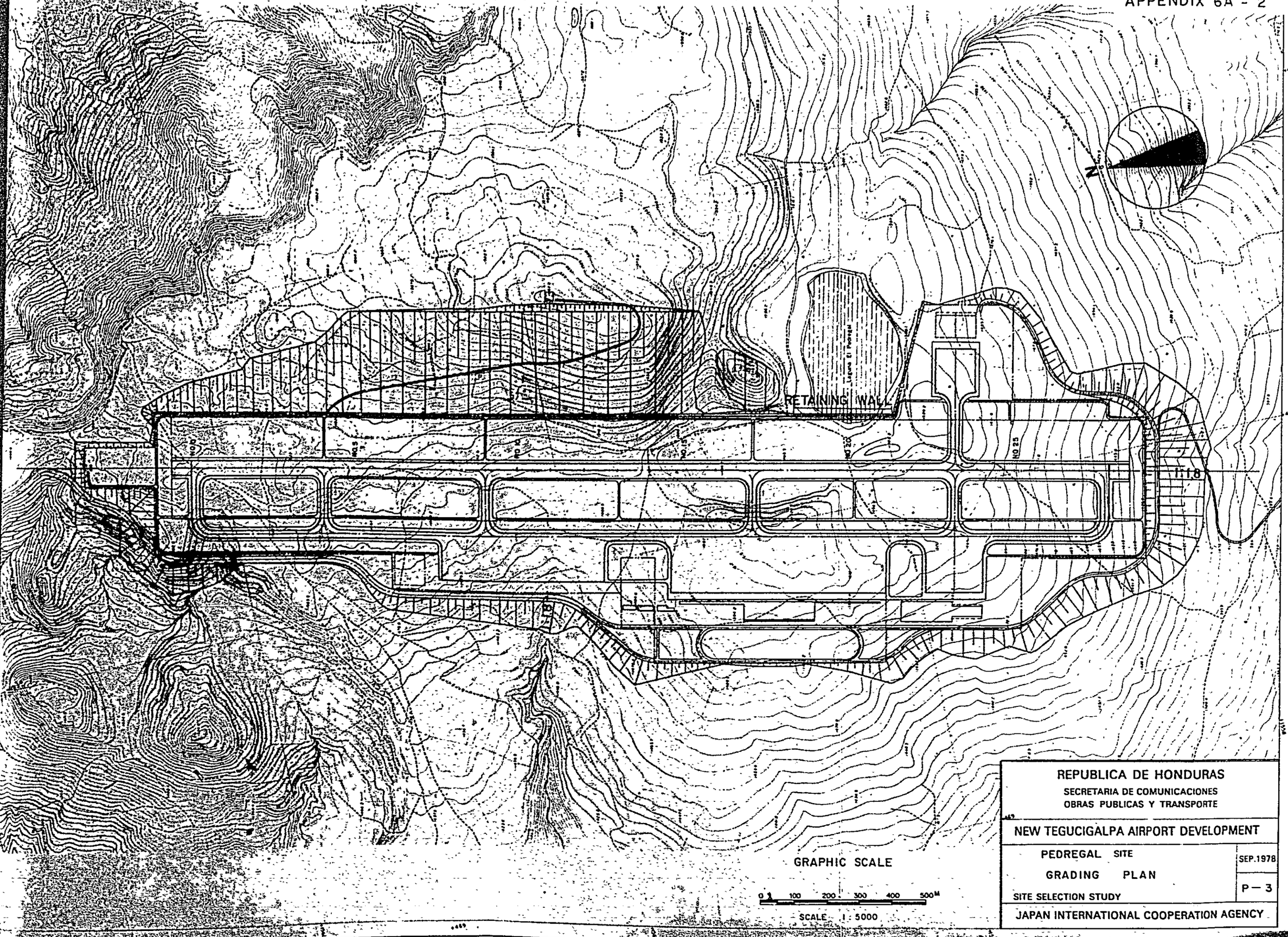
SEP 1976

BASIC AREA REQUIREMENTS

P 2

SITE SELECTION STUDY

JAPAN INTERNATIONAL COOPERATION AGENCY



REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

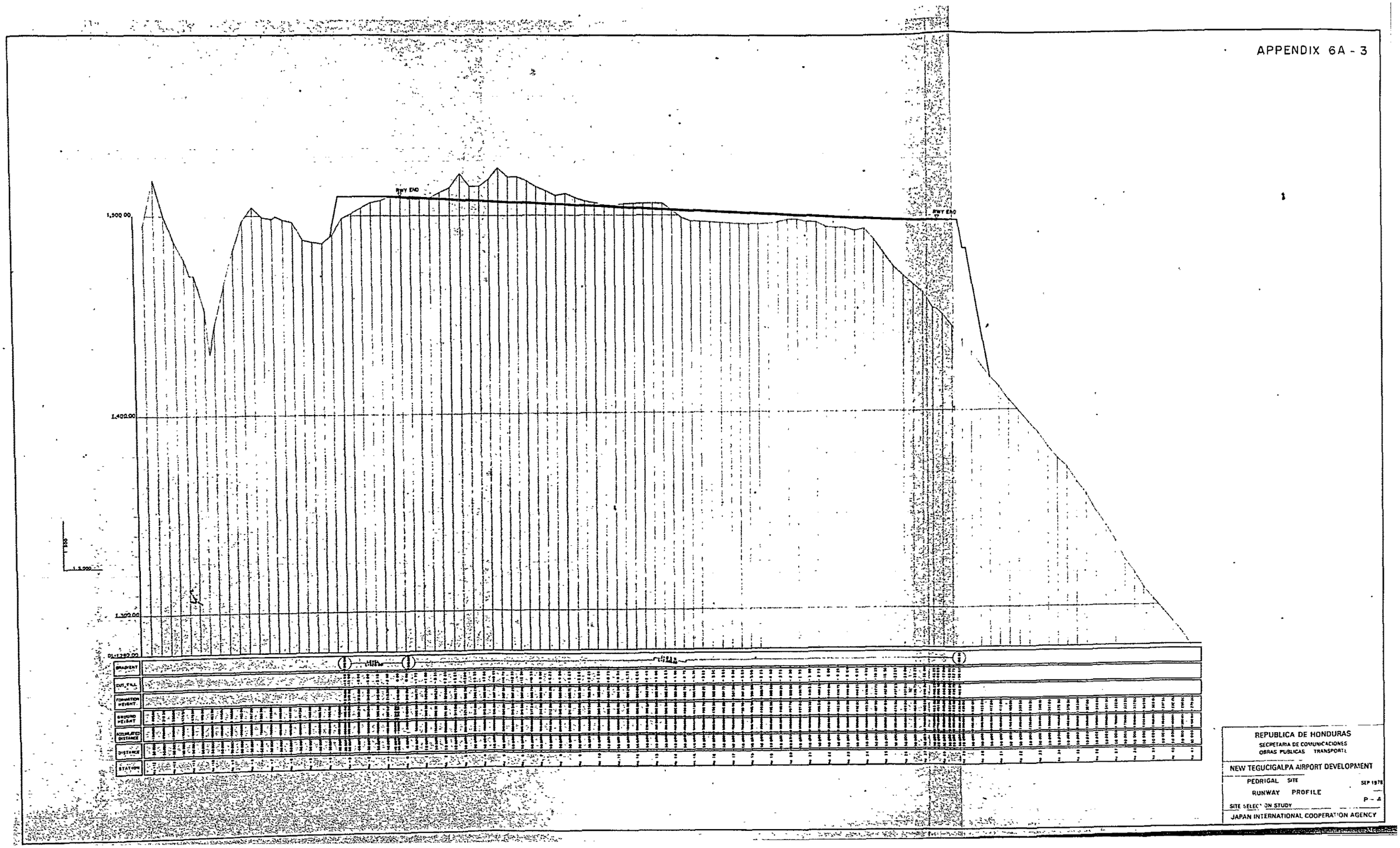
NEW TEGUCIGALPA AIRPORT DEVELOPMENT

PEDREGAL SITE
GRADING PLAN
SITE SELECTION STUDY

SEP.1978

P – 3

JAPAN INTERNATIONAL COOPERATION AGENCY



REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS TRANSPORTE

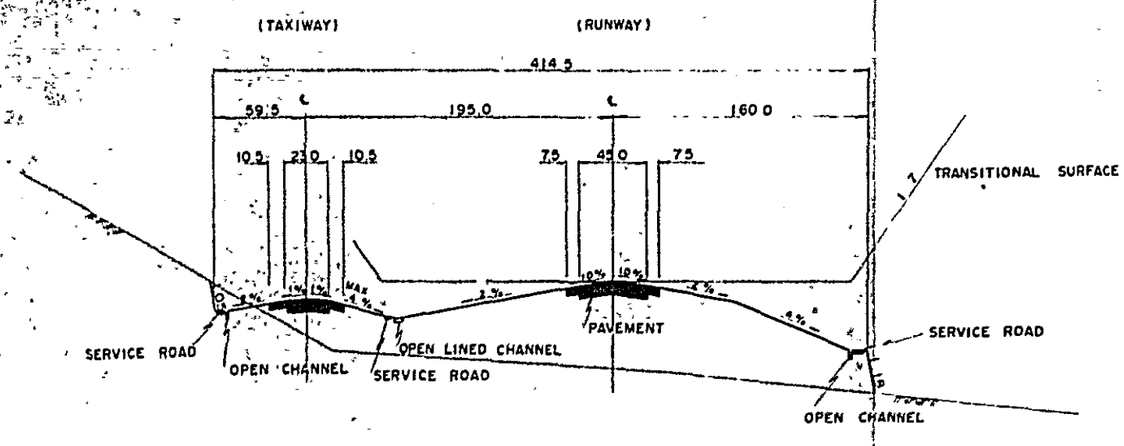
NEW TEGUCIGALPA AIRPORT DEVELOPMENT

PEDRIGAL SITE — SEP 1978

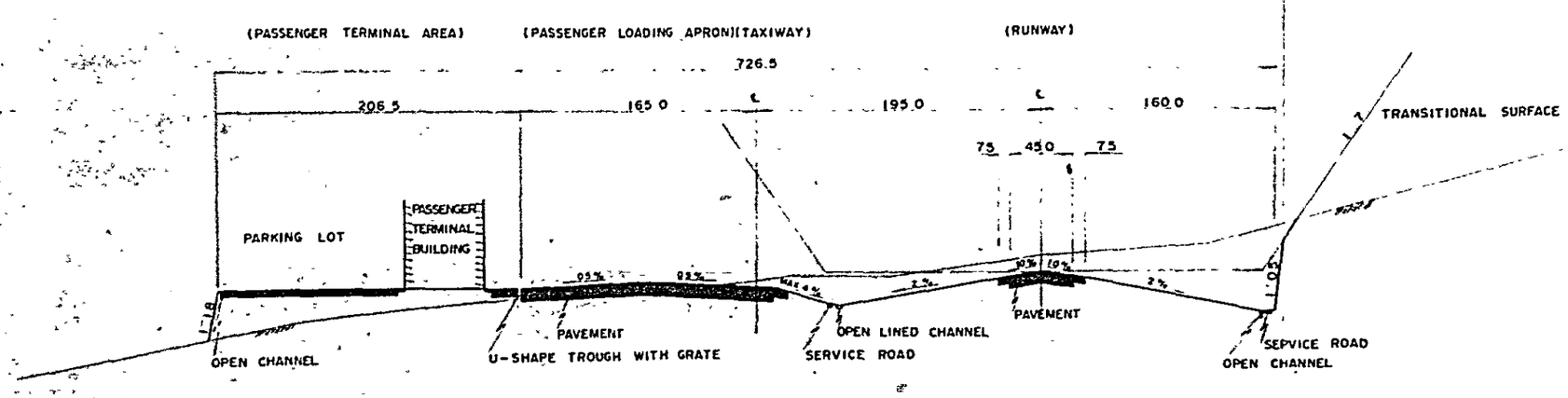
RUNWAY PROFILE — P - 4

SITE SELECTION STUDY

JAPAN INTERNATIONAL COOPERATION AGENCY



RUNWAY STRIP , TAXIWAY



RUNWAY STRIP , TAXIWAY, APRON , PASSENGER TERMINAL AREA

GRAPHIC SCALE

0 5 10 20M

VERTICAL 1:200

0 50 100 200M

HORIZONTAL 1:2,000

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

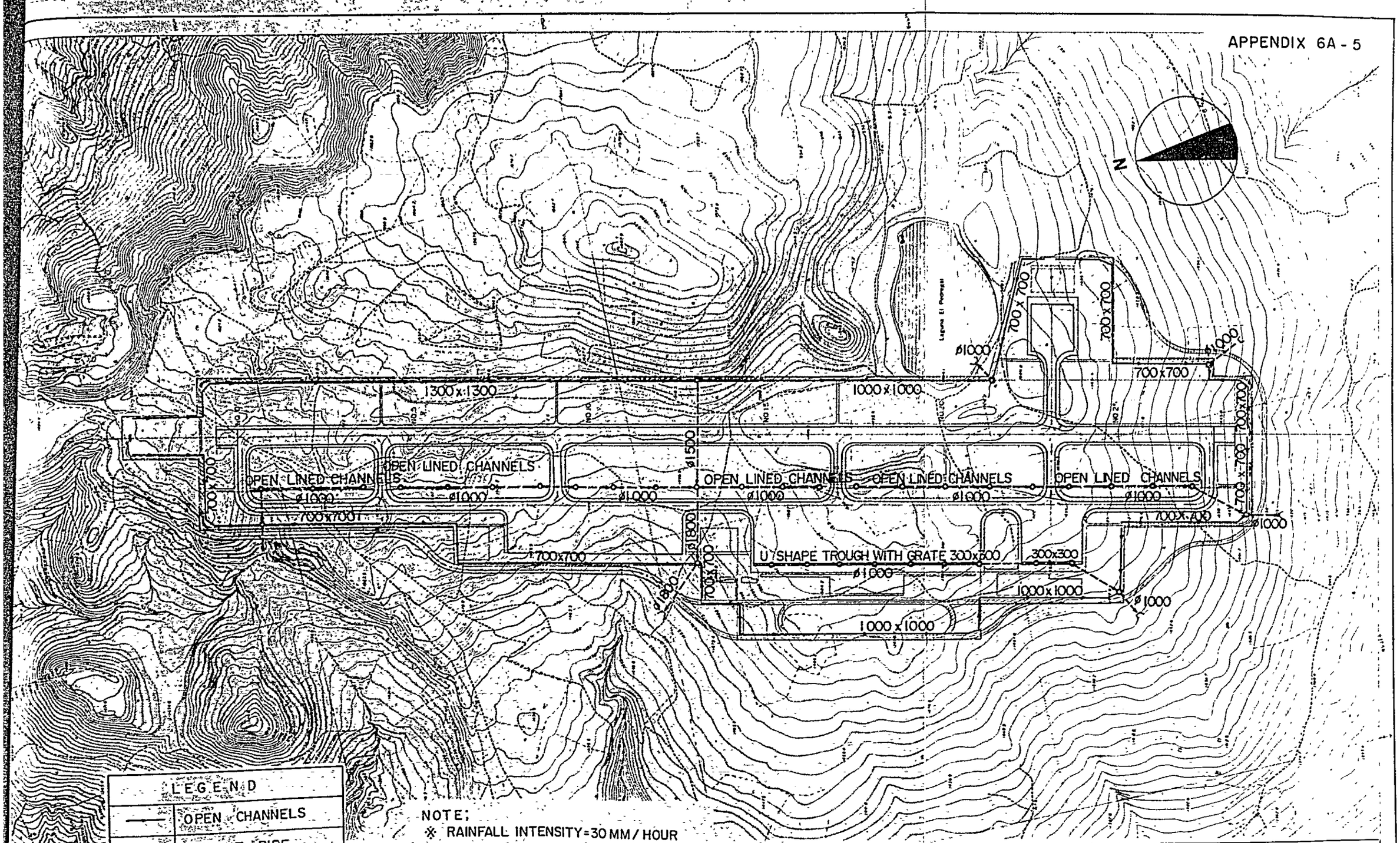
NEW TEGUCIGALPA AIRPORT DEVELOPMENT

PEDREGAL SITE — SEP 1978

RUNWAY STRIP TYPICAL CROSS SECTION — P — 5

SITE SELECTION STUDY

JAPAN INTERNATIONAL COOPERATION AGENCY



LEGEND	
———	OPEN CHANNELS
- - -	CONDUIT PIPE
—o—	MANHOLE
—(	HEAD WALL

NOTE;

※ RAINFALL INTENSITY=30 MM/HOUR

※ COEFFICIENTS OF RUNOFF

PAVEMENT, BUILDING	=0.95
TURF	=0.5
OTHER AREA	=0.8

GRAPHIC SCALE

0 100 200 300 400 500M

SCALE 1:5000

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

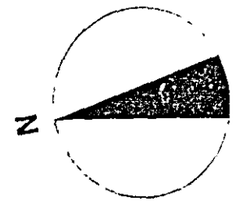
NEW TEGUCIGALPA AIRPORT DEVELOPMENT

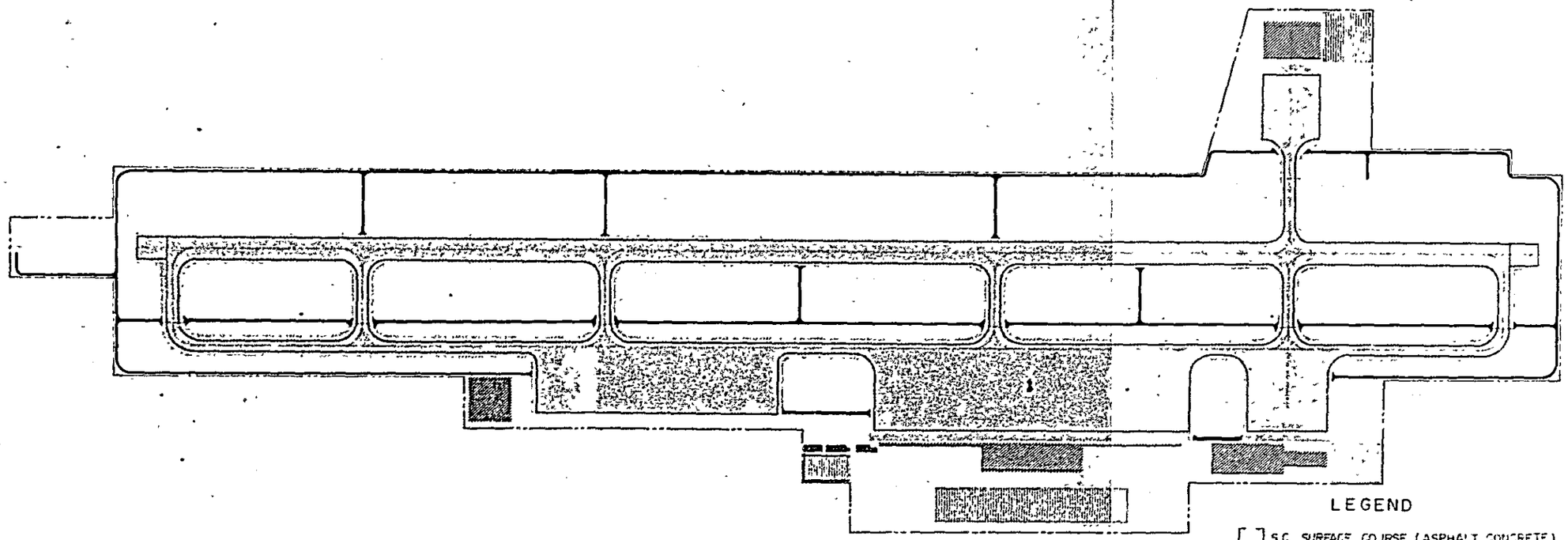
PEDREGAL SITE — SEP 1978

AIRPORT DRAINAGE PLAN — P-8

SITE SELECTION STUDY

JAPAN INTERNATIONAL COOPERATION AGENCY





LEGEND

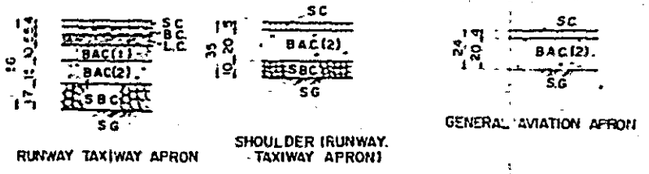
- SERVICE ROAD
- BUILDING
- PARKING LOT
- AIRFIELD PAVEMENT
- SEEDING AND SODDING

0 100 200 300 400 500M

SCALE 1 : 5 000

LEGEND

- SC SURFACE COURSE (ASPHALT CONCRETE)
- BC BINDER COURSE (ASPHALT CONCRETE)
- LC LEVELING COURSE (ASPHALT CONCRETE)
- BAC (1) BASE COURSE (BITUMINOUS STABILIZATION)
- BAC (2) BASE COURSE (CRUSHED STONE FOR MECHANICAL STABILIZATION)
- SBC SUBBASE COURSE (CRUSHER RUN)
- SG SUBGRADE



STRUCTURAL PAVEMENT SECTION

SCALE : NONE

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

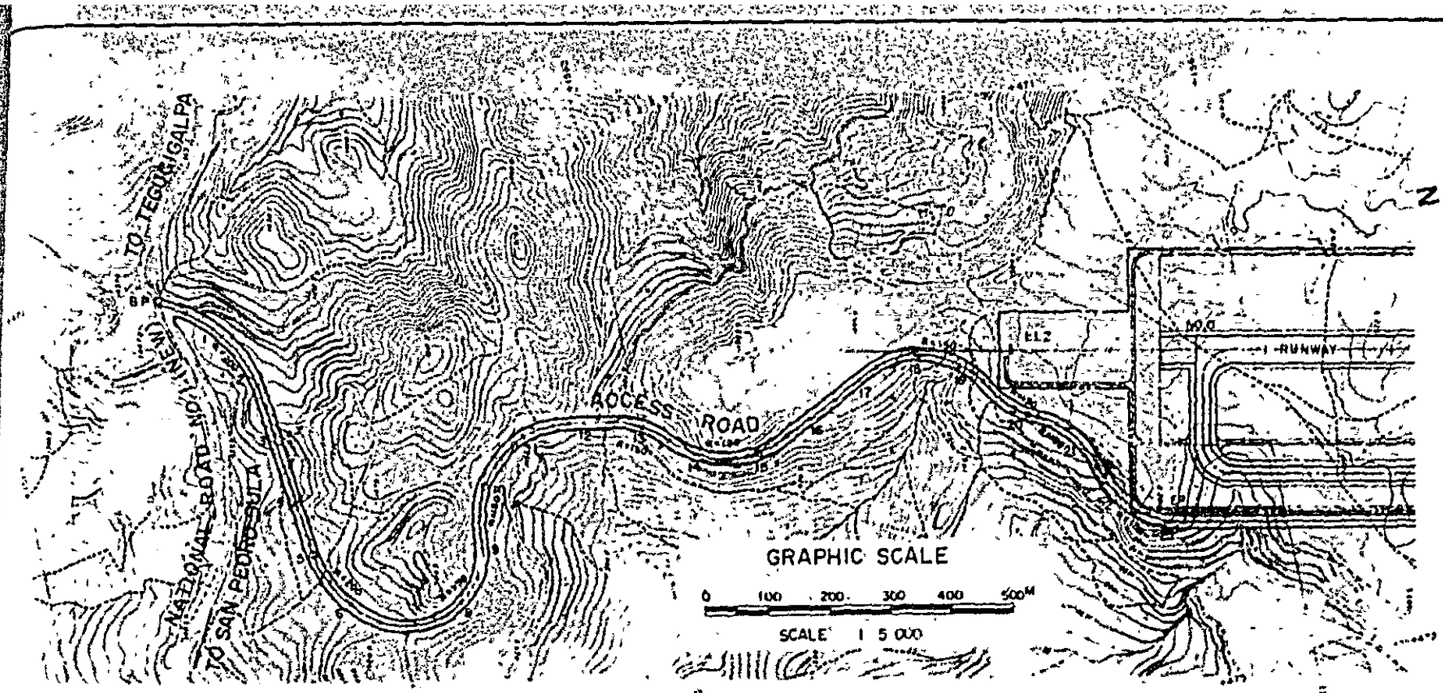
NEW TEGUCIGALPA AIRPORT DEVELOPMENT

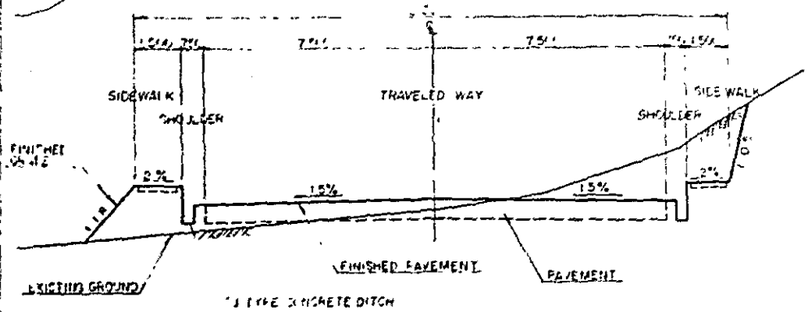
PEDREGAL SITE — SEP 1976

AIRFIELD PAVEMENTS PLAN — P 9

SITE SELECTION STUDY

JAPAN INTERNATIONAL COOPERATION AGENCY

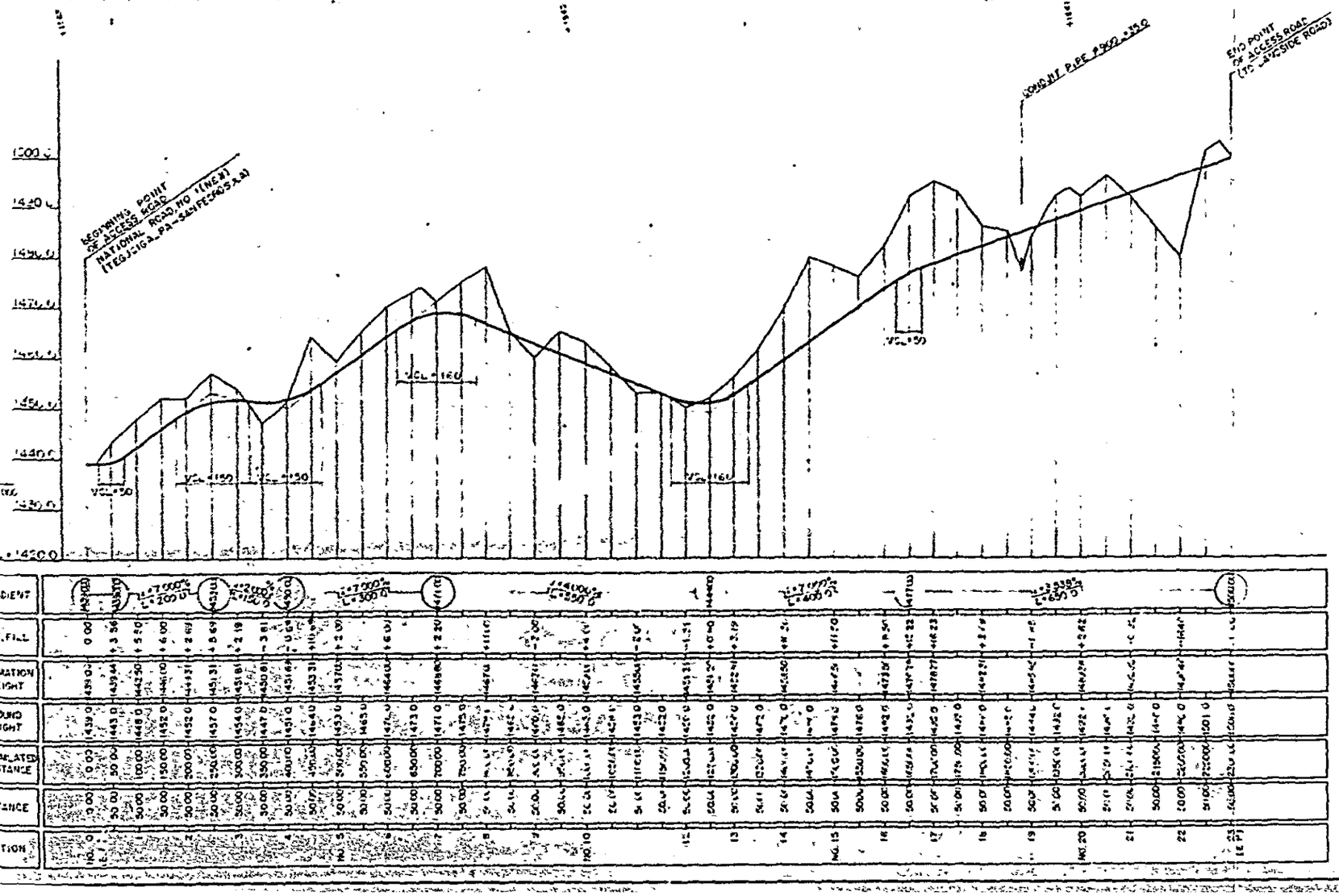




TYPICAL CROSS SECTION

VERTICAL 1 50

HORIZONTAL 1 100



REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

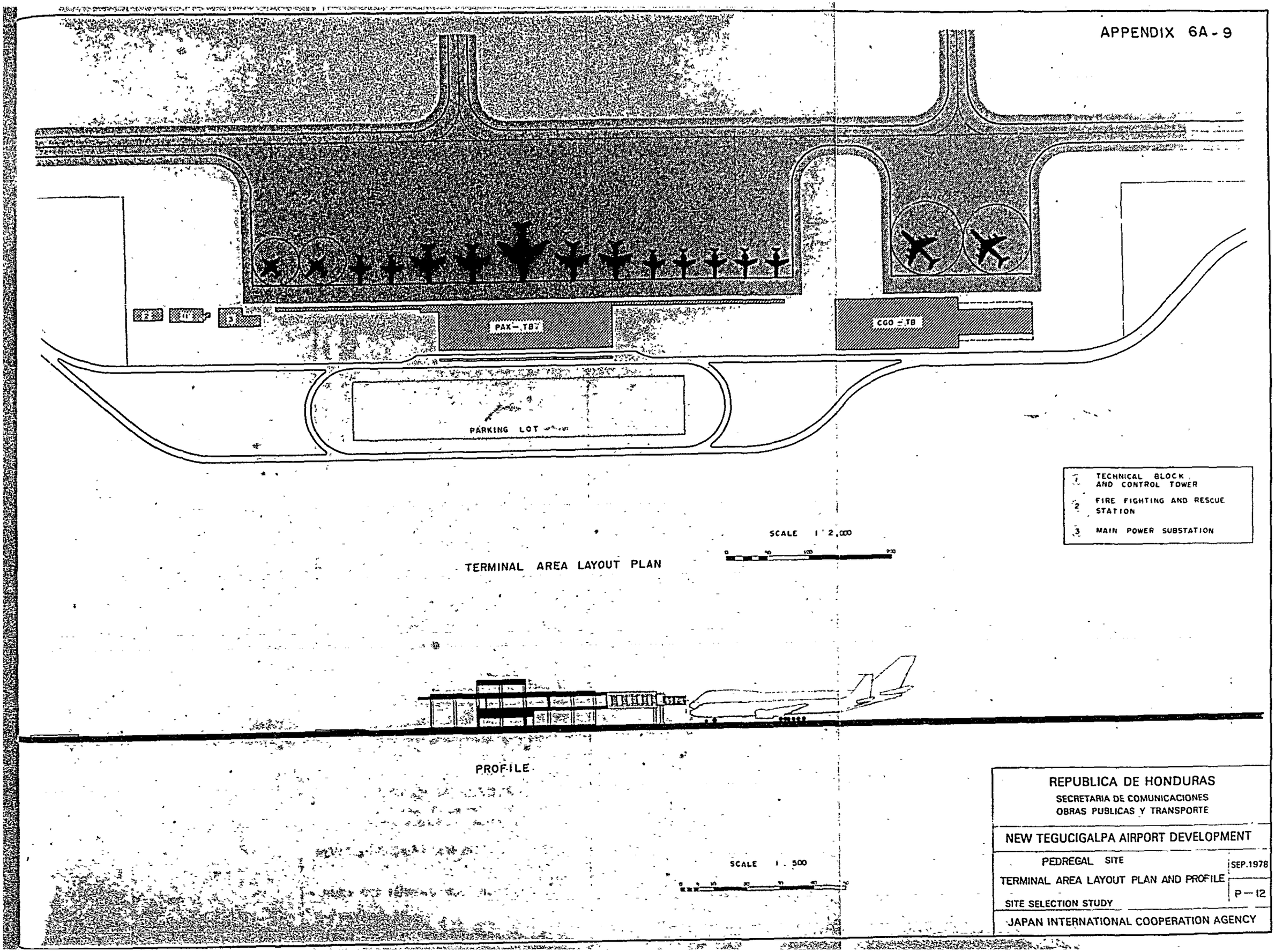
NEW TEGUCIGALPA AIRPORT DEVELOPMENT

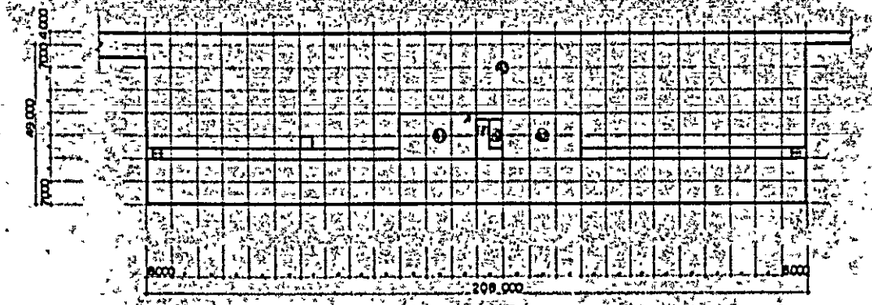
PEDREGAL SITE — SEP 1978

ACCESS ROAD PLAN — P- 10

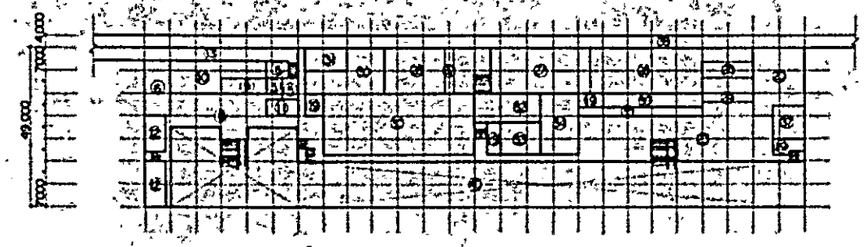
SITE SELECTION STUDY

JAPAN INTERNATIONAL COOPERATION AGENCY

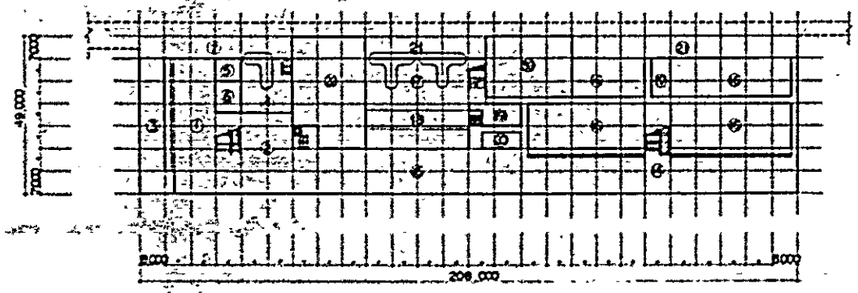

PAX - TB
CGO - TB
PARKING LOT
1 TECHNICAL BLOCK AND CONTROL TOWER
2 FIRE FIGHTING AND RESCUE STATION
3 MAIN POWER SUBSTATION
SCALE 1 : 2,000
TERMINAL AREA LAYOUT PLAN
PROFILE
SCALE 1 : 500
REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE
NEW TEGUCIGALPA AIRPORT DEVELOPMENT
PEDREGAL SITE
SEP.1978
TERMINAL AREA LAYOUT PLAN AND PROFILE
P-12
SITE SELECTION STUDY
JAPAN INTERNATIONAL COOPERATION AGENCY



3RD FLOOR PLAN



2ND FLOOR PLAN



1ST FLOOR PLAN

DOMESTIC OPERATION	1	TICKET LOBBY
	2	ARRIVAL LOBBY
	3	AIRLINE OFFICE
	4	BAGGAGE CLAIM
	5	TOILET
	6	CONCESSION
	7	BAGGAGE HANDLING AREA
	8	DEPARTURE LOBBY
	9	SECURITY GATE
	10	DEPARTURE LOUNGE
	11	VIP ROOM
	12	OFFICE
	13	CONCOURSE
INTERNATIONAL OPERATION	14	TICKET LOBBY
	15	ARRIVAL LOBBY
	16	AIRLINE OFFICE
	17	BAGGAGE CLAIM
	18	CUSTOMS
	19	TOILET
	20	CONCESSION
	21	BAGGAGE HANDLING AREA
	22	C I Q OFFICE
	23	DEPARTURE LOBBY
	24	IMMIGRATION
	25	SECURITY GATE
	26	DEPARTURE LOUNGE
	27	TRANSIT ROOM
	28	QUARANTINE
	29	IMMIGRATION
	30	C I Q OFFICE
	31	VIP ROOM
	32	RESTAURANT, BAR
	33	POST OFFICE
	34	COFFEE SHOP
	35	CONCESSION
	36	DUTY FREE SHOP
	37	BANK
	38	CONCOURSE
COMMON USE	39	MACHINE ROOM
	40	VOID SPACE
	41	OBSERVATION ROOM
	42	RESTAURANT
	43	OBSERVATION DECK

SCALE 1:1,000

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

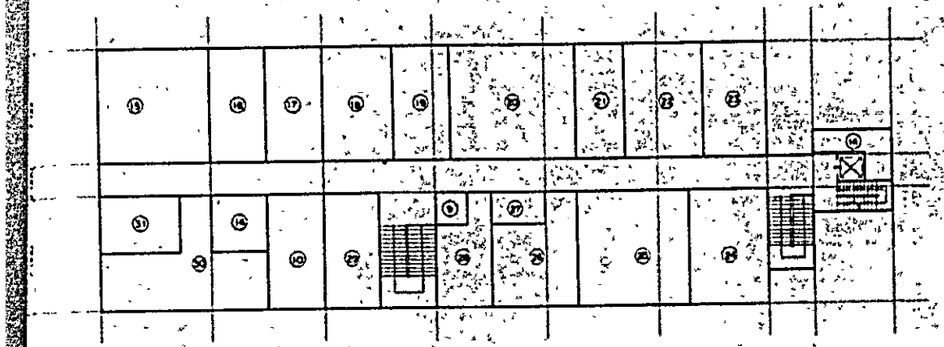
PASSENGER TERMINAL BUILDING PLAN

SEP.1978

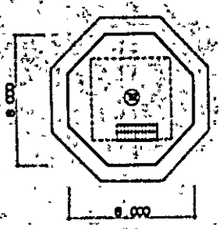
13

SITE SELECTION STUDY

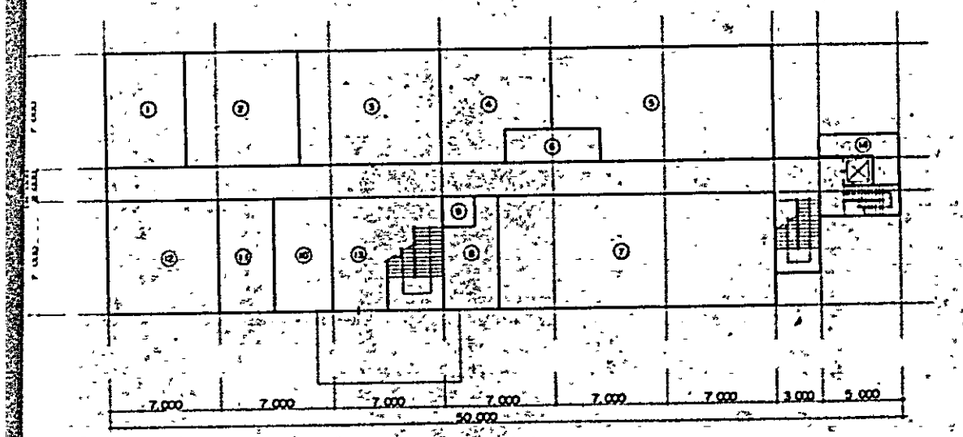
JAPAN INTERNATIONAL COOPERATION AGENCY



2ND FLOOR PLAN



VFR ROOM PLAN

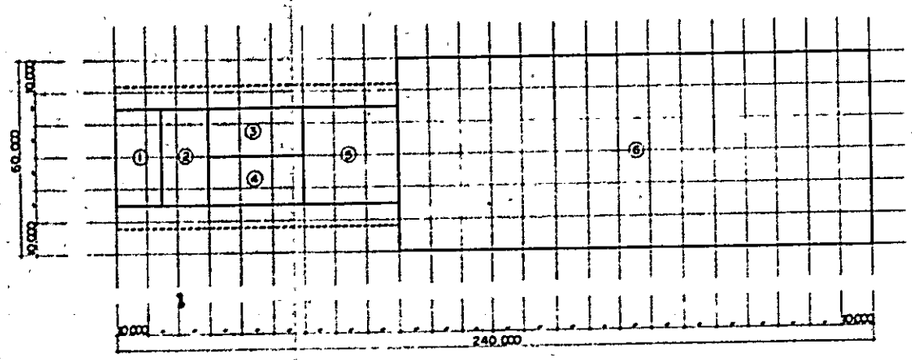


1ST FLOOR PLAN

TECHNICAL BLOCK AND CONTROL TOWER PLAN

SCALE 1 : 200

①	ADMINISTRATION CHIEF OFFICER ROOM
②	ADMINISTRATION OFFICE
③	TELETYPE ROOM
④	AERONAUTICAL OPERATION OFFICE
⑤	WEATHER FORECAST ROOM
⑥	PILOT BRIEFING ROOM
⑦	MACHINE ROOM
⑧	TELETYPE MAINTENANCE SHOP
⑨	KITCHEN
⑩	TOILET
⑪	AIRPORT FACILITY SERVICES OFFICE
⑫	BRIEFING ROOM
⑬	ENTRANCE HALL
⑭	STORE
⑮	RADIO OFFICE
⑯	STORE
⑰	RADIO REST ROOM
⑱	PARTS STORE
⑲	RADIO EQUIPMENT MAINTENANCE SHOP
⑳	RADIO EQUIPMENT ROOM
㉑	A T C OFFICE
㉒	A T C TRAINING ROOM
㉓	A T C BRIEFING ROOM
㉔	METEOROLOGICAL CHIEF OFFICER ROOM
㉕	WEATHER OBSERVATION ROOM
㉖	MET OFFICE
㉗	STORE
㉘	MET REST ROOM
㉙	TELETYPE PARTS STORE
㉚	PERSONNEL LOUNGE
㉛	NIGHT DUTY ROOM
㉜	VFR ROOM



①	EXPORT CARGO STORE
②	EXPORT CARGO HANDLING AREA
③	REFRIGERATOR
④	CUSTOMS AND OFFICE
⑤	IMPORT CARGO HANDLING AREA
⑥	IMPORT CARGO STORE

CARGO TERMINAL BUILDING PLAN

SCALE 1 : 1,000

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

CARGO TERMINAL BUILDING PLAN
TECHNICAL BLOCK AND CONTROL TOWER PLAN
SITE SELECTION STUDY

SEP.1978

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JAPAN INTERNATIONAL COOPERATION AGENCY

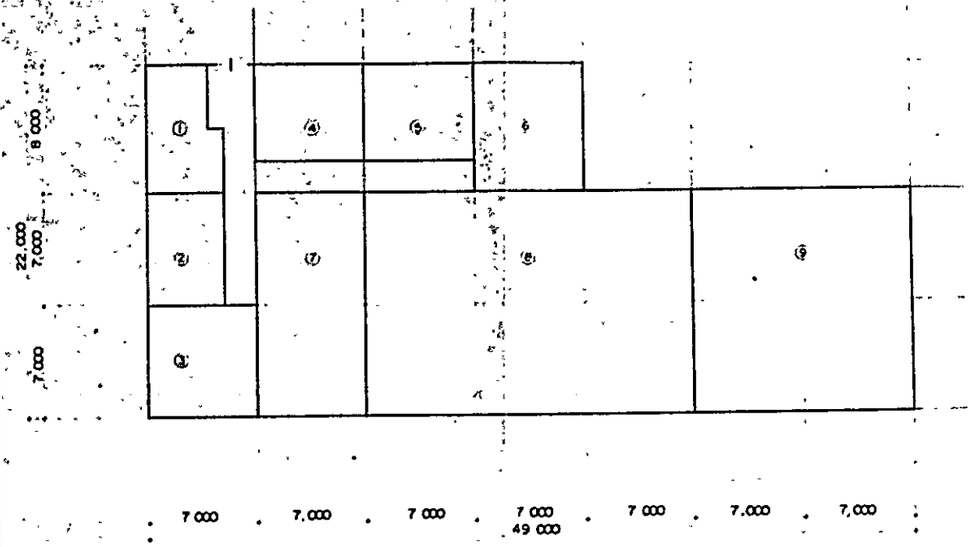
2 ND FLOOR PLAN

1 ST FLOOR PLAN

①	ENTRANCE
②	OFFICE
③	KITCHEN
④	TOILET
⑤	MAINTENANCE SHOP
⑥	GARAGE
⑦	TRAINING ROOM, WATCH ROOM
⑧	REST ROOM
⑨	DRY CHEMICAL STORE

FIRE FIGHTING AND RESCUE STATION PLAN

SCALE 1 : 200



MAIN POWER SUBSTAION PLAN

SCALE 1 : 200

①	SHOWER, LOCKER, TOILET
②	MAINTENANCE SHOP
③	PERSONNEL LOUNGE
④	PARTS STORE
⑤	BATTERY ROOM
⑥	GARAGE
⑦	MONITOR ROOM
⑧	EQUIPMENT ROOM
⑨	STAND - BY GENERATOR

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

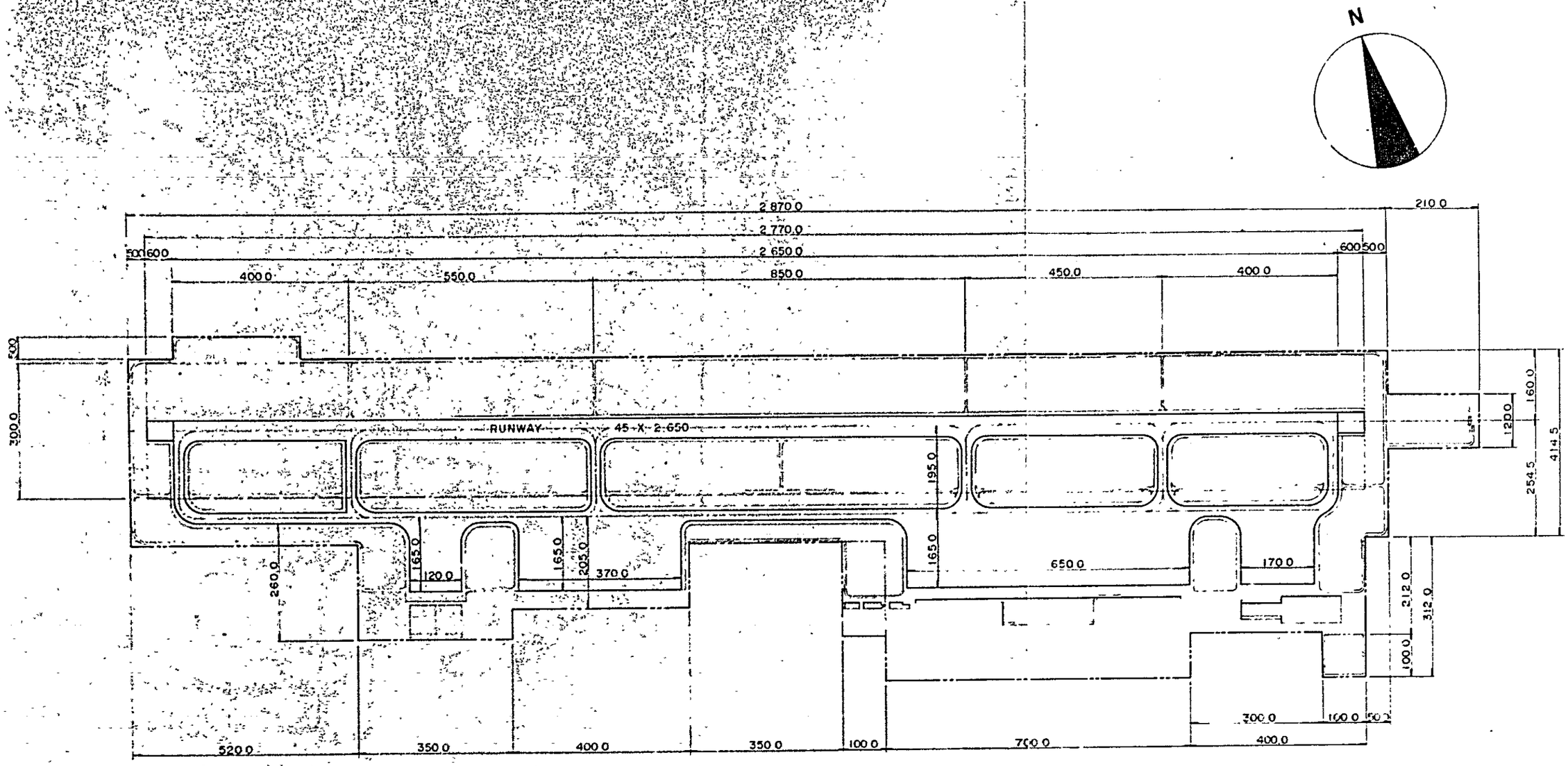
NEW TEGUCIGALPA AIRPORT DEVELOPMENT

FIRE FIGHTING AND RESCUE STATION PLAN
MAIN POWER SUBSTATION PLAN
SITE SELECTION STUDY

SEP. 1978

15

JAPAN INTERNATIONAL COOPERATION AGENCY



GRAPHIC SCALE

0 100 200 300 400 500M

SCALE 1 5,000

REPUBLICA DE HONDURAS

SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

TALANGA SITE

BASIC AREA REQUIREMENTS

SITE SELECTION STUDY

SEP 1978

T -- 2

JAPAN INTERNATIONAL COOPERATION AGENCY

GRAPHIC SCALE

0 100 200 300 400 500M

SCALE 1 : 5,000

REPUBLICA DE HONDURAS

SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

TALANGA SITE

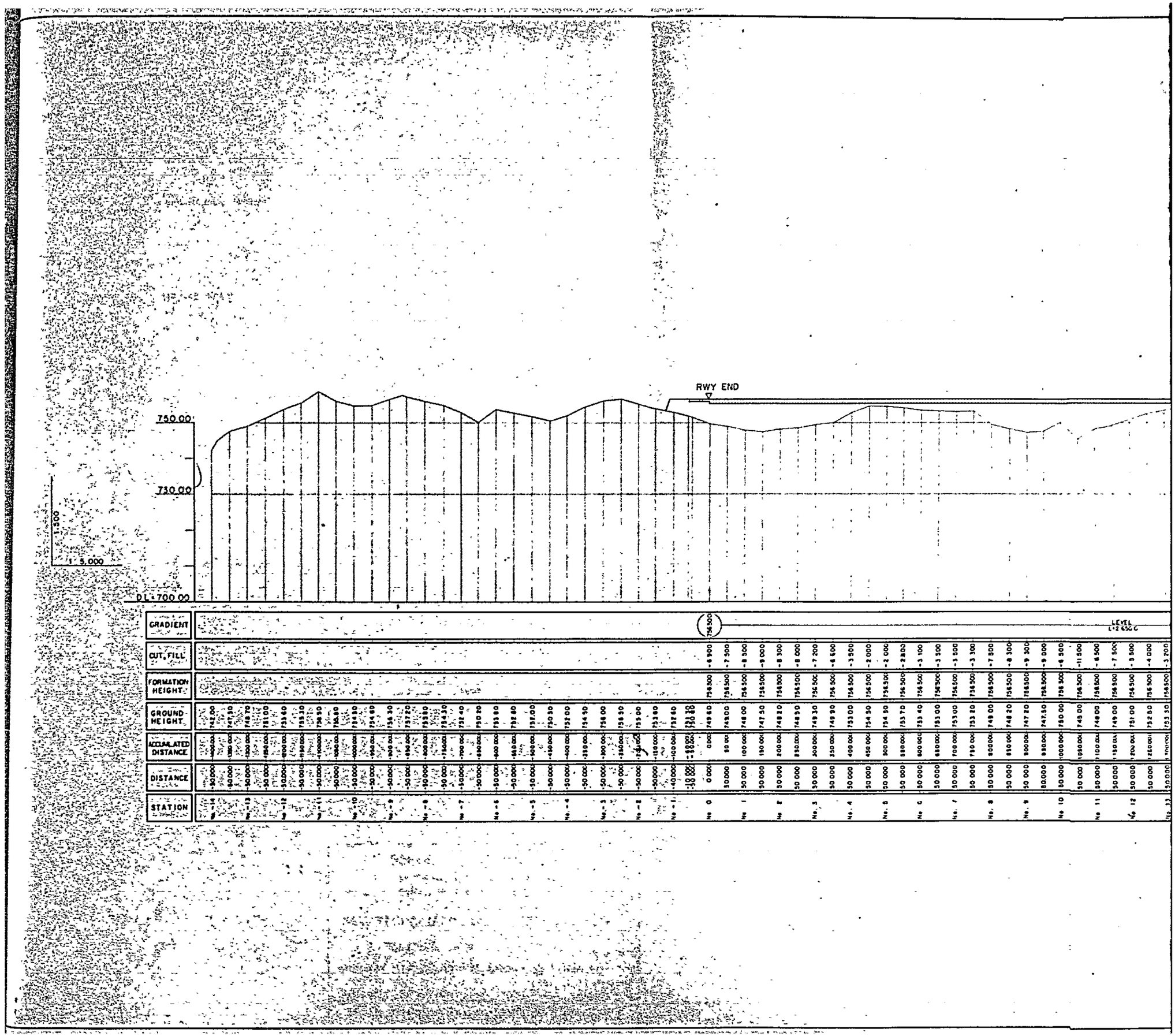
GRADING PLAN

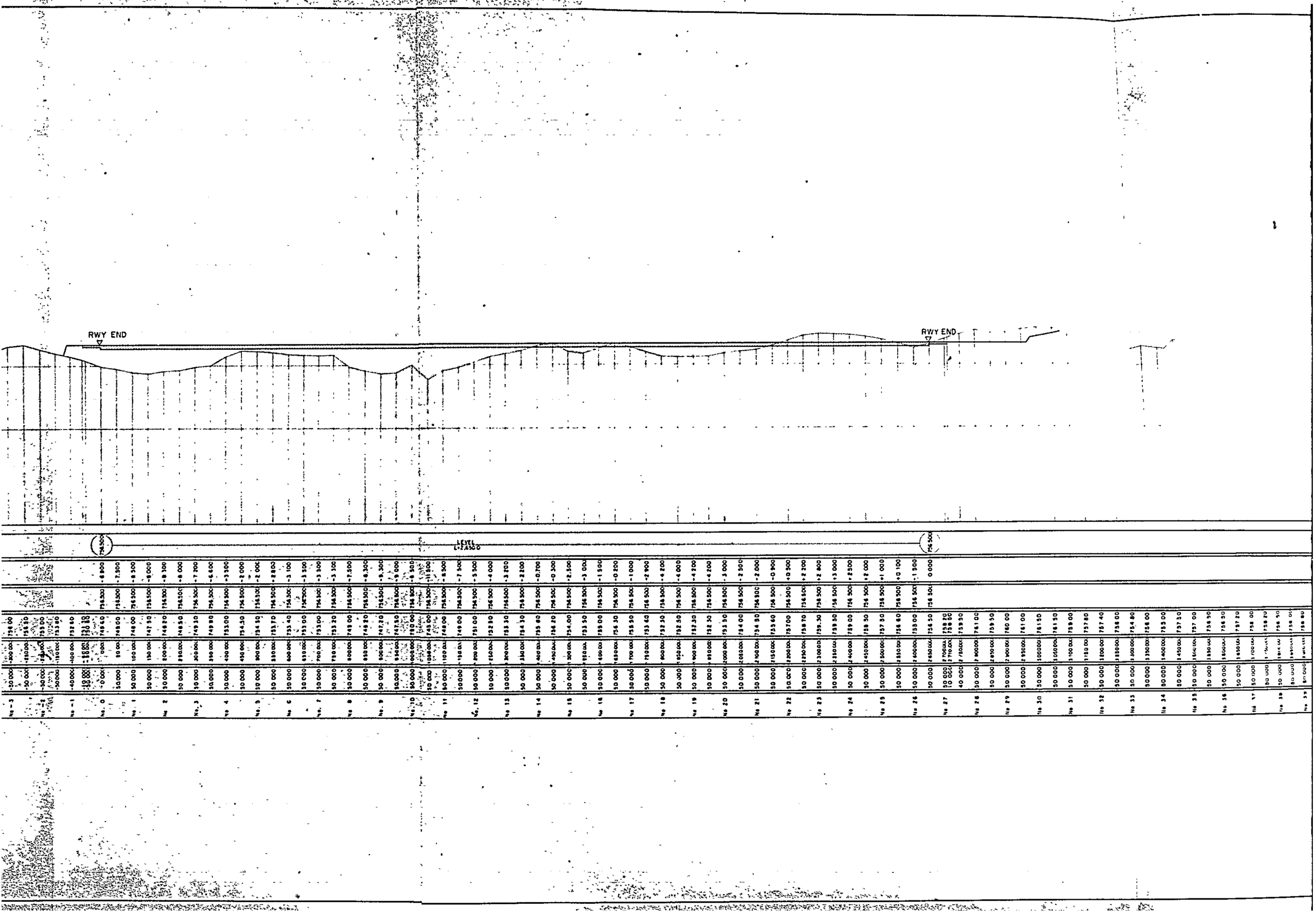
SITE SELECTION STUDY

SEP.1978

T – 3

JAPAN INTERNATIONAL COOPERATION AGENCY


RWY END
750.00
730.00
DL=700.00
1:500
1:5,000
GRADIENT
CUT, FILL
FORMATION HEIGHT
GROUND HEIGHT
ACCUMULATED DISTANCE
DISTANCE
STATION
LEVEL
L=2 650 C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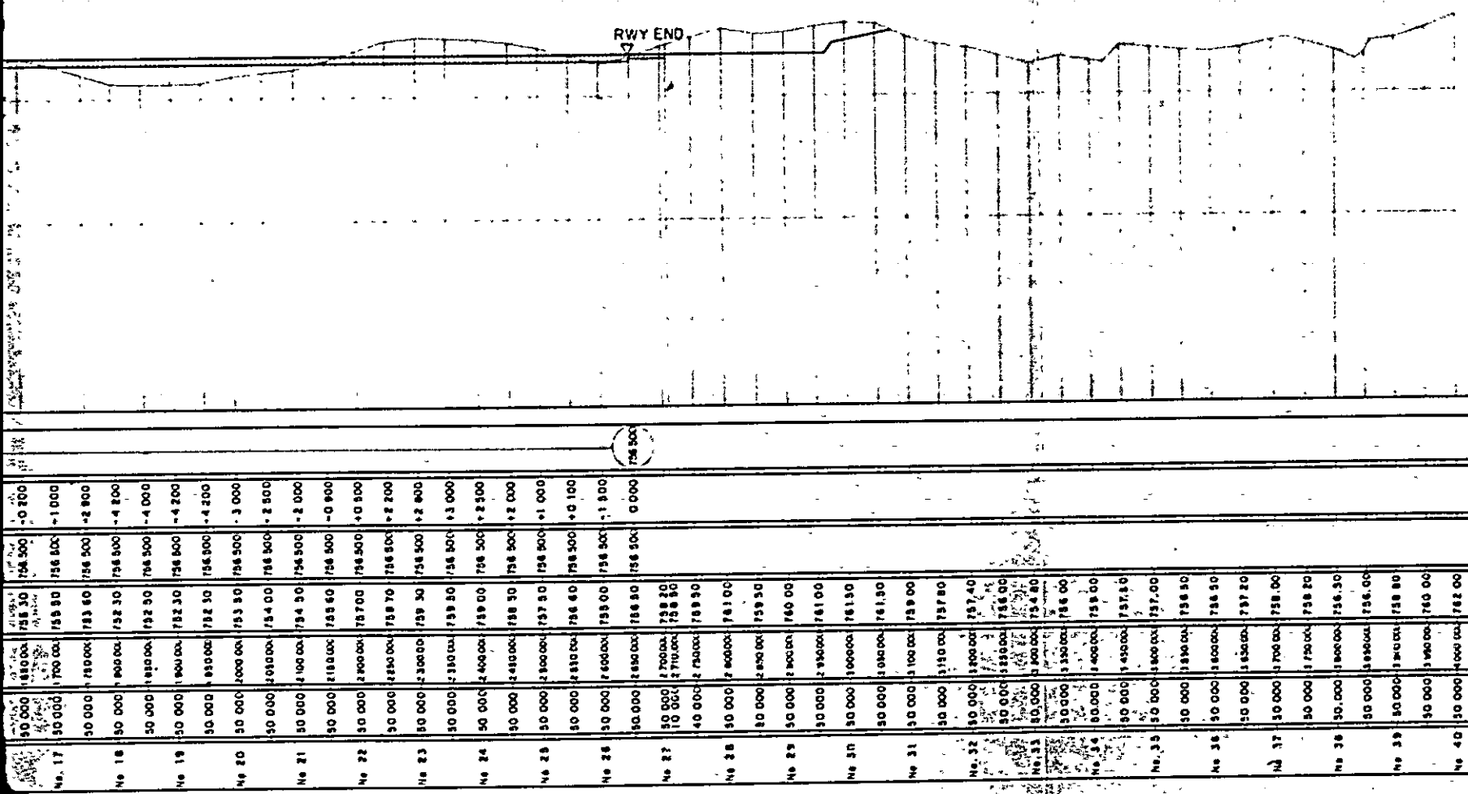
RWY END



REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

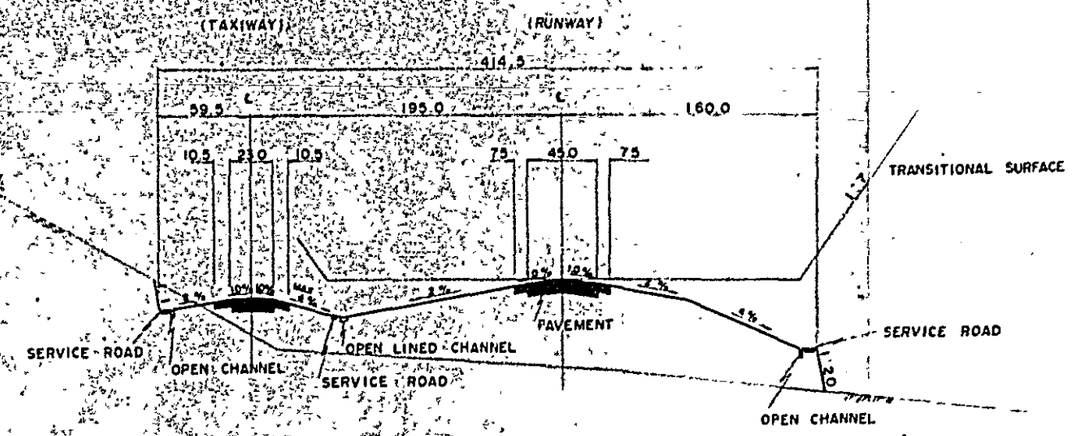
NEW TEGUCIGALPA AIRPORT DEVELOPMENT

TALANGA SITE
RUNWAY PROFILE
SITE SELECTION STUDY

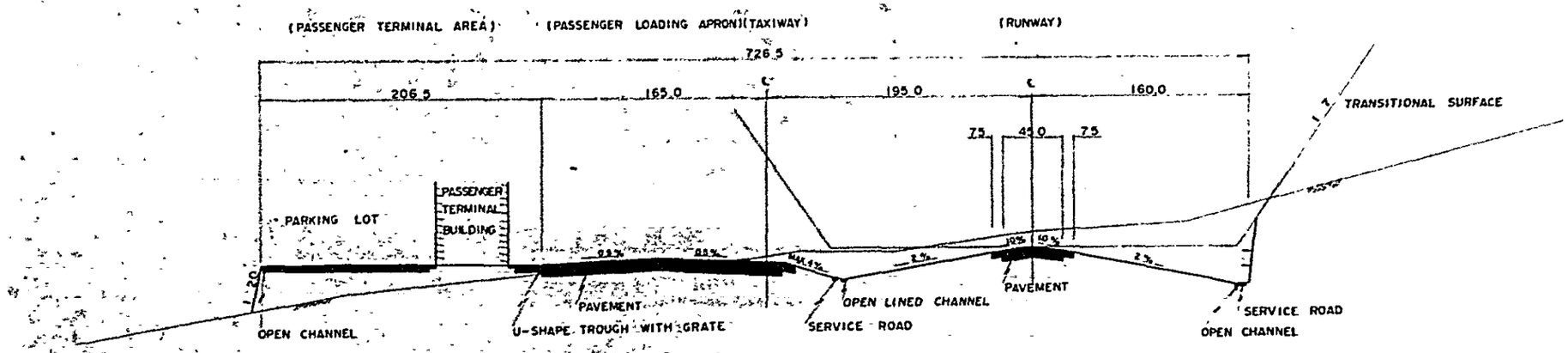
SEP.1978

T — 4

JAPAN INTERNATIONAL COOPERATION AGENCY



RUNWAY STRIP , TAXIWAY



RUNWAY STRIP , TAXIWAY , APRON , PASSENGER TERMINAL AREA

GRAPHIC SCALE

0 5 10 20M
VERTICAL 1:200

0 50 100 200M
HORIZONTAL 1:2,000

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

TALANGA SITE

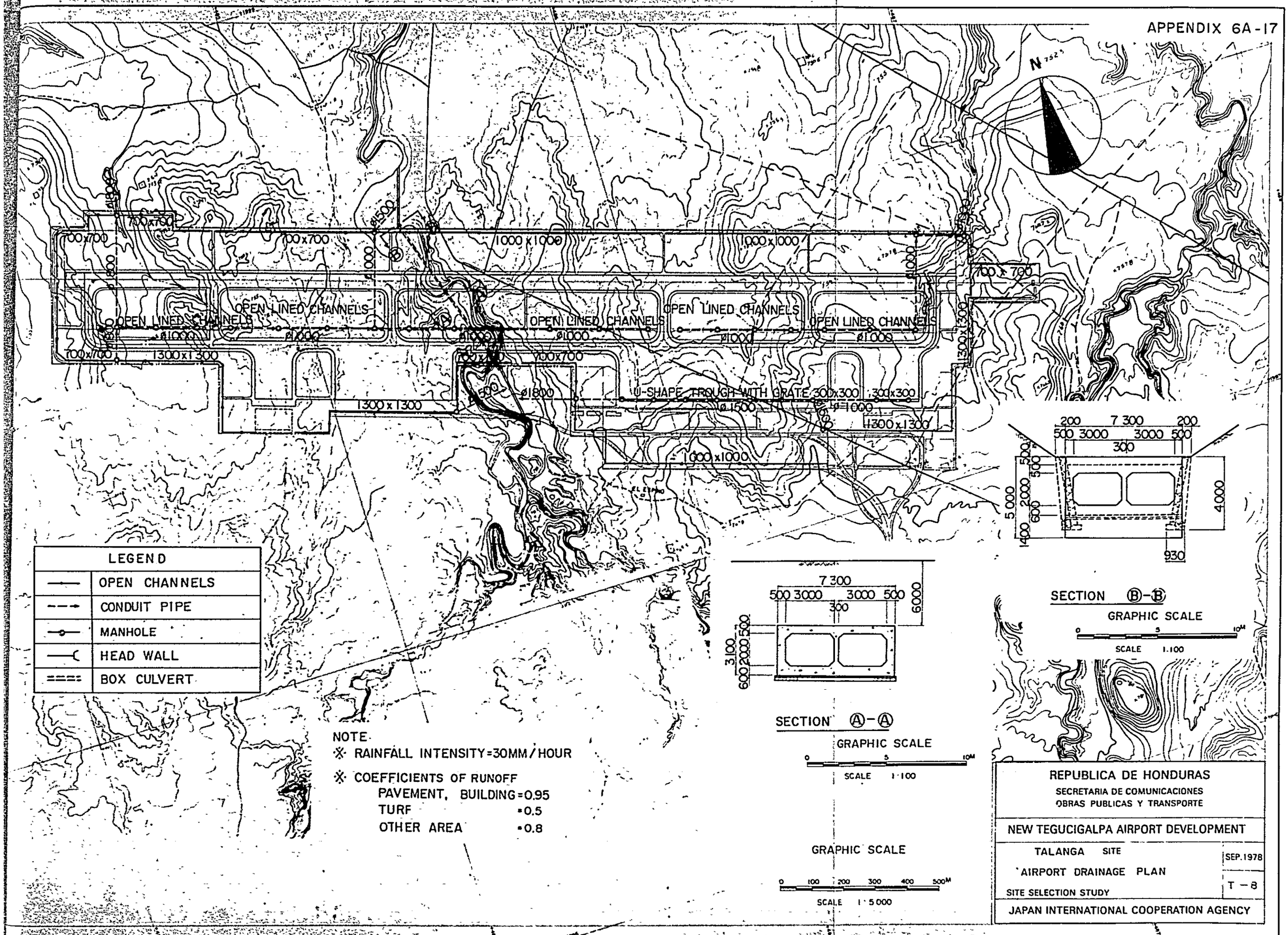
RUNWAY STRIP TYPICAL CROSS SECTION

SITE SELECTION STUDY

SEP.1978

T — 5

JAPAN INTERNATIONAL COOPERATION AGENCY



LEGEND	
———	OPEN CHANNELS
- - - →	CONDUIT PIPE
—o—	MANHOLE
—(	HEAD WALL
====	BOX CULVERT

NOTE

※ RAINFALL INTENSITY=30MM/HOUR

※ COEFFICIENTS OF RUNOFF

PAVEMENT, BUILDING	=0.95
TURF	=0.5
OTHER AREA	=0.8

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

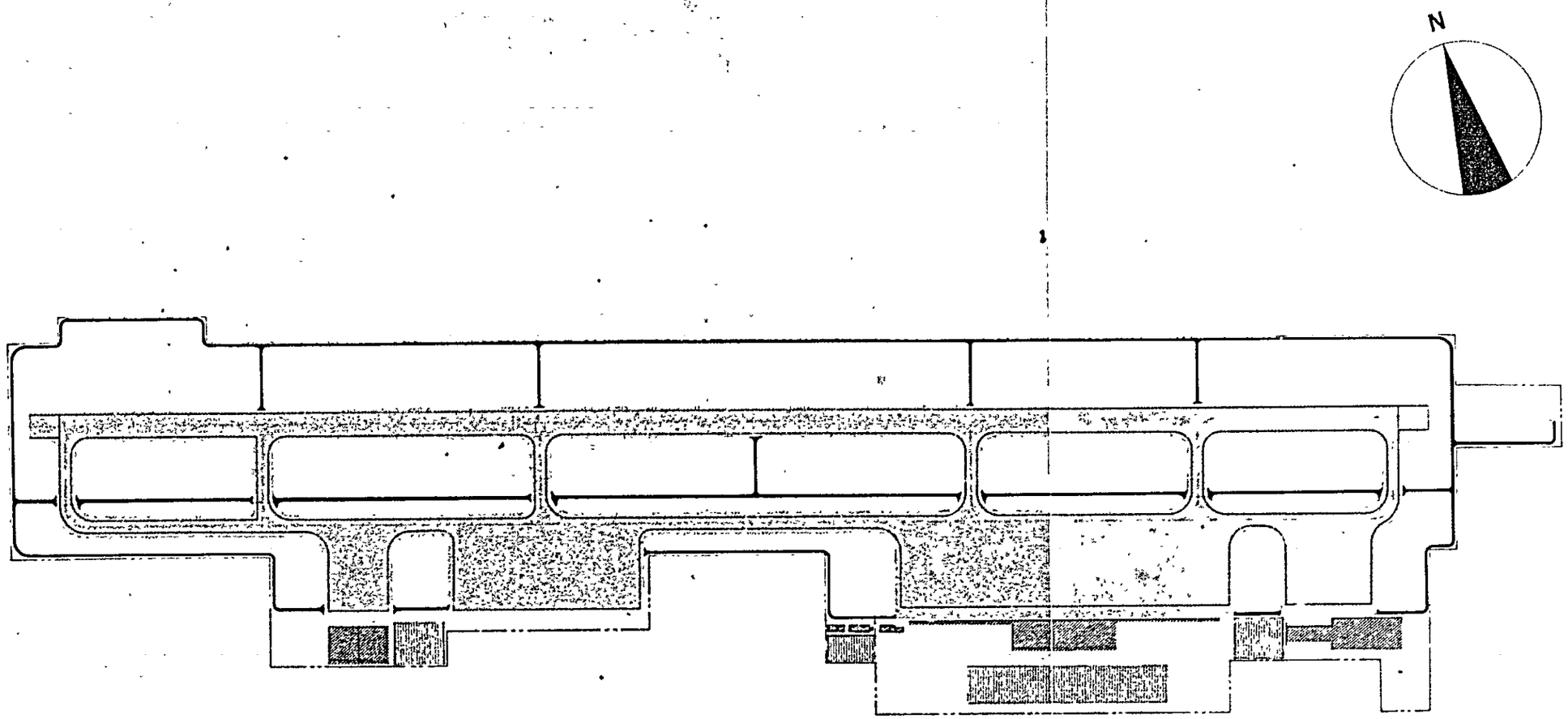
NEW TEGUCIGALPA AIRPORT DEVELOPMENT

TALANGA SITE
AIRPORT DRAINAGE PLAN
SITE SELECTION STUDY

SEP. 1978

T-8

JAPAN INTERNATIONAL COOPERATION AGENCY

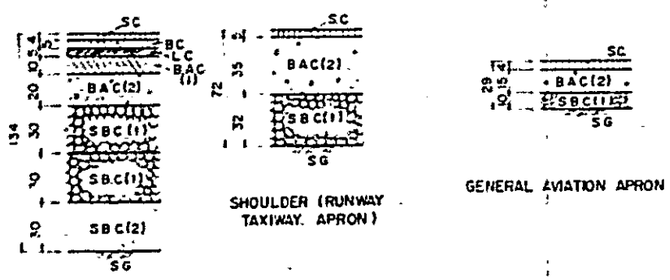


LEGEND

- SERVICE ROAD
- BUILDING
- PARKING LOT
- AIRFIELD PAVEMENT
- SEEDING AND SODDING

0 100 200 300 400 500M

SCALE 1:5 000



STRUCTURAL PAVEMENT SECTION

SCALE : NONE

LEGEND

- SC SURFACE COURSE (ASPHALT CONCRETE)
- BC BINDER COURSE (ASPHALT CONCRETE)
- LC LEVELING COURSE (ASPHALT CONCRETE)
- BAC (1) BASE COURSE (BITUMINOUS STABILIZATION)
- BAC (2) BASE COURSE (CRUSHED STONE FOR MECHANICAL STABILIZATION)
- SBC (1) SUBBASE COURSE (CRUSHER RUN)
- SBC (2) SUBBASE COURSE (SAND)
- SG SUBGRADE

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

TALANGA SITE

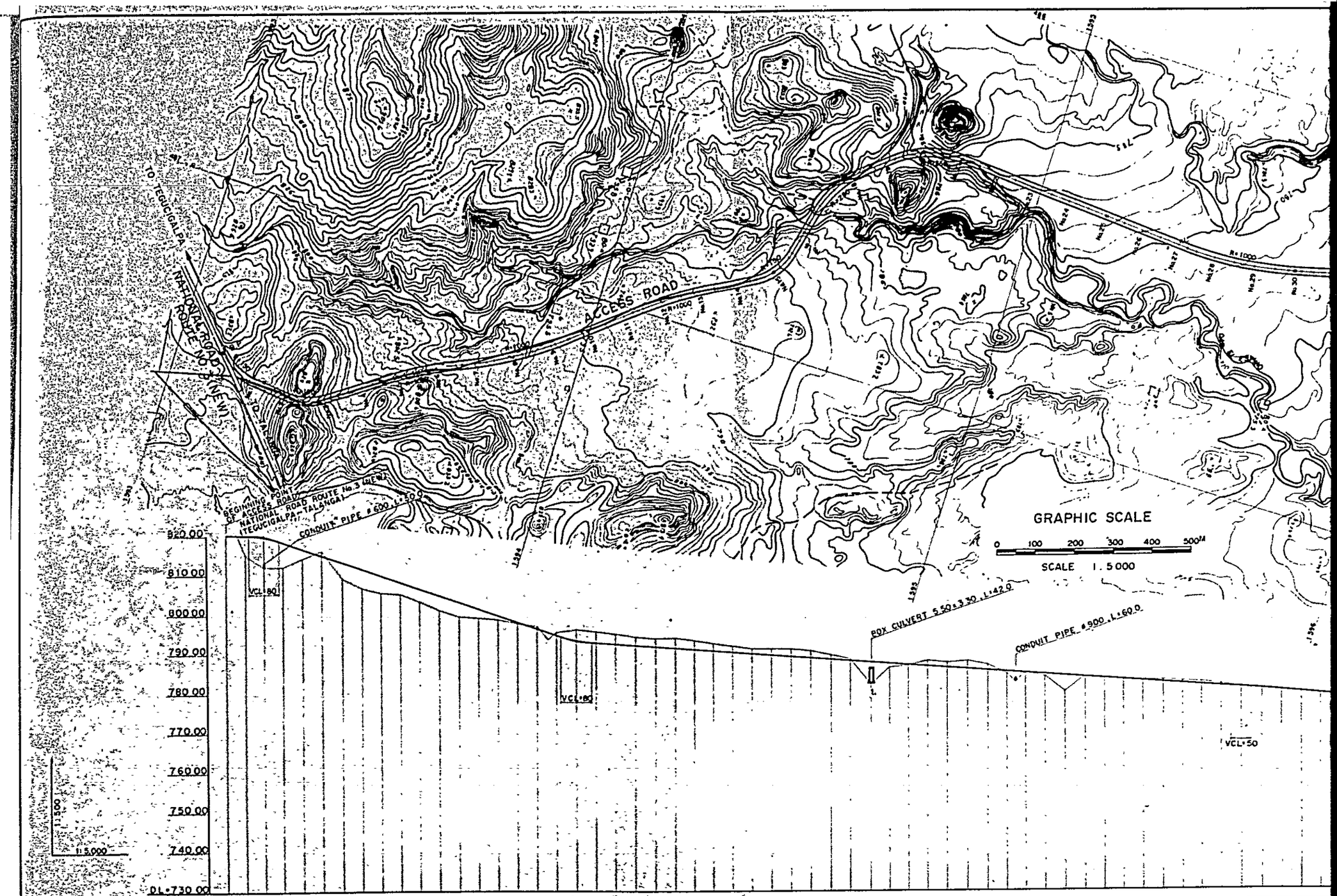
SEP 1978

AIRFIELD PAVEMENTS PLAN

T — 9

SITE SELECTION STUDY

JAPAN INTERNATIONAL COOPERATION AGENCY



STATION	DISTANCE	ACCUMULATED DISTANCE	GROUND HEIGHT	FORMATION HEIGHT	CUT, FILL	GRADIENT
No. 0	0.000	0.000	820.00	820.00	0.00	820.00
No. 1	50.000	50.000	815.00	819.66	-2.66	LEVEL L=100.0
No. 2	50.000	50.000	812.00	816.63	-2.63	820.00
No. 3	50.000	50.000	814.00	813.25	+4.25	I=3.375% L=800.0
No. 4	50.000	50.000	818.00	809.64	-4.36	
No. 5	50.000	50.000	809.00	806.50	-2.90	
No. 6	50.000	50.000	806.50	803.13	+3.53	
No. 7	50.000	50.000	805.50	799.75	-1.15	
No. 8	50.000	50.000	805.10	796.38	+0.42	
No. 9	50.000	50.000	803.80	793.27	+2.83	793.00
No. 10	50.000	50.000	801.00	792.50	+2.50	
No. 11	50.000	50.000	799.60	791.60	+2.20	
No. 12	50.000	50.000	799.00	790.90	+2.10	
No. 13	50.000	50.000	796.80	790.20	+1.60	
No. 14	50.000	50.000	795.40	789.50	+1.50	
No. 15	50.000	50.000	794.00	788.80	+1.70	
No. 16	50.000	50.000	793.80	788.10	+0.20	
No. 17	50.000	50.000	792.50	787.40	-1.20	
No. 18	50.000	50.000	788.00	786.70	+1.30	
No. 19	50.000	50.000	787.50	786.00	+2.00	
No. 20	50.000	50.000	787.00	785.30	-0.50	
No. 21	50.000	50.000	784.80	784.60	-0.60	
No. 22	50.000	50.000	784.00	783.90	+0.10	
No. 23	50.000	50.000	783.50	783.20	-0.20	
No. 24	50.000	50.000	783.00	782.50	+0.10	
No. 25	50.000	50.000	782.50	781.80	+6.50	
No. 26	50.000	50.000	781.80	781.00	-0.09	781.70
No. 27	50.000	50.000	780.40	780.30	-0.30	
No. 28	50.000	50.000	779.60	779.50	-0.10	

GRAPHIC SCALE

0 100 200 300 400 500M

SCALE 1:5000

BOX CULVERT 3.50x3.50 L=42.0

CONDUIT PIPE ϕ900 L=60.0

CARGO TERMINAL BUILDING

END POINT OF ACCESS ROAD 1 TO LANDSIDE ROAD 1

1,500 750 7,500

SIDEWALK

SHOULDER

FINISHED GRADE

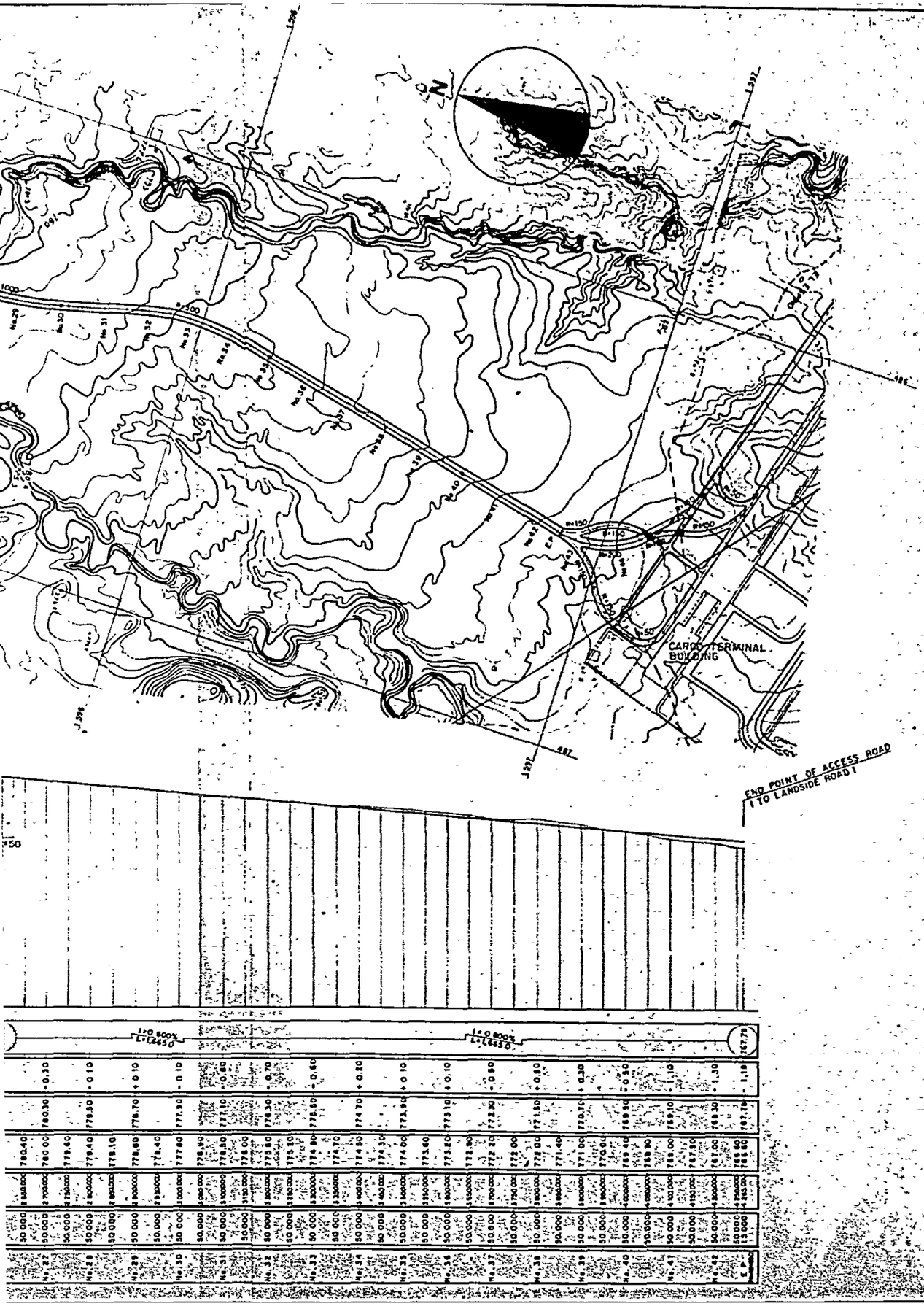
2%

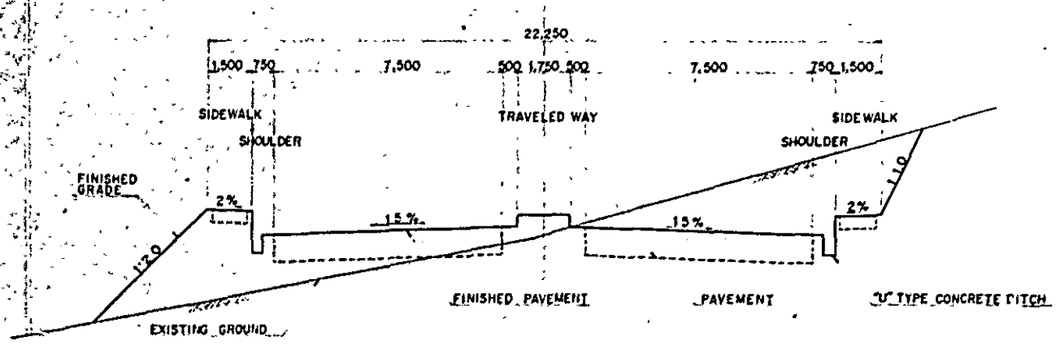
1.5%

1:20

EXISTING GROUND

TYPICAL





TYPICAL CROSS SECTION

0 1 2 3 4 5M
VERTICAL 1:50

0 5 10M
HORIZONTAL 1:100

REPUBLICA DE HONDURAS
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OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

TALANGA SITE
ACCESS ROAD PLAN
SITE SELECTION STUDY

SEP.1978

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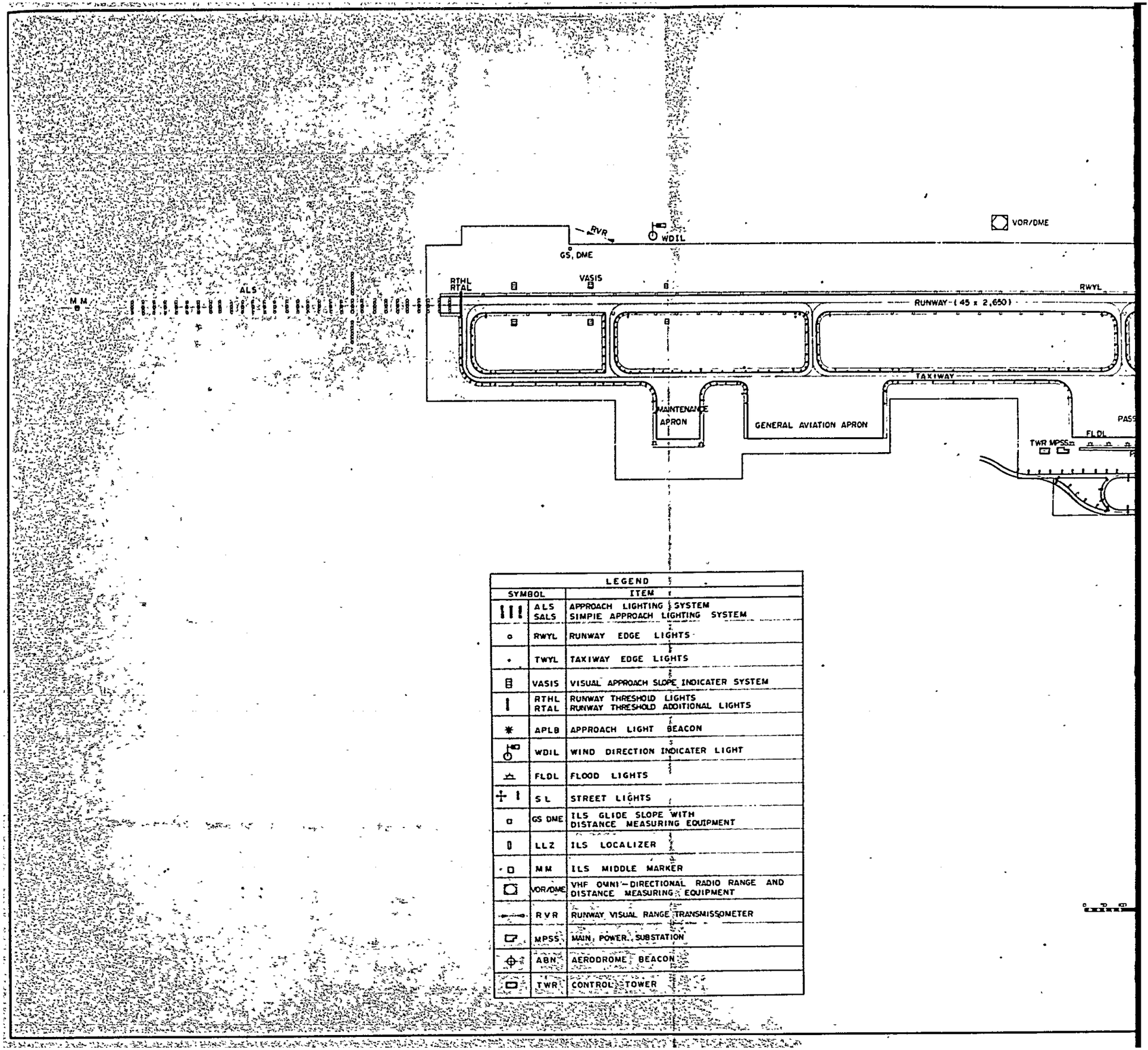
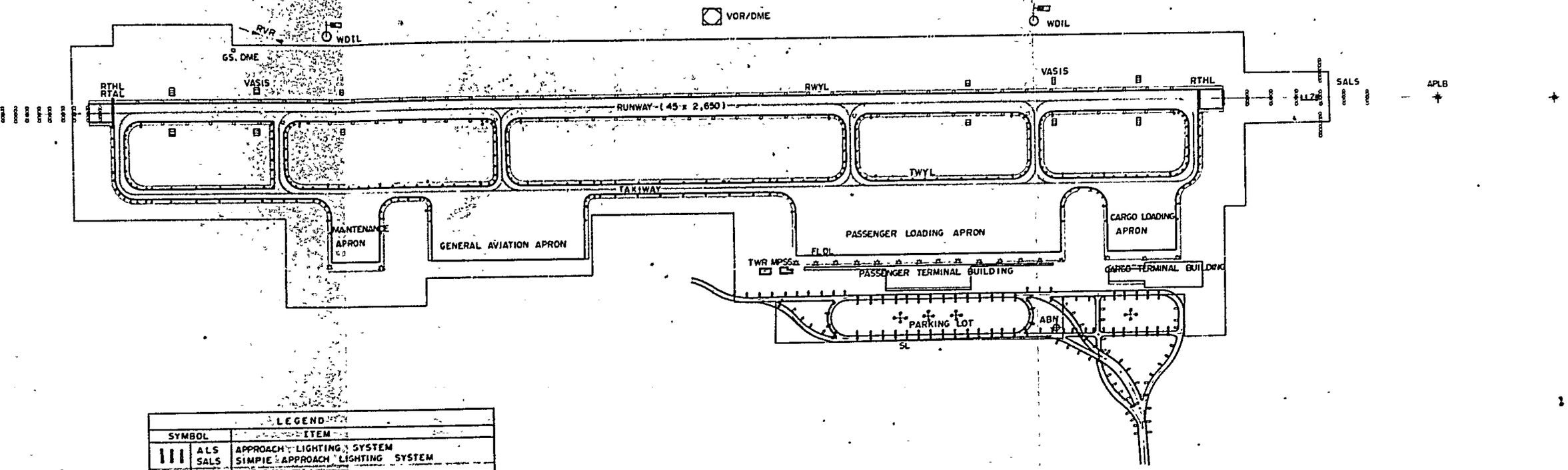
JAPAN INTERNATIONAL COOPERATION AGENCY



LEGEND		
SYMBOL		ITEM
	ALS SALS	APPROACH LIGHTING SYSTEM SIMPIE APPROACH LIGHTING SYSTEM
	RWYL	RUNWAY EDGE LIGHTS
	TWYL	TAXIWAY EDGE LIGHTS
	VASIS	VISUAL APPROACH SLOPE INDICATER SYSTEM
	RTHL RTAL	RUNWAY THRESHOLD LIGHTS RUNWAY THRESHOLD ADDITIONAL LIGHTS
	APLB	APPROACH LIGHT BEACON
	WDIL	WIND DIRECTION INDICATER LIGHT
	FLDL	FLOOD LIGHTS
	S L	STREET LIGHTS
	GS DME	ILS GLIDE SLOPE WITH DISTANCE MEASURING EQUIPMENT
	LLZ	ILS LOCALIZER
	MM	ILS MIDDLE MARKER
	VOR/DME	VHF OMNI-DIRECTIONAL RADIO RANGE AND DISTANCE MEASURING EQUIPMENT
	RVR	RUNWAY VISUAL RANGE TRANSMISSOMETER
	MPSS	MAIN POWER SUBSTATION
	ABN	AERODROME BEACON
	TWR	CONTROL TOWER



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	TWR	CONTROL TOWER

SCALE 1 5,000

0 50 100 200 300 400 500

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NEW TEGUCIGALPA AIRPORT DEVELOPMENT

TALANGA SITE

AIRPORT NAVIGATIONAL AIDS FACILITY PLAN

SITE SELECTION STUDY

SEP.1978

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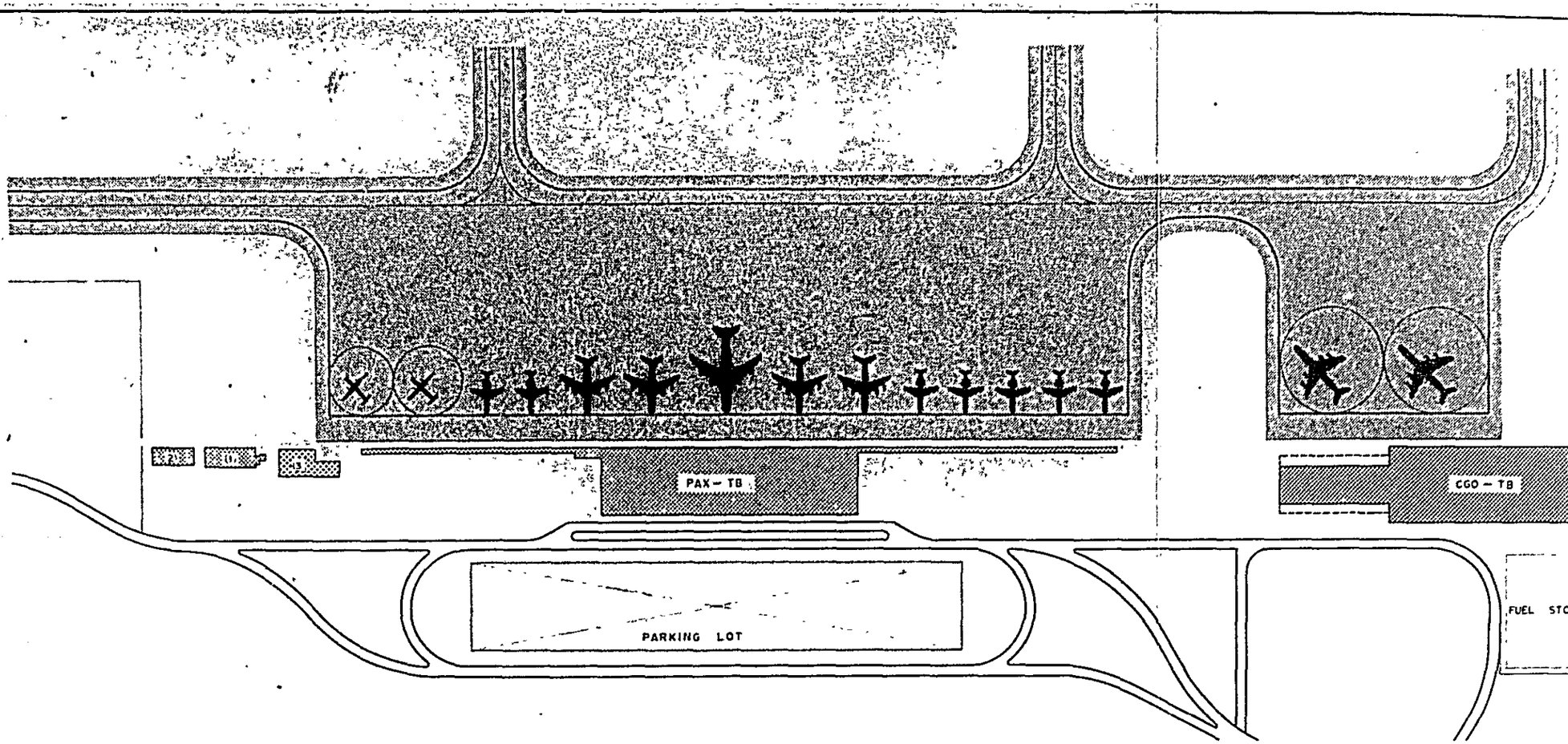
JAPAN INTERNATIONAL COOPERATION AGENCY



TERMINAL AREA LAYOUT PLAN

SCALE 1 2,000

0 50 100 200

① TECHNICAL BLOCK AND CONTROL TOWER
② FIRE FIGHTING AND RESCUE STATION
③ MAIN POWER SUBSTATION

PROFILE

SCALE 1 500

0 5 10 20 30 40 50

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SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

TALANGA SITE

TERMINAL AREA LAYOUT PLAN AND PROFILE

SITE SELECTION STUDY

SEP.1978

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JAPAN INTERNATIONAL COOPERATION AGENCY