Applications, Testimony, and Direct Exhibits of American Airlines in Support of American Airlines U.S.-Cuba Scheduled Service

Docket DOT-OST-2016-0021

March 2, 2016

American Airlines

#aacuba

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BEFORE THE
U.S. DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

Application of	)	
AMERICAN AIRLINES, INC.	)	Docket DOT-OST-2016-0021
in the matter of 2016 U.S.-Cuba Frequency Allocation Proceeding	)	

APPLICATION OF AMERICAN AIRLINES, INC. FOR NEWLY AVAILABLE FREQUENCIES BETWEEN THE UNITED STATES AND CUBA

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APPLICATION OF AMERICAN AIRLINES, INC. FOR NEWLY AVAILABLE FREQUENCIES BETWEEN THE UNITED STATES AND CUBA

American Airlines, Inc. ("American" or "AA") is pleased to respond to the Department's February 16, 2016 Order inviting applicants to apply for newly available scheduled frequencies between the United States and Cuba. American hereby submits this Application for authority to fly the following frequencies of scheduled combination air service on the following routes:

- Ten (10) year-round daily frequencies between Miami International Airport ("MIA") and Havana's José Martí International Airport ("HAV").
- One (1) year-round daily frequency between Charlotte Douglas International Airport ("CLT") and HAV.
- One (1) year-round daily frequency between Dallas/Fort Worth International Airport ("DFW") and HAV.
- One (1) year-round weekly frequency between Los Angeles International Airport ("LAX") and HAV.
- One (1) year-round weekly frequency between Chicago O'Hare International Airport ("ORD") and HAV.

- Two (2) year-round daily frequencies between MIA and Santa Clara's Abel Santamaría Airport ("SNU").
- Two (2) year-round daily frequencies between MIA and Holguín's Frank País Airport ("HOG").
- Two (2) year-round daily frequencies between MIA and Varadero's Juan Gualberto Gómez Airport ("VRA").
- One (1) year-round daily frequency between MIA and Camagüey's Ignacio Agramonte International Airport ("CMW").
- One (1) year-round daily frequency between MIA and Cienfuegos's Jaime González Airport ("CFG").[1]

American's prioritization of these requested frequencies is found in the Series 200 Exhibits appended to this Application.

Executive Summary

These route allocations have great importance to U.S. foreign policy, and their success will be a signal achievement for President Obama's legacy. As the President stated last month, "the best way to advance American interests and values, and the best way to help the Cuban people improve their lives, is through engagement—by normalizing relations between our governments and increasing the contacts between our peoples."[2] On March 21, 2016, the day

[1] American Airlines will accept backup authority within the first year should the primary carrier withdraw from the market for which it was awarded frequencies. American would utilize that backup authority either to operate in the same market or between the point in Cuba and one of American's hubs (Miami, Charlotte, Chicago, Dallas/Fort Worth, Los Angeles, and New York (JFK)). American acknowledges that should the authority not be activated, the authority expires at the end of one year.

[2] President Barack H. Obama, Weekly Address: A New Chapter with Cuba (Feb. 20, 2016), https://www.whitehouse.gov/the-press-office/2016/02/20/weekly-address-new-chapter-cuba ("President's Feb. 20 Weekly Address").

final replies in this proceeding are due, President Obama will become the first sitting U.S. President in nearly 90 years to visit Cuba. In the months to follow, many Americans will travel to Cuba via scheduled air service and engage with the people of Cuba for the first time, intensifying the building of new U.S.-Cuba connections. At the signing ceremony for the Memorandum of Understanding between the United States and Cuba ("MOU"),[3] Assistant Secretary of State Charles Rivkin explained that "expanding air travel strengthens cultural and economic ties between countries. And that will certainly be true here, as well."[4] No carrier has undertaken more efforts to strengthen ties between the U.S. and Cuba than American, which has worked tirelessly in both the United States and Cuba to promote this objective. Today, American is more committed than ever to bringing the U.S. and Cuba together, and American's service proposal is designed to achieve that goal.

In awarding the first scheduled flights to Cuba in more than fifty years, the Department should take care to allocate the limited available frequencies in the manner that best promotes long-term U.S.-Cuba engagement. Given the legal and practical factors that constrain travel between the U.S. and Cuba today, the starting point for successful allocations must be the existing demand for charter service to Cuba and the expected growth in demand likely to follow the introduction of scheduled service. If the Department allocates these first scheduled frequencies in this manner, this proceeding will lay a strong foundation for the continued future development of U.S.-Cuba service and U.S.-Cuba bilateral relations.

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[3] Charles H. Rivkin, Remarks for the Signing of the U.S.-Cuba Aviation Arrangement (Feb. 16, 2016), http://www.state.gov/e/eb/rls/rm/2016/252528.htm.

[4] *See* Memorandum of Understanding Between the Government of the United States of America and the Government of the Republic of Cuba (Feb. 16, 2016).

No airline is better prepared than American to maximize the benefits of scheduled service to Cuba. American's proposed schedule of U.S.-Cuba frequencies creates the best possible foundation for achieving the Department's and the Administration's objectives in this proceeding.

First, only American's proposal ensures sufficient scheduled service between MIA and Cuba. American's proposed schedule of ten daily frequencies to HAV and eight daily frequencies to other stations in Cuba from MIA matches the current charter flight demand and anticipates the expected near-term growth in demand that will follow from the historic resumption of scheduled flights.

Miami-Dade County is home to nearly half the Cuban-American population and is also the gateway to Cuba for most U.S. businesses with commercial connections in Cuba today. Travel by Miami-Dade residents of Cuban descent visiting family and relatives and travel for commercial purposes by businesses with a strong presence in Miami-Dade generate most of the U.S.-Cuba traffic demand today and will continue to do so for the foreseeable future because travel for tourism purposes remains prohibited under the current sanctions. In 2015, more than 86 percent of U.S.-Cuba charter flights originated from MIA, as did more than 83 percent of U.S. charter flights bound for HAV. Exs. AA-701, 705. The average number of daily MIA-HAV charter flights in 2015 was 7.3 (a number that itself is understated because a large number of charter flights are not subject to reporting requirements), a 14 percent increase from 2014. Exs. AA-707-709.

With the resumption of scheduled service, the existing and foreseeable demand for MIA-Cuba service will naturally migrate from charter to scheduled flights, because of the quality-of-service benefits and network efficiencies offered by scheduled airline service. The Department

must ensure that the first phase of U.S.-Cuba frequency allocations satisfies the foreseeable measurable local demand for MIA-Cuba service and does not leave the Cuba-connected population of Miami-Dade with unmet demand for scheduled service. American's proposed schedule satisfies that imperative.

Second, no carrier has demonstrated a greater commitment to serving the travel needs of Miami-Dade than American. Since 1989, American has operated a gateway hub at MIA, where it is the leading airline offering unmatched global connectivity for the people and businesses of Miami-Dade. American's commitment to Miami-Dade County and MIA (as well as to all of its passengers) is reflected in the $3 billion investment that American is making to refresh its fleet, its airports, and its lounges. Ex. AA Series 800. MIA and the passengers traveling from and through MIA will be large beneficiaries of this $3 billion investment.

Third, as the Department is well aware, American has done more to promote air service between the United States and Cuba than any other carrier. American has worked hand-in-hand with the U.S. Government and its agencies to promote President Obama's policy and to facilitate the Administration's objectives for this new air service. Ex. AA-501. Part of American's commitment was its companion dialogue with those Cuban agencies involved in aviation, a commitment that has its roots in the relationships that American has developed and nurtured over its 25 years of service to Cuba.

Fourth, American has unrivaled experience in providing charter service from the U.S. to Cuba. American commenced U.S.-Cuba charter service in 1991 and has flown more charter flights in the last 25 years than any other carrier. Among large U.S. carriers, American flew nearly five times more charter flights to Cuba in 2015 than the next largest operator—1,084 versus 221. Ex. AA-703. And American's charter service continues to grow. The number of

U.S.-Cuba charter flights operated by American in January and February of 2016 increased 24 percent over the same period in 2015. Ex. AA-406. And the number of American's MIA-HAV chart flights during those same months increased year over year by 56 percent. Ex. AA-407.

This depth of experience in U.S.-Cuba service means that American has more familiarity than any other major U.S. airline with the ground operations, local conditions, and aviation authorities in Cuba. American is fully prepared to start its proposed schedule of operations between the U.S. and Cuba within 90 days of the effective date of the final order in this proceeding.

Fifth, American's proposal to offer round-trip flights to Cuba from its hubs in Charlotte, Dallas/Fort Worth, Chicago, and Los Angeles will also ensure comprehensive connectivity for all U.S. businesses and communities, including other significant Cuban-American population centers, likely to pursue commercial, family, and cultural ties to Cuba in the years to come. AA Appendix B Exs. 1100-1110.

With the prohibition on tourist travel, however, demand for U.S.-Cuba service from outside Miami is necessarily limited, and any decision that simply distributes frequencies to various U.S. carriers at other gateways without regard for the far greater demand generated by the Cuban-American community in Miami will fail to "maximize public benefits" and would defeat the U.S. Government's objectives for this proceeding. Simply put, the Department should not allow parochial aviation interests to trump the Administration's broader policy objectives for U.S.-Cuba relations.

American commends the Secretary, the Department, and the U.S. Government on the historic resumption of scheduled air service between the U.S. and Cuba. American is proud to have worked with the U.S. Government to make these scheduled flights a reality, and there is no

carrier more committed to connecting the U.S. and Cuban people with scheduled service than American.

Discussion

I. The Department Should Use Its Initial Frequency Allocations to Establish the Strongest Possible Foundation for the Future Growth of Cultural and Economic Ties with Cuba Within the Context of Existing Limitations

As President Obama acknowledged last month, "change won't come to Cuba overnight."[5] Fully restoring cultural and economic ties with Cuba will take time. There has been no scheduled air service between the U.S. and Cuba for 56 years, and travel between the two countries remains subject to strict statutory and regulatory limitations. And as a result of Cuba's developing economy and infrastructure, there are and will be for some time several practical limitations on travel to Cuba. Specifically, there are three unique constraints on U.S.-Cuba traffic that cannot be ignored in this proceeding:

- Because travel to Cuba for leisure or tourism remains prohibited by the U.S. sanctions, it cannot be considered as decisional criteria in this proceeding, nor can it be considered in any carrier's traffic proposal.

- As a result of the sanctions, and also the severe shortage of hotel accommodations in Cuba, Cuban Americans visiting family and relatives will make up the vast majority of traffic to Cuba. It follows that scheduled passenger traffic to Cuba will originate primarily from the cities with large Cuban-American communities, and will be less dispersed throughout the entire U.S. than in a typical route case.

- Most of the traffic between Cuba and the United States will originate in the United States. For a variety of economic reasons, Cuba-origin traffic will be limited in the near future.

The first flights awarded by the Department should be allocated to maximize traffic within the framework of these constraints. This will lay the strongest foundation for the long-term success of the U.S. Government's policy objectives of increased U.S.-Cuba engagement.

[5] President's Feb. 20 Weekly Address.

The first allocations awarded by the Department—the initial phase of route allocations—should therefore be concentrated where traffic currently exists, *i.e.*, in communities with large Cuban-American populations. These flights will carry those traveling to Cuba to visit family and relatives and to facilitate U.S.-Cuba commerce now licensed by the Office of Foreign Assets Control ("OFAC"), but they cannot carry tourists and leisure travelers. Until these restrictions are lifted, U.S.-Cuba traffic originating outside of Cuban-American communities is largely aspirational. The second phase of expanding U.S.-Cuba scheduled service should indeed focus on growing this traffic, but that phase will never be reached if the initial allocation of scheduled flights fails to substantially increase U.S.-Cuba engagement. To be a success, this first phase of route allocations must build upon the extensive existing cultural roots and family and commercial affinities that exist within the Cuban-American community to provide the strongest potential for the future development of U.S.-Cuba relations.

In making these decisions, the Department also faces another constraint: the absence of traditional traffic data for the last 56 years. Traffic data customarily used in route cases is not available here. The Department must therefore turn to other sources to determine where traffic will be and how to award these routes. Two sources provide the best basis for making these determinations: (1) historical data on U.S.-Cuba charter flights, and (2) census data showing where Cuban Americans reside. As described below, this data strongly supports American's proposed U.S.-Cuba schedule.

II. American's Proposal Should Be the Starting Point for the Effective Long-Term Development of Renewed Scheduled Air Service to Cuba

The demographic and charter traffic data strongly supports American's proposed schedule, which includes 18 daily frequencies between its MIA hub and Cuba (10 to Havana and

8 to other Cuban cities). Miami-Dade County, Florida, is home to nearly half the Cuban-American population, and is the originating point for the overwhelming majority of U.S.-Cuba charter flights. More than 83 percent of all U.S. reported charter flights to HAV originated from MIA in 2015—an average of 7.3 per day. There are several reasons why MIA is the key starting point for generating broader engagement between the people of the U.S. and Cuba:

- MIA is ideally situated to serve the local Cuban-American community, where existing ties with Cuba are the strongest.
- The primary demand for U.S.-Cuba travel today is from MIA, as shown by the charter flight data.
- American's strong network presence at MIA will enable it to support numerous daily frequencies from MIA to Cuba, to support both the strong local market, and the connecting traffic through its expansive hub and MIA network.

MIA cannot serve this critical role unless the Department allocates a sufficient number of frequencies to American at MIA to meet anticipated demand before the Department awards frequencies to carriers to use at other U.S. gateways to offer connecting service for U.S.-Cuba traffic. And American's MIA hub and its history of serving Cuba with charter flights make American the ideal carrier for building the foundation of renewed scheduled passenger air service to Cuba.

American is deeply committed to connecting the U.S. and Cuba with affordable, reliable, and frequent scheduled service. That's why American seeks 18 flights from its MIA hub and 4 flights from its other U.S. hubs. American does not view scheduled service to Cuba as an isolated business opportunity. It is far more than that—it is the next evolution in American's lengthy history of commitment to connecting the U.S. and Cuba. American will continue to work with the Administration to promote U.S.-Cuba engagement and actively pursue new opportunities to offer U.S.-Cuba scheduled service as those opportunities become available.

American proposes to make MIA the U.S. gateway for scheduled service to Cuba, as it has done for service to other points in Latin America and the Caribbean.

A. Miami-Centered Scheduled Service Strengthens Cultural and Family Connections with Cuba

Extensive scheduled service from Miami to Cuba is imperative to strengthen and build on existing cultural and family connections between the U.S. and Cuba. Miami has served as the principal destination for Cuban immigrants since the Cuban Revolution in 1959, and roughly half of the 1.8 million Cuban Americans now reside in Miami-Dade County. AA-604. Cuban Americans now make up roughly one third of the population of Miami-Dade County. Among U.S. residents, Cuban Americans have unmatched demand for traveling to Cuba. *The New York Times* reported last May that of an estimated 600,000 travelers from the U.S. who visited Cuba in the previous year, roughly half a million—over 80 percent—were Cubans or Cuban Americans.[6] This is no surprise, since many Cuban Americans still have family in Cuba. Miami-centered scheduled service will facilitate far more family-related visits to Cuba, and these visits will be critical to building cultural ties.

American anticipates a further surge in traffic to Cuba from Miami following the resumption of scheduled service, and extensive scheduled service from Miami is needed to meet this demand. Charter flights (many of which are operated by American) currently play an important role in linking Miami and Cuba, but the lack of scheduled service prevents traffic from reaching its full potential. Charter flights are less convenient than scheduled flights,[7] and

[6] Victoria Burnett, Ready to Go to Cuba? It has Gotten Even Easier, New York Times (May 12, 2015), *available at* http://www.nytimes.com/2015/05/17/travel/ready-to-go-to-cuba-it-has-gotten-even-easier.html?_r=0.

[7] *See* Barbara Peterson, President Obama Plans Historic Visit to Cuba—Will You Follow?, Condé Nast Traveler (Feb. 19, 2016), *available at* http://www.cntraveler.com/stories/2016-02-19/president-obama-plans-historic-visit-to-cuba ("Due to the higher costs they incur, charter flights aren't as competitively priced as scheduled services"); Bradley Klapper, US, Cuba near deal on restoring direct commercial flights, Associated Press (Dec. 15,

scheduled flights offer numerous advantages such as frequent flier miles, lower baggage fees, and the ability to book on a familiar carrier's website. The transition to scheduled service, especially combined with the resumption of U.S.-Cuba relations, will both increase traffic by those who currently travel to Cuba *and* open the market to those who have not visited.[8] Travel to Cuba by Miami-Dade County's Cuban-American community will outpace traffic growth from any other area in the U.S., especially since tourism travel is still prohibited for U.S. citizens. The Department should ensure that there is sufficient scheduled service to Cuba through MIA to meet the rising demand before awarding frequencies for connections through other gateway hubs.

Should the Department fail to do so, the Miami community could emerge from this proceeding *worse off* than it currently is with only charter service available. Many charter service providers will be displaced by scheduled service, and charter flights to Cuba will be far less frequent. Scheduled frequencies from Miami that are insufficient to meet local demand will inhibit the growth of U.S.-Cuba cultural ties and undermine the policy goals of the Administration. The Department must guard against this adverse result by ensuring that at least 10 of the daily scheduled frequencies to HAV are awarded to American at MIA, which will encompass current traffic on the (underreported) 7.3 2015 average daily charter flights and the anticipated growth in demand from the availability of scheduled service (which has already increased by 56 percent in the first two months of 2016 versus 2015). Exs. AA-407, 710. Only

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2015), *available at* http://bigstory.ap.org/article/af5e06ad151c4e3aaa5c3fd9ae485085/us-cuba-near-deal-restoring-direct-commercial-flights ("Right now, American and Cuban travelers must fly on charter flights that are complicated to book, rarely involve an online portal and often force prospective travelers to email documents and payment information back and forth with an agent. Those flying sometimes must arrive at the airport four hours in advance; strict baggage limits apply.").

[8] This anticipated increase in demand is corroborated by a 2014 survey of Cuban Americans conducted by the Cuban Research Institute of Florida International University, which found that a substantial majority of Cuban Americans, especially younger Cuban Americans, favor lifting the travel restrictions between the U.S. and Cuba (Ex. AA-803). The survey also found that roughly half of younger Cuban Americans plan to travel to Cuba in the near future (Ex. AA-804).

after this demand is addressed should the Department consider awarding frequencies to other cities that may serve as connecting points for non-MIA U.S.-Cuba traffic that is likely to develop under the current restrictions on travel.

B. Miami-Centered Scheduled Service Will Grow Business Connections with Cuba

Scheduled service between Miami and Cuba is also needed to facilitate investment in Cuba. Investment in Cuba by U.S. individuals and businesses is critical to growing economic ties with Cuba, and Cuban Americans and Miami-based businesses are likely to be among the first to invest. A significant portion of Cuban Americans, especially younger Cuban Americans, have expressed interest in investing in Cuba if it becomes legal. Ex. AA-804. And several Miami-based and other Florida-based businesses and trade associations have also expressed interest in Cuba. Ex. AA-801. As the Miami community receives greater access to Cuba via scheduled service, interest among local and national businesses in Cuba will only increase.

Miami is also the natural center for commerce between the rest of the U.S. and Cuba. Many U.S. businesses have established Caribbean and Latin American regional headquarters in Miami.[9] Given this history, Miami's proximity to Cuba, and Miami's Cuban-American population, U.S. businesses expanding to Cuba will continue to turn to Miami as trade possibilities open. Frequent and flexible scheduled service between Miami and Cuba, which is at the core of American's proposed service, is necessary for Miami to serve this role.

[9] *See* Latin American Regional Headquarters, The Beacon Council, *available at* http://www.beaconcouncil.com/meet-miami-dade-county/latin-america-regional-headquarters (last accessed Mar. 1, 2016).

III. American's Proposed Schedule of Service to Cuba Will Maximize the Policy Impact of the Department's Initial Route Authorizations

Should this Application be approved, American will provide 22 year-round services on 10 non-stop routes between the U.S. and Cuba. Of these services, 20 will be daily and 2 (LAX-HAV and ORD-HAV) will be weekly. American's proposed schedule achieves the maximum benefits in promoting the goals of the U.S.-Cuba Agreement and the Department's Order. The full scope of American's proposed frequencies are detailed in Exhibit Series 100.

American's proposed schedule will connect 141 U.S. cities with Cuba via single-plane or one-stop service, including 51 U.S. cities via MIA. American proposes to operate all U.S.-Cuba frequencies originating from MIA, LAX, and ORD with Boeing 737-800 ("B-738") aircraft. These aircraft will be in a 160-passenger configuration: 16 Business Class, 30 Main Cabin Extra, and 114 Main Cabin. Ex. AA-1042. American proposes to operate all U.S.-Cuba frequencies originating from CLT and DFW with Airbus A319 ("A-319") aircraft. These aircraft will be in a 144-passenger configuration: 8 Business Class, 24 Main Cabin Extra, and 112 Main Cabin. Ex. AA-1043.

IV. American's Proposal Will Best Serve the Public Interest

The remainder of this Application and the accompanying exhibits and testimony demonstrate how American's proposed scheduled service to Cuba best connects the U.S. with Cuba. American's strong Miami presence and its experience serving Cuba with charter flights will ensure American's success in operating extensive scheduled service to Cuba, as detailed in testimony from American's leadership. Specifically:

- American's CEO and Chairman, Doug Parker, conveys American's commitment to playing a key role in the process of rebuilding relations with Cuba. In addition to his

written testimony, Mr. Parker has also provided video testimony, which can be accessed here.[10]

- American's President, Scott Kirby, details American's history in the Miami region and in flying to Cuba, and American's advantages in connecting the U.S. and Cuba with scheduled service.

- American's Senior Vice President and Chief Marketing Officer, Andrew Nocella, describes in detail the justifications for each of American's proposed routes and why American is best-suited to serve these routes.

- American's Senior Vice President of International and Cargo, Arthur Torno, explains the unique challenges of operating flights to Cuba, and how American's unmatched experience with Cuba makes it best-positioned to successfully operate scheduled flights to Cuba.

- Alberto Ibargüen, the President and CEO of the Miami-Based John S. and James L. Knight Foundation, and a member of American's Board of Directors, describes the importance of Cuba scheduled service to the Miami Cuban-American community, and how American's proposed service will connect this community with Cuba.

The points made in this Application and these supporting statements are reinforced by American's exhibits:

- Exhibit Series 100 sets forth in general terms American's proposed U.S.-Cuba service, including the proposed frequencies and the aircraft American proposes to serve these frequencies.

- Exhibit Series 200 details American's prioritization of proposed frequencies pursuant to Instituting Order 2016-2-12.

- Exhibit Series 300 provides an overview of the breadth of American's network connectivity and shows how CLT and DFW primarily, then ORD and LAX, complement the service American proposes at MIA to provide comprehensive U.S.-Cuba service.

- Exhibit Series 400 provides a historical overview of American's robust charter service to Cuba since 1991 pursuant to Instituting Order 2016-2-12.

- Exhibit Series 500 details American's long-standing presence in and commitment to Cuba.

[10] The link for Mr. Parker's video testimony is: http://bcove.me/rz6y1gk1

- Exhibit Series 600 provides an overview of the demographics of the Cuban-American population living in the U.S. and demonstrates that Miami-Dade County is the epicenter for demand for air service to Cuba.

- Exhibit Series 700 provides comprehensive data for U.S.-Cuba charter operations from 2014 to 2016, and shows the growth in demand for air service from MIA to Cuba.

- Exhibit Series 800 portrays the large business presence in Miami-Dade County that will support scheduled air service to Cuba.

- Exhibit Series 900 details American's $3 billion investment in improvements to customer service in the air and on the ground.

- Appendix A describes in detail American's comprehensive schedules between MIA and HAV; between CLT, DFW, ORD and LAX, on the one hand and HAV, on the other; and between MIA and SNU, HOG, VRA, CMW and CFG, as well as the operating statistics for each route, a description of the aircraft to be used on those routes, and maps by region of American's global network.

- Appendix B contains maps showing the nonstop connections in both directions for each of American's proposed Cuba services from each of American's proposed U.S. gateways.

- Appendix C responds to the request in the Department's Instituting Order for details about American's proposed connecting schedules, elapsed times, and related information.

Together, the supporting testimony and exhibits compel the conclusion that American's proposed scheduled service will best advance the Administration's policy objectives, both by adequately meeting U.S. demand for travel to Cuba and by offering the most dependable U.S.-Cuba flights.

A. American's Proposal Offers the Best Connectivity to Cuba

American's proposed schedule fulfills two goals at once: it meets the large demand of the Miami Cuban-American community, and it comprehensively links the rest of the U.S. with Cuba via single-plane or one-stop service through MIA and/or other American hubs. No other carrier's proposed service can do the same. American's proposed service is concentrated where

demand is highest, yet sufficiently broad to meet the needs of the entire United States. with its network, and therefore best connects the U.S. and Cuban people.

Demographics and U.S.-Cuba charter flight traffic strongly support American's proposed frequencies from MIA. This data shows that American's proposal actually *understates* the demand for HAV flights from MIA, compared to demand from all other U.S. points of origin. Specifically, this data shows:

- 47.9% of the entire Cuban-American population lives in Miami Dade County—more than ten times the number that live in the county with the second largest Cuban-American population. Exs. AA-603, 604.

- The 10 communities with the largest Cuban-American populations are all located in Miami-Dade County. Ex. AA-607.

- In 2015, more than 86% of U.S.-Cuba charter flights originated from MIA, and more than 83% of U.S. HAV-bound charter flights originated from MIA. Exs. AA-701, 705.

- Demand for MIA-HAV charter flights is rapidly increasing. The number of American-operated MIA-HAV charter flights in January and February in 2016 increased 56% from that same period in 2015. AA-407.[11] This increase substantially outpaced the overall growth of American-operated U.S.-Cuba charter flights between these two periods, which was 24%. Ex. AA-406.

- There was an average of 7.3 daily MIA-HAV charter flights in 2015, an increase of 14% from 2014. Exs. AA-707-709. This growth in demand will likely accelerate as demonstrated by American's 2016 data above, but even if it does not, the Miami community will need 10 daily MIA-HAV frequencies by next year. Ex. AA-709.

American's request for 10 MIA-HAV frequencies ensures the needs of the Miami community are met, while leaving the Department with ample frequencies to allocate elsewhere.[12] The 10 daily MIA-HAV frequencies requested by American will actually be *less* than demand next year likely justifies, since the resumption of scheduled air service will undoubtedly spur new demand.

[11] This percentage increase is adjusted to remove the impact of the extra day in February 2016.

[12] The 2015 charter data, which shows that more than 83% of HAV-bound charter flights originated from MIA, would support as many as 16 of the 20 daily HAV frequencies being allocated to MIA.

Viewed in this light, American's requested frequencies from MIA are modest and reasonable, and should be granted to ensure the continuation of existing traffic patterns in the coming era of U.S.-Cuba scheduled service.

The data described above not only justifies American's proposed service, but shows that a diminished allocation of frequencies at MIA is completely unsupported. Cuban Americans are among the most concentrated cultural populations in the U.S.—there are more Cuban Americans in Miami-Dade County than in all states outside of Florida *combined*. Ex. AA-606. As a consequence, demand for charter service to Cuba from outside MIA was minimal at best in 2015. Of the 3,505 U.S.-origin flights to HAV in 2015:

- 2,918 flights (83.3%) originated from MIA;
- 267 flights (7.6%) originated from TPA;
- 86 flights (2.5%) originated from EYW;
- 70 flights (2.0%) originated from JFK;
- 69 flights (2.0%) originated from FLL;
- 65 flights (1.9%) originated from MCO;
- And just 30 flights (0.9%) originated from all other U.S. airports.

Exs. AA-701-705. That is not to suggest demand will not appear where it does not exist today when scheduled service becomes available, and the current travel restrictions are relaxed. Indeed, American proposes frequencies from its other hubs that will link nearly the entire U.S. with Cuba via one-stop service. But there is no basis to expect that demand will shift to the extent to justify allocating the *majority* of HAV frequencies outside MIA. Doing so will threaten the ability of the Miami Cuban-American community to engage with Cuba, which is a

cornerstone of President Obama's initiative, while providing little benefit to travelers outside the Miami area.

Although several carriers operate flights from MIA, only American can provide an extensive schedule of daily frequencies between MIA and HAV that also connects most of the U.S. with Cuba. American's proposed schedule from MIA will connect 58 airports with HAV in both directions. Ex. AA-1101. Moreover, American's aircraft that fly the MIA-HAV frequencies will provide single-plane service to Cuba from many important markets: New York, Washington, Boston, Philadelphia, Newark, Las Vegas, Tampa, and Orlando. Ex. AA-302. No other carrier can provide connectivity from MIA anywhere near as expansive and convenient as American. Among U.S. carriers with scheduled foreign authority, American operated more than 67 percent of all MIA-HAV charter flights in 2015. Ex. AA-706. American is ready to continue serving the Cuba travel needs of the Miami community, while expanding its role to meet the needs of those traveling to Cuba for family, cultural, and business reasons from across the U.S.[13]

The frequencies proposed by American outside MIA are designed to complement American's proposed MIA frequencies, by connecting additional cities not served by American's MIA network to Cuba, while also presenting many travelers with another option for connecting service to Cuba. These proposed frequencies will provide nearly blanket coverage of the entire U.S., by connecting the East Coast, the West Coast, the Midwest, and the South with Cuba.

- American's proposed daily frequency to HAV from CLT will connect 68 cities with Havana, including 34 cities not connected through MIA, many to the north and near-west of CLT. Ex. AA-1103.

[13] Though this section has largely focused on frequencies to HAV, American's proposed frequencies to non-HAV airports are justified for the same reasons. The charter traffic data shows that there is sufficient demand for travel to these destinations to warrant scheduled service. Ex. AA-701. More than 93% of U.S. charter flights to Cuban airports other than HAV originated from MIA, ex. AA-711, and American is best-suited among all carriers to provide scheduled service to these destinations from MIA.

- American's proposed daily frequency to HAV from DFW—American's largest hub and the third-busiest airport in the world—will connect 52 cities with Havana, including 39 cities not connected through MIA. Ex. AA-1102. This daily frequency will likely make DFW the primary gateway to Cuba for most of the western U.S., which has the least connections through MIA.

- American's proposed weekly frequency to HAV from LAX is based on anticipated demand, which currently supports one weekly LAX-HAV charter flight—operated by American. American's proposed frequency will meet the needs of the local Cuban American population, while also connecting 9 cities with Havana, including additional cities not connected through MIA. Ex. AA-1105.

- American's proposed weekly frequency to HAV from ORD will connect 32 cities with Havana, including additional cities not connected through MIA. Ex. AA-1104.

Collectively, the frequencies proposed from these hubs will link those with Cuban family, cultural, and business connections across the U.S. with Cuba, and will facilitate the growth of cultural and economic ties between Cuba and all regions of the U.S.

B. American Will Offer and Maintain the Best Service to the Traveling Public

American's undisputed leadership in providing U.S.-Cuba charter flights make it the ideal carrier for operating the most comprehensive U.S.-Cuba scheduled service. Among all applicants, American will "offer and maintain the best service for the traveling and shipping public," which the Department has recognized is a key factor in determining which service proposals will maximize public benefits. Instituting Order at 2. No other carrier can match the experience and knowledge American has developed through its extensive history in providing charter flights to Cuba over the past 25 years. In 2015 alone, American operated more than half of all charter flights between the U.S. and HAV that were operated by a U.S. carrier with scheduled foreign authority. Specifically, American operated 624 flights to HAV, of 1,180 total. Sun Country operated 383, JetBlue operated 169, and Delta operated 4. United, Spirit, Southwest, and Alaska all operated zero. Ex. AA-703. These traffic statistics demonstrate

American's commitment to Cuba, and show that American has unmatched experience in operating to Cuba. This experience gives American a distinct advantage as the U.S. and Cuba transition to scheduled service.

Cuba is among the most challenging destinations of all countries served by U.S. airlines. Cuba's limited aviation infrastructure and the applicable U.S. sanctions against Cuba make service to Cuba uniquely complicated. For example, U.S. airlines have been prohibited from directly employing ground-based personnel in Cuba to handle boarding-related tasks and to ensure timely aircraft turnaround, and have instead had to contract with independent Cuban-based groups for these services. The sanctions also place many restrictions on travelers and their cargo, and U.S. carriers are responsible for ensuring compliance with these sanctions. Operating to Cuba is not simply a matter of bringing on-line a new station.

American will have no difficulty navigating these obstacles, as it has successfully done so for the past 25 years. For American, the Cuban airports (with the exception of VRA) would not be new on-line stations; American is and has been operating at these airports for years. American will rely on its existing strong relationships with Cuban airport and aviation officials to ensure the smooth and reliable transition from charter flights to scheduled flights. And American is well-experienced in ensuring compliance with the applicable sanctions. Other applicants, especially those with zero experience flying to Cuba over the past few years, will have to learn as they go. Difficulties in the operation of scheduled service due to a lack of experience and familiarity with the complexities of operating to Cuba by these carriers will not only harm the traveling public; they will threaten the success of the MOU. American has offered and maintained exceptional U.S.-Cuba service for the traveling public over the past 25 years, and the Department can count on American doing so in the future.

Conclusion

President Obama has made re-engagement between the peoples of the U.S. and Cuba a cornerstone of his legacy. Getting the first frequency allocations right is a critical step in securing that legacy. American's proposed scheduled service best advances the Administration's policy goals by matching current U.S.-Cuba traffic and accommodating the anticipated growth in demand that will come with expanded U.S.-Cuba engagement. For the reasons stated above, American respectfully requests that the Department of Transportation grant its application to operate 22 frequencies between the U.S. and Cuba.

Respectfully submitted,

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Vice President
Regulatory Affairs

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Managing Director
Regulatory and International Affairs

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March 2, 2016

CERTIFICATE OF SERVICE

I certify that, on March 2, 2016, I caused to be served a copy of the foregoing Application of American Airlines, Inc. for Newly Available Frequencies between the United States and Cuba, by email upon those addressees listed below:

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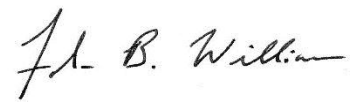

John B. Williams

BEFORE THE
U.S. DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

Application of AMERICAN AIRLINES, INC. for an exemption pursuant to 49 U.S.C. § 40109 (United States – Cuba)	)	Docket DOT-OST-2016-0021

APPLICATION OF AMERICAN AIRLINES, INC.
FOR AN EXEMPTION
(United States – Cuba)

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March 2, 2016

BEFORE THE
U.S. DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

Application of AMERICAN AIRLINES, INC. for an exemption pursuant to 49 U.S.C. § 40109 (United States – Cuba)	)	Docket DOT-OST-2016-0021

APPLICATION OF AMERICAN AIRLINES, INC.
FOR AN EXEMPTION
(United States – Cuba)

Pursuant to 49 U.S.C. § 40109 and Subpart C of the Department of Transportation's ("Department") Rules of Practice (14 C.F.R. Part 302), American Airlines, Inc. ("American") hereby applies for blanket exemption authority to engage in scheduled foreign air transportation of persons, property, and mail between any point or points in the United States, and any point or points in Cuba. If, due to the unique circumstances in this proceeding, blanket exemption authorization will not be available to U.S. carriers, American hereby applies in the alternative for exemption authority to engage in scheduled foreign air transportation of persons, property and mail between: (1) Miami, Florida (MIA), Charlotte, North Carolina (CLT), Chicago, Illinois (ORD), Dallas/Fort Worth, Texas (DFW), and Los Angeles, California (LAX), on the one hand and Havana, Cuba (HAV), on the other; and (2) between Miami, Florida (MIA), on the one hand

and Santa Clara (SNU), Holguín (HOG), Varadero (VRA), Camagüey (CMW), and Cienfuegos (CFG), Cuba, on the other.[1]

In support of this application, American respectfully states as follows:

1. American is a Delaware corporation with its principal office at 4333 Amon Carter Boulevard, Fort Worth, Texas 76155.

2. As set forth more fully in American's Application for Newly Available Frequencies Between the United States and Cuba ("Frequency Application"), the services proposed in this application will serve the public interest by establishing the strongest possible foundation for the future growth of cultural and economic ties with Cuba, as well as maximizing the policy impact of the Department's initial route authorizations. American's service will also fulfill the public interest by offering and maintaining the best connectivity to Cuba and providing substantial competition to other U.S. carriers seeking U.S.-Cuba authorization. (*See generally* American's Frequency Application filed *in the matter of 2016 U.S.-Cuba Frequency Allocation Proceeding*.)

3. In order to initiate this scheduled air service, American requests an exemption from 49 U.S.C. § 41101 permitting it to engage in scheduled foreign air transportation of persons, property, and mail between the United States and Cuba as set forth above.

4. American is a citizen of the United States within the meaning of 49 U.S.C. § 40102(a)(15)(C) and is fit, willing and able to provide the services contemplated by this application. American holds various certificates of public convenience and exemption

[1] As instructed in the Department's *Order Instituting Proceeding and Inviting Applications* (Order 2016-2-12) in the *2016 U.S.-Cuba Frequency Allocation Proceeding,* American submits this application for an exemption in connection with its Frequency Application filed this same date (March 2, 2016). The Order states: "By this order the Department (1) institutes the *2016 U.S.-Cuba Frequency Allocation Proceeding*; and (2) invites U.S. carriers to apply for exemption authority and allocation of newly available frequencies to provide scheduled services between the United States and Cuba." (Order 2016-2-12, served Feb. 16, 2016, at 1.)

authorities. (*See, e.g.*, DOT Order 2007-4-2, April 3, 2007, Dockets OST-2000-8516 and OST-2005-22228 (Blanket Open-Skies Route Authority); Notice of Action Taken, August 21, 2015, Docket DOT-OST-1997-2302 (Miami, Florida – Santa Cruz and La Paz, Bolivia).) Pursuant to Rule 24 of the Department's Rules of Practice, American requests that the Department take official notice of all information previously filed to establish its fitness.

5. American plans to commence service as described herein 90 days after the issuance of a final order in the *2016 U.S.-Cuba Frequency Allocation Proceeding* and/or as authorized by the Department in the *2016 U.S.-Cuba Frequency Allocation Proceeding*. American's service as requested in this proceeding will be operated as follows:

- Ten (10) year-round daily frequencies between Miami International Airport ("MIA") and Havana's José Martí International Airport ("HAV").
- One (1) year-round daily frequency between Charlotte Douglas International Airport ("CLT") and HAV.
- One (1) year-round daily frequency between Dallas/Fort Worth International Airport ("DFW") and HAV.
- One (1) year-round weekly frequency between Los Angeles International Airport ("LAX") and HAV.
- One (1) year-round weekly frequency between Chicago O'Hare International Airport ("ORD") and HAV.
- Two (2) year-round daily frequencies between MIA and Santa Clara's Abel Santamaría Airport ("SNU").
- Two (2) year-round daily frequencies between MIA and Holguín's Frank País Airport ("HOG").
- Two (2) year-round daily frequencies between MIA and Varadero's Juan Gualberto Gómez Airport ("VRA").
- One (1) year-round daily frequency between MIA and Camagüey's Ignacio Agramonte International Airport ("CMW").
- One (1) year-round daily frequency between MIA and Cienfuegos's Jaime González Airport ("CFG").

American proposes to operate all U.S.-Cuba service with Boeing 737-800 ("B-738") aircraft, except for CLT-HAV and DFW-HAV, which will be operated with Airbus A-319 aircraft. American's service proposal and prioritization are set forth in its Frequency Application and Appendices and are incorporated herein by reference.

6. American's application is consistent with the terms of the *Memorandum of Understanding between the Government of the United States of America and the Government of Cuba*, signed in Havana, Cuba, on February 16, 2016 ("MOU"). Under the terms of the MOU, the United States may designate airlines to conduct scheduled services "…between any point or points in the United States and any point or points in Cuba." (MOU, Section 1, Para. 1.) Further, "[t]he United States and Cuba intend to permit airlines of the other Country holding all necessary authorizations and licenses to operate scheduled and charter service over the routes specified in paragraph 1 [quoted above] and as specified in the Annex of this Memorandum." (MOU, Section 1, Para. 5.) The Annex provides that, "[f]or scheduled services to and from Havana, airlines of each Country may operate up to twenty (20) daily frequencies" and "[f]or scheduled services to and from any other point in Cuba, airlines of each Country may operate up to ten (10) daily frequencies to each airport." (MOU, Annex.) The authorization that American seeks under this application is within the MOU's parameters.[2]

7. American states that approval of this application will have no effect on its CRAF commitments. Furthermore, American submits that its application raises no environmental or energy issues, and anticipates no difficulty in obtaining fuel for its U.S.-Cuba service.

[2] The MOU also states that "[a]ny airline of a Country holding all necessary authorizations and licenses, should be permitted on any or all flights and at its option," to operate flights in either or both directions; combine different flight numbers within one aircraft operation; transfer traffic from any of its aircraft to any of its other aircraft at any point; make stops for non-traffic purposes within or outside the territory of either country; make stopovers at any points within the territory of either country; and combine traffic on the same aircraft regardless of where such traffic originates. (MOU, Section 1, Para. 2.)

8. American will accept and abide by all terms, limitations, and conditions that the Department normally attaches to exemption authority for scheduled foreign air transportation. American asks that this requested authority be granted for an indefinite term, commensurate with the Department's intent to allocate frequencies for an indefinite term. (*See Order Instituting Proceeding and Inviting Applications* (Order 2016-2-12) at 2, *stating,* "[t]he Department expects to allocate the frequencies for an indefinite term.")

WHEREFORE, American respectfully requests that its application for a blanket exemption, as discussed herein, be granted, as well as such further relief as the Department deems warranted for such services. American further requests that the Department notify the Government of Cuba in writing of the designation of American for scheduled services at issue in this application.

Respectfully submitted,

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March 2, 2016

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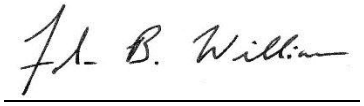


John B. Williams

American Airlines

#aacuba

Direct Testimony

Direct Testimony of American Airlines

	Testimony
T-1	Direct Testimony of W. Douglas Parker
T-2	Direct Testimony of J. Scott Kirby
T-3	Direct Testimony of Andrew P. Nocella
T-4	Direct Testimony of Arthur J. Torno
T-5	Direct Testimony of Alberto Ibargüen

Testimony of W. Douglas Parker

Chairman and CEO
American Airlines, Inc.

March 2, 2016

I'm Doug Parker, Chairman and CEO of American Airlines, and I'm pleased to submit this testimony in support of American's application to the Department of Transportation for the allocation of round-trip frequencies to provide scheduled combination service between the United States and Cuba, including ten daily frequencies to Havana from Miami and service to Havana from Charlotte, Dallas/Fort Worth, Los Angeles, and Chicago O'Hare, as well as between Miami and other points in Cuba.

We commend the President, Secretary Foxx, Secretary Kerry, and the Departments of Transportation and State for their leadership in achieving the historic resumption of scheduled air service with Cuba. I'm proud that we worked shoulder-to-shoulder with the U.S. Government to make this goal a reality, and I speak for more than 100,000 dedicated employees at American Airlines who are excited to help grow commercial and cultural ties between the U.S. and Cuba.

In many ways, American has been preparing for this day for decades.

No carrier has a greater commitment than American to serving the travel needs of Miami-Dade County—the heart and soul of the Cuban-American community and home to nearly 50 percent of the Cuban-American population in the United States. Since 1989, we've invested in building a world-class gateway hub at the Miami International Airport ("MIA") in the center of Miami-Dade. American is the undisputed leader among all airlines serving the people and businesses of this community, and we are proud to offer unrivaled connectivity through MIA to American's global network.

Equally important, American has been the undisputed leader in providing charter service from the U.S. to Cuba. We initiated charter service to Cuba in 1991, and over the past 25 years, we have flown more U.S.-Cuba charter flights than any other carrier. Our long record of providing reliable charter service to Cuba has given American a wealth of experience and familiarity with ground operations in Cuba and close relations with the Cuban aviation authorities. With this deep experience and our current extensive charter operations, American is ready on day one to offer the benefits of a full schedule of reliable frequencies to Cuba.

This proceeding is not an ordinary route case, and the vision of achieving fully restored scheduled air service between the U.S. and Cuba cannot be realized overnight. Because of legal restrictions and practical limitations, the Department's initial decisions about the best allocation

of frequencies to Cuba should proceed carefully and should be designed to create the strongest possible foundation for the sustained future growth of scheduled U.S.-Cuba air service.

The schedule of flights American is proposing provides exactly that strong foundation. The close cultural affinities and family ties that exist between the people of Cuba and the large Cuban-American community in Miami-Dade will provide the single strongest source of passenger demand for O&D service between the U.S. and Cuba for the foreseeable future. And business travelers in Miami-Dade and beyond provide the needed commercial base for future expansion of U.S.-Cuba relations.

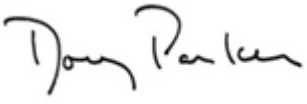
Our proposal to offer round-trip flights to Cuba from our hubs in Charlotte, Dallas/Fort Worth, Los Angeles, and Chicago O'Hare will also ensure connectivity and travel options for all U.S. businesses and communities, including other Cuban-American population centers, likely to pursue commercial and cultural ties to Cuba in the years ahead.

American's application is supported by additional testimony and exhibits that flesh out the unique strengths that American Airlines offers for the historic restoration of scheduled service to Cuba:

- Our President, Scott Kirby, explains how American's network and experience make us ideally suited for promoting the Department's public interest objectives.
- Andrew Nocella, American's Senior Vice President and Chief Marketing Officer, describes in detail the benefits of our proposed schedule and connections.
- Our Senior Vice President of International and Cargo, Arthur Torno, presents the rich history and experience American has gained through our charter flying to Cuba.
- Alberto Ibargüen, a Member of American's Board of Directors and President and CEO of the Miami-based John S. and James L. Knight Foundation, shares his perspective on American's deep connections with the Cuban-American community in Miami-Dade.

Our application and supporting testimony and exhibits clearly demonstrate that no airline has a stronger case for advancing the public interest goals of this proceeding and the U.S. Government than American Airlines. We are ready to begin high-quality scheduled service to Cuba, and we look forward to the Department's decision on the allocation of frequencies.

Respectfully submitted,



W. Douglas Parker

Testimony of J. Scott Kirby

President
American Airlines, Inc.

March 2, 2016

My name is J. Scott Kirby and I am the President of American Airlines, Inc. ("American"). I submit this testimony in support of American's application to the U.S. Department of Transportation for the award of frequencies between the U.S. and Cuba pursuant to the frequency limits of the U.S.-Cuba Memorandum of Understanding of February 16, 2016.

American is fully committed to help reconnect the U.S. and Cuba with scheduled air service. American recognizes the importance of this service to the U.S. Government's policy objectives. And, American's proposal is best-suited for this important step in U.S.-Cuba relations. With our Miami hub and unmatched experience with charter flights to Cuba, American is uniquely positioned to provide scheduled service that fulfills the U.S. Government's policy objectives and maximizes the public benefits of this new service.

American's Network Enhancements and Recent Accomplishments

After its successful merger with US Airways, American is now the world's largest airline, operating nearly 6,700 daily flights to nearly 350 destinations in over 50 countries. Our dedicated employees are rightfully proud of having managed the most successful merger integration in aviation history while flying more than 200 million passengers over 223 billion miles.

Through our successful network integration, American achieved several notable accomplishments in 2015:

- transitioned to a single reservation system and unified frequent flyer program
- expanded our global footprint to add 35 new routes, including 19 new international routes
- added 127 new aircraft, including our first Boeing 787 Dreamliner
- initiated new nonstop service between Dallas/Fort Worth and Beijing and between Los Angeles and Sydney, and announced new service between Los Angeles and Auckland
- ***started a new charter flight between Los Angeles and Havana, the first ever connecting the West Coast to Cuba. This new service adds to American's wealth of experience over the past 25 years as the leading provider of charter service between the U.S. and Cuba***

- expanded our codeshare relationship with Alaska Airlines to give Alaska's passengers full access to American's unrivaled network
- announced the expansion of our joint business arrangement with Qantas
- and we had the honor of transporting Pope Francis from Washington to New York, to Philadelphia, and back to Rome during the Pope's first official visit to the U.S.

American's string of accomplishments will continue in 2016:

- service between our Los Angeles hub and Tokyo Haneda, inaugurated just last month
- a joint business arrangement with LATAM Airlines Group to offer customers an expanded network with coordinated schedules for travel between the U.S. and six South American countries proposed in January
- a $3 billion initiative to upgrade our airport lounges and to introduce Flagship Dining at our gateway hubs—a one-of-a-kind, pre-flight meal with elegant tableside service, announced in February
- ***and, most important of all, American will be proud to fly the first scheduled service between the U.S. and Cuba in more than 50 years.***

American's Commitment to Providing Service between the U.S. and Cuba

Providing scheduled service to Cuba is among American's top international priorities. American is excited to finally resume scheduled service for those traveling between the U.S. and Cuba. American has proudly connected the U.S. and Cuba with charter service for 25 years, and American looks forward to the next chapter in its relationship with Cuba.

American established our gateway hub at Miami in 1989 and as part of the expansion of the Miami operation, American began offering charter service to Cuba in 1991. Since that time, American has been the leading operator of charter flights between the U.S. and Cuba. American has been providing service from the U.S. to Cuba longer than any other U.S. carrier.

In 2015 alone, American operated 1,084 charter flights to Cuba (Exhibit AA-401). That number stands in remarkable contrast to what other U.S. airlines operated in 2015, especially other large U.S. carriers. During 2015, charter operations to Cuba were operated by:

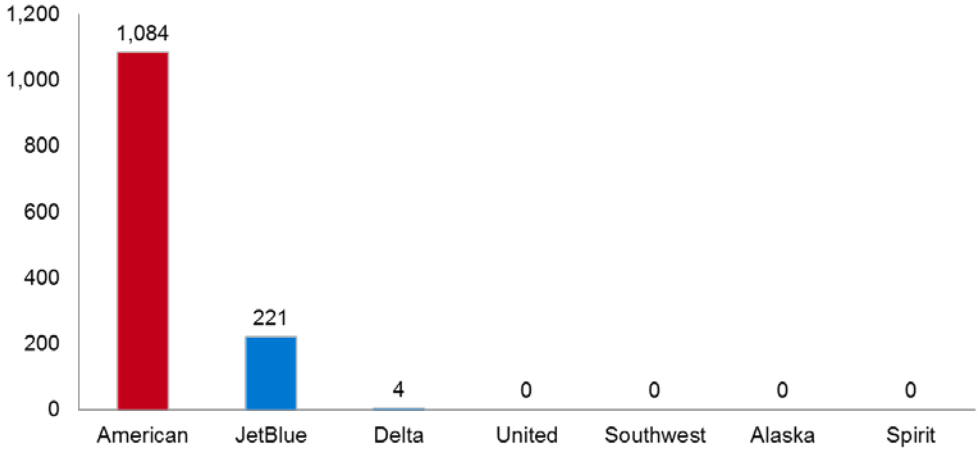


Exhibit AA-703

Before 2015, the disparity between the number of charter flights operated to Cuba by American and these other carriers was even greater. This dramatic difference between American's operations and those of other airlines demonstrates American's strong and continuous commitment to Cuba.

The Unique Considerations Involved in Allocating Frequencies to Cuba

The present route case is unique in many ways.

First, there has been no scheduled air service with Cuba for more than 50 years, and that means there is no traditional data available by which to assess the demand for scheduled nonstop or connecting service between the two countries. Consequently, service proposals must be judged on other "data points" that are available (a point I address below).

Second, the U.S. Government's current prohibitions on travel to Cuba for leisure and tourism purposes will remain in place for the foreseeable future. These existing legal restrictions mean that the potential demand for tourist travel to Cuba cannot be a decision factor in this proceeding.

Finally, at the present time, there are serious infrastructure limitations in Cuban airport facilities and hotel accommodations and significant operating issues unique to serving Cuba that will present very real practical challenges for any U.S. carrier that hopes to initiate scheduled U.S.-Cuba service without the benefit of the experience that American has developed.

The Department's decision to allocate these initial frequencies for service to Cuba should be designed to lay a firm foundation of successful scheduled service on which to build future improvements in cultural and economic relations between the two countries. Because tourism cannot be considered, the foundation must be based on the current and expected demand for cultural, family, and business travel.

There are two related data points for determining that demand: where Cuban Americans (who will make up the overwhelming bulk of that demand) reside and from which U.S. cities the current charter services operate. Concerning the first important data point, almost 50% (47.9% to be exact) of the entire U.S. Cuban American population lives in Miami-Dade County (home to American's hub airport, Miami International ("MIA")).

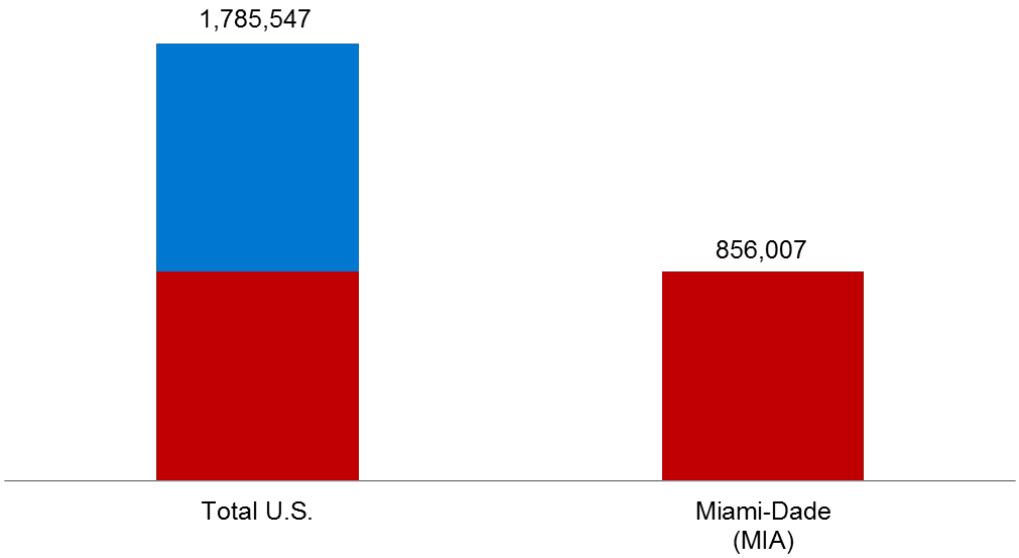


Exhibit AA-604

And Miami-Dade County is home to all ten of the U.S. communities with the largest Cuban American population.

City, State	County	Closest Major International Airport
Hialeah, Florida	Miami-Dade	MIA
Westwood Lakes, Florida	Miami-Dade	MIA
Westchester, Florida	Miami-Dade	MIA
Coral Terrace, Florida	Miami-Dade	MIA
Hialeah Gardens, Florida	Miami-Dade	MIA
Medley, Florida	Miami-Dade	MIA
West Miami, Florida	Miami-Dade	MIA
Tamiami, Florida	Miami-Dade	MIA
University Park, Florida	Miami-Dade	MIA
Kendale Lakes, Florida	Miami-Dade	MIA

Exhibit AA-607

Concerning the second point, the overwhelming number of charter flights between the U.S. and Cuba have originated at MIA:

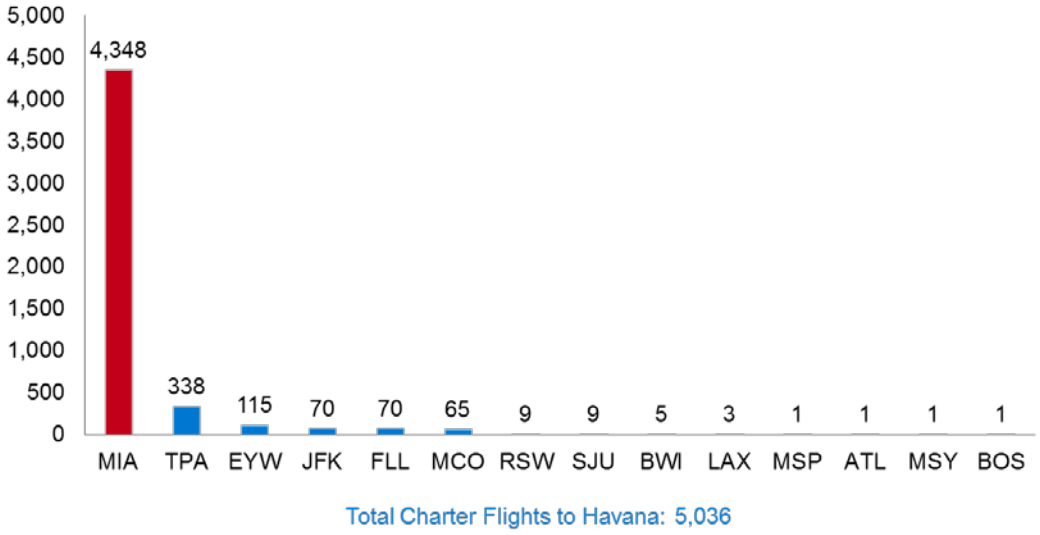


Exhibit AA-704

This should be no surprise because MIA is located in Miami-Dade County which is home to the largest source of current and expected demand for scheduled service to Cuba.

Allocating frequencies to serve these sources of demand for scheduled service to Cuba will maximize the chances of successfully achieving the U.S. Government's long-term goal for improved cultural and economic ties with Cuba.

American's Advantages in Providing a Strong Foundation for U.S.-Cuba Service

The schedule of flights proposed in American's Application for frequencies to Cuba offers the strongest possible foundation to achieve the public interest goals of this proceeding. American's hub operations at MIA, its long history of service to the Cuban-American community in Miami-Dade County, its wealth of experience as the leading charter air carrier between the U.S. and Cuba, and the connectivity offered through MIA and American's hubs at Charlotte, Dallas/Fort Worth, Chicago O'Hare, and Los Angeles are a combination that no other carrier can match.

American's hub at MIA is located in the heart of Miami-Dade County, home to nearly half the entire Cuban-American population. Miami-Dade is already the leading airport for charter flights between the U.S. and Cuba. American's proposed MIA-Havana service will connect not only the largest Cuban-American community in the U.S., but, because of the expansiveness of American's network at its MIA hub, it will also provide frequent and convenient connections to all of the other large Cuban-American communities in the U.S., as well as dozens of other U.S. cities. Awarding American sufficient frequencies to provide this

vital air bridge between the U.S. and Havana (sufficient in proportion to the size of the Miami-Dade Cuban American community and the number of current charter flights to Havana operated at MIA versus other communities and airports in the U.S.) will best maximize the public interest benefits and will best advance the objectives of this proceeding.

American's service proposal will build upon its unrivaled expertise in flying to Cuba and its extensive network of connections to other U.S. cities from its MIA hub. American proposes to make MIA the primary gateway for scheduled service to Cuba, as it has done for charter services up until now. In so doing, American will closely connect where the vast number of Cuban Americans live—Miami-Dade County—with Cuba.

American is also proposing service to Havana from four other of its hubs—Charlotte, Dallas/Fort Worth, Chicago O'Hare, and Los Angeles—to supplement scheduled service at Miami. American's proposed service schedules at these other hubs is carefully crafted to provide comprehensive coverage of the entire United States and accommodate the expected local demand. The combination of American's serving the largest Cuban-American community in Miami and American's ability to serve smaller Cuban-American communities (Los Angeles and Chicago are, respectively, the fourth and sixth largest Cuban-American communities in the U.S.) through these hubs will provide the greatest public benefits in this proceeding.

American, uniquely among all carriers, is ready to commence a full schedule of round-trip frequencies from the U.S. to Cuba immediately without a learning curve and without hitches caused by a lack of familiarity with the complexities of operating in Cuba.

Awarding American the frequencies we propose will give local and connecting travelers great flexibility in finding flights that best fit their schedules—an outcome not possible if flights to Cuba were more widely dispersed among multiple carriers. Awarding flights to various U.S. carriers proposing to operate flights from various gateways where there is little or no meaningful Cuban-American population and cultural communities of interest would do a great disservice to the important and broad political objectives of the U.S. Government in rebuilding ties between the U.S. and Cuba. It might satisfy some parochial aviation objectives, but because this proceeding is unique in the history of competitive route case proceedings, those narrow aviation interests should appropriately take into account to the Administration's broader policy objectives with respect to Cuba. In that regard, awarding frequencies in this proceeding based on the "highest and best use" maximizes the public benefits and furthers the broader U.S. Government policy objectives underlying this proceeding.

American anticipates that its proposed scheduled service will produce even greater traffic between the two countries than under the current charter regime. That is so for many reasons. First, travel via charter service is often not as well received as scheduled service. Second, some people have been reluctant to travel between the U.S. and Cuba while there was a total lack of dialogue between the countries. With the warming of relations, that has changed. And now, for the first time in over 50 years, there is reason for U.S.-Cuba business travel to take off.

Whether this increased travel is due to stimulation or pent up demand is not important. The important point is that U.S.-Cuba traffic will increase. And, while it certainly will grow overall, the greatest growth in the sheer magnitude of passengers will be where the largest traffic demand and Cuban-American communities are centered today. American is unquestionably the best carrier to handle this scheduled service.

As the U.S. and Cuba continue to rebuild relations, American intends to do everything that it can to help strengthen the cultural and economic ties between both countries. Indeed, American has done much already. We look forward to beginning scheduled service to Cuba many times a day from MIA, as well as providing important service from Charlotte, Dallas/Fort Worth, Los Angeles, and Chicago O'Hare.

Respectfully submitted,

J. Scott Kirby

Testimony of Andrew P. Nocella

Senior Vice President and Chief Marketing Officer
American Airlines, Inc.

March 2, 2016

My name is Andrew P. Nocella, and I am the Senior Vice President and Chief Marketing Officer of American Airlines, Inc. ("American Airlines" or "American"). I submit this testimony in support of American's application to the United States Department of Transportation for the award of frequencies between the United States and Cuba. American Airlines has been operating charter service to Cuba for 25 years—longer than any other U.S. airline. And, year in, year out, American operates more charter flights to Cuba than any other U.S. airline with scheduled foreign authority. American looks forward to continuing its leadership role in U.S.-Cuba air service by now being authorized to operate scheduled service in this important market.

Both American and I personally have participated in many competitive route cases over the years, but this proceeding has some unique features. As the testimony of American's Chairman and CEO Doug Parker explains, United States citizens are still prohibited from traveling to Cuba for leisure and tourism purposes. This route case, perhaps unlike any other, must therefore focus on travel only for cultural and business reasons, not for tourism. Consequently, the limited number of frequencies available pursuant to the *Memorandum of Understanding between the Government of the United States of America and the Government of Cuba* should be awarded primarily to carriers that operate from U.S. cities that have proven existing and historical cultural and business ties with Cuba. Only after this primary demand issue has been addressed should the Department consider awarding frequencies to airlines for cities that can serve as connection points for other traffic that might flow between the United States and Cuba under the prevailing authorized travel conditions.

To that end, American Airlines has carefully and thoughtfully developed a service proposal that fulfills these goals. With respect to Havana, American Airlines proposes:

- Ten (10) daily frequencies from Miami;
- One (1) daily frequency from Charlotte;
- One (1) daily frequency from Dallas/Fort Worth;
- One (1) weekly frequency from Chicago; and
- One (1) weekly frequency from Los Angeles

In addition, American proposes service from Miami to other Cuban cities, as follows:

- Two (2) daily frequencies to Santa Clara
- Two (2) daily frequencies to Holguín

- Two (2) daily frequencies to Varadero;
- One (1) daily frequency to Camagüey; and
- One (1) daily frequency to Cienfuegos

My testimony focuses on how the facts and the available data support American Airlines service proposal. American's proposal will closely link the Cuban-American population, which is concentrated in Miami-Dade County, with Cuba, primarily through Miami International Airport ("MIA"). In addition, because of American's extensive hub at MIA, American will provide broad coverage of the entire U.S. through its connecting services at MIA, as well as provide even greater—almost blanket—coverage of the entire U.S. through its proposed Charlotte ("CLT"), Dallas/Fort Worth ("DFW"), Chicago O'Hare ("ORD") and Los Angeles ("LAX") services.

Proposed Service from Miami

American Airlines proposes ten daily frequencies between MIA and Havana, two daily frequencies between MIA and Santa Clara, two daily frequencies between MIA and Holguín, two daily frequencies between MIA and Varadero, one daily frequency between MIA and Camagüey, and one daily frequency between MIA and Cienfuegos.

The relevant demographics, current MIA-HAV charter operations, reasonably expected traffic growth just next year (all summarized in American Airlines exhibits) clearly demonstrate that American's proposal actually understates the real demand for MIA-HAV scheduled service flights. Some of the important facts and data points are:

- 47.9% of the entire U.S. Cuban-American population lives in Miami-Dade County (Exhibit AA-604). (Miami-Dade County is, of course, where MIA is located);
- There are more Cuban Americans living in Miami-Dade County than anywhere in the U.S., and the number of Cuban Americans living in Miami-Dade County is larger than the number in any State and larger than all of the other 49 States (other than Florida) combined (Exhibit AA-606);
- Miami-Dade County is where all of the top ten U.S. communities with Cuban born Americans are located (Exhibits AA-607, 607);
- Between the 2010 Census and the Census Bureau's 2014 American Community Service census (the most recent), the increase in the number of Cuban-Americans in Miami-Dade County grew by more than all of the rest of Florida combined (Exhibit AA-612);
- In 2015, 86.3% of the U.S.-Cuba charters originated in MIA (Exhibit AA-701) and 69.6% of the Miami-Cuba charters went to HAV (Exhibits AA-701, 702);[1]

[1] In fact, of the 5,036 charter flights from the United States to Cuba in 2015, 4,348 originated from MIA. By contrast, only 338 charter flights originated from TPA, 70 originated from FLL, and 280 originated from the other 49 states.

- In 2014 and 2015 (January – August), MIA averages 6.4 and 7.3 daily flights to Havana, respectively (and this was underreported), and assuming no additional growth rate for new factors (like the introduction of scheduled service, the ability to travel to Cuba more frequently and without fear), MIA will need 9.5 daily flights next year (Exhibits AA-707-710).

So, American's request for ten daily frequencies from MIA to HAV, assuming no additional growth based on the improved U.S.-Cuba environment—an assumption that defies reality—is right in line with the current demand and organic growth expected next year. This should hardly come as a surprise to anyone once all the facts surrounding the special and unique relationship between the Cuban American population, Cuba, Miami-Dade County and MIA are known.

What makes this situation truly unique is what I just described, but let me explain it in more detail.

While I cannot say this with absolute certainty, I cannot think of a single cultural or ethnic group that is so concentrated in one county as the Cuban-American population is in Miami-Dade County. There is not even a close second for comparison sake. No State, let alone a county, has the Cuban-American population that Miami-Dade County does.

This population concentration is critically important to the present proceeding for several reasons.

First, the propensity to travel to Cuba for one of the authorized reasons, but primarily family and cultural ties, is strongest in Miami-Dade County.

Second, because Miami-Dade is where the "traveling population" lives, it is natural that the most flights to Cuba originate where they live. That's MIA, which is the closest and most convenient airport for this population's travel to Cuba. As with the population of Cuban Americans in Miami-Dade County, no airport in the U.S. can come close to the need and demand for flights to Cuba as MIA, but particularly flights to Havana. There simply cannot be a close second because the demand for travel to Cuba that fits within the "authorized for travel" categories exists first, second, third, fourth and fifth at MIA. (There may be a lot of demand for travel to Cuba elsewhere in the U.S.—by U.S. citizens, eager to visit the Cuban beaches, or wanting to go to Cuba for a holiday—but that travel is not permitted at this time. Thus, the scarce frequencies available in this proceeding should not be awarded on the basis of travel or travel *aspirations* not permitted under the current regulations, but only on the basis of currently permitted travel).

Third, while "big business" transactions with Cuba are not yet possible, the prospects for and potential of significant U.S.-Cuba business in the future is of great interest. But most of the near-term business will be by people who appreciate the "ins and outs" and nuances of doing business in Cuba on a smaller scale. That means the energetic and entrepreneurial Cuban-

American business community. And that community is located in Miami-Dade County, and MIA is their airport.

All these reasons demonstrate why American's request for ten daily MIA-HAV frequencies is consistent with current demand, operations and experience. But, there is also an additional reason. While there can be no traditional "stimulation" produced by new service in a market because that stimulation is almost always the product of leisure travel, and there can be no leisure travel in the U.S.-Cuba market, there will be a different form of stimulation produced by the resumption of relations between the United States and Cuba, with mutual aspirations to improve those relations. That stimulation will take three forms: (1) Cuban Americans with family or cultural ties to Cuba and who have traveled to Cuba will be more likely to travel more frequently now that there is a more relaxed air of normalcy; (2) Cuban Americans with family or cultural ties to Cuba but who were, until now, reluctant to travel to Cuba because they were concerned about their status in an environment where the two governments were still "fighting" with each other will now feel more comfortable making that trip; (3) the Cuban American business community will be travelling to Cuba to scout out opportunities to resume former businesses or establish new ones; and (4) undoubtedly, U.S. citizens, who will feel more comfortable traveling to Cuba for cultural or other authorized reasons now that a rapprochement exists between the two governments.

If you assume that the stimulation impact of (1), (2), and (3) above will occur evenly across the board for all Cuban Americans, the greatest impact will be in Miami-Dade County, where the largest number of Cuban Americans live, work and have businesses. So, further growth should occur and the largest amount of that growth—in fact, almost 50 percent of that growth—should be in Miami-Dade County, and the demand for flights to Cuba, and particularly Havana, at MIA should increase commensurately.

Because Miami-Dade County is today and will be tomorrow the nexus for building cultural and economic ties between the United States and Cuba, MIA is the airport to accommodate this re-engagement and expansion. And, because American Airlines is today the U.S. scheduled airline operating most of those flights, it is in the best position, for a number of reasons, to facilitate that growth tomorrow, and operate the needed robust scheduled MIA-HAV service.

Although several U.S. carriers operate flights at MIA, only American Airlines makes MIA the nexus for connecting the United States and Cuba. For other scheduled airlines, proposing scheduled service between MIA and Havana in this proceeding would be nothing more than an isolated business opportunity, detached from their core hub operations. For American Airlines, this service is part of its broader long-term strategy of investment and growth in the Miami region that began almost three decades ago and has continued until today. Through a decades-long commitment, American Airlines has made MIA the gateway to Latin America and the Caribbean. Unlike other carriers proposing "one off" service or scheduled service for the first time, there is no possibility that American Airlines will reduce its commitment to MIA, or to

Cuba or Havana. Its proposed service between MIA and Cuba/Havana will be a permanent part of its network.

When you add to the huge local demand American's hub at MIA and its ability to connect traffic from a large portion of the United States, there is simply no airport/U.S. airline combination that can compare favorably with MIA/American. American Airlines service proposal from MIA will also connect on a nonstop basis in both directions 50 other communities in the U.S. (Exhibits AA-301, Exhibits AA-1101-1110) to augment the outsized local demand from Miami-Dade County and the Cuban-American population located there.

I should note something about minimum connection times to Cuba. As Doug Parker, Scott Kirby, and I have all stated in our testimony in this proceeding, American has extensive experience in operating charters to Cuba and a deep understanding of the special conditions that prevail for both the passengers and the airline in this market. Based on our experience in operating these charter flights, American has learned that the published minimum connect times for domestic to international flights don't work at the U.S. connecting airport when flights to Cuba are involved because of the paperwork that needs to be completed by the passengers and reviewed by the airline before the passengers can board the airplane. Accordingly, American has determined to add 15 minutes (plus or minus a few minutes, depending on the airport) to its standard minimum connect times for all flights to Cuba. This means that in the connections we have built for Cuba service in this proceeding, we are probably "shortchanging" our connections at MIA, DFW, and CLT relative to what other carriers will do. However, based on our deep experience, American believes it is the right thing to do in order to operate an on-time and reliable Cuba scheduled service. And, it aptly demonstrate why prior experience in operating charters to Cuba is important to operating the scheduled service at issue in this proceeding.

Proposed Service from Charlotte

American Airlines proposes one daily frequency between CLT and Havana. American's proposal is complementary to its proposed service from MIA in a number of ways. First, American's network at CLT includes a number of points that are not served at MIA. In all, CLT would connect 68 destinations nonstop in both directions and would serve 34 destinations not available at MIA, most of those to the north and near west of CLT (Exhibit AA-301). Second, for many residents in cities served by MIA, a CLT-HAV service would be a viable alternative to MIA-HAV, offering more flight options, especially when MIA-HAV flights will be heavily booked by the local demand.

Proposed Service from Dallas/Fort Worth

American Airlines proposes one daily frequency between DFW and Havana. DFW is American Airlines largest hub, and the third-busiest airport in the world by aircraft takeoffs and landings. At DFW, American's Havana service will offer 52 nonstop connections in both directions (Exhibits AA-301, AA-1102). Service to Cuba from DFW will complement American's proposed MIA and CLT services. MIA will cater to the strong local market and

offer 58 connections both ways; CLT will offer 68 connections, mostly to the north and near west of CLT. DFW, on the other hand, will serve as the primary gateway to Havana from the Western U.S., the Southwestern U.S., the Central and Midwest U.S. and the Pacific Northwest. The three together will provide incomparable coverage of the overwhelming local market at MIA and the markets outside and beyond MIA (Exhibit AA-301).

Proposed Service from ORD and LAX

American Airlines proposes one weekly frequency each from ORD (on Saturdays) and LAX (on Sundays) to Havana. Why only one weekly frequency for each market?

With respect to Los Angeles, Los Angeles has the fourth largest Cuban-American population in the U.S. While it is tiny compared to Miami-Dade Country (anywhere else in the U.S. is tiny compared to Miami-Dade County!), it is of a size to warrant some level of service. This has been demonstrated by the fact that, today, American currently operates a weekly LAX-HAV charter flight. Even though American's LAX-HAV service will offer 9 non-stop connections in both directions (Exhibit AA-301), American is realistic about the current demand at LAX for Havana service, given its experience in operating these charters. If American were free to operate as many frequencies in the U.S.-Cuba market as it wished, American might consider requesting additional frequencies now and operating them as demand warranted. But because American appreciates that Havana frequencies will be highly sought after in this proceeding, it is limiting its request to what its experience in the market shows to be the true demand—one weekly frequency. Anything more than that would be hoping for significant demand expansion, and, in an environment where every frequency counts to the Department, American is limiting its request to what experience tells it the LAX market will bear. Thus, the Department can allow the limited Havana frequencies to be put to their "highest and best use" that will maximize the public benefits.

The same is true with respect to ORD-HAV, where American is requesting a single weekly frequency. That frequency will offer 33 nonstop connections in both directions (Exhibits AA-301, AA-1105). American looks forward to the day when the current travel restrictions to Cuba are limited and gateways like DFW and ORD can reach their full potential, catering to currently "pent up" leisure demand to visit Cuba. But until then, and because these Havana frequencies are so valuable to serve existing demand, American is limiting its request to what it believes the current market demand to be —one weekly flight.

Proposed Service to Santa Clara, Holquín, Varadero, Camagüey and Cienfuegos

While Havana certainly represents the overwhelming destination for U.S.-originating traffic to Cuba, there are other destinations in Cuba that have sufficient traffic to warrant service. Therefore, American proposes twice daily service to Santa Clara (SNU), Holguín (HOG), and Varadero (VRA) from MIA and once daily service to Camagüey (CMW) and Cienfuegos (CFG) from MIA.

Much as CLT and DFW round out and complement American's comprehensive network service offering to Havana (as described above), service to SNU, HOG, VRA, CMW and CFG complement American's comprehensive coverage of Cuba. And with American's extensive hub operations at MIA, American will be able to offer U.S.-Cuba travelers extensive, frequent and convenient service, and connections.

Conclusion

American's proposed flight schedule is carefully designed to meet the demand we know exists today for service to Cuba, and it provides the best possible platform for serving the growing demand that we know will follow quickly from the historic resumption of scheduled air service between the U.S. and Cuba. MIA is key to the U.S.-Cuba relationship, and MIA must be the starting point for a successful initial allocation of frequencies in the proceeding.

All of us at American Airlines—especially those many American employees who have played an important role in our Cuba charter operations over the past 25 years—cannot wait to begin the next chapter in American's proud history as the unquestioned leader among all U.S. airlines in providing U.S.-Cuba service. We are grateful to the President, the Administration, and the Department for making this day possible.

Respectfully submitted,

Andrew P. Nocella

Testimony of Arthur J. Torno

Senior Vice President for International and Cargo
American Airlines, Inc.

March 2, 2016

My name is Arthur J. Torno, and I am the Senior Vice President for International and Cargo for American Airlines, Inc. ("American"). I've been with American since 1979, beginning as a flight attendant. I previously served as American's Vice President for Mexico, the Caribbean, and Latin America, where I had direct responsibility for six years, including American's Cuba flights operated as charters. Prior to that, I was in charge of American's Miami hub, where most flights to Cuba from the U.S. originate, and before that, I was in charge of American's Caribbean hub in San Juan, Puerto Rico.

I have 14 years of involvement in Cuba flights—probably more than any other person in any U.S. airline, except two of my American colleagues, who have been involved with American's flights to Cuba since the beginning—25 years ago. Over these years, my senior colleagues have visited Cuba on business for American more than 50 times. They and I are highly familiar with all aspects of operating flights to and from Cuba.

Operating to Cuba from the U.S. is not simply a matter of operating flights to a new on-line station. Flights to Cuba involve far more complexities, and these flights are probably the most heavily-regulated service operated by any U.S. airline. My testimony will focus on the unique challenges of operating Cuba flights, and on American's experience and advantages in doing so.

American's Relationships with Carrier Service Providers

American's long-standing relationships with Carrier Service Providers ("CSPs"), also known as charter operators, give American a distinct advantage in flying to Cuba. No U.S. commercial airline markets flights to Cuba today. They instead operate through CSPs, which are specially-licensed by OFAC and Cuba's IACC (the Instituto de Aeronáutica Civil de Cuba—the civil aviation administration of Cuba). Though OFAC has issued approximately one hundred such licenses, the IACC has approved only eight CSPs.

U.S. airlines could, in theory, apply for their own licenses, and American did apply and has such a license. But neither American (nor any other U.S. commercial airline) has operated flights under its own license until now because of the additional complexities involved in operating to Cuba, the CSPs' knowledge of the market, and the infrastructure the CSPs have created.

I say this both as background, and to explain that these active CSPs will continue to play a role in U.S.-Cuba flights as service evolves from the current charter environment to more regularized scheduled service. Their knowledge of operating to Cuba is unmatched, and U.S. carriers will need to work with them going forward. American has deep and longstanding relationships with the largest CSPs. Indeed, American has exclusive relations with one and currently works with three others. American will rely on its relationships with these CSPs to quickly make the transition to providing extensive scheduled service between the U.S. and Cuba.

American's Relationships with Cuban Aviation Personnel

American has also developed deep relationships with the Cuban aviation authorities and the entities that handle ground operations in Cuba. It has taken years for American to build these relationships—my team and I have personally been involved in building these relationships for a quarter century. These relationships will also give American an edge in successful operation of scheduled flights to Cuba.

American has extensive experience working with Cuba-based Contracted Operational Coordinators ("COCs"). These COCs are involved in the boarding of our flights and the safe "below wing" operation. Contractual relationships with COCs are necessary, because U.S. law prohibits U.S. carriers from directly employing Cuba-based personnel to handle these tasks. The COCs are very important to the ability of American to have a smooth boarding procedure and timely aircraft turnaround operation in the Cuban airports. Having had years to develop these relationships with COCs has been vital to American's successful charter operations. (There are also Ground Security Coordinators ("GSCs") who perform security and/or cleaning or maintenance of any kind. American todays carries its own GSCs on each flight to Cuba; eventually, American plans to have its own GSCs at each airport in Cuba, as it does elsewhere in its system.)

But contractual relationships alone are not enough to ensure the successful operation of air service in Cuba. What matters more is the personal relationships—when an operational need arises while the flight is on the ground in Cuba, a strong personal relationship with the COCs is helpful in reaching a quick resolution. These personal relationships, which American has developed over many years, will be critical for operating in a country with limited aviation infrastructure and with no recent history of scheduled service to and from the U.S.

The same is true of American's relationships with the IACC, Cuba's equivalent to the DOT and FAA. Sometimes problems that arise in Cuba require the involvement of the IACC, and American has regularly worked with IACC officials to ensure the smooth operation of its charter flights. American has cultivated these relationships for 25 years, and will be well prepared to navigate the Cuban regulatory system as issues arise.

The Challenge of Sanctions Compliance

Yet another challenge in operating to Cuba is ensuring compliance with the OFAC sanctions and other U.S. and Cuban restrictions on travel, which apply both to passengers and their baggage. Passengers are currently permitted to travel to Cuba only if they fit into one of the 12 categories set forth in the Department of the Treasury and OFAC regulations. These categories are narrow and are specific, and do not include tourism. U.S. carriers are ultimately responsible for ensuring compliance, and each passenger must submit an executed declaration of compliance.

Likewise, U.S. carriers must also ensure that their passengers' baggage complies with the applicable laws. U.S. and Cuban regulations apply to imports and exports between both countries—passengers traveling to Cuba may not carry certain items when they leave the U.S., and they may not return with other particular items obtained in Cuba. Violations may lead to severe penalties, including criminal sanctions, not just fines. American's experience in ensuring compliance with these laws and regulations will minimize the risk of violations. Equally important, American has the infrastructure necessary to support the myriad of rules and regulations inherent in operating to Cuba – an infrastructure that has taken years and substantial resources to develop.

American's Role in Modernizing Passport/Visa Systems for Cuba Travel

American is working with Cuban officials in efforts for Cuba to find efficient solutions for the Cubans to issue "tourist cards," including Cuba potentially adopting electronic visas used in other international markets. No airline has done more to help facilitate U.S.-Cuba travel than American.

American's History in Flying to Cuba

I have testified to all the challenges in flying to Cuba to demonstrate that, for U.S. airlines, beginning service to Cuba is unlike inaugurating service anywhere else. Having experience and long-standing relationships will be essential to smooth scheduled operations in Cuba. In that regard, because of American's history of flying to Cuba, American is far more knowledgeable and proficient in operating these flights than any other U.S. airline. I do not mean to suggest that other U.S. airlines won't acquire this knowledge—they will, but not overnight. It will take a span of years, not just a few months of operating flights.

This April 5 marks American's 25th anniversary of its first flight to Cuba, on April 5, 1991. That is longer, by far, than any other U.S. carrier operating to Cuba. American's unbroken 25 years of service to Cuba was then and is now a manifestation of American's commitment to Cuba, and to connecting the people of the U.S. and Cuba. American's commitment continues today, and American's Board, Management, and employees look forward to the operation of Cuba-bound scheduled flights.

American is ready and eager to continue its leadership in providing U.S.-Cuba air service. My team on the ground in Cuba and in the U.S. are ready to bring American's brand of excellent scheduled service to Cuba.

Respectfully submitted,

Arthur J. Torno

Testimony of Alberto Ibargüen

Miami, Florida

March 2, 2016

My name is Alberto Ibargüen. I am the President and CEO of the John S. and James L. Knight Foundation, a Miami-based private foundation dedicated to promoting quality journalism, advancing media innovation, engaging communities, and fostering the arts. Previously, I was the publisher of The Miami Herald and El Nuevo Herald, one of the nation's largest Spanish-language newspapers. During my tenure, The Miami Herald was awarded three Pulitzer Prizes, and El Nuevo Herald won Spain's Ortega y Gasset Prize for Journalism. I have been privileged to serve on Secretary of State Hillary Clinton's Foreign Affairs Policy Advisory Board and am a member and former director of the Council on Foreign Relations. I am also a member of the Board of Directors of American Airlines Group Inc. ("American"), a position I have held (at American and its predecessor) since 2008.

As the son of a Cuban immigrant who came to this country during the Great Depression, I have a keen appreciation of the long and deep ties between United States and Cuba. As a long-time Miami resident and business leader, I know how those ties manifested in the attitudes and aspirations of generations of our citizens.

Some 900,000 Cuban Americans live in Miami-Dade County, Florida, about half of the Cuban Americans in the United States. Nowhere in our country is Cuba so important economically, politically or socially. And nowhere else in our country is there so much attention on the success of US policy, or interest in its success.

If you understand the relationship between Cuba and Miami as I do, you will conclude that successful reintroduction of scheduled air passenger service between Cuba and the United States necessitates that the majority of the frequencies awarded be devoted to service from Miami and that those Miami frequencies should be awarded to American Airlines.

Scheduled Air Service Will Strengthen Cultural Ties

The resumption of relations between the United States and Cuba has been a long time coming. The Administration is to be commended for launching the process of rebuilding the economic and cultural ties that historically existed between the U.S. and Cuba—a decision supported by a majority of Cuban Americans (Exhibit AA-803).

No one expects that change can or will happen overnight. But, as the Administration has recognized, it is time to begin this renewal process. I've been to Cuba twice in recent years, during the visit of Pope Benedict XVI in 2012 and in August of last year, when I was honored to attend the re-opening of the United States Embassy in Havana. My strongest impression of the difference between those two visits, in Cuba and in Miami, is that in 2012, very few people on

either side of the Florida Straits expected change. Today, almost anyone you talk to, even those opposed, there and here, think change is inevitable, and most with excitement about what lies ahead for the people and businesses of the United States and Cuba.

An important first step in this renewal process is the re-establishment of scheduled air service between the U.S. and Cuba after a 55-year suspension. Nothing firms up business, cultural and family connections more than reliable, frequent air service. While charter service has existed for many years, it is not only insufficient to meet the need but an inadequate structure to meet the demand and challenge of the new U.S. policy.

Respectfully, no community is better suited than Miami, culturally, geographically or economically, to serve as the cornerstone of that scheduled air service. And, in fact, the bulk of the air charters that have existed between the two countries have been operated by American Airlines between Miami and Havana, so there is also extensive knowledge and experience to build on.

The overwhelming majority of U.S. passenger travel to Cuba originates in the Miami-Dade area and flies through Miami International Airport. Since the Cuban Revolution in 1959, Miami-Dade County has served as the principal destination for Cuban immigrants. Three generations later, the population and leadership of the County and the region is heavily Cuban-American, including bank and college presidents, medical professionals and lawyers, and businesses of all sorts, ranging from thousands of small businesses and financial offices to companies listed on major stock exchanges. According to the 2010 Census, of the estimated 1.8 million Cuban Americans, nearly half reside in Miami-Dade County (Exhibit AA-604). That's more than *ten times* the size of the county with the second-largest Cuban-American population (Exhibit AA-603).

Miami International Airport has been and will continue to be the principal gateway between the U.S. and Cuba. The need for frequent and substantial scheduled air service between Miami and Cuba is clear. Many Cuban Americans still have family in Cuba, and visits to the island are common, though not as frequent as the short distance between Miami and Havana might suggest. There is no question in my mind that those who travel there now will make significantly more trips. Those who have been hesitant to travel because of the lack of relations between the two governments and the lack of regularly scheduled flights will now visit without reluctance or apprehension. The nature of the population realities means that the increase in Miami will naturally and significantly outpace demand and growth in any other city in the U.S., especially as leisure travel remains off-limits for U.S. citizens visiting Cuba.

This expected surge in traffic between Miami and Cuba is suggested in a survey conduct by Bendixen & Amandi, which corroborated a 2014 survey of Cuban Americans conducted by the Cuban Research Institute at Florida International University (FIU), a leading research center in the United States on Cuban-American attitudes toward Cuba (Exhibit AA-803). The FIU survey shows how dramatically the views of Cuban Americans have changed about Cuba in

recent years, trending toward increasingly better and broader relations, especially among the new generation of Cuban Americans. Some of the findings of this 2014 survey show that:

- A substantial majority (69 percent) now favor lifting the existing travel restrictions between the U.S. and Cuba (Exhibit AA-803)

- Among younger Cuban Americans, an overwhelming 89 percent favor lifting the travel restrictions (Exhibit AA-803)

- Among those who recently arrived from Cuba, 80 percent favor lifting the restrictions (Exhibit AA-803).

- Approximately half of younger Cuban Americans plan to travel to Cuba in the near future (Exhibit AA-804).

Scheduled air service is needed in Miami to meet this rising demand. As others have testified, American is best suited to provide this scheduled service at Miami International Airport, based simply on its vast and specific experience and network.

Scheduled Air Service Will Strengthen Economic Ties

American's proposed scheduled air service to Cuba will not only strengthen cultural ties between the U.S. and Cuba, it will also strengthen economic ties between the two countries. Development of the Cuban economy will require investment, but it will also create opportunities for the sale of American goods and services. Both the sources of investment and the likely providers of American goods and services are centered in Miami.

Investment in Cuba will be crucial to development of the Cuban economy. Cuban Americans will likely be among the first to invest. Among the younger generations of Cuban Americans, 34 percent of those between the ages of 18 to 29 expressed interest in investing in Cuba if and when it becomes legal, as did 24 percent of Cuban Americans ages 30 to 39 (Exhibit AA-804). As noted above, Cuban Americans disproportionately live in Miami-Dade County. These statistics translate into substantial economic and business growth between the U.S. and Cuba, growth that is crucial to foster the closer ties envisioned by this Administration and favored by the substantial majority of Americans and Cuban Americans.

Miami is a prime location for Caribbean and Latin American regional headquarters of U.S. businesses headquartered elsewhere in the U.S. Due to Miami's Cuban-American population and proximity to Cuba, more and more businesses can be expected to turn to Miami to serve as their base for activities in Cuba. Indeed, several businesses with regional headquarters or other offices in Miami have already expressed interest in Cuba (Exhibit 801). As the Miami community receives greater access and exposure to Cuba via scheduled air service, interest in Cuba among local and national businesses will only increase. And increased interest

in Cuba will lead more companies to locate their Caribbean and Latin American regional headquarters in Miami, making scheduled passenger service from Miami all the more important.

As the Cuban economy continues to grow, access to a wider array of American companies will be increasingly important. Establishing frequent scheduled passenger service between Miami and Cuba now will enable business travel to Cuba from across the U.S. to increase seamlessly and without the necessity of additional time-consuming regulatory proceedings. American's Miami hub services 48 destinations across the U.S. with non-stop service. Flights through American's other hubs at Charlotte, Dallas/Fort-Worth, Chicago O'Hare, and Los Angeles enable connections to almost anywhere in the U.S. Over time, if the path to normalization continues, we should see sufficient demand to add nonstop service from other parts of the country above and beyond the frequencies awarded in this proceeding. But until then, frequent service from Miami allows evolving demand to be served by world class single carrier service.

The people of Cuba and Miami share much in common, and American Airline's proposed scheduled service will connect the two in ways not seen in over 55 years. The promise of the Administration's policy initiative can only be fulfilled, and the benefits that flow therefrom can only be realized, if the new scheduled services are located where the bulk of travel is likely to be, namely, where the Cuban-American community lives and works. That place is Miami-Dade County and Miami International Airport, and the airline best positioned to deliver those benefits is American Airlines.

I look forward to the future that the Miami and Cuban communities will share.

Respectfully submitted,

Alberto Ibargüen

American Airlines

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Direct Exhibits

Direct Exhibits of American Airlines

Exhibit Number	Title
AA-100	Narrative to the 100 Series
AA-101	American Airlines U.S.-Cuba Service Proposal: Service from Five American Airlines Hubs to Six Cuban Cities
AA-102	American Airlines Service Proposal to Cuba
AA-200	Narrative to the 200 Series
AA-201	American Airlines Prioritization of Services to Havana
AA-202	Minimum Frequencies Acceptable to American Airlines to Start Service to Havana (Response to Instituting Order 2016-2-12)
AA-203	American Airlines Prioritization of Services to Non-Havana Destinations
AA-204	Minimum Frequencies Acceptable to American Airlines to Start Service to Non-Havana Destinations (Response to Instituting Order 2016-2-12)
AA-300	Narrative to the 300 Series
AA-301	American's Havana Service Proposal Provides Comprehensive One-Stop Service to All Sections of the U.S.
AA-302	American's Proposed Havana Service Would Provide Single Plane Service to 14 U.S. Communities
AA-303	American's Service to Points in Cuba Other Than Havana Will Provide Single Plane Service to Seven U.S. Communities
AA-400	Narrative to the 400 Series
AA-401	Summary of American Airlines Charter Operations
AA-402	American Airlines Has Operated Charter Flights, On Average, in Eight U.S.-Cuba City-Pair Markets Between January 2014 and February 2016

Direct Exhibits of American Airlines

Exhibit Number	Title
AA-403	American Airlines Operated 1,010 Charter Flights Between the U.S. and Cuba in 2014
AA-404	American Airlines Operated 1,084 Charter Flights Between the U.S. and Cuba in 2015
AA-405	American Airlines Operated 233 Charter Flights Between the U.S. and Cuba from January 1, 2016 through February 26, 2016
AA-406	The Growth of Charters Operated By American Airlines Continued -- and Accelerated -- in 2016
AA-407	And, the Growth Was Dramatic in the MIA-HAV Market
AA-408	Over 90% of the Passengers American Transported From January 1, 2014 to February 29, 2016 Departed from MIA
AA-409	Over 62% of the Passengers American Transported From January 1, 2014 to February 29, 2016 Traveled to Havana
AA-500	Narrative to the 500 Series
AA-501	American Airlines Has Been a Constructive and Constant Partner to the U.S. Government in Promoting Better Relations with Cuba
AA-502	American Airlines Commitment to Cuba Did Not Begin in 2014, 2011 or 2010 - It Began in 1991, and American Has Been Providing Continuous Service Between the U.S. and Cuba Since 1991 - Longer, By Far, Than Any Other U.S. Airline
AA-503	Pictures
AA-600	Narrative to the 600 Series
AA-601	Total Cuban Population in the United States
AA-602	Florida is Home to 68% of the Total Cuban-American Population in the U.S.
AA-603	Miami-Dade County is Home to the Largest Cuban-American Population in Florida - Ten Times Larger Than the Next Largest County
AA-604	Almost 50% of the Total Cuban-American Population in the United States Resides in Miami-Dade County

Direct Exhibits of American Airlines

Exhibit Number	Title
AA-605	The Cuban-American Population in Miami-Dade County is Head and Shoulders (and Bodies) Larger Than Any Other County in Florida And Larger Than All of Florida Combined
AA-606	The Cuban-American Population in Miami-Dade County is Head and Shoulders (and Bodies) Larger Than Any Other County or State And Larger Than All of Other States Combined
AA-607	All Ten of the U.S. Communities with the Largest Population of Residents Born in Cuba are Located in Miami-Dade County
AA-608	All of the Top 10 Communities in the U.S. with Residents Born in Cuba Are in Miami-Dade County
AA-609	MIA is the Closest Airport to Over 70% of the Cuban American Living in Florida's Five Largest Counties
AA-610	The Cuban-American Population Lives in Miami-Dade County and, More Particularly, "Next Door" to MIA
AA-611	Since the 2010 U.S. Census, Miami-Dade County's Growth in Cuban-American Population Has Outpaced the Rest of Florida
AA-612	Between 2010 and 2014, Miami-Dade County's Cuban-American Population Increased by More Than All of the Other Large Florida Counties Combined More Than the Next Largest County
AA-613	In Summary
AA-700	Narrative to the 700 Series
AA-701	Miami-Havana Charter Flights Represented Almost 60% of the Total 2015 Charter Flights from the United States to Cuba
AA-702	U.S.-Havana Charter Flights Were More Than Double The Number of U.S.-Charter Flights to All Other Cuban Airports

Direct Exhibits of American Airlines

Exhibit Number	Title
AA-703	Of All of the U.S. Airlines with Scheduled Foreign Authority that Operated Charters to Havana, American Operated More Than Half of the U.S.-Havana Charters
AA-704	MIA Accounted for More Than 86% of U.S. Departures to Cuba
AA-705	MIA Accounted for More Than 83% of All U.S. Departures to Havana
AA-706	Of All of the U.S. Airlines with Scheduled Foreign Authority that Operated Charters to Havana from Miami, American Operated More Than 67% of Those Flights
AA-707	In 2014, Miami Averaged 6.4 'Reported' Daily Charter Flights to Havana
AA-708	In 2015 (through August, the latest reported month), Miami Averaged 7.3 Daily 'Reported' Charter Flights to Havana
AA-709	The Growth From 2014 to 2015 in Miami Departures to Havana Was 14% -- Even Without Adjusting for The Underreporting
AA-710	Miami Should Reach Almost 10 Daily Departures to Havana Next Year, Even Assuming No "New Factor" Growth
AA-711	MIA Accounted for More Than 93% of All Charter Flights to Non-Havana Cuba Destinations
AA-712	MIA Accounted for More Than 81% of U.S. Departures to Santa Clara
AA-713	MIA Accounted for 100% of the U.S. Departures to Camagüey
AA-714	MIA Accounted for 100% of the U.S. Departures to Cienfuegos
AA-800	Narrative to the 800 Series
AA-801	Companies in Miami-Dade County
AA-802	Miami-Dade County, Florida

Direct Exhibits of American Airlines

Exhibit Number	Title
AA-803	Attitudes Are Changing In the Cuban-American Community About Travel Restrictions to Cuba
AA-804	Special Session: Polling Results on Cuban Americans' Viewpoint on the Cuba Opportunity
AA-900	Narrative to the 900 Series
AA-901	American Airlines by the Numbers
AA-902	American Airlines is Making Significant Investments in its Fleet
AA-903	American Has Expanded International Service to 23 Markets on Four Continents Since the Beginning of 2015
AA-904	American Airlines is Making Substantial Investment in Our Customer-Facing Products
AA-1001	American Airlines Proposes Service from Five of Its Hubs to Havana
AA-1002	American Airlines Service Proposal to Havana
AA-1003	Miami - Havana (American's Priority 1)
AA-1004	Miami - Havana (American's Priority 2)
AA-1005	Miami - Havana (American's Priority 3)
AA-1006	Miami - Havana (American's Priority 4)
AA-1007	Miami - Havana (American's Priority 5)
AA-1008	Miami - Havana (American's Priority 6)
AA-1009	Miami - Havana (American's Priority 7)
AA-1010	Miami - Havana (American's Priority 1 2 3 4 5 6 7)

Direct Exhibits of American Airlines

Exhibit Number	Title
AA-1011	Charlotte - Havana (American's Priority 8)
AA-1012	Charlotte - Havana 8
AA-1013	Miami - Havana (American's Priority 9)
AA-1014	Miami - Havana 9
AA-1015	Dallas/Fort Worth - Havana (American's Priority 10)
AA-1016	Dallas/Fort Worth - Havana 11
AA-1017	Chicago O'Hare - Havana (American's Priority 11)
AA-1018	Chicago O'Hare - Havana 11
AA-1019	Los Angeles - Havana (American's Priority 12)
AA-1020	Los Angeles - Havana 12
AA-1021	Miami - Havana (American's Priority 13)
AA-1022	Miami - Havana (American's Priority 14)
AA-1023	Miami - Havana 13 14
AA-1024	American Proposes Service from its Miami Hub to Five Cities in Cuba in Addition to Havana
AA-1025	American Airlines Service Proposal to Non-Havana Destinations
AA-1026	Miami - Santa Clara (American's Priority A)
AA-1027	Miami - Santa Clara A

Direct Exhibits of American Airlines

Exhibit Number	Title
AA-1028	Miami - Holguín (American's Priority B)
AA-1029	Miami - Holguín B
AA-1030	Miami - Varadero (American's Priority C)
AA-1031	Miami - Varadero C
AA-1032	Miami - Camagüey (American's Priority D)
AA-1033	Miami - Camagüey D
AA-1034	Miami - Santa Clara (American's Priority E)
AA-1035	Miami - Santa Clara E
AA-1036	Miami - Holguín (American's Priority F)
AA-1037	Miami - Holguín F
AA-1038	Miami - Varadero (American's Priority G)
AA-1039	Miami - Varadero G
AA-1040	Miami - Cienfuegos (American's Priority H)
AA-1041	Miami - Cienfuegos H
AA-1042	American Airlines Aircraft - Boeing 737-800
AA-1043	American Airlines Aircraft - Airbus 319
AA-1044	American Airlines Connecting Aircraft

Direct Exhibits of American Airlines

Exhibit Number	Title
AA-1045	American Airlines Network: Canada, Central America, Mexico, and United States
AA-1046	American Airlines Network: Caribbean, Central America, and South America
AA-1047	American Airlines Network: Africa and Middle East
AA-1048	American Airlines Network: Europe
AA-1049	American Airlines Network: Asia and Australasia
AA-1101	American Airlines MIA-HAV Service Will Connect to 58 Cities in Both Directions - 100% of the Possible Connections at MIA
AA-1102	American Airlines DFW-HAV Service Will Connect 52 Cities in Both Directions
AA-1103	American Airlines CLT-HAV Service Will Connect 68 Cities in Both Directions
AA-1104	American Airlines ORD-HAV Service Will Connect 32 Cities in Both Directions
AA-1105	American Airlines LAX-HAV Service Will Connect 9 Cities in Both Directions
AA-1106	American Airlines MIA-SNU Service Will Connect to 27 Cities in Both Directions
AA-1107	American Airlines MIA-HOG Service Will Connect to 28 Cities in Both Directions
AA-1108	American Airlines MIA-VRA Service Will Connect to 24 Cities in Both Directions
AA-1109	American Airlines MIA-CMW Service Will Connect to 17 Cities in Both Directions
AA-1110	American Airlines MIA-CFG Service Will Connect to 24 Cities in Both Directions

Direct Exhibits of American Airlines

Exhibit Number	Title
AA-1201	American Airlines Connecting Schedules – MIA-HAV (American's Priority 1) in Both Directions
AA-1202	American Airlines Connecting Schedules – MIA-HAV (American's Priority 2) in Both Directions
AA-1203	American Airlines Connecting Schedules – MIA-HAV (American's Priority 3) in Both Directions
AA-1204	American Airlines Connecting Schedules – MIA-HAV (American's Priority 4) in Both Directions
AA-1205	American Airlines Connecting Schedules – MIA-HAV (American's Priority 5) in Both Directions
AA-1206	American Airlines Connecting Schedules – MIA-HAV (American's Priority 6) in Both Directions
AA-1207	American Airlines Connecting Schedules – MIA-HAV (American's Priority 7) in Both Directions
AA-1208	American Airlines Connecting Schedules – CLT-HAV (American's Priority 8) in Both Directions
AA-1209	American Airlines Connecting Schedules – MIA-HAV (American's Priority 9) in Both Directions
AA-1210	American Airlines Connecting Schedules – DFW-HAV (American's Priority 10) in Both Directions
AA-1211	American Airlines Connecting Schedules – ORD-HAV (American's Priority 11) in Both Directions
AA-1212	American Airlines Connecting Schedules – LAX-HAV (American's Priority 12) in Both Directions
AA-1213	American Airlines Connecting Schedules – MIA-HAV (American's Priority 13) in Both Directions
AA-1214	American Airlines Connecting Schedules – MIA-HAV (American's Priority 14) in Both Directions

Direct Exhibits of American Airlines

Exhibit Number	Title
AA-1215	American Airlines Connecting Schedules – MIA-SNU (American's Priority A) in Both Directions
AA-1216	American Airlines Connecting Schedules – MIA-HOG (American's Priority B) in Both Directions
AA-1217	American Airlines Connecting Schedules – MIA-VRA (American's Priority C) in Both Directions
AA-1218	American Airlines Connecting Schedules – MIA-CMW (American's Priority D) in Both Directions
AA-1219	American Airlines Connecting Schedules – MIA-SNU (American's Priority E) in Both Directions
AA-1220	American Airlines Connecting Schedules – MIA-HOG (American's Priority F) in Both Directions
AA-1221	American Airlines Connecting Schedules – MIA-VRA (American's Priority G) in Both Directions
AA-1222	American Airlines Connecting Schedules – MIA-CFG (American's Priority H) in Both Directions

American Airlines

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Series 100:
Schedules and Equipment

Narrative to the 100 Series of Exhibits

The 100 Series of Exhibits sets forth in general terms American's proposed U.S.-Cuba service from five American's hubs (MIA, CLT, DFW, ORD and LAX) to six Cuban cities (HAV, SNU, HOG, VRA, CMW and CFG). Exhibit AA-101 is a map depicting American's proposed U.S.-Cuba service. Exhibit AA-102 shows the schedule for the Havana and non-Havana service, including American's priority list, weekly proposed frequencies, annual round trips per proposed services, and proposed fleet. The details of American's service proposal, proposed fleet and American's network are contained in AA Appendix A Exhibits 1001-1049.

These Exhibits show that American will provide ten daily services in the MIA-HAV market; one daily service each in the CLT-HAV and DFW-HAV markets; and one weekly service each in the ORD-HAV and LAX-HAV markets. In the non-Havana markets, American proposes to serve MIA-SNU, MIA-HOG and MIA-VRA twice daily, and MIA-CMW and MIA-CFG once daily.

American will use B-737-800 aircraft for all routes except for CLT-HAV and DFW-HAV, where American will use Airbus A-319 aircraft. All aircraft will be configured with Business, Main Cabin Extra, and Main Cabin seats.

American Airlines U.S.-Cuba Service Proposal: Service from Five American Airlines Hubs to Six Cuban Cities

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American Airlines Service Proposal to Cuba

Havana

Priority	Route	Weekly Proposed Frequencies
1	MIA-HAV	7
2	MIA-HAV	7
3	MIA-HAV	7
4	MIA-HAV	7
5	MIA-HAV	7
6	MIA-HAV	7
7	MIA-HAV	7
8	CLT-HAV	7
9	MIA-HAV	7
10	DFW-HAV	7
11	ORD-HAV[1]	1
12	LAX-HAV[2]	1
13	MIA-HAV	7
14	MIA-HAV	7

Non-Havana

Priority	Route	Weekly Proposed Frequencies
A	MIA-SNU	7
B	MIA-HOG	7
C	MIA-VRA	7
D	MIA-CMW	7
E	MIA-SNU	7
F	MIA-HOG	7
G	MIA-VRA	7
H	MIA-CFG	7

The Details of American's Service Proposals, Proposed Fleet, and Network are in Appendix A (AA Appendix A Exhibits AA-1001 to AA-1049)

Notes:
(1) Proposed day of operation: Saturday
(2) Proposed day of operation: Sunday

American Airlines

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Series 200:
American Airlines Prioritization of Proposed Services Pursuant to Instituting Order 2016-2-12

Narrative to the 200 Series of Exhibits

The 200 Series of Exhibits details American's prioritization of proposed services pursuant to Instituting Order 2016-2-12. Exhibit AA-201 specifies American's prioritization of services from Miami, Charlotte, Dallas/Fort Worth, Chicago O'Hare, and Los Angeles to Havana. Exhibit AA-202 specifies American's minimum frequencies acceptable to start service to Havana. Exhibits AA-203 and AA-204 also provide American's prioritization and minimum frequencies acceptable to start service to the non-Havana destinations.

American Airlines Prioritization of Services to Havana

Priority	Route	Weekly Proposed Frequencies
1	MIA-HAV	7
2	MIA-HAV	7
3	MIA-HAV	7
4	MIA-HAV	7
5	MIA-HAV	7
6	MIA-HAV	7
7	MIA-HAV	7
8	CLT-HAV	7
9	MIA-HAV	7
10	DFW-HAV	7
11	ORD-HAV[1]	1
12	LAX-HAV[2]	1
13	MIA-HAV	7
14	MIA-HAV	7

Notes:
(1) Proposed day of operation: Saturday
(2) Proposed day of operation: Sunday

Minimum Frequencies Acceptable to American Airlines to Start Service to Havana (Response to Instituting Order 2016-2-12)

Priority (on basis of American's Prioritization)	Route	Minimum Acceptable to Start Service	Day of Week Priority
1	MIA-HAV	7	1234567
2	MIA-HAV	7	1234567
3	MIA-HAV	7	1234567
4	MIA-HAV	7	1234567
5	MIA-HAV	7	1234567
6	MIA-HAV	7	1234567
7	MIA-HAV	7	1234567
8	CLT-HAV	5	1**4567
9	MIA-HAV	5	1**4567
10	DFW-HAV	5	1**4567
11	ORD-HAV	1	*****6*
12	LAX-HAV	1	******7
13	MIA-HAV	5	123**67
14	MIA-HAV	5	123**67

American Airlines Prioritization of Services to Non-Havana Destinations

Priority	Route	Weekly Proposed Frequencies
A	MIA-SNU	7
B	MIA-HOG	7
C	MIA-VRA	7
D	MIA-CMW	7
E	MIA-SNU	7
F	MIA-HOG	7
G	MIA-VRA	7
H	MIA-CFG	7

Minimum Frequencies Acceptable to American Airlines to Start Service to Non-Havana Destinations (Response to Instituting Order 2016-2-12)

Priority (on basis of American's Prioritization)	Route	Minimum Acceptable to Start Service	Day of Week Priority
A	MIA-SNU	7	1234567
B	MIA-HOG	7	1234567
C	MIA-VRA	7	1234567
D	MIA-CMW	6	12*4567
E	MIA-SNU	7	1234567
F	MIA-HOG	7	1234567
G	MIA-VRA	4	1***567
H	MIA-CFG	5	1**4567

American Airlines

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Series 300:
American Airlines Unmatched Connections

Narrative to the 300 Series of Exhibits

The Series 300 Exhibits provide an overview of the breadth of American's network connectivity and how CLT and DFW primarily, then ORD and LAX, complement the service American proposes at MIA to provide blanket coverage of the U.S. in addition to the comprehensive coverage of the MIA-HAV market.

Exhibit AA-301 details the nonstop connections in both directions from Miami, Charlotte, Dallas/Fort Worth, Chicago O'Hare, and Los Angeles, respectively, from Havana. In total, American's proposed Havana scheduled will provide nearly 220 nonstop connections in both directions, of which there are 141 unique connections.

Exhibits AA-302 and 303 describe American's proposed single-plane service for its Cuba services. Every flight to Cuba, whether it is from MIA, CLT, DFW, ORD or LAX and whether it is to HAV, SNU, HOG, VRA, CMW or CFG, has single-plane service behind it.

AA Appendix B Exhibits AA 1101-1110 provide details of American's extensive connections. AA Appendix C Exhibits AA 1201-1222 show connecting schedules for each of American's proposed 22 round-trips to Cuba.

This series of exhibits, in total, highlight how all consumers will have easy access to Cuba, regardless of their proximity to an international gateway.

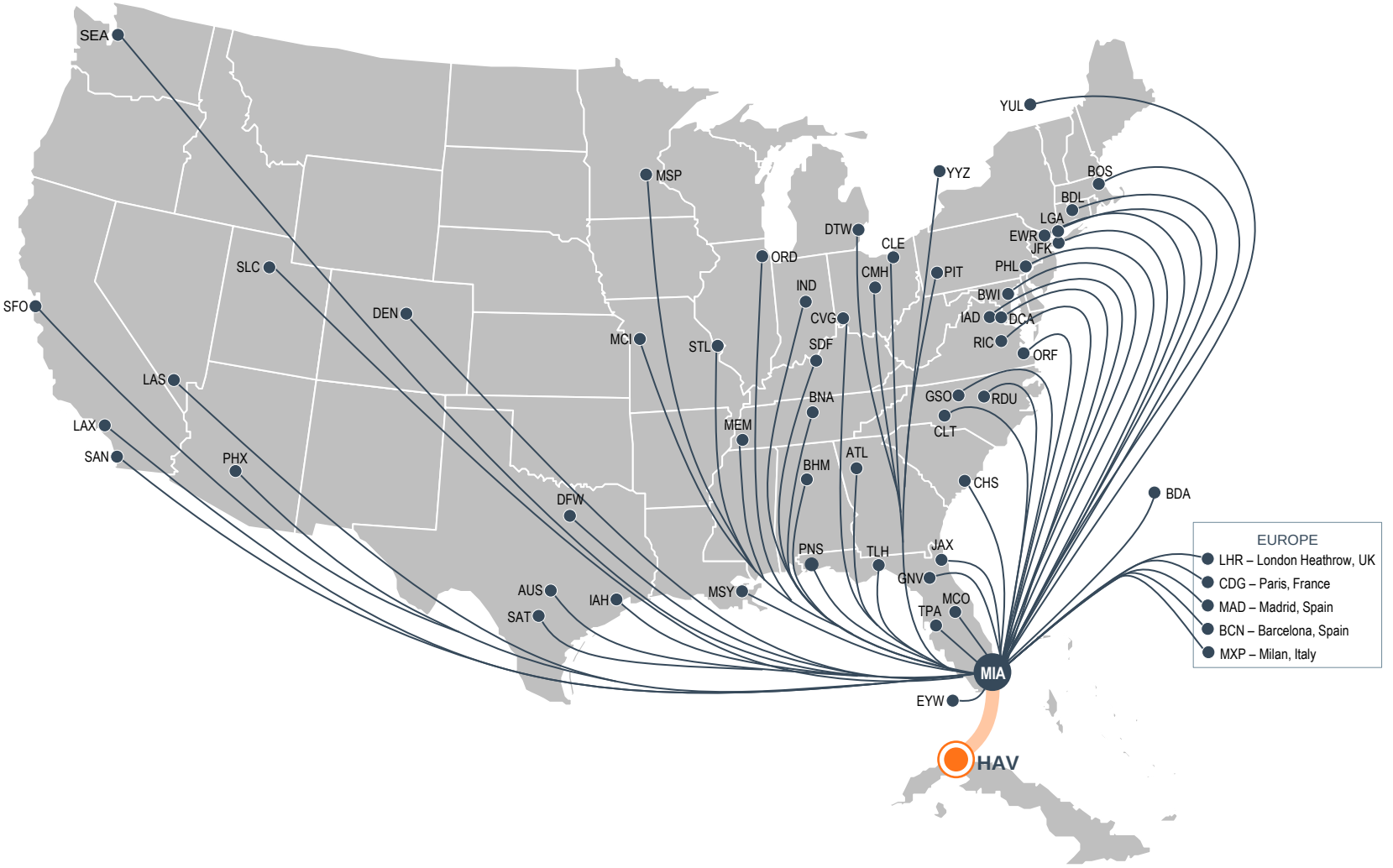
American's Havana Service Proposal Provides Comprehensive One-Stop Service to All Sections of the U.S. and Other Points in the Network

Hub	Frequency of Service	Nonstop Connections in Both Directions
MIA	10x Daily	58
CLT	Daily	52
DFW	Daily	68
ORD	1x Weekly	33
LAX	1x Weekly	9

Note: Detailed connection maps for each hub are contained in AA Appendix B and detailed schedules for each American flight are contained in AA Appendix C.

American's Havana Service Proposal Provides Comprehensive One-Stop Service to All Sections of the U.S.

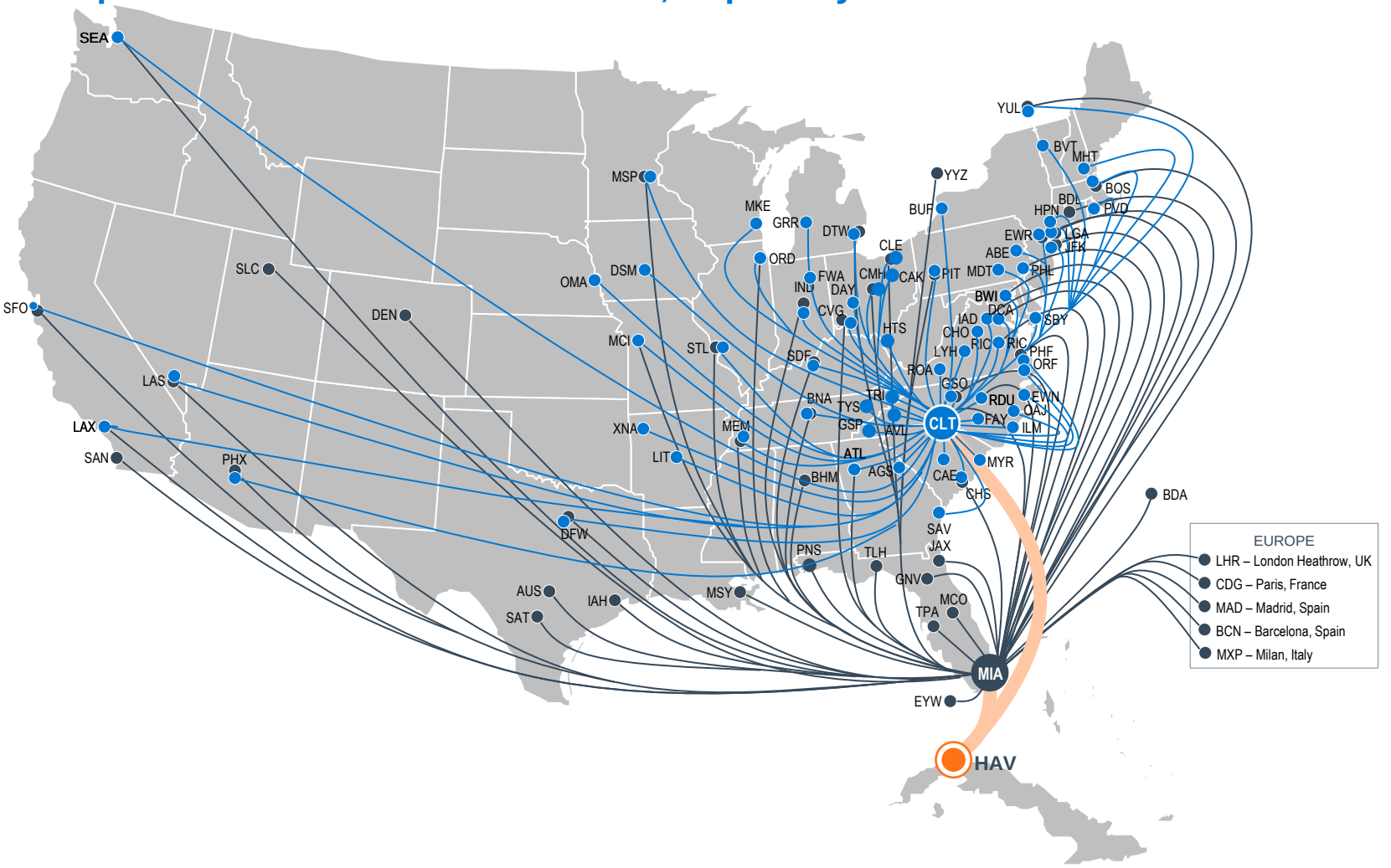
MIA Connections



Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 10 minutes and domestic to international is 55 minutes
Source: American Airlines

American's Havana Service Proposal Provides Comprehensive One-Stop Service to All Sections of the U.S.

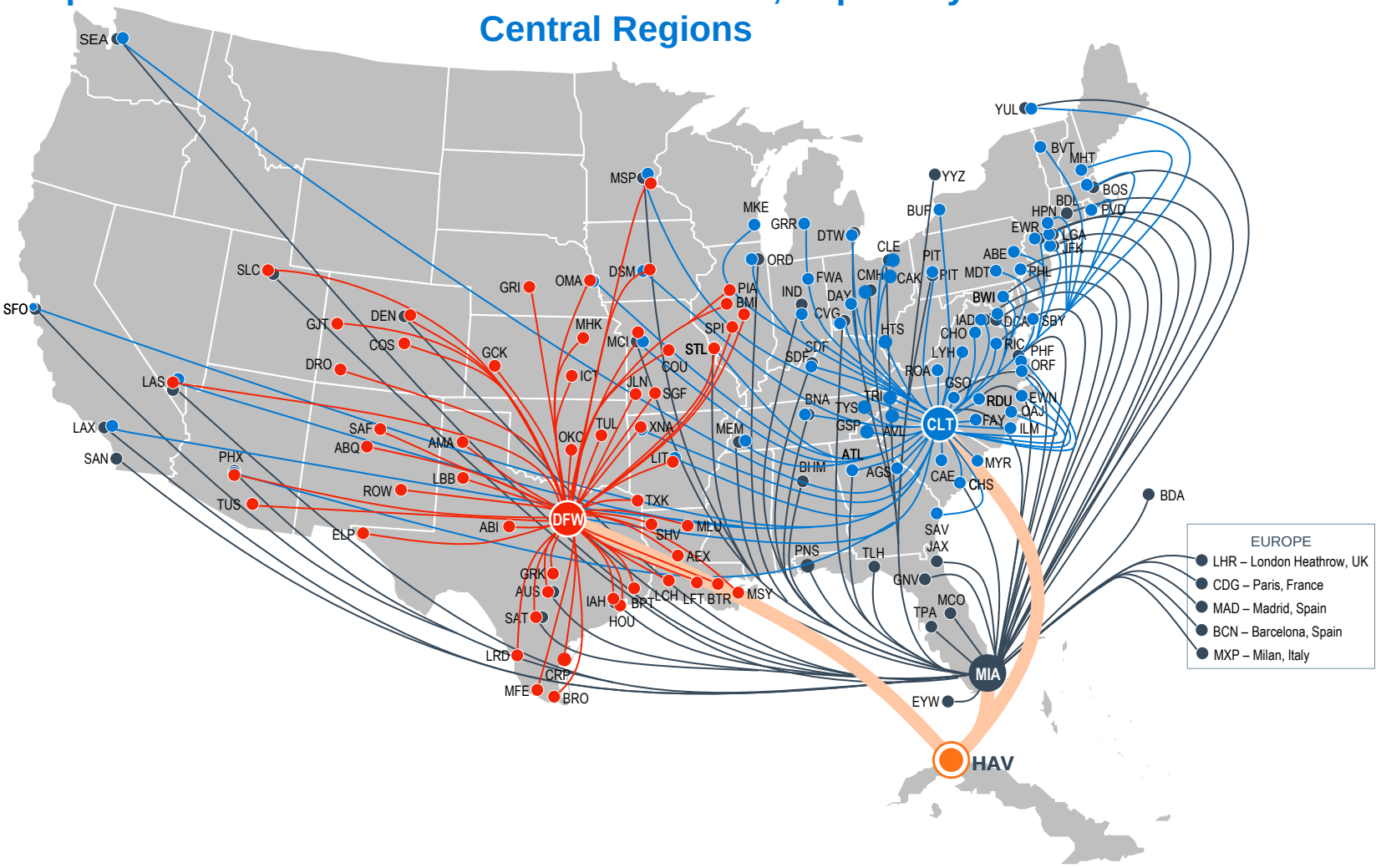
CLT Complements the Connections at MIA, Especially to the North and Midwest



Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 10 minutes and domestic to international is 55 minutes
Source: American Airlines

American's Havana Service Proposal Provides Comprehensive One-Stop Service to All Sections of the U.S.

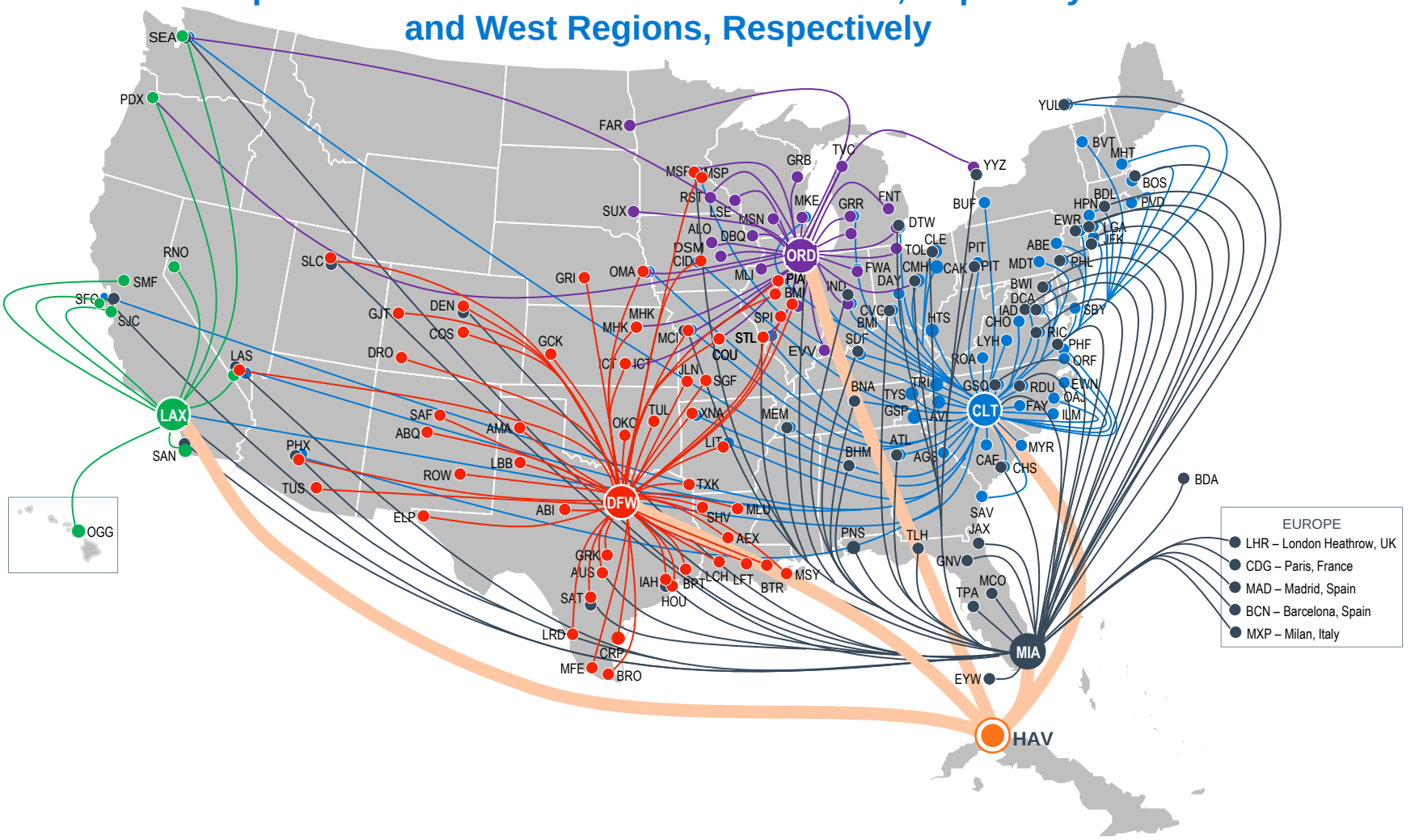
DFW Complements the Connections at MIA and CLT, Especially in the Southwest and Central Regions



Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 10 minutes and domestic to international is 55 minutes
Source: American Airlines

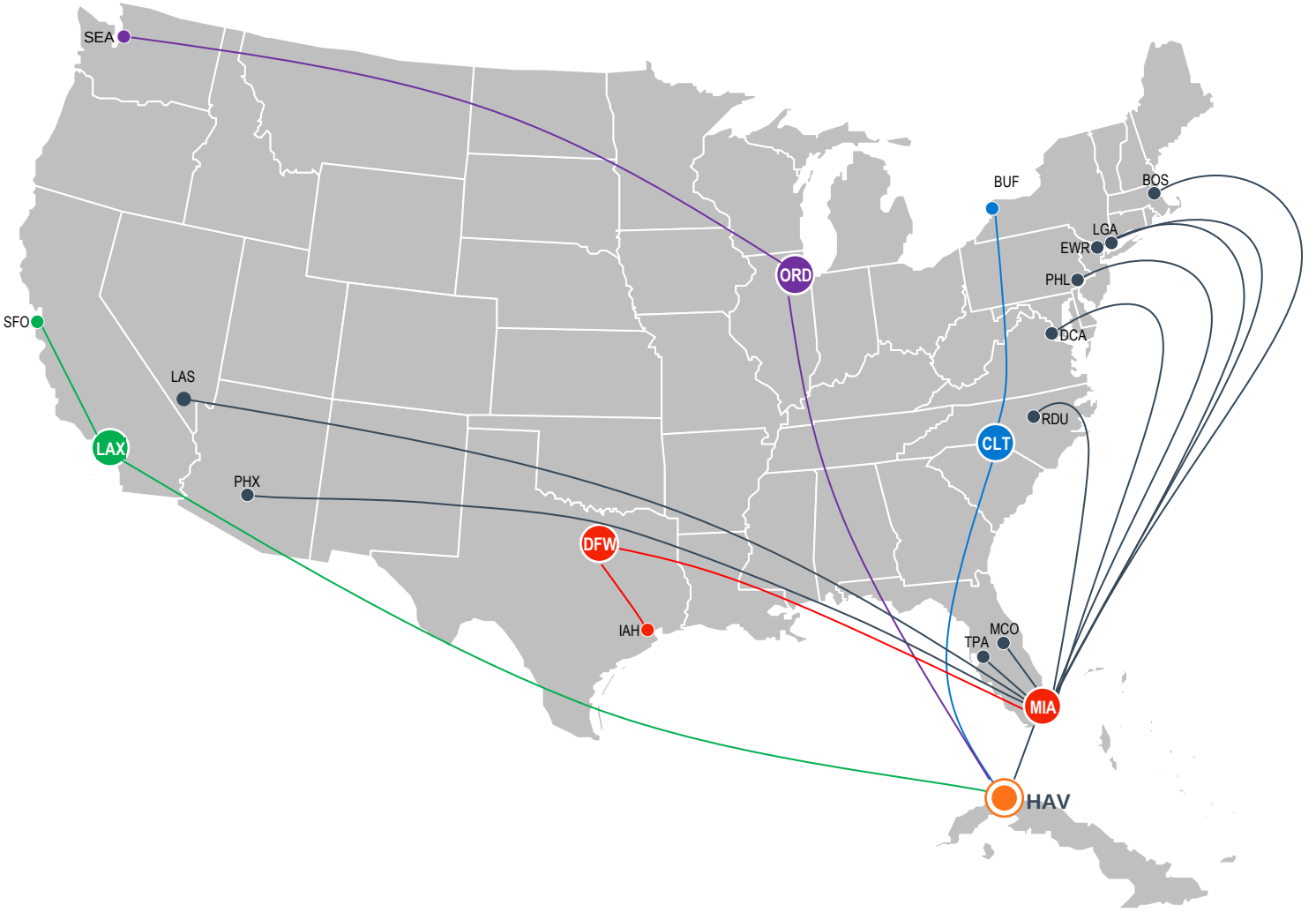
American's Havana Service Proposal Provides Comprehensive One-Stop Service to All Sections of the U.S.

ORD and LAX Complement Connections at MIA+CLT+DFW, Especially in the Great Lakes and West Regions, Respectively



Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 10 minutes and domestic to international is 55 minutes
Source: American Airlines

American's Proposed Havana Services Would Provide Single Plane Service to 14 U.S. Communities



Note: PHX service is change of gauge single flight number service
Source: American Airlines

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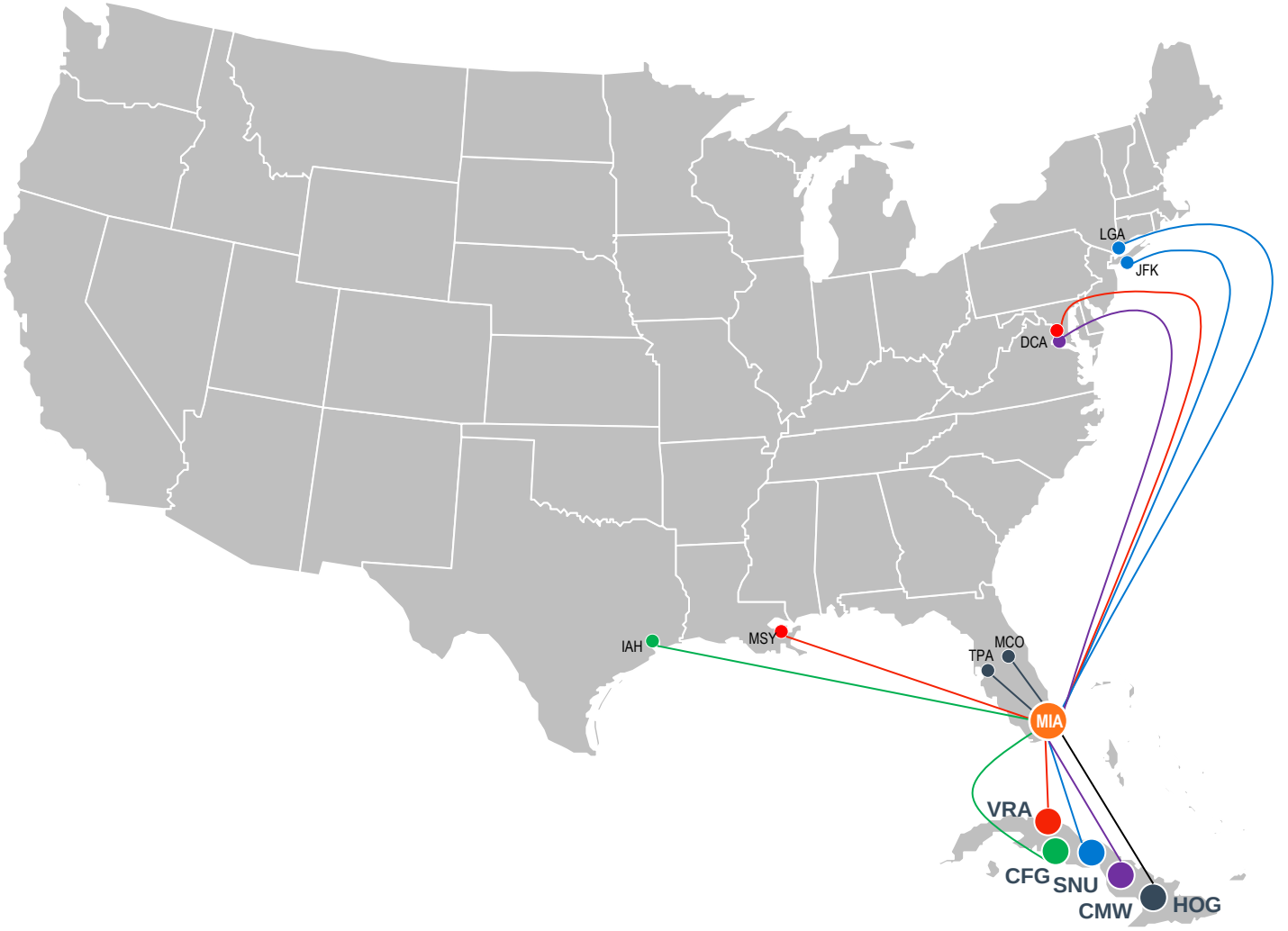
American's Service to Points in Cuba Other Than Havana Will Provide Single Plane Service to Seven U.S. Communities



Source: American Airlines

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Series 400:
American Airlines Historical Charter Cuba Data (Pursuant to Request of Department in Instituting Order 2016-2-12)

Narrative to the 400 Series of Exhibits

Pursuant to the Department's requirement in Instituting Order 2016-2-12, the Series 400 Exhibits provide a historical overview of American's robust charter service to Cuba since 1991. Exhibit AA-401 details a summary of American's charter operations between the United States and Cuba from January 1, 2014 through February 29, 2016. Exhibit AA-402 shows the average number charter flights American operated in each U.S.-Cuba city-pair market in that same time period. Exhibits AA-403, -404, and -405 provide the number of charter flights American operated between the U.S. and Cuba in 2014, 2015, and in 2016 through February 29, 2016, respectively. In 2014 and 2015, American operated over 1,000 charter flights to Cuba each year, which far surpasses any other U.S. scheduled carrier' charter service to Cuba.

Exhibits AA-406 and 407 show the dramatic growth in demand for American charters in 2016. n the U.S.-Cuba market, the number of charters American operated in the U.S.-Cuba market in the January/February period increased 24% in 2016 over 2015. In the MIA-HAV market, American's charters increased an astounding 56% in the first two months of 2016 compared to 2015, after appropriate adjustment for February 2016's extra day. Exhibit AA-408 shows that over 90% of the passengers American carried to Cuba from January 1, 2014 to February 29, 2016 departed from MIA. Exhibit AA-409 shows that, of the passengers American carried in the same period, over 62% went to Havana.

Summary of American Airlines Charter Operations

Summary of American Airlines Charter Operations Between the United States and Cuba

January 1, 2014 – February 29, 2016

Period	Total Roundtrip Charters Flown	Total Passengers Carried
January 1-December 31, 2014	1,010	185,344
January 1-December 31, 2015	1,084	222,228
January 1-February 29, 2016*	233	44,516
Total	2,327	452,088

* Does not include passengers carried for February 28 and February 29 for flights departing from Havana
Source: American Airlines

American Airlines Has Operated Charter Flights, On Average, in Eight U.S.-Cuba City-Pair Markets Between January 2014 and February 2016

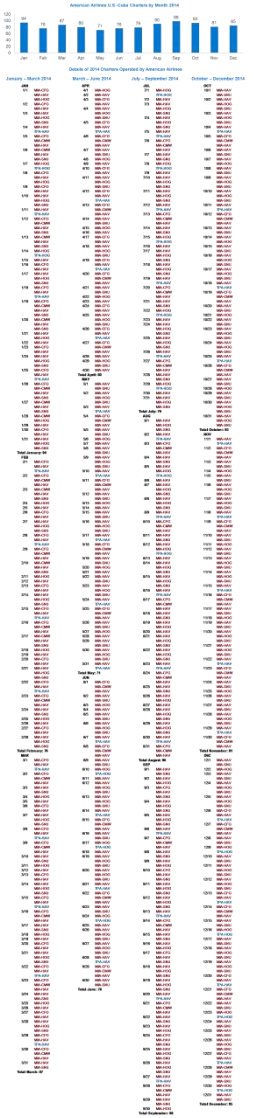
Summary of American Airlines Charter Operations Between the United States and Cuba

City-Pairs Flown by Year

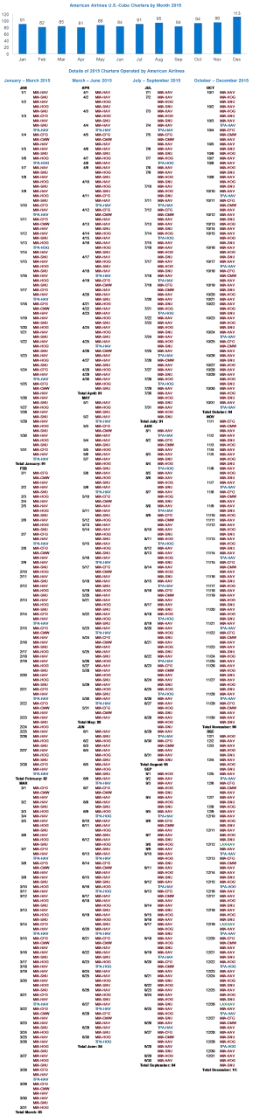
2014	2015	2016
MIA-HAV	MIA-HAV	MIA-HAV
MIA-SNU	MIA-SNU	MIA-SNU
MIA-HOG	MIA-HOG	MIA-HOG
MIA-CMW	MIA-CMW	MIA-CMW
MIA-CFG	MIA-CFG	MIA-CFG
TPA-HAV	TPA-HAV	MIA-VRA*
TPA-HOG	TPA-HOG	TPA-HAV
7 City-Pairs	LAX-HAV	TPA-HOG
	8 City-Pairs	LAX-HAV
		9 City-Pairs

* Pending U.S. Government (TSA) approval of airport safety and security
Source: American Airlines

American Airlines Operated 1,010 Charter Flights Between the U.S. and Cuba in 2014



American Airlines Operated 1,084 Charter Flights Between the U.S. and Cuba in 2015



American Airlines Operated 233 Charter Flights Between the U.S. and Cuba from January 1, 2016 through February 29, 2016

Details of 2016 Charters Operated by American Airlines

January – February 2016

date	
1/1	MIA-HAV
	MIA-HOG
	MIA-SNU
1/2	LAX-HAV
	MIA-HAV
	TPA-HAV
1/3	MIA-CFG
	MIA-CMW
	MIA-HAV
1/4	MIA-HAV
	MIA-SNU
1/5	MIA-HOG
	TPA-HOG
1/6	MIA-HAV
1/7	MIA-HAV
	MIA-HOG
	MIA-SNU
1/8	MIA-HAV
	MIA-HOG
	MIA-SNU
1/9	LAX-HAV
	MIA-HAV
	TPA-HAV
1/10	MIA-CFG
	MIA-CMW
	MIA-HAV
1/11	MIA-HAV
	MIA-SNU
1/12	MIA-HOG
	MIA-SNU
1/13	MIA-HAV
1/14	MIA-HAV
	MIA-HOG
	MIA-SNU
1/15	MIA-HAV
	MIA-HOG
	MIA-SNU
1/16	LAX-HAV
	MIA-HAV
	TPA-HAV
1/17	MIA-CFG
	MIA-CMW
	MIA-HAV
1/18	MIA-HAV
	MIA-SNU
1/19	MIA-HOG
1/20	MIA-HAV
1/21	MIA-HAV
	MIA-HOG
	MIA-SNU
1/22	MIA-HAV
	MIA-HOG
	MIA-SNU
1/23	LAX-HAV
	MIA-HAV
	TPA-HAV
1/24	MIA-CFG
	MIA-CMW
	MIA-HAV
1/25	MIA-HAV
	MIA-SNU
1/26	MIA-HOG
1/27	MIA-HAV
1/28	MIA-HAV
	MIA-HOG
	MIA-SNU
1/29	MIA-HAV
	MIA-HOG
	MIA-SNU
1/30	LAX-HAV
	MIA-HAV
	TPA-HAV
1/31	MIA-CFG
	MIA-CMW
	MIA-HAV
Total January: 116	
FEB	
2/1	MIA-HAV
	MIA-SNU
2/2	MIA-HOG
2/3	MIA-HAV
2/4	MIA-HAV
	MIA-HOG
	MIA-SNU
2/5	MIA-HAV
	MIA-HOG
	MIA-SNU
2/6	LAX-HAV
	MIA-HAV
	TPA-HAV
2/7	MIA-CFG
	MIA-CMW
	MIA-HAV
2/8	MIA-HAV
	MIA-SNU
2/9	MIA-HOG
2/10	MIA-HAV
2/11	MIA-HAV
	MIA-HOG
	MIA-SNU
2/12	MIA-HAV
	MIA-HOG
	MIA-SNU
2/13	LAX-HAV
	MIA-HAV
	TPA-HAV
2/14	MIA-CFG
	MIA-CMW
	MIA-HAV
2/15	MIA-HAV
	MIA-SNU
2/16	MIA-HOG
2/17	DFW-HAV
	MIA-HAV
2/18	MIA-HAV
	MIA-HOG
	MIA-SNU
2/19	MIA-HAV
	MIA-HOG
	MIA-SNU
2/20	LAX-HAV
	MIA-HAV
	TPA-HAV
2/21	DFW-HAV
	MIA-CFG
	MIA-CMW
	MIA-HAV
2/22	MIA-HAV
	MIA-SNU
2/23	MIA-HOG
2/24	MIA-HAV
2/25	MIA-HAV
	MIA-HOG
	MIA-SNU
2/26	MIA-HAV
	MIA-HOG
	MIA-SNU
2/27	LAX-HAV
	MIA-HAV
	TPA-HAV
2/28	MIA-CFG
	MIA-CMW
	MIA-HAV
2/29	MIA-HAV
	MIA-SNU
Total February: 113	

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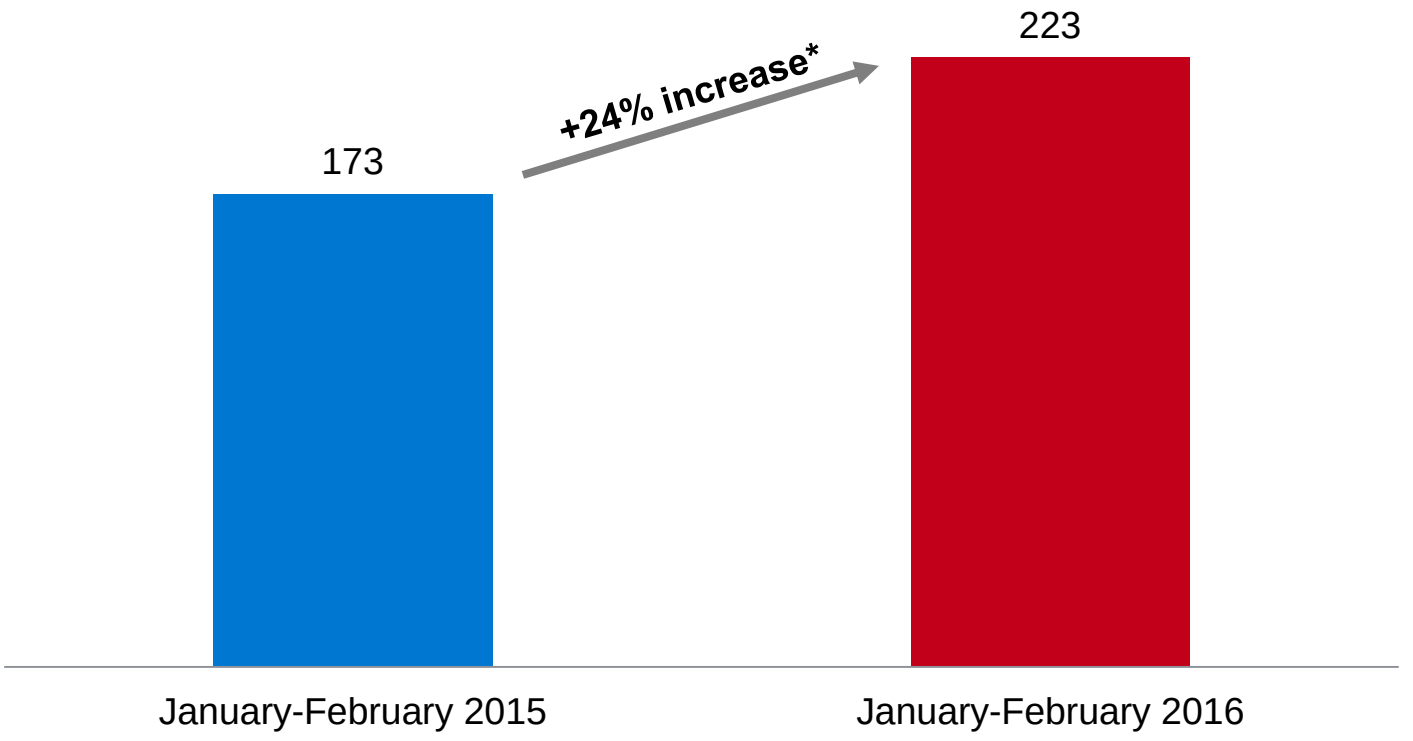
The Growth of Charters Operated By American Airlines Continued – and Accelerated – in 2016

U.S.-Cuba Charter Flights Operated by American Airlines

January/February 2016 versus January/February 2015



* Percentage increase for February 2016 over February 2015 adjusted to remove impact of extra day
Source: American Airlines records

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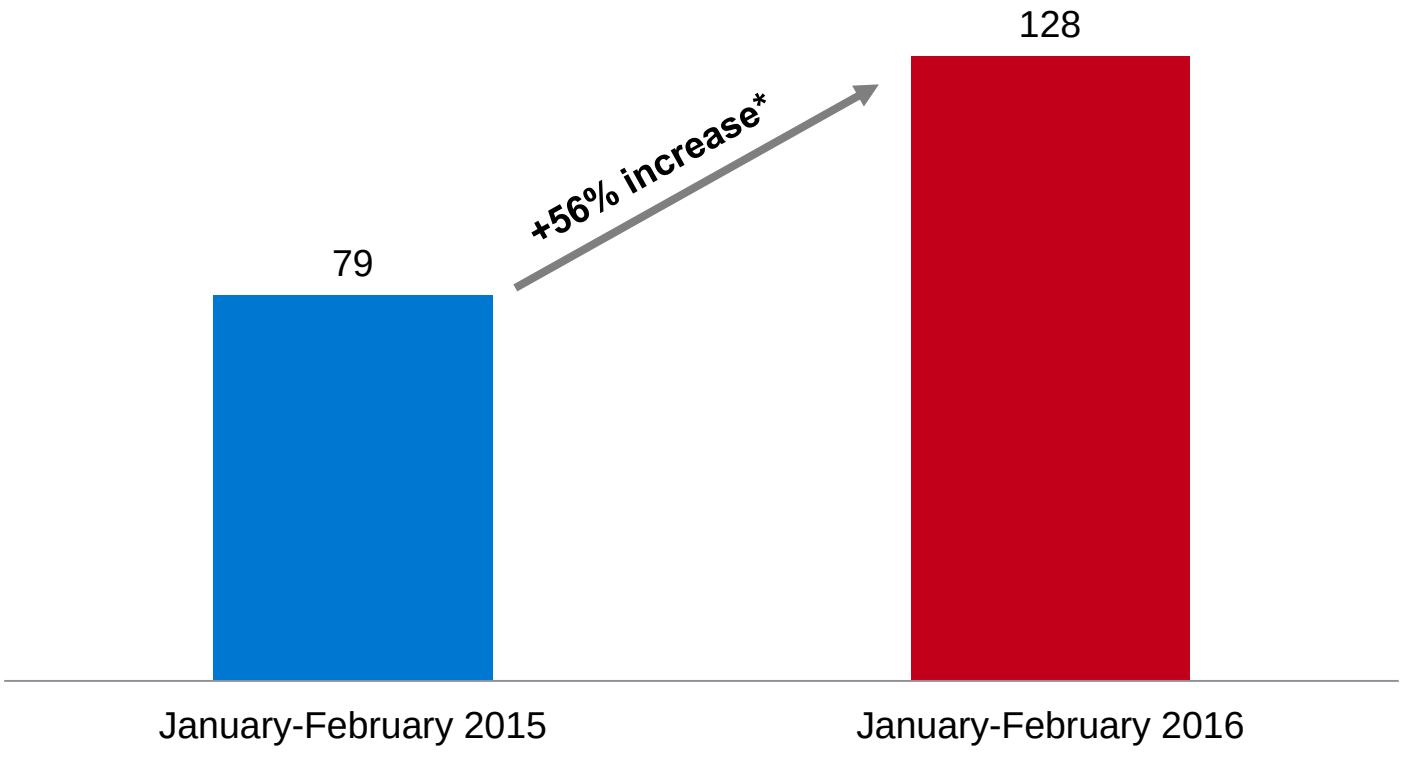
And, the Growth Was Dramatic in the MIA-HAV Market

MIA-HAV Charter Flights Operated by American Airlines
January/February 2016 versus January/February 2015



* Percentage increase for February 2016 over February 2015 adjusted to remove impact of extra day
Source: American Airlines records

Over 90% of the Passengers American Transported From January 1, 2014 to February 29, 2016 Departed from MIA

Passenger Carried by American's Charter Flights to Cuba

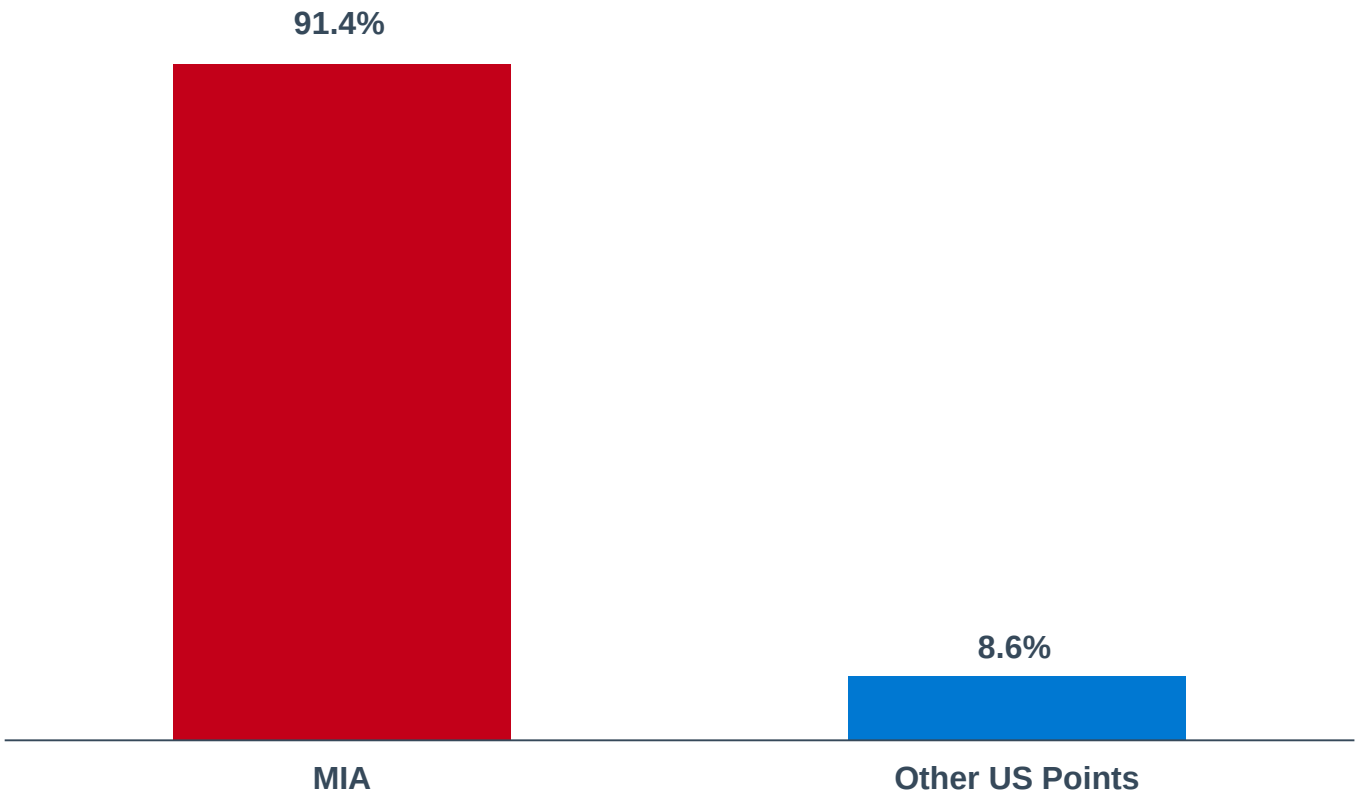
Passenger				Share			
U.S. Origin	2014	2015	2016 (Jan-Feb)	2014	2015	2016 (Jan-Feb)	Average (2014-2016)
MIA	169,057	203,857	40,197	91.2%	91.7%	90.3%	91.4%
Other	16,287	18,371	4,319	8.8%	8.3%	9.7%	8.6%
Total	**185,344**	**222,228**	**44,516**	**100%**	**100%**	**100%**	**100.0%**

Source: American Airlines
Note: American Airlines is contractually bound in its agreements with its charter operators from disclosing information solely proprietary to each Charter Service Provider. American can in certain circumstances, aggregate data without violating the terms of those agreements. For this reason, American can aggregate Miami-originating and Havana-bound, passenger totals but is not contractually able to so with respect to other passenger data.

Over 90% of the Passengers American Transported From January 1, 2014 to February 29, 2016 Departed from MIA

Passenger Carried by American's Charter Flights to Cuba by U.S. Origin

Average Jan 1, 2014 – Feb 29, 2016



Source: American Airlines
Note: American Airlines is contractually bound in its agreements with its charter operators from disclosing information solely proprietary to each Charter Service Provider. American can in certain circumstances, aggregate data without violating the terms of those agreements. For this reason, American can aggregate Miami-originating and Havana-bound, passenger totals but is not contractually able to so with respect to other passenger data.

Over 62% of the Passengers American Transported From January 1, 2014 to February 29, 2016 Traveled to Havana

Passenger Carried by American's Charter Flights to Cuba

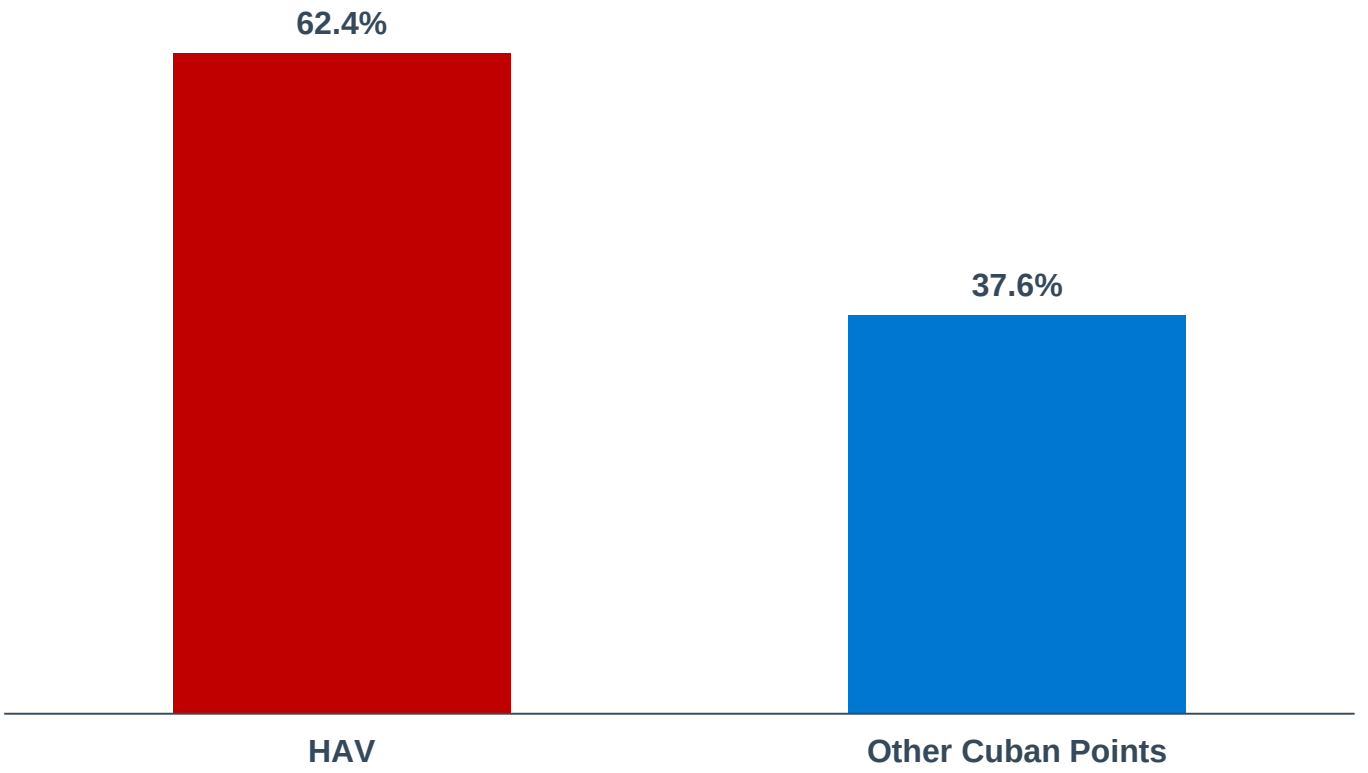
	Passenger Onboard			Share			
Cuban Destination	**2014**	**2015**	**2016 (Jan-Feb)**	**2014**	**2015**	**2016 (Jan-Feb)**	**Average (2014-2016)**
HAV	113,220	136,361	32,424	61.1%	61.4%	72.8%	62.4%
Other	72,124	85,867	12,092	38.9%	38.6%	27.2%	37.6%
Total	**185,344**	**222,228**	**44,516**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Source: American Airlines
Note: American Airlines is contractually bound in its agreements with its charter operators from disclosing information solely proprietary to each Charter Service Provider. American can in certain circumstances, aggregate data without violating the terms of those agreements. For this reason, American can aggregate Miami-originating and Havana-bound, passenger totals but is not contractually able to so with respect to other passenger data.

Over 62% of the Passengers American Transported From January 1, 2014 to February 29, 2016 Traveled to Havana

Passenger Carried by American's Charter Flights to Cuba by Cuban Destinations

Average Jan 1, 2014 – Feb 29, 2016



Source: American Airlines
Note: American Airlines is contractually bound in its agreements with its charter operators from disclosing information solely proprietary to each Charter Service Provider. American can in certain circumstances, aggregate data without violating the terms of those agreements. For this reason, American can aggregate Miami-originating and Havana-bound, passenger totals but is not contractually able to so with respect to other passenger data.

American Airlines

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Series 500:
American Airlines and Cuba
Through the Years:
A Quarter of a Century Relationship
Spanning 1991 – 2016

Narrative to the 500 Series of Exhibits

The Series 500 Exhibits details Americans long-standing presence in and commitment to Cuba. Exhibit AA-501 describes the efforts American has undertaken to be a constructive and constant partner to the U.S. Government in promoting better relations with Cuba in recent years.

Contrary to other U.S. carriers, American's commitment to Cuba has been regular and long-standing, as Exhibit AA-502 depicts. Exhibit AA-503 provides a pictorial history and collage of American's presence in Cuba over the years; including a picture of the first American charter flight to Cuba on April 5, 1991.

American Airlines Has Been a Constructive and Constant Partner to the U.S. Government in Promoting Better Relations with Cuba

Over the 25 years of providing air service between the U.S. and Cuba, American Airlines has always promoted better relations between the peoples of the U.S. and Cuba. Recently, American has been an active partner with the U.S. Government in restoring relations between the governments of the United States and Cuba

Source: American Airlines

American Airlines Has Been a Constructive and Constant Partner to the U.S. Government in Promoting Better Relations with Cuba

American's Efforts in the United States:

- American Airlines officers and other officials attended the re-opening of the Cuban Embassy in Washington, DC on July 20, 2015
- Regular contact with key Senators on Cuba Travel legislation
- American has advocated to the White House and U.S. agencies, including State, DOT, OFAC, Commerce, and others for:
  - Improved relations
  - Relaxation of travel restrictions
  - An air services agreement
- American Airlines Officer appointed to the Board of Directors of the U.S.-Cuba Business Council
- Public statements in high profile news and business journals supporting the efforts of both governments to open the market
- The first U.S. carrier to file an OFAC application in July 2015 to open a branch office in Cuba (requirement at the time)
- Provided technical guidance to USG on how international airline money flows work, and how the embargo has impacted BSP payments to Cubana
- Educating customers on how to travel to Cuba through digital engagement, support from Corporate Communications via aa.com/visitcuba

Source: American Airlines

American Airlines Has Been a Constructive and Constant Partner to the U.S. Government in Promoting Better Relations with Cuba

American's Efforts in Cuba:

- American Airlines Board Member Alberto Ibargüen present at the re-opening of the U.S. Embassy in Havana in August 2015
- Frequent interaction with the Cuban Special Interest Section and then Cuban Embassy
  - Evaluating a travel service agreement with the Cuban Embassy in Washington
  - Offering guidance to the Consular Office of the Cuban Embassy on streamlining the issuance of visas
  - Continued dialogue with other Cuban agencies including MINREX, Havantur and others to provide useful information
- Regular contact with IACC on information about DOT procedures and regulations
- Regular contact with airport staff on issues of facilitation, customs, and customer service in Cuba's airports

Source: American Airlines

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American Airlines Commitment to Cuba Did Not Begin in 2014, 2011 or 2010 – It Began in 1991, and American Has Been Providing Continuous Service Between the U.S. and Cuba Since 1991 – Longer, By Far, Than Any Other U.S. Airline

Historical Charter Service Between the U.S and Cuba

Airlines	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Years of Cuba Charter Service
American / Envoy	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	25
United	✗	✗	✓	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗	✗	✓	✗	✓	✓	✓	✗	✗	15
Delta	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✓	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	6
jetBlue	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✓	✓	✓	5
Southwest	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	0
Spirit	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	0
Alaska	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	0

Notes: (1) US DOT T-100 Data excludes single-entity charters and some flights operated with less than 50 seats
(2) U.S. airlines with foreign scheduled international authority. Airlines include merged partners (e.g., United + Continental, Delta + Northwest) and subsidiaries (e.g. American + Envoy)
Source: U.S. DOT T-100 data (Non-scheduled passenger service), American Airlines

2015

April 5, 1991: First American Airlines Charter Flight to Cuba

Courtesy of Leo Rodriguez

#aacuba

1999 at Havana

Courtesy of Leo Rodriguez

#aacuba

1999 at Holguín

Courtesy of Leo Rodriguez

#aacuba

2000 at Santiago de Cuba

Courtesy of Leo Rodriguez

#aacuba

2013 at Camagüey

Courtesy of Leo Rodriguez

#aacuba

2013 at Santa Clara

Courtesy of Leo Rodriguez

#aacuba

American Airlines

#aacuba

Series 600:
Demographics of Cuban-American Population in the United States

Narrative to the 600 Series of Exhibits

The Series 600 Exhibits provide an overview of the demographics of the Cuban-American population living in the United States. This series of exhibits demonstrates that Miami-Dade County is the epicenter for demand for air service to Cuba. There simply is no close second.

Exhibit AA-601 states the total Cuban population in the United States, which is further broken down in Exhibit AA-602 by the top ten States with the largest Cuban-American population. Exhibit AA-602 also shows that Florida has the largest Cuban-American population among all 50 states, with 68 percent of the total Cuban-American population in the U.S. living in Florida.

Exhibits AA-603 and AA-605 further break down the concentration of Cuban-Americans by comparing the Cuban-American populations residing in each of the large Florida counties. Exhibit AA-603 shows that Miami-Dade County has close to 900,000 Cuban-Americans living in it, which is more than ten times the size of the county with the next largest population, which has only approximately 83,000 Cuban-Americans. Exhibit AA-604 compares the massive Cuban-American population in Miami-Dade County with the rest of the Cuban-American population in the United States. It shows that, of the entire Cuban-American population in the United States, an astounding 47.9 percent live in Miami-Dade County. Exhibit AA-606 shows tellingly that the Cuban-American population in Miami-Dade County is larger than any other county in Florida, and larger than all other States combined.

Narrative to the 600 Series of Exhibits

Exhibits AA-607 and AA-609 illustrate that all ten of the U.S. communities with the largest population of residents born in Cuba are located in Miami-Dade County, and that the closest airport is MIA. Further, Exhibit AA-609 shows that MIA is the closest airport to over 70 percent of the Cuban Americans living in Florida's five largest counties. Exhibit AA-610 provides a detailed map of the concentration of the Cuban-American population in Miami-Dade County, clearly showing that MIA is the airport of convenience to the area's massive Cuban-American population.

Exhibits AA-611 and AA-612 highlight how the Cuban-American population in Florida grew from 2010 to 2014, and details how the largest growth rates occurred in Miami-Dade County. Exhibit AA-613 summarizes all the statistics proving that the largest Cuban-American population resides in Miami-Dade County, which will be the driving factor behind demand for scheduled air service from the United States to Cuba.

Total Cuban Population in the United States

1,785,547

Source: 2010 U.S. Census

Florida is Home to 68% of the Total Cuban-American Population in the U.S.

Top 10 States – Cuban-American Population

State	Cuban-American Population	% of Total Cuban-American Population
Florida	1,213,438	68.0
California	88,607	5.0
New Jersey	83,362	4.7
New York	70,803	4.0
Texas	46,541	2.6
Georgia	25,048	1.4
Illinois	22,541	1.3
Nevada	21,459	1.2
North Carolina	18,079	1.0
Pennsylvania	17,930	1.0

Home to American Airlines hub from which Cuba service is proposed

Source: 2010 U.S. Census

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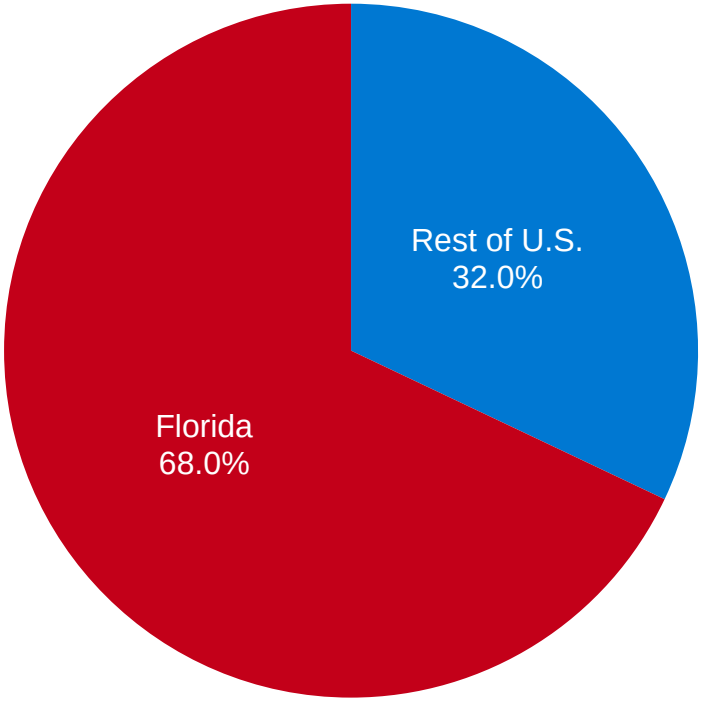
Florida is Home to 68% of the Total Cuban-American Population in the U.S.

Cuban-American Population
Florida versus Total U.S.



Source: 2010 U.S. Census

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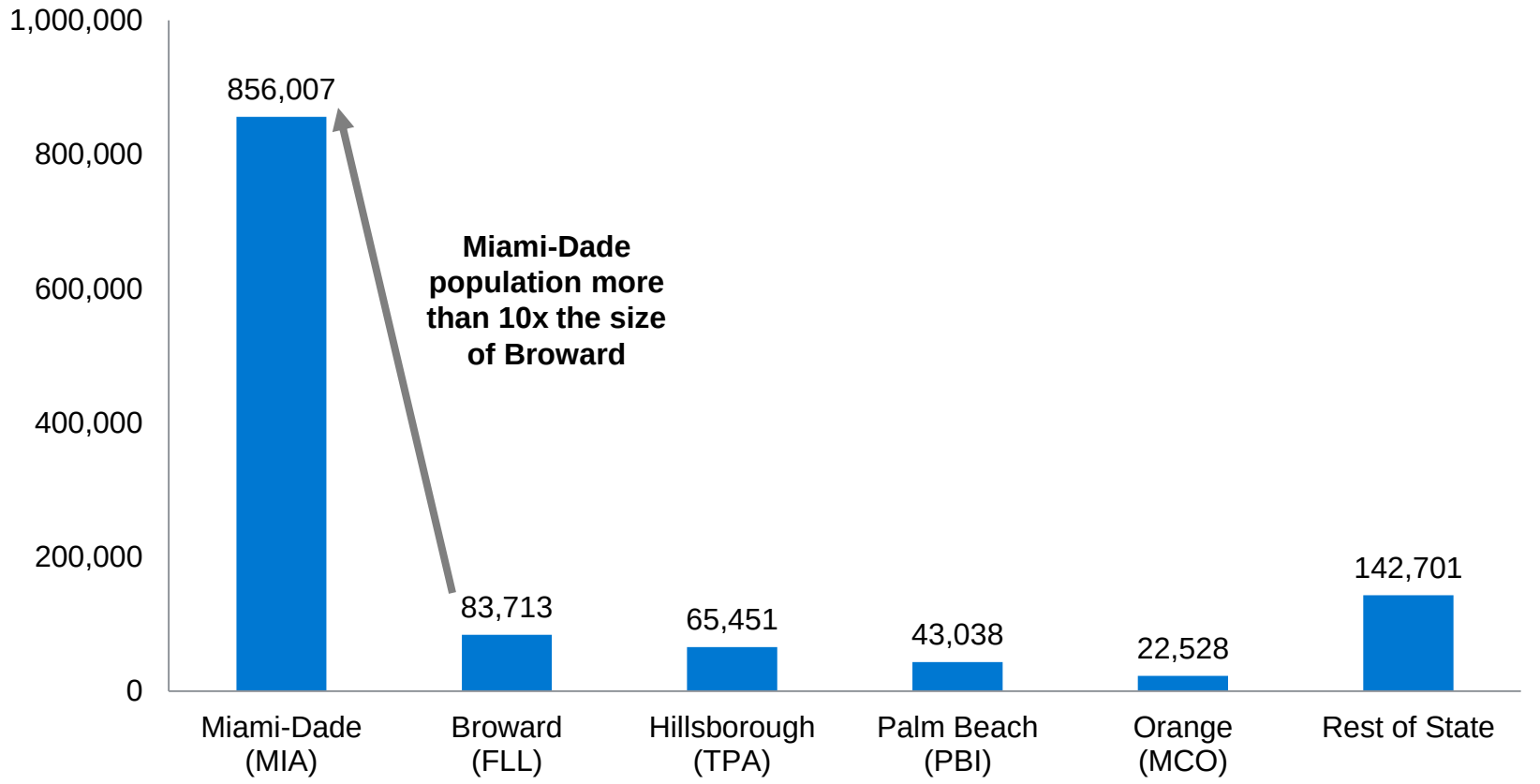
Miami-Dade County is Home to the Largest Cuban-American Population in Florida – Ten Times Larger Than the Next Largest County

Cuban-American Population in Florida by County

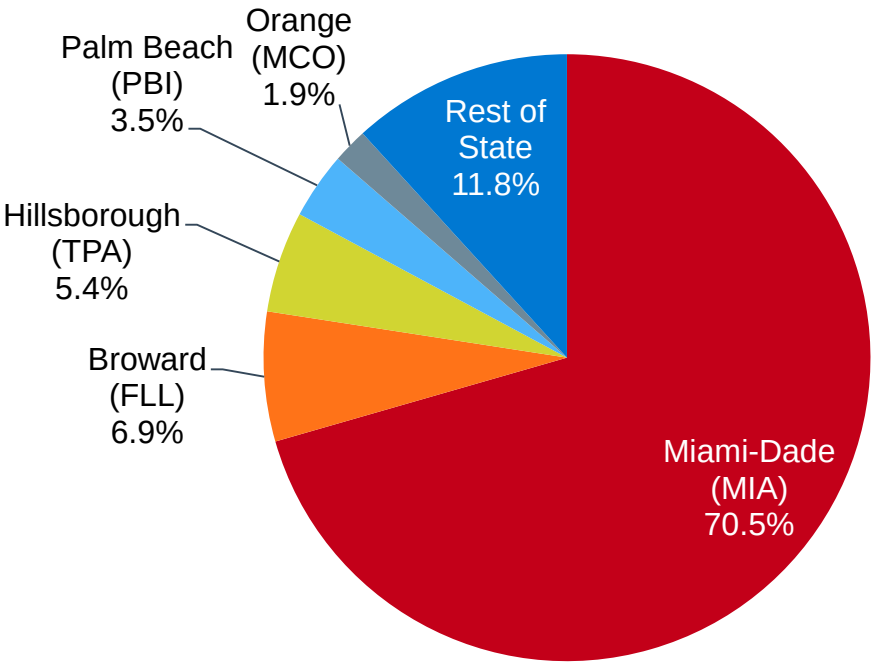


Note: International airport located in county in parenthesis
Source: 2010 U.S. Census

#aacuba

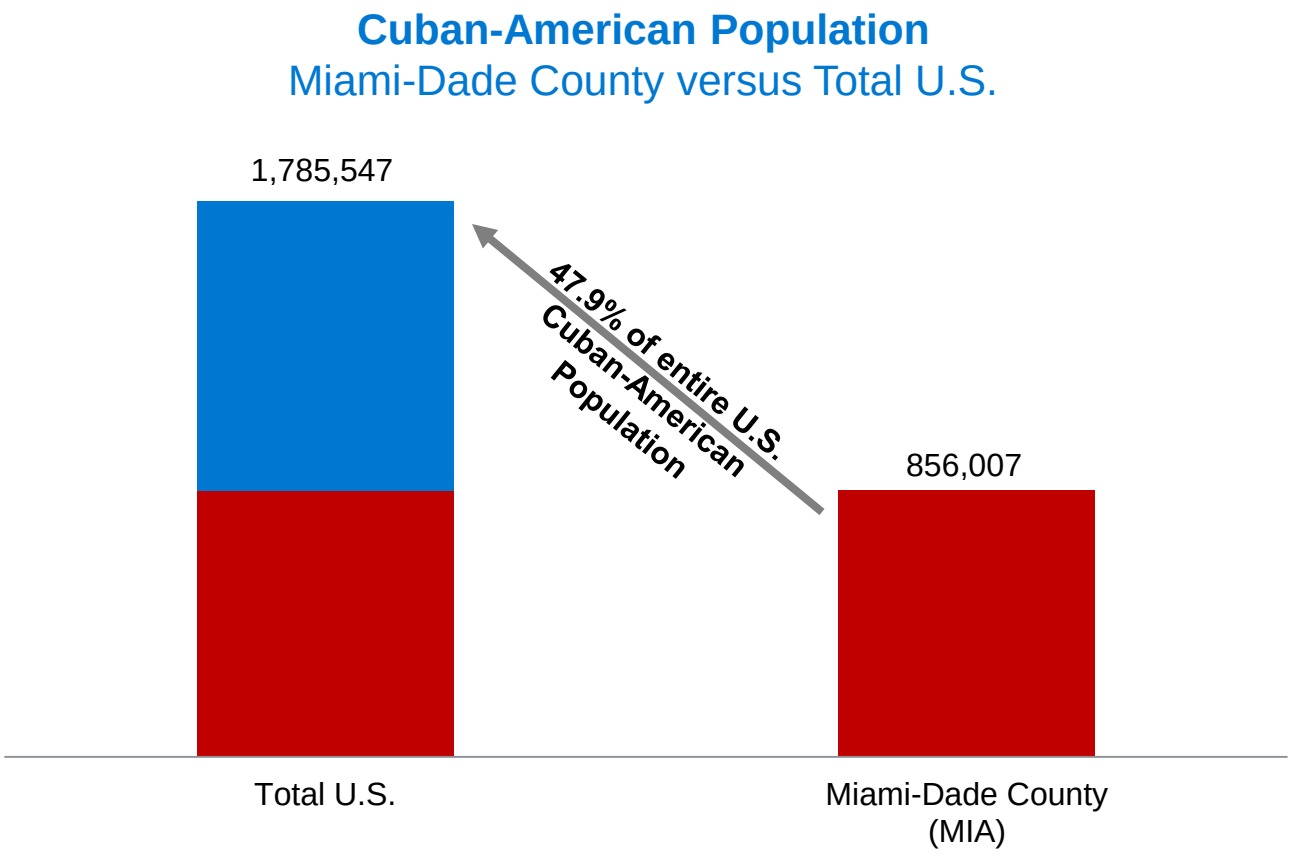
Miami-Dade County is Home to the Largest Cuban-American Population in Florida – Ten Times Larger Than the Next Largest County

Cuban-American Population in Florida by County



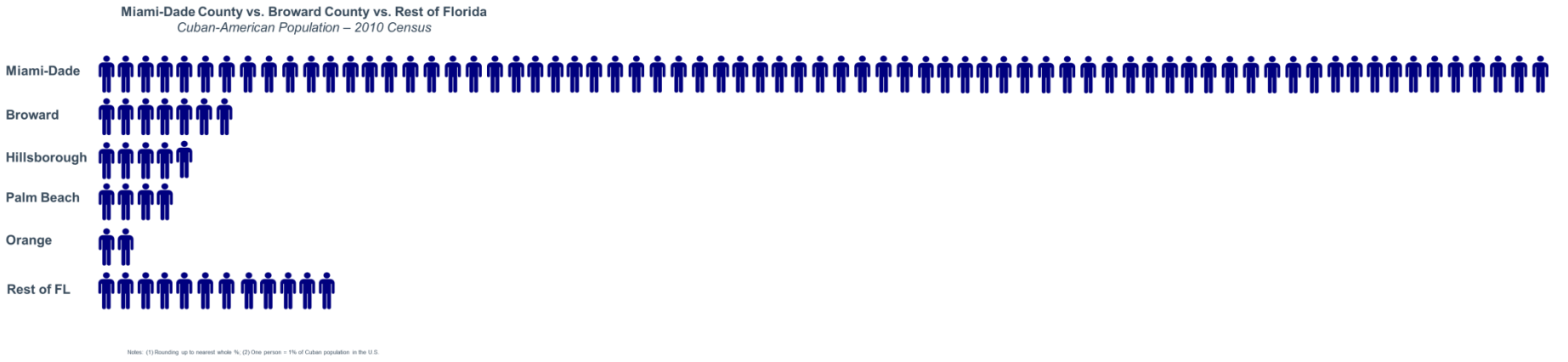
Note: International airport located in county in parenthesis
Source: 2010 U.S. Census

Almost 50% of the Total Cuban-American Population in the United States Resides in Miami-Dade County



Source: 2010 U.S. Census

The Cuban-American Population in Miami-Dade Country is Head and Shoulders (and Bodies) Larger Than Any Other County in Florida And Larger Than All of the Rest of Florida Combined



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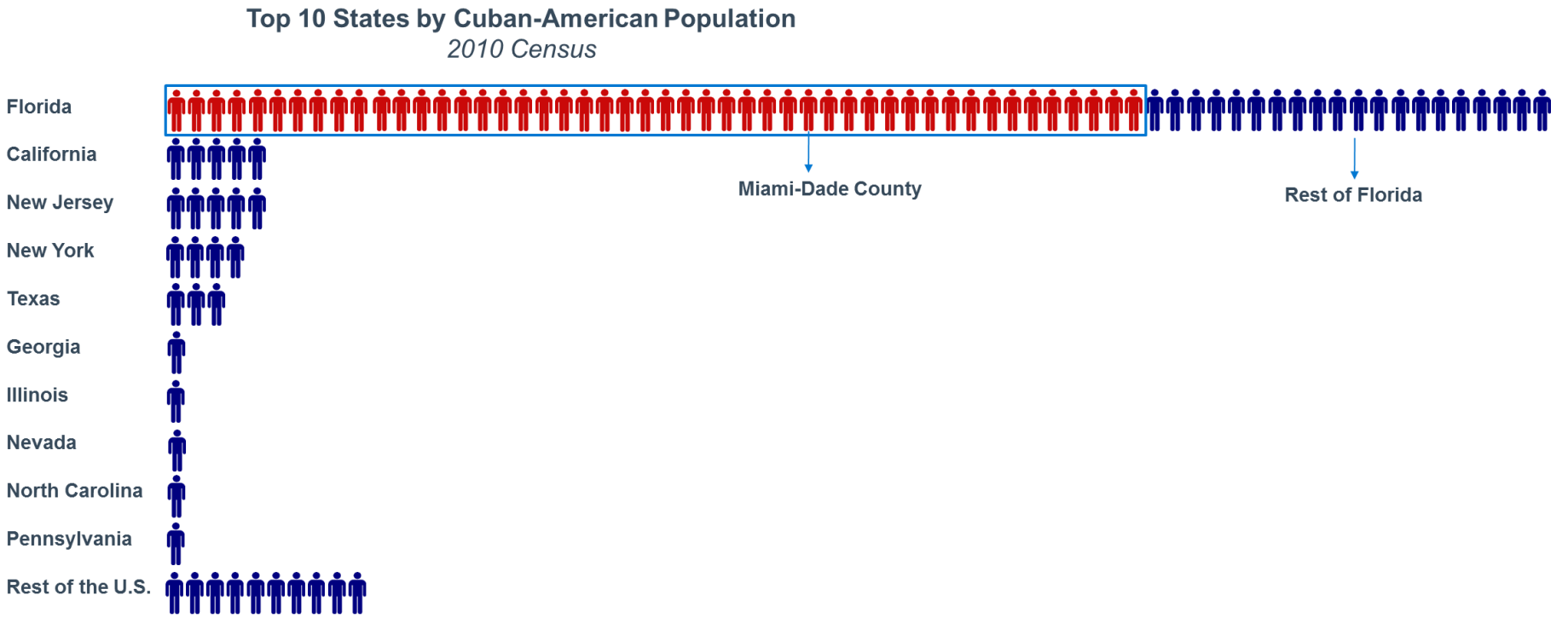
The Cuban-American Population in Miami-Dade Country is Head and Shoulders (and Bodies) Larger Than Any Other County or State and Larger Than All of Other States Combined



Notes: (1) Rounding up to nearest whole %; (2) One person = 1% of Cuban population in the U.S.

All Ten of the U.S. Communities with the Largest Population of Residents Born in Cuba are Located in Miami-Dade County

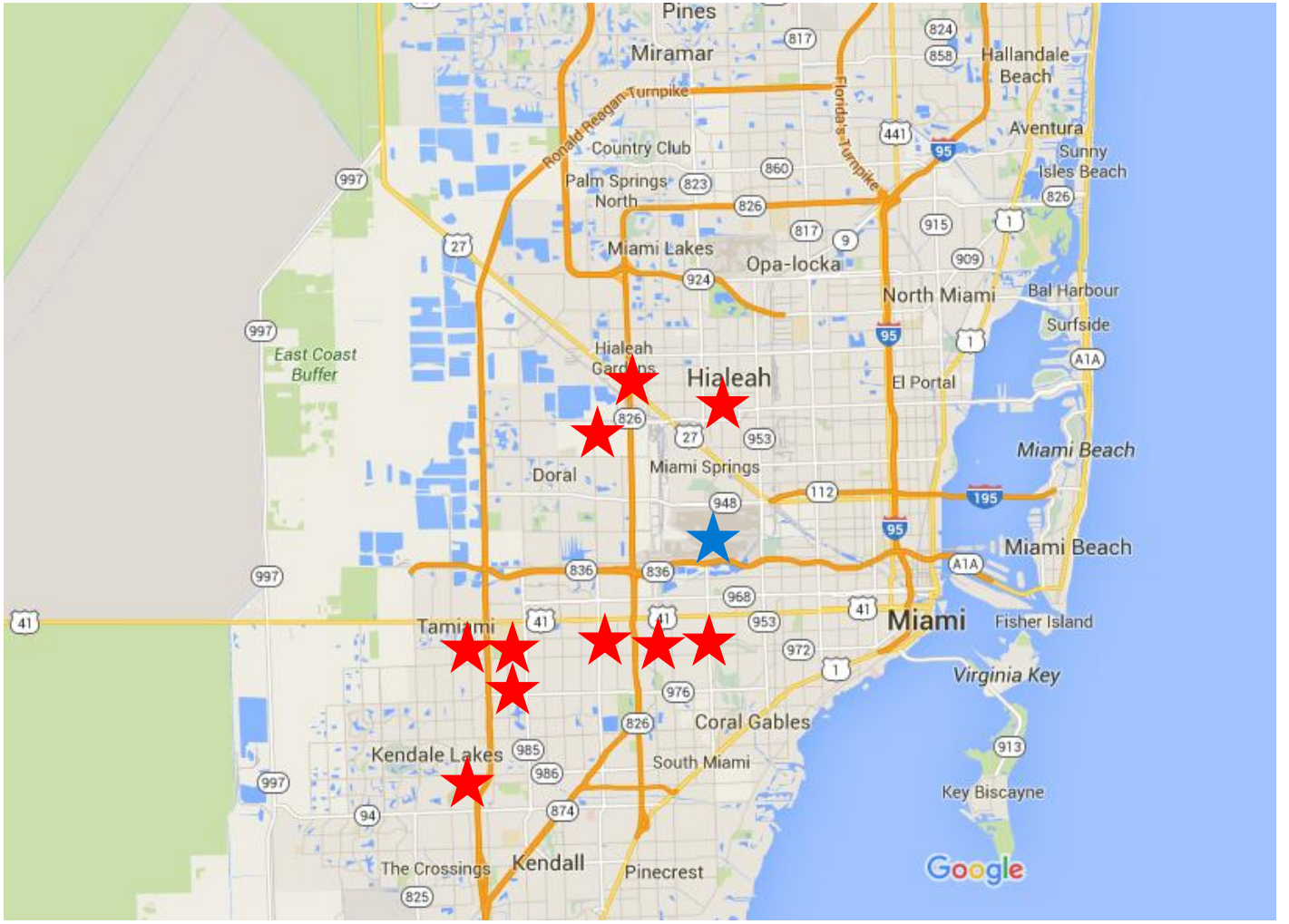
Top 10 U.S. Cities/CDPs* for Residents Born in Cuba

City, State	County	Closest Major International Airport
Hialeah, Florida	Miami-Dade	MIA
Westwood Lakes, Florida	Miami-Dade	MIA
Westchester, Florida	Miami-Dade	MIA
Coral Terrace, Florida	Miami-Dade	MIA
Hialeah Gardens, Florida	Miami-Dade	MIA
Medley, Florida	Miami-Dade	MIA
West Miami, Florida	Miami-Dade	MIA
Tamiami, Florida	Miami-Dade	MIA
University Park, Florida	Miami-Dade	MIA
Kendale Lakes, Florida	Miami-Dade	MIA

* CDPs= “Census Designated Place” per U.S. Census Bureau. Commonly referred to herein, together with cities, as “Communities.”
Source: 2010 U.S. Census

All of the Top 10 Communities in the U.S. with Residents Born in Cuba Are in Miami-Dade County

Top 10 Communities in the U.S with Residents Born in Cuba



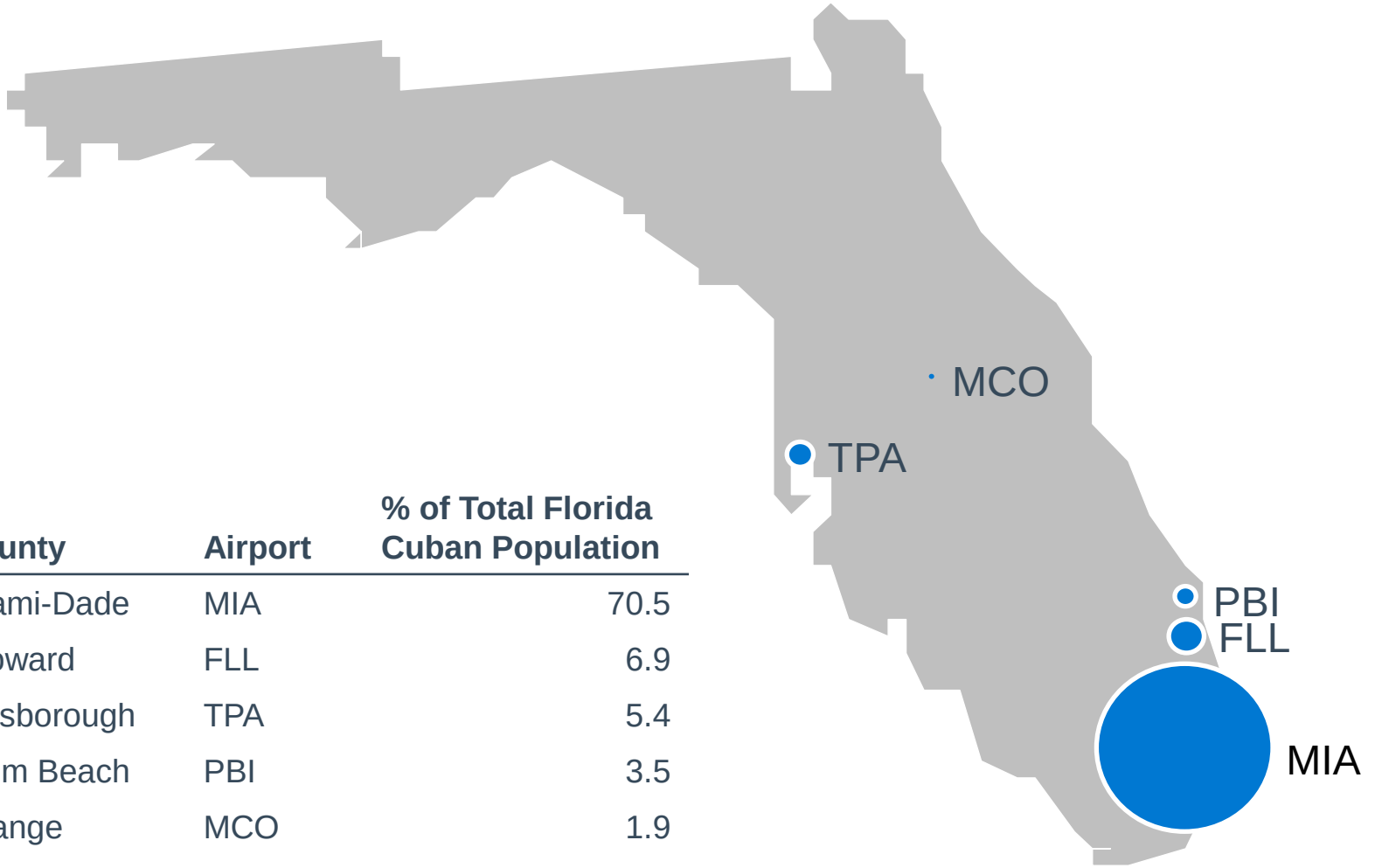
★ **Miami International Airport**

★ **Top 10 Communities With Cuban Born Population**

Source: 2010 U.S. Census

MIA is the Closest Airport to Over 70% of the Cuban Americans Living in Florida's Five Largest Counties

Top 5 Counties in Florida – Closest Airport by Population

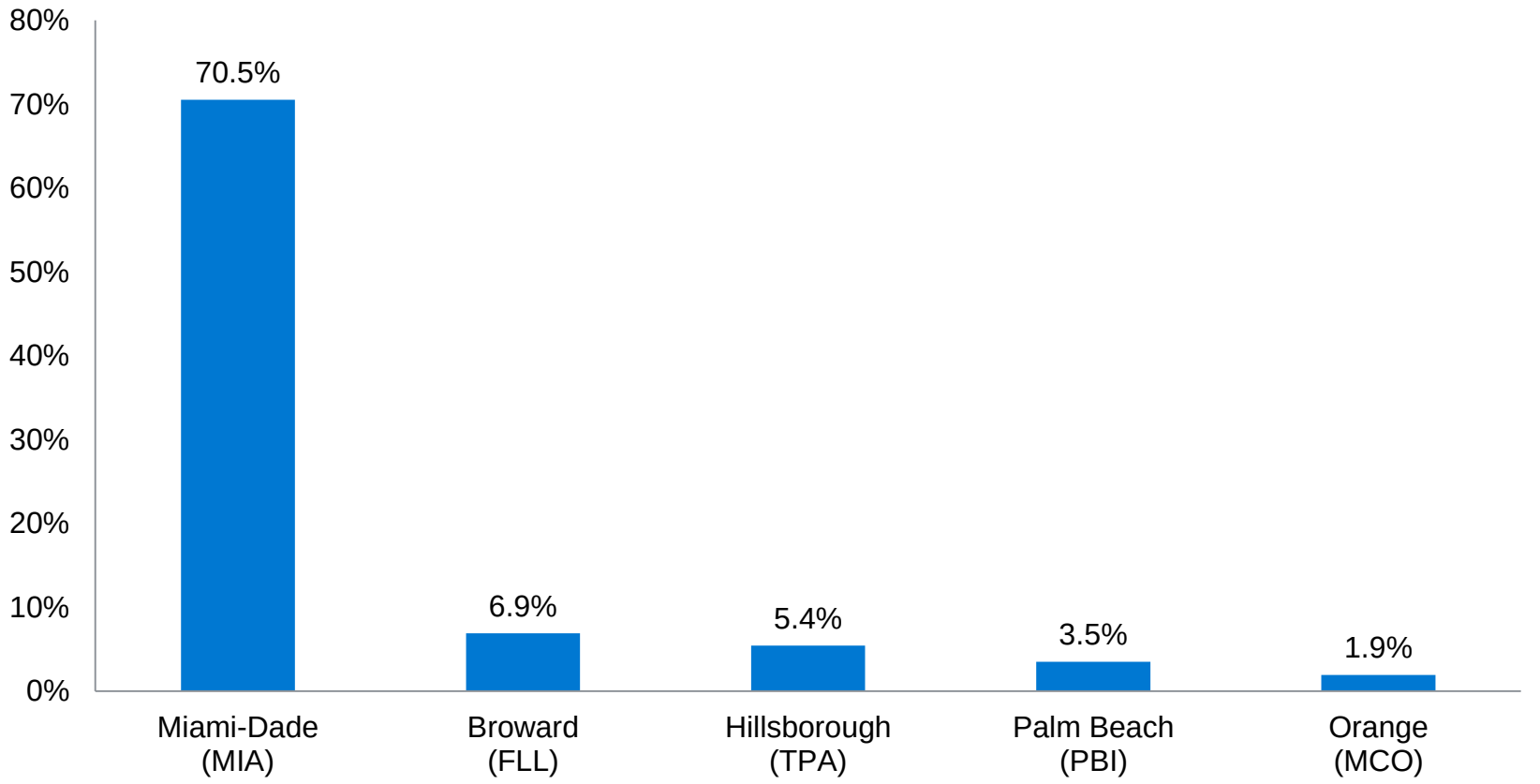


County	Airport	% of Total Florida Cuban Population
Miami-Dade	MIA	70.5
Broward	FLL	6.9
Hillsborough	TPA	5.4
Palm Beach	PBI	3.5
Orange	MCO	1.9

Notes: (1) Size of circle denotes proportional size; (2) % of Total Florida Cuban Population does not add to 100% because remaining counties are not included
Source: 2010 U.S. Census

MIA is the Closest Airport to Over 70% of the Cuban Americans Living in Florida's Five Largest Counties

Top 5 Counties in Florida – Closest Airport by Population



Note: Does not add to 100% because remaining counties are not included
Source: 2010 U.S. Census

The Cuban-American Population Lives in Miami-Dade County and, More Particularly, “Next Door” to MIA

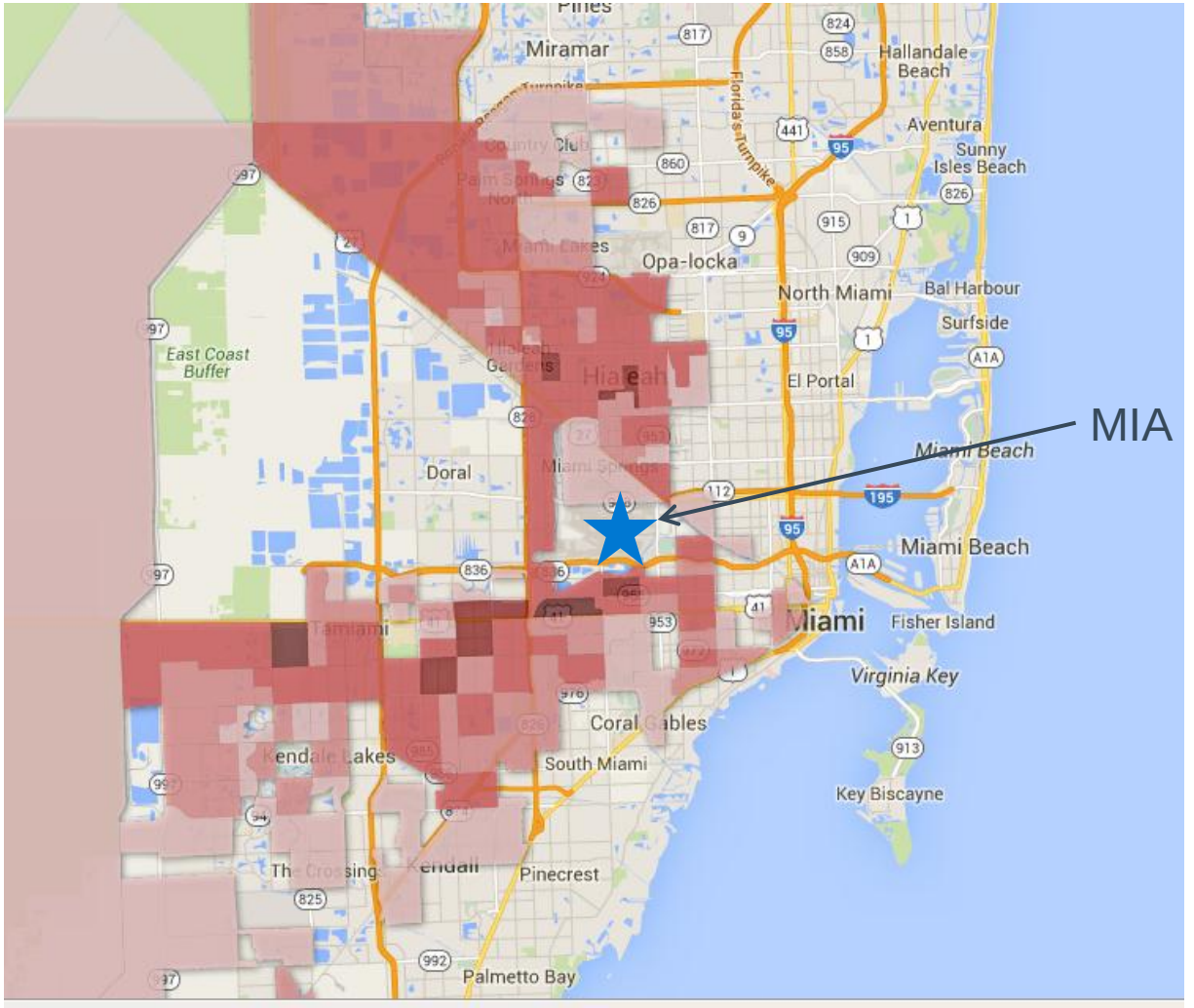
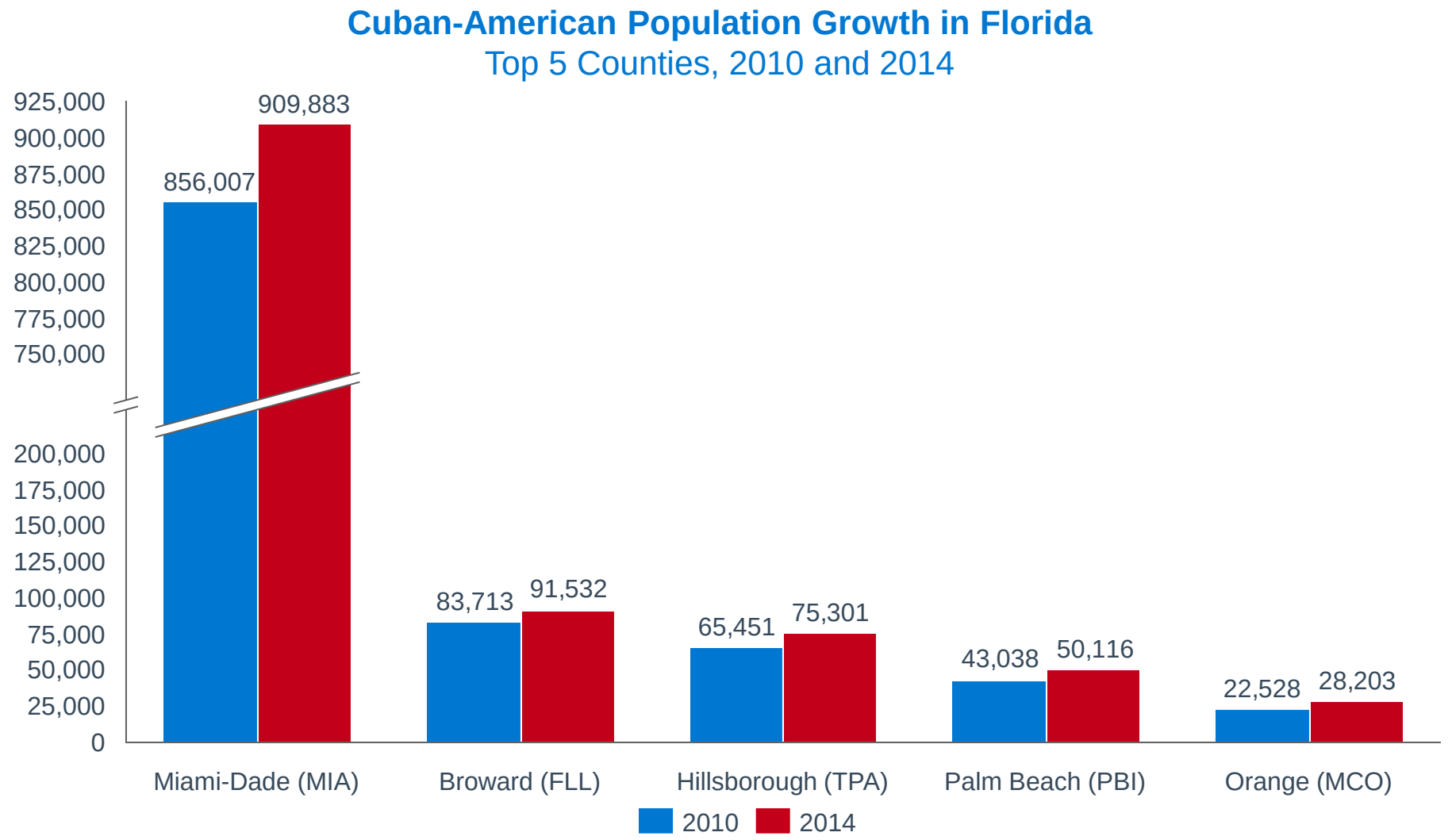


Image credit: FIU Cuban Research Institute
Source: FIU Cuban Research Institute , “Cuban Population Density in Southeast Florida” accessed at https://cri.fiu.edu/cuban-america/cuban-population-density-in-south-florida/ #aacuba

Since the 2010 U.S. Census, Miami-Dade County's Growth in Cuban-American Population Has Outpaced the Rest of Florida

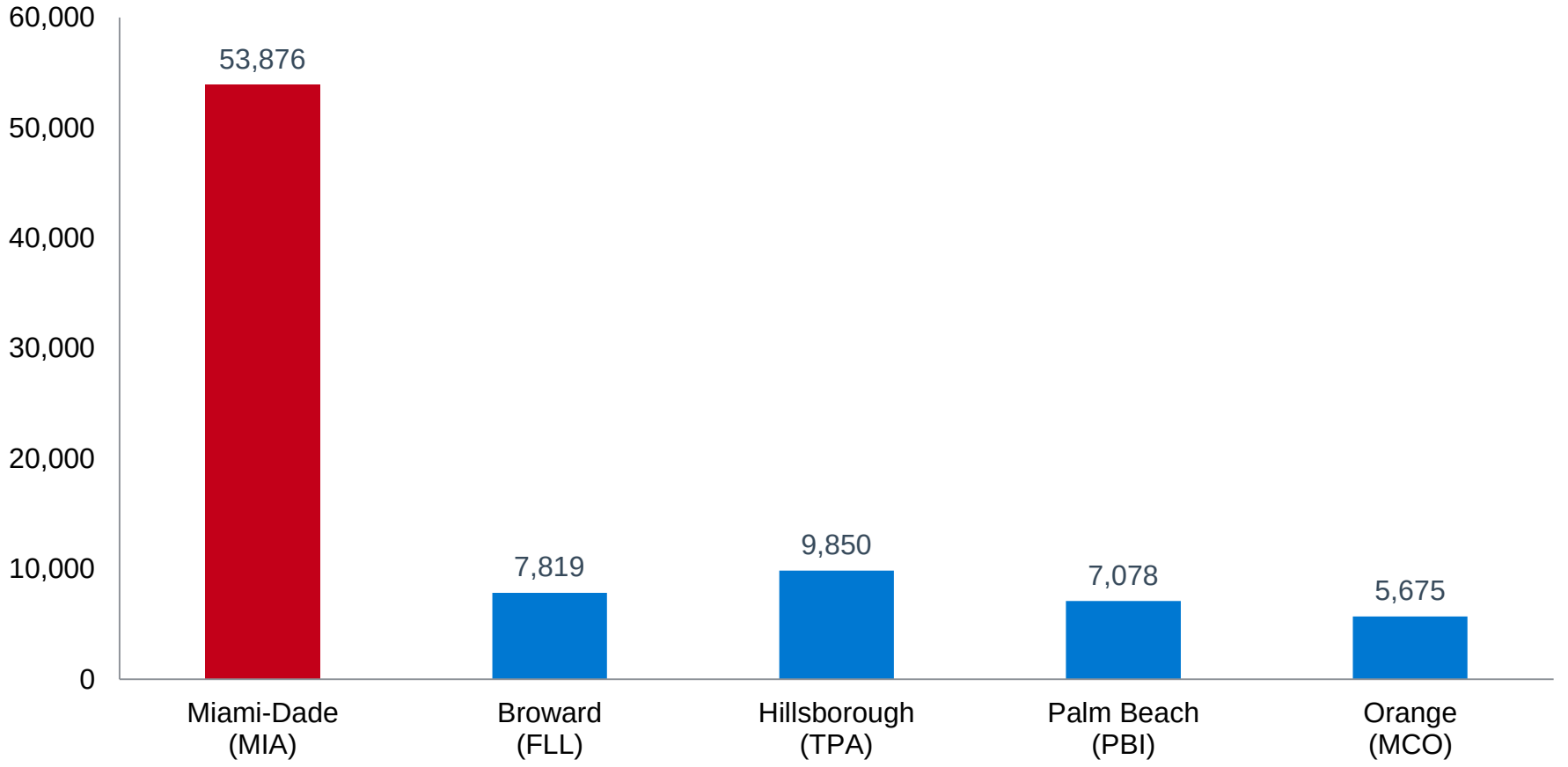


Note: 2014 is last American Community Survey, conducted by the U.S. Census Bureau
Sources: 2010: U.S. Census; 2014 American Community Survey, conducted by U.S. Census Bureau

#aacuba

Between 2010 and 2014, Miami-Dade County's Cuban-American Population Increased by More Than All of the Other Large Florida Counties Combined More Than the Next Largest County

Cuban American Population Growth in Florida
2010 vs. 2014



Sources: 2010: U.S. Census; 2014 American Community Survey, conducted by U.S. Census Bureau

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In Summary

47.9% Of the **entire** Cuban-American population resides in **Miami-Dade County** (Exhibit AA-604)

Miami-Dade's population of Cuban Americans is **larger** than any other State's total population of Cuban Americans and is, in fact, **larger than all States' Cuban-American population combined** (excluding, of course, Florida) (Exhibit AA-606) **#1**

53,876 Between 2010 and 2014 Miami-Dade County's Cuban-American population **increased** more than any other county or State in the United States (Exhibit AA-612)

The **10 largest** Cuban-American populated communities are **all located in Miami-Dade County** (Exhibit AA-607) **10**

… and Miami-Dade County is the home of MIA – Miami International Airport (Exhibit AA-609)

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American Airlines

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Series 700:
2015/2016 U.S.-Cuba Charter Flight Data

Narrative to the 700 Series of Exhibits

The Series 700 Exhibits consist of the historical charter data for all carriers operating charters in the U.S.-Cuba charter market in 2015. Exhibit AA-701 lays out in chart form all of the 2015 U.S.-Cuba charters by U.S. origin and Cuba destination. It shows that MIA-HAV represented almost 60% of all U.S.-Cuba charter flights in 2015. Exhibit AA-702 shows that U.S.-Havana charters were more than double the number of charter flights to all other Cuban airports combined. Exhibit AA-703, page 1, shows that, of all the U.S. airlines with scheduled foreign authority to operate charter flights to Havana, American operated more than half of the U.S.-Havana charters. Exhibit AA-703, page 2, shows that American operated almost 83% of all U.S.-Cuba charters operated by all large U.S. airlines.

Exhibits AA-704 and AA-705 show that, in 2015, MIA accounted for more than 86 percent of U.S. departures to Cuba and more than 80 percent of all U.S. departures to Havana, respectively. Further, Exhibit AA-706 proves that of all the U.S. airlines with scheduled authority that operated Miami-Havana charters, American operated more than 67 percent of those flights. Exhibits AA-707 through AA-709 show that MIA averaged 6.4 “reported” daily charter flights to Havana in 2014 and 7.3 daily in 2015, in itself a 14% increase. Assuming this level of growth and not taking into account any expected growth due to a number of other factors, Exhibit AA-710 shows that the MIA demand for Havana flights will reach almost ten daily departures next year.

Narrative to the 700 Series of Exhibits

MIA is not only the heart of charter service to Havana, but also of charter service to non-Havana Cuba destinations, as shown in Exhibit AA-711. In fact, MIA accounted for more than 93 percent of all charter flights to non-Havana Cuba destinations. MIA accounted for more than 81 percent of U.S. charter departures to Santa Clara; 100 percent of the U.S. charter departures to Camagüey; and 100 percent of the U.S. charter departures to Cienfuegos, as depicted in Exhibits AA-712, -713, and -714, respectively.

Miami-Havana Charter Flights Represented Almost 60% of the Total 2015 Charter Flights from the United States to Cuba

	Havana (HAV)	Santa Clara (SNU)	Camagüey (CMW)	Holguín (HOG)	Cienfuegos (CFG)	Santiago de Cuba (SCU)	Varadero (VRA)	Total	% of Total
Miami (MIA)	**2,918**	477	344	307	177	125		**4,348**	**86.3%**
Tampa (TPA)	267	54		17				**338**	**6.7%**
Key West (EYW)	86	3					26	**115**	**2.3%**
Fort Lauderdale (FLL)	69	1						**70**	**1.4%**
New York (JFK)	70							**70**	**1.4%**
Orlando (MCO)	65							**65**	**1.3%**
Fort Myers (RSW)	9							**9**	**0.2%**
San Juan (SJU)	9							**9**	**0.2%**
Baltimore (BWI)	5							**5**	**0.1%**
Los Angeles (LAX)	3							**3**	**0.1%**
Atlanta (ATL)	1							**1**	**0.0%**
Boston (BOS)	1							**1**	**0.0%**
Minneapolis/St-Paul (MSP)	1							**1**	**0.0%**
New Orleans (MSY)	1							**1**	**0.0%**
Total	**3,505**	**535**	**344**	**324**	**177**	**125**	**26**	**5,036**	**100.0%**
% of Total	**69.6%**	**10.6%**	**6.8%**	**6.4%**	**3.5%**	**2.5%**	**0.5%**	**100.0%**	

Source: Havanaturs 2015 charter data; American Airlines

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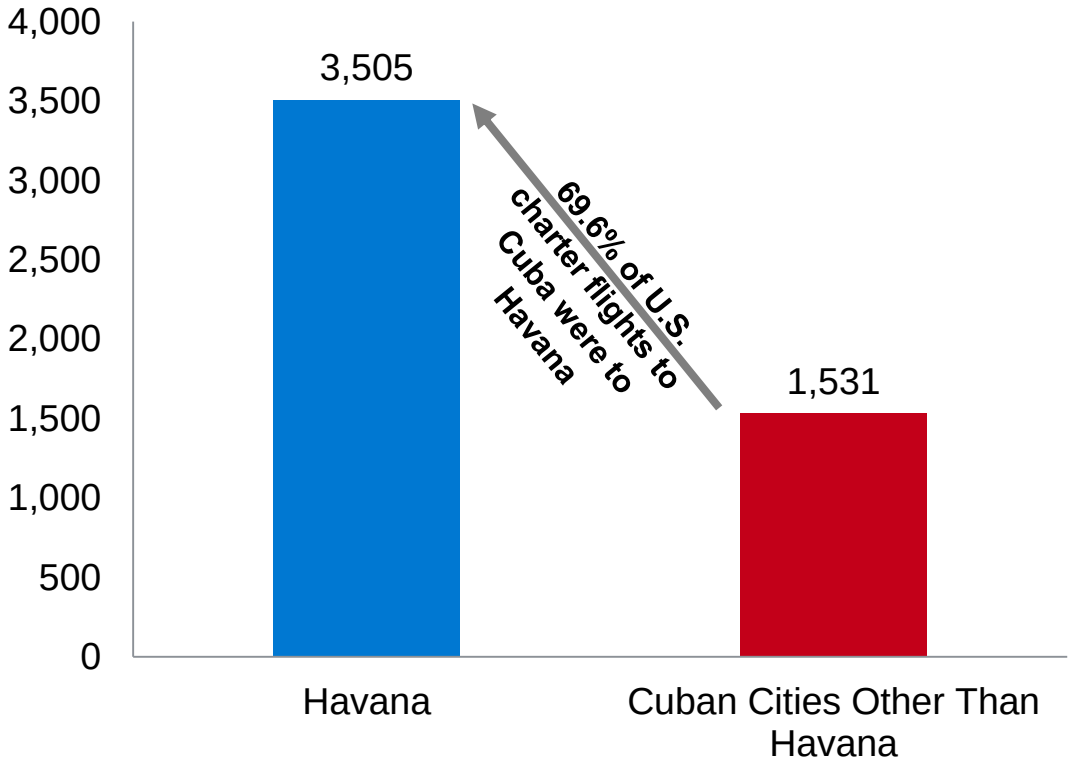
U.S.-Havana Charter Flights Were More Than Double The Number of U.S. Charter Flights to All Other Cuban Airports

Havana Cuban Destination Flights versus Flights to Other Cuba Destinations

2015



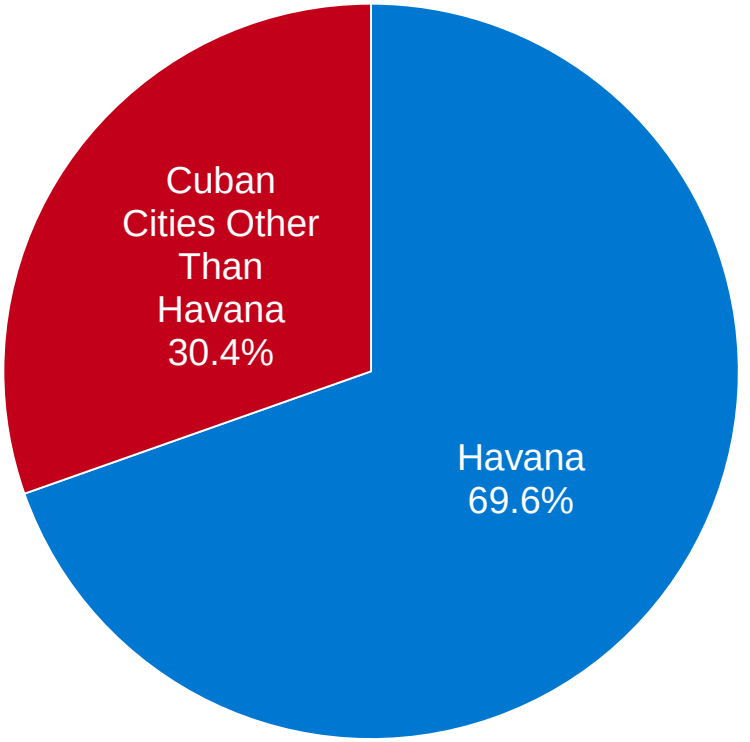
Total flights to Cuba: 5,036

Source: Havanaturs 2015 charter data; American Airlines

U.S.-Havana Charter Flights Were More Than Double The Number of U.S. Charter Flights to All Other Cuban Airports

Havana Cuban Destination Flights versus Flights to Other Cuba Destinations

2015

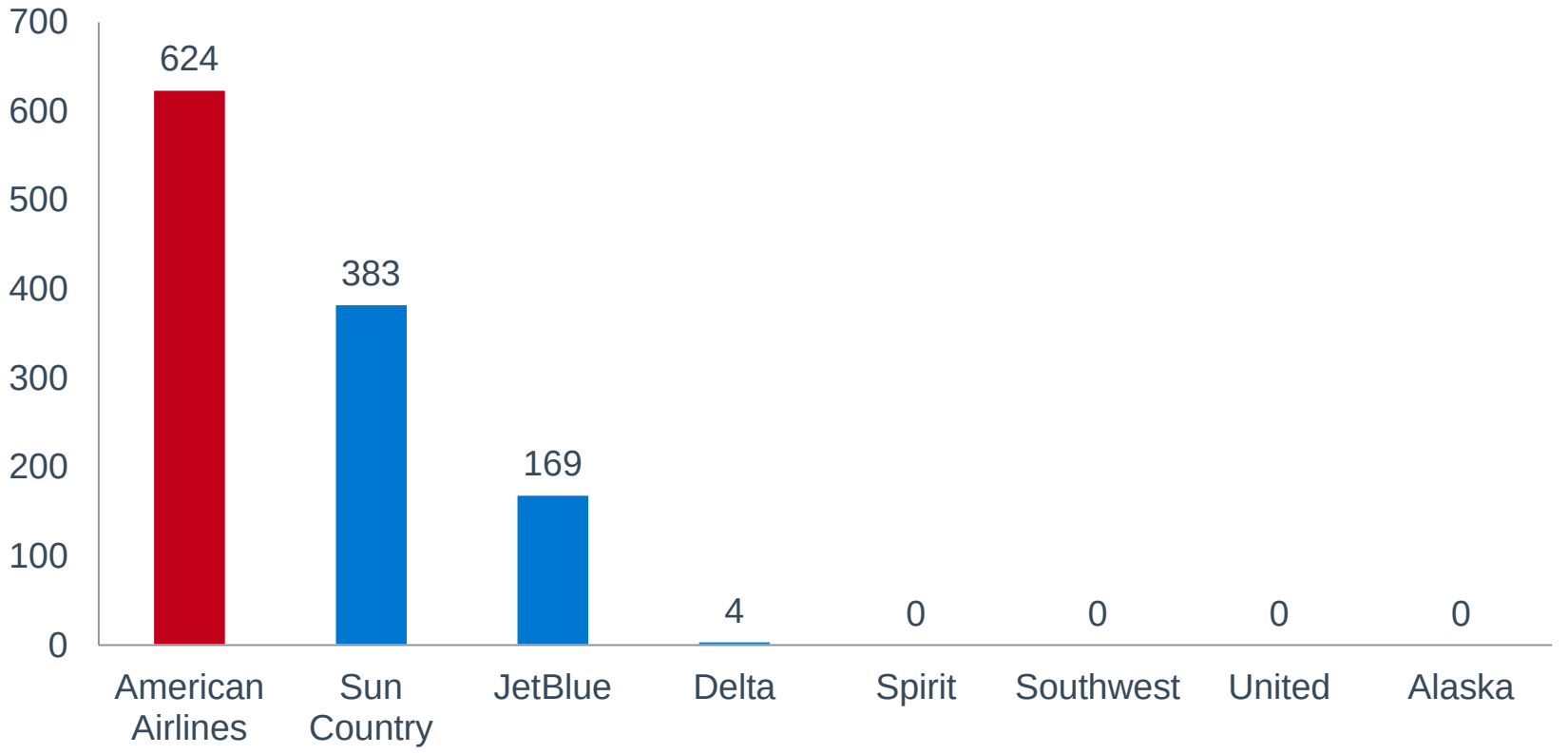


Source: Havanaturs 2015 charter data; American Airlines

Of All of the U.S. Airlines with Scheduled Foreign Authority that Operated Charters to Havana, American Operated More Than Half of the U.S.-Havana Charters

Charter Flights to Havana by U.S. Airlines with Foreign Scheduled Authority

2015

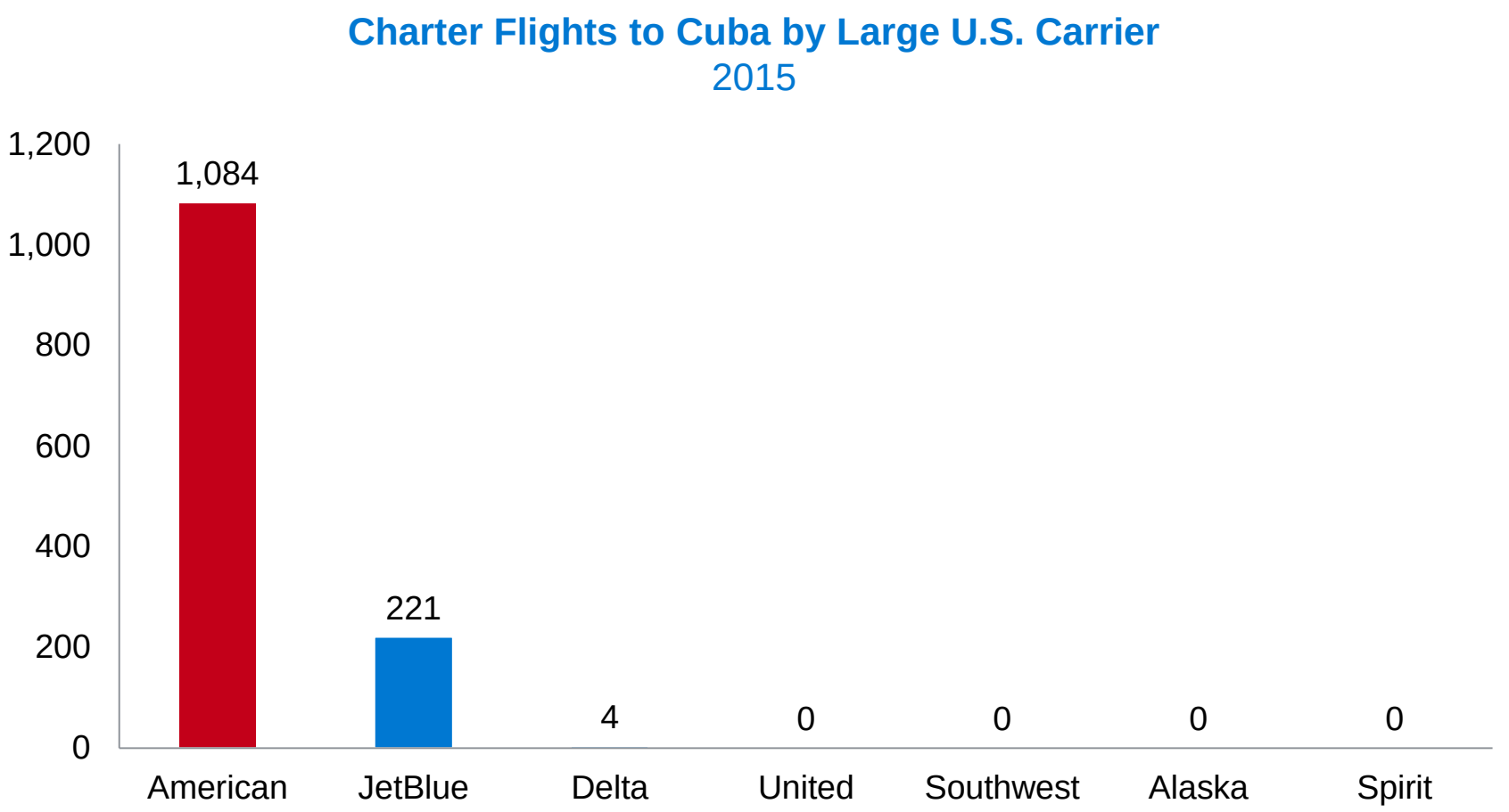


Total flights to Havana Shown Above: 1,180

Source: Havanaturs 2015 charter data; American Airlines

#aacuba

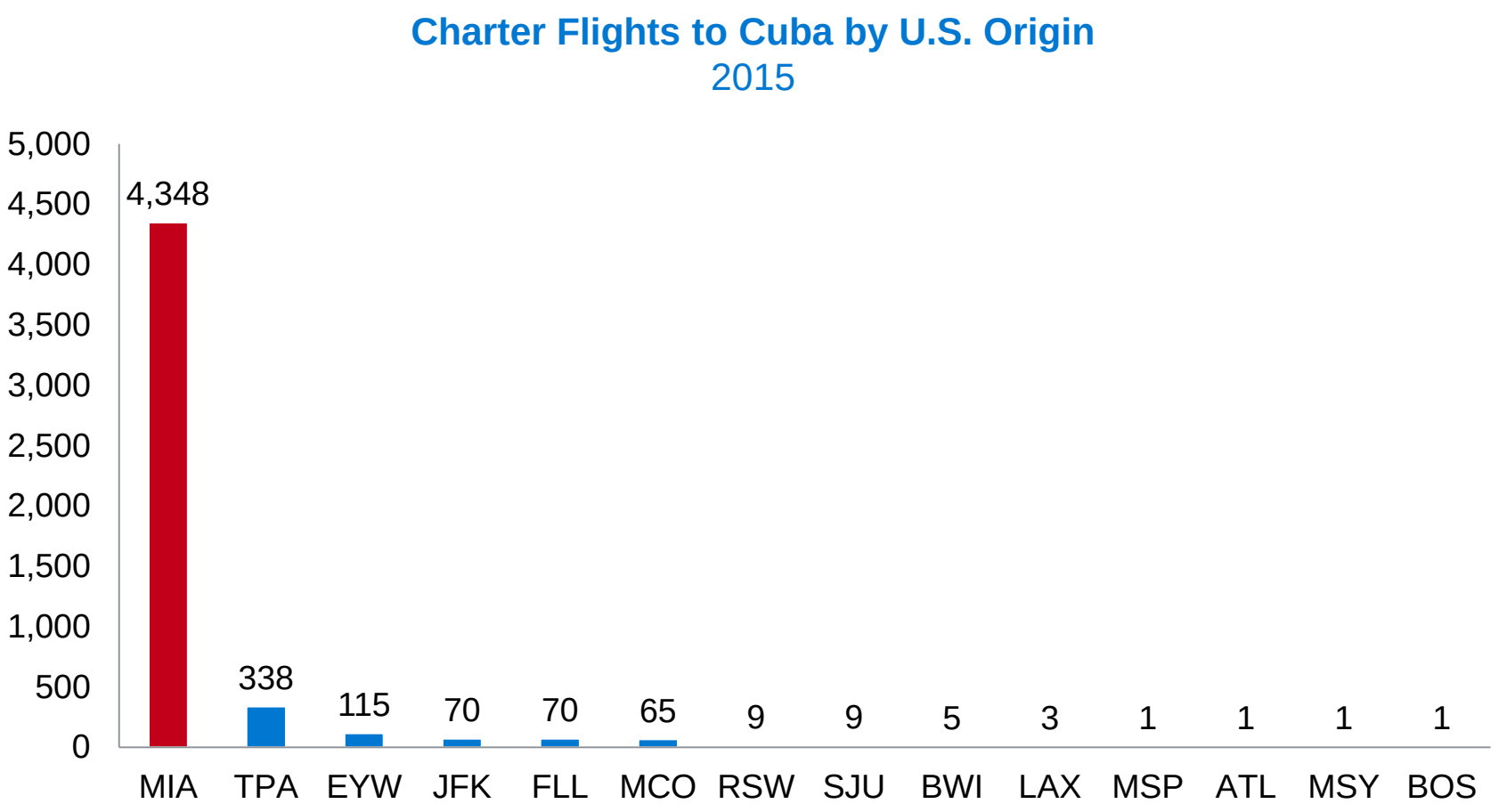
American Airlines Operated Almost 83% of all U.S.-Cuba Charts Operated by Large U.S. Carrier



Source: Havanaturs 2015 charter data; American Airlines

#aacuba

MIA Accounted for More Than 86% of U.S. Departures to Cuba

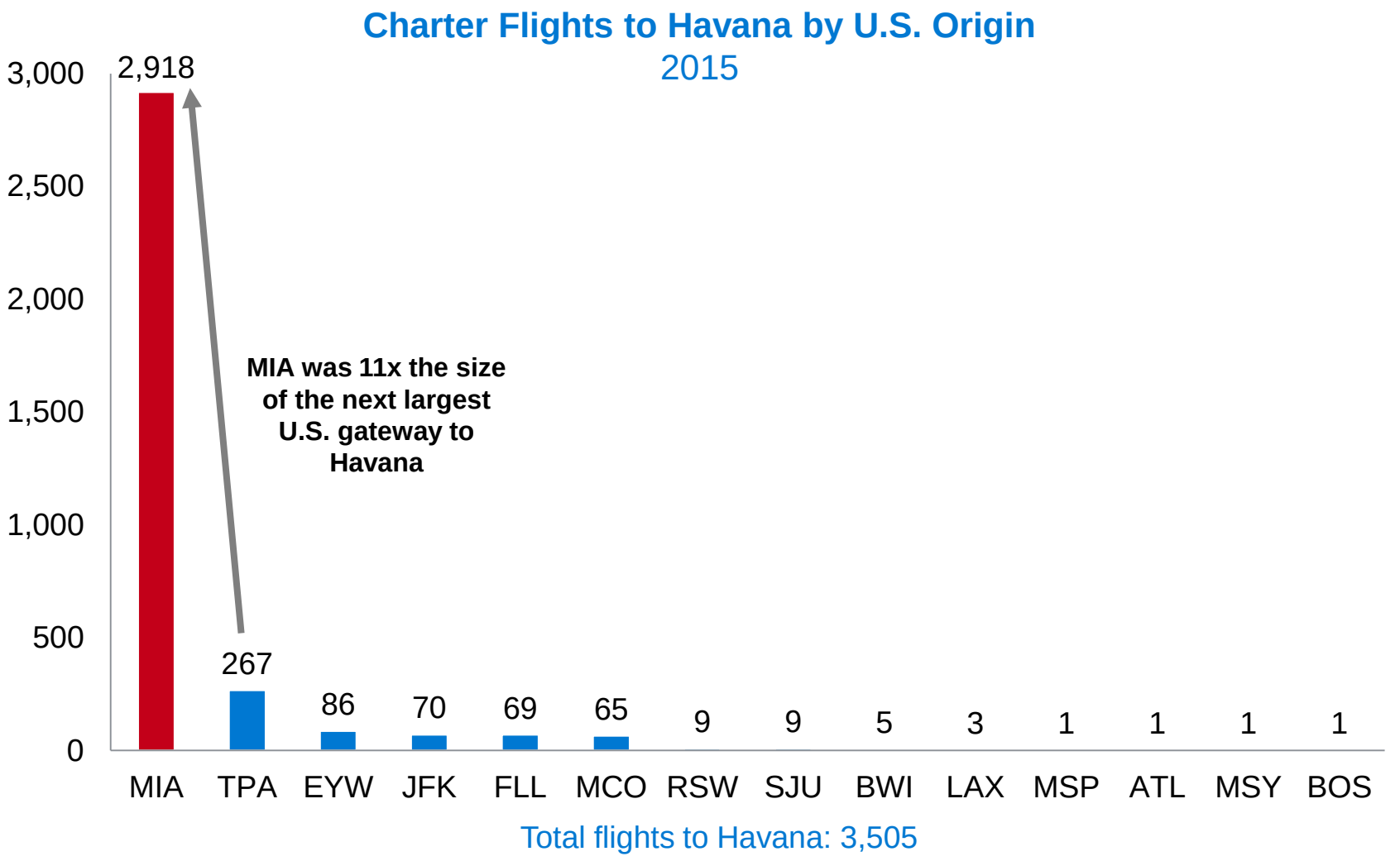


Total Charter Flights to Havana: 5,036

Source: Havanaturs 2015 charter data; American Airlines

#aacuba

MIA Accounted for More Than 83% of All U.S. Departures to Havana

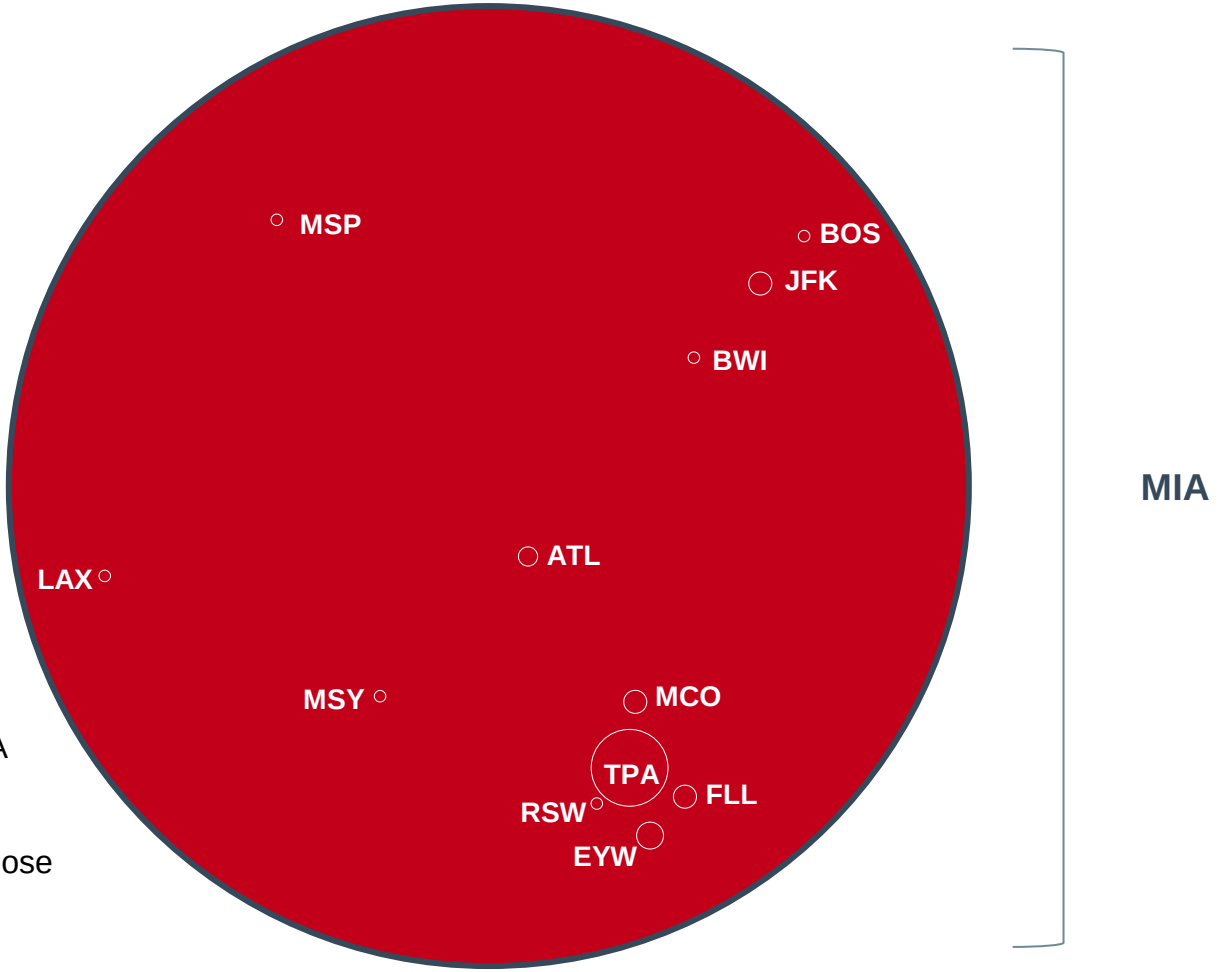


Source: Havanaturs 2015 charter data; American Airlines

#aacuba

MIA Accounted for More Than 83% of All U.S. Departures to Havana

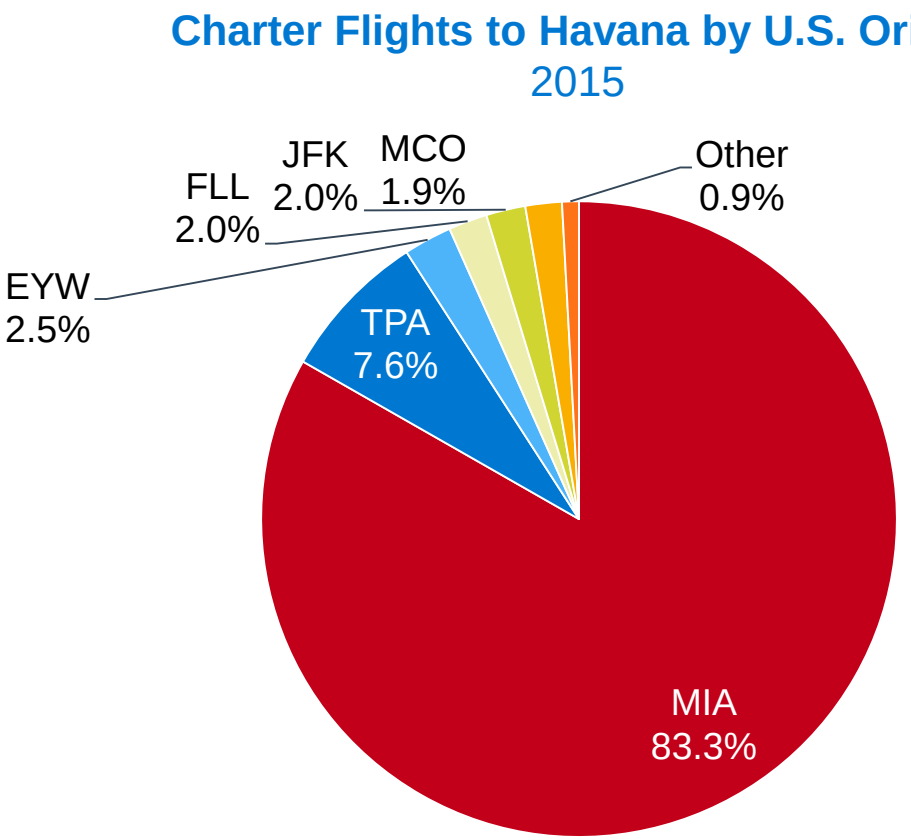
MIA versus Other Airports With Departures to Havana



Size of circles within MIA represents proportional number of 2015 charter flights to Havana from those airports versus MIA

Source: Havanaturs 2015 charter data; American Airlines

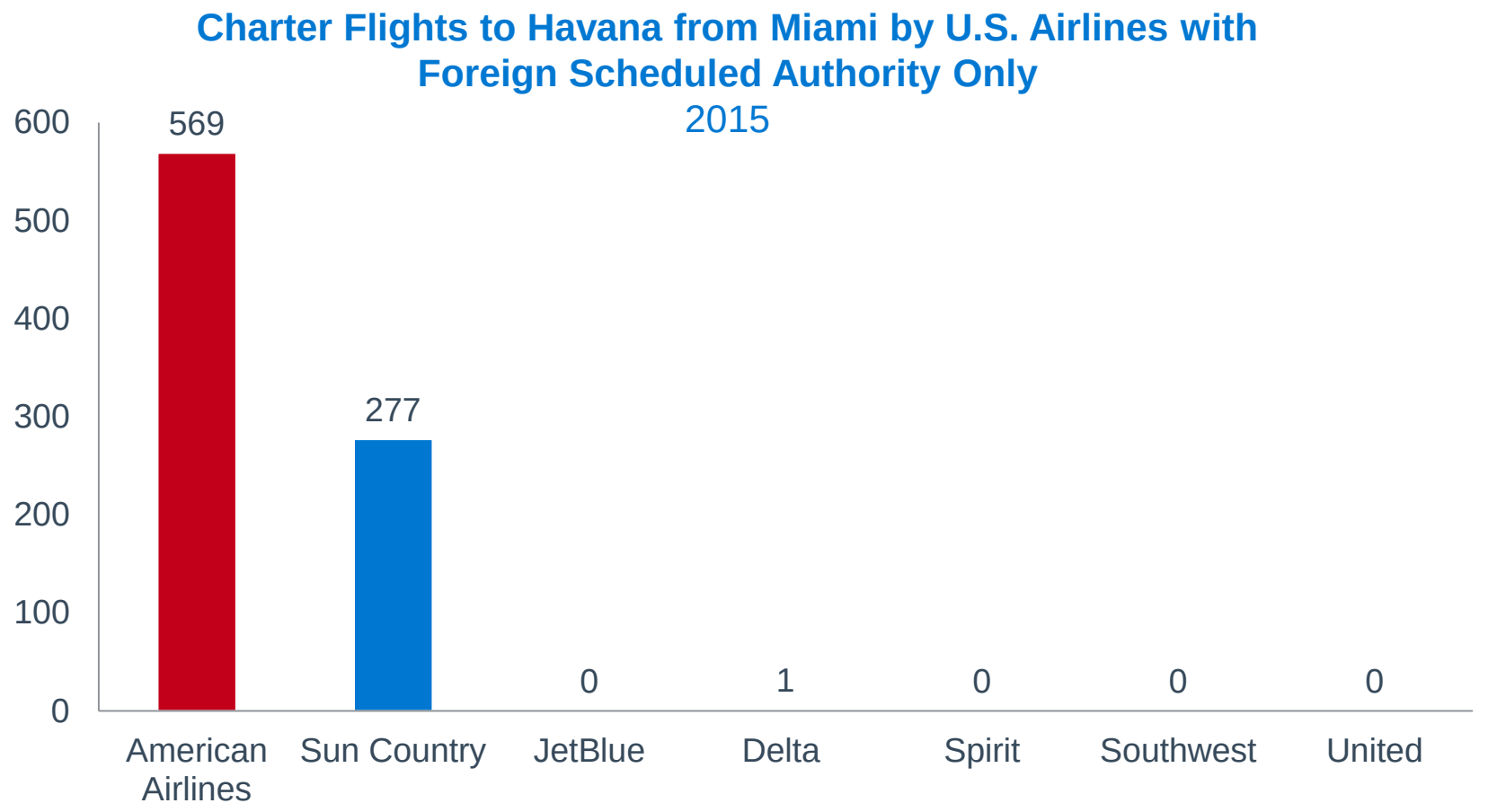
MIA Accounted for More Than 83% of All U.S. Departures to Havana



Total flights to Havana: 3,505

Note: “Other” includes: RSW, SJU, BWI, LAX, MSP, ATL, MSY, and BOS
Source: Havanaturs 2015 charter data; American Airlines

Of All of the U.S. Airlines with Scheduled Foreign Authority that Operated Charters to Havana from Miami, American Operated More Than 67% of Those Flights



Source: Havanaturs 2015 charter data; American Airlines

In 2014, Miami Averaged 6.4 'Reported' Daily Charter Flights* to Havana

Month	Departures
January	219
February	188
March	218
April	163
May	199
June	207
July	196
August	200
September	173
October	178
November	182
December	218
Total	**2,340**

Daily Average Departures: 6.4

* The 'reported' charter flights understates the true total because U.S. DOT T-100 data does not include single-entity charters. Many U.S. charter flights to Cuba (but especially to Havana) are single-entity charters for specific affinity organizations (e.g. symphonies, National Geographic, universities and national religious organizations)
Source: U.S. DOT T-100 data (non-schedule passenger services)

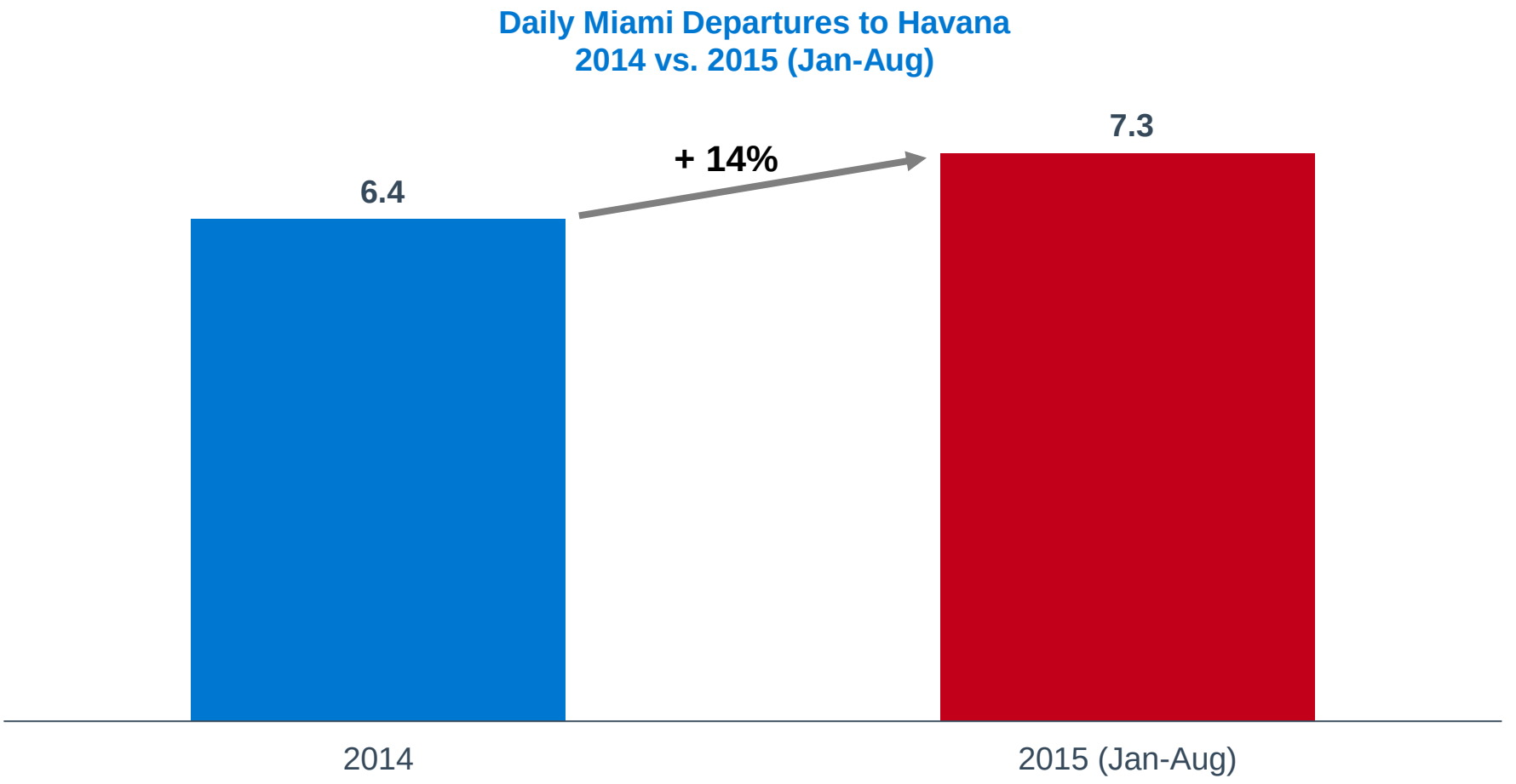
In 2015 (through August, the latest reported month), Miami Averaged 7.3 Daily 'Reported' Charter Flights* to Havana

Month	Departures
January	231
February	189
March	231
April	211
May	236
June	177
July	246
August	244
Total (Jan-Aug)	**1,763**

Daily Average Departures: 7.3

* The 'reported' charter flights understates the true total because U.S. DOT T-100 data does not include single-entity charters. Many U.S. charter flights to Cuba (but especially to Havana) are single-entity charters for specific affinity organizations (e.g. symphonies, National Geographic, universities and national religious organizations)
Source: U.S. DOT T-100 data (non-schedule passenger services)

The Growth from 2014 to 2015 in Miami Departures to Havana Was 14% – Even Without Adjusting for The Underreporting



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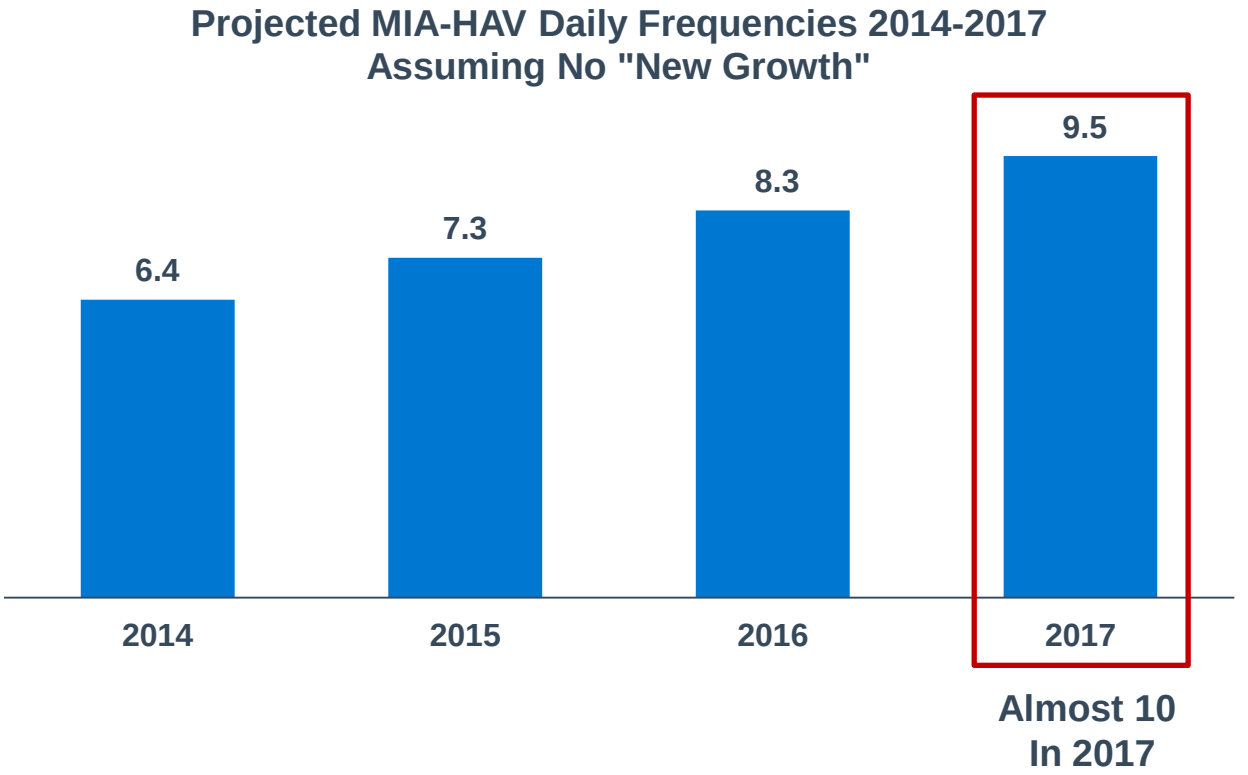
Source: U.S. DOT T-100 data (non-schedule passenger services)

Miami Should Reach Almost 10 Daily Departures to Havana Next Year, Even Assuming No "New Factor" Growth

Assume: Year-over-year growth rate of 14%

Do Not Assume:

- Any new growth as a result of warming relations between the U.S. and Cuba
- Any new growth as a result of the introduction of scheduled service
- Any new growth as a result of prospects of new business relationships by key U.S. companies
- Any new growth as a result of removal of reluctance or apprehension to travel to Cuba by Cuban Americans formerly cautious due to lack of any state-to-state relationship

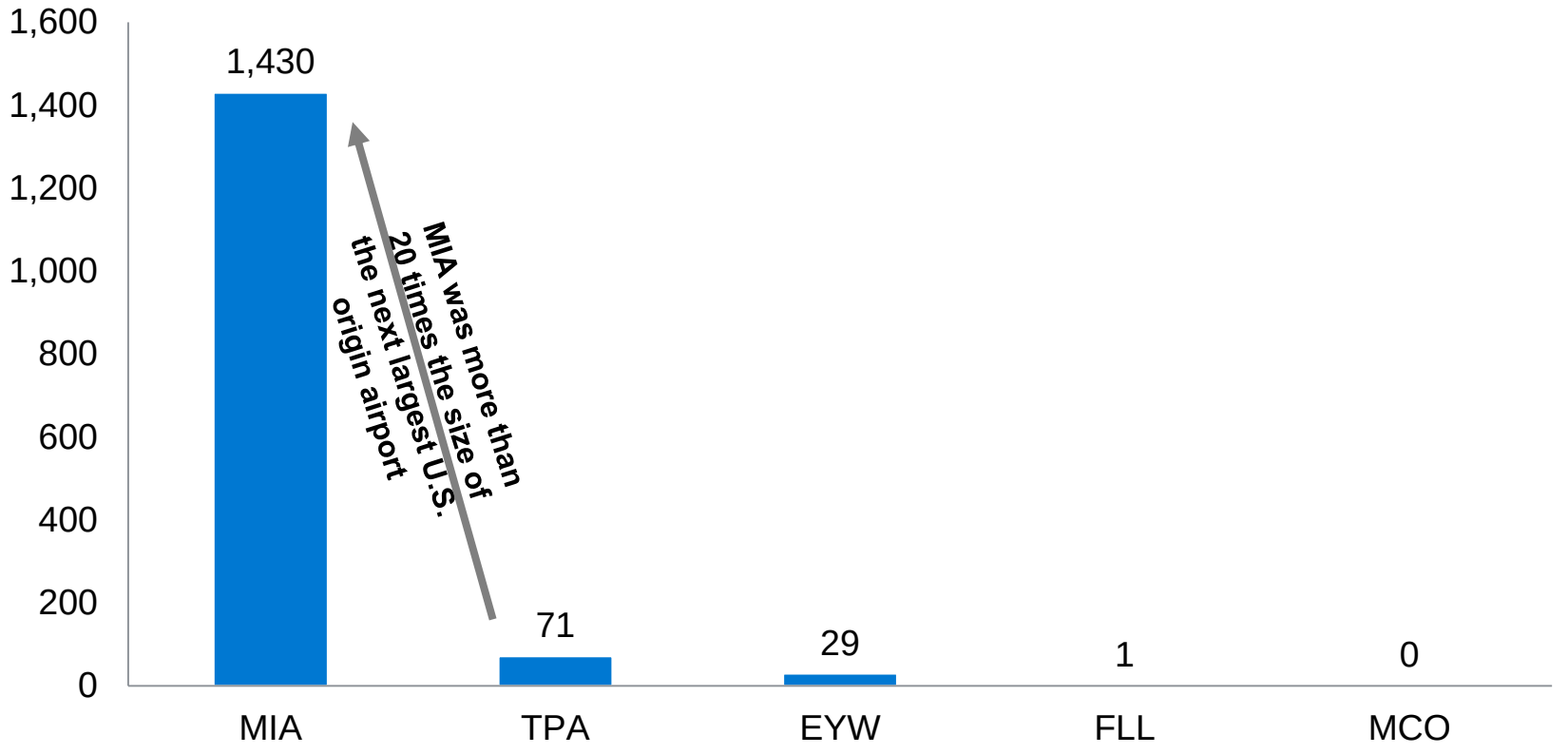


#aacuba

MIA Accounted For More Than 93% of All Charter Flights to Non-Havana Cuba Destinations

U.S. Charter Flights to Cuban Destinations Other than Havana by U.S. Origin

2015



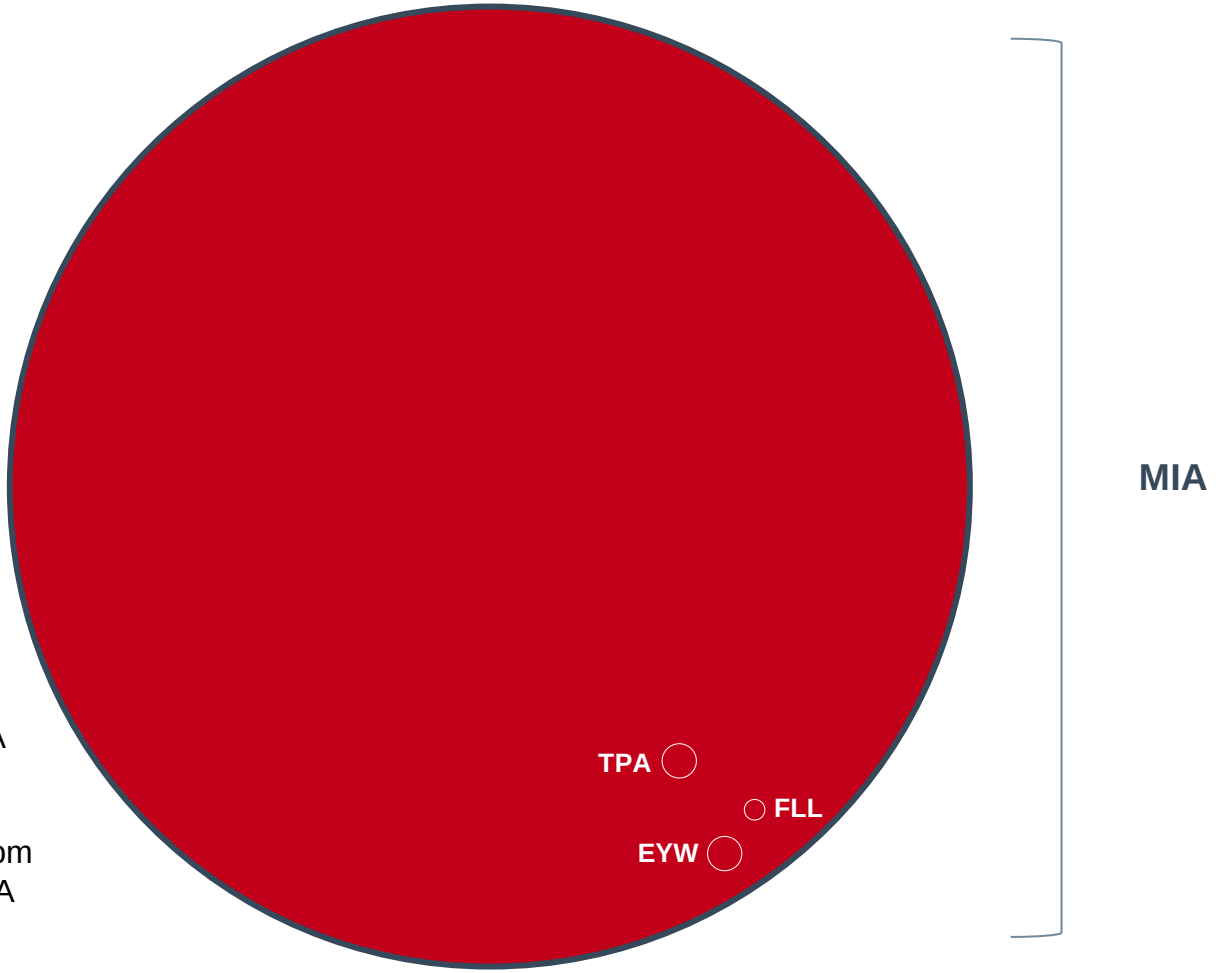
Total flights to Cuban destinations other than Havana: 1,531

Source: Havanaturs 2015 charter data; American Airlines

#aacuba

MIA Accounted For More Than 93% of All Charter Flights to Non-Havana Cuba Destinations

MIA versus Other Airports With Departures to Non-Havana Destinations



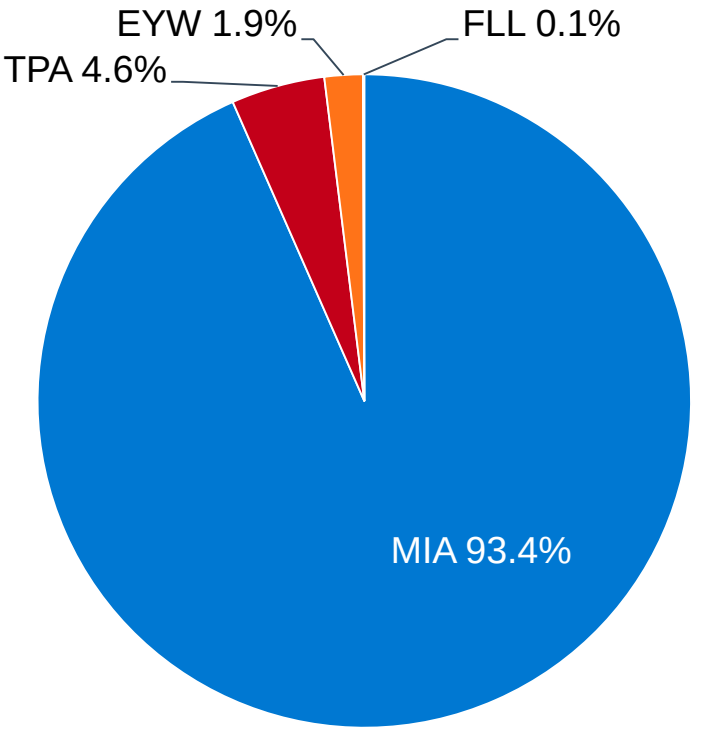
Size of circles within MIA represents proportional number of 2015 charter flights to Non-Havana from those airports versus MIA

Source: Havanaturs 2015 charter data; American Airlines

MIA Accounted For More Than 93% of All Charter Flights to Non-Havana Cuba Destinations

Flights to Cuban Destinations Other than Havana by U.S. Origin

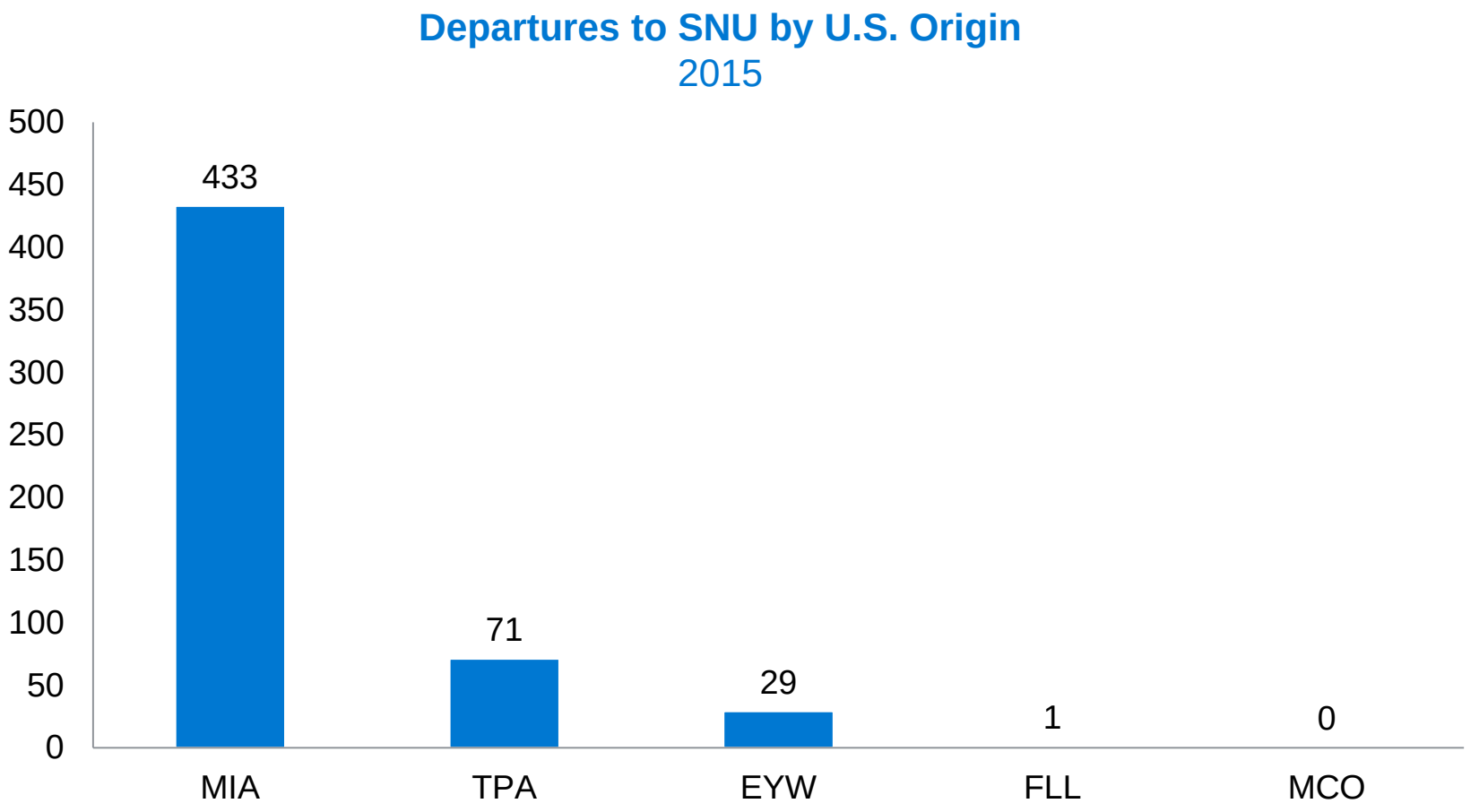
2015



Total flights to Cuban destinations other than Havana: 1,531

Source: Havanaturs 2015 charter data; American Airlines

MIA Accounted for More Than 81% of U.S. Departures to Santa Clara



Total flights to SNU: 534

Source: Havanaturs 2015 charter data; American Airlines

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MIA Accounted for 100% of the U.S. Departures to Camagüey

Total flights to CMW: 344

Source: Havanaturs 2015 charter data; American Airlines

MIA Accounted for 100% of the U.S. Departures to Cienfuegos

Total flights to CFG: 177

Source: Havanaturs 2015 charter data; American Airlines

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American Airlines

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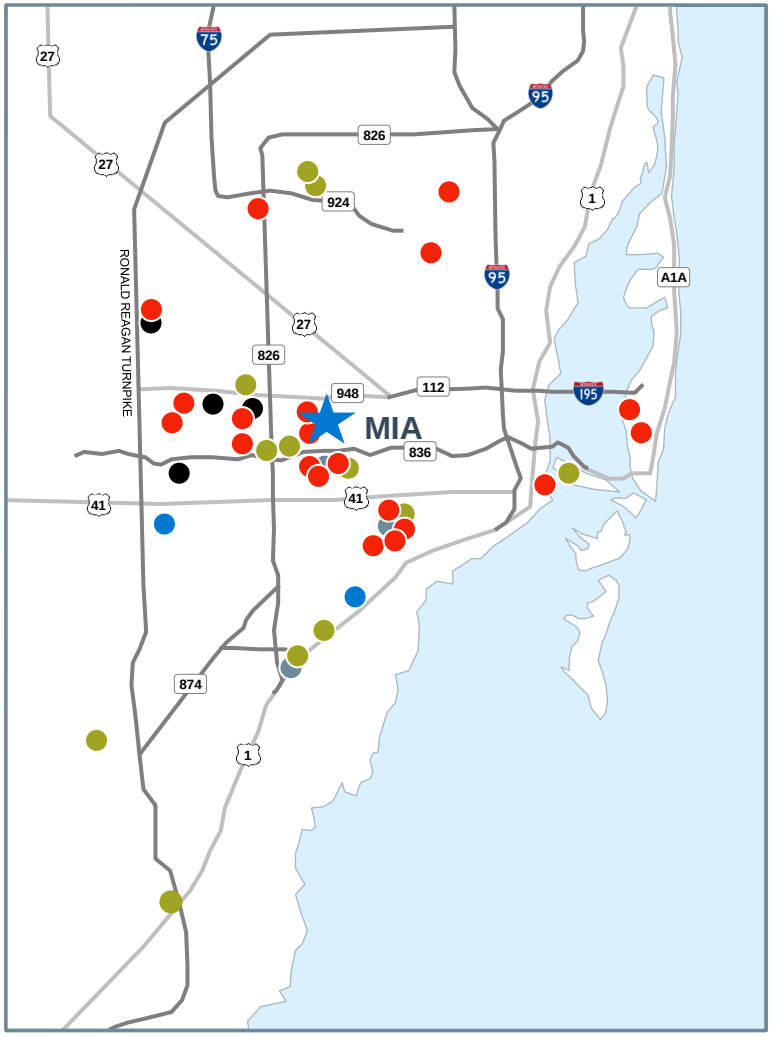
Series 800:
Miami-Dade County and MIA Are Home (a Regional Home) to Many Large Companies

Narrative to the 800 Series of Exhibits

The Series 800 Exhibits portray the large business presence in Miami-Dade County that will support scheduled air service to Cuba. Exhibit AA-801 lists the various companies in close proximity to MIA that will likely pursue business in Cuba when allowed. Exhibit AA-802 provides an overview of Florida International University (FIU) and the University of Miami, both of which have strong interests in Cuba. Exhibits AA-803 and 804 are excerpts from two surveys, one conducted by the leading Cuba Research Institute at FIU and the other by Bendixen & Amandi International. These surveys show the rapid transformation of attitudes of Cuban-Americans, particularly the younger generations, about travel to Cuba, the travel restrictions, investment in Cuba, etc.

Companies in Miami-Dade County



- **Fortune 500 companies with headquarters in Miami-Dade County**
  - Lennar Corporation
  - Ryder System
  - World Fuel Services
  - Carnival Cruises
- **Fortune 500 companies with regional offices in Miami-Dade County and interested in Cuba**
  - Caterpillar Americas Services
  - Kraft Foods
  - Marriott International, Inc.
- **Companies located or with offices and interested in Cuba**
  - Assurant Solutions
  - Beckman Coulter
  - Boston Scientific
  - Burger King
  - Cordis
  - IAC/InterActiveCorp
  - Inktel Contact Center Solutions
  - MasterCard
  - MBF Healthcare Acquisition
  - NCL Corp
  - Pollo Tropical
  - Royal Caribbean Cruise Line
  - Securitas Security Services USA
- **Companies with U.S. / Americas HQ located in Miami-Dade County**
  - Bacardi
  - Banco Itau Europa International
  - Benetton Corporation
  - Central Concrete Supermix
  - Club Med
  - Cotia USA Ltd.
  - Danone Americas
  - Ekman & Co Inc
  - Global Crossing USA
  - Hellmann Worldwide Logistics
  - Iberia Airlines
  - Marine Harvest
  - Martinair Holland N V
  - Nipro Medical Corporation
  - OHL USA Inc
  - Oldebrecht Construction Inc
  - Turbana Corporation
  - UPS Americas and the Caribbean
  - Simclar Inc
  - Telefonica USA Inc.
- **Major University with Cuban interests**
  - Florida International University (FIU)
  - University of Miami

Source: Business and University websites

Miami-Dade County, Florida

Major University Community with Cuba Interests

Florida International University

University Park, Miami-Dade County, Florida

- Public University (Part of the State University System of Florida)
- Student Body: 54,099
- Faculty and Staff: 8,186
- Largest University in South Florida and 4th Largest in the U.S.
- Home to the Cuban Research Institute

Source: Florida International University

Miami-Dade County, Florida

Major University Community with Cuba Interests

University of Miami

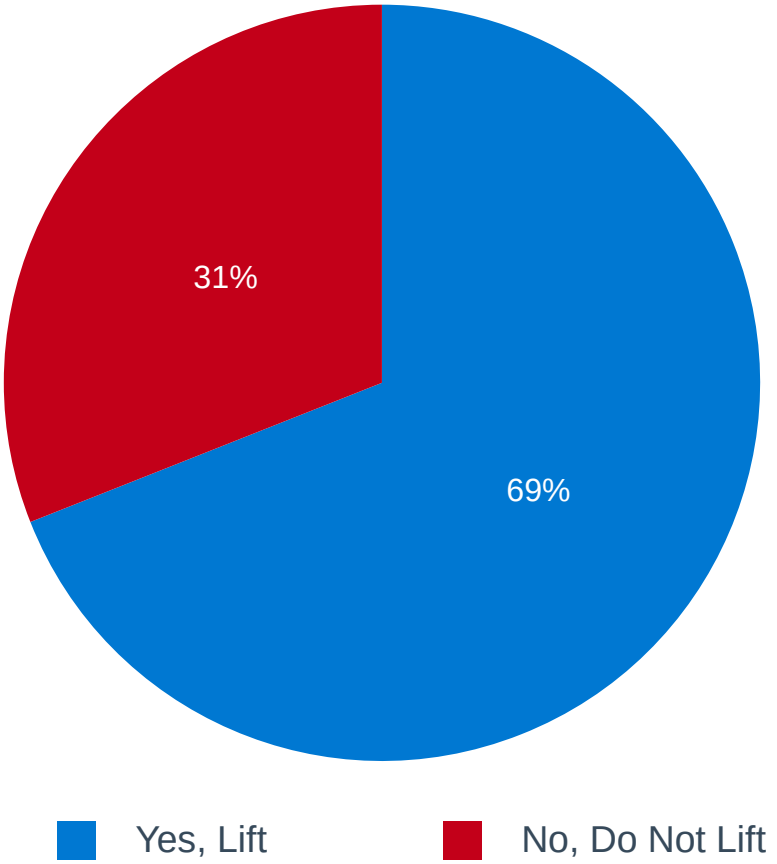
Coral Gables, Miami-Dade County, Florida

- Private University
- Student Body: 16,744
- Faculty and Staff: 14,025
- Home to the Institute for Cuban and Cuban-American Studies
- University Library Holds the Largest Cuban Heritage Collection in the U.S.

Source: University of Miami

Attitudes Are Changing In the Cuban-American Community About Travel Restrictions to Cuba

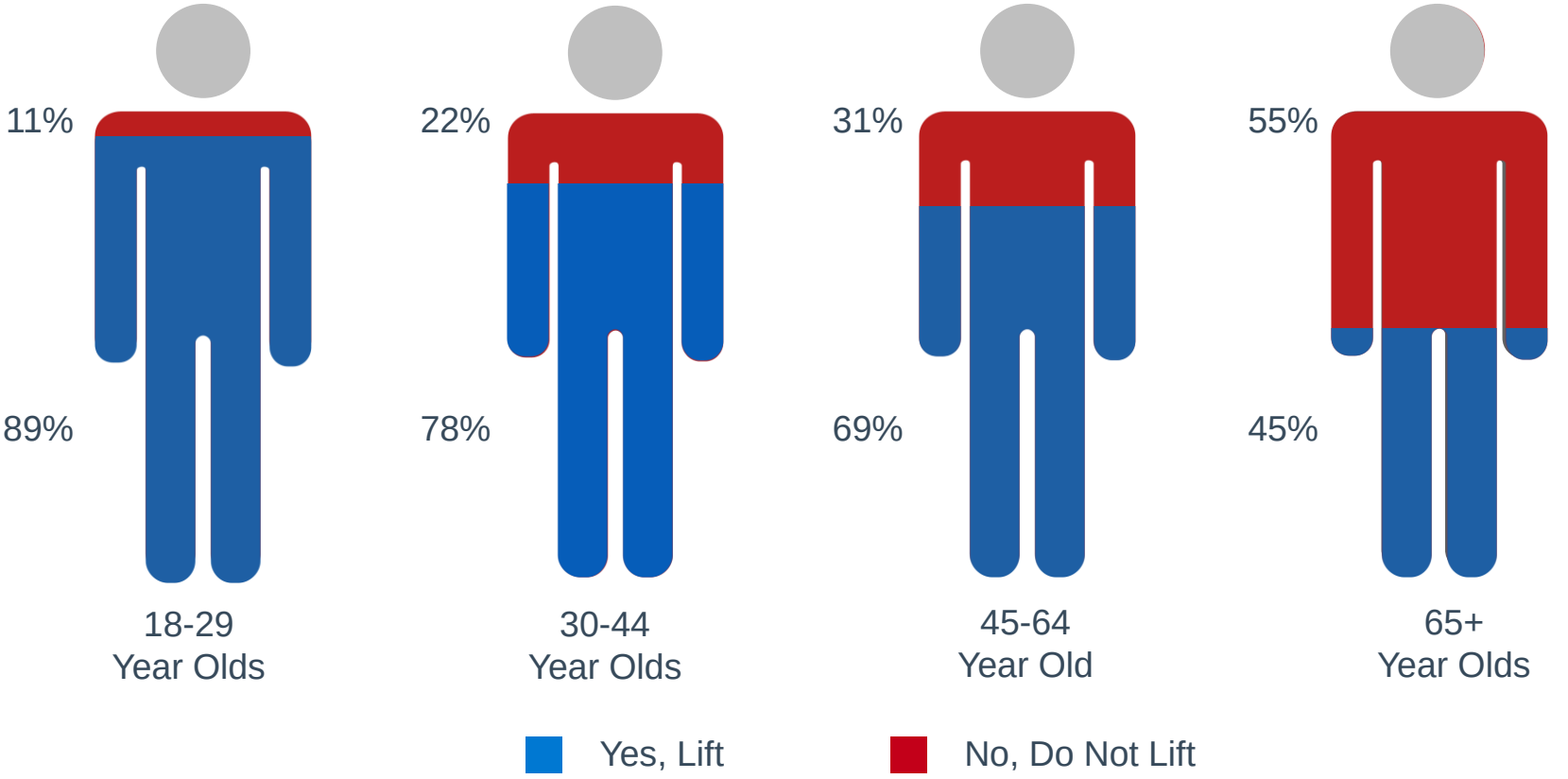
A substantial majority, 69%, now favor lifting the existing travel restrictions between the U.S. and Cuba



Source: 2014 FIU CubaPoll, FIU Cuban Research Institute

Attitudes Are Changing In the Cuban-American Community About Travel Restrictions to Cuba

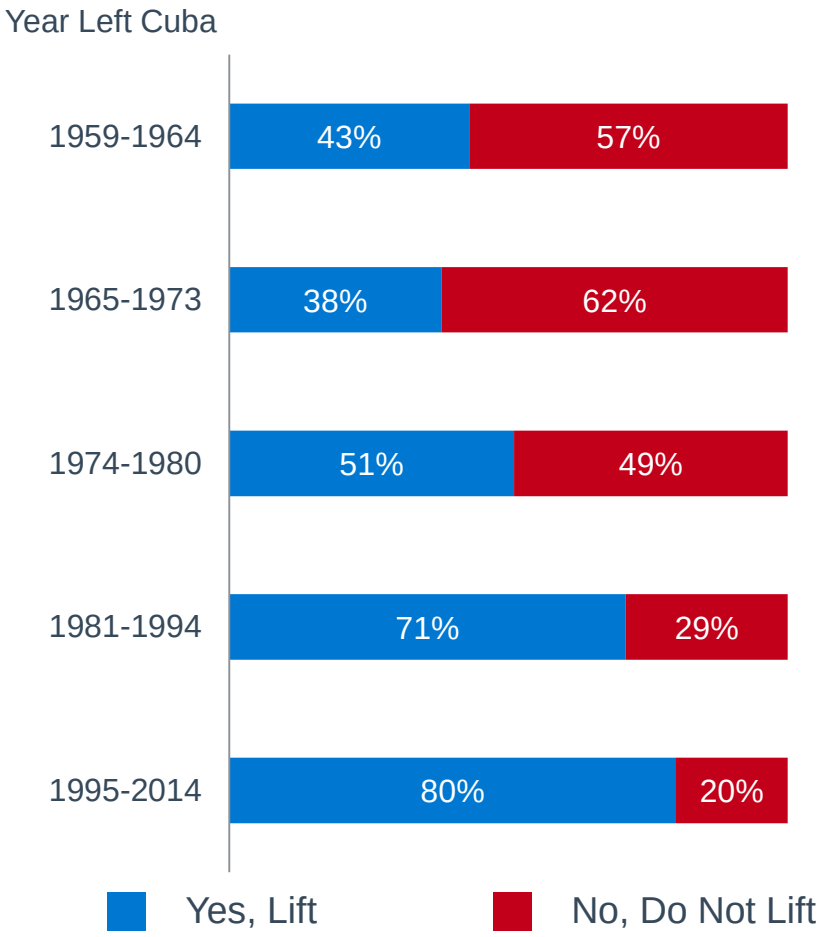
Among younger Cuban Americans, an overwhelming 89% favor lifting the travel restrictions



Source: 2014 FIU CubaPoll, FIU Cuban Research Institute

Attitudes Are Changing In the Cuban-American Community About Travel Restrictions to Cuba

Among those who recently arrived from Cuba, 80% favor lifting the restrictions



Source: 2014 FIU CubaPoll, FIU Cuban Research Institute

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SPECIAL SESSION:
Polling Results on Cuban Americans' Viewpoint on the Cuba Opportunity

BENDIXEN & AMANDI INTERNATIONAL

Research | Strategies | Media

Methodology

Sample	400 Cuban American adults living in the United States
Dates of Interviews	March 20 – 25, 2015
Languages of Interviews	English, Spanish
Margin of Error	+/- 4.9 percentage points

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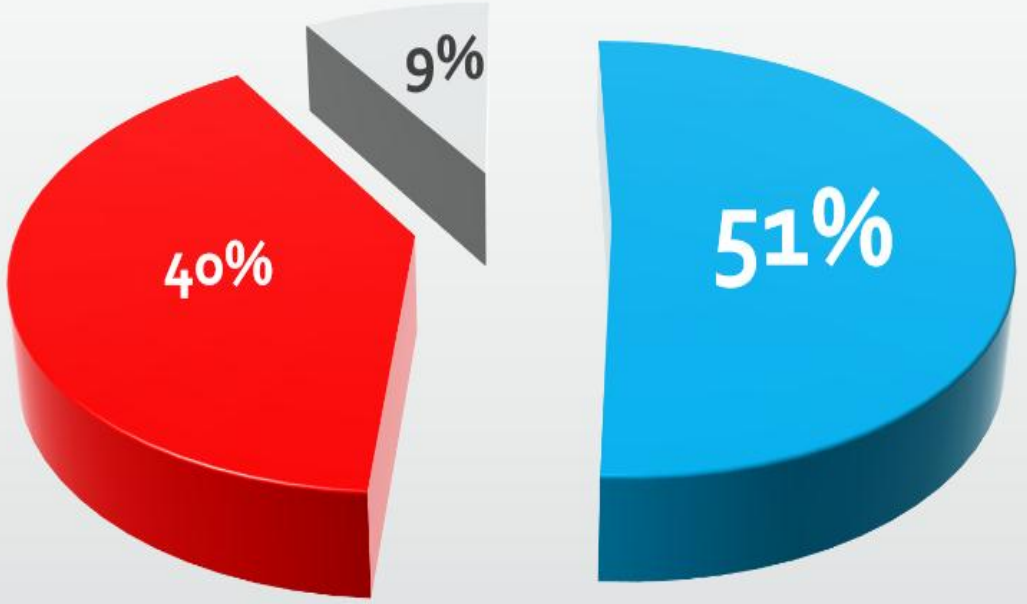
Do you agree or disagree with President Obama's announcement to begin normalizing relations with Cuba?



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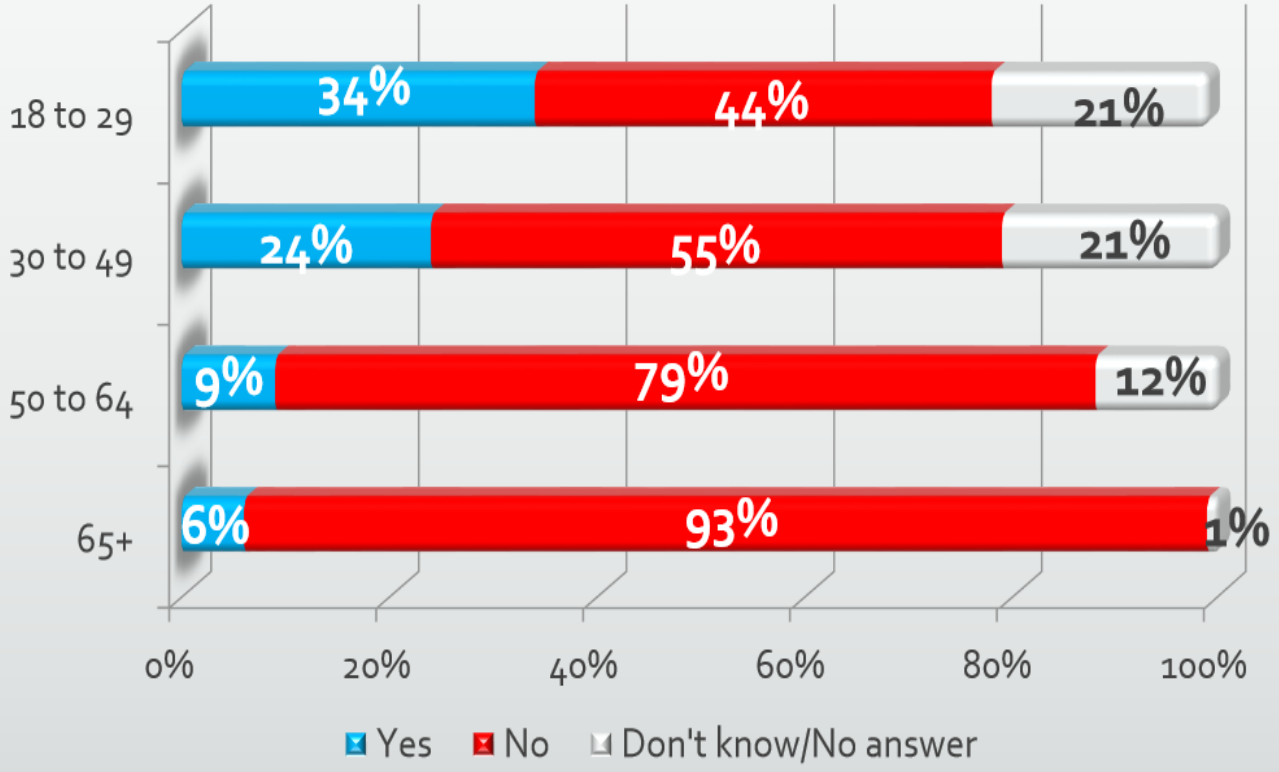
If it becomes legal to do so, do you plan to invest in Cuba?

By Age



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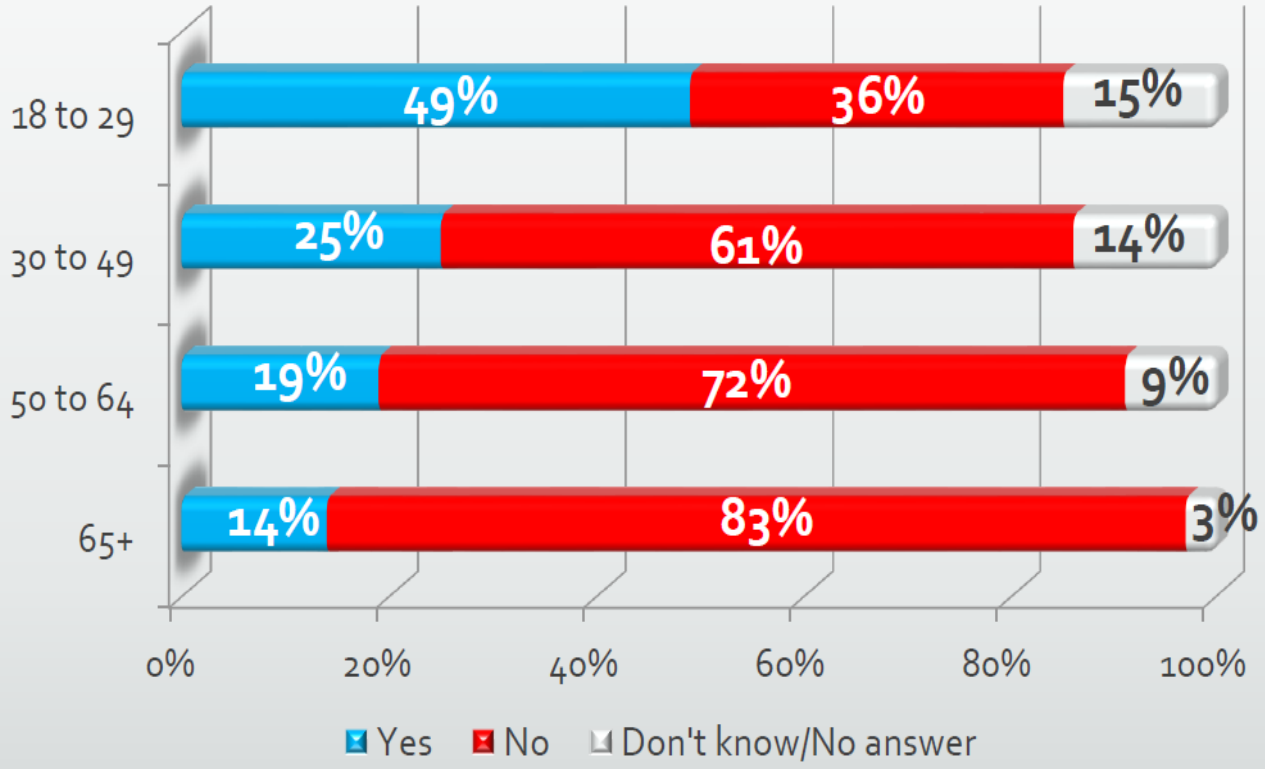
Do **you** plan on traveling to Cuba in the near future?

By Age



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Research | Strategies | Media

Series 900:
American Airlines Substantial Investment in Products and Services

Narrative to the 900 Series of Exhibits

The Series 900 Exhibits describe American's commitment to substantial investment -- $3 billion -- in service and product improvements that touch the customer.

Exhibit AA-901 describes American's expanse of flights, destinations, countries served and fleet size. Exhibit AA-902 describes American investment in fleet renewal. Exhibit AA-903 shows American's investment in its network – 23 new markets opened since the beginning of 2015. Exhibit AA-904 details American's enhancements in the sky, at airports and concerning airport lounges.

American Airlines by the Numbers

WORLD'S LARGEST AIRLINE

Nearly **6,700** flights around the globe

340+ Destinations worldwide

More than **50** countries globally

Fleet of **1,500+** aircraft

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American Airlines is Making Significant Investments in its Fleet

	2016	2017	2018	Beyond 2018	Total
A320 Family / Neo	25	20	-	100	**145**
A350-900	-	4	10	8	**22**
B737-800 / Max	20	24	16	80	**140**
B777-300ER	2	-	-	-	**2**
B787 Family	8	13	8	-	**29**
Mainline Total	**55**	**61**	**34**	**188**	**338**
CRJ-700	7	-	-	-	**7**
CRJ-900	18	-	-	-	**18**
E175	24	12	-	-	**36**
Regional Total	**49**	**12**	**-**	**-**	**61**

Note: New aircraft deliveries by type. Regional inductions include aircraft owned by third party operators.

American Has Expanded International Service to 23 Markets on Four Continents Since the Beginning of 2015

Note: (1) Service to AKL starts June 2016
Source: American Airlines

American Airlines is Making Substantial Investment in Our Customer-Facing Products

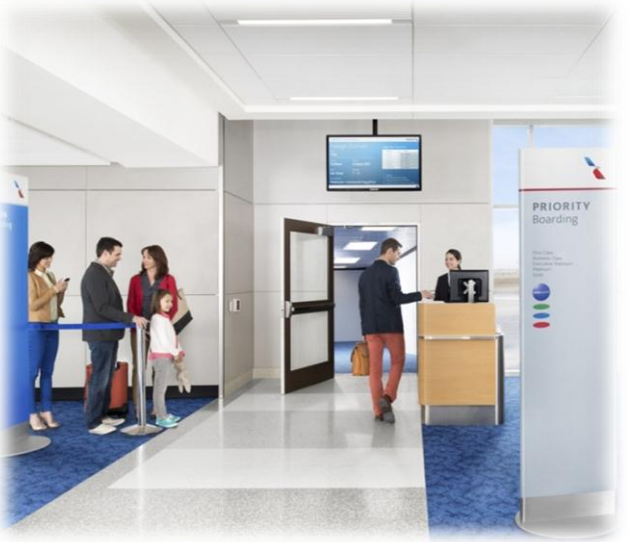
$3 Billion in additional customer service improvements

- **In the Sky**
  - ***Snooze in the sky with fully lie-flat seats in the premium cabins, power ports, Wi-Fi on over 900 aircraft and on-demand wireless in-flight entertainment across our fleets***

American Airlines is Making Substantial Investment in Our Customer-Facing Products

$3 Billion in additional customer service improvements

- **At the Airport**
  - ***Improved and updated check-in areas, kiosks, gates, and public areas***



American Airlines is Making Substantial Investment in Our Customer-Facing Products

$3 Billion in additional customer service improvements

- **In the Lounges, we are:**
  - ***Revamping our Admirals Club lounges to increase comfort and privacy***
  - ***Opening two new Admirals Clubs, Houston and Orlando***
  - ***Redoing Flagship Lounges in Dallas/Fort Worth, Los Angeles, Miami, and New York Kennedy***

American Airlines

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American Airlines Appendix A

American Airlines

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American Airlines Proposed Service to Havana

American Airlines Proposes Service from Five of Its Hubs to Havana

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American Airlines Service Proposal to Havana

Priority	Route	Weekly Proposed Frequencies	Annual Round Trips per Proposed Services
1	MIA-HAV	7	730
2	MIA-HAV	7	730
3	MIA-HAV	7	730
4	MIA-HAV	7	730
5	MIA-HAV	7	730
6	MIA-HAV	7	730
7	MIA-HAV	7	730
8	CLT-HAV	7	730
9	MIA-HAV	7	730
10	DFW-HAV	7	730
11	ORD-HAV[1]	1	104
12	LAX-HAV[2]	1	104
13	MIA-HAV	7	730
14	MIA-HAV	7	730

Notes:
(1) Proposed day of operation: Saturday
(2) Proposed day of operation: Sunday

Miami – Havana (American's Priority 1)

Flight Schedule – Frequency 1

Miami, Florida (MIA) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2601	**Flight Number**	AA 2601
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
0730	**Miami (MIA)**	1104
↓		↑
0840	**Havana (HAV)**	0950
1:10	**Elapsed Time**	1:14

Note: All times local

Miami – Havana (American's Priority 2)
Flight Schedule – Frequency 2

Miami, Florida (MIA) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2602	**Flight Number**	AA 2602
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
1005	**Miami (MIA)**	1401
↓		↑
1127	**Havana (HAV)**	1247
1:22	**Elapsed Time**	1:14

Note: All times local

Miami – Havana (American's Priority 3)
Flight Schedule – Frequency 3

Miami, Florida (MIA) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2605	**Flight Number**	AA 2605
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
1435	**Miami (MIA)**	1810
↓		↑
1546	**Havana (HAV)**	1656
1:11	**Elapsed Time**	1:14

Note: All times local

Miami – Havana (American's Priority 4)

Flight Schedule – Frequency 4

Miami, Florida (MIA) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2607	**Flight Number**	AA 2607
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
1905	**Miami (MIA)**	2311
↓		↑
2017	**Havana (HAV)**	2157
1:12	**Elapsed Time**	1:14

Note: All times local

Miami – Havana (American's Priority 5)
Flight Schedule – Frequency 5

Miami, Florida (MIA) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2603	**Flight Number**	AA 2603
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
1125	**Miami (MIA)**	1502
↓		↑
1238	**Havana (HAV)**	1348
1:13	**Elapsed Time**	1:14

Note: All times local

Miami – Havana (American's Priority 6)
Flight Schedule – Frequency 6

Miami, Florida (MIA) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2606	**Flight Number**	AA 2606
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
1600	**Miami (MIA)**	1940
↓		↑
1711	**Havana (HAV)**	1826
1:11	**Elapsed Time**	1:14

Note: All times local

Miami – Havana (American's Priority 7)

Flight Schedule – Frequency 7

Miami, Florida (MIA) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2609	**Flight Number**	AA 2611
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
2155	**Miami (MIA)**	0944
↓		↑
2311	**Havana (HAV)**	0830
1:16	**Elapsed Time**	1:14

Note: All times local

Miami – Havana 1 2 3 4 5 6 7

Flight Statistics (Per Roundtrip Frequency)

Operating Statistics (Roundtrip)

Effective Within 90 Days of Final Order

Aircraft	Boeing 737-800 (B-738)
Departures (Annual)	730
Segment Miles	235
Plane Miles (Annual)	171,550
ASMs (Annual)	27,448,000
Fuel Burn (Gallons/Hour)	721
Fuel Consumption (Gallons/Frequency)*	805

Seating Configuration

Business Class	16
Main Cabin Extra	30
Main Cabin	114
Total	160

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Miami and Havana.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

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Charlotte – Havana (American's Priority 8)
Flight Schedule

Charlotte, North Carolina (CLT) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2616	**Flight Number**	AA 2616
Daily	**Frequency**	Daily
A-319	**Equipment**	A-319
1130	**Charlotte (CLT)**	1727
1402	**Havana (HAV)**	1457
2:32	**Elapsed Time**	2:30

Note: All times local

Charlotte – Havana 8
Flight Statistics

Annual Operating Statistics
Effective Within 90 Days of Final Order

Aircraft	Airbus 319 (A-319)
Departures (Annual)	730
Segment Miles	847
Plane Miles (Annual)	618,310
ASMs (Annual)	89,036,640
Fuel Burn (Gallons/Hour)	708
Fuel Consumption (Gallons/Frequency)*	1,699

Seating Configuration

Business Class	8
Main Cabin Extra	24
Main Cabin	112
Total	144

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Charlotte and Havana.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

Miami – Havana (American's Priority 9)
Flight Schedule – Frequency 8

Miami, Florida (MIA) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2608	**Flight Number**	AA 2610
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
2005	**Miami (MIA)**	0759
↓		↑
2121	**Havana (HAV)**	0645
1:16	**Elapsed Time**	1:14

Note: All times local

Miami – Havana 9

Flight Statistics (Per Roundtrip Frequency)

Operating Statistics (Roundtrip)

Effective Within 90 Days of Final Order

Aircraft	Boeing 737-800 (B-738)
Departures (Annual)	730
Segment Miles	235
Plane Miles (Annual)	171,550
ASMs (Annual)	27,448,000
Fuel Burn (Gallons/Hour)	721
Fuel Consumption (Gallons/Frequency)*	805

Seating Configuration

Business Class	16
Main Cabin Extra	30
Main Cabin	114
Total	160

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Miami and Havana.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

Dallas/Fort Worth – Havana (American's Priority 10)
Flight Schedule

Dallas/Fort Worth, Texas (DFW) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2614	**Flight Number**	AA 2614
Daily	**Frequency**	Daily
A-319	**Equipment**	A-319
1040	**Dallas/Fort Worth (DFW)**	1811
↓		↑
1440	**Havana (HAV)**	1605
3:00	**Elapsed Time**	3:06

Note: All times local

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Dallas/Fort Worth – Havana 10
Flight Statistics

Annual Operating Statistics
Effective Within 90 Days of Final Order

Aircraft	Airbus 319 (A-319)
Departures (Annual)	730
Segment Miles	1,123
Plane Miles (Annual)	819,790
ASMs (Annual)	118,049,760
Fuel Burn (Gallons/Hour)	714
Fuel Consumption (Gallons/Frequency)*	1,893

Seating Configuration

Business Class	8
Main Cabin Extra	24
Main Cabin	112
Total	144

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Dallas/Fort Worth and Havana.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

Chicago O'Hare – Havana (American's Priority 11)
Flight Schedule

Chicago O'Hare, Illinois (ORD) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order*

AA 2617	**Flight Number**	AA 2617
1x Weekly (Saturday)	**Frequency**	1x Weekly (Saturday)
B-738	**Equipment**	B-738
1010	**Chicago O'Hare (ORD)**	1848
↓		↑
1445	**Havana (HAV)**	1543
3:35	**Elapsed Time**	4:05

Notes: All times local
* or the first Saturday thereafter

Chicago O'Hare – Havana 11
Flight Statistics

Annual Operating Statistics
Effective Within 90 Days of Final Order (or the first Saturday thereafter)

Aircraft	Boeing 737-800 (B-738)
Departures (Annual)	104
Segment Miles	1,347
Plane Miles (Annual)	140.088
ASMs (Annual)	22,414,080
Fuel Burn (Gallons/Hour)	810
Fuel Consumption (Gallons/Frequency)*	2,634

Seating Configuration

Business Class	16
Main Cabin Extra	30
Main Cabin	114
Total	160

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Chicago O'Hare and Havana.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

Los Angeles – Havana (American's Priority 12)
Flight Schedule

Los Angeles, California (LAX) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order*

AA 2613	**Flight Number**	AA 2613
1x Weekly (Sunday)	**Frequency**	1x Weekly (Sunday)
B-738	**Equipment**	B-738
0015	**Los Angeles (LAX)**	1217
↓		↑
0840	**Havana (HAV)**	0946
5:25	**Elapsed Time**	5:31

Notes: All times local
* or the first Sunday thereafter

Los Angeles – Havana 12
Flight Statistics

Annual Operating Statistics
Effective Within 90 Days of Final Order (or the first Sunday thereafter)

Aircraft	Boeing 737-800 (B-738)
Departures (Annual)	104
Segment Miles	2,303
Plane Miles (Annual)	240,170
ASMs (Annual)	38,427,200
Fuel Burn (Gallons/Hour)	832
Fuel Consumption (Gallons/Frequency)*	3,909

Seating Configuration

Business Class	16
Main Cabin Extra	30
Main Cabin	114
Total	160

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Los Angeles and Havana.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

Miami – Havana (American's Priority 13)
Flight Schedule – Frequency 9

Miami, Florida (MIA) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2604	**Flight Number**	AA 2604
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
1235	**Miami (MIA)**	1611
↓		↑
1347	**Havana (HAV)**	1457
1:12	**Elapsed Time**	1:14

Note: All times local

Miami – Havana (American's Priority 14)
Flight Schedule – Frequency 10

Miami, Florida (MIA) – Havana, Cuba (HAV)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2615	**Flight Number**	AA 2615
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
1710	**Miami (MIA)**	2057
↓		↑
1828	**Havana (HAV)**	1943
1:18	**Elapsed Time**	1:14

Note: All times local

Miami – Havana 13 14

Flight Statistics (Per Roundtrip Frequency)

Operating Statistics (Roundtrip)

Effective Within 90 Days of Final Order

Aircraft	Boeing 737-800 (B-738)
Departures (Annual)	730
Segment Miles	235
Plane Miles (Annual)	171,550
ASMs (Annual)	27,448,000
Fuel Burn (Gallons/Hour)	721
Fuel Consumption (Gallons/Frequency)*	805

Seating Configuration

Business Class	16
Main Cabin Extra	30
Main Cabin	114
Total	160

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Miami and Havana.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

American Airlines

#aacuba

American Airlines Proposed Service to Points in Cuba Other than Havana

American Proposes Service from its Miami Hub to Five Cities in Cuba in Addition to Havana

#aacuba

American Airlines Service Proposal to Non-Havana Destinations

Priority	Route	Weekly Proposed Frequencies	Annual Round Trips per Proposed Services
A	MIA-SNU	7	730
B	MIA-HOG	7	730
C	MIA-VRA	7	730
D	MIA-CMW	7	730
E	MIA-SNU	7	730
F	MIA-HOG	7	730
G	MIA-VRA	7	730
H	MIA-CFG	7	730

Miami – Santa Clara (American's Priority A)

Flight Schedule – Frequency 1

Miami, Florida (MIA) – Santa Clara, Cuba (SNU)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2623	**Flight Number**	AA 2623
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
1005	**Miami (MIA)**	1345
↓		↑
1123	**Santa Clara (SNU)**	1229
1:18	**Elapsed Time**	1:16

Note: All times local

Miami – Santa Clara A

Flight Statistics (Per Roundtrip Frequency)

Annual Operating Statistics

Effective Within 90 Days of Final Order

Aircraft	Boeing 737-800 (B-738)
Departures (Annual)	730
Segment Miles	228
Plane Miles (Annual)	166,440
ASMs (Annual)	26,630,400
Fuel Burn (Gallons/Hour)	711
Fuel Consumption (Gallons/Frequency)*	758

Seating Configuration

Business Class	16
Main Cabin Extra	30
Main Cabin	114
Total	160

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Miami and Santa Clara.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

Miami – Holguín (American's Priority B)

Flight Schedule – Frequency 1

Miami, Florida (MIA) – Holguín, Cuba (HOG)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2621	**Flight Number**	AA 2621
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
1500	**Miami (MIA)**	1920
↓		↑
1634	**Holguín (HOG)**	1744
1:34	**Elapsed Time**	1:36

Note: All times local

Miami – Holguín B

Flight Statistics (Per Roundtrip Frequency)

Annual Operating Statistics

Effective Within 90 Days of Final Order

Aircraft	Boeing 737-800 (B-738)
Departures (Annual)	730
Segment Miles	427
Plane Miles (Annual)	311,710
ASMs (Annual)	49,873,600
Fuel Burn (Gallons/Hour)	751
Fuel Consumption (Gallons/Frequency)*	1,064

Seating Configuration

Business Class	16
Main Cabin Extra	30
Main Cabin	114
Total	160

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Miami and Holguín.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

Miami – Varadero (American's Priority C)
Flight Schedule – Frequency 1

Miami, Florida (MIA) – Varadero, Cuba (VRA)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order*

AA 2628	**Flight Number**	AA 2628
Daily	**Frequency**	Daily
A-319	**Equipment**	A-319
1005	**Miami (MIA)**	1332
↓		↑
1122	**Varadero (VRA)**	1224
1:17	**Elapsed Time**	1:08

Note: All times local
*The later of 90 days after Final Order or TSA approval

Miami – Varadero C

Flight Statistics (Per Roundtrip Frequency)

Annual Operating Statistics

Effective Within 90 Days of Final Order*

Aircraft	Airbus 319 (A-319)
Departures (Annual)	730
Segment Miles	203
Plane Miles (Annual)	148,190
ASMs (Annual)	21,339,360
Fuel Burn (Gallons/Hour)	663
Fuel Consumption (Gallons/Frequency)*	674

Seating Configuration

Business Class	8
Main Cabin Extra	24
Main Cabin	112
Total	144

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing supplier at Miami or contracting a supplier at Varadero as necessary.

Note: The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

*The later of 90 days after Final Order or TSA approval

Miami – Camagüey (American's Priority D)
Flight Schedule

Miami, Florida (MIA) – Camagüey, Cuba (CMW)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2618	**Flight Number**	AA 2618
Daily	**Frequency**	Daily
A-319	**Equipment**	A-319
1440	**Miami (MIA)**	1845
↓		↑
1601	**Camagüey (CMW)**	1723
1:21	**Elapsed Time**	1:22

Note: All times local

#aacuba

Miami – Camagüey D
Flight Statistics

Annual Operating Statistics
Effective Within 90 Days of Final Order

Aircraft	Airbus 319 (A-319)
Departures (Annual)	730
Segment Miles	339
Plane Miles (Annual)	247,470
ASMs (Annual)	35,635,680
Fuel Burn (Gallons/Hour)	670
Fuel Consumption (Gallons/Frequency)*	837

Seating Configuration

Business Class	8
Main Cabin Extra	24
Main Cabin	112
Total	144

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Miami and Camagüey.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

Miami – Santa Clara (American's Priority E)

Flight Schedule – Frequency 2

Miami, Florida (MIA) – Santa Clara, Cuba (SNU)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2619	**Flight Number**	AA 2619
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
1600	**Miami (MIA)**	1940
↓		↑
1718	**Santa Clara (SNU)**	1824
1:18	**Elapsed Time**	1:16

Note: All times local

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Miami – Santa Clara E

Flight Statistics (Per Roundtrip Frequency)

Annual Operating Statistics

Effective Within 90 Days of Final Order

Aircraft	Boeing 737-800 (B-738)
Departures (Annual)	730
Segment Miles	228
Plane Miles (Annual)	166,440
ASMs (Annual)	26,630,400
Fuel Burn (Gallons/Hour)	711
Fuel Consumption (Gallons/Frequency)*	758

Seating Configuration

Business Class	16
Main Cabin Extra	30
Main Cabin	114
Total	160

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Miami and Santa Clara.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

Miami – Holguín (American's Priority F)
Flight Schedule – Frequency 2

Miami, Florida (MIA) – Holguín, Cuba (HOG)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2626	**Flight Number**	AA 2626
Daily	**Frequency**	Daily
B-738	**Equipment**	B-738
1020	**Miami (MIA)**	1445
↓		↑
1154	**Holguín (HOG)**	1309
1:34	**Elapsed Time**	1:36

Note: All times local

Miami – Holguín F

Flight Statistics (Per Roundtrip Frequency)

Annual Operating Statistics

Effective Within 90 Days of Final Order

Aircraft	Boeing 737-800 (B-738)
Departures (Annual)	730
Segment Miles	427
Plane Miles (Annual)	311,710
ASMs (Annual)	49,873,600
Fuel Burn (Gallons/Hour)	751
Fuel Consumption (Gallons/Frequency)*	1,064

Seating Configuration

Business Class	16
Main Cabin Extra	30
Main Cabin	114
Total	160

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Miami and Holguín.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

Miami – Varadero (American's Priority G)
Flight Schedule – Frequency 2

Miami, Florida (MIA) – Varadero, Cuba (VRA)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order*

AA 2625	**Flight Number**	AA 2624
Daily	**Frequency**	Daily
A-319	**Equipment**	A-319
2000	**Miami (MIA)**	0845
↓		↑
2117	**Varadero (VRA)**	0737
1:17	**Elapsed Time**	1:08

Note: All times local
*The later of 90 days after Final Order or TSA approval

Miami – Varadero G

Flight Statistics (Per Roundtrip Frequency)

Annual Operating Statistics

Effective Within 90 Days of Final Order*

Aircraft	Airbus 319 (A-319)
Departures (Annual)	730
Segment Miles	203
Plane Miles (Annual)	148,190
ASMs (Annual)	21,339,360
Fuel Burn (Gallons/Hour)	663
Fuel Consumption (Gallons/Frequency)*	674

Seating Configuration

Business Class	8
Main Cabin Extra	24
Main Cabin	112
Total	144

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing supplier at Miami or contracting a supplier at Varadero as necessary.

Note: The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

*The later of 90 days after Final Order or TSA approval

Miami – Cienfuegos (American's Priority H)
Flight Schedule

Miami, Florida (MIA) – Cienfuegos, Cuba (CFG)

Non-Stop Service (Year Round)

Effective Within 90 Days of Final Order

AA 2627	**Flight Number**	AA 2627
Daily	**Frequency**	Daily
A-319	**Equipment**	A-319
1235	**Miami (MIA)**	1610
1349	**Cienfuegos (CFG)**	1455
1:14	**Elapsed Time**	1:15

Note: All times local

Miami – Cienfuegos H
Flight Statistics

Annual Operating Statistics
Effective Within 90 Days of Final Order

Aircraft	Airbus 319 (A-319)
Departures (Annual)	730
Segment Miles	251
Plane Miles (Annual)	183,230
ASMs (Annual)	26,385,120
Fuel Burn (Gallons/Hour)	681
Fuel Consumption (Gallons/Frequency)*	699

Seating Configuration

Business Class	8
Main Cabin Extra	24
Main Cabin	112
Total	144

AIRCRAFT AVAILABILITY – American Airlines will use aircraft currently in its fleet. American may upgauge the aircraft it operates on the route as market conditions warrant.

CARGO – American anticipates minimal cargo as aircraft belly will be reserved for excess baggage.

FUEL AVAILABILITY – American Airlines anticipates no difficulty in obtaining fuel from its existing suppliers at Miami and Cienfuegos.

*The environmental impact of American's proposed service is *de minimis*. Although the aggregate annual fuel usage of American's proposed service is expected to exceed 10 million gallons, American Airlines would use these aircraft in other markets in the absence of an order granting the operating authority American seeks in this application. Accordingly, the proposed service will not cause a near-term net annual change in aircraft fuel consumption of 10 million gallons or more of fuel consumption if the request were not granted.

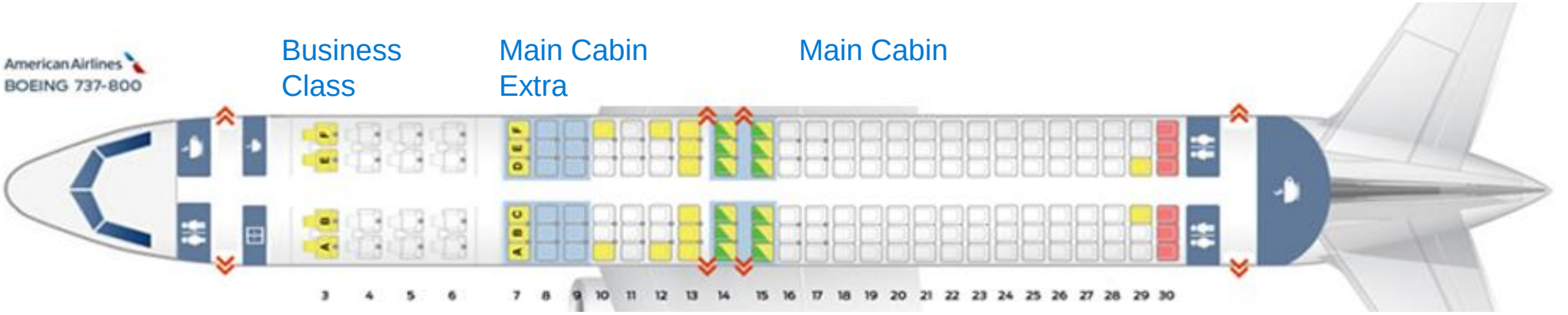
American Airlines

#aacuba

American Airlines Proposed Fleet for Services to Cuba

American Airlines Aircraft – Boeing 737-800
Proposed Cuba Service Fleet Details

Boeing 737-800 (B-738)



Configuration
Business Class – 16
Main Cabin Extra – 30
Main Cabin – 114
Total – 160

Total Cargo Capacity:

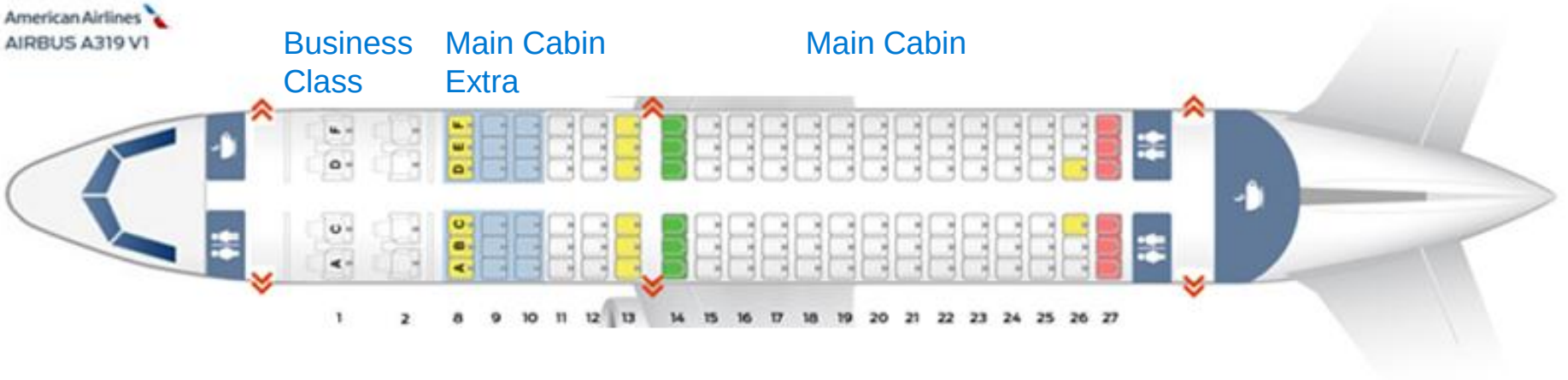
39,700 Pounds

Source: American Airlines

#aacuba

American Airlines Aircraft – Airbus 319
Proposed Cuba Service Fleet Details

Airbus 319 (A-319)



Configuration
Business Class – 8
Main Cabin Extra – 24
Main Cabin – 112
Total – 144

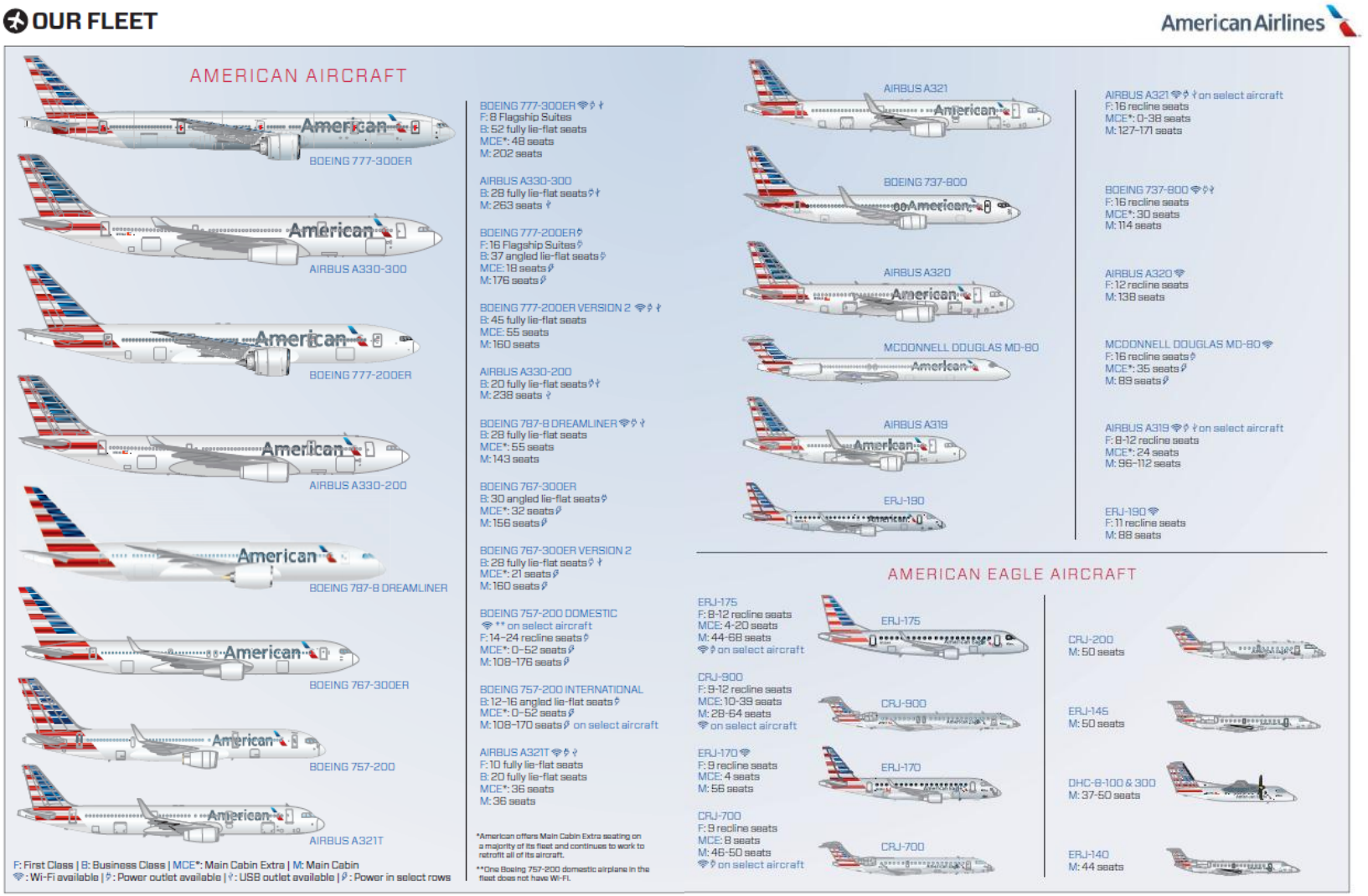
Total Cargo Capacity:

35,000 Pounds

Source: American Airlines

#aacuba

American Airlines Connecting Aircraft
Seat Configuration



Source: American Airlines / *AmericanWay*

American Airlines Network

Canada, Central America, Mexico, and United States

Includes Codeshare Destinations
Source: American Airlines / *AmericanWay*

#aacuba

American Airlines Network
Caribbean, Central America, and South America

Includes Codeshare Destinations
Source: American Airlines / *AmericanWay*

American Airlines Network
Africa and Middle East

Includes Codeshare Destinations
Source: American Airlines / *AmericanWay*

American Airlines Network
Europe

Includes Codeshare Destinations
Source: American Airlines / *AmericanWay*

American Airlines Network
Asia and Australasia

Includes Codeshare Destinations
Source: American Airlines / *AmericanWay*

American Airlines

#aacuba

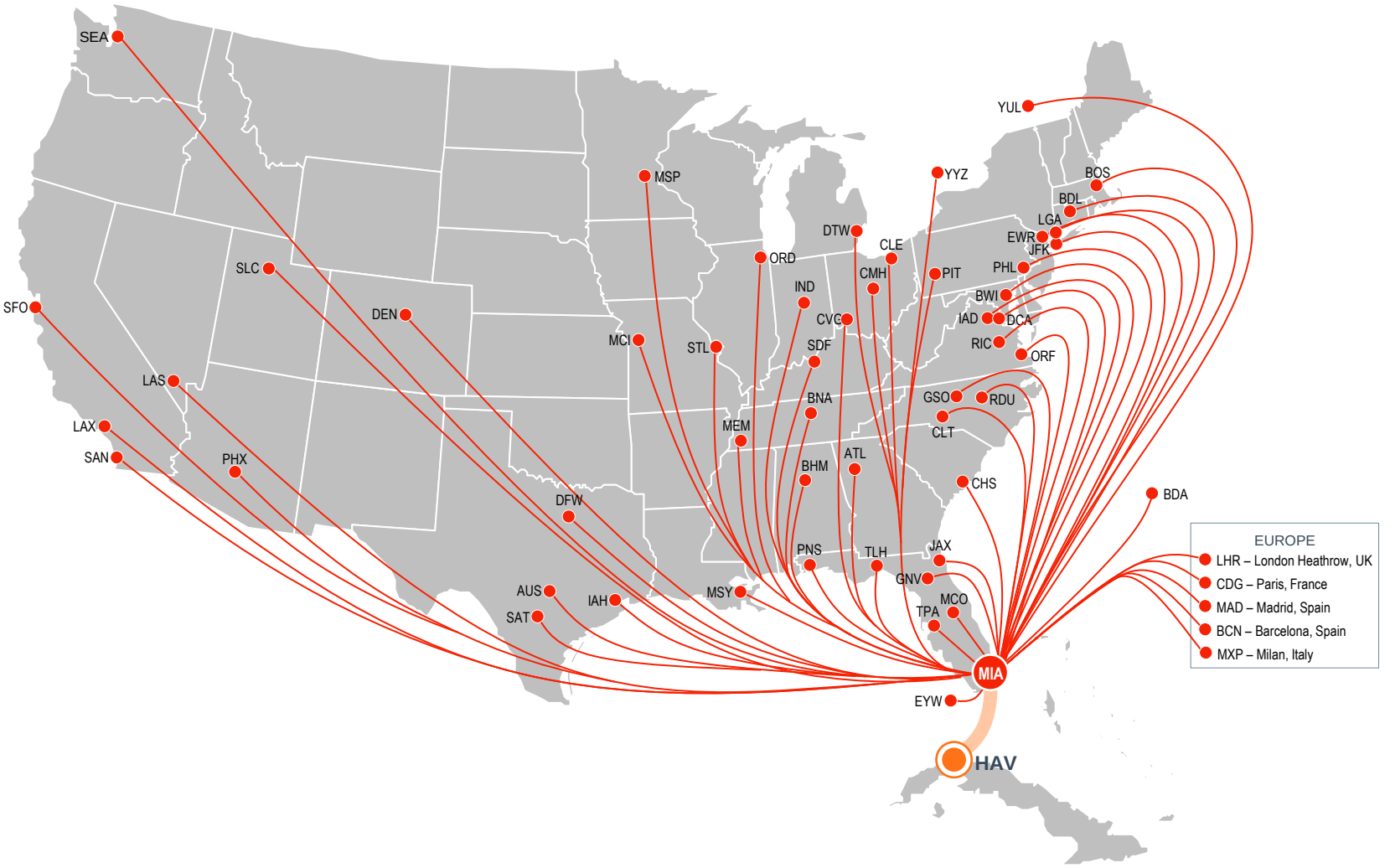
American Airlines Appendix B

American Airlines

#aacuba

American Connections to Proposed Havana Services

American Airlines MIA-HAV Service Will Connect to 58 Cities in Both Directions – 100% of the Possible Domestic Connections at MIA



Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 30 minutes and domestic to international is 60 minutes
Source: American Airlines

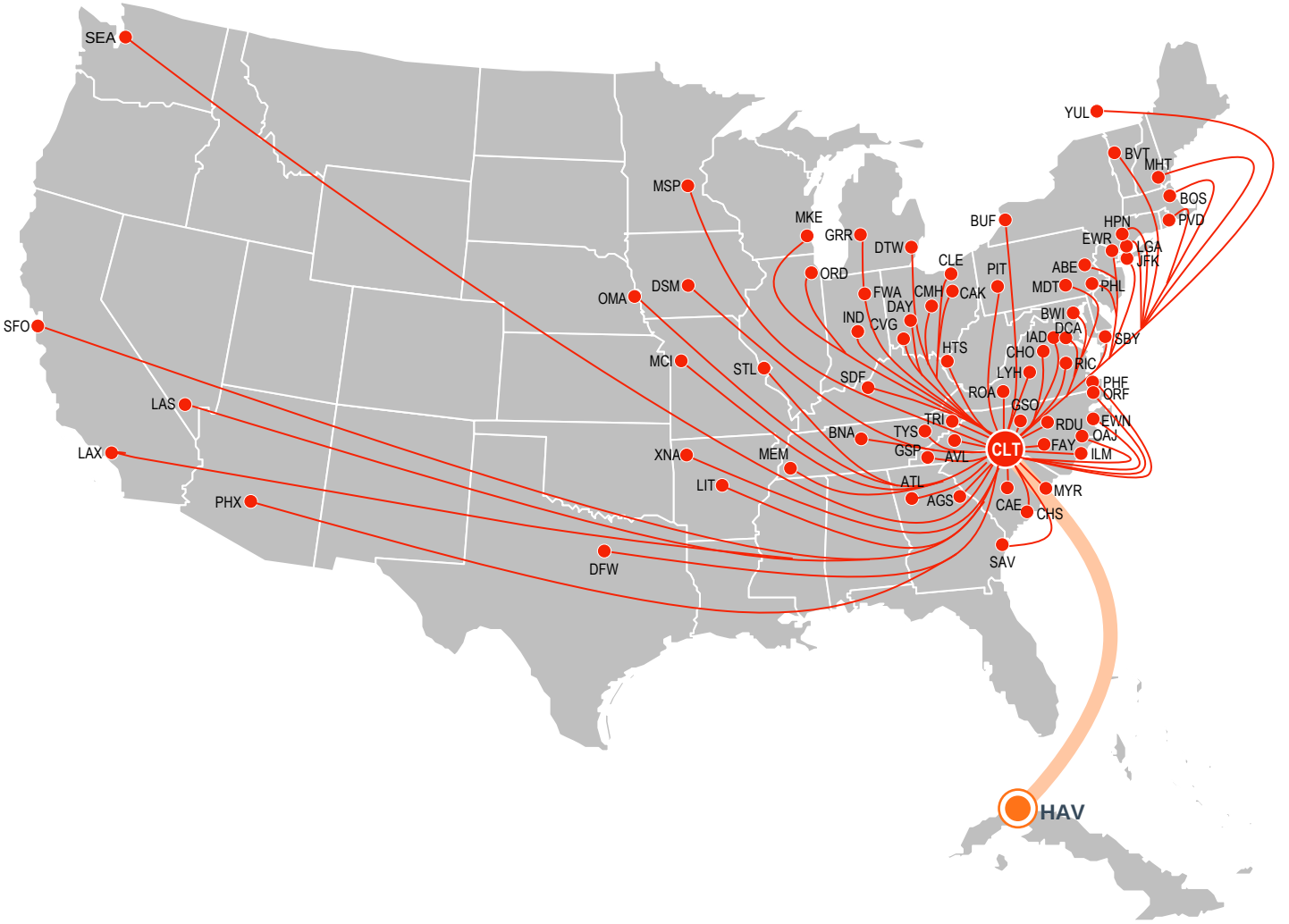
#aacuba

American Airlines DFW-HAV Service Will Connect to 52 Cities in Both Directions

Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 10 minutes and domestic to international is 55 minutes
Source: American Airlines

#aacuba

American Airlines CLT-HAV Service Will Connect to 68 Cities in Both Directions



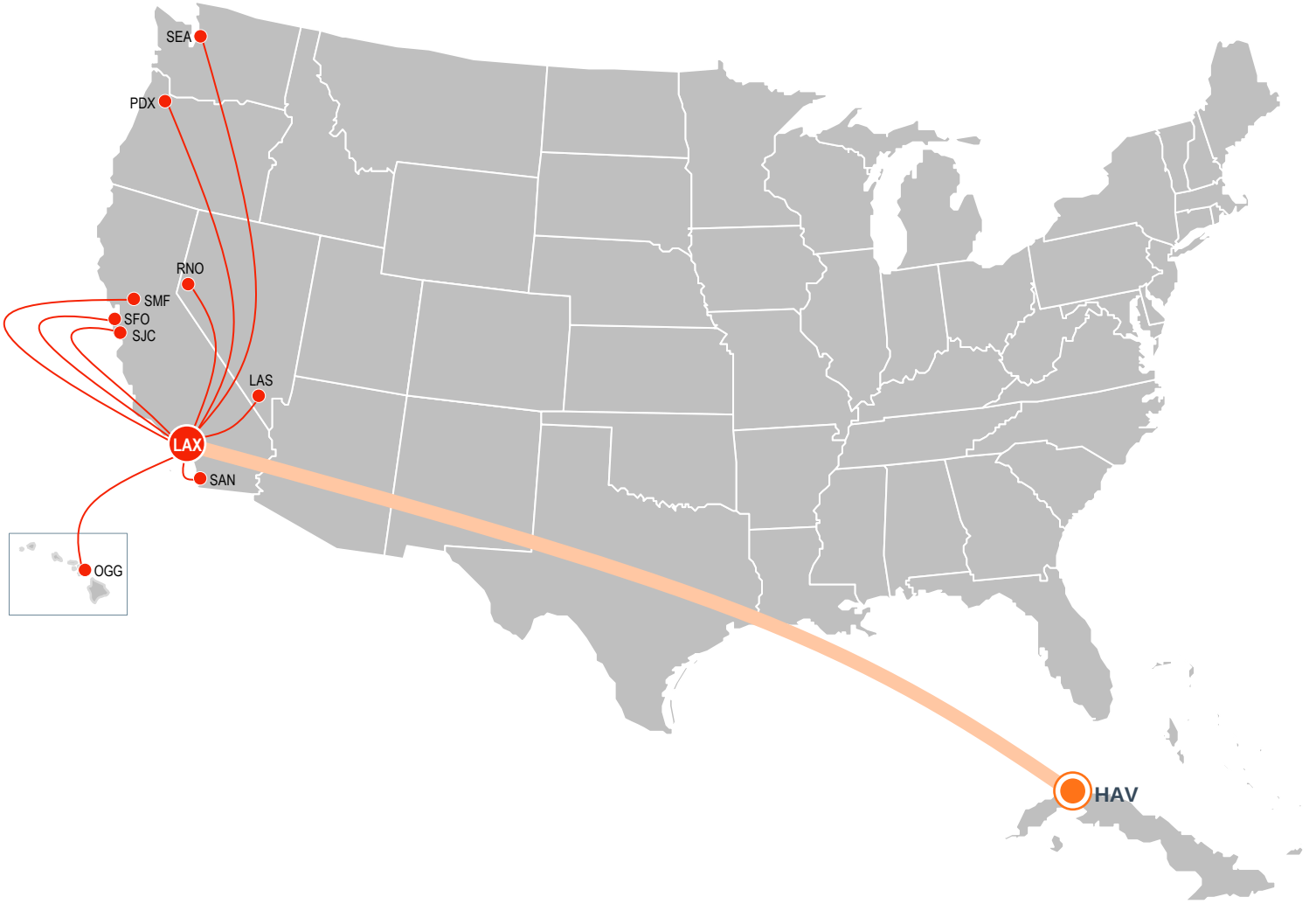
Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour and domestic to international is 55 minutes
Source: American Airlines

American Airlines ORD-HAV Service Will Connect to 33 Cities in Both Directions

Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 30 minutes and domestic to international is 60 minutes
Source: American Airlines

#aacuba

American Airlines LAX-HAV Service Will Connect to 9 Cities in Both Directions



Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 30 minutes and domestic to international is 60 minutes
Source: American Airlines

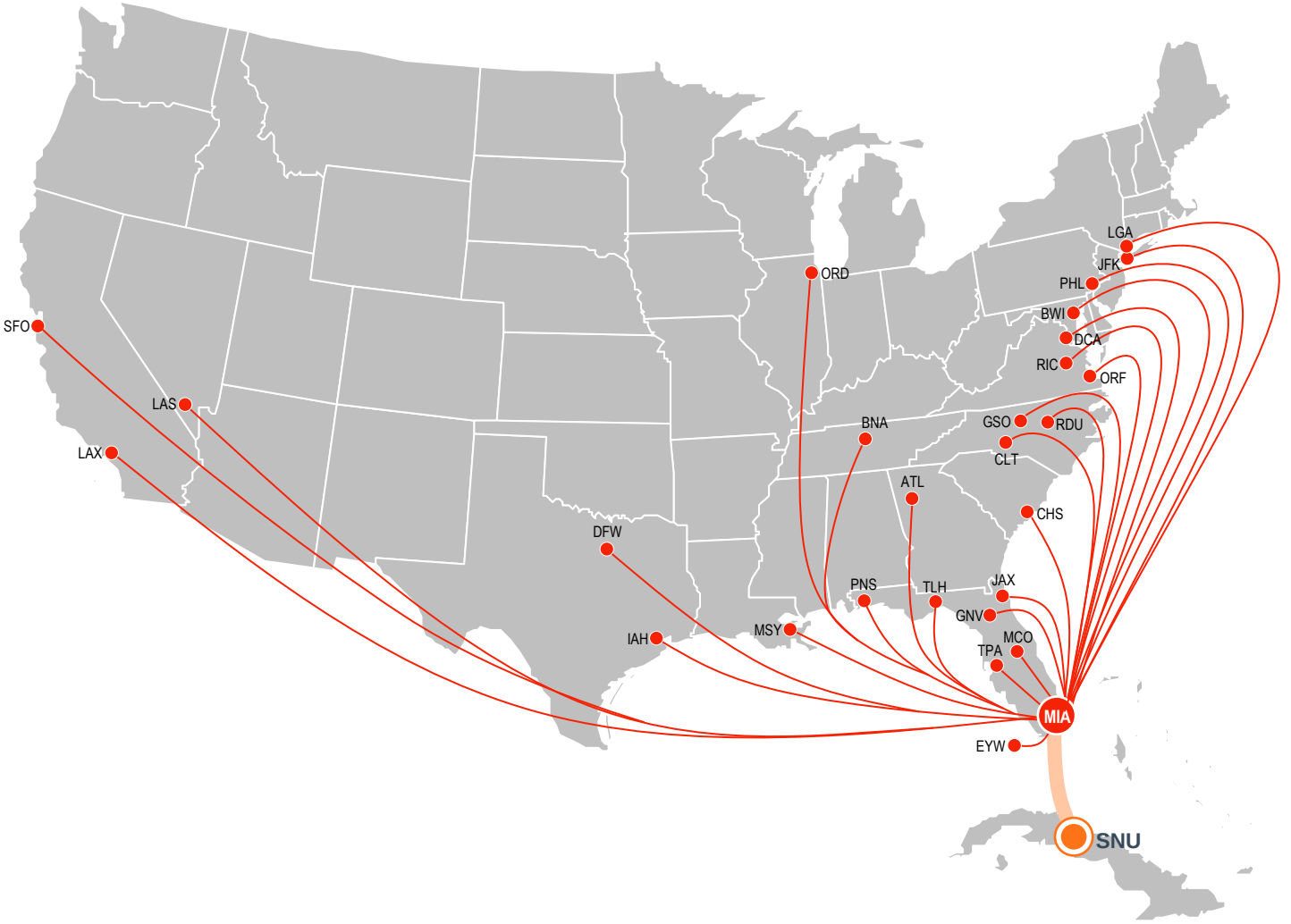
#aacuba

American Airlines

#aacuba

American Connections Over MIA to Proposed Non-Havana Services

American Airlines MIA-SNU Service Will Connect to 27 Cities in Both Directions



Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 30 minutes and domestic to international is 60 minutes
Source: American Airlines

#aacuba

American Airlines MIA-HOG Service Will Connect to 28 Cities in Both Directions

Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 30 minutes and domestic to international is 60 minutes
Source: American Airlines

#aacuba

American Airlines MIA-VRA Service Will Connect to 24 Cities in Both Directions

Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 30 minutes and domestic to international is 60 minutes
Source: American Airlines

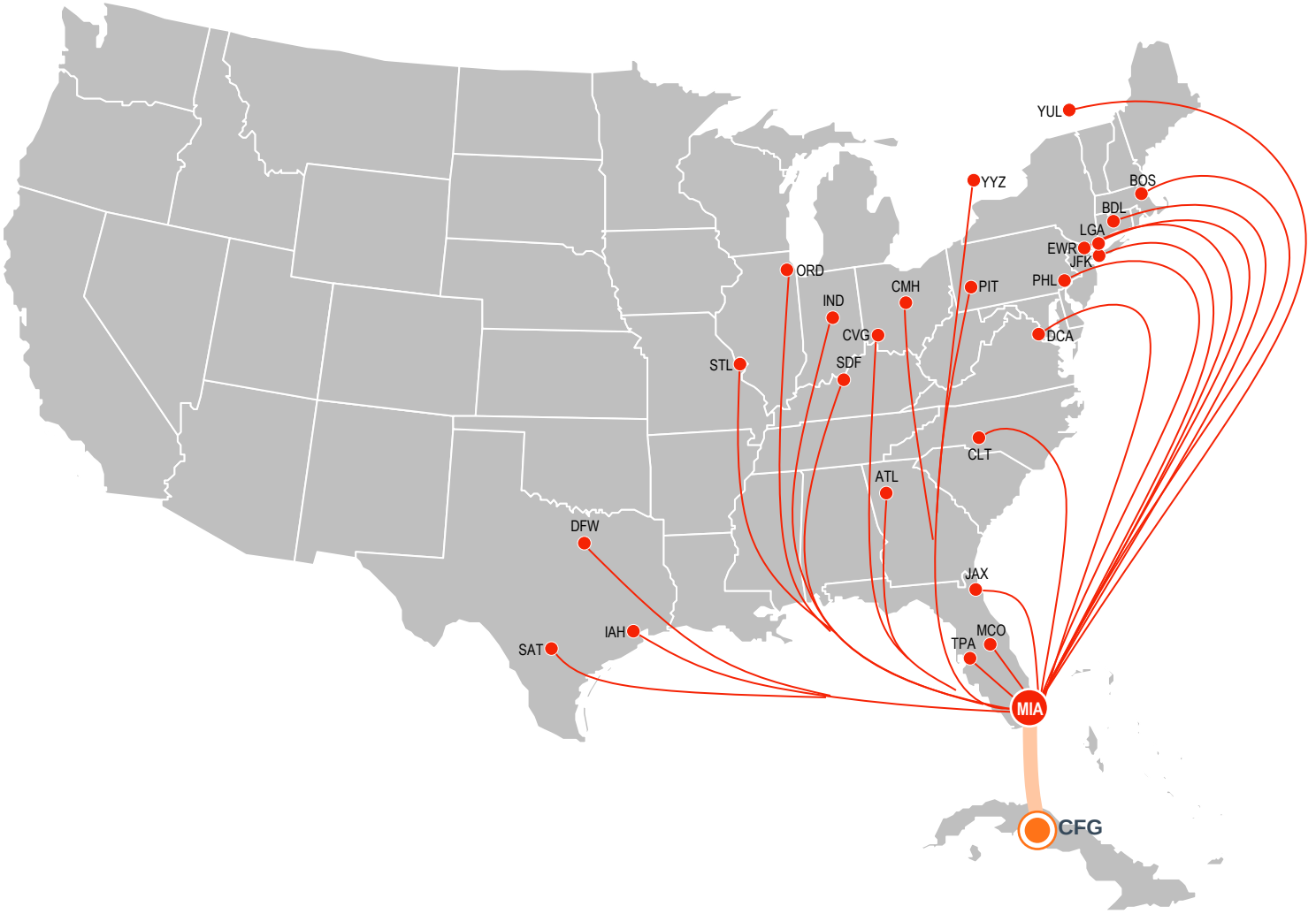
#aacuba

American Airlines MIA-CMW Service Will Connect to 17 Cities in Both Directions

Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 30 minutes and domestic to international is 60 minutes
Source: American Airlines

#aacuba

American Airlines MIA-CFG Service Will Connect to 24 Cities in Both Directions



Notes: (1) Schedules as of Feb. 12, 2016 as filed – Jun. 16, 2016 sample date; (2) Only daily service considered; (3) Maximum connect time: 4 hours; (4) Minimum connect time: international to domestic is 1 hour 30 minutes and domestic to international is 60 minutes
Source: American Airlines

#aacuba

American Airlines

#aacuba

American Airlines Appendix C

Connecting Detail–Southbound (MIA-HAV) 1

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	2471	LAX	2120	0524	763	209	304	126	70	500
AA	2342	DEN	2355	0546	738	160	231	104	70	405
AA	1042	SAN	2215	0608	738	160	293	82	70	445
AA	2390	LAS	2235	0617	32B	181	282	73	70	425
AA	947	MCO	0515	0618	738	160	63	72	70	205
AA	3358	JAX	0500	0619	ER4	50	79	71	70	220

FROM: MIA-HAV 1

Flight 2601

Departure:

07:30

Flight Time:

1:10

MCT
1:00

Connecting Detail–Northbound (HAV-MIA) 1

FROM: HAV-MIA 1

Flight 2601

Arrival:

11:04

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	1227	DCA	12:35	15:10	738	160	155	98	74	320
AA	2718	YYZ	12:36	15:53	738	160	197	102	74	363
AA	1533	BOS	12:42	15:58	738	160	196	159	74	368
AA	2719	TPA	12:46	13:51	738	160	65	172	74	241
AA	1325	DFW	12:55	14:57	738	160	182	174	74	367
AA	1250	CLT	12:58	15:06	738	160	128	176	74	316
AA	3475	GNV	13:43	14:53	ER4	50	70	178	74	303
AA	1222	DFW	13:43	15:45	32B	181	182	179	74	415
AA	4408	CHS	13:49	15:30	E75	76	101	181	74	340
AA	910	ORD	13:56	16:15	738	160	199	181	74	445
AA	287	LAX	13:58	16:22	763	209	324	181	74	572
AA	4391	EYW	14:00	14:50	E75	76	50	181	74	300
AA	3520	TLH	14:00	15:28	ER4	50	88	187	74	338
AA	1391	STT	14:00	16:50	738	160	170	189	74	420
AA	2414	SJU	14:01	16:49	738	160	168	189	74	419
AA	1878	PHL	14:02	16:50	321	187	168	192	74	420
AA	4240	JAX	14:03	15:19	E75	76	76	195	74	329
AA	1278	MCO	14:05	15:10	32B	181	65	196	74	320
AA	2370	LGA	14:05	17:01	738	160	176	211	74	431
AA	1598	EWR	14:05	17:03	738	160	178	91	74	433
AA	932	JFK	14:05	17:07	738	160	182	91	74	437
AA	238	DCA	14:11	16:44	738	160	153	97	74	414
AA	2228	STL	14:13	15:59	319	128	166	98	74	429
AA	2226	IAD	14:13	16:44	738	160	151	99	74	414
AA	2690	BWI	14:16	16:50	738	160	154	104	74	420
AA	146	BOS	14:19	17:33	757	176	194	111	74	463
AA	2681	IAH	14:20	16:01	319	128	161	126	74	431
AA	565	CLT	14:35	16:41	321	187	126	169	74	411

Connecting Detail–Southbound (MIA-HAV) 2

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	1042	SAN	2215	0608	738	160	293	237	82	612
AA	2390	LAS	2235	0617	32B	181	282	228	82	592
AA	947	MCO	0515	0618	738	160	63	227	82	372
AA	3358	JAX	0500	0619	ER4	50	79	226	82	387
AA	2673	LAX	2245	0655	738	160	310	190	82	582
AA	2576	SLC	0055	0740	738	160	285	145	82	512
AA	2725	LAX	2352	0758	32B	181	306	127	82	515
AA	1070	SEA	2330	0816	738	160	346	109	82	537
AA	190	PHX	0059	0824	738	160	265	101	82	448
AA	913	BOS	0509	0828	757	176	199	97	82	378
AA	3483	GNV	0725	0833	ER4	50	68	92	82	242
AA	3494	TLH	0710	0835	ER4	50	85	90	82	257
AA	272	SFO	2359	0835	738	160	336	90	82	508
AA	4424	ORF	0615	0836	E75	76	141	89	82	312
AA	967	MCO	0735	0836	32B	181	61	89	82	232
AA	4415	JAX	0720	0839	E75	76	79	86	82	247
AA	4381	EYW	0755	0839	E75	76	44	86	82	212
AA	233	BWI	0600	0840	738	160	160	85	82	327
AA	2407	TPA	0735	0840	738	160	65	85	82	232
AA	1603	IAH	0510	0841	319	128	151	84	82	317
AA	955	RDU	0635	0841	738	160	126	84	82	292
AA	1397	DCA	0605	0842	738	160	157	83	82	322

FROM: MIA-HAV 2

Flight 2602

Departure:

10:05

Flight Time:

1:22

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 2

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	4360	GSO	0635	0843	E75	76	128	82	82	292
AA	4292	CHS	0705	0845	E75	76	100	80	82	262
AA	1003	PHL	0600	0846	738	160	166	79	82	327
AA	4273	PNS	0600	0846	E75	76	106	79	82	267
AA	4282	RIC	0620	0846	E75	76	146	79	82	307
AA	1364	DFW	0500	0850	738	160	170	75	82	327
AA	4328	SDF	0610	0851	E75	76	161	74	82	317
AA	1931	CLT	0655	0852	319	128	117	73	82	272
AA	4239	PIT	0605	0853	E75	76	168	72	82	322
AA	2243	JFK	0555	0854	738	160	179	71	82	332
AA	2221	ATL	0700	0854	319	128	114	71	82	267
AA	1021	LGA	0545	0855	738	160	190	70	82	342
AA	2204	MSY	0600	0856	319	128	116	69	82	267
AA	3488	BHM	0600	0857	ER4	50	117	68	82	267
AA	2454	ORD	0500	0859	738	160	179	66	82	327
AA	1205	EWR	0600	0859	738	160	179	66	82	327

FROM: MIA-HAV 2

Flight 2602

Departure:

10:05

Flight Time:

1:22

MCT
1:00

Connecting Detail–Northbound (HAV-MIA) 2

FROM: HAV-MIA 2

Flight 2602

Arrival:

14:01

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	4243	ATL	15:32	17:31	E75	76	119	169	74	284
AA	141	RDU	15:32	17:37	738	160	125	169	74	290
AA	3597	PNS	15:35	16:21	ER4	50	106	175	74	274
AA	347	LGA	15:38	18:34	738	160	176	175	74	347
AA	1121	MCO	15:39	16:44	32B	181	65	179	74	237
AA	1262	DFW	15:40	17:42	32B	181	182	179	74	355
AA	1036	TPA	15:45	16:48	738	160	63	179	74	241
AA	2415	LAX	15:52	18:19	763	209	327	181	74	512
AA	1486	DCA	16:07	18:40	738	160	153	186	74	353
AA	3654	TLH	16:50	18:19	ER4	50	89	190	74	332
AA	1346	ORD	16:50	19:13	738	160	203	191	74	446
AA	2438	LGA	16:50	19:49	319	128	179	192	74	422
AA	1570	SJU	16:56	19:43	738	160	167	197	74	416
AA	2412	BOS	16:56	20:13	757	176	197	209	74	446
AA	4402	ATL	17:00	19:02	E75	76	122	210	74	375

Connecting Detail–Northbound (HAV-MIA) 2

FROM: HAV-MIA 2

Flight 2602

Arrival:

14:01

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	309	PHL	17:00	19:48	738	160	168	237	74	421
AA	308	BDA	17:00	20:35	738	160	155	238	74	408
AA	275	SFO	17:02	19:59	738	160	357	90	74	612
AA	251	MCO	17:05	18:15	757	176	70	90	74	328
AA	760	CLT	17:07	19:17	319	128	130	90	74	390
AA	1516	LAS	17:11	19:22	32B	181	311	95	74	575
AA	2262	JFK	17:12	20:20	757	176	188	95	74	453
AA	4416	JAX	17:13	18:34	E75	76	81	96	74	347
AA	1428	LAX	17:13	19:30	77W	310	317	96	74	583
AA	1304	DFW	17:18	19:20	738	160	182	100	74	453
AA	206	MXP	17:30	09:15	763	209	585	102	74	868
AA	2206	DCA	17:31	20:09	738	160	157	102	74	441
AA	299	LGA	17:58	20:56	738	160	178	104	74	489
AA	4354	EYW	17:59	18:51	E75	76	52	104	74	364

Connecting Detail–Southbound (MIA-HAV) 3

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	1325	BDA	0920	1105	738	160	165	210	71	446
AA	1451	DCA	0830	1114	738	160	164	201	71	436
AA	206	DFW	0725	1124	763	209	179	191	71	441
AA	148	CLT	0929	1130	738	160	121	185	71	377
AA	2476	BOS	0800	1132	738	160	212	183	71	466
AA	972	MCO	1025	1132	738	160	67	183	71	321
AA	1406	IAH	0800	1133	319	128	153	182	71	406
AA	1400	LGA	0815	1134	738	160	199	181	71	451
AA	2572	ORD	0720	1135	738	160	195	180	71	446
AA	1203	JFK	0822	1135	763	209	193	180	71	444
AA	4244	EYW	1056	1140	E75	76	44	175	71	290
AA	3551	BNA	0900	1222	ER4	50	142	133	71	346
AA	4368	ATL	1054	1255	E75	76	121	100	71	292
AA	1878	PHL	1000	1301	321	187	181	94	71	346
AA	1346	ORD	0847	1302	738	160	195	93	71	359
AA	4268	EYW	1220	1302	E75	76	42	93	71	206
AA	330	TPA	1159	1303	738	160	64	92	71	227
AA	1629	MCO	1200	1303	32B	181	63	92	71	226
AA	4286	JAX	1145	1304	E75	76	79	91	71	241
AA	1278	DFW	0905	1307	757	176	182	88	71	341
AA	1084	LGA	0951	1307	32B	181	196	88	71	355
AA	2491	IAH	0938	1312	319	128	154	83	71	308
AA	2392	BWI	1030	1313	738	160	163	82	71	316

FROM: MIA-HAV 3

Flight 2605

Departure:

14:35

Flight Time:

1:11

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 3

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	1441	DCA	1035	1315	738	160	160	80	71	311
AA	3487	TLH	1152	1317	ER4	50	85	78	71	234
AA	526	CLT	1125	1334	321	187	129	61	71	261
AA	3551	BNA	0900	1222	ER4	50	142	218	71	431
AA	4368	ATL	1054	1255	E75	76	121	185	71	377
AA	1878	PHL	1000	1301	321	187	181	179	71	431
AA	1346	ORD	0847	1302	738	160	195	178	71	444
AA	4268	EYW	1220	1302	E75	76	42	178	71	291
AA	330	TPA	1159	1303	738	160	64	177	71	312
AA	1629	MCO	1200	1303	32B	181	63	177	71	311
AA	4286	JAX	1145	1304	E75	76	79	176	71	326
AA	1278	DFW	0905	1307	757	176	182	173	71	426
AA	1084	LGA	0951	1307	32B	181	196	173	71	440
AA	2491	IAH	0938	1312	319	128	154	168	71	393
AA	2392	BWI	1030	1313	738	160	163	167	71	401
AA	1441	DCA	1035	1315	738	160	160	165	71	396
AA	3487	TLH	1152	1317	ER4	50	85	163	71	319
AA	526	CLT	1125	1334	321	187	129	146	71	346
AA	917	JFK	1053	1407	738	160	194	113	71	378
AA	1488	PHL	1120	1408	763	209	168	112	71	351
AA	57	LHR	0945	1410	77W	310	565	110	71	746
AA	1611	ORD	1000	1410	738	160	190	110	71	371
AA	2415	SJU	1135	1415	738	160	160	105	71	336

FROM: MIA-HAV 3

Flight 2605

Departure:

14:35

Flight Time:

1:11

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 3

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	4370	PNS	1123	1416	E75	76	113	104	71	288
AA	364	LAS	0630	1419	738	160	289	101	71	461
AA	1247	LAX	0620	1430	738	160	310	90	71	471
AA	4429	MSY	1130	1430	E75	76	120	90	71	281
AA	4275	ATL	1236	1430	E75	76	114	90	71	275
AA	1266	DFW	1033	1434	32B	181	181	86	71	338
AA	2487	RDU	1225	1436	738	160	131	84	71	286
AA	1082	LGA	1118	1437	738	160	199	83	71	353
AA	4289	BNA	1116	1438	E75	76	142	82	71	295
AA	1509	BOS	1115	1446	738	160	211	74	71	356

FROM: MIA-HAV 3

Flight 2605

Departure:

14:35

Flight Time:

1:11

MCT
1:00

Connecting Detail–Northbound (HAV-MIA) 3

FROM: HAV-MIA 3

Flight 2605

Arrival:

18:10

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	63	SAN	19:40	21:45	738	160	305	104	74	469
AA	113	DEN	19:40	22:02	738	160	262	105	74	426
AA	3544	CVG	19:40	22:17	ER4	50	157	105	74	321
AA	1322	SEA	19:40	23:07	738	160	387	105	74	551
AA	1536	SAT	19:45	21:49	319	128	184	107	74	353
AA	4262	IND	19:45	22:31	E75	76	166	109	74	335
AA	2359	IAH	19:46	21:29	319	128	163	111	74	333
AA	1414	ATL	19:46	21:45	319	128	119	113	74	289
AA	3462	CMH	19:50	22:34	ER4	50	164	115	74	338
AA	2709	TPA	19:52	20:58	319	128	65	115	74	241
AA	1518	JFK	19:52	22:59	757	176	187	116	74	363
AA	1617	PHX	19:54	21:44	738	160	290	116	74	468
AA	2446	MSP	19:54	22:45	738	160	231	130	74	409
AA	1194	BDL	19:54	22:57	738	160	183	130	74	361
AA	1529	SLC	19:54	23:08	738	160	314	132	74	492
AA	2680	STL	19:55	21:44	319	128	169	135	74	348
AA	4224	SDF	19:55	22:30	E75	76	155	146	74	334

Connecting Detail–Northbound (HAV-MIA) 3

FROM: HAV-MIA 3

Flight 2605

Arrival:

18:10

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	4404	PIT	19:55	22:41	E75	76	166	170	74	345
AA	344	DCA	19:57	22:33	738	160	156	185	74	337
AA	1419	ORD	19:59	22:22	738	160	203	185	74	386
AA	968	MCO	20:01	21:11	32B	181	70	186	74	255
AA	1328	LGA	20:03	23:04	738	160	181	186	74	368
AA	2232	YUL	20:04	23:39	738	160	215	190	74	403
AA	3188	JAX	20:05	21:26	ER4	50	81	190	74	270
AA	1610	YYZ	20:05	23:25	738	160	200	191	74	389
AA	966	EWR	20:06	23:06	738	160	180	191	74	370
AA	971	BOS	20:06	23:25	738	160	199	195	74	389
AA	1002	DFW	20:20	22:22	757	176	182	196	74	386
AA	69	SFO	20:20	23:17	738	160	357	196	74	561
AA	1238	LAX	20:22	22:51	738	160	329	199	74	535
AA	68	MAD	20:25	11:00	772	289	515	199	74	724
AA	983	IAD	20:36	23:12	738	160	156	200	74	376
AA	2509	LGA	21:00	23:59	738	160	179	201	74	423

Connecting Detail–Northbound (HAV-MIA) 3

FROM: HAV-MIA 3

Flight 2605

Arrival:

18:10

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	2509	LGA	21:00	23:59	738	160	179	201	74	423
AA	914	EWR	21:15	00:17	738	160	182	202	74	441
AA	916	BOS	21:15	00:33	738	160	198	202	74	457
AA	38	LHR	21:15	11:00	77W	310	525	203	74	784
AA	3459	CLE	21:16	00:13	ER4	50	177	203	74	437
AA	1128	JFK	21:16	00:22	738	160	186	203	74	446
AA	4291	CHS	21:20	23:06	E75	76	106	205	74	370
AA	1029	AUS	21:20	23:20	738	160	180	205	74	444
AA	1545	MCI	21:20	23:35	738	160	195	206	74	459
AA	2444	ATL	21:21	23:21	319	128	120	207	74	385
AA	1115	DCA	21:21	23:57	738	160	156	208	74	421
AA	4395	GSO	21:25	23:33	E75	76	128	209	74	397
AA	4259	BNA	21:26	22:49	E75	76	143	219	74	413
AA	4271	MEM	21:26	22:54	E75	76	148	219	74	418
AA	499	CLT	21:26	23:35	319	128	129	220	74	399
AA	1600	DTW	21:29	00:35	738	160	186	223	74	459
AA	4371	PNS	21:29	22:19	E75	76	110	225	74	383

Connecting Detail–Northbound (HAV-MIA) 3

FROM: HAV-MIA 3

Flight 2605

Arrival:

18:10

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	4371	PNS	21:29	22:19	E75	76	110	225	74	383
AA	3490	GNV	21:30	22:44	ER4	50	74	108	74	348
AA	4253	ORF	21:31	23:57	E75	76	146	108	74	421
AA	1257	ORD	21:32	23:55	738	160	203	108	74	479
AA	1147	LAX	21:32	23:59	738	160	327	114	74	603
AA	2490	IAH	21:33	23:17	319	128	164	114	74	441
AA	1299	DFW	21:33	23:35	738	160	182	118	74	459
AA	1531	RDU	21:33	23:41	738	160	128	118	74	405
AA	2403	SFO	21:35	00:32	738	160	357	118	74	636
AA	4229	RIC	21:35	23:59	E75	76	144	120	74	423
AA	3455	BHM	21:36	22:36	ER4	50	120	123	74	400
AA	1764	PHL	21:37	00:28	320	150	171	125	74	452
AA	4250	JAX	21:38	22:58	E75	76	80	129	74	362
AA	3499	TLH	21:38	23:08	ER4	50	90	130	74	372
AA	1474	TPA	21:49	22:55	738	160	66	148	74	359

Connecting Detail–Northbound (HAV-MIA) 3

FROM: HAV-MIA 3

Flight 2605

Arrival:

18:10

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	1285	LAS	21:49	23:59	738	160	310	149	74	603
AA	2621	BWI	21:50	00:29	738	160	159	176	74	453
AA	1059	MSY	21:53	22:53	319	128	120	183	74	417
AA	946	MCO	21:55	23:02	738	160	67	208	74	366

Connecting Detail–Southbound (MIA-HAV) 4

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	207	MXP	1115	1550	763	209	635	195	72	902
AA	2393	TPA	1450	1555	738	160	65	190	72	327
AA	937	MSY	1300	1557	319	128	117	188	72	377
AA	63	CDG	1220	1600	777	247	580	185	72	837
AA	1287	DCA	1320	1600	738	160	160	185	72	417
AA	1133	LGA	1240	1601	738	160	201	184	72	457
AA	1091	SJU	1310	1604	32B	181	174	181	72	427
AA	4391	EYW	1525	1609	E75	76	44	176	72	292
AA	915	ORD	1153	1610	738	160	197	175	72	444
AA	113	BCN	1215	1610	777	247	595	175	72	842
AA	69	MAD	1300	1610	772	289	550	175	72	797
AA	977	MCO	1500	1610	32B	181	70	175	72	317
AA	943	STT	1320	1614	738	160	174	171	72	417
AA	308	DFW	1220	1620	763	209	180	165	72	417
AA	2106	CLT	1420	1622	319	128	122	163	72	357
AA	3475	GNV	1518	1627	ER4	50	69	158	72	299
AA	208	LAX	0821	1630	763	209	309	155	72	536
AA	62	PHX	0855	1637	738	160	282	148	72	502
AA	2382	JFK	1330	1639	757	176	189	146	72	407
AA	112	DEN	1045	1642	738	160	237	143	72	452
AA	68	SFO	0800	1643	738	160	343	142	72	557
AA	39	LHR	1215	1645	77W	310	570	140	72	782
AA	2235	BOS	1330	1654	757	176	204	131	72	407
AA	196	PHL	1401	1654	738	160	173	131	72	376
AA	1485	YYZ	1336	1657	738	160	201	128	72	401
AA	1614	EWR	1354	1657	738	160	183	128	72	383
AA	1410	DFW	1301	1701	32B	181	180	124	72	376
AA	4240	JAX	1549	1708	E75	76	79	117	72	268

FROM: MIA-HAV 4

Flight 2607

Departure:

19:05

Flight Time:

1:12

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 4

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	1354	IAH	1328	1709	738	160	161	116	72	349
AA	2584	LAS	0917	1710	738	160	293	115	72	480
AA	1270	DCA	1431	1714	738	160	163	111	72	346
AA	905	MCO	1605	1715	32B	181	70	110	72	252
AA	3520	TLH	1555	1720	ER4	50	85	105	72	262
AA	901	ORD	1315	1721	763	209	186	104	72	362
AA	1299	SJU	1435	1724	32B	181	169	101	72	342
AA	4332	ATL	1520	1724	E75	76	124	101	72	297
AA	1294	LGA	1400	1731	738	160	211	94	72	377
AA	4408	CHS	1600	1740	E75	76	100	85	72	257

FROM: MIA-HAV 4

Flight 2607

Departure:

19:05

Flight Time:

1:12

MCT
1:00

Connecting Detail–Northbound (HAV-MIA) 4

FROM:
HAV-MIA 4

Flight 2607

Arrival:

23:11

Flight Time:

1:14

MCT
1:35

No Connections

Connecting Detail–Southbound (MIA-HAV) 5

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	2576	SLC	0055	0740	738	160	285	225	73	583
AA	2725	LAX	2352	0758	32B	181	306	207	73	586
AA	1070	SEA	2330	0816	738	160	346	189	73	608
AA	190	PHX	0059	0824	738	160	265	181	73	519
AA	913	BOS	0509	0828	757	176	199	177	73	449
AA	3483	GNV	0725	0833	ER4	50	68	172	73	313
AA	3494	TLH	0710	0835	ER4	50	85	170	73	328
AA	272	SFO	2359	0835	738	160	336	170	73	579
AA	4424	ORF	0615	0836	E75	76	141	169	73	383
AA	967	MCO	0735	0836	32B	181	61	169	73	303
AA	4415	JAX	0720	0839	E75	76	79	166	73	318
AA	4381	EYW	0755	0839	E75	76	44	166	73	283
AA	233	BWI	0600	0840	738	160	160	165	73	398
AA	2407	TPA	0735	0840	738	160	65	165	73	303
AA	1603	IAH	0510	0841	319	128	151	164	73	388
AA	955	RDU	0635	0841	738	160	126	164	73	363
AA	1397	DCA	0605	0842	738	160	157	163	73	393
AA	1222	SJU	0600	0843	738	160	163	162	73	398
AA	4360	GSO	0635	0843	E75	76	128	162	73	363
AA	4292	CHS	0705	0845	E75	76	100	160	73	333
AA	1003	PHL	0600	0846	738	160	166	159	73	398
AA	4273	PNS	0600	0846	E75	76	106	159	73	338

FROM: MIA-HAV 5

Flight 2603

Departure:

11:25

Flight Time:

1:13

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 5

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	4282	RIC	0620	0846	E75	76	146	159	73	378
AA	1364	DFW	0500	0850	738	160	170	155	73	398
AA	4328	SDF	0610	0851	E75	76	161	154	73	388
AA	1931	CLT	0655	0852	319	128	117	153	73	343
AA	4239	PIT	0605	0853	E75	76	168	152	73	393
AA	2243	JFK	0555	0854	738	160	179	151	73	403
AA	2221	ATL	0700	0854	319	128	114	151	73	338
AA	1021	LGA	0545	0855	738	160	190	150	73	413
AA	2204	MSY	0600	0856	319	128	116	149	73	338
AA	3488	BHM	0600	0857	ER4	50	117	148	73	338
AA	2454	ORD	0500	0859	738	160	179	146	73	398
AA	1205	EWR	0600	0859	738	160	179	146	73	398
AA	385	SFO	0030	0910	738	160	340	135	73	548
AA	390	JFK	0645	0947	757	176	182	98	73	353
AA	1353	YUL	0610	0952	738	160	222	93	73	388
AA	1229	YYZ	0640	0957	738	160	197	88	73	358
AA	287	SJU	0715	1004	738	160	169	81	73	323
AA	2318	DFW	0615	1005	738	160	170	80	73	323
AA	1168	EWR	0700	1006	738	160	186	79	73	338
AA	2710	STL	0625	1008	319	128	163	77	73	313
AA	1580	BOS	0640	1008	738	160	208	77	73	358
AA	1461	TPA	0905	1008	319	128	63	77	73	213
AA	1064	AUS	0620	1009	738	160	169	76	73	318
AA	2577	SAT	0615	1010	319	128	175	75	73	323
AA	296	MCO	0907	1011	763	209	64	74	73	211
AA	1297	DCA	0730	1012	738	160	162	73	73	308
AA	114	IAD	0730	1013	738	160	163	72	73	308
AA	1295	LGA	0700	1015	738	160	195	70	73	338
AA	2223	BDL	0705	1015	738	160	190	70	73	333

FROM: MIA-HAV 5

Flight 2603

Departure:

11:25

Flight Time:

1:13

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 5

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	97	DTW	0705	1015	738	160	190	70	73	333
AA	4425	IND	0730	1016	E75	76	166	69	73	308
AA	1584	MCI	0605	1018	738	160	193	67	73	333
AA	1269	ATL	0820	1019	319	128	119	66	73	258
AA	1532	ORD	0615	1020	738	160	185	65	73	323
AA	3453	CVG	0745	1020	ER4	50	155	65	73	293
AA	4260	BNA	0700	1021	E75	76	141	64	73	278
AA	4397	JAX	0902	1021	E75	76	79	64	73	216
AA	4300	MEM	0655	1023	E75	76	148	62	73	283
AA	1501	MSP	0550	1025	738	160	215	60	73	348
AA	2067	PHL	0734	1025	321	187	171	60	73	304

FROM: MIA-HAV 5

Flight 2603

Departure:

11:25

Flight Time:

1:13

MCT
1:00

Connecting Detail–Northbound (HAV-MIA) 5

FROM: HAV-MIA 5

Flight 2603

Arrival:

15:02

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	3654	TLH	16:50	18:19	ER4	50	89	233	74	271
AA	1346	ORD	16:50	19:13	738	160	203	95	74	385
AA	2438	LGA	16:50	19:49	319	128	179	95	74	361
AA	1570	SJU	16:56	19:43	738	160	167	96	74	355
AA	2412	BOS	16:56	20:13	757	176	197	96	74	385
AA	4402	ATL	17:00	19:02	E75	76	122	100	74	314
AA	309	PHL	17:00	19:48	738	160	168	100	74	360
AA	308	BDA	17:00	20:35	738	160	155	100	74	347
AA	275	SFO	17:02	19:59	738	160	357	101	74	551
AA	251	MCO	17:05	18:15	757	176	70	105	74	267
AA	760	CLT	17:07	19:17	319	128	130	106	74	329
AA	1516	LAS	17:11	19:22	32B	181	311	106	74	514
AA	2262	JFK	17:12	20:20	757	176	188	106	74	392
AA	4416	JAX	17:13	18:34	E75	76	81	109	74	286
AA	1428	LAX	17:13	19:30	77W	310	317	109	74	522

Connecting Detail–Northbound (HAV-MIA) 5

FROM: HAV-MIA 5

Flight 2603

Arrival:

15:02

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	1304	DFW	17:18	19:20	738	160	182	110	74	392
AA	206	MXP	17:30	09:15	763	209	585	111	74	807
AA	2206	DCA	17:31	20:09	738	160	157	112	74	380
AA	299	LGA	17:58	20:56	738	160	178	112	74	428
AA	4354	EYW	17:59	18:51	E75	76	52	113	74	303
AA	2379	STT	18:05	20:54	738	160	169	113	74	426
AA	2317	STX	18:05	20:55	738	160	170	115	74	427
AA	1311	SJU	18:08	20:49	757	184	161	115	74	421
AA	56	LHR	18:15	07:55	77W	310	520	119	74	787
AA	2620	MCO	18:16	19:23	32B	181	67	129	74	335
AA	62	CDG	18:30	09:20	777	247	530	151	74	812
AA	1612	ORD	18:35	21:02	763	209	207	166	74	494
AA	1558	DFW	18:46	20:48	757	176	182	239	74	480
AA	1294	LGA	18:55	21:54	738	160	179	91	74	486

Connecting Detail–Southbound (MIA-HAV) 6

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	3551	BNA	0900	1222	ER4	50	142	218	71	431
AA	4368	ATL	1054	1255	E75	76	121	185	71	377
AA	1878	PHL	1000	1301	321	187	181	179	71	431
AA	1346	ORD	0847	1302	738	160	195	178	71	444
AA	4268	EYW	1220	1302	E75	76	42	178	71	291
AA	330	TPA	1159	1303	738	160	64	177	71	312
AA	1629	MCO	1200	1303	32B	181	63	177	71	311
AA	4286	JAX	1145	1304	E75	76	79	176	71	326
AA	1278	DFW	0905	1307	757	176	182	173	71	426
AA	1084	LGA	0951	1307	32B	181	196	173	71	440
AA	2491	IAH	0938	1312	319	128	154	168	71	393
AA	2392	BWI	1030	1313	738	160	163	167	71	401
AA	1441	DCA	1035	1315	738	160	160	165	71	396
AA	3487	TLH	1152	1317	ER4	50	85	163	71	319
AA	526	CLT	1125	1334	321	187	129	146	71	346
AA	917	JFK	1053	1407	738	160	194	113	71	378
AA	1488	PHL	1120	1408	763	209	168	112	71	351
AA	57	LHR	0945	1410	77W	310	565	110	71	746
AA	1611	ORD	1000	1410	738	160	190	110	71	371
AA	2415	SJU	1135	1415	738	160	160	105	71	336
AA	4370	PNS	1123	1416	E75	76	113	104	71	288
AA	364	LAS	0630	1419	738	160	289	101	71	461
AA	1247	LAX	0620	1430	738	160	310	90	71	471
AA	4429	MSY	1130	1430	E75	76	120	90	71	281
AA	4275	ATL	1236	1430	E75	76	114	90	71	275
AA	1266	DFW	1033	1434	32B	181	181	86	71	338
AA	2487	RDU	1225	1436	738	160	131	84	71	286
AA	1082	LGA	1118	1437	738	160	199	83	71	353
AA	4289	BNA	1116	1438	E75	76	142	82	71	295
AA	1509	BOS	1115	1446	738	160	211	74	71	356

FROM: MIA-HAV 6

Flight 2606

Departure:

16:00

Flight Time:

1:11

MCT
1:00

Connecting Detail–Northbound (HAV-MIA) 6

FROM: HAV-MIA 6

Flight 2606

Arrival:

19:40

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	914	EWR	21:15	00:17	738	160	182	91	74	351
AA	916	BOS	21:15	00:33	738	160	198	91	74	367
AA	38	LHR	21:15	11:00	77W	310	525	98	74	694
AA	3,459	CLE	21:16	00:13	ER4	50	177	100	74	347
AA	1,128	JFK	21:16	00:22	738	160	186	100	74	356
AA	4,291	CHS	21:20	23:06	E75	76	106	100	74	280
AA	1,029	AUS	21:20	23:20	738	160	180	100	74	354
AA	1,545	MCI	21:20	23:35	738	160	195	111	74	369
AA	2,444	ATL	21:21	23:21	319	128	120	111	74	295
AA	1,115	DCA	21:21	23:57	738	160	156	112	74	331
AA	4,395	GSO	21:25	23:33	E75	76	128	119	74	307
AA	4,259	BNA	21:26	22:49	E75	76	143	121	74	323
AA	4,271	MEM	21:26	22:54	E75	76	148	176	74	328
AA	499	CLT	21:26	23:35	319	128	129	180	74	309
AA	1,600	DTW	21:29	00:35	738	160	186	181	74	369
AA	4,371	PNS	21:29	22:19	E75	76	110	182	74	293

Connecting Detail–Northbound (HAV-MIA) 6

FROM: HAV-MIA 6

Flight 2606

Arrival:

19:40

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	3490	GNV	21:30	22:44	ER4	50	74	186	74	258
AA	4253	ORF	21:31	23:57	E75	76	146	186	74	331
AA	1257	ORD	21:32	23:55	738	160	203	187	74	389
AA	1147	LAX	21:32	23:59	738	160	327	199	74	513
AA	2490	IAH	21:33	23:17	319	128	164	107	74	351
AA	1299	DFW	21:33	23:35	738	160	182	108	74	369
AA	1531	RDU	21:33	23:41	738	160	128	114	74	315
AA	2403	SFO	21:35	00:32	738	160	357	114	74	546
AA	4229	RIC	21:35	23:59	E75	76	144	117	74	333
AA	3455	BHM	21:36	22:36	ER4	50	120	124	74	310
AA	1764	PHL	21:37	00:28	320	150	171	125	74	362
AA	4250	JAX	21:38	22:58	E75	76	80	139	74	272
AA	3499	TLH	21:38	23:08	ER4	50	90	144	74	282
AA	316	SJU	21:39	00:18	738	160	159	155	74	352
AA	1474	TPA	21:49	22:55	738	160	66	183	74	269

Connecting Detail–Northbound (HAV-MIA) 6

FROM: HAV-MIA 6

Flight 2606

Arrival:

19:40

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	1285	LAS	21:49	23:59	738	160	310	184	74	513
AA	2621	BWI	21:50	00:29	738	160	159	209	74	363
AA	1059	MSY	21:53	22:53	319	128	120	209	74	327
AA	946	MCO	21:55	23:02	738	160	67	215	74	276

Connecting Detail–Southbound (MIA-HAV) 7

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	1764	CLT	1615	1818	321	187	123	217	76	416
AA	909	LAX	1030	1840	77W	310	310	195	76	581
AA	2605	SJU	1555	1841	32B	181	166	194	76	436
AA	1370	JFK	1515	1853	738	160	218	182	76	476
AA	1227	DCA	1605	1853	738	160	168	182	76	426
AA	2578	TPA	1739	1853	738	160	74	182	76	332
AA	1142	PHL	1554	1854	738	160	180	181	76	437
AA	1537	DFW	1455	1855	738	160	180	180	76	436
AA	2421	STT	1600	1855	738	160	175	180	76	431
AA	1241	MCO	1740	1855	32B	181	75	180	76	331
AA	147	BOS	1520	1858	757	176	218	177	76	471
AA	1051	LGA	1525	1858	738	160	213	177	76	466
AA	1407	ORD	1505	1916	763	209	191	159	76	426
AA	1293	STX	1705	2001	738	160	176	114	76	366
AA	1590	SFO	1130	2010	738	160	340	105	76	521
AA	38	SJU	1730	2012	738	160	162	103	76	341
AA	1211	JFK	1645	2020	757	176	215	95	76	386
AA	1221	MCO	1917	2025	757	176	68	90	76	234
AA	2718	YYZ	1705	2026	738	160	201	89	76	366
AA	3597	PNS	1745	2030	ER4	50	105	85	76	266
AA	1719	CLT	1825	2030	319	128	125	85	76	286
AA	4354	EYW	1946	2030	E75	76	44	85	76	205
AA	1478	YUL	1650	2032	738	160	222	83	76	381
AA	2226	IAD	1744	2033	738	160	169	82	76	327
AA	2690	BWI	1745	2033	738	160	168	82	76	326

FROM: MIA-HAV 7

Flight 2609

Departure:

21:55

Flight Time:

1:16

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 7

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	3654	TLH	1910	2035	ER4	50	85	80	76	241
AA	4416	JAX	1918	2035	E75	76	77	80	76	233
AA	1115	TPA	1928	2035	738	160	67	80	76	223
AA	1533	BOS	1702	2037	738	160	215	78	76	369
AA	238	DCA	1750	2037	738	160	167	78	76	321
AA	2057	PHL	1750	2041	320	150	171	74	76	321
AA	989	LAS	1246	2042	738	160	296	73	76	445
AA	2228	STL	1650	2042	319	128	172	73	76	321
AA	2681	IAH	1705	2042	319	128	157	73	76	306
AA	258	DFW	1645	2043	32B	181	178	72	76	326
AA	4253	ORF	1814	2043	E75	76	149	72	76	297
AA	1541	RDU	1835	2043	738	160	128	72	76	276
AA	3584	CLE	1750	2045	ER4	50	175	70	76	321
AA	3479	CVG	1810	2045	ER4	50	155	70	76	301
AA	4395	IND	1801	2047	E75	76	166	68	76	310
AA	1017	ORD	1635	2048	738	160	193	67	76	336
AA	129	MSY	1752	2049	319	128	117	66	76	259
AA	4254	BNA	1729	2052	E75	76	143	63	76	282
AA	4252	PIT	1805	2052	E75	76	167	63	76	306
AA	3457	CMH	1807	2053	ER4	50	166	62	76	304
AA	4243	ATL	1852	2053	E75	76	121	62	76	259
AA	1598	EWR	1740	2054	738	160	194	61	76	331
AA	152	LGA	1731	2055	738	160	204	60	76	340

FROM: MIA-HAV 7

Flight 2609

Departure:

21:55

Flight Time:

1:16

MCT
1:00

Connecting Detail–Northbound (HAV-MIA) 7

FROM: HAV-MIA 7

Flight 2611

Arrival:

09:44

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	969	DFW	11:18	13:20	738	160	182	226	74	350
AA	1178	ORD	12:10	14:27	763	209	197	02:26	74	417
AA	1142	PHL	12:10	14:59	738	160	169	02:26	74	389
AA	4332	ATL	12:15	14:14	E75	76	119	02:31	74	344
AA	2421	STT	12:15	14:58	738	160	163	02:31	74	388
AA	1293	STX	12:15	15:02	738	160	167	02:31	74	392
AA	1478	YUL	12:21	15:51	738	160	210	02:37	74	441
AA	1218	MCO	12:25	13:30	738	160	65	02:41	74	300
AA	1613	SJU	12:29	15:17	32B	181	168	02:45	74	407
AA	2572	LAX	12:30	14:54	763	209	324	02:46	74	564
AA	64	JFK	12:32	15:38	757	176	184	02:48	74	426
AA	1227	DCA	12:35	15:10	738	160	155	02:51	74	400
AA	2718	YYZ	12:36	15:53	738	160	197	02:52	74	443
AA	1533	BOS	12:42	15:58	738	160	196	02:58	74	448
AA	2719	TPA	12:46	13:51	738	160	65	03:02	74	321
AA	1325	DFW	12:55	14:57	738	160	182	03:11	74	447
AA	1250	CLT	12:58	15:06	738	160	128	03:14	74	396
AA	3475	GNV	13:43	14:53	ER4	50	70	03:59	74	383
AA	1222	DFW	13:43	15:45	32B	181	182	03:59	74	495

Connecting Detail–Northbound (HAV-CLT) 8

FROM: HAV-CLT 8

Flight 2616

Arrival:

17:27

Flight Time:

2:32

MCT
1:15

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (CLT to xxx)	Connection Time Mins	HAV-CLT Flight Time Mins	Total Elapsed Mins (from HAV)
AA	3781	CRW	18:45	19:50	CR2	50	65	78	152	295
AA	1784	DEN	18:50	20:18	320	150	208	83	152	443
AA	5595	FWA	19:00	20:51	CR2	50	111	93	152	356
AA	5133	AVL	19:22	20:00	CR2	50	38	115	152	305
AA	517	DFW	19:24	21:14	321	187	170	117	152	439
AA	5349	CAE	19:33	20:12	CR2	50	39	126	152	317
AA	5038	PNS	19:45	20:17	CR9	76	92	138	152	382
AA	2097	DCA	19:45	21:04	320	150	79	138	152	369
AA	5496	OAJ	19:49	20:43	CR2	50	54	142	152	348
AA	4938	ROA	19:49	20:51	DH3	50	62	142	152	356
AA	4901	HHH	19:49	21:00	DH8	35	71	142	152	365
AA	4750	CHO	19:49	21:06	DH3	50	77	142	152	371
AA	5293	IAD	19:49	21:06	CR9	76	77	142	152	371
AA	706	MSP	19:49	21:28	321	187	159	142	152	453
AA	1866	ORD	19:50	20:50	321	187	120	143	152	415
AA	2092	PIT	19:50	21:10	320	150	80	143	152	375
AA	5238	DAY	19:50	21:11	CR7	63	81	143	152	376

Connecting Detail–Northbound (HAV-CLT) 8

FROM: HAV-CLT 8

Flight 2616

Arrival:

17:27

Flight Time:

2:32

MCT
1:15

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (CLT to xxx)	Connection Time Mins	HAV-CLT Flight Time Mins	Total Elapsed Mins (from HAV)
AA	1976	MCI	19:50	21:11	321	187	141	143	152	436
AA	5081	DAB	19:50	21:13	CR9	76	83	143	152	378
AA	4476	JAX	19:53	21:12	E75	80	79	146	152	377
AA	1867	CHS	19:54	20:49	319	128	55	147	152	354
AA	4812	HTS	19:54	21:13	DH8	35	79	147	152	378
AA	5390	TRI	19:55	20:43	CR2	50	48	148	152	348
AA	3915	MKE	19:55	20:59	CR2	50	124	148	152	424
AA	4661	CMH	19:55	21:14	E75	80	79	148	152	379
AA	5085	DSM	19:55	21:14	CR9	76	139	148	152	439
AA	5543	CAK	19:55	21:17	CR7	63	82	148	152	382
AA	5235	MDT	19:55	21:22	CR9	76	87	148	152	387
AA	2380	JFK	19:55	21:45	738	160	110	148	152	410
AA	5032	FAY	19:59	20:46	CR7	63	47	152	152	351
AA	703	PHX	19:59	21:13	321	187	254	152	152	558
AA	5327	OMA	19:59	21:29	CR9	76	150	152	152	454
AA	1919	MCO	19:59	21:34	321	187	95	152	152	399

Connecting Detail–Northbound (HAV-CLT) 8

FROM: HAV-CLT 8

Flight 2616

Arrival:

17:27

Flight Time:

2:32

MCT
1:15

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (CLT to xxx)	Connection Time Mins	HAV-CLT Flight Time Mins	Total Elapsed Mins (from HAV)
AA	5296	MEM	20:00	20:45	CR9	76	105	153	152	410
AA	442	MSY	20:00	20:53	319	128	113	153	152	418
AA	5600	MSN	20:00	21:16	CR7	63	136	153	152	441
AA	5556	SDF	20:00	21:25	CR9	76	85	153	152	390
AA	1854	SAN	20:00	21:53	321	187	293	153	152	598
AA	5119	PHF	20:01	21:14	CR2	50	73	154	152	379
AA	4909	SBY	20:02	21:45	DH3	50	103	155	152	410
AA	5592	GSO	20:05	20:53	CR9	76	48	158	152	358
AA	649	STL	20:05	20:56	319	128	111	158	152	421
AA	5294	LIT	20:05	21:01	CR9	76	116	158	152	426
AA	463	ATL	20:05	21:14	321	187	69	158	152	379
AA	2000	CLE	20:05	21:38	319	128	93	158	152	403
AA	2079	PHL	20:05	21:41	752	176	96	158	152	406
AA	5286	SRQ	20:05	21:51	CR9	76	106	158	152	416
AA	5218	MHT	20:05	22:12	CR9	76	127	158	152	437
AA	1788	PDX	20:05	22:27	321	187	322	158	152	632
AA	5552	XNA	20:09	21:20	CR9	76	131	162	152	445
AA	2113	RIC	20:10	21:17	319	128	67	163	152	382

Connecting Detail–Northbound (HAV-CLT) 8

FROM: HAV-CLT 8

Flight 2616

Arrival:

17:27

Flight Time:

2:32

MCT
1:15

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (CLT to xxx)	Connection Time Mins	HAV-CLT Flight Time Mins	Total Elapsed Mins (from HAV)
AA	4785	EWN	20:10	21:19	DH3	50	69	163	152	384
AA	668	LAS	20:10	21:45	321	187	275	163	152	590
AA	746	TPA	20:10	21:48	320	150	98	163	152	413
AA	814	BUF	20:10	21:51	319	128	101	163	152	416
AA	488	AUS	20:10	21:55	319	128	165	163	152	480
AA	522	DTW	20:10	21:59	319	128	109	163	152	424
AA	1978	EWR	20:10	21:59	321	187	109	163	152	424
AA	5512	GRR	20:10	22:11	CR9	76	121	163	152	436
AA	1926	MIA	20:10	22:12	320	150	122	163	152	437
AA	1871	BNA	20:15	20:35	319	128	80	168	152	400
AA	5161	LYH	20:15	21:18	CR2	50	63	168	152	383
AA	2056	BWI	20:15	21:40	320	150	85	168	152	405
AA	1921	PBI	20:15	22:04	319	128	109	168	152	429
AA	2006	SLC	20:17	22:34	321	187	257	170	152	579
AA	561	ORF	20:19	21:29	319	128	70	172	152	394
AA	732	LHR	20:20	09:15	333	291	475	173	152	800
AA	1725	LGA	20:20	22:09	321	187	109	173	152	434
AA	2078	FLL	20:20	22:14	319	128	114	173	152	439

Connecting Detail–Northbound (HAV-CLT) 8

FROM: HAV-CLT 8

Flight 2616

Arrival:

17:27

Flight Time:

2:32

MCT
1:15

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (CLT to xxx)	Connection Time Mins	HAV-CLT Flight Time Mins	Total Elapsed Mins (from HAV)
AA	1783	BOS	20:20	22:30	321	187	130	173	152	455
AA	1697	SEA	20:20	22:55	321	187	335	173	152	660
AA	1805	RDU	20:25	21:20	320	150	55	178	152	385
AA	5410	SAV	20:25	21:30	CR9	76	65	178	152	395
AA	853	SFO	20:25	22:50	321	187	325	178	152	655
AA	3919	YUL	20:25	22:57	CR2	50	152	178	152	482
AA	4787	GSP	20:30	21:12	DH3	50	42	183	152	377
AA	5548	TYS	20:30	21:26	CR7	63	56	183	152	391
AA	5284	ILM	20:30	21:28	CR9	76	58	183	152	393
AA	802	IAH	20:30	22:03	320	150	153	183	152	488
AA	1975	PVD	20:30	22:27	321	187	117	183	152	452
AA	1743	LAX	20:31	22:30	321	187	299	184	152	635
AA	5555	CVG	20:35	21:59	CR9	76	84	188	152	424
AA	1996	DFW	20:39	22:34	321	187	175	192	152	519
AA	5120	GPT	20:40	21:28	CR7	63	108	193	152	453
AA	4522	BTV	20:50	22:55	E75	80	125	203	152	480

Connecting Detail–Northbound (HAV-CLT) 8

FROM: HAV-CLT 8

Flight 2616

Arrival:

17:27

Flight Time:

2:32

MCT
1:15

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (CLT to xxx)	Connection Time Mins	HAV-CLT Flight Time Mins	Total Elapsed Mins (from HAV)
AA	4466	IND	20:55	22:27	E75	80	92	208	152	452
AA	5302	MYR	20:57	21:47	CR9	76	50	210	152	412
AA	5278	VPS	20:59	21:30	CR2	50	91	212	152	455
AA	4057	HPN	20:59	22:50	CR2	50	111	212	152	475
AA	744	BCN	21:00	11:20	332	258	500	213	152	865
AA	5267	GNV	21:10	22:28	CR2	50	78	223	152	453
AA	5242	ABE	21:14	22:50	CR9	76	96	227	152	475
AA	3858	ORF	21:23	22:28	CR2	50	65	236	152	453
AA	4849	AGS	21:25	22:18	DH3	50	53	238	152	443
AA	3930	CAE	21:26	22:06	CR2	50	40	239	152	431

Connecting Detail–Southbound (CLT-HAV) 8

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to CLT)	Connection Time Mins	CLT-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	418	LAX	2357	0747	321	187	290	223	150	663
AA	5140	TRI	0700	0758	CR2	50	58	212	150	420
AA	4853	AGS	0700	0801	DH3	50	61	209	150	420
AA	5603	FWA	0620	0802	CR2	50	102	208	150	460
AA	513	PHL	0625	0802	752	176	97	208	150	455
AA	5072	FAY	0700	0804	CR7	63	64	206	150	420
AA	1852	SFO	0010	0806	321	187	296	204	150	650
AA	5297	AVL	0710	0807	CR7	63	57	203	150	410
AA	5348	AVL	0710	0807	CR2	50	57	203	150	410
AA	5045	MDT	0640	0808	CR9	76	88	202	150	440
AA	5497	OAJ	0700	0810	CR2	50	70	200	150	420
AA	5590	TYS	0700	0810	CR2	50	70	200	150	420
AA	883	RDU	0710	0811	321	187	61	199	150	410
AA	2020	PHX	0115	0812	321	187	237	198	150	585
AA	4833	HTS	0640	0812	DH8	35	92	198	150	440
AA	2085	EWR	0615	0813	320	150	118	197	150	465
AA	832	BUF	0620	0813	319	128	113	197	150	460
AA	1925	BWI	0645	0813	321	187	88	197	150	435
AA	1818	SEA	0020	0814	321	187	294	196	150	640
AA	5150	SAV	0700	0814	CR9	76	74	196	150	420
AA	4606	CMH	0645	0815	E75	80	90	195	150	435

FROM: CLT-HAV 8

Flight 2616

Departure:

11:30

Flight Time:

2:30

MCT
0:55

Connecting Detail–Southbound (CLT-HAV) 8

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to CLT)	Connection Time Mins	CLT-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	781	RIC	0659	0815	319	128	76	195	150	421
AA	5285	MYR	0715	0815	CR9	76	60	195	150	405
AA	807	PVD	0605	0816	321	187	131	194	150	475
AA	5353	AVP	0610	0817	CR9	76	127	193	150	470
AA	461	JFK	0620	0817	321	187	117	193	150	460
AA	1920	ORD	0527	0819	321	187	112	191	150	453
AA	5490	TLH	0650	0819	CR7	63	89	191	150	430
AA	4851	PGV	0700	0819	DH3	50	79	191	150	420
AA	1668	LAS	0107	0820	321	187	253	190	150	593
AA	4799	CHO	0700	0820	DH3	50	80	190	150	420
AA	5189	HPN	0630	0821	CR2	50	111	189	150	450
AA	5323	LEX	0700	0821	CR2	50	81	189	150	420
AA	865	MCO	0645	0823	321	187	98	187	150	435
AA	2093	PIT	0650	0823	319	128	93	187	150	430
AA	5058	CVG	0700	0823	CR9	76	83	187	150	420
AA	4873	EWN	0700	0823	DH3	50	83	187	150	420
AA	1830	DCA	0659	0824	320	150	85	186	150	421
AA	5026	IAD	0659	0824	CR9	76	85	186	150	421
AA	4620	JAX	0700	0827	E75	80	87	183	150	420
AA	1910	DFW	0505	0828	321	187	143	182	150	475
AA	2074	EWR	0630	0828	321	187	118	182	150	450
AA	660	DTW	0640	0828	320	150	108	182	150	440

FROM: CLT-HAV 8

Flight 2616

Departure:

11:30

Flight Time:

2:30

MCT
0:55

Connecting Detail–Southbound (CLT-HAV) 8

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to CLT)	Connection Time Mins	CLT-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	4822	GSP	0730	0830	DH3	50	60	180	150	390
AA	1951	LGA	0630	0831	321	187	121	179	150	450
AA	414	CHS	0720	0832	319	128	72	178	150	400
AA	5102	ILM	0725	0832	CR9	76	67	178	150	395
AA	4053	CAE	0730	0832	CR2	50	62	178	150	390
AA	5251	GSO	0740	0832	CR9	76	52	178	150	380
AA	5220	BHM	0605	0833	CR2	50	88	177	150	415
AA	1756	FLL	0635	0833	319	128	118	177	150	445
AA	5083	LYH	0730	0833	CR2	50	63	177	150	390
AA	5188	EVV	0600	0836	CR2	50	96	174	150	420
AA	5324	MGM	0600	0836	CR2	50	96	174	150	420
AA	2096	IND	0659	0836	319	128	97	174	150	421
AA	861	BDL	0630	0837	319	128	127	173	150	450
AA	462	TPA	0655	0837	320	150	102	173	150	425
AA	490	CLE	0700	0837	319	128	97	173	150	420
AA	1977	ORF	0715	0837	319	128	82	173	150	405
AA	5593	SDF	0715	0837	CR9	76	82	173	150	405
AA	5580	JAN	0540	0838	CR2	50	118	172	150	440
AA	5193	MEM	0559	0838	CR9	76	99	172	150	421
AA	884	MSP	0510	0839	320	150	149	171	150	470
AA	2008	BOS	0615	0839	321	187	144	171	150	465
AA	5236	DAY	0705	0839	CR7	63	94	171	150	415

FROM: CLT-HAV 8

Flight 2616

Departure:

11:30

Flight Time:

2:30

MCT
0:55

Connecting Detail–Southbound (CLT-HAV) 8

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to CLT)	Connection Time Mins	CLT-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	5061	DAB	0705	0841	CR9	76	96	169	150	415
AA	3777	MKE	0540	0844	CR2	50	124	166	150	440
AA	5091	CAK	0710	0845	CR2	50	95	165	150	410
AA	568	ATL	0730	0845	320	150	75	165	150	390
AA	487	IAH	0515	0846	320	150	151	164	150	465
AA	4939	SBY	0655	0846	DH3	50	111	164	150	425
AA	5082	PNS	0605	0847	CR9	76	102	163	150	415
AA	5331	VPS	0605	0847	CR2	50	102	163	150	415
AA	835	MSY	0555	0849	319	128	114	161	150	425
AA	5328	PHF	0725	0849	CR2	50	84	161	150	395
AA	713	STL	0559	0850	319	128	111	160	150	421
AA	5087	MOB	0605	0850	CR2	50	105	160	150	415
AA	1895	BNA	0630	0851	319	128	81	159	150	390
AA	5342	GRR	0645	0852	CR9	76	127	158	150	435
AA	5320	GPT	0600	0853	CR7	63	113	157	150	420
AA	5054	HSV	0620	0854	CR7	63	94	156	150	400
AA	1904	ALB	0640	0854	319	128	134	156	150	440
AA	5301	LIT	0601	0857	CR9	76	116	153	150	419
AA	4625	YYZ	0655	0905	E75	80	130	145	150	425
AA	4887	ROA	0815	0919	DH3	50	64	131	150	345
AA	5123	DCA	0800	0925	CR2	50	85	125	150	360
AA	4770	GSP	0854	0946	DH3	50	52	104	150	306

FROM: CLT-HAV 8

Flight 2616

Departure:

11:30

Flight Time:

2:30

MCT
0:55

Connecting Detail–Southbound (CLT-HAV) 8

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to CLT)	Connection Time Mins	CLT-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	4770	GSP	0854	0946	DH3	50	52	104	150	306
AA	5347	BHM	0730	0954	CR7	63	84	96	150	330
AA	2065	LGA	0759	0957	321	187	118	93	150	361
AA	5371	GSO	0920	1003	CR2	50	43	87	150	280
AA	4774	CAE	0910	1004	DH3	50	54	86	150	290
AA	686	EWR	0810	1006	321	187	116	84	150	350
AA	550	RSW	0810	1006	320	150	116	84	150	350
AA	2102	PHL	0820	1006	752	176	106	84	150	340
AA	2047	BUF	0815	1007	319	128	112	83	150	345
AA	5388	MLB	0815	1008	CR2	50	113	82	150	345
AA	1797	DTW	0820	1008	319	128	108	82	150	340
AA	5130	SRQ	0820	1009	CR9	76	109	81	150	340
AA	3873	YUL	0729	1010	CR2	50	161	80	150	391
AA	1740	ATL	0850	1010	321	187	80	80	150	310
AA	566	MSP	0640	1011	321	187	151	79	150	380
AA	409	PVD	0800	1011	321	187	131	79	150	360
AA	551	PIT	0840	1011	319	128	91	79	150	320
AA	2019	MSY	0715	1012	319	128	117	78	150	345
AA	5389	OKC	0640	1014	CR9	76	154	76	150	380
AA	801	MCI	0700	1014	321	187	134	76	150	360
AA	5494	MEM	0735	1014	CR9	76	99	76	150	325
AA	695	SYR	0810	1015	320	150	125	75	150	350
AA	752	TPA	0830	1016	321	187	106	74	150	330
AA	5553	XNA	0705	1018	CR9	76	133	72	150	355
AA	539	PBI	0825	1018	319	128	113	72	150	335
AA	858	BWI	0845	1018	320	150	93	72	150	315
AA	1983	BNA	0755	1020	319	128	85	70	150	305
AA	4934	AVL	0914	1020	DH3	50	66	70	150	286
AA	5070	DSM	0700	1021	CR9	76	141	69	150	360
AA	5345	OAJ	0908	1021	CR2	50	73	69	150	292
AA	2716	JFK	0820	1022	738	160	122	68	150	340

FROM: CLT-HAV 8

Flight 2616

Departure:

11:30

Flight Time:

2:30

MCT
0:55

Connecting Detail–Southbound (CLT-HAV) 8

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to CLT)	Connection Time Mins	CLT-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	2716	JFK	0820	1022	738	160	122	68	150	340
AA	5020	ABE	0830	1022	CR9	76	112	68	150	330
AA	5584	ROC	0830	1025	CR9	76	115	65	150	330
AA	1949	CLE	0845	1025	319	128	100	65	150	315
AA	4809	ROA	0914	1026	DH3	50	72	64	150	286
AA	1831	BDL	0820	1027	321	187	127	63	150	340
AA	1936	FLL	0825	1027	320	150	122	63	150	335
AA	1721	RDU	0925	1027	319	128	62	63	150	275
AA	5048	MHT	0800	1028	CR9	76	148	62	150	360
AA	5154	MDT	0900	1028	CR9	76	88	62	150	300
AA	2064	DFW	0707	1029	321	187	142	61	150	353
AA	5066	OMA	0700	1030	CR9	76	150	60	150	360
AA	3706	SGF	0700	1030	ER4	50	150	60	150	360
AA	4479	BTV	0805	1030	E75	80	145	60	150	355
AA	1986	PWM	0805	1030	319	128	145	60	150	355
AA	5338	CHS	0925	1030	CR9	76	65	60	150	275
AA	1899	BOS	0805	1031	321	187	146	59	150	355
AA	5340	ILM	0915	1031	CR9	76	76	59	150	285
AA	4616	IND	0850	1032	E75	80	102	58	150	310
AA	792	MCO	0850	1032	320	150	102	58	150	310
AA	5303	ORF	0915	1032	CR9	76	77	58	150	285
AA	1979	ORD	0730	1033	321	187	123	57	150	330
AA	4003	LEX	0910	1033	CR2	50	83	57	150	290
AA	4059	MYR	0924	1034	CR2	50	70	56	150	276
AA	5069	RIC	0915	1035	CR9	76	80	55	150	285

FROM: CLT-HAV 8

Flight 2616

Departure:

11:30

Flight Time:

2:30

MCT
0:55

Connecting Detail–Southbound (MIA-HAV) 9

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	4391	EYW	1525	1609	E75	76	44	236	76	356
AA	915	ORD	1153	1610	738	160	197	235	76	508
AA	113	BCN	1215	1610	777	247	595	235	76	906
AA	69	MAD	1300	1610	772	289	550	235	76	861
AA	977	MCO	1500	1610	32B	181	70	235	76	381
AA	943	STT	1320	1614	738	160	174	231	76	481
AA	308	DFW	1220	1620	763	209	180	225	76	481
AA	2106	CLT	1420	1622	319	128	122	223	76	421
AA	3475	GNV	1518	1627	ER4	50	69	218	76	363
AA	208	LAX	0821	1630	763	209	309	215	76	600
AA	62	PHX	0855	1637	738	160	282	208	76	566
AA	2382	JFK	1330	1639	757	176	189	206	76	471
AA	112	DEN	1045	1642	738	160	237	203	76	516
AA	68	SFO	0800	1643	738	160	343	202	76	621
AA	39	LHR	1215	1645	77W	310	570	200	76	846
AA	2235	BOS	1330	1654	757	176	204	191	76	471
AA	196	PHL	1401	1654	738	160	173	191	76	440
AA	1485	YYZ	1336	1657	738	160	201	188	76	465
AA	1614	EWR	1354	1657	738	160	183	188	76	447
AA	1410	DFW	1301	1701	32B	181	180	184	76	440
AA	4240	JAX	1549	1708	E75	76	79	177	76	332
AA	1354	IAH	1328	1709	738	160	161	176	76	413
AA	2584	LAS	0917	1710	738	160	293	175	76	544
AA	1270	DCA	1431	1714	738	160	163	171	76	410
AA	905	MCO	1605	1715	32B	181	70	170	76	316
AA	3520	TLH	1555	1720	ER4	50	85	165	76	326
AA	901	ORD	1315	1721	763	209	186	164	76	426

FROM: MIA-HAV 9

Flight 2608

Departure:

20:05

Flight Time:

1:16

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 9

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	4332	ATL	1520	1724	E75	76	124	161	76	361
AA	1294	LGA	1400	1731	738	160	211	154	76	441
AA	4408	CHS	1600	1740	E75	76	100	145	76	321
AA	1764	CLT	1615	1818	321	187	123	107	76	306
AA	909	LAX	1030	1840	77W	310	310	85	76	471
AA	2605	SJU	1555	1841	32B	181	166	84	76	326
AA	1370	JFK	1515	1853	738	160	218	72	76	366
AA	1227	DCA	1605	1853	738	160	168	72	76	316
AA	2578	TPA	1739	1853	738	160	74	72	76	222
AA	1142	PHL	1554	1854	738	160	180	71	76	327
AA	1537	DFW	1455	1855	738	160	180	70	76	326
AA	2421	STT	1600	1855	738	160	175	70	76	321
AA	1241	MCO	1740	1855	32B	181	75	70	76	221
AA	147	BOS	1520	1858	757	176	218	67	76	361
AA	1051	LGA	1525	1858	738	160	213	67	76	356

FROM: MIA-HAV 9

Flight 2608

Departure:

20:05

Flight Time:

1:16

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 9

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	4391	EYW	1525	1609	E75	76	44	236	76	356
AA	915	ORD	1153	1610	738	160	197	235	76	508
AA	113	BCN	1215	1610	777	247	595	235	76	906
AA	69	MAD	1300	1610	772	289	550	235	76	861
AA	977	MCO	1500	1610	32B	181	70	235	76	381
AA	943	STT	1320	1614	738	160	174	231	76	481
AA	308	DFW	1220	1620	763	209	180	225	76	481
AA	2106	CLT	1420	1622	319	128	122	223	76	421
AA	3475	GNV	1518	1627	ER4	50	69	218	76	363
AA	208	LAX	0821	1630	763	209	309	215	76	600
AA	62	PHX	0855	1637	738	160	282	208	76	566
AA	2382	JFK	1330	1639	757	176	189	206	76	471
AA	112	DEN	1045	1642	738	160	237	203	76	516
AA	68	SFO	0800	1643	738	160	343	202	76	621
AA	39	LHR	1215	1645	77W	310	570	200	76	846
AA	2235	BOS	1330	1654	757	176	204	191	76	471
AA	196	PHL	1401	1654	738	160	173	191	76	440
AA	1485	YYZ	1336	1657	738	160	201	188	76	465
AA	1614	EWR	1354	1657	738	160	183	188	76	447
AA	1410	DFW	1301	1701	32B	181	180	184	76	440
AA	4240	JAX	1549	1708	E75	76	79	177	76	332
AA	1354	IAH	1328	1709	738	160	161	176	76	413
AA	2584	LAS	0917	1710	738	160	293	175	76	544
AA	1270	DCA	1431	1714	738	160	163	171	76	410
AA	905	MCO	1605	1715	32B	181	70	170	76	316
AA	3520	TLH	1555	1720	ER4	50	85	165	76	326
AA	901	ORD	1315	1721	763	209	186	164	76	426

FROM: MIA-HAV 9

Flight 2608

Departure:

20:05

Flight Time:

1:16

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 9

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	4332	ATL	1520	1724	E75	76	124	161	76	361
AA	1294	LGA	1400	1731	738	160	211	154	76	441
AA	4408	CHS	1600	1740	E75	76	100	145	76	321
AA	1764	CLT	1615	1818	321	187	123	107	76	306
AA	909	LAX	1030	1840	77W	310	310	85	76	471
AA	2605	SJU	1555	1841	32B	181	166	84	76	326
AA	1370	JFK	1515	1853	738	160	218	72	76	366
AA	1227	DCA	1605	1853	738	160	168	72	76	316
AA	2578	TPA	1739	1853	738	160	74	72	76	222
AA	1142	PHL	1554	1854	738	160	180	71	76	327
AA	1537	DFW	1455	1855	738	160	180	70	76	326
AA	2421	STT	1600	1855	738	160	175	70	76	321
AA	1241	MCO	1740	1855	32B	181	75	70	76	221
AA	147	BOS	1520	1858	757	176	218	67	76	361
AA	1051	LGA	1525	1858	738	160	213	67	76	356

FROM: MIA-HAV 9

Flight 2608

Departure:

20:05

Flight Time:

1:16

MCT
1:00

Connecting Detail–Northbound (HAV-MIA) 9

FROM: HAV-MIA 9

Flight 2610

Arrival:

07:59

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	4244	EYW	09:30	10:26	E75	76	56	01:31	74	221
AA	4429	MSY	09:30	10:30	E75	76	120	01:31	74	285
AA	4275	ATL	09:30	11:34	E75	76	124	01:31	74	289
AA	1287	DCA	09:30	12:08	738	160	158	01:31	74	323
AA	3387	CVG	09:30	12:12	ER4	50	162	01:31	74	327
AA	1510	JFK	09:30	12:35	763	209	185	01:31	74	350
AA	1003	PHL	09:37	12:31	738	160	174	01:38	74	346
AA	4286	JAX	09:39	11:01	E75	76	82	01:40	74	256
AA	3487	TLH	09:39	11:11	ER4	50	92	01:40	74	266
AA	943	STT	09:39	12:23	738	160	164	01:40	74	338
AA	397	SJU	09:39	12:24	32B	181	165	01:40	74	339
AA	4370	PNS	09:50	10:44	E75	76	114	01:51	74	299
AA	1528	MCO	09:50	11:05	32B	181	75	01:51	74	260
AA	1614	EWR	09:51	12:59	738	160	188	01:52	74	374
AA	1161	TPA	09:56	11:09	738	160	73	01:57	74	264
AA	1869	CLT	09:58	12:14	319	128	136	01:59	74	329

Connecting Detail–Northbound (HAV-MIA) 9

FROM: HAV-MIA 9

Flight 2610

Arrival:

07:59

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (HAV to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	2388	ORD	10:00	12:30	738	160	210	02:01	74	405
AA	937	MSY	10:55	11:59	319	128	124	02:56	74	374
AA	1354	IAH	10:59	12:43	738	160	164	03:00	74	418
AA	4424	ORF	11:00	13:23	E75	76	143	03:01	74	398
AA	1195	LGA	11:01	14:00	738	160	179	03:02	74	435
AA	1270	DCA	11:05	13:41	738	160	156	03:06	74	416
AA	1254	SJU	11:05	13:53	32B	181	168	03:06	74	428
AA	4268	EYW	11:06	11:55	E75	76	49	03:07	74	310
AA	969	DFW	11:18	13:20	738	160	182	03:19	74	455

Connecting Detail–Northbound (HAV-DFW) 10

FROM: HAV-DFW 10

Flight 2614

Arrival:

18:11

Flight Time:

3:06

MCT
1:20

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (DFW to xxx)	Connection Time Mins	HAV-DFW Flight Time Mins	Total Elapsed Mins (from HAV)
AA	3268	ABI	20:10	21:06	ER4	50	56	119	186	361
AA	5791	HOU	20:10	21:17	CR9	76	67	119	186	372
AA	2343	SAT	20:10	21:17	M80	140	67	119	186	372
AA	3198	AEX	20:10	21:21	ER4	50	71	119	186	376
AA	3352	LIT	20:10	21:27	E75	76	77	119	186	382
AA	2810	LFT	20:10	21:34	CR2	50	84	119	186	389
AA	2900	BRO	20:10	21:43	ER4	50	93	119	186	398
AA	1606	RDU	20:15	00:02	M80	140	167	124	186	477
AA	345	PIT	20:15	00:04	M80	140	169	124	186	479
AA	193	PBI	20:15	00:05	738	160	170	124	186	480
AA	2730	FLL	20:15	00:08	738	160	173	124	186	483
AA	1316	MIA	20:15	00:16	32B	181	181	124	186	491
AA	2712	EWR	20:15	00:46	738	160	211	124	186	521
AA	314	BOS	20:15	01:03	738	160	228	124	186	538
AA	3533	GRK	20:15	21:07	ER4	50	52	124	186	362
AA	3381	TXK	20:15	21:14	ER4	50	59	124	186	369
AA	3694	BPT	20:15	21:23	ER4	50	68	124	186	378
AA	2813	SHV	20:15	21:23	ER4	50	68	124	186	378
AA	2628	IAH	20:15	21:28	M80	140	73	124	186	383
AA	2202	SNA	20:15	21:29	738	160	194	124	186	504
AA	3177	XNA	20:15	21:30	CR7	63	75	124	186	385
AA	3309	JLN	20:15	21:37	ER4	50	82	124	186	392
AA	231	MSY	20:15	21:40	M80	140	85	124	186	395
AA	3224	SGF	20:15	21:40	ER4	50	85	124	186	395
AA	3564	JAN	20:15	21:48	ER4	50	93	124	186	403
AA	3394	COU	20:15	21:56	ER4	50	101	124	186	411
AA	3215	GPT	20:15	21:57	ER4	50	102	124	186	412
AA	1010	STL	20:15	21:58	M80	140	103	124	186	413
AA	2501	BNA	20:15	22:04	M80	140	109	124	186	419
AA	5754	BHM	20:15	22:06	CR9	76	111	124	186	421
AA	3731	GRI	20:15	22:11	ER4	50	116	124	186	426
AA	3684	EVV	20:15	22:18	ER4	50	123	124	186	433
AA	3632	BMI	20:15	22:23	ER4	50	128	124	186	438
AA	5676	CID	20:15	22:25	CR9	76	130	124	186	440
AA	219	SEA	20:15	22:30	32B	181	255	124	186	565
AA	2306	MKE	20:15	22:34	M80	140	139	124	186	449
AA	3174	TYS	20:15	23:25	CR7	63	130	124	186	440

Connecting Detail–Northbound (HAV-DFW) 10

FROM: HAV-DFW 10

Flight 2614

Arrival:

18:11

Flight Time:

3:06

MCT
1:20

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (DFW to xxx)	Connection Time Mins	HAV-DFW Flight Time Mins	Total Elapsed Mins (from HAV)
AA	3174	TYS	20:15	23:25	CR7	63	130	124	186	440
AA	3437	CVG	20:15	23:38	ER4	50	143	124	186	453
AA	5724	SAV	20:15	23:39	CR9	76	144	124	186	454
AA	5726	CAE	20:15	23:40	CR9	76	145	124	186	455
AA	5825	GSP	20:15	23:46	CR9	76	151	124	186	461
AA	1022	MCO	20:15	23:54	757	176	159	124	186	469
AA	5736	GSO	20:15	23:55	CR9	76	160	124	186	470
AA	1506	DTW	20:15	23:59	738	160	164	124	186	474
AA	2495	LAX	20:17	21:47	32B	181	210	126	186	522
AA	1582	CLE	20:18	00:05	M80	140	167	127	186	480
AA	2378	MCI	20:18	21:59	M80	140	101	127	186	414
AA	2615	BWI	20:20	00:28	738	160	188	129	186	503
AA	5645	ELP	20:20	20:57	CR9	76	97	129	186	412
AA	2890	FSM	20:20	21:30	CR2	50	70	129	186	385
AA	2837	MLU	20:20	21:38	ER4	50	78	129	186	393
AA	2912	LCH	20:20	21:40	CR2	50	80	129	186	395
AA	3606	MOB	20:20	22:09	ER4	50	109	129	186	424
AA	3314	MGM	20:20	22:18	ER4	50	118	129	186	433
AA	2901	SPI	20:20	22:19	ER4	50	119	129	186	434
AA	2886	VPS	20:20	22:20	CR2	50	120	129	186	435
AA	3590	CMI	20:20	22:29	ER4	50	129	129	186	444
AA	2508	ORD	20:20	22:52	738	160	152	129	186	467
AA	5762	SDF	20:20	23:34	CR9	76	134	129	186	449
AA	157	ATL	20:20	23:35	738	160	135	129	186	450
AA	1024	JAX	20:20	23:51	M80	140	151	129	186	466
AA	5719	GRR	20:20	23:53	CR9	76	153	129	186	468
AA	2358	LAS	20:25	21:20	32B	181	175	134	186	495
AA	1061	DEN	20:25	21:37	738	160	132	134	186	452
AA	5725	PNS	20:25	22:15	CR9	76	110	134	186	430
AA	1427	SFO	20:25	22:19	757	176	234	134	186	554
AA	3400	MLI	20:25	22:33	ER4	50	128	134	186	448
AA	2276	IND	20:25	23:40	M80	140	135	134	186	455
AA	43	TPA	20:25	23:58	M80	140	153	134	186	473
AA	195	CMH	20:25	23:59	M80	140	154	134	186	474
AA	1264	DAY	20:26	23:53	M80	140	147	135	186	468
AA	1708	PHL	20:30	00:33	321	187	183	139	186	508

Connecting Detail–Northbound (HAV-DFW) 10

FROM: HAV-DFW 10

Flight 2614

Arrival:

18:11

Flight Time:

3:06

MCT
1:20

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (DFW to xxx)	Connection Time Mins	HAV-DFW Flight Time Mins	Total Elapsed Mins (from HAV)
AA	1708	PHL	20:30	00:33	321	187	183	139	186	508
AA	2269	TUL	20:30	21:43	757	176	73	139	186	398
AA	5709	MSN	20:30	22:52	CR9	76	142	139	186	467
AA	1083	PHX	20:31	21:01	32B	181	150	140	186	476
AA	3407	PIA	20:40	22:39	ER4	50	119	149	186	454
AA	221	DCA	20:43	00:45	738	160	182	152	186	520
AA	383	MSP	20:43	23:11	M80	140	148	152	186	486
AA	2555	MEM	20:45	22:15	M80	140	90	154	186	430
AA	1408	OKC	20:50	21:52	M80	140	62	159	186	407
AA	3433	OMA	20:50	22:36	E75	76	106	159	186	451
AA	2386	AUS	21:00	22:00	M80	140	60	169	186	415
AA	1023	LAX	21:54	23:17	32B	181	203	229	186	612
AA	1108	SEA	22:00	00:15	738	160	255	229	186	670
AA	2349	YVR	22:00	00:17	738	160	257	229	186	672
AA	2558	TUS	22:00	22:15	M80	140	135	229	186	550
AA	3710	ROW	22:00	22:28	ER4	50	88	229	186	503
AA	5741	ELP	22:00	22:37	CR9	76	97	229	186	512
AA	2803	ACT	22:00	22:45	ER4	50	45	229	186	460
AA	2794	TYR	22:00	22:48	CR2	50	48	229	186	463
AA	2248	LAS	22:00	22:49	32B	181	169	229	186	584
AA	3330	ABI	22:00	22:50	ER4	50	50	229	186	465
AA	2878	SAF	22:00	22:52	CR2	50	112	229	186	527
AA	3464	CLL	22:00	22:53	ER4	50	53	229	186	468
AA	5638	GRK	22:00	22:53	CR9	76	53	229	186	468
AA	1079	COS	22:00	22:56	M80	140	116	229	186	531
AA	2834	LAW	22:00	22:56	ER4	50	56	229	186	471
AA	1581	SAN	22:00	22:56	738	160	176	229	186	591
AA	1597	AUS	22:00	23:00	738	160	60	229	186	475
AA	3596	OKC	22:00	23:00	CR7	63	60	229	186	475
AA	3389	SJT	22:00	23:02	ER4	50	62	229	186	477
AA	2345	SNA	22:00	23:02	738	160	182	229	186	597
AA	168	TUL	22:00	23:03	738	160	63	229	186	478
AA	1057	DEN	22:00	23:05	738	160	125	229	186	540
AA	2347	SAT	22:00	23:07	M80	140	67	229	186	482

Connecting Detail–Northbound (HAV-DFW) 10

FROM: HAV-DFW 10

Flight 2614

Arrival:

18:11

Flight Time:

3:06

MCT
1:20

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (DFW to xxx)	Connection Time Mins	HAV-DFW Flight Time Mins	Total Elapsed Mins (from HAV)
AA	5759	HOU	22:00	23:08	CR9	76	68	229	186	483
AA	2472	IAH	22:00	23:09	M80	140	69	229	186	484
AA	5744	LBB	22:00	23:10	CR9	76	70	229	186	485
AA	3673	XNA	22:00	23:10	CR7	63	70	229	186	485
AA	5863	AMA	22:00	23:12	CR9	76	72	229	186	487
AA	3548	DRO	22:00	23:12	ER4	50	132	229	186	547
AA	3338	LIT	22:00	23:13	E75	76	73	229	186	488
AA	3334	MAF	22:00	23:13	CR7	63	73	229	186	488
AA	5876	CRP	22:00	23:21	CR9	76	81	229	186	496
AA	3562	ICT	22:00	23:21	CR7	63	81	229	186	496
AA	2842	BTR	22:00	23:22	CR2	50	82	229	186	497
AA	3303	GJT	22:00	23:23	ER4	50	143	229	186	558
AA	3205	LRD	22:00	23:25	ER4	50	85	229	186	500
AA	3239	GCK	22:00	23:26	ER4	50	86	229	186	501
AA	3580	BRO	22:00	23:33	ER4	50	93	229	186	508
AA	5740	MFE	22:00	23:33	CR9	76	93	229	186	508
AA	2402	SFO	22:00	23:50	738	160	230	229	186	645
AA	5735	DSM	22:00	23:56	CR9	76	116	229	186	531
AA	2485	PDX	22:00	23:59	738	160	239	234	186	654
AA	80	LHR	22:05	13:15	772	260	550	234	186	970
AA	2629	ABQ	22:05	22:58	M80	140	113	234	186	533
AA	3308	SGF	22:05	23:26	ER4	50	81	234	186	501
AA	3713	MHK	22:05	23:37	ER4	50	92	234	186	512
AA	2593	SMF	22:05	23:43	738	160	218	235	186	638
AA	2514	SLC	22:06	23:50	738	160	164	236	186	585
AA	232	ONT	22:07	23:08	738	160	181	91	186	603

Connecting Detail–Northbound (HAV-DFW) 10

FROM: HAV-DFW 10

Flight 2614

Arrival:

18:11

Flight Time:

3:06

MCT
1:20

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (DFW to xxx)	Connection Time Mins	HAV-DFW Flight Time Mins	Total Elapsed Mins (from HAV)
AA	5791	HOU	20:10	21:17	CR9	76	67	119	186	372
AA	2343	SAT	20:10	21:17	M80	140	67	119	186	372
AA	3198	AEX	20:10	21:21	ER4	50	71	119	186	376
AA	3352	LIT	20:10	21:27	E75	76	77	119	186	382
AA	2810	LFT	20:10	21:34	CR2	50	84	119	186	389
AA	2900	BRO	20:10	21:43	ER4	50	93	119	186	398
AA	1606	RDU	20:15	00:02	M80	140	167	124	186	477
AA	345	PIT	20:15	00:04	M80	140	169	124	186	479
AA	193	PBI	20:15	00:05	738	160	170	124	186	480
AA	2730	FLL	20:15	00:08	738	160	173	124	186	483
AA	1316	MIA	20:15	00:16	32B	181	181	124	186	491
AA	2712	EWR	20:15	00:46	738	160	211	124	186	521
AA	314	BOS	20:15	01:03	738	160	228	124	186	538
AA	3533	GRK	20:15	21:07	ER4	50	52	124	186	362
AA	3381	TXK	20:15	21:14	ER4	50	59	124	186	369
AA	3694	BPT	20:15	21:23	ER4	50	68	124	186	378
AA	2813	SHV	20:15	21:23	ER4	50	68	124	186	378
AA	2628	IAH	20:15	21:28	M80	140	73	124	186	383
AA	2202	SNA	20:15	21:29	738	160	194	124	186	504
AA	3177	XNA	20:15	21:30	CR7	63	75	124	186	385
AA	3309	JLN	20:15	21:37	ER4	50	82	124	186	392
AA	231	MSY	20:15	21:40	M80	140	85	124	186	395
AA	3224	SGF	20:15	21:40	ER4	50	85	124	186	395
AA	3564	JAN	20:15	21:48	ER4	50	93	124	186	403
AA	3394	COU	20:15	21:56	ER4	50	101	124	186	411
AA	3215	GPT	20:15	21:57	ER4	50	102	124	186	412
AA	1010	STL	20:15	21:58	M80	140	103	124	186	413
AA	2501	BNA	20:15	22:04	M80	140	109	124	186	419
AA	5754	BHM	20:15	22:06	CR9	76	111	124	186	421
AA	3731	GRI	20:15	22:11	ER4	50	116	124	186	426
AA	3684	EVV	20:15	22:18	ER4	50	123	124	186	433
AA	3632	BMI	20:15	22:23	ER4	50	128	124	186	438
AA	5676	CID	20:15	22:25	CR9	76	130	124	186	440
AA	219	SEA	20:15	22:30	32B	181	255	124	186	565
AA	2306	MKE	20:15	22:34	M80	140	139	124	186	449

Connecting Detail–Northbound (HAV-DFW) 10

FROM: HAV-DFW 10

Flight 2614

Arrival:

18:11

Flight Time:

3:06

MCT
1:20

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (DFW to xxx)	Connection Time Mins	HAV-DFW Flight Time Mins	Total Elapsed Mins (from HAV)
AA	3174	TYS	20:15	23:25	CR7	63	130	124	186	440
AA	3437	CVG	20:15	23:38	ER4	50	143	124	186	453
AA	5724	SAV	20:15	23:39	CR9	76	144	124	186	454
AA	5726	CAE	20:15	23:40	CR9	76	145	124	186	455
AA	5825	GSP	20:15	23:46	CR9	76	151	124	186	461
AA	1022	MCO	20:15	23:54	757	176	159	124	186	469
AA	5736	GSO	20:15	23:55	CR9	76	160	124	186	470
AA	1506	DTW	20:15	23:59	738	160	164	124	186	474
AA	2495	LAX	20:17	21:47	32B	181	210	126	186	522
AA	1582	CLE	20:18	00:05	M80	140	167	127	186	480
AA	2378	MCI	20:18	21:59	M80	140	101	127	186	414
AA	2615	BWI	20:20	00:28	738	160	188	129	186	503
AA	5645	ELP	20:20	20:57	CR9	76	97	129	186	412
AA	2890	FSM	20:20	21:30	CR2	50	70	129	186	385
AA	2837	MLU	20:20	21:38	ER4	50	78	129	186	393
AA	2912	LCH	20:20	21:40	CR2	50	80	129	186	395
AA	3606	MOB	20:20	22:09	ER4	50	109	129	186	424
AA	3314	MGM	20:20	22:18	ER4	50	118	129	186	433
AA	2901	SPI	20:20	22:19	ER4	50	119	129	186	434
AA	2886	VPS	20:20	22:20	CR2	50	120	129	186	435
AA	3590	CMI	20:20	22:29	ER4	50	129	129	186	444
AA	2508	ORD	20:20	22:52	738	160	152	129	186	467
AA	5762	SDF	20:20	23:34	CR9	76	134	129	186	449
AA	157	ATL	20:20	23:35	738	160	135	129	186	450
AA	1024	JAX	20:20	23:51	M80	140	151	129	186	466
AA	5719	GRR	20:20	23:53	CR9	76	153	129	186	468
AA	2358	LAS	20:25	21:20	32B	181	175	134	186	495
AA	1061	DEN	20:25	21:37	738	160	132	134	186	452
AA	5725	PNS	20:25	22:15	CR9	76	110	134	186	430
AA	1427	SFO	20:25	22:19	757	176	234	134	186	554
AA	3400	MLI	20:25	22:33	ER4	50	128	134	186	448
AA	2276	IND	20:25	23:40	M80	140	135	134	186	455
AA	43	TPA	20:25	23:58	M80	140	153	134	186	473
AA	195	CMH	20:25	23:59	M80	140	154	134	186	474
AA	1264	DAY	20:26	23:53	M80	140	147	135	186	468

Connecting Detail–Northbound (HAV-DFW) 10

FROM: HAV-DFW 10

Flight 2614

Arrival:

18:11

Flight Time:

3:06

MCT
1:20

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (DFW to xxx)	Connection Time Mins	HAV-DFW Flight Time Mins	Total Elapsed Mins (from HAV)
AA	1708	PHL	20:30	00:33	321	187	183	139	186	508
AA	2269	TUL	20:30	21:43	757	176	73	139	186	398
AA	5709	MSN	20:30	22:52	CR9	76	142	139	186	467
AA	1083	PHX	20:31	21:01	32B	181	150	140	186	476
AA	3407	PIA	20:40	22:39	ER4	50	119	149	186	454
AA	221	DCA	20:43	00:45	738	160	182	152	186	520
AA	383	MSP	20:43	23:11	M80	140	148	152	186	486
AA	2555	MEM	20:45	22:15	M80	140	90	154	186	430
AA	1408	OKC	20:50	21:52	M80	140	62	159	186	407
AA	3433	OMA	20:50	22:36	E75	76	106	159	186	451
AA	2386	AUS	21:00	22:00	M80	140	60	169	186	415
AA	1023	LAX	21:54	23:17	32B	181	203	229	186	612
AA	1108	SEA	22:00	00:15	738	160	255	229	186	670
AA	2349	YVR	22:00	00:17	738	160	257	229	186	672
AA	2558	TUS	22:00	22:15	M80	140	135	229	186	550
AA	3710	ROW	22:00	22:28	ER4	50	88	229	186	503
AA	5741	ELP	22:00	22:37	CR9	76	97	229	186	512
AA	2803	ACT	22:00	22:45	ER4	50	45	229	186	460
AA	2794	TYR	22:00	22:48	CR2	50	48	229	186	463
AA	2248	LAS	22:00	22:49	32B	181	169	229	186	584
AA	3330	ABI	22:00	22:50	ER4	50	50	229	186	465
AA	2878	SAF	22:00	22:52	CR2	50	112	229	186	527
AA	3464	CLL	22:00	22:53	ER4	50	53	229	186	468
AA	5638	GRK	22:00	22:53	CR9	76	53	229	186	468
AA	1079	COS	22:00	22:56	M80	140	116	229	186	531
AA	2834	LAW	22:00	22:56	ER4	50	56	229	186	471
AA	1581	SAN	22:00	22:56	738	160	176	229	186	591
AA	1597	AUS	22:00	23:00	738	160	60	229	186	475
AA	3596	OKC	22:00	23:00	CR7	63	60	229	186	475
AA	3389	SJT	22:00	23:02	ER4	50	62	229	186	477
AA	2345	SNA	22:00	23:02	738	160	182	229	186	597
AA	168	TUL	22:00	23:03	738	160	63	229	186	478
AA	1057	DEN	22:00	23:05	738	160	125	229	186	540
AA	2347	SAT	22:00	23:07	M80	140	67	229	186	482
AA	5759	HOU	22:00	23:08	CR9	76	68	229	186	483

Connecting Detail–Northbound (HAV-DFW) 10

FROM: HAV-DFW 10

Flight 2614

Arrival:

18:11

Flight Time:

3:06

MCT
1:20

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (DFW to xxx)	Connection Time Mins	HAV-DFW Flight Time Mins	Total Elapsed Mins (from HAV)
AA	2472	IAH	22:00	23:09	M80	140	69	229	186	484
AA	5744	LBB	22:00	23:10	CR9	76	70	229	186	485
AA	3673	XNA	22:00	23:10	CR7	63	70	229	186	485
AA	5863	AMA	22:00	23:12	CR9	76	72	229	186	487
AA	3548	DRO	22:00	23:12	ER4	50	132	229	186	547
AA	3338	LIT	22:00	23:13	E75	76	73	229	186	488
AA	3334	MAF	22:00	23:13	CR7	63	73	229	186	488
AA	5876	CRP	22:00	23:21	CR9	76	81	229	186	496
AA	3562	ICT	22:00	23:21	CR7	63	81	229	186	496
AA	2842	BTR	22:00	23:22	CR2	50	82	229	186	497
AA	3303	GJT	22:00	23:23	ER4	50	143	229	186	558
AA	3205	LRD	22:00	23:25	ER4	50	85	229	186	500
AA	3239	GCK	22:00	23:26	ER4	50	86	229	186	501
AA	3580	BRO	22:00	23:33	ER4	50	93	229	186	508
AA	5740	MFE	22:00	23:33	CR9	76	93	229	186	508
AA	2402	SFO	22:00	23:50	738	160	230	229	186	645
AA	5735	DSM	22:00	23:56	CR9	76	116	229	186	531
AA	2485	PDX	22:00	23:59	738	160	239	234	186	654
AA	80	LHR	22:05	13:15	772	260	550	234	186	970
AA	2629	ABQ	22:05	22:58	M80	140	113	234	186	533
AA	3308	SGF	22:05	23:26	ER4	50	81	234	186	501
AA	3713	MHK	22:05	23:37	ER4	50	92	234	186	512
AA	2593	SMF	22:05	23:43	738	160	218	235	186	638
AA	2514	SLC	22:06	23:50	738	160	164	236	186	585
AA	232	ONT	22:07	23:08	738	160	181	91	186	603

Connecting Detail–Southbound (DFW-HAV) 10

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to DFW)	Connection Time Mins	DFW-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	151	IND	0600	0710	M80	140	130	210	180	520
AA	1433	SAT	0600	0710	M80	140	70	210	180	460
AA	5752	SDF	0600	0711	CR9	76	131	209	180	520
AA	3537	TYS	0600	0716	CR7	63	136	204	180	520
AA	1315	ATL	0615	0725	738	160	130	195	180	505
AA	1623	IAH	0620	0730	M80	140	70	190	180	440
AA	5717	GRR	0540	0739	CR9	76	179	181	180	540
AA	1160	CMH	0605	0742	M80	140	157	178	180	515
AA	2211	TPA	0605	0743	M80	140	158	177	180	515
AA	2849	BTR	0615	0743	CR2	50	88	177	180	445
AA	2301	ORD	0530	0746	738	160	136	174	180	490
AA	5704	CHS	0600	0746	CR9	76	166	174	180	520
AA	3716	CVG	0615	0746	ER4	50	151	174	180	505
AA	2439	EWR	0510	0747	738	160	217	173	180	570
AA	2683	DTW	0600	0747	738	160	167	173	180	520
AA	2913	LCH	0625	0747	CR2	50	82	173	180	435
AA	1411	LIT	0630	0747	M80	140	77	173	180	430
AA	349	MSP	0520	0748	M80	140	148	172	180	500
AA	194	MCI	0610	0748	M80	140	98	172	180	450
AA	1215	RDU	0600	0749	319	128	169	171	180	520
AA	1104	MSY	0615	0749	M80	140	94	171	180	445
AA	2396	DAY	0620	0750	M80	140	150	170	180	500
AA	3452	AEX	0635	0750	ER4	50	75	170	180	425
AA	1320	DEN	0500	0751	738	160	111	169	180	460
AA	3285	GPT	0605	0751	ER4	50	106	169	180	455
AA	1202	MCO	0610	0751	738	160	161	169	180	510
AA	3219	JLN	0630	0751	ER4	50	81	169	180	430
AA	2789	MLU	0630	0751	ER4	50	81	169	180	430
AA	1384	PIT	0600	0752	M80	140	172	168	180	520
AA	5718	SAV	0600	0752	CR9	76	172	168	180	520
AA	3348	JAN	0615	0752	ER4	50	97	168	180	445
AA	3253	FWA	0620	0752	ER4	50	152	168	180	500
AA	1276	DCA	0539	0753	738	160	194	167	180	541
AA	5646	LEX	0630	0753	CR9	76	143	167	180	490
AA	1455	PHL	0529	0754	32B	181	205	166	180	551
AA	5757	DSM	0600	0755	CR9	76	115	165	180	460
AA	3567	SGF	0630	0755	ER4	50	85	165	180	430
AA	5738	ELP	0510	0756	CR9	76	106	164	180	450
AA	1255	BNA	0600	0756	M80	140	116	164	180	460

FROM: DFW-HAV 10

Flight 2614

Departure:

10:40

Flight Time:

3:00

MCT
0:55

#aacuba

Connecting Detail–Southbound (DFW-HAV) 10

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to DFW)	Connection Time Mins	DFW-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	1255	BNA	0600	0756	M80	140	116	164	180	460
AA	3161	GRI	0605	0756	ER4	50	111	164	180	455
AA	2819	SPI	0600	0757	ER4	50	117	163	180	460
AA	1266	BOS	0500	0758	738	160	238	162	180	580
AA	5794	GSP	0620	0758	CR9	76	158	162	180	500
AA	3282	HSV	0600	0759	CR7	63	119	161	180	460
AA	2843	LFT	0630	0759	CR2	50	89	161	180	430
AA	5723	BHM	0600	0800	CR9	76	120	160	180	460
AA	2791	VPS	0600	0800	CR2	50	120	160	180	460
AA	3384	OMA	0610	0800	E75	76	110	160	180	450
AA	3431	COU	0615	0800	ER4	50	105	160	180	445
AA	1595	AUS	0700	0800	M80	140	60	160	180	400
AA	5639	GRK	0700	0801	CR9	76	61	159	180	400
AA	5746	GSO	0600	0802	CR9	76	182	158	180	520
AA	5693	PNS	0600	0802	CR9	76	122	158	180	460
AA	226	FLL	0600	0803	738	160	183	157	180	520
AA	2457	STL	0615	0803	M80	140	108	157	180	445
AA	3274	XNA	0645	0803	CR7	63	78	157	180	415
AA	2464	OKC	0700	0803	M80	140	63	157	180	400
AA	3137	ABI	0705	0804	ER4	50	59	156	180	395
AA	1365	RIC	0600	0805	M80	140	185	155	180	520
AA	61	MIA	0603	0805	32B	181	182	155	180	517
AA	1535	MFE	0630	0805	M80	140	95	155	180	430
AA	3143	TXK	0710	0805	ER4	50	55	155	180	390
AA	2836	SPS	0720	0805	CR2	50	45	155	180	380
AA	2018	CLT	0622	0807	321	187	165	153	180	498
AA	5756	MEM	0630	0807	CR9	76	97	153	180	430
AA	2908	CHA	0700	0808	CR2	50	128	152	180	460
AA	3403	BMI	0600	0809	ER4	50	129	151	180	460
AA	2885	BRO	0626	0809	ER4	50	103	151	180	434
AA	3653	BPT	0700	0810	ER4	50	70	150	180	400
AA	5879	HOU	0700	0810	CR9	76	70	150	180	400
AA	2272	SAT	0700	0810	M80	140	70	150	180	400
AA	1189	TUL	0700	0811	738	160	71	149	180	400
AA	2607	LGA	0559	0855	738	160	236	105	180	521
AA	116	OGG	2035	0856	763	209	441	104	180	725
AA	1616	AUS	0800	0900	738	160	60	100	180	340
AA	102	HNL	2032	0909	763	209	457	91	180	728

FROM: DFW-HAV 10

Flight 2614

Departure:

10:40

Flight Time:

3:00

MCT
0:55

Connecting Detail–Southbound (DFW-HAV) 10

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to DFW)	Connection Time Mins	DFW-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	102	HNL	2032	0909	763	209	457	91	180	728
AA	1576	SAT	0800	0910	M80	140	70	90	180	340
AA	809	PHX	0500	0914	321	187	134	86	180	400
AA	2474	OKC	0810	0914	M80	140	64	86	180	330
AA	2431	ELP	0630	0916	M80	140	106	84	180	370
AA	2281	IND	0800	0916	M80	140	136	84	180	400
AA	281	MIA	0715	0917	763	209	182	83	180	445
AA	1373	BWI	0705	0918	738	160	193	82	180	455
AA	3276	ABI	0820	0920	ER4	50	60	80	180	320
AA	1243	IAD	0709	0921	M80	140	192	79	180	451
AA	1173	DCA	0710	0921	32B	181	191	79	180	450
AA	127	MCO	0740	0921	757	176	161	79	180	420
AA	1423	PBI	0720	0922	738	160	182	78	180	440
AA	3454	BRO	0740	0923	ER4	50	103	77	180	360
AA	2458	ABQ	0635	0924	M80	140	109	76	180	365
AA	5784	HOU	0815	0925	CR9	76	70	75	180	325
AA	2507	IAH	0815	0925	M80	140	70	75	180	325
AA	1259	YYZ	0710	0926	319	128	196	74	180	450
AA	1099	ORF	0715	0926	M80	140	191	74	180	445
AA	5859	DSM	0724	0926	CR9	76	122	74	180	376
AA	3689	FAR	0645	0927	ER4	50	162	73	180	415
AA	5700	FSD	0709	0927	CR9	76	138	73	180	391
AA	328	DEN	0630	0928	M80	140	118	72	180	370
AA	303	BNA	0729	0928	M80	140	119	72	180	371
AA	5864	AMA	0815	0928	CR9	76	73	72	180	325
AA	2734	TUS	0515	0929	M80	140	134	71	180	385
AA	2244	RSW	0740	0929	738	160	169	71	180	420
AA	5776	SDF	0815	0929	CR9	76	134	71	180	385
AA	2916	SHV	0820	0929	ER4	50	69	71	180	320
AA	3717	LRD	0800	0930	ER4	50	90	70	180	340
AA	3130	LIT	0810	0930	E75	76	80	70	180	330
AA	1349	RDU	0735	0931	M80	140	176	69	180	425
AA	5883	CRP	0800	0931	CR9	76	91	69	180	340
AA	3200	GCK	0800	0931	ER4	50	91	69	180	340
AA	1445	LBB	0815	0931	M80	140	76	69	180	325
AA	1296	BOS	0625	0933	738	160	248	67	180	495
AA	1291	MKE	0700	0933	M80	140	153	67	180	400

FROM: DFW-HAV 10

Flight 2614

Departure:

10:40

Flight Time:

3:00

MCT
0:55

Connecting Detail–Southbound (DFW-HAV) 10

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to DFW)	Connection Time Mins	DFW-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	2881	BTR	0802	0933	CR2	50	91	67	180	338
AA	5772	COS	0640	0934	CR9	76	114	66	180	360
AA	1395	MSP	0700	0934	M80	140	154	66	180	400
AA	2838	JAN	0800	0934	CR2	50	94	66	180	340
AA	1181	MSY	0800	0934	M80	140	94	66	180	340
AA	3377	MOB	0740	0935	ER4	50	115	65	180	360
AA	2865	MEI	0743	0935	CR2	50	112	65	180	357
AA	3354	MFE	0800	0935	E75	76	95	65	180	340
AA	3413	MHK	0800	0935	ER4	50	95	65	180	340
AA	2409	ICT	0815	0935	M80	140	80	65	180	325
AA	304	SLC	0600	0936	738	160	156	64	180	400
AA	3557	DRO	0640	0936	ER4	50	116	64	180	360
AA	3183	GJT	0625	0937	ER4	50	132	63	180	375
AA	3277	EVV	0735	0937	ER4	50	122	63	180	365
AA	346	JAX	0800	0937	M80	140	157	63	180	400
AA	3347	PIA	0730	0938	ER4	50	128	62	180	370
AA	391	MCI	0800	0938	738	160	98	62	180	340
AA	1185	LAS	0500	0939	757	176	159	61	180	400
AA	1534	CMH	0800	0939	M80	140	159	61	180	400
AA	2821	TLH	0815	0939	ER4	50	144	61	180	385
AA	2853	SAF	0655	0940	CR2	50	105	60	180	345
AA	3229	BIS	0700	0940	ER4	50	160	60	180	400
AA	3705	ROW	0705	0940	ER4	50	95	60	180	335
AA	1214	TPA	0800	0940	M80	140	160	60	180	400
AA	3601	CVG	0810	0940	ER4	50	150	60	180	390
AA	3458	SGF	0815	0940	ER4	50	85	60	180	325
AA	1607	ATL	0820	0940	738	160	140	60	180	380
AA	3201	XNA	0820	0940	CR7	63	80	60	180	320
AA	381	TUL	0824	0940	M80	140	76	60	180	316
AA	2305	ORD	0709	0941	788	226	152	59	180	391
AA	5708	MSN	0715	0941	CR9	76	146	59	180	385
AA	166	FLL	0735	0941	738	160	186	59	180	425
AA	5777	MEM	0805	0942	CR9	76	97	58	180	335
AA	1342	JFK	0700	0944	738	160	224	56	180	460
AA	2914	VPS	0735	0945	CR2	50	130	55	180	365
AA	5809	CAE	0800	0945	CR9	76	165	55	180	400

FROM: DFW-HAV 10

Flight 2614

Departure:

10:40

Flight Time:

3:00

MCT
0:55

Connecting Detail–Northbound (HAV-ORD) 11

FROM: HAV-ORD 11

Flight 2617

Arrival:

18:48

Flight Time:

4:05

MCT
1:30

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (ORD to xxx)	Connection Time Mins	HAV-ORD Flight Time Mins	Total Elapsed Mins (from HAV)
AA	3022	MKE	20:09	21:07	CR2	50	58	81	245	384
AA	4384	MCI	20:10	21:44	E75	76	94	82	245	421
AA	4406	DEN	20:10	21:51	E75	76	161	82	245	488
AA	3664	SGF	20:10	21:52	ER4	50	102	82	245	429
AA	3207	SUX	20:10	21:55	ER4	50	105	82	245	432
AA	3732	FAR	20:10	22:13	ER4	50	123	82	245	450
AA	4265	OMA	20:15	21:59	E75	76	104	87	245	436
AA	384	PDX	20:15	22:55	738	160	280	87	245	612
AA	1377	SEA	20:15	22:55	738	160	280	87	245	612
AA	3144	TVC	20:17	22:28	ER4	50	71	89	245	405
AA	3535	MSN	20:20	21:20	ER4	50	60	92	245	397
AA	2580	MSP	20:20	21:54	M80	140	94	92	245	431
AA	3233	COU	20:25	21:53	ER4	50	88	97	245	430
AA	3593	MLI	20:30	21:35	ER4	50	65	102	245	412
AA	3232	LSE	20:30	21:50	ER4	50	80	102	245	427
AA	3153	ALO	20:30	21:51	ER4	50	81	102	245	428
AA	3351	DBQ	20:35	21:40	ER4	50	65	107	245	417
AA	3638	GRB	20:35	21:47	ER4	50	72	107	245	424
AA	3625	CID	20:35	21:53	ER4	50	78	107	245	430
AA	3333	EVV	20:35	21:55	ER4	50	80	107	245	432
AA	3254	RST	20:35	21:55	ER4	50	80	107	245	432
AA	3225	BMI	20:40	21:40	ER4	50	60	112	245	417
AA	3507	PIA	20:40	21:42	ER4	50	62	112	245	419

Connecting Detail–Northbound (HAV-ORD) 11

FROM: HAV-ORD 11

Flight 2617

Arrival:

18:48

Flight Time:

4:05

MCT
1:30

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (ORD to xxx)	Connection Time Mins	HAV-ORD Flight Time Mins	Total Elapsed Mins (from HAV)
AA	3646	MHK	20:40	22:32	ER4	50	112	112	245	469
AA	1323	STL	21:15	22:37	M80	140	82	147	245	474
AA	3561	TYS	21:35	00:09	CR7	63	94	167	245	506
AA	4382	IND	21:35	23:41	E75	76	66	167	245	478
AA	4323	CLE	21:35	23:56	E75	76	81	167	245	493
AA	3172	CMH	21:35	23:59	ER4	50	84	167	245	496
AA	4311	YYZ	21:40	00:24	E75	76	104	172	245	521
AA	3179	AZO	21:40	23:26	ER4	50	46	172	245	463
AA	5594	DAY	21:40	23:57	CR7	63	77	172	245	494
AA	3438	FNT	21:45	23:55	ER4	50	70	177	245	492
AA	3324	FWA	21:50	23:50	ER4	50	60	182	245	487
AA	4405	DTW	21:55	00:20	E75	76	85	187	245	517
AA	3560	GRR	21:55	23:54	CR7	63	59	187	245	491
AA	3024	ICT	22:00	00:03	CR2	50	123	192	245	560
AA	3306	TOL	22:00	00:03	ER4	50	63	192	245	500
AA	4302	MCI	22:00	23:36	E75	76	96	192	245	533
AA	4361	MSP	22:05	23:34	E75	76	89	197	245	531

Connecting Detail–Southbound (ORD-HAV) 11

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to ORD)	Connection Time Mins	ORD-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	2362	PDX	0018	0620	738	160	242	230	215	687
AA	392	STL	0507	0620	M80	140	73	230	215	518
AA	4327	RIC	0519	0620	E75	76	121	230	215	566
AA	4376	DTW	0609	0630	E75	76	81	220	215	516
AA	3141	AZO	0634	0630	ER4	50	56	220	215	491
AA	4294	MSP	0506	0635	E75	76	89	215	215	519
AA	3197	CMH	0613	0635	ER4	50	82	215	215	512
AA	3524	FWA	0639	0635	ER4	50	56	215	215	486
AA	3733	GRR	0642	0639	CR7	63	57	211	215	483
AA	4290	MCI	0504	0640	E75	76	96	210	215	521
AA	3513	TVC	0631	0640	ER4	50	69	210	215	494
AA	3600	TOL	0636	0645	ER4	50	69	205	215	489
AA	3661	FNT	0637	0645	ER4	50	68	205	215	488
AA	4255	YYZ	0600	0654	E75	76	114	196	215	525
AA	4295	IND	0645	0658	E75	76	73	192	215	480
AA	3468	EVV	0616	0745	ER4	50	89	145	215	449
AA	3491	COU	0622	0745	ER4	50	83	145	215	443
AA	3355	RST	0623	0745	ER4	50	82	145	215	442
AA	1199	STL	0625	0745	M80	140	80	145	215	440
AA	3416	LSE	0632	0745	ER4	50	73	145	215	433
AA	3589	MLI	0645	0745	ER4	50	60	145	215	420
AA	3421	PIA	0649	0745	ER4	50	56	145	215	416
AA	3170	CMI	0645	0750	ER4	50	65	140	215	420
AA	4375	CMH	0719	0750	E75	76	91	140	215	446
AA	3322	FSD	0605	0753	ER4	50	108	137	215	460
AA	3278	SUX	0610	0753	ER4	50	103	137	215	455
AA	3212	DBQ	0650	0754	ER4	50	64	136	215	415
AA	3446	MHK	0605	0757	ER4	50	112	133	215	460
AA	3714	ALO	0640	0758	ER4	50	78	132	215	425
AA	3418	BMI	0655	0758	ER4	50	63	132	215	410

FROM: ORD-HAV 11

Flight 2617

Departure:

10:10

Flight Time:

3:35

MCT
1:00

Connecting Detail–Southbound (ORD-HAV) 11

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to ORD)	Connection Time Mins	ORD-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	3467	CWA	0645	0759	ER4	50	74	131	215	420
AA	3016	ICT	0605	0800	CR2	50	115	130	215	460
AA	4366	OMA	0614	0800	E75	76	106	130	215	451
AA	3657	GRB	0645	0800	ER4	50	75	130	215	420
AA	3675	CID	0650	0805	ER4	50	75	125	215	415
AA	3025	MKE	0709	0805	CR2	50	56	125	215	396
AA	2566	MSP	0635	0806	M80	140	91	124	215	430
AA	3164	MSN	0710	0808	ER4	50	58	122	215	395
AA	3132	FAR	0606	0810	ER4	50	124	120	215	459
AA	4330	MCI	0624	0810	E75	76	106	120	215	441
AA	3271	SGF	0625	0810	ER4	50	105	120	215	440
AA	4390	DSM	0640	0810	E75	76	90	120	215	425
AA	3419	YKF	0731	0810	ER4	50	99	120	215	434
AA	4419	IND	0818	0837	E75	76	79	93	215	387

FROM: ORD-HAV 11

Flight 2617

Departure:

10:10

Flight Time:

3:35

MCT
1:00

Connecting Detail–Westbound (HAV-LAX) 12

FROM: HAV-LAX 12

Flight 2613

Arrival:

12:17

Flight Time:

5:31

MCT
1:30

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (LAX to XXX)	Connection Time Mins	HAV-LAX Flight Time Mins	Total Elapsed Mins (from HAV)
AA	3008	SAN	1350	1442	CR7	70	52	93	331	476
AA	5965	SMF	1350	1510	E75	76	80	93	331	504
AA	5942	RNO	1353	1517	E75	76	84	96	331	511
AA	2674	SFO	1355	1521	319	128	86	98	331	515
AA	1662	SEA	1358	1641	319	128	163	101	331	595
AA	5974	IAH	1358	1907	E75	76	189	101	331	621
AA	2969	ELP	1359	1652	CR7	70	113	102	331	546
AA	5914	SJC	1403	1515	E75	76	72	106	331	509
AA	2419	DFW	1409	1922	738	160	193	112	331	636
AA	2970	FAT	1411	1515	CR7	70	64	114	331	509
AA	32	JFK	1415	2248	32B	102	333	118	331	782
AA	205	OGG	1420	1712	32B	181	352	123	331	806
AA	1155	ORD	1420	2032	32B	181	252	123	331	706
AA	5640	PHX	1430	1551	CR9	76	81	133	331	545
AA	2402	DFW	1436	1947	32B	181	191	139	331	661
AA	5924	PDX	1440	1712	E75	76	152	143	331	626
AA	5951	SFO	1515	1636	E75	76	81	178	331	590
AA	3023	TUS	1515	1645	CR7	70	90	178	331	599
AA	1567	AUS	1520	2023	319	128	183	183	331	697
AA	726	PIT	1521	2246	319	128	265	184	331	780
AA	170	LAS	1525	1638	738	160	73	188	331	592
AA	5910	SLC	1525	1805	E75	76	100	188	331	619
AA	424	ATL	1529	2248	319	128	259	192	331	782
AA	2634	MCO	1535	2333	738	160	298	198	331	827
AA	22	JFK	1540	0010	32B	102	330	203	331	864
AA	200	MIA	1541	2357	738	160	316	204	331	851
AA	2425	DFW	1544	2101	32B	181	197	207	331	735
AA	1126	BOS	1547	0020	738	160	333	210	331	874
AA	5980	DEN	1600	1915	E75	76	135	223	331	689

Connecting Detail–Eastbound (LAX-HAV) 12

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to LAX)	Connection Time Mins	LAX-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	1662	SEA	1730	2015	319	128	165	240	325	730
AA	5948	RNO	1820	2016	E75	76	116	239	325	680
AA	5924	PDX	1743	2020	E75	76	157	235	325	717
AA	2619	SFO	1845	2021	738	160	96	234	325	655
AA	5955	SMF	1847	2021	E75	76	94	234	325	653
AA	245	DCA	1740	2022	738	160	342	233	325	900
AA	5992	SJC	1858	2023	E75	76	85	232	325	642
AA	1845	YYZ	1850	2110	319	128	320	185	325	830
AA	542	PHL	1827	2116	321	187	349	179	325	853
AA	75	IAD	1834	2116	738	160	342	179	325	846
AA	21	JFK	1805	2123	32B	102	378	172	325	875
AA	1048	ORD	1849	2125	32B	181	276	170	325	771
AA	254	OGG	1300	2128	32B	181	328	167	325	820
AA	162	HNL	1305	2135	32B	181	330	160	325	815
AA	418	PHX	2007	2136	321	187	89	159	325	573
AA	5984	ABQ	2024	2136	E75	76	132	159	325	616
AA	209	SFO	2000	2139	738	160	99	156	325	580
AA	5974	IAH	2012	2139	E75	76	207	156	325	688
AA	342	AUS	2028	2139	738	160	191	156	325	672
AA	5980	DEN	2013	2143	E75	76	150	152	325	627
AA	2381	MCO	1935	2144	738	160	309	151	325	785
AA	223	BOS	1825	2145	738	160	380	150	325	855
AA	2063	RDU	1925	2145	319	128	320	150	325	795
AA	2495	DFW	2017	2147	32B	181	210	148	325	683
AA	5993	SAN	2103	2149	E75	76	46	146	325	517
AA	181	JFK	1900	2222	32B	102	382	113	325	820
AA	1743	CLT	2031	2230	321	187	299	105	325	729
AA	1824	SFO	2125	2249	321	187	84	86	325	495
AA	1238	MIA	2022	2251	738	160	329	84	325	738
AA	1078	ORD	2016	2256	32B	181	280	79	325	684
AA	2670	LAS	2144	2256	738	160	72	79	325	476
AA	2676	SEA	2010	2257	319	128	167	78	325	570
AA	5957	SJC	2131	2259	E75	76	88	76	325	489
AA	266	LIH	1426	2301	32B	181	335	74	325	734
AA	284	HNL	1426	2306	32B	181	340	69	325	734
AA	5967	SMF	2134	2311	E75	76	97	64	325	486

FROM: LAX-HAV 12

Flight 2613

Departure:

00:15

Flight Time:

5:25

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 13

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	3494	TLH	0710	0835	ER4	50	85	240	72	397
AA	272	SFO	2359	0835	738	160	336	240	72	648
AA	4424	ORF	0615	0836	E75	76	141	239	72	452
AA	967	MCO	0735	0836	32B	181	61	239	72	372
AA	4415	JAX	0720	0839	E75	76	79	236	72	387
AA	4381	EYW	0755	0839	E75	76	44	236	72	352
AA	233	BWI	0600	0840	738	160	160	235	72	467
AA	2407	TPA	0735	0840	738	160	65	235	72	372
AA	1603	IAH	0510	0841	319	128	151	234	72	457
AA	955	RDU	0635	0841	738	160	126	234	72	432
AA	1397	DCA	0605	0842	738	160	157	233	72	462
AA	1222	SJU	0600	0843	738	160	163	232	72	467
AA	4360	GSO	0635	0843	E75	76	128	232	72	432
AA	4292	CHS	0705	0845	E75	76	100	230	72	402
AA	1003	PHL	0600	0846	738	160	166	229	72	467
AA	4273	PNS	0600	0846	E75	76	106	229	72	407
AA	4282	RIC	0620	0846	E75	76	146	229	72	447
AA	1364	DFW	0500	0850	738	160	170	225	72	467
AA	4328	SDF	0610	0851	E75	76	161	224	72	457
AA	1931	CLT	0655	0852	319	128	117	223	72	412
AA	4239	PIT	0605	0853	E75	76	168	222	72	462
AA	2243	JFK	0555	0854	738	160	179	221	72	472
AA	2221	ATL	0700	0854	319	128	114	221	72	407
AA	1021	LGA	0545	0855	738	160	190	220	72	482
AA	2204	MSY	0600	0856	319	128	116	219	72	407
AA	3488	BHM	0600	0857	ER4	50	117	218	72	407
AA	2454	ORD	0500	0859	738	160	179	216	72	467
AA	1205	EWR	0600	0859	738	160	179	216	72	467
AA	385	SFO	0030	0910	738	160	340	205	72	617
AA	390	JFK	0645	0947	757	176	182	168	72	422
AA	1353	YUL	0610	0952	738	160	222	163	72	457

FROM: MIA-HAV 13

Flight 2604

Departure:

12:35

Flight Time:

1:12

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 13

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	1229	YYZ	0640	0957	738	160	197	158	72	427
AA	2318	DFW	0615	1005	738	160	170	150	72	392
AA	1168	EWR	0700	1006	738	160	186	149	72	407
AA	2710	STL	0625	1008	319	128	163	147	72	382
AA	1580	BOS	0640	1008	738	160	208	147	72	427
AA	1461	TPA	0905	1008	319	128	63	147	72	282
AA	1064	AUS	0620	1009	738	160	169	146	72	387
AA	2577	SAT	0615	1010	319	128	175	145	72	392
AA	296	MCO	0907	1011	763	209	64	144	72	280
AA	1297	DCA	0730	1012	738	160	162	143	72	377
AA	114	IAD	0730	1013	738	160	163	142	72	377
AA	1295	LGA	0700	1015	738	160	195	140	72	407
AA	2223	BDL	0705	1015	738	160	190	140	72	402
AA	97	DTW	0705	1015	738	160	190	140	72	402
AA	4425	IND	0730	1016	E75	76	166	139	72	377
AA	1584	MCI	0605	1018	738	160	193	137	72	402
AA	1269	ATL	0820	1019	319	128	119	136	72	327
AA	1532	ORD	0615	1020	738	160	185	135	72	392
AA	3453	CVG	0745	1020	ER4	50	155	135	72	362
AA	4260	BNA	0700	1021	E75	76	141	134	72	347
AA	4397	JAX	0902	1021	E75	76	79	134	72	285
AA	4300	MEM	0655	1023	E75	76	148	132	72	352
AA	1501	MSP	0550	1025	738	160	215	130	72	417
AA	2067	PHL	0734	1025	321	187	171	130	72	373
AA	1325	BDA	0920	1105	738	160	165	90	72	327

FROM: MIA-HAV 13

Flight 2604

Departure:

12:35

Flight Time:

1:12

MCT
1:00

Connecting Detail–Southbound (MIA-HAV) 13

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	1451	DCA	0830	1114	738	160	164	81	72	317
AA	2227	STX	0820	1116	738	160	176	79	72	327
AA	206	DFW	0725	1124	763	209	179	71	72	322
AA	148	CLT	0929	1130	738	160	121	65	72	258
AA	2476	BOS	0800	1132	738	160	212	63	72	347
AA	972	MCO	1025	1132	738	160	67	63	72	202
AA	1406	IAH	0800	1133	319	128	153	62	72	287
AA	1400	LGA	0815	1134	738	160	199	61	72	332
AA	2572	ORD	0720	1135	738	160	195	60	72	327
AA	1203	JFK	0822	1135	763	209	193	60	72	325

FROM: MIA-HAV 13

Flight 2604

Departure:

12:35

Flight Time:

1:12

MCT
1:00

Connecting Detail–Northbound (HAV-MIA) 13

FROM: HAV-MIA 13

Flight 2604

Arrival:

16:11

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (HAV to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	299	LGA	17:58	20:56	738	160	178	01:47	74	359
AA	4354	EYW	17:59	18:51	E75	76	52	01:48	74	234
AA	2379	STT	18:05	20:54	738	160	169	01:54	74	357
AA	2317	STX	18:05	20:55	738	160	170	01:54	74	358
AA	1311	SJU	18:08	20:49	757	184	161	01:57	74	352
AA	56	LHR	18:15	07:55	77W	310	520	02:04	74	718
AA	2620	MCO	18:16	19:23	32B	181	67	02:05	74	266
AA	62	CDG	18:30	09:20	777	247	530	02:19	74	743
AA	1612	ORD	18:35	21:02	763	209	207	02:24	74	425
AA	1558	DFW	18:46	20:48	757	176	182	02:35	74	411
AA	1294	LGA	18:55	21:54	738	160	179	02:44	74	417
AA	196	PHL	19:10	22:01	738	160	171	02:59	74	424
AA	1786	CLT	19:14	21:22	321	187	128	03:03	74	385
AA	112	BCN	19:15	10:15	777	247	540	03:04	74	798
AA	63	SAN	19:40	21:45	738	160	305	03:29	74	588
AA	113	DEN	19:40	22:02	738	160	262	03:29	74	545

Connecting Detail–Northbound (HAV-MIA) 13

FROM: HAV-MIA 13

Flight 2604

Arrival:

16:11

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (HAV to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	3544	CVG	19:40	22:17	ER4	50	157	03:29	74	440
AA	1322	SEA	19:40	23:07	738	160	387	03:29	74	670
AA	1536	SAT	19:45	21:49	319	128	184	03:34	74	472
AA	4262	IND	19:45	22:31	E75	76	166	03:34	74	454
AA	2359	IAH	19:46	21:29	319	128	163	03:35	74	452
AA	1414	ATL	19:46	21:45	319	128	119	03:35	74	408
AA	3462	CMH	19:50	22:34	ER4	50	164	03:39	74	457
AA	2709	TPA	19:52	20:58	319	128	65	03:41	74	360
AA	1518	JFK	19:52	22:59	757	176	187	03:41	74	482
AA	1617	PHX	19:54	21:44	738	160	290	03:43	74	587
AA	2446	MSP	19:54	22:45	738	160	231	03:43	74	528
AA	1194	BDL	19:54	22:57	738	160	183	03:43	74	480
AA	1529	SLC	19:54	23:08	738	160	314	03:43	74	611
AA	2680	STL	19:55	21:44	319	128	169	03:44	74	467
AA	4224	SDF	19:55	22:30	E75	76	155	03:44	74	453

Connecting Detail–Northbound (HAV-MIA) 13

FROM: HAV-MIA 13

Flight 2604

Arrival:

16:11

Flight Time:

1:14

MCT
1:35

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (HAV to XXX)	Connection Time Mins	HAV-MIA Flight Time Mins	Total Elapsed Mins (from HAV)
AA	4404	PIT	19:55	22:41	E75	76	166	03:44	74	464
AA	344	DCA	19:57	22:33	738	160	156	03:46	74	456
AA	1419	ORD	19:59	22:22	738	160	203	03:48	74	505
AA	968	MCO	20:01	21:11	32B	181	70	03:50	74	374
AA	1328	LGA	20:03	23:04	738	160	181	03:52	74	487
AA	2232	YUL	20:04	23:39	738	160	215	03:53	74	522
AA	3188	JAX	20:05	21:26	ER4	50	81	03:54	74	389
AA	1610	YYZ	20:05	23:25	738	160	200	03:54	74	508
AA	966	EWR	20:06	23:06	738	160	180	03:55	74	489
AA	971	BOS	20:06	23:25	738	160	199	03:55	74	508

Connecting Detail–Southbound (MIA-HAV) 14

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Connection Time Mins	MIA-HAV Flight Time Mins	Total Elapsed Mins (to HAV)
AA	2491	IAH	0938	1312	319	128	154	238	78	470
AA	2392	BWI	1030	1313	738	160	163	237	78	478
AA	1441	DCA	1035	1315	738	160	160	235	78	473
AA	3487	TLH	1152	1317	ER4	50	85	233	78	396
AA	526	CLT	1125	1334	321	187	129	216	78	423
AA	917	JFK	1053	1407	738	160	194	183	78	455
AA	1488	PHL	1120	1408	763	209	168	182	78	428
AA	57	LHR	0945	1410	77W	310	565	180	78	823
AA	1611	ORD	1000	1410	738	160	190	180	78	448
AA	2415	SJU	1135	1415	738	160	160	175	78	413
AA	4370	PNS	1123	1416	E75	76	113	174	78	365
AA	364	LAS	0630	1419	738	160	289	171	78	538
AA	1247	LAX	0620	1430	738	160	310	160	78	548
AA	4429	MSY	1130	1430	E75	76	120	160	78	358
AA	4275	ATL	1236	1430	E75	76	114	160	78	352
AA	1266	DFW	1033	1434	32B	181	181	156	78	415
AA	2487	RDU	1225	1436	738	160	131	154	78	363
AA	1082	LGA	1118	1437	738	160	199	153	78	430
AA	4289	BNA	1116	1438	E75	76	142	152	78	372
AA	1509	BOS	1115	1446	738	160	211	144	78	433
AA	207	MXP	1115	1550	763	209	635	80	78	793
AA	2393	TPA	1450	1555	738	160	65	75	78	218
AA	937	MSY	1300	1557	319	128	117	73	78	268
AA	63	CDG	1220	1600	777	247	580	70	78	728
AA	1287	DCA	1320	1600	738	160	160	70	78	308
AA	1133	LGA	1240	1601	738	160	201	69	78	348
AA	1091	SJU	1310	1604	32B	181	174	66	78	318
AA	4391	EYW	1525	1609	E75	76	44	61	78	183
AA	915	ORD	1153	1610	738	160	197	60	78	335
AA	113	BCN	1215	1610	777	247	595	60	78	733
AA	69	MAD	1300	1610	772	289	550	60	78	688
AA	977	MCO	1500	1610	32B	181	70	60	78	208

FROM: MIA-HAV 14

Flight 2615

Departure:

17:10

Flight Time:

1:18

MCT
1:00

Connecting Detail–Northbound (HAV-MIA) 14

FROM: HAV-MIA 14

Flight 2615

Arrival:

20:57

Flight Time:

1:14

MCT
1:35

No Connections

Connecting Detail–Southbound (MIA-SNU) A

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-SNU Flight Time Mins	Fastest Total Elapsed Mins (to SNU)
AA	1042	SAN	2215	0608	738	160	237	293	78	608
AA	2390	LAS	2235	0617	32B	181	228	282	78	588
AA	947	MCO	0515	0618	738	160	227	63	78	368
AA	3358	JAX	0500	0619	ER4	50	226	79	78	383
AA	3146	GNV	0510	0619	ER4	50	226	69	78	373
AA	2673	LAX	2245	0655	738	160	190	310	78	578
AA	2576	SLC	0055	0740	738	160	145	285	78	508
AA	2725	LAX	2352	0758	32B	181	127	306	78	511
AA	1070	SEA	2330	0816	738	160	109	346	78	533
AA	190	PHX	0059	0824	738	160	101	265	78	444
AA	913	BOS	0509	0828	757	176	97	199	78	374
AA	3483	GNV	0725	0833	ER4	50	92	68	78	238
AA	3494	TLH	0710	0835	ER4	50	90	85	78	253
AA	272	SFO	2359	0835	738	160	90	336	78	504
AA	4424	ORF	0615	0836	E75	76	89	141	78	308
AA	967	MCO	0735	0836	32B	181	89	61	78	228
AA	4415	JAX	0720	0839	E75	76	86	79	78	243
AA	4381	EYW	0755	0839	E75	76	86	44	78	208
AA	233	BWI	0600	0840	738	160	85	160	78	323
AA	2407	TPA	0735	0840	738	160	85	65	78	228
AA	1603	IAH	0510	0841	319	128	84	151	78	313
AA	955	RDU	0635	0841	738	160	84	126	78	288
AA	1397	DCA	0605	0842	738	160	83	157	78	318
AA	1222	SJU	0600	0843	738	160	82	163	78	323
AA	4360	GSO	0635	0843	E75	76	82	128	78	288
AA	4292	CHS	0705	0845	E75	76	80	100	78	258
AA	1003	PHL	0600	0846	738	160	79	166	78	323
AA	4273	PNS	0600	0846	E75	76	79	106	78	263

FROM: MIA-SNU A

Flight 2623

Departure:

10:05

Flight Time:

1:18

MCT
1:00

Connecting Detail–Southbound (MIA-SNU) A

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-SNU Flight Time Mins	Fastest Total Elapsed Mins (to SNU)
AA	4282	RIC	0620	0846	E75	76	79	146	78	303
AA	1364	DFW	0500	0850	738	160	75	170	78	323
AA	4328	SDF	0610	0851	E75	76	74	161	78	313
AA	1931	CLT	0655	0852	319	128	73	117	78	268
AA	2081	CLT	0655	0852	319	128	73	117	78	268
AA	4239	PIT	0605	0853	E75	76	72	168	78	318
AA	2243	JFK	0555	0854	738	160	71	179	78	328
AA	2221	ATL	0700	0854	319	128	71	114	78	263
AA	1021	LGA	0545	0855	738	160	70	190	78	338
AA	3196	CLE	0600	0855	ER4	50	70	175	78	323
AA	2204	MSY	0600	0856	319	128	69	116	78	263
AA	3488	BHM	0600	0857	ER4	50	68	117	78	263
AA	2454	ORD	0500	0859	738	160	66	179	78	323
AA	1205	EWR	0600	0859	738	160	66	179	78	323

FROM: MIA-SNU A

Flight 2623

Departure:

10:05

Flight Time:

1:18

MCT
1:00

Connecting Detail–Northbound (SNU-MIA) A

FROM: SNU-MIA A

Flight 2623

Arrival:

13:45

Flight Time:

1:16

MCT
1:35

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to xxx)	Connection Time Mins	SNU-MIA Flight Time Mins	Total Elapsed Mins (from SNU)
AA	129	MSY	1520	1618	319	128	95	118	76	289
AA	1611	ORD	1522	1742	738	160	97	200	76	373
AA	4254	BNA	1524	1644	E75	76	99	140	76	315
AA	4243	ATL	1532	1731	E75	76	107	119	76	302
AA	1541	RDU	1532	1737	738	160	107	125	76	308
AA	3597	PNS	1535	1621	ER4	50	110	106	76	292
AA	347	LGA	1538	1834	738	160	113	176	76	365
AA	1073	LGA	1538	1834	738	160	113	176	76	365
AA	1121	MCO	1539	1644	32B	181	114	65	76	255
AA	1262	DFW	1540	1742	32B	181	115	182	76	373
AA	1036	TPA	1545	1648	738	160	120	63	76	259
AA	2415	LAX	1552	1819	763	209	127	327	76	530
AA	1486	DCA	1607	1840	738	160	142	153	76	371
AA	2206	DCA	1607	1844	738	160	142	157	76	375
AA	3654	TLH	1650	1819	ER4	50	185	89	76	350
AA	1346	ORD	1650	1913	738	160	185	203	76	464
AA	2438	LGA	1650	1949	319	128	185	179	76	440
AA	2412	BOS	1656	2013	757	176	191	197	76	464
AA	4402	ATL	1700	1902	E75	76	195	122	76	393
AA	1530	ORD	1700	1919	777	247	195	199	76	470
AA	309	PHL	1700	1948	738	160	195	168	76	439
AA	308	BDA	1700	2035	738	160	195	155	76	426
AA	275	SFO	1702	1959	738	160	197	357	76	630
AA	251	MCO	1705	1815	757	176	200	70	76	346
AA	760	CLT	1707	1917	319	128	202	130	76	408
AA	1516	LAS	1711	1922	32B	181	206	311	76	593
AA	2262	JFK	1712	2020	757	176	207	188	76	471
AA	4416	JAX	1713	1834	E75	76	208	81	76	365
AA	1428	LAX	1713	1930	77W	310	208	317	76	601
AA	1304	DFW	1718	1920	738	160	213	182	76	471
AA	206	MXP	1730	0915	763	209	225	585	76	886
AA	1486	DCA	1731	2009	738	160	226	153	76	455
AA	2206	DCA	1731	2009	738	160	226	157	76	459

Connecting Detail–Southbound (MIA-HOG) B

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-HOG Flight Time Mins	Fastest Total Elapsed Mins (to HOG)
AA	1325	BDA	0920	1105	738	160	235	165	94	494
AA	1451	DCA	0830	1114	738	160	226	164	94	484
AA	1400	LGA	0800	1119	738	160	221	199	94	514
AA	206	DFW	0725	1124	763	209	216	179	94	489
AA	148	CLT	0929	1130	738	160	210	121	94	425
AA	2476	BOS	0800	1132	738	160	208	212	94	514
AA	972	MCO	1025	1132	738	160	208	67	94	369
AA	1406	IAH	0800	1133	319	128	207	153	94	454
AA	1400	LGA	0815	1134	738	160	206	199	94	499
AA	1568	LGA	0815	1134	738	160	206	199	94	499
AA	2572	ORD	0720	1135	738	160	205	195	94	494
AA	1203	JFK	0822	1135	763	209	205	193	94	492
AA	4244	EYW	1056	1140	E75	76	200	44	94	338
AA	3551	BNA	0900	1222	ER4	50	158	142	94	394
AA	1508	ORD	0830	1237	777	247	143	187	94	424
AA	4368	ATL	1054	1255	E75	76	125	121	94	340
AA	1878	PHL	1000	1301	321	187	119	181	94	394
AA	1346	ORD	0847	1302	738	160	118	195	94	407
AA	4268	EYW	1220	1302	E75	76	118	42	94	254
AA	330	TPA	1159	1303	738	160	117	64	94	275
AA	1629	MCO	1200	1303	32B	181	117	63	94	274
AA	4286	JAX	1145	1304	E75	76	116	79	94	289
AA	1278	DFW	0905	1307	757	176	113	182	94	389
AA	1084	LGA	0951	1307	32B	181	113	196	94	403
AA	2491	IAH	0938	1312	319	128	108	154	94	356
AA	2392	BWI	1030	1313	738	160	107	163	94	364
AA	1441	DCA	1035	1315	738	160	105	160	94	359
AA	3487	TLH	1152	1317	ER4	50	103	85	94	282
AA	526	CLT	1125	1334	321	187	86	129	94	309

FROM: MIA-HOG B

Flight 2621

Departure:

15:00

Flight Time:

1:34

MCT
1:00

Connecting Detail–Northbound (HOG-MIA) B

FROM: HOG-MIA B

Flight 2621

Arrival:

19:20

Flight Time:

1:36

MCT
1:35

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to xxx)	Connection Time Mins	HOG-MIA Flight Time Mins	Total Elapsed Mins (from HOG)
AA	2509	LGA	2100	2359	738	160	100	179	96	375
AA	914	EWR	2115	0017	738	160	115	182	96	393
AA	916	BOS	2115	0033	738	160	115	198	96	409
AA	38	LHR	2115	1100	77W	310	115	525	96	736
AA	3459	CLE	2116	0013	ER4	50	116	177	96	389
AA	1128	JFK	2116	0022	738	160	116	186	96	398
AA	2334	MSP	2118	0010	738	160	118	232	96	446
AA	4291	CHS	2120	2306	E75	76	120	106	96	322
AA	1029	AUS	2120	2320	738	160	120	180	96	396
AA	2238	TUL	2120	2322	738	160	120	182	96	398
AA	1545	MCI	2120	2335	738	160	120	195	96	411
AA	2444	ATL	2121	2321	319	128	121	120	96	337
AA	1115	DCA	2121	2357	738	160	121	156	96	373
AA	4395	GSO	2125	2333	E75	76	125	128	96	349
AA	4259	BNA	2126	2249	E75	76	126	143	96	365
AA	4271	MEM	2126	2254	E75	76	126	148	96	370
AA	499	CLT	2126	2335	319	128	126	129	96	351
AA	1600	DTW	2129	0035	738	160	129	186	96	411
AA	4371	PNS	2129	2219	E75	76	129	110	96	335
AA	3490	GNV	2130	2244	ER4	50	130	74	96	300
AA	4253	ORF	2131	2357	E75	76	131	146	96	373
AA	1257	ORD	2132	2355	738	160	132	203	96	431
AA	1147	LAX	2132	2359	738	160	132	327	96	555

Connecting Detail–Northbound (HOG-MIA) B

FROM: HOG-MIA B

Flight 2621

Arrival:

19:20

Flight Time:

1:36

MCT
1:35

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to xxx)	Connection Time Mins	HOG-MIA Flight Time Mins	Total Elapsed Mins (from HOG)
AA	2490	IAH	2133	2317	319	128	133	164	96	393
AA	1299	DFW	2133	2335	738	160	133	182	96	411
AA	1531	RDU	2133	2341	738	160	133	128	96	357
AA	2403	SFO	2135	0032	738	160	135	357	96	588
AA	4229	RIC	2135	2359	E75	76	135	144	96	375
AA	3455	BHM	2136	2236	ER4	50	136	120	96	352
AA	1764	PHL	2137	0028	320	150	137	171	96	404
AA	4250	JAX	2138	2258	E75	76	138	80	96	314
AA	3499	TLH	2138	2308	ER4	50	138	90	96	324
AA	316	SJU	2139	0018	738	160	139	159	96	394
AA	4281	EYW	2148	2242	E75	76	148	54	96	298
AA	1474	TPA	2149	2255	738	160	149	66	96	311
AA	1285	LAS	2149	2359	738	160	149	310	96	555
AA	2621	BWI	2150	0029	738	160	150	159	96	405
AA	1059	MSY	2153	2253	319	128	153	120	96	369
AA	946	MCO	2155	2302	738	160	155	67	96	318

Connecting Detail–Southbound (MIA-VRA) C

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-VRA Flight Time Mins	Fastest Total Elapsed Mins (to VRA)
AA	1042	SAN	2215	0608	738	160	237	293	77	607
AA	2390	LAS	2235	0617	32B	181	228	282	77	587
AA	947	MCO	0515	0618	738	160	227	63	77	367
AA	3358	JAX	0500	0619	ER4	50	226	79	77	382
AA	3146	GNV	0510	0619	ER4	50	226	69	77	372
AA	2673	LAX	2245	0655	738	160	190	310	77	577
AA	2576	SLC	0055	0740	738	160	145	285	77	507
AA	2725	LAX	2352	0758	32B	181	127	306	77	510
AA	1070	SEA	2330	0816	738	160	109	346	77	532
AA	190	PHX	0059	0824	738	160	101	265	77	443
AA	913	BOS	0509	0828	757	176	97	199	77	373
AA	3483	GNV	0725	0833	ER4	50	92	68	77	237
AA	3494	TLH	0710	0835	ER4	50	90	85	77	252
AA	272	SFO	2359	0835	738	160	90	336	77	503
AA	4424	ORF	0615	0836	E75	76	89	141	77	307
AA	967	MCO	0735	0836	32B	181	89	61	77	227
AA	4415	JAX	0720	0839	E75	76	86	79	77	242
AA	4381	EYW	0755	0839	E75	76	86	44	77	207
AA	233	BWI	0600	0840	738	160	85	160	77	322
AA	2407	TPA	0735	0840	738	160	85	65	77	227
AA	1603	IAH	0510	0841	319	128	84	151	77	312
AA	955	RDU	0635	0841	738	160	84	126	77	287
AA	1397	DCA	0605	0842	738	160	83	157	77	317
AA	1222	SJU	0600	0843	738	160	82	163	77	322
AA	4360	GSO	0635	0843	E75	76	82	128	77	287
AA	4292	CHS	0705	0845	E75	76	80	100	77	257
AA	1003	PHL	0600	0846	738	160	79	166	77	322
AA	4273	PNS	0600	0846	E75	76	79	106	77	262
AA	4282	RIC	0620	0846	E75	76	79	146	77	302
AA	1364	DFW	0500	0850	738	160	75	170	77	322

FROM: MIA-VRA C

Flight 2628

Departure:

10:05

Flight Time:

1:17

MCT
1:00

Connecting Detail–Southbound (MIA-VRA) C

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-VRA Flight Time Mins	Fastest Total Elapsed Mins (to VRA)
AA	1931	CLT	0655	0852	319	128	73	117	77	267
AA	2081	CLT	0655	0852	319	128	73	117	77	267
AA	4239	PIT	0605	0853	E75	76	72	168	77	317
AA	2243	JFK	0555	0854	738	160	71	179	77	327
AA	2221	ATL	0700	0854	319	128	71	114	77	262
AA	1021	LGA	0545	0855	738	160	70	190	77	337
AA	3196	CLE	0600	0855	ER4	50	70	175	77	322
AA	2204	MSY	0600	0856	319	128	69	116	77	262
AA	3488	BHM	0600	0857	ER4	50	68	117	77	262
AA	2454	ORD	0500	0859	738	160	66	179	77	322
AA	1205	EWR	0600	0859	738	160	66	179	77	322

FROM: MIA-VRA C

Flight 2628

Departure:

10:05

Flight Time:

1:17

MCT
1:00

Connecting Detail–Northbound (VRA-MIA) C

FROM: VRA-MIA C

Flight 2628

Arrival:

13:32

Flight Time:

1:08

MCT
1:35

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to xxx)	Connection Time Mins	VRA-MIA Flight Time Mins	Total Elapsed Mins (from VRA)
AA	129	MSY	1520	1618	319	128	108	118	68	294
AA	1611	ORD	1522	1742	738	160	110	200	68	378
AA	4254	BNA	1524	1644	E75	76	112	140	68	320
AA	4243	ATL	1532	1731	E75	76	120	119	68	307
AA	1541	RDU	1532	1737	738	160	120	125	68	313
AA	3597	PNS	1535	1621	ER4	50	123	106	68	297
AA	347	LGA	1538	1834	738	160	126	176	68	370
AA	1073	LGA	1538	1834	738	160	126	176	68	370
AA	1121	MCO	1539	1644	32B	181	127	65	68	260
AA	1262	DFW	1540	1742	32B	181	128	182	68	378
AA	1036	TPA	1545	1648	738	160	133	63	68	264
AA	2415	LAX	1552	1819	763	209	140	327	68	535
AA	1486	DCA	1607	1840	738	160	155	153	68	376
AA	2206	DCA	1607	1844	738	160	155	157	68	380
AA	3654	TLH	1650	1819	ER4	50	198	89	68	355
AA	1346	ORD	1650	1913	738	160	198	203	68	469
AA	2438	LGA	1650	1949	319	128	198	179	68	445
AA	1570	SJU	1656	1943	738	160	204	167	68	439
AA	2412	BOS	1656	2013	757	176	204	197	68	469
AA	4402	ATL	1700	1902	E75	76	208	122	68	398
AA	1530	ORD	1700	1919	777	247	208	199	68	475
AA	309	PHL	1700	1948	738	160	208	168	68	444
AA	308	BDA	1700	2035	738	160	208	155	68	431
AA	275	SFO	1702	1959	738	160	210	357	68	635
AA	251	MCO	1705	1815	757	176	213	70	68	351
AA	760	CLT	1707	1917	319	128	215	130	68	413
AA	1516	LAS	1711	1922	32B	181	219	311	68	598
AA	2262	JFK	1712	2020	757	176	220	188	68	476
AA	4416	JAX	1713	1834	E75	76	221	81	68	370
AA	1428	LAX	1713	1930	77W	310	221	317	68	606
AA	1304	DFW	1718	1920	738	160	226	182	68	476
AA	206	MXP	1730	0915	763	209	238	585	68	891
AA	1486	DCA	1731	2009	738	160	239	153	68	460
AA	2206	DCA	1731	2009	738	160	239	157	68	464

Connecting Detail–Southbound (MIA-CMW) D

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-CMW Flight Time Mins	Fastest Total Elapsed Mins (to CMW)
AA	1014	SJU	0815	1056	757	184	224	161	81	466
AA	1325	BDA	0920	1105	738	160	215	165	81	461
AA	1350	STT	0815	1107	738	160	213	172	81	466
AA	1451	DCA	0830	1114	738	160	206	164	81	451
AA	2227	STX	0820	1116	738	160	204	176	81	461
AA	1400	LGA	0800	1119	738	160	201	199	81	481
AA	206	DFW	0725	1124	763	209	196	179	81	456
AA	148	CLT	0929	1130	738	160	190	121	81	392
AA	2476	BOS	0800	1132	738	160	188	212	81	481
AA	972	MCO	1025	1132	738	160	188	67	81	336
AA	1406	IAH	0800	1133	319	128	187	153	81	421
AA	1400	LGA	0815	1134	738	160	186	199	81	466
AA	1568	LGA	0815	1134	738	160	186	199	81	466
AA	2572	ORD	0720	1135	738	160	185	195	81	461
AA	1203	JFK	0822	1135	763	209	185	193	81	459
AA	4244	EYW	1056	1140	E75	76	180	44	81	305
AA	3551	BNA	0900	1222	ER4	50	138	142	81	361
AA	1508	ORD	0830	1237	777	247	123	187	81	391
AA	4368	ATL	1054	1255	E75	76	105	121	81	307
AA	1878	PHL	1000	1301	321	187	99	181	81	361
AA	1346	ORD	0847	1302	738	160	98	195	81	374
AA	4268	EYW	1220	1302	E75	76	98	42	81	221
AA	330	TPA	1159	1303	738	160	97	64	81	242
AA	1629	MCO	1200	1303	32B	181	97	63	81	241
AA	4286	JAX	1145	1304	E75	76	96	79	81	256
AA	1278	DFW	0905	1307	757	176	93	182	81	356
AA	1084	LGA	0951	1307	32B	181	93	196	81	370
AA	2491	IAH	0938	1312	319	128	88	154	81	323
AA	2392	BWI	1030	1313	738	160	87	163	81	331
AA	1441	DCA	1035	1315	738	160	85	160	81	326
AA	3487	TLH	1152	1317	ER4	50	83	85	81	249
AA	526	CLT	1125	1334	321	187	66	129	81	276

FROM: MIA-CMW D

Flight 2618

Departure:

14:40

Flight Time:

1:21

MCT
1:00

Connecting Detail–Northbound (CMW-MIA) D

FROM: CMW-MIA D

Flight 2618

Arrival:

18:45

Flight Time:

1:22

MCT
1:35

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to xxx)	Connection Time Mins	CMW-MIA Flight Time Mins	Total Elapsed Mins (from CMW)
AA	1002	DFW	2020	2222	757	176	95	182	82	359
AA	69	SFO	2020	2317	738	160	95	357	82	534
AA	1238	LAX	2022	2251	738	160	97	329	82	508
AA	68	MAD	2025	1100	772	289	100	515	82	697
AA	983	IAD	2036	2312	738	160	111	156	82	349
AA	2509	LGA	2100	2359	738	160	135	179	82	396
AA	914	EWR	2115	0017	738	160	150	182	82	414
AA	916	BOS	2115	0033	738	160	150	198	82	430
AA	38	LHR	2115	1100	77W	310	150	525	82	757
AA	3459	CLE	2116	0013	ER4	50	151	177	82	410
AA	1128	JFK	2116	0022	738	160	151	186	82	419
AA	2334	MSP	2118	0010	738	160	153	232	82	467
AA	4291	CHS	2120	2306	E75	76	155	106	82	343
AA	1029	AUS	2120	2320	738	160	155	180	82	417
AA	2238	TUL	2120	2322	738	160	155	182	82	419
AA	1545	MCI	2120	2335	738	160	155	195	82	432
AA	2444	ATL	2121	2321	319	128	156	120	82	358
AA	1115	DCA	2121	2357	738	160	156	156	82	394
AA	4395	GSO	2125	2333	E75	76	160	128	82	370
AA	4259	BNA	2126	2249	E75	76	161	143	82	386
AA	4271	MEM	2126	2254	E75	76	161	148	82	391
AA	499	CLT	2126	2335	319	128	161	129	82	372
AA	1600	DTW	2129	0035	738	160	164	186	82	432
AA	4371	PNS	2129	2219	E75	76	164	110	82	356
AA	3490	GNV	2130	2244	ER4	50	165	74	82	321
AA	4253	ORF	2131	2357	E75	76	166	146	82	394
AA	1257	ORD	2132	2355	738	160	167	203	82	452

Connecting Detail–Northbound (CMW-MIA) D

FROM: CMW-MIA D

Flight 2618

Arrival:

18:45

Flight Time:

1:22

MCT
1:35

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to xxx)	Connection Time Mins	CMW-MIA Flight Time Mins	Total Elapsed Mins (from CMW)
AA	1147	LAX	2132	2359	738	160	167	327	82	576
AA	2490	IAH	2133	2317	319	128	168	164	82	414
AA	1299	DFW	2133	2335	738	160	168	182	82	432
AA	1531	RDU	2133	2341	738	160	168	128	82	378
AA	2403	SFO	2135	0032	738	160	170	357	82	609
AA	4229	RIC	2135	2359	E75	76	170	144	82	396
AA	3455	BHM	2136	2236	ER4	50	171	120	82	373
AA	1764	PHL	2137	0028	320	150	172	171	82	425
AA	4250	JAX	2138	2258	E75	76	173	80	82	335
AA	3499	TLH	2138	2308	ER4	50	173	90	82	345
AA	316	SJU	2139	0018	738	160	174	159	82	415
AA	4281	EYW	2148	2242	E75	76	183	54	82	319
AA	1474	TPA	2149	2255	738	160	184	66	82	332
AA	1285	LAS	2149	2359	738	160	184	310	82	576
AA	2621	BWI	2150	0029	738	160	185	159	82	426
AA	1059	MSY	2153	2253	319	128	188	120	82	390
AA	946	MCO	2155	2302	738	160	190	67	82	339

Connecting Detail–Southbound (MIA-SNU) E

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-SNU Flight Time Mins	Fastest Total Elapsed Mins (to SNU)
AA	3551	BNA	0900	1222	ER4	50	218	142	78	438
AA	1508	ORD	0830	1237	777	247	203	187	78	468
AA	4368	ATL	1054	1255	E75	76	185	121	78	384
AA	1878	PHL	1000	1301	321	187	179	181	78	438
AA	1346	ORD	0847	1302	738	160	178	195	78	451
AA	4268	EYW	1220	1302	E75	76	178	42	78	298
AA	330	TPA	1159	1303	738	160	177	64	78	319
AA	1629	MCO	1200	1303	32B	181	177	63	78	318
AA	4286	JAX	1145	1304	E75	76	176	79	78	333
AA	1278	DFW	0905	1307	757	176	173	182	78	433
AA	1084	LGA	0951	1307	32B	181	173	196	78	447
AA	2491	IAH	0938	1312	319	128	168	154	78	400
AA	2392	BWI	1030	1313	738	160	167	163	78	408
AA	1441	DCA	1035	1315	738	160	165	160	78	403
AA	3487	TLH	1152	1317	ER4	50	163	85	78	326
AA	526	CLT	1125	1334	321	187	146	129	78	353
AA	917	JFK	1053	1407	738	160	113	194	78	385
AA	1488	PHL	1120	1408	763	209	112	168	78	358
AA	57	LHR	0945	1410	77W	310	110	565	78	753
AA	1611	ORD	1000	1410	738	160	110	190	78	378
AA	2415	SJU	1135	1415	738	160	105	160	78	343
AA	4370	PNS	1123	1416	E75	76	104	113	78	295
AA	364	LAS	0630	1419	738	160	101	289	78	468
AA	1247	LAX	0620	1430	738	160	90	310	78	478
AA	4429	MSY	1130	1430	E75	76	90	120	78	288
AA	4275	ATL	1236	1430	E75	76	90	114	78	282
AA	1266	DFW	1033	1434	32B	181	86	181	78	345
AA	2487	RDU	1225	1436	738	160	84	131	78	293
AA	1082	LGA	1118	1437	738	160	83	199	78	360
AA	1372	LGA	1118	1437	738	160	83	199	78	360
AA	4289	BNA	1116	1438	E75	76	82	142	78	302
AA	1509	BOS	1115	1446	738	160	74	211	78	363

FROM: MIA-SNU E

Flight 2619

Departure:

16:00

Flight Time:

1:18

MCT
1:00

Connecting Detail–Northbound (SNU-MIA) E

FROM: SNU-MIA E

Flight 2619

Arrival:

19:40

Flight Time:

1:16

MCT
1:35

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to xxx)	Connection Time Mins	SNU-MIA Flight Time Mins	Total Elapsed Mins (from SNU)
AA	914	EWR	2115	0017	738	160	95	182	76	353
AA	916	BOS	2115	0033	738	160	95	198	76	369
AA	38	LHR	2115	1100	77W	310	95	525	76	696
AA	3459	CLE	2116	0013	ER4	50	96	177	76	349
AA	1128	JFK	2116	0022	738	160	96	186	76	358
AA	2334	MSP	2118	0010	738	160	98	232	76	406
AA	4291	CHS	2120	2306	E75	76	100	106	76	282
AA	1029	AUS	2120	2320	738	160	100	180	76	356
AA	2238	TUL	2120	2322	738	160	100	182	76	358
AA	1545	MCI	2120	2335	738	160	100	195	76	371
AA	2444	ATL	2121	2321	319	128	101	120	76	297
AA	1115	DCA	2121	2357	738	160	101	156	76	333
AA	4395	GSO	2125	2333	E75	76	105	128	76	309
AA	4259	BNA	2126	2249	E75	76	106	143	76	325
AA	4271	MEM	2126	2254	E75	76	106	148	76	330
AA	499	CLT	2126	2335	319	128	106	129	76	311
AA	1600	DTW	2129	0035	738	160	109	186	76	371
AA	4371	PNS	2129	2219	E75	76	109	110	76	295
AA	3490	GNV	2130	2244	ER4	50	110	74	76	260
AA	4253	ORF	2131	2357	E75	76	111	146	76	333
AA	1257	ORD	2132	2355	738	160	112	203	76	391
AA	1147	LAX	2132	2359	738	160	112	327	76	515
AA	2490	IAH	2133	2317	319	128	113	164	76	353
AA	1299	DFW	2133	2335	738	160	113	182	76	371
AA	1531	RDU	2133	2341	738	160	113	128	76	317
AA	2403	SFO	2135	0032	738	160	115	357	76	548
AA	4229	RIC	2135	2359	E75	76	115	144	76	335
AA	3455	BHM	2136	2236	ER4	50	116	120	76	312
AA	1764	PHL	2137	0028	320	150	117	171	76	364
AA	4250	JAX	2138	2258	E75	76	118	80	76	274
AA	3499	TLH	2138	2308	ER4	50	118	90	76	284
AA	316	SJU	2139	0018	738	160	119	159	76	354
AA	4281	EYW	2148	2242	E75	76	128	54	76	258
AA	1474	TPA	2149	2255	738	160	129	66	76	271
AA	1285	LAS	2149	2359	738	160	129	310	76	515
AA	2621	BWI	2150	0029	738	160	130	159	76	365
AA	1059	MSY	2153	2253	319	128	133	120	76	329
AA	946	MCO	2155	2302	738	160	135	67	76	278

Connecting Detail–Southbound (MIA-HOG) F

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-HOG Flight Time Mins	Fastest Total Elapsed Mins (to HOG)
AA	2673	LAX	2245	0655	738	160	205	310	94	609
AA	2576	SLC	0055	0740	738	160	160	285	94	539
AA	2725	LAX	2352	0758	32B	181	142	306	94	542
AA	1070	SEA	2330	0816	738	160	124	346	94	564
AA	190	PHX	0059	0824	738	160	116	265	94	475
AA	913	BOS	0509	0828	757	176	112	199	94	405
AA	3483	GNV	0725	0833	ER4	50	107	68	94	269
AA	3494	TLH	0710	0835	ER4	50	105	85	94	284
AA	272	SFO	2359	0835	738	160	105	336	94	535
AA	4424	ORF	0615	0836	E75	76	104	141	94	339
AA	967	MCO	0735	0836	32B	181	104	61	94	259
AA	4415	JAX	0720	0839	E75	76	101	79	94	274
AA	4381	EYW	0755	0839	E75	76	101	44	94	239
AA	233	BWI	0600	0840	738	160	100	160	94	354
AA	2407	TPA	0735	0840	738	160	100	65	94	259
AA	1603	IAH	0510	0841	319	128	99	151	94	344
AA	955	RDU	0635	0841	738	160	99	126	94	319
AA	1397	DCA	0605	0842	738	160	98	157	94	349
AA	1222	SJU	0600	0843	738	160	97	163	94	354
AA	4360	GSO	0635	0843	E75	76	97	128	94	319
AA	4292	CHS	0705	0845	E75	76	95	100	94	289
AA	1003	PHL	0600	0846	738	160	94	166	94	354
AA	4273	PNS	0600	0846	E75	76	94	106	94	294
AA	4282	RIC	0620	0846	E75	76	94	146	94	334
AA	1364	DFW	0500	0850	738	160	90	170	94	354
AA	4328	SDF	0610	0851	E75	76	89	161	94	344
AA	1931	CLT	0655	0852	319	128	88	117	94	299
AA	2081	CLT	0655	0852	319	128	88	117	94	299

FROM: MIA-HOG F

Flight 2626

Departure:

10:20

Flight Time:

1:34

MCT
1:00

Connecting Detail–Southbound (MIA-HOG) F

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-HOG Flight Time Mins	Fastest Total Elapsed Mins (to HOG)
AA	4239	PIT	0605	0853	E75	76	87	168	94	349
AA	2243	JFK	0555	0854	738	160	86	179	94	359
AA	2221	ATL	0700	0854	319	128	86	114	94	294
AA	1021	LGA	0545	0855	738	160	85	190	94	369
AA	3196	CLE	0600	0855	ER4	50	85	175	94	354
AA	2204	MSY	0600	0856	319	128	84	116	94	294
AA	3488	BHM	0600	0857	ER4	50	83	117	94	294
AA	2454	ORD	0500	0859	738	160	81	179	94	354
AA	1205	EWR	0600	0859	738	160	81	179	94	354
AA	385	SFO	0030	0910	738	160	70	340	94	504

FROM: MIA-HOG F

Flight 2626

Departure:

10:20

Flight Time:

1:34

MCT
1:00

Connecting Detail–Northbound (HOG-MIA) F

FROM: HOG-MIA F

Flight 2626

Arrival:

14:45

Flight Time:

1:36

MCT
1:35

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to xxx)	Connection Time Mins	HOG-MIA Flight Time Mins	Total Elapsed Mins (from HOG)
AA	3654	TLH	1650	1819	ER4	50	125	89	96	310
AA	1346	ORD	1650	1913	738	160	125	203	96	424
AA	2438	LGA	1650	1949	319	128	125	179	96	400
AA	1570	SJU	1656	1943	738	160	131	167	96	394
AA	2412	BOS	1656	2013	757	176	131	197	96	424
AA	4402	ATL	1700	1902	E75	76	135	122	96	353
AA	1530	ORD	1700	1919	777	247	135	199	96	430
AA	309	PHL	1700	1948	738	160	135	168	96	399
AA	308	BDA	1700	2035	738	160	135	155	96	386
AA	275	SFO	1702	1959	738	160	137	357	96	590
AA	251	MCO	1705	1815	757	176	140	70	96	306
AA	760	CLT	1707	1917	319	128	142	130	96	368
AA	1516	LAS	1711	1922	32B	181	146	311	96	553
AA	2262	JFK	1712	2020	757	176	147	188	96	431
AA	4416	JAX	1713	1834	E75	76	148	81	96	325
AA	1428	LAX	1713	1930	77W	310	148	317	96	561
AA	1304	DFW	1718	1920	738	160	153	182	96	431
AA	206	MXP	1730	0915	763	209	165	585	96	846
AA	1486	DCA	1731	2009	738	160	166	153	96	415
AA	2206	DCA	1731	2009	738	160	166	157	96	419
AA	299	LGA	1758	2056	738	160	193	178	96	467
AA	4354	EYW	1759	1851	E75	76	194	52	96	342
AA	1311	SJU	1808	2049	757	184	203	161	96	460
AA	56	LHR	1815	0755	77W	310	210	520	96	826
AA	2620	MCO	1816	1923	32B	181	211	67	96	374
AA	56	LHR	1825	0805	77W	310	220	520	96	836
AA	62	CDG	1830	0920	777	247	225	530	96	851
AA	1612	ORD	1835	2102	763	209	230	207	96	533

Connecting Detail–Southbound (MIA-VRA) G

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-VRA Flight Time Mins	Fastest Total Elapsed Mins (to VRA)
AA	63	CDG	1220	1600	777	247	240	580	77	897
AA	1287	DCA	1320	1600	319	128	240	160	77	477
AA	1287	DCA	1320	1600	738	160	240	160	77	477
AA	1133	LGA	1240	1601	738	160	239	201	77	517
AA	1091	SJU	1310	1604	32B	181	236	174	77	487
AA	915	ORD	1159	1609	772	260	231	197	77	505
AA	4391	EYW	1525	1609	E75	76	231	44	77	352
AA	915	ORD	1153	1610	738	160	230	197	77	504
AA	113	BCN	1215	1610	777	247	230	595	77	902
AA	69	MAD	1300	1610	772	289	230	550	77	857
AA	977	MCO	1500	1610	32B	181	230	70	77	377
AA	943	STT	1320	1614	738	160	226	174	77	477
AA	308	DFW	1220	1620	763	209	220	180	77	477
AA	2106	CLT	1420	1622	319	128	218	122	77	417
AA	3475	GNV	1518	1627	ER4	50	213	69	77	359
AA	208	LAX	0821	1630	763	209	210	309	77	596
AA	62	PHX	0855	1637	738	160	203	282	77	562
AA	2382	JFK	1330	1639	757	176	201	189	77	467
AA	112	DEN	1045	1642	319	128	198	237	77	512
AA	112	DEN	1045	1642	738	160	198	237	77	512
AA	68	SFO	0800	1643	738	160	197	343	77	617
AA	39	LHR	1215	1645	77W	310	195	570	77	842
AA	2235	BOS	1330	1654	757	176	186	204	77	467
AA	196	PHL	1401	1654	738	160	186	173	77	436
AA	1485	YYZ	1336	1657	738	160	183	201	77	461
AA	1614	EWR	1354	1657	738	160	183	183	77	443
AA	1410	DFW	1301	1701	32B	181	179	180	77	436
AA	4240	JAX	1549	1708	E75	76	172	79	77	328
AA	1354	IAH	1328	1709	738	160	171	161	77	409
AA	3527	BHM	1410	1709	ER4	50	171	119	77	367

FROM: MIA-VRA G

Flight 2625

Departure:

20:00

Flight Time:

1:17

MCT
1:00

Connecting Detail–Southbound (MIA-VRA) G

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-VRA Flight Time Mins	Fastest Total Elapsed Mins (to VRA)
AA	2584	LAS	0917	1710	738	160	170	293	77	540
AA	1270	DCA	1431	1714	738	160	166	163	77	406
AA	905	MCO	1605	1715	32B	181	165	70	77	312
AA	3520	TLH	1555	1720	ER4	50	160	85	77	322
AA	901	ORD	1315	1721	763	209	159	186	77	422
AA	1299	SJU	1435	1724	32B	181	156	169	77	402
AA	4332	ATL	1520	1724	E75	76	156	124	77	357
AA	1294	LGA	1400	1731	738	160	149	211	77	437
AA	4408	CHS	1600	1740	E75	76	140	100	77	317
AA	1764	CLT	1615	1818	321	187	102	123	77	302
AA	909	LAX	1030	1840	77W	310	80	310	77	467
AA	2605	SJU	1555	1841	32B	181	79	166	77	322
AA	1370	JFK	1515	1853	738	160	67	218	77	362
AA	1227	DCA	1605	1853	738	160	67	168	77	312
AA	2578	TPA	1739	1853	738	160	67	74	77	218
AA	1142	PHL	1554	1854	738	160	66	180	77	323
AA	1537	DFW	1455	1855	738	160	65	180	77	322
AA	2421	STT	1600	1855	738	160	65	175	77	317
AA	1241	MCO	1740	1855	32B	181	65	75	77	217
AA	147	BOS	1520	1858	757	176	62	218	77	357
AA	1051	LGA	1525	1858	738	160	62	213	77	352

FROM: MIA-VRA G

Flight 2625

Departure:

20:00

Flight Time:

1:17

MCT
1:00

Connecting Detail–Northbound (VRA-MIA) G

FROM: HOG-MIA G

Flight 2624

Arrival:

8:45

Flight Time:

1:08

MCT
1:35

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to xxx)	Connection Time Mins	VRA-MIA Flight Time Mins	Total Elapsed Mins (from VRA)
AA	937	MSY	1055	1159	319	128	130	124	68	322
AA	1354	IAH	1059	1243	738	160	134	164	68	366
AA	4424	ORF	1100	1323	E75	76	135	143	68	346
AA	1195	LGA	1101	1400	738	160	136	179	68	383
AA	1270	DCA	1105	1341	738	160	140	156	68	364
AA	1254	SJU	1105	1353	32B	181	140	168	68	376
AA	4268	EYW	1106	1155	E75	76	141	49	68	258
AA	969	DFW	1118	1320	738	160	153	182	68	403
AA	1178	ORD	1210	1427	763	209	205	197	68	470
AA	1142	PHL	1210	1459	738	160	205	169	68	442
AA	4332	ATL	1215	1414	E75	76	210	119	68	397
AA	3527	BHM	1220	1317	ER4	50	215	117	68	400
AA	1478	YUL	1221	1551	738	160	216	210	68	494
AA	1218	MCO	1225	1330	738	160	220	65	68	353
AA	1613	SJU	1229	1517	32B	181	224	168	68	460
AA	2572	LAX	1230	1454	763	209	225	324	68	617
AA	64	JFK	1232	1536	738	160	227	184	68	479
AA	64	JFK	1232	1538	757	176	227	184	68	479
AA	1227	DCA	1235	1510	738	160	230	155	68	453
AA	2718	YYZ	1236	1553	738	160	231	197	68	496
AA	1533	BOS	1242	1558	738	160	237	196	68	501

Connecting Detail–Southbound (MIA-CFG) H

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-CFG Flight Time Mins	Fastest Total Elapsed Mins (to CFG)
AA	3494	TLH	0710	0835	ER4	50	240	85	74	399
AA	272	SFO	2359	0835	738	160	240	336	74	650
AA	4424	ORF	0615	0836	E75	76	239	141	74	454
AA	967	MCO	0735	0836	32B	181	239	61	74	374
AA	4415	JAX	0720	0839	E75	76	236	79	74	389
AA	4381	EYW	0755	0839	E75	76	236	44	74	354
AA	233	BWI	0600	0840	738	160	235	160	74	469
AA	2407	TPA	0735	0840	738	160	235	65	74	374
AA	1603	IAH	0510	0841	319	128	234	151	74	459
AA	955	RDU	0635	0841	738	160	234	126	74	434
AA	1397	DCA	0605	0842	738	160	233	157	74	464
AA	1222	SJU	0600	0843	738	160	232	163	74	469
AA	4360	GSO	0635	0843	E75	76	232	128	74	434
AA	4292	CHS	0705	0845	E75	76	230	100	74	404
AA	1003	PHL	0600	0846	738	160	229	166	74	469
AA	4273	PNS	0600	0846	E75	76	229	106	74	409
AA	4282	RIC	0620	0846	E75	76	229	146	74	449
AA	1364	DFW	0500	0850	738	160	225	170	74	469
AA	4328	SDF	0610	0851	E75	76	224	161	74	459
AA	1931	CLT	0655	0852	319	128	223	117	74	414
AA	2081	CLT	0655	0852	319	128	223	117	74	414
AA	4239	PIT	0605	0853	E75	76	222	168	74	464
AA	2243	JFK	0555	0854	738	160	221	179	74	474
AA	2221	ATL	0700	0854	319	128	221	114	74	409
AA	1021	LGA	0545	0855	738	160	220	190	74	484
AA	3196	CLE	0600	0855	ER4	50	220	175	74	469
AA	2204	MSY	0600	0856	319	128	219	116	74	409
AA	3488	BHM	0600	0857	ER4	50	218	117	74	409

FROM: MIA-CFG H

Flight 2627

Departure:

12:35

Flight Time:

1:14

MCT
1:00

Connecting Detail–Southbound (MIA-CFG) H

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-CFG Flight Time Mins	Fastest Total Elapsed Mins (to CFG)
AA	1205	EWR	0600	0859	738	160	216	179	74	469
AA	385	SFO	0030	0910	738	160	205	340	74	619
AA	390	JFK	0645	0947	757	176	168	182	74	424
AA	1353	YUL	0610	0952	738	160	163	222	74	459
AA	398	TUL	0600	0955	738	160	160	175	74	409
AA	1229	YYZ	0640	0957	738	160	158	197	74	429
AA	287	SJU	0715	1004	738	160	151	169	74	394
AA	2318	DFW	0615	1005	738	160	150	170	74	394
AA	1168	EWR	0700	1006	738	160	149	186	74	409
AA	2710	STL	0625	1008	319	128	147	163	74	384
AA	1580	BOS	0640	1008	738	160	147	208	74	429
AA	1461	TPA	0905	1008	319	128	147	63	74	284
AA	1461	TPA	0905	1008	738	160	147	63	74	284
AA	1064	AUS	0620	1009	738	160	146	169	74	389
AA	2577	SAT	0615	1010	319	128	145	175	74	394
AA	296	MCO	0907	1011	763	209	144	64	74	282
AA	1297	DCA	0730	1012	738	160	143	162	74	379
AA	114	IAD	0730	1013	738	160	142	163	74	379
AA	1295	LGA	0700	1015	738	160	140	195	74	409
AA	2223	BDL	0705	1015	738	160	140	190	74	404
AA	97	DTW	0705	1015	738	160	140	190	74	404
AA	4425	IND	0730	1016	E75	76	139	166	74	379
AA	1584	MCI	0605	1018	738	160	137	193	74	404
AA	1269	ATL	0820	1019	319	128	136	119	74	329
AA	1532	ORD	0615	1020	738	160	135	185	74	394
AA	3539	CMH	0735	1020	ER4	50	135	165	74	374
AA	3453	CVG	0745	1020	ER4	50	135	155	74	364
AA	4260	BNA	0700	1021	E75	76	134	141	74	349
AA	4397	JAX	0902	1021	E75	76	134	79	74	287

FROM: MIA-CFG H

Flight 2627

Departure:

12:35

Flight Time:

1:14

MCT
1:00

Connecting Detail–Southbound (MIA-CFG) H

Mktg Al	Flight	Orig	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (XXX to MIA)	Fastest Connection Time Mins	MIA-CFG Flight Time Mins	Fastest Total Elapsed Mins (to CFG)
AA	4300	MEM	0655	1023	E75	76	132	148	74	354
AA	1501	MSP	0550	1025	738	160	130	215	74	419
AA	2067	PHL	0734	1025	321	187	130	171	74	375
AA	1014	SJU	0815	1056	757	184	99	161	74	334
AA	1325	BDA	0920	1105	738	160	90	165	74	329
AA	1350	STT	0815	1107	738	160	88	172	74	334
AA	1451	DCA	0830	1114	738	160	81	164	74	319
AA	2227	STX	0820	1116	738	160	79	176	74	329
AA	1400	LGA	0800	1119	738	160	76	199	74	349
AA	206	DFW	0725	1124	763	209	71	179	74	324
AA	148	CLT	0929	1130	738	160	65	121	74	260
AA	2476	BOS	0800	1132	738	160	63	212	74	349
AA	972	MCO	1025	1132	738	160	63	67	74	204
AA	1406	IAH	0800	1133	319	128	62	153	74	289
AA	1400	LGA	0815	1134	738	160	61	199	74	334
AA	1568	LGA	0815	1134	738	160	61	199	74	334
AA	2572	ORD	0720	1135	738	160	60	195	74	329
AA	1203	JFK	0822	1135	763	209	60	193	74	327

FROM: MIA-CFG H

Flight 2627

Departure:

12:35

Flight Time:

1:14

MCT
1:00

Connecting Detail–Northbound (CFG-MIA) H

FROM: CFG-MIA H

Flight 2627

Arrival:

16:10

Flight Time:

1:15

MCT
1:35

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to xxx)	Connection Time Mins	CFG-MIA Flight Time Mins	Total Elapsed Mins (from CFG)
AA	299	LGA	1758	2056	738	160	108	178	75	361
AA	4354	EYW	1759	1851	E75	76	109	52	75	236
AA	1311	SJU	1808	2049	757	184	118	161	75	354
AA	56	LHR	1815	0755	77W	310	125	520	75	720
AA	2620	MCO	1816	1923	32B	181	126	67	75	268
AA	56	LHR	1825	0805	77W	310	135	520	75	730
AA	62	CDG	1830	0920	777	247	140	530	75	745
AA	1612	ORD	1835	2102	763	209	145	207	75	427
AA	1558	DFW	1846	2048	757	176	156	182	75	413
AA	1294	LGA	1855	2154	738	160	165	179	75	419
AA	196	PHL	1910	2201	738	160	180	171	75	426
AA	1786	CLT	1914	2122	321	187	184	128	75	387
AA	112	BCN	1915	1015	777	247	185	540	75	800
AA	56	LHR	1920	0900	77W	310	190	520	75	785
AA	2709	TPA	1920	2025	319	128	190	65	75	330
AA	63	SAN	1940	2145	738	160	210	305	75	590
AA	113	DEN	1940	2202	738	160	210	262	75	547
AA	3544	CVG	1940	2217	ER4	50	210	157	75	442
AA	1322	SEA	1940	2307	738	160	210	387	75	672
AA	2359	IAH	1945	2128	319	128	215	163	75	453
AA	1536	SAT	1945	2149	319	128	215	184	75	474
AA	4262	IND	1945	2231	E75	76	215	166	75	456
AA	2359	IAH	1946	2129	319	128	216	163	75	454
AA	1414	ATL	1946	2145	319	128	216	119	75	410
AA	3462	CMH	1950	2234	ER4	50	220	164	75	459

Connecting Detail–Northbound (CFG-MIA) H

FROM: CFG-MIA H

Flight 2627

Arrival:

16:10

Flight Time:

1:15

MCT
1:35

Mktg Al	Flight	Dest	Dep Time	Arr Time	Equip	Seats	Elapsed Mins (MIA to xxx)	Connection Time Mins	CFG-MIA Flight Time Mins	Total Elapsed Mins (from CFG)
AA	2709	TPA	1952	2058	738	160	222	65	75	362
AA	2709	TPA	1952	2058	319	128	222	65	75	362
AA	1518	JFK	1952	2259	757	176	222	187	75	484
AA	1617	PHX	1954	2144	738	160	224	290	75	589
AA	1531	RDU	1954	2202	738	160	224	128	75	427
AA	2446	MSP	1954	2245	738	160	224	231	75	530
AA	1194	BDL	1954	2257	738	160	224	183	75	482
AA	1529	SLC	1954	2308	738	160	224	314	75	613
AA	2680	STL	1955	2144	319	128	225	169	75	469
AA	4224	SDF	1955	2230	E75	76	225	155	75	455
AA	4404	PIT	1955	2241	E75	76	225	166	75	466
AA	344	DCA	1957	2233	738	160	227	156	75	458
AA	1419	ORD	1959	2222	738	160	229	203	75	507
AA	968	MCO	2001	2111	32B	181	231	70	75	376
AA	1328	LGA	2003	2304	738	160	233	181	75	489
AA	2232	YUL	2004	2339	738	160	234	215	75	524
AA	3188	JAX	2005	2126	ER4	50	235	81	75	391
AA	1610	YYZ	2005	2325	738	160	235	200	75	510
AA	966	EWR	2006	2306	738	160	236	180	75	491
AA	971	BOS	2006	2325	738	160	236	199	75	510

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