Interim Report
Study of Short-Haul High-Density V/STOL Transportation Systems
Volume II Appendices

Prepared by H. L. SOLOMON
Air Transportation Group

JULY 1972

for Ames Research Center
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Moffett Field, California 94035

Contract No. NAS 2-6473

Civil Programs Division
THE AEROSPACE CORPORATION
INTERIM REPORT
STUDY OF SHORT-HAUL HIGH-DENSITY V/STOL TRANSPORTATION SYSTEMS
Volume II Appendices

Prepared by
H. L. Solomon
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Civil Programs Division
THE AEROSPACE CORPORATION

July 1972

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Prepared under Contract No. NAS 2-6473 by
THE AEROSPACE CORPORATION
El Segundo, California

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INTERIM REPORT
STUDY OF SHORT-HAUL HIGH-DENSITY V/STOL TRANSPORTATION SYSTEMS
Volume II Appendices

Prepared by

H. L. Solomon
Air Transportation Group

Approved by

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Air Transportation Group
Civil Programs Division

A. B. Greenberg
General Manager
Civil Programs Division
ACKNOWLEDGEMENTS

This study, performed for the Ames Research Center under NASA Contract No. NAS 2-6473, is part of the NASA study of V/STOL aircraft applications as a possible means of solving the growing air transportation problems in the U.S. The present study has been concerned with an examination of the potential economic viability of alternative STOL concepts and an estimate of the impact of technological changes to a given concept. Appreciation is extended to Mr. Elwood Stewart, the NASA Technical Monitor of the study, for his assistance and guidance provided.

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(Arena characterization)

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(Aircraft characteristics)

Joseph A. Neiss
(Economics)

Richard R. Bruce
(Weather analysis)

Ralph E. Finney
(Ground systems)
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### NOMENCLATURE

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<td>Description</td>
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<td>LARTS Statistical Area</td>
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<td>San Diego</td>
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<td>SDMATS</td>
<td>San Diego Metropolitan Area Transportation Study</td>
</tr>
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<td>SF</td>
<td>San Francisco</td>
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<tr>
<td>SFC</td>
<td>specific fuel consumption</td>
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<tr>
<td>SHP</td>
<td>shaft horse power</td>
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<td>standardized metropolitan statistical area</td>
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APPENDIX A
ARENA CHARACTERISTICS

This Appendix contains detailed data and figures which were judged to be too voluminous for inclusion in the body of this report. It includes zonal maps for each region of both the California and the Midwest Corridors as well as port and service path characteristics.
Figure A-1. Los Angeles Region
Figure A-2. San Francisco Region
Figure A-3, San Diego Region
Figure A-4. Sacramento Region
Figure A-6. Detroit Region
Figure A-7. Cleveland Region
### Table A-1. California Corridor Port Characteristics

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*First day rate. Additional days at a different rate.*
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*First day rate. Additional days at a different rate.
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(a) estimated for 1980  
(b) First day rate. Additional days at a slightly lower rate.
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*K1970 dollars*
Table A-3. California Service Path Characteristics (Cont)

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(a) Direct flight
(b) Connecting flight
Table A-3. California Service Path Characteristics, 1971 (Cont)

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### Table A-4. Midwest Triangle Service Path Characteristics

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APPENDIX B

AEROSPACE TRANSPORTATION SYSTEM
SIMULATION COMPUTER PROGRAM
CONTENTS

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APPENDIX B

AEROSPACE TRANSPORTATION SYSTEM SIMULATION
COMPUTER PROGRAM

B.1 OVERVIEW

The Aerospace Transportation System Simulation Program consists of four interrelated routines which operate as follows. The Modal Split routine uses mode, arena, and traveler characteristics to produce as a function of fare the percent of travelers using each available transportation mode. In this analysis, a special mode (STOL) is modeled assuming infinite frequency of service. For this special mode, the modal split routine produces outputs defining a distribution of maximum waiting times, which is later used to determine how long potential STOL travelers will be willing to wait for a departure under a finite frequency of service before taking an alternative mode.

The Demand-Matching routine uses the total daily intercity travel demand, STOL schedules, a diurnal distribution of demand, and the STOL modal split and waiting time distributions to produce average load factors for each aircraft capacity and fleet size (associated with a particular schedule).

The Economic-Analysis routine uses these load factors along with fleet sizing requirements to produce an economic analysis (profit, investment costs, return on investment) for each of the fleet sizes and capacities tested.

Finally, an Optimization routine uses various operating criteria to pick the best STOL fleet size and fare for each capacity. Each of these routines is discussed in more detail below.

B.2 THE MODAL SPLIT ROUTINE

a. Overview

Modal split analysis attempts to determine the utilization of a number of alternative travel modes between specified origins and destinations. The method described herein computes the modal split by generating simulated travelers, each having a set of pertinent attributes randomly selected from
appropriate probability distributions. Distributions are used to determine purpose and duration of trip, origin and destination door locations and time of day, the traveler's "time value" (a function of his income) and party size, his "preference factor" for each alternative travel mode, and his waiting times (which are functions of service frequency) for each mode. (These quantities are explained fully below.) The attributes of individual simulated travelers are generated by drawing random samples from these distributions.

Once an individual traveler's attributes have been generated, his "effective cost function" for each travel mode is computed. This effective cost function reflects out-of-pocket cost, trip time, travel mode service frequency, and traveler preferences. When the effective cost functions for the alternative modes have been computed, the traveler is assigned to the mode with the minimum effective cost function.

One mode (designated as the special mode, or STOL in this particular analysis) is treated differently with respect to frequency of service. For this mode, it is assumed that there is infinite frequency of service or, in effect, no waiting. Instead, when a traveler is assigned to STOL, a computation is made to determine how long he will wait before taking an alternate mode. This information will be used later in the demand-matching routine which uses specific STOL schedules.

The modal split and a distribution of tolerable STOL waiting times is thus determined by generating many simulated travelers and assigning each traveler to his minimum-cost-function mode.

b. Arena Characterization

Figure B-1 depicts the arena or abstraction of the real world in which the modal split simulation takes place. Two regions are each divided into a number of rectangular zones of various size. Each travel mode has one or more ports in each city, some of which may be collocated (as, for example, the combined CTOL/STOL port in the figure). Car mode is also considered to have "ports" which normally represent points of access to the highway system between the two regions. Transportation service may be provided
Figure B-1. Typical Modal Split Simulation Model Arena
between some or all intercity port-pairs. Each port-pair of each mode for which service is provided is called a service path. Service, when provided, is characterized by its cost, trip time, and frequency (car mode is always considered to have infinite service frequency).

c. **Inputs**

(1) **Arena Inputs**

Inputs associated with the entire simulation arena consist of: (i) the number of simulated travelers to be generated in order to get a statistically accurate modal split; (ii) the fraction of those travelers that are business travelers; (iii) the relative number of travelers that live in each city; (iv) the party size and trip duration distributions for both business and nonbusiness travelers; (v) the fraction of travelers affected by frequency of service; and (vi) a factor which expresses the conversion of waiting time to perceived time. The specified service frequencies of the various modes (expressed as the number of departures per hour) is used to compute the time intervals between flights or services. For those travelers who are affected by service frequency, random samples are drawn from these time intervals during simulation and are used to compute waiting times for the various modes. These waiting times are then converted to their equivalent perceived times. Waiting time may be perceived to be worse than traveling time if the waiting is done at a port or station. On the other hand, if waiting is done at home or at the office, this may be time effectively spent and the delay would not consist of totally wasted time.

The distinction between business and nonbusiness travelers is important because many of the attributes directly affecting mode choice are dependent upon whether or not the traveler is on a business trip (for example, the traveler's time value, trip duration, and party size). Party size is important because the direct costs associated with the car mode can be considered to be divided by party size, while those of other modes cannot. Trip duration is important because certain costs (for example, the parking cost at a port) are dependent upon the duration of the trip. The trip duration distributions were found to be inherently lognormal and so are represented by two parameters.
related to the median and standard deviations of a lognormal distribution. The fraction of travelers of a given type (business or nonbusiness) affected by frequency of service represents those who have strong schedule preferences; much of the time spent by them waiting at either end of a flight or trip is wasted. Conversely, the fraction not affected by service frequency represents those flexible travelers who would not be appreciably inconvenienced even if a mode had only a few departures during the simulation interval.

Note that with the exception of the waiting time conversion factor and the number of travelers to be simulated, all of the input quantities discussed in this section represent distributions; as such, they are not utilized directly in subsequent computations. Rather, random samples drawn from these distributions are used to establish the attributes of individual simulated travelers.

(2) Region Inputs

Inputs associated with each region consist of the fraction of trips arriving or departing during the peak traffic period of the day along with the cost and time of local transportation (as functions of distance) for the peak and off-peak periods. Cost versus distance and time versus distance tables are provided for both private car and composite local transportation modes. These tables permit the cost and time associated with the door-to-port (origin region) and port-to-door (destination region) portions of trips to be computed based on the distance to be traveled. The tables enable each simulated traveler to make a tradeoff between driving his car and parking at the port (for his trip duration) versus taking the composite local transportation mode (which may be a weighted average of taxi, local bus, airport limousine, etc.). The tables permit realistic nonlinearities in these functions, such as the fact that for short distances local travel is accomplished at a lower average speed than for longer distances. Travelers who use car for their port-to-port mode must use the car tables for local travel in each region.
Travelers using noncar modes must use local transportation in the destination region but may choose the most cost effective door-to-port mode in the origin region.

Tables of parking cost and transportation rental cost versus trip duration for the destination region are also provided. These tables permit different costs to be incurred in the destination region, depending upon whether a traveler drives there (in which case he would incur the parking cost) or takes a public transportation mode (in which case he would incur the transportation rental cost). Either or both of these costs may be made zero for all values of trip duration if appropriate for a specific application.

(3) Zone Inputs

The inputs associated with each rectangular zone of a city are: (i) the coordinates of the corners of the zone (relative to an arbitrary origin); (ii) the relative resident business travel demand (the number of resident business travelers emanating from that zone relative to other zones); (iii) the relative visiting business travel demand (the number of nonresident business travelers arriving in that zone relative to other zones); (iv) the relative resident nonbusiness demand; (v) the relative visiting nonbusiness demand; and (vi) the lognormal time-value distributions for business and nonbusiness travelers.

Time value is the hourly rate the traveler associates with the time spent on his trip and is generally considered to vary depending upon whether he is traveling for business or for nonbusiness purposes. Time value is used to convert total trip time to equivalent dollar cost. The provision for separate time-value distributions for each zone permits a realistic representation of the variations in affluence throughout the region.

(4) Mode Inputs

Each travel mode has an associated lognormal preference-factor distribution. The preference factors for the various modes are intended to represent all of the noneconomic factors affecting mode choice, that is, all of the
factors which cannot be expressed in units of cost and/or time. Since they represent the intangibles, the preference factors are the calibration parameters of the simulation model. They are the quantities that are adjusted to achieve consistency between model predictions and actual mode-use surveys in arenas for which survey data exists. In the simulation, the intercity portion of a traveler's cost function for each mode is divided by his preference factor for that mode (as drawn from the appropriate distribution). Thus a preference factor less than 1 for a given mode indicates that the traveler views that mode with disfavor, whereas a factor greater than 1 indicates a preference for the mode. Preference factors, therefore, represent the degree to which a traveler will go against pure economics in choosing a travel mode.

(5) Port Inputs

Each travel mode may have one or more ports in each region. Ports are uniquely associated with specific modes. For example, a combined CTOL/STOL port is simulated by locating a CTOL port and a STOL port at the same point. Each port is characterized by its location, processing cost, processing time, parking time, and a table of parking cost versus trip duration (the length of time in days that the traveler will be away from his resident city). The port processing cost is simply any cost incidental to the use of that port, such as a baggage handling charge. The processing time is the time spent from arrival at the entrance to the port until the intercity portion of the trip begins. This time might typically include baggage checking, intraport movement, and ticketing but does not include waiting which is treated separately. The parking time is the additional time required to park a car and walk from the parking lot to the port entrance. This time is added if the traveler elects to drive his car to the port and park it for the trip duration. The parking cost table is used to establish the cost he incurs.

(6) Service Path Inputs

The inputs associated with each service path are those required to describe the service provided between that pair of ports: out-of-pocket cost,
trip time, and service frequency. For public transportation modes, the out-of-pocket cost is the fare, the trip time is the scheduled time (which may include an increment for predictable or usual delay), and the service frequency is the number of trips made per hour. For car mode, cost and time are the values that apply to that service path, and service frequency is not input since it is automatically considered to be infinite (a traveler's own car, if available, is not constrained by a finite "service frequency"). Similarly, the special mode (STOL) is considered to have infinite frequency since explicit schedules for this mode will be modeled later in the Demand-Matching routine.

d. Generation of Traveler Attributes

The attributes of each simulated traveler are generated by random draws from the input-probability distributions described in the preceding sections c.1 through c.6. Correlations between attributes are explicitly represented in that the determination of a given attribute may define the distributions from which other attributes are drawn.

The sequence used to generate a complete set of attributes for a simulated traveler is as follows: First, a draw is made based on the number of travelers who live in each region to determine the traveler's resident region. This is the region in which his trip is assumed to originate. Then the departure and arrival time periods (peak or not peak) are drawn, based upon the appropriate fractions for each region. Next, a draw is made based on the specified fraction of travelers that are business travelers to determine the traveler's trip purpose. Based on the outcome, draws are made from the appropriate distributions to determine the traveler's origin region zone, trip duration, party size, preference factors for each of the alternative modes, and destination region zone. From distributions associated with the traveler's origin zone, his time value and origin door coordinates are drawn (door coordinates are drawn uniformly from within the zone). A determination of whether or not the traveler is affected by service frequency is made by drawing from the appropriate two-valued distribution representing the fraction of business or nonbusiness travelers affected. If he is found to be affected, his waiting times for all the
alternative service paths are computed by drawing from uniform distributions over the intervals between trips. For example, if the interval between trips on a particular service path is 30 min, the waiting time for that path will be determined by drawing from a uniform distribution of 0 to 30 min. Finally, the traveler's destination door coordinates are drawn from a uniform distribution over the destination zone.

e. Cost Function Computations

Once the attributes of a simulated traveler have been generated, his cost function for every service path is computed. The cost function for a given service path consists of three components - the door-to-origin-port portion of the trip, the port-to-port portion, and the destination-port-to-door portion. For each component, the pertinent costs and times are summed separately, and the total time is converted to equivalent cost by multiplying it by the traveler's time value. The port-to-port portion of the cost function (cost plus time multiplied by time value) is divided by the traveler's preference factor for the mode under consideration. All costs associated with the use of a private car (either for the entire trip, or to drive to a port and park) are divided by the traveler's party size. For public intercity modes, a tradeoff is made between driving to the origin port and parking for the trip duration versus taking the composite local transportation mode to the port; the traveler is presumed to follow the course of action which results in the minimum cost function. Local travel (door-to-port and port-to-door) is presumed to take place along orthogonal north-south and east-west lines (or any other designated orthogonal compass directions for that matter), and local travel distances are computed accordingly. Costs and times are determined from these distances using the input tables for the appropriate time periods of travel. The assumption that local travel takes place along orthogonal lines represents a first-order model of a city street network, while avoiding the necessity of representing such a network explicitly.
f. **Mode Choice**

Each simulated traveler is assigned to that mode and service path which has the smallest effective cost function. If this mode is the special mode (STOL), an additional computation must be made to determine the traveler's maximum tolerable waiting time for this mode. A traveler's willingness to wait for a STOL flight is measured by the difference between the STOL effective cost function and the effective cost function of the next best non-STOL mode. This difference, expressed in dollars, is converted into waiting time using the traveler's sampled time value and STOL preference factor. If the traveler had to wait more than this length of time for a STOL flight, it is assumed that he would rather take the next best mode (which already has its waiting time taken into account in its cost function).

g. **Outputs**

The outputs of the modal split simulation program consist of optional output during simulation, and a standard set of outputs at the conclusion of a simulation. During simulation, "traveler's records" may be printed for every nth traveler (where n is specified). A traveler's record consists of all of the known facts about a given traveler - all of his attributes, his assignment to a particular mode and service path, and the cost function components (all the costs and times) associated with that assignment. Traveler's records are useful for verifying that a simulation case is specified correctly and for gaining insight into why travelers are making certain mode choices.

At the conclusion of a simulation, the number or fraction of travelers assigned to each service path of each travel mode is provided, along with totals by city ports and travel modes. In addition, for the special mode two waiting-time distributions are provided for each service path (one for each of the two time periods) along with the relative amount of travel on this mode during the two time periods. This special mode output is used as an input to the demand-matching routine.
B.3 DEMAND-MATCHING ROUTINE

In addition to the STOL fractional modal split and waiting time distributions for each STOL fare, the Demand Matching routine uses the intercity total daily travel demand, a diurnal distribution of desired departure times and a set of candidate schedules (with associated fleet sizes and capacities).

This routine determines the average load factor (and actual number of passengers carried) for each schedule and capacity, using a Monte Carlo simulation. In this process each potential STOL traveler is assigned an explicit desired departure time and maximum waiting time. A traveler's desired departure time is sampled from a diurnal probability distribution representative of short haul air travel. His maximum waiting time is sampled from one of the waiting time distributions produced by the modal split routine. The actual distribution used depends on the traveler's desired departure time and service path. If the total time between a traveler's desired departure time and the time of the next unfilled flight is less than his maximum waiting time, he is assigned to that flight. If his waiting time is not large enough or if there are no remaining available flights during the day, the traveler is considered lost to another mode. Flights during the evening peak hours will fill up more often than others due to the high demand during this period. However, most schedules will have additional flights in the early evening which will not typically fill up. Therefore, most travelers will be lost due to their unwillingness to wait for the next available flight rather than the lack of unfilled flights.

An additional feature of this routine allows a flight to be cancelled if the load factor is below a specified minimum. In this case some of the travelers already assigned to that flight will be lost while others will take the next available flight, depending upon their maximum waiting time. This feature can be helpful in determining optimal schedules.

It is very cost effective to separate the Demand-Matching from the Modal Split routines. Many schedules and capacities can be tested for a minimal computer cost as opposed to rerunning the whole modal split routine for each new STOL schedule. The disadvantage is that it is not possible to tell to which modes the lost STOL travelers go. However, this can be determined after the
fact for any schedule of interest by rerunning the Modal Split routine with finite STOL frequency of service (corresponding to the frequency of the given schedule).

B.4 ECONOMIC ANALYSIS

Complete details of the economic analysis model are contained in Appendix C. Only the inputs and outputs will be discussed here.

Fixed input to the economic analysis routine consists of over fifty descriptive parameters to describe characteristics of the aircraft being considered, as well as other economic assumptions. In addition, for each service path the following are specified: stage length, a set of candidate fleet sizes to be tested (along with the associated schedules, number of departures, and capacities), and the actual number of passengers carried for each fleet size, capacity, and fare.

After the analysis, this routine provides for each capacity, fare and fleet size, the after-tax daily revenues, daily operating costs, aircraft investment costs, return on investment, and any profits in excess of (or below) a specified fair return on investment.

B.5 OPTIMIZATION PROCEDURES

The purpose of this routine is to specify for each capacity, the best operating fare and fleet size. It is a multilevel optimization routine which exercises a hierarchy of restrictions.

Basic inputs to this routine consist of a maximum average load factor and a specification of what constitutes a fair return on investment. Given a set of operating conditions (for example, a number of fleet sizes for a given fare and capacity, or a number of fares for a given capacity), the routine selects the best condition in the manner noted below.

First the restriction of operating with less than the maximum permissible average load factor is exercised.* Any operating condition not satisfying this restraint is eliminated. This restriction is needed to reflect weekly and yearly variations in demand, as well as realistic operating conditions.

*This constraint is applied independently to each service path.
may operate with very high load factor during peak seasons but over the course of the year a lower load factor will prevail. Similarly an airline which operates with insufficient capacity will antagonize passengers and invite additional competition.

The next restriction is that of making at least a fair return on investment. While it is always possible to operate below the maximum average load factor (by increasing fleet size or increasing fare), it is not always possible to obtain a fair return on investment. If none of the remaining operating conditions satisfies this requirement, then the operating condition which most closely approximates a fair return on investment is selected as the best operating condition.

Finally, if more than one operating condition shows at least a fair return on investment, that operating condition which maximizes the number of passengers carried is chosen.

This total procedure is first used on each service path to find the best fleet size for a given fare and capacity. Then, if there is more than one STOL service path for a given city pair, the STOL results are aggregated over all service paths as a function of fare and capacity. This procedure assumes that only one STOL fare and capacity will be used for a given city-pair on all service paths. The optimization routine at this point then determines the best fare for each capacity for the total STOL system between the given regions.

B.6 OUTPUTS

The final output of the Transportation System Simulation Program consists of a table for each aircraft concept. This table designates as a function of capacity, the optimum operating fare and fleet size (with an associated schedule), plus the results of operating under these conditions (e.g., average load factors, return on investment, total investment). In addition, there are many intermediate results which include modal splits of non-STOL modes, as well as a complete analysis of all non-optimum operating conditions.
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<tr>
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</tr>
<tr>
<td>C-12.</td>
<td>Return on Investment, Derivation of Factors</td>
<td>C-33</td>
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</table>
C.1 FLYAWAY COSTS

The basic methodology used in the flyaway cost analysis emphasized relating known aircraft characteristics and costs to the new STOL aircraft concepts rather than using costs derived from prior studies and analyses, since these latter costs were not consistent with vehicle sizes or configurations.

An initial analysis was conducted comparing the size and performance of existing aircraft to each of the new STOL concepts to indicate the significant performance parameter differences that will affect the STOL aircraft flyaway costs. This comparison, shown in Table C-1 compares both an existing turboprop and turbofan with the STOL turbofan and turboprop aircraft.

The most significant size and performance variations between the existing CTOL aircraft and the STOL concepts were in design range and engine characteristics. The impact of design range on weight can be seen by comparing the 115-passenger DC 9-30 which has a gross take-off weight of 108,000 pounds and a design range of 1,700 miles with the 120-passenger Externally Blown Flap (EBF) aircraft which has a gross takeoff weight of 93,011 pounds and a design range of 500 mi. Were the EBF to be designed for a longer range, it would increase in both weight and cost.

With respect to engine concepts, the turboprop designs were based on lightweight/low SFC characteristics that are not found in present technology engines, while the turbofan concepts appeared to be within present technology.

a. Research and Development Costs

Research and development costs were estimated by airframe and engine types. Airframe development costs were developed from available industry estimates and prior V/STOL studies and are illustrated in Figure C-1. Industry estimates of commercial development costs are generally not published and, therefore, represent a large uncertainty. While the early jet transports owed much of their technology and aircraft systems, particularly engines, to
<table>
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<tr>
<th>Size and Performance</th>
<th>Turboprop</th>
<th>Turbofan</th>
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<td></td>
<td>CTOL</td>
<td>STOL</td>
</tr>
<tr>
<td>No. of Pass. (max)</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>TOGW (lb)</td>
<td>54,010</td>
<td>52,758</td>
</tr>
<tr>
<td>Weight Empty (lb)</td>
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<tr>
<td>Weight</td>
<td>Design Cruise (mph)</td>
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<td>4</td>
</tr>
<tr>
<td>Max. Thrust or Shp. (ea)</td>
<td>2,750</td>
<td>3,410</td>
</tr>
<tr>
<td>Block Fuel - 400 mi</td>
<td>3,694</td>
<td>3,814</td>
</tr>
</tbody>
</table>
Figure C-1. Airframe Development Costs
prior military development, it is likely that future STOL aircraft will not have the benefit of such prior development. Commercial versions of military aircraft have also generally been uneconomical, as aircraft primarily developed to fulfill military requirements tend to be heavy and complex. The S-61, C-130, C-141, and C-5 are examples of military aircraft that were, with limited exceptions, not attractive to commercial airlines.

Turboprop engine development costs, shown in Figure C-2, were estimated using a 1965 Rand formula (Ref. C-1) which was escalated to 1971 dollars.

Turboprop engine development costs, shown in Figure C-2, were estimated using a 1965 Rand formula (Ref. C-1) which was escalated to 1971 dollars. Turbojet/turbofan engine development costs, shown in Figure C-3 are largely dependent upon the amount of advanced technology incorporated into a new engine design. The present technology formula (Ref. C-2) is representative of present technology. Available cost data also indicates that the present technology formula provides costs consistent with recent development programs. For example, the 14,000 lb thrust Pratt & Whitney JT8D was reported (Ref. C-3) to have cost more than $100 million.

Since the engine thrust/weight relationships developed in the initial analysis were within today's engine technology, it was assumed that the cores of existing engines could be adapted to meet the required STOL engine performance requirements. The derivative engine cost curve shown in Figure C-3 was used in the engine cost analysis. It is recognized that uncertainty exists as to whether a basic engine will be available in all thrust ranges and that, depending upon specific engine characteristics, additional or new development may be required.

b. Unit Cost

Unit costs were estimated per airframe and engine based upon the production of 600 aircraft. This estimate was predicated on sales of existing jet powered aircraft and the typical breakeven quantity needed by a major manufacturer.
Figure C-2. Turboprop Engine Development Costs
Figure C-3. Turbojet/Turbofan Engine Development Costs
(through model qualification test - 150 hours)
For a comparison of existing aircraft sales, a cumulative list of jet aircraft ordered through 1970 (Ref. C-4), shown in Table C-2, indicates that the following number of aircraft have been sold:

<table>
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<tr>
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<th>707/DC-8</th>
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<tr>
<td>837</td>
<td>727</td>
</tr>
<tr>
<td>884</td>
<td>737/DC-9</td>
</tr>
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</table>

A worldwide forecast for STOL aircraft with respect to type, size, and design range cannot as yet be predicted with any degree of confidence. For example, origin and destination data indicate that major U.S. markets for short-haul STOL aircraft lie within the 200-400 mi range while the European market appears concentrated in the 100-300 mi range. However, several U.S. airlines would like an 800 mi range so that service could be provided to the New York - Chicago market.

Turboprop engine unit costs, shown in Figure C-4 were derived from a 1965 Rand formula (Ref. C-5) which was escalated to 1971 dollars. The cost curve can be seen to reasonably correlate with the cost of existing engines. It was assumed the material, labor, and tooling costs for producing the lightweight, low SFC engine would raise the unit costs to the level represented by the band.

Turbojet/turbofan engine unit costs are shown in Figure C-5 and are based on 1970 Rand engine formulas (Ref. C-6). Costs of present engines can be seen to reasonably correlate with the projected cost trend. Based upon engine characteristics developed in the initial analysis, turbofan unit costs were projected using the present engine technology cost curve. However, using the engine characteristics developed in the revised analysis turbofan unit costs based on advanced technology engines should have been used.
<table>
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<th>Total</th>
<th>Douglas DC-8 Series</th>
<th>No.</th>
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<td>-120</td>
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<td></td>
<td>-10</td>
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<td>-60</td>
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<td>-420</td>
<td>37</td>
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<td>Total 707</td>
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<td>720</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DC-9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-10</td>
<td></td>
<td></td>
<td>136</td>
<td></td>
<td></td>
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<tr>
<td>-20</td>
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<td>10</td>
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<tr>
<td>-30</td>
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<td>409</td>
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</tr>
<tr>
<td>-40</td>
<td></td>
<td></td>
<td>24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-Misc</td>
<td></td>
<td></td>
<td>35</td>
<td></td>
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</tr>
<tr>
<td>Total DC-9 Series</td>
<td></td>
<td></td>
<td></td>
<td>614</td>
<td></td>
</tr>
</tbody>
</table>
Figure C-4. Turboprop Engine Unit Costs

- ALLISON 501 D3
- R.R. DART MK 542-1
- R.R. DART MF 528
- TURBOMECC, BASTAN VIC
- R.R. DART MK 511

UNIT COST (000)

ENGINE SHP

1965 RAND FORMULA (2000 ENGINES) ESCALATED TO 1971 DOLLARS

LIGHTWEIGHT, LOW SFC ENGINE

EXCLUDING DEVELOPMENT
Figure C-5. Turbojet/Turbofan Engine Unit Costs
c. **Flyaway Cost**

Aircraft flyaway costs are shown in Table C-3 by airframe and engine cost for each of the STOL concepts in the range of aircraft capacities studied. These costs are based on research and development costs, amortized over 600 aircraft and the cost estimating relationships previously developed for the airframe and engine based on the initial weight analysis. Flyaway costs represent the sales price to an airline for an equipped aircraft including avionics but excluding support items such as spares.

A flyaway cost comparison of existing CTOL versus STOL concepts is shown in Table C-4. The flyaway cost shown for the YS-11 and DC 9-30 were obtained from a CAB unit cost report (Ref. C-7). These costs were also used as a guide for estimating airframe unit costs based on the development costs assumed. To develop an airframe unit cost/1b estimating relationship, a $300 million DC-9 airframe development cost and a 500 production amortization basis was assumed, resulting in a basic airframe cost-estimating relationship of $57 per pound. Based on complexity and weight factors, cost estimating relationships were extrapolated for each of the STOL aircraft concepts. Existing engine costs for the YS-11 and DC-9 were also adjusted to reflect a small development amortization cost.

A recent review of the inputs used in generating the costs in Table C-5 has indicated that the costs for both turbofan aircraft are too optimistic (low). This was due to a misinterpretation in engine weights, resulting in an underestimation of engine costs, total aircraft weight, and aircraft costs. A check of the effect of this on the study results for the California Corridor indicates that the higher aircraft costs will require an increased fare to achieve the desired ROI, and the total STOL demand would decrease by 15 percent. Current system studies (Task A-1 and E) will reflect the corrected weights and costs.
Table C-3. Aircraft Flyaway Costs, $10^3

<table>
<thead>
<tr>
<th>Aircraft Size</th>
<th>Deflected Slipstream</th>
<th>Externally Blown Flap</th>
<th>Augmentor Wing 4-Engine</th>
<th>Augmentor-Wing 2-Engine</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Airframe</td>
<td>Engine</td>
<td>Total</td>
<td>Airframe</td>
</tr>
<tr>
<td>30</td>
<td>1570</td>
<td>733</td>
<td>2303</td>
<td>2541</td>
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<tr>
<td>40</td>
<td>1761</td>
<td>771</td>
<td>2532</td>
<td>2710</td>
</tr>
<tr>
<td>50</td>
<td>1949</td>
<td>806</td>
<td>2755</td>
<td>2999</td>
</tr>
<tr>
<td>60</td>
<td>2134</td>
<td>839</td>
<td>2973</td>
<td>3154</td>
</tr>
<tr>
<td>70</td>
<td>2316</td>
<td>870</td>
<td>3186</td>
<td>3309</td>
</tr>
<tr>
<td>80</td>
<td>2495</td>
<td>898</td>
<td>3393</td>
<td>3466</td>
</tr>
<tr>
<td>90</td>
<td>2670</td>
<td>926</td>
<td>3595</td>
<td>3624</td>
</tr>
<tr>
<td>100</td>
<td>2843</td>
<td>949</td>
<td>3792</td>
<td>3782</td>
</tr>
<tr>
<td>110</td>
<td>3014</td>
<td>971</td>
<td>3985</td>
<td>3941</td>
</tr>
<tr>
<td>120</td>
<td>3181</td>
<td>991</td>
<td>4172</td>
<td>4101</td>
</tr>
<tr>
<td>130</td>
<td>3345</td>
<td>1010</td>
<td>4355</td>
<td>4262</td>
</tr>
<tr>
<td>140</td>
<td>3506</td>
<td>1027</td>
<td>4533</td>
<td>4424</td>
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<tr>
<td>150</td>
<td>3664</td>
<td>1042</td>
<td>4706</td>
<td>4586</td>
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<tr>
<td>160</td>
<td>3819</td>
<td>1056</td>
<td>4875</td>
<td>4749</td>
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<tr>
<td>170</td>
<td>3972</td>
<td>1068</td>
<td>5040</td>
<td>4913</td>
</tr>
<tr>
<td>180</td>
<td>4121</td>
<td>1079</td>
<td>5200</td>
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<td>190</td>
<td>4267</td>
<td>1089</td>
<td>5356</td>
<td></td>
</tr>
<tr>
<td>200</td>
<td>4411</td>
<td>1097</td>
<td>5508</td>
<td></td>
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</table>
Table C-4. Flyaway Cost Comparisons, Existing CTOL versus STOL Concepts

<table>
<thead>
<tr>
<th>Turbofan</th>
<th>Deflected</th>
<th>Turboprop</th>
<th>Blown Flap</th>
<th>Augmentor Wing</th>
<th>Wing</th>
<th>Wing</th>
<th>Wing</th>
</tr>
</thead>
<tbody>
<tr>
<td>YS-11</td>
<td>D21/20</td>
<td>DC9-30</td>
<td>60 Pas.</td>
<td>60 Pas.</td>
<td>60</td>
<td>120</td>
<td>60</td>
</tr>
<tr>
<td>Airframe</td>
<td>$1,614</td>
<td>$2,134</td>
<td>$3,181</td>
<td>$3,278</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine</td>
<td>$1,122</td>
<td>$1,412</td>
<td>$1,931</td>
<td>$1,829</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Unit Cost</td>
<td>$2,736</td>
<td>$3,546</td>
<td>$4,112</td>
<td>$4,098</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development Cost (Millions)</td>
<td>$80</td>
<td>$199</td>
<td>$301</td>
<td>$300</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airframe</td>
<td>$14,024</td>
<td>$18,024</td>
<td>$26,024</td>
<td>$25,024</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine</td>
<td>$10,924</td>
<td>$15,924</td>
<td>$23,924</td>
<td>$22,924</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Development Cost</td>
<td>$24,948</td>
<td>$33,948</td>
<td>$50,948</td>
<td>$47,948</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Production Basis for Amortization</td>
<td>$200</td>
<td>$600</td>
<td>$600</td>
<td>$500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unit Cost (Excl Dev) (000)</td>
<td>$1,214</td>
<td>$1,802</td>
<td>$2,679</td>
<td>$2,778</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Airframe</td>
<td>$41</td>
<td>$59</td>
<td>$57</td>
<td>$68</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine (ea)</td>
<td>$36</td>
<td>$53</td>
<td>$40</td>
<td>$24</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Unit Cost</td>
<td>$1,441</td>
<td>$2,333</td>
<td>$3,144</td>
<td>$3,344</td>
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<tr>
<td>Cost Estimating Relationships</td>
<td>$41</td>
<td>$59</td>
<td>$57</td>
<td>$68</td>
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</table>

C-13
Table C-5. Direct Operating Costs, 4-Engine, 120-Passenger Augmentor Wing Concept

<table>
<thead>
<tr>
<th>Stage Length</th>
<th>Per Aircraft Mile</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>50</td>
</tr>
<tr>
<td>Flying Operations</td>
<td></td>
</tr>
<tr>
<td>Flight Crew</td>
<td>$ .6906</td>
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<tr>
<td>Fuel and Oil</td>
<td>.5688</td>
</tr>
<tr>
<td>Insurance</td>
<td>.2437</td>
</tr>
<tr>
<td></td>
<td>$1.5031</td>
</tr>
<tr>
<td>Direct Maintenance</td>
<td></td>
</tr>
<tr>
<td>Labor-Airframe</td>
<td>$ .4922</td>
</tr>
<tr>
<td>Material-Engine</td>
<td>.5201</td>
</tr>
<tr>
<td>Labor-Engine</td>
<td>.3101</td>
</tr>
<tr>
<td>Material-Engine</td>
<td>.4981</td>
</tr>
<tr>
<td>Maintenance Burden</td>
<td>.4440</td>
</tr>
<tr>
<td></td>
<td>$3.2645</td>
</tr>
<tr>
<td>Depreciation</td>
<td>$ .9920</td>
</tr>
<tr>
<td>Cost/Mile</td>
<td>$5.7596</td>
</tr>
<tr>
<td>Cost/ASM</td>
<td>4.80¢</td>
</tr>
<tr>
<td>Utilization (Hours)</td>
<td>2339</td>
</tr>
</tbody>
</table>
C.2 DIRECT OPERATING COSTS (DOC)

DOC specifically relate to flight equipment and cover costs of flying operations, direct maintenance, and depreciation of aircraft.

The "Standard Method for Estimating Comparative Direct Operating Costs of Turbine-Powered Airplanes" that is published by the Air Transport Association (Ref. C-8) provides a means for assessing and comparing the operating economics of various aircraft in a standard environment. Although the method was last revised in 1967 and is largely based on 707/DC-8 aircraft operated in medium- and long-haul service, it currently is the best industry-wide DOC-estimating technique available.

The 1967 ATA formula was updated by comparing reported 1970 airline costs against ATA formula costs. The comparison yielded the following results:

a. **Flight Crew** - Comparable but does not reflect recently negotiated cost increases
b. **Fuel and Oil** - Airline experience higher primarily due to air traffic control delays
c. **Insurance** - Airline rate lower—approximately 1 percent versus 2 percent, using the ATA method
d. **Maintenance** - Airline costs substantially lower reflecting improved techniques, procedures, and equipment reliability
e. **Depreciation** - Standard method applicable. Airlines use varying methods.

Based on this comparison, it was judged that the current ATA formula with minor modifications would be representative of new STOL aircraft in initial service, especially where insurance and maintenance costs are likely to be high.

The following modifications were therefore incorporated into the formula:

a. Flight crew costs were escalated 6 percent per year for 1970 and 1971
b. The maintenance labor rate was increased from $4.00 to $5.00 per hour
c. An equation for estimating the labor cost associated with gearing and shafting was added to turboprop maintenance.

d. The depreciation equation was modified to reflect the new CAB depreciation rules for aircraft:

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Service Life</th>
<th>Residual Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turboprop</td>
<td>12 years</td>
<td>5% residual</td>
</tr>
<tr>
<td>Turbofan</td>
<td>14 years</td>
<td>2% residual</td>
</tr>
</tbody>
</table>

To determine the weight and performance of aircraft ranging in size from 30 to 200 passengers of the same basic concept, parametric sizing techniques were developed from single point design data that was furnished by NASA Ames. Equations were developed covering airframe and engine weight, engine SHP or thrust, block fuel and block time. Cost equations based on the results of the flyaway cost analysis were also developed covering airframe and engine research and development and unit costs in accordance with the 600-aircraft production base.

Using the ATA method, the DOC per one-way trip was calculated for the Augmentor Wing, Externally Blown Flap, and Deflected Slipstream design concepts as a function of vehicle capacity and distance and are illustrated in Figures C-6 to C-8.

The step increase in cost shown above the 120-passenger capacity points represents the addition of a third flight crew member.

The direct operating costs per aircraft mile by each element of DOC for the 120-passenger Augmentor Wing design concept is shown in Table C-5. The impact of maintenance costs as a function of stage length can be seen, ranging from 131 percent of all other DOC for a 50-mi stage length to 68 percent for a 500 mi stage length.

A comparison of direct operating costs versus aircraft size for various turboprop aircraft and the turboprop aircraft used in the study is illustrated in Figure C-9 for a stage length of 150 miles. This illustration shows that the DOC estimated are reasonably consistent with the MDAC 210 STOL aircraft and, as expected, generally higher than existing CTOL aircraft. Also shown is the considerably higher DOC estimated for the commercial STOL
Figure C-6. Direct Operating Costs of Augmentor Wing STOLs
Figure C-7. Direct Operating Costs of Externally Blown Flap STOLs
Figure C-8. Direct Operating Costs of Deflected Slipstream STOLs
Figure C-9. Direct Operating Cost Comparisons with Various Turboprop Aircraft, Stage Length of 150 Miles
version of the military C-130, which is one of the major reasons why any aircraft designed for military applications is not attractive for commercial airline passenger service.

For any of the STOL aircraft concepts, it should be recognized that until such aircraft are actually in service and DOC are a matter of record over a period of time, the accuracy of the present DOC method (or any method) cannot be verified.

The results of the DOC analysis show why the major airlines generally look for large and fast aircraft, as there are significant economic benefits related to size and speed. Many items comparing DOC do not vary appreciably with changes in size with the result that flyaway and DOC cost per seat decrease with increases in aircraft size. Larger aircraft, however, require more passengers per flight to maintain adequate load factors for economic viability.

3. CALIFORNIA CORRIDOR IOC MODEL FORMULATION

a. Methodology

Analysis was made of each element of each PSA IOC component to determine its percent of total IOC and its sensitivity to the operational cost descriptors. Each element of each IOC component was then allocated in percent to one or more of the operational cost descriptors as indicated in the following section. New percents of total IOC for each element within each operational cost descriptor were then calculated and totaled. A summary of major elements within each operational cost descriptor is shown in Table VI-4 of Section VI.

Average traffic statistics per flight based on PSA data covering number of passengers, vehicle capacity, available seat miles, and revenue passenger miles were then computed and are shown on the lower portion of Table VI-4. The total percent of cost of each operational cost descriptor, except the constant, was then divided by its appropriate average traffic statistic per flight. Each of the resulting percents, including the constant cost per departure was then multiplied by the average cost per departure to arrive at the equation shown at the bottom of Table VI-5 of Section VI.
b. Distribution of Each Component to Operational Descriptors

(1) Passenger Service Expense

This item covers costs of activities contributing to the comfort, safety, and convenience of passengers while in flight and when flights are interrupted. Stewardess expense, which includes stewards, were allocated largely to available seat miles (80 percent) since this parameter includes aircraft size and distance. Normally this cost is allocated on the basis of block hours; however, the short stage-length nature of the airlines operation made this unnecessary. Although the minimum number of cabin attendants is fixed by FAA regulation (Ref. C-9) based on the seating capacity of the aircraft, airlines sometimes schedule more than minimum crews, particularly for peak demand flights. In addition it was felt that as an aircraft increased in size the additional crew member required by FAA regulation for each unit of 50 seats would probably occur before such an addition became mandatory. Therefore, in the California Corridor, some allocation (20 percent) of stewardess expense was made to revenue passenger miles. Similar logic was used for passenger food expense, which on PSA is limited to beverage service. Allocating a large part of passenger service expense to available seat miles in effect relates this cost to the capacity offered by the system. In the Midwest Triangle Arena, the current practice of scheduling full crews was not altered. Therefore, in the Midwest Triangle, 100 percent of stewardess expense was allocated to available seat miles. The allocation of all other IOC components to the various operational descriptors was the same for both the California Corridor and the Midwest Triangle Arenas. Passenger liability insurance was allocated (100 percent) to revenue passenger miles as this is the parameter on which the insurance premium rate is established. Other passenger service expenses, such as interrupted trip expense, uniforms and injuries, loss, and damage, were allocated between number of passengers (47 percent), available seat miles (30 percent) and revenue passenger miles (23 percent).
(2) Aircraft and Traffic Servicing

This includes costs of ground personnel at various airports for handling and servicing aircraft and traffic, scheduling of flight and cabin crews, landing and parking aircraft, and space rental of facilities.

Landing fees were allocated to aircraft capacity (100 percent) as these fees are generally assessed on the basis of landing weight.

For the other costs associated with terminal operations, fixed and variable cost analyses were conducted. It was assumed that, based on the frequency of service offered, a large proportion of these costs would be fixed and that some costs would vary with the volume of traffic, especially the peak flows. Allocations were therefore made to the constant cost per departure (30 percent), number of passengers (42 percent), and aircraft capacity (28 percent).

An attempt was made to differentiate aircraft and traffic servicing expenses as a function of type of airport; however, since cost data of these types were not available, the composite average of all airports was used in the IOC cost model. While these costs reflect experience at generally major airports within the California Corridor, it was judged that the improvements necessary to general aviation airports to accommodate STOL service would result in similar overall airport operating costs to airlines.

(3) Reservations and Sales

This item covers staffing and operating a reservation system and ticket sales offices and developing tariffs and operating schedules.

Passenger ticket sales commissions were allocated to revenue passenger miles (100 percent) since this parameter relates both to number of passengers and stage length. These commissions are based on a percentage of passenger fare for tickets sold by travel agents.

Other reservation and ticket sales office expenses were allocated to number of passengers (42 percent) and to available seat miles (58 percent) on the basis that 58 percent of these costs were relatively fixed and that 42 percent would be sensitive to the variations in the volume of traffic.
Advertising and Publicity

This item covers the costs allocated to promoting the use of air transportation and the carrier. These costs were allocated to number of passengers (40 percent) and available seat miles (60 percent). This split was based on the same rationale as was used for other reservation and ticket sales office expenses.

General and Administrative

These costs are of a general corporate nature with the major items being property taxes, accounting, and data processing, and were allocated to available seat miles (100 percent) since this parameter relates to the capacity provided by the system.

Depreciation — Ground Property and Equipment

Covers depreciation of property and equipment other than flight equipment. Ground equipment costs related to the aircraft were allocated to aircraft capacity (49 percent) while leasehold improvements and furniture, fixtures, and office equipments were allocated to available seat miles (51 percent) in order to relate these costs against the capacity provided by the system.

c. Comparison of Aerospace Developed California Corridor IOC Model

It can be seen from Table C-6 that the IOCs developed for the California Corridor are far below the other methods, particularly at high load factors, and do not show the high sensitivity to variations in load factor that the other methods do. The Pan American method (Ref. C-10), although developed for V/STOL applications, has costs and trends similar to the 1971 Boeing method (Ref. C-11) which is based on composite domestic trunk experience. These costs appear representative of carriers typically operating a large mixed fleet which serves many airports with significant cargo and baggage handling costs.
Table C-6. Indirect Operating Cost Comparisons, Pan American NEC, Boeing 1971, and Aerospace California Corridor Methods; 120-Passenger Aircraft, 350 mi Stage Length, TGW 96,500 lb, 1-h Block Time

<table>
<thead>
<tr>
<th>IOC Cost Element - Per Departure</th>
<th>Load Factor 10%</th>
<th>Load Factor 100%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pan Am NEC</td>
<td>1971 Boeing</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-----------</td>
<td>-------------</td>
</tr>
<tr>
<td>Passenger Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flight Attendance</td>
<td>$30.00</td>
<td>$59.28</td>
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<tr>
<td>Food</td>
<td>$1.26</td>
<td>$22.08</td>
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<tr>
<td>Pass. Liability Insurance</td>
<td>6.30</td>
<td>1.68</td>
</tr>
<tr>
<td>Other Passenger Service</td>
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<td>1.68</td>
</tr>
<tr>
<td>Total Passenger Service</td>
<td>$37.56</td>
<td>$84.34</td>
</tr>
<tr>
<td>Aircraft and Traffic Servicing</td>
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<td></td>
</tr>
<tr>
<td>Control and Communications</td>
<td>$19.84</td>
<td>$19.84</td>
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<tr>
<td>Aircraft Servicing</td>
<td>30.00</td>
<td>35.71</td>
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<tr>
<td>Landing Fees</td>
<td>43.43</td>
<td>22.20</td>
</tr>
<tr>
<td>Baggage Handling</td>
<td>19.34</td>
<td>19.34</td>
</tr>
<tr>
<td>Cargo Handling and Liability</td>
<td>62.30</td>
<td>62.30</td>
</tr>
<tr>
<td>Servicing Administration</td>
<td>7.67</td>
<td>7.67</td>
</tr>
<tr>
<td>Other</td>
<td>86.85</td>
<td>42.77</td>
</tr>
<tr>
<td>Total Aircraft &amp; Traffic Servicing</td>
<td>$160.28</td>
<td>$176.31</td>
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<tr>
<td>Reservations and Sales</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pass. Reservations &amp; Sales</td>
<td>$18.01</td>
<td></td>
</tr>
<tr>
<td>Passenger Commissions</td>
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<tr>
<td>Cargo Reserv. Sales Comm.</td>
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</tr>
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<td>Reservations &amp; Ticket Offices</td>
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<td>Total Reservations &amp; Sales</td>
<td>$31.80</td>
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</tr>
<tr>
<td>Advertising and Publicity</td>
<td>$18.00</td>
<td>$7.32</td>
</tr>
<tr>
<td>Ground Facilities &amp; Depreciation</td>
<td>$12.23</td>
<td>$35.64</td>
</tr>
<tr>
<td>General and Administrative</td>
<td>$20.72</td>
<td>$30.82</td>
</tr>
<tr>
<td>Total Indirect Operating Cost</td>
<td>$280.59</td>
<td>$358.82</td>
</tr>
</tbody>
</table>
The difference shown can be attributed to the service characteristics of high-density short haul markets, where the fleet size and number of airports served are minimized along with cargo and baggage handling. In addition, the nature of the needed reservations and sales and advertising and publicity also result in significant cost differences.

C.4 MIDWEST TRIANGLE IOC MODEL FORMULATION

The Boeing 1971 IOC formula (Ref. C-12) was used as the original data base for developing a midwest IOC formula. This formula was developed from domestic trunk statistical and cost data and is shown in Table C-7. From these cost parameters IOC costs, reflective of a 120-passenger aircraft over a 350 s mi stage length, were calculated for a 50 percent load factor with the resulting costs shown in Table C-8 under the unadjusted column. Adjustments were then made to IOC cost elements to reflect the characteristics of high-density short-haul STOL service. The resulting costs, indicated in the modified for STOL service column of Table C-8, were based on adjustments to passenger service, traffic servicing, reservations and sales, and advertising and publicity as described in Table C-9.

C.5 RETURN ON INVESTMENT (ROI)
a. California Corridor

California Public Utility Commission criteria were used to develop the ROI model for the California Corridor. An example of the PUC criteria is shown in Table C-10. As can be seen, the rate base is sensitive to original aircraft cost, spares, depreciation, and other assets. Unlike the CAB, the California PUC makes no allowance for interest and allows only federal and state income taxes actually paid to be included in the rate base.

b. Midwest Corridor

The CAB computes return on investment and tax allowance (Ref. C-13) by five investment categories:

1. Total long term debt
2. Convertible debentures
Table C-7. 1971 Boeing IOC Formula, $/Trip

1971 BOEING IOC FORMULA

<table>
<thead>
<tr>
<th>$/TRIP</th>
<th>(1970) K FACTORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>INT.</td>
<td>DOM.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5500 - PASSENGER SERVICE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Flight Attendants</td>
<td>$5500</td>
</tr>
<tr>
<td>Food</td>
<td>$6100</td>
</tr>
<tr>
<td>Passenger Liability Ins.</td>
<td>$6200</td>
</tr>
<tr>
<td>Other Passenger Service</td>
<td>$6300</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6100 - AIRCRAFT SERVICING</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Control &amp; Communications</td>
<td>$72.43</td>
</tr>
<tr>
<td>Aircraft Servicing</td>
<td>$90.00</td>
</tr>
<tr>
<td>Landing Fees</td>
<td>$56.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6200 - TRAFFIC SERVICING</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Handling</td>
<td>$2.59</td>
</tr>
<tr>
<td>Baggage Handling</td>
<td>$144.50</td>
</tr>
<tr>
<td>Cargo Handling</td>
<td>$144.50</td>
</tr>
<tr>
<td>Cargo Liability Ins.</td>
<td>$144.50</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6300 - SERVICING ADMIN.</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>K(Aircraft Servicing + Traffic Servicing)</td>
<td>$0.0455</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6500 - RESERVATIONS &amp; SALES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>K(Tons Mail, Express &amp; Freight)(Emp/Ob Ratio X .75)</td>
<td>$144.50</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6600 - ADVERTISING &amp; PUBLICITY</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>K(Tons Express &amp; Freight)(Dist)</td>
<td>$144.50</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5200, 5300, 7000 - GROUND FACILITIES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance</td>
<td>$0.0669</td>
</tr>
<tr>
<td>Burden</td>
<td>$0.0553</td>
</tr>
<tr>
<td>Depreciation</td>
<td>$0.0553</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7000 - AMORTIZATION</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>K (Depreciation of Flt. Equip.)</td>
<td>$0.0951</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6800 - GENERAL &amp; ADMIN.</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>K1 [(Total Operating Expense) - K2 (Depreciation of Flt. Equip.)]</td>
<td>$1.242</td>
</tr>
</tbody>
</table>

* Total Operating Expense = (Direct Operating Cost) + (Indirect Operating Cost less Gen. & Administrative)

**DEFINITION OF TERMS**

- **FC Seats**: First Class Seats
- **TC Seats**: Tourist Class Seats
- **BT**: Block Time - hr
- **LF**: Passenger Load Factor
- **Dist.**: Trip Distance - mi
- **Max. Gross Wt.**: Maximum Certificated Gross Weight
- **Empl/Ob Ratio**: Passenger Emplaned/On-Board Ratio
- **Max. Gross Wt.**: Maximum Certificated Gross Weight
- **Depreciation of Flt. Equip.**: Depreciation Costs of Flight Equipment Including Spares

C-27
<table>
<thead>
<tr>
<th>IOC Cost Element - Per Trip</th>
<th>Unadjusted</th>
<th>Modified for STOL Service</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Passenger Service</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flight Attendants</td>
<td>$59.28</td>
<td>$59.28</td>
</tr>
<tr>
<td>Food</td>
<td>110.40</td>
<td>11.04</td>
</tr>
<tr>
<td>Pass. Liability Insurance</td>
<td>6.51</td>
<td>6.51</td>
</tr>
<tr>
<td>Other Passenger Service</td>
<td>8.40</td>
<td>8.40</td>
</tr>
<tr>
<td><strong>Total Passenger Service</strong></td>
<td>$184.59</td>
<td>$85.23</td>
</tr>
<tr>
<td><strong>Aircraft Servicing</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Control &amp; Communications</td>
<td>$19.84</td>
<td>$19.84</td>
</tr>
<tr>
<td>Aircraft Servicing</td>
<td>35.71</td>
<td>35.71</td>
</tr>
<tr>
<td>Landing Fees</td>
<td>22.20</td>
<td>22.20</td>
</tr>
<tr>
<td><strong>Total Aircraft Servicing</strong></td>
<td>$77.75</td>
<td>$77.75</td>
</tr>
<tr>
<td><strong>Traffic Servicing</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Handling</td>
<td>$46.23</td>
<td>$46.23</td>
</tr>
<tr>
<td>Baggage Handling</td>
<td>96.72</td>
<td>29.02</td>
</tr>
<tr>
<td>Cargo Handling</td>
<td>60.45</td>
<td>6.05</td>
</tr>
<tr>
<td>Cargo Liability Insurance</td>
<td>1.85</td>
<td>.19</td>
</tr>
<tr>
<td><strong>Total Traffic Servicing</strong></td>
<td>$205.25</td>
<td>$81.49</td>
</tr>
<tr>
<td><strong>Servicing Administration</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reservations and Sales</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pass. Reservations and Sales</td>
<td>$90.05</td>
<td>$90.05</td>
</tr>
<tr>
<td>Pass. Commissions</td>
<td>16.80</td>
<td>16.80</td>
</tr>
<tr>
<td>Cargo Reservations and Sales</td>
<td>2.25</td>
<td>.23</td>
</tr>
<tr>
<td>Cargo Commissions</td>
<td>.77</td>
<td>.08</td>
</tr>
<tr>
<td><strong>Total Reservations and Sales</strong></td>
<td>$109.87</td>
<td>$107.16</td>
</tr>
<tr>
<td><strong>Advertising and Publicity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Allocation</td>
<td>$25.20</td>
<td>$25.20</td>
</tr>
<tr>
<td>Cargo Allocation</td>
<td>2.28</td>
<td>.23</td>
</tr>
<tr>
<td><strong>Total Advertising &amp; Publicity</strong></td>
<td>$27.48</td>
<td>$25.43</td>
</tr>
<tr>
<td><strong>Ground Facilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintenance</td>
<td>$9.71</td>
<td>$9.71</td>
</tr>
<tr>
<td>Burden</td>
<td>3.75</td>
<td>3.75</td>
</tr>
<tr>
<td>Depreciation</td>
<td>14.61</td>
<td>14.61</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$28.07</td>
<td>$28.07</td>
</tr>
<tr>
<td><strong>Amortization</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$7.57</td>
<td>$7.57</td>
</tr>
<tr>
<td><strong>General and Administrative</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$43.74</td>
<td>$34.47</td>
</tr>
<tr>
<td><strong>Total Indirect Operating Cost</strong></td>
<td>$697.20</td>
<td>$151.12</td>
</tr>
</tbody>
</table>
Table C-9. 1971 Boeing IOC Formula, Modifications Incorporated for High-Density Short-Haul Service Characteristics

<table>
<thead>
<tr>
<th>IOC Cost Category</th>
<th>Modifications</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Passenger Service</strong></td>
<td></td>
</tr>
<tr>
<td>a. Passenger Food</td>
<td>Decreased cost from $1.84 to $.184 per passenger to reflect beverage-only service.</td>
</tr>
<tr>
<td>b. Other Passenger Service</td>
<td>Decreased sensitivity to load factor as frequency and operational characteristics of service establish a high proportion of fixed rather than variable costs.</td>
</tr>
<tr>
<td><strong>2. Traffic Servicing</strong></td>
<td></td>
</tr>
<tr>
<td>a. Passenger Handling</td>
<td>Decreased sensitivity to load factor.</td>
</tr>
<tr>
<td>b. Baggage Handling</td>
<td>Eliminated 70 percent of costs which are believed due to the impact of medium and long haul service and decreased sensitivity to load factor.</td>
</tr>
<tr>
<td>c. Cargo Handling and Liability Insurance</td>
<td>Eliminated 90 percent of costs since short haul cargo service does not appear to be significant as that associated with medium and long haul service.</td>
</tr>
<tr>
<td><strong>3. Reservations and Sales</strong></td>
<td></td>
</tr>
<tr>
<td>a. Passenger Reservations and Sales</td>
<td>Decreased sensitivity to load factor.</td>
</tr>
<tr>
<td>b. Cargo Reservations and Sales and Commissions</td>
<td>Eliminated 90 percent of costs.</td>
</tr>
<tr>
<td><strong>4. Advertising and Publicity</strong></td>
<td></td>
</tr>
<tr>
<td>a. Passenger Allocation</td>
<td>Decreased sensitivity to load factor.</td>
</tr>
<tr>
<td>b. Cargo Allocation</td>
<td>Eliminated 90 percent of costs.</td>
</tr>
</tbody>
</table>
Table C-10. Return on Investment, California Public Utility Commission Criteria ($x10^3)

<table>
<thead>
<tr>
<th></th>
<th>Cal PUC Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>Original Aircraft Cost</td>
<td>$ 84,856.4</td>
</tr>
<tr>
<td>Spares and Flight Equipment</td>
<td>28,136.6</td>
</tr>
<tr>
<td>Less: Accrued Depreciation</td>
<td>14,374.0</td>
</tr>
<tr>
<td>Total Aircraft and Spares Cost</td>
<td>$ 98,619.0</td>
</tr>
<tr>
<td>Other Assets</td>
<td>$ 12,675.0</td>
</tr>
<tr>
<td>Rate Base</td>
<td>$111,294.0</td>
</tr>
<tr>
<td>Rate of Return</td>
<td>10.5%</td>
</tr>
<tr>
<td>Return on Investment</td>
<td>$ 11,685.9</td>
</tr>
<tr>
<td>Percent of Original Aircraft Cost</td>
<td>13.8%</td>
</tr>
</tbody>
</table>
3. Common stockholder equity
4. Preferred stock equity
5. Retained earnings

The percentage rate of return for each of these categories is computed and applied to the aircraft value and related investment to determine annual amount needed. Since this method requires detailed financial data that is beyond the scope of normal airline economic analysis, an ROI method that was developed by Sikorsky Aircraft (Ref. C-14) was utilized and was calibrated to CAB investment base criteria (Ref. C-15).

The Aerospace ROI method, shown in Table C-11 considers such parameters as:

1. Original aircraft cost
2. Spares and flight equipment
3. Average value of flight equipment
4. Other asset factor
5. Average debt/liability ratio
6. Interest rate
7. Tax rate
8. Return on investment

The factors associated with average value of flight equipment (67.8 percent) and other assets (116 percent) were extracted from the data developed in Table C-12 from data listed in Reference C-15. Use of this method provides a rational technique with sufficient flexibility to account for many variable elements.
Table C-11. Return on Investment, Civil Aeronautics Board Criteria ($x10^3)

<table>
<thead>
<tr>
<th>Aerospace Method</th>
<th>Factors</th>
<th>CAB Method (Calibration)</th>
<th>Investment Base</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Profit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Original Aircraft Cost</td>
<td>$3,302.1</td>
<td>Original Aircraft Cost</td>
<td>$3,302.1</td>
</tr>
<tr>
<td>Spares and Flight Equipment</td>
<td>25.0%</td>
<td>Overhaul Cost</td>
<td>323.4</td>
</tr>
<tr>
<td>Total Aircraft and Spares</td>
<td>$4,127.6</td>
<td>Total Aircraft and Overhaul Cost</td>
<td>$3,625.5</td>
</tr>
<tr>
<td>Average Value of Flight Equipment</td>
<td>.678</td>
<td>Investment Required per Aircraft</td>
<td>150%</td>
</tr>
<tr>
<td>Other Asset Factor</td>
<td>116%</td>
<td>$5,438.3</td>
<td></td>
</tr>
<tr>
<td>Return on Investment</td>
<td>12.0%</td>
<td>$389.6</td>
<td></td>
</tr>
<tr>
<td>Interest</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Aircraft and Spares</td>
<td>$4,127.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Debt/Liability Ratio</td>
<td>.75</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Value of Flight Equipment</td>
<td>.678</td>
<td>2,098.9</td>
<td></td>
</tr>
<tr>
<td>Interest Rate</td>
<td>7.0%</td>
<td>$146.9</td>
<td></td>
</tr>
<tr>
<td>Operating Profit (Less Interest)</td>
<td>($242.7)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Profit Before Taxes (After Interest)</td>
<td>$505.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Return on Investment (Including Interest)</td>
<td>12.0%</td>
<td>$652.5</td>
<td></td>
</tr>
<tr>
<td>Percent of Original Aircraft Cost</td>
<td>19.7%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Table C-12. Return on Investment, Derivation of Factors

**Average Value of Flight Equipment**

<table>
<thead>
<tr>
<th>Total Certificated Route Air Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flight Equipment Cost</td>
</tr>
<tr>
<td>Flight Equipment, Net</td>
</tr>
<tr>
<td>Percent of Cost</td>
</tr>
</tbody>
</table>

**Other Assets**

| Ground Property and Equipment, Net | 843,284 |
| Land                               | 6,284   |
| Construction Work in Process       | 399,897 |
| Non-Operating Property and Equipment, Net | 77,675 |
| Total Other Assets                 | $1,327,140 |

**Percent Other Assets to Flight Equipment**

| 118.4% |

**Calibration Adjustment**

| 116.0% |

**Average Debt/Liability**

<table>
<thead>
<tr>
<th>Debt Element</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notes Payable</td>
</tr>
<tr>
<td>Long Term Debt</td>
</tr>
<tr>
<td>Liabilities</td>
</tr>
<tr>
<td>Debt/Liability</td>
</tr>
<tr>
<td>CAB Analysis</td>
</tr>
</tbody>
</table>
REFERENCES


C-3 Cost Escalation Trends, American Aviation, April 14, 1969.

C-4 1971 Janes All the World Aircraft.

C-5 Ibid 1.

C-6 Ibid 2.

C-7 Local Service Air Carriers' Unit Cost, March 31, 1971.


C-9 Federal Aviation Regulation, Part 121.391.

C-10 Direct Exhibits, Pan American World Airways, Northeast Corridor VTOL Investigation, Civil Aeronautics Board, Docket 19078, Exhibit PA-703.


C-12 Ibid 14.


C-14 Sikorsky Final Information Response, Northeast Corridor VTOL Investigation, Civil Aeronautics Board, Docket 19078.

C-15 Local Service Carriers' Unit Costs, Civil Aeronautics Board, March 31, 1970, B 737-200.
APPENDIX D

MODEL CALIBRATION
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D. 1  THE ROLE OF PREFERENCE FACTORS .................. D-1
D. 2  METHODOLOGY ........................................ D-1
D. 3  CALIFORNIA CORRIDOR .............................. D-2
D. 4  MIDWEST TRIANGLE ................................. D-7

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D-2  California Corridor Service Path Characteristics
     (1967) .................................................. D-4
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APPENDIX D
MODEL CALIBRATION

D.1 THE ROLE OF PREFERENCE FACTORS

As explained in Appendix B, one of the inputs to the modal split simulation model consists of a lognormal preference factor distribution for each travel mode. These distributions effectively serve to calibrate traveler preferences for the specific trips, modes, and regions being modeled.

Preference factors take into account qualitative aspects of a traveler's decision which are not reflected in a pure cost-time tradeoff. For example, an air traveler may attach a certain amount of importance to the prestige and comforts of flying. A certain car traveler may feel that the scenic stops along the way compensate to a certain extent for the extra time involved. However, another traveler may think only of the problems with having a car in a strange city and, therefore, shy away from this mode. Some travelers take a train just because they like to ride on trains.

D.2 METHODOLOGY

In order to determine preference factor distributions for each mode and each city-pair, modal split data for some base year is needed. Using such data, an iterative procedure is undertaken to determine preference factor distributions which produce modal split results corresponding to the actual base year modal splits. These distributions will then be used directly for the 1980 modal split runs under the assumption that qualitative traveler altitudes and preferences will not change significantly in the interim. The CTOL preference factor distribution will be used for the STOL mode for the 1980 time period.

Although the model has a provision for specifying different preference factor distributions for business and nonbusiness travelers, this facility was not used due to the lack of calibration data broken down into these two categories. A single preference factor distributions for each mode was therefore used for both types of travelers.
The deviation parameter of the lognormal preference factor distribution is determined for each mode, based upon the estimated variation of traveler attitudes towards that mode. The purpose of the calibration procedure is to determine the distribution medians for each mode.

In order to obtain a unique set of preference medians for each calibration exercise, the median of the car preference factor distribution is always set equal to 1.0. For n potential travel modes, this leaves n-1 unknown preference medians with which to fit n-1 known and independent fractional modal splits.

The base year chosen for calibration was 1967. Tables V-10 and V-11 of Section V present the percent modal splits and actual number of trips for California and the Midwest for this base year. Port and service-path data for 1967 were obtained in the manner described in Section V.D. Different regional demand distributions and traveler incomes were used for the two time periods (1967 and 1980) in addition to different mode characteristics, which are discussed below. All other inputs, such as traveler party size, fraction of business travelers and local travel functions, were the same for the two time periods.

D.3 CALIFORNIA CORRIDOR

a. Mode Characteristics for 1967

Port characteristics for the 1967 time period were the same as those documented in Table A-1 of Appendix A, with the exception of parking costs at certain CTOL ports which are noted in Table D-1.

Service path characteristics were substantially different for the two time periods. Table D-2 presents the California service path characteristics which were used for the 1967 calibration runs.

b. Preference Factor Medians

The mode preference factor medians for each city-pair fell into three distinct groups depending on the intercity distance. San Francisco-Sacramento (70 miles apart) and Los Angeles - San Diego (110 miles) required
### Table D-1. CTOL Parking Costs for 1967

<table>
<thead>
<tr>
<th>Port</th>
<th>Daily Parking Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>LLAX</td>
<td>$2.00</td>
</tr>
<tr>
<td>LBUR</td>
<td>2.00</td>
</tr>
<tr>
<td>FSFO</td>
<td>2.00</td>
</tr>
<tr>
<td>FOAK</td>
<td>1.00</td>
</tr>
<tr>
<td>FSJC</td>
<td>1.00</td>
</tr>
</tbody>
</table>

#### California Corridor

<table>
<thead>
<tr>
<th>Port</th>
<th>Daily Parking Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>COHARE</td>
<td>$2.10</td>
</tr>
</tbody>
</table>

#### Midwest
### Table D-2. California Corridor Service Path Characteristics (1967)

**Los Angeles - San Francisco**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Service Path</th>
<th>Cost ($)</th>
<th>Time (hr)</th>
<th>Frequency (No. depart/hr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAR</td>
<td>LGOR-FSJ</td>
<td>12.32</td>
<td>6.22</td>
<td>∞</td>
</tr>
<tr>
<td></td>
<td>LSFV-FSJ</td>
<td>13.80</td>
<td>6.89</td>
<td>∞</td>
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**Los Angeles - Sacramento**

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**Los Angeles - San Diego**

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## Table D-2. California Corridor Service Path Characteristics (1967) (Cont'd)

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### San Diego - Sacramento

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<th>Time (hr)</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
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<td>DOCN-SCBD</td>
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<td>8.82</td>
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<td></td>
<td>DCBD-SGALT</td>
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<td>9.05</td>
<td>8</td>
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<td>CTOL</td>
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<td>1.53</td>
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<td>DSAN-SSMF(b)</td>
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<td>2.71</td>
<td>.58</td>
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<td>BUS</td>
<td>DCBD-SCBD</td>
<td>12.95</td>
<td>13.50</td>
<td>.46</td>
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</table>

(a) Direct flight
(b) Connecting flight
Table D-2. California Corridor Service Path Characteristics (1967) (Cont'd)

**San Francisco - San Diego**

<table>
<thead>
<tr>
<th>Mode</th>
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<th>Time (hr)</th>
<th>Frequency (No. depart/hr)</th>
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<td>9.55</td>
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<tr>
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<td>FSFO-DSAN</td>
<td>19.97</td>
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<td>FOAK-DSAN</td>
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<td>1.43</td>
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<td>FCBD-DCBD</td>
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<td>RAIL</td>
<td>FCBD-DCBD</td>
<td>18.00</td>
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**San Francisco - Sacramento**

<table>
<thead>
<tr>
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<th>Service Path</th>
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<th>Time (hr)</th>
<th>Frequency (No. depart/hr)</th>
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<tr>
<td>CAR</td>
<td>FVAL-SCBD</td>
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<td>1.18</td>
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</tr>
<tr>
<td></td>
<td>FVAL-SDAV</td>
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<td>.75</td>
<td>∞</td>
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<td>FDAV-SCBD</td>
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<td>.33</td>
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<td>FDAV-SDAV</td>
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<td>0.0</td>
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<td></td>
<td>FWOD-SCBD</td>
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<td>.36</td>
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significantly different preference factor medians than did the other city-pairs (340-450 miles). Therefore, one set of preference factor distributions was used for all of the longer stage length city-pairs, while each of the shorter stage length city-pairs had its unique set.

Table D-3 presents the preference factor medians obtained for each city-pair. Since San Francisco - Sacramento and Los Angeles - San Diego each have their own unique set of preference factor distributions, the modal split predicted by the simulation model for the 1967 time period for these city-pairs was in direct agreement with that of the 1967 survey presented in Table V-10 of Section V. However, for the other longer stage-length city-pairs, the distributions used represent a compromise between the set obtained for each individual city-pair. Table D-4 compares the predicted modal split for these city-pairs with the actual survey modal split for the 1967 time period. In most cases the agreement is very good and in no case is the absolute percent error greater than 1.8 percent.

D.4 MIDWEST TRIANGLE

The Midwest service path characteristics for the 1967 calibration time period are documented in Table D-5.

Consistent with the philosophy adopted on the California corridor, "long" and "short" sets of preference factor medians were determined for the Midwest Triangle. These are presented in Table D-6. The Detroit - Cleveland 1967 predicted modal split was in agreement with the survey figures presented in Table V-11, since a unique set of preference distributions was used for that city-pair. For Chicago - Cleveland and Chicago - Detroit a compromise set was used. Table D-7 compares the predicted and actual modal split for these city-pairs using a single set of preference factor medians. As was the case in the California corridor, the agreement is very good with a maximum absolute error less than 1.84 percent.
Table D-3. California Corridor Preference Factor Distribution Medians, City-Pairs

<table>
<thead>
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<th>Los Angeles - San Diego</th>
<th>Others</th>
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<td>1.00</td>
<td>1.00</td>
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<tr>
<td>CTOL</td>
<td>1.10</td>
<td>0.91</td>
<td>0.74</td>
</tr>
<tr>
<td>BUS</td>
<td>1.05</td>
<td>1.06</td>
<td>0.71</td>
</tr>
<tr>
<td>RAIL</td>
<td>no service</td>
<td>0.76</td>
<td>0.67</td>
</tr>
<tr>
<td>Los Angeles - San Francisco</td>
<td>CAR</td>
<td>CTOL</td>
<td>BUS</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>------</td>
<td>-------</td>
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<td>42.26</td>
<td>2.08</td>
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<td>CAR</td>
<td>CTOL</td>
<td>BUS</td>
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<tr>
<td>SURVEY</td>
<td>63.36</td>
<td>32.88</td>
<td>2.77</td>
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<tr>
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<td>63.46</td>
<td>33.04</td>
<td>2.54</td>
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<tr>
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<td>CAR</td>
<td>CTOL</td>
<td>BUS</td>
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<td>42.64</td>
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<td>43.01</td>
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<td>CTOL</td>
<td>BUS</td>
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Table D-5. Midwest Triangle Service Path Characteristics (1967)

### Chicago - Detroit

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<th>Time (hr)</th>
<th>Frequency (depart/hr)</th>
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<td>CCBD-DCBD</td>
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<td>CCBD-DCBD</td>
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### Chicago - Cleveland

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<th>Time (hr)</th>
<th>Frequency (depart/hr)</th>
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<td>COHARE-VHOPKN</td>
<td>23.50</td>
<td>1.11</td>
<td>1.0</td>
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<tr>
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<td>CCBD-VCBD</td>
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<td>7.5</td>
<td>.79</td>
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<tr>
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<td>CCBD-VCBD</td>
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### Detroit - Cleveland

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<td>1.72</td>
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### Table D-6. Midwest Triangle Preference Factor Medians

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### Table D-7. Comparison of Predicted and Actual Modal Split for the Midwest Triangle

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<th>BUS</th>
<th>RAIL</th>
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<td>33.48</td>
<td>5.34</td>
<td>1.60</td>
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<td>Chicago - Detroit</td>
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<td></td>
<td></td>
</tr>
<tr>
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<td>69.54</td>
<td>22.88</td>
<td>6.04</td>
<td>1.54</td>
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<tr>
<td>MODEL PREDICTION</td>
<td>70.95</td>
<td>22.70</td>
<td>4.99</td>
<td>1.36</td>
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</table>

D-11
APPENDIX E

STOLPORT SETTING AND SERVICE
PATH SELECTION
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<table>
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<th>Description</th>
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<td>California Corridor STOLport Selection Process, Los Angeles Region to Crissy Field in San Francisco Region</td>
</tr>
<tr>
<td>E-2</td>
<td>Los Angeles - San Francisco Service Path Selection Data, Percent Total Demand (Service Paths 16, STOL freq of serv 1 flt/h, STOL Fare $16.00, incl tax)</td>
</tr>
<tr>
<td>E-3</td>
<td>Los Angeles - San Francisco Service Path Selection Data, Percent Total Demand (Service Paths 10, STOL freq of serv 0.73 flt/h)</td>
</tr>
<tr>
<td>E-4</td>
<td>Los Angeles - San Francisco Service Path Selection Data, Percent Total Demand (Service Paths 7, STOL freq of serv 0.73 flt/h)</td>
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<td>E-5</td>
<td>Los Angeles - San Francisco Service Path Selection Data, Total Percent Demand (Service Paths 4, STOL freq of serv 0.73 flt/h)</td>
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<tr>
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<td>Los Angeles - San Francisco Service Path Selection Data, Percent Total Demand (Service Paths 2, STOL freq of serv 0.73 flt/h)</td>
</tr>
<tr>
<td>E-7</td>
<td>Los Angeles - San Francisco Service Path Selection Data, Percent Total Demand (Service Paths 1, STOL freq of serv 0.73 flt/h)</td>
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<tr>
<td>E-8</td>
<td>Midwest Triangle Service Path Sets.</td>
</tr>
</tbody>
</table>
APPENDIX E

STOLPORT SITING AND SERVICE PATH SELECTION

The STOLport siting and service path selection process was implemented in the California Corridor without the benefit of finalized operating cost models. Hence, the approach used in the California Corridor was different from that used in the Midwest Triangle Arena where service path sets were selected after the IOC and DOC models were developed.

E.1 CALIFORNIA CORRIDOR

Potential STOLport sites consisted of all public use general aviation and air carrier airports within the regions, augmented by new ports to be located at Chavez Ravine and Patton Military Reservation in the Los Angeles region and adjacent to the CBD in the San Francisco region. A total of 59, 43, 19, and 20 ports were identified for the Los Angeles, San Francisco, San Diego, and Sacramento regions, respectively. Figures E-1 through E-4 illustrate the relative locations of these ports.

The method used to select the best set of ports can be best illustrated by using the Los Angeles region as an example. The original 59 candidate airports were reduced to 31, based on their proximity to one another as well as to the centers of travel demand defined in the arena characterization (Section V). Modal split simulations were conducted assuming STOL service, with uniform frequency of service (45 minute departures) and fares ($16.00), over all possible service paths from the ports postulated in the Los Angeles region to a single port, Crissy Field, in the San Francisco region. Thus, the differences in demand between the Los Angeles ports were due solely to their locations relative to one another. The ranking of the relative levels of demand attracted to each of the 31 ports, as defined by modal split simulation, is listed under the 2nd cull of Table E-1.
Figure E-1. Los Angeles Region Potential STOLport Site Locations
Figure E-2. San Francisco Region Potential STOLport Site Locations
Figure E-4. Sacramento Region Potential STOLport Site Locations
Table E-1. Example of California Corrido STOLport Selection Process, Los Angeles Region

<table>
<thead>
<tr>
<th>Candidate STOPorts After First Cull</th>
<th>2nd Cull</th>
<th>3rd Cull</th>
<th>4th, 5th, 6th and 7th Cull</th>
<th>8th Cull</th>
<th>Final Rank</th>
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<td>Rank</td>
<td>Action</td>
<td>Rank</td>
<td>Action</td>
<td>Rank</td>
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<td>2</td>
<td>Retained</td>
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<td></td>
<td>3</td>
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<td>2</td>
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<tr>
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<td></td>
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<td></td>
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Based primarily on this ranking, the less popular port locations were eliminated and the process was repeated. Over twenty different combinations of Los Angeles region ports were tested, using the modal split program. The results of the decisive tests presented in Table E-1 which identified Chavez Ravine, Fullerton Municipal, Morrow, and Van Nuys as the preferred set of four ports.

This process was repeated for the other three regions within the California Corridor, identifying Lindbergh Field and Sacramento Municipal as the best single port locations in the San Diego and Sacramento regions, respectively, and Crissy Field, Palo Alto, Concord and Marin as the best four locations within the San Francisco region.

Service path selection had to be related to the STOL system operating costs; otherwise, if dependent only on the total level of demand produced, an excessive and uneconomical number of service paths would result. Therefore, in the absence of a finalized version of the operating cost models, a chart similar to that presented in Figure E-5 was constructed for each of the six city-pairs. These charts approximated the minimum levels of demand, in percent modal split, which would produce economic viability on individual service paths supported by the minimum fleet size of one aircraft.

Modal split simulations were conducted usually at several fare levels between various combinations of the best port sets identified for each of the four regions. Tables E-2 through E-7 present the result of this analysis which covered STOL service between the Los Angeles and San Francisco regions. Ideally, the maximum number of service paths (16) would be preferred since it captured the largest number of travelers (36 percent at $16.00, 13.56 percent at $21.60). However, since that demand is divided between 16 service paths, it also produces the lowest demand per weakest service path, generating a modal split of 0.64 percent between Marin and Morrow and 0.36 percent between Marin and each of two other Los Angeles region ports for the $16.00 and $21.60 fares respectively. These values are
PERCENT MODAL SPLIT REQUIRED TO PRODUCE AN ECONOMICALLY VIABLE SERVICE PATH

- STOL CONCEPT - AUGMENTOR WING
- CITY PAIR - LOS ANGELES -- SAN FRANCISCO
- SERVICE PATH - CHAVEZ RAVINE -- CRISSY FIELD

Figure E-5. Percent Modal Split Required for an Economically Viable Service Path
Table E-2. Los Angeles - San Francisco Service Path Selection Data, Percent Total Demand (Service Paths 16, STOL freq of serv 1 flt/h)

### STOL Fare $16.00, incl tax

<table>
<thead>
<tr>
<th>S.F. Ports</th>
<th>L.A. Ports</th>
<th>Chavez Ravine</th>
<th>Fullerton</th>
<th>Morrow</th>
<th>Van Nuys</th>
<th>Total</th>
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</thead>
<tbody>
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### STOL Fare $21.60, incl tax

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<th>Morrow</th>
<th>Van Nuys</th>
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Table E-3. Los Angeles - San Francisco Service Path Selection Data, Percent Total Demand (Service Paths 10, STOL freq of serv 0.73 ftl/h)

**STOL Fare $16.00, incl tax**

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<tr>
<th>S.F. Ports</th>
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<th>Chavez Ravine</th>
<th>Fullerton</th>
<th>Morrow</th>
<th>Van Nuys</th>
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**STOL Fare $21.60, incl tax**

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<th>Morrow</th>
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</tr>
<tr>
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Table E-4. Los Angeles - San Francisco Service Path Selection Data, Percent Total Demand (Service Paths 7, STOL freq of serv 0.73 flt/h)

### STOL Fare $16.00, incl tax

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### STOL Fare $21.60, incl tax

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Table E-5. Los Angeles - San Francisco Service Path Selection Data, Total Percent Demand (Service Paths 4, STOL freq of serv 0.73 flt/h)

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<td>Concord</td>
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STOL Fare $16.00, incl tax

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Table E-6.  Los Angeles - San Francisco Service Path Selection Data, Percent Total Demand (Service Paths 2, STOL freq of serv 0.73 flt/h)

**STOL Fare $16.00, incl tax**

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<th>Van Nuys</th>
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<td>13.24</td>
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**STOL Fare $21.60, incl tax**

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Table E-7. Los Angeles - San Francisco Service Path Selection Data, Percent Total Demand (Service Paths 1, STOL freq of serv 0.73 flt/h)

STOL Fare $16.00, incl tax

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STOL Fare $21.60, incl tax

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considerably lower than those defined as the minimum acceptable modal split in Figure E-5. At the other extreme using a single service path, Table E-7, economic viability is ensured, but the total demand is appreciably lower than the multiple service path cases.

Figure E-6 illustrates the tradeoffs between maximizing the total demand while attempting to exceed the modal split required for economic viability on the weakest service path of the set. Based on the relationship shown in Figure E-6, a six-path case was selected as the maximum number of service paths, supplemented by a one- and a three-path set.

The maximum number of service paths was increased to include an 8- and 10-path case based on subsequent analysis which incorporated the finalized operating cost equations.

Two port locations were also changed. Morrow was replaced by Tri-City based on a regional FAA recommendation and Montgomery was substituted for Lindbergh Field because of anticipated congestion at Lindbergh by the 1980 time period. The finalized set of service paths used in the parametric California Corridor analysis is listed in Table VI-2 of Section VI.

E.2 MIDWEST TRIANGLE SERVICE PATH SELECTION

A number of STOLports were identified from those illustrated in Figures E-7 through E-9, based on their proximity to one another and to the centers of demand. New ports were postulated for the Detroit CBD and in the Evanston (floating STOLport on Lake Michigan) area of the Chicago region.

The transportation analysis computer program, including the economic analysis and ROI subroutines, was employed to define the number of passengers carried as a function of vehicle capacity using the Augmentor Wing concept for a number of postulated service path combinations. Use of this technique directly defines those combinations of service paths and vehicle capacities which do not achieve economic viability as measured by an ROI $\geq 12$ percent.

Based upon the results of this analysis, displayed in Table E-8, final service path sets subsequently used in the parametric analysis of the Midwest Triangle Area for were selected, as presented in Table VI-2 of Section VI.
Figure E-6. California Corridor Service Path Evaluation Process
Figure E-7. Chicago Regional Potential STOLport Site Locations
Figure E-8. Detroit Region Potential STOLport Site Locations
Figure E-9. Cleveland Region Potential STOLport Site Locations
Table E-8. Midwest Triangle Service Path Sets

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APPENDIX F

STOL SCHEDULE DEFINITION
CONTENTS

F.1 GROUND RULES FOR SELECTING THE
STOL SCHEDULE SET ........................................ F-1
F.2 SCHEDULE SET SELECTION .............................. F-2
F.3 SCHEDULE APPLICATION ............................... F-2
F.4 SAMPLE SCHEDULE ........................................ F-2

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F-2 Sample Schedule ........................................... F-5
APPENDIX F
STOL SCHEDULE DEFINITION

F.1 GROUND RULES FOR SELECTING THE STOL SCHEDULE SET

The approach to STOL aircraft scheduling was to define a set of basic schedules which were uniquely determined by their headway between departures. The specific schedule to be used on a specific path would then be determined by the round trip block time and the number of aircraft assigned to that path.

The fundamental groundrule which was used in the determination of the STOL schedule set was that an aircraft would be dedicated to a single service path in any one day. This somewhat conservative assumption enabled several service paths between a single city-pair to be individually optimized while assuring a realizable schedule.

The second groundrule was that a uniform frequency of service would be provided throughout the day. This was consistent with the operating philosophy of most current short haul carriers. In addition, flights would leave only on the quarter hour (except for a special case of 40 minute headway schedules wherein flights left on the one-third hour points). This also is consistent with current operations.

The third groundrule was that the aircraft would be turned around as quickly as possible, consistent with the second groundrule, in order to maximize the number of round trips per day, but only up to the point where service was provided every half hour. This groundrule also assured that the minimum service on any path would be at least 4 round trips per day for the corridors studied.

The fourth groundrule was that, if an even number of aircraft were assigned to a path, identical schedules would be flown in each direction. If an odd number of aircraft were assigned to the path, the schedules (which in this case can not be identical) would be balanced so that neither direction was favored over the other.
The fifth and final groundrule was that, consistent with all of the above, the schedule set would be optimized to carry the greatest number of passengers, when the passenger's desired departure times were distributed in accordance with the diurnal distribution presented in Section VI. E.

F.2 SCHEDULE SET SELECTION

The modal split/demand matching simulation program was used to determine the best of several candidate schedules for each of the headways considered. For example, several candidate schedules having a 2 hour headway (but with different starting times) were evaluated to determine the one with the largest number of passengers carried (consistent with reasonable two-way balance for odd fleet sizes). The results of these optimizations are shown in Table F-1.

Note that several headways (based on the quarter hour rule) are missing -- 2.5, 3.0, and 3.5. These were omitted because the same number of daily departures could be achieved (while carrying more passengers) by using the next larger headway. Headways greater than 2 hours only occurred for very long-distance, single-aircraft paths using the Deflected Slipstream concept in the California Corridor.

F.3 SCHEDULE APPLICATION

The actual schedule for a given service path under a specific scenario is determined by its minimum headway requirement. The minimum headway requirement is defined as the round trip block time (for that path and aircraft concept and capacity) divided by the fleet size. The assigned headway (and corresponding schedule) is the smallest scheduled headway greater than the minimum headway requirement. Thus for a round-trip block time of 2.9 hours and a fleet size of 2, the minimum headway is 1.45 and the assigned headway is 1.5 (Schedule F in Table F-1.

F.4 SAMPLE SCHEDULE

A sample schedule for the LCBD-FCBD path for the Deflected Slipstream concept is shown in Table F-2. The upper part of the Table gives the round-trip block time as a function of capacity. The lower part of the Table shows
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<th>Time of Odd Fleet (PM)</th>
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the assigned schedule as a function of fleet size and capacity. In the manner outlined in the example, a specific schedule was determined for each path of each city pair as a function of concept, capacity, and fleet size. The fleet size was increased until half hour service (Schedule A) could be provided for all capacities.
Table F-2. Sample Schedule

Deflected Slipstream Aircraft: LCBD-FCBD

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APPENDIX G

CALIFORNIA CORRIDOR TABULATED RESULTS
(All Costs Expressed in 1970 Dollars)
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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHosen FARE MINIMIZES LOSS
Table G-6. California Corridor Los Angeles - San Diego Summary, Deflected Slipstream Concept

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*No fare produces fair return on investment. Chosen fare minimizes loss.*
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Table G-8. California Corridor San Francisco - Sacramento Summary, Deflected Slipstream Concept

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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS
Table G-9. California Corridor City-Pair Summary, Deflected Slipstream Concept

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| 80         | LA-SF    | 8   | 18.50 | 10820| 5026  | .123       | .66 | 21          | 204       | 185343 | 150746  | 78375112 |
| 80         | LA-SAC   | 1   | 18.00 | 2212 | 2513  | .152       | .73 | 4           | 38        | 36867  | 28721   | 14928593 |
| 80         | LA-SD    | 1   | 10.50 | 2164 | 1856  | .174       | .71 | 2           | 38        | 21039  | 16367   | 7464296  |
| 80         | SF-SD    | 2   | 19.50 | 4234 | 321   | .188       | .72 | 9           | 74        | 76447  | 63453   | 33589334 |
| 80         | SD-SAC   | 1   | 27.00 | 560  | 4115  | .412       | .70 | 1           | 10        | 14000  | 8477    | 3732148  |
| 80         | SF-SAC   | 1   | 7.50  | 1370 | -886  | .039       | .71 | 1           | 24        | 9514   | 8992    | 3732148  |

| TOTAL      | 14       | -    | 21360| 12945| .130       | .69 | 38          | 388       | 343210 | 276756  | 141821631 |

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| 90         | LA-SD    | 1   | 10.00 | 2528 | 2921  | .206       | .74 | 2           | 38        | 23407  | 17502   | 7909145  |
| 90         | SF-SD    | 3   | 19.50 | 4218 | 5143  | .150       | .73 | 8           | 64        | 76158  | 59079   | 31636579 |
| 90         | SD-SAC   | 1   | 25.00 | 652  | 4500  | .422       | .72 | 1           | 10        | 15093  | 9101    | 3954972  |
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| TOTAL      | 15       | -    | 21932| 30229| .168       | .69 | 34          | 350       | 344699 | 265741  | 134455461 |

| 100        | LA-SF    | 8   | 17.50 | 12622| 17498 | .166       | .67 | 19          | 188       | 204523 | 157121  | 79258204 |
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| 100        | LA-SD    | 1   | 10.50 | 2084 | 2051  | .173       | .69 | 2           | 30        | 20261  | 15063   | 8342969  |
| 100        | SF-SD    | 3   | 19.50 | 4220 | 1563  | .118       | .66 | 8           | 64        | 76194  | 62040   | 33371875 |
| 100        | SD-SAC   | 1   | 23.00 | 718  | 4044  | .375       | .72 | 1           | 10        | 15291  | 9673    | 4717484  |
| 100        | SF-SAC   | 1   | 7.50  | 1338 | -860  | .048       | .67 | 1           | 20        | 9292   | 8578    | 4717484  |

| TOTAL      | 15       | -    | 23696| 25701| .154       | .68 | 35          | 350       | 365768 | 284982  | 146001954 |

* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHosen FARE MINIMIZES LOSS.
Table G-9. California Corridor City-Pair Summary, Deflected Slipstream Concept (Continued)

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Table G-9. California Corridor City-Pair Summary, Deflected Slipstream Concept (Continued)

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| 150 | LA-SD     | 1            | 9.00 | 3132 | 2481       | .172| .70         | 2          | 2   | 26100   | 19713     | 10353699  |
| 150 | SF-SD     | 2            | 18.00| 4402 | 9057       | .202| .70         | 5          | 42  | 73367   | 54944     | 25884248  |
| 150 | SD-SAC    | 1            | 16.50| 856  | 393        | .126| .71         | 1          | 8   | 13078   | 10732     | 5176850   |
| 150 | SF-SAC    | 1            | 6.00*| 1810 | -2895      | -.051| .60        | 1          | 20  | 10056   | 10998     | 5176850   |
| TOTAL|           | 12           | -    | 30600| 12513      | .127| .68         | 31         | 302 | 397828  | 324766    | 160482337 |

| 160 | LA-SF     | 6            | 14.50| 17474| 6684       | .124| .67         | 18         | 162 | 234605  | 191501    | 96529688  |
| 160 | LA-SAC    | 1            | 15.00| 2856 | 4070       | .175| .74         | 3          | 24  | 39667   | 29527     | 16088251  |
| 160 | LA-SD     | 1            | 8.50 | 3464 | 2612       | .173| .72         | 2          | 30  | 27263   | 20564     | 10725521  |
| 160 | SF-SD     | 2            | 16.50| 4608 | 3621       | .143| .69         | 5          | 42  | 70400   | 56662     | 26813802  |
| 160 | SD-SAC    | 1            | 18.00| 818  | 596        | .136| .64         | 1          | 8   | 13633   | 11014     | 5362760   |
| 160 | SF-SAC    | 1            | 6.00*| 1756 | -2729      | -.037| .61        | 1          | 18  | 9776    | 10461     | 5362760   |
| TOTAL|           | 12           | -    | 30976| 14854      | .131| .68         | 30         | 284 | 395324  | 319769    | 16088251  |

| 170 | LA-SF     | 6            | 14.50| 17478| 1405       | .109| .64         | 18         | 160 | 234658  | 195603    | 99789045  |
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| 170 | SF-SAC    | 1            | 6.00*| 1764 | -3052      | -.048| .58        | 1          | 18  | 9800    | 10760     | 5543836   |
| TOTAL|           | 12           | -    | 31018| 5219       | .114| .65         | 30         | 282 | 395722  | 327753    | 166315075 |

* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS
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*NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHosen fare MINIMIZES LOSS
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* BEST CASE FOR EACH AIRCRAFT CAPACITY SATISFYING ALL OPTIMIZATION CONSTRAINTS
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Table G-16. California Corridor Los Angeles - San Diego Summary, Externally Blown Flap Concept

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Table G-17. California Corridor San Diego - Sacramento Summary, Externally Blown Flap Concept

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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOOSEN FARE MINIMIZES LOSS.
Table G-18. California Corridor San Francisco - Sacramento Summary, Externally Blown Flap Concept

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* NO FARE PRODUCED, FAIR RETURN ON INVESTMENT, CHOOSE FARE MINIMIZES LOSS
### Table G-19. California Corridor City-Pair Summary, Externally Blown Flap Concept

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<th>PASS</th>
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<th>LOAD</th>
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| 60  | LA-SAC    | 1           | 21.00| 1886 | 1485.00    | .131| .71  | 4            | 144  | 36594  | 29063.00 | 15971787  |
| 60  | LA-SD     | 1           | 12.00| 1966 | 1638.00    | .169| .74  | 2            | 44   | 21844  | 16993.00 | 7965894   |
| 60  | SF-SD     | 3           | 24.50| 3610 | 6335.00    | .160| .70  | 8            | 86   | 81894  | 63506.00 | 31943574  |
| 60  | SD-SAC    | 1           | 30.00| 53  | 4362.00    | .409| .74  | 1            | 12   | 14833  | 8965.00  | 3992947   |
| 60  | SF-SAC    | 1           | 9.50 | 1046 | -577.00    | .065| .73  | 1            | 24   | 9201   | 8872.00  | 3992947   |
|     | TOTAL     |             |      |      |            |    |      |              |      | 343891 | 271097.00| 140663137 |

| 61  | LA-SF     | 8           | 21.50| 9006 | 11040.00   | .148| .68  | 18           | 218  | 179286 | 140979.00| 72270956  |
| 61  | LA-SAC    | 1           | 21.00| 1886 | 1362.00    | .129| .70  | 4            | 44   | 36672  | 29250.00 | 1606213   |
| 61  | LA-SD     | 1           | 12.00| 1972 | 1798.00    | .167| .73  | 2            | 144  | 21911  | 17083.00 | 8030106   |
| 61  | SF-SD     | 3           | 24.50| 3610 | 5909.00    | .196| .69  | 8            | 86   | 81949  | 63886.00 | 3212045   |
| 61  | SD-SAC    | 1           | 30.00| 53 | 4303.00    | .403| .73  | 1            | 12   | 14933  | 9016.00  | 4015053   |
| 61  | SF-SAC    | 1           | 9.50 | 1048 | -610.00    | .063| .72  | 1            | 24   | 9219   | 8313.00  | 4015053   |
|     | TOTAL     |             |      |      |            |    |      |              |      | 343815 | 268507.00| 136511506 |

| 70  | LA-SF     | 10          | 20.50| 10544| 7336.00    | .130| .63  | 19           | 240  | 200141 | 162596.00| 80066760  |
| 70  | LA-SAC    | 1           | 20.00| 2140 | 2191.00    | .141| .69  | 4            | 44   | 39630  | 31079.00 | 16856160  |
| 70  | LA-SD     | 1           | 11.50| 2248 | 2659.00    | .193| .73  | 2            | 44   | 23937  | 18098.00 | 84285860  |
| 70  | SF-SD     | 3           | 21.50| 1454 | 1954.00    | .121| .69  | 8            | 86   | 82695  | 66222.00 | 33712380  |
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|     | TOTAL     |             |      |      |            |    |      |              |      | 372056 | 298179.00| 147491400 |

* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS.
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Table G-19. California Corridor City-Pair Summary, Externally Blown Flap Concept (Continued)

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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHosen FARE MINIMIZES LOSS
Table G-19. California Corridor City-Pair Summary, Externally Blown Flap Concept (Continued)

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| 160 | LA-SAC    | 1           | 13.50| 3144 | 199       | .108| .71         | 3         | 30  | 44757    | 35455     | 18608735   |
| 160 | LA-SD     | 1           | 9.50 | 3350 | 4034      | .195| .70         | 2         | 30  | 29468    | 20753     | 12405824   |
| 160 | SF-SD     | 3           | 18.00| 4622 | 788       | .112| .58         | 5         | 50  | 77033    | 64544     | 31014559   |
| 160 | SD-SAC    | 1           | 19.00| 888  | 124       | .111| .55         | 1         | 10  | 15622    | 13158     | 6202912    |
| 160 | SF-SAC    | 1           | 6.00*| 1956 | -3135     | -.036| .61         | 1         | 20  | 10867    | 11662     | 6202912    |
| TOTAL|           | 15          |      | 32722 | 15706     | .129| .62         | 29        | 328 | 441059   | 357485    | 179884443  |

| 170 | LA-SF     | 8           | 14.50| 19654| 2232      | .110| .63         | 18        | 186 | 266558   | 220704    | 115619721  |
| 170 | LA-SAC    | 1           | 15.00| 3180 | 694       | .115| .62         | 3         | 30  | 44167    | 36202     | 19269954   |
| 170 | LA-SD     | 1           | 9.00 | 3760 | 4749      | .208| .74         | 2         | 30  | 31333    | 21737     | 12846636   |
| 170 | SF-SD     | 1           | 15.00| 4844 | 3495      | .143| .75         | 4         | 38  | 67278    | 54809     | 25693271   |
| 170 | SD-SAC    | 1           | 20.00| 888  | 370       | .121| .52         | 1         | 10  | 16370    | 13577     | 6423318    |
| 170 | SF-SAC    | 1           | 6.00*| 1956 | -3556     | -.089| .58         | 1         | 20  | 10867    | 11999     | 6423318    |
| TOTAL|           | 13          |      | 34478 | 7934      | .117| .65         | 29        | 314 | 436573   | 35308     | 186276218  |

| 180 | LA-SF     | 3           | 13.50| 20158| 11559     | .135| .70         | 16        | 160 | 251975   | 203010    | 106296253  |
| 180 | LA-SAC    | 1           | 17.00| 2818 | 82        | .106| .52         | 3         | 30  | 44357    | 36756     | 19930547   |
| 180 | LA-SD     | 1           | 9.00 | 3780 | 4128      | .191| .70         | 2         | 30  | 31500    | 22359     | 13287032   |
| 180 | SF-SD     | 1           | 15.00| 4844 | 1549      | .121| .71         | 4         | 38  | 67278    | 55702     | 26574063   |
| 180 | SD-SAC    | 1           | 21.00| 848  | 43        | .107| .47         | 1         | 10  | 16489    | 13939     | 6643516    |
| 180 | SF-SAC    | 1           | 6.00*| 1956 | -3975     | -.062| .54         | 1         | 20  | 10867    | 12335     | 6643516    |
| TOTAL|           | 8           |      | 34404 | 13366     | .126| .67         | 27        | 288 | 422466   | 341401    | 179374297  |

* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHosen FARE MINIMIZES LOSS
Table G-19. California Corridor City-Pair Summary, Externally Blown Flap Concept (Continued)

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| 200 LA-SD | 1     | 8.50 | 4216  | 3871 | .131 | .70        | 2   | 30          | 331813 | 23965| 14166380  |
| 200 SF-SD | 2     | 19.50| 4400  | 289  | .137 | .50        | 5   | 44          | 79444 | 65793| 35115949  |
| 200 SD-SAC| 1     | 23.00*| 792   | -495 | .086 | .40        | 1   | 10          | 16867 | 14689| 7063190   |
| 200 SF-SAC| 1     | 6.00*| 1874  | -4261| -.062| .52        | 1   | 18          | 10411 | 11999| 7063190   |
| TOTAL    | 12    |      |       | 34980| 13985| .125       | .62  | 27          | 442989 | 356846| 191246126 |

* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS
Table G-20. California Corridor Summary, Externally Blown Flap Concept

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### Table G-21. California Corridor Los Angeles - San Francisco City-Pair, Augmentor Wing Concept (Continued)

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Table G-23. California Corridor San Diego - San Francisco City-Pair, Augmentor Wing Concept

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|-------------|---------------------------|---------------|----------------|------------------|---------------------|----------------------|
| 40          | 1 30.00 1600 5374 191 69 | 5.00 58 | 46667 | 34720 | 17421162 |
| 40          | 2 30.00 2270 303 108 64 | 8.00 88 | 63056 | 52236 | 27873859 |
| 40          | 3 30.00 2290 1796 123 67 | 8.00 86 | 63611 | 51298 | 27873859 |
| 50          | 1 30.00 1898 8917 225 65 | 5.00 58 | 52722 | 37708 | 18544840 |
| 50          | 2 25.50 3378 1484 117 66 | 9.00 102 | 79758 | 65680 | 33380711 |
| 50          | 3 26.50 3162 729 111 63 | 9.00 100 | 77966 | 64263 | 33380711 |
| 60          | 1 27.50 2446 11165 237 70 | 6.00 58 | 62282 | 42213 | 23601111 |
| 60          | 2 24.50 3584 1493 144 68 | 9.00 88 | 81304 | 63007 | 35401666 |
| 60          | 3 24.50 3610 9187 186 70 | 8.00 86 | 81894 | 60834 | 31468147 |
| 61          | 1 27.50 2446 9658 216 69 | 6.00 58 | 62282 | 43529 | 24108088 |
| 61          | 2 24.50 3586 2723 126 67 | 9.00 88 | 81349 | 64982 | 36162132 |
| 61          | 3 24.50 3610 7030 166 69 | 8.00 86 | 81894 | 62736 | 32144117 |
| 70          | 1 25.50 2916 12649 244 72 | 6.00 58 | 68756 | 46555 | 25314807 |
| 70          | 2 24.50 3586 12575 223 69 | 7.00 74 | 81349 | 57631 | 29533942 |
| 70          | 3 21.50 4154 3107 131 69 | 8.00 86 | 82695 | 66583 | 33730376 |
| 80          | 1 23.50 3350 13061 241 72 | 6.00 58 | 72894 | 49775 | 26655886 |
| 80          | 2 20.50 4270 7475 172 72 | 7.00 74 | 81051 | 61843 | 3109533 |
| 80          | 3 22.50 4012 18 105 58 | 8.00 86 | 83583 | 70156 | 35544181 |
| 90          | 1 21.50 3766 11455 219 72 | 6.00 58 | 74971 | 52953 | 27997251 |
| 90          | 2 19.50 4410 2173 124 66 | 7.00 74 | 79625 | 65128 | 32663459 |
| 90          | 3 21.50 4154 7064 165 64 | 7.00 72 | 82695 | 63307 | 32663459 |
| 100         | 1 19.50 4114 7202 173 71 | 6.00 58 | 74281 | 56009 | 29338893 |
| 100         | 2 20.50 4272 239 107 58 | 7.00 74 | 81089 | 67936 | 34228708 |
| 100         | 3 19.50 4434 396 108 62 | 7.00 72 | 80058 | 66748 | 34228708 |
| 110         | 1 18.00 4378 2475 127 69 | 6.00 58 | 72967 | 58915 | 30680801 |
| 110         | 2 20.50 4272 1041 113 57 | 7.00 68 | 81089 | 66543 | 35794268 |
| 110         | 3 20.50 4294 8971 186 63 | 6.00 62 | 81506 | 60960 | 30680801 |</p>
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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS
Table G-28. California Corridor San Francisco - Sacramento Summary, Augmentor Wing Concept

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* BEST CASE FOR EACH AIRCRAFT CAPACITY SATISFYING ALL OPTIMIZATION CONSTRAINTS
APPENDIX H

MIDWEST TRIANGLE TABULATED RESULTS
(All Costs Expressed in 1970 Dollars)
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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS
Table H-3. Midwest Triangle Chicago - Cleveland City-Pair, Deflected Slipstream Concept (Continued)

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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS
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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS.
Table H-6. Midwest Triangle City-Pair Summary, Deflected Slipstream Concept

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* No fare produces fair return on investment. Chosen fare minimizes loss.

** Adjusted to produce fair return on investment with minimum loss of passengers.
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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS

** ADJUSTED TO PRODUCE FAIR RETURN ON INVESTMENT WITH MINIMUM LOSS OF PASSENGERS
Table H-6. Midwest Triangle City-Pair Summary, Deflected Slipstream Concept (Continued)

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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS

** ADJUSTED TO PRODUCE FAIR RETURN ON INVESTMENT WITH MINIMUM LOSS OF PASSENGERS
Table H-6. Midwest Triangle City-Pair Summary, Deflected Slipstream Concept (Continued)

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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHosen FARE MINIMIZES LOSS

** ADJUSTED TO PRODUCE FAIR RETURN ON INVESTMENT WITH MINIMUM LOSS OF PASSENGERS
Table H-7. Midwest Triangle Summary, Deflected Slipstream Concept

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Table H-8. Midwest Triangle Chicago - Detroit City-Pair, Externally Blown Flap Concept (Continued)

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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHosen FARE MINIMIZES LOSS
Table H-10. Midwest Triangle Chicago - Cleveland City-Pair,
Externally Blown Flap Concept (Continued)

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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS
Table H-11. Midwest Triangle Chicago - Cleveland Summary, Externally Blown Flap Concept

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Table H-12. Midwest Triangle Detroit - Cleveland Summary, Externally Blown Flap Concept

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* No fare produces fair return on investment. Chosen fare minimizes loss.
Table H-13. Midwest Triangle City-Pair Summary,
Externally Blown Flap Concept

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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS

** ADJUSTED TO PRODUCE FAIR RETURN ON INVESTMENT WITH MINIMUM LOSS OF PASSENGERS
Table H-13. Midwest Triangle City-Pair Summary, Externally Blown Flap Concept (Continued)

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* No fare produces fair return on investment. Chosen fare minimizes loss.

** Adjusted to produce fair return on investment with minimum loss of passengers.
Table H-13. Midwest Triangle City-Pair Summary Externally Blown Flap Concept (Continued)

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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS
** ADJUSTED TO PRODUCE FAIR RETURN ON INVESTMENT WITH MINIMUM LOSS OF PASSENGERS
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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS

** ADJUSTED TO PRODUCE FAIR RETURN ON INVESTMENT WITH MINIMUM LOSS OF PASSENGERS
Table H-13. Midwest Triangle City-Pair Summary, Externally
Blown Flap Concept (Continued)

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** ADJUSTED TO PRODUCE FAIR RETURN ON INVESTMENT WITH MINIMUM LOSS OF PASSENGERS
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* ADJUSTED TO PRODUCE FAIR RETURN ON INVESTMENT WITH MINIMUM LOSS OF PASSENGERS
Table H-15. Midwest Triangle Chicago - Detroit City-Pair, Augmentor Wing Concept

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Table H-15. Midwest Triangle Chicago - Detroit City-Pair, Augmentor Wing Concept (Continued)

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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS
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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS

** ADJUSTED TO PRODUCE FAIR RETURN ON INVESTMENT WITH MINIMUM LOSS OF PASSENGERS
Table H-20. Midwest Triangle City-Pair Summary, Augmentor Wing Concept (Continued)

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| 121 | DET-CLV  | 1           | 12.50| 984  | -4032     | -.047| .41         | 1          | 20  | 11389   | 12519     | 5359532    |
| TOTAL|          |             |      | 7592  | 10971     | .134| .53         | 7          | 104 | 122637  | 91355     | 37516726   |

| 130 | CHI-DET  | 1           | 16.00| 4212 | 9706      | .249| .74         | 3          | 44  | 62400   | 43663     | 16682685   |
| 130 | CHI-CLV  | 1           | 19.00| 2396 | 84        | .121| .61         | 3          | 30  | 42152   | 32036     | 16682685   |
| 130 | DET-CLV  | 1           | 12.50| 984  | -4527     | -.060| .38         | 1          | 20  | 11389   | 12905     | 5560895    |
| TOTAL|          |             |      | 7592  | 5263      | .149| .62         | 7          | 94  | 115941  | 89604     | 3692665    |

| 140 | CHI-DET  | 1           | 15.00| 4358 | 1000      | .130| .71         | 4          | 44  | 60528   | 47001     | 23138669   |
| 140 | CHI-CLV  | 1           | 17.00| 2494 | 4929      | .214| .74         | 2          | 24  | 39257   | 28065     | 11569334   |
| 140 | DET-CLV  | 1           | 12.50| 984  | -5076     | -.074| .35         | 1          | 20  | 11389   | 13333     | 5784667    |
| TOTAL|          |             |      | 7636  | 853       | .124| .64         | 7          | 86  | 111174  | 88399     | 40492670   |

| 150 | CHI-DET  | 2           | 15.00| 4438 | 8392      | .223| .74         | 3          | 40  | 61639   | 43488     | 18025425   |
| 150 | CHI-CLV  | 1           | 15.00| 2634 | 797       | .135| .73         | 2          | 24  | 36583   | 29281     | 12016952   |
| 150 | DET-CLV  | 1           | 12.50| 984  | -5624     | -.087| .33         | 1          | 20  | 11389   | 13760     | 6060475    |
| TOTAL|          |             |      | 8056  | 3955      | .141| .64         | 6          | 84  | 109611  | 86529     | 85050585   |

| 160 | CHI-DET  | 1           | 14.00| 4484 | 4037      | .168| .74         | 3          | 38  | 58126   | 43967     | 18696948   |
| 160 | CHI-CLV  | 1           | 16.00| 2564 | 1241      | .142| .67         | 2          | 24  | 37855   | 29996     | 12461632   |
| 160 | DET-CLV  | 1           | 14.00| 846  | -5265     | -.067| .29         | 1          | 18  | 10967   | 12858     | 6232316    |
| TOTAL|          |             |      | 7894  | 13        | .120| .62         | 6          | 60  | 107078  | 86321     | 37393295   |

* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS

** ADJUSTED TO PRODUCE FAIR RETURN ON INVESTMENT WITH MINIMUM LOSS OF PASSENGERS
Table H-20. Midwest Triangle City-Pair Summary, Augmentor Wing Concept (Continued)

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* NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHOSEN FARE MINIMIZES LOSS

** ADJUSTED TO PRODUCE FAIR RETURN ON INVESTMENT WITH MINIMUM LOSS OF PASSENGERS
Table H-20. Midwest Triangle City-Pair Summary, Augmentor Wing Concept (Continued)

<table>
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<tr>
<th>CITY PAIR</th>
<th>FARE</th>
<th>PASS</th>
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<th>ROI</th>
<th>LOAD FACTOR</th>
<th>SIZE</th>
<th>DEP</th>
<th>REVENUE</th>
<th>OPER COST</th>
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- **NO FARE PRODUCES FAIR RETURN ON INVESTMENT. CHosen FARE MINIMIZES LOSS**

- **ADJUSTED TO PRODUCE FAIR RETURN ON INVESTMENT WITH MINIMUM LOSS OF PASSENGERS**
Table H-21. Midwest Triangle Summary, Augmentor Wing Concept

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<th>Aircraft Capacity</th>
<th>Number of Service Paths</th>
<th>Average Fare Per Mile</th>
<th>Passengers Carried Per Day</th>
<th>Return on Investment %</th>
<th>Average Load Factor %</th>
<th>Fleet Size</th>
<th>Number of Departures Per Day</th>
<th>Revenue Dollars/Day (000)</th>
<th>Operating Costs Dollars/Day (000)</th>
<th>Aircraft Investment (Millions)</th>
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* Adjusted to produce fair return on investment with minimum loss of passengers.