Kip

THE WHITE HOUSE

WASHINGTON

June 25, 1973

Dear Dr. Killian:

I would like to thank you and Public Broadcasting Service Chairman Ralph Rogers for your letter of June 6 to the President requesting an appointment to meet with him to discuss how the Administration can assist in the realization of the objectives of public broadcasting.

While the President appreciates your interest in wanting to meet with him, the constant heavy demands upon his calendar are such that a time is not foreseen when this could be scheduled. Clay T. Whitehead, Director of the Office of Telecommunications Policy regularly advises the President on matters concerning public broadcasting and I am sure he would be pleased to consult with you and Mr. Rogers on the topics you wish to discuss with the President.

Sincerely,

/s/

Terrence O'Donnell
Staff Assistant

Dr. James R. Killian, Jr.
Chairman
Corporation for Public Broadcasting
77 Massachusetts Avenue
Cambridge, Massachusetts 02139

cc: Clay T. Whitehead, Director
Office of Telecommunications Policy

CORPORATION DEVELOPMENT COMMITTEE

CAMBRIDGE, MASSACHUSETTS 02139

July 16, 1973

Dr. Clay T. Whitehead, Director
Office of Telecommunications Policy
Executive Office of the President
Washington, D. C.

Dear Dr. Whitehead:

I am sorry to learn that you have been struggling with a flu-like infection and I hope that your decision to stay away from the office for a period will prove to be helpful in getting rid of it.

I am ever so grateful to you for your willingness to come to Cambridge and I am hopeful that we can find a mutually available time, when you are back to normal, to have a session. It will be a pleasure, too, to welcome you to M.I.T.

Yours cordially,

J. R. Killian, Jr.
Chairman

JRK:ep

RECEIVED
JUL 18 4 14 PM '73
OFFICE OF
TELECOMMUNICATIONS
POLICY

August 11, 1973

Dr. James R. Killian, Jr.
77 Massachusetts Avenue
Cambridge, Massachusetts 02139

Dear Dr. Killian:

I want to tell you again how much I enjoyed our recent luncheon and the discussion. I think it was very useful and hope we can continue to communicate from time to time. I plan to be out of the Office the latter part of this month, but I will certainly be in touch as soon as we have some action on the President's nominees to fill the two vacancies on the Corporation Board.

I appreciate your cooperation in suggesting names, and, as you know, very much share your concern that only people of the highest quality and qualifications be nominated.

Sincerely,

Clay T. Whitehead

cc:
DO Records
DO Chron
Mr. Whitehead
Mr. Lamb
Eva

CTWhitehead:jm

THE WHITE HOUSE

WASHINGTON

Date: June 13, 1973

MEMORANDUM FOR: RON ZIEGLER
HANK PAULSON

FROM: DAVID PARKER

RE: Corporation for Public Broadcasting and Public Broadcasting Service

The attached is being sent to you for your advice and recommendation.

Would you advise as soon as possible.

Thank you.

COMMENTS:

15

Audience

JAMES R. KILLIAN, JR.

77 MASSACHUSETTS AVENUE
CAMBRIDGE, MASSACHUSETTS 02139

June 6, 1973

ACTION
T/D
SCHEDULE BD.
DATE RECEIVED
JUN 11 1973
RMN MESSAGE
SPEAKERS BUREAU
OTHER
APPOINTMENT OFFICE

The President
The White House
Washington, D. C.

My dear Mr. President:

An agreement providing for a close partnership relationship has been reached between the Corporation for Public Broadcasting and the Public Broadcasting Service, representing the 146 autonomous local television licensees spread over the United States.

It should now be possible to make substantial progress in achieving the objectives of Public Broadcasting shared by so many people from all walks of life throughout the nation.

We would deeply appreciate your willingness to meet with us at your convenience to discuss how your Administration can properly, promptly, and effectively assist in the realization of these objectives.

Respectfully yours,

J. R. Killian, Jr.

J. R. Killian, Jr.
Chairman, Corporation
for Public Broadcasting

Ralph B. Rogers

Ralph B. Rogers
Chairman, Public
Broadcasting Service

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

June 14, 1973

MEMORANDUM FOR: DAVE PARKER

FROM: HANK PAULSON HP

SUBJECT: Public Broadcasting

James Killian, the current CPB Chairman, and Ralph Rodgers, the PBS Chairman, have requested a meeting with the President to discuss public broadcasting objectives.

James Killian is a Johnson appointee who was recently elected CPB Chairman in a display of independence by the Board, after the previous Chairman, Tom Curtis, resigned charging the Administration attempted to influence the Corporation to preclude funding of news and public affairs programs. Under the leadership of Killian, who supports the airing of public affairs shows, CPB worked out a compromise with PBS which established procedures for the broadcast of public affairs programs.

Ralph Rodgers, the PBS Chairman, is a wealthy Texas businessman, former Finance Chairman of George Bush's Senate campaign and a self-proclaimed supporter of the President. Nonetheless, he has opposed almost every aspect of the Administration's public broadcasting posture, actively working to reestablish public affairs shows and criticizing the Administration for putting public broadcasting on a "starvation diet."

I do not believe that the President should meet with these men now. The recent and stormy public broadcasting controversy and the present uncertainty regarding both the level of CPB funding and the way in which the CPB-PBS compromise will actually function, would make it difficult for the President to hold a meeting now. Killian has already announced his intention to resign before the end of the year and we are actively looking for a new Chairman. (We will appoint 7 new Board members over the next year.) At the end of the year, a public broadcasting meeting with the new Chairman would be more appropriate, because the funding problem will be resolved, we will know for sure whether or not the CPB-PBS compromise is a step in the right direction, and Tom Whitehead will have initiated new discussions to fashion a long-term solution to the public broadcasting problems.

cc.: KEN COLE

OFFICE OF TELECOMMUNICATIONS POLICY
EXECUTIVE OFFICE OF THE PRESIDENT
WASHINGTON, D.C. 20504

June 15, 1973

DIRECTOR

MEMORANDUM FOR

Honorable Dave Parker
The White House

It has come to my attention that James Killian, the Chairman of the Corporation for Public Broadcasting, and Ralph Rogers, the Chairman of the Public Broadcasting Service, have requested a meeting with the President to discuss public broadcasting.

As you know, I have had the principal responsibility for dealing with the public broadcasting controversy as it has developed over the past two years. Both Killian and Rogers have shown a marked disinclination to discuss their objectives with us. Indeed, over the past few months they have been strongly critical of the Administration's goals for public broadcasting and have accused us of attempting to starve or suffocate public broadcasting in order to undercut public broadcasting's ability to criticize the Administration.

In this regard, I think it would be a big mistake for the President to meet with these men, especially with the CPB funding still pending on the Hill, and I strongly oppose such a meeting. What is called for is a letter from the President to Killian and Rogers begging off on any meeting and urging them to meet instead with me. For your information, Killian and Rogers have not seen fit to discuss these matters with me or with Ken Cole.

Finally, while I can appreciate the present circumstances which may have led to a breakdown in the normal staffing procedures, it is disturbing to have to learn about this request for a meeting with the President through the White House grapevine rather than a direct request for

my views on this matter. In the future, I hope that we can return to the established procedures for staffing all issues dealing with public broadcasting and other communications matters that fall within the purview of my office.

Clay T. Whitehead

Delta
920-5300

4 — 51.00 + ~~102.00~~
103.27

Tuesday 7/10/73

TRIP
7/16/73

5:00 Your trip to Cambridge, Mass., with Henry Loomis to have lunch with James Killian has been scheduled for Monday, July 16. The lunch is to be at 12:30. They would like to meet you in his office (Rm. 9-235, 105 Massachusetts Avenue, Cambridge).

(617) 253-1515

Do you want other meetings set up for that date? no

There is a Delta Flt. 214 leaving National Airport at 9:59; arriving Boston 11:07 that morning. Do you want reservations on that flight? OK

About what time would you like to return?

Delta - 920-5500

9:400

11:30

Thursday 7/11/73

TRIP
7/16/73

3:00 We have made the following plane reservations for Mr. Whitehead to go to Boston on Monday, July 16:

9:59 a.m.	Lv. National Airport via Delta Flt. 214
11:07 a.m.	Arr. Boston, Mass.
	(will drive to MIT in Cambridge, Mass., by cab)

3:40 p.m.	Lv. Boston Airport via Easter Flt. 199
5:02 p.m.	Arr. National Airport

Mr. Loomis will accompany him to the luncheon with Dr. Killian at MIT. Mr. Loomis will be spending the weekend in Boston, but will be taking the same flight back to Washington.

GSA will call when the tickets are ready to be picked up on Friday, 7/13.

Speech
8-3-73

UNIVERSITY of PENNSYLVANIA

PHILADELPHIA 19104

The Wharton School
DEPARTMENT OF MARKETING

August 21, 1973

Mr. Clay T. Whitehead
Office of Telecommunications Policy
Executive Office of the President
Washington, D. C. 20504

Dear Tom:

Now that the AT & T program is over, I have the time to thank you for your presentation and discussion with the participants. The men were quite pleased with your candid comments and answers to questions. You'd be surprised how many agreed in general with your views.

The program was very well received by the participants according to our feedback. Over 80% of the men thought the program was a good investment for the Bell System. It will be interesting to see if anything happens after the guys get back into the "real world."

Tom, thanks again for helping to make the program a success.

Let's keep in touch.

Best regards,

Len Lodish
Associate Professor

LL/cc

RECEIVED
AUG 27 12 00 PM '73
OFFICE OF
TELECOMMUNICATIONS
POLICY

JUL 12 1973

Mr. Leonard M. Lodish
University of Pennsylvania
The Wharton School
Department of Marketing
Philadelphia, Pennsylvania 19104

Dear Len:

Many thanks for your letter giving further details on the marketing seminar at Wharton this summer. As you requested, I have enclosed a copy of my biography and a photograph. The title of my talk will probably be "New Directions in the Communications Market" and will be informal remarks.

I look forward to seeing you on the 17th.

Sincerely,

signed
TOM

Clay T. Whitehead

Enclosures

cc:
DO Records
DO Chron
Mr. Whitehead
HCH Chron
Eva

HCHall:rah:7-12-73

July

7/17/73

UNIVERSITY of PENNSYLVANIA

PHILADELPHIA 19104

The Wharton School

DEPARTMENT OF MARKETING

June 19, 1973

Mr. Clay T. Whitehead, Director
Office of Telecommunications Policy
Executive Office of the President
Washington, DC 20504

Dear Tom:

We are delighted that you will be able to address the participants and faculty of the AT&T/Wharton Advanced Marketing Management Program. The primary objective of the program is to provide an M.B.A. level training in the field of marketing for men at the vice presidential level throughout the AT&T system. Your audience would therefore consist of approximately 50 men at the vice presidential level in AT&T as well as approximately a half dozen members of The Wharton School, Marketing faculty. We are especially interested in how your organization will relate to AT&T's marketing decisions.

The program runs from July 8 to August 17. As we discussed with your office, we would like you to speak on Tuesday evening, the 17th of July. The meeting would be a dinner meeting with cocktails served at 6:30 p.m. and dinner at 7:30 p.m. It would be at the Faculty Club of the University of Pennsylvania in Philadelphia (36th and Walnut Streets). In order to foster open interchange, it would be a private gathering with no one from the press or media invited.

Would you please provide on the attached form a very brief statement of your vita, the subject of your talk, and a glossy photograph. You are welcome to speak on any topic that you deem appropriate given that the main subject of our seminar is Marketing Management. If you should have any questions, please give me a call (215/594-6645).

I'm looking forward to seeing you. It's been a long time since the Sloan School.

Sincerely,

Leonard M. Lodish
Associate Professor of Marketing

LML/gs

Attachment

UNIVERSITY of PENNSYLVANIA

PHILADELPHIA 19104

The Wharton School

DEPARTMENT OF MARKETING

AT&T/WHARTON ADVANCED
MARKETING MANAGEMENT PROGRAM

Guest Speaker Information

Name: _____

Title: _____

Professional Affiliation: _____

Business Address: _____

_____

_____

Business Phone: _____

Audio-Visual Aids Needed, If Any: _____

_____

_____

_____

PLEASE ATTACH BIOGRAPHICAL SKETCH (200-250 words) AND A PHOTOGRAPH.

Request Hotel Reservation: _____
(indicate dates of arrival
and departure) _____

UNIVERSITY of PENNSYLVANIA

PHILADELPHIA 19104

The Wharton School

DEPARTMENT OF MARKETING

AT&T/WHARTON ADVANCED
MARKETING MANAGEMENT PROGRAM

Guest Speaker - Speech Description

Name: _____

Speech Date & Time: _____

_____

Title: _____

_____

Description (Objectives and Content): _____

_____

_____

_____

_____

_____

_____

_____

7/17

?

OFFICE OF TELECOMMUNICATIONS POLICY
EXECUTIVE OFFICE OF THE PRESIDENT
WASHINGTON, D.C. 20504

May 17, 1973

MEMORANDUM FOR MR. WHITHEAD

From: Helen C. Hall

Subject: Invitation to Speak to a Marketing Seminar at the Wharton School ~~for 50~~ AT&T Management Personnel, in July or August

Don Carroll, Dean of the Wharton School and former teacher with you at M.I.T, and Dr. Ron Frank, head of the Marketing Department at Wharton have called to ask you to be one of the dinner speakers for the above seminar in July or August. Wharton is sponsoring a six-week executive development program for AT&T managment personnel at the vice-president level. There will be 50 people attending the seminar and they plan to have one outstanding dinner speaker each week during the course; they would like you to fill one of these slots on a Tuesday evening either July 10, 17, or August 7 or 14. The seminar will be held at Wharton in Philadelphia.

They are extremely eager to pin down the day when you might be able to be there but I indicated to them that we probably wouldn't have an answer until the first week in June at the earliest. They said they would go ahead then and fill three of these four choices and try to keep one open for you until they hear from us. Would you like to participate in this program?

Yes ✓

No _____

If so, when _____

Would you rather wait until June to decide ✓

Tuesday 5/15/73

INV.
7/10,17 or
8/7 or 14
Dinner

9:10 HELEN

Dean Don Carroll, University of Pennsylvania, has called Mr. Whitehead a couple of times. Mr. Whitehead knew him at MIT. This morning I received a call from Dr. Ron Frank, head of the Marketing Department. This summer they will conduct a 6-week Executive Development Program at the University for AT&T. There will be approx. 50 men at or near the Vice President level from all over the US. The purpose is to provide them in 6 weeks with a Masters level education in marketing.

Part of the program is a series of dinner speakers--one each week. The speakers will represent different points of view regarding industry and marketing. They would like Mr. Whitehead to fill one of these slots--on any of the following Tuesdays: July 10 or 17 or August 7 or 14.

Dr. Frank said they consider Mr. Whitehead THE man they need for one of the dinner speeches, and will be following up this invitation quite vigorously -- so I naturally gave him your name and phone number.

Dean Carroll's number is (215) 594-7601; Dr. Frank's number is (215) 594-8242.

It's all yours -- thanks much!

Judy

Friday 7/27/73

TRIP
8/3/73

12:00 Mr. Whitehead has scheduled a lunch with Henry Loomis and Dr. Killian on Friday, August 3, at MIT in Cambridge, Mass. (in the dining room at the faculty club at 12:00)
We are to call and tell Henry Loomis' office when we have made the reservations for his flight.

He has a call in to Bill Kaufman re a meeting with him that morning.

From there, he will fly to Philadelphia to address the ATT/Wharton School; then fly back to Washington that evening.

Wednesday 8/1/73

MEETING
8/3/73
2:30 p.m.

2:30 Mr. Whitehead will meet with Bill Kaufmann at 2:30 p.m., Friday, August 3, in Boston.

Bldg. E-53, Room 433
(Herman Bldg.)
30 Wadsworth Street

(617) 253-3376

From
BERMUDA, ATLANTIC OCEAN AST BDA

102.00 204.00
80.00 160.00
EA EX/58 Y WEEKEND 138.00
EA EX/59 Y MIDWEEK 116.00
EA EX/60 Y WEEKEND 135.00
EA EX/61 Y MIDWEEK 108.00

67 12:15p 2:35p D EA 816 F/Y 727 L 0
3:40p 5:40p F EA 808 F/Y D8S D 0
CONNECTIONS
1 4:30p 8:52p D EA 818 F/Y 727 D 0
6:35p EWR 8:00p SO 719 S DC9 0
EFFECTIVE JUL15
1 4:30p 9:02p D EA 818 F/Y 727 D 0
6:35p EWR 8:10p SO 719 S DC9 0
DIS AFTER JUL14
5:20p 9:18p N PA 131 F/Y 707 D 0
7:20p BOS 8:00p EA 515 F/Y DC9 0
5:20p 9:29p F PA 131 F/Y 707 D 0
7:20p BOS 8:20p DL 579 F/Y D9S S 0
5:20p 9:29p N PA 131 F/Y 707 D 0
7:20p BOS 8:18p DL 1269 F/Y 727 S 0
MDT BIL

BILLINGS, MONT.
F 144.44 11.56 156.00 312.00
Y 111.11 8.89 120.00 240.00
NW YM 79.00 NW M 61.00
NW YZ 100.00 NW Z 94.00
NW EX/1 30 DAY 208.00
12:40p 8:10p N NW 68 F/Y 72S LD 2
12:50p 10:00p N NW 392 F/Y 72S LS 4
CONNECTIONS
8:50a 3:28p N NW 222 F/Y 72S B 0
11:30a MSP 12:20p NW 336 F/Y 72S L 0
3:59p N NW 742 F/Y 727 B 0
X6 9:00a 1:30p AA 356 F/Y 72S L 0
12:22p ORD 4:59p N NW 742 F/Y 727 B 0
9:00a 2:30p AA 226 F/Y 72S S 0
12:22p ORD 7:50p N NW 742 F/Y 727 B 0
9:00a 3:30p NW 356 F/Y 727 S 2
12:22p ORD 9:03p D NW 72 F/Y B3F L 0
1:35p 6:10p UA 490 F/Y 72S D 0
4:55p ORD 9:13p N NW 72 F/Y B3F L 0
X6 1:35p 6:30p AA 156 F/Y 727 D 0
4:55p ORD 9:31p N NW 72 F/Y B3F L 0
1:35p 5:50p AA 288 F/Y 727 S 1
4:55p ORD 11:24p D NW 72 F/Y B3F L 0
1:35p 5:50p NW 28 F/Y D10 S 2
4:55p ORD
EDT BGM

BINGHAMTON, N.Y.
A 32.41 2.59 35.00 70.00
CR A 33.33 2.67 36.00 72.00
CR YM 24.00
COMMUTER AIR CARRIER
X7 7:15a 8:15a N CR 100 A PSM 0
X67 2:30p 3:30p N CR 300 A PSM 0
X6 5:00p 5:50p N CR 500 A PSM 0
CDT BHM

BIRMINGHAM, ALA.
F 68.52 5.48 74.00 148.00
Y 52.78 4.22 57.00 114.00
FN 52.78 4.22 57.00 114.00
YN 42.59 3.41 46.00 92.00
YM 38.00 M 28.00
DL YZ 47.00 UA Z 44.00
1:44p 5:38p N DL 720 F/Y D9S S 1
3:40p 7:30p N UA 456 F/Y 737 D 1
10:00p 1:56p F DL 586 FN/YN D9S 1
CONNECTIONS
3:25a 7:20a N EA 252 FN/YN D9S 0
5:02a ATL 5:42a EA 582 FN/YN 727 B 0
EFFECTIVE JUL 2
3:50a 7:44a N DL 288 FN/YN 72S 0
5:23a ATL 6:19a DL 296 FN/YN 72S B 0
3:50a 7:57a F DL 288 FN/YN 72S 0
5:23a ATL 6:29a DL 790 FN/YN D9S B 0
7:15a 11:15a F EA 122 F/Y D9S 0
8:56a ATL 9:45a EA 138 F/Y D9S S 0
7:15a 11:22a N EA 122 F/Y D9S 0
8:56a ATL 9:55a EA 130 F/Y 72S S 0
7:30a 11:15a F DL 600 F/Y D9S 0
9:04a ATL 9:45a EA 138 F/Y D9S S 0
7:30a 11:22a N DL 600 F/Y D9S 0
9:04a ATL 9:55a EA 130 F/Y 72S S 0
7:30a 11:35a N DL 600 F/Y D9S 0
9:04a ATL 10:10a DL 210 F/Y 72S S 0
X7 7:55a 11:35a N SO 512 S DC9 S 0
9:30a ATL 10:10a DL 210 F/Y 72S S 0
X7 7:55a 11:50a F SO 512 S DC9 S 0
9:30a ATL 10:24a DL 216 F/Y 72S S 0
8:45a 4:00p N UA 824 F/Y 737 0
X7 10:30a ATL 2:30p UA 436 F/Y 737 S 0
9:38a 1:43p N DL 514 F/Y D9S 0
11:12a ATL 12:16p DL 620 F/Y D9S L 0
9:38a 1:45p N DL 514 F/Y D9S 0
11:12a ATL 12:16p EA 146 F/Y D9S L 0
EFFECTIVE JUL 2
9:38a 2:50p D DL 514 F/Y D9S 0
11:12a ATL 12:05p PI 30 S 737 L 2
12:15p 4:00p N UA 432 F/Y 737 0
X6 1:57p ATL 2:30p UA 436 F/Y 737 0
12:15p 4:25p F UA 432 F/Y 737 0
X6 1:57p ATL 2:57p DL 508 F/Y D9S S 0
12:40p 4:45p F EA 586 F/Y D9S 0
2:24p ATL 3:15p EA 134 F/Y 727 S 0
EFFECTIVE JUL 2
12:40p 4:48p N EA 586 F/Y D9S 0
2:24p ATL 3:15p EA 380 F/Y D9S S 0
EFFECTIVE JUL 2
1:44p 6:34p D DL 720 F/Y D9S 0
3:18p ATL 4:55p DL 106 F/Y 747 S 0
2:30p 9:31p N EA 894 F/Y DC9 0
3:09p BNA 7:05p AA 386 F/Y 72S D 0
3:40p 7:56p F UA 456 F/Y 737 0
5:22p ATL 6:25p EA 132 F/Y 727 D 0
3:42p 7:34p N EA 786 F/Y DC9 0
5:25p ATL 6:09p DL 208 F/Y 72S D 0
EFFECTIVE JUL 2
3:42p 7:56p F EA 786 F/Y DC9 0
5:25p ATL 6:25p EA 132 F/Y 727 D 0
EFFECTIVE JUL 2
3:48p 7:34p N DL 622 F/Y D9S 0
5:22p ATL 6:09p DL 208 F/Y 72S D 0
3:48p 7:56p F DL 622 F/Y D9S 0
5:22p ATL 6:25p EA 132 F/Y 727 D 0
4:50p 10:00p F DL 634 F/Y D9S 0
6:24p ATL 8:34p DL 226 F/Y 72S S 0
CONT. NEXT COLUMN

From
BIRMINGHAM, ALA.-CONT.
4:50p 10:00p N DL 634 F/Y D9S 0
6:24p ATL 8:33p DL 526 F/Y D9S S 0
8:05p 12:28a F DL 724 F/Y D9S 0
9:39p ATL 11:00p EA 126 FN/YN D9S 0
EFFECTIVE JUL 2
X6 8:40p 12:28a F SO 144 S DC9 0
10:15p ATL 11:00p EA 126 FN/YN D9S 0
EFFECTIVE JUL 2
10:05p 1:43a F EA 674 FN/YN D9S 0
11:46p ATL 12:20a EA 640 FN/YN 72S 0
EFFECTIVE JUL 2
CDT BIS

BISMARCK, N.D.
F 117.59 9.41 127.00 254.00
Y 90.74 7.26 98.00 196.00
NW YM 65.00 NW M 50.00
NW YZ 81.00 NW Z 76.00
3:05p 8:10p N NW 68 F/Y 72S D 1
CONNECTIONS
6:30a 2:05p N NW 704 F/Y 72S 3
10:40a ORD 11:30a AA 690 F/Y 727 L 0
EDT BLF

BLUEFIELD, W. VA
S 25.00 2.00 27.00 54.00
PI YM 18.00 PI M 14.00
PI YZ 22.00
PI EX/22 S SATURDAY 41.00
PI EX/1 30 DAY 41.00
8:55a 10:40a N PI 984 S Y51 1
12:02p 2:43p N PI 908 S Y51 3
7:37p 9:15p N PI 932 S Y51 1
CONNECTIONS
X7 9:12a 12:25p N PI 933 S Y51 1
10:03a CRW 10:40a AL 216☐ A B99 1
12:02p 1:29p N PI 908 S Y51 0
12:27p ROA 12:45p PI 34 S 737 S 0
MDT BOI

BOISE, IDAHO
F 171.30 13.70 185.00 370.00
Y 131.48 10.52 142.00 284.00
UA YM 95.00 UA M 71.00
UA Z 111.00
UA EX/1 30 DAY 247.00
11:55a 7:35p F UA 374 F/Y 727 LD 1
1:35p 10:00p N UA 278 F/Y 727 SD 2
CONNECTIONS
8:25a 5:05p D UA 612 F/Y 727 B 0
9:57a DEN 11:50a TW 890 F/Y 707 L 0
8:25a 5:10p D UA 612 F/Y 727 B 0
9:57a DEN 11:55a UA 632 F/Y DC8 L 0
8:25a 6:10p N RW 725 S D9S 1
X6 9:45a SLC 11:05a AA 284 F/Y 727 LS 1
11:55a 8:00p N UA 374 F/Y 727 L 0
3:55p ORD 5:20p TW 438 F/Y 727 D 0
11:55a 8:00p N UA 374 F/Y 727 L 0
3:55p ORD 5:15p UA 488 F/Y 72S D 0
11:55a 8:10p N UA 374 F/Y 727 L 0
3:55p ORD 5:30p AA 340 F/Y 72S D 0
1:35p 10:00p N UA 278 F/Y 727 SD 1
6:38p ORD 7:30p AA 582 F/Y 72S D 0
1:35p 10:25p F UA 278 F/Y 72S 0
6:38p ORD 7:45p TW 412 F/Y 727 SD 1
1:35p 10:25p F UA 278 F/Y 727 0
6:38p ORD 7:45p UA 356 F/Y 727 SD 1
1:35p 11:26p D UA 278 F/Y 727 1
6:38p ORD 7:40p UA 736 F/Y 737 1
1:35p 11:30p D UA 278 F/Y 727 SD 1
6:38p ORD 7:50p UA 146 F/Y D9S
EDT BOS

BOSTON, MASS.
F 47.22 3.78 51.00 102.00
A 37.04 2.96 40.00 80.00
S 37.04 2.96 40.00 80.00
Y 36.11 2.89 39.00 78.00
YM 26.00 M 20.00
AL YM 27.00
YZ 32.00 AA Z 30.00
AL YZ 33.00
AL SDG S OW 38.00
AL EX 11 A WEEKEND 61.00
AL EX/11 S WEEKEND 61.00
BALTIMORE FARE DIFFERENCES
F 44.44 3.56 48.00 96.00
S 34.26 2.74 37.00 74.00
Y 34.26 2.74 37.00 74.00
YM 25.00 DL M 19.00
YZ 31.00
AL EX/11 S WEEKEND 56.00
5:39a 7:32a N DL 705 F/Y D9S B 1
5:45a 7:50a N EA 135 F/Y D9S B/S 1
EA 135 EFFECTIVE JUL 2
5:50a 7:54a N EA 135 F/Y 72S B/S 1
EA 135 DISCONTINUED AFTER JUL 1
X7 6:50a 9:00a N AL 675 A CV5 S 1
7:00a 8:10a F AL 825 S D9S B 0
X67 7:00a 8:17a N AA 429 F/Y 72S B 0
X7 7:40a 8:57a N AA 415 F/Y 72S B 0
8:00a 9:11a N DL 205 F/Y D9S B 0
8:20a 9:41a N EA 377 F/Y D9S B 0
9:10a 10:27a N AA 475 F/Y 727 0
10:20a 11:55a D AA 111 F/Y B3F 0
10:33a 11:54a N EA 611 F/Y D9S 0
EA 611 EFFECTIVE JUL 2
10:35a 11:56a N EA 611 F/Y D9S 0
EA 611 DISCONTINUED AFTER JUL 1
10:55a 12:08p N DL 623 F/Y D9S S/ 0
12:00n 2:15p N AL 629 A CV5 1
12:15p 1:29p N AA 369 F/Y 72S S 0
12:22p 1:35p N DL 711 F/Y 880 S 0
12:25p 1:33p F DL 921 S D9S S 0
12:30p 1:40p F AL 853 S D9S S 0
1:30p 2:44p N AA 581 F/Y 727 S 0
2:15p 3:29p N EA 577 F/Y DC9 0
2:45p 3:56p N DL 215 F/Y 72S S/ 0
3:05p 4:15p F AL 503 S 111 0
X7 3:40p 5:02p N EA 199 F/Y D9S
EA 199 EFFECTIVE JUL 2
4:16p 5:27p N DL 1203 F/Y 72S S/ 1
4:30p 7:00p N NA 403 F/Y 727 1
5:00p 7:10p N AL 671 A CV5 1
5:12p 6:20p F DL 249 F/Y 72S S/ 0
5:20p 7:17p F AL 869 S D9S S 1
5:35p 6:45p F AL 861 S D9S S 0
5:40p 6:57p N AA 453 F/Y 727 S 0
5:48p 6:59p N DL 1211 F/Y 72S D/S 0
6:40p 7:58p N EA 501 F/Y D9S S 0
EA 501 DISCONTINUED AFTER JUL 1
6:46p 8:04p N EA 501 F/Y D9S S 0
EA 501 EFFECTIVE JUL 2
CONT. NEXT PAGE

1/16

From
BOSTON, MASS.-CONT.
X6 7:10p 8:27p N AA 491 F/Y 727 S 0
X6 7:45p 9:02p N AA 435 F/Y 72S 0
8:00p 9:18p N EA 515 F/Y DC9 0
8:15p 10:30p N AL 659 A CV5 1
X6 8:18p 9:29p N DL 1269 F/Y 727 S 0
8:20p 9:29p F DL 579 F/Y D9S S 0
X6 8:45p 10:00p N AA 607 F/Y 727 0
9:05p 10:15p F AL 887 S D9S 0
MDT BZN

BOZEMAN, MONT.
F 154.63 12.37 167.00 334.00
Y 116.67 9.33 126.00 252.00
NW YM 84.00 NW M 64.00
NW YZ 105.00 NW Z 98.00
NW EX/1 30 DAY 220.00
11:27a 10:00p N NW 392 F/Y 72S LS 5
EDT BFD

BRADFORD, PA.
A 32.41 2.59 35.00 70.00
AL YM 23.00
AL YZ 29.00
AL EX/11 A WEEKEND 52.00
X7 9:03a 10:30a N AL 626 A CV5 1
7 12:02p 1:30p N AL 658 A CV5 1
EDT BDR

BRIDGEPORT, CONN.
A 33.33 2.67 36.00 72.00
AL YM 24.00
AL YZ 30.00
AL EX/11 A WEEKEND 53.00
12:10p 1:59p N AL 795 A CV5 1
CONNECTIONS
X67 4:40p 7:45p N AL 787 A CV5 1
6:15p PHL 7:00p AL 133☐ A BTP 0
7 4:40p 7:45p N AL 787 A CV5 1
6:15p PHL 7:00p AL 153☐ A N26 0
4:40p 8:17p N AL 787 A CV5 1
6:15p PHL 7:37p AL 587 S 111 0
CDT BRO

BROWNSVILLE, TEXAS
CONNECTIONS
6:35a 3:46p N BN 136 F/Y 72S S 0
7:50a DAL 10:25a AA 488 F/Y 727 L 2
EFFECTIVE JUL15
X7 6:45a 3:46p N BN 600 F/Y 727 S 1
8:50a DAL 10:25a AA 488 F/Y 727 L 2
DIS AFTER JUL14
9:50a 4:49p D BN 24 F/Y 727 1
11:50a DAL 1:00p AA 58 F/Y 707 L 0
EFFECTIVE JUL15
10:30a 8:10p N BN 402 F/Y 727 1
12:50p DAL 1:45p AA 340 F/Y 72S D 2
DIS AFTER JUL14
EDT BUF

BUFFALO, N.Y.
F 38.89 3.11 42.00 84.00
S 29.63 2.37 32.00 64.00
Y 29.63 2.37 32.00 64.00
YM 21.00 UA M 16.00
AL YZ 27.00 UA Z 25.00
AL EX/11 S WEEKEND 47.00
BALTIMORE FARE DIFFERENCES
AL YM 22.00
7:00a 7:57a N UA 817 F/Y 727 B 0
8:30a 9:30a N AL 592 S 111 B 0
11:35a 12:31p F AL 532 S 111 S 0
11:35a 1:28p N UA 330 F/Y 737 S 1
12:59p 1:59p N AL 594 S 111 S 0
2:30p 4:53p N AL 894 S D9S 2
4:00p 5:00p N AL 516 S 111 0
7:50p 9:37p F UA 937 F/Y 737 1
X6 8:05p 9:04p N UA 545 F/Y 737 0
8:30p 9:30p N AL 596 S 111 0
9:33p 10:25p F AL 534 S 111 0
CONNECTIONS
7:25a 9:45a F EA 989 F/Y 727 S 0
8:10a PIT 8:55a AL 426 S 111 0
EFFECTIVE JUL 2
5:00p 7:17p F UA 818 F/Y 727 S 0
5:50p PHL 6:41p AL 869 S D9S 0
EDT BTV

BURLINGTON, VT.
S 45.37 3.63 49.00 98.00
AL YM 33.00
AL YZ 41.00
AL EX/11 S WEEKEND 74.00
BALTIMORE FARE DIFFERENCES
S 43.52 3.48 47.00 94.00
AL YM 32.00
AL YZ 39.00
AL EX/11 S WEEKEND 71.00
6:22a 9:17a F AL 543 S 111 S 2
1:45p 4:30p N AL 511 S 111 2
7:10p 9:56p F AL 527 S 111 2
CONNECTIONS
6:22a 9:25a N AL 543 S 111 0
6:57a ALB 7:30a AL 591 S 111 S 1
7:40a 11:25a N AL 300☐ A DTO 1
9:00a ALB 9:30a AL 517 S 111 1
7:50a 11:25a N AL 292☐ A DTO 1
8:55a ALB 9:30a AL 517 S 111 1
X7 9:00a 11:54a N DL 723 F/Y D9S 0
9:41a BOS 10:33a EA 611 F/Y D9S 0
EFFECTIVE JUL 2
X7 9:00a 12:08p N DL 723 F/Y D9S 0
9:41a BOS 10:55a DL 623 F/Y D9S S/ 0
10:50a 2:00p D AL 407 S 111 0
11:45a LGA 1:00p OZ 909 Y D9S S 0
10:50a 3:26p N AL 407 S 111 0
11:45a LGA 2:30p AA 395 F/Y 727 0
4:10p 7:45p D AL 405 S 111 0
5:05p LGA 6:45p OZ 971 Y D9S 0
X6 4:25p 8:00p N AL 304☐ A DTO 1
5:30p ALB 5:55p AL 710 A CV5 1
4:25p 8:17p N AL 304☐ A DTO 1
5:30p ALB 6:20p AL 587 S 111 1
X6 7:10p 10:00p N AL 527 S 111 0
7:45p ALB 8:05p AL 519 S 111 1
MDT BTM

BUTTE, MONT.
F 158.33 12.67 171.00 342.00
Y 121.30 9.70 131.00 262.00
NW YM 87.00 NW M 66.00
NW YZ 109.00 NW Z 102.00
NW EX/1 30 DAY 229.00
10:41a 10:00p N NW 392 F/Y 72S LS 6
CONNECTIONS
10:25a 9:31p N WA 21 Y 737 0
11:34a SLC 1:10p AA 288 F/Y 727 LS 2

From
CASPER, WYO.
CONNECTIONS
X7 7:15a 2:35p D FL
7:59a DEN 9:20a UA
7 7:15a 2:35p D FL
7:59a DEN 9:20a UA
X67 7:15a 3:44p N FL
7:59a DEN 9:10p TW
7 7:15a 3:44p N FL
7:59a DEN 9:10a TW
8:40a 5:05p D FL
10:20a DEN 11:50p TW
CEDAR RAPIDS/IOWA CITY
CONNECTIONS
7:10a 11:32a N UA
7:55a ORD 8:50a UA
7:10a 12:09p N UA
7:55a ORD 9:30a AA
7:10a 12:34p D UA
7:55a ORD 8:50a UA
X7 7:55a 12:54p N OZ
9:10a STL 10:10a TW
X7 8:47a 2:05p N OZ
10:35a ORD 11:30a AA
9:20a 2:21p N UA
10:48a ORD 11:45a UA
9:20a 3:05p N UA
10:48a ORD 12:30p AA
9:20a 3:21p F UA
10:48a ORD 12:45p TW
12:35p 4:51p N UA
1:20p ORD 2:15p UA
12:35p 4:55p F UA
1:20p ORD 2:15p UA
12:35p 4:59p N UA
1:20p ORD 2:30p AA
1:42p 7:02p N OZ
3:30p ORD 4:25p TW
X6 2:00p 7:02p N OZ
2:45p ORD 4:25p TW
X6 2:00p 7:10p N OZ
2:45p ORD 4:30p AA
3:10p 7:31p F UA
3:55p ORD 4:55p TW
3:10p 7:35p F UA
3:55p ORD 4:55p UA
3:10p 8:00p N UA
3:55p ORD 5:20p TW
3:10p 8:00p N UA
3:55p ORD 5:15p UA
3:10p 8:10p N UA
3:55p ORD 5:30p AA
X6 5:50p 10:00p N UA
6:35p ORD 7:30p UA
X6 5:50p 10:00p N UA
6:35p ORD 7:25p TW
X6 5:50p 11:26p D UA
6:35p ORD 7:40p UA
X6 5:50p 11:30p D UA
6:35p ORD 7:50p UA
6:10p 10:25p F UA
7:00p ORD 7:45p UA
6:10p 11:26p D UA
7:00p ORD 7:40p UA
6:10p 11:30p D UA
7:00p ORD 7:50p UA
CHAMPAIGN, ILL.
Y 52.78 4.
OZ YM 38.00
OZ YZ 47.00
8:25a 10:43a D
4:55p 7:20p F
CONNECT
X7 7:06a 11:09a N
7:40a ORD 8:30p
7 7:06a 11:09a N
7:40a ORD 8:30p
X7 7:06a 12:34p D
7:40a ORD 8:50p
7 7:06a 12:34p D
7:40a ORD 8:50p
X6 11:45a 3:57p
12:20p ORD 1:30p
11:45a 4:51p
12:20p ORD 2:15p
11:45a 4:59p
12:20p ORD 2:30p
X6 1:37p 5:56p
2:25p ORD 3:1
X6 1:37p 6:10p
2:25p ORD 3:3
1:37p 7:02p
2:25p ORD 4:2
1:37p 8:10p
2:25p ORD 5:
3:30p 8:04p
4:35p STL 5:
3:30p 8:09p
4:35p STL 5:
4:10p 9:03p
4:58p ORD 6:
X6 4:10p 9:13p
4:58p ORD 6:
4:10p 9:31p
4:58p ORD 5:
X6 6:25p 10:03p
7:00p IND 7:
CHARLESTON, S.C.
F 51.8
Y 39.6
NA YM 28.
NA YZ 35.
NA EX
10:52a 12:5
12:10p 1:1
6:35p 9:
CONN
3:50a 7:
5:26a ATL
3:50a 7:
5:26a ATL
7:00a 9:
7:35a CLT

Freq. Leave Arrive Flight Class Eq MI S

BOSTON, MASS. EDT BOS

From

TORONTO, ONT.-CONT.

4:30p 7:42p AC 428 F/Y D9S 0
5:30p YUL 6:50p DL 261 F/Y 727 S 0
7 4:30p 7:42p CP 200 Y D8S 0
5:35p YUL 6:50p DL 261 F/Y 727 S 0
5:20p 8:51p AC 784 F/Y D9S S 0
6:50p JFK 8:00p DL 758 F/Y D9S 0
8:00p 10:52p AC 432 F/Y DC8 0
9:00p YUL 10:00p DL 295 FN/YN 727 0
8:05p 10:59p AA 392 F/Y 727 0
9:17p LGA 10:15p EA 68 FN/YN 72S 0
8:15p 11:18p EA 337 F/Y D9S 0
8:45p BUF 9:35p AL 528 S 811 1
8:15p 11:18p EA 337 F/Y D9S 0
8:45p BUF 9:40p AL 824 S D9S 1
8:15p 11:19p EA 337 F/Y D9S 0
8:45p BUF 9:40p AL 414 S 811 1
8:30p 11:18p AL 423 S 811 0
8:59p BUF 9:35p AL 528 S 811 1
8:30p 11:18p AL 423 S 811 0
8:59p BUF 9:40p AL 824 S D9S 1
8:30p 11:19p AL 423 S 811 0
8:59p BUF 9:40p AL 414 S 811 1
10:15p 1:41a AC 788 F/Y D9S 0
11:35p JFK 12:50a DL 594 FN/YN D9S 0

TRAVERSE CITY, MICH. EDT TVC

CONNECTIONS

6:50a 12:44p NC 940 S CV5 S 0
7:40a DTW 11:10a AA 84 F/Y 707 S 0
7:20a 1:29p NC 902 S D9S S 1
7:42a ORD 10:30a AA 398 F/Y 707 L 0
11:30a 4:12p NC 906 S CV5 0
11:30a ORD 1:10p AA 280 F/Y 727 L 0
4:05p 7:36p NC 954 S CV5 0
4:55p DTW 6:20p AA 496 F/Y B3F D 0
4:20p 7:56p NC 956 S CV5 1
5:35p DTW 6:20p AA 496 F/Y B3F D 0

TRENTON, N.J. EDT TTN

CONNECTIONS

X67 6:25a 9:15a AL 136□ A BTP 0
6:45a PHL 8:14a AL 990 S D9S B 0
X67 8:25a 9:25a AL 136□ A BTP 0
6:45a PHL 8:25a DL 580 F/Y D9S B 0
X67 8:33a 11:10a AL 138□ A BTP 0
8:53a PHL 10:09a AL 870 S D9S 0
6 8:54a 11:10a AL 100□ A N26 0
9:14a PHL 10:09a AL 870 S D9S 0
X67 10:30a 12:39p AL 118□ A N26 0
10:50a PHL 11:38a AL 992 S D9S S 0
6 1:50p 4:25p AL 102□ A N26 0
2:10p PHL 3:25p DL 542 F/Y D9S S/ 0
7 1:50p 4:25p AL 158□ A N26 0
2:10p PHL 3:25p DL 542 F/Y D9S S/ 0
6 1:50p 4:26p AL 102□ A N26 0
2:10p PHL 3:25p AL 968 S D9S 0
7 1:50p 4:26p AL 158□ A N26 0
2:10p PHL 3:25p AL 968 S D9S 0
X67 2:00p 4:25p AL 120□ A N26 0
2:20p PHL 3:25p DL 542 F/Y D9S S/ 0
X67 2:00p 4:26p AL 120□ A N26 0
2:20p PHL 3:25p AL 968 S D9S 0
X67 3:20p 5:53p AL 144□ A BTP 0
3:40p PHL 4:52p AL 836 S D9S S 0
X67 3:20p 6:03p AL 144□ A BTP 0
3:40p PHL 5:05p DL 518 F/Y D9S S/ 0
X67 4:30p 7:01p AL 117□ A N26 0
4:50p PHL 6:00p AL 994 S D9S S 0
7 5:05p 7:01p AL 156□ A N26 0
5:25p PHL 6:00p AL 994 S D9S S 0
X67 6:22p 8:13p AL 132□ A N26 0
6:42p PHL 7:12p AL 964 S D9S 0

TUCSON, ARIZ. MST TUS

F 187.96 15.04 203.00 406.00
Y 144.44 11.56 156.00 312.00
YM 105.00 M 78.00
YZ 129.00 Z 122.00
EX/1 30 DAY 271.00
7:30a 5:59p AA 186 F/Y D10 SL 2
1 8:00a 10:06p TW 192 F/Y 707 L 2
TW 192 JFK-TW 910
11:20a 9:29p AA 118 F/Y 707 L 2

CONNECTIONS

12:45a 12:40p CO 56 FN/YN 72S 1
5:28a IAH 8:23a EA 548 F/Y 727 B 0
6:05a 5:59p RW 772 S D9S 0
6:33a PHX 8:45a AA 186 F/Y D10 SL 1
8:00a 5:32p AA 436 F/Y 727 B 0
1:00p ORD 2:30p UA 224 F/Y DC8 S 0
8:00a 5:42p AA 436 F/Y 727 B 0
1:00p ORD 2:40p AA 106 F/Y 72S 0
8:25a 6:36p AA 138 F/Y 707 B 0
12:20p DAL 2:15p AA 652 F/Y 727 S 0
9:00a 6:35p TW 384 F/Y 727 B 0
2:05p ORD 3:35p TW 102 F/Y 880 S 0
7 9:35a 8:16p RW 854 S DC9 0
10:05a PHX 11:35a TW 244 F/Y 727 LD 1
9:55a 7:55p AA 116 F/Y 72S L 1
3:57p ORD 4:50p UA 776 F/Y 72S D 0
9:55a 8:00p AA 116 F/Y 72S L 1
3:57p ORD 4:50p AA 182 F/Y 747 D 0
X7 10:15a 8:16p RW 887 S D9S 0
10:44a PHX 11:35a TW 244 F/Y 727 LD 1
11:50a 9:04p TW 438 F/Y 727 L 0
4:50p ORD 6:00p TW 494 F/Y 880 D 0
X6 12:55p 10:48p AA 650 F/Y B3F L 0
6:00p ORD 7:40p UA 218 F/Y 747 S 0
X6 12:55p 2:07a AA 650 * B3F L 3
12:06a JFK 1:15a AA 4 FN/YN 707 0
AA 650 F/Y-ROC-FN/YN
1:25p 11:14p AA 260 F/Y D10 L 0
9:20p DAL 5:55p AA 140 * D10 D 1
AA 140 F/Y-IAD-FN/YN
1:25p 12:29a AA 260 F/Y D10 LD 1
8:03p ORD 9:30p AA 52 F/Y B3F 0
7 2:45p 3:30a TW 230 F/Y 727 S 4
1:51a PHL 2:29a AL 946 SN D9S 0
3:35p 3:38a AA 454 F/Y B3F S 0
7:30p DAL 9:00p DL 1286 FN/YN 72S 2
11:00p 10:00a TW 106 F/Y 727 S 2
5:30a ORD 7:00a TW 20 F/Y L10 B 0
11:00p 10:05a TW 106 F/Y 727 S 2
5:50a ORD 7:00a UA 346 F/Y 72S B 0
11:15p 10:00a AA 246 * 72S S 1
6:01a ORD 7:00a TW 20 F/Y L10 B 0
AA 246 FN/YN-PHX-F/Y

CONT NEXT COLUMN

BOSTON, MASS. EDT BOS

From

TUCSON, ARIZ.-CONT.

11:15p 10:05a AA 246 * 72S S 1
6:01a ORD 7:00a UA 346 F/Y 72S B 0
AA 246 FN/YN-PHX-F/Y
11:15p 11:02a AA 246 * 72S S 1
6:01a ORD 8:00a AA 238 F/Y 707 B 0
AA 246 FN/YN-PHX-F/Y

TULSA, OKLA. CDT TUL

F 125.93 10.07 136.00 272.00
Y 97.22 7.78 105.00 210.00
AA YM 70.00 AA M 52.00
AA YZ 87.00 AA Z 82.00
X6 7:00a 1:18p AA 272 F/Y 727 B 2

CONNECTIONS

7:00a 1:18p AA 272 F/Y 727 B 0
8:01a STL 8:55a AA 346 F/Y B3F BL 1
7:30a 1:13p AA 354 F/Y 72S B 0
8:59a ORD 10:15a TW 240 F/Y 727 B 0
7:30a 1:29p AA 354 F/Y 72S B 0
8:59a ORD 10:30a AA 398 F/Y 707 L 0
9:15a 2:01p TW 436 F/Y 727 0
10:15a STL 10:45a TW 140 F/Y 727 L 0
11:30a 5:32p AA 356 F/Y 72S L 0
1:00p ORD 2:30p UA 224 F/Y DC8 S 0
11:30a 5:42p AA 356 F/Y 72S L 0
1:00p ORD 2:40p AA 106 F/Y 72S 0
X6 11:30a 5:58p AA 356 F/Y 72S L 1
3:59p DCA 4:50p DL 230 F/Y 72S S 0
2:55p 8:16p TW 460 F/Y 727 0
3:55p STL 5:00p TW 244 F/Y 727 D 0
X6 3:30p 8:16p AA 382 F/Y 727 0
4:30p STL 5:00p AA 38 F/Y 727 D 0
4:20p 10:48p AA 156 F/Y 727 S 0
5:55p ORD 7:40p UA 218 F/Y 747 S 0
X6 4:20p 11:11p AA 156 F/Y 727 SD 1
9:13p DCA 10:00p AA 288 FN/YN 727 0
4:20p 12:29a AA 156 F/Y 727 S 0
5:55p ORD 9:30p AA 52 F/Y B3F 0
X6 7:10p 12:29a AA 178 F/Y 707 D 0
8:39p ORD 9:30p AA 52 F/Y B3F 0

UTICA, N.Y. EDT UCA

S 31.48 2.52 34.00 68.00
AL YM 23.00
AL YZ 28.00
AL EX/11 S WEEKEND 51.00
6:23a 7:50a AL 406 S B11 B 1

VANCOUVER, B.C. PDT YVR

CONNECTIONS

6:30a 4:10p UA 931 F/Y DC8 0
7:07a SEA 8:15a UA 90 F/Y D9S L 0
7:30a 7:42p CP 64 F/Y 727 BL 2
4:45p YUL 6:50p DL 261 F/Y 727 S 0
X45 8:35a 7:42p CP 66 F/Y 727 BS 0
4:00p YUL 6:50p DL 261 F/Y 727 S 0
45 8:35a 7:42p CP 66 F/Y DC8 BS 0
4:00p YUL 6:50p DL 261 F/Y 727 S 0
9:00a 9:10p CP 60 F/Y 727 BS 0
4:00p YYZ 7:20p AL 448 S 811 1
9:15a 9:10p AC 136 F/Y 747 L 0
4:25p YYZ 7:20p AL 448 S 811 1
10:30p 1:28p AC 238 F/Y D9S * 2
7:30a YYZ 11:10a AL 430 S 811 S 2
AC 238 * MEALS SB/B
X6 10:30p 1:28p CP 74 F/Y 737 B 2
7:16a YYZ 11:10a AL 430 S 811 S 2
X6 10:30p 2:13p CP 74 F/Y 737 B 4
9:34a YUL 1:21p DL 215 F/Y 72S 0
10:45p 1:28p AC 164 F/Y DC8 B 1
7:05a YYZ 11:10a AL 430 S 811 S 2

WASHINGTON, D.C. EDT WAS

D-IAD, N-DCA, F-BAL

F 47.22 3.78 51.00 102.00
A 37.04 2.96 40.00 80.00
S 37.04 2.96 40.00 80.00
Y 36.11 2.89 39.00 78.00
FN 36.11 2.89 39.00 78.00
YN 29.63 2.37 32.00 64.00
YM 26.00 M 20.00
AL YM 27.00
YZ 32.00 AA Z 30.00
AL YZ 33.00
AL SDG S OW 38.00
AL EX/11 A WEEKEND 61.00
AL EX/11 S WEEKEND 61.00
EX/11 Y WEEKEND 61.00
BALTIMORE FARE DIFFERENCES
F 44.44 3.56 48.00 96.00
S 34.26 2.74 37.00 74.00
Y 34.26 2.74 37.00 74.00
FN 34.26 2.74 37.00 74.00
YN 26.85 2.15 29.00 58.00
YM 25.00 DL M 19.00
YZ 31.00
AL EX/11 S WEEKEND 56.00
DL EX/11 Y WEEKEND 56.00
X67 7:15a N 8:32a AA 516 F/Y 72S B 0
7:20a N 8:30a DL 564 F/Y D9S B 0
X7 7:20a N 9:31a AL 666 A CV5 S 1
8:00a F 9:05a AL 874 S D9S B 0
8:00a N 9:17a EA 398 F/Y D9S B 0
8:15a N 9:23a DL 296 F/Y 72S B 0
8:20a F 9:24a DL 790 F/Y D9S B 0
9:16a F 11:10a AL 870 S D9S 1
9:20a N 10:33a EA 572 F/Y D9S 0
9:30a N 10:47a AA 400 F/Y 727 S 0
9:59a N 11:07a DL 214 F/Y 72S S/ 0
11:15a N 12:26p AA 300 F/Y 727 S 0
11:50a F 12:55p AL 888 S D9S S 0
12:02p N 1:10p DL 210 F/Y 72S L/S 0
12:10p N 1:25p EA 878 F/Y DC9 S 0
1:15p N 3:16p AL 648 A CV5 1
2:15p N 3:25p DL 620 F/Y D9S S/ 0
2:30p N 3:42p AA 326 F/Y 727 0
2:40p N 3:52p EA 372 F/Y 72S 0
3:51p F 4:56p AL 858 S D9S 0
4:05p F 6:05p DL 518 F/Y D9S S/ 1
4:37p F 5:45p AL 503 S B11 S 0
4:50p N 5:58p DL 230 F/Y 72S S 0
5:05p F 6:09p DL 624 F/Y D9S S 0
5:15p N 7:26p AL 662 A CV5 1
5:40p N 6:55p AA 226 F/Y 72S S 0
5:50p N 7:09p EA 518 F/Y DC9 S 0
6:05p N 7:13p DL 222 F/Y 727 D 0
X6 6:40p N 7:55p AA 284 F/Y 727 S 0
7:35p D 9:03p AA 114 F/Y 707 0
7:40p N 8:59p EA 388 F/Y D9S 0
7:50p N 9:05p AA 514 F/Y 727 0
8:10p N 9:59p DL 208 F/Y 72S 1

CONT. NEXT COLUMN

BOSTON, MASS. EDT BOS

From

WASHINGTON, D.C.-CONT.

8:26p F 9:31p AL 862 S D9S 0
X6 8:55p N 10:08p AA 122 F/Y 72S 0
8:57p F 10:58p DL 910 * 880 1
DL 910 F/Y-PHL-FN/YN
9:15p N 10:25p DL 770 F/Y D9S 0
9:50p D 11:14p AA 140 FN/YN D10 0
X6 10:00p N 11:11p AA 288 FN/YN 727 0
10:25p F 11:28p DL 226 FN/YN 72S 0

WATERVILLE, ME. EDT WVL

A 25.93 2.07 28.00 56.00
XQ YM 19.50 XQ M 13.00
EX YM 21.00 EX M 14.00
XQ YZ 19.50
EX YZ 23.00
EX/32 A 30 DAY 42.00

COMMUTER AIR CARRIER

X67 5:50a 7:30a EX 1379 A DTO 3
X67 7:00a 8:20a EX 1381 A DTO 1
67 7:00a 8:30a EX 1441 A DTO 2
67 9:10a 10:45a EX 1373 A DTO 2
X7 9:55a 11:05a XQ 1683 A B99 1
11:00a 12:20p EX 1383 A DTO 1
X7 1:05p 2:15p XQ 1685 A B99 1
2:30p 3:50p EX 1385 A DTO 1
3:55p 5:15p EX 1387 A DTO 1
X6 4:25p 5:35p XQ 1687 A B99 1
X6 6:30p 8:00p EX 1389 A DTO 2

WEST PALM BEACH, FLA. EDT PBI

F 112.04 8.96 121.00 242.00
Y 84.26 6.74 91.00 182.00
DL YM 61.00 DL M 47.00
DL YZ 76.00
DL EX/4 Y WEEKEND 105.00
7:50a 11:34a DL 578 F/Y D9S B 1
8:50p 1:41a DL 594 * D9S S/ 2
DL 594 F/Y-TPA-FN/YN

CONNECTIONS

2:03a 7:35a DL 283 FN/YN 727 0
2:29a MIA 3:30a DL 1094 FN/YN D10 S 1
7:25a 11:40a EA 148 F/Y 72S B 0
8:51a ATL 9:35a EA 148 F/Y 727 B 0
12:40p 4:58p EA 890 F/Y D9S L 0
3:19p EWR 4:10p DL 276 F/Y 72S 0
1:00p 5:46p EA 140 F/Y 727 L 0
2:30p ATL 3:30p EA 116 F/Y D9S S 0
2:00p 7:13p DL 278 F/Y 727 S/ 0
3:19p ATL 4:13p DL 222 F/Y 727 SD 1
2:01p 7:13p DL 954 F/Y 880 0
2:38p TPA 4:45p DL 206 F/Y 727 D 0
2:25p 10:21p NA 66 F/Y 72S 0
3:01p MCO 4:15p NA 70 F/Y 727 D 4
2:25p 10:21p NA 66 F/Y 72S D 1
5:36p JFK 9:30p NA 70 F/Y 727 0
4:10p 8:37p EA 620 F/Y D9S S 0
5:43p ATL 6:25p EA 128 F/Y 72S D 0
4:15p 8:19p NA 21 F/Y 72S 0
4:43p MIA 5:40p DL 246 F/Y 72S D 0
5:25p 9:51p EA 194 F/Y 72S D 0
7:54p JFK 9:00p DL 1062 FN/YN D10 0
1 5:25p 10:06p EA 194 F/Y 72S D 0
7:54p JFK 9:05p TW 910 F/Y 707 0
5:25p 10:07p EA 194 F/Y 72S D 0
7:54p JFK 9:10p AA 644 F/Y 727 0
5:50p 10:37p NA 424 F/Y 72S 0
6:26p MCO 8:00p EA 604 F/Y D9S D 0
8:40p 12:39a NA 34 F/Y D10 0
9:08p MIA 10:00p DL 292 FN/YN 72S S/ 0
8:40p 12:39a NA 34 F/Y D10 0
9:08p MIA 10:00p EA 418 FN/YN 72S S/ 0
10:00p 2:28a DL 592 FN/YN D9S 0
11:22p ATL 12:20a EA 442 FN/YN D9S 0

WHITEFIELD, N.H. EDT HIE

A 27.78 2.22 30.00 60.00

COMMUTER AIR CARRIER

12:20p 1:55p ZM 324 A PAP 1
X67 3:35p 5:10p ZM 326 A PAP 1

WHITE PLAINS, N.Y. EDT HPN

A 24.07 1.93 26.00 52.00
AL YM 17.00
AL YZ 22.00
AL EX/11 A WEEKEND 39.00
X7 8:45a 9:31a AL 666 A CV5 0
6:40p 7:26p AL 662 A CV5 0

CONNECTIONS

X6 7:40p 9:10p AL 646 A CV5 0
8:17p PVD 8:45p EA 546 F/Y 727 0

WICHITA, KAN. CDT ICT

CONNECTIONS

3:05a 10:00a BN 230 F/Y 72S 1
5:27a ORD 7:00a TW 20 F/Y L10 B 0
3:05a 10:05a BN 230 F/Y 72S 1
5:27a ORD 7:00a UA 346 F/Y 72S B 0
3:05a 11:02a BN 230 F/Y 72S 1
5:27a ORD 8:00a AA 238 F/Y 707 B 0
8:20a 1:13p TW 322 F/Y 72S B 0
9:47a ORD 10:15a TW 240 F/Y 727 B 0
9:00a 4:12p BN 244 F/Y 727 1
11:17a ORD 1:10p AA 280 F/Y 727 L 0
X6 11:55a 6:57p TW 532 Y DC9 S 2
4:38p PIT 5:40p TW 128 Y DC9 S 0
11:55a 7:09p TW 532 Y DC9 S 0
12:58p STL 2:37p EA 518 F/Y DC9 S 1
2:30p 7:55p TW 346 F/Y 72S 0
4:00p ORD 4:50p UA 776 F/Y 72S D 0
2:30p 8:00p TW 346 F/Y 72S 0
4:00p ORD 4:50p AA 182 F/Y 747 D 0
3:45p 10:48p BN 158 F/Y 727 1
6:00p ORD 7:40p UA 218 F/Y 747 S 0
5:30p 12:29a BN 152 F/Y 727 D 1
7:55p ORD 9:30p AA 52 F/Y B3F 0

WICHITA FALLS, TEXAS CDT SPS

CONNECTIONS

6:35a 2:20p TT 649 S CV6 0
7:17a DAL 8:45a AA 82 F/Y 72S B 1
10:08a 6:35p TT 631 S CV6 0
10:50a DAL 2:15p AA 652 F/Y 727 S 0
10:08a 6:37p TT 631 S CV6 0
10:50a DAL 1:15p AA 342 F/Y B3F L 1
X6 3:20p 11:14p TT 917 S DC9 0
3:55p DAL 5:55p AA 140 * D10 D 1
AA 140 F/Y-IAD-FN/YN

BOSTON, MASS. E

From

WILKES-BARRE/SCRANTON, PA. E

S 31.48 2.52 34.00 68.00
AL YM 23.00
AL YZ 28.00
AL EX/11 S WEEKEND 50.00
12:53p 1:45p AL 864 S
5:23p 6:15p AL 466 S

CONNECTIONS

X67 7:10a 10:17a AL 30□ A
7:50a EWR 8:40a DL 986 F/Y
X456 8:25p 12:19a AL 36□ A
9:05p EWR 11:30p EA 56 FN/YN 7
45 8:25p 12:47a AL 36□ A
9:05p EWR 11:58p EA 530 FN/YN 7
X6 8:25p 1:48a AL 36□ A
9:05p EWR 1:00a DL 1288 FN/YN 7

WILLIAMSPORT, PA. E

CONNECTIONS

11:46a 4:58p AL 712 A
1:15p EWR 4:10p DL 276 F/Y
1 3:48p 8:40p AL 678 A
4:30p EWR 7:10p EA 818 F/Y
67 6:30p 10:32p AL 704 A
8:00p EWR 8:50p EA 628 F/Y
6:30p 11:25p AL 704 A
9:10p PVD 11:00p EA 38 F/Y

WINNIPEG, MAN. CD

CONNECTIONS

4:25a 1:28p AC 238 F/Y D9
7:30a YYZ 11:10a AL 430 S B1
2:15p 7:42p AC 258 F/Y D9
5:45p YUL 6:50p DL 261 F/Y 72
5:00p 11:45p AC 226 F/Y D9
8:05p YYZ 9:55p AL 432 S B1

WORCESTER, MASS. ED

F 18.52 1.48 20.00 40.00
A 17.59 1.41 19.00 38.00
Y 13.89 1.11 15.00 30.00
DL YM 10.00 DL M 9.00
AL YM 13.00
DL YZ 14.00
AL YZ 16.00
AL EX/11 A WEEKEND 28.00
X7 11:31a 11:54a AL 683 A CV5
X6 4:24p 5:24p AL 690 A CV5
8:15p 9:26p DL 402 F/Y D9S

YARMOUTH, N.S. AD

F 42.00 3.36 45.36 90.72
Y 31.00 2.48 33.48 66.96
AC Z 20.52
1:20p 1:15p AC 683 F/Y D9S

CONNECTIONS

2:20p 6:05p AC 682 F/Y D9S
2:50p YSJ 6:00p AC 691 F/Y D9S

YOUNGSTOWN, OHIO EDT

CONNECTIONS

7:05a 10:11a UA 638 F/Y 737
7:33a PIT 8:55a AL 952 S D9S
7:05a 10:11a UA 638 F/Y 737
7:33a PIT 8:55a TW 288 Y DC9
10:35a 1:45p UA 577 F/Y 727
11:03a PIT 11:45a AL 864 S D9S
2:15p 4:45p AL 762 A CV5
2:39p PIT 3:29p AL 860 S D9S
5:10p 8:19p UA 459 F/Y 737
5:38p PIT 6:20p AL 890 S D9S
7:41p 10:53p AL 796 A CV5
8:05p PIT 8:40p AL 996 S D9S

BOULDER CITY, NEV.

22.0 MI NW R
SEE LAS VEGAS, NEV.

BOUNDARY, ALASKA ADT

MINIMUM CONNECTING TIME :20

From

EAGLE, ALASKA ADT

S 16.67 1.33 18.00 36.00
S 10:40a 11:10a WC 526 S PRP

FAIRBANKS, ALASKA ADT

F-FAI, W-WOV
S 37.04 2.96 40.00 80.00
S 9:00a W 11:10a WC 526 S PRP

BOURLAMAQUE, QUE.

3.0 MI S R
SEE VAL D'OR, QUE.

BOZEMAN, MONT. MDT

8.0 MI NW 20 MIN L $3.50 RA
MINIMUM CONNECTING TIME :20

From

BILLINGS, MONT. MDT

F 25.00 2.00 27.00 54.00
S 19.44 1.56 21.00 42.00
Y 19.44 1.56 21.00 42.00
YM 13.00 NW M 11.00
YZ 17.00 Z 16.00
8:05a 8:41a NW 103 F/Y 727 S
2:06p 2:42p FL 917 S CV5
4:25p 5:01p NW 347 F/Y 72S
6 10:05p 10:41p FL 820 S CV5

BOSTON, MASS. EDT B

CONNECTIONS

9:45a 5:01p NW 281 F/Y 727 B
12:33p MSP 2:55p NW 347 F/Y 72S
10:33a 5:01p EA 611 F/Y D9S
11:54a DCA 12:55p NW 347 F/Y 72S L
10:55a 5:01p DL 623 F/Y D9S S
12:08p DCA 12:55p NW 347 F/Y 72S L

BUTTE, MONT. MDT BT

F 19.44 1.56 21.00 42.00
Y 14.81 1.19 16.00 32.00
NW YM 11.00 NW M 9.00
NW YZ 13.00 NW Z 12.00
10:41a 11:07a NW 392 F/Y 72S
6:38p 7:04p NW 108 F/Y 727

Monday, 7/16/73

TRIP
7/16/73

9:00 Due to Mr. Whitehead's illness, his trip to Cambridge, Mass., scheduled for Monday, July 16, has been cancelled.

Clay T. Whitehead

Monday, July 16, 1973

9:59 a.m.	Lv. National Airport via Delta 214	(first class)
11:07 a.m.	Arr. Boston, Mass.	
3:40 p.m.	Lv. Boston Airport via Eastern 199	(first class)
5:02 p.m.	Arr. National Airport	

July 23, 1973

MEMORANDUM TO: Jim Fallon, Chief
External Services Branch, GSA

SUBJECT: TP4AT011

No travel was performed under Travel Authorization No. TP4AT011, issued 7/13/73, to Clay T. Whitehead. The TA should be canceled and funds in the amount of $125.27 should be released. Unused ticket attached.

E. S. Johnston
Administrative Officer

Attachment

7/16

12:30

Tuesday 7/10/73

TRIP
7/16 or 19
Lunch

10:20 Henry Loomis called to say he and Mr. Whitehead will be going to Cambridge, Mass. to have lunch with James Killian. Checked with Betty in Killian's office. The only open dates they have in the near future are July 16 or July 19.

Checked with Mr. Loomis' office. They have a hearing on the 18th, so would prefer to go on the 16th in case the hearings carry over.

We have our hearing before the Moorhead committee on the 17th, so may need the 16th to prepare.

Which date would you like to go up? 7/16

Betsy (617) 253-1515

Rm 9-235
105 Ap 2
24

Monday 7/16/73

SPEAKING ENGAGE.
7/20,25,30,31
8/3, 6, 13, 15

2:30 Dr. Ronald Frank, Chairman, Department of Marketing, Wharton School, called. Since Mr. Whitehead is sick and unable to give the speech as scheduled for tomorrow (7/17), he has given us some alternative dates:
July 20, 25, 30 or 31
August 3, 6, 13, or 15

(215) 594-8242

Do you want to reschedule this? 8/3

Do you need to see the background info again?

DELPHIA, PA. EDT PHL
PHL (INTERNATIONAL)
PNE (NORTHEAST AIRPORT)
WKV (PENNS LANDING SEABASE)

MORE, MD. EDT BAL

F 20.37 1.63 22.00 44.00
K A 19.44 1.56 21.00 42.00
S 18.52 1.48 20.00 40.00
Y 15.74 1.26 17.00 34.00
FN 15.74 1.26 17.00 34.00
YN 12.04 .96 13.00 26.00
YM 11.00 M 9.00
L YM 13.00 TW M 8.00
YZ 14.00 Z 13.00
L YZ 17.00
AL EX/11 S WEEKEND 28.00
AA EX/11 Y WEEKEND 28.00

:15a 1:51a P TW 230 FN/YN 727 0
TW 230 EFFECTIVE AUG 2
:30a 8:05a P AL 1□ A B99 0
:16a 9:50a P AL 870 S D9S 0
:35p 1:10p P AA 338 F/Y 707 0
:45p 2:20p P AL 15□ A B99 0
:09p 3:45p P EA 842 F/Y 727 0
:05p 4:37p P DL 518 F/Y D9S 0
:40p 6:15p P AL 21□ A B99 0
:20p 6:56p P EA 808 F/Y D8S 0
:30p 8:06p P EA 174 F/Y D9S 0
:57p 9:30p P DL 910 F/Y 880 0
:50p 10:23p P DL 916 F/Y 880 0

COMMUTER AIR CARRIER

:25p 5:00p P AK 56 A B99 0

GOR, ME. EDT BGR

F 60.19 4.81 65.00 130.00
Y 46.30 3.70 50.00 100.00
DL YM 33.00 DL M 25.00
DL YZ 42.00

:05p 2:23p P DL 577 F/Y D9S S 1

CONNECTIONS

:55a 10:35a P DL 263 F/Y 72S S 0
8:40a BOS 9:30a AA 559 F/Y 72S 0
:55a 10:35a P DL 263 F/Y 72S S 0
8:40a BOS 9:30a AA 559 F/Y 707 0
:29a 11:56a P DL 623 F/Y D9S 0
10:15a BOS 10:55a DL 237 F/Y 72S S/ 0
:00p 6:38p P DL 255 F/Y 727 0
4:45p BOS 5:35p DL 625 F/Y D9S S 0
:00p 6:51p P DL 255 F/Y 727 0
4:45p BOS 5:45p AL 865 S D9S S 0
:45p 11:03p P DL 1285 F/Y 72S 0
9:30p BOS 10:00p DL 793 FN/YN D9S 0
:45p 11:16p P DL 1285 F/Y 72S 0
9:30p BOS 10:10p AL 923 SN D9S 0

RBADOS, WEST INDIES AST BGI
Also see Carrier Service Pages for LI

CONNECTIONS

:50a 5:44p P BW 400 F/Y 707 BL 1
1:35p MIA 3:25p DL 402 F/Y D9S S 0
:50a 8:50p P BW 400 F/Y 707 B 1
11:30a KIN 3:30p JM 041 F/Y DC8 D 1
:50a 8:52p P BW 400 F/Y 707 BL 2
2:40p MIA 6:30p NA 16 F/Y 727 D 0
:50a 9:09p P BW 400 F/Y 707 BL 2
2:40p MIA 6:50p EA 38 F/Y 72S D 0
:50a 9:39p P BW 400 F/Y 707 BL 2
2:40p MIA 4:55p NA 424 F/Y 72S D 3
:35a 8:50p P BW 432 F/Y 707 L 0
1:10p KIN 3:30p JM 041 F/Y DC8 D 1
:45a 8:52p P BW 400 F/Y 707 L 0
3:15p MIA 6:30p NA 16 F/Y 727 D 0
:45a 9:09p P BW 400 F/Y 707 L 0
3:15p MIA 6:50p EA 38 F/Y 72S D 0
:05p 11:15p P BW 426 F/Y 707 L 1
6:35p JFK 10:30p NA 431 F/Y 72S 0
6 2:20p 10:10p P PA 434 F/Y 707 S 1
4:30p SJU 6:34p EA 940 F/K L10 D 0
6 3:30p 10:10p P PA 434 F/Y 707 0
4:55p SJU 6:34p EA 940 F/K L10 D 0

ATON ROUGE, LA. CDT BTR

F 101.85 8.15 110.00 220.00
Y 78.70 6.30 85.00 170.00
DL YM 57.00 DL M 42.00
DL YZ 71.00

:24a 4:37p P DL 518 F/Y D9S L 2

CONNECTIONS

:14a 11:33a P DL 600 F/Y D9S S 1
9:04a ATL 9:55a EA 122 F/Y D9S S 0
:14a 12:12p P DL 600 F/Y D9S S 1
9:04a ATL 10:28a DL 712 F/Y D9S S 0
:01p 9:30p P SO 339 S DC9 0
3:24p MSY 5:17p DL 910 F/Y 880 D 1
:09p 7:47p P DL 418 F/Y D9S 0
5:24p ATL 6:07p DL 482 F/Y DC8 D 0

EAUMONT/PT. ARTHUR, TEX. CDT BPT

CONNECTIONS

:36a 1:10p P TT 641 S CV6 S 0
7:50a DAL 8:30a AA 338 F/Y 707 B 1
:10a 4:37p P TT 649 S CV6 0
10:08a MSY 12:25p DL 518 F/Y D9S L 1
:05a 5:09p P TT 674 S CV6 0
11:19a DAL 1:15p AA 448 F/Y 707 L 0
:41p 9:42p P TT 648 S CV6 0
1:55p DAL 5:55p AA 210 F/Y 727 D 0
:00p 7:47p P DL 200 F/Y 72S S/ 1
5:24p ATL 6:07p DL 482 F/Y DC8 D 0
:00p 11:17p P TT 643 S CV6 1
5:23p MSY 6:25p EA 114 F/Y 727 D 1
:25p 12:02a P TT 644 S CV6 0
5:39p DAL 8:15p AA 622 F/Y 72S S 0

BERMUDA, ATLANTIC OCEAN AST BDA

F 102.00 204.00
Y 80.00 160.00
EA EX/58 Y WEEKEND 138.00
EA EX/59 Y MIDWEEK 116.00
EA EX/60 Y WEEKEND 129.00
EA EX/61 Y MIDWEEK 108.00

67 12:15p 3:31p P EA 816 F/Y 727 L 1
3:40p 6:56p P EA 808 F/Y D8S D 1

CONNECTIONS

12:45p 5:06p P DL 252 F/Y 72S L 0
2:38p BOS 4:00p AL 837 S D9S 0
2:25p 5:52p P EA 806 F/Y D8S L 0
4:28p EWR 5:15p AL 637 A CV5 0
5:20p 9:21p P PA 131 F/Y 707 D 0
7:20p BOS 8:20p DL 261 F/Y 727 S/ 0

Freq. Leave Arrive Flight Class Eq MI S

PHILADELPHIA, PA. EDT PHL
P-PHL (INTERNATIONAL)
N-PNE (NORTHEAST AIRPORT)
S-WKV (PENNS LANDING SEABASE)

From

BILLINGS, MONT. MDT BIL

CONNECTIONS

8:50a 7:07p P NW 222 F/Y 72S B 0
11:30a MSP 1:50p NW 542 F/Y D10 D 2
12:50p 8:25p P NW 392 F/Y 72S L 1
4:20p MSP 5:10p NW 50 F/Y 72S D 0
1:35p 9:43p P NW 72 F/Y B3F L 0
4:55p ORD 5:50p NW 28 F/Y D10 S 1

BIRMINGHAM, ALA. CDT BHM

F 76.85 6.15 83.00 166.00
Y 59.26 4.74 64.00 128.00
EA YM 42.00 EA M 33.00
EA YZ 53.00

7:15a 11:33a P EA 122 F/Y D9S S 1

CONNECTIONS

3:25a 7:36a P EA 252 FN/YN D9S 0
5:02a ATL 6:00a EA 496 FN/YN L10 B 0
3:50a 8:04a P DL 288 FN/YN 72S 0
5:23a ATL 6:20a DL 580 FN/YN D9S B 0
7:30a 12:12p P DL 600 F/Y D9S 0
9:04a ATL 10:28a DL 712 F/Y D9S S 0
X7 7:55a 12:12p P SO 512 S DC9 S 0
9:30a ATL 10:28a DL 712 F/Y D9S S 0
9:38a 2:04p P DL 514 F/Y D9S 0
11:12a ATL 12:25p EA 124 F/Y 727 L 0
9:38a 4:40p P DL 514 F/Y D9S 0
11:12a ATL 3:01p DL 918 F/Y 880 S 0
X6 12:15p 4:40p P UA 432 F/Y 737 0
1:57p ATL 3:01p DL 918 F/Y 880 S 0
12:40p 5:00p P EA 586 F/Y D9S 0
2:24p ATL 3:18p EA 140 F/Y 727 S 0
2:55p 7:00p P UA 344 F/Y 727 0
4:50p CLT 5:48p EA 374 F/Y 727 D/S 0
3:40p 7:47p P UA 456 F/Y 737 0
5:22p ATL 6:07p DL 482 F/Y DC8 D 0
3:42p 7:47p P EA 786 F/Y DC9 0
5:25p ATL 6:07p DL 482 F/Y DC8 D 0
3:42p 8:29p P EA 786 F/Y DC9 0
5:25p ATL 6:40p EA 120 F/Y D9S D 0
3:48p 7:47p P DL 622 F/Y D9S 0
5:22p ATL 6:07p DL 482 F/Y DC8 D 0
4:50p 10:10p P DL 634 F/Y D9S 0
6:24p ATL 8:26p DL 710 F/Y D9S S 0
6:50p 11:17p P EA 676 F/Y 72S 0
8:33p ATL 9:35p EA 114 F/Y 727 0
7:14p 11:17p P DL 504 F/Y D9S 0
8:48p ATL 9:35p EA 114 F/Y 727 0
10:00p 2:04a P DL 586 FN/YN D9S 0
11:34p ATL 12:30a EA 488 FN/YN 727 0
10:00p 2:21a P DL 586 FN/YN D9S 0
11:34p ATL 12:37a DL 428 FN/YN D9S 0
10:05p 2:04a P EA 674 FN/YN D9S 0
11:46p ATL 12:30a EA 488 FN/YN 727 0
10:05p 2:21a P EA 674 FN/YN D9S 0
11:46p ATL 12:37a DL 428 FN/YN D9S 0

BOISE, IDAHO MDT BOI

CONNECTIONS

8:25a 5:25p P UA 612 F/Y 727 B 0
9:57a DEN 12:10p UA 694 F/Y DC8 L 0
11:55a 7:47p P UA 374 F/Y 727 L 0
3:55p ORD 4:55p UA 240 F/Y 727 D 0
1:35p 10:41p P UA 278 F/Y 727 SD 1
6:38p ORD 7:55p UA 492 F/Y D10 S 0

BOSTON, MASS. EDT BOS

F 38.89 3.11 42.00 84.00
S 29.63 2.37 32.00 64.00
Y 29.63 2.37 32.00 64.00
FN 29.63 2.37 32.00 64.00
SN 23.15 1.85 25.00 50.00
YN 23.15 1.85 25.00 50.00
YM 21.00 M 16.00
YZ 27.00 AA Z 25.00
AL EX/11 S WEEKEND 47.00
EX/11 Y WEEKEND 47.00

1 2:00a 3:49a P EA 465 FN/YN D9S 1
6:44a 7:45a P EA 379 F/Y 72S S 0
X7 7:00a 8:06a P AL 991 S D9S B 0
7:00a 8:48a P EA 35 F/Y 72S 1
8:00a 9:01a P DL 273 F/Y 72S B 0
8:00a 9:06a P AL 951 S D9S B 0
6 9:30a 10:35a P AA 559 F/Y 72S 0
X6 9:30a 10:35a P AA 559 F/Y 707 0
10:25a 11:31a P AL 993 S D9S 0
10:53a 12:40p P DL 253 F/Y 727 S 1
10:55a 11:56a P DL 237 F/Y 72S S/ 0
11:31a 12:37p P AL 961 S D9S S 0
12:50p 1:56p P AL 959 S D9S S 0
1:20p 2:23p P DL 577 F/Y D9S S 0
2:00p 3:06p P AL 995 S D9S 0
2:15p 3:30p P LH 420 F/Y 707 0
LH 420 CONDITIONAL STOPOVER TRAFFIC
3:15p 4:21p P AL 953 S D9S 0
4:00p 5:06p P AL 837 S D9S 0
4:20p 5:23p P DL 703 F/Y D9S S/ 0
4:45p 6:00p P AF 029 Y 707 0
AF 029 NO LOCAL TRAFFIC
5:20p 6:26p P AL 869 S D9S S 0
5:35p 6:38p P DL 625 F/Y D9S S 0
5:45p 6:51p P AL 865 S D9S S 0
X6 7:50p 8:56p P AL 997 S D9S 0
6 7:50p 8:56p P AL 999 S D9S 0
8:20p 9:21p P DL 261 F/Y 727 S/ 0
9:10p 10:16p P AL 927 S D9S 0
X6 9:30p 10:36p P AL 925 SN D9S 0
10:00p 11:03p P DL 793 FN/YN D9S 0
5 10:10p 11:16p P AL 923 SN D9S 0
7 10:10p 11:47p P AL 947 SN D9S 1

BOZEMAN, MONT. MDT BZN

CONNECTIONS

7:50a 5:00p P NW 742 F/Y 727 B 1
12:22p ORD 2:15p TW 422 F/Y 72S 0
7:50a 5:41p P NW 742 F/Y 727 B 1
12:22p ORD 2:55p UA 634 F/Y 72S S 0
11:27a 8:25p P NW 392 F/Y 72S L 2
4:20p MSP 5:10p NW 50 F/Y 72S D 0

BRADFORD, PA. EDT BFD

CONNECTIONS

X67 7:04a 9:33a P AL 651 A CV5 0
7:40a PIT 8:40a TW 520 Y DC9 B 0
X7 7:04a 11:05a P AL 651 A CV5 0
7:40a PIT 10:10a TW 452 F/Y 727 0
X7 7:04a 11:20a P AL 651 A CV5 0
7:40a PIT 10:25a AL 992 S D9S 0
CONT. NEXT COLUMN

PHILADELPHIA, PA. EDT PHL
P-PHL (INTERNATIONAL)
N-PNE (NORTHEAST AIRPORT)
S-WKV (PENNS LANDING SEABASE)

From

BRADFORD, PA.-CONT.

7 10:00a 12:30p P AL 791 A CV5 1
11:05a PIT 11:35a AL 982 S D9S S 0
12:41p 3:55p P AL 793 A CV5 1
1:49p PIT 3:00p AL 940 S D9S 0
X6 6:41p 9:33p P AL 777 A CV5 1
7:49p PIT 8:40p TW 548 Y DC9 0
6:41p 9:35p P AL 777 A CV5 1
7:49p PIT 8:40p AL 996 S D9S 0

BRIDGEPORT, CONN. EDT BDR

A 23.15 1.85 25.00 50.00
AK A 25.00 2.00 27.00 54.00
AL YM 17.00
AL YZ 21.00
AL EX/11 A WEEKEND 38.00

4:40p 6:15p P AL 787 A CV5 1

COMMUTER AIR CARRIER

X7 6:55a 8:20a P AK 123 A B99 1
6 11:30a 12:45p P AK 623 A B99 1
X6 6:15p 7:30p P AK 125 A B99 1

BUFFALO, N.Y. EDT BUF

F 38.89 3.11 42.00 84.00
S 29.63 2.37 32.00 64.00
Y 29.63 2.37 32.00 64.00
YM 21.00 M 16.00
YZ 27.00 UA Z 25.00
AL EX/11 S WEEKEND 47.00

7:40a 8:39a P UA 878 F/Y 727 B 0
8:30a 10:40a P AL 592 S B11 B 1
12:59p 3:10p P AL 594 S B11 S 1
2:08p 3:05p P EA 941 F/Y 72S 0
4:00p 6:10p P AL 516 S B11 1
5:00p 5:59p P UA 818 F/Y 727 S 0
X6 8:30p 10:40p P AL 596 S B11 1

CONNECTIONS

X7 7:30a 9:40a P AL 505 S B11 B 0
8:27a EWR 9:03a AL 701 A CV5 0
7:30a 11:21a P AL 505 S B11 B 0
8:27a EWR 10:45a NW 537 F/Y 727 0
10:25a 1:03p P AL 536 S B11 0
11:01a SYR 12:14p EA 955 F/Y 72S 0
11:35a 2:20p P AL 532 S B11 S 0
12:31p BAL 1:45p AL 15□ A B99 0
11:45a 2:23p P AL 509 S B11 S 0
12:42p EWR 1:45p NA 411 F/Y 72S 0
2:03p 5:52p P AL 463 S B11 0
3:00p EWR 5:15p AL 637 A CV5 0
2:03p 6:14p P AL 463 S B11 0
3:00p EWR 5:35p NW 223 F/Y 727 0
X6 4:03p 7:38p P AL 710 A CV5 0
4:28p ROC 6:40p UA 823 F/Y 727 S 0
X67 5:25p 7:38p P UA 978 F/Y 727 0
5:53p ROC 6:40p UA 823 F/Y 727 S 0
DIS AFTER AUG26
X6 5:25p 7:38p P UA 978 F/Y 727 0
5:53p ROC 6:40p UA 823 F/Y 727 S 0
EFFECTIVE AUG27
6:40p 11:15p P AL 559 S B11 0
7:43p JFK 10:30p NA 431 F/Y 72S 0
X6 9:33p 1:51a P AL 534 S B11 0
10:29p BAL 1:15a TW 230 FN/YN 727 0

BURLINGTON, VT. EDT BTV

S 37.04 2.96 40.00 80.00
AL YM 27.00
AL YZ 33.00
AL EX/11 S WEEKEND 60.00

1:45p 3:30p P AL 511 S B11 1

CONNECTIONS

6:22a 8:25a P AL 543 S B11 0
6:57a ALB 7:30a AL 591 S B11 S 0
7:40a 10:25a P AL 300□ A DTO 1
9:00a ALB 9:30a AL 517 S B11 0
7:50a 10:25a P AL 292□ A DTO 1
8:55a ALB 9:30a AL 517 S B11 0
X7 9:00a 11:31a P DL 1225 F/Y 727 0
9:40a BOS 10:25a AL 993 S D9S 0
4:25p 7:15p P AL 304□ A DTO 1
5:30p ALB 6:20p AL 587 S B11 0
X6 7:10p 9:00p P AL 527 S B11 0
7:45p ALB 8:05p AL 519 S B11 0
X6 8:05p 10:36p P DL 559 F/Y D9S 0
8:46p BOS 9:30p AL 925 SN D9S 0

CAPE MAY, N.J. EDT WWD

A 15.74 1.26 17.00 34.00
AL YM 11.00
AL YZ 14.00
AL EX/11 A WEEKEND 25.00

X7 6:00a 7:00a P AL 160□ A DTO 1
X7 7:05a 7:35a P AL 196□ A DTO 0
7 7:30a 8:25a P AL 162□ A DTO 1
9:40a 10:10a P AL 192□ A DTO 0
10:27a 11:22a P AL 164□ A DTO 1
11:35a 12:05p P AL 193□ A DTO 0
2:25p 2:55p P AL 171□ A DTO 0
4:20p 4:50p P AL 186□ A DTO 0
6:12p 6:42p P AL 194□ A DTO 0
X6 7:13p 7:43p P AL 198□ A DTO 0

CASPER, WYO. MDT CPR

CONNECTIONS

8:40a 5:25p P FL 503 S CV5 S 2
10:20a DEN 12:10p UA 694 F/Y DC8 L 0
9:15a 5:25p P WA 53 Y 737 1
10:27a DEN 12:10p UA 694 F/Y DC8 L 0

CEDAR RAPIDS/IOWA CITY, IA. CDT CID

CONNECTIONS

7:10a 11:41a P UA 330 F/Y 737 0
7:55a ORD 8:55a UA 316 F/Y DC8 S 0
X7 8:47a 2:20p P OZ 870 A FH7 2
10:35a ORD 11:35a TW 238 F/Y 880 L 0
9:20a 2:36p P UA 874 F/Y 737 1
10:48a ORD 11:50a UA 220 F/Y DC8 L 0
12:35p 5:00p P UA 362 F/Y 737 0
1:20p ORD 2:15p TW 422 F/Y 72S 0
12:35p 5:41p P UA 362 F/Y 737 0
1:20p ORD 2:55p UA 634 F/Y 72S S 0
3:10p 7:47p P UA 498 F/Y 737 0
3:55p ORD 4:55p UA 240 F/Y 727 D 0
X6 5:50p 10:18p P OZ 972 Y DC9 0
6:35p ORD 7:25p TW 26 F/Y L10 D 0
6:10p 10:41p P UA 754 F/Y 72S 0
7:00p ORD 7:55p UA 492 F/Y D10 S 0

PHILADELPHIA, PA. EDT PHL
P-PHL (INTERNATIONAL)
N-PNE (NORTHEAST AIRPORT)
S-WKV (PENNS LANDING SEABASE)

From

CHAMPAIGN, ILL. CDT CMI

CONNECTIONS

X7 7:06a 11:23a P OZ 930 Y DC9 0
7:40a ORD 8:40a TW 178 F/Y 880 B 0
7 7:06a 11:23a P OZ 990 Y D9S 0
7:40a ORD 8:40a TW 178 F/Y 880 B 0
X7 7:06a 11:41a P OZ 930 Y DC9 0
7:40a ORD 8:55a UA 316 F/Y DC8 S 0
7 7:06a 11:41a P OZ 990 Y D9S 0
7:40a ORD 8:55a UA 316 F/Y DC8 S 0
11:45a 5:00p P OZ 932 Y D9S 0
12:20p ORD 2:15p TW 422 F/Y 72S 0
1:37p 6:10p P OZ 836 A FH7 0
2:25p ORD 3:25p TW 278 F/Y 880 0
3:30p 9:10p P OZ 837 A FH7 1
4:35p STL 6:15p TW 242 F/Y 727 D 0
4:10p 9:43p P OZ 838 A FH7 0
4:58p ORD 5:50p NW 28 F/Y D10 S 1
X6 7:12p 1:07a P OZ 734 A FH7 0
8:00p ORD 10:25p UA 148 F/Y DC8 0
X67 8:12p 1:07a P OZ 856 A FH7 0
9:00p ORD 10:25p UA 148 F/Y DC8 0

CHARLESTON, S.C. EDT CHS

F 60.19 4.81 65.00 130.00
Y 46.30 3.70 50.00 100.00
NA YM 34.00 NA M 25.00
NA YZ 42.00

10:52a 1:59p P NA 410 F/Y 72S 2
4:00p 6:07p P NA 496 F/Y 72S S 1

CONNECTIONS

3:50a 8:04a P DL 690 FN/YN D9S 1
5:26a ATL 6:20a DL 580 FN/YN D9S B 0
7:00a 9:59a P EA 212 F/Y D9S 0
7:35a CLT 8:45a EA 590 F/Y 72S B/S 0
8:00a 11:33a P DL 519 F/Y D9S S 0
8:52a ATL 9:55a EA 122 F/Y D9S S 0
9:20a 12:20p P NA 470 F/Y 72S 0
10:15a ORF 11:35a AL 958 S D9S 0
11:55a 1:59p P NA 468 F/Y 72S L 0
1:00p DCA 1:20p NA 410 F/Y 72S 0
4:35p 7:00p P EA 354 F/Y D9S 0
5:13p CLT 5:48p EA 374 F/Y 727 D/S 0
7 6:35p 9:15p P NA 420 F/Y 727 D 0
7:40p DCA 8:30p AL 154□ A N26 0
6:35p 9:39p P NA 420 F/Y 727 D 0
7:40p DCA 9:00p NA 424 F/Y 72S 0
7 6:35p 9:40p N NA 420 F/Y 727 D 0
7:40p DCA 8:30p AL 154□ A N26 1
10:10p 2:04a P DL 981 FN/YN 880 0
11:01p ATL 12:30a EA 488 FN/YN 727 0
10:10p 2:21a P DL 981 FN/YN 880 0
11:01p ATL 12:37a DL 428 FN/YN D9S 0

CHARLESTON, W. VA. EDT CRW

CONNECTIONS

X67 9:00a 11:45a P PI 60 S 737 0
9:48a DCA 10:55a AL 129□ A N26 0
X67 9:00a 11:55a P PI 60 S 737 0
9:48a DCA 11:15a AL 141□ A BTP 0
9:00a 11:59a P PI 60 S 737 0
9:48a DCA 11:20a NA 404 F/Y 727 0
6 9:00a 12:00n P PI 60 S 737 0
9:48a DCA 11:15a AL 101□ A N26 0
X67 9:00a 12:15p N PI 60 S 737 0
9:48a DCA 11:15a AL 141□ A BTP 1
11:05a 1:10p P AL 544 S B11 0
12:00n BAL 12:35p AA 338 F/Y 707 0
2:25p 5:40p P AL 757 A CV5 1
3:40p PIT 4:45p AL 994 S D9S 0
2:25p 5:58p P AL 757 A CV5 1
3:40p PIT 5:05p TW 532 Y DC9 0
3:15p 6:55p P AL 204□ A B99 2
5:10p PIT 6:00p AL 964 S D9S S 0
X6 5:10p 8:40p P AL 222□ A B99 1
6:30p PIT 7:45p AL 932 S D9S 0
7:25p 9:30p P AL 546 S B11 0
8:20p BAL 8:57p DL 910 F/Y 880 0

CHARLOTTE, N.C. EDT CLT

F 51.85 4.15 56.00 112.00
Y 38.89 3.11 42.00 84.00
EA YM 28.00 EA M 22.00
EA YZ 35.00

8:45a 9:59a P EA 590 F/Y 72S B/S 0
1:05p 2:16p P EA 596 F/Y 727 L/S 0
5:48p 7:00p P EA 374 F/Y 727 D/S 0

CONNECTIONS

2:00p 6:10p P PI 966 S Y11 2
4:28p DCA 5:30p AL 516 S B11 0
6:28p 8:59p P PI 960 S Y11 S 0
7:07p RDU 8:00p EA 739 F/Y 72S 0
57 9:30p 12:30a P PI 20 S 737 1
10:56p ORF 11:45p AL 983 SN D9S 0

CHATTANOOGA, TENN. EDT CHA

CONNECTIONS

4:42a 7:36a P DL 699 FN/YN D9S 0
5:12a ATL 6:00a EA 496 FN/YN L10 B 0
4:42a 8:04a P DL 699 FN/YN D9S 0
5:12a ATL 6:20a DL 580 FN/YN D9S B 0
6:52a 9:59a P EA 310 F/Y D9S 0
7:35a CLT 8:45a EA 590 F/Y 72S B/S 0
8:50a 12:12p P DL 515 F/Y D9S 0
9:20a ATL 10:28a DL 712 F/Y D9S S 0
11:45a 2:16p P EA 372 F/Y 72S 0
12:30p CLT 1:05p EA 596 F/Y 727 L/S 0
1:53p 4:40p P DL 775 F/Y D9S 0
2:23p ATL 3:01p DL 918 F/Y 880 S 0
2:51p 7:47p P DL 539 F/Y D9S 0
3:21p ATL 6:07p DL 482 F/Y DC8 D 0
4:30p 7:00p P EA 358 F/Y 72S 0
5:17p CLT 5:48p EA 374 F/Y 727 D/S 0
7:14p 10:10p P DL 719 F/Y D9S 0
7:44p ATL 8:26p DL 710 F/Y D9S S 0
11:12p 2:04a P DL 787 FN/YN D9S 0
11:42p ATL 12:30a EA 488 FN/YN 727 0
11:12p 2:21a P DL 787 FN/YN D9S 0
11:42p ATL 12:37a DL 428 FN/YN D9S 0
X6 11:18p 2:04a P SO 246 S DC9 0
11:45p ATL 12:30a EA 488 FN/YN 727 0

CHICAGO, ILL. CDT CHI

M-MDW, O-ORD, C-CGX

F 68.52 5.48 74.00 148.00
Y 52.78 4.22 57.00 114.00
YM 38.00 M 28.00
YZ 47.00 Z 44.00

7:00a O 9:43a P TW 228 F/Y 727 B 0
X7 7:00a O 9:46a P UA 784 F/Y 727 B 0
CONT. NEXT COLUMN

FARES PUBLISHED HEREIN DO NOT

Freq. Leave Arrive Flight Class Eq MI S

BOSTON, MASS. EDT BOS

From
TRENTON, N.J.-CONT.
7 1:50p 4:26p AL 158□ A N26 0
2:10p PHL 3:25p AL 968 S D9S 0
X67 2:00p 4:25p AL 120□ A N26 0
2:20p PHL 3:25p DL 542 F/Y D9S S/ 0
X67 2:00p 4:26p AL 120□ A N26 0
2:20p PHL 3:25p AL 968 S D9S 0
X67 3:05p 5:53p AL 144□ A BTP 1
3:40p PHL 4:52p AL 836 S D9S S 0
X67 3:05p 6:05p AL 144□ A BTP 1
3:40p PHL 5:05p DL 518 F/Y D9S 0
X67 4:30p 7:01p AL 117□ A N26 0
4:50p PHL 6:00p AL 994 S D9S S 0
7 5:05p 7:01p AL 158□ A N26 0
5:25p PHL 6:00p AL 994 S D9S S 0
X67 6:22p 8:13p AL 132□ A BTP 0
6:42p PHL 7:12p AL 964 S D9S 0

TRI-CITY AIRPORT, TENN. EDT TRI
CONNECTIONS
7:55a 12:18p PI 4 S 737 S 1
10:00a LGA 11:30a AA 540 F/Y 727 0
1:50p 5:58p PI 966 S Y51 1
3:58p DCA 4:50p DL 230 F/Y 72S S 0
X6 3:20p 6:57p UA 992 F/Y 737 0
4:16p PIT 5:40p TW 128 Y DC9 S 0
3:20p 7:14p UA 992 F/Y 737 0
4:16p PIT 5:00p TW 754 F/Y B3F 1
X6 4:07p 8:59p PI 248 S FH7 S 1
6:18p DCA 7:40p EA 388 F/Y D9S 0
EFFECTIVE JUL 2
X6 4:07p 9:05p PI 248 S FH7 S 1
6:18p DCA 7:50p AA 514 F/Y 727 0
67 4:50p 10:32p PI 38 S 737 S 1
6:47p EWR 8:50p EA 628 F/Y 727 1
EFFECTIVE JUL 2
X6 8:12p 12:02a PI 56 S 737 1
10:14p LGA 11:15p DL 290 FN/YN 727 0

TUCSON, ARIZ. MST TUS
F 187.96 15.04 203.00 406.00
Y 144.44 11.56 156.00 312.00
YM 105.00 M 78.00
Z 122.00
EX/1 30 DAY 271.00
7:30a 5:59p AA 186 F/Y D10 SL 2
1 8:00a 10:06p TW 192 F/Y 707 L 2
TW 192 JFK-TW 910
11:20a 9:29p AA 118 F/Y 707 L 2
CONNECTIONS
12:45a 12:40p CO 56 FN/YN 72S 1
5:28a IAH 8:23a EA 548 F/Y 727 B 0
6:05a 5:59p RW 772 S D9S 0
6:33a PHX 8:45a AA 186 F/Y D10 SL 1
8:00a 5:32p AA 436 F/Y 727 B 0
1:00p ORD 2:30p UA 224 F/Y DC8 S 0
8:00a 5:42p AA 436 F/Y 727 B 0
1:00p ORD 2:40p AA 106 F/Y 72S 0
8:25a 6:36p AA 138 F/Y 707 B 0
12:20p DAL 2:15p AA 652 F/Y 727 S 0
9:00a 6:45p TW 384 F/Y 727 B 0
2:05p ORD 3:45p TW 102 F/Y 880 S 0
7 9:35a 8:16p RW 854 S DC9 0
10:05a PHX 11:35a TW 244 F/Y 727 LD 1
9:55a 8:00p AA 116 F/Y 72S L 1
3:57p ORD 4:50p AA 182 F/Y 747 D 0
X7 10:15a 8:16p RW 887 S D9S 0
10:44a PHX 11:35a TW 244 F/Y 727 LD 1
11:50a 8:29p TW 438 F/Y 727 L 0
4:50p ORD 5:25p TW 494 F/Y 880 D 0
X6 12:55p 10:48p AA 650 F/Y B3F L 0
6:00p ORD 7:40p UA 218 F/Y 747 S 0
EFFECTIVE JUL 7
X6 12:55p 2:07a AA 650 * B3F L 3
12:06a JFK 1:15a AA 4 FN/YN 707 0
EFFECTIVE JUL 7
AA 650 F/Y-ROC-FN/YN
1:00p 10:48p AA 650 F/Y B3F L 0
6:08p ORD 7:40p UA 218 F/Y 747 S 0
DIS AFTER JUL 6
X6 1:00p 2:07a AA 650 * B3F L 3
12:06a JFK 1:15a AA 4 FN/YN 707 0
DIS AFTER JUL 6
AA 650 F/Y-ROC-FN/YN
1:25p 11:14p AA 260 F/Y D10 L 0
5:20p DAL 5:55p AA 140 * D10 D 1
AA 140 F/Y-IAD-FN/YN
1:25p 12:29a AA 260 F/Y D10 LD 1
8:03p ORD 9:30p AA 52 F/Y B3F 0
3:35p 3:38a AA 454 F/Y B3F S 0
7:30p DAL 9:00p DL 1286 FN/YN 72S 2
11:00p 10:00a TW 106 F/Y 727 S 2
5:50a ORD 7:00a TW 20 F/Y L10 B 0
11:00p 10:05a TW 106 F/Y 727 S 2
5:50a ORD 7:00a UA 346 F/Y 72S B 0
11:15p 10:00a AA 246 * 72S S 1
6:01a ORD 7:00a TW 20 F/Y L10 B 0
AA 246 FN/YN-PHX-F/Y
11:15p 10:05a AA 246 * 72S S 1
6:01a ORD 7:00a UA 346 F/Y 72S B 0
AA 246 FN/YN-PHX-F/Y
11:15p 11:02a AA 246 * 72S S 1
6:01a ORD 8:00a AA 238 F/Y 707 B 0
AA 246 FN/YN-PHX-F/Y

TULSA, OKLA. CDT TUL
F 125.93 10.07 136.00 272.00
Y 97.22 7.78 105.00 210.00
AA YM 70.00 AA M 52.00
AA Z 82.00
X6 7:00a 1:18p AA 272 F/Y 727 B 2
CONNECTIONS
7:00a 1:09p AA 272 F/Y 727 B 0
8:01a STL 8:55a AA 346 F/Y B3F BL 1
7:30a 1:13p AA 354 F/Y 72S B 0
8:59a ORD 10:15a TW 240 F/Y 727 B 0
7:30a 1:29p AA 354 F/Y 72S B 0
8:59a ORD 10:30a AA 398 F/Y 707 L 0
9:15a 2:01p TW 436 F/Y 727 0
10:15a STL 10:45a TW 140 F/Y 727 L 0
11:30a 5:32p AA 356 F/Y 72S L 0
1:00p ORD 2:30p UA 224 F/Y DC8 S 0
11:30a 5:42p AA 356 F/Y 72S L 0
1:00p ORD 2:40p AA 106 F/Y 72S 0
X6 11:30a 5:58p AA 356 F/Y 72S L 1
3:59p DCA 4:50p DL 230 F/Y 72S S 0
2:55p 8:16p TW 460 F/Y 727 0
3:55p STL 5:00p TW 244 F/Y 727 D 0
CONT. NEXT COLUMN

BOSTON, MASS. EDT BOS

From
TULSA, OKLA.-CONT.
X6 3:30p 8:16p AA 382 F/Y 727 0
4:30p STL 5:00p AA 38 F/Y 727 D 0
4:20p 10:48p AA 156 F/Y 727 S 0
5:55p ORD 7:40p UA 218 F/Y 747 S 0
X6 4:20p 11:11p AA 156 F/Y 727 SD 1
9:13p DCA 10:00p AA 288 FN/YN 727 0
4:20p 12:29a AA 156 F/Y 727 S 0
5:55p ORD 9:30p AA 52 F/Y B3F 0
X6 7:10p 12:29a AA 178 F/Y 707 D 0
8:39p ORD 9:30p AA 52 F/Y B3F 0

UTICA, N.Y. EDT UCA
S 31.48 2.52 34.00 68.00
AL YM 23.00
AL YZ 28.00
AL EX/11 S WEEKEND 51.00
6:23a 7:50a AL 406 S 111 B 1

VANCOUVER, B.C. PDT YVR
CONNECTIONS
6:30a 4:10p UA 931 F/Y DC8 0
7:07a SEA 8:15a UA 90 F/Y DC8 L 0
9:15a 7:55p UA 144 F/Y D8S L 1
4:10p ORD 4:50p UA 776 F/Y 72S D 0
9:15a 8:29p UA 144 F/Y D8S L 1
4:10p ORD 5:25p TW 494 F/Y 880 D 0
10:30p 1:28p AC 238 F/Y D9S * 2
7:30a YYZ 11:10a AL 430 S 111 S 2
AC 238 * MEALS SB/B
10:45p 1:28p AC 164 F/Y DC8 B 1
7:05a YYZ 11:10a AL 430 S 111 S 2

WASHINGTON, D.C. EDT WAS
D-IAD, N-DCA, F-BAL
F 47.22 3.78 51.00 102.00
A 37.04 2.96 40.00 80.00
S 37.04 2.96 40.00 80.00
Y 36.11 2.89 39.00 78.00
FN 36.11 2.89 39.00 78.00
YN 29.63 2.37 32.00 64.00
YM 26.00 M 20.00
AL YM 27.00
YZ 32.00 AA Z 30.00
AL YZ 33.00
AL SDG S OW 38.00
AL EX/11 A WEEKEND 61.00
AL EX/11 S WEEKEND 61.00
BALTIMORE FARE DIFFERENCES
F 44.44 3.56 48.00 96.00
S 34.26 2.74 37.00 74.00
Y 34.26 2.74 37.00 74.00
FN 34.26 2.74 37.00 74.00
YN 26.85 2.15 29.00 58.00
YM 25.00 M 19.00
YZ 31.00
AL EX/11 S WEEKEND 56.00
X67 7:15a N 8:32a AA 516 F/Y 72S B 0
7:20a N 8:30a DL 564 F/Y D9S B 0
X7 7:20a N 9:31a AL 666 A CV5 S 1
8:00a F 9:05a AL 874 S D9S B 0
8:00a N 9:17a EA 398 F/Y D9S B 0
EA 398 EFFECTIVE JUL 2
8:10a N 9:27a EA 398 F/Y D9S B/S 0
EA 398 DISCONTINUED AFTER JUL 1
8:15a N 9:23a DL 296 F/Y 72S B 0
8:20a F 9:24a DL 790 F/Y D9S B 0
9:16a F 11:10a AL 870 S D9S 1
9:17a N 10:30a EA 572 F/Y D9S 0
EA 572 DISCONTINUED AFTER JUL 1
9:20a N 10:33a EA 572 F/Y D9S 0
EA 572 EFFECTIVE JUL 2
9:30a N 10:47a AA 400 F/Y 727 0
9:59a N 11:07a DL 214 F/Y 72S S/ 0
11:15a N 12:26p AA 300 F/Y 727 S 0
11:50a F 12:55p AL 888 S D9S S 0
12:02p N 1:10p DL 210 F/Y 72S L/S 0
12:10p N 1:25p EA 878 F/Y DC9 S 0
1:15p N 3:16p AL 648 A CV5 1
2:15p N 3:25p DL 620 F/Y D9S S/ 0
2:30p N 3:42p AA 326 F/Y 727 0
2:40p N 3:52p EA 372 F/Y 72S 0
3:51p F 4:56p AL 858 S D9S 0
4:05p F 6:05p DL 518 F/Y D9S 1
4:37p F 5:45p AL 503 S 111 0
4:50p N 5:58p DL 230 F/Y 72S S 0
5:05p F 6:09p DL 624 F/Y D9S S 0
5:15p N 7:26p AL 662 A CV5 1
5:30p N 6:45p AA 226 F/Y 72S S 0
5:50p N 7:09p EA 518 F/Y DC9 S 0
6:10p N 7:20p DL 720 F/Y D9S D/S 0
X6 6:40p N 7:55p AA 284 F/Y 727 S 0
7:35p N 8:54p EA 388 F/Y D9S 0
EA 388 DISCONTINUED AFTER JUL 1
7:35p D 9:03p AA 114 F/Y 707 0
7:40p N 8:59p EA 388 F/Y D9S 0
EA 388 EFFECTIVE JUL 2
7:50p N 9:05p AA 514 F/Y 727 0
8:10p N 9:59p DL 208 F/Y 72S 1
8:26p F 9:31p AL 862 S D9S 0
8:30p F 10:14p EA 132 F/Y 727 1
EA 132 DISCONTINUED AFTER JUL 1
X6 8:55p N 10:08p AA 122 F/Y 72S 0
8:57p F 10:58p DL 910 * 880 1
DL 910 F/Y-PHL-FN/YN
9:15p N 10:25p DL 770 F/Y D9S 0
9:50p D 11:14p AA 140 FN/YN D10 0
X6 10:00p N 11:11p AA 288 FN/YN 727 0
10:25p F 11:28p DL 226 FN/YN 72S 0

WATERVILLE, ME. EDT WVL
A 25.93 2.07 28.00 56.00
XQ YM 19.50 XQ M 13.00
EX YM 21.00 EX M 14.00
XQ YZ 19.50
EX YZ 23.00
EX/32 A 30 DAY 42.00
COMMUTER AIR CARRIER
X67 5:50a 7:30a EX 1379 A DTO 3
7:00a 8:20a EX 1381 A DTO 1
67 9:10a 10:45a EX 1373 A DTO 2
X7 9:55a 11:05a XQ 1683 A B99 1
11:00a 12:20p EX 1383 A DTO 1
X7 1:05p 2:15p XQ 1685 A B99 1
2:30p 3:50p EX 1385 A DTO 1
3:55p 5:15p EX 1387 A DTO 1
X6 4:25p 5:35p XQ 1687 A B99 1
X6 6:30p 8:00p EX 1389 A DTO 2

BOSTON, MASS. EDT BOS

From
WEST PALM BEACH, FLA. EDT PBI
F 112.04 8.96 121.00 242.00
Y 84.26 6.74 91.00 182.00
YM 61.00 M 47.00
YZ 76.00
EX/4 Y WEEKEND 105.00
9:17a 1:49p DL 570 F/Y D9S LS 2
5:40p 9:54p EA 194 F/Y 72S D 1
EA 194 DISCONTINUED AFTER JUL 1
9:00p 1:41a DL 594 * D9S S/ 2
DL 594 F/Y-TPA-FN/YN
CONNECTIONS
2:03a 7:35a DL 283 FN/YN 72S 0
2:29a MIA 3:30a DL 1094 FN/YN D10 S 1
EFFECTIVE JUL 2
7:25a 11:40a EA 118 F/Y 72S B 0
8:51a ATL 9:35a EA 148 F/Y 727 B 0
8:15a 12:26p NA 96 F/Y 72S B 0
10:10a DCA 11:15a AA 300 F/Y 727 S 0
8:15a 1:31p NA 96 F/Y 72S B 1
11:30a JFK 12:40p NA 62 F/Y 72S 0
11:57a 3:31p NA 496 F/Y 72S S/ 0
12:33p MCO 1:05p NA 434 F/Y 727 L 0
11:57a 10:21p NA 496 F/Y 72S S 6
7:00p JFK 9:30p NA 70 F/Y 72S 0
1:00p 5:46p EA 140 F/Y 727 L 0
2:30p ATL 3:30p EA 116 F/Y D9S S 0
X3 1:50p 10:21p NA 66 F/Y D10 0
2:26p MCO 4:15p NA 70 F/Y 72S D 4
3 1:50p 10:21p NA 66 F/Y 727 0
2:26p MCO 4:15p NA 70 F/Y 72S D 4
2:00p 7:20p DL 658 F/Y D9S S/ 0
3:22p ATL 4:11p DL 720 F/Y D9S * 1
DL 720 * MEALS SD/S
2:01p 7:14p DL 954 F/Y 880 0
2:38p TPA 4:40p DL 716 F/Y D9S D 0
3:06p 7:16p NA 125 F/Y 72S 0
3:36p MIA 4:30p EA 42 F/Y 727 D 0
EFFECTIVE JUL 2
3:35p 8:21p NA 94 F/Y D10 D 0
6:00p LGA 7:30p AA 296 F/Y 72S 0
4:10p 8:37p EA 620 F/Y D9S S 0
5:43p ATL 6:25p EA 128 F/Y 72S D 0
5:25p 9:51p EA 194 F/Y 72S D 0
7:54p JFK 9:00p DL 1062 FN/YN D10 0
EFFECTIVE JUL 2
1 5:25p 10:06p EA 194 F/Y 72S D 0
7:54p JFK 9:05p TW 910 F/Y 707 0
EFFECTIVE JUL 2
5:25p 10:07p EA 194 F/Y 72S D 0
7:54p JFK 9:10p AA 644 F/Y 727 0
EFFECTIVE JUL 7
5:50p 10:37p NA 424 F/Y 72S 0
6:26p MCO 8:00p EA 604 F/Y D9S D 0
EFFECTIVE JUL 2
X6 5:50p 11:11p NA 424 F/Y 72S D 1
8:34p DCA 10:00p AA 288 FN/YN 727 0
6:00p 11:28p DL 744 F/Y D9S D 0
7:22p ATL 8:34p DL 226 * 72S S 1
DL 226 F/Y-BAL-FN/YN
X7 10:00p 2:28a DL 592 FN/YN D9S 0
11:22p ATL 12:20a EA 442 FN/YN D9S 0
EFFECTIVE JUL 2
7 10:00p 2:58a DL 592 FN/YN D9S 0
11:22p ATL 12:11a EA 486 FN/YN 727 1
EFFECTIVE JUL 2
10:00p 3:38a DL 592 FN/YN D9S 0
11:22p ATL 12:34a DL 1286 FN/YN 72S 1
11:05p 7:35a DL 951 F/Y 880 0
11:31p MIA 3:30a DL 1094 FN/YN D10 S 1

WHITEFIELD, N.H. EDT HIE
A 27.78 2.22 30.00 60.00
COMMUTER AIR CARRIER
12:20p 1:55p ZM 324 A PAP 1
X67 3:35p 5:10p ZM 326 A PAP 1

WHITE PLAINS, N.Y. EDT HPN
A 24.07 1.93 26.00 52.00
AL YM 17.00
AL YZ 22.00
AL EX/11 A WEEKEND 39.00
X7 8:45a 9:31a AL 666 A CV5 0
6:40p 7:26p AL 662 A CV5 0

WICHITA, KAN. CDT ICT
CONNECTIONS
3:05a 10:00a BN 230 F/Y 72S 1
5:27a ORD 7:00a TW 20 F/Y L10 B 0
3:05a 10:05a BN 230 F/Y 72S 1
5:27a ORD 7:00a UA 346 F/Y 72S B 0
3:05a 11:02a BN 230 F/Y 72S 1
5:27a ORD 8:00a AA 238 F/Y 707 B 0
8:20a 1:13p TW 322 F/Y 72S B 0
9:47a ORD 10:15a TW 240 F/Y 727 B 0
9:00a 4:12p BN 244 F/Y 727 1
11:17a ORD 1:10p AA 280 F/Y 727 L 0
X6 11:55a 6:57p TW 532 Y DC9 S 2
4:38p PIT 5:40p TW 128 Y DC9 S 0
11:55a 7:09p TW 532 Y DC9 S 0
12:58p STL 2:37p EA 518 F/Y DC9 S 1
2:25p 7:55p TW 346 F/Y 72S 0
3:55p ORD 4:50p UA 776 F/Y 72S D 0
2:25p 8:00p TW 346 F/Y 72S 0
3:55p ORD 4:50p AA 182 F/Y 747 D 0
3:45p 10:48p BN 158 F/Y 727 1
6:00p ORD 7:40p UA 218 F/Y 747 S 0
5:30p 12:29a BN 152 F/Y 727 D 1
8:02p ORD 9:30p AA 52 F/Y B3F 0

WICHITA FALLS, TEXAS CDT SPS
CONNECTIONS
6:35a 2:20p TT 649 S CV6 0
7:17a DAL 8:45a AA 82 F/Y 72S B 1
10:08a 6:36p TT 631 S CV6 0
10:50a DAL 2:15p AA 652 F/Y 727 S 0
10:08a 6:37p TT 631 S CV6 0
10:50a DAL 1:15p AA 342 F/Y B3F L 1
X6 3:20p 11:14p TT 917 S DC9 0
3:55p DAL 5:55p AA 140 * D10 D 1
AA 140 F/Y-IAD-FN/YN

WILKES-BARRE/SCRANTON, PA. EDT AVP
S 31.48 2.52 34.00 68.00
AL YM 23.00
AL YZ 28.00
AL EX/11 S WEEKEND 50.00
12:53p 1:45p AL 864 S D9S 0
5:23p 6:15p AL 466 S 111 0
CONNECTIONS
X67 7:10a 10:17a AL 30□ A B99 0
7:50a EWR 8:40a DL 986 F/Y 880 1
CONT. NEXT COLUMN

BOSTON, MASS. EDT BOS

From
WILKES-BARRE/SCRANTON, PA.-CONT.
X456 8:25p 12:19a AL 36□ A B99 0
9:05p EWR 11:30p EA 56 FN/YN 727 0
EFFECTIVE JUL 2
45 8:25p 12:47a AL 36□ A B99 0
9:05p EWR 11:58p EA 530 FN/YN 727 0
X6 8:25p 1:48a AL 36□ A B99 0
9:05p EWR 1:00a DL 1288 FN/YN 72S 0

WILLIAMSPORT, PA. EDT IPT
CONNECTIONS
11:46a 4:58p AL 712 A CV5 1
1:15p EWR 4:10p DL 276 F/Y 72S 0
1 3:48p 8:40p AL 678 A CV5 0
4:30p EWR 7:10p EA 818 F/Y 727 1
67 6:30p 10:32p AL 704 A CV5 1
8:00p EWR 8:50p EA 628 F/Y 727 1
EFFECTIVE JUL 2
6:30p 11:25p AL 704 A CV5 2
9:10p PVD 11:00p EA 38 F/Y 72S 0

WINNIPEG, MAN. CDT YWG
CONNECTIONS
4:25a 1:28p AC 238 F/Y D9S B 0
7:30a YYZ 11:10a AL 430 S 111 S 2
2:15p 7:42p AC 258 F/Y D9S S 0
5:45p YUL 6:50p DL 265 F/Y 727 S 0
5:00p 11:45p AC 226 F/Y D9S D 0
8:05p YYZ 9:55p AL 432 S 111 1

WORCESTER, MASS. EDT ORH
F 18.52 1.48 20.00 40.00
A 17.59 1.41 19.00 38.00
Y 13.89 1.11 15.00 30.00
DL YM 10.00 DL M 9.00
AL YM 13.00
DL YZ 14.00
AL YZ 16.00
AL EX/11 A WEEKEND 28.00
X7 11:31a 11:54a AL 683 A CV5 0
X6 4:24p 5:24p AL 690 A CV5 1
8:15p 9:26p DL 402 F/Y D9S 1

YARMOUTH, N.S. ADT YQI
F 42.00 3.36 45.36 90.72
Y 31.00 2.48 33.48 66.96
AC Z 20.52
1:20p 1:15p AC 683 F/Y D9S S 0
CONNECTIONS
2:20p 6:05p AC 682 F/Y D9S 0
2:50p YSJ 6:00p AC 691 F/Y D9S D 0

YOUNGSTOWN, OHIO EDT YNG
CONNECTIONS
7:05a 10:11a UA 638 F/Y 737 0
7:33a PIT 8:55a AL 952 S D9S B 0
7:05a 10:11a UA 638 F/Y 737 0
7:33a PIT 8:55a TW 288 Y DC9 B 0
10:35a 1:45p UA 577 F/Y 727 0
11:03a PIT 11:45a AL 864 S D9S 1
2:15p 4:45p AL 762 A CV5 0
2:39p PIT 3:29p AL 860 S D9S 0
5:10p 8:19p UA 459 F/Y 737 0
5:38p PIT 6:20p AL 890 S D9S 1
X6 7:41p 2:01a AL 796 A CV5 0
8:05p PIT 11:35p AL 930 * D9S 1
AL 930 S-PHL-SN

BOULDER CITY, NEV.
22.0 MI NW R
SEE LAS VEGAS, NEV.

BOUNDARY, ALASKA ADT BYA
MINIMUM CONNECTING TIME :20

From
EAGLE, ALASKA ADT EAA
S 15.74 1.26 17.00 34.00
5 10:40a 11:10a WC 526 S PRP 0

FAIRBANKS, ALASKA ADT FAI
F-FAI, W-WUV
S 35.19 2.81 38.00 76.00
5 9:00a W 11:10a WC 526 S PRP 1

BOURLAMAQUE, QUE.
3.0 MI S R
SEE VAL D'OR, QUE.

BOZEMAN, MONT. MDT BZN
8.0 MI NW 20 MIN L $3.50 RA
MINIMUM CONNECTING TIME :20

From
BILLINGS, MONT. MDT BIL
F 25.00 2.00 27.00 54.00
S 19.44 1.56 21.00 42.00
Y 19.44 1.56 21.00 42.00
YM 13.00 NW M 11.00
YZ 17.00 Z 16.00
8:05a 8:41a NW 103 F/Y 727 S 0
2:06p 2:42p FL 517 S CV5 0
4:25p 5:01p NW 347 F/Y 72S 0
6 10:05p 10:41p FL 820 S CV5 0

BOSTON, MASS. EDT BOS
CONNECTIONS
9:45a 5:01p NW 281 F/Y 727 B 1
12:33p MSP 2:55p NW 347 F/Y 72S 1
10:33a 5:01p EA 611 F/Y D9S 0
11:54a DCA 12:55p NW 347 F/Y 72S L 2
EFFECTIVE JUL 2
10:55a 5:01p DL 623 F/Y D9S S/ 0
12:08p DCA 12:55p NW 347 F/Y 72S L 2

BUTTE, MONT. MDT BTM
F 19.44 1.56 21.00 42.00
Y 14.81 1.19 16.00 32.00
NW YM 11.00 NW M 9.00
NW YZ 13.00 NW Z 12.00
10:41a 11:07a NW 392 F/Y 72S 0
5:38p 7:04p NW 108 F/Y 727 0

CHICAGO, ILL. CDT CHI
M-MDW, O-ORD, C-CGY
CONNECTIONS
1:00p O 5:01p NW 125 F/Y 72S S 0
2:09p MSP 2:55p NW 347 F/Y 72S 1
1:00p O 5:01p UA 285 F/Y 727 S 0
2:15p MSP 2:55p NW 347 F/Y 72S 1
CONT. NEXT PAGE

To

Freq. Leave Arrive Flight Class Eq MI S

WASHINGTON, D.C. EDT WAS
N-DCA (NATIONAL) D-IAD (DULLES)
F-BAL (FRIENDSHIP)

From
PENSACOLA, FLA.-CONT.
12 2:25p 4:48p N EA 116 F/Y D9S 0
2:20p ATL 3:15p EA 380 F/Y D9S S 0
EFFECTIVE JUL 2
3:20p 7:30p N EA 616 F/Y D9S 0
5:18p ATL 6:00p UA 456 F/Y 737 D 0
EFFECTIVE JUL 2
3:20p 7:34p N EA 616 F/Y D9S 0
5:18p ATL 6:09p DL 208 F/Y 72S D 0
EFFECTIVE JUL 2
3:20p 7:56p F EA 616 F/Y D9S 0
5:18p ATL 6:25p EA 132 F/Y 727 D 0
EFFECTIVE JUL 2
3:20p 8:00p N EA 616 F/Y D9S 0
5:18p ATL 6:30p EA 136 F/Y 72S D 0
EFFECTIVE JUL 2
6:55p 12:28a F EA 782 F/Y D9S 0
8:53p ATL 11:00p EA 126 FN/YN D9S 0
EFFECTIVE JUL 2
6:55p 1:56a F EA 782 F/Y D9S 0
8:53p ATL 12:28a DL 586 FN/YN D9S 0
9:55p 1:43a F EA 464 F/Y DC9 0
11:50p ATL 12:20a EA 640 FN/YN 72S 0
EFFECTIVE JUL 2

PEORIA, ILL. CDT PIA
Y 52.78 4.22 57.00 114.00
OZ YM 38.00
OZ YZ 47.00
7:45a 10:43a D OZ 906 Y D9S B 1
2:11p 4:45p D OZ 908 Y D9S S 0
4:20p 7:20p D OZ 970 Y D9S D 1
CONNECTIONS
7:06a 11:09a N OZ 920 Y D9S 0
7:40a ORD 8:30a AA 358 F/Y 727 B 0
X67 7:25a 11:32a N OZ 740 A FH7 0
8:04a MDW 9:00a UA 728 F/Y 737 S/ 0
X67 10:12a 2:21p N OZ 816 A FH7 0
11:00a ORD 11:45a UA 252 F/Y 72S L 0
X67 10:12a 3:05p N OZ 816 A FH7 0
11:00a ORD 12:30p AA 148 F/Y 727 L 0
X6 11:50a 3:59p N OZ 956 Y D9S 0
12:25p ORD 1:30p AA 356 F/Y 72S L 0
11:50a 4:59p N OZ 956 Y D9S 0
12:25p ORD 2:30p AA 226 F/Y 72S S 0
X7 1:00p 4:51p N OZ 928 Y D9S 0
1:35p ORD 2:15p UA 412 F/Y 72S 0
X7 1:00p 4:59p N OZ 928 Y D9S 0
1:35p ORD 2:30p AA 226 F/Y 72S S 0
2:57p 8:10p N OZ 826 A FH7 0
3:45p ORD 5:30p AA 340 F/Y 72S D 0
6 3:27p 8:10p N OZ 898 A FH7 0
4:15p ORD 5:30p AA 340 F/Y 72S D 0
X6 3:27p 8:10p N OZ 976 Y D9S 0
4:35p ORD 5:30p AA 340 F/Y 72S D 0

PHILADELPHIA, PA. EDT PHL
P-PHL N-PNE S-WKV
F 25.00 2.00 27.00 54.00
A 23.15 1.85 25.00 50.00
AL A 20.37 1.63 22.00 44.00
S 20.37 1.63 22.00 44.00
Y 19.44 1.56 21.00 42.00
YM 13.00 M 11.00
AA YM 14.00
AL YM 14.00
NW YM 14.00
YZ 17.00 Z 16.00
AL YZ 18.00
AL*YM 17.00
* TO/FROM PNE
AL*YZ 16.00
* REPLACEMENT CARRIER FARE
AL SDG S OW 20.00
AL EX/11 A WEEKEND 32.00
AL EX/11 S WEEKEND 32.00
AL*EX/11 A WEEKEND 38.00
* TO FROM PNE
TW EX/11 Y WEEKEND 32.00
BALTIMORE FARE DIFFERENCES
F 20.37 1.63 22.00 44.00
A 19.44 1.56 21.00 42.00
S 18.52 1.48 20.00 40.00
Y 15.74 1.26 17.00 34.00
YM 11.00 M 9.00
AL YM 13.00
YZ 14.00 AA Z 13.00
AL YZ 17.00
AL EX/11 S WEEKEND 28.00
X67 6:00a N 7:45a N AL 126□ A N26 2
6:20a P 7:02a N AA 269 F/Y 72S 0
X67 7:00a P 7:45a N AL 126□ A N26 0
X67 7:20a N 8:35a N AL 114□ A N26 1
X7 7:30a P 8:14a N NA 401 F/Y 727 S 0
67 7:40a P 8:41a D EA 817 F/Y 727 0
EA 817 EFFECTIVE JUL 2
7:45a P 8:46a D UA 323 F/Y DC8 0
X67 7:50a P 8:35a N AL 114□ A N26 0
67 7:55a P 8:56a D EA 817 F/Y 727 0
EA 817 DISCONTINUED AFTER JUL 1
8:10a P 8:44a F DL 971 F/Y 880 0
8:20a P 9:07a N NA 405 F/Y 727 S 0
6 8:29a N 10:25a N AL 100□ A N26 2
X67 8:40a P 9:19a F EA 841 F/Y 727 0
8:40a P 9:25a N AL 591 S 111 0
X67 8:55a P 9:30a F AL 4□ A B99 0
8:55a P 9:34a F EA 171 F/Y D9S 0
EA 171 EFFECTIVE JUL 2
9:05a P 9:44a F EA 171 F/Y D9S 0
EA 171 DISCONTINUED AFTER JUL 1
X67 9:15a P 10:00a N AL 111□ A N26 0
X67 9:20a N 11:00a N AL 140□ A BTP 2
6 9:40a P 10:25a N AL 100□ A N26 0
10:05a P 10:43a F EA 809 F/Y D8S 0
X67 10:15a P 11:00a N AL 140□ A BTP 0
10:40a P 11:25a N AL 517 S 111 0
X67 11:00a P 11:45a N AL 118□ A N26 0
7 11:50a N 1:00p N AL 150□ A N26 1
X67 12:10p P 1:00p N AL 129□ A N26 0
7 12:15p P 1:00p N AL 150□ A N26 0
X67 12:28p N 1:30p N AL 142□ A BTP 1
X67 12:50p P 1:30p N AL 142□ A BTP 0
1:05p P 1:50p N AL 593 S 111 0
7 1:30p N 3:15p N AL 158□ A N26 2
X67 1:35p N 3:20p N AL 120□ A N26 2
2:00p P 2:36p F AA 323 F/Y 707 0
CONT. NEXT COLUMN

To

WASHINGTON, D.C. EDT WAS
N-DCA (NATIONAL) D-IAD (DULLES)
F-BAL (FRIENDSHIP)

From
PHILADELPHIA, PA.-CONT.
7 2:30p P 3:15p N AL 158□ A N26 0
6 2:30p P 3:15p N AL 102□ A N26 0
X67 2:35p P 3:20p N AL 120□ A N26 0
3:00p P 4:03p D TW 59 F/Y 707 0
3:10p P 3:45p F AL 16□ A B99 0
X67 3:30p N 4:35p N AL 144□ A BTP 1
3:45p P 4:30p N AL 511 S 111 0
7 3:50p N 5:00p N AL 152□ A N26 1
X67 3:55p P 4:35p N AL 144□ A BTP 0
X67 4:10p N 5:59p N AL 117□ A N26 2
7 4:15p P 5:00p N AL 152□ A N26 0
4:58p P 5:43p N AL 586 S 111 0
X67 5:14p P 5:59p N AL 117□ A N26 0
5:15p P 6:02p N NA 111 F/Y 727 0
X67 5:15p N 6:30p N AL 124□ A N26 1
5:30p P 6:04p F DL 911 F/Y 880 0
7 5:35p P 6:20p N AL 156□ A N26 0
X67 5:45p P 6:30p N AL 124□ A N26 0
6:14p P 6:59p N AL 595 S 111 0
6:41p P 7:17p F AL 869 S D9S 0
7 7:00p P 7:45p N AL 153□ A N26 0
X67 7:00p P 7:45p N AL 132□ A BTP 0
7:32p P 8:17p N AL 587 S 111 0
X6 7:50p P 8:25p F AL 18□ A B99 0
9:15p P 10:00p N AL 588 S 111 0
X6 9:15p P 10:00p N AL 519 S 111 0
10:25p P 11:24p D NW 28 F/Y D10 0
11:40p P 12:14a F NA 431 F/Y 72S 0
COMMUTER AIR CARRIER
X67 8:20a P 9:20a N AK 33 A B99 1
X67 10:40a P 11:15a F AK 333 A B99 0
X67 3:35p P 4:35p N AK 101 A B99 1
X67 6:59p P 7:59p N AK 111 A B99 1

PHOENIX, ARIZ. MST PHX
F 165.74 13.26 179.00 358.00
Y 127.78 10.22 138.00 276.00
YM 93.00 M 70.00
DL YZ 115.00 Z 108.00
EX/1 30 DAY 241.00
X7 12:05a 9:21a N TW 106 F/Y 727 SB 2
8:30a 3:40p D TW 58 F/Y 707 B 0
9:40a 7:12p F TW 460 F/Y 727 BD 3
11:45a 10:00p N DL 526 F/Y D9S LS 3
12:00n 7:13p D AA 112 F/Y 707 L 0
12:15p 10:25p F TW 412 F/Y 72S * 3
TW 412 * MEALS LS/S
CONNECTIONS
1:00a 9:37a F AA 246 F/Y 72S S 0
6:01a ORD 7:00a UA 156 F/Y D8S B 0
X7 1:00a 9:53a N AA 246 F/Y 72S S 0
6:01a ORD 7:15a UA 322 F/Y 72S B 0
X67 1:00a 10:09a N AA 246 F/Y 72S S 0
6:01a ORD 7:30a AA 312 F/Y 72S B 0
1:00a 10:41a N AA 246 F/Y 72S S 0
6:01a ORD 7:10a UA 684 F/Y 727 B 1
1:00a 11:09a N AA 246 F/Y 72S S 0
6:01a ORD 8:30a AA 358 F/Y 727 B 0
7:00a 3:05p N AA 544 F/Y 707 B 0
12:00n ORD 12:30p AA 148 F/Y 727 L 0
X6 7:55a 3:44p N TW 486 F/Y 880 B 0
12:33p STL 1:00p TW 430 F/Y 72S L 0
8:00a 4:49p D DL 820 F/Y DC8 B 0
12:01p DAL 1:00p AA 58 F/Y 707 L 0
8:00a 4:51p N TW 334 F/Y 727 B 0
12:59p ORD 2:15p UA 412 F/Y 72S 0
8:00a 4:55p F TW 334 F/Y 727 B 0
12:59p ORD 2:15p UA 426 F/Y 727 S 0
8:00a 4:59p N TW 334 F/Y 727 B 0
12:59p ORD 2:30p AA 226 F/Y 72S S 0
8:00a 5:09p F DL 820 F/Y DC8 B 0
12:01p DAL 1:30p AA 452 F/Y 707 L 0
8:15a 4:49p D AA 448 F/Y 707 B 0
12:20p DAL 1:00p AA 58 F/Y 707 L 0
8:15a 5:09p F AA 448 F/Y 707 B 0
12:20p DAL 1:30p AA 452 F/Y 707 L 0
8:15a 5:15p D AA 448 F/Y 707 B 0
12:20p DAL 1:30p BN 14 F/Y 707 L 0
DIS AFTER JUL14
8:15a 5:15p D AA 448 F/Y 707 B 0
12:20p DAL 1:30p BN 14 F/Y 720 L 0
EFFECTIVE JUL15
8:25a 4:59p N AA 630 F/Y B3F B 0
1:28p ORD 2:30p AA 226 F/Y 72S S 0
10:00a 7:02p N TW 208 F/Y 880 L 0
2:59p ORD 4:25p TW 424 F/Y 72S D 0
X6 10:00a 7:10p N TW 208 F/Y 880 L 0
2:59p ORD 4:30p AA 234 F/Y 727 D 0
10:50a 7:12p F AA 134 F/Y D10 L 0
3:25p STL 4:25p TW 460 F/Y 727 D 0
11:30a 8:00p N TW 100 F/Y L10 L 0
4:35p ORD 5:20p TW 438 F/Y 727 D 0
11:30a 8:10p N AA 66 F/Y 747 L 0
4:34p ORD 5:30p AA 340 F/Y 72S D 0
11:30a 8:10p N TW 100 F/Y L10 L 0
4:35p ORD 5:30p AA 340 F/Y 72S D 0
11:35a 8:04p N TW 244 F/Y 727 L 0
4:13p STL 5:20p TW 440 F/Y 727 D 0
11:35a 8:09p N TW 244 F/Y 727 L 0
4:13p STL 5:25p EA 510 F/Y DC9 D 0
1:00p 9:44p D AA 498 F/Y 707 L 0
5:05p DAL 5:55p AA 140 F/Y D10 D 0
2:00p 10:25p F TW 358 F/Y 727 L 0
7:04p ORD 7:45p TW 412 F/Y 72S 0
X67 3:30p 1:18a D CO 78 F/Y/K 720 D 0
7:20p SAT 8:00p BN 16 F/Y 727 S 1
X6 3:40p 1:18a D AA 622 F/Y 72S D 0
7:45p DAL 9:35p BN 16 F/Y 727 S 0
X6 3:45p 2:38a F TW 230 F/Y 727 S 1
9:12p STL 10:25p AL 806 SN D9S 1
X67 10:00p 6:32a D DL 680 FN/YN D9S S/ 0
2:03a DAL 2:45a AA 378 FN/YN 707 S/ 0

To

WASHINGTON, D.C. EDT WAS
N-DCA (NATIONAL) D-IAD (DULLES)
F-BAL (FRIENDSHIP)

From
PITTSBURGH, PA. EDT PIT
P-PIT, A-AGC
F 30.56 2.44 33.00 66.00
A 24.07 1.93 26.00 52.00
S 24.07 1.93 26.00 52.00
Y 23.15 1.85 25.00 50.00
YM 17.00 M 13.00
AL YM 19.00
NW YZ 21.00 Z 20.00
AL YZ 22.00
AL EX/11 A WEEKEND 39.00
AL EX/11 S WEEKEND 39.00
BALTIMORE FARE DIFFERENCES
A 23.15 1.85 25.00 50.00
S 23.15 1.85 25.00 50.00
SN 18.52 1.48 20.00 40.00
AL YM 17.00
AL YZ 21.00
AL EX/11 A WEEKEND 38.00
AL EX/11 S WEEKEND 38.00
X7 1:50a P 2:38a F AL 806 SN D9S 0
X7 8:00a P 8:49a N NW 300 F/Y 727 S 0
8:15a P 9:06a N UA 638 F/Y 737 S 0
7 8:49a P 10:45a N AL 734 A CV5 2
8:55a P 9:45a F AL 426 S 111 0
X7 9:49a P 11:45a N AL 732 A CV5 2
11:30a P 12:18p N UA 496 F/Y 727 0
X7 12:05p P 12:53p N NW 306 F/Y 72S 0
7 1:32p P 2:20p N NW 16 F/Y 72S 0
2:00p P 2:50p F AL 498 S 111 0
X6 3:10p P 3:58p N NW 338 F/Y 72S 0
4:25p P 5:15p F AL 584 S 111 0
6:20p P 7:11p N UA 658 F/Y 737 0
X6 6:25p P 7:13p F UA 262 F/Y 727 0
7:00p P 7:50p N NW 356 F/Y 727 S 0
8:02p P 8:55p F AL 604 A CV5 0
8:10p P 10:10p N AL 750 A CV5 2
9:12p P 10:00p N NW 374 F/Y 727 0
CONNECTIONS
8:45a P 1:45p N EA 989 F/Y 727 B 0
10:17a ATL 12:16p EA 146 F/Y D9S L 0
EFFECTIVE JUL 2
8:55a P 11:06a D AL 426 S 111 0
9:45a BAL 10:40a PI 959 S Y51 0
4:25p P 6:05p N AL 584 S 111 0
5:15p BAL 5:45p PI 945 S Y51 0
4:29p P 8:00p N EA 327 F/Y 72S D 0
5:56p ATL 6:30p EA 136 F/Y 72S D 0
EFFECTIVE JUL 2

PORT AU PRINCE, HAITI EST PAP
CONNECTIONS
X467 12:00n 7:48p D AA 658 F/Y B3F L 0
4:35p JFK 6:25p AA 155 F/Y B3F 0
X47 12:00n 9:23p N AA 658 F/Y B3F L 0
4:35p JFK 8:25p NA 491 F/Y 72S 0
6 4:20p 11:25p D EA 769 Y D9S 0
6:25p SJU 7:40p AA 694 F/K B3F D 0
EFFECTIVE JUL 7

PORTLAND, ME. EDT PWM
F 58.33 4.67 63.00 126.00
Y 44.44 3.56 48.00 96.00
DL YM 32.00 DL M 24.00
DL YZ 40.00
BALTIMORE FARE DIFFERENCES
F 57.41 4.59 62.00 124.00
11:20a 1:35p N DL 711 F/Y D9S L/S 1
4:00p 6:20p F DL 249 F/Y 72S S/ 1
6:55p 9:29p N DL 1269 F/Y 727 S 1
CONNECTIONS
7:37a 10:03a N DL 209 F/Y 72S S 0
8:32a LGA 9:10a DL 751 F/Y D9S 0
8:10a 11:55a D DL 271 F/Y 72S 0
8:41a BOS 10:20a AA 111 F/Y B3F 0
1:15p 5:29p N DL 605 F/Y D9S 0
2:11p LGA 4:30p AA 102 F/Y 72S 0
1:15p 6:00p D DL 605 F/Y D9S 0
2:11p LGA 5:05p PI 33 S 737 0
4:00p 6:57p N DL 249 F/Y 72S 0
4:31p BOS 5:40p AA 453 F/Y 727 S 0
4:00p 6:59p N DL 249 F/Y 72S 0
4:31p BOS 5:48p DL 1211 F/Y 72S D/S 0

PORTLAND, ORE. PDT PDX
F 191.67 15.33 207.00 414.00
Y 147.22 11.78 159.00 318.00
YM 107.00 M 81.00
NW YZ 132.00 Z 124.00
EX/1 30 DAY 278.00
12:30a 9:37a F UA 156 F/Y D8S SB 1
7:00a 8:10p N NW 68 F/Y 72S SLD 6
7:45a 4:45p D NW 78 F/Y B3F L 1
8:00a 5:10p D UA 632 * DC8 BL 1
UA 632 F/Y/K-DEN-F/Y
11:00a 9:13p N NW 70 F/Y 72S LD 2
1:20p 11:30p D UA 146 F/Y D8S L 2
CONNECTIONS
X7 12:30a 9:53a N UA 156 F/Y D8S S 0
6:05a ORD 7:15a UA 322 F/Y 72S B 0
X67 12:30a 10:09a N UA 156 F/Y D8S S 0
6:05a ORD 7:30a AA 312 F/Y 72S B 0
12:30a 10:41a N UA 156 F/Y D8S S 0
6:05a ORD 7:10a UA 684 F/Y 727 B 1
12:30a 11:09a N UA 156 F/Y D8S S 0
6:05a ORD 8:30a AA 358 F/Y 727 B 0
12:30a 12:09p N UA 156 F/Y D8S S 0
6:05a ORD 9:30a AA 354 F/Y 72S S 0
12:30a 12:12p N UA 156 F/Y D8S S 0
6:05a ORD 7:40a AA 506 F/Y 727 S 2
7:20a 4:35p F NW 714 F/Y B3F 0
7:56a SEA 9:00a UA 42 F/Y DC8 L 0
7:35a 4:35p F RW 630 S F27 S 0
8:21a SEA 9:00a UA 42 F/Y DC8 L 0
7:45a 4:35p F NW 78 F/Y B3F 0
8:21a SEA 9:00a UA 42 F/Y DC8 L 0
7:50a 5:05p D CO 420 F/Y/K 72S B 0
10:58a DEN 11:50a TW 890 F/Y 707 L 0
8:00a 4:51p N UA 142 F/Y D10 B 0
1:35p ORD 2:15p UA 412 F/Y 72S 0
8:00a 4:55p F UA 142 F/Y D10 B 0
1:35p ORD 2:15p UA 426 F/Y 727 S 0
8:00a 4:59p N NW 20 F/Y D10 B 0
1:32p ORD 2:30p AA 226 F/Y 72S S 0
8:00a 4:59p N UA 142 F/Y D10 B 0
1:35p ORD 2:30p AA 226 F/Y 72S S 0
X6 8:00a 6:10p N UA 142 F/Y D10 B 0
1:35p ORD 3:30p AA 284 F/Y 727 S 0
CONT. NEXT COLUMN

To

WASHINGTON, D.C. EDT WAS
N-DCA (NATIONAL) D-IAD (DULLES)
F-BAL (FRIENDSHIP)

From
PORTLAND, ORE.-CONT.
X6 8:00a 7:10p N NW 20 F/Y D10 B 0
1:32p ORD 4:30p AA 234 F/Y 727 D 0
8:50a 7:00p N UA 44 F/Y DC8 L 0
5:00p JFK 6:00p NA 403 F/Y 727 0
10:20a 8:10p N WA 628 F/Y 720 L 1
4:20p MSP 5:00p NW 68 F/Y 72S D 0
10:30a 7:35p F UA 152 F/Y DC8 L 0
4:10p ORD 4:55p UA 374 F/Y 727 D 0
10:30a 8:00p N UA 152 F/Y DC8 L 0
4:10p ORD 5:20p TW 438 F/Y 727 D 0
10:30a 8:00p N UA 152 F/Y DC8 L 0
4:10p ORD 5:15p UA 488 F/Y 72S D 0
10:30a 8:10p N UA 152 F/Y DC8 L 0
4:10p ORD 5:30p AA 340 F/Y 72S D 0
X6 10:30a 9:13p N UA 152 F/Y DC8 L 0
4:10p ORD 6:30p AA 156 F/Y 727 D 0
10:30a 9:31p N UA 152 F/Y DC8 L 0
4:10p ORD 5:50p AA 288 F/Y 727 S 1
11:45a 9:10p D CO 426 F/Y/K 72S L 0
2:54p DEN 3:55p TW 252 F/Y 727 D 0
11:45a 9:10p F CO 426 F/Y/K 72S L 0
2:54p DEN 4:10p UA 174 F/Y DC8 D 0
11:45a 9:15p D CO 426 F/Y/K 72S L 0
2:54p DEN 4:00p UA 644 F/Y 727 D 0
12:00n 9:10p D UA 354 F/Y/K DC8 L 0
3:11p DEN 3:55p TW 252 F/Y 727 D 0
12:00n 9:10p F UA 354 F/Y/K DC8 L 0
3:11p DEN 4:10p UA 174 F/Y DC8 D 0
12:00n 9:15p D UA 354 F/Y/K DC8 L 0
3:11p DEN 4:00p UA 644 F/Y 727 D 0
12:25p 10:00p N NW 115 F/Y B3F L 0
6:02p ORD 7:30p AA 582 F/Y 72S D 0
12:25p 10:00p N NW 115 F/Y B3F L 0
6:02p ORD 7:25p UA 278 F/Y 727 D 0
12:25p 11:26p D NW 115 F/Y B3F L 0
6:02p ORD 7:40p UA 736 F/Y 737 0
1:20p 10:25p F UA 146 F/Y D8S L 0
7:00p ORD 7:45p UA 356 F/Y 727 0
9:15p 8:10a F UA 48 F/Y DC8 S 1
6:20a JFK 7:20a NA 471 F/Y 72S S 0
5 9:15p 8:42a D UA 48 F/Y DC8 S 1
6:20a JFK 7:25a AA 77 F/Y 707 S 1

PORT OF SPAIN, TRINIDAD AST POS
CONNECTIONS
237 8:25a 8:15p D LI 552 Y 111 S
1:55p SJU 4:30p AA 664 F/K B3F D 0
LI 552 -ANULI 562
X26 9:00a 8:15p D EA 780 Y D9S S 2
12:25p SJU 4:30p AA 664 F/K B3F D 0
EFFECTIVE JUL 2
26 9:00a 8:15p D EA 780 Y D9S 2
12:25p SJU 4:30p AA 664 F/K B3F D 0
EFFECTIVE JUL 2
6 2:00p 11:25p D PA 434 F/Y 707 1
4:55p SJU 7:40p AA 694 F/K B3F D 0
EFFECTIVE JUL 7

POUGHKEEPSIE, N.Y. EDT POU
A 50.00 4.00 54.00 108.00
MC YM 40.50 MC M 27.00
MC YZ 40.50 MC Z 25.00
COMMUTER AIR CARRIER
X67 8:55a 10:15a D MC 2 A B99 0
X67 6:25p 7:45p D MC 4 A B99 0

PRESQUE ISLE, ME. EDT PQI
F 83.33 6.67 90.00 180.00
Y 63.89 5.11 69.00 138.00
DL YM 46.00 DL M 36.00
DL YZ 57.00
BALTIMORE FARE DIFFERENCES
F 79.63 6.37 86.00 172.00
Y 61.11 4.89 66.00 132.00
DL YM 44.00 DL M 35.00
DL YZ 55.00
X6 6:40p 9:29p F DL 579 F/Y D9S S
PROVIDENCE, R.I. EDT PVD
F 44.44 3.56 48.00 96.00
A 36.11 2.89 39.00 78.00
S 36.11 2.89 39.00 78.00
Y 34.26 2.74 37.00 74.00
EA YM 25.00 EA M 20.00
AL YM 26.00
EA YZ 31.00
AL YZ 32.00
AL SDG S OW 36.00
AL EX/11 A WEEKEND 59.00
AL EX/11 S WEEKEND 59.00
BALTIMORE FARE DIFFERENCES
A 34.26 2.74 37.00 74.00
AL YM 25.00
AL YZ 31.00
AL EX/11 A WEEKEND 56.00
6:39a 7:50a N EA 135 F/Y D9S B/S
EA 135 EFFECTIVE JUL 2
6:45a 7:54a N EA 135 F/Y 72S B/S
EA 135 DISCONTINUED AFTER JUL 1
7:20a 8:31a N AL 583 S 111 B
9:49a 10:59a N AL 950 S D9S
X7 11:37a 12:59p F AL 764 A CV5
12:35p 1:45p N AL 892 S D9S S
2:26p 3:37p N AL 581 S 111
5:15p 6:25p N AL 942 S D9S
X6 7:37p 8:59p F AL 778 A CV5
8:04p 9:15p N AL 590 S 111
CONNECTIONS
7:00a 9:17a F AL 841 S D9S
7:39a LGA 8:25a AL 543 S 111 S
X6 7:10a 9:30a F AL 891 S D9S
7:36a BDL 8:30a EA 947 F/K 72S S
EFFECTIVE JUL
12:19p 2:36p F AL 889 S D9S S
1:16p PHL 2:00p AA 323 F/Y 707
X6 2:10p 4:39p F AL 965 S D9S
2:36p BDL 3:20p AL 766 A CV5
2:10p 4:44p D AL 965 S D9S
2:36p BDL 3:30p EA 551 F/Y 727
EFFECTIVE JUL
5:00p 7:17p F AL 969 S D9S
5:57p PHL 6:41p AL 869 S D9S

Leave Arrive Flight Class Eq Ml S

To

...ELPHIA, PA. EDT PHL
...INTERNATIONAL)
...NORTHEAST AIRPORT)
...(PENNS LANDING SEABASE)

...TO, ONT.-CONT.
3:05p P EA 941 F/Y 72S 1
EA 941 EFFECTIVE JUL 2
3:07p P EA 941 F/Y 72S 1
EA 941 DISCONTINUED AFTER JUL 1
4:46p P AL 586 S 111 1
[illegible] P AL 588 S 111 1
CONNECTIONS
10:40a P EA 331 F/Y 72S 0
BUF 8:30a AL 592 S 111 B 1
EFFECTIVE JUL 2
11:11a P AC 701 Y DC9 1
CLE 10:05a UA 406 F/Y 737 0
2:23p P AL 509 S 111 S 1
EWR 1:45p NA 411 F/Y 727 0
3:10p P AL 607 A CV5 0
BUF 12:59p AL 594 S 111 S 1
5:59p P AL 434 S 111 0
BUF 5:00p UA 818 F/Y 727 S 0
9:43p P AC 713 F/Y D9S S 0
CLE 8:35p NW 28 F/Y D10 S 0
10:40p P AL 448 S 111 0
BUF 8:30p AL 595 S 111 1
11:15p P AC 786 F/Y D9S 0
JFK 10:30p NA 431 F/Y 72S 0

...TON, N.J. EDT TTN
A 14.81 1.19 16.00 32.00
YM 11.00
YZ 12.00
AL EX/11 A WEEKEND 24.00
6:45a P AL 126□ A N26 0
8:30a P AL 138□ A BTP 0
9:14a P AL [illegible] A N26 0
10:04a P AL 140□ A BTP 0
10:50a P AL 118□ A N26 0
2:10p P AL 158□ A N26 0
2:10p P AL 102□ A N26 0
2:20p P AL 120□ A N26 0
3:40p P AL 144□ A BTP 1
4:50p P AL 117□ A N26 0
5:25p P AL 156□ A N26 0
6:42p P AL 132□ A BTP 0

...CITY AIRPORT, TENN. EDT TRI
CONNECTIONS
12:45p P PI 984 S Y51 2
DCA 12:00n AL 121□ A N26 0
12:55p P PI 984 S Y51 2
DCA 12:15p AL 584 S 111 0
1:17p N PI 984 S Y51 2
DCA 12:00n AL 121□ A N26 1
5:58p P UA 992 F/Y 737 0
PIT 5:05p TW 532 Y DC9 0
8:15p P PI 248 S FH7 S 1
DCA 7:30p AL 155□ A N26 0
8:23p P PI 248 S FH7 S 1
DCA 7:43p AL 404 S 111 0
9:10p N PI 248 S FH7 S 1
DCA 7:30p AL 155□ A N26 2
9:40p N PI 248 S FH7 S 1
DCA 8:30p AL 154□ A N26 1
9:50p N PI 248 S FH7 S 1
DCA 7:55p AL 134□ A N26 2

...SON, ARIZ. MST TUS
CONNECTIONS
11:54a P CO 56 FN/YN 72S 1
IAH 6:30a DL 712 F/Y D9S BS 1
12:31p P CO 56 FN/YN 72S 1
IAH 7:50a EA 570 F/Y 727 B 1
EFFECTIVE JUL 2
5:00p P AA 436 F/Y 727 B 0
ORD 2:15p TW 422 F/Y 72S 0
5:09p P AA 138 F/Y 707 B 0
DAL 1:15p AA 448 F/Y 707 L 0
5:41p P TW 384 F/Y 727 B 0
ORD 2:55p UA 634 F/Y 72S S 0
7:47p P AA 116 F/Y 72S L 1
ORD 4:55p UA 240 F/Y 727 D 0
8:40p P AA 112 F/Y 707 L 1
IAD 7:45p UA 320 F/Y DC8 0
8:23p P TW 438 F/Y 727 L 0
ORD 5:35p TW 172 F/Y 880 D 0
9:42p P AA 260 F/Y D10 L 0
DAL 5:55p AA 210 F/Y 727 D 0
12:02a P AA 454 F/Y B3F S 0
DAL 5:15p AA 412 F/Y 72S S 0
9:43a P TW 106 F/Y 727 S 2
ORD 7:00a TW 226 F/Y 727 B 0
9:46a P TW 106 F/Y 727 S 2
ORD 7:00a UA 784 F/Y DC8 B 0
9:46a P TW 106 F/Y 727 S 2
ORD 7:00a UA 784 F/Y 727 B 0
9:43a P AA 245 * 72S S 1
ORD 7:00a TW 226 F/Y 727 B 0
AA 245 FN/YN-PHX-F/Y
9:46a P AA 245 * 72S S 1
ORD 7:00a UA 784 F/Y DC8 B 0
AA 246 FN/YN-PHX-F/Y
9:46a P AA 245 * 72S S 1
ORD 7:00a UA 784 F/Y 727 B 0
AA 246 FN/YN-PHX-F/Y

...SA, OKLA. CDT TUL
F 105.56 8.44 114.00 228.00
116.67 9.33 126.00 252.00
VIA DAL
Y 81.48 6.52 88.00 176.00
89.81 7.19 97.00 194.00
Z VIA DAL
YM 59.00 AA W 46.00
AA Z 69.00
AA YM 69.00 VIA DAL
AA W 49.00 VIA DAL
AA Z 76.00 VIA DAL
1:12p P AA 338 F/Y 707 * 3
AA 338 * MEALS SB/B
CONNECTIONS
[illegible] P AA 354 F/Y 72S BS 1
DCA [illegible] NA 410 F/Y 727 0
2:40p N AA 354 F/Y 72S BS 1
DCA 12:50p AL 131□ A N26 1
2:45p N AA 354 F/Y 72S BS 1
DCA 1:30p AL 151□ A N26 1
[illegible] P TW 436 F/Y 727 0

To

PHILADELPHIA, PA. EDT PHL
P-PHL (INTERNATIONAL)
N-PNE (NORTHEAST AIRPORT)
S-WKV (PENNS LANDING SEABASE)

From
TULSA, OKLA.-CONT.
X67 11:30a 5:35p P AA 356 F/Y 72S L 1
3:59p DCA 4:45p AL 133□ A BTP 0
X6 11:30a 6:10p P AA 356 F/Y 72S L 1
3:59p DCA 5:30p AL 516 S 111 0
11:45a 4:35p P CO 190 F/Y DC9 0
12:29p MCI 1:20p UA 350 F/Y 727 L 0
2:45p 7:53p P AA 278 F/Y 727 0
4:01p BNA 5:17p AL 922 S D9S D 0
2:45p 10:42p P AA 278 F/Y 727 0
4:01p BNA 7:05p AA 386 * 72S D 1
AA 386 F/Y-DCA-FN/YN
2:55p 8:00p P TW 460 F/Y 727 0
3:55p STL 4:20p TW 574 Y DC9 D 1
4:20p 10:18p P AA 156 F/Y 727 S 0
5:55p ORD 7:25p TW 26 F/Y L10 D 0
X6 4:20p 10:40p P AA 156 F/Y 727 SD 1
9:13p DCA 10:00p AL 596 S 111 0
4:20p 10:41p P AA 156 F/Y 727 S 0
5:55p ORD 7:55p UA 492 F/Y D10 S 0
X6 4:20p 10:42p P AA 156 F/Y 727 SD 1
9:13p DCA 10:00p AA 386 FN/YN 72S 0
X6 7:10p 1:07a P AA 178 F/Y 707 D 0
8:39p ORD 10:25p UA 148 F/Y DC8 0

UTICA, N.Y. EDT UCA
A 31.48 2.52 34.00 68.00
AL YM 23.00
AL YZ 28.00
AL EX/11 A WEEKEND 51.00
1:55p 3:31p P AL 624 A CV5 - 1
CONNECTIONS
2:25p 7:15p P AL 478 S 111 0
2:44p SYR 5:23p AL 587 S 111 1

WACO, TEXAS CDT ACT
CONNECTIONS
10:06a 5:09p P TT 678 S CV6 0
10:37a DAL 1:15p AA 448 F/Y 707 L 0
3:05p 9:42p P TT 684 S CV6 0
3:36p DAL 5:55p AA 210 F/Y 727 D 0

WASHINGTON, D.C. EDT WAS
D-IAD, N-DCA, F-BAL
F 25.00 2.00 27.00 54.00
A 23.15 1.85 25.00 50.00
AL A 20.37 1.63 22.00 44.00
S 20.37 1.63 22.00 44.00
Y 19.44 1.56 21.00 42.00
FN 19.44 1.56 21.00 42.00
YN 15.74 1.26 17.00 34.00
YM 13.00 M 11.00
AA YM 14.00
AL YM 14.00
YZ 17.00 Z 16.00
AL YZ 19.00
AL*YM 17.00
• TO/FROM PNE
AL*YZ 16.00
• REPLACEMENT CARRIER FARE
AL SDG S OW 20.00
AL EX/11 A WEEKEND 32.00
AL EX/11 S WEEKEND 32.00
AL*EX/11 A WEEKEND 38.00
• TO/FROM PNE
TW EX/11 Y WEEKEND 32.00
BALTIMORE FARE DIFFERENCES
F 20.37 1.63 22.00 44.00
A 19.44 1.56 21.00 42.00
S 18.52 1.48 20.00 40.00
Y 15.74 1.26 17.00 34.00
YM 11.00 M 9.00
AL YM 13.00
YZ 14.00 AA Z 13.00
AL YZ 17.00
AL EX/11 S WEEKEND 28.00
7:00a N 7:40a P AL 491 S 111 0
7:10a N 7:50a P AL 512 S 111 0
X67 7:25a F 7:55a P AL 1□ A B99 0
X67 7:59a N 8:50a P AL 111□ A N26 0
X67 9:00a N 9:45a P AL 119□ A N26 0
9:16a F 9:50a P AL 870 S D9S 0
10:00a N 10:40a P AL 592 S 111 0
X67 10:55a N 11:45a P AL 129□ A N26 0
11:15a N 11:54a P NA 404 F/Y 727 0
X67 11:15a N 11:55a P AL 141□ A BTP 0
6 11:15a N 12:00n P AL 101□ A N26 0
X67 11:15a N 12:15p N AL 141□ A BTP 1
11:35a D 12:31p P EA 570 F/Y 727 0
EA 570 EFFECTIVE JUL 2
11:45a D 12:41p P EA 570 F/Y 727 0
EA 570 DISCONTINUED AFTER JUL 1
X67 12:00n N 12:45p P AL 121□ A N26 0
X67 12:00n N 1:17p N AL 121□ A N26 1
12:15p N 12:55p P AL 584 S 111 0
12:35p F 1:10p P AA 338 F/Y 707 0
1:20p N 1:59p P NA 410 F/Y 727 0
X67 1:25p N 2:15p P AL 131□ A N26 0
X67 1:25p N 2:40p N AL 131□ A N26 1
7 1:30p N 2:15p P AL 151□ A N26 0
7 1:30p N 2:45p N AL 151□ A N26 1
1:45p F 2:20p P AL 15□ A B99 0
X67 1:45p N 2:25p P AL 143□ A BTP 0
X67 1:45p N 3:15p N AL 143□ A BTP 2
2:30p N 3:10p P AL 594 S 111 0
67 2:35p D 3:31p P EA 816 F/Y 727 0
X67 3:09p F 3:45p P EA 842 F/Y 727 0
6 3:30p N 4:15p P AL 103□ A N26 0
7 3:30p N 4:15p P AL 157□ A N26 0
6 3:30p N 5:05p N AL 103□ A N26 2
X67 3:35p N 4:25p P AL 123□ A N26 0
3:35p D 4:35p P TW 58 F/Y 707 0
4:05p F 4:37p P DL 518 F/Y D9S 0
4:30p N 5:10p P AL 493 S 111 0
X67 4:45p N 5:35p P AL 133□ A BTP 0
5:30p N 6:10p P AL 516 S 111 0
X6 5:40p F 6:15p P AL 21□ A B99 0
7 6:05p N 6:50p P AL 153□ A N26 0
6:20p F 6:56p P EA 808 F/Y D8S 0
X67 6:20p N 7:10p P AL 116□ A N26 0
X67 6:20p N 7:35p N AL 116□ A N26 1
7:30p F 8:06p P EA 174 F/Y D9S 0
7 7:30p N 8:15p P AL 155□ A N26 0
7 7:30p N 9:10p N AL 155□ A N25 2
7:43p N 8:23p P AL 404 S 111 0
7:45p D 8:40p P UA 320 F/Y DC8 0
X67 7:55p N 8:50p P AL 134□ A N26 0

To

PHILADELPHIA, PA. EDT PHL
P-PHL (INTERNATIONAL)
N-PNE (NORTHEAST AIRPORT)
S-WKV (PENNS LANDING SEABASE)

From
WASHINGTON, D.C.-CONT.
7 8:30p N 9:15p P AL 154□ A N26 0
7 8:30p N 9:40p N AL 154□ A N26 1
8:57p F 9:30p P DL 910 F/Y 880 0
9:00p N 9:39p P NA 424 F/Y 72S 0
X67 9:30p N 10:15p P AL 147□ A BTP 0
X67 9:30p N 11:25p N AL 147□ A BTP 2
9:50p F 10:23p P DL 916 F/Y 880 0
X6 10:00p N 10:40p P AL 596 S 111 0
10:00p N 10:42p P AA 386 FN/YN 72S 0
COMMUTER AIR CARRIER
X67 4:25p F 5:00p P AK 56 A B99 0

WEST PALM BEACH, FLA. EDT PBI
F 91.67 7.33 99.00 198.00
Y 70.37 5.63 76.00 152.00
YM 51.00 M 38.00
YZ 63.00
EX/4 Y WEEKEND 105.00
9:17a 12:29p P DL 570 F/Y D9S L 1
11:57a 5:57p P NA 496 F/Y 72S S 5
1:00p 5:00p P EA 140 F/Y 727 LS 1
5:50p 9:39p P NA 424 F/Y 72S D 2
CONNECTIONS
2:03a 9:49a P DL 283 FN/YN 72S 0
2:29a MIA 6:05a DL 452 F/Y D9S SB 2
EFFECTIVE JUL 2
2:03a 10:10a P DL 283 FN/YN 72S 0
2:29a MIA 6:10a NA 418 F/Y 72S SB 2
EFFECTIVE JUL 2
7:25a 11:33a P EA 118 F/Y 72S B 0
8:51a ATL 9:55a EA 122 F/Y D9S S 0
EFFECTIVE JUL 2
7:25a 2:04p P EA 118 F/Y 72S B 0
8:51a ATL 12:25p EA 124 F/Y 727 L 0
8:00a 11:54a P DL 958 F/Y 880 B 0
9:21a ATL 10:10a DL 712 F/Y D9S S 0
X67 8:15a 11:45a P NA 96 F/Y 72S B 0
10:10a DCA 10:55a AL 129□ A N26 0
8:15a 11:54a P NA 96 F/Y 72S B 0
10:10a DCA 11:15a NA 404 F/Y 727 0
X67 8:15a 11:55a P NA 96 F/Y 72S B 0
10:10a DCA 11:15a AL 141□ A BTP 0
6 8:15a 12:00n P NA 96 F/Y 72S B 0
10:10a DCA 11:15a AL 101□ A N26 0
X67 8:15a 12:15p N NA 96 F/Y 72S B 0
10:10a DCA 11:15a AL 141□ A BTP 1
11:57a 4:08p P NA 496 F/Y 72S S/ 0
12:33p MCO 2:10p EA 870 F/Y 72S S 0
EFFECTIVE JUL 2
2:50p 7:47p P UA 396 F/Y 72S S 0
4:16p ATL 6:07p DL 482 F/Y DC8 D 0
3:10p 7:47p P DL 234 F/Y 72S 1
5:17p ATL 6:07p DL 482 F/Y DC8 D 0
4:10p 8:29p P EA 620 F/Y D9S S 0
5:43p ATL 6:40p EA 120 F/Y D9S D 0
EFFECTIVE JUL 2
4:10p 11:17p P EA 620 F/Y D9S S 0
5:43p ATL 9:35p EA 114 F/Y 727 0
6:00p 10:10p P DL 744 F/Y D9S D 0
7:22p ATL 8:26p DL 710 F/Y D9S S 0
10:00p 2:04a P DL 592 FN/YN D9S 0
11:22p ATL 12:30a EA 488 FN/YN 727 0
EFFECTIVE JUL 2
10:00p 2:21a P DL 592 FN/YN D9S 0
11:22p ATL 12:37a DL 528 FN/YN D9S 0

WHITE PLAINS, N.Y. EDT HPN
A 21.30 1.70 23.00 46.00
COMMUTER AIR CARRIER
X67 8:45a 9:30a P AK 121 A B99 0
X67 6:25p 7:10p P AK 39 A B99 0

WICHITA, KAN. CDT ICT
Y 86.11 6.89 93.00 186.00
TW YM 62.00 TW M 47.00
TW Z 73.00
11:55a 5:58p P TW 532 Y DC9 S 3
CONNECTIONS
3:05a 9:43a P BN 230 F/Y 72S 1
5:27a ORD 7:00a TW 228 F/Y 727 B 0
X7 3:05a 9:46a P BN 230 F/Y 72S 1
5:27a ORD 7:00a UA 784 F/Y 727 B 0
7 3:05a 9:46a P BN 230 F/Y 72S 1
5:27a ORD 7:00a UA 784 F/Y DC8 B 0
4:15a 1:10p P BN 139 F/Y 72S 0
4:50a OKC 7:05a AA 338 F/Y 707 • 2
AA 338 * MEALS SB/B
8:20a 2:20p P TW 322 F/Y 72S B 0
9:47a ORD 11:35a TW 238 F/Y 880 L 0
8:20a 2:36p P TW 322 F/Y 72S B 0
9:47a ORD 11:50a UA 220 F/Y DC8 L 0
8:20a 2:50p P TW 322 F/Y 72S B 0
9:47a ORD 11:10a NW 520 F/Y 727 S 1
2:25p 7:47p P TW 346 F/Y 72S 0
3:55p ORD 4:55p UA 240 F/Y 727 D 0
3:45p 10:18p P BN 158 F/Y 727 1
6:00p ORD 7:25p TW 26 F/Y L10 D 0
3:45p 10:41p P BN 158 F/Y 727 1
6:00p ORD 7:55p UA 492 F/Y D10 S 0
X6 7:30p 1:07a P TW 398 F/Y 727 D 0
9:00p ORD 10:25p UA 148 F/Y DC8 0

WICHITA FALLS, TEXAS CDT SPS
CONNECTIONS
6:35a 1:10p P TT 649 S CV6 0
7:17a DAL 8:30a AA 338 F/Y 707 B 1
10:08a 5:09p P TT 631 S CV6 0
10:50a DAL 1:15p AA 448 F/Y 707 L 0
X6 3:20p 9:42p P TT 917 S DC9 0
3:55p DAL 5:55p AA 210 F/Y 727 D 0

WILKES-BARRE/SCRANTON, PA. EDT AVP
A 19.44 1.56 21.00 42.00
COMMUTER AIR CARRIER
X67 7:15a 8:00a P AK 33 A B99 0
6 8:00a 9:00a P AK 647 A B99 1
X67 9:35a 10:20a P AK 333 A B99 0
6 11:00a 12:00n P AK 605 A B99 1
X67 12:20p 1:05p P AK 37 A B99 0
X67 3:00p 3:45p P AK 107 A B99 0
X67 5:40p 6:40p P AK 213 A B99 1
7 6:00p 6:45p P AK 713 A B99 0
X67 6:40p 7:25p P AK 55 A B99 0
5 8:45p 9:30p P AK 511 A B99 0

To

PHILADELPHIA, PA. EDT PHL
P-PHL (INTERNATIONAL)
N-PNE (NORTHEAST AIRPORT)
S-WKV (PENNS LANDING SEABASE)

From
WILLIAMSPORT, PA. EDT IPT
A 22.22 1.78 24.00 48.00
AK A 24.07 1.93 26.00 52.00
AL YM 15.00
AL YZ 20.00
AL EX/11 A WEEKEND 36.00
11:46a 12:26p P AL 712 A CV5 0
6:30p 7:10p P AL 704 A CV5 0
COMMUTER AIR CARRIER
6 7:20a 8:35a P AK 620 A B99 1
X67 2:30p 3:45p P AK 108 A B99 1

WILMINGTON, DEL. EDT ILG
A 9.26 .74 10.00 20.00
COMMUTER AIR CARRIER
X67 9:55a 10:10a P AK 102 A B99 0
X67 6:55p 7:10p P AK 222 A B99 0

WINNIPEG, MAN. CDT YWG
CONNECTIONS
4:25a 10:30a P AC 238 F/Y D9S B 0
7:30a YYZ 9:15a JM 040 F/Y DC8 S 0
7:35a 3:05p P AC 246 F/Y D9S B 0
10:40a YYZ 1:08p EA 941 F/Y 72S 1
EFFECTIVE JUL 2
7:35a 4:50p P AC 246 F/Y D9S BS 1
12:30p JFK 4:05p NA 111 F/Y 727 0

YOUNGSTOWN, OHIO EDT YNG
CONNECTIONS
X67 7:05a 9:33a P UA 638 F/Y 737 0
7:33a PIT 8:40a TW 520 Y DC9 B 0
7:05a 11:05a P UA 638 F/Y 737 0
7:33a PIT 10:10a TW 452 F/Y 727 0
7:05a 11:20a P UA 638 F/Y 737 0
7:33a PIT 10:25a AL 992 S D9S 0
10:35a 1:08p P UA 577 F/Y 727 0
11:03a PIT 12:15p TW 546 Y DC9 S 0
2:15p 4:35p P AL 762 A CV5 0
2:39p PIT 3:40p AL 836 S D9S 0
5:10p 7:30p P UA 459 F/Y 737 0
5:38p PIT 6:35p TW 756 F/Y B3F 0
7:41p 10:24p P AL 796 A CV5 0
8:05p PIT 9:32p AL 868 S D9S 0

PHILIPSBURG, PA. EDT PSB
23.0 MI NW 35 MIN L $3.10 RA
MINIMUM CONNECTING TIME :25

From
NEW YORK, N.Y. EDT NYC
J-JFK, L-LGA, S-WKW, E-EWR
X7 9:03a E 11:19a AL 701 A CV5 2
1:55p E 3:19p AL 625 A CV5 1

PHILADELPHIA, PA. EDT PHL
P-PHL, N-PNE, S-WKV
X7 9:56a P 11:19a AL 701 A CV5 1

PITTSBURGH, PA. EDT PIT
P-PIT, A-AGC
10:17a P 10:53a AL 712 A CV5 0
5:00p P 5:36p AL 704 A CV5 0

PROVIDENCE, R.I. EDT PVD
X7 7:45a 11:19a AL 701 A CV5 3

PHOENIX, ARIZ. MST PHX
4.0 MI SE 20 MIN L $1.50 RA

MINIMUM CONNECTING TIMES	OFF LINE	ON LINE
DOMESTIC		
STANDARD	:30	
BETWEEN AA AND RW	:25	
RW TO TW	:25	
AA, FL		:25
CO		:10
RW		:15
TW		:20
WA		:20
FLIGHTS TO/FROM HAWAII ARE DOMESTIC		
INTERNATIONAL		
DOMESTIC TO INT'L	1:00	
RW (TO MEXICO)		:25

From
ACAPULCO, MEXICO CST ACA
CONNECTIONS
6 7:15a 2:15p AA 58 F/Y 707 B 1
11:44a DAL 2:00p AA 351 F/Y 72S S 0
X6 7:15a 2:15p AA 58 F/Y 707 B 1
11:44a DAL 2:00p AA 351 F/Y B3F S 0
7:15a 4:15p AA 58 F/Y 707 B 1
11:44a DAL 3:05p AA 85 F/Y 72S 1
1:00p 5:43p BN 46 F/Y 720 L 0
4:30p DAL 5:30p AA 425 F/Y 707 D 0
DS AFTER JUL14
2:25p 7:41p AA 212 F/Y 707 L 0
5:59p DAL 7:30p AA 395 F/Y 727 D 0

AKRON/CANTON, OHIO EDT CAK
CONNECTIONS
7:40a 10:22a UA 493 F/Y 737 B 0
7:47a ORD 9:00a AA 107 F/Y 747 B 0
9:25a 1:09p AL 911 S D9S 1
10:20a STL 12:15p AA 133 F/Y D10 L 0
11:00a 2:21p UA 867 F/Y 737 0
11:07a ORD 1:00p AA 291 F/Y D10 L 0
12:50p 5:39p AL 835 S D9S S 1
1:48p STL 4:45p AA 385 F/Y 707 D 0
4:15p 7:03p UA 385 F/Y 727 0
4:23p ORD 5:45p AA 617 F/Y 707 D 0
5:08p 8:36p AL 695 A CV5 0
5:48p DTW 6:45p AA 375 F/Y 727 D 1
8:00p 10:21p UA 549 F/Y 737 0
8:07p ORD 9:00p AA 157 F/Y D10 S 0

ALAMOSA, COLO. MDT ALS
S 51.85 4.15 56.00 112.00
FL YM 37.00
FL YZ 46.00
7:04a 10:53a FL 519 S CV5 S 6

ALBANY, N.Y. EDT ALB
CONNECTIONS
X67 12:35a 9:11a AA 180 FN/YN 727 0
1:16a EWR 2:35a DL 783 • D9S SB 4
DL 783 FN/YN-BHM-F/Y
7:15a 10:22a AA 505 F/Y 72S B 0
8:10a ORD 9:00a AA 107 F/Y 747 B 0

CONT. NEXT PAGE

Thursday 6/14/73

SPEECH
7/17/73
Dinner

4:00 Helen advises Mr. Whitehead will address the Wharton School Marketing Seminar at the Wharton School in Philadelphia at a dinner session on Tuesday, July 17.

1. PLACE PREPARED (City and State): Washington, D.C.

2. DATE PREPARED: 7/27/73

OFFICIAL TRAVEL AUTHORIZATION

(See Instructions on reverse)

3. NAME OF TRAVELER (As shown on payroll): Clay T. Whitehead

4. TITLE (As shown on payroll): Director

5. OFFICE OR SERVICE, DIVISION AND PERMANENT DUTY STATION: Office of Telecommunications Policy

6. LOCATION OF TRAVELER'S OFFICIAL STATION: Washington, D.C.

NOTE TO TRAVELER

The official travel specified herein may not be performed until Item 22 has been executed by a GSA official empowered to authorize the travel.

The number (Item 23) and date (Item 24) of this Authorization must appear on each voucher claiming reimbursement for travel expenses incurred consequent to this Authorization.

7. SPECIFIC PURPOSE OF TRAVEL

To address the Wharton School of Marketing in Philadelphia, Pa.

To attend a meeting at Massachusetts Institute of Technology, Cambridge, Mass.

8. APPROXIMATE DATES OF TRAVEL
A. BEGINNING ABOUT: Aug 3, 1973
B. ENDING ABOUT: Aug 3, 1973

9. TYPE OF AUTHORIZATION
A. ORIGINAL [X]
B. AMENDED [ ]

If Item 9B is checked, complete Items 10 and 11 below

10. ORIGINAL AUTH. NO.

11. ITEM NO. (S) AMENDED

12. ITINERARY

A. DATE	B. TRAVEL FROM	C. TRAVEL TO	D. ADDRESS AT DESTINATION
Aug 3	Washington, D.C.; Boston, Mass.; Philadelphia, Pa., and *return to Washington, D.C.		

13. MODE OF TRANSPORTATION

A. NORMAL
(1) [X] COMMON CARRIER (2) [ ] GOVERNMENT-OWNED VEHICLE
[X] AIR [ ] BUS
[ ] RAIL [ ] SHIP

B. SPECIAL (Must be justified in Item 16)
(1) [X] FIRST CLASS PLANE (3) [ ] PRIVATELY OWNED VEHICLE (Complete 13C below)
(2) [X] EXTRA-FARE TRAIN OR PLANE * (4) [ ] OTHER

C. If travel by privately owned vehicle is authorized check which of the following restrictions apply:
(1) [ ] COST OF TRAVEL DOES NOT EXCEED TRAVEL BY COMMON CARRIER.
(2) [ ] COST OF TRAVEL IS LIMITED TO THE CURRENT INTERAGENCY MOTOR POOL SERVICE RATES FOR A COMPARABLE VEHICLE.
(3) [ ] ITS USE HAS BEEN ADMINISTRATIVELY DETERMINED TO BE ADVANTAGEOUS TO THE GOVERNMENT. (Explain in Item 16)

14. ALLOWANCES

A. MILEAGE RATE	B. PER DIEM RATE	C. OTHER ALLOWANCES (Explain in Item 16 below)
¢ PER MILE	$12.00 PER DAY	

15. ESTIMATED COST TO THE GOVERNMENT

A. TOTAL TRANSPORTATION	B. TOTAL PER DIEM	C. TOTAL OTHER	D. TOTAL COST TO GOVERNMENT
$112.77	$12.00	$15.00	$139.77

16. STATEMENT OF JUSTIFICATION FOR SPECIAL MODES OF TRANSPORTATION AND ALLOWANCES

First class travel authorized. Use of taxi authorized between places of abode and places of official business. *Metroliner Club authorized.

17. TRAVEL RECOMMENDED
BY Director (Signature) OTP (Title) 7/27/73 (Date)

18. COST ACCOUNT SYMBOL
Ø.97Ø.4.9211Ø.511

19. TRAVEL APPROVED
BY Bryan M. Eagle (Signature) Executive Assistant (Title) 7/27/73 (Date)

20. FUNDS OBLIGATED
BY (Initials) (Date)

21. TRAVEL CONCURRED IN (When required)

22. TRAVEL AUTHORIZED: The person named in Item 3 above is authorized to travel at Government expense subject to the Standardized Government Travel Regulations (as amended), Bureau of the Budget Circular No. A-56 (Revised), existing GSA travel policy, and the conditions specified in this Authorization.

Bryan M. Eagle (Signature) Executive Assistant (Title)

23. AUTHORIZATION NO.
TP4ATØ39

24. DATE AUTHORIZED
7/27/73

GENERAL SERVICES ADMINISTRATION

GSA FORM 87 AUG. 68

INSTRUCTIONS FOR PREPARATION OF GSA FORM 87

Items 1 through 4: Self-explanatory.

Items 5 and 6: If these locations are in a regional office, enter the regional location (city and State) and the regional number; if located in GSA Central Office, enter Washington, Central Office.

Item 7: Show the specific purpose of the travel. Generalizations such as "Official Business" or similar phrases are not acceptable. Indicate why the desired results cannot be gained through correspondence or other less-expensive means than travel.

Item 8: Enter the scheduled dates of the first and last days of the travel period.

Item 9: Check whether the form represents an original or an amended authorization.

Items 10 and 11: If the form amends a previous authorization, enter the original authorization number in Item 10 and the item number(s) being amended in Item 11.

Item 12: If trip order, specify in sequence and by date each official point to be visited and, if known, the address at destination where the traveler can be reached. If authorization covers travel within specified States, list the States. If travel authorization is limited only to the continental limits of the United States, enter phrase "To any points within the continental limits of the United States, in such order and at such times as may be necessary, and return."

Item 13: Check mode(s) of transportation required. The use of extra-fare trains, extra-fare airplanes, and other types of conveyances shall be justified by showing the advantage to the Government in a statement under Item 16.

Item 14: See the GSA Administrative Manual, Chap. 7 (DOA 5410.1) for allowable mileage and per diem rates. Under other allowances, indicate any unusual expense that the traveler will incur, such as rental of conference rooms, employment of temporary stenographers, or transfer of excess baggage in connection with official travel. If travel is incident to a change of official station, and the payment of travel, transportation, and related moving expenses is authorized, enter the remark "See attached GSA Form 87A." All such allowances must be carefully detailed on GSA Form 87A.

Item 15: Enter the estimated cost of travel, per diem, and other expenses that the Government will incur as a result of this authorization.

Item 16: If space provided is insufficient, complete the statement on a plain sheet and staple a copy to each copy of the authorization form.

Item 17: To be executed by the official recommending the travel.

Item 18: Enter the cost account symbol(s) to which the expenses incident to the travel are to be charged.

Item 19: To be executed by the official administratively approving the travel.

Item 20: For use by the service or staff office maintaining official prevalidation control records.

Item 21: When required, the signatures of concurring officials or the method by which their concurrences are obtained shall be included in this block.

Item 22: To be executed by the appropriate GSA official empowered to authorize the travel.

Item 23: The authorization number to be entered by the official approving the travel.

Item 24: Enter the date Item 22 is executed.

☆ U.S. GOVERNMENT PRINTING OFFICE: 1969—358-960

Clay T. Whitehead

Friday, August 3, 1973:

9:59 a.m.	Lv Washington National via DL 214
11:07 a.m.	Ar Boston, Mass.
5:35 p.m.	Lv Boston via DL 625
6:38 p.m.	Ar Philadelphia, Pa.
9:40 p.m.	Lv Philadelphia via Metroliner 127
11:30 p.m.	Ar Washington, D.C.

Friday 8/3/73

TRIP
8/3/73

3:00 Do you have any extra expenses to claim from your trip to Boston and Philadelphia?

4.75 Cab to Boston airport from MIT

STANDARD FORM 1012
August 1970
Title 7, GAO Manual
1012-113

TRAVEL VOUCHER

DEPARTMENT, BUREAU, OR ESTABLISHMENT
Executive Office of the President
Office of Telecommunications Policy

VOUCHER NO.

SCHEDULE NO.

PAYEE'S NAME
Clay T. Whitehead

MAILING ADDRESS (Including ZIP Code)
OEP/OTP
EOBA
WA DC 20504

PAID BY

OFFICIAL DUTY STATION
Washington, D.C.

RESIDENCE
Washington, D.C.

FOR TRAVEL AND OTHER EXPENSES

FROM (DATE)	TO (DATE)
8/3/73	8/3/73

APPLICABLE TRAVEL AUTHORIZATION(S)

NO.	DATE
TP4AT039	7/27/73

TRAVEL ADVANCE
Outstanding None $
Amount to be applied
Balance to remain outstanding $

CHECK NO.

CASH PAYMENT OF $
RECEIVED (DATE)
(Signature of Payee)

TRANSPORTATION REQUESTS ISSUED

TRANSPORTATION REQUEST NUMBER	AGENT'S VALUATION OF TICKET	INITIALS OF CARRIER ISSUING TICKET	MODE, CLASS OF SERVICE, AND ACCOMMODATIONS *	DATE ISSUED	POINTS OF TRAVEL FROM–	POINTS OF TRAVEL TO–
B-1,652,808	37.00	AMTRAK	Metro-club	7/30	Washington, D.C.	Philadelphia, Pa., and return
(Unused portion of Metroclub ticket from Washington to Philadelphia attached						
GRB 1649926	94.27	DL	First/Air	8/2	Washington, D.C.	Boston, Mass.; Philadelphia, Pa.

** *Certified correct. Payment or credit has not been received.*

8/30/73
(Date)

(Signature of Payee)

AMOUNT CLAIMED → Dollars 1375 Cts

Approved. *Long distance telephone calls are certified as necessary in the interest of the Government.*

(Date) *** (Approving Officer)

DIFFERENCES:

NEXT PREVIOUS VOUCHER PAID UNDER SAME TRAVEL AUTHORITY

VOUCHER NO.	D.O. SYMBOL	DATE (MONTH-YEAR)

Total verified correct for charge to appropriation(s)
(initials)

Certified correct and proper for payment:

Applied to travel advance (appropriation symbol)

(Date) (Authorized Certifying Officer)

NET TO TRAVELER →

ACCOUNTING CLASSIFICATION

* Abbreviations for Pullman accommodations: MR, master room; DR, drawing room; CP, compartment; BR, bedroom; DSR, duplex single room; RM, roomette; DRM, duplex roomette; SOS, single occupancy section; LB, lower berth; UB, upper berth; LB-UB, lower and upper berth; S, seat.

** FRAUDULENT CLAIM—Falsification of an item in an expense account works a forfeiture of the claim (28 U.S.C. 2514) and may result in a fine of not more than $10,000 or imprisonment for not more than 5 years or both (18 U.S.C. 287; *id.* 1001).

*** If long distance telephone calls are included, the approving officer must have been authorized in writing by the head of the department or agency to so certify (31 U.S.C. 680a).

SCHEDULE OF EXPENSES AND AMOUNTS CLAIMED

PREVIOUS TEMPORARY DUTY *(Complete these blocks only if in travel status immediately prior to period covered by this voucher and if administratively required)*

DEPARTURE FROM OFFICIAL STATION (DATE)	(HOUR)	TEMPORARY DUTY STATION LAST DAY OF PRECEDING VOUCHER PERIOD (LOCATION)	(DATE OF ARRIVAL)

DATE 19 73	NATURE OF EXPENSE*	AUTHORIZED MILEAGE RATE ____¢ SPEEDOMETER READINGS	NO. OF MILES	AMOUNT CLAIMED MILEAGE	SUBSISTENCE	OTHER
8/3	lv Washington via DL 214 9:59 a.m.					
	Ar Boston, Mass. (OB) 11:07 a.m.					
	Taxi from MIT to Airport					4 75
	Lv Boston via DL 625 5:35 p.m.					
	Ar Philadelphia, Pa. (OB) 6:38 p.m.					
	Lv Philadelphia via AMTRAK Metroliner 127 9:40 p.m.					
	Ar Washington, D.C. 11:30 p.m.					
	Per Diem:					
	3/4 day at $12.00				9 00	
	Grand total to face of voucher (Subtotals, to be carried forward if necessary) →	$13.75			9 00	4 75

☆ U.S. GOVERNMENT PRINTING OFFICE: 1972-469-542

*If per diem allowances for members of employee's immediate family are included, give members' names, their relationship to employee, and ages and marital status of children (unless this information is shown on the travel authorization).

Issued By SOLD SUBJECT TO CONDITIONS OF CONTRACT ON PASSENGER'S COUPON

DELTA AIR LINES, INC.

If the passenger's journey involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and the Convention governs and in most cases limits the liability of carriers for death or personal injury and in respect of loss of or damage to baggage.

TW

PASSENGER TICKET AND BAGGAGE CHECK
PASSENGER'S COUPON

5851790656

FROM TO	CARRIER	FARE CALCULATION
JCA		0661
DOSDL		5100
PHLDL		4200

DATE AND PLACE OF ISSUE

ADMINISTRATION
AUG 2 '73
WASHINGTON, D.C.
D 12577253 68

DATE OF ISSUE 8/02/73

ORIGIN

DESTINATION

NAME OF PASSENGER NOT TRANSFERABLE

MR C WHITEHEAD

NOT VALID BEFORE			
1	2	3	4
NOT VALID AFTER			
1	2	3	4

ORIGINALLY ISSUED AGAINST BY AGENTS NUMERIC CODE AT ON DATE YR

TICKET DESIGNATOR & TOUR CODE

THIS TICKET ISSUED IN EXCHANGE FOR

Agent FJ

CONJUNCTION TICKET(S)

FORM OF PAYMENT

ENDORSEMENTS (Carbon)

NOT GOOD FOR PASSAGE	FARE BASIS	ALLOW	CARRIER	FLIGHT/CLASS	DATE	TIME	STATUS
VOID	X	XX	XXX	XXX	XXX	XXX	XX
VOID	X	XX	XXX	XXX	XXX	XXX	XX
WASHINGTON	F		DL	214F	03AUG	959AM	OK
BOSTON	F		DL	625F	03AUG	535PM	OKSC
PHILADELPHIA							

BAGGAGE CHECKED UNCK'D. PCS. WT. UNCK. WT. PCS. WT. UNCK. WT. PCS. WT. UNCK. WT. PCS. WT. UNCK. WT.

FARE 127

FARE 9427

GRB1649926

FARE	TOTAL	ROUTE CODE	ENCODE	CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK
87.29 CY							
TAX 6.98 CY	94.27				006	5851790656 5	
EQUIV AMT PD CY							

Void after 19

BILL TO GENERAL SERVICES ADMINISTRATION

CARRIER'S CODE 48-52	BILL NUMBER 53-56	TRANSP AMOUNT 65-68	ACCOMMOD AMOUNT 72
CARRIER'S CODE	BILL NUMBER	TRANSP. AMOUNT	ACCOMMOD AMOUNT

B-1,652,83

The AMTRAK Company is requested to furnish First (FIRST, COACH, MIXED, CHARTER, ETC.) class Rail (RAIL, AIR, OR BUS, ETC.) transportation at lowest rate from Washington, D.C. to Philadelphia, Penna. and Return (IF ROUND TRIP SERVICE REQUIRED WRITE "AND RETURN") via AMTRAK (SHOW CARRIERS AND JUNCTION POINTS AND WHERE MIXED CLASS SERVICE IS TO BE FURNISHED SPECIFY SUCH BETWEEN THE RESPECTIVE POINTS)

for use of Clay Whitehead and No others with PC Seat (LOWER BERTH, P.C. SEAT, ETC.) accommodations from Washington, D.C. to Philadelphia, Penna. and Return (IF ROUND TRIP SERVICE REQUIRED WRITE "AND RETURN") with authorization to transport not over ——— lb. of excess baggage from ——— to ———

I CERTIFY THAT I HAVE RECEIVED THE TRANSPORTATION SERVICE OR TICKETS REQUESTED EXCEPT AS STATED ON REVERSE SIDE.

TRAVELER'S SIGNATURE

TITLE TRAVEL ASSISTANT-DESIGNATED AGENT

PLACE OF ISSUE Washington, D.C. July 30, 19 73

I CERTIFY THAT THE TRANSPORTATION REQUESTED IS FOR OFFICIAL BUSINESS.

ISSUING OFFICER'S SIGNATURE

TITLE TRAVEL ASSISTANT

FISCAL DATA (APPROPRIATION, AUTHORIZATION, ETC.)

T.A. TP4AT019
Ø97Ø.4.9211Ø.511

TRAVELER MUST ASCERTAIN COST OF TRANSPORTATION AND/OR ACCOMMODATIONS AND RECORD IN SPACES BELOW

TRANSPORTATION AMT.	ACCOMMODATION AMT.	TOTAL

TICKET AGENT WILL NOT ACCEPT THIS

DO NOT FOLD, SPINDLE OR MUTILATE

MEMORANDUM CARD COPY

The United States of America
Transportation Request

Amtrak

ISSUED BY

CONDITIONS
NON-TRANSFERABLE
CARRIAGE HEREUNDER IS SUBJECT TO THE RULES AND REGULATIONS OF THE NATIONAL RAILROAD PASSENGER CORPORATION, INCLUDING WITHOUT LIMITING LIABILITY FOR LOSS OR DAMAGE OF BAGGAGE, WHICH RULES AND REGULATIONS ARE AVAILABLE FOR INSPECTION BY THE PASSENGER.

METROCLUB AND ST OW GMO

SEAT 8 TRAIN CAR 132 321

TIME 05:00PM

DEPARTURE DATE AUG 03 73

CODE 702

1850 GO

T 1850GC F 080373

WASHINGTON D.C.

AND

PHILADELPHIA PA.

FARE	SEAT CHARGE	TOTAL
$16.50	2.00	$18.50

B1 652808

WASHINGTON, D.C. (3350)

PSGRS CHECK
ST 8 CR 321
WASHINGTON
AND
PHILA. PA.
AUG 03 1973
TOTAL $18.50

Standard Form No. 1173
5 GAO 2000
1173-103

REPORT OF CHANGE IN PASSENGER TRANSPORTATION SERVICE

INSTRUCTIONS.—This form is for use when the passenger transportation and/or accommodations received by a traveler are of a different character or a lesser value than those represented by the tickets issued in exchange for the related transportation request. The completed form together with any unused transportation or ticket coupons, if involved, should be mailed immediately by the traveler to his administrative office. *(Note.—This report is not required when the changes in transportation service or accommodation were reflected by an endorsement on the transportation request before it was exchanged for tickets.)*

FROM:	TO:	USED RAIL COACH	USED PARLOR CAR	USED UPPER BERTH	USED AIR COACH	OTHER — SEE "REMARKS"
		CHECK BOX				
Washington, D.C.	Philadelphia, Pa.					X

GPO : 1966 OF—218-303

REMARKS: Traveller went via air/first.

T/R NO. B-1,652,808

CARRIER T/R ISSUED TO AMTRAK

DATE ISSUED 7/30/73

TICKET FORMS AND NOS.

TRAVELER'S SIGNATURE X

TITLE Director

DATE 8/30/73

COMPLIMENTARY

PUBLI-CABLE, INC.
1201 SIXTEENTH STREET,
NORTHWEST
WASHINGTON, D.C. 20036
(202) 833-4108

We are very happy to welcome you as a member of Publi-Cable.

There is a big job ahead of us, and your support in this team effort is most appreciated.

Many thanks,

Domingo Nick Reyes
Treasurer

Ralph FYI

PUBLI-CABLE, INC.

1201 SIXTEENTH STREET, NORTHWEST
WASHINGTON, D.C. 20036
(202) 833-4108

June 4, 1973

The Honorable Clay T. Whitehead
Director, Office of Telecommunications Policy
Executive Office of the President
Washington, D. C. 20504

Dear Dr. Whitehead:

On behalf of Publi-Cable, I want to express deep appreciation to you for arranging your busy schedule to be with us at the Publi-Cable conference at Kutztown. You added enormously to the conference and I hope you felt that it was a good experience.

I am enclosing a copy of articles which appeared in the Reading Times, the Reading Eagle, and the Allentown Morning Call "the morning after". I'm sure you could obtain additional copies if you need these from Mr. Stanley Watkins at the Reading Eagle. You will note that you made the first page in the Reading Times and this, we feel, is valuable publicity for you and also for us.

The participants seemed to be very pleased that you were willing to answer as many questions as you did answer. This was generous of you and was much appreciated by the audience.

Please extend to Mr. Brian Lamb our appreciation also, not only for his presence at the conference but also for arranging the details of your visit.

We are taking seriously your statement about becoming a member of Publi-Cable and enclose herewith a complimentary membership in Publi-Cable and will be adding your name to the roster. As I stated from the podium, you will thus become Publi-Cable's newest member. We are proud to have you as a member of our organization. We feel that the Office of Telecommunications Policy should be a participant in Publi-Cable just as much as the FCC, CPB, JCET and other communications groups on the national scene.

OFFICE OF TELECOMMUNICATIONS POLICY
JUN 8 2 00 PM '73
RECEIVED

RECEIVED
JUN 8 5 00 PM '73
OFFICE OF
TELECOMMUNICATIONS
POLICY

Again, our deep appreciation to you and we hope that this will be the beginning of a continued dialogue with you and your staff on the problems facing the American people in the development of cable communications nationwide.

Most sincerely,

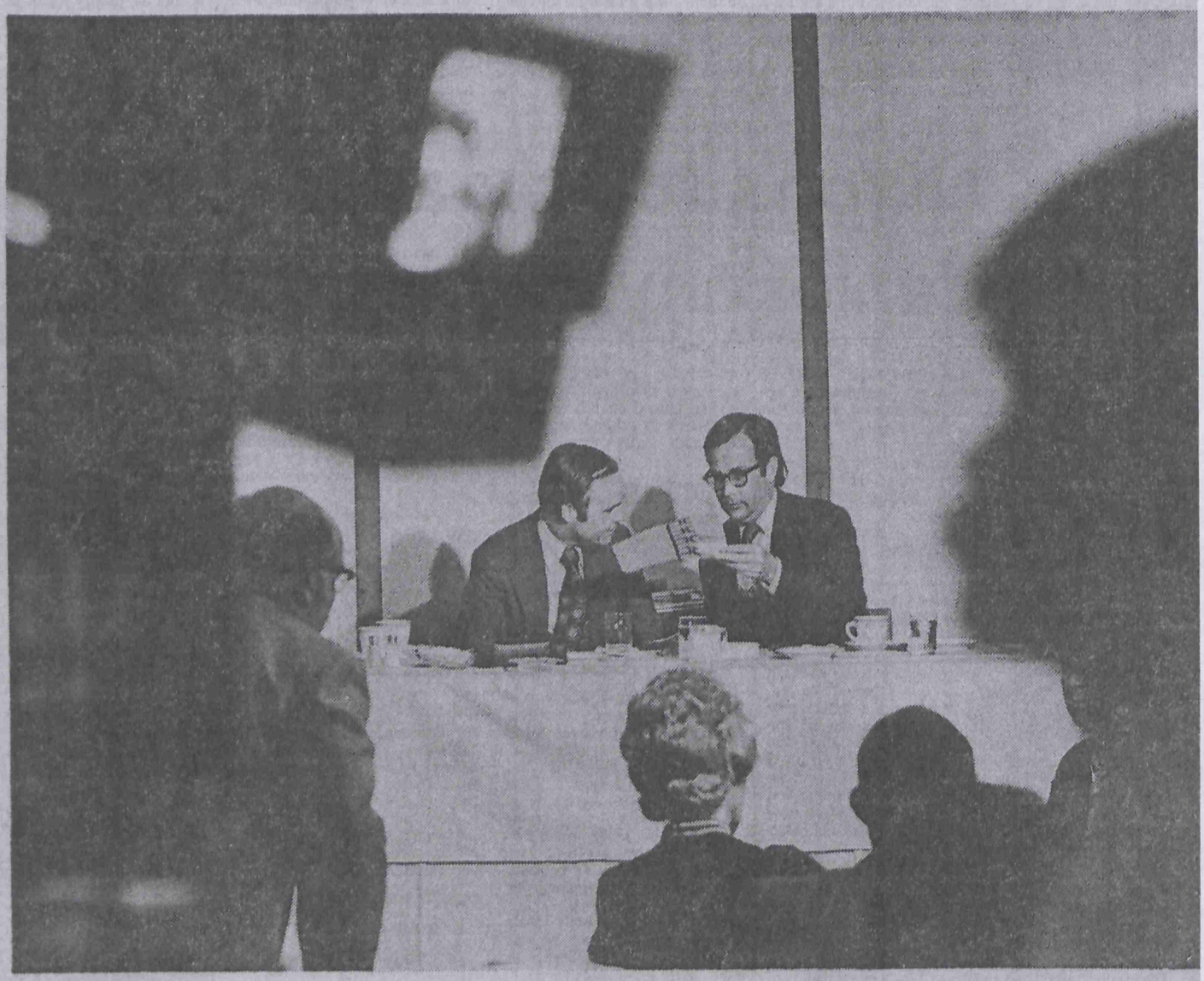
Harold

Harold E. Wigren
Chairman

HEW:bjp
Enclosures

Reading Ti

Volume 114, No. 273—Whole No. 35,184 READING, PA., FRIDAY MORNING, JUNE 1



Photographer: Richard J.

As a Berks-Suburban CATV Co. technician peers into a television monitor, White House aide Clay T. Whitehead, right, discusses the draft of a speech he gave to the National Publi-Cable Conference meeting at Kutztown State College, with his to sistant Brian Lamb.

Nixon Aide at KSC Confab

Public Role in TV Empl

The public should take more control of television and the government should have less say in the content of programs, be they on commercial or public broadcasting.

That was the gint of the measage conveyed by Clay T. Whitehead, director of the White House Office of Telecommunications Policy (OTP), at the opening session of the second annual Publi-Cable Conference at Kutztown State College Thursday night.

Mr. Whitehead spoke to more than 400 persons gathered in the new dining hall and urged that "no government control be exercised over the content of television." This can be better done by the local community or area where the program originates he claimed.

His thoughts came in a talk on "A View from the White House on Cable Television" and answers to questions from the audience and reporters.

He stressed several times that "the policy toward television has not been completed and submitted to the President so I don't feel it fair to reveal it here."

Two-Way Circuit

In a special feature of the conference dealing with television and the wider use of public television for the entire nation, a two-way micro-wave hook-up was connected into the dining hall. Mr. Whitehead was seen on color television and talked directly with Mayor Eugene L. Shirk in Reading. Questions were asked from Reading and Mr. Whitehead replied.

The two-way conversation and television was a first in the area and was accomplished by the Berks-Suburban TV Cable Co., 1112 Muhlenberg St.

Mr. Whitehead directed himself to public television mostly, but went into the history of TV and its long dependence on regulations from the government.

At one point he warned: "We have to be very careful to see that the public decides on which way television goes."

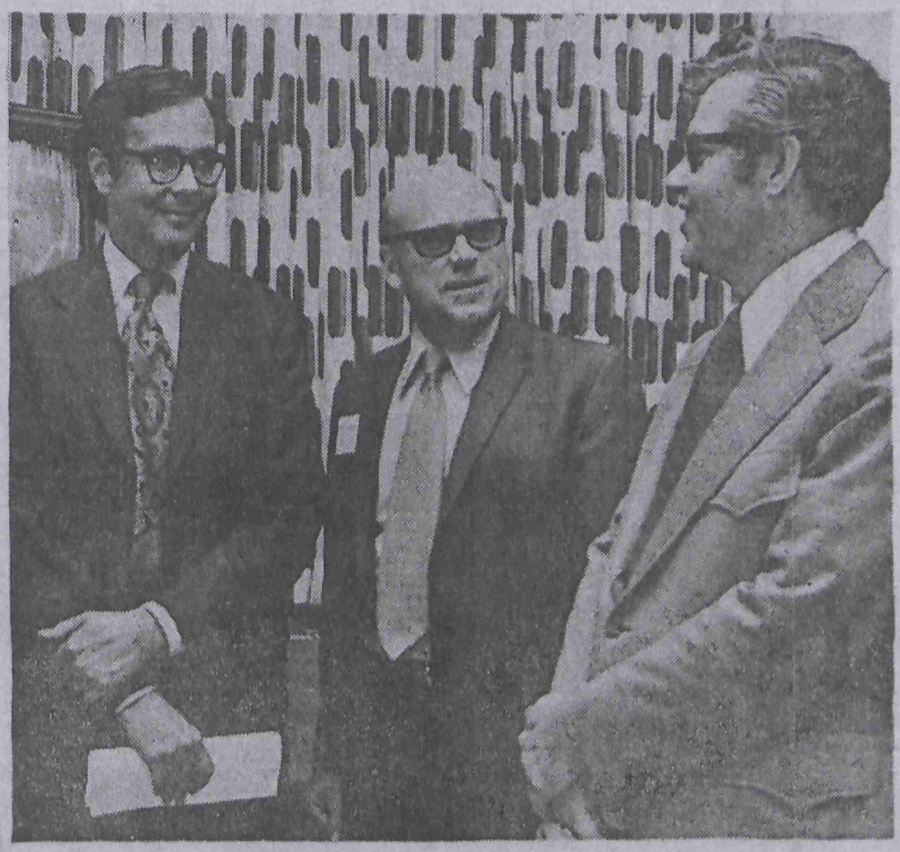
What Role?

He noted: "Cable (television) can be viewed as a multi-channel communication with the owner and government deciding."

"Or," he continued. "cable can be available as a highway with each of us picking off what we would like to hear."

He also leaned hard on the idea that government should be around and is needed "just as television is needed by the government."

He urged that technical regulations and economic aid would get a "yes" from nim when it comes to government "but as for content regulation, no."



TV TALK — Major participants in the opening session of the three-day second annual Publi-Cable Conference at Kutztown State College gather Thursday night in the new dining hall with the main speaker. Left to right, are Clay T. Whitehead, director of the White House Office of Telecommunications Policy, the speaker; Earl W. Haydt, manager of the Berks-Suburban TV Cable Co., and Dr. Robert P. Fina, KSC director of TV services. About 400 persons attended the talks.—Eagle Photo.

He carried this concept a little farther by noting that "censorship is bad only when it applies to our ideas and not to all."

Reflecting on cable television, he said: "Is cable television to be like a newstand with something for everyone. Or is it to be like network TV today where a few companies with government regulations decide."

The 34-year-old spokesman for President Nixon said: "We should strive for a system we all want — wide and open access."

Along this line, Mr. Whitehead, who has a doctorate in management but seldom uses his title, noted that public cable can be a great help.

As a governmental spokesman, he said: "We're aware of the potential uses of (cable) in education, in community development, health care . . ."

Then, he emhasized: "The people have to know about this."

READING EAGLI

SECOND SECTION PAGE

READING EAGLE, FRIDAY, JUNE 1, 1973

Cable tv advocates eye future

The proponents of cable television have a lot of far-reaching ideas for their product.

On the opening day of their three-day conference at Kutztown State College, Thursday, more than 400 members of the National Publi-Cable Conference discussed the future's possibilities.

THEY FORESEE the day when every area in the nation will have three cable television stations serving it. One station will cover local education, one the government, and the other will focus on the community as a whole.

"At the moment, the public is not that involved or knowledgeable about cable television," Dr. Harold Wigren, educational tv consultant for the National Education Assn., said.

"But they will be when we are able to televise things like town meetings," he added.

THE HIGHLIGHT of the conference's opening day was House Office of Telecommunications Policy.

Via equipment owned and operated by Berks-Suburban CATV Co., Whitehead's speech was broadcast back to Reading.

Mayor Eugene L. Shirk and former League of Women Voters president Mrs. Esther Krasevac, who were in a Reading studio, were then permitted to speak live with Whitehead.

Today, the members will tour the Berks-Suburban facilities in the city and at Governor Mifflin and Wilson high schools.

THERE WILL also be a videotape screening festival.

On Saturday, the conference's closing day, experts in various communications fields will lecture.

The conference is co-sponsored by the Allentown Dio- University, Berks Intermediate Unit, Berks-Suburban CATV Co., Kutztown State College, the Pennsylvania State Education Assn. and Schuylkill Intermediate Unit.

Tv man for Nixon speaks up

(Continued from Page One)

"As for administration criticism of the press, I think it is a healthy thing. I don't believe the guarantee of free press was intended to create a privileged class of citizens known as journalists.

"The government and the press are, and should be, adversaries — that's called checks and balances. But, as Sen. Hugh Scott recently said, 'No one likes to be checked and balanced," Whitehead related.

Whitehead does not think that the public has to be subjected to the instant analysis of network newsmen (which he has called "ideological plugola") without a means of recourse.

"IF THE PUBLIC dislikes something they see on television now, they must go to their congressmen who, in turn, must bring it to the attention of the Federal Communications Commission (FCC).

"Under our bill, disgruntled viewers need only make it known to the station manager. If that manager continually disregards public sentiment, he may have his license to broadcast revoked," Whitehead said.

Is there a danger that FCC licensing may become a political football, dependent on the whims of politicians?

"I don't foresee that happening. After all, the FCC will still be in operation and it will be its duty to prevent such occurrences."

TV man for Nixon speaks up

By FRANK FITZPATRICK
Staff Writer

Clay T. Whitehead is a political salesman.

With President Nixon adrift in domestic limbo awaiting the outcome of Watergate, it is up to the men on the periphery of the White House to push the legislation the administration wants.

WHITEHEAD, 35-year-old director of the White House Office of Telecommunication Policy, made his pitch Thursday night to 400 members of the National Publi-Cable Conference, meeting this week at Kutztown State College.

Presently, television shows are primarily controlled by the networks and commercial interests. Whitehead is proposing that independent television station owners and the public be offered greater say.

"The administration, through this legislation now pending in Congress, is attempting to give the public a greater say in the content matter of television programing.

"In short, we think that the public should be able to view the television shows that they want to see, when they want to see them," Whitehead said.

"We think it should be incumbent upon station owners to make sure they reflect the interest of the community they serve," he added.

Whitehead, who has a Ph D. from the Massachusetts Institute of Technology, said he didn't know how the plan would be implemented.

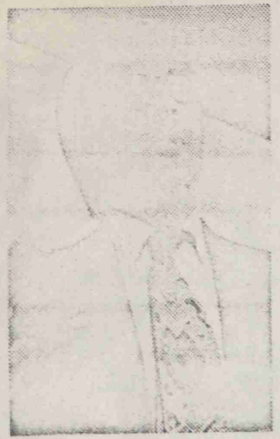
"How can the community's wants and needs be channeled into a television station's programing? That is something we will have to work out."

CRITICS HAVE labeled this type of proposal as "the road to oppression and censure," but Whitehead, a defender of administration attacks on the media, disagrees.

"I just don't believe that this will obstruct the public's ability to be informed. I foresee a television that is diversified and multisided with varied points of views being aired," Whitehead declared.

(Turn to Page 20, Col. 2)

Nixon Aide Says U.S. Should Avoid Cable TV Controls



CLAY T. WHITEHEAD

By PAUL LOWE

Clay T. Whitehead, director of President Nixon's office of telecommunications policy, said last night that the federal government should not become involved in cable television programing.

He urged instead that Washington should only concern itself with setting technical and economic regulations, while assuring open access to cable TV by virtually everyone.

The federal aide suggested that such areas as First Amendment rights, libel laws and contemporary community standards might be used as guidelines to what is shown.

Whitehead, who is developing a White House policy on cable TV, was the keynote speaker at the second annual Public-Cable Conference in Kutztown State College.

The program, which will end tomorrow, is sponsored by Publi-Cable, Inc., a federation of groups and individuals interested in the industry of cable television.

A highlight of the program was a question-and-answer-session that involved Whitehead, speaking in the KSC dining hall, and a panel in the Reading offices of the Berks TV Cable Co.

The panelists were Reading Mayor Eugene F. Shirk and a member of that city's League of Women Voters.

Shirk asked Whitehead whether a cable television service that permitted the Ku Klux Klan to broadcast a program was being too liberal.

Before Whitehead could reply, however, the signal was lost in Kutztown.

This elicited raucous laughter from the conference delegates, and prompted Whitehead to quip, "Now I can see why conspiracy theories develop."

When the signal was restored, Whitehead answered that, while he didn't sympathize with the Klan's views, it is a legal organization.

He noted that anyone has the opportunity to turn the program off.

"A much more difficult area," he went on, "is that of obscenity and pornography."

Whitehead noted that some cable TV outlets have shown "R" and "X"-rated films.

Alluding to the village green concept of public speaking and action, the federal official declared, "We have rules of what is permissible conduct in public."

The representative of the Reading League of Women Voters asked Whitehead, in regard to libel, "Who should be held responsible — the speaker, the organization putting on the show, or the cable television owner?"

He answered that the current thinking of the Nixon administration office is that the liability should fall on the speaker.

There were other instances of electronic gremlins sparking laughter and quips.

Moments after Whitehead took the podium, the television signal was lost. "Big brother is out there some place," he said.

A member of the audience yelled, "It's local control," obviously referring to Whitehead's controversial announcement last December that Nixon wanted to make local broadcasters responsible for the content of network offerings.

When he went back on the air, Whitehead retorted, "I knew I was going to make the public cable and CATV (community antenna television) mad at me, but I didn't know just how mad."

Turning serious, he declared that the aim of the administration is to limit government control of commercial television, and have stations exercise more autonomy by utilizing community standards.

"That kind of policy, it seems to me, should be extended to cable," he declared.

In recounting the creation and history of the Federal Communications Commission, he pointed out that it was based on the theory that the airwaves belong to the public.

"Under that theory," he said, "government is inevitably involved in control over those airwaves — from technical control to content."

He said the theory and limited airwaves led the government to make content ruling when it believed there were abuses in programing.

"The creeping hand of regulation keeps getting further and further involved," Whitehead added.

But cable television has practically no limitations on the number of channels and does not use public airwaves, he said.

For these reasons, Whitehead said, the government should not drift through a maze of regulations as it did with regular television.

American Public Called Best News Watchdog

Executive Questions Need for Monitors

By MILLIE BALL

The president of American Broadcasting Company News Friday stated his opposition to organized groups which survey the mass media and said, "The American public is the watch dog with the sharpest bite. A flick of the dial can silence us in any home."

In fact, said Elmer W. Lower, judging the press has "become a greater national pastime than baseball. At any neighborhood cocktail party it is the first subject after the jokes about the Watergate and hanky panky in the British House of Lords."

Lower was keynote speaker during the opening session of the third annual Associated Press Broadcasters Association convention at the Royal Sonesta Hotel. Other speakers included Gov. Edwin W. Edwards; Stanley Scott, special assistant to President Nixon; and New Orleans Chief of Police Clarence Giarrusso and Jefferson Parish Sheriff Alwynn Cronvich who discussed the Howard Johnson incident along with three local newsmen.

The ABC News president took exception to two particular groups which monitor the mass media — Accuracy in Media (AIM) and the recently organized National News Council — though he said "I do not question their right to exist."

What Lower did challenge was the need for such groups.

Twentieth Century Fund's Task Force (which financed a study and decided there was a need for the council) "tried to sell its idea of a National News Council on the grounds that no one was doing what it proposed to do on a national basis, that is, to keep tabs on the national news media," said Lower.

However, said Lower, besides the American public "watchdogs," there are the Federal Communications Commission, the Senate Commerce Committee on Communications, and individual groups commissioned by the networks and stations to analyze news content.

After criticism that ABC was unfair to the Nixon administration, an independent news analysis group studied ABC's content to decide what percentage would be considered favorable, neutral, or unfavorable to Nixon supporters.

Over a four year period they found that in news stories, 30 per cent would be considered pleasing, 39 per cent neutral, and 31 per cent displeasing, said Lower. In commentary by Howard K. Smith and Harry Reasoner, 32 per cent were pleasing, 43 per cent neutral, and 25 per cent displeasing.

Lower said his company would cooperate with the National News Council by giving transcripts of programs, but added "we have no intention of appearing before the council to answer questions of why we did something, and we will not supply any film out-takes or audio tape not used on the air or reporters' notes. In general we will deal with the council at arm's length."

He said he was definitely opposed to any official, government-sponsored news council and gave an example of censorship of the press in Russia. "That it could happen here under certain circumstances should put the First Amendment at the top of our list of priorities."

Gov. Edwards also backed freedom of the press, and said, "This nation will not have a truly free press until we extend the full protection of the First Amendment to the broadcast media. Anything the courts, the Congress or state legislators do to protect the printed press should apply equally to the broadcast media."

The governor also urged television to allocate more time for news programs since, he said, some 62 per cent of Louisianians depend largely on television for news.

Scott, who was a broadcaster before becoming a special assistant to President Nixon on minority affairs, encouraged the AP broadcasters to establish training programs for minorities.

"Blacks haven't been prepared for jobs in the broadcasting industry, because in the past they knew there wouldn't be any jobs available. You may have to train blacks as you did news commentators and journalists in the early days of the media. Not every journalist or broadcaster is college trained," he said. Scott also said that the media should be more concerned with events in the inner cities, and not just with fires and disasters in those areas. "The broadcast industry could become the leading problem solver in the country," he said . . . "if it becomes more attuned to the community it serves."

In discussing the Howard Johnson incident in which a sniper killed nine people and paralyzed the central business district, Supt. Giarrusso praised the media for their coverage. The only exception he took was with a radio station that said the police needed more guns and sharpshooters. "As a result of this announcement, a certain number of people responding endangered their lives and the lives of policemen," he said.

On the plus side, Giarrusso said the media reports minimized rumors and pedestrian and automobile traffic and kept citizens informed of events taking place at the hotel.

Sheriff Cronvich also praised local coverage with two exceptions. First, he objeced to the same radio report mentioned by Giarrusso; and second, to an analogy made in the written press of the incident with the Vietnam War, which he said was "grossly overstated."

He had harsher words for the national press. "For three days after the event every national broadcast I saw presented interviews with the mother and family of the sniper. I believe it would have been sufficient to have covered that on the morning and evening news of one day.

"I feel that too often the news media is more interested in presenting the sides of those who want to destroy the country than those who want to keep it together," added Cronvich.

Phil Johnson, news director of WWL-TV, replied that he thought the reason there was extensive coverage of Mark Essex's family was that people wanted to know what sort of person did this terrible thing and why.

Giarrusso said he feels now

—Photo by The Times-Picayune.

AMONG SPEAKERS at the opening session of The Associated Press Broadcasters Association convention Friday were (from left) Jack Eddy, Seattle, Wash., member of the APBA board of directors; Tom Powell, Scranton, Pa., APBA president, and Elmer Lower, New York, N.Y., president of ABC News. The third annual convention will continue through Saturday at the Royal Sonesta Hotel.

Besides Johnson, other news directors who spoke on the background of getting full coverage of the sniper attack were Alec Gifford, WVUE-TV, and John Korbel, WDSU-TV.

Moderator Fred Hammond of WWL radio said that Mayor Moon Landrieu had been invited to be on the panel to explain his criticism of press coverage, but that he refused. Gifford elaborated on Landrieu's reply to the invitation. "He said he didn't have enough time to spend with the thin-skinned news media," said Gifford with a slight smile on his face.

Whitehead Opposes Content Controls

Dr. Clay Whitehead, director of the federal Office of Telecommunications Policy (OTP), said Friday that though many in Congress feel that it is legitimate to apply content controls to television broadcasting, he opposes it "flatly, categorically."

Dr. Whitehead addressed the third annual Associated Press Broadcasters Association (APBA) convention at the Royal Sonesta Hotel here.

Whitehead told the APBA that content control in broadcast news should come from within the profession, rather than from the government.

"If the electronic press in this country is a free institution — independent of the White House, independent of the Congress, independent of advertisers, independent of viewers — then you said.

Whitehead said that there has been too much government involvement in content of TV programming.

"That should be reversed," he added.

Whitehead said he sees the need for a free voice in television news, more hours of news on TV, and more vigorous electronic news responsibility on the part of news directors and station managers.

He said, "I am sure there should be no FCC rule — the FCC acting as an arm of Congress — on program percentages.

"There should be no national federal government program standards. There should be no federal government decision that it's OK for a network to feed the Wild Kingdom to the

Whitehead said it will be im possible to get the FCC and Congress to reverse the trend toward more and more content control if broadcasters don't take on more responsibility.

Broadcasters should accept freedom and responsibility on a voluntary rather than a mandatory basis, he said.

"There is no question in my mind — there should be no question in anyone's mind — that the First Amendment of our constitution applies fully and completely to the electronic media, and OTP policies will always reflect that direction," he said.

Tom Fawley, vice-president of news for a nationwide broadcasting chain, was chosen president-elect of the National Asso- Broadcasting System headquartered in Washington, D.C.

He will succeed Frank Balch of WJOY, Burlington, Vt. Balch was president-elect last year and now moves into the post, succeeding Tom Powell of WDAU-TV in Scranton, Pa.

UNION COUNSELLOR TRAINING MEETING

The seventh meeting of the eight-session Union Counsellor Training Institute, will be held Tuesday from 7:30 to 9:30 p.m. at the United Fund, 211 Camp St. Jointly sponsored by the Greater New Orleans AFL-CIO and United Fund for the Greater New Orleans Area, the program includes Mrs. Neil Simpson of the Louisiana Department of Public Welfare, Albert Dart of the Legal Aid Bureau, and Harold Lamy, informant on the Workmen's Compensation Act.

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