

1. N=10

Table (I): Landing windows, target landing time and penalty costs.

	P ₁	P ₂	P ₃	P ₄	P ₅	P ₆	P ₇	P ₈	P ₉	P ₁₀
E _i	129	195	89	96	110	120	124	126	135	160
T _i	155	258	98	106	123	135	138	140	150	180
L _i	559	744	510	521	555	576	577	573	591	657
g _i	10	10	30	30	30	30	30	30	30	30
h _i	10	10	30	30	30	30	30	30	30	30

Table (II): Separation time between successive arrival aircraft.

S _{ij}	1	2	3	4	5	6	7	8	9	10
1	0	3	15	15	15	15	15	15	15	15
2	3	0	15	15	15	15	15	15	15	15
3	15	15	0	8	8	8	8	8	8	8
4	15	15	8	0	8	8	8	8	8	8
5	15	15	8	8	0	8	8	8	8	8
6	15	15	8	8	8	0	8	8	8	8
7	15	15	8	8	8	8	0	8	8	8
8	15	15	8	8	8	8	8	0	8	8
9	15	15	8	8	8	8	8	8	0	8
10	15	15	8	8	8	8	8	8	8	0

2. N=15

Table (I): Landing windows, target landing time and penalty costs.

	P ₁	P ₂	P ₃	P ₄	P ₅	P ₆	P ₇	P ₈	P ₉	P ₁₀	P ₁₁	P ₁₂	P ₁₃	P ₁₄	P ₁₅
E _i	129	190	84	89	100	107	109	109	115	134	266	251	160	152	276
T _i	155	250	93	98	111	120	121	120	128	151	341	313	181	171	342
L _i	559	732	501	509	536	522	550	544	557	610	837	778	674	637	815
g _i	10	10	30	30	30	30	30	30	30	30	10	10	30	30	10
h _i	10	10	30	30	30	30	30	30	30	30	10	10	30	30	10

Table (II): Separation time between successive arrival aircraft.

S _{ij}	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	3	15	15	15	15	15	15	15	15	3	3	15	15	3
2	3	0	15	15	15	15	15	15	15	15	3	3	15	15	3
3	15	15	0	8	8	8	8	8	8	8	15	15	8	8	15
4	15	15	8	0	8	8	8	8	8	8	15	15	8	8	15
5	15	15	8	8	0	8	8	8	8	8	15	15	8	8	15
6	15	15	8	8	8	0	8	8	8	8	15	15	8	8	15
7	15	15	8	8	8	8	0	8	8	8	15	15	8	8	15
8	15	15	8	8	8	8	8	0	8	8	15	15	8	8	15
9	15	15	8	8	8	8	8	8	0	8	15	15	8	8	15
10	15	15	8	8	8	8	8	8	8	0	15	15	8	8	15
11	3	3	15	15	15	15	15	15	15	15	0	3	15	15	3
12	3	3	15	15	15	15	15	15	15	15	3	0	15	15	3
13	15	15	8	8	8	8	8	8	8	8	15	15	0	8	15
14	15	15	8	8	8	8	8	8	8	8	15	15	8	0	15
15	3	3	15	15	15	15	15	15	15	15	3	3	15	15	0