
An Analysis of Scheduled Commercial Air Service in Florida

Update 2003

Prepared by:



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Southeast Florida Region

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Key West International Airport

East Central Florida Region

Orlando International Airport

Melbourne International Airport

Daytona Beach International Airport

Orlando-Sanford International Airport

West Central Florida Region

Tampa International Airport

Sarasota-Bradenton International Airport

St. Petersburg-Clearwater International Airport

Northeast Region

Jacksonville International Airport

Gainesville Regional Airport

Southwest Florida Region

Southwest Florida International Airport

Naples Municipal Airport

Northwest Florida Region

Pensacola Regional Airport

Tallahassee Regional Airport

Eglin AFB (Okaloosa Regional Airport)

Panama City-Bay County International Airport

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Information Sheets for:

All Florida Commercial Service Airports

Southeast Florida –

Ft. Lauderdale Hollywood International Airport (FLL)

Miami International Airport (MIA)

Palm Beach International Airport (PBI)

Key West International Airport (EYW)

West Central Florida –

Orlando International Airport (MCO)

Melbourne International Airport (MLB)

Daytona Beach International Airport (DAB)

Orlando Sanford International Airport (SFB)

East Central Florida –

Tampa International Airport (TPA)

Sarasota-Bradenton International Airport (SRQ)

St. Petersburg-Clearwater International Airport (PIE)

Northeast Florida –

Jacksonville International Airport (JAX)

Gainesville Regional Airport (GNV)

Southwest Florida –

Southwest Florida International Airport (RSW)

Naples Municipal Airport (APF)

Northwest Florida –

Pensacola Regional Airport (PNS)

Tallahassee Regional Airport (TLH)

Eglin AFB (Okaloosa Regional Airport) (VPS)

Panama City-Bay County International Airport (PFN)

ANALYSIS OF SCHEDULED COMMERCIAL AIR SERVICE IN FLORIDA

This report is an update of an overview of scheduled commercial airline service; the original overview was based on conditions that characterized Florida's commercial air service airports in the summer of 2000. Subsequently, an update to the original study was prepared to contrast and compare commercial airline service at Florida airports in the summer of 2000 and the summer of 2001. A supplemental update was made after September 11, 2001 to reflect changes to Florida's commercial airline service following the terrorist attacks in New York and Washington, DC. This supplement noted changes in air service at Florida's airports between the summer and the late fall of 2001. This report compares airline service for the 2000, 2001, and 2003 timeframes and also notes service changes that have occurred since the fall of 2001.

With data from the prior studies and new information presented in this report, the Florida Department of Transportation can benchmark changes in the State's commercial airline service on an annual basis.

Data presented in this report is for various reporting periods as follows:

- Passenger O&D travel patterns for each market and information on average one-way fares are for calendar year 2002; this information was obtained from the USDOT.
- Data on service provided to and from each airport as of July 2003 was obtained from the Official Airline Guide (OAG).

The focus of this document is on highlighting changes that occurred in Florida's commercial airline service environment from the summer of 2000 through the summer of 2003. This report makes it possible to identify market specific recovery at each Florida airport since 9/11. This report also makes it possible to identify any more notable long term structural changes in Florida's commercial airline service environment that appear to have been precipitated by the events of 9/11 and the continued economic problems of many of the nation's leading airlines.

CHARACTERISTICS IMPACTING COMMERCIAL AIRLINE SERVICE IN FLORIDA

Florida loses a very small percentage of its originating air travelers to competing commercial service airports in neighboring states. In other words, few people leave Florida in their car to drive to a commercial airport in a neighboring state to initiate their airline trip.

Florida is typically viewed by the airlines as a "low yield" market. This means that assuming the airline could carry the same volumes of passenger traffic in other markets, they may be able to achieve a higher profit. Florida markets provide lower yields for the following reasons:

- ❑ Several markets have intense competition between the number of carriers that provide scheduled airline service.

- ❑ The “leisure” nature of a high percentage of the passengers who fly into the Florida markets equates to lower cost tickets. For most Florida markets, the percentage of vacation/leisure related is much higher than the national average.
- ❑ Many passengers on planes to Florida markets are non-revenue travelers flying on frequent flyer redemptions.

Prior to September 11, 2001, the average load factor (the ratio of passengers to available seats on the aircraft) for carriers in the U.S. surpassed 70 percent. Carriers to Florida airports typically have to operate at a higher load factor, meaning seats may not be available to certain markets, to compensate for lower yields. Following September 11th, load factors nationally fell significantly. By 2002, the average load factor for all domestic carriers had rebounded to 71.6 percent. This average load factor is due in part to decreased airline capacity that has characterized the airline industry since 9/11, as opposed to increased passenger demand.

OVERVIEW OF FLORIDA’S CURRENT COMMERCIAL AIR SERVICE

Among all U.S. states, Florida has one of the most comprehensive systems of scheduled commercial service airports. At the writing of this report, nineteen airports in the State currently have scheduled airline service. Since the time the first air service review was conducted in 2001, Marathon has seen scheduled airline service start on stop and several occasions. At this time (July 2003), scheduled charter service is available between Marathon and Fort Lauderdale on Florida Coastal Airlines. Scheduled commercial airline service to Naples, however, was discontinued in June 2003.

The Federal Aviation Administration (FAA) categorizes commercial airports based on the number of annual enplaned passengers they serve. Airports are categorized as follows:

<u>Hub Size</u>	<u>Annual Enplanements</u>
Large Hub	6.5 million and above
Medium Hub	6.5 million to 1.6 million
Small Hub	1.6 million to 324,000
Non-Hub	324,000 and below

Based on this definition, four (4) of Florida’s 19 commercial airports are classified as Large Hubs. These Large Hubs include the airports serving Miami, Orlando, Tampa, and Ft. Lauderdale. The Florida system contains three (3) Medium Hubs; Medium Hub airports serve Palm Beach (West Palm Beach), Jacksonville, and Southwest Florida (Ft. Myers). The remaining 12 commercial service airports fall into the Small Hub or the Non-Hub category. Small Hubs serve Sarasota-Bradenton, Pensacola, Tallahassee, Okaloosa Regional (Ft. Walton Beach), Orlando-Sanford, and St. Petersburg-Clearwater. Non-Hubs serve Key West, Daytona Beach, Melbourne, Panama City, Gainesville, and Marathon. Naples was also most recently classified as a Non-Hub airport.

FLORIDA DEMAND PATTERNS AND FARES

Based on information obtained from the U.S. Department of Transportation for calendar years 1999, 2000, and 2002, Florida's commercial service airports were analyzed to identify travel patterns for all domestic originating passengers. **Exhibits 1-7** (see **Appendix A**) summarize the following information for each of the commercial airports, for six geographic areas of the State and for the State as a whole:

- Number of annual domestic passengers originating at each airport bound for cities within eight geographic regions of the U.S.
- Percent of originating passengers by airport and by region bound for destinations in eight geographic regions of the U.S.
- The average one-way fare paid by originating passengers to reach destinations within the eight geographic regions of the U.S.

Table 1 (see **Appendix A**) provides a comparison of outbound O&D passengers, top travel destinations, and average one-way fare by Florida region and airport for 1999, 2000, and 2002. As shown in this table, travel patterns remained relatively unchanged between 1999 and 2002. Shifts in travel patterns do not typically occur from year to year, especially in larger markets. Individual Florida airports all experienced a change in O&D passengers and/or average one-way fares between 1999 and 2002. Most Florida regions experienced some overall growth in domestic O&D passengers between 1999 and 2002. Generally speaking, statewide domestic originating passengers increased between 1999 and 2000, but fell between 2000 and 2002. The state's average one way fare increased between 1999 and 2000, but then fell notably between 2000 and 2002.

Based on the information presented in Appendix A, conclusions are summarized below.

Travel Patterns

- ❑ In 2002, about 80 percent of all domestic passengers who originated their travel at a Florida commercial service airport were bound for a location east of the Mississippi River. This was the same pattern noted for both the 1999 and the 2000 time frames.
- ❑ In 2002, for almost all airports and all regions of Florida, cities in the Northeastern part of the U.S. were the top travel destination. Cities in the Northeast were also the top travel destinations in 1999 and 2000.
- ❑ Similar to 1999 and 2000, in 2002 following travel to cities in the Northeast, cities in the Midwest and Southeast ranked as the second and third most heavily traveled destinations for domestic air travelers who originated in Florida.
- ❑ Nationally in 2002 approximately 25 percent of all domestic originations were bound for cities in the Southwestern part of the U.S. In 2002 in Florida, travel to cities in the Southwest accounted for roughly eight (8) percent of all annual domestic originating passengers. In 2000, nine (9) percent of Florida's O&D passengers were destined for the Southwest U.S. region. In 1999, the reported percentage was also eight.
- ❑ In 1999, 2000, and 2002, travel to destinations in the Northwest (Alaska, Washington, Oregon, and Idaho) ranked last from each of the regions in Florida.

Fares

- ❑ The average one-way fare paid by all domestic originating passengers in Florida was \$117 in 2002, down nine percent from \$129 in 1999 and down 12.6 percent from \$134 in 2000. Nationally, the average one-way fare paid by all domestic originating passengers was \$137 in 2002, down 14 percent from \$158 in 2000. While the trend in Florida's average one-way airline fares has mirrored the national trend, Florida's average one-way fares, according to USDOT data, have historically (1999-2002) been notably below the U.S. average.
- ❑ In 1999, 2000, and 2002, airports in the East Central (Orlando, Orlando Sanford, Melbourne, and Daytona) and the West Central (Tampa, St. Petersburg, and Sarasota) regions of Florida had lower fares than the State average when travel to all destinations is considered.
- ❑ In 2002, the highest one-way average fares were reported at those airports in the northwestern part of the State (Pensacola, Tallahassee, Okaloosa Regional (Ft. Walton Beach) and Panama City). The average one-way fare from these airports was \$135; statewide the average one-way fare in 2002 was \$117. In 2000, the airports in northwestern Florida also reported the highest average fare (\$168); the statewide average fare in 2000 was \$134. In 1999, these airports reported an average one-way fare of \$161, while the State average was \$129. The reason for the decline in the average one-way fare in the northwestern region between 2002 and 2000 was the entrance of low fare service at Pensacola and Tallahassee.
- ❑ For travel to cities included in Florida's top three regional domestic destinations, average one-way fares are below the national average:

U.S. Destination	Florida Avg. One-Way Fare				National Avg. One-Way Fare			
	1999	2000	2002	% Change 1999-2002	1999	2000	2002	% Change 1999-2002
Northeast	\$118	\$123	\$108	-8.5%	\$168	\$177	\$148	-11.9%
Midwest	\$124	\$125	\$115	-7.3%	\$151	\$161	\$136	-9.9%
Southeast	\$110	\$119	\$101	-8.1%	\$145	\$151	\$129	-11.0%

- ❑ In 2002, excluding Orlando (Florida's largest domestic market, dominated by low fares), the average one-way fare paid by domestic passengers originating at all other Florida airports combined was \$120, the national average was \$136. In 1999, 2000, and 2002, the average fare paid by originating passengers at all Florida airports except Orlando International was \$3 or \$4 higher than the same average one-way fare paid by originating passengers at all Florida airports, including Orlando. In 1999 and 2000, the average one-way fare from all Florida airports excluding Orlando (\$133 and \$138) was also well below the national average one way fare (\$149 and \$158).

NONSTOP SERVICE

With travel demand and average fares to all domestic destinations from all of Florida's commercial service airports and regions summarized, a review was undertaken to determine the ability of each airport's current nonstop domestic service to meet the needs of Florida's originating domestic passengers. It is important to note that this review included only existing nonstop scheduled commercial airline service. The review did not include an analysis of charter service, nor did it include an analysis

of the ability of domestic originating passengers to reach their final travel destinations via connecting service.

It is important to note that the lack of nonstop scheduled commercial service does not preclude the ability of a domestic origination at one of Florida's commercial airports to reach, or to conveniently reach, their ultimate travel destination. For instance, even though nonstop commercial airline service is not available from Panama City to Chicago, a domestic passenger originating in Panama City can still reach Chicago each day several different times via a variety of connecting opportunities.

Information on summer 2003 service patterns for each system airport is summarized in **Table 1 through Table 20** (see **Appendix B**). For comparison purpose, **Tables 1 through 20 (Appendix B)** also provide a summary of airport service patterns from the summers of 2000 and 1999. **Table 21** (see **Appendix B**) provides a summary of statewide information on the number of destinations served, total scheduled weekly departures, and total weekly departing seats for each airport by aircraft type; this information is provided for the summer of 2003, 2001, and 2000.

Statewide Domestic Service Summary

Statewide information on Florida's air service in the Summer of 2003 may be summarized as follows:

- ❑ In the summer of 2003 from all Florida airports, 10,021 nonstop domestic flights were scheduled each week. Service was available to 83 different domestic locations. From all Florida airports in the summer of 2001, 11,437 nonstop domestic flights were scheduled each week, and service was available to 81 different domestic locations. There were 1.3 percent fewer weekly flights offered at all Florida airports combined in August 2001 than in the summer of 2000, and the number of weekly scheduled domestic flights was down again in 2003. The number of domestic destinations with non-stop service in 2003 was, however, up from the 2001 level.
- ❑ In the summer of 2003, each week on average, there were 1.2 million departing seats. Each week on average during the summer of 2001 there were nearly 1.29 million seats that departed all Florida airports to domestic airports throughout the U.S.; this number of departing seats in 2001 was up 3.8 percent from one year earlier. Data for 2003, however, shows that the number of weekly departing seats has fallen since the summer of 2001.
- ❑ When all seats that departed Florida airports each week to domestic locations were considered, approximately 90 percent of these seats were on jet aircraft. In 2001, this percentage was 91, up slightly from 89 percent in 2000. In the summer of 2003, there were 120 average weekly seats per flight; this number of seats per flight was up notably from 2001. In August 2001, there were 112.7 average weekly seats per flight, up from 107.1 seats per flight in 2000.
- ❑ In the summer of 2000 and 2001, approximately 2 percent of all seats that departed Florida airports to domestic locations were on regional jet aircraft. By the summer of 2003, the total percentage of all seats that departed Florida airports on regional jets was up to 6.4 percent.
- ❑ In August 2001, approximately 7 percent of all seats that left Florida airports were on turboprop aircraft, down from 9 percent in the summer of 2000; these flights were almost exclusively destined to other Florida airports. By the summer of 2003, of all seats departing Florida airports, only 3 percent were on turboprop aircraft.

- ❑ In the summer of 2003, there were 2,296 weekly scheduled departures to other airports in Florida. This number was down from 3,363 weekly scheduled departures to other Florida airports in the summer of 2001 and 3,852 weekly scheduled departures in the summer of 2000. Overall, between the summer of 2000 and the summer of 2003, the frequency of Florida's instate scheduled airline service has decreased significantly.
- ❑ In 2000 and 2001, Orlando International had the highest number of domestic destinations served and the highest number of available departing domestic seats each week. This service pattern remained unchanged in the summer of 2003.
- ❑ In the summer of 2000 and 2001, all commercial airports in Florida had nonstop service to at least two domestic locations (some airports, however, had service only to other locations in Florida) and most airports (except St. Petersburg-Clearwater and Orlando Sanford) had scheduled service by at least two different airlines. In the summer of 2003, Naples lost service completely and service by one carrier to one destination was resumed at Marathon.
- ❑ In August 2001, St. Petersburg-Clearwater had the fewest number of scheduled domestic departures per week (21); all of these departures are on jet aircraft. In the summer of 2000, Orlando Sanford had the fewest number of weekly scheduled departures (19). Orlando Sanford gained an additional 12 weekly departures between the summer of 2000 and the summer of 2001. By the summer of 2003, weekly departures at St. Petersburg-Clearwater had increased to 52, up from 21 in 2001. Weekly departures from Orlando-Sanford returned to 19 in the summer of 2003, and Marathon had the fewest number of weekly scheduled departures at 10.
- ❑ Naples had the fewest number of weekly scheduled seats in the summers of 2000 and 2001; all of the domestic seats that departed this airport were to other cities in Florida. All seats departing the Naples market were on turboprop aircraft. By the summer of 2003, all commercial airline service to Naples was terminated.
- ❑ For Florida's largest commercial service airports, the most obvious "mismatch" continues to be between domestic passenger originating demand and nonstop service to destinations in the Southwest.

Airport-Specific Domestic Service Summaries

Key information regarding each commercial airport's nonstop domestic service is summarized below. Information for 2003 is based on service available in July as reported in the OAG..

Southeast Florida Region

Fort Lauderdale-Hollywood International Airport

Fort Lauderdale – Hollywood International has continued to see significant growth in domestic commercial enplanements since 1999. Domestic-bound enplanements increased from about 5.97 million during 1999 to about 6.85 million in 2002. This represents an increase of about 15 percent in two years. Fort Lauderdale – Hollywood International continues to have significant representation by the country's predominant low-fare carriers, with service available on Southwest, JetBlue, Spirit, and AirTran. Twenty-one of Fort Lauderdale's 42 available destinations could be reached non-stop on at least one of these low-fare airlines in 2003. The number of daily departures from the airport increased from 1,344 to 1,448 between the summers

of 2000 and 2001. Since then, the number of weekly departures from Ft. Lauderdale has decreased somewhat to 1,389. This represents a 4.1 percent decrease, or about 8 fewer departures per day. This may seem to suggest that airline traffic at Fort Lauderdale has decreased since 9/11, but in fact represents a shift by some air carriers to larger aircraft. Average seats per flight for all aircraft in July of 2003 numbered 141, up from 131 in 2001 and 125 in 2000. Weekly departing seats to domestic destinations climbed from 167,400 in July 2000 to 189,500 in August 2001, and finally to about 195,200 in July 2003.

- ❑ In the summer of 2001, nonstop service included 1,448 weekly departures to destinations throughout the U.S., up nearly 8 percent from the summer of 2000. By the summer of 2003, weekly departures to domestic destinations averaged 1,389; down from the reported number in the summer of 2001.
- ❑ In the summer of 2001, Ft. Lauderdale had 319 weekly departures to 10 different cities in Florida, down slightly from 2000 levels. By 2003, weekly departures to other Florida cities had fallen to 304, with 8 different Florida cities being served.
- ❑ In August 2001, 22 percent of the market's weekly departures and 15 percent of departing seats were to other locations in Florida. This was down from 27 percent of the total weekly departures and 16 percent of the departing seats in the summer of 2000. In the summer of 2003, Fort Lauderdale Hollywood International had 304 average weekly departures to other destinations in Florida. This represented almost 22 percent of the airport's weekly departures; this statistic remained relatively unchanged between the summers of 2001 and 2003.
- ❑ Turboprop aircraft were used mostly on in-state routes; approximately 1 percent of all seats that departed each week were on turboprop aircraft, down from 2 percent in 2000. By the summer of 2003, departing seats on turboprop aircraft comprised less than 1 percent of the airport's total departing weekly seats.
- ❑ Almost 98 percent of the market's weekly domestic seats were on jet aircraft, up from 97 percent in 2000. This percentage remained relatively unchanged in the summer of 2003.
- ❑ Scheduled nonstop domestic service was well matched to domestic originating passenger demand. As shown below, based on calendar year data from the USDOT for 2001 and 2002, the percent of passengers originating at the airport with destinations in the Northeast increased slightly between 2001 and 2002. However, between the summers of 2001 and 2003 the airport's percentage of scheduled weekly departures to cities in the Northeast fell from 40 percent to 34 percent. Originating passengers whose destination was another Florida city declined between 2001 and 2002. The airport's percentage of departing seats between the summer of 2001 and 2003 increased slightly to destinations in the Southwest, the South Central, Mid-South, and the North Central regions.

U.S. Destination Region	Domestic Passenger Originations		Scheduled Domestic Departures	
	Prior Study	Current Update	Prior Study	Current Update
Northeast	45%	46%	40%	34%
Midwest	16%	17%	14%	14%
Southeast (excl. FL)	11%	10%	15%	15%
Florida Only	9%	6%	22%	22%
Southwest	8%	8%	2%	3%
South Central	6%	6%	6%	8%
Mid-South	4%	4%	2%	3%
North Central	1%	2%	0%	1%
Northwest	1%	1%	0%	0%

Miami International Airport

Since 2000, Miami International has seen a significant decline in the number of domestic-bound passengers it serves annually. In 2000, about 4.61 million originating passengers boarded domestic flights at the airport. In 2002, the airport served about 3.82 million originating domestic-bound passengers. This represented a decrease of about 17 percent from 2000 levels. The airport had non-stop service on 1,453 weekly flights to domestic destinations in 2003, down from 1,849 in 2001 and 1,963 in 2000. Weekly departing seats to U.S. destinations numbered 198,300 in July 2003, down 17 percent from 237,600 seats in July 2000. The average number of seats per flight was 136 in July 2003, up from 121 in 2000 and 2001. These flights were to 41 domestic destinations, the same level as the summer of 2001 and just less than the 42 offered in the summer of 2000. A very large proportion of Miami's scheduled commercial flight departures were to international destinations. In 2000, this airport enplaned 16.8 million passengers; of this total, 8.0 million passengers were enplaned on international flights. In 2001, the airport reported 16.5 total annual enplanements, and again, almost 8 million of these were international travelers. For 2002, the airport's total annual enplanements fell to 14.7 million; the airport's international enplanements total just over 7 million in 2002.

- ❑ In the summer of 2001, nonstop service from Miami International included 1,849 weekly departures to destinations throughout the U.S. This represented a decline in weekly departures of almost 6 percent from the summer of 2000. This was due largely to increased low fare competition at Ft. Lauderdale International Airport. This trend continued; and by the summer of 2003, Miami International reported 1,453 weekly departures to destinations in the U.S.
- ❑ During the summer of 2001, Miami had nearly 600 weekly scheduled departures to 6 different cities in Florida, including 215 flights to Orlando International. However, over 700 weekly instate departures were scheduled in the summer of 2000 to nine different Florida airports. Weekly instate departures from Miami dropped 16 percent between the summer of 2000 and 2001. This decreasing trend in intrastate service continued through 2003, and by the summer of 2003, Miami International reported 342 weekly departures to

other Florida cities. Instate service frequency in 2003 reflects a significant decline from service that was available in 2000 and 2001.

- ❑ In the summer of 2001, nearly 250,000 weekly seats departed Miami for other U.S. destinations, about 6 percent less than the summer of 2000. The decreasing trend in domestic service from Miami International continued through 2003, and by the summer of 2003, the airport was reporting 198,262 weekly departing seats to destinations within the U.S.
- ❑ In 2000 and 2001, approximately 9 percent of the seats that left Miami each week were on turboprop aircraft; these seats were destined to other locations in Florida and nearby islands. By 2003, the percent of departing seats on turboprop aircraft had fallen to 4 percent.
- ❑ Almost 90 percent of the market's weekly domestic scheduled seats were on jets in the summer of 2000 and 2001. This percentage increased to almost 94 in 2003.
- ❑ In August 2001, over 32 percent of the market's weekly scheduled domestic departures were to other cities in Florida, down from 36 percent of the departures in 2000. This trend continued through 2003, and by the summer of 2003, an estimated 23.5 percent of all of Miami International's weekly departures were to other Florida destinations.
- ❑ Nonstop domestic service remained fairly well matched to originating domestic passenger demand. While top passenger O&D regions remained relatively unchanged from this reporting period to the last, changes in the airport's percent of weekly domestic departures to various regional destinations were observed. Departures to the Northeast, Southeast, Southwest, and Midwest increased. Weekly departures to other destinations in Florida declined markedly.

U.S. Destination Region	Domestic Passenger Originations		Scheduled Domestic Departures	
	Prior Study	Current Update	Prior Study	Current Update
Northeast	34%	35	23%	25%
Midwest	16%	15	9%	13%
Southeast (excl. FL)	15%	17%	18%	19%
Florida Only	6%	6%	32%	23%
Southwest	13%	11%	6%	7%
South Central	7%	8%	9%	9%
Mid South	4%	3%	2%	2%
North Central	3%	3%	1%	1%
Northwest	2%	1%	0%	1%

Palm Beach International Airport

Palm Beach International has experienced a decline in air service since 1999. While enplanements held steady between 1999 and 2000 at about 2.70 million, the number of domestic enplanements at Palm Beach fell to 2.35 million in 2002, a decrease of about 13 percent. The number of weekly departures declined by 2003 after peaking in 2001, increasing from 589 in 2000 to 613 in the summer of 2001, before falling to 483 in July 2003. In July 2003, Palm Beach International's weekly departing seats returned to levels previously seen in 2000, to about 65,100, after peaking in 2001 at 76,000. Average seats per flight increased steadily from 108 in

2000 to 124 in 2001 to 135 in 2003. This shows a shift in the fleet serving Palm Beach to larger jets.

- ❑ This market had 613 weekly scheduled departures in August 2001 to various destinations in the U.S., up 4 percent from 589 weekly departures in July 2000. By the summer of 2003, however, weekly scheduled departures had fallen to 483; this reported number of weekly departures is notably lower than departure levels experienced by the airport in both 200 and 2001.
- ❑ Nonstop scheduled departing seats rose markedly between 2000 and 2001, up 19 percent to nearly 76,000 weekly departing seats. By the summer of 2003, the number of weekly departing seats was down to 65,134.
- ❑ The increase reported in 2001 was attributed largely to Southwest Airlines, which entered the market in January 2001, providing six daily flights to Tampa, three daily flights to Orlando, and two daily flights to Baltimore and Nashville. Following this “bump” in service, the airport’s scheduled domestic service has declined.
- ❑ In the summer of 2001, there were 158 weekly scheduled departures to different locations in Florida; these instate flights accounted for nearly 26 percent of the market’s weekly scheduled domestic departures. There were approximately the same number of instate departures at the airport one year earlier. By the summer of 2003, however, the airport’s number of instate weekly departures had fallen to 74; this number of weekly departures accounted for approximately 15 percent of the airport’s total number of scheduled departures.
- ❑ Over 97 percent of the weekly scheduled domestic seats in the summer of 1991 were on jets, up from 92 percent in 2000. By the summer of 2003, the percentage of departing seats on jet aircraft had fallen to 95 percent.
- ❑ Nonstop domestic service could be better matched to originating domestic passenger demand. While the airport’s distribution of originating passengers remained relatively unchanged from the last reporting period, the airport’s regional distribution of departing domestic flights has changed. The percentage of weekly scheduled departures to cities in the Northeast, the Midwest, and the Southeast has increased. Weekly scheduled departures to other Florida cities, as a percent of the total, have fallen.

U.S. Destination Region	Domestic Passenger Originations		Scheduled Domestic Departures	
	Prior Study	Current Update	Prior Study	Current Update
Northeast	60%	61%	40%	45%
Midwest	14%	13%	7%	9%
Southeast (excl. FL)	8%	8%	18%	23%
Florida Only	2%	3%	26%	15%
Southwest	6%	5%	0%	0%
South Central	5%	5%	7%	7%
Mid South	2%	3%	2%	1%
North Central	1%	1%	0%	0%
Northwest	1%	1%	0%	0%

Key West International Airport

Domestic-bound enplanements at Key West fell between 1999 and 2002, from 267,700 to 226,000, for a decline of about 16 percent. The number of weekly departures also continued to decline, from 325 in 2000 to 304 in 2001 to 280 in the summer of 2003. Average departing seats per week, however, recovered to pre-9/11 levels in 2003. After beginning the study period in 2000 at 25 seats per flight, this measure dipped to 24 in 2001, and jumped to 28 in 2003. Key West International was served in July 2003 by regional jets on five flights per day, a change from previous years in which the airport was served solely by turboprop aircraft.

- ❑ This market had no scheduled service to destinations outside of Florida in 2000 and 2001. By the summer of 2003, however, regional jets were providing service to domestic destinations outside of Florida.
- ❑ All weekly scheduled seats that departed this market, at the time of the last report, were on turboprop aircraft. In the summer of 2003, while turboprop aircraft continued to dominate the market's service, regional jets were also serving the market.
- ❑ The market had 304 weekly scheduled departures to six different locations in Florida, down slightly from 2000 levels of 325 weekly flights. By the summer of 2003, Key West had 266 weekly scheduled departures to five other destinations in Florida.
- ❑ The market's top domestic travel destinations continued to be in the Southeast (including Florida), the Northeast, and the Midwest; combined, domestic originating passenger demand to cities in these regions accounts for about 85 percent of the market's annual enplaned passenger demand.
- ❑ Schedule commercial airline service to Key West International is limited by the length of the runway at this airport.

The Florida Keys Marathon Airport

The airport serving Marathon has seen commercial service come and go in recent years. In the summers of 2000 and 2001, when this report was previously prepared, the airport was without commercial airline service. At the writing of this report, limited commercial airline service had been restored to the airport. Since commercial airline service was not available from this airport in 2000 and 2001, comparative data is not available for presentation and discussion.

After it lost service in early 2000, travelers were unable to obtain air service from Marathon's airport. In 2003, however, limited service was reinstituted on Florida Coastal Airlines. This small airline offered ten weekly departures to Fort Lauderdale – Hollywood International on Cessna 402 propeller-driven aircraft.

East Central Florida Region

Orlando International Airport

Orlando International saw a significant decline in its level of enplanements after 9/11. In 1999, just over 11 million passengers boarded a domestic flight at the airport, a number that climbed to 11.75 million just a year later. By 2002, however, this number had fallen to 10.73 million, or a nine percent reduction in domestic passenger traffic. The airport's number of weekly departures bound for domestic locations also decreased over this time frame, from 2,827 in 2000 to 2,720 in 2001, before ending at 2,361 in July 2003. The average number of seats per flight increased somewhat to offset the decreased schedule, rising from 122 in 2000 to 128 in 2001 to 131 in 2003. Further, domestic destinations served nonstop from Orlando International increased from 67 in 2001 to 76 in July 2003.

- ❑ In the summer of 2001, Orlando International had 2,720 scheduled departures each week to destinations throughout the U.S. While weekly departures were down slightly since the summer of 2000, scheduled nonstop departing seats rose 1.6 percent between the summer of 2000 and 2001. By the summer of 2003, weekly scheduled domestic departures had fallen further to 2,361 and total departing seats also decreased. In the summer of 2001, the airport reported an average of 349,148 scheduled weekly departing seats. In the summer of 2003, this number was reported as 320,441.
- ❑ In the summer of 2001, this market had a high number of weekly departures to cities in Florida with 531 weekly flights. However, instate weekly departures were down nearly 17 percent from 2000. Scheduled weekly departures to other destinations in Florida fell further in 2003, down to a reported 343.
- ❑ In the summer of 2001, almost 19 percent of the market's scheduled weekly departures were to destinations in Florida, compared to 23 percent in 2000. By the summer of 2003, the airport's percentage of instate scheduled weekly departures had fallen to 14 percent.
- ❑ In the summer of 2001, over 95 percent of the scheduled weekly seats from Orlando were on jets, up slightly from 94 percent in 2000. By the summer of 2003, this percentage had fallen to 93 percent, as the number of regional jets serving Orlando International continued to increase.
- ❑ Seats on turboprop aircraft accounted for about 4 percent of all seats that left the market each week in the summer of 2000 and 2001; these aircraft were used to serve other destinations in Florida. This percentage remained unchanged for the summer of 2003.
- ❑ The market's scheduled nonstop domestic service is well matched to originating passenger demand. While the airport's regional distribution of its O&D passengers remained unchanged between this reporting period (summer 2003) and the prior reporting period (summer 2001), some changes in the regional distribution of scheduled departing domestic flights were noted. The percentage of scheduled departures to cities in the Northeast fell, as did scheduled departures to other cities in Florida. Most other regions, however, reflected an increase in their percentage of scheduled departures from Orlando International.

U.S. Destination Region	Domestic Passenger Originations		Scheduled Domestic Departures	
	Prior Study	Current Update	Prior Study	Current Update
Northeast	40%	40%	33%	30%
Midwest	22%	22%	18%	19%
Southeast (excl. FL)	10%	10%	13%	16%
Florida Only	3%	2%	19%	14%
Southwest	9%	9%	4%	4%
South Central	8%	8%	7%	8%
Mid South	5%	5%	5%	8%
North Central	4%	4%	1%	1%
Northwest	2%	2%	0%	0%

Melbourne International Airport

Domestic enplanements at Melbourne International have decreased significantly over the past few years. In 1999, the airport served about 262,500 domestic passengers, compared to 253,000 in 2000 and just 191,500 in 2002. The change from 1999 to 2002 levels represents about a 27 percent decrease in enplanements. The number of departing seats available each week initially increased from 6,300 in July 2000 to 9,650 in August 2001, before falling to about 4,470 in July 2003. Similarly, weekly departures increased initially from 63 to 86 before falling back to 58 in 2003. The number of non-stop domestic destinations available from the airport rose from just two in 2000 to six in 2001, before declining again to four in 2003. While Melbourne International lost non-stop east coast service to New York and Washington over this time period, one encouraging feature of the new set of destinations is that they are all major connecting hub airports at Atlanta, Cincinnati, Dallas/Ft. Worth, and Orlando.

- ❑ In the summer of 2001, this market had nonstop service to six airports including 3 domestic connecting hubs beyond Florida (Atlanta, Newark, and Cincinnati). By the summer of 2003, the airport had service to Atlanta, Cincinnati, Orlando, and Dallas. The market had 86 weekly scheduled departures in the summer of 2001, up 37 percent from the summer of 2000. By the summer of 2003, scheduled weekly departures had fallen to 58.
- ❑ Between 2000 and 2001, this market saw an increase in the number of airlines providing service. By the summer of 2003, however, airline cut backs reduced the number of carriers in this market to 2. Delta was the only mainline carrier serving the market in 2003.
- ❑ Between the summer of 2000 and 2001, new nonstop service was provided between Melbourne and one instate Florida destination, Ft. Lauderdale. By the summer of 2003, Melbourne's only instate service was to Orlando.
- ❑ In the summer of 2000 and 2001, all seats that left this market each week were on jet or regional jet aircraft. By the summer of 2003, turboprop aircraft were being used to service the Melbourne/Orlando route.
- ❑ Nonstop domestic service in this market could be better matched to originating domestic passenger demand. Over 37 percent of this market's originating passengers have destinations in the Northeast; this airport has no scheduled departures to cities in this

region. Over 17 percent of this market's originating passengers have destinations in the Midwest; approximately 3 percent of this airport's scheduled departures are to cities in this region. Almost 83 percent of all scheduled weekly departures from this airport are to destinations in the Southeast; less than 20 percent of the airport's originating passengers are traveling to cities in the this region of the U.S.

Daytona Beach International Airport

Like the other airports in this region, Daytona Beach International has seen decreases in the number of domestic-bound passengers it serves in a year's time. In 1999, the airport served about 253,700 passengers, compared to 246,500 a year later. In 2002, about 220,500 passengers boarded flights at the airport. The change between 1999 and 2002 represents about a 13 percent decrease in enplanements. However, during this time, weekly departures during summer months increased from 56 in 2000 to 66 in 2001 to 68 in 2003. In the same years, the average number of seats per flight decreased from 103 to 97 to 90 as service at the airport moved away from full size jets to regional jet aircraft.

- ❑ In the summer of 2000, Daytona Beach had 66 weekly nonstop flight departures and nearly 6,400 weekly departing seats to destinations within the U.S. In August 2001, the airport had 10 additional weekly departures and 11 percent more weekly departing seats than in the summer of 2000. Information for the summer of 2003 shows that weekly scheduled departures at Daytona Beach International have fallen to 68, with weekly scheduled departing seats at 4,467. By the summer of 2003, scheduled service (departures and seats) was notably below levels experienced in the summer of 2001.
- ❑ For the previous reporting period, nonstop domestic service was on flights to four airline connecting hubs beyond Florida, namely Atlanta, Cincinnati, Newark, and Cleveland. Nonstop service to Cincinnati and Cleveland was added since the summer of 2000. For the summer of 2003, the airport continued to have service to most of these same destinations, Cleveland service, however, had been discontinued. Limited service to Dallas on Atlanta Southeast Airlines (ASA) was added.
- ❑ Two additional carriers began serving the market since summer 2000: Comair (DL*) and Continental Express. In the summer of 2003, both of these carriers continued to serve the market. Continental Express, however, was providing service only to Newark and not both Newark and Cleveland as it did in the summer of 2001.
- ❑ In 2000 and 2001, all weekly scheduled seats departing this market were on jet or regional jet aircraft. This continued to be the case in the summer of 2003. However, some limited turboprop service was provided linking Daytona and Melbourne with Orlando International.
- ❑ There were no scheduled flights to other Florida destinations in the summer of 2001. In the summer of 2003, some service to Orlando, via Melbourne, was provided.
- ❑ Given the airport's level of scheduled departures, these departures are fairly well matched to the market's originating domestic passenger demand. USDOT statistics show that 38 percent of the airport's passengers have originations or destinations that are in the Northeast, 23 percent in the Midwest and 15 percent in the Southeast. These are the same regions served by most of the airport's scheduled departures. Scheduled departures to the

Northeast account for 21 percent of all departures, while scheduled departures to the Midwest and Southeast account for 10 percent and 54 percent, respectively, of the airport's scheduled weekly departures.

Orlando-Sanford International Airport

Orlando-Sanford saw its enplaned passenger numbers swell from about 42,000 to 79,400 between 2001 and 2003, for an increase of about 89 percent in two years. The airport's only carrier, Pan-Am Airlines, has seen changes to its route structure, serving six domestic destinations in 2001 but only two in 2003. The airport had 19 weekly departures in 2003, down from 31 two years earlier. Pan-Am operates only 173-passenger jet aircraft from Orlando-Sanford. A Large percent of this airport's passengers are carried by charter airlines.

- ❑ In the summer of 2001, Orlando-Sanford had 31 scheduled weekly departures (up from 19 in 2000); all weekly scheduled seats were provided by Pan American Airlines on jet aircraft. By the summer of 2003, weekly scheduled departures had returned to their summer 2000 level of 19. In the summer of 2003, the airport averaged 3,287 scheduled departing seats per week.
- ❑ In the summer of 2001, Pan Am provided nonstop service to three additional destinations since the summer of 2000 and offered 63 percent more weekly scheduled departing seats. By the summer of 2003, departures and seats had fallen, and service was provided to Portsmouth, New Hampshire and San Juan.
- ❑ In 2000, 2001, and 2003, Sanford had no scheduled flights to other cities in Florida.
- ❑ All scheduled flights were to destinations in the Northeast or San Juan. According to USDOT data, almost 95 percent of all passenger originations at this airport have destinations that are in the Northeast or Southeast.
- ❑ In addition to scheduled service, this airport accommodates a notable amount of both domestic and international charter service that is not reflected in this analysis.

West Central Florida Region

Tampa International Airport

Tampa International has experienced a decrease in its enplanement level since the summer of 2000. While the airport added to its enplanements between 1999 and 2000, increasing from 6.52 million passengers to about 6.96 million, its 2002 total enplaned domestic passengers decreased to about 6.69 million. This level represents about a four percent decrease from 2000 totals, but still an increase over 1999. Along with the decrease in enplanements, weekly domestic departures from the airport have decreased. While airlines at Tampa offered 1,975 weekly flights in 2000 and 1,987 flights in 2001, this number fell to 1,681 flights by the summer of 2003. Part of this decline was due to declining levels of passengers, but some of the decline came from changes in the size of aircraft serving the airport. The average size of aircraft at Tampa International has increased steadily since July 2000, beginning at an average of about 104 seats that year and ending in July 2003 at about 120 seats per flight.

- ❑ In the summer of 2001, this market had 1,987 weekly scheduled departures to locations throughout the U.S., slightly more flights than were offered in the summer of 2000. By the summer of 2003, weekly scheduled domestic departures from Tampa International had fallen to 1,681.
- ❑ In the summer of 2001, over 7 percent more weekly scheduled departing seats were offered at this airport compared to one year earlier. In the summer of 2001, Tampa International had 219,291 scheduled departing weekly domestic airline seats. By the summer of 2003, this number had fallen to 201,413.
- ❑ In the summer of 2001, 36 percent of the airport's scheduled weekly departures were to other locations in Florida; this market had service to 13 other locations in Florida in 2001. In 2000, 37 percent of the Tampa International's departures were provided to instate destinations. Similar to other Florida markets, by the summer of 2003, Tampa International reported decreased levels of instate commercial airline service. In the summer of 2003, 27 percent of all of Tampa's scheduled weekly departures were to other markets in Florida; service did continue to be available to 12 other instate destinations from Tampa.
- ❑ In the summer of 2001, over 93 percent of the weekly seats that departed this market each week were on jet aircraft (up from 92 percent in the summer of 2000). By the summer of 2003, almost 95 percent of all weekly departing domestic seats were on jet aircraft.
- ❑ In the summer of 2001, this market had one daily scheduled flight on a regional jet. There were no regional jets serving the market in the summer of 2000. By the summer of 2003, almost 3 percent of all scheduled departing domestic seats were on regional jet aircraft.
- ❑ In the summer of 2001, 7 percent of the scheduled weekly seats were on turboprop aircraft, down slightly from 2000; these flights served other destinations in Florida. By the summer of 2003, seats on turboprop aircraft accounted for only 2 percent of all departing seats on a weekly basis.
- ❑ Nonstop domestic service is fairly well matched to some originating passenger demand and could be better matched in other instances. Since the last update of this report, the airport's combined percentage of departures to both the Northeast and the Midwest increased. These regions represent the top origination and destination markets for the airport. Since the last update of the report, the total percentage of flights departing to other destinations in Florida from Tampa International has fallen.

U.S. Destination Region	Domestic Passenger Originations		Scheduled Domestic Departures	
	Prior Study	Current Update	Prior Study	Current Update
Northeast	34%	35%	22%	25%
Midwest	21%	20%	13%	16%
Southeast (excl. FL)	11%	10%	14%	13%
Florida Only	8%	7%	36%	28%
Southwest	9%	9%	2%	3%
South Central	8%	8%	7%	8%
Mid South	6%	6%	6%	6%
North Central	2%	3%	1%	1%
Northwest	2%	2%	0%	0%

Sarasota-Bradenton International Airport

In the period since the end of 2000, Sarasota-Bradenton experienced a significant decrease in enplanements. While the airport's enplanements stayed constant between 1999 and 2000 at slightly more than 680,000, its level of enplanements dropped to 535,000 in 2002. During the same period, the number of weekly departures from the airport fell from 171 in July 2000 to 109 in August 2001, before recovering somewhat to 121 departures per week in July 2003. These twelve new departures since 2001 are on Continental to Tampa International. Comair, one of Delta's regional carriers, also increased its flight frequency to Cincinnati, but US Airways cut one flight per day to its Charlotte hub. Departures to Atlanta on Delta fell slightly post-9/11, but still represent Sarasota-Bradenton International's busiest route.

- ❑ In the summer of 2001, this market had 109 scheduled departures each week, 36 percent fewer flights than in the summer of 2000. By the summer of 2003, scheduled weekly departures from the airport had climbed back to 121.
- ❑ Three carriers, American Eagle, Continental Express and Trans World, discontinued service to Sarasota between the summer of 2000 and the summer of 2001. The airport is currently served by 8 different carriers.
- ❑ In the summer of 2001, 19 of the market's weekly departures were intrastate flights to one other Florida airport, Ft. Lauderdale. Sarasota lost scheduled service to Miami and Orlando between 2000 and 2001. In the summer of 2003, the airport had 26 scheduled departures to two other Florida airports, Fort Lauderdale and Tampa.
- ❑ In the summer of 2001, 93 percent of the scheduled weekly seats that left this market were on jet aircraft, up from 83 percent in the summer of 2000. By the summer of 2003, the airport's percentage of departing jet seats had fallen to about 82 percent.
- ❑ In the summer of 2001, seats on regional jets accounted for approximately 5 percent of the total that departed the market each week and turboprop seats made up the remaining 2 percent. In 2000, regional jets accounted for 11 percent of the departing seats and turboprops made up 6 percent of the departing seats. By the summer of 2003, regional jets account for almost 15 percent of all departing seats, with seats on turboprop aircraft accounting for 2 percent of all departing seats.
- ❑ Nonstop scheduled domestic departures could be much better matched to the market's originating passenger demand. An estimated 35 percent of all passengers who originate at this airport have a destination in the Northeast, yet only 6 percent of all departing flights from the airport travel to the Northeast. Since the last writing of this report, the airport has had a notable increase in its departures to the Midwest, another top regional market for the airport.

U.S. Destination Region	Domestic Passenger Originations		Scheduled Domestic Departures	
	Prior Study	Current Update	Prior Study	Current Update
Northeast	34%	35%	6%	6%
Midwest	36%	38%	12%	27%
Southeast (excl. FL)	9%	12%	64%	46%
Florida Only	2%	1%	18%	21%
Southwest	6%	4%	0%	0%
South Central	5%	3%	0%	0%
Mid South	3%	4%	0%	0%
North Central	4%	2%	0%	0%
Northwest	1%	1%	0%	0%

St. Petersburg-Clearwater International Airport

In the two years since the last update to this report in 2001, American Trans Air significantly increased its destination offerings from St. Petersburg-Clearwater International. In both the summer of 2000 and 2001, the airport offered about three departures per day to two domestic destinations. As of July 2003, the airline offered about five departures per day to five U.S. destinations, including three new west coast destinations in Las Vegas, Los Angeles, and San Francisco. As a result, the airport was able to increase its enplanement level between 1999 and 2003 by about 29,000 passengers per year, from 185,500 to about 214,000. Since 2001, American Trans Air also increased the size of aircraft employed on these routes, from 173- to 196-seat aircraft.

- ❑ In the summer of 2001, this market had 20 weekly scheduled departures on one carrier, American Trans Air. This is nearly the same level of service provided at this airport one year earlier. By the summer of 2003, the airport reported 52 scheduled weekly departures. All service continued to be provided by American Trans Air.
- ❑ In the summer of 2001, the airport reported 3,460 scheduled weekly seats. By the summer of 2003, this number had increased to 10,191.
- ❑ In the summer of 2000 and the summer of 2001, the destinations for all for its scheduled flights were in the Midwest; service was well matched to the demands of the market's originating domestic passengers. In the summer of 2003, service included flights to Chicago, Indianapolis, Los Angeles, San Francisco, and Las Vegas.
- ❑ The market has no scheduled instate service, nor was such service available in 2000 or 2001.
- ❑ All of the schedule seats that leave this market each week are on jets.

Northeast Region

Jacksonville International Airport

After experiencing growth in its level of enplanements for much of the 1990s, Jacksonville International saw its domestic traffic fall about 14 percent between 2001 and 2003, from 2.44 million enplanements to about 2.25 million. Similarly, the airport's level of weekly departures increased through the 1990s until 2001, after which it fell by about seven flights per day, from 735 in 2001 to 685 in July 2003. The average number of seats per flight changed little between July 2000 and July 2003, falling slightly from 105 seats to 103. Airlines at Jacksonville International pulled flights to six destinations since August 2001. Flights to Islip, Gainesville, Orlando, Cleveland, Tallahassee, and Raleigh-Durham were all eliminated from the schedules of airlines serving Jacksonville International. These losses were partially offset by the implementation of new service on Northwest Airlines to Minneapolis and on Southwest Airlines to Norfolk.

- ❑ In the summer of 2001, this airport had nonstop scheduled flights to 28 different domestic locations, up from 27 nonstop destinations one year earlier. In the summer of 2003, the number of non-stop domestic markets served decreased to 24.
- ❑ Although there were two fewer carriers (ASA and United) serving the market in the summer of 2001, both nonstop weekly departures and departing seats increased slightly since the summer of 2000. By the summer of 2003, weekly departures had fallen, and weekly departing seats also fell. In the summer of 2001, the airport had 735 weekly departures, this number fell to 685 in 2003. Weekly departing seats were reported at 77,416 in the summer of 2001 and in 2003, weekly departing seats were 70,574.
- ❑ In the summer of 2001, there were 191 weekly departures to 6 different cities in Florida. This represented an increase of 5 weekly departures to one additional Florida destination from one year earlier (2000). By 2003, weekly departures to other cities in Florida declined to 109, and the number of Florida cities served fell from 6 to 3.
- ❑ In both 2000 and 2001, 87 percent of all seats that were scheduled from this market each week were on jet aircraft. By 2003, this percent had fallen to 79 percent.
- ❑ In 2001, 7 percent of the scheduled seats each week were on regional jet aircraft, while the remaining 6 percent of the scheduled weekly seats were on turboprop aircraft that served other cities in Florida. By the summer of 2003, almost 17 percent of the airport's departing weekly seats were on regional jet aircraft. Seats on turboprop aircraft accounted for the remaining 3 percent of all departing seats.
- ❑ Scheduled nonstop domestic departures from this market are generally well matched to demand from the market's originating domestic passengers:

U.S. Destination Region	Domestic Passenger Originations		Scheduled Domestic Departures	
	Prior Study	Current Update	Prior Study	Current Update
Northeast	29%	30%	21%	23%
Midwest	17%	17%	14%	16%
Southeast (excl. FL)	14%	13%	25%	23%
Florida Only	10%	8%	26%	16%
Southwest	9%	10%	0%	0%
South Central	9%	10%	9%	12%
Mid South	8%	7%	7%	7%
North Central	2%	3%	0%	2%
Northwest	2%	2%	0%	0%

Gainesville Regional Airport

Gainesville Regional's enplanement levels have steadily declined since 1999. In 1999, the airport served 142,500 boarding passengers. A year later in 2000, about 131,300 passengers boarded flights at the airport, and in 2002 that number fell to 124,000. Overall, this represented a 13 percent decrease since 1999. The airport's the number of weekly departures declined as well. Airlines at Gainesville Regional offered 93 weekly departures to three destinations in July 2000. A year later, Gulfstream Airlines had pulled out of the market, leaving just two destinations served with a total of 77 flights per week. By July 2003, this number had fallen again slightly, to 74 departures. Average seats per flight increased slightly, from 45 in 2000 to 52 in 2003, mostly as a result of Gulfstream's smaller aircraft being removed from the airport's schedule. Atlantic Southeast Airlines, a Delta regional codeshare carrier, operated 56 weekly departures to Atlanta, while US Airways Express operated 21 weekly flights to its hub in Charlotte. Neither of these schedules has changed appreciably since July 2000.

- ❑ This market had scheduled nonstop service two 2 connecting hubs beyond Florida: Atlanta and Charlotte. In the summer of 2001, the market had 77 scheduled weekly departures, down 17 percent from the summer of 2000. By the summer of 2003, scheduled weekly departures had declined further to 74.
- ❑ Scheduled weekly seats departing the market did not change substantially between the summer of 2001 and 2003. In 2001, there were 3,913 departing weekly seats and there were 3,848 in 2003.
- ❑ The market had no scheduled instate service in the summer of 2001 or 2003. Previously, in the summer of 2000, one carrier, Gulfstream, provided nonstop service to Tampa. This service, however, was discontinued between the summer of 2000 and 2001.
- ❑ In both the summer of 2000 and 2001, over 55 percent of the weekly scheduled seats that departed this market were on turboprop aircraft. By the summer of 2003, this percentage had increased to almost 82 percent. Increasing use of turboprop aircraft is not a trend noted at other Florida airports.
- ❑ Over 45 percent of this market's originating domestic passengers were bound for destinations in the Northeast or Midwest in 2001. By 2003, this percentage had increased

- to almost 49 percent; scheduled nonstop flights are not available to any locations in these two regions.
- ❑ All of the market's scheduled weekly seats depart for cities in the Southeast.

Southwest Florida Region

Southwest Florida International Airport

Southwest Florida Regional succeeded in adding to its enplanement totals over the period from 1999 to 2002. In 1999, the airport served 2.16 million passengers, a number that grew to 2.36 million in 2000 and 2.38 million in 2002. The growth over this period amounted to about a nine percent increase in enplanements. The average number of seats per flight increased accordingly, from 109 in 2000 to 116 in 2001 to 125 in 2003. Two new destinations have been added to the schedules of the airlines at Southwest Florida Regional since July of 2001, with American adding a daily departure to Dallas/Ft. Worth and Frontier Airlines adding three weekly departures to Denver. During this period, however, the airport's schedule to Miami International was cut in half from 41 to 21 weekly departures, but JetBlue's schedule to JFK was tripled from seven to 21 weekly departures. In all, the airport's number of weekly departures has fluctuated somewhat over the last four years, with 421 flights in 2000, 443 in 2001, and 401 in 2003. The decrease in departures between 2001 and 2003 was about a ten percent decrease, and was due largely to the reduction in American and Gulfstream's changes to the airport's instate service to Miami International.

- ❑ In the summer of 2001, nonstop domestic service was available to 24 locations; the market had 443 weekly scheduled departures. This is up from 421 weekly nonstop flights to 22 destinations offered in the summer of 2000. By the summer of 2003, 25 domestic markets had nonstop service, but scheduled weekly departures had fallen to 401.
- ❑ In the summer of 2001, 2 additional low fare carriers were serving the market since the summer of 2000, namely JetBlue and MetroJet. MetroJet has since ceased operations.
- ❑ In the summer of 2001, 94 percent of all weekly scheduled seats departing this market were on jet aircraft, up from 91 percent one year earlier. This percentage decreased to 92 in the summer of 2003.
- ❑ In the summer of 2001, 6 percent of the market's weekly scheduled seats were on turboprop aircraft (compared to 9 percent one year earlier); these aircraft flew primarily to other Florida cities. This percent declined to less than 4 in 2003.
- ❑ In 2001, service was available to four cities in Florida; the market had 98 scheduled weekly departures to Florida destinations, 25 percent fewer instate flights than the summer of 2000. By 2003, the airport had 75 scheduled weekly departures to four other Florida destinations.
- ❑ The market's scheduled domestic departures are somewhat matched to the top demands of the market's domestic originating passengers. Although passenger demand to cities in the Northeast has actually increased, scheduled departures to cities in this region, as a percent of total departures, has fallen. Departures to other Florida cities as a percent of

total have also fallen. The market has seen increased departures to cities in the Midwest and the South Central Region.

U.S. Destination Region	Domestic Passenger Originations		Scheduled Domestic Departures	
	Prior Study	Current Update	Prior Study	Current Update
Northeast	37%	39%	29%	23%
Midwest	38%	38%	23%	26%
Southeast (excl. FL)	7%	7%	24%	24%
Florida Only	1%	1%	22%	19%
Southwest	4%	3%	0%	0%
South Central	5%	4%	2%	6%
Mid South	2%	2%	0%	0%
North Central	5%	5%	0%	2%
Northwest	1%	1%	0%	0%

Naples Municipal Airport

US Airways Express pulled out of the Naples market in June 2003, leaving the airport with no commercial air service. In 2001, the airport had 55 weekly flights to three Florida destinations, and served about 48,200 enplanements in 2000. The airport's enplanement total fell to about 11,700 in 2002. Naples Municipal enjoyed commercial airline service for many years, and the airport was even the seasonal home base to PBA airlines. Demographically, the airport serves a growing area of Florida whose per capita personal income exceeds the State average. Despite the fact that the airport is in close proximity to Southwest Florida International, it is possible that scheduled commercial airline service could be resumed at a future date.

- ❑ As of the writing of this update (July 2003), Naples Municipal was without scheduled commercial airline service. Therefore, no comparisons to prior years of service were made.
- ❑ In the summer of 2001, this market had 55 scheduled weekly departures, down from 73 weekly flights one year earlier.
- ❑ Between the summer of 2000 and 2001, American Eagle discontinued service at Naples and weekly departing seats were cut in half over the period.
- ❑ In 2000 and 2001, all scheduled seats that left this market each week were on turboprop aircraft.
- ❑ In 2001, this market had no service beyond Florida.
- ❑ In the summer of 2001, scheduled weekly service was available to 3 different cities in Florida. Nonstop service to Miami was discontinued between the summer of 2000 and 2001 when American Eagle pulled out of Naples.
- ❑ 54 percent of the originating domestic passengers in this market in 2001 were bound for destinations in the Northeast or Midwest; 22 percent of the passengers were destined for airports in Florida

Northwest Florida Region

Pensacola Regional Airport

Pensacola Regional saw a significant increase in its enplanement levels since 2001. In 2000, the airport served about 488,700 passengers, a number that fell slightly in 2001 to 470,700. Since then, however, the airport's enplanements have increased over 30 percent to almost 613,000. The airport's weekly departures have increased to match the increased demand, from 237 outbound flights in 2001 to 259 in July 2003. The average number of seats per flight at the airport has fluctuated since 2000, moving from 76 that year to 84 in 2001, before declining to 77 in 2003. The decrease in 2003 came as a result of the airlines' changing fleet mix, which at Pensacola changed since 2000 from small turboprops to large jets and now to the more efficient regional jet aircraft. Despite the increased demand for commercial air service, airlines at Pensacola served fewer destinations in 2003 than in previous years, down to seven from ten and nine in 2000 and 2001, respectively. The airlines at Pensacola have begun to consolidate their routes to include just their respective hubs. Low-fare carrier AirTran added five daily departures to Atlanta to compete with Delta's hub traffic. Daily service to Daytona Beach on Vintage Props and Jets Airlines was also added.

- ❑ In the summer of 2001, this market had 237 weekly scheduled departures to 9 different destinations. This was down from 265 weekly flights to 10 destinations in the summer of 2000. By the summer of 2003, scheduled weekly departures had increased to 259, but nonstop service had fallen to 7 destinations.
- ❑ In the summer of 2001, the market had 19,947 scheduled weekly domestic seats; in the summer of 2003 this number remained basically unchanged at 19,959.
- ❑ In the summer of 2001, the market had 71 weekly flights to 3 cities in Florida, 13 fewer weekly instate flights than one year earlier. By the summer of 2003, weekly departures to other Florida cities had fallen to 64; and only 2 other cities in Florida remained reachable by nonstop scheduled airline service.
- ❑ In the summer of 2001, 91 percent of the seats leaving this market each week are on jet or regional jet aircraft, up from 80 percent in the summer of 2000. In the summer of 2003, 94 percent of all departing seats each week were on jets or regional jets.
- ❑ In the summer of 2001, 9 percent of the seats were turboprop aircraft, down sharply from 20 percent one year earlier. By the summer of 2003, this percentage had decreased to 6 percent.
- ❑ The market's scheduled nonstop service could be much better match to originating passenger demand. Over 40 percent of the market's originating passengers have destinations in the Northeast or Midwest, yet none of the airport's departing flights are bound nonstop for cities in these regions. The market has experienced an increase in the percentage of its departures bound for destinations in the Southeast and the South Central states. Departures to cities in the Mid South region have declined.

U.S. Destination Region	Domestic Passenger Originations		Scheduled Domestic Departures	
	Prior Study	Current Update	Prior Study	Current Update
Northeast	22%	25%	0%	0%
Midwest	16%	16%	0%	0%
Southeast (excl. FL)	14%	16%	33%	41%
Florida Only	15%	13%	30%	27%
Southwest	11%	9%	0%	0%
South Central	12%	12%	12%	21%
Mid South	5%	4%	25%	11%
North Central	3%	2%	0%	0%
Northwest	3%	3%	0%	0%

Tallahassee Regional Airport

Tallahassee Regional was one of the few airports that experienced an increase in its level of domestic enplanements between 1999 and 2002. The airport served about 418,000 passengers in 1999, and by the end of in 2002, it served 495,200 passengers. This is an increase of approximately 18.5 percent over the two years. During this time, however, the airport's number of weekly departures fell, from 335 in July 2000 to 264 in July 2003. This decline was offset somewhat by a shift to larger aircraft at the airport. The average number of seats per flight began the study period in 2000 at 46, with eight of the airport's nine destinations served by turboprop aircraft. In July 2003, however, the number of seats per flight increased to 65, with nine of the airport's ten destinations served by regional jets. Delta's regional airline Comair added Cincinnati as a destination in 2001. In 2001, US Airways Express and Gulfstream combined to offer 11 daily flights between Tallahassee and Tampa. AirTran has since taken over this route and cut its frequency to just five flights per day. AirTran also added the airport to its Atlanta schedule, increasing the number of weekly departures to Atlanta from 57 in 2001 to 83 in 2003. US Airways Express' pull-out of this market is the primary cause of Tallahassee Regional's schedule reduction, with flights to Pensacola and Jacksonville dropped from the airport's schedule. Delta Express has replaced US Airways Express on some of that airline's former routes, with just three daily departures to its Charlotte hub remaining as it relates to USAirways service. Delta also added two daily departures to Dallas/Ft. Worth.

- ❑ In the summer of 2001, Tallahassee had 340 scheduled weekly departures to destinations in the U.S, about the same level as in the summer of 2000. By the summer of 2003, this number had fallen to 264. While the airport's number of weekly scheduled departures decreased, its scheduled weekly seats actually increased, rising from 15,040 in 2001 to 17,093 in 2003.
- ❑ Between the summer of 2000 and 2001, one additional carrier (Northwest Airlink) provided nonstop service to the airport and two additional nonstop destinations were served (Memphis and Cincinnati). By the summer of 2003, AirTran was providing service to Atlanta.
- ❑ Intrastate service at Tallahassee declined between the summer of 2000 and the summer of 2001. In 2000, 74 percent of its weekly departures were to other cities in Florida; but by 2001, instate service made up only 65 percent of the airport's total departures. The

- market had nonstop scheduled service to 7 Florida cities in 2001. By the summer of 2003, departures to other cities in Florida accounted for only 45 percent of all weekly departures, and service was provided to a total of 5 other Florida markets.
- ❑ In the summer of 2001, almost 49 percent of this market's scheduled weekly seats were on turboprop aircraft, up from 48 percent one year earlier. By the summer of 2003, the market had seen a dramatic decline in the percentage of its service provided on turboprop aircraft. Total departing seats on turboprop aircraft from Tallahassee decreased to 4 percent of the airport's total seats.
 - ❑ In the summer of 2001, 26 percent of the departing seats each week were on regional jets, compared to just 6 percent in the summer of 2000; the remaining 25 percent of the scheduled departing seats each week were on jets, down from 36 percent one year earlier. By the summer of 2003, 56 percent of all departing seats were on regional jets and 40 percent were on jets.
 - ❑ Beyond locations in Florida, the market's scheduled departures in 2001 were to 4 domestic connecting hub airports, Atlanta, Memphis, Charlotte, and Cincinnati, up from 2 connecting hub airports in 2000. In addition to adding low fare carrier service to Atlanta, in 2003, the market also secured nonstop service to Dallas.
 - ❑ Over 30 percent of the market's domestic passenger originations continue to be bound for cities in either the Northeast or the Midwest; only 2.7 percent of the nonstop departures at Tallahassee were destined for these regions.
 - ❑ The market's domestic service could be better matched to its originating passenger demand.

Eglin AFB (Okaloosa Regional Airport)

Okaloosa Regional saw a significant increase in enplanements in between 1999 and 2000, from 336,300 to 381,300, with about 180 scheduled departures each week in both years. However, the airport's enplanement level dropped to 307,700 by 2002, and airlines reduced their schedules to 165 weekly departures. In 2001, AirTran offered four daily departures to Atlanta to compete with Delta's traffic, but this service was discontinued by July 2003. The airport did succeed in adding three new destinations to its airlines' offerings between 2001 and 2003, with new service to Dallas/Ft. Worth 23 times per week, 14 Houston departures per week, and two Cincinnati departures weekly. During the winter months, service to Comair's hub in Cincinnati was offered at a higher frequency.

- ❑ In the summer of 2001, weekly service included scheduled flights to 2 connecting hubs beyond Florida; the market had 180 scheduled weekly departures. This was the same level of service provided one year earlier. By the summer of 2003, weekly scheduled departures totaled 165, but service had expanded to include 6 hubs beyond Florida. Departing weekly seats in 2003 (10,513) were below the 2001 level of 11,592.
- ❑ In the summer of 2001, the market had 44 weekly scheduled departures to 3 cities in Florida. This is down from 49 weekly instate departures, in the summer of 2000. In the summer of 2003, the airport had 43 weekly departures to two destinations in Florida.

- ❑ In 2001, 43 percent of all seats departed this airport on a weekly basis were on turboprop aircraft, down slightly from 45 percent one year earlier. By 2003, this percentage had fallen to 29 percent.
- ❑ In 2001, 57 percent of the scheduled seats each week were on jet or regional jet aircraft, up from 55 percent in 2000. By 2003, this percentage had increased to almost 70 percent.
- ❑ More than 42 percent of this airport's originating domestic passengers are bound for cities in the Northeast and Midwest; nonstop scheduled service was not available to any destinations in these two regions in 2000 and 2001. By 2003, some service was available to Cincinnati. The market also gained new service to both Dallas and Houston since the 2001 update of this document.

Panama City-Bay County International Airport

Panama City's enplanement level has remained fairly steady since 1999. That year, the airport served 150,500 boarding passengers. In 2000, about 160,200 travelers boarded a domestic flight at the airport, and in 2002 this number had fallen slightly to about 157,100. Airlines at the airport offered 139 weekly departures in July 2000, 137 in August 2001, and 116 in July 2003. Much of the loss in departures came as Atlantic Southeast Airlines, a Delta partner, cut its schedule to Atlanta from 65 to 56 weekly departures and Northwest Airlink cut its Memphis flights from 28 to 16. Delta's regional partners ASA and Comair added five Dallas/Ft. Worth and two Cincinnati flights weekly since 2001. The average number of seats per flight has risen slightly on flights departing Panama City, from 42 in 2000 to 47 in 2003, as a result of a switch by many carriers to regional jets from turboprop aircraft.

- ❑ In the summer of 2001, this market had 137 weekly departures to 5 destinations. This was about the same level of service provided in the summer of 2000. In 2003, the airport had 116 average weekly departures to 6 destinations.
- ❑ In 2000 and 2001, much of the market's service was "tag" service with Okaloosa Regional (Ft. Walton Beach).
- ❑ In 2001, the market had 44 scheduled departures to cities in Florida; 26 of these flights, however, were the "tag" service with Okaloosa Regional (Ft. Walton Beach). This was down 10 percent from 2000. In 2003, the market had 37 scheduled departures to 3 destinations in Florida (Orlando, Tampa, and Okaloosa Regional); 25 of these 37 flights are tagged flights with Okaloosa Regional.
- ❑ In 2001, 99 percent of the seats leaving this market were on turboprop aircraft up from 94 percent one year earlier; the remainder of the seats were on regional jets. By 2003, the percentage of the market's seats on turboprop aircraft had fallen to 65, with the remainder of the seats being provided on regional jets.
- ❑ In 2001, the market had service to two domestic connecting hubs beyond Florida; these hubs were in the Southeast (Atlanta) and the Mid South (Memphis). By 2003, Panama City also had some service to Dallas (South Central) and Cincinnati (Midwest).
- ❑ Almost 50 percent of this market's domestic originating passengers were bound to locations in the Northeast and Midwest; nonstop scheduled service was not available to any destinations in these regions in 2001. By 2003, however, limited weekly departures were available to Cincinnati.

DOMESTIC SCHEDULED NONSTOP SERVICE SEPTEMBER 11, 2001 IMPACTS

As noted throughout the discussion of airport specific changes in scheduled commercial airline service occurring between the summer of 2000 and the summer of 2003, most of the Florida's commercial airports have experienced decreased levels of scheduled service. For most all airports, this downward spiral in service, while not caused totally by, was certainly hastened by the events of September 11, 2001. It is also worth noting that while 9/11 is not totally to blame for Florida's declining levels of commercial airline service, the situation that Florida airports find themselves in the summer of 2003 is not confined just to Florida. As the nation's domestic carriers continue to struggle financially, many airports in most states have experienced decreased levels of commercial airline service.

In October 2001, six weeks after the terrorist attacks, 23 percent fewer people were flying than one year earlier. Many Florida airports suffered measurable declines in their levels of nonstop service. In the fall of 2001, due to airline capacity cuts, there were 15 percent fewer nonstop scheduled domestic flights offered at Florida airports than in the summer of 2001. Weekly scheduled departing seats at Florida airports dropped as well, down 12 percent from three months earlier. There was one less carrier serving Florida and three fewer nonstop destinations served. The demise of MetroJet and large capacity cuts by Delta Express accounted for 68 percent of the decline in weekly flights departing all Florida airports in the late fall of 2001.

Airport specific narratives summarizing the changes in commercial airline service that occurred at each airport between the summer and fall of 2001 are contained in **Appendix C** to this report. Airport specific summaries are graphically depicted in **Appendix D**; the summaries contained in Appendix D show changes in service between the summer of 2000 and 2001, as well as showing how service changed between the summer and fall of 2001.

Intrastate Scheduled Airline Service

Given the distances between many of Florida's primary cities, scheduled commercial air service is an important mode for instate travel. **Table 22** (see **Appendix B**) was compiled to summarize available weekly service in summers of 2000, 2001 and 2003. The following can be concluded from the information presented in these tables:

- ❑ In the summer of 2001, there were 3,363 flights each week that tied together the major cities of Florida, about 15 percent fewer instate flights than were offered one year earlier (summer 2000). By the summer of 2003, the number of scheduled weekly departures among all Florida cities had fallen to 2,296. Between the summer of 2001 and 2003, airlines cut almost 1,000 weekly scheduled departures within the State.
- ❑ Between the summer of 2000 and 2001, Comair (DL*) and Gulfstream cut back the greatest number of flights since the summer of 2000. Comair discontinued 50 percent of its instate flights and Gulfstream pulled nearly 40 percent of instate flights. The two carriers, combined, discontinued 470 weekly nonstop instate flights. By the summer of 2003, many carriers cut instate Florida service. Comair relinquished control of this hub in Orlando to another Delta affiliate, Chautauqua.

- ❑ In both the summer of 2000 and the summer of 2001, Tampa, Miami and Orlando had the greatest number of these instate flights. This pattern held true through the summer of 2003.
- ❑ In the summer of 2001, Melbourne and Gainesville had the fewest number of scheduled instate flights (7 weekly departures). In the summer of 2000, Melbourne did not have instate service and Gainesville had the fewest number of instate departures. By the summer of 2003, for those cities with service to other Florida destinations, Daytona Beach, Melbourne and Marathon had the fewest scheduled departures.
- ❑ By the summer of 2003, three airports, Orlando Sanford, Gainesville, and St. Petersburg-Clearwater had no scheduled instate commercial service; and of course, Naples had no scheduled service at all.
- ❑ In the summer of 2001, 20 percent of all weekly instate scheduled departure were on jet aircraft, up from 13 percent one year earlier; 4 percent of the weekly instate departures were on regional jets, down from 5 percent in 2000. By the summer of 2003, 25 percent of all instate flights were on jets, and 24 percent of all instate departures were on regional jets. This increase in regional jet service was substantial from the 2001 reporting period.
- ❑ In the summer of 2001, 75 percent of all scheduled departures between Florida's primary cities were on turboprop aircraft. The percentage of instate departures on turboprop aircraft dropped from 82 percent in the summer of 2000. By the summer of 2003, this percentage had fallen to just slightly more than 50 percent.

While larger jet and regional jet aircraft are providing an increased percentage of Florida's instate scheduled commercial airline service, the frequency of service dropped since the last reporting period.

International Service

Aside from scheduled service to destinations in the U.S., several of Florida's commercial airports also have nonstop service to international destinations. **Table 23** (see **Appendix B**) provides information that summarizes Florida's nonstop international commercial airline service. Information is provided for the summers of 2000, 2001, and 2003. From this table, the following conclusions can be drawn:

- ❑ In the summer of 2001, 10 airports in Florida had scheduled flights to international destinations; this included service to the islands from Watson Island Seaplane Base that is near Miami. The Watson Island service is not included elsewhere in this analysis. Carriers provided nonstop international service at two additional Florida airports since the summer of 2000: Jacksonville and Melbourne. By the summer of 2003, 11 airports (including Watson Island) had some level of scheduled international airline service.
- ❑ International service summarized in Table 23 does not include international charter service for any of the airports, including Orlando Sanford. Orlando Sanford accommodates a notable number of international charter flights.
- ❑ In the summer of 2001, Florida had 2,275 weekly scheduled departures to destinations beyond the U.S., nearly the same number of international departures offered one year earlier (2,273). By the summer of 2003, the number of weekly scheduled international departures returned to 2,273.

- ❑ 55 percent of the scheduled international departures were to destinations in the Caribbean, down just slightly from 56 percent in 2000. By the summer of 2003, this percentage had again increased to 56 percent.
- ❑ About 33 percent (up from 30 percent in 2000) of the scheduled international departures from Florida airports each week were to destinations in Central America, Mexico, or South America. By the summer of 2003, this percentage was closer to 32 percent of all international departures.
- ❑ In the summer of 2001, approximately 7 percent of the international departures each week were to Europe (up from 6 percent in 2000). By the summer of 2003, the percentage of international departures to Europe had returned to 6 percent. In the summer of 2001, 6 percent of all international departures were to cities in Canada (up from 5 percent in 2000). By the summer of 2003, departures to destinations in Canada again constituted 5 percent of all international departures.
- ❑ With 1,577 weekly international departures, Miami International accounted for over 69 percent of Florida's weekly international departures, down from 70 percent in 2000. By the summer of 2003, total weekly international departures from Miami International had fallen to 1,415. This number of weekly international departures constituted 62 percent of the Florida total in the summer of 2003.
- ❑ In the summer of 2001, Ft. Lauderdale had 414 weekly international departures, these flights were almost exclusively to destinations in the Bahamas. In 2000, Ft. Lauderdale had 442 weekly international departures. By the summer of 2003, the total number of international weekly departures from Fort Lauderdale had fallen to 369; the vast majority of these departures continued to be to destinations in the Caribbean.
- ❑ In the summer of 2001, Orlando's 127 weekly international departures provided a more diversified range of service, up just slightly from 2000 levels. In the summer of 2003, Orlando's weekly international departures totaled 126. International service remained distributed between destinations in the Caribbean, South America, Central America, Mexico, Europe, and Canada.

Comparable Markets

Comparing markets, either by population served or by the number of annual travelers each market enplanes, provides a general reference point for how one community's scheduled commercial airline service may compare to service in another similar community. There are many factors, however, that enter into the level of commercial airline service that any given airport has. Some of these factors include:

- ❑ Types of traveler served/whether the majority of the travelers are traveling for business or leisure purposes.
- ❑ Locations of alternative travel/whether travelers have other nearby commercial service airports that they may choose for their departures or whether there are other convenient and competing modes of transportation.
- ❑ Geographic location of the market/whether the market is rural, suburban, or urban impacts its level commercial airline service, as does the location of the market in comparison to domestic airline route structures.

Scheduled airline service to all of Florida's commercial airports is impacted, to some degree, by each of these factors. Florida markets have a high percentage of leisure travelers; demographics in the State are also characterized by a higher than average percentage of retirees. This translates into Florida being often characterized by the airlines as a "low yield" market; low yields result from the fact that many travelers are flying on deeply discounted fares and in some instances "free" frequent flyer tickets.

Similar to most states, Florida airports face competition from the State's excellent system of interstates and turnpikes. More importantly, airports in Florida often face intense competition from one another. Many of Florida's Small and Non-Hub airports are in close proximity to one or more Large or Medium Hub airports. This competition impacts commercial airline service at several Small and Non-Hub airports in Florida.

Finally, Florida's geographic location at the extreme eastern and southern most tip of the U.S. means that the State is at the end of all domestic airline route structures. A state located in the heartland has many airline route structures that crisscross above, and these states are also located in closer proximity to a greater number of airline connecting hubs. These facts and the fact that Florida airports are a "spoke" location for most airlines, makes it difficult to directly compare scheduled commercial airline service in Florida to airline service in other "similar" markets.

The facts noted above indicate that Florida markets may not always have the same level of commercial airline service as other comparable markets. To compare Florida's scheduled air service to air service in comparable markets, annual enplanements were used to determine which markets should be compared. **Table 24** (See **Appendix B**) compares service at Florida airports to commercial air service at other comparable airports. It is important to note that an attempt was not made to compare service levels for Miami and Orlando to other airports; this decision was made because of the extremely unique nature of both of these airports. Service levels for the remaining commercial service airports are shown in Table 24. Markets are compared using summer 2000, 2001 and 2003 weekly flights and seats leaving each market, the number of nonstop destinations served from each market, and the number of hubs served from each market that can be used to make airline connections.

As shown in Table 24 (Appendix B), markets have been grouped by their total annual enplaned passengers; commercial airline service to Florida markets compares generally well to the average level of service found in each enplanement category. As mentioned, leisure travel, the number of competing airports, and its geographic location make Florida somewhat unique. It is also important to note that for some of the cities being compared to the Florida markets, service is more prevalent on turboprop aircraft; this can increase the number of destinations and hubs served. Florida markets tend to have a higher percentage of their airline service on major/national jets. It is worth noting that since the last update to this report in the summer of 2001, a few of the airports have switched categories, as determined by their level of annual enplaned passengers.

In the 5 to 8 million enplanement category, both Tampa and Ft. Lauderdale compare favorably to the averages for the category. As can be seen, service to the Florida markets exceeds that available in the most directly comparable market. As can be seen in Table 24, Tampa and Fort Lauderdale exceed the group average for number of weekly departing seats, the number of nonstop destinations served and the number of connecting hubs served.

In the 1 million to 5 million enplanement category are Palm Beach (West Palm Beach), Jacksonville, and Southwest Florida (Ft. Myers). As shown in Table 24 (Appendix B), scheduled airline service for airports in this group is in some cases below the category average. This market is impacted by the Florida-specific factors noted above. Both Palm Beach and Southwest Florida International are below the group average for scheduled weekly departures, and the same is true for scheduled weekly departing seats. For number of non-stop destinations served in 2003, only Palm Beach is below the group average. Both Palm Beach and Jacksonville are below the group average for number of airline connecting hubs served.

In the 1 million to 500,000 annual enplanement category, both Sarasota, Tallahassee, and Pensacola are below the category average for number of weekly scheduled departures. Sarasota is notably below the group average for scheduled departures. Sarasota and Tallahassee are also below the group average for number of scheduled departing seats. Pensacola and Sarasota are below the category average for number of nonstop destinations served, and all three Florida airports in this category are below the group average for the number of airline connecting hubs served.

In the 250,000 to 500,000 enplanements category are Okaloosa Regional (Ft. Walton Beach), Orlando Sanford, and Key West. Within this category, it is important to note that Sanford Orlando's enplanements include the airport's charter passengers. Therefore, direct comparisons with this airport to others in this category are not meaningful. While Okaloosa Regional is below the group average for departing flights, it exceeds the group average for scheduled seats; the opposite is true for Key West. Okaloosa is similar to the group average for destinations and hubs served, while Key West (given its location and runway constraints) is below the average.

Within a range of 100,000-250,000 annual enplaned passengers are St. Petersburg, Daytona Beach, Melbourne, Panama City, and Gainesville. It is worth noting that service to Orlando-Sanford, Daytona Beach, and Melbourne are all impacted by the high and unique level of scheduled commercial airline service that is provided to Orlando International, while service to St. Petersburg is impacted by service provided to Tampa International. Both St. Petersburg and Orlando-Sanford each have charter service that is not reflected in the information presented in Table 24 (Appendix B). Both Orlando-Sanford and St. Petersburg have somewhat unique scheduled service that cannot be readily compared to service in other markets. In this group, only Panama City meets the category average for scheduled weekly departures. St. Petersburg and Daytona are near or above the group average for scheduled weekly seats. For destinations served, only Panama City and St. Petersburg are at or above the group average. For number of airline hubs served, only Gainesville is below the group average.

In the prior update (summer 2001), there was one airport reporting annual enplanements in the 50,000-100,000 range, Naples. At the writing of this report (summer 2003), there were no airports in this category. The remaining category, 50,000 enplanements or fewer, now only includes Marathon and Naples. No Florida commercial service airports had fewer than 50,000 annual enplanements in 2000. By 2003, Naples had lost service altogether, and Marathon had limited service on small turboprop aircraft to Fort Lauderdale.

While several factors indicate that Florida markets may not be expected to have commercial airline service that is equal to other comparable domestic markets. Historically, the data presented in Table 24

(Appendix B) shows that Florida airports did in fact, for the most part, have levels of service that were equal to or above the averages for the enplanement categories shown in Table 24 (Appendix B). By 2003, several of the airports appear to have some levels of service that are below average indicators for other airports with similar levels of enplaned passengers.

AVERAGE FARES

Information presented in this section is for calendar year 2002 since annual information for 2003 is not available. Nationally, in 2002, the average one-way fare paid by all domestic air travelers was \$136.53, down nearly 14 percent from the 2000 national one-way average fare. In most Florida market's, the one-way average fare is below the national average. The average one-way fare for all Florida markets in 2002 was \$117.31, down nearly 13 percent from the statewide average fare in 2000. The average one-way domestic fare for each of the Florida markets in 1999, 2000, and 2002 is as follows:

Florida Airport	Average One Way Fare			% Change 2000-02
	1999	2000	2002	
St. Petersburg	\$107.35	\$106.43	\$90.60	-14.9%
Orlando-Sanford	n/a	\$106.11	\$99.82	-5.9%
Tampa	\$122.80	\$127.62	\$109.80	-14.0%
Ft. Lauderdale	\$120.94	\$125.09	\$110.39	-11.8%
Orlando	\$118.69	\$123.77	\$110.92	-10.4%
Tallahassee	\$162.50	\$167.61	\$116.84	-30.3%
Jacksonville	\$128.75	\$132.04	\$117.68	-10.9%
Marathon	\$153.04	\$159.51	\$118.29	-25.8%
Palm Beach	\$136.54	\$140.74	\$121.17	-13.9%
Southwest Florida	\$130.02	\$135.17	\$121.55	-10.1%
Naples	\$137.01	\$145.49	\$121.63	-16.4%
Sarasota	\$130.67	\$134.90	\$121.76	-9.7%
Daytona Beach	\$145.86	\$149.74	\$130.65	-12.7%
Pensacola	\$166.28	\$178.18	\$134.01	-24.8%
Key West	\$133.17	\$141.16	\$138.04	-2.2%
Miami	\$153.21	\$168.09	\$143.17	-14.8%
Melbourne	\$144.00	\$152.82	\$145.90	-4.5%
Gainesville	\$171.03	\$186.44	\$152.13	-18.4%
Okaloosa Regional	\$145.85	\$150.07	\$153.06	2.0%
Panama City	\$175.01	\$177.67	\$158.23	-10.9%
Florida Total	\$128.89	\$134.22	\$117.31	-12.6%
U.S. Total	\$148.68	\$157.93	\$136.53	-13.6%

As shown in this list, in 2002 six Florida airports had average one-way fares that exceed the national average. The highest average one-way fares in 2002 were experienced at Panama City, Okaloosa Regional (Ft. Walton Beach), and Gainesville. Even with average fares at some Florida airports

exceeding the national average, average one-way fares in the State were nearly over \$19 below the national average in 2002. Only one airport, Okaloosa Regional, experienced increasing fares between 2000 and 2002. Tallahassee, Marathon and Pensacola saw the largest decreases in average one-way fares between 2000 and 2002, with each decreasing more than 25 percent in two years.

ENPLANEMENT TRENDS

As shown in **Table 25** (See **Appendix B**), several of Florida's airports in the Small and Non-Hub categories several have experienced some decline in their levels of annual enplaned passengers. These airports include Daytona Beach, Gainesville, Melbourne, Naples, and Sarasota-Bradenton (Naples lost service on its only air carrier). Some of the Florida airports in the Small and Non-Hub categories have experienced average annual rates of growth in their annual enplaned passengers that have actually exceeded the State's average. Enplanements for all commercial airports in the Florida system grew at an average annual rate of 4.0 percent between 1988 and 2002. Small and Non-Hub airports whose enplanements have grown at a rate above the State average include St. Petersburg-Clearwater and Okaloosa Regional (Ft. Walton Beach).

Opportunities for improving scheduled commercial air service vary by market. For most of the Florida airports in the Small and Non-Hub categories, their proximity to larger Medium and Large Hub airports impacts their ability to attract new air service and in some cases to even retain existing air service. While many of the Small and Non-Hub airports compete with Large and Medium hub airports, some also compete with each other for enplaning passengers. Florida's Small and Non-Hub airports compete with the following airports:

<u>Small/Non-Hub Airports</u>	<u>1988-2002 Enplanement Trend</u>	<u>Competing Airport(s)</u>
Sarasota-Bradenton	Decreasing	Southwest Florida/Tampa
Pensacola	Increasing	Panama City/Mobile
Tallahassee	Increasing	Jacksonville/Orlando/Atlanta
Okaloosa (Ft. Walton Beach)	Increasing	Pensacola/Tallahassee
Orlando-Sanford	Increasing	Orlando/Daytona Beach
Key West	Increasing	Miami
Daytona Beach	Decreasing	Orlando/Jacksonville
Melbourne	Decreasing	Orlando
St. Petersburg-Clearwater	Increasing	Tampa/Sarasota
Panama City	Increasing	Tallahassee/Okaloosa
Gainesville	Decreasing	Jacksonville/Orlando
Naples	Decreasing	Southwest Florida/Miami

Small and Non-Hub commercial airports in the Florida system that recorded an increase in their annual enplanements between 1988 and 2002, for the most part, compete with other Small and Non-Hub airports and not the Medium and Large hubs. Orlando-Sanford and St. Petersburg, even though each does compete with larger hub airports, have both recorded enplanement increases. Despite their

proximity to larger competing commercial service airports, these two airports have successfully increased their enplanements by attracting niche carriers and charter operators.

SUMMARY

Beginning in 2000 and extending into 2001, the U.S. economy showed evidence of an economic slowdown. With the events of September 11, 2001, this slowdown was exacerbated into an economic downturn. As noted in this report, between the summer of 2000 and the summer of 2001, many of the Florida markets saw some reduction in their levels of commercial airline service. These reductions were tied to a slowing economy and the weakened condition of many U.S. airlines. Between the summer of 2001 and November of 2001, further reductions in commercial airline service were recorded as a result of conditions in the airline industry, which arose as a direct result of the September 11 attacks. Since September 11, 2001, some airlines have cut schedules, declared bankruptcy, or even ceased operations. Other carriers, particularly low-fare competition to traditional airlines, have seen opportunities to expand in the resulting air travel market. Most airlines have recovered to pre-9/11 activity, but the market for commercial air service around the country is far different from before the terrorist attacks. Florida's air service system is an example, with some airports coming to terms with reduced airline offerings or even the loss of air service.

When this report is updated, it will be possible to benchmark how specific markets in Florida continue to recover. Generally speaking, while demand has recovered in some of the Florida markets, most airports in the summer of 2003 report fewer weekly departure and seats than they reported at the time this report was last updated in the summer of 2001.

APPENDIX A

Exhibit 1- 2002

Travel Patterns & Fares Southeast Florida



Palm Beach International
Fort Lauderdale Hollywood International
Miami International
Key West
Marathon

Domestic Outbound O&D Passenger Regional Trends From Southeast Florida Airports to U.S. Regions (year ended December 31, 2002)

Southeast FL Airport (Origin)		US Region (Destination)								Grand Total
		Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers										
Ft. Lauderdale	3,312,200	1,237,830	1,128,740	625,980	458,420	303,210	120,160	114,390	7,300,930	
Miami	1,435,200	643,960	904,220	517,590	348,950	136,480	120,560	66,790	4,173,750	
W. Palm Beach	1,555,480	340,730	262,190	159,100	123,640	87,540	28,920	22,870	2,580,470	
Key West	84,630	38,180	84,910	9,010	13,050	9,390	4,230	1,860	245,260	
Marathon	0	0	70	0	0	0	0	0	70	
Southeast FL Total	6,387,510	2,260,700	2,380,130	1,311,680	944,060	536,620	273,870	205,910	14,300,480	
U.S Region Passenger Market Share										
Ft. Lauderdale	45.4%	17.0%	15.5%	8.6%	6.3%	4.2%	1.6%	1.6%	100.0%	
Miami	34.4%	15.4%	21.7%	12.4%	8.4%	3.3%	2.9%	1.6%	100.0%	
W. Palm Beach	60.3%	13.2%	10.2%	6.2%	4.8%	3.4%	1.1%	0.9%	100.0%	
Key West	34.5%	15.6%	34.6%	3.7%	5.3%	3.8%	1.7%	0.8%	100.0%	
Marathon	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Southeast FL Total	44.7%	15.8%	16.6%	9.2%	6.6%	3.8%	1.9%	1.4%	100.0%	
Average Domestic One-Way Fares										
Ft. Lauderdale	\$103.63	\$111.12	\$93.07	\$144.73	\$137.36	\$108.10	\$147.07	\$140.55	\$110.39	
Miami	\$132.83	\$137.87	\$113.26	\$201.32	\$171.91	\$144.94	\$159.83	\$186.79	\$143.17	
W. Palm Beach	\$112.46	\$127.92	\$114.20	\$162.64	\$156.92	\$118.40	\$162.34	\$169.18	\$121.17	
Key West	\$142.99	\$146.13	\$112.94	\$219.86	\$162.48	\$149.70	\$173.29	\$185.78	\$138.04	
Marathon	n/a	n/a	\$118.29	n/a	n/a	n/a	n/a	n/a	\$118.29	
Southeast FL Total	\$112.86	\$121.87	\$103.78	\$169.75	\$153.04	\$119.88	\$154.71	\$159.14	\$122.38	

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

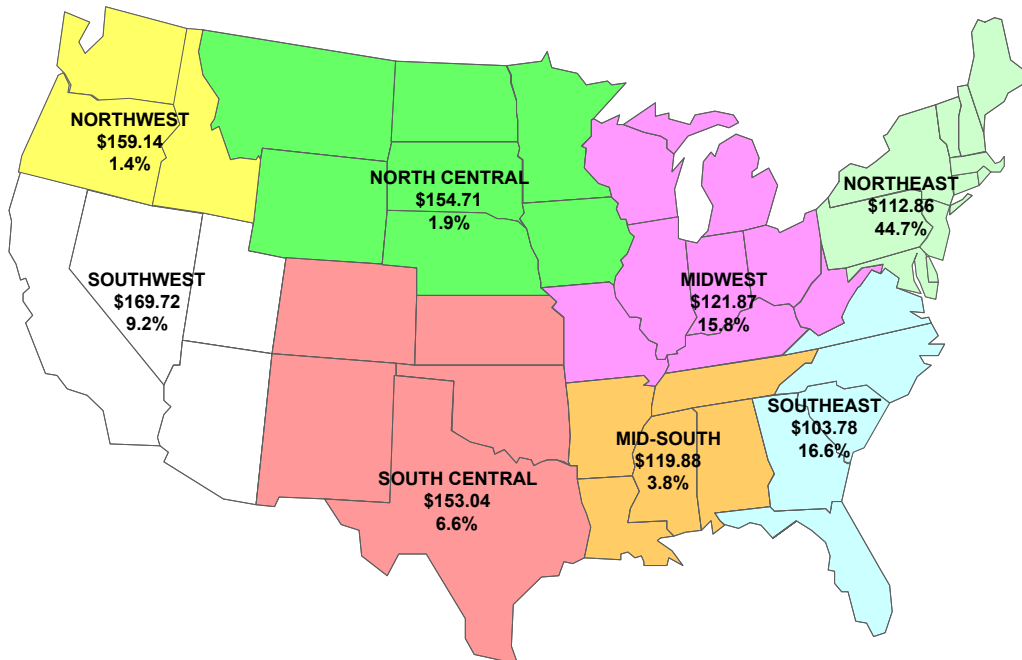


Exhibit 1- 2000

Travel Patterns & Fares Southeast Florida



Palm Beach International
Fort Lauderdale Hollywood International
Miami International
Key West
Marathon

Domestic Outbound O&D Passenger Regional Trends From Southeast Florida Airports to U.S. Regions (year ended December 31, 2000)

Southeast FL Airport (Origin)	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Ft. Lauderdale	3,042,820	1,072,790	1,302,790	556,120	372,390	280,110	85,690	89,630	6,802,340
Miami	1,561,610	715,150	972,760	576,880	398,320	168,620	136,370	76,840	4,606,550
W. Palm Beach	1,657,720	387,440	288,400	168,920	144,410	67,530	32,130	27,450	2,774,000
Key West	95,040	35,760	105,260	8,220	11,740	8,930	3,070	1,920	269,940
Marathon	4,440	2,110	1,840	230	330	130	170	40	9,290
Southeast FL Total	6,361,630	2,213,250	2,671,050	1,310,370	927,190	525,320	257,430	195,880	14,462,120
U.S Region Passenger Market Share									
Ft. Lauderdale	44.7%	15.8%	19.2%	8.2%	5.5%	4.1%	1.3%	1.3%	100.0%
Miami	33.9%	15.5%	21.1%	12.5%	8.6%	3.7%	3.0%	1.7%	100.0%
W. Palm Beach	59.8%	14.0%	10.4%	6.1%	5.2%	2.4%	1.2%	1.0%	100.0%
Key West	35.2%	13.2%	39.0%	3.0%	4.3%	3.3%	1.1%	0.7%	100.0%
Marathon	47.8%	22.7%	19.8%	2.5%	3.6%	1.4%	1.8%	0.4%	100.0%
Southeast FL Total	44.0%	15.3%	18.5%	9.1%	6.4%	3.6%	1.8%	1.4%	100.0%
Average Domestic One-Way Fares									
Ft. Lauderdale	\$113.85	\$135.39	\$101.52	\$172.90	\$171.28	\$126.40	\$179.53	\$181.37	\$125.09
Miami	\$155.89	\$159.91	\$137.01	\$238.87	\$190.88	\$159.73	\$179.96	\$233.64	\$168.09
W. Palm Beach	\$125.40	\$147.71	\$141.88	\$208.07	\$184.09	\$160.74	\$188.15	\$209.59	\$140.74
Key West	\$151.35	\$159.33	\$109.65	\$225.81	\$184.61	\$156.17	\$214.36	\$211.77	\$141.16
Marathon	\$156.00	\$182.46	\$125.51	\$199.39	\$166.52	\$229.77	\$187.35	\$268.50	\$159.51
Southeast FL Total	\$127.77	\$145.90	\$119.14	\$206.82	\$181.86	\$142.05	\$181.25	\$206.14	\$142.11

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

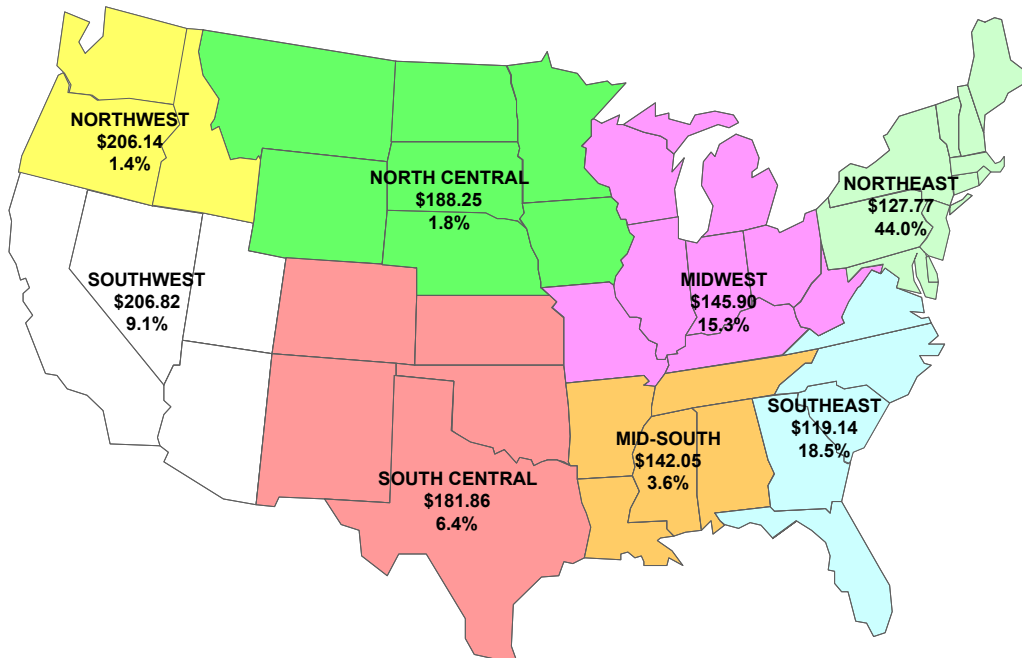


Exhibit 1 -1999

Travel Patterns & Fares Southeast Florida



Domestic Outbound O&D Passenger Regional Trends From Southeast Florida Airports to U.S. Regions (year ended December 31, 1999)

Southeast FL Airport (Origin)	US Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers									
Ft. Lauderdale	2,599,010	937,930	1,199,760	487,980	350,100	249,050	68,510	73,380	5,965,720
Miami	1,720,960	756,200	1,081,330	526,310	392,250	178,680	122,070	78,900	4,856,700
W. Palm Beach	1,539,180	421,690	290,810	177,900	139,990	68,280	34,010	25,740	2,697,600
Key West	87,280	35,500	111,370	8,400	11,380	9,290	2,700	1,810	267,730
Marathon	8,790	3,940	4,200	910	1,010	610	260	120	19,840
Southeast FL Total	5,955,220	2,155,260	2,687,470	1,201,500	894,730	505,910	227,550	179,950	13,807,590
U.S Region Passenger Market Share									
Ft. Lauderdale	43.6%	15.7%	20.1%	8.2%	5.9%	4.2%	1.1%	1.2%	100.0%
Miami	35.4%	15.6%	22.3%	10.8%	8.1%	3.7%	2.5%	1.6%	100.0%
W. Palm Beach	57.1%	15.6%	10.8%	6.6%	5.2%	2.5%	1.3%	1.0%	100.0%
Key West	32.6%	13.3%	41.6%	3.1%	4.3%	3.5%	1.0%	0.7%	100.0%
Marathon	44.3%	19.9%	21.2%	4.6%	5.1%	3.1%	1.3%	0.6%	100.0%
Southeast FL Total	43.1%	15.6%	19.5%	8.7%	6.5%	3.7%	1.6%	1.3%	100.0%
Average Domestic One-Way Fares									
Ft. Lauderdale	\$112.31	\$130.80	\$92.16	\$171.21	\$160.68	\$123.43	\$186.13	\$177.46	\$120.94
Miami	\$139.89	\$147.28	\$124.11	\$229.57	\$179.33	\$150.49	\$188.37	\$211.72	\$153.21
W. Palm Beach	\$124.35	\$135.20	\$133.25	\$192.58	\$172.19	\$159.05	\$188.51	\$215.49	\$136.54
Key West	\$143.51	\$152.42	\$99.92	\$248.36	\$189.44	\$147.19	\$203.94	\$237.35	\$133.17
Marathon	\$151.82	\$164.77	\$110.44	\$284.12	\$160.74	\$132.49	\$216.35	\$256.25	\$153.04
Southeast FL Total	\$123.91	\$137.86	\$109.81	\$200.56	\$171.02	\$138.24	\$187.93	\$198.58	\$135.62

SOURCE:

DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

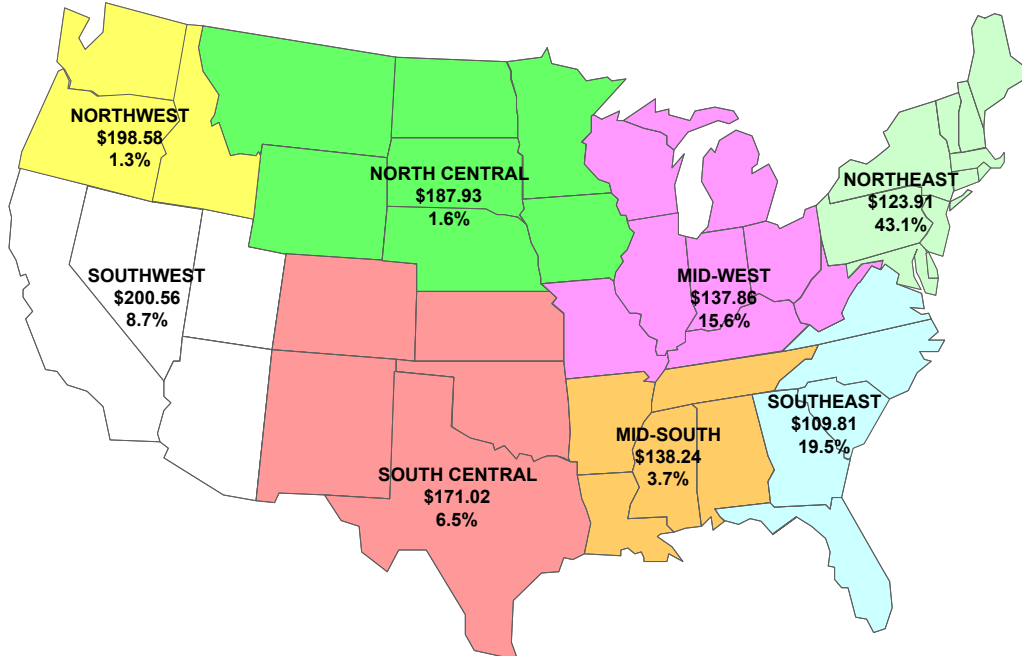


Exhibit 2- 2002

Travel Patterns & Fares West Central Florida



Domestic Outbound O&D Passenger Regional Trends From West Central Florida Airports to U.S. Regions (year ended December 31, 2002)

West Central FL Airport (Origin)	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Orlando International	4,179,550	2,317,980	1,209,360	977,630	915,030	507,860	385,100	236,830	10,729,340
Melbourne	69,940	33,070	37,650	16,830	13,610	13,830	3,660	2,880	191,470
Daytona Beach	81,550	50,870	33,540	18,140	13,720	14,380	4,760	3,560	220,520
Orlando-Sanford	41,270	5,240	32,910						79,420
West Central FL Total	4,372,310	2,407,160	1,313,460	1,012,600	942,360	536,070	393,520	243,270	11,220,750
U.S Region Passenger Market Share									
Orlando International	39.0%	21.6%	11.3%	9.1%	8.5%	4.7%	3.6%	2.2%	100.0%
Melbourne	36.5%	17.3%	19.7%	8.8%	7.1%	7.2%	1.9%	1.5%	100.0%
Daytona Beach	37.0%	23.1%	15.2%	8.2%	6.2%	6.5%	2.2%	1.6%	100.0%
Orlando-Sanford	52.0%	6.6%	41.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
West Central FL Total	39.0%	21.5%	11.7%	9.0%	8.4%	4.8%	3.5%	2.2%	100.0%
Average Domestic One-Way Fares									
Orlando International	\$98.59	\$102.26	\$108.66	\$157.33	\$134.40	\$98.76	\$130.49	\$136.93	\$110.92
Melbourne	\$129.23	\$129.28	\$122.60	\$252.93	\$193.78	\$132.02	\$160.62	\$242.23	\$145.90
Daytona Beach	\$116.24	\$120.09	\$128.89	\$186.62	\$158.05	\$130.45	\$174.62	\$179.63	\$130.65
Orlando-Sanford	\$105.92	\$95.87	\$92.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$99.82
West Central FL Total	\$99.48	\$102.99	\$109.18	\$159.44	\$135.60	\$100.47	\$131.31	\$138.80	\$111.83

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

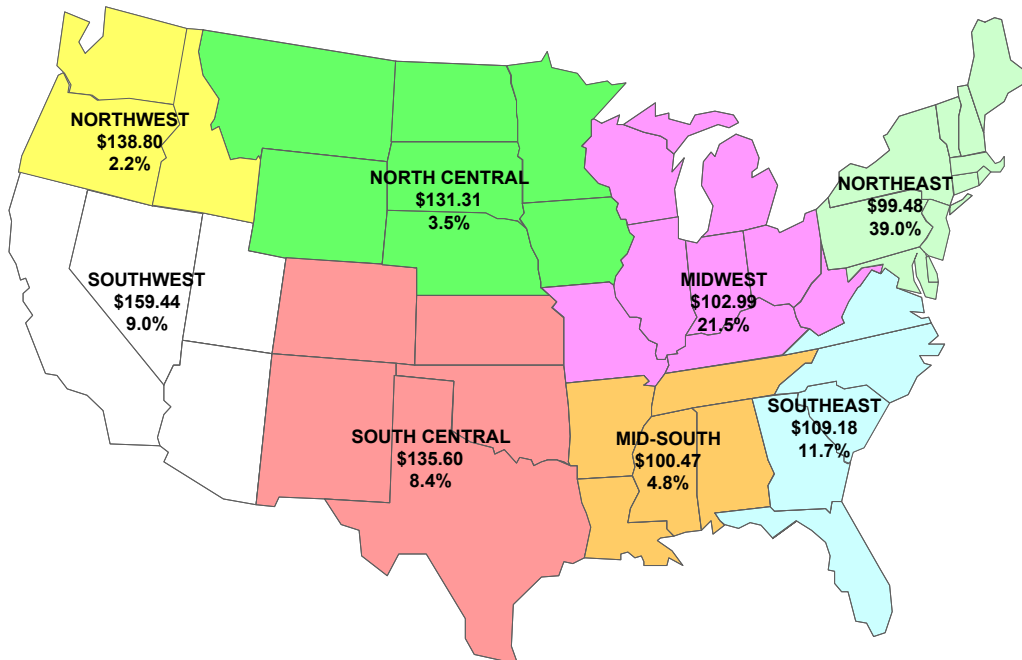


Exhibit 2- 2000

Travel Patterns & Fares West Central Florida



**Domestic Outbound O&D Passenger Regional Trends
From West Central Florida Airports to U.S. Regions
(year ended December 31, 2000)**

West Central FL Airport (Origin)	US Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers									
Orlando International	4,540,450	2,501,910	1,451,220	1,051,440	943,600	583,050	432,910	243,310	11,747,890
Melbourne	117,900	33,340	43,130	20,060	15,170	14,840	3,970	4,550	252,960
Daytona Beach	103,230	47,950	36,790	19,620	14,250	15,890	4,190	4,620	246,540
Orlando-Sanford	27,390	14,580	0	0	0	0	0	0	41,970
West Central FL Total	4,788,970	2,597,780	1,531,140	1,091,120	973,020	613,780	441,070	252,480	12,289,360
U.S Region Passenger Market Share									
Orlando International	38.6%	21.3%	12.4%	9.0%	8.0%	5.0%	3.7%	2.1%	100.0%
Melbourne	46.6%	13.2%	17.1%	7.9%	6.0%	5.9%	1.6%	1.8%	100.0%
Daytona Beach	41.9%	19.4%	14.9%	8.0%	5.8%	6.4%	1.7%	1.9%	100.0%
Orlando-Sanford	65.3%	34.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
West Central FLTotal	39.0%	21.1%	12.5%	8.9%	7.9%	5.0%	3.6%	2.1%	100.0%
Average Domestic One-Way Fares									
Orlando International	\$107.07	\$119.56	\$119.08	\$178.32	\$155.82	\$106.66	\$137.04	\$163.83	\$123.77
Melbourne	\$124.29	\$151.41	\$148.67	\$258.65	\$220.65	\$153.98	\$190.04	\$213.02	\$152.82
Daytona Beach	\$130.06	\$149.51	\$149.42	\$204.62	\$196.55	\$147.56	\$188.40	\$189.37	\$149.74
Orlando-Sanford	\$106.85	\$104.72	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	\$106.11
West Central FLTotal	\$107.99	\$120.44	\$120.64	\$180.27	\$157.43	\$108.87	\$138.01	\$165.18	\$124.83

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

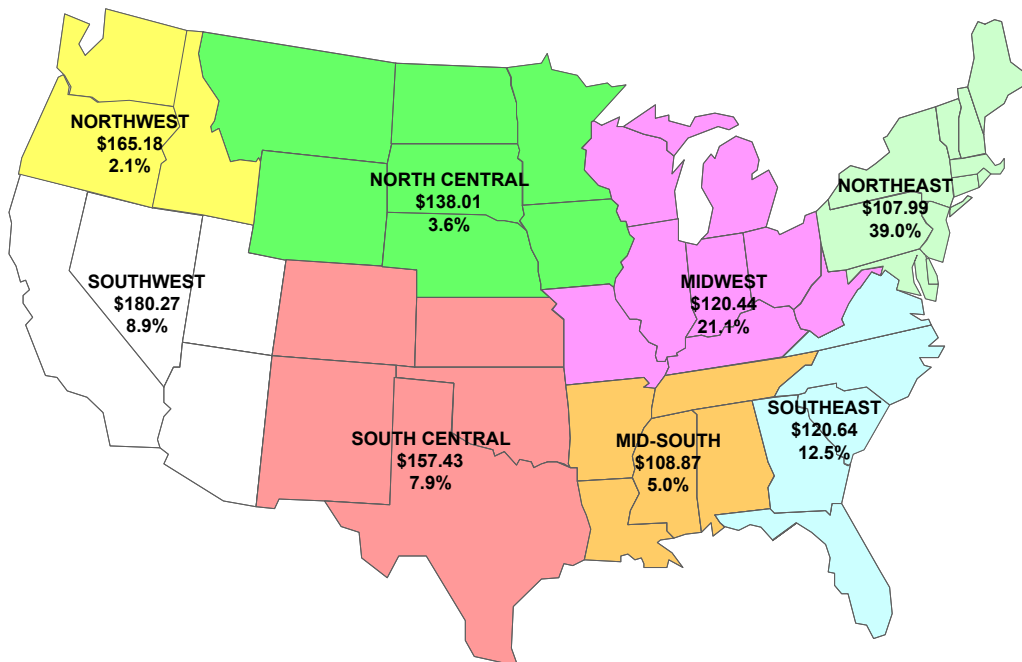


Exhibit 2- 1999

Travel Patterns & Fares West Central Florida



Domestic Outbound O&D Passenger Regional Trends From West Central Florida Airports to U.S. Regions (year ended December 31, 1999)

West Central FL Airport (Origin)	US Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers									
Orlando	4,157,710	2,367,730	1,455,430	978,970	883,230	565,270	349,590	244,090	11,002,020
Melbourne	131,230	36,310	38,580	17,620	15,950	15,180	3,750	3,900	262,520
Daytona Beach	105,250	54,940	35,290	19,190	14,910	16,260	3,690	4,210	253,740
West Central FL Total	4,394,190	2,458,980	1,529,300	1,015,780	914,090	596,710	357,030	252,200	11,518,280
U.S Region Passenger Market Share									
Orlando	37.8%	21.5%	13.2%	8.9%	8.0%	5.1%	3.2%	2.2%	100.0%
Melbourne	50.0%	13.8%	14.7%	6.7%	6.1%	5.8%	1.4%	1.5%	100.0%
Daytona Beach	41.5%	21.7%	13.9%	7.6%	5.9%	6.4%	1.5%	1.7%	100.0%
West Central FL Total	38.1%	21.3%	13.3%	8.8%	7.9%	5.2%	3.1%	2.2%	100.0%
Average Domestic One-Way Fares									
Orlando	\$104.36	\$113.38	\$110.89	\$173.93	\$145.92	\$102.20	\$141.60	\$146.31	\$118.69
Melbourne	\$115.84	\$140.69	\$142.74	\$262.39	\$222.06	\$141.87	\$200.41	\$234.64	\$144.00
Daytona Beach	\$129.23	\$135.57	\$151.56	\$204.82	\$182.56	\$143.45	\$192.71	\$190.72	\$145.42
West Central FL Total	\$105.30	\$114.28	\$112.63	\$176.05	\$147.85	\$104.33	\$142.75	\$148.42	\$119.86

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

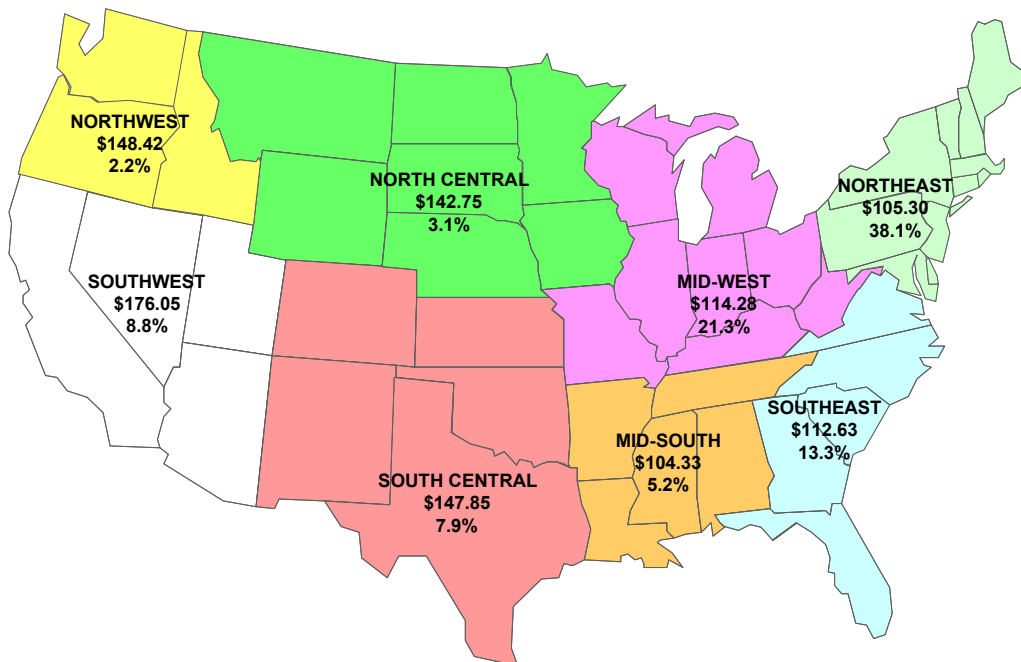


Exhibit 3- 2002

Travel Patterns & Fares East Central Florida



Domestic Outbound O&D Passenger Regional Trends From East Central Florida Airports to U.S. Regions (year ended December 31, 2002)

East Central FL Airport (Origin)		US Region (Destination)								Grand Total
		Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers										
Tampa	2,323,120	1,408,280	1,088,440	623,120	538,620	393,930	192,030	124,900	6,692,440	
Sarasota	186,460	198,370	69,880	24,390	18,470	19,830	11,710	5,890	535,000	
St. Petersburg	8,270	197,040	850	1,870	2,480		6,260	510	217,280	
East Central FL Total	2,517,850	1,803,690	1,159,170	649,380	559,570	413,760	210,000	131,300	7,444,720	
U.S Region Passenger Market Share										
Tampa	34.7%	21.0%	16.3%	9.3%	8.0%	5.9%	2.9%	1.9%	100.0%	
Sarasota	34.9%	37.1%	13.1%	4.6%	3.5%	3.7%	2.2%	1.1%	100.0%	
St. Petersburg	3.8%	90.7%	0.4%	0.9%	1.1%	0.0%	2.9%	0.2%	100.0%	
East Central FL Total	33.8%	24.2%	15.6%	8.7%	7.5%	5.6%	2.8%	1.8%	100.0%	
Average Domestic One-Way Fares										
Tampa	\$102.54	\$104.68	\$94.50	\$145.16	\$138.97	\$93.83	\$140.39	\$137.33	\$109.80	
Sarasota	\$118.14	\$112.07	\$119.15	\$187.04	\$152.15	\$119.54	\$149.06	\$180.79	\$121.76	
St. Petersburg	\$109.57	\$86.51	\$82.01	\$189.81	\$176.44	\$0.00	\$124.30	\$181.98	\$90.60	
East Central FL Total	\$103.72	\$103.51	\$95.97	\$146.86	\$139.57	\$95.06	\$140.39	\$139.45	\$110.10	

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

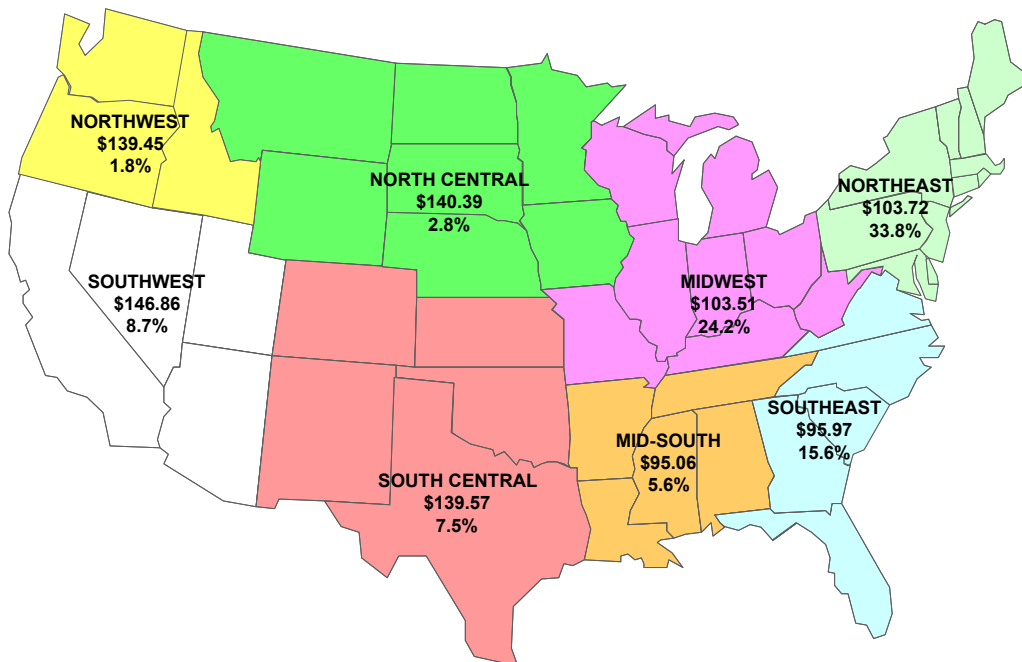


Exhibit 3- 2000

Travel Patterns & Fares East Central Florida



**Domestic Outbound O&D Passenger Regional Trends
From East Central Florida Airports to U.S. Regions
(year ended December 31, 2000)**

East Central FL Airport (Origin)		US Region (Destination)								
		Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers										
Tampa	2,367,920	1,458,970	1,272,490	617,810	548,860	414,080	163,810	113,390	6,957,330	
Sarasota	234,810	248,670	75,290	39,750	30,510	22,280	24,550	7,660	683,520	
St. Petersburg	150	183,670	0	3,240	3,010	0	8,160	140	198,370	
East Central FL Total	2,602,880	1,891,310	1,347,780	660,800	582,380	436,360	196,520	121,190	7,839,220	
U.S Region Passenger Market Share										
Tampa	34.0%	21.0%	18.3%	8.9%	7.9%	6.0%	2.4%	1.6%	100.0%	
Sarasota	34.4%	36.4%	11.0%	5.8%	4.5%	3.3%	3.6%	1.1%	100.0%	
St. Petersburg	0.1%	92.6%	0.0%	1.6%	1.5%	0.0%	4.1%	0.1%	100.0%	
East Central FL Total	33.2%	24.1%	17.2%	8.4%	7.4%	5.6%	2.5%	1.5%	100.0%	
Average Domestic One-Way Fares										
Tampa	\$114.40	\$125.76	\$110.91	\$172.63	\$169.15	\$107.65	\$171.36	\$178.49	\$127.62	
Sarasota	\$130.01	\$123.35	\$143.19	\$185.10	\$165.75	\$132.29	\$137.97	\$192.08	\$134.90	
St. Petersburg	\$234.27	\$102.44	n.a.	\$199.83	\$185.84	n.a.	\$124.85	\$258.86	\$106.43	
East Central FL Total	\$115.82	\$123.18	\$112.72	\$173.51	\$169.06	\$108.91	\$165.26	\$179.44	\$127.72	

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

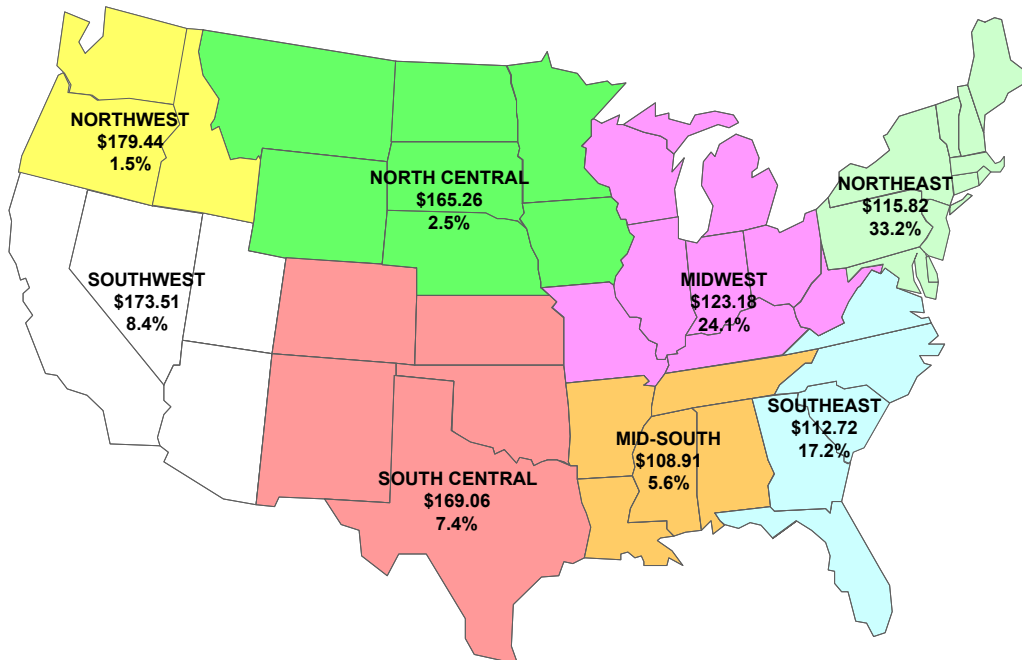


Exhibit 3- 1999

Travel Patterns & Fares East Central Florida



Domestic Outbound O&D Passenger Regional Trends From East Central Florida Airports to U.S. Regions (year ended December 31, 1999)

East Central FL Airport (Origin)	US Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers									
Tampa	2,138,630	1,383,320	1,267,700	569,690	526,860	387,360	144,940	105,810	6,524,310
Sarasota	243,700	257,670	72,270	37,490	24,490	21,840	16,640	7,300	681,400
St. Petersburg	100	173,230	1,030	3,840	4,310	10	2,930	0	185,450
East Central FL Total	2,382,430	1,814,220	1,341,000	611,020	555,660	409,210	164,510	113,110	7,391,160
U.S Region Passenger Market Share									
Tampa	32.8%	21.2%	19.4%	8.7%	8.1%	5.9%	2.2%	1.6%	100.0%
Sarasota	35.8%	37.8%	10.6%	5.5%	3.6%	3.2%	2.4%	1.1%	100.0%
St. Petersburg	0.1%	93.4%	0.6%	2.1%	2.3%	0.0%	1.6%	0.0%	100.0%
East Central FL Total	32.2%	24.5%	18.1%	8.3%	7.5%	5.5%	2.2%	1.5%	100.0%
Average Domestic One-Way Fares									
Tampa	\$114.21	\$119.66	\$102.30	\$170.04	\$156.23	\$102.00	\$177.07	\$164.14	\$122.80
Sarasota	\$124.29	\$119.24	\$140.39	\$191.91	\$157.93	\$123.66	\$159.14	\$201.21	\$130.67
St. Petersburg	\$236.80	\$103.10	\$155.60	\$179.58	\$182.26	\$750.00	\$130.10	n.a.	\$107.35
East Central FL Total	\$115.25	\$118.02	\$104.40	\$171.44	\$156.51	\$103.17	\$174.42	\$166.54	\$123.14

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

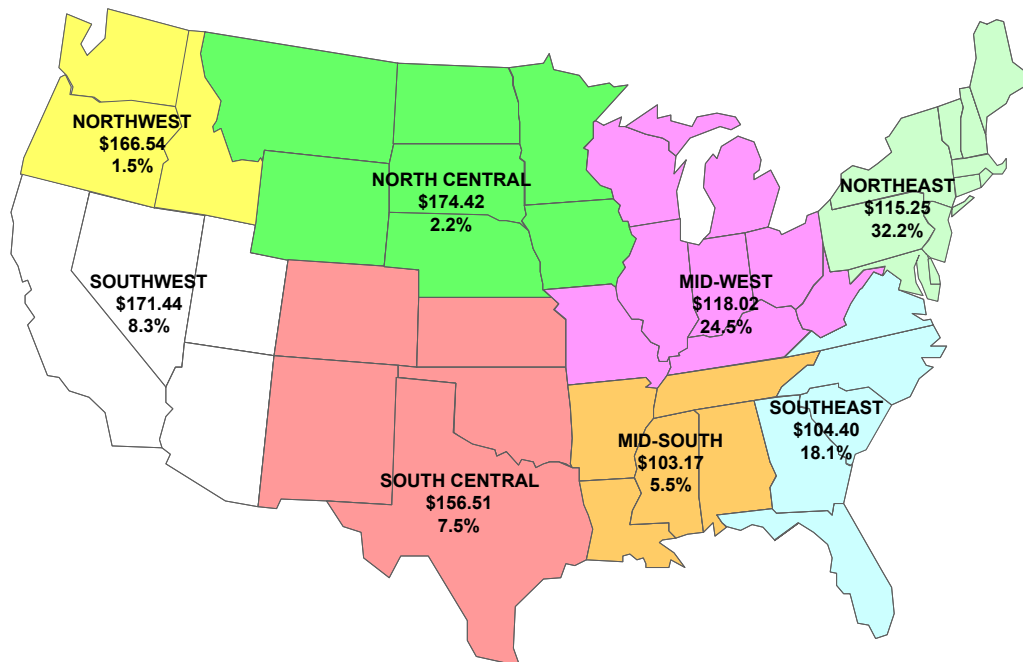


Exhibit 4- 2002

Travel Patterns & Fares Northeast Florida



Domestic Outbound O&D Passenger Regional Trends From Northeast Florida Airports to U.S. Regions (year ended December 31, 2002)

Northeast FL Airport (Origin)	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Jacksonville	670,120	378,620	473,290	236,230	218,470	167,930	61,390	44,220	2,250,270
Gainesville	37,530	22,060	26,360	10,790	10,170	11,860	3,280	1,980	124,030
Northeast FL Total	707,650	400,680	499,650	247,020	228,640	179,790	64,670	46,200	2,374,300
U.S. Region Passenger Market Share									
Jacksonville	29.8%	16.8%	21.0%	10.5%	9.7%	7.5%	2.7%	2.0%	100.0%
Gainesville	30.3%	17.8%	21.3%	8.7%	8.2%	9.6%	2.6%	1.6%	100.0%
Northeast FL Total	29.8%	16.9%	21.0%	10.4%	9.6%	7.6%	2.7%	1.9%	100.0%
Average Domestic One-Way Fares									
Jacksonville	\$112.57	\$122.50	\$87.78	\$157.39	\$139.17	\$99.74	\$156.02	\$170.30	\$117.68
Gainesville	\$141.14	\$153.30	\$133.48	\$215.78	\$175.69	\$134.93	\$166.70	\$206.40	\$152.13
Northeast FL Total	\$114.09	\$124.19	\$90.19	\$159.94	\$140.79	\$102.06	\$156.57	\$171.85	\$119.48

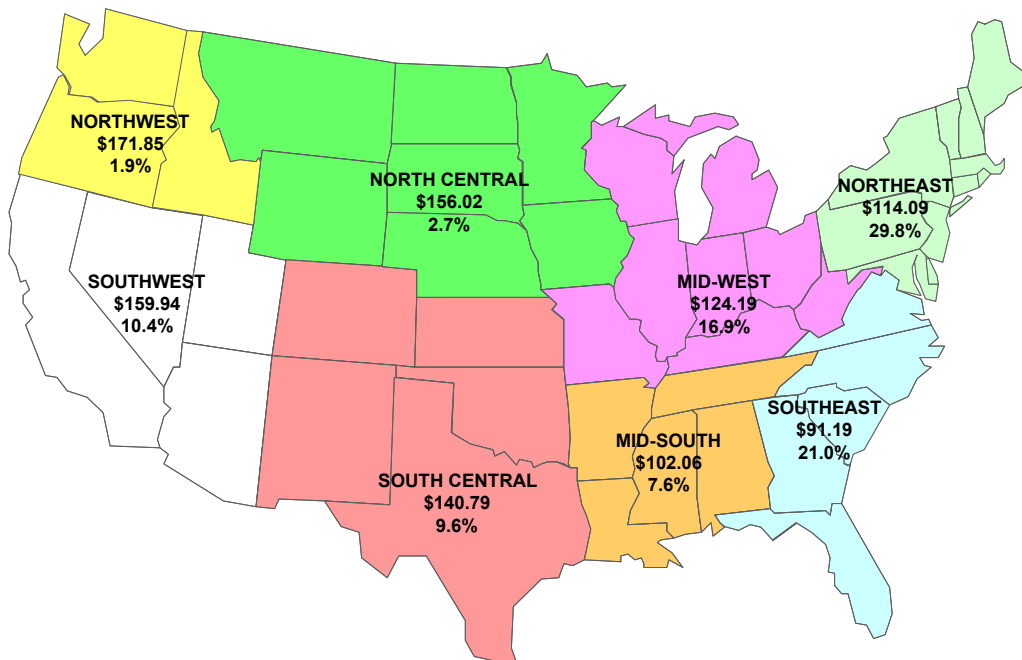


Exhibit 4- 2000

Travel Patterns & Fares Northeast Florida



**Domestic Outbound O&D Passenger Regional Trends
From Northeast Florida Airports to U.S. Regions
(year ended December 31, 2000)**

Northeast FL Airport (Origin)	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Jacksonville	707,430	412,980	587,170	224,240	229,480	191,630	53,940	35,840	2,442,710
Gainesville	33,710	25,520	31,590	11,630	11,630	10,520	3,960	2,780	131,340
Northeast FL Total	741,140	438,500	618,760	235,870	241,110	202,150	57,900	38,620	2,574,050
U.S. Region Passenger Market Share									
Jacksonville	29.0%	16.9%	24.0%	9.2%	9.4%	7.8%	2.2%	1.5%	100.0%
Gainesville	25.7%	19.4%	24.1%	8.9%	8.9%	8.0%	3.0%	2.1%	100.0%
Northeast FL Total	28.8%	17.0%	24.0%	9.2%	9.4%	7.9%	2.2%	1.5%	100.0%
Average Domestic One-Way Fares									
Jacksonville	\$125.27	\$142.10	\$101.70	\$189.23	\$149.13	\$109.34	\$185.21	\$221.26	\$132.04
Gainesville	\$184.86	\$170.70	\$165.69	\$248.15	\$210.84	\$178.81	\$197.37	\$239.18	\$186.44
Northeast FL Total	\$127.98	\$143.77	\$104.96	\$192.13	\$152.11	\$112.96	\$186.04	\$222.55	\$134.82

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

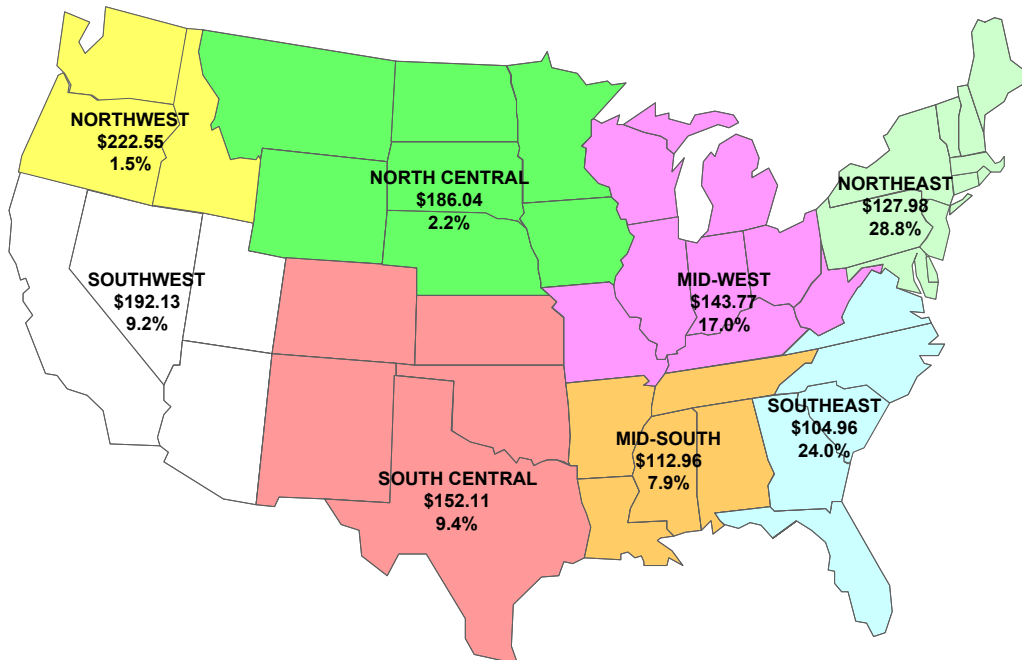


Exhibit 4- 1999

Travel Patterns & Fares Northeast Florida



Domestic Outbound O&D Passenger Regional Trends
From Northeast Florida Airports to U.S. Regions
 (year ended December 31, 1999)

Northeast FL Airport (Origin)	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Jacksonville	640,320	393,360	573,890	208,650	220,880	178,680	51,950	30,810	2,298,540
Gainesville	40,820	26,250	37,670	10,620	9,990	10,700	4,080	2,380	142,510
Northeast FL Total	681,140	419,610	611,560	219,270	230,870	189,380	56,030	33,190	2,441,050
U.S Region Passenger Market Share									
Jacksonville	27.9%	17.1%	25.0%	9.1%	9.6%	7.8%	2.3%	1.3%	100.0%
Gainesville	28.6%	18.4%	26.4%	7.5%	7.0%	7.5%	2.9%	1.7%	100.0%
Northeast FL Total	27.9%	17.2%	25.1%	9.0%	9.5%	7.8%	2.3%	1.4%	100.0%
Average Domestic One-Way Fares									
Jacksonville	\$131.06	\$134.38	\$95.26	\$177.23	\$145.55	\$104.45	\$184.52	\$230.69	\$128.75
Gainesville	\$161.17	\$166.22	\$141.75	\$258.53	\$210.50	\$172.39	\$192.94	\$256.76	\$171.03
Northeast FL Total	\$132.86	\$136.37	\$98.12	\$181.17	\$148.36	\$108.29	\$185.14	\$232.56	\$131.22

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

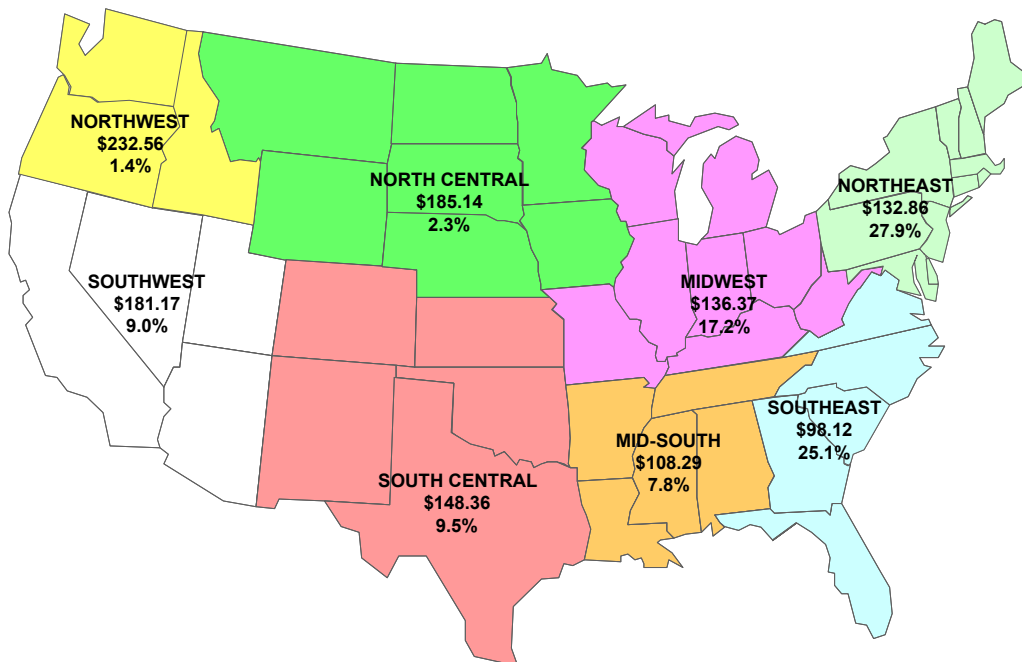


Exhibit 5- 2002

Travel Patterns & Fares Southwest Florida



Domestic Outbound O&D Passenger Regional Trends From Southwest Florida Airports to U.S. Regions (year ended December 31, 2002)

Southwest FL Airport (Origin)	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Ft. Myers	906,870	887,990	171,630	96,500	102,870	53,130	131,400	22,740	2,373,130
Naples	4,460	560	6,320	50	110	120	10	20	11,650
Southwest FL Total	911,330	888,550	177,950	96,550	102,980	53,250	131,410	22,760	2,384,780
U.S Region Passenger Market Share									
Ft. Myers	38.2%	37.4%	7.2%	4.1%	4.3%	2.2%	5.5%	1.0%	100.0%
Naples	38.3%	4.8%	54.2%	0.4%	0.9%	1.0%	0.1%	0.2%	100.0%
Southwest FL Total	38.2%	37.3%	7.5%	4.0%	4.3%	2.2%	5.5%	1.0%	100.0%
Average Domestic One-Way Fares									
Ft. Myers	\$114.99	\$115.12	\$117.22	\$185.21	\$149.25	\$128.22	\$134.38	\$181.41	\$121.55
Naples	\$147.91	\$194.59	\$92.73	\$105.60	\$262.00	\$165.00	\$135.00	\$356.00	\$121.63
Southwest FL Total	\$115.16	\$115.17	\$116.35	\$185.17	\$149.37	\$128.30	\$134.38	\$181.56	\$121.55

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

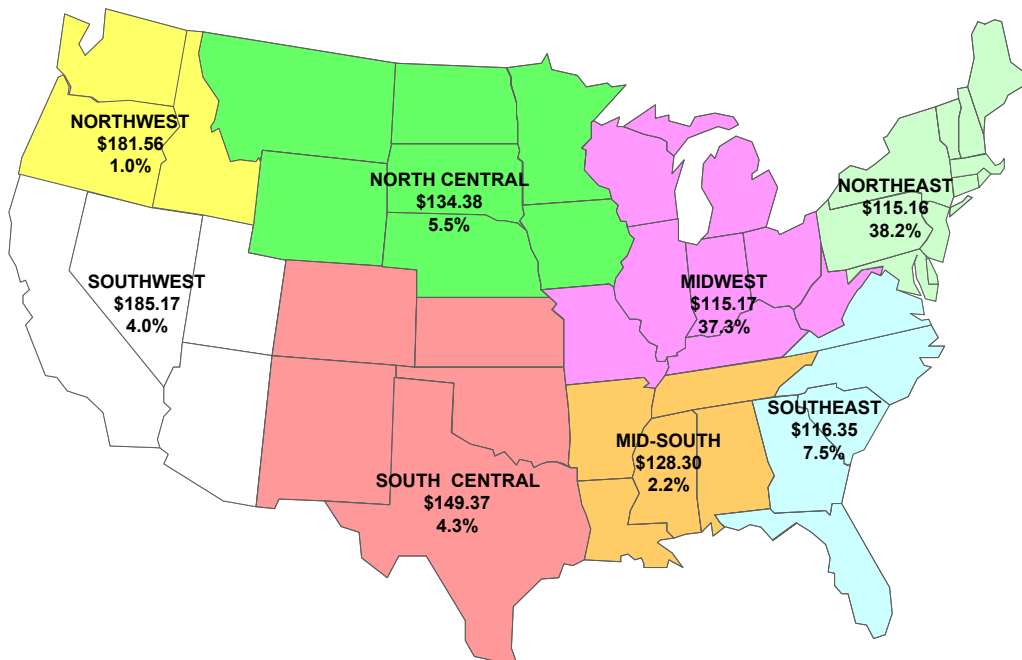


Exhibit 5- 2000

Travel Patterns & Fares Southwest Florida



**Domestic Outbound O&D Passenger Regional Trends
From Southwest Florida Airports to U.S. Regions
(year ended December 31, 2000)**

Southwest FL Airport (Origin)	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Ft. Myers	873,160	889,150	205,190	91,710	105,390	56,470	116,710	21,790	2,359,570
Naples	20,870	5,180	13,200	3,070	3,930	1,380	260	290	48,180
Southwest FL Total	894,030	894,330	218,390	94,780	109,320	57,850	116,970	22,080	2,407,750
U.S Region Passenger Market Share									
Ft. Myers	37.0%	37.7%	8.7%	3.9%	4.5%	2.4%	4.9%	0.9%	100.0%
Naples	43.3%	10.8%	27.4%	6.4%	8.2%	2.9%	0.5%	0.6%	100.0%
Southwest FL Total	37.1%	37.1%	9.1%	3.9%	4.5%	2.4%	4.9%	0.9%	100.0%
Average Domestic One-Way Fares									
Ft. Myers	\$125.63	\$131.85	\$124.55	\$215.97	\$158.11	\$148.30	\$145.08	\$214.74	\$135.17
Naples	\$148.00	\$137.80	\$110.81	\$264.48	\$159.94	\$145.22	\$151.35	\$220.48	\$145.49
Southwest FL Total	\$126.15	\$131.89	\$123.72	\$217.54	\$158.18	\$148.22	\$145.09	\$214.82	\$135.38

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

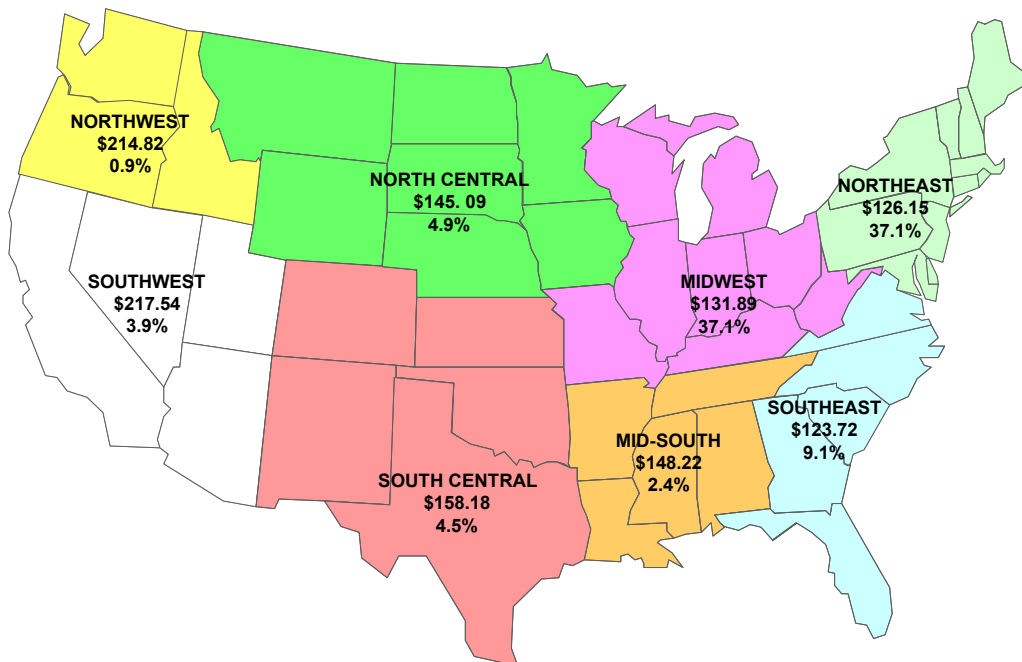


Exhibit 5- 1999

Travel Patterns & Fares Southwest Florida



Domestic Outbound O&D Passenger Regional Trends From Southwest Florida Airports to U.S. Regions (year ended December 31, 1999)

Southwest FL Airport (Origin)	US Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers									
Ft. Myers	807,840	813,320	195,220	83,030	93,080	58,310	94,230	18,800	2,163,830
Naples	21,330	5,110	14,010	3,360	3,260	1,780	240	340	49,430
Southwest FL Total	829,170	818,430	209,230	86,390	96,340	60,090	94,470	19,140	2,213,260
U.S Region Passenger Market Share									
Ft. Myers	37.3%	37.6%	9.0%	3.8%	4.3%	2.7%	4.4%	0.9%	100.0%
Naples	43.2%	10.3%	28.3%	6.8%	6.6%	3.6%	0.5%	0.7%	100.0%
Southwest FL Total	37.5%	37.0%	9.5%	3.9%	4.4%	2.7%	4.3%	0.9%	100.0%
Average Domestic One-Way Fares									
Ft. Myers	\$123.67	\$124.39	\$115.63	\$210.35	\$155.10	\$136.74	\$145.01	\$220.57	\$130.02
Naples	\$134.14	\$145.11	\$100.88	\$244.74	\$175.23	\$131.77	\$190.38	\$242.03	\$137.01
Southwest FL Total	\$123.94	\$124.52	\$114.65	\$211.69	\$155.78	\$136.59	\$145.13	\$220.95	\$130.17

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

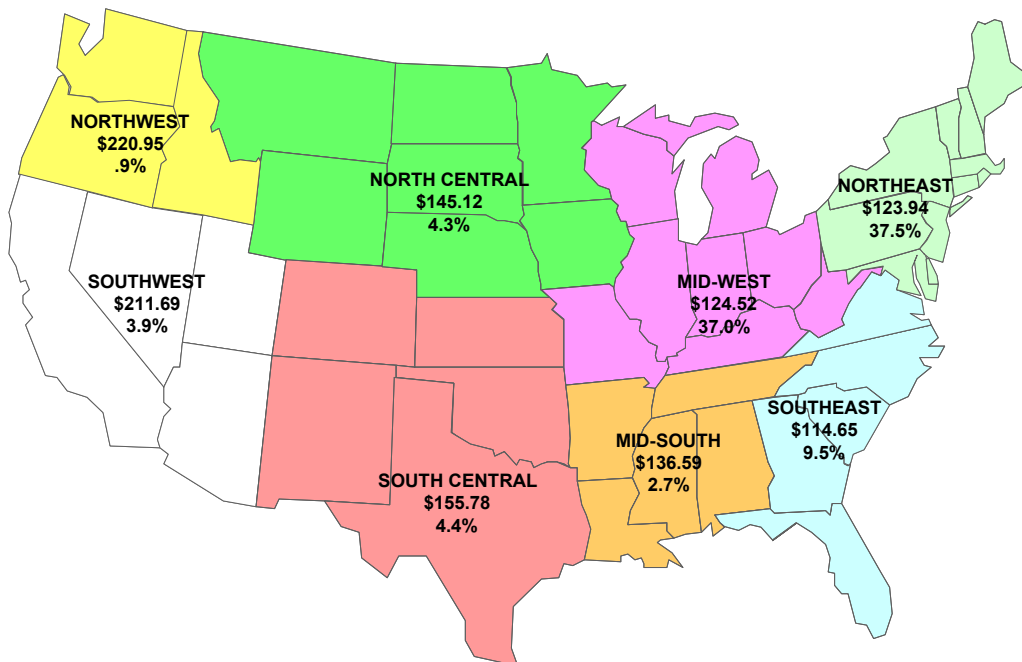


Exhibit 6- 2002

Travel Patterns & Fares Northwest Florida



Domestic Outbound O&D Passenger Regional Trends From Northwest Florida Airports to U.S. Regions (year ended December 31, 2002)

Northwest FL Airport (Origin)		US Region (Destination)								Grand Total
		Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers										
Pensacola	149,920	99,780	174,080	56,600	72,080	19,620	24,730	16,100	612,910	
Tallahassee	107,510	58,850	230,400	27,870	37,180	16,510	11,040	5,850	495,210	
Ft. Walton Beach	67,610	63,330	61,080	33,420	38,650	24,170	12,370	7,050	307,680	
Panama City	40,950	37,600	30,440	15,830	14,940	6,550	6,080	4,680	157,070	
Northwest FL Total		365,990	259,560	496,000	133,720	162,850	66,850	54,220	33,680	1,572,870
U.S Region Passenger Market Share										
Pensacola	24.5%	16.3%	28.4%	9.2%	11.8%	3.2%	4.0%	2.6%	100.0%	
Tallahassee	21.7%	11.9%	46.5%	5.6%	7.5%	3.3%	2.2%	1.2%	100.0%	
Ft. Walton Beach	22.0%	20.6%	19.9%	10.9%	12.6%	7.9%	4.0%	2.3%	100.0%	
Panama City	26.1%	23.9%	19.4%	10.1%	9.5%	4.2%	3.9%	3.0%	100.0%	
Northwest FL Total		23.3%	16.5%	31.5%	8.5%	10.4%	4.3%	3.4%	2.1%	100.0%
Average Domestic One-Way Fares										
Pensacola	\$111.49	\$124.12	\$113.84	\$229.29	\$152.65	\$140.15	\$127.95	\$206.56	\$134.01	
Tallahassee	\$115.22	\$126.13	\$93.07	\$208.97	\$149.57	\$136.21	\$151.58	\$222.06	\$116.84	
Ft. Walton Beach	\$131.92	\$131.07	\$119.84	\$271.26	\$178.47	\$126.25	\$160.70	\$220.25	\$153.06	
Panama City	\$142.64	\$127.06	\$134.01	\$244.88	\$202.84	\$146.29	\$174.69	\$262.32	\$158.23	
Northwest FL Total		\$119.84	\$126.70	\$106.17	\$237.39	\$162.68	\$134.75	\$145.48	\$219.87	\$134.75

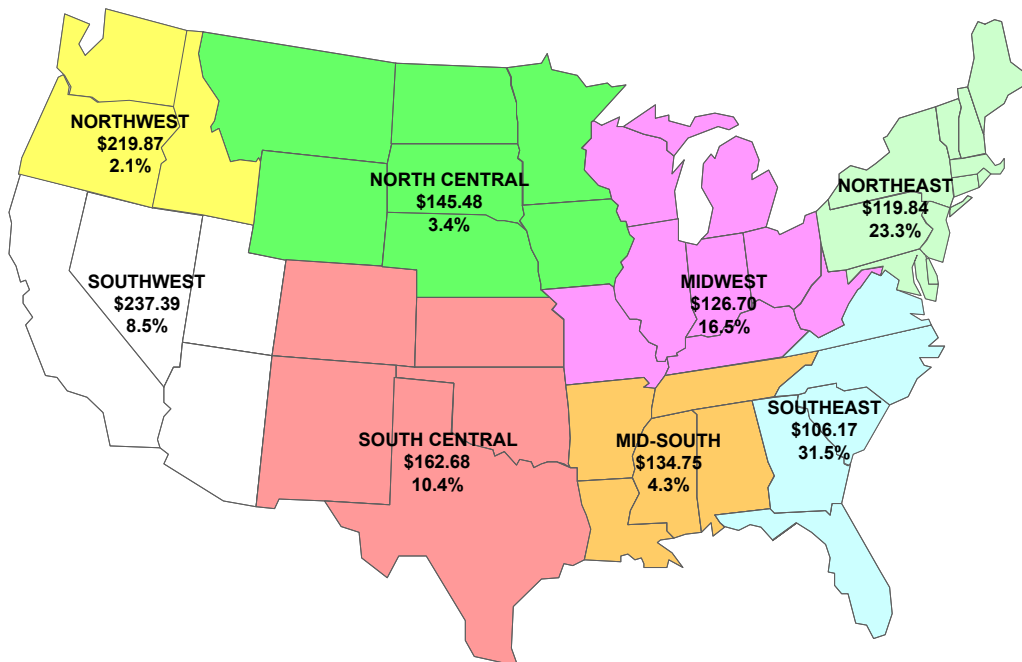


Exhibit 6- 2000

Travel Patterns & Fares Northwest Florida



Domestic Outbound O&D Passenger Regional Trends From Northwest Florida Airports to U.S. Regions (year ended December 31, 2000)

Northwest FL Airport (Origin)	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Pensacola	102,770	75,590	135,040	52,130	56,780	21,420	13,830	13,180	470,740
Tallahassee	83,410	46,150	214,300	26,300	26,970	17,090	9,220	5,630	429,070
Ft. Walton Beach	86,650	74,290	113,050	25,480	36,560	29,440	10,730	5,090	381,290
Panama City	39,780	36,600	31,200	18,130	16,690	7,370	6,060	4,350	160,180
Northwest FL Total	312,610	232,630	493,590	122,040	137,000	75,320	39,840	28,250	1,441,280
U.S Region Passenger Market Share									
Pensacola	21.8%	16.1%	28.7%	11.1%	12.1%	4.6%	2.9%	2.8%	100.0%
Tallahassee	19.4%	10.8%	49.9%	6.1%	6.3%	4.0%	2.1%	1.3%	100.0%
Ft. Walton Beach	22.7%	19.5%	29.6%	6.7%	9.6%	7.7%	2.8%	1.3%	100.0%
Panama City	24.8%	22.8%	19.5%	11.3%	10.4%	4.6%	3.8%	2.7%	100.0%
Northwest FL Total	21.7%	16.1%	34.2%	8.5%	9.5%	5.2%	2.8%	2.0%	100.0%
Average Domestic One-Way Fares									
Pensacola	\$166.04	\$161.00	\$167.70	\$244.18	\$188.68	\$152.87	\$167.21	\$225.05	\$178.18
Tallahassee	\$181.69	\$185.12	\$139.80	\$235.20	\$213.91	\$183.23	\$201.15	\$234.15	\$167.61
Ft. Walton Beach	\$139.75	\$140.30	\$116.62	\$305.05	\$185.96	\$130.19	\$165.00	\$261.59	\$150.07
Panama City	\$172.70	\$145.20	\$168.86	\$229.47	\$200.91	\$167.73	\$187.61	\$257.40	\$177.67
Northwest FL Total	\$163.77	\$156.69	\$143.96	\$252.77	\$194.41	\$152.35	\$177.57	\$238.43	\$167.54

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

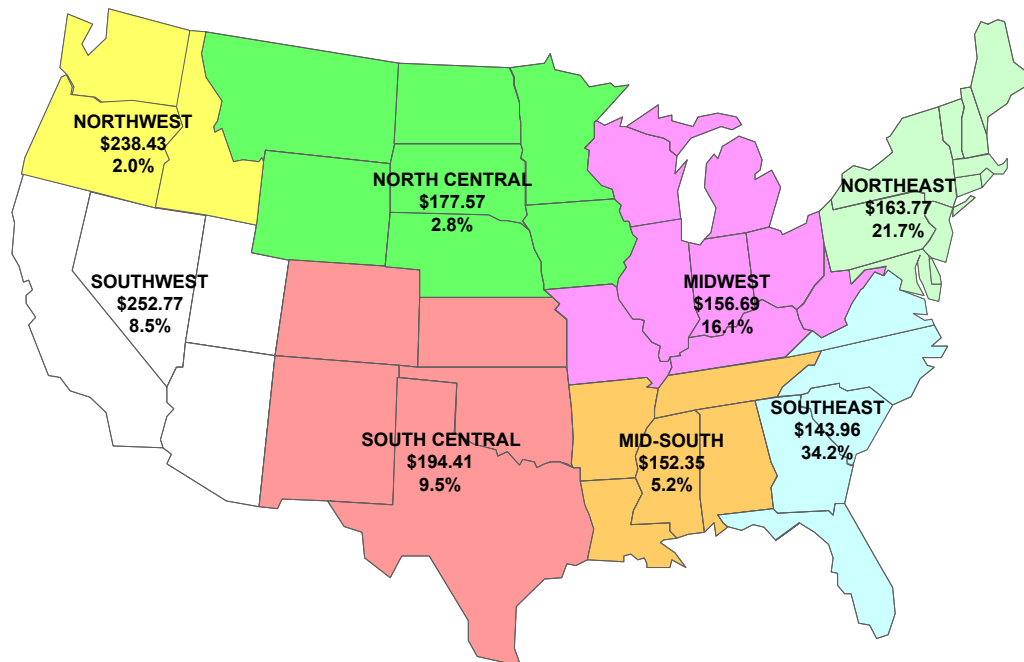


Exhibit 6- 1999

Travel Patterns & Fares Northwest Florida



Domestic Outbound O&D Passenger Regional Trends From Northwest Florida Airports to U.S. Regions (year ended December 31, 1999)

Northwest FL Airport (Origin)	US Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers									
Pensacola	109,560	79,240	143,430	51,930	56,880	21,060	12,850	13,720	488,670
Tallahassee	73,490	42,570	228,080	21,760	23,710	15,240	8,150	4,950	417,950
Ft. Walton Beach	72,540	67,470	96,370	22,950	34,480	28,780	9,120	4,560	336,270
Panama City	39,170	35,940	31,370	13,940	14,050	7,750	4,840	3,490	150,550
Northwest FL Total	294,760	225,220	499,250	110,580	129,120	72,830	34,960	26,720	1,393,440
U.S Region Passenger Market Share									
Pensacola	22.4%	16.2%	29.4%	10.6%	11.6%	4.3%	2.6%	2.8%	100.0%
Tallahassee	17.6%	10.2%	54.6%	5.2%	5.7%	3.6%	1.9%	1.2%	100.0%
Ft. Walton Beach	21.6%	20.1%	28.7%	6.8%	10.3%	8.6%	2.7%	1.4%	100.0%
Panama City	26.0%	23.9%	20.8%	9.3%	9.3%	5.1%	3.2%	2.3%	100.0%
Northwest FL Total	21.2%	16.2%	35.8%	7.9%	9.3%	5.2%	2.5%	1.9%	100.0%
Average Domestic One-Way Fares									
Pensacola	\$156.28	\$149.72	\$149.72	\$228.01	\$180.33	\$150.37	\$182.56	\$232.27	\$166.28
Tallahassee	\$190.96	\$183.77	\$126.08	\$261.82	\$234.75	\$194.45	\$204.14	\$285.35	\$162.50
Ft. Walton Beach	\$142.83	\$135.06	\$107.79	\$299.63	\$177.34	\$122.65	\$169.76	\$244.50	\$145.85
Panama City	\$170.46	\$136.22	\$164.06	\$260.62	\$204.54	\$164.01	\$188.75	\$268.65	\$175.01
Northwest FL Total	\$163.50	\$149.61	\$131.73	\$253.64	\$192.16	\$150.09	\$185.11	\$248.94	\$161.16

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

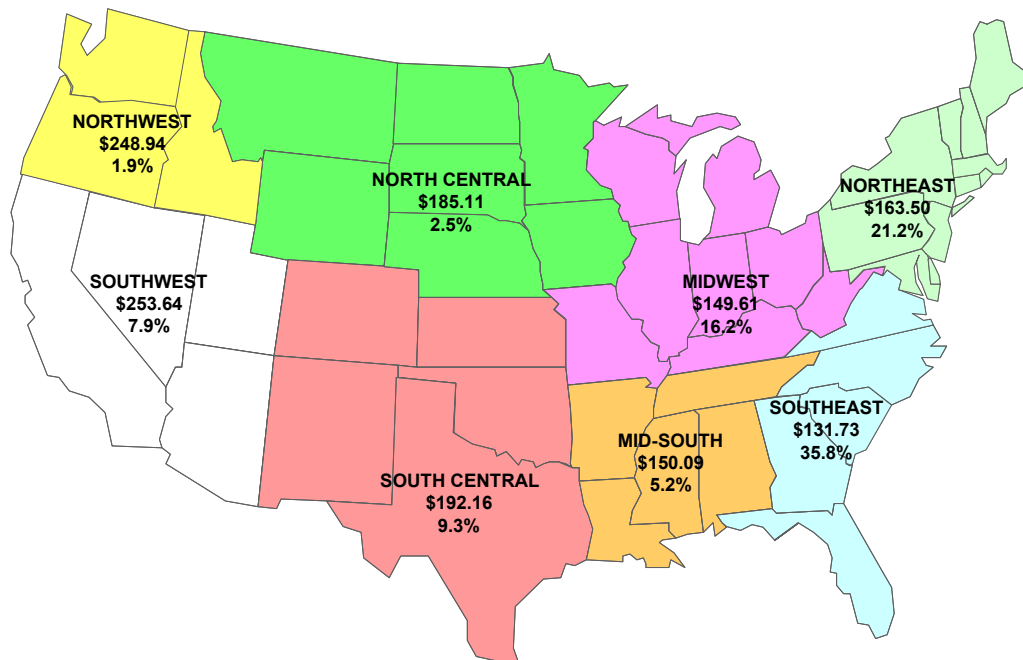


Exhibit 7- 2002

Travel Patterns & Fares State Total



Domestic Outbound O&D Passenger Regional Trends
From All Florida Airports to U.S. Regions
(year ended December 31, 2002)

	US Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Psgrs.	15,262,640	8,020,340	6,026,360	3,450,950	2,940,460	1,786,340	1,127,690	683,120	39,297,900
Psg. Market Share	38.8%	20.4%	15.3%	8.8%	7.5%	4.5%	2.9%	1.7%	100.0%
One-way Avg. Fare	\$ 107.88	\$ 111.60	\$ 102.89	\$ 164.77	\$ 144.34	\$ 107.32	\$ 141.17	\$ 152.71	\$ 117.31
Fares (Excl. MCO)	\$ 111.38	\$ 115.40	\$ 101.45	\$ 167.71	\$ 148.83	\$ 110.72	\$ 146.71	\$ 161.09	\$ 119.71

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

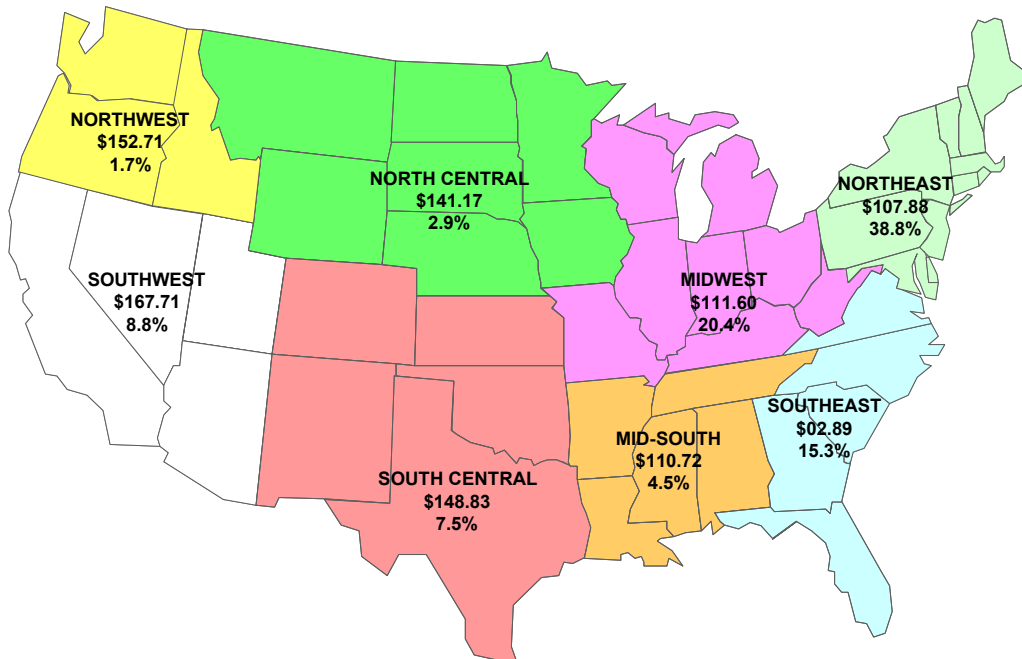


Exhibit 7- 2000

Travel Patterns & Fares State Total



**Domestic Outbound O&D Passenger Regional Trends
From All Florida Airports to U.S. Regions
(year ended December 31, 2000)**

	US Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Psgrs.	15,701,260	8,267,800	6,880,710	3,514,980	2,970,020	1,910,780	1,109,730	658,500	41,013,780
Psgr. Market Share	38.3%	20.2%	16.8%	8.6%	7.2%	4.7%	2.7%	1.6%	100.0%
One-way Avg. Fare	\$ 120.39	\$ 131.38	\$ 118.87	\$ 193.21	\$ 168.64	\$ 121.34	\$ 157.54	\$ 188.16	\$ 134.22
Fares (Excl. MCO)	\$ 125.81	\$ 136.50	\$ 118.81	\$ 199.57	\$ 174.61	\$ 127.78	\$ 170.65	\$ 202.42	\$ 138.42

SOURCE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.

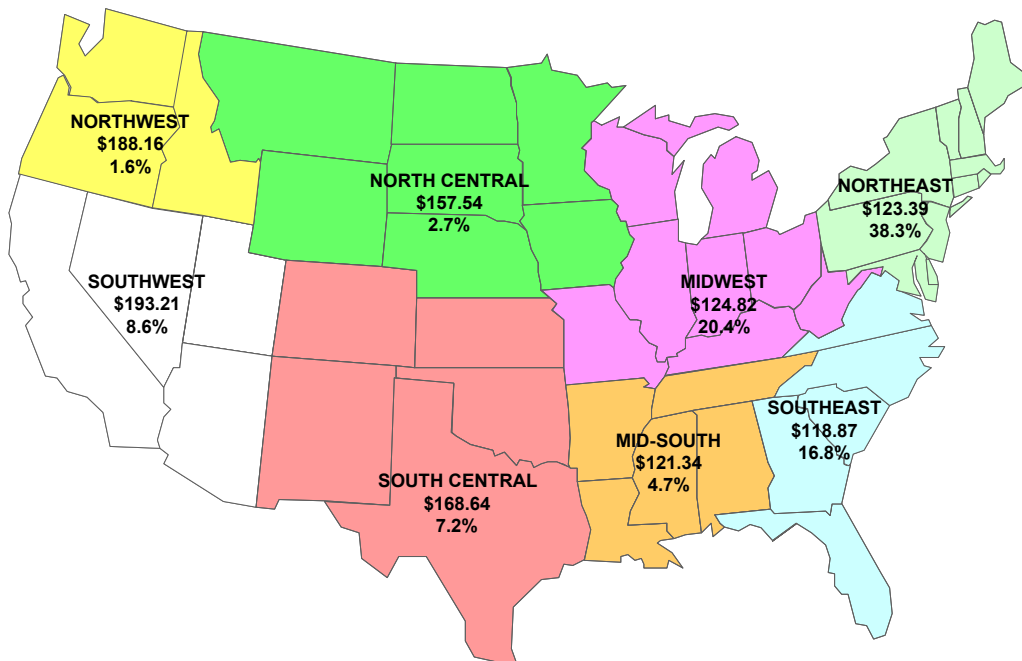


Exhibit 7- 1999

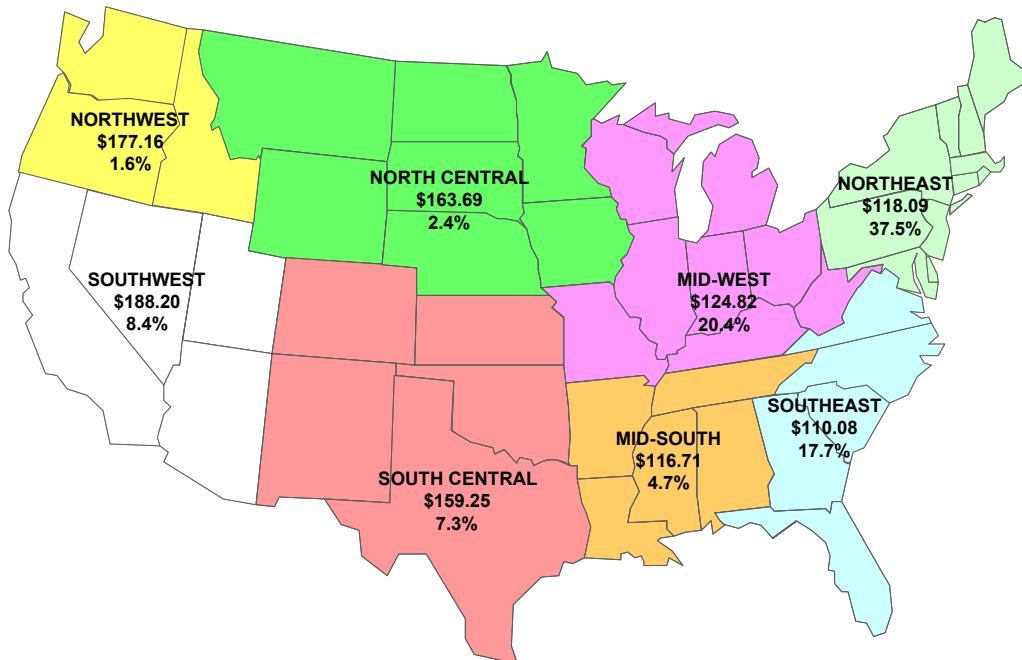
Travel Patterns & Fares State Total



Domestic Outbound O&D Passenger Regional Trends
From All Florida Airports to U.S. Regions
 (year ended December 31, 1999)

	US Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Psgrs.	14,536,910	7,891,720	6,877,810	3,244,540	2,820,810	1,834,130	934,550	624,310	38,764,780
Psg. Market Share	37.5%	20.4%	17.7%	8.4%	7.3%	4.7%	2.4%	1.6%	100.0%
One-way Avg. Fare	\$118.09	\$124.82	\$110.08	\$188.20	\$159.25	\$116.71	\$163.69	\$177.16	\$128.89
Fares (Excl. MCO)	\$123.59	\$129.73	\$109.86	\$194.36	\$165.32	\$123.17	\$176.89	\$196.96	\$132.93

SOURCE DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.



APPENDIX A

Table 1- 2002

COMPARISON OF TRAVEL PATTERNS AND AVERAGE FARES (2000 and 2002)

CFASPP Region Airport	2000 USDOT Data			2002 USDOT Data		
	Outbound O&D Passengers	Top U.S. Destination Region: Percent	Avg. One-Way Fare	Outbound O&D Passengers	Top U.S. Destination Region: Percent	Avg. One-Way Fare
Southeast	14,462,120	Northeast: 44.0%	\$142.11	14,300,480	Northeast: 44.7%	\$122.38
Ft. Lauderdale	6,802,340	Northeast: 44.7%	\$125.09	7,300,930	Northeast: 45.4%	\$110.39
Miami	4,606,550	Northeast: 33.9%	\$168.09	4,173,750	Northeast: 34.4%	\$143.17
Palm Beach	2,774,000	Northeast: 59.8%	\$140.74	2,580,470	Northeast: 60.3%	\$121.17
Key West	269,940	Southeast: 39.0%	\$141.16	245,260	Southeast: 34.6%	\$138.04
Marathon	9,290	Northeast: 47.8%	\$159.51	70	Southeast: 100.0%	\$118.29
West Central	12,289,360	Northeast: 39.0%	\$124.83	11,220,750	Northeast: 39.0%	\$111.83
Orlando	11,747,890	Northeast: 38.6%	\$123.77	10,729,340	Northeast: 39.0%	\$110.92
Melbourne	252,960	Northeast: 46.6%	\$152.82	191,470	Northeast: 36.5%	\$145.90
Daytona Beach	246,540	Northeast: 41.9%	\$149.74	220,520	Northeast: 37.0%	\$130.65
Orlando-Sanford	41,970	Northeast: 65.3%	\$106.11	79,420	Northeast: 52.0%	\$99.82
East Central	7,839,220	Northeast: 33.2%	\$127.72	7,444,720	Northeast: 33.8%	\$110.10
Tampa	6,957,330	Northeast: 34.0%	\$237.62	6,692,440	Northeast: 34.7%	\$109.80
Sarasota	683,520	Midwest: 36.4%	\$134.90	535,000	Midwest: 37.1%	\$121.76
St. Petersburg	198,370	Midwest: 92.6%	\$106.43	217,280	Midwest: 90.7%	\$90.60
Northeast	2,574,050	Northeast: 28.8%	\$134.82	2,374,300	Northeast: 29.8%	\$119.48
Jacksonville	2,442,710	Northeast: 29.0%	\$132.04	2,250,270	Northeast: 29.8%	\$117.68
Gainesville	131,340	Northeast: 25.7%	\$186.44	124,030	Northeast: 30.3%	\$152.13
Southwest	2,407,750	Northeast: 37.1%	\$135.38	2,384,780	Northeast: 38.2%	\$121.55
Southwest Florida	2,359,570	Midwest: 37.7%	\$135.17	2,373,130	Northeast: 38.9%	\$121.55
Naples	48,180	Northwest: 43.3%	\$145.49	11,650	Southeast: 54.2%	\$121.63
Northwest	1,441,280	Southeast: 34.2%	\$167.54	1,572,570	Southeast: 31.5%	\$134.75
Pensacola	470,740	Southeast: 28.7%	\$178.18	612,610	Southeast: 28.4%	\$134.01
Tallahassee	429,070	Southeast: 49.9%	\$167.61	495,210	Southeast: 46.5%	\$116.84
Okaloosa Regional	381,290	Southeast: 29.6%	\$150.07	307,680	Northeast: 22.0%	\$153.06
Panama City	160,180	Northeast: 24.8%	\$177.67	157,070	Northeast: 26.1%	\$158.23
Florida Total	41,013,780	Northeast: 38.3%	\$134.22	39,297,900	Northeast: 38.8%	\$117.31

APPENDIX A

Table 1- 2000

COMPARISON OF TRAVEL PATTERNS AND AVERAGE FARES (1999 and 2000)

CFASP Region Airport	1999 USDOT Data			2000 USDOT Data		
	Outbound O&D Passengers	Top U.S. Destination Region: Percent	Avg. One-Way Fare	Outbound O&D Passengers	Top U.S. Destination Region: Percent	Avg. One-Way Fare
Southeast	13,807,590	Northeast: 43.1%	\$135.62	14,462,120	Northeast: 44.0%	\$142.11
Ft. Lauderdale	5,965,720	Northeast: 43.6%	\$120.94	6,802,340	Northeast: 44.7%	\$125.09
Miami	4,856,700	Northeast: 35.4%	\$153.21	4,606,550	Northeast: 33.9%	\$168.09
Palm Beach	2,697,600	Northeast: 57.1%	\$136.54	2,774,000	Northeast: 59.8%	\$140.74
Key West	267,730	Southeast: 41.6%	\$133.17	269,940	Southeast: 39.0%	\$141.16
Marathon	19,840	Northeast: 44.3%	\$153.04	9,290	Northeast: 47.8%	\$159.51
West Central	11,518,280	Northeast: 38.1%	\$119.86	12,289,360	Northeast: 39.0%	\$124.83
Orlando	11,002,020	Northeast: 37.8%	\$118.69	11,747,890	Northeast: 38.6%	\$123.77
Melbourne	262,520	Northeast: 50.0%	\$144.00	252,960	Northeast: 46.6%	\$152.82
Daytona Beach	253,740	Northeast: 41.5%	\$145.42	246,540	Northeast: 41.9%	\$149.74
Orlando-Sanford	n/a	n/a	n/a	41,970	Northeast: 65.3%	\$106.11
East Central	7,391,160	Northeast: 32.2%	\$123.14	7,839,220	Northeast: 33.2%	\$127.72
Tampa	6,524,310	Northeast: 32.8%	\$122.80	6,957,330	Northeast: 34.0%	\$237.62
Sarasota	681,400	Midwest: 37.8%	\$130.67	683,520	Midwest: 36.4%	\$134.90
St. Petersburg	185,450	Midwest: 93.4%	\$107.35	198,370	Midwest: 92.6%	\$106.43
Northeast	2,441,050	Northeast: 27.9%	\$131.22	2,574,050	Northeast: 28.8%	\$134.82
Jacksonville	2,298,540	Northeast: 27.9%	\$128.75	2,442,710	Northeast: 29.0%	\$132.04
Gainesville	142,510	Northeast: 28.6%	\$171.03	131,340	Northeast: 25.7%	\$186.44
Southwest	2,213,260	Northeast: 37.5%	\$130.17	2,407,750	Northeast: 37.1%	\$135.38
Southwest Florida	2,163,830	Midwest: 37.6%	\$130.02	2,359,570	Midwest: 37.7%	\$135.17
Naples	49,430	Northeast: 43.2%	\$137.01	48,180	Northwest: 43.3%	\$145.49
Northwest	1,393,440	Southeast: 35.8%	\$161.16	1,441,280	Southeast: 34.2%	\$167.54
Pensacola	488,670	Southeast: 29.4%	\$166.28	470,740	Southeast: 28.7%	\$178.18
Tallahassee	417,950	Southeast: 54.6%	\$162.50	429,070	Southeast: 49.9%	\$167.61
Okaloosa Regional	336,270	Southeast: 28.7%	\$145.85	381,290	Southeast: 29.6%	\$150.07
Panama City	150,550	Northeast: 26.0%	\$175.01	160,180	Northeast: 24.8%	\$177.67
Florida Total	38,764,780	Northeast: 37.5%	\$128.89	41,013,780	Northeast: 38.3%	\$134.22

APPENDIX B

APPENDIX B

Table 1 - 2003

**Summary of Domestic Airport Activity
FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL)
As of Summer 2003**

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	119	DL (70), FL (49)	St. Louis	21	AA
New York-Kennedy	106	B6 (70), DL* (35), UW (1)	Hartford	20	DL* (19); WN (1)
New York-LaGuardia	85	NK (35) AA (28), DL (22)	Atlantic City	14	NK
Orlando	81	WN (53), DL* (28)	Cleveland	14	CO
Tampa	81	WN (69), CO* (12)	Columbus	14	DL*
Philadelphia	61	US (47), FL (14)	Islip	14	WN
Key West	58	CO* (44), 9K (14)	New Orleans	14	WN
Dallas/Ft. Worth	56	AA (42), DL (14)	Pittsburgh	14	US
Chicago-O'Hare	49	AA (21), UA (14), NK (14)	Tallahassee	14	DL*
New York-Newark	49	CO (35), DL* (14)	Washington-Dulles	14	B6
Charlotte	48	US	Sarasota/Bradenton	12	YI
Jacksonville	46	WN	Marathon	10	PA
Baltimore	43	WN (29), FL (14)	Phoenix	8	HP
San Juan	43	AA (28), NK (15)	Gulfport	7	FL
Houston-Bush	35	CO	Las Vegas	7	HP
Detroit	35	NK (21), NW (14)	Long Beach	7	B6
Chicago-Midway	34	TZ (20), WN (14)	Memphis	7	NW
Cincinnati	29	DL (20), DL* (9)	Minneapolis	7	NW
Boston	28	DL* (28), AA (7)	Nashville	7	WN
Washington-National	28	US (21), DL*(7)	Indianapolis	6	TZ
Denver	21	NK (14), F9 (7)	Ft. Pierce	1	PA
Los Angeles	21	AA	Miami	1	CO*
		TOTAL		1,389	

Carrier Legend: AA=American; B6=JetBlue; CO=Continental; CO*= Gulfstream (Continental Connection); DL=Delta, DL*= Song (New York-Kennedy, Newark, Boston, Hartford), Comair (Orlando, Cincinnati, Washington-National, Tallahassee), Chautauqua (Orlando, Columbus, Tallahassee), FL=AirTran; F9=Frontier; HP=America West; NK=Spirit; PA=Florida Coastal; TZ=American Trans Air; UA=United; US=US Airways; UW=Air Atlanta (Universal Airlines); WN=Southwest; YI=Air Sunshine; 9K=Cape Air.

APPENDIX B

Table 1 - 2003 (continued)

**Summary of Domestic Airport Activity
FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL)
As of Summer 2003**

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		Summer 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	3,166,540	46.2%	476	34.3%
Midwest	1,147,330	16.7%	202	14.5%
Southeast (excl. FL)	663,100	9.7%	210	15.1%
Southwest	543,040	7.9%	43	3.1%
South Central	413,270	6.0%	112	8.1%
MidSouth	279,190	4.1%	35	2.5%
North Central	107,660	1.6%	7	0.5%
Northwest	102,120	1.5%	0	0.0%
Florida Only	428,120	6.2%	304	21.9%
TOTAL	6,850,370	100.0%	1,389	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 1 – 2001

Summary of Airport Activity FT. LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT (FLL) As of Summer 2001

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	112	DL (70), FL (42)	Hartford	28	DL* (21); US* (7)
Tampa	102	WN (72), 3M 33), DL (7)	Islip	28	DL* (21), WN (7)
New York-LaGuardia	98	US*(28), DL(21), NK(21), AA (14), CO (14)	San Juan	28	TW (14), AA (14)
New York-Newark	98	CO (49), DL* (28), NK (21)	St. Louis	21	TW
Orlando	82	WN (54), DL* (28)	Sarasota/Bradenton	20	YI
New York-Kennedy	69	B6 (41), DL* (28)	Washington-Dulles	14	US*
Boston	63	DL* (35), US* (21), AA (7)	Cleveland	16	CO
Chicago-O'Hare	63	DL* (21), AA (21), UA (14), NK (7)	Atlantic City	14	NK
Dallas/Ft. Worth	50	AA (29), DL (21)	Providence	14	DL*
Philadelphia	49	US (42), FL (7)	Tallahassee	14	DL*
Key West	46	9K (25), 3M (21)	Indianapolis	13	DL* (7), TZ (6)
Jacksonville	45	WN	Gulfport	7	FL
Baltimore	43	US* (28), WN (15)	Las Vegas	7	HP
Charlotte	42	US	Los Angeles	7	AA
Houston-Bush	35	CO	Melbourne	7	NK
Washington-National	35	US (14), DL *(14), NK (7)	Memphis	7	NW
Raleigh/Durham*	34	JI	Nashville	7	WN
Pittsburgh	30	US	New Orleans	7	WN
Cincinnati	28	DL (21), DL* (7)	Phoenix	7	HP
Chicago-Midway	28	TZ (14), WN (14)	West Palm Beach	1	3M
			Miami	1	3M
			TOTAL	1,448	

Note: *Midway Airlines declared bankruptcy and officially ceased all operations in September 2001.
Carrier Legend: AA=American; B6=JetBlue; CO=Continental; DL=Delta, DL*=Delta Express & Comair (Orlando, Tallahassee, and Cincinnati); FL=AirTran; HP=America West; JI=Midway; NK=Spirit; TW=Trans World; TZ=American Trans Air; UA=United; US=US Airways; US*=Metrojet; WN=Southwest; YI=Air Sunshine; 3M=Gulfstream; 9K=Cape Air.

APPENDIX B

Table 1 – 2001 (continued)

**Summary of Airport Activity
FT. LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT (FLL)
As of Summer 2001**

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	3,042,820	44.7%	583	40.3%
Midwest	1,072,790	15.8%	197	13.6%
Southeast (excl. FL)	722,110	10.6%	216	14.9%
Southwest	556,120	8.2%	21	1.5%
South Central	372,390	5.5%	85	5.9%
Mid South	280,110	4.1%	28	1.9%
North Central	85,690	1.3%	0	0.0%
Northwest	89,630	1.3%	0	0.0%
Florida Only	580,680	8.5%	318	22.0%
TOTAL	6,802,340	100.0%	1,448	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 1 - 2000

**Summary of Airport Activity
FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL)
As of Summer 2000**

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Tampa	128	WN (71), 3M (50), DL (7)	Detroit	22	NW (14), NK (8)
Orlando	120	WN (47), DL* (46), 3M (27)	Pittsburgh	22	US
Atlanta	112	DL (70), FL (42)	St. Louis	22	TW (21); WN (1)
New York-Newark	87	CO (52), DL* (21), NK (14)	Hartford	21	DL* (14); US* (7)
Boston	63	DL* (42), US* (21)	Islip	21	DL* (14), NK (7)
New York-LaGuardia	63	DL(21), NK(14), AA(14), US*(14)	Sarasota/Bradenton	20	YI
Philadelphia	56	US (49), FL (7)	Cleveland	14	CO
New York-Kennedy	55	B6 (33), DL* (21), TW (7)	Washington-National	14	US
Dallas/Ft. Worth	49	AA (28), DL (21)	Atlantic City	7	NK
Key West	43	3M (22), 9K (21)	Columbus	7	DL*
Baltimore	42	US* (28), WN (14)	Gulfport	7	FL
Charlotte	42	US	Las Vegas	7	HP
Jacksonville	41	WN	Los Angeles	7	AA
San Juan	41	TW (21), AA (14), TZ (6)	Nashville	7	WN
Raleigh/Durham	33	Jl	New Orleans	7	WN
Chicago-O'Hare	30	AA (16), UA (14)	Phoenix	7	HP
Houston-Bush	30	CO	Indianapolis	6	TZ
Cincinnati	28	DL (21), DL* (7)	Tallahassee	6	US*
Washington-Dulles	28	US* (14), DL* (14)	West Palm Beach	2	3M
Chicago-Midway	26	TZ (19), WN (7)	Miami	1	3M
		TOTAL		1,344	

Carrier Legend: AA=American; B6=JetBlue; CO=Continental; DL=Delta, DL*=Delta Express & Comair (Orlando and Cincinnati); FL=AirTran; HP=America West; Jl=Midway; NK=Spirit; TW=Trans World; TZ=American Trans Air; UA=United; US=US Airways; US*=Metrojet & US Airways Express (Tallahassee only); WN=Southwest; YI=Air Sunshine; 3M=Gulfstream; 9K=Cape Air.

APPENDIX B

Table 1 – 2000 (continued)

**Summary of Airport Activity
FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL)
As of Summer 2000**

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	2,599,010	43.6%	479	35.6%
Midwest	937,930	15.7%	155	11.5%
Southeast	1,199,760	20.1%	228	17.0%
Southwest	487,980	8.2%	21	1.6%
South Central	350,100	5.9%	79	5.9%
Mid South	249,050	4.2%	21	1.6%
North Central	68,510	1.1%	0	0.0%
Northwest	73,380	1.2%	0	0.0%
Florida Only	573,620 (incl. above)		361	26.9%
TOTAL	5,965,720	100.0%	1,344	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 2 - 2003

Summary of Domestic Airport Activity MIAMI INTERNATIONAL AIRPORT (MIA) As of Summer 2003

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	119	DL (84), AA (35)	Denver	21	UA (14), AA (7)
Tampa	103	CO* (35), FL (28), AA (21), US* (19)	Las Vegas	21	HP (14), AA (7)
Orlando	92	CO* (36), AA (28), DL* (21), UA (7)	New Orleans	21	AA
Chicago - O'Hare	79	AA (58), UA (21)	Raleigh-Durham	21	AA
Key West	77	AA* (35), CO* (22), US* (20)	SW Florida (Ft. Myers)	21	AA*
New York - LaGuardia	65	AA	Tallahassee	21	DL*
Dallas/Ft. Worth	58	AA	Cleveland	16	CO* (9), AA (7)
Washington - National	56	AA	Chicago - Midway	14	TZ
San Juan	56	AA	Cincinnati	14	DL (7), DL* (7)
Charlotte	56	US (42), AA (14)	Minneapolis	14	NW
New York - Newark	54	CO (33), AA (21)	St. Thomas	14	AA (14)
Philadelphia	42	AA (21), US (21)	Pittsburgh	10	US (7), AA* (3)
Los Angeles	42	AA (35), UA (7)	Daytona Beach	7	VQ
New York - JFK	37	AA (35), LY (2)	Hartford	7	AA
Boston	35	AA	Memphis	7	NW
Detroit	31	NW (17), AA (14)	Nashville	7	AA
St. Louis	29	AA	Phoenix	7	HP
Washington - Dulles	28	UA (21), AA (7)	Seattle	7	AS
Jacksonville	28	AA* (21), LY (7)	St. Croix	7	AA
Baltimore	28	AA (21), FL (7)	Columbus	3	AA*
San Francisco	28	AA (21), UA (7)	TOTAL	1,453	

Carrier Legend: AA=American; AA*=American Eagle; AS=Alaska Airlines; CO=Continental; CO*=ExpressJet (Cleveland) and Gulfstream (Tampa, Key West); DL=Delta; DL*=Comair (Orlando, Cincinnati), Chautauqua (Orlando, Tallahassee); FL=AirTran; FL*= AirTran JetConnect; HP=America West; LY=El Al Israel (Delta codeshare) NW=Northwest; UA=United; US=US Airways; US*= Air Midwest (US Airways Express); VQ=Vintage Props & Jets.

APPENDIX B

Table 2 – 2003 (continued)

**Summary of Airport Activity
MIAMI INTERNATIONAL AIRPORT (MIA)
As of Summer 2003**

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,337,480	35.0%	362	24.9%
Midwest	586,990	15.4%	186	12.8%
Southeast (excl. FL)	635,230	16.6%	273	18.8%
Southwest	434,840	11.4%	98	6.7%
South Central	306,830	8.0%	136	9.4%
Mid South	127,710	3.3%	35	2.4%
North Central	104,370	2.7%	14	1.0%
Northwest	53,840	1.4%	7	0.5%
Florida Only	235,140	6.2%	342	23.5%
TOTAL	3,822,430	100.0%	1,453	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 2 – 2001

Summary of Airport Activity MIAMI INTERNATIONAL AIRPORT (MIA) As of Summer 2001

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Orlando	215	AA* (68), US* (31), AA (28), DL* (28), UA (7)	Denver	28	UA (14), AA (14)
Tampa	167	US* (59), 3M (47), AA* (40), AA (21)	San Francisco	28	AA (21), UA (7)
Atlanta	141	DL (78), AA (35), FL* (14), FL (7), UA (7)	Washington-Dulles	28	UA (21), AA (7)
Key West	109	AA* (42), US* (34) 3M (33),	Detroit	25	NW (18), AA (7)
Chicago-O'Hare	88	AA (60), UA (28)	Baltimore	21	US* (14), AA (7)
Dallas/Ft. Worth	73	AA	New Orleans	21	AA
New York-LaGuardia	72	AA (63), UA (7), US (2)	Pittsburgh	21	US
Washington-National	70	AA (63), UA (7)	Tallahassee	21	DL*(21)
New York-Kennedy	63	AA (35), TW (21), DL (7)	Las Vegas	20	N7 (13), HP (7)
New York-Newark	63	CO (42), UA (21)	Cleveland	15	CO (8), AA (7)
San Juan	63	AA	Cincinnati	14	DL
Houston-Bush	61	CO (40), AA (21)	Memphis	14	NW
Los Angeles	49	AA (35), UA (14)	Minneapolis/St. Paul	14	NW
Philadelphia	42	US (21), UA (21)	Savannah	14	AA*
Ft. Myers	41	AA* (34), 3M (7)	St. Thomas	14	AA
Jacksonville	41	AA*	Hartford	7	AA
Boston	37	AA (35), US (2)	Nashville	7	AA
Charlotte	37	US	Phoenix	7	HP
Raleigh/Durham*	48	Jl (34), AA (14)	San Jose	7	AA
St. Louis	29	TW	Seattle	7	AA
			St. Croix	7	AA
			TOTAL	1,849	

Note:

Carrier Legend:

*Midway Airlines declared bankruptcy and officially ceased all operations in September 2001.

AA=American; AA*=American Eagle; CO=Continental; DL=Delta, DL*=Delta Express & Comair (Orlando and Cincinnati); FL=AirTran; HP=America West; NW=Northwest; Jl=Midway; N7=National; TW=Trans World; UA=United; US=US Airways; US*=Metrojet & US Airways Express (Florida markets only); 3M=Gulfstream.

APPENDIX B

Table 2 – 2001 (continued)

**Summary of Airport Activity
MIAMI INTERNATIONAL AIRPORT (MIA)
As of Summer 2001**

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,561,610	33.9%	424	22.9%
Midwest	715,150	15.5%	171	9.2%
Southeast (excl. FL)	680,560	14.8%	324	17.5%
Southwest	576,880	12.5%	111	6.0%
South Central	398,320	8.6%	162	8.8%
Mid South	168,620	3.7%	42	2.3%
North Central	136,370	3.0%	14	0.8%
Northwest	76,840	1.7%	7	0.4%
Florida Only	292,200	6.3%	594	32.1%
TOTAL	4,606,550	100.0%	1,849	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 2 – 2000

Summary of Airport Activity MIAMI INTERNATIONAL AIRPORT (MIA) As of Summer 2000

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Orlando	212	DL* (42), AA* (42), AA (35), US* (31), UA (7)	Detroit	32	NW (25), AA (7)
Tampa	178	3M (62), US* (53), AA* (42), AA (21)	St. Louis	29	TW
Key West	135	AA* (55), 3M (46), US* (34)	San Francisco	28	AA (21), UA (7)
Atlanta	133	DL (70), AA (35), FL (21), UA (7)	Baltimore	21	US* (14), AA (7)
Chicago-O'Hare	98	AA (63), UA (35)	Cincinnati	21	DL
Dallas/Ft. Worth	79	AA	Denver	21	UA (14), AA (7)
Washington-National	77	AA (70), UA (7)	Naples	21	AA*
New York-LaGuardia	76	AA (69), UA (14)	New Orleans	21	AA
Houston-Bush	68	CO (40), AA (28)	Sarasota/Bradenton	21	AA*
New York-Kennedy	63	AA (35), TW (21), DL (7)	Las Vegas	20	N7 (13), HP (7)
New York-Newark	63	CO (35), UA (28)	Pittsburgh	15	US
San Juan	63	AA	Cleveland	14	AA (7), UA (7)
Ft. Myers	49	AA* (42), 3M (7)	Memphis	14	NW
Los Angeles	49	AA (35), UA (14)	Minneapolis/St. Paul	14	NW
Philadelphia	49	US (28), UA (21)	Raleigh/Durham	14	AA
Washington-Dulles	49	US* (21), UA (21), AA (7)	St. Thomas	14	AA
Jacksonville	47	AA*	Hartford	7	AA
Tallahassee	46	DL* (28), AA (18)	Nashville	7	AA
Charlotte	37	US	Phoenix	7	HP
Boston	35	AA	Seattle	7	AA
			St. Croix	7	AA
			Ft. Lauderdale	2	3M
			TOTAL	1,963	

Carrier Legend: AA=American; AA*=American Eagle; CO=Continental; DL=Delta, DL*=Delta Express & Comair (Orlando and Cincinnati); FL=AirTran; HP=America West; NW=Northwest; N7=National; TW=Trans World; UA=United; US=US Airways; US*=Metrojet & US Airways Express (Florida markets only); 3M=Gulfstream.

APPENDIX B

Table 2 – 2000 (continued)

**Summary of Airport Activity
MIAMI INTERNATIONAL AIRPORT (MIA)
As of Summer 2000**

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,720,960	35.4%	455	23.2%
Midwest	756,200	15.6%	194	9.9%
Southeast	1,081,330	22.3%	268	13.7%
Southwest	526,310	10.8%	104	5.3%
South Central	392,250	8.1%	168	8.6%
Mid South	178,680	3.7%	42	2.1%
North Central	122,070	2.5%	14	0.7%
Northwest	78,900	1.6%	7	0.4%
Florida Only	348,470 (incl. above)		711	36.2%
TOTAL	4,856,700	100.0%	1,963	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 3 – 2003

Summary of Airport Activity PALM BEACH INTERNATIONAL AIRPORT (PBI) As of Summer 2003

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	76	DL (55), FL (21)	Boston	14	DL*
New York - JFK	42	B6 (28), DL* (14)	Cincinnati	14	DL
Charlotte	35	US	Detroit	14	NW
Tampa	32	WN (26), US* (6)	Houston - Bush	14	CO
Baltimore	28	WN	Islip	14	WN
Cincinnati	28	WN	Tallahassee	14	DL*
Washington - National	28	US (14), DL* (14)	Hartford	12	DL*
New York - Newark	28	CO	Nashville	7	WN
New York - LaGuardia	22	DL	Cleveland	7	CO*
Philadelphia	21	US	Chicago - O'Hare	7	UA
Dallas/Ft. Worth	20	DL (13), AA (7)	Pittsburgh	6	US
			TOTAL	483	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly	
	Passengers	% of Total	Flights	% of Total
Northeast	1,437,100	61.2%	215	44.5%
Midwest	304,780	13.0%	42	8.7%
Southeast	180,830	7.7%	111	23.0%
Southwest	128,570	5.5%	0	0.0%
South Central	107,210	4.6%	34	7.0%
Mid South	79,540	3.4%	7	1.4%
North Central	24,640	1.1%	0	0.0%
Northwest	17,630	0.8%	0	0.0%
Florida Only	66,070	2.8%	74	15.3%
TOTAL	2,346,370	100.0%	483	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: AA=American; B6=JetBlue; DL=Delta; DL*=Comair (Washington- National, Tallahassee), Chautauqua (Tallahassee), Song (New York- JFK, Boston), Delta Express (Hartford); CO=Continental; CO*=Expressjet (Continental Express); FL=AirTran; NW=Northwest; UA=United; US=US Airways; US*= US Airways Express; WN=Southwest.

APPENDIX B

Table 3 – 2001

Summary of Airport Activity PALM BEACH INTERNATIONAL AIRPORT (PBI) As of Summer 2001

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Tampa	86	WN (42), 3M (30), US* (7), DL (7)	Washington-National	21	US
Atlanta	63	DL	Cincinnati	14	DL
Orlando	61	DL* (28), WN (21), US* (12)	Detroit	14	NW
New York-Newark	50	CO (36), DL* (14)	Houston-Bush	14	CO
New York-LaGuardia	42	DL (21), US* (21)	Nashville	14	WN
Charlotte	35	US	New York-Kennedy	14	B6
Boston	34	DL* (21), US* (13)	Pittsburgh	14	US
Dallas/Ft. Worth	28	DL (21), AA (7)	Raleigh/Durham	14	JI
Hartford	27	DL* (21), US* (6)	Tallahassee	11	US*
Baltimore	21	WN (14), US* (7)	Chicago-O'Hare	7	UA
Philadelphia	21	US	Cleveland	7	CO
			St. Louis	1	WN
			TOTAL	613	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,657,720	59.8%	244	39.8%
Midwest	387,440	14.0%	43	7.0%
Southeast (excl. Florida)	231,170	8.3%	112	18.3%
Southwest	168,920	6.1%	0	0.0%
South Central	144,410	5.2%	42	6.9%
Mid South	67,530	2.4%	14	2.3%
North Central	32,130	1.2%	0	0.0%
Northwest	27,450	1.0%	0	0.0%
Florida Only	57,230	2.1%	158	25.8%
TOTAL	2,774,000	100.0%	613	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: AA=American; B6=JetBlue; DL=Delta, DL*=Delta Express (Hartford, Boston, and Newark) & Comair (Orlando); CO=Continental; JI=Midway; NW=Northwest; UA=United; US=US Airways; US*=Metrojet & US Airways Express (Florida markets only); WN=Southwest; 3M=Gulfstream.

APPENDIX B

Table 3 – 2000

Summary of Airport Activity PALM BEACH INTERNATIONAL AIRPORT (PBI) As of Summer 2000

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Tampa	90	3M (44), US* (39), DL (7)	Pittsburgh	15	US
Atlanta	63	DL	Baltimore	14	US*
Orlando	53	DL* (34), US* (19)	Cincinnati	14	DL
New York-LaGuardia	49	DL (21), TW (14), US* (14)	Detroit	14	NW
New York-Newark	41	CO (34), NK (7)	Washington-National	14	US
Charlotte	35	US	Houston-Bush	13	CO
Boston	31	DL (17), US* (14)	Chicago-O'Hare	7	UA
Dallas/Ft. Worth	28	DL (21), AA (7)	Islip/Long Island	7	NK
Hartford	21	DL* (14), US* (7)	St. Louis	7	TW
Philadelphia	21	US	Atlantic City	7	NK
Raleigh/Durham	21	JI	New York-Kennedy	6	TW
Tallahassee	17	US*	Ft. Lauderdale	1	3M
			TOTAL	589	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,539,180	57.1%	226	38.4%
Midwest	421,690	15.6%	42	7.1%
Southeast	290,810	10.8%	119	20.2%
Southwest	177,900	6.6%	0	0.0%
South Central	139,990	5.2%	41	7.0%
Mid South	68,280	2.5%	0	0.0%
North Central	34,010	1.3%	0	0.0%
Northwest	25,740	1.0%	0	0.0%
Florida Only	68,220 (incl. above)		161	27.3%
TOTAL	2,697,600	100.0%	589	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: AA=American; DL=Delta, DL*=Delta Express (Hartford) & Comair (Orlando);
CO=Continental; FL=AirTran; JI=Midway; NK=Spirit; NW=Northwest; TW=Trans World;
UA=United; US=US Airways; US*=Metrojet & US Airways Express (Florida markets only);
3M=Gulfstream.

APPENDIX B

Table 4 – 2003

Summary of Airport Activity KEY WEST INTERNATIONAL AIRPORT (EYW) As of Summer 2003

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Tampa	80	CO* (49), US* (31)
Miami	79	AA* (35), CO* (24), US* (20)
Ft. Lauderdale	54	CO* (40), 9K (14)
Orlando	34	DL* (21), CO*(13)
Southwest Florida	19	9K
Atlanta	14	DL*
TOTAL	280	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	76,730	34.0%	0	0.0%
Midwest	34,360	15.2%	0	0.0%
Southeast (excl. FL)	20,140	8.9%	14	5.0%
Southwest	7,640	3.4%	0	0.0%
South Central	11,450	5.1%	0	0.0%
Mid South	8,670	3.8%	0	0.0%
North Central	3,950	1.7%	0	0.0%
Northwest	1,510	0.7%	0	0.0%
Florida Only	61,550	27.2%	266	95.0%
TOTAL	226,000	100.0%	280	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: AA*=American Eagle; CO*= Gulfstream (Continental Connection); DL*=Atlantic Southeast (Atlanta), Chautauqua (Orlando); US*=Air Midwest (US Airways Express); 9K=Cape Air.

APPENDIX B

Table 4 - 2001

**Summary of Airport Activity
KEY WEST INTERNATIONAL AIRPORT (EYW)
As of Summer 2001**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Miami	113	AA* (42), 3M (37), US* (34)
Tampa	89	3M (45), US* (44)
Ft. Lauderdale	45	9K (25), 3M (20)
Orlando	21	DL*
Naples	21	9K
SW Florida(Ft. Myers)	15	9K
TOTAL	304	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	95,040	35.2%	0	0.0%
Midwest	35,760	13.2%	0	0.0%
Southeast (excl. Florida)	21,760	8.1%	0	0.0%
Southwest	8,220	3.0%	0	0.0%
South Central	11,740	4.3%	0	0.0%
Mid South	8,930	3.3%	0	0.0%
North Central	3,070	1.1%	0	0.0%
Northwest	1,920	0.7%	0	0.0%
Florida Only	83,500	30.9%	304	100.0%
TOTAL	269,940	100.0%	304	100.0%

Sources: Official Airline Guide, August 2001; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: AA*=American Eagle; DL*=Comair; US*=US Airways Express; 3M=Gulfstream; 9K=Air Sunshine.

APPENDIX B

Table 4 – 2000

Summary of Airport Activity KEY WEST INTERNATIONAL AIRPORT (EYW) As of Summer 2000

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Miami	140	AA* (55), 3M (51), US* (34)
Tampa	73	3M (40), US* (33)
Ft. Lauderdale	42	3M (21), 9K (21)
Orlando	34	DL*
Naples	21	9K
Ft. Myers	<u>15</u>	9K
TOTAL	325	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	87,280	32.6%	0	0.0%
Midwest	35,500	13.3%	0	0.0%
Southeast	111,370	41.6%	0	0.0%
Southwest	8,400	3.1%	0	0.0%
South Central	11,380	4.3%	0	0.0%
Mid South	9,290	3.5%	0	0.0%
North Central	2,700	1.0%	0	0.0%
Northwest	1,810	0.7%	0	0.0%
Florida Only	<u>89,190 (incl. above)</u>		<u>325</u>	<u>100.0%</u>
TOTAL	267,730	100.0%	325	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: AA*=American Eagle; DL*=Comair; US*=US Airways Express; 3M=Gulfstream; 9K=Air Sunshine.

APPENDIX B

Table 5 – 2003

**Summary of Airport Activity
THE FLORIDA KEYS MARATHON AIRPORT (MTH)
As of Summer 2003**

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Ft. Lauderdale	10	PA
TOTAL	10	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	0	0.0%	0	n.a.
Midwest	0	0.0%	0	n.a.
Southeast				
(excl. FL)	20	28.6%	0	n.a.
Southwest	0	0.0%	0	n.a.
South Central	0	0.0%	0	n.a.
Mid South	0	0.0%	0	n.a.
North Central	0	0.0%	0	n.a.
Northwest	0	0.0%	0	n.a.
Florida Only	50	71.4%	10	100.0%
TOTAL	70	100.0%	10	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: PA=Florida Coastal Airlines

Note: n.a.=not applicable.

APPENDIX B

Table 5 - 2001

Summary of Airport Activity THE FLORIDA KEYS MARATHON AIRPORT (MTH) As of Summer 2001

****American Eagle discontinued commercial service at Marathon Airport in Spring 2000.**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
TOTAL	0	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	4,440	47.8%	0	n.a.
Midwest	2,110	22.7%	0	n.a.
Southeast (excl. Florida)	390	4.2%	0	n.a.
Southwest	230	2.5%	0	n.a.
South Central	330	3.6%	0	n.a.
Mid South	130	1.4%	0	n.a.
North Central	170	1.8%	0	n.a.
Northwest	40	0.4%	0	n.a.
Florida Only	1,450	15.6%	0	n.a.
TOTAL	9,290	100.0%	0	n.a.

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Note: n.a.=not applicable.

APPENDIX B

Table 5 – 2000

Summary of Airport Activity THE FLORIDA KEYS MARATHON AIRPORT (MTH) As of Summer 2000

****American Eagle discontinued commercial service at Marathon Airport in Spring 2000.**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
TOTAL	0	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	8,790	44.3%	0	n.a.
Midwest	3,940	19.9%	0	n.a.
Southeast	4,200	21.2%	0	n.a.
Southwest	910	4.6%	0	n.a.
South Central	1,010	5.1%	0	n.a.
Mid South	610	3.1%	0	n.a.
North Central	260	1.3%	0	n.a.
Northwest	120	0.6%	0	n.a.
Florida Only	2,900 (incl. above)		0	n.a.
TOTAL	19,840	100.0%	0	n.a.

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 6 – 2003

Summary of Airport Activity ORLANDO INTERNATIONAL AIRPORT (MCO) As of Summer 2003

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	147	DL (70), FL (70), DL* (7)	Greensboro	21	DL*
Miami	91	CO* (35), AA (28), DL (14), DL* (7), UA (7)	Islip	21	WN
New York - LaGuardia	86	AA (43), DL (29), NK (14)	Kansas City	21	WN
Chicago-O'Hare	86	UA (44), AA (28), NK (14)	Memphis	21	NW
Baltimore	84	WN (63), FL (21)	Manchester, NH	21	WN
Dallas/Ft. Worth	84	AA (63), DL (21)	Phoenix	21	HP (14), WN (7)
Philadelphia	82	US (61), FL (21)	Richmond	21	DL*
Fort Lauderdale	81	WN (53), DL* (28)	SW Florida (Ft. Myers)	21	DL*
New York - Newark	72	CO (53), DL* (19)	Cleveland	20	CO (19), WN (1)
San Juan	67	AA (35), TZ (14), NK (11), DL (7)	Albuquerque	14	WN
Detroit	61	NW (42), NK (19)	Atlantic City	14	NK
New Orleans	61	WN (40), DL* (21)	Albany	14	WN
Charlotte	56	US	Greenville	14	DL*
Washington - Dulles	50	UA (29), DL*(21)	Huntsville	14	DL*
Nashville	49	WN (28), DL* (21)	Norfolk	14	WN
St. Louis	49	AA (28), WN(21)	Salt Lake City	14	DL
Pittsburgh	47	US (40), FL (7)	Ft. Walton Beach	11	US*
Cincinnati	43	DL (29), DL* (14)	Houston - Hobby	8	WN
Chicago - Midway	43	TZ (28), WN (15)	San Antonio	7	WN
Washington - National	42	US (28), DL* (14)	Jackson, MS	7	WN
Indianapolis	42	DL* (21), TZ (14), WN (7)	Austin	7	WN
Los Angeles	42	UA (21), AA (14), DL (7)	Buffalo	7	WN
Providence	42	WN (28), DL* (14)	Columbia, SC	7	DL*
Houston - Bush	41	CO	Akron	7	FL
Columbus	36	DL* (28), WN (8)	Dayton	7	FL
Hartford	35	DL* (21), WN (14)	Flint	7	FL
Key West	35	DL* (21), CO* (14)	Las Vegas	7	HP
Raleigh-Durham	35	DL* (28), WN (7)	Melbourne	7	VQ
Denver	30	UA (15), F9 (15)	Mobile	7	DL*
Minneapolis	30	NW (28), SY (2)	Newport News	7	FL
Boston	28	DL* (21), AA (7)	Rochester	7	FL
W. Palm Beach	28	DL*	Seattle	7	AS
Pensacola	28	DL*	San Francisco	7	UA
Louisville	28	DL* (21), WN (7)	Tampa	7	DL
Tallahassee	28	DL*	Panama City	6	US*
Milwaukee	25	YX (11), NW (7), FL (7)	Bloomington, IL	1	FL
Birmingham	21	DL* (14), WN (7)	Moline	1	FL
			Oklahoma City	1	WN
			TOTAL	2361	

APPENDIX B

Table 6 – 2003 (continued)

**Summary of Airport Activity
ORLANDO INTERNATIONAL AIRPORT (MCO)
As of Summer 2003**

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	3,953,420	39.6%	652	27.6%
Midwest	2,146,120	21.5%	456	19.3%
Southeast (excl. FL)	954,770	9.6%	389	16.5%
Southwest	855,340	8.6%	105	4.4%
South Central	817,120	8.2%	199	8.4%
Mid South	470,320	4.7%	180	7.6%
North Central	351,850	3.5%	30	1.3%
Northwest	210,150	2.1%	7	0.3%
Florida Only	213,230	2.1%	343	14.5%
TOTAL	9,972,320	100.0%	2,361	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA=American; AA*=American Eagle; B6=JetBlue; CO=Continental; CO*=Gulfstream (Continental Connection); DL=Delta, DL*=Chautauqua (Miami, Ft. Lauderdale, New Orleans, Nashville, Indianapolis, Columbus, Key West, Raleigh Durham, W. Palm Beach, Pensacola, Tallahassee, Birmingham, Richmond, Ft. Myers, Greenville, Huntsville, Mobile, Columbia), Comair (Atlanta, Cincinnati, Washington-National, W. Palm Beach, Tallahassee, Greensboro, Ft. Myers, Huntsville), Delta Express (New York-LaGuardia, Washington-Dulles, Providence, Hartford, Tampa) & Song (New York-Kennedy, Boston, Newark); FL=AirTran; F9=Frontier; HP=America West; NK=Spirit; NW=Northwest; SY=Sun Country; TZ=American Trans Air; UA=United; US=US Airways; US*=Air Midwest (US Airways Express); VQ=Vintage Props & Jets; WN=Southwest; YX=Midwest Airlines.

APPENDIX B

Table 6 – 2001

Summary of Airport Activity ORLANDO INTERNATIONAL AIRPORT (MCO) As of Summer 2001

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Miami	216	AA*(68), 3M (53), US* (32), DL*(28), AA(28), UA (7)	Cleveland	28	CO
Atlanta	175	DL (92), FL (76), FL* (7)	Louisville	28	DL* (21), WN (7)
New York-Newark	119	CO (56), DL* (49), NK (14)	Memphis	28	NW
Chicago-O'Hare	96	UA (32), AA (29), DL*(21), NK(14)	Albany	21	WN (14), US*(7)
New York-LaGuardia	95	DL (46), US* (35), AA (7), NK (7)	Ft. Myers	21	DL*
Washington-Dulles	91	UA (42), DL*(35), US*(14)	Greensboro	21	DL*
Boston	84	DL* (56), US* (21), AA (7)	Islip/Long Island	21	DL* (14), WN (7)
Ft. Lauderdale	82	WN (54), DL* (28)	Key West	21	DL*
Baltimore	77	US* (49), WN (28)	Pensacola	21	DL*
New York-Kennedy	77	B6(28), DL (28), TW (21)	Phoenix	21	HP (14), WN (7)
Philadelphia	77	US (63), FL (14)	Washington-National	21	US
Dallas/Ft. Worth	71	AA (50), DL (21)	Milwaukee	18	YX (11), SY (7)
Detroit	70	NW (49), NK (21)	Atlantic City	16	NK
Raleigh/Durham	69	Jl (41), DL* (21), WN (7)	Manchester	15	WN (14), US* (1)
Tallahassee	64	DL* (35), US* (29)	Albuquerque	14	WN
Charlotte	63	US	Allentown	14	US (7), DL* (7)
West Palm Beach	61	DL* (28), WN (21), US* (12)	Las Vegas	14	DL (7), HP (7)
Hartford	56	DL* (35), US* (14), WN (7)	Salt Lake City	14	DL
Pittsburgh	56	US	Ft. Walton Beach	11	US*
St. Louis	56	TW (42), WN (14)	Buffalo	8	WN (7), US (1)
Los Angeles	49	DL (21), UA (21), AA (7)	Austin	7	WN
Chicago-Midway	43	TZ (29), WN (14)	Birmingham	7	WN
Houston-Bush	43	CO	Jackson	7	WN
Cincinnati	42	DL (35), DL* (7)	Naples	7	US*
Denver	42	UA (28), F9 (14)	Panama City	7	US*
Nashville	42	WN (28), DL* (14)	San Antonio	7	WN
New Orleans	42	WN	San Francisco	7	UA
Providence	36	WN (21), DL* (14), US* (1)	Syracuse	7	US*
San Juan	36	AA (21), TW (7), TZ (8)	Tampa	7	DL*
Columbus	35	DL* (28), WN (7)	Jacksonville	6	US*
Indianapolis	35	DL* (21), TZ (7), WN (7)	Omaha	2	YX
Kansas City	35	DL* (21), WN (14)	Akron/Canton	1	FL
Minneapolis/St. Paul	35	NW (28), SY (7)	Harrisburg	1	US
			Rochester	1	US
			TOTAL	2,720	

Note:

Carrier Legend:

*Midway Airlines declared bankruptcy and officially ceased all operations in September 2001.

AA=American; AA*=American Eagle; B6=JetBlue; CO=Continental; DL=Delta, DL*=Delta Express & Comair (Florida markets excl. Tampa) and Cincinnati, Greensboro, and Raleigh/Durham); FL=AirTran; F9=Frontier; HP=America West; Jl=Midway; NK=Spirit; NW=Northwest; SY=Sun Country; TW=Trans World; TZ=American Trans Air; UA=United; US=US Airways; US*=Metrojet & US Airways Express (Florida markets only); WN=Southwest; YX=Midwest Express; 3M=Gulfstream.

APPENDIX B

Table 6 – 2001 (continued)

**Summary of Airport Activity
ORLANDO INTERNATIONAL AIRPORT (MCO)
As of Summer 2001**

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	4,540,450	39.8%	893	32.8%
Midwest	2,501,910	21.9%	487	17.9%
Southeast (excl. Florida)	1,121,340	9.8%	364	13.4%
Southwest	1,051,440	9.2%	105	3.9%
South Central	943,600	8.3%	184	6.8%
Mid South	583,050	5.1%	126	4.6%
North Central	432,910	3.8%	37	1.4%
Northwest	243,310	2.1%	0	0.0%
Florida Only	329,880	2.9%	524	19.3%
TOTAL	11,747,890	100.0%	2,720	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 6 - 2000

Summary of Airport Activity ORLANDO INTERNATIONAL AIRPORT (MCO) As of Summer 2000

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Miami	212	3M(46), AA (42), AA*(42), DL*(42), US* (33)	Ft. Myers	34	DL*
Atlanta	200	DL (102), FL (91), P9 (7)	Key West	34	DL*
Ft. Lauderdale	125	WN (47), DL* (46), 3M (32)	Pensacola	33	DL*
New York-Newark	118	CO (55), DL* (49), NK (14)	Albany	28	WN (14), DL* (7), US*(7)
Washington-Dulles	98	DL*(35), UA (35), US*(28)	Birmingham	28	DL* (21), WN (7)
Boston	84	DL* (49), US* (28), AA (7)	Cleveland	28	CO
New York-LaGuardia	82	DL (46), US* (28), AA (8)	Louisville	28	DL* (21), WN (7)
Philadelphia	77	US (63), FL (14)	Memphis	28	NW
Chicago-O'Hare	74	UA (44), AA (30)	Sarasota/Bradenton	23	DL*
Baltimore	71	US* (49), WN (22)	Syracuse	21	DL* (14), US* (7)
Tallahassee	66	DL* (38), US* (28)	Milwaukee	18	YX (11), SY (7)
Detroit	65	NW (49), NK (14), P9 (2)	Las Vegas	15	DL (7), HP (7), WN (1)
Dallas/Ft. Worth	64	AA (43), DL (21)	Allentown	14	US (7), DL* (7)
New Orleans	64	WN (36), DL* (28)	Phoenix	14	HP (7), WN (7)
Raleigh/Durham	63	JI (35), DL* (21), WN (7)	Salt Lake City	14	DL
St. Louis	63	TW (49), WN (14)	Tampa	14	DL*
New York-Kennedy	62	TW (28), B6 (20), DL (14)	Washington-National	14	US
Charlotte	56	US	Atlantic City	14	NK
Hartford	56	US* (28), DL* (21), WN (7)	Ft. Walton Beach	13	US*
West Palm Beach	53	DL* (34), US* (19)	Naples	13	US*
Los Angeles	49	DL (21), UA (21), AA (7)	Panama City	11	US*
Nashville	49	WN (28), DL* (21)	Manchester	9	WN (8), US* (1)
Houston-Bush	43	CO	Albuquerque	7	WN
Pittsburgh	43	US	Austin	7	WN
Cincinnati	42	DL (35), DL^ (7)	Jackson	7	WN
Denver	42	UA (35), F9 (7)	San Antonio	7	WN
Indianapolis	42	DL* (28), TZ (7), WN (7)	San Francisco	7	UA
Minneapolis/St. Paul	42	NW (35), SY (7)	Jacksonville	6	US*
San Juan	42	AA (21), TW (14), TZ (7)	Myrtle Beach	2	DL*
Chicago-Midway	40	TZ (26), WN (14)	Omaha	2	YX
Providence	37	WN (22), DL* (14), US* (1)	Akron	1	FL
Columbus	36	DL* (28), WN (8)	Buffalo	1	US
Kansas City	35	DL* (21), WN (14)	Harrisburg	1	US
Islip/Long Island	35	DL* (21), WN (7), NK (7)	Rochester	1	US
		TOTAL		2,827	

Carrier Legend: AA=American; AA*=American Eagle; B6=JetBlue; CO=Continental; DL=Delta, DL*=Delta Express & Comair (all Florida markets and Cincinnati, Birmingham, New Orleans, and Myrtle Beach); FL=AirTran; F9=Frontier; HP=America West; NK=Spirit; NW=Northwest; N7=National; P9=Pro Air; SY=Sun Country; TW=Trans World; TZ=American Trans Air; UA=United; US=US Airways; US*=Metrojet & US Airways Express (Florida markets only); WN=Southwest; YX=Midwest Express; 3M=Gulfstream.

Table 6 – 2000 (continued)

**Summary of Airport Activity
ORLANDO INTERNATIONAL AIRPORT (MCO)
As of Summer 2000**

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	4,157,710	37.8%	866	30.6%
Midwest	2,367,730	21.5%	472	16.7%
Southeast	1,455,430	13.2%	363	12.8%
Southwest	978,970	8.9%	99	3.5%
South Central	883,230	8.0%	170	6.0%
Mid South	565,270	5.1%	176	6.2%
North Central	349,590	3.2%	44	1.6%
Northwest	244,090	2.2%	0	0.0%
Florida Only	382,080 (incl. above)		637	22.6%
TOTAL	11,002,020	100.0%	2,827	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 7 – 2003

**Summary of Airport Activity
MELBOURNE INTERNATIONAL AIRPORT (MLB)
As of August 2001**

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	48	DL* (28), DL (20)
Orlando	7	VQ
Cincinnati	2	DL*
Dallas/Ft. Worth	1	DL*
TOTAL	58	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	65,680	37.2%	0	0.0%
Midwest	30,650	17.4%	2	3.4%
Southeast (excl. FL)	33,990	19.3%	48	82.8%
Southwest	14,000	7.9%	0	0.0%
South Central	12,470	7.1%	1	1.7%
Mid South	12,660	7.2%	0	0.0%
North Central	3,080	1.7%	0	0.0%
Northwest	2,380	1.3%	0	0.0%
Florida Only	1,570	0.9%	7	12.1%
TOTAL	176,480	100.0%	58	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: DL=Delta; DL*=Atlantic Southeast and Comair (Delta Connection); VQ=Vintage Props & Jets.

APPENDIX B

Table 7 - 2001

Summary of Airport Activity MELBOURNE INTERNATIONAL AIRPORT (MLB) As of Summer 2001

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	56	DL (28), DL* (28)
Ft. Lauderdale	7	NK
New York-LaGuardia	7	NK
New York-Newark	7	CO
Washington-National	7	NK
Cincinnati	<u>2</u>	DL*
TOTAL	86	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	117,900	46.9%	21	24.4%
Midwest	33,340	13.3%	2	2.3%
Southeast (excl. Florida)	41,410	16.5%	56	65.1%
Southwest	20,060	8.0%	0	0.0%
South Central	15,170	6.0%	0	0.0%
Mid South	14,840	5.9%	0	0.0%
North Central	3,970	1.6%	0	0.0%
Northwest	4,550	1.8%	0	0.0%
Florida Only	<u>1,720</u>	<u>0.7%</u>	<u>7</u>	<u>8.1%</u>
TOTAL	252,960	100.0%	86	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: CO=Continental; DL=Delta; DL*=Atlantic Southeast to Atlanta and Comair to Cincinnati; NK=Spirit.

APPENDIX B

Table 7 - 2000

**Summary of Airport Activity
MELBOURNE INTERNATIONAL AIRPORT (MLB)
As of Summer 2000**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	56	DL (28), DL* (28)
New York-LaGuardia	<u>7</u>	NK
TOTAL	63	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	131,230	50.0%	7	11.1%
Midwest	36,310	13.8%	0	0.0%
Southeast	38,580	14.7%	56	88.9%
Southwest	17,620	6.7%	0	0.0%
South Central	15,950	6.1%	0	0.0%
Mid South	15,180	5.8%	0	0.0%
North Central	3,750	1.4%	0	0.0%
Northwest	3,900	1.5%	0	0.0%
Florida Only	<u>980 (incl. above)</u>		<u>0</u>	0.0%
TOTAL	262,520	100.0%	63	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL=Delta; DL*=Atlantic Southeast; NK=Spirit.

APPENDIX B

Table 8 – 2003

**Summary of Airport Activity
DAYTONA BEACH INTERNATIONAL AIRPORT (DAB)
As of Summer 2003**

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	37	DL (30), DL* (7)
New York-Newark	14	CO*
Cincinnati	7	DL*
Melbourne	7	VQ
Dallas/Ft. Worth	3	DL*
TOTAL	68	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	77,200	37.6%	14	20.6%
Midwest	47,910	23.3%	7	10.3%
Southeast (excl. FL)	30,480	14.9%	37	54.4%
Southwest	14,970	7.3%	0	0.0%
South Central	12,380	6.0%	3	4.4%
Mid South	13,580	6.6%	0	0.0%
North Central	4,370	2.1%	0	0.0%
Northwest	2,900	1.4%	0	0.0%
Florida Only	1,420	0.7%	7	10.3%
TOTAL	205,210	100.0%	68	100.0%

Sources: Official Airline Guide, July 2003; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: DL=Delta; DL*=Atlantic Southeast and Comair (Delta Connection); CO*=Expressjet (Continental Express)

APPENDIX B

Table 8 – 2001

Summary of Airport Activity DAYTONA BEACH INTERNATIONAL AIRPORT (DAB) As of Summer 2001

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	56	DL (28), DL* (28)
New York-Newark	7	CO
Cincinnati	2	DL*
Cleveland	<u>1</u>	CO*
TOTAL	66	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	103,230	41.9%	7	10.6%
Midwest	47,950	19.4%	3	4.5%
Southeast (excl. Florida)	36,060	14.6%	56	84.8%
Southwest	19,620	8.0%	0	0.0%
South Central	14,250	5.8%	0	0.0%
Mid South	15,890	6.4%	0	0.0%
North Central	4,190	1.7%	0	0.0%
Northwest	4,620	1.9%	0	0.0%
Florida Only	<u>730</u>	<u>0.3%</u>	<u>0</u>	<u>0.0%</u>
TOTAL	246,540	100.0%	66	100.0%

Sources: Official Airline Guide, August 2001; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: DL=Delta; DL*=Atlantic Southeast and Comair; CO=Continental; CO*=Continental Express.

APPENDIX B

Table 8 - 2000

**Summary of Airport Activity
DAYTONA BEACH INTERNATIONAL AIRPORT (DAB)
As of Summer 2000**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	49	DL (28), DL* (21)
New York-Newark	<u>7</u>	CO
TOTAL	56	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	105,250	41.5%	7	87.5%
Midwest	54,940	21.7%	0	0.0%
Southeast	35,290	13.9%	49	12.5%
Southwest	19,190	7.6%	0	0.0%
South Central	14,910	5.9%	0	0.0%
Mid South	16,260	6.4%	0	0.0%
North Central	3,690	1.5%	0	0.0%
Northwest	4,210	1.7%	0	0.0%
Florida Only	750 (incl. above)		0	0.0%
TOTAL	253,740	100.0%	56	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL=Delta; DL*=Atlantic Southeast; CO=Continental.

APPENDIX B

Table 9 - 2003

Summary of Domestic Scheduled Airport Activity ORLANDO SANFORD AIRPORT (SFB) As of Summer 2003

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Portsmouth	13	PN
San Juan	6	PN
TOTAL	19	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	41,270	52.2%	13	68.4%
Midwest	5,240	6.6%	0	0.0%
Southeast (excl. FL)	32,570	41.2%	6	31.6%
Southwest	0	0.0%	0	0.0%
South Central	0	0.0%	0	0.0%
Mid South	0	0.0%	0	0.0%
North Central	0	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	340	0.4%	0	0.0%
TOTAL	79,080	100.0%	19	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: PN=Pan American.

APPENDIX B

Table 9 - 2001

Summary of Domestic Scheduled Airport Activity ORLANDO SANFORD AIRPORT (SFB) As of Summer 2001

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Portsmouth	7	PN
Allentown	6	PN
San Juan	6	PN
Worcester	6	PN
Belleville, IL	3	PN
Gary	3	PN
TOTAL	31	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations*		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	27,390	65.3%	19	61.3%
Midwest	14,580	34.7%	6	19.4%
Southeast (excl. Florida)	0	0.0%	6	19.4%
Southwest	0	0.0%	0	0.0%
South Central	0	0.0%	0	0.0%
Mid South	0	0.0%	0	0.0%
North Central	0	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	0	0.0%	0	0.0%
TOTAL	41,970	100.0%	31	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: PN=Pan American.

APPENDIX B

Table 9 – 2000

Summary of Domestic Scheduled Airport Activity ORLANDO SANFORD AIRPORT (SFB) As of Summer 2000

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Pittsburgh	7	PN
Portsmouth	6	PN
Gary	<u>6</u>	PN
TOTAL	19	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations*		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	0	-	13	68.4%
Midwest	0	-	6	31.6%
Southeast	0	-	0	0.0%
Southwest	0	-	0	0.0%
South Central	0	-	0	0.0%
Mid South	0	-	0	0.0%
North Central	0	-	0	0.0%
Northwest	0	-	0	0.0%
Florida Only	0 (incl. above)		0	0.0%
TOTAL	0	-	19	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: PN=Pan American.

*Although Pan American began scheduled service at Sanford in October 1999, the airline did not report to the O&D survey in the 1999 calendar year.

APPENDIX B

Table 10 – 2003

Summary of Airport Activity TAMPA INTERNATIONAL AIRPORT (TPA) As of Summer 2003

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	147	DL (84), FL (56), DL* (7)	Chicago - Midway	21	WN
Miami	99	CO* (31), FL (28), AA (21), US* (19)	Memphis	21	NW
Ft. Lauderdale	88	WN (69), CO* (19)	Minneapolis	21	NW
Key West	77	CO* (46), US* (31)	Providence	21	WN
Dallas/Ft. Worth	62	AA (41), DL (21)	Boston	19	DL*
Charlotte	56	US	Cleveland	19	CO (14), CO* (5)
New York - JFK	56	B6 (35), DL* (21)	Birmingham	14	WN
Philadelphia	56	US (49), FL (7)	Islip	14	UA
Baltimore	49	WN (35), FL (14)	Las Vegas	14	HP (7), WN (7)
Cincinnati	42	DL (35), DL* (7)	Manchester, NH	14	WN
Chicago - O'Hare	42	UA (21), AA (14), NK (7)	Phoenix	14	HP (7), WN (7)
Tallahassee	42	FL	Raleigh-Durham	14	WN
New Orleans	40	WN	SW Florida (Ft. Meyers)	14	CO*
New York - Newark	36	CO	Sarasota	14	CO*
Houston - Bush	36	CO	Panama City	13	US*
Pensacola	36	US*	San Antonio	7	WN
Columbus	35	DL* (21), WN (14)	Albuquerque	7	WN
Washington - National	35	US (28), DL* (7)	Atlantic City	7	NK
Detroit	35	NW (21), NK (14)	Austin	7	WN
Jacksonville	35	CO* (22), WN (13)	Gulfport	7	FL
New York - LaGuardia	35	AA (21), DL (14)	Los Angeles	7	HP (7), WN (7)
W. Palm Beach	32	WN (26), US* (6)	Kansas City	7	WN
Nashville	28	WN	Orlando	7	DL*
Denver	28	UA (14), F9 (14)	Milwaukee	7	FL
Hartford	27	DL* (20), WN (7)	Louisville	7	WN
St. Louis	27	AA (20), WN (7)	San Juan	7	AA
Pittsburgh	26	US	Ft. Walton Beach	7	US*
Washington - Dulles	21	UA	Houston - Hobby	1	WN
Indianapolis	21	DL* (14), WN (7)	TOTAL	1681	

Carrier Legend: AA=American; B6=JetBlue; CO=Continental; CO*=Expressjet, Gulfstream and Cape Air (Continental Connection); DL=Delta, DL*=Comair (Atlanta, Cincinnati, Washington-National), Chautauqua (Columbus, Indianapolis) Delta Express (Hartford, Boston, Orlando) and Song (New York-Kennedy, Boston); FL=AirTran and Air Wisconsin (AirTran JetConnect); HP=America West; NK=Spirit; NW=Northwest; UA=United; US=US Airways; US*=Air Midwest (US Airways Express); WN=Southwest.

APPENDIX B

Table 10 – 2003 (continued)

**Summary of Airport Activity
TAMPA INTERNATIONAL AIRPORT (TPA)
As of Summer 2003**

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	2,180,130	35.2%	416	24.7%
Midwest	1,281,320	20.7%	263	15.6%
Southeast (excl. FL)	609,660	9.9%	224	13.3%
Southwest	542,190	8.8%	42	2.5%
South Central	481,200	7.8%	141	8.4%
Mid South	366,420	5.9%	110	6.5%
North Central	170,420	2.8%	21	1.2%
Northwest	111,110	1.8%	0	0.0%
Florida Only	443,940	7.2%	464	27.6%
TOTAL	6,186,390	100.0%	1,681	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 10 – 2001

Summary of Airport Activity TAMPA INTERNATIONAL AIRPORT (TPA) As of Summer 2001

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Miami	162	US*(58), 3M(43), AA*(40), AA (21)	Chicago-Midway	21	WN
Atlanta	142	DL (86), FL (56)	Ft. Myers	21	3M
Ft. Lauderdale	104	WN (72), 3M (25), DL (7)	Memphis	21	NW
Key West	92	3M (48), US* (44)	Washington-National	21	US
West Palm Beach	85	WN (42), 3M (29), US*(7), DL (7)	Panama City	19	US*
Tallahassee	76	US* (54), 3M (22)	Cleveland	18	CO
Jacksonville	73	US* (38), WN (19), 3M (16)	Birmingham	14	WN
Baltimore	63	US* (35), WN (28)	Denver	14	UA
Dallas/Ft. Worth	63	AA (42), DL (21)	Hartford	14	DL*
Charlotte	62	US	Islip/ Long Island	14	WN
New York-LaGuardia	56	US* (28), AA (14), DL (14)	Las Vegas	14	HP (7), WN (7)
Philadelphia	56	US (49), FL (7)	Los Angeles	14	DL
Raleigh/Durham	55	JI (41), WN (14)	Minneapolis/St. Paul	14	NW
Chicago-O'Hare	49	UA (28), AA (21)	Phoenix	14	HP (7), WN (7)
Detroit	48	NW (34), NK (14)	Providence	14	WN
Boston	42	US* (28), DL* (14)	San Juan	14	AA
New Orleans	42	WN	San Antonio	8	WN
St. Louis	42	TW (35), WN (7)	Albuquerque	7	WN
Houston-Bush	41	CO	Atlantic City	7	NK
New York-Newark	40	CO	Austin	7	WN
Cincinnati	35	DL	Ft. Walton Beach	7	US*
New York-Kennedy	35	B6 (21), DL (14)	Gulfport	7	FL
Pittsburgh	35	US	Indianapolis	7	WN
Washington-Dulles	35	UA (21), US* (14)	Kansas City	7	WN
Pensacola	32	US*	Louisville	7	WN
Columbus	28	WN (14), DL* (14)	Manchester	7	WN
Nashville	28	WN	Orlando	7	DL*
Naples	27	US*	TOTAL	1,987	

Carrier Legend: AA=American; AA*=American Eagle; B6=JetBlue; CO=Continental; DL=Delta, DL*=Delta Express
 FL=AirTran; HP=America West; JI=Midway; NK=Spirit; NW=Northwest; TW=Trans World;;
 UA=United; US=US Airways; US*=Metrojet & US Airways Express (Florida markets only);
 WN=Southwest; 3M=Gulfstream.

APPENDIX B

Table 10 – 2001 (continued)

**Summary of Airport Activity
TAMPA INTERNATIONAL AIRPORT (TPA)
As of Summer 2001**

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	2,367,920	34.0%	439	22.1%
Midwest	1,458,970	21.0%	262	13.2%
Southeast (excl. Florida)	742,160	10.7%	273	13.7%
Southwest	617,810	8.9%	42	2.1%
South Central	548,860	7.9%	140	7.0%
Mid South	414,080	6.0%	112	5.6%
North Central	163,810	2.4%	14	0.7%
Northwest	113,390	1.6%	0	0.0%
Florida Only	530,330	7.6%	705	35.5%
TOTAL	6,957,330	100.0%	1,987	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 10 – 2000

Summary of Airport Activity TAMPA INTERNATIONAL AIRPORT (TPA) As of Summer 2000

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Miami	176	3M (62), US* (51), AA* (42), AA (21)	Islip/ Long Island	28	WN (14), NK (7), US* (7)
Atlanta	135	DL (79), FL (56)	Nashville	28	WN
Ft. Lauderdale	128	WN (73), 3M (48), DL (7)	Memphis	21	NW
West Palm Beach	88	3M (42), US*(39), DL (7)	Panama City	19	US*
Key West	77	3M (44), US* (33)	Naples	18	US*
Tallahassee	75	US* (48), 3M (27)	Gainesville	17	3M
Jacksonville	73	US* (39), 3M (22), WN (12)	Las Vegas	15	DL (7), HP (7), WN (1)
Baltimore	69	US* (42), WN (27)	Chicago-Midway	14	WN
Dallas/Ft. Worth	63	AA (42), DL (21)	Cleveland	14	CO
Philadelphia	63	US (56), FL (7)	Denver	14	UA
New York-Newark	54	CO (40), DL* (14)	Los Angeles	14	DL
Boston	49	US* (28), DL* (21)	Minneapolis/St. Paul	14	NW
Charlotte	49	US	Orlando	14	DL*
Chicago-O'Hare	49	UA (28), AA (21)	Providence	14	WN
Detroit	47	NW (35), NK (12)	Washington-National	14	US
New Orleans	43	WN	Birmingham	13	WN
New York-LaGuardia	42	US* (28), AA (14)	Albuquerque	7	WN
Raleigh/Durham	42	JI (28), WN (14)	Austin	7	WN
St. Louis	42	TW (35), WN (7)	Gulfport	7	FL
Houston-Bush	39	CO	Indianapolis	7	WN
Pittsburgh	35	US	Kansas City	7	WN
Washington-Dulles	35	UA (21), US* (14)	Louisville	7	WN
New York-Kennedy	34	B6 (20), DL (7), TW (7)	Phoenix	7	HP
Ft. Myers	33	3M	San Antonio	7	WN
Pensacola	32	US*	San Juan	7	AA
Cincinnati	28	DL	Atlantic City	7	NK
Columbus	28	WN (14), DL* (14)	Ft. Walton Beach	6	US*
			TOTAL	1,975	

Carrier Legend: AA=American; AA*=American Eagle; B6=JetBlue; CO=Continental; DL=Delta, DL*=Delta Express & Comair (Orlando only); FL=AirTran; HP=America West; JI=Midway; NK=Spirit; NW=Northwest; TW=Trans World;; UA=United; US=US Airways; US*=Metrojet & US Airways Express (Florida markets only); WN=Southwest; 3M=Gulfstream.

APPENDIX B

Table 10 – 2000 (continued)

**Summary of Airport Activity
TAMPA INTERNATIONAL AIRPORT (TPA)
As of Summer 2000**

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	2,138,630	32.8%	444	22.5%
Midwest	1,383,320	21.2%	243	12.3%
Southeast	1,267,700	19.4%	233	11.8%
Southwest	569,690	8.7%	36	1.8%
South Central	526,860	8.1%	137	6.9%
Mid South	387,360	5.9%	112	5.7%
North Central	144,940	2.2%	14	0.7%
Northwest	105,810	1.6%	0	0.0%
Florida Only	563,350 (incl. above)		756	38.3%
TOTAL	6,524,310	100.0%	1,975	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 11 – 2003

**Summary of Domestic Scheduled Airport Activity
SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)
As of Summer 2003**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	41	DL (34), DL*(7)
Cincinnati	22	DL*
Charlotte	14	US
Tampa	14	CO
Ft. Lauderdale	12	YI
New York-Newark	7	CO
Chicago-Midway	6	TZ
Indianapolis	5	TZ
TOTAL	121	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	169,750	34.6%	7	5.8%
Midwest	185,610	37.9%	33	27.3%
Southeast (excl. FL)	58,710	12.0%	55	45.5%
Southwest	19,250	3.9%	0	0.0%
South Central	16,380	3.3%	0	0.0%
Mid South	18,500	3.8%	0	0.0%
North Central	10,430	2.1%	0	0.0%
Northwest	4,710	1.0%	0	0.0%
Florida Only	6,600	1.3%	26	21.5%
TOTAL	489,940	100.0%	121	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: CO=Continental; DL=Delta; DL*=Atlantic Southeast and Comair; US=US Airways; TZ=American Trans Air; YI=Air Sunshine.

APPENDIX B

Table 11 – 2001

**Summary of Domestic Scheduled Airport Activity
SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)
As of Summer 2001**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	49	DL (42), DL*(7)
Charlotte	21	US
Ft. Lauderdale	19	YI
Cincinnati	4	DL*
New York-Newark	7	CO
Chicago-Midway	5	TZ
Indianapolis	4	TZ
TOTAL	109	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	234,810	34.4%	7	6.4%
Midwest	248,670	36.4%	13	11.9%
Southeast (excl. Florida)	60,960	8.9%	70	64.2%
Southwest	39,750	5.8%	0	0.0%
South Central	30,510	4.5%	0	0.0%
Mid South	22,280	3.3%	0	0.0%
North Central	24,550	3.6%	0	0.0%
Northwest	7,660	1.1%	0	0.0%
Florida Only	14,330	2.1%	19	17.4%
TOTAL	683,520	100.0%	109	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: CO=Continental; DL=Delta; DL*=Comair (Cincinnati), Atlantic Southeast (Atlanta); US=US Airways;
TZ=American Trans Air; YI=Air Sunshine.

APPENDIX B

Table 11 – 2000

**Summary of Domestic Scheduled Airport Activity
SARASOTA/BRADENTON INTERNATIONAL AIRPORT (SRQ)
As of Summer 2000**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	49	DL (42), DL*(7)
Orlando	23	DL*
Charlotte	21	US
Miami	21	AA*
Ft. Lauderdale	20	YI
Cincinnati	7	DL
Houston-Bush	7	CO*
New York-Newark	7	CO
St. Louis	7	TW
Chicago-Midway	5	TZ
Indianapolis	4	TZ
TOTAL	171	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	243,700	35.8%	7	4.1%
Midwest	257,670	37.8%	23	13.5%
Southeast	72,270	10.6%	70	40.9%
Southwest	37,490	5.5%	0	0.0%
South Central	24,490	3.6%	7	4.1%
Mid South	21,840	3.2%	0	0.0%
North Central	16,640	2.4%	0	0.0%
Northwest	7,300	1.1%	0	0.0%
Florida Only	16,940 (incl. above)		64	37.4%
TOTAL	681,400	100.0%	171	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA*=American Eagle; CO=Continental; CO*=Continental Express; DL=Delta; DL*=Comair (Orlando), Atlantic Southeast (Atlanta); US=US Airways; TW=Trans World; TZ=American Trans Air; YI=Air Sunshine.

APPENDIX B

Table 12 – 2003

**Summary of Domestic Scheduled Airport Activity
ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT (PIE)
As of Summer 2003**

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Chicago-Midway	21	TZ
Indianapolis	14	TZ
Los Angeles	6	TZ
San Francisco	6	TZ
Las Vegas	5	TZ
TOTAL	52	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	8,260	3.9%	0	0.0%
Midwest	193,950	90.7%	35	67.3%
Southeast (excl. FL)	570	0.3%	0	0.0%
Southwest	1,770	0.8%	17	32.7%
South Central	2,420	1.1%	0	0.0%
Mid South	0	0.0%	0	0.0%
North Central	6,160	2.9%	0	0.0%
Northwest	490	0.2%	0	0.0%
Florida Only	280	0.1%	0	0.0%
TOTAL	213,900	100.0%	52	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: TZ=American Trans Air.

APPENDIX B

Table 12 – 2001

**Summary of Domestic Scheduled Airport Activity
ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT (PIE)
As of Summer 2001**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Chicago-Midway	13	TZ
Indianapolis	<u>7</u>	TZ
TOTAL	20	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	150	0.1%	0	0.0%
Midwest	183,670	92.6%	20	100.0%
Southeast (excl. Florida)	0	0.0%	0	0.0%
Southwest	3,240	1.6%	0	0.0%
South Central	3,010	1.5%	0	0.0%
Mid South	0	0.0%	0	0.0%
North Central	8,160	4.1%	0	0.0%
Northwest	140	0.1%	0	0.0%
Florida Only	<u>0</u>	<u>0.0%</u>	<u>0</u>	<u>0.0%</u>
TOTAL	198,370	100.0%	20	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: TZ=American Trans Air.

APPENDIX B

Table 12 – 2000

**Summary of Domestic Scheduled Airport Activity
ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT (PIE)
As of Summer 2000**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Chicago-Midway	14	TZ
Indianapolis	<u>7</u>	TZ
TOTAL	21	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	100	0.1%	0	0.0%
Midwest	173,230	93.4%	21	100.0%
Southeast	1,030	0.6%	0	0.0%
Southwest	3,840	2.1%	0	0.0%
South Central	4,310	2.3%	0	0.0%
Mid South	10	0.0%	0	0.0%
North Central	2,930	1.6%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	0 (incl. above)		0	0.0%
TOTAL	185,450	100.0%	21	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: TZ=American Trans Air.

APPENDIX B

Table 13 – 2003

Summary of Airport Activity JACKSONVILLE INTERNATIONAL AIRPORT (JAX) As of Summer 2003

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	97	DL (62), FL (35)	Washington-Dulles	28	UA*
Dallas/Ft. Worth	49	AA (21), DL (21), DL* (7)	New York-Newark	27	CO (20), CO* (7)
Charlotte	48	US (42)	Baltimore	21	WN
Ft. Lauderdale	46	WN	Detroit	21	NW
Tampa	35	CO* (22), WN (13)	Nashville	21	WN
Houston-Bush	35	CO* (21), CO (14)	Philadelphia	20	US
Washington-National	34	US* (20), DL* (14)	Memphis	14	NW*
Chicago-O'Hare	28	UA	Minneapolis	14	NW (7), NW* (7)
Cincinnati	28	DL (14), DL* (14)	Norfolk	14	WN
Miami	28	AA* (21), LX (7)	Birmingham	7	WN
New York-LaGuardia	28	DL*	Indianapolis	7	WN
St. Louis	28	AA*	New Orleans	7	WN
			TOTAL	685	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	626,610	29.9%	158	23.1%
Midwest	350,510	16.7%	112	16.4%
Southeast (excl. FL)	281,160	13.4%	159	23.2%
Southwest	207,690	9.9%	0	0.0%
South Central	199,220	9.5%	84	12.3%
Mid South	158,260	7.6%	49	7.2%
North Central	55,790	2.7%	14	2.0%
Northwest	38,170	1.8%	0	0.0%
Florida Only	177,390	8.5%	109	15.9%
TOTAL	2,094,800	100.0%	685	100.0%

Sources: Official Airline Guide, July 2003; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: AA=American; AA*=American Eagle; DL=Delta; DL*=Atlantic Southeast, Comair (Cincinnati, Washington-National, New York-LaGuardia) and SkyWest (Dallas); CO=Continental; CO*=Expressjet and Gulfstream (Continental Express); FL=AirTran and Air Wisconsin (AirTran JetConnect); LX=SWISS (American codeshare); NW=Northwest; NW*=Pinnacle (Northwest Airlink); UA=United; UA*=United Express; US=US Airways; US*=Air Midwest Airlines (US Airways Express); WN=Southwest.

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Table 13 – 2001

Summary of Airport Activity JACKSONVILLE INTERNATIONAL AIRPORT (JAX) As of Summer 2001

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	98	DL (70), FL (28)	Philadelphia	21	US
Tampa	71	US* (36), 3M (16), WN (19)	Washington-Dulles	21	UA*
Charlotte	49	US (42), US* (7)	St. Louis	21	TW
Ft. Lauderdale	45	WN	New York-Newark	20	CO
Dallas/Ft. Worth	42	AA (21), DL (21)	Tallahassee	18	US*
Miami	42	AA*	Memphis	14	NW
Baltimore	35	WN (21), US* (14)	Washington-National	14	US
New York-LaGuardia	35	US* (21), DL* (14)	Cleveland	8	CO*
Raleigh/Durham*	33	JI	Orlando	8	US*
Chicago-O'Hare	21	UA*	Birmingham	7	WN
Cincinnati	21	DL (14), DL* (7)	Gainesville	7	US*
Detroit	21	NW	Indianapolis	7	WN
Houston-Bush	21	CO	Islip	7	WN
Nashville	21	WN	New Orleans	7	WN
			TOTAL	735	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	707,430	29.0%	153	20.8%
Midwest	412,980	16.9%	99	13.5%
Southeast (excl. Florida)	347,970	14.2%	180	24.5%
Southwest	224,240	9.2%	0	0.0%
South Central	229,480	9.4%	63	8.6%
Mid South	191,630	7.8%	49	6.7%
North Central	53,940	2.2%	0	0.0%
Northwest	35,840	1.5%	0	0.0%
Florida Only	239,200	9.8%	191	26.0%
TOTAL	2,442,710	100.0%	735	100.0%

Sources:

Official Airline Guide, August 2001; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Note:

*Midway Airlines declared bankruptcy and officially ceased all operations in September 2001.

Carrier Legend:

AA=American; AA*=American Eagle; DL=Delta, DL*=Delta Express and Comair (Cincinnati only); CO=Continental; CO*=Continental Express; FL=AirTran; JI=Midway; NW=Northwest; TW=Trans World; UA=United; US=US Airways; US*=US Airways Express/Metrojet; WN=Southwest; 3M=Gulfstream.

APPENDIX B

Table 13 – 2000

Summary of Airport Activity JACKSONVILLE INTERNATIONAL AIRPORT (JAX) As of Summer 2000

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	105	DL (70), FL (28), DL* (7)	Philadelphia	21	US
Tampa	73	US* (37), 3M (22), WN (14)	St. Louis	21	TW
Charlotte	49	US (42), US* (7)	New York-Newark	20	CO
Miami	47	AA*	Tallahassee	19	US*
Dallas/Ft. Worth	42	AA (21), DL (21)	Chicago-O'Hare	14	UA
Baltimore	41	US* (21), WN (20)	Memphis	14	NW
Ft. Lauderdale	39	WN	Washington-National	13	US
New York-LaGuardia	28	US* (14), DL* (14)	Orlando	8	US*
Raleigh/Durham	28	JI	Birmingham	7	WN
Washington-Dulles	22	UA*	Cleveland	7	CO*
Cincinnati	21	DL (14), DL* (7)	Hilton Head	7	US*
Detroit	21	NW	Indianapolis	7	WN
Houston-Bush	21	CO	New Orleans	7	WN
Nashville	21	WN	TOTAL	723	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	640,320	27.9%	145	20.1%
Midwest	393,360	17.1%	91	12.6%
Southeast	573,890	25.0%	189	26.1%
Southwest	208,650	9.1%	0	0.0%
South Central	220,880	9.6%	63	8.7%
Mid South	178,680	7.8%	49	6.8%
North Central	51,950	2.3%	0	0.0%
Northwest	30,810	1.3%	0	0.0%
Florida Only	233,560 (incl. above)		186	25.7%
TOTAL	2,298,540	100.0%	723	100.0%

Sources: Official Airline Guide, July 2000; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: AA=American; AA*=American Eagle; DL=Delta, DL*=Delta Express; CO=Continental;
CO*=Continental Express; FL=AirTran; JI=Midway; NK=Spirit; NW=Northwest; TW=Trans World;
TZ=American Trans Air UA=United; US=US Airways; US*=US Airways Express/Metrojet;
WN=Southwest; 3M=Gulfstream.

APPENDIX B

Table 14 – 2003

Summary of Airport Activity GAINESVILLE REGIONAL AIRPORT (GNV) As of August 2001

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	46	DL*
Charlotte	28	US*
TOTAL	74	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	34,810	30.5%	0	0.0%
Midwest	20,510	18.0%	0	0.0%
Southeast (excl. FL)	24,960	21.9%	74	100.0%
Southwest	8,920	7.8%	0	0.0%
South Central	9,090	8.0%	0	0.0%
Mid South	11,330	9.9%	0	0.0%
North Central	2,910	2.5%	0	0.0%
Northwest	1,410	1.2%	0	0.0%
Florida Only	190	0.2%	0	0.0%
TOTAL	114,130	100.0%	74	100.0%

Sources: Official Airline Guide, July 2003; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: DL*=Atlantic Southeast (Delta Connection); US*=Piedmont (US Airways Express).

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Table 14 – 2001

**Summary of Airport Activity
GAINESVILLE REGIONAL AIRPORT (GNV)
As of Summer 2001**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	56	DL*
Charlotte	<u>21</u>	US*
TOTAL	77	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	33,710	25.7%	0	0.0%
Midwest	25,520	19.4%	0	0.0%
Southeast (excl. Florida)	26,870	20.5%	77	100.0%
Southwest	11,630	8.9%	0	0.0%
South Central	11,630	8.9%	0	0.0%
Mid South	10,520	8.0%	0	0.0%
North Central	3,960	3.0%	0	0.0%
Northwest	2,780	2.1%	0	0.0%
Florida Only	<u>4,720</u>	<u>3.6%</u>	<u>0</u>	<u>0.0%</u>
TOTAL	131,340	100.0%	77	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: DL*=Atlantic Southeast; US*=US Airways Express.

APPENDIX B

Table 14 - 2000

**Summary of Airport Activity
GAINESVILLE REGIONAL AIRPORT (GNV)
As of Summer 2000**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	56	DL*
Charlotte	20	US*
Tampa	<u>17</u>	3M
TOTAL	93	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	40,820	28.6%	0	0.0%
Midwest	26,250	18.4%	0	0.0%
Southeast	37,670	26.4%	76	81.7%
Southwest	10,620	7.5%	0	0.0%
South Central	9,990	7.0%	0	0.0%
Mid South	10,700	7.5%	0	0.0%
North Central	4,080	2.9%	0	0.0%
Northwest	2,380	1.7%	0	0.0%
Florida Only	<u>8,950 (incl. above)</u>		<u>17</u>	<u>18.3%</u>
TOTAL	142,510	100.0%	93	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL*=Atlantic Southeast; US*=US Airways Express;
3M=Gulfstream.

APPENDIX B

Table 15 - 2003

Summary of Airport Activity SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW) As of Summer 2003

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	70	DL (56), FL (14)	Houston - Bush	14	CO
Charlotte	28	US	Philadelphia	14	US
Detroit	21	NW (14), NK (7)	Pittsburgh	14	US
New York - JFK	21	B6	Tampa	14	CO*
Orlando	21	DL*	Atlantic City	7	NK
Miami	21	AA*	Baltimore	7	FL
Cincinnati	19	DL*	Dallas/Ft. Worth	7	AA
Key West	19	9K	Indianapolis	7	TZ
Chicago - O'Hare	16	NK (7), UA (7), U5 (2)	Chicago - Midway	7	TZ
Boston	15	DL*	Minneapolis	7	NW
Cleveland	14	CO (7), CO* (5) U5 (2)	St. Louis	7	AA
Columbus	14	DL*	Denver	3	F9
New York - Newark	14	CO	TOTAL	401	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	851,900	38.9%	92	22.9%
Midwest	826,890	37.7%	105	26.2%
Southeast (excl. FL)	146,080	6.7%	98	24.4%
Southwest	78,940	3.6%	0	0.0%
South Central	91,820	4.2%	24	6.0%
Mid South	49,120	2.2%	0	0.0%
North Central	111,880	5.1%	7	1.7%
Northwest	18,790	0.9%	0	0.0%
Florida Only	15,670	0.7%	75	18.7%
TOTAL	2,191,090	100.0%	401	100.0%

Sources: Official Airline Guide, July 2003; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: AA=American; AA*=American Eagle; B6=JetBlue; CO=Continental; CO*=Expressjet (Continental Connection); DL=Delta, DL*=Chautauqua (Orlando, Columbus), Comair (Orlando), and Song (Boston); FL=AirTran; F9=Frontier; NK=Spirit; NW=Northwest; TZ=American Trans Air; UA=United; US=US Airways; US*=Chautauqua (US Airways Express); U5 = USA 3000; 9K=Cape Air.

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Table 15 – 2001

Summary of Airport Activity SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW) As of Summer 2001

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	70	DL (56), FL (14)	Cincinnati	14	DL
Miami	41	AA* (34), 3M (7)	Chicago-O'Hare	14	UA (7), NK (7)
New York-Newark	36	CO (22), DL* (14)	Indianapolis	14	DL* (7), TZ (7)
Charlotte	35	US	Pittsburgh	14	US
Boston	21	DL*	Cleveland	11	CO
Detroit	21	NW (14), NK (7)	Houston-Bush	8	CO
New York-LaGuardia	21	US* (14), NK (7)	Atlantic City	7	NK
Orlando	21	OH	Baltimore	7	US*
Tampa	21	3M	Chicago-Midway	7	TZ
Key West, FL	15	9K	Columbus	7	DL*
Philadelphia	15	US	New York- Kennedy	7	B6
St. Louis	15	TW	Minneapolis	1	NW
			TOTAL	443	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	873,160	37.0%	128	28.9%
Midwest	889,150	37.7%	103	23.3%
Southeast (excl. Florida)	176,880	7.5%	105	23.7%
Southwest	91,710	3.9%	0	0.0%
South Central	105,390	4.5%	8	1.8%
Mid South	56,470	2.4%	0	0.0%
North Central	116,710	4.9%	1	0.2%
Northwest	21,790	0.9%	0	0.0%
Florida Only	28,310	1.2%	98	22.1%
TOTAL	2,359,570	100.0%	443	100.0%

Sources: Official Airline Guide, August 2001; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: AA*=American Eagle; B6=JetBlue; DL=Delta, DL*=Delta Express (Comair serves Orlando only);
CO=Continental; FL=AirTran; NK=Spirit; TW=Trans World; TZ=American Trans Air; UA=United;
US=US Airways; US*=Metrojet; 3M=Gulfstream; 9K=Cape Air.

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Table 15 – 2000

**Summary of Airport Activity
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW)
As of Summer 2000**

Airports with Nonstop Service	Weekly Departures	Carriers Serving	Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	70	DL (56), FL (14)	Boston	14	DL*
Miami	49	AA* (42), 3M (7)	Pittsburgh	14	US
Charlotte	35	US	Atlantic City	7	NK
Orlando	34	OH	Chicago-Midway	7	TZ
Tampa	33	3M	Chicago-O'Hare	7	UA
Philadelphia	22	US	Cleveland	7	CO
Cincinnati	21	DL	Columbus	7	DL*
Detroit	21	NW (14), NK (7)	Houston-Bush	7	CO
Key West, FL	15	9K	Indianapolis	7	TZ
Newark	15	CO	Islip-Long Island, NY	7	NK
St. Louis	15	TW	New York-LaGuardia	7	US
			TOTAL	421	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	807,840	37.3%	86	20.4%
Midwest	813,320	37.6%	92	21.9%
Southeast	195,220	9.0%	105	24.9%
Southwest	83,030	3.8%	0	0.0%
South Central	93,080	4.3%	7	1.7%
Mid South	58,310	2.7%	0	0.0%
North Central	94,230	4.4%	0	0.0%
Northwest	18,800	0.9%	0	0.0%
Florida Only	33,040 (incl. above)		131	31.1%
TOTAL	2,163,830	100.0%	421	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA*=American Eagle; DL=Delta, DL*=Delta Express (Comair serves Orlando only); CO=Continental; FL=AirTran; NK=Spirit; TW=Trans World; TZ=American Trans Air UA=United; US=US Airways; 3M=Gulfstream; 9K=Cape Air.

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Table 16 – 2003

Summary of Airport Activity NAPLES MUNICIPAL AIRPORT (APF) As of Summer 2003

****Naples Municipal lost commercial air service in June 2003****

Airports with Nonstop Service	Weekly Departures	Carriers Serving
TOTAL	0	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	4,090	36.5%	0	n.a.
Midwest	520	4.6%	0	n.a.
Southeast	540	4.8%	0	n.a.
Southwest	30	0.3%	0	n.a.
South Central	110	1.0%	0	n.a.
Mid South	110	1.0%	0	n.a.
North Central	10	0.1%	0	n.a.
Northwest	20	0.2%	0	n.a.
Florida Only	5,770	51.5%	0	n.a.
TOTAL	11,200	100.0%	0	n.a.

Sources: *Official Airline Guide*, July 2003; *DOT, O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Note: n.a.: Not Applicable

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Table 16 – 2001

**Summary of Airport Activity
NAPLES MUNICIPAL AIRPORT (APF)
As of Summer 2001**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Tampa	27	US*
Key West	21	9K
Orlando	7	US*
TOTAL	55	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	20,870	43.3%	0	0.0%
Midwest	5,180	10.8%	0	0.0%
Southeast (excl. Florida)	2,470	5.1%	0	0.0%
Southwest	3,070	6.4%	0	0.0%
South Central	3,930	8.2%	0	0.0%
Mid South	1,380	2.9%	0	0.0%
North Central	260	0.5%	0	0.0%
Northwest	290	0.6%	0	0.0%
Florida Only	10,730	22.3%	55	100.0%
TOTAL	48,180	100.0%	55	100.0%

Sources: *Official Airline Guide*, August 2001; *DOT, O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: US*=US Airways Express; 9K=Air Sunshine.

APPENDIX B

Table 16 – 2000

**Summary of Airport Activity
NAPLES MUNICIPAL AIRPORT (APF)
As of Summer 2000**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Tampa	25	US*
Miami	21	AA*
Key West	21	9K
Orlando	<u>6</u>	US*
TOTAL	73	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	21,330	43.2%	0	0.0%
Midwest	5,110	10.3%	0	0.0%
Southeast	14,010	28.3%	0	0.0%
Southwest	3,360	6.8%	0	0.0%
South Central	3,260	6.6%	0	0.0%
Mid South	1,780	3.6%	0	0.0%
North Central	240	0.5%	0	0.0%
Northwest	340	0.7%	0	0.0%
Florida Only	11,920 (incl. above)		73	100.0%
TOTAL	49,430	100.0%	73	100.0%

Sources: *Official Airline Guide*, July 2000; *DOT, O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA*=American Eagle; US*=US Airways Express; 9K=Air Sunshine.

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Table 17 – 2003

Summary of Airport Activity PENSACOLA REGIONAL AIRPORT (PNS) As of Summer 2003

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	89	DL (40), FL (35), DL* (14)
Tampa	36	US*
Houston-Bush	29	CO* (22), CO (7)
Memphis	28	NW*
Orlando	28	DL*
Dallas/Ft. Worth	28	DL*
Charlotte	21	US
TOTAL	259	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	142,520	24.6%	0	0.0%
Midwest	94,890	16.3%	0	0.0%
Southeast (excl. FL)	94,970	16.4%	110	42.5%
Southwest	50,880	8.8%	0	0.0%
South Central	67,470	11.6%	57	22.0%
Mid South	18,820	3.2%	28	10.8%
North Central	23,220	4.0%	0	0.0%
Northwest	14,140	2.4%	0	0.0%
Florida Only	73,520	12.7%	64	24.7%
TOTAL	580,430	100.0%	259	100.0%

Sources: Official Airline Guide, July 2003; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: CO=Continental; CO*=Expressjet (Continental Express); DL=Delta; DL*=Atlantic Southeast, Comair, and Chautauqua; FL=AirTran or Air Wisconsin (AirTran Jetconnect); NW*=Mesaba and Pinnacle (Northwest Airlink); US=US Airways; US*=Air Midwest (US Airways Express).

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Table 17 – 2001

Summary of Airport Activity PENSACOLA REGIONAL AIRPORT (PNS) As of Summer 2001

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	49	DL
Memphis	28	NW*
Orlando	21	DL*
Tampa	32	US*
Houston-Bush	29	CO* (15), CO (14)
Charlotte	28	US
New Orleans	25	US* (18), DL (7)
Tallahassee	18	US*
Jackson	7	DL
TOTAL	237	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	102,770	21.8%	0	0.0%
Midwest	75,590	16.1%	0	0.0%
Southeast (excl. Florida)	66,950	14.2%	77	32.5%
Southwest	52,130	11.1%	0	0.0%
South Central	56,780	12.1%	29	12.2%
Mid South	21,420	4.6%	60	25.3%
North Central	13,830	2.9%	0	0.0%
Northwest	13,180	2.8%	0	0.0%
Florida Only	68,090	14.5%	71	30.0%
TOTAL	470,740	100.0%	237	100.0%

Sources: Official Airline Guide, August 2001; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: CO=Continental; CO*=Continental Express; DL=Delta; DL*=Comair; NW*=Express Airlines; US=US Airways; US*=US Airways Express.

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Table 17 – 2000

Summary of Airport Activity PENSACOLA REGIONAL AIRPORT (PNS) As of Summer 2000

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	49	DL
Memphis	35	NW*
Orlando	33	DL*
Tampa	32	US*
Houston-Bush	29	CO* (15), CO (14)
Charlotte	28	US
New Orleans	26	US* (19), DL (7)
Tallahassee	19	US*
Baton Rouge	7	DL
Jackson	<u>7</u>	US*
TOTAL	265	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	109,560	22.4%	0	0.0%
Midwest	79,240	16.2%	0	0.0%
Southeast	143,430	29.4%	77	29.1%
Southwest	51,930	10.6%	0	0.0%
South Central	56,880	11.6%	29	10.9%
Mid South	21,060	4.3%	75	28.3%
North Central	12,850	2.6%	0	0.0%
Northwest	13,720	2.8%	0	0.0%
Florida Only	<u>73,470 (incl. above)</u>		<u>84</u>	<u>31.7%</u>
TOTAL	488,670	100.0%	265	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: CO=Continental; CO*=Continental Express; DL=Delta; DL*=Comair; NW*=Express Airlines; US=US Airways; US*=US Airways Express.

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Table 18 - 2003

Summary of Domestic Scheduled Airport Activity TALLAHASSEE REGIONAL AIRPORT (TLH) As of Summer 2003

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	83	DL (34), FL (28), DL* (21)
Tampa	42	FL
Orlando	28	DL*
Charlotte	21	US*
Miami	21	DL*
Memphis	20	NW*
Dallas/Ft. Worth	14	DL*
Ft. Lauderdale	14	DL*
W. Palm Beach	14	DL*
Cincinnati	7	DL*
TOTAL	264	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	102,970	21.7%	0	0.0%
Midwest	56,040	11.8%	7	2.7%
Southeast (excl. FL)	57,990	12.2%	104	39.4%
Southwest	23,050	4.9%	0	0.0%
South Central	34,940	7.4%	14	5.3%
Mid South	15,850	3.3%	20	7.6%
North Central	10,130	2.1%	0	0.0%
Northwest	4,820	1.0%	0	0.0%
Florida Only	169,420	35.7%	119	45.1%
TOTAL	475,210	100.0%	264	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: DL=Delta; DL*=Atlantic Southeast (Atlanta, Dallas), Comair (Atlanta, Orlando, Miami, Ft. Lauderdale, Cincinnati, W. Palm Beach), Chautauqua (Orlando, Miami, Ft. Lauderdale, W. Palm Beach), and SkyWest (Delta Connection); FL=AirTran and Air Wisconsin (AirTran JetConnect); NW*=Pinnacle (Northwest Airlink); US*=Chautauqua and Piedmont (US Airways Express).

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Table 18 – 2001

Summary of Domestic Scheduled Airport Activity TALLAHASSEE REGIONAL AIRPORT (TLH) As of Summer 2001

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Tampa	77	US* (55), 3M (22)
Orlando	63	DL* (35), US* (28)
Atlanta	57	DL* (29), DL (28)
Memphis	28	NW*
Charlotte	26	US*
Miami	21	DL*
Jacksonville	18	US*
Pensacola	18	US*
West Palm Beach	11	US*
Ft. Lauderdale	14	DL*
Cincinnati	7	DL*
TOTAL	340	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	83,410	19.4%	0	0.0%
Midwest	46,150	10.8%	7	2.1%
Southeast (excl. Florida)	49,510	11.5%	83	24.4%
Southwest	26,300	6.1%	0	0.0%
South Central	26,970	6.3%	28	8.2%
Mid South	17,090	4.0%	0	0.0%
North Central	9,220	2.1%	0	0.0%
Northwest	5,630	1.3%	0	0.0%
Florida Only	164,790	38.4%	222	65.3%
TOTAL	429,070	100.0%	340	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: DL=Delta; DL*=Comair (Orlando and Cincinnati), Atlantic Southeast (Atlanta); NW*=Northwest Airlink;
US*=US Airways Express; 3M=Gulfstream.

APPENDIX B

Table 18 - 2000

**Summary of Domestic Scheduled Airport Activity
TALLAHASSEE REGIONAL AIRPORT (TLH)
As of Summer 2000**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Tampa	75	US* (48), 3M (27)
Orlando	66	DL* (38), US* (28)
Atlanta	56	DL (42), DL*(14)
Miami	46	DL* (28), US* (18)
Charlotte	31	US*
Jacksonville	19	US*
Pensacola	19	US*
West Palm Beach	17	US*
Ft. Lauderdale	6	US*
TOTAL	335	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	73,490	17.6%	0	0.0%
Midwest	42,570	10.2%	0	0.0%
Southeast	228,080	54.6%	87	26.0%
Southwest	21,760	5.2%	0	0.0%
South Central	23,710	5.7%	0	0.0%
Mid South	15,240	3.6%	0	0.0%
North Central	8,150	1.9%	0	0.0%
Northwest	4,950	1.2%	0	0.0%
Florida Only	178,210 (incl. above)		248	74.0%
TOTAL	417,950	100.0%	335	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL=Delta; DL*=Comair (Orlando), Atlantic Southeast (Atlanta); US*=US Airways Express; 3M=Gulfstream.

APPENDIX B

Table 19 – 2003

**Summary of Airport Activity
EGLIN AFB (OKALOOSA REGIONAL AIRPORT) (VPS)
As of Summer 2003**

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	55	DL* (35), DL (20)
Memphis	28	NW
Dallas/Ft. Worth	23	DL*
Cincinnati	18	US*
Tampa	14	US*
Houston - Bush	14	CO*
Orlando	11	US*
Cincinnati	2	DL*
TOTAL	165	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	63,880	22.3%	0	0.0%
Midwest	58,710	20.5%	2	1.2%
Southeast (excl. FL)	42,470	14.8%	55	33.3%
Southwest	29,910	10.4%	0	0.0%
South Central	36,030	12.6%	37	22.4%
Mid South	22,420	7.8%	28	17.0%
North Central	10,460	3.7%	0	0.0%
Northwest	5,940	2.1%	0	0.0%
Florida Only	16,670	5.8%	43	26.1%
TOTAL	286,490	100.0%	165	100.0%

Sources: Official Airline Guide July 2003; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: CO*=Expressjet (Continental Express); DL*=Atlantic Southeast, Comair and SkyWest (Delta Connection); NW=Northwest; US*=Air Midwest (US Airways Express).

APPENDIX B

Table 19 – 2001

**Summary of Airport Activity
EGLIN AFB (OKALOOSA REGIONAL AIRPORT) (VPS)
As of Summer 2001**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	108	DL* (80), FL (28)
Memphis	28	NW
Panama City	18	US*
Tampa	14	US*
Orlando	<u>12</u>	US*
TOTAL	180	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	86,650	22.7%	0	0.0%
Midwest	74,290	19.5%	0	0.0%
Southeast (excl. Florida)	86,460	22.7%	108	60.0%
Southwest	25,480	6.7%	0	0.0%
South Central	36,560	9.6%	0	0.0%
Mid South	29,440	7.7%	28	15.6%
North Central	10,730	2.8%	0	0.0%
Northwest	5,090	1.3%	0	0.0%
Florida Only	<u>26,590</u>	<u>7.0%</u>	<u>44</u>	<u>24.4%</u>
TOTAL	381,290	100.0%	180	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: DL*=Atlantic Southeast; FL=AirTran; US*=US Airways Express.

APPENDIX B

Table 19 – 2000

**Summary of Airport Activity
EGLIN AFB (OKALOOSA REGIONAL AIRPORT) (VPS)
As of Summer 2000**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	104	DL* (76), FL (28)
Memphis	28	NW
Orlando	18	US*
Panama City	19	US*
Tampa	<u>12</u>	US*
TOTAL	181	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	72,540	21.6%	0	0.0%
Midwest	67,470	20.1%	0	0.0%
Southeast	96,370	28.7%	104	57.5%
Southwest	22,950	6.8%	0	0.0%
South Central	34,480	10.3%	0	0.0%
Mid South	28,780	8.6%	28	15.5%
North Central	9,120	2.7%	0	0.0%
Northwest	4,560	1.4%	0	0.0%
Florida Only	<u>23,400 (incl. above)</u>		<u>49</u>	<u>27.1%</u>
TOTAL	336,270	100.0%	181	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL*=Atlantic Southeast; FL=AirTran; US*=US Airways Express.

APPENDIX B

Table 20 – 2003

**Summary of Airport Activity
PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT (PFN)
As of Summer 2003**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	56	DL*
Ft. Walton Beach	25	US*
Memphis	16	NW*
Tampa	6	US*
Orlando	6	US*
Dallas/Ft. Worth	5	DL*
Cincinnati	2	DL*
TOTAL	116	

Activity by U.S. Region

U.S. Region	2002 Passenger Originations		July 2003 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	38,920	26.5%	0	0.0%
Midwest	35,300	24.0%	2	2.5%
Southeast (excl. FL)	20,480	13.9%	56	70.9%
Southwest	14,080	9.6%	0	0.0%
South Central	13,840	9.4%	5	6.3%
Mid South	6,090	4.1%	16	20.3%
North Central	5,380	3.7%	0	0.0%
Northwest	4,070	2.8%	0	0.0%
Florida Only	8,830	6.0%	37	46.8%
TOTAL	146,990	100.0%	116	100.0%

Sources: *Official Airline Guide*, July 2003; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: DL*=Atlantic Southeast, Comair and SkyWest (Delta Connection); NW*=Mesaba and Pinnacle (Northwest Airlink); US*=Air Midwest (US Airways Express).

APPENDIX B

Table 20 – 2001

**Summary of Airport Activity
PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT (PFN)
As of Summer 2001**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	65	DL*
Okaloosa-Ft. Walton Beach	26	US*
Memphis	28	NW*
Tampa	12	US*
Orlando	<u>6</u>	US*
TOTAL	137	

Activity by U.S. Region

U.S. Region	2000 Passenger Originations		August 2001 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	39,780	24.8%	0	0.0%
Midwest	36,600	22.8%	0	0.0%
Southeast (excl. Florida)	19,590	12.2%	65	47.4%
Southwest	18,130	11.3%	0	0.0%
South Central	16,690	10.4%	0	0.0%
Mid South	7,370	4.6%	28	20.4%
North Central	6,060	3.8%	0	0.0%
Northwest	4,350	2.7%	0	0.0%
Florida Only	<u>11,610</u>	<u>7.2%</u>	<u>44</u>	<u>32.1%</u>
TOTAL	160,180	100.0%	137	100.0%

Sources: *Official Airline Guide*, August 2001; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: DL*=Atlantic Southeast; NW*=Express Airlines; US*=US Airways Express.

APPENDIX B

Table 20 - 2000

**Summary of Airport Activity
PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT (PFN)
As of Summer 2000**

Airports with Nonstop Service	Weekly Departures	Carriers Serving
Atlanta	62	DL*
Ft. Walton Beach	30	US*
Memphis	28	NW*
Orlando	13	US*
Tampa	<u>6</u>	US*
TOTAL	139	

Activity by U.S. Region

U.S. Region	1999 Passenger Originations		July 2000 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	39,170	26.0%	0	0.0%
Midwest	35,940	23.9%	0	0.0%
Southeast	31,370	20.8%	62	44.6%
Southwest	13,940	9.3%	0	0.0%
South Central	14,050	9.3%	0	0.0%
Mid South	7,750	5.1%	28	20.1%
North Central	4,840	3.2%	0	0.0%
Northwest	3,490	2.3%	0	0.0%
Florida Only	<u>10,980 (incl. above)</u>		<u>49</u>	<u>35.3%</u>
TOTAL	150,550	100.0%	139	100.0%

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL*=Atlantic Southeast; NW*=Express Airlines; US*=US Airways Express.

Table 21- 2003

Nonstop Service Summary

DOMESTIC SCHEDULED PASSENGER SERVICE AT FLORIDA AIRPORTS (for the second week of July 2003; sorted by weekly scheduled seats)					
Florida Origin Airport	Equipment Type	No. of Destin. Served	Weekly Scheduled		Avg. Seats per Flight
			Departures	Seats	
ALL FLORIDA AIRPORTS		83	10,021	1,202,686	120
	Turboprop	24	1,329	38,694	29
	RJ	36	1,590	76,970	48
	Jet	68	7,102	1,087,022	153
SOUTHEAST FLORIDA					
Ft. Lauderdale		44	1,389	195,059	140
	Turboprop	6	94	1,469	16
	RJ	5	71	3,095	44
	Jet	38	1,224	190,495	156
Miami		41	1,453	198,262	136
	Turboprop	5	216	8,500	39
	RJ	7	85	3,953	47
	Jet	36	1,152	185,809	161
Palm Beach		22	483	65,134	135
	Turboprop	1	6	114	19
	RJ	4	63	3,059	49
	Jet	19	414	61,961	150
Key West		6	280	7,937	28
	Turboprop	5	245	6,180	25
	RJ	2	35	1,757	50
Marathon		1	10	90	9
	Turboprop	1	10	90	9
WEST CENTRAL FLORIDA					
Orlando		76	2,443	320,441	131
	Turboprop	5	73	1,331	18
	RJ	23	448	20,489	46
	Jet	62	1,922	298,621	155
Melbourne		4	58	4,467	77
	Turboprop	1	7	77	11
	RJ	3	31	1,550	50
	Jet	1	20	2,840	142
Daytona Beach		5	68	6,147	90
	Turboprop	1	7	77	11
	RJ	4	31	1,810	58
	Jet	1	30	4,260	142
Orlando-Sanford		2	19	3,287	173
	Jet	2	19	3,287	173
EAST CENTRAL FLORIDA					
Tampa		56	1,681	201,413	120
	Turboprop	10	258	4,622	18
	RJ	8	110	5,500	50
	Jet	50	1,313	191,291	146
Sarasota		8	121	12,615	104
	Turboprop	2	26	306	12
	RJ	2	29	1,890	65
	Jet	5	66	10,419	158
St. Petersburg		5	52	10,191	196
	Jet	5	52	10,191	196

Table 21- 2003

Nonstop Service Summary

Florida Origin Airport	Equipment Type	No.of Destin. Served	Weekly Scheduled		Avg. Seats per Flight
NORTHEAST FLORIDA					
Jacksonville		24	685	70,574	103
	Turboprop	2	50	2,378	48
	RJ	12	237	11,864	50
Gainesville	Jet	17	398	56,332	142
		2	74	3,848	52
	Turboprop	2	60	3,148	52
	RJ	1	14	700	50
SOUTHWEST FLORIDA					
Southwest Florida		25	401	50,223	125
	Turboprop	3	54	1,809	34
	RJ	4	47	2,077	44
	Jet	20	300	46,337	154
Naples		0	0	0	0
NORTHWEST FLORIDA					
Pensacola		7	259	19,959	77
	Turboprop	2	43	1,146	27
	RJ	5	120	6,042	50
Tallahassee	Jet	3	96	12,771	133
		10	264	17,093	65
	Turboprop	1	21	777	37
Okaloosa	RJ	9	195	9,526	49
	Jet	2	48	6,790	141
		8	165	10,513	64
Panama City	Turboprop	4	78	3,127	40
	RJ	3	39	1,768	45
	Jet	2	48	5,618	117
Panama City		7	116	5,433	47
	Turboprop	4	81	3,543	44
	RJ	4	35	1,890	54

SOURCE: Official Airline Guide.

Table 21- 2001

Nonstop Service Summary

**DOMESTIC SCHEDULED PASSENGER SERVICE
AT FLORIDA AIRPORTS**

(for the second week of August 2001; sorted by weekly scheduled seats)

Florida Origin Airport	Equipment Type	No.of Destin. Served	Weekly Scheduled		Avg. Seats per Flight
			Departures	Seats	
ALL FLORIDA AIRPORTS		81	11,437	1,289,002	113
	Turboprop	20	2,838	89,711	32
	RJ	15	537	27,450	51
	Jet	70	8,062	1,171,841	145
SOUTHEAST FLORIDA					
Ft. Lauderdale		42	1,448	189,472	131
	Turboprop	6	119	2,239	19
	RJ	2	21	1,050	50
	Jet	37	1,308	186,183	142
Miami		41	1,849	224,557	121
	Turboprop	9	531	19,888	37
	RJ	2	55	2,750	50
	Jet	36	1,263	201,919	160
West Palm Beach		23	613	75,955	124
	Turboprop	2	88	2,106	24
	Jet	22	525	73,849	141
Key West		6	304	7,273	24
	Turboprop	6	304	7,273	24
WEST CENTRAL FLORIDA					
Orlando		67	2,720	349,148	128
	Turboprop	10	372	12,403	33
	RJ	5	84	4,200	50
	Jet	58	2,264	332,545	147
Melbourne		6	86	9,648	112
	RJ	2	30	1,500	50
	Jet	5	56	8,148	146
Daytona Beach		4	66	6,399	97
	RJ	3	31	1,575	51
	Jet	2	35	4,824	138
Orlando-Sanford		6	31	5,363	173
	Jet	6	31	5,363	173
EAST CENTRAL FLORIDA					
Tampa		55	1,987	219,291	110
	Turboprop	11	530	14,552	27
	RJ	1	7	350	50
	Jet	49	1,450	204,389	141
Sarasota		7	109	12,112	111
	Turboprop	1	19	285	15
	RJ	2	11	550	50
	Jet	5	79	11,277	143
St. Petersburg		2	20	3,460	173
	Jet	2	20	3,460	173

Table 21- 2001

Nonstop Service Summary

Florida Origin Airport	Equipment Type	No.of Destin. Served	Weekly Scheduled		Avg. Seats per Flight
			Departures	Seats	
NORTHEAST FLORIDA					
Jacksonville		28	735	77,416	105
	Turboprop	6	134	4,724	35
	RJ	6	104	5,400	52
	Jet	20	497	67,292	135
Gainesville		2	77	3,913	51
	Turboprop	2	42	2,163	52
	RJ	1	35	1,750	50
SOUTHWEST FLORIDA					
Southwest Florida		24	443	51,583	116
	Turboprop	4	98	3,043	31
	Jet	20	345	48,540	141
Naples		3	55	835	15
	Turboprop	3	55	835	15
NORTHWEST FLORIDA					
Pensacola		9	237	19,947	84
	Turboprop	3	68	1,868	27
	RJ	3	64	3,575	56
	Jet	5	105	14,504	138
Tallahassee		11	340	15,040	44
	Turboprop	8	234	7,360	31
	RJ	5	78	3,900	50
	Jet	1	28	3,780	135
Okaloosa		5	180	11,592	64
	Turboprop	4	108	5,024	47
	RJ	1	16	800	50
	Jet	2	56	5,768	103
Panama City		5	137	5,998	44
	Turboprop	5	136	5,948	44
	RJ	1	1	50	50

SOURCE: Official Airline Guide.

Table 21- 2000

Nonstop Service Summary

**DOMESTIC SCHEDULED PASSENGER SERVICE
AT FLORIDA AIRPORTS**

(for the second week of July 2000; sorted by weekly scheduled seats)

Florida Origin Airport	Equipment Type	No. of Destin. Served	Weekly Scheduled		Avg. Seats per Flight
			Departures	Seats	
ALL FLORIDA AIRPORTS		78	11,583	1,241,030	107
	Turboprop	21	3,464	107,202	31
	RJ	16	508	25,400	50
	Jet	68	7,611	1,108,428	146
SOUTHEAST FLORIDA					
Ft. Lauderdale		40	1,344	167,385	125
	Turboprop	7	174	3,399	20
	RJ	3	33	1,650	50
	Jet	35	1,137	162,336	143
Miami		42	1,963	237,593	121
	Turboprop	9	599	22,442	37
	RJ	2	49	2,450	50
	Jet	35	1,315	212,701	162
Palm Beach		24	589	63,635	108
	Turboprop	4	154	4,002	26
	RJ	1	21	1,050	50
	Jet	20	414	58,583	142
Key West		6	325	8,258	25
	Turboprop	6	325	8,258	25
WEST CENTRAL FLORIDA					
Orlando		69	2,827	343,778	122
	Turboprop	15	492	14,609	30
	RJ	10	123	6,150	50
	Jet	57	2,212	323,019	146
Melbourne		2	63	6,307	100
	RJ	1	28	1,400	50
	Jet	2	35	4,907	140
Daytona Beach		2	56	5,754	103
	RJ	1	21	1,050	50
	Jet	2	35	4,704	134
Orlando-Sanford		3	19	3,287	173
	Jet	3	19	3,287	173
EAST CENTRAL FLORIDA					
Tampa		54	1,975	204,432	104
	Turboprop	13	636	17,134	27
	Jet	47	1,339	187,298	140
Sarasota		11	171	16,369	96
	Turboprop	3	57	1,746	31
	RJ	3	21	1,050	50
	Jet	7	93	13,573	146
St. Petersburg		2	21	3,633	173
	Jet	2	21	3,633	173

Table 21- 2000

Nonstop Service Summary

Florida Origin Airport	Equipment Type	No.of Destin. Served	Weekly Scheduled		Avg. Seats per Flight
			Departures	Seats	
NORTHEAST FLORIDA					
Jacksonville		27	723	75,860	105
	Turboprop	6	147	5,488	37
	RJ	6	85	4,250	50
	Jet	20	491	66,122	135
Gainesville		3	93	4,163	45
	Turboprop	3	58	2,413	42
	RJ	1	35	1,750	50
SOUTHWEST FLORIDA					
Southwest Florida		22	421	45,988	109
	Turboprop	4	122	3,941	32
	RJ	1	9	450	50
	Jet	18	290	41,597	143
Naples		4	73	1,744	24
	Turboprop	4	73	1,744	24
NORTHWEST FLORIDA					
Pensacola		10	265	20,129	76
	Turboprop	5	138	4,051	29
	RJ	1	15	750	50
	Jet	6	112	15,328	137
Tallahassee		9	335	15,357	46
	Turboprop	8	244	7,335	30
	RJ	3	49	2,450	50
	Jet	1	42	5,572	133
Okaloosa		5	181	11,523	64
	Turboprop	4	113	5,155	46
	RJ	1	12	600	50
	Jet	2	56	5,768	103
Panama City		5	139	5,835	42
	Turboprop	5	132	5,485	42
	RJ	1	7	350	50

SOURCE: *Official Airline Guide.*

Table 22- 2003

**FLORIDA INTERSTATE SERVICE MATRIX
WEEKLY SCHEDULED FLIGHT DEPARTURES
(July 2003)**

Florida Origin	Florida Destination																				Florida Total
	Ft. Lauderdale	Miami	Palm Beach	Key West	Marathon	Orlando	Melbourne	Daytona Beach	Orlando Sanford	Tampa	Sarasota/Bradenton	St. Petersburg	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola	Tallahassee	Okaloosa	Panama City	
Southeast																					
Ft. Lauderdale		1	-	58	10	81	-	-	-	81	12	-	46	-	-	-	-	14	-	-	303
Miami	-		-	77	-	92	-	-	-	103	-	-	28	-	21	-	-	21	-	-	342
Palm Beach	-	-		-	-	28	-	-	-	32	-	-	-	-	-	-	-	14	-	-	74
Key West	54	79	-		-	34	-	-	-	80	-	-	-	-	19	-	-	-	-	-	266
Marathon	10	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10
West Central																					
Orlando	81	91	28	35	-		7	-	-	7	-	-	-	-	21	-	28	28	11	6	343
Melbourne	-	-	-	-	-	7		7	-	-	-	-	-	-	-	-	-	-	-	-	14
Daytona Beach	-	-	-	-	-	-	7		-	-	-	-	-	-	-	-	-	-	-	-	7
Orlando Sanford	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-
East Central																					
Tampa	88	99	32	77	-	7	-	-	-		14	-	35	-	14	-	36	42	7	13	464
Sarasota	12	-	-	-	-	-	-	-	-	14		-	-	-	-	-	-	-	-	-	26
St. Petersburg	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-
Northeast																					
Jacksonville	46	28	-	-	-	-	-	-	-	35	-	-		-	-	-	-	-	-	-	109
Gainesville	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-
Southwest																					
Southwest FL	-	21	-	19	-	21	-	-	-	14	-	-	-	-		-	-	-	-	-	75
Naples	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
Northwest																					
Pensacola	-	-	-	-	-	28	-	-	-	36	-	-	-	-	-	-		-	-	-	64
Tallahassee	14	21	14	-	-	28	-	-	-	42	-	-	-	-	-	-	-		-	-	119
Okaloosa	-	-	-	-	-	11	-	-	-	14	-	-	-	-	-	-	-	-		18	43
Panama City	-	-	-	-	-	6	-	-	-	6	-	-	-	-	-	-	-	-	25		37
TOTAL	305	340	74	266	10	343	14	7	-	464	26	-	109	-	75	-	64	119	43	37	2,296

Source: Official Airline Guide.

Table 22- 2003 (continued)
FLORIDA INTERSTATE MATRIX, BY EQUIPMENT TYPE
WEEKLY SCHEDULED FLIGHT DEPARTURES
(July 2003)
J=JET; R=REGIONAL JET; T=TURBORPROP

Florida Origin	Florida Destination																				Florida Total
	Ft. Lauderdale	Miami	Palm Beach	Key West	Marathon	Orlando	Melbourne	Daytona Beach	Orlando Sanford	Tampa	Sarasota/Brandenton	St. Petersburg	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola	Tallahassee	Okaloosa	Panama City	
Southeast																					
Ft. Lauderdale	-	1-T	-	58-T	10-T	53-J 28-R	-	-	-	69-J 12-T	12-T	-	46-J	-	-	-	-	14-R	-	-	168-J 42-R 93-T
Miami	-	-	-	77-T	-	35-J 21-R 36-T	-	-	-	28-J 21-R 54-T	-	-	28-T	-	21-T	-	-	21-R	-	-	63-J 63-R 216-T
W. Palm Beach	-	-	-	-	-	28-R	-	-	-	26-J 6-T	-	-	-	-	-	-	-	14-R	-	-	26-J 42-R 6-T
Key West	54-T	79-T	-	-	-	21-R 14-T	-	-	-	80-T	-	-	-	-	19-T	-	-	-	-	-	245-T 21-R
Marathon	10-T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10-T
West Central																					
Orlando	53-J 28-R	35-J 21-R 35-T	28-R	21-R 14-T	-	-	7-T	-	-	7-J	-	-	-	-	21-R	-	28-R	28-R	11-T	6-T	95-J 175-R 73-T
Melbourne	-	-	-	-	-	7-T	-	7-T	-	-	-	-	-	-	-	-	-	-	-	-	14-T
Daytona Beach	-	-	-	-	-	-	7-T	-	-	-	-	-	-	-	-	-	-	-	-	-	7-T
Orlando Sanford	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Central																					
Tampa	69-J 19-T	28-J 21-R 50-T	26-J 6-T	77-T	-	7-J	-	-	-	-	14-T	-	13-J 22-T	-	14-T	-	36-T	14-J 28-R	7-T	13-T	157-J 49-R 258-T
Sarasota	12-T	-	-	-	-	-	-	-	-	14-T	-	-	-	-	-	-	-	-	-	-	26-T
St. Petersburg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northeast																					
Jacksonville	46-J	28-T	-	-	-	-	-	-	-	13-J 22-T	-	-	-	-	-	-	-	-	-	-	59-J 50-T
Gainesville	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Southwest																					
Southwest Florida	-	21-T	-	19-T	-	21-R	-	-	-	14-T	-	-	-	-	-	-	-	-	-	-	21-R 54-T
Naples	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northwest																					
Pensacola	-	-	-	-	-	28-R	-	-	-	36-T	-	-	-	-	-	-	-	-	-	-	28-R 36-T
Tallahassee	14-R	21-R	14-R	-	-	28-R	-	-	-	14-J 28-R	-	-	-	-	-	-	-	-	-	-	14-J 105-R
Okaloosa	-	-	-	-	-	11-T	-	-	-	14-T	-	-	-	-	-	-	-	-	-	18-T	43-T
Panama City	-	-	-	-	-	6-T	-	-	-	6-T	-	-	-	-	-	-	-	-	25-T	-	37-T
	168-J 42-R 95-T	63-J 340 63-R	26-J 42-R 6	21-R 245-T	10-T	95-J 175-R 73-T	14-T	7-T	-	157-J 49-R 258-T	26-T	-	59-J 50-T	-	21-R 54-T	-	28-R 36-T	14-J 105-R	43-T	37-T	582-J 546-R 1,168-T
FLORIDA TOTAL	305	340	74	266	10	343	14	7	0	464	26	0	109	0	75	0	64	119	43	37	2,296

Source: Official Airline Guide.

Table 22- 2001

**FLORIDA INTERSTATE SERVICE MATRIX
WEEKLY SCHEDULED FLIGHT DEPARTURES
(August 2001)**

Florida Origin	Ft. Lauderdale	Miami	Palm Beach	Key West	Orlando	Melbourne	Tampa	Southwest Florida	Sarasota/Bradenton	Jacksonville	Gainesville	Naples	Pensacola	Tallahassee	Okaloosa	Panama City	Florida Total
Southeast																	
Ft. Lauderdale	-	1	1	46	82	7	102	1	20	45	-	-	-	14	-	-	319
Miami	-	-	-	109	215	-	167	41	-	41	-	-	-	21	-	-	594
Palm Beach	-	-	-	-	61	-	86	-	-	-	-	-	-	11	-	-	158
Key West	45	113	-	-	21	-	89	15	-	-	-	21	-	-	-	-	304
West Central																	
Orlando	82	223	61	21	-	-	7	21	-	6	-	7	21	64	11	7	531
Melbourne	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
East Central																	
Tampa	104	162	85	92	7	-	-	22	-	73	-	27	32	76	7	19	706
Sarasota	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19
Northeast																	
Jacksonville	45	42	-	-	8	-	71	-	-	-	7	-	-	18	-	-	191
Gainesville	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Southwest																	
Southwest FL	-	41	-	15	21	-	21	-	-	-	-	-	-	-	-	-	98
Naples	-	-	-	21	7	-	27	-	-	-	-	-	-	-	-	-	55
Northwest																	
Pensacola	-	-	-	-	21	-	32	-	-	-	-	-	-	18	-	-	71
Tallahassee	14	21	11	-	63	-	77	-	-	18	-	-	18	-	-	-	222
Okaloosa	-	-	-	-	12	-	14	-	-	-	-	-	-	-	-	18	44
Panama City	-	-	-	-	6	-	12	-	-	-	-	-	-	-	26	-	44
TOTAL	316	603	158	304	524	7	705	100	20	183	7	55	71	222	44	44	3,363

SOURCE: Official Airline Guide.

NOTES: Florida Keys Marathon Airport lost commercial service in Spring 2000.

Daytona Beach, Sanford, and St. Petersburg Airports do not offer instate commercial air service.

Table 22-2001 (continued)
FLORIDA INTERSTATE MATRIX, BY EQUIPMENT TYPE
WEEKLY SCHEDULED FLIGHT DEPARTURES
(August 2001)
J=JET; R=REGIONAL JET; T=TURBORPROP

Florida Origin	Ft. Lauderdale	Miami	Palm Beach	Key West	Orlando	Melbourne	Tampa	Sarasota/Bradenton	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola	Tallahassee	Okaloosa	Panama City	Florida Total
Southeast																	
Ft. Lauderdale	-	1-T	1-T	46-T	54-J 28-T	7-J	79-J 23-T	20-T	45-J	-	1-J	-	-	14-R	-	-	186-J 14-R 119-T
Miami	-	-	-	109-T	35-J 180-T	-	21-J 146-T	-	41-T	-	41-T	-	-	21-R	-	-	56-J 21-R 517-T
W. Palm Beach	-	-	-	-	21-J 40-T	-	49-J 37-T	-	-	-	-	-	-	11-T	-	-	70-J 88-T
Key West	45-T	113-T	-	-	21-T	-	89-T	-	-	-	15-T	21-T	-	-	-	-	304-T
West Central																	
Orlando	54-J 28-T	42-J 181-T	21-J 40-T	21-T	-	-	7-J	-	6-T	-	21-T	7-T	21-R	14-R 50-T	11-T	7-T	96-J 35-R 372-T
Melbourne	7-J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7-J
East Central																	
Tampa	79-J 25-T	21-J 141-T	49-J 36-T	92-T	7-J	-	-	-	19-J 54-T	-	1-J 21-T	27-T	32-T	76-T	7-T	19-T	176-J 530-T
Sarasota	19-T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19-T
Northeast																	
Jacksonville	45-J	42-T	-	-	8-T	-	19-J 52-T	-	-	7-T	-	-	-	18-T	-	-	64-J 127-T
Southwest																	
Southwest Florida	-	41-T	-	15-T	21-T	-	21-T	-	-	-	-	-	-	-	-	-	98-T
Naples	-	-	-	21-T	7-T	-	27-T	-	-	-	-	-	-	-	-	-	55-T
Northwest																	
Pensacola	-	-	-	-	21-R	-	-	-	-	-	-	-	-	18-T	-	-	21-R 50-T
Tallahassee	14-R	21-R	11-T	-	14-R 49-T	-	77-T	-	18-T	-	-	-	18-T	-	-	-	49-R 173-T
Okaloosa	-	-	-	-	12-T	-	14-T	-	-	-	-	-	-	-	-	18-T	44-T
Panama City	-	-	-	-	6-T	-	12-T	-	-	-	-	-	-	-	26-T	-	44-T
	185-J 14-R 117-T	63-J 21-R 519-T	70-J 88-T	304-T	117-J 35-R 372-T	7-J	175-J 530-T	20-T	64-J 119-T	7-T	2-J 98-T	55-T	21-R 50-T	49-R 173-T	44-T	44-T	683-J 140-R 2,540-T
TOTAL	316	603	158	304	524	7	705	20	183	7	100	55	71	222	44	44	3,363

SOURCE: Official Airline Guide.

NOTES: Florida Keys Marathon Airport lost commercial service in Spring 2000.

Daytona Beach, Sanford, and St. Petersburg Airports do not offer instate commercial air service.

Table 22- 2000

**FLORIDA INTERSTATE SERVICE MATRIX
WEEKLY SCHEDULED FLIGHT DEPARTURES
(July 2000)**

Florida Origin	Ft. Lauderdale	Miami	Palm Beach	Key West	Orlando	Tampa	Southwest Florida	Sarasota/Brandenton	Jacksonville	Gainesville	Naples	Pensacola	Tallahassee	Okaloosa	Panama City	Florida Total
Southeast																
Ft. Lauderdale	-	1	2	43	120	128	-	20	41	-	-	-	6	-	-	361
Miami	2	-	-	135	212	178	49	21	47	-	21	-	46	-	-	711
Palm Beach	1	-	-	-	53	90	-	-	-	-	-	-	17	-	-	161
Key West	42	140	-	-	34	73	15	-	-	-	21	-	-	-	-	325
West Central																
Orlando	125	212	53	34	-	14	34	23	6	-	13	33	66	13	11	637
East Central																
Tampa	128	176	88	77	14	-	33	-	73	17	18	32	75	6	19	756
Sarasota	20	21	-	-	23	-	-	-	-	-	-	-	-	-	-	64
Northeast																
Jacksonville	37	49	-	-	8	73	-	-	-	-	-	-	19	-	-	186
Gainesville	-	-	-	-	-	17	-	-	-	-	-	-	-	-	-	17
Southwest																
Southwest FL	-	49	-	15	34	33	-	-	-	-	-	-	-	-	-	131
Naples	-	21	-	21	6	25	-	-	-	-	-	-	-	-	-	73
Northwest																
Pensacola	-	-	-	-	33	32	-	-	-	-	-	-	19	-	-	84
Tallahassee	6	46	17	-	66	75	-	-	19	-	-	19	-	-	-	248
Okaloosa	-	-	-	-	18	12	-	-	-	-	-	-	-	-	19	49
Panama City	-	-	-	-	13	6	-	-	-	-	-	-	-	30	-	49
TOTAL	361	713	160	325	634	756	131	64	186	17	73	84	248	49	49	3,852

Source: Official Airline Guide.

Notes: Florida Keys Marathon Airport lost commercial service in Spring 2000.

Melbourne, Daytona Beach, Sanford, and St. Petersburg Airports do not offer instate commercial air service.

Table 22- 2000 (continued)
FLORIDA INTERSTATE MATRIX, BY EQUIPMENT TYPE
WEEKLY SCHEDULED FLIGHT DEPARTURES
(July 2000)
J=JET; R=REGIONAL JET; T=TURBORPROP

Florida Origin	Ft. Lauderdale	Miami	Palm Beach	Key West	Orlando	Tampa	Sarasota/Bradenton	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola	Tallahassee	Okaloosa	Panama City	Florida Total
Southeast																
Ft. Lauderdale	-	1-T	2-T	43-T	47-J 21-R 52-T	78-J 50-T	20-T	41-J	-	-	-	-	6-T	-	-	166-J 21-R 174-T
Miami	2-T	-	-	135-T	42-J 21-R 149-T	21-J 157-T	21-T	47-T	-	49-T	21-T	-	28-R 18-T	-	-	63-J 49-R 599-T
W. Palm Beach	1-T	-	-	-	53-T	7-J 83-T	-	-	-	-	-	-	17-T	-	-	7-J 154-T
Key West	42-T	140-T	-	-	34-T	73-T	-	-	-	15-T	21-T	-	-	-	-	325-T
West Central																
Orlando	47-J 21-R 57-T	49-J 21-R 142-T	53-T	34-T	-	14-T	7-R 16-T	6-T	-	9-R 25 T	13-T	33-T	7-R 59-T	13-T	11-T	96-J 65-R 476-T
East Central																
Tampa	80-J 48-T	21-J 155-T	7-J 81 T	77-T	14-T	-	-	12-J 61-T	17-T	33-T	18-T	32-T	75-T	6-T	19-T	120-J 636-T
Sarasota	20-T	21-T	-	-	7-R 16-T	-	-	-	-	-	-	-	-	-	-	7-R 57-T
Northeast																
Jacksonville	39-J	47-T	-	-	8-T	14-J 59-T	-	-	-	-	-	-	19-T	-	-	53-J 133-T
Gainesville	-	-	-	-	-	17-T	-	-	-	-	-	-	-	-	-	17-T
Southwest																
Southwest Florida	-	49-T	-	15-T	9-R 25-J	33-T	-	-	-	-	-	-	-	-	-	9-R 122-T
Naples	-	21-T	-	21-T	6-T	25-T	-	-	-	-	-	-	-	-	-	73-T
Northwest																
Pensacola	-	-	-	-	33-T	32-T	-	-	-	-	-	-	19-T	-	-	84-T
Tallahassee	6-T	28-R 18-T	17-T	-	7-R 59-T	75-T	-	19-T	-	-	-	19-T	-	-	-	35-R 213-T
Okaloosa	-	-	-	-	18-T	12-T	-	-	-	-	-	-	-	-	19-T	49-T
Panama City	-	-	-	-	13-T	6-T	-	-	-	-	-	-	-	30-T	-	49-T
	166-J 21-R 176-T	70-J 49-R 594-T	7-J 153-T	325-T	89-J 65-R 480-T	120-J 636-T	7-R 57-T	53-J 133-T	17-T	9-R 122-T	73-T	84-T	35-R 213-T	49-T	49-T	505-J 186-R 3,161-T
TOTAL	363	713	160	325	634	756	64	186	17	131	73	84	248	49	49	3,852

Source: Official Airline Guide.

Notes: Florida Keys Marathon Airport lost commercial service in Spring 2000.

Melbourne, Daytona Beach, Sanford, and St. Petersburg Airports do not offer instate commercial air service.

Table 23- 2003

**WEEKLY SCHEDULED INTERNATIONAL FLIGHT DEPARTURES
AT ALL FLORIDA AIRPORTS
(July 2003)**

FLORIDA ORIGIN			
World Area			Weekly
Destination Airport	Code	Departures	
FT. LAUDERDALE TOTAL			369
Caribbean/Atlantic			351
Nassau, Bahamas	NAS	130	
Freeport, Bahamas	FPO	64	
Marsh Harbour, Bahamas	MHH	51	
Treasure Cay, Bahamas	TCB	42	
N. Eleuthera, Bahamas	ELH	23	
Kingston, Jamaica	KIN	21	
Grand Cayman Island	GCM	6	
Guantanamo, Cuba	NBW	3	
George Town, Guyana	GEO	2	
Georgetown, Bahamas	GGT	2	
Inagua, Bahamas	IGA	2	
The Bight, Bahamas	TBI	2	
San Salvador, Bahamas	ZSA	2	
Bermuda	BDA	1	
South America		7	
Bogota, Colombia	BOG	7	
Mexico/Central America		4	
Mexico City	MEX	4	
Canada		7	
Toronto	YYZ	5	
Montreal-Mirabel	YMX	1	
Montreal-Dorval	YUL	1	
PALM BEACH TOTAL			78
Caribbean			78
Nassau, Bahamas	FPO	36	
Marsh Harbour, Bahamas	MHH	27	
Freeport, Bahamas	NAS	8	
Treasure Cay, Bahamas	TCB	7	
ORLANDO SANFORD TOTAL			5
Caribbean			5
Aguadilla, Puerto Rico	BQN	4	
Santo Domingo, Dom. Rep.	SDQ	1	
ST. PETERSBURG TOTAL			5
Canada			5
Toronto	YYZ	5	
SOUTHWEST FLORIDA TOTAL			3
Europe			3
Dusseldorf, Germany	DUS	2	
Frankfurt, Germany	FRA	1	
FLORIDA ORIGIN			
World Area			Weekly
Destination Airport	Code	Departures	
ORLANDO TOTAL			126
Caribbean			59
Nassau, Bahamas	NAS	45	
Treasure Cay, Bahamas	FPO	7	
Aruba	KIN	7	
Mexico/Central America			12
Mexico City, Mexico	MEX	5	
Panama City, Panama	PTY	4	
Monterrey, Mexico	MTY	2	
San Jose, Costa Rica	SJO	1	
South America			6
Sao Paulo, Brazil	GRU	4	
Caracas, Venezuela	CCS	2	
Europe			32
London-Gatwick	LGW	23	
Manchester, UK	MAN	6	
Frankfurt, Germany	FRA	2	
Dusseldorf, Germany	DUS	1	
Canada			17
Toronto	YYZ	16	
Montreal-Mirabel	YMX	1	
TAMPA TOTAL			26
Caribbean			14
Nassau, Bahamas	MBJ	7	
Grand Cayman Island	GCM	5	
Freeport, Bahamas	FPO	2	
Europe			5
London-Gatwick	LGW	5	
Canada			7
Toronto	YYZ	7	
DAYTONA BEACH TOTAL			33
Caribbean			33
Treasure Cay, Bahamas	TCB	19	
Marsh Harbour, Bahamas	MHH	7	
Freeport, Bahamas	FPO	7	
MELBOURNE TOTAL			23
Caribbean			23
Treasure Cay, Bahamas	TCB	14	
Freeport, Bahamas	FPO	7	
Marsh Harbour, Bahamas	MHH	2	

Table 23- 2003

FLORIDA ORIGIN					
World Area		Weekly	World Area		Weekly
Destination Airport	Code	Departures	Destination Airport	Code	Departures
MIAMI TOTAL		1,415			
Caribbean		618	South America		277
Nassau, Bahamas	NAS	183	Caracas, Venezuela	CCS	45
Port-au-Prince, Haiti	PAP	54	Sao Paulo	GRU	35
Freeport, Bahamas	FPO	44	Bogota, Colombia	BOG	31
Santo Domingo, Dom. Rep.	SDQ	42	Buenos Aires - Pistarini	EZE	28
Grand Cayman Island	GCM	36	Lima, Peru	LIM	21
Kingston, Jamaica	KIN	31	Quito, Ecuador	UIO	21
Montego Bay, Jamaica	MBJ	22	Santiago, Chile	SCL	19
North Eleuthera, Bahamas	ELH	21	Cali, Colombia	CLO	14
Providenciales, Turks-Caicos	PLS	21	Medellin, Colombia	MDE	14
Port of Spain, Trinidad	POS	21	Guayaquil, Ecuador	GYE	11
Curacao, Neth. Antilles	CUR	17	Barranquilla, Colombia	BAQ	7
Aruba	AUA	14	Cartegena, Colombia	CTG	7
Barbados	BGI	14	Rio de Janeiro	GIG	7
Marsh Harbor, Bahamas	MHH	14	La Paz, Bolivia	LPB	7
Santiago, Dom. Rep.	STI	14	Santa Cruz, Bolivia	VVI	5
St. Thomas, VI	STT	14	Valencia, Venezuela	VLN	3
St. Maarten, Neth. Antilles	SXM	9	Manaus, Brazil	MAO	2
Punta Cana, Dom. Rep.	PUJ	8			
Governors Harbor, Bahamas	GHB	7	Europe		96
Casa de Campo, Dom. Rep.	LRM	7	London - Heathrow	LHR	27
Puerto Plata, Dom. Rep.	POP	7	Madrid	MAD	21
St. Croix, VI	STX	7	Paris - deGaulle	CDG	14
Treasure Cay, Bahamas	TCB	7	Amsterdam	AMS	11
George Town, Bahamas	GGT	4	Frankfurt, Germany	FRA	7
			Milan	MXP	7
			Zurich	ZRH	7
			Dusseldorf, Germany	DUS	1
			London - Gatwick	LGW	1
Mexico/Central America		380	Canada		44
Mexico City	MEX	56	Toronto, Canada	YYZ	30
San Jose, Costa Rica	SJO	53	Montreal (Dorval), Canada	YUL	14
Cancun, Mexico	CUN	47			
Managua, Nicaragua	MGA	44			
Panama City, Panama	PTY	42			
Guatemala City	GUA	37			
San Pedro Sula, Honduras	SAP	30			
San Salvador, El Salvador	SAL	25			
Maracaibo, Venezuela	MAR	18			
Tegucigalpa, Honduras	TGU	14			
Belize City	BZE	10			
Merida, Mexico	MID	3			
Roatan, Honduras	RTB	1			

MIAMI PUBLIC SPB TOTAL	25	FLORIDA TOTAL	2,273	
Caribbean	25	Caribbean	1,285	
Bimini, Bahamas	NSB	18	Central America/Mexico	351
Paradise Island, Bahamas	PID	7	South America	374
			Europe	147
			Canada	116

Source: Official Airline Guide.

Source: Official Airline Guide.

Table 23- 2001

**WEEKLY SCHEDULED INTERNATIONAL FLIGHT DEPARTURES
AT ALL FLORIDA AIRPORTS
(August 2001)**

FLORIDA ORIGIN			
World Area			Weekly
Destination Airport	Code		Departures
FT. LAUDERDALE TOTAL			414
Caribbean			403
Nassau, Bahamas	NAS		135
Freeport, Bahamas	FPO		86
Marsh Harbour, Bahamas	MHH		51
Treasure Cay, Bahamas	TCB		44
Paradise Island, Bahamas	PID		36
N. Eleuthera, Bahamas	ELH		21
Kingston, Jamaica	KIN		12
Montego Bay, Jamaica	MBJ		8
Georgetown, Bahamas	GGT		2
Governors Harbour, Bahamas	GHB		2
Inagua, Bahamas	IGA		2
The Bight, Bahamas	TBI		2
San Salvador, Bahamas	ZSA		2
Canada			11
Toronto	YYZ		6
Montreal-Mirabel	YMX		5
PALM BEACH TOTAL			89
Caribbean			89
Nassau, Bahamas	NAS		42
Freeport, Bahamas	FPO		27
Marsh Harbour, Bahamas	MHH		20
JACKSONVILLE TOTAL			7
Canada			7
Toronto	YYZ		7
ST. PETERSBURG TOTAL			5
Canada			5
Toronto	YYZ		5
SOUTHWEST FLORIDA TOTAL			4
Europe			4
Dusseldorf, Germany	DUS		2
Frankfurt, Germany	FRA		2

FLORIDA ORIGIN			
World Area			Weekly
Destination Airport	Code		Departures
ORLANDO TOTAL			127
Caribbean			52
Nassau, Bahamas	NAS		45
Kingston, Jamaica	KIN		7
Mexico/Central America			10
Panama City, Panama	PTY		4
Mexico City, Mexico	MEX		4
Cancun, Mexico	CUN		2
South America			2
Caracas, Venezuela	CCS		2
Europe/Middle East			32
London-Gatwick	LGW		21
Manchester, UK	MAN		6
Amsterdam, Netherlands	AMS		3
Dusseldorf, Germany	DUS		1
Jeddah, Saudi Arabia	JED		1
Canada			31
Toronto	YYZ		27
Montreal-Mirabel	YMX		3
Montreal-Dorval	YUL		1
TAMPA TOTAL			30
Caribbean			20
Montego Bay, Jamaica	MBJ		7
Nassau, Bahamas	NAS		7
Grand Cayman Island	GCM		6
Europe			3
London-Gatwick	LGW		3
Canada			7
Toronto	YYZ		7
MELBOURNE TOTAL			2
Caribbean			2
Marsh Harbour, Bahamas	MHH		2
MIAMI PUBLIC SPB TOTAL			20
Caribbean			20
Bimini, Bahamas	NSB		16
Paradise Island, Bahamas	PID		4

Table 23- 2001

FLORIDA ORIGIN					
World Area			World Area		
Destination Airport	Code	Weekly Departures	Destination Airport	Code	Weekly Departures
MIAMI TOTAL	1,577				
Caribbean		660	South America		395
Nassau, Bahamas	NAS	229	Caracas, Venezuela	CCS	82
Freeport, Bahamas	FPO	70	Sao Paulo, Brazil	GRU	49
Port Au Prince, Haiti	PAP	43	Bogota, Columbia	BOG	44
Grand Cayman Island	GCM	42	Buenos Aires, Arentina	EZE	28
Santo Domingo, Dom. Rep.	SDQ	40	Lima, Peru	LIM	26
Kingston, Jamaica	KIN	28	Maracaibo, Venezuela	MAR	25
Montego Bay, Jamaica	MBJ	28	Santiago, Chile	SCL	24
Port of Spain, Trinidad	POS	25	Rio de Jainero, Brazil	GIG	24
Providenciales, Turks	PLS	21	Quito, Ecuador	UIO	20
Aruba	AUA	16	Barraquilla, Columbia	BAQ	14
Curacao, Neth. Antilles	CUR	19	Manaus, Brazil	MAO	11
Marsh Harbour, Bahamas	MHH	15	Cali, Columbia	CLO	10
Barbados	BGI	14	La Paz, Bolivia	LPB	7
Eleuthera, Bahamas	ELH	14	Guayquil, Ecuador	GYE	7
Puerto Plata, Dom. Republic	POP	14	Cartagena, Columbia	CTG	7
Govenors Harbour, Bahamas	GHB	7	Medellin, Columbia	MDE	7
Treasure Cay, Bahamas	TCB	7	Santa Cruz, Bolivia	VVI	4
Antigua, West Indies	ANU	7	Valencia, Venezuela	VLN	3
Casa De Campo, Dom. Rep.	LRM	7	Porlamar, Venezuela	PMV	2
St. Maarten, Neth. Antilles	SXM	7	Recife, Brazil	REC	1
Georgetown, Bahamas	GGT	4	Europe		111
Bonaire, Neth. Antilles	BON	2	Madrid, Spain	MAD	21
Punta Cana, Dom. Republic	PUJ	1	Paris-DeGaulle, France	CDG	21
Mexico/Central America		341	London-Heathrow	LHR	21
Cancun, Mexico	CUN	59	Amsterdam, Netherlands	AMS	12
Mexico City, Mexico	MEX	56	London-Gatwick	LGW	7
San Jose, Costa Rica	SJO	45	Frankfurt, Germany	FRA	7
Panama City, Panama	PTY	43	Zurich, Switzerland	ZRH	7
Guatemala City, Guatemala	GUA	38	Milan, Italy	MXP	7
Managua, Nicaragua	MGA	29	Munich, Germany	MUC	5
San Pedro Sula, Honduras	SAP	23	Istanbul, Turkey	IST	2
San Salvador, El Salvador	SAL	19	Dusseldorf, Germany	DUS	1
Belize City, Belize	BZE	14	Canada		70
Tegucigalpa, Honduras	TGU	7	Toronto	YYZ	49
Merida, Mexico	MID	7	Montreal	YUL	14
Roatan, Honduras	RTB	1	Vancouver	YVR	7

FLORIDA TOTAL	2,275
Caribbean	1,246
South America	397
Central America/Mexico	351
Europe	150
Canada	131

SOURCE: Official Airline Guide.

Table 23- 2000

**WEEKLY SCHEDULED INTERNATIONAL FLIGHT DEPARTURES
AT ALL FLORIDA AIRPORTS
(July 2000)**

FLORIDA ORIGIN			FLORIDA ORIGIN		
World Area		Weekly	World Area		Weekly
Destination Airport	Code	Departures	Destination Airport	Code	Departures
FT. LAUDERDALE TOTAL		442	ORLANDO TOTAL		125
Caribbean		430	Caribbean		53
Nassau, Bahamas	NAS	138	Nassau, Bahamas	NAS	35
Freeport, Bahamas	FPO	79	Treasure Cay, Bahamas	TCB	7
Marsh Harbour, Bahamas	MHH	58	Aruba	AUA	7
Treasure Cay, Bahamas	TCB	51	Kingston, Jamaica	KIN	4
Paradise Island, Bahamas	PID	36	Mexico/Central America		14
N. Eleuthera, Bahamas	ELH	24	San Jose, Costa Rica	SJO	4
Aruba	AUA	7	Panama City, Panama	PTY	4
Kingston, Jamaica	Kin	7	Cancun, Mexico	CUN	3
Montego Bay, Jamaica	MBJ	7	Mexico City, Mexico	MEX	3
Georgetown, Bahamas	GGT	6	South America		6
Walker's Cay, Bahamas	WKR	6	Sao Paulo, Brazil	GRU	4
Great Harbour, Bahamas	GHC	3	Caracas, Venezuela	CCS	2
Governors Harbour, Bahamas	GHB	2	Europe		32
Inagua, Bahamas	IGA	2	London-Gatwick	LGW	21
The Bight, Bahamas	TBI	2	Manchester, UK	MAN	6
San Salvador, Bahamas	ZSA	2	Amsterdam, Netherlands	AMS	4
Europe		1	Dusseldorf, Germany	DUS	1
Frankfurt	FRA	1	Canada		20
Canada		11	Toronto	YYZ	16
Toronto	YYZ	6	Montreal-Mirabel	YMX	3
Montreal-Mirabel	YMX	4	Montreal-Dorval	YUL	1
Montreal-Dorval	YUL	1			
PALM BEACH TOTAL		57	TAMPA TOTAL		24
Caribbean		57	Caribbean		13
Freeport, Bahamas	FPO	20	Montego Bay, Jamaica	MBJ	7
Marsh Harbour, Bahamas	MHH	20	Grand Cayman Island	GCM	6
Nassau, Bahamas	NAS	17	Europe		4
			London-Gatwick	LGW	3
			Frankfurt	FRA	1
ST. PETERSBURG TOTAL		9	Canada		7
Canada		9	Toronto	YYZ	7
Toronto	YYZ	9			
SOUTHWEST FLORIDA TOTAL		4			
Europe		4			
Dusseldorf, Germany	DUS	2			
Frankfurt, Germany	FRA	2			

Table 23- 2000

FLORIDA ORIGIN					
World Area			World Area		
Destination Airport	Code	Weekly Departures	Destination Airport	Code	Weekly Departures
MIAMI TOTAL	1,587				
Caribbean		707	South America		368
Nassau, Bahamas	NAS	277	Caracas, Venezuela	CCS	69
Freeport, Bahamas	FPO	77	Sao Paulo, Brazil	GRU	49
Grand Cayman Island	GCM	42	Bogota, Columbia	BOG	40
Santo Domingo, Dom. Rep.	SDQ	36	Santiago, Chile	SCL	32
Kingston, Jamaica	KIN	34	Buenos Aires, Arentina	EZE	30
Port of Spain, Trinidad	POS	29	Quito, Ecuador	UIO	21
Marsh Harbour, Bahamas	MHH	28	Lima, Peru	LIM	21
Montego Bay, Jamaica	MBJ	28	Rio de Jainero, Brazil	GIG	20
Port Au Prince, Haiti	PAP	23	La Paz, Bolivia	LPB	14
Aruba	AUA	21	Barraquilla, Columbia	BAQ	14
Curacao, Neth. Antilles	CUR	19	Guayquil, Ecuador	GYE	14
Barbados	BGI	14	Cali, Columbia	CLO	7
Providenciales, Turks	PLS	14	Cartagena, Columbia	CTG	7
Great Harbour, Bahamas	GHB	10	Medellin, Columbia	MDE	7
Eleuthera, Bahamas	ELH	7	Maracaibo, Venezuela	MAR	7
Treasure Cay, Bahamas	TCB	7	Valencia, Venezuela	VLN	5
Antigua, West Indies	ANU	7	Santa Cruz, Bolivia	VVI	4
Puerto Plata, Dom. Republic	POP	7	Manaus, Brazil	MAO	2
Casa De Campo, Dom. Rep.	LRM	7	Porlamar, Venezuela	PMV	2
St. Maarten, Neth. Antilles	SXM	7	Cochabamba, Bolivia	CBB	1
Georgetown, Bahamas	GGT	4	Belem, Brazil	BEL	1
Punta Cana, Dom. Republic	PUJ	4	Recife, Brazil	REC	1
San Salvador, Bahamas	ZSA	3	Europe		106
Bonaire, Neth. Antilles	BON	2	Madrid, Spain	MAD	24
Mexico/Central America		337	Paris-DeGaulle, France	CDG	18
Cancun, Mexico	CUN	56	London-Gatwick	LGW	14
Mexico City, Mexico	MEX	56	London-Heathrow	LHR	14
Panama City, Panama	PTY	46	Frankfurt, Germany	FRA	7
San Jose, Costa Rica	SJO	45	Amsterdam, Netherlands	AMS	7
Guatemala City, Guatemala	GUA	38	Munich, Germany	MUC	5
San Salvador, El Salvador	SAL	27	Zurich, Switzerland	ZRH	5
Managua, Nicaragua	MGA	24	Milan, Italy	MXP	3
San Pedro Sula, Honduras	SAP	23	Istanbul, Turkey	IST	3
Belize City, Belize	BZE	7	Brussels, Belgium	BRU	2
Tegucigalpa, Honduras	TGU	7	Dusseldorf, Germany	DUS	2
Merida, Mexico	MID	7	Rome, Italy	FCO	2
Roatan, Honduras	RTB	1	Canada		69
			Toronto	YYZ	49
			Montreal	YUL	20

MIAMI PUBLIC SPB TOTAL		25
Caribbean		25
Bimini, Bahamas	NSB	18
Paradise Island, Bahamas	PID	7

FLORIDA TOTAL	2,273
Caribbean	1,285
Central America/Mexico	351
South America	374
Europe	147
Canada	116

Source: Official Airline Guide.

Table 24- 2003

**DOMESTIC SCHEDULED COMMERCIAL SERVICE COMPARISON
FLORIDA AIRPORTS AND OTHER SELECTED U.S. AIRPORTS**

		2002	July 2003 Domestic Nonstop Service			
		T-3 Total	Weekly Departing		No. of	No. of Connecting
		Enplanements ¹	Flights	Seats	Dest. Served	Hubs Served ²
>10 million enplanements						
Miami	MIA	14,189,371	1,453	198,262	41	26
Orlando	MCO	12,785,065	2,443	320,441	76	30
5.0 - 8.0 million annual enplanements						
Ft. Lauderdale	FLL	7,965,265	1,389	195,181	44	25
Tampa	TPA	7,601,843	1,681	201,413	56	28
San Diego	SAN	7,372,237	1,704	209,492	42	29
Oakland	OAK	6,130,634	1,372	182,375	33	17
Portland	PDX	5,922,431	1,824	184,790	45	18
San Jose	SJC	5,251,087	1,315	155,104	32	20
Kansas City	MCI	5,165,263	1,394	161,291	49	27
Selected Airports Average		6,486,966	1,526	184,235	43	23
1.0 - 5.0 million annual enplanements						
San Antonio	SAT	3,188,611	822	95,290	26	22
Palm Beach	PBI	2,702,493	483	65,134	22	16
Providence	PVD	2,646,064	745	73,476	23	17
Southwest Florida	RSW	2,492,717	401	50,223	25	19
Jacksonville	JAX	2,455,104	685	70,574	24	16
Reno	RNO	2,174,578	570	68,996	19	13
Omaha	OMA	1,748,103	569	54,579	18	17
Birmingham	BHM	1,407,064	531	51,393	24	18
Selected Airports Average		2,351,842	601	66,208	23	17
500,000- 1.0 million annual enplanements						
Savannah, GA	SAV	846,676	281	21,689	12	10
Madison, WI	MSN	761,450	363	22,558	11	11
Pensacola	PNS	664,617	259	19,959	7	6
Harrisburg, PA	MDT	646,978	366	20,825	11	15
Jackson, MS	JAN	594,788	271	21,175	10	10
Sarasota	SRQ	564,680	121	12,615	8	5
Palm Springs, CA	PSP	547,921	209	10,420	9	9
Tallahassee	TLH	538,720	264	17,093	10	7
Columbia, SC	CAE	516,728	362	18,528	13	11
Selected Airports Average		631,395	277	18,318	10	9
250,000-500,000 annual enplanements						
South Bend, IN	SBN	409,093	262	11,951	8	8
NW Arkansas Regional	XNA	386,485	304	16,941	10	9
Orlando-Sanford	SFB	330,816	19	3,287	2	0
Okaloosa	VPS	325,975	165	10,513	8	6
Eugene, OR	EUG	310,522	206	9,247	8	7
Shreveport, LA	SHV	291,171	247	10,613	7	6
Key West	EYW	259,380	280	7,937	6	3

		2002	July 2003 Domestic Nonstop Service			
		T-3 Total	Weekly Departing		No. of	No. of Connecting
		Enplanements ^{/1}	Flights	Seats	Dest. Served	Hubs Served ^{/2}
Charleston, WV	CRW	251,121	246	9,296	11	10
Selected Airports Average		320,570	216	9,973	8	6
100,000-250,000 annual enplanements						
St. Petersburg	PIE	246,779	52	10,191	5	4
Kalamazoo, MI	AZO	232,530	175	8,457	5	5
Daytona Beach	DAB	232,467	58	6,147	3	3
Bangor, ME	BGR	206,231	214	9,238	10	5
Melbourne	MLB	200,934	58	4,467	4	4
Monterey, CA	MRY	177,426	152	5,292	3	3
Charlottesville, VA	CHO	173,452	187	6,773	7	6
Panama City	PFN	164,673	116	5,433	7	5
Lafayette, LA	LFT	153,741	115	5,506	4	4
Bismarck, ND	BIS	140,760	68	4,538	3	2
Gainesville	GNV	132,077	74	3,848	2	2
Idaho Falls, ID	IDA	113,925	104	4,114	3	1
Selected Airports Average		181,250	114	6,167	5	4
< 100,000 annual enplanements						
Telluride, CO	TEX	17,502	42	924	2	2
Morgantown, WV	MGW	12,795	38	722	2	1
Naples	APF	12,507	0	0	0	0
Bar Harbor, ME	BHB	11,716	37	703	2	1
Sheridan, WY	SHR	10,961	23	437	1	1
Marathon	MTH	64	9	90	1	0

Selected Airports Average

Sources: DOT, Schedule T-3; *Official Airline Guide*.

Notes: /1 Due to availability of the data, these enplanement figures do not include passengers enplaned on Canadian-flag carriers.

/2 For this analysis, a hub airport has been defined as an airport with at least 15 percent of its domestic enplanements making a domestic connection at the airport.

Table 24- 2001

**DOMESTIC SCHEDULED COMMERCIAL SERVICE COMPARISON
FLORIDA AIRPORTS AND OTHER SELECTED U.S. AIRPORTS**

		2000	August 2001 Domestic Nonstop Service			
		T-3 Total	Weekly Departing		No. of	No. of Connecting
		Enplanements ^{/1}	Flights	Seats	Dest. Served	Hubs Served ^{/2}
>10 million enplanements						
Miami	MIA	16,417,133	1,849	224,557	41	28
Orlando	MCO	14,537,414	2,720	349,418	67	31
5.0 - 8.0 million annual enplanements						
San Diego	SAN	7,825,260	1,873	226,303	35	26
Tampa	TPA	7,819,755	1,987	219,291	55	29
Ft. Lauderdale	FLL	7,504,792	1,448	189,472	42	28
Portland	PDX	6,754,551	2,079	205,134	41	18
San Jose	SJC	6,139,678	1,592	213,601	33	23
Kansas City	MCI	5,869,276	1,946	210,363	61	31
Oakland	OAK	5,176,780	1,334	175,053	29	17
Selected Airports Average		6,727,156	1,751	205,602	42	25
1.0 - 5.0 million annual enplanements						
San Antonio	SAT	3,551,012	758	99,947	24	18
West Palm Beach	PBI	2,904,930	613	75,955	23	19
Reno	RNO	2,725,491	575	71,294	17	13
Providence	PVD	2,677,216	960	84,208	29	21
Jacksonville	JAX	2,611,454	735	77,416	28	19
Southwest Florida	RSW	2,492,934	443	51,583	24	19
Omaha	OMA	1,860,434	575	57,470	19	18
Birmingham	BHM	1,537,308	542	58,143	29	20
Selected Airports Average		2,545,097	650	72,002	24	18
500,000- 1.0 million annual enplanements						
Savannah	SAV	869,911	287	27,445	12	11
Sarasota	SRQ	729,046	109	12,112	7	5
Harrisburg	MDT	633,101	371	23,740	14	11
Madison	MSN	678,077	386	24,489	14	10
Jackson	JAN	679,877	303	29,251	16	11
Palm Springs	PSP	645,994	256	10,567	5	5
Pensacola	PNS	524,789	237	19,947	9	5
Lexington	LEX	509,745	296	19,070	10	10
Selected Airports Average		658,818	281	20,828	11	9
250,000-500,000 annual enplanements						
Tallahassee	TLH	466,903	340	15,040	11	6
South Bend, IN	SBN	436,752	296	13,760	8	8
Okaloosa	VPS	396,743	180	11,592	5	3
Eugene, OR	EUG	375,711	268	14,255	6	6
Shreveport, LA	SHV	361,371	273	13,306	5	7
NW Arkansas Regional	XNA	357,073	310	15,324	9	6
Orlando-Sanford	SFB	325,041	31	5,363	6	0
Chattanooga	CHA	300,665	187	10,229	6	6
Key West	EYW	283,770	304	7,273	6	2
Daytona Beach	DAB	264,031	66	6,399	4	4
Kalamazoo, MI	AZO	263,417	208	9,846	6	6

		2000	August 2001 Domestic Nonstop Service			
		T-3 Total	Weekly Departing		No. of	No. of Connecting
		Enplanements ^{/1}	Flights	Seats	Dest. Served	Hubs Served ^{/2}
Melbourne	MLB	261,950	86	9,648	6	4
Selected Airports Average		341,119	212	11,003	7	5
<u>100,000-250,000 annual enplanements</u>						
St. Petersburg	PIE	235,536	20	3,460	2	1
Monterey, CA	MRY	235,290	244	8,056	3	3
Augusta, GA	AGS	208,361	114	5,426	2	2
Bangor, ME	BGR	196,189	218	9,122	7	3
Lafayette, LA	LFT	180,307	170	6,331	4	3
Panama City	PFN	169,224	137	5,998	5	3
Charlottesville, VA	CHO	161,479	199	6,833	7	6
Gainesville	GNV	143,618	77	3,913	2	2
Bismarck, ND	BIS	138,279	76	4,127	4	2
Selected Airports Average		185,365	139	5,918	4	3
<u>50,000-100,000 annual enplanements</u>						
Killeen, TX	ILE	99,815	110	3,548	2	2
Lynchburg, VA	LYH	79,844	138	3,343	4	4
Springfield, IL	SPI	70,941	122	3,727	4	4
Dothan, AL	DHN	69,156	56	1,932	1	1
Lake Charles, LA	LCH	66,089	45	1,750	1	1
Naples	APF	54,570	55	835	3	1
Worcester, MA	ORH	52,798	80	4,695	6	4
Florence, SC	FLO	50,357	79	2,727	2	2
Selected Airports Average		67,946	86	2,820	3	2

SOURCES: DOT, Schedule T-3; *Official Airline Guide*.

NOTES: ^{/1} Due to availability of the data, these enplanement figures do not include passengers enplaned on Canadian-flag carriers.

^{/2} For this analysis, a hub airport has been defined as an airport with at least 15 percent of its domestic enplanements making a domestic connection at the airport.

Table 24- 2000
DOMESTIC SCHEDULED COMMERCIAL SERVICE COMPARISON
FLORIDA AIRPORTS AND OTHER SELECTED U.S. AIRPORTS

		1999	July 2000 Domestic Nonstop Service			
		T-3 Total	Weekly Departing		No. of	No. of Connecting
		Enplanements ^{/1}	Flights	Seats	Dest. Served	Hubs Served ^{/2}
>10 million enplanements						
Miami	MIA	15,053,848	1,963	237,593	42	28
Orlando	MCO	12,960,931	2,827	343,778	69	30
5.0 - 8.0 million annual enplanements						
San Diego	SAN	7,563,920	1,752	215,480	35	27
Tampa	TPA	7,358,011	1,975	204,432	54	28
Portland	PDX	6,747,938	2,203	209,154	43	18
Ft. Lauderdale	FLL	6,570,816	1,344	167,385	40	24
Kansas City	MCI	5,702,676	1,888	202,183	55	29
San Jose	SJC	5,587,396	1,386	188,939	27	18
Selected Airports Average			1,758	197,929	42	24
1.0 - 5.0 million annual enplanements						
San Antonio	SAT	3,423,126	787	103,998	25	20
Reno	RNO	2,906,537	585	74,387	17	13
Palm Beach	PBI	2,846,970	589	63,635	24	17
Providence	PVD	2,540,401	890	75,651	26	19
Jacksonville	JAX	2,440,175	723	75,860	27	19
Southwest Florida	RSW	2,347,442	421	45,988	22	14
Omaha	OMA	1,835,722	578	60,220	20	18
Birmingham	BHM	1,524,915	521	56,354	28	18
Selected Airports Average			637	69,512	24	17
500,000- 1.0 million annual enplanements						
Savannah	SAV	758,021	309	28,085	11	10
Sarasota	SRQ	739,761	171	16,369	11	8
Harrisburg	MDT	706,775	395	25,157	13	11
Madison	MSN	671,195	332	21,787	11	9
Jackson	JAN	670,030	295	29,181	16	9
Palm Springs	PSP	642,016	215	9,939	5	5
Pensacola	PNS	544,565	265	20,129	10	5
Lexington	LEX	522,568	265	18,251	8	8
Selected Airports Average			281	21,112	11	8
250,000-500,000 annual enplanements						
South Bend	SBN	484,720	309	14,513	7	7
Tallahassee	TLH	454,011	335	15,357	9	4
Shreveport	SHV	375,249	268	16,205	8	5
Eugene	EUG	359,346	253	13,233	5	5
Okaloosa	VPS	350,784	181	11,523	5	3
Orlando-Sanford	SFB	349,443	19	3,287	3	1
NW Arkansas Regional	XNA	320,225	298	13,935	7	6
Kalamazoo	AZO	278,031	217	9,831	6	6
Key West	EYW	275,719	325	8,258	6	2
Daytona Beach	DAB	274,431	56	5,754	2	2
Melbourne	MLB	273,813	63	6,307	2	1
Monterey	MRY	257,803	250	8,160	3	3

		1999	July 2000 Domestic Nonstop Service			
		T-3 Total	Weekly Departing		No. of	No. of Connecting
		Enplanements ^{/1}	Flights	Seats	Dest. Served	Hubs Served ^{/2}
St. Petersburg	PIE	256,265	21	3,633	2	0
Selected Airports Average			200	10,000	5	3
<u>100,000-250,000 annual enplanements</u>						
Augusta, GA	AGS	215,463	106	6,725	2	2
Bangor, ME	BGR	205,344	213	9,024	7	4
Lafayette, LA	LFT	189,253	177	6,510	4	3
Charlottesville, VA	CHO	169,971	186	6,123	6	5
Panama City	PFN	161,861	139	5,835	5	3
Gainesville	GNV	151,763	93	4,163	3	2
Bismarck, ND	BIS	129,083	69	3,946	3	2
Selected Airports Average			140	6,047	4	3
<u>50,000-100,000 annual enplanements</u>						
Killeen, TX	ILE	90,383	110	3,524	3	2
Lynchburg, VA	LYH	82,365	131	3,404	4	4
Springfield, IL	SPI	79,757	113	2,840	3	2
Lake Charles, LA	LCH	76,132	73	2,566	2	2
Dothan, AL	DHN	66,009	76	2,832	3	2
Florence, SC	FLO	57,121	78	2,697	2	2
Naples	APF	54,402	73	1,744	4	2
Selected Airports Average			93	2,801	3	2
<u>< 50,000 annual enplanements</u>						
Albany, GA	ABY	43,830	47	1,550	1	1
Santa Fe, NM	SAF	25,687	80	1,520	1	1
Worcester, MA	ORH	24,446	63	2,450	3	3
Hickory, NC	HKY	21,483	36	684	1	1
Marathon	MTH	20,155	0	0	0	0
Manhattan, KS	MHK	17,721	44	836	2	1
Altoona, PA	AOO	16,727	38	1,292	3	1
Selected Airports Average			44	1,190	2	1

Sources: DOT, Schedule T-3; *Official Airline Guide*.

Notes: ^{/1} Due to availability of the data, these enplanement figures do not include passengers enplaned on Canadian-flag carriers.

^{/2} For this analysis, a hub airport has been defined as an airport with at least 15 percent of its domestic enplanements making a domestic connection at the airport.

APPENDIX B

Table 25
TOTAL ENPLANED PASSENGERS
AT FLORIDA AIRPORTS, BY REGION
(for the years ended December 31)

	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999 ^{/1}	2000 ^{/1}	2001 ^{/1}	2002 ^{/1}	AAG 1988-02
Southeast Florida	19,213,448	18,463,392	19,616,424	19,511,508	19,209,520	20,613,361	22,510,530	23,367,148	25,415,938	26,653,941	25,563,273	27,066,940	27,922,953	27,506,464	26,539,884	2.3%
Ft. Lauderdale	4,337,560	4,307,100	4,426,430	4,008,600	4,038,592	4,268,363	5,074,130	4,679,592	5,642,370	6,427,268	6,046,536	6,994,254	7,938,971	8,375,012	8,517,527	4.9%
Miami	12,198,778	11,450,075	12,190,972	12,759,093	12,429,403	13,673,907	14,437,381	15,722,329	16,541,061	16,983,098	16,316,123	16,893,889	16,756,422	15,876,629	15,007,693	1.5%
Palm Beach	2,498,532	2,525,195	2,786,973	2,529,640	2,519,833	2,435,893	2,721,921	2,687,516	2,916,037	2,938,031	2,901,612	2,879,246	2,932,635	2,974,263	2,748,181	0.7%
Key West	163,862	169,561	189,889	194,780	201,763	208,485	248,252	242,476	276,856	268,816	271,837	276,829	285,372	280,376	266,413	3.5%
Marathon	14,716	11,461	22,160	19,395	19,929	26,713	28,846	35,235	39,614	36,728	27,165	22,722	9,553	184	70	-31.8%
West Central Florida	8,825,209	9,110,266	9,564,141	9,499,764	10,559,549	11,035,551	11,189,711	11,259,744	12,757,854	14,121,481	14,240,998	15,563,160	16,429,449	15,168,753	14,306,785	3.5%
Orlando	8,072,822	8,390,709	8,683,491	8,712,084	9,758,004	10,280,218	10,453,014	10,584,116	11,860,090	13,077,471	13,128,323	14,537,818	15,318,137	14,055,294	13,250,199	3.6%
Melbourne	311,816	299,200	373,588	339,271	355,885	322,012	322,708	301,736	316,600	306,163	250,878	270,671	261,031	280,962	199,987	-3.1%
Daytona Beach	440,571	420,357	507,060	448,409	444,797	407,785	407,502	365,659	387,600	402,322	308,505	284,123	272,105	260,970	244,230	-4.1%
Orlando-Sanford	0	0	2	0	863	25,536	6,487	8,233	193,564	335,525	553,292	470,548	578,176	571,527	612,369	n.a.
East Central Florida	5,587,694	5,502,996	6,481,065	6,026,088	5,895,798	6,026,304	7,125,134	6,908,016	7,563,687	7,822,509	7,957,216	8,719,046	9,152,544	8,874,469	8,637,600	3.2%
Tampa	4,666,646	4,585,362	5,303,700	4,937,446	4,825,939	4,859,951	5,926,142	5,675,105	6,266,145	6,584,743	6,751,979	7,566,832	8,037,434	7,963,970	7,760,828	3.7%
Sarasota	870,840	815,423	1,025,965	954,157	889,353	875,864	862,662	783,290	792,032	820,574	775,557	759,311	746,401	592,491	564,516	-3.0%
St. Petersburg	50,208	102,211	151,400	134,485	180,506	290,489	336,330	449,621	505,510	417,192	429,680	392,903	368,709	318,008	312,256	13.9%
Northeast Florida	1,551,293	1,488,613	1,571,857	1,459,874	1,515,842	1,509,359	2,078,614	1,996,337	1,996,421	2,216,602	2,398,677	2,628,607	2,786,011	2,668,374	2,610,861	3.8%
Jacksonville	1,352,650	1,313,529	1,355,394	1,283,668	1,317,327	1,324,950	1,886,666	1,816,518	1,826,619	2,036,849	2,252,287	2,475,030	2,639,296	2,542,975	2,475,755	4.4%
Gainesville	198,643	175,084	216,463	176,206	198,515	184,409	191,948	179,819	169,802	179,753	146,390	153,577	146,715	125,399	135,106	-2.7%
Southwest Florida	1,553,976	1,602,444	1,840,950	1,756,431	1,730,077	1,826,114	2,006,217	2,073,453	2,189,115	2,244,269	2,306,860	2,524,314	2,691,097	2,704,043	2,648,541	3.9%
Southwest FL	1,491,601	1,547,626	1,780,766	1,696,072	1,680,259	1,765,797	1,938,706	1,989,677	2,104,260	2,179,338	2,252,107	2,470,114	2,632,093	2,665,387	2,618,297	4.1%
Naples	62,375	54,818	60,184	60,359	49,818	60,317	67,511	83,776	84,855	64,931	54,753	54,200	59,004	38,656	30,244	-5.0%
Northwest Florida	1,094,945	1,069,111	1,143,620	1,114,985	1,210,810	1,193,531	1,365,145	1,440,398	1,361,438	1,440,361	1,462,259	1,552,627	1,568,007	1,526,298	1,726,385	3.3%
Pensacola	401,097	395,054	433,766	436,815	467,342	431,149	537,856	563,788	541,729	564,901	573,483	545,887	526,438	518,186	668,832	3.7%
Tallahassee	450,409	438,645	454,178	427,243	432,253	430,091	488,381	537,663	476,515	466,741	465,454	465,728	450,403	439,544	543,914	1.4%
Okaloosa	142,638	152,505	162,426	156,274	179,315	178,750	184,075	189,312	195,738	252,771	265,813	364,071	411,596	401,145	342,183	6.4%
Panama City	100,801	82,907	93,250	94,653	131,900	153,541	154,833	149,635	147,456	155,948	157,509	176,941	179,570	167,423	171,456	3.9%
Total	37,826,565	37,236,822	40,218,057	39,368,650	40,121,596	42,204,220	46,275,351	47,045,096	51,284,453	54,499,163	53,929,283	58,054,694	60,550,061	58,448,401	56,470,056	4.0%

SOURCE: FAA-APO, Terminal Area Forecasts, December 1999

NOTES: ^{/1} 1999-2002 enplanements from individual airport records.

n.a. = not applicable

APPENDIX C

Airport Specific Domestic Service Summaries (Post-September 11th)

Southeast Florida Region

Fort Lauderdale-Hollywood International Airport

Ft. Lauderdale Hollywood International has experienced significant growth in domestic enplanements since the mid-1990s. This growth was fueled largely by increased service by low fare carriers like Southwest, JetBlue, Spirit, and AirTran. However, capacity fell sharply after the September 11th terrorist attacks. In the fall of 2001, weekly flight departures dropped 14 percent from the summer of 2001 and weekly departing seats fell over 11 percent from three months earlier. The termination of all MetroJet and Midway flights and large cutbacks by Delta Express were responsible for nearly the entire decline. AirTran and JetBlue have made recent announcements to add additional nonstop flights to Ft. Lauderdale International.

Miami International Airport

Due to increased low fare competition from Ft. Lauderdale International, domestic enplanement and capacity growth at Miami International has slowed since the mid-1990s. After the September 2001 terrorist attacks, domestic capacity was reduced even further at Miami International. By November 2001, carriers had reduced domestic weekly nonstop departures by nearly 14 percent since the summer of 2001, and weekly departing seats fell 10 percent between the summer and the fall of 2001. All major/national carriers made reductions in their schedules, ranging between 5 percent (US Airways) and 42 percent (Trans World) fewer domestic flight departures. Gulfstream cut back 34 percent of its instate operations at Miami as well between the summer and fall of 2001. Low fare carriers, AirTran and American Trans Air (ATA) have made recent announcements to add new nonstop service to Miami International.

Palm Beach International Airport

In the fall of 2001, carriers at Palm Beach International offered nearly 18 percent fewer weekly departing flights and nearly 9 percent fewer departing seats than in the summer of 2001. MetroJet, Midway Airlines, and Gulfstream all ceased operations at the airport between the summer and fall of 2001. Also there were large cutbacks in service by Delta Express and US Airways. However, Spirit Airlines began new nonstop service and, along with JetBlue, announced additional nonstop service to Palm Beach International since the September 11, 2001 terrorist attacks.

Key West International Airport

There were few changes in scheduled service at Key West International after the September 11, 2001 terrorist attacks. Although Cape Air pulled 10 weekly nonstop flights, American Eagle added one additional daily flight at the airport between the summer and fall of 2001.

East Central Florida Region

Orlando International Airport

Orlando International experienced a 23 percent decline in domestic weekly scheduled departures and a 21 percent decline in departing seats between the summer and the fall of 2001. Two carriers, MetroJet and Midway, discontinued operations at Orlando International. Delta Express reduced weekly scheduled departures at Orlando International by 60 percent between the summer and the fall of 2001. Many of the airport's major/national carriers reduced their flights and their capacity as well. Recently, some carriers have made announcements related to increasing their level of nonstop service at Orlando International; the carriers include Southwest, Delta Express, United, and AirTran.

Melbourne International Airport

Melbourne International experienced strong growth in nonstop scheduled service between the summer of 2000 and the summer of 2001, with two additional carriers serving the market. However, after the September 11, 2001 terrorist attacks, two carriers pulled out of the market and the level of nonstop service at Melbourne International declined. In the fall of 2001, there were 33 percent fewer weekly flight departures and 43 percent fewer departing seats at the airport. Continental and Spirit dropped all scheduled service at Melbourne International, and the number of nonstop U.S. cities served dropped from six to two. Only Delta and regional partners, ASA and Comair, continued to serve the market in the fall of 2001.

Daytona Beach International Airport

In the 1990s, Daytona Beach International Airport experienced a decline in enplanements. In the summer of 2001, however, service levels had increased with two additional carriers providing nonstop scheduled service to two new U.S. cities. However, the terrorist attacks in September 2001 led to capacity cuts. Continental, and regional partner, Continental Express, pulled out of Daytona Beach International all together in the fall of 2001. There were 15 fewer weekly scheduled departures and 1,273 fewer weekly departing seats. Only Delta and regional partners, ASA and Comair, continued to serve Daytona Beach International in the fall of 2001.

Orlando Sanford Airport

Orlando Sanford Airport was not affected negatively by the September 2001 terrorist attacks and subsequent airline capacity cuts. Between the summer and fall of 2001, Pan Am, the sole carrier at the airport, added 8 additional weekly flight departures.

West Central Florida Region

Tampa International Airport

Enplanements and nonstop service at Tampa International have grown steadily since the mid-1990s. However, after the September 11, 2001 terrorist attacks, carriers cut capacity at the airport. Between the summer and fall of 2001, nonstop weekly departing flights declined nearly 16 percent and departing seats dropped 10 percent. About half of this decline was due to the demise of MetroJet and Midway Airlines. Gulfstream also discontinued 54 percent of their instate flights at Tampa International. Low fare carriers, AirTran and Spirit Airlines, have added additional nonstop service at the airport since the summer of 2001.

Sarasota-Bradenton International Airport

Although three carriers pulled out of Sarasota-Bradenton International in the year prior to September 11, 2001, the level of service provided at the airport after the attacks rose slightly. Comair (DL*) provided 17 additional weekly nonstop scheduled departures to Cincinnati in the fall of 2001 when compared to the summer of 2001.

St. Petersburg-Clearwater International Airport

Nonstop service offered at St. Petersburg-Clearwater International remained relatively unchanged after the September 11, 2001 terrorist attacks. American Trans Air, the lone carrier at the airport, added one additional nonstop weekly flight to Chicago-Midway between the summer and the fall of 2001.

Northeast Region

Jacksonville International Airport

Enplanements at Jacksonville International Airport grew steadily since the mid-1990s with additional nonstop service provided by low fare carriers, Southwest, AirTran, and Midway. In the fall of 2001, carriers cut or discontinued service at the airport, due in part to the September 11, 2001 terrorist attacks. In the fall of 2001, there were 16 percent fewer weekly flight departures and 10 percent fewer weekly departing seats than in the summer of 2001. Four carriers, MetroJet, Midway, Gulfstream, and Continental Express discontinued service at the airport

between the summer and fall of 2001 and combined, accounted for 92 fewer departures from the Airport by the fall of 2001.

Gainesville Regional Airport

There was little change in the level of nonstop service offered by carriers at Gainesville Regional between the summer and fall of 2001. Although, ASA (DL*) dropped one daily flight at Gainesville Regional, US Airways Express added six additional weekly flights to Charlotte.

Southwest Florida Region

Southwest Florida International Airport

Southwest Florida International has experienced strong growth in enplanements and nonstop service since the early 1990s. Although there were 10 fewer domestic weekly nonstop departures in the fall of 2001 than three months earlier, weekly nonstop departing seats offered grew 10 percent over the three-month period. MetroJet discontinued service at Southwest Florida International and Delta Express cut nonstop flight departures by 73 percent between the summer and fall of 2001. However, low fare carriers, AirTran, Spirit, ATA and JetBlue all increased nonstop service at the airport during the period. Northwest Airlines also nearly doubled its number of weekly flights provided to the market.

Naples Municipal Airport

Naples Municipal experienced a large decline in domestic service levels between the summer of 2000 and the summer of 2001. American Eagle, who provided over half of the airport's weekly departing seats in the summer of 2000, pulled out of Naples Municipal during the year. By the fall of 2001, the level of service at the airport had dropped again. US Airways Express discontinued two daily flights after the September 11, 2001 terrorist attacks. This represented a 24 percent drop in the airport's weekly scheduled departures and a 31 percent decline in weekly departing seats.

Northwest Florida Region

Pensacola Regional Airport

The level of domestic nonstop service provided by carriers at Pensacola Regional fell between the summer and fall of 2001. There were 14 fewer weekly scheduled flight departures and 9 percent fewer departing seats at the airport in the fall of 2001, compared to three months earlier. Delta cut weekly nonstop departures by one-third and US Airways Express and Northwest Airlink also cut nonstop flights offered. However, two new carriers, AirTran and SkyWest (DL*) began nonstop service at Pensacola Regional since the terrorist attacks on September 11, 2001.

Tallahassee Regional Airport

Although weekly scheduled flight departures fell slightly between the summer and fall of 2001, weekly departing seats were up 8 percent over the period. This was due largely to the cutback in nonstop service operated by carriers using smaller turboprop aircraft combined with new service provided by AirTran using jet aircraft. Gulfstream pulled out of the Tallahassee market completely and US Airways Express, ASA, and Northwest Airlink all decreased operations at the airport. Along with the new service provided by AirTran to Atlanta, AirTran has also recently announced new nonstop service between Tallahassee and Tampa and Tallahassee and Miami. Delta regional partner, SkyWest, also announced new service to Dallas/Ft. Worth beginning in 2002.

Eglin AFB (Okaloosa Regional Airport)

Between the summer and fall of 2001, Okaloosa Regional experienced a sharp decline in the level of domestic nonstop service offered by carriers. Nearly one-quarter of the airport's weekly nonstop scheduled flight departures were cut, while departing seats dropped 20 percent. AirTran discontinued all operations at the airport and began scheduled nonstop service to Atlanta at Pensacola Regional. However, after AirTran pulled out, Delta and Comair (DL*) initiated nonstop scheduled service at Okaloosa Regional to offer area passengers increased service to Delta's hubs in Atlanta and Cincinnati.

Panama City-Bay County International Airport

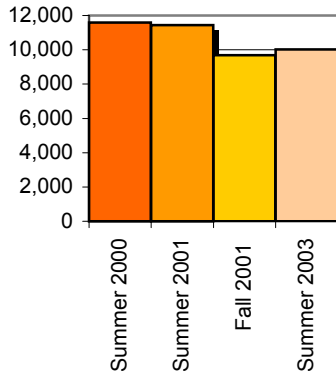
Although one additional carrier began serving Panama City-Bay County International since the September 11, 2001 attacks, nonstop service to the airport dropped. There were 20 fewer nonstop weekly departures and 9 percent fewer departing seats in the fall of 2001, compared to the summer of 2001. US Airways Express cut one daily flight and Northwest Airlink dropped two daily nonstop flights to the airport. However, Comair (DL*) began serving Panama City-Bay County International with two Saturday flights to Cincinnati between the summer and fall of 2001.

APPENDIX D

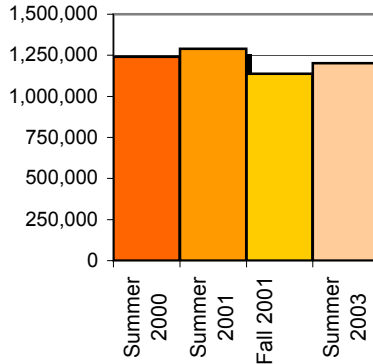
ALL FLORIDA COMMERCIAL SERVICE AIRPORTS

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

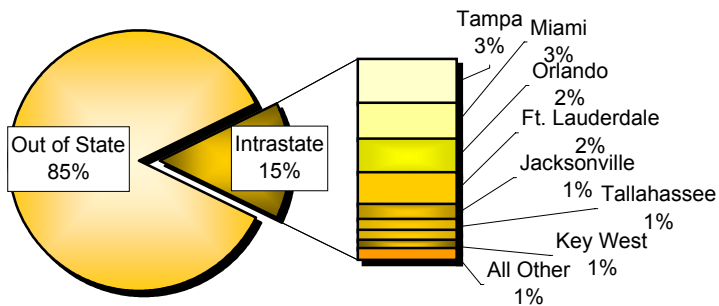


WEEKLY DEPARTING SEATS

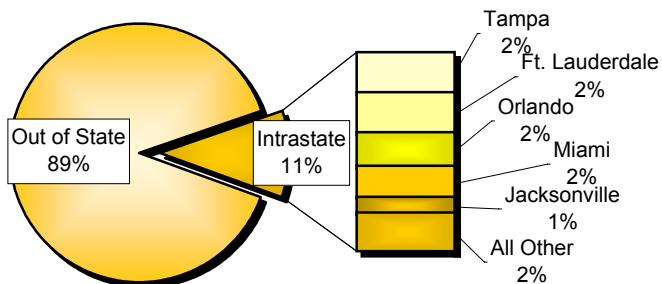


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	79	81	78	83
No. of Airlines Serving	33	32	31	42
<u>Average Weekly</u>				
Flights	11,584	11,437	9,689	10,021
Seats	1,241,223	1,289,002	1,137,941	1,202,686
Seats per Flight	107.1	112.7	117.4	120.0

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

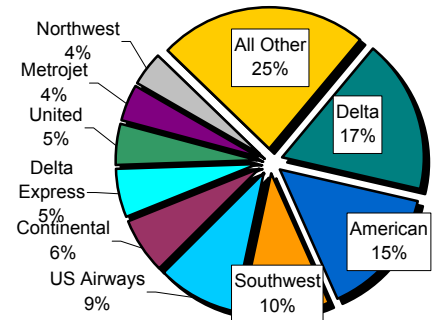


Fall 2001

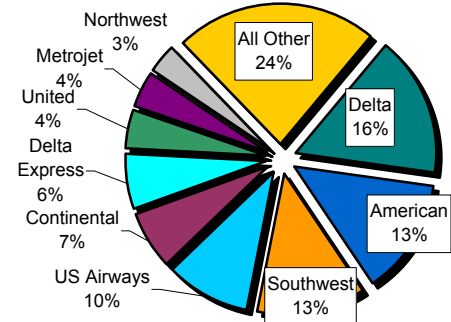


Summer 2003

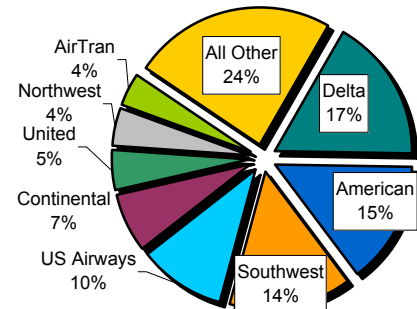
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



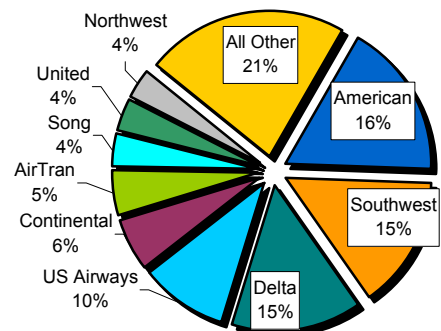
Summer 2000



Summer 2001

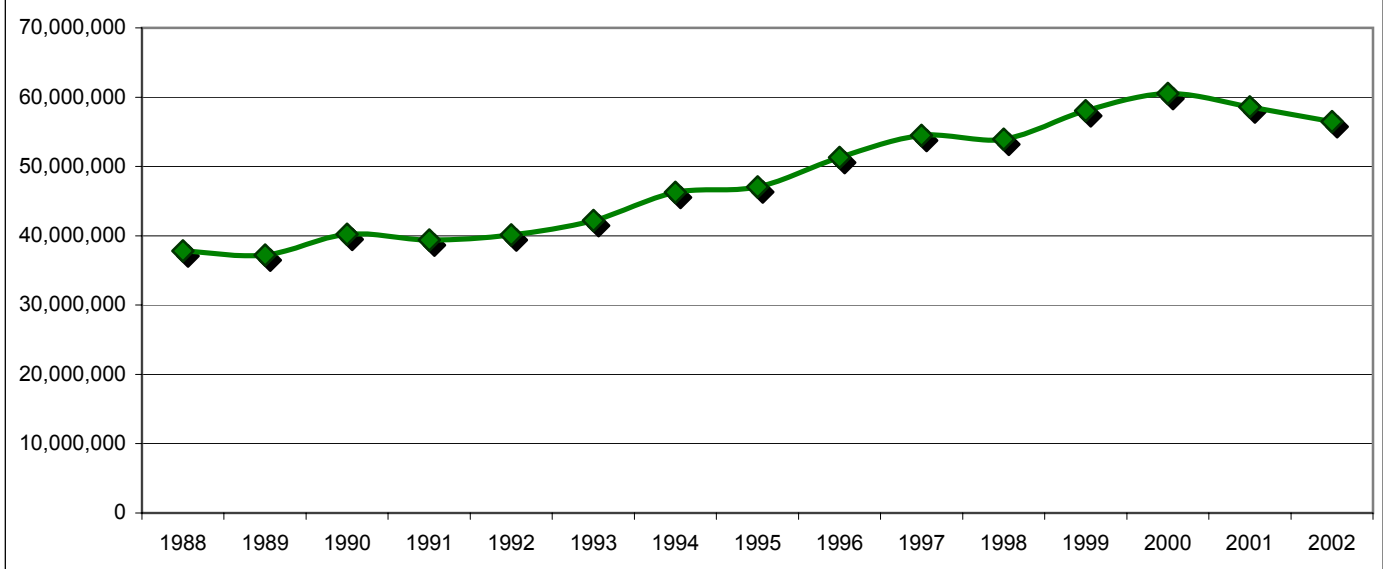


Fall 2001

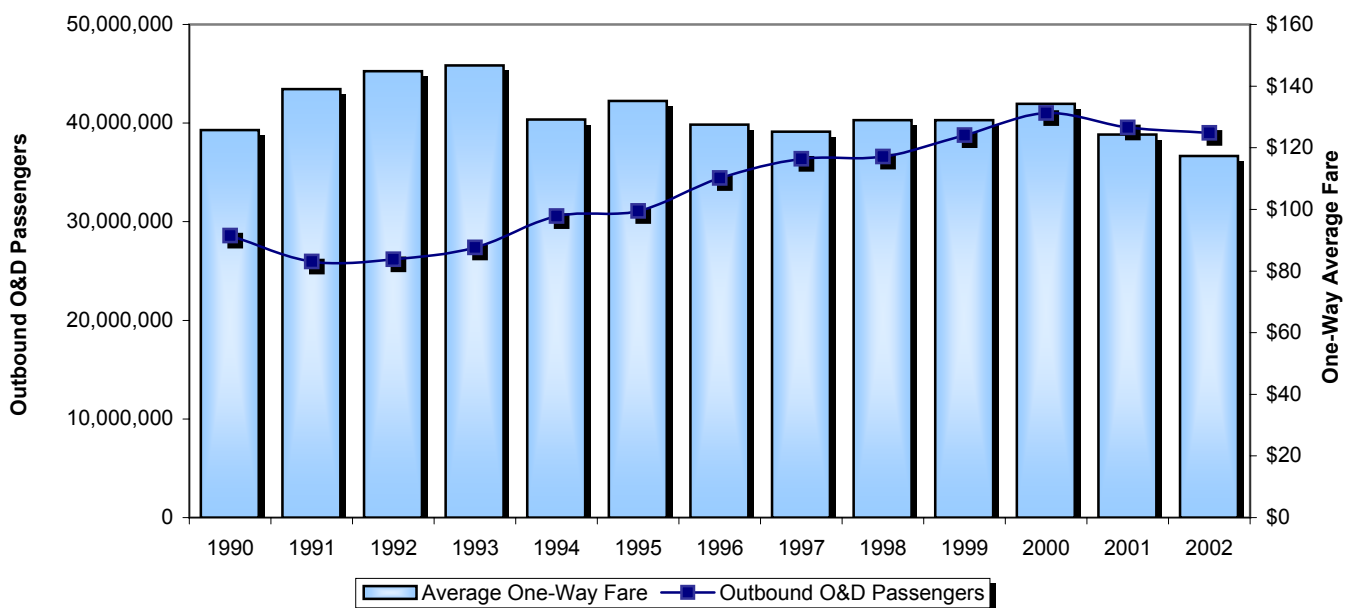


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

	2001	2002	2003
Caribbean	1,285	1,246	1,206
Central America/Mexico	351	397	396
South America	374	351	290
Europe	147	150	136
Canada	116	131	80
Total	2,273	2,275	2,108

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

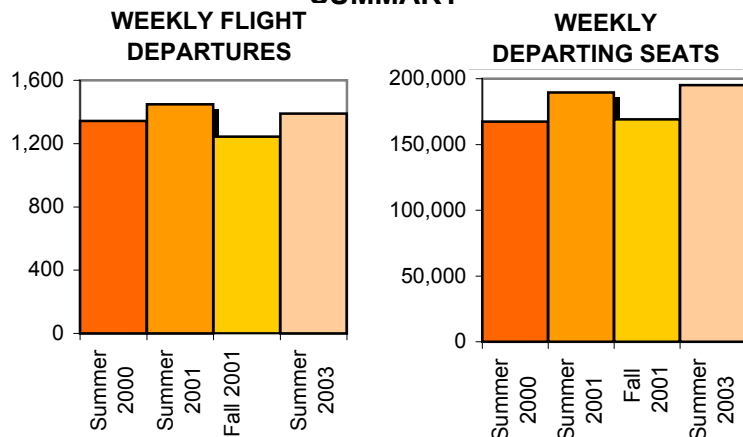
APPENDIX D

SOUTHEAST FLORIDA

**FT. LAUDERDALE HOLLYWOOD INTERNATIONAL
MIAMI INTERNATIONAL
PALM BEACH INTERNATIONAL
KEY WEST INTERNATIONAL**

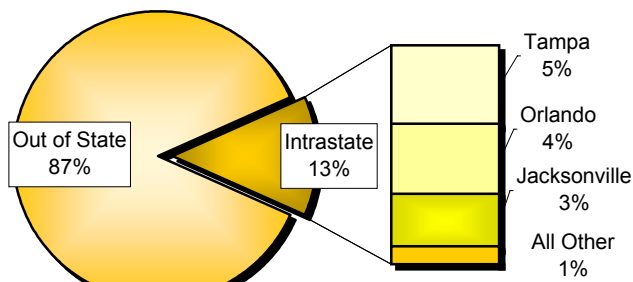
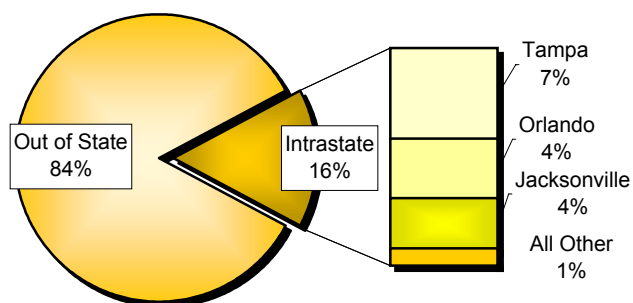
FT. LAUDERDALE HOLLYWOOD INTERNATIONAL AIRPORT (FLL)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

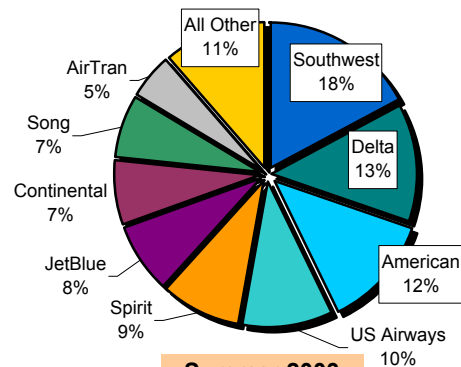
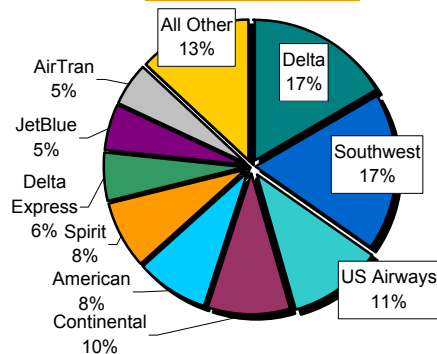
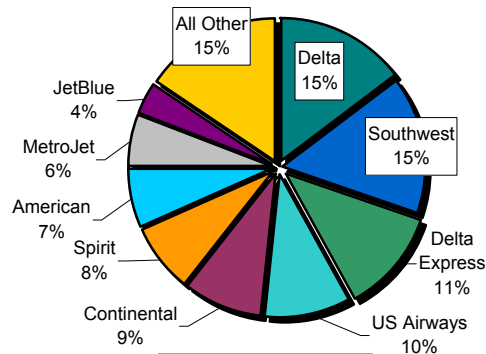
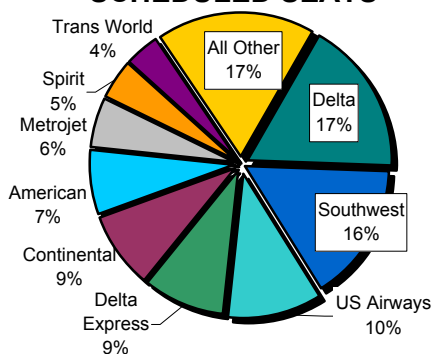


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	40	42	40	44
No. of Airlines Serving	21	20	19	22
<u>Average Weekly</u>				
Flights	1,344	1,448	1,244	1,389
Seats	167,385	189,472	169,030	195,181
Seats per Flight	124.5	130.9	135.9	140.5

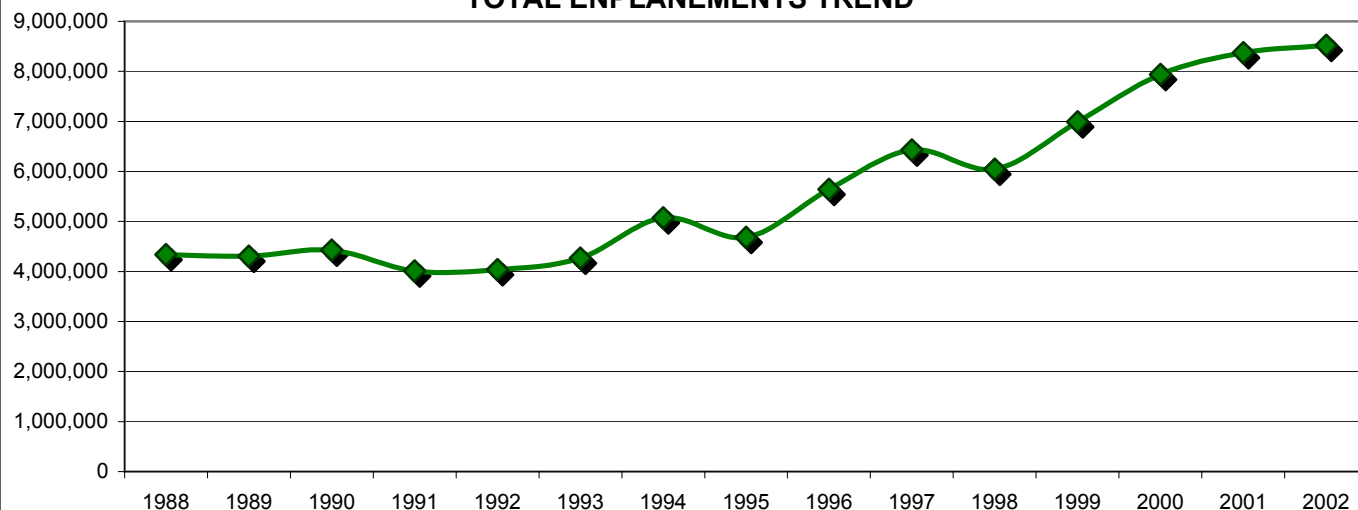
FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



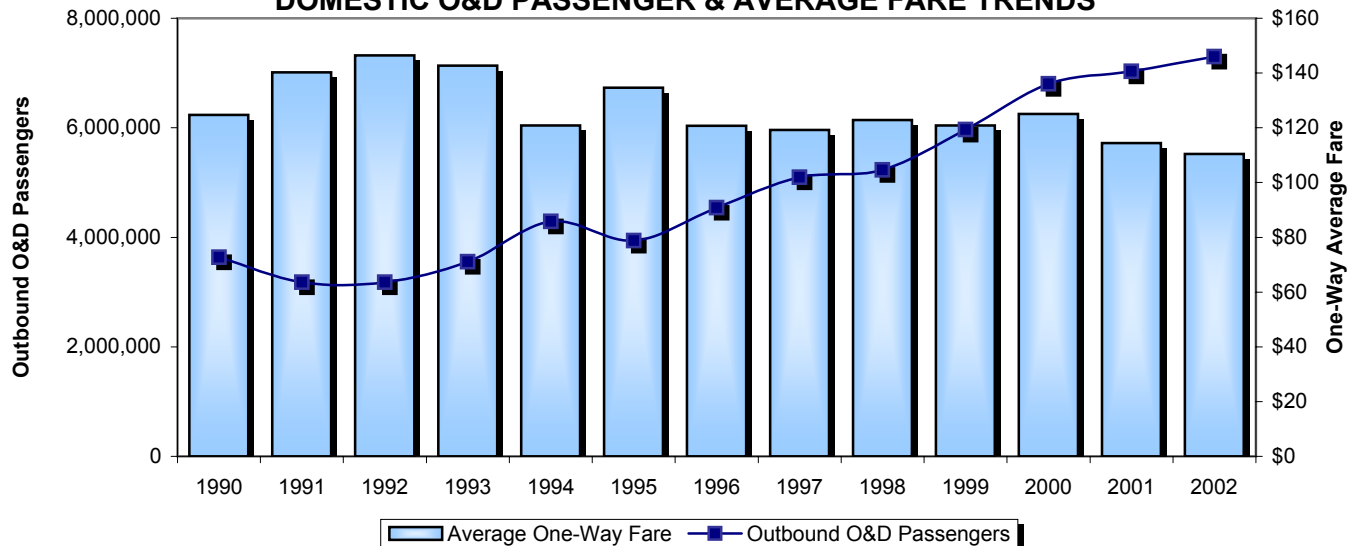
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



TOTAL ENPLANEMENTS TREND



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

ACES Airline: 1 daily flight to Bogota, Columbia (12/02)
Cayman Airways: 1 daily flight to Grand Cayman (4/03)
jetBlue: daily service to Long Beach (5/03)
American Airlines: 3rd nonstop flight to Los Angeles (6/03), nonstop seasonal service to Boston (11/03), 1 daily flight to Port-Au-Prince, Haiti (11/03), 1 daily flight to Santo Domingo, DR (11/03)
US Airways: seasonal service to Bermuda (6/03) on Saturdays
Song: 5 flights to JFK (6/03), 2 flights to EWR (7/03), 4 flights to LGA (8/03), 3 flights to Boston (6/03), 1 flight to Las Vegas (8/03), 1 flight to Hartford (9/03)
Chataqua (DL*): 2 daily flights to Raleigh-Durham and 1 daily flight to Nashville (9/03)
Spirit: 3rd flight to Atlantic City and 3rd daily flight to Detroit (6/03)

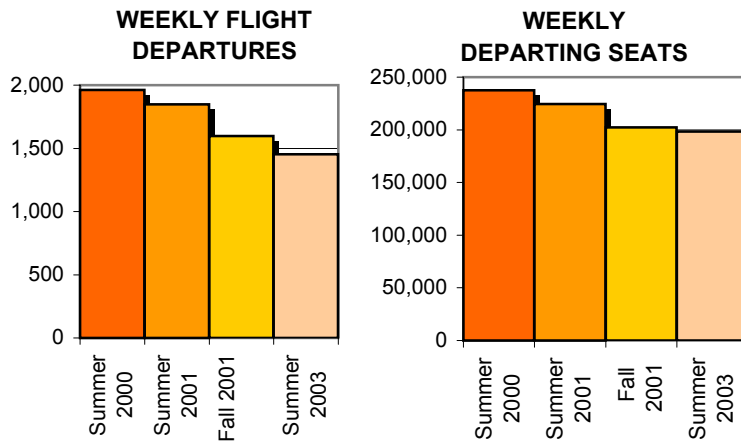
WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

	2000	2001	2002
Caribbean	430	403	351
Canada	11	11	7
South America	0	0	7
Mexico/Central America	0	0	4
Europe	1	0	0
TOTAL	441	414	369

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

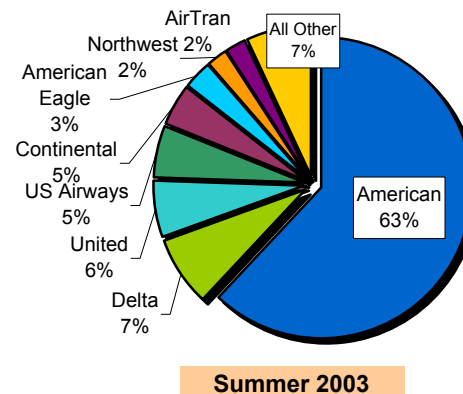
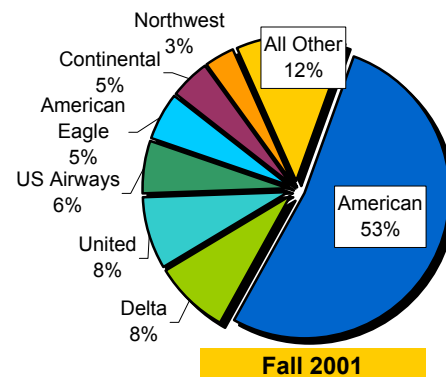
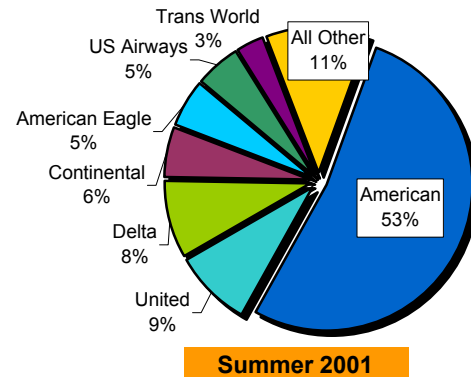
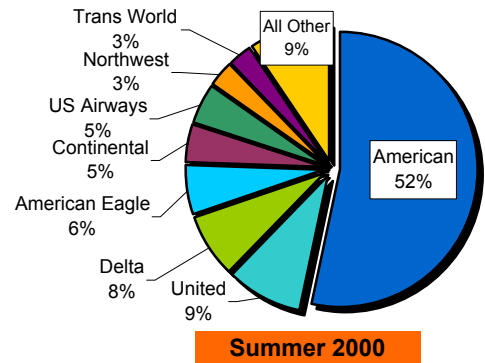
MIAMI INTERNATIONAL AIRPORT (MIA)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

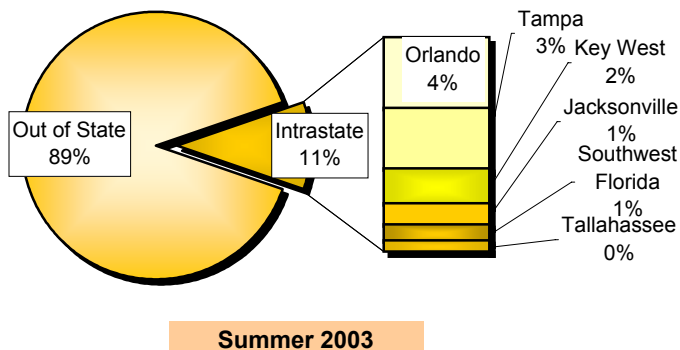
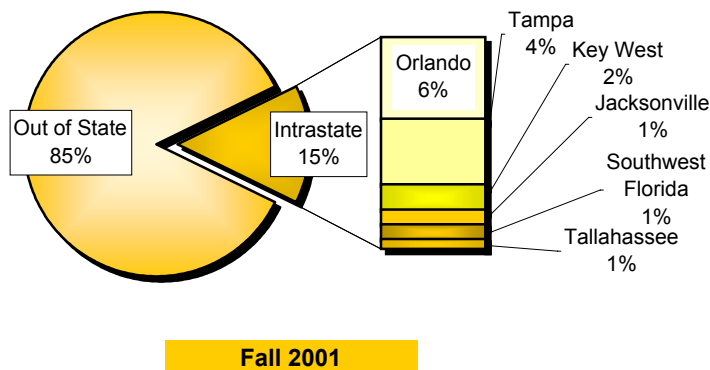


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	42	41	40	41
No. of Airlines Serving	16	17	16	19
Average Weekly				
Flights	1,963	1,849	1,597	1,453
Seats	237,593	224,557	202,394	198,262
Seats per Flight	121.0	121.4	126.7	136.5

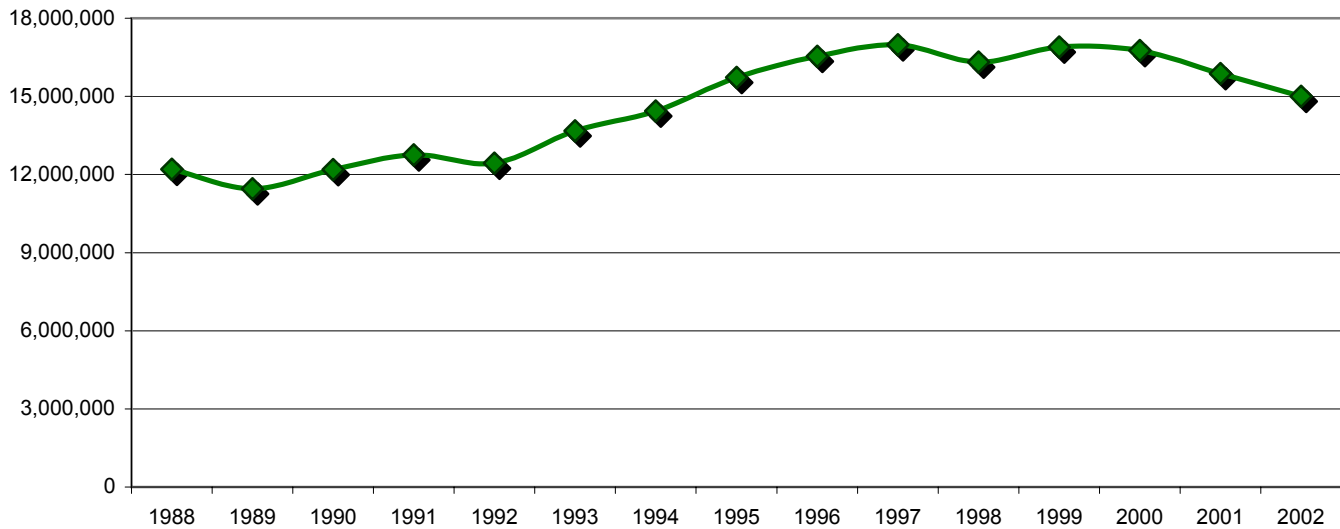
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



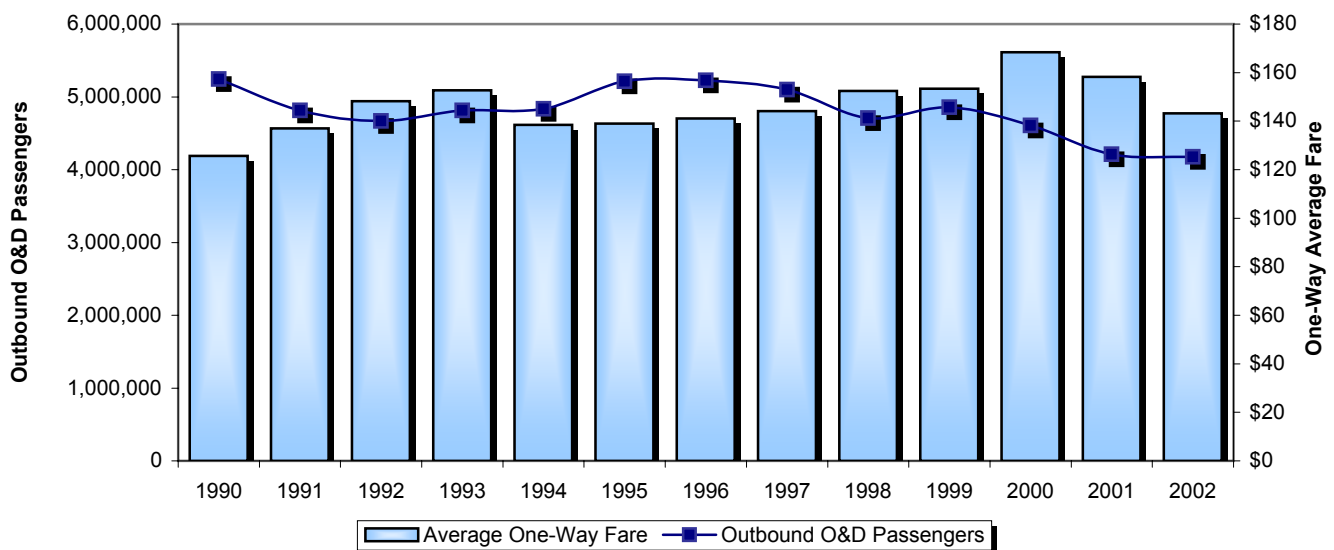
FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

American Eagle: 2 weekend flights to Columbus, Pittsburgh (7/03)
American: Seasonal service to Vail (12/03-4/04)

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

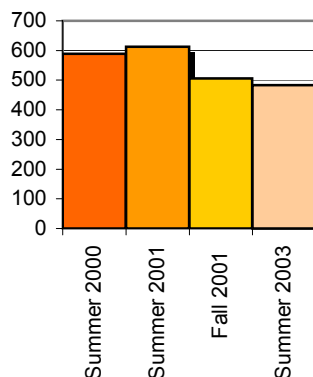
World Area	2000	2001	2003
Caribbean	707	660	618
Central America/Mexico	337	341	380
South America	368	395	277
Europe	106	111	96
Canada	69	70	44
Total	1,587	1,577	1,415

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

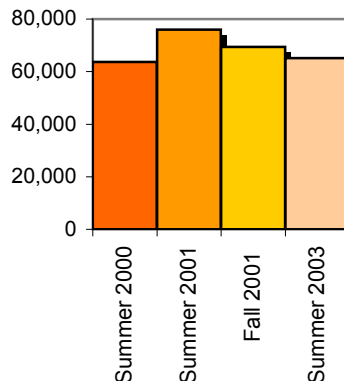
PALM BEACH INTERNATIONAL AIRPORT (PBI)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

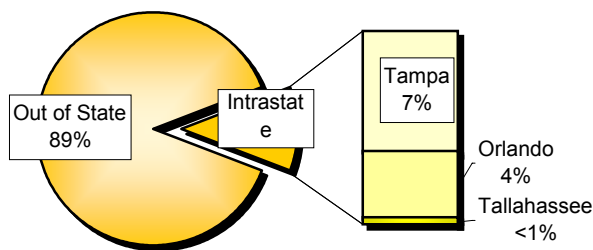


WEEKLY DEPARTING SEATS

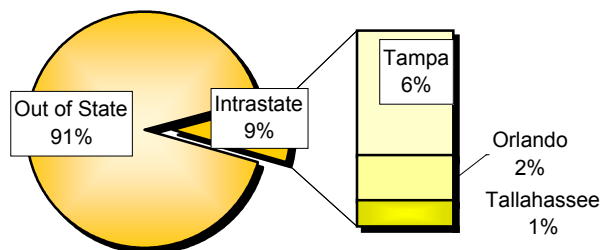


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	24	23	22	22
No. of Airlines Serving	14	14	12	15
<u>Average Weekly</u>				
Flights	589	613	506	483
Seats	63,635	75,955	69,369	65,134
Seats per Flight	108.0	123.9	137.1	134.9

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

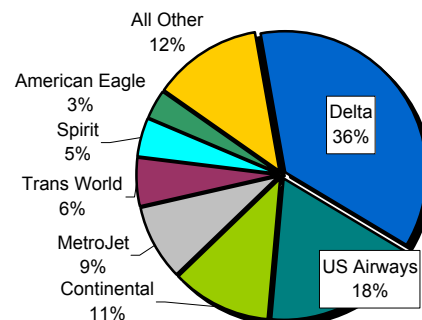


Fall 2001

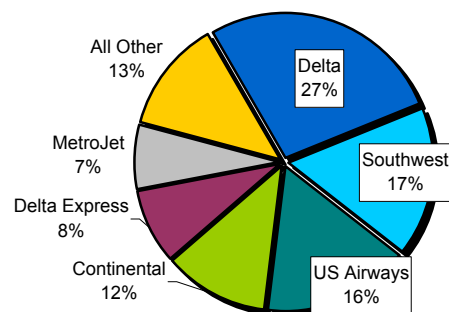


Summer 2003

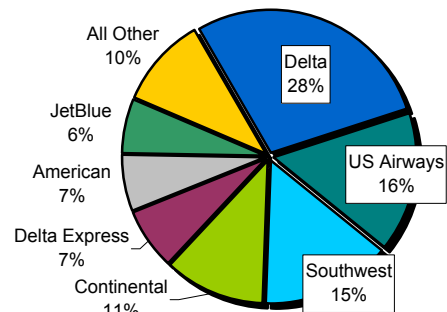
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



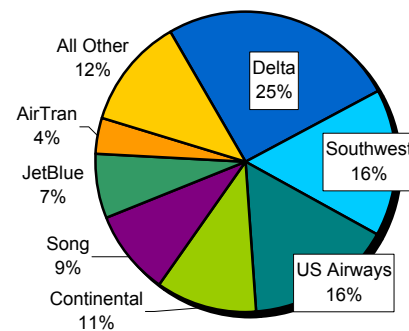
Summer 2000



Summer 2001

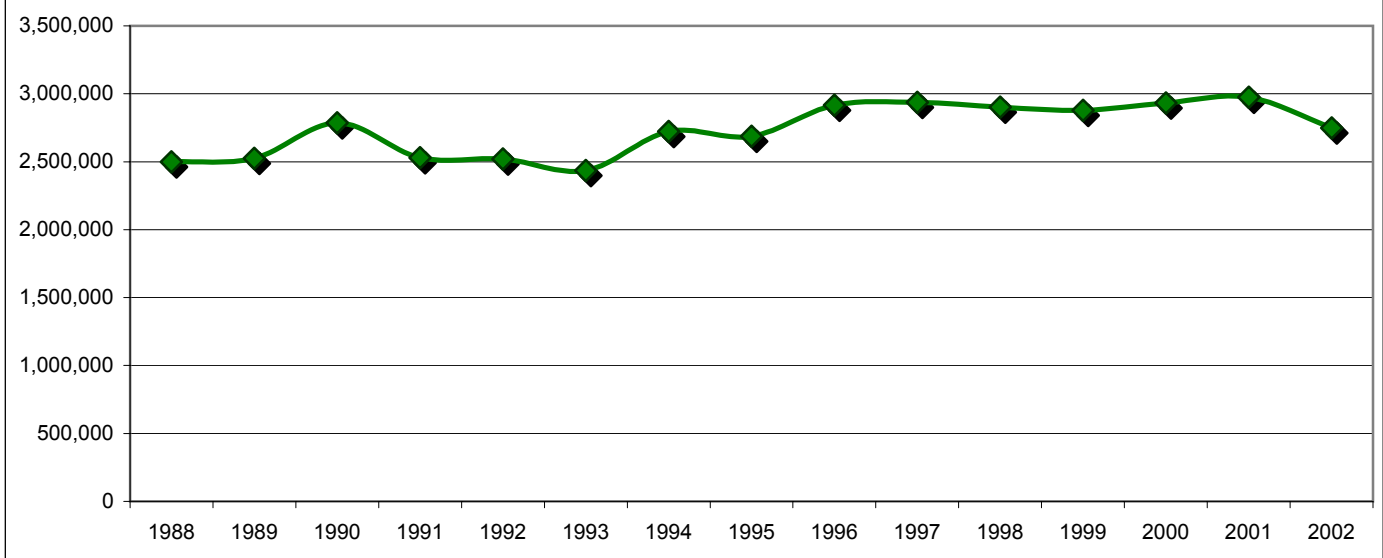


Fall 2001

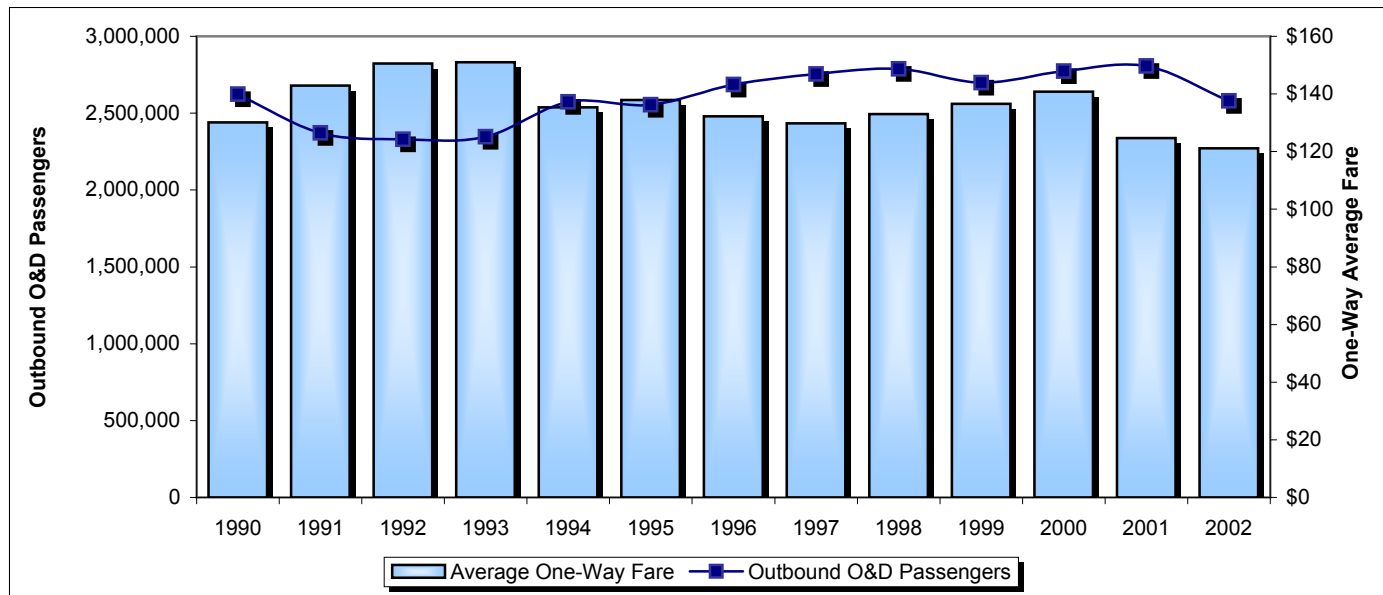


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

American: Seasonal service to Chicago-O'Hare and LaGuardia (12/03-5/04)
Song: 2 daily flights to JFK (4/03), 2 daily flights to Boston (5/03), 4 daily flights to LaGuardia (8/03), 1 daily flight to Hartford (9/03)
Continental: 1 daily flight to Cleveland (12/02)

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

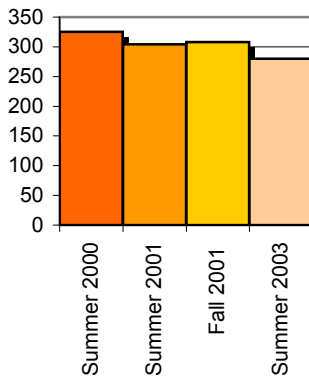
	2000	2001	2003
Caribbean	57	89	78
Total	57	89	78

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

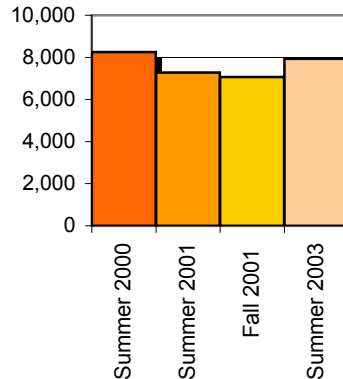
KEY WEST INTERNATIONAL AIRPORT (EYW)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

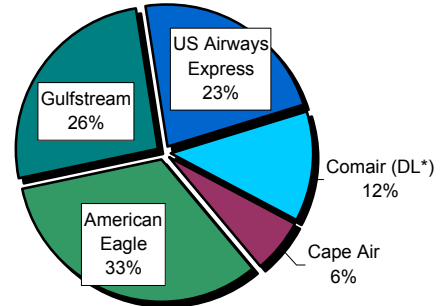


WEEKLY DEPARTING SEATS

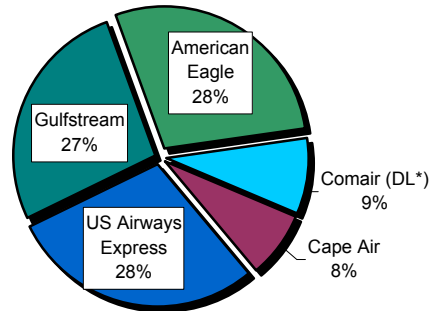


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	6	6	6	6
No. of Airlines Serving	5	5	5	6
<u>Average Weekly</u>				
Flights	325	304	308	280
Seats	8,258	7,273	7,060	7,937
Seats per Flight	25.4	23.9	22.9	28.3

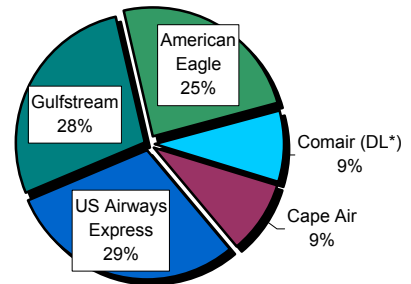
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



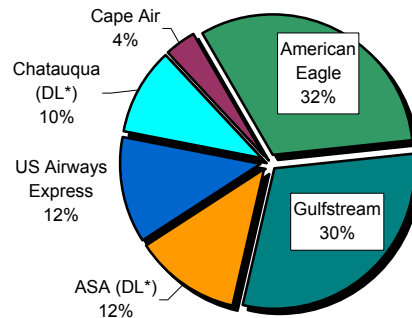
Summer 2000



Summer 2001

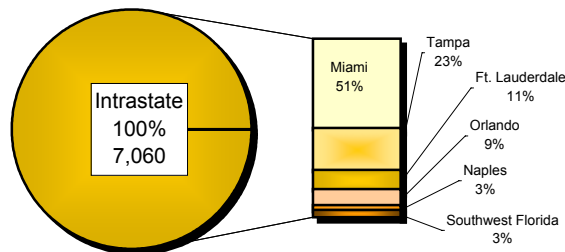


Fall 2001

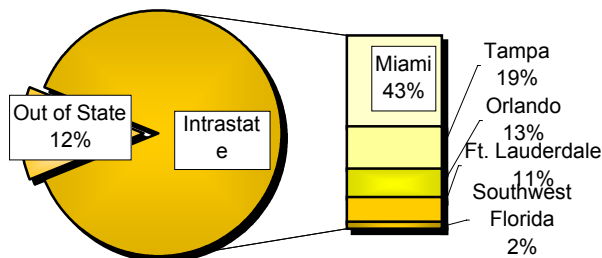


Summer 2003

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

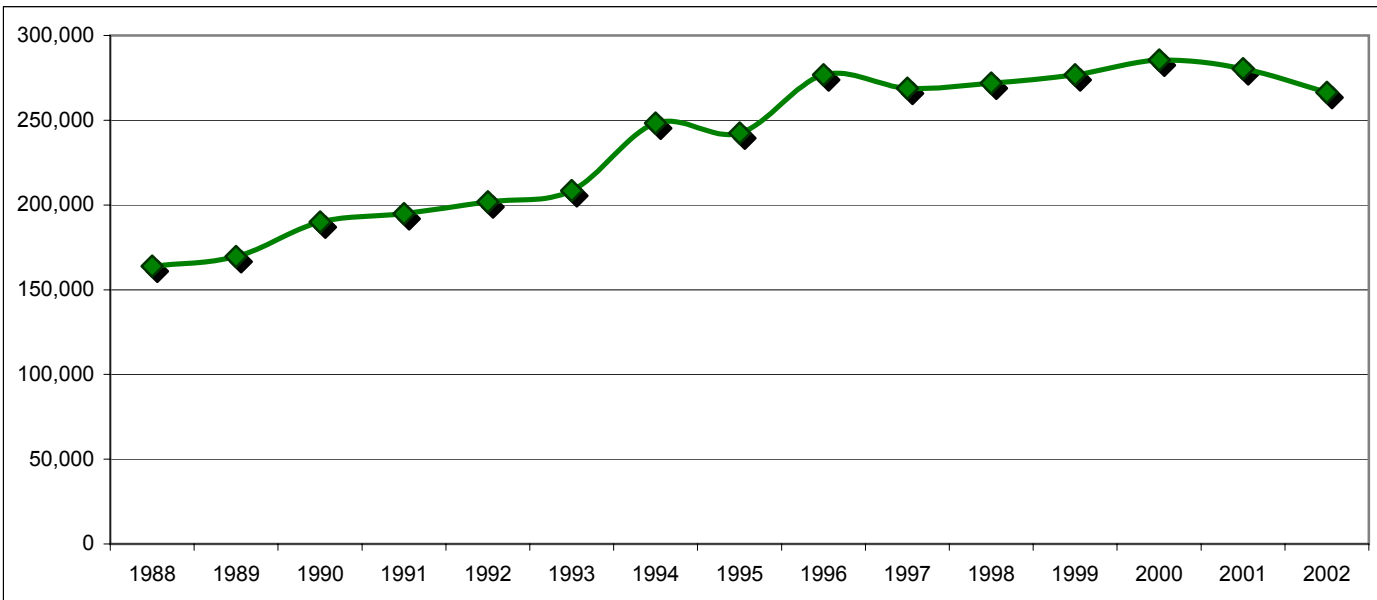


Fall 2001

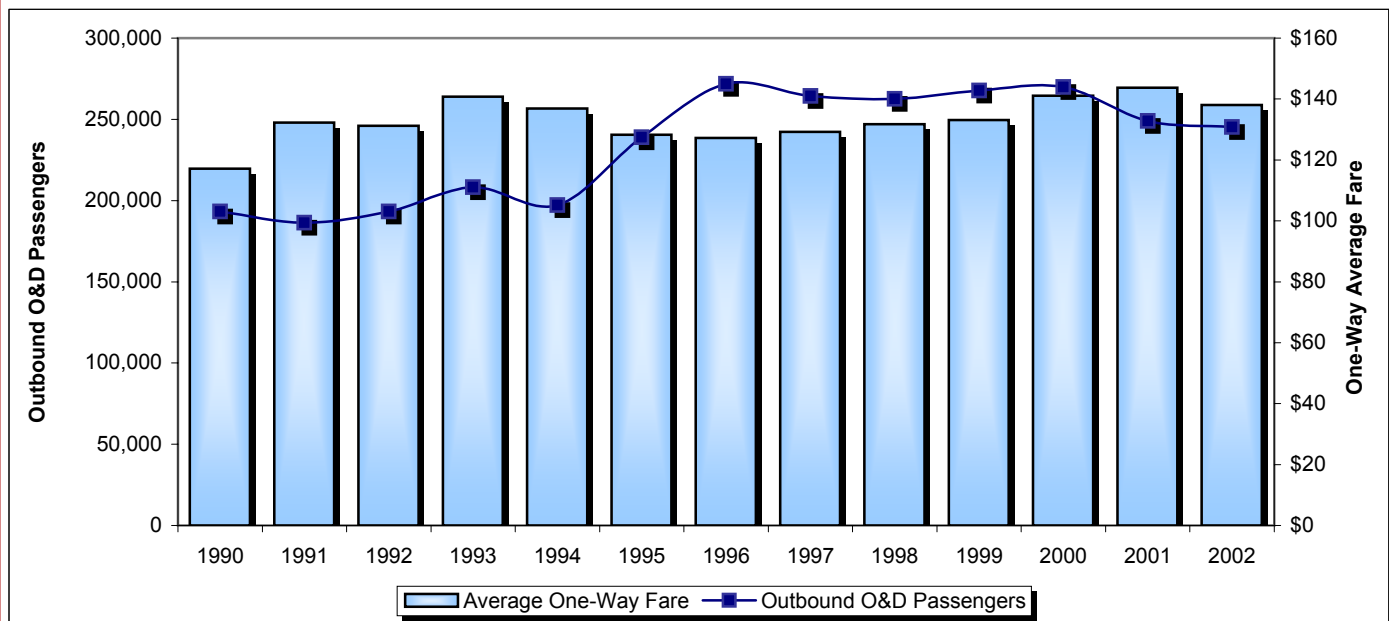


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

APPENDIX D

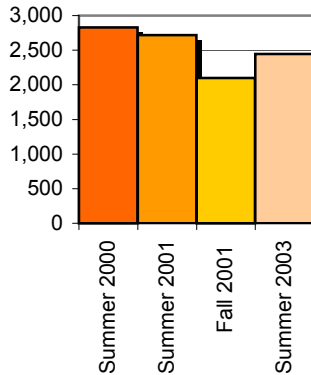
WEST CENTRAL FLORIDA

**ORLANDO INTERNATIONAL
MELBOURNE INTERNATIONAL
DAYTONA BEACH INTERNATIONAL
ORLANDO SANFORD INTERNATIONAL**

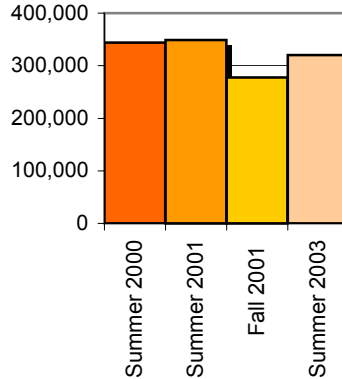
ORLANDO INTERNATIONAL AIRPORT (MCO)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

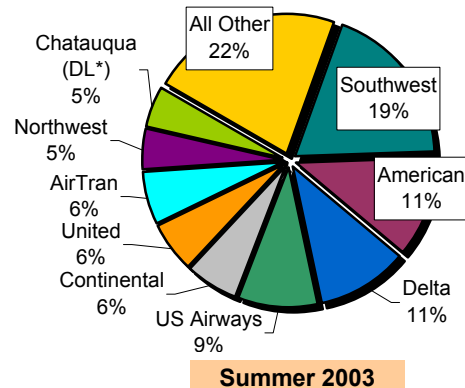
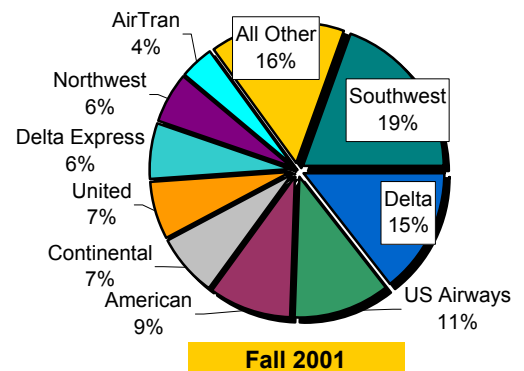
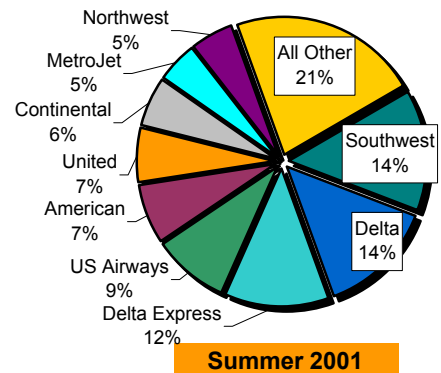
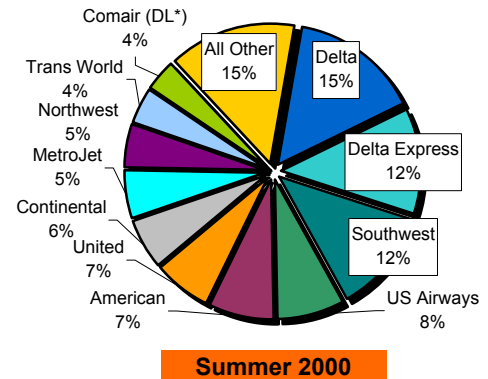


WEEKLY DEPARTING SEATS

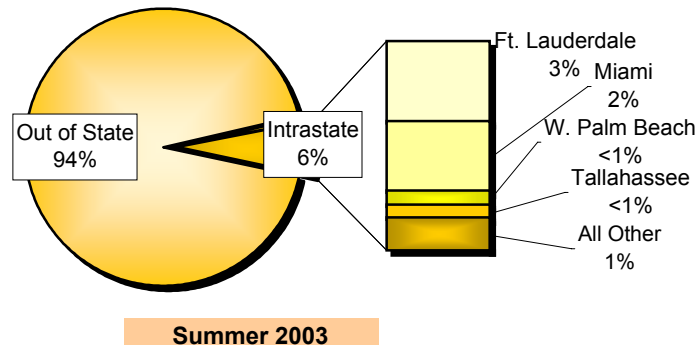
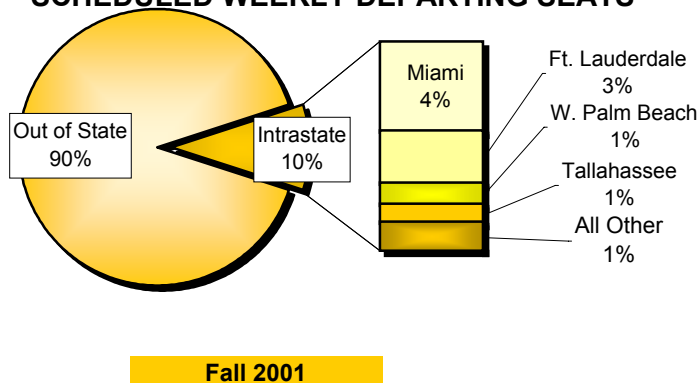


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	69	67	66	76
No. of Airlines Serving	24	24	22	23
<u>Average Weekly</u>				
Flights	2,827	2,720	2,097	2,443
Seats	343,778	349,148	277,608	320,441
Seats per Flight	121.6	128.4	132.4	131.2

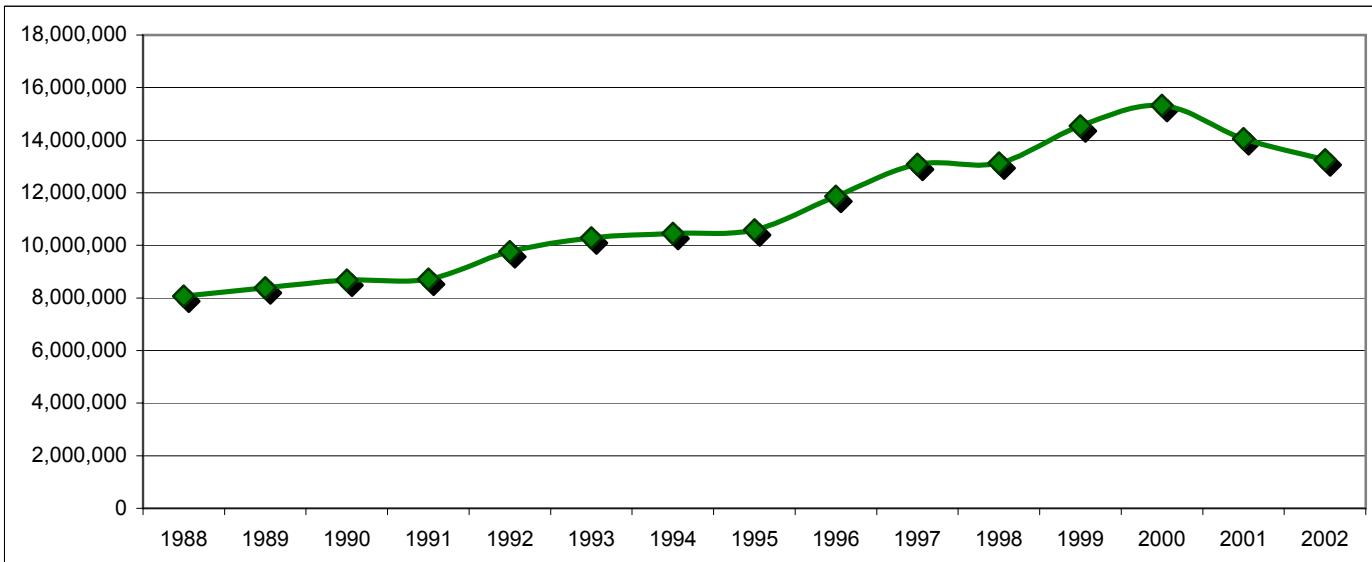
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



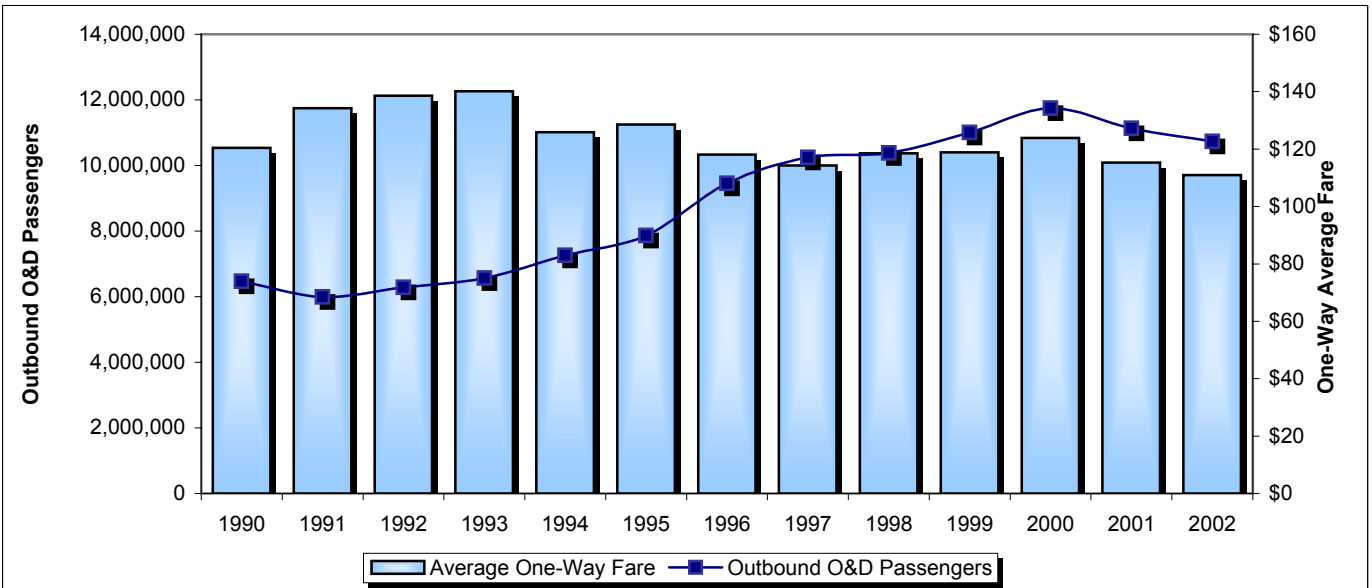
FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

Chautauqua (DL*): 1 daily flight to Columbia, SC, 1 daily flight to Mobile, 2 daily flight to Birmingham (7/03)

United: Restored daily service to Los Angeles (6/03)

Air Tran: 1 daily flight to Dayton (6/03) and new service to Dallas/Ft. Worth and Minneapolis (8/03)

Song: 4 daily flights to JFK (5/03), 3 daily flights to Boston (6/03), 1 daily flight to Las Vegas, 1 daily flight to San Juan, 1 daily flight to Newark (7/03), 4 daily flights to LaGuardia (8/03), 2 daily flights to Hartford, 2 daily flights to Los Angeles, and 2 daily flights to Washington-Dulles (9/03)

Thomas Cook Airlines: 2 weekly flights to Frankfurt (5/03)

Alaska: 1 daily flight to Seattle (5/03)

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

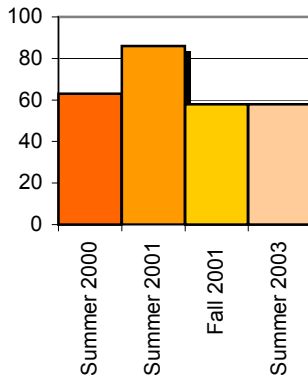
World Area	2000	2001	2003
Caribbean	53	52	59
Central America/Mexico	14	10	12
South America	6	2	6
Europe	32	32	32
Canada	20	31	17
Total	125	127	126

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

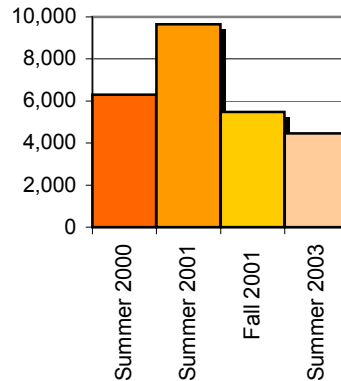
MELBOURNE INTERNATIONAL AIRPORT (MLB)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES



WEEKLY DEPARTING SEATS

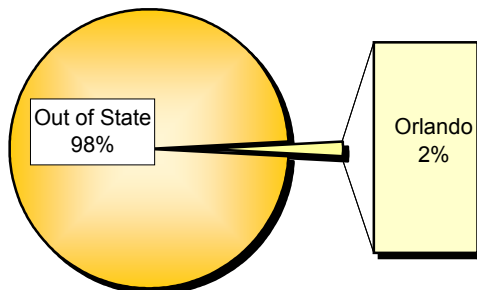


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	2	6	2	4
No. of Airlines Serving	3	5	3	4
<u>Average Weekly</u>				
Flights	63	86	58	58
Seats	6,307	9,648	5,476	4,467
Seats per Flight	100.1	112.2	94.4	77.0

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

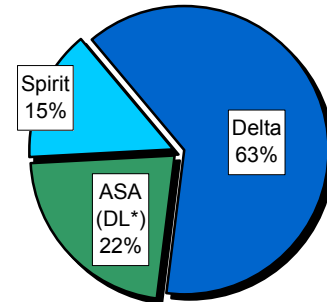
No Instate Service at Melbourne International

Fall 2001

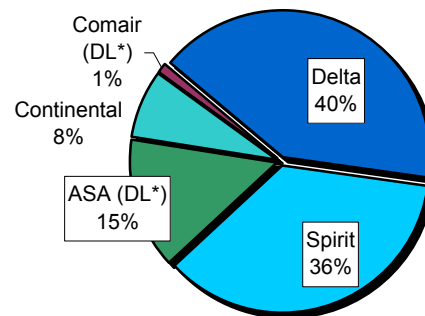


Summer 2003

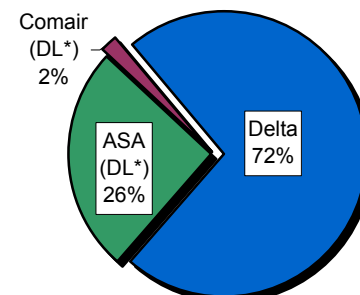
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



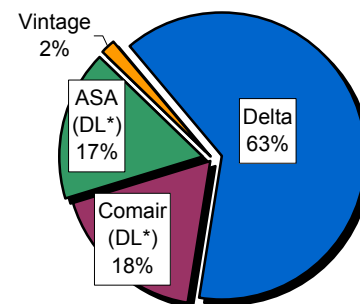
Summer 2000



Summer 2001

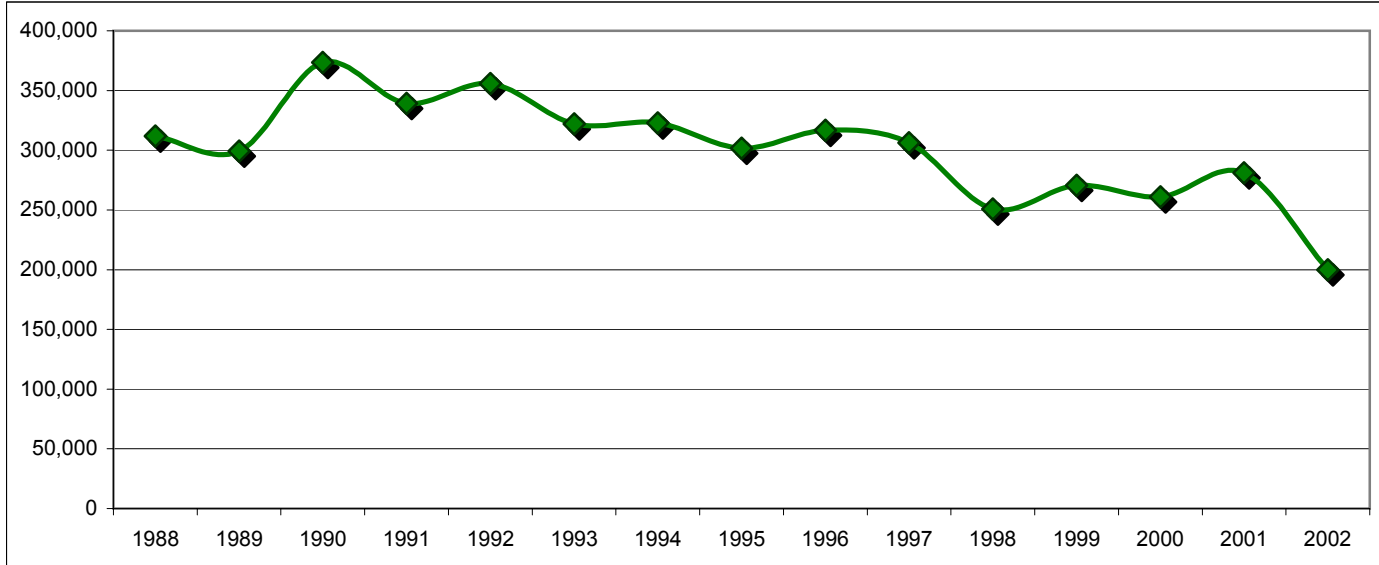


Fall 2001

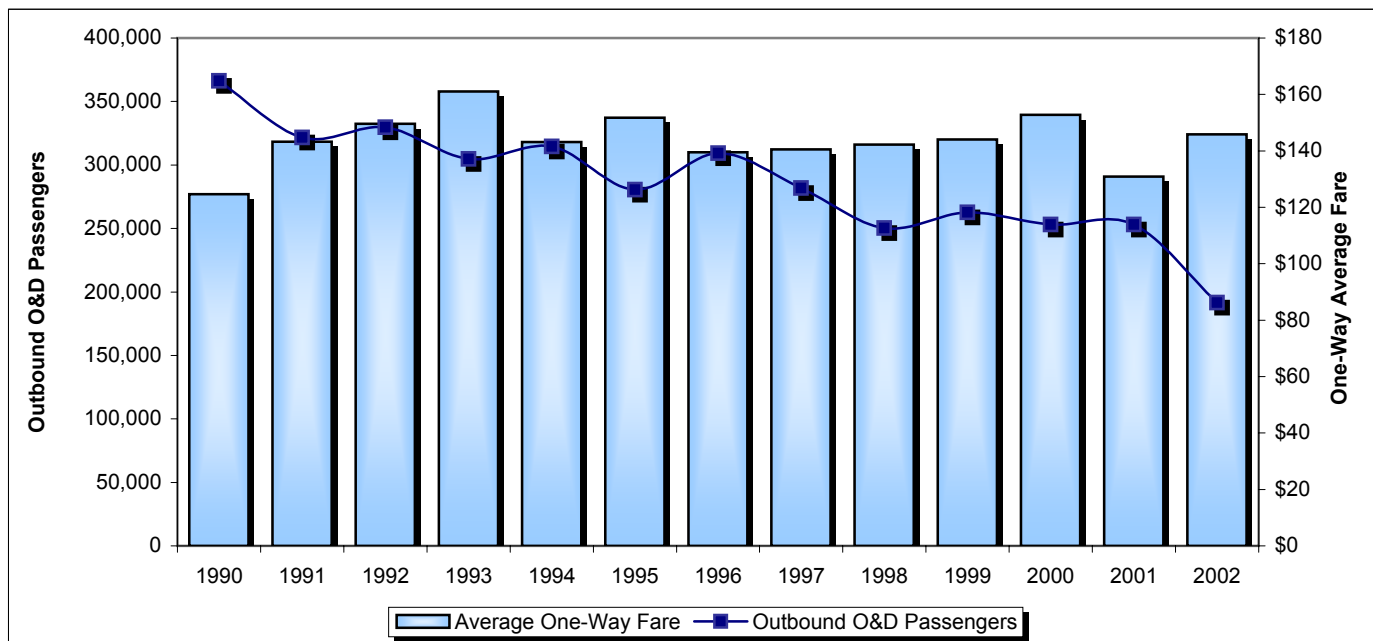


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

Comair (DL*): seasonal daily service to Cincinnati (1/03-4/03), additional weekend service to Dallas/Ft. Worth (2/03)

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

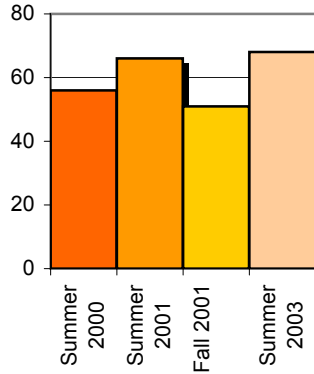
	2000	2001	2003
Caribbean	0	2	23
Total	0	2	23

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

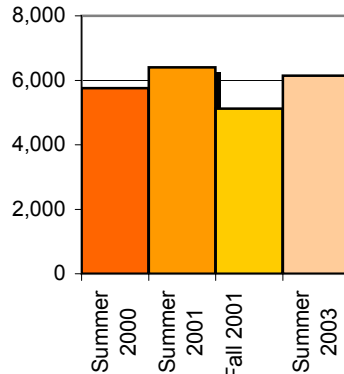
DAYTONA BEACH INTERNATIONAL AIRPORT (DAB)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES



WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	2	4	2	6
No. of Airlines Serving	3	5	3	6
<u>Average Weekly</u>				
Flights	56	66	51	68
Seats	5,754	6,399	5,126	6,147
Seats per Flight	102.8	97.0	100.5	90.4

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

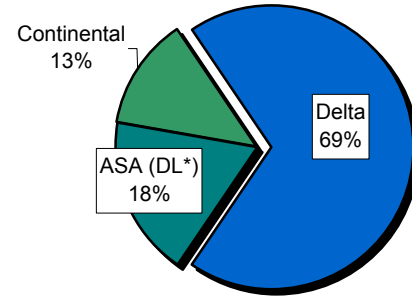
**No Instate Service at
Daytona Beach International**

Fall 2001

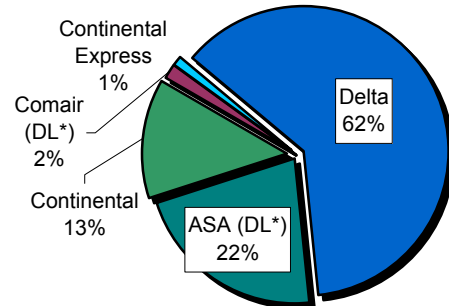
**No Instate Service at
Daytona Beach International**

Summer 2003

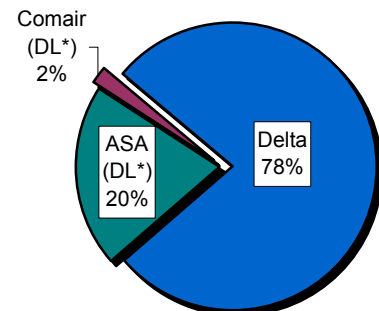
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



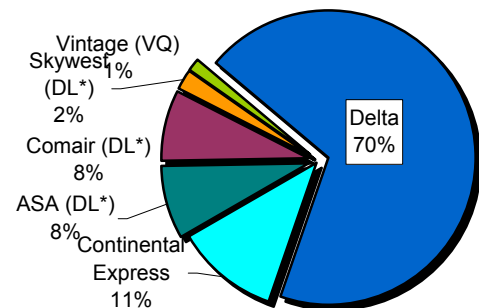
Summer 2000



Summer 2001

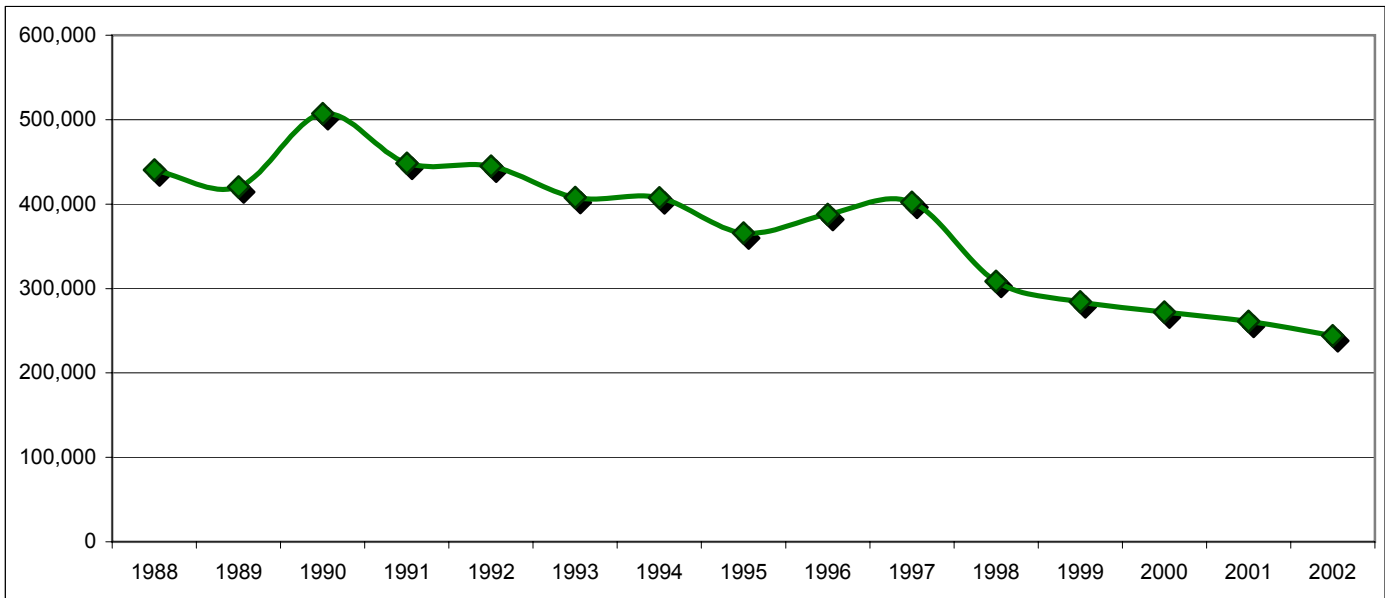


Fall 2001

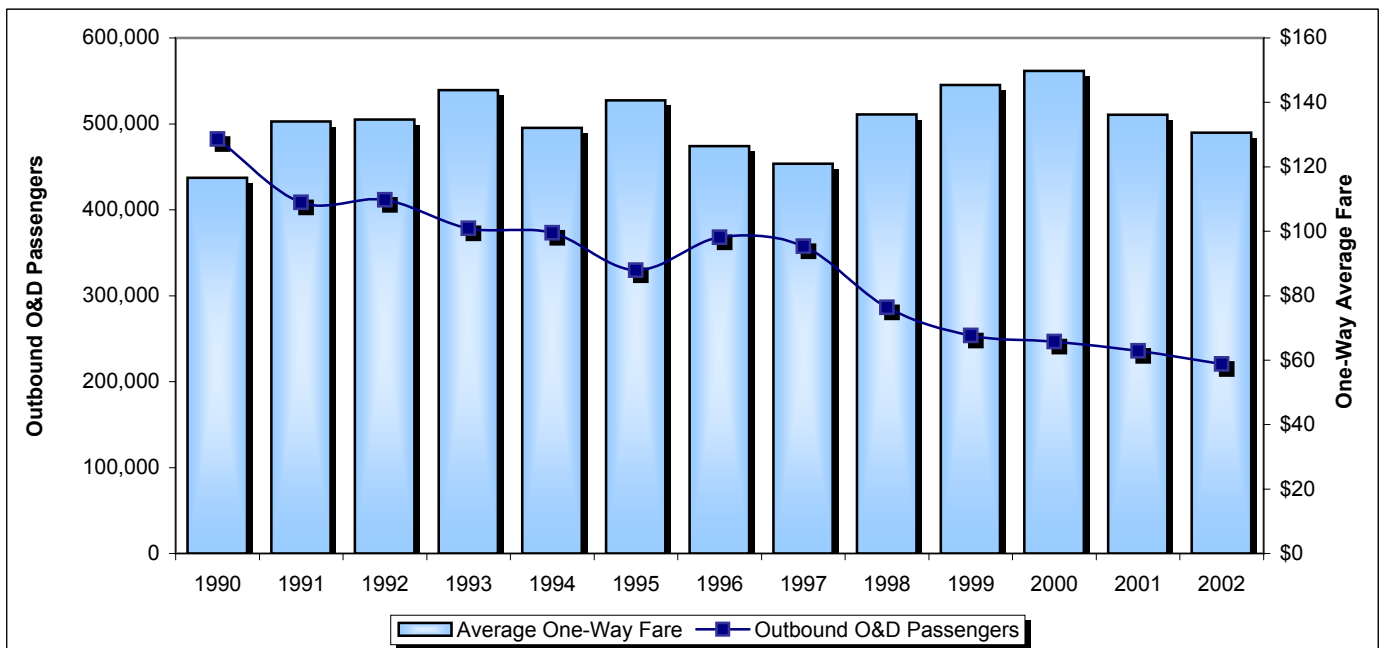


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

Comair (DL*): weekend flights to Atlanta (8/03), upgrade from 50-seat to 70-seat RJs on Cincinnati route (6/03)
Skywest (DL*): additional weekend service to Dallas/Ft. Worth (4/03)
Continental Express: 2 daily flights to Newark (12/02)

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

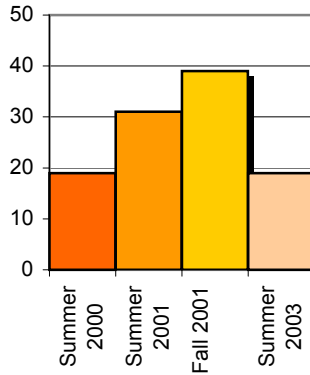
	2000	2001	2003
Caribbean	0	0	33
Total	0	0	33

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

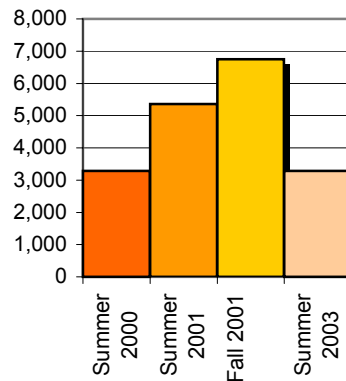
ORLANDO SANFORD INTERNATIONAL AIRPORT (SFB)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES



WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	3	6	6	2
No. of Airlines Serving	1	1	1	1
<u>Average Weekly</u>				
Flights	19	31	39	19
Seats	3,287	5,363	6,747	3,287
Seats per Flight	173.0	173.0	173.0	173.0

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

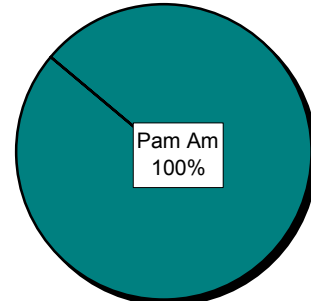
No Instate Service at Orlando Sanford Airport

Fall 2001

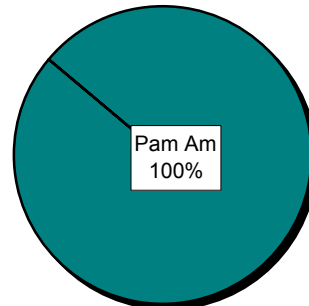
No Instate Service at Orlando Sanford Airport

Summer 2003

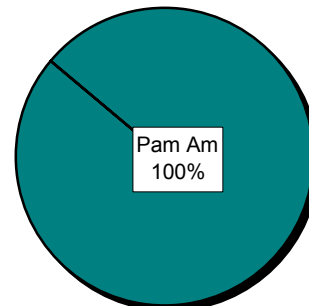
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



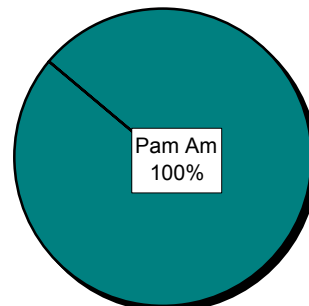
Summer 2000



Summer 2001

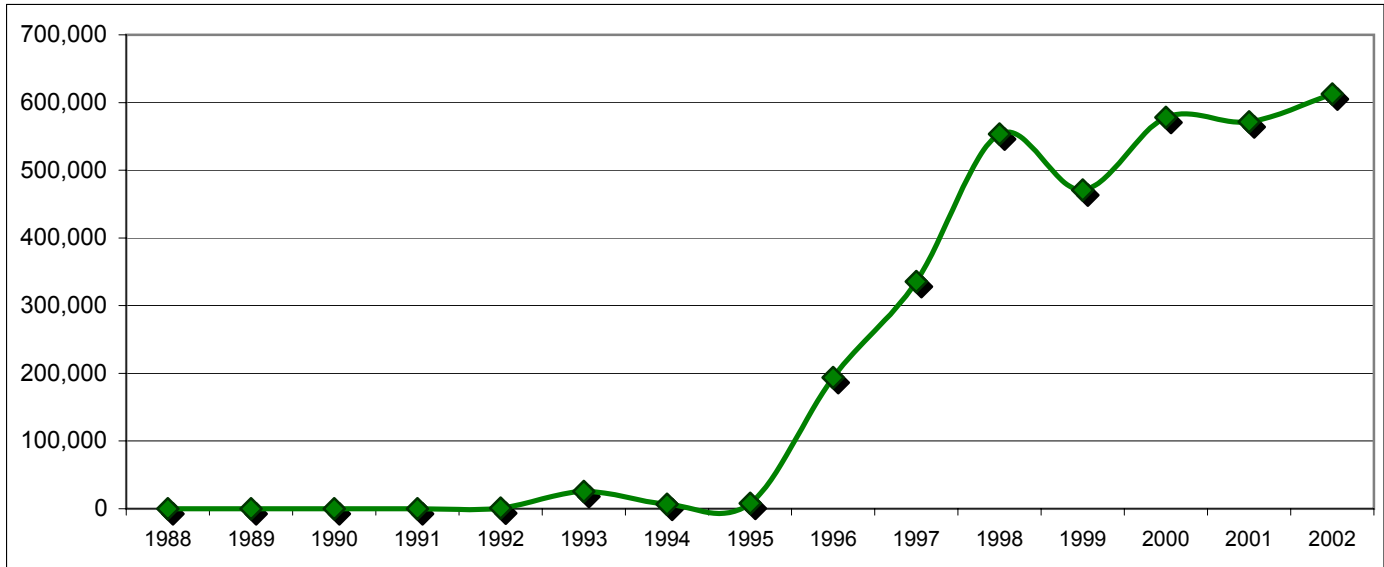


Fall 2001

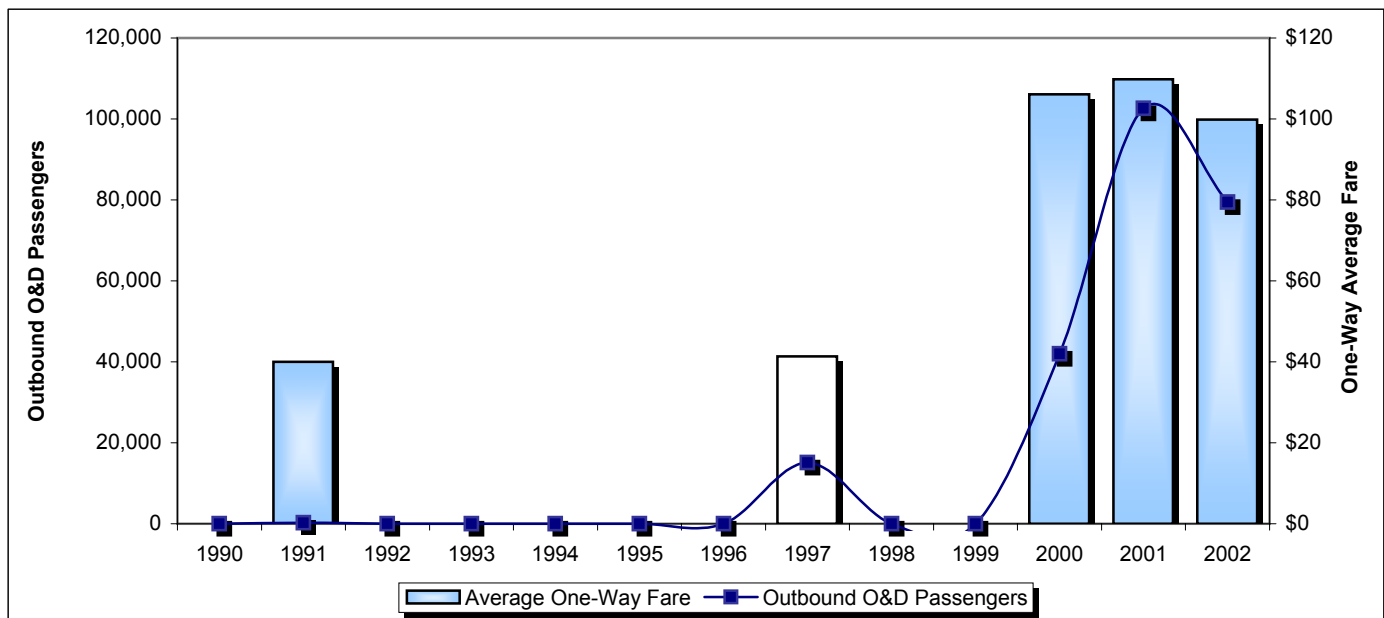


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

TransMeridian: 2 weekly flights to Las Vegas, 6 weekly flights to Rockford and Toledo (8/03)

PanAm: nonstop service to Aguadilla, PR and Santo Domingo, DR (5/03)

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

	2000	2001	2003
Caribbean	0	0	5
Total	0	0	5

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

APPENDIX D

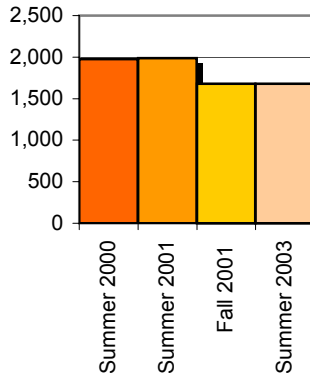
EAST CENTRAL FLORIDA

**TAMPA INTERNATIONAL
SARASOTA-BRADENTON INTERNATIONAL
ST. PETERSBURG-CLEARWATER INTERNATIONAL**

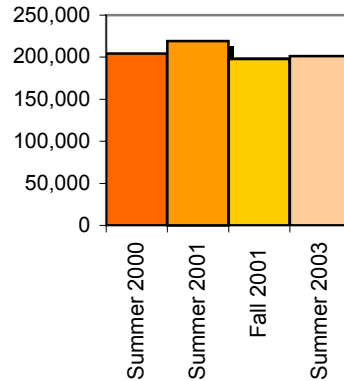
TAMPA INTERNATIONAL AIRPORT (TPA)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

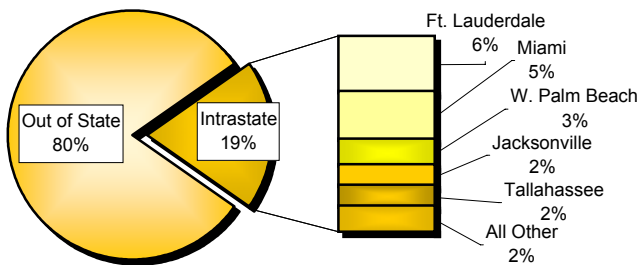


WEEKLY DEPARTING SEATS

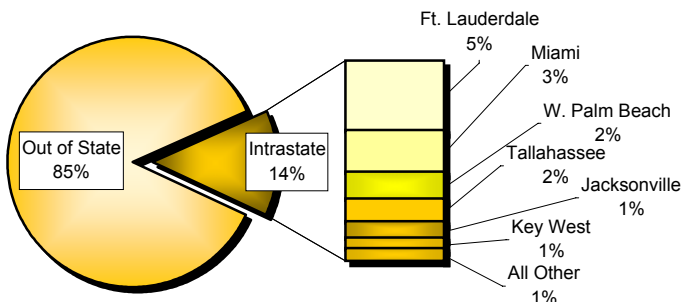


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	54	55	55	56
No. of Airlines Serving	19	18	16	21
<u>Average Weekly</u>				
Flights	1,975	1,987	1,679	1,681
Seats	204,432	219,291	197,786	201,413
Seats per Flight	103.5	110.4	117.8	119.8

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

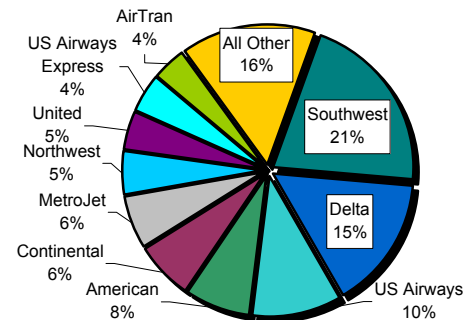


Fall 2001

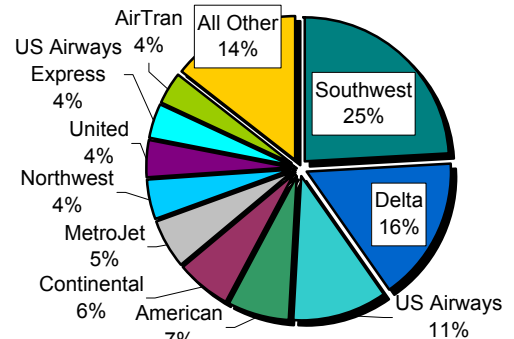


Summer 2003

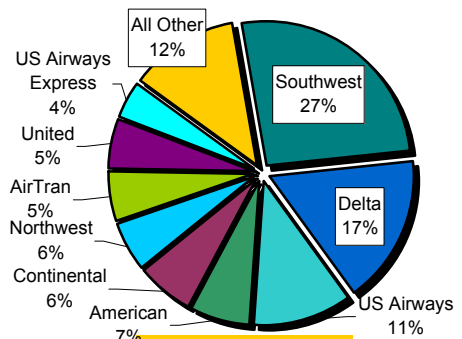
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



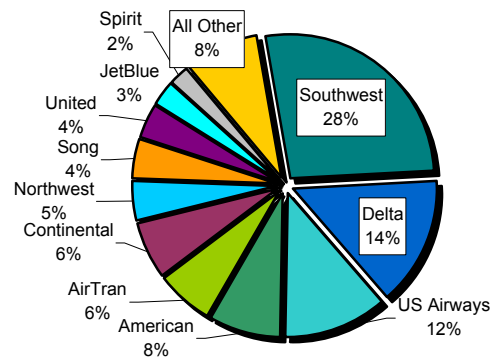
Summer 2000



Summer 2001

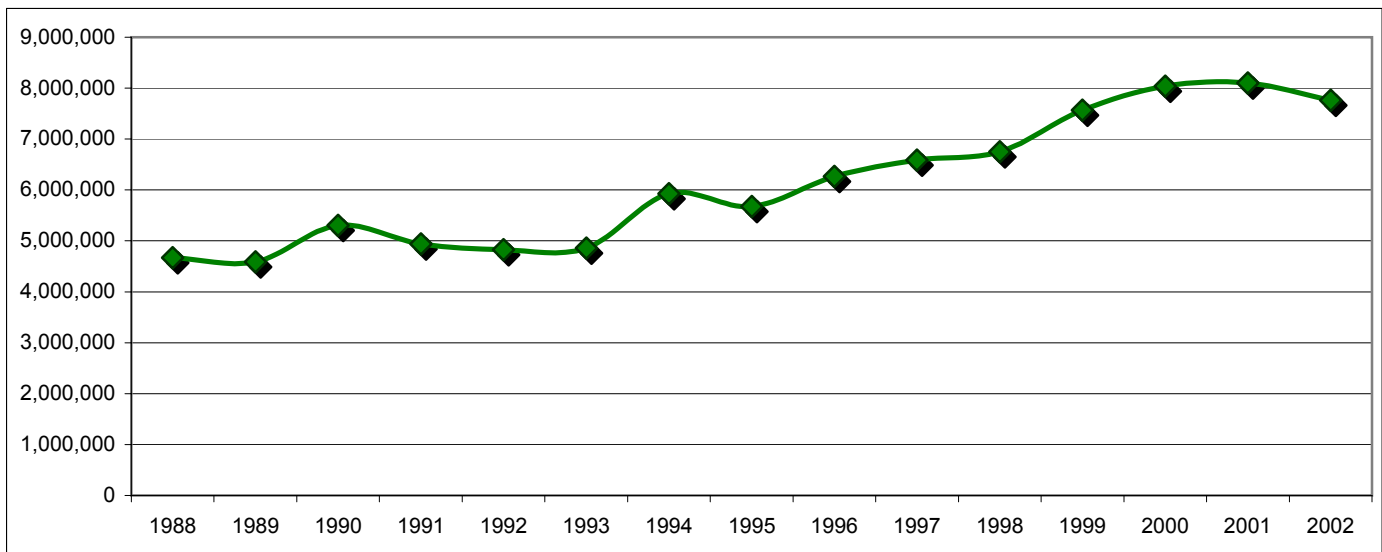


Fall 2001

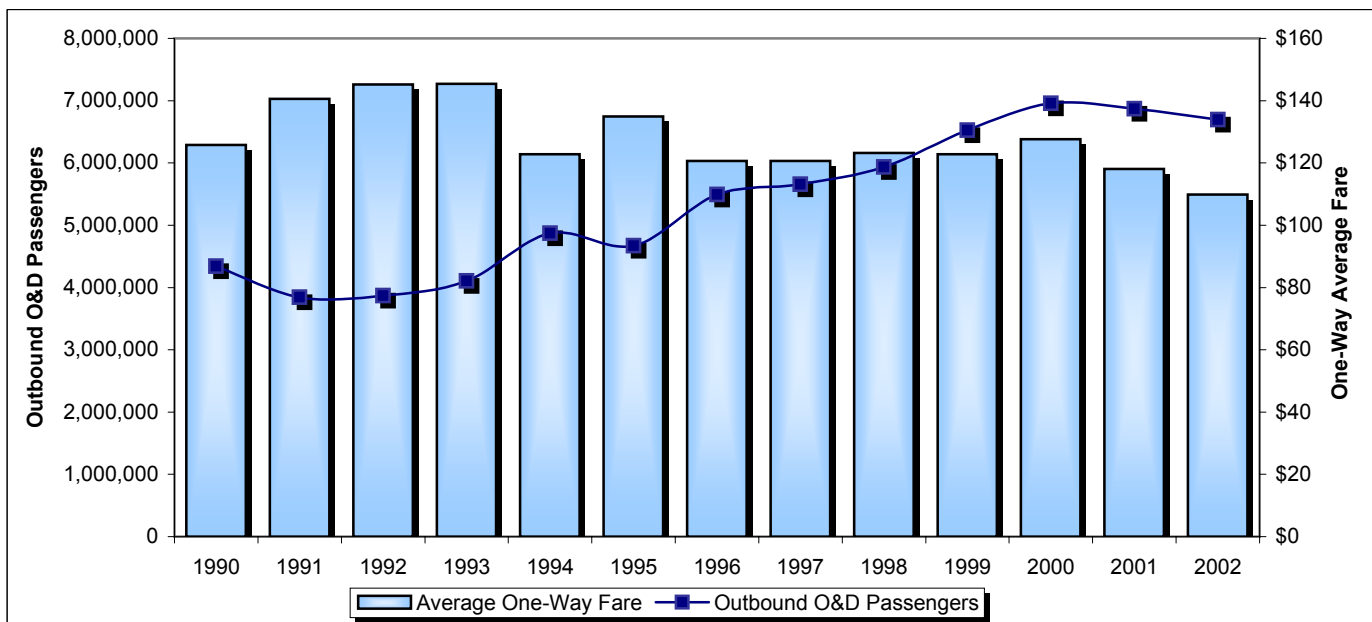


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

Song: 3 daily flights to JFK and Boston (5/03), 2 daily flights to LaGuardia (8/03), 2 daily flights to Hartford and Los Angeles (9/03)
Chautauqua (DL*): 2 daily flights to Indianapolis (6/03)
Gulfstream (CO*): 4 weekday flights to Jacksonville (5/03)
Laker: 2 weekly flights to Freeport

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

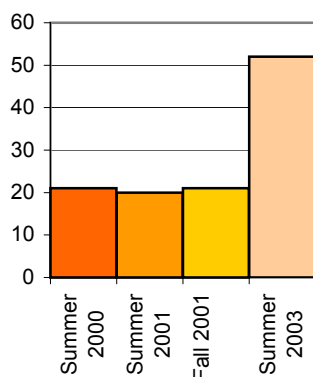
	2000	2001	2003
Caribbean	13	20	14
Europe	4	3	5
Canada	7	7	7
Total	24	30	26

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

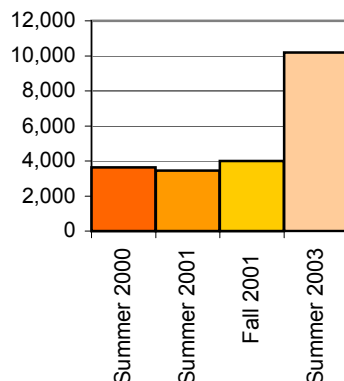
ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT (PIE)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES



WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	2	2	2	5
No. of Airlines Serving	1	1	1	1
<u>Average Weekly</u>				
Flights	21	20	21	52
Seats	3,633	3,460	3,996	10,191
Seats per Flight	173.0	173.0	190.3	196.0

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

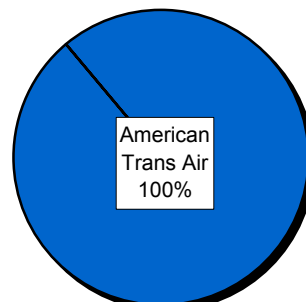
No Instate Service at St. Petersburg-Clearwater International

Fall 2001

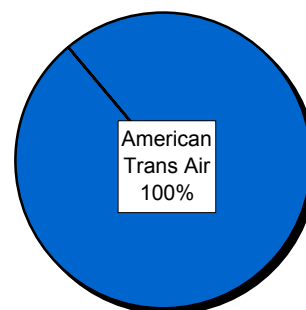
No Instate Service at St. Petersburg-Clearwater International

Summer 2003

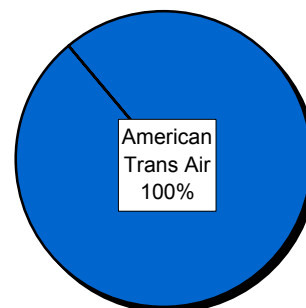
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



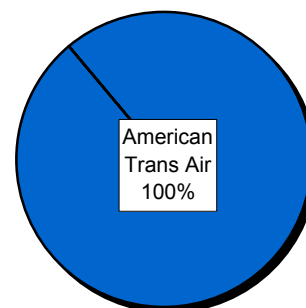
Summer 2000



Summer 2001

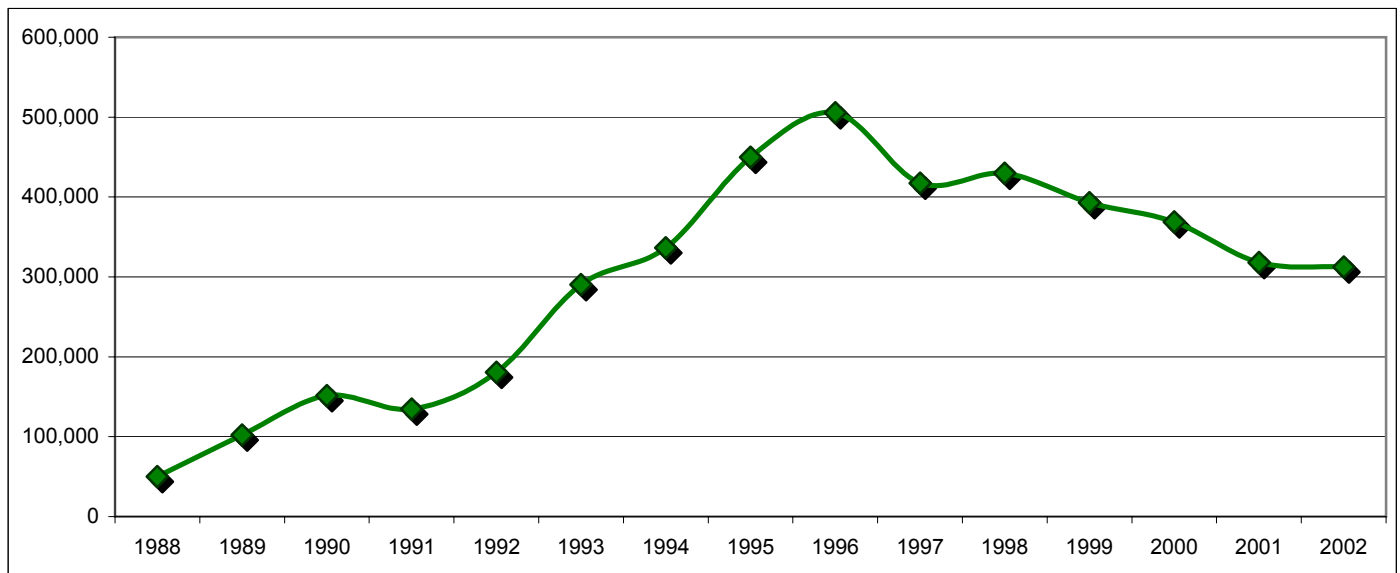


Fall 2001

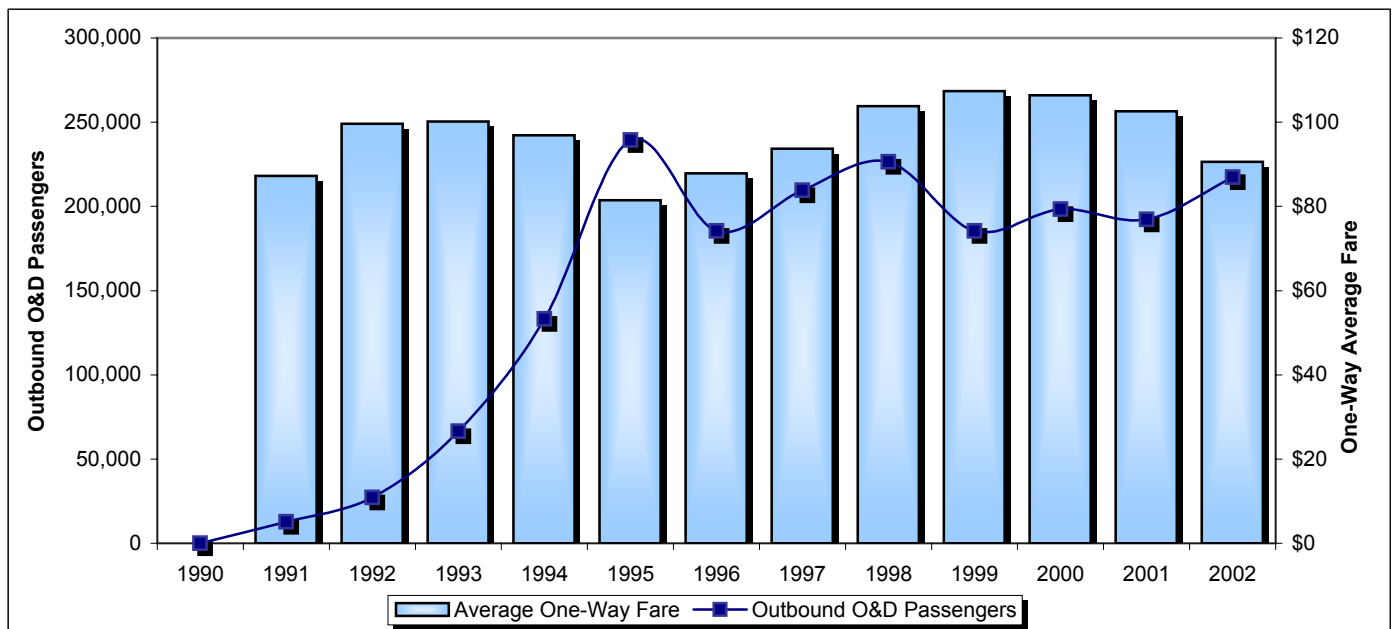


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

ATA: 6 weekly flights to Los Angeles and San Francisco (2/03), 6 weekly flights to Las Vegas (3/03)

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

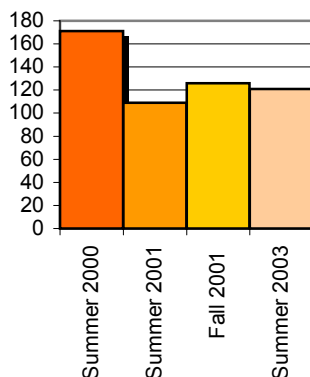
	2000	2001	2003
Canada	9	5	5
Total	9	5	5

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

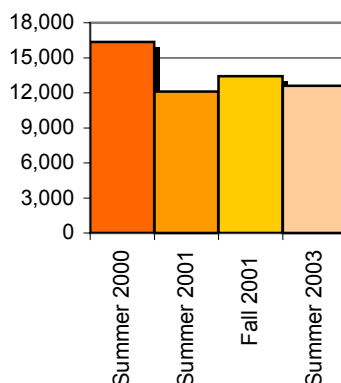
SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

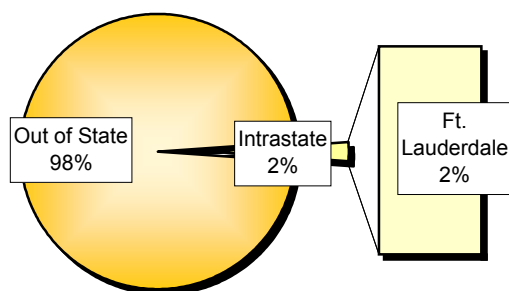


WEEKLY DEPARTING SEATS

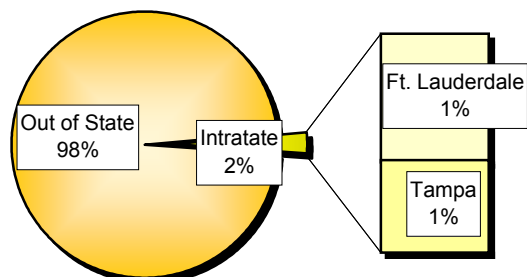


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	11	7	7	8
No. of Airlines Serving	10	7	7	8
<u>Average Weekly</u>				
Flights	171	109	126	121
Seats	16,369	12,112	13,415	12,615
Seats per Flight	95.7	111.1	106.5	104.3

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

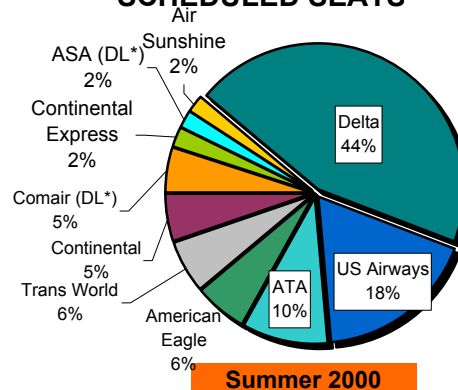


Fall 2001

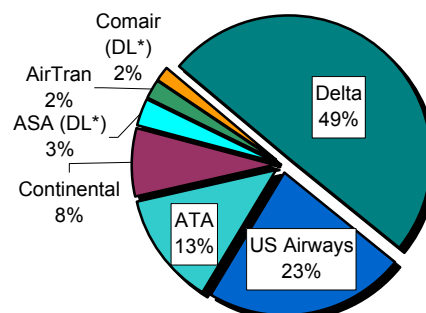


Summer 2003

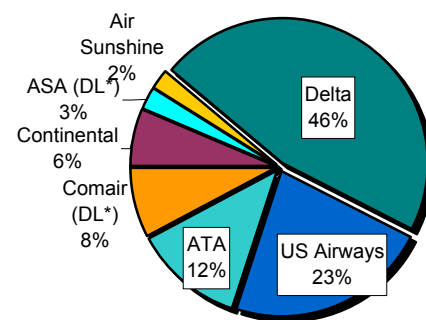
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



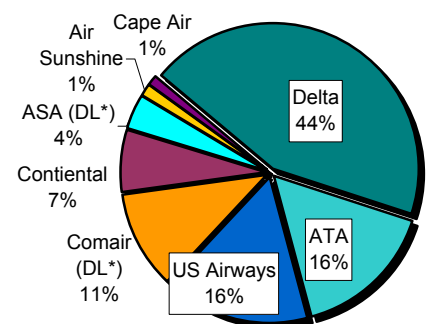
Summer 2000



Summer 2001

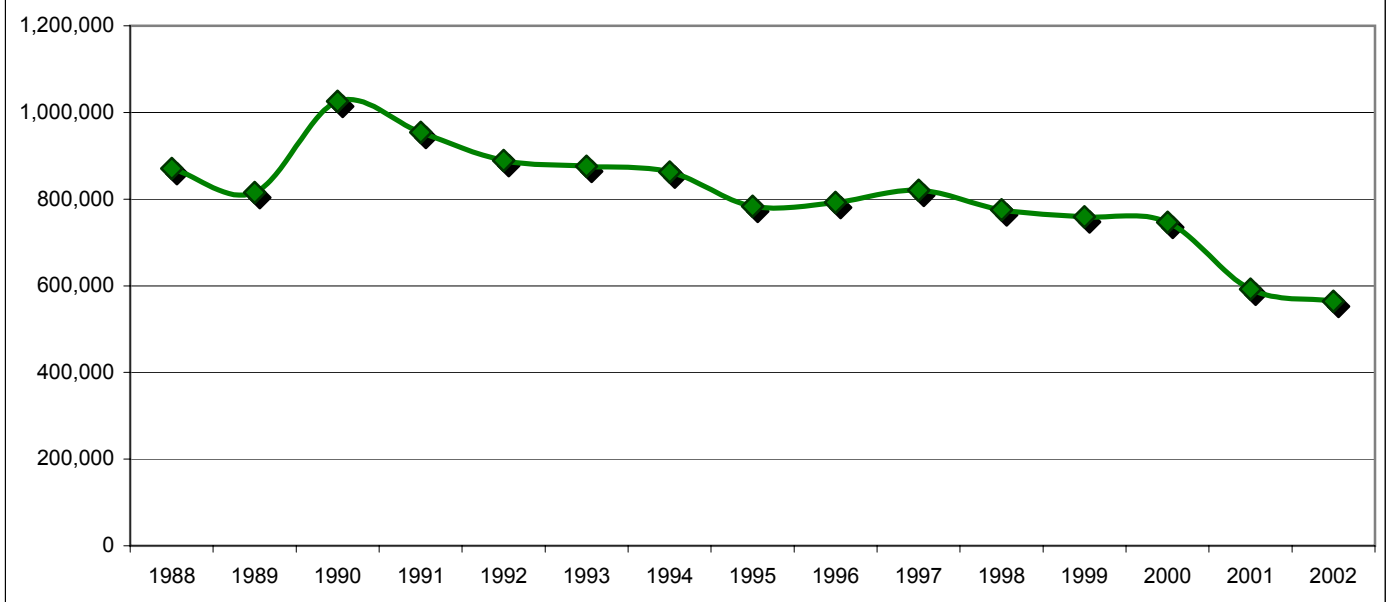


Fall 2001

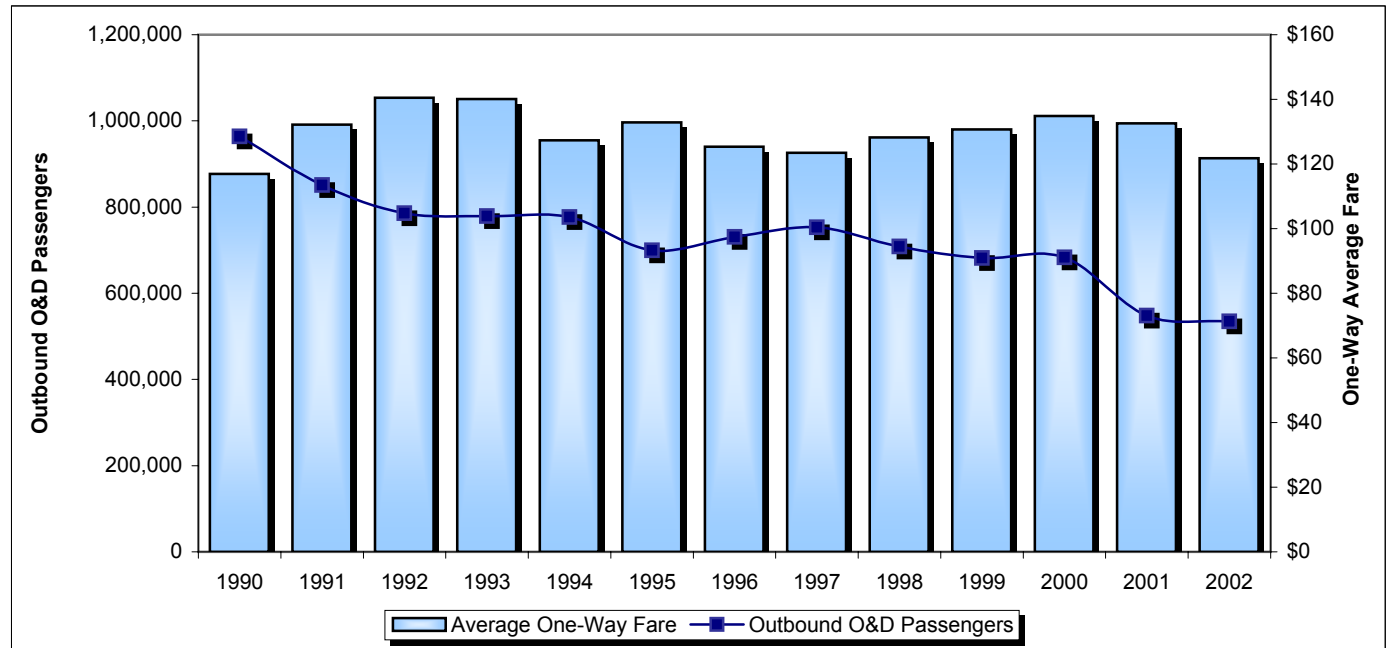


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

APPENDIX D

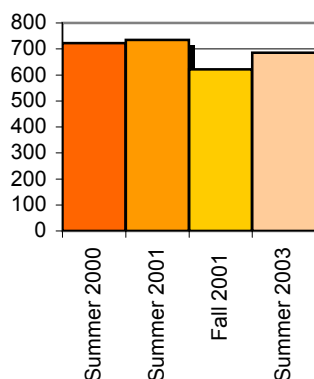
NORTHEAST FLORIDA

**JACKSONVILLE INTERNATIONAL
GAINESVILLE REGIONAL**

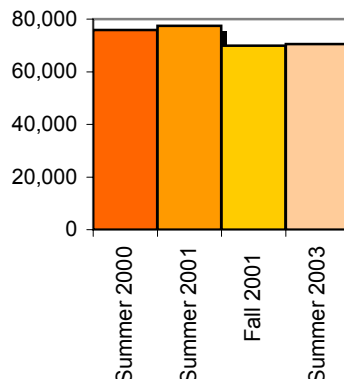
JACKSONVILLE INTERNATIONAL AIRPORT (JAX)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

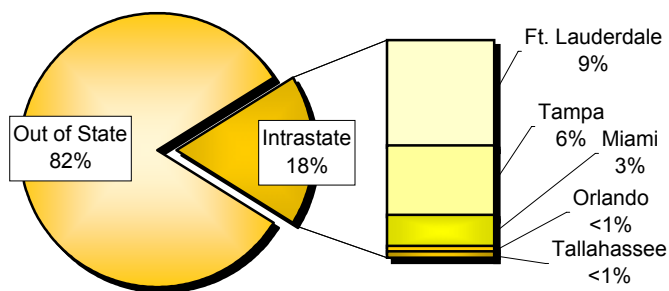


WEEKLY DEPARTING SEATS

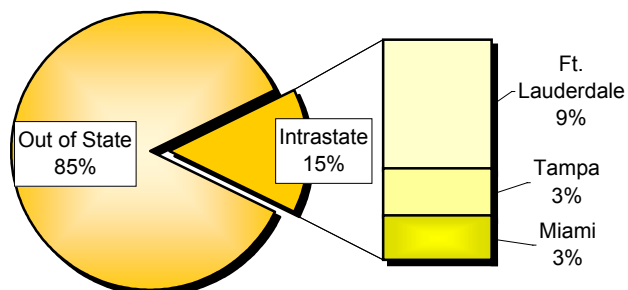


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	27	28	25	24
No. of Airlines Serving	18	16	12	20
<u>Average Weekly</u>				
Flights	723	735	621	685
Seats	75,860	77,416	69,854	70,574
Seats per Flight	104.9	105.3	112.5	103.0

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

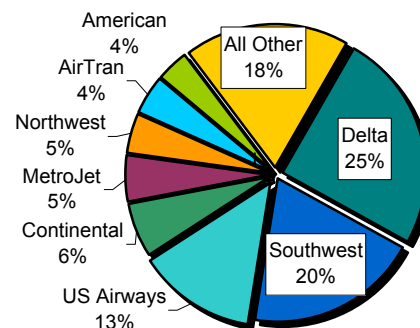


Fall 2001

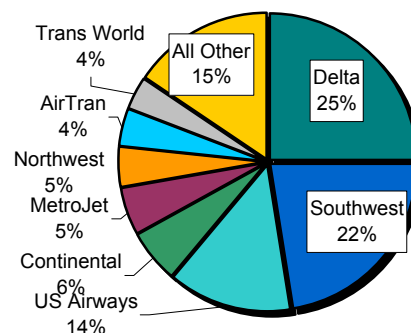


Summer 2003

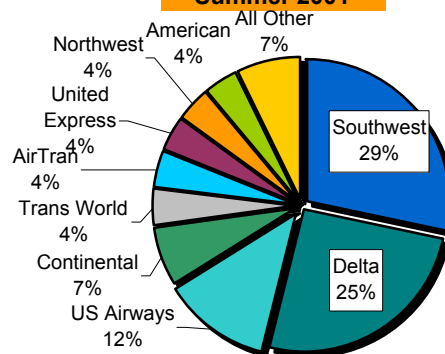
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



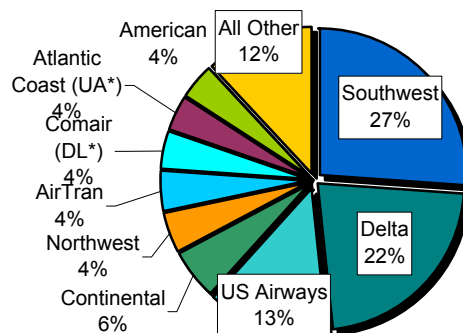
Summer 2000



Summer 2001

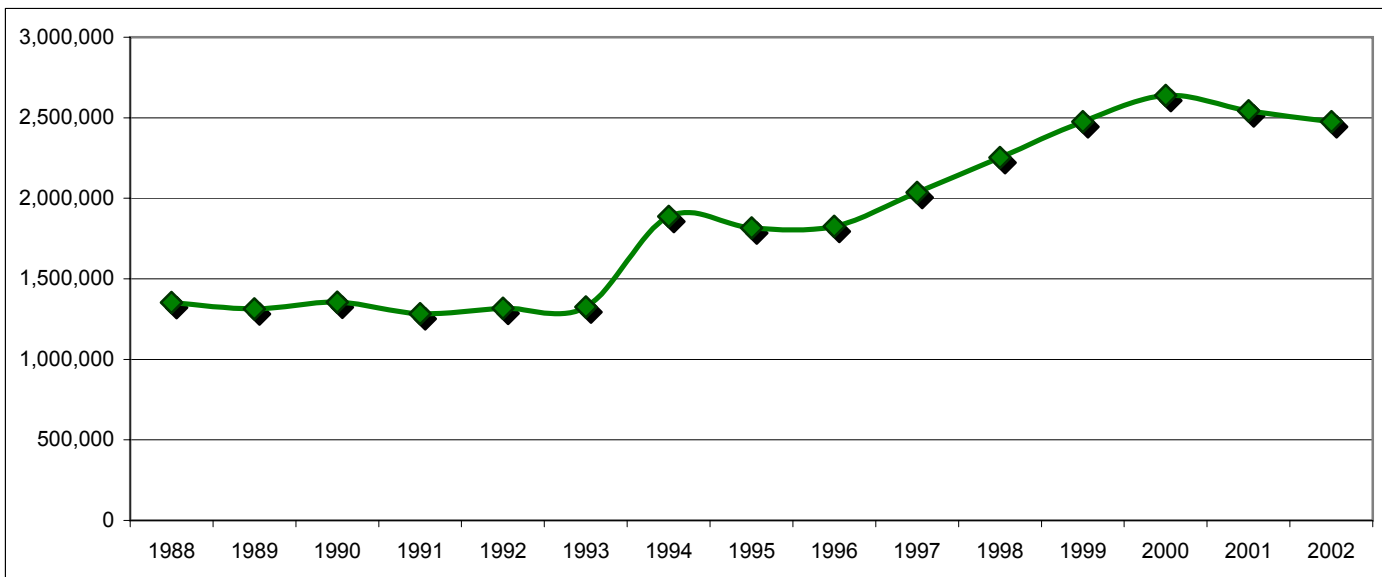


Fall 2001

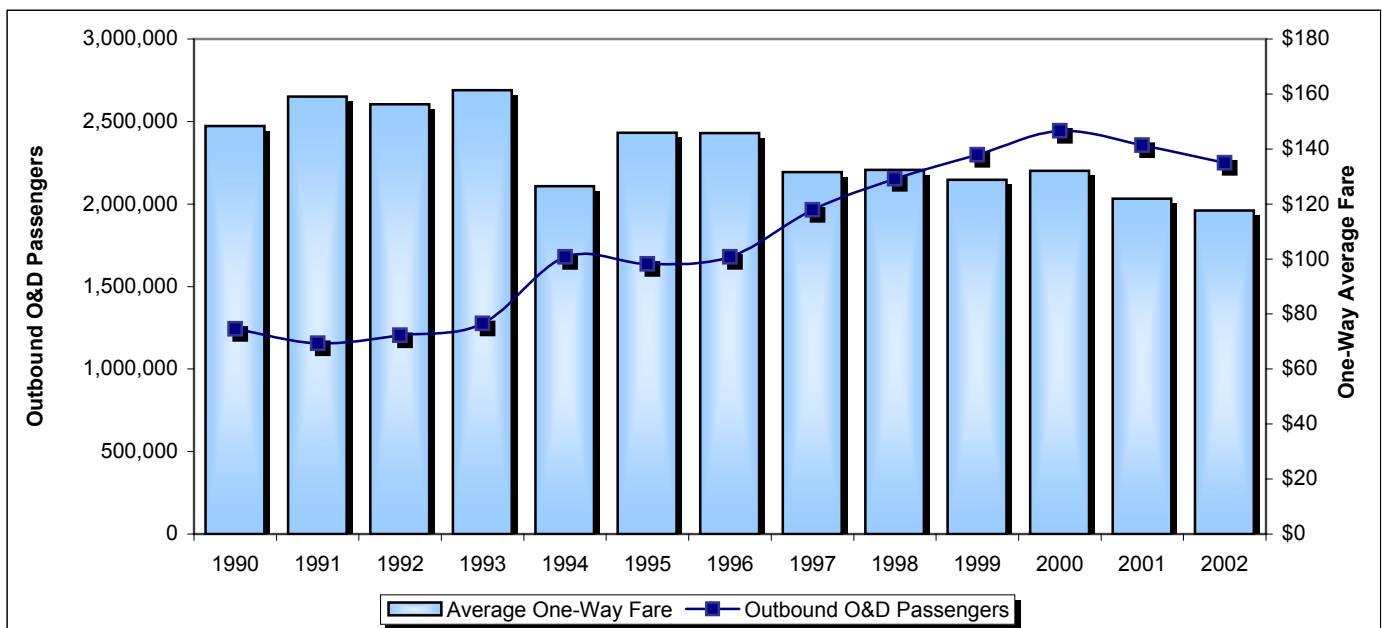


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

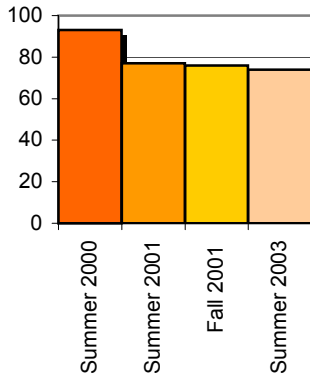
Comair (DL*): 1 additional daily flight to LaGuardia (4/03), 2 daily nonstop flights to JFK (9/03), 1 additional daily flight to Cincinnati (9/03)

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

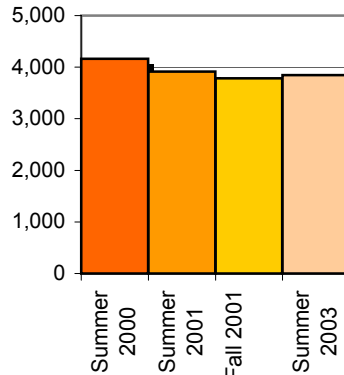
GAINESVILLE REGIONAL AIRPORT (GNV)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES



WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	3	2	2	2
No. of Airlines Serving	3	2	2	2
<u>Average Weekly</u>				
Flights	93	77	76	74
Seats	4,163	3,913	3,785	3,848
Seats per Flight	44.8	50.8	49.8	52.0

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

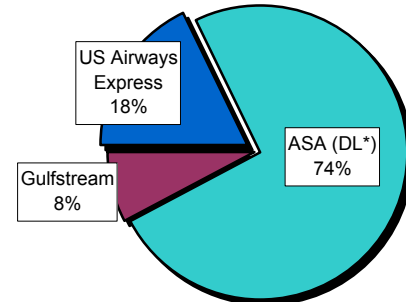
No Instate Service at Gainesville Regional

Fall 2001

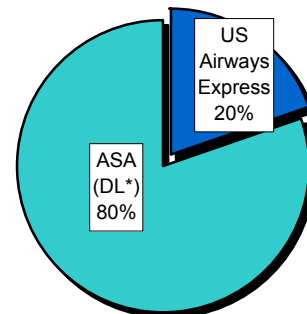
No Instate Service at Gainesville Regional

Summer 2003

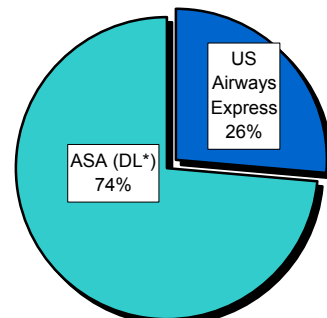
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



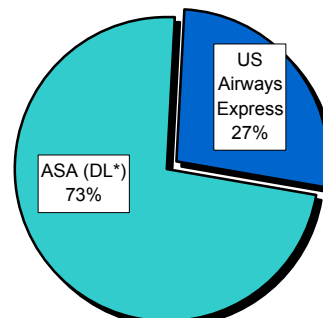
Summer 2000



Summer 2001

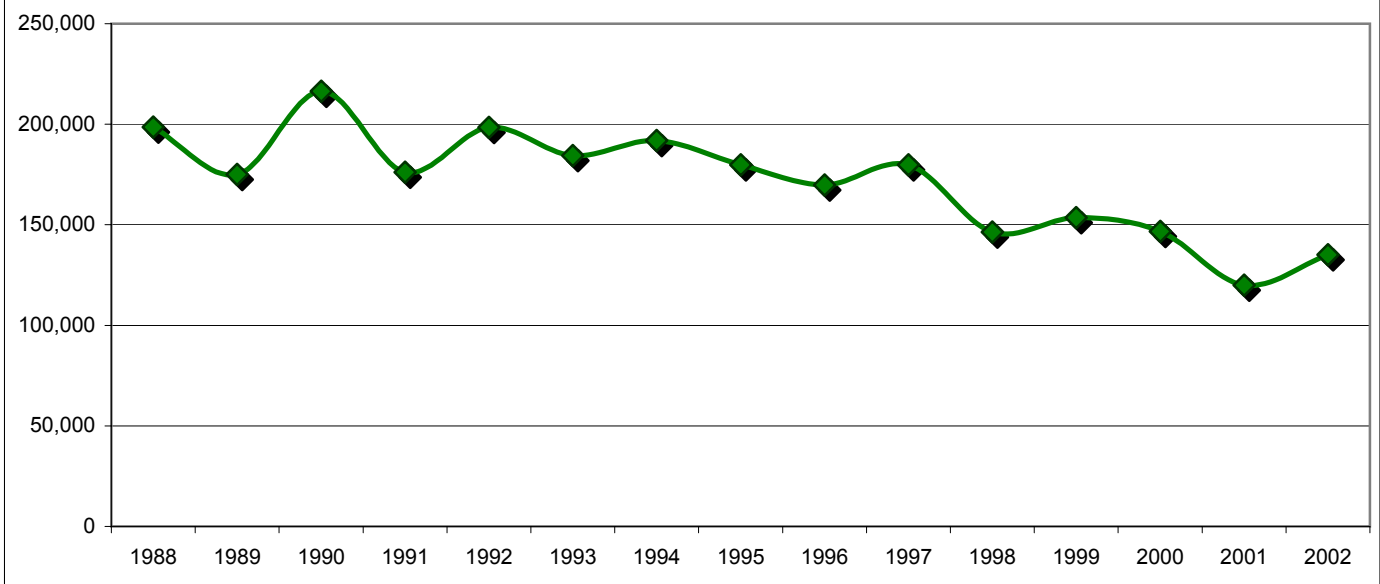


Fall 2001

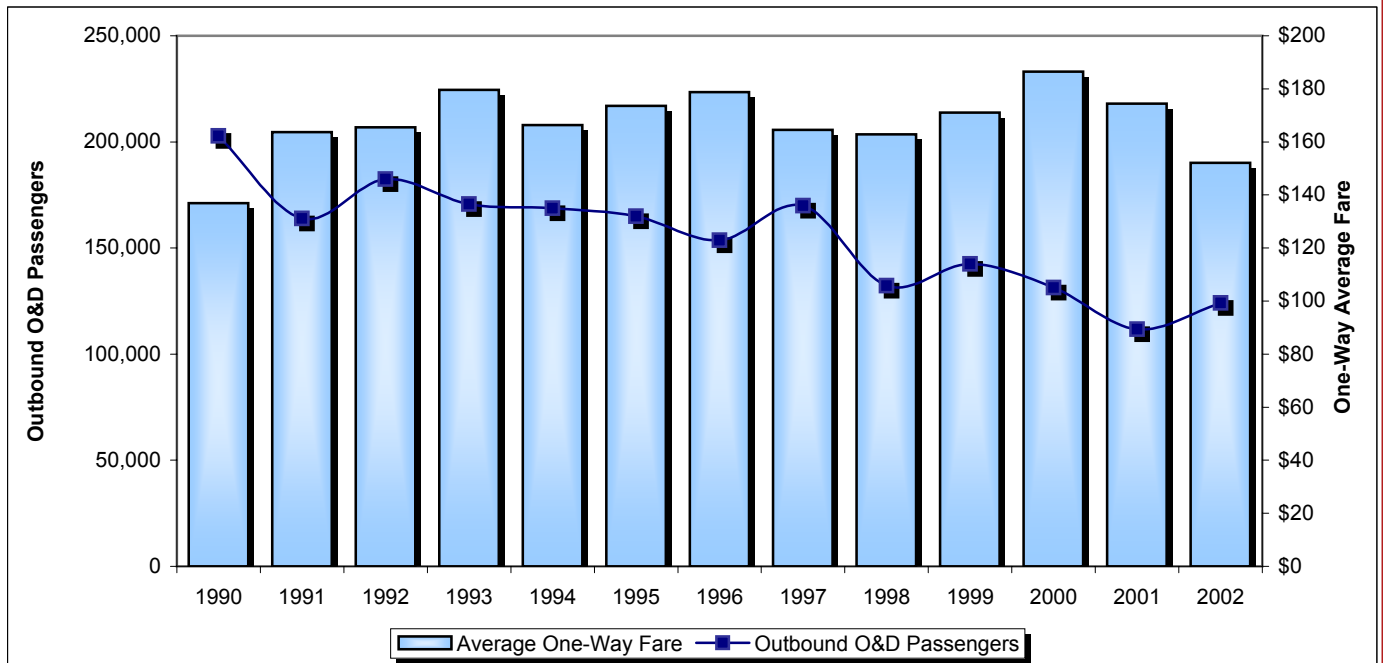


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

US Airways Express: 1 additional daily flight to Charlotte (6/03)

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

APPENDIX D

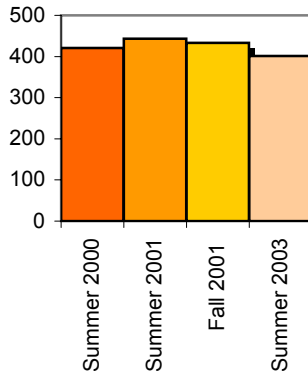
SOUTHWEST FLORIDA

**SOUTHWEST FLORIDA INTERNATIONAL
NAPLES MUNICIPAL**

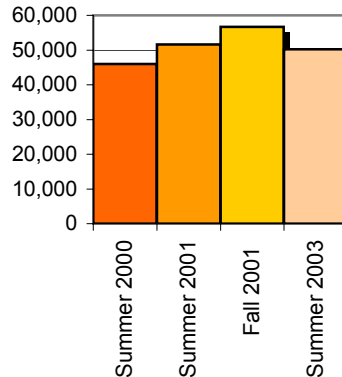
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

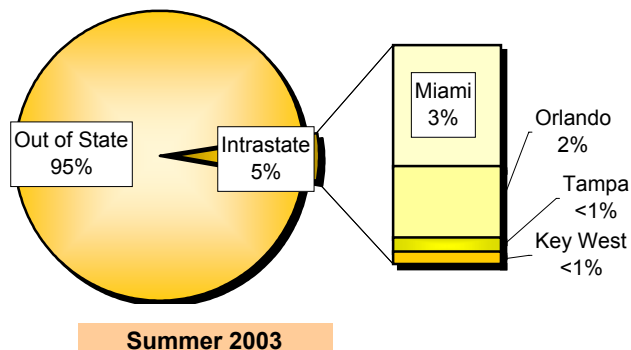
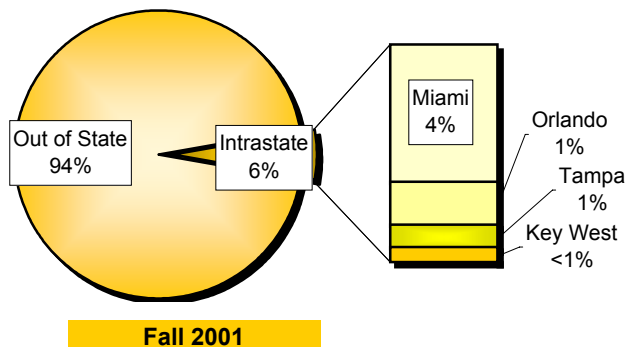


WEEKLY DEPARTING SEATS

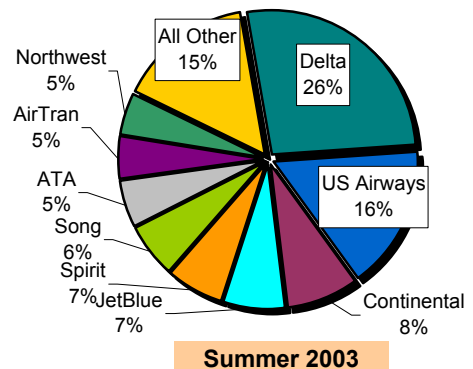
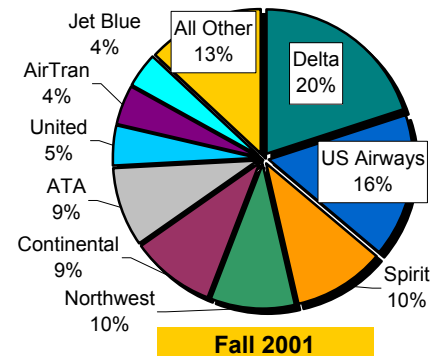
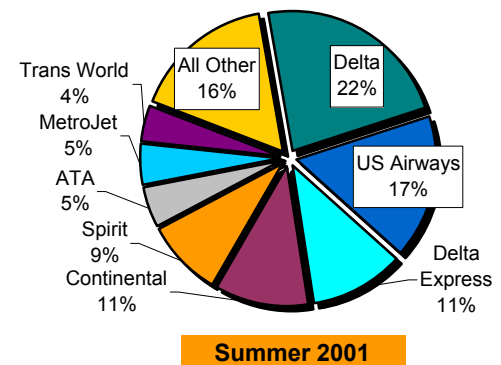
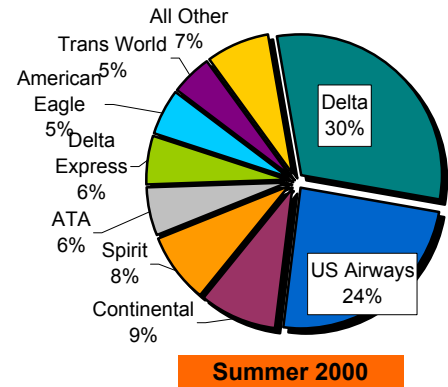


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	22	24	23	25
No. of Airlines Serving	14	16	17	18
<u>Average Weekly</u>				
Flights	421	443	433	401
Seats	45,988	51,583	56,646	50,223
Seats per Flight	109.2	116.4	130.8	125.2

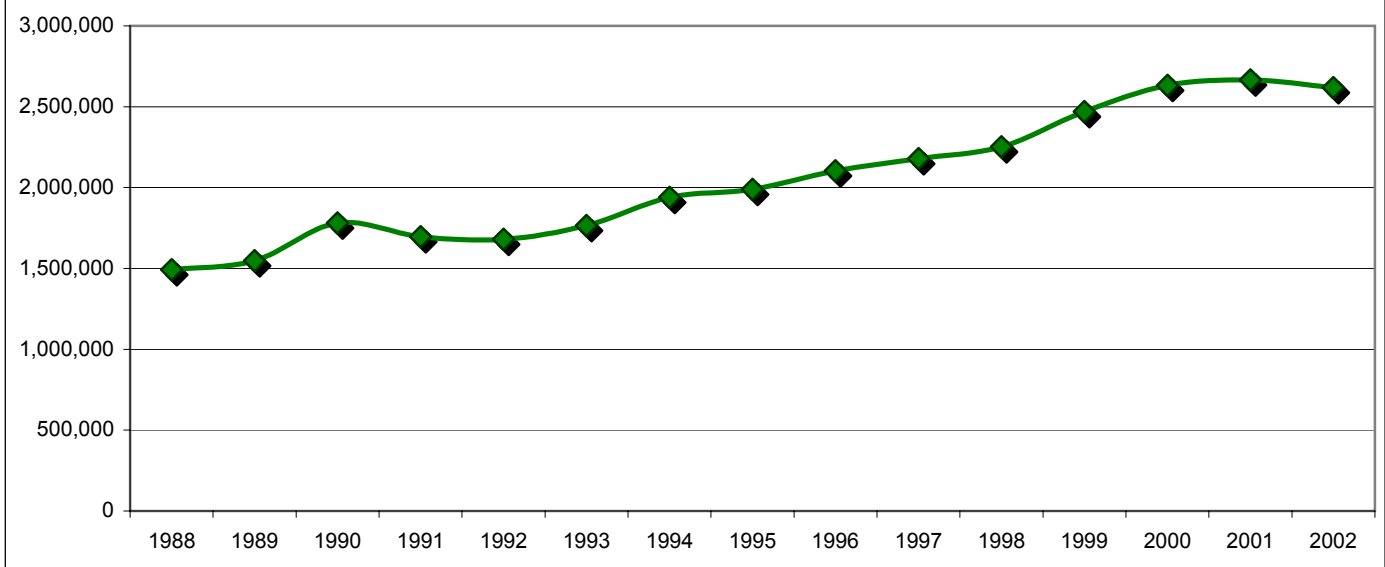
FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



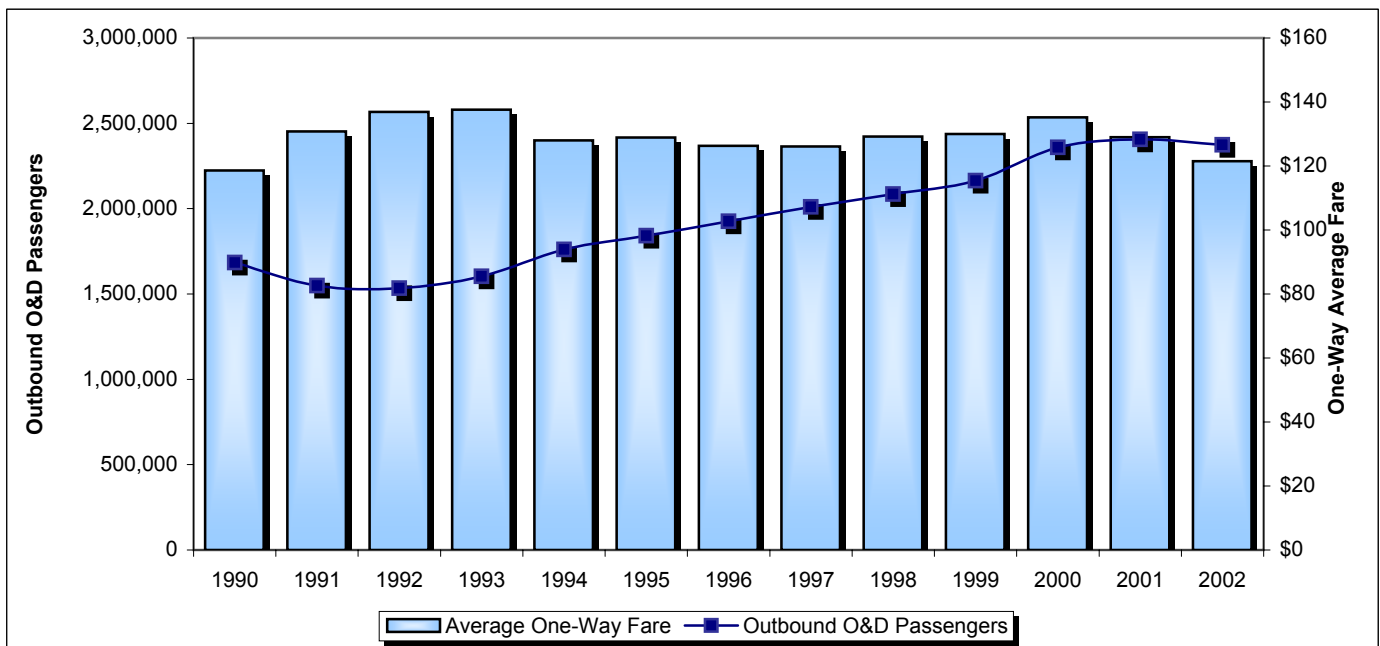
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

Song: 2 daily flights to Boston (7/03)

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

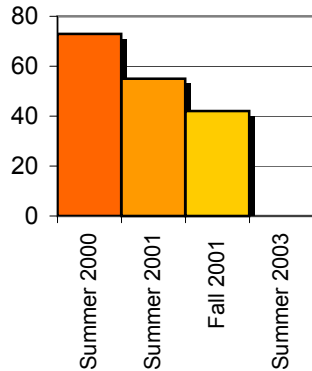
World Area	2000	2001	2003
Europe	4	3	3
Total	4	3	3

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

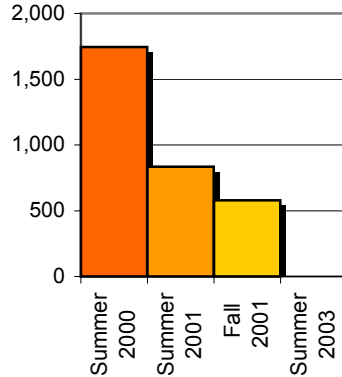
NAPLES MUNICIPAL AIRPORT (APF)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

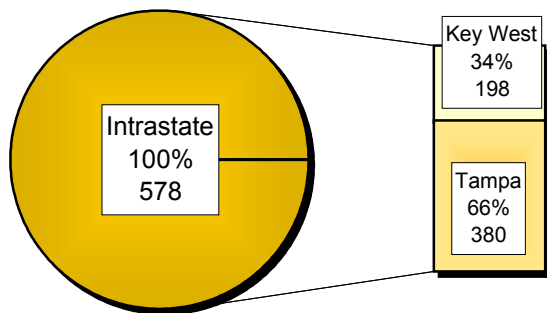


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	4	3	2	0
No. of Airlines Serving	3	2	2	0
<u>Average Weekly</u>				
Flights	73	55	42	0
Seats	1,744	835	578	0
Seats per Flight	23.9	15.2	13.8	0.0

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

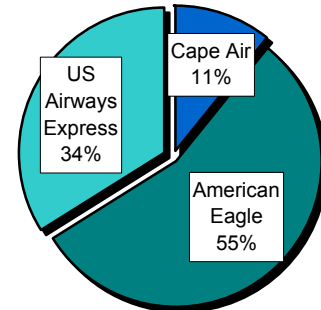


Fall 2001

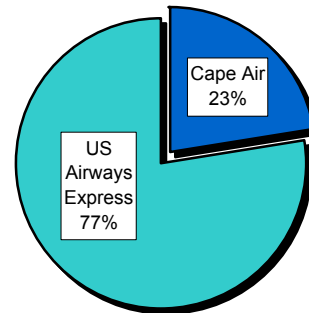
No Service in Summer 2003

Summer 2003

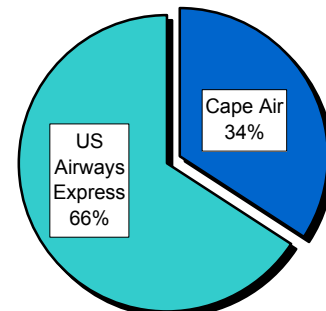
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



Summer 2000



Summer 2001

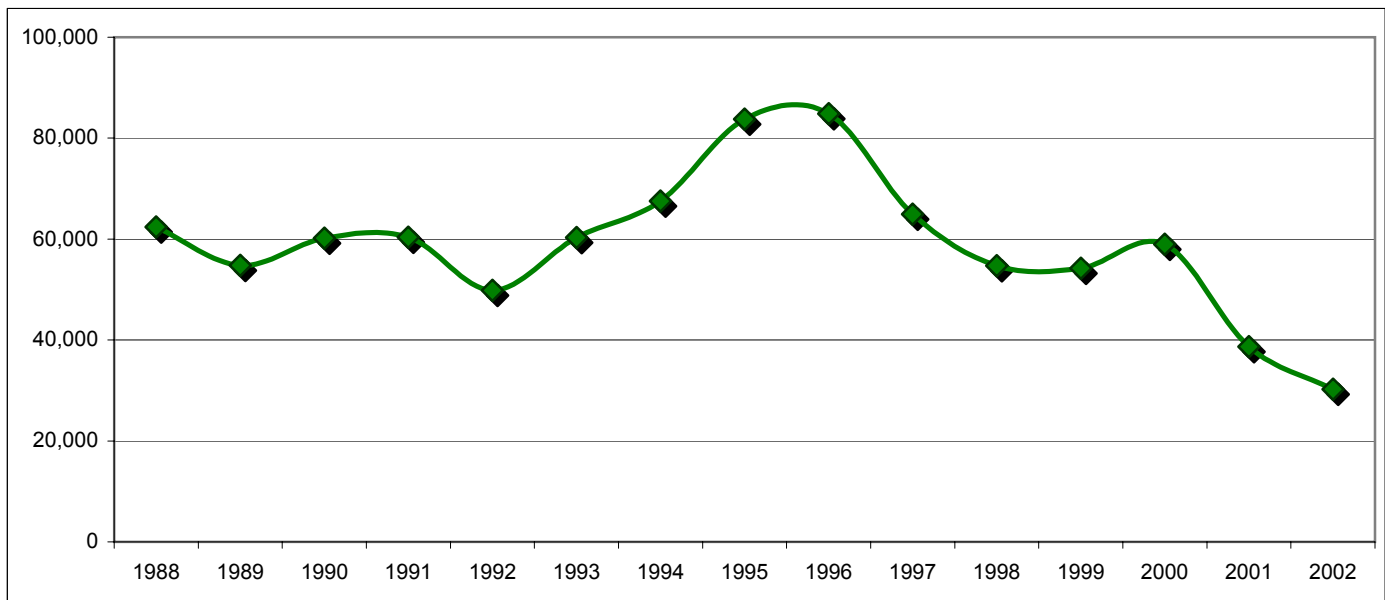


Fall 2001

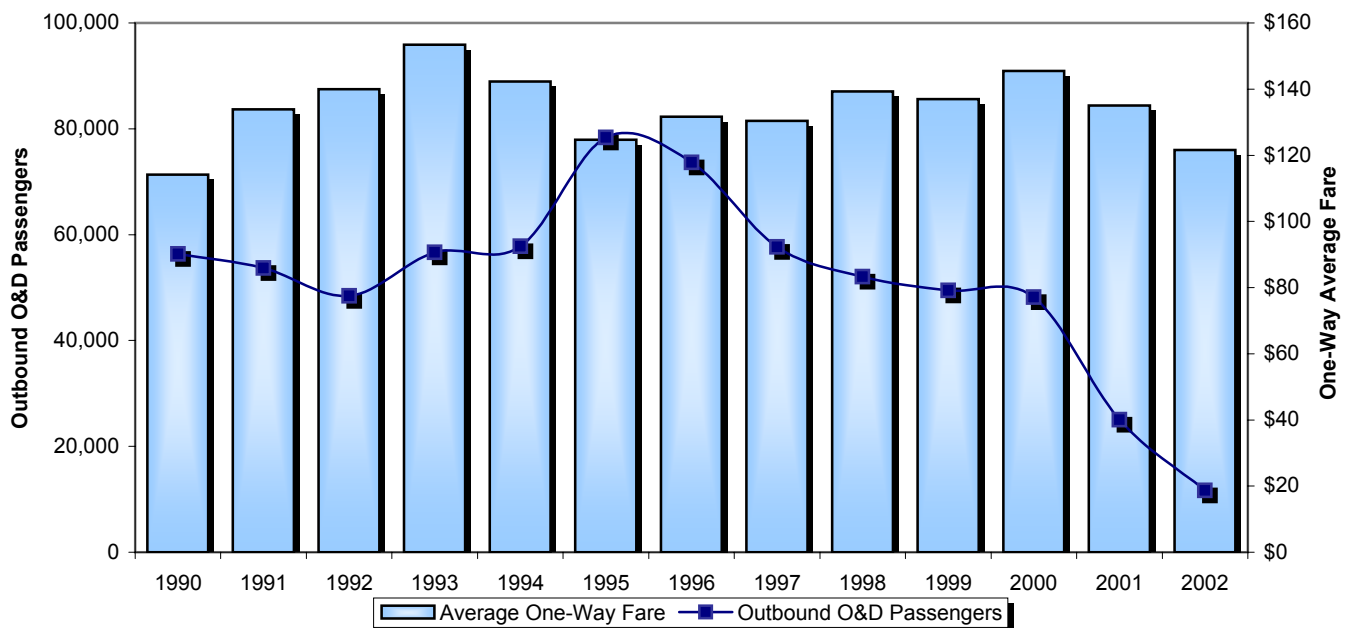
No Service in Summer 2003

Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

Cape Air: discontinued service 5/03

US Airways Express: discontinued service 6/03

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

APPENDIX D

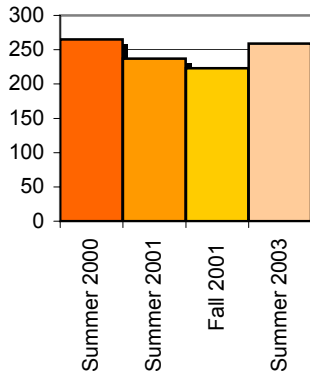
NORTHWEST FLORIDA

**PENSACOLA REGIONAL
TALLAHASSEE REGIONAL
EGLIN AFB (OKALOOSA REGIONAL)
PANAMA CITY-BAY COUNTY INTERNATIONAL**

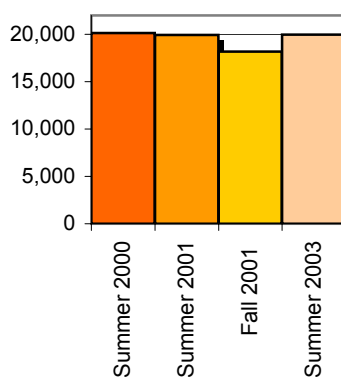
PENSACOLA REGIONAL AIRPORT (PNS)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

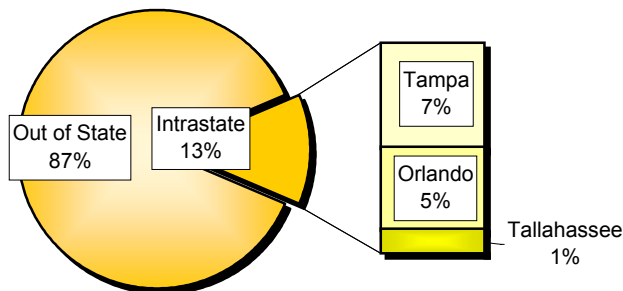


WEEKLY DEPARTING SEATS

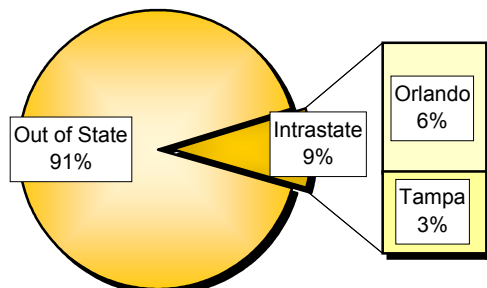


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	10	9	9	7
No. of Airlines Serving	7	7	9	11
<u>Average Weekly</u>				
Flights	265	237	223	259
Seats	20,129	19,947	18,177	19,959
Seats per Flight	76.0	84.2	81.5	77.1

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

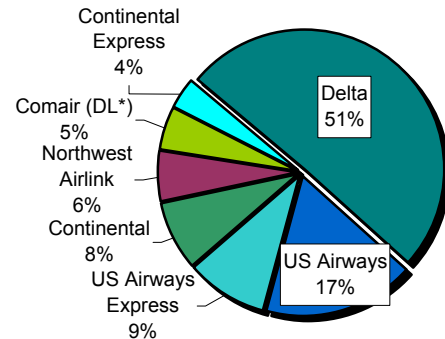


Fall 2001

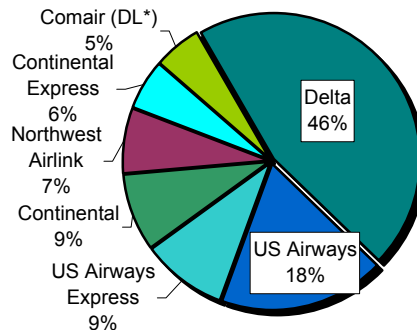


Summer 2003

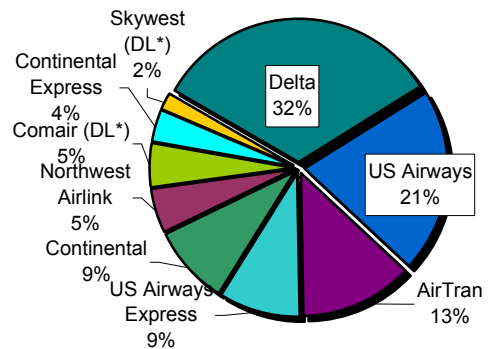
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



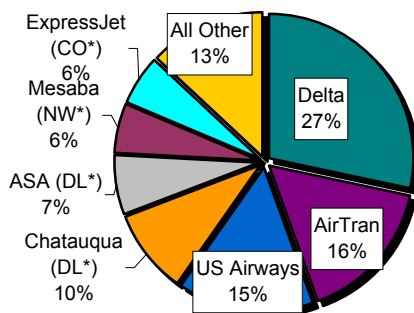
Summer 2000



Summer 2001

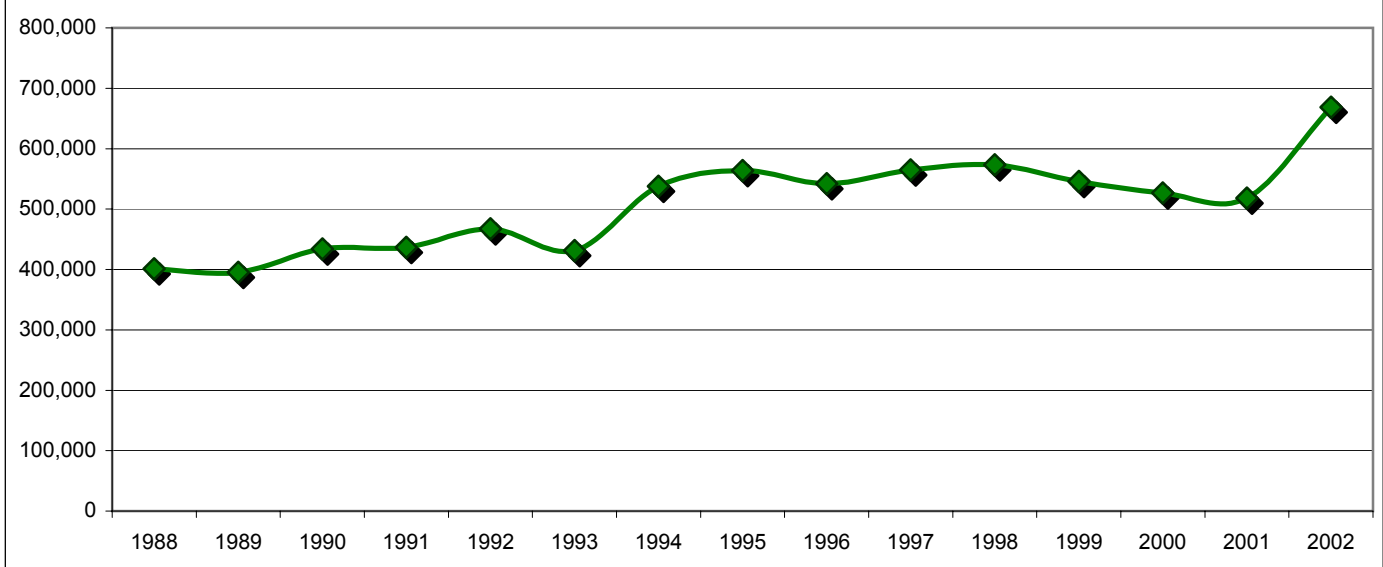


Fall 2001

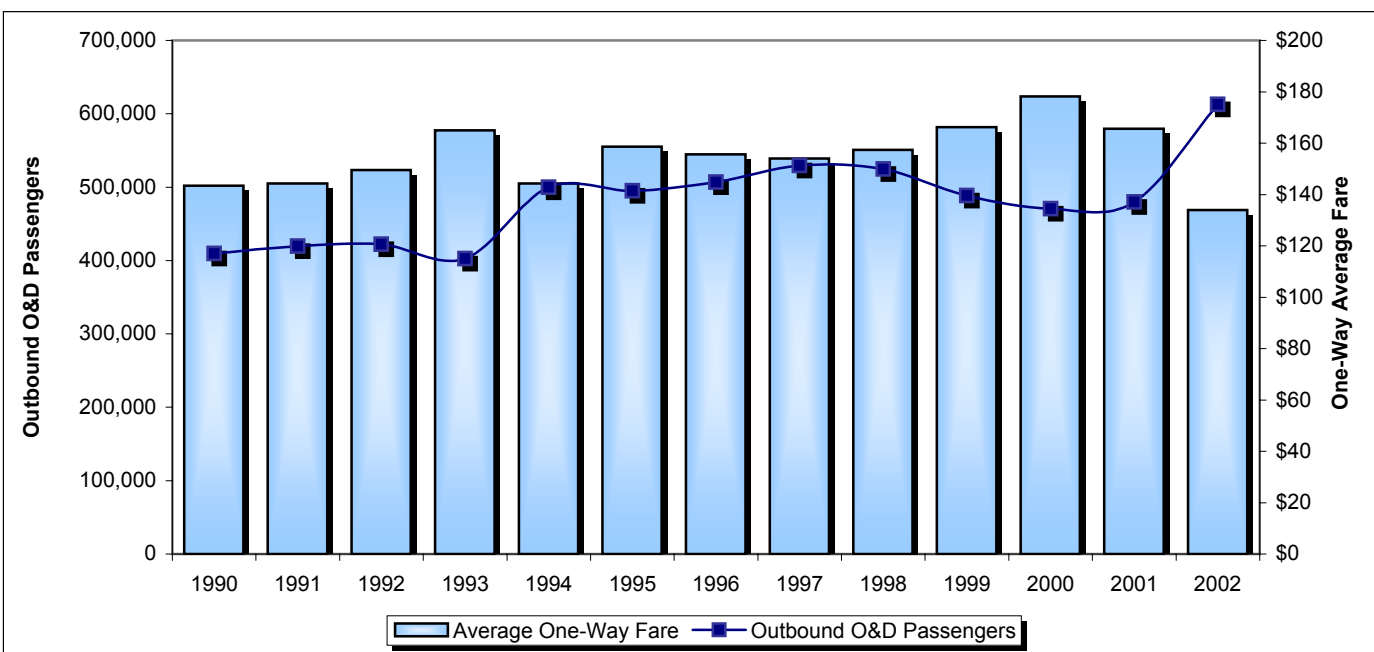


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

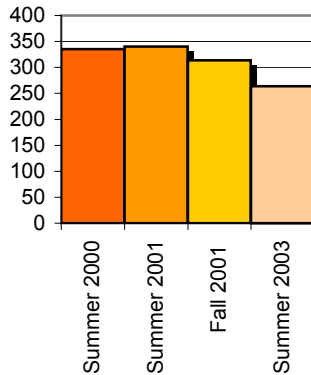
AirTran: 5th daily flight to Atlanta (6/03)
Chautauqua (DL*): 1 additional flight to Orlando- 4 total (5/03)
ASA (DL*): 1 additional flight to Dallas/Ft. Worth- 4 total (4/03)

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

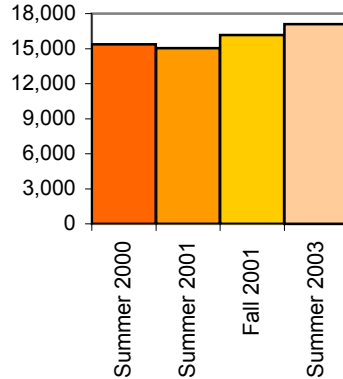
TALLAHASSEE REGIONAL AIRPORT (TLH)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

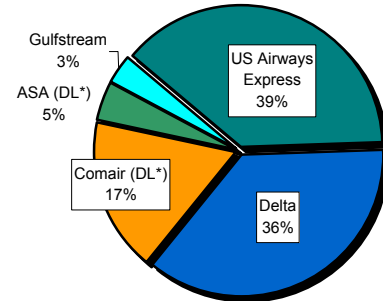


WEEKLY DEPARTING SEATS

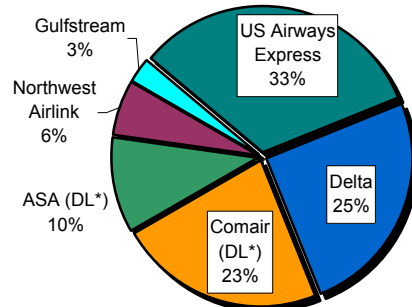


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	9	11	11	10
No. of Airlines Serving	5	6	6	9
<u>Average Weekly</u>				
Flights	335	340	314	264
Seats	15,357	15,040	16,178	17,093
Seats per Flight	45.8	44.2	51.5	64.7

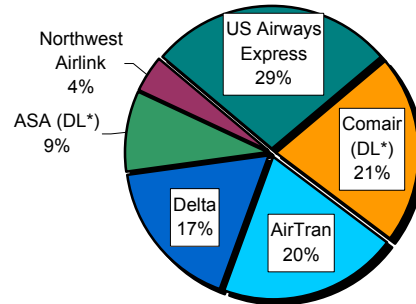
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



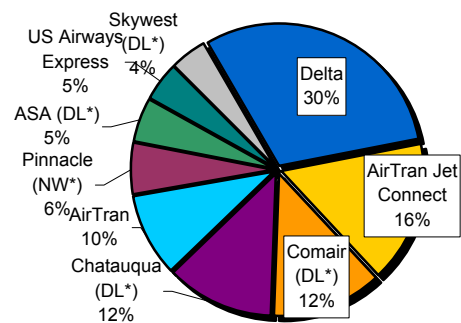
Summer 2000



Summer 2001

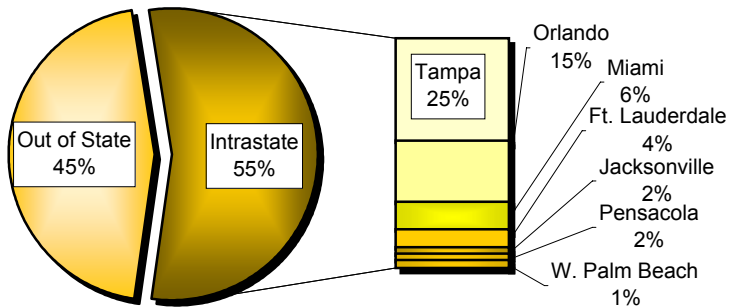


Fall 2001

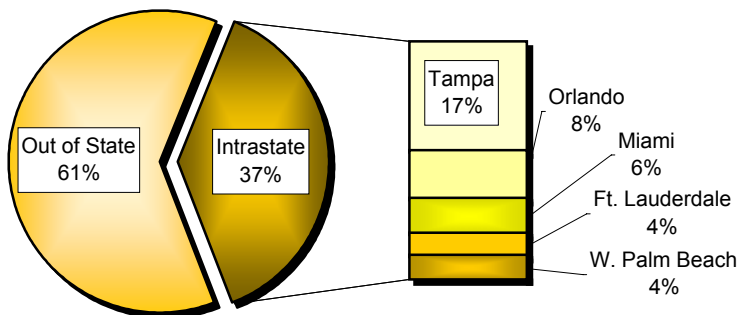


Summer 2003

FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

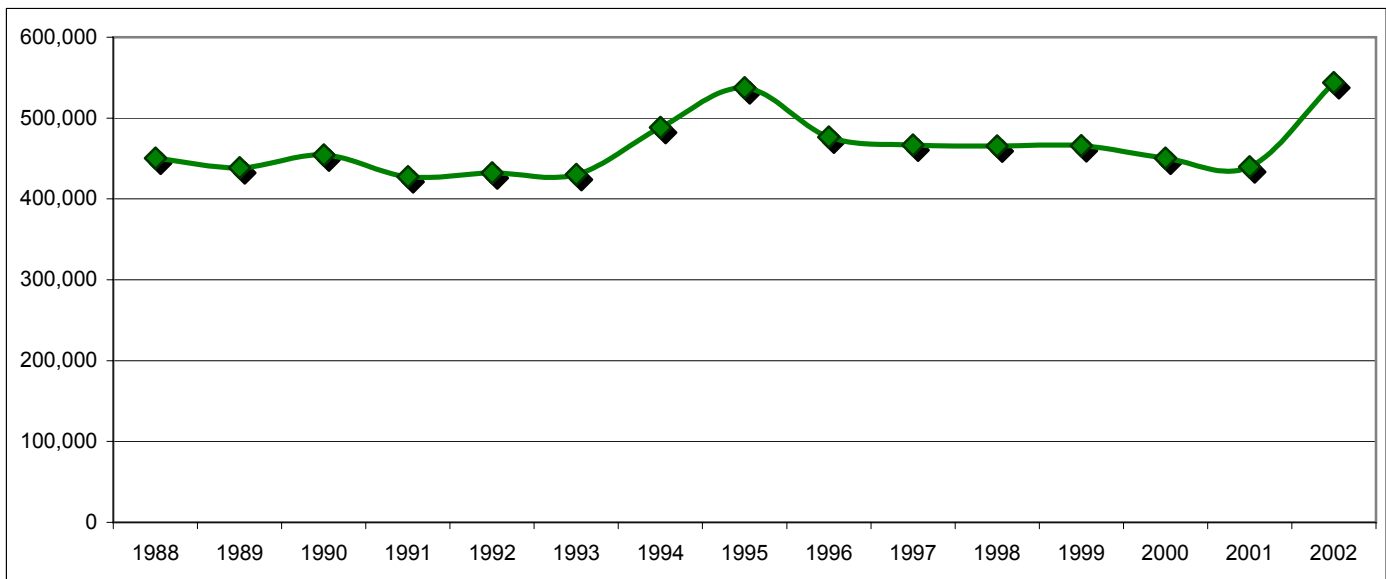


Fall 2001

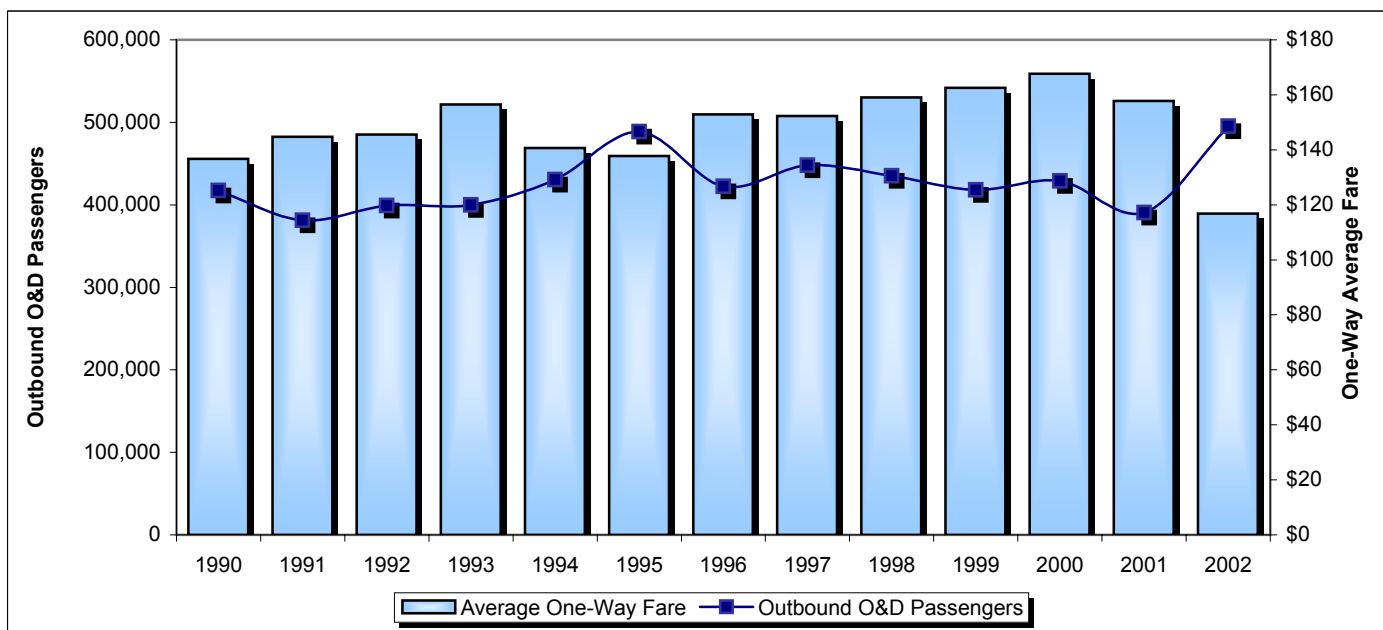


Summer 2003

TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

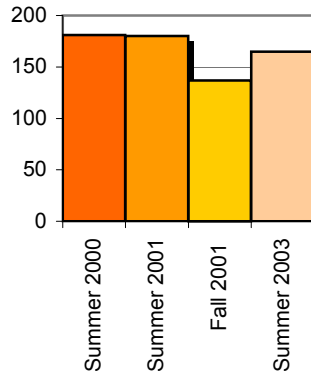
AirTran JetConnect: 1 additional daily flight to Atlanta, 2 additional flights to Tampa, 2 additional flights to Miami (1/03)

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

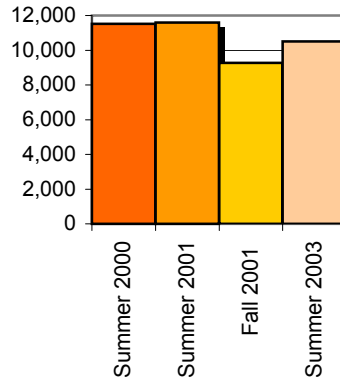
OKALOOSA REGIONAL AIRPORT (VPS)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

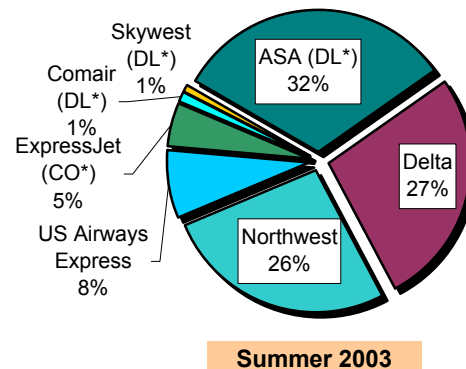
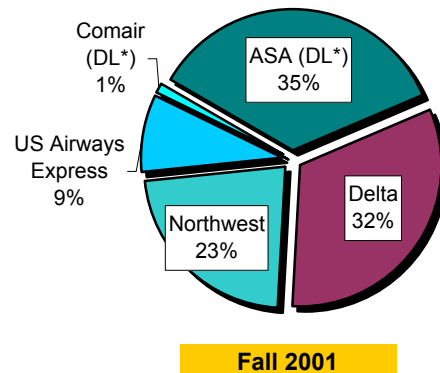
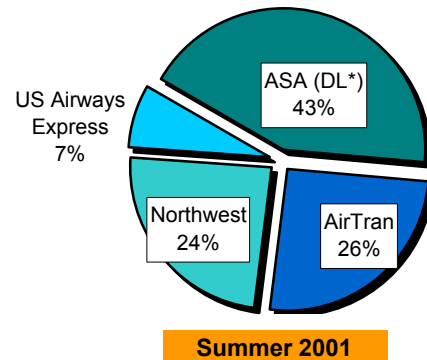
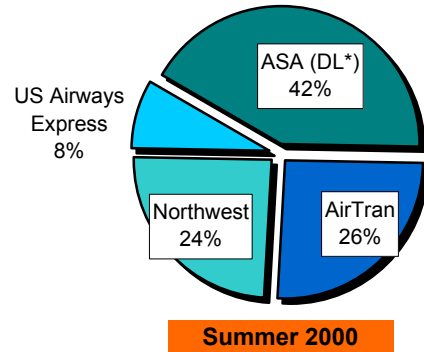


WEEKLY DEPARTING SEATS

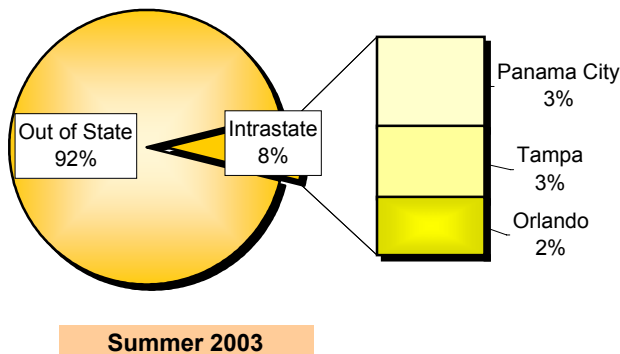
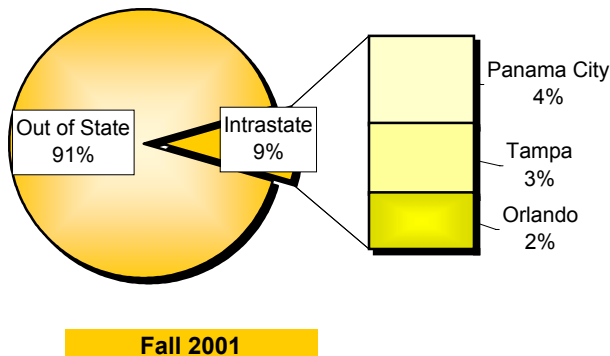


	Summer 2000	Summer 2001	Fall 2001	Summer 200
U.S. Cities Served	5	5	6	8
No. of Airlines Serving	4	4	5	7
Average Weekly				
Flights	181	180	137	165
Seats	11,523	11,592	9,263	10,513
Seats per Flight	63.7	64.4	67.6	63.7

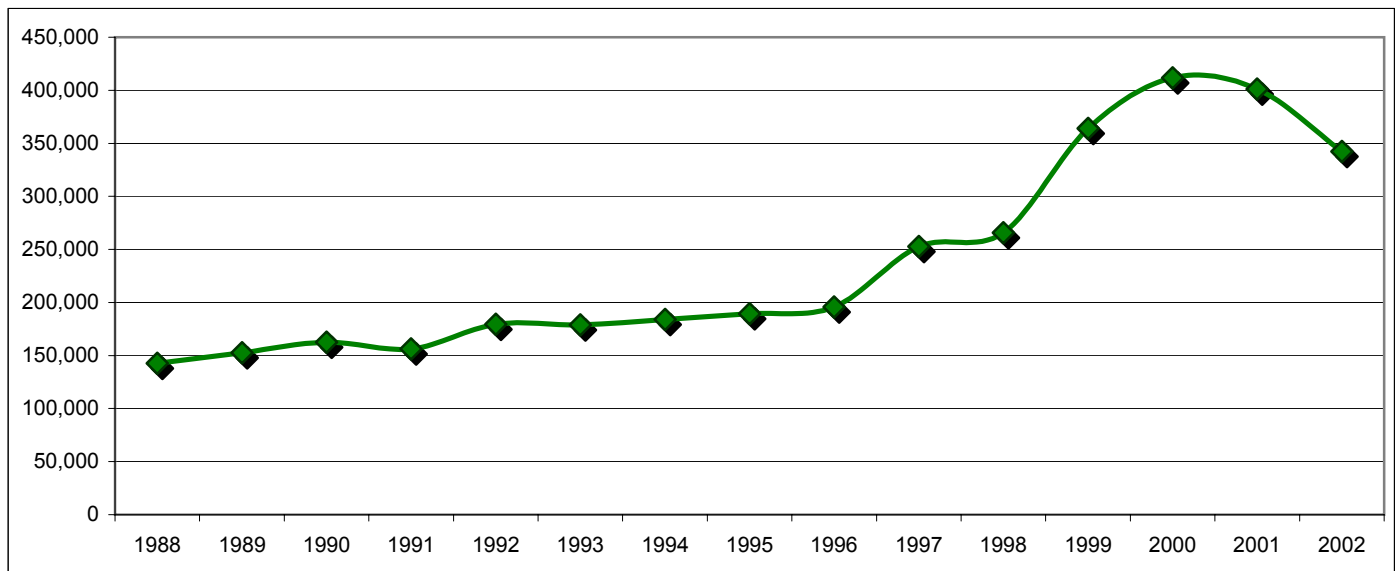
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



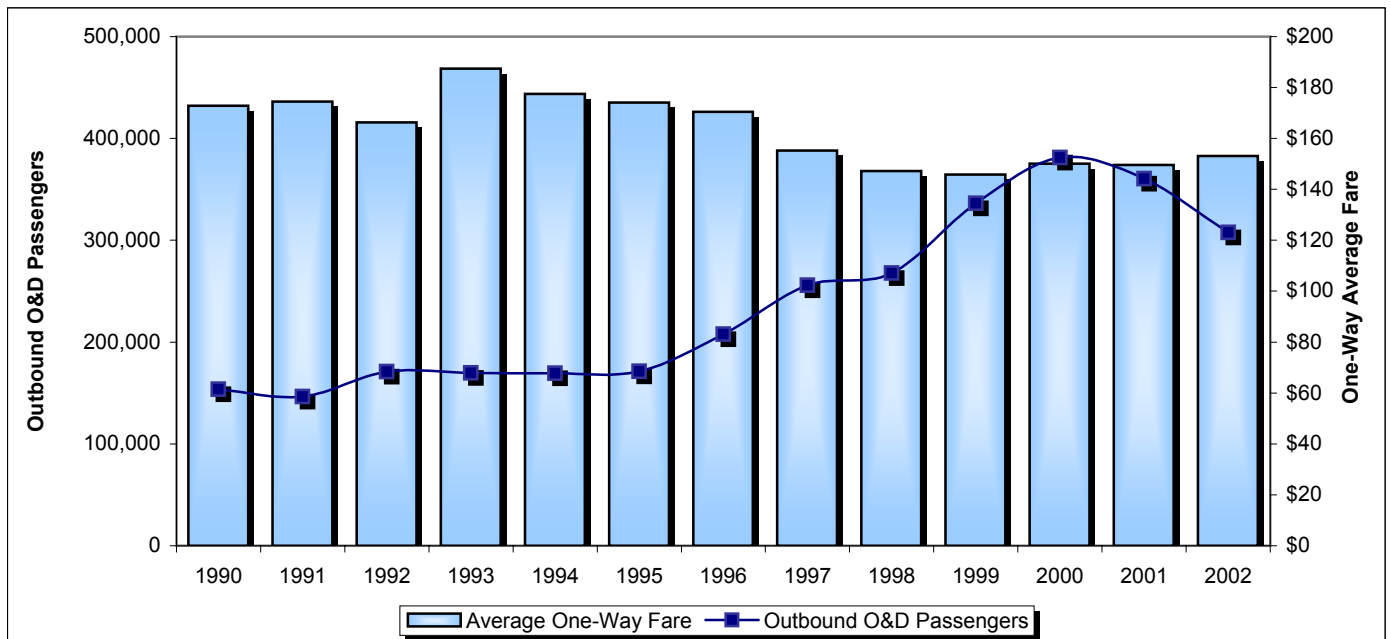
FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

Comair (DL*): Saturday flights to Atlanta and Cincinnati (8/03)

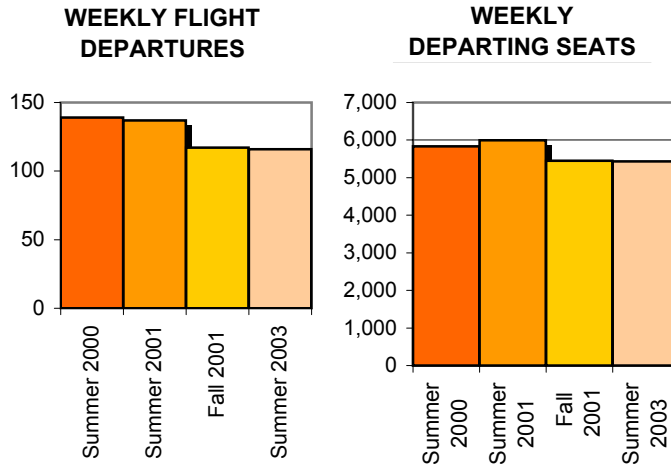
SkyWest (DL*): additional weekend service to Dallas/Ft. Worth (2/03)

Continental Express: 2 daily flights to Houston-Bush Intercontinental (6/03)

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

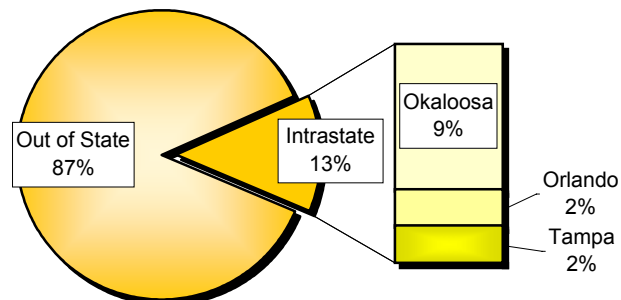
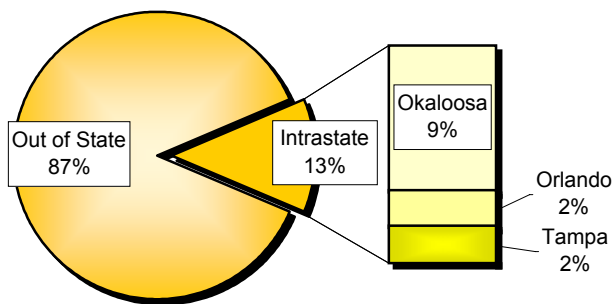
PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT (PFN)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

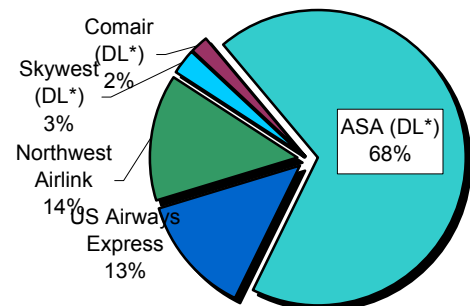
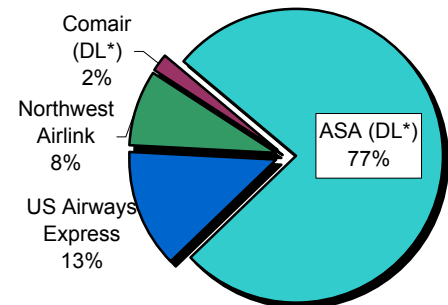
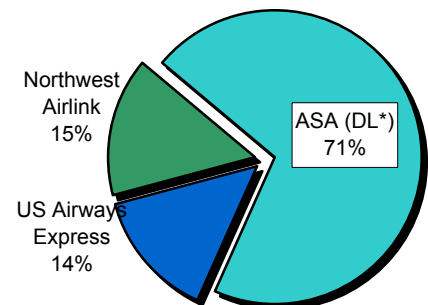
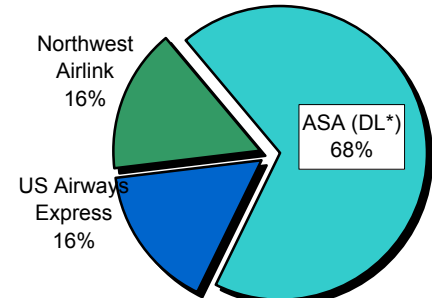


	Summer 2000	Summer 2001	Fall 2001	Summer 2003
U.S. Cities Served	5	5	6	7
No. of Airlines Serving	3	3	4	5
<u>Average Weekly</u>				
Flights	139	137	117	116
Seats	5,835	5,998	5,453	5,433
Seats per Flight	42.0	43.8	46.6	46.8

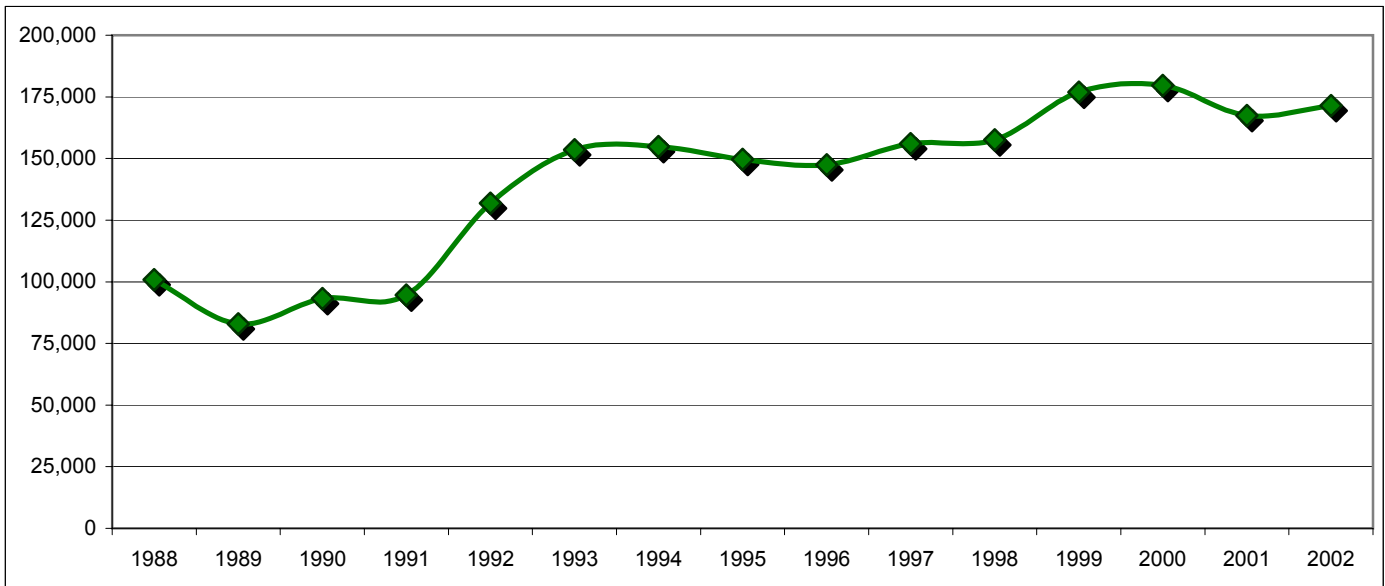
FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



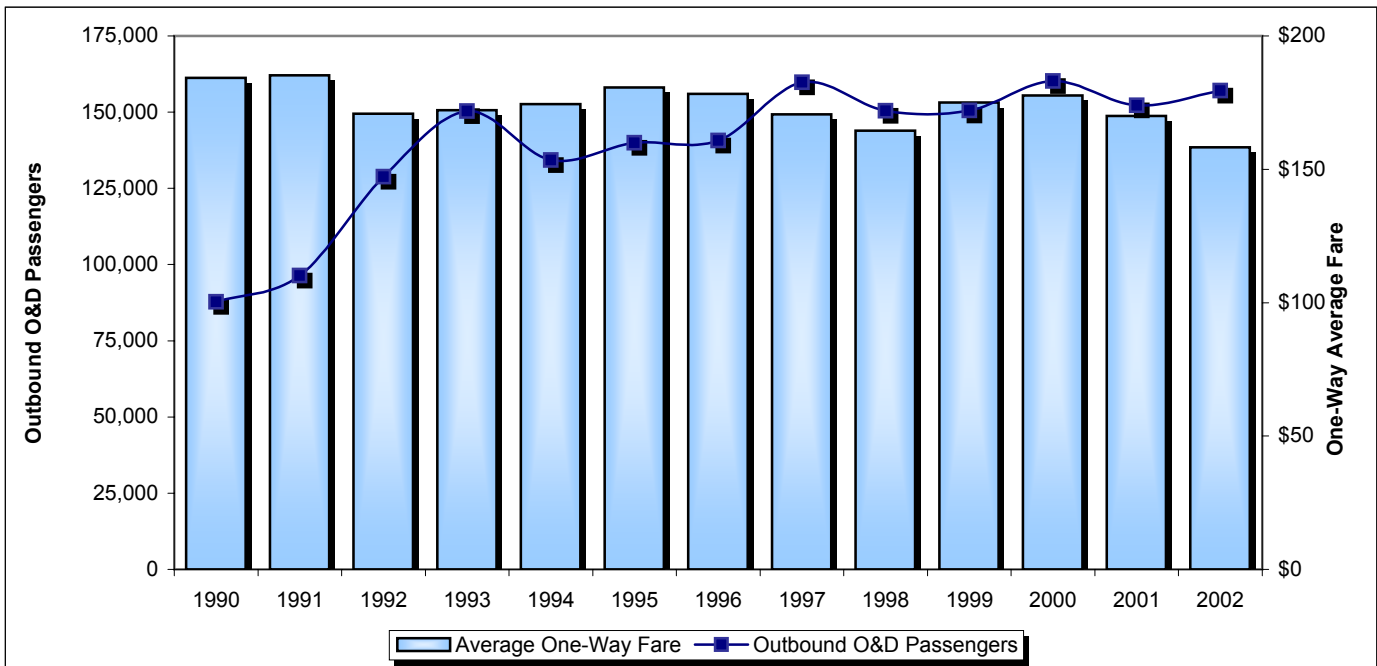
CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



RECENT SERVICE ANNOUNCEMENTS

SkyWest, ASA (DL*): additional weekend service to Dallas/Ft. Worth (2/02)

SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.