

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/North Central 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.