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# **An Analysis of Scheduled Commercial Air Service in Florida**

## **Update 2001**

**Prepared by:**



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**Palm Beach International Airport (PBI)**

**Key West International Airport (EYW)**

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**Melbourne International Airport (MLB)**

**Daytona Beach International Airport (DAB)**

**Orlando Sanford International Airport (SFB)**

##### **East Central Florida –**

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**St. Petersburg-Clearwater International Airport (PIE)**

##### **Northeast Florida –**

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**Tallahassee Regional Airport (TLH)**

**Gainesville Regional Airport (GNV)**

##### **Southwest Florida –**

**Southwest Florida International Airport (RSW)**

**Naples Municipal Airport (APF)**

##### **Northwest Florida –**

**Pensacola Regional Airport (PNS)**

**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 August of 2001.

With data from the prior study and new information presented in this report, the Florida Department of Transportation can begin to actually benchmark 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 2000; this information was obtained from the USDOT.
- Data on service provided to and from each airport as of August 2001 was obtained from the Official Airline Guide (OAG).
- Information on service changes that occurred in each market between the summer of 2001 and the fall of 2001 (reflecting service reductions that occurred as a result of the September 11<sup>th</sup> attacks) was also derived from the OAG.

The focus of this document is on highlighting changes that occurred in Florida's commercial airline service environment between the summer of 2000 and the summer of 2001. Because of the significant impact that the September 11<sup>th</sup> terrorist attacks had on airline service throughout the U.S., this report has been expanded to include those more recent changes.

While the nation's and Florida's commercial airline service has unquestionably been dampened by the events of September 11<sup>th</sup>, it is anticipated that the nation's domestic airline industry will recover.

When this report is again updated in the summer of 2002, it will be possible to measure market specific recovery at each Florida airport and to identify any more notable long term structural changes in Florida's commercial airline service environment.

On September 11, 2001, hijacked commercial jet airliners destroyed the World Trade Center's twin towers in New York City and damaged the Pentagon building in Washington D.C. In light of these attacks, the commercial service industry has changed dramatically. Airport security is being overhauled and the airlines are preparing for a sharp drop in business that could last indefinitely. With huge fixed costs, including billions of dollars in airplane debt and thin profit margins, airlines run up losses very quickly when traffic plunges. The International Air Transport Association warned that the steep drop in air travel would produce industry wide losses of \$10 to \$12 billion in 2001.

On September 21, 2001, Congress and President Bush agreed to a \$15 billion emergency bailout for the airline industry, which included \$5 billion in cash aid and \$10 billion in loan guarantees. However, it

was still necessary for many domestic and international carriers to make capacity and workforce cuts of up to 20 percent. Many carriers are also delaying the delivery of aircraft. US Airways, Delta, and United are pulling all or part of the low fare component of their operations. US Airways' MetroJet is discontinuing operations and retiring its fleet while Delta Express is discontinuing half of its operations. MetroJet and Delta Express connect northeastern U.S. airports with Florida. Southwest Airlines is one of a few carriers to resume its full flight schedule to the same level as they were prior to the September 11<sup>th</sup> attacks, and to report an operating profit in the third quarter of 2001.

## **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. According to the Air Transport Association, in October 2001, the industrywide load factor fell to 59 percent. This, in turn, led to deep cuts in airline capacity to compensate for the loss of revenue. Even though the industrywide load factor rose to about 64 percent by the end of the month, the drop in traffic left many of the carriers serving low yield Florida markets particularly vulnerable to operating losses.

Carriers have traditionally worked hard to maintain their market shares of the passengers that they carry to and from Florida. Competition for the Florida traveler led to the creation of the low fare "airline-within-an-airline" concept such as Delta Express and USAirways' MetroJet. However, the high cost structure of these carriers could not withstand the financial impacts of the September 11 terrorist attacks. Delta Express discontinued half of their flights, while US Airways plans to retire all Boeing 737-200 aircraft, which were used for its MetroJet system. This retirement will shut down MetroJet service by December 2001. Prior to September 11<sup>th</sup>, MetroJet provided 67 daily departures and Delta Express provided 104 daily departures from Florida airports.

## 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. Nineteen airports in the State Airport System currently have scheduled airline service. Until the spring of 2000, scheduled airline service was also provided to Marathon, FL. The carrier providing this service terminated operations in early 2000; and at this time, a replacement carrier has not been secured.

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 Naples. Marathon 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 year 2000, 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:

1. Number of annual domestic passengers originating at each airport bound for cities within eight geographic regions of the U.S.
2. Percent of originating passengers by airport and by region bound for destinations in eight geographic regions of the U.S.
3. 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 O&D passengers, travel patterns, and average one-way fare by Florida region for 1999 and 2000. As shown in the table, travel patterns remained relatively unchanged over the period. Shifts in travel patterns do not typically occur from year to year, especially in larger markets. While some individual Florida airports experienced a change in O&D passengers

and/or average one-way fares between 1999 and 2000, all Florida regions experienced overall growth in domestic O&D passengers and average fares.

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

## Travel Patterns

- ❑ In both 1999 and 2000, about 80 percent of all domestic passengers who originate their travel at a Florida commercial service airport are bound for a location that is east of the Mississippi River.
- ❑ In 2000, for almost all airports and all regions of Florida, cities in the Northeastern part of the U.S. are the top travel destination in 2000. The Northeast U.S. was also the top travel destination region in 1999.
- ❑ Similar to 1999, following travel to cities in the Northeast, cities in the Midwest and Southeast rank as the second and third most heavily traveled destinations for domestic air travelers who originate in Florida in 2000.
- ❑ Nationally, about 25 percent of all domestic originations are bound for cities in the Southwestern part of the U.S.; in Florida, travel to cities in the Southwest accounts for roughly 9 percent of all annual domestic originating passengers in 2000. In 1999, 8 percent of Florida's O&D passengers were destined for the Southwest U.S. region.
- ❑ In 1999 and 2000, travel to destinations in the Northwest (Alaska, Washington, Oregon, Idaho) ranks last from each of the regions in Florida.

## Fares

- ❑ The average one-way fare paid by all domestic originating passengers in Florida was **\$134 in 2000, up 4 percent from \$129 in 1999**. Nationally, the average one-way fare paid by all domestic originating passengers was **\$158 in 2000, up 6 percent from \$149 in 1999**. Although the average one-way fare paid by passengers originating in Florida was up about \$5 from 1999, this increase was less than the fare increase experienced nationally over the prior year.
- ❑ Regionally, in 1999 and 2000, airports in the east central (Orlando, Melbourne, and Daytona) and the west central (Tampa, St. Petersburg, and Sarasota) portions of Florida have lower fares than the State average when travel to all destinations is considered.
- ❑ In 2000, the highest one-way average fares are reported at those airports in the northwestern part of the State (Pensacola, Okaloosa Regional (Ft. Walton Beach) and Panama City). **The average one-way fare from these airports is \$168; statewide the average one-way fare is \$134. In 1999, the airports in northwestern Florida also reported the highest average fare (\$161). The statewide average fare in 1999 was \$129.**
- ❑ For travel to 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	% Change	1999	2000	% Change
Northeast	\$118	\$123	<b>4.2%</b>	\$168	\$177	<b>5.4%</b>
Midwest	\$124	\$125	<b>0.8%</b>	\$151	\$161	<b>6.6%</b>
Southeast	\$110	\$119	<b>8.2%</b>	\$145	\$151	<b>4.1%</b>

- In 2000, 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 **\$138, remaining well below the national average (\$158)**. In both 1999 and 2000, the average fare is \$4 higher than the average one-way fare by originating passengers at all Florida airports, including Orlando. **In 1999, the average one way fare from all Florida airports excluding Orlando (\$133) was also well below the national average one way fare (\$149).**

### NONSTOP SERVICE (PRE-SEPTEMBER 11, 2001)

For the purpose of this analysis, pre-September 11<sup>th</sup> data were used. The immediate consequences of the attacks on commercial service in Florida will be addressed in the subsequent section.

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 for August 2001. 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 provided through Atlanta, Orlando, Memphis, or Tampa.

Information on August 2001 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 C)**, provide a summary of airport service patterns from the summer of 2000, as reported in the last study, completed in August 2000. **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 in August 2001. This can be compared to the service summary from July 2000, presented in **Table 21** (see **Appendix C**).

### Statewide Domestic Service Summary (Pre-September 11<sup>th</sup>)

Statewide information on August 2001 service may be summarized as follows:

- From all Florida airports, 11,437 nonstop scheduled domestic flights were scheduled each week. 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.**
- Each week, on average, there were nearly 1.29 million seats that departed all Florida airports to domestic airports throughout the U.S., **up 3.8 percent from one year earlier**.

- ❑ When all seats that departed Florida airports each week to domestic locations were considered, approximately **91 percent of these seats were on jet aircraft, up from 89 percent in 2000**. 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.
- ❑ 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.
- ❑ About 14 percent all Florida's nonstop departing seats were destined for other airports in Florida in the summer of 2000 and 2001.
- ❑ In 2000 and 2001, Orlando had the highest number of domestic destinations served and the highest number of available of available departing domestic seats each week.
- ❑ 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 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.
- ❑ Naples had the fewest number of weekly schedules seats in the summers of 2000 and 2001; all of the domestic seats that departed this airport are to other cities in Florida. All seats departing the Naples market are on turboprop aircraft.
- ❑ For Florida's largest commercial service airports, the most obvious "mismatch" continues to be between domestic passenger originating demand and nonstop service is to destinations in the Southwest.

### **Airport-Specific Domestic Service Summaries (Pre-September 11<sup>th</sup>)**

Key information regarding each commercial airport's August 2001 nonstop domestic service is summarized below.

#### ***Southeast Florida Region***

##### ***Fort Lauderdale-Hollywood International Airport***

- ❑ Nonstop service included 1,448 weekly departures to destinations throughout the U.S., **up nearly 8 percent from Summer 2000**.
- ❑ Ft. Lauderdale had 319 weekly departures to 10 different cities in Florida, **down slightly from 2000 levels**.
- ❑ In August 2001, **22 percent of the market's weekly departures and 15 percent of departing seats** were to other locations in Florida. This is **down from 27 percent of the**



total weekly departures and 16 percent of the departing seats in the summer of 2000.

- ❑ Turboprop aircraft were used mostly on instate routes; **approximately 1 percent of all seats** that departed each week were on turboprop aircraft, **down from 2 percent in 2000**.
- ❑ Almost 98 percent of the market's weekly domestic seats were on jet aircraft, **up from 97 percent in 2000**.
- ❑ Scheduled nonstop domestic service was well matched to domestic originating passenger demand:

<u>U.S. Destination Region</u>	<u>2000 Domestic Passenger Originations</u>	<u>August 2001 Scheduled Domestic Departures</u>
Northeast	45%	40%
Midwest	16%	14%
Southeast (excl. FL)	11%	15%
Florida Only	9%	22%
Southwest	8%	2%
South Central	6%	6%
Mid-South	4%	2%
North Central	1%	0%
Northwest	1%	0%

#### Miami International Airport

- ❑ Nonstop service included 1,849 weekly departures to destinations throughout the U.S. This **represents a decline in weekly departures of almost 6 percent since the summer of 2000**. This was due largely to increased low fare competition at Ft. Lauderdale International Airport.
- ❑ 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 at Miami dropped 16 percent between the summer of 2000 and 2001**.
- ❑ Nearly 250,000 weekly seats departed Miami for other U.S. destinations, **about 6 percent less than the summer of 2000**.
- ❑ 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.
- ❑ Almost 90 percent of the market's weekly domestic scheduled seats were on jets in the summer of 2000 and 2001.
- ❑ 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**.
- ❑ Nonstop domestic service was fairly well matched to originating domestic passenger demand:

	2000 Domestic <u>Passenger Originations</u>	August 2001 Scheduled <u>Domestic Departures</u>
Northeast	34%	23%
Midwest	16%	9%
Southeast (excl. FL)	15%	18%
Florida Only	6%	32%
Southwest	13%	6%
South Central	7%	9%
Mid South	4%	2%
North Central	3%	1%
Northwest	2%	0%

- ❑ A very large proportion of Miami's scheduled commercial flight departures were to international destinations. In 2000, this airport enplaned 16.8 million passengers and; out of this total, 8.0 million passengers were enplaned on international flights.

Palm Beach International Airport

- ❑ 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.**
- ❑ Nonstop scheduled departing seats rose markedly between 2000 and 2001, **up 19 percent to nearly 76,000 weekly departing seats.**
- ❑ This increase can be 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.
- ❑ 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.
- ❑ Over 97 percent of the weekly scheduled domestic seats were on jets, **up from 92 percent in 2000.**
- ❑ Nonstop domestic service could be better matched to originating domestic passenger demand:

	2000 Domestic <u>Passenger Originations</u>	August 2001 Scheduled <u>Domestic Departures</u>
Northeast	60%	40%
Midwest	14%	7%
Southeast (excl. FL)	8%	18%
Florida Only	2%	26%
Southwest	6%	0%
South Central	5%	7%
Mid South	2%	2%

North Central	1%	0%
Northwest	1%	0%

Key West International Airport

- ❑ This market had no scheduled service to destinations outside of Florida in 2000 and 2001.
- ❑ All weekly scheduled seats that departed this market were on turboprop aircraft.
- ❑ The market had 304 weekly scheduled departures to six different locations in Florida, **down slightly from 2000 levels** of 325 weekly flights.
- ❑ The market's top domestic travel destinations continued to be in the Southeast, the Northeast, and the Midwest; combined, domestic originating passenger demand to cities in these regions accounts for over 86 percent of the market's annual enplaned passenger demand.

**East Central Florida Region**

Orlando International Airport

- ❑ 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**.
- ❑ The 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**.
- ❑ Almost 19 percent of the market's scheduled weekly departures were to destinations in Florida, **compared to 23 percent in 2000**.
- ❑ Over 95 percent of the scheduled weekly seats from Orlando were on jets, **up slightly from 94 percent in 2000**.
- ❑ 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.
- ❑ The market's scheduled nonstop domestic service were well matched to originating passenger demand:

	2000 Domestic Passenger Originations	August 2001 Scheduled Domestic Departures
Northeast	40%	33%
Midwest	22%	18%
Southeast (excl. FL)	10%	13%
Florida Only	3%	19%
Southwest	9%	4%
South Central	8%	7%
Mid South	5%	5%
North Central	4%	1%
Northwest	2%	0%

Melbourne International Airport

- ❑ This market had nonstop service to six airports including 3 domestic connecting hubs beyond Florida (Atlanta, Newark, Cincinnati); the market had 86 weekly scheduled departures, **up 37 percent from the summer of 2000.**
- ❑ **Two additional carriers** (Continental and Comair) provided nonstop service to this airport since the summer of 2000. **Four additional destinations** (Newark, Cincinnati, Washington D.C.-National, and Ft. Lauderdale) were served as well.
- ❑ Between the summer of 2000 and 2001, **new nonstop service was provided between Melbourne and one instate Florida destination, Ft. Lauderdale.**
- ❑ In 2000 and 2001, all seats that left this market each week were on jet or regional jet aircraft.
- ❑ Nonstop domestic service in this market could be better matched to originating domestic passenger demand:

	2000 Domestic <u>Passenger Originations</u>	August 2001 Scheduled <u>Domestic Departures</u>
Northeast	47%	24%
Midwest	13%	2%
Southeast (excl. FL)	17%	65%
Florida Only	1%	8%

Daytona Beach International Airport

- ❑ 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.
- ❑ 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.**
- ❑ **Two additional carriers** began serving the market since summer 2000: Comair (DL\*) and Continental Express.
- ❑ In 2000 and 2001, all weekly scheduled seats departing this market were on jet or regional jet aircraft.
- ❑ There were no scheduled flights to other Florida destinations.
- ❑ Scheduled departures could be better matched to the market's originating domestic passenger demand:

	2000 Domestic <u>Passenger Originations</u>	August 2001 Scheduled <u>Domestic Departures</u>
Northeast	42%	10%
Midwest	19%	5%
Southeast (excl. FL)	15%	85%

Orlando Sanford International Airport

- ❑ The market had 31 scheduled weekly departures (**up from 19 in 2000**); all weekly scheduled seats are provided by Pan American Airlines on jet aircraft.
- ❑ Pan Am provided nonstop service to **three additional destinations** since the summer of 2000 and offered **63 percent more weekly scheduled departing seats**.
- ❑ In 2000 and 2001, Sanford had no scheduled flights to other cities in Florida.
- ❑ All scheduled flights were to destinations in the Northeast, Midwest, or San Juan. Pan Am **added nonstop service to San Juan since the summer of 2000**.
- ❑ In addition to scheduled service, this airport accommodated a notable amount of both domestic and international charter service that is not reflected in this analysis.

*West Central Florida Region*

Tampa International Airport

- ❑ 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**.
- ❑ Over **7 percent more weekly scheduled departing seats** were offered at this airport in August 2001, compared to one year earlier
- ❑ **36 percent** of these departures were to other locations in Florida; this market had service to 13 other locations in Florida. **In 2000, 37 percent** of the Tampa International's departures were provided to instate destinations.
- ❑ 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**).
- ❑ This market had one daily scheduled flight on a regional jet. There were **no regional jets serving the market in the summer of 2000**.
- ❑ 7 percent of the scheduled weekly seats were on turboprop aircraft, **down slightly from 2000**; these flights served other destinations in Florida.
- ❑ Nonstop domestic service was fairly well matched to some originating passenger demand and could be better matched in other instances:

	2000 Domestic Passenger Originations	August 2001 Scheduled Domestic Departures
Northeast	34%	22%
Midwest	21%	13%
Southeast (excl. FL)	11%	14%
Florida Only	8%	36%
Southwest	9%	2%
South Central	8%	7%
Mid South	6%	6%
North Central	2%	1%
Northwest	2%	0%

Sarasota-Bradenton International Airport

- ❑ This market had 109 scheduled departures each week, **36 percent fewer flights than in the summer of 2000.**
- ❑ **Three carriers, American Eagle, Continental Express and Trans World, discontinued service** to Sarasota between the summer of 2000 and 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 over the last year.**
- ❑ 93 percent of the scheduled weekly seats that left this market were on jet aircraft, **up from 83 percent in the summer of 2000.**
- ❑ 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.
- ❑ Nonstop scheduled domestic departures could be much better matched to the market's originating passenger demand:

	<u>2000 Domestic Passenger Originations</u>	<u>August 2001 Scheduled Domestic Departures</u>
Northeast	34%	6%
Midwest	36%	12%
Southeast (excl. FL)	9%	64%
Florida Only	2%	18%
Southwest	6%	0%
South Central	5%	0%
Mid South	3%	0%
North Central	4%	0%
Northwest	1%	0%

St. Petersburg-Clearwater International Airport

- ❑ 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.**
- ❑ In the summer of 2000 and the summer of 2001, the destinations for all for its scheduled flights were in the Midwest; service is well matched to the demands of the market's originating domestic passengers.
- ❑ The market has no scheduled instate service.
- ❑ All of the schedule seats that leave this market each week are on jets.

## *Northeast Region*

### Jacksonville International Airport

- ❑ This airport had nonstop scheduled flights to 28 different domestic locations, **up from 27 nonstop destinations one year earlier.**
- ❑ Although there were **two fewer carriers** (ASA and United) serving the market, both **nonstop weekly departures and departing seats increased slightly since the summer of 2000.**
- ❑ 191 weekly departures were also provided to 6 different cities in Florida. This represents **an increase of 5 weekly departures to one additional Florida destination from one year earlier.**
- ❑ In both 2000 and 2001, 87 percent of all seats that were scheduled from this market each week were on jet aircraft.
- ❑ 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
- ❑ Scheduled nonstop domestic departures from this market were generally well matched to demand from the market's originating domestic passengers:

	2000 Domestic Passenger Originations	August 2001 Scheduled Domestic Departures
Northeast	29%	21%
Midwest	17%	14%
Southeast (excl. FL)	14%	25%
Florida Only	10%	26%
Southwest	9%	0%
South Central	9%	9%
Mid South	8%	7%
North Central	2%	0%
Northwest	2%	0%

### Tallahassee Regional Airport

- ❑ Tallahassee had 340 scheduled weekly departures to destinations in the U.S, about the **same level as in the summer of 2000.**
- ❑ **One additional carrier** (Northwest Airlink) provided nonstop service to the airport and **two additional nonstop destinations** were served (Memphis and Cincinnati).
- ❑ **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.
- ❑ Almost 49 percent of this market's scheduled weekly seats were on turboprop aircraft, **up from 48 percent one year earlier.**

- ❑ **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.**
- ❑ Beyond locations in Florida, the market's scheduled departures were to **4 domestic connecting hub airports**, Atlanta, Memphis, Charlotte, and Cincinnati, **up from 2 connecting hub airports** in 2000.
- ❑ Over 30 percent of the market's domestic passenger originations were bound for cities in either the Northeast or the Midwest; only two 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.

	<u>2000 Domestic Passenger Originations</u>	<u>August 2001 Scheduled Domestic Departures</u>
Northeast	19%	0%
Midwest	11%	2%
Southeast (excl. FL)	12%	24%
Florida Only	38%	65%
South Central	6%	9%

#### Gainesville Regional Airport

- ❑ This market had scheduled nonstop service two 2 connecting hubs beyond Florida: Atlanta and Charlotte. The market had 77 scheduled weekly departures, **down 17 percent from the summer of 2000.**
- ❑ The market had no scheduled instate service. 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.
- ❑ Over 45 percent of this market's originating domestic passengers were bound for destinations in the Northeast or Midwest; scheduled nonstop flights were not available to any locations in these two regions.
- ❑ All of the market's scheduled weekly seats departed for cities in the Southeast.

#### **Southwest Florida Region**

##### Southwest Florida International Airport

- ❑ 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.**
- ❑ **Two additional low fare carriers** began serving the market since the summer of 2000, namely JetBlue and MetroJet



- ❑ 94 percent of all weekly scheduled seats departing this market were on jet aircraft, **up from 91 percent one year earlier.**
- ❑ 6 percent of the market's weekly scheduled seats were on turboprop aircraft (**compared to 9 percent one year earlier**) that flew primarily to other Florida cities.
- ❑ 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.
- ❑ The market's scheduled domestic departures was somewhat matched to the top demands of the market's domestic originating passengers:

	2000 Domestic Passenger Originations	August 2001 Scheduled Domestic Departures
Northeast	37%	29%
Midwest	38%	23%
Southeast (excl. FL)	8%	24%
Florida Only	1%	22%

#### Naples Municipal Airport

- ❑ 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.
- ❑ This market had no service beyond Florida.
- ❑ 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 were bound for destinations in the Northeast or Midwest; 22 percent of the passengers were destined for airports in Florida
- ❑ The market's scheduled domestic service could be better matched to originating passenger needs.

#### *Northwest Florida Region*

##### Pensacola Regional Airport

- ❑ This market had 237 weekly scheduled departures to 9 different destinations. This **down from 265 weekly flights to 10 destinations in the summer of 2000.**
- ❑ The market had 71 weekly flights to 3 cities in Florida, **13 fewer weekly instate flights than one year earlier.**
- ❑ 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.**

- ❑ 9 percent of the seats were turboprop aircraft, **down sharply from 20 percent one year earlier.**
- ❑ The market's scheduled nonstop service could be much better match to originating passenger demand:

	2000 Domestic Passenger Originations	August 2001 Scheduled Domestic Departures
Northeast	22%	0%
Midwest	16%	0%
Southeast (excl. FL)	14%	33%
Florida Only	15%	30%
Southwest	11%	0%
South Central	12%	12%
Mid South	5%	25%
North Central	3%	0%
Northwest	3%	0%

Okaloosa Regional Airport (Fort Walton Beach)

- ❑ 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.**
- ❑ 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.**
- ❑ 43 percent of all seats departed this airport on a weekly basis were on turboprop aircraft, **down slightly from 45 percent one year earlier.**
- ❑ 57 percent of the scheduled seats each week were on jet or regional jet aircraft, **up from 55 percent in 2000.**
- ❑ Approximately 42 percent of this airport's originating domestic passengers were bound for cities in the Northeast and Midwest; nonstop scheduled service was not available to any destinations in these two regions.
- ❑ Existing scheduled service was to the Southeast and the Mid South; this service was matched to the demands of the market's originating domestic passengers.

Panama City-Bay County International Airport

- ❑ This market had 137 weekly departures to 5 destinations. This was about the **same level of service provided in the summer of 2000.**
- ❑ Much of the market's service was "tag" service with Okaloosa Regional (Ft. Walton Beach).
- ❑ 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.**
- ❑ 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.

- ❑ The market had service to two domestic connecting hubs beyond Florida; these hubs were in the Southeast and the Mid South.
- ❑ 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.

### Intrastate Scheduled Airline Service

Given the distances between many of Florida's primary cities, scheduled commercial air service is an important mode for intrastate travel. **Table 22** (see **Appendix B**) was compiled to summarize available weekly service in August 2001. For comparison purposes, **Table 22** (see **Appendix C**) provides a summary of scheduled intrastate service in the summer of 2000. The following can be concluded from the information presented in these tables:

- ❑ There were 3,363 flights each week that tie together the major cities of Florida, about **15 percent fewer intrastate flights than were offered one year earlier**.
- ❑ Comair (DL\*) and Gulfstream cut back the greatest number of flights since the summer of 2000. **Comair discontinued 50 percent of its intrastate flights and Gulfstream pulled nearly 40 percent of intrastate flights. The two carriers, combined, discontinued 470 weekly nonstop intrastate flights.**
- ❑ In both the summer of 2000 and the summer of 2001, Tampa, Miami and Orlando had the greatest number of these intrastate flights.
- ❑ In 2000 and 2001, Tampa and Orlando had intrastate service to the highest number of destinations.
- ❑ Melbourne and Gainesville had the fewest number of scheduled intrastate flights (7 weekly departures). **In the summer of 2000, Melbourne did not have intrastate service and Gainesville had the fewest number of intrastate departures.**
- ❑ Three airports, Daytona Beach, Orlando Sanford, and St. Petersburg-Clearwater had no scheduled intrastate commercial service.
- ❑ 20 percent of all weekly intrastate scheduled departure were on jet aircraft, **up from 13 percent one year earlier**; 4 percent of the weekly intrastate departures were on regional jets, **down from 5 percent in 2000**.
- ❑ 75 percent of all scheduled departures between Florida's primary cities were on turboprop aircraft. The percentage of intrastate departures on turboprop aircraft **dropped from 82 percent in the summer of 2000**.

### 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 in August 2001. For reference, **Table 23 in Appendix C** provides a summary of Florida's international service during the summer of 2000. From this table, the following conclusions can be drawn:

- ❑ 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 service at two additional Florida airports since the summer of 2000: Jacksonville and Melbourne.**
- ❑ International service summarized in Table 23 does not include international charter service for any of the airports, including Orlando Sanford. The Orlando Sanford accommodates a notable number of international charter flights.
- ❑ 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).**
- ❑ 55 percent of the scheduled international departures were to destinations in the Caribbean, **down just slightly from 56 percent in 2000.**
- ❑ 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.
- ❑ Approximately 7 percent of the international departures each week were to Europe (**up from 6 percent in 2000**); while 6 percent were to cities in Canada (**up from 5 percent in 2000**).
- ❑ 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.**
- ❑ While 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.**
- ❑ Orlando's 127 weekly international departures provided a more diversified range of service, **up just slightly from 2000 levels.**

## DOMESTIC SCHEDULED NONSTOP SERVICE (POST-SEPTEMBER 11, 2001)

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.

### Airport Specific Domestic Service Summaries (Post-September 11<sup>th</sup>)

A summary of the impacts of the September 11, 2001 terrorist attacks on scheduled domestic service at each Florida airport is presented below. 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.

#### *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 11<sup>th</sup> 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.

*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.

*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.

#### ***Okaloosa Regional Airport (Fort Walton Beach)***

Between the summer and fall of 2001, Okabosa 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.

## **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 16 commercial service airports are shown in Table 24. Markets are compared using August 2001 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 2000 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.

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. In the 1 million to 5 million enplanement category, service at Palm Beach (West Palm Beach), Jacksonville, and Southwest Florida (Ft. Myers) compare favorably to the category averages. As shown in Table 24 (Appendix B), scheduled airline service for Southwest Florida (Ft. Myers) is slightly below the category average. This market is impacted by the Florida-specific factors noted above; it is also important to note that the Southwest Florida (Ft. Myers) market has made recent strides in recruiting new carriers serving new markets.

In the 1 million to 500,000 annual enplanement category, both Sarasota and Pensacola are near the category averages. In the 250,000 to 500,000 enplanements category, Tallahassee and Okaloosa Regional (Ft. Walton Beach) are above or near the category averages. The remainder of the Florida airports in this category vary in terms of their levels of service. 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. Key West, the final airport in this category, meets the category average for the number of destinations served, but falls below for the average number of hubs served.

In the remaining categories, 100,000-250,000 enplanements and 50,000-100,000 enplanements, the Florida airports (Panama City, Gainesville, and Naples) have scheduled commercial airline service that is comparable to the category averages. No Florida commercial service airports had fewer than 50,000 annual enplanements in 2000.

While several factors indicate that Florida markets may not be expected to have commercial airline service that is equal to other comparable domestic markets, the data presented in Table 24 (Appendix B) shows that Florida airports do in fact, for the most part, have levels of service that are equal to or above the averages for the enplanement categories shown in Table 24 (Appendix B).

## AVERAGE FARES

Nationally, in 2000, the average one-way fare paid by all domestic air travelers was \$157.93, **up 6.2 percent from the 1999 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 is \$134.22, **up 4.1 percent from the statewide average fare in 1999**. The average one-way domestic fare for each of the Florida markets in 1999 and 2000 is as follows:

Florida Airport	Average One Way Fare		Percent Change
	1999	2000	
Orlando-Sanford	n/a	\$106.11	n/a
St. Petersburg	\$107.35	\$106.43	-0.9%
Orlando	\$118.69	\$123.77	4.3%
Ft. Lauderdale	\$120.94	\$125.09	3.4%
Tampa	\$122.80	\$127.62	3.9%
Jacksonville	\$128.75	\$132.04	2.6%
Sarasota	\$130.67	\$134.90	3.2%
Southwest Florida	\$130.02	\$135.17	4.0%
Palm Beach	\$136.54	\$140.74	3.1%
Key West	\$133.17	\$141.16	6.0%
Naples	\$137.01	\$145.49	6.2%
Daytona Beach	\$145.86	\$149.74	2.7%
Okaloosa Regional	\$145.85	\$150.07	2.9%
Melbourne	\$144.00	\$152.82	6.1%
Marathon	\$153.04	\$159.51	4.2%
Tallahassee	\$162.50	\$167.61	3.1%
Miami	\$153.21	\$168.09	9.7%
Panama City	\$175.01	\$177.67	1.5%
Pensacola	\$166.28	\$178.18	7.2%
Gainesville	\$171.03	\$186.44	9.0%
<b>Florida Total</b>	<b>\$128.89</b>	<b>\$134.22</b>	<b>4.1%</b>
<b>U.S. Total</b>	<b>\$148.68</b>	<b>\$157.93</b>	<b>6.2%</b>

As shown in this list, in both 1999 and 2000, 6 of the 19 Florida airports shown above had average one-way fares that exceed the national average. The highest average one-way fares were experienced at

Panama City, Pensacola, and Gainesville. Even with average fares at some Florida airports exceeding the national average, average one-way fares in the State were nearly \$24 below the national average in 2000. Miami experienced the largest increase in the average domestic one-way fares, **up nearly 10 percent between 1999 and 2000**. Gainesville, Pensacola, Melbourne, Naples, and Key West also experienced much higher increased average fares than the statewide percent change between 1999 and 2000.

## ENPLANEMENT TRENDS

As shown in **Table 25** (See **Appendix B**), 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, and Sarasota-Bradenton; Naples and Tallahassee recorded a minimal gain in enplanements between 1988 and 2000.

On the other hand, 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 4.5 percent between 1988 and 2000. Small and Non-Hub airports whose enplanements have grown at a rate above the State average include Key West, Orlando-Sanford, Panama City, and 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>Enplanement Trend</u>	<u>Competing Airport(s)</u>
Sarasota-Bradenton	Decreasing	Southwest Florida/Tampa
Pensacola	Increasing	Panama City/Mobile
Tallahassee	Constant	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/Ft. Walton Beach
Gainesville	Decreasing	Jacksonville/Orlando
Naples	Constant	Southwest Florida/Miami

Small and Non-Hub commercial airports in the Florida system that recorded an increase in their annual enplanements between 1988 and 2000, 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 signs 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.

When this report is updated again in the summer of 2002, it will be possible to benchmark how specific markets in Florida recover. It is anticipated that demand for commercial airline travel will be dampened for some months, but it is also anticipated that, by next summer, airline travel will have returned to pre-September 11 levels. The 2002 update of this analysis will determine if this hypothesis is proven.

# Exhibit 1

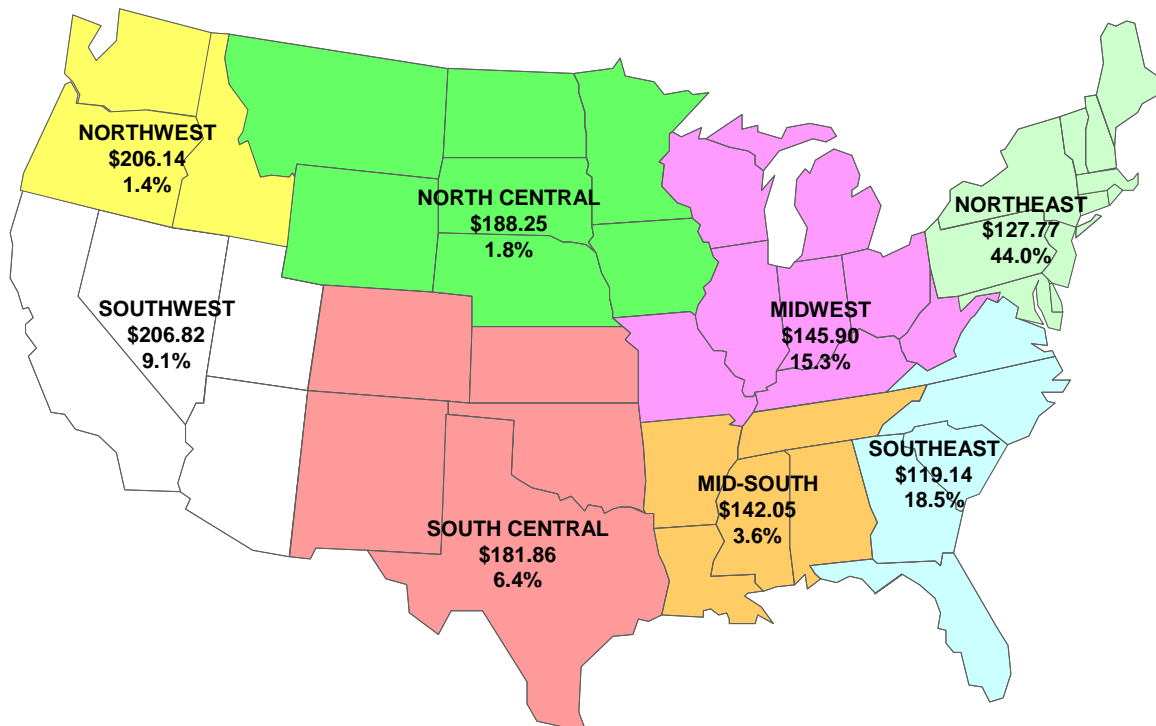
## Current Travel Patterns & Fares Southeast Florida



### 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
<b>Outbound O&amp;D Passengers</b>									
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
<b>Southeast FL Total</b>	<b>6,361,630</b>	<b>2,213,250</b>	<b>2,671,050</b>	<b>1,310,370</b>	<b>927,190</b>	<b>525,320</b>	<b>257,430</b>	<b>195,880</b>	<b>14,462,120</b>
<b>U.S Region Passenger Market Share</b>									
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%
<b>Southeast FL Total</b>	<b>44.0%</b>	<b>15.3%</b>	<b>18.5%</b>	<b>9.1%</b>	<b>6.4%</b>	<b>3.6%</b>	<b>1.8%</b>	<b>1.4%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>Southeast FL Total</b>	<b>\$127.77</b>	<b>\$145.90</b>	<b>\$119.14</b>	<b>\$206.82</b>	<b>\$181.86</b>	<b>\$142.05</b>	<b>\$181.25</b>	<b>\$206.14</b>	<b>\$142.11</b>

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



## Exhibit 2

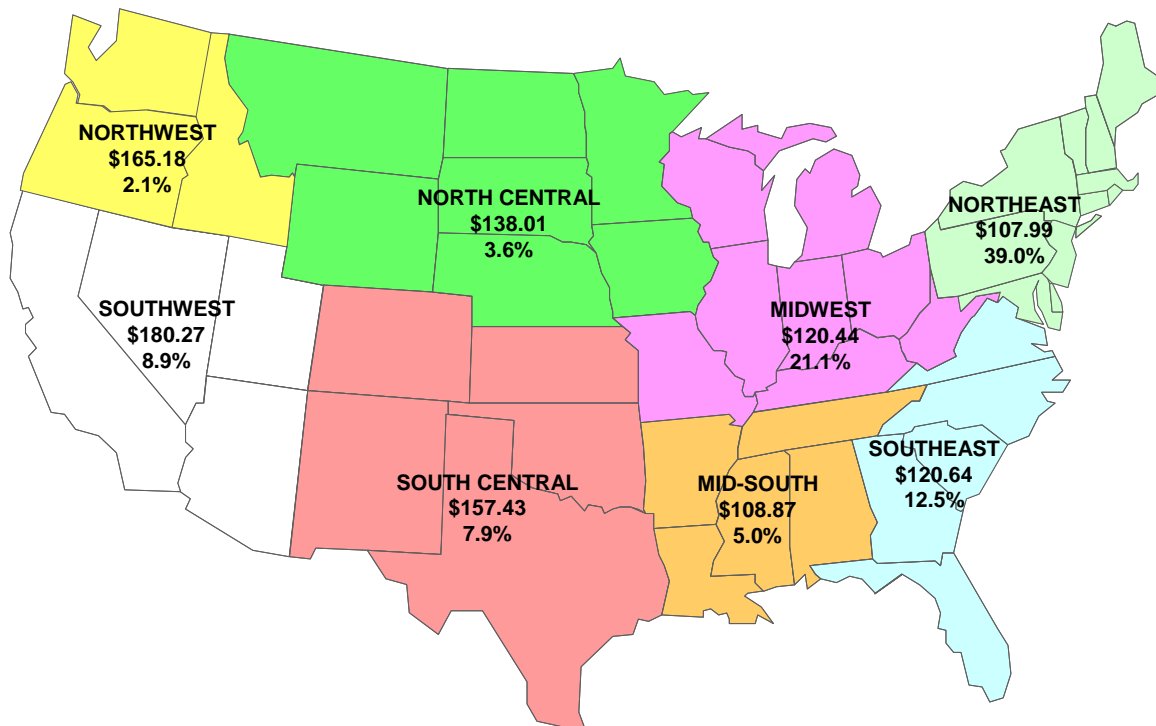
### Current Travel Patterns & Fares West Central Florida



#### 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)								
		Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
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 FL Total	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 FL Total	\$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 3

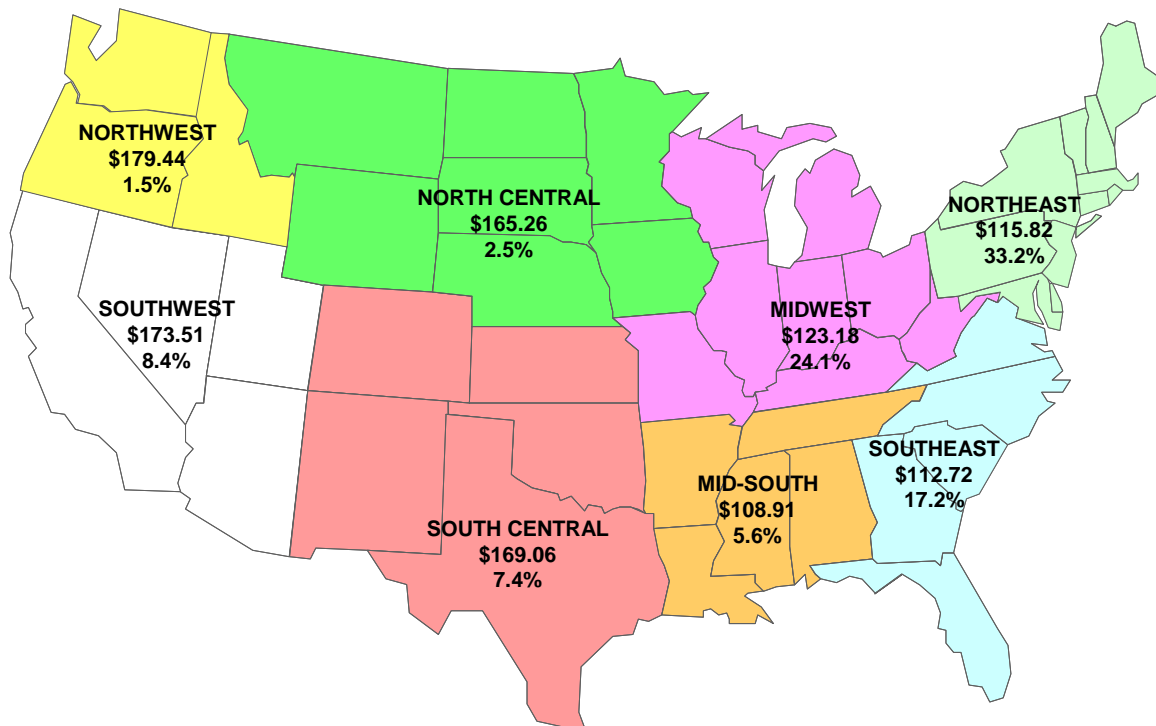
### Current Travel Patterns & Fares East Central Florida



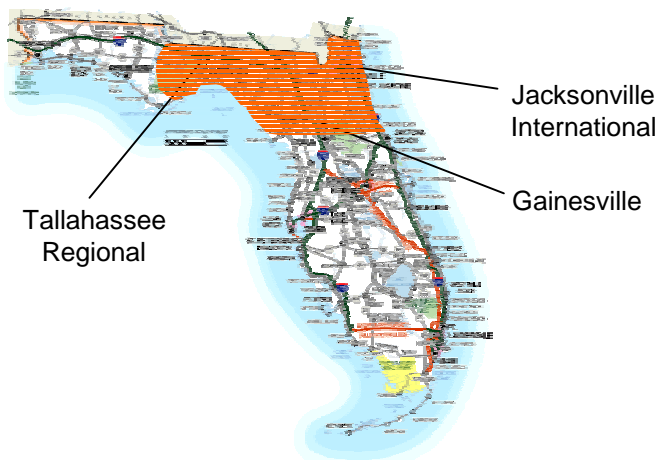
#### Domestic Outbound O&D Passenger Regional Trends From East Central Florida Airports to U.S. Regions (year ended December 31, 2000)

East Central FL Airport (Origin)	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
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
<b>East Central FL Total</b>	<b>2,602,880</b>	<b>1,891,310</b>	<b>1,347,780</b>	<b>660,800</b>	<b>582,380</b>	<b>436,360</b>	<b>196,520</b>	<b>121,190</b>	<b>7,839,220</b>
<b>U.S Region Passenger Market Share</b>									
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%
<b>East Central FL Total</b>	<b>33.2%</b>	<b>24.1%</b>	<b>17.2%</b>	<b>8.4%</b>	<b>7.4%</b>	<b>5.6%</b>	<b>2.5%</b>	<b>1.5%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>East Central FL Total</b>	<b>\$115.82</b>	<b>\$123.18</b>	<b>\$112.72</b>	<b>\$173.51</b>	<b>\$169.06</b>	<b>\$108.91</b>	<b>\$165.26</b>	<b>\$179.44</b>	<b>\$127.72</b>

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







## Exhibit 4

### Commission on Aviation / Aerospace

### Current Travel Patterns & Fares

### Northeast Florida

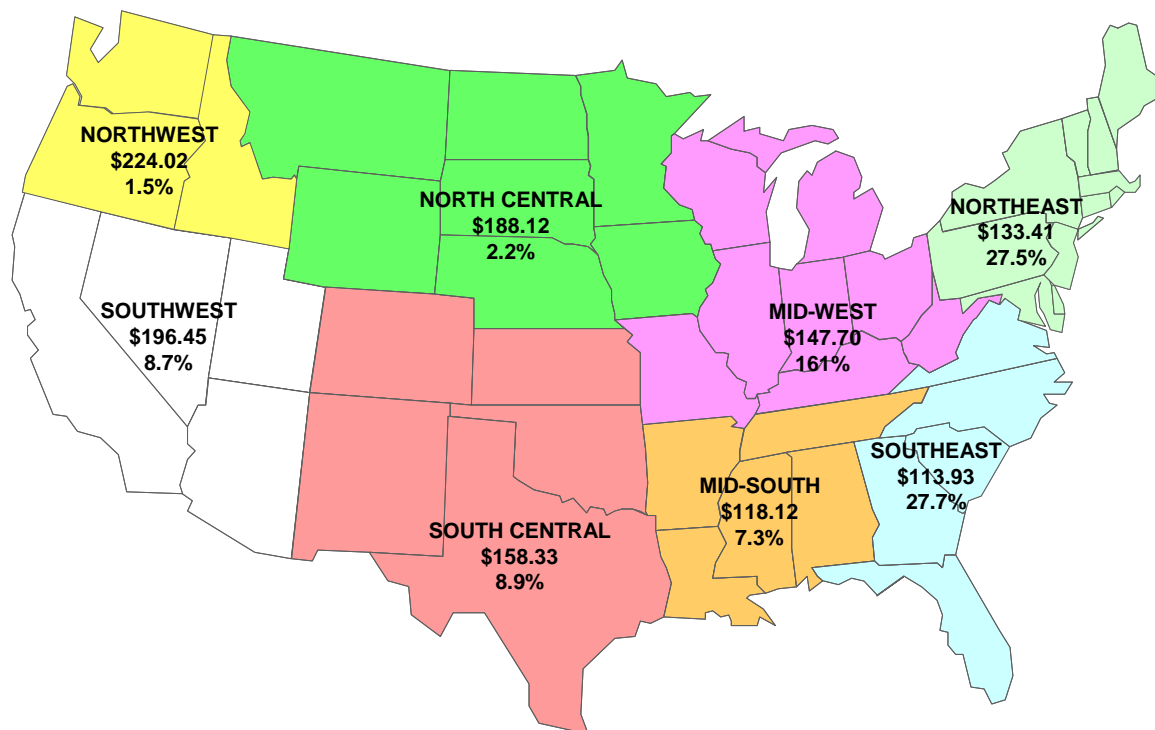
#### Domestic Outbound O&D Passenger Regional Trends

#### 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
<b>Outbound O&amp;D Passengers</b>									
Jacksonville	707,430	412,980	587,170	224,240	229,480	191,630	53,940	35,840	2,442,710
Tallahassee	83,410	46,150	214,300	26,300	26,970	17,090	9,220	5,630	429,070
Gainesville	33,710	25,520	31,590	11,630	11,630	10,520	3,960	2,780	131,340
<b>Northeast FL Total</b>	<b>824,550</b>	<b>484,650</b>	<b>833,060</b>	<b>262,170</b>	<b>268,080</b>	<b>219,240</b>	<b>67,120</b>	<b>44,250</b>	<b>3,003,120</b>
<b>U.S Region Passenger Market Share</b>									
Jacksonville	29.0%	16.9%	24.0%	9.2%	9.4%	7.8%	2.2%	1.5%	100.0%
Tallahassee	19.4%	10.8%	49.9%	6.1%	6.3%	4.0%	2.1%	1.3%	100.0%
Gainesville	25.7%	19.4%	24.1%	8.9%	8.9%	8.0%	3.0%	2.1%	100.0%
<b>Northeast FL Total</b>	<b>27.5%</b>	<b>16.1%</b>	<b>27.7%</b>	<b>8.7%</b>	<b>8.9%</b>	<b>7.3%</b>	<b>2.2%</b>	<b>1.5%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Jacksonville	\$125.27	\$142.10	\$101.70	\$189.23	\$149.13	\$109.34	\$185.21	\$221.26	\$132.04
Tallahassee	\$181.69	\$185.12	\$139.80	\$235.20	\$213.91	\$183.23	\$201.15	\$234.15	\$167.61
Gainesville	\$184.86	\$170.70	\$165.69	\$248.15	\$210.84	\$178.81	\$197.37	\$239.18	\$186.44
<b>Northeast FL Total</b>	<b>\$133.41</b>	<b>\$147.70</b>	<b>\$113.93</b>	<b>\$196.45</b>	<b>\$158.33</b>	<b>\$118.44</b>	<b>\$188.12</b>	<b>\$224.02</b>	<b>\$139.51</b>

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



## Exhibit 5

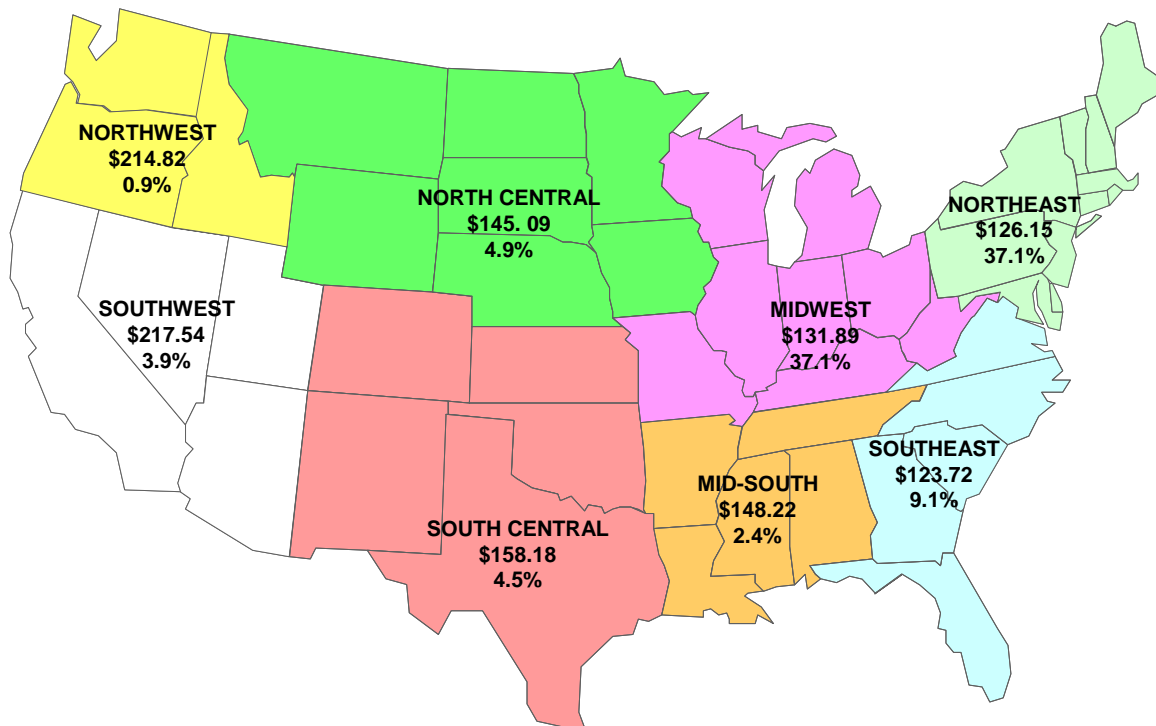
### Current Travel Patterns & Fares Southwest Florida



#### 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 6

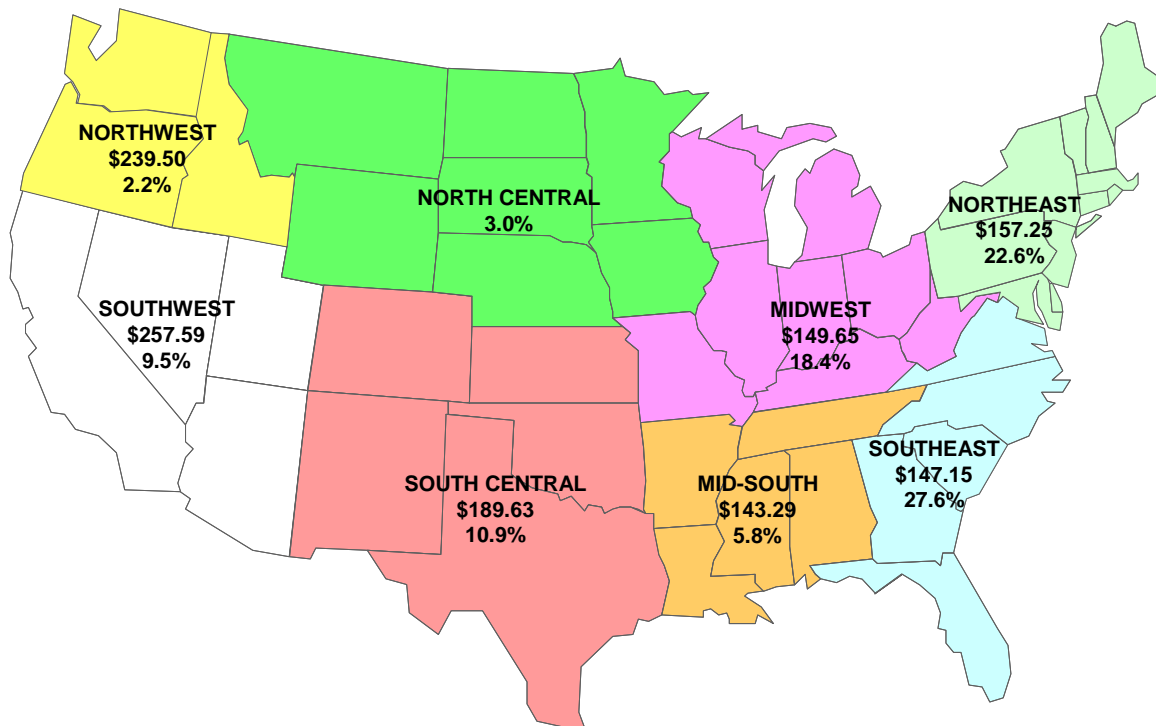
### Current Travel Patterns & Fares Northwest Florida



#### 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
<b>Outbound O&amp;D Passengers</b>									
Pensacola	102,770	75,590	135,040	52,130	56,780	21,420	13,830	13,180	470,740
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
<b>Northwest FL Total</b>	<b>229,200</b>	<b>186,480</b>	<b>279,290</b>	<b>95,740</b>	<b>110,030</b>	<b>58,230</b>	<b>30,620</b>	<b>22,620</b>	<b>1,012,210</b>
<b>U.S Region Passenger Market Share</b>									
Pensacola	21.8%	16.1%	28.7%	11.1%	12.1%	4.6%	2.9%	2.8%	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%
<b>Northwest FL Total</b>	<b>22.6%</b>	<b>18.4%</b>	<b>27.6%</b>	<b>9.5%</b>	<b>10.9%</b>	<b>5.8%</b>	<b>3.0%</b>	<b>2.2%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Pensacola	\$166.04	\$161.00	\$167.70	\$244.18	\$188.68	\$152.87	\$167.21	\$225.05	\$178.18
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
<b>Northwest FL Total</b>	<b>\$157.25</b>	<b>\$149.65</b>	<b>\$147.15</b>	<b>\$257.59</b>	<b>\$189.63</b>	<b>\$143.29</b>	<b>\$170.47</b>	<b>\$239.50</b>	<b>\$167.51</b>

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



## Exhibit 7

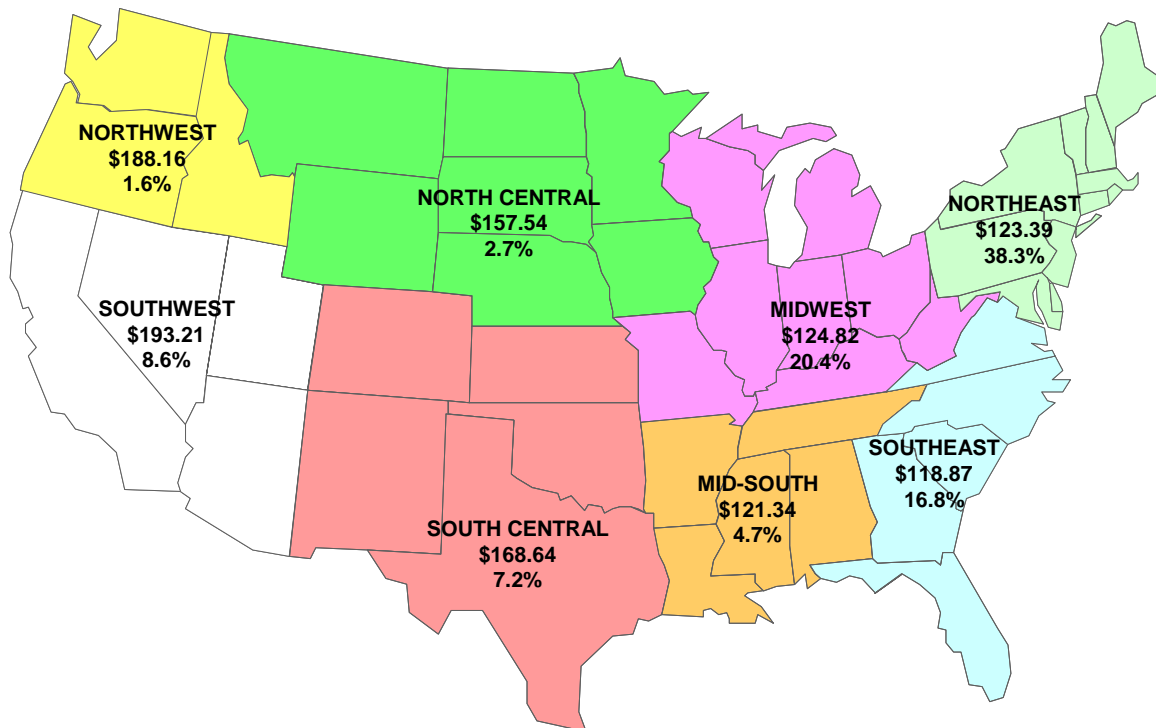
### Current Travel Patterns & Fares State Total



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

	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
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.



## APPENDIX A

Table 1

### 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
<b>Southeast</b>	<b>13,807,590</b>	<b>Northeast: 43.1%</b>	<b>\$135.62</b>	<b>14,462,120</b>	<b>Northeast: 44.0%</b>	<b>\$142.11</b>
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
<b>West Central</b>	<b>11,518,280</b>	<b>Northeast: 38.1%</b>	<b>\$119.86</b>	<b>12,289,360</b>	<b>Northeast: 39.0%</b>	<b>\$124.83</b>
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
<b>East Central</b>	<b>7,391,160</b>	<b>Northeast: 32.2%</b>	<b>\$123.14</b>	<b>7,839,220</b>	<b>Northeast: 33.2%</b>	<b>\$127.72</b>
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
<b>Northeast</b>	<b>2,859,000</b>	<b>Southeast: 29.4%</b>	<b>\$135.79</b>	<b>3,003,120</b>	<b>Southeast: 27.7%</b>	<b>\$139.51</b>
Jacksonville	2,298,540	Northeast: 27.9%	\$128.75	2,442,710	Northeast: 29.0%	\$132.04
Tallahassee	417,950	Southeast: 54.6%	\$162.50	429,070	Southeast: 49.9%	\$167.61
Gainesville	142,510	Northeast: 28.6%	\$171.03	131,340	Northeast: 25.7%	\$186.44
<b>Southwest</b>	<b>2,213,260</b>	<b>Northeast: 37.5%</b>	<b>\$130.17</b>	<b>2,407,750</b>	<b>Northeast: 37.1%</b>	<b>\$135.38</b>
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
<b>Northwest</b>	<b>975,490</b>	<b>Southeast: 27.8%</b>	<b>\$160.59</b>	<b>1,012,210</b>	<b>Southeast: 27.6%</b>	<b>\$167.51</b>
Pensacola	488,670	Southeast: 29.4%	\$166.28	470,740	Southeast: 28.7%	\$178.18
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
<b>Florida Total</b>	<b>38,764,780</b>	<b>Northeast: 37.5%</b>	<b>\$128.89</b>	<b>41,013,780</b>	<b>Northeast: 38.3%</b>	<b>\$134.22</b>

## APPENDIX B

**Table 1**

### Summary of Airport Activity FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL) As of August 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
			<b>TOTAL</b>	<b>1,448</b>	

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 (continued)

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

**Activity by U.S. Region**

<b>U.S. Region</b>	<b>2000 Passenger Originations</b>		<b>August 2001 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
Northeast	3,042,820	44.7%	583	40.3%
Midwest	1,072,790	15.8%	197	13.6%
Southeast (excl. Florida)	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%
<b>TOTAL</b>	<b>6,802,340</b>	<b>100.0%</b>	<b>1,448</b>	<b>100.0%</b>

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

## APPENDIX B

### Table 2

#### Summary of Airport Activity MIAMI INTERNATIONAL AIRPORT (MIA) As of August 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	JI (34), AA (14)	San Jose	7	AA
St. Louis	29	TW	Seattle	7	AA
			St. Croix	7	AA
			<b>TOTAL</b>	<b>1,849</b>	

Note: \*Midway Airlines declared bankruptcy and officially ceased all operations in September 2001.  
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; JI=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 (continued)

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

**Activity by U.S. Region**

<b>U.S. Region</b>	<b>2000 Passenger Originations</b>		<b>August 2001 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
Northeast	1,561,610	33.9%	424	22.9%
Midwest	715,150	15.5%	171	9.2%
Southeast (excl. Florida)	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%
<b>TOTAL</b>	<b>4,606,550</b>	<b>100.0%</b>	<b>1,849</b>	<b>100.0%</b>

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

## APPENDIX B

### Table 3

#### Summary of Airport Activity PALM BEACH INTERNATIONAL AIRPORT (PBI) As of August 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
			<b>TOTAL</b>	<b>613</b>	

#### 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%
<b>TOTAL</b>	<b>2,774,000</b>	<b>100.0%</b>	<b>613</b>	<b>100.0%</b>

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 4**

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

<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>
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
<b>TOTAL</b>	<b>304</b>	

### Activity by U.S. Region

<b>U.S. Region</b>	<b>2000 Passenger Originations</b>		<b>August 2001 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>269,940</b>	<b>100.0%</b>	<b>304</b>	<b>100.0%</b>

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 5**

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

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

<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>
<b>TOTAL</b>	<b>0</b>	

### Activity by U.S. Region

<b>U.S. Region</b>	<b>2000 Passenger Originations</b>		<b>August 2001 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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.
<b>TOTAL</b>	<b>9,290</b>	<b>100.0%</b>	<b>0</b>	<b>n.a.</b>

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 6**

### Summary of Airport Activity ORLANDO INTERNATIONAL AIRPORT (MCO) As of August 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
			<b>TOTAL</b>	<b>2,720</b>	

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 (continued)

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

**Activity by U.S. Region**

<b>U.S. Region</b>	<b>2000 Passenger Originations</b>		<b>August 2001 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>11,747,890</b>	<b>100.0%</b>	<b>2,720</b>	<b>100.0%</b>

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

## APPENDIX B

**Table 7**

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

<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>
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*
<b>TOTAL</b>	<b>86</b>	

### Activity by U.S. Region

<b>U.S. Region</b>	<b>2000 Passenger Originations</b>		<b>August 2001 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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>
<b>TOTAL</b>	<b>252,960</b>	<b>100.0%</b>	<b>86</b>	<b>100.0%</b>

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 8

### Summary of Airport Activity DAYTONA BEACH INTERNATIONAL AIRPORT (DAB) As of August 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*
<b>TOTAL</b>	<b>66</b>	

### 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>
<b>TOTAL</b>	<b>246,540</b>	<b>100.0%</b>	<b>66</b>	<b>100.0%</b>

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.



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Table 9

### Summary of Domestic Scheduled Airport Activity ORLANDO SANFORD AIRPORT (SFB) As of August 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
<b>TOTAL</b>	<b>31</b>	

### 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%
<b>TOTAL</b>	<b>41,970</b>	<b>100.0%</b>	<b>31</b>	<b>100.0%</b>

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 10

### Summary of Airport Activity TAMPA INTERNATIONAL AIRPORT (TPA) As of August 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*	<b>TOTAL</b>	<b>1,987</b>	

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 (continued)

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

**Activity by U.S. Region**

<b>U.S. Region</b>	<b>2000 Passenger Originations</b>		<b>August 2001 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>6,957,330</b>	<b>100.0%</b>	<b>1,987</b>	<b>100.0%</b>

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

## APPENDIX B

**Table 11**

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

<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>
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
<b>TOTAL</b>	<b>109</b>	

### Activity by U.S. Region

<b>U.S. Region</b>	<b>2000 Passenger Originations</b>		<b>August 2001 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>683,520</b>	<b>100.0%</b>	<b>109</b>	<b>100.0%</b>

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 12

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

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

### Activity by U.S. Region

<b>U.S. Region</b>	<b>2000 Passenger Originations</b>		<b>August 2001 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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>
<b>TOTAL</b>	<b>198,370</b>	<b>100.0%</b>	<b>20</b>	<b>100.0%</b>

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.

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**Table 13**

### Summary of Airport Activity JACKSONVILLE INTERNATIONAL AIRPORT (JAX) As of August 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
			<b>TOTAL</b>	<b>735</b>	

### 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%
<b>TOTAL</b>	<b>2,442,710</b>	<b>100.0%</b>	<b>735</b>	<b>100.0%</b>

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.

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Table 14

### Summary of Domestic Scheduled Airport Activity TALLAHASSEE REGIONAL AIRPORT (TLH) As of August 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*
<b>TOTAL</b>	<b>340</b>	

### 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%
<b>TOTAL</b>	<b>429,070</b>	<b>100.0%</b>	<b>340</b>	<b>100.0%</b>

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 15

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

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

### 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>
<b>TOTAL</b>	<b>131,340</b>	<b>100.0%</b>	<b>77</b>	<b>100.0%</b>

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.



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**Table 16**

### Summary of Airport Activity SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW) As of August 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
			<b>TOTAL</b>	<b>443</b>	

### 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%
<b>TOTAL</b>	<b>2,359,570</b>	<b>100.0%</b>	<b>443</b>	<b>100.0%</b>

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 17

### Summary of Airport Activity NAPLES MUNICIPAL AIRPORT (APF) As of August 2001

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

### 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%
<b>TOTAL</b>	<b>48,180</b>	<b>100.0%</b>	<b>55</b>	<b>100.0%</b>

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.

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Table 18

### Summary of Airport Activity PENSACOLA REGIONAL AIRPORT (PNS) As of August 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
<b>TOTAL</b>	<b>237</b>	

### 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%
<b>TOTAL</b>	<b>470,740</b>	<b>100.0%</b>	<b>237</b>	<b>100.0%</b>

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 19

### Summary of Airport Activity OKALOOSA REGIONAL (FT. WALTON BEACH) (VPS) As of August 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*
<b>TOTAL</b>	<b>180</b>	

### 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>
<b>TOTAL</b>	<b>381,290</b>	<b>100.0%</b>	<b>180</b>	<b>100.0%</b>

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 20

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

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

### Activity by U.S. Region

<b>U.S. Region</b>	<b>2000 Passenger Originations</b>		<b>August 2001 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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>
<b>TOTAL</b>	<b>160,180</b>	<b>100.0%</b>	<b>137</b>	<b>100.0%</b>

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 C

## APPENDIX C

**Table 1**

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

<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>	<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>
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/Brandenton	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
		<b>TOTAL</b>		<b>1,344</b>	

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 C

Table 1 (continued)

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

**Activity by U.S. Region**

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>5,965,720</b>	<b>100.0%</b>	<b>1,344</b>	<b>100.0%</b>

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



## APPENDIX C

**Table 2**

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

<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>	<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>
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/Brandenton	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	<u>2</u>	3M
			<b>TOTAL</b>	<b>1,963</b>	

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 C

**Table 2 (continued)**

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

**Activity by U.S. Region**

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>4,856,700</b>	<b>100.0%</b>	<b>1,963</b>	<b>100.0%</b>

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

## APPENDIX C

**Table 3**

### Summary of Airport Activity PALM BEACH INTERNATIONAL AIRPORT (PBI) As of July 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	JL	New York-Kennedy	6	TW
Tallahassee	17	US*	Ft. Lauderdale	1	3M
			<b>TOTAL</b>	<b>589</b>	

### 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%
<b>TOTAL</b>	<b>2,697,600</b>	<b>100.0%</b>	<b>589</b>	<b>100.0%</b>

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; JL=Midway; NK=Spirit; NW=Northwest; TW=Trans World; UA=United; US=US Airways;  
US\*=MetroJet & US Airways Express (Florida markets only); 3M=Gulfstream.

## APPENDIX C

**Table 4**

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

<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>
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
<b>TOTAL</b>	<b>325</b>	

**Activity by U.S. Region**

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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>
<b>TOTAL</b>	<b>267,730</b>	<b>100.0%</b>	<b>325</b>	<b>100.0%</b>

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 C

**Table 5**

**Summary of Airport Activity  
FLORIDA KEYS MARATHON AIRPORT (MTH)  
As of July 2000**

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

<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>
<b>TOTAL</b>	<b>0</b>	

### Activity by U.S. Region

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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.
<b>TOTAL</b>	<b>19,840</b>	<b>100.0%</b>	<b>0</b>	<b>n.a.</b>

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

## APPENDIX C

**Table 6**

### Summary of Airport Activity ORLANDO INTERNATIONAL AIRPORT (MCO) As of July 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/Brandenton	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	J1 (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
		<b>TOTAL</b>		<b>2,827</b>	

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.

## APPENDIX C

**Table 6 (continued)**

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

**Activity by U.S. Region**

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>11,002,020</b>	<b>100.0%</b>	<b>2,827</b>	<b>100.0%</b>

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

## APPENDIX C

**Table 7**

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

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

### Activity by U.S. Region

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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>		0	0.0%
<b>TOTAL</b>	<b>262,520</b>	<b>100.0%</b>	<b>63</b>	<b>100.0%</b>

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 C

**Table 8**

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

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

### Activity by U.S. Region

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>253,740</b>	<b>100.0%</b>	<b>56</b>	<b>100.0%</b>

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 C

**Table 9**

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

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

### Activity by U.S. Region

<b>U.S. Region</b>	<b>1999 Passenger Originations*</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>0</b>	<b>-</b>	<b>19</b>	<b>100.0%</b>

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

Note: \*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.

Carrier Legend: PN=Pan American.

## APPENDIX C

**Table 10**

### Summary of Airport Activity TAMPA INTERNATIONAL AIRPORT (TPA) As of July 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*
			<b>TOTAL</b>	<b>1,975</b>	

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.

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Table 10 (continued)

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

**Activity by U.S. Region**

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>6,524,310</b>	<b>100.0%</b>	<b>1,975</b>	<b>100.0%</b>

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

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**Table 11**

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

<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>
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
<b>TOTAL</b>	<b>171</b>	

### Activity by U.S. Region

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>681,400</b>	<b>100.0%</b>	<b>171</b>	<b>100.0%</b>

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 C

Table 12

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

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

### Activity by U.S. Region

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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	<u>0 (incl. above)</u>		<u>0</u>	<u>0.0%</u>
<b>TOTAL</b>	<b>185,450</b>	<b>100.0%</b>	<b>21</b>	<b>100.0%</b>

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.

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**Table 13**

### Summary of Airport Activity JACKSONVILLE INTERNATIONAL AIRPORT (JAX) As of July 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	<b>TOTAL</b>	<b>723</b>	

### 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%
<b>TOTAL</b>	<b>2,298,540</b>	<b>100.0%</b>	<b>723</b>	<b>100.0%</b>

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.

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**Table 14**

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

<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>
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*
<b>TOTAL</b>	<b>335</b>	

### Activity by U.S. Region

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>417,950</b>	<b>100.0%</b>	<b>335</b>	<b>100.0%</b>

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.



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**Table 15**

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

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

### Activity by U.S. Region

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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	8,950 (incl. above)		17	18.3%
<b>TOTAL</b>	<b>142,510</b>	<b>100.0%</b>	<b>93</b>	<b>100.0%</b>

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.

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**Table 16**

### Summary of Airport Activity SOUTHWEST FLORIDA REGIONAL AIRPORT (RSW) As of July 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	<u>7</u>	US
			<b>TOTAL</b>	<b>421</b>	

### 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	<u>33,040 (incl. above)</u>		<u>131</u>	<u>31.1%</u>
<b>TOTAL</b>	<b>2,163,830</b>	<b>100.0%</b>	<b>421</b>	<b>100.0%</b>

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 17**

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

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

### Activity by U.S. Region

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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	<u>11,920 (incl. above)</u>		<u>73</u>	<u>100.0%</u>
<b>TOTAL</b>	<b>49,430</b>	<b>100.0%</b>	<b>73</b>	<b>100.0%</b>

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 18

### Summary of Airport Activity PENSACOLA REGIONAL AIRPORT (PNS) As of July 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*
<b>TOTAL</b>	<b>265</b>	

### 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	73,470 (incl. above)		84	31.7%
<b>TOTAL</b>	<b>488,670</b>	<b>100.0%</b>	<b>265</b>	<b>100.0%</b>

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 19**

**Summary of Airport Activity  
FT. WALTON BEACH (VPS)  
As of July 2000**

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

**Activity by U.S. Region**

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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>
<b>TOTAL</b>	<b>336,270</b>	<b>100.0%</b>	<b>181</b>	<b>100.0%</b>

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.

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**Table 20**

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

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

### Activity by U.S. Region

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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	10,980 (incl. above)		49	35.3%
<b>TOTAL</b>	<b>150,550</b>	<b>100.0%</b>	<b>139</b>	<b>100.0%</b>

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.

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**Table 21**

### 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	
<b>ALL FLORIDA AIRPORTS</b>		<b>78</b>	<b>11,583</b>	<b>1,241,030</b>	<b>107</b>
	Turboprop	21	3,464	107,202	31
	RJ	16	508	25,400	50
	Jet	68	7,611	1,108,428	146
<b>SOUTHEAST FLORIDA</b>					
<b>Ft. Lauderdale</b>		<b>40</b>	<b>1,344</b>	<b>167,385</b>	<b>125</b>
	Turboprop	7	174	3,399	20
	RJ	3	33	1,650	50
	Jet	35	1,137	162,336	143
<b>Miami</b>		<b>42</b>	<b>1,963</b>	<b>237,593</b>	<b>121</b>
	Turboprop	9	599	22,442	37
	RJ	2	49	2,450	50
	Jet	35	1,315	212,701	162
<b>Palm Beach</b>		<b>24</b>	<b>589</b>	<b>63,635</b>	<b>108</b>
	Turboprop	4	154	4,002	26
	RJ	1	21	1,050	50
	Jet	20	414	58,583	142
<b>Key West</b>		<b>6</b>	<b>325</b>	<b>8,258</b>	<b>25</b>
	Turboprop	6	325	8,258	25
<b>WEST CENTRAL FLORIDA</b>					
<b>Orlando</b>		<b>69</b>	<b>2,827</b>	<b>343,778</b>	<b>122</b>
	Turboprop	15	492	14,609	30
	RJ	10	123	6,150	50
	Jet	57	2,212	323,019	146
<b>Melbourne</b>		<b>2</b>	<b>63</b>	<b>6,307</b>	<b>100</b>
	RJ	1	28	1,400	50
	Jet	2	35	4,907	140
<b>Daytona Beach</b>		<b>2</b>	<b>56</b>	<b>5,754</b>	<b>103</b>
	RJ	1	21	1,050	50
	Jet	2	35	4,704	134
<b>Orlando-Sanford</b>		<b>3</b>	<b>19</b>	<b>3,287</b>	<b>173</b>
	Jet	3	19	3,287	173
<b>EAST CENTRAL FLORIDA</b>					
<b>Tampa</b>		<b>54</b>	<b>1,975</b>	<b>204,432</b>	<b>104</b>
	Turboprop	13	636	17,134	27
	Jet	47	1,339	187,298	140
<b>Sarasota</b>		<b>11</b>	<b>171</b>	<b>16,369</b>	<b>96</b>
	Turboprop	3	57	1,746	31
	RJ	3	21	1,050	50
	Jet	7	93	13,573	146
<b>St. Petersburg</b>		<b>2</b>	<b>21</b>	<b>3,633</b>	<b>173</b>
	Jet	2	21	3,633	173

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**Table 21**

### 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
Tallahassee		9	335	15,357	46
	Turboprop	8	244	7,335	30
	RJ	3	49	2,450	50
	Jet	1	42	5,572	133
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
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.*



# APPENDIX C

Table 22

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

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

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.

# APPENDIX C

Table 22 (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	Tallahassee	Gainesville	Southwest Florida	Naples	Pensacola	Okaloosa	Panama City	Florida Total
<b>Southeast</b>	Ft. Lauderdale	-	1-T	2-T	43-T	47-J 21-R	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	28-R 18-T	-	49-T	21-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
<b>West Central</b>	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	7-R 59-T	-	9-R 25 T	13-T	33-T	13-T	11-T	96-J 65-R 476-T
	Tampa	80-J 48-T	21-J 155-T	7-J 81 T	77-T	14-T	-	-	12-J 61-T	75-T	17-T	33-T	18-T	32-T	6-T	19-T	120-J 636-T
	Sarasota	20-T	21-T	-	-	7-R 16-T	-	-	-	-	-	-	-	-	-	-	7-R 57-T
	Northeast	39-J	47-T	-	-	8-T	14-J 59-T	-	-	19-T	-	-	-	-	-	-	53-J 133-T
<b>Southwest</b>	Tallahassee	6-T	28-R 18-T	17-T	-	7-R 59-T	75-T	-	19-T	-	-	-	-	19-T	-	-	35-R 213-T
	Gainesville	-	-	-	-	-	17-T	-	-	-	-	-	-	-	-	-	17-T
	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
<b>Northwest</b>	Pensacola	-	-	-	-	33-T	32-T	-	-	19-T	-	-	-	-	-	-	84-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	35-R 213-T	17-T 122-T	9-R 122-T	73-T	84-T	49-T	49-T	505-J 186-R 3,161-T
<b>FLORIDA TOTAL</b>		363	713	160	325	634	756	64	186	248	17	131	73	84	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.

## APPENDIX C

### Table 23

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

July 2007

FLORIDA ORIGIN				FLORIDA ORIGIN			
World Area		Code	Weekly Departures	World Area		Code	Weekly Departures
Destination Airport				Destination Airport			
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

## APPENDIX C

**Table 23**

<b>FLORIDA ORIGIN</b>					
<b>World Area</b>			<b>World Area</b>		
Destination Airport	Code	Weekly Departures	Destination Airport	Code	Weekly Departures
<b>MIAMI TOTAL</b>	<b>1,587</b>				
<b>Caribbean</b>		<b>707</b>	<b>South America</b>		<b>368</b>
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	<b>Europe</b>		<b>106</b>
Bonaire, Neth. Antilles	BON	2	Madrid, Spain	MAD	24
<b>Mexico/Central America</b>		<b>337</b>	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	<b>Canada</b>		<b>69</b>
			Toronto	YYZ	49
			Montreal	YUL	20

<b>MIAMI PUBLIC SPB TOTAL</b>		<b>25</b>
<b>Caribbean</b>		<b>25</b>
Bimini, Bahamas	NSB	18
Paradise Island, Bahamas	PID	7

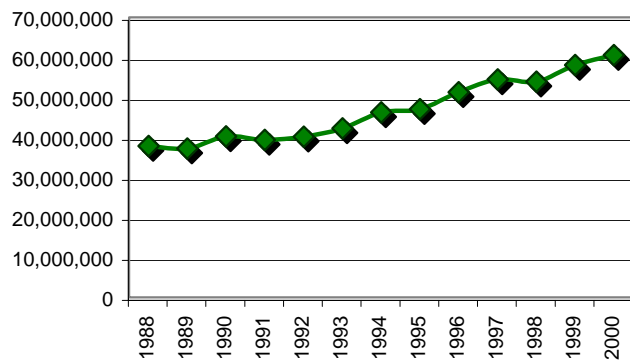
<b>FLORIDA TOTAL</b>	<b>2,273</b>
<b>Caribbean</b>	<b>1,285</b>
<b>Central America/Mexico</b>	<b>351</b>
<b>South America</b>	<b>374</b>
<b>Europe</b>	<b>147</b>
<b>Canada</b>	<b>116</b>

Source: Official Airline Guide.

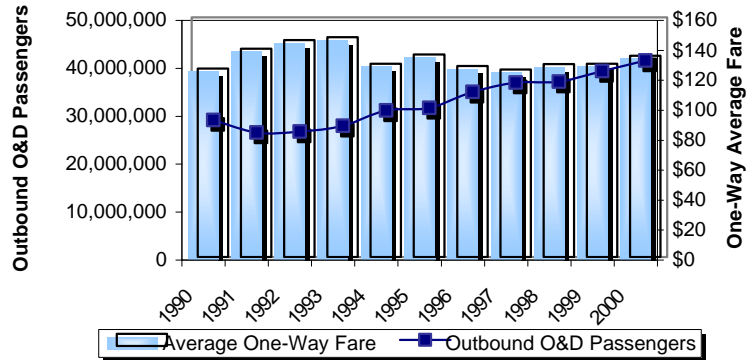
# APPENDIX D

# ALL FLORIDA COMMERCIAL SERVICE AIRPORTS

**TOTAL ENPLANEMENTS TREND**

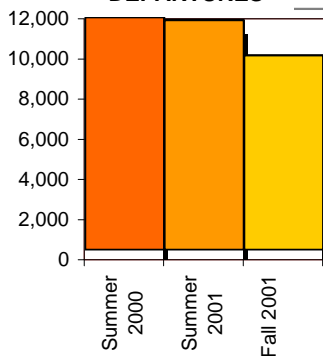


**DOMESTIC O&D PASSENGERS AND AVERAGE FARE TRENDS**

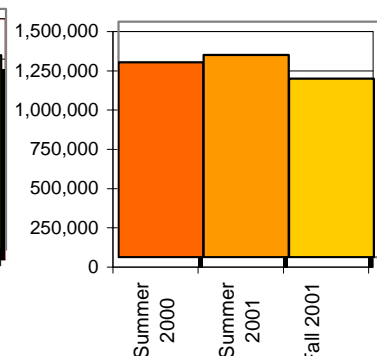


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

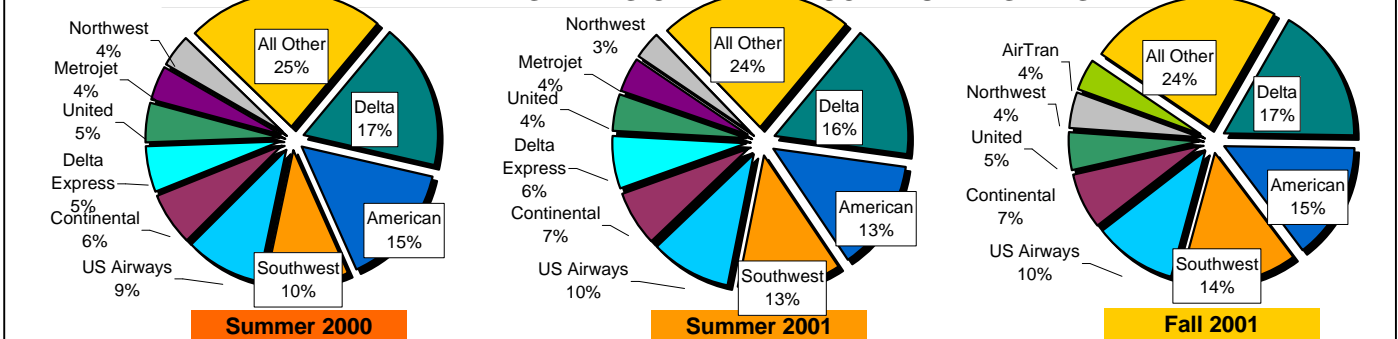


**WEEKLY DEPARTING SEATS**

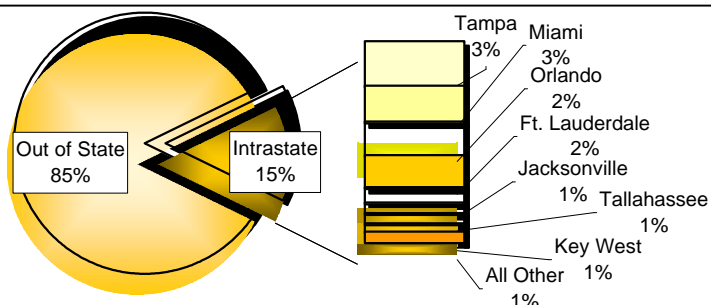


	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	79	81	78
No. of Airlines Serving	33	32	31
<u>Average Weekly</u>			
Flights	11,584	11,437	9,689
Seats	1,241,223	1,289,002	1,137,941
Seats per Flight	107.1	112.7	117.4

**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**



**FALL 2001  
FLORIDA INTRASTATE  
SUMMARY OF  
SCHEDULED WEEKLY  
DEPARTING SEATS**



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*.

NOTES: All nonstop service by MetroJet was removed from the Fall 2001 analysis. MetroJet is scheduled to discontinue all service by December 2001.

# **APPENDIX D**

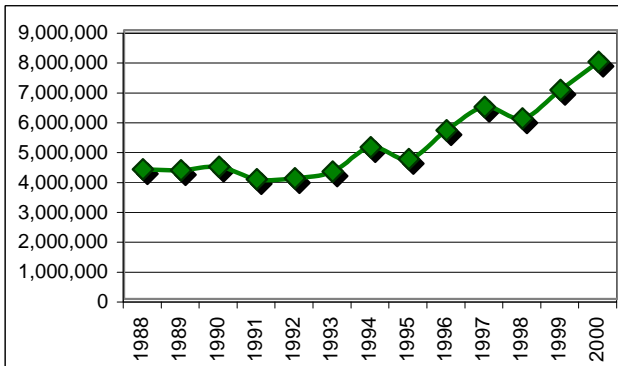
## **SOUTHEAST FLORIDA**

---

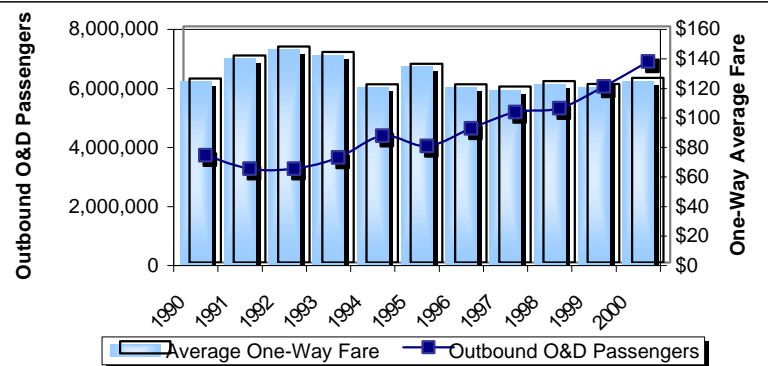
**FT. LAUDERDALE HOLLYWOOD INTERNATIONAL  
MIAMI INTERNATIONAL  
PALM BEACH INTERNATIONAL  
KEY WEST INTERNATIONAL**

# FT. LAUDERDALE HOLLYWOOD INTERNATIONAL AIRPORT (FLL)

**TOTAL ENPLANEMENTS TREND**

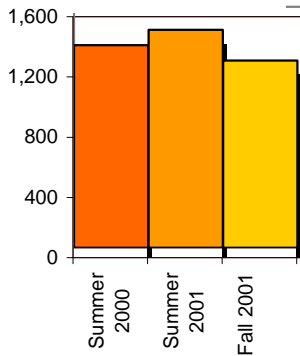


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

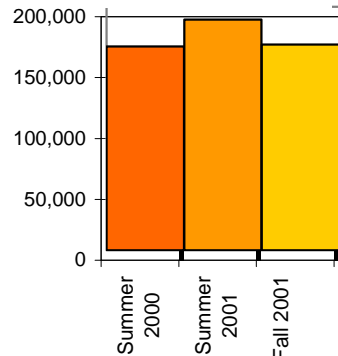


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

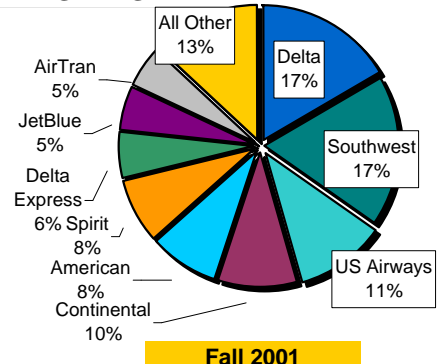
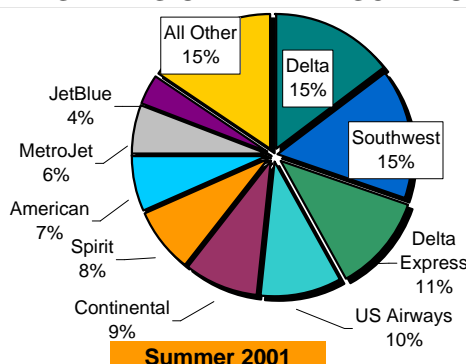
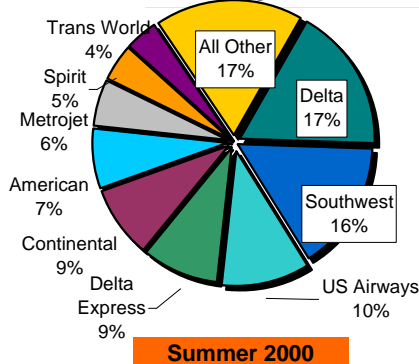


**WEEKLY DEPARTING SEATS**



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

## CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS

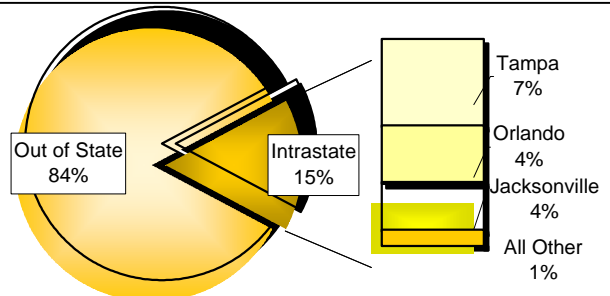


### RECENT SERVICE ANNOUNCEMENTS

**Spirit:** 12 additional daily flights (24 total), incl. 2 to San Juan (11/8/01)

**JetBlue:** 2 daily nonstop flights to Washington-Dulles (11/28) and 3 add. daily flights to JFK (11/15-seasonal)

### FALL 2001 FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



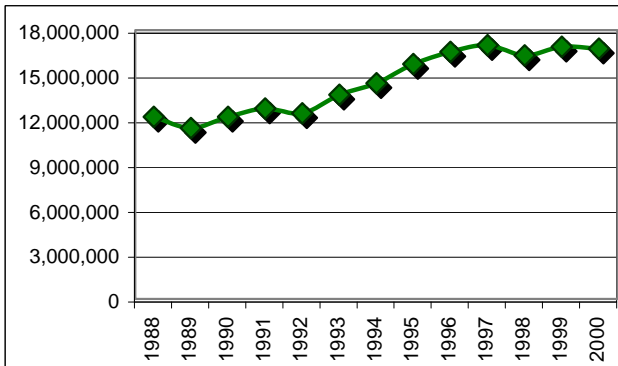
SOURCES: FAA, *Terminal Area Forecasts*; U.S. DOT, *Air Passenger O&D Survey*, reconciled to Schedules T-100 and 298C T-1; *Official Airline Guide*.

NOTES: All nonstop service by MetroJet was removed from the Fall 2001 analysis. MetroJet is scheduled to discontinue all service by December 2001.

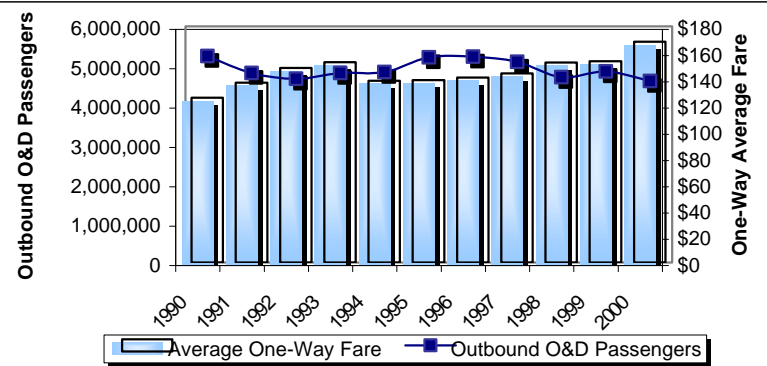


# MIAMI INTERNATIONAL AIRPORT (MIA)

**TOTAL ENPLANEMENTS TREND**

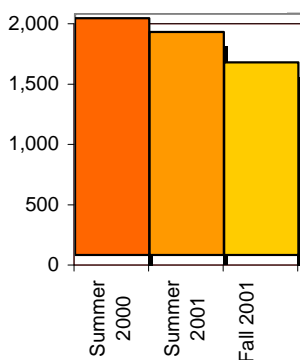


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

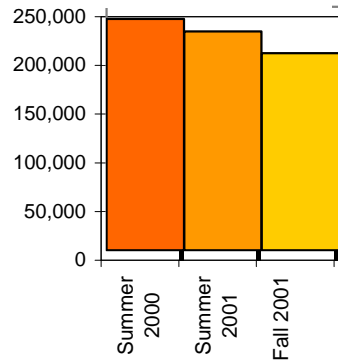


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

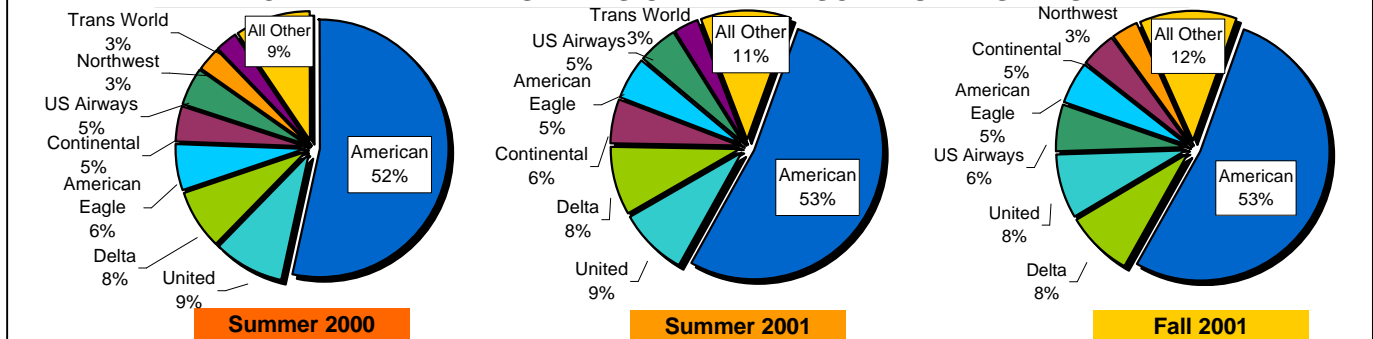


**WEEKLY DEPARTING SEATS**



	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	42	41	40
No. of Airlines Serving	16	17	16
<u>Average Weekly</u>			
Flights	1,963	1,849	1,597
Seats	237,593	224,557	202,394
Seats per Flight	121.0	121.4	126.7

**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**

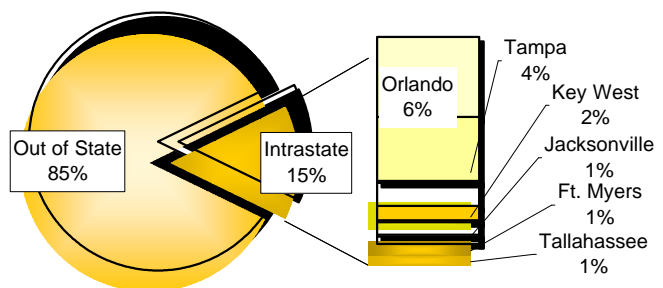


## RECENT SERVICE ANNOUNCEMENTS

**AirTran:** 3 daily nonstop flights to Tampa, continues on to Tallahassee (11/15/01); 1 daily nonstop flight to Baltimore (3/5/02)

**ATA:** 2 daily nonstop flights to Chicago-Midway and San Juan (11/16/01)

## FALL 2001 FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

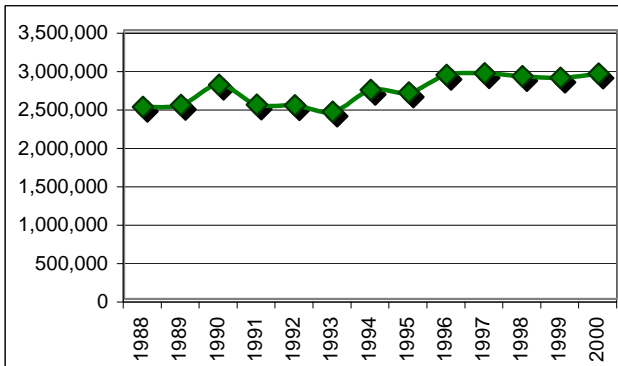


SOURCES: FAA, *Terminal Area Forecasts*; U.S. DOT, *Air Passenger O&D Survey*, reconciled to Schedules T-100 and 298C T-1; *Official Airline Guide*.

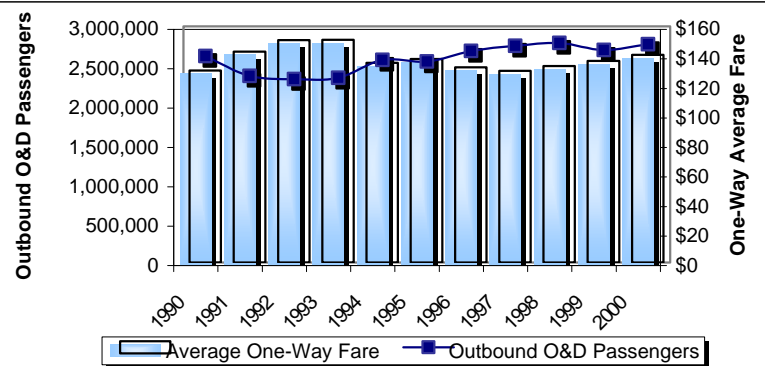
NOTES: All nonstop service by MetroJet was removed from the Fall 2001 analysis. MetroJet is scheduled to discontinue all service by December 2001.

# PALM BEACH INTERNATIONAL AIRPORT (PBI)

**TOTAL ENPLANEMENTS TREND**

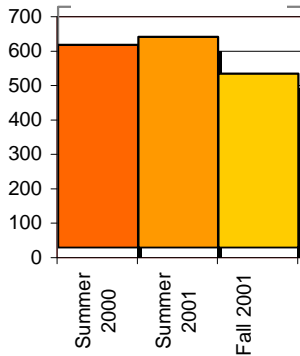


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

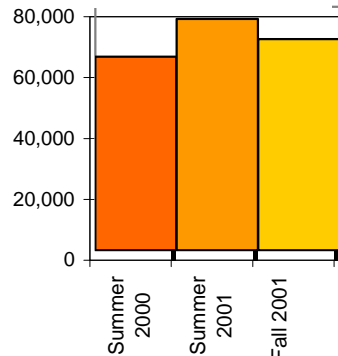


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

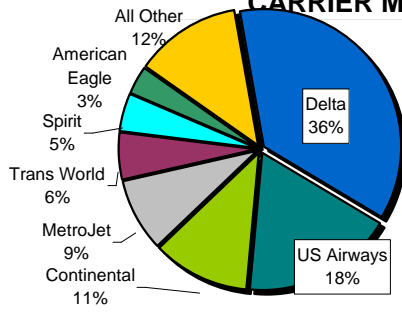


**WEEKLY DEPARTING SEATS**

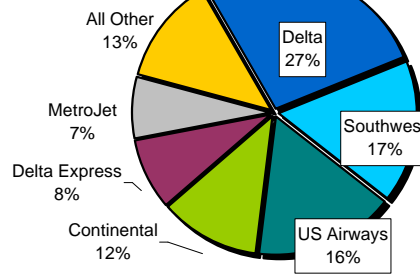


	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	24	23	22
No. of Airlines Serving	14	14	12
<u>Average Weekly</u>			
Flights	589	613	506
Seats	63,635	75,955	69,369
Seats per Flight	108.0	123.9	137.1

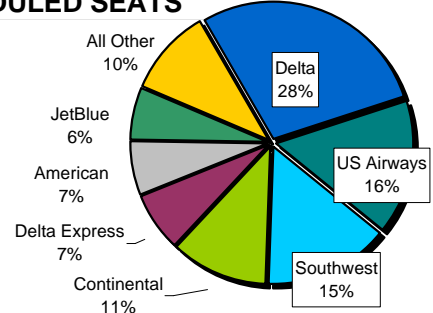
## CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS



**Summer 2000**



**Summer 2001**



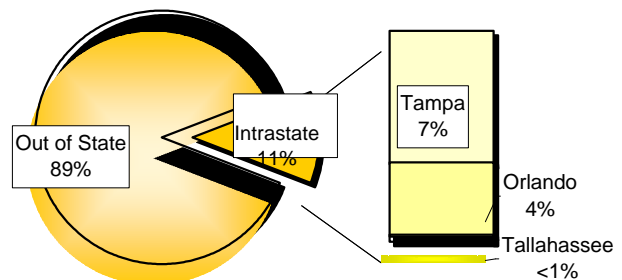
**Fall 2001**

## RECENT SERVICE ANNOUNCEMENTS

**JetBlue:** 3 add. daily nonstop flights (5 total) to New York-Kennedy (11/15/01- seasonal service)

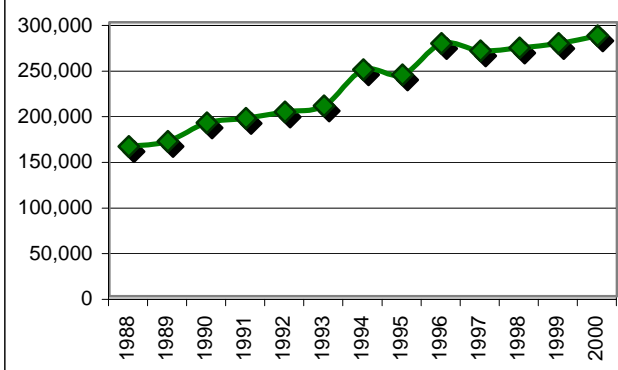
**Spirit:** 1 daily flight (seasonal service) to Chicago-O'Hare (12/19/01), Detroit, and Atlantic City (11/8/01)

## FALL 2001 FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

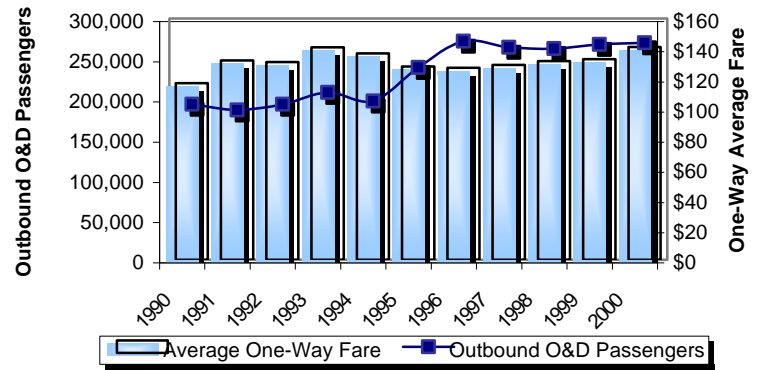


# KEY WEST INTERNATIONAL AIRPORT (EYW)

**TOTAL ENPLANEMENTS TREND**

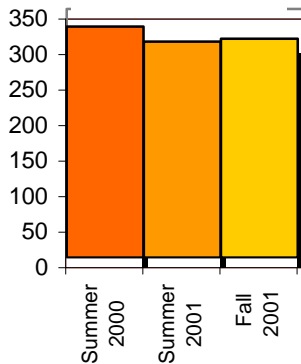


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

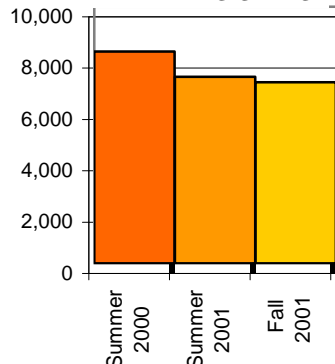


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

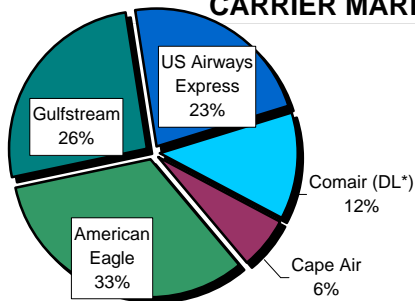


**WEEKLY DEPARTING SEATS**

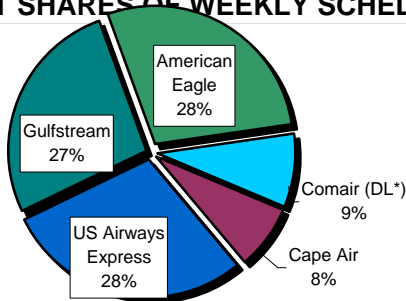


	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	6	6	6
No. of Airlines Serving	5	5	5
<u>Average Weekly</u>			
Flights	325	304	308
Seats	8,258	7,273	7,060
Seats per Flight	25.4	23.9	22.9

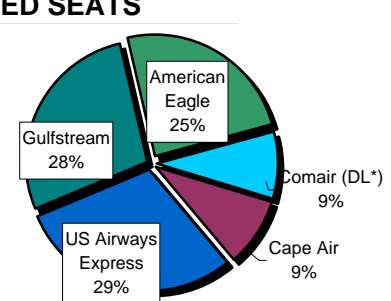
**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**



**Summer 2000**

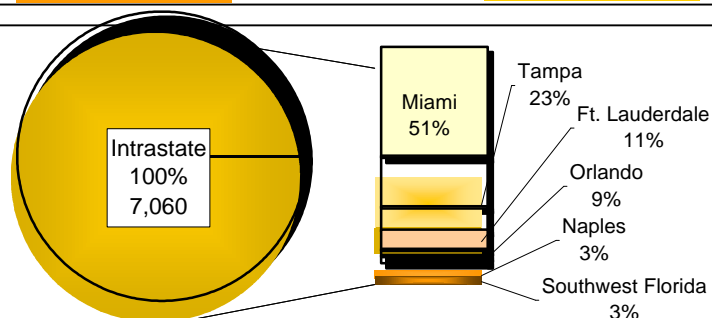


**Summer 2001**



**Fall 2001**

**FALL 2001  
FLORIDA INTRASTATE  
SUMMARY OF  
SCHEDULED WEEKLY  
DEPARTING SEATS**



# **APPENDIX D**

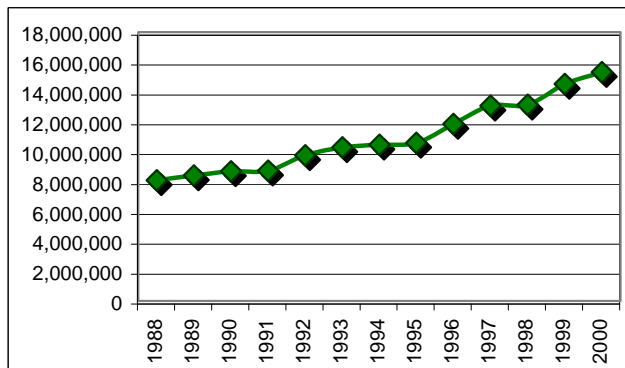
## **WEST CENTRAL FLORIDA**

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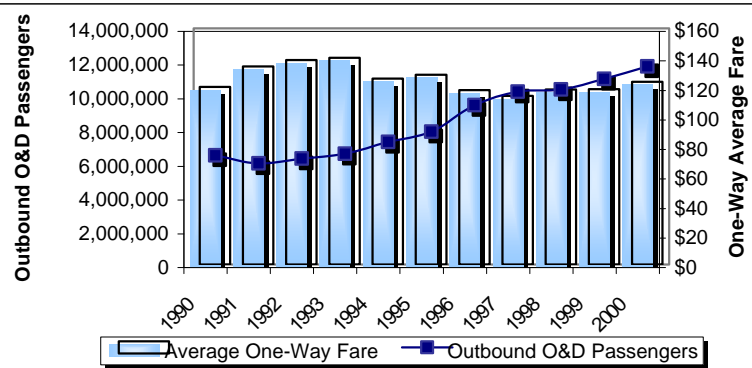
**ORLANDO INTERNATIONAL  
MELBOURNE INTERNATIONAL  
DAYTONA BEACH INTERNATIONAL  
ORLANDO SANFORD INTERNATIONAL**

# ORLANDO INTERNATIONAL AIRPORT (MCO)

## TOTAL ENPLANEMENTS TREND

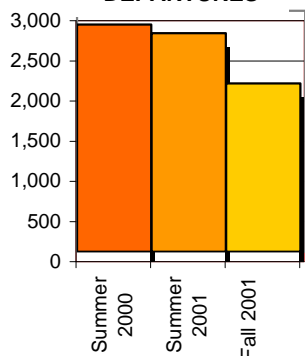


## DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS

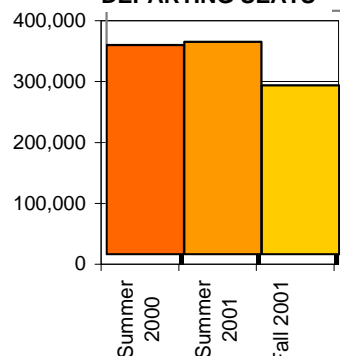


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

### WEEKLY FLIGHT DEPARTURES

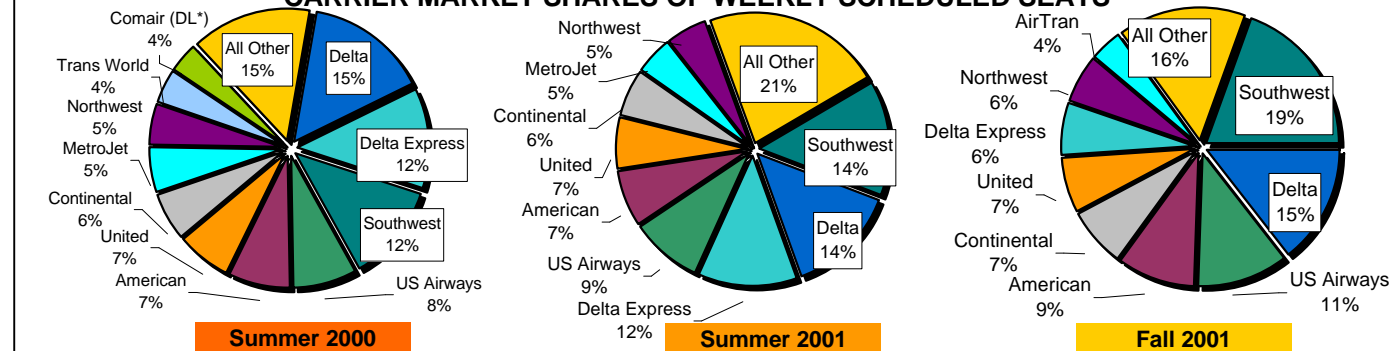


### WEEKLY DEPARTING SEATS



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

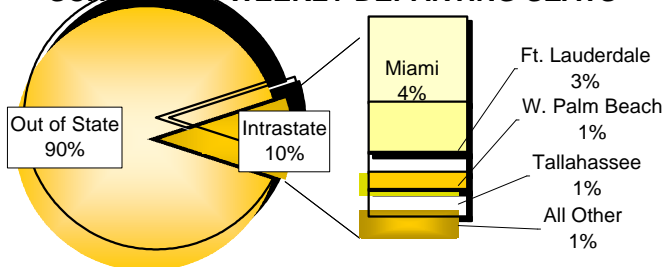
## CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS



## RECENT SERVICE ANNOUNCEMENTS

**AirTran:** 1 daily flight to BWI.  
**US Airways:** 1 add. daily flight to CLT.  
**Delta:** 1 add. daily flight to ATL.  
**Delta Express:** 1 add. daily flight to JFK; 2 add. to BOS  
**American:** 1 add. daily flight to SJU.  
**United:** 1 add. daily flight to ORD, IAD.  
**Northwest:** 1 add. daily flight to MSP.  
**Southwest:** 1 daily flight to ORF, HOU, and 1 add. daily flight to IND, SDF, BDL, and STL.  
**Air Canada:** new service 4 Canadian cities.

## FALL 2001 FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

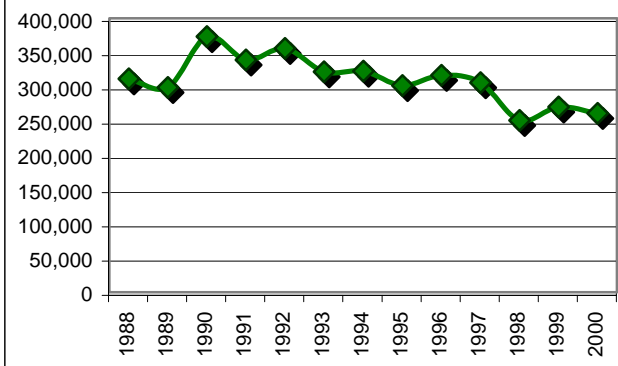


SOURCES: FAA, *Terminal Area Forecasts*; U.S. DOT, *Air Passenger O&D Survey*, reconciled to Schedules T-100 and 298C T-1; *Official Airline Guide*.

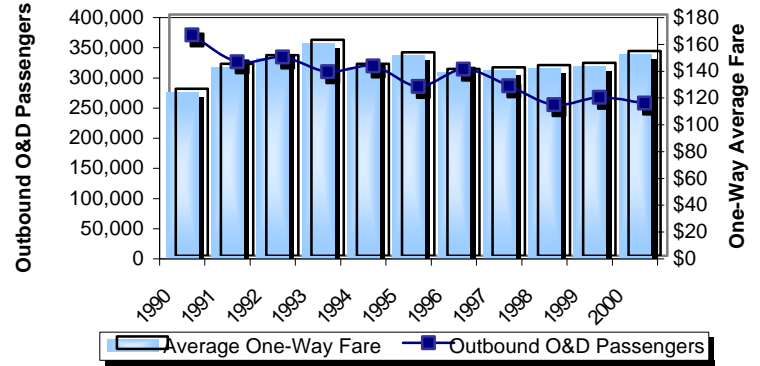
NOTES: All nonstop service by MetroJet was removed from the Fall 2001 analysis. MetroJet is scheduled to discontinue all service by December 2001.

# MELBOURNE INTERNATIONAL AIRPORT (MLB)

**TOTAL ENPLANEMENTS TREND**

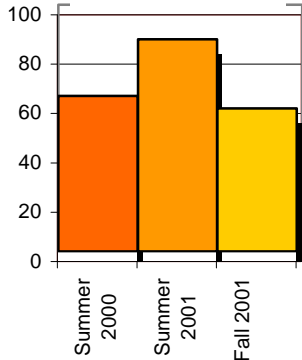


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

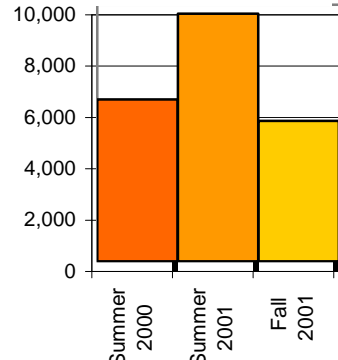


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

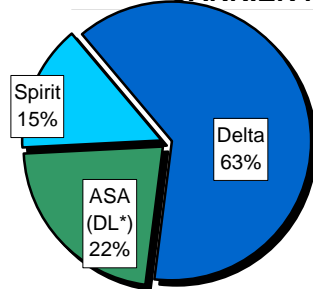


**WEEKLY DEPARTING SEATS**

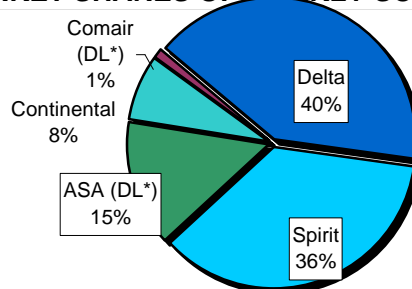


	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	2	6	2
No. of Airlines Serving	3	5	3
<u>Average Weekly</u>			
Flights	63	86	58
Seats	6,307	9,648	5,476
Seats per Flight	100.1	112.2	94.4

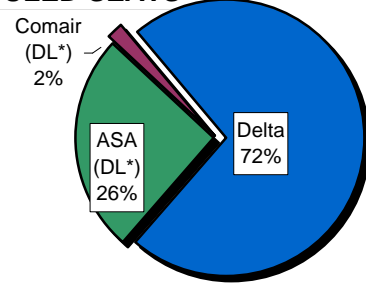
**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**



Summer 2000



Summer 2001



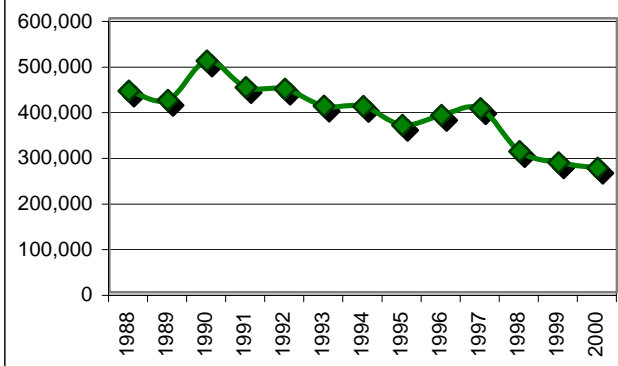
Fall 2001

**FALL 2001  
FLORIDA INTRASTATE  
SUMMARY OF  
SCHEDULED WEEKLY  
DEPARTING SEATS**

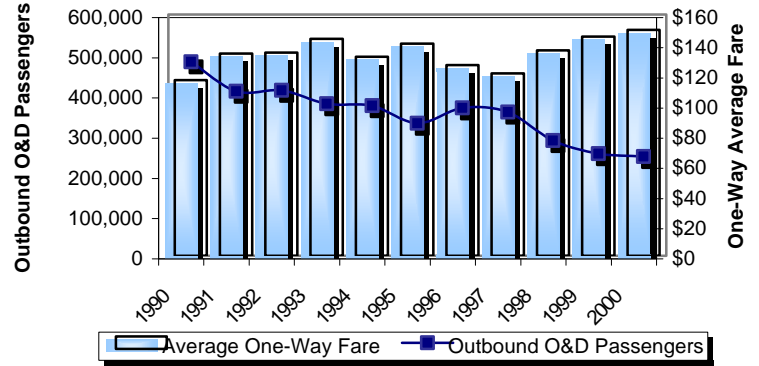
***No Instate Service at  
Melbourne International***

# DAYTONA BEACH INTERNATIONAL AIRPORT (DAB)

**TOTAL ENPLANEMENTS TREND**

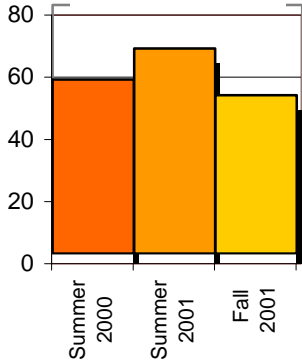


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

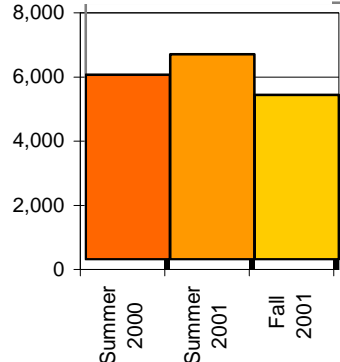


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

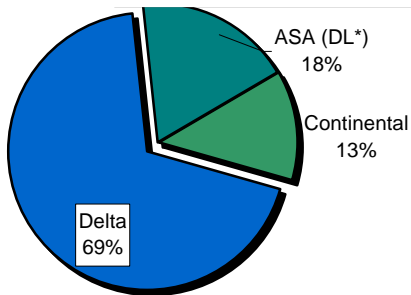


**WEEKLY DEPARTING SEATS**

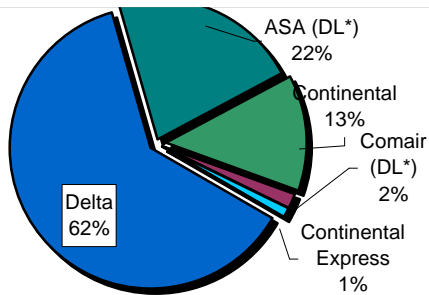


	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	2	4	2
No. of Airlines Serving	3	5	3
<u>Average Weekly</u>			
Flights	56	66	51
Seats	5,754	6,399	5,126
Seats per Flight	102.8	97.0	100.5

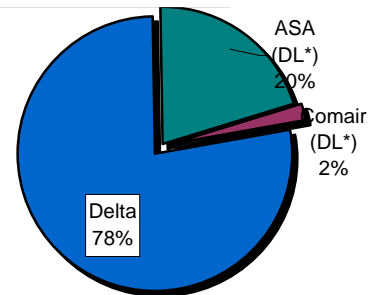
**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**



Summer 2000



Summer 2001



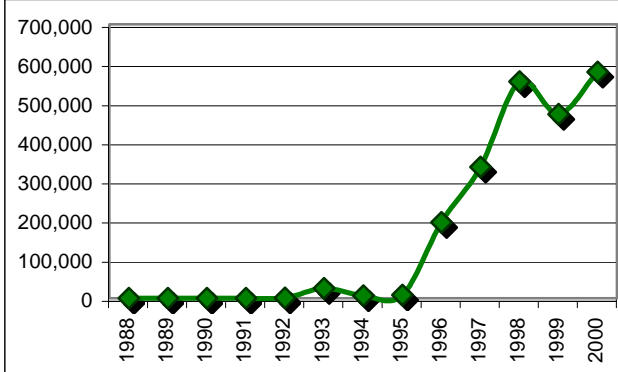
Fall 2001

**FALL 2001  
FLORIDA INTRASTATE  
SUMMARY OF  
SCHEDULED WEEKLY  
DEPARTING SEATS**

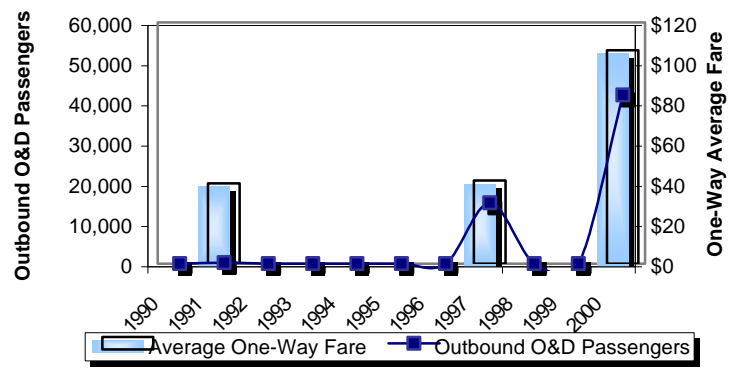
**No Instate Service at  
Daytona Beach International**

# ORLANDO SANFORD INTERNATIONAL AIRPORT (SFB)

**TOTAL ENPLANEMENTS TREND**

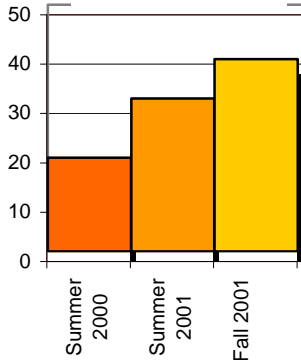


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

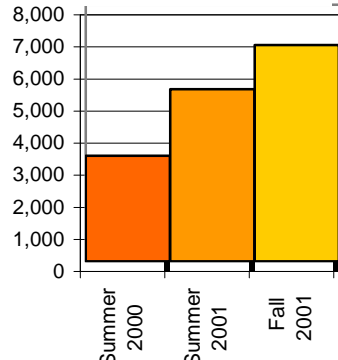


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

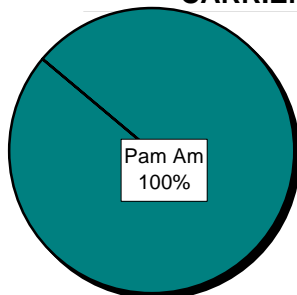


**WEEKLY DEPARTING SEATS**

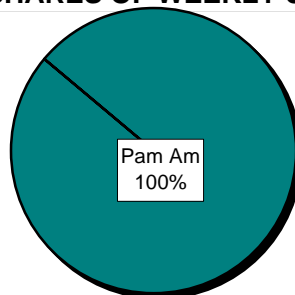


	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	3	6	6
No. of Airlines Serving	1	1	1
<u>Average Weekly</u>			
Flights	19	31	39
Seats	3,287	5,363	6,747
Seats per Flight	173.0	173.0	173.0

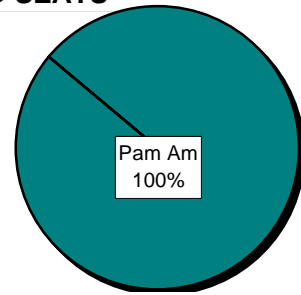
**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**



Summer 2000



Summer 2001



Fall 2001

**FALL 2001  
FLORIDA INTRASTATE  
SUMMARY OF  
SCHEDULED WEEKLY  
DEPARTING SEATS**

***No Instate Service at  
Orlando Sanford Airport***



# **APPENDIX D**

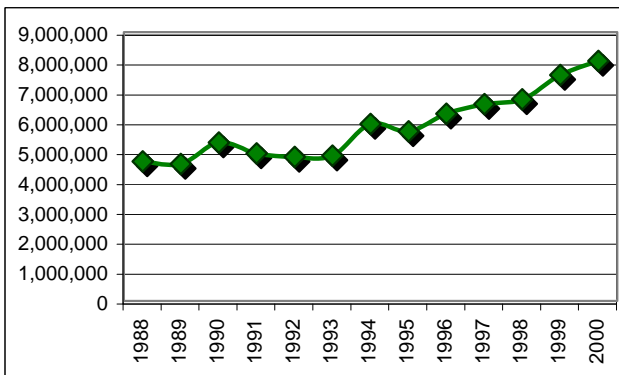
## **EAST CENTRAL FLORIDA**

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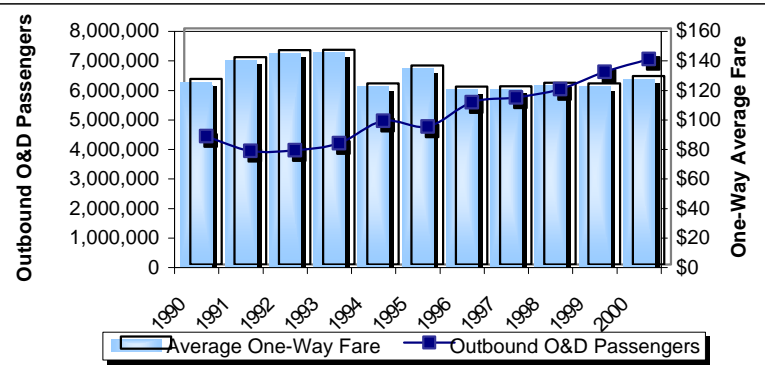
**TAMPA INTERNATIONAL  
SARASOTA-BRADENTON INTERNATIONAL  
ST. PETERSBURG-CLEARWATER INTERNATIONAL**

# TAMPA INTERNATIONAL AIRPORT (TPA)

**TOTAL ENPLANEMENTS TREND**

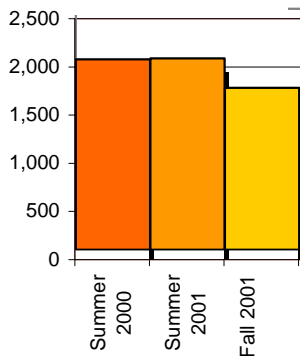


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

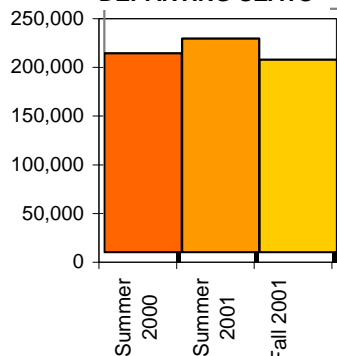


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

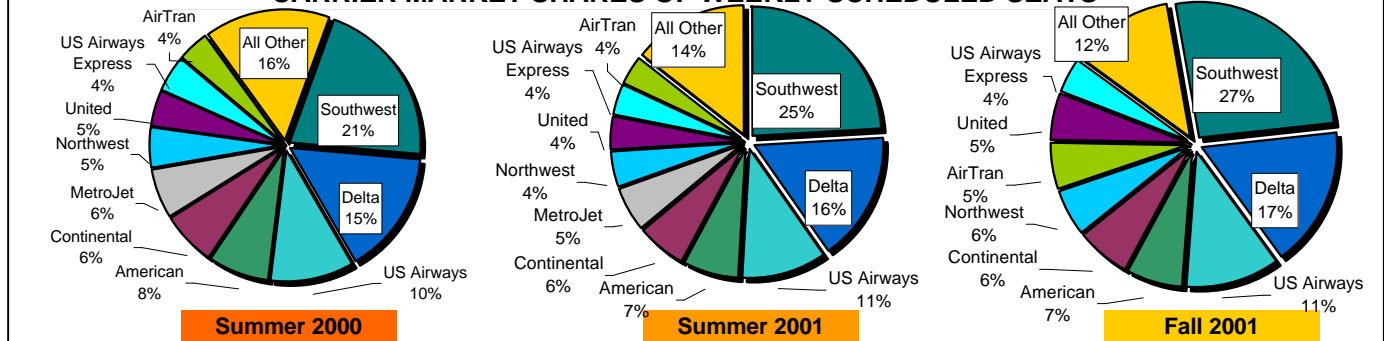


**WEEKLY DEPARTING SEATS**



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

**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**

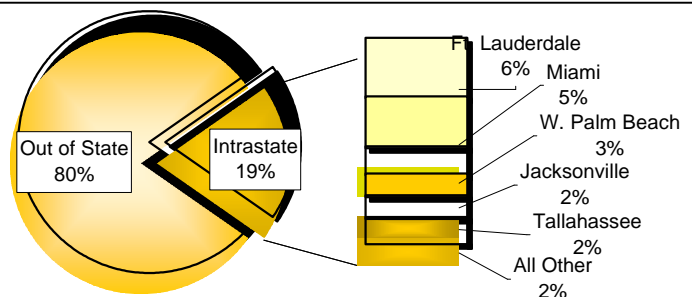


## RECENT SERVICE ANNOUNCEMENTS

**AirTran:** 3 daily flights to Miami; 3 daily flights to Tallahassee (11/15/01)

**Spirit:** 1 daily flight to Chicago-O'Hare (11/8/01)

## FALL 2001 FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

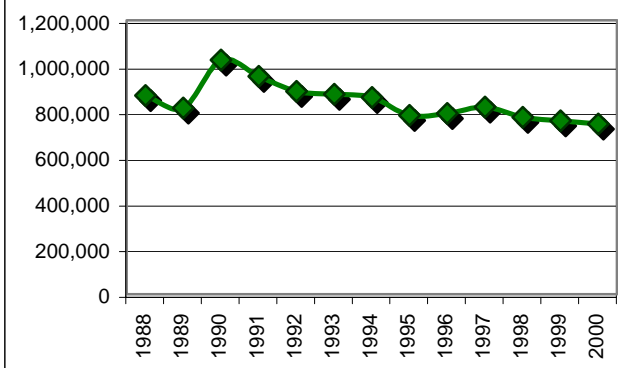


SOURCES: FAA, *Terminal Area Forecasts*; U.S. DOT, *Air Passenger O&D Survey*, reconciled to Schedules T-100 and 298C T-1; *Official Airline Guide*.

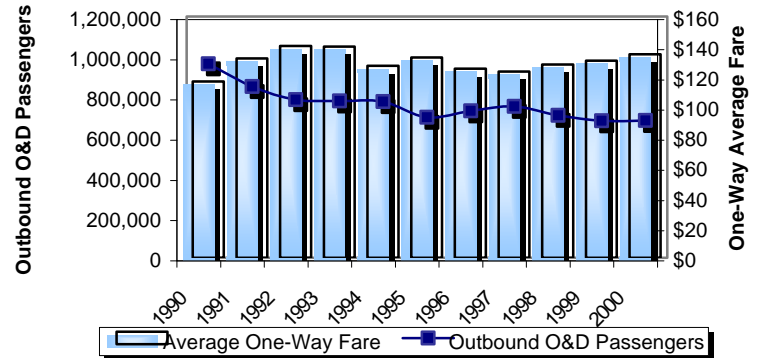
NOTES: All nonstop service by MetroJet was removed from the Fall 2001 analysis. MetroJet is scheduled to discontinue all service by December 2001.

# SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)

**TOTAL ENPLANEMENTS TREND**

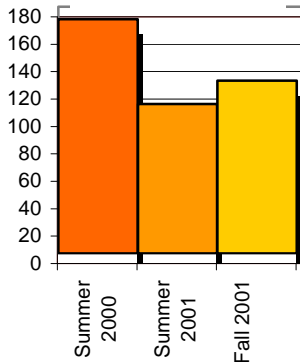


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

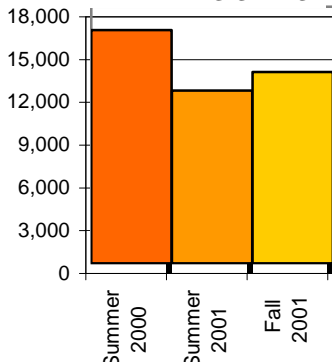


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

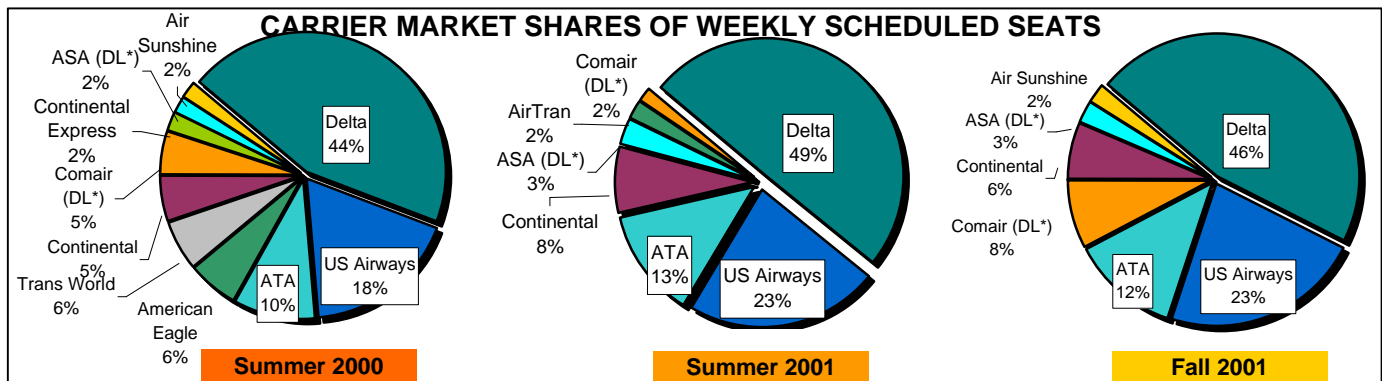


**WEEKLY DEPARTING SEATS**

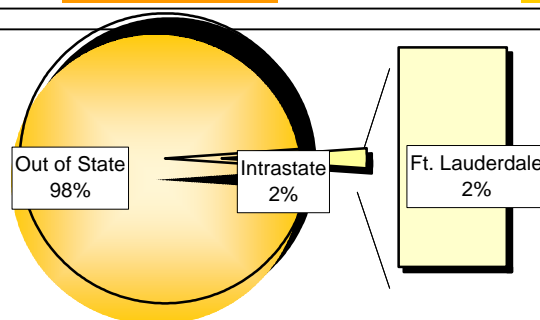


	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	11	7	7
No. of Airlines Serving	10	7	7
<u>Average Weekly</u>			
Flights	171	109	126
Seats	16,369	12,112	13,415
Seats per Flight	95.7	111.1	106.5

**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**

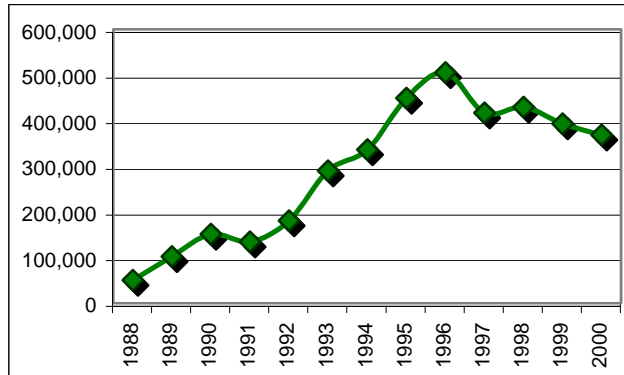


**FALL 2001  
FLORIDA INTRASTATE  
SUMMARY OF  
SCHEDULED WEEKLY  
DEPARTING SEATS**

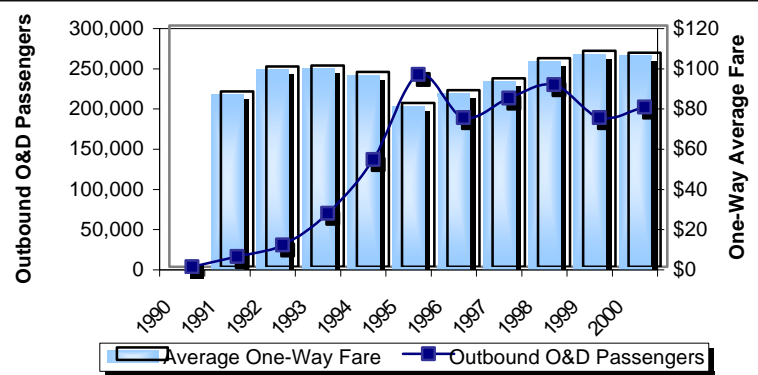


# ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT (PIE)

**TOTAL ENPLANEMENTS TREND**

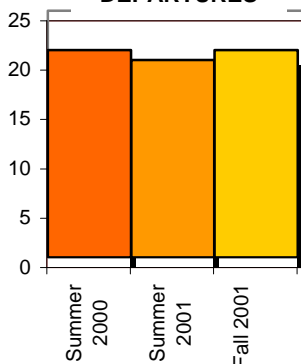


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

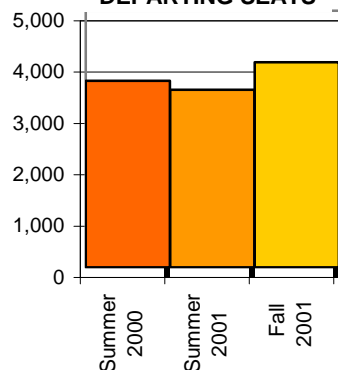


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

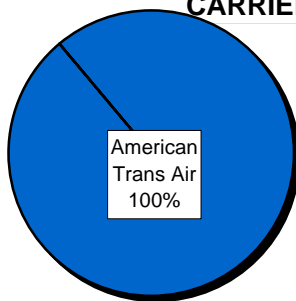


**WEEKLY DEPARTING SEATS**

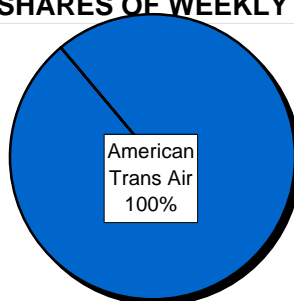


	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	2	2	2
No. of Airlines Serving	1	1	1
<u>Average Weekly</u>			
Flights	21	20	21
Seats	3,633	3,460	3,996
Seats per Flight	173.0	173.0	190.3

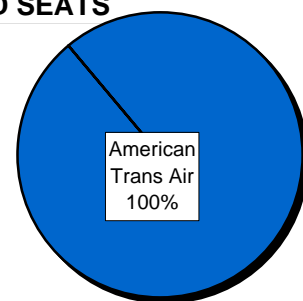
## CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS



Summer 2000



Summer 2001



Fall 2001

### RECENT SERVICE ANNOUNCEMENTS

**PanAm:** 3 daily nonstop flights and 7 one-stop to Portsmouth, NH (12/6/01)

### FALL 2001 FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

**No Instate Service at St. Petersburg-Clearwater International**

# **APPENDIX D**

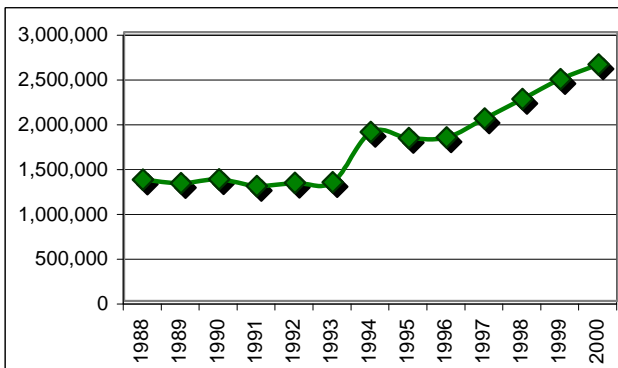
## **NORTHEAST FLORIDA**

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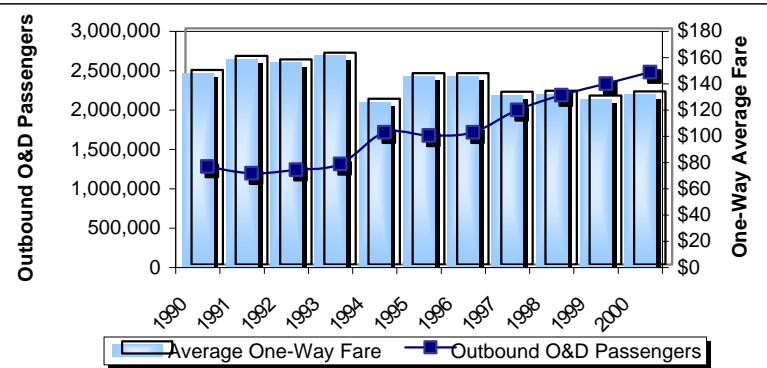
**JACKSONVILLE INTERNATIONAL  
TALLAHASSEE REGIONAL  
GAINESVILLE REGIONAL**

# JACKSONVILLE INTERNATIONAL AIRPORT (JAX)

**TOTAL ENPLANEMENTS TREND**

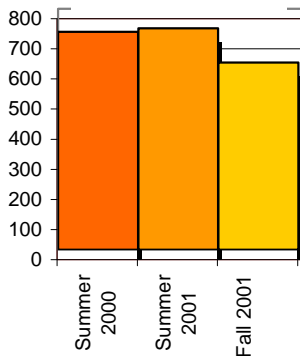


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

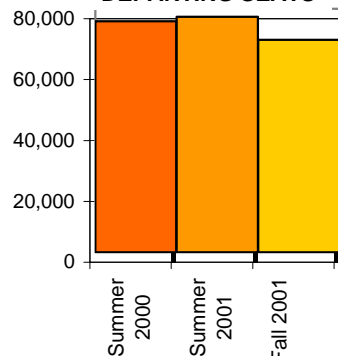


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

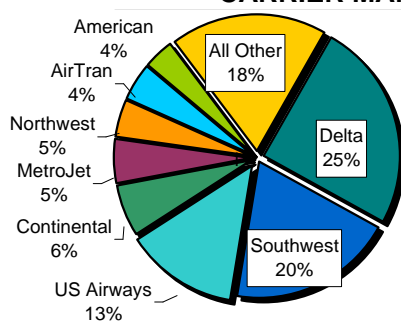


**WEEKLY DEPARTING SEATS**

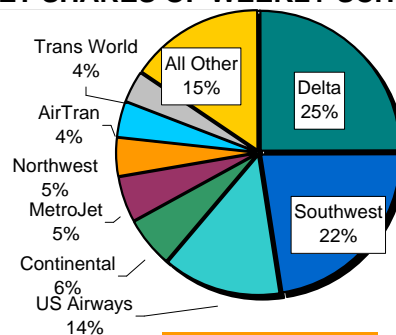


	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	27	28	25
No. of Airlines Serving	18	16	12
<u>Average Weekly</u>			
Flights	723	735	621
Seats	75,860	77,416	69,854
Seats per Flight	104.9	105.3	112.5

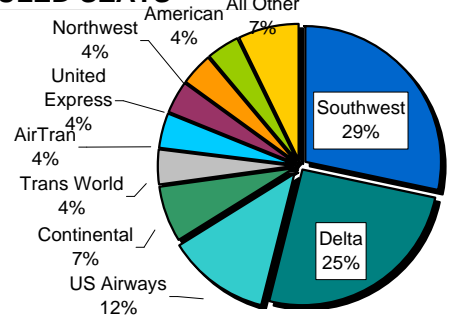
**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**



**Summer 2000**

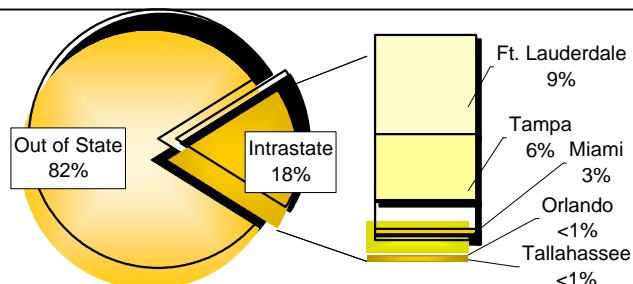


**Summer 2001**



**Fall 2001**

**FALL 2001  
FLORIDA INTRASTATE  
SUMMARY OF  
SCHEDULED WEEKLY  
DEPARTING SEATS**

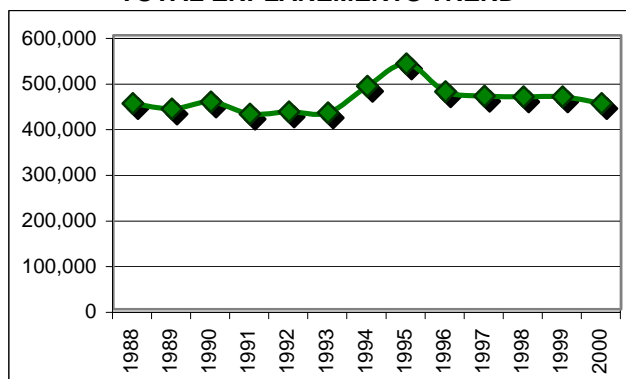


SOURCES: FAA, *Terminal Area Forecasts*; U.S. DOT, *Air Passenger O&D Survey*, reconciled to Schedules T-100 and 298C T-1; *Official Airline Guide*.

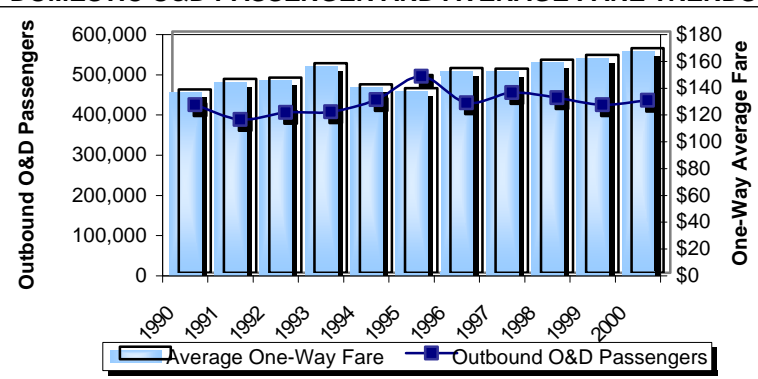
NOTES: All nonstop service by MetroJet was removed from the Fall 2001 analysis. MetroJet is scheduled to discontinue all service by December 2001.

# TALLAHASSEE REGIONAL AIRPORT (TLH)

## TOTAL ENPLANEMENTS TREND

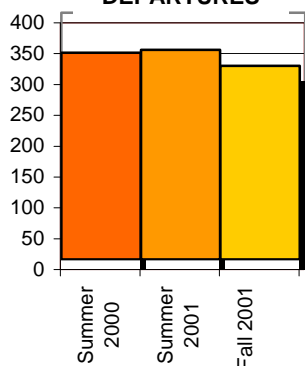


## DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS

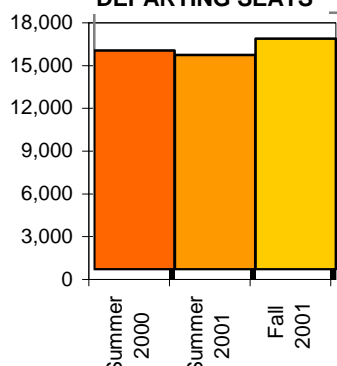


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

### WEEKLY FLIGHT DEPARTURES

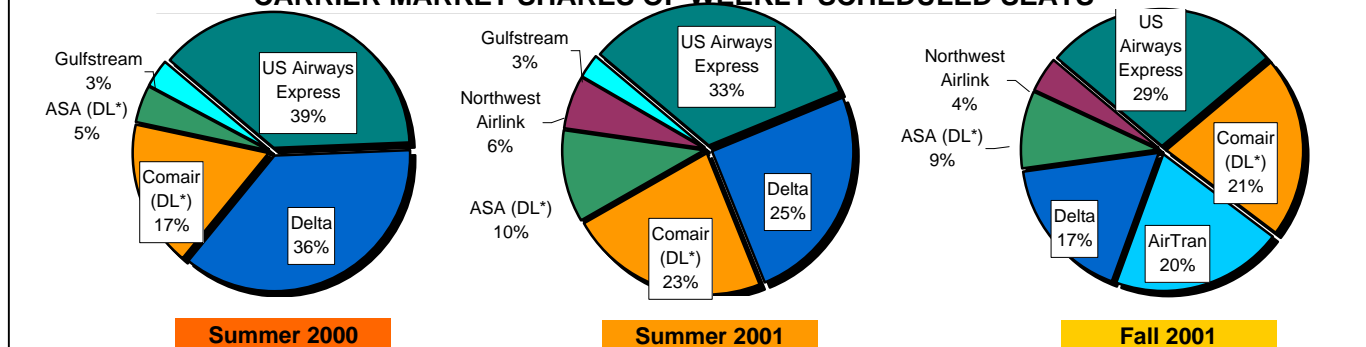


### WEEKLY DEPARTING SEATS



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

## CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS

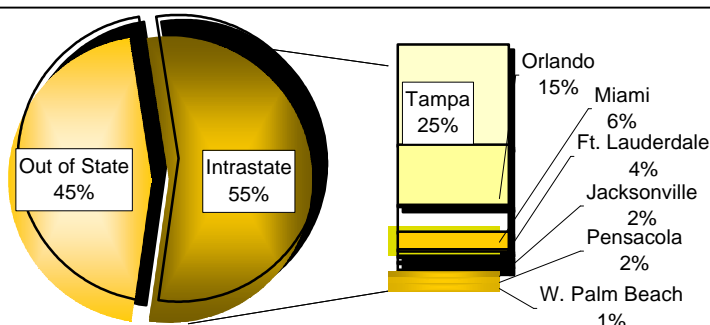


## RECENT SERVICE ANNOUNCEMENTS

**AirTran:** 2 daily nonstop flight to Atlanta; 3 daily nonstop flights to Tampa; 3 daily nonstop flights to Miami (11/15/01)

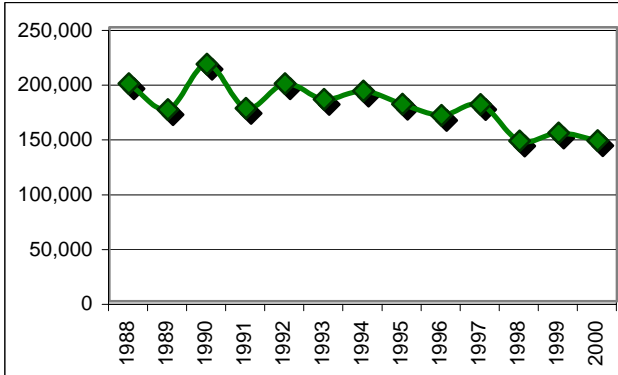
**SkyWest (DL\*):** 2 daily nonstop flights to Dallas/Ft. Worth (1/1/02)

## FALL 2001 FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

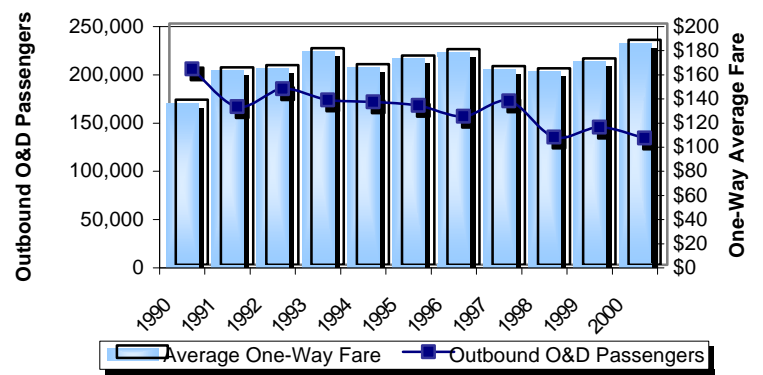


# GAINESVILLE REGIONAL AIRPORT (GNV)

**TOTAL ENPLANEMENTS TREND**

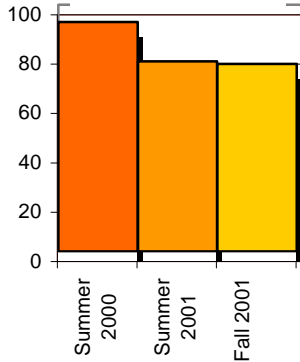


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

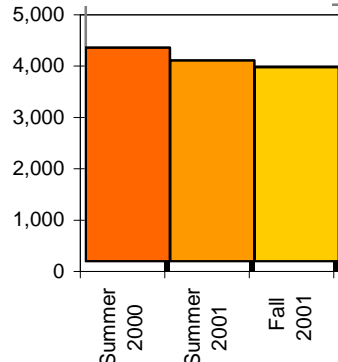


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

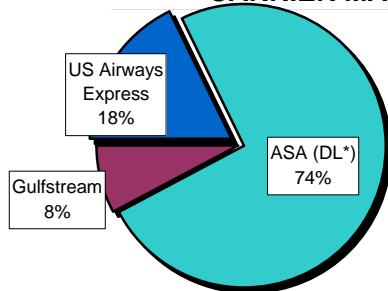


**WEEKLY DEPARTING SEATS**

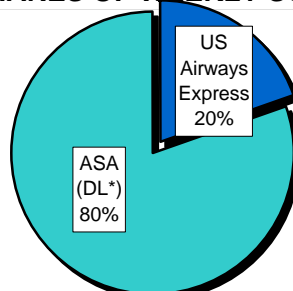


	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	3	2	2
No. of Airlines Serving	3	2	2
<u>Average Weekly</u>			
Flights	93	77	76
Seats	4,163	3,913	3,785
Seats per Flight	44.8	50.8	49.8

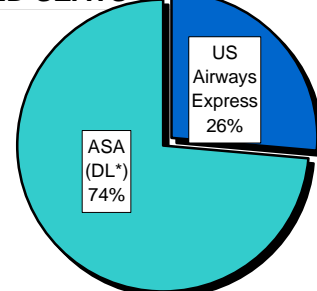
**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**



Summer 2000



Summer 2001



Fall 2001

**FALL 2001  
FLORIDA INTRASTATE  
SUMMARY OF  
SCHEDULED WEEKLY  
DEPARTING SEATS**

**No Instate Service at  
Gainesville Regional**



# **APPENDIX D**

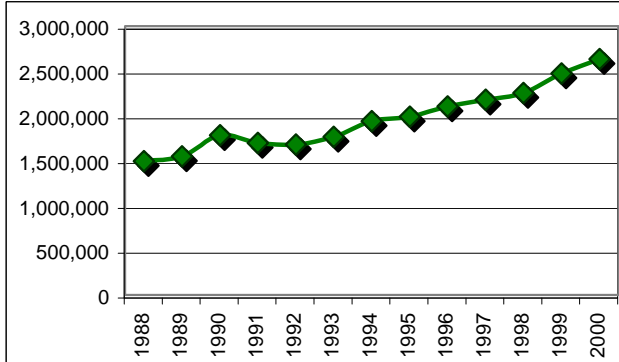
## **SOUTHWEST FLORIDA**

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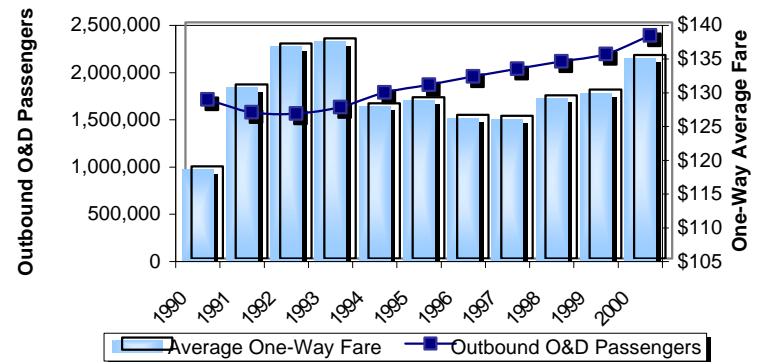
**SOUTHWEST FLORIDA INTERNATIONAL  
NAPLES MUNICIPAL**

# SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW)

**TOTAL ENPLANEMENTS TREND**

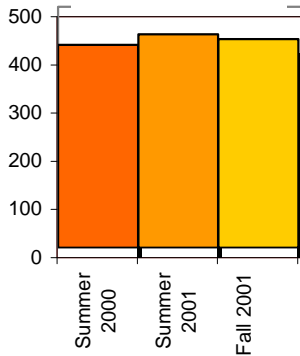


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

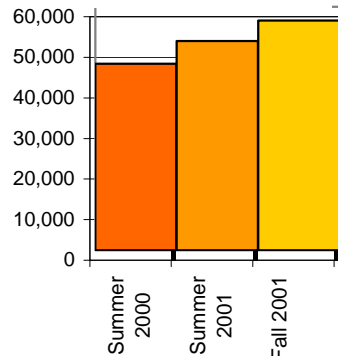


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

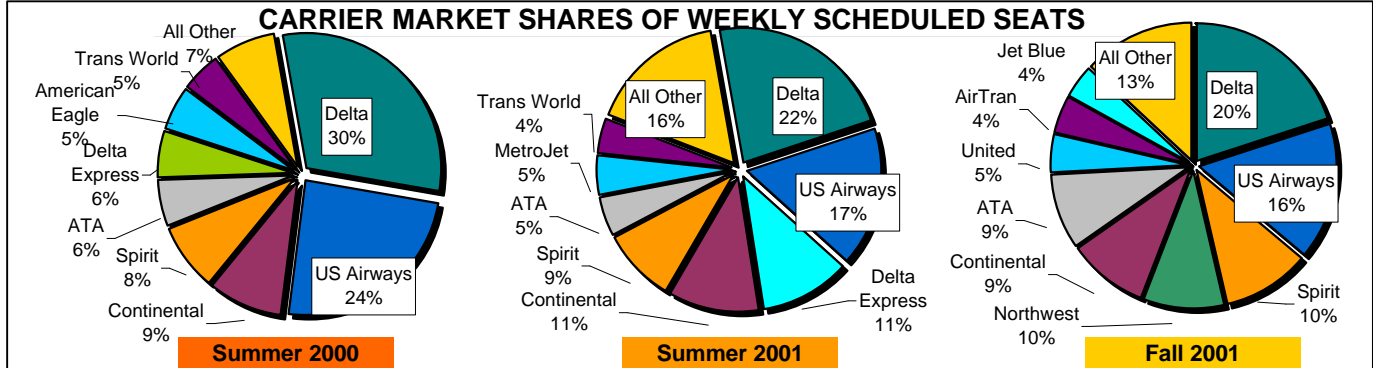


**WEEKLY DEPARTING SEATS**



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

**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**



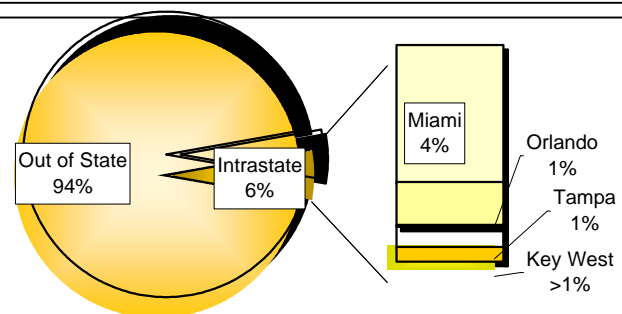
### RECENT SERVICE ANNOUNCEMENTS

**JetBlue:** 1 add. daily nonstop flight to New York-Kennedy (11/1/01-seasonal)

**Spirit:** 2 daily nonstop flights to New York-LaGuardia (12/14/01)

**AirTran:** 1 daily nonstop flight to Baltimore (2/5/02)

### FALL 2001 FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

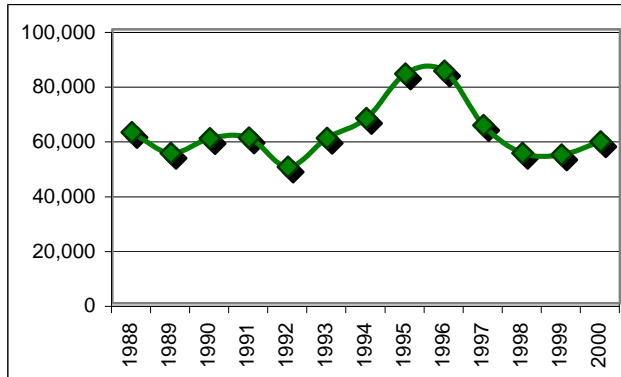


SOURCES: FAA, *Terminal Area Forecasts*; U.S. DOT, *Air Passenger O&D Survey*, reconciled to Schedules T-100 and 298C T-1; *Official Airline Guide*.

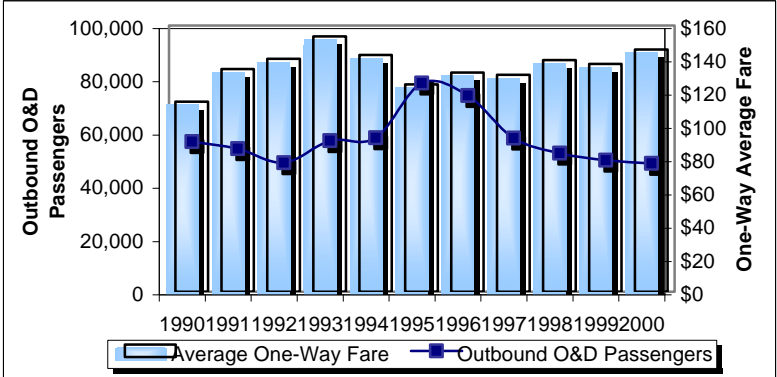
NOTES: All nonstop service by MetroJet was removed from the Fall 2001 analysis. MetroJet is scheduled to discontinue all service by December 2001.

# NAPLES MUNICIPAL AIRPORT (APF)

**TOTAL ENPLANEMENTS TREND**

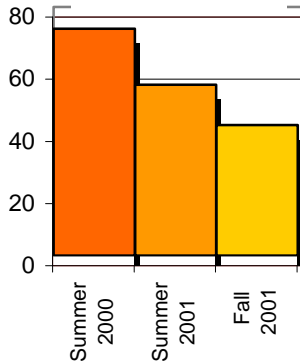


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

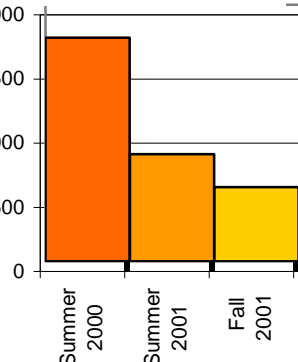


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

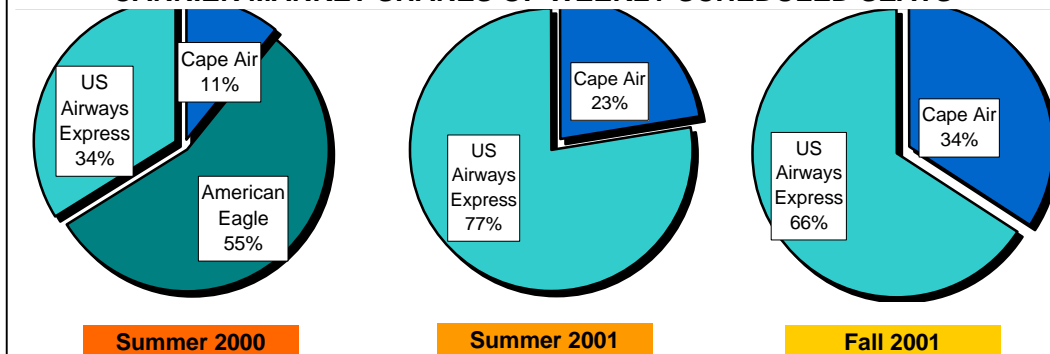


**WEEKLY DEPARTING SEATS**

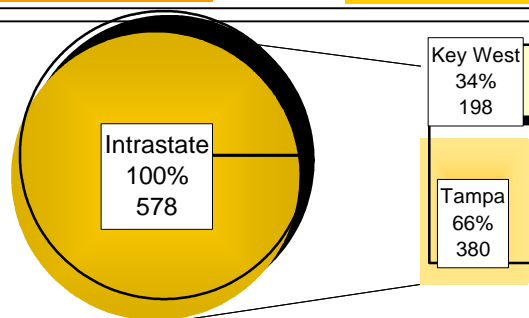


	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	4	3	2
No. of Airlines Serving	3	2	2
<b>Average Weekly</b>			
Flights	73	55	42
Seats	1,744	835	578
Seats per Flight	23.9	15.2	13.8

**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**



**FALL 2001  
FLORIDA INTRASTATE  
SUMMARY OF  
SCHEDULED WEEKLY  
DEPARTING SEATS**



# **APPENDIX D**

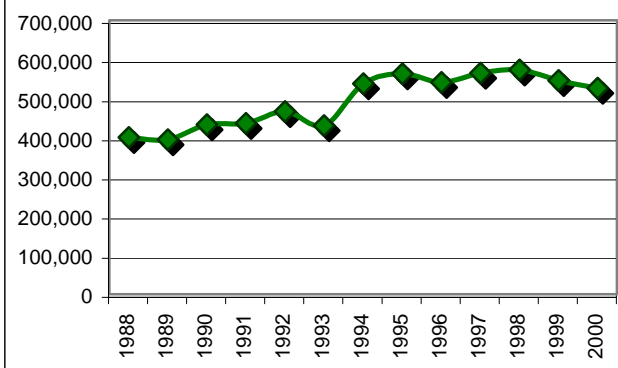
## **NORTHWEST FLORIDA**

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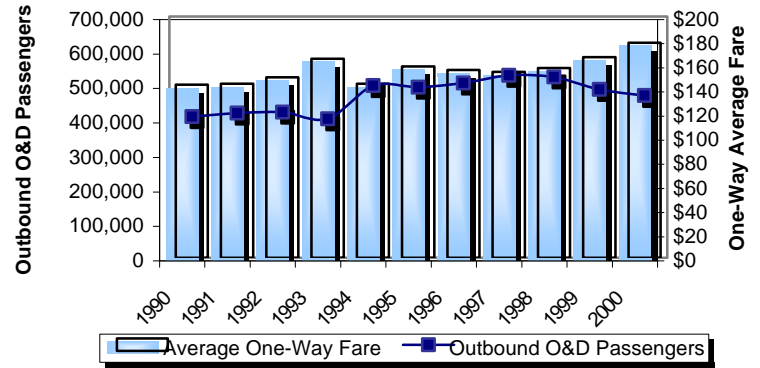
**PENSACOLA REGIONAL  
OKALOOSA REGIONAL  
PANAMA CITY-BAY COUNTY INTERNATIONAL**

# PENSACOLA REGIONAL AIRPORT (PNS)

**TOTAL ENPLANEMENTS TREND**

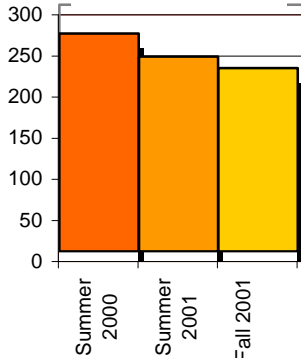


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

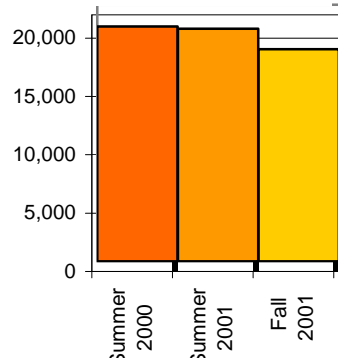


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

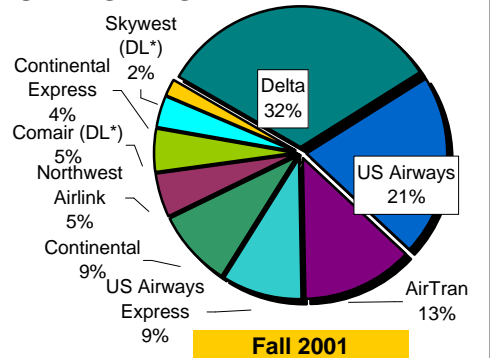
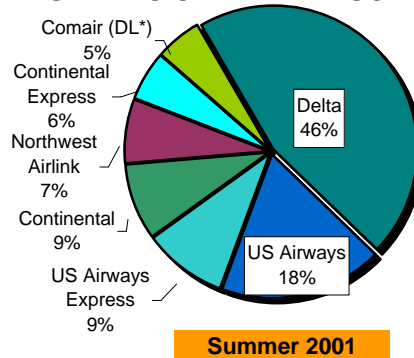
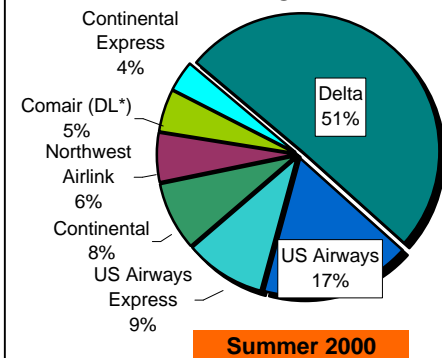


**WEEKLY DEPARTING SEATS**



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

## CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS

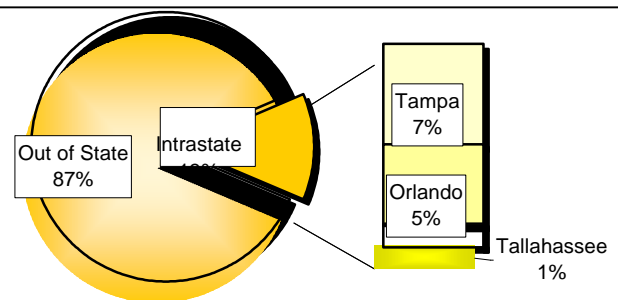


### RECENT SERVICE ANNOUNCEMENTS

**AirTran:** 3 daily nonstop flights to Atlanta (11/8/01)

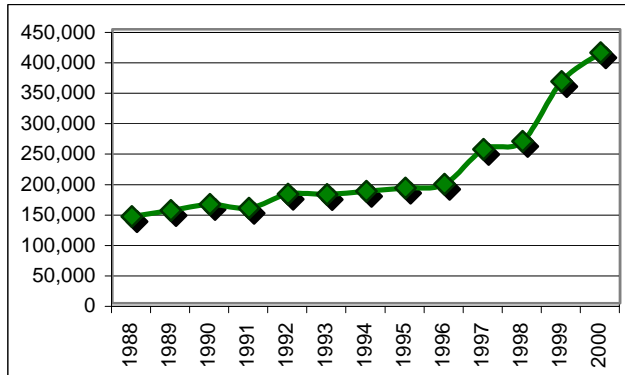
**SkyWest (DL\*):** 3 daily nonstop departures to Dallas/Ft. Worth (11/1/01)

### FALL 2001 FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

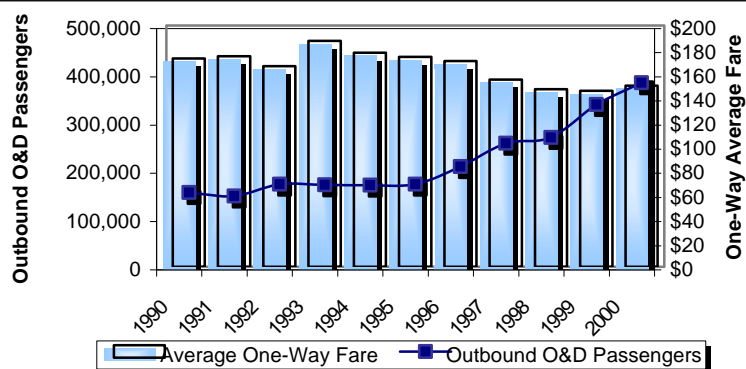


# OKALOOSA REGIONAL AIRPORT (VPS)

**TOTAL ENPLANEMENTS TREND**

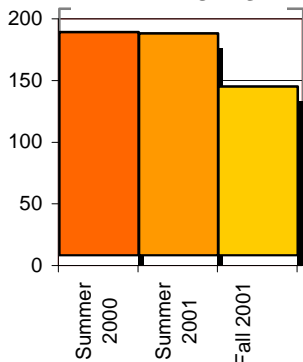


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

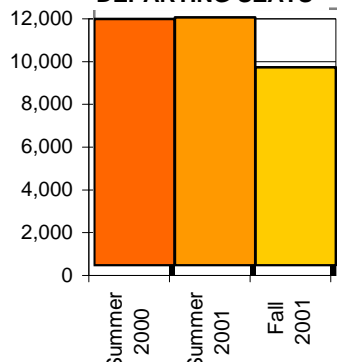


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

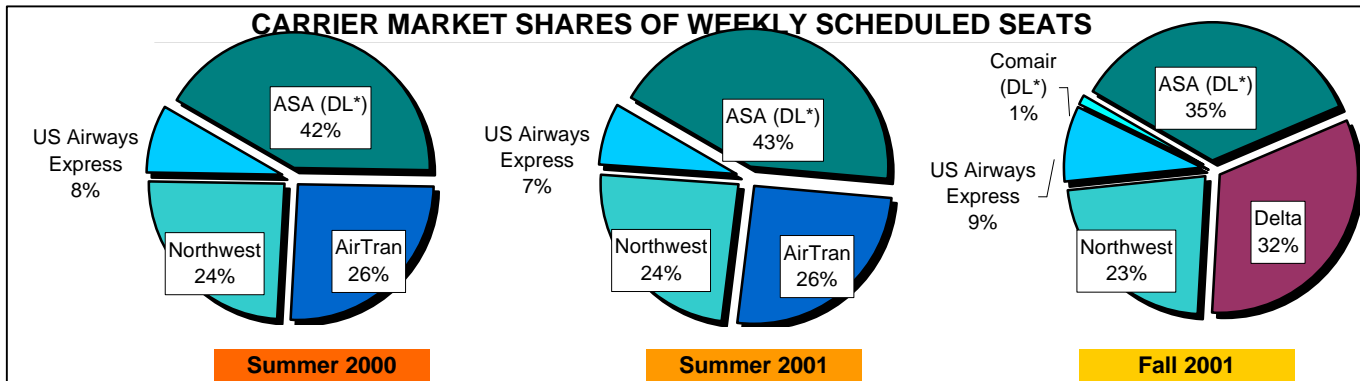


**WEEKLY DEPARTING SEATS**



	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	5	5	6
No. of Airlines Serving	4	4	5
<u>Average Weekly</u>			
Flights	181	180	137
Seats	11,523	11,592	9,263
Seats per Flight	63.7	64.4	67.6

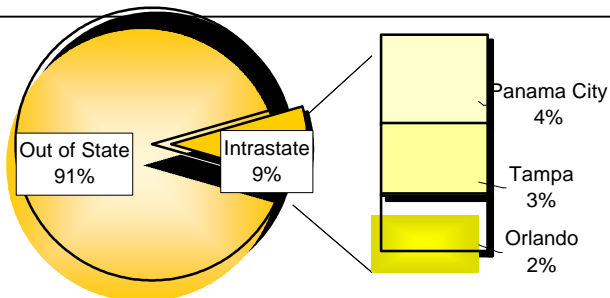
**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**



### RECENT SERVICE ANNOUNCEMENTS

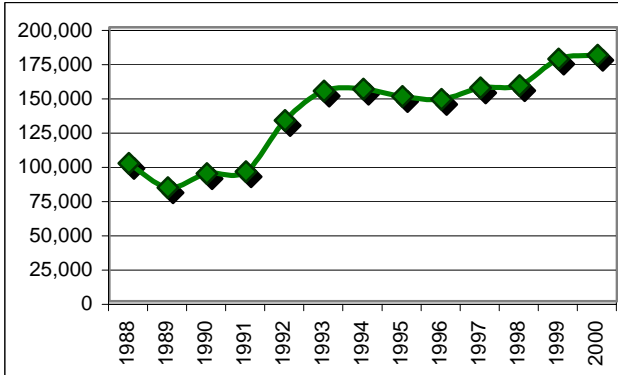
**AirTran:** Discontinued all nonstop service (11/1/01-moved service to Pensacola)

### FALL 2001 FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

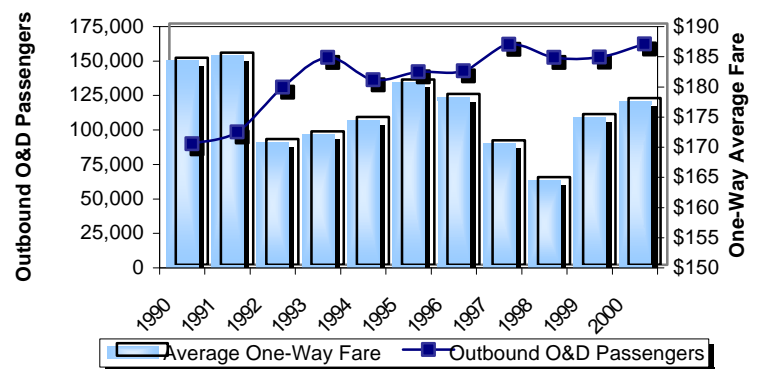


# PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT (PFN)

**TOTAL ENPLANEMENTS TREND**

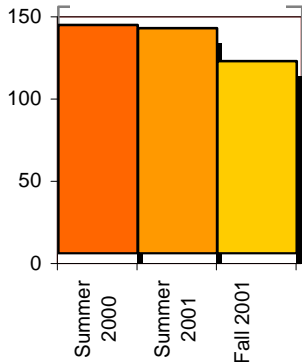


**DOMESTIC O&D PASSENGER AND AVERAGE FARE TRENDS**

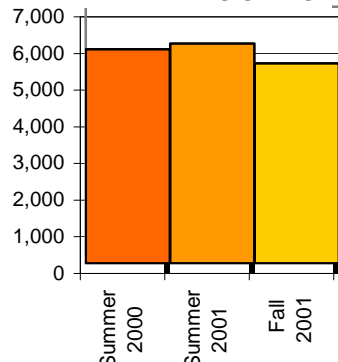


## DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

**WEEKLY FLIGHT DEPARTURES**

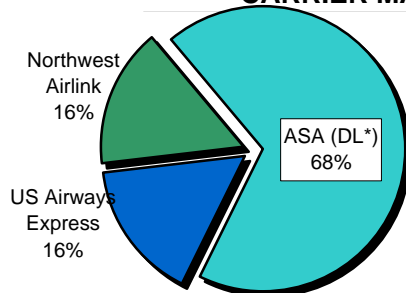


**WEEKLY DEPARTING SEATS**

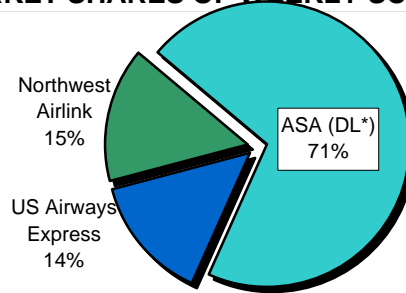


	Summer 2000	Summer 2001	Fall 2001
U.S. Cities Served	5	5	6
No. of Airlines Serving	3	3	4
<u>Average Weekly</u>			
Flights	139	137	117
Seats	5,835	5,998	5,453
Seats per Flight	42.0	43.8	46.6

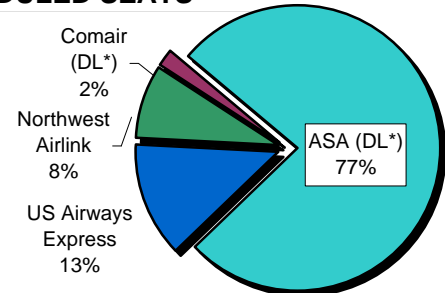
**CARRIER MARKET SHARES OF WEEKLY SCHEDULED SEATS**



Summer 2000



Summer 2001



Fall 2001

**FALL 2001  
FLORIDA INTRASTATE  
SUMMARY OF  
SCHEDULED WEEKLY  
DEPARTING SEATS**

