



Florida Department of Transportation

ANALYSIS OF
**Scheduled Commercial
Air Service in Florida:**
UPDATE 2011



51330134.09-ORLANDO



TABLE OF CONTENTS

Analysis of Scheduled Commercial Air Service in Florida	1
Characteristics Impacting Commercial Airline Service in Florida	2
Low Yield Markets	2
Low Cost Carriers	3
Changes Since 2008 Update	4
Airport Name Changes	4
Fuel Prices	4
Fees	5
Airline Changes	6
Overview of Florida’s Current Commercial Air Service	7
Airport Categorization	7
Florida origination and Destination Patterns	8
Florida Demand Patterns and Fares	8
Travel Patterns	9
Fares	9
Existing Service Levels	11
Nonstop Service	11
Statewide Domestic Service Summary	12
Airport-Specific Domestic Service Summaries	17
Southeast Florida Region	18
Fort Lauderdale-Hollywood International Airport	18
Miami International Airport	20
Palm Beach International	23
Key West International	26

The Florida Keys Marathon Airport.....	28
East Central Florida Region.	29
Orlando International Airport.....	29
Melbourne International Airport.....	32
Daytona Beach International Airport.....	34
Orlando-Sanford International Airport.....	37
West Central Florida Region.....	40
Tampa International Airport.....	40
Sarasota-Bradenton International Airport	42
St. Petersburg Clearwater International Airport	44
Northeast Region.....	47
Jacksonville International Airport	47
Gainesville Regional Airport	49
Northwest Florida Regional.....	52
St. Augustine Airport	52
Southwest Florida Region.....	52
Southwest Florida International	52
Punta Gorda Airport.....	54
Naples Municipal Airport.....	56
Northwest Florida Region.....	57
Pensacola Gulf Coast Regional Airport.....	57
Tallahassee Regional Airport.....	59
Northwest Florida Regional Airport	62
Northwest Florida Beaches International	64
Airline Industry Structural Changes 2001 to 2011	67

Intrastate Scheduled Airline Service	68
International Scheduled Airline Service	71
Compare Service to Demand.....	75
Comparable Markets	75
Average Fares	78
Enplanement Trends	79
Summary	86

LIST OF TABLES

Table 1: Data Sources	1
Table 2: FAA Commercial Airport Categories and Florida Airports	7
Table 3: Average One Way Fare by Region.....	10
Table 4: Fort Lauderdale-Hollywood International Airport- July 2011 Update.....	20
Table 5: Ft. Lauderdale-Hollywood International Airport-2011 Seasonal Comparison	20
Table 6: Miami International Airport- July 2011 Update.....	23
Table 7: Miami International Airport- 2011 Seasonal Comparison	23
Table 8: Palm Beach International Airport- July 2011 Update	26
Table 9: Palm Beach International Airport- 2011 Seasonal Comparison.....	26
Table 10: Key West International Airport- July 2011 Update.....	28
Table 11: Key West International Airport- 2011 Seasonal Comparison	28
Table 12: Orlando International Airport- July 2011 Update.....	31
Table 13: Orlando International Airport- 2011 Seasonal Comparison	32
Table 14: Melbourne International Airport- July 2011 Update	34
Table 15: Melbourne International Airport- 2011 Seasonal Comparison.....	34
Table 16: Daytona Beach International Airport- July 2011 Update	36
Table 17: Daytona Beach International Airport- 2011 Seasonal Comparison	37
Table 18: Orlando-Sanford International Airport- July 2011 Update.....	39
Table 19: Orlando-Sanford International Airport- 2011 Seasonal Comparison.....	39
Table 20: Tampa International Airport- July 2011 Update.....	42
Table 21: Tampa International Airport- 2011 Seasonal Comparison.....	42
Table 22: Sarasota-Bradenton International Airport- July 2011 Update.....	44
Table 23: Sarasota-Bradenton International Airport- 2011 Seasonal Comparison.....	44
Table 24: St. Petersburg-Clearwater International Airport- July 2011 Update	46

Table 25: St. Petersburg-Clearwater International Airport- 2011 Seasonal Comparison	46
Table 26: Jacksonville International Airport- July 2011 Update.....	49
Table 27: Jacksonville International Airport- 2011 Seasonal Comparison	49
Table 28: Gainesville Regional Airport- July 2011 Update.....	51
Table 29: Gainesville Regional Airport- 2011 Seasonal Comparison.....	51
Table 30: Southwest Florida International Airport- July 2011 Update.....	54
Table 31: Southwest Florida International Airport- 2011 Seasonal Comparison.....	54
Table 32: Punta Gorda Airport- July 2011 Update	55
Table 33: Punta Gorda Airport- 2011 Seasonal Comparison.....	55
Table 34: Pensacola Gulf Coast Regional Airport- July 2011 Update	59
Table 35: Pensacola Gulf Coast Regional Airport- 2011 Seasonal Comparison.....	59
Table 36: Tallahassee Regional Airport- July 2011 Update	62
Table 37: Tallahassee Regional Airport- 2011 Seasonal Comparison	62
Table 38: Northwest Florida Regional Airport- July 2011 Update.....	64
Table 39: Northwest Florida Regional Airport- 2011 Seasonal Comparison	64
Table 40: Northwest Florida Beaches International Airport- July 2011 Update	66
Table 41: Northwest Florida Beaches International Airport- 2011 Seasonal Comparison.....	67
Table 42: International Weekly Departure Trends.....	74
Table 43: Average One Way Fares.....	78
Table 44: Airport Competition and Enplanement Trends.....	80
Table 45: Performance Measure Comparison.....	81

LIST OF FIGURES

Figure 1: LCC Market Share of Growth	3
Figure 2: Jet Fuel Price Growth.....	5
Figure 3: Large Hub Flight Trends- July 2011.....	12
Figure 4: Medium Hub Flight Trends- July 2011.....	14
Figure 5: Small Hub Flight Trends- July 2011.....	15
Figure 6: Non-Hub Flight Trends- July 2011.....	16
Figure 7: Florida Aviation Planning Regions.....	17

CONTENTS: APPENDIX A

2010, 2009, 2008, 2007, 2006, 2004, 2002, 2000, 1999 (Individual Tables)

Travel Patterns & Fares

Exhibit 1	Southeast Florida
Exhibit 2	West Central Florida
Exhibit 3	East Central Florida
Exhibit 4	Northeast Florida
Exhibit 5	Southwest Florida
Exhibit 6	Northwest Florida
Exhibit 7	State Total

Table 1	Comparison of Travel patterns and Average Fares
---------	---

CONTENTS: APPENDIX B

2011, 2010, 2008, 2007, 2005, 2003, 2001, 2000 (Individual Tables)

Summary of Airport Activity by Airport

Table 1	Ft. Lauderdale-Hollywood International Airport (FLL)
Table 2	Miami International Airport (MIA)
Table 3	Palm Beach International Airport (PBI)
Table 4	Key West International Airport (EYW)
Table 5	The Florida Keys Marathon Airport (MTH) – Historical Data Only
Table 6	Orlando International Airport (MCO)
Table 7	Melbourne International Airport (MLB)
Table 8	Daytona Beach International Airport (DAB)
Table 9	Orlando Sanford Airport (SFB)
Table 10	Tampa International Airport (TPA)
Table 11	Sarasota-Bradenton International Airport (SRQ)
Table 12	St. Petersburg-Clearwater International Airport (PIE)
Table 13	Jacksonville International Airport (JAX)
Table 14	Gainesville Regional Airport (GNV)
Table 15	Southwest Florida International Airport (RSW)
Table 16	Punta Gorda Airport (PGD)
Table 17	Naples Municipal Airport (APF) – Historical Data Only
Table 18	Pensacola Gulf Coast Regional Airport (PNS)
Table 19	Tallahassee Regional Airport (TLH)
Table 20	Northwest Florida Regional (VPS)
Table 21	Northwest Florida Beaches International Airport (ECP)

Table 22	Nonstop Service Summary
Table 23	Florida Intrastate Service Matrix Weekly Scheduled Flight Departures
Table 24	Weekly Scheduled International Flight Departures at all Florida Airports
Table 25	Domestic Scheduled Commercial Service Comparison Florida Airports
Table 26a	Total Enplaned Passengers at Florida Airports, by Region (1988-1998)
Table 26b	Total Enplaned Passengers at Florida Airports, by Region (1999-2010)

Seasonal Comparison

Table 27	Ft. Lauderdale-Hollywood International Airport (FLL)
Table 28	Miami International Airport (MIA)
Table 29	Palm Beach International Airport (PBI)
Table 30	Key West International Airport (EYW)
Table 31	The Florida Keys Marathon Airport (MTH) – Historical Data Only
Table 32	Orlando International Airport (MCO)
Table 33	Melbourne International Airport (MLB)
Table 34	Daytona Beach International Airport (DAB)
Table 35	Orlando Sanford Airport (SFB)
Table 36	Tampa International Airport (TPA)
Table 37	Sarasota-Bradenton International Airport (SRQ)
Table 38	St. Petersburg-Clearwater International Airport (PIE)
Table 39	Jacksonville International Airport (JAX)
Table 40	Gainesville Regional Airport (GNV)
Table 41	Southwest Florida International Airport (RSW)
Table 42	Punta Gorda Airport (PGD)

Table 43	Naples Municipal Airport (APF) – Historical Data Only
Table 44	Pensacola Gulf Coast Regional Airport (PNS)
Table 45	Tallahassee Regional Airport (TLH)
Table 46	Northwest Florida Regional (VPS)
Table 47	Northwest Florida Beaches International Airport (ECP)
Table 48	Southeast Florida Region
Table 49	East Central Florida Region
Table 50	West Central Florida Region
Table 51	Northeast Florida Region
Table 52	Southwest Florida Region
Table 53	Northwest Florida Region

CONTENTS: APPENDIX C

Airport Information Sheets

All Florida Commercial Service Airports

Southeast Florida	Ft. Lauderdale-Hollywood International Airport (FLL)
	Miami International Airport (MIA)
	Palm Beach International Airport (PBI)
	Key West International Airport (EYW)
East Central Florida	Orlando International Airport (MCO)
	Melbourne International Airport (MLB)
	Daytona Beach International Airport (DAB)
	Orlando Sanford International Airport (SFB)
West Central Florida	Tampa International Airport (TPA)
	Sarasota-Bradenton International Airport (SRQ)
	St. Petersburg-Clearwater International Airport (PIE)
Northeast Florida	Gainesville Regional Airport (GNV)
	Jacksonville International Airport (JAX)
Southwest Florida	Southwest Florida International Airport (RSW)
	Punta Gorda Regional (PGD)
Northwest Florida	Pensacola Gulf Coast Regional Airport (PNS)
	Tallahassee Regional Airport (TLH)
	Northwest Florida Regional Airport (VPS)
	Northwest Florida Beaches International Airport (ECP)

ANALYSIS OF SCHEDULED COMMERCIAL AIR SERVICE IN FLORIDA: UPDATE 2011

This report provides an update to the overview of Florida's scheduled commercial airline service using 2010 and 2011 data. The original overview was based on conditions that characterized Florida's commercial air service airports in the summer of 2000. Subsequently, an update to the original study was prepared to contrast and compare commercial airline service at Florida airports in the summer of 2000 and the summer of 2001. A supplemental update was made after September 11, 2001 (9/11) to reflect changes to Florida's commercial airline service following the terrorist attacks in New York and Washington, DC. That supplement noted changes in air service at Florida's airports between the summer and the late fall of 2001. An additional update was prepared in the summer of 2003 to address any further changes in Florida's air service in the two years after 9/11. This report compares airline service for the 2000, 2001, 2003, 2005, 2007, 2008, 2009, 2010, and 2011 timeframes, and notes service changes that have occurred since the summer of 2008 (when this report was last updated).

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

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

- Passenger Origination and Destination (O&D) travel patterns for each market and information on average one-way fares are for calendar year 2010; this information was obtained from the United States Department of Transportation (US DOT).
- Data on service provided to and from each airport as of July 2011 were obtained from the Official Airline Guide (OAG). **Table 1** below lists the different data used in this report, for each respective year, and the resources from which that data was obtained.

Table 1: Data Sources

2010	2011
Outbound O&D Passengers ¹	Weekly Flight Departures ²
Average Domestic One-Way Fare, D1B1	Weekly Departing Seats ²
Total Enplanements ¹	US Cities Served ²
	Airlines Serving ²
	Weekly International Departures ²
	Intrastate Departures & Destinations ²
1. US DOT, Air Passenger O&D Survey, Reconciled to Schedules T-100	
2. Official Airline Guide (OAG)	

The focus of this report is highlighting changes that occurred in Florida's commercial airline service environment from the summer of 2000 through the summer of 2011. Analyzing those changes makes it possible to identify market-specific recovery at each Florida airport since 9/11. This report also makes it possible to identify notable long-term structural changes in Florida's commercial service environment that appear to have been precipitated by the events of 9/11 or the continued economic problems of many of the nation's leading airlines.

This 2011 update was prepared by Kimley-Horn and Associates, Inc. The 2008 update was also prepared by Kimley-Horn and Associates, Inc. in association with Cambridge Systematics, Inc. The 2000, 2001, 2002, 2005 and 2007 reports were prepared by Wilbur Smith Associates.

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. Passenger diversion within the State from small to larger commercial service airports, however, is notable. Florida is considered a low yield market, because of this profits may not be as high as they would be in other markets with similar numbers of flights.

Low Yield Market

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 in those other markets. Florida markets provide lower yields for the following reasons:

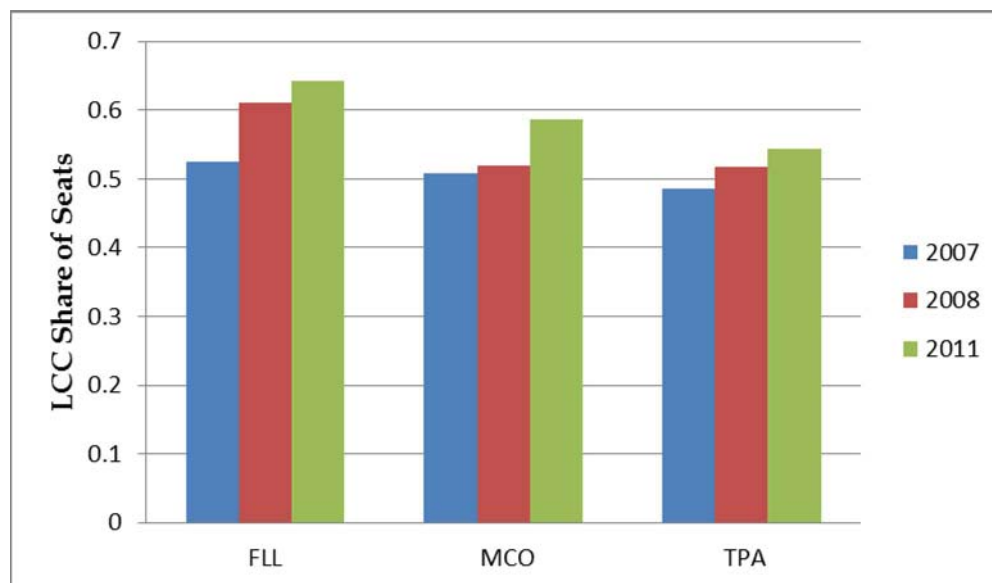
- Several markets have intense competition between carriers that provide scheduled airline service.
- The leisure nature of a high percentage of the passengers who fly into the Florida markets equates to lower cost tickets. For most Florida markets, the percentage of vacation/leisure related travel is much higher than the national average.
- Many passengers on planes to Florida markets are non-revenue travelers flying on frequent flyer redemptions. In 2009, 2.7 percent of flights used frequent flier redemptions. This percentage increased to 2.9 in 2010.
- The percentage of seats in Florida flown by low cost carriers (LCCs) is notably above the national average.

Prior to 9/11, the load factor (passenger-miles as a proportion of available seat-miles) for carriers in the U.S. surpassed 75.72 percent. Following 9/11, load factors nationally fell significantly, reaching a low of 55.71 in September. Load factors continued to rise throughout the decade, reaching 80 for the first time in 2009 (81.06 percent). This trend continued through 2011 when the national average load factor was 82.92 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. Airlines with destinations to Florida airports saw load factors climb over 83 percent by 2007 (Miami). Orlando had a load factor of 85.2 percent in 2011, meaning that Florida destinations had a load factor that was about three percent higher than the national average.

Low Cost Carriers (LCC)

Low-cost carrier activity in Florida is concentrated in three airports: Ft. Lauderdale, Orlando, and Tampa, with lower levels of low-cost carrier service available at 11 other Florida airports. These three airports can trace their considerable and recent growth in large part to the service provided by low-cost carriers. At each of these three airports, the trend of increased low-cost seats continued from the last update and is shown in **Figure 1**.

Figure 1: LCC Market Share of Growth



Since the last update, only Melbourne Regional Airport lost low cost carrier service. Low cost carrier service was added to Key West International Airport and Punta Gorda Airport. Continued growth in low-cost carrier is expected for the foreseeable future as Florida markets grow and carriers compete for increasing numbers of leisure passengers.

CHANGES SINCE 2008 UPDATE

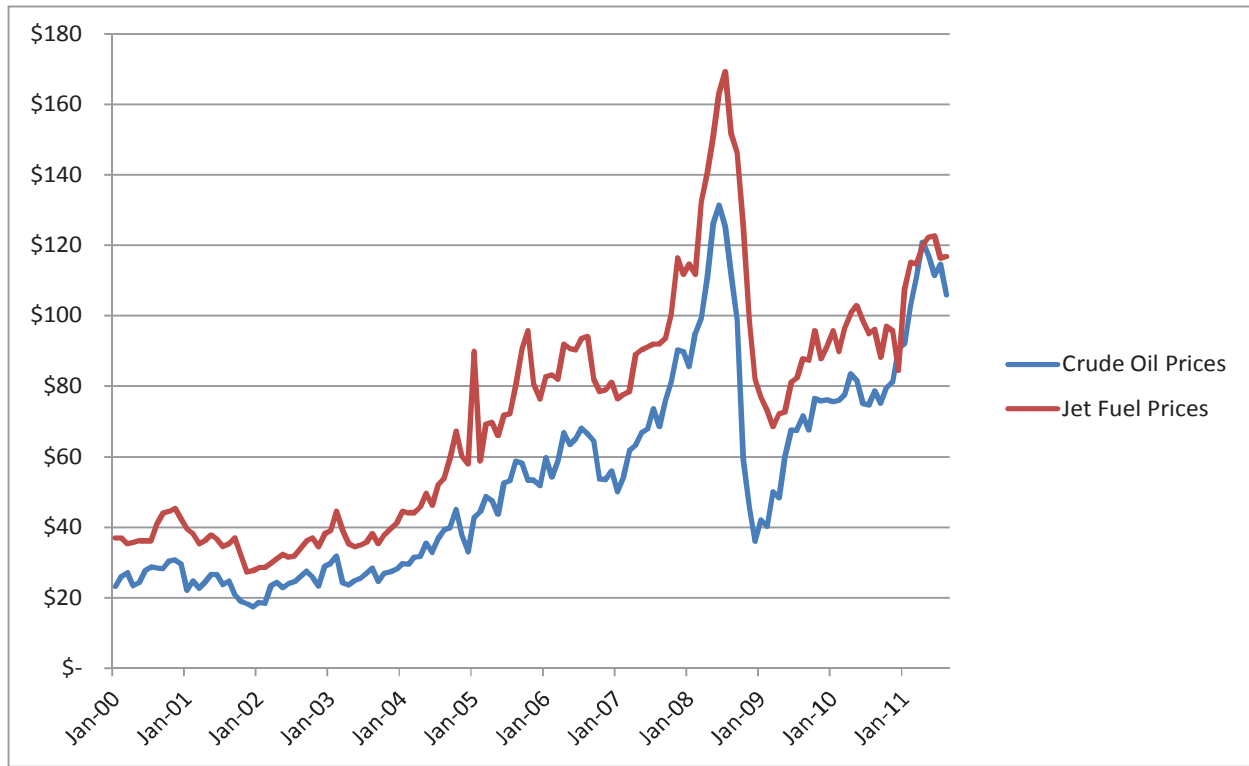
Airport Name Changes

One airport has changed its name since the 2008 update to this report. On May 22, 2010 Panama City-Bay County International Airport moved to a new location and changed its name to Northwest Florida Beaches International Airport. The three digit airport code also changed. Under the previous airport name, the code was PFN. With the relocation and name change, the airport code became ECP. All 2011 references to this airport have been updated; however, references to this airport in past graphs and tables have not been revised.

Fuel Prices

Fuel prices have fluctuated greatly in the last five years, as shown in **Figure 2**. Reaching historic highs in 2008, fuel prices stabilized around \$110 per barrel in the summer of 2011. From 2005 to 2008, the percent of operating expenses spent on fuel for the six network airlines (Delta Air Lines, American Airlines, United, US Airways, Continental Airlines, Alaska Airlines, and Northwest Airlines-now merged with Delta) increased from 19.4 percent to 35.0 percent. From 2008 to 2010, this value fell to 23.3 percent, due to the decrease in fuel prices from the record highs in 2008. The same six carriers spent 3.43 cents per available seat-mile for fuel in the first quarter of 2010, which is up from the fourth quarter of 2009 when it was 3.26 cents per available seat-mile.

Figure 2: Jet Fuel Price Growth



Source: Energy Information Administration (EIA)

Fees

Since 2008, the airline industry reacted to the fluctuating operating costs (primarily influenced by fuel costs) in several ways. Most notable was the introduction of fees for various services not directly reflected in the airline base fare price¹. Most airlines continued increasing fees for checked or oversized baggage, meals, pets, unaccompanied minors, seat assignment, additional legroom, reservations by phone, curbside check-in, and increased non-refundable ticket change fees. All of these fees could contribute an additional \$25 - \$50 to the total cost and not be reflected in the base fare price. These fees will most likely not be shown in future updates to base fares, and, consequently, fares may not be reflective of the actual cost to passengers. From 2009 to 2010, collections from baggage fees have increased by 33.0 percent, while reservation change fee collections have dropped by 5.7 percent.

¹ The domestic average fare for each ticket includes the actual fare, federal taxes, airport passenger service charges, and U.S. Department of Homeland Security fees. The average does not include bulk fares. *Source: US DOT Bureau of Transportation Statistics (BTS)*

Airline Changes

AirTran Airways

AirTran Airways, based out of Orlando, Florida, has been offering service to various locations around Florida and the United States for over a decade. In September of 2010, Southwest Airlines announced that it would be buying AirTran Airways, pending federal approval. On May 2, 2011, Southwest Airlines signed a contract to buy AirTran Airways. Although a deal has been signed, AirTran will continue to operate until the merger is complete.

Northwest Airlines

On October 29, 2008, Northwest Airlines was officially absorbed by Delta Airlines. Northwest did, however, continue to operate under that name until January 31, 2010 when they officially began to fly under the name Delta. Although they are now Delta, service continues to a majority of the destinations that were served by Northwest Airlines.

Yellow Air Taxi

In 2003, Yellow Air Taxi began operations in Florida. The airline provided service from Ft. Lauderdale to the Bahamas, and throughout the years, expanded and retracted service. On May 31, 2011, Yellow Air Taxi was evicted from their hangar at the Ft. Lauderdale-Hollywood International Airport and, therefore, ceased offering commercial flights.

Midwest Airlines

Midwest Airlines offered service out of Ft. Lauderdale, Orlando, Tampa, and Southwest Florida International Airports serving destinations mostly in the Midwest. On April 13, 2010, it was announced that Midwest Airlines would be merging with Frontier Airlines, and that the Midwest Airlines brand would disappear by 2012. Most of the flight options offered by Midwest Airlines will be continued by Frontier Airlines.

Vintage Props & Jets

Vintage Props & Jets was founded in 1991 out of New Smyrna Beach, Florida. Throughout its operation, it offered service to various locations in Florida and the Bahamas. On July 18, 2008, Vintage Props & Jets filed for bankruptcy and ceased operations. Not all of the destinations that Vintage Props & Jets served have been replaced in commercial service airports, most likely due to the high costs and low ridership of such destinations.

OVERVIEW OF FLORIDA'S CURRENT COMMERCIAL AIR SERVICE

Among states in the United States, Florida continues to have one of the most comprehensive systems of scheduled commercial service airports. As of 2011, 19 airports in Florida had scheduled commercial airline service.

Since the first time this air service review was conducted in 2000, Marathon and Naples have each gained and lost scheduled service several times, often reducing service at these two airports to charter and/or air taxi options. Marathon and Naples had no scheduled service in 2011 and, therefore, do not have updates for this report. Punta Gorda started commercial service on November 22, 2008, and currently has flights to Greensboro, Greenville, Lexington, Knoxville, and Ft. Walton Beach, and is included in the Air Service Update for the first time.

AIRPORT CATEGORIZATION

The Federal Aviation Administration (FAA) categorizes commercial airports as large hub, medium hub, small hub, and non-hub airports as shown in **Table 2**:

Table 2: FAA Commercial Airport Categories and Florida Airports

<u>Hub Size</u>	<u>Annual Enplanements</u>	<u>Airports</u>
Large Hub	1% or more of annual passenger boardings	1. Orlando International 2. Ft. Lauderdale International 3. Miami International 4. Tampa International
Medium Hub	Between .25% and 1% of annual passenger boardings	5. Southwest Florida International 6. Palm Beach International 7. Jacksonville International
Small Hub	Between .05% and .25% of annual passenger boardings	8. Pensacola Gulf Coast 9. Sarasota-Bradenton International 10. St. Petersburg-Clearwater International 11. Orlando-Sanford International 12. Northwest Florida Regional
Non-Hub	More than 10,000 but less than .05% of annual passenger boardings	13. Key West International 14. Northwest Florida Beaches International 15. Daytona Beach International 16. Tallahassee Regional 17. Melbourne International 18. Gainesville Regional 19. Punta Gorda

FLORIDA ORIGINATION AND DESTINATION PATTERNS

Florida Demand Patterns and Fares

Using information obtained from the U.S. Department of Transportation for calendar years 1999, 2000, 2002, 2004, 2006, 2007, 2008, 2009 and 2010, Florida's commercial service airports were analyzed to identify travel patterns for all domestic originating passengers. **Exhibits 1-7 of Appendix A** summarize the following information for each of the commercial airports, for six geographic areas of the State, and for the State as a whole:

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

Table 1 of Appendix A provides a comparison of outbound origination and destination (O&D) passengers, top travel destinations, and the average one-way fare by Florida region and airport for 1999, 2000, 2002, 2004, 2006, 2007, 2008, 2009 and 2010. The table shows that individual Florida airports all experienced a change in O&D passengers and/or average one-way fares between 1999 and 2010. Most Florida regions experienced overall growth in domestic O&D passengers between 1999 and 2004. Generally speaking, statewide domestic originating passengers increased between 1999 and 2000, fell between 2000 and 2002, but grew again through 2004. Originating passenger growth moderated somewhat between 2004 and 2006. The total outbound passengers grew significantly with a 4.45 percent increase between 2006 and 2007, resulting in more than 59 million outbound passengers. From 2007 to 2010, there was a 7.8 percent decrease in outbound passengers that could probably be attributed to the global economic downturn. In addition, the table illustrates that travel patterns remained relatively unchanged between 1999 and 2007. Between 2007 and 2010, there was a 4.6 million person reduction in passengers. **Table 1** also shows that the State's average one-way fare increased between 1999 and 2000, fell notably between 2000 and 2004, but increased to pre-9/11 levels in most regions by 2006, and continued to increase dramatically in 2007. From 2007 to 2010, fares increased in some regions and decreased in others, but the overall trend was that fares decreased significantly from 2007 to 2010.

Based on the information presented in **Appendix A**, conclusions are summarized on the following pages.

Domestic Travel Patterns

- For a majority of airports and regions in Florida, cities in the Southeastern part of the U.S. were the top travel destinations in 2010. Cities in the Northeast part of the U.S. were typically the top travel destinations, as stated in previous updates of this document. However, for this update, there was a notable increase in travel to the Southeast. The increase in flights to the Southeast is most likely due to an increasing number of flights connecting through large regional hubs such as Atlanta and Charlotte. Time will tell if this trend will continue, or if flights will return to offering direct service to the Northeast. This data is presented in **Exhibit 7 of Appendix A**.
- In 2010, cities in the Northeast and Midwest ranked as the second- and third-most heavily traveled destinations, respectively, for Florida-originating domestic air travelers. In the 2010 update, the Southeast was the top destination for the first time since this report was published.
- Nationally, approximately 19 percent of all domestic passenger originations were bound for cities in the Southwestern part of the U.S during 2010. In Florida for 2010, travel to cities in the Southwest accounted for 4.6 percent of domestic passenger originations during 2010. From 1999 to 2007, this figure consistently remained between eight and nine percent; this decrease is most likely due to a decrease in direct flights of that length.
- In 2010, the Northwest region (Alaska, Washington, Oregon, and Idaho) was again ranked last by each of the Florida regions, with only 0.3 percent of all of Florida's originating passengers.
- In 2010, it was found that the number of passengers departing Tampa International Airport had dropped by around 1.4 million since 2007. Key West International Airport dropped almost all other service, except service bound for the Southeast; there were some flights to other regions, but there were very few. Palm Beach more than doubled flights to the Southeast U.S. region, but dropped by almost one million in passenger trips to the Northeast. In almost all Florida regions, the number of outbound trips to the Southeast has doubled from the 2007 update.

Fares

- The average one-way fare paid by all domestic passengers originating in Florida decreased from \$180.12 in 2007 to \$154.60 in 2010. Nationally, the average one-way fare paid by all U.S. passengers traveling domestically was \$186.73 in 2010, up from the 2007 average of \$174.06. While Florida's average one-way fares have

historically (1999-2006) been below the national average, the average one-way fare paid by passengers originating in Florida was slightly higher than the national average in 2007. The reduction in average one-way fare is attributable to the declining fuel costs that occurred after historic highs in 2007 and 2008 (Figure 2).

- In previous updates to this report, the airports in the East Central (Orlando, Orlando-Sanford, Melbourne, and Daytona) and West Central (Tampa, St. Petersburg, and Sarasota) regions of Florida had average fares lower than the statewide average. This trend continued in 2010. This trend may result from the multiple low-cost carriers that serve the large hub airports in these regions. Overall, the East Central region had the lowest average fares at \$143.40.
- In 2010, as in previous updates to this report, the highest one-way average fares were reported in the Northwest region of Florida (Pensacola Gulf Coast, Tallahassee, Northwest Florida Regional, and Northwest Florida Beaches). Additionally, two other airports in Florida had fares comparable to the fares found in the Northwest region. These airports are located in the Northeast and Southeast: Gainesville and Key West.
- Average one-way fares continue to remain below the national average one-way fare for travel to cities in Florida's top three regional destinations (Northeast, Midwest, and Southeast), as seen in **Table 3** below:

Table 3: Average One Way Fare by Region – 2010

	Destination							
	Mid South	Mid West	North Central	Northeast	Northwest	South Central	Southeast	Southwest
Florida	\$164.23	\$145.44	\$180.51	\$147.86	\$241.01	\$183.44	\$144.23	\$220.87
Mid South	\$205.19	\$191.49	\$258.42	\$200.98	\$273.70	\$188.07	\$190.30	\$233.40
Mid West	\$190.53	\$154.40	\$186.20	\$178.97	\$245.66	\$185.75	\$159.57	\$207.88
North Central	\$257.06	\$186.84	\$249.47	\$239.79	\$230.43	\$195.14	\$204.76	\$196.46
Northeast	\$199.69	\$179.03	\$237.59	\$138.36	\$262.81	\$224.14	\$156.07	\$249.33
Northwest	\$285.71	\$245.72	\$240.95	\$276.75	\$220.35	\$218.99	\$283.44	\$195.78
South Central	\$187.41	\$185.55	\$194.64	\$223.28	\$218.92	\$144.71	\$202.87	\$182.80
Southeast	\$190.51	\$160.84	\$204.26	\$157.31	\$269.05	\$204.13	\$154.11	\$239.30
Southwest	\$233.52	\$209.16	\$198.26	\$252.01	\$192.93	\$184.26	\$240.82	\$136.53

- In 2010, excluding Orlando International (Florida's largest airport, serviced predominately by less expensive carriers), the average one-way fare paid by domestic passengers originating at all other Florida airports combined was \$164.08. In all prior study years, the average one-way fare paid by originating passengers at all Florida airports, except Orlando International, was \$3.00 or \$4.00 higher than the average one-way fare paid by originating passengers at all Florida airports, including Orlando in 2010. In 2010, the fare difference with and without Orlando International included was roughly \$10.00, reflecting continued expanded offerings by low-cost carriers at Orlando International Airport.

EXISTING SERVICE LEVELS

Nonstop Service

A review was undertaken to determine the ability of each airport's current nonstop domestic service to meet the needs of domestic passengers originating at one of Florida's commercial airports. It is important to note that this review included only existing nonstop scheduled commercial airline service, as reported in July 2011. 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 at several different times via several connection opportunities.

Information on summer 2011 service patterns for each system airport is summarized in **Tables 1 through 21** in **Appendix B**. For comparison purposes, **Tables 1 through 21** of **Appendix B** also provide historical summaries of airport service patterns for the summers of 2000, 2001, 2003, 2005, 2007, and 2008. In these tables, flights per week are found by taking the average for the month of July. **Table 22** of **Appendix B** provides a summary of statewide information on the number of destinations served, total scheduled weekly departures, and total weekly departing seats for each airport by aircraft type; this information is also provided for the summer of 2000, 2001, 2003, 2005, 2007, 2008, 2010, and 2011. The information provided in this table is taken from the second week in July only. Because the data are derived using multiple methods, there are small differences between the weekly departures shown in **Tables 1-20** and those shown in **Table 21**; the differences, however, are small and do not skew the findings.

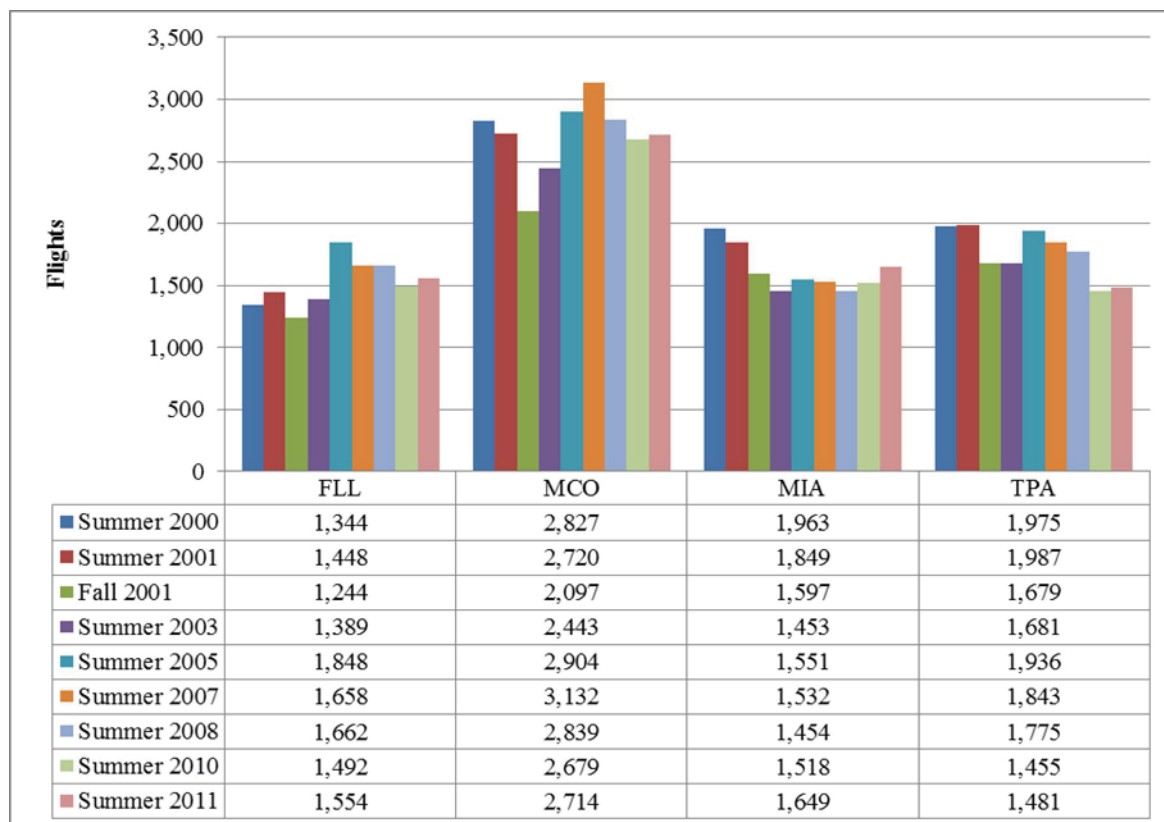
For this update, a seasonal comparison for each airport is summarized in **Tables 27 through 52** in **Appendix B**. For comparison purposes, summaries of departing seats and flight frequency are provided for winter (December 2010 and January 2011), spring (March and April 2011), and summer (July and August 2011). Seasonal information is intended to determine which airports and regions experience a greater degree of air service change at different times of the year.

Statewide Domestic Service Summary

Statewide information on Florida's air service in the summer of 2011 may be summarized as follows:

- In the summer of 2010, an average of 10,118 nonstop domestic flights were scheduled each week from all of Florida's commercial airports. This represents a 9.2 percent decrease from the 2008 report's level of 11,145 reported nonstop domestic flights. In the summer of 2011, an average of 10,392 nonstop domestic flights were scheduled each week from all of Florida's commercial airports. This represents a 2.7 percent increase from the 10,118 reported nonstop domestic flights in 2010. The majority of the decrease in departures between 2008 and 2010 is attributed to Tampa, Orlando, and Ft. Lauderdale, which experienced 320, 160, and 170 fewer departures, respectively. The increase in flights between 2010 and 2011 can mainly be attributed to Miami, which had 131 more flights. The overall decrease in total departures between 2008 and 2011 contrasts the increase in the number of nonstop domestic destinations served from Florida's airports; this number increased from 117 in 2008 to 135 in 2011. In all, Florida travelers can reach 54 more cities on nonstop flights in 2011 than they could in 2001, where nonstop domestic flights went to 81 different domestic locations.

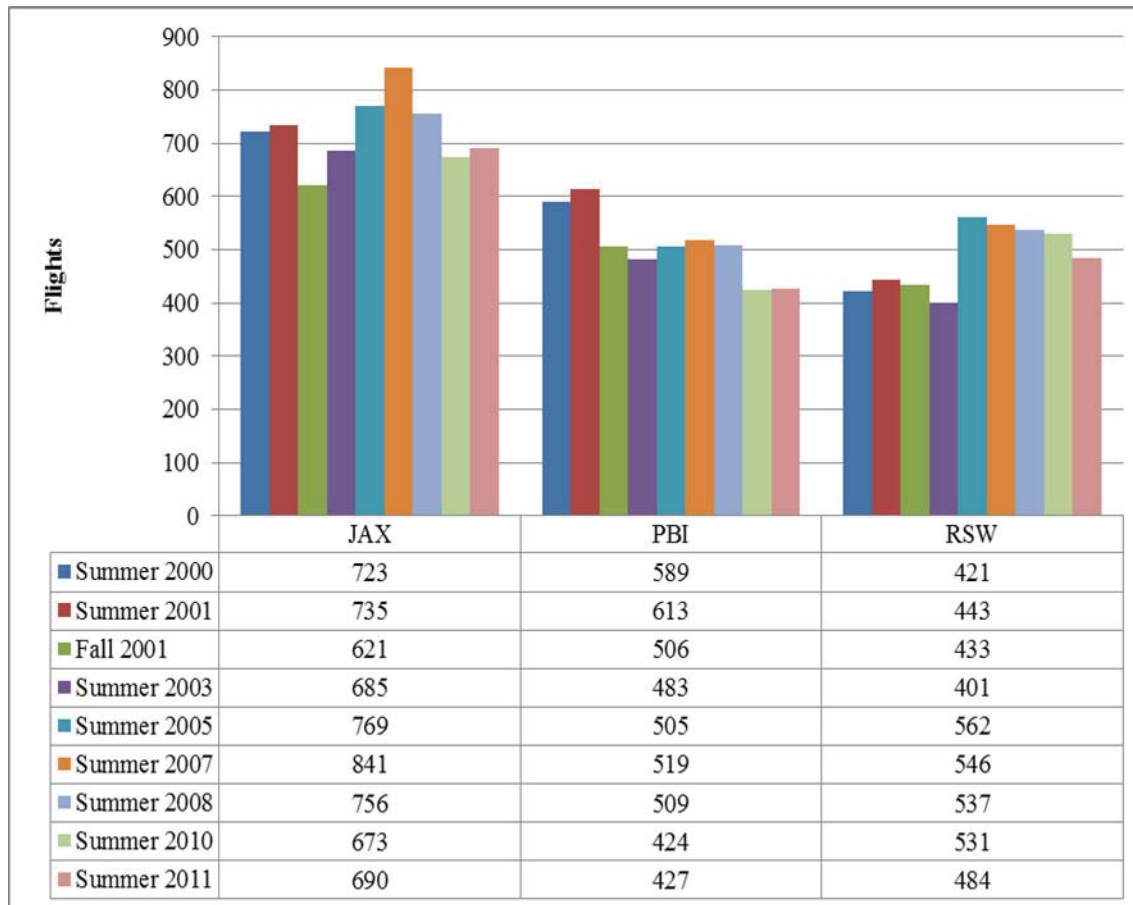
Figure 3: Large Hub Flight Trends - July 2011



- In the summer of 2011, during each week there were, on average, 1.33 million departing seats, representing a modest decline from the over 1.36 million departing seats reported in 2008. Each week during the summer of 2001, there were, on average, 1.29 million seats that departed all Florida airports to domestic airports throughout the U.S. The number in 2011 (1.33 million) is not the highest, but remains above average for figures reported in previous updates of this study.
- When all seats that departed Florida airports each week to domestic locations were considered, approximately 90 percent of those seats were on large jet aircraft.² This level has remained virtually unchanged since 2000.
- In the summer of 2011, the average number of seats per flight increased to 128, up from 2008 when there was an average of 122 seats per flight. This seats-per-departure figure remained notably higher than 2001 levels. In 2001, there was an average of 112.7 seats per flight, an increase from 107.1 seats per flight in 2000.
- In the summers of 2000 and 2001, approximately two percent of all seats that departed Florida airports to domestic locations were on regional jet (RJ) aircraft. By the summer of 2003, the total percentage of all seats that departed Florida airports on RJs had increased to 6.4 percent; in 2005 it had increased further to 8.4 percent. In 2007, regional jet seats reversed the trend with a decline to 7.7 percent and remained there in 2008. In 2011, there was an increase back to the levels of the mid-2000's at 8.3 percent.

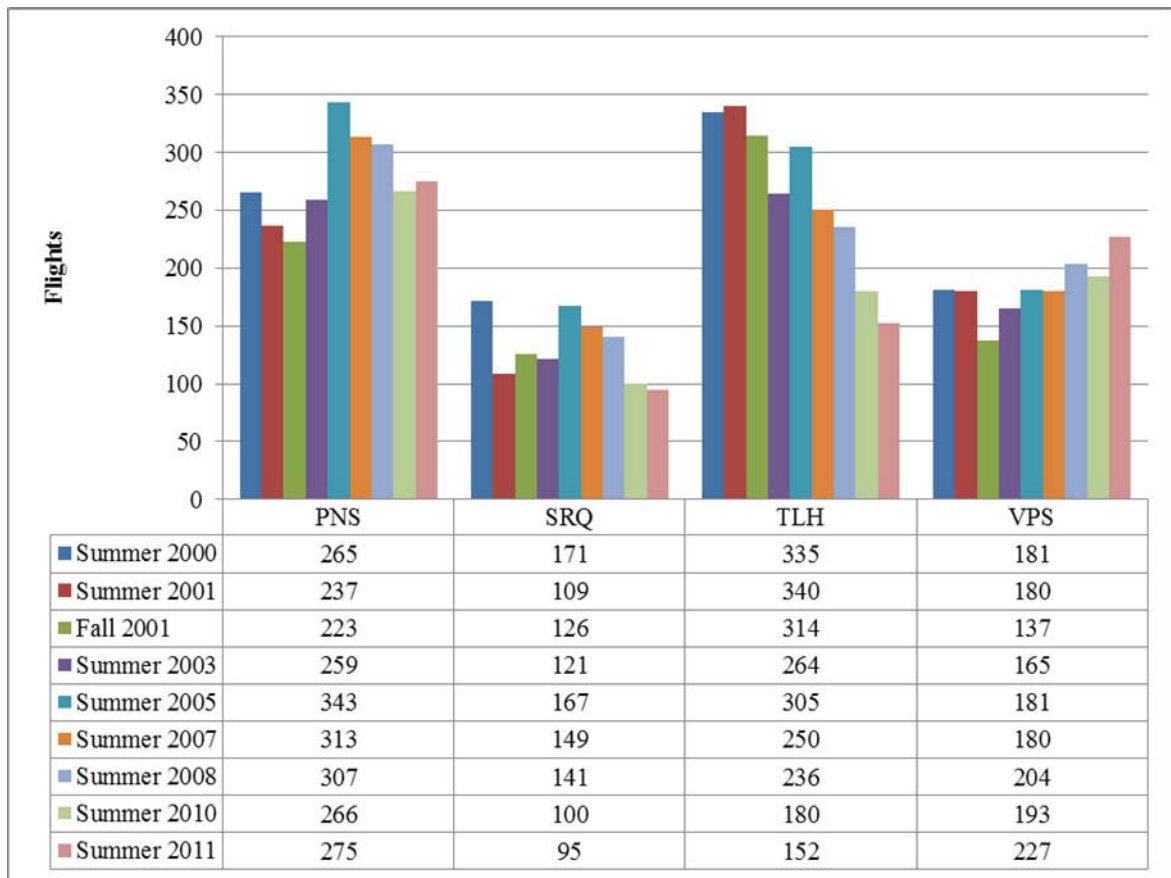
² The aircraft classifications used in this document include large jets (turbofan aircraft with more than 70 seats, sometimes referred to as “jets”), regional jets (turbofan aircraft with fewer than 70 seats, typically referred to as RJs), and turboprops (propeller-driven aircraft of all sizes, typically smaller than 50 seats).

Figure 4: Medium Hub Flight Trends - July 2011



- In August 2001, approximately seven percent of all seats that left Florida airports were on turboprop aircraft, down from nine percent in the summer of 2000. The flights on turboprop aircraft were almost exclusively destined to other Florida airports. By the summer of 2003, of all seats departing Florida airports, only three percent were on turboprop aircraft. This figure fell to just 2.4 percent in 2005 and remained there for 2007 and 2008. In 2011, this figure fell again to 1.3 percent.
- In all previous study years, Orlando International had the highest number of domestic destinations served and the highest number of available departing domestic seats each week. This service pattern remained unchanged in the summer of 2011, though there were declines in the scheduled weekly departures, and available domestic seats from 2008 to 2011 (weekly departures decreased from 2,839 to 2,714; and domestic seats decreased from 399,604 to 379,991). During this same time, the number of destinations served rose slightly from 78 in 2008 to 82 in 2011. These decreases can be largely attributed to the declining economic conditions in the last few years.

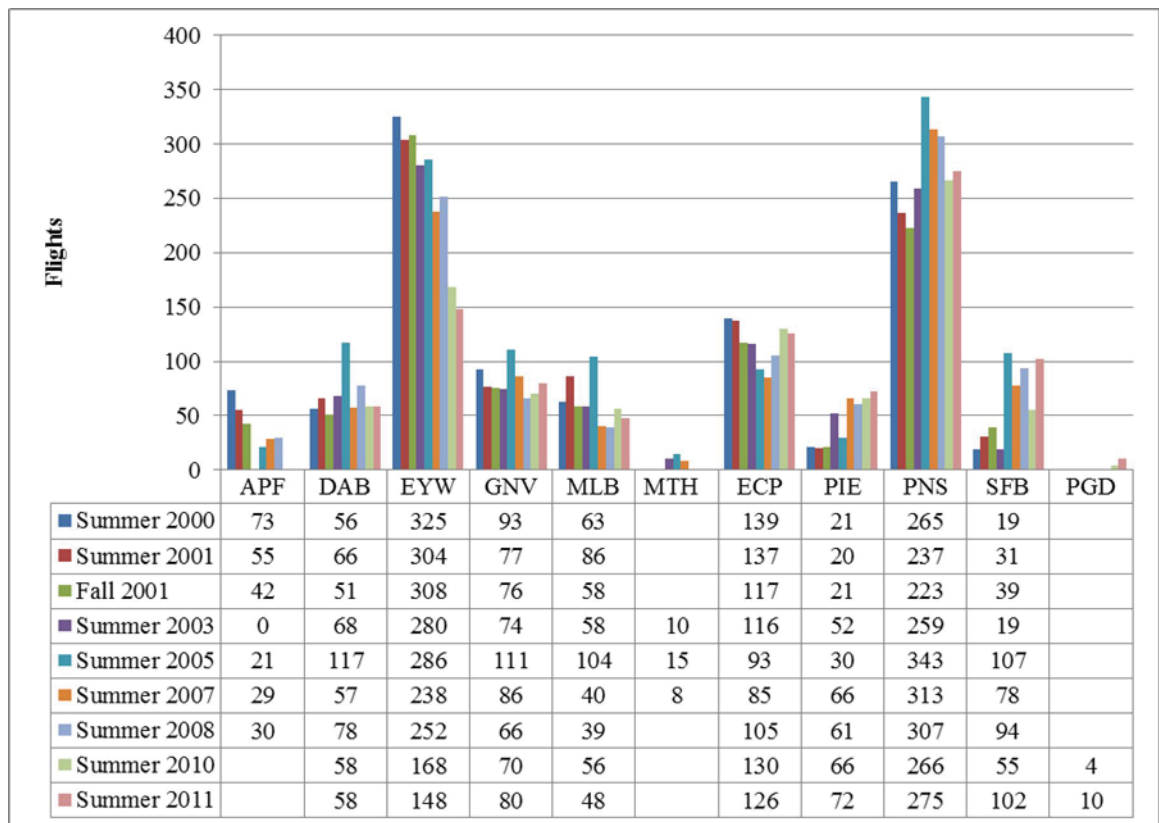
Figure 5: Small Hub Flight Trends - July 2011



- In the summers 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 had scheduled service by at least two different airlines. In the summer of 2003, Naples lost service completely, and service by one carrier to one destination was resumed at Marathon. By the summer of 2005, service at Naples had resumed. By the summer of 2007, Marathon had service to one destination by one carrier and Naples had service to two destinations (one intrastate and one out-of-state) by two carriers. In the summer of 2008, Naples had two intrastate destinations by two carriers and Marathon was without scheduled service. Naples was not included in the current update to the Air Service Study, due to the small number of commercial flights.
- In August 2001, St. Petersburg/Clearwater had the fewest number of scheduled domestic departures per week at 21 departures. In the summer of 2000, Orlando-Sanford had the fewest number of weekly scheduled departures with 19 departures. Orlando-Sanford gained an additional 12 weekly departures between the summer of 2000 and the summer of 2001. By the summer of 2003, weekly

departures at St. Petersburg/Clearwater had increased to 52 departures. Weekly departures from Orlando-Sanford fell once again to 19 departures in the summer of 2003, and that year Marathon had the fewest number of weekly scheduled departures with ten departures. In 2005, weekly domestic departures at Orlando-Sanford rose to 107, and airline offerings at St. Petersburg/Clearwater fell to just 30 weekly domestic departures. In 2005, Marathon had gained five new weekly domestic departures for a total of 15 departures. By 2007, Orlando-Sanford had 78 weekly departures and St. Petersburg/Clearwater had 66 weekly departures. In 2008, Orlando-Sanford increased to 94 weekly departures while St. Petersburg/Clearwater declined slightly to 61 weekly departures. In 2011, the average weekly departure from Orlando-Sanford had risen slightly from 94 to 102, while the average weekly departures from St. Petersburg/Clearwater had risen from 61 to 72 departures. Also in 2011, the airport with the lowest average weekly departing flights was Melbourne with 48. It is important to note that, due to the types of carriers that operate at Orlando-Sanford and St. Petersburg/Clearwater, not all departing flights are reported to the *Official Airline Guide*.

Figure 6: Non-Hub Flight Trends- July 2011



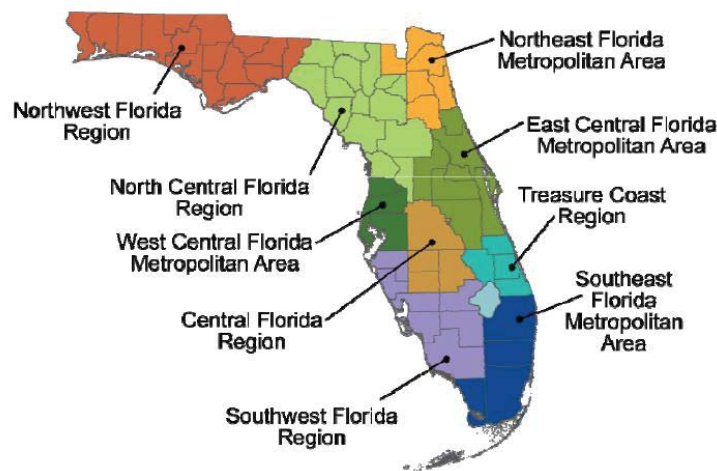
- In 2008, the discount airline DirectAir, operated by Virgin America, began servicing Charlotte County Airport (Punta Gorda) on November 22, 2008 with nonstop offerings to eight domestic destinations. DirectAir continued service through 2011, serving nine destinations. It should be noted that DirectAir does not currently report its schedules to the OAG. However, doing so would enable Florida's airports to have a more complete understanding of service patterns related to the new airline and its competition.

AIRPORT-SPECIFIC DOMESTIC SERVICE SUMMARIES

Key information regarding each commercial airport's nonstop domestic service is summarized in the following section of the report. Service information for 2011 is based on average service available in July, as reported by OAG). Enplanement data for 2010 was obtained from the U.S. Department of Transportation using T-100 Domestic Market data and DB1B Origin and Destination Survey data.

The Florida aviation planning regions are shown below. The North Central Florida, Central Florida, and Treasure Coast Regions are not discussed in this report because there are no commercial service airports in those planning regions. In many instances in this report and appendices, the term "metropolitan" has been removed from region name for brevity.

Figure 7: Florida Aviation Planning Regions



Source: FDOT, Florida Aviation Systems Plan

Southeast Florida Region

Ft. Lauderdale-Hollywood International Airport

Ft. Lauderdale-Hollywood International Airport saw significant growth in its domestic commercial enplanements since 1999. Domestic-bound enplanements increased from about 6.57 million during 1999 to about 9.17 million by the end of the 2004 calendar year. However, enplanements dipped slightly to 9.14 million in 2006. This represents an increase of about 39 percent in seven years. By 2010, domestic enplanements had rose slightly to 9.21 million. Ft. Lauderdale-Hollywood International continues to have significant representation by the country's predominant low-cost carriers, with service available on Southwest, jetBlue, Spirit, Allegiant, and AirTran. In 2010, Ft. Lauderdale had nonstop service to 60 destinations; 47 of these destinations could be reached nonstop on at least one of the low-cost carriers. In 2011, Ft. Lauderdale had nonstop service to 64 destinations; 54 of these destinations could be reached nonstop on at least one of the low-fare airlines. The average number of weekly departures from the airport increased 23.6 percent (from 1,344 to 1,662) between the summers of 2000 and 2008, or by about 45 additional departures per day. From 2008 to 2011, the average number of weekly departures decreased by 6.5 percent (from 1,662 to 1,554). Ft. Lauderdale-Hollywood International has also experienced a change in the mix of aircraft types that serve the airport. Average seats per flight for all aircraft in July of 2011 numbered 144, up from 2008's level of 137. Weekly departing seats to domestic destinations decreased from 228,456 in 2008 to 223,687 in July 2011. In recent years, due to the global economic downturn, growth at airports has been slowed from the levels of the mid 2000's.

- In the summer of 2001, nonstop service included 1,448 weekly departures to destinations throughout the United States, up nearly eight percent from the summer of 2000. By the summer of 2003, weekly departures to domestic destinations had fallen to an average of 1,389. This measure rebounded significantly by 2005, when scheduled weekly nonstop departures numbered 1,848. Some retraction was seen by 2007, as weekly departures dropped to 1,658. There was modest growth in 2008, as weekly departures increased to 1,662. From 2008 to 2010 departures fell to 1,492, but then increased again in 2011 to 1,554.
- In the summer of 2001, Ft. Lauderdale had 319 weekly departures to ten different Florida cities, down slightly from 2000 levels. By 2003, weekly departures to other Florida cities had fallen to 304, with eight different Florida cities being served. In 2005, however, weekly intrastate departures numbered 371, with service to ten Florida cities. This service saw declines by July 2007, with 320 flights to seven Florida cities, nearly as low as the post-9/11 period. Intrastate service declined even further, with 290 weekly departures, despite the addition of an eighth Florida city in 2008. In 2010, intrastate service fell again, servicing only five cities with 200 weekly departures. By 2011, the number of intrastate

flights reached the lowest levels in over a decade, servicing five cities with 164 weekly departures.

- In August 2001, 22 percent of the market's weekly departures were to other locations in Florida. This was down from 27 percent of the total weekly departures in the summer of 2000. In the summer of 2003, Ft. Lauderdale-Hollywood International had 304 average weekly departures to other destinations in Florida. This represented almost 22 percent of the airport's weekly departures; this statistic remained relatively unchanged between the summers of 2001 and 2003. By the summer of 2005, Ft. Lauderdale's airline service to intrastate destinations accounted for 20 percent of all weekly departures, down from a peak of 27 percent in 2000. Further declines were seen by 2007, with just 19.3 percent of all departures destined for Florida cities. This trend continued in the summer of 2008, with just 17.4 percent of all departures destined for Florida cities. By the summer of 2010, the 200 intrastate flights accounted for only 13 percent of all flights. The rate fell again in 2011, with the 164 intrastate flights representing 10.5 percent of the total. This percentage represents the lowest level of intrastate departures for all editions of this report since 2000.
- Almost 98 percent of the market's weekly domestic seats in 2001 were on jet aircraft, up from 97 percent in 2000. This percentage remained relatively unchanged in the summer of 2003, and again in 2005, before falling slightly to 95 percent in 2007 as additional regional jet flights were deployed. The summer of 2008 saw a significant increase in weekly domestic seats on jet aircraft, up to almost 100 percent, as additional regional jets and large jets were utilized. In 2011 the percentage dropped again to 97 percent. Although the numbers fluctuated slightly throughout the past decade, jet aircraft remains the most common type of aircraft used for flights out of Ft. Lauderdale.
- Scheduled nonstop domestic service, continued to be well-matched to domestic originating passenger demand for most regions. Some regions varied slightly, but as a whole, the airport was very well matched.
- Scheduled service showed very little variability during different seasons in 2011. The airport's percentage of departing seats was highest to the Northeast for all seasons. The South Central region showed the most variation from winter to summer, moving from 8.4 to 10.7 percent.

Table 4: Ft. Lauderdale-Hollywood International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	37%	40%
Midwest	13%	11%
Southeast	25%	20%
Southwest	7%	5%
South Central	9%	9%
Mid South	2%	3%
North Central	1%	0%
Northwest	0%	0%
Florida Only	7%	11%

Table 5: Ft. Lauderdale-Hollywood International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	43%	44%	42%	43%	44%	42%
Midwest	12%	13%	12%	13%	14%	13%
Southeast	16%	15%	17%	17%	16%	17%
Southwest	6%	5%	6%	6%	5%	6%
South Central	8%	8%	10%	8%	8%	11%
Mid South	2%	2%	2%	2%	2%	2%
North Central	1%	1%	0%	1%	1%	1%
Northwest	0%	0%	0%	0%	0%	0%
Florida Only	12%	11%	11%	9%	9%	9%

Miami International Airport

Since 2000, Miami International Airport has seen an overall increase in the number of domestic-bound passengers it serves annually. In 2000, about 4.61 million originating passengers boarded domestic flights at the airport. In 2002, the airport served about 4.17 million originating domestic-bound passengers. In 2004, this figure increased to 4.25 million and increased further to 4.72 million in 2006. This represented an overall increase of about 2.3 percent from 2000 levels. In 2008 the number of originating domestic-bound passengers doubled, reaching 8.35 million. By 2010, this number had reached 8.65 million. The airport had nonstop service on 1,454 weekly departures to domestic destinations in 2008, down from 1,532 in 2007, and from 1,551 in 2005, but up from its 2003 level of 1,453. In 2010, Miami rebounded back up to 1,518 average weekly

departures, and then again up to 1,649 in 2011. However, the 2011 weekly departures are still down from the highs of 1,963 in 2000 and 1,849 in 2001. Weekly departing seats to U.S. destinations numbered 226,075 in 2011, up from 198,984 in 2008, 201,200 in 2007, and 207,800 in July 2005. The 2011 departing seats are similar to 2000 and 2001 with domestic departing seats numbered 237,600 and 224,600, respectively.

The average number of seats per flight in July 2011 was 137, the same as it was in July 2008. Previous updates of this study ranged from 131 in July 2007, 134 in July 2005, and 121 in both 2000 and 2001. In 2010 and 2011, Miami International Airport had 52 domestic destinations. A very large proportion of Miami's scheduled commercial flight departures were to international destinations. International service at each of Florida's commercial airports is discussed following the airport specific domestic service summaries.

- In the summer of 2001, nonstop service from Miami International included 1,849 weekly departures to destinations throughout the United States. This represented a decline in weekly departures of almost six percent from the summer of 2000. This was due largely to increased low-fare competition at Ft. Lauderdale International Airport. This trend continued, and by the summer of 2003, Miami International reported 1,453 weekly departures to destinations in the U.S. This figure rebounded somewhat by the summer of 2005, when weekly domestic departures increased to 1,551 before declining to 1,532 in 2007. This downward trend continued in 2008 with 1,454 weekly domestic departures, similar to 2003 levels. In 2010, average weekly departures increased to 1,518, and then again in 2011 to 1,649. While the recent increases show that Miami is becoming more competitive, they are still not close to the levels seen in 2000.
- During the summer of 2001, Miami had nearly 600 weekly scheduled departures to six different cities in Florida, including 215 flights to Orlando International. However, during the summer of 2000, over 700 weekly intrastate departures were scheduled to nine different Florida airports, representing a 16 percent decline in one year. By the summer of 2003, Miami International reported 342 weekly departures to other Florida cities, a number that increased slightly to 349 by July 2005. Flights to other Florida cities increased in July 2007 to 358 flights with service to seven Florida cities. Flights to other Florida cities were constant in July 2008 with service to seven Florida cities. However, overall flights declined with only 314 departures as a result of reduced service to Orlando International and Tampa International. In 2010, Miami hit a low, having seven destinations served by only 268 flights, with 74 going to Orlando and 63 going to Tampa. In 2011, intrastate departures increased to 302, servicing eight airports, including the addition of Gainesville Regional.
- In the summer of 2001, nearly 250,000 weekly seats departed Miami for other U.S. destinations, about six percent less than the summer of 2000. The decreasing

trend in domestic service from Miami International continued through 2003. By the summer of 2003, the airport reported 198,262 weekly departing seats to destinations within the U.S. Growth in weekly departing seats occurred by the summer of 2005, when weekly domestic departing seats increased to 207,800. This growth was short-lived, as weekly departing seats fell once again to 201,200 in the summer of 2007, and even further in 2008, with 198,984 weekly departing seats. In 2011, the number of departing seats increased drastically to 226,075, representing the highest amount since 2001 for Miami International.

- In 2000 and 2001, approximately nine percent of the seats that left Miami each week were onboard turboprop aircraft; these seats were destined to other locations in Florida and nearby islands. By 2003 and continuing through 2005, the percent of departing seats on turboprop aircraft had fallen to four percent, with July 2007 seeing a slight increase at 4.5 percent. In July 2008, the percentage of departing seats on turboprop aircraft remained steady with 2007 levels. Levels fell even further in 2011, with only 2.6 percent of flights being taken by turboprops.
- Almost 90 percent of the market's weekly domestic scheduled seats were on jets during the summers of 2000 and 2001. This percentage increased to almost 94 in the summer of 2003, before retreating to 92 percent in 2005 and 89 percent in 2007. In 2008, the percent of weekly domestic scheduled seats on jets increased slightly to 90.4 percent. The market's weekly domestic scheduled seats on jets remained at 90.4 percent in 2011.
- 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. By the summer of 2003, an estimated 23.5 percent of all of Miami International's weekly departures were to other Florida destinations. In 2005, this figure dropped to 22.5 percent, but rose briefly in 2007, with 23.4 percent of departures destined for other Florida cities. In 2008, intrastate service declined again to 21.6 percent. In 2010 intrastate travel represented only 17.7 percent of departures, but in 2011 this figure increased slightly, with intrastate travel representing 18.3 percent of departures.
- Nonstop domestic service remained well-matched to originating domestic passenger demand for most regions. The Southeast and Florida-only regions show much higher percentages of passenger originations than departures. The Midwest and Mid South show more departures than originations. Overall passenger originations and departures were well matched, but service could be changed in the above regions to better match changing trends.

- o Seasonal flight frequency and departing trips showed very few changes throughout the seasons, with slightly higher rates for the Southeast in the winter and the Northeast in the summer.

Table 6: Miami International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	26%	28%
Midwest	11%	12%
Southeast	27%	21%
Southwest	10%	7%
South central	11%	8%
Mid South	3%	5%
North Central	1%	1%
Northwest	1%	0%
Florida Only	10%	19%

Table 7: Miami International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	28%	29%	30%	34%	35%	35%
Midwest	14%	14%	12%	13%	13%	12%
Southeast	17%	16%	16%	15%	15%	14%
Southwest	6%	6%	7%	8%	9%	10%
South Central	9%	9%	8%	11%	11%	10%
Mid South	6%	5%	5%	4%	4%	3%
North Central	1%	2%	1%	2%	2%	1%
Northwest	0%	0%	0%	0%	1%	1%
Florida Only	18%	19%	20%	12%	13%	14%

Palm Beach International Airport

Palm Beach International Airport has seen fluctuations in commercial air service since 1999. Domestic enplanements grew slightly between 1999 and 2000, from about 2.85 million to 2.90 million, before falling to 2.70 million in 2002, a decrease of about six percent. By 2004, however, enplanements grew to 3.20 million, and enplanements continued to increase in 2006 to 3.34 million. In 2008 domestic enplanements reached 3.39 million before falling to 2.91 million in 2010. Weekly departures increased from 589 in 2000 to 613 in the summer of 2001, before decreasing to 483 in July 2003. Weekly departures increased to 505 in July 2005 and to 519 in July 2007 before falling to 509 in July 2008. In 2010, average weekly departures again fell to just 424, before rising

slightly to 427 in 2011. In 2003, Palm Beach International's number of weekly departing seats returned to pre-9/11 levels, to about 65,100; and by July 2005, weekly departing seats had climbed further to 71,800 per week. A reduction in departing seats occurred in the summer of 2007, when 66,100 departing seats were available, with the trend continuing in July 2008 when 62,238 departing seats were available. The summer of 2011 saw a further reduction in weekly departing seats at 57,992. Average seats per flight increased steadily from 108 in 2000 to 124 in 2001, then to 135 in 2003. The recent high was 142 seats per aircraft in the summer of 2005. Average seats-per-flight continued to fall in 2008 to 122, from 2007's low of 127. In 2011, this average rose slightly to 130. Despite the decline after 2005, average seats-per-flight have increased overall from 108 in 2000 to 130 in 2011, indicating deployment of larger aircraft by airlines serving Palm Beach.

- This market had 613 weekly scheduled departures in August 2001 to various destinations in the U.S., up four percent from 589 weekly departures in July 2000. By the summer of 2003, however, weekly scheduled departures had fallen to 483. In July 2005, weekly scheduled departures had increased to 505, and to 519 in July 2007. July 2008 saw a decline when weekly scheduled departures decreased to 509. In 2010, average weekly departures again fell to just 424 before rising slightly in 2011 to 427. From 2001 to 2011, average weekly scheduled departures fell 30 percent.
- Nonstop scheduled departing seats rose markedly between 2000 and 2001, up 19 percent to nearly 76,000 weekly departing seats. By the summer of 2003, the number of weekly departing seats was down to approximately 65,100. This figure recovered partially by the summer of 2005, when it reached nearly 71,800 before falling to 66,100 in July 2007, and even further in July 2008, with 62,238. In 2011, weekly departing seats fell to a new low for the decade, hitting 57,992, marking a 24 percent decline from 2001.
- The increase in scheduled service measures reported in 2001 was attributed largely to Southwest Airlines which entered the market in January 2001. This carrier provided six daily flights to Tampa, three daily flights to Orlando, and two daily flights to Baltimore and Nashville. By 2005, Southwest had added Long Island-Islip as a nonstop destination, and jetBlue had entered the market with nonstop flights to New York-JFK, adding options for Palm Beach's important New York market. By 2007, Southwest had added new low-fare service to Philadelphia. By 2008, many airlines (including Delta, Southwest, jetBlue, and Continental) had decreased the frequency of their nonstop service offerings. However, this decline in total departures was countered with new service to Key West by Continental, with 25 weekly departures. While all the same airlines still service Palm Beach International, the decline in scheduled service between 2008 and 2010 and 2011 can be partially attributed to the

dropping of Continental's service to Key West and Tallahassee, as well as multiple other airlines that minimized service out of Palm Beach.

- In the summer of 2001, there were 158 weekly scheduled departures to different locations in Florida; these intrastate flights accounted for nearly 26 percent of the market's weekly scheduled domestic departures. There were approximately the same number of intrastate departures at the airport one year earlier. By the summer of 2007, however, the airport's number of intrastate weekly departures had fallen to 55, representing approximately 11 percent of the airport's total number of scheduled departures. In 2008, there was an increase in the number of intrastate weekly departures to 68, which represented over 13 percent of the total scheduled departures. In 2010, the number of intrastate flights fell again to just 26 flights servicing only Tampa. This trend continued into 2011 where there were only 25 intrastate flights servicing only Tampa, representing only 6 percent of all flights from Palm Beach.
- Over 97 percent of the weekly scheduled domestic seats in the summer of 1999 were on jets, up from 92 percent in 2000. By the summer of 2003, the percentage of departing seats on jet aircraft had fallen to 95 percent, but rebounded to 97.3 percent by July 2005, before falling again to 94.4 percent in 2007. An increase in turboprop departures further reduced Palm Beach jet departures to 91.9 percent in 2008. In both 2010 and 2011, 100 percent of intrastate flights were on jets.
- Nonstop domestic service remained well-matched to originating domestic passenger demand for most regions. The Southeast and South Central regions showed slight variation. Overall passenger originations and departures were well matched, but service could be changed in some regions to better match changing trends.
- The airport's percentage of departing seats fluctuated over the 2011 seasons, with the highest percentages going to the Northeast in the spring and the Southeast in the summer.

Table 8: Palm Beach International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	53%	55%
Midwest	7%	5%
Southeast	29%	25%
Southwest	0%	0%
South Central	7%	10%
Mid South	1%	0%
North Central	0%	0%
Northwest	0%	0%
Florida Only	4%	6%

Table 9: Palm Beach International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	57%	60%	55%	57%	60%	55%
Midwest	8%	8%	5%	8%	8%	4%
Southeast	23%	21%	25%	25%	23%	27%
Southwest	0%	0%	0%	0%	0%	0%
South Central	7%	6%	10%	6%	5%	8%
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	5%	4%	6%	4%	4%	6%

Key West International Airport

Domestic enplanements at Key West fell between 2000 and 2002, from 283,770 to 259,380, representing a decline of about 8.6 percent. This trend reversed by 2004, when airlines serving Key West enplaned 292,738 domestic passengers. Between 2004 and 2006, domestic enplanements once again fell to 284,461. In 2010, domestic enplanements rose to 287,301, a value that is roughly average for the decade. The number of weekly departures, for the most part, slowly declined from 325 in 2000 to 304 in 2001, to 280 in 2003, to 286 in 2005, and to 238 in 2007. In 2008, weekly departures increased to 252. In 2010, average weekly departures plummeted to 168, and fell even further in 2011 to 148. After beginning in 2000 at 25 seats per flight, this measure dipped to 24 in 2001, but jumped to 28 in 2003. In 2005, this figure increased further to 31 seats per flight, and onward to 33.4 seats per aircraft in 2007. In 2008, average departing seats per week was 29. In 2011, the average number of seats almost doubled,

reaching 53. Key West International was served largely by turboprop aircraft in 2008, a trend that was seen in 2007 despite the introduction of regional jets, which saw decline in usage in 2008 from 38 to 26 weekly departures. In 2010 and 2011, jets began making flights to some of the more popular destinations such as Tampa and Orlando, which increased the average seats per flight.

- This market had no scheduled service to destinations outside of Florida in 2000 and 2001. By the summer of 2003 and continuing into 2011, regional jets and jets were providing service to Atlanta.
- In the summer of 2001, the Key West market had 304 weekly scheduled departures to six different locations in Florida, down slightly from 2000 levels of 325 weekly flights. By the summer of 2003, Key West had 266 weekly scheduled departures to five destinations in Florida, a figure that remained stable in 2005. By 2007, however, intrastate departures from Key West fell to 216 per week. Six Florida cities (Ft. Lauderdale, Ft. Myers, Miami, Naples, Orlando, and Tampa) were served nonstop from Key West in 2007. A seventh location was added in 2008, with service being provided to Palm Beach, increasing intrastate departures to 233 per week. In 2010, the flights to Palm Beach and Naples were dropped, making average weekly departures fall to 168. No new flight destinations were added in 2011, keeping the average weekly departures low at 148.
- Almost all (99 percent) domestic passenger originations come from the southeast (including Florida), but a very small number of passengers still originate from the Northeast, South Central, Southwest, and North Central regions (in Table 10 below, these origination regions all produce percentages that round to zero).
- Scheduled commercial airline service to Key West International is limited by the length of the airport's runway.
- There were many more departing seats in the winter and spring months to Southeast destinations, but many more Florida-only seats in the summer. Flight frequency was highest to the Southeast in the spring and Florida-only in the summer.

Table 10: Key West International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	0%	0%
Midwest	0%	0%
Southeast	42%	14%
Southwest	0%	0%
South Central	0%	0%
Mid South	0%	0%
North Central	0%	0%
Northwest	0%	0%
Florida Only	58%	86%

Table 11: Key West International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	0%	0%	0%	0%	0%	0%
Midwest	0%	0%	0%	0%	0%	0%
Southeast	21%	26%	14%	41%	43%	29%
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	79%	74%	86%	59%	57%	71%

The Florida Keys Marathon Airport

The Florida Keys Marathon Airport was not included in the 2011 update, all data presented below are as of summer 2008. Commercial service was ended in 2008.

The airport serving Marathon has seen commercial service come and go in recent years. In the summers of 2000 and 2001, the airport was without commercial airline service. When this report was updated in 2005, limited commercial airline service had been restored to the airport. In 2008, the airport was without commercial airline service once again. Since commercial airline service was not available for this airport in 2000 and 2001, comparative data were not available for presentation and discussion.

In 2003, limited service was reinstituted to this airport on Florida Coastal Airlines. This small airline offered ten weekly departures to Ft. Lauderdale-Hollywood International on a Cessna 402, an eight-seat propeller-driven aircraft. In the summer of 2005, Florida Coastal had increased its offerings at Marathon to 13 weekly flights to Ft. Lauderdale and two weekly flights to Key West. This Key West service was a “tagged” flight; that is, the route was comprised of a one-stop flight from Ft. Lauderdale to Marathon to Key West. Given the relatively short distance between Marathon and Key West, it is unlikely that many originating passengers traveled this route.

By the summer of 2007, Marathon was served daily by flights to Atlanta on Atlantic Southeast Airlines, a Delta Air Lines regional partner. This service proved short-lived; as of October 2007, the airline had withdrawn from the market, leaving the community without scheduled air service until late 2008. As of December 19, 2008, Continental Connection operated by Cape Air started offering 42 weekly flights to Southwest Florida International Airport on turboprop aircraft, but has since ended.

There are no data to compare seasonal information for this airport, as there was no scheduled service in the winter and spring months of 2011.

East Central Florida Region

Orlando International Airport

Like most airports in this study, Orlando International Airport saw a significant decline in its level of originating passengers after 9/11. In 1999, just over 11 million originating passengers boarded a domestic flight at this airport, a number that climbed to 11.75 million just a year later. By 2002, however, this number had fallen to 10.73 million, a nine percent reduction in domestic passenger traffic. A full recovery was seen by 2004, when the airport had 12.84 million originating passengers. Continued growth was seen through 2006, when originating passengers totaled 14.1 million. Growth continued through 2008, when there were just over 16 million originating passengers, but fell again in 2010 to 15.5 million.

Between 2000 and 2003, the airport’s number of weekly departures fell from 2,827 in 2000 to 2,720 in 2001, further declining to 2,361 in July 2003. Extensive growth in departures commenced for a period thereafter; in 2005 there were 2,904 weekly departures, and in 2007, there were 3,132 weekly departures. There was a sharp decline in 2008, with 2,839 weekly departures. The decline in average weekly departures continued to 2010 when there were 2,679 departures, but rose slightly in 2011 to 2,714.

The average number of seats per flight increased over the period, rising from 122 in 2000, to 128 in 2001, to 131 in 2003, and 134 in 2007. By 2008, seats per flight increased to 141 and remained in the 2011 update. Further, domestic destinations served nonstop from Orlando International increased from 67 in 2001 to 82 in July 2011.

- In the summer of 2001, Orlando International had 2,720 scheduled departures each week to destinations throughout the U.S., down from 2,827 departures in the summer of 2000. By the summer of 2003, weekly scheduled domestic departures had fallen further to 2,361. Weekly departures rebounded to 2,904 by the summer of 2005, and 3,132 in 2007. By 2008, there was a sharp decline in scheduled departures with 2,839 each week, due to the reduction of many service offerings from Comair and Freedom Airlines, both affiliates of Delta Airlines. This decrease continued to 2010, when there were only 2,679 average weekly departures, but then rose slightly to 2,714 average weekly departures in 2011.
- Scheduled nonstop weekly departing seats rose 1.6 percent between the summer of 2000 and 2001, from 343,800 to 349,150. By the summer of 2003, this number had fallen to 320,441 after post-9/11 airline cutbacks. A return to growth came quickly, with departing nonstop seats reaching 380,500 per week in July 2005, and continuing in 2007 with 419,200 seats offered each week. Weekly departing seats were reduced to 399,604 in 2008. The declining trend continued to 2011, when only 379,991 weekly departing seats were offered, making it the lowest number since post-9/11.
- In the summer of 2001, this market had a high number of weekly departures to cities in Florida with 531 weekly flights. Intrastate weekly departures were down nearly 17 percent from 2000, when the airport reported 631 intrastate departures. Scheduled weekly departures to other destinations in Florida fell further in 2003 to 343. This decline continued in 2005, when the airport reported 301 weekly intrastate departures. There was modest growth in 2007, with 328 weekly intrastate departures; and then a record low of 239 intrastate departures in 2008, with reduced services to Miami, Ft. Lauderdale, and Tallahassee. In 2010, intrastate travel declined even further to 200 average weekly departures and then again to 195 in 2011.
- In the summer of 2000, approximately 23 percent of Orlando International's weekly scheduled departures were to destinations in Florida, a figure which fell to 19 percent the next year. By the summer of 2003, the airport's percentage of intrastate scheduled weekly departures had fallen to 14 percent, and in July 2007 this figure was 10.4 percent. This trend continued in 2008, with 8.4 percent of total weekly departures occurring to cities within the state. In 2011, only 7.2 of total departures were to intrastate locations.
- In the summer of 2001, over 95 percent of the scheduled weekly seats from Orlando were on jets, up slightly from 94 percent in 2000. By the summer of 2003, this percentage had fallen to 93 percent, and a precipitous decrease in jet departures had occurred by 2005, when just 78 percent of departures were onboard jet aircraft. This decrease in jet departures occurred as the number of regional jets serving Orlando International continued to increase. By 2007,

however, this decline had been reversed, with more than 95 percent on jets, and continued in 2008 when over 96 percent of departing seats were deployed on large jet aircraft. In 2011, the rate remained at 96 percent.

- Seats on turboprop aircraft accounted for about four percent of all seats that left the market each week in the summers of 2000, 2001, 2003, and 2005. This figure fell to three percent in 2007. As turboprop aircraft are primarily used to serve other destinations in Florida, departing seats on turboprop fell to just 0.22 percent of total departing seats in 2008, and fell again to 0.0009 percent in 2011. During this time flights on regional jets accounted for the remainder of intrastate flights.
- Nonstop domestic service remained well-matched to originating domestic passenger demand for most regions. The Southeast showed slightly higher percentages of passenger originations than departures, but overall passenger originations and departures were well matched. Still, service could be changed in some regions to better match changing trends.
- As expected, flights increased during the spring and summer months to the Northeast region, although the percentage of departing seats to other cities in Florida remained constant throughout the seasons.

Table 12: Orlando International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	33%	38%
Midwest	18%	17%
Southeast	22%	17%
Southwest	5%	5%
South Central	11%	10%
Mid South	4%	5%
North Central	2%	1%
Northwest	1%	0%
Florida Only	5%	7%

Table 13: Orlando International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	39%	40%	40%	39%	40%	39%
Midwest	18%	18%	17%	19%	18%	17%
Southeast	13%	13%	13%	14%	13%	14%
Southwest	4%	4%	5%	4%	5%	5%
South Central	9%	9%	10%	10%	10%	10%
Mid South	5%	5%	5%	5%	4%	5%
North Central	2%	2%	1%	3%	3%	2%
Northwest	1%	1%	0%	1%	1%	0%
Florida Only	9%	8%	8%	7%	7%	7%

Melbourne International Airport

Domestic enplanements at Melbourne International have decreased significantly over the past few years. In 1999, the airport served about 273,813 domestic enplanements, compared to 261,950 in 2000, 200,934 in 2002, and 198,570 in 2004. Domestic enplanements continued to fall in 2006 and 2007 when domestic enplanements were at 159,386 and 134,961 respectively. From 2007 to 2010, domestic enplanements increased to 179,916; however, since 1999 domestic enplanements have decreased by 34 percent.

The number of departing seats available each week initially increased from 6,300 in July 2000 to 9,650 in August 2001, before falling to about 4,470 in July 2003. The number of weekly departing seats increased between July 2003 and July 2005 to 7,105. As with enplanements, weekly departing seats dropped dramatically in 2007 to just 3,656, and decreased moderately in 2008 with 3,612 weekly departing seats. As the total enplanements increased into 2011, so too did average weekly scheduled seats reaching 4,445.

Similarly, weekly departures increased initially from 63 in 2000 to 86 in 2001. This measure fell to 58 weekly departures in 2003, but recovered considerably, rising to 104 by the summer of 2005 before falling to 40 in 2007 and 39 in 2008. In 2010, the average number of weekly departures rose considerably to 56 before falling again in 2011 to 48.

The number of nonstop domestic destinations served from the airport rose from just two in 2000 to six in 2001, declining to four in 2003, rising to six again in 2005, and declining to two in 2007. The number of destinations was consistent in 2008 with just two, both out-of-state. In 2010 and 2011, Melbourne still only served two destinations, both out-of-state. The 2003 update of this document reported Melbourne's nonstop destinations as major connecting hub airports in Atlanta, Cincinnati, Dallas/Ft. Worth, and Orlando. In 2005, airlines ceased serving Dallas and Orlando nonstop from Melbourne, but added New York-JFK and Washington-Dulles, as well as intrastate

flights to Daytona Beach and Ft. Lauderdale. In 2007, just Atlanta and Washington – National were served nonstop from Melbourne. In 2008, Atlanta was still serviced, however, Washington–National was dropped and replaced with service to Baltimore. In 2010 and 2011, only Atlanta and Charlotte were served nonstop from Melbourne.

- In the summer of 2001, this market had nonstop service to six airports, including three domestic connecting hubs beyond Florida (Atlanta, Newark, and Cincinnati). By the summer of 2003, the airport had service to Atlanta, Cincinnati, Orlando, and Dallas. By July 2007, the airport had service to just Atlanta and Washington–National. As of July 2008, airlines serving Melbourne offered nonstop flights to just Atlanta and Baltimore; Atlanta is a major connecting hub. Between 2008 and 2010, air service to Baltimore was discontinued. Currently, Melbourne only serves Atlanta and Charlotte.
- The market had 86 weekly scheduled departures in the summer of 2001, up 37 percent from the summer of 2000. By the summer of 2003, scheduled weekly departures had fallen to 58, but rebounded to 104 in 2005. By 2007, the trend reversed with a decline in weekly departures to just 40, and in 2008, there were 39 weekly departures, the lowest level seen since this reporting process started. In 2010, average weekly departures reversed the trend and increased to 56 before falling again to 48 in 2011.
- Between 2000 and 2001, this market saw an increase in the number of airlines providing service. By the summer of 2003, airline cutbacks reduced the number of carriers in this market to two. By 2005, a third airline was serving the market. Delta was the only mainline carrier serving the market in 2003, 2005 and 2007. In 2008, USA 3000 was introduced to Melbourne as they began offering three weekly nonstop flights to Baltimore. In 2010 and 2011, only two airlines provided service to Melbourne: Delta, which serves Atlanta, and US Airways, which serves Charlotte.
- Between the summer of 2000 and 2001, new nonstop service was provided between Melbourne and one intrastate Florida destination, Ft. Lauderdale. By the summer of 2003, Melbourne’s only intrastate service was to Orlando. In July 2005, Ft. Lauderdale and Daytona Beach could be reached nonstop from Melbourne. In July 2007, 2008, 2010, and 2011, no intrastate service was offered from Melbourne.
- In the summer of 2000 and 2001, all seats that left this market each week were on large jet or regional jet aircraft. By the summer of 2003 and continuing through 2005, turboprop aircraft were being used to serve the intrastate routes. This turboprop service ended by the summer of 2007. As of this update no intrastate commercial service is offered at Melbourne International Airport.

- Nonstop domestic service in this market could be better matched to originating domestic passenger demand. A small percent (two percent) of this market's originating passengers have destinations in the Northeast, but there are no nonstop departures to a city in the Northeast. All (100 percent) of Melbourne's weekly departures are traveling to cities in Southeast.
- Scheduled service did not vary during the 2011 seasons for destinations. All flights, regardless of the season, serviced the Southeast region.

Table 14: Melbourne International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	2%	0%
Midwest	0%	0%
Southeast	96%	100%
Southwest	0%	0%
South Central	0%	0%
Mid South	0%	0%
North Central	0%	0%
Northwest	0%	0%
Florida Only	1%	0%

Table 15: Melbourne International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	0%	0%	0%	0%	0%	0%
Midwest	0%	0%	0%	0%	0%	0%
Southeast	100%	100%	100%	100%	100%	100%
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%

Daytona Beach International Airport

Like the other airports in this region, Daytona Beach International Airport saw fluctuations in the number of domestic enplanements. In 1999, the airport had 253,700 enplanements, compared to 246,500 a year later. In 2002, there were 232,467 domestic enplanements at the airport. In 2004, the airport had 303,590 enplanements, but these gains disappeared by 2006, when there were 254,759 domestic enplanements at the

airport. In 2007 domestic enplanements increased drastically to 335,381 and further still in 2010 to 486,783. The change between 1999 and 2010 represents about a 92 percent increase in enplanements.

Between 2000 and 2007, weekly departures during summer months increased from 56 in 2000 to 66 in 2001, to 68 in 2003, to 117 in 2005, but fell more than 50 percent to 57 in 2007. In 2008, weekly departures increased nearly 37 percent to 78. In 2010 and 2011, average weekly departures fell once again to 58, putting the airport back at the same levels as the beginning of the decade.

From 2000 to 2001, the average number of seats per flight decreased from 103 to 97, from 2001 to 2003 the average number of seats fell from 97 to 90, and from 2003 to 2005 the average number of seats fell from 90 to 71. This decline was due to service at the airport moving away from full size jets to regional jet aircraft. Large jets returned to the airport in 2007, as seat counts per departing aircraft increased to an average of 116. This increase was due in part to low-cost service on AirTran, which does not employ regional jets. In 2008, AirTran withdrew its operations from Daytona Beach, resulting in more regional jets being used, reducing the average seat count to 73. In 2011, average seats per flight increased again to 108, due in large part to a high capacity jet that Delta used to offer service to Atlanta.

- In the summer of 2000, Daytona Beach had 56 weekly nonstop flight departures and nearly 5,755 weekly departing seats to destinations within the U.S. Information for the summer of 2005 shows that weekly scheduled departures at Daytona Beach International increased to 117, with weekly scheduled departing seats rising to 8,278. By the summer of 2005, scheduled service (departures and seats) was notably above levels experienced in the summer of 2003. Service fell in 2007 to historic lows of 57 weekly departures and 6,589 weekly departing seats. In 2008, weekly departures increased to 78; however, weekly seats decreased to 5,700, as smaller aircraft were utilized instead. In both 2010 and 2011, weekly departures fell again to 58 average weekly departures, which led to 6,042 weekly departing seats to domestic destinations in 2011. The 2010 and 2011 departures are a return to the historic lows seen in 2007.
- In previous updates, nonstop domestic service was on flights to four airline connecting hubs beyond Florida, namely Atlanta, Cincinnati, Dallas, and Newark. In the summer of 2005, the airport continued to have service to most of these same destinations; Dallas service, however, had been discontinued. Commuter service to Jacksonville, Orlando, and Melbourne was provided in July 2005 by Vintage Props & Jets. Continental and Delta were, as of the summer of 2005, the airport's mainline carriers, and were joined by AirTran by July 2007, to service Atlanta and Newark. In 2008, service was expanded to include Charlotte and Jacksonville. Charlotte is a major hub for US Airways, and Jacksonville is

serviced by Vintage Props & Jets. By 2010, service was only offered to Atlanta via Delta Airlines and Charlotte via US Airways. The same was true for 2011.

- In 2000, 2001, and 2003, all weekly scheduled seats departing in this market were on large jet or regional jet aircraft. In 2005, turboprop service was also provided, linking Daytona and Melbourne with Orlando International. This service was withdrawn by July 2007. In 2011, only regional jet and large jet services were provided.
- There were no scheduled flights to other Florida destinations in the summer of 2001. In the summer of 2003 and continuing into 2005, service to Orlando and Melbourne was available. In 2007, no intrastate service was offered. In 2008, one weekly nonstop flight was offered to Jacksonville. In both 2010 and 2011, no intrastate flights were offered.
- The airport's level of scheduled departures matches passenger originations very closely. This is mostly due to the fact that 98 percent of passenger origination demand comes from the Southeast, and 100 percent of the average weekly departures go to destinations in the Southeast. There are small percentages of passengers originating in the Northeast and Mid South (one percent) who are not served by departing flights, but on the whole, passenger originations and departures match up very well for Daytona Beach International.
- Scheduled service did not vary during the 2011 seasons for destinations. All flights, regardless of the season, serviced the Southeast region.

Table 16: Daytona Beach International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	1%	0%
Midwest	0%	0%
Southeast	98%	100%
Southwest	0%	0%
South Central	0%	0%
Mid South	1%	0%
North Central	0%	0%
Northwest	0%	0%
Florida Only	0%	0%

Table 17: Daytona Beach International Airport - 2011 Seasonal Comparison

US		Flight Frequency			Departing Seats	
Region	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	0%	0%	0%	0%	0%	0%
Midwest	0%	0%	0%	0%	0%	0%
Southeast	100%	100%	100%	100%	100%	100%
Southwest	0%	0%	0%	0%	0%	0%
South	0%	0%	0%	0%	0%	0%
Mid South	0%	0%	0%	0%	0%	0%
North	0%	0%	0%	0%	0%	0%
Northwest	0%	0%	0%	0%	0%	0%
Florida	0%	0%	0%	0%	0%	0%

Orlando-Sanford International Airport

Orlando-Sanford International Airport saw its originating passenger numbers swell from about 42,000 to 79,400 between 2000 and 2002, for an increase of about 89 percent in two years. These figures fell in 2004 to just less than 60,000. Consistent offerings helped encourage greater demand at Sanford through 2006, when there were 283,920 originating passengers. In 2008, originating passengers continued to increase to 522,694 before falling again in 2010 to 367,410 originating passengers. The airport's domestic carriers, Allegiant Air, Pan Am Airlines, and Transmeridian Airlines, served 19 destinations in 2005, up from just two in 2003. By July 2007, just Allegiant remained, but it had expanded offerings to 24 cities. In 2010, the airport was still only served by Allegiant Air, but added limited service through Vision Airways in 2011.

The airport had 78 weekly departures in July 2007, down from 107 weekly departures in 2005. In 2008, Allegiant had expanded its nonstop service offerings to 28 destinations, and weekly flight departures increased to 94. In 2010, there were 55 average weekly departures, while in 2011 there were 102. A large percentage of this airport's passengers continue to be served by charter airlines.

- o In the summer of 2000, Orlando-Sanford had 19 scheduled weekly departures. This figure increased to 31 in 2001. By the summer of 2003, the airport's weekly scheduled departures had returned to their summer of 2000 level of 19. In July 2005, the airport reported 107 weekly departures, but service retreated somewhat to 78 departures per week in 2007. By 2008, weekly departures had increased to 94 as more destinations were included from this airport. In 2010, the average number of weekly departures fell once again to reach 55, but then in 2011, increased again to 102, giving it the highest average for this airport since 2005.

- In the summer of 2000, the airport averaged 3,287 scheduled departing seats per week. This number increased to 17,404 in July 2005, before falling rather significantly to 11,700 in July 2007. In 2008, weekly departing seats increased to 14,100. This figure increased again in the summer of 2011, with Orlando-Sanford International Airport reporting 16,600 scheduled departing seats per week.
- In the summer of 2000, Pan Am provided nonstop service to three destinations. By 2001, this airline had added three new destinations. In the 2003 update of this study, it was reported that Pan Am's departures were to just two cities. By 2005, Pan Am served five destinations, and was joined by two additional airlines, Allegiant Air and Transmeridian. In 2005, the airport could claim service to 19 nonstop destinations. This grew to 24 in 2007, despite the loss of both Pan Am and Transmeridian. In 2008, four more destinations were added by Allegiant Air for a total of 28 nonstop destinations. In 2011, service was provided to a total of 31 destinations; currently only Allegiant Air and Vision Airlines offer service to the airport.
- In 2000, 2001, and 2003, Sanford had no scheduled flights to other cities in Florida. In 2005, Pan Am operated one weekly nonstop flight to St. Petersburg-Clearwater International, but this flight ceased when Pan Am stopped operations. In 2007 and 2008, no intrastate service was offered from this airport. No intrastate service was offered until 2011, when Vision Airlines offered four flights a week to the Ft. Walton Beach airport.
- The cities served by airlines at Orlando-Sanford in July 2005 and the demand patterns of the airport's passengers were fairly well-matched. In 2006, 41 percent of Orlando-Sanford originations were destined for the Midwest, and 32 percent to destinations in the Northeast. In July 2007, 38 percent of all departures from the airport were to the Midwest, but just 12 percent were to destinations in the Southeast. In 2008, the Southeast and Mid South regions demonstrated increases. Departures to cities in the Midwest, South Central, and North Central decreased modestly. However, it should be noted that much of Allegiant's service is to regions that are underserved by traditional mainline carriers. For example, nonstop service exists on Allegiant to North Central states, including Iowa and the Dakotas, states which are not served nonstop from any Florida airport by mainline carriers. Orlando-Sanford's unique destination options continued in 2011. Although not all regions had matching passenger originations to departures, some regions did have very similar numbers. The Midwest saw 32 percent of passenger originations and was served by 33 percent of all weekly departures. Regions that had large discrepancies in originations to departures were the Mid South, North Central, and South Central; all of these regions showed at least a five percent difference. These differences are most likely caused by the unique cities that are served by the airport.

- In addition to scheduled service, this airport accommodates a notable amount of both domestic and international charter service that is not captured in this analysis.
- Scheduled service varied during the seasons for this airport in 2011. There was a greater degree of service change in the spring months, as there were wide fluctuations in service frequency and departing seats. Flights and departing seats increased greatly to the Midwest during the spring months, the North Central region during the winter months, and the Mid South during the summer months. These large differences show a great amount of seasonal demand.

Table 18: Orlando-Sanford International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	24%	17%
Midwest	32%	33%
Southeast	14%	10%
Southwest	0%	0%
South Central	3%	8%
Mid South	12%	19%
North Central	16%	9%
Northwest	0%	0%
Florida Only	0%	4%

Table 19: Orlando-Sanford International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	17%	19%	19%	17%	19%	19%
Midwest	33%	39%	32%	33%	39%	33%
Southeast	15%	12%	12%	15%	12%	12%
Southwest	0%	0%	0%	0%	0%	0%
South Central	4%	0%	7%	4%	0%	7%
Mid South	10%	13%	17%	10%	14%	17%
North Central	21%	14%	8%	21%	14%	9%
Northwest	0%	0%	0%	0%	0%	0%
Florida Only	0%	2%	5%	0%	2%	2%

West Central Florida Region

Tampa International Airport

Tampa International Airport has experienced fluctuations in its domestic enplanement levels since the summer of 2000. While the airport added to its enplanements between 1999 and 2000, increasing from 7.36 million enplanements to about 7.82 million; its 2002 total enplaned domestic passengers decreased to about 7.60 million. However, by the end of 2004, enplanements at Tampa International topped 8.25 million, and increased to 8.92 million in 2006. In 2010, Tampa International fell again to 7.94 million enplanements, this level represents an approximate eight percent increase from 1999 totals.

While enplanements increased, weekly domestic departures from the airport have fallen slightly overall. Airlines at Tampa International offered 1,975 weekly flights in 2000 and 1,987 flights in 2001, before falling to 1,681 flights by the summer of 2003. This figure recovered in part by the summer of 2005 when weekly departures numbered 1,936, but fell again in the summer of 2007 to 1,843, and even further in 2008 to 1,775. By 2010, average weekly departures had once again fallen, bringing Tampa International to a new low of 1,455 before rebounding slightly to 1,481 in 2011. The recent decline in weekly flights came largely from a decrease in operations from several airlines to destinations, including Baltimore and Miami.

- In the summer of 2001, this market had 1,987 weekly scheduled departures to locations throughout the U.S., slightly higher than offerings during the summer of 2000. By the summer of 2003, weekly scheduled domestic departures from Tampa International had fallen to 1,681. By July 2005, however, this figure had rebounded to 1,936 before sliding to 1,843 in the summer of 2007, and even further to 1,775 in 2008. The slide continued in 2010 with the airport having only 1,455 weekly departures before rebounding slightly to 1,481 in 2011.
- In the summer of 2001, over seven percent more weekly scheduled departing seats were offered at this airport compared to one year earlier. In the summer of 2001, Tampa International had 219,291 scheduled departing weekly domestic airline seats. By the summer of 2003, this number had fallen to 201,413. Airlines serving Tampa had increased offerings by July 2005 to nearly 229,000 weekly departing seats. This figure fell slightly to 226,000 in July 2007. In 2008, due to the decrease in nonstop service offerings to several cities on jet aircraft, weekly departing seats fell to 220,103. The summer of 2011 saw a similar decline with weekly departing seats falling to 198,877, the lowest number of the past decade.
- In 2000, 37 percent of the Tampa International's departures were provided to intrastate destinations. This ratio dropped slightly to 36 percent in 2001. In the summer of 2003, 27 percent of all of Tampa's scheduled weekly departures were

to other markets in Florida. This decline continued in 2005 and 2007, when 24 percent of all of Tampa's departing aircraft were bound for Florida destinations. In 2008, nonstop routes to Miami and Palm Beach were decreased, and nonstop routes were eliminated completely to Sarasota and Gainesville, resulting in a decrease to Florida destinations of 22 percent. In 2010, intrastate service had been reduced to 17 percent of all flights servicing only seven Florida airports. In 2011, intrastate flights remained at 17 percent of all flights.

- In the summer of 2001, over 93 percent of the weekly seats that departed this market each week were on jet aircraft, up from 92 percent in the summer of 2000. By the summer of 2003, almost 95 percent of all weekly departing domestic seats were on jet aircraft. This figure once again stood at 93 percent in 2005 and rose again in 2007 to 96 percent. By 2008, weekly departing seats on jet aircraft rose to an all-time high to over 98 percent. Although falling slightly, 2011 levels were consistent with those of 2008; 97 percent of all departing seats were on jet aircraft.
- In the summer of 2001, this market had one daily scheduled flight on a regional jet. There were no regional jets serving the market in the summer of 2000. By the summer of 2003, almost three percent of all scheduled departing domestic seats were on regional jet aircraft. By 2005, regional jet aircraft comprised nearly five percent of departing domestic seats. This figure fell to two percent in 2007. In 2008, this number increased to nearly three percent due to an increase in service offerings on regional jet aircraft. In 2011, regional jet service fell once again to two percent, providing service to only seven destinations.
- In the summer of 2001, seven percent of the scheduled weekly seats were on turboprop aircraft, down slightly from 2000; these flights served other destinations in Florida. For 2007 and 2008, seats on turboprop aircraft accounted for only two percent of all departing seats on a weekly basis. In 2011, less than one percent of all scheduled weekly seats were on turboprop aircraft, fewer than in any other reported year.
- The average number of seats per flight at Tampa International has increased steadily since July 2000, beginning at an average of about 104 seats that year and ending in July 2011 at about 134 seats per flight.
- Nonstop domestic service is fairly well matched to some originating passenger demand, but could be better matched in other instances. The Southeast and Florida regions both have large differences between originations and demand, while all other regions are fairly well matched.

Scheduled service varied during the seasons for this airport in 2011. Within Florida, the winter and spring months offered higher percentage of flights and weekly departures compared to the summer months.

Table 20: Tampa International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	28%	30%
Midwest	18%	16%
Southeast	23%	17%
Southwest	4%	3%
South Central	12%	11%
Mid South	5%	5%
North Central	2%	1%
Northwest	0%	0%
Florida Only	8%	17%

Table 21: Tampa International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	30%	32%	30%	32%	33%	31%
Midwest	17%	19%	16%	18%	20%	16%
Southeast	16%	15%	16%	17%	16%	18%
Southwest	3%	3%	3%	3%	3%	4%
South Central	11%	10%	11%	12%	11%	12%
Mid South	5%	5%	5%	5%	5%	5%
North Central	2%	2%	1%	2%	2%	1%
Northwest	0%	0%	0%	0%	0%	0%
Florida Only	17%	15%	17%	12%	11%	13%

Sarasota-Bradenton International Airport

In the period since the end of 2000, Sarasota-Bradenton International Airport experienced a significant decrease in domestic enplanements, followed by a remarkable recovery. While the airport's enplanements stayed constant between 1999 and 2000 at around 730,000, its level of enplanements dropped to 564,680 in 2002, and even further to 561,034 in 2004. By the end of 2006, however, passenger totals reached 698,930, nearly erasing declines seen in earlier study years. In 2010, domestic enplanements fell to 659,479, still below highs seen before 9/11.

Between 2000 and 2005, the number of weekly departures from the airport fell from 171 in July 2000 to 109 in August 2001, before recovering somewhat to 121 departures per week in July 2003. In July 2005, the airport had nearly regained all the weekly departures it had lost since 2000, reporting 167 weekly flights. The airport reported a loss in 2007, to 149, which decreased further in 2008 to 141 weekly departures. In 2010, flights fell even further to 100 weekly flights, and fell again in 2011 to 95 flights, despite

adding service to two new locations, Boston and Milwaukee. The airport currently hosts two low-fare carriers, AirTran, which operates flights to Atlanta, Baltimore, and Chicago-Midway, and jetBlue, with flights to New York-JFK.

- In the summer of 2001, this market had 109 scheduled departures each week, 36 percent fewer flights than the 171 offered in the summer of 2000. By mid-2003, scheduled weekly departures from the airport had climbed back to 121. July of 2005 saw further recovery with 167 weekly departures, but the airport lost ground in 2007 and 2008, as it had 149 and 141 weekly departures, respectively. The airport lost even more scheduled departures, having only 100 in 2010, and 95 in 2011.
- Sarasota lost scheduled service to Miami and Orlando between 2000 and 2001, and as of the summer of 2001, 19 of the market's weekly departures were intrastate flights to just one other Florida airport, Ft. Lauderdale. In the summer of 2003, the airport had 26 scheduled departures to two intrastate airports, Ft. Lauderdale and Tampa, a figure that remained the same through July 2005. In July 2007, intrastate service was reduced to 14 weekly flights to Tampa. By July 2008, service to Tampa was cut and replaced with service to Miami, offering only seven weekly flights. Currently there are no intrastate flights offered from the airport.
- In the summer of 2001, 93 percent of the scheduled weekly seats that left this market were on jet aircraft, up from 83 percent in the summer of 2000. By the summer of 2003, the airport's percentage of departing jet seats had fallen to about 82 percent, and by 2005, to 79 percent. This figure stood at 75 percent in 2007. By 2008, departing seats on jet aircraft dropped to 69 percent, despite an increase in regional jet aircraft service and a reduction in large jet aircraft. In 2011, the number of flights on jets rose again to 82 percent.
- In the summer of 2001, seats on regional jets accounted for approximately five percent of the total that departed the market each week and turboprop seats made up another two percent. By the summer of 2003, these figures were 15 percent for regional jet seats and two percent for turboprop seats. By the summer of 2005, 20 percent of Sarasota's departing seats were on regional jets, and slightly more than one percent were on turboprops. In July 2007, regional jets comprised 24 percent of all departing seats, with turboprops accounting for less than one percent. By July 2008, departing seats on regional jets and turboprops increased to 27 percent and 4 percent, respectively. In 2011, 18 percent of seats were on regional jets, and turboprop service had been discontinued.
- Nonstop scheduled domestic departures could be much better matched to the market's originating passenger demand. The Southeast has 68 percent of

passenger originations, but is served by 74 percent of average weekly departures while the Midwest has 16 percent of passenger originations and only 8 percent of weekly departures. This airport does not serve the Southwest, South Central, Mid South, North Central, or Northwest with any flights.

- o Scheduled service varied during the 2011 seasons for destinations to the Midwest and Northeast, with a dramatic decrease in flight frequency during the summer months. However, for the Southeast region, departing flights and seats increased significantly during the summer months.

Table 22: Sarasota-Bradenton International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	15%	18%
Midwest	16%	8%
Southeast	68%	74%
Southwest	0%	0%
South Central	0%	0%
Mid South	0%	0%
North Central	0%	0%
Northwest	0%	0%
Florida Only	0%	0%

Table 23: Sarasota-Bradenton International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	25%	24%	18%	23%	21%	17%
Midwest	21%	20%	9%	22%	19%	8%
Southeast	55%	57%	74%	56%	60%	74%
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%

St. Petersburg-Clearwater International Airport

In both the summer of 2000 and 2001, the airlines serving St. Petersburg had about three departures per day to two domestic destinations. In July 2003, America Trans Air offered about five departures per day to five U.S. destinations, including three West

Coast destinations; Las Vegas, Los Angeles, and San Francisco. In early 2005, America Trans Air declared bankruptcy and was acquired by Southwest Airlines; this airline subsequently ceased service to St. Petersburg. This action left Pan Am and USA 3000 as the airport's remaining carriers, offering 30 weekly flights to ten destinations. In July 2007, the airport was served by Allegiant and USA 3000 to 21 cities, and enplanements for 2006 stood at 176,684. By July 2008, the airport still served 21 destinations, though weekly flights dropped as service decreased, largely to cities in the Northeast region. In 2010, the airport served 20 destinations, with 66 average weekly flights, and in 2011 served 24 destinations with 72 weekly flights. In 2010 and 2011, the only airlines with service to the airport were Allegiant Air and Vision Airlines.

- In the summer of 2001, this market had 20 weekly scheduled departures on one carrier, America Trans Air. This was nearly the same level of service provided at this airport one year earlier. By the summer of 2003, the airport reported 52 scheduled weekly departures, all provided by America Trans Air. In the summer of 2005, the airport's service was provided by Pan Am and USA 3000, with 30 weekly nonstop departures. In July 2007, Allegiant and USA 3000 offered 66 weekly flights, which were reduced slightly to 61 weekly flights by 2008. In both 2010 and 2011, the airport was served by Allegiant Air and Vision Airlines; in 2010 there were 66 average weekly departures, and in 2011 there were 72.
- In the summer of 2001, the airport reported 3,460 scheduled weekly seats. By the summer of 2003, this number had increased to 10,191. As of July 2005, this figure stood at 4,956. A brief rebound occurred in July 2007, when departing seats increased to 10,400 seats per week, but fell again by 2008 to 8,478 weekly seats. The summer of 2011 saw a great increase in weekly departing seats, jumping to 11,364, the highest of any reported year for this airport.
- In the summer of 2000 and the summer of 2001, the destinations for all of St. Petersburg's scheduled flights were to cities in the Midwest; service was well-matched to the demands of the market's originating domestic passengers. In the summer of 2003, service included flights to Chicago, Indianapolis, Los Angeles, San Francisco, and Las Vegas. In the summer of 2005, service was limited to destinations in the Northeast, Midwest, and Florida. Some diversification of destinations offered occurred in July 2007, as airlines flew to destinations in five different U.S. geographic regions. These five regions continue to be served by well matched passenger originations and departures.
- The market had no scheduled intrastate service in 2000, 2001, or 2003. Service was provided to Orlando-Sanford four times a week in July 2005, but this service was terminated by July 2007. As of July 2008, there was still no intrastate service offered. This airport did not resume intrastate service until 2011, when four weekly flights were offered to Northwest Florida Regional Airport.

- Most of the scheduled seats that leave this market each week continue to be on large jets with a small percentage (three percent) of flights being on turboprops.
- Scheduled service varied during the 2011 seasons for destinations to the Midwest and Mid South, with a dramatic increase in flights in the spring and summer months, respectively. For destinations to the North Central regions decreased greatly in the summer months.

Table 24: St. Petersburg-Clearwater International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	13%	13%
Midwest	46%	40%
Southeast	13%	13%
Southwest	0%	0%
South Central	0%	0%
Mid South	20%	19%
North Central	7%	10%
Northwest	0%	0%
Florida Only	0%	6%

Table 25: St. Petersburg-Clearwater International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	12%	12%	12%	13%	13%	13%
Midwest	54%	53%	44%	53%	53%	46%
Southeast	12%	11%	14%	13%	11%	14.2%
Southwest	0%	0%	0%	0%	0%	0%
South Central	0%	0%	0%	0%	0%	0%
Mid South	12%	13%	18%	12%	13%	18%
North Central	10%	9%	6%	9%	9%	6%
Northwest	0%	0%	0%	0%	0%	0%
Florida Only	0%	3%	6%	0%	1%	3%

Northeast Region

Jacksonville International Airport

After experiencing growth in its level of domestic enplanements for much of the 1990's, Jacksonville International Airport saw its domestic enplanements increase from 1999 to 2000, from 2.44 million enplanements to about 2.61 million. By the end of 2004, levels remained at 2.62 million annual enplanements. Data for 2006 show growth in domestic enplanements, to 2.97 million. In 2007, domestic enplanements rose to 3.27 before falling to 2.76 million in 2010.

Similar to passenger counts, the airport's level of weekly departures increased throughout the 1990's until 2001, after which they fell by 50 flights per week, from 735 in 2001 to 685 in July 2003. This declining trend was reversed in 2005 when the airport reported 769 weekly departures, and in 2007 when the airport reported 841 weekly flights. By 2008, the airport had experienced a rather sharp decline, as only 756 weekly flights were offered. The decline continued and in 2010 there were only 673 average weekly departures from the airport. Weekly departures rebounded slightly in 2011 to 690, but still fell short of peak year numbers.

The average number of seats per flight changed little between July 2000 and July 2003, falling slightly from 105 seats to 103 seats. This figure fell to 98 seats per flight in the summer of 2005 as Jacksonville's airlines shifted to smaller regional jet aircraft, but rose to 101 in 2007, and again in 2008 to 106 weekly seats. By 2011, average seats per flight had fallen slightly to 104. Nonstop service existed to 27 United States cities in 2011, down from 33 in 2007 and 2008, but up from 26 in 2005.

- In the summer of 2001, this airport had nonstop scheduled flights to 28 different domestic locations, up from 27 nonstop destinations one year earlier. In the summer of 2003, the number of nonstop domestic markets served decreased to 24 before rebounding to 26 in 2005, and to 33 in 2007. This figure was held constant in 2008. In 2010, the airport offered service to only 25 destinations, but increased to 27 in 2011.
- Both nonstop weekly departures and departing seats increased slightly between the summers of 2000 and 2001. By the summer of 2003, weekly departures had fallen from 735 to 685, and weekly departing seats had dropped from 77,400 to 70,600. These trends reversed by 2005, with departures reaching 769 and seats increasing to 75,324. Further growth occurred by 2007 as Jacksonville International recorded its highest levels of weekly scheduled departures (841) and departing seats (85,100). However, by 2008, the level of service had fallen to 756 weekly scheduled departures and 80,236 weekly departing seats. In 2011, there were 690 average weekly departing flights served by 72,193 departing seats.

- In the summer of 2001, there were 191 weekly departures to six different cities in Florida from this airport. This represented an increase of five weekly departures to one additional Florida destination from one year earlier. By 2003, weekly departures to other cities in Florida declined to 109, and the number of Florida cities served fell from six to three. In the summer of 2005, intrastate departures had increased slightly to 119 weekly departures to three cities. These figures remained fairly steady in 2007, at 117 departures to three Florida cities. By 2008, intrastate service was still provided to three cities; however, weekly departures dropped slightly to 108. Intrastate service remained at three airports but the number of flights decreased further to 86 in 2010 before increasing to 93 in 2011.
- In both 2000 and 2001, 87 percent of all seats that were scheduled from this market each week were on jet aircraft. By 2005, this percent had fallen to 76 percent, where it stayed through 2007. In 2008, weekly departing seats on large jet aircraft had increased to 79 percent, which reflected a decrease in the use of regional jet aircraft serving the airport. By 2011, jets were used for only 70 percent of flights, which explains the lower average for seats per flight.
- In 2001, seven percent of scheduled seats each week were on regional jet aircraft. In the summer of 2007, 22 percent of the airport's departing weekly seats were on regional jet aircraft. By July 2008, 18 percent of the airport's departing weekly seats were on regional jet aircraft representing a loss of 79 weekly flights from the previous year. In 2011, 27 percent of flights were on regional jets representing the highest percent for this airport since the report began.
- In 2001, six percent of scheduled weekly seats departing Jacksonville were on turboprop aircraft. In 2007, this measure had fallen to just two percent of all weekly departing seats; however, it increased slightly to nearly three percent by the summer of 2008, where it remained through summer 2011.
- With the exception of flights to destinations in the Southeast region, scheduled nonstop domestic departures from this market are generally well-matched to demand from the market's originating domestic passengers. The only other regions that had slight variations are the Northeast, Midwest and Florida regions.
- There was not a great degree of service change relevant to flight frequency between the 2011 seasons for this airport. There were some changes in departing seats in the summer months for destinations to the Northeast. This is due to the larger jet aircraft that are being utilized on routes to this region.

Table 26: Jacksonville International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	21%	28%
Midwest	5%	10%
Southeast	43%	26%
Southwest	2%	1%
South Central	11%	11%
Mid South	7%	8%
North Central	2%	2%
Northwest	0%	0%
Florida Only	9%	13%

Table 27: Jacksonville International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	31%	29%	29%	28%	26%	24%
Midwest	11%	11%	10%	7%	7%	7%
Southeast	25%	25%	25%	35%	35%	35%
Southwest	1%	1%	1%	1%	1%	1%
South Central	10%	10%	11%	9%	9%	11%
Mid South	7%	8%	8%	7%	7%	8%
North Central	1%	2%	2%	1%	2%	2%
Northwest	0%	0%	0%	0%	0%	0%
Florida Only	13%	15%	14%	12%	14%	13%

Gainesville Regional Airport

Gainesville Regional's domestic enplanement levels steadily declined from 1999 through 2004, with increasing levels through 2011. In 1999, the airport served 151,763 enplanements. A year later in 2000 there were 143,618 domestic enplanements at the airport, and in 2002 that number fell to 132,077. In 2004, the airport accommodated 135,326 enplanements. Some recovery occurred by 2006, when the airport served 138,000 enplaning passengers. The recovery continued to 2010, when the airport had 159,476 enplanements.

The airport's number of weekly departures declined through 2003. Airlines at Gainesville Regional offered 93 weekly departures to three destinations in July 2000. A year later, Gulfstream Airlines pulled out of the market, leaving just two destinations

served with a total of 77 flights per week. In July 2003, this number had fallen again slightly to 74 departures. In July 2005, the airport had regained service from Continental (Gulfstream) and had secured new service on Northwest. Weekly departures totaled 111 in the summer of 2005. In the summer of 2007, Northwest had left the market, and weekly departures totaled 86. By 2008, the airport only had service to two destinations by two carriers, with Delta serving Atlanta and United serving Charlotte. In 2010, there was still only service to two destinations, with Charlotte being served by US Airways. In 2011, service was added to Miami via American Airlines. Average seats per flight increased slightly, from 45 in 2000 to 50 in 2008, this average continued through 2011. Currently, only regional jets service this airport.

- Previously, in the summer of 2000, Gulfstream provided nonstop service to Tampa, but this service was discontinued later that same year. The market had no scheduled intrastate service in the summer of 2001. As reported in the previous update of this report in 2003, Gainesville had scheduled nonstop service to two connecting hubs in Atlanta and Charlotte and no intrastate service. As of July 2005, the market had gained service to a third hub in Memphis on Northwest, and intrastate service was available on Gulfstream to Miami and Tampa. In July 2007, service to Memphis ceased, but the airport continued to have hub service to Atlanta and Charlotte, and intrastate service to Miami and Tampa. By 2008, intrastate service was canceled. In 2011, the airport still served Atlanta and Charlotte, and also added service to Miami.
- In the summer of 2001, the market had 77 scheduled weekly departures, down 17 percent from the summer of 2000. By the summer of 2003, scheduled weekly departures had declined further to 74, but increased to 111 weekly departures by July 2005. This level was reduced with the withdrawal of Northwest service, and in July 2007, the airport had 86 scheduled departures per week. By 2008, due to the loss of intrastate service, weekly departures dropped to 66. Average weekly departures increased in 2010 to 70, and with the addition of flights to Miami the average rose again in 2011 to 80.
- Scheduled weekly seats departing the market did not change substantially between the summer of 2001 and 2003. In 2001, there were 3,913 departing weekly seats and there were 3,848 in 2003. New service increased this figure to 5,260 in the summer of 2005. Departing seats fell to 4,445 by July 2007, and were further reduced to a low of 3,300 weekly departing seats in 2008. By 2011, this figure had increased again to 4,050.
- In both the summer of 2000 and 2001, over 55 percent of the weekly scheduled seats that departed this market were on turboprop aircraft. By the summer of 2003, this percentage had increased to almost 82 percent, but fell to 34 percent in 2005. In 2007, nearly 70 percent of departing seats were on turboprop aircraft.

By 2008, only regional jet aircraft were used in this market; this trend continues in 2011.

- 91 percent of the departing flights for this airport went to destinations in the Southeast while only 95 percent of passengers originated there. Four percent of passengers originated in Florida while nine percent of departures went to Florida only. As a whole the passenger originations did not match the departures.
- Scheduled service varied between the 2011 seasons for destinations to the Southeast and cities in Florida. There is a large increase in flight frequency and number of departing seats for the summer months, with less of both coming in the winter and spring.

Table 28: Gainesville Regional Airport- July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	0%	0%
Midwest	0%	0%
Southeast	95%	91%
Southwest	0%	0%
South Central	0%	0%
Mid South	1%	0%
North Central	0%	0%
Northwest	0%	0%
Florida Only	4%	9%

Table 29: Gainesville Regional Airport- 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	0%	0%	0%	0%	0%	0%
Midwest	0%	0%	0%	0%	0%	0%
Southeast	84%	84%	91%	80%	80%	91%
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	16%	16%	9%	20%	20%	9%

Northeast Florida Regional Airport

This airport, officially named Northeast Florida Regional in 2010, was not included in the 2011 update; therefore, all information provided is as of 2008. The airport lost commercial service on April 4, 2008.

Beginning on July 18, 2007, St. Augustine Airport was served by Skybus Airlines, a new ultra-low-fare carrier headquartered in Columbus, Ohio. Service as of December 2007 included once-daily flights to Columbus and to Portsmouth, New Hampshire on an Airbus A319 aircraft. Skybus Airlines closed on April 5, 2008 due to the slowing economy and high fuel costs. Later in 2008, Craig Air Center started offering one nonstop international flight to Marsh Harbor, Bahamas. A 19 seat turboprop aircraft was used.

Southwest Florida Region

Southwest Florida International Airport

Southwest Florida International Airport succeeded in adding to its enplanement totals over the period from 1999 to 2006. In 1999, the airport enplaned 2.35 million domestic passengers, a number that grew to 2.49 million in 2000 and 2002, and 3.15 million in 2004. In 2006, domestic enplanement levels rose to 3.66 million and 3.90 million 2008. By 2010, domestic enplanements fell to 3.61, but still showed considerable growth from 1999 levels. The average number of seats per flight increased accordingly, from 109 in 2000 to 121 in 2011. The airport is served by several major low-cost carriers including Southwest, jetBlue, AirTran, USA 3000, and Spirit.

- In the summer of 2001, nonstop domestic service was available to 24 locations; the market had 443 weekly scheduled departures. This was up from 421 weekly nonstop flights to 22 destinations offered in the summer of 2000. By the summer of 2005, 29 domestic markets had nonstop service, and scheduled weekly departures had risen to 562. These metrics fell slightly in 2007 to 28 destinations and 546 weekly flights. By 2008, there was a slight increase in destinations to 29, however, weekly departures decreased to 537 as service to smaller cities was decreased. In 2010, there was service to 29 destinations served by 531 flights. By 2011, only 28 destinations were served by 484 flights; this decrease was in large part due to a decrease in service to Key West.
- In the summer of 2001, 94 percent of all weekly scheduled seats departing this market were on jet aircraft, up from 91 percent one year earlier. This percentage increased to 95 by the summer of 2005 and fell slightly to 94 percent in 2007. This percentage fell even further to 92 percent as jet aircraft service was cut on service routes. By 2011, the number of weekly scheduled seats on jets was around 90 percent.

- In the summer of 2001, six percent of the market's weekly scheduled seats were on turboprop aircraft (compared to nine percent one year earlier); these aircraft flew primarily to other Florida cities. This figure declined to less than three percent in 2005 but increased again by 2007. By 2008, this figure rapidly declined to just three percent; increased regional jet departures account for this growth. In 2011, increased regional jet service, along with flights being offered on prop planes, let the share of turboprops to fall below one percent for the first time in the reports' history.
- In 2001, service was available to four cities in Florida; the market had 98 scheduled weekly departures to Florida destinations, 25 percent fewer intrastate flights than the summer of 2000. In 2003, the airport had 75 scheduled weekly departures to four other Florida destinations. In 2005, just 55 weekly departures were available to three Florida cities, but intrastate service increased in 2007 to 89 weekly flights to four cities. By 2008, intrastate service was consistent with the same four Florida cities, and weekly flights had increased to 104. In 2010, intrastate service was only offered to Miami, Key West, and Orlando with 98 average weekly flights. Those same cities had service in 2011, but with 77 weekly flights.
- The market's scheduled domestic departures are somewhat matched to the top demands of the market's domestic originating passengers. Across most regions departures are well matched to demand. The Florida region shows a large discrepancy with five percent of domestic passenger originations coming from this region, and sixteen percent of domestic flight departures.
- Scheduled service varied for this airport between seasons in 2011. There was a greater degree of service change for the spring months. During the spring months, there were a higher percentage of flights and departing seats to destinations in the Northeast. During the summer months, there was a significant increase in service to the Southeast region, as well as within Florida.

Table 30: Southwest Florida International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	32%	30%
Midwest	32%	26%
Southeast	24%	22%
Southwest	0%	0%
South Central	7%	5%
Mid South	0%	0%
North Central	5%	1%
Northwest	0%	0%
Florida Only	5%	16%

Table 31: Southwest Florida International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	31%	35%	30%	31%	35%	32%
Midwest	31%	32%	25%	33%	34%	27%
Southeast	16%	14%	22%	19%	16%	25%
Southwest	0%	0%	0%	0%	0%	0%
South Central	6%	5%	6%	6%	5%	6%
Mid South	1%	1%	0%	1%	1%	0%
North Central	4%	4%	2%	5%	5%	2%
Northwest	0%	0%	0%	0%	0%	0%
Florida Only	11%	9%	16%	5%	4%	8%

Punta Gorda Airport

On December 5, 2007, Charlotte County Airport, now called Punta Gorda Airport, was served by Skybus Airlines, a new ultra-low-fare carrier headquartered in Columbus, Ohio. Service as of December 2007 included twice-daily flights to Columbus on Airbus A319 aircraft. Skybus Airlines closed on April 5, 2008 due to the slowing economy and high fuel costs. Dayjet Airline also served Punta Gorda beginning in 2007 until 2008, when the company closed on September 19, 2008 due to a lack of monetary capital. DirectAir began servicing the airport on November 22, 2008. In 2010, the airport had 55,510 domestic enplanements. In 2010, the airport had only four weekly departures that offered service to two destinations, Greenville and Knoxville.

By 2011, the airport had increased to ten weekly departures, offering service to five different destinations. Service was added to Greensboro, Lexington, and Ft. Walton Beach. Currently Allegiant Air and Vision Airways serve the airport. The airport saw large disparities between passenger originations and departures with the largest being in the Southeast, with 27 percent of originations and 40 percent of departures occurred. There were seasonal disparities in the Midwest and Florida markets. In the Midwest many more flights were taken in the winter and spring, while in Florida more flights were taken in the summer.

Table 32: Punta Gorda Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	28%	0%
Midwest	28%	20%
Southeast	16%	40%
Southwest	0%	0%
South Central	0%	0%
Mid South	16%	20%
North Central	0%	0%
Northwest	0%	0%
Florida Only	12%	20%

Table 33: Punta Gorda Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	0%	0%	0%	0%	0%	0%
Midwest	38%	35%	21%	38%	39%	25%
Southeast	41%	36%	37%	41%	3%	45%
Southwest	0%	0%	0%	0%	0%	0%
South Central	0%	0%	0%	0%	0%	0%
Mid South	22%	19%	21%	22%	2%	2%
North Central	0%	0%	0%	0%	0%	0%
Northwest	0%	0%	0%	0%	0%	0%
Florida Only	0%	10%	21%	0%	2%	5%

Naples Municipal Airport

Naples Municipal Airport was not included in the 2011 update; all data presented is as of July 2008. Naples was not included due to its classification as a General Aviation Airport.

Naples Municipal enjoyed commercial airline service for many years, and the airport was even the seasonal home base to PBA airlines. Demographically, the airport serves a growing area of Florida where per capita personal income exceeds the State average. US Airways Express pulled out of the Naples market in June 2003, leaving the airport with no commercial air service. In 2001, the airport had 55 weekly flights to three Florida destinations and served about 48,200 enplanements. The airport's enplanement total fell to about 11,700 in 2002. By 2008, Naples only serviced two destinations, both intrastate: Key West and Ft. Lauderdale.

- As of July 2005, Delta's regional partner, (ASA) offered three daily departures to Atlanta; this number fell to two in the summer of 2007. This service was terminated in October 2007. The airport's remaining carrier, Yellow Air Taxi, offered 15 weekly flights to Key West on nine-passenger Cessna aircraft. By 2008, Yellow Air Taxi offered another nonstop route to Ft. Lauderdale.
- In the summer of 2001, this market had 55 scheduled weekly departures, down from 73 weekly flights one year earlier. In 2005, this figure was 21 weekly departures, but increased to 29 in 2007 before most service was canceled. By 2008, service had slightly increased to 30 weekly departures, as the airport served only intrastate locations.
- In 2000 and 2001, all scheduled seats that left this market each week were on turboprop aircraft. In 2005, all seats were offered on regional jet aircraft. In 2007, 85 percent of seats were offered on regional jets, with the remainder on small Cessna propeller aircraft. By the fall of 2007, all service on regional jets had been terminated.
- In 2005, this market had no scheduled service within Florida. In the summer of 2001, scheduled weekly service was available to three different cities in Florida. Nonstop service to Miami was discontinued between the summer of 2000 and 2001 when American Eagle ceased flights to and from Naples. In 2007, Yellow Air Taxi offered service to Key West, and by 2008, had added service to Ft. Lauderdale.
- In 2004, 44 percent of originating domestic passengers in this market were bound for destinations in the Northeast or Midwest; 35 percent of the passengers were destined for cities in the Southeast or Florida. By 2006, 39 percent were destined for the Northeast and Midwest, with 34 percent to the Southeast and Florida.

- There was no service change for this airport between seasons in 2008.

Northwest Florida Region

Pensacola Gulf Coast Regional Airport

Pensacola Gulf Coast Regional Airport has seen a significant increase in its domestic enplanement levels since 2001. In 1999, the airport served about 544,565 enplanements, a number that fell slightly in 2000 to 524,789. By 2005, the airport's enplanements had increased to 730,625. Further increases in enplanements were seen through 2006, when 806,928 domestic enplanements occurred at the airport. By 2010, enplanement levels fell to 729,718 which marked the lowest levels since before 2005.

The airport's weekly departures have increased to match increased passenger demand, from 237 weekly outbound flights in 2001 to 307 in July 2008. By 2010, average weekly departures had decreased to 266 before rising again to 275 in 2011.

The average number of seats per flight at the airport has fluctuated since 2000, moving from 76 that year to 84 in 2001, before declining to 77 in 2003, and further declining to 69 in 2005. This figure recovered, increasing to 71 seats in 2007 and again to 72 seats in 2008. As of 2011, there are 69 seats per flight. The decrease in 2003 and 2007 came as a result of the airlines' changing fleet mix, which at Pensacola changed from small turboprops to large jets, and now to the more efficient regional jet aircraft.

- In July 2000, Pensacola had 265 weekly scheduled departures to ten different destinations. By the next summer, these service measures had declined to 237 weekly flights to nine destinations. In July 2003, scheduled weekly departures had increased to 259, but nonstop service had fallen to seven destinations. Recovery was seen in these figures by the summer of 2005, when the airport reported 343 weekly nonstop departures to twelve destinations. Moderate declines followed in 2007 and 2008, when the airport was served by 313 and 307 flights, respectively, to nine destinations. More declines in weekly departures were seen in 2010 and 2011, when the airport was served by 266 and 275 flights, respectively.
- In the summer of 2001, the market had 19,947 scheduled weekly domestic seats; in the summer of 2003 this number remained basically unchanged at 19,959. By 2005, however, this figure increased to 23,500. Moderate decreases came by July 2007, when airlines offered 22,100 departing seats per week. In 2008, there was little change in departing seats at 22,104. By 2011, the airport had hit a new low, having only 19,052 scheduled weekly domestic seats.
- In the summer of 2001, the market had 71 weekly flights to three cities in Florida, 13 fewer weekly intrastate flights than one year earlier. By the summer of 2003, weekly departures to other Florida cities had fallen to 64, and only two other

cities in Florida remained reachable by nonstop scheduled airline service. However, new service to Ft. Lauderdale raised Pensacola's weekly intrastate departure count to 81 flights in 2005. In 2007 and 2008, intrastate service consisted of 69 weekly flights to three other Florida cities. In 2010, the airport still offered service to three Florida airports with 55 weekly flights. The same cities were served in 2011, but with only 53 flights.

- In the summer of 2001, 91 percent of the seats leaving this market each week were on large jet or regional jet aircraft, up from 80 percent in the summer of 2000. In the summer of 2003, 94 percent of all departing seats each week were on large jets or regional jets, and by July 2005, that figure had increased further to 99 percent. Increased turboprop service, primarily on intrastate routes, drove down the share of large jets and regional jets to 92 percent in 2007. Reduced service to intrastate cities led to a decrease in departing seats on regional jet aircraft. However, due to increased service on large jet aircraft, the total share of departing weekly seats increased to 98 percent in 2008. In 2011, 96 percent of flights were on either large jets or regional jets, down two percent from the previous report.
- In the summer of 2001, nine percent of weekly seats departing this airport were turboprop aircraft, down sharply from 20 percent one year earlier. In the summer of 2003, this percentage had decreased to six percent, and by July 2005, decreased to slightly more than one percent. This percentage increased to eight percent in 2007. By July 2008, weekly departing seats on turboprop aircraft had sharply declined to two percent; this was mainly due to the increase in service on large jet aircraft. Turboprop service increased slightly in 2011 with four percent of flights.
- The market's scheduled nonstop service could be much better matched to originating passenger demand. The Southeast, South Central, and Florida Only regions all show large discrepancies between scheduled service and originating passenger demand.
- There was not a high degree of service change for this airport over the winter, spring, and summer months of 2011. There was a slight change in the summer months, with a slight decrease in flight frequency for destinations to the Southeast and an increase for destinations in the South Central region.

Table 34: Pensacola Gulf Coast Regional Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	0%	5%
Midwest	1%	3%
Southeast	66%	37%
Southwest	0%	0%
South Central	20%	28%
Mid South	6%	8%
North Central	0%	0%
Northwest	0%	0%
Florida Only	6%	19%

Table 35: Pensacola Gulf Coast Regional Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	6%	5%	5%	4%	4%	4%
Midwest	4%	3%	2%	3%	2%	2%
Southeast	38%	39%	37%	62%	62%	61%
Southwest	0%	0%	0%	0%	0%	0%
South Central	24%	26%	28%	17%	18%	20%
Mid South	8%	8%	8%	6%	6%	6%
North Central	0%	0%	0%	0%	0%	0%
Northwest	0%	0%	0%	0%	0%	0%
Florida Only	21%	20%	20%	8%	8%	8%

Tallahassee Regional Airport

Tallahassee Regional Airport experienced an increase in its level of domestic enplanements between 1999 and 2004. The airport served about 454,011 enplaning passengers in 1999, and by 2004, it served 538,270 enplaning passengers. This was an increase of approximately 19 percent over the four years. Domestic originating passenger counts fell to 492,255 in 2006 as a result of the loss of low-cost service on Air Tran in Tallahassee and growth in low-cost service in Pensacola. Domestic enplanements decreased further in 2010 when the airport saw 324,960 enplanements.

Between 2000 and 2005, the airport's number of weekly departures fell from 335 in July 2000 to 264 in July 2003 before partially rebounding in 2005 to 305. Further declines occurred in 2007 and 2008 when airlines offered 250 and 236 weekly departures,

respectively. Weekly departures declined even further in 2010, reaching 180 average weekly departures. The summer of 2011 had an even lower average at 152.

The average number of seats per flight in 2000 was 46, with eight of the airport's nine nonstop destinations served by turboprop aircraft. In July 2003, the number of seats per flight increased to 65, with nine of the airport's ten nonstop destinations served by regional jets. The airport's average departing seats-per-flight count fell somewhat by 2007 to 49, as carriers increasingly deployed smaller regional jets on Tallahassee routes. However, by 2008, the average weekly departing seats was increased to 53, as there were slight decreases in service on turboprop and regional jet aircraft. In this period, all nine of Tallahassee's nonstop destinations were served by regional jets with supplemental large jet Delta service to Atlanta and turboprop service by Continental to Tampa. In 2011, the average for weekly departing seats rose again to 54, with regional jets serving all but one destination. The reason the average increased was because of an increase in the number of jets that fly to Atlanta.

- In the summer of 2001, Tallahassee had 340 scheduled weekly departures to destinations in the U.S., about the same level as in the summer of 2000. In the summer of 2003, this number of weekly departures had fallen to 264. Weekly departures recovered in 2005 to 305, but dropped considerably to 250 in 2007, and even further to 236 in 2008. In 2010, average weekly departures fell again to 180 before hitting a new low for the decade in 2011 with 152. At the same time, scheduled weekly seats also decreased from 15,040 in 2001 to 12,243 in 2007, with a slight rebound in 2008 to 12,390. By 2011, there were only 8,303 scheduled weekly seats at the airport.
- In 2000, 74 percent of weekly departures from Tallahassee were to other cities in Florida, but by 2001, intrastate service made up 65 percent of the airport's total departures. Tallahassee had nonstop scheduled service to seven Florida cities in 2001. By the summer of 2003, departures to other cities in Florida accounted for only 45 percent of all weekly departures, and service was provided to a total of five other Florida markets: Miami, Ft. Lauderdale, Palm Beach, Tampa, and Orlando. Modest recovery in intrastate service occurred by 2007, when 50.4 percent of the airport's departures were to the same five Florida cities. This trend remained in 2008 when intrastate departures increased to nearly 52 percent to the same Florida cities. In 2010 and 2011, only three intrastate locations were served, Ft. Lauderdale, Miami, and Tampa. In either year, no more than 34 percent of flights were to an intrastate location; this percentage is over ten percent less than the previous low seen in 2003.
- In the summer of 2001, almost 49 percent of this market's scheduled weekly seats were on turboprop aircraft. By the summer of 2003, the market saw a dramatic decline in the percentage of its service provided on turboprop aircraft. Total departing seats on turboprop aircraft from Tallahassee decreased to four percent

of the airport's total seats. In 2005, this figure stood at less than three percent, but increased once again to 11.5 percent in 2007. By 2008, the percentage of weekly departing seats on turboprop aircraft dropped to seven percent. By 2011, the percentage of weekly departing flights on turboprop aircraft rose slightly to eight percent. This is due mainly to the increase in jet aircraft offerings to Atlanta.

- In the summer of 2001, 26 percent of the departing seats each week were on regional jets, compared to just six percent in the summer of 2000. By the summer of 2008, 79 percent of all departing seats were on regional jets. In 2011, the percentage of departing seats on regional jets dropped to 73 percent.
- In the summer of 2001, 25 percent of scheduled departing seats each week were on jets, down from 36 percent one year earlier. In 2008, 14 percent were on large jets, an increase from nine percent in 2007. By the summer of 2011, 19 percent of departing seats were on jets.
- Beyond locations in Florida, the market's scheduled departures in 2001 were to four domestic connecting hub airports: Atlanta, Memphis, Charlotte, and Cincinnati. This was up from service to two connecting hub airports in 2000. In addition to adding low-cost carrier service to Atlanta in 2003, Tallahassee also secured nonstop service to Dallas. This Dallas service was later dropped, along with low-cost service to Atlanta. Hub service in July 2005 consisted of Atlanta, Charlotte, Cincinnati, Houston, and Memphis. Delta withdrew its Cincinnati service in November 2005. The remaining four airports constituted the airport's hub service in 2007 and 2008. By 2010, service to Cincinnati had stopped and service had been added to Dallas. By 2011, service to Memphis ended.
- The market's domestic service could be better matched to its originating passenger demand. In 2011, nearly 18 percent of the market's domestic passenger originations continued to be bound for cities in the Florida region, while 34 percent of departures serve Florida. Conversely, 61 percent of flights each week were to the Southeast region (excluding Florida), while 66 percent of passenger originations came from this region.
- Scheduled service varied seasonally in 2011. In the Southeast there were more trips in the spring and summer months, while in Florida there were more trips in the summer.

Table 36: Tallahassee Regional Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	0%	0%
Midwest	0%	0%
Southeast	66%	61%
Southwest	0%	0%
South Central	5%	5%
Mid South	9%	0%
North Central	0%	0%
Northwest	0%	0%
Florida Only	18%	34%

Table 37: Tallahassee Regional Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	0%	0%	0%	0%	0%	0%
Midwest	0%	0%	0%	0%	0%	0%
Southeast	51%	61%	60%	68%	75%	77%
Southwest	0%	0%	0%	0%	0%	0%
South Central	4%	4%	5%	4%	4%	4%
Mid South	2%	0%	0%	2%	0%	0%
North Central	0%	0%	0%	0%	0%	0%
Northwest	0%	0%	0%	0%	0%	0%
Florida Only	43%	35%	35%	26%	21%	19%

Northwest Florida Regional Airport

Northwest Florida Regional Airport saw a significant increase in domestic enplanements between 1999 and 2000, from 350,784 to 396,743, with about 180 scheduled departures each week in both years. However, the airport's enplanement level dropped to 325,975 by 2002, and airlines reduced their schedules to 165 weekly departures. By 2004, enplanements increased to 378,979, before dropping to 349,496 in 2006. The airport also saw increases in weekly departures over the past few years. The airport had 180 weekly departures in July 2007, which later increased to 204 in 2008. This was due to new nonstop routes to Chicago and Charlotte. In 2010 there were 348,528 enplanements that were matched with 227 average weekly departing flights.

- In the summer of 2001, weekly service included scheduled flights to two connecting hubs beyond Florida; the market had 180 scheduled weekly departures. This was the same level of service provided one year earlier. By the

summer of 2003, weekly scheduled departures totaled 165, but service had expanded to include six hubs beyond Florida. Departing weekly seats in 2003 (10,513) were below the 2001 level of 11,592. Service in 2005 included 181 flights each week and service to five hubs, with 12,763 weekly departing seats. Weekly departures in 2007 totaled 180, with service to five hubs on 10,930 seats. By 2008, weekly departures had increased to 204, with service to seven destinations outside Florida. In 2010, there were 193 average weekly flights, followed by a significant increase in 2011 to 227. The summer of 2011 had the highest average of any year in the report for Northwest Florida Regional Airport.

- In the summer of 2001, the market had 44 weekly scheduled departures to three cities in Florida. This was a decline from 49 weekly intrastate departures in the summer of 2000. In the summer of 2003, the airport had 43 weekly departures to two destinations in Florida. Intrastate service continued its decline at Northwest Florida Regional in 2005, with 18 weekly flights to one Florida city. In 2007, intrastate service consisted of 25 flights to two Florida cities. By 2008, intrastate service had decreased to just one city, Tampa, with a total of 17 weekly flights. By 2010, all intrastate service had been eliminated. In 2011, however, service was offered to four cities (Ft. Lauderdale, Orlando-Sanford, St. Petersburg, and Punta Gorda) with an average of 11 flights per week.
- In 2001, 43 percent of all seats that departed this airport on a weekly basis were on turboprop aircraft, down slightly from 45 percent one year earlier. In 2005, this percentage had fallen to three percent and was less than one percent in 2007. By 2008, this figure had increased to over 19 percent, largely due to the increase in service that this market experienced. In 2011, the percentage of flights on turboprops had fallen to six percent; this was in large part due to the increase in jet service to the area.
- In 2001, 57 percent of the scheduled seats each week were on large jet or regional jet aircraft, up from 55 percent in 2000. In 2005, this percentage had increased to 97 percent, and increased further to 99 percent in 2007. By 2008, departing seats on jet aircraft decreased to 80 percent as more turboprop aircraft were used. In 2011, 62 percent of flights were on regional jets. The reduction of flights on turboprops and regional jets was due to the increased service by large jets. In 2011, there were over 1,000 more departing seats on jets than in the previous report.
- Around 60 percent of this airport's originating domestic passengers were bound for cities in the Southeast; however, only 21 percent of departing nonstop flights were destined for cities in that region. Conversely, 49 percent of nonstop departures from Northwest Florida Regional were to the South Central region, while less than 30 percent of passenger originations were to that region.

- o Scheduled service showed seasonal variations for destinations to the South Central region, with increased flight frequency during the winter months of 2011. All other regions stayed relatively constant.

Table 38: Northwest Florida Regional - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	0%	0%
Midwest	0%	5%
Southeast	59%	21%
Southwest	0%	2%
South Central	29%	49%
Mid South	12%	15%
North Central	0%	0%
Northwest	0%	0%
Florida Only	0%	9%

Table 39: Northwest Florida Regional - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	1%	1%	0%	2%	2%	0%
Midwest	0%	1%	3%	0%	3%	6%
Southeast	55%	54%	55%	55%	53%	52%
Southwest	0%	0%	1%	0%	0%	2%
South Central	32%	27%	28%	29%	21%	21%
Mid South	12%	13%	8%	11%	15%	12%
North Central	0%	0%	0%	0%	0%	0%
Northwest	0%	0%	0%	0%	0%	0%
Florida Only	1%	4%	5%	2%	6%	7%

Northwest Florida Beaches International Airport

Northwest Florida Beaches International Airport domestic enplanement level has increased relatively slowly since 1999. That year, the airport served 161,861 enplanements. In 2000, 169,224 enplanements occurred at the airport, but by 2002, this number had fallen slightly to 164,673. By 2004, domestic enplanements had climbed to 188,374 for an increase between 1999 and 2004 of 16 percent. Domestic enplanements at the airport declined in 2006 as 173,192 domestic enplanements occurred at the airport. Enplanements fell again in 2008 to 160,232, the lowest of any of the years reported. On

May 23, 2010 Northwest Florida Beaches International replaced the Panama City-Bay County Airport. In 2010, the airport saw a large jump in domestic enplanements to 253,712; this was most likely due to the airport changing locations and renaming itself, and the increased service offerings from low cost carrier Southwest Airlines. This was the highest number of enplanements for this airport for any year in the report.

- Nonstop departures from the airport continue to decline. Airlines at the airport offered 139 weekly departures in July 2000, 137 in August 2001, and 116 in July 2003. In July 2005, this figure fell to 93, and fell further to 85 in July 2007, before rebounding to 105 weekly flights in 2008. By 2010, there were an average of 130 weekly flights, followed by a small decline in 2011 to 126. The average number of seats per flight has risen on flights departing the airport, from 42 in 2000 to 55 in 2008; then to 99 in 2011, as a result of discontinuation of turboprop service and the use of regional jets and jets at the airport.
- In the summer of 2001, this market had 137 weekly departures to five destinations. This was about the same level of service provided in the summer of 2000. In 2003, the airport had 116 average weekly departures to six destinations. In 2005 service fell to 93 departures with service to four cities, and fell further in 2007 to 85 weekly departures, still to four cities. By 2008, there was service to five cities, and weekly departures had risen to 105. In 2010 and 2011, the airport offered service to six destinations with 130 and 126 departures respectively.
- In 2000 and 2001, much of the market's service was "tag" service with Northwest Florida Regional. This service was dropped by 2005 with the withdrawal of US Airways service.
- In 2001, the market had 44 scheduled departures to cities in Florida; 26 of these flights, however, were the "tag" service with Northwest Florida Regional. In 2003, the market had 37 scheduled departures to three destinations in Florida (Orlando, Tampa, and Northwest Florida Regional); 25 of these 37 flights were tagged flights with Northwest Florida Regional. Intrastate service in 2007 had declined to just 13 weekly flights to Orlando, where weekly service offerings held steady in 2008. In 2010 and 2011, Orlando International service was increased to 14 average flights per week.
- In 2001, 99 percent of the seats leaving this market were on turboprop aircraft, up from 94 percent one year earlier; the remainder of the seats were on regional jets. In 2007, the percentage of the market's seats on turboprop aircraft had fallen to 37, with the remainder of the seats being provided on regional jets. By 2008, weekly departing seats on turboprop aircraft had increased to 40 percent as more service was expanded. Panama City had no large jet service in 2007 or 2008. In 2010 and 2011, there were no flights on turboprop planes; instead, 78 percent of

weekly departing seats were on large jets, with the remaining 22 percent on regional jets.

- In 2001, the market had service to two domestic connecting hubs beyond Florida; these hubs were in the Southeast (Atlanta) and the Mid South (Memphis). In 2007, Panama City's hub service included Atlanta and Memphis, plus a once-weekly flight to Cincinnati. By 2008, US Airways entered the market with expanded service offerings to its hub in Charlotte with 21 weekly flights. In both 2010 and 2011, flights were offered to Atlanta, Baltimore, Nashville, Houston, Orlando, and Memphis.
- For all regions, domestic passenger originations and domestic flight departures were well matched.
- Scheduled service varied during the 2011 seasons for destinations to the Mid South. During the spring and summer months, flight frequency decreased to the Mid South. For this airport, there was little variability between the seasons.

Table 40: Northwest Florida Beaches International Airport - July 2011 Update

US Destination Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2010	2011
Northeast	11%	11%
Midwest	3%	0%
Southeast	42%	44%
Southwest	0%	0%
South Central	13%	11%
Mid South	23%	22%
North Central	0%	0%
Northwest	0%	0%
Florida Only	11%	11%

Table 41: Northwest Florida Beaches International Airport - 2011 Seasonal Comparison

US Region	Flight Frequency			Departing Seats		
	Winter	Spring	Summer	Winter	Spring	Summer
Northeast	11%	10%	11%	15%	15%	15%
Midwest	0%	0%	0%	0%	0%	0%
Southeast	42%	45%	44%	30%	33%	33%
Southwest	0%	0%	0%	0%	0%	0%
South Central	11%	10%	11%	15%	15%	15%
Mid South	26%	25%	22%	23%	23%	21%
North Central	0%	0%	0%	0%	0%	0%
Northwest	0%	0%	0%	0%	0%	0%
Florida Only	11%	10%	11%	15%	15%	15%

AIRLINE INDUSTRY STRUCTURAL CHANGES 2001 TO 2011

As noted throughout the discussion of airport-specific changes in scheduled commercial airline service, between the summer of 2000 and the summer of 2003 most of the Florida's commercial airports experienced decreased levels of scheduled service. For most airports, this decline in service was caused in part by the events of 9/11. It is also worth noting that the situation that Florida airports found themselves in the months following 9/11 was not confined just to Florida. As the nation's domestic carriers continued to struggle financially, many airports in most states experienced decreased levels of commercial airline service during this time frame. By 2005, four of the nation's largest carriers and several smaller carriers were involved in bankruptcy proceedings.

In October 2001, six weeks after the terrorist attacks, 23 percent fewer passengers flew on the nation's airlines 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's airports dropped as well, down 12 percent from three months earlier. There was one fewer carrier serving Florida and three fewer nonstop destinations served. The demise of MetroJet and large capacity cuts by Delta accounted for 68 percent of the decline in weekly flights departing all Florida airports in the late fall of 2001. By 2005, service offerings had generally returned to pre-9/11 levels.

As of late 2005, nearly 39 percent of all of Florida's departing domestic seats were flown by carriers involved in Chapter 11 bankruptcy negotiations. Delta, Northwest, United, and US Airways, as well as many of their regional affiliates, were each in various stages of bankruptcy. Delta and Northwest entered Chapter 11 bankruptcy in the fall of 2005,

while US Airways emerged shortly after being taken over by America West. United had nearly recovered from bankruptcy in late 2005. A number of smaller airlines that serve Florida were also in bankruptcy in 2005, with America Trans Air, Independence Air, and TransMeridian all experiencing financial difficulty. Of Florida's 42 carriers (including mainline and regional airlines), 17 were involved in Chapter 11 bankruptcy proceedings in 2005. This trend continued into 2008, as several more airlines serving Florida entered bankruptcy (America Trans Air, Skybus, Frontier, Vintage Props & Jets, and Sun Country). In November of 2011, American Airlines filed for Chapter 11 bankruptcy, making it the fourth legacy carrier in the past decade to file for bankruptcy.

Some of these airlines have exited bankruptcy successfully, and have entered a period of relative prosperity, while others, such as America Trans Air, Skybus, and Vintage Props & Jets have ceased operations. Demand for airline service by passengers returned to record levels in 2007, but has waned with the recent global economic downturn. Consolidation within the airline industry, fleet reductions, and schedule cutback by many airlines, means passenger load factors are at all-time highs. Despite the deterioration of the economy, air travel has expanded and airlines have managed to restore asset utilization. This has allowed airlines to limit the deterioration of profits, and hopefully, increase profitability into 2012.

The longer term impacts of recent the global economic downturn are difficult to predict. In order to remain competitive, it is likely that the "legacy" carriers will be forced to devise new operating strategies, including revised route and fare structures. This is especially true in Florida, where an extraordinary proportion of seats, 45 percent, are provided by low-cost carriers. (By comparison, in the month of July 2007, 27 percent of departing seats nationwide were on low-cost carriers.³)

One way that airlines are recovering lost income is through added fees. It is not uncommon for added fees to be placed on checked or oversized baggage, meals, pets, unaccompanied minors, seat assignment/legroom, reservations by phone, and curbside check-in. Airlines are also increasing change fees on non-refundable tickets. From 2009 to 2010, collections from baggage fees increased by 33 percent.

Airport-specific summaries are graphically depicted in **Appendix C**. The summaries contained in **Appendix C** show changes in service between the summer of 2000 and 2011.

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 23** of **Appendix B** was

³ FAA Aerospace Forecast Fiscal Years 2011-2031

compiled to summarize available weekly service in the summers of 2000, 2001, 2003, 2005, 2007, 2008, 2010, and 2011. The following can be concluded from the information presented in **Table 23**:

- In the summer of 2001, there were 3,363 flights each week that tied together the major cities of Florida, about 15 percent fewer intrastate flights than were offered one year earlier (summer 2000). By the summer of 2003, the number of scheduled weekly departures among all Florida cities had fallen to 2,296. Between the summer of 2001 and 2003, airlines cut almost 1,000 weekly scheduled departures within the State. By the summer of 2005, intrastate departures had increased slightly over 2003 levels to 2,380. Further declines in intrastate departures occurred by 2007, when 2,198 scheduled flights operated each week between Florida's cities. By the summer of 2008, the total number of intrastate flights in Florida had further decreased to 1,996 scheduled flights. In the summer of 2010, intrastate flights fell even further to 1,397 before reaching a new low of 1,369 in 2011. From 2001 to 2011 intrastate flights decreased by almost 60 percent.
- Between the summer of 2000 and 2001, Comair, operated by Delta (DL) and Gulfstream, operated by Continental (CO) eliminated the greatest number of flights. Comair discontinued 50 percent of its intrastate flights and Gulfstream cut nearly 40 percent of intrastate flights. The two carriers, combined, discontinued 470 weekly nonstop intrastate flights. By the summer of 2003, many other carriers cut intrastate service, and Comair had transferred control of its hub in Orlando to another Delta affiliate, Chautauqua. By the summer of 2005 and continuing through 2007, connecting activity at the former hub in Orlando had been further downsized, but considerable growth in intrastate departures occurred in Ft. Lauderdale, the State's fastest-growing airport. By the summer of 2008, the growth of intrastate flights in Ft. Lauderdale slowed, resulting in 30 fewer flights than the Summer of 2007, while intrastate flights in Orlando continued to decrease from Summer 2007 through Summer 2008. Between 2008 and 2010, many airports cut flights from intrastate service, but none more so than Tampa International. Tampa cut over 150 flights, with Ft. Lauderdale and Key West cutting almost 90 flights each as well.
- From the summer of 2000 through the summer of 2003, Tampa, Miami and Orlando had the greatest number of intrastate flights. By July 2005, Ft. Lauderdale had surpassed Orlando as the third-busiest intrastate destination. This phenomenon continued through the summer of 2008. In 2010, Miami had the most intrastate flights followed by Tampa and Ft. Lauderdale respectively. In 2011, Miami still had the most intrastate flights, followed by Tampa and Orlando respectively.
- In July 2000, only one commercial service airport in Florida, Melbourne International, was without intrastate service and Gainesville had the fewest

number of intrastate departures. In the summer of 2001, Melbourne and Gainesville had the fewest number of scheduled intrastate flights, with seven weekly departures each. In the summer of 2003, of those cities with service to other Florida destinations, Daytona Beach, Melbourne and Marathon had the fewest scheduled departures. In 2005, Orlando-Sanford and St. Petersburg-Clearwater had the second-lowest level of intrastate departures, with one and four weekly flights, respectively. Panama City, Sarasota, and Naples had the lowest level of intrastate departures in 2007, each with fewer than 15 weekly departures. Between the summers of 2007 and 2008, the number of intrastate flights decreased from 30 to 7 in Sarasota, from 17 down to zero in Gainesville, and from 25 to 17 at Northwest Florida Regional. Between 2008 and 2010, intrastate service was dropped from Daytona Beach, Sarasota, and Northwest Florida Regional. In 2011, intrastate service was added to Orlando-Sanford, St. Petersburg/Clearwater, Punta Gorda, and Northwest Florida Regional Airports.

- In July 2003, three airports – Orlando Sanford, Gainesville, and St. Petersburg-Clearwater – had no intrastate commercial service; Naples had no scheduled service at all. While it regained scheduled service in July 2005, Naples was the only commercial service airport in Florida that year without airline service to another Florida destination. In 2007, five Florida airports (Daytona Beach, Marathon, Melbourne, Orlando-Sanford, and St. Petersburg-Clearwater) were without any intrastate air service on scheduled carriers. As of summer 2008, Daytona Beach was dropped from the list of the commercial service airports without any intrastate flights, while Gainesville was added to the list. Between 2008 and 2010, intrastate service was dropped from Daytona Beach, Sarasota, and Northwest Florida Regional. In 2011, intrastate service was added to Orlando-Sanford, St. Petersburg/Clearwater, Punta Gorda, and Northwest Florida Regional Airports.
- In the summer of 2001, 20 percent of all weekly intrastate scheduled departures were on large jet aircraft, up from 13 percent one year earlier. Also, in 2001, just four percent of the weekly intrastate departures were on regional jets, down from five percent in 2000. By the summer of 2003, 25 percent of all intrastate flights were on large jets and 24 percent were on regional jets. In July 2005, these proportions had reversed with 21 percent of intrastate flights on jet aircraft and 27 percent on regional jets. By 2007, 28 percent of intrastate flights were on board large jet aircraft, compared to 21 percent on regional jets. In July 2008, the percent of intrastate flights on large jets increased to 34 percent, while flights on regional jet aircraft decreased significantly to 14 percent. In 2010, the percentage of intrastate flights by jet was 47, compared to 42 percent by turboprop. In 2010, a small percentage of flights were made by both regional jets and prop planes. In 2011, 48 percent of intrastate flights were on jets and 29 percent were on

turboprops. There were 18 percent more regional jet flights in 2011, also a small number of trips were made by prop planes.

As large jet and regional jet aircraft continued to provide a larger share of Florida's intrastate scheduled commercial airline service, the frequency of intrastate service remained relatively stable from 2003 through 2007. Between the summers of 2007 and 2008, the number of regional jet aircraft serviced for intrastate flights decreased from 467 to 284, approximately 60.8 percent, while large jet and turbo prop aircraft remained almost unchanged. During 2011, there were increasing number of regional jet trips, a steady number of large jet trips, and a decreasing number of turboprop trips. There were also prop plane trips between Key West and Southwest Florida International that represented a small number of flights.

International Scheduled Airline Service

In addition to scheduled service to destinations in the U.S., several of Florida's commercial airports also have nonstop service to international destinations. **Table 24 of Appendix B** provides information that summarizes Florida's nonstop international commercial airline service. Information is provided for the summers of 2000, 2001, 2003, 2005, 2007, 2008, 2010 and 2011. From this table, the following conclusions can be drawn:

- In the summer of 2001, ten airports in Florida had scheduled flights to international destinations; this included service to the islands from Watson Island Seaplane Base near Miami. The Watson Island service is not included elsewhere in this analysis. From 2000 to 2001, carriers provided nonstop international service to two additional Florida airports: Jacksonville and Melbourne. Jacksonville operates one international route out of its airport using a charter service, and is therefore not included in the findings of this report. By the summer of 2003, 11 airports (including Watson Island) had some level of scheduled international airline service. By 2005, however, service from Watson Island shifted to Ft. Lauderdale, leaving ten Florida airports with international service. By 2007, this count decreased to nine airports following cessation of Toronto service to and from St. Petersburg-Clearwater. In 2008, there were only nine airports that offered international service: Ft. Lauderdale, Palm Beach, Southwest Florida, Orlando, Tampa, Melbourne, Daytona Beach, Orlando Sanford, and Miami. In 2010, International service had been cut from Melbourne and Daytona Beach, leaving the State with international service from only seven airports. The same is true for 2011.
- In the summer of 2001, Florida had 2,273 weekly scheduled departures to international destinations, nearly the same number of international departures offered one year later (2,275). By the summer of 2003, the number of weekly scheduled international departures remained virtually the same, at 2,273. By

2005, however, airlines reduced flight operations in international service, trimming schedules to 2,072 weekly departures. Activity was essentially unchanged in 2007, when airlines performed 2,075 scheduled international departures from nine airports in Florida. These figures dipped again in 2008, due to a reduction of service to the Caribbean, despite an increase in flights statewide to Mexico/Central American and South American destinations for a total of 2,066 statewide weekly flights. International service out of Florida had 2,035 average weekly departures in 2010, before declining to 1,992 in 2011.

- Service to Caribbean destinations in 2007 continued to comprise approximately 55 percent of international departures from Florida's airports, about the same as in all previous editions of this report. In 2008, largely due to reduced flights to the Bahamas out of Ft. Lauderdale and Palm Beach, departures to this region declined to 51 percent of the total international departures. In 2010, flights to the Caribbean and Atlantic made up 46 percent of all international flights. In 2011, destinations in the Caribbean and Atlantic regions accounted for 45 percent of all international flights.
- In 2001, about 33 percent (up from 30 percent in 2000) of scheduled international departures from Florida airports each week were to destinations in Central America, Mexico, or South America. By the summer of 2003, this statistic was closer to 32 percent of all international departures, and this percentage remained stable through July 2007. By 2008, scheduled departures to these regions had increased to 36 percent of the total international departures. In 2010, 39 percent of flights left for this region, while in 2011 nearly 38 percent did.
- In the summer of 2000, approximately six percent of the international departures each week were to Europe, a figure which increased to seven percent the following year. By the summer of 2003, the percentage of international departures to Europe was again six percent. In 2005, it stood at seven percent before increasing to eight percent in 2007. In summer of 2008, the percentage of departures to Europe still remained at eight percent. In the summer of 2010, departures to Europe held constant at around nine percent, but rose slightly to ten percent in 2011.
- In July of 2000, five percent of all international departures were to cities in Canada. Canadian destinations made up six percent of weekly international departures from Florida in 2001. By the summer of 2003, Canadian departures constituted five percent of all international departures, rising to six percent in 2005. Canadian destinations fell to 4.6 percent of all international departures in 2007; however, in 2008 increased to five percent. In 2010 and 2011, six percent of all international flights were to Canada.

- With 1,587 weekly scheduled international departures in 2000, Miami International accounted for 70 percent of Florida's weekly international departures. In 2001, this figure remained essentially unchanged. By the summer of 2003, total weekly international departures from Miami International had fallen to 1,415, but this still constituted 62 percent of Florida's weekly scheduled international departures. Further declines were seen in Miami's international service by 2005, when airlines offered 1,224 weekly international departures, or 61 percent of all international departures from Florida. This pattern continued through 2007, when Miami's airlines had 1,210 weekly international departures, or 58 percent of all international flights departing from Florida's airports. During the summer of 2008, Miami's international air commercial service had shown some growth, resulting in 1,237 departures and 60 percent of all Florida's international flight departures. In 2010, Miami gained even more international flights, reaching 1,305, its highest level since before 2005; this represented 64 percent of all international flights out of Florida. In 2011, the number of international flights out of Miami fell to 1,281; which represents 64 percent of all international flights out of Florida.
- While weekly international departures have fallen at Miami overall since 2000, considerable growth has occurred at Ft. Lauderdale International. In the summer of 2000, Ft. Lauderdale had 442 weekly international departures almost exclusively to destinations in the Bahamas. In 2001, Ft. Lauderdale had 414 weekly international departures. By the summer of 2003, the total number of international weekly departures from Ft. Lauderdale fell to 369; the vast majority of these departures continued to be to destinations in the Caribbean. July 2005 saw a resurgence of international activity at Ft. Lauderdale with 449 departures, of which over 87 percent were to locations in the Caribbean. By the summer of 2008, the international flight departures from Ft. Lauderdale grew significantly to 526 departures, still maintaining destinations in Caribbean/Atlantic areas for as high as 80 percent of all the departures from Ft. Lauderdale. In 2010, Ft. Lauderdale still had the second largest number of international flights, representing 23 percent of all international flights out of Florida. The same was true for 2011, when it represented 22 percent of all international flights out of Florida.
- In the summer of 2001, Orlando's 127 weekly international departures provided a more diversified range of service; this number of departures was up just slightly from 2000 levels. In the summer of 2003, Orlando's weekly international departures totaled 126. International service remained distributed between destinations in the Caribbean, South America, Central America, Mexico, Europe, and Canada. In 2005, the airport had 143 weekly international departures, a figure that remained stable through the summer of 2007, when airlines operated 146 weekly international departures. In 2008, Orlando's international departures

rose to 157, approximately 7.5 percent higher than in 2007. In 2010, Orlando International offered 192 international flights which accounted for nine percent of all international flights out of Florida. In 2011, Orlando offered 199 international flights that made up ten percent of the Florida total.

- International service summarized in **Table 23** of **Appendix B** does not include international charter service for any of the airports, including Orlando-Sanford International Airport. Orlando-Sanford accommodates a notable number of international charter flights, as do some of the other commercial airports.
- In 2008, in **Table 23** of **Appendix B**, Israel was moved from the Europe section to the Middle East section.

The following table is a comparison table for the international weekly departures for the years of 2007, 2008, 2010 and 2011.

Table 42: International Weekly Departure Trends

	International Weekly Departures			
International Destination	2007	2008	2010	2011
Caribbean/ Atlantic	54.7%	51.0%	46.4%	45.2%
Mexico/ Central America	17.7%	18.8%	17.5%	19.9%
South America	15.0%	17.2%	21.1%	18.2%
Europe	8.0%	7.9%	8.7%	10.3%
Canada	4.6%	5.0%	6.2%	6.3%
Middle East	0.0%	0.1%	0.0%	0.0%
Asia	0.0%	0.0%	0.0%	0.1%
FLORIDA TOTAL	100.0%	100.0%	100.0%	100.0%

COMPARE SERVICE TO DEMAND

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 a similar community. There are many factors that enter into the level of commercial airline service available at any given airport. Some of these factors include:

- Types of traveler served: passengers traveling for business versus leisure purposes.
- Employment status: type of employment, total disposable income.
- Distance to alternative travel options: convenient and competing modes of transportation or other nearby commercial service airports that travelers may choose for their departures.
- Geographic location of the market: whether the market is rural, suburban, or urban, the amount of tourism, and the location of the market in comparison to domestic airline route structures.
- Demographic characteristics: the total population and the age of the population

Scheduled airline service to all of Florida's commercial airports is impacted to some degree by each of the above factors. For example, Florida markets have a high percentage of leisure travelers and a higher than average percentage of retirees. Additionally, Florida often enplanes many travelers who fly on deeply discounted fares and frequent flyer tickets.

Similar to most states, Florida airports face competition from the State's excellent system of interstates and highways for short intrastate trips. More importantly, airports in Florida often face intense competition from one another. Many of Florida's small and non-hub airports are close to one or more large or medium hub airports, impacting commercial air service at these small and non-hub airports.

Florida's geographic location at the extreme southeastern tip of the continental U.S. means that Florida airports are "spoke" locations for most airlines. States located in the other regions often have many airline route structures that crisscross above, and are located in closer proximity to a greater number of airline connecting hubs. For these reasons, it is difficult to directly compare scheduled commercial airline service in Florida to airline service in other similar markets.

The factors noted above indicate that Florida markets may not always have the same level of commercial airline service as other comparable markets. 2011 annual enplanements were used to determine which markets should be compared to Florida's scheduled air service. **Table 25 of Appendix B** compares service levels at Florida airports to commercial air service at comparable markets. Markets are compared using summer 2000, 2001, 2003, 2005, 2007, 2008, and 2011 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.

In Table 25, markets have been grouped by their 2010 domestic annual enplaned passengers. Commercial airline service to Florida markets compares generally well to the average service levels found in each enplanement category, although Florida is somewhat unique because of leisure travel, the number of competing airports, and its geographic location. It is also important to note that for some of the cities being compared to the Florida markets, service is more prevalent on smaller aircraft which can increase the number of destinations and hubs served. In general, Florida airports have a higher percentage of airline service on large jets.

Orlando International, the only airport in Florida with more than ten million enplanements in 2010, has more weekly departing flights and seats and serves more destinations and hubs than any other Florida airport. Given Orlando International's relatively unique market, the service levels at the airport are not compared to service levels at other airports. **Table 25 of Appendix B** shows Los Angeles and Baltimore in the same category as Orlando International only for reference purposes in terms of 2010 domestic enplanements.

In the five to ten million domestic enplanements category, Ft. Lauderdale and Miami compare favorably to the averages for the category in terms of departing seats. Tampa, however, has far fewer domestic enplanements than all the other airports in the category. Tampa and Ft. Lauderdale have lower-than-average weekly flight frequencies, due largely to high levels of large jet service (versus regional jets at other comparable airports). All three airports serve a high number of domestic connecting airline hubs.

The one to five million domestic enplanement category includes Palm Beach, Jacksonville, and Southwest Florida International. Airports in this category are impacted by the Florida-specific factors noted previously. Both Palm Beach and Southwest Florida International were below the group average for scheduled weekly departures and scheduled weekly departing seats. Jacksonville and Southwest Florida International were both above the category average for the number of non-stop destinations served in 2011. Palm Beach fell below the group average for number of airline connecting hubs served.

The 500,000 to one million annual domestic enplanements category in 2010 includes both Pensacola Gulf Coast and Sarasota. Pensacola Gulf Coast was above average in weekly departing flights and seats and was below the category average in number of destinations served. Sarasota was well below average in weekly flights, seats, and destinations served.

The 250,000 to 500,000 annual domestic enplanements category includes Daytona Beach, Key West, Northwest Florida Regional, Orlando-Sanford, Tallahassee, St. Petersburg-Clearwater, and Northwest Florida Beaches. Northwest Florida Beaches (formerly Panama City-Bay County International Airport) has joined this category since the 2008 update. Since the 2008 update Northwest Florida Beaches has more than doubled average weekly departing seats and added 25 flights. Daytona Beach and St. Petersburg have the highest enplanements of the category, despite having the fewest weekly flights. Orlando-Sanford and Northwest Florida Regional both have around 15,000 average departing seats, but Orlando-Sanford has fewer flights and more destinations served, while Northwest Florida Regional has more flights and fewer destinations served. Key West offers many more flights than Northwest Florida Beaches, but provides fewer seats due to the size of aircraft leaving each airport.

The 100,000-250,000 domestic enplanements category includes Melbourne and Gainesville. In this group, Gainesville Regional was about average for all categories, and Melbourne was below average for all categories.

There was only one airport in the fewer than 100,000 domestic enplanements category, Punta Gorda. Compared to other similarly sized airports, it offered fewer flights but more seats and destinations.

In the 2008 update of the report, Marathon and Naples Airports were both under 50,000 domestic enplanements. It is important to note that in 2000 no Florida commercial service airports had fewer than 50,000 annual domestic enplanements. By 2003, Naples had lost service altogether, and Marathon had limited service on small turboprop aircraft to Ft. Lauderdale, causing both airports to fall below the 50,000 domestic enplanements threshold. This remained the case for domestic enplanements in 2004, despite Naples regaining Delta service to Atlanta 21 times each week and Marathon retaining the service that was available in 2003. As of the summer of 2007, Marathon and Naples both possessed Delta regional service to Atlanta, but this service was withdrawn from both cities in October 2007. In 2008, Continental announced service from Southwest Florida International to Marathon Airport via a Cape Air codeshare. By the end of 2008, both airports no longer had commercial service and were, therefore, not included in this update to the report.

While several factors indicate that Florida markets may not be expected to have commercial airline service that is equal to other comparable domestic markets,

historically, the data presented in **Table 24 of Appendix B** shows that Florida airports do, for the most part, have levels of service that are equal to or above the averages for each airport category as measured by annual enplanements. By 2003 and continuing through 2011, several of the airports had some levels of service that are below average indicators for other airports with similar levels of enplaned passengers.

Average Fares

Fare information presented in this section is for calendar year 2010 because annual information for 2011 is not yet available. Nationally, in 2010, the average one-way fare paid by all domestic air travelers was \$189.19, up significantly from the 1999 national one-way average fare of \$148.68. This continues a multiyear trend of increasing fares at United States airports and illustrates the pricing power carriers have gained nationwide since the 2005 update of this document. At five of Florida's 20 commercial airports, the one-way average fare in 2010 was above the national average of \$189.19.

The average one-way fare for all Florida airports in 2010 was \$154.16, up significantly from the statewide average fare in 1999 of \$128.89. The 2010 average one-way fare in Florida represented a considerable increase over the 2004 level of \$116.47, an increase of \$37.69 in five years. The 2010 average one way fare is much lower than in the 2008 update due to falling gas prices and economic constraints. The average one-way domestic fare for each of the Florida airports in 1999, 2000, 2002, 2004, 2006, 2007, and 2010 is shown in the following table:

Table 43: Average One Way Fares

Florida Airport	1999	2000	2002	2004	2006	2007	2008	2009	2010	% Change 2000-2010	% Change 2007-2010
Orlando-Sanford	na	\$106.11	\$99.82	\$88.56	\$91.43	\$117.35	\$93.88	\$78.74	\$90.08	-15.11%	-23.24%
St. Petersburg	\$107.35	\$106.43	\$90.60	\$88.58	\$100.96	\$117.98	\$100.77	\$79.97	\$84.52	-20.59%	-28.36%
Orlando	\$118.69	\$123.77	\$110.92	\$110.76	\$122.97	\$172.13	\$147.09	\$136.11	\$144.07	16.40%	-16.30%
Ft. Lauderdale	\$120.94	\$125.09	\$110.39	\$107.93	\$123.99	\$171.72	\$144.54	\$134.95	\$145.31	16.16%	-15.38%
Tampa	\$122.80	\$127.62	\$109.80	\$109.27	\$124.04	\$170.20	\$150.69	\$142.88	\$153.80	20.51%	-9.64%
Palm Beach	\$136.54	\$140.74	\$121.17	\$116.13	\$127.76	\$176.40	\$161.16	\$148.48	\$156.27	11.03%	-11.41%
Southwest Florida	\$130.02	\$135.17	\$121.55	\$120.85	\$130.44	\$173.08	\$160.85	\$149.51	\$154.21	14.09%	-10.90%
Sarasota	\$130.67	\$134.90	\$121.76	\$128.53	\$137.04	\$172.25	\$160.21	\$146.12	\$154.72	14.69%	-10.18%
Jacksonville	\$128.75	\$132.04	\$117.68	\$122.06	\$137.05	\$179.72	\$154.39	\$146.40	\$158.96	20.39%	-11.55%
Miami	\$153.21	\$168.09	\$143.17	\$140.60	\$147.99	\$212.26	\$185.24	\$168.62	\$180.88	7.61%	-14.78%
Daytona Beach	\$145.86	\$149.74	\$130.65	\$134.93	\$157.46	\$180.78	\$166.63	\$175.63	\$171.86	14.77%	-4.93%
Key West	\$133.17	\$141.16	\$138.04	\$147.49	\$160.65	\$235.31	\$233.27	\$233.79	\$197.83	40.15%	-15.93%
Pensacola	\$166.28	\$178.18	\$134.01	\$140.70	\$164.02	\$208.24	\$199.89	\$192.92	\$195.65	9.80%	-6.05%
Tallahassee	\$162.50	\$167.61	\$116.84	\$127.94	\$166.58	\$237.30	\$230.19	\$225.81	\$238.06	42.03%	0.32%
Gainesville	\$171.03	\$186.44	\$152.13	\$159.30	\$188.31	\$246.98	\$237.42	\$199.84	\$212.35	13.90%	-14.02%
Naples	\$137.01	\$145.49	\$121.63	\$153.41	\$195.81	\$254.34	\$247.02	na	na	na	na
Northwest FL Regional	\$145.85	\$150.07	\$153.06	\$167.36	\$208.46	\$225.63	\$233.74	\$237.60	\$240.11	60.00%	6.42%
Northwest FL Beaches	\$175.01	\$177.67	\$158.23	\$179.35	\$214.39	\$286.15	\$271.84	\$266.36	\$166.15	-6.48%	-41.94%
Marathon	\$153.04	\$159.51	\$118.29	\$70.79	\$225.00	\$241.60	na	\$0.98	na	na	na
Melbourne	\$144.00	\$152.82	\$145.90	\$150.79	\$225.50	\$233.24	\$188.85	\$181.37	\$165.62	8.38%	-28.99%
Punta Gorda	na	na	na	na	na	na	na	26.74	\$45.98	na	na
Florida Total	\$128.89	\$134.22	\$117.31	\$116.47	\$130.03	\$180.12	\$210.73	\$191.66	\$154.60	15.18%	-14.17%
US Total	\$148.68	\$157.93	\$136.53	\$134.37	\$149.49	\$174.06	\$186.17	\$172.84	\$189.19	19.79%	8.69%

As shown in the table, there has been a large reduction in average one-way fares since 2007. Every airport except for Tallahassee Regional and Northwest Florida Regional experienced a reduction in average one-way fares. This reduction in price is most likely due to the falling fuel costs seen since 2008. The Northwest region is the most expensive of all the regions, having three airports that are above the national average. The overall reduction in prices for Florida airports is most likely due to the stabilization of fuel prices, as well as the declining global economic downturn.

In 1999, no Florida airport had average one-way fares higher than \$175, while in 2010, six of Florida's 19 airports had fares higher than \$175, with three airports exceeding \$200. All airports except St. Petersburg-Clearwater and Northwest Florida Beaches experienced increases in their average one-way fares between 2004 and 2010.

Enplanement Trends

As shown in **Table 26 of Appendix B**, several of Florida's airports in the Small and Non-Hub categories have experienced declining levels of annual enplaned passengers between 1988 and 2010. These airports include Daytona Beach, Gainesville, Melbourne, Tallahassee, and Sarasota-Bradenton. On the other hand, some of the Florida airports in the Small and Non-Hub categories have experienced growth in their annual enplaned passengers that exceed the State's average. Enplanements for all commercial airports in the Florida system grew 76 percent between 1988 and 2010. Small and Non-Hub airports whose enplanements have grown at a rate above the State average include Ft. Lauderdale, Orlando, Orlando-Sanford, St. Petersburg, Jacksonville, Southwest Florida, Punta Gorda, Pensacola Gulf Coast, Northwest Florida Regional, and Northwest Florida Beaches.

Opportunities for improving scheduled commercial air service vary by market. For most of the Florida airports in the Small and Non-Hub categories, proximity to more active Medium and Large Hub airports impacts their ability to attract new air service, and, in some cases, to 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 as shown in the following table.

Table 44: Airport Competition and Enplanement Trends

Small/Non-Hub Airports	2007-2010 Enplanement Trend	Competing Airport(s)
Sarasota-Bradenton	Decreasing	Southwest Florida/Tampa
Pensacola Gulf Coast	Decreasing	Northwest Florida Beaches/Mobile
Tallahassee	Decreasing	Jacksonville/Orlando/Atlanta
Northwest Florida Regional	Decreasing	Pensacola/Tallahassee
Orlando-Sanford	Decreasing	Orlando/Daytona Beach
Key West	Increasing	Miami
Daytona Beach	Decreasing	Orlando/Jacksonville
Melbourne	Increasing	Orlando
St. Petersburg-Clearwater	Increasing	Tampa/Sarasota
Northwest Florida Beaches	Increasing	Tallahassee/Northwest Florida
Gainesville	Increasing	Jacksonville/Orlando/Tampa
Punta Gorda	Increasing	Southwest Florida/Tampa

Many airports saw an increase in annual enplanements despite their close proximity to larger, more attractive airports. These airports continue to increase their enplanements by attracting niche carriers and charter operators.

SUMMARY

Many forces combined in the late 1990's and early 2000's to cause a nationwide slowdown in airline passenger traffic. These factors caused travelers – both business and leisure – to reassess their traveling needs. As a result, many of the nation's airlines suffered declined passenger counts and decreased revenues. Service cutbacks and financial difficulties mounted in the industry. Between the summer of 2000 and the summer of 2001, many of Florida's air service markets saw some reduction in their levels of commercial airline service, particularly among traditional legacy carriers. Other carriers, particularly low-fare carriers, took this opportunity to expand. By 2003, most of Florida's markets had recovered to pre-9/11 activity, but the market for commercial air service around the country was far different than it was in the years before 9/11. Further compounding the situation was the continuing uncertainty of the airline industry's health. In late 2005, four of the country's largest airlines were bankrupt. In Florida, this meant that approximately 35 percent of airlines' capacity (measured in seats) was offered by airlines in dire financial straits. From 2007 to 2008, the airline industry saw a period of recovery, with many carriers regaining pricing power, increasing seats per flight, and charging increased fares in response to near-record fuel prices.

Since the 2008 update to this report, almost all categories have seen declining numbers. While some of this decline can be explained by the fall in gas prices from 2008, a majority of the decline is most likely due to the global economic downturn. This downturn has forced people to seek alternate forms of transportation or to reduce their amount of travel.

Demand has weakened since 2008 with a decrease of three million enplanements. Similarly, supply (in the form of weekly departures and seats) has weakened, with approximately 1,000 fewer departures and 30,000 fewer departing seats than in the 2008 update to this report.

Carriers continued to deploy larger aircraft in Florida markets, as the average number of seats per flight climbed from around 122 to 128 between 2007 and 2011. Cities in Florida saw a decrease in fares, as the average one-way fare has decreased nine percent statewide since July 2008. This is the first time that fares have decreased since the 2002-2004 update to this report.

International service fell slightly from the 2008 update to this report, offering almost four percent fewer flights. The Caribbean lost almost 150 flights, while all other regions experienced growth.

For a comparison of all the variables studied in this report, please refer to the following table:

Table 45: Performance Measure Comparison

Performance Measure	Previous (2008) Study	Current (2011) Update	Percent Change
Total Annual Enplanements	69,675,386	68,570,071	-2%
Domestic Total Weekly Departures	11,145	10,398	-7%
Domestic Total Weekly Seats	1,363,528	1,334,343	-2%
Average Seats per Flight	122	128	5%
Average One-Way Fares	\$180.12	\$154.60	-14%
International Total Weekly Departures	2,066	1,992	-4%
Instate Total Weekly Departures	1,996	1,376	-31%
Total Number of Airlines Serving the State	42	20	-52%
Total Number of Nonstop Destinations Served	117	135	15%

Notable service changes since the 2008 update include the cessation of operations by Yellow Air Taxi and Vintage Props & Jets, and the purchase of Northwest Airlines and Midwest Airlines by Delta and Frontier Airlines, respectively. There has also been a continuation of dominance by low-fare carriers in the State.

Low-fare airline activity in Florida continued to be concentrated in Ft. Lauderdale, Orlando, and Tampa. Eleven other cities were served by these carriers in 2011. In the current update to this report, the low-fare carrier share of seats continued to grow from 2008 levels.

The global economic downturn is the dominant reason that commercial air service has changed so much from the previous update to the report. The declining economy has changed the way people travel, as well as the distances and destinations to which they travel. This decline is likely to continue as long as there is uncertainty in the economy.

APPENDIX A



Exhibit 1 - 2010

Travel Patterns & Fares Southeast Florida

Domestic Outbound O&D Passenger Regional Trends
From Southeast Florida Airports to U.S. Regions
(year ended December 31, 2010)

Southeast FL Airport	(year ended December 31, 2010)								
	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Palm Beach	1,538,520	197,015	951,430	3,948	200,673	16,028	3,020	-	2,910,634
Ft. Lauderdale	3,390,885	1,156,439	2,963,931	602,274	805,987	216,200	69,758	3,139	9,208,613
Miami	2,259,518	972,595	3,232,312	829,863	919,659	253,941	129,253	50,607	8,647,748
Key West	85	-	287,126	6	17	-	67	-	287,301
Southeast Total	7,189,008	2,326,049	7,434,799	1,436,091	1,926,336	486,169	202,098	53,746	21,054,296
U.S. Region Passenger Market Share									
Palm Beach	52.9%	6.8%	32.7%	0.1%	6.9%	0.6%	0.1%	0.0%	100.0%
Ft. Lauderdale	36.8%	12.6%	32.2%	6.5%	8.8%	2.3%	0.8%	0.0%	100.0%
Miami	26.1%	11.2%	37.4%	9.6%	10.6%	2.9%	1.5%	0.6%	100.0%
Key West	0.0%	0.0%	99.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Southeast Total	34.1%	11.0%	35.3%	6.8%	9.1%	2.3%	1.0%	0.3%	100.0%
Average Domestic One-Way Fares									
Palm Beach	\$156.11	\$168.26	\$148.64	\$220.44	\$189.53	\$190.22	\$192.34	\$241.56	\$157.11
Ft. Lauderdale	\$143.42	\$147.52	\$123.11	\$195.50	\$181.61	\$175.12	\$198.71	\$222.11	\$145.34
Miami	\$169.34	\$181.61	\$160.25	\$252.11	\$208.24	\$197.22	\$211.18	\$259.26	\$181.37
Key West	\$218.41	\$222.27	\$199.48	\$302.23	\$254.11	\$249.83	\$247.95	\$336.78	\$199.50
Southeast Total	\$154.28	\$163.53	\$145.47	\$228.28	\$195.15	\$187.16	\$206.61	\$257.09	\$162.50

Source: DOT O&D Survey, reconciled to Schedules T-100

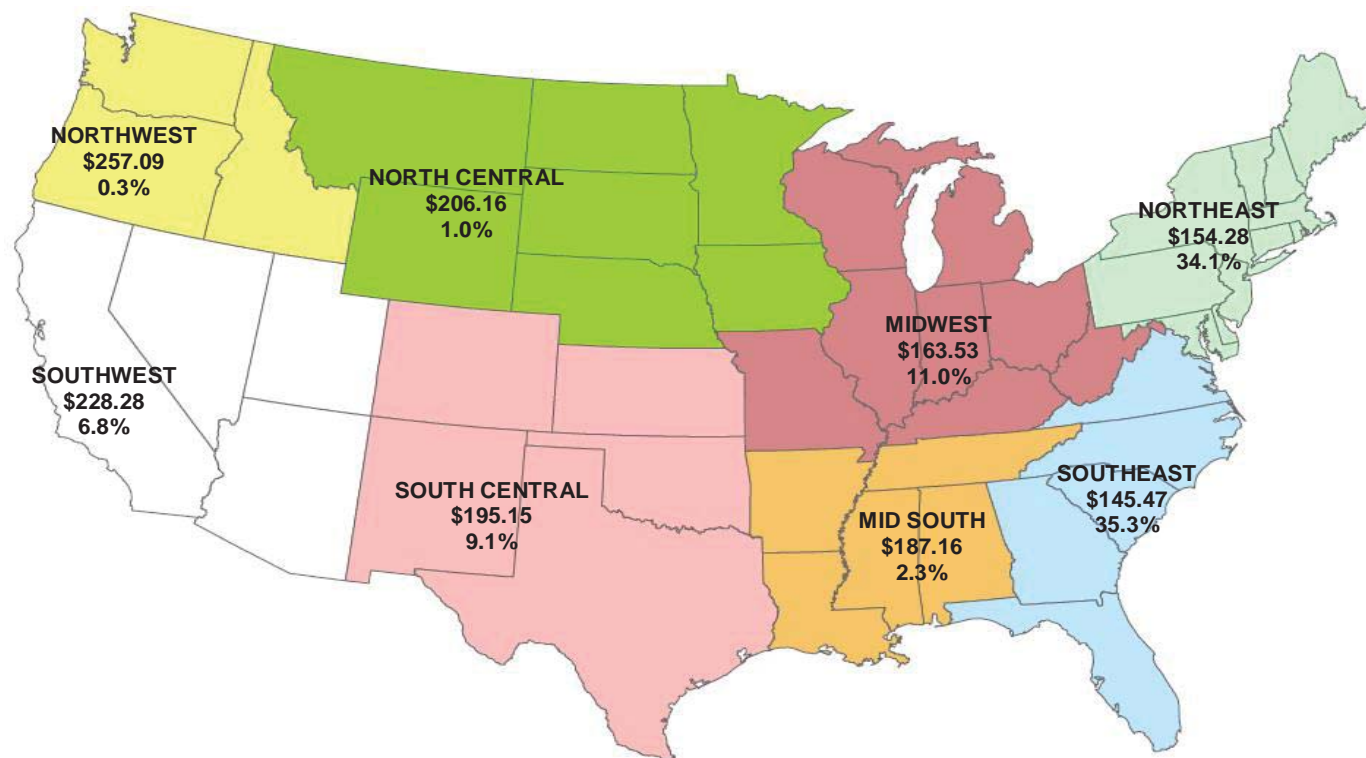




Exhibit 1 - 2009

Travel Patterns & Fares Southeast Florida

Domestic Outbound O&D Passenger Regional Trends
From Southeast Florida Airports to U.S. Regions
(year ended December 31, 2009)

Southeast FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Palm Beach	1,581,580	175,695	974,825	3,121	211,549	10,823	1,908	100	2,959,601
Ft. Lauderdale	3,271,501	1,059,691	2,980,209	422,827	756,475	234,743	64,487	2,420	8,792,353
Miami	2,179,080	950,515	3,112,838	776,704	861,250	216,523	118,694	49,654	8,265,258
Marathon	4	-	1,123	-	-	-	-	-	1,127
Key West	133	71	234,028	-	-	9	15	-	234,256
Southeast Total	7,032,298	2,185,972	7,303,023	1,202,652	1,829,274	462,098	185,104	52,174	20,252,595
U.S. Region Passenger Market Share									
Palm Beach	53.4%	5.9%	32.9%	0.1%	7.1%	0.4%	0.1%	0.0%	100.0%
Ft. Lauderdale	37.2%	12.1%	33.9%	4.8%	8.6%	2.7%	0.7%	0.0%	100.0%
Miami	26.4%	11.5%	37.7%	9.4%	10.4%	2.6%	1.4%	0.6%	100.0%
Marathon	0.4%	0.0%	99.6%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Key West	0.1%	0.0%	99.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Southeast Total	34.7%	10.8%	36.1%	5.9%	9.0%	2.3%	0.9%	0.3%	100.0%
Average Domestic One-Way Fares									
Palm Beach	\$147.95	\$155.15	\$141.36	\$200.82	\$177.20	\$177.18	\$181.39	\$229.12	\$148.48
Ft. Lauderdale	\$137.11	\$138.04	\$114.64	\$182.31	\$165.91	\$148.70	\$186.11	\$208.24	\$134.95
Miami	\$160.05	\$163.07	\$148.81	\$240.29	\$191.29	\$183.02	\$187.93	\$269.04	\$168.62
Marathon	\$274.78	\$447.52	n/a	\$319.95	\$334.37	\$261.95	\$448.49	\$225.14	\$0.98
Key West	\$218.15	\$220.37	\$233.80	\$286.13	\$234.94	\$244.56	\$243.10	\$312.98	\$233.79
Southeast Total	\$146.66	\$150.30	\$136.57	\$219.80	\$179.16	\$165.45	\$187.23	\$266.14	\$151.80

Source: DOT O&D Survey, reconciled to Schedules T-100

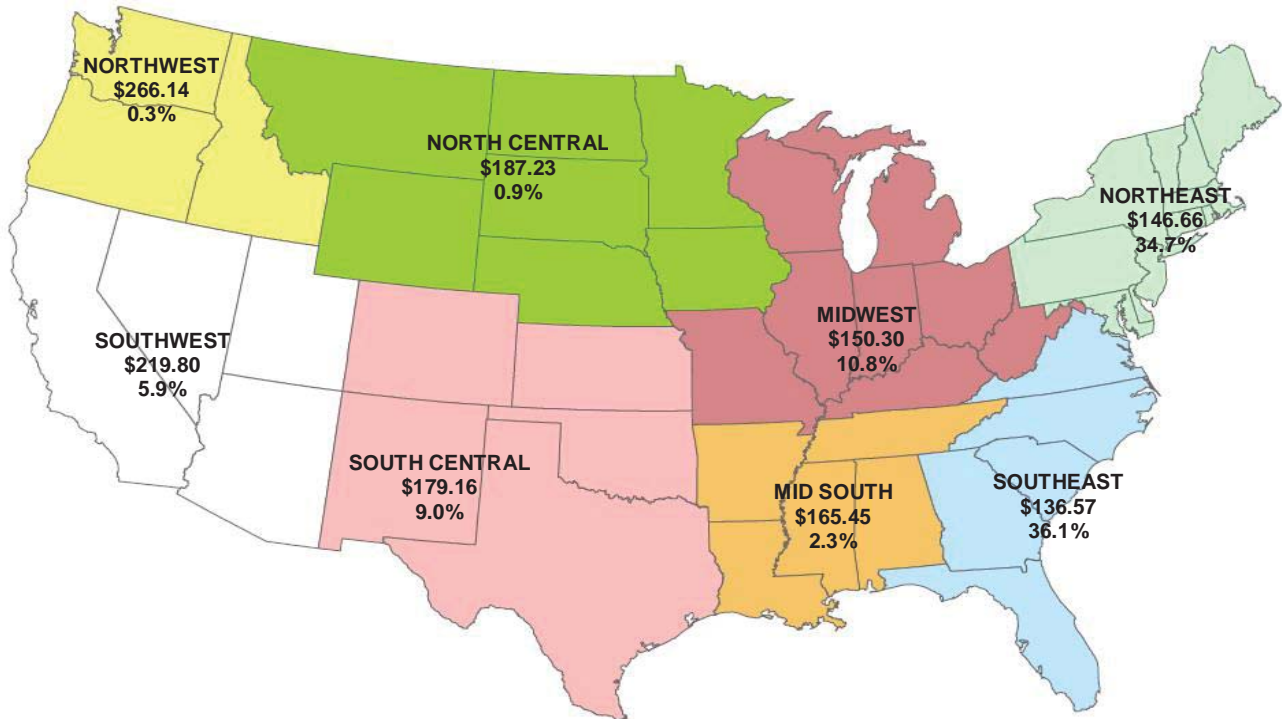


Exhibit 1 - 2008

Travel Patterns & Fares Southeast Florida



Domestic Outbound O&D Passenger Regional Trends
From Southeast Florida Airports to U.S. Regions
(year ended December 31, 2008)

Southeast FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Palm Beach	1,689,254	218,388	1,013,458	11,025	217,413	3,697	8,044	50	3,161,329
Ft. Lauderdale	3,552,322	1,103,311	3,246,374	442,345	815,197	253,573	65,047	7,378	9,485,547
Miami	2,145,146	954,770	3,209,283	788,593	869,177	219,872	114,790	48,564	8,350,195
Marathon	1	-	98	-	-	-	-	-	99
Key West	102	77	231,011	-	-	-	17	-	231,207
Southeast Total	7,386,825	2,276,546	7,700,224	1,241,963	1,901,787	477,142	187,898	55,992	21,228,377
U.S. Region Passenger Market Share									
Palm Beach	53.4%	6.9%	32.1%	0.3%	6.9%	0.1%	0.3%	0.0%	100.0%
Ft. Lauderdale	37.4%	11.6%	34.2%	4.7%	8.6%	2.7%	0.7%	0.1%	100.0%
Miami	25.7%	11.4%	38.4%	9.4%	10.4%	2.6%	1.4%	0.6%	100.0%
Marathon	1.0%	0.0%	99.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Key West	0.0%	0.0%	99.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Southeast Total	34.8%	10.7%	36.3%	5.9%	9.0%	2.2%	0.9%	0.3%	100.0%
Average Domestic One-Way Fares									
Palm Beach	\$153.50	\$167.20	\$163.02	\$217.67	\$200.82	\$198.00	\$203.17	\$247.61	\$161.16
Ft. Lauderdale	\$143.91	\$156.19	\$122.28	\$205.75	\$179.06	\$152.46	\$202.28	\$229.97	\$144.54
Miami	\$170.61	\$176.95	\$167.59	\$268.68	\$209.36	\$195.34	\$211.00	\$267.86	\$185.24
Marathon	n/a	n/a	n/a	n/a	n/a	n/a	\$170.05	n/a	\$0.00
Key West	\$232.61	\$249.08	\$233.26	\$339.11	\$261.59	\$269.49	\$272.55	\$331.91	\$233.27
Southeast Total	\$153.86	\$165.96	\$149.85	\$245.81	\$195.40	\$172.57	\$207.65	\$262.85	\$163.99

Source: DOT O&D Survey, reconciled to Schedules T-100

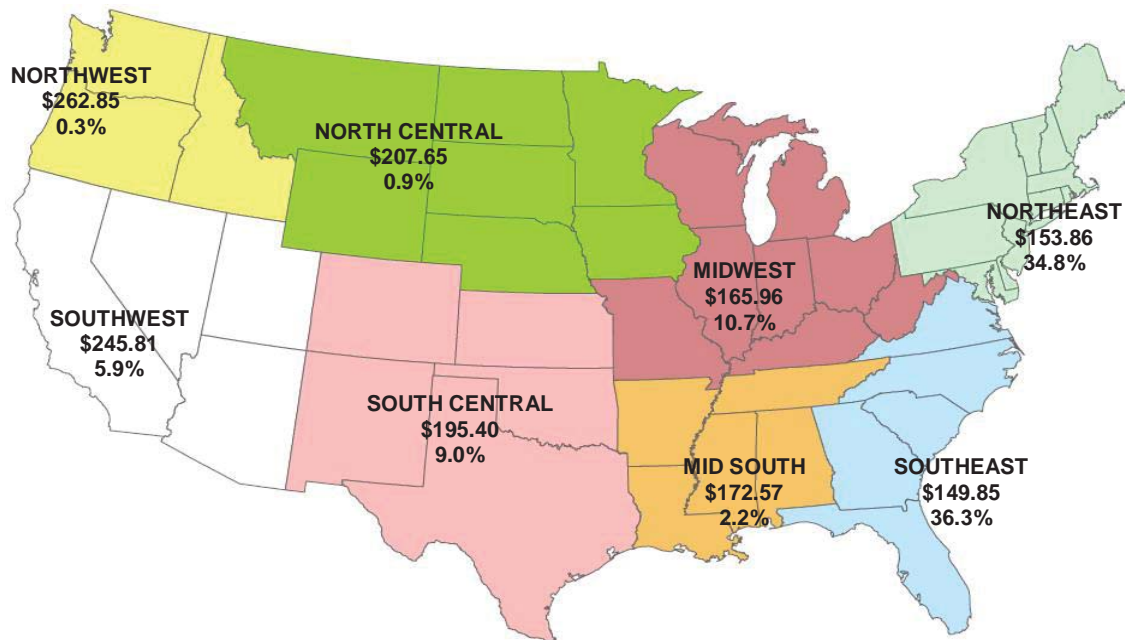


Exhibit 1 - 2007

Travel Patterns & Fares Southeast Florida



Domestic Outbound O&D Passenger Regional Trends From Southeast Florida Airports to U.S. Regions (year ended December 31, 2007)

Southeast FL Airport (origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	MidSouth	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Fort Lauderdale	4,456,080	1,436,900	1,566,879	974,654	638,392	339,235	145,889	123,088	9,681,117
Miami	3,109,440	1,342,046	1,536,560	1,087,876	768,744	304,811	240,332	175,927	8,565,736
W. Palm Beach	2,133,900	424,981	320,591	202,820	165,923	74,551	34,296	32,212	3,389,274
Key West	108,229	51,653	57,713	12,928	17,984	13,110	7,728	2,286	271,631
Marathon	1,737	1,099	1,277	42	251	440	115	52	5,013
Southeast FL Total	9,809,386	3,256,679	3,483,020	2,278,320	1,591,294	732,147	428,360	333,565	21,912,771
U.S. Region Passenger Market Share									
Fort Lauderdale	46.0%	14.8%	16.2%	10.1%	6.6%	3.5%	1.5%	1.3%	100.0%
Miami	36.3%	15.7%	17.9%	12.7%	9.0%	3.6%	2.8%	2.1%	100.0%
W. Palm Beach	63.0%	12.5%	9.5%	6.0%	4.9%	2.2%	1.0%	1.0%	100.0%
Key West	39.8%	19.0%	21.2%	4.8%	6.6%	4.8%	2.8%	0.8%	100.0%
Marathon	34.6%	21.9%	25.5%	0.8%	5.0%	8.8%	2.3%	1.0%	100.0%
Southeast FL Total	44.8%	14.9%	15.9%	10.4%	7.3%	3.3%	2.0%	1.5%	100.0%
Average Domestic One-Way Fares									
Fort Lauderdale	\$160.11	\$171.69	\$156.23	\$215.20	\$202.67	\$178.82	\$208.73	\$227.74	\$171.80
Miami	\$197.63	\$187.84	\$193.32	\$290.54	\$227.64	\$210.88	\$218.26	\$276.73	\$212.49
W. Palm Beach	\$166.53	\$171.37	\$187.92	\$221.83	\$207.49	\$202.22	\$213.23	\$241.47	\$176.44
Key West	\$229.50	\$226.91	\$222.13	\$316.89	\$254.33	\$244.04	\$260.15	\$300.53	\$235.42
Marathon	\$238.43	\$244.46	\$223.50	\$403.22	\$270.94	\$254.63	\$266.94	\$297.99	\$241.65
Southeast FL Total	\$174.18	\$179.20	\$176.62	\$252.35	\$215.83	\$195.76	\$215.38	\$255.42	\$189.23

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

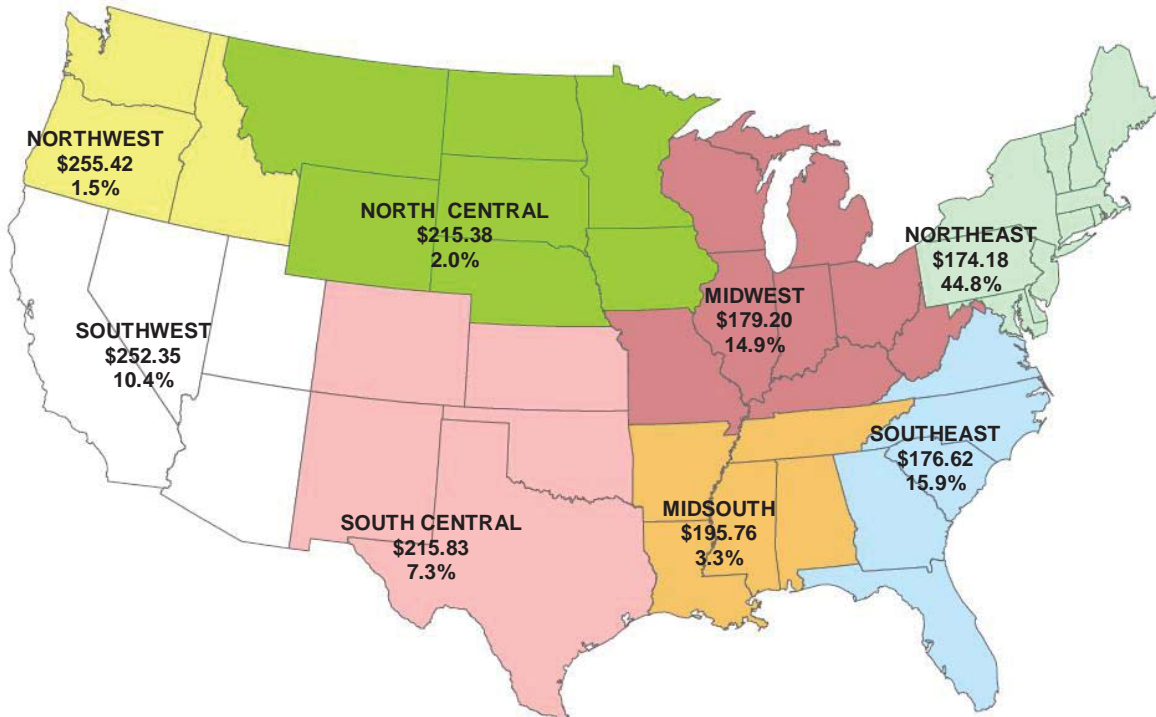


Exhibit 1- 2006

Travel Patterns & Fares Southeast Florida



Domestic Outbound O&D Passenger Regional Trends From Southeast Florida Airports to U.S. Regions (year ended December 31, 2006)

Southeast FL Airport (Origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Fort Lauderdale	4,025,390	1,305,810	1,352,130	851,510	579,250	274,240	129,920	111,790	8,630,040
Miami	1,706,550	719,180	945,280	571,990	389,510	160,180	133,510	93,650	4,719,850
W. Palm Beach	2,085,160	410,380	324,910	175,260	139,990	71,500	31,450	26,740	3,265,390
Key West	86,560	44,490	104,830	9,870	12,950	12,180	5,080	2,070	278,030
Marathon	10	10	0	0	0	0	0	0	20
Southeast FL Total	7,903,670	2,479,870	2,727,150	1,608,630	1,121,700	518,100	299,960	234,250	16,893,330
U.S. Region Passenger Market Share									
Fort Lauderdale	46.6%	15.1%	15.7%	9.9%	6.7%	3.2%	1.5%	1.3%	100.0%
Miami	36.2%	15.2%	20.0%	12.1%	8.3%	3.4%	2.8%	2.0%	100.0%
W. Palm Beach	63.9%	12.6%	10.0%	5.4%	4.3%	2.2%	1.0%	0.8%	100.0%
Key West	31.1%	16.0%	37.7%	3.5%	4.7%	4.4%	1.8%	0.7%	100.0%
Marathon	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Southeast FL Total	46.8%	14.7%	16.1%	9.5%	6.6%	3.1%	1.8%	1.4%	100.0%
Average Domestic One-Way Fares									
Fort Lauderdale	\$111.43	\$123.16	\$113.95	\$168.50	\$146.21	\$138.06	\$160.39	\$175.99	\$123.99
Miami	\$127.80	\$135.93	\$132.80	\$219.79	\$166.86	\$161.25	\$160.80	\$203.80	\$147.99
W. Palm Beach	\$115.53	\$131.06	\$133.61	\$187.70	\$165.68	\$167.38	\$176.63	\$205.42	\$127.76
Key West	\$170.24	\$174.10	\$121.21	\$266.81	\$222.53	\$192.04	\$204.40	\$281.85	\$160.65
Marathon	\$236.00	\$214.00	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	\$225.00
Southeast FL Total	\$116.69	\$129.08	\$123.11	\$189.44	\$156.69	\$150.54	\$163.02	\$191.41	\$132.03

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

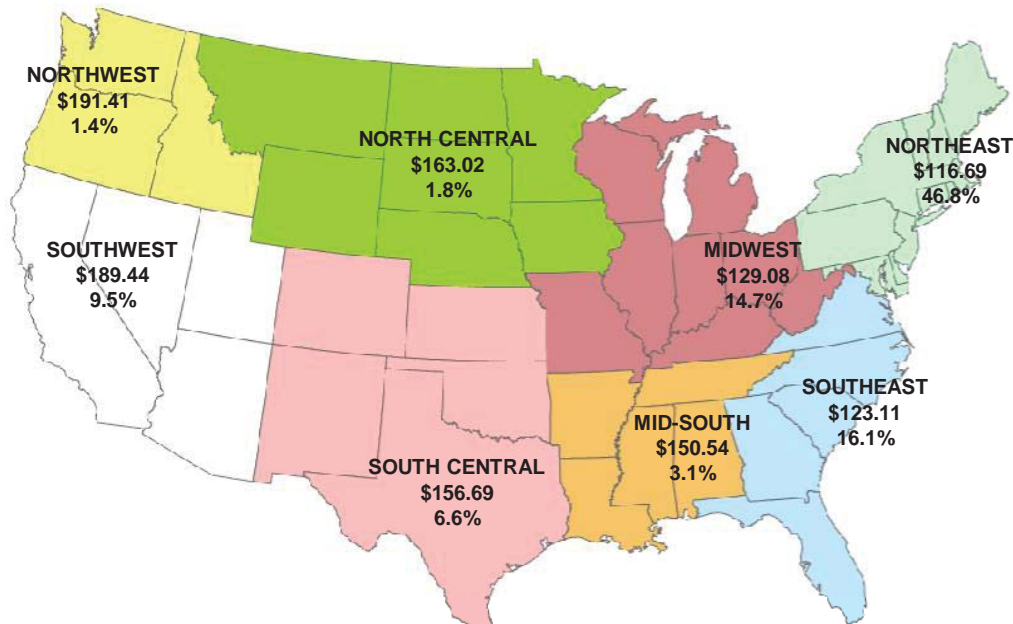


Exhibit 1- 2004

Travel Patterns & Fares Southeast Florida



Domestic Outbound O&D Passenger Regional Trends From Southeast Florida Airports to U.S. Regions (year ended December 31, 2004)

Southeast FL	U.S. Region (Destination)								
Airport (Origin)	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Fort Lauderdale	4,100,920	1,361,500	1,257,740	883,280	514,580	314,310	127,790	113,500	8,673,620
Miami	1,427,830	721,320	856,890	528,020	350,090	140,160	129,180	93,660	4,247,150
W. Palm Beach	1,991,570	361,760	319,180	175,740	136,590	81,280	35,950	20,360	3,122,430
Key West	100,280	50,130	81,830	10,890	12,330	11,970	6,040	1,710	275,180
Marathon	10	0	740	0	0	0	0	0	750
Southeast FL Total	7,620,610	2,494,710	2,516,380	1,597,930	1,013,590	547,720	298,960	229,230	16,319,130
U.S. Region Passenger Market Share									
Fort Lauderdale	47.3%	15.7%	14.5%	10.2%	5.9%	3.6%	1.5%	1.3%	100.0%
Miami	33.6%	17.0%	20.2%	12.4%	8.2%	3.3%	3.0%	2.2%	100.0%
W. Palm Beach	63.8%	11.6%	10.2%	5.6%	4.4%	2.6%	1.2%	0.7%	100.0%
Key West	36.4%	18.2%	29.7%	4.0%	4.5%	4.3%	2.2%	0.6%	100.0%
Marathon	1.3%	0.0%	98.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Southeast FL Total	46.7%	15.3%	15.4%	9.8%	6.2%	3.4%	1.8%	1.4%	100.0%
Average Domestic One-Way Fares									
Fort Lauderdale	\$98.71	\$106.36	\$97.49	\$137.05	\$133.46	\$119.22	\$156.58	\$147.05	\$107.93
Miami	\$132.26	\$129.45	\$121.04	\$183.53	\$157.01	\$155.18	\$162.54	\$176.83	\$140.60
W. Palm Beach	\$106.64	\$127.51	\$112.99	\$151.96	\$152.38	\$136.17	\$155.25	\$189.33	\$116.13
Key West	\$147.39	\$146.68	\$122.32	\$231.32	\$186.88	\$173.48	\$190.21	\$231.66	\$147.49
Marathon	\$189.00	n.a	\$69.19	n.a	n.a	n.a	n.a	n.a	\$70.79
Southeast FL Total	\$107.71	\$116.91	\$108.28	\$154.69	\$144.80	\$132.13	\$159.67	\$163.60	\$118.66

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

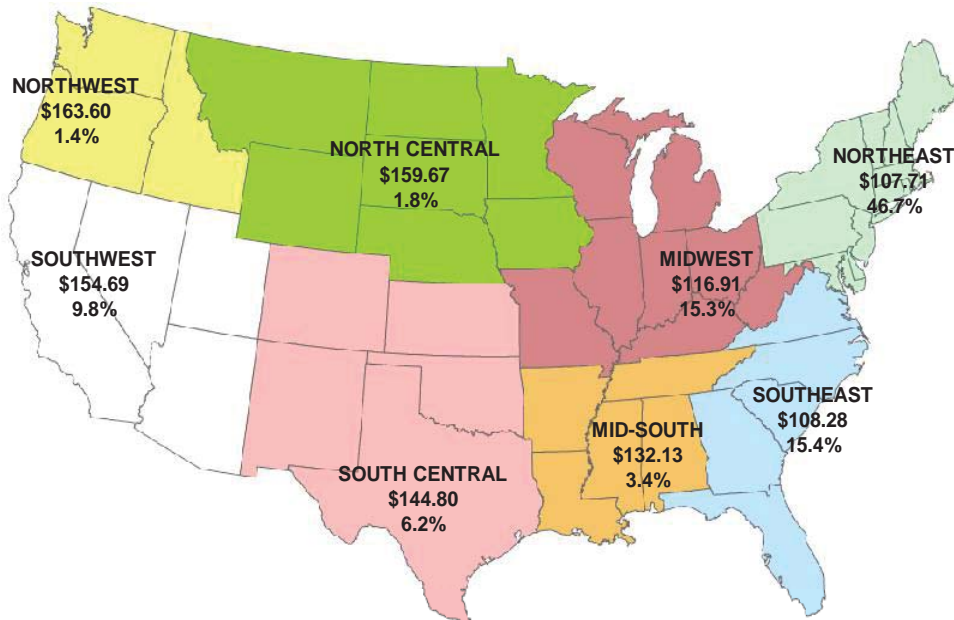




Exhibit 1- 2002

Travel Patterns & Fares Southeast Florida

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

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

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

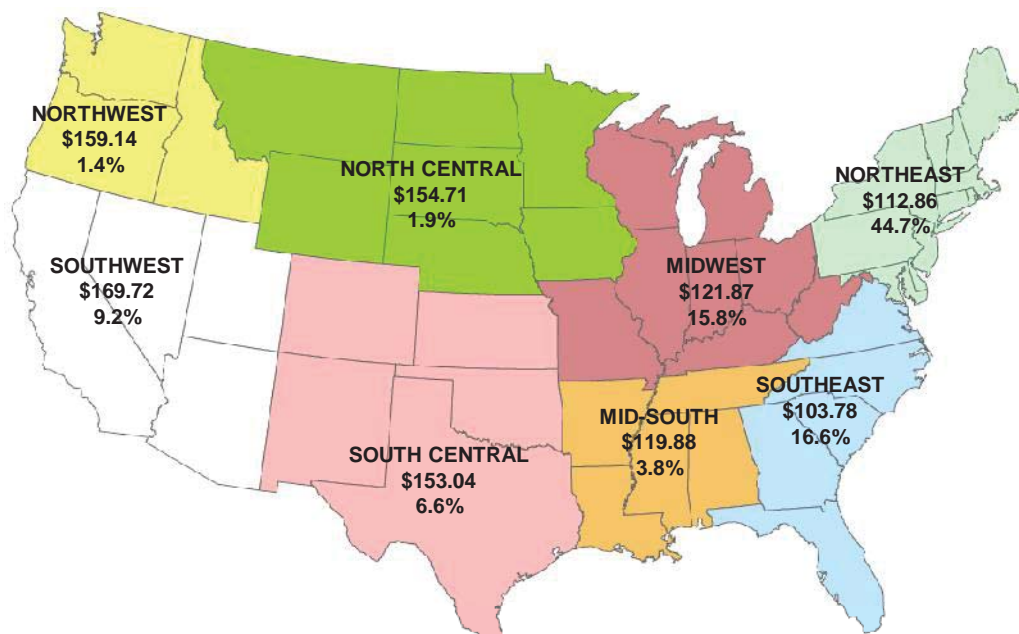


Exhibit 1- 2000

Travel Patterns & Fares Southeast Florida



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

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

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

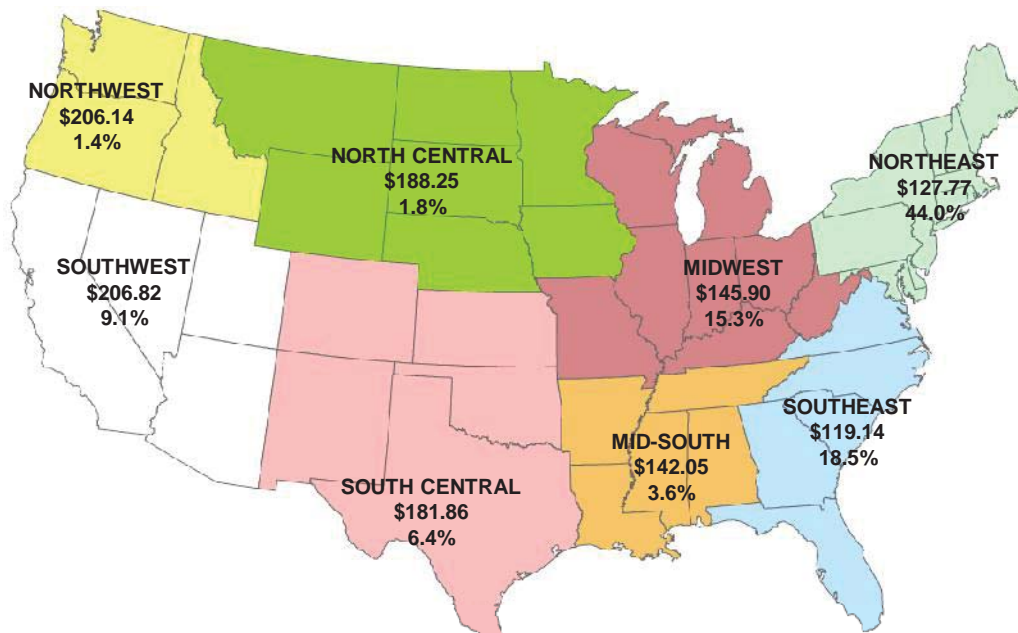


Exhibit 1 -1999

Travel Patterns & Fares Southeast Florida



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

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

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

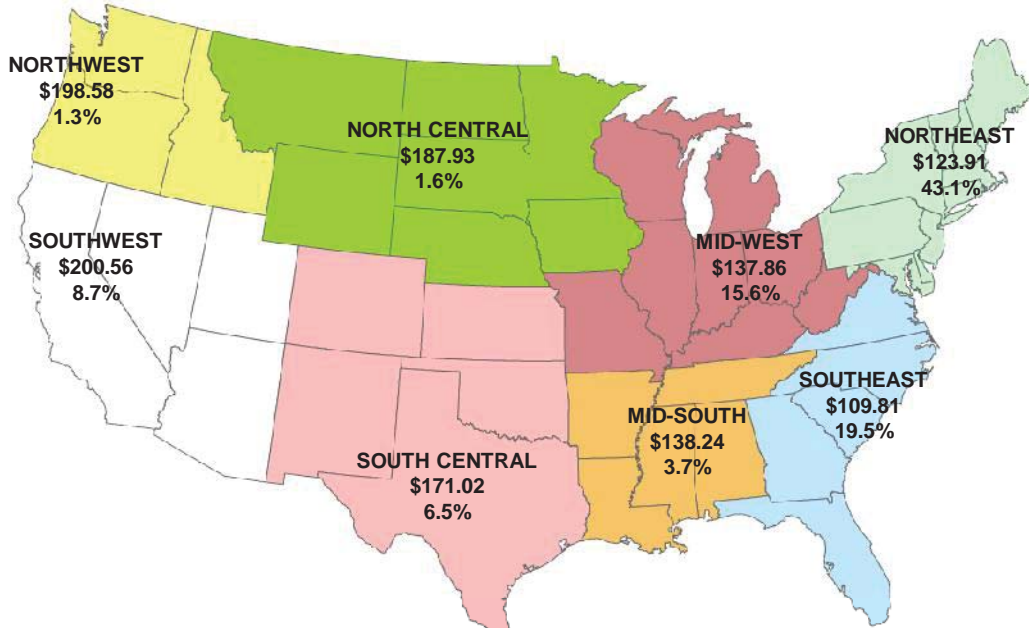




Exhibit 2 - 2010

Travel Patterns & Fares East Central Florida

Domestic Outbound O&D Passenger Regional Trends
From East Central Florida Regions to U.S. Regions
(year ended December 31, 2010)

East Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Daytona Beach	2,413	872	241,155	3	126	1,660	-	-	246,229
Orlando	5,052,642	2,825,656	4,127,510	712,859	1,678,258	584,653	370,472	101,633	15,453,683
Orlando-Sanford	87,288	117,246	51,142	84	10,051	42,677	58,922	-	367,410
Melbourne	3,561	189	175,263	-	270	470	31	-	179,784
East Central Total	5,145,904	2,943,963	4,595,070	712,946	1,688,705	629,460	429,425	101,633	16,247,106
U.S. Region Passenger Market Share									
Daytona Beach	1.0%	0.4%	97.9%	0.0%	0.1%	0.7%	0.0%	0.0%	100.0%
Orlando	32.7%	18.3%	26.7%	4.6%	10.9%	3.8%	2.4%	0.7%	100.0%
Orlando-Sanford	23.8%	31.9%	13.9%	0.0%	2.7%	11.6%	16.0%	0.0%	100.0%
Melbourne	2.0%	0.1%	97.5%	0.0%	0.2%	0.3%	0.0%	0.0%	100.0%
East Central Total	31.7%	18.1%	28.3%	4.4%	10.4%	3.9%	2.6%	0.6%	100.0%
Average Domestic One-Way Fares									
Daytona Beach	\$161.21	\$159.69	\$170.76	\$232.61	\$181.32	\$184.49	\$189.90	\$247.58	\$170.73
Orlando	\$136.86	\$131.86	\$132.10	\$219.01	\$169.49	\$152.01	\$164.52	\$238.46	\$143.91
Orlando-Sanford	\$108.23	\$87.70	\$55.95	\$57.00	\$110.65	\$65.75	\$114.39	n/a	\$90.51
Melbourne	\$161.37	\$154.56	\$170.31	\$247.14	\$202.41	\$196.85	\$204.48	\$272.29	\$170.24
East Central Total	\$136.40	\$130.11	\$134.74	\$218.99	\$169.15	\$146.28	\$157.64	\$238.46	\$143.40

Source: DOT O&D Survey, reconciled to Schedules T-100

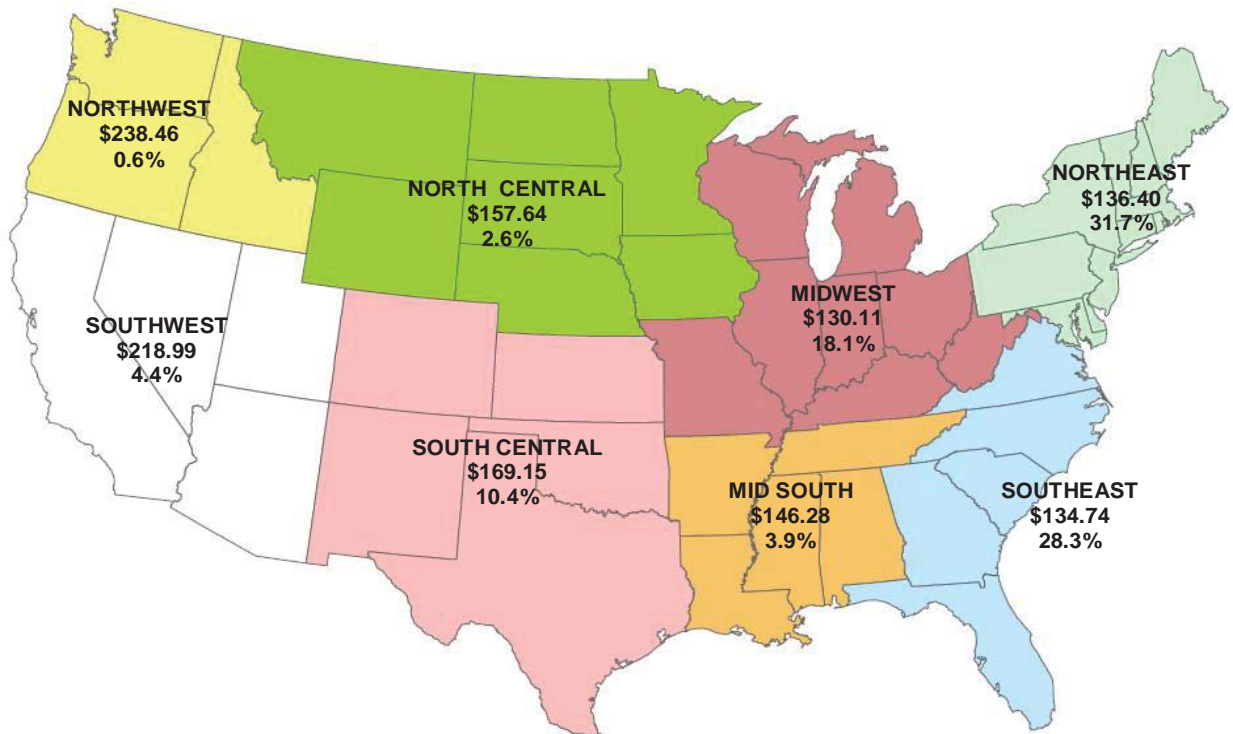


Exhibit 2 - 2009

Travel Patterns & Fares East Central Florida



Domestic Outbound O&D Passenger Regional Trends
From East Central Florida Regions to U.S. Regions
(year ended December 31, 2009)

East Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Daytona Beach	1,437	351	198,842	-	9	1,496	245	-	202,380
Orlando	4,967,718	2,708,025	3,911,720	719,045	1,629,940	505,529	348,525	109,375	14,899,877
Orlando-Sanford	117,352	207,933	98,719	418	12,180	101,874	61,830	-	600,306
Melbourne	552	38	108,732	-	61	77	-	-	109,460
East Central Total	5,087,059	2,916,347	4,318,013	719,463	1,642,190	608,976	410,600	109,375	15,812,023
U.S. Region Passenger Market Share									
Daytona Beach	0.7%	0.2%	98.3%	0.0%	0.0%	0.7%	0.1%	0.0%	100.0%
Orlando	33.3%	18.2%	26.3%	4.8%	10.9%	3.4%	2.3%	0.7%	100.0%
Orlando-Sanford	19.5%	34.6%	16.4%	0.1%	2.0%	17.0%	10.3%	0.0%	100.0%
Melbourne	0.5%	0.0%	99.3%	0.0%	0.1%	0.1%	0.0%	0.0%	100.0%
East Central Total	32.2%	18.4%	27.3%	4.6%	10.4%	3.9%	2.6%	0.7%	100.0%
Average Domestic One-Way Fares									
Daytona Beach	\$160.42	\$162.86	\$175.51	\$241.08	\$194.40	\$205.74	\$196.26	\$251.99	\$175.63
Orlando	\$128.18	\$123.35	\$129.19	\$198.56	\$155.63	\$147.58	\$151.82	\$254.52	\$136.11
Orlando-Sanford	\$93.35	\$84.20	\$51.39	\$9.98	\$83.11	\$58.55	\$109.16	n/a	\$78.74
Melbourne	\$182.63	\$175.69	\$181.32	\$276.58	\$216.28	\$221.56	\$209.65	\$258.85	\$181.37
East Central Total	\$127.39	\$120.56	\$130.86	\$198.45	\$155.09	\$132.84	\$145.42	\$254.52	\$134.75

Source: DOT O&D Survey, reconciled to Schedules T-100

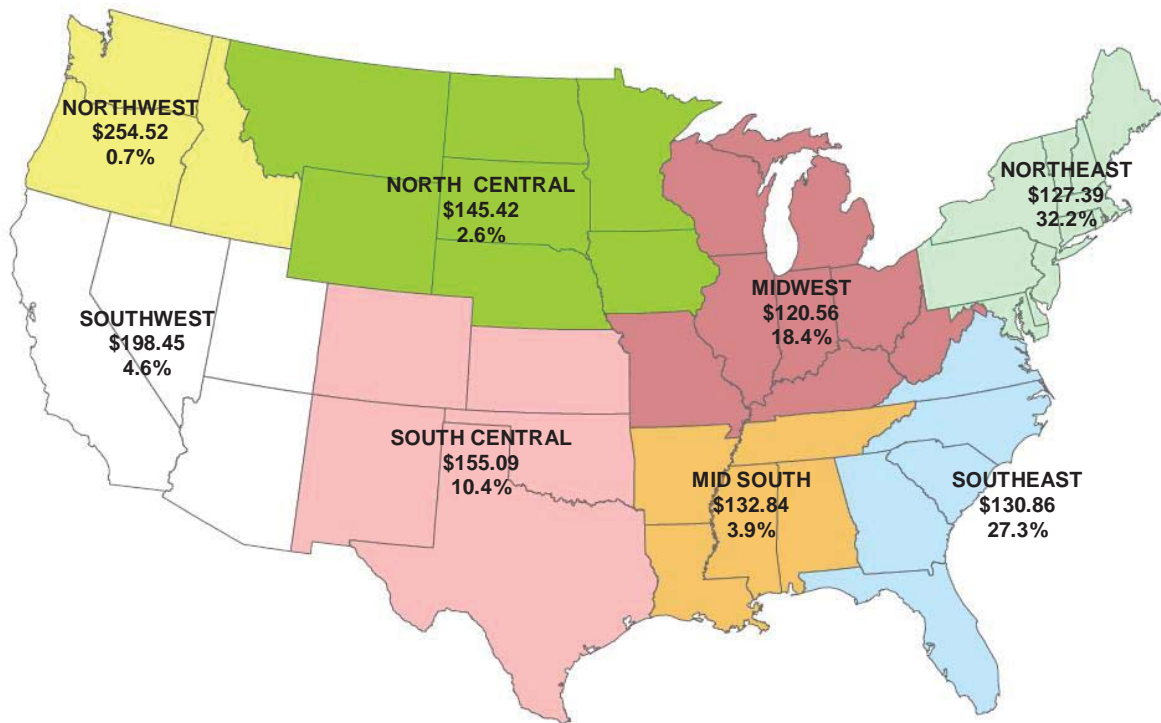


Exhibit 2 - 2008

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, 2008)

East Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Daytona Beach	34,416	1,988	243,483	-	212	767	183	-	281,049
Orlando	5,250,285	2,934,398	4,274,865	784,790	1,642,470	603,919	372,916	137,425	16,001,068
Orlando-Sanford	79,414	169,257	90,110	-	12,352	125,846	45,715	-	522,694
Melbourne	11,724	514	130,126	-	51	915	-	-	143,330
East Central Total	5,375,839	3,106,157	4,738,584	784,790	1,655,085	731,447	418,814	137,425	16,948,141
U.S. Region Passenger Market Share									
Daytona Beach	12.2%	0.7%	86.6%	0.0%	0.1%	0.3%	0.1%	0.0%	100.0%
Orlando	32.8%	18.3%	26.7%	4.9%	10.3%	3.8%	2.3%	0.9%	100.0%
Orlando-Sanford	15.2%	32.4%	17.2%	0.0%	2.4%	24.1%	8.7%	0.0%	100.0%
Melbourne	8.2%	0.4%	90.8%	0.0%	0.0%	0.6%	0.0%	0.0%	100.0%
East Central Total	31.7%	18.3%	28.0%	4.6%	9.8%	4.3%	2.5%	0.8%	100.0%
Average Domestic One-Way Fares									
Daytona Beach	\$164.71	\$179.94	\$166.39	\$273.21	\$229.48	\$263.44	\$216.35	\$286.71	\$166.63
Orlando	\$137.83	\$139.01	\$135.17	\$225.46	\$171.04	\$150.38	\$173.46	\$223.90	\$147.09
Orlando-Sanford	\$114.24	\$104.95	\$67.77	n/a	\$95.58	\$73.12	\$125.67	n/a	\$93.88
Melbourne	\$173.75	\$195.35	\$189.71	\$299.67	\$247.92	\$252.43	\$228.38	\$288.03	\$188.85
East Central Total	\$137.73	\$137.19	\$136.99	\$225.46	\$170.49	\$137.33	\$168.26	\$223.90	\$146.12

Source: DOT O&D Survey, reconciled to Schedules T-100

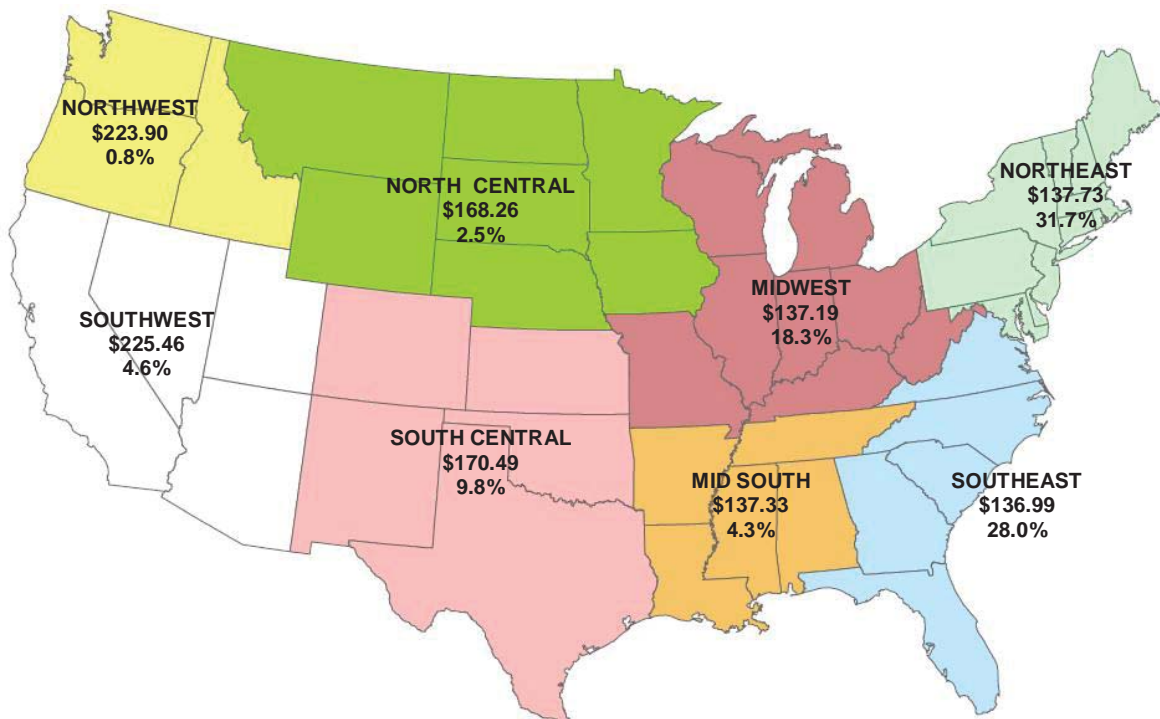




Exhibit 2 - 2007

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, 2007)

East Central FL Airport (origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Midsouth	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Orlando International	6,857,883	3,383,516	1,922,331	1,467,155	1,488,283	678,157	560,139	347,122	16,704,586
Daytona Beach	131,363	70,803	52,762	29,973	20,528	12,149	11,556	6,247	335,381
Melbourne	43,495	19,626	28,473	18,063	10,050	8,931	3,178	3,146	134,962
Orlando Sanford	55,245	161,136	68,860	-	7,999	84,464	37,787	-	415,491
East Central FL Total	7,087,986	3,635,081	2,072,426	1,515,191	1,526,860	783,701	612,660	356,515	17,590,420
U.S. Region Passenger Market Share									
Orlando International	41.1%	20.3%	11.5%	8.8%	8.9%	4.1%	3.4%	2.1%	100.0%
Daytona Beach	39.2%	21.1%	15.7%	8.9%	6.1%	3.6%	3.4%	1.9%	100.0%
Melbourne	32.2%	14.5%	21.1%	13.4%	7.4%	6.6%	2.4%	2.3%	100.0%
Orlando Sanford	13.3%	38.8%	16.6%	0.0%	1.9%	20.3%	9.1%	0.0%	100.0%
East Central FL Total	40.3%	20.7%	11.8%	8.6%	8.7%	4.5%	3.5%	2.0%	100.0%
Average Domestic One-Way Fares									
Orlando International	\$158.19	\$158.45	\$164.86	\$230.43	\$196.35	\$178.06	\$192.41	\$236.16	\$172.33
Daytona Beach	\$165.90	\$164.48	\$168.67	\$247.21	\$214.30	\$228.32	\$193.61	\$257.12	\$181.18
Melbourne	\$226.02	\$198.25	\$218.54	\$288.36	\$246.66	\$251.93	\$247.09	\$273.88	\$233.61
Orlando Sanford	\$135.11	\$123.25	\$96.01	n.a.	\$122.13	\$103.58	\$134.98	n.a.	\$117.36
East Central FL Total	\$158.57	\$157.22	\$163.40	\$231.45	\$196.54	\$171.65	\$189.18	\$236.86	\$171.67

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

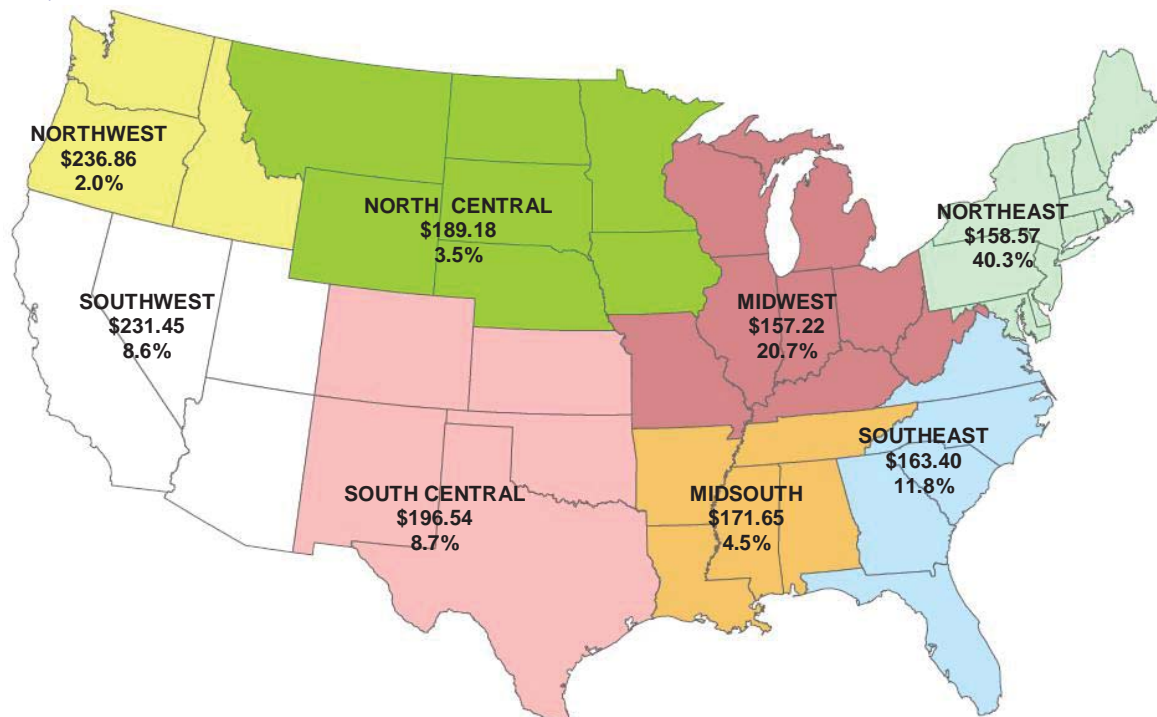
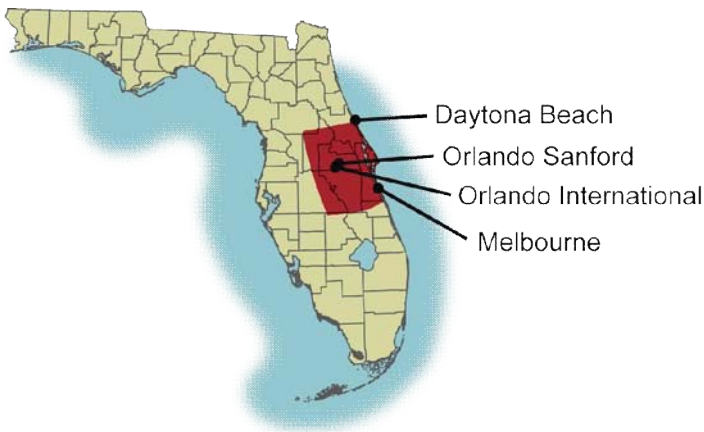


Exhibit 2- 2006

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, 2006)

East Central FL Airport (Origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Orlando International	5,694,500	2,839,020	1,684,590	1,251,000	1,190,200	665,400	469,870	302,020	14,096,600
Daytona Beach	108,830	44,090	28,310	26,040	12,960	12,660	5,360	4,810	243,060
Melbourne	50,110	22,590	30,390	21,250	11,040	10,050	2,940	3,750	152,120
Orlando Sanford	91,390	116,910	28,640	0	3,520	5,240	38,220	0	283,920
East Central FL Total	5,944,830	3,022,610	1,771,930	1,298,290	1,217,720	693,350	516,390	310,580	14,775,700
U.S. Region Passenger Market Share									
Orlando International	40.4%	20.1%	12.0%	8.9%	8.4%	4.7%	3.3%	2.1%	100.0%
Daytona Beach	44.8%	18.1%	11.6%	10.7%	5.3%	5.2%	2.2%	2.0%	100.0%
Melbourne	32.9%	14.9%	20.0%	14.0%	7.3%	6.6%	1.9%	2.5%	100.0%
Orlando Sanford	32.2%	41.2%	10.1%	0.0%	1.2%	1.8%	13.5%	0.0%	100.0%
East Central FL Total	40.2%	20.5%	12.0%	8.8%	8.2%	4.7%	3.5%	2.1%	100.0%
Average Domestic One-Way Fares									
Orlando International	\$108.21	\$112.55	\$121.50	\$178.63	\$143.17	\$121.76	\$135.92	\$179.64	\$122.97
Daytona Beach	\$134.99	\$153.30	\$172.29	\$204.35	\$187.04	\$178.93	\$177.95	\$203.94	\$157.46
Melbourne	\$166.68	\$158.18	\$166.86	\$235.30	\$198.54	\$188.74	\$178.98	\$225.50	\$180.50
Orlando Sanford	\$91.59	\$91.08	\$82.09	n.a.	\$97.09	\$51.25	\$104.09	n.a.	\$91.43
East Central FL Total	\$108.94	\$112.66	\$122.45	\$180.07	\$144.01	\$123.24	\$134.24	\$180.57	\$123.52

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

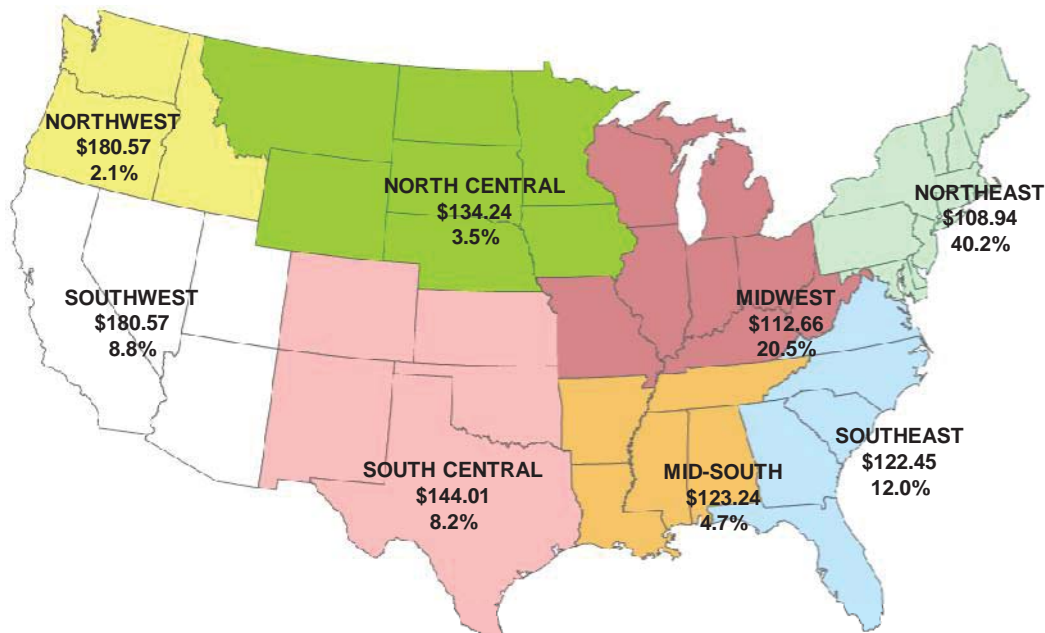


Exhibit 2- 2004

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, 2004)

East Central FL Airport (Origin)	U.S. Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers									
Orlando International	5,158,680	2,652,140	1,457,750	1,179,160	1,057,660	589,660	457,980	283,490	12,836,520
Daytona Beach	112,790	67,430	35,800	30,530	15,850	15,870	6,500	5,990	290,760
Melbourne	65,750	32,530	35,700	21,660	12,870	12,960	3,050	4,170	188,690
Orlando Sanford	24,640	0	35,250	0	0	100	0	0	59,990
East Central FL Total	5,361,860	2,752,100	1,564,500	1,231,350	1,086,380	618,590	467,530	293,650	13,375,960
U.S. Region Passenger Market Share									
Orlando International	40.2%	20.7%	11.4%	9.2%	8.2%	4.6%	3.6%	2.2%	100.0%
Daytona Beach	38.8%	23.2%	12.3%	10.5%	5.5%	5.5%	2.2%	2.1%	100.0%
Melbourne	34.8%	17.2%	18.9%	11.5%	6.8%	6.9%	1.6%	2.2%	100.0%
Orlando Sanford	41.1%	0.0%	58.8%	0.0%	0.0%	0.2%	0.0%	0.0%	100.0%
East Central FL Total	40.1%	20.6%	11.7%	9.2%	8.1%	4.6%	3.5%	2.2%	100.0%
Average Domestic One-Way Fares									
Orlando International	\$99.78	\$103.52	\$108.99	\$148.28	\$126.00	\$109.08	\$130.59	\$145.67	\$110.76
Daytona Beach	\$127.63	\$123.45	\$132.84	\$160.30	\$160.22	\$144.93	\$156.84	\$167.64	\$134.93
Melbourne	\$138.44	\$134.41	\$137.33	\$198.90	\$187.83	\$146.36	\$183.46	\$190.15	\$150.26
Orlando Sanford	\$94.59	n.a	\$84.27	n.a	n.a	\$115.00	n.a	n.a	\$88.56
East Central FL Total	\$100.82	\$104.38	\$109.62	\$149.46	\$127.23	\$110.78	\$131.30	\$146.75	\$111.74

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

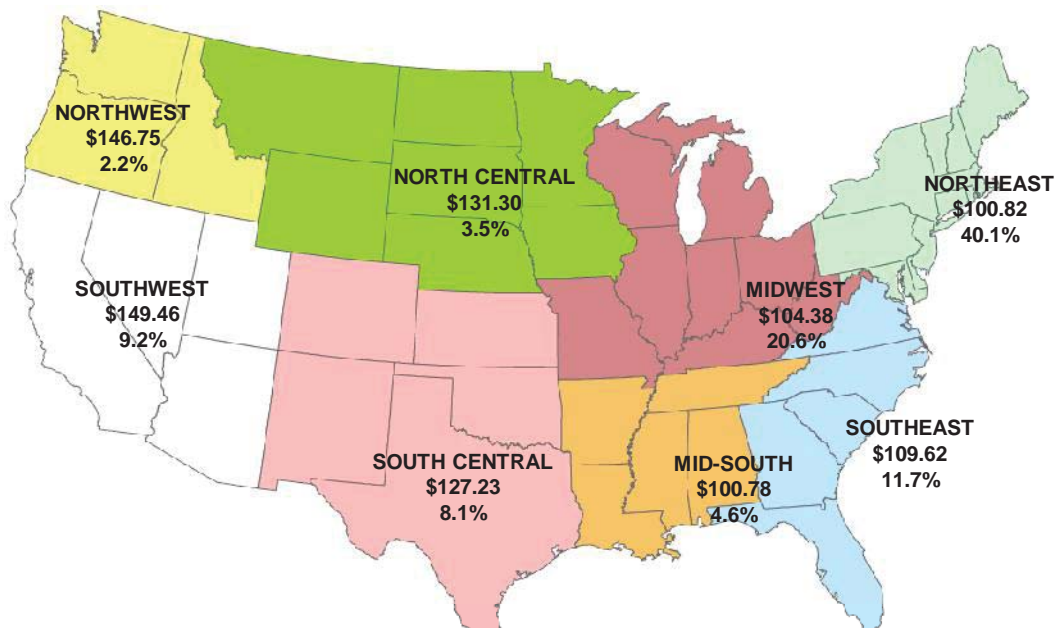
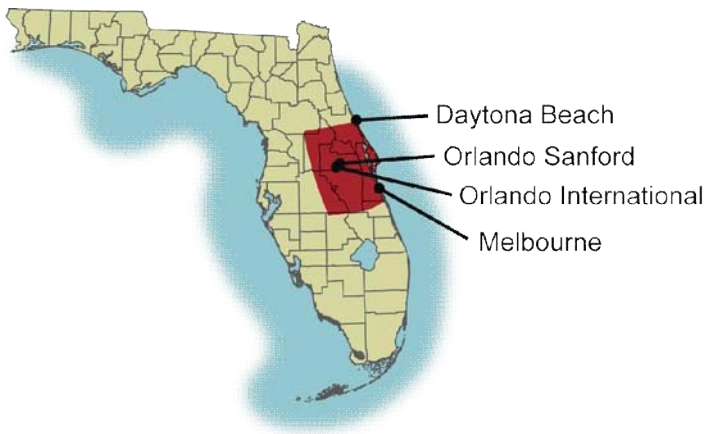


Exhibit 2- 2002



Travel Patterns & Fares East Central Florida

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

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

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

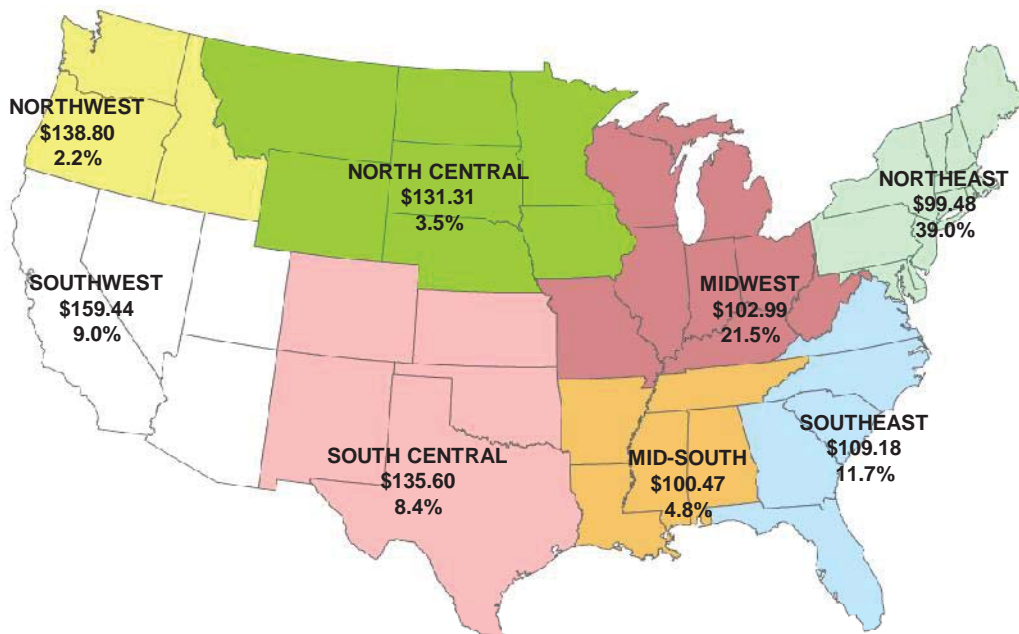


Exhibit 2- 2000

Travel Patterns & Fares East Central Florida



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

East Central FL Airport (Origin)	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
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
East 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%
East 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
East 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.

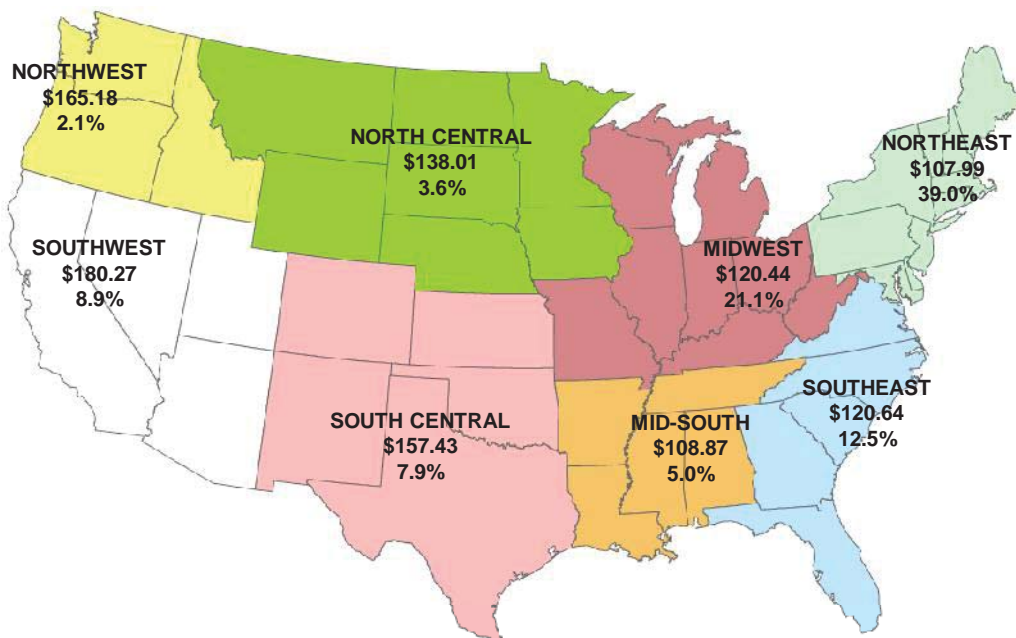


Exhibit 2- 1999



Travel Patterns & Fares East Central Florida

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

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

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

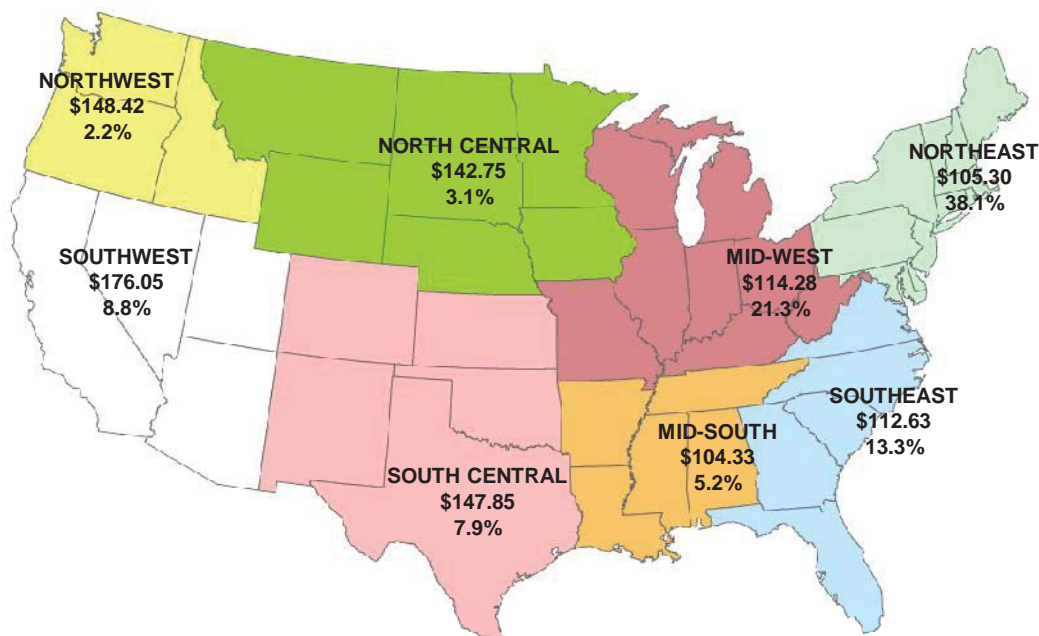


Exhibit 3 – 2010

Travel Patterns & Fares West Central Florida



Domestic Outbound O & D Passenger Regional Trends
From Florida Airports (By Region) to U.S. Regions
For Year 2010

West Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Tampa	2,238,484	1,438,341	2,459,906	291,853	988,725	382,873	135,413	5,445	7,941,040
St. Pete/ Clearwater	50,171	176,669	50,863	107	369	76,778	26,857	55	381,869
Sarasota/ Bradenton	100,471	105,365	450,310	3	112	2,620	598	-	659,479
West Central Total	2,389,126	1,720,375	2,961,079	291,963	989,206	462,271	162,868	5,500	8,982,388
U.S. Region Passenger Market Share									
Tampa	28.2%	18.1%	31.0%	3.7%	12.5%	4.8%	1.7%	0.1%	100.0%
St. Pete/ Clearwater	13.1%	46.3%	13.3%	0.0%	0.1%	20.1%	7.0%	0.0%	100.0%
Sarasota/ Bradenton	15.2%	16.0%	68.3%	0.0%	0.0%	0.4%	0.1%	0.0%	100.0%
West Central Total	26.6%	19.2%	33.0%	3.3%	11.0%	5.1%	1.8%	0.1%	100.0%
Average Domestic One-Way Fares									
Tampa	\$146.33	\$140.88	\$154.17	\$210.23	\$174.12	\$161.39	\$183.35	\$220.67	\$154.99
St. Pete/ Clearwater	\$109.45	\$92.69	\$61.79	n/a	\$172.97	\$57.71	\$103.06	n/a	\$84.51
Sarasota/ Bradenton	\$158.47	\$151.58	\$156.18	\$237.49	\$184.25	\$206.25	\$180.57	\$250.75	\$156.02
West Central Total	\$146.07	\$136.59	\$152.89	\$210.15	\$174.12	\$144.42	\$170.10	\$218.46	\$152.07

Source: DOT O&D Survey, reconciled to Schedules T-100

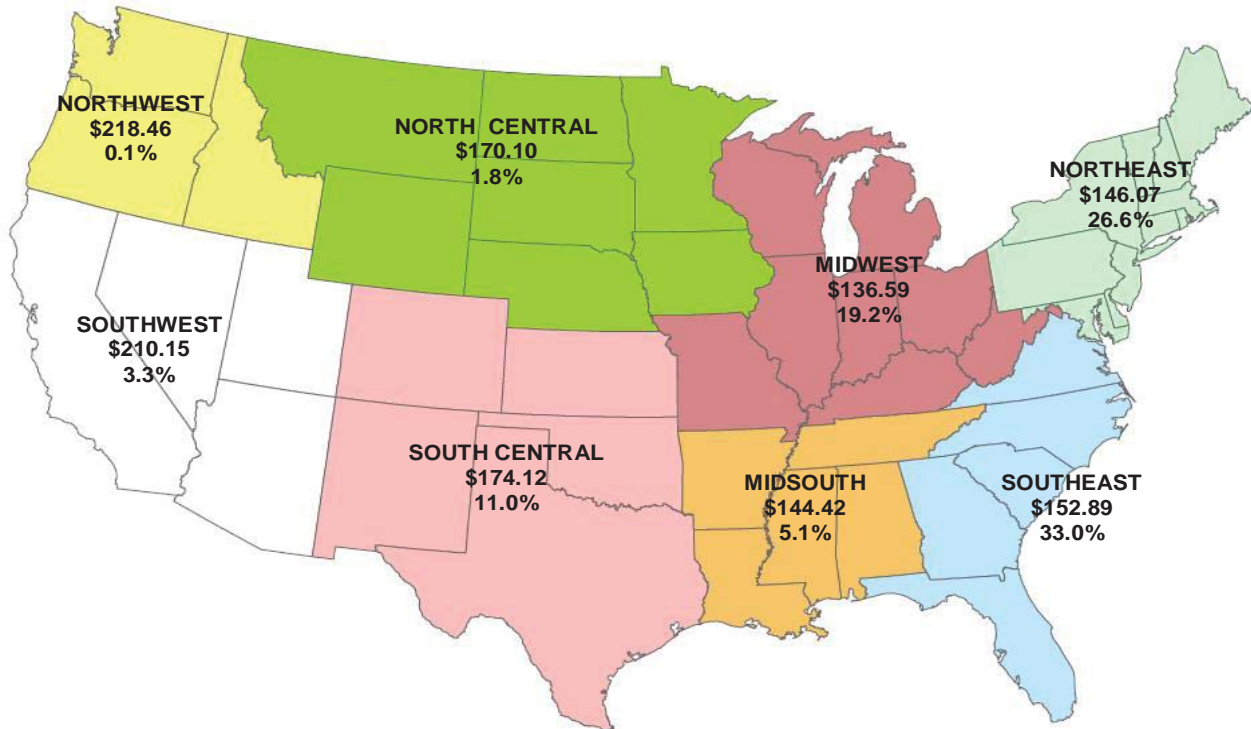


Exhibit 3 – 2009

Travel Patterns & Fares West Central Florida



Domestic Outbound O&D Passenger Regional Trends
From West Central Florida Region to U.S. Regions
(year ended December 31, 2009)

West Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Tampa	2,332,588	1,441,859	2,491,585	317,872	949,191	370,499	150,169	5,212	8,058,975
St. Pete/ Clearwater	37,039	178,718	56,731	141	115	78,956	25,908	113	377,721
Sarasota/ Bradenton	118,086	118,229	425,009	-	63	3,986	162	-	665,535
West Central Total	2,487,713	1,738,806	2,973,325	318,013	949,369	453,441	176,239	5,325	9,102,231
U.S. Region Passenger Market Share									
Tampa	28.9%	17.9%	30.9%	3.9%	11.8%	4.6%	1.9%	0.1%	100.0%
St. Pete/ Clearwater	9.8%	47.3%	15.0%	0.0%	0.0%	20.9%	6.9%	0.0%	100.0%
Sarasota/ Bradenton	17.7%	17.8%	63.9%	0.0%	0.0%	0.6%	0.0%	0.0%	100.0%
West Central Total	27.3%	19.1%	32.7%	3.5%	10.4%	5.0%	1.9%	0.1%	100.0%
Average Domestic One-Way Fares									
Tampa	\$137.16	\$131.53	\$137.68	\$193.10	\$165.57	\$147.45	\$163.83	\$199.92	\$142.88
St. Pete/ Clearwater	\$91.60	\$93.04	\$55.97	\$120.93	n/a	\$56.24	\$98.56	n/a	\$79.97
Sarasota/ Bradenton	\$147.25	\$145.50	\$145.49	\$232.97	\$188.33	\$196.06	\$186.85	\$241.35	\$146.12
West Central Total	\$136.96	\$128.52	\$137.24	\$193.07	\$165.55	\$132.00	\$154.26	\$195.68	\$140.50

Source: DOT O&D Survey, reconciled to Schedules T-100

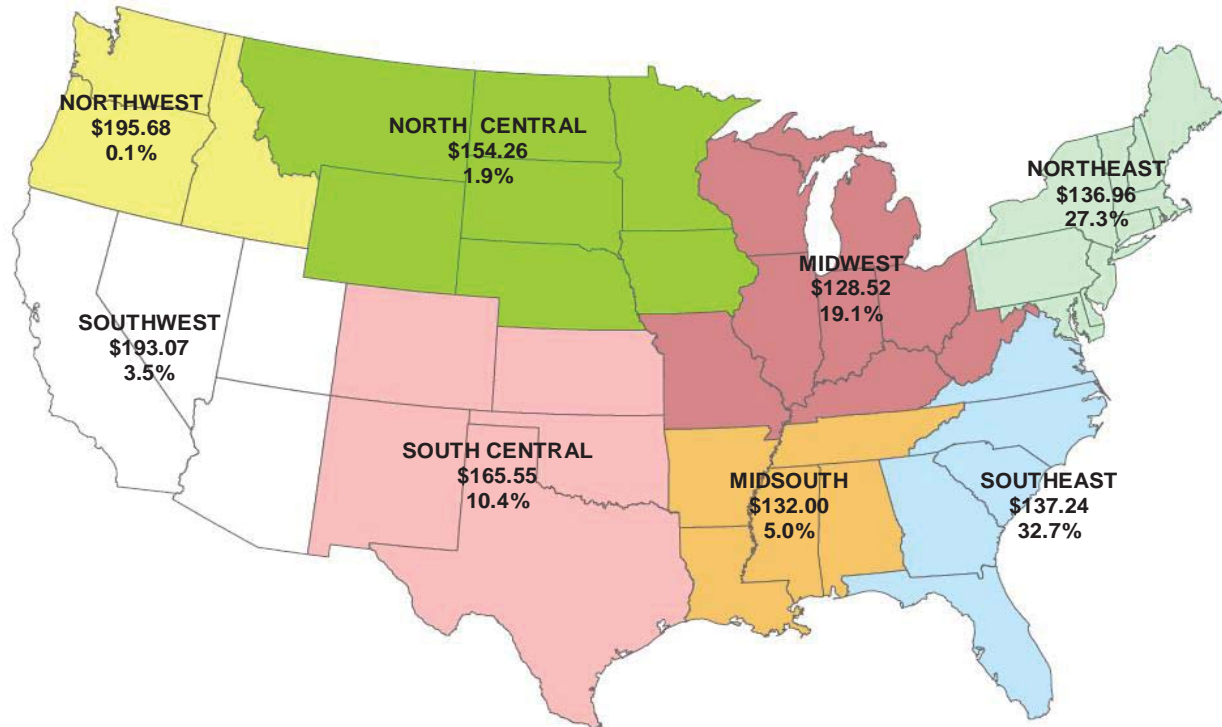


Exhibit 3 - 2008



Travel Patterns & Fares West Central Florida

Domestic Out bound O&D Passenger regional Trends
From West Central Florida Airports to U.S. Regions
(year ended December 31, 2008)

West Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Tampa	2,484,963	1,538,799	2,691,843	408,338	974,946	418,418	158,359	9,196	8,684,862
St. Pete/ Clearwater	52,122	172,648	53,255	163	172	49,395	26,229	238	354,222
Sarasota/ Bradenton	138,896	140,249	449,084	5	12,464	2,082	851	-	743,631
West Central Total	2,675,981	1,851,696	3,194,182	408,506	987,582	469,895	185,439	9,434	9,782,715
U.S. Region Passenger Market Share									
Tampa	28.6%	17.7%	31.0%	4.7%	11.2%	4.8%	1.8%	0.1%	100.0%
St. Pete/ Clearwater	14.7%	48.7%	15.0%	0.0%	0.0%	13.9%	7.4%	0.1%	100.0%
Sarasota/ Bradenton	18.7%	18.9%	60.4%	0.0%	1.7%	0.3%	0.1%	0.0%	100.0%
West Central Total	27.4%	18.9%	32.7%	4.2%	10.1%	4.8%	1.9%	0.1%	100.0%
Average Domestic One-Way Fares									
Tampa	\$142.61	\$143.52	\$143.00	\$209.02	\$175.30	\$144.93	\$187.10	\$216.57	\$150.69
St. Pete/ Clearwater	\$104.69	\$111.45	\$73.30	n/a	n/a	\$77.64	\$124.25	n/a	\$100.77
Sarasota/ Bradenton	\$158.87	\$159.16	\$159.54	\$232.39	\$198.90	\$215.31	\$207.05	\$263.90	\$160.21
West Central Total	\$142.72	\$141.71	\$144.16	\$208.94	\$175.57	\$138.17	\$178.30	\$211.11	\$149.60

Source: DOT O&D Survey, reconciled to Schedules T-100

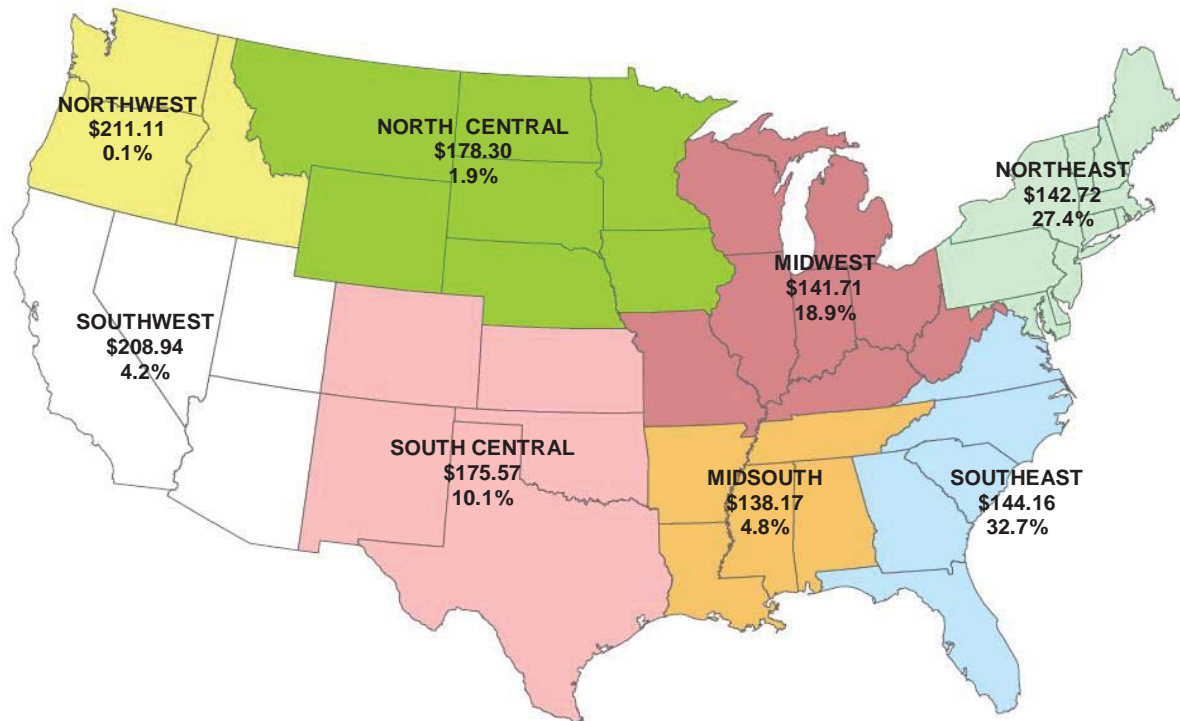


Exhibit 3 - 2007

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, 2007)**

West Central FL Airport (origin)	U.S. Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Midsouth	North Central	Northwest	
Outbound O&D Passengers									
Tampa	3,552,438	1,995,109	1,242,273	863,922	803,660	498,528	234,876	158,657	9,349,463
Sarasota	303,410	257,911	103,106	41,226	24,300	18,466	18,026	8,610	775,055
St. Petersburg	86,769	192,148	38,413	-	-	40,999	23,392	-	381,721
West Central FL Total	3,942,617	2,445,168	1,383,792	905,148	827,960	557,993	276,294	167,267	10,506,239
U.S. Region Passenger Market Share									
Tampa	38.0%	21.3%	13.3%	9.2%	8.6%	5.3%	2.5%	1.7%	100.0%
Sarasota	39.1%	33.3%	13.3%	5.3%	3.1%	2.4%	2.3%	1.1%	100.0%
St. Petersburg	22.7%	50.3%	10.1%	0.0%	0.0%	10.7%	6.1%	0.0%	100.0%
West Central FL Total	37.5%	23.3%	13.2%	8.6%	7.9%	5.3%	2.6%	1.6%	100.0%
Average Domestic One-Way Fares									
Tampa	\$157.59	\$158.95	\$160.32	\$217.25	\$192.75	\$179.35	\$206.50	\$226.31	\$170.33
Sarasota	\$167.00	\$158.70	\$174.27	\$239.22	\$198.87	\$204.31	\$185.76	\$255.78	\$172.36
St. Petersburg	\$124.66	\$120.14	\$93.02	n.a.	n.a.	\$102.86	\$142.51	n.a.	\$117.95
West Central FL Total	\$157.59	\$155.88	\$159.49	\$218.25	\$192.93	\$174.56	\$199.73	\$227.83	\$168.58

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

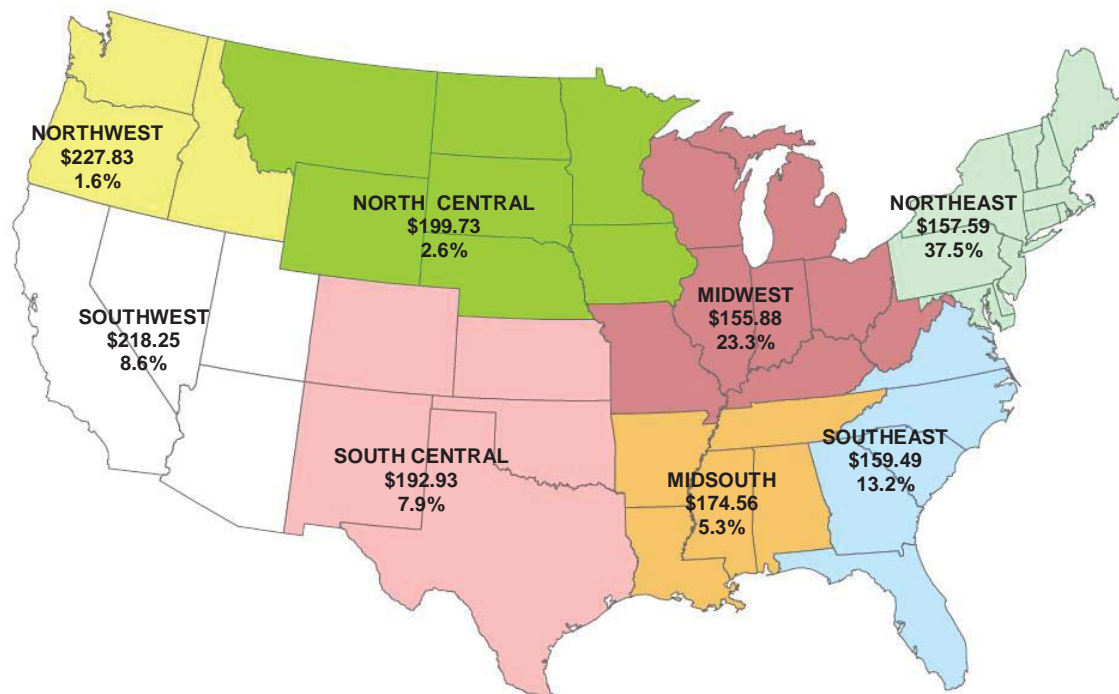


Exhibit 3- 2006

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, 2006)

West Central FL Airport (Origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Tampa	3,055,260	1,704,470	1,176,020	759,450	644,050	392,030	214,670	137,320	8,083,270
Sarasota	227,970	237,490	104,110	35,670	27,590	18,950	15,030	7,310	674,120
St. Petersburg	60,380	105,280	1,520	0	0	2,760	2,950	0	172,890
West Central FL Total	3,343,610	2,047,240	1,281,650	795,120	671,640	413,740	232,650	144,630	8,930,280
U.S. Region Passenger Market Share									
Tampa	37.8%	21.1%	14.5%	9.4%	8.0%	4.8%	2.7%	1.7%	100.0%
Sarasota	33.8%	35.2%	15.4%	5.3%	4.1%	2.8%	2.2%	1.1%	100.0%
St. Petersburg	34.9%	60.9%	0.9%	0.0%	0.0%	1.6%	1.7%	0.0%	100.0%
West Central FL Total	37.4%	22.9%	14.4%	8.9%	7.5%	4.6%	2.6%	1.6%	100.0%
Average Domestic One-Way Fares									
Tampa	\$108.56	\$115.03	\$118.63	\$175.54	\$148.83	\$124.90	\$150.81	\$180.85	\$124.04
Sarasota	\$129.53	\$126.02	\$130.53	\$207.95	\$169.27	\$171.69	\$159.03	\$219.70	\$137.04
St. Petersburg	\$96.75	\$104.38	\$54.13	n.a.	n.a.	\$58.37	\$129.12	n.a.	\$100.96
West Central FL Total	\$109.78	\$115.76	\$119.52	\$176.99	\$149.67	\$126.60	\$151.07	\$182.82	\$124.57

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

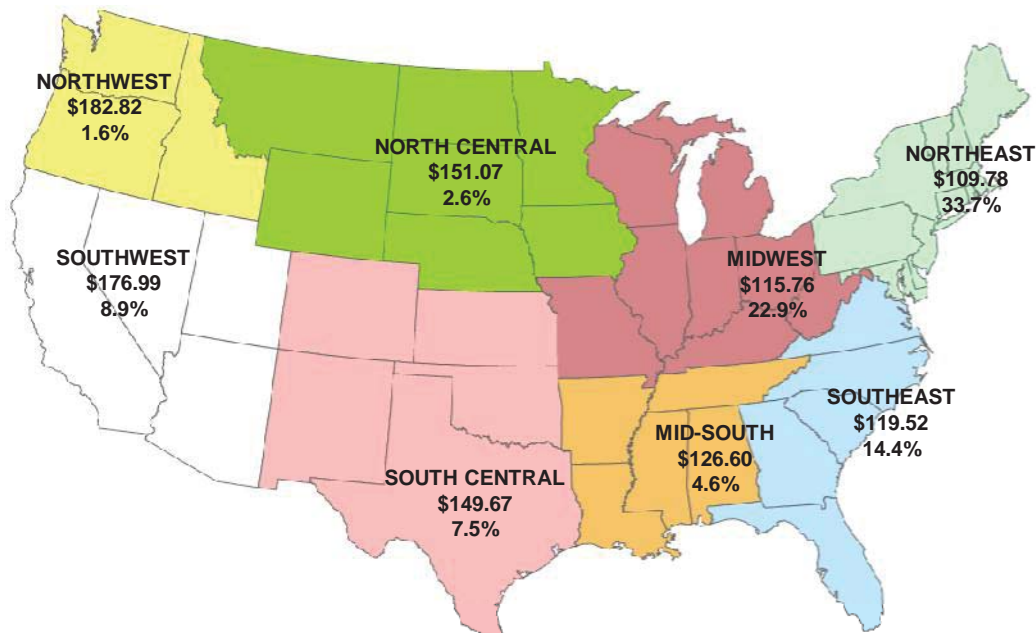


Exhibit 3- 2004

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, 2004)

West Central FL Airport (Origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Tampa	2,834,820	1,507,850	1,077,580	721,170	585,670	409,280	207,250	126,210	7,469,830
Sarasota	170,190	205,740	69,590	26,390	23,340	19,050	16,110	6,470	536,880
St. Petersburg	13,250	259,360	3,590	39,800	790	0	6,050	620	323,460
West Central FL Total	3,018,260	1,972,950	1,150,760	787,360	609,800	428,330	229,410	133,300	8,330,170
U.S. Region Passenger Market Share									
Tampa	38.0%	20.2%	14.4%	9.7%	7.8%	5.5%	2.8%	1.7%	100.0%
Sarasota	31.7%	38.3%	13.0%	4.9%	4.3%	3.5%	3.0%	1.2%	100.0%
St. Petersburg	4.1%	80.2%	1.1%	12.3%	0.2%	0.0%	1.9%	0.2%	100.0%
West Central FL Total	36.2%	23.7%	13.8%	9.5%	7.3%	5.1%	2.8%	1.6%	100.0%
Average Domestic One-Way Fares									
Tampa	\$99.66	\$104.45	\$101.12	\$135.41	\$132.61	\$104.21	\$146.02	\$150.73	\$109.27
Sarasota	\$129.87	\$116.36	\$125.04	\$185.48	\$150.53	\$129.96	\$143.21	\$165.61	\$128.53
St. Petersburg	\$77.21	\$83.66	\$142.22	\$112.70	\$141.90	n.a	\$121.94	\$138.23	\$88.58
West Central FL Total	\$101.27	\$102.96	\$102.69	\$135.94	\$133.31	\$105.35	\$145.19	\$151.39	\$109.71

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

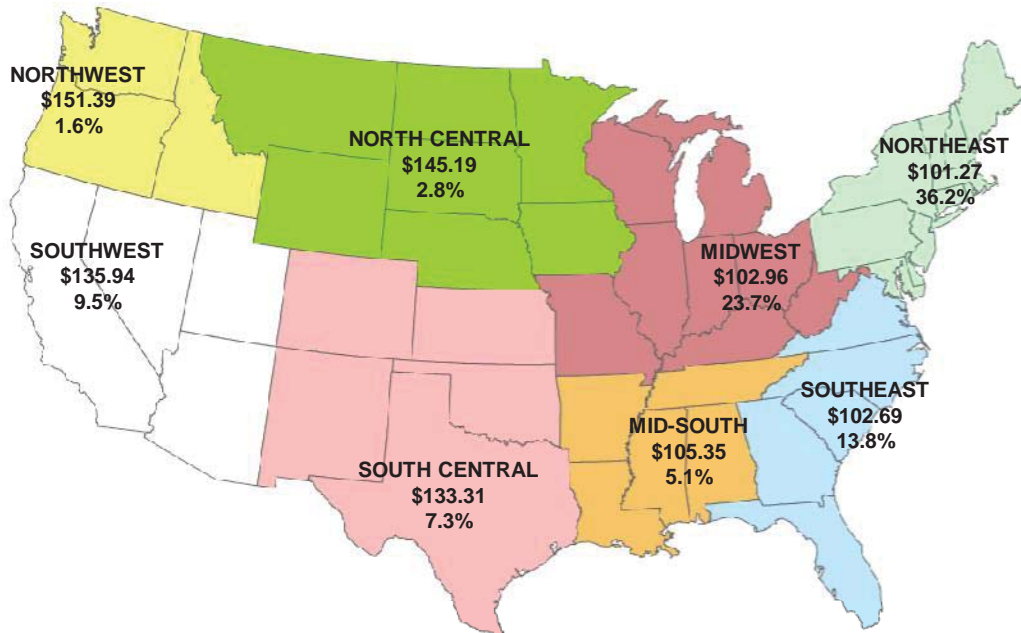


Exhibit 3- 2002

Travel Patterns & Fares West Central Florida



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

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

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

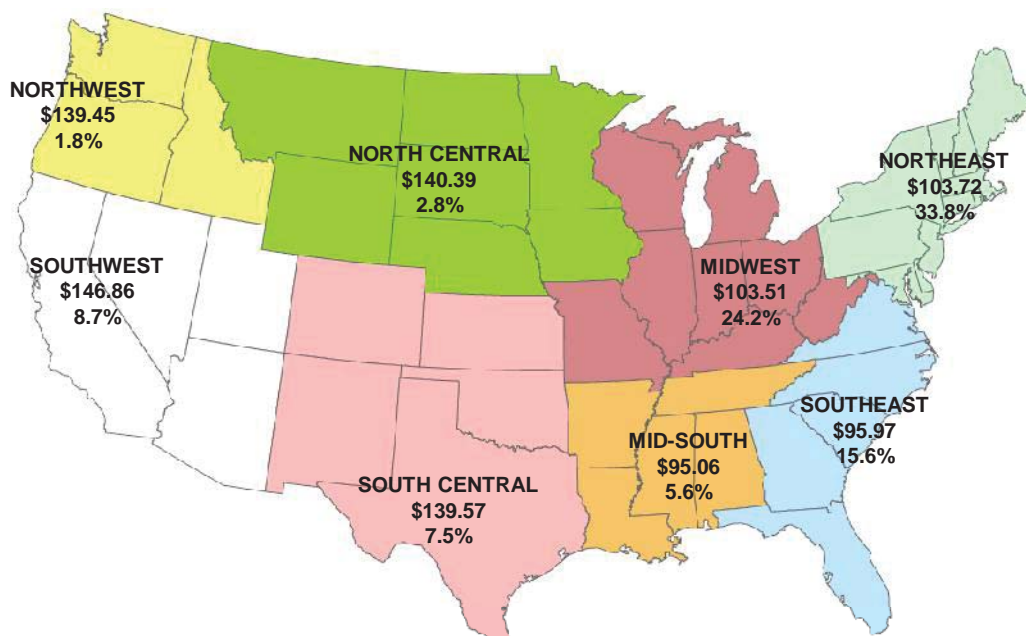


Exhibit 3- 2000

Travel Patterns & Fares West Central Florida



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

West Central FL Airport (Origin)	US Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers									
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
West Central FL Total	2,602,880	1,891,310	1,347,780	660,800	582,380	436,360	196,520	121,190	7,839,220
U.S Region Passenger Market Share									
Tampa	34.0%	21.0%	18.3%	8.9%	7.9%	6.0%	2.4%	1.6%	100.0%
Sarasota	34.4%	36.4%	11.0%	5.8%	4.5%	3.3%	3.6%	1.1%	100.0%
St. Petersburg	0.1%	92.6%	0.0%	1.6%	1.5%	0.0%	4.1%	0.1%	100.0%
West Central FL Total	33.2%	24.1%	17.2%	8.4%	7.4%	5.6%	2.5%	1.5%	100.0%
Average Domestic One-Way Fares									
Tampa	\$114.40	\$125.76	\$110.91	\$172.63	\$169.15	\$107.65	\$171.36	\$178.49	\$127.62
Sarasota	\$130.01	\$123.35	\$143.19	\$185.10	\$165.75	\$132.29	\$137.97	\$192.08	\$134.90
St. Petersburg	\$234.27	\$102.44	n.a.	\$199.83	\$185.84	n.a.	\$124.85	\$258.86	\$106.43
West Central FL Total	\$115.82	\$123.18	\$112.72	\$173.51	\$169.06	\$108.91	\$165.26	\$179.44	\$127.72

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

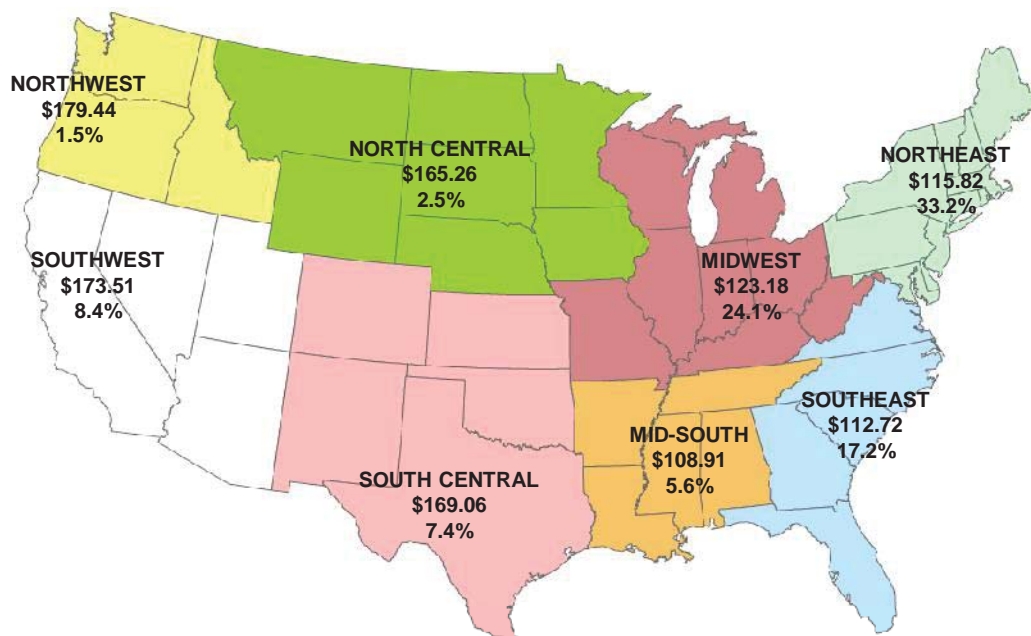


Exhibit 3- 1999

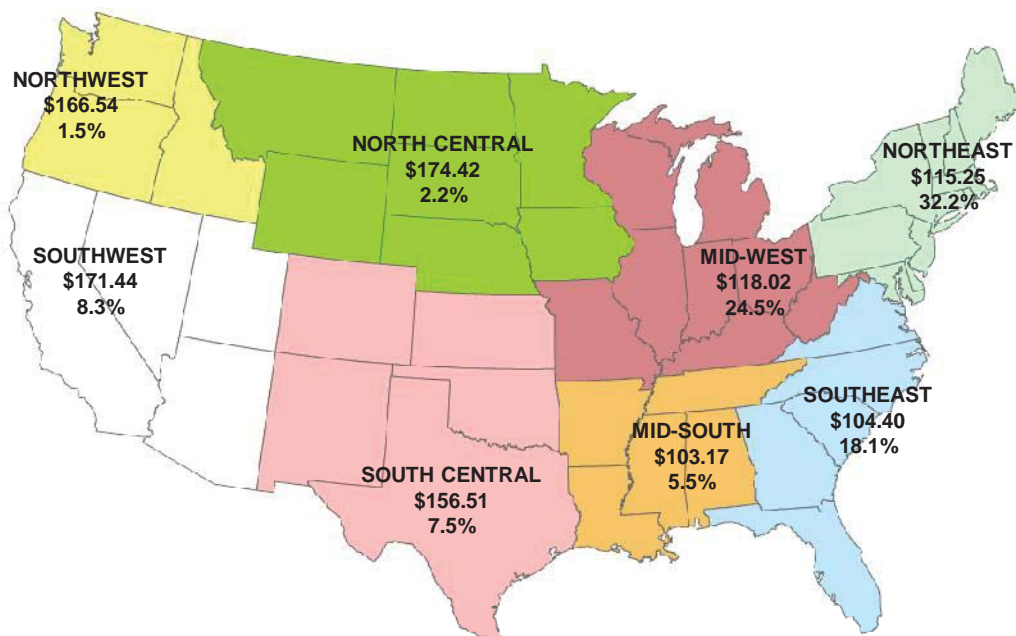
Travel Patterns & Fares West Central Florida



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

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

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



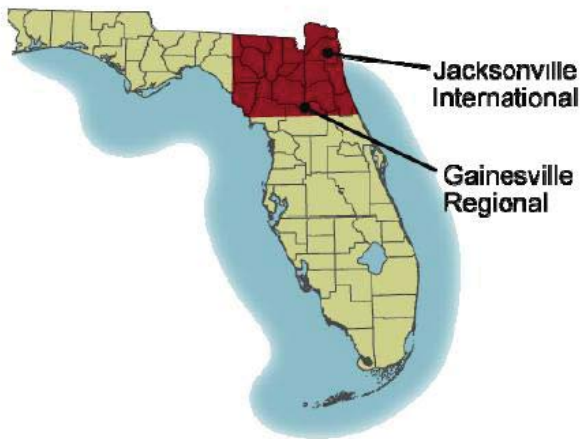


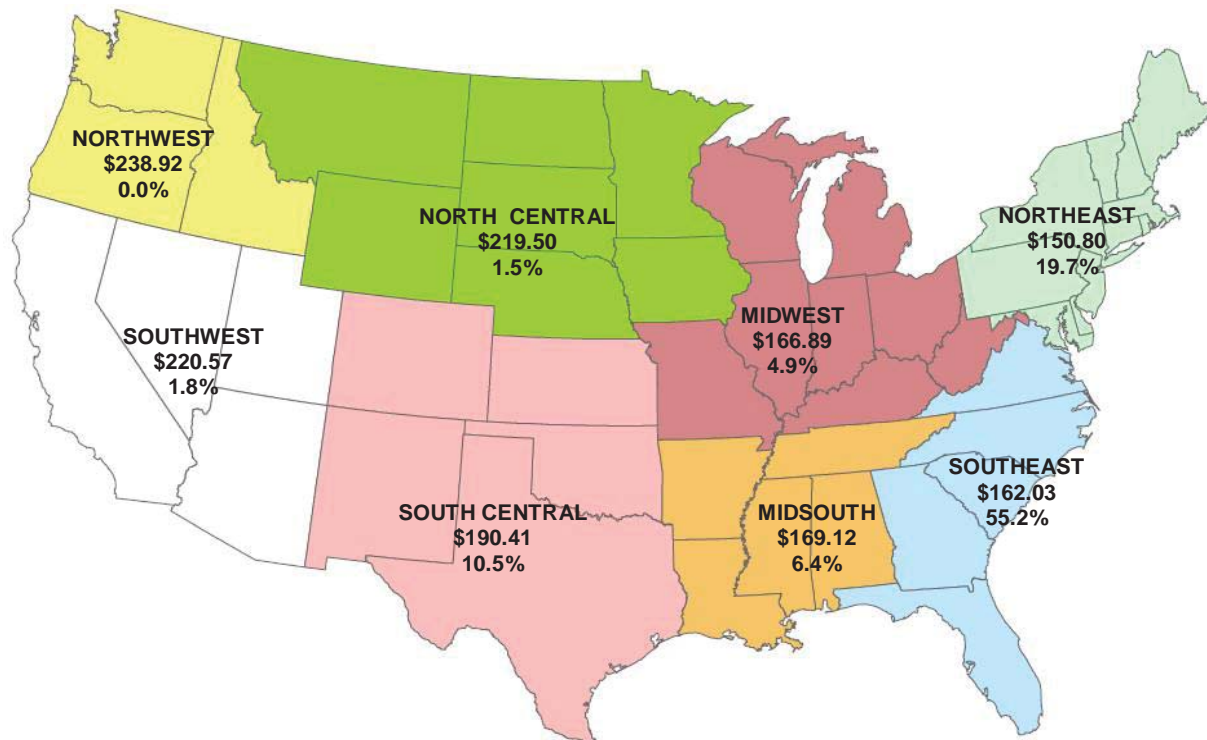
Exhibit 4 - 2010

Travel Patterns & Fares Northeast/North Central Florida

Domestic Outbound O&D Passenger Regional Trends
From Northeast/North Central Florida Airports to U.S. Regions
(year ended December 31, 2010)

Northeast/ North Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Gainesville	16	483	157,571	-	137	1,202	67	-	159,476
Jacksonville	554,875	136,550	1,396,801	52,069	294,365	178,434	40,933	1,119	2,655,146
Northeast/ North Central Total	554,891	137,033	1,554,372	52,069	294,502	179,636	41,000	1,119	2,814,622
U.S. Region Passenger Market Share									
Gainesville	0.0%	0.3%	98.8%	0.0%	0.1%	0.8%	0.0%	0.0%	100.0%
Jacksonville	20.9%	5.1%	52.6%	2.0%	11.1%	6.7%	1.5%	0.0%	100.0%
Northeast/ North Central Total	19.7%	4.9%	55.2%	1.8%	10.5%	6.4%	1.5%	0.0%	100.0%
Average Domestic One-Way Fares									
Gainesville	\$188.99	\$198.64	\$217.07	\$251.83	\$219.43	\$218.77	\$277.57	\$268.35	\$217.05
Jacksonville	\$150.80	\$166.78	\$155.82	\$220.57	\$190.40	\$168.79	\$219.40	\$238.92	\$162.32
Northeast/ North Central Total	\$150.80	\$166.89	\$162.03	\$220.57	\$190.41	\$169.12	\$219.50	\$238.92	\$165.43

Source: DOT O&D Survey, reconciled to Schedules T-100



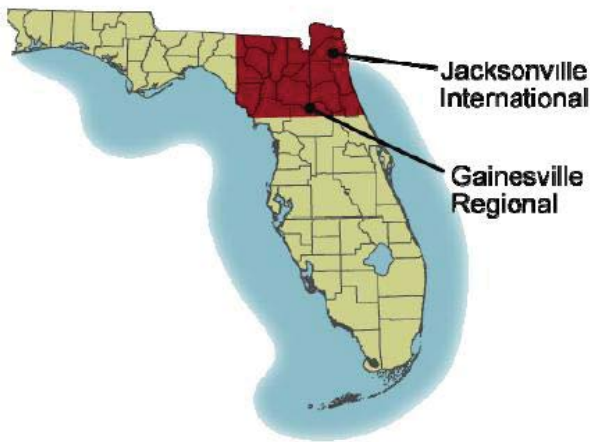


Exhibit 4 - 2009

Travel Patterns & Fares Northeast/North Central Florida

Domestic Outbound O&D Passenger Regional Trends
From Northeast/North Central Florida Airports to U.S. Regions
(year ended December 31, 2009)

Northeast/North Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Gainesville	189	180	127,825	100	40	1,753	-	-	130,087
Jacksonville	536,204	295,304	1,380,341	51,719	299,944	180,484	30,662	1,161	2,775,819
Northeast/ North Central Total	536,393	295,484	1,508,166	51,819	299,984	182,237	30,662	1,161	2,905,906
U.S. Region Passenger Market Share									
Gainesville	0.1%	0.1%	98.3%	0.1%	0.0%	1.3%	0.0%	0.0%	100.0%
Jacksonville	19.3%	10.6%	49.7%	1.9%	10.8%	6.5%	1.1%	0.0%	100.0%
Northeast/ North Central Total	18.5%	10.2%	51.9%	1.8%	10.3%	6.3%	1.1%	0.0%	100.0%
Average Domestic One-Way Fares									
Gainesville	\$195.76	\$201.83	\$199.56	\$259.72	\$232.13	\$216.10	\$266.15	\$285.05	\$199.84
Jacksonville	\$145.58	\$148.94	\$134.97	\$196.26	\$176.95	\$155.76	\$209.84	\$221.08	\$146.40
Northeast/ North Central Total	\$145.60	\$148.97	\$140.44	\$196.38	\$176.96	\$156.34	\$209.84	\$221.08	\$148.79

Source: DOT O&D Survey, reconciled to Schedules T-100

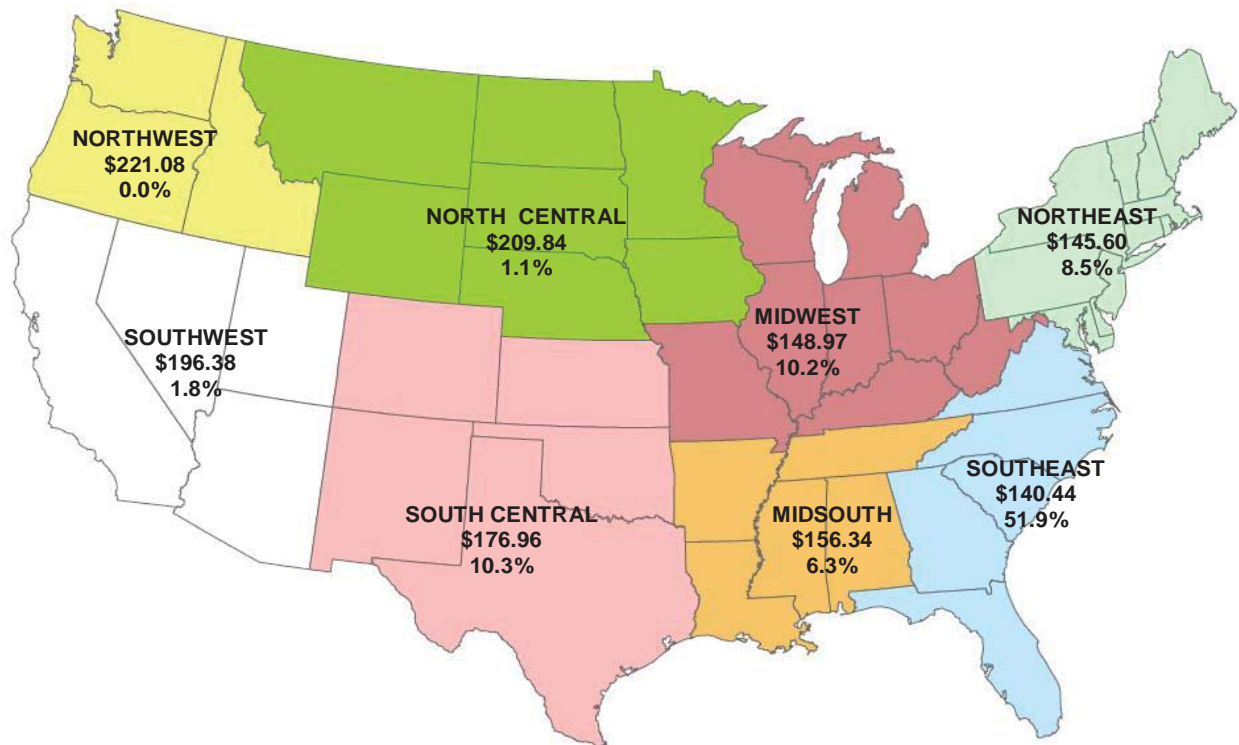
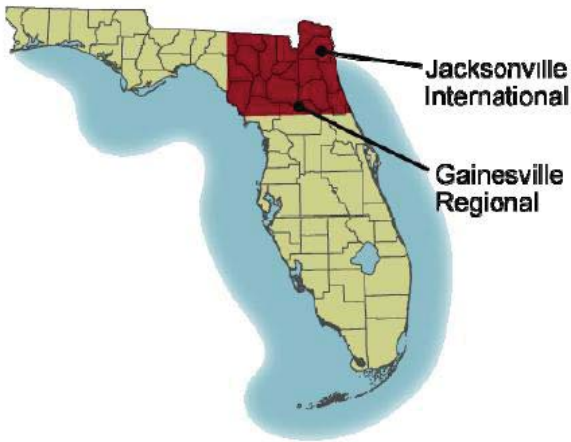


Exhibit 4 - 2008

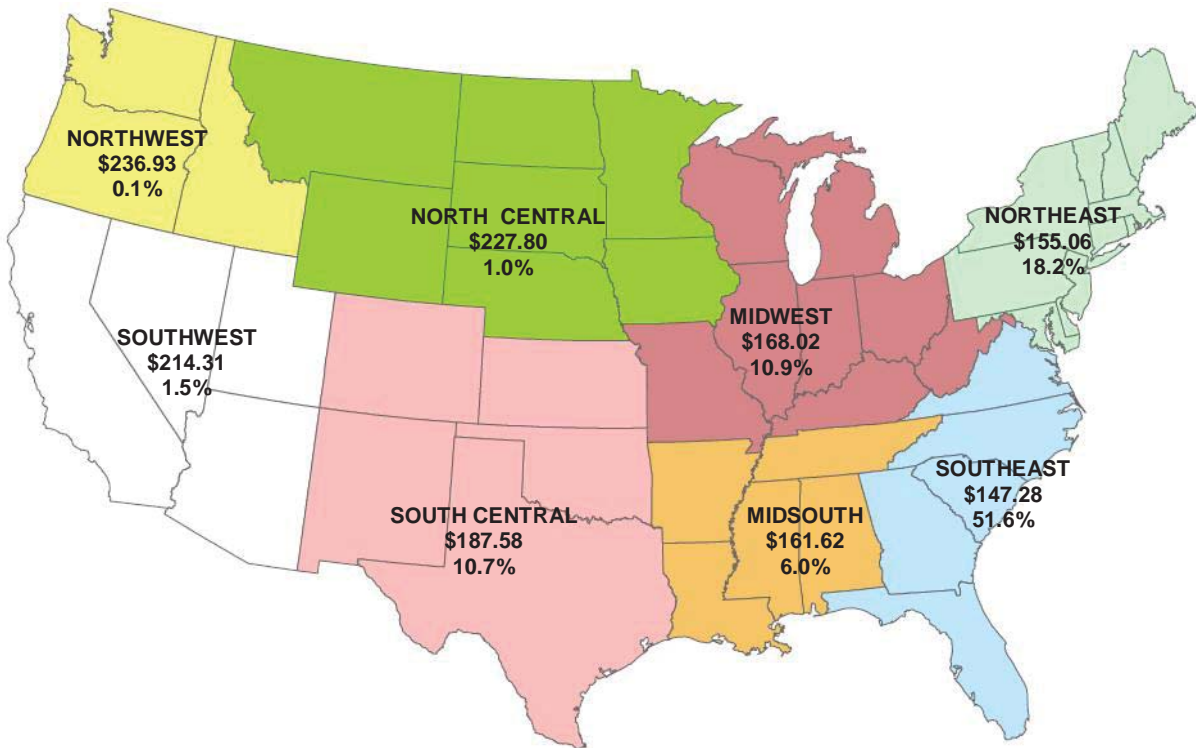


Travel Patterns & Fares Northeast/North Central Florida

Domestic Outbound O&D Passenger Regional Trends
From Northeast/North Central Florida Airports to U.S. Regions
(year ended December 31, 2008)

Northeast/ North Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Gainesville	55	283	133,018	-	83	2,318	6	-	135,763
Jacksonville	563,111	338,197	1,467,293	45,888	332,788	183,337	32,309	1,961	2,964,884
Northeast/ North Central Total	563,166	338,480	1,600,311	45,888	332,871	185,655	32,315	1,961	3,100,647
U.S. Region Passenger Market Share									
Gainesville	0.0%	0.2%	98.0%	0.0%	0.1%	1.7%	0.0%	0.0%	100.0%
Jacksonville	19.0%	11.4%	49.5%	1.5%	11.2%	6.2%	1.1%	0.1%	100.0%
Northeast/ North Central Total	18.2%	10.9%	51.6%	1.5%	10.7%	6.0%	1.0%	0.1%	100.0%
Average Domestic One-Way Fares									
Gainesville	\$208.88	\$222.72	\$237.47	\$275.42	\$266.23	\$235.56	\$307.61	\$313.04	\$237.42
Jacksonville	\$155.05	\$167.97	\$139.10	\$214.31	\$187.56	\$160.69	\$227.79	\$236.93	\$154.39
Northeast/ North Central Total	\$155.06	\$168.02	\$147.28	\$214.31	\$187.58	\$161.62	\$227.80	\$236.93	\$158.03

Source: DOT O&D Survey, reconciled to Schedules T-100



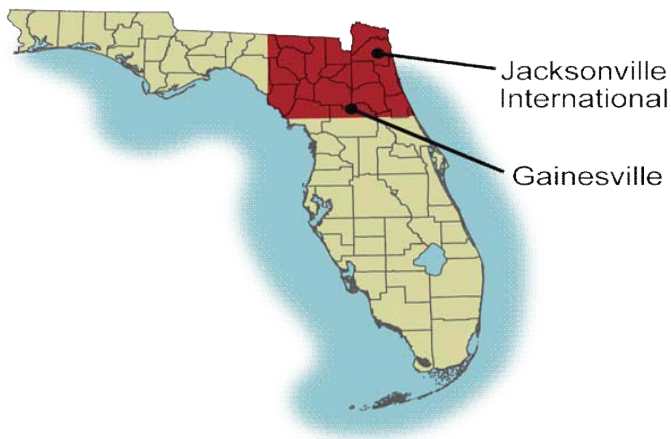


Exhibit 4 - 2007

Travel Patterns & Fares Northeast/North Central Florida

Domestic Outbound O&D Passenger Regional Trends
From Northeast/North Central Florida Airports to U.S. Regions
(year ended December 31, 2007)

Northeast/North Central FL Airport (origin)	U.S. Region (Destination)							
	Northeast	Midwest	Southeast	Southwest	South Central	Midsouth	North Central	Northwest
Outbound O&D Passengers								
Jacksonville	1,106,736	498,348	596,019	384,714	333,400	196,063	80,031	77,494
Gainesville	41,158	25,805	25,188	18,687	11,473	12,778	3,180	4,224
Northeast/North Central FL Total	1,147,894	524,153	621,207	403,401	344,873	208,841	83,211	81,718
U.S. Region Passenger Market Share								
Jacksonville	33.8%	15.2%	18.2%	11.8%	10.2%	6.0%	2.4%	2.4%
Gainesville	28.9%	18.1%	17.7%	13.1%	8.1%	9.0%	2.2%	3.0%
Northeast/North Central FL Total	33.6%	15.3%	18.2%	11.8%	10.1%	6.1%	2.4%	2.4%
Average Domestic One-Way Fares								
Jacksonville	\$164.20	\$174.65	\$162.89	\$217.58	\$198.00	\$180.73	\$232.44	\$247.12
Gainesville	\$228.40	\$225.97	\$249.51	\$291.58	\$280.02	\$227.35	\$275.00	\$298.84
Northeast/North Central FL Total	\$166.50	\$177.18	\$166.41	\$221.00	\$200.73	\$183.58	\$234.07	\$249.80

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

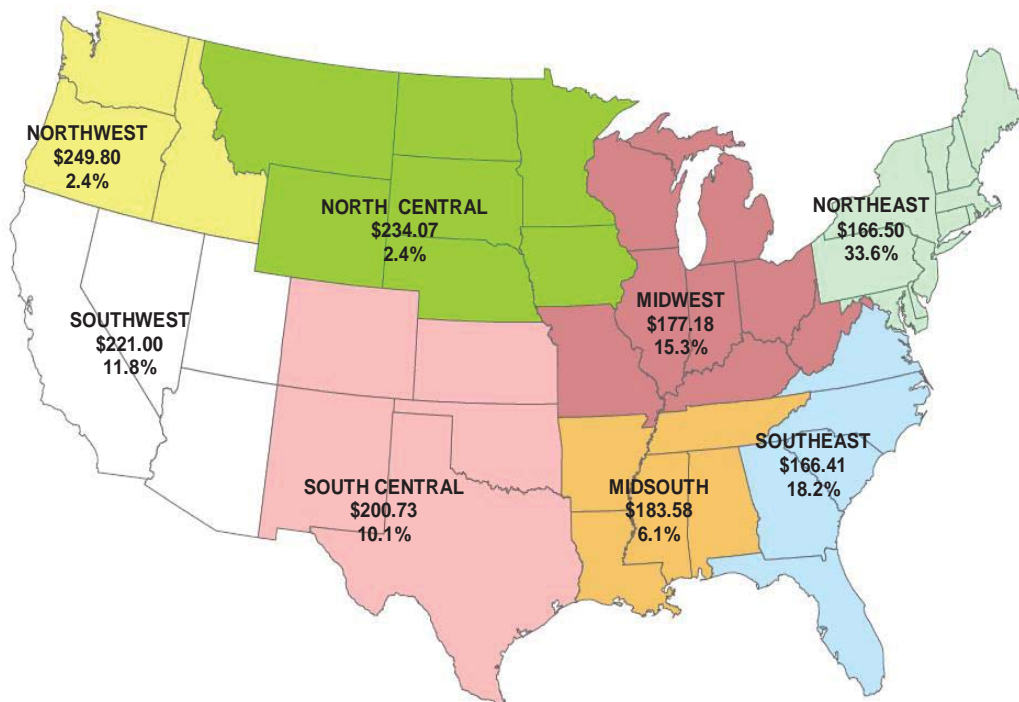
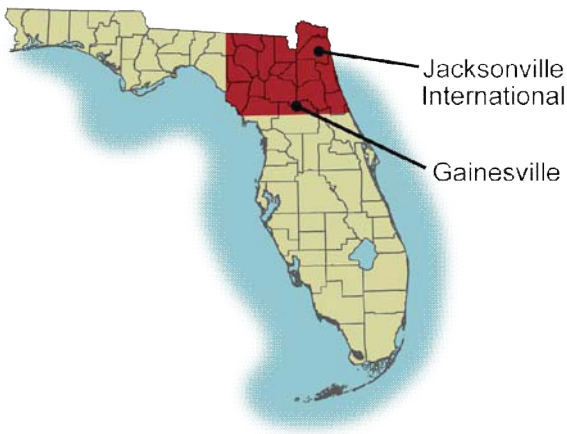


Exhibit 4- 2006



Travel Patterns & Fares Northeast/North Central Florida

Domestic Outbound O&D Passenger Regional Trends From Northeast/North Central Florida Airports to U.S. Destinations (year ended December 31, 2006)

Northeast/North Central FL Airport (Origin)		U.S. Region (Destination)								
		Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers										
Jacksonville		896,610	455,970	523,070	310,090	272,000	182,060	68,270	58,150	2,766,220
Gainesville		32,190	26,610	29,690	17,220	10,580	14,000	4,400	3,320	138,010
Northeast/North Central Florida Total		928,800	482,580	552,760	327,310	282,580	196,060	72,670	61,470	2,904,230
U.S. Region Passenger Market Share										
Jacksonville		32.4%	16.5%	18.9%	11.2%	9.8%	6.6%	2.5%	2.1%	100.0%
Gainesville		23.3%	19.3%	21.5%	12.5%	7.7%	10.1%	3.2%	2.4%	100.0%
Northeast/North Central Florida Total		32.0%	16.6%	19.0%	11.3%	9.7%	6.8%	2.5%	2.1%	100.0%
Average Domestic One-Way Fares										
Jacksonville		\$123.21	\$135.67	\$111.95	\$182.81	\$162.13	\$125.60	\$185.36	\$204.62	\$137.05
Gainesville		\$179.88	\$173.83	\$177.05	\$222.65	\$220.82	\$171.82	\$208.60	\$247.46	\$188.31
Northeast/North Central Florida Total		\$125.17	\$137.78	\$115.45	\$184.91	\$164.33	\$128.90	\$186.77	\$206.94	\$139.48

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

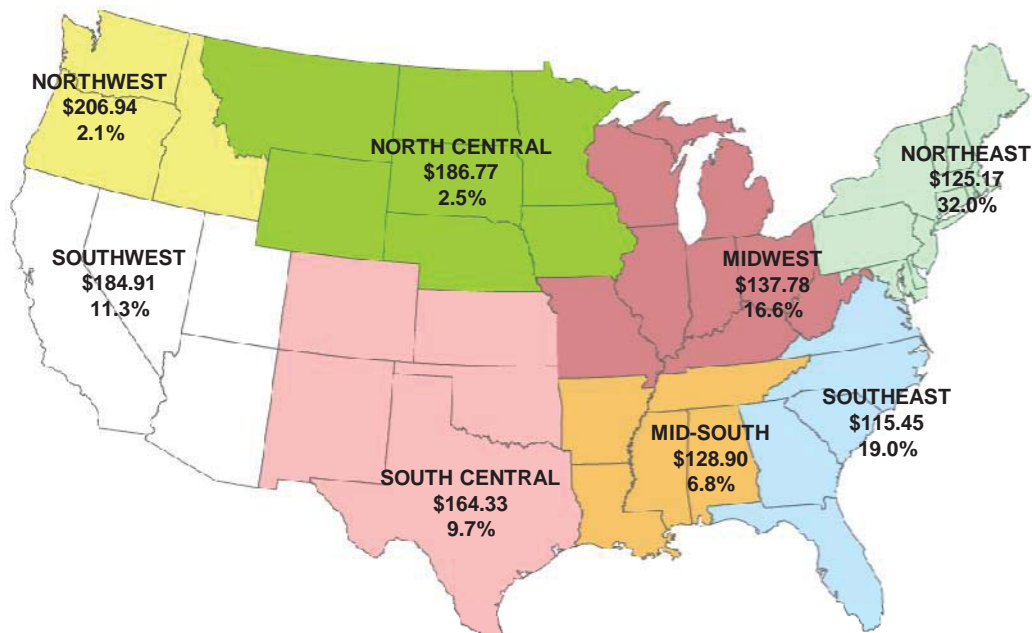
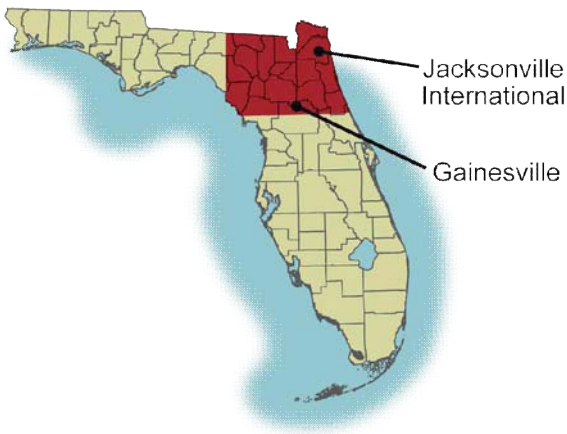


Exhibit 4- 2004



Travel Patterns & Fares Northeast/North Central Florida

**Domestic Outbound O&D Passenger Regional Trends
From Northeast/North Central Florida Airports to U.S. Destinations
(year ended December 31, 2004)**

Northeast/North Central FL Airport (Origin)		U.S. Region (Destination)								
		Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers										
Jacksonville		760,750	410,800	475,290	268,430	221,750	175,980	62,340	47,530	2,422,870
Gainesville		34,610	20,120	29,040	10,010	10,310	13,060	4,110	1,850	123,110
Northeast/North Central Florida Total		795,360	430,920	504,330	278,440	232,060	189,040	66,450	49,380	2,545,980
U.S. Region Passenger Market Share										
Jacksonville		31.4%	17.0%	19.6%	11.1%	9.2%	7.3%	2.6%	2.0%	100.0%
Gainesville		28.1%	16.3%	23.6%	8.1%	8.4%	10.6%	3.3%	1.5%	100.0%
Northeast/North Central Florida Total		31.2%	16.9%	19.8%	10.9%	9.1%	7.4%	2.6%	1.9%	100.0%
Average Domestic One-Way Fares										
Jacksonville		\$115.09	\$122.83	\$96.65	\$153.28	\$150.13	\$107.24	\$163.49	\$174.47	\$122.06
Gainesville		\$148.20	\$168.68	\$141.92	\$215.95	\$176.50	\$138.09	\$170.29	\$260.46	\$159.30
Northeast/North Central Florida Total		\$116.53	\$124.97	\$99.25	\$155.54	\$151.30	\$109.37	\$163.91	\$177.69	\$123.86

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

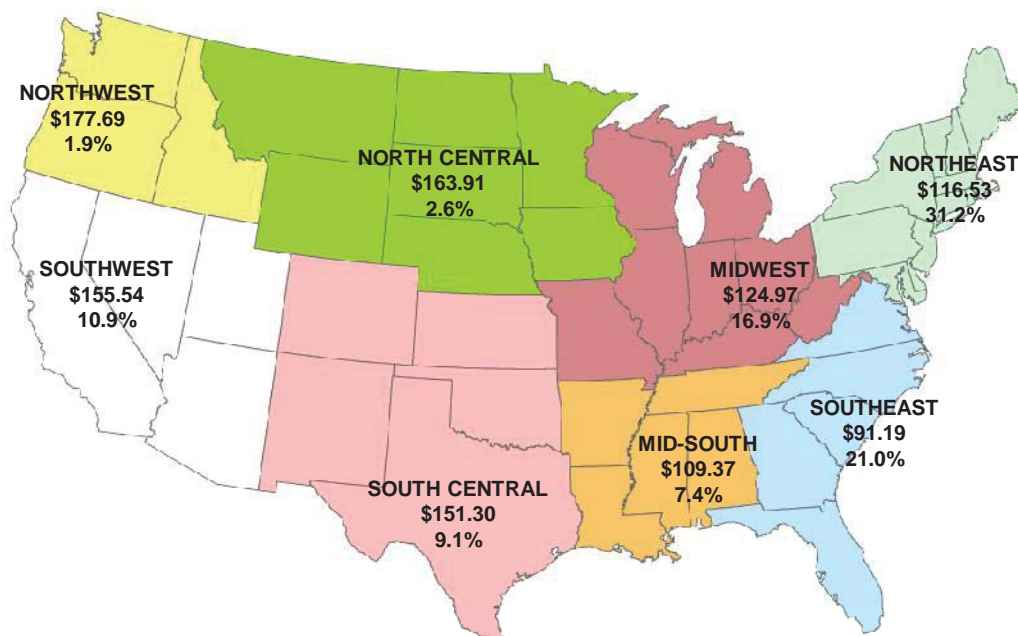
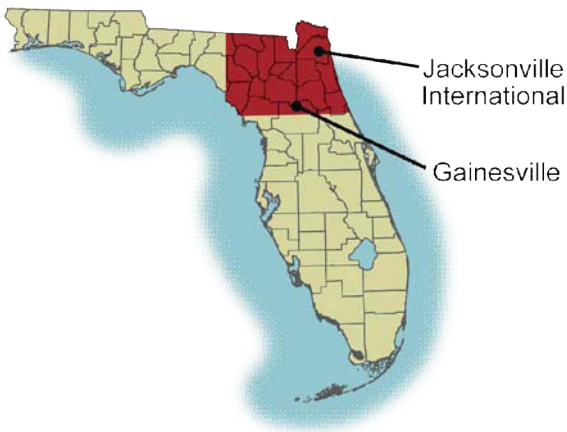


Exhibit 4- 2002



Travel Patterns & Fares Northeast/North Central Florida

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

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

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

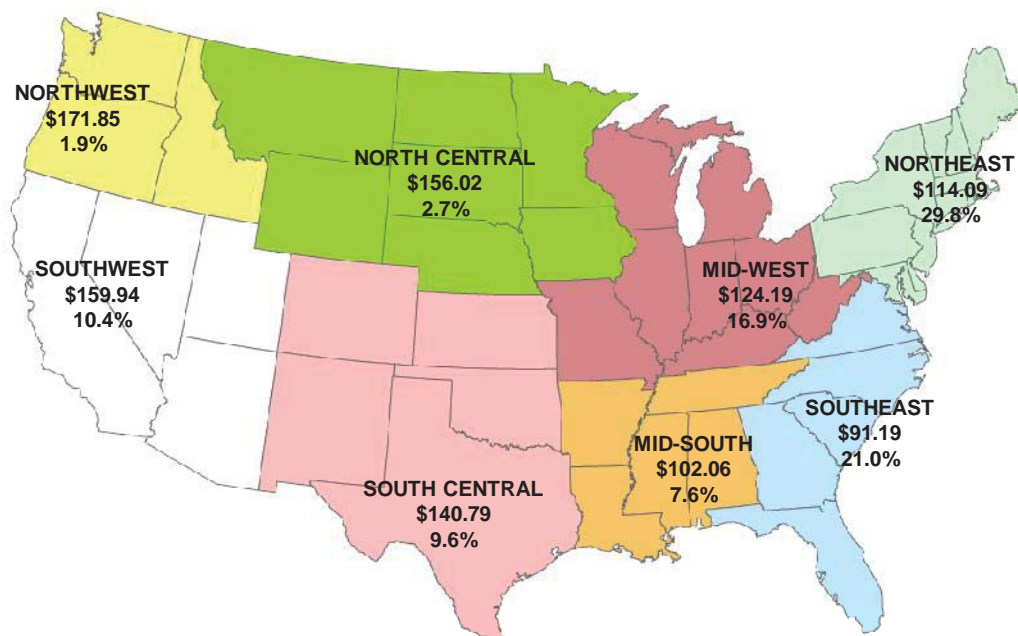
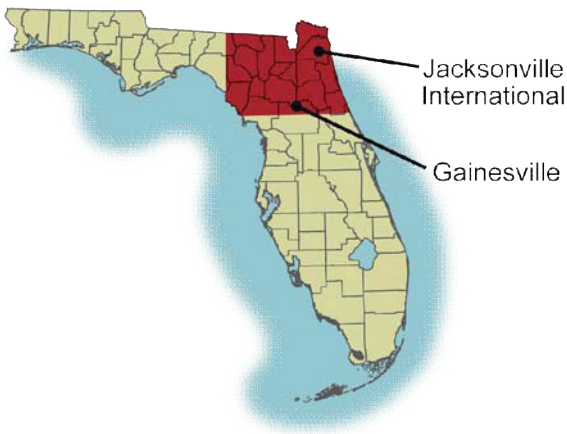


Exhibit 4- 2000



Travel Patterns & Fares Northeast/North Central Florida

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

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

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

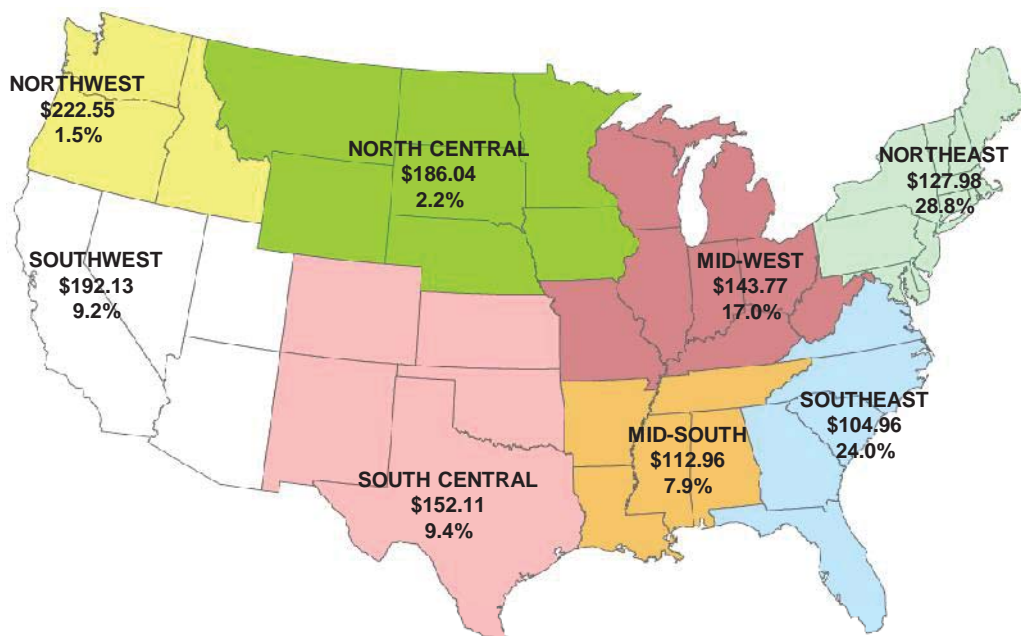
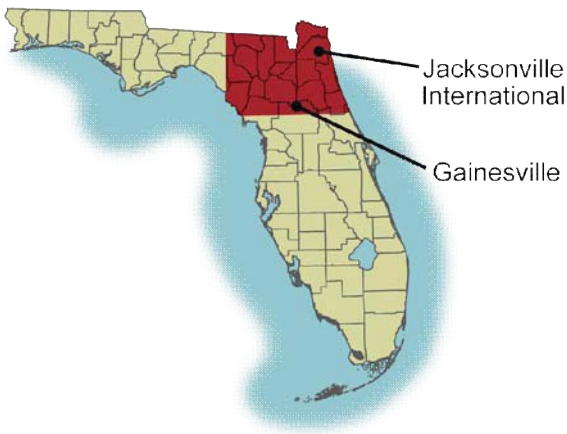


Exhibit 4- 1999



Travel Patterns & Fares Northeast/North Central Florida

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

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

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

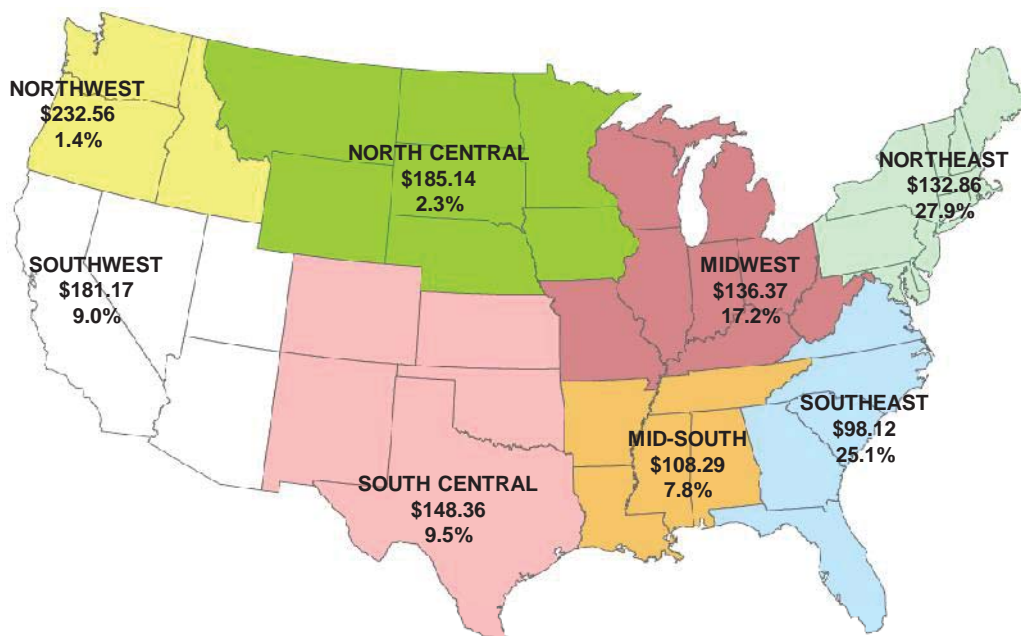


Exhibit 5 - 2010

Travel Patterns & Fares Southwest Florida



Domestic Outbound O&D Passenger Regional Trends
From Southwest Florida Airports to U.S. Regions
(year ended December 31, 2010)

Southwest FL Airport (origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Punta Gorda	25,540	25,768	26,418	-	-	14,670	-	-	92,396
Southwest Florida	1,101,846	1,112,866	983,456	4,690	226,694	16,857	162,244	627	3,609,280
Southwest Total	1,127,386	1,138,634	1,009,874	4,690	226,694	31,527	162,244	627	3,701,676
U.S. Region Passenger Market Share									
Punta Gorda	27.6%	27.9%	28.6%	0.0%	0.0%	15.9%	0.0%	0.0%	100.0%
Southwest Florida	30.5%	30.8%	27.2%	0.1%	6.3%	0.5%	4.5%	0.0%	100.0%
Southwest Total	30.5%	30.8%	27.3%	0.1%	6.1%	0.9%	4.4%	0.0%	100.0%
Average Domestic One-Way Fares									
Punta Gorda	n/a	\$76.66	\$47.50	n/a	n/a	\$62.42	n/a	n/a	\$44.87
Southwest Florida	\$151.14	\$143.18	\$155.30	\$212.22	\$189.80	\$187.02	\$176.91	\$238.55	\$153.67
Southwest Total	\$147.72	\$141.67	\$152.48	\$212.22	\$189.80	\$129.04	\$176.91	\$238.55	\$150.95

Source: DOT O&D Survey, reconciled to Schedules T-100

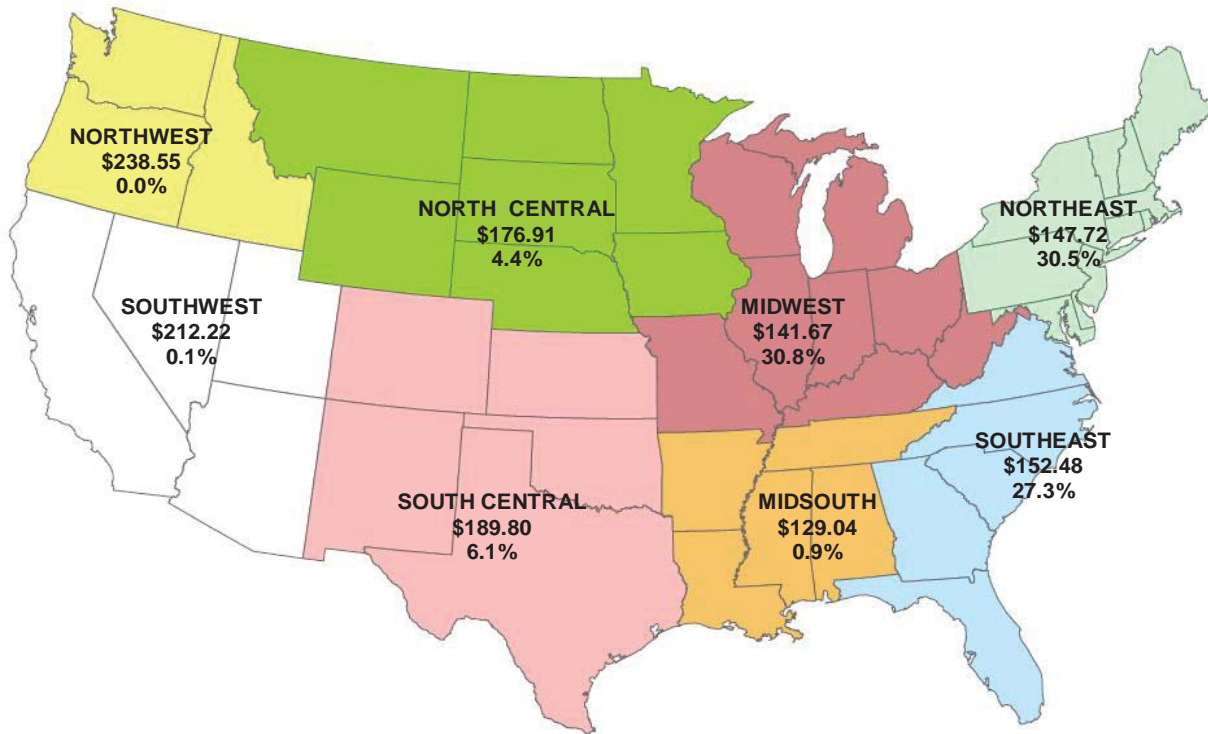


Exhibit 5 - 2009

Travel Patterns & Fares Southwest Florida



Domestic Outbound O&D Passenger Regional Trends
From Southwest Florida Airports to U.S. Regions
(year ended December 31, 2009)

Southwest FL Airport (origin)	U.S. Region (Destination)							
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest
Outbound O&D Passengers								
Punta Gorda	12,671	12,015	15,388	-	-	12,465	-	-
Southwest Florida	1,113,975	1,092,493	1,011,051	4,245	213,851	8,510	134,362	178
Southwest Total	1,126,646	1,104,508	1,026,439	4,245	213,851	20,975	134,362	178
U.S. Region Passenger Market Share								
Punta Gorda	24.1%	22.9%	29.3%	0.0%	0.0%	23.7%	0.0%	0.0%
Southwest Florida	31.1%	30.5%	28.3%	0.1%	6.0%	0.2%	3.8%	0.0%
Southwest Total	31.0%	30.4%	28.3%	0.1%	5.9%	0.6%	3.7%	0.0%
Average Domestic One-Way Fares								
Punta Gorda	n/a	n/a	\$46.30	n/a	n/a	\$55.55	n/a	n/a
Southwest Florida	\$145.56	\$138.78	\$156.14	\$204.75	\$177.13	\$173.82	\$172.25	\$225.59
Southwest Total	\$143.92	\$137.27	\$154.49	\$204.75	\$177.13	\$103.53	\$172.25	\$225.59

Source: DOT O&D Survey, reconciled to Schedules T-100

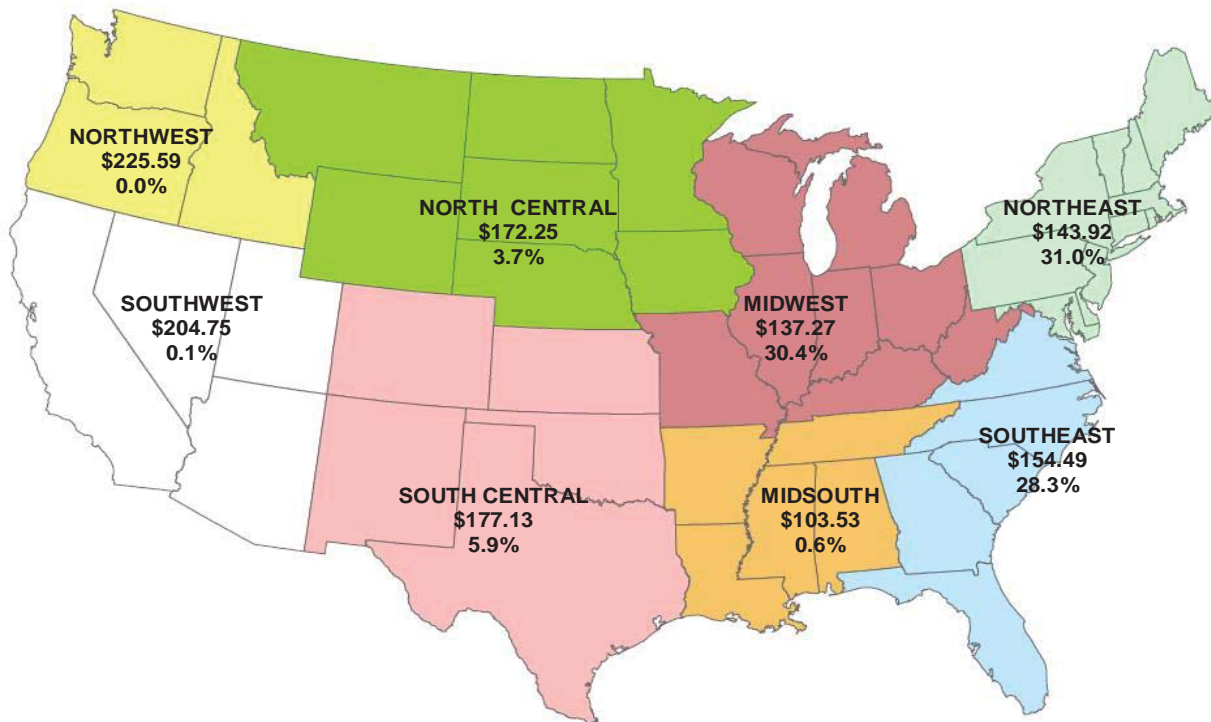


Exhibit 5 - 2008

Travel Patterns & Fares Southwest Florida



Domestic Outbound O & D Passenger Regional Trends
From Florida Airports (By Region) to U.S. Regions
For Year 2008

Southwest FL Airport (origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Punta Gorda	8,341	19,009	5,298	-	-	-	-	-	32,648
Naples	2	-	2,001	-	-	-	-	-	2,003
Southwest Florida	1,191,291	1,084,582	996,091	2,516	234,410	9,218	145,522	63	3,663,693
Southwest Total	1,199,634	1,103,591	1,003,390	2,516	234,410	9,218	145,522	63	3,698,344
U.S. Region Passenger Market Share									
Punta Gorda	25.5%	58.2%	16.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Naples	0.1%	0.0%	99.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Southwest Florida	32.5%	29.6%	27.2%	0.1%	6.4%	0.3%	4.0%	0.0%	100.0%
Southwest Total	32.4%	29.8%	27.1%	0.1%	6.3%	0.2%	3.9%	0.0%	100.0%
Average Domestic One-Way Fares									
Punta Gorda	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$0.00
Naples	\$283.91	\$267.85	\$246.98	\$247.55	\$262.10	\$324.14	\$246.14	\$510.85	\$247.02
Southwest Florida	\$153.13	\$150.60	\$168.95	\$224.84	\$196.68	\$191.43	\$184.30	\$242.82	\$160.85
Southwest Total	\$152.07	\$148.01	\$168.21	\$224.84	\$196.68	\$191.43	\$184.30	\$242.82	\$159.48

Source: DOT O&D Survey, reconciled to Schedules T-100

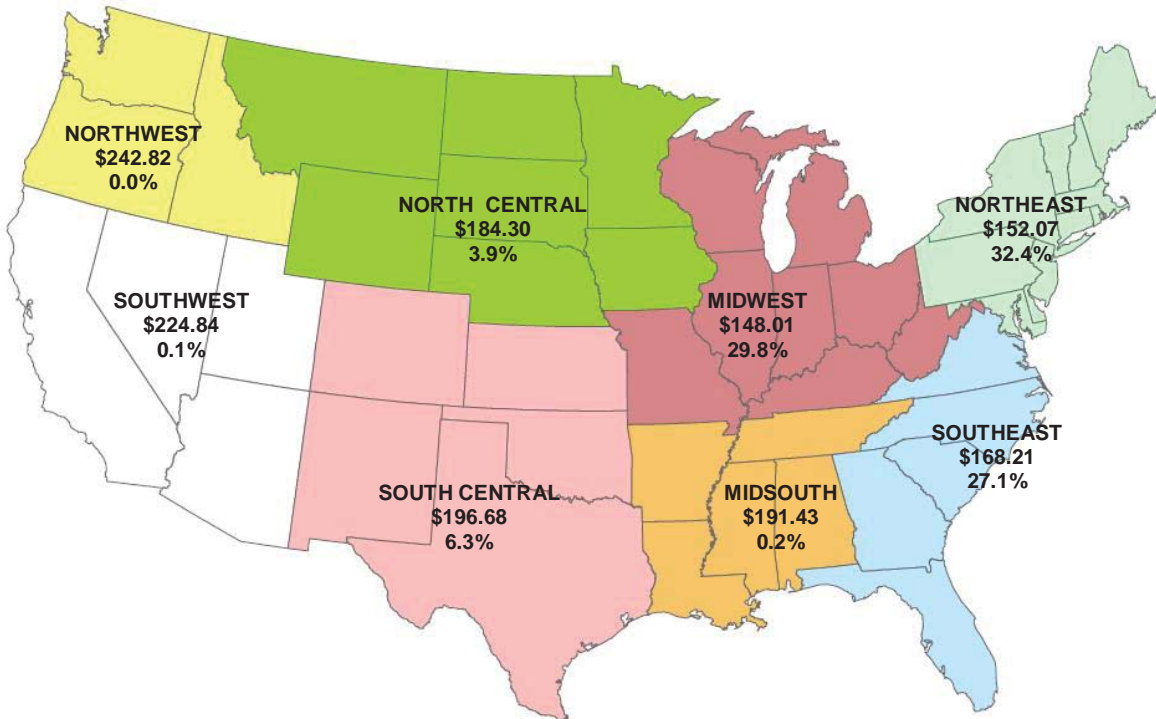
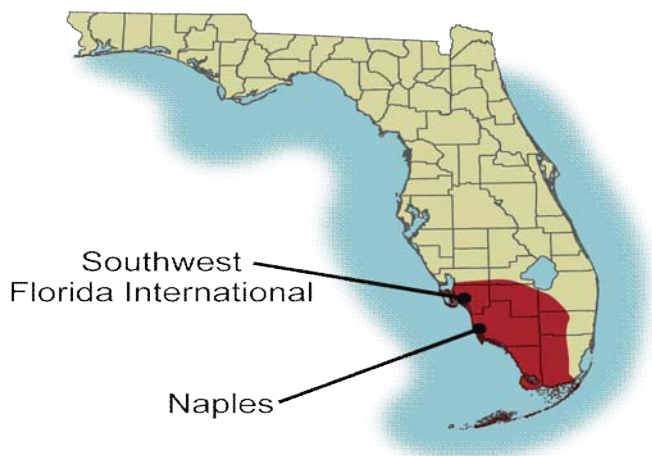


Exhibit 5 - 2007

Travel Patterns & Fares Southwest Florida



**Domestic Outbound O&D Passenger Regional Trends
From Southwest Florida Airports to U.S. Regions
(year ended December 31, 2007)**

Southwest FL Airport (origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Midsouth	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Ft. Myers	1,588,689	1,376,506	236,313	184,438	182,512	80,635	214,244	38,288	3,901,625
Naples	2,183	3,545	3,925	1,102	611	1,482	320	280	13,448
Southwest FL Total	1,590,872	1,380,051	240,238	185,540	183,123	82,117	214,564	38,568	3,915,073
U.S. Region Passenger Market Share									
Ft. Myers	40.7%	35.3%	6.1%	4.7%	4.7%	2.1%	5.5%	1.0%	100.0%
Naples	16.2%	26.4%	29.2%	8.2%	4.5%	11.0%	2.4%	2.1%	100.0%
Southwest FL Total	40.6%	35.2%	6.1%	4.7%	4.7%	2.1%	5.5%	1.0%	100.0%
Average Domestic One-Way Fares									
Ft. Myers	\$162.39	\$166.90	\$179.81	\$224.29	\$204.94	\$199.36	\$193.64	\$234.98	\$173.15
Naples	\$245.57	\$220.36	\$234.98	\$370.05	\$313.46	\$261.63	\$273.16	\$394.70	\$254.65
Southwest FL Total	\$162.51	\$167.04	\$180.71	\$225.15	\$205.30	\$200.49	\$193.76	\$236.14	\$173.43

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

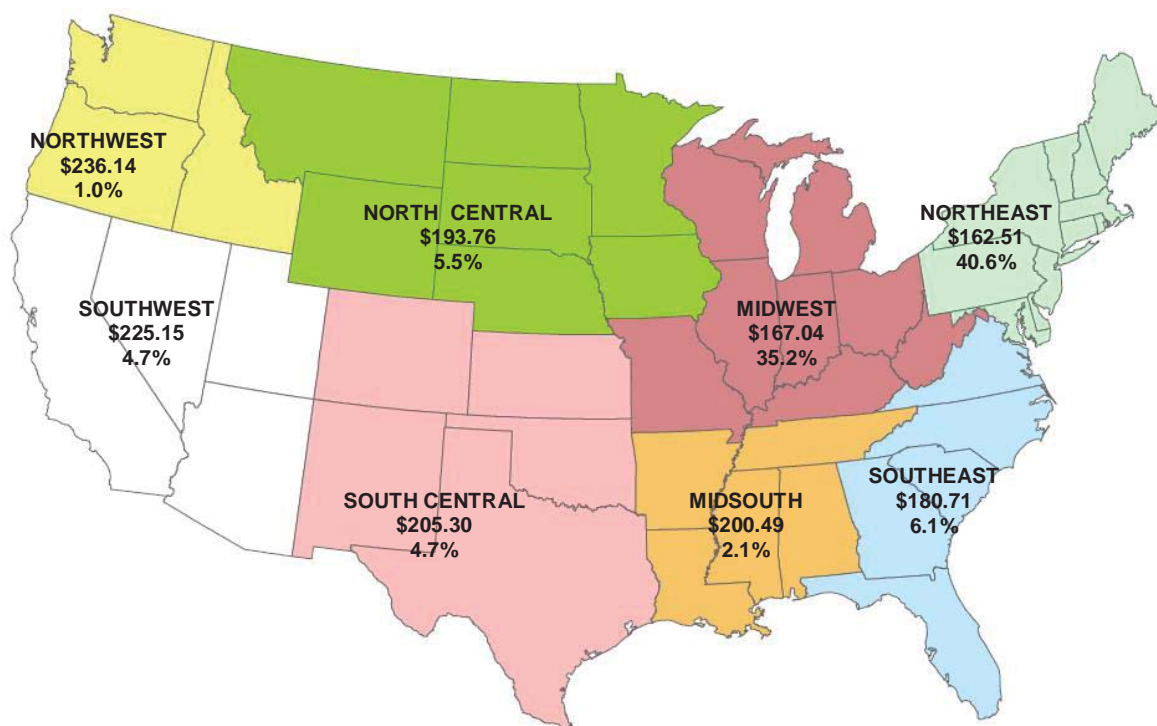


Exhibit 5- 2006

Travel Patterns & Fares Southwest Florida



Domestic Outbound O&D Passenger Regional Trends From Southwest Florida Airports to U.S. Regions (year ended December 31, 2006)

Southwest FL Airport (Origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Ft. Meyers	1,478,950	1,215,190	225,150	169,680	157,240	72,190	195,400	33,290	3,547,090
Naples	3,930	5,350	7,910	2,010	920	2,580	520	340	23,560
Southwest Florida Total	1,482,880	1,220,540	233,060	171,690	158,160	74,770	195,920	33,630	3,570,650
U.S. Region Passenger Market Share									
Ft. Meyers	41.7%	34.3%	6.3%	4.8%	4.4%	2.0%	5.5%	0.9%	100.0%
Naples	16.7%	22.7%	33.6%	8.5%	3.9%	11.0%	2.2%	1.4%	100.0%
Southwest Florida Total	41.5%	34.2%	6.5%	4.8%	4.4%	2.1%	5.5%	0.9%	100.0%
Average Domestic One-Way Fares									
Ft. Meyers	\$118.82	\$125.53	\$135.65	\$188.85	\$163.68	\$160.97	\$142.03	\$201.40	\$130.44
Naples	\$196.36	\$186.01	\$166.92	\$269.37	\$240.73	\$209.92	\$238.35	\$287.06	\$195.81
Southwest Florida Total	\$119.03	\$125.79	\$136.71	\$189.80	\$164.13	\$162.66	\$142.28	\$202.27	\$130.87

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

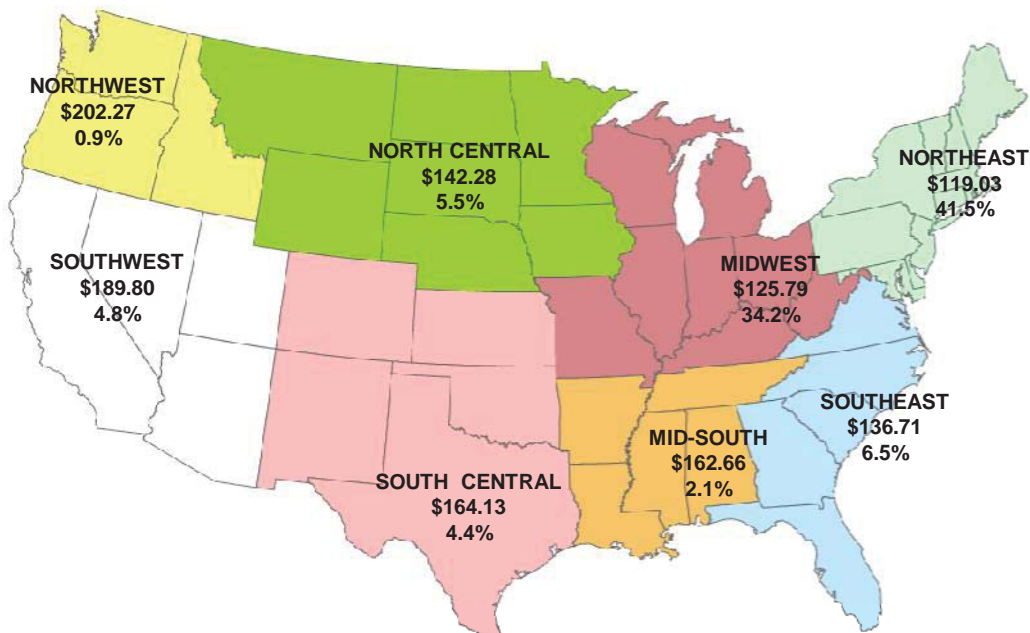


Exhibit 5- 2004

Travel Patterns & Fares Southwest Florida



Domestic Outbound O&D Passenger Regional Trends From Southwest Florida Airports to U.S. Regions (year ended December 31, 2004)

Southwest FL Airport (Origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Ft. Meyers	1,232,580	1,058,820	189,880	138,480	138,580	54,750	171,960	28,040	3,013,090
Naples	1,240	1,270	1,950	310	290	420	170	100	5,750
Southwest Florida Total	1,233,820	1,060,090	191,830	138,790	138,870	55,170	172,130	28,140	3,018,840
U.S. Region Passenger Market Share									
Ft. Meyers	40.9%	35.1%	6.3%	4.6%	4.6%	1.8%	5.7%	0.9%	100.0%
Naples	21.6%	22.1%	33.9%	5.4%	5.0%	7.3%	3.0%	1.7%	100.0%
Southwest Florida Total	40.9%	35.1%	6.4%	4.6%	4.6%	1.8%	5.7%	0.9%	100.0%
Average Domestic One-Way Fares									
Ft. Meyers	\$111.77	\$114.74	\$125.51	\$166.60	\$146.86	\$152.07	\$141.48	\$177.02	\$120.85
Naples	\$165.03	\$141.92	\$129.60	\$223.13	\$195.00	\$147.64	\$210.59	\$210.00	\$153.41
Southwest Florida Total	\$111.82	\$114.78	\$125.56	\$166.73	\$146.96	\$152.03	\$141.55	\$177.14	\$120.91

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

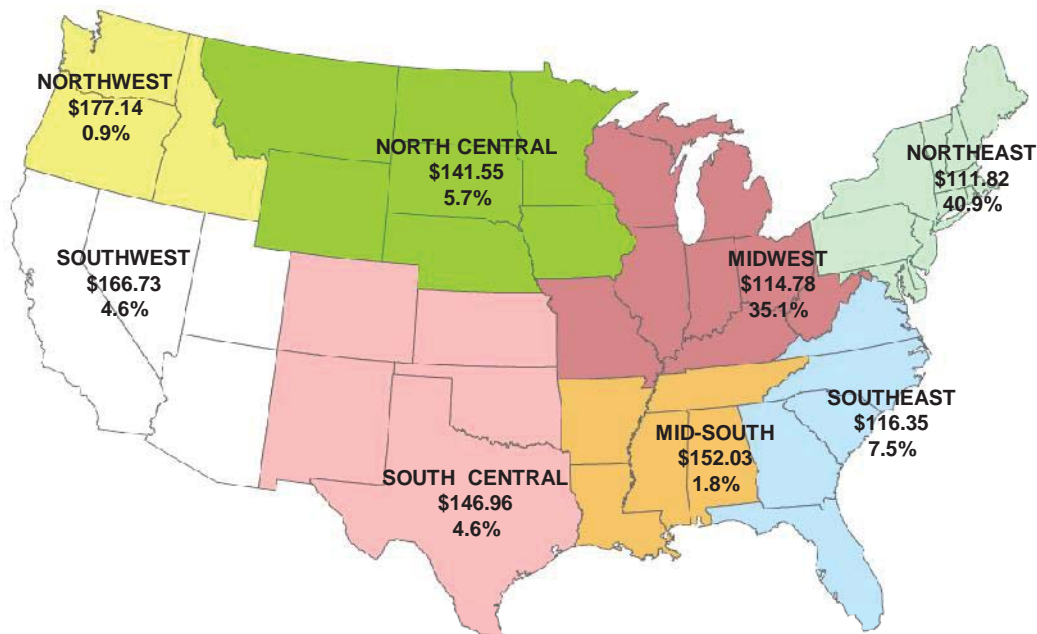


Exhibit 5- 2002

Travel Patterns & Fares Southwest Florida



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

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

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

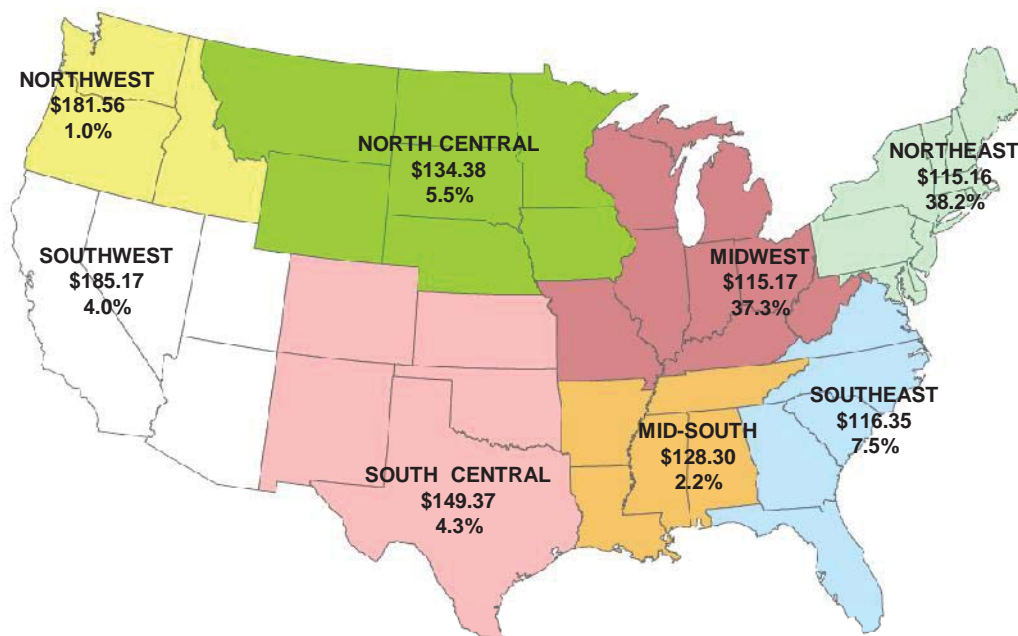


Exhibit 5- 2000

Travel Patterns & Fares Southwest Florida



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

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

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

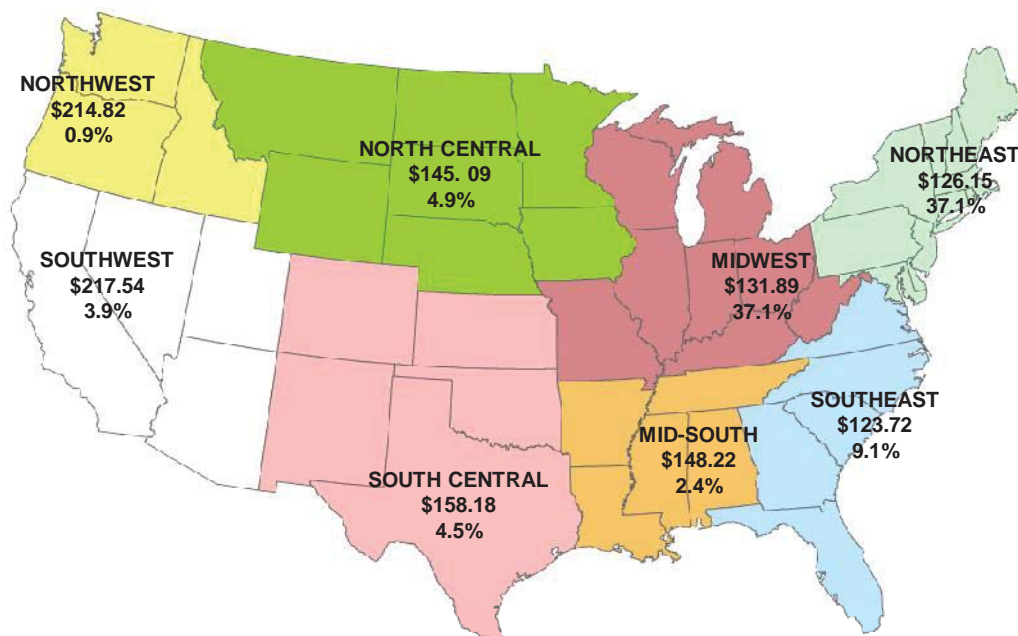


Exhibit 5- 1999

Travel Patterns & Fares Southwest Florida



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

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

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

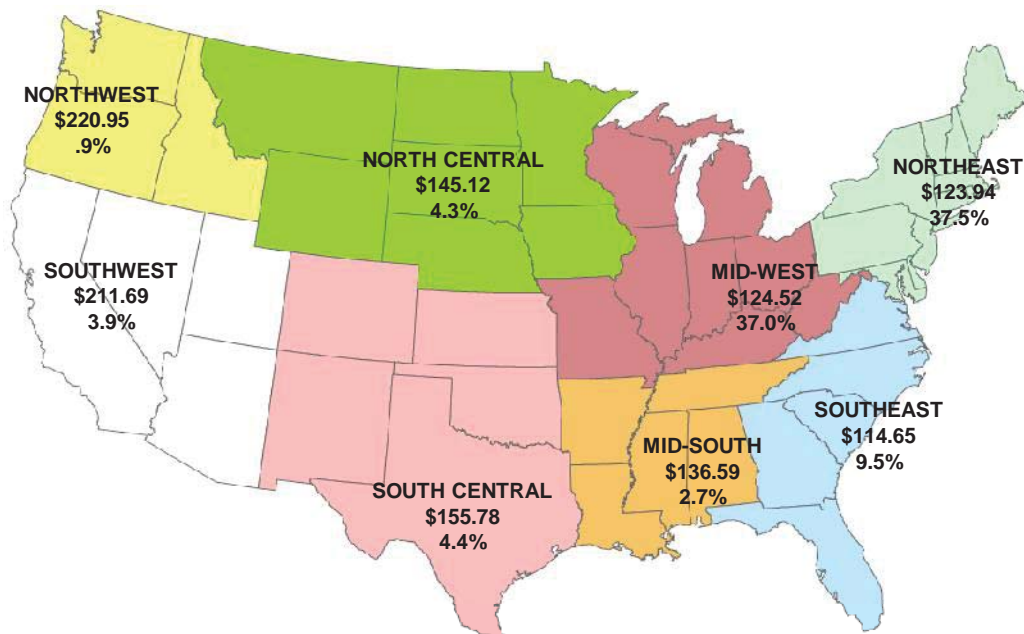




Exhibit 6 - 2010

Travel Patterns & Fares Northwest Florida

Domestic Outbound O&D Passenger Regional Trends
From Northwest Florida Region to U.S. Regions
(year ended December 31, 2010)

Northwest FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Pensacola Gulf Coast	2,941	9,223	527,589	126	144,758	45,056	25	-	729,718
NW FL Beaches	32,884	8,902	157,831	546	40,565	71,258	4	108	312,098
Northwest FL Regional	340	542	205,235	127	101,801	40,399	84	-	348,528
Tallahassee	1,274	467	275,691	141	17,541	29,774	72	-	324,960
Northwest Total	37,439	19,134	1,166,346	940	304,665	186,487	185	108	1,715,304
U.S. Region Passenger Market Share									
Pensacola Gulf Coast	0.4%	1.3%	72.3%	0.0%	19.8%	6.2%	0.0%	0.0%	100.0%
NW FL Beaches	10.5%	2.9%	50.6%	0.2%	13.0%	22.8%	0.0%	0.0%	100.0%
Northwest FL Regional	0.1%	0.2%	58.9%	0.0%	29.2%	11.6%	0.0%	0.0%	100.0%
Tallahassee	0.4%	0.1%	84.8%	0.0%	5.4%	9.2%	0.0%	0.0%	100.0%
Northwest Total	2.2%	1.1%	68.0%	0.1%	17.8%	10.9%	0.0%	0.0%	100.0%
Average Domestic One-Way Fares									
Pensacola Gulf Coast	\$181.53	\$172.65	\$182.47	\$262.47	\$213.68	\$280.71	\$222.76	\$295.74	\$194.61
NW FL Beaches	\$219.43	\$196.61	\$234.53	\$325.75	\$264.06	\$204.41	\$245.81	\$385.64	\$229.03
Northwest FL Regional	\$218.92	\$191.78	\$240.79	\$306.52	\$237.84	\$223.89	\$241.33	\$328.06	\$237.90
Tallahassee	\$213.40	\$223.62	\$225.04	\$263.75	\$238.13	\$309.33	\$269.47	\$286.58	\$233.45
Northwest Total	\$216.24	\$185.58	\$209.84	\$305.37	\$229.87	\$243.82	\$249.87	\$385.64	\$217.03

Source: DOT O&D Survey, reconciled to Schedules T-100

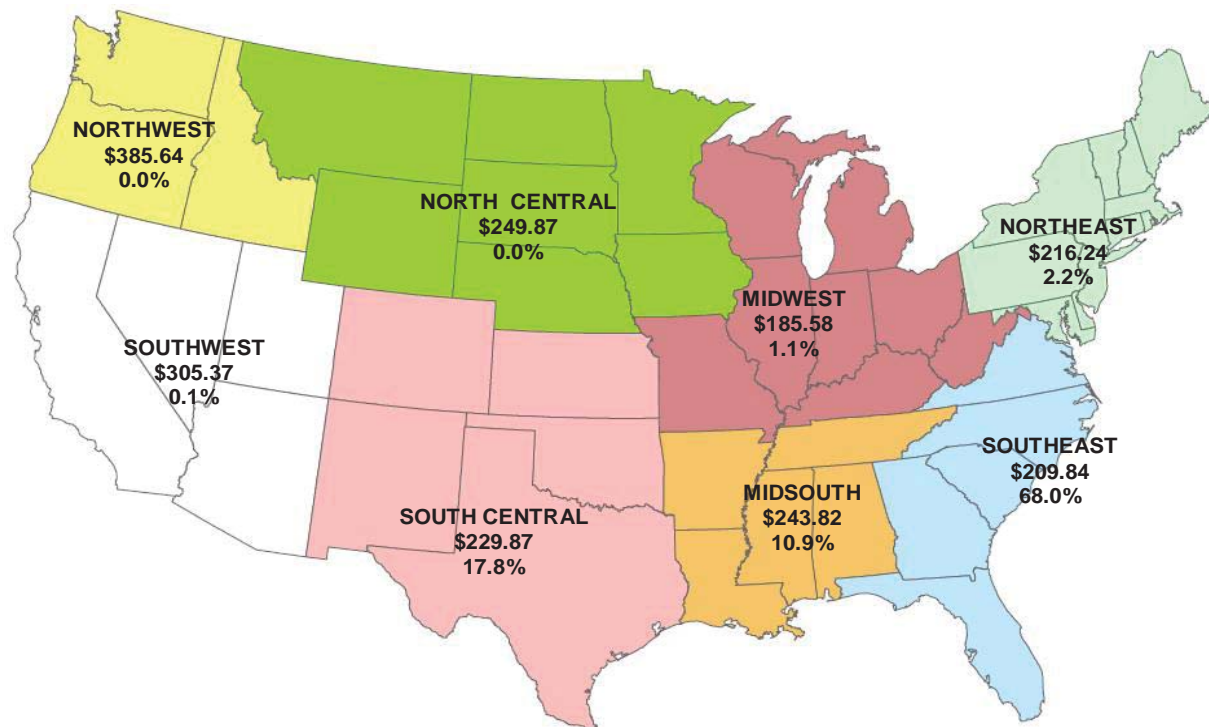




Exhibit 6 - 2009

Travel Patterns & Fares Northwest Florida

Domestic Outbound O&D Passenger Regional Trends
From Northwest Florida Region to U.S. Regions
(year ended December 31, 2009)

Northwest FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Pensacola Gulf Coast	2,179	3,394	496,020	393	145,866	46,566	330	-	694,748
Panama City	85	1,338	111,261	-	1	37,664	29	-	150,378
Northwest FL Regional	201	3,207	210,398	-	108,489	50,664	98	-	373,057
Tallahassee	828	567	305,757	243	11,762	40,712	51	92	360,012
Northwest Total	3,293	8,506	1,123,436	636	266,118	175,606	508	92	1,578,195
U.S. Region Passenger Market Share									
Pensacola Gulf Coast	0.3%	0.5%	71.4%	0.1%	21.0%	6.7%	0.0%	0.0%	100.0%
Panama City	0.1%	0.9%	74.0%	0.0%	0.0%	25.0%	0.0%	0.0%	100.0%
Northwest FL Regional	0.1%	0.9%	56.4%	0.0%	29.1%	13.6%	0.0%	0.0%	100.0%
Tallahassee	0.2%	0.2%	84.9%	0.1%	3.3%	11.3%	0.0%	0.0%	100.0%
Northwest Total	0.2%	0.5%	71.2%	0.0%	16.9%	11.1%	0.0%	0.0%	100.0%
Average Domestic One-Way Fares									
Pensacola Gulf Coast	\$181.85	\$170.32	\$184.99	\$273.05	\$199.11	\$259.33	\$215.14	\$292.81	\$192.92
Panama City	\$261.80	\$203.68	\$273.88	\$379.14	\$297.04	\$246.42	\$231.49	\$426.87	\$266.36
Northwest FL Regional	\$221.18	\$190.31	\$249.58	\$319.00	\$227.14	\$213.34	\$215.92	\$302.69	\$237.60
Tallahassee	\$187.97	\$201.89	\$222.60	\$253.65	\$216.69	\$253.33	\$237.27	\$278.97	\$225.81
Northwest Total	\$187.85	\$185.21	\$216.13	\$265.64	\$211.31	\$241.90	\$218.45	\$278.97	\$217.98

Source: DOT O&D Survey, reconciled to Schedules T-100

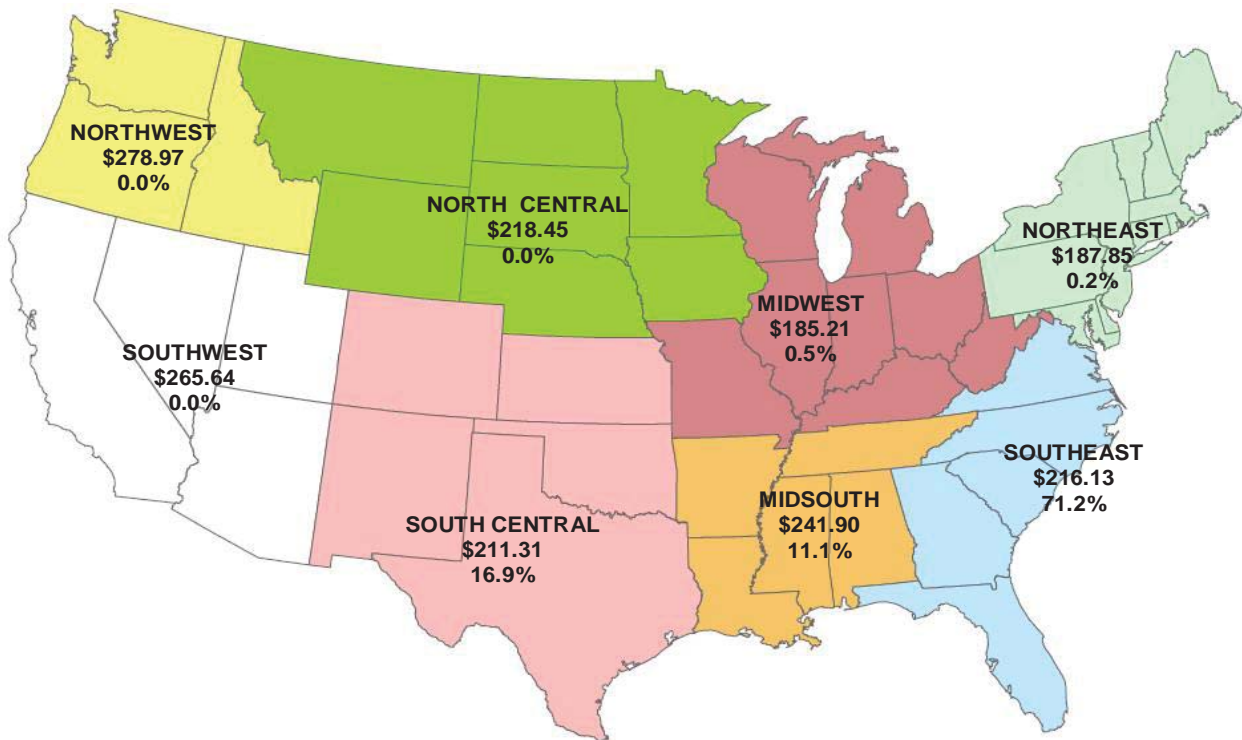




Exhibit 6 - 2008

Travel Patterns & Fares Northwest Florida

Domestic Passenger O&D Passenger Regional Trends
From Northwest Florida Airports to U.S. Regions
(year ended December 31, 2008)

Northwest FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Pensacola Gulf Coast	2,152	12,242	562,869	239	148,823	45,171	195	-	771,691
Panama City	13	1,550	122,642	-	-	36,913	-	-	161,118
Northwest FL Regional	257	14,846	184,768	-	100,366	71,858	310	-	372,405
Tallahassee	972	575	335,828	-	16,406	44,828	234	-	398,843
Northwest Total	3,394	29,213	1,206,107	239	265,595	198,770	739	-	1,704,057
U.S. Region Passenger Market Share									
Pensacola Gulf Coast	0.3%	1.6%	72.9%	0.0%	19.3%	5.9%	0.0%	0.0%	100.0%
Panama City	0.0%	1.0%	76.1%	0.0%	0.0%	22.9%	0.0%	0.0%	100.0%
Northwest FL Regional	0.1%	4.0%	49.6%	0.0%	27.0%	19.3%	0.1%	0.0%	100.0%
Tallahassee	0.2%	0.1%	84.2%	0.0%	4.1%	11.2%	0.1%	0.0%	100.0%
Northwest Total	0.2%	1.7%	70.8%	0.0%	15.6%	11.7%	0.0%	0.0%	100.0%
Average Domestic One-Way Fares									
Pensacola Gulf Coast	\$193.13	\$188.40	\$191.34	\$276.71	\$211.17	\$272.19	\$229.31	\$298.21	\$199.89
Panama City	\$287.48	\$212.88	\$282.97	\$401.62	\$335.72	\$237.35	\$243.10	\$477.30	\$271.84
Northwest FL Regional	\$256.26	\$205.23	\$242.22	\$340.65	\$238.56	\$211.06	\$224.36	\$368.24	\$233.74
Tallahassee	\$210.67	\$225.96	\$224.47	\$299.16	\$238.04	\$270.01	\$263.95	\$353.21	\$230.14
Northwest Total	\$203.29	\$198.99	\$217.68	\$276.71	\$223.18	\$243.13	\$238.20	n/a	\$221.17

Source: DOT O&D Survey, reconciled to Schedules T-100

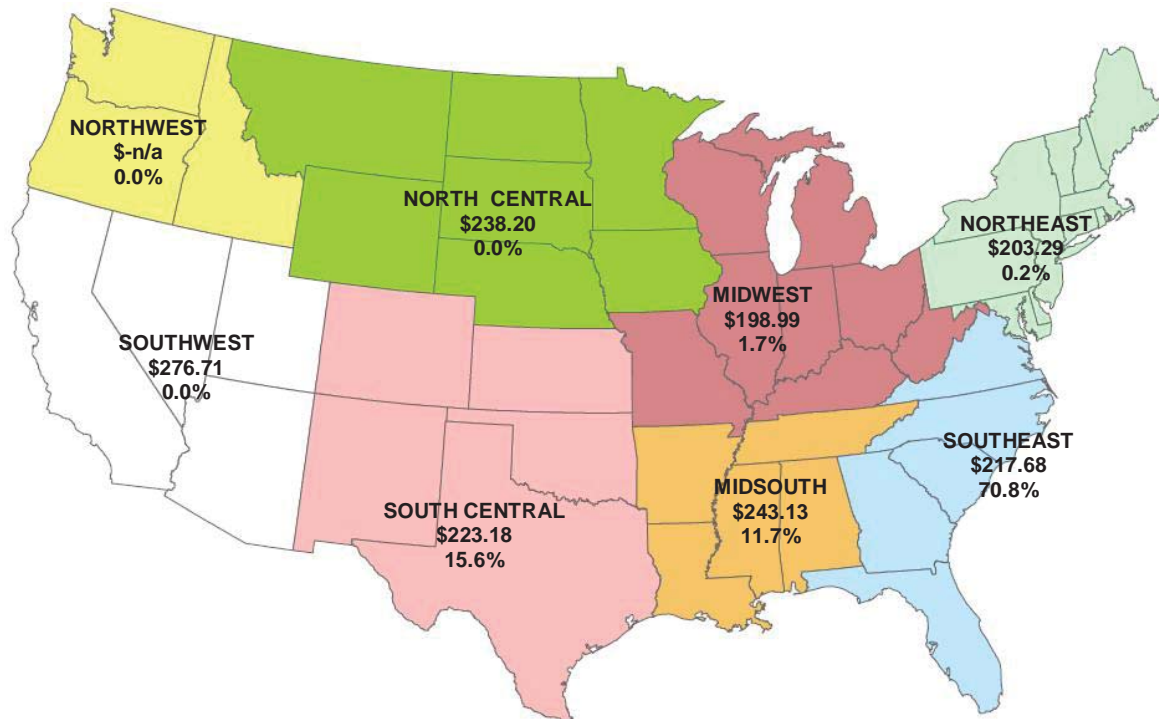




Exhibit 6 - 2007

Travel Patterns & Fares Northwest Florida

Domestic Outbound O&D Passenger Regional Trends From Northwest Florida Airports to U.S. Regions (year ended December 31, 2007)

Northwest FL Airport (origin)		U.S. Region (Destination)								Grand Total
		Northeast	Midwest	Southeast	Southwest	South Central	Midsouth	North Central	Northwest	
Outbound O&D Passengers										
Pensacola	210,102	157,349	190,121	118,180	92,991	12,996	26,473	25,237	833,449	
Tallahassee	144,707	77,685	93,008	59,389	48,813	16,882	13,765	11,110	465,359	
Ft. Walton Beach	74,726	75,989	43,227	56,198	80,216	24,666	16,985	9,471	381,478	
Panama City	42,162	38,261	25,564	19,836	14,708	5,385	9,053	5,263	160,232	
Northwest FL Total	471,697	349,284	351,920	253,603	236,728	59,929	66,276	51,081	1,840,518	
U.S. Region Passenger Market Share										
Pensacola	25.2%	18.9%	22.8%	14.2%	11.2%	1.6%	3.2%	3.0%	100.0%	
Tallahassee	31.1%	16.7%	20.0%	12.8%	10.5%	3.6%	3.0%	2.4%	100.0%	
Ft. Walton Beach	19.6%	19.9%	11.3%	14.7%	21.0%	6.5%	4.5%	2.5%	100.0%	
Panama City	26.3%	23.9%	16.0%	12.4%	9.2%	3.4%	5.6%	3.3%	100.0%	
Northwest FL Total	25.6%	19.0%	19.1%	13.8%	12.9%	3.3%	3.6%	2.8%	100.0%	
Average Domestic One-Way Fares										
Pensacola	\$193.07	\$184.28	\$193.16	\$249.43	\$227.25	\$264.70	\$226.36	\$300.73	\$208.67	
Tallahassee	\$216.18	\$223.41	\$236.29	\$276.23	\$231.47	\$285.42	\$275.79	\$322.68	\$237.49	
Ft. Walton Beach	\$251.22	\$212.50	\$258.21	\$320.33	\$256.85	\$230.58	\$236.33	\$353.74	\$256.21	
Panama City	\$276.26	\$226.92	\$283.03	\$372.68	\$339.37	\$272.25	\$255.35	\$428.64	\$286.98	
Northwest FL Total	\$216.81	\$203.79	\$219.08	\$281.06	\$245.11	\$257.17	\$243.14	\$328.51	\$232.63	

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

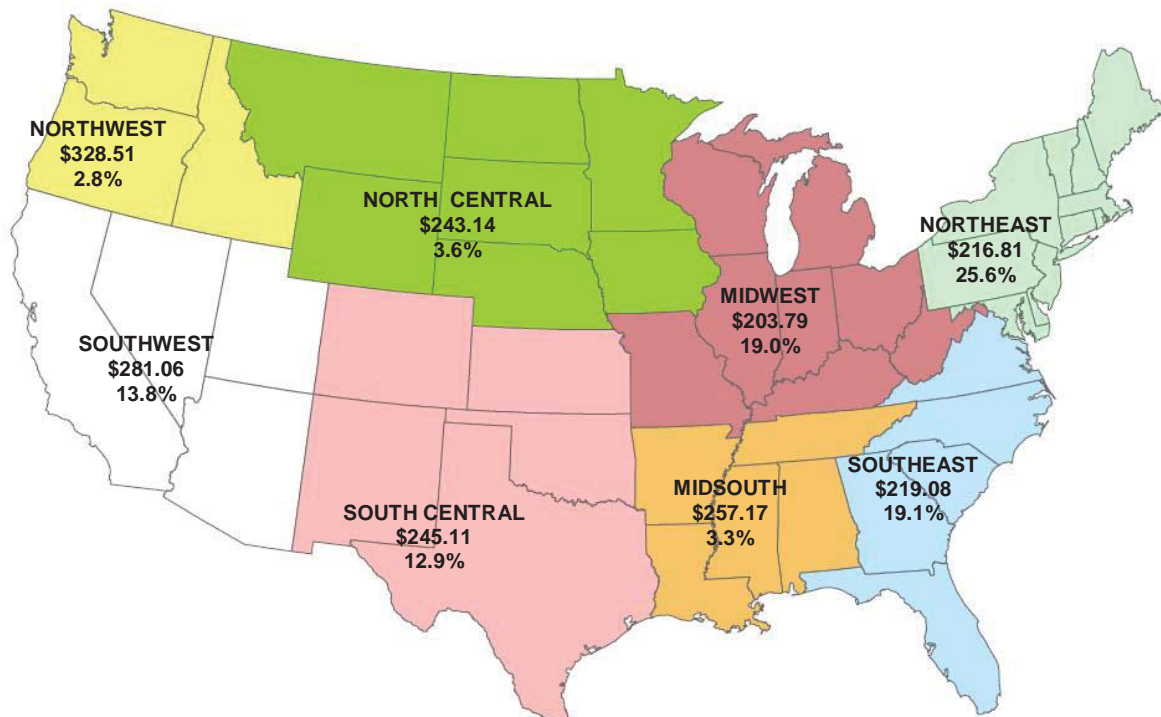


Exhibit 6- 2006

Travel Patterns & Fares Northwest Florida



Domestic Outbound O&D Passenger Regional Trends From Northwest Florida Airports to U.S. Regions (year ended December 31, 2006)

	Northwest FL Airport (Origin)	U.S. Region (Destination)								Grand Total
		Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers										
	Pensacola	169,400	122,840	211,180	92,920	88,070	22,070	22,710	19,710	748,900
	Tallahassee	100,720	54,260	169,860	41,750	39,340	22,090	9,910	7,180	445,110
	Ft. Walton Beach	63,740	60,330	50,210	43,850	65,040	23,820	13,300	8,010	328,300
	Panama City	36,390	31,740	32,720	18,550	14,040	14,140	6,810	4,600	158,990
Northwest FL Total		370,250	269,170	463,970	197,070	206,490	82,120	52,730	39,500	1,681,300
U.S. Region Passenger Market Share										
	Pensacola	22.6%	16.4%	28.2%	12.4%	11.8%	2.9%	3.0%	2.6%	100.0%
	Tallahassee	22.6%	12.2%	38.2%	9.4%	8.8%	5.0%	2.2%	1.6%	100.0%
	Ft. Walton Beach	19.4%	18.4%	15.3%	13.4%	19.8%	7.3%	4.1%	2.4%	100.0%
	Panama City	22.9%	20.0%	20.6%	11.7%	8.8%	8.9%	4.3%	2.9%	100.0%
Northwest FL Total		22.0%	16.0%	27.6%	11.7%	12.3%	4.9%	3.1%	2.3%	100.0%
Average Domestic One-Way Fares										
	Pensacola	\$145.97	\$148.83	\$136.01	\$230.79	\$186.85	\$165.95	\$180.44	\$276.16	\$164.02
	Tallahassee	\$167.26	\$179.63	\$130.26	\$225.88	\$205.09	\$172.03	\$218.47	\$273.38	\$166.58
	Ft. Walton Beach	\$202.68	\$178.75	\$186.53	\$290.59	\$206.34	\$179.79	\$184.11	\$308.96	\$208.46
	Panama City	\$213.11	\$181.24	\$180.37	\$306.50	\$275.35	\$155.38	\$203.24	\$335.57	\$214.39
Northwest FL Total		\$168.12	\$165.57	\$142.50	\$250.19	\$202.48	\$169.78	\$191.46	\$289.23	\$178.14

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

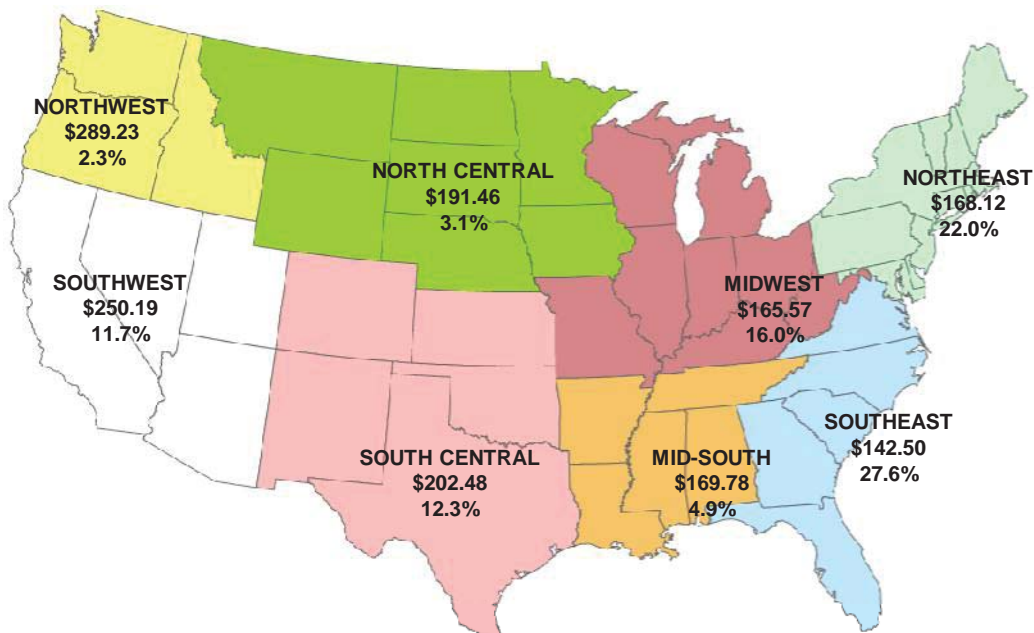


Exhibit 6- 2004

Travel Patterns & Fares Northwest Florida



Domestic Outbound O&D Passenger Regional Trends From Northwest Florida Airports to U.S. Regions (year ended December 31, 2004)

Northwest FL Airport (Origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Pensacola	157,030	116,510	169,290	82,690	85,600	18,310	29,770	16,240	675,440
Tallahassee	119,440	65,870	217,840	43,480	47,200	20,320	12,970	7,560	534,680
Ft. Walton Beach	82,070	68,100	61,910	41,170	54,700	24,770	13,110	8,820	354,650
Panama City	46,650	37,880	32,260	18,060	15,470	11,680	6,810	4,990	173,800
Northwest FL Total	405,190	288,360	481,300	185,400	202,970	75,080	62,660	37,610	1,738,570
U.S. Region Passenger Market Share									
Pensacola	23.2%	17.2%	25.1%	12.2%	12.7%	2.7%	4.4%	2.4%	100.0%
Tallahassee	22.3%	12.3%	40.7%	8.1%	8.8%	3.8%	2.4%	1.4%	100.0%
Ft. Walton Beach	23.1%	19.2%	17.5%	11.6%	15.4%	7.0%	3.7%	2.5%	100.0%
Panama City	26.8%	21.8%	18.6%	10.4%	8.9%	6.7%	3.9%	2.9%	100.0%
Northwest FL Total	23.3%	16.6%	27.7%	10.7%	11.7%	4.3%	3.6%	2.2%	100.0%
Average Domestic One-Way Fares									
Pensacola	\$125.94	\$125.24	\$123.69	\$187.96	\$149.83	\$157.26	\$159.60	\$229.77	\$140.70
Tallahassee	\$124.55	\$133.87	\$107.87	\$172.32	\$146.10	\$152.92	\$158.16	\$220.36	\$127.94
Ft. Walton Beach	\$146.04	\$145.95	\$143.97	\$256.69	\$184.92	\$139.76	\$167.95	\$246.15	\$167.36
Panama City	\$168.38	\$143.80	\$159.80	\$270.06	\$223.00	\$147.28	\$177.66	\$291.90	\$179.35
Northwest FL Total	\$134.49	\$134.54	\$121.56	\$207.55	\$164.00	\$148.76	\$163.01	\$239.96	\$146.08

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

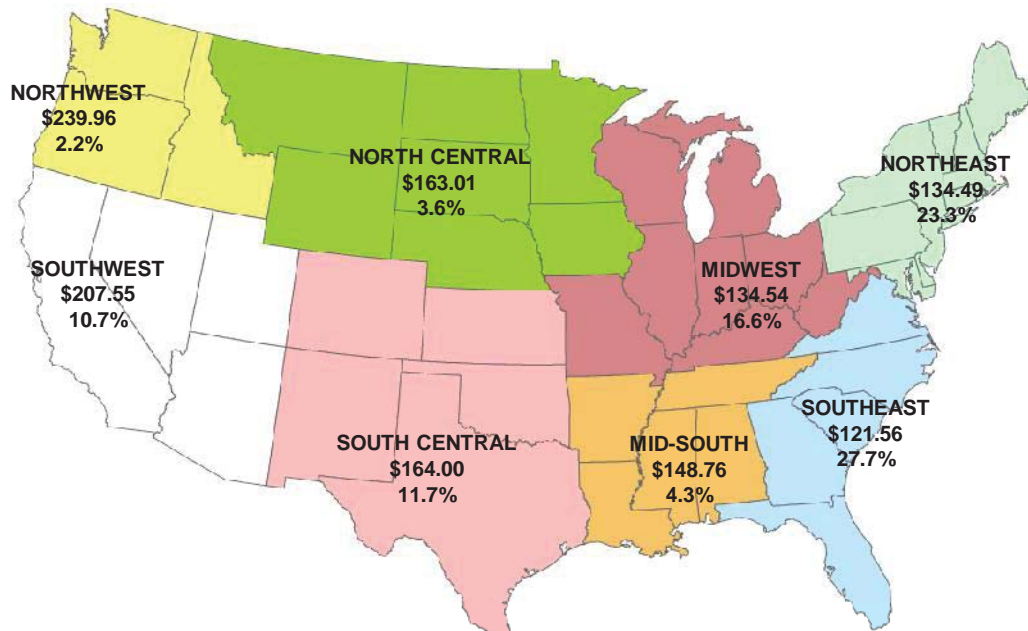


Exhibit 6- 2002

Travel Patterns & Fares Northwest Florida



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

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

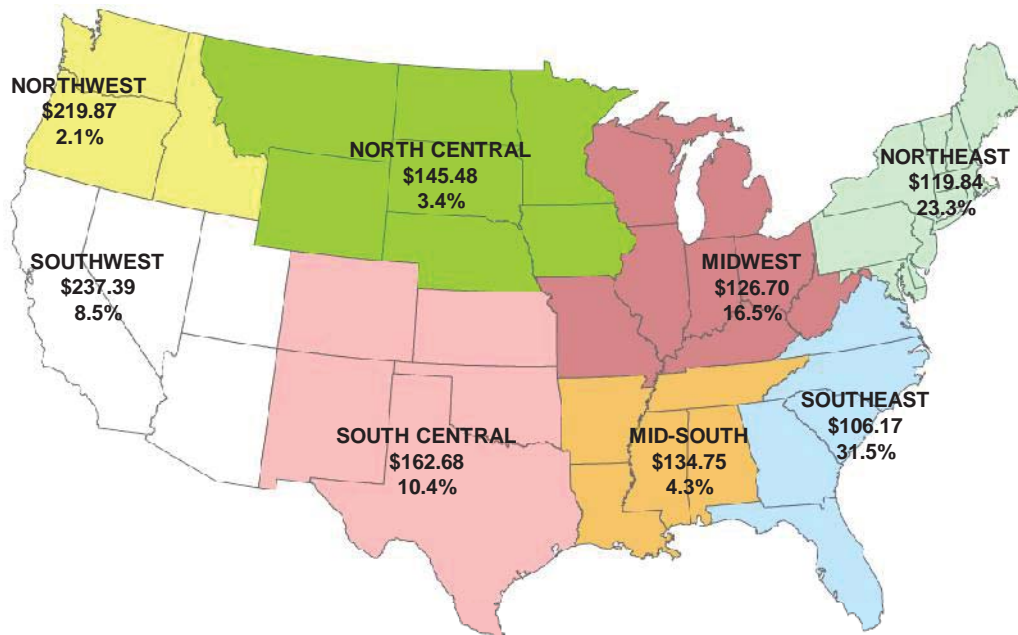


Exhibit 6- 2000

Travel Patterns & Fares Northwest Florida



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

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

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

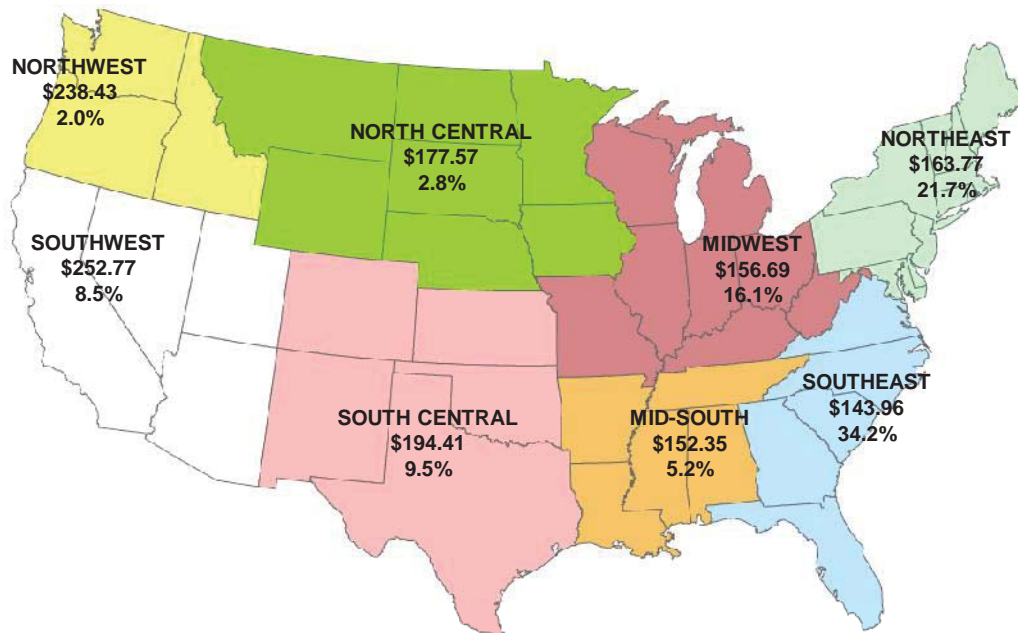


Exhibit 6- 1999

Travel Patterns & Fares Northwest Florida



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

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

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

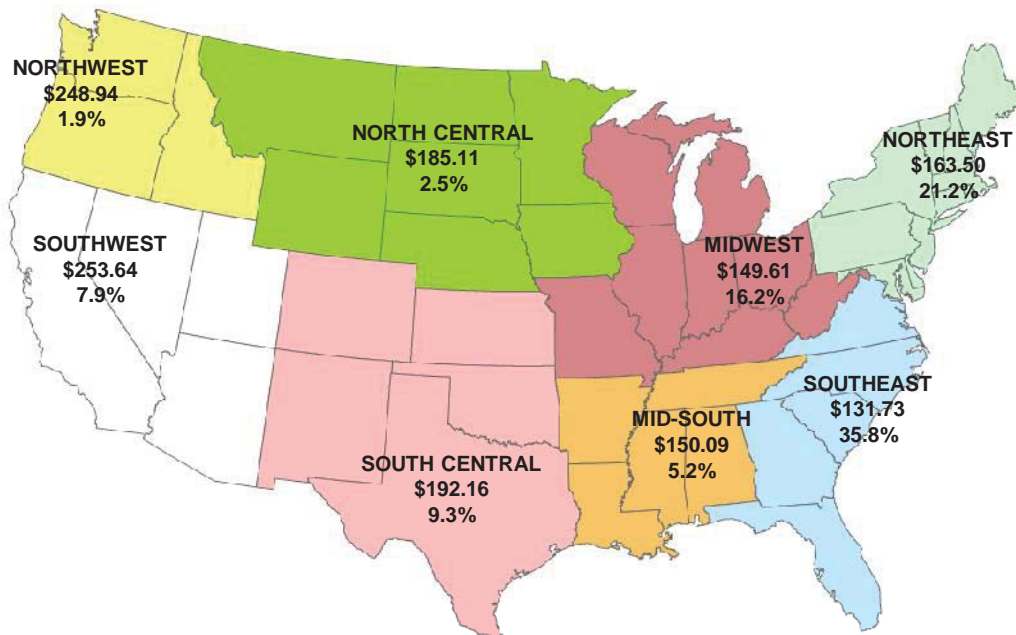
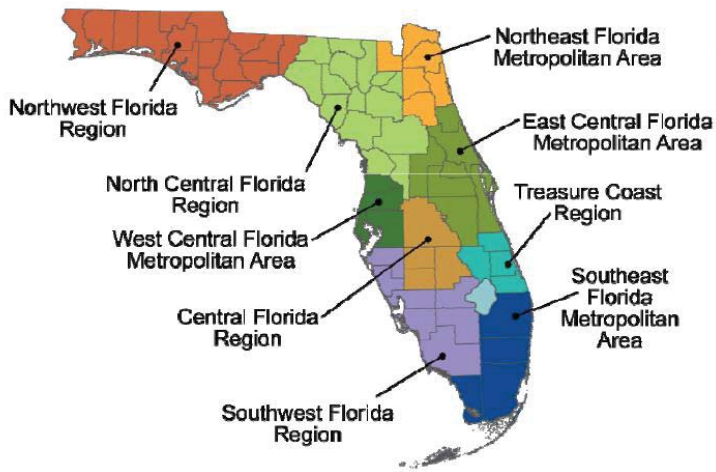
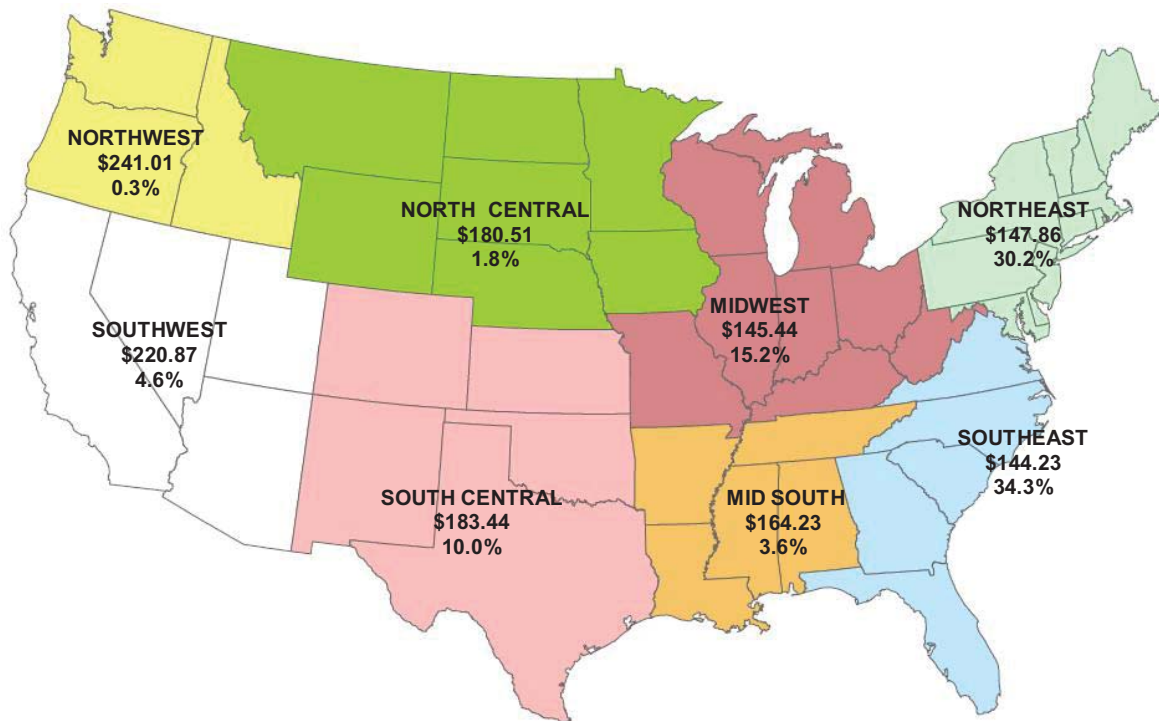


Exhibit 7 - 2010

Travel Patterns & Fares State Total



	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O & D	16,443,754	8,285,188	18,721,540	2,498,699	5,430,108	1,975,550	997,820	162,733	54,515,392
Passenger Market Share	30.2%	15.2%	34.3%	4.6%	10.0%	3.6%	1.8%	0.3%	100.0%
One-Way Fare w/o MCO	\$152.45	\$151.35	\$148.64	\$221.55	\$190.16	\$169.94	\$188.73	\$242.38	\$164.08
One-Way Avg. Fare	\$147.86	\$145.44	\$144.23	\$220.87	\$183.44	\$164.23	\$180.51	\$241.01	\$154.60



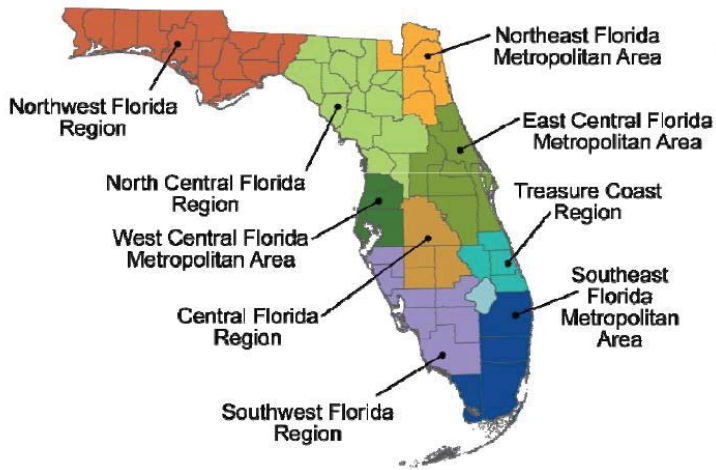


Exhibit 7 - 2009

Travel Patterns & Fares State Total

	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O & D	16,273,402	8,249,623	18,252,402	2,296,828	5,200,786	1,903,333	937,475	168,305	53,282,154
Passenger Market Share	30.5%	15.5%	34.3%	4.3%	9.8%	3.6%	1.8%	0.3%	100.0%
One-Way Fare w/o MCO	\$144.20	\$141.24	\$140.50	\$209.03	\$178.15	\$150.62	\$175.64	\$231.95	\$153.75
One-Way Avg. Fare	\$164.25	\$171.80	\$150.52	\$222.73	\$196.24	\$177.68	\$204.43	\$253.58	\$167.83

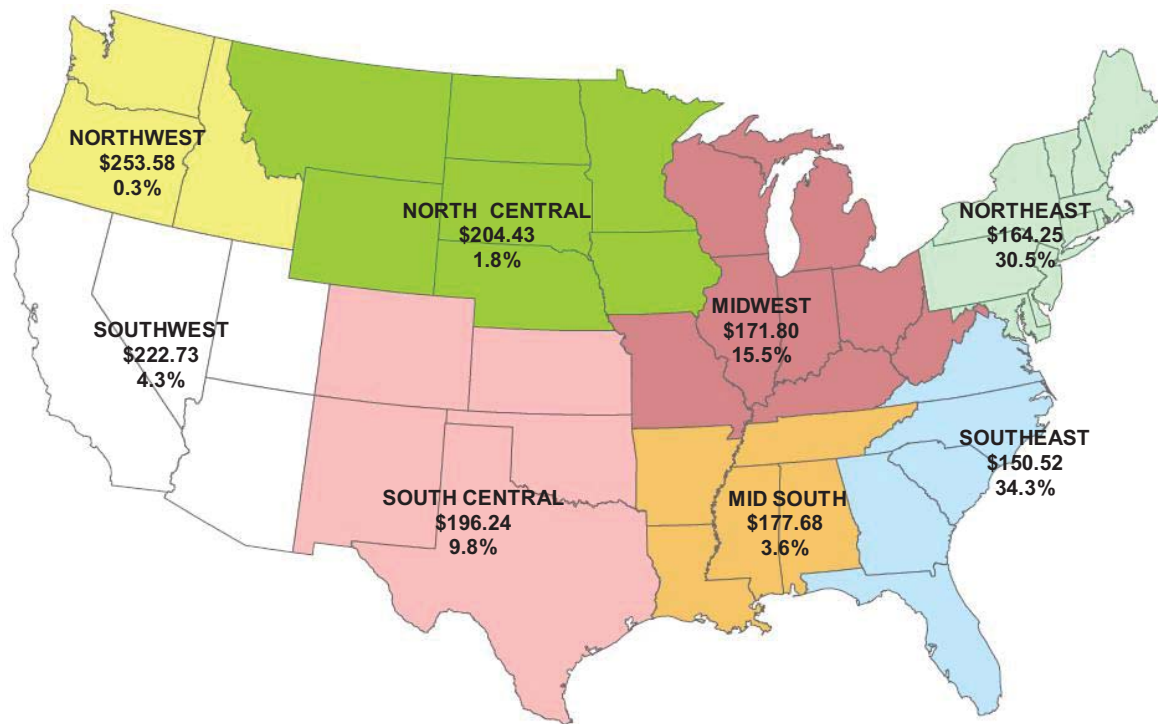
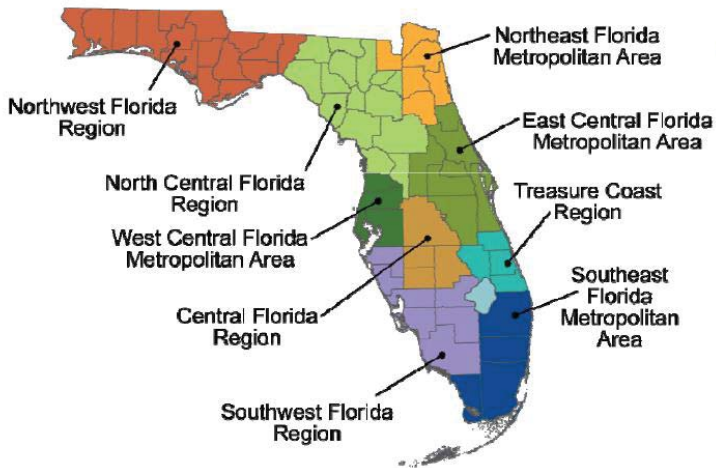
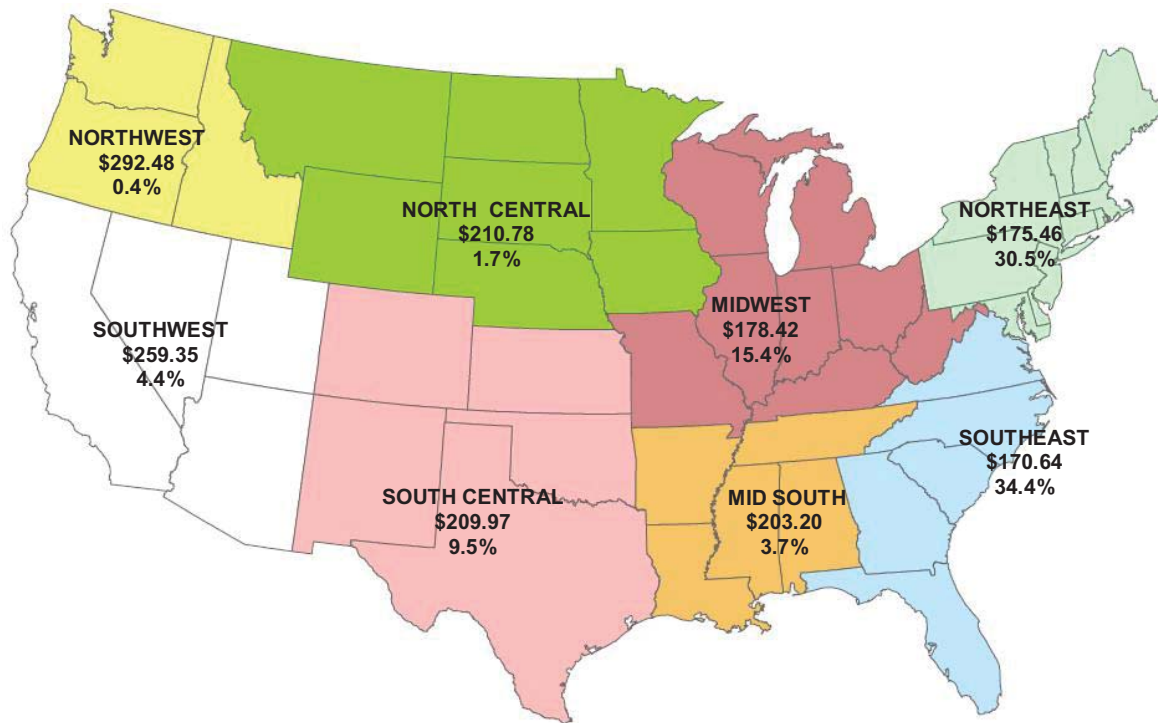


Exhibit 7 - 2008

Travel Patterns & Fares State Total



	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O & D	17,204,839	8,705,683	19,442,798	2,483,902	5,377,330	2,072,127	970,727	204,875	56,462,281
Passenger Market Share	30.5%	15.4%	34.4%	4.4%	9.5%	3.7%	1.7%	0.4%	100.0%
One-Way Fare w/o MCO	\$151.24	\$156.09	\$150.89	\$229.69	\$191.55	\$156.99	\$195.53	\$246.00	\$165.07
One-Way Avg., Fare	\$175.46	\$178.42	\$170.64	\$259.35	\$209.97	\$203.20	\$210.78	\$292.48	\$183.28



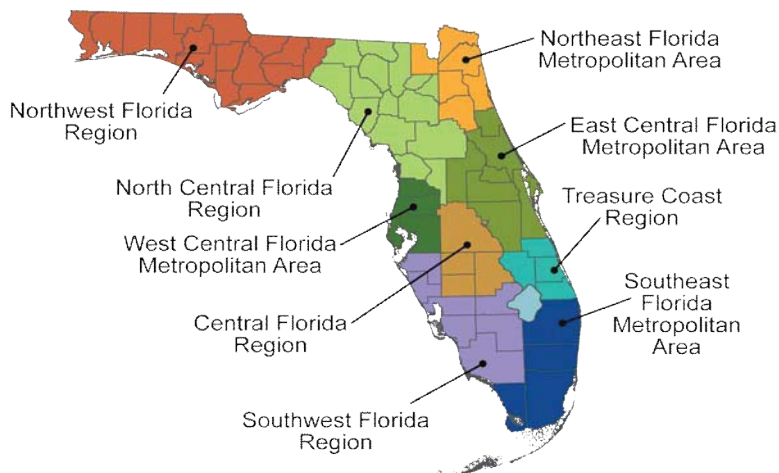


Exhibit 7 - 2007

Travel Patterns & Fares State Total

	U.S. Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Midsouth	North Central	Northwest	
Outbound O&D Passengers	24,050,452	11,590,416	8,152,603	5,541,203	4,710,838	2,424,728	1,681,365	1,028,714	59,180,319
Passenger Market Share	40.6%	19.6%	13.8%	9.4%	8.0%	4.1%	2.8%	1.7%	100.0%
One-Way Avg. Fare	\$166.56	\$166.59	\$171.53	\$239.18	\$205.51	\$183.72	\$202.52	\$246.96	\$180.27
Fares (excl. MCO)	\$169.89	\$169.94	\$173.59	\$242.34	\$209.74	\$185.92	\$207.57	\$252.46	\$183.40

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

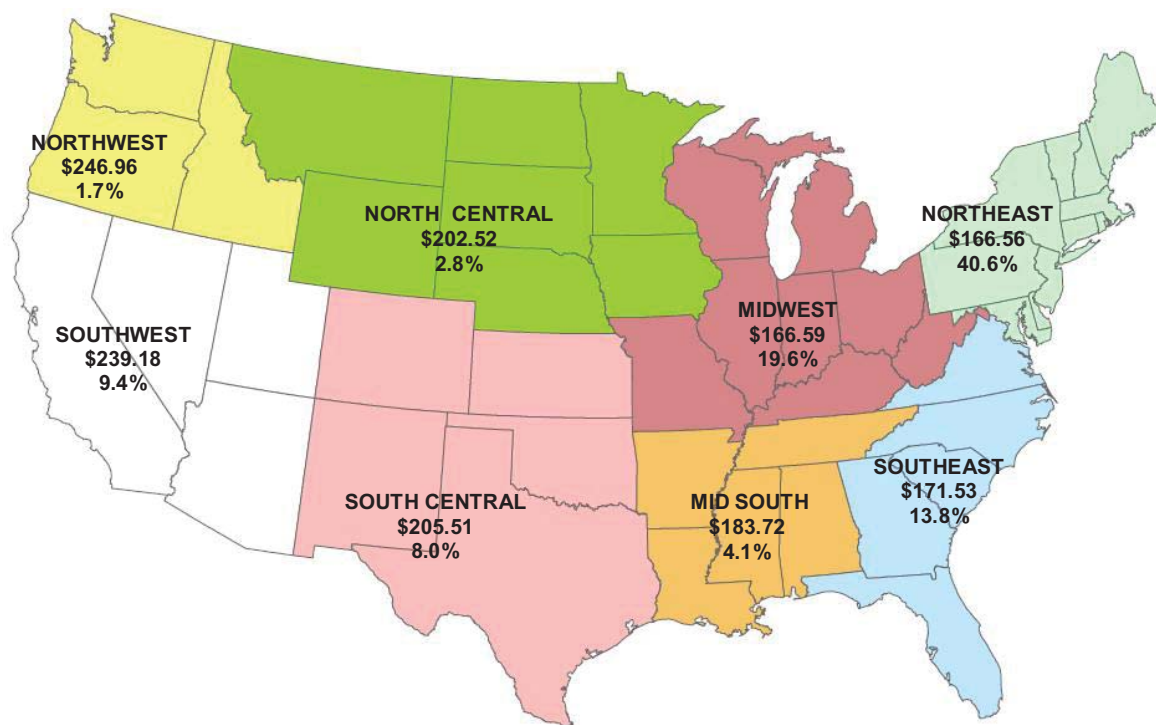
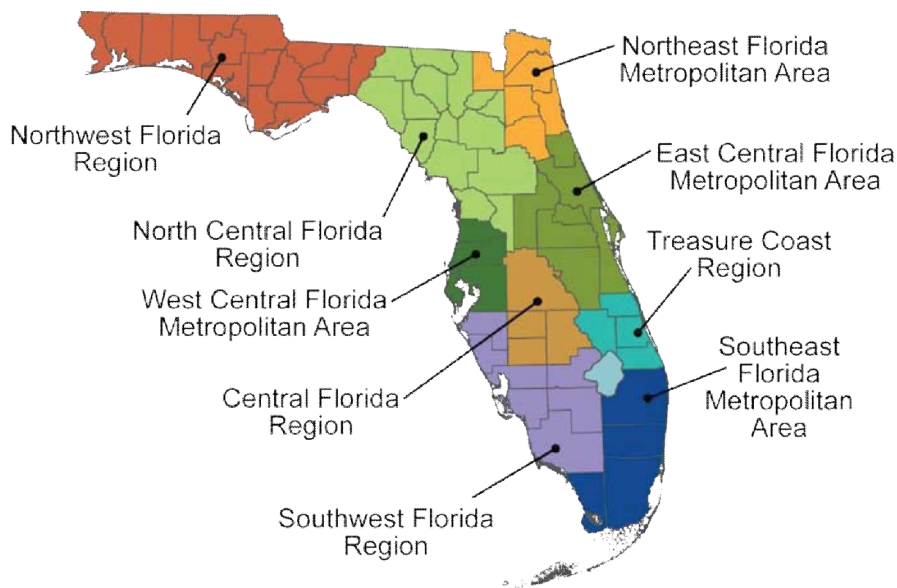


Exhibit 7- 2006 Travel Patterns & Fares State Total



	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers	19,974,040	9,522,010	7,030,520	4,398,110	3,658,290	1,978,140	1,370,320	824,060	48,755,490
Passenger Market Share	41.0%	19.5%	14.4%	9.0%	7.5%	4.1%	2.8%	1.7%	100.0%
One-Way Avg. Fare	\$114.75	\$122.05	\$123.42	\$186.82	\$154.68	\$135.08	\$149.53	\$192.10	\$130.03
Fares (excl. MCO)	\$117.35	\$126.09	\$124.02	\$190.08	\$160.23	\$141.83	\$156.64	\$199.32	\$132.91

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

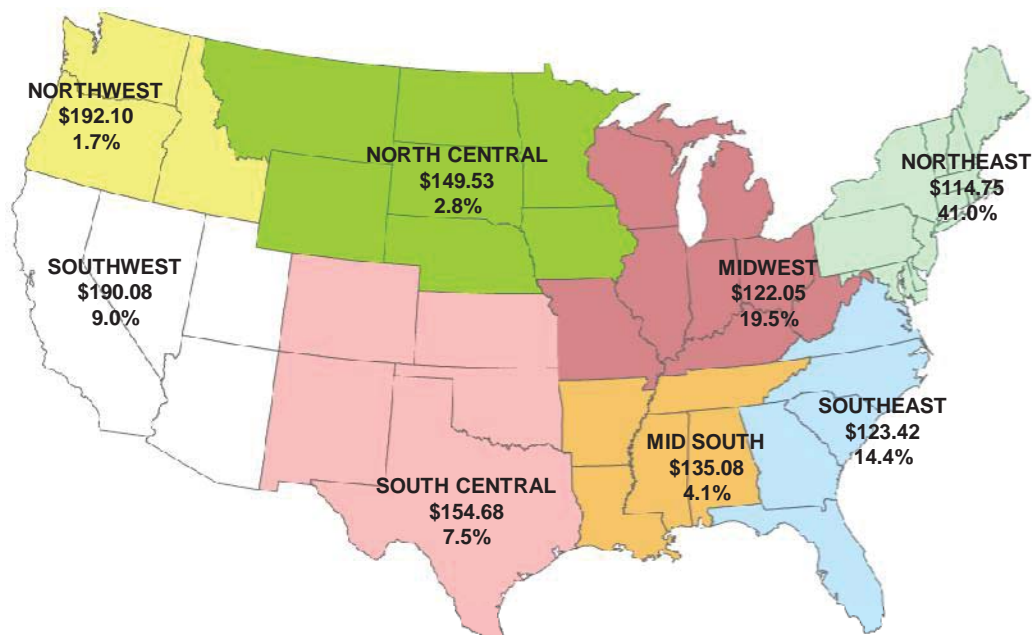
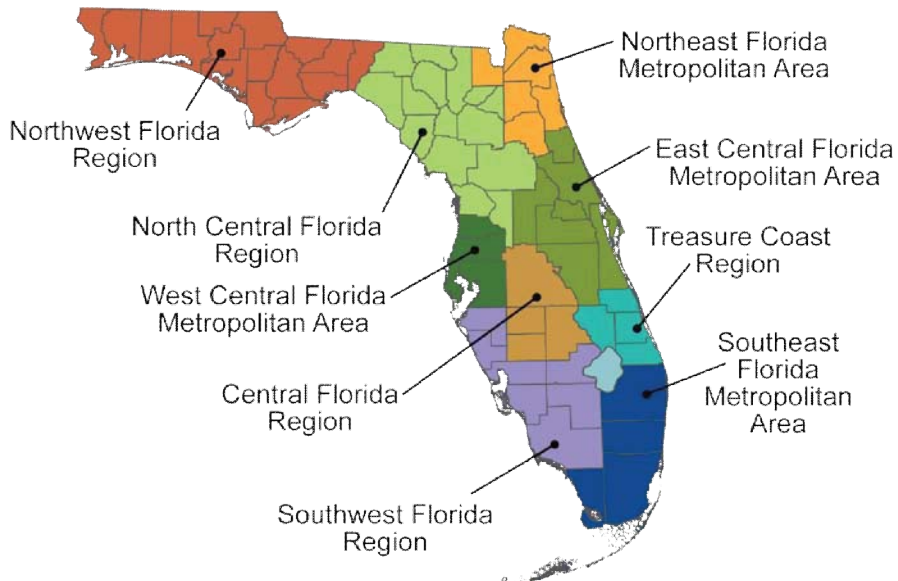


Exhibit 7- 2004 Travel Patterns & Fares State Total



	U.S. Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers	18,435,100	8,999,130	6,409,100	4,219,270	3,283,670	1,913,930	1,297,140	771,310	45,328,650
Passenger Market Share	40.7%	19.9%	14.1%	9.3%	7.2%	4.2%	2.9%	1.7%	100.0%
One-Way Avg. Fare	\$105.90	\$110.72	\$108.41	\$152.44	\$138.59	\$118.21	\$144.86	\$160.19	\$116.47
Fares (excl. MCO)	\$108.27	\$113.72	\$108.24	\$154.06	\$144.57	\$122.28	\$152.65	\$168.64	\$118.72

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

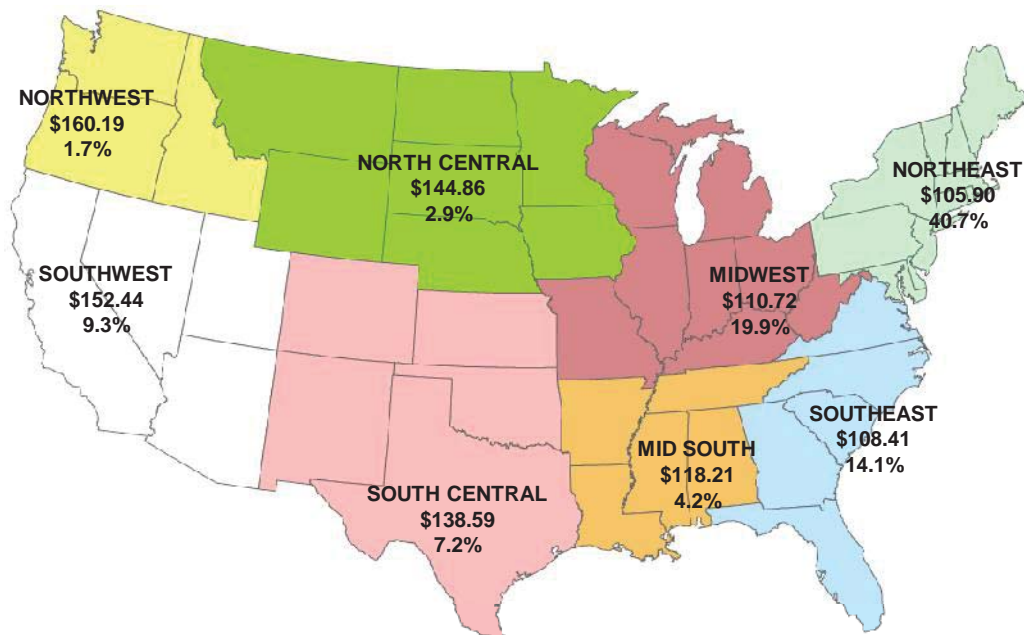
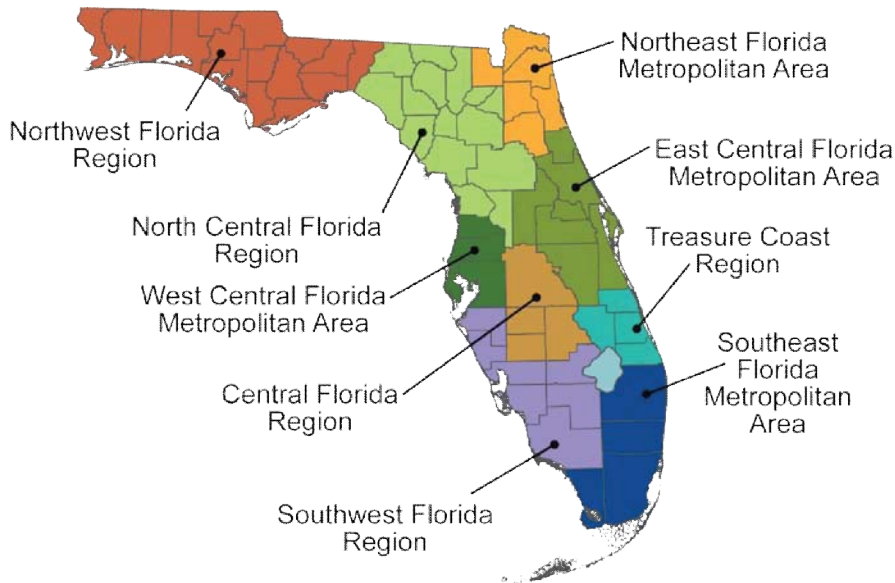


Exhibit 7- 2002

Travel Patterns & Fares State Total



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

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

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

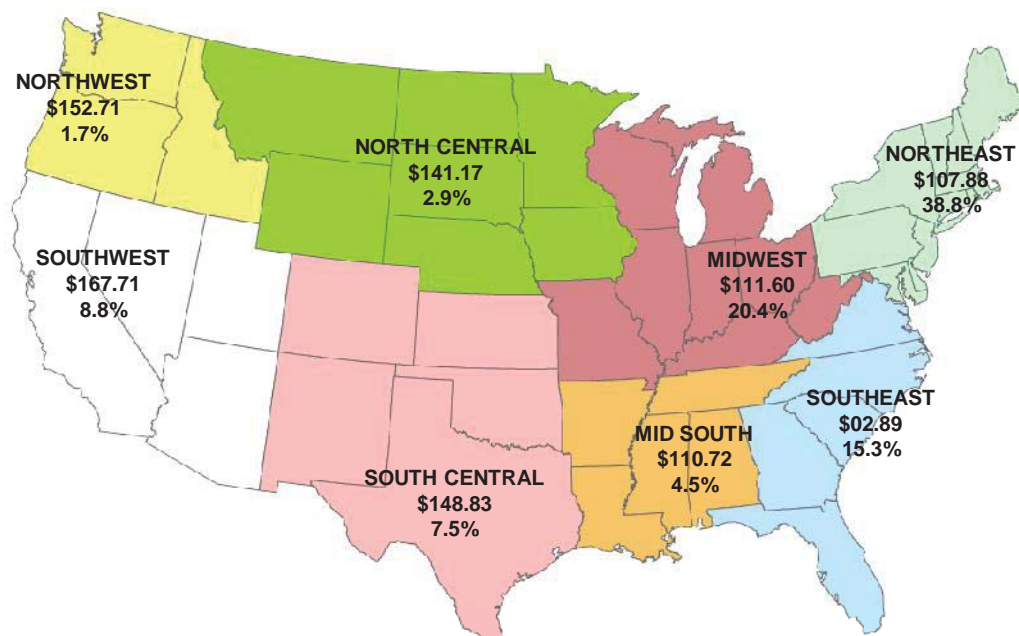
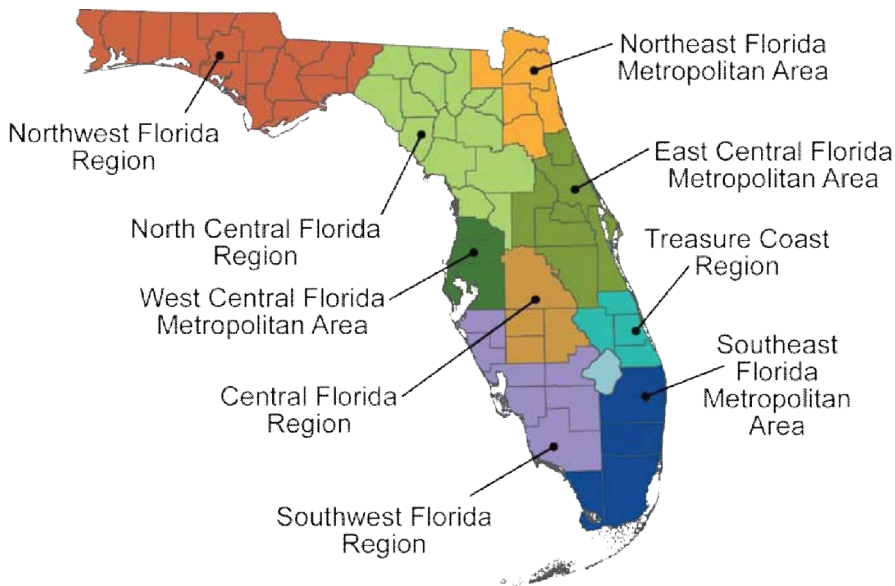


Exhibit 7- 2000



Travel Patterns & Fares State Total

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

	US Region (Destination)								
	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

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

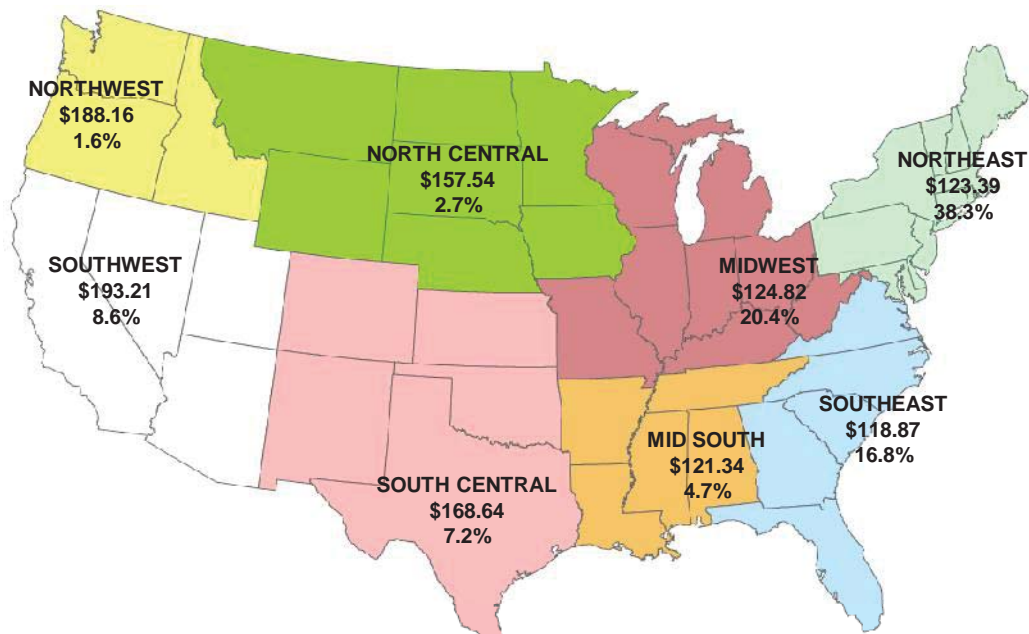
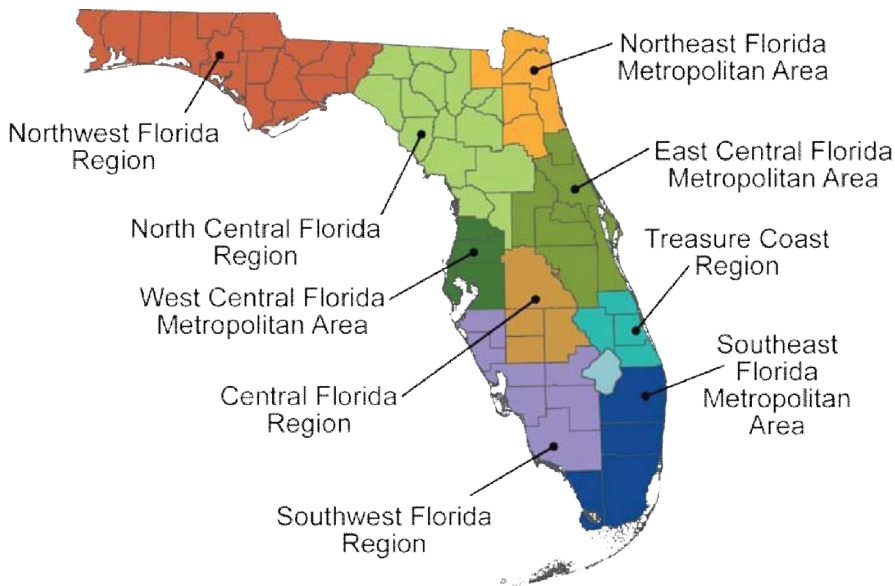


Exhibit 7- 1999

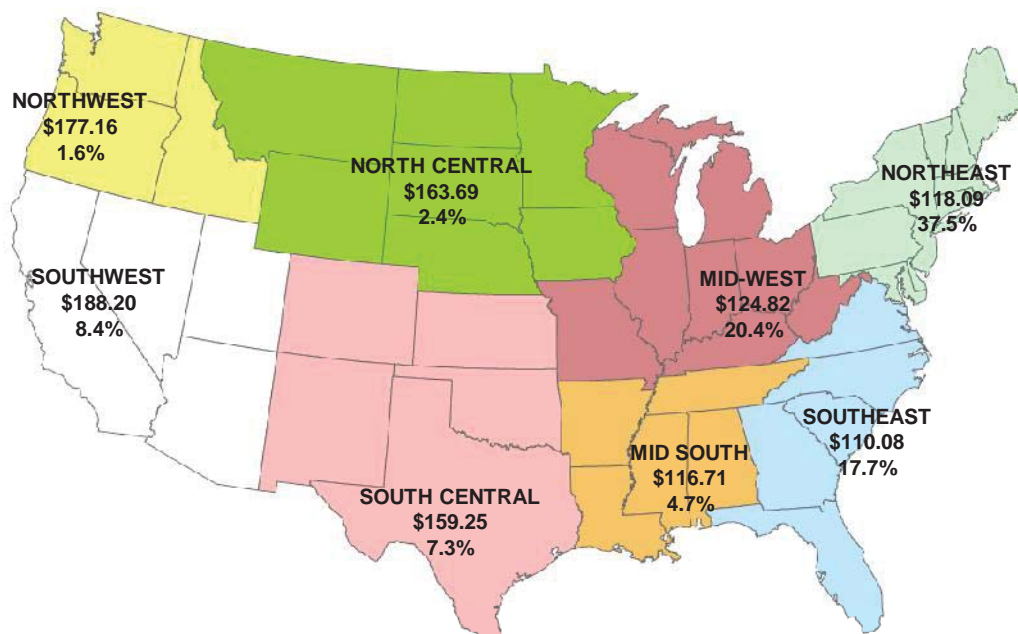
Travel Patterns & Fares State Total



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

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

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



APPENDIX A

Table 1

COMPARISON OF TRAVEL PATTERNS AND AVERAGE FARES (2010)

CFASPP Region	2010 USDOT Data		
	Outbound O & D Passengers	Top US Destination Region: Percent	Avg. One Way Fare
Southwest	3,701,676	Midwest: 30.8%	\$150.95
Punta Gorda	92,396	Southeast: 28.6%	\$44.87
Southwest Florida	3,609,280	Midwest: 30.8%	\$153.67
West Central	8,982,388	Southeast: 33.0%	\$152.07
Tampa	7,941,040	Southeast: 31.0%	\$154.99
St. Pete/ Clearwater	381,869	Midwest: 46.3%	\$84.51
Sarasota/ Bradenton	659,479	Southeast: 68.3%	\$156.02
Southeast	21,054,296	Southeast: 35.3%	\$162.50
Palm Beach	2,910,634	Northeast: 53.4%	\$157.11
Ft. Lauderdale	9,208,613	Northeast: 52.9%	\$145.34
Miami	8,647,748	Southeast: 37.4%	\$181.37
Key West	287,301	Southeast: 99.9%	\$199.50
East Central	16,247,106	Northeast: 31.7%	\$143.40
Daytona Beach	246,229	Southeast: 98.2%	\$170.73
Orlando	15,453,683	Northeast: 32.7%	\$143.91
Orlando-Sanford	367,410	Midwest: 31.9%	\$90.51
Melbourne	179,784	Southeast: 97.5%	\$170.24
Northeast/North Central	2,814,622	Southeast: 55.2%	\$165.43
Gainesville	159,476	Southeast: 98.8%	\$217.05
Jacksonville	2,655,146	Southeast: 52.6%	\$162.32
Northwest	1,715,304	Southeast: 68.0%	\$217.03
Pensacola Gulf Coast	729,718	Southeast: 72.3%	\$194.61
NW FL Beaches	312,098	Southeast: 50.6%	\$229.03
Northwest FL Regional	348,528	Southeast: 58.9%	\$237.90
Tallahassee	324,960	Southeast: 84.8%	\$233.45
Florida Total	54,515,392	Southeast: 34.3%	\$154.60

APPENDIX A

Table 1

COMPARISON OF TRAVEL PATTERNS AND AVERAGE FARES (2009)

CFASPP Region	2009 USDOT Data		
	Outbound O & D Passengers	Top US Destination Region: Percent	Avg. One Way Fare
Southwest	3,631,204	Northeast 31.0%	\$147.73
Punta Gorda	52,539	Southeast: 29.3%	\$26.74
Southwest Florida	3,578,665	Northeast 31.1%	\$149.51
West Central	9,102,231	Southeast: 32.7	\$140.50
Tampa	8,058,975	Southeast: 30.9%	\$142.88
St. Pete/ Clearwater	377,721	Midwest: 47.3%	\$79.97
Sarasota/ Bradenton	665,535	Southeast: 63.9%	\$146.12
Southeast	20,252,595	Southeast: 36.1%	\$151.80
Palm Beach	2,959,601	Northeast: 53.4%	\$148.48
Ft. Lauderdale	8,792,353	Northeast: 37.2%	\$134.95
Miami	8,265,258	Southeast: 37.7%	\$168.62
Marathon	1,127	Southeast: 99.6%	\$0.98
Key West	234,256	Southeast: 99.9%	\$233.79
East Central	15,812,023	Northeast: 32.2%	\$134.75
Daytona Beach	202,380	Southeast: 98.3%	\$175.63
Orlando	14,899,877	Northeast: 33.3%	\$136.11
Orlando-Sanford	600,306	Midwest: 34.6%	\$78.74
Melbourne	109,460	Southeast: 99.3%	\$181.37
Northeast/North Central	2,905,906	Southeast: 51.9%	\$148.79
Gainesville	130,087	Southeast: 98.3%	\$199.84
Jacksonville	2,775,819	Southeast: 49.7%	\$146.40
Northwest	1,578,195	Southeast: 70.9%	\$217.98
Pensacola Gulf Coast	694,748	Southeast: 71.4%	\$192.92
Panama City	150,378	Southeast: 74.0%	\$266.36
Northwest FL Regional	373,057	Southeast: 56.4%	\$237.60
Tallahassee	360,012	Southeast: 84.9%	\$225.81
Florida Total	53,282,154	Southeast: 34.3%	\$167.83

APPENDIX A

Table 1

COMPARISON OF TRAVEL PATTERNS AND AVERAGE FARES (2008)

CFASPP Region	2008 USDOT Data		
	Outbound O & D Passengers	Top US Destination Region: Percent	Avg. One Way Fare
Southwest	3,698,344	Northeast: 32.4%	\$159.48
Punta Gorda	32,648	Midwest: 58.2%	\$247.02
Naples	2,003	Southeast: 99.9%	\$247.02
Southwest Florida	3,663,693	Northeast: 32.5%	\$160.85
West Central	9,782,715	Northeast: 27.4%	\$149.60
Tampa	8,684,862	Southeast: 31.0%	\$150.69
St. Pete/ Clearwater	354,222	Midwest: 48.7	\$100.77
Sarasota/ Bradenton	743,631	Southeast: 60.4%	\$160.21
Southeast	21,228,377	Southeast: 36.3%	\$163.99
Palm Beach	3,161,329	Northeast: 53.4%	\$161.16
Ft. Lauderdale	9,485,547	Northeast: 37.4%	\$144.54
Miami	8,350,195	Southeast: 38.4%	\$185.24
Marathon	99	Southeast: 99.0%	\$0.00
Key West	231,207	Southeast: 99.9%	\$233.27
East Central	16,948,141	Northeast: 31.7%	\$146.12
Daytona Beach	281,049	Southeast: 86.6%	\$166.63
Orlando	16,001,068	Northeast: 32.8%	\$147.09
Orlando-Sanford	522,694	Midwest: 32.4%	\$93.88
Melbourne	143,330	Southeast: 90.8%	\$188.85
Northeast/North Central	3,100,647	Southeast: 51.6%	\$158.03
Gainesville	135,763	Southeast: 98.0%	\$237.42
Jacksonville	2,964,884	Southeast: 49.5%	\$154.39
Northwest	1,704,057	Southeast: 70.8%	\$221.17
Pensacola Gulf Coast	771,691	Southeast: 72.9%	\$199.89
Panama City	161,118	Southeast: 76.1%	\$271.84
Northwest FL Regional	372,405	Southeast: 49.6%	\$233.74
Tallahassee	398,843	Southeast: 84.2%	\$230.14
Florida Total	56,462,281	Southeast: 34.4%	\$183.28

APPENDIX A

Table 1

COMPARISON OF TRAVEL PATTERNS AND AVERAGE FARES (2007)

CFASPP Region Airport	2007 USDOT Data		
	Outbound O&D Passengers	Top U.S. Destination Region: Percent	Avg. One-Way Fare
Southeast	21,912,771	Northeast: 44.8%	\$189.23
Ft. Lauderdale	9,681,117	Northeast: 46.0%	\$171.80
Miami	8,565,736	Northeast: 36.3%	\$212.49
Palm Beach	3,389,274	Northeast: 63.0%	\$176.44
Key West	271,631	Northeast: 39.8%	\$235.42
Marathon	5,013	Northeast: 34.6%	\$241.65
East Central	17,590,420	Northeast: 40.3%	\$171.67
Orlando	16,704,586	Northeast: 41.1%	\$172.33
Melbourne	134,962	Northeast: 32.2%	\$233.61
Daytona Beach	335,381	Northeast: 39.2%	\$181.18
Orlando-Sanford	415,491	Midwest: 38.8%	\$117.36
West Central	10,506,239	Northeast: 37.5%	\$168.58
Tampa	9,349,463	Northeast: 38.0%	\$170.33
Sarasota	775,055	Northeast: 39.1%	\$172.36
St. Petersburg	381,721	Midwest: 50.3%	\$117.95
Northeast/North Central	3,415,298	Northeast: 33.6%	\$182.70
Jacksonville	3,272,805	Northeast: 33.8%	\$179.89
Gainesville	142,493	Northeast: 28.9%	\$247.17
Southwest	3,915,073	Northeast: 40.6%	\$173.43
Southwest Florida	3,901,625	Northeast: 40.7%	\$173.15
Naples	13,448	Southeast: 29.2%	\$254.65
Northwest	1,840,518	Northeast: 25.6%	\$232.63
Pensacola Gulf Coast	833,449	Northeast: 25.2%	\$208.67
Tallahassee	465,359	Northeast: 31.1%	\$237.49
Northwest Florida	381,478	South Central: 21.0%	\$256.21
Panama City	160,232	Northeast: 26.3%	\$286.98
Florida Total	59,180,319	Northeast: 40.6%	\$180.27

APPENDIX A

Table 1

COMPARISON OF TRAVEL PATTERNS AND AVERAGE FARES (2002, 2004 and 2006)

CFASPP Region Airport	2002 USDOT Data				2004 USDOT Data				2006 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		Outbound O&D Passengers	Top U.S. Destination Region: Percent	Avg. One-Way Fare	
Southeast	14,300,480	Northeast: 44.7%	\$122.38		16,319,130	Northeast: 46.7%	\$118.66		16,893,330	Northeast: 46.8%	\$132.03	
Ft. Lauderdale	7,300,930	Northeast: 45.4%	\$110.39		8,673,620	Northeast: 47.3%	\$107.93		8,630,040	Northeast: 46.6%	\$123.99	
Miami	4,173,750	Northeast: 34.4%	\$143.17		4,247,150	Northeast: 33.6%	\$140.60		4,719,850	Northeast: 36.2%	\$147.99	
Palm Beach	2,580,470	Northeast: 60.3%	\$121.17		3,122,430	Northeast: 63.8%	\$116.13		3,265,390	Northeast: 63.9%	\$127.76	
Key West	245,260	Southeast: 34.6%	\$138.04		275,180	Southeast: 36.4%	\$147.49		278,030	Southeast: 37.7%	\$160.65	
Marathon	70	Southeast: 100.0%	\$118.29		750	Southeast: 98.7%	\$70.79		20	Northeast: 50.0%	\$225.00	
East Central	11,220,750	Northeast: 39.0%	\$111.83		13,375,960	Northeast: 40.1%	\$111.74		14,775,700	Northeast: 40.2%	\$123.52	
Orlando	10,729,340	Northeast: 39.0%	\$110.92		12,836,520	Northeast: 40.2%	\$110.76		14,096,600	Northeast: 40.4%	\$122.97	
Melbourne	191,470	Northeast: 36.5%	\$145.90		188,690	Northeast: 34.8%	\$150.26		243,060	Northeast: 32.9%	\$157.46	
Daytona Beach	220,520	Northeast: 37.0%	\$130.65		290,760	Northeast: 38.8%	\$134.93		152,120	Northeast: 44.8%	\$180.50	
Orlando-Sanford	79,420	Northeast: 52.0%	\$99.82		59,990	Southeast: 58.8%	\$88.56		283,920	Midwest: 41.2%	\$91.43	
West Central	7,444,720	Northeast: 33.8%	\$110.10		8,330,170	Northeast: 36.2%	\$109.71		8,930,280	Northeast: 37.4%	\$124.57	
Tampa	6,692,440	Northeast: 34.7%	\$109.80		7,469,830	Northeast: 38.0%	\$109.27		8,083,270	Northeast: 37.8%	\$124.04	
Sarasota	535,000	Midwest: 37.1%	\$121.76		536,880	Midwest: 38.3%	\$128.53		674,120	Midwest: 35.2%	\$137.04	
St. Petersburg	217,280	Midwest: 90.7%	\$90.60		323,460	Midwest: 80.2%	\$88.58		172,890	Midwest: 60.9%	\$100.96	
Northeast/North Central	2,374,300	Northeast: 29.8%	\$119.48		2,545,980	Northeast: 31.2%	\$123.86		2,904,230	Northeast: 32.0%	\$139.48	
Jacksonville	2,250,270	Northeast: 29.8%	\$117.68		2,422,870	Northeast: 31.4%	\$122.06		2,766,220	Northeast: 32.4%	\$137.05	
Gainesville	124,030	Northeast: 30.3%	\$152.13		123,110	Northeast: 28.1%	\$159.30		138,010	Northeast: 23.3%	\$188.31	
Southwest	2,384,780	Northeast: 38.2%	\$121.55		3,018,840	Northeast: 40.9%	\$120.91		3,570,650	Northeast: 41.5%	\$130.87	
Southwest Florida	2,373,130	Northeast: 38.9%	\$121.55		3,013,090	Northeast: 40.9%	\$120.85		3,547,090	Northeast: 41.7%	\$130.44	
Naples	11,650	Southeast: 54.2%	\$121.63		5,750	Southeast: 33.9%	\$153.41		23,560	Southeast: 33.6%	\$195.81	
Northwest	1,572,870	Southeast: 31.5%	\$134.75		1,738,570	Southeast: 27.7%	\$146.08		1,687,300	Southeast: 27.6%	\$178.14	
Pensacola	612,610	Southeast: 28.4%	\$134.01		675,440	Southeast: 25.1%	\$140.70		748,900	Southeast: 28.2%	\$164.02	
Tallahassee	495,210	Southeast: 46.5%	\$116.84		534,680	Southeast: 40.7%	\$127.94		445,110	Southeast: 38.2%	\$166.58	
Okaloosa Regional	307,680	Northeast: 22.0%	\$153.06		354,650	Northeast: 23.1%	\$167.36		328,300	South Central: 19.8%	\$208.46	
Panama City	157,070	Northeast: 26.1%	\$158.23		173,800	Northeast: 26.8%	\$179.35		158,990	Northeast: 22.9%	\$214.39	
Florida Total	39,297,900	Northeast: 38.8%	\$117.31		45,328,650	Northeast: 40.7%	\$116.47		48,755,490	Northeast: 41.0%	\$130.03	

APPENDIX A

Table 1

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

CFASPP Region Airport	1999 USDOT Data			2000 USDOT Data		
	Outbound O&D Passengers	Top U.S. Destination Region: Percent	Avg. One-Way Fare	Outbound O&D Passengers	Top U.S. Destination Region: Percent	Avg. One-Way Fare
Southeast	13,807,590	Northeast: 43.1%	\$135.62	14,462,120	Northeast: 44.0%	\$142.11
Ft. Lauderdale	5,965,720	Northeast: 43.6%	\$120.94	6,802,340	Northeast: 44.7%	\$125.09
Miami	4,856,700	Northeast: 35.4%	\$153.21	4,606,550	Northeast: 33.9%	\$168.09
Palm Beach	2,697,600	Northeast: 57.1%	\$136.54	2,774,000	Northeast: 59.8%	\$140.74
Key West	267,730	Southeast: 41.6%	\$133.17	269,940	Southeast: 39.0%	\$141.16
Marathon	19,840	Northeast: 44.3%	\$153.04	9,290	Northeast: 47.8%	\$159.51
East Central	11,518,280	Northeast: 38.1%	\$119.86	12,289,360	Northeast: 39.0%	\$124.83
Orlando	11,002,020	Northeast: 37.8%	\$118.69	11,747,890	Northeast: 38.6%	\$123.77
Melbourne	262,520	Northeast: 50.0%	\$144.00	252,960	Northeast: 46.6%	\$152.82
Daytona Beach	253,740	Northeast: 41.5%	\$145.42	246,540	Northeast: 41.9%	\$149.74
Orlando-Sanford	n/a	n/a	n/a	41,970	Northeast: 65.3%	\$106.11
West Central	7,391,160	Northeast: 32.2%	\$123.14	7,839,220	Northeast: 33.2%	\$127.72
Tampa	6,524,310	Northeast: 32.8%	\$122.80	6,957,330	Northeast: 34.0%	\$237.62
Sarasota	681,400	Midwest: 37.8%	\$130.67	683,520	Midwest: 36.4%	\$134.90
St. Petersburg	185,450	Midwest: 93.4%	\$107.35	198,370	Midwest: 92.6%	\$106.43
Northeast/North Central	2,441,050	Southeast: 29.4%	\$131.22	2,574,050	Southeast: 27.7%	\$134.82
Jacksonville	2,298,540	Northeast: 27.9%	\$128.75	2,442,710	Northeast: 29.0%	\$132.04
Gainesville	142,510	Northeast: 28.6%	\$171.03	131,340	Northeast: 25.7%	\$186.44
Southwest	2,213,260	Northeast: 37.5%	\$130.17	2,407,750	Northeast: 37.1%	\$135.38
Southwest Florida	2,163,830	Midwest: 37.6%	\$130.02	2,359,570	Midwest: 37.7%	\$135.17
Naples	49,430	Northeast: 43.2%	\$137.01	48,180	Northwest: 43.3%	\$145.49
Northwest	1,393,440	Southeast: 27.8%	\$161.16	1,441,280	Southeast: 27.6%	\$167.54
Pensacola	488,670	Southeast: 29.4%	\$166.28	470,740	Southeast: 28.7%	\$178.18
Tallahassee	417,950	Southeast: 54.6%	\$162.50	429,070	Southeast: 49.9%	\$167.61
Okaloosa Regional	336,270	Southeast: 28.7%	\$145.85	381,290	Southeast: 29.6%	\$150.07
Panama City	150,550	Northeast: 26.0%	\$175.01	160,180	Northeast: 24.8%	\$177.67
Florida Total	38,764,780	Northeast: 37.5%	\$128.89	41,013,780	Northeast: 38.3%	\$134.22

APPENDIX B

APPENDIX B

Table 1 - 2011

Summary of Domestic Airport Activity Ft. Lauderdale-Hollywood International Airport (FLL) As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Atlanta	159	155	DL(90), FL(55), NK(14)	DL(85), FL(56), NK(14)
New York (LaGuardia)	111	111	NK(41), B6(35), DL(35)	NK(41), B6(35), DL(35)
New York (JFK)	63	93	B6(49), DL(14)	B6(57), DL(22), AA(14)
Newark	68	68	CO(47), B6(21)	CO(47), B6(21)
Tampa	65	61	WN(51), NK(7), CO(7)	WN(47), NK(14)
Charlotte	56	56	US	US
Dallas/ Ft. Worth	35	56	AA	AA(42), NK(14)
Baltimore	55	56	WN(34), FL(21)	WN(35), FL(21)
San Juan	54	55	NK(33), B6(21)	B6(28), NK(21), PDT(6)
Washington (Reagan)	40	49	US(20), NK(20)	US(21), NK(21), B6(7)
Philadelphia	49	49	US(28), WN(21)	US(28), WN(21)
Chicago (O'Hare)	28	48	NK(21), AA(7)	NK(21), AA(13), CO(14)
Boston	42	47	B6(28), NK(14)	B6(35), NK(12)
Detroit	48	42	DL(28), NK(20)	DL(28), NK(14)
Orlando Intl.	61	42	WN(28), NK(33)	WN(28), NK(14)
Houston (Bush)	35	35	CO	CO
Chicago (Midway)	28	29	WN	WN
Denver	22	28	WN(14), F9(8)	WN(14), CO(7), F9(7)
Los Angeles	28	28	VX(14), DL(7), NK(7)	VX(14), NK(7), B6(7)
Jacksonville	31	24	WN	WN
Atlantic City	21	21	NK	NK
San Francisco	21	21	VX(14), B6(7)	VX(14), B6(7)
Phoenix	15	21	US	US(14), WN(7)
Westchester, NY	21	19	B6	B6
Key West	25	18	CO	CO
Tallahassee	18	17	CO(12), DL(6)	CO(11), DL(6)
Austin	14	14	WN(7), B6(7)	WN(7), B6(7)
Hartford	0	14		WN(7), B6(7)
Buffalo	14	14	WN(7), B6(7)	WN(7), B6(7)
Cincinnati	14	14	DL	DL
Houston	14	14	WN	WN
Long Island	14	14	WN	WN
Las Vegas	28	14	NK(14), DL(7), WN(7)	NK(7), WN(7)
Pittsburgh	11	14	FL	FL
Raleigh	14	14	WN(7), B6(7)	WN(7), B6(7)
Nashville	14	14	WN	WN
New Orleans	14	14	WN	WN
Providence	13	14	WN	WN
Kansas City	7	8	WN	WN
St. Louis	8	8	WN	WN
Plattsburgh, NY	3	8	G4	NK(4), G4(4)
Albany	7	7	WN	WN

APPENDIX B

Table 1 - 2011

Summary of Domestic Airport Activity Ft. Lauderdale-Hollywood International Airport (FLL) As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Aguadilla	7	7	NK	NK
Cleveland	7	7	CO	CO
Washington (Dulles)	14	7	B6	B6
Memphis	7	7	DL	DL
Milwaukee	1	7	FL	FL
Minneapolis	7	7	DL	DL
Myrtle Beach	7	7	NK	NK
Richmond	7	7	B6	B6
St. Thomas	9	7	NK	NK
Newburgh, NY	7	7	B6	B6
Columbus	4	4	FL	FL
Greenville	6	4	G4	G4
Latrobe, PA	0	4	-	NK
Knoxville	4	4	G4	G4
Charleston, WV	0	3	-	NK
Indianapolis	3	3	FL	FL
Louisville	0	3	-	V2
Niagara Falls	0	3	-	NK
Elmira, NY	0	2	-	G4
Huntington, WV	2	2	G4	G4
Ft. Walton Beach	0	2	-	V2
Savannah	0	2	-	G4
Grand Rapids	2	0	G4	-
Lexington	3	0	FL	-
Long Beach	7	0	B6	-
Total	1,492	1,554		

Source: Official Airline Guide

Carrier Legend: AA- American Airlines, B6- jetBlue, CO- Continental, DL- Delta, FL- AirTran, F9- Frontier Airlines, G4 Allegiant Air, NK- Spirit Airline, PDT- Piedmont Southern Airways, US- US Airways, VX- Virgin America, V2- Vision America, WN- Southwest

APPENDIX B

Table 1 - 2011

Summary of Domestic Airport Activity
Ft. Lauderdale-Hollywood International Airport (FLL)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	3,390,885	36.8%	621	40.0%
Midwest	1,156,439	12.6%	178	11.5%
Southeast	2,344,635	25.5%	314	20.2%
Southwest	602,274	6.5%	84	5.4%
South Central	805,987	8.8%	147	9.5%
Mid South	216,200	2.3%	39	2.5%
North Central	69,758	0.8%	7	0.5%
Northwest	3,139	0.0%	0	0.0%
Florida Only	619,296	6.7%	164	10.6%
Total	9,208,613	100.0%	1554	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey, reconciled from Schedules T-100

APPENDIX B

Table 1 - 2008

**Summary of Domestic Airport Activity
FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	160	172	DL (76), FL (70), NK (14)	DL (74), FL (70), NK (28)
New York-La Guardia	101	101	B6 (35), NK (32), DL (27), AA (7)	NK (41), B6 (35), DL (25)
Tampa	95	95	WN (58), CO (30), NK (7)	WN (68), NK (21), CO (16)
Newark	88	84	CO (63), B6 (21), U5 (4)	CO (63), B6 (21)
New York-Kennedy	89	81	B6 (61), DL (28)	B6 (56), DL (25)
Orlando	102	77	WN (49), NK (28), DL (25)	WN (42), NK (35)
Charlotte	49	56	US	US (49), B6 (7)
Philadelphia	68	52	US (30), WN (21), FL (14), U5 (3)	US (28), WN (21), U5 (3)
Baltimore	56	49	WN (35), FL (21)	WN (28), FL (21)
Detroit	49	49	NW (25), NK (24)	NK (28), NW (21),
Washington-National	42	48	US (28), NK (14)	US (27), NK (21)
San Juan	46	47	NK (25), AA (21)	NK (26), AA (21)
Key West	52	45	CO (40), Y0 (10), OP (2)	CO (36), OP (21), Y0 (7)
Boston	28	44	B6 (14), DL (14)	B6 (21), DL (13), NK (10)
Dallas-Fort Worth	49	42	AA	AA
Chicago-O'Hare	42	42	UA (21), AA (14), NK (7)	AA (14), NK (14), UA (14)
Houston-Bush	39	39	CO	CO
Jacksonville	39	32	WN	WN
Long Island/Islip	21	29	WN	WN (21), NK (8)
Chicago- Midway	35	28	WN	WN
Washington-Dulles	21	21	B6 (14), UA (7)	B6 (14), UA (7)
West Chester Co. (NY)	21	21	B6 (14), FL (7)	B6 (14), FL (7)
Atlantic City	14	21	NK	NK
Las Vegas	18	18	DL (7), NK (7), US (4)	US (11), NK (7)
Pittsburgh	14	18	US	US (14), U5 (4)
Tallahassee	18	17	DL	DL
Los Angeles	28	14	AA (14), DL (7), NK (7)	AA (7), NK (AA)
Denver	21	14	UA (14), F9 (7)	UA (7), F9 (7)
Raleigh-Durham	21	14	DL	B6 (7), WN (7)
Houston-Hobby	14	14	WN	WN
Nashville	14	14	WN	WN
Phoenix	14	14	US	US
New Orleans	7	14	WN	WN
Austin	0	14	-	WN (7), B6 (7)
Buffalo	0	14	-	WN (7), B6 (7)
Pensacola	13	13	DL	DL
Cincinnati	14	12	DL	DL
Hartford	14	11	DL	DL
Naples	0	10	-	Y0
San Antonio	0	9	-	NK
Cleveland	8	8	CO	CO

APPENDIX B

Table 1 - 2008 (Continued)

Summary of Domestic Airport Activity FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL) As of Summer 2008

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Newburgh (NY)	14	7	B6	B6
St. Thomas	9	7	NK	NK
Gulfport/Biloxi	7	7	FL	FL
Indianapolis	7	7	NW	NW
Long Beach	7	7	B6	B6
Memphis	7	7	NW	NW
Myrtle Beach	7	7	NK	NK
Newport News	7	7	FL	FL
Providence	7	7	WN	WN
St. Louis	7	7	WN	WN
Columbia	0	7	-	NK
Manchester	0	7	-	WN
Richmond	0	7	-	B6
Syracuse	0	7	-	B6
Aguadilla	12	7	NK	NK
Minneapolis	7	7	NW	NW
Salt Lake City	7	6	DL	DL
Milwaukee	7	5	YX	YX
Greenville/Spartanburg	0	3	-	G4
Knoxville	0	3	-	G4
Ponce	0	3	-	NK
Allentown	0	2	-	G4
Chattanooga	0	2	-	G4
Greensboro	0	2	-	G4
Huntington	0	2	-	G4
Plattsburgh	0	2	-	G4
Tri-city	0	2	-	G4
Miami	1	1	CO	3M
Columbus (OH)	7	0	DL	-
Kansas City	7	0	YX	-
Oakland	7	0	B6	-
Total	1,658	1,662		

Source: Official Airline Guide, July 2008.

Carrier Legend: AA- American Airlines, B6- jetBlue Airways, CO- Continental Airlines, DL- Delta Air Lines, FL- AirTran Airways, F9- Frontier Airlines, G4- Allegiant Air, NK-Spirit Airlines, NW- Northwest Airlines, OP- Chalk's Intl Airlines, UA- United Airlines, US- US Airways, U5- USA 3000 Airlines, WN- Southwest Airlines, YX- Midwest Airlines, Y0- Yellow Air Taxi, 3M- Gulfstream Intl Airline

APPENDIX B

Table 1 - 2008 (Continued)

**Summary of Domestic Airport Activity
FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	4,456,080	46.0%	626	37.7%
Midwest	1,436,900	14.8%	160	9.6%
Southeast	1,061,787	11.0%	339	20.4%
Southwest	974,654	10.1%	59	3.5%
South Central	638,392	6.6%	132	7.9%
Mid South	339,235	3.5%	49	2.9%
North Central	145,889	1.5%	7	0.4%
Northwest	123,088	1.3%	0	0.0%
Florida Only	505,092	5.2%	290	17.4%
TOTAL	9,681,117	100.0%	1,662	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 1 – 2007

Summary of Domestic Airport Activity FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	160	DL (76), FL (70), NK (14)	Cincinnati	14	DL
Orlando Intl	102	WN (49), NK (28), DL* (25)	Hartford	14	DL
New York - La Guardia	101	B6 (35), NK (32), DL (27), AA (7)	Houston - Hobby	14	WN
Tampa	95	WN (58), CO* (30), NK (7)	Nashville	14	WN
New York - Kennedy	89	B6 (61), DL (28)	Newburgh (NY)	14	B6
Newark	88	CO (63), B6 (21), U5 (4)	Phoenix	14	US
Philadelphia	68	US (30), WN (21), FL (14), U5 (3)	Pittsburgh	14	US
Baltimore	56	WN (35), FL (21)	Pensacola	13	DL*
Key West	52	CO* (40), Y0 (10), OP* (2)	Aguadilla	12	NK
Charlotte	49	US	St. Thomas	9	NK
Dallas-Fort Worth	49	AA	Cleveland	8	CO
Detroit	49	NW (25), NK (24)	Columbus (OH)	7	DL*
San Juan	46	NK (25), AA (21)	Gulfport/Biloxi	7	FL
Chicago - O'Hare	42	UA* (21), AA (14), NK (7)	Indianapolis	7	NW
Washington - National	42	US (28), NK (14)	Kansas City	7	YX
Houston - Bush	39	CO	Long Beach	7	B6
Jacksonville	39	WN	Memphis	7	NW
Chicago - Midway	35	WN	Milwaukee	7	YX
Boston	28	B6 (14), DL (14)	Minneapolis	7	NW
Los Angeles	28	AA (14), DL (7), NK (7)	Myrtle Beach	7	NK
Denver	21	UA* (14), F9 (7)	New Orleans	7	WN
Long Island/Islip	21	WN	Newport News	7	FL
Raleigh-Durham	21	DL*	Oakland	7	B6
Washington - Dulles	21	B6 (14), UA* (7)	Providence	7	WN
West Chester Co. (NY)	21	B6 (14), FL (7)	Salt Lake City	7	DL
Las Vegas	18	DL (7), NK (7), US (4)	St. Louis	7	WN
Tallahassee	18	DL*	Miami	1	CO*
Atlantic City	14	NK	TOTAL	1,658	

Carrier Legend: 3M: Gulfstream; AA: American; B6: JetBlue; CO: Continental; CO*: Gulfstream; DL: Delta; DL*: Comair (Columbus), Chautauqua (Columbus), Freedom (Orlando, Raleigh-Durham, Tallahassee, Pensacola); F9: Frontier; FL: AirTran; NK: Spirit; NW: Northwest; OP* Chalk's Island Express; U5: USA3000, UA*: Ted; US: US Air; WN: Southwest; Y0: Yellow Air Taxi; YX: Midwest.

APPENDIX B

Table 1 – 2007 (continued)

**Summary of Domestic Airport Activity
FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL)
As of Summer 2007**

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	4,025,390	46.6%	598	36.1%
Midwest	1,305,810	15.1%	183	11.0%
Southeast	835,780	9.7%	311	18.8%
Southwest	851,510	9.9%	81	4.9%
South Central	579,250	6.7%	123	7.4%
Mid South	274,240	3.2%	35	2.1%
North Central	129,920	1.5%	7	0.4%
Northwest	111,790	1.3%	0	0.0%
Florida Only	516,350	6.0%	320	19.3%
TOTAL	8,630,040	100.0%	1,658	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 1 – 2005

Summary of Domestic Airport Activity FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
New York - LaGuardia	146	AA (14), B6 (49), DL* (27), NK (42), US (14)	Birmingham	14	DL*
Atlanta	136	DL (84), DL* (1), FL (49), U5 (1)	Denver	14	F9 (7), UA* (7)
New York - Kennedy	111	B6 (77), DL*(34)	Greensboro/Winston-Salem	14	DL*
Key West	91	CO* (57), PA (13), US* (21)	Las Vegas	14	DL* (7), HP (7)
Tampa	88	CO* (21), DL* (8), WN (59)	Louisville	14	DL
Philadelphia	81	FL (14), U5 (5), US (48), WN (14)	Memphis	14	NW
Orlando Intl	75	DL* (28), US* (7), WN (40)	Nashville	14	DL* (7), WN (7)
Charlotte	62	US	New Orleans	14	WN
Baltimore	60	FL (21), U5 (3), US (1), WN (35)	Norfolk	14	DL*
Dallas/Ft. Worth	56	AA	Pensacola	14	DL*
Chicago - O'Hare	50	AA (15), NK (14), UA* (21)	Phoenix	14	HP
Boston	49	B6 (21), DL* (21), US (7)	Salt Lake City	14	DL
San Juan	49	AA (28), NK (21)	Hartford	12	DL*
Detroit	47	NK (19), NW (28)	Melbourne	12	PA
Jacksonville	47	DL* (8), WN (39)	Providence	12	NK
Newark	47	CO (42), U5 (5)	Sarasota/Bradenton	12	PA
Washington - National	41	NK (14), US (27)	St. Louis	9	AA (2), WN (7)
Houston - Bush	40	CO	Charleston	7	DL*
Chicago - Midway	35	WN	Gulfport/Biloxi	7	FL
Raleigh-Durham	35	DL*	Indianapolis	7	NW
Tallahassee	28	DL*	Kansas City	7	YX
Pittsburgh	27	FL (1), U5 (5), US (21)	Lexington	7	DL*
Cincinnati	22	DL (14), DL* (8)	Long Beach	7	B6
Long Island/Lisp	21	WN	Milwaukee	7	YX
Los Angeles	21	AA (14), DL* (7)	Minneapolis	7	NW
Richmond	21	DL*	Dayton	5	DL*
Washington - Dulles	21	B6 (14), UA* (7)	Houston - Hobby	3	WN
Cleveland	17	CO (14), U5 (3)	Marathon	2	PA
Columbus	16	DL* (14), U5 (2)	Miami	2	3M (1), CO* (1)
Atlantic City	14	NK	Akron/Canton	1	FL
			TOTAL	1,848	

Carrier Legend: 3M: Gulfstream; AA: American; B6: jetBlue; CO: Continental; CO*: Gulfstream; DL: Delta; DL*: Comair (Cincinnati, Lexington, Richmond, Tallahassee), Chautauqua (Birmingham, Charleston, Cincinnati, Columbus, Dayton, Greensboro, Jacksonville, Louisville, Nashville, Norfolk, Orlando, Pensacola, Raleigh-Durham, Richmond, Tallahassee, Tampa), Song (Atlanta, Boston, Hartford, Las Vegas, Los Angeles, New York JFK, New York LGA); FL: AirTran; F9: Frontier; HP: America West; NK: Spirit; NW: Northwest; PA: Florida Coastal; U5: USA3000, UA*: Ted; US: US Air; US*: PSA; WN: Southwest; YX: Midwest.

APPENDIX B

Table 1 – 2005 (continued)

**Summary of Domestic Airport Activity
FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL)
As of Summer 2005**

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	4,100,920	47.3%	642	34.7%
Midwest	1,361,500	15.7%	244	13.2%
Southeast (excl. FL)	771,870	8.9%	338	18.3%
Southwest	883,280	10.2%	70	3.8%
South Central	514,580	5.9%	113	6.1%
Mid South	314,310	3.6%	63	3.4%
North Central	127,790	1.5%	7	0.4%
Northwest	113,500	1.3%	0	0.0%
Florida Only	485,870	5.6%	371	20.1%
TOTAL	8,673,620	100.0%	1,848	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 1 - 2003

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

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

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

APPENDIX B

Table 1 - 2003 (continued)

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

Activity by U.S. Region

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

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

APPENDIX B

Table 1 – 2001

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

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

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

APPENDIX B

Table 1 – 2001 (continued)

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

Activity by U.S. Region

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

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

APPENDIX B

Table 1 - 2000

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

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

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

APPENDIX B

Table 1 – 2000 (continued)

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

Activity by U.S. Region

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

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

APPENDIX B

Table 2 - 2011

Summary of Domestic Airport Activity Miami International Airport (MIA) As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Atlanta	126	113	AA(42), DL(84)	AA(42), DL(71)
Orlando Intl.	74	88	AA(50), CO(24)	AA(57), DL(31)
New York (JFK)	77	85	AA(42), DL(35)	AA(50), DL(35)
Washington (Reagan)	63	78	AA	AA(63), DL(15)
Chicago (O'Hare)	78	78	AA(64), UA(14)	AA(64), UA(14)
New York (LaGuardia)	70	75	AA	AA
Tampa	63	74	AA(35), CO(28)	AA(42), DL(32)
Charlotte	70	70	US(42), AA(28)	US(42), AA(28)
Dallas/Ft. Worth	70	70	AA	AA
Los Angeles	49	63	AA	AA(56), DL(7)
San Juan	56	56	AA	AA
Newark	55	55	CO(34), AA(21)	CO(34), AA(21)
Boston	42	49	AA	AA
Jacksonville	35	49	AA	AA
Houston (Bush)	50	49	CO(29), AA(21)	CO(28), AA(21)
Key West	42	42	AA	AA
Philadelphia	42	42	AA(21), US(21)	AA(21), US(21)
Baltimore	20	28	AA(14), FL(6)	AA(21), FL(7)
Detroit	21	28	DL(14), AA(7)	AA(14), DL(14)
Washington (Dulles)	28	28	AA(14), UA(14)	AA(14), UA(14)
Raleigh	21	22	AA	AA(21), DL(1)
Nashville	21	21	AA	AA
Cincinnati	16	21	AA(8), DL(7)	AA(14), DL(7)
Las Vegas	21	21	AA	AA
Minneapolis	21	21	DL(14), AA(7)	DL(14), AA(7)
New Orleans	21	21	AA	AA
San Francisco	21	21	AA	AA
St. Thomas	14	21	AA	AA
Cleveland	6	19	CO	AA(14), CO(5)
Birmingham	14	14	AA	AA
Columbus	7	14	AA	AA
Indianapolis	7	14	AA	AA
Memphis	21	14	DL(14), AA(7)	DL(7), AA(7)
Norfolk	14	14	AA	AA
Pittsburgh	7	14	AA	AA
Pensacola	14	14	AA	AA
St. Louis	14	14	AA	AA
St. Croix	7	14	AA	AA

APPENDIX B

Table 2 - 2011

Summary of Domestic Airport Activity Miami International Airport (MIA) As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Tallahassee	19	14	AA	AA
Ft. Myers	21	14	AA	AA
Denver	7	11	AA	AA
Richmond	7	9	AA	AA
Hartford	7	7	AA	AA
Charleston	14	7	AA	AA
Gainesville	0	7	-	AA
Greensboro	7	7	AA	AA
Phoenix	7	7	AA	AA
Savannah	7	7	AA	AA
Louisville	7	7	AA	AA
Seattle	7	7	AS	AS
Knoxville	7	7	AA	AA
Naples	0	4	-	X7
Vail	1	0	AA	-
Tulsa, OK	2	0	AA	-
Total:	1,518	1,649		

Source: Official Airline Guide, July 2011

Carrier Legend: AA- American Airlines, AS- Alaska Airlines, DL- Delta, FL- AirTran, UA- United Airlines, US- US Airways, CO- Continental, X7- Exec Air

APPENDIX B

Table 2 - 2011

Summary of Domestic Airport Activity
Miami International Airport (MIA)
As of Summer 2011

Activity by U.S. Region

US Regions	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	2,259,518	26.1%	461	28.0%
Midwest	972,595	11.2%	195	11.8%
Southeast	2,334,122	27.0%	340	20.6%
Southwest	829,863	9.6%	112	6.8%
South central	919,659	10.6%	130	7.9%
Mid South	253,941	2.9%	77	4.7%
North Central	129,253	1.5%	21	1.3%
Northwest	50,607	0.6%	7	0.4%
Florida Only	898,190	10.4%	306	18.6%
Total	8,647,748	100.0%	1649	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey, reconciled to Schedules T-100

APPENDIX B

Table 2 - 2008

**Summary of Domestic Airport Activity
MIAMI INTERNATIONAL AIRPORT (MIA)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	131	125	DL (68), AA (35), FL (28)	DL (69), AA (35), FL (21)
Orlando Intl	108	85	CO (46), AA (42), DL (20)	CO (43), AA (42)
Tampa	88	82	CO (53), AA (35)	CO (47), AA (35)
Chicago-O'Hare	70	77	AA (56), UA (14)	AA (63), UA (14)
New York-La Guardia	77	70	AA (63), DL (14)	AA
Charlotte	78	63	AA (42), US (36)	US (35), AA (28)
Dallas-Fort Worth	63	63	AA	AA
Newark	57	57	CO (36), AA (21)	CO (36), AA (21)
Washington-National	56	56	AA	AA
New York- Kennedy	45	56	AA(35), DL (7), AR (3)	AA (35), DL (21)
Houston-Bush	56	55	CO (35), AA (21)	CO (34), AA (21)
Key West	69	52	AA (48), CO (21)	AA (42), CO (10)
Los Angeles	49	49	AA	AA
San Juan	49	49	AA	AA
Philadelphia	42	42	AA (21), US (21)	AA (21), US (21)
Boston	35	42	AA	AA
Jacksonville	35	35	AA	AA
Tallahassee	19	32	DL	DL (18), AA (14)
Washington-Dulles	30	21	UA (14), AA (7), AA (7), LB (2)	UA (14), AA (7)
Fort Myers	28	21	AA	AA
New Orleans	21	21	AA	AA
Raleigh-Durham	21	21	AA	AA
San Francisco	21	21	AA	AA
Cincinnati	22	16	DL (14), AA (8)	AA (9), DL (7)
Baltimore	21	16	AA	AA (14), FL (2)
Denver	21	16	UA (14), AA (7)	UA (9), AA (7)
Las Vegas	17	14	AA (14), US (3)	AA
Detroit	14	14	AA (7), NW (7)	AA (7), NW (7)
Memphis	14	14	AA (7), NW (7)	AA (7), NW (7)
Minneapolis	14	14	AA (7), NW (7)	AA (7), NW (7)
Nashville	14	14	AA	AA
St. Louis	14	14	AA	AA
St. Thomas	14	14	AA	AA
Greensboro/Winston-Salem	7	14	AA	AA
Cleveland	15	9	AA (8), CO (7)	CO (8), AA (1)
Columbus	9	9	AA	AA

APPENDIX B

Table 2 - 2008 (Continued)

**Summary of Domestic Airport Activity
MIAMI INTERNATIONAL AIRPORT (MIA)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Indianapolis	14	7	AA	AA
Hartford	7	7	AA	AA
Louisville	7	7	AA	AA
Norfolk	7	7	AA	AA
Pittsburgh	7	7	AA	AA
Richmond	7	7	AA	AA
Seattle	7	7	AS	AS
St. Croix	7	7	AA	AA
Phoenix	0	7	-	AA
Sarasota	0	7	-	AA
Savannah	0	7	-	AA
Chicago-Midway	7	2	FL	FL
Kansas City	0	2	-	FL
Gainesville	11	0	CO	-
Northwest Arkansas	7	0	AA	-
Total	1,532	1,454		

Source: Official Airline Guide, July 2008.

Carrier Legend: AA- American Airlines, AS- Alaska Airlines, CO- Continental Airlines, DL- Delta Air Lines, FL- AirTran Airways, NW- Northwest Airlines, UA- United Airlines, US- US Airways

APPENDIX B

Table 2 - 2008 (Continued)

**Summary of Domestic Airport Activity
MIAMI INTERNATIONAL AIRPORT (MIA)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	3,109,440	36.3%	374	25.7%
Midwest	1,342,046	15.7%	157	10.8%
Southeast	1,261,076	14.7%	314	21.6%
Southwest	1,087,876	12.7%	91	6.3%
South Central	768,744	9.0%	134	9.2%
Mid South	304,811	3.6%	49	3.4%
North Central	240,332	2.8%	14	1.0%
Northwest	175,927	2.1%	7	0.5%
Florida Only	275,484	3.2%	314	21.6%
TOTAL	8,565,736	100.0%	1,454	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 2 – 2007

Summary of Domestic Airport Activity MIAMI INTERNATIONAL AIRPORT (MIA) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	131	DL (68), AA (35), FL (28)	San Francisco	21	AA
Orlando Intl	108	CO* (46), AA (42), DL* (20)	Tallahassee	19	DL*
Tampa	88	CO* (53), AA (35)	Las Vegas	17	AA (14), US (3)
Charlotte	78	AA* (42), US (36)	Cleveland	15	AA* (8), CO* (7)
New York - LaGuardia	77	AA (63), DL* (14)	Nashville	14	AA
Chicago - O'Hare	70	AA (56), UA* (14)	Detroit	14	AA (7), NW (7)
Key West	69	AA* (48), CO* (21)	Indianapolis	14	AA*
Dallas - Fort Worth	63	AA	Memphis	14	AA* (7), NW (7)
Newark	57	CO (36), AA (21)	Minneapolis	14	AA (7), NW (7)
Washington - National	56	AA	St. Louis	14	AA
Houston - Bush	56	CO (35), AA (21)	St. Thomas	14	AA
Los Angeles	49	AA	Gainesville	11	CO*
San Juan	49	AA	Columbus	9	AA*
New York - Kennedy	45	AA (35), DL (7), AR (3)	Hartford	7	AA
Philadelphia	42	AA (21), US (21)	Greensboro/Winston-Salem	7	AA*
Boston	35	AA	Chicago - Midway	7	FL
Jacksonville	35	AA*	Norfolk	7	AA*
Washington - Dulles	30	UA* (14), AA (7), AA* (7), LB (2)	Northwest Arkansas	7	AA*
Fort Myers	28	AA*	Pittsburgh	7	AA*
Cincinnati	22	DL* (14), AA* (8)	Richmond	7	AA*
Baltimore	21	AA	Louisville	7	AA*
Denver	21	UA* (14), AA (7)	Seattle	7	AS
New Orleans	21	AA	St. Croix	7	AA
Raleigh-Durham	21	AA	TOTAL	1,532	

Carrier Legend: AA: American; AA*: American Eagle; AR: Aerolineas Argentinas; AS: Alaska; CO: Continental; CO*: Gulfstream (Gainesville, Key West, Orlando, Tampa), Expressjet (Cleveland); DL: Delta; DL*: Comair (Cincinnati, Orlando), Freedom (Orlando, Tallahassee), Shuttle America (LaGuardia); FL: Air Tran; LB: Lloyd Aero Boliviano; NW: Northwest; UA: United; US: US Air.

APPENDIX B

Table 2 – 2007 (continued)

**Summary of Domestic Airport Activity
MIAMI INTERNATIONAL AIRPORT (MIA)
As of Summer 2007**

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,706,550	36.2%	377	24.6%
Midwest	719,180	15.2%	172	11.2%
Southeast	712,630	15.1%	321	21.0%
Southwest	571,990	12.1%	87	5.7%
South Central	389,510	8.3%	140	9.1%
Mid South	160,180	3.4%	56	3.7%
North Central	133,510	2.8%	14	0.9%
Northwest	93,650	2.0%	7	0.5%
Florida Only	232,650	4.9%	358	23.4%
TOTAL	4,719,850	100.0%	1,532	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 2 – 2005

Summary of Domestic Airport Activity MIAMI INTERNATIONAL AIRPORT (MIA) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	140	AA (42), DL (70), FL (28)	Baltimore	22	AA (21), US (1)
Orlando Intl	111	AA (42), CO* (48), DL* (21)	Denver	21	AA (7), UA (14)
Tampa	84	AA (35), CO* (49)	Nashville	21	AA* (14), AA (7)
Chicago - O'Hare	70	AA (56), UA (14)	Las Vegas	21	AA (14), HP (7)
Dallas/Ft. Worth	65	AA	Raleigh-Durham	21	AA
Newark	63	AA (28), CO (33), LY (2)	New Orleans	21	AA
Houston - Bush	63	AA (28), CO (35)	San Francisco	21	AA
New York - LaGuardia	63	AA	Cleveland	21	AA* (14), CO* (5), CO (2)
Key West	62	AA* (35), CO* (27)	Ft. Meyers	21	AA*
Charlotte	56	AA* (14), AA (7), US (35)	Gainesville	16	CO*
San Juan	56	AA	Pittsburgh	15	AA* (8), US (7)
New York - Kennedy	49	AA	Indianapolis	14	AA* (7), AA (7)
Washington - National	49	AA	Minneapolis	14	AA (7), NW (7)
Philadelphia	42	AA (21), US (21)	St. Louis	14	AA
Boston	42	AA	St. Thomas	14	AA
Los Angeles	35	AA	Richmond	14	AA*
Washington - Dulles	30	AA (14), LB (2), UA (14)	Columbus	10	AA*
Detroit	28	AA (14), NW (14)	Hartford	7	AA
Tallahassee	28	DL*	St. Croix	7	AA
Memphis	28	AA* (14), NW (14)	Louisville	7	AA*
Jacksonville	27	AA*	Norfolk	7	AA*
Cincinnati	24	AA* (3), DL (7), DL* (14)	Phoenix	7	HP
		TOTAL		1,551	

Carrier Legend: AA: American; AA*: American Eagle; CO: Continental; CO*: Gulfstream (Gainesville, Key West, Orlando, Tampa), Expressjet (Cleveland); DL: Delta, DL*: Comair (Cincinnati, Orlando, Tallahassee), Chautauqua (Orlando, Tallahassee); FL: Air Tran; HP: America West; LB: Lloyd Aero Boliviano; LY: El Al; NW: Northwest; UA: United; US: US Air.

APPENDIX B

Table 2 – 2005 (continued)

**Summary of Domestic Airport Activity
MIAMI INTERNATIONAL AIRPORT (MIA)
As of Summer 2005**

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,427,830	33.6%	382	24.6%
Midwest	721,320	17.0%	188	12.1%
Southeast (excl. FL)	675,640	15.9%	315	20.3%
Southwest	528,020	12.4%	84	5.4%
South Central	350,090	8.2%	149	9.6%
Mid South	140,160	3.3%	70	4.5%
North Central	129,180	3.0%	14	0.9%
Northwest	93,660	2.2%	0	0.0%
Florida Only	181,250	4.3%	349	22.5%
TOTAL	4,247,150	100.0%	1,551	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 2 - 2003

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

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

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

APPENDIX B

Table 2 – 2003 (continued)

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

Activity by U.S. Region

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

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

APPENDIX B

Table 2 – 2001

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

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

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; JL=Midway; N7=National; TW=Trans World; UA=United; US=US Airways; US*=Metrojet & US Airways Express (Florida markets only); 3M=Gulfstream.

APPENDIX B

Table 2 – 2001 (continued)

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

Activity by U.S. Region

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

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

APPENDIX B

Table 2 – 2000

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

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

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

APPENDIX B

Table 2 – 2000 (continued)

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

Activity by U.S. Region

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

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

APPENDIX B

Table 3 - 2011

Summary of Domestic Airport Activity Palm Beach International Airport (PBI) As of Summer 2011

Destinations Served	Weekly Departures		Carriers	
	2010	2011	2010	2011
Atlanta	78	77	DL(64), FL(14)	DL(63), FL(14)
New York (JFK)	28	35	B6	B6
Newark	35	35	CO(28), B6(7)	CO(28), B6(7)
New York (LaGuardia)	35	35	DL(28), B6(7)	DL(28), B6(7)
Charlotte	28	28	US	US
Houston	28	28	CO	CO
Westchester County	28	28	B6(21), FL(7)	B6(21), FL(7)
Philadelphia	28	26	US(21), WN(7)	US(18), WN(8)
Tampa	26	25	WN	WN
Boston	14	21	B6	B6
Baltimore	21	21	WN	WN
Long Island	20	19	WN	WN
Dallas- Ft. Worth	13	14	AA	AA
Washington (Reagan)	14	14	US	US
Cleveland	7	7	CO	CO
Detroit	7	7	DL	DL
Chicago (O'Hare)	7	7	AA	AA
Hartford	7	0	DL	-
Total	424	427		

Source: Official Airline Guide, July 2011

Carrier Legend: AA- American Airlines, B6- jetBlue, CO- Continental, DL- Delta, FL- AirTran,
US- US Airways, WN- Southwest

APPENDIX B

Table 3 - 2011

Summary of Domestic Airport Activity Palm Beach International Airport (PBI) As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	1,538,520	52.9%	234	54.8%
Midwest	197,015	6.8%	21	4.9%
Southeast	846,759	29.1%	105	24.6%
Southwest	3,948	0.1%	0	0.0%
South Central	200,673	6.9%	42	9.8%
Mid South	16,028	0.6%	0	0.0%
North Central	3,020	0.1%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	104,671	3.6%	25	5.9%
Total	2,910,634	100.0%	427	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey reconciled to Schedules T-100

APPENDIX B

Table 3 - 2008

**Summary of Domestic Airport Activity
PALM BEACH INTERNATIONAL AIRPORT (PBI)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	76	76	DL (55), FL (21)	DL (55), FL (21)
Newark	42	42	CO (35), B6 (7)	CO (35), B6 (7)
New York- Kennedy	56	35	B6 (42), DL (14)	B6
Philadelphia	36	35	US (22), WN (14)	US (21), WN (14)
New York-La Guardia	27	31	DL (20), B6 (7)	DL (24), B6 (7)
Charlotte	28	28	US	US
Houston-Bush	28	28	CO	CO
Tampa	39	27	WN (26), CO (35)	WN
Boston	21	27	DL (14), B6 (7)	B6 (14), DL (13)
Key West	0	25	-	CO
Baltimore	27	21	WN	WN
Long Island/Islip	21	21	WN	WN
Westchester Co. (NY)	21	21	FL (14), B6 (7)	FL (14), B6 (7)
Washington-National	20	21	US	US
Tallahassee	16	16	CO	CO
Dallas-Fort Worth	14	13	AA	AA
Cincinnati	14	7	DL	DL
Cleveland	8	7	CO	CO
Chicago-O-Hare	7	7	UA	UA
Detroit	7	7	NW	NW
Hartford	7	7	DL	DL
Newburgh	0	7	-	B6
Las Vegas	4	0	US	-
Total	519	509		

Source: Official Airline Guide, July 2008.

Carrier Legend: AA-American Airlines, B6-jetBlue Airways, CO- Continental Airlines,DL- Delta Air Lines, FL- AirTran Airways, NW- Northwest Airlines, UA- United Airlines, US- US Airways, WN-Southwest Airlines

APPENDIX B

Table 3 - 2008 (Continued)

**Summary of Domestic Airport Activity
PALM BEACH INTERNATIONAL AIRPORT (PBI)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	2,133,900	63.0%	268	52.7%
Midwest	424,981	12.5%	28	5.5%
Southeast	270,873	8.0%	104	20.4%
Southwest	202,820	6.0%	0	0.0%
South Central	165,923	4.9%	41	8.1%
Mid South	74,551	2.2%	0	0.0%
North Central	34,296	1.0%	0	0.0%
Northwest	32,212	1.0%	0	0.0%
Florida Only	49,718	1.5%	68	13.4%
TOTAL	3,389,274	100.0%	509	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 3 – 2007

Summary of Domestic Airport Activity PALM BEACH INTERNATIONAL AIRPORT (PBI) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	76	DL (55), FL (21)	Long Island/Islip	21	WN
New York - Kennedy	56	B6 (42), DL (14)	Washington - National	20	US
Newark	42	CO (35), B6 (7)	Tallahassee	16	CO*
Tampa	39	WN (26), CO (35)	Dallas/Ft. Worth	14	AA
Philadelphia	36	US (22), WN (14)	Cincinnati	14	DL*
Charlotte	28	US	Cleveland	8	CO*
Houston - Bush	28	CO (14), CO* (14)	Chicago - O'Hare	7	UA*
New York - LaGuardia	27	DL (20), B6 (7)	Detroit	7	NW
Baltimore	27	WN	Hartford	7	DL
Boston	21	DL (14), B6 (7)	Las Vegas	4	US
Westchester Co. (NY)	21	FL (14), B6 (7)	TOTAL	519	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	2,085,160	63.9%	278	53.6%
Midwest	410,380	12.6%	36	6.9%
Southeast	262,900	8.1%	104	20.0%
Southwest	175,260	5.4%	4	0.8%
South Central	139,990	4.3%	42	8.1%
Mid South	71,500	2.2%	0	0.0%
North Central	31,450	1.0%	0	0.0%
Northwest	26,740	0.8%	0	0.0%
Florida Only	62,010	1.9%	55	10.6%
TOTAL	3,265,390	100.0%	519	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: AA: American, B6: jetBlue, CO: Continental, CO*: Chautauqua (Houston), Gulfstream (Tallahassee, Tampa), Expressjet (Cleveland, Houston); DL: Delta, DL*: Comair (Cincinnati); FL: AirTran; NW: Northwest; UA: United; US: US Air; WN: Southwest.

APPENDIX B

Table 3 – 2005

Summary of Domestic Airport Activity PALM BEACH INTERNATIONAL AIRPORT (PBI) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	91	DL (70), FL (21)	Washington - Dulles	14	DH
New York - Kennedy	63	B6 (49), DL* (14)	Detroit	14	NW
Tampa	36	CO* (11), WN (25)	Cincinnati	14	DL
Newark	35	CO	Long Island/Islip	14	WN
Philadelphia	33	US (26), WN (7)	Washington - National	13	US
Charlotte	31	US	Chicago - O'Hare	7	UA
New York - LaGuardia	28	DL*	Dallas/Ft. Worth	7	AA
Baltimore	28	WN	Cleveland	7	CO*
Houston - Bush	21	CO* (7), CO (14)	Pittsburgh	7	US
Tallahassee	21	DL*	Hartford	7	DL*
Boston	14	DL*	TOTAL	505	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,991,570	63.8%	256	50.7%
Midwest	361,760	11.6%	42	8.3%
Southeast (excl. FL)	244,510	7.8%	122	24.2%
Southwest	175,740	5.6%	0	0.0%
South Central	136,590	4.4%	28	5.5%
Mid South	81,280	2.6%	0	0.0%
North Central	35,950	1.2%	0	0.0%
Northwest	20,360	0.7%	0	0.0%
Florida Only	74,670	2.4%	57	11.3%
TOTAL	3,122,430	100.0%	505	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend:

AA: American, B6: jetBlue, CO: Continental, CO*: Gulfstream (Tampa), Expressjet (Cleveland, Houston); DH: Independence; DL: Delta, DL*: Chautauqua (Tallahassee); Song (Boston, Hartford, New York JFK, New York LGA); FL: AirTran; NW: Northwest; UA: United; US: US Air; WN: Southwest.

APPENDIX B

Table 3 – 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 3 – 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 3 – 2000

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

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

Activity by U.S. Region

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

Sources: *Official Airline Guide*, July 2000; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
Carrier Legend: AA=American; DL=Delta, DL*=Delta Express (Hartford) & Comair (Orlando);
CO=Continental; FL=AirTran; 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 B

Table 4 - 2011

Summary of Domestic Airport Activity Key West International Airport (EYW) As of Summer 2011

Destinations Served	Weekly Departures		Carriers	
	2010	2011	2010	2011
Miami	42	42	AA	AA
Ft. Myers	44	37	9K	9K
Tampa	28	25	CO	CO(18), FL(7)
Atlanta	24	21	DL	DL
Ft. Lauderdale	23	16	CO	CO
Orlando Intl.	7	7	FL	FL
Total	168	148		

Source: Official Airline Guide, July 2011

Carrier Legend: DL- Delta Airlines, CO- Continental Airlines, FL- AirTran Airline, AA American Airline, 9K- Cape Air

APPENDIX B

Table 4 - 2011

Summary of Domestic Airport Activity
Key West International Airport (EYW)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	85	0.0%	0	0.0%
Midwest	0	0.0%	0	0.0%
Southeast	120,007	41.8%	21	14.2%
Southwest	6	0.0%	0	0.0%
South Central	17	0.0%	0	0.0%
Mid South	0	0.0%	0	0.0%
North Central	67	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	167,119	58.2%	127	85.8%
Total	287,301	100.0%	148	100.0%

Source: Official Airline Guide, July 2011; O&D Survey, reconciled to Schedules T-100

APPENDIX B

Table 4 - 2008

**Summary of Domestic Airport Activity
KEY WEST INTERNATIONAL AIRPORT (EYW)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Miami	67	51	AA (48), CO (19)	AA (42), CO (9)
Fort Lauderdale	53	44	CO (41), Y0 (10), OP (2)	CO (35), OP (2), Y0 (7)
Ft. Myers	20	42	CO	CO
Tampa	40	39	CO (38), DL (2)	CO
Naples	15	25	Y0	Y0
West Palm Beach	0	25	-	CO
Atlanta	22	19	DL	DL
Orlando	21	7	DL (14), CO (7)	DL
Total	238	252		

Source: Official Airline Guide, July 2008.

Carrier Legend: AA-American Airlines, CO-Continental Airlines, DL-Delta Air Lines, OP-Chalk's Intl Airlines, Y0-Yellow Air Taxi

APPENDIX B

Table 4 - 2008 (Continued)

**Summary of Domestic Airport Activity
KEY WEST INTERNATIONAL AIRPORT (EYW)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	108,229	39.8%	0	0.0%
Midwest	51,653	19.0%	0	0.0%
Southeast	41,289	15.2%	19	7.5%
Southwest	12,928	4.8%	0	0.0%
South Central	17,984	6.6%	0	0.0%
Mid South	13,110	4.8%	0	0.0%
North Central	7,728	2.8%	0	0.0%
Northwest	2,286	0.8%	0	0.0%
Florida Only	16,424	6.0%	233	92.5%
TOTAL	271,631	100.0%	252	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 4 – 2007

Summary of Domestic Airport Activity KEY WEST INTERNATIONAL AIRPORT (EYW) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Miami	67	AA* (48), CO* (19)
Fort Lauderdale	53	CO* (41), Y0 (10), OP (2)
Tampa	40	CO* (38), DL* (2)
Atlanta	22	DL*
Orlando	21	DL* (14), CO* (7)
Ft. Myers	20	CO*
Naples	15	Y0
TOTAL	238	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	86,560	31.1%	0	0.0%
Midwest	44,490	16.0%	0	0.0%
Southeast	31,740	11.4%	22	9.2%
Southwest	9,870	3.5%	0	0.0%
South Central	12,950	4.7%	0	0.0%
Mid South	12,180	4.4%	0	0.0%
North Central	5,080	1.8%	0	0.0%
Northwest	2,070	0.7%	0	0.0%
Florida Only	73,090	26.3%	216	90.8%
TOTAL	278,030	100.0%	238	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA*: American Eagle; CO*: Cape Air (Ft. Meyers), Gulfstream (Ft. Lauderdale, Miami, Orlando, Tampa); DL*: ASA (Atlanta), Chautauqua (Orlando, Tampa); PA: Florida Coastal; US*: PSA.

APPENDIX B

Table 4 – 2005

Summary of Domestic Airport Activity KEY WEST INTERNATIONAL AIRPORT (EYW) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Fort Lauderdale	81	CO* (58), PA (2), US* (21)
Miami	60	AA* (35), CO* (25)
Tampa	59	CO* (55), DL* (4)
Orlando Intl	31	CO* (17), DL* (14)
Atlanta	22	DL*
Ft. Meyers	20	CO*
Marathon	<u>13</u>	PA
TOTAL	286	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	100,280	36.4%	0	0.0%
Midwest	50,130	18.2%	0	0.0%
Southeast (excl. FL)	29,840	10.8%	22	7.7%
Southwest	10,890	4.0%	0	0.0%
South Central	12,330	4.5%	0	0.0%
Mid South	11,970	4.3%	0	0.0%
North Central	6,040	2.2%	0	0.0%
Northwest	1,710	0.6%	0	0.0%
Florida Only	51,990	18.9%	264	92.3%
TOTAL	275,180	100.0%	286	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA*: American Eagle; CO*: Cape Air (Ft. Meyers), Gulfstream (Ft. Lauderdale, Miami, Orlando, Tampa); DL*: ASA (Atlanta), Chautauqua (Orlando, Tampa); PA: Florida Coastal; US*: PSA.

APPENDIX B

Table 4 – 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 4 - 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 4 – 2000

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 5 - 2008

**Summary of Domestic Airport Activity
FLORIDA KEYS MARATHON AIRPORT (MTH)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	8	0	DL	-
Total	8	0		

Source: Official Airline Guide, July 2008.

Carrier Legend: DL-Delta Air Lines

APPENDIX B

Table 5 - 2008 (Continued)

**Summary of Domestic Airport Activity
FLORIDA KEYS MARATHON AIRPORT (MTH)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	1,737	34.6%	0	0.00%
Midwest	1,099	21.9%	0	0.00%
Southeast	1,214	24.2%	0	0.00%
Southwest	42	0.8%	0	0.00%
South Central	251	5.0%	0	0.00%
Mid South	440	8.8%	0	0.00%
North Central	115	2.3%	0	0.00%
Northwest	52	1.0%	0	0.00%
Florida Only	63	1.3%	0	0.00%
TOTAL	5,013	100.0%	0	0.00%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 5 – 2007

Summary of Domestic Airport Activity FLORIDA KEYS MARATHON AIRPORT (MTH) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	8	DL*
TOTAL	8	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	10	50.0%	0	0.0%
Midwest	10	50.0%	0	0.0%
Southeast	0	0.0%	8	100.0%
Southwest	0	0.0%	0	0.0%
South Central	0	0.0%	0	0.0%
Mid South	0	0.0%	0	0.0%
North Central	0	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	0	0.0%	0	0.0%
TOTAL	20	100.0%	8	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL*: ASA.

APPENDIX B

Table 5 – 2005

Summary of Domestic Airport Activity FLORIDA KEYS MARATHON AIRPORT (MTH) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Fort Lauderdale	13	PA
Key West	2	PA
TOTAL	15	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	10	1.3%	0	0.0%
Midwest	0	0.0%	0	0.0%
Southeast (excl. FL)	20	2.7%	0	0.0%
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	720	96.0%	15	100.0%
TOTAL	750	100.0%	15	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: PA: Florida Coastal

APPENDIX B

Table 5 – 2003

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

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

Activity by U.S. Region

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

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

Carrier Legend: PA=Florida Coastal Airlines

Note: n.a.=not applicable.

APPENDIX B

Table 5 - 2001

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

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

Airports with Nonstop Service	Weekly Departures	Carriers Serving
TOTAL	0	

Activity by U.S. Region

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

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

APPENDIX B

Table 5 – 2000

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

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

Airports with Nonstop Service	Weekly Departures	Carriers Serving
TOTAL	0	

Activity by U.S. Region

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

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

APPENDIX B

Table 6 - 2011

Summary of Domestic Airport Activity Orlando International Airport (MCO) As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Atlanta	184	184	DL(112), FL(72)	DL(105), FL(79)
New York(Kennedy)	105	126	AA(14), DL(21), B6(70)	AA(28), DL(21), B6(77)
Philadelphia	120	100	WN(35), FL(28), US(57)	WN(29), FL(21), US(50)
Newark	98	97	B6(35), CO(63)	B6(35), CO(62)
Baltimore	97	93	FL(36), WN(61)	FL(35), WN(58)
Miami	74	88	AA(50), CO(24)	AA(56), DL(32)
San Juan, Puerto Rico	88	85	B6(35), FL(31), NK(22)	B6(35), FL(35), NK(15)
Dallas/Ft. Worth	84	78	FL(14), AA(70)	FL(14), AA(64)
Washington (Reagan)	50	75	FL(8), US(42)	FL(7), B6(7), DL(20), US(41)
Boston	57	70	DL(14), B6(43)	DL(14), FL(7), B6(49)
Chicago(Midway)	66	70	FL(21), WN(45)	FL(21), WN(49)
New York(LaGuardia)	65	65	DL(42), FL(2), B6(21)	DL(41), FL(2), B6(22)
Detroit	71	65	DL(49), FL(15), NK(7)	DL(43), FL(14), NK(7), WN(1)
Charlotte	63	63	FL(7), US(56)	FL(7), US(56)
Chicago(O'Hare)	68	60	AA(28), UA(40)	AA(28), UA(32)
Denver	63	59	F9(14), WN(21), UA(28)	F9(10), WN(21), UA(28)
Los Angeles	35	49	AA(7), DL(14), UA(14)	AA(14), DL(14), UA(14), VX(7)
Hartford	35	49	DL(14), WN(21)	DL(14), WN(21), B6(14)
Raleigh/Durham	28	49	WN	WN(28), DL(21)
Washington(Dulles)	71	49	FL(7), UA(36), WN(14), B6(14)	B6(21), UA(28)
Houston(G. Bush Intl)	48	42	CO	CO
Ft. Lauderdale	60	41	WN(32), NK(28)	WN(27), NK(14)
Westchester County	35	39	FL(7), B6(28)	FL(7), B6(32)
Pittsburgh	38	39	WN(23), FL(15)	WN(23), FL(16)
Minneapolis/St. Paul	32	37	SY(4), DL(28)	SY(2), FL(7), DL(28)
Buffalo	35	36	FL(7), WN(21), B6(7)	FL(7), WN(22), B6(7)
Milwaukee	36	36	FL(14), WN(14), YX(8)	FL(21), WN(8), F9(7)
St. Louis	36	36	WN(29), FL(7)	WN(29), FL(7)
Long Is.	35	35	WN	WN
Houston(Hobby)	35	35	WN	WN
Indianapolis	31	35	FL(23), WN(8)	WN(8), FL(27)
Nashville	35	34	WN	WN
New Orleans	28	34	WN	WN
Phoenix	22	30	US(15), WN(7)	US(17), WN(13)
Columbus	28	29	FL(7), WN(21)	FL(7), WN(22)
Providence	35	28	WN	WN
Ft. Myers	27	27	WN	WN
Atlantic City	22	26	FL(1), NK(21)	NK(26)
Kansas City	26	23	WN(22), FL(4)	WN(22), FL(1)
Austin	21	22	WN(14), B6(7)	WN(15), B6(7)
Cincinnati	21	21	DL	DL
Memphis	21	21	DL	DL
Manchester	21	21	WN	WN
San Antonio	28	21	WN(21), FL(7)	WN
Las Vegas	14	19	DL(7), WN(7)	WN(14), DL(5)
Pensacola	18	18	CO	CO
San Francisco	7	17	UA	UA(10), VX(7)
Cleveland	22	16	WN(1), CO(21)	WN(1), CO(15)
Allentown	15	14	G4(8), FL(7)	FL(14)

APPENDIX B

Table 6 - 2011

Summary of Domestic Airport Activity
Orlando International Airport (MCO)
As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Albany	14	14	WN	WN
Aguadilla, Puerto Rico	14	14	B6	B6
Akron/Canton	10	14	FL	FL
Dayton	7	14	FL	FL
Norfolk	14	14	WN	WN
Ponce, Puerto Rico	12	14	B6	B6
Richmond	14	14	FL(7), B6(7)	FL(7), B6(7)
Salt Lake City	14	14	DL	DL
Newburgh	7	14	B6	B6
Syracuse	7	14	B6	B6
Birmingham	14	14	WN	WN
Panama City	14	14	WN	WN
Branson	1	13	FL	FL
Harrisburg	7	11	FL	FL
Albuquerque	8	8	WN	WN
Burlington	7	7	B6	B6
Key West	7	7	FL	FL
Flint	7	7	FL	FL
Grand Rapids	16	7	G4(8), FL(7), DL(1)	FL
Greenville/Spartanburg	8	7	G4	WN
Huntsville/Decatur	7	7	FL	FL
Jackson-Evers	7	7	WN	WN
Lexington	9	7	G4(5), FL(4)	FL
Newport News	7	7	FL	FL
Rochester	14	7	FL(7), B6(7)	FL
Louisville	7	7	WN	WN
Seattle	14	7	AS	AS
Knoxville	14	7	FL(7), G4(7)	FL
Asheville	4	4	FL	FL
Bloomington	4	4	FL	FL
Moline	4	4	FL	FL
Charleston	3	3	FL	FL
Portland (Maine)	2	2	B6(1), FL(1)	B6(1), FL(1)
Des Moines	7	0	G4(4), FL(3)	-
Huntington	6	0	G4	-
Wichita	1	0	FL	-
Springfield	6	0	G4	-
Tri-City Airport	5	0	G4	-
Youngstown	2	0	G4	-
Total	2,679	2,714		

Source: Official Airline Guide, July 2011

Carrier Legend: AA- American Airlines, B6- jetBlue, CO- Continental, DL- Delta, FL- Airtran, F9- Frontier, G4 Allegiant, NK- Spirit, SY- Sun Country, UA- United, US- US Airways, WN- Southwest, YX- Midwest Airlines

APPENDIX B

Table 6 - 2011

Summary of Domestic Airport Activity Orlando International Airport (MCO) As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Destinations</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	5,052,642	32.7%	1,031	38.0%
Midwest	2,825,656	18.3%	471	17.4%
Southeast	3,324,321	21.5%	455	16.8%
Southwest	712,859	4.6%	129	4.8%
South Central	1,678,258	10.9%	265	9.8%
Mid South	584,653	3.8%	124	4.6%
North Central	370,472	2.4%	37	1.4%
Northwest	101,633	0.7%	7	0.3%
Florida Only	803,189	5.2%	195	7.2%
Total	15,453,683	100.0%	2,714	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey, reconciled from Schedules T-

APPENDIX B

Table 6 - 2008

**Summary of Domestic Airport Activity
ORLANDO INTERNATIONAL AIRPORT (MCO)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	203	182	DL (100), FL (89), NK (14)	DL (99), FL (83)
Philadelphia	139	140	US (55), WN (49), FL (35)	US (56), WN (56), FL (28)
New York-Kennedy	98	108	B6 (69), DL (29)	B6 (73), DL (28), AA (7)
Newark	100	94	CO (65), B6 (35)	CO (62), B6 (32)
Baltimore	99	93	WN (70), FL (28), US (1)	WN (65), FL (28)
San Juan	94	91	AA (28), NK (28), DL (20), B6 (18)	B6 (28), NK (28), AA (21), FL (14)
Detroit	98	89	NW (49), NK (21), FL (12), WN (14)	NW (49), NK (19), FL (14), WN (7)
Miami	108	85	CO (46), AA (42), DL (20)	CO
Dallas-Fort Worth	84	84	AA (70), FL (14)	AA (70), FL (14)
Washington-Dulles	90	78	UA (48), B6 (14), FL (14), WN (14)	UA (43), WN (14), B6 (14), FL (7)
Chicago-O'Hare	72	77	UA (43), AA (28), UA (1)	UA (49), AA (28)
Fort Lauderdale	100	76	WN (47), NK (28), DL (25)	WN (41), NK (35)
New York-La Guardia	63	69	DL (28), AA (21), B6 (14)	DL (27), AA (21), B6 (14), FL (7)
Chicago-Midway	77	64	WN (56), FL (21)	WN (50), FL (14)
Boston	63	63	B6 (28), DL (21), FL (14)	B6 (35), DL (14), FL (14)
Denver	69	59	UA (40), F9 (15), WN (14)	UA (31), WN (14), F9 (14)
Charlotte	63	56	US (56), FL (7)	US
Houston-Bush	56	56	CO	CO
St. Louis	56	50	WN (28), AA (21), FL (7)	WN (29), AA (14), FL (7)
Pittsburgh	49	50	WN (21), FL (14), US (14)	WN (22), FL (14), US (14)
Indianapolis	39	49	FL(21), NW (11), WN (7)	FL (21), NW (14), WN (14)
Long Island/Islip	42	43	WN	WN
Raleigh-Durham	56	42	DL (29), WN (27)	WN (28), DL (14)
Cleveland	49	42	CO (35), WN (14)	CO (35), WN (7)
Providence	41	42	WN	WN
Kansas City	43	38	WN (21), YX (14), FL (7)	WN (21), YX (10), FL (7)
Washington-National	0	38	-	US (37), FL (1)
Buffalo	28	36	WN (21), FL (7)	WN (22), B6 (7), DL (7)
Nashville	50	35	WN (35), DL (15)	WN (34), DL (1)
Los Angeles	35	35	DL (14), UA (14), AA (7)	DL (14), UA (14), AA (7)
Hartford	35	35	WN (21), DL (14)	WN (22), DL (13)
Houston-Hobby	35	35	WN	WN
Milwaukee	34	35	YX (20), FL (14)	YX (21), FL (14)
New Orleans	35	34	WN (21), DL (14)	WN (27), DL (7)
Minneapolis	35	33	NW (21), FL (7), SY (7)	NW (22), FL (7), SY (4)
Columbus	43	28	DL (21), WN (21), US (1)	WN (21), DL (7)
Memphis	37	28	NW (23), F9 (7), FL (7)	NW (21), FL (7)
Manchester	35	28	WN	WN
Birmingham	32	28	WN (17), DL (15)	WN (21), DL (7)
Cincinnati	28	28	DL	DL
Fort Myers	27	27	WN	WN
Westchester Co. (NY)	35	26	FL (21), B6 (14)	B6 (14), FL (12)
Atlantic City	19	26	NK	NK
Las Vegas	21	22	DL (7), US (7), WN (7)	US (14), WN (8)
Albany	21	21	WN	WN
Newburgh (NY)	21	21	B6 (14), FL (7)	B6 (14), FL (7)
Pensacola	20	20	DL	DL
Phoenix	21	21	US (14), WN (7)	US (21), WN (7)

APPENDIX B

Table 6 - 2008 (Continued)

Summary of Domestic Airport Activity ORLANDO INTERNATIONAL AIRPORT (MCO) As of Summer 2008

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Norfolk	22	15	WN (14), DL (8)	WN
San Antonio	14	15	WN	WN
Austin	7	15	WN	WN (8), B6 (7)
Louisville	32	14	DL (22), WN (10)	DL (7), WN (7)
Richmond	21	14	DL (14), FL (7)	DL (7), FL (7)
Albuquerque	14	14	WN	WN
Huntsville	14	14	DL	DL
Salt Lake City	14	14	DL	DL
Seattle	14	14	AS	AS
Aguadilla	7	14	B6	B6
Panama City	13	13	DL	DL
Tallahassee	30	11	DL	DL
Jackson	7	8	WN	WN
Portland (ME)	1	8	FL	B6 (7), FL (1)
Key West	21	7	DL (14), CO (7)	DL
Knoxville	15	7	DL	DL
Dayton	14	7	DL (7), FL (7)	FL
Flint	8	7	FL (7), NW (1)	FL
Akron/Canton	7	7	FL	FL
Newport News	7	7	FL	FL
Ponce	7	7	B6	B6
Rochester	7	7	FL	FL
San Francisco	7	7	UA	UA
Syracuse	7	7	B6	B6
Burlington	0	7	-	B6
Myrtle Beach	0	7	-	NK
Portland (OR)	0	7	-	AS
Bloomington (IL)	4	2	FL	FL
Moline	0	2	-	FL
Lexington	7	1	DL	DL
Greensboro/Winston-Salem	13	0	DL	-
Greenville/Spartanburg	8	0	DL	-
Little Rock	8	0	DL	-
Columbia	7	0	DL	-
Okaloosa	7	0	DL	-
Tri-Cities (TN)	7	0	DL	-
Asheville	6	0	DL	-
Charleston	6	0	DL	-
Quad-Cities (IA/IL)	4	0	FL	-
San Diego	3	0	FL	-
Baton Rouge	1	0	DL	-
Grand Rapids	1	0	NW	-
Northwest Arkansas	1	0	DL	-
Total	3,091	2,839		

Source: Official Airline Guide, July 2008.

Carrier Legend:

AA- American Airlines, AS- Alaska Airlines, B6- jetBlue Airways, CO- Continental Airlines, DL- Delta Air Lines, FL- AirTran Airways, F9- Frontier Airlines, NK- Spirit Airlines, NW- Northwest Airlines, SY- Sun Country Airlines, UA- United Airlines, US- US Airways, WN- Southwest Airlines, YX- Midwest Airlines

APPENDIX B

Table 6 - 2008 (Continued)

**Summary of Domestic Airport Activity
ORLANDO INTERNATIONAL AIRPORT (MCO)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	6,857,883	41.1%	1,040	36.6%
Midwest	3,383,516	20.3%	540	19.0%
Southeast	1,689,406	10.1%	435	15.3%
Southwest	1,467,155	8.8%	99	3.5%
South Central	1,488,283	8.9%	278	9.8%
Mid South	678,157	4.1%	154	5.4%
North Central	560,139	3.4%	33	1.2%
Northwest	347,122	2.1%	21	0.7%
Florida Only	232,925	1.4%	239	8.4%
TOTAL	16,704,586	100.0%	2,839	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 6 – 2007

Summary of Domestic Airport Activity ORLANDO INTERNATIONAL AIRPORT (MCO) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	203	DL (98), FL (89), NK (14), DL* (2)	Norfolk	22	WN (14), DL* (8)
Philadelphia	139	US (55), WN (49), FL (35)	Las Vegas	21	DL (7), US (7), WN (7)
Miami	108	CO* (46), AA (42), DL* (20)	Key West	21	DL* (14), CO* (7)
Fort Lauderdale	100	WN (47), NK (28), DL* (25)	Richmond	21	DL* (14), FL (7)
Newark	100	CO (65), B6 (35)	Albany	21	WN
Baltimore	99	WN (70), FL (28), US (1)	Phoenix	21	US (14), WN (7)
New York - Kennedy	98	B6 (69), DL (29)	Newburgh (NY)	21	B6 (14), FL (7)
Detroit	98	NW (49), NK (21), FL (12), WN (14)	Pensacola	20	DL*
San Juan	94	AA (28), NK (28), DL (20), B6 (18)	Atlantic City	19	NK
Washington - Dulles	90	UA* (48), B6 (14), FL (14), WN (14)	Knoxville	15	DL*
Dallas-Fort Worth	84	AA (70), FL (14)	Seattle	14	AS
Chicago - Midway	77	WN (56), FL (21)	San Antonio	14	WN
Chicago - O'Hare	72	UA* (43), AA (28), UA (1)	Albuquerque	14	WN
Denver	69	UA* (40), F9 (15), WN (14)	Dayton	14	DL* (7), FL (7)
Charlotte	63	US (56), FL (7)	Huntsville	14	DL*
New York - LaGuardia	63	DL (28), AA (21), B6 (14)	Salt Lake City	14	DL
Boston	63	B6 (28), DL (21), FL (14)	Greensboro/Winston-Salem	13	DL*
Houston - Bush	56	CO (55), CO* (1)	Panama City	13	DL*
Raleigh-Durham	56	DL* (29), WN (27)	Flint	8	FL (7), NW (1)
St. Louis	56	WN (28), AA (21), FL (7)	Greenville/Spartanburg	8	DL*
Nashville	50	WN (35), DL* (15)	Little Rock	8	DL*
Cleveland	49	CO (35), WN (14)	San Francisco	7	UA
Pittsburgh	49	WN (21), FL (14), US (14)	Jackson	7	WN
Columbus	43	DL* (21), WN (21), US (1)	Austin	7	WN
Long Island/Islip	42	WN	Aguadilla	7	B6
Kansas City	43	WN (21), YX (14), FL (7)	Columbia	7	DL*
Providence	41	WN	Akron/Canton	7	FL
Indianapolis	39	FL (21), NW (11), WN (7)	Lexington	7	DL*
Memphis	37	NW (23), F9 (7), FL (7)	Newport News	7	FL
Westchester Co. (NY)	35	FL (21), B6 (14)	Ponce	7	B6
Hartford	35	WN (21), DL (14)	Rochester	7	FL
Los Angeles	35	DL (14), UA (14), AA (7)	Syracuse	7	B6
New Orleans	35	WN (21), DL* (14)	Tri-Cities (TN)	7	DL*
Minneapolis	35	NW (21), FL (7), SY (7)	Okaloosa	7	DL*
Houston - Hobby	35	WN	Asheville	6	DL*
Manchester	35	WN	Charleston	6	DL*
Milwaukee	34	YX (20), FL (14)	Bloomington (IL)	4	FL
Louisville	32	DL* (22), WN (10)	Quad-Cities (IA/IL)	4	FL
Birmingham	32	WN (17), DL* (15)	San Diego	3	FL
Tallahassee	30	DL*	Northwest Arkansas	1	DL*
Cincinnati	28	DL (27), DL* (1)	Baton Rouge	1	DL*
Buffalo	28	WN (21), FL (7)	Grand Rapids	1	NW
Fort Myers	27	WN	Portland (ME)	1	FL
			TOTAL	3,132	

APPENDIX B

Table 6 – 2007 (continued)

Summary of Domestic Airport Activity ORLANDO INTERNATIONAL AIRPORT (MCO) As of Summer 2007

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	5,694,500	40.4%	1,035	33.0%
Midwest	2,839,020	20.1%	615	19.6%
Southeast	1,398,430	9.9%	520	16.6%
Southwest	1,251,000	8.9%	101	3.2%
South Central	1,190,200	8.4%	279	8.9%
Mid South	665,400	4.7%	207	6.6%
North Central	469,870	3.3%	35	1.1%
Northwest	302,020	2.1%	14	0.4%
Florida Only	286,160	2.0%	326	10.4%
TOTAL	14,096,600	100.0%	3,132	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA: American; AS: Alaska; B6: jetBlue; CO: Continental; CO*: Expressjet (Houston), Gulfstream (Key West, Miami, Tallahassee); DL: Delta; DL*: Chautauqua (Birmingham, Columbus, Knoxville, Little Rock, Louisville, Nashville, Norfolk, Northwest Arkansas, Richmond), Comair (Charleston, Cincinnati, Columbus, Dayton, Greensboro, Greenville, Knoxville, Lexington, Little Rock, Miami, Nashville, Raleigh, Richmond, Tallahassee, Tri-Cities), Freedom (Atlanta, Asheville, Baton Rouge, Birmingham, Columbia, Dayton, Fort Lauderdale, Greensboro, Greenville, Huntsville, Key West, Knoxville, Louisville, Miami, New Orleans, Okaloosa, Panama City, Pensacola, Raleigh, Richmond, Tallahassee, Tri-Cities); F9: Frontier; FL: AirTran; NK: Spirit; NW: Northwest; SY: Sun Country; UA: United; UA*: Ted; US: US Air; US*: Air Wisconsin (DC National); WN: Southwest; YX: Midwest.

APPENDIX B

Table 6 – 2005

Summary of Domestic Airport Activity ORLANDO INTERNATIONAL AIRPORT (MCO) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	175	DL (91), FL (84)	Memphis	21	NW
New York - Kennedy	119	B6 (84), DL* (35)	Norfolk	21	DL* (7), WN (14)
Philadelphia	119	FL (28), US (56), WN (35)	Phoenix	21	HP (14), WN (7)
Miami	113	AA (42), CM (1), CO* (49), DL* (21)	Birmingham	21	DL* (14), WN (7)
Chicago - O'Hare	101	AA (35), NK (14), U5 (3), UA* (49)	Salt Lake City	21	DL
Baltimore	94	FL (29), US (1), WN (64)	Kansas City	21	WN
Dallas/Ft. Worth	84	AA (70), FL (14)	Dayton	21	DL* (14), FL (7)
Washington - Dulles	77	DH (28), UA* (49)	Houston - Hobby	21	WN
Fort Lauderdale	75	DL* (28), US* (7), WN (40)	Albany	21	WN
San Juan	74	AA (28), DL* (14), NK (11), TZ (21)	Greenville/Spartanburg	21	DL*
New York - LaGuardia	71	AA (21), DL (1), DL* (28), NK (21)	Knoxville	21	DH (7), DL* (14)
Newark	70	CO (56), DL* (14)	San Antonio	21	DL* (14), WN (7)
Detroit	68	NK (19), NW (49)	Atlantic City	18	NK
Chicago - Midway	63	FL (14), WN (49)	Buffalo	15	US (1), WN (14)
Raleigh-Durham	62	AA (6), DL* (42), WN (14)	Las Vegas	14	DL* (7), HP (7)
New Orleans	62	DL* (21), WN (41)	Lexington	14	DL*
Houston - Bush	57	CO (51), CO* (6)	Albuquerque	14	WN
Boston	57	AA (7), B6 (21), DL (1), DL* (28)	Columbia	14	DL*
Pittsburgh	56	FI (14), US (35), WN (7)	Daytona Beach	14	VQ
Charlotte	55	US	Huntsville	14	DL*
St. Louis	50	AA (14), AA* (1), WN (35)	Panama City	14	DL*
Nashville	49	DL* (21), WN (28)	Austin	8	WN
Minneapolis	49	FL (7), NW (35), SY (7)	Flint	8	FL (7), NW (1)
Denver	44	F9 (16), UA* (28)	San Francisco	7	UA
Hartford	43	DL* (21), WN (22)	Charleston	7	DL*
Columbus	43	DL* (35), US (1), WN (7)	Gulfport/Biloxi	7	DL*
Cincinnati	42	DL (28), DL* (14)	Akron/Canton	7	FL
Washington - National	42	US (35), US* (7)	Asheville	7	DL*
Providence	36	US (1), WN (35)	Jackson	7	WN
Los Angeles	35	AA (7), DL* (14), UA (14)	Little Rock	7	DL*
Indianapolis	35	FL (7), NW (14), TZ (7), WN (7)	Mobile	7	DL*
Richmond	35	DL*	Newport News	7	FL
Milwaukee	35	FL (7), NW (7), YX (21)	Rochester	7	FL
Key West	30	CO* (16), DL* (14)	Seattle	7	AS
Long Island/Islip	28	WN	Tri-Cities (TN)	7	DL*
Louisville	28	DL* (21), WN	Bloomington	4	FL
Greensboro/Winston-Salem	28	DL*	Moline	4	FL
Pensacola	28	DL*	Grand Rapids	1	NW
Manchester	28	WN	Harrisburg	1	US
Tallahassee	27	DL*	Omaha	1	WN
Cleveland	22	CO	Wichita	1	FL
			TOTAL	2,904	

APPENDIX B

Table 6 – 2005 (continued)

Summary of Domestic Airport Activity ORLANDO INTERNATIONAL AIRPORT (MCO) As of Summer 2005

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	5,158,680	40.2%	902	31.1%
Midwest	2,652,140	20.7%	567	19.5%
Southeast (excl. FL)	1,213,770	9.5%	506	17.4%
Southwest	1,179,160	9.2%	98	3.4%
South Central	1,057,660	8.2%	250	8.6%
Mid South	589,660	4.6%	223	7.7%
North Central	457,980	3.6%	50	1.7%
Northwest	283,490	2.2%	7	0.2%
Florida Only	243,980	1.9%	301	10.4%
TOTAL	12,836,520	100.0%	2,904	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend:

AA: American; AA*: American Eagle (Raleigh-Durham), Chautauqua (St. Louis); AS: Alaska; B6: jetBlue; CM: Copa; CO: Continental; CO*: Expressjet (Houston), Gulfstream (Key West, Miami); DH: Independence; DL: Delta; DL*: Chautauqua (Asheville, Birmingham, Charleston, Columbia, Columbus, Dayton, Fort Lauderdale, Greensboro, Greenville, Gulfport, Huntsville, Key West, Knoxville, Lexington, Little Rock, Louisville, Miami, Mobile, Nashville, New Orleans, Panama City, Pensacola, Raleigh, Richmond, Tallahassee, Tri-Cities), Comair (Cincinnati, Columbia, Greensboro, Greenville, Huntsville, Lexington, Miami, Nashville, Norfolk, Panama City, Raleigh, Richmond, San Antonio), Song (Boston, Hartford, Las Vegas, Los Angeles, New York JFK, New York LGA, Newark, San Juan); F9: Frontier; FL: AirTran; HP: America West; NK: Spirit; NW: Northwest; SY: Sun Country; TZ: ATA; U5: USA 3000; UA: United; UA*: Ted; US: US Air; US*: PSA; VQ: Vintage Props & Jets; WN: Southwest; YX: Midwest.

APPENDIX B

Table 6 – 2003

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

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

APPENDIX B

Table 6 – 2003 (continued)

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

Activity by U.S. Region

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

Sources: *Official Airline Guide*, July 2003; DOT, *O&D Survey*, reconciled to Schedules T-100 and 298C T-1.
 Carrier Legend: AA=American; AA*=American Eagle; B6=JetBlue; CO=Continental; CO*=Gulfstream (Continental Connection); DL=Delta, DL*=Chautauqua (Miami, Ft. Lauderdale, New Orleans, Nashville, Indianapolis, Columbus, Key West, Raleigh Durham, W. Palm Beach, Pensacola, Tallahassee, Birmingham, Richmond, Ft. Myers, Greenville, Huntsville, Mobile, Columbia), Comair (Atlanta, Cincinnati, Washington-National, W. Palm Beach, Tallahassee, Greensboro, Ft. Myers, Huntsville), Delta Express (New York-LaGuardia, Washington-Dulles, Providence, Hartford, Tampa) & Song (New York-Kennedy, Boston, Newark); FL=AirTran; F9=Frontier; HP=America West; NK=Spirit; NW=Northwest; SY=Sun Country; TZ=American Trans Air; UA=United; US=US Airways; US*=Air Midwest (US Airways Express); VQ=Vintage Props & Jets; WN=Southwest; YX=Midwest Airlines.

APPENDIX B

Table 6 – 2001

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

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

Note:

Carrier Legend:

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

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

APPENDIX B

Table 6 – 2001 (continued)

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

Activity by U.S. Region

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

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

APPENDIX B

Table 6 - 2000

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

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

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

Table 6 – 2000 (continued)

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

Activity by U.S. Region

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

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

APPENDIX B

Table 7 - 2011

Summary of Domestic Airport Activity
Melbourne International Airport (MLB)
As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Atlanta	35	28	DL	DL
Charlotte	21	20	US	US
Total	56	48		

Source: Official Airline Guide, July 2011

Carrier Legend: DL- Delta Airways, US- US Airways

APPENDIX B

Table 7 - 2011

Summary of Domestic Airport Activity
Melbourne International Airport (MLB)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	3,516	2.0%	0	0.0%
Midwest	189	0.1%	0	0.0%
Southeast	172,955	96.2%	48	100.0%
Southwest	0	0.0%	0	0.0%
South Central	270	0.2%	0	0.0%
Mid South	470	0.3%	0	0.0%
North Central	31	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	2,308	1.3%	0	0.0%
Total	179,739	100.0%	48	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey, reconciled to Schedules T-100

APPENDIX B

Table 7 - 2008

**Summary of Domestic Airport Activity
MELBOURNE INTERNATIONAL AIRPORT (MLB)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	34	36	DL	DL
Baltimore	0	3	-	U5
Washington-National	6	0	DL	-
Total	40	39		

Source: Official Airline Guide, July 2008.

Carrier Legend: DL- Delta Air Lines, U5- USA 3000 Airlines

APPENDIX B

Table 7 - 2008 (Continued)

**Summary of Domestic Airport Activity
MELBOURNE INTERNATIONAL AIRPORT (MLB)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	43,495	32.2%	3	7.7%
Midwest	19,626	14.5%	0	0.0%
Southeast	27,586	20.4%	36	92.3%
Southwest	18,063	13.4%	0	0.0%
South Central	10,050	7.4%	0	0.0%
Mid South	8,931	6.6%	0	0.0%
North Central	3,178	2.4%	0	0.0%
Northwest	3,146	2.3%	0	0.0%
Florida Only	887	0.7%	0	0.0%
TOTAL	134,962	100.0%	39	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 7 – 2007

Summary of Domestic Airport Activity MELBOURNE INTERNATIONAL AIRPORT (MLB) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	34	DL* (21), DL (13)
Washington - National	6	DL*
TOTAL	40	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	50,110	32.9%	6	15.0%
Midwest	22,590	14.9%	0	0.0%
Southeast	29,420	19.3%	34	85.0%
Southwest	21,250	14.0%	0	0.0%
South Central	11,040	7.3%	0	0.0%
Mid South	10,050	6.6%	0	0.0%
North Central	2,940	1.9%	0	0.0%
Northwest	3,750	2.5%	0	0.0%
Florida Only	970	0.6%	0	0.0%
TOTAL	152,120	100.0%	40	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL: Delta; DL*: ASA.

APPENDIX B

Table 7 – 2005

Summary of Domestic Airport Activity MELBOURNE INTERNATIONAL AIRPORT (MLB) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	43	DL (35), DL* (8)
Daytona Beach	19	PA (12), VQ (7)
New York - Kennedy	14	DL*
Washington - Dulles	14	DL*
Fort Lauderdale	12	PA
Cincinnati	2	DL*
TOTAL	104	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	65,750	34.8%	28	26.9%
Midwest	32,530	17.2%	2	1.9%
Southeast (excl. FL)	33,630	17.8%	43	41.3%
Southwest	21,660	11.5%	0	0.0%
South Central	12,870	6.8%	0	0.0%
Mid South	12,960	6.9%	0	0.0%
North Central	3,050	1.6%	0	0.0%
Northwest	4,170	2.2%	0	0.0%
Florida Only	2,070	1.1%	31	29.8%
TOTAL	188,690	100.0%	104	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL: Delta; DL*: ASA (Atlanta), Comair (Cincinnati, New York JFK, Washington IAD); PA: Florida Coastal; VQ: Vintage Props & Jets

APPENDIX B

Table 7 – 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 7 - 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 7 - 2000

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

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

Activity by U.S. Region

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

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

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

APPENDIX B

Table 8 - 2011

Summary of Domestic Airport Activity
Daytona Beach International Airport (DAB)
As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Atlanta	35	35	DL	DL
Charlotte	23	23	US	US
Total	58	58		

Source: Official Airline Guide, July 2011.

Carrier Legend: DL- Delta Airways, US- US Airways

APPENDIX B

Table 8 - 2011

Summary of Domestic Airport Activity
Daytona Beach International Airport (DAB)
As of Summer 2011

Activity by U.S. Region

U.S. Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	2,413	1.0%	0	0.0%
Midwest	872	0.4%	0	0.0%
Southeast	241,093	97.9%	58	100.0%
Southwest	3	0.0%	0	0.0%
South Central	126	0.1%	0	0.0%
Mid South	1,660	0.7%	0	0.0%
North Central	0	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	62	0.0%	0	0.0%
Total	246,229	100.0%	58	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey, reconciled to Schedule T-100.

APPENDIX B

Table 8 - 2008

**Summary of Domestic Airport Activity
DAYTONA BEACH INTERNATIONAL AIRPORT (DAB)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	49	49	DL (42), FL (7)	DL
Charlotte	0	20	-	US
Newark	8	8	CO	CO
Jacksonville	0	1	-	VQ
Total	57	78		

Source: Official Airline Guide, July 2008.

Carrier Legend: CO- Continental Airlines, DL- Delta Air Lines, US- US Airways, VQ- Vintage Props & Jets

APPENDIX B

Table 8 - 2008 (Continued)

**Summary of Domestic Airport Activity
DAYTONA BEACH INTERNATIONAL AIRPORT (DAB)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	131,363	39.2%	8	10.3%
Midwest	70,803	21.1%	0	0.0%
Southeast	52,213	15.6%	69	88.5%
Southwest	29,973	8.9%	0	0.0%
South Central	20,528	6.1%	0	0.0%
Mid South	12,149	3.6%	0	0.0%
North Central	11,556	3.4%	0	0.0%
Northwest	6,247	1.9%	0	0.0%
Florida Only	549	0.2%	1	1.3%
TOTAL	335,381	100.0%	78	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 8 – 2007

Summary of Domestic Airport Activity DAYTONA BEACH INTERNATIONAL AIRPORT (DAB) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	49	DL (27), DL* (15), FL (7)
Newark	8	CO (7), CO* (1)
TOTAL	57	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	108,830	44.8%	8	14.0%
Midwest	44,090	18.1%	0	0.0%
Southeast	27,830	11.4%	49	86.0%
Southwest	26,040	10.7%	0	0.0%
South Central	12,960	5.3%	0	0.0%
Mid South	12,660	5.2%	0	0.0%
North Central	5,360	2.2%	0	0.0%
Northwest	4,810	2.0%	0	0.0%
Florida Only	480	0.2%	0	0.0%
TOTAL	243,060	100.0%	57	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: CO: Continental; CO*: Expressjet; DL: Delta; DL*: ASA; FL: AirTran.

APPENDIX B

Table 8 – 2005

Summary of Domestic Airport Activity DAYTONA BEACH INTERNATIONAL AIRPORT (DAB) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	55	DL (42), DL* (13)
Melbourne	19	PA (12), VQ (7)
Newark	14	CO*
Orlando Intl	14	VQ
Cincinnati	8	DL*
Jacksonville - Craig	7	VQ
TOTAL	117	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	112,790	38.8%	14	12.0%
Midwest	67,430	23.2%	8	6.8%
Southeast (excl. FL)	34,390	11.8%	55	47.0%
Southwest	30,530	10.5%	0	0.0%
South Central	15,850	5.5%	0	0.0%
Mid South	15,870	5.5%	0	0.0%
North Central	6,500	2.2%	0	0.0%
Northwest	5,990	2.1%	0	0.0%
Florida Only	1,410	0.5%	40	34.2%
TOTAL	290,760	100.0%	117	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: CO*: Expressjet; DL: Delta; DL*: ASA (Atlanta), Comair (Cincinnati); PA - Florida Coastal; VQ: Vintage Props & Jets

APPENDIX B

Table 8 – 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 8 – 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 8 - 2000

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

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

Activity by U.S. Region

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

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

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

APPENDIX B

Table 9- 2011

Summary of Domestic Airport Activity Orlando Sanford Airport (SFB) As of Summer 2011

Destination Served	Weekly Departures		Carriers	
	2010	2011	2010	2011
Allentown	0	6	-	G4
McAllen	4	6	G4	G4
Knoxville	0	6	-	G4
Plattsburgh NY	4	5	G4	G4
Greenville/Spartanburg	0	5	-	G4
Huntington	0	5	-	G4
Springfield	0	5	-	G4
Bangor	4	4	G4	G4
Chattanooga	5	4	G4	G4
Grand Rapids	0	4	-	G4
Ft. Walton Beach	0	4	-	V2
Tri-City Airport TN	0	4	-	G4
South Bend	3	3	G4	G4
Chicago(Rockford)	4	3	G4	G4
Des Moines	0	3	-	G4
Lexington	0	3	-	G4
Roanoke	3	3	G4	G4
Fayetteville	2	3	G4	G4
Youngstown	0	2	-	G4
Appleton	2	2	G4	G4
Cedar Rapids/Iowa City	2	2	G4	G4
Elmira	2	2	G4	G4
Fargo	2	2	G4	G4
Sioux Falls	2	2	G4	G4
Ft. Wayne	2	2	G4	G4
Greensboro/H.Pt/Win-Salem	3	2	G4	G4
Wilmington	2	2	G4	G4
Laredo	0	2	-	G4
Owensboro	3	2	G4	G4
Shreveport	0	2	-	G4
Toledo	2	2	G4	G4
Duluth	2	0	G4	-
Hagerstown	2	0	G4	-
Total	55	102		

Source: Official Airline Guide, July 2011

Carrier Legend: G4 Allegiant Air, V2- Vision Airlines

APPENDIX B

Table 9 - 2011

Summary of Domestic Airport Activity Orlando Sanford Airport (SFB) As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>2011 Weekly Departures</u>	
	Passenger	% of Total	Flights	% of Total
Northeast	87,288	23.8%	18	17.2%
Midwest	117,246	31.9%	34	33.3%
Southeast	49,900	13.6%	10	9.8%
Southwest	84	0.0%	0	0.0%
South Central	10,051	2.7%	8	7.7%
Mid South	42,677	11.6%	19	18.5%
North Central	58,922	16.0%	9	8.8%
Northwest	0	0.0%	0	0.0%
Florida Only	1,242	0.3%	4	4.0%
Total	367,410	100.0%	102	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey, reconciled to Schedules T-100

APPENDIX B

Table 9 - 2008

**Summary of Domestic Airport Activity
ORLANDO SANFORD AIRPORT (SFB)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Knoxville	4	8	G4	G4
Allentown	9	7	G4	G4
Greenville/Spartanburg	4	7	G4	G4
Springfield (MO)	4	5	G4	G4
Huntington	3	5	G4	G4
Chattanooga	0	5	-	G4
Rockford	4	4	G4	G4
Greensboro/Winston-Salem	3	4	G4	G4
Roanoke	3	4	G4	G4
Tri-Cities (TN)	2	4	G4	G4
Lansing	4	3	G4	G4
Des Moines	3	3	G4	G4
Fort Wayne	3	3	G4	G4
Gulfport-Biloxi	3	3	G4	G4
South Bend	3	3	G4	G4
Toledo	3	3	G4	G4
Shreveport	2	3	G4	G4
Belleville (IL)	4	2	G4	G4
Cedar Rapids	3	2	G4	G4
McAllen (TX)	2	2	G4	G4
Sioux Falls	2	2	G4	G4
Wichita	2	2	G4	G4
Youngstown	2	2	G4	G4
Bangor	0	2	-	G4
Peoria	0	2	-	G4
Plattsburgh	0	2	-	G4
Wilmington	0	2	-	G4
Charleston	4	0	G4	-
Kinston (NC)	2	0	G4	-
Total	78	94		

Source: Official Airline Guide, July 2008.

Carrier Legend: G4- Allegiant Air

APPENDIX B

Table 9 - 2008 (Continued)

**Summary of Domestic Airport Activity
ORLANDO SANFORD AIRPORT (SFB)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	55,245	13.3%	11	11.7%
Midwest	161,136	38.8%	32	34.0%
Southeast	68,860	16.6%	17	18.1%
Southwest	0	0.0%	0	0.0%
South Central	7,999	1.9%	4	4.3%
Mid South	84,464	20.3%	23	24.5%
North Central	37,787	9.1%	7	7.4%
Northwest	0	0.0%	0	0.0%
Florida Only	0	0.0%	0	0.0%
TOTAL	415,491	100.0%	94	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 9 – 2005

Summary of Domestic Airport Activity ORLANDO SANFORD AIRPORT (SFB) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
San Juan	13	E9 (9) T9 (4)	Rockford	5	T9
Syracuse	9	T9	Lansing	4	G4
Cincinnati	8	T9	Madison	4	G4
Louisville	8	T9	Peoria	4	G4
Aguadilla	8	E9 (5), T9 (3)	Toledo	4	T9
Columbus (Rickenbacker)	8	E9	Newburgh	3	E9
Atlanta	7	T9	Belleville	2	T9
Washington - Dulles	7	T9	Harrisburg	1	T9
Allentown	6	T9	St. Petersburg	1	E9
Des Moines	5	G4	TOTAL	107	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	24,640	41.1%	26	24.3%
Midwest	0	0.0%	47	43.9%
Southeast	35,120	58.5%	28	26.2%
Southwest	0	0.0%	0	0.0%
South Central	0	0.0%	0	0.0%
Mid South	100	0.2%	0	0.0%
North Central	0	0.0%	5	4.7%
Northwest	0	0.0%	0	0.0%
Florida Only	130	0.2%	1	0.9%
TOTAL	59,990	100.0%	107	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: E9: Pan Am; G4, Allegiant Air, T9: Transmeridian

APPENDIX B

Table 9 - 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 9 - 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 9 – 2000

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

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

Activity by U.S. Region

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

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

Carrier Legend: PN=Pan American.

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

APPENDIX B

Table 10 - 2011

Summary of Domestic Airport Activity Tampa International Airport (TPA) As of Summer 2011

Destinations Served	Weekly Departures		Carriers	
	2010	2011	2010	2011
Atlanta	138	133	DL(84), FL(54)	DL(78), FL(55)
Miami	64	74	AA(35), CO(29)	AA(42), DL(32)
Baltimore	58	61	WN(39), FL(19)	WN(40), FL(21)
Ft. Lauderdale	66	60	WN(51), CO(8), NK(7)	WN(46), NK(14)
Philadelphia	61	60	US(36), WN(25)	US(52), WN(8)
Charlotte	49	56	US	US
Dallas/Ft Worth	49	49	AA	AA
New York (JFK)	49	49	B6(35), AA(7), DL(7)	B6(35), AA(7), DL(7)
Chicago (O'Hare)	37	42	UA(23), AA(14)	AA(21), UA(21)
Washington (Reagan)	34	41	US	US(28), DL(13)
Newark	42	40	CO(35), B6(7)	CO(33), B6(7)
Denver	35	35	UA(14), WN(14), F9(7)	UA(14), WN(14), F9(7)
Houston (Bush)	35	35	CO	CO
Chicago (Midway)	35	35	WN	WN
Detroit	35	31	DL(28), NK(7)	DL(28), NK(3)
Phoenix	22	30	US(14), WN(8)	US(17), WN(13)
San Juan	7	28	AA	B6(14), FL(14)
Indianapolis	22	28	FL(14), WN(8)	FL(14), WN9(14)
New York (LaGuardia)	28	28	DL	DL
Nashville	28	27	WN	WN
Houston (Hobby)	28	27	WN	WN
Raleigh	19	26	WN	WN(19), DL(7)
West Palm Beach	26	26	WN	WN
Key West	26	25	CO	CO(18), FL(7)
Pensacola	23	21	CO	CO
Tallahassee	22	21	CO	CO
Boston	21	21	B6	B6
Washington (Dulles)	28	21	US(21), WN(7)	UA
Columbus	21	21	WN	WN
Long Island	19	20	WN	WN
New Orleans	20	20	WN	WN
Jacksonville	20	19	WN	WN
Kansas City	15	15	WN	WN
Providence	15	15	WN	WN
Pittsburgh	15	15	WN	WN
Hartford	21	14	WN(14), DL(7)	WN
Cincinnati	7	14	DL	DL
Las Angeles	14	14	WN	WN
Milwaukee	21	14	FL(7), WN(7), YX(7)	FL(7), WN(7)
Minneapolis	14	14	DL	DL
Birmingham	14	14	WN	WN

APPENDIX B

Table 10 - 2011

Summary of Domestic Airport Activity Tampa International Airport (TPA) As of Summer 2011

Destinations Served	Weekly Departures		Carriers	
	2010	2011	2010	2011
Buffalo	14	14	WN	WN
Memphis	14	14	DL	DL
Manchester	14	14	WN	WN
St. Louis	14	14	WN	WN
Louisville	8	8	WN	WN
Atlantic City	7	7	NK	NK
Albany	7	7	WN	WN
Austin	7	7	WN	WN
Akron	7	7	FL	FL
Westchester	7	7	B6	B6
Las Vegas	7	7	DL	DL
Norfolk	7	7	WN	WN
Rochester	7	7	FL	FL
San Antonio	7	7	WN	WN
Cleveland	14	7	CO	CO
Asheville	4	4	FL	FL
Grand Rapids	2	2	FL	FL
Dayton	1	1	FL	FL
Flint	1	1	FL	FL
Gulfport	3	0	FL	-
Total	1,455	1,481		

Source: Official Airline Guide, July 2011

Carrier Legend:

AA- American Airlines, B6- jetBlue, CO- Continental, DL- Delta, FL- AirTran, F9- Frontier Airlines, NK- Spirit Airlines, UA- United, US- US Airways, WN- Southwest

APPENDIX B

Table 10 - 2011

Summary of Domestic Airport Activity
Tampa International Airport (TPA)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	2,238,484	28.2%	441	29.8%
Midwest	1,438,341	18.1%	239	16.1%
Southeast	1,795,043	22.6%	254	17.2%
Southwest	291,853	3.7%	51	3.4%
South Central	988,725	12.5%	160	10.8%
Mid South	382,873	4.8%	75	5.1%
North Central	135,413	1.7%	14	0.9%
Northwest	5,445	0.1%	0	0.0%
Florida Only	664,863	8.4%	247	16.7%
Total	7,941,040	100.0%	1,481	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey, reconciled to schedules T-100

APPENDIX B

Table 10 - 2008

Summary of Domestic Airport Activity TAMPA INTERNATIONAL AIRPORT (TPA) As of Summer 2008

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	138	144	DL (75), FL (63)	DL (74), FL (70)
Fort Lauderdale	97	100	WN (60), CO (30), NK (7)	WN (59), NK (21), CO (20)
New York-Kennedy	63	70	B6 (42), DL (21)	B6 (42), DL (21), AA (7)
Philadelphia	69	69	US (34), WN (28), FL (7)	US (35), WN (34)
Dallas-Ft. Worth	56	56	AA	AA
Charlotte	49	49	US (34), WN (28), FL (7)	US
Newark	49	49	CO (42), B6 (7)	CO (42), B6 (7)
Manchester	21	49	WN	AA (35), WN (14)
Baltimore	69	47	WN (48), FL (21)	WN
Tallahassee	43	46	CO (23), DL (20)	CO (28), DL (18)
Miami	89	45	CO (54), AA (35)	CO
Chicago-Midway	47	42	WN	WN
Chicago-O'Hare	47	42	AA (21), UA (26)	AA (21), UA (21)
Jacksonville	43	41	CO (22), WN (21)	CO (21), WN (20)
Houston-Bush	42	39	CO	CO
Key West	39	37	CO (37), DL (2)	CO
Pensacola	36	36	CO (24), DL (12)	CO (24), DL (12)
Washington-Dulles	35	35	UA (21), WN (14)	UA (21), WN (14)
Denver	34	35	UA (20), F9 (7), WN (7)	UA (21), WN (7)
Indianapolis	28	35	FL (14), NW (7), WN (7)	WN (21), FL (14)
Buffalo	7	35	WN	FL (21), WN (14)
Nashville	34	34	WN	WN
Washington-National	33	34	US	US
Detroit	33	28	NW (21), NK (12)	NW (21), NK (7)
Boston	28	28	B6 (14), DL (14)	B6 (14), DL (14)
Houston-Hobby	28	28	WN	WN
Las Vegas	14	28	US (7), WN (7)	US (14), WN (14)
W. Palm Beach	39	27	WN (26), CO (13)	WN
Hartford	28	26	DL (14), WN (14)	WN (14), DL (12)
New York-LaGuardia	34	24	DL (20), AA (14)	DL
Raleigh-Durham	28	21	WN (21), DL (7)	WN
Columbus	22	21	WN (14), DL (8)	WN
Cincinnati	21	21	DL	DL
Cleveland	21	21	CO	CO
Long Island/Islip	21	21	WN	WN
New Orleans	21	21	WN	WN

APPENDIX B

Table 10 - 2008 (Continued)

**Summary of Domestic Airport Activity
TAMPA INTERNATIONAL AIRPORT (TPA)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Pittsburgh	21	21	US (14), WN (7)	WN (14), US (7)
Phoenix	21	21	US (14), WN (7)	US (14), WN (7)
Providence	21	21	WN	WN
St. Louis	21	21	WN (14), AA (7)	WN (14), AA (7)
Birmingham	14	21	WN	WN
Okaloosa	18	17	CO	CO
Kansas City	21	14	WN (14), YX (7)	WN
Ft. Myers	14	14	CO	CO
Memphis	14	14	NW	NW
Minneapolis	14	14	NW	NW
Los Angeles	14	12	DL	DL
Albany	7	8	WN	WN
San Juan	19	7	AA (14), NK (5)	AA
Milwaukee	13	7	YX	YX
Atlantic City	10	7	NK	NK
Louisville	10	7	WN	WN
Akron/Canton	7	7	FL	FL
Albuquerque	7	7	WN	WN
Austin	7	7	WN	WN
Gulfport/Biloxi	7	7	FL	FL
Newburgh (NY)	7	7	FL	FL
Norfolk	7	7	WN	WN
Rochester	7	7	FL	FL
Salt Lake City	7	7	DL	DL
San Antonio	7	7	WN	WN
Dayton	1	1	FL	FL
Flint	1	1	FL	FL
Sarasota	14	0	CO	-
Gainesville	6	0	CO	-
Total	1,843	1,775		

Source: Official Airline Guide, July 2008.

Carrier Legend: AA- American Airlines, B6- jetBlue Airways, CO- Continental Airlines, DL- Delta Air Lines, FL- AirTran Airways, F9- Frontier Airlines, NK- Spirit Airlines, NW- Northwest Airlines, UA- United Airlines, US- US Airways, WN- Southwest Airlines, YX- Midwest Airlines

APPENDIX B

Table 10 - 2008 (Continued)

**Summary of Domestic Airport Activity
TAMPA INTERNATIONAL AIRPORT (TPA)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	3,552,438	38.0%	523	29.5%
Midwest	1,995,109	21.3%	268	15.1%
Southeast	867,963	9.3%	228	12.8%
Southwest	863,922	9.2%	68	3.8%
South Central	803,660	8.6%	179	10.1%
Mid South	498,528	5.3%	97	5.5%
North Central	234,876	2.5%	14	0.8%
Northwest	158,657	1.7%	0	0.0%
Florida Only	374,310	4.0%	398	22.4%
TOTAL	9,349,463	100.0%	1,775	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 10 – 2007

Summary of Domestic Airport Activity TAMPA INTERNATIONAL AIRPORT (TPA) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	138	DL (75), FL (63)	Manchester	21	WN
Fort Lauderdale	97	WN (60), CO* (30), NK (7)	Kansas City	21	WN (14), YX (7)
Miami	89	CO* (54), AA (35)	Providence	21	WN
Philadelphia	69	US (34), WN (28), FL (7)	New Orleans	21	WN
Baltimore	69	WN (48), FL (21)	Cincinnati	21	DL (14), DL* (7)
New York - Kennedy	63	B6 (42), DL (21)	Phoenix	21	US (14), WN (7)
Dallas/Ft. Worth	56	AA	San Juan	19	AA (14), NK (5)
Newark	49	CO (42), B6 (7)	Okaloosa	18	CO*
Charlotte	49	US	Memphis	14	NW
Chicago - Midway	47	WN	Los Angeles	14	DL
Chicago - O'Hare	47	AA (21), UA* (19), UA (7)	Minneapolis	14	NW
Tallahassee	43	CO* (23), DL* (20)	Birmingham	14	WN
Jacksonville	43	CO* (22), WN (21)	Ft. Meyers	14	CO*
Houston - Bush	42	CO (41), CO* (1)	Las Vegas	14	US (7), WN (7)
Key West	39	CO* (37), DL* (2)	Sarasota	14	CO*
W. Palm Beach	39	WN (26), CO* (13)	Milwaukee	13	YX
Pensacola	36	CO* (24), DL* (12)	Louisville	10	WN
Washington - Dulles	35	UA* (21), WN (14)	Atlantic City	10	NK
Denver	34	UA* (20), F9 (7), WN (7)	Gulfport/Biloxi	7	FL
New York - LaGuardia	34	DL (20), AA (14)	Buffalo	7	WN
Nashville	34	WN	Norfolk	7	WN
Detroit	33	NW (21), NK (12)	Albany	7	WN
Washington - National	33	US	Newburgh (NY)	7	FL
Boston	28	B6 (14), DL (14)	San Antonio	7	WN
Raleigh-Durham	28	WN (21), DL* (7)	Albuquerque	7	WN
Indianapolis	28	FL (14), NW (7), WN (7)	Salt Lake City	7	DL
Hartford	28	DL (14), WN (14)	Austin	7	WN
Houston - Hobby	28	WN	Akron/Canton	7	FL
Columbus	22	WN (14), DL* (8)	Rochester	7	FL
St. Louis	21	WN (14), AA (7)	Gainesville	6	CO*
Cleveland	21	CO (14), CO* (7)	Dayton	1	FL
Pittsburgh	21	US (14), WN (7)	Flint	1	FL
Long Island/Islip	21	WN	TOTAL	1,843	

APPENDIX B

Table 10 – 2007 (continued)

Summary of Domestic Airport Activity TAMPA INTERNATIONAL AIRPORT (TPA) As of Summer 2007

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	3,055,260	37.8%	530	28.8%
Midwest	1,704,470	21.1%	293	15.9%
Southeast	729,060	9.0%	241	13.1%
Southwest	759,450	9.4%	56	3.0%
South Central	644,050	8.0%	181	9.8%
Mid South	392,030	4.8%	90	4.9%
North Central	214,670	2.7%	14	0.8%
Northwest	137,320	1.7%	0	0.0%
Florida Only	446,960	5.5%	438	23.8%
TOTAL	8,083,270	100.0%	1,843	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA: American; B6: jetBlue; CO: Continental; CO*: Cape Air (Ft Meyers, Sarasota), Expressjet (Cleveland, Houston), Gulfstream (Ft. Lauderdale, Ft. Walton, Gainesville, Jacksonville, Key West, Miami, Pensacola, Tallahassee, West Palm Beach); DL: Delta; DL*: Chautauqua (Columbus, Raleigh), Comair (Cincinnati), Freedom (Key West, Pensacola, Tallahassee); F9: Frontier; FL: AirTran; NK: Spirit; NW: Northwest; UA: United; UA*: Ted; US: US Air; WN: Southwest; YX: Midwest.

APPENDIX B

Table 10 – 2005

Summary of Domestic Airport Activity TAMPA INTERNATIONAL AIRPORT (TPA) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	140	DL (91), FL (49)	Birmingham	21	DL* (7), WN (14)
Fort Lauderdale	88	CO* (20), DL* (9), WN (59)	Cleveland	20	CO (13), CO* (7)
Miami	85	AA (35), CO* (50)	Ft. Walton Beach	18	CO*
New York - Kennedy	63	B6 (42), DL* (21)	Louisville	14	DL* (7), WN (7)
Philadelphia	63	FL (7), US (42), WN (14)	Minneapolis	14	NW
Key West	59	CO* (55), DL* (4)	Los Angeles	14	DL*
Chicago - O'Hare	56	AA (21), UA* (35)	Long Island/Islip	14	WN
Dallas/Ft. Worth	56	AA	Greenville/Spartanburg	14	DL*
Tallahassee	56	CO* (28), DL* (28)	Las Vegas	14	HP (7), WN (7)
Baltimore	55	FL (21), WN (34)	Ft. Meyers	14	CO*
Washington - Dulles	49	DH (21), UA* (28)	Sarasota/Bradenton	14	CO*
Chicago - Midway	49	WN (49)	Salt Lake City	13	DL
Charlotte	48	US	Knoxville	13	DL*
Jacksonville	45	CO* (32), WN (13)	San Juan	12	AA
Cincinnati	42	DL (28), DL* (14)	Greensboro/Winston-Salem	12	DL*
Detroit	42	NK (14), NW (28)	Charleston	12	DL*
Houston - Bush	42	CO (38), CO* (4)	Flint	8	FL (7), NW (1)
New Orleans	40	WN	Milwaukee	7	YX
Newark	38	CO (35), CO* (3)	Kansas City	7	WN
Pensacola	38	CO* (18), DL* (20)	Dayton	7	DL*
West Palm Beach	36	CO* (11), WN (25)	San Antonio	7	WN
Boston	35	B6 (14), DL* (21)	Atlantic City	7	NK
Columbus	35	DL* (21), WN (14)	Buffalo	7	WN
Raleigh-Durham	30	DL* (16), WN (14)	Lexington	7	DL*
New York - LaGuardia	28	AA (14), DL* (14)	Albuquerque	7	WN
Denver	28	F9 (7), UA* (21)	Columbia	7	DL*
Hartford	28	DL* (14), WN (14)	Huntsville	7	DL*
Pittsburgh	27	US	Austin	7	WN
Nashville	27	WN	Gulfport/Biloxi	7	FL
Washington - National	27	US	Akron/Canton	7	FL
St. Louis	21	AA (14), WN (7)	Rochester	7	FL
Providence	21	WN	Gainesville	6	CO*
Indianapolis	21	FL (7), NW (7), WN (7)	Richmond	4	DL*
Manchester	21	WN	Houston - Hobby	4	WN
Memphis	21	NW	Albany	1	WN
Phoenix	21	HP (14), WN (7)	Grand Rapids	1	NW
			TOTAL	1936	

APPENDIX B

Table 10 – 2005 (continued)

**Summary of Domestic Airport Activity
TAMPA INTERNATIONAL AIRPORT (MCO)
As of Summer 2005**

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	2,834,820	38.0%	491	25.4%
Midwest	1,507,850	20.2%	344	17.8%
Southeast	684,140	9.2%	279	14.4%
Southwest	721,170	9.7%	62	3.2%
South Central	585,670	7.8%	151	7.8%
Mid South	409,280	5.5%	136	7.0%
North Central	207,250	2.8%	14	0.7%
Northwest	126,210	1.7%	0	0.0%
Florida Only	393,440	5.3%	459	23.7%
TOTAL	7,469,830	100.0%	1,936	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA: American; B6: jetBlue; CO: Continental; CO*: Cape Air (Ft Meyers, Sarasota), Expressjet (Cleveland, Houston, Newark), Gulfstream (Ft. Lauderdale, Ft. Walton, Gainesville, Jacksonville, Key West, Miami, Pensacola, Tallahassee, West Palm Beach); DH: Independence; DL: Delta; DL* ASA (Columbia, Dayton, Greensboro, Huntsville, Knoxville, Pensacola, Raleigh, Richmond), Chautauqua (Birmingham, Charleston, Columbus, Dayton, Ft. Lauderdale, Greensboro, Greenville, Key West, Knoxville, Louisville, Pensacola, Raleigh, Richmond, Tallahassee), Comair (Cincinnati, Lexington), Song (Boston, Hartford, Los Angeles, New York JFK, New York LGA); F9: Frontier; FL: AirTran; HP: America West; NK: Spirit; NW: Northwest; UA*: Ted; US: US Air; WN: Southwest; YX: Midwest.

APPENDIX B

Table 10 – 2003

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

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

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

APPENDIX B

Table 10 – 2003 (continued)

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

Activity by U.S. Region

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

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

APPENDIX B

Table 10 – 2001

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

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

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

APPENDIX B

Table 10 – 2001 (continued)

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

Activity by U.S. Region

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

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

APPENDIX B

Table 10 – 2000

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

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

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

APPENDIX B

Table 10 – 2000 (continued)

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

Activity by U.S. Region

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

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

APPENDIX B

Table 11 - 2011

Summary of Domestic Airport Activity
Sarasota-Bradenton International Airport (SRQ)
As of Summer 2011

Destinations Served	Weekly Departures		Carriers	
	2010	2011	2010	2011
Atlanta	49	49	FL(14), DL(35)	FL(14), DL(35)
Charlotte	21	21	US	US
Washington (Reagan)	7	7	US	US
New York (JFK)	7	7	B6	B6
Chicago (Midway)	14	7	FL	FL
Baltimore	2	2	FL	FL
Boston	0	1	-	B6
Milwaukee	0	1	-	FL
Total	100	95		

Source: Official Airline Guide, July 2011

Carrier Legend: B6- jetBlue, DL- Delta, FL- AirTran, US- US Airways

APPENDIX B

Table 11 - 2011

Summary of Domestic Airport Activity
Sarasota-Bradenton International Airport (SRQ)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	100,471	15.2%	17	17.9%
Midwest	105,365	16.0%	8	8.4%
Southeast	450,308	68.3%	70	73.7%
Southwest	3	0.0%	0	0.0%
South central	112	0.0%	0	0.0%
Mid South	2,620	0.4%	0	0.0%
North Central	598	0.1%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	2	0.0%	0	0.0%
Total	659,479	100.0%	95	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey reconciled to Schedules T-100

APPENDIX B

Table 11 - 2008

**Summary of Domestic Airport Activity
SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	61	63	DL (40), FL (21)	DL (42), FL (21)
Charlotte	24	20	US	US
Houston-Bush	7	14	CO	CO
Cincinnati	8	7	DL	DL
Chicago-Midway	7	7	FL	FL
Newark	7	7	CO	CO
New-York-Kennedy	7	7	B6	B6
Washington-National	7	7	US	US
Miami	0	7	-	AA
Baltimore	7	2	FL	FL
Tampa	14	0	CO	-
Total	149	141		

Source: Official Airline Guide, July 2008.

Carrier Legend: AA- American Airlines, B6- jetBlue Airways, CO- Continental Airlines, DL- Delta Air Lines, FL- AirTran Airways, US- US Airways

APPENDIX B

Table 11 - 2008 (Continued)

**Summary of Domestic Airport Activity
SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	303,410	39.1%	23	16.3%
Midwest	257,911	33.3%	14	9.9%
Southeast	101,210	13.1%	83	58.9%
Southwest	41,226	5.3%	0	0.0%
South Central	24,300	3.1%	14	9.9%
Mid South	18,466	2.4%	0	0.0%
North Central	18,026	2.3%	0	0.0%
Northwest	8,610	1.1%	0	0.0%
Florida Only	1,896	0.2%	7	5.0%
TOTAL	775,055	100.0%	141	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 11 – 2007

Summary of Domestic Airport Activity SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	61	DL (34), FL (21), DL* (6)
Charlotte	24	US* (23), US (1)
Tampa	14	CO*
Cincinnati	8	DL*
Chicago - Midway	7	FL
New York - Kennedy	7	B6
Houston - Bush	7	CO*
Newark	7	CO
Washington - National	7	US*
Baltimore	7	FL
TOTAL	149	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	227,970	33.8%	28	18.8%
Midwest	237,490	35.2%	15	10.1%
Southeast	101,380	15.0%	85	57.0%
Southwest	35,670	5.3%	0	0.0%
South Central	27,590	4.1%	7	4.7%
Mid South	18,950	2.8%	0	0.0%
North Central	15,030	2.2%	0	0.0%
Northwest	7,310	1.1%	0	0.0%
Florida Only	2,730	0.4%	14	9.4%
TOTAL	674,120	100.0%	149	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: B6: JetBlue; CO*: Cape Air (Tampa), Chautauqua (Houston); DL: Delta; DL*: ASA (Atlanta), Comair (Cincinnati); FL: AirTran; US: US Airways; US*: Mesa (Charlotte), PSA (Charlotte), Republic (Charlotte, Washington)

APPENDIX B

Table 11 – 2005

**Summary of Domestic Airport Activity
SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)
As of Summer 2005**

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	70	DL (49), FL (21)
Cincinnati	28	DL*
Charlotte	21	US (7), US* (14)
Tampa	14	CO*
Fort Lauderdale	12	PA
Newark	8	CO*
Baltimore	7	FL
Chicago - Midway	7	FL
TOTAL	167	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	170,190	31.7%	15	9.0%
Midwest	205,740	38.3%	35	21.0%
Southeast	68,490	12.8%	91	54.5%
Southwest	26,390	4.9%	0	0.0%
South Central	23,340	4.3%	0	0.0%
Mid South	19,050	3.5%	0	0.0%
North Central	16,110	3.0%	0	0.0%
Northwest	6,470	1.2%	0	0.0%
Florida Only	1,100	0.2%	26	15.6%
TOTAL	536,880	100.0%	167	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: CO*: Cape Air (Tampa), Expressjet (Newark); DL: Delta; DL*: Comair; FL: AirTran; PA: Florida Coastal; US: US Air; US*: PSA.

APPENDIX B

Table 11 – 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 11 – 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 11 – 2000

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

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

Activity by U.S. Region

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

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

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

APPENDIX B

Table 12 - 2011

Summary of Domestic Airport Activity St. Petersburg-Clearwater International Airport (PIE) As of Summer 2011

Destinations Served	Weekly Departures		Carriers	
	2010	2011	2010	2011
Knoxville	6	5	G4	G4
Greenville	6	5	G4	G4
Allentown, PA	4	4	G4	G4
Huntington, WV	4	4	G4	G4
Peoria, IL	4	4	G4	G4
Springfield, MO	4	4	G4	G4
Ft. Walton Beach	0	4	-	V2
Ft. Wayne, IN	3	3	G4	G4
Chattanooga	4	3	G4	G4
Gulfport, MS	0	3	-	V2
Lexington	3	3	G4	G4
South Bend, IN	3	3	G4	G4
Des Moines	3	3	G4	G4
Tri-City, TN	3	3	G4	G4
Plattsburgh, NY	2	3	G4	G4
Bangor, ME	2	2	G4	G4
Cedar Rapids, IA	2	2	G4	G4
Grand Rapids, MN	4	2	G4	G4
Greensboro	3	2	G4	G4
Moline, IL	0	2	-	G4
Chicago (Rockford)	2	2	G4	G4
Roanoke, VA	2	2	G4	G4
Toledo, Ohio	2	2	G4	G4
Youngstown, OH	0	2	-	G4
Total	66	72		

Source: Official Airline Guide, July 2011

Carrier Legend: G4- Allegiant Air, V2- Vision Airlines

APPENDIX B

Table 12 - 2011

Summary of Domestic Airport Activity
St. Petersburg-Clearwater International Airport (PIE)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	50,171	13.1%	9	12.5%
Midwest	176,669	46.3%	29	40.3%
Southeast	50,112	13.1%	9	12.5%
Southwest	107	0.0%	0	0.0%
South Central	369	0.1%	0	0.0%
Mid South	76,778	20.1%	14	19.4%
North Central	26,857	7.0%	7	9.7%
Northwest	55	0.0%	0	0.0%
Florida Only	751	0.2%	4	5.6%
Total	381,869	100.0%	72	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey reconciled to Schedules T-100

APPENDIX B

Table 12 - 2008

**Summary of Domestic Airport Activity
ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT (PIE)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Chicago-O'Hare	7	7	U5	U5
Greenville-Spartanburg	3	5	G4	G4
Knoxville	4	4	U5	U5
Detroit	3	4	G4	G4
Chattanooga	0	4	G4	G4
Allentown	5	3	U5	-
Cleveland	4	3	U5	U5
Peoria	3	3	U5	U5
Pittsburgh	3	3	U5	U5
St. Louis	3	3	U5	U5
Rockford	4	2	G4	G4
Greensboro/Winston-Salem	3	2	G4	G4
Philadelphia	3	2	G4	-
South Bend	3	2	G4	G4
Des Moines	2	2	G4	G4
Fort Wayne	2	2	G4	G4
Lansing	2	2	G4	G4
Roanoke	2	2	G4	G4
Springfield (MO)	2	2	G4	G4
Toledo	2	2	G4	G4
Huntington	0	2	G4	G4
Charleston	3	0	-	G4
Newark	3	0	-	G4
Total	66	61		

Source: Official Airline Guide, July 2008.

Carrier Legend: G4- Allegiant Air, U5- USA 3000 Airlines

APPENDIX B

Table 12 - 2008 (Continued)

Summary of Domestic Airport Activity
ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT (PIE)
As of Summer 2008

Activity by U.S. Region

U.S. Region	2007 Passenger Originations		July 2008 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	86,769	22.7%	9	14.8%
Midwest	192,148	50.3%	33	54.1%
Southeast	38,413	10.1%	9	14.8%
Southwest	0	0.0%	0	0.0%
South Central	0	0.0%	0	0.0%
Mid South	40,999	10.7%	8	13.1%
North Central	23,392	6.1%	2	3.3%
Northwest	0	0.0%	0	0.0%
Florida Only	0	0.0%	0	0.0%
TOTAL	381,721	100.0%	61	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 12 – 2007

**Summary of Domestic Airport Activity
ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT (PIE)
As of Summer 2007**

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Chicago - O'Hare	7	U5	Charleston	3	G4
Allentown	5	G4	Greensboro/Winston-Salem	3	G4
Cleveland	4	U5	South Bend	3	G4
Knoxville	4	G4	Peoria	3	G4
Rockford	4	G4	Lansing	2	G4
Newark	3	U5	Springfield (MO)	2	G4
Philadelphia	3	U5	Des Moines	2	G4
Detroit	3	U5	Fort Wayne	2	G4
St. Louis	3	U5	Roanoke	2	G4
Pittsburgh	3	U5	Toledo	2	G4
Greenville-Spartanburg	3	G4	TOTAL	66	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	60,380	34.9%	14	21.2%
Midwest	105,280	60.9%	35	53.0%
Southeast	1,520	0.9%	8	12.1%
Southwest	0	0.0%	0	0.0%
South Central	0	0.0%	0	0.0%
Mid South	2,760	1.6%	7	10.6%
North Central	2,950	1.7%	2	3.0%
Northwest	0	0.0%	0	0.0%
Florida Only	0	0.0%	0	0.0%
TOTAL	172,890	100.0%	66	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: G4: Allegiant; U5: USA 3000.

APPENDIX B

Table 12 – 2005

**Summary of Domestic Airport Activity
ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT (PIE)
As of Summer 2005**

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Chicago - O'Hare	4	U5
Cleveland	4	U5
Detroit	4	U5
Orlando - Sanford	4	E9
Newark	3	U5
Pittsburgh	3	U5
St. Louis	3	U5
Philadelphia	2	U5
Newburgh	2	E9
Columbus (Rickenbacker)	1	E9
TOTAL	30	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	13,250	4.1%	10	33.3%
Midwest	259,360	80.2%	16	53.3%
Southeast	3,590	1.1%	0	0.0%
Southwest	39,800	12.3%	0	0.0%
South Central	790	0.2%	0	0.0%
Mid South	0	0.0%	0	0.0%
North Central	6,050	1.9%	0	0.0%
Northwest	620	0.2%	0	0.0%
Florida Only	0	0.0%	4	13.3%
TOTAL	323,460	100.0%	30	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: E9: Pan Am; U5: USA 3000

APPENDIX B

Table 12 – 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 12 – 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 12 – 2000

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

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

Activity by U.S. Region

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

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

Carrier Legend: TZ=American Trans Air.

APPENDIX B

Table 13 - 2011

Summary of Domestic Airport Activity Jacksonville International Airport (JAX) As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Atlanta	111	112	DL(83), FL(28)	DL(84), FL(28)
Miami	35	49	AA	AA
Charlotte	49	49	US	US
Washington Reagan	27	45	US	US(27), DL(18)
Chicago	43	42	AA(21), UA(22)	AA(21), UA(21)
Houston (Bush)	41	35	CO	CO
Dallas- Ft. Worth	28	28	AA	AA
Philadelphia	28	28	US(21), WN(7)	US(21), WN(7)
Washington (Dulles)	28	28	UA	UA
Baltimore	35	28	WN(21), FL(14)	WN
Nashville	26	25	WN	WN
Ft. Lauderdale	31	25	WN	WN
New York (JFK)	21	21	B6	B6
Memphis	21	21	DL	DL
New York (LaGuardia)	20	21	DL	DL
Tampa	20	19	WN	WN
Minneapolis	14	14	DL	DL
Boston	7	14	B6	B6
Cincinnati	15	14	DL	DL
Detroit	14	13	DL	DL
Norfolk	13	13	WN	WN
Newark	25	11	CO	CO
Birmingham	7	7	WN	WN
Denver	0	7	-	WN
Houston (Hobby)	7	7	WN	WN
Las Vegas	7	7	WN	WN
San Juan	0	7	-	B6
Total	673	690		

Source: Official Airline Guide, July 2011

Carrier Legend: AA- American Airlines, B6- jetBlue, CO- Continental, DL- Delta, FL- Airtran,
UA- United, US- US Airways, WN- Southwest

APPENDIX B

Table 13 - 2011

Summary of Domestic Airport Activity
Jacksonville International Airport (JAX)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Destinations</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	554,875	20.9%	196	28.4%
Midwest	136,550	5.1%	69	10.0%
Southeast	1,153,348	43.4%	181	26.2%
Southwest	52,069	2.0%	7	1.0%
South Central	294,365	11.1%	77	11.2%
Mid South	178,434	6.7%	53	7.7%
North Central	40,933	1.5%	14	2.0%
Northwest	1,119	0.0%	0	0.0%
Florida Only	243,453	9.2%	93	13.5%
Total	2,655,146	100.0%	690	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey, reconciled from Schedule T-100

APPENDIX B

Table 13 - 2008

**Summary of Domestic Airport Activity
JACKSONVILLE INTERNATIONAL AIRPORT (JAX)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	111	109	DL (70), FL (41)	DL (68), FL (41)
Charlotte	49	49	US	US
Houston-Bush	42	42	CO	CO
Tampa	43	41	CO (22), WN (21)	CO (21), WN (20)
Chicago-O'Hare	43	35	UA (29), AA (14)	UA (21), AA (14)
Miami	35	35	AA	AA
Philadelphia	35	34	US (21), WN (14)	US (20), WN (14)
Fort Lauderdale	39	32	WN	WN
Newark	35	32	CO	CO
Dallas-Fort Worth	28	28	AA	AA
Nashville	28	28	WN	WN
New York-LaGuardia	34	27	DL (27), AA (7)	DL
Washington-National	28	26	US	US
Washington-Dulles	28	21	UA	UA
Baltimore	21	21	WN	WN
Memphis	21	21	NW	NW
New York-Kennedy	21	21	B6	B6
Cincinnati	27	20	DL	DL
Detroit	14	14	NW	NW
New Orleans	14	14	XE	XE
Norfolk	14	14	WN	WN
Raleigh-Durham	28	13	AA (14), XE (14)	AA
St. Louis	20	11	AA	AA
Boston	13	11	DL	B6 (7), DL (4)
Austin	14	7	XE	XE
Kansas City	14	7	XE	XE
Birmingham	7	7	WN	WN
Houston-Hobby	7	7	WN	WN
Indianapolis	7	7	WN	WN
Minneapolis	7	7	NW	NW
Cleveland	1	7	CO	CO
Las Vegas	0	7	-	WN
Daytona Beach	0	1	-	VQ
Denver	7	0	F9	-
Los Angeles	6	0	DL	-
Total	841	756		

Source: Official Airline Guide, July 2008.

Carrier Legend: AA- American Airlines, B6- jetBlue Airways, CO- Continental Airlines, DL- Delta Air Lines, FL- AirTran Airways, NW- Northwest Airlines, UA- United Airlines, US- US Airways, , VQ- Vintage Props & Jets, WN- Southwest Airlines, XE- ExpressJet Airlines

APPENDIX B

Table 13 - 2008 (Continued)

**Summary of Domestic Airport Activity
JACKSONVILLE INTERNATIONAL AIRPORT (JAX)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	2007 Passenger Originations		July 2008 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,106,736	33.8%	193	25.5%
Midwest	498,348	15.2%	101	13.4%
Southeast	358,475	11.0%	185	24.5%
Southwest	384,714	11.8%	7	0.9%
South Central	333,400	10.2%	84	11.1%
Mid South	196,063	6.0%	70	9.3%
North Central	80,031	2.4%	7	0.9%
Northwest	77,494	2.4%	0	0.0%
Florida Only	237,544	7.3%	109	14.4%
TOTAL	3,272,805	100.0%	756	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 13 – 2007

Summary of Domestic Airport Activity JACKSONVILLE INTERNATIONAL AIRPORT (JAX) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	111	DL (70), FL (41)	Baltimore	21	WN
Charlotte	49	US (48), US* (1)	Memphis	21	NW* (14), NW (7)
Chicago - O'Hare	43	UA* (29), AA* (14)	St. Louis	20	AA*
Tampa	43	CO* (22), WN (21)	Detroit	14	NW
Houston - Bush	42	CO* (29), CO (13)	Kansas City	14	XE
Fort Lauderdale	39	WN	New Orleans	14	XE
Newark	35	CO* (22), CO (13)	Norfolk	14	WN
Philadelphia	35	US (21), WN (14)	Austin	14	XE
Miami	35	AA*	Boston	13	DL*
New York - LaGuardia	34	DL* (27), AA* (7)	Denver	7	F9
Washington - National	28	US (19), US* (9)	Indianapolis	7	WN
Dallas-Fort Worth	28	AA	Houston - Hobby	7	WN
Washington - Dulles	28	UA*	Minneapolis	7	NW
Nashville	28	WN	Birmingham	7	WN
Raleigh-Durham	28	AA* (14), XE (14)	Los Angeles	6	DL
Cincinnati	27	DL*	Cleveland	1	CO*
New York - Kennedy	21	B6	TOTAL	841	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	896,610	32.4%	215	25.6%
Midwest	455,970	16.5%	126	15.0%
Southeast	305,880	11.1%	202	24.0%
Southwest	310,090	11.2%	6	0.7%
South Central	272,000	9.8%	98	11.7%
Mid South	182,060	6.6%	70	8.3%
North Central	68,270	2.5%	7	0.8%
Northwest	58,150	2.1%	0	0.0%
Florida Only	217,190	7.9%	117	13.9%
TOTAL	2,766,220	100.0%	841	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
Carrier AA: American, AA*: American Eagle (Chicago, Miami, LaGuardia, Raleigh), Trans States (St. Louis); B6: JetBlue; CO: Continental; CO*: Expressjet (Cleveland, Houston, Newark), Gulfstream (Tampa); DL: Delta; DL*: ASA (Cincinnati), Comair (Boston, Cincinnati, New York LGA); F9: Frontier; FL: AirTran, NW: Northwest; NW*: Pinnacle, UA*: GoJet (Chicago), Mesa (Chicago, Dulles), SkyWest (Chicago); US: US Air, US*: Air Wisconsin (Washington-National), Mesa (Charlotte), Republic (Washington-National); WN: Southwest; XE: ExpressJet.

APPENDIX B

Table 13 – 2005

Summary of Domestic Airport Activity JACKSONVILLE INTERNATIONAL AIRPORT (JAX) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	105	DL (70), FL (35)	Detroit	21	NW
Washington - Dulles	63	DH (28), UA* (35)	Baltimore	21	WN
Cincinnati	49	DL (14), DL* (35)	Memphis	21	NW*
Tampa	46	CO* (32), WN (14)	New York - Kennedy	21	DL*
Fort Lauderdale	46	DL* (7), WN (39)	Nashville	20	WN
Chicago - O'Hare	42	AA* (14), UA* (28)	Washington - National	20	US (19), US* (1)
Charlotte	41	US (28), US* (13)	St. Louis	14	AA*
Philadelphia	35	US (25), US* (3), WN (7)	Boston	14	DL*
Houston - Bush	35	CO (14), CO* (21)	Norfolk	14	WN
Newark	30	CO (13), CO* (17)	Birmingham	7	WN
Dallas/Ft. Worth	28	AA	Indianapolis	7	WN
New York - LaGuardia	28	DL*	Minneapolis	7	NW
Miami	27	AA*	New Orleans	7	WN
			TOTAL	769	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	760,750	31.4%	232	30.2%
Midwest	410,800	17.0%	133	17.3%
Southeast	291,450	12.0%	160	20.8%
Southwest	268,430	11.1%	0	0.0%
South Central	221,750	9.2%	63	8.2%
Mid South	175,980	7.3%	55	7.2%
North Central	62,340	2.6%	7	0.9%
Northwest	47,530	2.0%	0	0.0%
Florida Only	183,840	7.6%	119	15.5%
TOTAL	2,422,870	100.0%	769	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA: American, AA*: American Eagle (Chicago, Miami), Trans States (St. Louis); CO: Continental; CO*: Expressjet (Houston, Newark), Gulfstream (Tampa); DH: Independence; DL: Delta; DL*: Chautauqua (Ft. Lauderdale), Comair (Boston, Cincinnati, New York JFK, New York LGA); FL: AirTran, NW: Northwest; NW*: Pinnacle, UA*: United Express; US: US Air, US*: PSA (Charlotte, Philadelphia), US Express (Philadelphia, Washington - National); WN: Southwest;

APPENDIX B

Table 13 – 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 13 – 2001

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

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

Activity by U.S. Region

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

Sources: *Official Airline Guide*, August 2001; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.
 Note: *Midway Airlines declared bankruptcy and officially ceased all operations in September 2001.
 Carrier Legend: AA=American; AA*=American Eagle; DL=Delta, DL*=Delta Express and Comair (Cincinnati only); CO=Continental;
 CO*=Continental Express; FL=AirTran; JI=Midway; NW=Northwest; TW=Trans World; UA=United; US=US Airways;
 US*=US Airways Express/Metrojet; WN=Southwest; 3M=Gulfstream.

APPENDIX B

Table 13 – 2000

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 14 - 2011

Summary of Domestic Airport Activity
Gainesville Regional Airport (GNV)
As of Summer 2011

Destinations Serves	Weekly Departures		Carrier	
	2010	2011	2010	2011
Atlanta	45	46	DL	DL
Charlotte	25	27	US	US
Miami	0	7	-	AA
Total	70	80		

Source: Official Airline Guide

Carrier Legend: DL- Delta Airlines, US- US Airways, AA- American Airlines

APPENDIX B

Table 14 - 2011

Summary of Domestic Airport Activity
Gainesville Regional Airport (GNV)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passenger	% of Total	Flights	% of Total
Northeast	16	0.0%	0	0.0%
Midwest	483	0.3%	0	0.0%
Southeast	150,861	94.6%	73	91.3%
Southwest	0	0.0%	0	0.0%
South Central	137	0.1%	0	0.0%
Mid South	1,202	0.8%	0	0.0%
North Central	67	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	6,710	4.2%	7	8.8%
Total	159,476	100.0%	80	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey reconciled to Schedules T-100

APPENDIX B

Table 14 - 2008

**Summary of Domestic Airport Activity
GAINESVILLE REGIONAL AIRPORT (GNV)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	42	39	DL	DL
Charlotte	27	27	US	US
Miami	11	0	CO	-
Tampa	6	0	CO	-
Total	86	66		

Source: Official Airline Guide, July 2008.

Carrier Legend: DL -Delta Air Lines, CO- Continental Airlines, US- US Airways

APPENDIX B

Table 14 - 2008 (Continued)

**Summary of Domestic Airport Activity
GAINESVILLE REGIONAL AIRPORT (GNV)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	41,158	28.9%	0	0.0%
Midwest	25,805	18.1%	0	0.0%
Southeast	24,868	17.5%	66	100.0%
Southwest	18,687	13.1%	0	0.0%
South Central	11,473	8.1%	0	0.0%
Mid South	12,778	9.0%	0	0.0%
North Central	3,180	2.2%	0	0.0%
Northwest	4,224	3.0%	0	0.0%
Florida Only	320	0.2%	0	0.0%
TOTAL	142,493	100.0%	66	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 14 – 2007

Summary of Domestic Airport Activity GAINESVILLE REGIONAL AIRPORT (GNV) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	42	DL*
Charlotte	27	US*
Miami	11	CO*
Tampa	6	CO*
TOTAL	86	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	32,190	23.3%	0	0.0%
Midwest	26,610	19.3%	0	0.0%
Southeast	21,350	15.5%	69	80.2%
Southwest	17,220	12.5%	0	0.0%
South Central	10,580	7.7%	0	0.0%
Mid South	14,000	10.1%	0	0.0%
North Central	4,400	3.2%	0	0.0%
Northwest	3,320	2.4%	0	0.0%
Florida Only	8,340	6.0%	17	19.8%
TOTAL	138,010	100.0%	86	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: CO*: Gulfstream; DL*: ASA; US*: PSA

APPENDIX B

Table 14 – 2005

Summary of Domestic Airport Activity GAINESVILLE REGIONAL AIRPORT (GNV) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	49	DL*
Charlotte	26	US*
Miami	16	CO*
Memphis	14	NW*
Tampa	6	CO*
TOTAL	111	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	34,610	28.1%	0	0.0%
Midwest	20,120	16.3%	0	0.0%
Southeast	26,450	21.5%	75	67.6%
Southwest	10,010	8.1%	0	0.0%
South Central	10,310	8.4%	0	0.0%
Mid South	13,060	10.6%	14	12.6%
North Central	4,110	3.3%	0	0.0%
Northwest	1,850	1.5%	0	0.0%
Florida Only	2,590	2.1%	22	19.8%
TOTAL	123,110	100.0%	111	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: CO*: Gulfstream; DL*: ASA; NW*: Pinnacle; US*: Mesa

APPENDIX B

Table 14 – 2003

Summary of Airport Activity GAINESVILLE REGIONAL AIRPORT (GNV) As of Summer 2003

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

Activity by U.S. Region

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

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

APPENDIX B

Table 14 – 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 14 - 2000

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

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

Activity by U.S. Region

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

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

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

APPENDIX B

Table 15 - 2011

Summary of Domestic Airport Activity Southwest Florida International Airport (RSW) As of Summer 2011

Destinations Served	Weekly Departures		Carriers	
	2010	2011	2010	2011
Atlanta	77	78	DL(49), FL(28)	DL(50), FL(28)
Key West	51	37	9K	9K
Charlotte	28	28	US	US
Chicago (Midway)	21	27	FL(7), WN(14)	FL(7), WN(20)
Orlando Intl.	26	26	WN	WN
Detroit	28	25	NK(7), DL(21)	NK(4), DL(21)
New York (Kennedy)	21	21	B6	B6
Philadelphia	21	21	WN(7), UA(14)	WN(7), UA(14)
Baltimore	21	21	FL(7), WN(14)	FL(7), WN(14)
Newark	21	21	B6(7), CO(14)	B6(7), CO(14)
Indianapolis	16	16	FL	FL
Houston	21	16	CO	CO
New York (LaGuardia)	7	14	DL	DL
Miami	21	14	AA	AA
Chicago (O'Hare)	24	14	AA(7), UA(7), NK(7), U5(3)	AA(7), UA(7)
Boston	14	14	B6	B6
Cincinnati	9	10	U5(2), DL(7)	U5(3), DL(7)
Westchester County, NY	14	10	G6	G6
Washington (Reagan)	14	9	US(7), FL(7)	US(2), FL(7)
St. Louis	10	9	U5(2), WN(8)	U5(2), WN(7)
Cleveland	11	9	U5(4), CO(7)	U5(2), CO(7)
Milwaukee	8	8	FL	FL
Atlantic City	7	7	NK	NK
Columbus	7	7	FL	FL
Dallas/Ft. Worth	14	7	AA	AA
Minneapolis/St. Paul	7	7	DL	DL
Pittsburgh	7	7	FL	FL
Denver	3	1	F9	F9
Grand Rapids	2	0	FL	-
Total	531	484		

Source: Official Airline Guide, July 2011

Carrier Legend: AA- American Airline, B6- jetBlue, CO- Continental, DL- Delta, FL- AirTran, F9- Frontier Airlines, NK- Spirit Airlines, UA- United, US- US Airways, U5- USA 3000 Airlines, WN Southwest, 9K- Cape Air

APPENDIX B

Table 15 - 2011

Summary of Domestic Airport Activity
Southwest Florida International Airport (RSW)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Origination</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	1,101,846	32.0%	145	30.0%
Midwest	1,112,866	32.4%	125	25.8%
Southeast	813,158	23.6%	106	21.9%
Southwest	4,690	0.1%	0	0.0%
South Central	226,694	6.6%	24	5.0%
Mid South	16,857	0.5%	0	0.0%
North Central	162,244	4.7%	7	1.4%
Northwest	627	0.0%	0	0.0%
Florida Only	170,298	5.0%	77	15.9%
Total	3,438,982	100.0%	484	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey, reconciled from Schedules T-100

APPENDIX B

Table 15 - 2008

**Summary of Domestic Airport Activity
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	77	76	DL (49), FL (28)	DL (48), FL (28)
Key West	20	42	CO	CO
Newark	31	28	CO (21), B6 (7), U5 (3)	CO (21), B6 (7)
Charlotte	28	28	US	US
Chicago-O'Hare	26	28	AA (7), NK (7), UA (7), U5 (5)	AA (7), NK (7), UA (7), U5 (7)
Detroit	27	27	NW (14), NK (7), U5 (6)	NW (14), NK (7), U5 (6)
Orlando	27	27	WN	WN
New York-Kennedy	28	26	B6	B6
Philadelphia	24	24	US (14), WN (7), U5 (3)	US (14), WN (7)
Miami	28	21	AA	AA
Houston-Bush	21	21	CO	CO
Baltimore	21	21	WN (14), FL (7)	WN (14), FL (7)
Boston	14	21	B6 (7), DL (7)	B6 (14), DL (7)
Indianapolis	21	16	FL (14), NW (7)	FL
Chicago-Midway	21	15	WN	WN
Tampa	14	14	CO	CO
Washington-National	14	14	FL (7), US (7)	FL (7), US (7)
Dallas-Fort Worth	14	14	AA	AA
Cleveland	13	12	CO (8), U5 (5)	CO (7), U5 (5)
Cincinnati	13	11	DL (8), U5 (5)	DL (4), U5 (4)
St. Louis	10	10	AA (7), U5 (3)	AA (7), U5 (3)
Minneapolis	13	7	NW (7), SY (6)	NW
Long Island/Islip	7	7	WN	WN
Atlantic City	7	7	NK	NK
New York-LaGuardia	0	7	-	DL
Weschester	0	7	-	B6
Pittsburgh	5	4	U5 (5), US (1)	U5
Buffalo	0	1	-	FL
Milwaukee	0	1	-	FL
Columbus	8	0	DL	-
Denver	7	0	F9	-
Kansas City	7	0	YX	-
Total	546	537		

Source: Official Airline Guide, July 2008.

Carrier Legend: AA- American Airlines, B6- jetBlue Airways, CO- Continental Airlines, DL- Delta Air Lines, FL- AirTran Airways, NW- Northwest Airlines, UA- United Airlines, US- US Airways, U5- USA 3000 Airlines, WN- Southwest Airlines

APPENDIX B

Table 15 - 2008 (Continued)

**Summary of Domestic Airport Activity
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	1,588,689	40.7%	167	31.1%
Midwest	1,376,506	35.3%	120	22.3%
Southeast	213,384	5.5%	104	19.4%
Southwest	184,438	4.7%	0	0.0%
South Central	182,512	4.7%	35	6.5%
Mid South	80,635	2.1%	0	0.0%
North Central	214,244	5.5%	7	1.3%
Northwest	38,288	1.0%	0	0.0%
Florida Only	22,929	0.6%	104	19.4%
TOTAL	3,901,625	100.0%	537	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 15 – 2007

Summary of Domestic Airport Activity SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	77	DL (49), FL (28)	Tampa	14	CO*
Newark	31	CO (21), B6 (7), U5 (3)	Washington - National	14	FL (7), US (7)
Charlotte	28	US	Dallas-Fort Worth	14	AA
Miami	28	AA*	Boston	14	B6 (7), DL (7)
New York - Kennedy	28	B6	Cincinnati	13	DL (7), U5 (5), DL* (1)
Detroit	27	NW (14), NK (7), U5 (6)	Minneapolis	13	NW (7), SY (6)
Orlando	27	WN	Cleveland	13	CO (7), CO* (1), U5 (5)
Chicago - O'Hare	26	AA (7), NK (7), UA* (7), U5 (5)	St. Louis	10	AA (7), U5 (3)
Philadelphia	24	US (14), WN (7), U5 (3)	Columbus	8	DL*
Houston - Bush	21	CO (14), CO* (7)	Kansas City	7	YX
Baltimore	21	WN (14), FL (7)	Denver	7	F9
Indianapolis	21	FL (14), NW* (7)	Long Island/Islip	7	WN
Chicago - Midway	21	WN	Atlantic City	7	NK
Key West	20	CO*	Pittsburgh	5	U5 (5), US (1)
			TOTAL	546	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,478,950	41.7%	151	27.7%
Midwest	1,215,190	34.3%	146	26.7%
Southeast	197,190	5.6%	105	19.2%
Southwest	169,680	4.8%	0	0.0%
South Central	157,240	4.4%	42	7.7%
Mid South	72,190	2.0%	0	0.0%
North Central	195,400	5.5%	13	2.4%
Northwest	33,290	0.9%	0	0.0%
Florida Only	27,960	0.8%	89	16.3%
TOTAL	3,547,090	100.0%	546	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA: American; AA*: American Eagle; B6: jetBlue; CO: Continental; CO*: Cape Air (Key West, Tampa), Chautauqua (Houston), Expressjet (Cleveland); DL: Delta; DL*: Chautauqua (Columbus), Comair (Cincinnati, Columbus); F9: Frontier; FL: AirTran; NK: Spirit; NW: Northwest; NW*: Pinnacle; SY: Sun Country; U5: USA 3000, UA*: Shuttle America, US: US Air, WN: Southwest, YX: Midwest.

APPENDIX B

Table 15 – 2005

Summary of Domestic Airport Activity SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving	Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	91	DL (77), FL (14)	Indianapolis	14	NW (7), TZ (7)
New York - Kennedy	42	B6 (28), DL* (14)	Washington - National	14	FL (7), US (7)
Detroit	39	NK (14), NW (21), U5 (4)	Columbus	14	DL*
Chicago - O'Hare	32	AA (7), NK (14), U5 (4), UA (7)	Hartford	14	DL*
Philadelphia	28	U5 (2), US (26)	Minneapolis	13	NW (7), SY (6)
Charlotte	27	US	Cleveland	12	CO (7), CO* (1), U5 (4)
Cincinnati	25	DL (14), DL* (7), U5 (4)	Baltimore	10	FL (7), U5 (4)
Miami	21	AA*	St. Louis	10	AA (7), U5 (3)
Boston	21	B6 (7), DL* (14)	Pittsburgh	9	U5 (2), US (7)
Key West	20	CO*	Chicago - Midway	8	TZ
Newark	17	CO (14), U5 (3)	Memphis	7	NW
Washington - Dulles	16	DH (14), U5 (2)	Atlantic City	7	NK
Tampa	14	CO*	Providence	7	NK
Dallas/Ft. Worth	14	AA	Denver	2	F9
Houston - Bush	14	CO	TOTAL	562	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,232,580	40.9%	185	32.9%
Midwest	1,058,820	35.1%	154	27.4%
Southeast	171,920	5.7%	118	21.0%
Southwest	138,480	4.6%	0	0.0%
South Central	138,580	4.6%	30	5.3%
Mid South	54,750	1.8%	7	1.2%
North Central	171,960	5.7%	13	2.3%
Northwest	28,040	0.9%	0	0.0%
Florida Only	17,960	0.6%	55	9.8%
TOTAL	3,013,090	100.0%	562	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA: American; AA*: American Eagle; B6: jetBlue; CO: Continental; CO*: Cape Air (Key West, Tampa), Expressjet (Cleveland); DH: Independence; DL: Delta; DL*: Chautauqua (Columbus), Comair (Cincinnati, Hartford), Song (New York JFK, Boston); F9: Frontier; FL: AirTran; NK: Spirit; NW: Northwest, SY: Sun Country; TZ: ATA, U5: USA 3000, UA: United, US: US Air.

APPENDIX B

Table 15 - 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 15 – 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 15 – 2000

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

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

Activity by U.S. Region

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

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

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

APPENDIX B

Table 16 - 2008

**Summary of Domestic Airport Activity
NAPLES MUNICIPAL AIRPORT (APF)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Key West	15	20	Y0	Y0
Fort Lauderdale	0	10	-	Y0
Atlanta	14	0	DL	-
Total	29	30		

Source: Official Airline Guide, July 2008.

Carrier Legend: AA- American Airlines, B6- jetBlue Airways, CO- Continental Airlines, DL- Delta Air Lines, FL- AirTran Airways, NK- Spirit Airlines, NW- Northwest Airlines, UA- United Airlines, US- US Airways, U5- USA 3000 Airlines, WN- Southwest Airlines

APPENDIX B

Table 16 - 2008 (Continued)

**Summary of Domestic Airport Activity
NAPLES MUNICIPAL AIRPORT (APF)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	2007 Passenger Originations		July 2008 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	2,183	16.2%	0	0.0%
Midwest	3,545	26.4%	0	0.0%
Southeast	3,665	27.3%	0	0.0%
Southwest	1,102	8.2%	0	0.0%
South Central	611	4.5%	0	0.0%
Mid South	1,482	11.0%	0	0.0%
North Central	320	2.4%	0	0.0%
Northwest	280	2.1%	0	0.0%
Florida Only	260	1.9%	30	100.0%
TOTAL	13,448	100.0%	30	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 16 – 2007

Summary of Domestic Airport Activity NAPLES MUNICIPAL AIRPORT (APF) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Key West	15	Y0
Atlanta	14	DL*
TOTAL	29	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	3,930	16.7%	0	0.0%
Midwest	5,350	22.7%	0	0.0%
Southeast	6,070	25.8%	14	48.3%
Southwest	2,010	8.5%	0	0.0%
South Central	920	3.9%	0	0.0%
Mid South	2,580	11.0%	0	0.0%
North Central	520	2.2%	0	0.0%
Northwest	340	1.4%	0	0.0%
Florida Only	1,840	7.8%	15	51.7%
TOTAL	23,560	100.0%	29	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL*: ASA, Y0: Yellow Air Taxi

APPENDIX B

Table 16 – 2005

Summary of Domestic Airport Activity NAPLES MUNICIPAL AIRPORT (APF) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	21	DL*
TOTAL	21	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,240	21.6%	0	0.0%
Midwest	1,270	22.1%	0	0.0%
Southeast	1,260	21.9%	21	100.0%
Southwest	310	5.4%	0	0.0%
South Central	290	5.0%	0	0.0%
Mid South	420	7.3%	0	0.0%
North Central	170	3.0%	0	0.0%
Northwest	100	1.7%	0	0.0%
Florida Only	690	12.0%	0	0.0%
TOTAL	5,750	100.0%	21	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL*: ASA

APPENDIX B

Table 16 – 2003

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

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

Airports with Nonstop Service	Weekly Departures	Carriers Serving
TOTAL	0	

Activity by U.S. Region

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

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

Note: n.a.: Not Applicable

APPENDIX B

Table 16 – 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 16 – 2000

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

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

Activity by U.S. Region

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

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

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

APPENDIX B

Table 16 - 2011

Summary of Domestic Airport Activity Punta Gorda Airport (PGD) As of Summer 2011

Destinations Served	Weekly Departure		Carrier	
	2010	2011	2010	2011
Greensboro	0	2	-	G4
Greenville	2	2	G4	G4
Lexington	0	2	-	G4
Knoxville	2	2	G4	G4
Ft. Walton Beach	0	2	-	V2
Total	4	10		

Source: Official Airline Guide, July 2011

Carrier Legend: G4- Allegiant Air, V2- Vision Airlines

APPENDIX B

Table 16 - 2011

Summary of Domestic Airport Activity Punta Gorda Airport (PGD) As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	25,540	27.6%	0	0.0%
Midwest	25,768	27.9%	2	20.0%
Southeast	15,056	16.3%	4	40.0%
Southwest	0	0.0%	0	0.0%
South Central	0	0.0%	0	0.0%
Mid South	14,670	15.9%	2	20.0%
North Central	0	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	11,362	12.3%	2	20.0%
Total	92,396	100.0%	10	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey reconciled form Schedule T-100

APPENDIX B

Table 18 - 2011

Summary of Domestic Airport Activity
Pensacola Gulf Coast Regional Airport (PNS)
As of Summer 2011

Destinations Served	Weekly Departures		Carriers	
	2010	2011	2010	2011
Atlanta	72	76	DL(50), FL(22)	DL(56), FL(20)
Dallas/ Ft. Worth	42	42	AA	AA
Houston (G. Bush Intl)	35	35	CO	CO
Charlotte	23	27	US	US
Memphis	21	21	DL	DL
Tampa	23	21	CO	CO
Orlando Intl.	18	18	CO	CO
Washington (Dulles)	14	14	UA	UA
Miami	14	14	AA	AA
Chicago (O'Hare)	4	7	AA(2), UA(2)	UA
Total	266	275		

Source: Official Airline Guide, July 2011

Carrier Legend: DL- Delta Airline, FL- Air Tran Airways , US- US Airways, AA- American Airlines, UA- United, CO- Continental

APPENDIX B

Table 18 - 2011

Summary of Domestic Airport Activity
Pensacola Gulf Coast Regional Airport (PNS)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	2,941	0.4%	14	5.1%
Midwest	9,223	1.3%	7	2.5%
Southeast	483,586	66.3%	103	37.5%
Southwest	126	0.0%	0	0.0%
South Central	144,758	19.8%	77	28.0%
Mid South	45,056	6.2%	21	7.6%
North Central	25	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	44,003	6.0%	53	19.3%
Total	729,718	100.0%	275	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey, reconciled to Schedules T-100

APPENDIX B

Table 18 - 2008

**Summary of Domestic Airport Activity
PENSACOLA GULF COAST REGIONAL AIRPORT (PNS)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	96	98	DL	DL
Houston-Bush	42	42	CO	CO
Dallas-Fort Worth	42	42	AA	AA
Tampa	36	36	CO (24), DL (12)	CO (24), DL (12)
Charlotte	29	28	US	US
Memphis	21	21	NW	NW
Orlando	20	20	DL	DL
Fort Lauderdale	13	13	DL	DL
Chicago-O'Hare	14	7	AA	AA
Total	313	307		

Source: Official Airline Guide, July 2008.

Carrier Legend: AA- American Airlines, CO- Continental Airlines, DL- Delta Air Lines, FL- AirTran Airways, NW- Northwest Airlines, US- US Airways

APPENDIX B

Table 18 - 2008 (Continued)

**Summary of Domestic Airport Activity
PENSACOLA GULF COAST REGIONAL AIRPORT (PNS)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	210,102	25.2%	0	0.0%
Midwest	157,349	18.9%	7	2.3%
Southeast	145,888	17.5%	126	41.0%
Southwest	118,180	14.2%	0	0.0%
South Central	92,991	11.2%	84	27.4%
Mid South	12,996	1.6%	21	6.8%
North Central	26,473	3.2%	0	0.0%
Northwest	25,237	3.0%	0	0.0%
Florida Only	44,233	5.3%	69	22.5%
TOTAL	833,449	100.0%	307	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 18 – 2007

Summary of Domestic Airport Activity PENSACOLA REGIONAL AIRPORT (PNS) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	96	DL (41), DL* (20)
Houston - Bush	42	CO*
Dallas/Fort Worth	42	AA*
Tampa	36	CO* (24), DL* (12)
Charlotte	29	US*
Memphis	21	NW*
Orlando	20	DL*
Chicago - O'Hare	14	AA*
Fort Lauderdale	13	DL*
TOTAL	313	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	169,400	22.6%	0	0.0%
Midwest	122,840	16.4%	14	4.5%
Southeast	110,570	14.8%	125	39.9%
Southwest	92,920	12.4%	0	0.0%
South Central	88,070	11.8%	84	26.8%
Mid South	22,070	2.9%	21	6.7%
North Central	22,710	3.0%	0	0.0%
Northwest	19,710	2.6%	0	0.0%
Florida Only	100,610	13.4%	69	22.0%
TOTAL	748,900	100.0%	313	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA*: American Eagle; CO*: Chautauqua (Houston), Expressjet (Houston), Gulfstream (Tampa); DL: Delta; DL*: ASA (Atlanta), Freedom (Ft. Lauderdale, Orlando, Tampa); FL: AirTran; NW*: Pinnacle (Memphis); US*: PSA, Mesa.

APPENDIX B

Table 18 – 2005

**Summary of Domestic Airport Activity
PENSACOLA REGIONAL AIRPORT (PNS)
As of Summer 2005**

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	83	DL (49), DL* (7), FL (27)
Dallas/Ft. Worth	51	AA*
Tampa	39	CO* (18), DL* (21)
Houston - Bush	35	CO*
Charlotte	28	US (14), US* (14)
Orlando Intl	28	DL*
Cincinnati	21	DL*
Memphis	21	NW*
New York - Kennedy	14	DL*
Fort Lauderdale	14	DL*
Chicago - O'Hare	7	AA*
Minneapolis	2	NW*
TOTAL	343	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	157,030	23.2%	14	4.1%
Midwest	116,510	17.2%	28	8.2%
Southeast	100,480	14.9%	111	32.4%
Southwest	82,690	12.2%	0	0.0%
South Central	85,600	12.7%	86	25.1%
Mid South	18,310	2.7%	21	6.1%
North Central	29,770	4.4%	2	0.6%
Northwest	16,240	2.4%	0	0.0%
Florida Only	68,810	10.2%	81	23.6%
TOTAL	675,440	100.0%	343	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA*: American Eagle; CO*: Expressjet (Houston), Gulfstream (Tampa); DL: Delta; DL*: ASA (Atlanta, Cincinnati, Tampa), Chautauqua (Ft. Lauderdale, Orlando, Tampa); Comair (Cincinnati, New York JFK); FL: AirTran; NW*: Pinnacle (Memphis, Minneapolis), Mesaba (Memphis); US: US Air; US*: PSA, Mesa.

APPENDIX B

Table 18 – 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 18 – 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 18 – 2000

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

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

Activity by U.S. Region

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

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

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

APPENDIX B

Table 19 - 2011

Summary of Domestic Airport Activity Tallahassee Regional Airport (TLH) As of Summer 2011

Destination Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Atlanta	67	66	DL	DL
Charlotte	27	27	US	US
Tampa	22	20	CO	CO
Ft. Lauderdale	18	18	CO(12), DL(6)	CO(12), DL(6)
Miami	19	14	AA	AA
Dallas/Ft. Worth	7	7	AA	AA
Memphis	20	0	DL	-
Total	180	152		

Source: Official Airline Guide, July 2011

Carrier Legend: DL- Delta Airlines, US- US Airlines, AA- American Airlines, CO- Continental

APPENDIX B

Table 19 - 2011

Summary of Domestic Airport Activity
Tallahassee Regional Airport (TLH)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	1,274	0.4%	0	0.0%
Midwest	467	0.1%	0	0.0%
Southeast	216,066	66.5%	93	61.2%
Southwest	141	0.0%	0	0.0%
South Central	17,541	5.4%	7	4.6%
Mid South	29,774	9.2%	0	0.0%
North Central	72	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	59,625	18.3%	52	34.2%
Total	324,960	100.0%	152	100.0%

Source: Official Airline Guide, July 2011; DOT, O&D Survey, reconciled from Schedules T-100

APPENDIX B

Table 19 - 2008

**Summary of Domestic Airport Activity
TALLAHASSEE REGIONAL AIRPORT (TLH)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	63	50	DL	DL
Tampa	43	46	CO (23), DL (20)	CO (28), DL (18)
Miami	19	32	DL	DL (18), AA (14)
Charlotte	26	28	US	US
Memphis	21	21	NW	NW
Fort Lauderdale	18	17	DL	DL
West Palm Beach	16	16	CO	CO
Houston-Bush	14	15	CO	CO
Orlando Intl	30	11	DL (19), CO (11)	DL
Total	250	236		

Source: Official Airline Guide, July 2008.

Carrier Legend: AA- American Airlines, CO- Continental Airlines, DL- Delta Air Lines, NW- Northwest Airlines, US- US Airways

APPENDIX B

Table 19 – 2007

Summary of Domestic Airport Activity TALLAHASSEE REGIONAL AIRPORT (TLH) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	63	DL* (56), DL (7)
Tampa	43	CO* (23), DL* (20)
Orlando Intl	30	DL* (19), CO* (11)
Charlotte	26	US*
Memphis	21	NW*
Miami	19	DL*
Fort Lauderdale	18	DL*
West Palm Beach	16	CO*
Houston - Bush	<u>14</u>	CO*
TOTAL	250	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	100,720	22.6%	0	0.0%
Midwest	54,260	12.2%	0	0.0%
Southeast	43,630	9.8%	89	35.6%
Southwest	41,750	9.4%	0	0.0%
South Central	39,340	8.8%	14	5.6%
Mid South	22,090	5.0%	21	8.4%
North Central	9,910	2.2%	0	0.0%
Northwest	7,180	1.6%	0	0.0%
Florida Only	126,230	28.4%	126	50.4%
TOTAL	445,110	100.0%	250	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: CO*: Expressjet (Houston), Gulfstream (Tampa); DL: Delta; DL*: ASA (Atlanta), Chautauqua (Tampa, Ft. Lauderdale, Miami, Orlando, West Palm Beach), Comair (Miami, Orlando, Cincinnati, New York JFK); NW*: Pinnacle; US*: PSA, Mesa.

APPENDIX B

Table 19 – 2005

Summary of Domestic Airport Activity TALLAHASSEE REGIONAL AIRPORT (TLH) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	56	DL (49), DL* (7)
Tampa	56	CO* (28), DL* (28)
Fort Lauderdale	28	DL*
Miami	28	DL*
Orlando Intl	27	DL*
Charlotte	26	US*
Memphis	21	NW*
West Palm Beach	21	DL*
Cincinnati	14	DL*
Houston - Bush	14	CO*
New York - Kennedy	14	DL*
TOTAL	305	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	119,440	22.3%	14	4.6%
Midwest	65,870	12.3%	14	4.6%
Southeast	61,580	11.5%	82	26.9%
Southwest	43,480	8.1%	0	0.0%
South Central	47,200	8.8%	14	4.6%
Mid South	20,320	3.8%	21	6.9%
North Central	12,970	2.4%	0	0.0%
Northwest	7,560	1.4%	0	0.0%
Florida Only	156,260	29.2%	160	52.5%
TOTAL	534,680	100.0%	305	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: CO*: Expressjet (Houston), Gulfstream (Tampa); DL: Delta; DL*: ASA (Atlanta), Chautauqua (Tampa, Ft. Lauderdale, Miami, Orlando, West Palm Beach), Comair (Miami, Orlando, Cincinnati, New York JFK); NW*: Pinnacle; US*: PSA, Mesa.

APPENDIX B

Table 19 - 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 19 – 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 19 - 2000

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

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

Activity by U.S. Region

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

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

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

APPENDIX B

Table 20 - 2011

Summary of Domestic Airport Activity Northwest Florida Regional Airport (VPS) As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Atlanta	77	94	DL	V2(10), DL(84)
Dallas/Ft. Worth	42	40	AA	AA
Charlotte	28	28	US	US
Houston	25	22	CO	CO
Louisville	0	4	-	V2
Orlando(Sanford)	0	4	-	V2
Chattanooga	0	4	-	V2
St. Petersburg	0	3	-	V2
Knoxville TN	0	3	-	V2
Little Rock	0	3	-	V2
Tunica	0	3	-	V2
Asheville	0	2	-	V2
Ft. Lauderdale	0	2	-	V2
Las Vegas	0	2	-	V2
Lafayette	0	2	-	V2
Punta Gorda	0	2	-	V2
Shreveport	0	2	-	V2
St. Louis	0	2	-	V2
Greenville/Spartanburg	0	2	-	V2
Baton Rouge	0	1	-	V2
Columbia	0	1	-	V2
Huntsville/Decatur	0	1	-	V2
Memphis	21	0	DL	-
Total	193	227		

Source: Official Airline Guide, July 2011

Carrier Legend: DL- Delta Airlines, V2- Vision Airlines, CO- Continental, US- US Airways, AA- American Airlines

APPENDIX B

Table 20 - 2011

Summary of Domestic Airport Activity
Northwest Florida Regional Airport (VPS)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	340	0.1%	0	0.0%
Midwest	542	0.2%	6	4.7%
Southeast	204,656	58.8%	27	21.3%
Southwest	127	0.0%	2	1.6%
South Central	101,801	29.3%	62	48.8%
Mid South	40,399	11.6%	19	15.0%
North Central	84	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	579	0.2%	11	8.7%
Total	347,949	100.0%	127	100.0%

Source: Official Airline Guide, July 2011; O&D Survey, reconciled to Schedules T-100

APPENDIX B

Table 20 - 2008

**Summary of Domestic Airport Activity
NORTHWEST FLORIDA REGIONAL (VPS)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	62	63	DL	DL
Dallas-Fort Worth	42	42	AA	AA
Houston-Bush	29	30	CO	CO
Memphis	21	21	NW	NW
Charlotte	0	21	CO	CO
Tampa	18	17	DL	-
Chicago	0	7	DL	DL
Cincinnati	1	3	-	US
Orlando	7	0	-	AA
Total	180	204		

Source: Official Airline Guide, July 2008.

Carrier Legend: AA- American Airlines, CO- Continental Airlines, DL- Delta Air Lines, NW- Northwest Airlines, US- US Airways

APPENDIX B

Table 20 - 2008 (Continued)

**Summary of Domestic Airport Activity
NORTHWEST FLORIDA REGIONAL AIRPORT (VPS)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	74,726	19.6%	0	0.0%
Midwest	75,989	19.9%	10	4.9%
Southeast	34,774	9.1%	84	41.2%
Southwest	56,198	14.7%	0	0.0%
South Central	80,216	21.0%	72	35.3%
Mid South	24,666	6.5%	21	10.3%
North Central	16,985	4.5%	0	0.0%
Northwest	9,471	2.5%	0	0.0%
Florida Only	8,453	2.2%	17	8.3%
TOTAL	381,478	100.0%	204	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 20 – 2007

Summary of Domestic Airport Activity OKALOOSA REGIONAL AIRPORT (VPS) As of Summer 2007

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	62	DL* (55), DL (7)
Dallas/Ft. Worth	42	AA*
Houston - Bush	29	CO*
Memphis	21	NW
Tampa	18	CO*
Orlando	7	DL*
Cincinnati	1	DL*
TOTAL	180	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	63,740	19.4%	0	0.0%
Midwest	60,330	18.4%	1	0.6%
Southeast	33,480	10.2%	62	34.4%
Southwest	43,850	13.4%	0	0.0%
South Central	65,040	19.8%	71	39.4%
Mid South	23,820	7.3%	21	11.7%
North Central	13,300	4.1%	0	0.0%
Northwest	8,010	2.4%	0	0.0%
Florida Only	16,730	5.1%	25	13.9%
TOTAL	328,300	100.0%	180	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA*: American Eagle; CO*: Chautauqua (Houston), Expressjet (Houston), Gulfstream (Tampa); DL: Delta; DL*: ASA (Atlanta), Comair (Cincinnati), Freedom (Atlanta, Orlando); NW: Northwest.

APPENDIX B

Table 20 – 2005

Summary of Domestic Airport Activity OKALOOSA REGIONAL AIRPORT (VPS) As of Summer 2005

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	63	DL (35), DL* (28)
Dallas/Ft. Worth	28	AA*
Houston - Bush	23	CO*
Cincinnati	21	DL*
Memphis	21	NW
Tampa	18	CO*
St. Louis	7	AA*
TOTAL	181	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	82,070	23.1%	0	0.0%
Midwest	68,100	19.2%	28	15.5%
Southeast	45,020	12.7%	63	34.8%
Southwest	41,170	11.6%	0	0.0%
South Central	54,700	15.4%	51	28.2%
Mid South	24,770	7.0%	21	11.6%
North Central	13,110	3.7%	0	0.0%
Northwest	8,820	2.5%	0	0.0%
Florida Only	16,890	4.8%	18	9.9%
TOTAL	354,650	100.0%	181	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: AA*: American Eagle (Dallas), Chautauqua (St. Louis); CO*: Expressjet (Houston), Gulfstream (Tampa); DL: Delta; DL*: ASA; NW: Northwest.

APPENDIX B

Table 20 – 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 20 – 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 20 – 2000

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

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

Activity by U.S. Region

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

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

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

APPENDIX B

Table 21 - 2011

Summary of Domestic Airport Activity Northwest Florida Beaches International Airport (ECP) As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Atlanta	53	56	DL	DL
Baltimore	14	14	WN	WN
Nashville	14	14	WN	WN
Houston	14	14	WN	WN
Orlando Intl.	14	14	WN	WN
Memphis	21	14	DL	DL
Total	130	126		

Source: Official Airline Guide, July 2011

Carrier Legend: DL- Delta Air Lines, WN- Southwest Airlines

APPENDIX B

Table 21 - 2011

Summary of Domestic Airport Activity
Northwest Florida Beaches International Airport (ECP)
As of Summer 2011

Activity by U.S. Region

US Region	<u>2010 Passenger Originations</u>		<u>July 2011 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	32,884	10.5%	14	11.1%
Midwest	8,902	2.9%	0	0.0%
Southeast	129,770	41.6%	56	44.4%
Southwest	546	0.2%	0	0.0%
South Central	40,565	13.0%	14	11.1%
Mid South	71,258	22.8%	28	22.2%
North Central	4	0.0%	0	0.0%
Northwest	108	0.0%	0	0.0%
Florida Only	28,061	9.0%	14	11.1%
Total	312,098	100.0%	126	100.0%

Source: Official Airline Guide, July 2011; DOT O&D Survey, reconciled to Schedules T-100

APPENDIX B

Table 21 - 2008

**Summary of Domestic Airport Activity
PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT (PFN)
As of Summer 2008**

Destinations Served	Weekly Departures		Carrier	
	2007	2008	2007	2008
Atlanta	50	49	DL	DL
Memphis	21	21	NW	NW
Charlotte	0	21	-	US
Orlando Intl	13	13	DL	DL
Cincinnati	1	1	DL	DL
Total	85	105		

Source: Official Airline Guide, July 2008.

Carrier Legend: DL- Delta Air Lines, NW- Northwest Airlines, US- US Airways

APPENDIX B

Table 21 - 2008 (Continued)

**Summary of Domestic Airport Activity
PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT (PFN)
As of Summer 2008**

Activity by U.S. Region

U.S. Region	<u>2007 Passenger Originations</u>		<u>July 2008 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	42,162	26.3%	0	0.0%
Midwest	38,261	23.9%	1	1.0%
Southeast	20,265	12.6%	70	66.7%
Southwest	19,836	12.4%	0	0.0%
South Central	14,708	9.2%	0	0.0%
Mid South	5,385	3.4%	21	20.0%
North Central	9,053	5.6%	0	0.0%
Northwest	5,263	3.3%	0	0.0%
Florida Only	5,299	3.3%	13	12.4%
TOTAL	160,232	100.0%	105	100.0%

Source: Official Airline Guide, July 2008; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

APPENDIX B

Table 21 – 2007

**Summary of Domestic Airport Activity
PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT (PFN)
As of Summer 2007**

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	50	DL*
Memphis	21	NW*
Orlando Intl	13	DL*
Cincinnati	1	DL*
TOTAL	85	

Activity by U.S. Region

U.S. Region	2006 Passenger Originations		July 2007 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	36,390	22.9%	0	0.0%
Midwest	31,740	20.0%	1	1.2%
Southeast	19,620	12.3%	50	58.8%
Southwest	18,550	11.7%	0	0.0%
South Central	14,040	8.8%	0	0.0%
Mid South	14,140	8.9%	21	24.7%
North Central	6,810	4.3%	0	0.0%
Northwest	4,600	2.9%	0	0.0%
Florida Only	13,100	8.2%	13	15.3%
TOTAL	158,990	100.0%	85	100.0%

Source: Official Airline Guide, July 2007; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL*: ASA (Atlanta), Comair (Cincinnati), Freedom (Atlanta, Orlando); NW*: Pinnacle.

APPENDIX B

Table 21 – 2005

**Summary of Domestic Airport Activity
PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT (PFN)
As of Summer 2005**

Nonstop Destinations Served	Weekly Departures	Carriers Serving
Atlanta	56	DL*
Memphis	21	NW*
Orlando Intl	14	DL*
Cincinnati	2	DL*
TOTAL	93	

Activity by U.S. Region

U.S. Region	2004 Passenger Originations		July 2005 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	46,650	26.8%	0	0.0%
Midwest	37,880	21.8%	2	2.2%
Southeast	24,650	14.2%	56	60.2%
Southwest	18,060	10.4%	0	0.0%
South Central	15,470	8.9%	0	0.0%
Mid South	11,680	6.7%	21	22.6%
North Central	6,810	3.9%	0	0.0%
Northwest	4,990	2.9%	0	0.0%
Florida Only	7,610	4.4%	14	15.1%
TOTAL	173,800	100.0%	93	100.0%

Source: Official Airline Guide, July 2005; DOT, O&D Survey, reconciled to Schedules T-100 and 298C T-1.

Carrier Legend: DL*: ASA (Atlanta), Chautauqua (Orlando), Comair (Cincinnati, Orlando); NW*: Pinnacle.

APPENDIX B

Table 21 – 2003

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 21 – 2001

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

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

Activity by U.S. Region

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

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

APPENDIX B

Table 21 - 2000

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

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

Activity by U.S. Region

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

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

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

APPENDIX B

Table 22 - 2011

Nonstop Service Summary

DOMESTIC SCHEDULED PASSENGER SERVICE

AT FLORIDA AIRPORTS

(for the second week of July 2011; sorted by weekly scheduled seats)

Florida Origin Airport	Equipment Type	No. of Destin. Served	Weekly Scheduled		Avg. Seats per Flight
			Departures	Seats	
ALL FLORIDA AIRPORTS		135	10,398	1,334,343	128
	Prop	4	76	680	9
	Turboprop	20	445	16,892	34
	RJ	41	1,778	111,097	64
	Jet	118	8,099	1,205,674	145
SOUTHEAST FLORIDA					
Ft. Lauderdale		64	1,550	223,687	144
	Turboprop	2	28	532	19
	RJ	8	67	6,400	96
	Jet	60	1,455	216,755	149
Miami		52	1,645	226,075	137
	Prop	1	4	32	8
	Turboprop	4	91	5,824	64
	RJ	27	366	19,173	52
	Jet	32	1,184	201,046	170
Palm Beach		18	447	57,992	130
	Turboprop	1	19	516	27
	RJ	5	64	4,840	76
	Jet	16	364	52,636	145
Key West		6	147	7,802	53
	Prop	1	36	324	9
	Turboprop	3	76	3,334	44
	RJ	1	7	490	70
	Jet	3	28	3,654	131
EAST CENTRAL FLORIDA					
Orlando		82	2,697	379,991	141
	Turboprop	1	18	342	19
	RJ	13	189	15,647	83
	Jet	80	2,490	364,002	146
Melbourne		2	48	4,445	93
	RJ	2	21	1,070	51
	Jet	1	27	3,375	125
Daytona Beach		2	56	6,042	108
	RJ	2	24	1,498	62
	Jet	1	32	4,544	142
Orlando-Sanford		31	102	16,600	163
	Turboprop	1	2	60	30
	Jet	31	100	16,540	165

APPENDIX B

Table 22

Nonstop Service Summary

WEST CENTRAL FLORIDA					
Tampa		60	1,483	198,877	134
	Turboprop	3	61	1,159	19
	RJ	7	75	4,900	65
	Jet	57	1,347	192,818	143
Sarasota		8	95	11,166	118
	RJ	3	29	2,051	71
	Jet	5	66	9,115	138
St. Petersburg		24	71	11,364	160
	Turboprop	1	2	60	30
	Jet	24	69	11,304	164
NORTHEAST FLORIDA					
Jacksonville		27	693	72,193	104
	Turboprop	1	35	2,240	64
	RJ	16	295	19,603	66
	Jet	16	363	50,350	139
Gainesville		3	81	4,050	50
	RJ	3	81	4,050	50
SOUTHWEST FLORIDA					
Southwest Florida		28	482	58,233	121
	Prop	1	36	324	9
	Turboprop	1	7	448	64
	RJ	7	62	4,831	78
	Jet	23	377	52,630	140
Punta Gorda		5	10	1,388	139
	Turboprop	1	2	60	30
	Jet	4	8	1,328	166
NORTHWEST FLORIDA					
Pensacola		10	276	19,052	69
	Turboprop	2	40	760	19
	RJ	7	162	8,624	53
	Jet	1	74	9,668	131
Tallahassee		6	154	8,303	54
	Turboprop	2	33	627	19
	RJ	5	110	6,060	55
	Jet	1	11	1,616	147
Northwest Florida Beaches		6	126	12,445	99
	RJ	2	56	2,800	50
	Jet	5	70	9,645	138
Northwest Florida Regional		22	235	14,638	62
	Turboprop	10	31	930	30
	RJ	4	170	9,060	53
	Jet	13	34	4,648	137

Source: Official Airline Guide

Table 22 - 2008

Nonstop Service Summary
Domestic Scheduled Passenger Service at Florida Airports
(for second week of July 2007 and 2008; sorted by weekly scheduled seats)

YEAR 2007							YEAR 2008						
Florida Origin Airport	Equipment Type	No. of Destin. Served	Weekly Scheduled		Avg. Seats per Flight		Florida Origin Airport	Equipment Type	No. of Destin. Served	Weekly Scheduled		Avg. Seats per Flight	
			Departures	Seats						Departures	Seats		
ALL FLORIDA AIRPORTS							ALL FLORIDA AIRPORTS						
	Turboprop	120	11,650	1,402,407	120			Turboprop	117	11,145	1,363,428	122	
	RJ	15	1,185	34,328	29			RJ	15	1,108	32,066	29	
	Jet	51	1,988	107,758	54			Jet	51	1,785	105,836	59	
		104	8,477	1,260,321	149				105	8,252	1,225,526	149	
SOUTHEAST FLORIDA							SOUTHEAST FLORIDA						
Ft. Lauderdale							Ft. Lauderdale						
	Turboprop	55	1,658	225,335	136			Turboprop	69	1,662	228,456	137	
	RJ	3	83	1,445	17			RJ	4	72	1,159	16	
	Jet	8	105	5,950	57			Jet	14	107	8,504	79	
		48	1,470	217,940	148				54	1,483	218,793	148	
Miami							Miami						
	Turboprop	47	1,532	201,189	131			Turboprop	49	1,454	198,984	137	
	RJ	6	228	9,065	40			RJ	7	205	9,012	44	
	Jet	18	253	12,645	50			Jet	16	192	10,094	53	
		32	1,051	179,479	171				34	1,057	179,878	170	
Palm Beach							Palm Beach						
	Turboprop	21	519	66,093	127			Turboprop	22	509	62,238	122	
	RJ	2	29	551	19			RJ	2	41	779	19	
	Jet	5	50	3,360	67			Jet	9	74	5,717	77	
		18	440	62,182	141				18	394	55,742	141	
Key West							Key West						
	Turboprop	7	238	7,947	33			Turboprop	8	252	7,196	29	
	RJ	6	200	5,607	28			RJ	6	226	5,516	24	
		3	38	2,340	62				2	26	1,680	65	
Marathon							Marathon						
	RJ	1	8	400	50			RJ	0	0	0	0	
		1	8	400	50				0	0	0	0	
EAST CENTRAL FLORIDA							EAST CENTRAL FLORIDA						
Orlando							Orlando						
	Turboprop	87	3,132	419,245	134			Turboprop	78	2,839	399,604	141	
	RJ	3	64	1,282	20			RJ	1	43	883	21	
	Jet	33	374	18,907	51			Jet	25	202	13,629	67	
		70	2,694	399,056	148				70	2,594	385,092	148	
Melbourne							Melbourne						
	RJ	2	40	3,656	91			RJ	2	39	3,612	93	
	Jet	2	27	1,770	66			Jet	1	22	1,120	51	
		1	13	1,886	145				2	17	2,492	147	
Daytona Beach							Daytona Beach						
	RJ	2	57	6,589	116			RJ	4	78	5,700	73	
	Jet	2	16	1,098	69			Jet	4	64	3,740	58	
		2	41	5,491	134				2	14	1,960	140	
Orlando-Sanford							Orlando-Sanford						
	Jet	24	78	11,700	150			Jet	28	94	14,100	150	
		24	78	11,700	150				28	94	14,100	150	

Table 22 - 2008 (Continued)

YEAR 2007							YEAR 2008						
Florida	Origin Airport	Equipment Type	No. of Destin.	Served	Weekly Scheduled	Avg. Seats per Flight	Florida	Origin Airport	Equipment Type	No. of Destin.	Served	Weekly Scheduled	Avg. Seats per Flight
WEST CENTRAL FLORIDA							WEST CENTRAL FLORIDA						
Tampa		Turboprop	65	1,843	225,953	123	Tampa		Turboprop	63	1,775	220,103	124
		RJ	11	255	4,576	18			RJ	8	206	3,785	18
		Jet	9	71	4,040	57			Jet	8	89	5,896	66
Sarasota		Jet	58	1,517	217,337	143	Sarasota		Jet	58	1,480	210,422	142
		Turboprop	10	149	14,929	100			Turboprop	10	141	13,349	95
		Turboprop	1	14	126	9			Turboprop	1	7	469	67
St. Petersburg		RJ	5	51	3,616	71	St. Petersburg		RJ	5	63	3,648	58
		Jet	6	84	11,187	133			Jet	5	71	9,232	130
		Jet	21	66	10,368	157			Jet	21	61	8,478	139
NORTHEAST FLORIDA							NORTHEAST FLORIDA						
Jacksonville		Turboprop	33	841	85,134	101	Jacksonville		Turboprop	33	756	80,236	106
		RJ	2	43	1,825	42			RJ	2	49	2,275	46
		Jet	18	339	18,756	55			Jet	21	260	14,709	57
Gainesville		Jet	21	459	64,553	141	Gainesville		Jet	19	447	63,252	142
		Turboprop	4	86	4,445	52			Turboprop	2	66	3,300	50
		RJ	3	59	3,095	52			Turboprop	0	0	0	0
SOUTHWEST FLORIDA							SOUTHWEST FLORIDA						
Southwest Florida		Turboprop	1	27	1,350	50	Southwest Florida		Turboprop	2	66	3,300	50
		Turboprop	28	546	68,391	125			Turboprop	29	537	64,043	119
		RJ	3	62	2,182	35			RJ	3	77	1,911	25
Naples		Jet	6	31	1,717	55	Naples		Jet	7	42	3,322	79
		Turboprop	24	453	64,492	142			Jet	24	418	58,810	141
		RJ	2	29	820	28			Turboprop	2	30	240	8
NORTHWEST FLORIDA							NORTHWEST FLORIDA						
Pensacola Gulf Coast		Turboprop	1	15	120	8	Pensacola Gulf Coast		Turboprop	2	30	240	8
		Jet	1	14	700	50			Turboprop	9	307	22,104	72
		Turboprop	9	313	22,082	71			Turboprop	1	24	456	19
Tallahassee		Jet	1	24	456	19	Tallahassee		RJ	9	200	10,640	53
		Turboprop	9	213	11,422	54			Jet	1	83	11,008	133
		Jet	1	76	10,204	134			Turboprop	9	236	12,390	53
Northwest Florida		Turboprop	4	57	1,412	25	Northwest Florida		Turboprop	2	44	836	19
		RJ	8	186	9,829	53			RJ	8	180	9,850	55
		Jet	1	7	1,002	143			Jet	1	12	1,704	142
Panama City		Turboprop	7	180	10,930	61	Panama City		Turboprop	8	204	12,399	61
		Jet	2	24	738	31			Turboprop	2	49	2,435	50
		Turboprop	5	128	6,748	53			RJ	6	128	6,487	51
Source: Official Airline Guide.							Source: Official Airline Guide.						

Table 22 - 2007

Nonstop Service Summary

DOMESTIC SCHEDULED PASSENGER SERVICE
AT FLORIDA AIRPORTS

(for the second week of July 2007; sorted by weekly scheduled seats)

(for the second week of July 2007, sorted by weekly scheduled seats)					
Florida Origin Airport	Equipment Type	No. of Destin. Served	Weekly Scheduled Departures Seats		Avg. Seats per Flight
ALL FLORIDA AIRPORTS		120	11,650	1,402,407	120
	Turboprop	15	1,185	34,328	29
	RJ	51	1,988	107,758	54
	Jet	104	8,477	1,260,321	149
SOUTHEAST FLORIDA					
Ft. Lauderdale		55	1,658	225,335	136
	Turboprop	3	83	1,445	17
	RJ	8	105	5,950	57
	Jet	48	1,470	217,940	148
Miami		47	1,532	201,189	131
	Turboprop	6	228	9,065	40
	RJ	18	253	12,645	50
	Jet	32	1,051	179,479	171
Palm Beach		21	519	66,093	127
	Turboprop	2	29	551	19
	RJ	5	50	3,360	67
	Jet	18	440	62,182	141
Key West		7	238	7,947	33
	Turboprop	6	200	5,607	28
	RJ	3	38	2,340	62
Marathon		1	8	400	50
	RJ	1	8	400	50
EAST CENTRAL FLORIDA					
Orlando		87	3,132	419,245	134
	Turboprop	3	64	1,282	20
	RJ	33	374	18,907	51
	Jet	70	2,694	399,056	148
Melbourne		2	40	3,656	91
	RJ	2	27	1,770	66
	Jet	1	13	1,886	145
Daytona Beach		2	57	6,589	116
	RJ	2	16	1,098	69
	Jet	2	41	5,491	134
Orlando-Sanford		24	78	11,700	150
	Jet	24	78	11,700	150
WEST CENTRAL FLORIDA					
Tampa		65	1,843	225,953	123
	Turboprop	11	255	4,576	18
	RJ	9	71	4,040	57
	Jet	58	1,517	217,337	143
Sarasota		10	149	14,929	100
	Turboprop	1	14	126	9
	RJ	5	51	3,616	71
	Jet	6	84	11,187	133
St. Petersburg		21	66	10,368	157
	Jet	21	66	10,368	157

Table 22 - 2007

Nonstop Service Summary

Florida Origin Airport	Equipment Type	No.of Destin. Served	Weekly Scheduled		Avg. Seats per Flight
			Departures	Seats	
NORTHEAST/NORTH CENTRAL FLORIDA					
Jacksonville		33	841	85,134	101
	Turboprop	2	43	1,825	42
	RJ	18	339	18,756	55
	Jet	21	459	64,553	141
Gainesville		4	86	4,445	52
	Turboprop	3	59	3,095	52
	RJ	1	27	1,350	50
SOUTHWEST FLORIDA					
Southwest Florida		28	546	68,391	125
	Turboprop	3	62	2,182	35
	RJ	6	31	1,717	55
	Jet	24	453	64,492	142
Naples		2	29	820	28
	Turboprop	1	15	120	8
	RJ	1	14	700	50
NORTHWEST FLORIDA					
Pensacola		9	313	22,082	71
	Turboprop	1	24	456	19
	RJ	9	213	11,422	54
	Jet	1	76	10,204	134
Tallahassee		9	250	12,243	49
	Turboprop	4	57	1,412	25
	RJ	8	186	9,829	53
	Jet	1	7	1,002	143
Okaloosa		7	180	10,930	61
	Turboprop	2	24	738	31
	RJ	5	128	6,748	53
	Jet	2	28	3,444	123
Panama City		4	85	4,958	58
	Turboprop	1	28	1,848	66
	RJ	4	57	3,110	55

SOURCE: Official Airline Guide.

Table 22 - 2005

Nonstop Service Summary
DOMESTIC SCHEDULED PASSENGER SERVICE
AT FLORIDA AIRPORTS

(for the second week of July 2005; sorted by weekly scheduled seats)

Florida Origin Airport	Equipment Type	No. of Destin. Served	Weekly Scheduled		Avg. Seats per Flight
			Departures	Seats	
ALL FLORIDA AIRPORTS		83	11,955	1,405,628	118
	Turboprop	24	1,306	34,112	26
	RJ	36	2,493	118,841	48
	Jet	68	8,156	1,251,675	153
SOUTHEAST FLORIDA					
Ft. Lauderdale		60	1,848	240,547	130
	Turboprop	6	119	1,898	16
	RJ	18	274	11,607	42
	Jet	44	1,455	227,042	156
Miami		44	1,551	207,793	134
	Turboprop	6	223	8,445	38
	RJ	13	180	8,426	47
	Jet	35	1,148	190,922	166
Palm Beach		21	505	71,769	142
	Turboprop	1	11	209	19
	RJ	3	35	1,750	50
	Jet	19	459	69,810	152
Key West		7	286	8,741	31
	Turboprop	6	225	5,485	24
	RJ	4	61	3,256	53
Marathon		2	15	120	8
	Turboprop	2	15	120	8
WEST CENTRAL FLORIDA					
Orlando		82	2,904	380,513	131
	Turboprop	3	80	1,584	20
	RJ	33	558	26,048	47
	Jet	64	2,266	352,881	156
Melbourne		6	104	7,015	67
	Turboprop	2	31	269	9
	RJ	4	38	2,040	54
	Jet	1	35	4,706	134
Daytona Beach		6	117	8,278	71
	Turboprop	3	40	404	10
	RJ	3	35	1,910	55
	Jet	1	42	5,964	142
Orlando-Sanford		19	107	17,404	163
	Jet	19	107	17,404	163
EAST CENTRAL FLORIDA					
Tampa		72	1,936	228,970	118
	Turboprop	11	266	5,181	19
	RJ	21	223	10,520	47
	Jet	56	1,447	213,269	147
Sarasota		8	167	15,637	94
	Turboprop	2	26	222	9
	RJ	3	50	3,060	61
	Jet	4	91	12,355	136
St. Petersburg		10	30	4,956	165
	Jet	10	30	4,956	165

Table 22 - 2005

Nonstop Service Summary

Florida Origin Airport	Equipment Type	No. of Destin. Served	Weekly Scheduled		Avg. Seats per Flight
NORTHEAST FLORIDA					
Jacksonville		26	769	75,324	98
	Turboprop	2	59	2,391	41
	RJ	14	300	15,474	52
Gainesville	Jet	18	410	57,459	140
		5	111	5,260	47
	Turboprop	3	43	1,804	42
	RJ	3	68	3,456	51
SOUTHWEST FLORIDA					
Southwest Florida		29	562	72,850	130
	Turboprop	3	55	1,650	30
	RJ	4	36	2,220	62
Naples	Jet	24	471	68,980	146
		1	21	1,050	50
	RJ	1	21	1,050	50
NORTHWEST FLORIDA					
Pensacola		12	343	23,524	69
	Turboprop	1	18	342	19
	RJ	12	235	11,301	48
Tallahassee	Jet	2	90	11,881	132
		11	305	17,807	58
	Turboprop	1	28	532	19
Ft. Walton Beach	RJ	11	228	10,299	45
	Jet	1	49	6,976	142
		7	181	12,763	71
Panama City	Turboprop	1	18	342	19
	RJ	5	107	5,351	50
	Jet	2	56	7,070	126
Panama City		4	93	5,357	58
	Turboprop	1	49	3,234	66
	RJ	4	44	2,123	48

SOURCE: Official Airline Guide.

Table 22- 2003

Nonstop Service Summary

DOMESTIC SCHEDULED PASSENGER SERVICE
AT FLORIDA AIRPORTS

(for the second week of July 2003; sorted by weekly scheduled seats)

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

Table 22- 2003

Nonstop Service Summary

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

SOURCE: Official Airline Guide.

Table 22- 2001

Nonstop Service Summary

DOMESTIC SCHEDULED PASSENGER SERVICE
AT FLORIDA AIRPORTS

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

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

Table 22- 2001

Nonstop Service Summary

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

SOURCE: Official Airline Guide.

Table 22- 2000

Nonstop Service Summary

DOMESTIC SCHEDULED PASSENGER SERVICE
AT FLORIDA AIRPORTS

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

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

Table 22- 2000

Nonstop Service Summary

Florida Origin Airport	Equipment Type	No.of Destin. Served	Weekly Scheduled		Avg. Seats per Flight
			Departures	Seats	
NORTHEAST FLORIDA					
Jacksonville		27	723	75,860	105
	Turboprop	6	147	5,488	37
	RJ	6	85	4,250	50
Gainesville	Jet	20	491	66,122	135
		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
Naples	Jet	18	290	41,597	143
		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
Tallahassee	Jet	6	112	15,328	137
		9	335	15,357	46
	Turboprop	8	244	7,335	30
Okaloosa	RJ	3	49	2,450	50
	Jet	1	42	5,572	133
		5	181	11,523	64
Panama City	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 B
Table 23 - 2011

Florida Intrastate Service Matrix
Weekly Scheduled Flight Departures
(July 2011)

Florida Destination																				
Florida Origin	Ft. Lauderdale	Miami	Palm Beach	Key West	Orlando	Melbourne	Daytona Beach	Orlando-Sanford	Tampa	Sarasota	St. Pete	Jacksonville	Gainesville	Southwest FL	Punta Gorda	Tallahassee	NW FL Regional	NW FL Beaches	Pensacola Gulf	Florida Total
Southeast																				
Ft. Lauderdale	-	-	-	18	42	-	-	-	61	-	-	24	-	-	-	17	2	-	-	164
Miami	-	-	-	42	88	-	-	-	74	-	-	49	7	14	-	14	-	14	302	
Palm Beach	-	-	-	-	-	-	-	-	25	-	-	-	-	-	-	-	-	-	25	
Key West	16	42	-	-	7	-	-	-	25	-	-	-	-	37	-	-	-	-	127	
East Central																				
Orlando	41	88	-	7	-	-	-	-	-	-	-	-	-	27	-	-	-	14	195	
Melbourne	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Daytona Beach	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Orlando-Sanford	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	4	
West Central																				
Tampa	60	74	26	25	-	-	-	-	-	-	-	19	-	-	-	21	-	-	246	
Sarasota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
St. Pete	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	4	
Northeast/North Central																				
Jacksonville	25	49	-	-	-	-	-	-	19	-	-	-	-	-	-	-	-	-	93	
Gainesville	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	
Southwest																				
Southwest FL	-	14	-	37	26	-	-	-	-	-	-	-	-	-	-	-	-	-	77	
Punta Gorda	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2	
Northwest																				
Tallahassee	18	14	-	-	-	-	-	-	20	-	-	-	-	-	-	-	-	-	52	
NW FL Regional	2	-	-	-	-	-	-	4	-	-	3	-	-	-	2	-	-	-	11	
NW FL Beaches	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	14	
Pensacola Gulf	-	14	-	-	18	-	-	-	21	-	-	-	-	-	-	-	-	-	53	
Total	162	302	26	129	195	0	0	4	245	0	3	92	7	78	2	52	12	14	53	1376

Source: Official Airline Guide, July 2011

APPENDIX B
Table 23 - 2011 (Continued)
Florida Intrastate Service Matrix by Equipment Type
Weekly Scheduled Flight Departures
(July 2011)
J= Jet; R= Regional Jet; T= Turboprop; P= Prop

Florida Origin		Florida Destination																			Equipment Total	Florida Total
		Ft. Lauderdale	Miami	Palm Beach	Key West	Orlando	Melbourne	Daytona Beach	Orlando-Sanford	Tampa	Sarasota	St. Pete	Jacksonville	Gainesville	Southwest FL	Punta Gorda	Tallahassee	NW FL Regional	NW FL Beaches	Pensacola Gulf		
Southeast																						
	J	-	-	-	-	42	-	-	-	61	-	-	24	-	-	-	-	2	-	-	129	164
Ft. Lauderdale	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	6	
	T	-	-	-	18	-	-	-	-	-	-	-	-	-	-	11	-	-	-	-	29	
	J	-	-	-	-	56	-	-	-	42	-	-	-	-	-	-	-	-	-	-	98	302
Miami	R	-	-	-	-	32	-	-	-	32	-	-	14	7	7	-	14	-	-	14	120	
	T	-	-	-	42	-	-	-	-	-	-	35	-	7	-	-	-	-	-	-	84	
	J	-	-	-	-	-	-	-	-	25	-	-	-	-	-	-	-	-	-	-	25	25
Palm Beach	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	-	7	-	-	-	7	-	-	-	-	-	-	-	-	-	-	14	127
Key West	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	T	16	42	-	-	-	-	-	-	18	-	-	-	-	-	-	-	-	-	-	76	
	P	-	-	-	-	-	-	-	-	-	-	-	-	37	-	-	-	-	-	-	37	
East Central																						
	J	41	56	7	-	-	-	-	-	-	-	-	-	27	-	-	-	14	-	-	145	195
Orlando	R	-	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	18		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Melbourne	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daytona Beach	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	2	4
Orlando-Sanford	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2	
West Central																						
	J	60	42	26	7	-	-	-	-	-	-	19	-	-	-	-	-	-	-	-	154	246
Tampa	R	-	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	
	T	-	-	-	18	-	-	-	-	-	-	-	-	-	-	21	-	-	-	21	60	
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sarasota	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	2	4
St. Pete	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2	
Northeast/North Central																						
	J	25	-	-	-	-	-	-	-	19	-	-	-	-	-	-	-	-	-	-	44	93
Jacksonville	R	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	
	T	-	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
Gainesville	R	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Southwest																						
	J	-	-	-	-	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	77
Southwest FL	R	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	
	T	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	
	P	-	-	-	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	2
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Punta Gorda	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2	
Northwest																						
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52
Tallahassee	R	6	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	
	T	12	-	-	-	-	-	-	-	20	-	-	-	-	-	-	-	-	-	-	32	
	J	2	-	-	-	-	-	-	2	-	-	1	-	-	-	-	-	-	-	-	5	11
NW FL Regional	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	T	-	-	-	-	-	-	-	2	-	-	2	-	-	2	-	-	-	-	-	6	
	J	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	14
NW FL Beaches	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53
Pensacola Gulf	R	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	
	T	-	-	-	-	18	-	-	-	21	-	-	-	-	-	-	-	-	-	-	39	
	J	128	98	33	7	145	-	-	2	154	-	1	43	-	27	-	-	6	14	-	658	1,376
Total	R	6	120	-	-	32	-	-	-	32	-	-	14	7	7	-	20	-	-	14	252	
	T	28	84	-	78	18	-	-	2	59	-	2	35	-	7	2	32	6	-	39	392	
	P	-	-	-	37	-	-	-	-	-	-	-	-	37	-	-	-	-	-	-	74	
Florida Total		162	302	33	122	195	0	0	4	245	0	3	92	7	78	2	52	12	14	53	1376	

Source: Official Airline Guide, July 2011

APPENDIX B
Table 23 - 2010

Florida Intrastate Service Matrix
Weekly Scheduled Flight Departures
(July 2010)

Florida Origin	Florida Destination																			Florida Total
	Ft. Lauderdale	Miami	Palm Beach	Key West	Orlando	Melbourne	Daytona Beach	Orlando-Sanford	Tampa	Sarasota	St. Pete	Jacksonville	Gainesville	Southwest FL	Punta Gorda	Tallahassee	NW FL Regional	NW FL Beaches	Pensacola Gulf	
Southeast																				
Ft. Lauderdale	-	-	-	25	61	-	-	-	65	-	-	31	-	-	-	-	18	-	-	200
Miami	-	-	-	42	74	-	-	-	63	-	-	35	-	21	-	-	19	-	14	268
Palm Beach	-	-	-	-	-	-	-	-	26	-	-	-	-	-	-	-	-	-	-	26
Key West	23	42	-	-	7	-	-	-	28	-	-	-	-	44	-	-	-	-	-	144
East Central																				
Orlando	60	74	-	7	-	-	-	-	-	-	-	-	-	27	-	-	-	14	18	200
Melbourne	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daytona Beach	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Orlando-Sanford	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Central																				
Tampa	66	64	26	26	-	-	-	-	-	-	-	20	-	-	-	-	22	-	23	247
Sarasota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Pete	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northeast/North Central																				
Jacksonville	31	35	-	-	-	-	-	-	20	-	-	-	-	-	-	-	-	-	-	86
Gainesville	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Southwest																				
Southwest FL	-	21	-	51	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	98
Punta Gorda	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northwest																				
Tallahassee	18	19	-	-	-	-	-	-	22	-	-	-	-	-	-	-	-	-	-	59
NW FL Regional	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW FL Beaches	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14
Pensacola Gulf	-	14	-	-	18	-	-	-	23	-	-	-	-	-	-	-	-	-	-	55
Total	198	269	26	151	200	-	-	-	247	-	-	86	-	92	-	-	59	14	55	1,397

Source: Official Airline Guide, July 2010

APPENDIX B
Table 23 - 2010 (Continued)
Florida Intrastate Service Matrix by Equipment Type
Weekly Scheduled Flight Departures
(July 2010)
J= Jet; R= Regional Jet; T= Turboprop; P= Prop

Florida Origin	Florida Destination																				Equipment Total	Florida Total
	Ft. Lauderdale	Miami	Palm Beach	Key West	Orlando	Melbourne	Daytona Beach	Orlando-Sanford	Tampa	Sarasota	St. Pete	Jacksonville	Gainesville	Southwest FL	Punta Gorda	Tallahassee	NW FL Regional	NW FL Beaches	Pensacola Gulf			
Southeast																						
	J	-	-	-	61	-	-	-	58	-	-	31	-	-	-	-	-	-	-	150	200	
Ft. Lauderdale	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	6		
	T	-	-	25	-	-	-	-	7	-	-	-	-	-	-	12	-	-	-	44		
	J	-	-	-	50	-	-	-	35	-	-	-	-	-	-	-	-	-	-	85	268	
Miami	R	-	-	-	-	-	-	-	-	-	-	-	-	0	-	12	-	-	14	26		
	T	-	-	42	24	-	-	-	28	-	-	35	-	21	-	7	-	-	-	157		
	J	-	-	-	-	-	-	-	26	-	-	-	-	-	-	-	-	-	-	26	26	
Palm Beach	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	J	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	144	
Key West	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	23	42	-	-	-	-	-	28	-	-	-	-	-	-	-	-	-	-	93		
	P	-	-	-	-	-	-	-	-	-	-	-	-	44	-	-	-	-	-	44		
East Central																						
	J	60	49	-	7	-	-	-	-	-	-	-	-	27	-	-	-	14	-	157	200	
Orlando	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	43		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Melbourne	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Daytona Beach	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Orlando-Sanford	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
West Central																						
	J	58	35	26	-	-	-	-	-	-	-	20	-	-	-	-	-	-	-	139	247	
Tampa	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	8	29	-	26	-	-	-	-	-	-	-	-	-	-	22	-	-	23	108		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sarasota	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
St. Pete	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Northeast/North Central																						
	J	31	-	-	-	-	-	-	20	-	-	-	-	-	-	-	-	-	-	51	86	
Jacksonville	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Gainesville	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Southwest																						
	J	-	-	-	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	98	
Southwest FL	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21		
	P	-	-	-	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	-	
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Punta Gorda	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Northwest																						
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	
Tallahassee	R	6	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18		
	T	12	7	-	-	-	-	-	22	-	-	-	-	-	-	-	-	-	-	41		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NW FL Regional	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	J	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	14	
NW FL Beaches	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	
Pensacola Gulf	R	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14		
	T	-	-	-	-	18	-	-	23	-	-	-	-	-	-	-	-	-	-	41		
	J	149	84	26	7	158	-	-	139	-	-	51	-	27	-	-	-	14	-	655	1,397	
Total	R	6	26	-	-	-	-	-	-	-	-	-	-	0	-	18	-	-	14	64		
	T	43	159	-	93	42	-	-	108	-	-	35	-	21	-	41	-	-	41	583		
	P	-	-	-	51	-	-	-	-	-	-	-	-	44	-	-	-	-	-	95		
Total		198	269	26	100	200	-	-	247	-	-	86	-	48	-	59	-	14	55	1,397		

Source: Official Airline Guide, July 2010

APPENDIX B
Table 23 - 2008

FLORIDA INTRASTATE SERVICE MATRIX
WEEKLY SCHEDULED FLIGHT DEPARTURES
(July 2008)

Florida Origin		Florida Destination																			Florida Total
		Ft. Lauderdale	Miami	Palm Beach	Key West	Marathon	Orlando	Melbourne	Daytona Beach	Orlando Sanford	Tampa	Sarasota/Brandenton	St. Petersburg	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola Gulf Coast	Tallahassee	Northwest Florida	
Southeast																					
Ft. Lauderdale		1	-	45	-	77	-	-	-	95	-	-	32	-	-	10	13	17	-	-	290
Miami	-		-	52	-	85	-	-	-	82	7	-	35	-	21	-	-	32	-	-	314
Palm Beach	-	-		25	-	-	-	-	-	27	-	-	-	-	-	-	-	16	-	-	68
Key West	44	51	25		-	7	-	-	-	39	-	-	-	-	42	25	-	-	-	-	233
Marathon	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Central																					
Orlando	76	85	-	7	-		-	-	-	-	-	-	-	-	27	-	20	11	-	13	239
Melbourne		-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daytona Beach	-	-	-	-	-	-	-		-	-	-	-	1	-	-	-	-	-	-	-	1
Orlando Sanford	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-
West Central																					
Tampa	100	80	27	37	-	-	-	-	-		-	-	41	-	14	-	36	46	17	-	398
Sarasota	-	7	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	7
St. Petersburg	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-
Northeast/North Central																					
Jacksonville	32	35	-	-	-	-	-	-	-	41	-	-		-	-	-	-	-	-	-	108
Gainesville	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-
Southwest																					
Southwest FL	-	21	-	42	-	27	-	-	-	14	-	-	-			-	-	-	-	-	104
Naples	10	-	-	20	-	-	-	-	-	-	-	-	-								30
Northwest																					
Pensacola Gulf Coast	13	-	-	-	-	20	-	-	-	36	-	-	-	-	-	-		-	-	-	69
Tallahassee	-	32	16	-	-	11	-	-	-	46	-	-	-	-	-	-					105
Northwest Florida	-	-	-	-	-	-	-	-	-	17	-	-	-	-	-	-	-	-			17
Panama City	-	-	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-			13
TOTAL		275	312	68	228	-	240	-	-	397	7	-	109	-	104	35	69	122	17	13	1996

Source: Official Airline Guide, July 2008.

APPENDIX B
Table 23 - 2008 (Continued)
FLORIDA INTRASTATE SERVICE MATRIX BY EQUIPMENT TYPE
WEEKLY SCHEDULED FLIGHT DEPARTURES
(July 2008)
J=JET; R=REGIONAL JET; T=TURBORPROP

Florida Origin		Florida Destination																				Equipment Total	Origin Total
		Ft. Lauderdale	Miami	Palm Beach	Key West	Marathon	Orlando	Melbourne	Daytona Beach	Orlando Sanford	Tampa	Sarasota/Brandenton	St. Petersburg	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola Gulf Coast	Tallahassee	Northwest Florida	Panama City		
Southeast																							
Ft. Lauderdale	J	-	-	-	-	77	-	-	-	79	-	-	32	-	-	-	-	13	17	-	-	188	
	R	-	-	-	-	-	-	-	-	16	-	-	-	-	-	-	10	-	-	-	30		
	T	-	1	-	45	-	-	-	-	35	-	-	-	-	-	-	-	-	-	-	72		
Miami	J	-	-	-	-	42	-	-	-	35	-	-	7	-	-	-	-	-	32	-	77		
	R	-	-	-	-	-	-	-	-	47	7	-	28	-	21	-	-	-	-	-	39		
	T	-	-	-	52	-	43	-	-	-	-	-	-	-	-	-	-	-	-	-	198		
Palm Beach	J	-	-	-	-	-	-	-	-	27	-	-	-	-	-	-	-	-	-	-	27		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	16	-	41		
Key West	J	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7		
	T	44	51	25	-	-	-	-	-	39	-	-	-	-	-	42	25	-	-	-	-	226	
Marathon	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
East Central																							
Orlando	J	76	42	-	-	-	-	-	-	-	-	-	-	-	27	-	-	-	-	-	145		
	R	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	20	11	-	51		
	T	-	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	43		
Melbourne	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Daytona Beach	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1		
Orlando Sanford	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
West Central																							
Tampa	J	80	35	27	-	-	-	-	-	-	-	20	-	-	-	-	-	-	-	-	162		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	18	-	30		
	T	20	45	-	37	-	-	-	-	-	-	-	21	-	14	-	24	28	17	-	206		
Sarasota	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7		
St. Petersburg	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Northeast/North Central																							
Jacksonville	J	32	-	-	-	-	-	-	-	20	-	-	-	-	-	-	-	-	-	-	52		
	R	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7		
	T	-	28	-	-	-	-	-	-	21	-	-	-	-	-	-	-	-	-	-	49		
Gainesville	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Southwest																							
Southwest FL	J	-	-	-	-	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	21	-	42	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	77		
Naples	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	10	-	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30		
Northwest																							
Pensacola Gulf Coast	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	13	-	-	-	20	-	-	-	12	-	-	-	-	-	-	-	-	-	-	45		
	T	-	-	-	-	-	-	-	-	24	-	-	-	-	-	-	-	-	-	-	24		
Tallahassee	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	-	32	-	-	11	-	-	-	18	-	-	-	-	-	-	-	-	-	-	61		
	T	-	-	16	-	-	-	-	-	28	-	-	-	-	-	-	-	-	-	-	44		
Northwest Florida	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	17	-	-	-	-	-	-	-	-	-	-	-		
Panama City	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	13		
Destination Total		J	188	77	27	-	146	-	-	161	-	-	52	-	27	-	-	45	69	122	-	678	
	R	13	39	-	7	51	-	-	-	30	-	-	8	-	-	-	24	78	-	-	284		
	T	74	196	41	221	43	-	-	-	206	7	-	49	-	77	35	24	44	17	-	1,034		
Florida Total			275	312	68	228	-	240	-	-	397	7	-	109	-	104	35	69	122	17	13	1,996	

Source: Official Airline Guide, July 2008.

Table 23 - 2007

FLORIDA INTERSTATE SERVICE MATRIX
WEEKLY SCHEDULED FLIGHT DEPARTURES
(July 2007)

Florida Origin		Florida Destination																				
		Ft. Lauderdale	Miami	Palm Beach	Key West	Marathon	Orlando	Melbourne	Daytona Beach	Orlando Sanford	Tampa	Sarasota/Bradenton	St. Petersburg	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola	Tallahassee	Ft. Walton Beach	Panama City	Florida Total
Southeast																						
	Ft. Lauderdale		1	-	52	-	102	-	-	-	95	-	-	39	-	-	-	13	18	-	-	320
	Miami	-		-	69	-	108	-	-	-	88	-	-	35	11	28	-	-	19	-	-	358
	Palm Beach	-		-		-		-	-	-	39	-	-						16	-	-	55
	Key West	53	67	-		-	21	-	-	-	40	-	-			20	15	-		-	-	216
	Marathon	-		-	-			-	-	-		-	-							-	-	-
East Central																						
	Orlando	100	108	-	21	-		-	-	-		-	-	-	-	27	-	20	30	7	13	326
	Melbourne	-		-	-	-		-	-	-		-	-	-	-		-	-	-	-	-	-
	Daytona Beach	-		-	-	-		-	-	-		-	-	-	-		-	-	-	-	-	-
	Orlando Sanford	-		-	-	-		-	-	-		-	-	-	-		-	-	-	-	-	-
West Central																						
	Tampa	97	89	39	39	-	-	-	-	-		14	-	43	6	14	-	36	43	18	-	438
	Sarasota	-	-	-	-	-	-	-	-	-	14		-		-	-	-	-	-	-	-	14
	St. Petersburg	-		-	-	-	-	-	-	-							-	-	-	-	-	-
Northeast/North Central																						
	Jacksonville	39	35	-	-	-	-	-	-	-	43	-	-							-	-	117
	Gainesville	-	11	-	-	-	-	-	-	-	6	-	-							-	-	17
Southwest																						
	Southwest FL	-	28	-	20	-	27	-	-	-	14	-	-							-	-	89
	Naples	-	-	-	15	-	-	-	-	-	-	-	-							-	-	15
Northwest																						
	Pensacola	13	-	-	-	-	20	-	-	-	36	-	-							-	-	69
	Tallahassee	18	19	16	-	-	30	-	-	-	43	-	-							-	-	126
	Ft. Walton Beach	-	-	-	-	-	7	-	-	-	18	-	-							-	-	25
	Panama City	-	-	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13
TOTAL		320	358	55	216	-	328	-	-	-	436	14	-	117	17	89	15	69	126	25	13	2,198

Source: Official Airline Guide.

Table 23 (continued)
FLORIDA INTRASTATE MATRIX, BY EQUIPMENT TYPE
WEEKLY SCHEDULED FLIGHT DEPARTURES
(July 2007)
J=JET; R=REGIONAL JET; T=TURBORPROP

Florida Origin		Florida Destination																				Equipment Total		Origin Total	
		Ft. Lauderdale	Miami	Palm Beach	Key West	Marathon	Orlando	Melbourne	Daytona Beach	Orlando Sanford	Tampa	Sarasota-Bradenton	St. Petersburg	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola	Tallahassee	Ft Walton Beach	Panama City				
Southeast																									
Ft. Lauderdale	J		-	-	-	-	77	-	-	-	65	-	39	-	-	-	-	-	-	-	-	J	181	320	
	R		-	-	-	-	25	-	-	-	-	-	-	-	-	-	-	13	18	-	-	R	56		
	T	1	-	-	52	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-	-	T		83
Miami	J	-		-	-	-	42	-	-	-	35	-	14	-	-	-	-	-	19	-	-	J	42	358	
	R	-		-	-	-	20	-	-	53	-	-	21	11	28	-	-	-	-	-	-	R	88		
	T	-	-	-	69	-	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T		228
Palm Beach	J	-	-		-	-	-	-	-	26	-	-	-	-	-	-	-	-	-	-	-	J	26	55	
	R	-	-	-	-	-	-	-	-	13	-	-	-	-	-	-	-	-	16	-	-	-	R		29
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T		-
Key West	J	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	216	
	R	-	-	-	-	-	14	-	-	2	-	-	-	-	-	-	-	-	-	-	-	R	16		
	T	53	67	-	-	-	7	-	-	38	-	-	-	-	-	20	15	-	-	-	-	-	T		200
Marathon	J	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	-	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R		-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T		-
East Central																									
Orlando	J	75	42	-	-	-		-	-	-	-	-	-	-	27	-	-	-	-	-	-	J	144	326	
	R	25	20	-	14	-	-	-	-	-	-	-	-	-	-	-	-	20	19	7	13	-	R		118
	T	-	46	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	-	-	T		64
Melbourne	J	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	-	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R		-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T		-
Daytona Beach	J	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	J	-	-	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R		-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T		-
Orlando Sanford	J	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	J	-	-	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R		-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T		-
West Central																									
Tampa	J	67	35	26	-	-	-	-	-		-	-	21	-	-	-	-	-	-	-	-	J	149	438	
	R	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	12	20	-	-	-	R		34
	T	30	54	13	37	-	-	-	-	-	14	-	22	6	14	-	-	24	23	18	-	-	-		T
Sarasota-Bradenton	J	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	J	-	14	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R		-
	T	-	-	-	-	-	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-		T
St. Petersburg	J	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	J	-	-	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R		-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		T
Northeast/North Central																									
Jacksonville	J	39	-	-	-	-	-	-	-	21	-	-		-	-	-	15	-	-	-	-	J	60	117	
	R	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R		14
	T	-	21	-	-	-	-	-	-	22	-	-	-	-	-	-	-	-	-	-	-	-	-		T
Gainesville	J	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	J	-	17	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R		-
	T	-	11	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-		T
Southwest																									
Southwest Florida	J	-	-	-	-	-	27	-	-	-	-	-	-	-		-	-	-	-	-	-	J	27	89	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R		-
	T	-	28	-	20	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-		T
Naples	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	J	-	15	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R		-
	T	-	-	-	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		T
Northwest																									
Pensacola	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	J	-	69	
	R	13	-	-	-	-	20	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	R		45
	T	-	-	-	-	-	-	-	-	24	-	-	-	-	-	-	-	-	-	-	-	-	-		T
Tallahassee	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	J	-	126	
	R	18	19	-	-	-	19	-	-	20	-	-	-	-	-	-	-	-	-	-	-	-	R		76
	T	-	-	16	-	-	11	-	-	23	-	-	-	-	-	-	-	-	-	-	-	-	-		T
Ft Walton Beach	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	J	-	25	
	R	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R		7
	T	-	-	-	-	-	-	-	-	18	-	-	-	-	-	-	-	-	-	-	-	-	-		T
Panama City	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	J	-	13	
	R	-	-	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R		13
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		T
Destination Total		J	181	77	26	-	146	-	-	112	-	-	60	-	27	-	-	-	-	-	-	J	629	2,198	
		R	56	53	-	16	118	-	-	69	-	-	14	-	-	-	-	45	76	7	13	-	R		467
		T	83	228	29	200	64	-	-	255	14	-	43	17	62	15	24	50	18	-	-	-	T		1,102
Florida Total			320	358	55	216	-	328	-	-	436	14	-	117	17	89	15	69	126	25	13		2,198		

Table 23 - 2005
FLORIDA INTERSTATE SERVICE MATRIX
WEEKLY SCHEDULED FLIGHT DEPARTURES
(July 2005)

Florida Origin		Florida Destination																		Florida Total		
		Ft. Lauderdale	Miami	Palm Beach	Key West	Marathon	Orlando	Melbourne	Daytona Beach	Orlando Sanford	Tampa	Sarasota/Bradenton	St. Petersburg	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola	Tallahassee		Ft. Walton Beach	Panama City
Southeast																						
Ft. Lauderdale		2	-	91	2	75	12	-	-	88	12	-	47	-	-	-	-	14	28	-	-	
Miami	-		-	62	-	111	-	-	-	84	-	-	27	16	21	-	-	-	28	-	-	
Palm Beach	-	-		-	-	-	-	-	-	36	-	-	-	-	-	-	-	-	21	-	-	
Key West	81	60	-		13	31	-	-	-	59	-	-	-	-	20	-	-	-	-	-	-	
Marathon	13	-	-	2		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
West Central																						
Orlando	75	113	-	30	-			14	-			-					28	27	-	14	301	
Melbourne	12	-	-	-	-			19	-			-	-	-	-	-	-	-	-	-	31	
Daytona Beach	-	-	-	-	-	14	19		-	-		-	-	-	-	-	-	-	-	-	33	
Orlando Sanford	-	-	-	-	-					-	-	1	-	-	-	-	-	-	-	-	1	
East Central																						
Tampa	88	85	36	59	-	-	-	-	-		14	-	45	6	14	-	38	56	18	-	459	
Sarasota	12	-	-	-	-	-	-	-	-	14		-	-	-	-	-	-	-	-	-	26	
St. Petersburg	-	-	-	-	-	-	-	-	4		-			-	-	-	-	-	-	-	4	
Northeast																						
Jacksonville	46	27	-	-	-	-	-	-	-	46	-	-			-	-	-	-	-	-	119	
Gainesville	-	16	-	-	-	-	-	-	-	6	-	-			-	-	-	-	-	-	22	
Southwest																						
Southwest FL	-	21	-	20	-	-	-	-	-	14	-	-	-	-			-	-	-	-	55	
Naples	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-	
Northwest																						
Pensacola	14	-	-	-		28	-	-	-	39	-	-	-	-	-	-			-	-	81	
Tallahassee	28	28	21	-	-	27	-	-	-	56	-	-	-	-	-	-			-	-	160	
Ft. Walton Beach	-	-	-	-	-	-	-	-	-	18	-	-	-	-	-	-	-			-	18	
Panama City	-	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-		-	14	
TOTAL		369	352	57	264	15	300	31	33	4	460	26	1	119	22	55	-	80	160	18	14	2,380

Source: Official Airline Guide.

Table 23 (continued)
FLORIDA INTRASTATE MATRIX, BY EQUIPMENT TYPE
WEEKLY SCHEDULED FLIGHT DEPARTURES
(July 2005)
J=JET; R=REGIONAL JET; T=TURBORPROP

Florida Origin		Florida Destination																			Equipment Total	Origin Total	
		Ft. Lauderdale	Miami	Palm Beach	Key West	Marathon	Orlando	Melbourne	Daytona Beach	Orlando Sanford	Tampa	Sarasota-Bradenton	St. Petersburg	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola	Tallahassee	Ft Walton Beach			Panama City
Southeast																							
Ft. Lauderdale	J		-	-	-	-	40	-	-	-	59	-	-	39	-	-	-	14	28	-	-	J	138
	R		-	-	21	-	35	-	-	-	8	-	-	8	-	-	-	-	-	-	-	R	114
	T	2	-	-	70	2	-	12	-	-	21	12	-	-	-	-	-	-	-	-	-	T	119
Miami	J		-	-	-	-	42	-	-	-	35	-	-	-	-	-	-	-	28	-	-	J	77
	R		-	-	-	-	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	49
	T		-	-	62	-	48	-	-	-	49	-	-	27	16	21	-	-	-	-	-	T	223
Palm Beach	J	-	-	-	-	-	-	-	-	-	25	-	-	-	-	-	-	-	21	-	-	J	25
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	21
	T	-	-	-	-	-	-	-	-	-	11	-	-	-	-	-	-	-	-	-	-	T	11
Key West	J	21	-	-	-	-	14	-	-	-	4	-	-	-	-	-	-	-	-	-	-	J	39
	R	60	60	-	-	-	17	-	-	-	-	-	-	-	-	20	-	-	-	-	-	R	225
	T	-	-	-	-	13	-	-	-	55	-	-	-	-	-	-	-	-	-	-	-	T	-
Marathon	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-
	T	13	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T	15
West Central																							
Orlando	J	40	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	82
	R	35	21	-	14	-	-	-	-	-	-	-	-	-	-	-	-	28	27	-	14	R	139
	T	-	50	-	16	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	T	80
Melbourne	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-
	T	12	-	-	-	-	-	19	-	-	-	-	-	-	-	-	-	-	-	-	-	T	31
Daytona Beach	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-
	T	-	-	-	-	-	14	19	-	-	-	-	-	-	-	-	-	-	-	-	-	T	33
Orlando Sanford	J	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	J	1
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T	-
East Central																							
Tampa	J	59	35	25	-	-	-	-	-	-	-	-	13	-	-	-	-	-	-	-	-	J	132
	R	9	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	20	28	-	-	R	61
	T	20	50	11	55	-	-	-	-	-	-	14	-	32	6	14	-	18	28	18	-	T	266
Sarasota-Bradenton	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-
	T	12	-	-	-	-	-	-	4	14	-	-	-	-	-	-	-	-	-	-	-	T	26
St. Petersburg	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	4
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T	-
Northeast																							
Jacksonville	J	39	-	-	-	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	J	53
	R	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	7
	T	-	27	-	-	-	-	-	-	32	-	-	-	-	-	-	-	-	-	-	-	T	59
Gainesville	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-
	T	-	16	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	T	22
Southwest																							
Southwest Florida	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-
	R	-	21	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-
	T	-	-	-	-	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	T	55
Naples	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T	-
Northwest																							
Pensacola	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-
	R	14	-	-	-	-	28	-	-	21	-	-	-	-	-	-	-	-	-	-	-	R	63
	T	-	-	-	-	-	-	-	-	18	-	-	-	-	-	-	-	-	-	-	-	T	18
Tallahassee	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-
	R	28	28	21	-	-	27	-	-	28	-	-	-	-	-	-	-	-	-	-	-	R	132
	T	-	-	-	-	-	-	-	-	28	-	-	-	-	-	-	-	-	-	-	-	T	28
Ft Walton Beach	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-
	T	-	-	-	-	-	-	-	-	18	-	-	-	-	-	-	-	-	-	-	-	T	18
Panama City	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-
	R	-	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	14
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T	-
Destination Total	J	138	77	25	-	-	82	-	-	4	133	-	1	62	-	-	-	-	-	-	-	J	512
	R	114	49	21	39	-	139	31	33	-	61	-	8	-	-	-	62	132	-	14	-	R	639
	T	117	226	11	225	15	79	31	33	-	266	26	69	22	55	-	18	28	18	-	-	T	1,229
Florida Total		369	352	57	264	15	300	31	33	4	460	26	1	119	22	55	-	80	160	18	14	2,380	

Table 23- 2003
FLORIDA INTERSTATE SERVICE MATRIX
WEEKLY SCHEDULED FLIGHT DEPARTURES
(July 2003)

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

Source: Official Airline Guide.

Table 23- 2003 (continued)
FLORIDA INTERSTATE MATRIX, BY EQUIPMENT TYPE
WEEKLY SCHEDULED FLIGHT DEPARTURES
 (July 2003)
 J=JET; R=REGIONAL JET; T=TURBORPROP

Florida Origin	Florida Destination															Florida Total				
	Ft. Lauderdale	Miami	Palm Beach	Key West	Marathon	Orlando	Melbourne	Daytona Beach	Orlando Sanford	Tampa	Sarasota/Brandenton	St. Petersburg	Jacksonville	Gainesville	Southwest Florida		Naples	Pensacola	Tallahassee	Okaloosa
Southeast																				
Ft. Lauderdale	-	1-T	-	58-T	10-T	53-J 28-R	-	-	-	69-J 12-T	12-T	-	46-J	-	-	-	14-R	-	-	-
Miami	-	-	-	77-T	-	35-J 21-R 36-T	-	-	-	28-J 21-R 54-T	-	-	28-T	-	21-T	-	21-R	-	-	-
W. Palm Beach	-	-	-	-	-	28-R	-	-	-	26-J 6-T	-	-	-	-	-	-	14-R	-	-	-
Key West	54-T	79-T	-	-	-	21-R 14-T	-	-	-	80-T	-	-	-	-	19-T	-	-	-	-	-
Marathon	10-T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Central																				
Orlando	53-J 28-R	35-J 21-R 35-T	28-R	21-R 14-T	-	-	7-T	-	-	7-J	-	-	-	-	21-R	-	28-R	28-R	11-T	6-T
Melbourne	-	-	-	-	-	7-T	-	7-T	-	-	-	-	-	-	-	-	-	-	-	-
Daytona Beach	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Orlando Sanford	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Central																				
Tampa	69-J 19-T	28-J 21-R 50-T	26-J 6-T	77-T	-	7-J	-	-	-	-	14-T	-	13-J 22-T	-	14-T	-	36-T	14-J 28-R	7-T	13-T
Sarasota	12-T	-	-	-	-	-	-	-	-	14-T	-	-	-	-	-	-	-	-	-	-
St. Petersburg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northwest																				
Jacksonville	46-J	28-T	-	-	-	-	-	-	-	13-J 22-T	-	-	-	-	-	-	-	-	-	-
Gainesville	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Southwest																				
Southwest Florida	-	21-T	-	19-T	-	21-R	-	-	-	14-T	-	-	-	-	-	-	-	-	-	-
Naples	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northwest																				
Pensacola	-	-	-	-	-	28-R	-	-	-	36-T	-	-	-	-	-	-	-	-	-	-
Tallahassee	14-R	21-R	14-R	-	-	28-R	-	-	-	14-J 28-R	-	-	-	-	-	-	-	-	-	-
Okaloosa	-	-	-	-	-	11-T	-	-	-	14-T	-	-	-	-	-	-	-	-	-	-
Panama City	168-J 42-R 95-T	63-J 63-R 214-T	26-J 42-R T	21-R 6 245-T	10-T	95-J 175-R 73-T	14-T	7-T	-	6-T	26-T	-	59-J 50-T	-	21-R 54-T	-	28-R 36-T	14-J 105-R	43-T 25-T	37-T
FLORIDA TOTAL	305	340	74	266	10	343	14	7	0	464	26	0	109	0	75	0	64	119	43	37

Source: Official Airline Guide.

Table 23- 2001

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

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

SOURCE: Official Airline Guide.

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

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

Table 23-2001 (continued)

**FLORIDA INTERSTATE MATRIX, BY EQUIPMENT TYPE
WEEKLY SCHEDULED FLIGHT DEPARTURES**

(August 2001)

J=JET; R=REGIONAL JET; T=TURBORPROP

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

SOURCE: Official Airline Guide.

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

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

Table 23- 2000

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

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

Source: Official Airline Guide.

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

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

Table 23- 2000 (continued)

**FLORIDA INTERSTATE MATRIX, BY EQUIPMENT TYPE
WEEKLY SCHEDULED FLIGHT DEPARTURES
(July 2000)**

J=JET; R=REGIONAL JET; T=TURBORPROP

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

Source: Official Airline Guide.

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

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

APPENDIX B

Table 24- 2010
Weekly Scheduled International Flight Departures
at all Florida Airports

(July 2010)

FLORIDA ORIGIN							
World Area			Weekly	World Area			Weekly
Destination Airport		Code	Departures	Destinationa Airport		Code	Departures
MIAMI TOTAL			1305				
Caribbean/Atlantic			532	South America		344	
Nassau, Bahamas		NAS	86	Caracas, Venezuela		CCS	43
Port Au Prince, Haiti		PAP	42	Sao Paulo, Brazil		GRU	34
Grand Cayman, West Indies		GCM	35	Buenos Aires, Argentina		EZE	32
San Jose, Costa Rica		SJO	35	Lima, Peru		LIM	32
Kingston, Jamaica		KIN	28	Bogota, Colombia		BOG	31
Santo Domingo, Dom. Rep.		SDQ	28	Medellin, Colombia		MDE	21
Punta Cana, Dom. Rep.		PUJ	25	Quito, Ecuador		UIO	21
Freeport, Bahamas		FPO	24	Rio de Janeiro, Brazil		GIG	20
Port of Spain, Trinidad		POS	22	Guayaquil, Ecuador		GYE	17
Montego Bay, Jamaica		MBJ	21	Santiago, Chile		SCL	17
Providenciales, Turks & Caicos		PLS	21	Cali, Colombia		CLO	14
Curacao, Curacao		CUR	20	La Paz, Bolivia		LPB	14
Aruba		AUA	17	Salvador, Brazil		SSA	8
Barbados		BGI	14	Barranquilla, Colombia		BAQ	7
North Eleuthera, Bahamas		ELH	14	Cartagena, Colombia		CTG	7
St. Maarten, St. Maarten		SXM	14	Manaus, Brazil		MAO	7
Santiago, Dominican Republic		STI	10	Maracaibo, Venezuela		MAR	7
St. Lucia, West Indies		UVF	10	Barcelona, Venezuela		BLA	4
George Town, Bahamas		GGT	9	Montevideo, Uruguay		MVD	4
Marsh Harbour, Bahamas		MHH	9	Belo Horizonte, Brazil		CNF	4
Antigua, West Indies		ANU	7	Brasilia, Brazil		BSB	0
Bermuda, Bermuda		BDA	7	Recife, Brazil		REC	0
St. Kitts, Leeward Island		SKB	7	Europe		98	
Puerto Plata, Dom. Rep.		POP	7	London, England		LHR	29
Liberia, Costa Rica		LIR	7	Madrid, Spain		MAD	21
Grenada, Windward Island		GND	4	Paris, France		CDG	14
Treasure Cay, Bahamas		TCB	4	Frankfurt, Germany		FRA	7
Casa de Campo, Dom. Rep.		LRM	2	Zurich, Switzerland		ZRH	7
Bonaire, Bonaire		BON	1	Dusseldorf, Germany		DUS	6
Cayman Brac, West Indies		CYB	1	Rome, Italy		FCO	6
Tenerife, Canary Island		TFN	1	Munich, Germany		MUC	3
Mexico/Central America			275	Milan, Italy		MXP	3
Mexico City, Mexico		MEX	56	Paris France		ORY	2
Cancun, Mexico		CUN	44	Amsterdam, Netherlands		AMS	0
Panama City, Panama		PTY	41	Barcelona, Spain		BCN	0
Guatemala City, Guatemala		GUA	29	Lisbon, Portugal		LIS	0
Managua, Nicaragua		MGA	28	Berlin, Germany		TXL	0
San Salvador, El Salvador		SAL	21	Canada		56	
San Pedro Sula, Honduras		SAP	21	Toronto, Canada		YYZ	35
Belize, Belize		BZE	14	Montreal, Canada		YUL	21
Monterrey, Mexico		MTY	7				
Tegucigalpa, Honduras		TGU	7				
Merida, Mexico		MID	4				
Santa Cruz, Bolivia		VVI	3				

APPENDIX B

Table 24 - 2010 (Continued)

FLORIDA ORIGIN			
World Area	Destination Airport	Code	Weekly
			y
FT. LAUDERDALE TOTAL			458
Caribbean/Atlantic			326
	Nassau, Bahamas	NAS	76
	Freeport, Bahamas	FPO	41
	Kingston, Jamaica	KIN	28
	Marsh Harbour, Bahamas	MHH	22
	Santo Domingo, Dom. Rep.	SDQ	22
	Port au Prince, Haiti	PAP	21
	George Town, Bahamas	GGT	16
	Montego Bay, Jamaica	MBJ	15
	North Eleuthera, Bahamas	ELH	14
	San Jose, Costa Rica	SJO	12
	Governors Harbour, Bahamas	GHB	7
	Port of Spain, Trinidad	POS	7
	Santiago, Dom. Rep.	STI	7
	Treasure Cay, Bahamas	TCB	7
	Bimini, Bahamas	BIM	7
	Punta Cana, Dom. Rep.	PUJ	7
	Cape Haitian, Haiti	CAP	4
	Chub Cay, Bahamas	CCZ	4
	Guantanamo Bay, Cuba	NBW	4
	Andros Town, Bahamas	ASD	2
	Aruba	AUA	1
	St. Maarten, St Maarten	SXM	1
	San Salvador, Bahamas	ZSA	1
	San Salvador, El Salvador	SAL	0
	Kingston, Jamaica	KIN	0
Mexico/Central America			31
	Cancun, Mexico	CUN	15
	Guatemala City, Guatemala	GUA	6
	San Pedro Sula, Honduras	SAP	4
	Managua, Nicaragua	MGA	3
	Panama City, Panama	PTY	3
	San Jose, Costa Rica	SJO	0
	Mexico City, Mexico	TLC	0
South America			66
	Bogota, Columbia	BOG	21
	Cartagena, Columbia	CTG	15
	Barranquilla, Columbia	BAQ	8
	Lima, Peru	LIM	7
	Medellin, Columbia	MDE	7
	Armenia, Columbia	AXM	4
	Cali, Columbia	CLO	4
Europe			2
	Frankfurt, Germany	FRA	2
Canada			33
	Toronto, Canada	YYZ	22
	Montreal, Canada	YUL	11

FLORIDA ORIGIN			
World Area	Destination Airport	Code	Weekly
			Departures
ORLANDO TOTAL			192
Caribbean/Atlantic			45
	Nassau, Bahamas	NAS	22
	Montego Bay, Jamaica	MBJ	11
	Santo Domingo, Dom. Rep.	SDQ	11
	Aruba	AUA	1
Mexico/Central America			51
	Mexico City, Mexico	MEX	16
	Panama City, Panama	PTY	14
	Cancun, Mexico	CUN	8
	San Jose, Costa Rico	SJO	7
	San Salvador, El Salvador	SAL	3
	Guatemala City, Guatemala	GUA	2
	Veracruz, Mexico	VER	1
South America			19
	Sao Paulo, Brazil	GRU	11
	Bogota, Columbia	BOG	7
	Recife, Brazil	REC	1
Europe			54
	London, England	LGW	23
	Manchester, England	MAN	15
	Frankfurt, Germany	FRA	7
	Amsterdam, Netherlands	AMS	4
	Dublin, Ireland	DUB	3
	Glasgow, Scotland	GLA	2
Canada			23
	Toronto, Canada	YYZ	22
	Calgary, Canada	YYC	1

SOUTHWEST FLORIDA INT. TOTAL			8
Europe			4
	Dusseldorf, Germany	DUS	4
Canada			4
	Toronto, Canada	YYZ	4

TAMPA TOTAL			21
Caribbean/Atlantic			5
	Grand Cayman Island, West Indies	GCM	5
Europe			5
	London, England	LGW	5
Canada			11
	Toronto, Canada	YYZ	11

ORLANDO-SANFORD TOTAL			15
Europe			15
	London, England	LGW	5
	Manchester, England	MAN	4
	Glasgow, Scotland	GLA	2
	Birmingham, England	BHX	1
	Newcastle, England	NCL	1
	Bristol, England	BRS	1
	East Midlands, England	EMA	1
	Belfast, Ireland	BFS	0

WEST PALM BEACH TOTAL			36
Caribbean/Atlantic			36
	Marsh Harbour, Bahamas	MHH	22
	Freeport, Bahamas	FPO	7
	Nassau, Bahamas	NAS	7

Florida Total	2,035
Caribbean	944
South America	429
Central America	357
Europe	178
Canada	127

Source: Official Airline Guide

APPENDIX B

Table 24 2011
Weekly Scheduled International Flight Departures
at all Florida Airports
(July 2011)

FLORIDA ORIGIN							
World Area	Destination Airport	Code	Weekly Departures	World Area	Destination Airport	Code	Weekly Departures
MIAMI TOTAL			1,281				
Caribbean/Atlantic			506	South America			300
	Nassau, Bahamas	NAS	74		Caracas, Venezuela	CCS	43
	Port Au Prince, Haiti	PAP	42		Lima, Peru	LIM	34
	Grand Cayman, West Indies	GCM	36		Sao Paulo, Brazil	GRU	33
	San Jose, Costa Rica	SJO	35		Buenos Aires, Argentina	EZE	28
	Santo Domingo, Dom. Rep.	SDQ	28		Quito, Ecuador	UIO	20
	Freeport, Bahamas	FPO	26		Santiago, Chile	SCL	18
	Punta Cana, Dom. Rep.	PUJ	25		Guayaquil, Ecuador	GYE	15
	Kingston, Jamaica	KIN	21		Cali, Colombia	CLO	14
	Montego Bay, Jamaica	MBJ	21		Rio de Janeiro, Brazil	GIG	14
	Port of Spain, Trinidad	POS	21		La Paz, Bolivia	LPB	14
	Curacao, Curacao	CUR	20		Medellin, Colombia	MDE	14
	Aruba	AUA	17		Barranquilla, Colombia	BAQ	7
	Barbados	BGI	14		Cartagena, Colombia	CTG	7
	Providenciales, Turks & Caicos	PLS	14		Manaus, Brazil	MAO	7
	Santiago, Dom. Rep.	STI	14		Maracaibo, Venezuela	MAR	7
	St. Maarten, St. Maarten	SXM	14		Salvador, Brazil	SSA	7
	George Town, Bahamas	GGT	9		Belo Horizonte, Brazil	CNF	6
	Marsh Harbour, Bahamas	MHH	9		Barcelona, Venezuela	BLA	4
	Antigua, West Indies	ANU	7		Montevideo, Uruguay	MVD	4
	Bermuda, Bermuda	BDA	7		Bogota, Colombia	BOG	3
	North Eleuthera, Bahamas	ELH	7		Brasilia, Brazil	BSB	1
	St. Kitts, Leeward Island	SKB	7		Recife, Brazil	REC	0
	St. Lucia, West Indies	UVF	7	Europe			123
	Puerto Plata, Dom. Rep.	POP	7		London, England	LHR	35
	Liberia, Costa Rica	LIR	7		Madrid, Spain	MAD	26
	Casa de Campo, Dom. Rep.	LRM	7		Paris, France	CDG	14
	Grenada, Windward Island	GND	4		Rome, Italy	FCO	7
	Treasure Cay, Bahamas	TCB	4		Frankfurt, Germany	FRA	7
	Bonaire, Bonaire	BON	1		Zurich, Switzerland	ZRH	7
	Cayman Brac, West Indies	CYB	1		Amsterdam, Netherlands	AMS	6
	Tenerife, Canary island	TFN	0		Lisbon, Portugal	LIS	5
Mexico/Central America			295		Dusseldorf, Germany	DUS	4
	Mexico City, Mexico	MEX	63		Barcelona, Spain	BCN	3
	Panama City, Panama	PTY	49		Milan, Italy	MLX	3
	Cancun, Mexico	CUN	48		Paris France	ORY	3
	Guatemala City, Guatemala	GUA	28		Berlin, Germany	TXL	3
	Managua, Nicaragua	MGA	28		Munich, Germany	MUC	0
	San Salvador, El Salvador	SAL	24	Canada			56
	San Pedro Sula, Honduras	SAP	21		Toronto, Canada	YYZ	35
	Belize, Belize	BZE	14		Montreal, Canada	YUL	21
	Tegucigalpa, Honduras	TGU	14	Asia			1
	Merida, Mexico	MID	3		Moscow, Russia	DME	1
	Santa Cruz, Bolivia	VVI	3				
	Monterrey, Mexico	MTY	0				

APPENDIX B

Table 24 - 2011 (Continued)

FLORIDA ORIGIN			
World Area	Destination Airport	Code	Weekly Departures
FT. LAUDERDALE TOTAL			442
Caribbean/Atlantic			326
	Nassau, Bahamas	NAS	76
	Freeport, Bahamas	FPO	41
	Kingston, Jamaica	KIN	28
	Marsh Harbour, Bahamas	MHH	22
	Santo Domingo, Dom. Rep.	SDQ	22
	Port au Prince, Haiti	PAP	21
	George Town, Bahamas	GGT	16
	Montego Bay, Jamaica	MBJ	15
	North Eleuthera, Bahamas	ELH	14
	San Jose, Costa Rica	SJO	12
	Governors Harbour, Bahamas	GHB	7
	Port of Spain, Trinidad	POS	7
	Santiago, Dom. Rep.	STI	7
	Treasure Cay, Bahamas	TCB	7
	Bimini, Bahamas	BIM	7
	Punta Cana, Dom. Rep.	PUJ	7
	Cape Haitian, Haiti	CAP	4
	Chub Cay, Bahamas	CCZ	4
	Guantanamo Bay, Cuba	NBW	4
	Andros Town, Bahamas	ASD	2
	Aruba	AUA	1
	St. Maarten, St Maarten	SXM	1
	San Salvador, Bahamas	ZSA	1
	San Salvador, El Salvador	SAL	0
	Kingston, Jamaica	KIN	0
Mexico/Central America			44
	Cancun, Mexico	CUN	14
	San Jose, Costa Rica	SJO	9
	Guatemala City, Guatemala	GUA	5
	Panama City, Panama	PTY	5
	San Pedro Sula, Honduras	SAP	5
	Managua, Nicaragua	MGA	4
	Mexico City, Mexico	TLC	2
South America			39
	Bogota, Columbia	BOG	21
	Lima, Peru	LIM	7
	Medellin, Columbia	MDE	5
	Cartagena, Columbia	CTG	4
	Armenia, Columbia	AXM	2
	Barranquilla, Columbia	BAQ	0
	Cali, Columbia	CLO	0
Europe			3
	Frankfurt, Germany	FRA	3
Canada			30
	Toronto, Canada	YYZ	16
	Montreal, Canada	YUL	14
WEST PALM BEACH TOTAL			18
Caribbean/Atlantic			18
	Freeport, Bahamas	FPO	18
	Marsh Harbour, Bahamas	MHH	0
	Nassau, Bahamas	NAS	0

FLORIDA ORIGIN			
World Area	Destination Airport	Code	Weekly Departures
ORLANDO TOTAL			199
Caribbean/Atlantic			46
	Nassau, Bahamas	NAS	21
	Montego Bay, Jamaica	MBJ	14
	Santo Domingo, Dom. Rep.	SDQ	7
	Aruba	AUA	2
	Port of Spain, Trinidad	POS	2
Mexico/Central America			57
	Panama City, Panama	PTY	21
	Mexico City, Mexico	MEX	15
	Cancun, Mexico	CUN	8
	San Jose, Costa Rica	SJO	7
	Guatemala City, Guatemala	GUA	3
	San Salvador, El Salvador	SAL	3
	Veracruz, Mexico	VER	0
South America			24
	Sao Paulo, Brazil	GRU	13
	Bogota, Columbia	BOG	10
	Quito, Ecuador	UIO	1
Europe			48
	London, England	LGW	22
	Manchester, England	MAN	11
	Frankfurt, Germany	FRA	7
	Paris, France	CDG	3
	Dublin, Ireland	DUB	3
	Glasgow, Scotland	GLA	2
Canada			24
	Toronto, Canada	YYZ	23
	Calgary, Canada	YYC	1
SOUTHWEST FLORIDA INT. TOTAL			7
Europe			3
	Dusseldorf, Germany	DUS	3
Canada			4
	Toronto, Canada	YYZ	4
TAMPA TOTAL			24
Caribbean/Atlantic			5
	Grand Cayman, West Indies	GCM	5
Mexico/Central America			1
	Cancun, Mexico	CUN	1
Europe			7
	London, England	LGW	7
Canada			11
	Toronto, Canada	YYZ	11
ORLANDO-SANFORD TOTAL			21
Europe			21
	Manchester, England	MAN	7
	London, England	LGW	6
	Glasgow, Scotland	GLA	5
	Belfast, Ireland	BFS	1
	Birmingham, England	BHX	1
	Newcastle, England	NCL	1

Florida Total	1,992
Caribbean	901
South America	363
Central America	397
Europe	205
Canada	125
Asia	1

Table 24 - 2008
WEEKLY SCHEDULED INTERNATIONAL FLIGHT DEPARTURES
AT ALL FLORIDA AIRPORTS
(July 2008)

FLORIDA ORIGIN			
World Area			Weekly
Destination Airport	Code	Departures	
FT. LAUDERDALE TOTAL			526
Caribbean/Atlantic			422
Nassau, Bahamas	NAS	101	
Freeport, Bahamas	FPO	52	
Marsh Harbour, Bahamas	MHH	49	
Kingston, Jamaica	KIN	38	
Bimini, Bahamas	BIM	21	
George Town, Bahamas	GGT	19	
Treasure Cay, Bahamas	TCB	19	
North Eleuthera, Bahamas	ELH	18	
Santo Domingo, Dominican Rep.	SDQ	17	
Montego Bay, Jamaica	MBJ	14	
Governors Harbour, Bahamas	GHB	12	
Pt. of Spain, Trinidad	POS	12	
Pt. Au Prince, Haiti	PAP	11	
Punta Cana, Dominican Rep.	PUJ	7	
The Bight, Bahamas	TBI	5	
Andros Town, Bahamas	ASD	4	
Cap Haitien, Haiti	CAP	4	
Chub Cay, Bahamas	CCZ	4	
Guntanamo, Cuba	NBW	4	
Aruba	AUA	2	
Bermuda	BDA	2	
Grand Cayman Is., West Indie	GCM	2	
South Andros, Bahamas	TZN	2	
Providenciales, Turks & Caicos Is.	PLS	1	
St. Maarten, Neth. Antilles	SXM	1	
San Salvador, Bahamas	ZSA	1	
Mexico/Central America			61
San Jose, Costa Rica	SJO	21	
Cancun, Mexico	CUN	14	
Guatemala City, Guatemala	GUA	7	
Panama City, Panama	PTY	7	
San Pedro Sula, Honduras	SAP	7	
Managua, Nicaragua	MGA	5	
South America			28
Lima, Peru	LIM	14	
Bogota, Colombia	BOG	7	
Cartagena, Colombia	CTG	7	
Canada			15
Toronto, Canada	YYZ	8	
Montreal, Canada	YUL	7	

ORLANDO-SANFORD TOTAL			14
Europe			14
Glasgow, Scotland	GLA	6	
Belfast, N.Ireland	BFS	2	
Reykjavik, Iceland	KEF	2	
Brussels, Belgium	BRU	1	
East Midlands, England	EMA	1	
London, England	LGW	1	
Manchester, England	MAN	1	

FLORIDA ORIGIN			
World Area			Weekly
Destination Airport	Code	Departures	
ORLANDO TOTAL			157
Europe			42
London, England	LGW	24	
Manchester, England	MAN	7	
Frankfurt, Germany	FRA	5	
Dublin, Ireland	DUB	4	
Glasgow, Scotland	GLA	2	
Caribbean/Atlantic			53
Nassau, Bahamas	NAS	30	
Freeport, Bahamas	FPO	8	
Montego Bay, Jamaica	MBJ	7	
Santo Domingo, Dominican Rep.	SDQ	7	
Bermuda	BDA	1	
Mexico/Central America			33
Mexico City, Mexico	MEX	13	
Panama City, Panama	PTY	12	
Cancun, Mexico	CUN	8	
Canada			29
Toronto, Canada	YYZ	21	
Montreal, Canada	YUL	8	

PALM BEACH TOTAL			61
Caribbean/Atlantic			61
Marsh Harbour, Bahamas	MHH	26	
Nassau, Bahamas	NAS	20	
Freeport, Bahamas	FPO	8	
Treasure Cay, Bahamas	TCB	7	

MELBOURNE TOTAL			14
Caribbean/Atlantic			14
Marsh Harbour, Bahamas	MHH	7	
Treasure Cay, Bahamas	TCB	7	

DAYTONA BEACH TOTAL			32
Caribbean/Atlantic			32
Marsh Harbour, Bahamas	MHH	20	
Treasure Cay, Bahamas	TCB	12	

SOUTHWEST FLORIDA TOTAL			7
Europe			5
Dusseldorf, Germany	DUS	3	
Munich, Germany	MUC	2	
Canada			2
Toronto, Canada	YYZ	2	

TAMPA TOTAL			18
Canada			8
Toronto, Canada	YYZ	8	
Caribbean/Atlantic			5
Grand Cayman Is., West Indies	GCM	5	
Europe			5
London, England	LGW	5	

Table 24 - 2008 (Continued)

FLORIDA ORIGIN-2008					
World Area		Weekly	World Area		Weekly
Destination Airport	Code	Departures	Destination Airport	Code	Departures
MIAMI TOTAL		1,237			
Caribbean/Atlantic		466	Mexico/Central America		295
Nassau, Bahamas	NAS	117	Mexico City, Mexico	MEX	56
Grand Cayman Is., West Indies	GCM	42	Cancun, Mexico	CUN	42
Kingston, Jamaica	KIN	32	Panama City, Panama	PTY	35
Pt. Au Prince, Haiti	PAP	28	Guatemala City, Guatemala	GUA	28
Santo Domingo, Dominican Rep.	SDQ	28	Managua, Nicaragua	MGA	28
Pt. of Spain, Trinidad	POS	25	San Jose, Costa Rica	SJO	28
Freeport, Bahamas	FPO	21	San Pedro Sula, Honduras	SAP	25
Providenciales, Turks & Caicos Is.	PLS	21	San Salvador, El Salvador	SAL	20
Barbados	BGI	17	Belize City, Belize	BZE	14
Montego Bay, Jamaica	MBJ	16	Cozumel, Mexico	CZM	7
Punta Cana, Dominican Rep.	PUJ	16	Liberia, Costa Rica	LIR	7
Aruba	AUA	14	Merida, Mexico	MID	4
Curacao, Neth. Antilles	CUR	14	Roatan, Honduras	RTB	1
Santiago, Dominican Rep.	STI	14			
Marsh Harbour, Bahamas	MHH	9	Europe		97
North Eleuthera, Bahamas	ELH	7	London, England	LHR	29
George Town, Bahamas	GGT	7	Madrid, Spain	MAD	19
Puerto Plata, Dominican Rep.	POP	7	Paris, France	CDG	14
St. Maarten, Neth. Antilles	SXM	7	Amsterdam, Netherlands	AMS	7
St. Lucia, West Indies	UVF	7	Rome, Italy	FCO	7
Bermuda	BDA	5	Frankfurt, Germany	FRA	7
St. Kitts, Leeward Is.	SKB	5	Zurich, Switzerland	ZRH	7
Cap Haitien, Haiti	CAP	4	Dusseldorf, Germany	DUS	5
Casa De Campo, Dominican Rep.	LRM	3	Munich, Germany	MUC	2
South America		327	Canada		49
Caracas, Venezuela	CCS	52	Toronto, Canada	YYZ	28
Bogota, Colombia	BOG	33	Montreal, Canada	YUL	21
Sao Paulo, Brazil	GRU	29			
Buenos Aires, Argentina	EZE	27	Middle East		3
Lima, Peru	LIM	25	Tel Aviv, Israel	TLV	3
Medellin, Colombia	MDE	21			
Quito, Ecuador	UIO	21			
Santiago, Chile	SCL	16			
Barranquilla, Colombia	BAQ	14			
Cali, Colombia	CLO	14			
Rio De Janeiro, Brazil	GIG	11			
Santa Cruz, Bolivia	VVI	9			
Cartagena, Colombia	CTG	7			
Guayaquil, Ecuador	GYE	7			
La Paz, Bolivia	LPB	7			
Manaus, Brazil	MAO	7			
Maracaibo, Venezuela	MAR	7			
Valencia, Venezuela	VLN	7			
Barcelona, Venezuela	BLA	4			
Natal, Brazil	NAT	4			
Montevideo, Uruguay	MVD	3			
Fortaleza, Brazil	FOR	1			
Salvador, Brazil	SSA	1			
			FLORIDA TOTAL		2,066
			Caribbean/Atlantic		1,053
			Mexico/Central America		389
			South America		355
			Europe		163
			Canada		103
			Middle East		3
			Source: Official Airline Guide		

Table 24 - 2007

**WEEKLY SCHEDULED INTERNATIONAL FLIGHT DEPARTURES
AT ALL FLORIDA AIRPORTS
(July 2005)**

FLORIDA ORIGIN			FLORIDA ORIGIN		
World Area		Weekly	World Area		Weekly
Destination Airport	Code	Departures	Destination Airport	Code	Departures
FT. LAUDERDALE TOTAL		531	ORLANDO TOTAL		146
Caribbean/Atlantic		466	Caribbean/Atlantic		55
Nassau, Bahamas,	NAS	121	Nassau, Bahamas	NAS	37
Freeport, Bahamas	FPO	62	Freeport, Bahamas	FPO	8
Marsh Harbor, Bahamas	MHH	60	Montego Bay, Jamaica	MBJ	7
Kingston, Jamaica	KIN	38	Grand Cayman, West Indies	GCM	2
Santo Domingo, Dom. Rep.	SDQ	30	Bermuda	BDA	1
Port-Au-Prince, Haiti	PAP	28	Mexico/Central America		24
Treasure Cay, Bahamas	TCB	24	Mexico City, Mexico	MEX	11
Montego Bay, Jamaica	MBJ	17	Panama City, Panama	PTY	10
Georgetown, Bahamas	GGT	16	San Jose, Costa Rica	SJO	3
Bimini, Bahamas	BIM	15	Europe		38
North Eleuthera, Bahamas	ELH	14	London (Gatwick), UK	LGW	21
Governors Harbor, Bahamas	GHB	8	Manchester, UK	MAN	9
Grand Cayman, West Indies	GCM	7	Amsterdam	AMS	4
Punta Cana, Dom. Rep.	PUJ	7	Frankfurt, Germany	FRA	3
Andros Town, Bahamas	ASD	4	Glasgow, Scotland	GLA	1
Chub Cay, Bahamas	CCZ	4	Canada		29
St. Maarten	SXM	3	Toronto, Canada	YYZ	21
The Bight, Bahamas	TBI	3	Montreal, Canada	YUL	8
Port of Spain, Trinidad	POS	2			
Grand Turk, Turks & Caicos	GDT	1	TAMPA TOTAL		19
Providenciales, Turks & Caicos	PLS	1	Caribbean/Atlantic		6
San Salvador, Bahamas	ZSA	1	Grand Cayman Island	GCM	6
South America		14	Europe		5
Bogota, Colombia	BOG	7	London-Gatwick	LGW	5
Lima, Peru	LIM	7	Canada		8
Mexico/Central America		36	Toronto	YYZ	8
Cancun, Mexico	CUN	14			
San Jose, Costa Rica	SJO	14	MELBOURNE TOTAL		14
Guatemala City, Guatemala	GUA	7	Caribbean/Atlantic		14
Mexico City, Mexico	MEX	1	Marsh Harbour, Bahamas	MHH	14
Canada		15			
Toronto	YYZ	8	DAYTONA BEACH TOTAL		36
Montreal-Mirabel	YMX	7	Caribbean/Atlantic		36
			Marsh Harbor, Bahamas	MHH	22
PALM BEACH TOTAL		86	Treasure Cay, Bahamas	TCB	14
Caribbean/Atlantic		86			
Nassau, Bahamas	NAS	34	ORLANDO SANFORD TOTAL		23
Marsh Harbour, Bahamas	MHH	34	Europe		23
Treasure Cay, Bahamas	TCB	9	Glasgow, Scotland	GLA	10
Freeport, Bahamas	FPO	9	Belfast, Ireland	BFS	3
			London - Gatwick, England	LGW	3
SOUTHWEST FLORIDA TOTAL		7	Manchester, England	MAN	3
Europe		5	Reykjavik, Iceland	KEF	2
Dusseldorf, Germany	DUS	3	Bristol, England	BRS	1
Munich, Germany	FRA	2	East Midlands, England	EMA	1
Canada		2			
Toronto	YYZ	2			

Table 24 - 2007

FLORIDA ORIGIN					
World Area		Weekly	World Area		Weekly
Destination Airport	Code	Departures	Destination Airport	Code	Departures
MIAMI TOTAL		1,210			
Caribbean/Atlantic		470	South America		297
Nassau, Bahamas,	NAS	111	Caracas, Venezuela	CCS	44
Freeport, Bahamas	FPO	37	Bogota, Colombia	BOG	33
Grand Cayman, West Indies	GCM	35	Sao Paulo, Brazil	GRU	29
Montego Bay, Jamaica	MBJ	34	Buenos Aires, Argentina	EZE	25
Santo Domingo, Dom. Rep.	SDQ	28	Lima, Peru	LIM	24
Port-Au-Prince, Haiti	PAP	24	Santiago, Chile	SCL	18
Kingston, Jamaica	KIN	21	Medellin, Colombia	MDE	17
Port of Spain, Trinidad	POS	21	Cali, Colombia	CLO	14
Punta Cana, Dom. Rep.	PUJ	17	Belize City, Belize	BZE	12
Aruba	AUA	14	La Paz, Bolivia	LPB	12
Barbados	BGI	14	Rio de Janeiro, Brazil	GIG	12
Curacao, Neth. Antilles	CUR	14	Barranquilla, Columbia	BAQ	11
Marsh Harbor, Bahamas	MHH	14	Guayaquil, Ecuador	GYE	7
Providenciales, Turks & Caicos	PLS	14	Manaus, Brazil	MAO	7
Santiago, Dom. Rep.	STI	14	Maracaibo, Venezuela	MAR	7
Puerto Plata, Dom. Rep.	POP	10	Valencia, Venezuela	VLN	7
Georgetown, Bahamas	GGT	7	Santa Cruz, Bolivia	VVI	6
North Eleuthera, Bahamas	ELH	7	Cartegena, Colombia	CTG	5
St. Lucia	UVF	7	Barcelona, Venezuela	BLA	3
St. Maarten	SXM	7	Montevideo, Uruguay	MVD	3
Treasure Cay, Bahamas	TCB	7	Salvador, Brazil	SSA	1
Bermuda	BDA	5			
St. Kitts	SKB	5	Europe		94
Casa de Campo, Dom. Rep.	LRM	3	London - Heathrow, England	LHR	29
			Madrid, Spain	MAD	17
Mexico/Central America		307	Paris, France	CDG	14
Mexico City, Mexico	MEX	64	Frankfurt, Germany	FRA	7
Cancun, Mexico	CUN	42	Milan, Italy	MXP	7
Panama City, Panama	PTY	35	Zurich, Switzerland	ZRH	7
San Jose, Costa Rica	SJO	30	Amsterdam, Netherlands	AMS	5
Managua, Nicaragua	MGA	28	Dusseldorf, Germany	DUS	3
Guatemala City, Guatemala	GUA	21	Tel Aviv, Israel	TLV	3
Quito, Ecuador	UIO	21	Munich, Germany	MUC	2
San Pedro Sula, Honduras	SAP	21			
San Salvador, El Salvador	SAL	14	Canada		42
Tegucigalpa, Honduras	TGU	14	Toronto, Canada	YYZ	28
Cozumel, Mexico	CZM	8	Montreal (Dorval), Canada	YUL	14
Liberia, Costa Rica	LIR	5			
Merida, Mexico	MID	3			
Roatan, Honduras	RTB	1			
			FLORIDA TOTAL		2,072
			Caribbean/Atlantic		1,133
			Central America/Mexico		367
			South America		311
			Europe		165
			Canada		96

Source: Official Airline Guide.

Table 24 - 2005

**WEEKLY SCHEDULED INTERNATIONAL FLIGHT DEPARTURES
AT ALL FLORIDA AIRPORTS
(July 2005)**

FLORIDA ORIGIN			FLORIDA ORIGIN		
World Area		Weekly	World Area		Weekly
Destination Airport	Code	Departures	Destination Airport	Code	Departures
FT. LAUDERDALE TOTAL		449	ORLANDO TOTAL		143
Caribbean/Atlantic		392	Caribbean/Atlantic		55
Nassau, Bahamas	NAS	137	Nassau, Bahamas	NAS	47
Freeport, Bahamas	FPO	90	Kingston, Jamaica	KIN	2
Marsh Harbor, Bahamas	MHH	34	Montego Bay, Jamaica	MBJ	3
Kingston, Jamaica	KIN	28	Grand Cayman, West Indies	GCM	2
Santo Domingo, Dominican Rep.	SDQ	23	Bermuda	BDA	1
Treasure Cay, Bahamas	TCB	22	Mexico/Central America		16
North Eleuthera, Bahamas	ELH	18	Mexico City, Mexico	MEX	7
Georgetown, Bahamas	GGT	9	San Jose, Costa Rica	SJO	5
Governors Harbor, Bahamas	GHB	7	Panama City, Panama	PTY	4
Montego Bay, Jamaica	MBJ	7	Europe		42
Port-au-Prince, Haiti	PAP	7	London (Gatwick), UK	LGW	24
Andros Town, Bahamas	ASD	4	Manchester, UK	MAN	7
The Bight, Bahamas	TBI	3	Amsterdam	AMS	4
Grand Cayman, West Indies	GCM	2	Frankfurt, Germany	FRA	3
San Salvador, Bahamas	ZSA	1	Reykjavik, Iceland	KEF	3
South America		7	Dusseldorf, Germany	DUS	1
Bogota, Colombia	BOG	7	Canada		30
Mexico/Central America		31	Toronto, Canada	YYZ	26
Cancun, Mexico	CUN	17	Calgary, Canada	YYC	2
Guatemala City, Guatemala	GUA	7	Montreal, Canada	YUL	1
San Jose, Costa Rica	SJO	7	Ottawa, Canada	YOW	1
Canada		19			
Toronto	YYZ	17	TAMPA TOTAL		42
Montreal-Mirabel	YMX	2	Caribbean/Atlantic		26
			Nassau, Bahamas	NAS	21
PALM BEACH TOTAL		72	Grand Cayman Island	GCM	5
Caribbean/Atlantic		72	Europe		5
Nassau, Bahamas	NAS	41	London-Gatwick	LGW	5
Marsh Harbour, Bahamas	MHH	23	Canada		11
Freeport, Bahamas	FPO	8	Toronto	YYZ	11
ST. PETERSBURG TOTAL		2	MELBOURNE TOTAL		9
Canada		2	Caribbean/Atlantic		9
Toronto	YYZ	2	Marsh Harbour, Bahamas	MHH	9
SOUTHWEST FLORIDA TOTAL		4	DAYTONA BEACH TOTAL		42
Europe		4	Caribbean		42
Dusseldorf, Germany	DUS	2	Treasure Cay, Bahamas	TCB	21
Frankfurt, Germany	FRA	2	Marsh Harbour, Bahamas	MHH	16
			Freeport, Bahamas	FPO	5

Table 24 - 2005

FLORIDA ORIGIN					
World Area		Weekly	World Area		Weekly
Destination Airport	Code	Departures	Destination Airport	Code	Departures
MIAMI TOTAL		1,224			
Caribbean/Atlantic		490	South America		259
Nassau, Bahamas	NAS	129	Sao Paulo, Brazil	GRU	40
Grand Cayman, West Indies	GCM	34	Bogota, Colombia	BOG	39
Freeport, Bahamas	FPO	31	Lima, Peru	LIM	26
Port-au-Prince, Haiti	PAP	29	Quito, Ecuador	UIO	21
Kingston, Jamaica	KIN	28	Buenos Aires, Argentina	CLO	18
Santo Domingo, Dominican Rep.	SDQ	28	Cali, Colombia	EZE	18
Montego Bay, Jamaica	MBJ	28	Medellin, Colombia	MDE	17
Georgetown, Bahamas	GGT	21	Santiago, Chile	SCL	17
Barbados	BGI	21	Maracaibo, Venezuela	MAR	14
Port of Spain, Trinidad	POS	21	Rio De Janeiro, Brazil	GIG	9
Aruba	AUA	16	Barranquilla, Colombia	BAQ	7
Marsh Harbor, Bahamas	MHH	15	Guayaquil, Ecuador	GYE	7
Providenciales, Turks & Caicos	PLS	14	La Paz, Bolivia	LPB	7
Punta Cana, Dominican Rep.	PUJ	13	Valencia, Venezuela	VLN	7
Curacao, Neth. Antilles	CUR	10	Cartagena, Colombia	CTG	5
North Eleuthera, Bahamas	ELH	8	Manaus, Brazil	MAO	3
Treasure Cay, Bahamas	TCB	7	Santa Cruz, Bolivia	VVI	2
Puerto Plata, Dominican Rep.	POP	7	Natal, Brazil	NAT	1
Santiago, Dominican Rep.	STI	7	Salvador, Brazil	SSA	1
St. Lucia, West Indies	SXM	7			
St. Maarten, Neth. Antilles	UVF	7	Europe		85
Bermuda	BDA	5	London (Heathrow), UK	LHR	29
Casa de Campo, Dominican Rep.	LRM	3	Madrid, Spain	CDG	14
Cayman Brac, West Indies	CYB	1	Paris, France	MAD	14
			Frankfurt, Germany	FRA	7
Mexico/Central America		341	Milan, Italy	MLX	7
Cancun, Mexico	CUN	56	Amsterdam, Netherlands	AMS	6
Mexico City, Mexico	MEX	46	Zurich, Switzerland	ZRH	5
Caracas, Venezuela	CCS	43	Dusseldorf, Germany	DUS	2
San Jose, Costa Rica	SJO	41	Munich, Germany	MUC	1
Panama City, Panama	PTY	28			
San Pedro Sula, Honduras	SAP	25	Canada		49
Guatemala City, Guatemala	GUA	21	Toronto, Canada	YYZ	28
San Salvador, El Salvador	SAL	21	Montreal (Dorval), Canada	YUL	21
Managua, Nicaragua	MGA	17			
Tegucigalpa, Honduras	TGU	14			
Belize City, Belize	BZE	12			
Monterrey, Mexico	MTY	7			
Liberia, Costa Rica	LIR	3			
Merida, Mexico	MID	3			
St. Kitts	SKB	3			
Roatan, Honduras	RTB	1			

ORLANDO SANFORD TOTAL		22
Caribbean/Atlantic		12
Punta Cana, Dominican Rep.	BQN	6
Puerto Plata, Dominican Rep.	POP	4
Aruba	AUA	2
Mexico/Central America		10
Cancun, Mexico	CUN	8
Liberia, Costa Rica	LIR	2

FLORIDA TOTAL	2,009
Caribbean/Atlantic	1,098
Central America/Mexico	398
South America	266
Europe	136
Canada	111

Source: Official Airline Guide.

Table 24- 2003

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

FLORIDA ORIGIN			
World Area			Weekly
Destination Airport	Code	Departures	
FT. LAUDERDALE TOTAL			369
Caribbean/Atlantic			351
Nassau, Bahamas	NAS		130
Freeport, Bahamas	FPO		64
Marsh Harbour, Bahamas	MHH		51
Treasure Cay, Bahamas	TCB		42
N. Eleuthera, Bahamas	ELH		23
Kingston, Jamaica	KIN		21
Grand Cayman Island	GCM		6
Guantanamo, Cuba	NBW		3
George Town, Guyana	GEO		2
Georgetown, Bahamas	GGT		2
Inagua, Bahamas	IGA		2
The Bight, Bahamas	TBI		2
San Salvador, Bahamas	ZSA		2
Bermuda	BDA		1
South America			7
Bogota, Colombia	BOG		7
Mexico/Central America			4
Mexico City	MEX		4
Canada			7
Toronto	YYZ		5
Montreal-Mirabel	YMX		1
Montreal-Dorval	YUL		1

PALM BEACH TOTAL				78
Caribbean				78
Nassau, Bahamas	FPO			36
Marsh Harbour, Bahamas	MHH			27
Freeport, Bahamas	NAS			8
Treasure Cay, Bahamas	TCB			7

ORLANDO SANFORD TOTAL				5
Caribbean				5
Aguadilla, Puerto Rico	BQN			4
Santo Domingo, Dom. Rep.	SDQ			1

ST. PETERSBURG TOTAL				5
Canada				5
Toronto	YYZ			5

SOUTHWEST FLORIDA TOTAL				3
Europe				3
Dusseldorf, Germany	DUS			2
Frankfurt, Germany	FRA			1

FLORIDA ORIGIN			
World Area			Weekly
Destination Airport	Code	Departures	
ORLANDO TOTAL			126
Caribbean			59
Nassau, Bahamas	NAS		45
Treasure Cay, Bahamas	FPO		7
Aruba	KIN		7
Mexico/Central America			12
Mexico City, Mexico	MEX		5
Panama City, Panama	PTY		4
Monterrey, Mexico	MTY		2
San Jose, Costa Rica	SJO		1
South America			6
Sao Paulo, Brazil	GRU		4
Caracas, Venezuela	CCS		2
Europe			32
London-Gatwick	LGW		23
Manchester, UK	MAN		6
Frankfurt, Germany	FRA		2
Dusseldorf, Germany	DUS		1
Canada			17
Toronto	YYZ		16
Montreal-Mirabel	YMX		1

TAMPA TOTAL				26
Caribbean				14
Nassau, Bahamas	MBJ			7
Grand Cayman Island	GCM			5
Freeport, Bahamas	FPO			2
Europe				5
London-Gatwick	LGW			5
Canada				7
Toronto	YYZ			7

DAYTONA BEACH TOTAL				33
Caribbean				33
Treasure Cay, Bahamas	TCB			19
Marsh Harbour, Bahamas	MHH			7
Freeport, Bahamas	FPO			7

MELBOURNE TOTAL				23
Caribbean				23
Treasure Cay, Bahamas	TCB			14
Freeport, Bahamas	FPO			7
Marsh Harbour, Bahamas	MHH			2

Table 24- 2003

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

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

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

Source: Official Airline Guide.

Table 24- 2001

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

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

FLORIDA ORIGIN			
World Area			Weekly
Destination	Airport	Code	Departures
ORLANDO TOTAL			127
Caribbean			52
Nassau, Bahamas		NAS	45
Kingston, Jamaica		KIN	7
Mexico/Central America			10
Panama City, Panama		PTY	4
Mexico City, Mexico		MEX	4
Cancun, Mexico		CUN	2
South America			2
Caracas, Venezuela		CCS	2
Europe/Middle East			32
London-Gatwick		LGW	21
Manchester, UK		MAN	6
Amsterdam, Netherlands		AMS	3
Dusseldorf, Germany		DUS	1
Jeddah, Saudi Arabia		JED	1
Canada			31
Toronto		YYZ	27
Montreal-Mirabel		YMX	3
Montreal-Dorval		YUL	1

TAMPA TOTAL			30
Caribbean			20
Montego Bay, Jamaica		MBJ	7
Nassau, Bahamas		NAS	7
Grand Cayman Island		GCM	6
Europe			3
London-Gatwick		LGW	3
Canada			7
Toronto		YYZ	7

MELBOURNE TOTAL			2
Caribbean			2
Marsh Harbour, Bahamas		MHH	2

MIAMI PUBLIC SPB TOTAL			20
Caribbean			20
Bimini, Bahamas		NSB	16
Paradise Island, Bahamas		PID	4

Table 24- 2001

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

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

SOURCE: Official Airline Guide.

Table 24- 2000

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

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

Table 24- 2000

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

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

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

Source: Official Airline Guide.

APPENDIX B

Table 25 - 2011
Domestic Scheduled Commercial Service Comparison
Florida Airports and other Selected U.S. Airports

		2010	July 2011 Domestic Nonstop Services			
Airport	Code	T-100 Domestic Enplanements*	Weekly Departing		Dest. Served	Connecting Hubs
			Flights	Seats		
> 10 million enplanements						
Los Angeles	LAX	21,185,131	4,612	550,848	88	66
Orlando	MCO	15,453,569	2,714	379,991	82	66
Baltimore	BWI	10,591,816	2,858	507,030	70	62
Selected Airport Average		15,743,505	3,395	479,290	80	65
5.0 - 10.0 million enplanements						
Ft. Lauderdale	FLL	9,208,523	1,550	223,687	64	54
Miami	MIA	8,645,437	1,645	226,075	52	44
Chicago (Midway)	MDW	8,469,057	1,920	252,586	59	58
Washington (Dulles)	IAD	8,282,561	2,361	207,828	82	66
Tampa	TPA	7,941,040	1,481	198,877	60	53
Selected Airport Average		8,509,324	1,791	221,811	63	55
1.0 - 5.0 million enplanements						
Southwest Florida	RSW	3,609,280	482	58,233	28	26
Palm Beach	PBI	2,910,585	447	57,992	17	14
San Antonio	SAT	3,851,576	878	103,940	29	27
Jacksonville	JAX	2,755,042	693	72,193	27	26
Hartford	BDL	2,613,973	697	70,055	26	24
Selected Airport Average		3,148,091	639	72,483	25	23
500,000 - 1.0 million enplanements						
Madison	MSN	764,472	300	19,221	12	11
Pensacola	PNS	729,718	276	19,052	10	10
Sarasota	SRQ	659,479	95	11,166	8	8
Greenville/Spartanburg	GSP	641,761	363	25,971	21	19
Selected Airport Average		698,858	259	18,853	13	12
250,000 - 500,000 enplanements						
Daytona Beach	DAB	486,783	56	6,042	2	2
Wilmington, NC	ILM	407,848	168	9,823	7	7
St. Petersburg	PIE	381,745	71	11,364	24	11
Bozeman	BZN	364,442	157	12,889	10	10
Orlando-Sanford	SFB	364,036	102	16,600	31	13
Northwest Florida Regional	VPS	348,528	235	14,638	22	17
Tallahassee	TLH	324,960	154	8,303	6	6
Key West	EYW	287,301	147	7,802	6	6
Northwest Florida Beaches	ECP	253,712	126	12,445	6	6
Selected Airport Average		357,706	135	11,101	13	9
100,000 - 250,000 enplanements						
Killeen	GRK	214,864	113	6,146	3	3
Bismarck, ND	BIS	195,993	85	5,828	5	4
Melbourne	MLB	179,916	48	4,445	2	2
Gainesville	GNV	159,476	81	4,050	3	3
Selected Airport Average		187,562	82	5,117	3	3
< 100,000 enplanements						
Punta Gorda	PGD	55,510	10	1,388	5	4
Pullman, WA	PUW	35,224	14	1,064	1	1
Longview	GCG	21,796	14	896	1	1
Selected Airport Average		37,510	13	1,116	2	2

Source: DOT, Schedule T-100; Official Airline Guide

* Data does not include passengers enplaned on Canadian- flag carriers

Table 25 - 2008
Domestic Scheduled Commercial Service Comparison
Florida Airports and other Selected U.S. Airports

Florida Airports and Other Selected U.S. Airports						
Airport	Code	2007	July 2008 Domestic		No. of	No. of
		T-100 Domestic	Weekly Departing		Dest.	Connectin
		Enplanements ¹	Flights	Seats	Served	g Hubs
>10 million enplanements						
Los Angeles	LAX	22,477,727	5,690	767,002	85	33
Orlando	MCO	16,704,585	2,896	412,796	79	32
<u>New York - JFK</u>	<u>JFK</u>	<u>12,938,856</u>	<u>4,292</u>	<u>640,355</u>	<u>66</u>	<u>27</u>
Selected Airports Average		17,373,723	4,293	606,718	77	31
5.0 - 10.0 million enplanements						
Fort Lauderdale	FLL	9,681,117	2,121	263,889	69	28
Chicago - Midway	MDW	9,595,206	1,777	231,164	53	22
Tampa	TPA	9,349,463	1,736	214,468	63	29
Washington - Dulles	IAD	9,068,493	2,977	307,048	88	29
Honolulu	HNL	8,631,688	1,530	205,006	30	15
Miami	MIA	8,565,735	2,602	400,337	49	28
Cincinnati	CVG	7,462,313	2,693	182,652	105	31
<u>Portland, OR</u>	<u>PDX</u>	<u>7,090,052</u>	<u>1,868</u>	<u>194,984</u>	<u>49</u>	<u>25</u>
Selected Airports Average		8,680,508	2,163	249,944	63	26
1.0 - 5.0 million enplanements						
San Antonio	SAT	4,029,030	994	114,604	40	25
Southwest Florida	RSW	3,901,624	526	63,662	30	20
Milwaukee	MKE	3,750,874	1,456	116,204	49	25
W. Palm Beach	PBI	3,389,274	553	61,372	22	14
Jacksonville	JAX	3,272,805	730	77,350	33	22
Hartford	BDL	3,185,050	780	77,032	34	26
Kahului, HI	OGG	3,114,045	654	66,919	18	9
<u>Charleston, SC</u>	<u>CHS</u>	<u>1,147,181</u>	<u>441</u>	<u>33,011</u>	<u>15</u>	<u>14</u>
Selected Airports Average		3,223,735	767	76,269	30	19
500,000 - 1.0 million enplanements						
Knoxville	TYS	900,388	420	23,662	20	18
Pensacola Gulf Coast	PNS	833,449	297	21,327	9	8
Myrtle Beach, SC	MYR	827,612	210	21,331	15	13
Portland, ME	PWM	819,987	370	26,854	15	14
Westchester Co, NY	HPN	805,712	392	24,828	15	12
Madison	MSN	789,825	331	20,908	16	14
Greenville/Spartanburg	GSP	779,823	398	22,531	17	15
Sarasota	SRQ	775,053	136	12,875	10	9
Wichita	ICT	772,301	300	21,975	12	12
<u>Jackson, MS</u>	<u>JAN</u>	<u>756,777</u>	<u>258</u>	<u>19,214</u>	<u>12</u>	<u>10</u>
Selected Airports Average		806,093	311	21,551	14	13

Table 25 - 2008
Domestic Scheduled Commercial Service Comparison
Florida Airports and other Selected U.S. Airports

250,000 - 500,000 enplanements

Tallahassee	TLH	465,358	229	11,944	9	7
Orlando-Sanford	SFB	415,491	105	16,724	27	0
Wilmington, NC	ILM	393,096	161	10,858	6	6
St. Petersburg	PIE	381,721	59	9,204	21	5
Northwest Florida	VPS	381,477	196	11,947	8	7
Bozeman, MT	BZN	354,744	150	13,073	11	9
Daytona Beach	DAB	335,381	111	6,422	6	4
Key West	EYW	271,630	251	7,060	8	4
Charleston, WV	CRW	270,200	194	7,951	10	9
Bloomington, IL	BMI	263,479	108	6,753	4	4
<u>Lansing</u>	<u>LAN</u>	<u>257,896</u>	<u>93</u>	<u>6,401</u>	<u>6</u>	<u>5</u>
Selected Airports Average		344,588	151	9,849	11	5

100,000 - 250,000 enplanements

Aguadilla, PR	BQN	195,801	41	6,226	4	4
Killeen, TX	GRK	193,940	129	6,122	3	3
Bismarck, ND	BIS	183,787	69	5,361	3	3
Grand Junction, CO	GJT	174,513	135	7,052	5	5
Idaho Falls	IDA	171,029	90	5,196	6	4
Panama City	PFN	160,232	101	5,587	5	5
Gainesville	GNV	142,493	64	3,183	2	2
Erie, PA	ERI	142,419	78	3,473	3	3
Melbourne	MLB	134,961	52	3,555	2	2
Selected Airports Average		166,575	84	5,084	4	3

<100,000 enplanements

Pullman, WA	PUW	40,155	26	1,894	2	1
Longview, TX	GGG	30,971	21	692	1	1
Oxnard/Ventura, CA	OXR	21,344	25	722	1	1
Naples	APF	13,449	28	221	2	1
Marathon²	MTH	5,013	0	0	0	0
Selected Airports Average		22,186	20	706	1	1

Sources: DOT, Schedule T-100; Official Airline Guide

Notes:

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

²In mid summer of 2007, Delta announced it would end service to Marathon Airport due to low demand.

On October 4, 2008, Continental announced it would begin service to Marathon Airport via a Cape Air codeshare to Fort Myers.

Table 25 - 2007
DOMESTIC SCHEDULED COMMERCIAL SERVICE COMPARISON
FLORIDA AIRPORTS AND OTHER SELECTED U.S. AIRPORTS

		2006	July 2007 Domestic Nonstop Service			
		T-100 Domestic Enplanements ^{/1}	Weekly Departing		No. of	No. of Connecting
			Flights	Seats	Dest. Served	Hubs Served ^{/2}
>10 million enplanements						
Orlando	MCO	15,751,046	3,132	419,245	87	28
5.0 - 10.0 million annual enplanements						
Baltimore	BWI	9,964,308	2,340	292,449	62	28
Fort Lauderdale	FLL	9,139,208	1,658	225,335	55	26
Tampa	TPA	8,982,779	1,843	225,953	65	26
Chicago - Midway	MDW	8,821,981	2,068	268,067	60	21
Washington - Dulles	IAD	8,492,388	2,600	229,157	80	26
Miami	MIA	8,293,217	1,532	201,189	47	24
Honolulu	HNL	7,799,207	1,707	212,138	32	14
Cincinnati	CVG	7,522,045	3,030	199,807	112	27
Portland	PDX	<u>6,677,043</u>	<u>1,852</u>	<u>189,845</u>	<u>47</u>	<u>20</u>
Selected Airports Average		8,410,242	2,070	227,104	62	24
1.0 - 5.0 million annual enplanements						
San Antonio	SAT	3,817,086	995	110,066	37	21
Southwest Florida	RSW	3,657,199	546	68,391	28	18
Milwaukee	MKE	3,542,571	1,518	107,001	51	23
Hartford	BDL	3,366,479	812	82,414	35	23
W. Palm Beach	PBI	3,343,207	519	66,093	21	13
Ontario (CA)	ONT	3,327,184	907	99,709	32	12
Jacksonville	JAX	2,970,543	841	85,134	33	20
Kahului (HI)	OGG	<u>2,907,974</u>	<u>746</u>	<u>82,068</u>	<u>21</u>	<u>8</u>
Selected Airports Average		3,366,530	861	87,610	32	17
500,000- 1.0 million annual enplanements						
Charleston	CHS	941,545	435	33,112	16	14
Knoxville	TYS	813,357	456	25,461	20	16
Pensacola	PNS	806,928	313	22,082	9	7
Madison	MSN	802,625	351	21,456	16	12
Greenville/Spartanburg	GSP	755,432	409	22,220	17	13
Jackson (MS)	JAN	727,610	285	21,317	13	10
Portland (ME)	PWM	709,504	355	24,824	15	12
Wichita	ICT	709,275	315	23,018	12	11
Sarasota	SRQ	698,930	149	14,929	10	7
Myrtle Beach	MYR	<u>691,689</u>	<u>244</u>	<u>23,334</u>	<u>15</u>	<u>10</u>
Selected Airports Average		765,690	331	23,175	14	11
250,000-500,000 annual enplanements						
Tallahassee	TLH	492,255	250	12,243	9	6
Westchester Co (NY)	HPN	491,392	406	26,991	14	11
Okaloosa	VPS	349,496	180	10,930	7	6
Bozeman	BZN	317,957	160	11,312	10	8
Orlando-Sanford	SFB	316,821	78	11,700	24	6
Wilmington (NC)	ILM	312,110	163	10,676	5	4
Lansing	LAN	286,090	103	7,288	8	6
Key West	EYW	284,461	238	7,947	7	3
Charleston (WV)	CRW	284,044	217	8,790	11	9
Bloomington (IL)	BMI	255,958	113	6,957	4	4
Daytona Beach	DAB	254,759	57	6,589	2	2
Selected Airports Average		331,395	179	11,038	9	6

Table 25 - 2007 (cont.)
DOMESTIC SCHEDULED COMMERCIAL SERVICE COMPARISON
FLORIDA AIRPORTS AND OTHER SELECTED U.S. AIRPORTS

100,000-250,000 annual enplanements

Killeen	GRK	182,580	134	5,958	3	3
Bismarck	BIS	179,606	72	6,100	3	3
St. Petersburg	PIE	176,684	66	10,368	21	6
Panama City	PFN	173,192	85	4,958	4	4
Aguadilla (PR)	BQN	172,193	40	6,047	4	3
Erie	ERI	161,014	106	3,990	5	4
Grand Junction	GJT	159,410	116	4,781	4	4
Melbourne	MLB	159,386	40	3,656	2	1
Gainesville	GNV	153,358	86	4,445	4	3
Idaho Falls	IDA	152,099	91	4,477	5	4
Selected Airports Average		166,952	84	5,478	6	4

< 100,000 annual enplanements

Longview (TX)	GGG	24,962	21	714	1	1
Naples	APF	24,187	29	820	2	1
Pago Pago	PPG	23,980	3	792	1	0
Pullman, WA	PUW	23,783	35	1,295	2	1
Oxnard/Ventura (CA)	OXR	23,650	26	780	1	1
Marathon	MTH	30	8	400	2	1
Selected Airports Average		20,099	20	800	2	1

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

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

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

Table 25 - 2005
DOMESTIC SCHEDULED COMMERCIAL SERVICE COMPARISON
FLORIDA AIRPORTS AND OTHER SELECTED U.S. AIRPORTS

		2004	July 2005 Domestic Nonstop Service			
		T-3 Total	Weekly Departing		No. of	No. of Connecting
		Enplanements ¹	Flights	Seats	Dest. Served	Hubs Served ²
>10 million enplanements						
Orlando	MCO	14,279,065	2,904	380,513	82	28
5.0 - 10.0 million annual enplanements						
Ft. Lauderdale	FLL	9,166,976	1,848	240,547	60	26
Chicago-Midway	MDW	9,093,344	1,967	268,055	58	21
Tampa	TPA	8,255,438	1,936	228,970	72	26
San Diego	SAN	8,053,062	1,852	223,691	47	24
Miami	MIA	7,489,517	1,551	207,793	44	20
Oakland	OAK	6,761,373	1,460	196,059	40	16
Portland	PDX	6,161,989	1,798	179,338	49	19
San Jose	SJC	5,126,852	1,259	146,214	28	16
Memphis	MEM	5,115,302	2,034	151,755	90	25
Selected Airports Average		7,247,095	1,745	204,714	54	21
1.0 - 5.0 million annual enplanements						
San Antonio	SAT	3,284,696	868	100,841	28	18
Palm Beach	PBI	3,203,148	505	71,769	21	13
Southwest Florida	RSW	3,146,993	562	72,850	29	19
Providence	PVD	2,715,706	851	84,361	26	14
Jacksonville	JAX	2,618,178	769	75,324	26	16
Reno	RNO	2,476,137	619	75,433	20	13
Omaha	OMA	1,890,387	624	57,765	21	17
Birmingham	BHM	1,496,058	565	53,121	27	17
Selected Airports Average		2,603,913	670	73,933	25	16
500,000- 1.0 million annual enplanements						
Savannah, GA	SAV	956,597	406	31,178	16	13
Madison, WI	MSN	844,951	354	25,161	14	12
Knoxville	TYS	781,629	478	25,868	17	14
Pensacola	PNS	731,625	343	23,524	12	10
Harrisburg, PA	MDT	680,220	359	19,312	15	11
Palm Springs, CA	PSP	673,449	180	9,684	9	8
Jackson, MS	JAN	639,397	273	21,694	12	9
Columbia, SC	CAE	623,697	382	20,191	13	10
Tallahassee	TLH	585,061	305	17,807	11	8
Sarasota	SRQ	561,034	167	15,637	8	5
Selected Airports Average		707,766	325	21,006	13	10
250,000-500,000 annual enplanements						
St. Petersburg	PIE	488,790	30	4,956	10	6
Westchester County, NY	HPN	447,690	357	16,651	15	9
Santa Barbara	SBA	417,099	307	13,344	10	8
South Bend, IN	SBN	397,313	213	9,191	6	6
Ft. Walton Beach	VPS	378,979	181	12,763	7	6
Orlando-Sanford	SFB	367,758	107	17,404	19	3
Eugene, OR	EUG	349,084	208	9,943	8	6
Daytona Beach	DAB	303,590	117	8,278	6	4
Shreveport, LA	SHV	302,749	206	10,146	6	6
Key West	EYW	292,738	286	8,741	7	3
Charleston, WV	CRW	290,763	257	10,765	11	9
Selected Airports Average		366,959	206	11,107	10	6

Table 25 - 2005 (cont.)
DOMESTIC SCHEDULED COMMERCIAL SERVICE COMPARISON
FLORIDA AIRPORTS AND OTHER SELECTED U.S. AIRPORTS

100,000-250,000 annual enplanements

Bangor, ME	BGR	230,287	193	9,534	7	6
Kalamazoo, MI	AZO	222,066	153	7,988	4	4
Melbourne	MLB	198,570	104	7,015	6	4
Panama City	PFN	188,374	93	5,357	4	4
Charlottesville, VA	CHO	185,301	181	7,554	7	6
Monterey, CA	MRY	183,711	154	5,975	5	5
Bismarck, ND	BIS	162,412	64	5,097	3	3
Lafayette, LA	LFT	161,289	102	5,212	3	3
Gainesville	GNV	135,326	111	5,260	5	4
Idaho Falls, ID	IDA	<u>117,453</u>	<u>90</u>	<u>4,416</u>	<u>4</u>	<u>2</u>
Selected Airports Average		178,479	125	6,341	5	4

< 100,000 annual enplanements

Sheridan, WY	SHR	12,202	42	798	2	1
Bar Harbor, ME	BHB	10,594	38	722	2	1
Morgantown, WV	MGW	9,698	38	722	2	0
Naples	APF	8,296	21	1,050	1	1
Beckley	BKW	3,008	19	361	2	1
Marathon	MTH	720	15	123	2	0
Selected Airports Average		7,420	29	629	2	1

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

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

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

Table 25- 2003
DOMESTIC SCHEDULED COMMERCIAL SERVICE COMPARISON
FLORIDA AIRPORTS AND OTHER SELECTED U.S. AIRPORTS

		2002	July 2003 Domestic Nonstop Service			
		T-3 Total	Weekly Departing		No. of	No. of Connecting
		Enplanements ^{/1}	Flights	Seats	Dest. Served	Hubs Served ^{/2}
>10 million enplanements						
Miami	MIA	14,189,371	1,453	198,262	41	26
Orlando	MCO	12,785,065	2,443	320,441	76	30
5.0 - 8.0 million annual enplanements						
Ft. Lauderdale	FLL	7,965,265	1,389	195,181	44	25
Tampa	TPA	7,601,843	1,681	201,413	56	28
San Diego	SAN	7,372,237	1,704	209,492	42	29
Oakland	OAK	6,130,634	1,372	182,375	33	17
Portland	PDX	5,922,431	1,824	184,790	45	18
San Jose	SJC	5,251,087	1,315	155,104	32	20
Kansas City	MCI	5,165,263	1,394	161,291	49	27
Selected Airports Average		6,486,966	1,526	184,235	43	23
1.0 - 5.0 million annual enplanements						
San Antonio	SAT	3,188,611	822	95,290	26	22
Palm Beach	PBI	2,702,493	483	65,134	22	16
Providence	PVD	2,646,064	745	73,476	23	17
Southwest Florida	RSW	2,492,717	401	50,223	25	19
Jacksonville	JAX	2,455,104	685	70,574	24	16
Reno	RNO	2,174,578	570	68,996	19	13
Omaha	OMA	1,748,103	569	54,579	18	17
Birmingham	BHM	1,407,064	531	51,393	24	18
Selected Airports Average		2,351,842	601	66,208	23	17
500,000- 1.0 million annual enplanements						
Savannah, GA	SAV	846,676	281	21,689	12	10
Madison, WI	MSN	761,450	363	22,558	11	11
Pensacola	PNS	664,617	259	19,959	7	6
Harrisburg, PA	MDT	646,978	366	20,825	11	15
Jackson, MS	JAN	594,788	271	21,175	10	10
Sarasota	SRQ	564,680	121	12,615	8	5
Palm Springs, CA	PSP	547,921	209	10,420	9	9
Tallahassee	TLH	538,720	264	17,093	10	7
Columbia, SC	CAE	516,728	362	18,528	13	11
Selected Airports Average		631,395	277	18,318	10	9
250,000-500,000 annual enplanements						
South Bend, IN	SBN	409,093	262	11,951	8	8
NW Arkansas Regional	XNA	386,485	304	16,941	10	9
Orlando-Sanford	SFB	330,816	19	3,287	2	0
Okaloosa	VPS	325,975	165	10,513	8	6
Eugene, OR	EUG	310,522	206	9,247	8	7
Shreveport, LA	SHV	291,171	247	10,613	7	6
Key West	EYW	259,380	280	7,937	6	3
Charleston, WV	CRW	251,121	246	9,296	11	10
Selected Airports Average		320,570	216	9,973	8	6

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

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

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

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

Table 25- 2001
DOMESTIC SCHEDULED COMMERCIAL SERVICE COMPARISON
FLORIDA AIRPORTS AND OTHER SELECTED U.S. AIRPORTS

		2000	August 2001 Domestic Nonstop Service			
		T-3 Total	Weekly Departing		No. of	No. of Connecting
		Enplanements ¹	Flights	Seats	Dest. Served	Hubs Served ²
>10 million enplanements						
Miami	MIA	16,417,133	1,849	224,557	41	28
Orlando	MCO	14,537,414	2,720	349,418	67	31
5.0 - 8.0 million annual enplanements						
San Diego	SAN	7,825,260	1,873	226,303	35	26
Tampa	TPA	7,819,755	1,987	219,291	55	29
Ft. Lauderdale	FLL	7,504,792	1,448	189,472	42	28
Portland	PDX	6,754,551	2,079	205,134	41	18
San Jose	SJC	6,139,678	1,592	213,601	33	23
Kansas City	MCI	5,869,276	1,946	210,363	61	31
Oakland	OAK	5,176,780	1,334	175,053	29	17
Selected Airports Average		6,727,156	1,751	205,602	42	25
1.0 - 5.0 million annual enplanements						
San Antonio	SAT	3,551,012	758	99,947	24	18
West Palm Beach	PBI	2,904,930	613	75,955	23	19
Reno	RNO	2,725,491	575	71,294	17	13
Providence	PVD	2,677,216	960	84,208	29	21
Jacksonville	JAX	2,611,454	735	77,416	28	19
Southwest Florida	RSW	2,492,934	443	51,583	24	19
Omaha	OMA	1,860,434	575	57,470	19	18
Birmingham	BHM	1,537,308	542	58,143	29	20
Selected Airports Average		2,545,097	650	72,002	24	18
500,000- 1.0 million annual enplanements						
Savannah	SAV	869,911	287	27,445	12	11
Sarasota	SRQ	729,046	109	12,112	7	5
Harrisburg	MDT	633,101	371	23,740	14	11
Madison	MSN	678,077	386	24,489	14	10
Jackson	JAN	679,877	303	29,251	16	11
Palm Springs	PSP	645,994	256	10,567	5	5
Pensacola	PNS	524,789	237	19,947	9	5
Lexington	LEX	509,745	296	19,070	10	10
Selected Airports Average		658,818	281	20,828	11	9
250,000-500,000 annual enplanements						
Tallahassee	TLH	466,903	340	15,040	11	6
South Bend, IN	SBN	436,752	296	13,760	8	8
Okaloosa	VPS	396,743	180	11,592	5	3
Eugene, OR	EUG	375,711	268	14,255	6	6
Shreveport, LA	SHV	361,371	273	13,306	5	7
NW Arkansas Regional	XNA	357,073	310	15,324	9	6
Orlando-Sanford	SFB	325,041	31	5,363	6	0
Chattanooga	CHA	300,665	187	10,229	6	6
Key West	EYW	283,770	304	7,273	6	2
Daytona Beach	DAB	264,031	66	6,399	4	4
Kalamazoo, MI	AZO	263,417	208	9,846	6	6
Melbourne	MLB	261,950	86	9,648	6	4
Selected Airports Average		341,119	212	11,003	7	5

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

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

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

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

Table 25- 2000

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

		1999	July 2000 Domestic Nonstop Service			
		T-3 Total	Weekly Departing		No. of	No. of Connecting
		Enplanements ¹	Flights	Seats	Dest. Served	Hubs Served ²
>10 million enplanements						
Miami	MIA	15,053,848	1,963	237,593	42	28
Orlando	MCO	12,960,931	2,827	343,778	69	30
5.0 - 8.0 million annual enplanements						
San Diego	SAN	7,563,920	1,752	215,480	35	27
Tampa	TPA	7,358,011	1,975	204,432	54	28
Portland	PDX	6,747,938	2,203	209,154	43	18
Ft. Lauderdale	FLL	6,570,816	1,344	167,385	40	24
Kansas City	MCI	5,702,676	1,888	202,183	55	29
San Jose	SJC	5,587,396	1,386	188,939	27	18
Selected Airports Average			1,758	197,929	42	24
1.0 - 5.0 million annual enplanements						
San Antonio	SAT	3,423,126	787	103,998	25	20
Reno	RNO	2,906,537	585	74,387	17	13
Palm Beach	PBI	2,846,970	589	63,635	24	17
Providence	PVD	2,540,401	890	75,651	26	19
Jacksonville	JAX	2,440,175	723	75,860	27	19
Southwest Florida	RSW	2,347,442	421	45,988	22	14
Omaha	OMA	1,835,722	578	60,220	20	18
Birmingham	BHM	1,524,915	521	56,354	28	18
Selected Airports Average			637	69,512	24	17
500,000- 1.0 million annual enplanements						
Savannah	SAV	758,021	309	28,085	11	10
Sarasota	SRQ	739,761	171	16,369	11	8
Harrisburg	MDT	706,775	395	25,157	13	11
Madison	MSN	671,195	332	21,787	11	9
Jackson	JAN	670,030	295	29,181	16	9
Palm Springs	PSP	642,016	215	9,939	5	5
Pensacola	PNS	544,565	265	20,129	10	5
Lexington	LEX	522,568	265	18,251	8	8
Selected Airports Average			281	21,112	11	8
250,000-500,000 annual enplanements						
South Bend	SBN	484,720	309	14,513	7	7
Tallahassee	TLH	454,011	335	15,357	9	4
Shreveport	SHV	375,249	268	16,205	8	5
Eugene	EUG	359,346	253	13,233	5	5
Okaloosa	VPS	350,784	181	11,523	5	3
Orlando-Sanford	SFB	349,443	19	3,287	3	1
NW Arkansas Regional	XNA	320,225	298	13,935	7	6
Kalamazoo	AZO	278,031	217	9,831	6	6
Key West	EYW	275,719	325	8,258	6	2
Daytona Beach	DAB	274,431	56	5,754	2	2
Melbourne	MLB	273,813	63	6,307	2	1
Monterey	MRY	257,803	250	8,160	3	3
St. Petersburg	PIE	256,265	21	3,633	2	0
Selected Airports Average			200	10,000	5	3

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

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

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

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

APPENDIX B

Table 26
Total Enplaned Passengers
At Florida Airports, by Region
(for the year ended December 31)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Southeast Florida	27,913,400	27,330,856	26,539,814	27,056,270	29,069,936	30,509,354	30,743,327	31,958,688	31,823,996	30,630,987	32,128,795
Ft. Lauderdale	7,938,971	8,217,203	8,517,527	8,971,774	10,409,265	11,178,489	10,760,668	11,344,679	11,322,881	10,518,297	11,190,053
Miami	16,756,422	15,876,629	15,007,693	14,778,901	15,078,614	15,493,812	16,266,826	16,850,794	17,021,881	16,867,137	17,713,056
Palm Beach	2,932,635	2,974,263	2,748,181	3,010,310	3,280,291	3,523,184	3,428,040	3,488,937	3,248,432	3,010,981	2,936,763
Key West	285,372	262,761	266,413	295,285	313,869	313,869	287,793	274,278	230,802	234,572	288,923
East Central Florida	16,354,731	15,148,156	14,317,359	14,724,038	16,935,756	18,369,431	18,532,121	19,566,758	19,168,922	17,994,893	18,473,892
Orlando	15,318,137	14,054,410	13,250,599	13,616,771	15,499,648	17,003,242	17,288,638	18,177,473	17,802,164	16,816,971	17,453,907
Melbourne	261,031	261,621	210,161	201,532	205,327	235,407	170,658	144,816	151,061	115,897	184,410
Daytone Beach	272,105	260,598	244,230	283,412	316,552	307,563	273,417	354,826	299,645	213,065	254,009
Orlando-Sanford	503,458	571,527	612,369	622,323	914,229	823,219	819,408	889,643	916,052	848,960	581,566
West Central Florida	9,136,734	8,875,704	8,637,600	8,791,657	9,936,446	10,509,762	10,349,179	10,736,677	10,269,231	9,576,927	9,428,781
Tampa	8,037,434	7,963,970	7,760,828	7,761,254	8,702,213	9,538,757	9,438,089	9,579,029	9,142,879	8,511,240	8,368,499
Sarasota	746,401	592,491	564,516	535,716	566,466	671,988	715,137	783,964	755,162	677,419	672,238
St. Petersburg	352,899	319,243	312,256	494,687	667,767	299,017	195,953	373,684	371,190	388,268	388,044
Northeast Florida	2,784,611	2,664,127	2,610,861	2,566,076	2,621,158	3,056,935	3,136,571	3,319,404	3,139,549	2,916,597	2,973,966
Jacksonville	2,639,615	2,542,975	2,475,755	2,441,349	2,479,945	2,883,609	2,976,712	3,170,903	2,998,472	2,781,983	2,808,989
Gainesville	144,996	121,152	135,106	124,727	141,213	173,326	159,859	148,501	141,077	134,614	164,977
Southwest Florida	2,632,093	2,665,387	2,618,297	2,973,330	3,393,275	3,786,644	3,845,804	4,055,744	3,868,551	3,784,693	3,881,350
SW FL International	2,632,093	2,665,387	2,618,297	2,973,330	3,393,275	3,786,644	3,845,804	4,048,688	3,819,054	3,721,692	3,791,110
Punta Gorda								7,056	49,497	63,001	90,240
Northwest Florida	1,584,680	1,516,180	1,726,385	1,789,183	1,912,521	1,991,829	1,849,355	1,883,892	1,746,887	1,606,098	1,773,527
Pensacola	524,811	526,628	668,832	682,013	741,311	821,004	812,121	840,483	775,775	696,412	742,301
Tallahassee	468,703	427,892	543,914	560,885	580,510	576,104	495,549	471,819	411,870	367,075	335,489
NW FL Regional	411,596	388,275	342,183	359,219	395,012	404,783	365,045	401,930	391,365	386,724	370,534
NW FL Beaches Intl	179,570	173,385	171,456	187,066	195,688	189,938	176,640	169,660	167,877	155,887	325,203
Florida Total	60,464,864	58,230,129	56,480,560	57,907,567	63,877,468	68,255,158	68,480,743	71,528,945	69,970,476	66,447,194	68,570,071

APPENDIX B

Table 27 - 2011

Seasonal Comparison
FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL)
As of Summer 2011

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency
Northeast	6,149	897,540	6,578	961,261	5,346	773,876			
Midwest	1,744	265,790	2,014	308,121	1,503	230,508			
Southeast	2,290	356,114	2,244	349,157	2,139	318,690			
Southwest	844	121,362	763	112,334	727	103,124			
South Central	1,157	174,993	1,203	183,930	1,284	197,389			
Mid South	342	48,154	359	50,606	316	45,559			
North Central	98	15,700	123	19,885	62	9,636			
Northwest	-	-	-	-	-	-			
Florida Only	1,708	196,557	1,650	194,615	1,435	164,626			
TOTAL	14,332	2,076,210	14,934	2,179,909	12,812	1,843,408			

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency
Northeast	42.9%	43.2%	44.0%	44.1%	41.7%	42.0%			
Midwest	12.2%	12.8%	13.5%	14.1%	11.7%	12.5%			
Southeast	16.0%	17.2%	15.0%	16.0%	16.7%	17.3%			
Southwest	5.9%	5.8%	5.1%	5.2%	5.7%	5.6%			
South Central	8.1%	8.4%	8.1%	8.4%	10.0%	10.7%			
Mid South	2.4%	2.3%	2.4%	2.3%	2.5%	2.5%			
North Central	0.7%	0.8%	0.8%	0.9%	0.5%	0.5%			
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Florida Only	11.9%	9.5%	11.0%	8.9%	11.2%	8.9%			
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 28- 2011

Seasonal Comparison
MIAMI INTERNATIONAL AIRPORT (MIA)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	4,140	665,268	4,166	660,455	4,008	638,309
Midwest	2,104	256,286	1,939	239,885	1,679	217,704
Southeast	2,421	286,157	2,326	279,069	2,187	258,672
Southwest	868	163,820	880	166,733	983	183,401
South Central	1,294	222,566	1,211	205,588	1,130	190,762
Mid South	847	79,112	772	71,300	682	60,638
North Central	205	30,778	224	33,224	170	26,096
Northwest	62	9,734	61	9,577	62	9,734
Florida Only	2,614	235,785	2,667	245,463	2,678	250,324
TOTAL	14,555	1,949,506	14,246	1,911,294	13,579	1,835,640

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	28.4%	34.1%	29.2%	34.6%	29.5%	34.8%
Midwest	14.5%	13.1%	13.6%	12.6%	12.4%	11.9%
Southeast	16.6%	14.7%	16.3%	14.6%	16.1%	14.1%
Southwest	6.0%	8.4%	6.2%	8.7%	7.2%	10.0%
South Central	8.9%	11.4%	8.5%	10.8%	8.3%	10.4%
Mid South	5.8%	4.1%	5.4%	3.7%	5.0%	3.3%
North Central	1.4%	1.6%	1.6%	1.7%	1.3%	1.4%
Northwest	0.4%	0.5%	0.4%	0.5%	0.5%	0.5%
Florida Only	18.0%	12.1%	18.7%	12.8%	19.7%	13.6%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 29 - 2011

Seasonal Comparison
PALM BEACH INTERNATIONAL AIRPORT (PBI)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	2,860	400,453	3,351	468,215	2,023	276,446
Midwest	398	53,080	466	64,627	183	20,818
Southeast	1,145	177,885	1,153	177,234	914	133,080
Southwest	-	-	-	-	-	-
South Central	352	40,031	344	40,646	353	38,739
Mid South	-	-	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	272	31,418	233	31,906	225	30,360
TOTAL	5,027	702,867	5,547	782,628	3,698	499,443

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	56.9%	57.0%	60.4%	59.8%	54.7%	55.4%
Midwest	7.9%	7.6%	8.4%	8.3%	4.9%	4.2%
Southeast	22.8%	25.3%	20.8%	22.6%	24.7%	26.6%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	7.0%	5.7%	6.2%	5.2%	9.5%	7.8%
Mid South	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
North Central	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	5.4%	4.5%	4.2%	4.1%	6.1%	6.1%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 30 - 2011

Seasonal Comparison KEY WEST INTERNATIONAL AIRPORT (EYW) As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	-	-	-	-	-	-
Midwest	-	-	-	-	-	-
Southeast	319	29,486	380	35,192	187	19,786
Southwest	-	-	-	-	-	-
South Central	-	-	-	-	-	-
Mid South	-	-	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	1,181	43,165	1,081	47,223	1,103	48,564
TOTAL	1,500	72,651	1,461	82,415	1,290	68,350

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Midwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Southeast	21.3%	40.6%		26.0%	42.7%		14.5%	28.9%	
Southwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
South Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Mid South	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
North Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Northwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Florida Only	78.7%	59.4%		74.0%	57.3%		85.5%	71.1%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 31 - 2011

Seasonal Comparison ORLANDO INTERNATIONAL AIRPORT (MCO) As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	8,624	1,220,149	9,565	1,360,147	8,929	1,229,867
Midwest	4,065	586,419	4,360	617,593	3,827	531,945
Southeast	2,865	429,824	2,967	436,695	2,976	440,491
Southwest	878	140,856	1,031	159,587	1,087	169,695
South Central	2,058	308,964	2,169	322,327	2,188	326,065
Mid South	1,049	145,034	1,070	145,786	1,062	144,279
North Central	487	88,306	511	90,606	313	49,782
Northwest	124	19,468	122	19,154	62	9,734
Florida Only	1,938	226,464	1,830	231,284	1,703	214,567
TOTAL	22,088	3,165,484	23,625	3,383,179	22,147	3,116,425

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	39.0%	38.5%		40.5%	40.2%		40.3%	39.5%	
Midwest	18.4%	18.5%		18.5%	18.3%		17.3%	17.1%	
Southeast	13.0%	13.6%		12.6%	12.9%		13.4%	14.1%	
Southwest	4.0%	4.4%		4.4%	4.7%		4.9%	5.4%	
South Central	9.3%	9.8%		9.2%	9.5%		9.9%	10.5%	
Mid South	4.7%	4.6%		4.5%	4.3%		4.8%	4.6%	
North Central	2.2%	2.8%		2.2%	2.7%		1.4%	1.6%	
Northwest	0.6%	0.6%		0.5%	0.6%		0.3%	0.3%	
Florida Only	8.8%	7.2%		7.7%	6.8%		7.7%	6.9%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 32 - 2011

Seasonal Comparison
MELBOURNE INTERNATIONAL AIRPORT (MLB)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	-	-	-	-	-	-
Midwest	-	-	-	-	-	-
Southeast	442	41,979	480	53,480	417	37,969
Southwest	-	-	-	-	-	-
South Central	-	-	-	-	-	-
Mid South	-	-	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	-	-	-	-	-	-
TOTAL	442	41,979	480	53,480	417	37,969

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Mid South	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
North Central	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPEENDIX B

Table 33 - 2011

Seasonal Comparison
DAYTONA BEACH INTERNATIONAL AIRPORT (DAB)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	-	-	-	-	-	-
Midwest	-	-	-	-	-	-
Southeast	438	44,326	492	65,321	499	52,535
Southwest	-	-	-	-	-	-
South Central	-	-	-	-	-	-
Mid South	-	-	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	-	-	-	-	-	-
TOTAL	438	44,326	492	65,321	499	52,535

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Midwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Southeast	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	
Southwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
South Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Mid South	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
North Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Northwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Florida Only	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 34 - 2011

Seasonal Comparison
ORLANDO-SANFORD INTERNATIONAL AIRPORT (SFB)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	69	11,454	151	25,066	145	24,070
Midwest	132	21,912	300	49,800	247	41,002
Southeast	59	9,794	93	15,438	93	15,438
Southwest	-	-	-	-	-	-
South Central	15	2,490	-	-	52	8,632
Mid South	41	6,806	105	17,430	127	21,082
North Central	84	13,944	111	18,426	64	10,624
Northwest	-	-	-	-	-	-
Florida Only	-	-	18	2,448	36	2,988
TOTAL	400	66,400	778	128,608	764	123,836

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	17.3%	17.3%	19.4%	19.5%	19.0%	19.4%
Midwest	33.0%	33.0%	38.6%	38.7%	32.3%	33.1%
Southeast	14.8%	14.8%	12.0%	12.0%	12.2%	12.5%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	3.8%	3.8%	0.0%	0.0%	6.8%	7.0%
Mid South	10.3%	10.3%	13.5%	13.6%	16.6%	17.0%
North Central	21.0%	21.0%	14.3%	14.3%	8.4%	8.6%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	0.0%	0.0%	2.3%	1.9%	4.7%	2.4%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 35 - 2011

Seasonal Comparison
TAMPA INTERNATIONAL AIRPORT (TPA)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	3,916	557,264	4,421	625,216	3,769	517,103
Midwest	2,209	308,032	2,698	373,785	1,999	271,958
Southeast	2,052	302,922	2,073	314,149	1,976	296,301
Southwest	370	53,214	437	63,368	412	59,174
South Central	1,444	205,454	1,403	204,002	1,387	202,154
Mid South	697	93,345	666	89,266	647	87,511
North Central	192	30,235	209	31,388	124	18,638
Northwest	-	-	-	-	-	-
Florida Only	2,201	209,763	2,038	208,789	2,175	218,787
TOTAL	13,081	1,760,229	13,945	1,909,963	12,489	1,671,626

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	29.9%	31.7%	31.7%	32.7%	30.2%	30.9%
Midwest	16.9%	17.5%	19.3%	19.6%	16.0%	16.3%
Southeast	15.7%	17.2%	14.9%	16.4%	15.8%	17.7%
Southwest	2.8%	3.0%	3.1%	3.3%	3.3%	3.5%
South Central	11.0%	11.7%	10.1%	10.7%	11.1%	12.1%
Mid South	5.3%	5.3%	4.8%	4.7%	5.2%	5.2%
North Central	1.5%	1.7%	1.5%	1.6%	1.0%	1.1%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	16.8%	11.9%	14.6%	10.9%	17.4%	13.1%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 36 - 2011

Seasonal Comparison
SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	321	34,570	333	36,306	151	17,018
Midwest	269	33,476	275	33,030	71	8,307
Southeast	709	85,553	800	102,712	618	73,445
Southwest	-	-	-	-	-	-
South Central	-	-	-	-	-	-
Mid South	-	-	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	-	-	-	-	-	-
TOTAL	1,299	153,599	1,408	172,048	840	98,770

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	24.7%	22.5%		23.7%	21.1%		18.0%	17.2%	
Midwest	20.7%	21.8%		19.5%	19.2%		8.5%	8.4%	
Southeast	54.6%	55.7%		56.8%	59.7%		73.6%	74.4%	
Southwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
South Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Mid South	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
North Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Northwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Florida Only	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 37 - 2011

Seasonal Comparison
ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT (PIE)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	64	10,624	76	12,616	68	11,288
Midwest	278	44,581	339	53,611	246	40,836
Southeast	64	10,624	69	11,454	76	12,616
Southwest	-	-	-	-	-	-
South Central	-	-	-	-	-	-
Mid South	60	9,960	83	13,148	101	15,986
North Central	49	7,799	60	9,022	33	5,478
Northwest	-	-	-	-	-	-
Florida Only	-	-	19	1,418	35	2,852
TOTAL	515	83,588	646	101,269	559	89,056

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	12.4%	12.7%		11.8%	12.5%		12.2%	12.7%	
Midwest	54.0%	53.3%		52.5%	52.9%		44.0%	45.9%	
Southeast	12.4%	12.7%		10.7%	11.3%		13.6%	14.2%	
Southwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
South Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Mid South	11.7%	11.9%		12.8%	13.0%		18.1%	18.0%	
North Central	9.5%	9.3%		9.3%	8.9%		5.9%	6.2%	
Northwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Florida Only	0.0%	0.0%		2.9%	1.4%		6.3%	3.2%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 38 - 2011

Seasonal Comparison
JACKSONVILLE INTERNATIONAL AIRPORT (JAX)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	1,813	174,413	1,727	163,862	1,689	149,307
Midwest	659	44,727	638	46,471	588	44,020
Southeast	1,486	222,286	1,495	223,042	1,506	214,274
Southwest	62	8,494	61	8,357	62	8,494
South Central	606	56,829	611	56,722	673	66,083
Mid South	415	40,934	463	47,480	476	49,081
North Central	78	5,928	122	9,338	122	9,272
Northwest	-	-	-	-	-	-
Florida Only	755	78,724	928	88,153	815	79,107
TOTAL	5,874	632,335	6,045	643,425	5,931	619,638

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	30.9%	27.6%		28.6%	25.5%		28.5%	24.1%	
Midwest	11.2%	7.1%		10.6%	7.2%		9.9%	7.1%	
Southeast	25.3%	35.2%		24.7%	34.7%		25.4%	34.6%	
Southwest	1.1%	1.3%		1.0%	1.3%		1.0%	1.4%	
South Central	10.3%	9.0%		10.1%	8.8%		11.3%	10.7%	
Mid South	7.1%	6.5%		7.7%	7.4%		8.0%	7.9%	
North Central	1.3%	0.9%		2.0%	1.5%		2.1%	1.5%	
Northwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Florida Only	12.9%	12.4%		15.4%	13.7%		13.7%	12.8%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 39 - 2011

Seasonal Comparison
GAINESVILLE REGIONAL AIRPORT (GNV)
As of Summer 2011

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	-	-		-	-		-	-	
Midwest	-	-		-	-		-	-	
Southeast	628	31,400		622	31,100		640	32,000	
Southwest	-	-		-	-		-	-	
South Central	-	-		-	-		-	-	
Mid South	-	-		-	-		-	-	
North Central	-	-		-	-		-	-	
Northwest	-	-		-	-		-	-	
Florida Only	124	7,936		118	7,552		66	3,300	
TOTAL	752	39,336		740	38,652		706	35,300	

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Midwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Southeast	83.5%	79.8%		84.1%	80.5%		90.7%	90.7%	
Southwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
South Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Mid South	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
North Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Northwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Florida Only	16.5%	20.2%		15.9%	19.5%		9.3%	9.3%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 40 - 2011

Seasonal Comparison
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW)
As of Summer 2011

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	2,119	283,755		2,871	379,617		1,259	158,136	
Midwest	2,137	302,507		2,644	373,869		1,043	136,490	
Southeast	1,093	169,751		1,125	175,980		904	126,857	
Southwest	-	-		-	-		-	-	
South Central	396	56,400		366	51,475		226	29,127	
Mid South	48	3,831		87	10,028		-	-	
North Central	274	44,154		344	59,392		62	9,132	
Northwest	-	-		-	-		-	-	
Florida Only	767	48,712		739	47,190		651	38,881	
TOTAL	6,834	909,110		8,176	1,097,551		4,145	498,623	

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	31.0%	31.2%		35.1%	34.6%		30.4%	31.7%	
Midwest	31.3%	33.3%		32.3%	34.1%		25.2%	27.4%	
Southeast	16.0%	18.7%		13.8%	16.0%		21.8%	25.4%	
Southwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
South Central	5.8%	6.2%		4.5%	4.7%		5.5%	5.8%	
Mid South	0.7%	0.4%		1.1%	0.9%		0.0%	0.0%	
North Central	4.0%	4.9%		4.2%	5.4%		1.5%	1.8%	
Northwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Florida Only	11.2%	5.4%		9.0%	4.3%		15.7%	7.8%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 42 - 2011

Seasonal Comparison
PUNTA GORDA AIRPORT (PGD)
As of Summer 2011

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	-	-	-	-	-	-	-	-	-
Midwest	35	5,810		34	5,644		17	2,822	
Southeast	38	6,308		35	5,810		30	4,980	
Southwest	-	-	-	-	-	-	-	-	-
South Central	-	-	-	-	-	-	-	-	-
Mid South	20	3,320		19	3,154		17	2,822	
North Central	-	-	-	-	-	-	-	-	-
Northwest	-	-	-	-	-	-	-	-	-
Florida Only	-	-	-	10	300		17	510	
TOTAL	93	15,438		98	14,908		81	11,134	

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Midwest	37.6%	37.6%		34.7%	37.9%		21.0%	25.3%	
Southeast	40.9%	40.9%		35.7%	39.0%		37.0%	44.7%	
Southwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
South Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Mid South	21.5%	21.5%		19.4%	21.2%		21.0%	25.3%	
North Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Northwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Florida Only	0.0%	0.0%		10.2%	2.0%		21.0%	4.6%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 43 - 2011

Seasonal Comparison
PENSACOLA GULF COAST REGIONAL AIRPORT (PNS)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	124	6,200	122	6,100	115	5,750
Midwest	80	4,000	78	3,900	58	2,900
Southeast	847	97,106	917	103,169	874	99,814
Southwest	-	-	-	-	-	-
South Central	551	26,812	609	29,868	658	32,552
Mid South	177	8,850	183	9,358	185	9,290
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	472	12,812	471	12,731	477	12,907
TOTAL	2,251	155,780	2,380	165,126	2,367	163,213

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	5.5%	4.0%		5.1%	3.7%		4.9%	3.5%	
Midwest	3.6%	2.6%		3.3%	2.4%		2.5%	1.8%	
Southeast	37.6%	62.3%		38.5%	62.5%		36.9%	61.2%	
Southwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
South Central	24.5%	17.2%		25.6%	18.1%		27.8%	19.9%	
Mid South	7.9%	5.7%		7.7%	5.7%		7.8%	5.7%	
North Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Northwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Florida Only	21.0%	8.2%		19.8%	7.7%		20.2%	7.9%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

APPENDIX B

Table 44 - 2011

Seasonal Comparison
TALLAHASSEE REGIONAL AIRPORT (TLH)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	-	-	-	-	-	-
Midwest	-	-	-	-	-	-
Southeast	812	51,344	848	57,131	802	56,391
Southwest	-	-	-	-	-	-
South Central	62	3,100	61	3,050	62	3,100
Mid South	34	1,700	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	675	19,397	491	15,622	463	14,129
TOTAL	1,583	75,541	1,400	75,803	1,327	73,620

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Midwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Southeast	51.3%	68.0%		60.6%	75.4%		60.4%	76.6%	
Southwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
South Central	3.9%	4.1%		4.4%	4.0%		4.7%	4.2%	
Mid South	2.1%	2.3%		0.0%	0.0%		0.0%	0.0%	
North Central	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Northwest	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%	
Florida Only	42.6%	25.7%		35.1%	20.6%		34.9%	19.2%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 45 - 2011

Seasonal Comparison
NORTHWEST FLORIDA REGIONAL AIRPORT (VPS)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	14	1,904	17	2,312	-	-
Midwest	-	-	21	2,856	53	7,208
Southeast	802	42,702	935	56,535	1,038	62,925
Southwest	-	-	-	-	17	2,312
South Central	466	22,928	462	22,776	520	26,000
Mid South	174	8,760	231	16,006	156	14,114
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	14	1,904	64	6,478	103	8,390
TOTAL	1,470	78,198	1,730	106,963	1,887	120,949

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	1.0%	2.4%	1.0%	2.2%	0.0%	0.0%
Midwest	0.0%	0.0%	1.2%	2.7%	2.8%	6.0%
Southeast	54.6%	54.6%	54.0%	52.9%	55.0%	52.0%
Southwest	0.0%	0.0%	0.0%	0.0%	0.9%	1.9%
South Central	31.7%	29.3%	26.7%	21.3%	27.6%	21.5%
Mid South	11.8%	11.2%	13.4%	15.0%	8.3%	11.7%
North Central	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	1.0%	2.4%	3.7%	6.1%	5.5%	6.9%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 46 - 2011

Seasonal Comparison
NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT (ECP)
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	124	16,988	122	16,714	124	16,988
Midwest	-	-	-	-	-	-
Southeast	481	33,495	543	38,302	495	36,158
Southwest	-	-	-	-	-	-
South Central	124	16,988	122	16,684	124	16,883
Mid South	303	25,938	305	26,072	246	23,001
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	124	16,988	122	16,714	124	16,988
TOTAL	1,156	110,397	1,214	114,486	1,113	110,018

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	10.7%	15.4%	10.0%	14.6%	11.1%	15.4%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	41.6%	30.3%	44.7%	33.5%	44.5%	32.9%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	10.7%	15.4%	10.0%	14.6%	11.1%	15.3%
Mid South	26.2%	23.5%	25.1%	22.8%	22.1%	20.9%
North Central	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	10.7%	15.4%	10.0%	14.6%	11.1%	15.4%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 47 - 2011

Seasonal Comparison
SOUTHEAST FLORIDA REGION
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	13,149	1,963,261	14,095	2,089,931	11,377	1,688,631
Midwest	4,246	575,156	4,419	612,633	3,365	469,030
Southeast	6,175	849,642	6,103	840,652	5,427	730,228
Southwest	1,712	285,182	1,643	279,067	1,710	286,525
South Central	2,803	437,590	2,758	430,164	2,767	426,890
Mid South	1,189	127,266	1,131	121,906	998	106,197
North Central	303	46,478	347	53,109	232	35,732
Northwest	62	9,734	61	9,577	62	9,734
Florida Only	5,775	506,925	5,631	519,207	5,441	493,874
TOTAL	35,414	4,801,234	36,188	4,956,246	31,379	4,246,841

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	37.1%	40.9%		38.9%	42.2%		36.3%	39.8%	
Midwest	12.0%	12.0%		12.2%	12.4%		10.7%	11.0%	
Southeast	17.4%	17.7%		16.9%	17.0%		17.3%	17.2%	
Southwest	4.8%	5.9%		4.5%	5.6%		5.4%	6.7%	
South Central	7.9%	9.1%		7.6%	8.7%		8.8%	10.1%	
Mid South	3.4%	2.7%		3.1%	2.5%		3.2%	2.5%	
North Central	0.9%	1.0%		1.0%	1.1%		0.7%	0.8%	
Northwest	0.2%	0.2%		0.2%	0.2%		0.2%	0.2%	
Florida Only	16.3%	10.6%		15.6%	10.5%		17.3%	11.6%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 48 - 2011

Seasonal Comparison
EAST CENTRAL FLORIDA REGION
As of Summer 2011

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	8,693	1,231,603		9,716	1,385,213		9,074	1,253,937	
Midwest	4,197	608,331		4,660	667,393		4,074	572,947	
Southeast	3,804	525,923		4,032	570,934		3,985	546,433	
Southwest	878	140,856		1,031	159,587		1,087	169,695	
South Central	2,073	311,454		2,169	322,327		2,240	334,697	
Mid South	1,090	151,840		1,175	163,216		1,189	165,361	
North Central	571	102,250		622	109,032		377	60,406	
Northwest	124	19,468		122	19,154		62	9,734	
Florida Only	1,938	226,464		1,848	233,732		1,739	217,555	
TOTAL	23,368	3,318,189		25,375	3,630,588		23,827	3,330,765	

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats		Flight Frequency	Departing Seats		Flight Frequency	Departing Seats	
Northeast	37.2%	37.1%		38.3%	38.2%		38.1%	37.6%	
Midwest	18.0%	18.3%		18.4%	18.4%		17.1%	17.2%	
Southeast	16.3%	15.8%		15.9%	15.7%		16.7%	16.4%	
Southwest	3.8%	4.2%		4.1%	4.4%		4.6%	5.1%	
South Central	8.9%	9.4%		8.5%	8.9%		9.4%	10.0%	
Mid South	4.7%	4.6%		4.6%	4.5%		5.0%	5.0%	
North Central	2.4%	3.1%		2.5%	3.0%		1.6%	1.8%	
Northwest	0.5%	0.6%		0.5%	0.5%		0.3%	0.3%	
Florida Only	8.3%	6.8%		7.3%	6.4%		7.3%	6.5%	
TOTAL	100.0%	100.0%		100.0%	100.0%		100.0%	100.0%	

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 49 - 2011

Seasonal Comparison
WEST CENTRAL FLORIDA REGION
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	4,301	602,458	4,830	674,138	3,988	545,409
Midwest	2,756	386,089	3,312	460,426	2,316	321,101
Southeast	2,825	399,099	2,942	428,315	2,670	382,362
Southwest	370	53,214	437	63,368	412	59,174
South Central	1,444	205,454	1,403	204,002	1,387	202,154
Mid South	757	103,305	749	102,414	748	103,497
North Central	241	38,034	269	40,410	157	24,116
Northwest	-	-	-	-	-	-
Florida Only	2,201	209,763	2,057	210,207	2,210	221,639
TOTAL	14,895	1,997,416	15,999	2,183,280	13,888	1,859,452

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	28.9%	30.2%	30.2%	30.9%	28.7%	29.3%
Midwest	18.5%	19.3%	20.7%	21.1%	16.7%	17.3%
Southeast	19.0%	20.0%	18.4%	19.6%	19.2%	20.6%
Southwest	2.5%	2.7%	2.7%	2.9%	3.0%	3.2%
South Central	9.7%	10.3%	8.8%	9.3%	10.0%	10.9%
Mid South	5.1%	5.2%	4.7%	4.7%	5.4%	5.6%
North Central	1.6%	1.9%	1.7%	1.9%	1.1%	1.3%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	14.8%	10.5%	12.9%	9.6%	15.9%	11.9%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 50 - 2011

Seasonal Comparison
NORTHEAST FLORIDA REGION
As of Summer 2011

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency
Northeast	1,813	174,413	1,727	163,862	1,689	149,307	1,689	149,307	1,689
Midwest	659	44,727	638	46,471	588	44,020	588	44,020	588
Southeast	2,114	253,686	2,117	254,142	2,146	246,274	2,146	246,274	2,146
Southwest	62	8,494	61	8,357	62	8,494	62	8,494	62
South Central	606	56,829	611	56,722	673	66,083	673	66,083	673
Mid South	415	40,934	463	47,480	476	49,081	476	49,081	476
North Central	78	5,928	122	9,338	122	9,272	122	9,272	122
Northwest	-	-	-	-	-	-	-	-	-
Florida Only	879	86,660	1,046	95,705	881	82,407	881	82,407	881
TOTAL	6,626	671,671	6,785	682,077	6,637	654,938	6,637	654,938	6,637

US Region	Winter			Spring			Summer		
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency
Northeast	27.4%	26.0%	25.5%	24.0%	25.4%	22.8%	25.4%	22.8%	25.4%
Midwest	9.9%	6.7%	9.4%	6.8%	8.9%	6.7%	8.9%	6.7%	8.9%
Southeast	31.9%	37.8%	31.2%	37.3%	32.3%	37.6%	32.3%	37.6%	32.3%
Southwest	0.9%	1.3%	0.9%	1.2%	0.9%	1.3%	0.9%	1.3%	0.9%
South Central	9.1%	8.5%	9.0%	8.3%	10.1%	10.1%	10.1%	10.1%	10.1%
Mid South	6.3%	6.1%	6.8%	7.0%	7.2%	7.5%	7.2%	7.5%	7.2%
North Central	1.2%	0.9%	1.8%	1.4%	1.8%	1.4%	1.8%	1.4%	1.8%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	13.3%	12.9%	15.4%	14.0%	13.3%	12.6%	13.3%	12.6%	13.3%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and summer months represent July and August 2011

APPENDIX B

Table 51 - 2011

Seasonal Comparison
SOUTHWEST FLORIDA REGION
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	2,119	283,755	2,871	379,617	1,259	158,136
Midwest	2,172	308,317	2,678	379,513	1,060	139,312
Southeast	1,131	176,059	1,160	181,790	934	131,837
Southwest	-	-	-	-	-	-
South Central	396	56,400	366	51,475	226	29,127
Mid South	68	7,151	106	13,182	17	2,822
North Central	274	44,154	344	59,392	62	9,132
Northwest	-	-	-	-	-	-
Florida Only	767	48,712	749	47,490	668	39,391
TOTAL	6,927	924,548	8,274	1,112,459	4,226	509,757

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	30.6%	30.7%	34.7%	34.1%	29.8%	31.0%
Midwest	31.4%	33.3%	32.4%	34.1%	25.1%	27.3%
Southeast	16.3%	19.0%	14.0%	16.3%	22.1%	25.9%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	5.7%	6.1%	4.4%	4.6%	5.3%	5.7%
Mid South	1.0%	0.8%	1.3%	1.2%	0.4%	0.6%
North Central	4.0%	4.8%	4.2%	5.3%	1.5%	1.8%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	11.1%	5.3%	9.1%	4.3%	15.8%	7.7%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2011

Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX B

Table 52 - 2011

Seasonal Comparison
NORTHWEST FLORIDA REGION
As of Summer 2011

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	262	25,092	261	25,126	239	22,738
Midwest	80	4,000	99	6,756	111	10,108
Southeast	2,942	224,647	3,243	255,137	3,209	255,288
Southwest	-	-	-	-	17	2,312
South Central	1,203	69,828	1,254	72,378	1,364	78,535
Mid South	688	45,248	719	51,436	587	46,405
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	1,285	51,101	1,148	51,545	1,167	52,414
TOTAL	6,460	419,916	6,724	462,378	6,694	467,800

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	4.1%	6.0%	3.9%	5.4%	3.6%	4.9%
Midwest	1.2%	1.0%	1.5%	1.5%	1.7%	2.2%
Southeast	45.5%	53.5%	48.2%	55.2%	47.9%	54.6%
Southwest	0.0%	0.0%	0.0%	0.0%	0.3%	0.5%
South Central	18.6%	16.6%	18.6%	15.7%	20.4%	16.8%
Mid South	10.7%	10.8%	10.7%	11.1%	8.8%	9.9%
North Central	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	19.9%	12.2%	17.1%	11.1%	17.4%	11.2%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2011

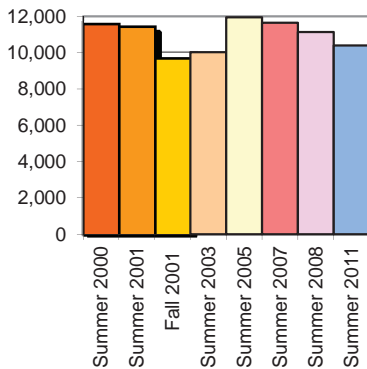
Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and Summer months represent July and August 2011

APPENDIX C

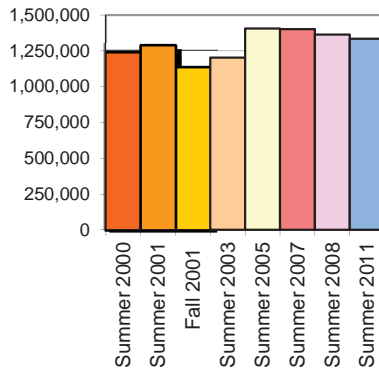
ALL FLORIDA COMMERCIAL SERVICE AIRPORTS

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

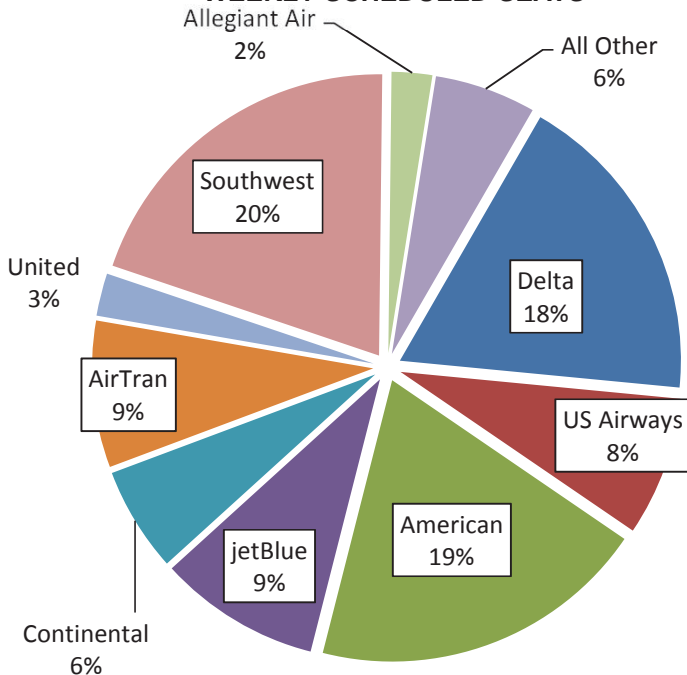


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	79	81	78	83	110	120	117	135
No. of Airlines Serving	33	32	31	29	27	43	42	20
Average Weekly								
Flights	11,584	11,437	9,689	10,021	11,955	11,650	11,145	10,413
Seats	1,241,223	1,289,002	1,137,941	1,202,686	1,407,139	1,402,407	1,363,428	1,334,343
Seats per Flight	107.1	112.7	117.4	120.0	117.7	120.4	122.0	128.0

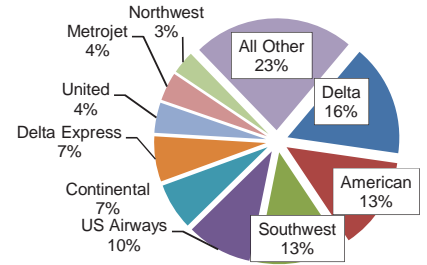
SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



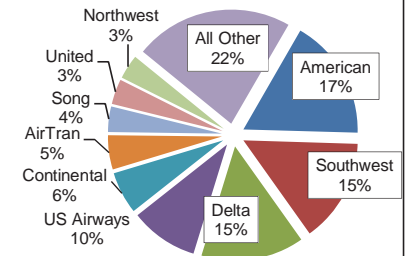
WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES	2000	2001	2002	2005	2007	2008	2011
Caribbean	1,285	1,246	1,206	1,098	1,133	1,053	901
Mexico/Cent. America	351	397	396	398	367	389	397
South America	374	351	290	266	311	355	363
Europe	147	150	136	136	165	163	205
Canada	116	131	80	111	96	103	125
Middle East	0	0	0	0	0	3	1
TOTAL	2,273	2,275	2,108	2,009	2,072	2,066	1,992

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

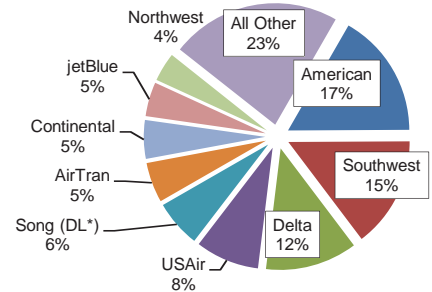
Summer 2001



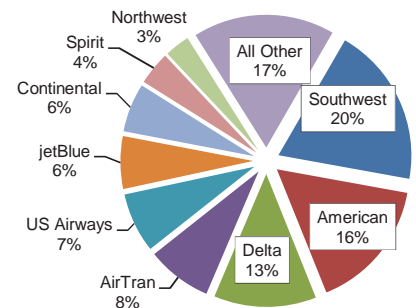
Summer 2003



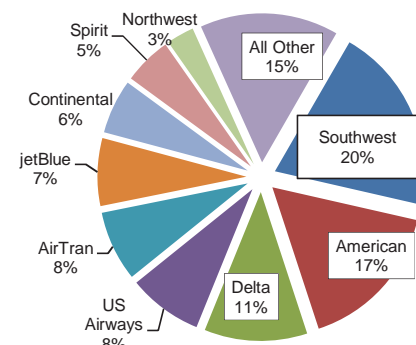
Summer 2005



Summer 2007



Summer 2008



APPENDIX C

SOUTHEAST FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL

MIAMI INTERNATIONAL

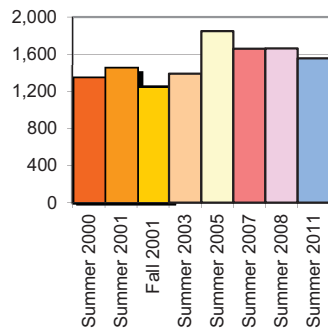
PALM BEACH INTERNATIONAL

KEY WEST INTERNATIONAL

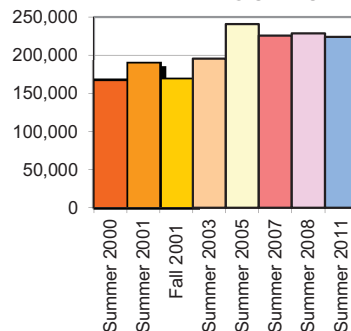
FT. LAUDERDALE HOLLYWOOD INTERNATIONAL AIRPORT (FLL)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

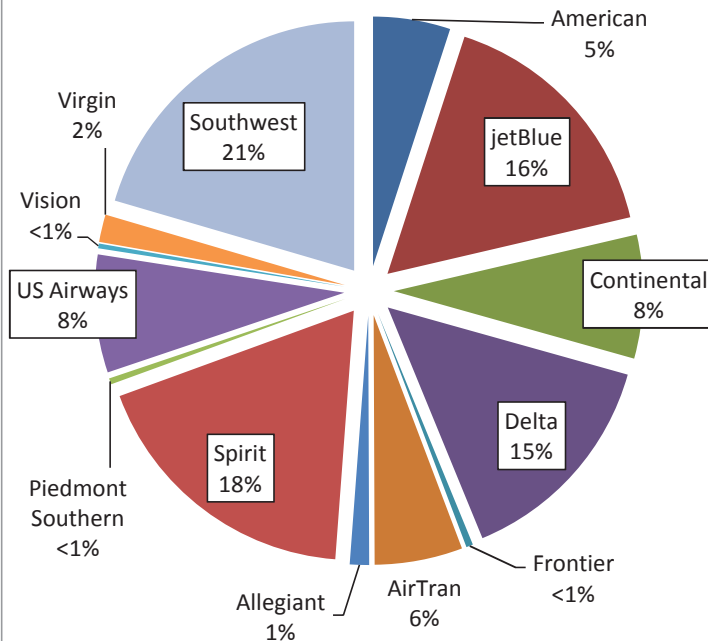


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	40	42	40	44	60	55	69	64
No. of Airlines Serving	21	20	19	22	20	21	27	13
Average Weekly								
Flights	1,344	1,448	1,244	1,389	1,848	1,658	1,662	1,554
Seats	167,385	189,472	169,030	195,181	240,636	225,335	228,456	223,687
Seats per Flight	124.5	130.9	135.9	140.5	130.2	135.9	137.0	144.3

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



RECENT SERVICE ANNOUNCEMENTS

Six airlines have dropped service since 2008 update:

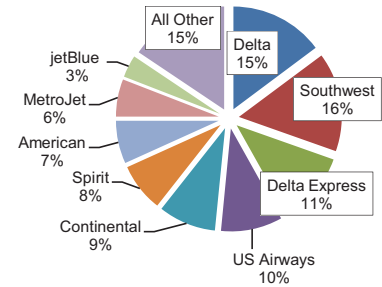
Chalk's International Airlines, Northwest Airlines (bought by Delta), United Airlines, USA 3000 Airlines, Midwest Airlines (merged with Frontier), Yellow Air Taxi, and Gulf Stream International Airlines

Three airlines have added service since 2008 update:

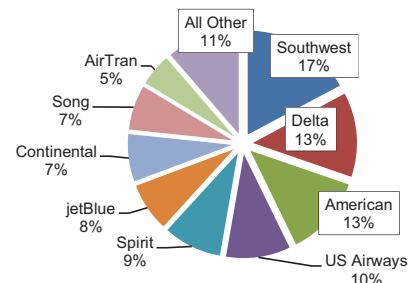
Piedmont Southern Airways, Virgin America, and Vision America

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

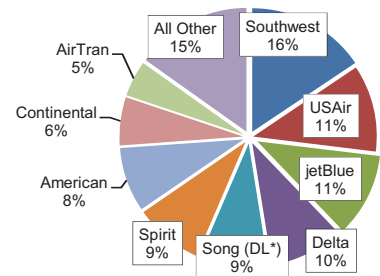
Summer 2001



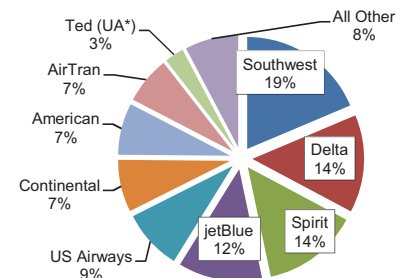
Summer 2003



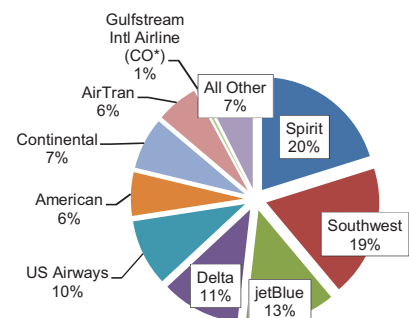
Summer 2005



Summer 2007

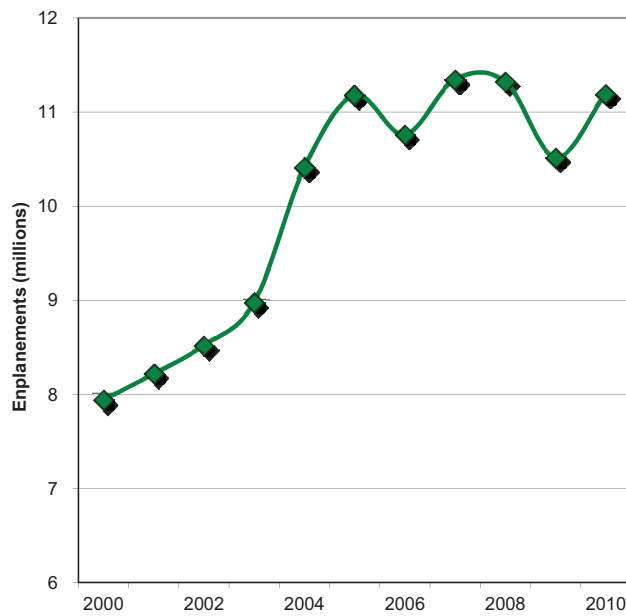


Summer 2008

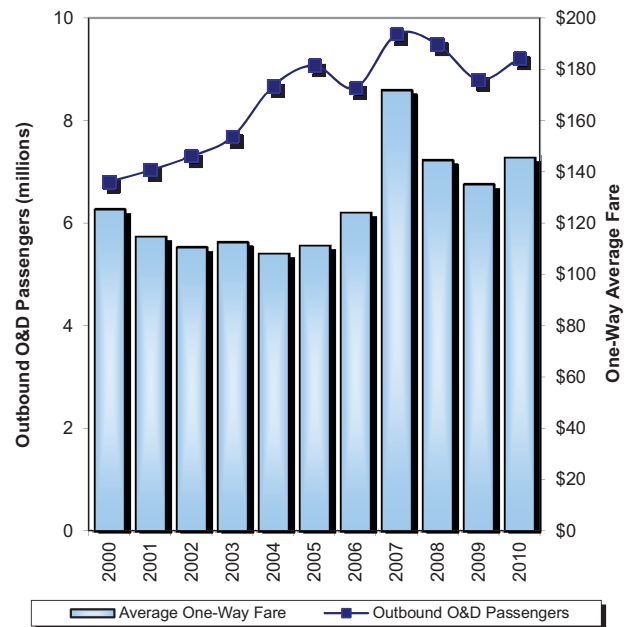


FT. LAUDERDALE HOLLYWOOD INTERNATIONAL AIRPORT (FLL)

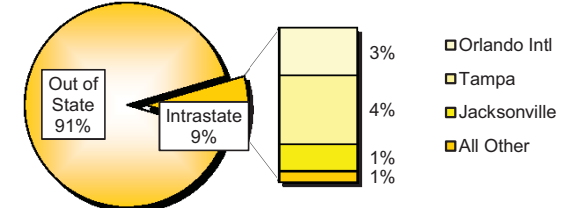
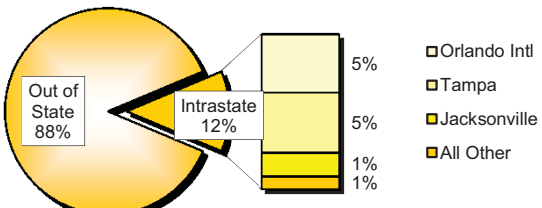
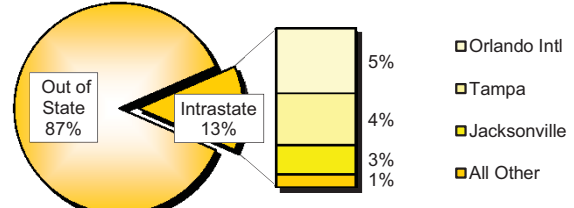
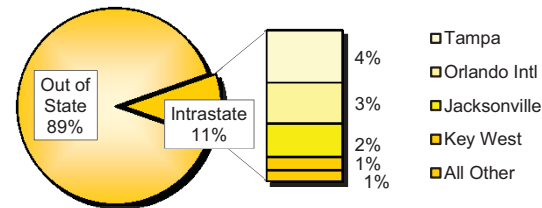
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

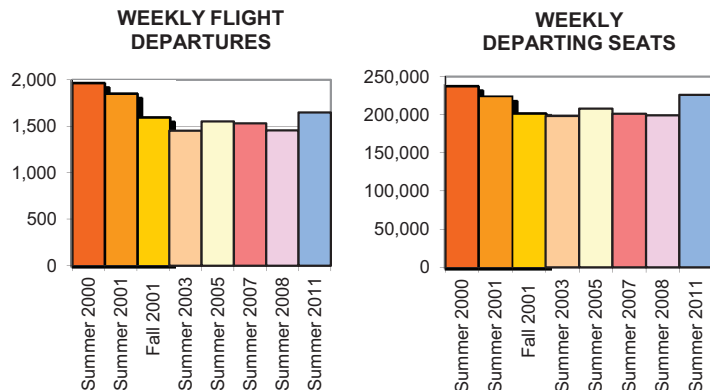


	2000	2001	2003	2005	2007	2008	2011
WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES							
Caribbean	430	403	351	392	466	422	326
Canada	11	11	7	19	15	15	30
South America	0	0	7	7	14	28	39
Mexico/Cent. America	0	0	4	31	36	61	44
Europe	1	0	0	0	0	0	3
TOTAL	441	414	369	449	531	526	442

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

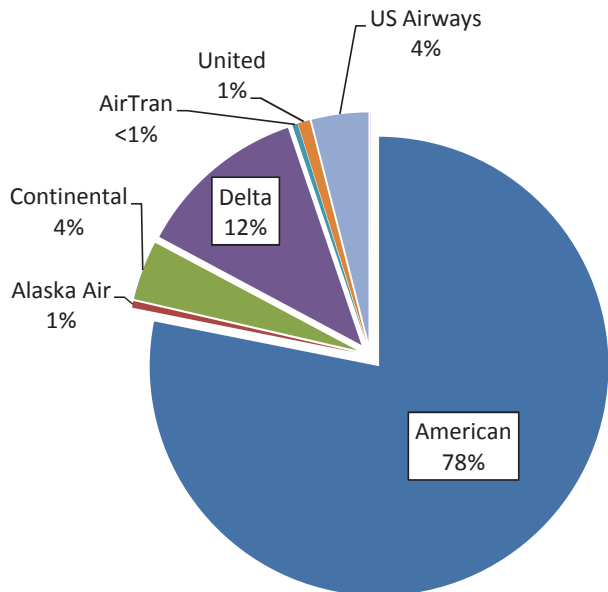
MIAMI INTERNATIONAL AIRPORT (MIA)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	42	41	40	41	44	47	49	52
No. of Airlines Serving	16	17	16	19	15	18	18	8
Average Weekly								
Flights	1,963	1,849	1,597	1,453	1,551	1,532	1,454	1,649
Seats	237,593	224,557	202,394	198,262	207,960	201,189	198,984	226,075
Seats per Flight	121.0	121.4	126.7	136.5	134.1	131.3	137.0	137.4

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

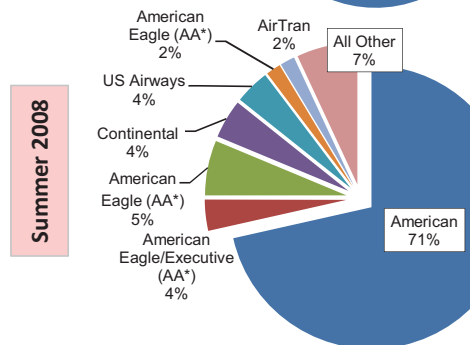
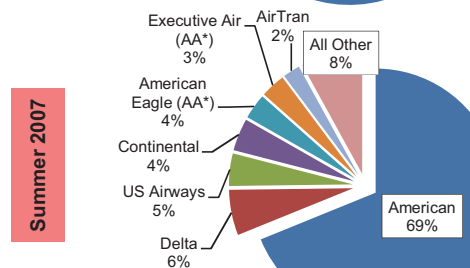
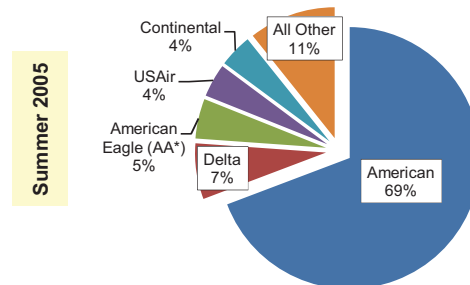
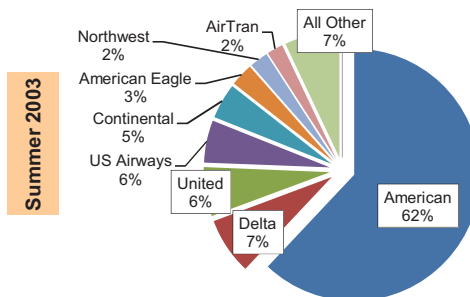
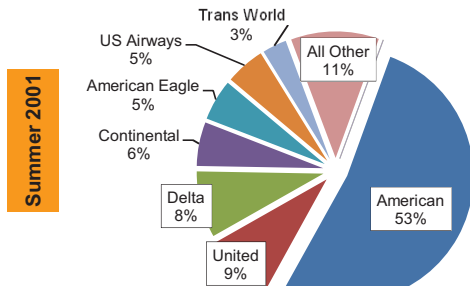


RECENT SERVICE ANNOUNCEMENTS

United Airlines: Dropped service

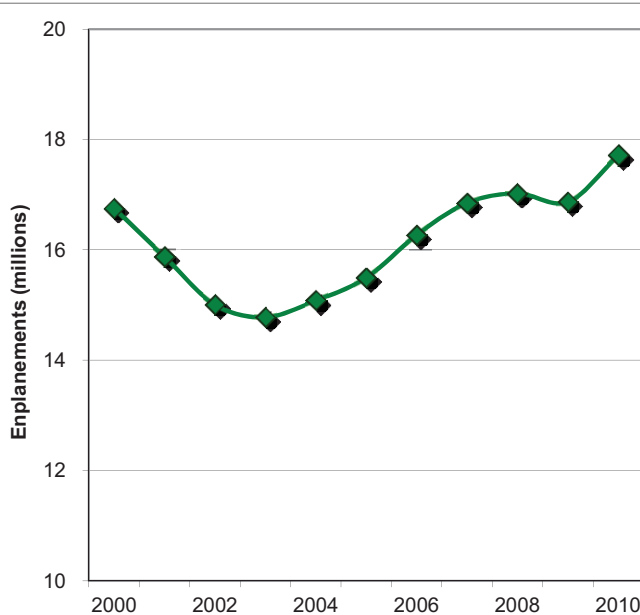
Exec Air: Started service to Naples

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

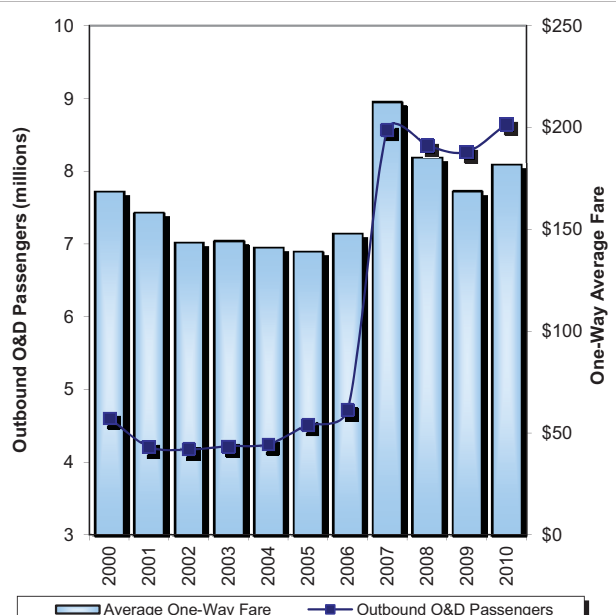


MIAMI INTERNATIONAL AIRPORT (MIA)

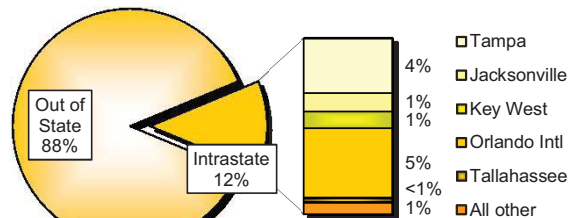
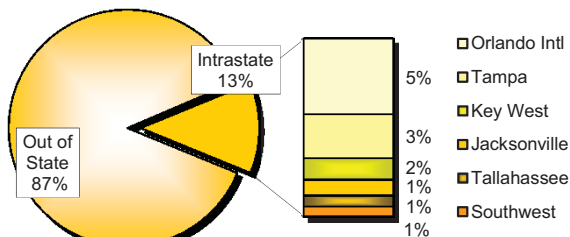
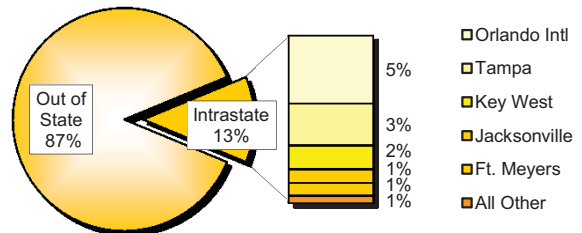
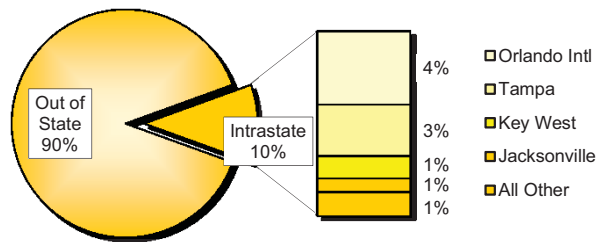
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

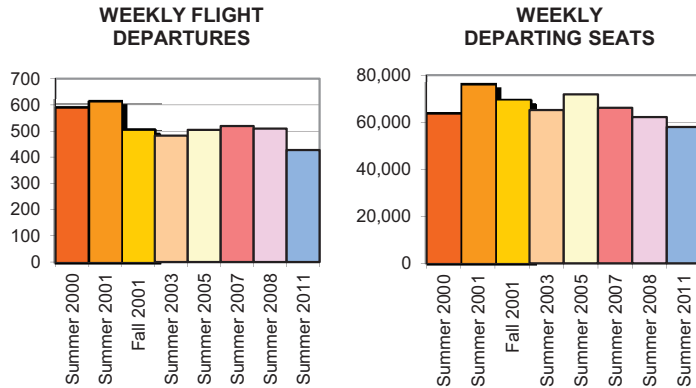


WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES	2000	2001	2003	2005	2007	2008	2011
	707	660	618	490	470	466	506
Caribbean							
Mexico/Cent. America	337	341	380	341	307	295	295
South America	368	395	277	259	297	327	300
Europe	106	111	96	85	94	97	123
Canada	69	70	44	49	42	49	56
Asia	0	0	0	0	0	0	1
Middle East	0	0	0	0	0	3	0
TOTAL	1,587	1,577	1,415	1,224	1,210	1,237	1,281

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

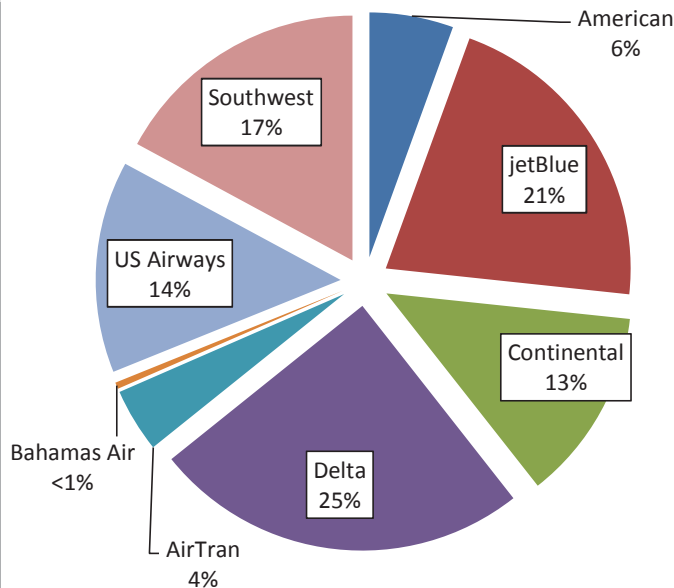
PALM BEACH INTERNATIONAL AIRPORT (PBI)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	24	23	22	22	21	21	22	18
No. of Airlines Serving	14	14	12	15	14	14	13	8
<u>Average Weekly</u>								
Flights	589	613	506	483	505	519	509	427
Seats	63,635	75,955	69,369	65,134	71,788	66,093	62,238	57,992
Seats per Flight	108.0	123.9	137.1	134.9	142.2	127.3	122.0	130.0

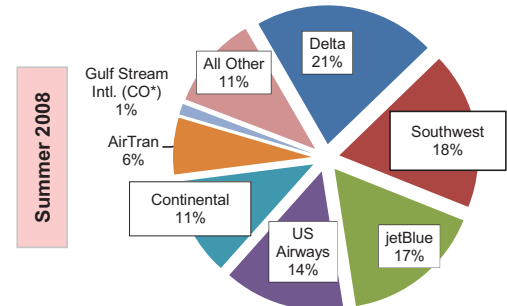
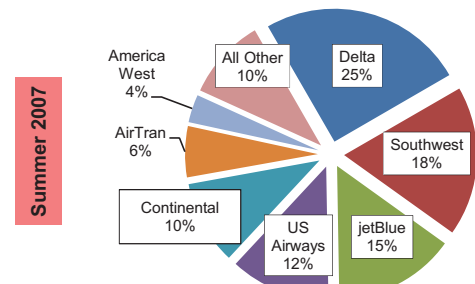
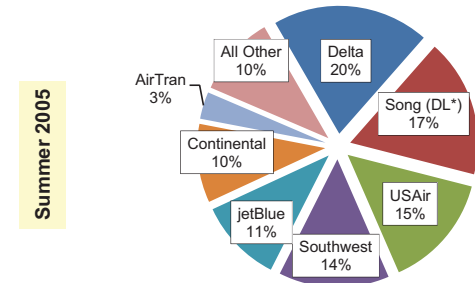
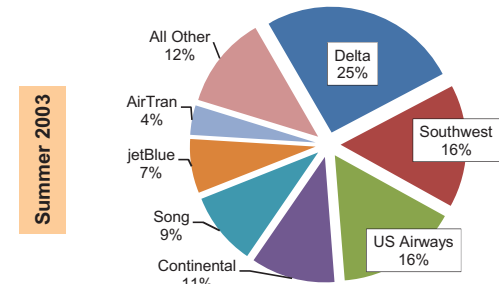
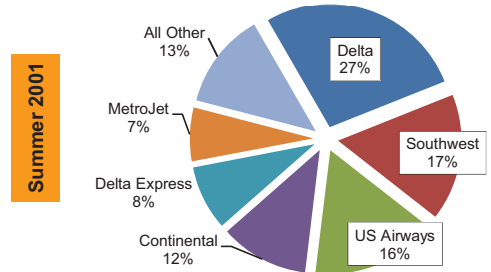
SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



RECENT SERVICE ANNOUNCEMENTS

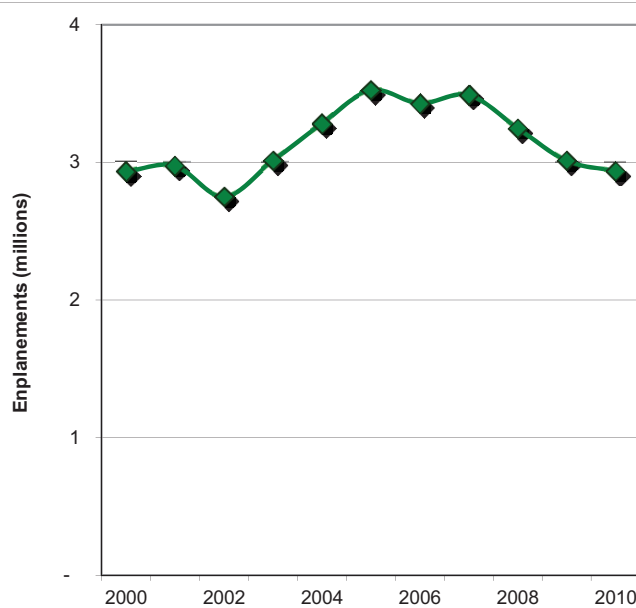
United Airlines: Dropped service

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

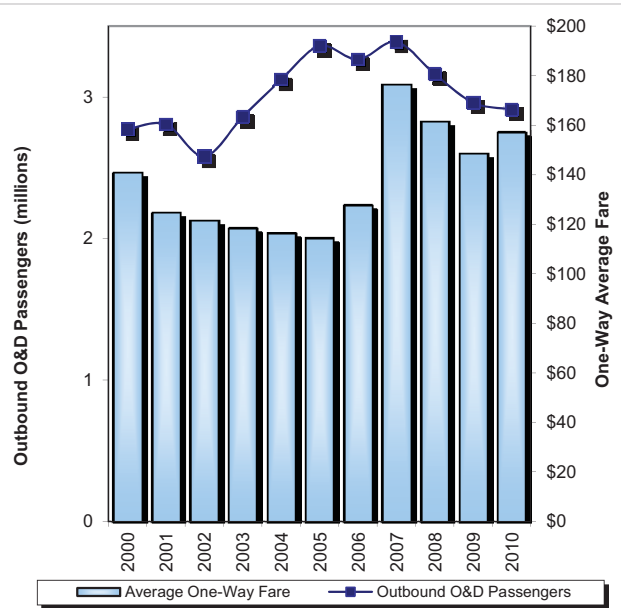


PALM BEACH INTERNATIONAL AIRPORT (PBI)

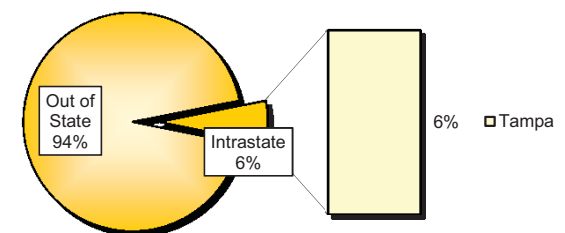
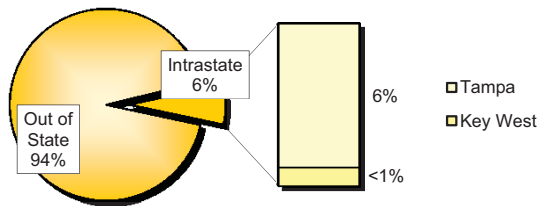
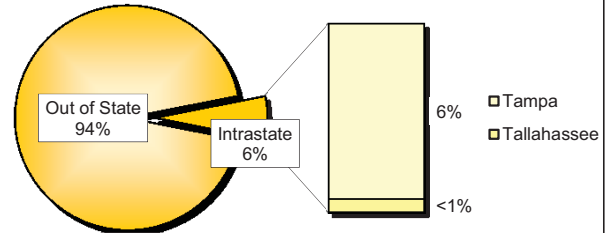
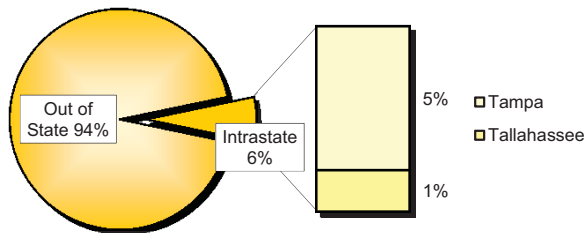
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



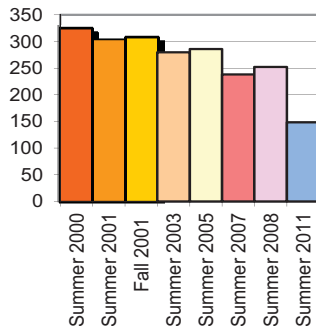
WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES		2000	2001	2003	2005	2007	2008	2011
	Caribbean	57	89	78	72	86	61	18
	TOTAL	57	89	78	72	86	61	18

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

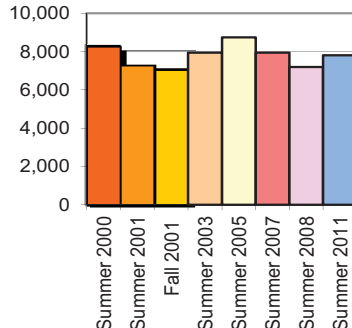
KEY WEST INTERNATIONAL AIRPORT (EYW)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

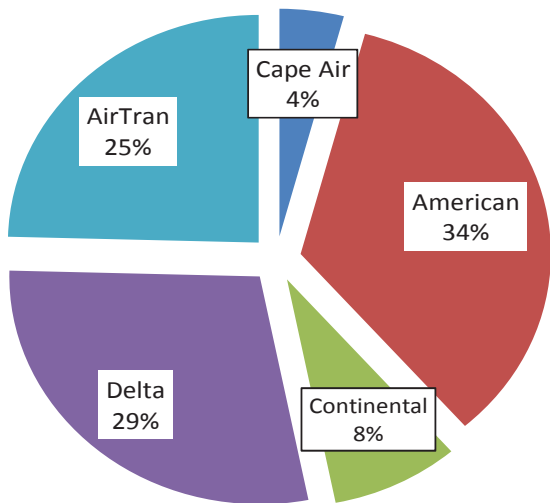


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	6	6	6	6	7	7	8	6
No. of Airlines Serving	5	5	5	6	7	7	7	5
Average Weekly Flights	325	304	308	280	286	238	252	148
Seats	8,258	7,273	7,060	7,937	8,741	7,947	7,196	7,802
Seats per Flight	25.4	23.9	22.9	28.3	30.6	33.4	29.0	53.0

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



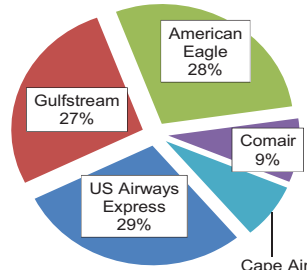
RECENT SERVICE ANNOUNCEMENTS

Chalk's International Airport: Dropped service
Yellow Air Taxi: Out of Operation

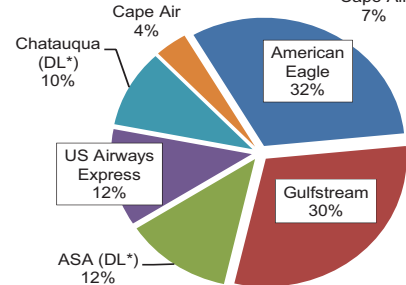
Air Tran Airlines: Added service to Tampa and Orlando International
Cape Air: Started service to Ft. Myers

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

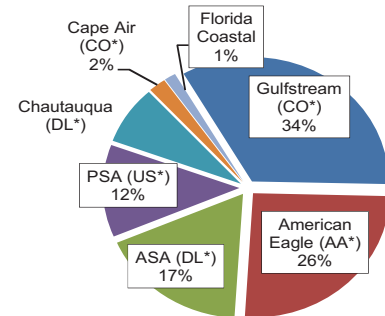
Summer 2001



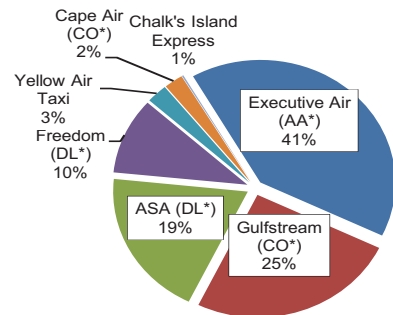
Summer 2003



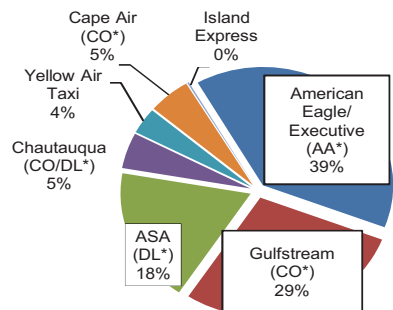
Summer 2005



Summer 2007



Summer 2008

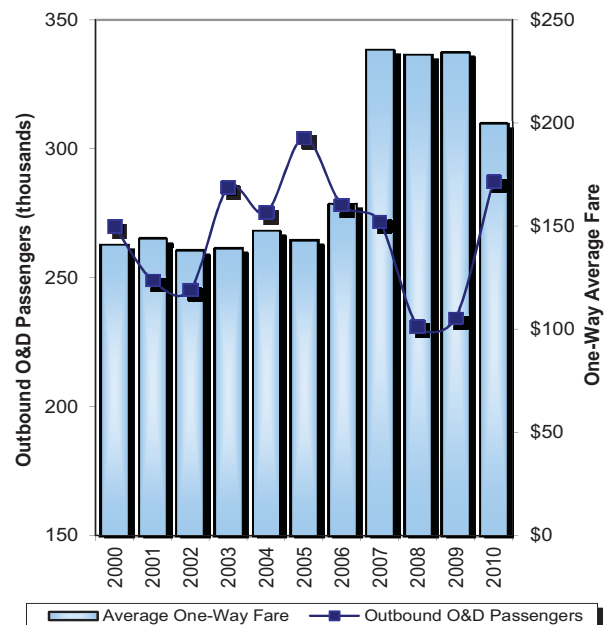


KEY WEST INTERNATIONAL AIRPORT (EYW)

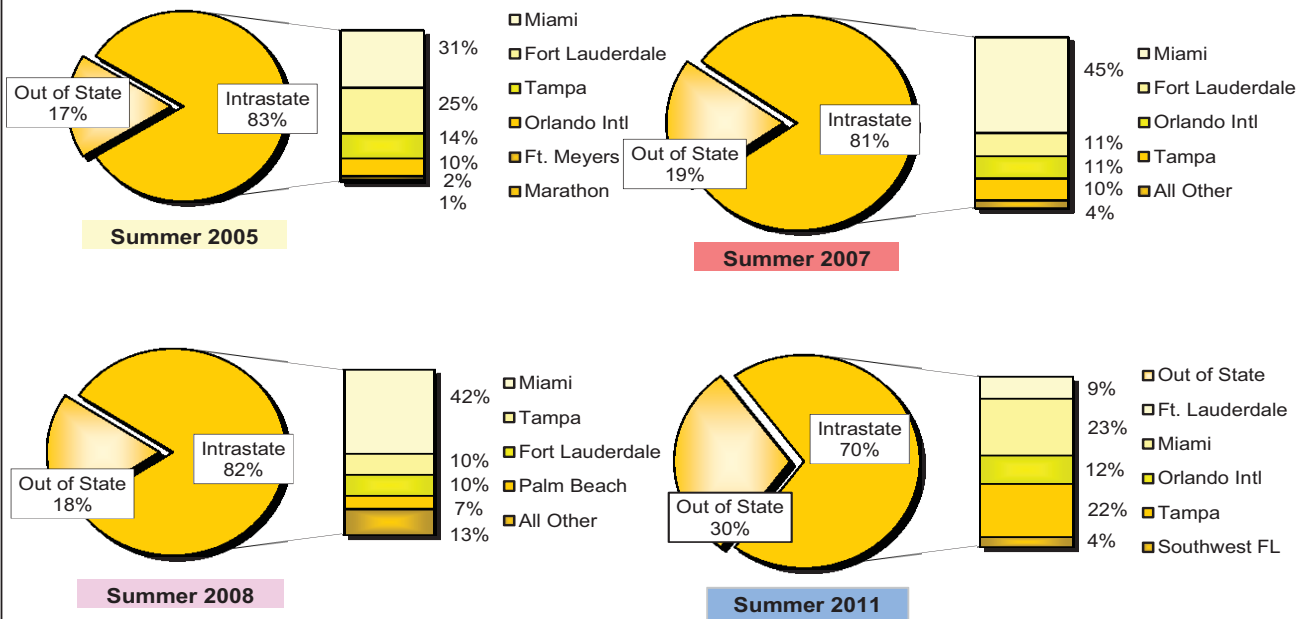
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



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*.

APPENDIX C

EAST CENTRAL FLORIDA

ORLANDO INTERNATIONAL

MELBOURNE INTERNATIONAL

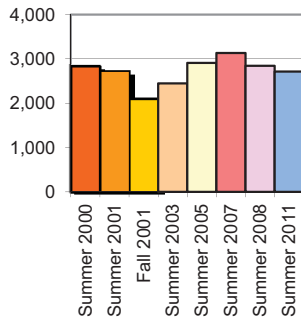
DAYTONA BEACH INTERNATIONAL

ORLANDO-SANFORD INTERNATIONAL

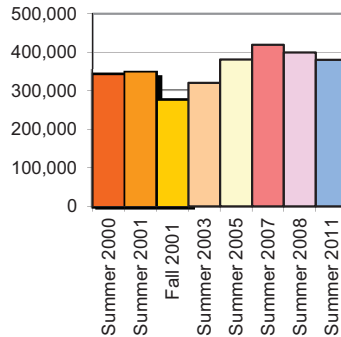
ORLANDO INTERNATIONAL AIRPORT (MCO)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

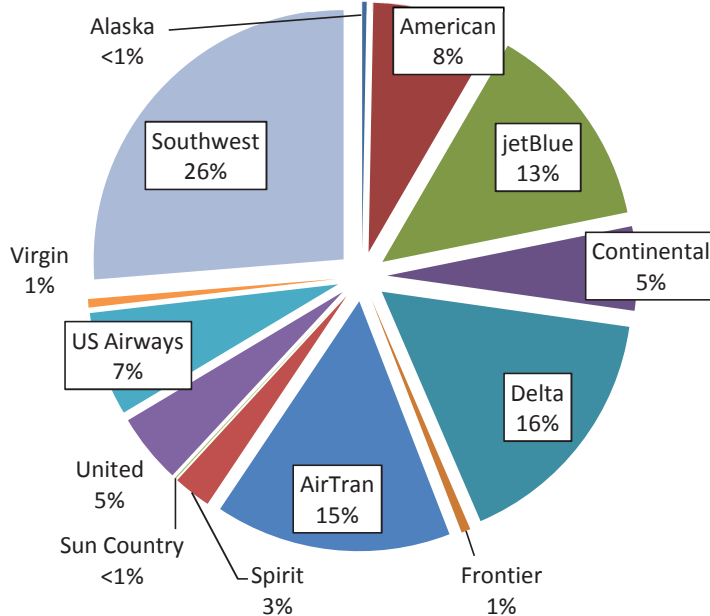


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	69	67	66	76	82	87	78	82
No. of Airlines Serving	24	24	22	23	28	22	26	13
Average Weekly								
Flights	2,827	2,720	2,097	2,443	2,904	3,132	2,839	2,714
Seats	343,778	349,148	277,608	320,441	380,724	419,245	399,604	379,991
Seats per Flight	121.6	128.4	132.4	131.2	131.1	133.9	141.0	141.8

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

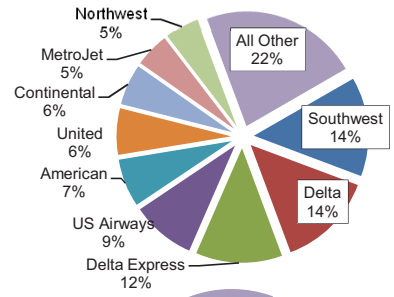


RECENT SERVICE ANNOUNCEMENTS

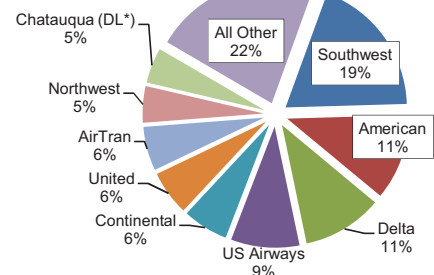
Allegiant Airlines: Started Service in 2011, had ended service by 2011

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

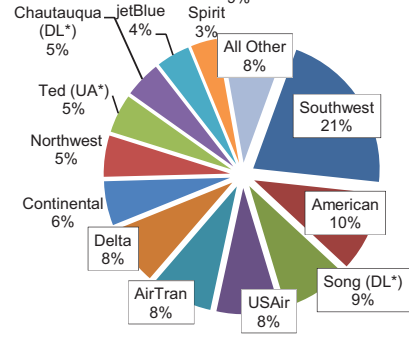
Summer 2001



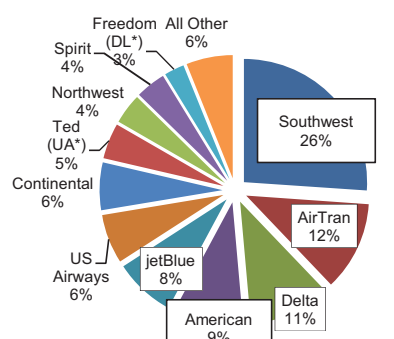
Summer 2003



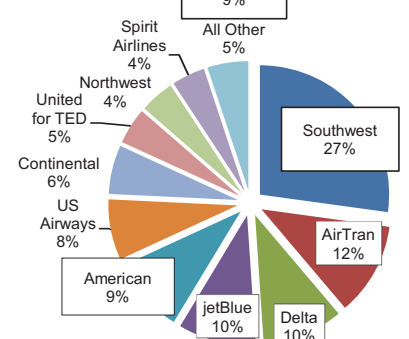
Summer 2005



Summer 2007

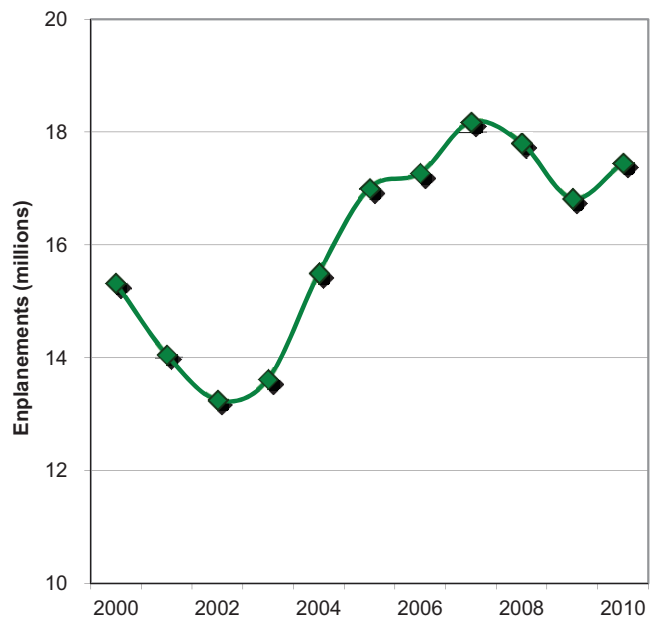


Summer 2008

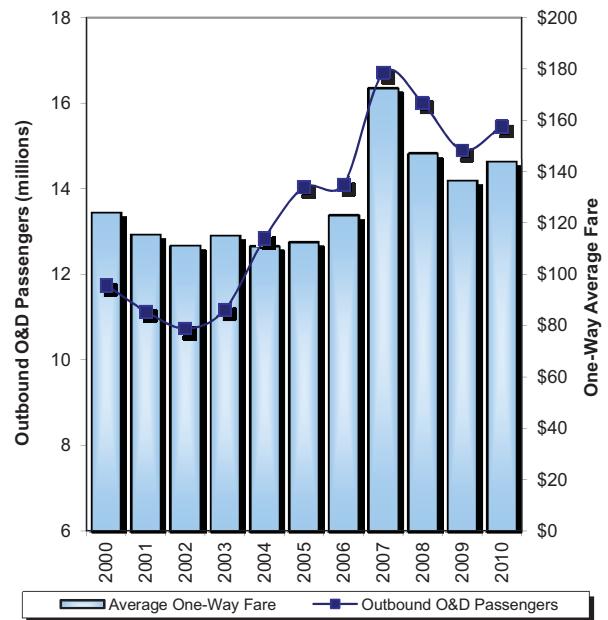


ORLANDO INTERNATIONAL AIRPORT (MCO)

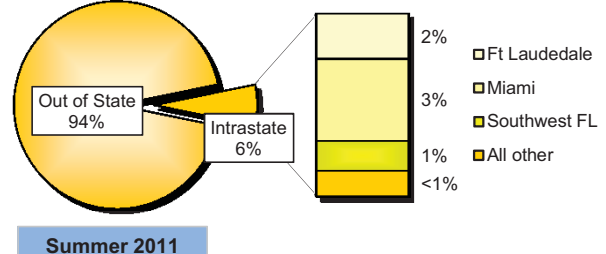
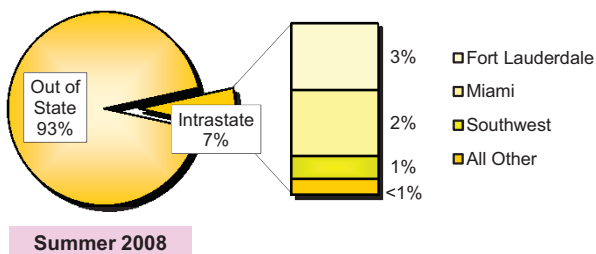
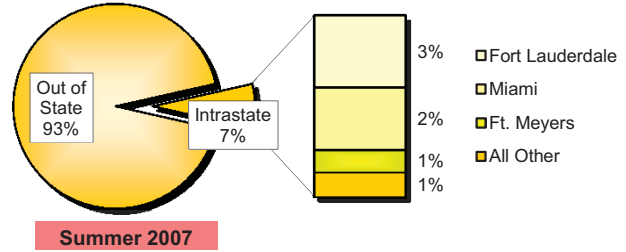
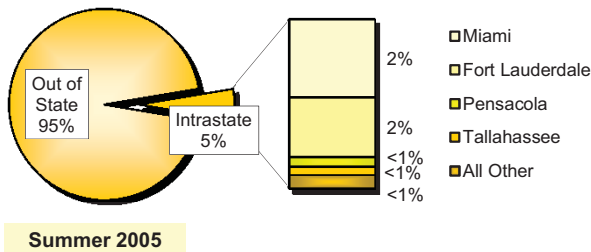
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



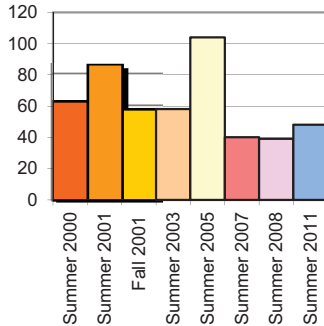
	2000	2001	2003	2005	2007	2008	2011
WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES							
Caribbean	53	52	59	143	55	53	46
Mexico/Cent. America	14	10	12	16	24	33	57
South America	6	2	6	0	0	0	24
Europe	32	32	32	42	38	42	48
Canada	20	31	17	30	29	29	24
Total	125	127	126	231	146	157	199

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

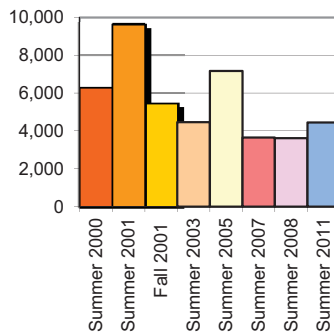
MELBOURNE INTERNATIONAL AIRPORT (MLB)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

WEEKLY FLIGHT DEPARTURES

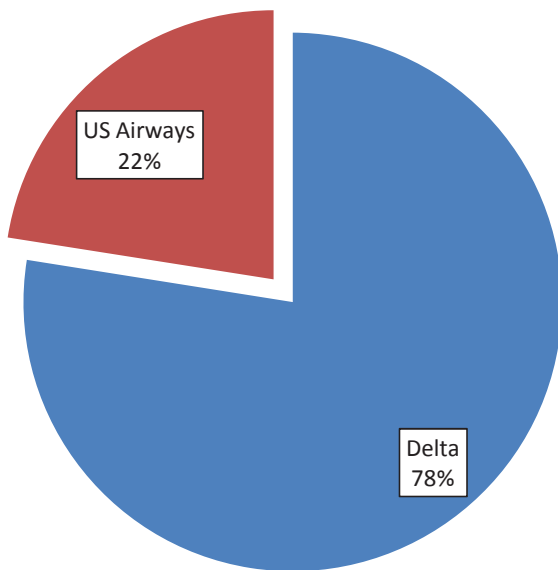


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	2	6	2	4	6	2	2	2
No. of Airlines Serving	3	5	3	4	5	2	4	2
Average Weekly								
Flights	63	86	58	58	104	40	39	48
Seats	6,307	9,648	5,476	4,467	7,167	3,656	3,612	4,445
Seats per Flight	100.1	112.2	94.4	77.0	68.9	91.4	93.0	93.0

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

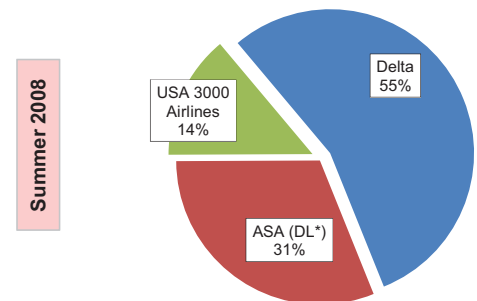
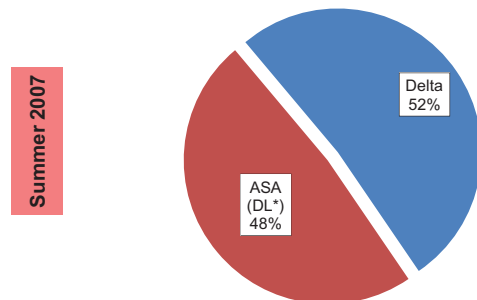
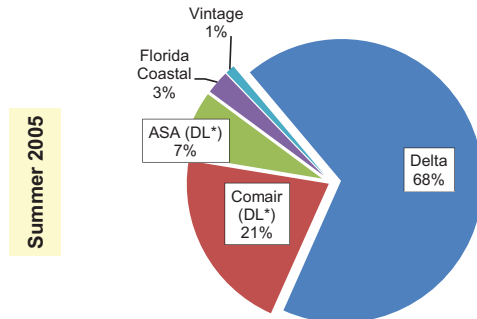
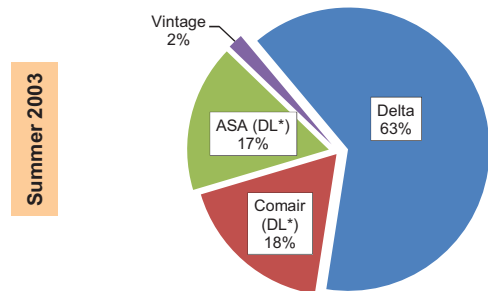
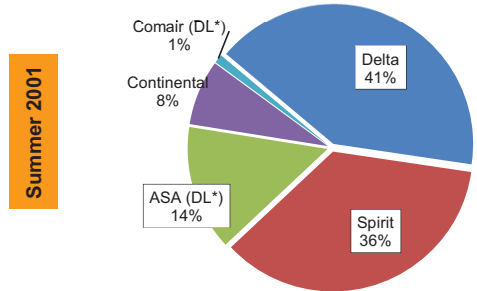


RECENT SERVICE ANNOUNCEMENTS

USA 3000: Ended Service

US Airways: Started Service to Charlotte

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

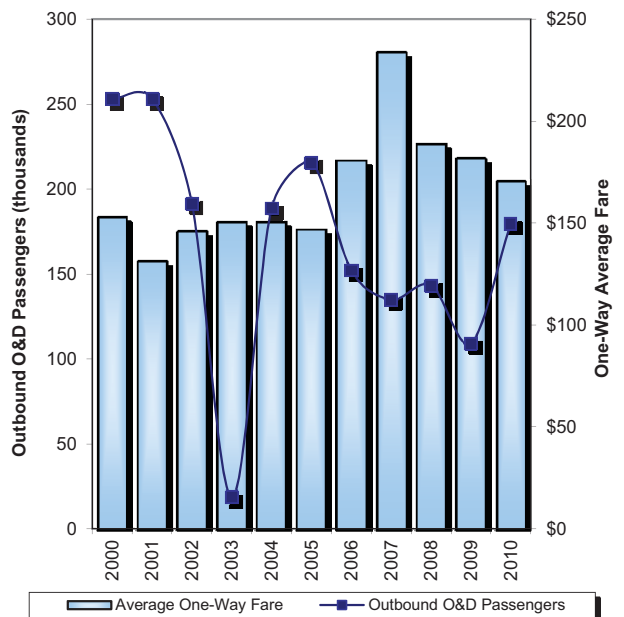


MELBOURNE INTERNATIONAL AIRPORT (MLB)

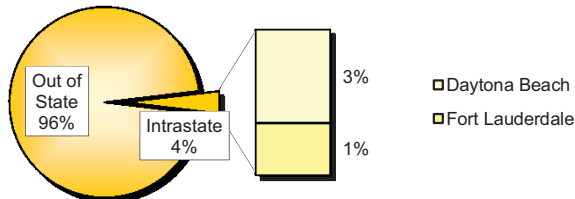
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



Summer 2005

**No Instate Service at
Melbourne International**

Summer 2007

**No Instate Service at
Melbourne International**

Summer 2008

**No Instate Service at
Melbourne International**

Summer 2011

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

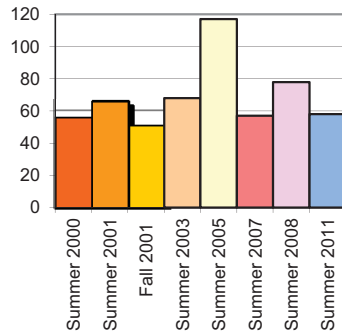
	2000	2001	2003	2005	2007	2008	2011
Caribbean	0	2	23	9	14	14	0
TOTAL	0	2	23	9	14	14	0

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

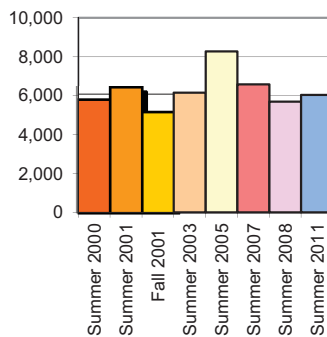
DAYTONA BEACH INTERNATIONAL AIRPORT (DAB)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

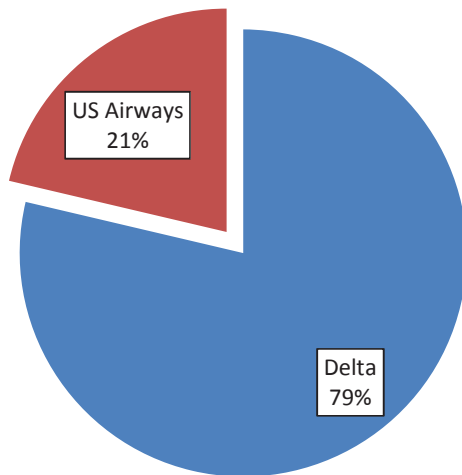


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	2	4	2	5	6	2	4	2
No. of Airlines Serving	3	5	3	6	6	6	9	2
Average Weekly								
Flights	56	66	51	68	117	57	78	58
Seats	5,754	6,399	5,126	6,147	8,278	6,589	5,700	6,042
Seats per Flight	102.8	97.0	100.5	90.4	70.8	115.6	73.0	108.8

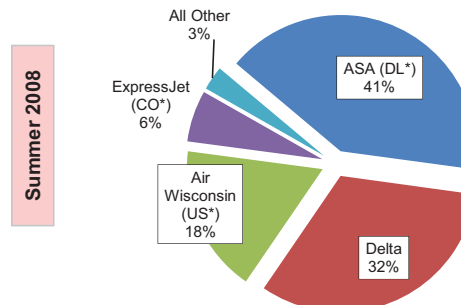
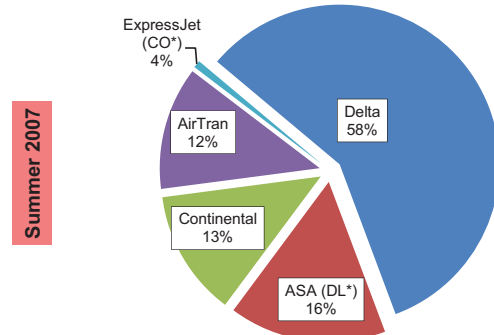
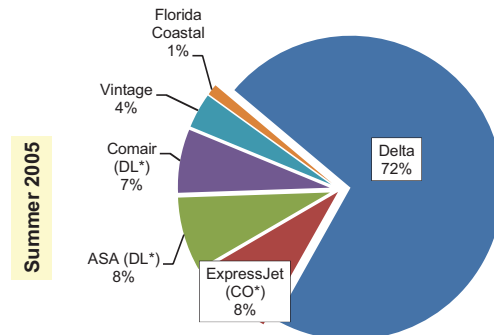
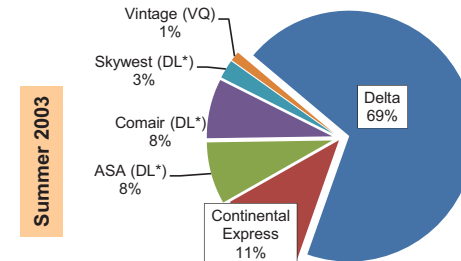
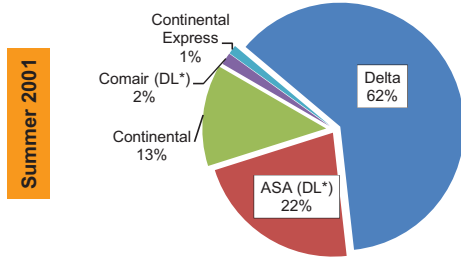
SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



RECENT SERVICE ANNOUNCEMENTS

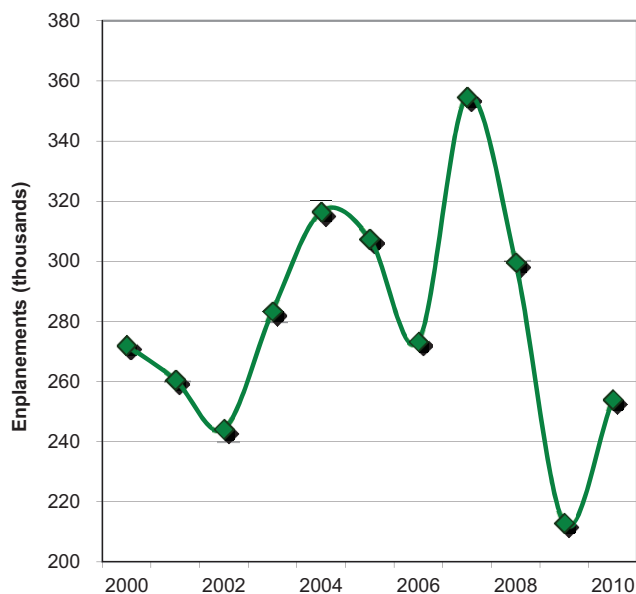
Continental Airlines: Dropped Service
Vintage Props & Jets: Dropped Service

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

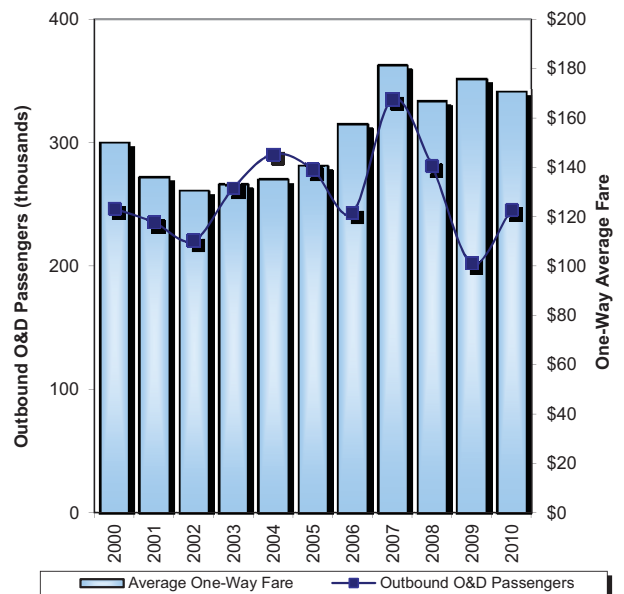


DAYTONA BEACH INTERNATIONAL AIRPORT (DAB)

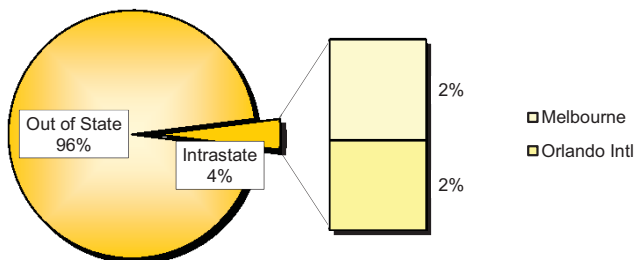
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS

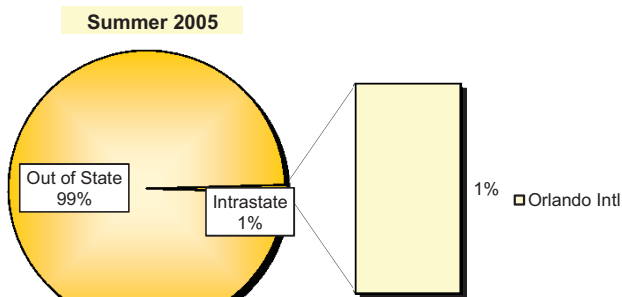


FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



**No Instate Service at
Daytona Beach International**

Summer 2007



**No Instate Service at
Daytona Beach International**

Summer 2011

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES

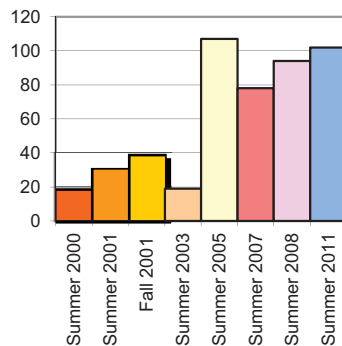
	2000	2001	2003	2005	2007	2008	2011
Caribbean	0	2	33	42	36	32	0
TOTAL	0	2	33	42	36	32	0

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

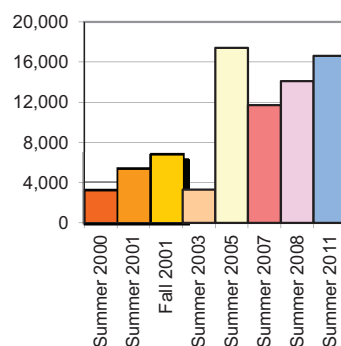
ORLANDO SANFORD INTERNATIONAL AIRPORT (SFB)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

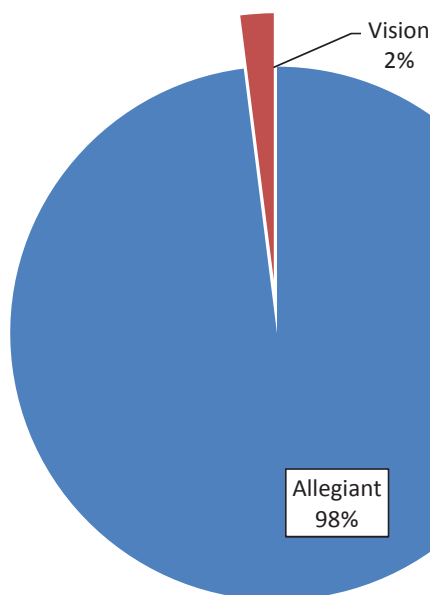


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	3	6	6	2	19	24	28	31
No. of Airlines Serving	1	1	1	1	3	1	1	2
Average Weekly								
Flights	19	31	39	19	107	78	94	102
Seats	3,287	5,363	6,747	3,287	17,404	11,700	14,100	16,600
Seats per Flight	173.0	173.0	173.0	173.0	162.7	150.0	150.0	162.7

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

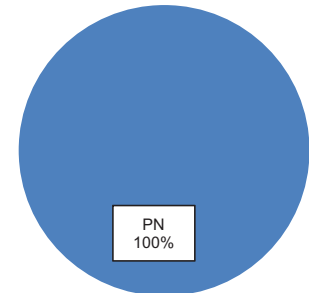


RECENT SERVICE ANNOUNCEMENTS

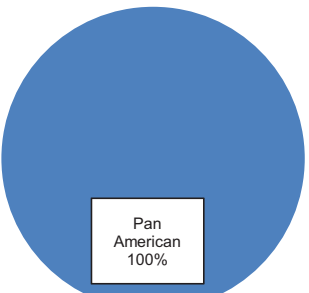
Vision Airlines: Started service to Ft. Walton Beach

HISTORIC CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

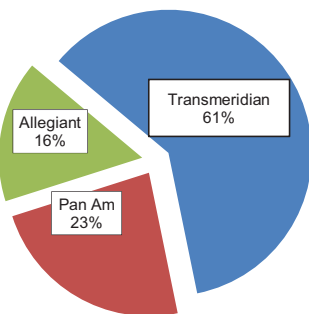
Summer 2001



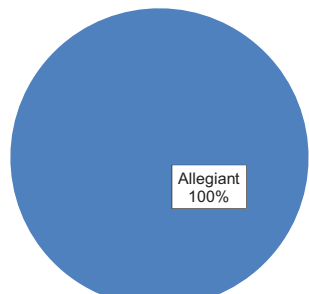
Summer 2003



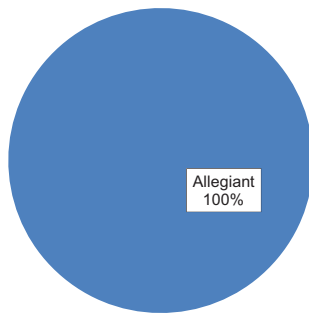
Summer 2005



Summer 2007

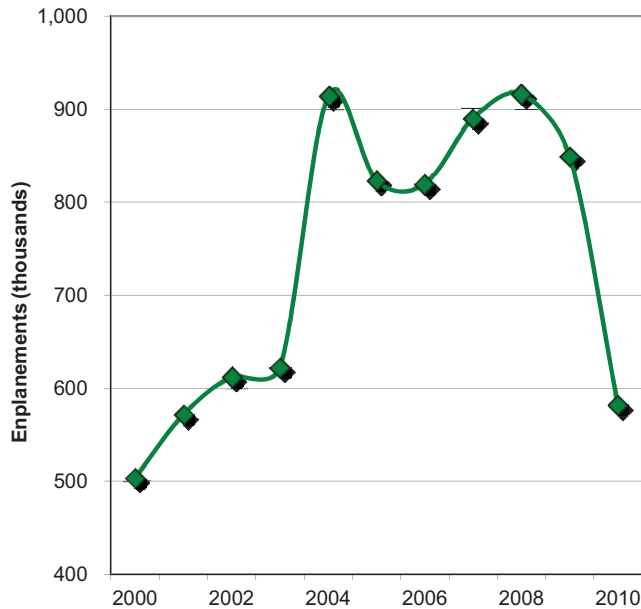


Summer 2008

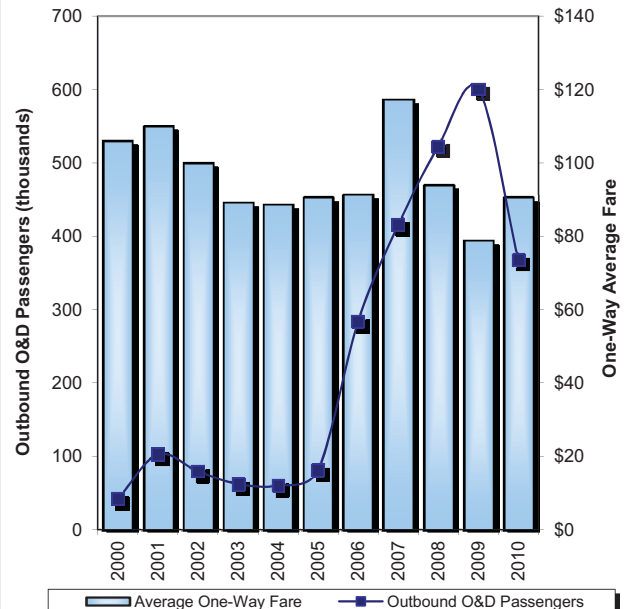


ORLANDO SANFORD INTERNATIONAL AIRPORT (SFB)

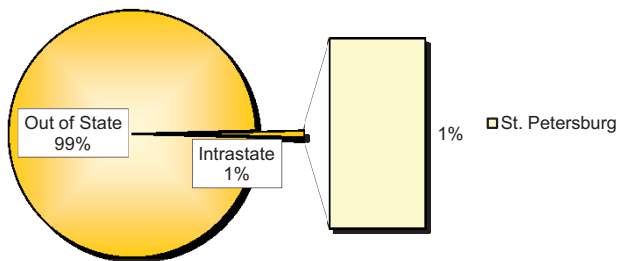
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



Summer 2005

**No Instate Service at
Orlando Sanford Airport**

Summer 2007

**No Instate Service at
Orlando Sanford Airport**

Summer 2008

**No Instate Service at
Orlando Sanford Airport**

Summer 2011

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES	2000	2001	2003	2005	2007	2008	2011
Caribbean	0	0	5	12	0	0	0
Mexico/Cent. America	0	0	0	10	0	0	0
Europe	0	0	0	0	23	14	21
TOTAL	0	0	5	22	23	14	21

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

APPENDIX C

WEST CENTRAL FLORIDA

TAMPA INTERNATIONAL

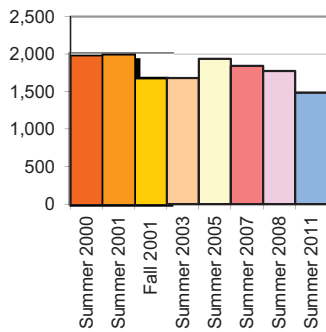
SARASOTA-BRADENTON INTERNATIONAL

ST. PETERSBURG-CLEARWATER INTERNATIONAL

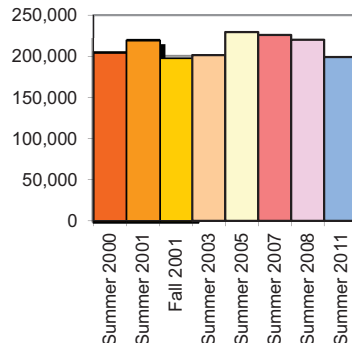
TAMPA INTERNATIONAL AIRPORT (TPA)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

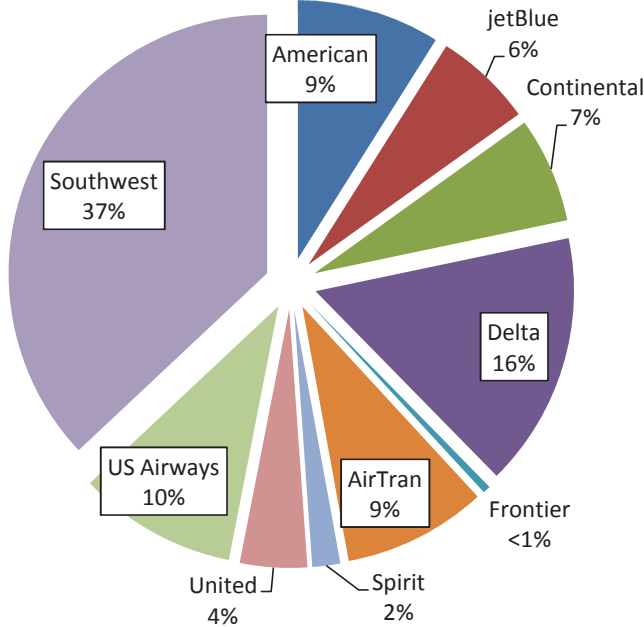


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	54	55	55	56	72	65	63	60
No. of Airlines Serving	19	18	16	21	21	20	18	10
Average Weekly								
Flights	1,975	1,987	1,679	1,681	1,936	1,843	1,775	1,481
Seats	204,432	219,291	197,786	201,413	229,319	225,953	220,103	198,877
Seats per Flight	103.5	110.4	117.8	119.8	118.4	122.6	124.0	134.1

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

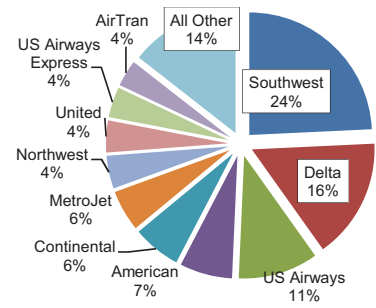


RECENT SERVICE ANNOUNCEMENTS

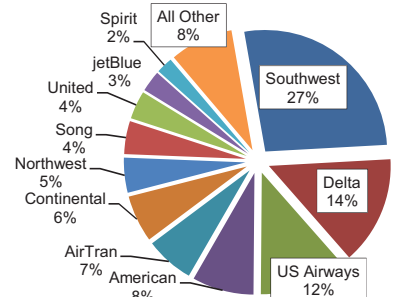
Northwest Airlines: Bought by Delta
Midwest Airlines: Merged with Frontier

HISTORIC CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

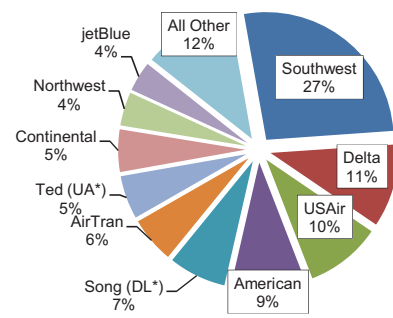
Summer 2001



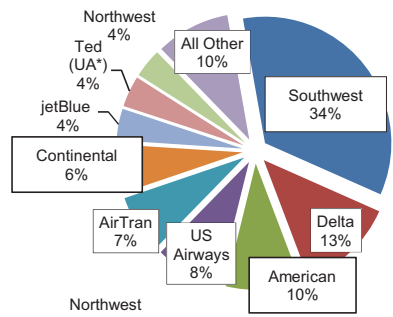
Summer 2003



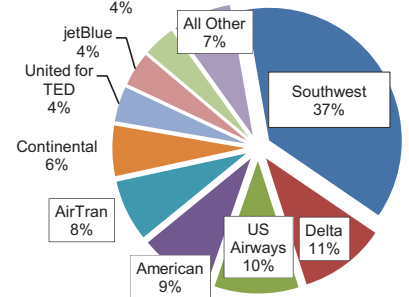
Summer 2005



Summer 2007

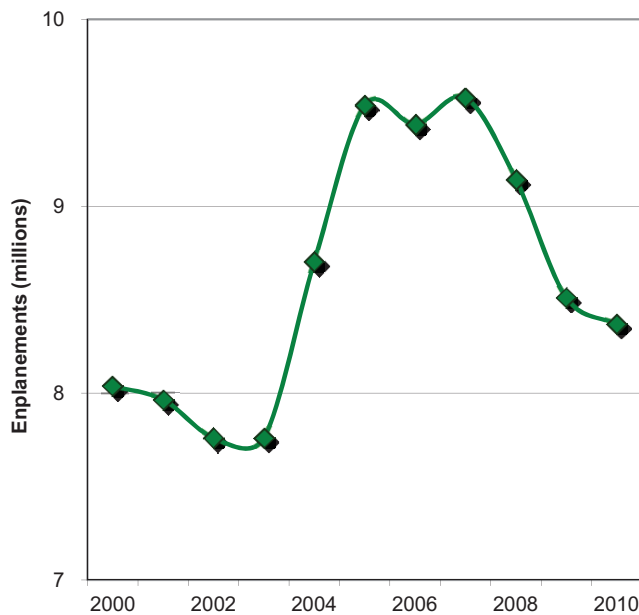


Summer 2008

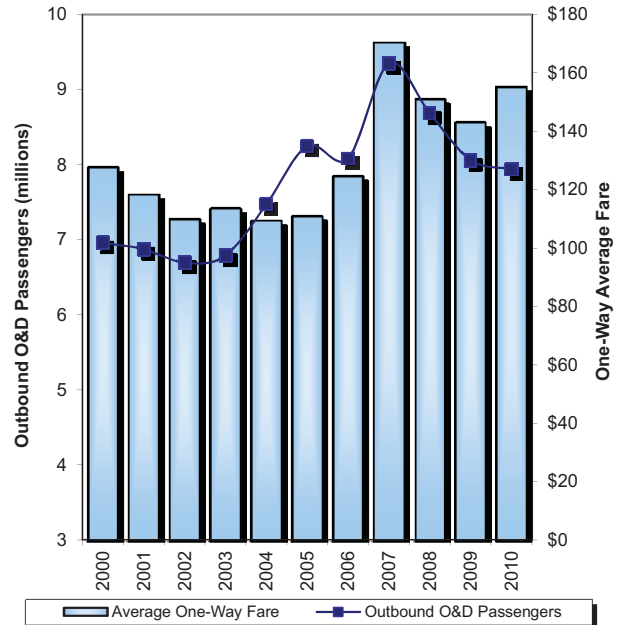


TAMPA INTERNATIONAL AIRPORT (TPA)

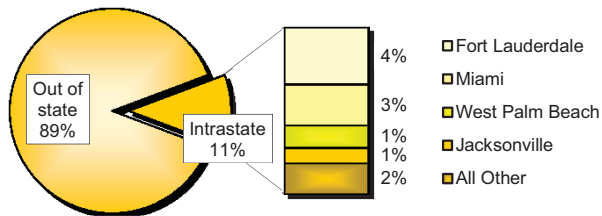
TOTAL ENPLANEMENT TRENDS



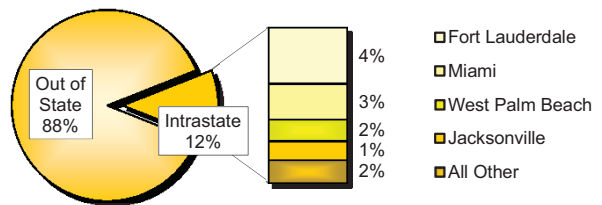
DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



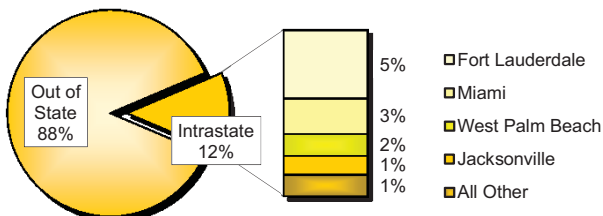
FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



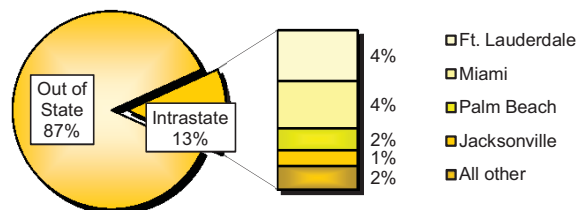
Summer 2005



Summer 2007



Summer 2008



Summer 2011

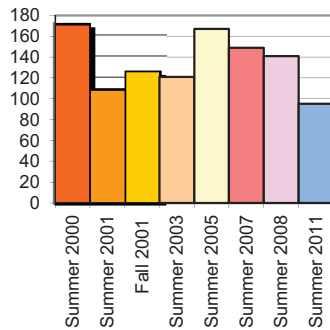
WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES	2000	2001	2003	2005	2007	2008	2011
Caribbean	13	20	14	26	8	5	5
Europe	4	3	5	5	6	5	7
Mexico/Cent. America	0	0	0	0	0	0	1
Canada	7	7	7	11	5	8	11
TOTAL	24	30	26	42	19	18	24

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

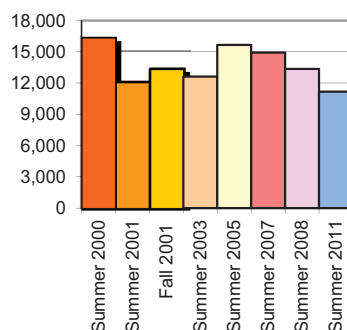
SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

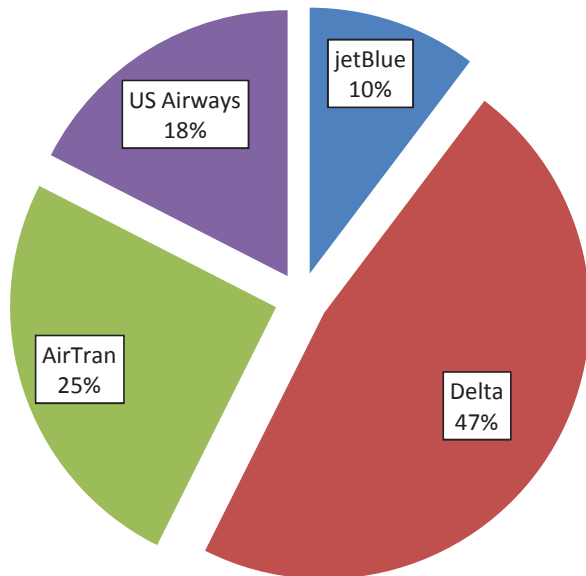


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	11	7	7	8	8	10	10	8
No. of Airlines Serving	10	7	7	8	7	12	13	4
Average Weekly								
Flights	171	109	126	121	167	149	141	95
Seats	16,369	12,112	13,415	12,615	15,656	14,929	13,349	11,166
Seats per Flight	95.7	111.1	106.5	104.3	93.7	100.2	95.0	118

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



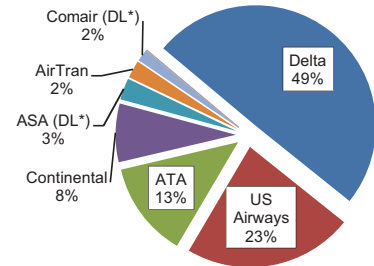
RECENT SERVICE ANNOUNCEMENTS

American Airlines: Dropped service to Miami
Continental: Dropped service to Houston and Newark

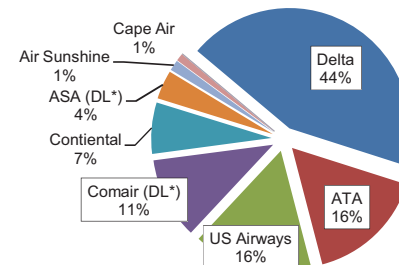
jetBlue: Started service to Boston
AirTran: Started service to Milwaukee

HISTORIC CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

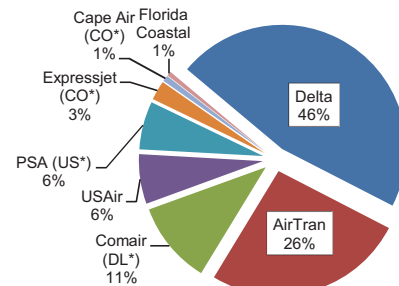
Summer 2001



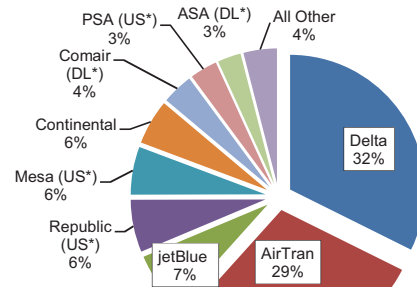
Summer 2003



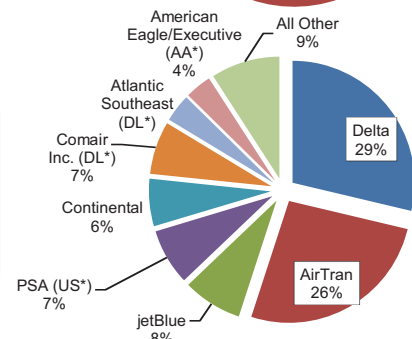
Summer 2005



Summer 2007

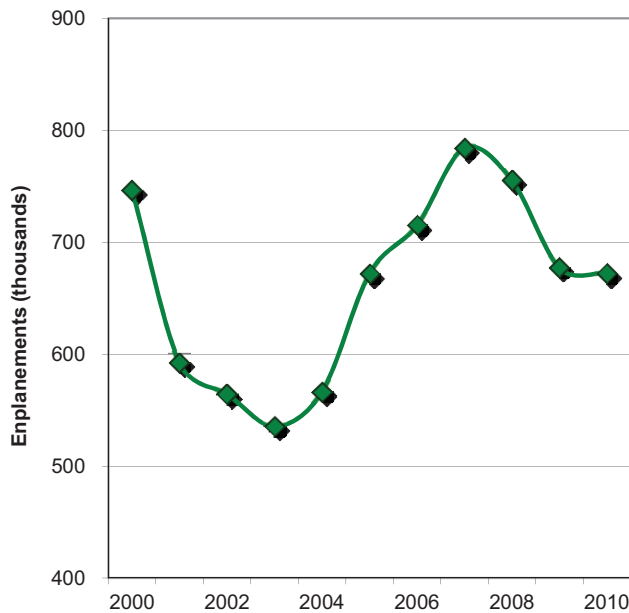


Summer 2008

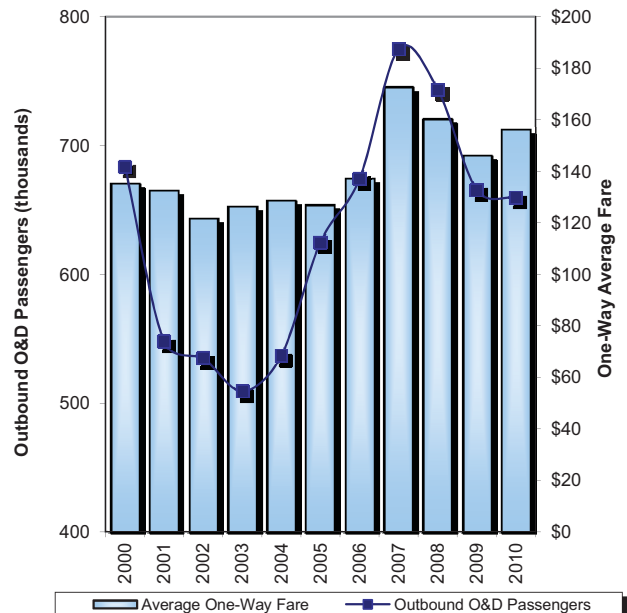


SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)

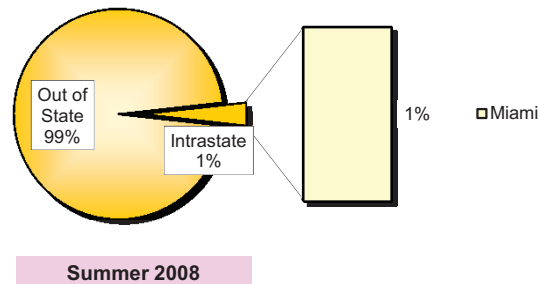
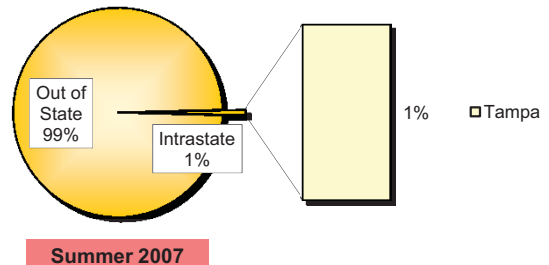
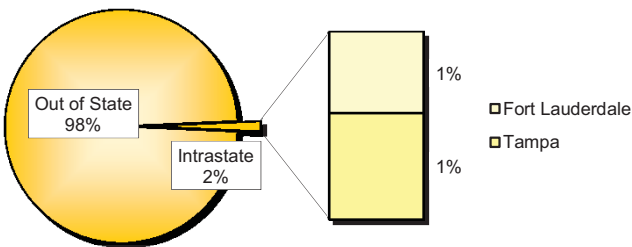
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



**No Instate Service at
Sarasota/Bradenton Airport**

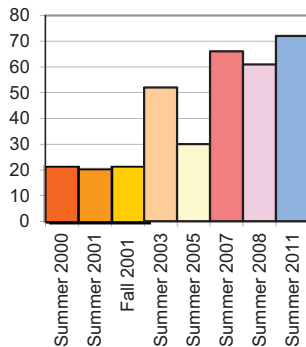
Summer 2011

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

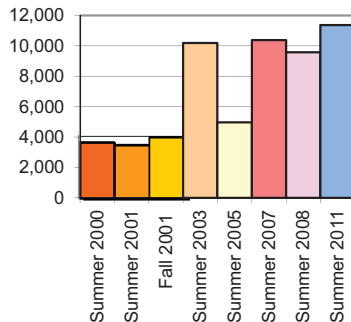
ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT (PIE)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

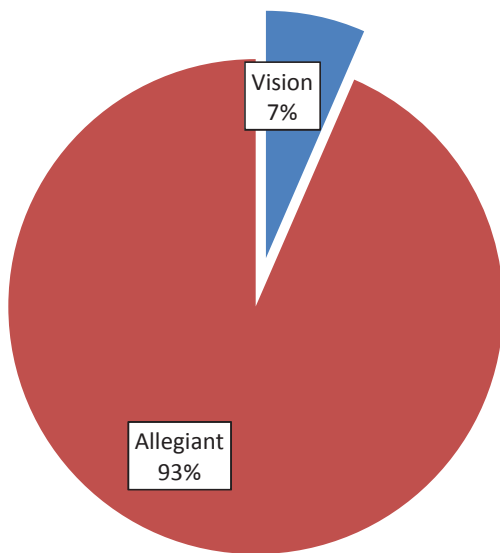


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	2	2	2	5	10	21	21	24
No. of Airlines Serving	1	1	1	1	2	2	2	2
Average Weekly								
Flights	21	20	21	52	30	66	61	72
Seats	3,633	3,460	3,996	10,191	4,956	10,368	9,564	11,364
Seats per Flight	173.0	173.0	190.3	196.0	165.2	157.1	156.8	160.1

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



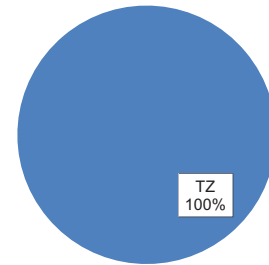
RECENT SERVICE ANNOUNCEMENTS

USA 3000: Stopped all service including Chicago, Pittsburgh, and St. Louis

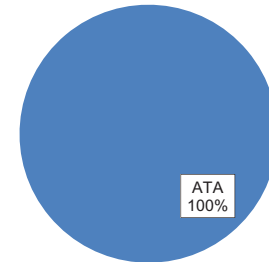
Vision Airlines: Added service to Ft. Walton Beach and Gulfport (MS)

HISTORIC CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

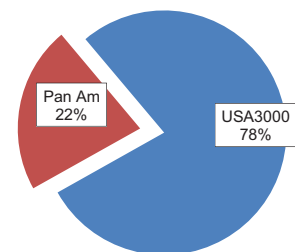
Summer 2001



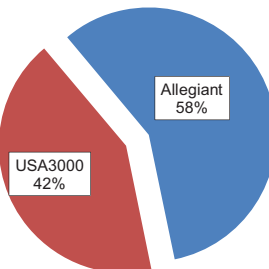
Summer 2003



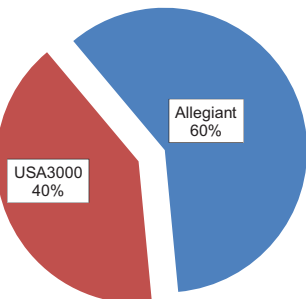
Summer 2005



Summer 2007

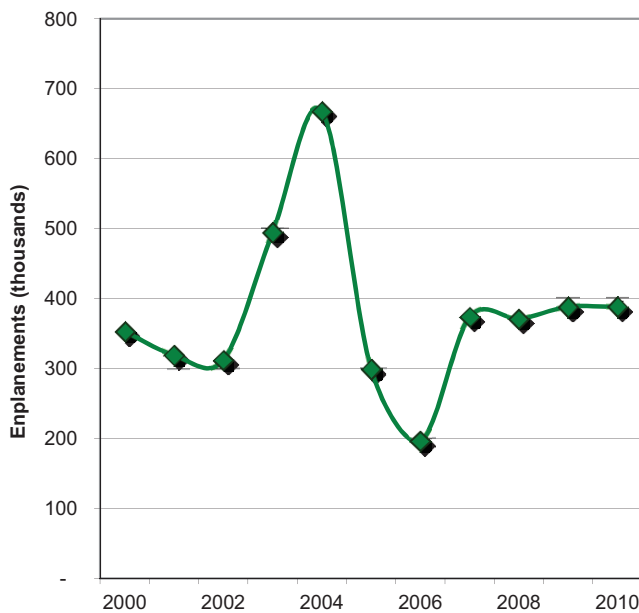


Summer 2008

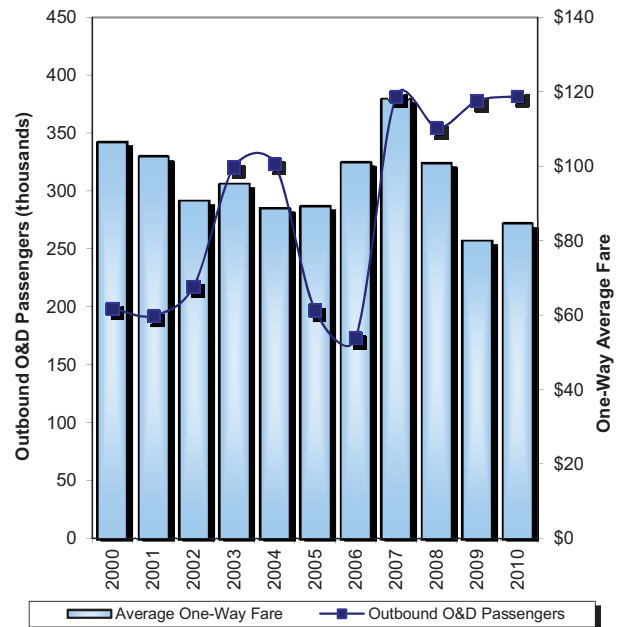


ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT (PIE)

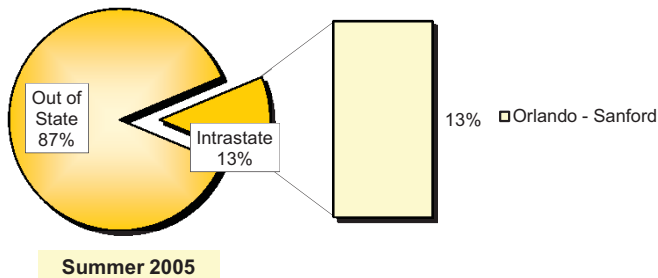
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

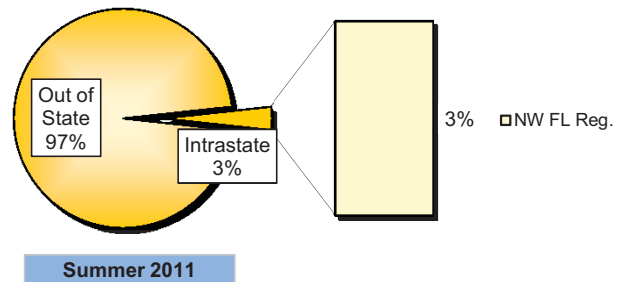


**No Instate Service at
St. Petersburg-Clearwater
International**

Summer 2007

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

Summer 2008



WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES	2000	2001	2003	2005	2007	2008	2011
Canada	9	5	5	2	0	0	0
TOTAL	9	5	5	2	0	0	0

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

APPENDIX C

NORTHEAST/NORTH CENTRAL FLORIDA

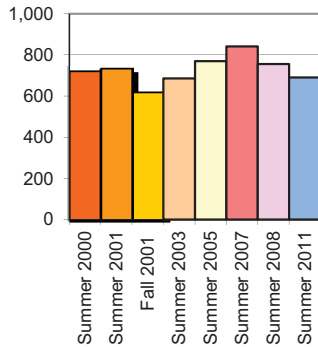
JACKSONVILLE INTERNATIONAL

GAINESVILLE INTERNATIONAL

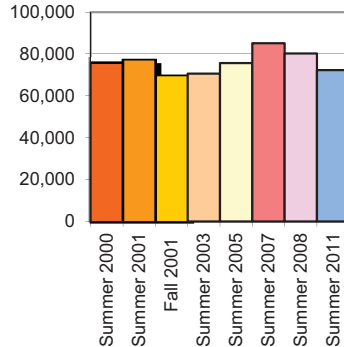
JACKSONVILLE INTERNATIONAL AIRPORT (JAX)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

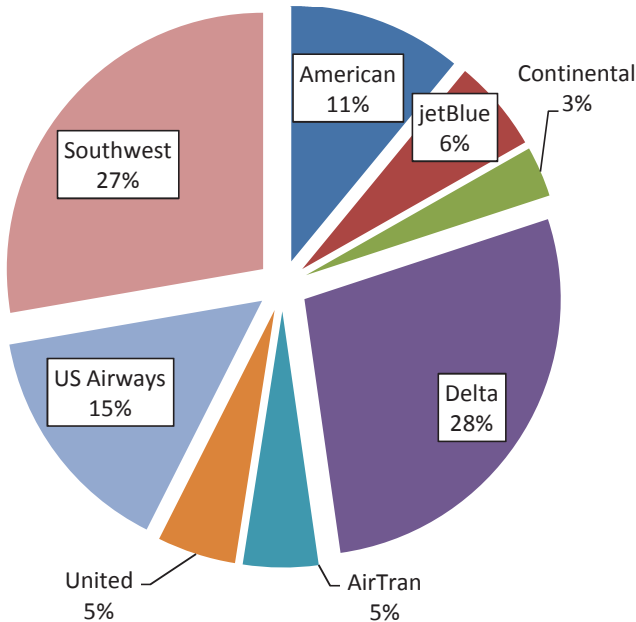


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	27	28	25	24	26	33	33	27
No. of Airlines Serving	18	16	12	20	18	23	24	8
<u>Average Weekly</u>								
Flights	723	735	621	685	769	841	756	690
Seats	75,860	77,416	69,854	70,574	75,638	85,134	80,236	72,193
Seats per Flight	104.9	105.3	112.5	103.0	98.4	101.2	106.0	104

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



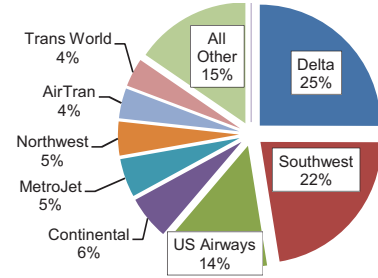
RECENT SERVICE ANNOUNCEMENTS

Northwest Airlines: Bought by Delta
Vintage Props & Jets: Went out of business in 2008
Express Jet: Owned by Continental

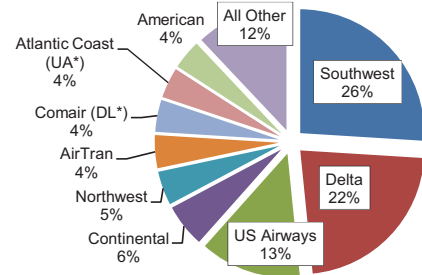
jetBlue: Started Service to Puerto Rico

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

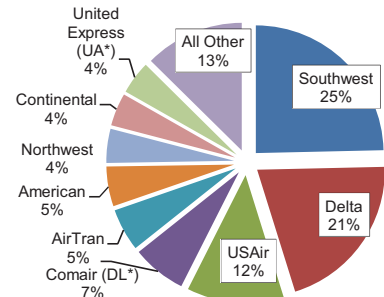
Summer 2001



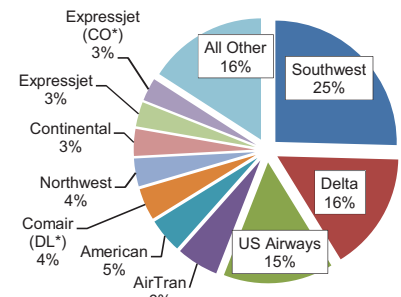
Summer 2003



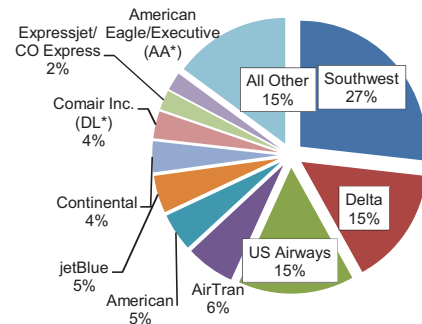
Summer 2005



Summer 2007

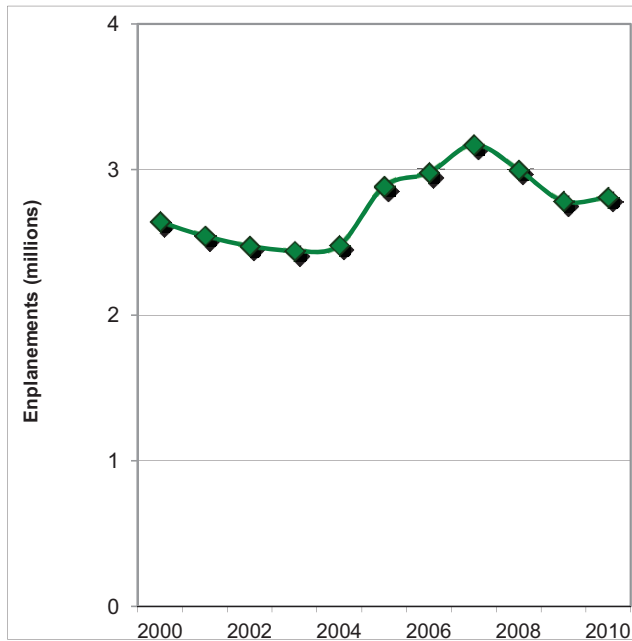


Summer 2008

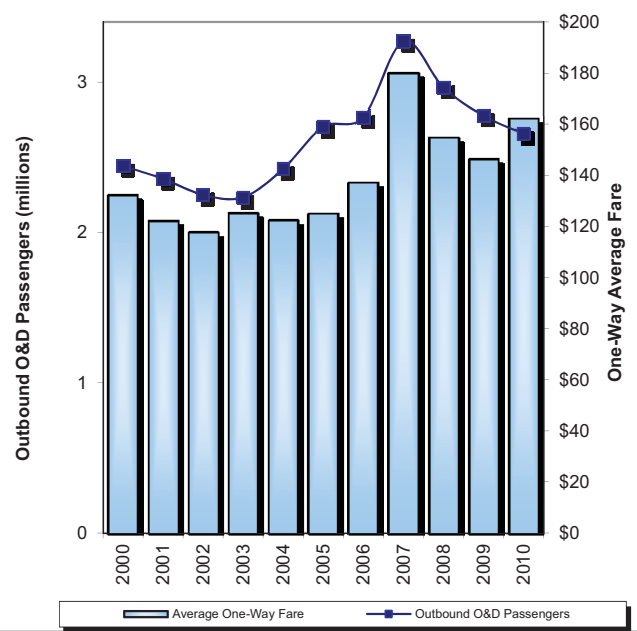


JACKSONVILLE INTERNATIONAL AIRPORT (JAX)

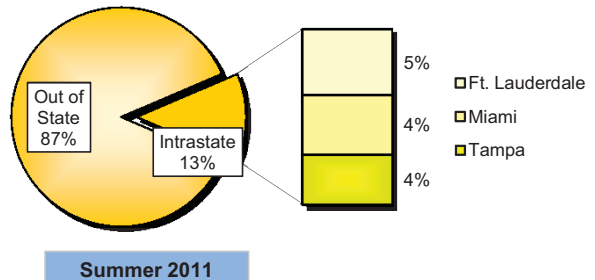
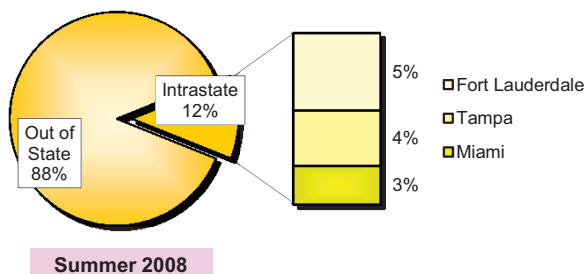
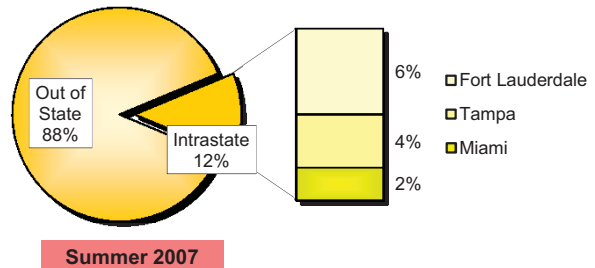
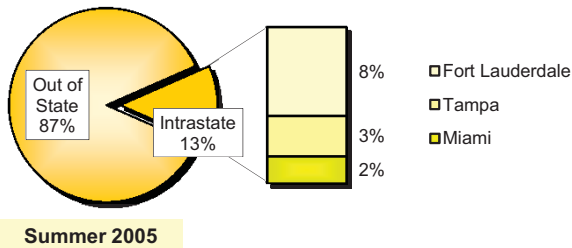
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

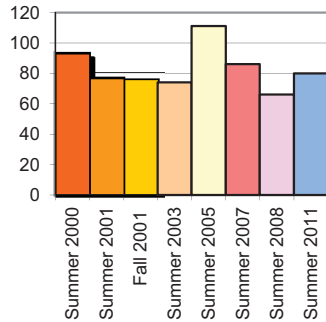


SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

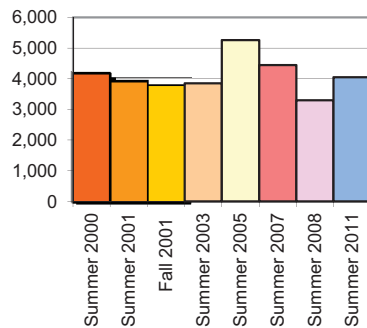
GAINESVILLE REGIONAL AIRPORT (GNV)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

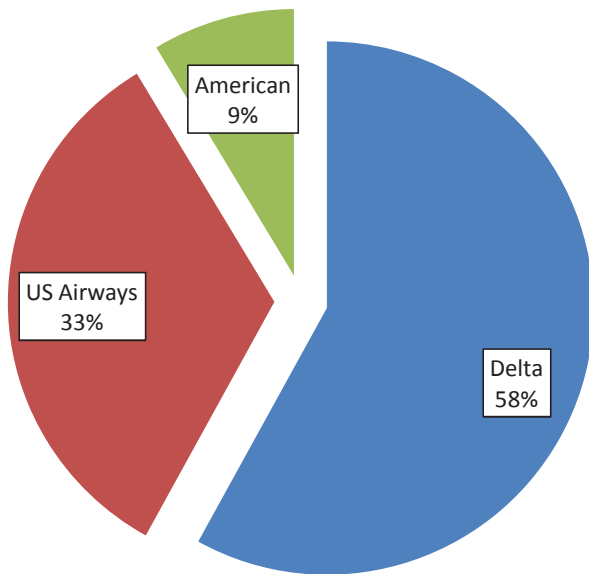


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	3	2	2	2	5	4	2	3
No. of Airlines Serving	3	2	2	2	4	3	2	3
<u>Average Weekly</u>								
Flights	93	77	76	74	111	86	66	80
Seats	4,163	3,913	3,785	3,848	5,260	4,445	3,300	4,050
Seats per Flight	44.8	50.8	49.8	52.0	47.4	51.7	50.0	50.0

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



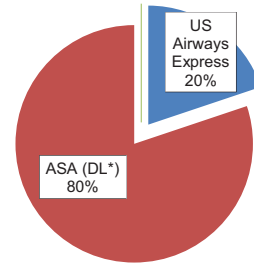
RECENT SERVICE ANNOUNCEMENTS

American Airlines: Started service to Miami

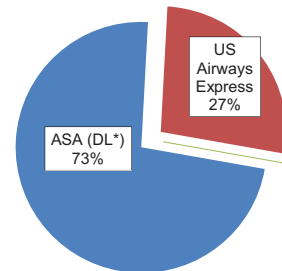
Continental Airlines: Stopped service to Tampa

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

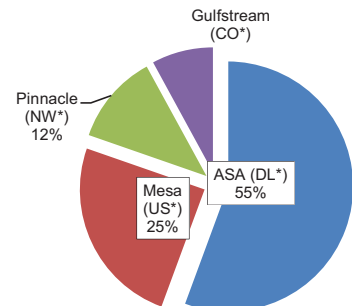
Summer 2001



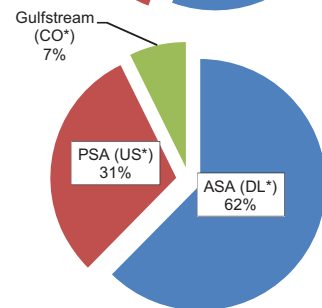
Summer 2003



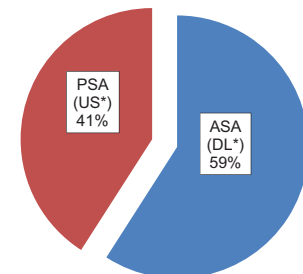
Summer 2005



Summer 2007

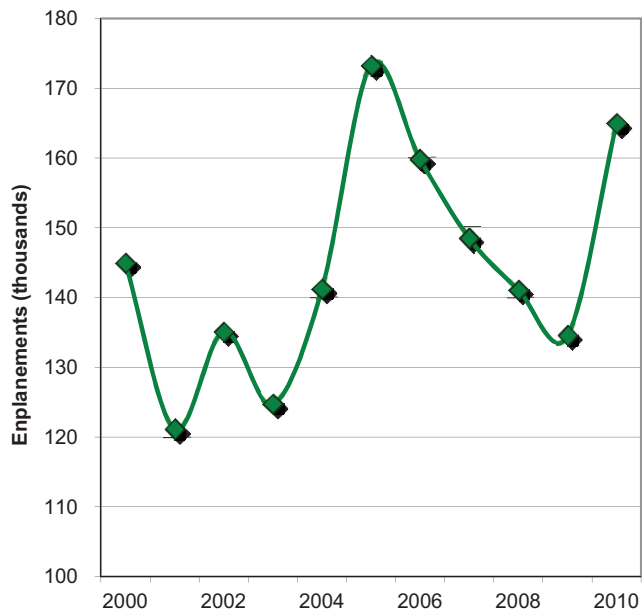


Summer 2008

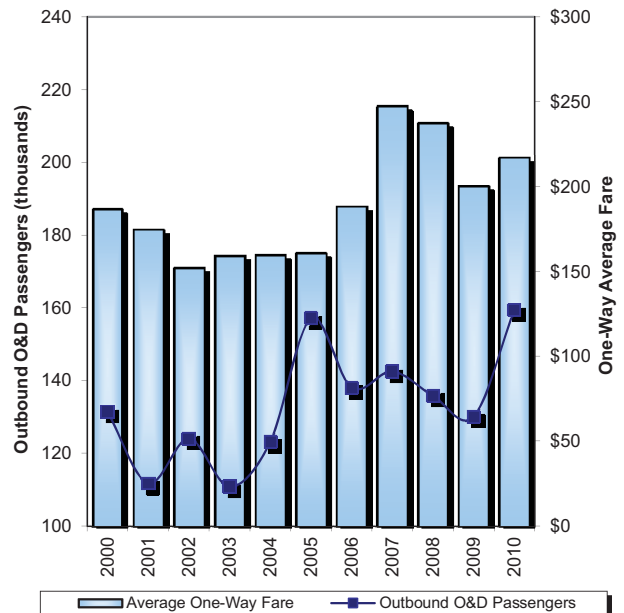


GAINESVILLE REGIONAL AIRPORT (GNV)

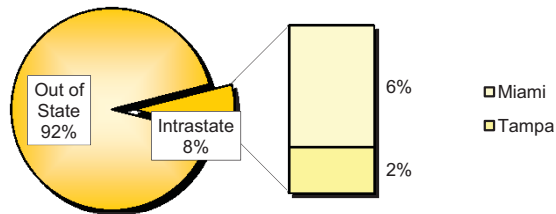
TOTAL ENPLANEMENT TRENDS



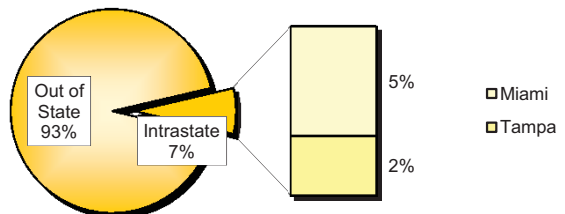
DOMESTIC O&D PASSENGER & AVERAGE



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



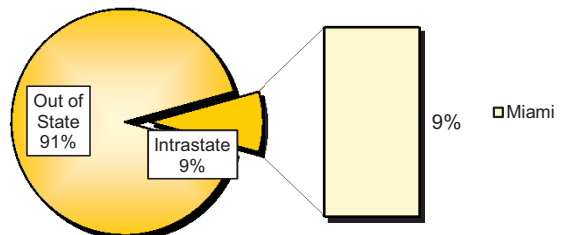
Summer 2005



Summer 2007

**No Instate Service at
Gainesville Regional**

Summer 2008



Summer 2011

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

APPENDIX C

SOUTHWEST FLORIDA

SOUTHWEST FLORIDA INTERNATIONAL

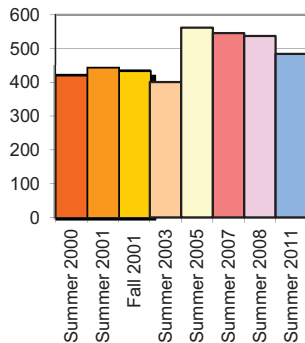
NAPLES MUNICIPAL

PUNTA GORDA

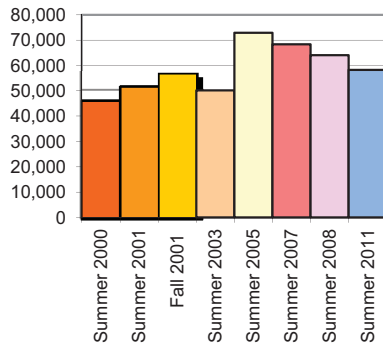
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

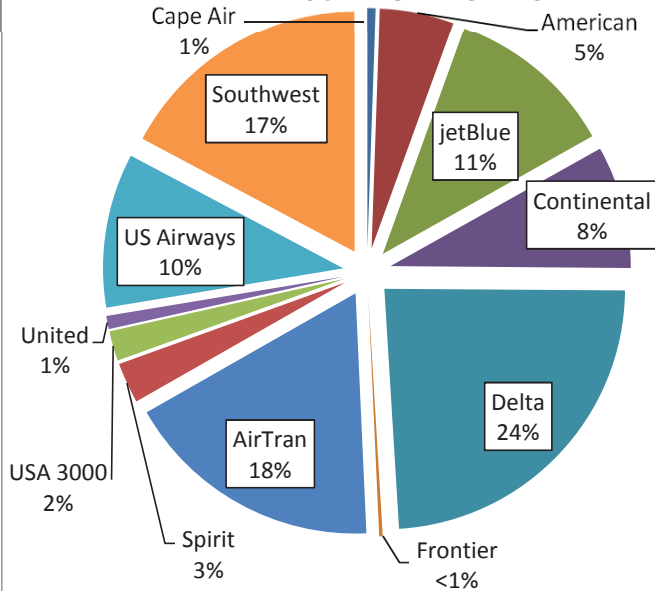


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	22	24	23	25	29	28	29	28
No. of Airlines Serving	14	16	17	18	20	20	15	12
Average Weekly								
Flights	421	443	433	401	562	546	537	484
Seats	45,988	51,583	56,646	50,223	72,858	68,391	64,043	58,233
Seats per Flight	109.2	116.4	130.8	125.2	129.6	125.3	119.0	120.8

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



RECENT SERVICE ANNOUNCEMENTS

Northwest Airline: Bought by Delta in 2010

Frontier Airlines: Started service to Denver

Cape Air: Started service to Key West

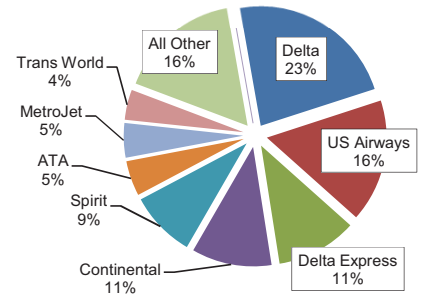
AirTran: ended service to Buffalo

Southwest: Ended service to Long Island

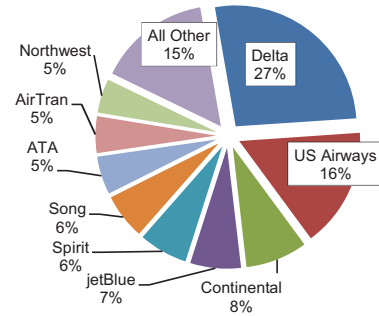
Continental: Ended all services to Key West

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

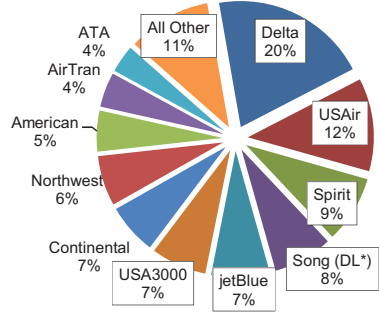
Summer 2001



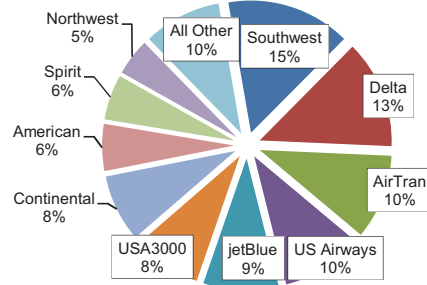
Summer 2003



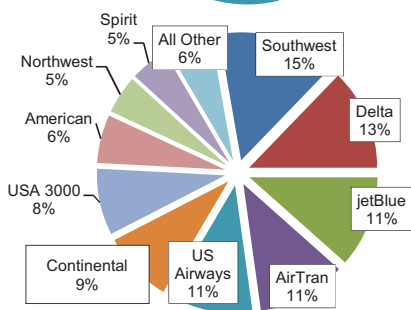
Summer 2005



Summer 2007

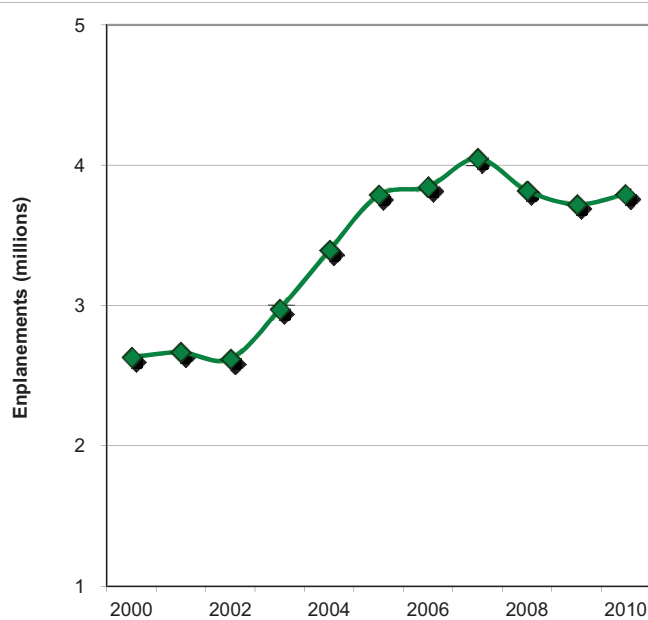


Summer 2008

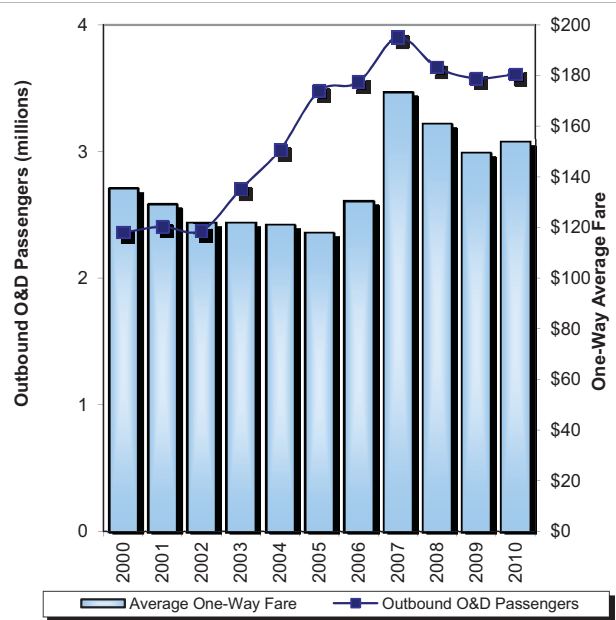


SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW)

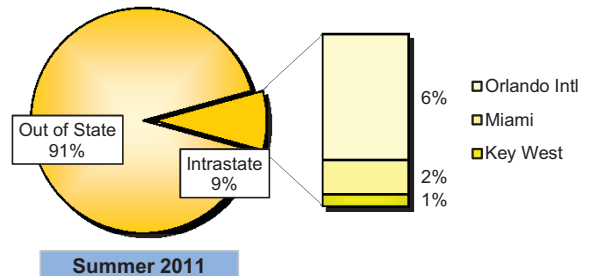
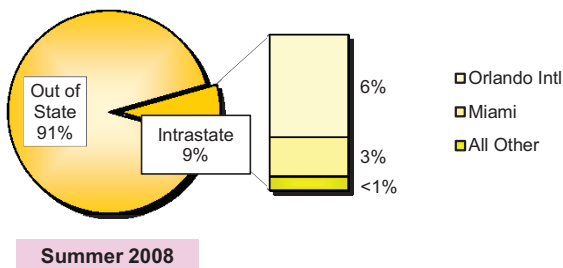
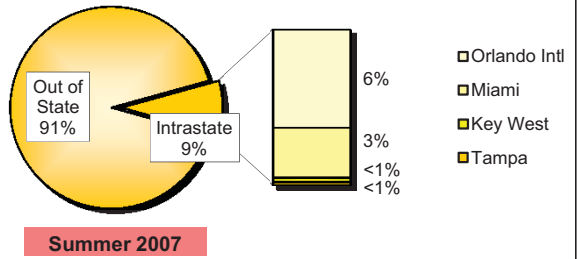
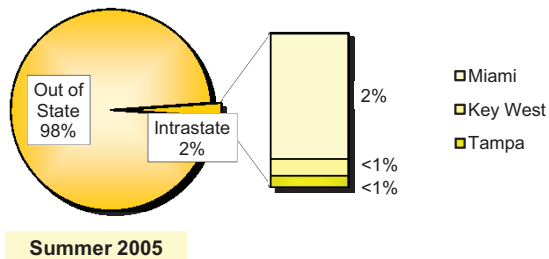
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



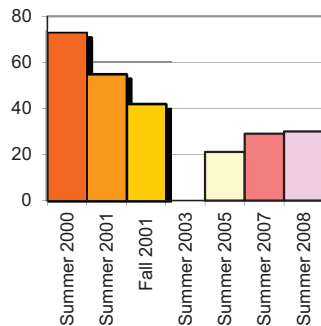
WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES	2000	2001	2003	2005	2007	2008	2011
Europe	4	3	3	4	5	5	3
Canada	0	0	0	0	2	2	4
TOTAL	4	3	3	4	7	7	7

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

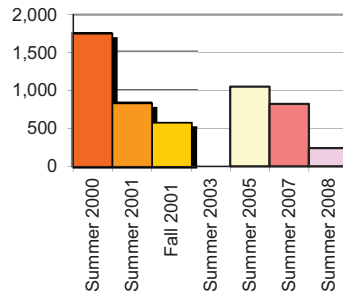
NAPLES MUNICIPAL AIRPORT (APF)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES



WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008
U.S. Cities Served	4	3	2	0	1	2	2
No. of Airlines Serving	3	2	2	0	1	2	1
<u>Average Weekly</u>							
Flights	73	55	42	0	21	29	30
Seats	1,744	835	578	0	1,050	820	240
Seats per Flight	23.9	15.2	13.8	0.0	50.0	28.3	8.0

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

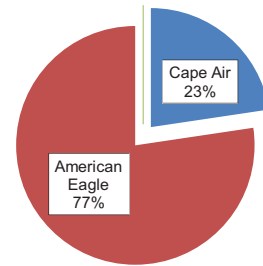
There was no Commercial Air Service for the 2011 Update

RECENT SERVICE ANNOUNCEMENTS

Lost all commercial service

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

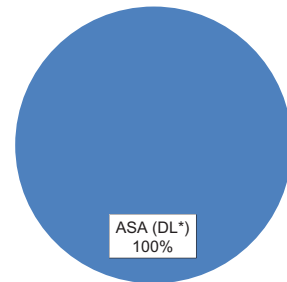
Summer 2001



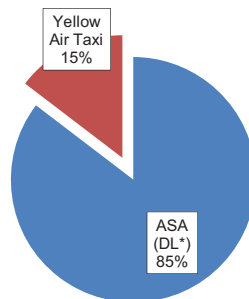
Summer 2003

No Service in Summer 2003

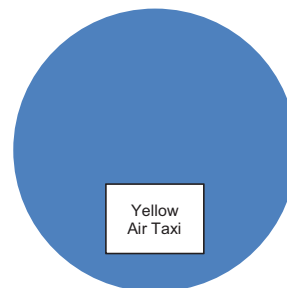
Summer 2005



Summer 2007

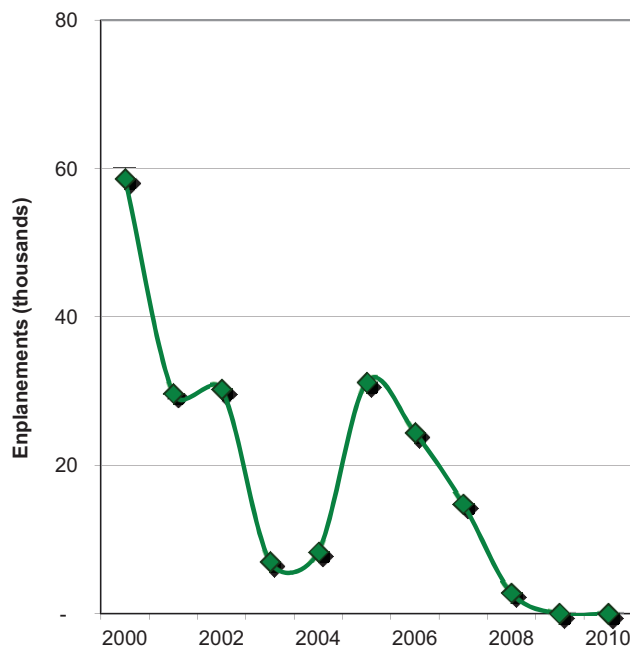


Summer 2008

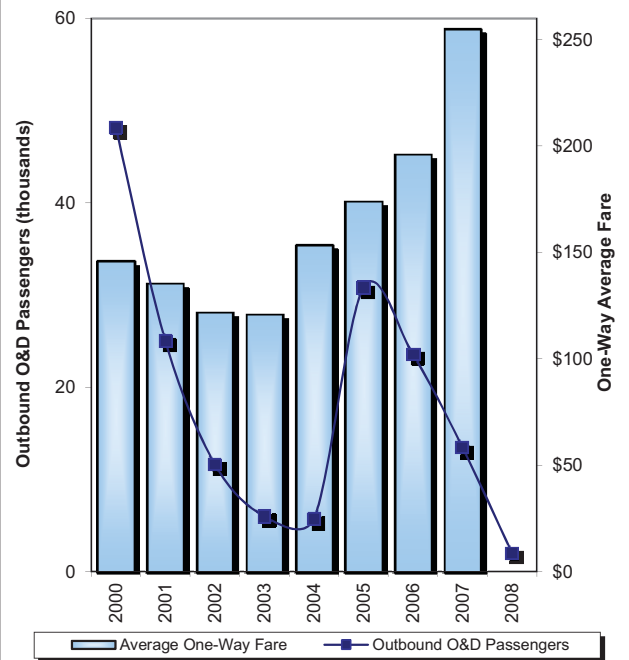


NAPLES MUNICIPAL AIRPORT (APF)

**TOTAL ENPLANEMENT TRENDS
Through 2010**



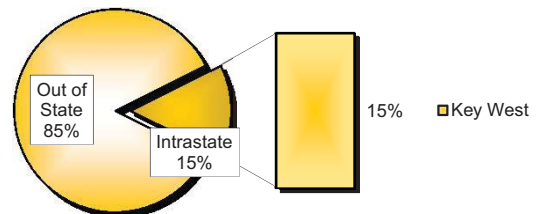
**DOMESTIC O&D PASSENGER & AVERAGE
FARE TRENDS
Through 2008**



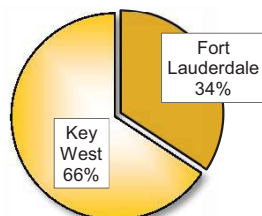
FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

**No Instate Service at Naples
Municipal**

Summer 2005



Summer 2007



Summer 2008

No out of
state service

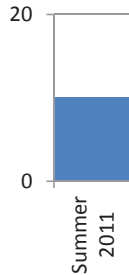
**There was no Commercial Air
Service for the 2011 Update**

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*.

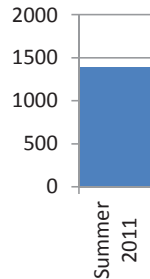
PUNTA GORDA AIRPORT (PGD)

DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY, DOMESTIC O&D PASSENGERS, & AVERAGE FARE

WEEKLY FLIGHT DEPARTURES



WEEKLY DEPARTING SEATS



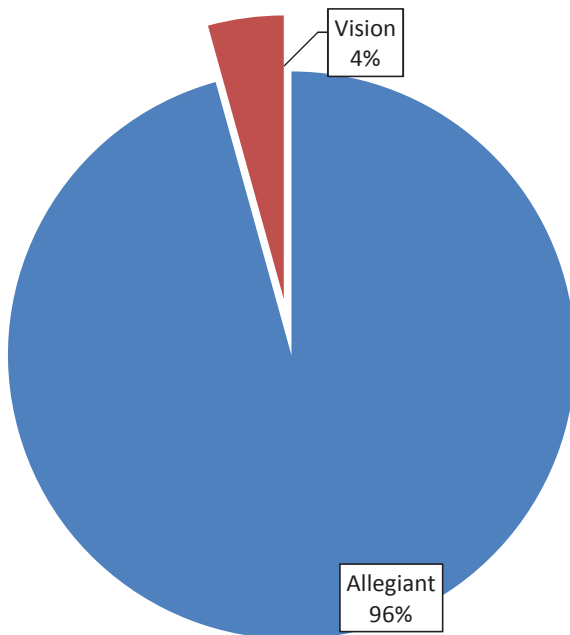
NONSTOP FLIGHT SUMMARY

	Summer 2011
U.S. Cities Served	5
No. of Airlines Serving	2
Average Weekly Flights	10
Seats	1,388
Seats per Flight	139.0

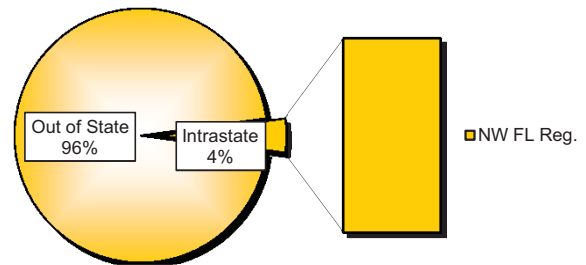
AVERAGE PASSENGERS AND FARES

	Summer 2010
Domestic O&D Passengers	55,510
Average Fare	\$ 45.98

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



RECENT SERVICE ANNOUNCEMENTS

Airport began Commercial service in November 2008

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

APPENDIX C

NORTHWEST FLORIDA

PENSACOLA GULF COAST REGIONAL

TALLAHASSEE REGIONAL

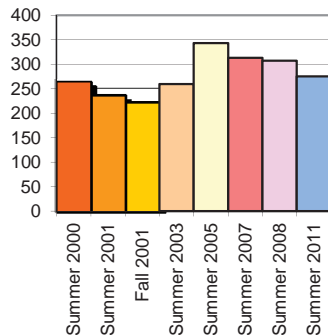
NORTHWEST FLORIDA REGIONAL

NORTHWEST FLORIDA BEACHES INTERNATIONAL

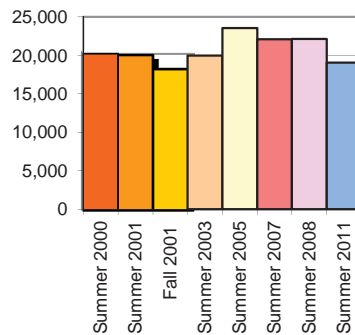
PENSACOLA GULF COAST REGIONAL AIRPORT (PNS)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

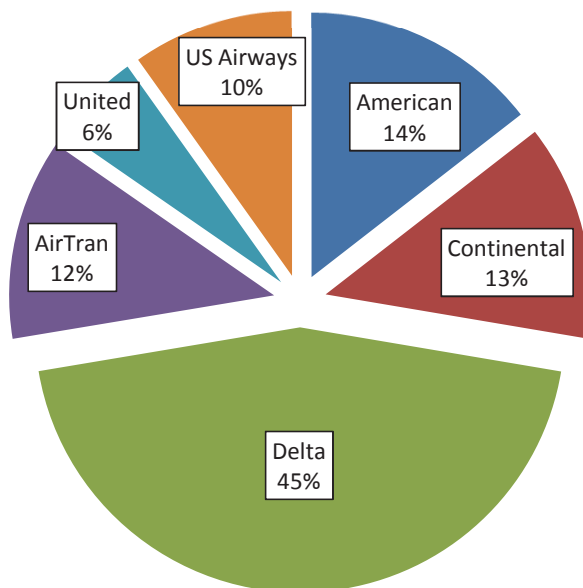


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	10	9	9	7	12	9	9	10
No. of Airlines Serving	7	7	9	11	13	11	11	6
Average Weekly								
Flights	265	237	223	259	343	313	307	275
Seats	20,129	19,947	18,177	19,959	23,524	22,082	22,104	19,052
Seats per Flight	76.0	84.2	81.5	77.1	68.6	70.5	72.0	69.0

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



RECENT SERVICE ANNOUNCEMENTS

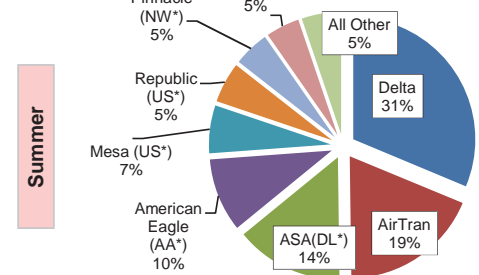
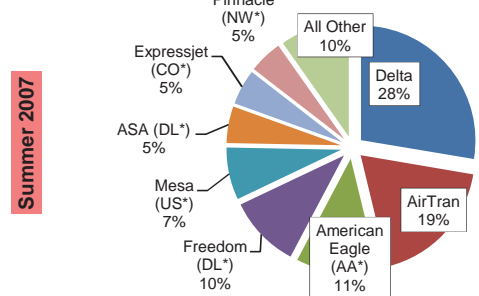
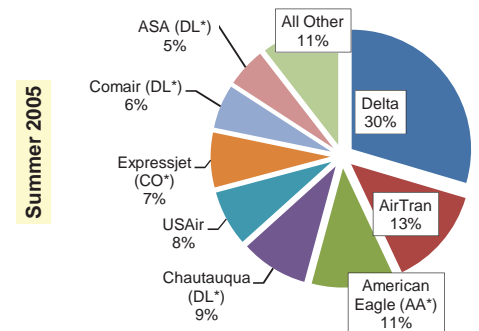
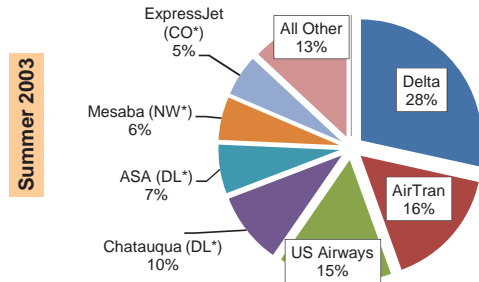
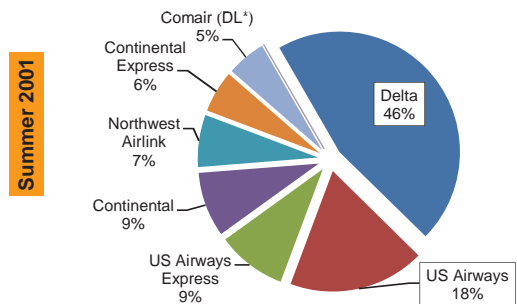
Northwest Airlines: Bought by Delta in 2010

Delta: Ended service to Ft. Lauderdale

United Airlines: Started service to Washington (Dulles)

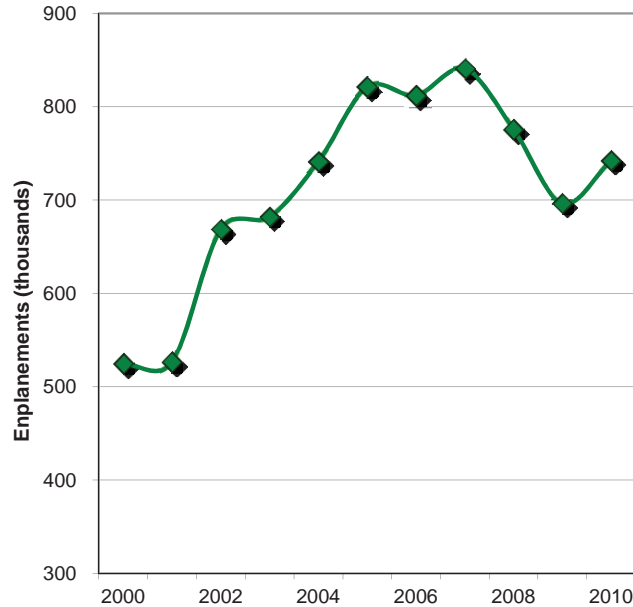
American Airlines: Started service to Miami

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

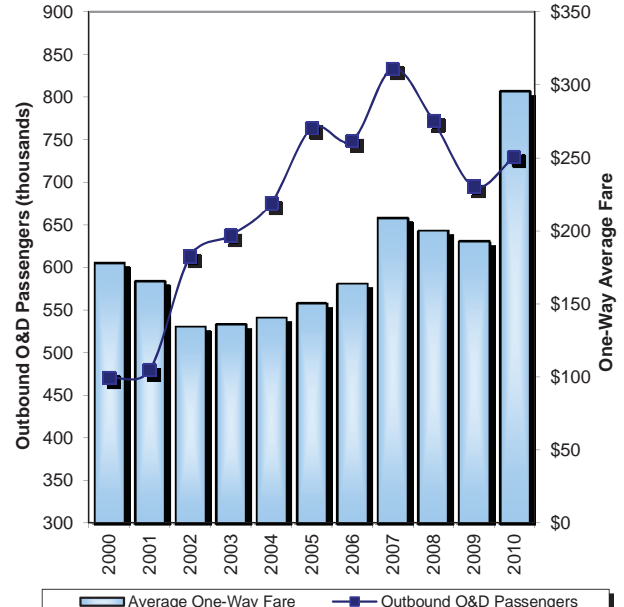


PENSACOLA GULF COAST REGIONAL AIRPORT (PNS)

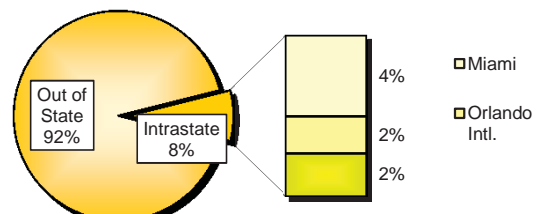
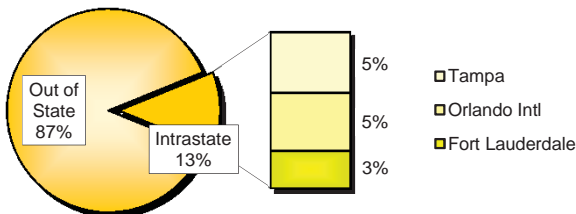
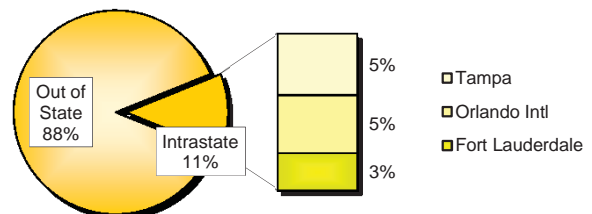
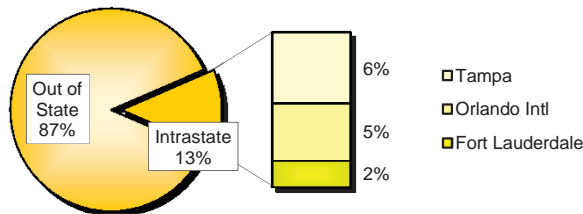
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

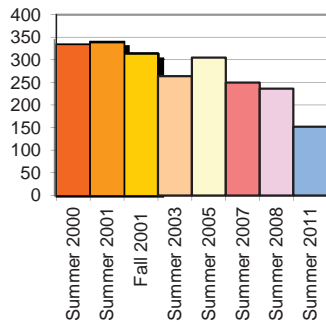


SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

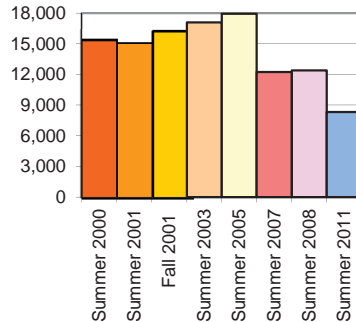
TALLAHASSEE REGIONAL AIRPORT (TLH)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

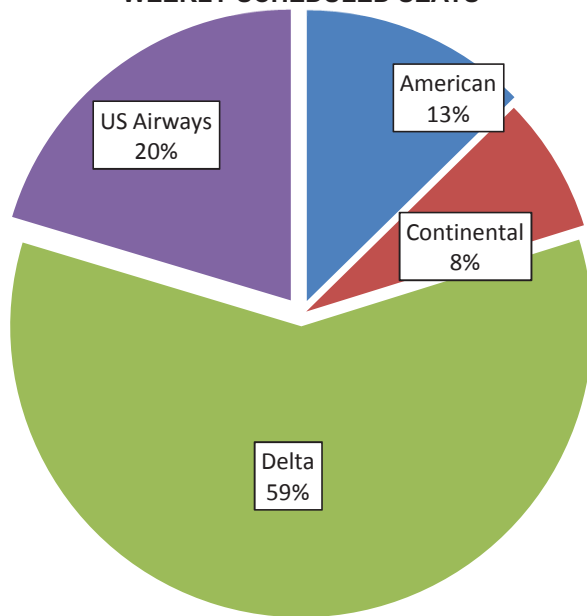


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	9	11	11	10	11	9	9	6
No. of Airlines Serving	5	6	6	9	9	8	9	4
Average Weekly								
Flights	335	340	314	264	305	250	236	152
Seats	15,357	15,040	16,178	17,093	17,940	12,243	12,390	8,303
Seats per Flight	45.8	44.2	51.5	64.7	58.8	49.0	53.0	53.9

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



RECENT SERVICE ANNOUNCEMENTS

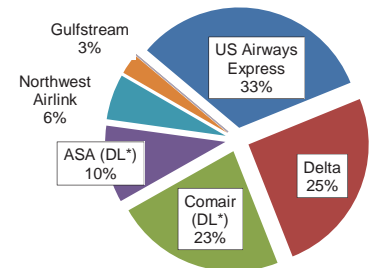
Northwest Airlines: Bought by Delta in 2010

Continental Airlines: Ended service to Houston (Bush) and West Palm Beach
Delta: Ended service to Orlando

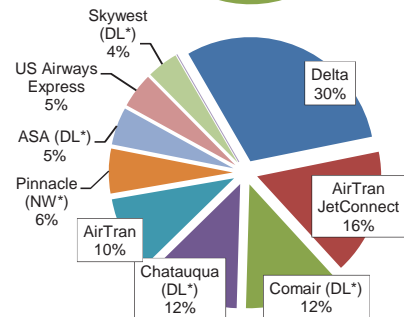
American Airlines: Started service to Dallas-Ft. Worth

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

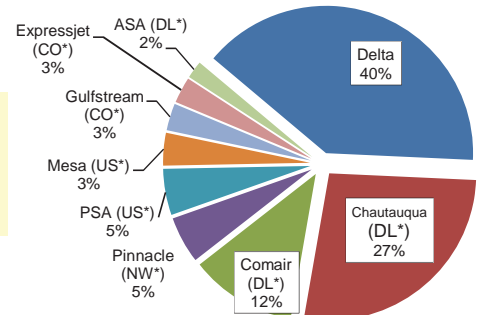
Summer 2001



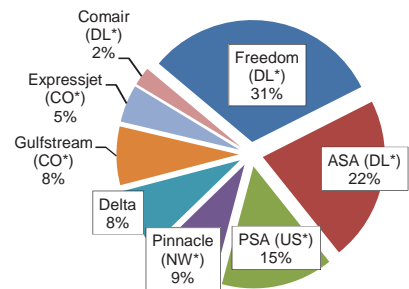
Summer 2003



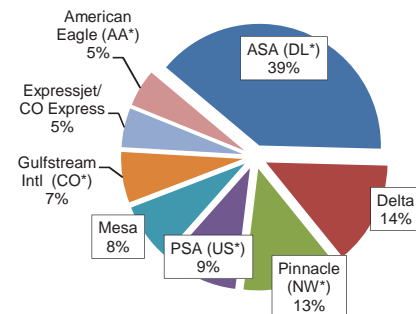
Summer 2005



Summer 2007

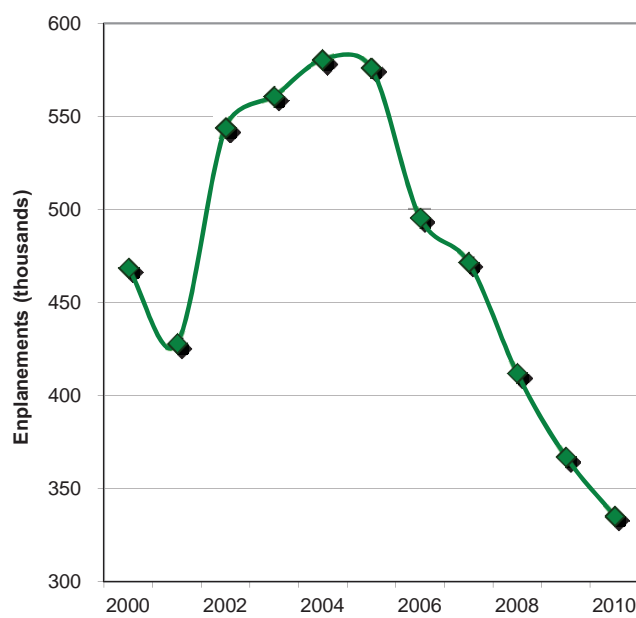


Summer 2008

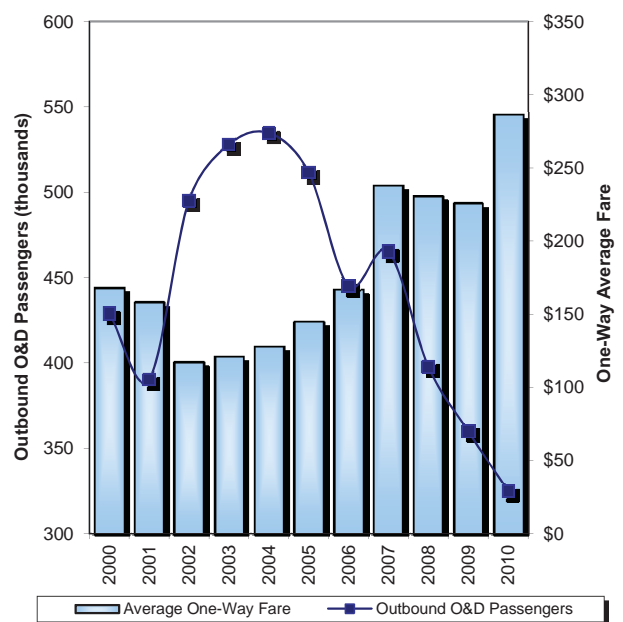


TALLAHASSEE REGIONAL AIRPORT (TLH)

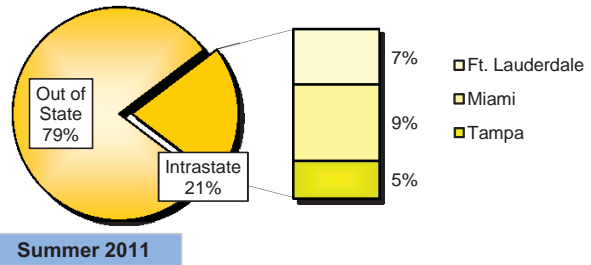
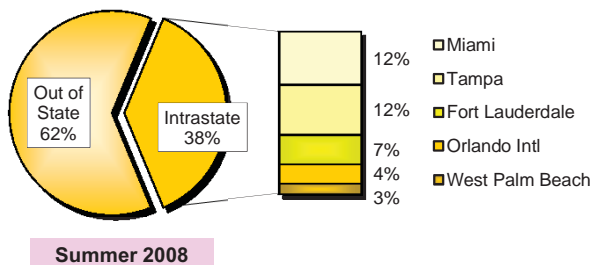
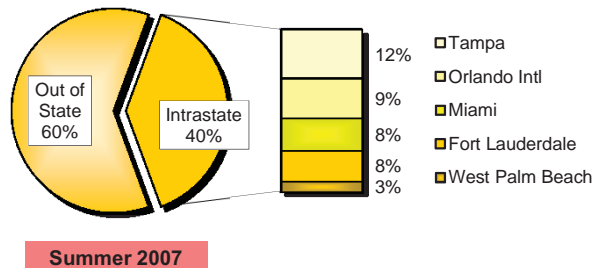
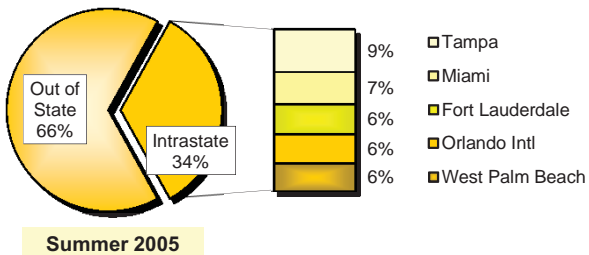
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

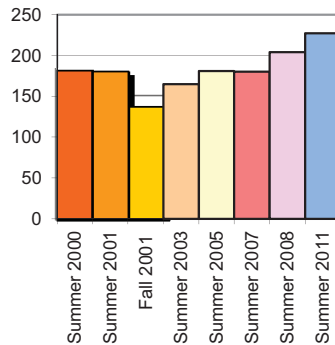


SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

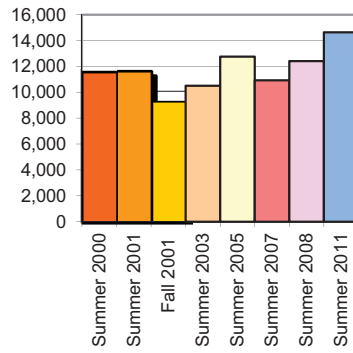
NORTHWEST FLORIDA REGIONAL AIRPORT (VPS)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

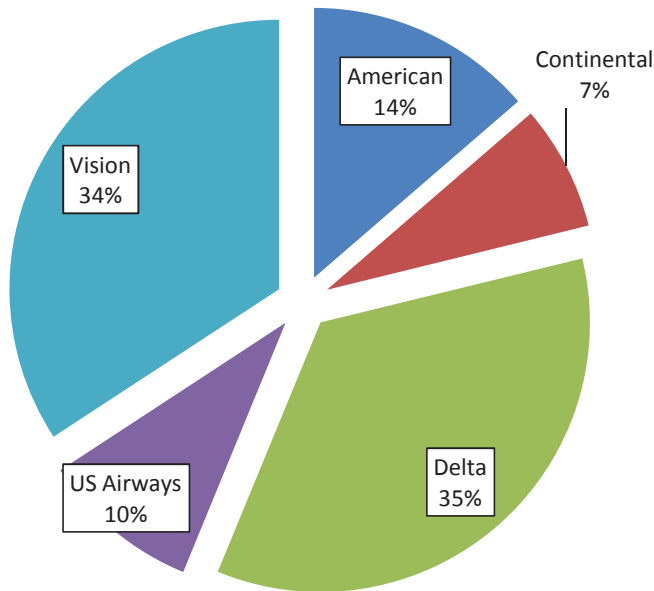


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	5	5	6	8	7	7	8	22
No. of Airlines Serving	4	4	5	7	7	9	9	5
Average Weekly								
Flights	181	180	137	165	181	180	204	227
Seats	11,523	11,592	9,263	10,513	12,763	10,930	12,399	14,638
Seats per Flight	63.7	64.4	67.6	63.7	70.5	60.7	61.0	62.0

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



RECENT SERVICE ANNOUNCEMENTS

Northwest Airlines: Bought by Delta in 2010

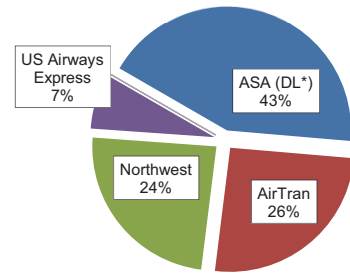
Vision Airlines: Added service to 19 destinations

Delta: Ended service to Chicago

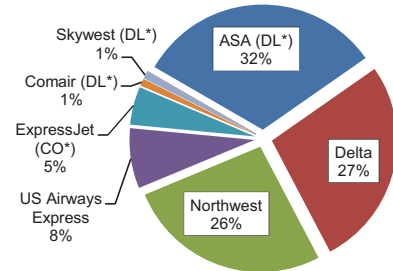
US Airways: Ended service to Cincinnati

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

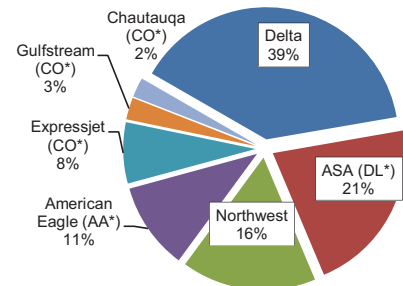
Summer 2001



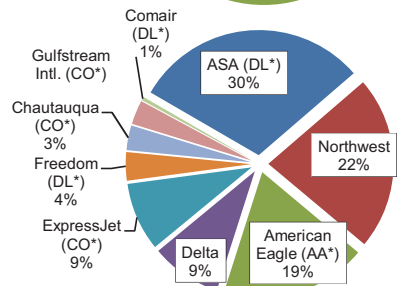
Summer 2003



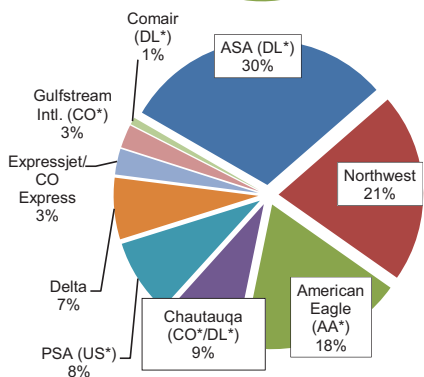
Summer 2005



Summer 2007

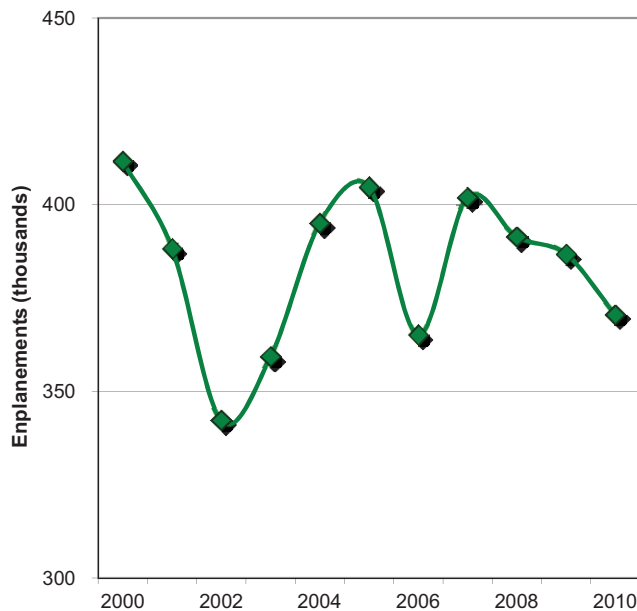


Summer 2008

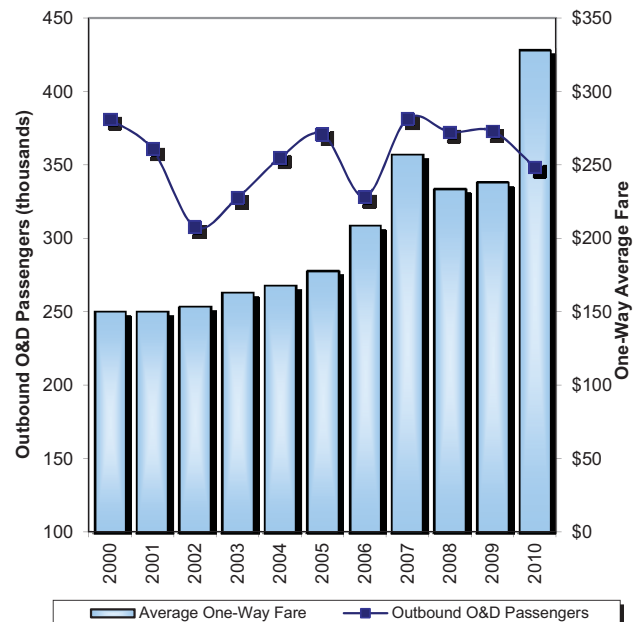


NORTHWEST FLORIDA REGIONAL AIRPORT (VPS)

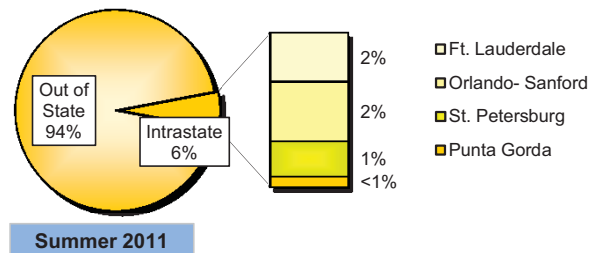
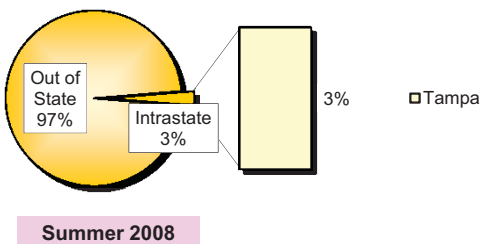
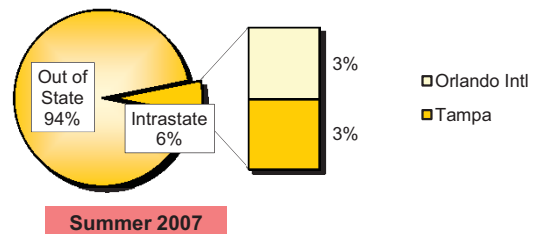
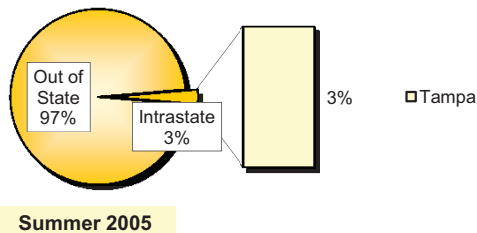
TOTAL ENPLANEMENT TRENDS



DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

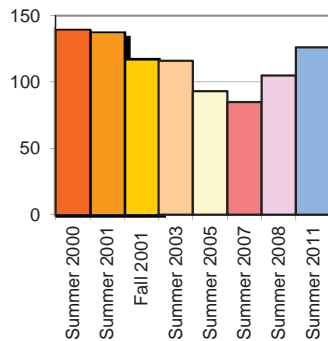


SOURCES: FAA, Terminal Area Forecasts; U.S. DOT, Air Passenger O&D Survey, reconciled to Schedules T-100 and 298C T-1; Official Airline Guide.

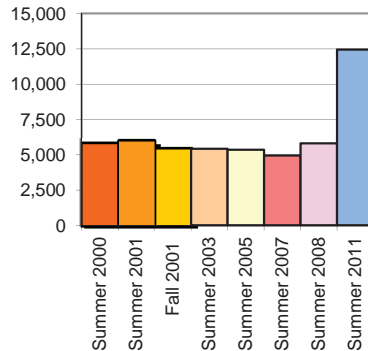
NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT (ECP)

DOMESTIC NONSTOP SCHEDULED SERVICE

WEEKLY FLIGHT DEPARTURES

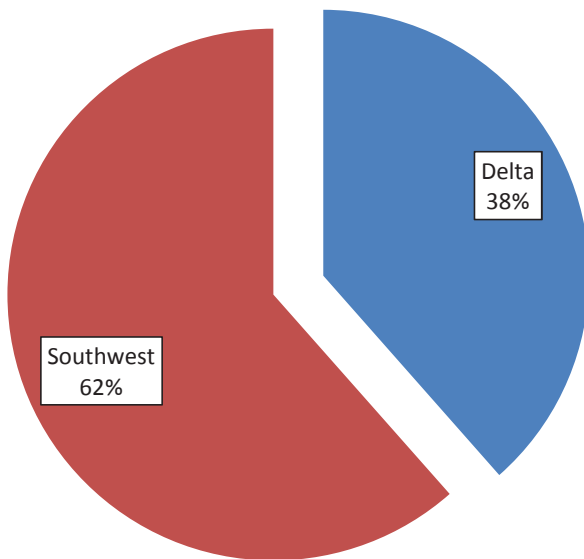


WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011
U.S. Cities Served	5	5	6	7	4	4	5	6
No. of Airlines Serving	3	3	4	5	4	4	4	2
Average Weekly								
Flights	139	137	117	116	93	85	105	126
Seats	5,835	5,998	5,453	5,433	5,375	4,958	5,810	12,445
Seats per Flight	42.0	43.8	46.6	46.8	57.8	58.3	55.0	99.0

SUMMER 2011 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

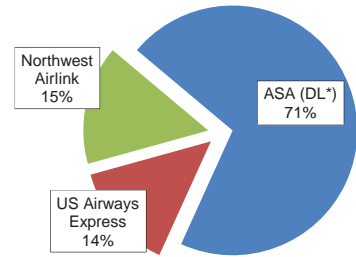


RECENT SERVICE ANNOUNCEMENTS

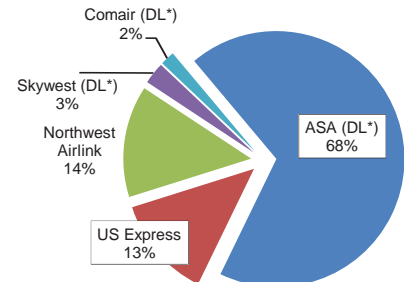
Northwest Airlines: Bought by Delta in 2010
US Airways: Stopped service to airport
Delta Airlines: Ended service to Cincinnati
Southwest: Started service to Baltimore, Nashville, Orlando and Houston

HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

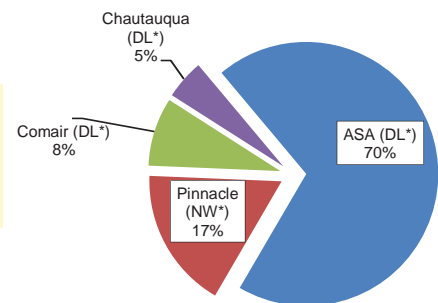
Summer 2001



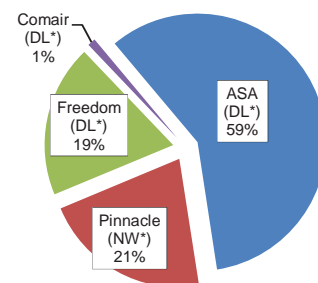
Summer 2003



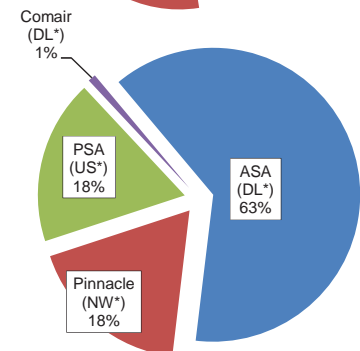
Summer 2005



Summer 2007

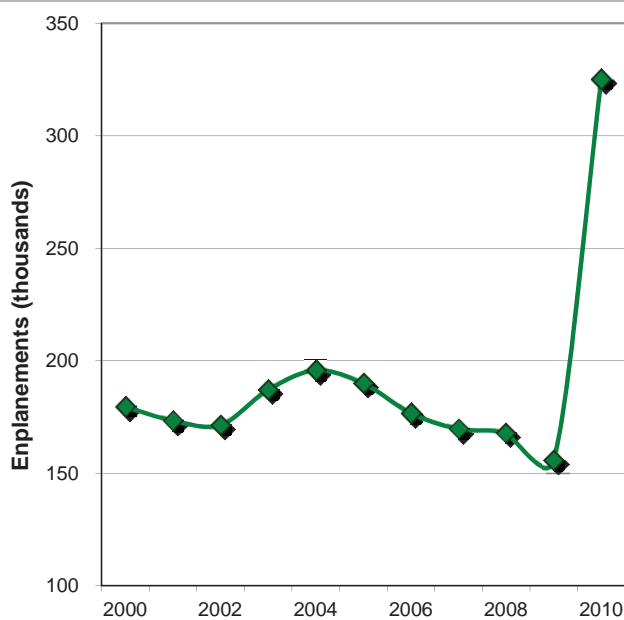


Summer 2008

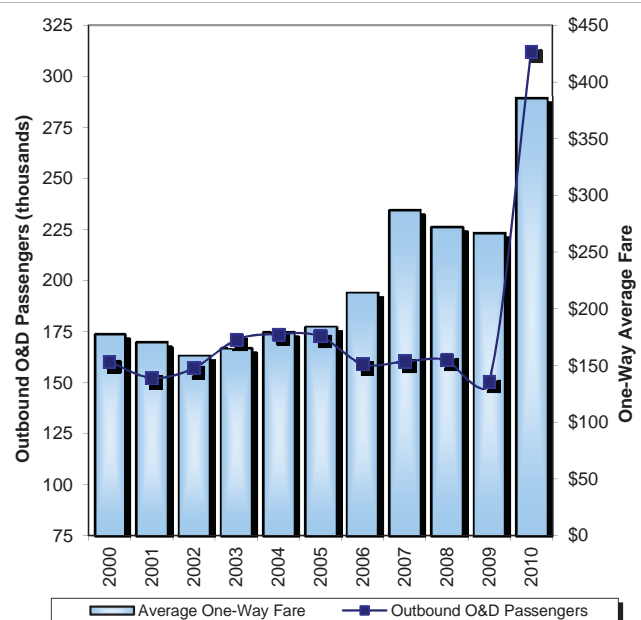


NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT (ECP)

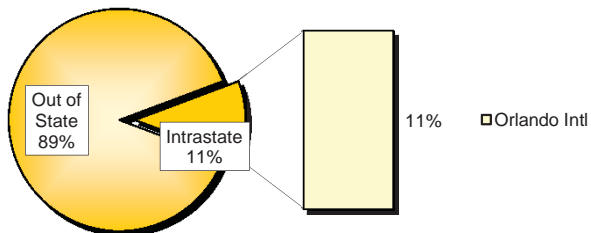
TOTAL ENPLANEMENT TRENDS



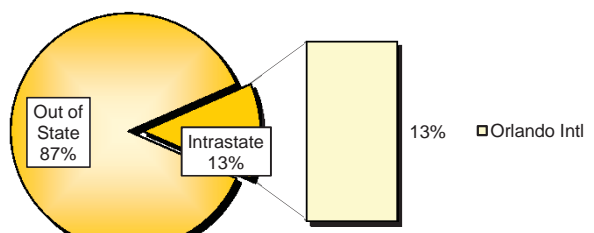
DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



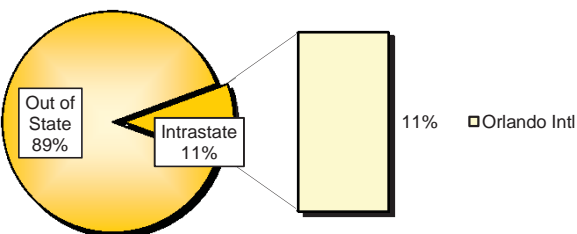
FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



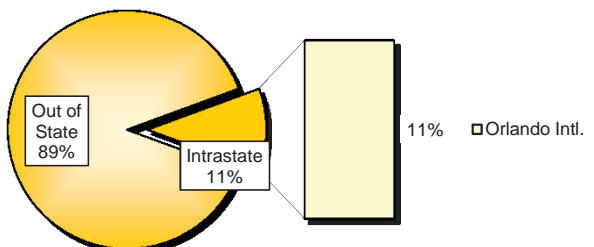
Summer 2005



Summer 2007



Summer 2008



Summer 2011

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.