



ANALYSIS OF  
**SCHEDULED COMMERCIAL  
AIR SERVICE IN FLORIDA**  
UPDATE 2014





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# ANALYSIS OF SCHEDULED COMMERCIAL AIR SERVICE IN FLORIDA: UPDATE 2014

This report provides an update to the overview of Florida's scheduled commercial airline service using 2012 and 2013 data. The original report 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 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, NY and Washington, DC. That supplement noted changes in air service at Florida's airports between the summer and fall of 2001. Additional updates were prepared in the summers of 2003, 2005, 2007, 2008, and 2011 to address ongoing changes in Florida's commercial air service.

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

Based on availability, different sources were used to obtain data for use in this analysis, with some data representing calendar year and some weekly. The data sources and elements are identified in **Table 1**.

**Table 1: Data Sources**

2012	2013
<sup>1</sup> Outbound Origination and Destination (O&D) Passengers	<sup>2</sup> Weekly Flight Departures
<sup>1</sup> Average Domestic One-Way Fares, D1B1	<sup>2</sup> Weekly Departing Seats
<sup>1</sup> Total Enplanements	<sup>2</sup> U.S. Cities Served
	<sup>2</sup> Airlines Served
	<sup>2</sup> Weekly International Departures
	<sup>2</sup> Intrastate Departures and Destinations
1. U.S. DOT, Air Passenger O&D Survey, Reconciled to Schedule T-100	
2. Official Airline Guide (OAG), Schedules Analyzer	

The focus of this report is highlighting changes that occurred in Florida's commercial airline service environment from the summer of 2011 through the summer of 2013. These changes reflect the impact of the airline industry evolution as well as the economy of the statewide and airport-specific air service environment. Historical data from previous reports (completed between 2000 and 2008) are also included for reference. To distribute this information, data has been divided into two separate sections. Data that is new to this update (years 2012 and 2013) is provided in the 2014 Update Reference Guide. Data that was included in previous reports (2000 through 2008) is provided in Appendices A and B. As a supplement to this report, a supplemental data analysis section was developed to provide information on the number of bookings to Florida from other countries in comparison to other states, the number of bookings to Florida from other states in comparison to other states, and the ranking of origins and destinations by country in terms of number of flights both to and from Florida. This supplemental report is included in the 2014 Update Reference Guide.



## CHARACTERISTICS IMPACTING COMMERCIAL AIRLINE SERVICE IN THE UNITED STATES

National aviation trends have a direct impact on the composition of Florida's scheduled commercial airline service. From the global recession that started in 2007-2008 to the airline industry's focus on profitability, commercial service airports continue to experience changes that cannot necessarily be controlled by the airports.

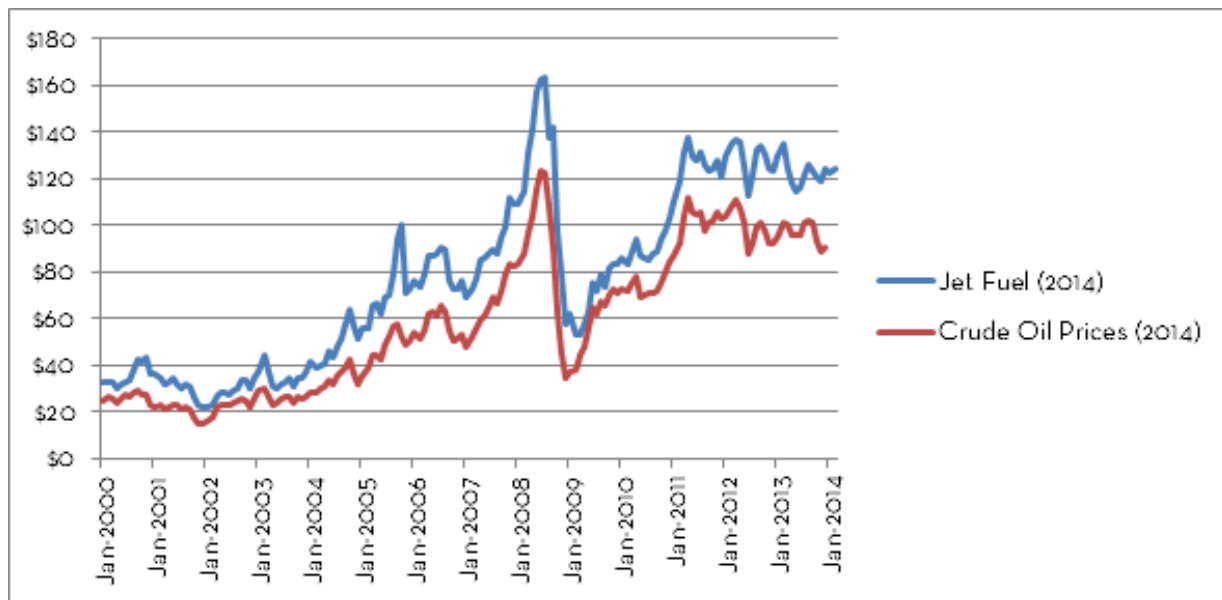
Several prominent national trends that are affecting commercial airline travel include:

- High energy prices
- Airline mergers/consolidation/restructure
- Airline fees
- Increased international travel

### High Energy Prices

Despite a continuing increase in passenger demand, the cost of fuel continues to disrupt the financial stability of the commercial airlines and their ability to maintain profitability. **Figure 1** depicts jet fuel prices annually for the month of January since 2000. As shown, between 2008 and 2010, prices fluctuated between \$55 and over \$160 per barrel, with relative stability around \$130 per barrel between 2011 and 2012. In addition, the difference between crude and jet fuel cost per barrel, known as the "crack spread," has increased as well, from a historical average of \$5 to just over \$30 currently.

Figure 1: Changes in Jet Fuel Price



From 2005 to 2008, the percent of operating expenses spent on fuel for the network airlines increased from 19 to 35 percent. From 2008 to 2010, this value fell to 23 percent due to the decrease in fuel prices from record highs in 2008. From 2010 to 2012, fuel as a percentage of operating expenses for network carriers rose to 30 percent and was 39 percent for low-cost carriers. In 2013, fuel as a percent of operating expenses for U.S. passenger airlines was just below 27 percent.

## Airline Mergers/Consolidation/Restructuring

Since 2000, there have been numerous changes in domestic airlines, with many mergers, acquisitions, and restructurings that have resulted in an overall reduction in the number of airlines operating within the U.S. As shown in **Table 2**, many of the network carriers have acquired, consolidated, or restructured.

**Table 2: U.S. Network Carrier Mergers/Acquisitions (2000-2014)**

Airline	Airline Acquired	Acquired By	Still Operating
AirTran Airways		Southwest-2010	No
American Airlines*	TWA-2001	US Airways-2013	No
ATA Airlines	Southwest-2008	-	No
Continental Airlines	-	United-2011	No
<b>Delta Air Lines</b>	Northwest-2008	-	Yes
Northwest Airlines	-	Delta - 2008	No
<b>Southwest Airlines</b>	AirTran Airways-2010		Yes
Trans World Airlines	-	American-2001	No
<b>United Airlines</b>	Continental-2011	-	Yes
<b>US Airways*</b>	American-2013	America West-2005	Yes

\*The American Airlines name was retained by US Airways after acquisition.

Highlighted in **Table 2**, there are only four “network” carriers (also referred to as mainline or legacy carriers) that remain. In addition to these four airlines, the following seven airlines operate large aircraft on a national basis:

- Alaska Airlines
- Allegiant Air
- Frontier Airlines
- Hawaiian Airlines
- JetBlue Airways
- Spirit Airlines
- Virgin America

Restructuring has also taken place with airlines, such as Frontier Airlines reorganizing as a low-cost carrier, operating similar to Spirit Airlines.

These airline changes have meant changes to the airport hubs that are operated, the number of scheduled flights, the number of available seats, and changes to the traditional “regional” carriers who have provided service from smaller airports to the larger airports and hubs. The General Accountability Office’s (GAO’s) report “Commercial Aviation: Status of Air Service to Small Communities and the Federal Programs Involved,” dated April 30, 2014, identified that airports of all sizes lost seat capacity and total number of flights, but that proportionately, medium and small hub airports lost more service than the large and non-hub airports. The FAA identified a “7.0 percent reduction in domestic capacity since 2007” in its “FAA Aerospace Forecast Fiscal Years 2014-2034”.

Another result of the airline changes has been an increasing load factor. As the number of passengers grows and the available seat miles grow at a slower rate due to fewer flights and changes in the airline’s fleet, the result is a higher overall load factor. Higher load factors bring higher profit yields; therefore,

airlines are further incentivized to increase their load factors as energy costs climb. Historically, load factors have averaged just above 70 percent. However, since 2000 there has been a dramatic increase in passenger load factors as airlines attempt to generate as much revenue from each flight as possible. In 2013, the average load factor for U.S. carriers was more than 83 percent, a record.

## Airline Fees

Since 2011, 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 price<sup>1</sup>. 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 non-refundable ticket change fees. All of these fees could contribute an additional \$25 - \$150 to the total ticket price paid by the customer and are not reflected in the base fare price that is reported by the airline. 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. It is unlikely that the base fare price definition will be changed to include these fees, thereby not being truly reflective of the actual cost of airline tickets to passengers. **Tables 3A** and **3B** show the current and historical trends in baggage fees and cancellation and change fees collected and reported by the airlines. As shown in the tables, revenue from baggage fees has decreased in the last year while revenue from cancellation and change fees have increased.

**Table 3A: Baggage Fees**

Year	Baggage Fee Collections	Percent Change from Previous Year
2007	\$464,284	-
2008	\$1,149,408	148%
2009	\$2,728,850	137%
2010	\$3,395,471	24%
2011	\$3,360,638	-1%
2012	\$3,486,936	4%
2013	\$3,350,072	-4%

Source: Bureau of Transportation Statistics, Schedule P-1.2, Accessed April 2014

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

**Table 3B: Cancellation and Change Fees**

Year	Cancellation and Change Fee Collections	Percent Change from Previous Year
2007	\$915,231	-
2008	\$1,668,748	82%
2009	\$2,373,019	42%
2010	\$2,297,377	-3%
2011	\$2,380,157	4%
2012	\$2,554,658	7%
2013	\$2,814,069	10%

Source: Bureau of Transportation Statistics, Schedule P-1.2, Accessed April 2014

### **Increased International Travel**

The FAA anticipates that international travel will be the fastest growing segment of scheduled air service as it continues to increase, albeit more slowly in the near term, as highlighted in its annual FAA Aerospace Forecasts. The number of U.S. available seat miles (ASMs) operated to international destinations, which provides a gauge for system capacity, is approximately 30 percent of the total system. By 2034, international ASMs are expected to represent 39 percent of total U.S. ASMs. Of the increased activity on U.S. carriers to international destinations, the FAA projects the largest increase to Latin America which is expected to capture 39 percent of total U.S. passengers by 2034. This continued growth in international travel significantly affects airports based on which carriers operate at the airports and whether or not they provide international service from the airport. If international service is provided at an airport, the opportunities for growth are more substantial.

### **IMPACT OF NATIONAL TRENDS ON FLORIDA'S COMMERCIAL AIR SERVICE**

The trends occurring at the national level have a tremendous impact on the service that is provided at Florida's commercial service airports. All of the trends discussed previously (high energy prices, airline mergers/consolidation/restructuring, airline fees, and increased international travel) have an impact on Florida's commercial airline activity. Some of the specific impacts are discussed below, these include:

- Low yield market
- High low-cost carrier activity
- Airline service changes
- Higher than national average load factors
- Intra-Florida airport diversion

### **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 volume 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 number of large commercial service airports provides consumers with multiple options for air travel
- 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
- The percentage of seats in Florida flown by low-cost carriers is notably above the national average

As airlines continue to focus on profitability as opposed to their historical focus on market share, the low yield has the potential to have a higher impact in Florida than in other markets. It is likely that airlines will continue to grow their presence in Florida, but will focus on routes that will realize a higher yield such as international destinations and business-heavy routes.

### High Low-Cost Carrier Activity

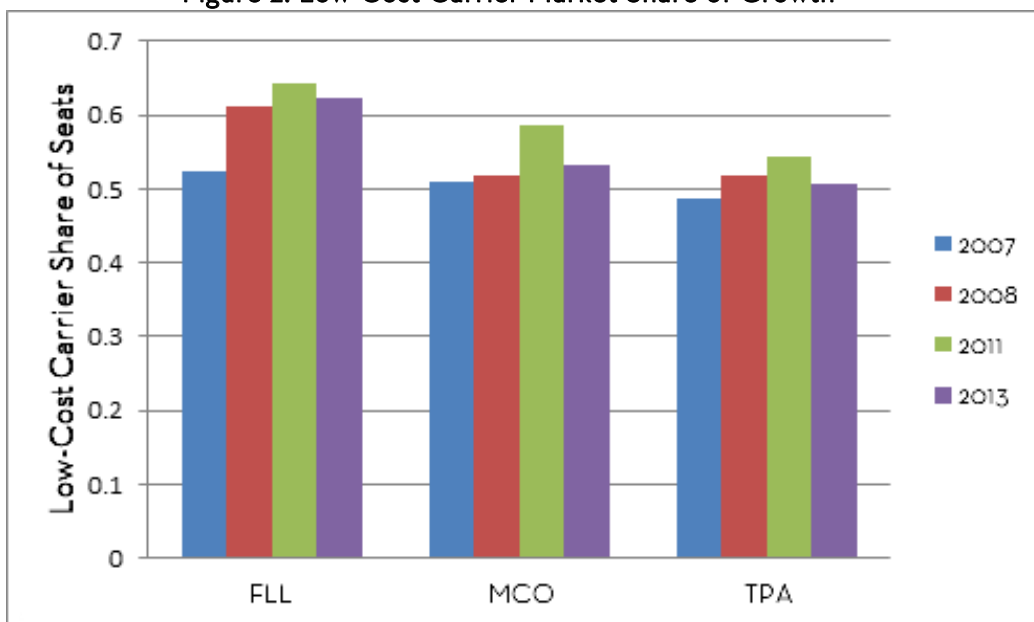
Low-cost carrier activity in Florida is concentrated in three airports: Fort Lauderdale International Airport (FLL), Orlando International Airport (MCO), and Tampa International Airport (TPA). Additionally, some level of low-cost carrier service is available at 10 other Florida airports<sup>2</sup>. Though the percent share of low-cost carrier seats has decreased at these three airports in recent years, it still remains above 50 percent of all departing seats for all of them. **Figure 2** provides a graphical depiction of low-cost carriers' percentage share of seats between 2007 and 2013 at these three airports.

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<sup>2</sup> Northwest Florida Beaches International Airport, Key West International Airport, Jacksonville International Airport, Palm Beach International Airport, Pensacola International Airport, Southwest Florida International Airport, Sarasota-Bradenton International Airport, Punta Gorda Airport, St. Pete-Clearwater International Airport, Orlando-Sanford International Airport



**Figure 2: Low-Cost Carrier Market Share of Growth**



Source: Summarized from OAG Full Schedule Data, Accessed November 2013

Since the last update, Northwest Florida Regional Airport (VPS) and Miami International Airport (MIA) lost low-cost carrier service. Sustained growth of low-cost carriers is expected for the foreseeable future as Florida markets grow and carriers compete for increasing numbers of leisure passengers.

### Airline Service Changes

Similar to national trends, Florida's airports have experienced changes in airline activity resulting from mergers, acquisitions, and restructuring. With the changes in regional airline service, Silver Airways began in 2011 as a rebranding of Victory Park and Gulfstream International Airlines. Silver Airways currently offers select service to 10 airports in Florida, as well as service to Alabama, Georgia, Mississippi, New York, Ohio, Pennsylvania, Virginia, and West Virginia. The airline also serves numerous international destinations in the Caribbean. Silver Airways primarily serves Florida with intrastate flights.

With the growth in international activity, new service was initiated by ArkeFly. ArkeFly is a Dutch airline, based in Amsterdam, flying to more than 70 destinations worldwide. As of summer 2012, ArkeFly offers direct services to Amsterdam from two destinations in the United States, Orlando-Sanford International Airport (SFB) and Miami International Airport (MIA). In the summer of 2013, six weekly flights were conducted by Arkefly from SFB to MIA as part of this service.

Finally, the acquisition of AirTran by Southwest may open up additional flights from Florida's airports to international destinations. AirTran previously provided limited international service in the Caribbean and Southwest has indicated that it intends to begin international service in the near future. The next update of the Air Service Study will address any changes that result from this acquisition and decision to make Southwest Airlines an international service provider.

## Higher than National Average Load Factors

The load factor represents the relationship between the number of available seats and the number of revenue-generating passengers filling those seats. Prior to 9/11, the load factor (defined by the U.S. DOT as passenger miles as a proportion of available seat miles) for carriers in the U.S. surpassed 75.72 percent. Following 9/11, national load factors fell significantly, reaching a low of 55.71 in September of 2001. Domestic load factors have continued to rise throughout the decade, surpassing 80 percent for the first time in 2009 (81.06 percent). This trend continued through 2011 when the national average domestic load factor was 82.87 percent. In 2012, the domestic load factor had risen slightly to 83.36, and again to 83.47 in 2013.

Carriers to Florida airports typically have to operate at a higher load factor as a result of the lower yields, meaning seats may not be available to certain markets. Numerous airports in Florida have domestic load factors that are higher than the national average. **Table 4** provides a comparison of domestic load factors for select airports in Florida and the U.S. as compared to the national average. It should be noted that some of the smaller Florida airports, such as Melbourne International Airport (MLB), Gainesville Regional Airport (GNV), and Key West International Airport (EYW), all have experienced significant growth in load factors while still remaining below the national average. As load factors continue to increase, it can be expected that many Florida airports will rise above the national average in future updates to this report.

**Table 4: Domestic Load Factor Comparison**

Domestic Load Factor Comparison			
Airport	Load Factor (2007)	Load Factor (2013)	Percent Difference from National Average (2013)
National Average	79.87	83.47	-
Orlando International (MCO)	80.16	85.31	2.20%
Miami International (MIA)	82.38	84.30	0.99%
Tampa International (TPA)	78.08	82.53	-1.13%
Ft. Lauderdale International (FLL)	80.01	83.83	0.43%
Atlanta International (ATL)	81.16	83.97	0.60%
New York (JFK)	80.50	84.17	0.84%
Chicago O'Hare (ORD)	82.40	84.39	1.10%

Source: Bureau of Transportation Statistics T-100 Segment data (U.S. DOT), accessed April 2014

## Intra-Florida Airport Diversion

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. However, passenger diversion within the state from small to larger commercial service airports is notable. As airlines continue to consolidate and smaller markets experience decreased service offerings, some of Florida's airports smaller airports may begin to see declining passenger numbers.

## OVERVIEW OF FLORIDA'S CURRENT COMMERCIAL AIR SERVICE

Compared to other states, Florida continues to have one of the most comprehensive systems of scheduled commercial service airports. As of 2013, 19 airports in Florida had regularly scheduled commercial airline service.

Since the first air service review was conducted in 2000, Marathon Airport (MTH), Naples Municipal Airport (APF), and Northeast Florida Regional (St. Augustine) Airport (SGJ) have each gained and lost scheduled service, often reducing service to charter and/or air taxi options. MTH, APF, and SGJ had no regularly scheduled service in 2013 and, therefore, do not have updates for this report.

### 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 5**:

**Table 5: FAA Primary Commercial Airport Categories and Florida Airports**

Hub Size	Annual Enplanements	Airports
Large Hub	1% or more of annual passenger boardings	1. Orlando International (MCO) 2. Fort Lauderdale International (FLL) 3. Miami International (MIA) 4. Tampa International (TPA)
Medium Hub	Between 0.25% and 1% of annual passenger boardings	5. Southwest Florida International (RSW) 6. Palm Beach International (PBI) 7. Jacksonville International (JAX)
Small Hub	Between 0.05% and 0.25% of annual passenger boardings	8. Pensacola International (PNS) 9. Sarasota-Bradenton International (SRQ) 10. St. Pete-Clearwater International (PIE) 11. Orlando-Sanford International (SFB) 12. Northwest Florida Regional (VPS) 13. Key West International (EYW) 14. Northwest Florida Beaches International (ECP)
Non-Hub	More than 10,000 but less than 0.05% of annual passenger boardings	15. Daytona Beach International (DAB) 16. Tallahassee Regional (TLH) 17. Melbourne International (MLB) 18. Gainesville Regional (GNV) 19. Punta Gorda (PGD)

Source: FAA Airport Classifications based on CY 2012 Passenger Boarding Data

## FLORIDA TRAVEL PATTERNS AND FARES

Using information obtained from the U.S. DOT Air Passenger O&D Study, Florida's commercial service airports were analyzed to identify travel patterns for all domestic originating passengers. **Exhibits 1 through 16** in the **2014 Update Reference Guide** summarize the following information for Florida's commercial service airports for 2011 (**Exhibits 1-8**) and 2012 (**Exhibits 9-16**):

- 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.

The information is organized by geographic region of the state with multiple airports in each region, as well as for the state as a whole. A summary of the data for 2012, by region and by airport, is provided in **Table 6**.

Between 2010 and 2012, there was a 1.29 million passenger increase (54,515,392 to 55,803,655) in the number of domestic enplanements. The passenger market share of destinations remained almost unchanged between 2010 and 2012. The biggest change that occurred was the increase in average fares. (Historical data for the information provided in **Exhibits 1 through 16** in the **2014 Update Reference Guide** are provided in **Appendix B, Tables 1 through 21**).

**Table 6: Florida Regional Comparison (2012)**

CFASPP Region	2012 USDOT Data		
	Outbound O & D Passengers	Top US Destination Region: Percent	Avg. One Way Fare
<b>Southwest</b>	<b>3,606,189</b>	<b>Northeast: 32.1%</b>	<b>\$181.59</b>
Punta Gorda	99,827	Midwest: 44.6%	\$92.55
Southwest Florida	3,506,362	Northeast: 32.3%	\$184.13
<b>West Central</b>	<b>9,025,491</b>	<b>Southeast: 34.0%</b>	<b>\$169.56</b>
Tampa	7,976,160	Southeast: 32.6%	\$172.44
St. Pete/ Clearwater	426,112	Midwest: 45.4%	\$103.60
Sarasota/ Bradenton	623,219	Southeast 67.6%	\$177.87
<b>Southeast</b>	<b>22,089,610</b>	<b>Southeast: 35.2%</b>	<b>\$178.84</b>
Palm Beach	2,752,547	Northeast: 54.8%	\$178.88
Ft. Lauderdale	9,689,222	Northeast: 36.5%	\$157.80
Miami	9,277,273	Southeast: 37.8%	\$200.17
Key West	370,568	Southeast: 99.6%	\$194.61
<b>East Central</b>	<b>16,448,290</b>	<b>Northeast: 31.7%</b>	<b>\$162.24</b>
Daytona Beach	290,076	Southeast 99.3%	\$175.09
Orlando	15,282,835	Northeast 33.2%	\$164.46
Orlando-Sanford	660,177	Midwest: 36.2%	\$100.14
Melbourne	215,202	Southeast: 99.7%	\$178.28
<b>Northeast/North Central</b>	<b>2,767,283</b>	<b>Southeast: 55.8%</b>	<b>\$189.58</b>
Gainesville	190,299	Southeast: 98.7%	\$213.71
Jacksonville	2,576,984	Southeast: 52.6%	\$187.80
<b>Northwest</b>	<b>1,866,792</b>	<b>Southeast: 72.9%</b>	<b>\$214.30</b>
Pensacola	740,664	Southeast: 77.2%	\$215.99
Northwest FL Beaches	422,586	Southeast: 51.5%	\$188.41
Northwest FL Regional	372,641	Southeast: 68.9%	\$232.36
Tallahassee	330,901	Southeast: 95.2%	\$223.27
<b>Florida Total</b>	<b>55,803,655</b>	<b>Southeast: 34.7%</b>	<b>\$180.77</b>

Source: Summarized from U.S. DOT DB1B Market Fare Data and O&D Survey, reconciled from Schedules T-100

Based on the information presented in **Table 6, Exhibits 1 through 16** in the **2014 Update Reference Guide**, and previous updates to this report (**Appendix B, Tables 1 through 21**), the following conclusions were reached.

## Travel Patterns

### Top Travel Destinations

In 2012, for a majority of all airports and all regions of Florida, cities in the Southeastern part of the U.S. were the top travel destinations. This is consistent with the 2008 and 2011 updates to this report. In the years before 2007, the Northeast region of the U.S. saw the highest percentage of travelers from Florida airports.

In 2012, cities in the Northeast and Midwest ranked as the second- and third-most heavily traveled destinations for Florida-originating domestic air travelers. These numbers are consistent with the 2008 and 2011 updates to this report.

In all prior updates to this plan, travel to destinations in the Northwest (Alaska, Washington, Oregon, and Idaho) ranked last from each of the regions in Florida. In 2012, just 0.3 percent of all of Florida's originating passengers were bound for destinations in the Northwest.

### **Passenger Growth**

Between 2010 and 2012, many airports and regions experienced fluctuations in the number of domestic passengers served. The Northwest Florida region had the greatest percentage increase in number of domestic passengers, with an 8.8 percent increase in passengers between 2010 and 2012. This was most attributable to ECP serving an additional 110,488 passengers in 2012.

## **Fares**

### **Average One-Way Fare**

The average one-way fare paid by all domestic passengers originating in Florida increased from \$154.60 in 2010 to \$180.77 in 2012. Nationally, the average one-way fare paid by all U.S. passengers traveling domestically was \$189.19 in 2010; this figure increased to \$206.29 in 2012. For many years (1999-2006), Florida's average one-way fares were below the national average, and this trend continued in 2012. In almost all years of this report, the Florida average one-way fare has been lower than the national average.

### **Florida Regions with Lowest Average One-Way Fares**

In previous updates to this report, the airports in the East Central region of Florida (MCO, SFB, MLB, and DAB) and West Central region of Florida (TPA, PIE, and SRQ) had average one-way fares lower than the statewide average. In 2012, these two regions, with the addition of the Southeast region (PBI, FLL, MIA, and EYW), all had average one-way fares less than the statewide average. This trend most likely results from the multiple low-cost carriers that serve the large hub airports in these regions. Overall, the East Central region had the lowest average one-way fare at \$162.24.

### **Florida Regions with Highest Average One-Way Fares**

In 2012, as in previous updates to this report, the highest average one-way fare (\$214.30) was reported in the Northwest region of Florida (PNS, TLH, VPS, and ECP). Additionally, GNV and MIA had fares comparable to the fares found in the Northwest region.

### **Florida Compared to National Average Fares**

Average one-way fares continue to remain below the national average of \$206.29 for travel to cities in Florida's top three regional destinations (Northeast, Midwest, and Southeast), as seen in **Table 7**.



Table 7: Average One-Way Fare by Region (2012)

		Destination (U.S. Regions)							
		Mid South	Midwest	North Central	Northeast	Northwest	South Central	Southeast	Southwest
Origin (U.S. Regions)	Florida	\$184.63	\$170.34	\$216.94	\$166.12	\$273.74	\$208.94	\$154.31	\$255.76
	Mid South	\$224.74	\$223.04	\$286.81	\$230.42	\$302.77	\$209.73	\$207.60	\$263.63
	Midwest	\$221.64	\$182.50	\$209.90	\$206.60	\$263.72	\$211.07	\$184.01	\$230.42
	North Central	\$285.65	\$211.15	\$288.61	\$272.34	\$250.10	\$223.60	\$233.32	\$216.58
	Northeast	\$229.01	\$207.12	\$272.77	\$157.30	\$281.95	\$246.85	\$172.67	\$282.04
	Northwest	\$300.56	\$263.01	\$250.09	\$280.49	\$191.49	\$227.07	\$294.65	\$173.72
	South Central	\$209.44	\$211.36	\$222.66	\$246.71	\$226.55	\$162.44	\$227.68	\$201.62
	Southeast	\$208.60	\$185.23	\$234.61	\$173.81	\$297.25	\$228.61	\$165.01	\$273.44
	Southwest	\$264.31	\$231.76	\$218.73	\$284.27	\$174.75	\$203.08	\$274.40	\$147.05

Source: Summarized from U.S. DOT DB1B Market Fare Data

### Average Fares Excluding Orlando International Airport

In 2012, excluding MCO (Florida's largest airport, serviced predominately by low-cost carriers), the average one-way fare paid by domestic passengers was \$185.20. In the same year, the national average was \$206.29. This shows the prevalence of low-cost carriers and the low yield market that exists in Florida. In 2012, the fare difference between all Florida airports and Florida airports excluding MCO was \$4.43, reflecting continued expanded offerings by low-cost carriers at other commercial airports throughout the state.

## STATEWIDE DOMESTIC SERVICE TRENDS

### Current Domestic Air Service Trends

In the summer of 2013, on average 9,915 nonstop domestic flights were scheduled each week from all of Florida's commercial airports. This represents a five percent decrease (483 fewer weekly flights) from the 2011 report's 10,398 nonstop domestic flights. The majority of the decrease in departures from 2011 to 2013 is attributed to MCO, which had 239 fewer departures. JAX and PBI also experienced significantly fewer departures, as well as airports in the Northwest Florida region. Some of the smaller airports, including SFB, PGD, and GNV helped off-set the loss of scheduled flights between 2011 and 2013. Together, these three airports added 76 weekly flights to domestic destinations. The overall decrease in total departures from 2011 to 2013 contrasts the slight increase in the number of nonstop domestic destinations served from Florida's airports; this number increased from 135 in 2011 to 138 in 2013. In all, Florida travelers can reach 60 more cities on nonstop flights than they could in 2000, where nonstop domestic flights went to 78 different domestic locations. Data for 2013 are summarized in **Table 8**.

#### Departing Seats

In the summer of 2013, during each week there were, on average, 1.29 million departing seats representing a notable decline from the 1.33 million departing seats reported in 2011. The 2013 number of departing seats represents a somewhat substantial decrease from 2011 but seems to follow the decline in scheduled weekly departing flights. Data for 2013 is summarized in **Table 8**.

#### Jet Aircraft

When all seats that departed Florida airports each week to domestic locations were considered, approximately 91 percent of those seats were on large jet aircraft.<sup>3</sup> This level has remained virtually unchanged since 2000. In the summer of 2013, the average number of seats per flight increased to 130, up slightly from 2011 when there was an average of 128 seats per flight. This seats-per-departure figure remained notably higher than 2000 levels. In 2000, there was an average of 107 seats per flight.

#### Regional Jet Aircraft

In both 2011 and 2013, eight percent of seats that departed from Florida airports were on regional jet aircraft.

#### Turboprop Aircraft

In both 2011 and 2013, one percent of seats that departed from Florida airports were on turboprop aircraft.

#### Largest Airport

In all study years, MCO has 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 2013, though there were declines in both the scheduled weekly departures and available domestic seats from 2011 to 2013 (weekly departures decreased from 2,697 to 2,479 and domestic seats

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<sup>3</sup> 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).

decreased from 379,991 to 360,825). During this same time, the number of destinations served decreased from 82 in 2011 to 78 in 2013.

#### **Lowest Number of Weekly Departing Flights**

In 2011, PGD had the lowest number of average weekly departing flights with ten. In 2013, PGD again had the lowest number of weekly departures for airports with full reporting data with 25 weekly departures. It is important to note that, due to the types of carriers that operate at SFB and PIE, not all departing flights are reported to the *Official Airline Guide*.

#### **Air Service Changes**

There are several airlines that have either been acquired by another airline, stopped service, or gone out of business since the 2011 update to this report. Additionally, new airlines have begun service since 2011. Most notably and as previously discussed, AirTran Airways was purchased by Southwest Airlines in 2010 and continued to transfer flights to Southwest between 2010 and 2012. Continental Airlines and United Airlines merged under the United Airlines name and continue to provide service to numerous destinations. Silver Airways began offering service in 2012 with intrastate flight offerings out of GNV, MCO, TPA, and FLL. Additionally, Arkefly, a Dutch airline that provides direct service between SFB, MIA, and Amsterdam, began service in 2012. As part of this service, domestic flights were available between SFB and MIA.

Table 8: Statewide Domestic Summary (2013)

Florida Origin Airport	No. Destin. Served	Weekly Scheduled Departures      Seats		Avg. Seats per Flight
<b>ALL FLORIDA AIRPORTS</b>	127	9,915	1,286,581	129.8
<b>SOUTHEAST FLORIDA</b>				
Ft. Lauderdale (FLL)	63	1,535	219,787	143.2
Miami (MIA)	51	1,587	214,034	134.9
Palm Beach (PBI)	18	382	50,679	132.7
Key West (EYW)	7	167	9,549	57.2
<b>EAST CENTRAL FLORIDA</b>				
Orlando (MCO)	78	2,480	360,825	145.5
Melbourne (MLB)	2	48	5,166	107.6
Daytona Beach (DAB)	2	59	6,974	118.2
Orlando-Sanford (SFB)	44	128	21,685	169.4
<b>WEST CENTRAL FLORIDA</b>				
Tampa (TPA)	61	1,432	190,989	133.4
Sarasota (SRQ)	7	103	12,098	117.5
St. Pete-Clearwater (PIE)	29	73	11,965	163.9
<b>NORTHEAST FLORIDA</b>				
Jacksonville (JAX)	26	617	65,095	105.5
Gainesville (GNV)	5	116	5,420	46.7
<b>SOUTHWEST FLORIDA</b>				
Southwest Florida (RSW)	28	481	58,218	121.0
Punta Gorda (PGD)	11	25	4,075	163.0
<b>NORTHWEST FLORIDA</b>				
Pensacola (PNS)	9	251	19,391	77.3
Tallahassee (TLH)	6	138	7,914	57.3
Northwest Florida Beaches (ECP)	5	114	11,997	105.2
Northwest Florida Regional (VPS)	5	179	10,720	59.9

Source: Summarized from Official Airline Guide, Schedules Analyzer

## AIRPORT-SPECIFIC DOMESTIC SERVICE SUMMARIES

Key information regarding each commercial airport's nonstop domestic service is summarized in this section. International data is provided later in this report. Service information for 2013 is based on average service available in July as reported in the Official Airline Guide (OAG). Enplanement data for 2012 was obtained from the U.S. DOT.

For the purposes of this report, Florida has been divided into six regions (**Figure 3**) to display the information. These include:

### **Southeast Region**

- Fort Lauderdale-Hollywood International Airport - FLL
- Miami International Airport - MIA
- Palm Beach International Airport - PBI
- Key West International Airport - EYW

### **East Central Region**

- Orlando International Airport - MCO
- Melbourne International Airport - MLB
- Daytona Beach International Airport - DAB
- Orlando-Sanford International Airport - SFB

### **West Central Region**

- Tampa International Airport - TPA
- Sarasota International Airport - SRQ
- St. Pete-Clearwater International Airport - PIE

### **Northeast/North Central Region**

- Jacksonville International Airport - JAX
- Gainesville Regional Airport - GNV

### **Southwest Region**

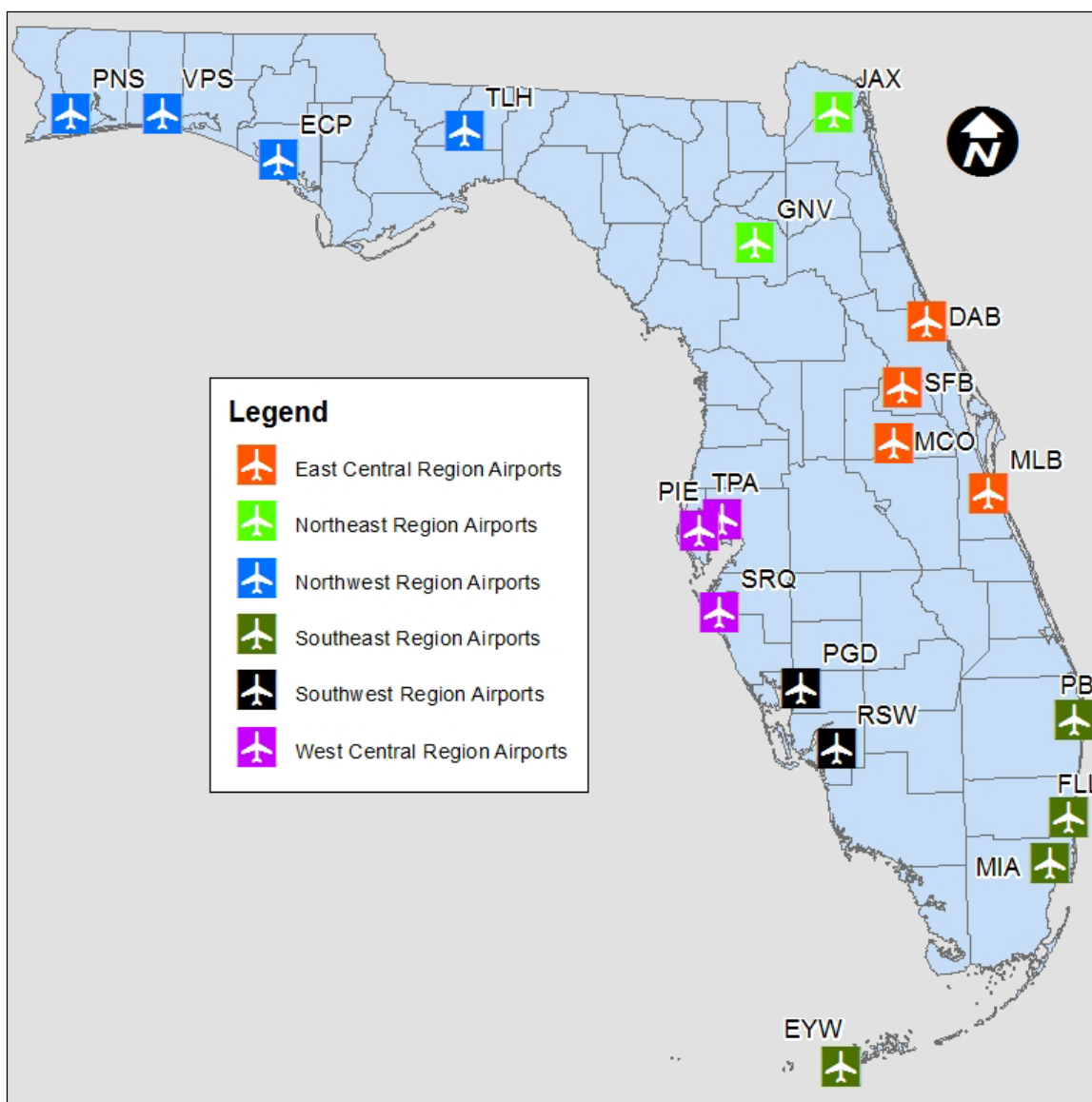
- Southwest Florida International Airport - RSW
- Punta Gorda Airport - PGD

### **Northwest Region**

- Pensacola International Airport - PNS
- Tallahassee Regional Airport - TLH
- Northwest Florida Regional Airport - VPS
- Northwest Florida Beaches International Airport - ECP

As previously noted, in 2013 MTH, APF, and SGJ did not have commercial airline service and, therefore, do not have updates for this report.

Figure 3: Florida Airport Regions



Information on service patterns for the summers of 2011 and 2013, for each system airport, is summarized in **Tables 1 through 19** of the **2014 Update Reference Guide**. For comparison purposes, **Appendix B, Tables 1 through 21** also provides historical summaries of airport service patterns for the summers of 2000, 2001, 2003, 2005, 2007, 2008, and 2011. In these tables, flights per week are calculated by dividing the total number of flights that occur in July of the given year by 4.4 (this provides a weekly average). **Table 20** of the **2014 Update Reference Guide** 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. Historical information is also provided for the summers of 2000, 2001, 2003, 2005, 2007, 2008, 2010, and 2011 in **Appendix B, Table 22**.



# *Southeast Florida Region*

## *Fort Lauderdale-Hollywood International Airport (FLL)*

### Current Domestic Air Service Trends

#### Domestic Passengers

In 2010, FLL had 9.21 million domestic passengers. This figure increased to 9.28 million in 2012.

#### Domestic Destinations on Low-Cost Carriers

In 2010, FLL had nonstop service to 60 destinations; 47 of these destinations could be reached nonstop by at least one of the low-cost carrier airlines. In 2011, FLL had nonstop service to 64 destinations; 54 of these destinations could be reached nonstop on at least one of the low-cost carriers. Service offering decreased in 2013, when only 63 destinations were reached with nonstop service, 55 of which were serviced by low-cost carriers.

#### Weekly Departures

Between 2008 and 2011, the average number of weekly departures at FLL decreased by 6.5 percent (from 1,662 to 1,554). The trend of decreasing departures continued in 2013, when departures fell by one percent from 1,554 to 1,538.

#### Seats

Weekly departing seats from FLL to domestic destinations decreased from 223,687 in 2011 to 219,787 in July 2013. Average seats per flight for all aircraft in July of 2013 numbered 143, down from an average of 144 in 2011.

#### Intrastate Service

In 2010, intrastate service from FLL was provided to five cities with 200 weekly departures, accounting for 13 percent of all flights. By 2011, the number of intrastate flights reached the lowest level in over a decade: servicing five cities on 164 weekly departures, which represented 10.5 percent of FLL's domestic flights. Intrastate service at FLL decreased again in 2013, when only four destinations were served by 123 weekly flights. Only eight percent of FLL departures were to intrastate destinations in 2013, representing the lowest level of intrastate departures for all editions of this report since 2000.

#### Type of Aircraft

In 2011, 97 percent of FLL's weekly domestic seats were on jet aircraft, falling to 95 percent in 2013. Although the numbers fluctuated slightly throughout the past decade, jet aircraft remains the most common type of aircraft used for flights out of FLL.

#### Origins and Destinations

FLL origin and destination data for 2013 is presented in **Table 9**. Scheduled nonstop domestic service continued to be well-matched to domestic originating passenger demand. Slight variations can be seen for the Northeast, Southeast, and Florida-only regions. On the whole, domestic service is very well matched to FLL demand.

**Table 9: Fort Lauderdale-Hollywood International Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	36.5%	38.8%
Midwest	13.1%	11.7%
Southeast	25.0%	21.9%
Southwest	6.3%	6.4%
South Central	10.4%	9.6%
Mid South	2.0%	2.7%
North Central	0.8%	0.5%
Northwest	0.3%	0.5%
Florida Only	5.6%	8.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### **Seasonal Comparison**

**Table 10** depicts the 2013 seasonal comparison data for FLL. Scheduled service showed very little variability during different seasons in 2013. The airport's percentage of departing seats was highest to the Northeast for all seasons. The Southeast region showed the most variation from winter to summer moving from 15.3 to 18 percent. More information regarding seasonal service offerings from FLL is provided in **Table 25** of the **2014 Update Reference Guide**.

**Table 10: Fort Lauderdale-Hollywood International Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	42.4%	43.0%	42.7%	43.1%	41.2%	41.9%
Midwest	12.9%	13.7%	13.6%	14.2%	11.7%	12.1%
Southeast	15.3%	16.5%	15.1%	16.3%	18.0%	18.8%
Southwest	5.9%	6.0%	6.2%	6.4%	6.7%	7.0%
South Central	9.9%	10.1%	9.4%	9.6%	10.1%	10.3%
Mid South	2.5%	2.4%	2.7%	2.6%	2.6%	2.6%
North Central	1.1%	1.2%	1.3%	1.4%	0.5%	0.6%
Northwest	0.4%	0.5%	0.4%	0.4%	0.5%	0.5%
Florida Only	9.5%	6.7%	8.7%	5.9%	8.7%	6.2%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

### **Airport Service and Passenger Summary**

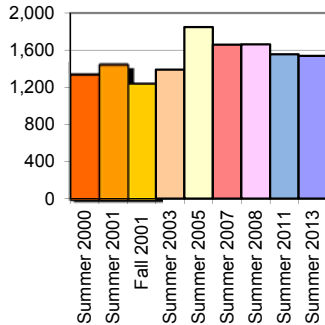
**Figure 4** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at FLL.

Figure 4: Fort Lauderdale-Hollywood International Airport Service and Passenger Summary

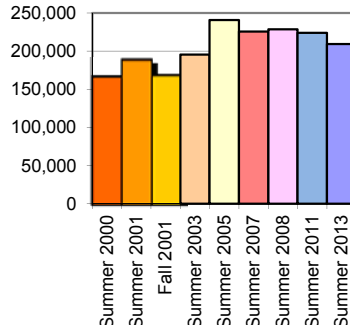
## FT. LAUDERDALE HOLLYWOOD INTERNATIONAL AIRPORT (FLL)

### DOMESTIC NONSTOP SCHEDULED SERVICE

#### WEEKLY FLIGHT DEPARTURES

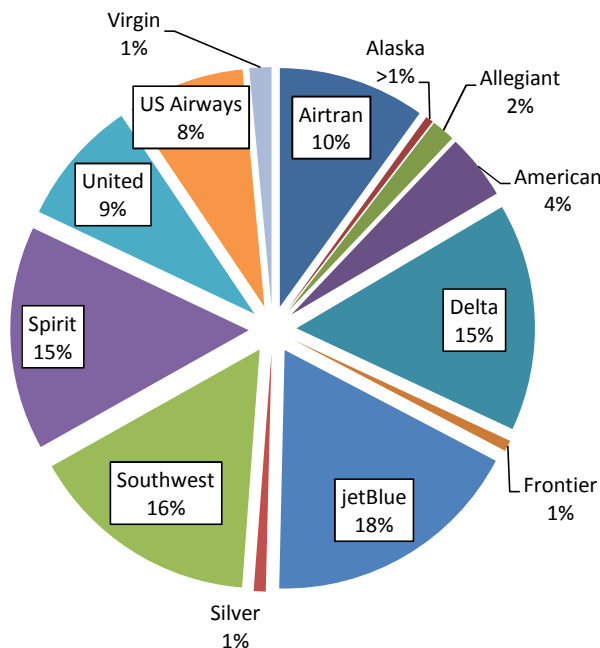


#### WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011	Summer 2013
U.S. Cities Served	40	42	40	44	60	55	69	64	63
No. of Airlines Serving	21	20	19	22	20	21	27	13	13
Average Weekly									
Flights	1,344	1,448	1,244	1,389	1,848	1,658	1,662	1,554	1,535
Seats	167,385	189,472	169,030	195,181	240,636	225,335	228,456	223,687	219,787
Seats per Flight	124.5	130.9	135.9	140.5	130.2	135.9	137.0	144.3	143.2

### SUMMER 2013 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



### RECENT SERVICE ANNOUNCEMENTS

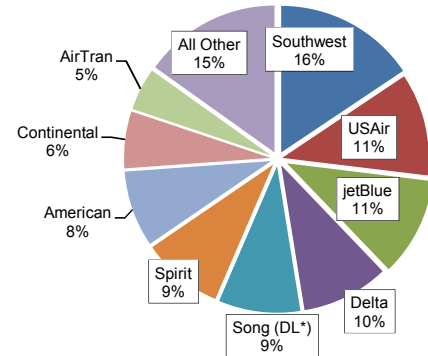
**Three airlines have dropped service since 2011 update:**  
Continental Airlines, Piedmont Southern, and Vision Airlines

**Two airlines have added service since 2011 update:**  
Silver Airlines, United Airlines, Alaska Airlines

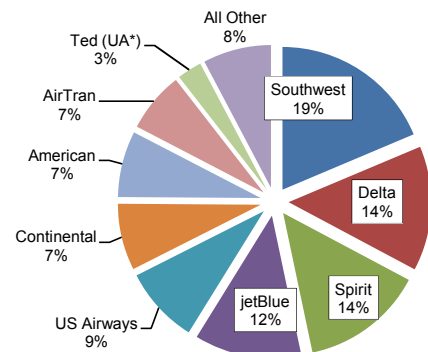
Intrastate service has dropped three percent since 2011 update

### HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

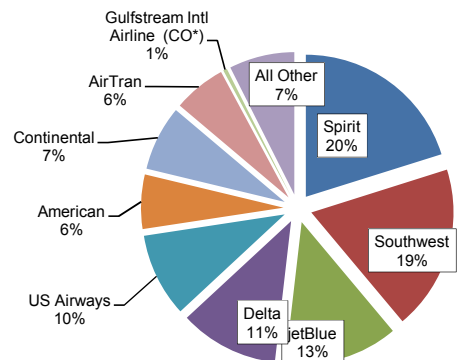
Summer 2005



Summer 2007



Summer 2008



Summer 2011

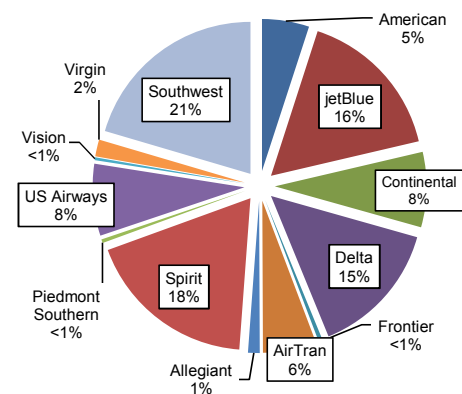
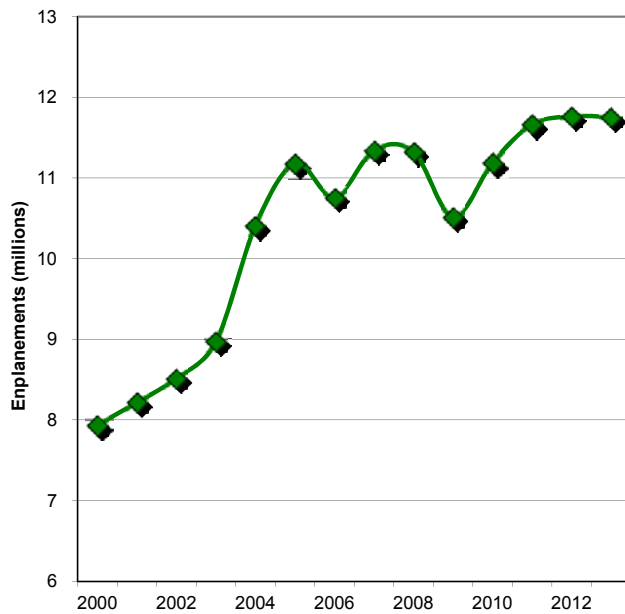


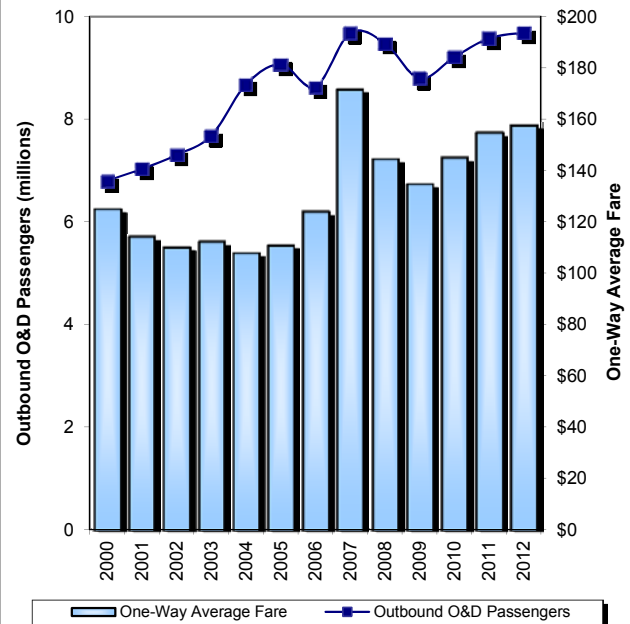
Figure 4: Fort Lauderdale-Hollywood International Airport Service and Passenger Summary  
Cont.

## FT. LAUDERDALE HOLLYWOOD INTERNATIONAL AIRPORT (FLL)

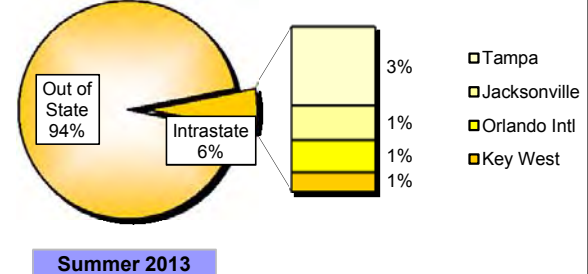
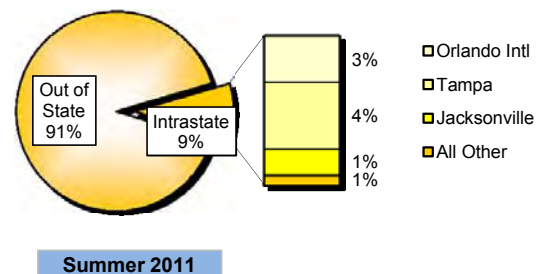
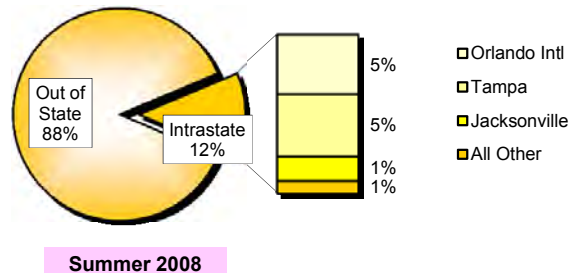
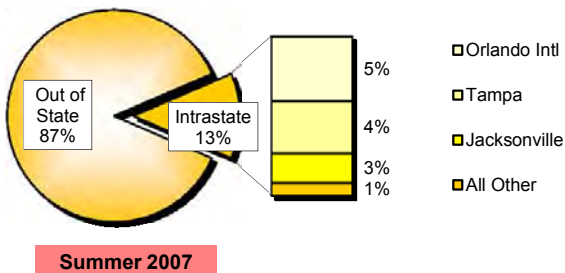
### TOTAL ENPLANEMENT TRENDS



### DOMESTIC O&D PASSENGER & AVERAGE FARE TRENDS



### FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS



	2000	2001	2003	2005	2007	2008	2011	2013
WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES								
Caribbean	430	403	351	392	466	422	326	258
Canada	11	11	7	19	15	15	30	41
South America	0	0	7	7	14	28	39	46
Mexico/Cent. America	0	0	4	31	36	61	44	31
Europe	1	0	0	0	0	0	3	3
<b>TOTAL</b>	<b>442</b>	<b>414</b>	<b>369</b>	<b>449</b>	<b>531</b>	<b>526</b>	<b>442</b>	<b>379</b>

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.

## Historic Domestic Air Service Trends

### Domestic Passengers

Domestic passengers at FLL increased from about 5.97 million in 1999 to about 8.67 million by the end of the 2004 calendar year. Enplanements dipped slightly to 8.63 million in 2006. An increase of nearly 45 percent was experienced in domestic passengers at FLL between 1999 and 2008.

### Weekly Departures

In the summer of 2001, nonstop service from FLL included 1,448 weekly departures to destinations throughout the U.S., up nearly 8 percent from the summer of 2000, which saw 1,344 weekly departures. By the summer of 2003, FLL's weekly departures to domestic destinations had fallen to an average of 1,389. This measure rebounded significantly in 2005, when scheduled weekly nonstop departures numbered 1,848. Some retraction was seen in 2007, as weekly departures dropped to 1,658. There was modest growth in 2008, as weekly departures increased to 1,662. Between 2000 and 2008, the average number of weekly departures at FLL increased 23.6 percent, adding approximately 45 additional departures per day.

### Intrastate Service

In August of 2001, 22 percent of the FLL market's weekly departures, or 319 weekly departures, were to ten different Florida cities. This was down from 27 percent of the total weekly departures in the summer of 2000. In the summer of 2003, FLL had 304 average weekly departures to eight different Florida cities, representing almost 22 percent of the airport's weekly departures. However, in 2005, weekly intrastate departures numbered 371 with service to 10 Florida cities, accounting for 20 percent of all weekly departures. By July 2007, this service declined to 320 flights to seven Florida cities, accounting for just 19.3 percent of all departures destined for Florida cities, which was nearly as low as the post-9/11 period. Intrastate service declined even further to 17.4 percent of all FLL departures, or 290 weekly departures, despite the addition of an eighth Florida City in 2008.

### Type of Aircraft

Almost 98 percent of the FLL 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 jets were utilized.

## *Miami International Airport (MIA)*

### Current Domestic Air Service Trends

#### Domestic Passengers

In 2010, MIA had 8.65 million domestic passenger originations. In the summer of 2013 the airport had 9.28 million domestic passenger originations, more than double the number seen in 2000. In 2013, MIA set a new all-time record for passenger traffic with 40.5 million total passengers throughout the year. This marked the fourth consecutive year that MIA set a new record for passenger traffic.

#### Domestic Destinations

In 2013, 51 domestic destinations were served by MIA, one less than in the 2011 update. A very large proportion of MIA's scheduled commercial flight departures continue to be to international destinations. International service at each of Florida's commercial airports is discussed in a subsequent section of this document.

#### Weekly Departures

In 2010, MIA had an average of 1,518 weekly departures; in 2011, weekly departures rose to 1,649. Weekly departures fell in 2013 to 1,585, which closely resembles the number of weekly departures seen in the late 2000s. However, the 2013 weekly departures were still below the level of departures in 2000 (1,963) and in 2001 (1,849).

#### Seats

Weekly departing seats from MIA to U.S. destinations numbered 214,034 in 2013 down from 226,075 in 2011, but up from 198,984 in 2008. The average number of seats per flight in July 2013 fell to 135 from 137 in July of 2011 and 2008.

#### Intrastate Service

In 2010, intrastate travel represented 17.7 percent of MIA departures with seven intrastate destinations being served by 268 flights. Of these, 74 went to MCO and 63 went to TPA. In 2011, MIA intrastate departures increased to 302, servicing eight airports, including the addition of GNV. Intrastate travel represented 18.3 percent of all MIA departures in 2011. Intrastate departures fell in 2013 to a new low with 248 scheduled weekly departures to eight destinations, comprising 16 percent of weekly scheduled departing flights, a two percent decrease from 2011.

#### Type of Aircraft

In 2011, 28 percent of MIA flights were completed by turboprop aircraft, 40 percent were completed by regional jet aircraft, and 32 percent were completed by jet aircraft. In the summer of 2013, jets accounted for 42 percent of the flights from MIA and regional jets accounted for 56 percent; there were no scheduled flights on turboprop aircraft from MIA during the summer of 2013.

#### Origins and Destinations

MIA origin and destination data for 2013 is presented in **Table 11**. Nonstop domestic service varied slightly compared to MIA's originating domestic passenger demand for some destination regions. Most notably, the Southeast region had five percent more passenger originations than departures and destinations in Florida had five percent more departures than passenger originations. These discrepancies are very similar to those seen in previous updates to this report for MIA.

Table 11: Miami International Airport - 2014 Update

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	25.9%	27.7%
Midwest	10.6%	11.2%
Southeast	26.9%	22.1%
Southwest	10.2%	8.2%
South Central	11.0%	9.4%
Mid South	2.6%	4.4%
North Central	1.2%	0.9%
Northwest	0.6%	0.4%
Florida Only	11.0%	15.6%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### Seasonal Comparison

Table 12 shows the 2013 seasonal comparison data for MIA. Seasonal flight frequency and departing trips showed very few changes throughout the seasons. Destinations in the Midwest did have roughly two percent less weekly flights in the summer months, but on the whole, service offerings were consistent across all seasons. More information regarding seasonal service offerings from MIA is provided in Table 26 of the 2014 Update Reference Guide.

Table 12: Miami International Airport - Seasonal Comparison

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	29.0%	33.0%	29.4%	33.2%	29.3%	33.6%
Midwest	13.6%	11.6%	13.4%	11.5%	11.7%	10.2%
Southeast	17.8%	15.1%	17.8%	15.4%	18.0%	15.2%
Southwest	8.0%	11.2%	7.7%	10.9%	8.6%	11.6%
South Central	10.2%	12.4%	10.2%	12.1%	9.9%	12.1%
Mid South	4.0%	2.8%	4.2%	3.0%	4.6%	3.4%
North Central	1.3%	1.5%	1.6%	1.8%	0.9%	1.0%
Northwest	0.5%	0.6%	0.5%	0.6%	0.5%	0.7%
Florida Only	15.6%	11.7%	15.4%	11.5%	16.4%	12.2%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

### Airport Service and Passenger Summary

Figure 5 graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at MIA.



Figure 5: Miami International Airport Service and Passenger Summary

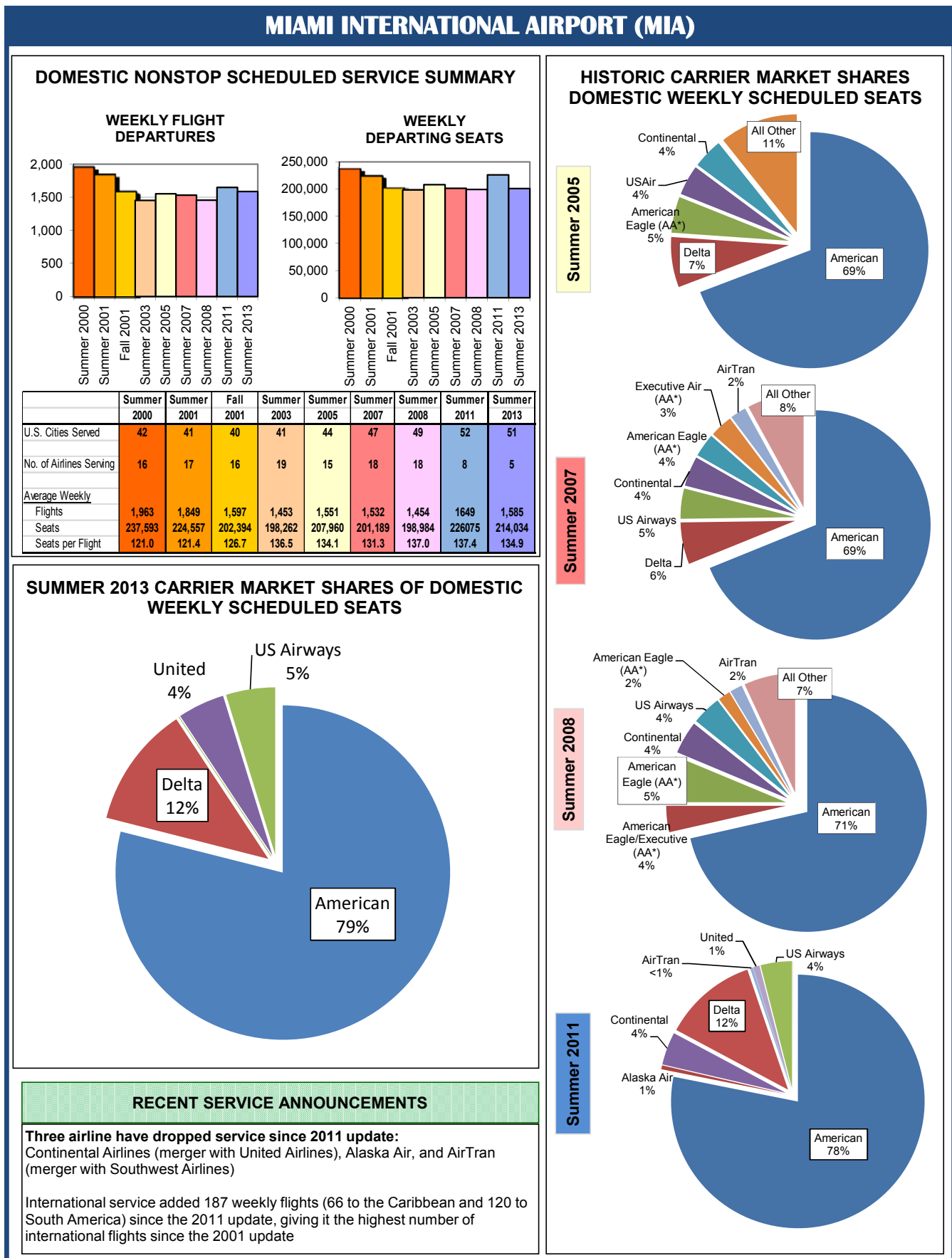
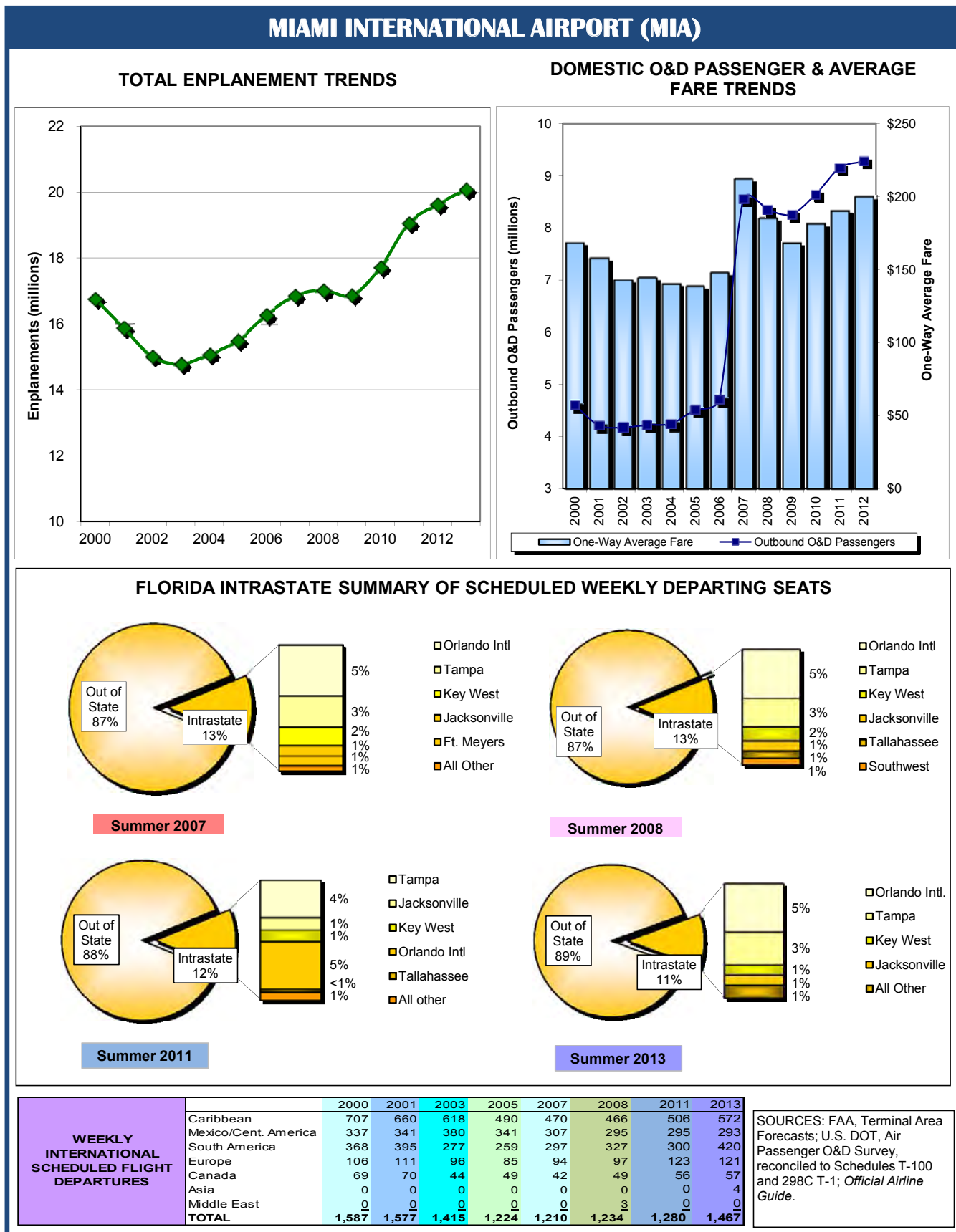


Figure 5: Miami International Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

In 2000, about 4.61 million originating passengers boarded domestic flights at MIA. In 2002, the airport served about 3.82 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 2.4 percent from 2000 levels. In 2007, the number of MIA originating domestic-bound passengers doubled reaching 8.57 million.

### Weekly Departures

In the summer of 2001, nonstop service from MIA included 1,849 weekly departures to destinations throughout the U.S. This represented a decline in weekly departures of almost six percent from the summer of 2000, which was largely due to increased low-cost competition at FLL. This trend continued, and by the summer of 2003, MIA 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 at MIA, similar to 2003 levels.

### Seats

In the summer of 2001, nearly 250,000 weekly seats departed MIA for other U.S. destinations, about six percent less than the summer of 2000. The decreasing trend in domestic service from MIA 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 MIA departing seats fell once again to 201,200 in the summer of 2007 and even further in 2008 with 198,984 weekly departing seats.

### Intrastate Service

In 2000, the MIA market's weekly scheduled intrastate departures comprised 36 percent of all departures, or 700 weekly intrastate departures to nine different Florida airports. During August of 2001, MIA had nearly 600 weekly scheduled departures to six different cities in Florida, including 215 flights to MCO. This represents over 32 percent of the market's weekly scheduled domestic departures. By the summer of 2003, MIA reported 342 weekly departures to other Florida cities, comprising 23.5 percent of all weekly departures. July 2005 had interstate service comprising 22.5 percent of all departures, or 349 weekly departures. In July 2007, flights to other Florida cities increased to 23.4 percent with 358 flights providing service to seven Florida cities. In 2008, MIA's intrastate service declined to 21.6 percent though service continued to the seven Florida cities. However, in 2008, MIA's overall intrastate flights declined to only 314 departures as a result of reduced service to MCO and TPA.

### Type of Aircraft

In 2000 and 2001, approximately nine percent of the seats that left MIA 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 at MIA remained steady with 2007 levels.

Almost 90 percent of the MIA market's weekly domestic scheduled seats were on jets in the summers of 2000 and 2001. This increased to almost 94 percent 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 at MIA increased slightly to 90.4 percent.

## *Palm Beach International Airport (PBI)*

### Current Domestic Air Service Trends

#### Domestic Passengers

In 2010, PBI had 2.91 million enplanements. This figure decreased to 2.75 million enplanements in 2012. The decline in scheduled service can be partially attributed to the decreased service by United Airlines (merged with Continental) to Houston and jetBlue's and Southwest's decreased service to Boston and Baltimore, respectively.

#### Weekly Departures

In 2010, PBI's average weekly departures totaled 424, but rose slightly to 427 weekly departures in 2011. In 2013, average weekly departures fell to 382, the lowest number of any reported year. From 2001 to 2013, average weekly scheduled departures fell a total of 37.7 percent (10.5 percent between 2011 and 2013).

#### Seats

In 2011, there were 57,992 weekly departing seats at PBI, marking a 24 percent decline from 2001. Congruent with the decrease in weekly departures seen in 2013, there was also a similar decrease in PBI's departing seats to 50,697, also the lowest total of any reported year.

In 2013, the average number of seats per flight at PBI increased to 133, up from 130 in 2011. Despite the decline after 2005, the average number of seats-per-flight has increased overall from 108 in 2000 to 133 in 2013, indicating deployment of larger aircraft by airlines serving PBI.

#### Intrastate Service

In 2010, 26 weekly intrastate flights were offered from PBI to TPA. This continued in 2011 when 25 intrastate flights serviced TPA, representing six percent of all flights from PBI. 2013 had even fewer intrastate flights, with 18 weekly departures serving TPA from PBI.

#### Type of Aircraft

In both 2010 and 2011, 100 percent of intrastate flights from PBI were on jets. In 2013, 90 percent of all flights were on jets and 100 percent of all intrastate flights were on turboprop planes.

#### Origins and Destinations

PBI origin and destination data for 2013 is presented in **Table 13**. Nonstop domestic service generally matched well with originating domestic passenger demand. The airport's distribution of originating passengers has not changed significantly from the last reporting period, though slight variations were seen to destinations in the Northeast, Midwest, Southeast, and South Central regions.

**Table 13: Palm Beach International Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	54.8%	56.8%
Midwest	5.5%	3.7%
Southeast	30.6%	29.1%
Southwest	0.1%	0.0%
South Central	6.0%	5.8%
Mid South	0.2%	0.0%
North Central	0.0%	0.0%
Northwest	0.0%	0.0%
Florida Only	2.8%	4.7%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### **Seasonal Comparison**

**Table 14** shows the 2013 seasonal comparison data for PBI. The airport's percentage of departing seats fluctuated over the 2013 seasons, with the highest percentages going to the Northeast in the spring and the Southeast in the summer. More information regarding seasonal service offerings from PBI is provided in **Table 27** in the **2014 Update Reference Guide**.

**Table 14: Palm Beach International Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	58.2%	57.2%	61.3%	62.1%	57.6%	58.9%
Midwest	8.0%	7.6%	7.9%	7.3%	3.4%	3.7%
Southeast	23.3%	26.2%	21.7%	24.9%	28.2%	31.1%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	7.1%	6.4%	6.2%	5.0%	6.1%	5.1%
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	3.4%	2.6%	2.9%	0.7%	4.7%	1.2%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

### **Airport Service and Passenger Summary**

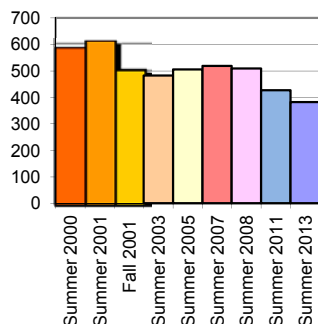
**Figure 6** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at PBI.

Figure 6: Palm Beach International Airport Service and Passenger Summary

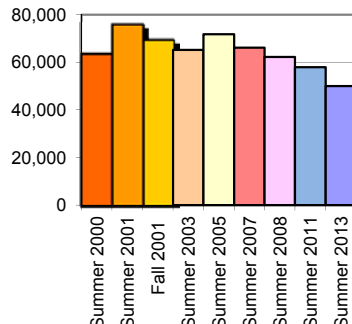
## PALM BEACH INTERNATIONAL AIRPORT (PBI)

### DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

#### WEEKLY FLIGHT DEPARTURES

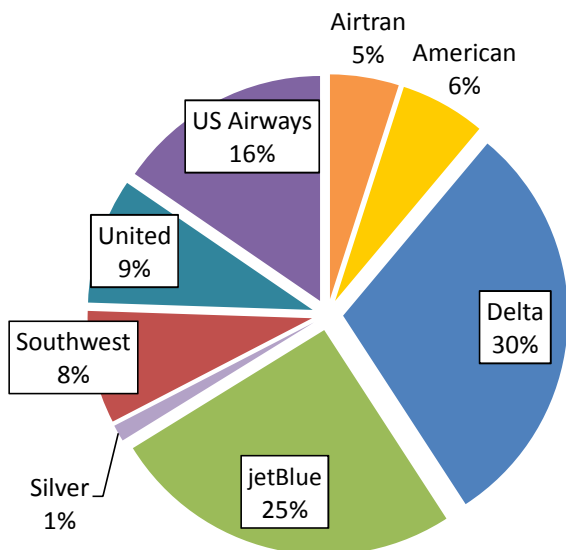


#### WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011	Summer 2013
U.S. Cities Served	24	23	22	22	21	21	22	18	18
No. of Airlines Serving	14	14	12	15	14	14	13	8	8
Average Weekly									
Flights	589	613	506	483	505	519	509	427	382
Seats	63,635	75,955	69,369	65,134	71,788	66,093	62,238	57,992	50,679
Seats per Flight	108.0	123.9	137.1	134.9	142.2	127.3	122.0	130.0	132.7

### SUMMER 2013 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



### RECENT SERVICE ANNOUNCEMENTS

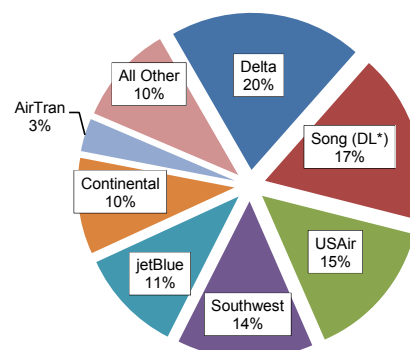
Continental Airlines (purchased by United Airlines) and Bahamas Air did not operate out of Florida in July 2013

Silver Airways has added service since the 2011 update

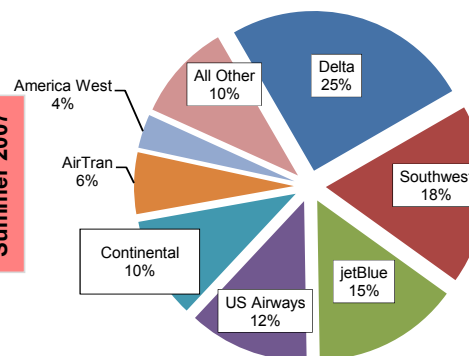
Intrastate departures decreased by five percent since the 2011 update

### HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

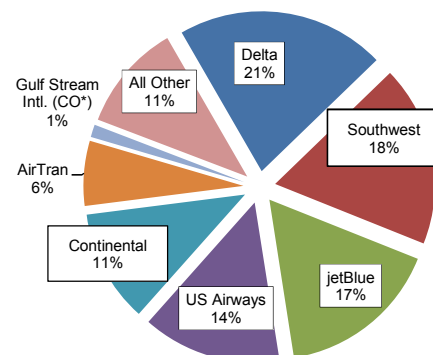
Summer 2005



Summer 2007



Summer 2008



Summer 2011

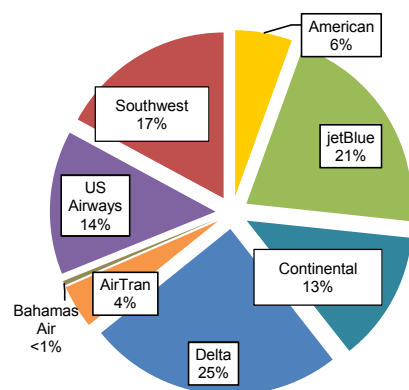
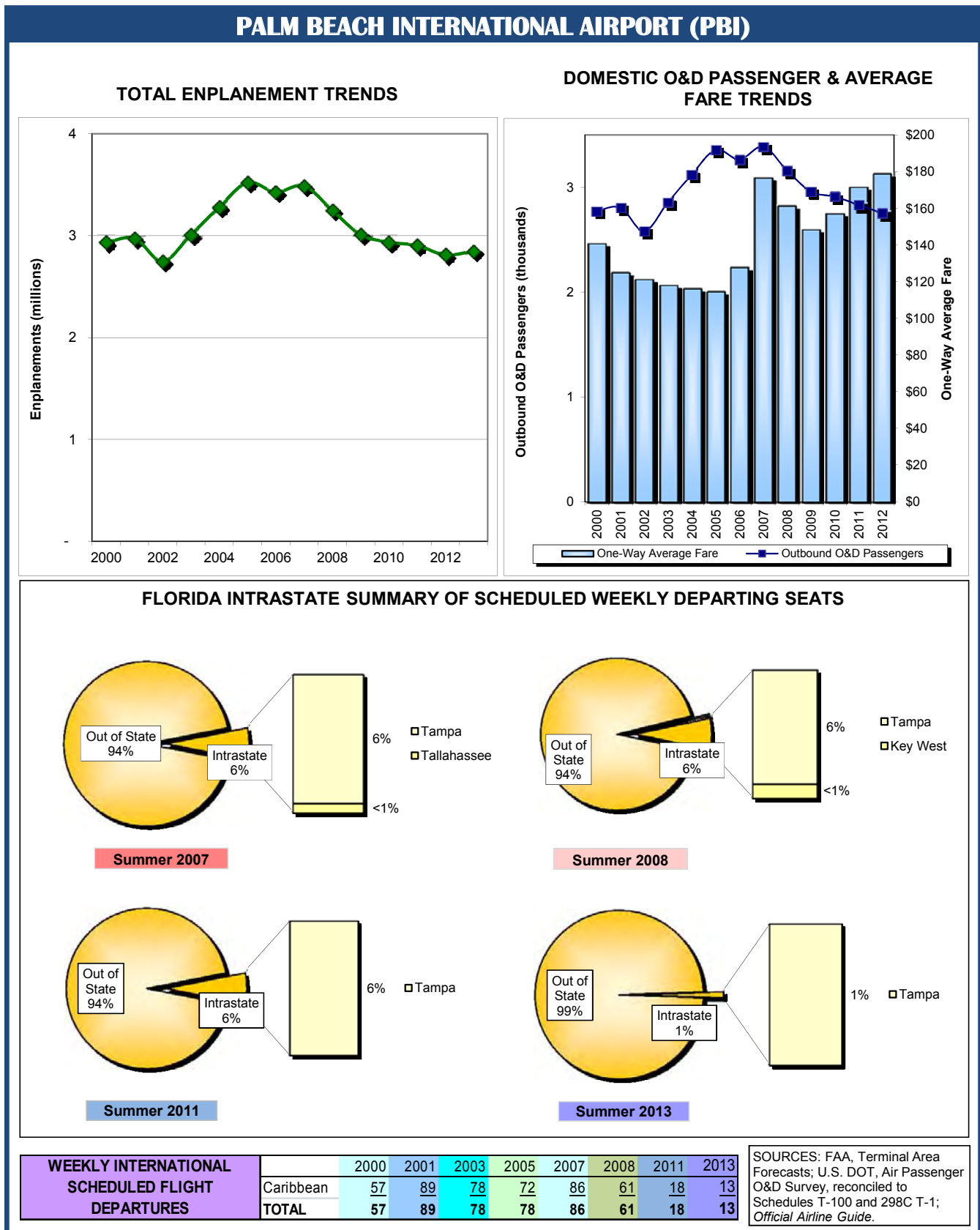




Figure 6: Palm Beach International Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

PBI has seen fluctuations in 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. However, by 2004, PBI enplanements grew to 3.20 million and enplanements continued to increase in 2006 to 3.34 million. In 2007, PBI's domestic enplanements reached 3.39 million before falling to 2.91 million in 2010.

### Carriers and Service Offerings

The increase in scheduled service measures reported in 2001 was largely attributed to Southwest Airlines who entered the PBI market in January 2001. This carrier provided six daily flights to TPA, three daily flights to MCO, and two daily flights to Baltimore and Nashville. By 2005, Southwest had added Long Island-Lisp as a nonstop destination and jetBlue had entered the market with nonstop flights to New York-JFK, adding options for PBI's important New York market. By 2007, Southwest had added new low-cost service to Philadelphia. By 2008, many airlines (including Delta, Southwest, jetBlue, and Continental) had decreased the frequency of their nonstop service offerings at PBI. However, this decline in total departures was countered with new service from PBI to EYW by Continental, with 25 weekly departures.

### Weekly Departures

Weekly departures at PBI increased from 589 in 2000 to 613 in the summer of 2001, up four percent since July 2000. By the summer of 2003, PBI's 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 at PBI decreased to 509.

### Seats

PBI's nonstop scheduled departing seats rose markedly between 2000 and 2001, up 19 percent to nearly 76,000 weekly departing seats. In 2003, PBI's number of weekly departing seats returned to pre-9/11 levels, numbering around 65,100 seats. By July 2005, weekly departing seats had climbed further to 71,800 per week. A reduction in PBI's 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.

Average seats per flight at PBI increased steadily from 108 in 2000 to 124 in 2001, then to 135 in 2003. The recent high for PBI 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.

### Intrastate Service

In the summer of 2001, there were 158 weekly scheduled departures from PBI to different locations in Florida; these intrastate flights accounted for nearly 26 percent of the market's weekly scheduled domestic departures. There was approximately the same number of intrastate departures at the airport one year earlier. However, by the summer of 2007, PBI'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 at PBI.

### **Type of Aircraft**

In 2000, 92 percent of all PBI departing seats were on jet aircraft. By the summer of 2003, the percentage of departing seats on jet aircraft had risen to 95 percent and increased further to 97.3 percent by July 2005 before falling again to 94.1 percent in 2007. An increase in turboprop departures further reduced PBI's jet departures to 91.9 percent in 2008.

## *Key West International Airport (EYW)*

### **Current Domestic Air Service Trends**

#### **Domestic Passengers**

In 2010, EYW had 287,301 domestic passenger enplanements, a value that is roughly average for the decade. In 2012, domestic passenger enplanements increased by 29 percent to 370,568.

#### **Domestic Destinations**

In 2013, EYW provided nonstop service to five intrastate locations and two out-of-state locations, Atlanta and New Orleans.

#### **Weekly Departures**

In 2010, EYW stopped serving PBI and APF, causing EYW's average weekly departures to fall to 168. No new flight destinations were added in 2011, keeping the average weekly departures low at 148. By 2013, the average number of weekly flights at EYW increased back to 168, though still notably less than the numbers seen in the early 2000s.

#### **Seats**

In 2011, the average number of seats per flight at EYW was 53. This figure rose in 2013, reaching an average of 57 seats per flight.

#### **Intrastate Service**

In 2013, EYW served five intrastate destinations on 139 weekly flights. Service was offered to FLL, MIA, MCO, TPA, and RSW.

#### **Type of Aircraft**

In both 2011 and 2013, EYW was served by prop, turboprop, regional jet, and jet aircraft. A large percentage of departing passengers are now transported on jets, which does represent a notable change from 2011.

#### **Origins and Destinations**

EYW origin and destination data for 2013 is presented in **Table 15**. Almost all (99 percent) domestic passenger originations come from the Southeast (including Florida), but a very small number of passengers traveling to EYW still originate from the Northeast, South Central, Southwest, and Mid South regions.

Table 15: Key West International Airport - 2014 Update

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	0.1%	0.0%
Midwest	0.0%	0.0%
Southeast	37.3%	13.1%
Southwest	0.0%	0.0%
South Central	0.1%	0.0%
Mid South	0.1%	4.2%
North Central	0.0%	0.0%
Northwest	0.0%	0.0%
Florida Only	62.3%	82.7%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### Seasonal Comparison

Table 16 shows the 2013 seasonal comparison data for EYW. There were more departing seats in the winter and spring months to destinations in the Southeast, but many more Florida-only seats in the summer. Flight frequency from EYW was highest to the Southeast in the winter and Florida only in the summer. More information regarding seasonal service offerings from EYW is provided in Table 28 of the 2014 Update Reference Guide.

Table 16: Key West International Airport - Seasonal Comparison

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	0.2%	0.4%	0.6%	0.7%	0.0%	0.0%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	24.6%	44.2%	23.9%	41.7%	13.1%	27.9%
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%	4.2%	10.7%
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	75.2%	55.4%	75.5%	57.6%	82.6%	61.4%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

### Airport Service and Passenger Summary

Figure 7 graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at EYW.

Figure 7: Key West International Airport Service and Passenger Summary

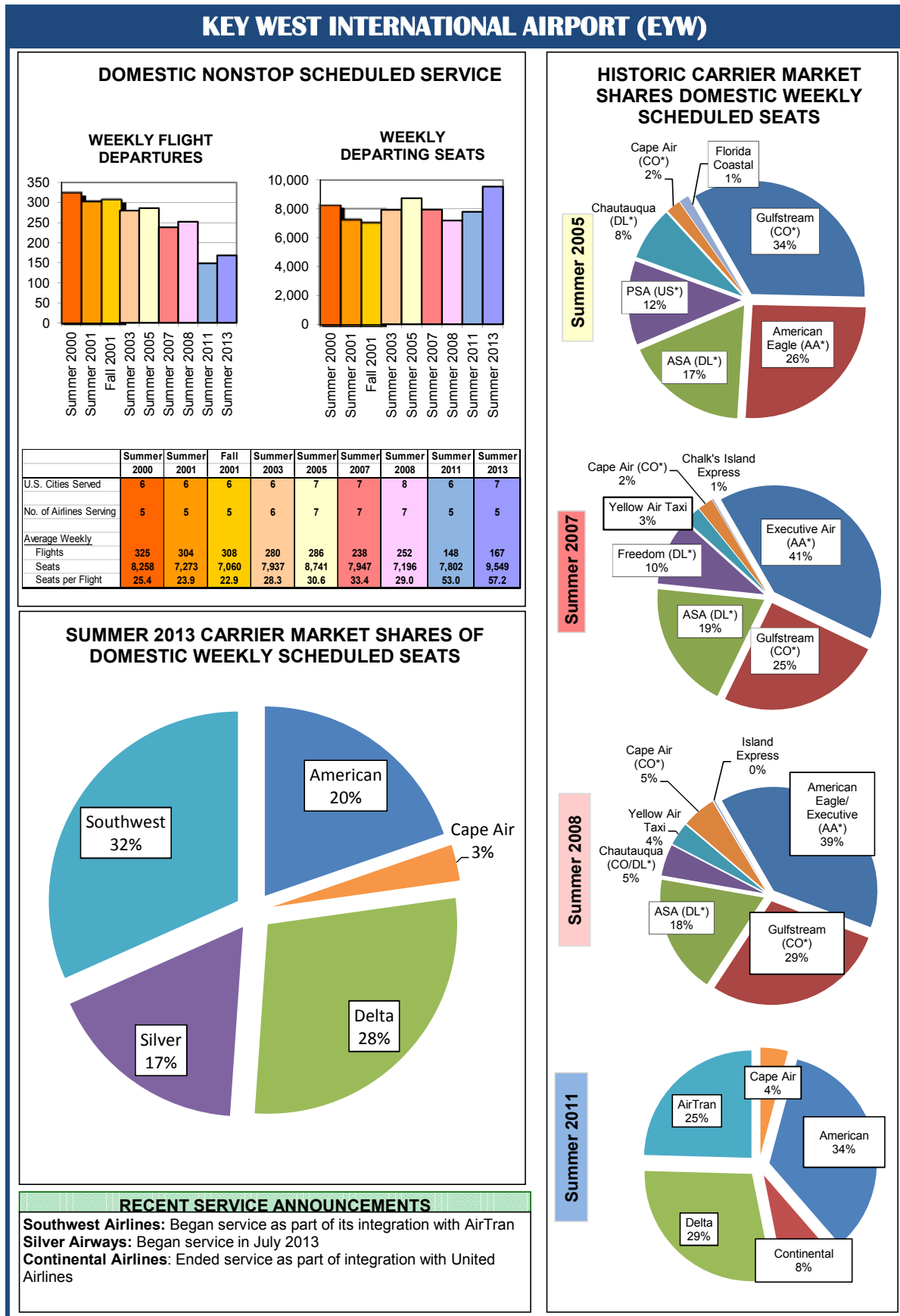
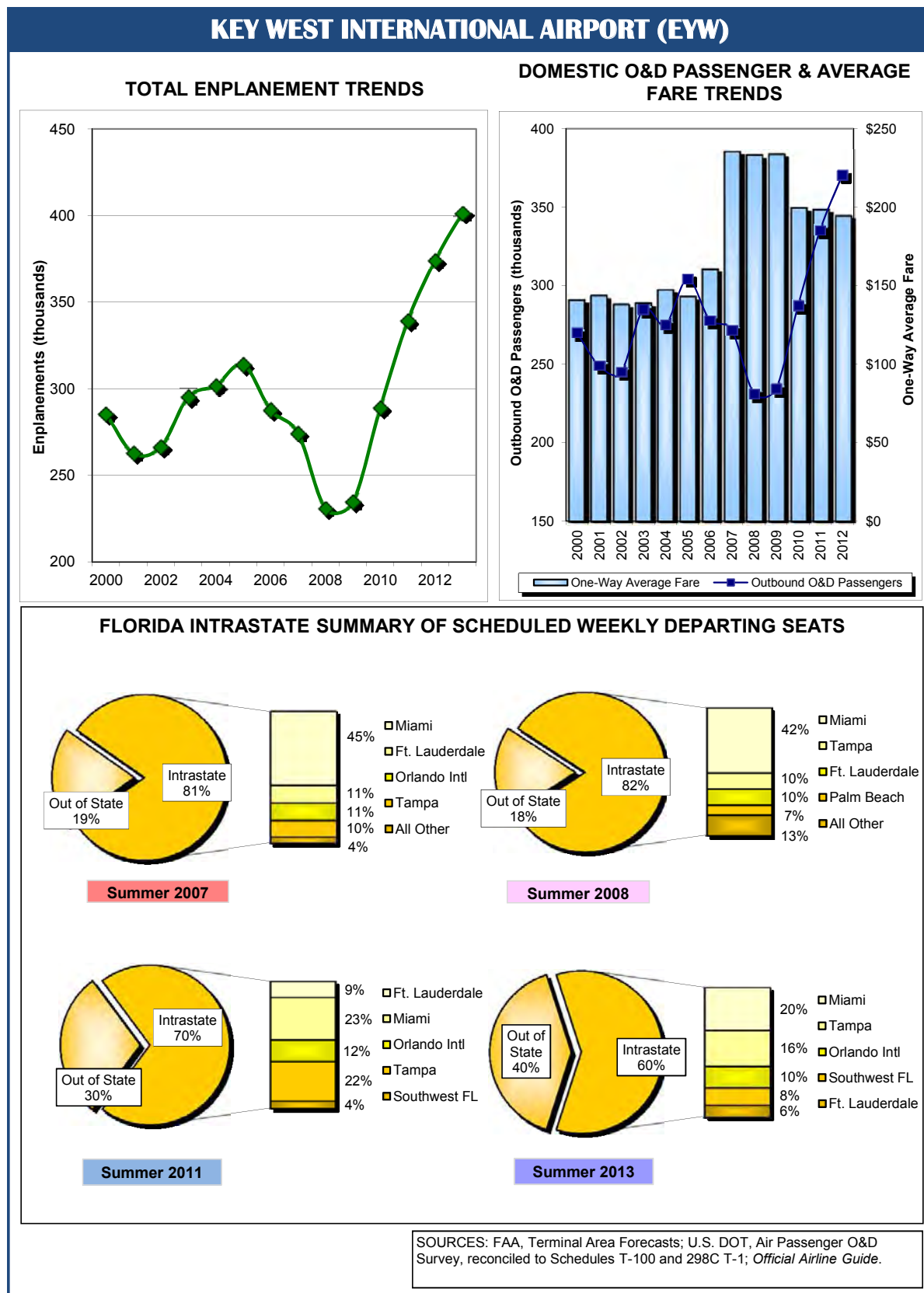


Figure 7: Key West International Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

Domestic enplanements at EYW 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 EYW enplaned 292,738 domestic passengers. Between 2004 and 2006 domestic enplanements at EYW fell once again to 284,461.

### Domestic Destinations

EYW had no scheduled service to destinations outside of Florida in 2000 and 2001. In 2003, EYW began service to Atlanta and has continued serviced there for all subsequent updates to the report.

### Weekly Departures

For the most part, the number of weekly departures at EYW slowly declined from 325 in 2000 to 304 in 2001, 280 in 2003, 286 in 2005, and to 238 in 2007. In 2008, weekly departures increased to 252.

### Seats

In 2000, there was an average of 25 seats per flight at EYW. After dropping to 24 seats in 2001, the average rose to 28 per flight 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 at EYW was 29.

### Intrastate Service

In the summer of 2001, EYW 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, EYW had 266 weekly scheduled departures to five destinations in Florida, a figure that remained stable in 2005. However, by 2007, intrastate departures from EYW fell to 216 per week. In 2007, six Florida airports (FLL, RSW, MIA, APF, MCO, and TPA) were served nonstop from EYW. A seventh location was added in 2008, with service being provided to PBI, increasing intrastate departures to 233 per week.

### Type of Aircraft

EYW was served largely by turboprop aircraft in 2008, a trend that was seen in 2007 despite the advent of regional jets, which saw decline in usage in 2008 from 38 to 26 weekly departures.



## *East Central Florida Region*

### *Orlando International Airport (MCO)*

#### Current Domestic Air Service Trends

##### Domestic Passengers

In 2010, there were 15.45 million domestic passenger enplanements at MCO, giving it the most enplanements of any airport in the state. Though total enplanements fell to 15.28 million in 2012, MCO continued to have the most domestic passenger enplanements of all Florida airports.

##### Weekly Departures

In 2010, there were 2,679 weekly departures at MCO; this figure rose slightly in 2011 to 2,718 departures. Despite the increase in 2011, the average number of weekly flights at MCO fell to 2,479 in 2013, the lowest number of scheduled departures of any reported year. This is most attributable to the diminished service provided by AirTran (merged with Southwest) to seven domestic locations.

##### Seats

In 2011, only 379,991 weekly departing seats were offered from MCO, making it the lowest number at the airport since the post-9/11 era. The decline continued in 2013 to 360,825, representing a new low for MCO. However, in 2011, there were 141 average seats per flight which jumped to 145 in 2013.

##### Intrastate Service

In 2010, MCO offered an average of 200 weekly departures to intrastate destinations. By 2011, this figure had fallen to 195. In 2011, intrastate departures represented only 7.2 percent of total departures. Service continued to drop in 2013, with only 134 intrastate flights representing 5.4 percent of all MCO departures.

##### Type of Aircraft

In 2011 and 2013, MCO's rate of departures on jets was roughly 92 percent, with regional jets making up a majority of the remainder of flights. Only a small percentage of flights leaving MCO were turboprop aircraft.

##### Origins and Destinations

MCO's origin and destination data for 2013 is presented in **Table 17**. The market's scheduled nonstop domestic service is well matched to originating passenger demand. Slight variations are seen in the Northeast and Southeast regions. These service patterns are similar to those seen in the 2011 update to the report, indicating that service patterns have not changed significantly in recent years.

Table 17: Orlando International Airport - 2014 Update

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	33.2%	37.6%
Midwest	17.3%	17.5%
Southeast	20.9%	17.3%
Southwest	5.9%	5.0%
South Central	10.5%	10.9%
Mid South	3.4%	4.3%
North Central	2.5%	1.7%
Northwest	0.5%	0.4%
Florida Only	5.6%	5.4%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### Seasonal Comparison

Shown in **Table 18** are the 2013 seasonal comparison data for MCO. Overall, service was well matched across the seasons. There were slight variations in service to destinations in the Midwest; however, most other regions had little variation. More information regarding seasonal service offerings from MCO is provided in **Table 29** of the **2014 Update Reference Guide**.

Table 18: Orlando International Airport - Seasonal Comparison

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	40.2%	38.5%	39.9%	38.9%	39.7%	39.1%
Midwest	18.3%	17.8%	19.0%	18.6%	17.5%	16.8%
Southeast	13.6%	14.7%	13.6%	14.2%	14.0%	15.0%
Southwest	5.3%	5.8%	5.0%	5.5%	5.2%	6.0%
South Central	10.3%	10.3%	10.7%	10.8%	11.2%	11.5%
Mid South	4.1%	3.9%	4.5%	4.4%	4.4%	4.3%
North Central	2.4%	3.1%	2.2%	2.8%	1.7%	1.8%
Northwest	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%
Florida Only	5.4%	5.5%	4.7%	4.4%	5.9%	5.1%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

### Airport Service and Passenger Summary

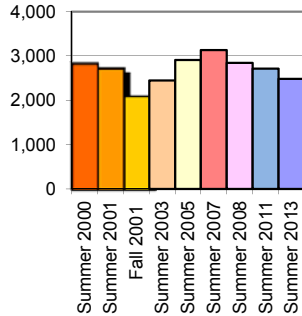
**Figure 8** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at MCO.

Figure 8: Orlando International Airport Service and Passenger Summary

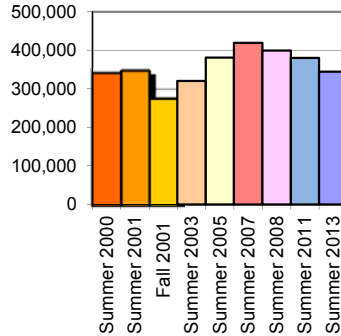
## ORLANDO INTERNATIONAL AIRPORT (MCO)

### DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

#### WEEKLY FLIGHT DEPARTURES

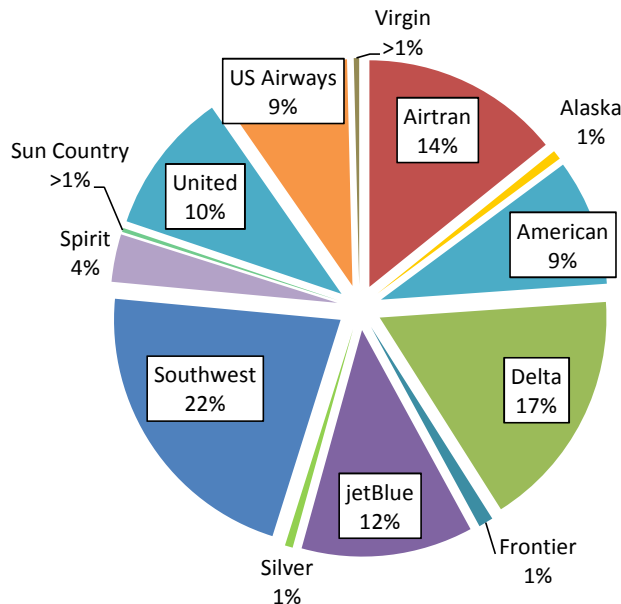


#### WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011	Summer 2013
U.S. Cities Served	69	67	66	76	82	87	78	82	78
No. of Airlines Serving	24	24	22	23	28	22	26	13	13
Average Weekly									
Flights	2,827	2,720	2,097	2,443	2,904	3,132	2,839	2,714	2,480
Seats	343,778	349,148	277,608	320,441	380,724	419,245	399,604	379,991	360,825
Seats per Flight	121.6	128.4	132.4	131.2	131.1	133.9	141.0	141.8	145.5

### SUMMER 2013 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



#### RECENT SERVICE ANNOUNCEMENTS

**Silver Airways:** Began service to intrastate locations

**Continental Airlines:** dropped service as part of merger with United Airlines

International service added 63 weekly flights (19 to the Caribbean and 22 to Canada) since the 2011 update, the highest number of weekly international flights since the report began

### HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

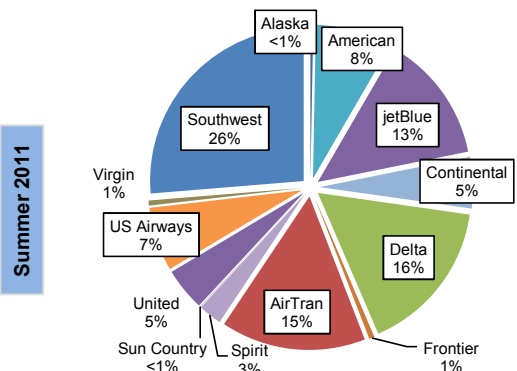
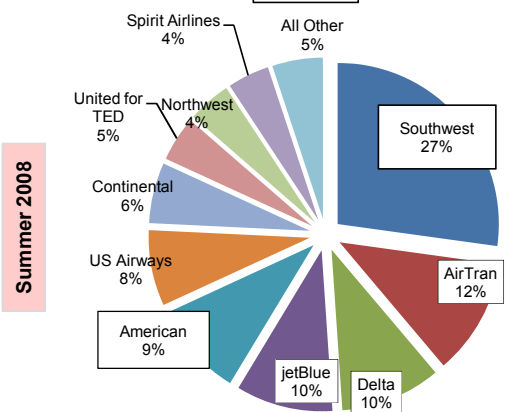
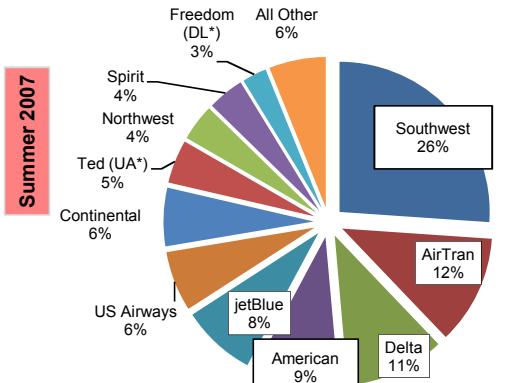
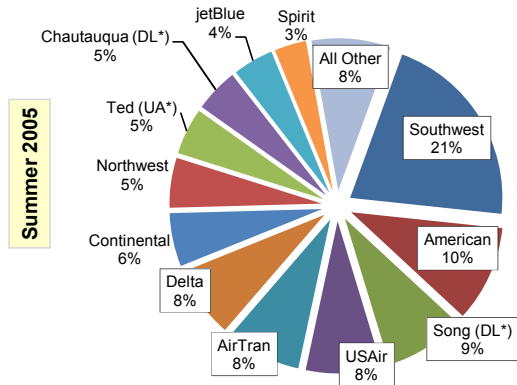
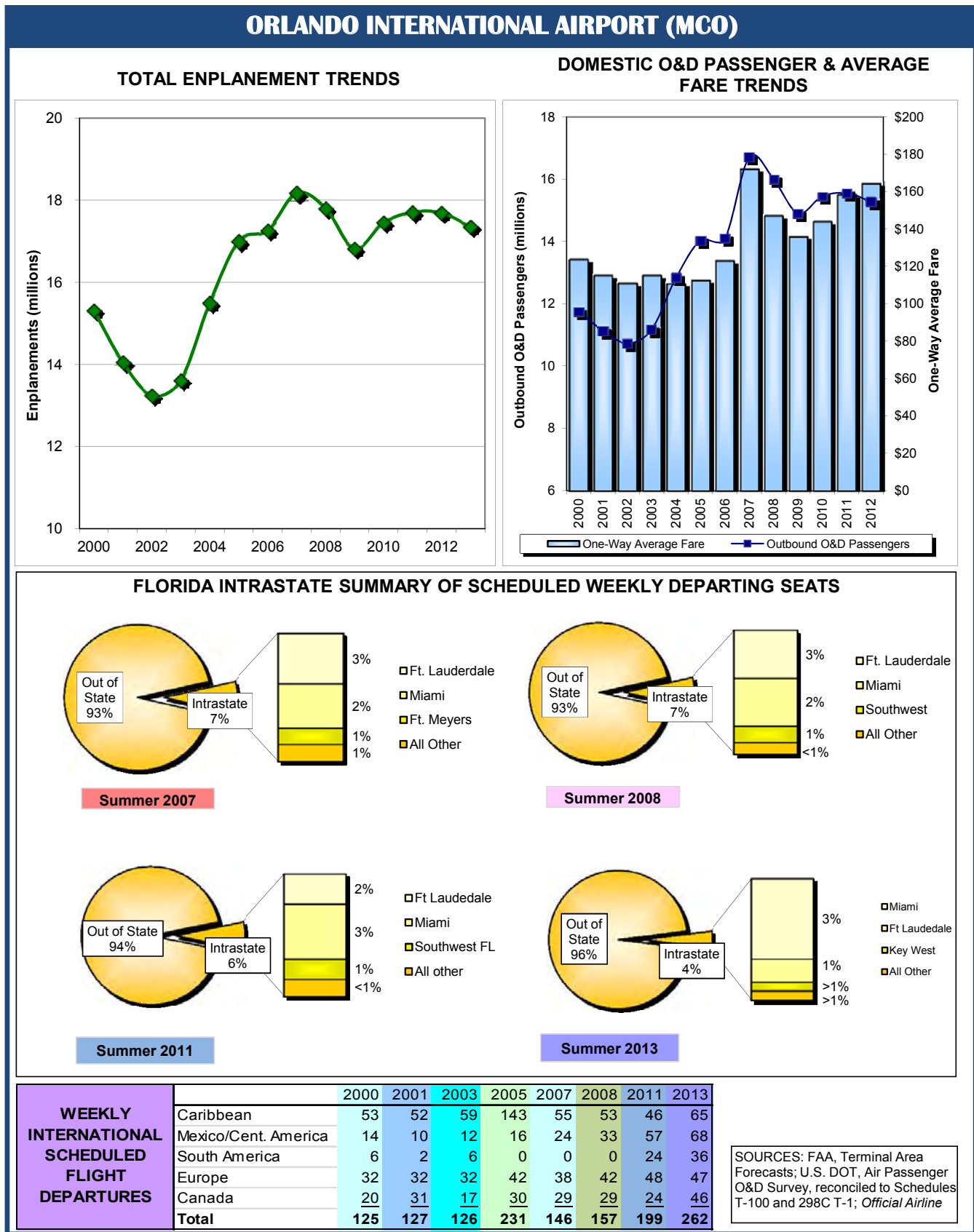


Figure 8: Orlando International Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

In 1999, just over 11 million originating passengers boarded a domestic flight at MCO, a number that climbed to 11.75 million just a year later. However, by 2002, this number had fallen to 9.98 million, or a 15 percent reduction in domestic passenger traffic. A full recovery was seen at MCO by 2004 when the airport enplaned 12.84 million passengers. Continued growth was seen through 2006 when enplanements counts totaled 14.1 million.

### Weekly Departures

In the summer of 2001, MCO 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 at MCO 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 MCO's scheduled departures with 2,839 each week, due to the reduction of many service offerings from Comair and Freedom Airlines, both affiliates of Delta Air Lines.

### Seats

Scheduled nonstop weekly departing seats at MCO 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 at MCO, 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 average number of seats at MCO per flight rose from 122 in 2000, to 128 in 2001, to 131 in 2003, and 134 in 2007.

### Intrastate Service

In the summer of 2001, the MCO 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 from MCO 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. However, 2008 brought a record low of 239 intrastate departures from MCO resulting from reduced services to MIA, FLL, and TLH.

In the summer of 2000, approximately 23 percent of MCO'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 MCO weekly departures occurring to cities within the state.

### Type of Aircraft

In the summer of 2001, more than 95 percent of the scheduled weekly seats from MCO 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 at MCO were onboard jet aircraft. This decrease in jet departures occurred as the number of regional jets serving MCO continued to increase. However, by 2007, this decline had been reversed with more than

95 percent of MCO's seats on jets and continued in 2008 when more than 96 percent of departing seats were deployed on large jet aircraft. Seats on turboprop aircraft accounted for about four percent of all MCO seats that left the market each week during the summers of 2000, 2001, 2003, and 2005. This figure fell to 3 percent in 2007.

## Melbourne International Airport (MLB)

### Current Domestic Air Service Trends

#### Domestic Passengers

In 2010, MLB had 179,916 domestic passenger enplanements. This figure increased to 215,202 in 2012.

#### Carriers

In 2010, 2011, and 2013 only two airlines provided service to MLB: Delta who serves Atlanta and US Airways who serves Charlotte.

#### Weekly Departures

In 2010, MLB had 56 weekly departures before falling to 48 weekly departures in 2011. Weekly departures remained at 48 in 2013.

#### Seats

In 2011, MLB had 4,445 weekly scheduled departing seats. By 2013, there were 5,166 scheduled weekly departing seats on 48 weekly departures. This indicates a significant increase in load factor due to the fact that 600 more seats were scheduled on the same number of departing flights at the airport.

#### Intrastate Service

In July of 2007, 2008, 2010, 2011, and 2013 no intrastate service was offered from MLB.

#### Origins and Destinations

MLB's origin and destination data for 2013 is presented in **Table 19**. Nonstop domestic service in this market is well matched to originating domestic passenger demand. There are a small number of originating passengers out of the Midwest and Mid South, but on the whole, the market is well matched. All (100 percent) of MLB's weekly departures are traveling to cities in the Southeast.

**Table 19: Melbourne International Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	0.0%	0.0%
Midwest	0.1%	0.0%
Southeast	99.7%	100.0%
Southwest	0.0%	0.0%
South Central	0.0%	0.0%
Mid South	0.2%	0.0%
North Central	0.0%	0.0%
Northwest	0.0%	0.0%
Florida Only	0.0%	0.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### Seasonal Comparison

Shown in **Table 20** are the 2013 seasonal comparison data for MLB. Scheduled service did not vary during the 2011 seasons for destinations. All flights, regardless of the season, service the Southeast region, except for one flight to the Northeast in the spring. More information regarding seasonal service offerings from MLB is provided in **Table 30** of the **2014 Update Reference Guide**.

**Table 20: Melbourne International Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	0.0%	0.0%	0.2%	0.4%	0.0%	0.0%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	100.0%	100.0%	99.8%	99.6%	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, 2013

### Airport Service and Passenger Summary

**Figure 9** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at MLB.

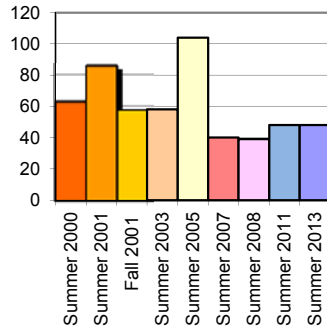


Figure 9: Melbourne International Airport Service and Passenger Summary

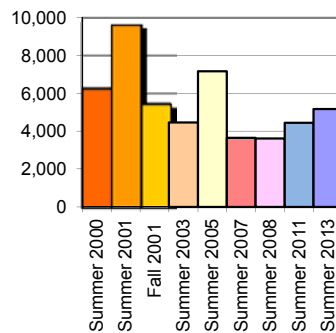
## MELBOURNE INTERNATIONAL AIRPORT (MLB)

### DOMESTIC NONSTOP SCHEDULED SERVICE SUMMARY

#### WEEKLY FLIGHT DEPARTURES

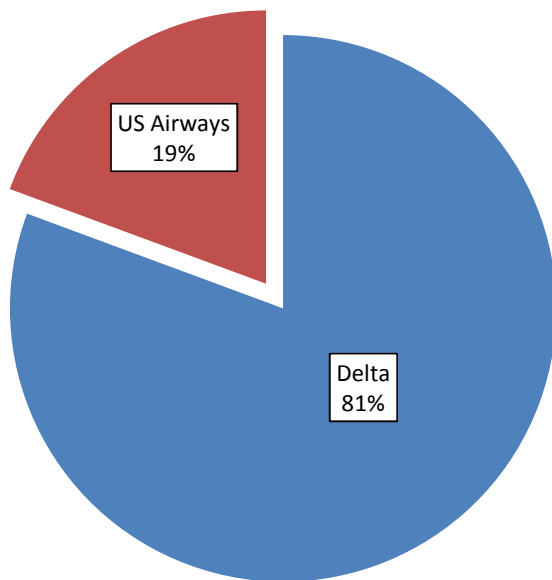


#### WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011	Summer 2013
U.S. Cities Served	2	6	2	4	6	2	2	2	2
No. of Airlines Serving	3	5	3	4	5	2	4	2	2
Average Weekly									
Flights	63	86	58	58	104	40	39	48	48
Seats	6,307	9,648	5,476	4,467	7,167	3,656	3,612	4,445	5,166
Seats per Flight	100.1	112.2	94.4	77.0	68.9	91.4	93.0	93.0	107.6

### SUMMER 2013 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



#### RECENT SERVICE ANNOUNCEMENTS

Service remained relatively unchanged between 2011 and 2013

### HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

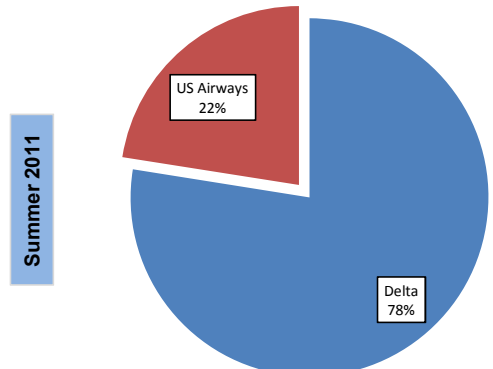
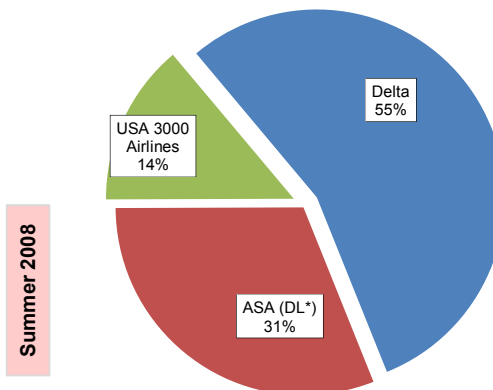
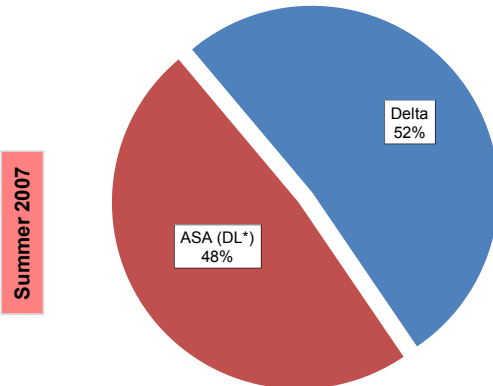
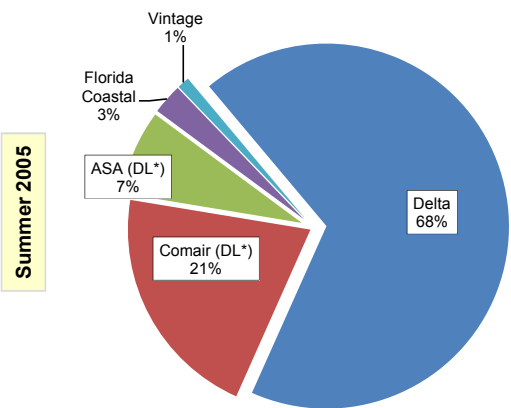
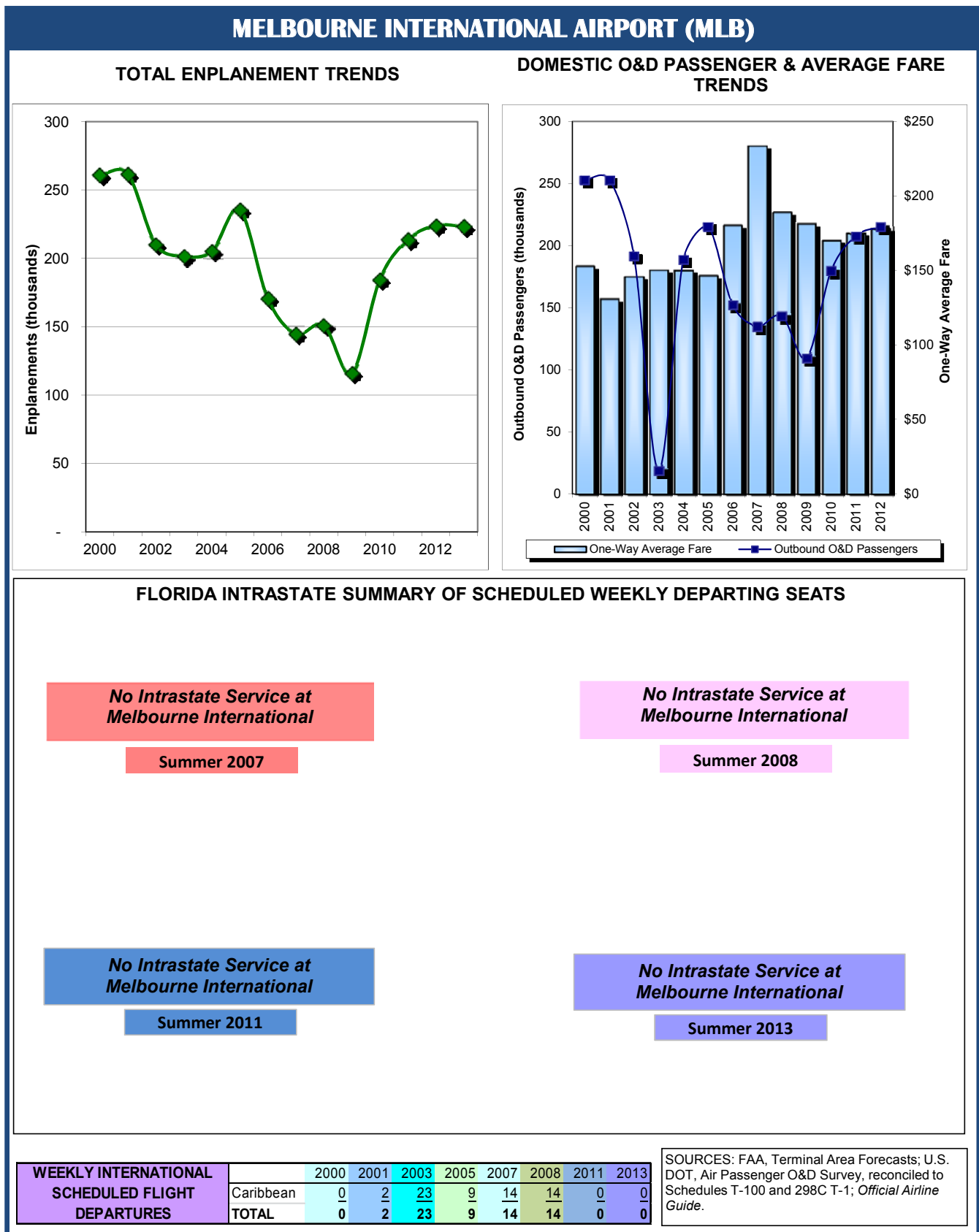


Figure 9: Melbourne International Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

In 1999, MLB served 273,813 domestic enplanements, compared to 261,950 in 2000, 200,934 in 2002, and 198,570 in 2004. In 2006, a steep decline occurred and enplanements fell to just 159,386.

### Carriers

Between 2000 and 2001, the MLB 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.

### Domestic Destinations

In the summer of 2001, MLB had nonstop service to six airports, including three domestic connecting hubs outside of Florida (Atlanta, Newark, and Cincinnati). By the summer of 2003, the airport had service to Atlanta, Cincinnati, Orlando, and Dallas. In 2005, airlines ceased serving Dallas and Orlando nonstop from MLB, but added New York (JFK) and Washington (Dulles), as well as intrastate flights to DAB and FLL. By July 2007, the airport had service to just Atlanta and Washington (National). In July 2008, airlines serving MLB offered nonstop flights to just Atlanta and Baltimore.

### Weekly Departures

Weekly departures at MLB increased from 63 in 2000 to 86 in 2001, a 37 percent increase. 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.

### Seats

The number of departing seats available each week at MLB 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. In 2007, weekly departing seats at MLB dropped dramatically to just 3,656 and decreased moderately in 2008 with 3,612 weekly departing seats.

### Intrastate Service

Between the summer of 2000 and 2001, nonstop service was provided between MLB and one intrastate Florida destination, FLL. By the summer of 2003, MLB's only intrastate service was to MCO. In July 2005, FLL and DAB could be reached nonstop from MLB.

### Type of Aircraft

In the summer of 2000 and 2001, all seats that left MLB each week were on 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 in the summer of 2007.

## *Daytona Beach International Airport (DAB)*

### Current Domestic Air Service Trends

#### Domestic Passengers

In 2010, DAB enplaned 486,783 domestic non-stop passengers. This figure increased to 290,076 in 2012, representing the highest total at DAB since 2004.

#### Domestic Destinations

In 2010, service was only offered from DAB to Atlanta on Delta Air Lines and to Charlotte on US Airways. The same was true for 2011 and 2013.

#### Weekly Departures

In 2010 and 2011, DAB had 58 weekly departures, the same level as in the early 2000s. In 2013, the number of weekly departures increased to 59.

#### Seats

DAB had 6,042 weekly departing seats to domestic destinations in 2011, this translated to an average of 108 seats per flight, mostly on Delta jets servicing Atlanta. By 2013, weekly departing seats had risen to 6,974 with an average of 118 seats per flight.

#### Intrastate Service

In 2010, 2011, and 2013, no intrastate flights were offered from DAB.

#### Type of Aircraft

In 2011 and 2013, only regional jet and jet service was provided at DAB.

#### Origins and Destinations

DAB's origin and destination data for 2013 is presented in **Table 21**. The airport's level of scheduled departures matches passenger originations very closely. This is mostly due to 99 percent of passenger origination demand coming from the Southeast and 100 percent of the average weekly departures going to destinations in the Southeast. There are small percentages of passengers that originate in the Northeast and Mid South that are not served by departing flights, but on the whole, passenger originations and departures match up very well for DAB.

**Table 21: Daytona Beach International Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	0.2%	0.0%
Midwest	0.1%	0.0%
Southeast	99.2%	100.0%
Southwest	0.0%	0.0%
South Central	0.0%	0.0%
Mid South	0.4%	0.0%
North Central	0.0%	0.0%
Northwest	0.0%	0.0%
Florida Only	0.1%	0.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### Seasonal Comparison

**Table 22** shows the 2013 seasonal comparison data for DAB. Scheduled service did not vary during the 2013 seasons for destinations. All flights, regardless of the season, service the Southeast region, except for six flights to the Northeast region in the spring. More information regarding seasonal service offerings from DAB is provided in **Table 31** in the **2014 Update Reference Guide**.

**Table 22: Daytona Beach International Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	0.0%	0.0%	1.2%	0.7%	0.0%	0.0%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	100.0%	100.0%	98.8%	99.3%	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%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

### Airport Service and Passenger Summary

**Figure 10** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at DAB

Figure 10: Daytona Beach International Airport Service and Passenger Summary

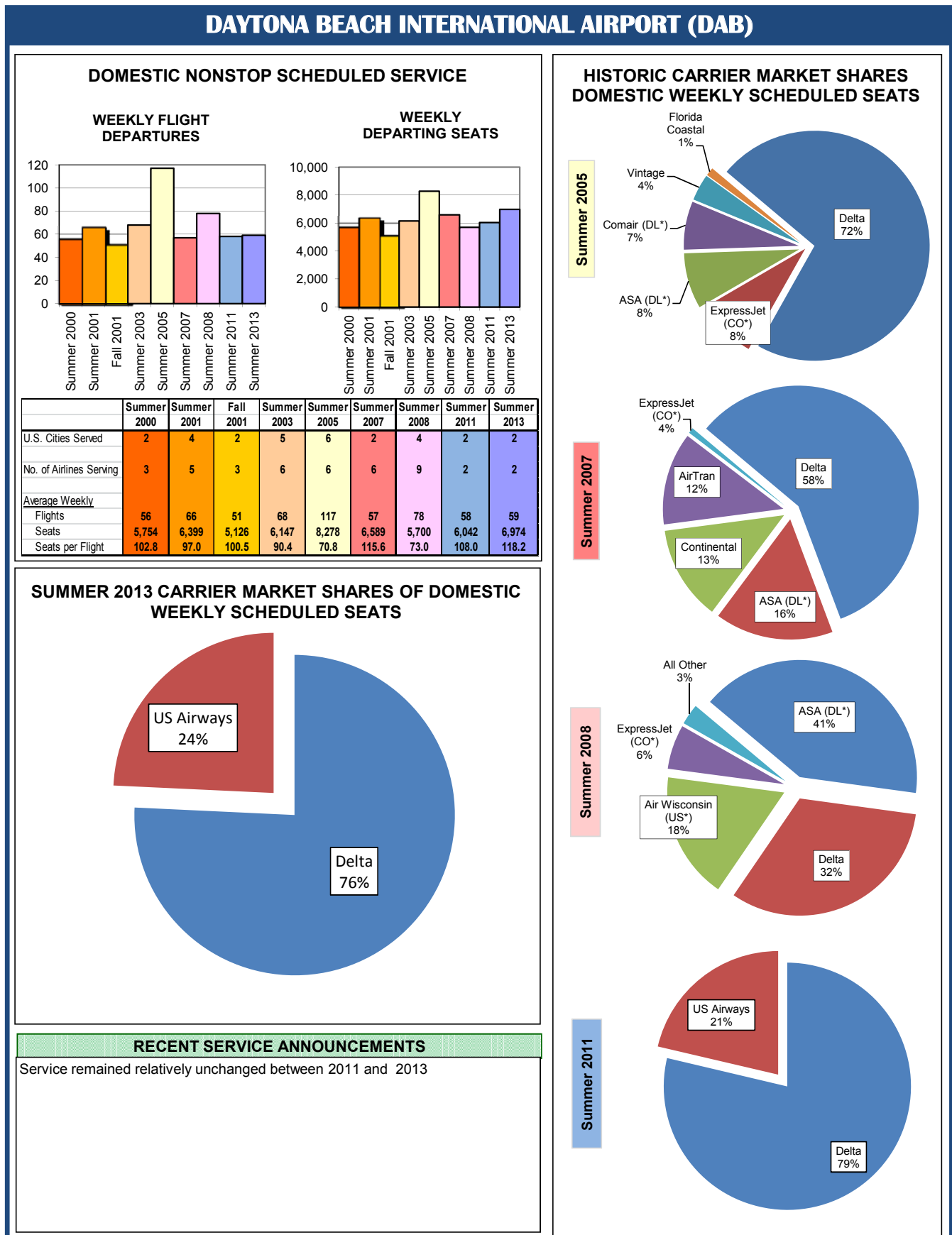
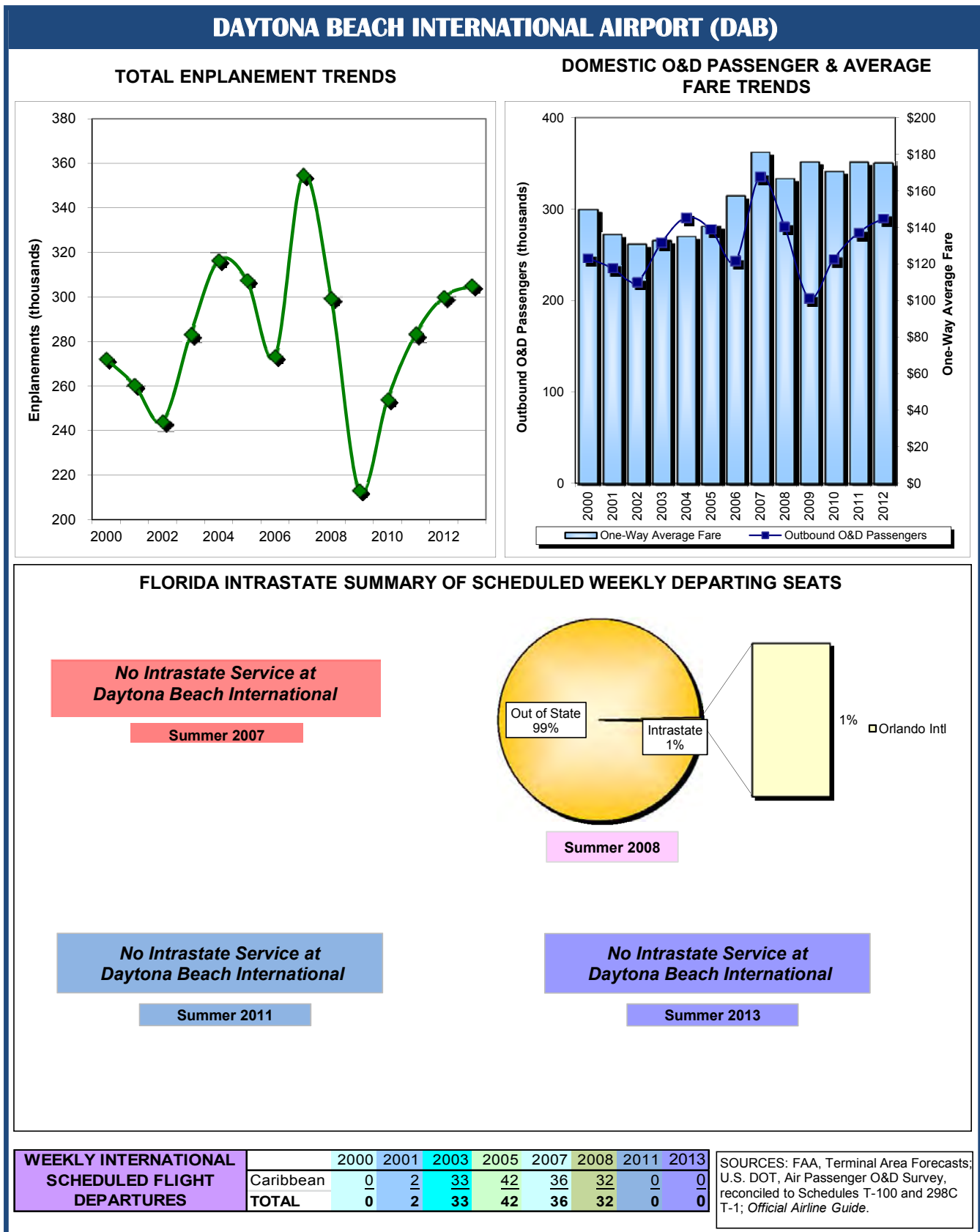


Figure 10: Daytona Beach International Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

In 1999, DAB served 274,431 enplanements, compared to 264,031 a year later. In 2002, there were 232,467 domestic enplanements at the airport. In 2004, the airport served 303,590 enplanements, but these gains disappeared by 2006 when there were 254,759 domestic enplanements at the airport. In 2007, domestic enplanements at DAB numbered 335,381.

### Domestic Destinations

In previous reporting periods, nonstop domestic service was on flights to four airline connecting hubs beyond Florida, including Atlanta, Cincinnati, Dallas, and Newark. In the summer of 2005, DAB continued to provide service to most of these same destinations; however, the service to Dallas had been discontinued. Commuter service to JAX, MCO, and MLB was provided in July 2005 by Vintage Props and Jets. As of the summer of 2005, Continental and Delta were the airport's mainline carriers. By July 2007, the mainline carriers were joined by AirTran to service Atlanta and Newark. In 2008, service was expanded to include Charlotte and JAX.

### Weekly Departures

Between 2000 and 2007, DAB's weekly departures during the 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.

### Seats

In the summer of 2000, DAB had nearly 5,755 weekly departing seats to destinations within the U.S. Information for the summer of 2005 shows that weekly scheduled departing seats rose to 8,278. Service fell in 2007 to 6,589 weekly departing seats. In 2008, DAB's weekly seats decreased to 5,700, as a higher number of smaller aircraft were utilized.

From 2000 to 2001, the average number of seats per flight at DAB decreased from 103 to 97. From 2001 to 2003, the average number of seats fell from 97 to 90, while between 2003 and 2005 the average number of seats fell from 90 to 71. This decline was a result of the airport moving away from large jets to regional jet aircraft. Large jets returned to the airport in 2007 and seat counts per departing aircraft increased to an average of 116. This increase was due in part to low-cost service on AirTran who did not employ regional jets. In 2008, AirTran withdrew its operations from DAB and more regional jets were used, reducing the average seat count to 73.

### Intrastate Service

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 MCO and MLB was available. In 2007, no intrastate service was offered. By 2008, one weekly nonstop flight was offered to JAX.

### Type of Aircraft

In 2000, 2001, and 2003, all weekly scheduled seats departing this market were on jet or regional jet aircraft. In 2005, turboprop service was also provided linking DAB and MLB with MCO; however, this service was withdrawn by July 2007.



## *Orlando-Sanford International Airport (SFB)*

### Current Domestic Air Service Trends

#### Domestic Passengers

In 2010, 367,410 domestic passengers originated at SFB. In 2012, the number of domestic passengers nearly doubled to 660,177, representing the highest number of domestic passengers since this report began.

#### Carriers

In 2010, SFB was only served by Allegiant Air, but by 2011 limited service through Vision Airways was added. In 2013, the airport was predominantly served by Allegiant Air, with additional limited service to MIA on ArkeFly. Service was not provided by any other airlines in the summer of 2013.

#### Domestic Destinations

In 2011, a total of 31 destinations were served from SFB. By 2013, SFB served 44 destinations, including 12 new destinations by Allegiant Air. Though the airport lost service by Vision Airways, additional Allegiant service increased the overall number of destinations served.

#### Weekly Departures

In 2010, there were 55 average weekly departures from SFB while in 2011 there were 102. In 2013, SFB increased the average number of departures to 129, the most of any reported year since this report began. In addition to scheduled service, the airport accommodates a notable amount of both domestic and international charter service that is not captured in this analysis.

#### Seats

In the summer of 2011, SFB had 16,600 scheduled departing seats per week. By 2013, this had increased to 21,685 departing seats, the highest of any year of the report. This is both attributable to increasing load factors and the fact that SFB began serving additional destinations.

#### Intrastate Service

In 2011, Vision Airlines began four weekly flights to VPS on Vision Airways. In 2013, Vision Airways had ended service to VPS, but intrastate service was offered six times a week to MIA.

#### Origins and Destinations

SFB's origin and destination data for 2013 is presented in **Table 23**. Service to destinations in the Northeast and Midwest are very well matched with originating passengers. However, destinations in the Southeast, South Central, South Central, North Central, and Florida-only regions were not well matched in 2013.

**Table 23: Orlando-Sanford International Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	20.3%	20.5%
Midwest	36.2%	35.4%
Southeast	15.1%	10.2%
Southwest	0.0%	0.0%
South Central	2.1%	5.5%
Mid South	13.8%	15.7%
North Central	12.3%	7.9%
Northwest	0.0%	0.0%
Florida Only	0.1%	4.7%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### **Seasonal Comparison**

**Table 24** shows the 2013 seasonal comparison data for SFB. Destinations in the Northeast saw much more activity in the spring months, while destinations in the Mid South saw more activity in the summer. Overall, there was a significant fluctuation between the seasons and destinations at SFB. These large differences show a great amount of seasonal demand. More information regarding seasonal service offerings from SFB is provided in **Table 32** in the **2014 Update Reference Guide**.

**Table 24: Orlando-Sanford International Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	23.8%	23.4%	40.3%	39.9%	21.3%	20.9%
Midwest	37.4%	36.9%	31.7%	31.4%	34.7%	34.0%
Southeast	12.7%	12.5%	6.8%	6.8%	10.0%	9.8%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	1.5%	1.5%	0.0%	0.0%	4.5%	4.4%
Mid South	11.3%	11.1%	7.8%	7.7%	15.9%	15.6%
North Central	9.7%	9.5%	10.7%	10.6%	7.8%	7.6%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	3.8%	5.1%	2.7%	3.7%	5.7%	7.7%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

### **Airport Service and Passenger Summary**

**Figure 11** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at SFB.

Figure 11: Orlando Sanford International Airport Service and Passenger Summary

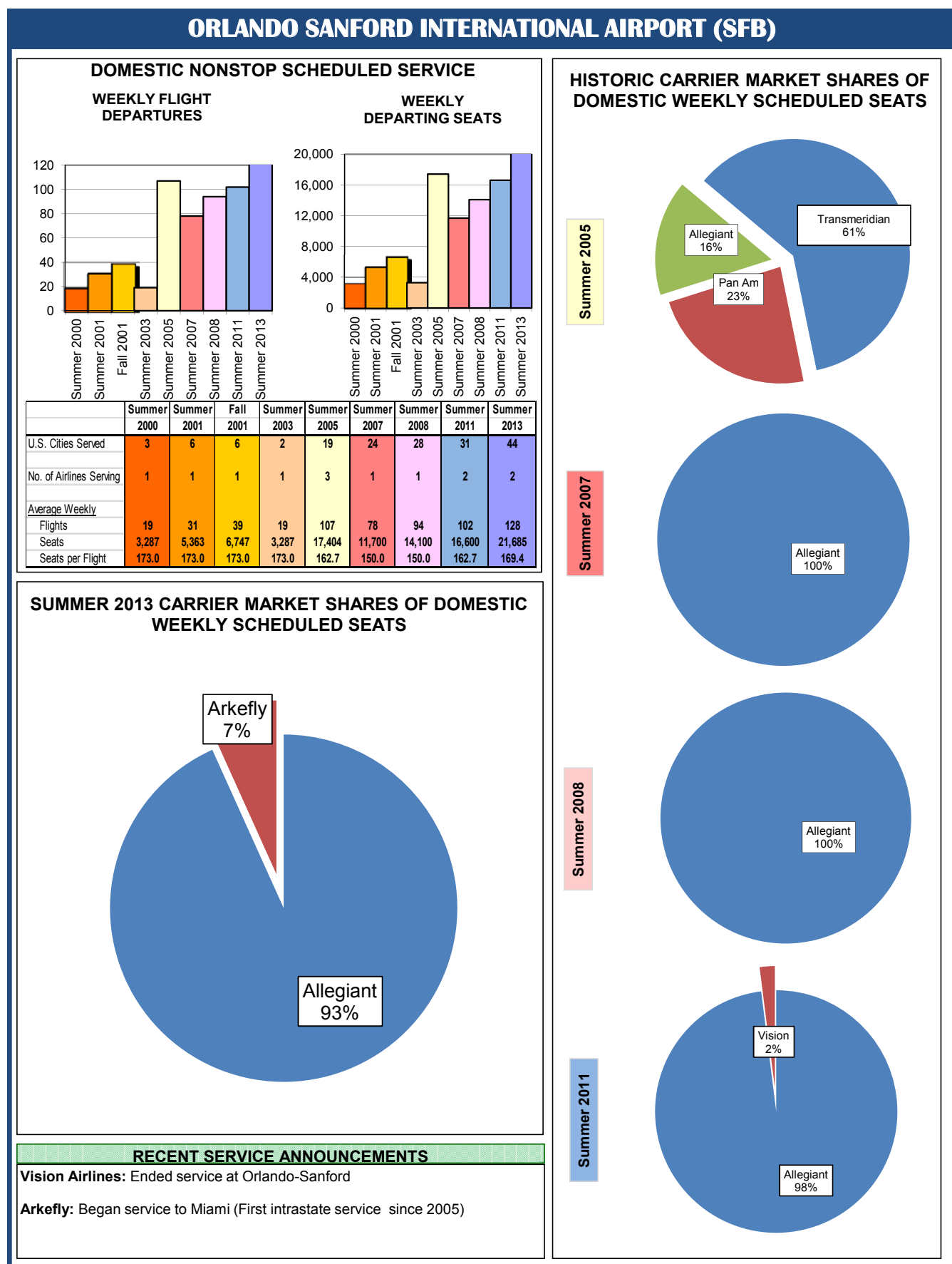
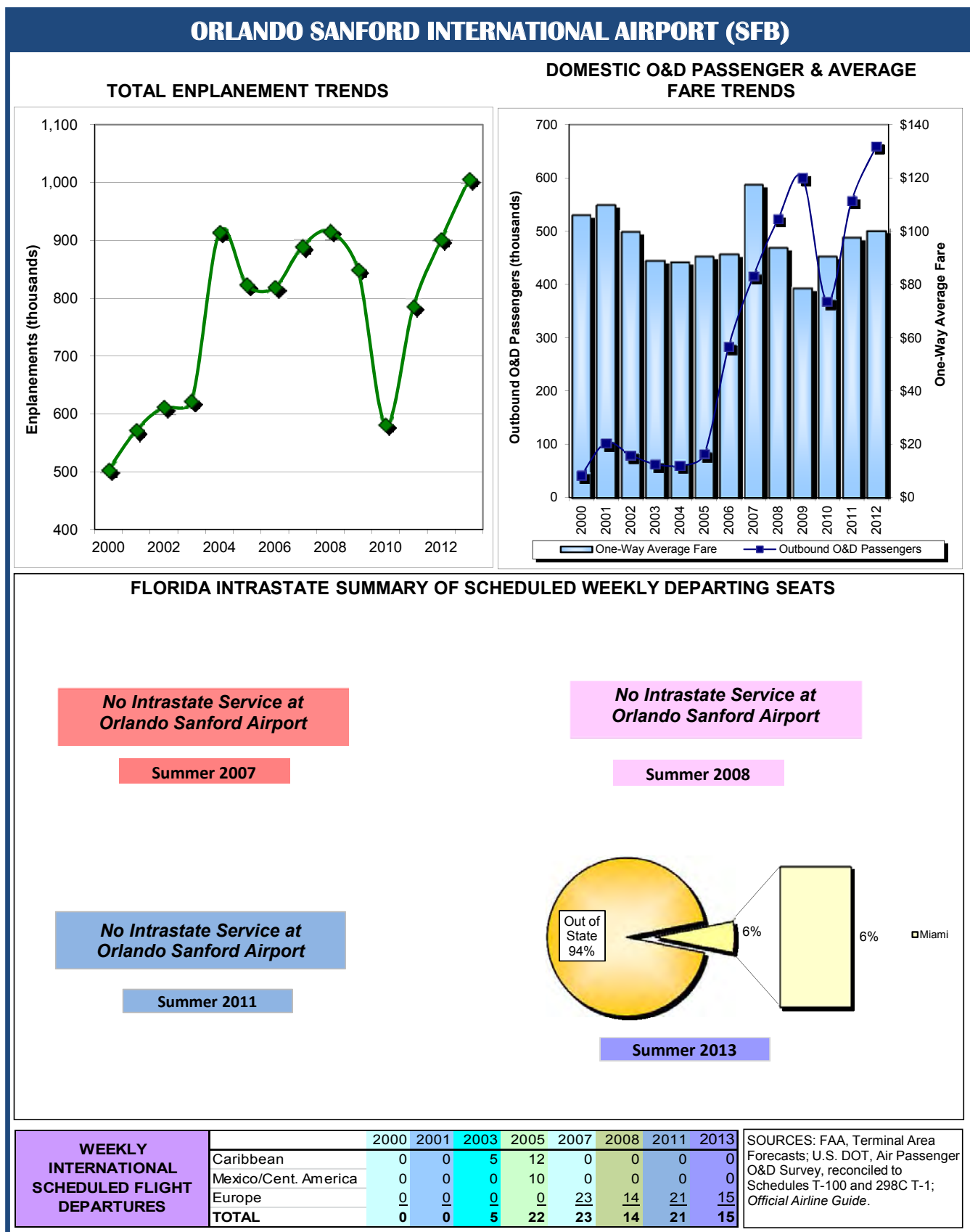


Figure 11: Orlando Sanford International Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

SFB saw its originating passenger numbers swell from about 42,000 to 79,080 between 2000 and 2002, for an increase of nearly 88 percent in two years. These figures fell in 2004 to just less than 60,000. In 2007, the number of originating passengers increased to 415,491.

### Domestic Destinations

In the summer of 2000, Pan Am provided nonstop service to three destinations from SFB. By 2001, this airline had added three new destinations. 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, only Allegiant remained; however, its service had expanded offering flights to 24 cities. In 2008, four more destinations were added by Allegiant Air for a total of 28 nonstop destinations.

### Weekly Departures

In the summer of 2000, SFB had 19 scheduled weekly departures to domestic destinations. 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 SFB.

### Seats

In the summer of 2000, SFB 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.

### Intrastate Service

In 2000, 2001, and 2003, SFB had no scheduled flights to other cities in Florida. In 2005, Pan Am operated one weekly nonstop to PIE, but this flight ceased when Pan Am stopped operations. In 2007 and 2008, no intrastate service was offered from SFB.

# *West Central Florida Region*

## *Tampa International Airport (TPA)*

### Current Domestic Air Service Trends

#### Domestic Passengers

In 2010, TPA had 7.94 million domestic passengers. That figure increased to 7.98 million in 2012.

#### Weekly Departures

In 2010, TPA had 1,455 weekly departures, this figure rose slightly in 2011 to 1,481. Despite the increase in 2011, the average number of weekly departures decreased at TPA slightly in 2013 to 1,428.

#### Seats

In 2011, TPA had 198,877 weekly departing seats. In the summer of 2013, the average number of weekly departing seats had decreased to 190,989; the lowest number of the past decade. Though the number of departing seats and average weekly departures had fallen in 2013, the number of seats per flight increased to 133, indicating higher load factors and the utilization of larger aircraft.

#### Intrastate Service

In 2010, intrastate service at TPA had been reduced to 17 percent of all flights with service to seven Florida airports. In 2011, intrastate flights remained at 17 percent of all flights. By 2013, TPA's intrastate flights fell to 14.7 percent with 210 departures to eight destinations.

#### Type of Aircraft

Since 2008, TPA has largely utilized jet aircraft. Jet aircraft make up roughly 97 percent of the trips departing from TPA. In 2011, less than one percent of all scheduled weekly seats were on turboprop aircraft, less than any other reported year. In 2013, turboprop returned to the levels seen in 2007 and 2008 at 2.1 percent.

#### Origins & Destinations

TPA's origin and destination data for 2013 is presented in **Table 25**. Passenger originations are fairly well matched to scheduled departures at the airport. Although destinations in the Southeast and Florida did have greater than five percent differences between passenger originations and scheduled departures, all other regions were fairly well matched.

**Table 25: Tampa International Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	28.0%	31.1%
Midwest	18.0%	16.6%
Southeast	24.3%	17.9%
Southwest	3.5%	2.8%
South Central	12.1%	11.0%
Mid South	4.1%	5.1%
North Central	1.6%	1.0%
Northwest	0.1%	0.0%
Florida Only	8.3%	14.6%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

#### **Seasonal Comparison**

**Table 26** shows the 2013 seasonal comparison data for TPA. Scheduled service varied during the seasons for this airport in 2013. Within Florida, the winter and summer months offered a higher percentage of flights and weekly departures compared to the spring months. More information regarding seasonal service offerings from TPA is provided in **Table 33** of the **2014 Update Reference Guide**.

**Table 26: Tampa International Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	30.9%	32.2%	31.9%	33.2%	31.9%	33.6%
Midwest	17.8%	18.4%	20.2%	20.8%	16.2%	17.0%
Southeast	15.6%	17.7%	15.1%	16.9%	16.4%	18.1%
Southwest	2.6%	3.0%	2.7%	3.0%	2.9%	3.1%
South Central	11.3%	12.0%	10.3%	11.1%	11.3%	12.2%
Mid South	4.5%	4.7%	4.5%	4.7%	5.1%	5.5%
North Central	1.7%	1.8%	1.6%	1.9%	1.0%	1.2%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	15.6%	10.1%	13.7%	8.3%	15.2%	9.4%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

#### **Airport Service and Passenger Summary**

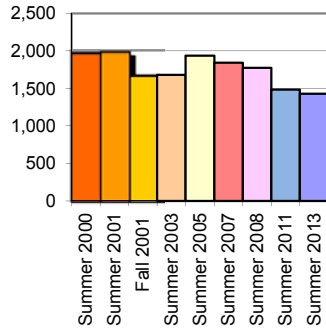
**Figure 12** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at TPA.

Figure 12: Tampa International Airport Service and Passenger Summary

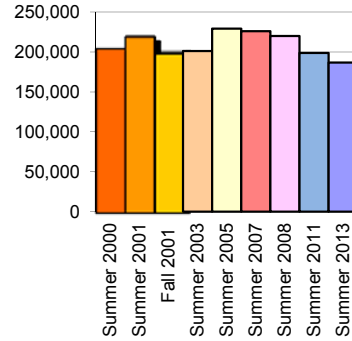
## TAMPA INTERNATIONAL AIRPORT (TPA)

### DOMESTIC NONSTOP SCHEDULED SERVICE

#### WEEKLY FLIGHT DEPARTURES

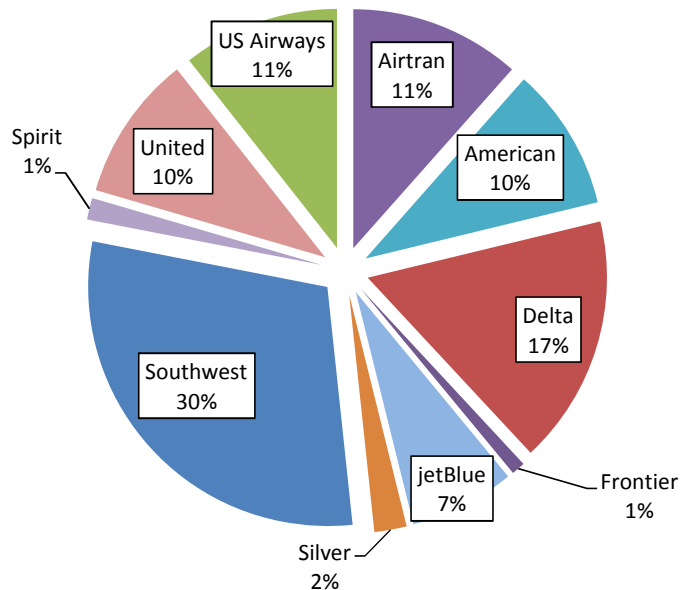


#### WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011	Summer 2013
U.S. Cities Served	54	55	55	56	72	65	63	60	61
No. of Airlines Serving	19	18	16	21	21	20	18	10	10
Average Weekly									
Flights	1,975	1,987	1,679	1,681	1,936	1,843	1,775	1,481	1,432
Seats	204,432	219,291	197,786	201,413	229,319	225,953	220,103	198,877	190,989
Seats per Flight	103.5	110.4	117.8	119.8	118.4	122.6	124.0	134.1	133.4

### SUMMER 2013 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

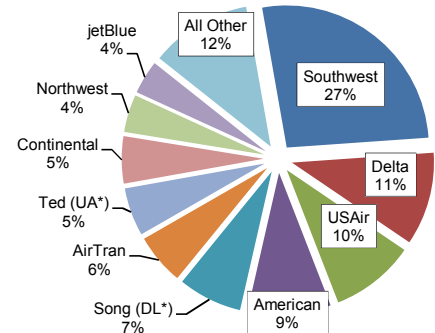


#### RECENT SERVICE ANNOUNCEMENTS

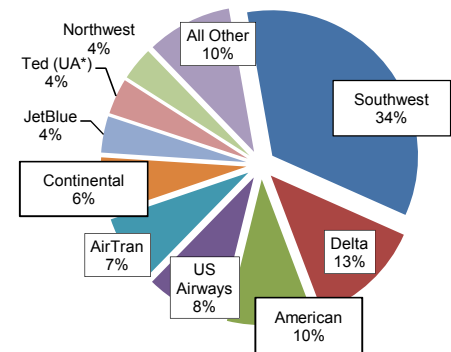
**Silver Airways:** Began intrastate service  
**Continental Airlines:** Merged with United Airlines  
 Intrastate service dropped by four percent

### HISTORIC CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

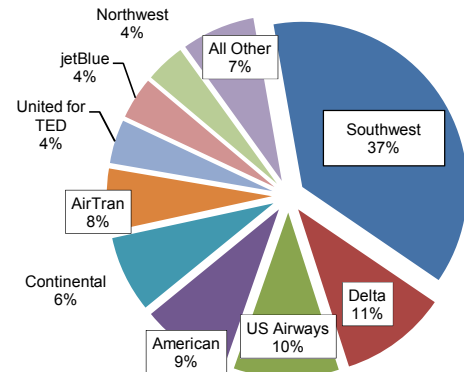
Summer 2005



Summer 2007



Summer 2008



Summer 2011

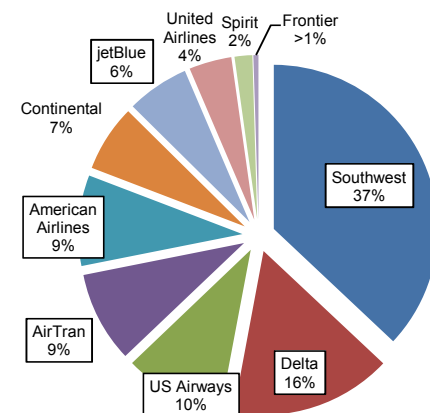
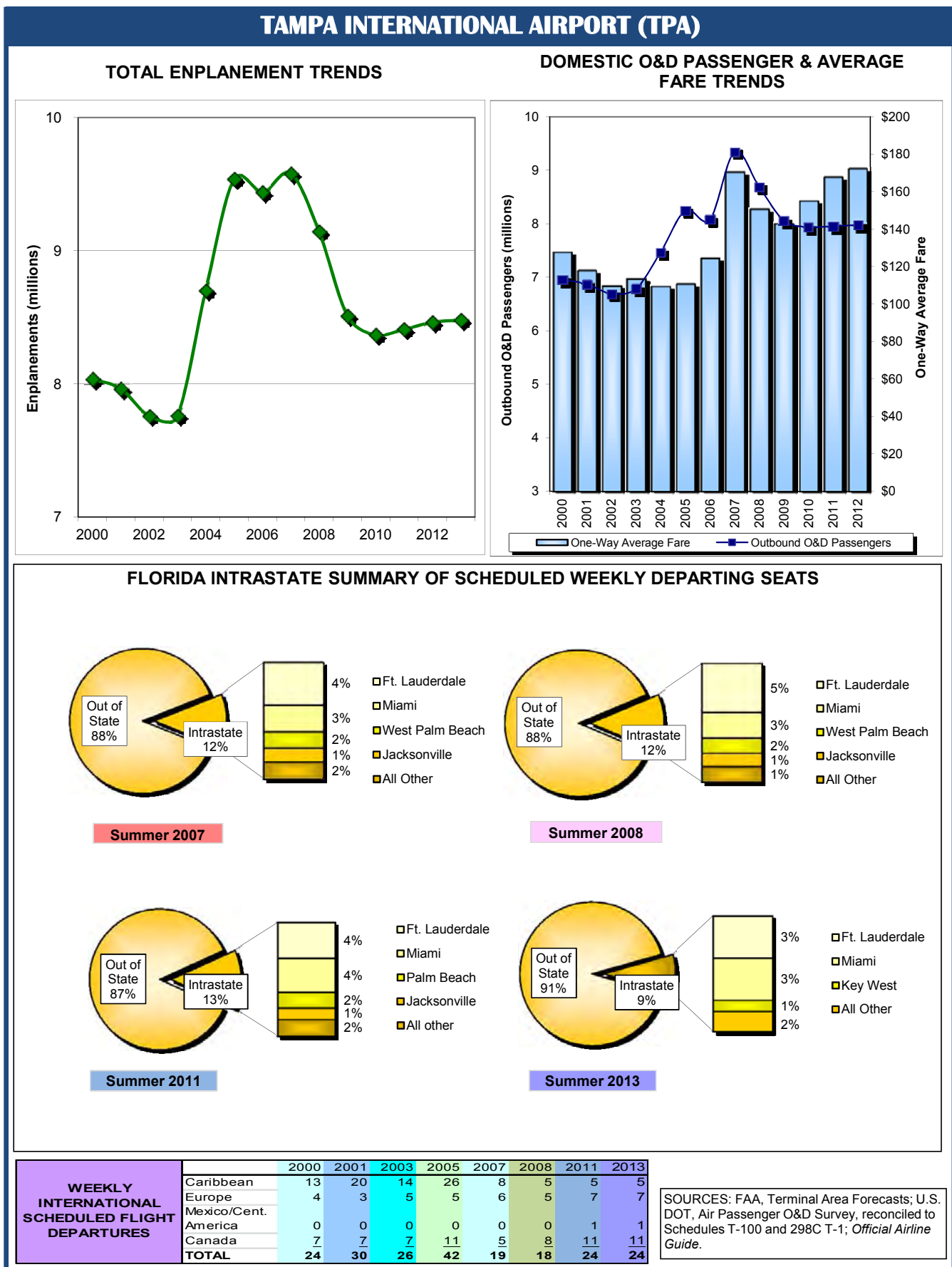




Figure 12: Tampa International Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

While the airport increased from 6.52 million passengers in 1999 to about 6.96 million in 2000, its 2002 total of enplaned domestic passengers decreased to about 6.19 million. This trend reversed again by the end of 2004 when passengers at TPA topped 7.47 million and further increased to 8.08 million in 2006.

### Weekly Departures

Airlines at TPA offered 1,975 weekly flights in 2000 and 1,987 flights in 2001 before falling to 1,681 flights in 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.

### Seats

In the summer of 2001, TPA had 219,291 scheduled departing weekly domestic airline seats, over 7 percent more when compared to the summer of 2000. By the summer of 2003, this number had decreased to 201,413. Airlines serving TPA 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.

### Intrastate Service

In 2000, 37 percent of TPA'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 the airport's scheduled weekly departures were to other markets in Florida. This decline continued in 2005 and 2007, when 24 percent of all departing aircraft were bound for Florida destinations. In 2008, nonstop routes to MIA and PBI were decreased and routes to SRQ and GNV were eliminated completely. As a result, in 2008, TPA departures to Florida destinations decreased to 22 percent.

### Type of Aircraft

In the summer of 2001, more than 93 percent of the weekly seats that departed from TPA 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 returned to 93 percent in 2005, then rose to 96 percent in 2007. By 2008, weekly departing seats at TPA on jet aircraft rose to an all-time high of more than 98 percent.

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 TPA scheduled departing domestic seats were on regional jet aircraft. By 2005, travel on 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 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.

## *Sarasota-Bradenton International Airport (SRQ)*

### Current Domestic Air Service Trends

#### Domestic Passengers

In 2010, SRQ had 659,479 domestic passengers, bringing the airport close to the numbers of the pre-9/11 era. The number of domestic passengers fell slightly in 2012, when the airport had 623,219 domestic passenger enplanements.

#### Weekly Departures

In 2013, the airport served 103 weekly departures to seven destinations. Between 2011 and 2013, the airport lost service to Chicago (Midway), Baltimore, and Milwaukee when AirTran merged with Southwest Airlines.

#### Intrastate Service

Currently, there are no intrastate flights offered from SRQ.

#### Type of Aircraft

In 2011, SRQ served 82 percent of departing seats on jet aircraft, while 18 percent of the seats were on regional jets; the airport did not serve any turboprop aircraft. In 2013, 72 percent of the seats were on jets, while regional jet service increased its share to 28 percent.

#### Origins and Destinations

SRQ's origin and destination data for 2013 is presented in **Table 27**. This market's nonstop scheduled domestic departures could be better matched to the originating passenger demand. The Southeast has 67 percent of passenger originations but is served by 59 percent of average weekly departures, while the Northeast has 21 percent of passenger originations and 34 percent of weekly departures. This airport does not have any flights that serve the Southwest, South Central, Mid South, North Central, Northwest, or Florida-only regions.

**Table 27: Sarasota-Bradenton International Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	20.6%	34.0%
Midwest	11.5%	6.8%
Southeast	67.5%	59.2%
Southwest	0.0%	0.0%
South Central	0.0%	0.0%
Mid South	0.2%	0.0%
North Central	0.0%	0.0%
Northwest	0.0%	0.0%
Florida Only	0.2%	0.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### Seasonal Comparison

**Table 28** shows the 2013 seasonal comparison data for SRQ. Scheduled service varied during the 2013 seasons for destinations to the Midwest and Northeast, with a decrease in flight frequency during the summer months. However, for the Southeast region, departing flights and seats increased during the summer months. More information regarding seasonal service offerings from SRQ is provided in **Table 34** of the **2014 Update Reference Guide**.

**Table 28: Sarasota-Bradenton International Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	37.2%	37.3%	36.2%	34.6%	34.1%	31.4%
Midwest	8.5%	10.1%	9.7%	11.0%	6.9%	7.4%
Southeast	54.3%	52.6%	54.1%	54.3%	59.0%	61.3%
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, 2013

### Airport Service and Passenger Summary

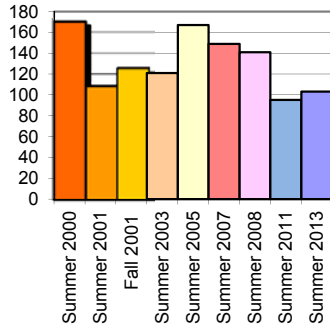
**Figure 13** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at SRQ.

Figure 13: Sarasota-Bradenton International Airport Service and Passenger Summary

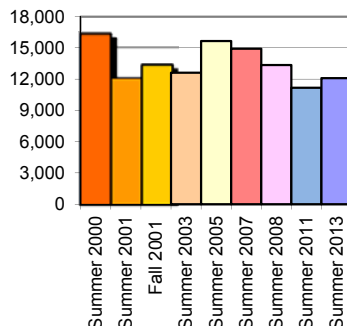
## SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)

### DOMESTIC NONSTOP SCHEDULED SERVICE

#### WEEKLY FLIGHT DEPARTURES

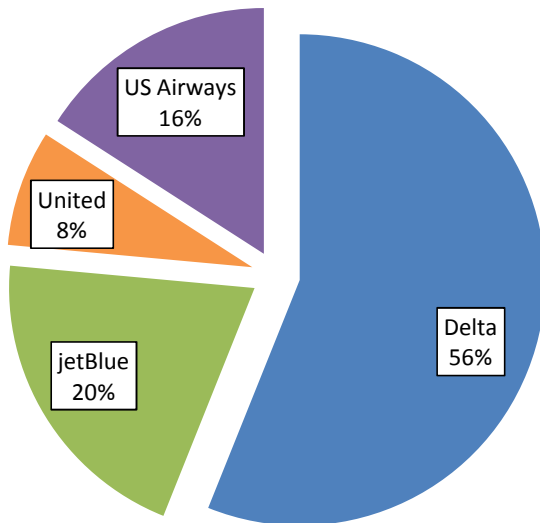


#### WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011	Summer 2013
U.S. Cities Served	11	7	7	8	8	10	10	8	7
No. of Airlines Serving	10	7	7	8	7	12	13	4	4
Average Weekly									
Flights	171	109	126	121	167	149	141	95	103
Seats	16,369	12,112	13,415	12,615	15,656	14,929	13,349	11,166	12,098
Seats per Flight	95.7	111.1	106.5	104.3	93.7	100.2	95.0	118.0	117.5

### SUMMER 2013 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



### RECENT SERVICE ANNOUNCEMENTS

**United Airlines:** Began service to Chicago (O'Hare)  
**Delta and jetBlue:** began service to New York (La Guardia)  
**AirTran:** Stopped service to Chicago (Midway), Baltimore, and Milwaukee

### HISTORIC CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

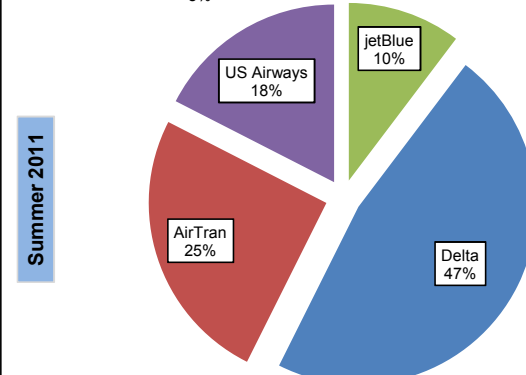
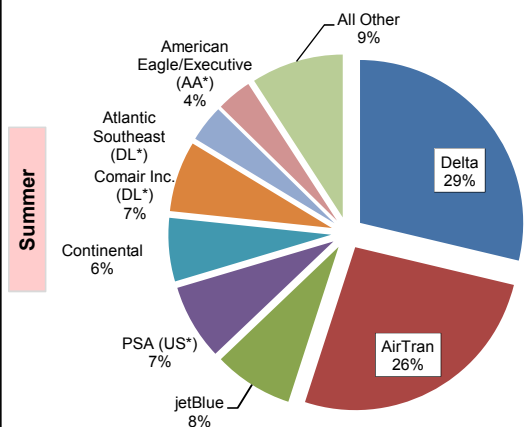
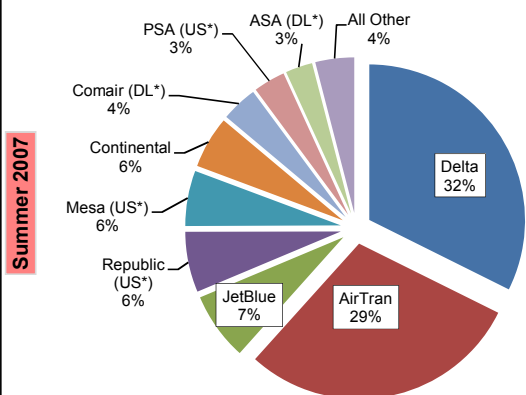
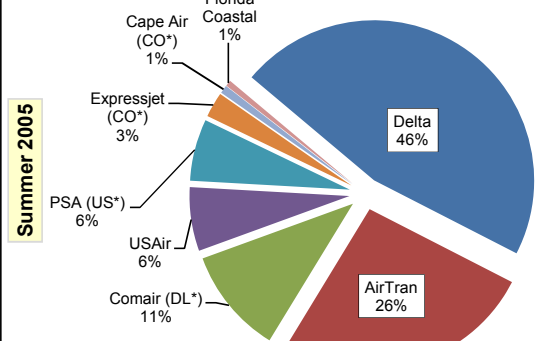
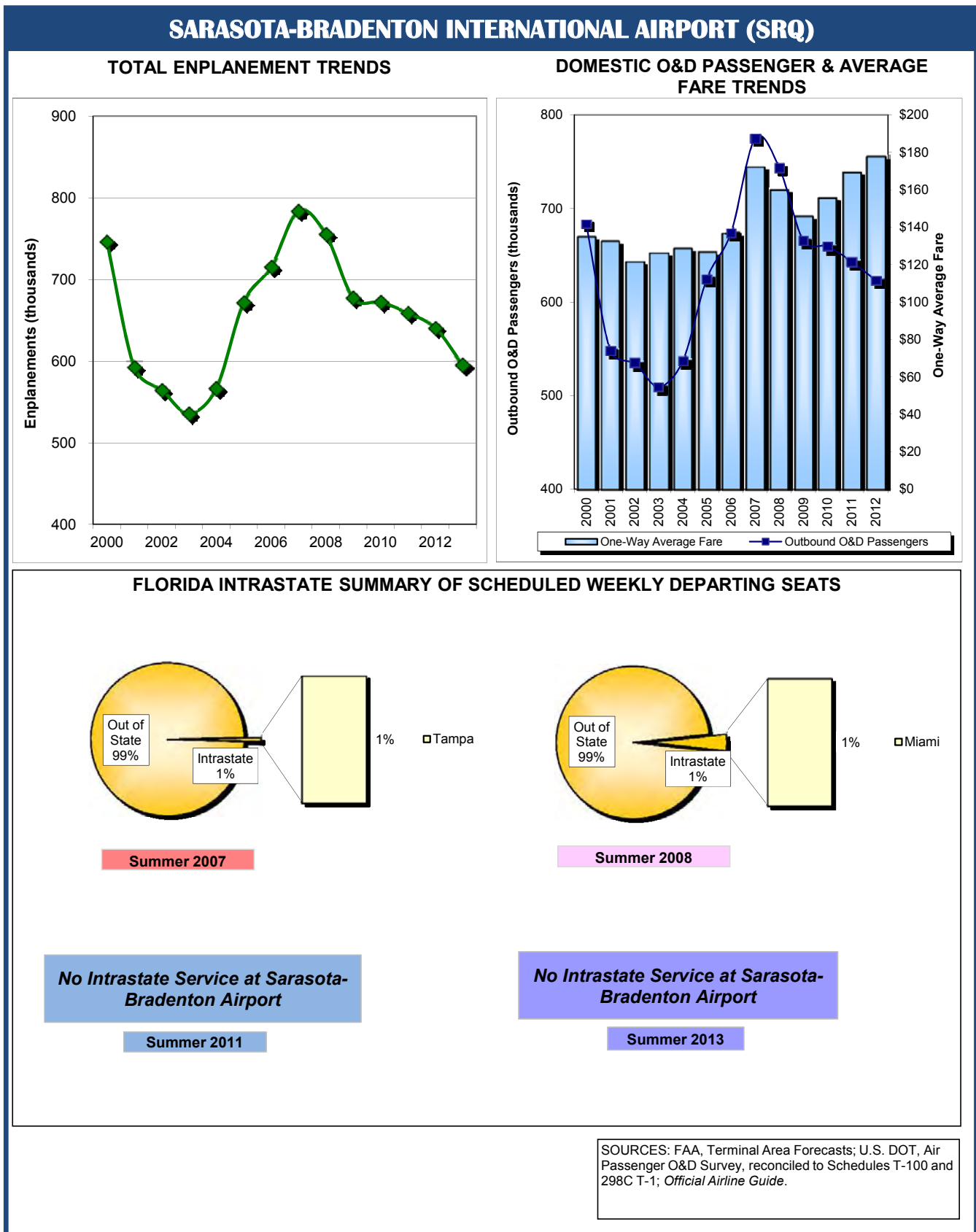


Figure 13: Sarasota-Bradenton International Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

While SRQ's enplanements stayed constant between 1999 and 2000, at slightly more than 680,000, its level of enplanements dropped to 489,940 in 2002 and rose only to 536,880 in 2004. By the end of 2006, passenger totals reached 674,120.

### Weekly Departures

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.

### Intrastate Service

SRQ lost scheduled service to MIA and MCO 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, FLL. In the summer of 2003, the airport had 26 scheduled departures to two intrastate airports, FLL and TPA, a figure that remained the same through July 2005. In July 2007, intrastate service was reduced to 14 weekly flights just to TPA. By July 2008, service to TPA was cut and replaced by service to MIA with only seven weekly flights.

### Type of Aircraft

In the summer of 2001, 93 percent of the scheduled weekly seats that left SRQ 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 approximately 82 percent. The decrease continued to 79 percent in 2005 and 75 percent in 2007. By 2008, departing seats on jet aircraft at SRQ dropped to 69 percent, despite an increase in regional jet aircraft service and a reduction in jet aircraft.

In the summer of 2001, seats on regional jets accounted for approximately five percent of the total departed seats in 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 SRQ's departing seats were on-board regional jets and slightly more than one percent was 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.

## *St. Pete-Clearwater International Airport (PIE)*

### Current Domestic Air Service Trends

#### **Domestic Passengers**

In 2012, PIE had 426,112 domestic passenger enplanements. This figure represents significant growth from the 381,745 domestic passenger enplanements that occurred in 2011.

#### **Domestic Destinations**

In 2010, PIE served 20 destinations, and in 2011, it served 24 destinations. The number of destinations served increased slightly in 2013 to 29. This was attributable to United Airlines adding service to four locations.

#### **Weekly Departures**

In both 2010 and 2011, Allegiant Air and Vision Airlines served PIE with 66 and 72 average weekly departures, respectively. In 2013, there were 76 weekly departures with additional service being provided by United Airlines.

#### **Seats**

During the summer of 2011, PIE saw 11,364 weekly departing seats. In 2013, weekly departing seats increased to 11,965, the highest of any reported year at PIE.

#### **Intrastate Service**

In 2011, PIE offered four weekly flights to VPS. In 2013, only MCO was served by PIE, with one weekly flight.

#### **Type of Aircraft**

All of the scheduled seats that leave PIET each week are on jet aircraft.

#### **Origins and Destinations**

PIE's origin and destination data for 2013 is presented in **Table 29**. Originating passengers and flight departures were very well matched at PIE. Only destinations in the Mid South and North Central regions had differences of three percent. No flights were offered to destinations in the Southwest or Northwest.



**Table 29: St. Pete-Clearwater International Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	15.2%	17.3%
Midwest	45.4%	44.0%
Southeast	11.9%	13.3%
Southwest	0.0%	0.0%
South Central	0.1%	1.3%
Mid South	19.7%	17.3%
North Central	7.6%	5.3%
Northwest	0.0%	0.0%
Florida Only	0.0%	1.3%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### Seasonal Comparison

**Table 30** shows the 2013 seasonal comparison data for PIE. Overall, service does not change greatly throughout the seasons, though there is a slight variation to destinations in the Mid South and Midwest regions. More information regarding seasonal service offerings from PIE is provided in **Table 35** in the **2014 Update Reference Guide**.

**Table 30: St. Pete-Clearwater International Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	19.7%	19.9%	19.6%	19.7%	17.8%	17.9%
Midwest	43.5%	44.0%	44.8%	45.0%	41.8%	42.2%
Southeast	11.3%	11.5%	9.5%	9.6%	13.8%	13.9%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	0.0%	0.0%	0.0%	0.0%	0.3%	0.3%
Mid South	16.9%	15.9%	16.7%	16.0%	20.0%	19.4%
North Central	8.6%	8.7%	8.0%	8.1%	5.9%	6.0%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	0.0%	0.0%	1.3%	1.5%	0.3%	0.3%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

### Airport Service and Passenger Summary

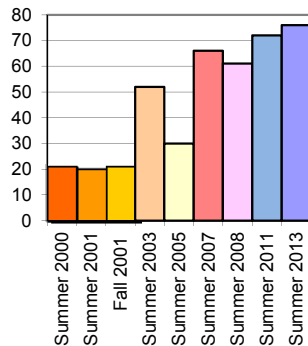
**Figure 14** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at PIE.

Figure 14: St. Pete-Clearwater International Airport Service and Passenger Summary

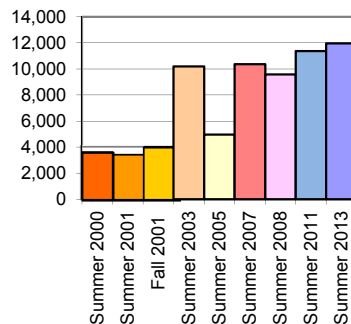
## ST. PETE-CLEARWATER INTERNATIONAL AIRPORT (PIE)

### DOMESTIC NONSTOP SCHEDULED SERVICE

#### WEEKLY FLIGHT DEPARTURES

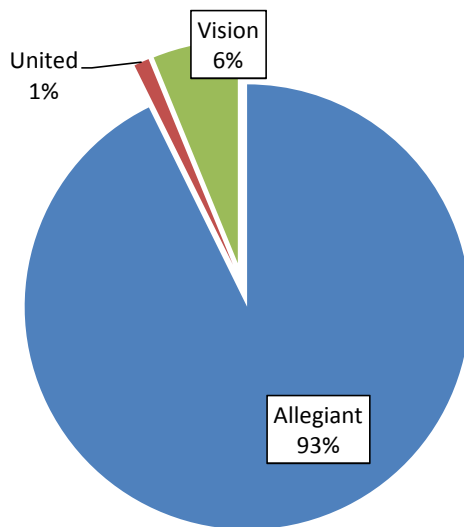


#### WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011	Summer 2013
U.S. Cities Served	2	2	2	5	10	21	21	24	29
No. of Airlines Serving	1	1	1	1	2	2	2	2	3
Average Weekly									
Flights	21	20	21	52	30	66	61	72	73
Seats	3,633	3,460	3,996	10,191	4,956	10,368	9,564	11,364	11,965
Seats per Flight	173.0	173.0	190.3	196.0	165.2	157.1	156.8	160.1	163.9

### SUMMER 2013 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



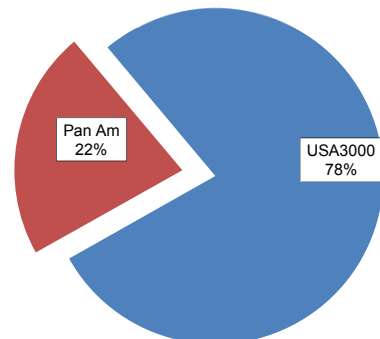
### RECENT SERVICE ANNOUNCEMENTS

**United Airlines:** Began service to Washington (Reagan), Houston (Bush), Orlando, and Chicago (Midway)

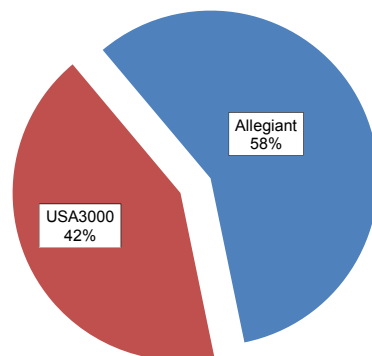
**Allegiant Air:** Added service to Niagara Falls and Harrisburg

### HISTORIC CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS

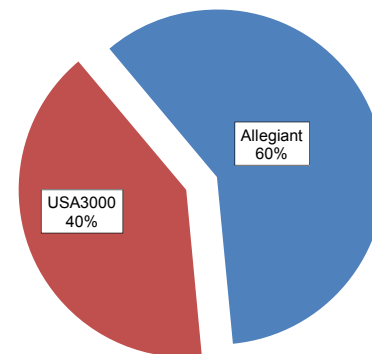
Summer 2005



Summer 2007



Summer 2008



Summer 2011

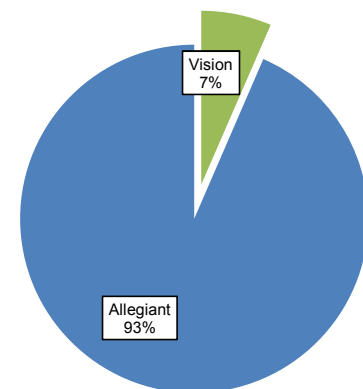
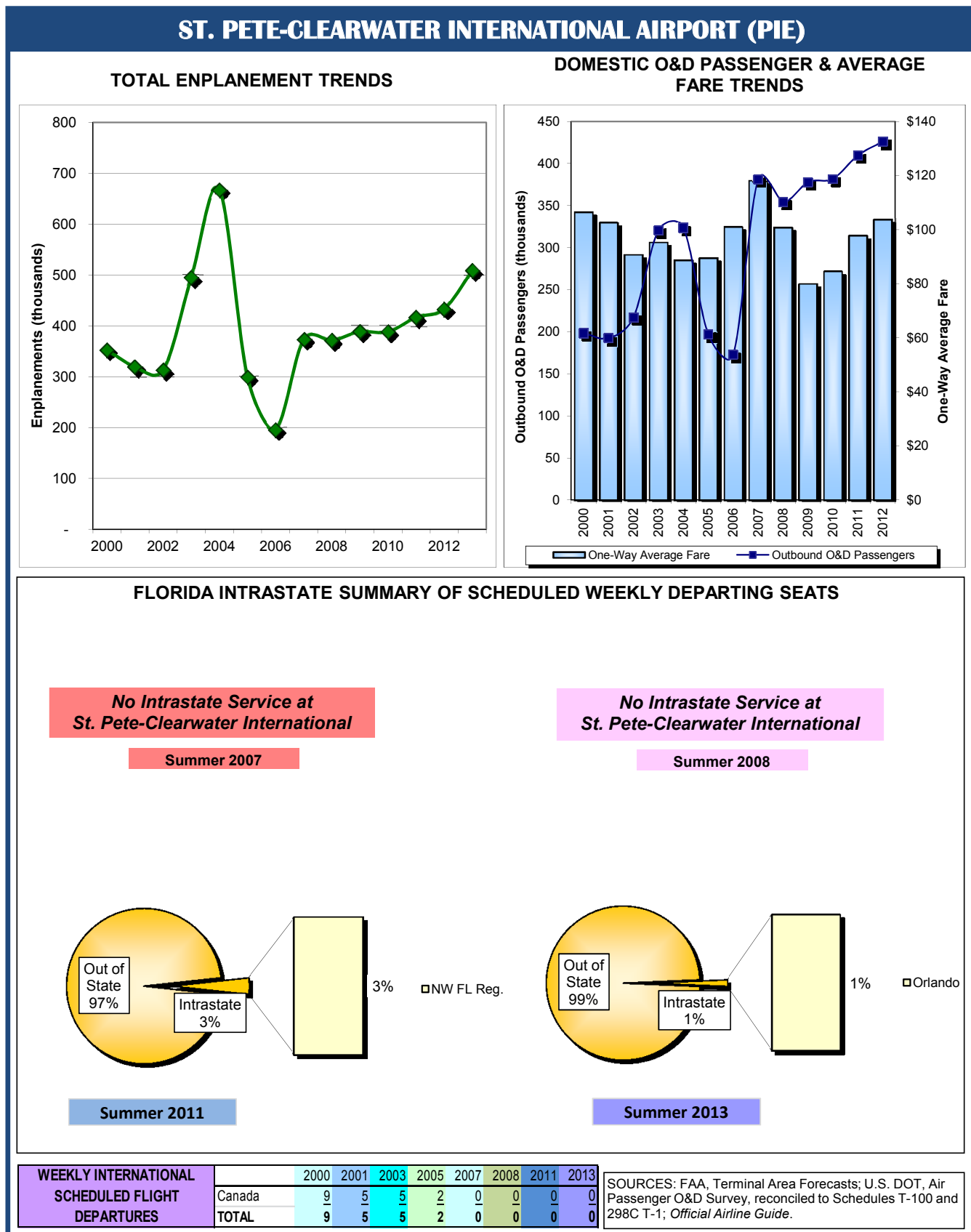


Figure 14: St. Pete-Clearwater International Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

PIE was able to increase its enplanement level between 1999 and 2004 by about 28,000 passengers per year, from 185,450 to approximately 323,460. Enplanements for 2006 stood at 172,900.

### Domestic Destinations

In both the summer of 2000 and 2001, the airlines serving PIE had approximately three departures per day to two domestic destinations. In July 2003, ATA offered five departures per day to five U.S. destinations, including three West Coast destinations: Las Vegas, Los Angeles, and San Francisco. In early 2005, ATA declared bankruptcy and was acquired by Southwest Airlines. This airline subsequently ceased service to PIE, leaving Pan Am and USA3000 as the airport's remaining carriers offering 30 weekly flights to 10 destinations. In July 2007, the airport was served by Allegiant and USA3000 to 21 cities. By July 2008, the airport still served 21 destinations, though weekly flights dropped as service decreased largely to cities in the Northeast region.

### Weekly Departures

In the summer of 2001, PIE had 20 weekly scheduled departures on one carrier, ATA. 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 ATA. In the summer of 2005, PIE's service was provided by Pan Am and USA3000, with 30 weekly nonstop departures. In July 2007, Allegiant and USA3000 offered 66 weekly flights, which were reduced slightly to 61 weekly flights by 2008.

### Seats

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 at PIE in July 2007, when departing seats increased to 10,400 seats per week but fell again by 2008 to 8,478 weekly seats.

### Intrastate Service

The PIE market had no scheduled intrastate service in 2000, 2001, or 2003. Service was provided to SFB four times a week in July 2005, but this service was terminated by July 2007. Intrastate service was not offered in July 2008.

# *Northeast Florida Region*

## *Jacksonville International Airport (JAX)*

### Current Domestic Air Service Trends

#### Domestic Passengers

In 2010, JAX had 2.66 million domestic passenger enplanements. By 2012, enplanements fell to 2.58 million, the lowest total since before 2006.

#### Domestic Destinations

In 2010, JAX offered service to 25 destinations; however, this number increased to 27 in 2011. As of 2013, the airport offered service to 26 domestic destinations.

#### Weekly Departures

In 2010, there were 673 average weekly departures from JAX. Weekly departures rose slightly in 2011 to 690 before falling to 620 in 2013.

#### Seats

In 2011, there were 72,193 weekly departing seats from JAX at an average of 104 seats per flight. In 2013, the number of departing seats decreased to 65,095, while the average number of seats per flight increased to 106.

#### Intrastate Service

In 2010, JAX had 86 weekly departures to three intrastate airports, this figure increased to 93 in 2011. In 2013, the airport continued to serve three intrastate destinations with 79 weekly departures.

#### Type of Aircraft

In 2011, jets were used for only 70 percent of flights, which explains the lower average for seats per flight. In 2013, jets provided only 69 percent of all departing seats from JAX for a decrease of one percent since 2011.

In 2011, 27 percent of flights were on regional jets, representing the highest percent since the report began. The increase in usage of regional jets continued in 2013, when 30 percent of all departing seats were on regional jet aircraft.

In the summer of 2008, roughly three percent of departing seats at JAX were on turboprop aircraft and remained at that level through the summer 2011. In 2013, less than one percent of departing seats were on turboprop aircraft.

#### Origins and Destinations

JAX's origin and destination data for 2013 is presented in **Table 31**. 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 region that experienced any significant variation is Florida, which has passenger originations of 7 percent and departures of 13 percent.

**Table 31: Jacksonville International Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	19.4%	31.7%
Midwest	6.9%	8.7%
Southeast	45.2%	28.6%
Southwest	1.7%	1.1%
South Central	11.5%	11.0%
Mid South	6.4%	4.2%
North Central	1.5%	1.9%
Northwest	0.1%	0.0%
Florida Only	7.4%	12.6%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### **Seasonal Comparison**

**Table 32** shows the 2013 seasonal comparison data for JAX. There were some changes in departing seats in the summer months for destinations to the Northeast due to the larger jet aircraft being utilized on routes to this region. During the winter months, there was also a slight variation for the Southeast in the flight frequency. More information regarding seasonal service offerings from JAX is provided in **Table 36** of the **2014 Update Reference Guide**.

**Table 32: Jacksonville International Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	31.0%	25.2%	30.8%	24.5%	32.4%	26.5%
Midwest	7.9%	5.7%	8.0%	5.7%	8.8%	5.9%
Southeast	27.4%	38.1%	29.2%	40.2%	28.1%	39.3%
Southwest	0.7%	1.0%	1.0%	1.3%	0.8%	1.1%
South Central	12.5%	12.7%	11.8%	11.9%	11.1%	12.0%
Mid South	5.7%	6.9%	4.8%	6.2%	4.0%	5.4%
North Central	1.5%	1.1%	2.3%	1.6%	2.1%	1.5%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	13.3%	9.3%	12.2%	8.6%	12.8%	8.4%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

### **Airport Service and Passenger Summary**

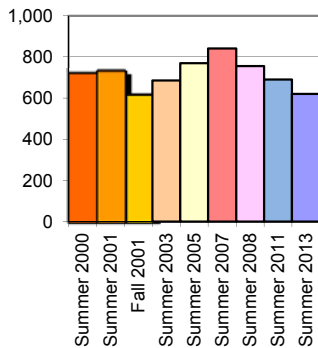
**Figure 15** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at JAX.

Figure 15: Jacksonville International Airport Service and Passenger Summary

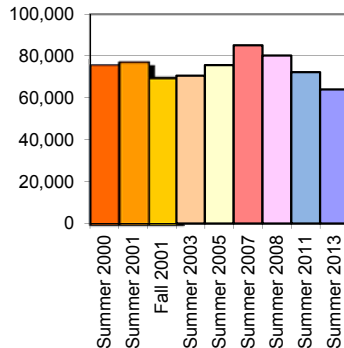
## JACKSONVILLE INTERNATIONAL AIRPORT (JAX)

### DOMESTIC NONSTOP SCHEDULED SERVICE

#### WEEKLY FLIGHT DEPARTURES

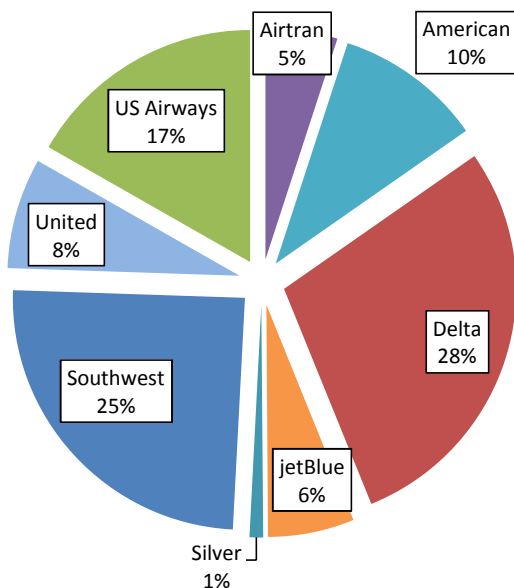


#### WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011	Summer 2013
U.S. Cities Served	27	28	25	24	26	33	33	27	26
No. of Airlines Serving	18	16	12	20	18	23	24	8	8
Average Weekly									
Flights	723	735	621	685	769	841	756	690	617
Seats	75,860	77,416	69,854	70,574	75,638	85,134	80,236	72,193	65,095
Seats per Flight	104.9	105.3	112.5	103.0	98.4	101.2	106.0	104	105.5

### SUMMER 2013 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



### RECENT SERVICE ANNOUNCEMENTS

**Continental Airlines:** Merged with United Airlines  
**Silver Airways:** Began service to Tampa  
**Southwest:** began service to Chicago (Midway)  
**Delta and Southwest:** ended service to Memphis and Birmingham  
 Added international service (Caribbean) for the first time since 2001

### HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

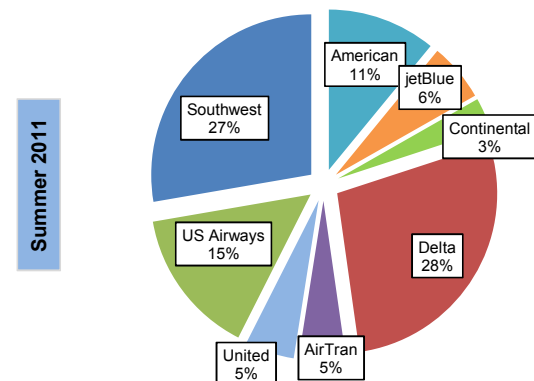
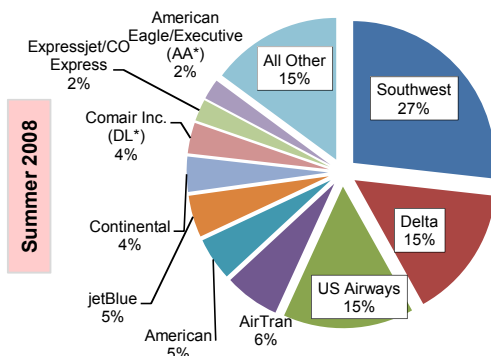
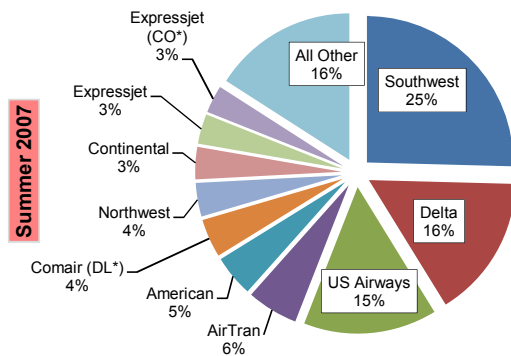
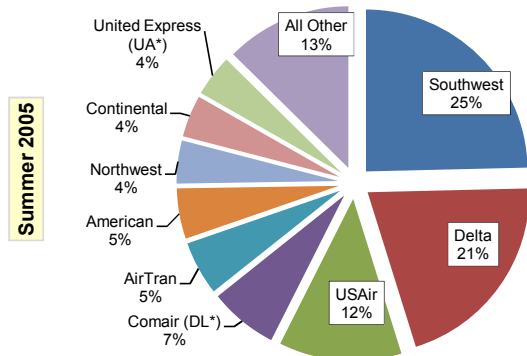
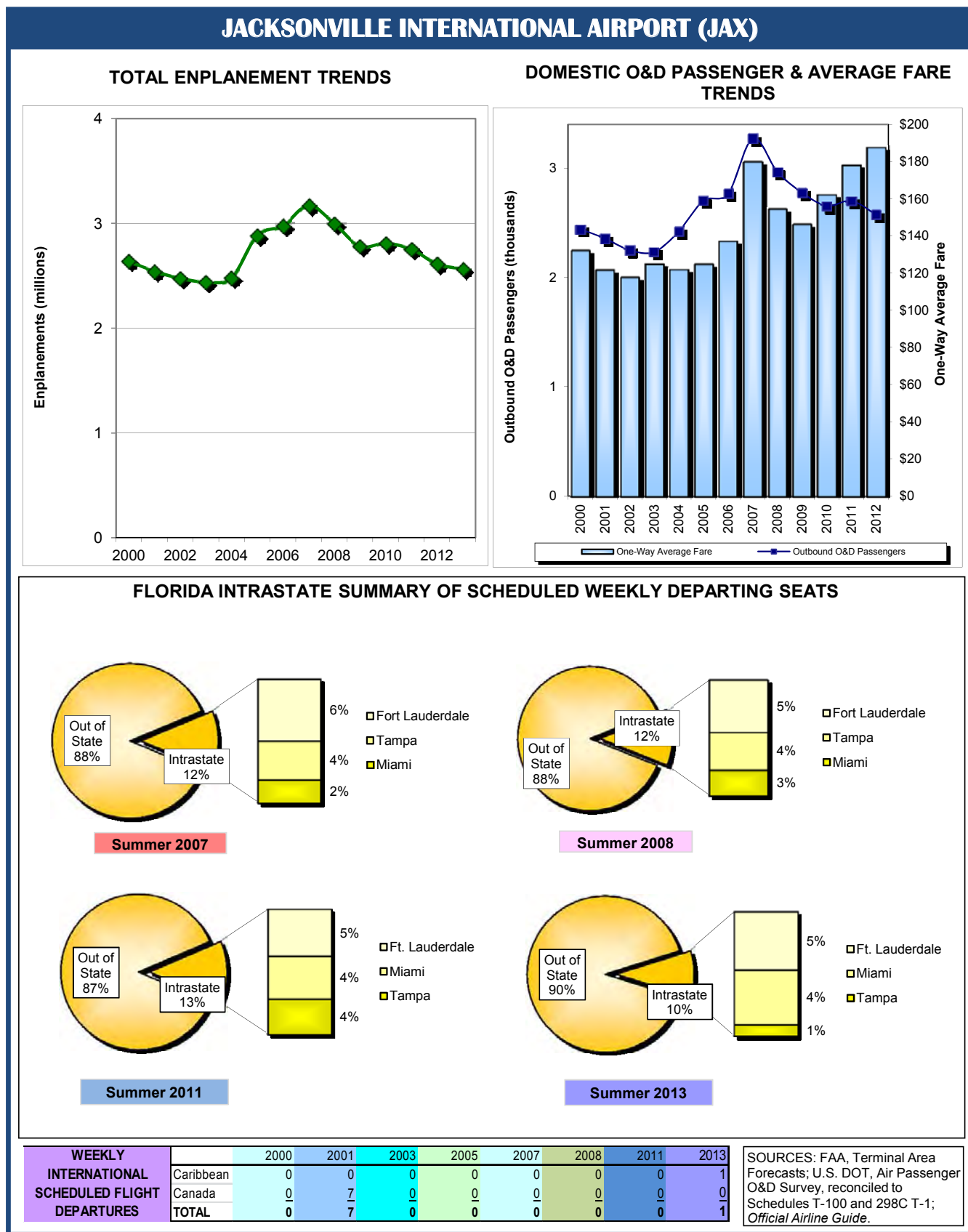


Figure 15: Jacksonville International Airport Service and Passenger Summary Cont.





## Historic Domestic Air Service Trends

### Domestic Passengers

After experiencing growth in its level of enplanements for much of the 1990s, JAX saw its domestic traffic fall approximately 14 percent between 2000 and 2002, from 2.44 million enplanements to about 2.1 million. By the end of 2004, passenger traffic had nearly reached 2001 levels, increasing to 2.42 million annual enplanements. Data for 2006 shows considerable recovery in passenger traffic with an increase to 2.77 million.

### Domestic Destinations

In the summer of 2001, JAX had nonstop scheduled flights to 28 different domestic locations, up from 27 nonstop destinations in 2000. In the summer of 2003, the number of nonstop domestic markets served decreased to 24 before rebounding to 26 in 2005 and further to 33 in 2007. This JAX figure was held constant in 2008.

### Weekly Departures

The airport's level of weekly departures increased throughout the 1990s 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 JAX 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 from JAX.

### Seats

Weekly departing seats at JAX dropped from 77,400 in 2001 to 70,600 in 2003. These trends reversed by 2005, with seats increasing to 75,324. Further growth occurred by 2007 as the airport recorded its highest levels of weekly departing seats at 85,100. However, by 2008, the level of service had fallen to 80,236 weekly departing seats.

The average number of seats per flight at JAX varied little between July 2000 and July 2003, falling slightly from 105 seats to 103 seats. This figure decreased to 98 seats per flight in the summer of 2005, as JAX's airlines shifted to smaller regional jet aircraft, but rose to 101 in 2007 and again in 2008 to 106 weekly seats.

### Intrastate Service

In the summer of 2001, there were 191 weekly departures from JAX to six different cities in Florida. This represented an increase of five weekly departures to one additional Florida destination from 2000. 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, JAX's intrastate service was still provided to three cities; however, weekly departures dropped slightly to 108.

### Type of Aircraft

In both 2000 and 2001, 87 percent of all the seats that were scheduled from JAX 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 jet aircraft had increased to 79 percent, which reflected a decrease in the use of regional jet aircraft serving the airport. In 2001, each week, seven percent of scheduled seats were on regional jet aircraft. In the summer of 2007, 22 percent of the departing weekly seats at JAX were on

regional jets. By July 2008, this figure fell to 18 percent, representing a loss of 79 weekly flights from the previous year.

In 2001, six percent of scheduled weekly seats departing JAX were on turboprop aircraft. In 2007, this measure had fallen to just two percent of all weekly departing seats.

## *Gainesville Regional Airport (GNV)*

### Current Domestic Air Service Trends

#### **Domestic Passengers**

In 2010, GNV had 159,476 domestic passenger enplanements. By 2012, this figure increased to its highest level ever with 190,299 domestic passenger enplanements.

#### **Domestic Destinations**

In 2010, GNV provided service to two destinations, with Atlanta being served by Delta and Charlotte being served by US Airways. In 2011, service was added to MIA via American Airlines. In 2013, service was added to TPA and MCO on Silver Airways giving GNV service to five domestic destinations.

#### **Weekly Departures**

Average weekly departures totaled 70 in 2010. With the addition of service to MIA, the average weekly departures at GNV rose to 80 in 2011. By 2013, average weekly departures increased to 116.

#### **Seats**

In 2011, the number of departing seats at GNV totaled 4,050. With the additional of 36 additional departures and expanded regional jet service, the number of departing seats increased to 5,420 in 2013. In 2011, there was an average of 50 seats per flight departing from GNV. This figure decreased to 47 in 2013.

#### **Intrastate Service**

In 2011, GNV served MIA with seven weekly flights. In 2013, Silver Airways added two more intrastate locations (TPA and MCO) to bring the number of intrastate destinations served to three.

#### **Type of Aircraft**

In 2008, only regional jet aircraft were used in this market, which continued into 2011. While regional jets provided a bulk of the service in 2013, turboprops did provide service to three out of five domestic destinations served by GNV.

#### **Origins and Destinations**

GNV's origin and destination data for 2013 is presented in **Table 33**. Of all the departing flights for this airport, 67 percent went to destinations in the Southeast, while 83 percent of passengers originated there. Approximately 16 percent of GNV passengers originated in Florida as well as 33 percent of departures scheduled for destinations in Florida.

**Table 33: Gainesville Regional Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	0.0%	0.0%
Midwest	0.4%	0.0%
Southeast	82.6%	67.2%
Southwest	0.0%	0.0%
South Central	0.1%	0.0%
Mid South	0.6%	0.0%
North Central	0.1%	0.0%
Northwest	0.0%	0.0%
Florida Only	16.1%	32.8%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### Seasonal Comparison

**Table 34** shows the 2013 seasonal comparison data for GNV. Scheduled service for the airport varied between the 2013 seasons for destinations to the Southeast and cities in Florida. By the summer of 2013, only the Southeast region and Florida were serviced by this airport. More information regarding seasonal service offerings from GNV is provided in **Table 37** of the **2014 Update Reference Guide**.

**Table 34: Gainesville Regional Airport - Seasonal Comparison**

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	71.7%	75.4%	70.8%	75.0%	67.2%	71.8%
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	0.1%	0.1%	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	28.2%	24.4%	29.2%	25.0%	32.8%	28.2%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

### Airport Service and Passenger Summary

**Figure 16** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at GNV.

Figure 16: Gainesville Regional Airport Service and Passenger Summary

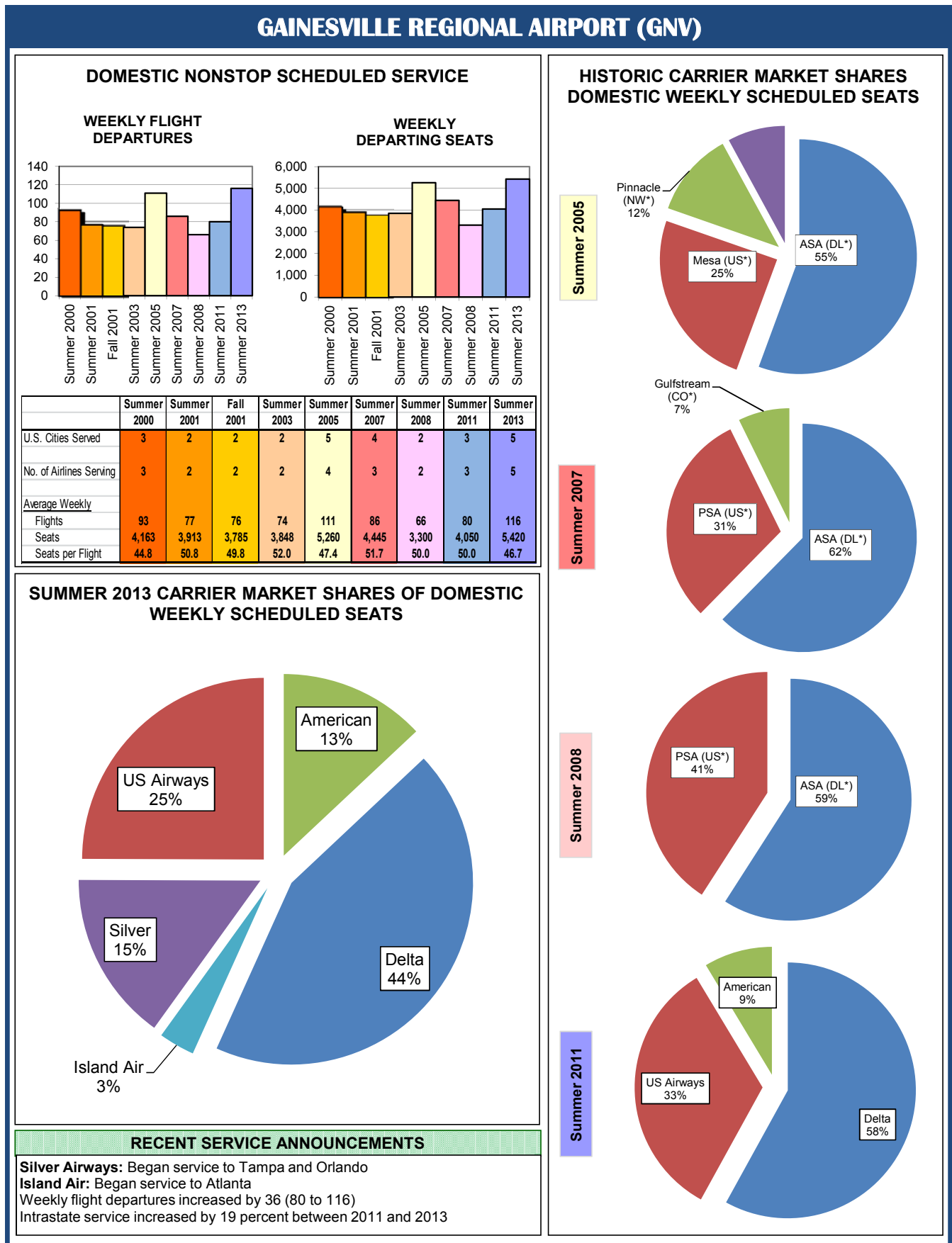
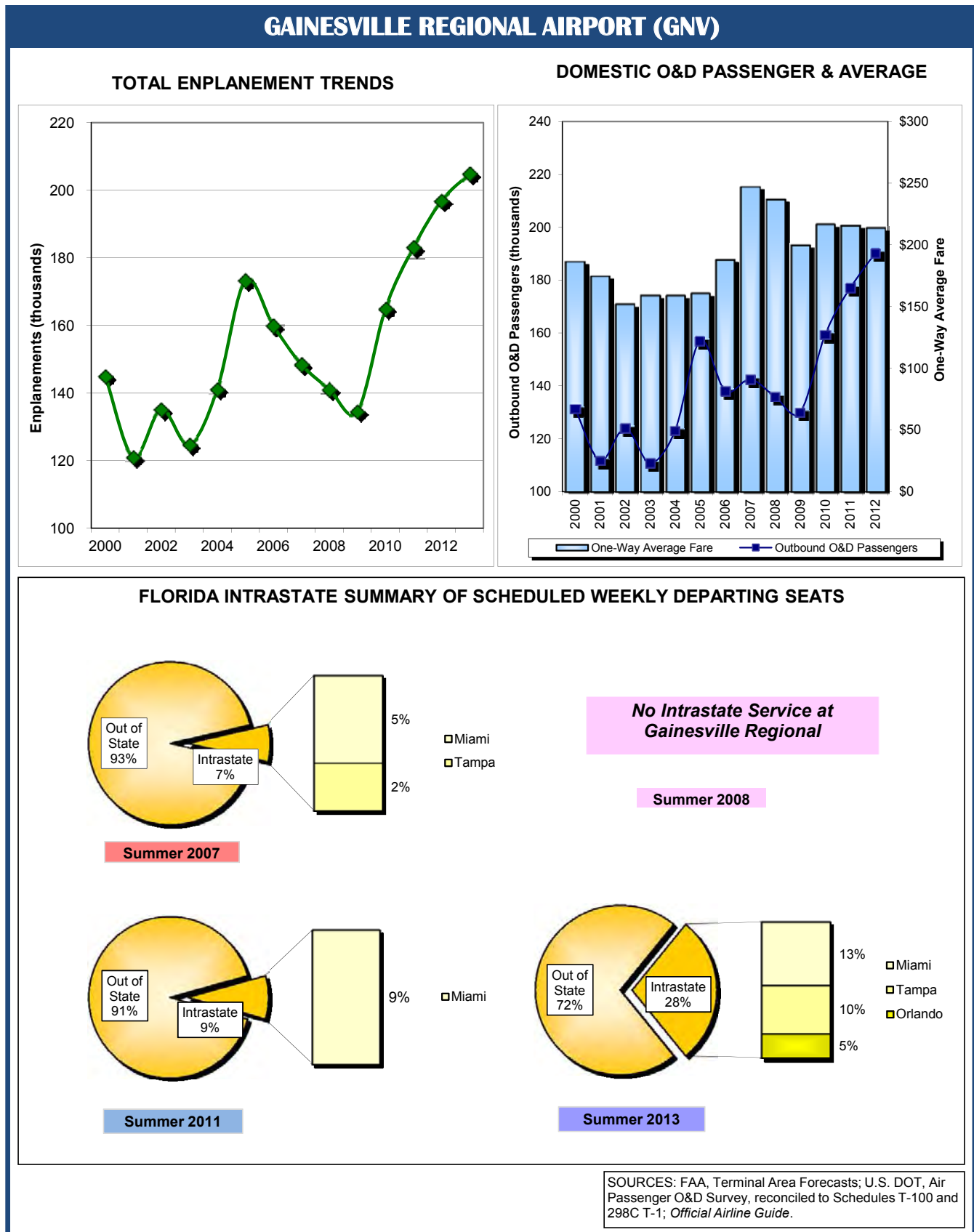


Figure 16: Gainesville Regional Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

GNV's enplanement levels steadily declined between 1999 and 2004. In 1999, the airport served 142,510 enplanements. A year later, in 2000, 131,340 passengers originated at the airport. In 2002, that number fell further to 114,130. In 2004, the airport accommodated 123,110 enplanements. Some recovery occurred at GNV by 2006, when the airport served 138,010 enplaning passengers.

In 2008, the airport only had service to two destinations by two carriers, with Delta to Atlanta and United to Charlotte.

### Domestic Destinations

In 2003, GNV had scheduled nonstop service to two connecting hubs in Atlanta and Charlotte. As of July 2005, the market had gained service to a third hub in Memphis on Northwest. In July 2007, service to Memphis ceased, but GNV continued to have hub service to Atlanta and Charlotte.

### Weekly Departures

In the summer of 2001, the GNV market had 77 scheduled weekly departures, down 17 percent from the 93 weekly departures offered in 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 at GNV, and in July 2007, the airport had 86 scheduled departures per week. As a result of losing intrastate service in 2008, weekly departures dropped to 66.

### Seats

In 2001, there were 3,913 departing weekly seats and 3,848 in 2003 at GNV. New service increased this figure to 5,260 in 2005. By the summer of 2007, this level fell to 4,445 and was further reduced to a low of 3,300 weekly departing seats in 2008.

### Intrastate Service

In the summer of 2000, Gulfstream provided nonstop service from GNV to TPA; however, this service was discontinued later that same year. The market had no scheduled intrastate service in the summer of 2001 or 2003. In July 2005, intrastate service was available from GNV on Gulfstream to MIA and TPA, continuing in 2007. By 2008, intrastate service was canceled.

### Type of Aircraft

In both the summer of 2000 and 2001, more than 55 percent of the weekly scheduled seats that departed GNV 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 at GNV were on turboprop aircraft.

# *Southwest Florida Region*

## *Southwest Florida International Airport (RSW)*

### Current Domestic Air Service Trends

#### Domestic Passengers

In 2010, RSW had 3.61 million domestic passenger enplanements. This figure decreased to 3.51 million in 2012.

#### Domestic Destinations

In 2010, there was service from RSW 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 reduction in service from RSW to EYW. In 2013, 28 destinations were served on 481 weekly flights.

#### Seats

In both 2011 and 2013, RSW had an average of 121 seats per flight on aircraft departing from the airport.

#### Intrastate Service

In 2010, intrastate service was only offered to MIA, EYW, and MCO with 98 average weekly flights. The same cities had service in 2011 with 77 weekly flights. Between 2011 and 2013, service to EYW was expanded, while service to MCO was reduced from 26 weekly flights to seven weekly flights and service to MIA ended.

#### Type of Aircraft

In 2011, the number of weekly scheduled seats at RSW on jets was around 90 percent. Jet usage increased slightly in 2013 with 91.7 percent of all scheduled seats departing RSW on jet aircraft.

#### Origins and Destinations

RSW's origin and destination data for 2013 is presented in **Table 35**. The market's scheduled domestic departures are somewhat matched to the top demands of the market's domestic originating passengers. There were discrepancies to destinations in the Midwest and Florida regions, but all other regions with service were well matched. This airport does not offer service to the Northwest, Southwest, or Mid South.



**Table 35: Southwest Florida International Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	32.3%	34.3%
Midwest	29.4%	21.4%
Southeast	24.0%	23.5%
Southwest	0.2%	0.0%
South Central	5.9%	7.7%
Mid South	0.4%	0.0%
North Central	4.7%	1.9%
Northwest	0.0%	0.0%
Florida Only	3.2%	11.2%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### **Seasonal Comparison**

**Table 36** shows the 2013 seasonal comparison data for RSW. 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 and Florida. There was a large difference between summer departing seats and flight frequency for both the Midwest and Southeast when compared to winter and spring months for those regions. More information regarding seasonal service offerings from RSW is provided in **Table 38** of the **2014 Update Reference Guide**.

**Table 36: Southwest Florida International Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	34.8%	34.7%	38.2%	37.9%	34.7%	37.5%
Midwest	31.5%	32.9%	30.4%	31.4%	20.4%	21.7%
Southeast	16.6%	18.4%	15.6%	17.8%	23.8%	28.3%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	6.2%	6.5%	5.5%	5.0%	7.3%	8.2%
Mid South	0.4%	0.4%	0.7%	0.7%	0.0%	0.0%
North Central	5.2%	6.5%	5.1%	6.7%	2.0%	2.5%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	5.4%	0.5%	4.5%	0.4%	11.8%	1.8%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

### **Airport Service and Passenger Summary**

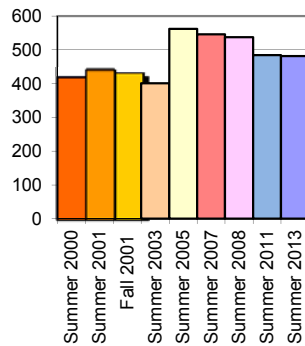
**Figure 17** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at RSW.

Figure 17: Southwest Florida International Airport Service and Passenger Summary

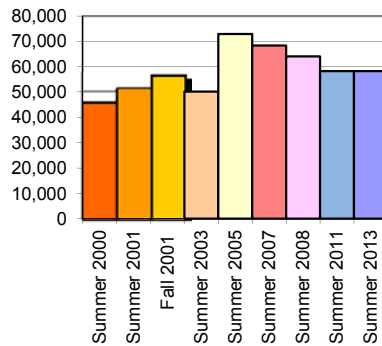
## SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW)

### DOMESTIC NONSTOP SCHEDULED SERVICE

#### WEEKLY FLIGHT DEPARTURES

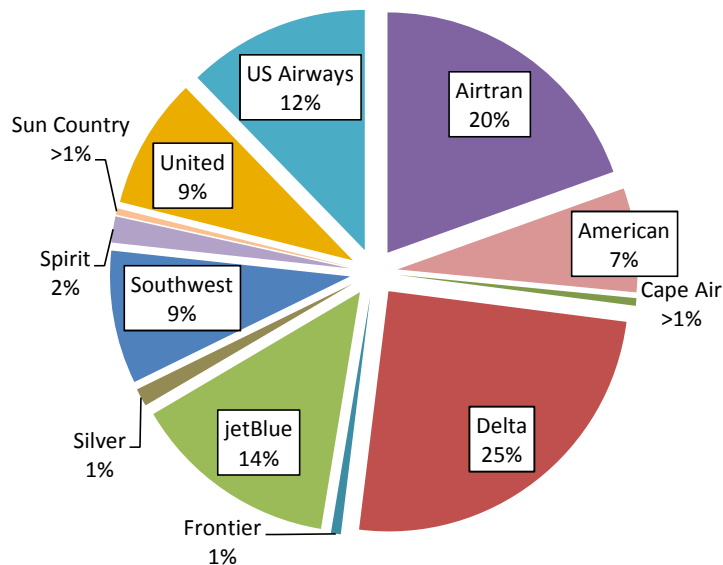


#### WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011	Summer 2013
U.S. Cities Served	22	24	23	25	29	28	29	28	28
No. of Airlines Serving	14	16	17	18	20	20	15	12	12
Average Weekly Flights	421	443	433	401	562	546	537	484	481
Seats	45,988	51,583	56,646	50,223	72,858	68,391	64,043	58,233	58,218
Seats per Flight	109.2	116.4	130.8	125.2	129.6	125.3	119.0	120.8	121.0

### SUMMER 2013 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



### RECENT SERVICE ANNOUNCEMENTS

**Continental Airlines:** Merged with United Airlines

**Sun Country:** Started service to Minneapolis/St. Paul

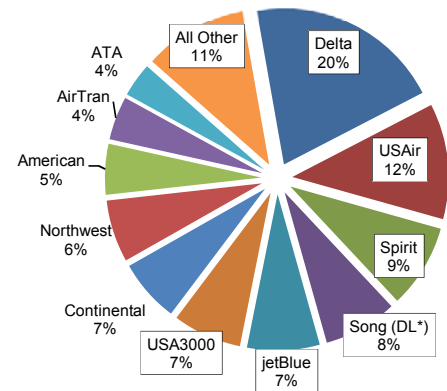
**Silver Airways:** Started service to Key West and Orlando

**USA 3000:** Ended service to Cincinnati, St. Louis, and Cleveland

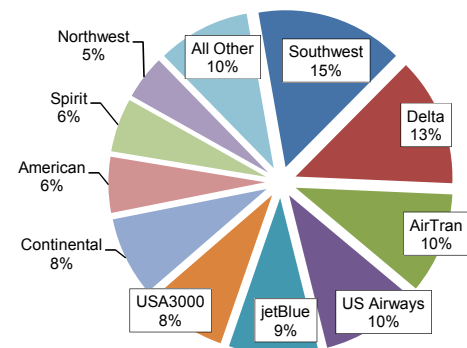
Intrastate service decreased by seven percent

### HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

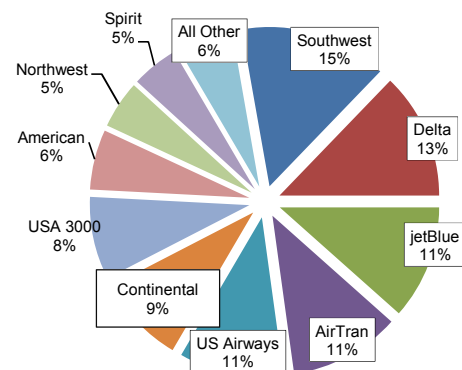
Summer 2005



Summer 2007



Summer 2008



Summer 2011

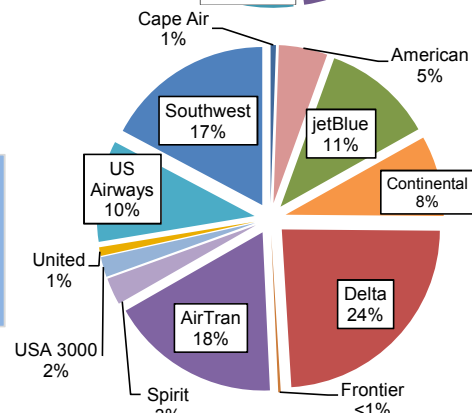
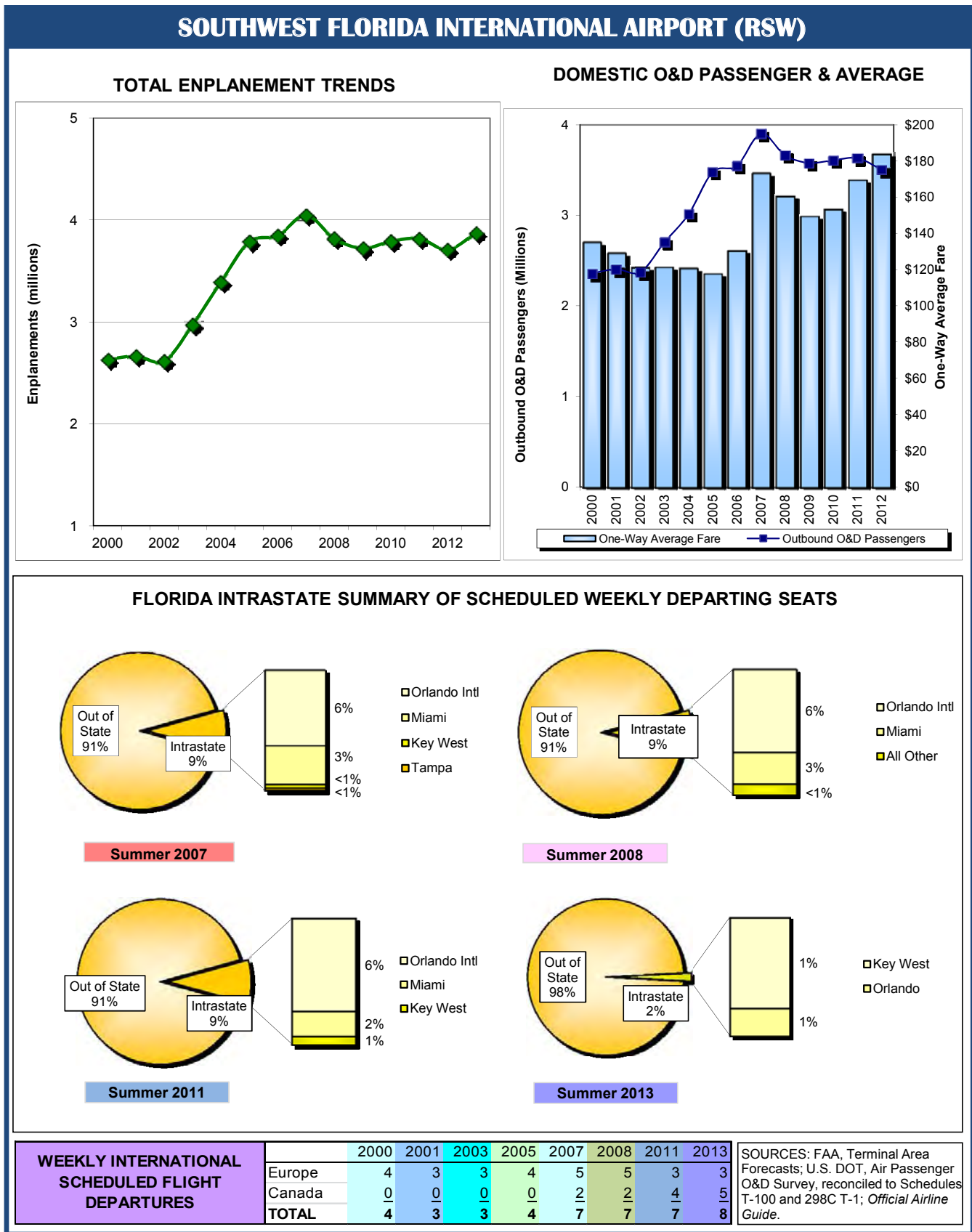


Figure 17: Southwest Florida International Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

RSW succeeded in adding to its enplanement totals over the period from 1999 to 2006. In 1999, the airport served 2.16 million passengers, a number that grew to 2.36 million in 2000, 2.19 million in 2002, and 3.01 million in 2004. In 2006, enplanement levels rose to 3.55 million.

### Domestic Destinations

In the summer of 2001, nonstop domestic service was available from RSW to 24 locations with 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 from RSW, 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 due to a reduction in service to smaller cities from RSW.

### Intrastate Service

The RSW market had 98 scheduled weekly departures to four Florida destinations in 2001, 25 percent fewer intrastate flights than in 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 from RSW 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.

### Type of Aircraft

In the summer of 2001, 94 percent of all weekly scheduled seats departing RSW were on jet aircraft, up from 91 percent in 2000. 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 from RSW.

In the summer of 2001, six percent of the market's weekly scheduled seats were on turboprop aircraft compared to nine percent in 2000. These flights were primarily from RSW to other Florida cities. This figure declined to less than three percent in 2005, but increased to 11 percent in 2007. By 2008, this figure rapidly declined to just three percent due to increased regional jet departures.

## *Punta Gorda Airport (PGD)*

### Current Domestic Air Service Trends

#### Domestic Passengers

In 2010, PGD handled 55,510 domestic passenger enplanements. By 2013, PGD had nearly doubled to a total of 99,827 enplanements.

#### Carriers

After Vision Airlines ended service in 2012, PGD was served only by Allegiant Air in 2013.

#### Weekly Departures

In 2010, the airport had only four weekly departures that offered service from PGD to two destinations: Greenville, South Carolina, and Knoxville, Tennessee. By 2011, the airport had increased to 10 weekly departures offering service to five different destinations. Service was added to Greensboro (North Carolina), Lexington (Kentucky), and VPS. In 2013, the airport added service from PGD to eight destinations but lost service to two others resulting in 25 weekly departures.

#### Origins and Destinations

PGD's origin and destination data for 2013 is presented in **Table 37**. PGD saw large disparities between passenger originations and departures with the largest being in the Midwest. Only 45 percent of originations came from this region compared to 64 percent of departures. Seasonal flight offerings were fairly well matched.

**Table 37: Punta Gorda Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	23.0%	16.0%
Midwest	44.6%	64.0%
Southeast	14.7%	8.0%
Southwest	0.0%	0.0%
South Central	0.0%	0.0%
Mid South	15.8%	12.0%
North Central	0.0%	0.0%
Northwest	0.0%	0.0%
Florida Only	2.0%	0.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

#### Seasonal Comparison

Shown in **Table 38** are the 2013 seasonal comparison data for PGD. In 2004, 44 percent of the originating domestic passengers in this market were bound for destinations in the Northeast or Midwest and 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. More information regarding seasonal service offerings from PGD is provided in **Table 39** of the **2014 Update Reference Guide**.

**Table 38: Punta Gorda Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	11.3%	11.3%	17.5%	17.5%	13.7%	13.7%
Midwest	61.6%	61.6%	65.0%	65.0%	65.0%	65.0%
Southeast	12.6%	12.6%	9.0%	9.0%	9.8%	9.8%
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	14.6%	14.6%	8.5%	8.5%	11.5%	11.5%
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%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

#### **Airport Service and Passenger Summary**

**Figure 18** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at PGD.

#### **Historic Domestic Air Service Trends**

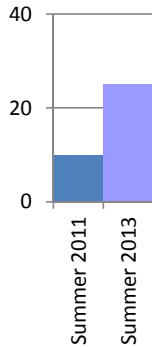
On December 5, 2007, Charlotte County Airport, now called Punta Gorda Airport or PGD, was served by Skybus Airlines, a new ultra-low-cost carrier headquartered in Columbus, Ohio. Service as of December 2007 included twice-daily flights from PGD to Columbus on Airbus A319 aircraft. Skybus Airlines closed on April 5, 2008 due to the slowing economy and rising fuel costs. Dayjet Airline also served PGD 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.

Figure 18: Punta Gorda Airport Service and Passenger Summary

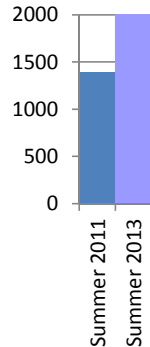
## PUNTA GORDA AIRPORT (PGD)

### DOMESTIC NONSTOP SCHEDULED SERVICE

#### WEEKLY FLIGHT DEPARTURES

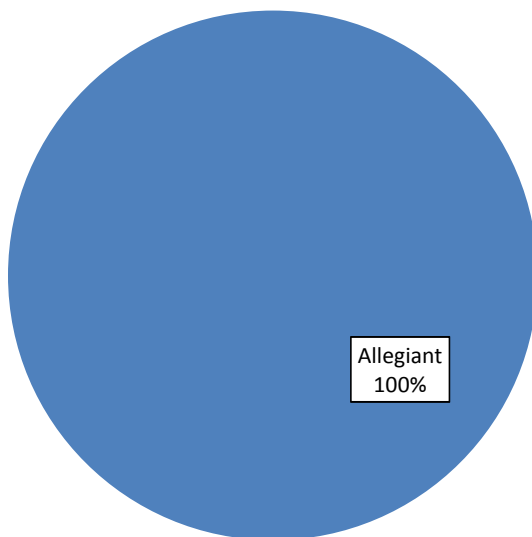


#### WEEKLY DEPARTING SEATS



	Summer 2011	Summer 2013
U.S. Cities Served	5	11
No. of Airlines Serving	2	1
Average Weekly		
Flights	10	25
Seats	1,388	4,075
Seats per Flight	139.0	163.0

### SUMMER 2013 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



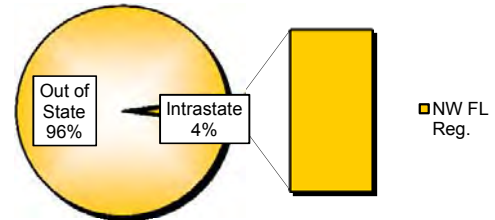
#### RECENT SERVICE ANNOUNCEMENTS

**Allegiant Air:** Began service to eight destinations in the Midwest and Northeast and ended service to Greensboro

**Vision Airlines:** Ended service to Northwest Florida Regional Airport (all intrastate service ended)

### FLORIDA INTRASTATE SUMMARY OF SCHEDULED WEEKLY DEPARTING SEATS

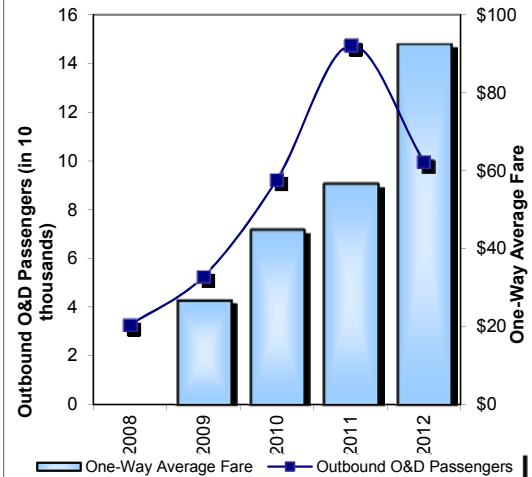
Summer 20113



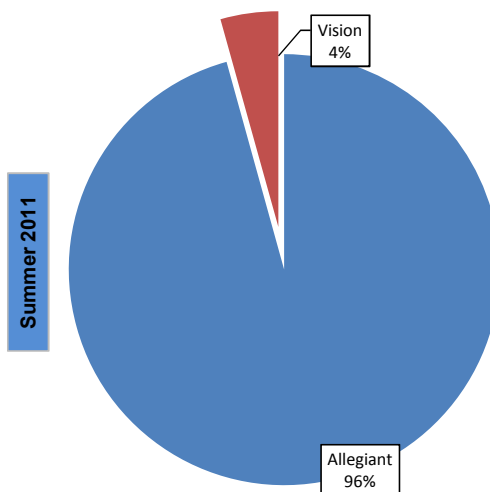
**No Intrastate Service at Punta Gorda Airport**

Summer 2013

### AVERAGE PASSENGERS AND FARES



### HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS



## *Northwest Florida Region*

### *Pensacola International Airport (PNS)*

#### Current Domestic Air Service Trends

##### Domestic Passengers

In 2010, domestic passenger enplanement levels at PNS totaled 729,718, marking the lowest levels since before 2005. By 2012, enplanements had risen slightly to 740,664, roughly proportional to levels seen in the mid 2000s.

##### Weekly Departures

In 2010, the average weekly departures from PNS were 266, rising to 275 in 2011. The average number of weekly departures at PNS decreased slightly to 253 in 2013.

##### Seats

In 2011, the airport had 19,052 scheduled weekly domestic seats with an average of 69 seats per flight. By 2013, PNS averaged 19,391 weekly departing seats with an average of 77 seats per flight.

##### Intrastate Service

In 2010, PNS offered service to MIA, MCO, and TPA on 55 weekly flights. These cities were also served in 2011 and 2013, but with only 53 and 57 flights, respectively.

##### Type of Aircraft

In 2011, 96 percent of departing seats at PNS were on either jets or regional jets. In 2013, 94 percent of flights were on either jets or regional jets, down roughly two percent from 2011. Turboprop service increased slightly between 2010 and 2011 when four percent of PNS's departing seats were served by turbo props and even further in 2013 with 6.14 percent of departing seats on turboprops.

##### Origins and Destinations

PNS's origin and destination data for 2013 is presented in **Table 39**. The market's scheduled nonstop service could be much better matched to originating passenger demand. Destinations in the Southeast, South Central, and Florida regions all showed great variability in passenger originations and departures.



**Table 39: Pensacola International Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	0.0%	3.2%
Midwest	1.2%	2.8%
Southeast	68.4%	38.7%
Southwest	0.0%	0.0%
South Central	19.4%	32.8%
Mid South	2.3%	0.0%
North Central	0.0%	0.0%
Northwest	0.0%	0.0%
Florida Only	8.8%	22.5%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### **Seasonal Comparison**

**Table 40** shows the 2013 seasonal comparison data for PNS. There was a level of seasonal variability in 2013. Summer had higher numbers of departures from PNS to the South Central region while also having less to the Northeast region. More information regarding seasonal service offerings from PNS is provided in **Table 40** of the **2014 Update Reference Guide**.

**Table 40: Pensacola International Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	9.3%	6.2%	7.0%	4.6%	3.1%	2.0%
Midwest	1.1%	0.7%	2.9%	1.9%	2.1%	1.3%
Southeast	39.7%	62.9%	38.6%	63.3%	39.4%	63.8%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	27.9%	18.3%	29.1%	18.6%	32.8%	21.1%
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	21.9%	11.8%	22.4%	11.7%	22.6%	11.7%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

### **Airport Service and Passenger Summary**

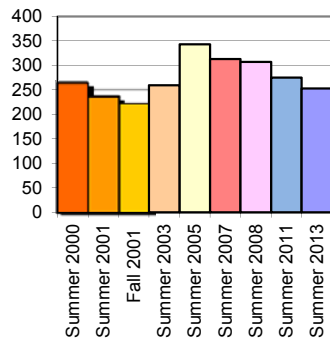
**Figure 19** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at PNS.

Figure 19: Pensacola International Airport Service and Passenger Summary

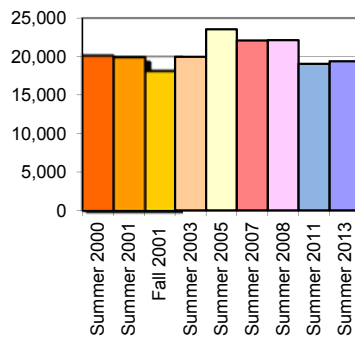
## PENSACOLA INTERNATIONAL AIRPORT (PNS)

### DOMESTIC NONSTOP SCHEDULED SERVICE

#### WEEKLY FLIGHT DEPARTURES

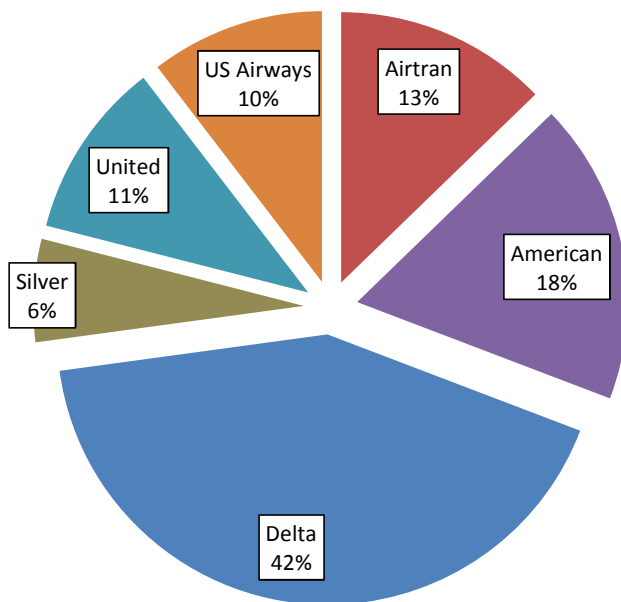


#### WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011	Summer 2013
U.S. Cities Served	10	9	9	7	12	9	9	10	9
No. of Airlines Serving	7	7	9	11	13	11	11	6	6
Average Weekly									
Flights	265	237	223	259	343	313	307	275	251
Seats	20,129	19,947	18,177	19,959	23,524	22,082	22,104	19,052	19,391
Seats per Flight	76.0	84.2	81.5	77.1	68.6	70.5	72.0	69.0	77.3

### SUMMER 2013 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



### RECENT SERVICE ANNOUNCEMENTS

**Continental Airlines:** Merged with United Airlines  
**Silver Airways:** Began service to Tampa and Orlando  
**US Airways:** Began service to Washington (Reagan)  
**Delta Air Lines:** Ended service to Memphis  
**United Airlines:** Ended service to Washington (Dulles)

### HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

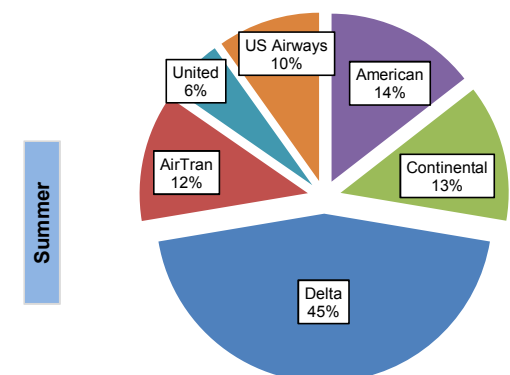
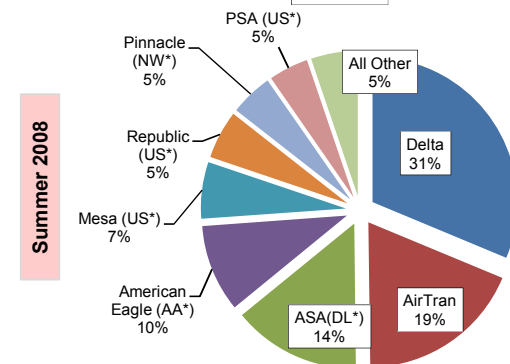
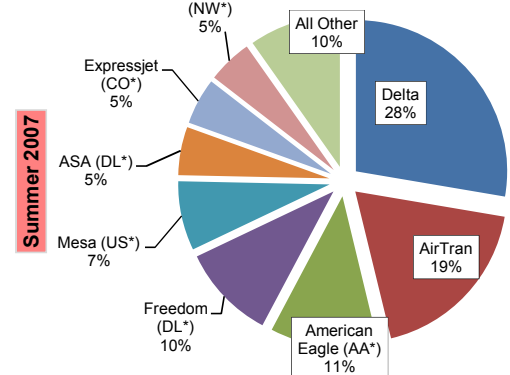
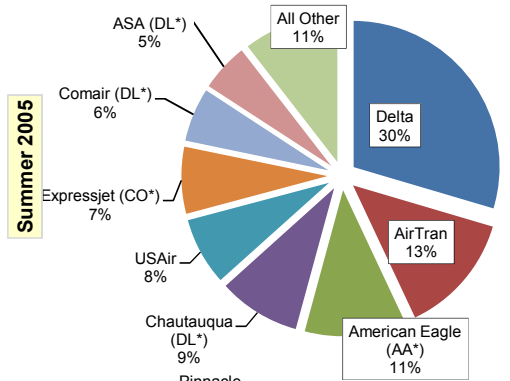
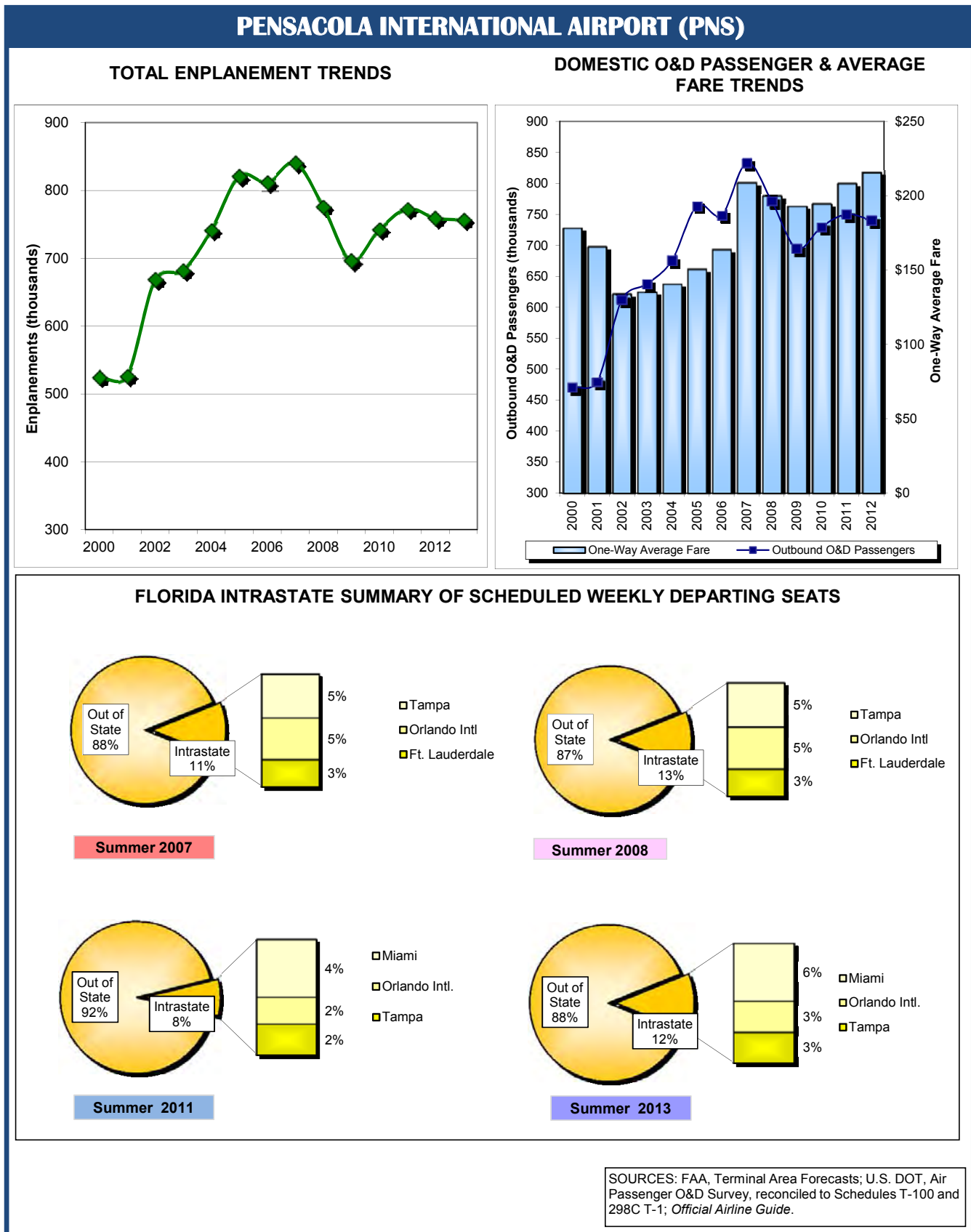


Figure 19: Pensacola International Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

In 1999, PNS served 488,670 enplanements. In 2000, this number fell to 470,740. By 2004, the airport's enplanements had increased to 675,440. Further increases in demand were seen through 2006 when 748,900 originating passengers began a trip at PNS.

### Domestic Destinations

PNS offered service to 10 different destinations in July 2000 and nine destinations in 2001. In July 2003, nonstop service had fallen to seven destinations. Recovery was seen in these figures by the summer of 2005 when PNS served 12 destinations. In 2007 and 2008, the airport served nine destinations.

### Weekly Departures

In July 2000, PNS had 265 weekly scheduled departures. There were 237 weekly departures in 2001, and in July 2003, scheduled weekly departures had increased to 259. The airport's weekly departures increased to 343 weekly outbound flights in 2005. Moderate declines followed in 2007 and 2008 when PNS was served by 313 and 307 flights, respectively.

### Seats

In the summer of 2001, the PNS market had 19,947 scheduled weekly domestic seats. This number remained basically unchanged at 19,959 in the summer of 2003. By 2005, this figure increased to 23,500. Moderate decreases came by July 2007 when airlines offered 22,100 departing seats per week from PNS. In 2008, there was little change in departing seats at 22,104.

Since 2000, the average number of seats per flight at the airport fluctuated, moving from 76 that year to 84 in 2001, before declining to 77 in 2003 and further declining to 69 in 2005. This figure at PNS recovered to 71 seats in 2007 and increased slightly to 72 seats in 2008.

### Intrastate Service

In the summer of 2001, the PNS 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. New service to FLL raised PNS'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.

### Type of Aircraft

In the summer of 2001, 91 percent of the seats leaving the PNS market each week were on jet or regional jet aircraft, up from 80 percent in the summer of 2000. In the summer of 2003, 94 percent of all departing seats each week at PNS were on jets or regional jets. By July 2005, that figure had risen further to 99 percent. Increased turboprop service, primarily on intrastate routes, drove the share of jets and regional jets to 92 percent in 2007. Reduced service to intrastate cities from PNS 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 the summer of 2001, nine percent of weekly seats departing PNS were turboprop aircraft, down sharply from 20 percent one year earlier. This percentage continued to decrease to six percent in the summer of 2003 and to slightly more than one percent by July 2005. This percentage increased to eight

percent in 2007. By July 2008, weekly departing seats on turboprop aircraft at PNS had sharply declined to two percent due mainly to the increase in service on large jet aircraft.

## *Tallahassee Regional Airport (TLH)*

### Current Domestic Air Service Trends

#### **Domestic Passengers**

Domestic passenger enplanement counts in 2010 totaled 324,960 at TLH. In 2012, domestic passenger enplanements increased by more than 5,000, to reach 330,901.

#### **Domestic Destinations**

In 2010, TLH offered service to seven domestic destinations. By 2011, TLH had lost service to Memphis, giving the airport service to only six destinations. In 2013, TLH ended service to FLL, but offered service to Washington (Reagan), keeping the airport with six domestic destinations.

#### **Weekly Departures**

In 2010, TLH averaged 180 weekly departures. This figure decreased to 152 in 2011 and 139 in 2013. Between 2010 and 2011, the loss of weekly departures at TLH was mostly attributable to the loss of service to Memphis, while the decrease in departures between 2011 and 2013 was mostly related to the loss of service to FLL.

#### **Seats**

In 2011, there were 8,303 scheduled weekly seats departing from TLH on an average of 54 seats per flight. In 2013, scheduled weekly seat departures decreased to 7,914 on an average of 57 seats per flight.

#### **Intrastate Service**

In 2010 and 2011, only three intrastate locations were served from TLH: FLL, MIA, and TPA. No more than 34 percent of flights in either year were to an intrastate location. In 2013, 37 weekly departures served two intrastate locations from TLH, MIA and TPA.

#### **Type of Aircraft**

In the summer of 2011, 19 percent of departing seats at TLH were on jets; however, this figure fell to 14 in 2013. In 2011, the percentage of departing seats on regional jets was 73 percent but increased to 79 percent in 2013.

In 2011, the percentage of weekly departing flights on turboprop aircraft rose slightly to eight percent and remained close at seven percent in 2013. This is due mainly to the increase in jet aircraft offerings from TLH to Atlanta.

#### **Origins and Destinations**

TLH's origin and destination data for 2013 is presented in **Table 41**. The market's domestic service could be better matched to its originating passenger demand. In 2013, 20 percent of the market's domestic passenger originations were to destinations in Florida, while 27 percent of departures serviced Florida.

**Table 41: Tallahassee Regional Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	0.2%	4.3%
Midwest	0.0%	0.0%
Southeast	75.4%	64.0%
Southwest	0.0%	0.0%
South Central	4.3%	5.0%
Mid South	0.2%	0.0%
North Central	0.0%	0.0%
Northwest	0.0%	0.0%
Florida Only	19.8%	26.6%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### Seasonal Comparison

**Table 42** shows the 2013 seasonal comparison data for TLH. Scheduled service varied during the seasons for this airport in 2013. In the Southeast, there were many more trips in the summer months; while in Florida, there were fewer trips in the summer. More information regarding seasonal service offerings from TLH is provided in **Table 41** of the **2014 Update Reference Guide**.

**Table 42: Tallahassee Regional Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	8.5%	7.8%	6.4%	5.7%	4.2%	3.7%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	52.2%	63.1%	51.4%	61.1%	64.0%	72.2%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	4.5%	4.2%	8.5%	7.5%	5.4%	4.7%
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	34.8%	25.0%	33.7%	25.6%	26.3%	19.5%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

### Airport Service and Passenger Summary

**Figure 20** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at TLH.

Figure 20: Tallahassee Regional Airport Service and Passenger Summary

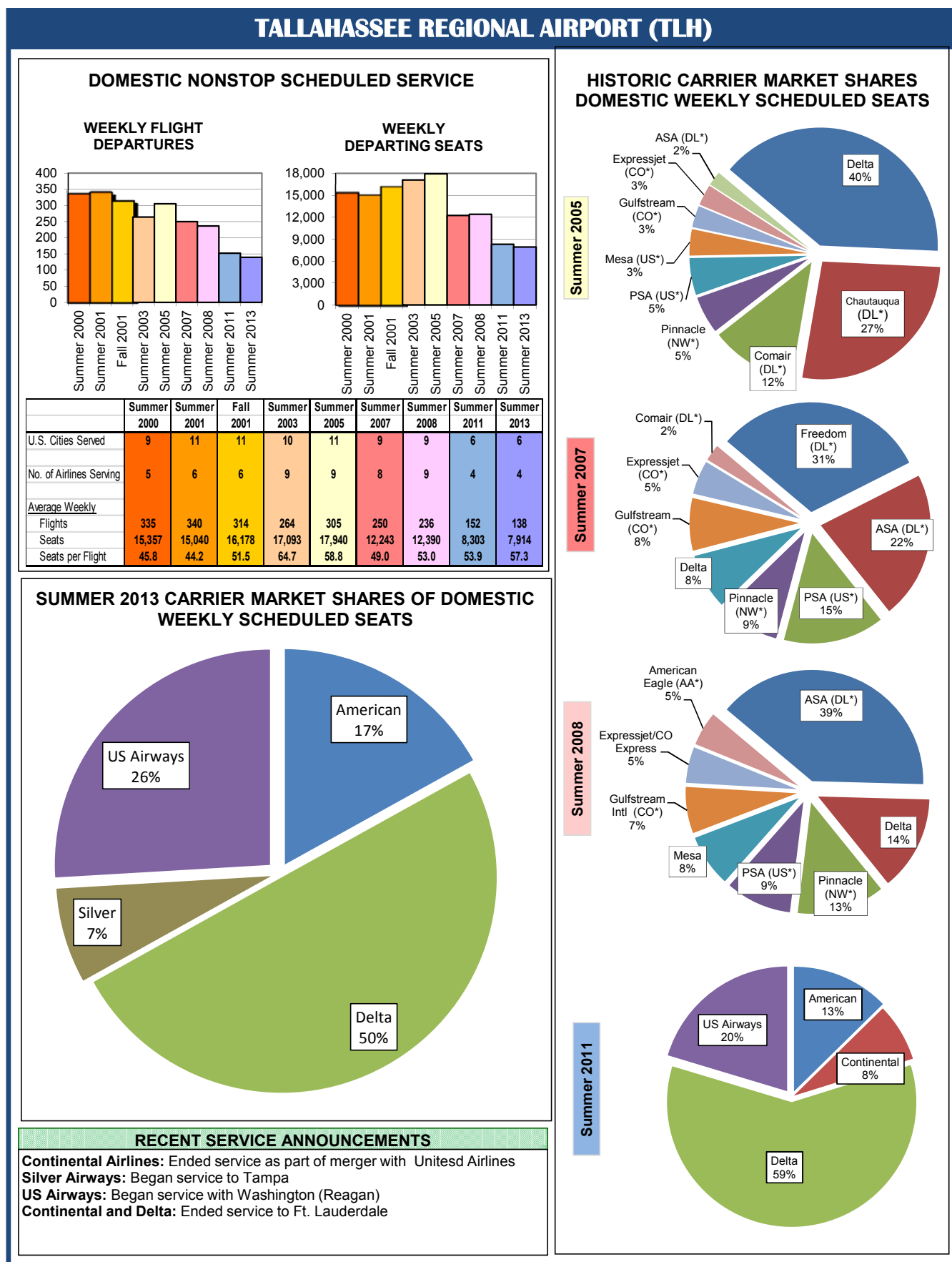
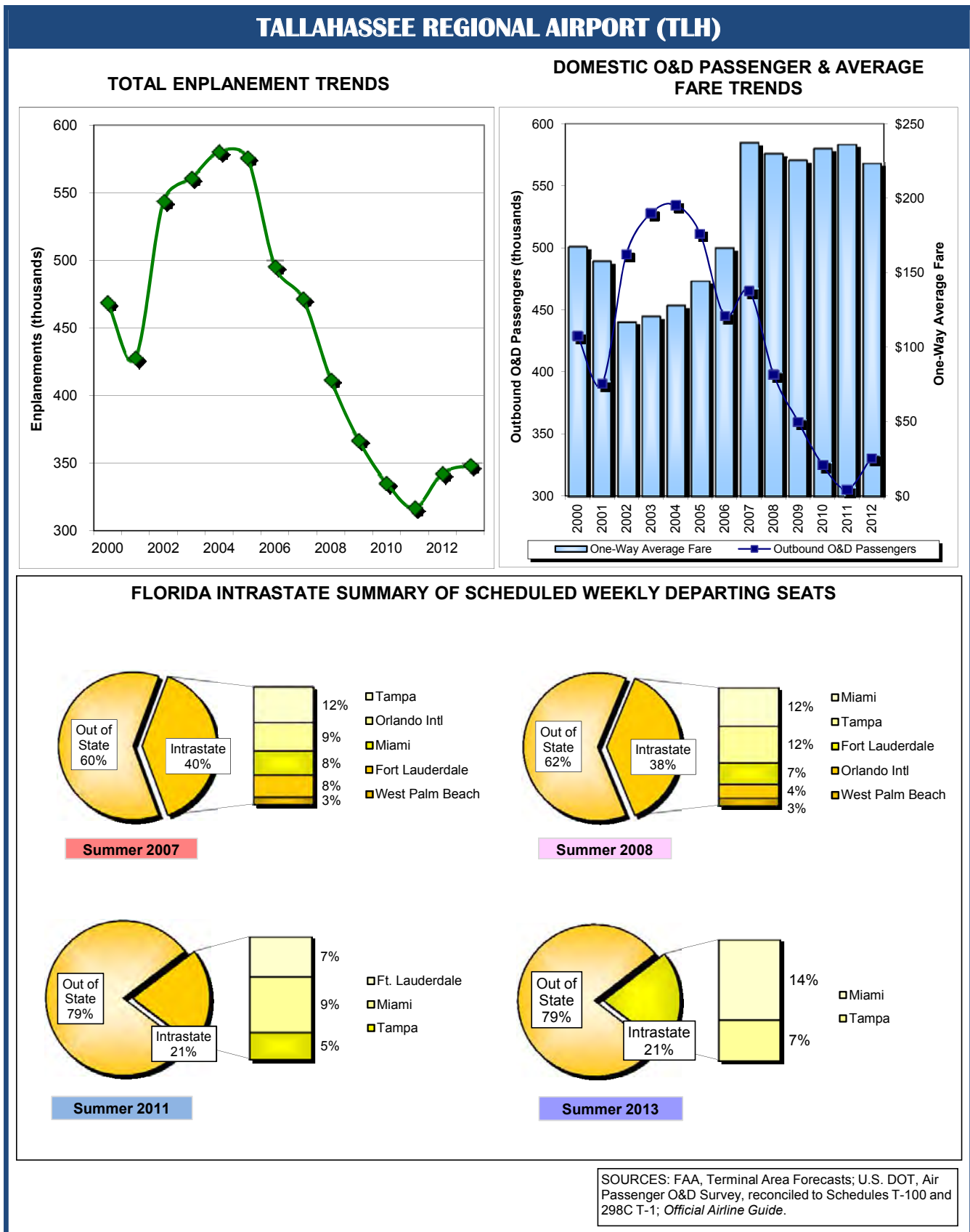




Figure 20: Tallahassee Regional Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

TLH was one of the few airports that experienced an increase in its level of domestic enplanements between 1999 and 2004. The airport served about 417,950 enplaning passengers in 1999 and served 534,680 enplaning passengers by 2004. Originating passenger counts fell to 445,110 in 2006 as a result of the loss of low-cost service on Air Tran at TLH and growth in low-cost service in PNS.

### Domestic Destinations

Beyond locations in Florida, the TLH 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, TLH 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 Tallahassee's hub service in 2007 and 2008.

### Weekly Departures

The airport's number of weekly departures from TLH totaled 335 in July 2000, 340 in 2001, and 264 in July 2003. This value partially rebounded in 2005 to 305. Further declines occurred in 2007 and 2008 when airlines offered 250 and 236 weekly departures at TLH, respectively.

### Seats

Scheduled weekly seats at TLH decreased from 15,040 in 2001 to 12,243 in 2007 with a slight rebound in 2008 to 12,390.

The average number of seats per flight at TLH in 2000 was 46. In July 2003, the number of seats per flight increased to 65. The airport's average departing seats per flight count fell to 49 by 2007 as carriers increasingly deployed smaller regional jets on TLH routes. However, by 2008, the average of weekly departing seats was increased to 53.

### Intrastate Service

In 2000, 74 percent of weekly departures from TLH were to other cities in Florida, but by 2001 intrastate service made up only 65 percent of the airport's total departures. TLH 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. Service was provided to a total of five other Florida markets, including MIA, FLL, PBI, TPA, and MCO. Modest recovery to 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 at TLH increased to nearly 52 percent to the same Florida cities.

### Type of Aircraft

In the summer of 2001, 25 percent of scheduled departing seats each week from TLH 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.

In the summer of 2001, 26 percent of the departing seats each week from TLH were on regional jets compared to just six percent in the summer of 2000. In July 2003, nine of the airport's 10 nonstop

destinations were served by regional jets. By the summer of 2008, 79 percent of all departing seats were on regional jets.

In 2000, eight of the airport's nine nonstop destinations were served by turboprop aircraft. 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 TLH market saw a dramatic decline in the percentage of its service provided on turboprop aircraft. Total departing seats on turboprop aircraft from TLH 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.

## *Northwest Florida Regional Airport (VPS)*

### Current Domestic Air Service Trends

#### Domestic Passengers

In 2010, there were 347,949 domestic passenger enplanements at VPS. This figure rose to 372,641 in 2013.

#### Weekly Departures

In 2010, there were 193 average weekly flights at VPS followed by a significant increase in 2011 to 227. The summer of 2011 had the highest average of any year in the report for VPS. In 2013, weekly departures fell to 180, which is similar to service levels seen in the late 2000s. Between 2011 and 2013, service was ended between VPS and 18 domestic destinations.

#### Seats

In 2011, VPS served 14,638 weekly departing seats with an average of 62 seats per flight. By 2013, the number of weekly departing seats had decreased to 10,720 on an average of 60 seats per flight.

#### Intrastate Service

In 2010, VPS offered no intrastate service. In 2011, four intrastate destinations (FLL, SFB, PIE, and PGD) were served on 11 weekly flights. In 2013, all intrastate service from VPS was cancelled.

#### Type of Aircraft

In 2011, 62 percent of departing seats at VPS were on regional jets and 32 percent of departing seats were on jet aircraft; the remainder was on turboprop aircraft. In 2013, regional jets made up 77 percent of all flights from VPS while jets made up the remainder. There were no flights on turboprop aircraft in 2013.

#### Origins & Destinations

VPS's origin and destination data for 2013 is presented in **Table 43**. Approximately 69 percent of the originating domestic passengers were bound for cities in the Southeast. However, only 52 percent of the departing nonstop flights are destined for cities in the Southeast region. Conversely, 44 percent of nonstop departures from VPS are to the South Central region, while 31 percent of passenger demand is to that region.

**Table 43: Northwest Florida Regional - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	0.1%	4.4%
Midwest	0.0%	0.0%
Southeast	68.9%	51.7%
Southwest	0.0%	0.0%
South Central	31.0%	43.9%
Mid South	0.0%	0.0%
North Central	0.0%	0.0%
Northwest	0.0%	0.0%
Florida Only	0.0%	0.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

### Seasonal Comparison

**Table 44** shows the 2013 seasonal comparison data for VPS. Scheduled service varied in the summer for destinations to the South Central region with increased flight frequency during the summer months of 2013. Flights to the Southeast region were also much higher in the summer. More information regarding seasonal service offerings from VPS is provided in **Table 42** of the **2014 Update Reference Guide**.

**Table 44: Northwest Florida Regional - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	6.0%	5.1%	5.0%	4.3%	4.2%	3.5%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	59.7%	65.2%	60.3%	66.8%	52.8%	61.0%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	34.4%	29.7%	34.6%	29.0%	43.0%	35.6%
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%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

### Airport Service and Passenger Summary

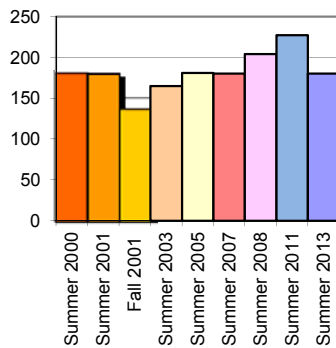
**Figure 21** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at VPS.

Figure 21: Northwest Florida Regional Airport Service and Passenger Summary

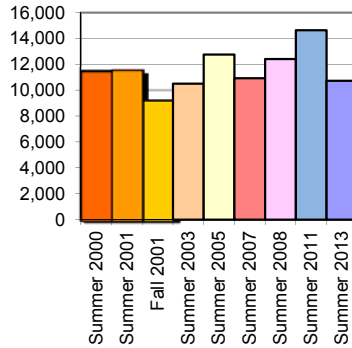
## NORTHWEST FLORIDA REGIONAL AIRPORT (VPS)

### DOMESTIC NONSTOP SCHEDULED SERVICE

#### WEEKLY FLIGHT DEPARTURES

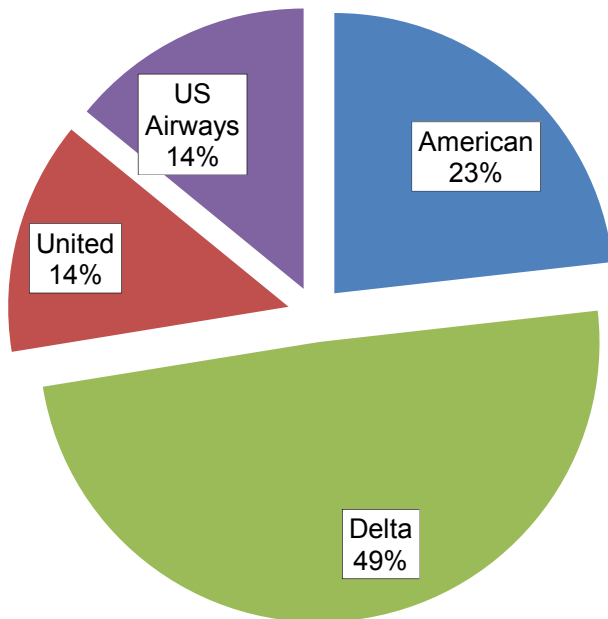


#### WEEKLY DEPARTING SEATS



	Summer 2000	Summer 2001	Fall 2001	Summer 2003	Summer 2005	Summer 2007	Summer 2008	Summer 2011	Summer 2013
U.S. Cities Served	5	5	6	8	7	7	8	22	5
No. of Airlines Serving	4	4	5	7	7	9	9	5	4
Average Weekly									
Flights	181	180	137	165	181	180	204	227	179
Seats	11,523	11,592	9,263	10,513	12,763	10,930	12,399	14,638	10,720
Seats per Flight	63.7	64.4	67.6	63.7	70.5	60.7	61.0	62.0	59.9

### SUMMER 2013 CARRIER MARKET SHARES OF DOMESTIC WEEKLY SCHEDULED SEATS



#### RECENT SERVICE ANNOUNCEMENTS

**Continental Airlines:** Ended service as part of merger with United Airlines  
**United Airlines:** Began service as part of acquisition of Continental Airlines  
**Vision Airlines:** Ended service to 18 destinations (service to Atlanta remains), ending all intrastate service  
**US Airways:** Added service to Washington (Reagan)

### HISTORIC CARRIER MARKET SHARES DOMESTIC WEEKLY SCHEDULED SEATS

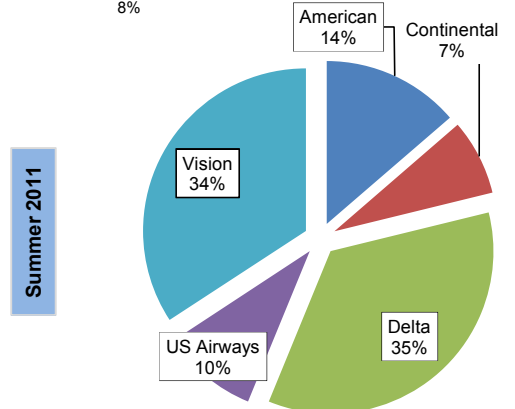
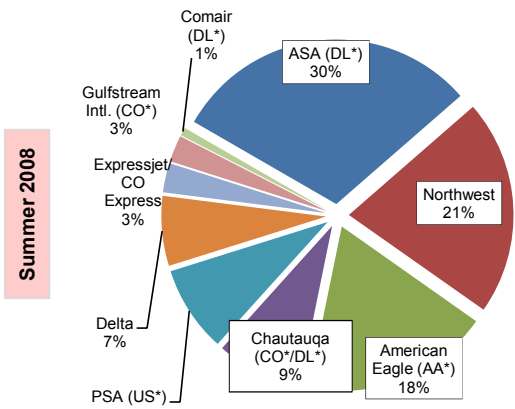
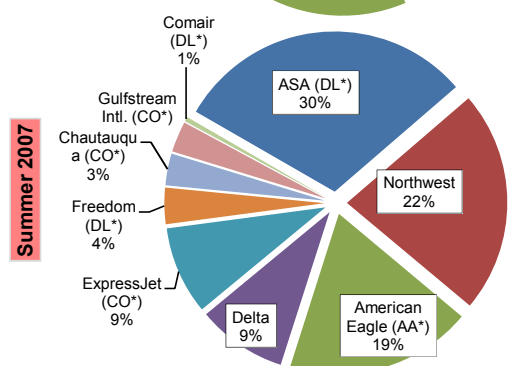
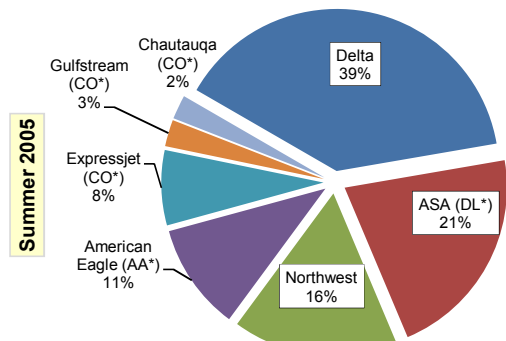
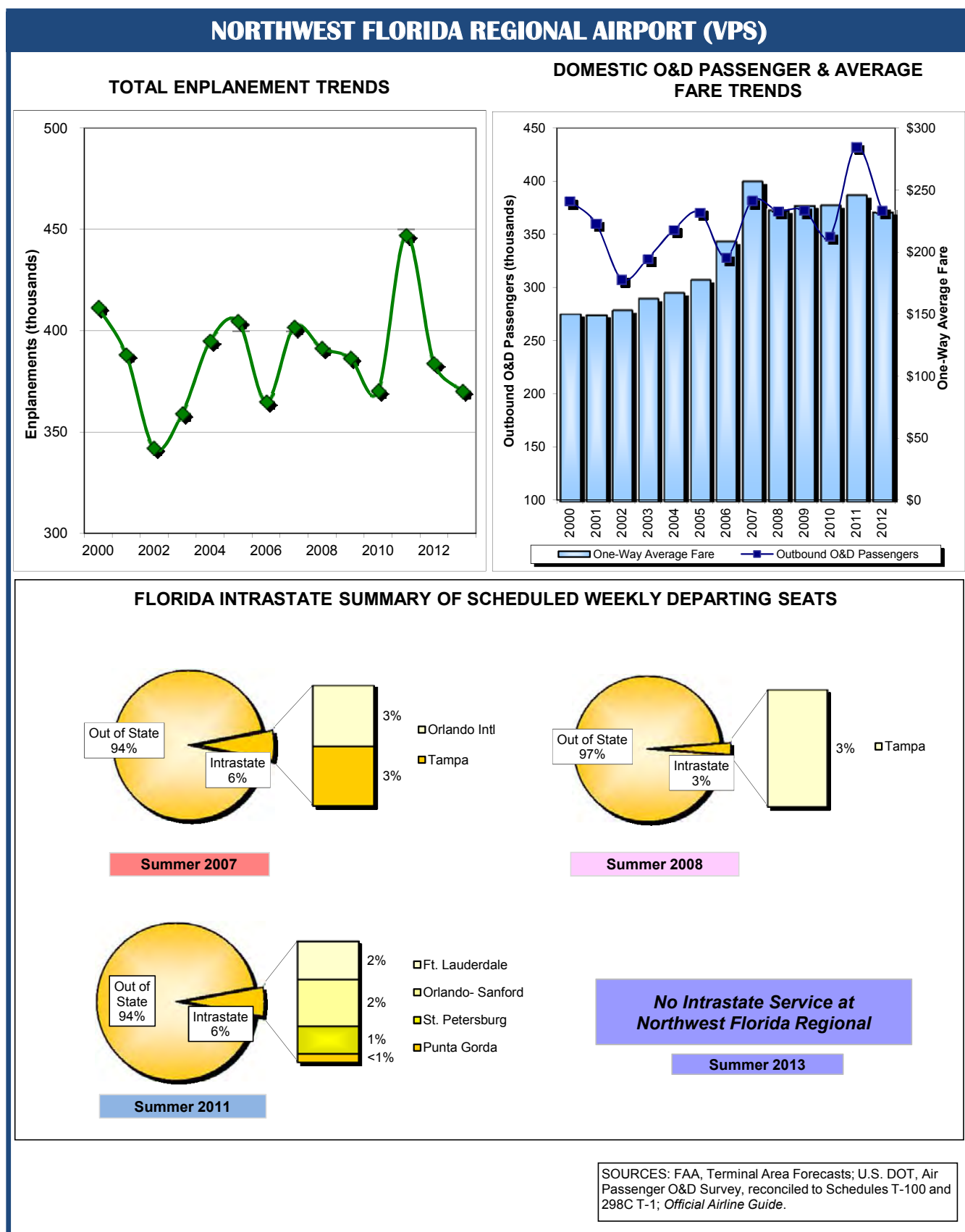


Figure 21: Northwest Florida Regional Airport Service and Passenger Summary Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

VPS saw a significant increase in enplanements between 1999 and 2000, from 336,270 to 381,290. However, the airport's enplanement level dropped to 286,490 by 2002. Enplanements increased to 354,650 by 2004 before returning to 328,300 in 2006.

### Weekly Departures

In the summer of 2001, the VPS market had 180 scheduled weekly departures including scheduled flights to two connecting hubs beyond Florida. This was the same level of service provided one year earlier. By the summer of 2003, weekly scheduled departures totaled 165, but VPS service had expanded to include six hubs beyond Florida. In 2005, there were 181 flights each week and 2007 saw 180 flights each week, both with service to five hubs. By 2008, weekly departures from VPS had increased to 204 with service to seven destinations outside of Florida, including Chicago and Charlotte.

### Seats

In 2005, there were 12,763 weekly departing seats at VPS, while in 2007 there were 10,930 weekly seats.

### Intrastate Service

In the summer of 2001, the VPS 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 VPS in 2005, with 18 weekly flights to one Florida destination. In 2007, intrastate service consisted of 25 flights to two Florida cities. By 2008, intrastate service had decreased to just one city, TPA, with a total of 17 weekly flights.

### Type of Aircraft

In 2001, 57 percent of the scheduled seats each week at VPS were on jet or regional jet aircraft, up from 55 percent in 2000. In 2005, this percentage had increased to 97 percent and to 99 percent in 2007. By 2008, departing seats on jet aircraft at VPS decreased to 80 percent as more turboprop aircraft were used.

In 2001, 43 percent of all seats that departed VPS 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 more than 19 percent, largely due to the increase in service that VPS experienced.



## *Northwest Florida Beaches International Airport (ECP)*

### Current Domestic Air Service Trends

#### **Domestic Passengers**

In 2010, ECP had 312,098 domestic passenger originations before increasing to 422,586 in 2012. This was the highest amount of any year in the report.

#### **Domestic Destinations**

In 2010 and 2011, the airport offered service from ECP to six destinations: Atlanta, Baltimore, Nashville, Houston, Orlando, and Memphis. In 2013, service to MCO and Memphis ended, and seven weekly flights were added to St. Louis on Southwest Airlines.

#### **Weekly Departures**

In 2010, there was an average of 130 weekly flights at ECP followed by a small decline in 2011 to 126. The number of weekly departures in 2013 fell to 113, the lowest at ECP since 2008.

#### **Seats**

In 2011, ECP had an average of 99 seats per flight, resulting in 12,445 weekly departing seats at the airport. In 2013, there was an average of 105 seats per flight at ECP with 11,997 weekly departing seats.

#### **Type of Aircraft**

In 2011, there were no flights from ECP on turboprop planes; instead, 78 percent of weekly departing seats were on jets with the remaining 22 percent on regional jets. In 2013, there were also still no flights on turboprop planes; instead, 81 percent of weekly departing seats at ECP were on jets with the remaining 19 percent on regional jets.

#### **Origin and Destination**

ECP's origin and destination data for 2013 is presented in **Table 45**. Forty-one percent of this market's domestic originating passengers were bound for a location in the Southeast region. However, in 2013, 56 percent of nonstop scheduled service was available to the Southeast, indicating a mismatch in passenger originations and departures from this market. Almost all regions showed unbalance in the originations and departures from ECP.

**Table 45: Northwest Florida Beaches International Airport - 2014 Update**

US Region	Domestic Passenger Originations	Scheduled Domestic Flight Departures
	2012	2013
Northeast	13.5%	12.4%
Midwest	5.1%	6.2%
Southeast	41.4%	55.8%
Southwest	0.1%	0.0%
South Central	16.7%	13.3%
Mid South	13.1%	12.4%
North Central	0.0%	0.0%
Northwest	0.0%	0.0%
Florida Only	10.1%	0.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

#### **Seasonal Comparison**

**Table 46** shows the 2013 seasonal comparison data for ECP. For this airport there was little variability between the seasons except for the South Central region. Scheduled service varied during the 2013 seasons for destinations to the South Central region. During the summer months, flight frequency increased to the South Central region. More information regarding seasonal service offerings from ECP is provided in **Table 43** of the **2014 Update Reference Guide**.

**Table 46: Northwest Florida Beaches International Airport - Seasonal Comparison**

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	6.0%	5.1%	5.0%	4.3%	4.2%	3.5%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	59.7%	65.2%	60.3%	66.8%	52.8%	61.0%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	34.4%	29.7%	34.6%	29.0%	43.0%	35.6%
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, 2013

#### **Airport Service and Passenger Summary**

**Figure 22** graphically depicts current and historical domestic nonstop scheduled service, carrier market shares of domestic weekly scheduled seats, total enplanements, domestic O&D passengers and average fares, intrastate weekly departing seats, and weekly international departures at ECP.

Figure 22: Northwest Florida Beaches International Airport Service and Passenger Summary

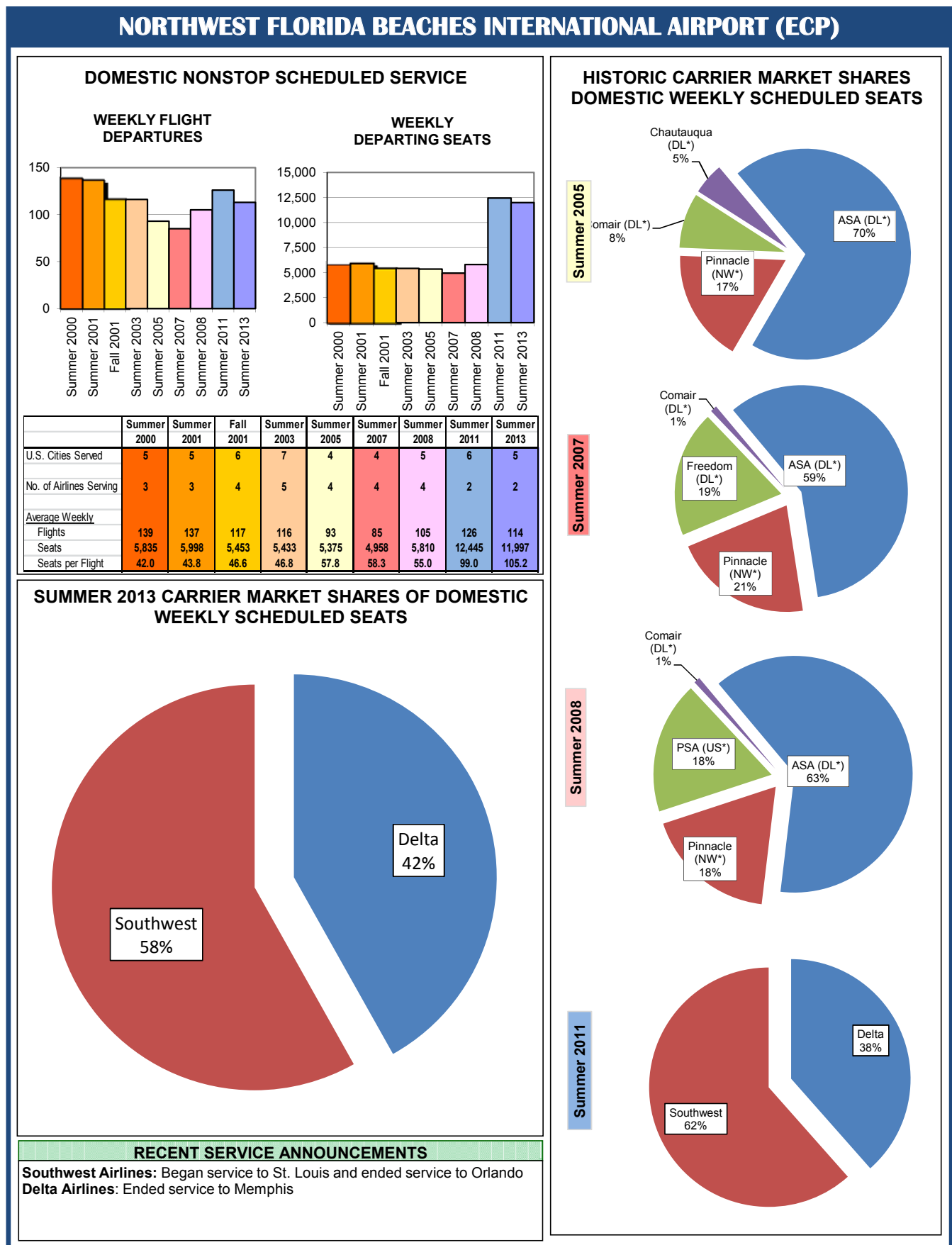
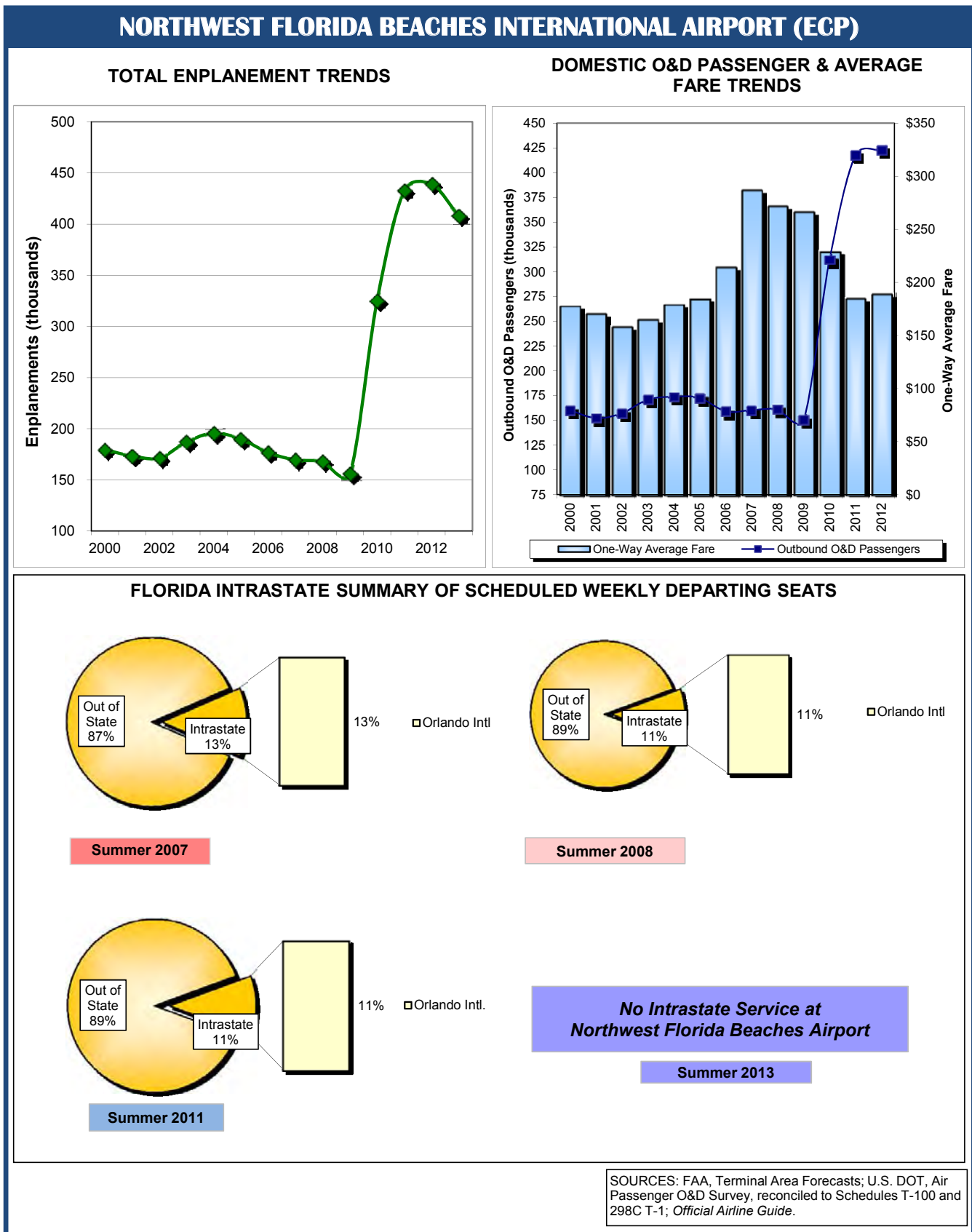


Figure 22: Northwest Florida Beaches International Airport Service and Passenger Summary  
Cont.



## Historic Domestic Air Service Trends

### Domestic Passengers

In 1999, ECP served 150,550 boarding passengers. In 2000, approximately 160,180 travelers boarded a domestic flight at the airport, but by 2002, this number had decreased slightly to 146,990. By 2004, enplanements had climbed to 173,800. Passenger counts at the airport declined in 2006 as 158,990 passengers began trips at ECP.

### Domestic Destinations

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, ECP's hub service included Atlanta and Memphis, plus a once-weekly flight to Cincinnati. By 2008, US Air entered the market with expanded service offerings to its hub in Charlotte with 21 weekly flights.

### Weekly Departures

Airlines at ECP offered 139 weekly departures in July 2000, 137 to five destinations in August 2001, and 116 weekly departures to six destinations in July 2003. In July 2005, this figure fell to 93 to four cities and declined further to 85 in July 2007. By 2008, departures had increased to five cities and weekly departures had risen to 105 at ECP.

### Intrastate Service

In 2001, the ECP market had 44 scheduled departures to cities in Florida; however, 26 of these flights were the "tag" service with VPS). In 2003, the market had 37 scheduled departures to three destinations in Florida (MCO, TPA, and VPS, including 25 tagged flights with Okaloosa Regional. Intrastate service declined to just 13 weekly flights to MCO in 2007, then held steady in 2008.

### Type of Aircraft

In 2001, 99 percent of the seats leaving ECP were on turboprop aircraft, up from 94 percent one year earlier. The remainder of the seats was on regional jets. In 2007, the percentage of ECP'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. ECP did not have large jet service in 2007 or 2008.

## INTRASTATE SCHEDULED AIRLINE SERVICE

Given the distances between many of Florida's primary cities, commercial air service is an important mode for intrastate travel. **Table 21** of the **2014 Update Reference Guide** summarizes the available weekly intrastate service in Florida in the summer of 2013. Historical figures for intrastate service are provided in **Appendix B, Table 23**. The following trends were found related to intrastate travel in Florida.

### Current Intrastate Air Service Trends

#### Weekly Departures

In the summer of 2010, intrastate flights numbered 1,397 before falling to 1,376 in 2011. By 2013, intrastate flights had decreased to 1,144, corresponding to a 66 percent decrease in intrastate flights between 2001 and 2013. 2013 was the lowest number of weekly intrastate departures of any year of the report. **Table 47** details the number of weekly intrastate departures for 2013.

#### Overall Service Trends

Between 2008 and 2010, many airports cut flights from intrastate service, but none more so than TPA. TPA cut more than 150 weekly flights, while FLL and EYW cut nearly 90 weekly flights each. Between 2011 and 2013 additional intrastate service was cut. FLL reduced its intrastate service from 164 to 123 weekly departures. In all, 11 Florida airports reduced their intrastate service offerings between 2011 and 2013. Since the 2011 Update, Silver Airways has added service to intrastate markets, but this did little to mitigate the overall decrease in flight offerings.

#### Top Intrastate Airports

In 2010, MIA had the most intrastate flights followed by TPA and FLL, respectively. In 2011, MIA still had the most intrastate flights, followed by TPA and MCO. In 2013, MIA still had the most intrastate flights, followed by TPA and EYW, while MCO had the fourth most intrastate flights with 134 weekly departures.

#### Airports without Intrastate Service

Between 2008 and 2010, intrastate service was dropped from DAB, SRQ, and VPS. In 2011, intrastate service was added to SFB, PIE, PGD, and VPS. In 2013, MLB, DAB, SRQ, PGD, VPS, and ECP did not offer intrastate service. There are no airports who added intrastate service between 2011 and 2013.

#### Type of Aircraft

In 2010, the percentage of intrastate flights by jet was 47 percent compared to 42 percent by turboprop, while a small percentage of flights were made by regional jets (five percent) and prop planes (seven percent). In 2011, 48 percent of intrastate flights were on jets and 28 percent were on turboprops. In addition, there were more regional jet flights in 2011, 18 percent, and a small number of trips made by prop planes. In 2013, 34 percent of all intrastate flights were completed by jets, 35 percent of flights were completed by turboprops, while 24 percent were completed on regional jets, and six percent on prop planes. The increase in turboprop operations between 2011 and 2013 is most likely due to the use of Saab 340 aircraft by Silver Airways for its intrastate flights.

**Table 47: Weekly Intrastate Departures (2013)**

Florida Origin	Ft. Lauderdale (FLL)	Miami (MIA)	Palm Beach (PBI)	Key West (EYW)	Orlando (MCO)	Tampa (TPA)	Jacksonville (JAX)	Gainesville (GNV)	Southwest FL (RSW)	Naples (APF)	Tallahassee (TLH)	Pensacola (PNS)	Florida Total
<b>Southeast</b>													
Fort Lauderdale (FLL)	-	-	-	16	31	57	19	-	-	-	-	-	123
Miami (MIA)	-	-	-	43	63	42	41	14	-	4	20	21	248
Palm Beach (PBI)	-	-	-	-	-	8	-	-	-	-	-	-	18
Key West (EYW)	16	43	-	-	7	26	-	-	47	-	-	-	139
<b>East Central</b>													
Orlando (MCO)	31	63	-	7	-	-	-	8	7	-	-	18	134
Orlando-Sanford (SFB)	-	6	-	-	-	-	-	-	-	-	-	-	6
<b>West Central</b>													
Tampa (TPA)	56	42	18	25	-	-	18	16	-	-	17	18	210
St. Pete-Clearwater (PIE)	-	-	-	-	1	-	-	-	-	-	-	-	1
<b>Northeast/North Central</b>													
Jacksonville (JAX)	20	41	-	-	-	18	-	-	-	-	-	-	79
Gainesville (GNV)	-	14	-	-	8	16	-	-	-	-	-	-	38
<b>Southwest</b>													
Southwest FL (RSW)	-	-	-	47	7	-	-	-	-	-	-	-	54
<b>Northwest</b>													
Tallahassee (TLH)	-	20	-	-	-	17	-	-	-	-	-	-	37
Pensacola (PNS)	-	21	-	-	18	18	-	-	-	-	-	-	57
<b>Total</b>	<b>123</b>	<b>250</b>	<b>18</b>	<b>138</b>	<b>135</b>	<b>212</b>	<b>78</b>	<b>38</b>	<b>54</b>	<b>4</b>	<b>37</b>	<b>57</b>	<b>1,144</b>

Source: Summarized from Official Airline Guide, Schedules Analyzer

## Historic Intrastate Air Service Trends

### Weekly Departures

In the summer of 2001, there were 3,363 flights each week to intrastate destinations, about 13 percent fewer intrastate flights than were offered one year earlier in the summer of 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.

### Overall Service Trends

Between the summer of 2000 and 2001, Comair (DL\*) and Gulfstream (CO\*) eliminated the greatest number of flights. Comair discontinued 50 percent of its intrastate flights, and Gulfstream cut nearly 40 percent of intrastate flights. Combined, the two carriers discontinued 470 weekly nonstop intrastate flights. By the summer of 2003, many other carriers cut intrastate service, and Comair transferred control of its hub at MCO to another Delta affiliate, Chautauqua. In the summer of 2005 and continuing through 2007, connecting activity at the former hub at MCO was further downsized. However, considerable growth in intrastate departures occurred at FLL, the state's fastest-growing airport at the time. By the summer of 2008, the growth of intrastate flights at FLL slowed, resulting in 30 fewer flights than the summer of 2007, while intrastate flights at MCO continued to decrease from summer 2007 through summer 2008.

### Top Intrastate Airports

TPA, MIA, and MCO had the greatest number of intrastate flights from the summer of 2000 through the summer of 2003. By July 2005, FLL had surpassed MCO as the third-busiest intrastate destination. This phenomenon continued through the summer of 2008.

### Airports without Intrastate Service

In July 2000, only one Florida airport, MLB, was without intrastate service, and GNV had the fewest number of intrastate departures. In the summer of 2001, MLB and GNV 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, DAB, MLB, and MTH had the fewest scheduled intrastate departures. In 2005, SFB and PIE had the second lowest level of intrastate departures with one and four weekly flights, respectively. ECP, SRQ, and APF 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 at SRQ, from 17 down to zero at GNV, and from 25 to 17 at SGJ.

### Type of Aircraft

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. In addition, 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 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 mainline 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.



## INTERNATIONAL SCHEDULED 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 22** of the **2014 Update Reference Guide** provides information that summarizes Florida's nonstop international commercial airline service in the summer of 2013. Historical information is provided for the summers between 2000 and 2011, as available from previous reports, in **Appendix B, Table 24**. The following trends were found related to international travel at Florida commercial service airports.

Note: International service data does not include international charter service for any of the airports, including SFB. SFB accommodates a notable number of international charter flights, as do some of the other commercial airports. In 2008, in the summary table of **Appendix B, Table 24**, Israel was moved from the Europe section to the Middle East section.

### Current International Air Service Trends

#### Weekly Departures

Florida had an average of 2,035 weekly departures to international destinations in 2010, before declining to 1,992 in 2011. International service increased between 2011 and 2013 to 2,175 weekly departures, a return to levels seen in the early 2000s.

#### Airports with International Service

In 2010, international service was cut from MLB and DAB, leaving Florida with international service from only seven airports; the same was true for 2011. In 2013, international service was added at JAX, with service to the Bahamas, giving Florida eight airports with international service.

#### Miami International Airport

In all years of this report, MIA had the highest number of weekly departures to international destinations. In 2010, MIA had 1,305 weekly departures to international destinations, its highest level since before 2005. This represented 64 percent of all international flights out of Florida. In 2011, the number of weekly international departures out of MIA fell to 1,281, though still represented 64 percent of all international flights out of Florida. In 2013, the number of weekly international departures from MIA rose to 1,472, accounting for nearly 68 percent of all international flights out of Florida.

#### Fort Lauderdale-Hollywood International Airport

In 2010, FLL had the second most weekly international departures, representing 23 percent of all international flights out of Florida. The same was true for 2011, when it represented 22 percent of all international departures out of Florida. International travel at FLL decreased in 2013, when its 379 international flights comprised 17 percent of Florida's international departures.

#### Orlando International Airport

In 2010, MCO offered 192 international flights which accounted for nine percent of all international departures out of Florida. In 2011, MCO offered 199 international flights that comprised 10 percent of the Florida total. In 2013, MCO had 262 weekly international flights, which represented 12 percent of Florida's total.

### **Caribbean and Atlantic Destinations**

In 2010, flights to the Caribbean and Atlantic comprised 46 percent of all international flights. In 2011, the Caribbean and Atlantic accounted for 45 percent of all international flights. In 2013, the Caribbean and Atlantic accounted for 42 percent of all international flights.

### **Central and South American Destinations**

In 2010, 39 percent of flights departed for destinations in Central and South America, while in 2011 38 percent did. In 2013, 41 percent of international travel went to Central and South America, the highest of any reported year in this report.

### **European Destinations**

In the summer of 2010, departures to Europe held constant at around nine percent but rose slightly to 10 percent in 2011 before falling back to nine percent in 2013.

### **Canadian Destinations**

In 2010 and 2011, six percent of all international flights were to Canada. While in 2013, seven percent of all departures were to Canada.

**Table 48A and 48B** are comparison tables for the statewide international weekly departures for the years of 2007, 2008, 2010, 2011, and 2013.

**Table 48A: Weekly Statewide International Departures**

<b>International Destination</b>	<b>2007</b>	<b>2008</b>	<b>2010</b>	<b>2011</b>	<b>2013</b>
Caribbean/Atlantic	1,133	1,053	944	901	916
Mexico/Central America	367	389	357	397	393
South America	311	355	429	363	505
Europe	165	163	178	205	197
Canada	96	103	127	125	160
Middle East	0	3	0	0	0
Asia	0	0	0	1	4
<b>FLORIDA TOTAL</b>	<b>2,072</b>	<b>2,066</b>	<b>2,035</b>	<b>1,992</b>	<b>2,175</b>

Source: Summarized from Official Airline Guide, Schedules Analyzer

**Table 48B: Weekly Statewide International Departure Percentages**

<b>International Destination</b>	<b>2007</b>	<b>2008</b>	<b>2010</b>	<b>2011</b>	<b>2013</b>
Caribbean/Atlantic	54.7%	51.0%	46.4%	45.2%	42.1%
Mexico/Central America	17.7%	18.8%	17.5%	19.9%	23.2%
South America	15.0%	17.2%	21.1%	18.2%	18.1%
Europe	8.0%	7.9%	8.7%	10.3%	9.0%
Canada	4.6%	5.0%	6.2%	6.3%	7.4%
Middle East	0.0%	0.1%	0.0%	0.0%	0.0%
Asia	0.0%	0.0%	0.0%	0.1%	0.2%
<b>FLORIDA TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Summarized from Official Airline Guide, Schedules Analyzer

## Historic International Air Service Trends

### Weekly Departures

In the summer of 2001, Florida had 2,273 weekly scheduled departures to destinations outside the U.S., nearly the same number of international departures offered in 2002 (2,275). By the summer of 2003, the number of weekly scheduled international departures remained virtually the same at 2,273. However, by 2005, airlines reduced flight operations in Florida's international service, trimming schedules to 2,072 weekly departures. Slight recovery was seen in international departures by 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.

### Airports with International Service

In the summer of 2001, 10 airports in Florida had scheduled flights to international destinations; this included service to the islands from Watson Island Seaplane Base near Miami. (The Watson Island service is not included elsewhere in this analysis.) In 2001, carriers provided nonstop international service at two additional Florida airports since the summer of 2000: JAX and MLB. JAX operated 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 Florida airports (including Watson Island) had some level of scheduled international airline service. However, by 2005 service from Watson Island shifted to FLL, leaving 10 Florida airports with international service. By 2007, this count had decreased to nine airports following cessation of Toronto service to and from PIE. In 2008, there were only nine airports that offered international service, including FLL, PBI, RSW, MCO, TPA, MLB, DAB, SFB, and MIA (excluding JAX).

### Miami International Airport

With 1,587 weekly scheduled international departures in 2000, MIA 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 MIA fell to 1,415, but this still constituted 62 percent of Florida's weekly scheduled international departures. Further declines were seen in MIA's 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 MIA'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, MIA's international air commercial service showed some growth resulting in 1,237 departures and 60 percent of all Florida's international flight departures.

### Fort Lauderdale-Hollywood International Airport

While weekly international departures decreased at MIA overall since 2000, considerable growth occurred at FLL. In the summer of 2000, FLL had 442 weekly international departures almost exclusively to destinations in the Bahamas. In 2001, FLL had 414 weekly international departures. By the summer of 2003, the total number of international weekly departures from FLL 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 FLL with 449 departures, of which over 87 percent were to locations in the Caribbean. By the summer of 2008, the international flight departures from FLL grew significantly to 526 departures, still maintaining destinations in Caribbean/Atlantic areas for as high as 80 percent of all the departures from FLL.

### **Orlando International Airport**

In the summer of 2001, MCO'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, MCO'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, MCO's international departures amounted to 157, approximately 7.5 percent higher than in 2007.

### **Caribbean and Atlantic Destinations**

Service to Caribbean destinations in 2007 continued to comprise approximately 55 percent of international departures from Florida's airports, approximately the same as in all previous editions of this report. In 2008, largely due to reduced flights to the Bahamas out of FLL and PBI, departures to this region declined to 51 percent of the total international departures.

### **Central and South American Destinations**

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 Florida's total international departures.

### **European Destinations**

In the summer of 2000, approximately six percent of the international departures from Florida 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 Florida departures to Europe still remained at eight percent.

### **Canadian Destinations**

In July of 2000, five percent of all international departures from Florida 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 remained at five percent of all Florida international departures in 2007 and 2008.

## 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 at any given airport. Some of these factors include:

- Types of traveler served, such as those traveling for business versus leisure purposes
- Employment status, type of employment, total disposable income, population, age of the population, and tourism all help determine a certain market area's demand for commercial airline travel
- 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 and the location of the market in comparison to domestic airline route structures impacts its commercial airline service level

Scheduled airline service to all of Florida's commercial airports is impacted to some degree by each of these 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 (\$0 fares).

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 airline 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. Year 2013 annual enplanements were used to determine which markets should be compared to Florida's scheduled air service. **Table 49** uses annual domestic enplanements to compare commercial air service at comparable markets by weekly departing 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. Historical data for the summers of 2000, 2001, 2003, 2005, 2007, 2008, and 2011 is provided in **Appendix B, Table 25**.

In **Table 49**, markets have been grouped by their 2012 total 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. The information provided in **Table 48** is also provided in **Table 23** of the 2014 Update Reference Guide.

**Table 49: Domestic Scheduled Commercial Service Comparison**

Airport	Code	2012 T-100 Domestic Enplanements	July 2013 Domestic Nonstop Service		
			Weekly Departing		
			Flights	Seats	Dest. Served
<b>&gt; 10 million enplanements</b>					
Los Angeles	LAX	23,039,231	4,944	613,095	88
Orlando	MCO	15,282,835	2,479	344,494	78
Baltimore	BWI	10,843,798	2,216	279,205	61
Selected Airport Average:		16,388,621	3,213	412,265	
<b>5 - 10 million enplanements</b>					
Fort Lauderdale	FLL	9,689,222	1,538	209,292	63
Miami	MIA	9,277,273	1,585	200,690	51
Chicago (Midway)	MDW	9,242,071	1,956	293,386	68
Tampa	TPA	7,976,160	1,428	186,620	61
Washington(Dulles)	IAD	7,587,328	2,191	326,445	82
Selected Airport Average:		8,754,411	1,740	243,287	
<b>1 - 5 million enplanements</b>					
San Antonio	SAT	3,816,741	844	134,982	26
Southwest Florida	RSW	3,506,362	481	58,217	28
Palm Beach	PBI	2,752,457	382	49,979	18
Hartford (Bradley)	BDL	2,623,391	605	82,885	23
Jacksonville	JAX	2,576,984	620	64,045	26
Selected Airport Average:		3,055,187	586	78,022	24
<b>500,000 - 1 million enplanements</b>					
Greenville/Spartanburg	GSP	935,754	336	48,035	16
Madison	MSN	798,673	304	53,136	13
Pensacola	PNS	740,664	253	19,391	9
Orlando-Sanford	SFB	660,177	129	21,685	44
Sarasota	SRQ	623,219	103	12,098	7
Selected Airport Average:		751,697	225	30,869	18
<b>250,000 - 500,000 enplanements</b>					
Bozeman	BZN	433,738	172	8,602	12
St. Pete-Clearwater	PIE	426,112	76	11,965	29
Northwest Florida Beaches	ECP	422,586	113	11,997	5
Wilmington, NC	ILM	391,810	168	11,283	5
Northwest Florida Regional	VPS	372,641	180	10,720	5
Key West	EYW	370,568	168	9,548	7
Tallahassee	TLH	330,901	139	7,914	6
Daytona Beach	DAB	290,076	59	6,974	2
Selected Airport Average:		379,804	134	9,875	9
<b>100,000 - 250,000 enplanements</b>					
Bismarck, ND	BIS	238,905	84	6,745	5
Melbourne	MLB	215,202	48	5,166	2
Gainesville	GNV	190,299	116	5,420	5
Killeen, TX	GRK	169,107	94	7,415	3
Selected Airport Average:		203,378	86	6,187	4
<b>&lt; 100,000 enplanements</b>					
Punta Gorda	PGD	99,827	25	4,075	11
Pullman, WA	PUW	38,518	19	2,339	2
Longview, TX	GCG	18,786	14	2,080	1
Selected Airport Average:		52,377	19	2,831	5

Source: Summarized from Official Airline Guide, Schedules Analyzer

### **More than 10 Million Enplanements**

MCO, the only airport in Florida with more than 10 million enplanements in 2012 (15.3 million), has more weekly departing flights and seats and serves more destinations and hubs than any other Florida airport. MCO benefits from being centrally located within the state as well as from being a leading tourist destination. Other airports in this category include Los Angeles International Airport and Baltimore Washington International Airport. Similar to MCO, these airports are located in areas that benefit from higher than average tourist activity.

### **Between 5 and 10 Million Enplanements**

In the 5 to 10 million enplanements category, FLL, MIA, and all have significantly fewer departing seats and departing flights than the average for airports with a similar number of enplanements. Despite having roughly 400,000 fewer enplanements, MIA has a larger number of weekly departing flights than FLL. TPA, which has more than one million fewer enplanements than either MIA or FLL, serves a large number of destinations (ten more than MIA and two less than FLL) but also has roughly 15,000 fewer departing seats than either of the others. All three airports serve a greater than average number of domestic connecting airline hubs.

### **Between 1 and 5 Million Enplanements**

The 1 million to 5 million enplanements category includes RSW, PBI, and JAX. Both PBI and RSW are far below the group average for scheduled weekly departures and scheduled weekly departing seats. JAX and RSW were both above the category average for the number of non-stop destinations served in 2012.

### **Between 500,000 and 1 Million Enplanements**

In 2012, the 500,000 to 1 million annual enplanements category included PNS, SFB, and SRQ. SFB moved into this category between 2011 and 2013. All of the Florida airports in this category fell well below average for departing seats. Despite this, PNS served an above average number of weekly flights. SFB provided service to more than twice the average number of destinations for an airport in this category.

### **Between 250,000 and 500,000 Enplanements**

The 250,000 to 500,000 enplanements category includes PIE, ECP, VPS, EYW, TLH, and DAB. ECP and PIE have the highest enplanements of the category despite providing a below average number of weekly flights. This is most likely due to the larger aircraft that serve this airport that provide a high number of weekly departing seats. DAB has seen a drastic decrease in the number of enplanements from the 2011 update, but most of the other airports in this category have seen moderate growth in the number of enplanements.

### **Between 100,000 and 250,000 Enplanements**

The 100,000 to 250,000 enplanements category includes MLB and GNV. In this group, GNV had the highest number of weekly flights but a relatively low number of enplanements. MLB had the lowest number of weekly flights but a relatively high number of enplanements.

### **Fewer than 100,000 Enplanements**

PGD was the only airport with fewer than 100,000 enplanements. PGD provided above average weekly flights, seats, and destinations served for this category.



## STATEWIDE FARES

Since annual information for 2013 is not yet available, fare information presented in this section is for the calendar year 2012. Nationally, in 2012, the average one-way fare paid by all domestic air travelers was \$206.29, up significantly from the 1999 national one-way average fare of \$148.68. This continues the trend of increasing fares at U.S. airports and illustrates the pricing power carriers have gained nationwide. Fare increases also correspond to the merger of multiple legacy carriers, which is creating a situation where they are able to charge more for flights than they have been able to previously.

The average one-way fare for all Florida airports in 2012 was \$180.77, up significantly from the statewide average fare in 1999 of \$128.89. The 2012 average one-way fare in Florida represents a considerable increase over the 2004 level of \$116.47, for an increase of \$64.30 in eight years. The average one-way domestic fare for each of the Florida airports for multiple years from 1999 through 2012, as available from previous reports, is provided in **Table 50**.

**Table 50: Average One-Way Fares**

Florida Airport	Average One Way Fare										% Change 2000-2012	% Change 2007-2012
	1999	2000	2002	2004	2006	2007	2008	2009	2010	2012		
Orlando-Sanford	na	\$106.11	\$99.82	\$88.56	\$91.43	\$117.35	\$93.88	\$78.74	\$90.08	\$100.14	-5.63%	-14.67%
St. Pete-Clearwater	\$107.35	\$106.43	\$90.60	\$88.58	\$100.96	\$117.98	\$100.77	\$79.97	\$84.52	\$103.60	-2.66%	-12.19%
Orlando	\$118.69	\$123.77	\$110.92	\$110.76	\$122.97	\$172.13	\$147.09	\$136.11	\$144.07	\$164.46	32.88%	-4.46%
Ft. Lauderdale	\$120.94	\$125.09	\$110.39	\$107.93	\$123.99	\$171.72	\$144.54	\$134.95	\$145.31	\$157.80	26.15%	-8.11%
Tampa	\$122.80	\$127.62	\$109.80	\$109.27	\$124.04	\$170.20	\$150.69	\$142.88	\$153.80	\$172.44	35.12%	1.32%
Palm Beach	\$136.54	\$140.74	\$121.17	\$116.13	\$127.76	\$176.40	\$161.16	\$148.48	\$156.27	\$178.88	27.10%	1.41%
Southwest Florida	\$130.02	\$135.17	\$121.55	\$120.85	\$130.44	\$173.08	\$160.85	\$149.51	\$154.21	\$184.13	36.22%	6.38%
Sarasota	\$130.67	\$134.90	\$121.76	\$128.53	\$137.04	\$172.25	\$160.21	\$146.12	\$154.72	\$177.87	31.85%	3.26%
Jacksonville	\$128.75	\$132.04	\$117.68	\$122.06	\$137.05	\$179.72	\$154.39	\$146.40	\$158.96	\$187.80	42.23%	4.50%
Miami	\$153.21	\$168.09	\$143.17	\$140.60	\$147.99	\$212.26	\$185.24	\$168.62	\$180.88	\$200.17	19.09%	-5.70%
Daytona Beach	\$145.86	\$149.74	\$130.65	\$134.93	\$157.46	\$180.78	\$166.63	\$175.63	\$171.86	\$175.09	16.93%	-3.15%
Key West	\$133.17	\$141.16	\$138.04	\$147.49	\$160.65	\$235.31	\$233.27	\$233.79	\$197.83	\$194.61	37.86%	-17.30%
Pensacola	\$166.28	\$178.18	\$134.01	\$140.70	\$164.02	\$208.24	\$199.89	\$192.92	\$195.65	\$215.99	21.22%	3.72%
Tallahassee	\$162.50	\$167.61	\$116.84	\$127.94	\$166.58	\$237.30	\$230.19	\$225.81	\$238.06	\$223.27	33.21%	-5.91%
Gainesville	\$171.03	\$186.44	\$152.13	\$159.30	\$188.31	\$246.98	\$237.42	\$199.84	\$212.35	\$213.71	14.63%	-13.47%
Naples	\$137.01	\$145.49	\$121.63	\$153.41	\$195.81	\$254.34	\$247.02	na	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	\$232.36	54.83%	2.98%
Northwest FL Beaches	\$175.01	\$177.67	\$158.23	\$179.35	\$214.39	\$286.15	\$271.48	\$266.36	\$166.15	\$188.41	6.04%	-34.16%
Marathon	\$153.04	\$159.51	\$118.29	\$70.79	\$225.00	\$241.60	na	\$0.98	na	na	na	na
Melbourne	\$144.00	\$152.82	\$145.90	\$150.79	\$225.50	\$233.24	\$188.85	\$181.37	\$165.62	\$178.28	16.66%	-23.56%
Punta Gorda	na	na	na	na	na	na	na	\$26.74	\$45.98	\$92.55	na	na
<b>Florida Total</b>	<b>\$128.89</b>	<b>\$134.22</b>	<b>\$117.31</b>	<b>\$116.47</b>	<b>\$130.03</b>	<b>\$180.12</b>	<b>\$210.73</b>	<b>\$191.66</b>	<b>\$154.16</b>	<b>\$180.77</b>	<b>34.68%</b>	<b>0.36%</b>
<b>US Total</b>	<b>\$148.68</b>	<b>\$157.93</b>	<b>\$136.53</b>	<b>\$134.37</b>	<b>\$149.49</b>	<b>\$174.06</b>	<b>\$186.17</b>	<b>\$172.84</b>	<b>\$189.19</b>	<b>\$206.29</b>	<b>30.62%</b>	<b>18.52%</b>

Source: Summarized from U.S. DOT DBiB Market Fare Data and O&D Survey, reconciled from Schedules T-100

As shown in **Table 50**, there have been large changes in fares in recent years. Every airport except for EYW, TLH, and VPS has seen increases in average fares since 2010. This is most likely due to the recovery from the global economic crisis and the ability and willingness for consumers to purchase tickets.

## ENPLANEMENT TRENDS

Several of Florida's airports in the Small and Non-Hub categories have experienced decline between 2010 and 2013 in their levels of annual enplaned passengers. These airports include VPS and SRQ. On the other hand, some of the Florida airports in the Small and Non-Hub categories have experienced average annual rates of growth in their annual enplaned passengers that have actually exceeded the state's average. Enplanements for all commercial airports in the Florida system grew 5.4 percent between 2010 and 2013. Small and Non-Hub airports whose enplanements have grown at a rate above the state average include:

- PGD (84.0 percent)
- SFB (73.0 percent)
- EYW (39.0 percent)
- PIE (31.0 percent)
- ECP (25.5 percent)
- GNV (24.2 percent)
- MLB (21.1 percent)
- DAB (20.1 percent)

Opportunities for improving scheduled commercial air service vary by market. For most of the Florida airports in the Small and Non-Hub categories, their proximity to more active Medium and Large Hub airports impacts their ability to attract new air service and, in some cases, to even retain existing air service. While many of the Small and Non-Hub airports compete with Large and Medium hub airports, some also compete with each other for enplaning passengers. The competing airports and the enplanement trends between 2010 and 2013 are depicted in **Table 51**.

As shown in **Table 51**, many airports have seen 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. **Table 24** of the **2014 Update Reference Guide** provides statewide enplanement trends between 2000 and 2013.

**Table 51: Airport Competition and Enplanement Trends**

<b>Small/Non-Hub Airports</b>	<b>2010-2013 Enplanement Trend</b>	<b>Competing Airport(s)</b>
Sarasota-Bradenton	Decreasing	Southwest Florida/Tampa
Pensacola International	Increasing	Northwest Florida Beaches/Mobile
Tallahassee	Increasing	Jacksonville/Orlando/Atlanta
Northwest Florida Regional	Decreasing	Pensacola/Tallahassee
Orlando-Sanford	Increasing	Orlando/Daytona Beach
Key West	Increasing	Miami
Daytona Beach	Increasing	Orlando/Jacksonville
Melbourne	Increasing	Orlando
St. Pete-Clearwater	Increasing	Tampa/Sarasota
Northwest Florida Beaches	Increasing	Tallahassee/Northwest Florida
Gainesville	Increasing	Jacksonville/Orlando/Tampa
Punta Gorda	Increasing	Southwest Florida/Tampa

Source: U.S. DOT Enplanement Data

## SUMMARY

Commercial service at Florida's airports changed greatly between 2011 and 2013. As shown in **Table 52**, the number of annual enplanements increased by one percent, while departures decreased by five percent. This small change in service is likely explained by the sluggish economic recovery, relatively high fuel prices, and changes to airlines. International travel increased by nine percent between 2011 and 2013 and provided one of the only areas of service growth from Florida airports. In this same time frame, intrastate flights fell by 17 percent.

**Table 52: Performance Measure Comparison**

Performance Measure	Previous (2011) Update	Current (2013) Update	Percent Change
Total Annual Enplanements	71,312,615	72,248,183	1%
Domestic Total Weekly Departures	10,398	9,915	-5%
Domestic Total Weekly Seats	1,334,343	1,286,581	-4%
Average Seats per Flight	128	130	2%
Average One-Way Fares	\$163.19	\$180.77	11%
International Total Weekly Departures	1,992	2,174	9%
Intrastate Total Weekly Departures	1,376	1,144	-17%
Total Number of Airlines Serving the State	20	19	-5%
Total Number of Nonstop Destinations Served	135	127	-6%

Source: Summarized from U.S. DOT DB1B Market Fare Data and O&D Survey, reconciled from Schedules T-100

# 2014 Update Reference Guide

# 2014 Update Reference Guide

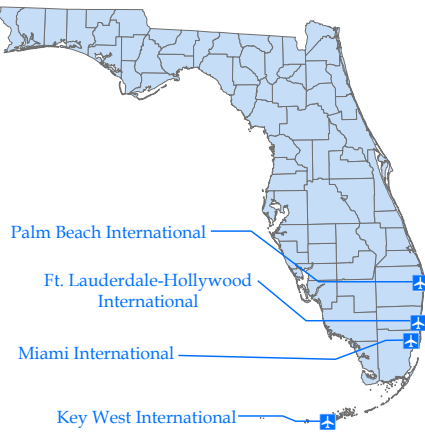
Domestic Outbound O & D Passenger  
Regional Trends

Exhibits 1-16

# 2014 Update Reference Guide

## Exhibit 1 - 2011

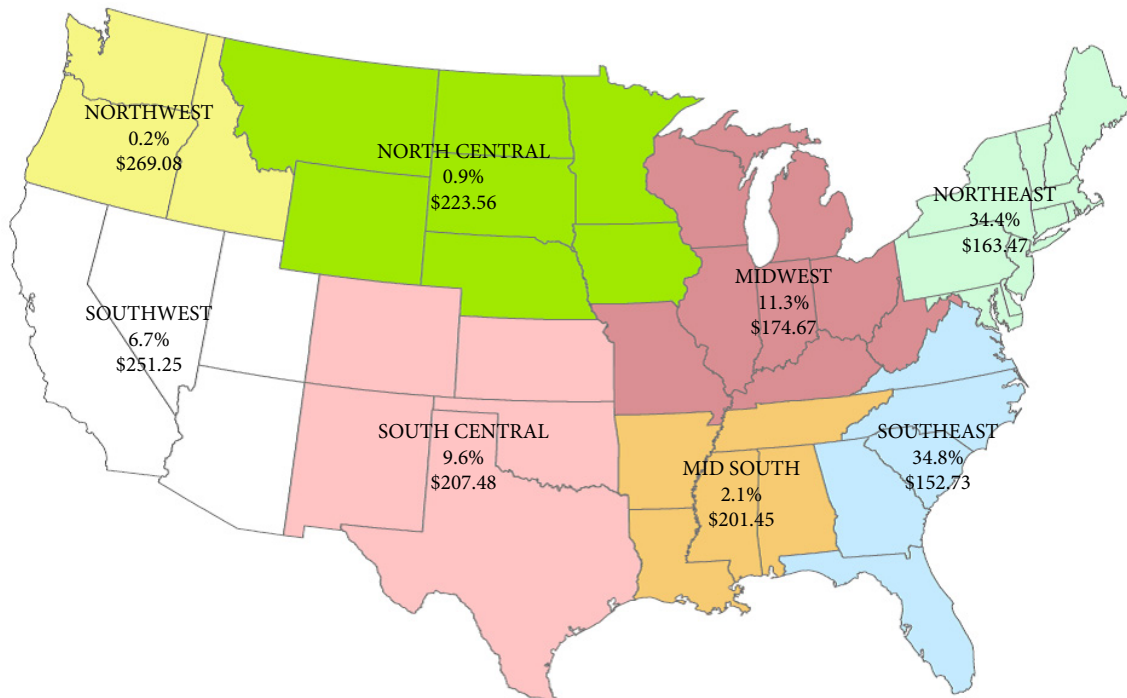
### Travel Patterns & Fares Southeast Florida



**Domestic Outbound O & D Passenger Regional Trends  
From Southeast Florida Airports (By Region) to U.S. Regions  
For Year 2011**

Southeast FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
Palm Beach	1,530,736	192,496	916,440	3,008	183,559	7,086	136	256	2,833,717
Ft. Lauderdale	3,606,716	1,242,836	2,921,137	566,260	965,567	201,734	66,960	3,642	9,574,852
Miami	2,395,353	1,028,993	3,452,993	892,445	950,201	257,059	125,352	50,162	9,152,558
Key West	5,840	7	329,558	4	123	-	-	-	335,532
<b>Southeast Total</b>	<b>7,538,645</b>	<b>2,464,332</b>	<b>7,620,128</b>	<b>1,461,717</b>	<b>2,099,450</b>	<b>465,879</b>	<b>192,448</b>	<b>54,060</b>	<b>21,896,659</b>
<b>U.S. Region Passenger Market Share</b>									
Palm Beach	54.0%	6.8%	32.3%	0.1%	6.5%	0.3%	0.0%	0.0%	100.0%
Ft. Lauderdale	37.7%	13.0%	30.5%	5.9%	10.1%	2.1%	0.7%	0.0%	100.0%
Miami	26.2%	11.2%	37.7%	9.8%	10.4%	2.8%	1.4%	0.5%	100.0%
Key West	1.7%	0.0%	98.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
<b>Southeast Total</b>	<b>34.4%</b>	<b>11.3%</b>	<b>34.8%</b>	<b>6.7%</b>	<b>9.6%</b>	<b>2.1%</b>	<b>0.9%</b>	<b>0.2%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Palm Beach	\$170.47	\$182.45	\$160.31	\$247.00	\$220.00	\$207.69	\$223.34	\$283.52	\$171.39
Ft. Lauderdale	\$152.25	\$158.59	\$130.09	\$217.68	\$186.00	\$190.17	\$217.46	\$245.67	\$154.88
Miami	\$175.77	\$192.65	\$165.52	\$272.56	\$226.87	\$210.14	\$226.82	\$270.70	\$190.73
Key West	\$218.44	\$220.09	\$198.13	\$318.23	\$256.01	\$243.55	\$269.01	\$333.33	\$198.51
<b>Southeast Total</b>	<b>\$163.47</b>	<b>\$174.67</b>	<b>\$152.73</b>	<b>\$251.25</b>	<b>\$207.48</b>	<b>\$201.45</b>	<b>\$223.56</b>	<b>\$269.08</b>	<b>\$172.67</b>

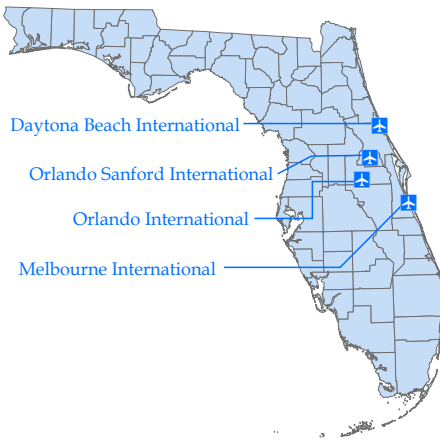
Source: DOT O&D Survey, reconciled to Schedules T-100



# 2014 Update Reference Guide

## Exhibit 2 - 2011

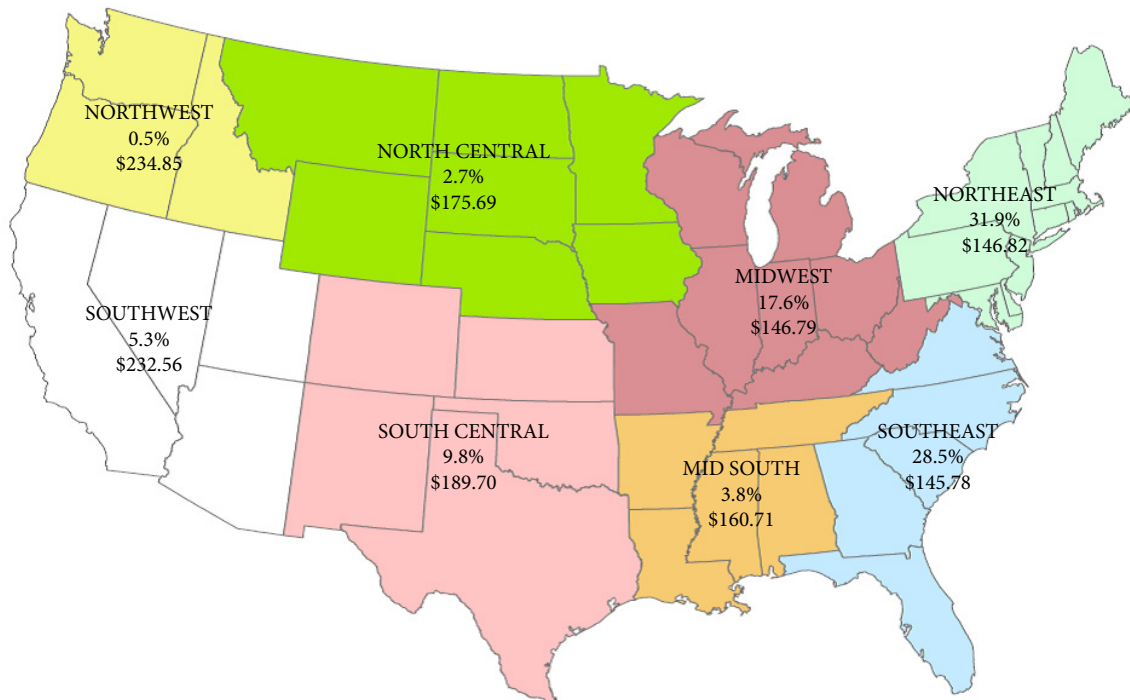
### Travel Patterns & Fares East Central Florida



**Domestic Outbound O & D Passenger Regional Trends  
From East Central Florida Airports (By Region) to U.S. Regions  
For Year 2011**

East Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
Daytona Beach	975	200	272,164	-	52	738	33	-	274,162
Orlando	5,181,873	2,712,838	4,162,989	876,577	1,605,819	547,576	386,098	76,378	15,550,148
Orlando-Sanford	111,042	198,996	85,701	185	14,183	86,687	60,446	-	557,240
Melbourne	2,550	45	204,726	-	1	496	-	-	207,818
<b>East Central Total</b>	<b>5,296,440</b>	<b>2,912,079</b>	<b>4,725,580</b>	<b>876,762</b>	<b>1,620,055</b>	<b>635,497</b>	<b>446,577</b>	<b>76,378</b>	<b>16,589,368</b>
<b>U.S. Region Passenger Market Share</b>									
Daytona Beach	0.4%	0.1%	99.3%	0.0%	0.0%	0.3%	0.0%	0.0%	100.0%
Orlando	33.3%	17.4%	26.8%	5.6%	10.3%	3.5%	2.5%	0.5%	100.0%
Orlando-Sanford	19.9%	35.7%	15.4%	0.0%	2.5%	15.6%	10.8%	0.0%	100.0%
Melbourne	1.2%	0.0%	98.5%	0.0%	0.0%	0.2%	0.0%	0.0%	100.0%
<b>East Central Total</b>	<b>31.9%</b>	<b>17.6%</b>	<b>28.5%</b>	<b>5.3%</b>	<b>9.8%</b>	<b>3.8%</b>	<b>2.7%</b>	<b>0.5%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Daytona Beach	\$168.07	\$170.55	\$175.51	\$268.96	\$208.61	\$190.21	\$209.34	\$278.66	\$175.53
Orlando	\$147.37	\$150.35	\$144.16	\$232.61	\$190.27	\$174.11	\$182.41	\$234.85	\$158.51
Orlando-Sanford	\$120.41	\$98.29	\$59.98	n/a	\$124.85	\$75.64	\$132.71	n/a	\$97.66
Melbourne	\$166.80	\$174.94	\$175.15	\$279.26	\$221.40	\$194.43	\$214.77	\$301.59	\$175.09
<b>East Central Total</b>	<b>\$146.82</b>	<b>\$146.79</b>	<b>\$145.78</b>	<b>\$232.56</b>	<b>\$189.70</b>	<b>\$160.71</b>	<b>\$175.69</b>	<b>\$234.85</b>	<b>\$156.95</b>

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

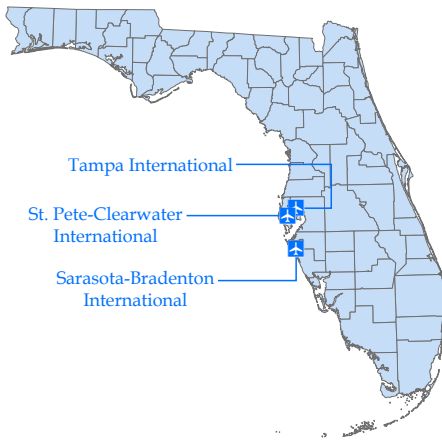




# 2014 Update Reference Guide

## Exhibit 3 - 2011

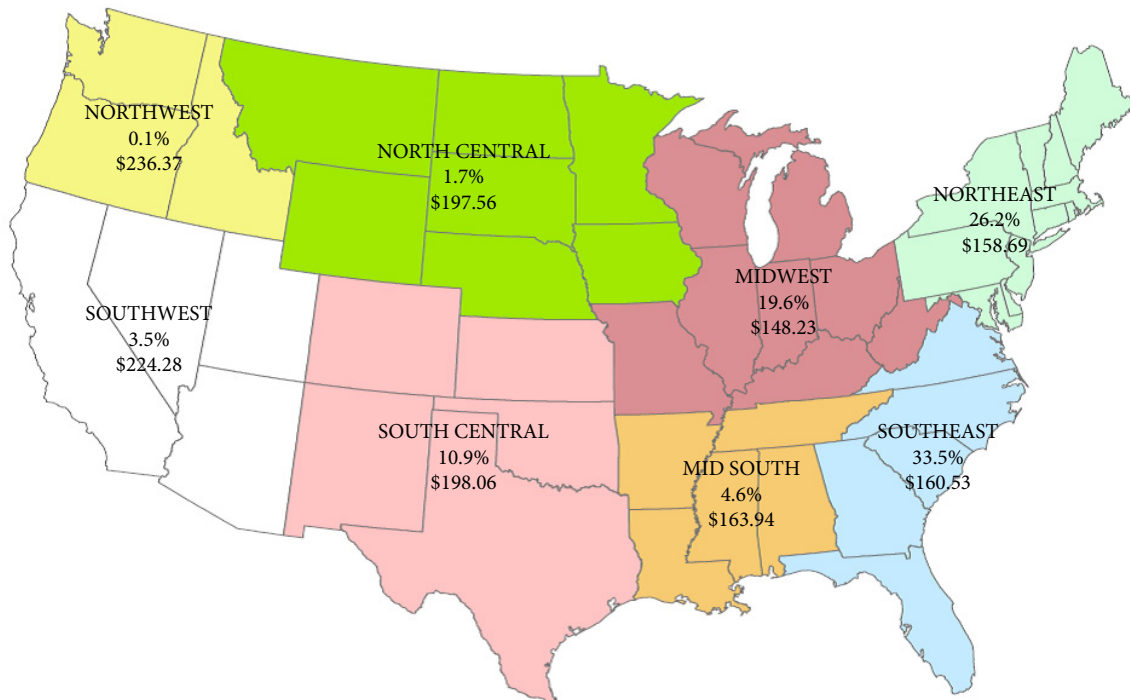
### Travel Patterns & Fares West Central Florida

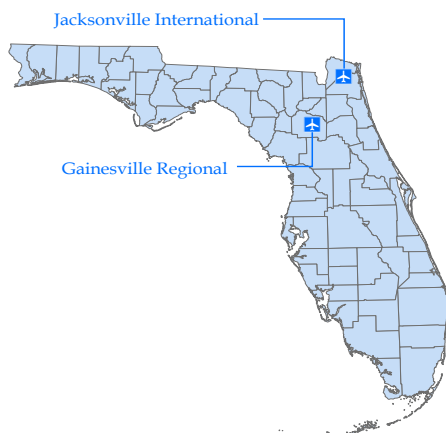


**Domestic Outbound O & D Passenger Regional Trends**  
**From West Central Florida Airports (By Region) to U.S. Regions**  
**For Year 2011**

West Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
Tampa	2,209,736	1,473,584	2,504,045	312,012	978,668	341,189	126,165	7,813	7,953,212
St. Pete/ Clearwater	49,024	201,608	61,014	46	129	70,634	26,929	63	409,447
Sarasota/ Bradenton	100,344	93,242	447,514	-	26	2,081	-	-	643,207
<b>West Central Total</b>	<b>2,359,104</b>	<b>1,768,434</b>	<b>3,012,573</b>	<b>312,058</b>	<b>978,823</b>	<b>413,904</b>	<b>153,094</b>	<b>7,876</b>	<b>9,005,866</b>
<b>U.S. Region Passenger Market Share</b>									
Tampa	27.8%	18.5%	31.5%	3.9%	12.3%	4.3%	1.6%	0.1%	100.0%
St. Pete/ Clearwater	12.0%	49.2%	14.9%	0.0%	0.0%	17.3%	6.6%	0.0%	100.0%
Sarasota/ Bradenton	15.6%	14.5%	69.6%	0.0%	0.0%	0.3%	0.0%	0.0%	100.0%
<b>West Central Total</b>	<b>26.2%</b>	<b>19.6%</b>	<b>33.5%</b>	<b>3.5%</b>	<b>10.9%</b>	<b>4.6%</b>	<b>1.7%</b>	<b>0.1%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Tampa	\$158.41	\$152.99	\$161.69	\$224.30	\$198.07	\$182.34	\$211.68	\$238.28	\$167.85
St. Pete/ Clearwater	\$125.19	\$104.18	\$67.21	\$136.20	\$138.28	\$73.31	\$131.40	n/a	\$97.65
Sarasota/ Bradenton	\$181.22	\$168.21	\$166.81	\$276.97	\$205.93	\$222.02	\$198.32	\$307.64	\$169.44
<b>West Central Total</b>	<b>\$158.69</b>	<b>\$148.23</b>	<b>\$160.53</b>	<b>\$224.28</b>	<b>\$198.06</b>	<b>\$163.94</b>	<b>\$197.56</b>	<b>\$236.37</b>	<b>\$164.77</b>

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





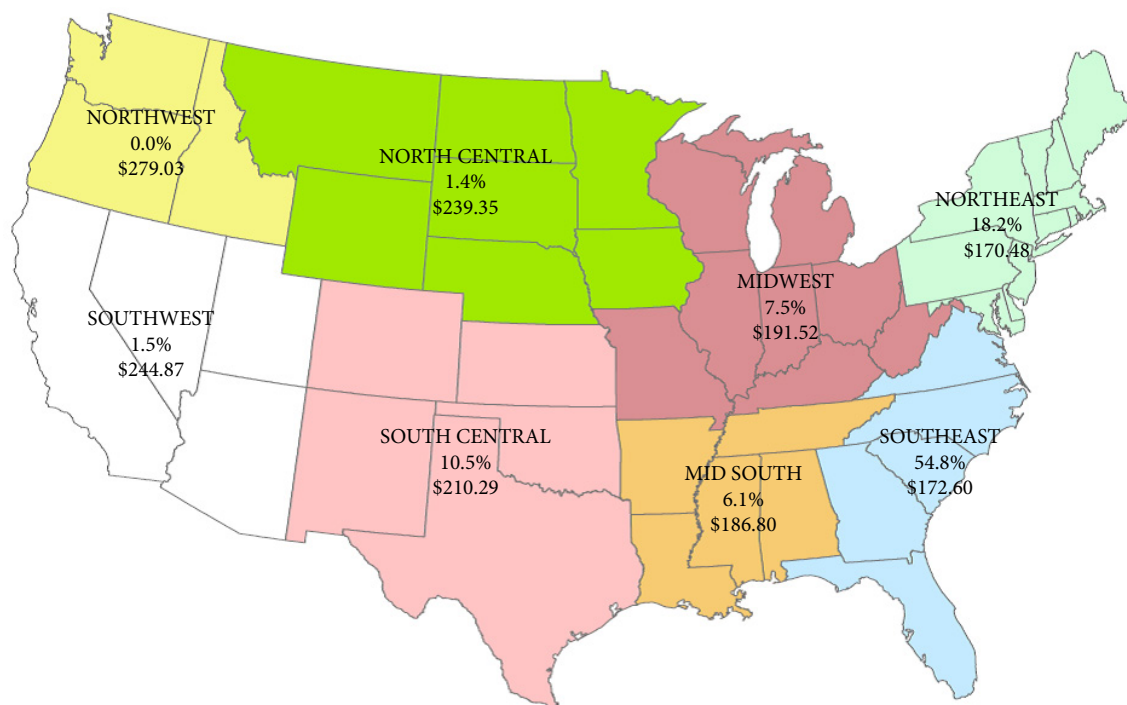
# 2014 Update Reference Guide Exhibit 4 - 2011

## Travel Patterns & Fares Northeast/North Central Florida

Domestic Outbound O & D Passenger Regional Trends  
From Northeast/North Central Florida Airports (By Region) to U.S. Regions  
For Year 2011

Northeast/ North Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
Gainesville	75	216	175,034	137	40	1,470	112	-	177,084
Jacksonville	522,656	216,194	1,402,253	42,808	301,454	173,081	39,711	1,417	2,699,574
<b>Northeast/ North Central Total</b>	<b>522,731</b>	<b>216,410</b>	<b>1,577,287</b>	<b>42,945</b>	<b>301,494</b>	<b>174,551</b>	<b>39,823</b>	<b>1,417</b>	<b>2,876,658</b>
<b>U.S. Region Passenger Market Share</b>									
Gainesville	0.0%	0.1%	98.8%	0.1%	0.0%	0.8%	0.1%	0.0%	100.0%
Jacksonville	19.4%	8.0%	51.9%	1.6%	11.2%	6.4%	1.5%	0.1%	100.0%
<b>Northeast/ North Central Total</b>	<b>18.2%</b>	<b>7.5%</b>	<b>54.8%</b>	<b>1.5%</b>	<b>10.5%</b>	<b>6.1%</b>	<b>1.4%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Gainesville	\$207.22	\$227.31	\$215.91	\$283.82	\$232.94	\$235.66	\$284.65	\$320.98	\$216.19
Jacksonville	\$170.48	\$191.49	\$167.19	\$244.75	\$210.29	\$186.38	\$239.23	\$279.03	\$178.16
<b>Northeast/ North Central Total</b>	<b>\$170.48</b>	<b>\$191.52</b>	<b>\$172.60</b>	<b>\$244.87</b>	<b>\$210.29</b>	<b>\$186.80</b>	<b>\$239.35</b>	<b>\$279.03</b>	<b>\$180.50</b>

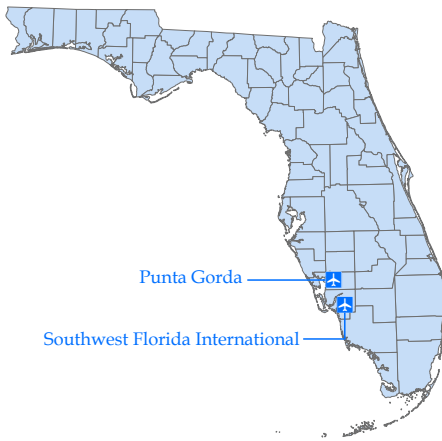
Source: DOT O&D Survey, reconciled to Schedules T-100



# 2014 Update Reference Guide

## Exhibit 5 - 2011

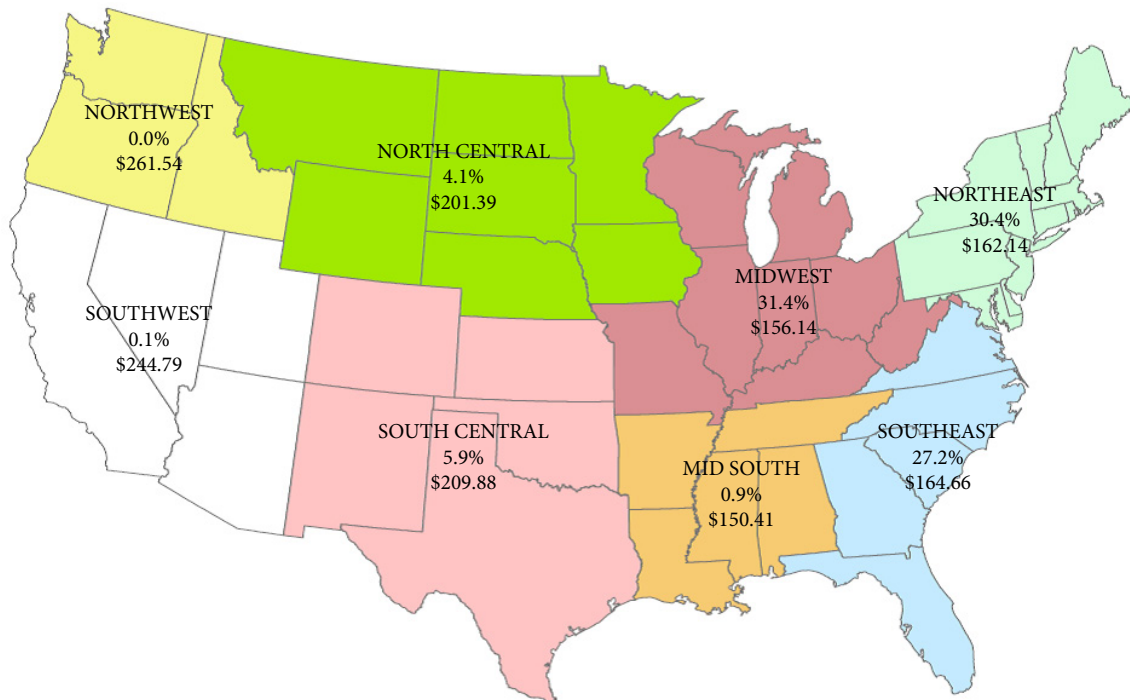
### Travel Patterns & Fares Southwest Florida



**Domestic Outbound O & D Passenger Regional Trends  
From Southwest Florida Airports (By Region) to U.S. Regions  
For Year 2011**

Southwest FL Airports (origin)	U.S. Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
<b>Outbound O&amp;D Passengers</b>									
Punta Gorda	46,149	49,816	36,671	5	129	14,785	-	-	147,555
Southwest Florida	1,104,014	1,136,203	991,758	4,080	221,029	18,770	154,522	1,467	3,631,843
<b>Southwest Total</b>	<b>1,150,163</b>	<b>1,186,019</b>	<b>1,028,429</b>	<b>4,085</b>	<b>221,158</b>	<b>33,555</b>	<b>154,522</b>	<b>1,467</b>	<b>3,779,398</b>
<b>U.S. Region Passenger Market Share</b>									
Punta Gorda	31.3%	33.8%	24.9%	0.0%	0.1%	10.0%	0.0%	0.0%	100.0%
Southwest Florida	30.4%	31.3%	27.3%	0.1%	6.1%	0.5%	4.3%	0.0%	100.0%
<b>Southwest Total</b>	<b>30.4%</b>	<b>31.4%</b>	<b>27.2%</b>	<b>0.1%</b>	<b>5.9%</b>	<b>0.9%</b>	<b>4.1%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Punta Gorda	n/a	\$102.17	\$58.33	n/a	n/a	\$75.83	n/a	n/a	\$56.59
Southwest Florida	\$168.91	\$158.50	\$168.59	\$245.09	\$210.00	\$209.16	\$201.39	\$261.54	\$169.78
	<b>\$162.14</b>	<b>\$156.14</b>	<b>\$164.66</b>	<b>\$244.79</b>	<b>\$209.88</b>	<b>\$150.41</b>	<b>\$201.39</b>	<b>\$261.54</b>	<b>\$165.36</b>

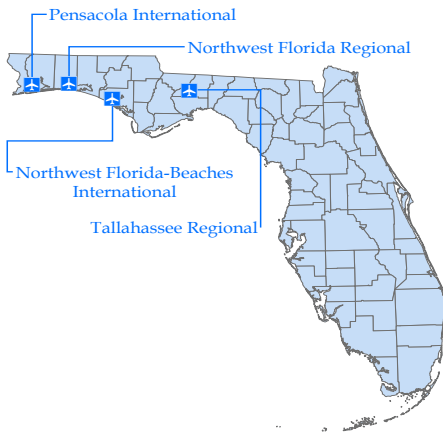
Source: DOT O&D Survey, reconciled to Schedules T-100



# 2014 Update Reference Guide

## Exhibit 6 - 2011

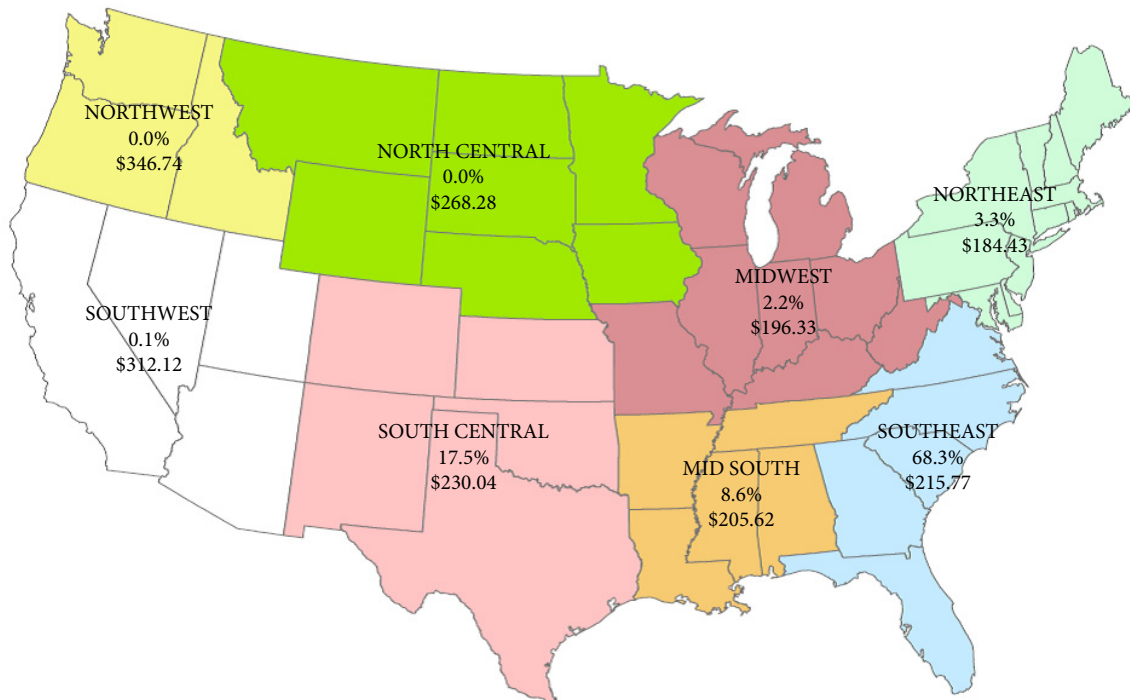
### Travel Patterns & Fares Northwest Florida



Domestic Outbound O & D Passenger Regional Trends  
From Northwest Florida Airports (By Region) to U.S. Regions  
For Year 2011

Northwest FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
Pensacola Gulf Coast	123	12,299	551,930	101	140,888	44,818	-	-	750,159
Northwest FL Beaches	59,253	14,203	197,589	297	67,143	78,985	309	102	417,881
Northwest FL Regional	3,241	15,701	262,372	2,142	110,077	39,026	-	-	432,559
Tallahassee	517	430	289,190	-	14,958	265	30	-	305,390
<b>Northwest Total</b>	<b>63,134</b>	<b>42,633</b>	<b>1,301,081</b>	<b>2,540</b>	<b>333,066</b>	<b>163,094</b>	<b>339</b>	<b>102</b>	<b>1,905,989</b>
<b>U.S. Region Passenger Market Share</b>									
Pensacola Gulf Coast	0.0%	1.6%	73.6%	0.0%	18.8%	6.0%	0.0%	0.0%	100.0%
Northwest FL Beaches	14.2%	3.4%	47.3%	0.1%	16.1%	18.9%	0.1%	0.0%	100.0%
Northwest FL Regional	0.7%	3.6%	60.7%	0.5%	25.4%	9.0%	0.0%	0.0%	100.0%
Tallahassee	0.2%	0.1%	94.7%	0.0%	4.9%	0.1%	0.0%	0.0%	100.0%
<b>Northwest Total</b>	<b>3.3%</b>	<b>2.2%</b>	<b>68.3%</b>	<b>0.1%</b>	<b>17.5%</b>	<b>8.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Pensacola International	\$193.21	\$189.17	\$197.56	\$292.80	\$232.05	\$269.70	\$221.72	\$319.94	\$208.22
Northwest FL Beaches	\$181.81	\$194.43	\$189.21	\$286.29	\$210.58	\$149.81	\$265.57	\$346.74	\$184.49
Northwest FL Regional	\$223.30	\$202.10	\$252.45	\$316.61	\$237.05	\$243.80	\$244.73	\$328.40	\$246.02
Tallahassee	\$238.86	\$253.56	\$235.38	\$303.38	\$246.79	\$320.86	\$296.18	\$324.63	\$236.05
<b>Northwest Total</b>	<b>\$184.43</b>	<b>\$196.33</b>	<b>\$215.77</b>	<b>\$312.12</b>	<b>\$230.04</b>	<b>\$205.52</b>	<b>\$268.28</b>	<b>\$346.74</b>	<b>\$216.05</b>

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

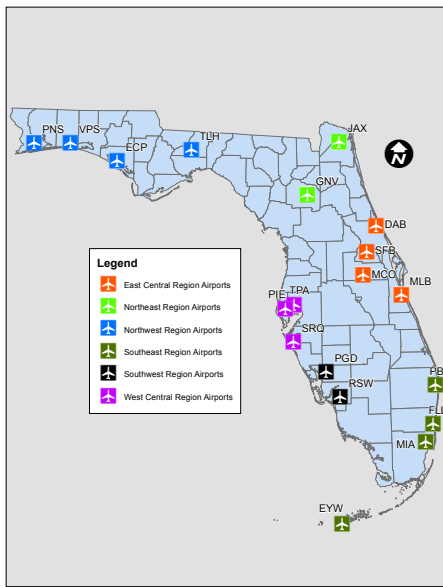


# 2014 Update Reference Guide

## Exhibit 7 - 2011

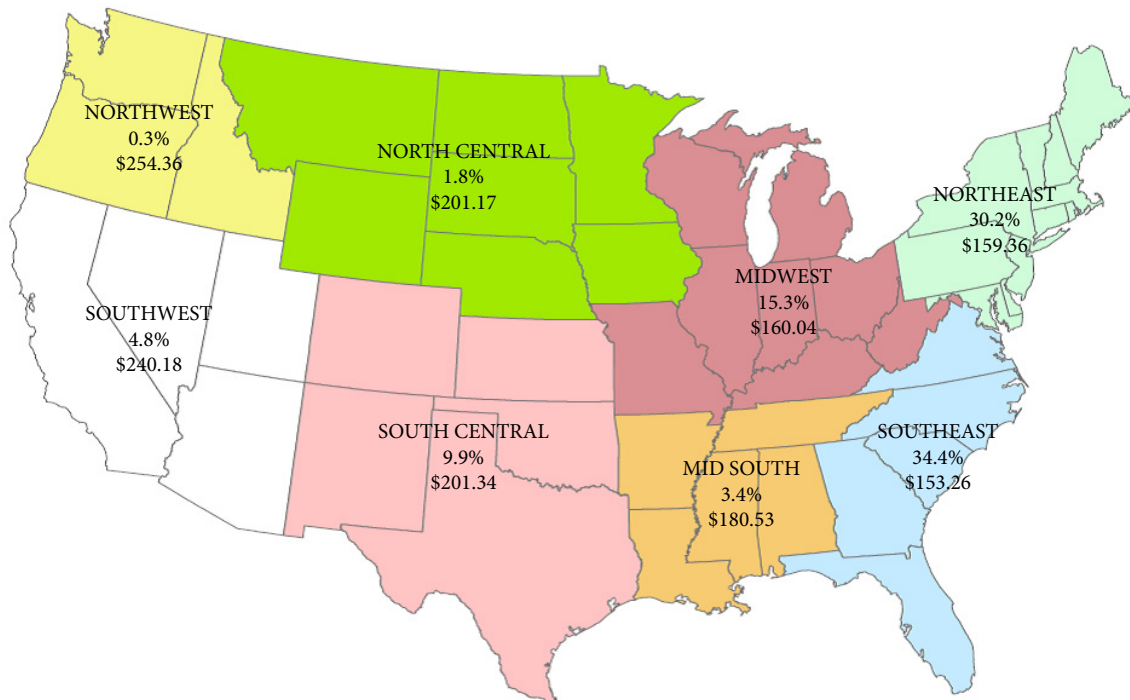
### Travel Patterns & Fares

#### State Total



	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O & D	16,930,217	8,589,907	19,265,078	2,700,107	5,554,046	1,886,480	986,803	141,300	56,053,938
Passenger Market Share	30.2%	15.3%	34.4%	4.8%	9.9%	3.4%	1.8%	0.3%	100.0%
One-Way Avg. Fare	\$159.36	\$160.04	\$153.26	\$240.18	\$201.34	\$180.53	\$201.17	\$254.36	\$173.06
Fare excl MCO	\$164.37	\$164.00	\$156.37	\$243.12	\$206.43	\$183.23	\$210.74	\$264.88	\$185.20

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



# 2014 Update Reference Guide

## Exhibit 8

### 2011 Summary

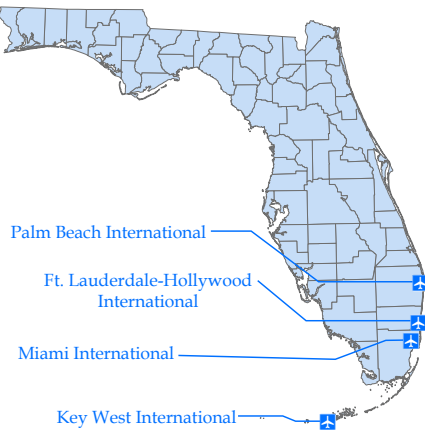
Region	2011 USDOT Data		
	Outbound O & D Passengers	Top US Destination Regi	Avg. One Way Fare
<b>Southwest</b>	<b>3,779,398</b>	<b>Midwest: 31.4%</b>	<b>\$165.36</b>
Punta Gorda	147,555	Midwest: 33.8%	\$56.59
Southwest Florida	3,631,843	Midwest: 31.3%	\$169.78
<b>West Central</b>	<b>9,005,866</b>	<b>Southeast: 33.5%</b>	<b>\$164.77</b>
Tampa	7,953,212	Southeast: 31.5%	\$167.85
St. Pete/ Clearwater	409,447	Midwest: 49.2%	\$97.65
Sarasota/ Bradenton	643,207	Southeast 69.6%	\$169.44
<b>Southeast</b>	<b>21,896,659</b>	<b>Southeast: 34.8%</b>	<b>\$172.67</b>
Palm Beach	2,833,717	Northeast: 54.0%	\$171.39
Ft. Lauderdale	9,574,852	Northeast: 37.7%	\$154.88
Miami	9,152,558	Southeast: 37.7%	\$190.73
Key West	335,532	Southeast: 98.2%	\$198.51
<b>East Central</b>	<b>16,589,368</b>	<b>Northeast: 31.9%</b>	<b>\$156.95</b>
Daytona Beach	274,162	Southeast 99.3%	\$175.53
Orlando	15,550,148	Northeast 33.3%	\$158.51
Orlando-Sanford	557,240	Midwest: 35.7%	\$97.66
Melbourne	207,818	Southeast: 98.5%	\$175.09
<b>Northeast/North Central</b>	<b>2,876,658</b>	<b>Southeast: 54.8%</b>	<b>\$180.50</b>
Gainesville	177,084	Southeast: 98.8%	\$216.19
Jacksonville	2,699,574	Southeast: 51.9%	\$178.16
<b>Northwest</b>	<b>1,905,989</b>	<b>Southeast: 68.3%</b>	<b>\$216.05</b>
Pensacola International	750,159	Southeast: 73.6%	\$208.22
Northwest FL Beaches	417,881	Southeast: 47.3%	\$184.49
Northwest FL Regional	432,559	Southeast: 60.7%	\$246.02
Tallahassee	305,390	Southeast: 94.7%	\$236.05
<b>Florida Total</b>	<b>56,053,938</b>	<b>Southeast: 34.4%</b>	<b>\$173.06</b>



# 2014 Update Reference Guide

## Exhibit 9 - 2012

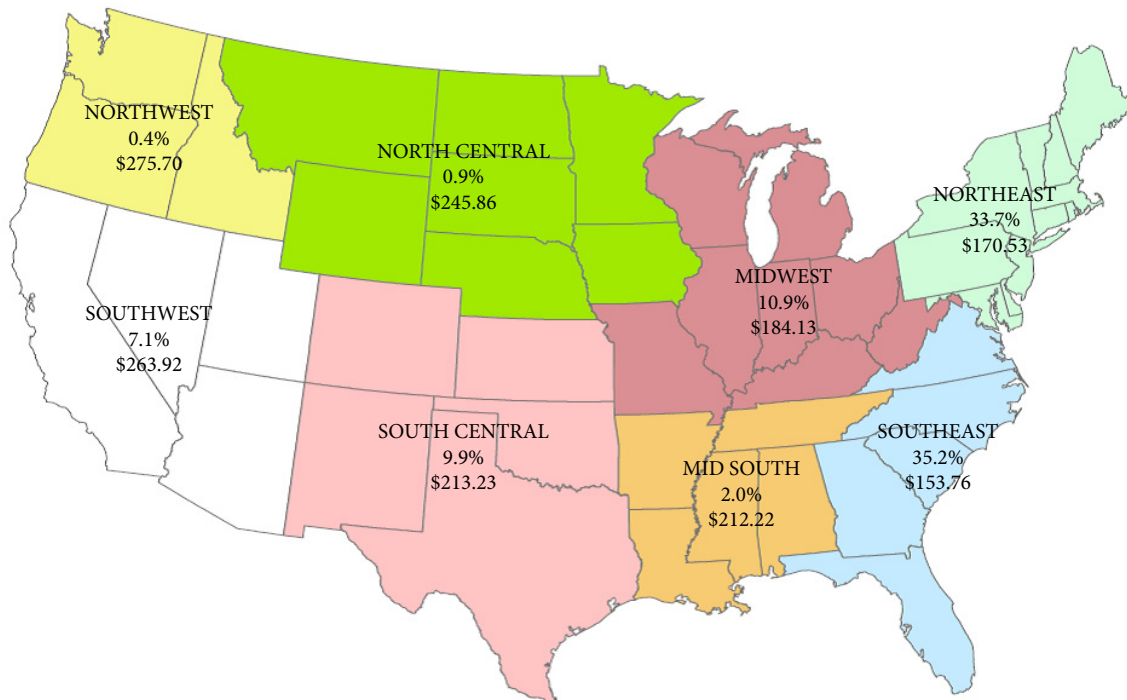
### Travel Patterns & Fares Southeast Florida



**Domestic Outbound O & D Passenger Regional Trends  
From Southeast Florida Airports (By Region) to U.S. Regions  
For Year 2012**

Southeast FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
Palm Beach	1,508,124	150,806	918,567	3,016	166,114	5,512	203	205	2,752,547
Ft. Lauderdale	3,538,467	1,270,714	2,966,817	615,167	1,005,437	191,209	74,541	26,870.00	9,689,222
Miami	2,399,436	984,913	3,510,205	941,773	1,023,381	244,936	114,694	57,935	9,277,273
Key West	474	167.00	369,121	61	191	546	8	-	370,568
<b>Southeast Total</b>	<b>7,446,501</b>	<b>2,406,600</b>	<b>7,764,710</b>	<b>1,560,017</b>	<b>2,195,123</b>	<b>442,203</b>	<b>189,446</b>	<b>85,010</b>	<b>22,089,610</b>
<b>U.S. Region Passenger Market Share</b>									
Palm Beach	54.8%	5.5%	33.4%	0.1%	6.0%	0.2%	0.0%	0.0%	100.0%
Ft. Lauderdale	36.5%	13.1%	30.6%	6.3%	10.4%	2.0%	0.8%	0.3%	100.0%
Miami	25.9%	10.6%	37.8%	10.2%	11.0%	2.6%	1.2%	0.6%	100.0%
Key West	0.1%	0.0%	99.6%	0.0%	0.1%	0.1%	0.0%	0.0%	100.0%
<b>Southeast Total</b>	<b>33.7%</b>	<b>10.9%</b>	<b>35.2%</b>	<b>7.1%</b>	<b>9.9%</b>	<b>2.0%</b>	<b>0.9%</b>	<b>0.4%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Palm Beach	\$178.14	\$203.88	\$165.91	\$266.20	\$231.51	\$221.70	\$260.06	\$304.53	\$178.88
Ft. Lauderdale	\$157.22	\$163.70	\$126.61	\$228.58	\$185.83	\$195.71	\$232.68	\$253.24	\$157.80
Miami	\$185.37	\$207.46	\$169.25	\$286.99	\$237.17	\$224.79	\$254.40	\$286.02	\$200.17
Key West	\$236.65	\$237.46	\$194.38	\$339.46	\$269.87	\$255.56	\$279.53	\$342.91	\$194.61
<b>Southeast Total</b>	<b>\$170.53</b>	<b>\$184.13</b>	<b>\$153.76</b>	<b>\$263.92</b>	<b>\$213.23</b>	<b>\$212.22</b>	<b>\$245.86</b>	<b>\$275.70</b>	<b>\$178.84</b>

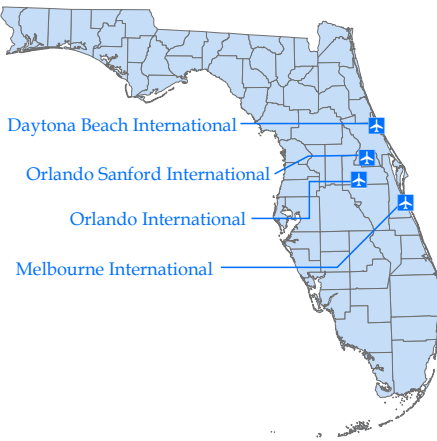
Source: DOT O&D Survey, reconciled to Schedules T-100



# 2014 Update Reference Guide

## Exhibit 10 - 2012

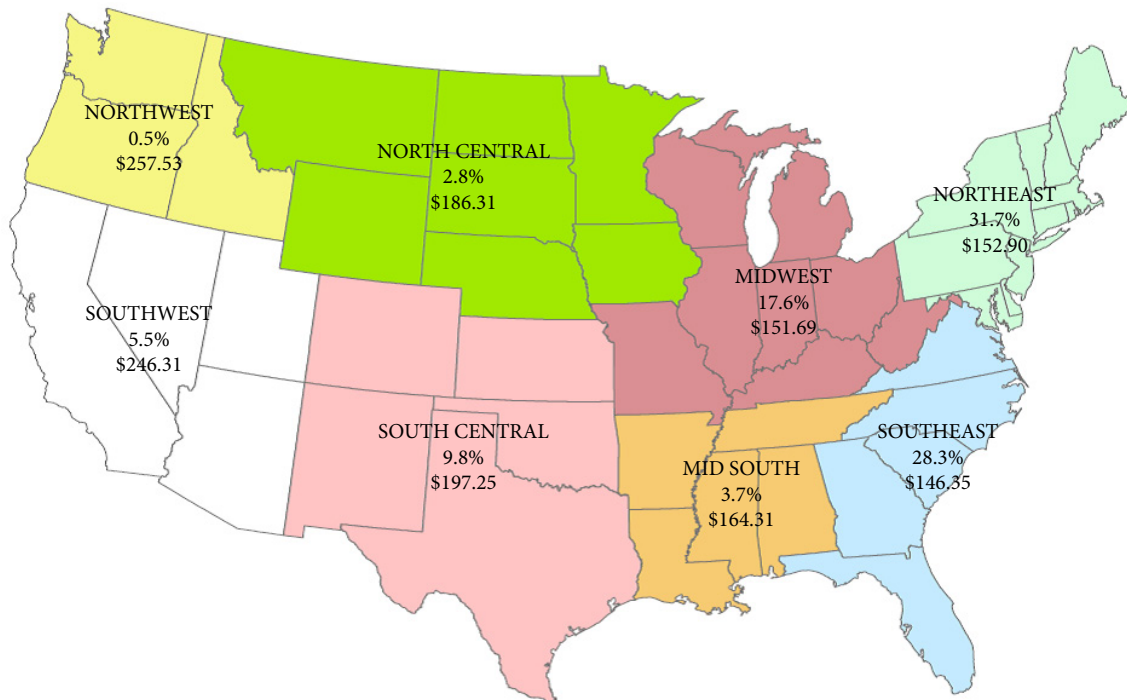
### Travel Patterns & Fares East Central Florida



**Domestic Outbound O & D Passenger Regional Trends**  
From East Central Florida Airports (By Region) to U.S. Regions  
For Year 2012

East Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
Daytona Beach	629	250	288,082	-	32	1,083	-	-	290,076
Orlando	5,080,721	2,650,452	4,049,289	908,335	1,604,987	523,018	385,351	80,682	15,282,835
Orlando-Sanford	134,328	239,148	100,661	-	14,135	90,845	81,060	-	660,177
Melbourne	4	131	214,562	-	-	505	-	-	215,202
<b>East Central Total</b>	<b>5,215,682</b>	<b>2,889,981</b>	<b>4,652,594</b>	<b>908,335</b>	<b>1,619,154</b>	<b>615,451</b>	<b>466,411</b>	<b>80,682</b>	<b>16,448,290</b>
<b>U.S. Region Passenger Market Share</b>									
Daytona Beach	0.2%	0.1%	99.3%	0.0%	0.0%	0.4%	0.0%	0.0%	100.0%
Orlando	33.2%	17.3%	26.5%	5.9%	10.5%	3.4%	2.5%	0.5%	100.0%
Orlando-Sanford	20.3%	36.2%	15.2%	0.0%	2.1%	13.8%	12.3%	0.0%	100.0%
Melbourne	0.0%	0.1%	99.7%	0.0%	0.0%	0.2%	0.0%	0.0%	100.0%
<b>East Central Total</b>	<b>31.7%</b>	<b>17.6%</b>	<b>28.3%</b>	<b>5.5%</b>	<b>9.8%</b>	<b>3.7%</b>	<b>2.8%</b>	<b>0.5%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Daytona Beach	\$175.98	\$183.65	\$175.00	\$284.96	\$225.98	\$195.23	\$218.59	\$298.47	\$175.09
Orlando	\$153.91	\$156.09	\$144.78	\$246.31	\$197.81	\$179.41	\$196.27	\$257.53	\$164.46
Orlando-Sanford	\$114.55	\$102.95	\$59.56	n/a	\$132.70	\$76.73	\$138.96	n/a	\$100.14
Melbourne	\$177.65	\$183.50	\$178.21	\$293.75	\$220.01	\$203.18	\$230.38	\$321.40	\$178.28
<b>East Central Total</b>	<b>\$152.90</b>	<b>\$151.69</b>	<b>\$146.35</b>	<b>\$246.31</b>	<b>\$197.25</b>	<b>\$164.31</b>	<b>\$186.31</b>	<b>\$257.53</b>	<b>\$162.24</b>

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

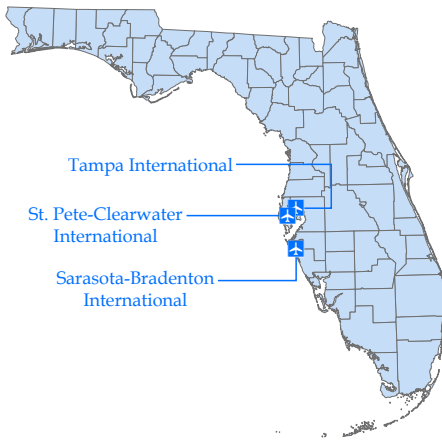




# 2014 Update Reference Guide

## Exhibit 11 - 2012

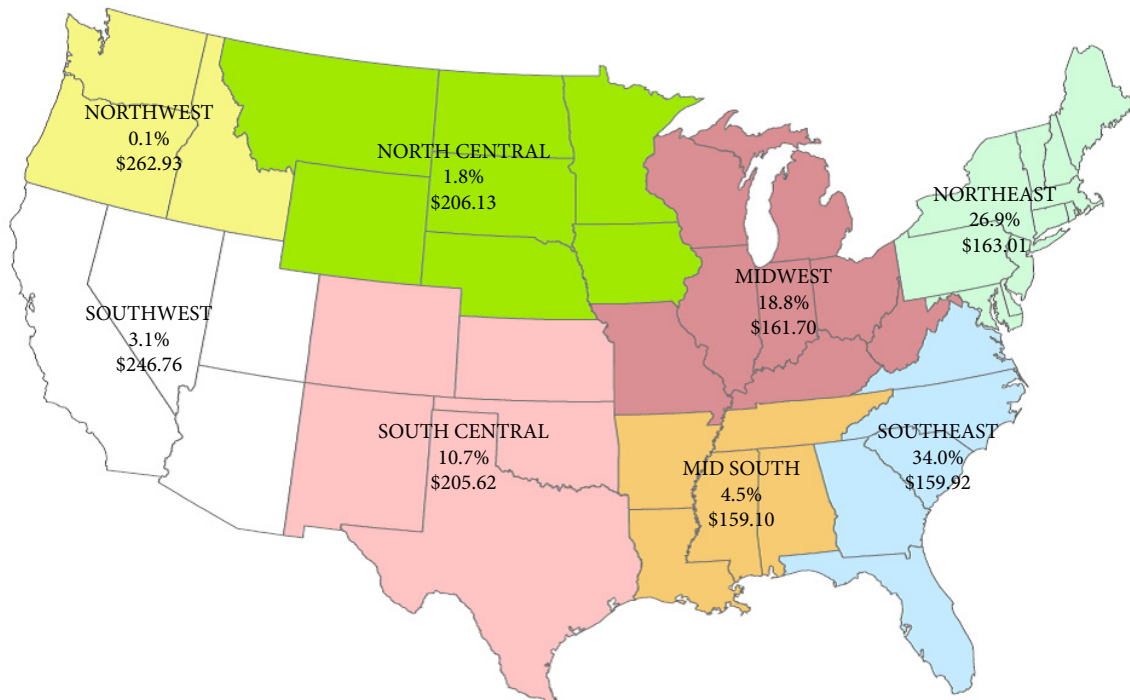
### Travel Patterns & Fares West Central Florida

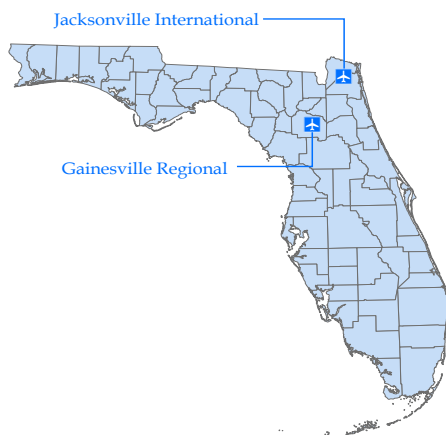


**Domestic Outbound O & D Passenger Regional Trends  
From West Central Florida Airports (By Region) to U.S. Regions  
For Year 2012**

West Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
Tampa	2,232,170	1,435,077	2,599,916	280,439	966,833	325,097	128,422	8,206	7,976,160
St. Pete/ Clearwater	64,972	193,635	51,025	-	242	83,884	32,292	62	426,112
Sarasota/ Bradenton	128,243	71,743	421,462	28	138	1,503	99	3	623,219
<b>West Central Total</b>	<b>2,425,385</b>	<b>1,700,455</b>	<b>3,072,403</b>	<b>280,467</b>	<b>967,213</b>	<b>410,484</b>	<b>160,813</b>	<b>8,271</b>	<b>9,025,491</b>
<b>U.S. Region Passenger Market Share</b>									
Tampa	28.0%	18.0%	32.6%	3.5%	12.1%	4.1%	1.6%	0.1%	100.0%
St. Pete/ Clearwater	15.2%	45.4%	12.0%	0.0%	0.1%	19.7%	7.6%	0.0%	100.0%
Sarasota/ Bradenton	20.6%	11.5%	67.6%	0.0%	0.0%	0.2%	0.0%	0.0%	100.0%
<b>West Central Total</b>	<b>26.9%</b>	<b>18.8%</b>	<b>34.0%</b>	<b>3.1%</b>	<b>10.7%</b>	<b>4.5%</b>	<b>1.8%</b>	<b>0.1%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Tampa	\$162.80	\$166.93	\$159.28	\$246.75	\$205.67	\$181.35	\$226.88	\$264.90	\$172.44
St. Pete/ Clearwater	\$131.09	\$112.86	\$74.06	n/a	n/a	\$71.61	\$123.49	n/a	\$103.60
Sarasota/ Bradenton	\$182.90	\$188.88	\$174.24	\$305.87	\$244.20	\$230.01	\$237.89	\$309.50	\$177.87
<b>West Central Total</b>	<b>\$163.01</b>	<b>\$161.70</b>	<b>\$159.92</b>	<b>\$246.76</b>	<b>\$205.62</b>	<b>\$159.10</b>	<b>\$206.13</b>	<b>\$262.93</b>	<b>\$169.56</b>

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





# 2014 Update Reference Guide

## Exhibit 12 - 2012

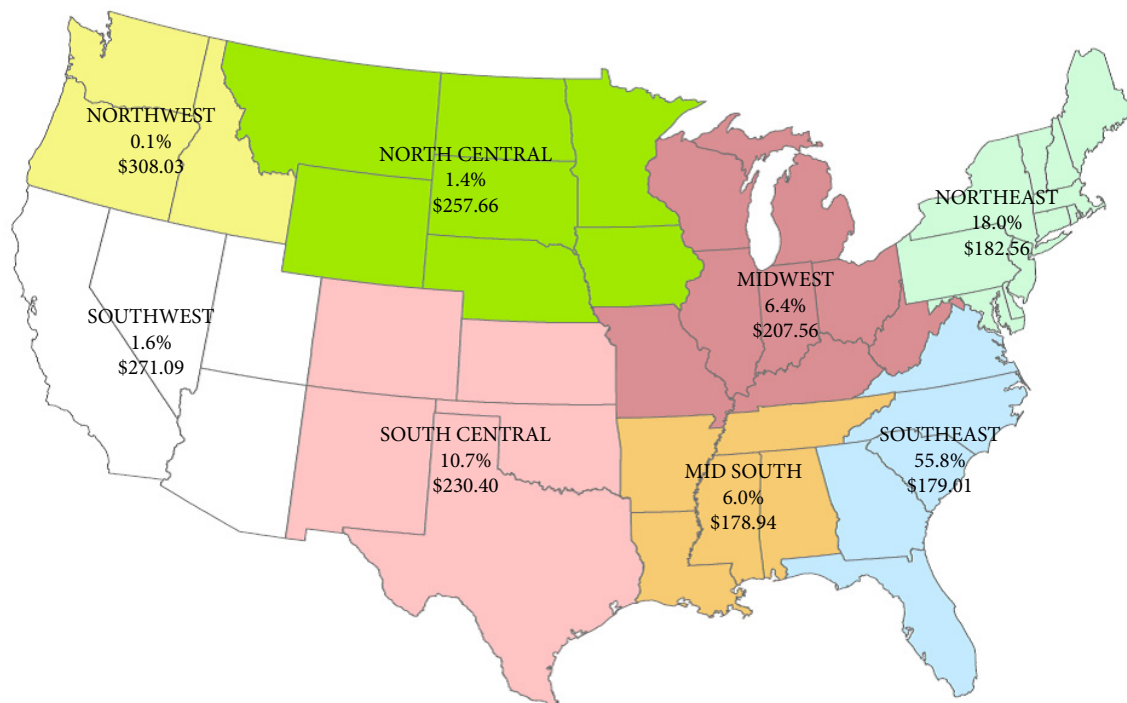
### Travel Patterns & Fares

#### Northeast/North Central Florida

**Domestic Outbound O & D Passenger Regional Trends**  
**From Northeast/North Central Florida Airports (By Region) to U.S. Regions**  
**For Year 2012**

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	-	749	187,804	90	232	1,228	196	-	190,299
Jacksonville	498,826	177,359	1,356,618	43,132	295,357	165,706	38,599	1,387	2,576,984
Northeast/ North Central Total	498,826	178,108	1,544,422	43,222	295,589	166,934	38,795	1,387	2,767,283
U.S. Region Passenger Market Share									
Gainesville	0.0%	0.4%	98.7%	0.0%	0.1%	0.6%	0.1%	0.0%	100.0%
Jacksonville	19.4%	6.9%	52.6%	1.7%	11.5%	6.4%	1.5%	0.1%	100.0%
Northeast/ North Central Total	18.0%	6.4%	55.8%	1.6%	10.7%	6.0%	1.4%	0.1%	100.0%
Average Domestic One-Way Fares									
Gainesville	\$214.81	\$248.36	\$213.09	\$301.83	\$247.52	\$260.62	\$298.83	\$327.31	\$213.71
Jacksonville	\$182.56	\$207.38	\$174.29	\$271.02	\$230.39	\$178.34	\$257.45	\$308.03	\$187.80
Northeast/ North Central Total	\$182.56	\$207.56	\$179.01	\$271.09	\$230.40	\$178.94	\$257.66	\$308.03	\$189.58

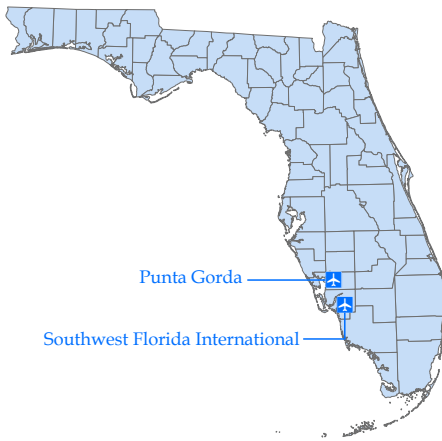
Source: DOT O&D Survey, reconciled to Schedules T-100



# 2014 Update Reference Guide

## Exhibit 13 - 2012

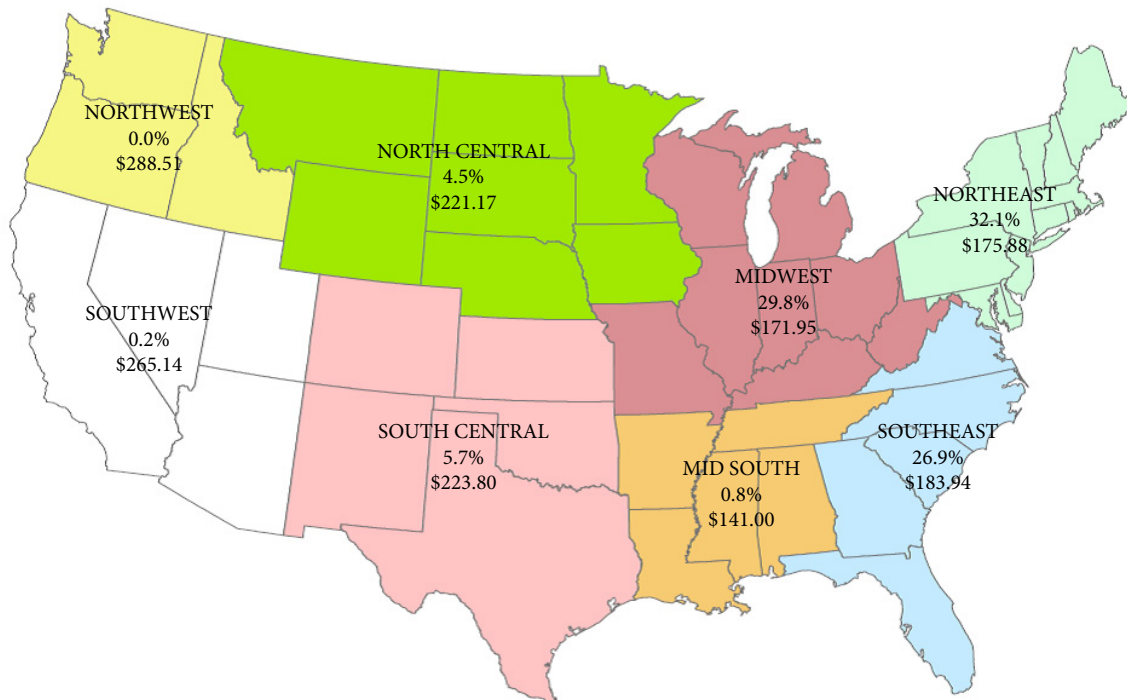
### Travel Patterns & Fares Southwest Florida



**Domestic Outbound O & D Passenger Regional Trends  
From Southwest Florida Airports (By Region) to U.S. Regions  
For Year 2012**

Southwest FL Airports (origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
Punta Gorda	22,915	44,513	16,662	-	-	15,737	-	-	99,827
Southwest Florida	1,133,150	1,029,898	952,558	7,620	206,549	12,946	163,315	326	3,506,362
<b>Southwest Total</b>	<b>1,156,065</b>	<b>1,074,411</b>	<b>969,220</b>	<b>7,620</b>	<b>206,549</b>	<b>28,683</b>	<b>163,315</b>	<b>326</b>	<b>3,606,189</b>
<b>U.S. Region Passenger Market Share</b>									
Punta Gorda	23.0%	44.6%	16.7%	0.0%	0.0%	15.8%	0.0%	0.0%	100.0%
Southwest Florida	32.3%	29.4%	27.2%	0.2%	5.9%	0.4%	4.7%	0.0%	100.0%
<b>Southwest Total</b>	<b>32.1%</b>	<b>29.8%</b>	<b>26.9%</b>	<b>0.2%</b>	<b>5.7%</b>	<b>0.8%</b>	<b>4.5%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Punta Gorda	\$97.54	\$107.57	\$60.86	n/a	n/a	\$76.39	n/a	n/a	\$92.55
Southwest Florida	\$177.47	\$174.73	\$186.10	\$265.14	\$223.80	\$219.54	\$221.17	\$288.51	\$184.13
<b>Southwest Total</b>	<b>\$175.88</b>	<b>\$171.95</b>	<b>\$183.94</b>	<b>\$265.14</b>	<b>\$223.80</b>	<b>\$141.00</b>	<b>\$221.17</b>	<b>\$288.51</b>	<b>\$181.59</b>

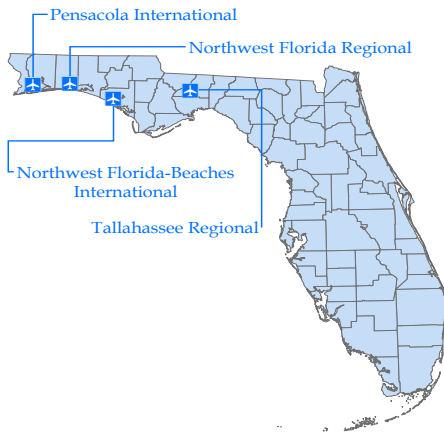
Source: DOT O&D Survey, reconciled to Schedules T-100



# 2014 Update Reference Guide

## Exhibit 14 - 2012

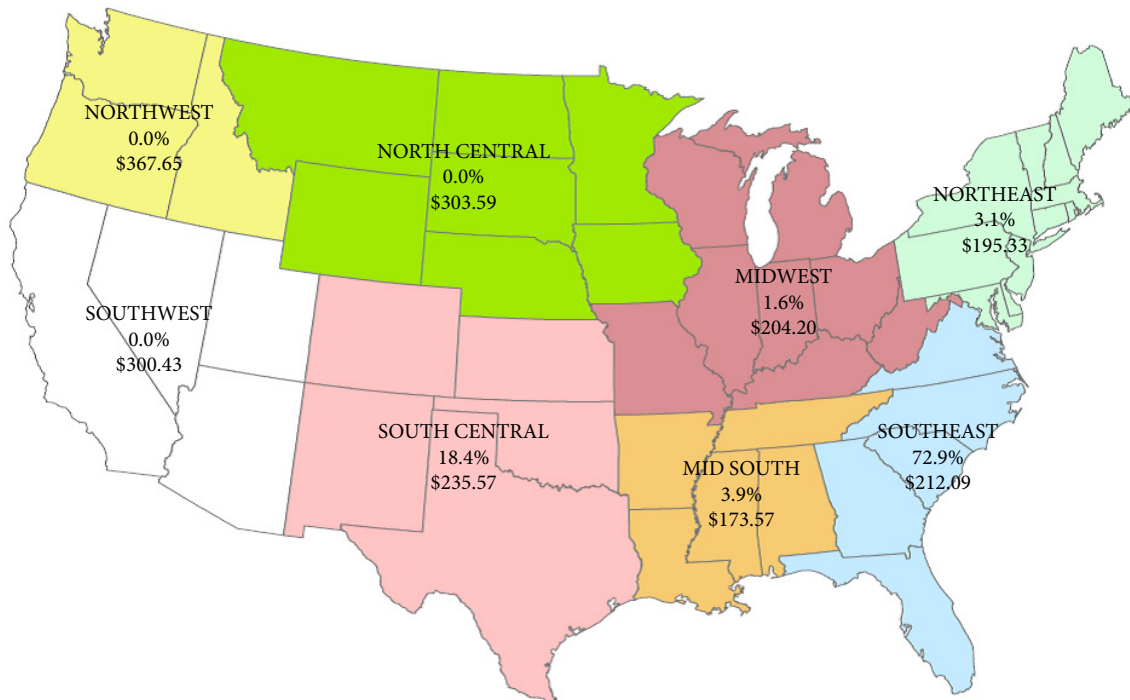
### Travel Patterns & Fares Northwest Florida



**Domestic Outbound O & D Passenger Regional Trends**  
From Northwest Florida Airports (By Region) to U.S. Regions  
For Year 2012

Northwest FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
Pensacola Gulf Coast	12	8,639	571,570	84	143,498	16,861	-	-	740,664
Northwest FL Beaches	57,091	21,420	217,558	347	70,624	55,380	132	34	422,586
Northwest FL Regional	349	-	256,586	-	115,703	3	-	-	372,641
Tallahassee	770	161	315,028	38	14,249	501	154	-	330,901
<b>Northwest Total</b>	<b>58,222</b>	<b>30,220</b>	<b>1,360,742</b>	<b>469</b>	<b>344,074</b>	<b>72,745</b>	<b>286</b>	<b>34</b>	<b>1,866,792</b>
<b>U.S. Region Passenger Market Share</b>									
Pensacola Gulf Coast	0.0%	1.2%	77.2%	0.0%	19.4%	2.3%	0.0%	0.0%	100.0%
Northwest FL Beaches	13.5%	5.1%	51.5%	0.1%	16.7%	13.1%	0.0%	0.0%	100.0%
Northwest FL Regional	0.1%	0.0%	68.9%	0.0%	31.0%	0.0%	0.0%	0.0%	100.0%
Tallahassee	0.2%	0.0%	95.2%	0.0%	4.3%	0.2%	0.0%	0.0%	100.0%
<b>Northwest Total</b>	<b>3.1%</b>	<b>1.6%</b>	<b>72.9%</b>	<b>0.0%</b>	<b>18.4%</b>	<b>3.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
Pensacola	\$213.85	\$207.57	\$207.26	\$309.25	\$243.79	\$278.86	\$238.03	\$328.35	\$215.99
Northwest FL Beaches	\$194.27	\$202.31	\$189.46	\$297.04	\$213.08	\$140.38	\$281.70	\$367.65	\$188.41
Northwest FL Regional	\$245.75	\$223.12	\$230.56	\$324.17	\$236.32	\$246.02	\$266.54	\$347.47	\$232.36
Tallahassee	\$250.64	\$275.48	\$221.42	\$311.89	\$258.12	\$298.09	\$322.35	\$336.81	\$223.27
<b>Northwest Total</b>	<b>\$195.33</b>	<b>\$204.20</b>	<b>\$212.09</b>	<b>\$300.43</b>	<b>\$235.57</b>	<b>\$173.57</b>	<b>\$303.59</b>	<b>\$367.65</b>	<b>\$214.30</b>

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

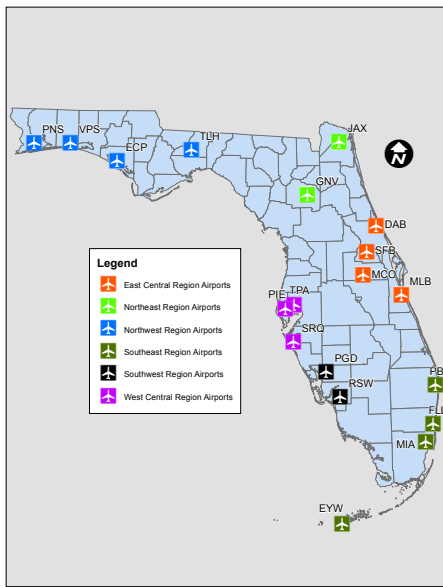


# 2014 Update Reference Guide

## Exhibit 15 - 2012

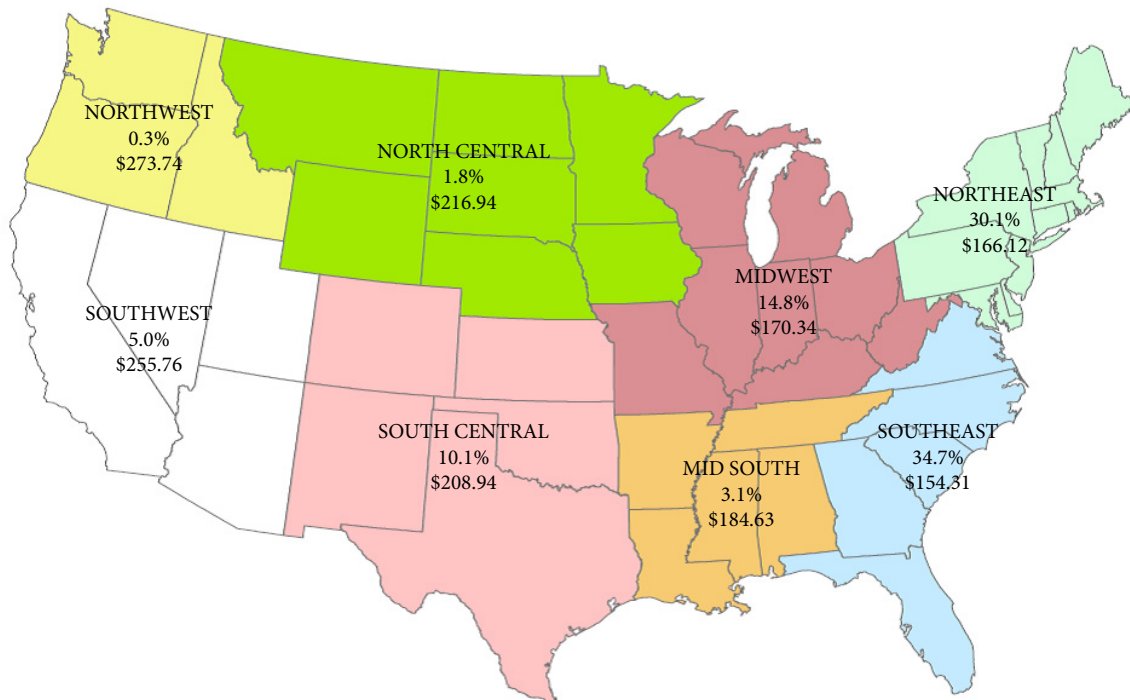
### Travel Patterns & Fares

#### State Total



	US Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Midsouth	North Central	Northwest	Grand Total
Outbound O & D	16,800,681	8,279,775	19,364,091	2,800,130	5,627,702	1,736,500	1,019,066	175,710	55,803,655
Passenger Market Share	30.1%	14.8%	34.7%	5.0%	10.1%	3.1%	1.8%	0.3%	100.0%
One-Way Avg. Fare	\$166.12	\$170.34	\$154.31	\$255.76	\$208.94	\$184.63	\$216.94	\$273.74	\$180.77
Fare excl MCO	\$171.14	\$176.30	\$157.49	\$259.44	\$213.91	\$186.73	\$227.38	\$282.36	\$185.20

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



# 2014 Update Reference Guide

## Exhibit 16

### 2012 Summary

CFASPP Region	2012 USDOT Data		
	Outbound O & D Passengers	Top US Destination Region: Percent	Avg. One Way Fare
<b>Southwest</b>	<b>3,606,189</b>	<b>Northeast: 32.1%</b>	<b>\$181.59</b>
Punta Gorda	99,827	Midwest: 44.6%	\$92.55
Southwest Florida	3,506,362	Northeast: 32.3%	\$184.13
<b>West Central</b>	<b>9,025,491</b>	<b>Southeast: 34.0%</b>	<b>\$169.56</b>
Tampa	7,976,160	Southeast: 32.6%	\$172.44
St. Pete/ Clearwater	426,112	Midwest: 45.4%	\$103.60
Sarasota/ Bradenton	623,219	Southeast: 67.6%	\$177.87
<b>Southeast</b>	<b>22,089,610</b>	<b>Southeast: 35.2%</b>	<b>\$178.84</b>
Palm Beach	2,752,547	Northeast: 54.8%	\$178.88
Ft. Lauderdale	9,689,222	Northeast: 36.5%	\$157.80
Miami	9,277,273	Southeast: 37.8%	\$200.17
Key West	370,568	Southeast: 99.6%	\$194.61
<b>East Central</b>	<b>16,448,290</b>	<b>Northeast: 31.7%</b>	<b>\$162.24</b>
Daytona Beach	290,076	Southeast: 99.3%	\$175.09
Orlando	15,282,835	Northeast: 33.2%	\$164.46
Orlando-Sanford	660,177	Midwest: 36.2%	\$100.14
Melbourne	215,202	Southeast: 99.7%	\$178.28
<b>Northeast/North Central</b>	<b>2,767,283</b>	<b>Southeast: 55.8%</b>	<b>\$189.58</b>
Gainesville	190,299	Southeast: 98.7%	\$213.71
Jacksonville	2,576,984	Southeast: 52.6%	\$187.80
<b>Northwest</b>	<b>1,866,792</b>	<b>Southeast: 72.9%</b>	<b>\$214.30</b>
Pensacola	740,664	Southeast: 77.2%	\$215.99
Northwest FL Beaches	422,586	Southeast: 51.5%	\$188.41
Northwest FL Regional	372,641	Southeast: 68.9%	\$232.36
Tallahassee	330,901	Southeast: 95.2%	\$223.27
<b>Florida Total</b>	<b>55,803,655</b>	<b>Southeast: 34.7%</b>	<b>\$180.77</b>

# 2014 Update

## Reference Guide

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Supplemental Data and Analysis Report



## 2014 Update Reference Guide

Table 1 - 2013  
Ft. Lauderdale-Hollywood International Airport (FLL)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for FLL is provided in Appendix B, Table 1

Destinations Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
Atlanta	155	166	DL(85), FL(56), NK(14)	DL(90), FL(55), NK(21)
New York (LaGuardia)	111	105	NK(41), B6(35), DL(35)	B6(42), DL(34), NK(28)
Baltimore	56	89	WN(35), FL(21)	FL(51), WN(25), NK(14)
New York (JFK)	93	76	B6(57), DL(22), AA(14)	B6(55), DL(21)
San Juan	55	65	B6(28), NK(21), PDT(6)	B6(41), FL(14), NK(7), PDT(3)
Newark	68	61	CO(47), B6(21)	CO(40), B6(21)
Tampa	61	56	WN(47), NK(14)	WN(33), SL(17), NK(7)
Charlotte	56	56	US	US
Dallas/ Ft. Worth	56	56	AA(42), NK(14)	AA(42), NK(14)
Chicago (O'Hare)	48	49	NK(21), AA(13), CO(14)	NK(21), AA(14), UA(14)
Boston	47	49	B6(35), NK(12)	B6(42), NK(7)
Detroit	42	44	DL(28), NK(14)	DL(28), NK(16)
Philadelphia	49	43	US(28), WN(21)	US(28), WN(8), FL(7)
Washington (Reagan)	49	42	US(21), NK(21), B6(7)	B6(21), US(20)
Los Angeles	28	42	VX(14), NK(7), B6(7)	VX(14), B6(14), NK(7), AA(7)
Houston (Bush)	35	35	CO	UA
Orlando Intl.	42	32	WN(28), NK(14)	SL(18), NK(14)
Chicago (Midway)	29	28	WN	WN(21), FL(7)
Denver	28	28	WN(14), CO(7), F9(7)	WN(8), F9(7), NK(7), UA(6)
San Francisco	21	28	VX(14), B6(7)	B6(14), VX(7), UA(7)
Providence	14	21	WN	WN(14), B6(7)
New Orleans	14	20	WN	WN
Jacksonville	24	19	WN	WN
Key West	18	16	CO	SL
Atlantic City	21	14	NK	NK
Phoenix	21	14	US(14), WN(7)	US(7), WN(7)
Westchester, NY	19	14	B6	B6
Austin	14	14	WN(7), B6(7)	WN(7), B6(7)
Hartford	14	14	WN(7), B6(7)	WN(7), B6(7)
Houston (Hobby)	14	14	WN	WN
Las Vegas	14	14	NK(7), WN(7)	NK(7), WN(7)
Pittsburgh	14	14	FL	FL
Raleigh	14	14	WN(7), B6(7)	FL(7), B6(7)
Nashville	14	14	WN	WN
Cincinnati	14	12	DL	DL
Myrtle Beach	7	9	NK	NK
Long Island	14	8	WN	WN
Plattsburgh, NY	8	8	NK(4), G4(4)	G4(5), NK(3)
Columbus	4	8	FL	FL
Indianapolis	3	8	FL	FL
Buffalo	14	7	WN(7), B6(7)	FL
Kansas City	8	7	WN	WN



2014 Update Reference Guide

Table 1 - 2013  
Ft. Lauderdale-Hollywood International Airport (FLL)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for FLL is provided in Appendix B, Table 1

Destinations Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
St. Louis	8	7	WN	WN
Albany	7	7	WN	WN
Cleveland	7	7	CO	UA
Washington (Dulles)	7	7	B6	UA
Milwaukee	7	7	FL	FL
Minneapolis	7	7	DL	DL
Richmond	7	7	B6	B6
St. Thomas	7	7	NK	NK
Newburgh, NY	7	7	B6	B6
Seattle	0	7	-	AS
Memphis	7	5	DL	DL
Latrobe, PA	4	5	NK	NK
Aguadilla	7	4	NK	NK
Greenville	4	4	G4	G4
Knoxville	4	4	G4	G4
Philadelphia (Trenton)	0	3	-	F9
Niagara Falls	3	2	NK	NK
Huntington, WV	2	2	G4	G4
Lexington	0	2	-	G4
Asheville	0	2	-	G4
Greensboro	0	2	-	G4
Tallahassee	17	0	CO(11), DL(6)	-
Charleston, WV	3	0	NK	-
Louisville	3	0	V2	-
Elmira, NY	2	0	G4	-
Ft. Walton Beach	2	0	V2	-
Savannah	2	0	G4	-
Total	1,554	1,538		

Source: Official Airline Guide, July 2013

Carrier Legend: AA- American Airlines, B6- jetBlue, CO- Continental, AS- Alaska Airlines, 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, UA- United Airlines, SL- Silver Airways

Table 1 - 2013  
 Ft. Lauderdale-Hollywood International Airport (FLL)  
 Summary of Domestic Airport Activity  
 As of Summer 2013  
 Historical Domestic Airport Activity for FLL is provided in Appendix B, Table 1

Activity by U.S. Region

US Region	<u>2012 Passenger Originations</u>		<u>July 2013 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	3,538,467	36.5%	595	38.8%
Midwest	1,270,714	13.1%	180	11.7%
Southeast	2,425,358	25.0%	336	21.9%
Southwest	615,167	6.3%	98	6.4%
South Central	1,005,437	10.4%	147	9.6%
Mid South	191,209	2.0%	42	2.7%
North Central	74,541	0.8%	7	0.5%
Northwest	26,870	0.3%	7	0.5%
Florida Only	541,459	5.6%	122	8.0%
Total	9,689,222	100.0%	1,534	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

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Table 2 - 2013  
Miami International Airport (MIA)  
Summary of Domestic Airport Activity  
As of Summer 2013  
Historical Domestic Airport Activity for MIA is provided in Appendix B, Table 2

Destinations Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
Atlanta	113	131	DL(71), AA(42)	DL(77), AA(54)
New York (LaGuardia)	75	110	AA	AA(76), DL(34)
Charlotte	70	77	US(42), AA(28)	US(42), AA(35)
Chicago (O'Hare)	78	72	AA(64), UA(14)	AA(64), UA(8)
Dallas/Ft. Worth	70	71	AA	AA
New York (JFK)	85	64	AA(50), DL(35)	AA(43), DL(21)
Orlando Intl.	88	63	AA(57), DL(31)	AA
Houston (Bush)	49	63	CO(28), AA(21)	AA(35), UA(28)
Washington (Reagan)	78	62	AA(63), DL(15)	AA
Los Angeles	63	62	AA(56), DL(7)	AA(56), DL(6)
San Juan	56	49	AA	AA
Boston	49	49	AA	AA
Newark	55	48	CO(34), AA(21)	UA(27), AA(21)
Key West	42	43	AA	AA
Tampa	74	42	AA(42), DL(32)	AA
Philadelphia	42	42	AA(21), US(21)	AA(21), US(21)
Jacksonville	49	40	AA	AA
Detroit	28	28	AA(14), DL(14)	AA(14), DL(14)
Las Vegas	21	28	AA	AA
New Orleans	21	28	AA	AA
Washington (Dulles)	28	23	AA(14), UA(14)	AA(14), UA(8)
Baltimore	28	21	AA(21), FL(7)	AA
Raleigh	22	21	AA(21), DL(1)	AA
Nashville	21	21	AA	AA
San Francisco	21	21	AA	AA
St. Thomas	21	21	AA	AA
Pensacola	14	21	AA	AA
Tallahassee	14	20	AA	AA
Cincinnati	21	14	AA(14), DL(7)	AA
Minneapolis	21	14	DL(14), AA(7)	DL(7), AA(7)
Cleveland	19	14	AA(14), CO(5)	AA
Birmingham	14	14	AA	AA
Columbus	14	14	AA	AA
Indianapolis	14	14	AA	AA
Norfolk	14	14	AA	AA
Pittsburgh	14	14	AA	AA
St. Louis	14	14	AA	AA
Denver	11	14	AA	AA

Table 2 - 2013  
 Miami International Airport (MIA)  
 Summary of Domestic Airport Activity  
 As of Summer 2013  
 Historical Domestic Airport Activity for MIA is provided in Appendix B, Table 2

Destinations Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
Charleston	7	14	AA	AA
Gainesville	7	14	AA	AA
Phoenix	7	12	AA	AA
St. Croix	14	10	AA	AA
Memphis	14	7	DL(7), AA(7)	AA
Richmond	9	7	AA	AA
Hartford	7	7	AA	AA
Greensboro	7	7	AA	AA
Louisville	7	7	AA	AA
Seattle	7	7	AS	AA
San Diego	0	7	-	AA
Naples	4	4	X7	X7
Tulsa, OK	0	1	-	AA
Ft. Myers	14	0	AA	
Savannah	7	0	AA	
Knoxville	7	0	AA	
Total:	1,518	1,585		

Source: Official Airline Guide, July 2013

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

2014 Update Reference Guide

Table 2 - 2013  
Summary of Domestic Airport Activity  
Miami International Airport (MIA)

As of Summer 2013

Historical Domestic Airport Activity for MIA is provided in Appendix B, Table 2

Activity by U.S. Region

US Regions	<u>2012 Passenger Originations</u>		<u>July 2013 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	2,399,436	25.9%	440	27.7%
Midwest	984,913	10.6%	178	11.2%
Southeast	2,491,409	26.9%	351	22.1%
Southwest	941,773	10.2%	130	8.2%
South central	1,023,381	11.0%	149	9.4%
Mid South	244,936	2.6%	70	4.4%
North Central	114,694	1.2%	14	0.9%
Northwest	57,935	0.6%	7	0.4%
Florida Only	1,018,796	11.0%	248	15.6%
Total	9,277,273	100.0%	1,587	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled to Schedules T-100

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Table 3 - 2013  
Palm Beach International Airport (PBI)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for PBI is provided in Appendix B, Table 3

Destinations Served	Weekly Departures		Carriers	
	2011	2013	2011	2013
Atlanta	77	75	DL(63), FL(14)	DL(61), FL(14)
New York (LaGuardia)	35	42	DL(28), B6(7)	DL(28), B6(14)
Newark	35	36	CO(28), B6(7)	UA(29), B6(7)
Charlotte	28	29	US	US
New York (JFK)	35	28	B6	B6
Philadelphia	26	26	US(18), WN(8)	US(19), FL(7)
Westchester County	28	21	B6(21), FL(7)	B6
Tampa	25	18	WN	SL
Baltimore	21	15	WN	WN
Boston	21	14	B6	B6
Long Island	19	14	WN	WN
Dallas- Ft. Worth	14	14	AA	AA
Washington (Reagan)	14	14	US	US
Houston	28	8	CO	UA
San Juan, Puerto Rico	0	7	-	B6
Detroit	7	7	DL	DL
Chicago (O'Hare)	7	7	AA	AA
Hartford	0	7	-	B6
Cleveland	7	0	CO	-
Total	427	382		

Source: Official Airline Guide, July 2013

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

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Table 3 - 2013  
Summary of Domestic Airport Activity  
Palm Beach International Airport (PBI)  
As of Summer 2013

Historical Domestic Airport Activity for PBI is provided in Appendix B, Table 3

Activity by U.S. Region

US Region	<u>2012 Passenger Originations</u>		<u>July 2013 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	1,508,124	54.8%	217	56.8%
Midwest	150,806	5.5%	14	3.7%
Southeast	841,779	30.6%	111	29.1%
Southwest	3,016	0.1%	0	0.0%
South Central	166,114	6.0%	22	5.8%
Mid South	5,512	0.2%	0	0.0%
North Central	203	0.0%	0	0.0%
Northwest	205	0.0%	0	0.0%
Florida Only	76,788	2.8%	18	4.7%
Total	2,752,547	100.0%	382	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey reconciled to Schedules T-100

2014 Update Reference Guide

Table 4 - 2013  
Key West International Airport (EYW)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for EYW is provided in Appendix B, Table 4

Destinations Served	Weekly Departures		Carriers	
	2011	2013	2011	2013
Ft. Myers	37	47	9K	9K(33), SL(14)
Miami	42	43	AA	AA
Tampa	25	26	CO(18), FL(7)	SL(19), WN(7)
Atlanta	21	22	DL	DL
Ft. Lauderdale	16	16	CO	SL
New Orleans	0	7	-	WN
Orlando Intl.	7	7	FL	WN
Total	148	168		

Source: Official Airline Guide, July 2013

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



Table 4 - 2013  
Summary of Domestic Airport Activity  
Key West International Airport (EYW)

As of Summer 2013

Historical Domestic Airport Activity for EYW is provided in Appendix B, Table 4

Activity by U.S. Region

US Region	<u>2012 Passenger Originations</u>		<u>July 2013 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	474	0.1%	0	0.0%
Midwest	167	0.0%	0	0.0%
Southeast	138,350	37.3%	22	13.1%
Southwest	61	0.0%	0	0.0%
South Central	191	0.1%	0	0.0%
Mid South	546	0.1%	7	4.2%
North Central	8	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	230,771	62.3%	139	82.7%
Total	370,568	100.0%	168	100.0%

Source: Official Airline Guide, July 2013; O&D Survey, reconciled to Schedules T-100

Table 5 - 2013  
 Orlando International Airport (MCO)  
 Summary of Domestic Airport Activity  
 As of Summer 2013  
 Historical Domestic Airport Activity for MCO is provided in Appendix B, Table 6

Destinations Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
Atlanta	184	176	DL(105), FL(79)	DL(107), FL(63), WN(7)
New York(Kennedy)	126	112	AA(28), DL(21), B6(77)	B6(70), DL(28), AA(14)
Philadelphia	100	99	WN(29), FL(21), US(50)	US(56), FL(28), WN(15)
Newark	97	98	B6(35), CO(62)	UA(63), B6(35)
San Juan, Puerto Rico	85	78	B6(35), FL(35), NK(15)	B6(42), WN(28), NK(7)
Dallas/Ft. Worth	78	77	FL(14), AA(64)	AA(70), NK(7)
Washington (Reagan)	75	77	FL(7), B6(7), DL(20), US(41)	US(48), B6(21), FL(7)
New York(LaGuardia)	65	77	DL(41), FL(2), B6(22)	DL(49), B6(28)
Boston	70	75	DL(14), FL(7), B6(49)	B6(48), DL(14), FL(13)
Baltimore	93	73	FL(35), WN(58)	FL(48), WN(25)
Chicago(Midway)	70	70	FL(21), WN(49)	WN(42), FL(28)
Charlotte	63	70	FL(7), US(56)	US(63), WN(7)
Chicago(O'Hare)	60	70	AA(28), UA(32)	UA(35), AA(28), NK(7)
Detroit	65	64	DL(43), FL(14), NK(7), WN(1)	DL(42), FL(14), NK(8)
Miami	88	63	AA(56), DL(32)	AA
Denver	59	59	F9(10), WN(21), UA(28)	UA(24), WN(21), F9(14)
Houston(G. Bush Intl)	42	55	CO	UA(48), NK(7)
Los Angeles	49	49	AA(14), DL(14), UA(14), VX(7)	AA(14), DL(14), UA(14), VX(7)
Providence	28	43	WN	WN(29), B6(14)
Minneapolis/St. Paul	37	42	SY(2), FL(7), DL(28)	DL(28), FL(7), SY(7)
Pittsburgh	39	37	WN(23), FL(16)	FL(22), WN(15)
Hartford	49	36	DL(14), WN(21), B6(14)	WN(21), B6(14), DL(1)
St. Louis	36	36	WN(29), FL(7)	FL(19), WN(17)
Raleigh/Durham	49	35	WN(28), DL(21)	DL(14), FL(14), WN(8)
Buffalo	36	35	FL(7), WN(22), B6(7)	FL(14), WN(14), B6(7)
Houston(Hobby)	35	35	WN	WN(28), FL(7)
New Orleans	34	35	WN	WN(28), FL(7)
Nashville	34	33	WN	WN
Ft. Lauderdale	41	31	WN(27), NK(14)	SL(17), NK(14)
Westchester County	39	30	FL(7), B6(32)	B6
Indianapolis	35	30	WN(8), FL(27)	FL(28), DL(1), WN(1)
Columbus	29	30	FL(7), WN(22)	FL(20), WN(9), DL(1)
Milwaukee	36	29	FL(21), WN(8), F9(7)	FL(20), WN(8), DL(1)
Washington(Dulles)	49	28	B6(21), UA(28)	UA
Phoenix	30	26	US(17), WN(13)	US(19), WN(7)
Kansas City	23	23	WN(22), FL(1)	FL(14), WN(9)
Long Is.	35	22	WN	WN
Austin	22	21	WN(15), B6(7)	WN(15), B6(7)
Cincinnati	21	21	DL	DL
Pensacola	18	18	CO	SL
Memphis	21	17	DL	DL
Las Vegas	19	16	WN(14), DL(5)	WN(13), DL(3)
Manchester	21	15	WN	WN
San Antonio	21	15	WN	WN
Akron/Canton	14	15	FL	FL
Richmond	14	15	FL(7), B6(7)	B6(7), FL(7), DL(1)
Atlantic City	26	14	NK(26)	NK
Cleveland	16	14	WN(1), CO(15)	UA
Aguadilla, Puerto Rico	14	14	B6	B6

Table 5 - 2013  
 Orlando International Airport (MCO)  
 Summary of Domestic Airport Activity  
 As of Summer 2013  
 Historical Domestic Airport Activity for MCO is provided in Appendix B, Table 6

Destinations Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
Norfolk	14	14	WN	WN
Ponce, Puerto Rico	14	14	B6	B6
Salt Lake City	14	14	DL	DL
Newburgh	14	14	B6	B6
Birmingham	14	14	WN	WN
Rochester	7	14	FL	WN
San Francisco	17	13	UA(10), VX(7)	UA(10), VX(2)
Seattle	7	9	AS	AS
Albany	14	8	WN	WN
Dayton	14	8	FL	FL
Grand Rapids	7	8	FL	FL(7), DL(1)
Louisville	7	8	WN	WN
Gainesville	0	8	-	SL
Ft. Myers	27	7	WN	SL
Syracuse	14	7	B6	B6
Albuquerque	8	7	WN	WN
Key West	7	7	FL	WN
Flint	7	7	FL	WN
Greenville/Spartanburg	7	7	WN	WN
Jackson-Evers	7	7	WN	WN
Latrobe	0	7	-	NK
Macon	0	6	-	SL
San Diego	0	5	-	AS
Philadelphia (Trenton)	0	4	-	F9
Harrisburg	11	3	FL	F9
Bloomington	4	2	FL	F9
Wilmington	0	2	-	F9
Branson	13	1	FL	WN
Omaha	0	1	-	DL
Allentown	14	0	FL(14)	-
Panama City	14	0	WN	-
Burlington	7	0	B6	-
Huntsville/Decatur	7	0	FL	-
Lexington	7	0	FL	-
Newport News	7	0	FL	-
Knoxville	7	0	FL	-
Asheville	4	0	FL	-
Moline	4	0	FL	-
Charleston	3	0	FL	-
Portland (Maine)	2	0	B6(1), FL(1)	-
Total	2,718	2,479		

Source: Official Airline Guide, July 2013

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, AS- Alaska Air, SL- Silver Airways

Table 6 - 2013  
Summary of Domestic Airport Activity  
Orlando International Airport (MCO)  
As of Summer 2013

Historical Domestic Airport Activity for MCO is provided in Appendix B, Table 6

Activity by U.S. Region

US Region	<u>2011 Passenger Originations</u>		<u>July 2013 Weekly Destinations</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	5,080,721	33.2%	931	37.6%
Midwest	2,650,452	17.3%	435	17.5%
Southeast	3,195,934	20.9%	429	17.3%
Southwest	908,335	5.9%	123	5.0%
South Central	1,604,987	10.5%	269	10.9%
Mid South	523,018	3.4%	106	4.3%
North Central	385,351	2.5%	43	1.7%
Northwest	80,682	0.5%	9	0.4%
Florida Only	853,355	5.6%	134	5.4%
Total	15,282,835	100.0%	2,479	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

2014 Update Reference Guide

Table 6 - 2013  
Melbourne International Airport (MLB)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for MLB is  
provided in Appendix B, Table 7

Destinations Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
Atlanta	28	28	DL	DL
Charlotte	20	20	US	US
Total	48	48		

Source: Official Airline Guide, July 2013

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

2014 Update Reference Guide

Table 6 - 2013  
Melbourne International Airport (MLB)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for MLB is provided in Appendix B, Table 7

Activity by U.S. Region

US Region	<u>2011 Passenger Originations</u>		<u>July 2013 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	4	0.0%	0	0.0%
Midwest	131	0.1%	0	0.0%
Southeast	214,500	99.7%	48	100.0%
Southwest	0	0.0%	0	0.0%
South Central	0	0.0%	0	0.0%
Mid South	505	0.2%	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	215,202	100.0%	48	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled to Schedules T-100

2014 Update Reference Guide

Table 7 - 2013  
Daytona Beach International Airport (DAB)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for DAB is provided in Appendix B, Table 8

Destinations Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
Atlanta	35	34	DL	DL
Charlotte	23	25	US	US
Total	58	59		

Source: Official Airline Guide, July 2013

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

Table 7 - 2013  
Daytona Beach International Airport (DAB)  
Summary of Domestic Airport Activity  
As of Summer 2013  
Historical Domestic Airport Activity for DAB is provided in Appendix B, Table 8

## Activity by U.S. Region

U.S. Region	2012 Passenger Originations		July 2013 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	629	0.2%	0	0.0%
Midwest	250	0.1%	0	0.0%
Southeast	287,897	99.2%	59	100.0%
Southwest	0	0.0%	0	0.0%
South Central	32	0.0%	0	0.0%
Mid South	1,083	0.4%	0	0.0%
North Central	0	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	185	0.1%	0	0.0%
Total	290,076	100.0%	59	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled to Schedule T-100



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Table 8- 2013  
Orlando Sanford Airport (SFB)  
Summary of Domestic Airport Activity  
As of Summer 2013  
Historical Domestic Airport Activity for SFB is  
provided in Appendix B, Table 9

Destination Served	Weekly Departures		Carriers	
	2011	2013	2011	2013
Allentown	6	7	G4	G4
Knoxville	6	7	G4	G4
Lexington	3	7	G4	G4
Miami	0	6	-	AF
McAllen	6	5	G4	G4
Plattsburgh NY	5	5	G4	G4
Huntington	5	4	G4	G4
Springfield	5	4	G4	G4
Fayetteville	3	4	G4	G4
Asheville	0	4	-	G4
Harrisburg	0	4	-	G4
Greenville/Spartanburg	5	3	G4	G4
Bangor	4	3	G4	G4
Chattanooga	4	3	G4	G4
South Bend	3	3	G4	G4
Owensboro	2	3	G4	G4
Shreveport	2	3	G4	G4
Grand Rapids	4	2	G4	G4
Tri-City Airport (TN)	4	2	G4	G4
Chicago(Rockford)	3	2	G4	G4
Des Moines	3	2	G4	G4
Roanoke	3	2	G4	G4
Youngstown	2	2	G4	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	2	2	G4	G4
Laredo	2	2	G4	G4
Toledo	2	2	G4	G4
Grand Forks	0	2	-	G4
Chicago (Gary)	0	2	-	G4
Niagara Falls	0	2	-	G4
Columbus (Rickenbacker)	0	2	-	G4
Little Rock	0	2	-	G4
Moline	0	2	-	G4
Newport	0	2	-	G4
Scranton	0	2	-	G4
Belleville	0	2	-	G4
Bloomington	0	2	-	G4
Lansing	0	2	-	G4
Hagerstown	0	2	-	G4
Ft. Walton Beach	4	0	V2	-
Wilmington	2	0	G4	-
Total	104	129		

Source: Official Airline Guide, July 2013

Carrier Legend: G4 Allegiant Air, V2- Vision Airlines, AF- Arkefly

2014 Update Reference Guide

Table 8- 2013  
Orlando Sanford Airport (SFB)  
Summary of Domestic Airport Activity  
As of Summer 2013  
Historical Domestic Airport Activity for SFB is provided in Appendix B, Table 9

Activity by U.S. Region

US Region	<u>2012 Passenger Originations</u>		<u>2013 Weekly Departures</u>	
	Passenger	% of Total	Flights	% of Total
Northeast	134,328	20.3%	26	20.5%
Midwest	239,148	36.2%	45	35.4%
Southeast	99,932	15.1%	13	10.2%
Southwest	0	0.0%	0	0.0%
South Central	14,135	2.1%	7	5.5%
Mid South	90,845	13.8%	20	15.7%
North Central	81,060	12.3%	10	7.9%
Northwest	0	0.0%	0	0.0%
Florida Only	729	0.1%	6	4.7%
Total	660,177	100.0%	127	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled to Schedules T-100

Table 9 - 2013  
Tampa International Airport (TPA)  
Summary of Domestic Airport Activity  
As of Summer 2013  
Historical Domestic Airport Activity for TPA is provided in Appendix B, Table 10

Destinations Served	Weekly Departures		Carriers	
	2011	2013	2011	2013
Atlanta	133	144	DL(78), FL(55)	DL(89), FL(55)
New York (JFK)	49	63	B6(35), AA(7), DL(7)	B6(35), DL(14), AA(14)
Ft. Lauderdale	60	57	WN(46), NK(14)	WN(33), SL(17), NK(7)
Charlotte	56	56	US	US
Dallas/Ft Worth	49	53	AA	AA(49), NK(4)
Philadelphia	60	52	US(52), WN(8)	US(35), WN(9), FL(8)
Baltimore	61	48	WN(40), FL(21)	FL(31), WN(17)
Chicago (O'Hare)	42	43	AA(21), UA(21)	US(22), AA(21)
Miami	74	42	AA(42), DL(32)	AA
Newark	40	41	CO(33), B6(7)	US(34), B6(7)
New York (LaGuardia)	28	41	DL	DL(27), B6(14)
Washington (Reagan)	41	40	US(28), DL(13)	US(33), B6(7)
Chicago (Midway)	35	36	WN	WN(29), FL(7)
Houston (Bush)	35	35	CO	UA
Denver	35	29	UA(14), WN(14), F9(7)	WN(14), UA(8), F9(7)
Detroit	31	28	DL(28), NK(3)	DL
San Juan	28	28	B6(14), FL(14)	B6(21), WN(7)
Nashville	27	28	WN	WN
Raleigh	26	28	WN(19), DL(7)	WN(14), DL(7), FL(7)
Houston (Hobby)	27	27	WN	WN(20), FL(7)
New Orleans	20	27	WN	WN
Key West	25	25	CO(18), FL(7)	SL(18), WN(7)
Indianapolis	28	23	FL(14), WN9(14)	FL(14), WN(9)
Pittsburgh	15	22	WN	FL(13), WN(9)
Boston	21	21	B6	B6
Washington (Dulles)	21	20	UA	UA
Phoenix	30	19	US(17), WN(13)	US(12), WN(7)
West Palm Beach	26	18	WN	SL
Pensacola	21	18	CO	SL
Jacksonville	19	18	WN	SL
Gainesville	0	16	-	SL
Buffalo	14	15	WN	WN(8), FL(7)
Columbus	21	14	WN	FL(7), WN(7)
Long Island	20	14	WN	WN
Kansas City	15	14	WN	WN
Providence	15	14	WN	WN
Hartford	14	14	WN	WN
Cincinnati	14	14	DL	DL
Milwaukee	14	14	FL(7), WN(7)	FL(7), WN(7)
Minneapolis	14	14	DL	DL
Birmingham	14	14	WN	WN

Table 9 - 2013  
Tampa International Airport (TPA)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for TPA is provided in Appendix B, Table 10

Destinations Served	Weekly Departures		Carriers	
	2011	2013	2011	2013
St. Louis	14	14	WN	WN
Las Vegas	7	14	DL	WN
Manchester	14	8	WN	WN
Louisville	8	8	WN	WN
Akron	7	8	FL	FL
Dayton	1	8	FL	FL
Tallahassee	21	7	CO	SL
Las Angeles	14	7	WN	DL
Atlantic City	7	7	NK	NK
Albany	7	7	WN	WN
Austin	7	7	WN	WN
Westchester	7	7	B6	B6
Rochester	7	7	FL	WN
San Antonio	7	7	WN	WN
Cleveland	7	7	CO	UA
Flint	1	7	FL	WN
Memphis	14	5	DL	DL
Philadelphia (Trenton)	0	3	-	F9
Wilmington	0	2	-	F9
Grand Rapids	2	1	FL	FL
Norfolk	7	0	WN	-
Asheville	4	0	FL	-
Total	1,480	1,428		

Source: Official Airline Guide, July 2013

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, SL- Silver Airways

Table 9 - 2013  
Tampa International Airport (TPA)  
Summary of Domestic Airport Activity  
As of Summer 2013  
Historical Domestic Airport Activity for TPA is provided in Appendix B, Table 10

Activity by U.S. Region

US Region	2012 Passenger Originations		July 2013 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	2,232,170	28.0%	445	31.1%
Midwest	1,435,077	18.0%	237	16.6%
Southeast	1,941,412	24.3%	256	17.9%
Southwest	280,439	3.5%	40	2.8%
South Central	966,833	12.1%	158	11.0%
Mid South	325,097	4.1%	73	5.1%
North Central	128,422	1.6%	14	1.0%
Northwest	8,206	0.1%	0	0.0%
Florida Only	658,504	8.3%	209	14.6%
Total	7,976,160	100.0%	1,432	100.0%

Source: Official Airline Guide, July 2013 DOT, O&D Survey, reconciled to schedules T-100

2014 Update Reference Guide

Table 10 - 2013  
Sarasota-Bradenton International Airport (SRQ)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for SRQ is provided in Appendix B, Table 11

Destinations Served	Weekly Departures		Carriers	
	2011	2013	2011	2013
Atlanta	49	38	FL(14), DL(35)	DL
Charlotte	21	23	US	US
New York (La Guardia)	0	14	-	DL(7), B6(7)
Washington (Reagan)	7	7	US	US
New York (JFK)	7	7	B6	B6
Boston	1	7	B6	B6
Chicago (O'Hare)	0	7	-	UA
Chicago (Midway)	7	0	FL	-
Baltimore	2	0	FL	-
Milwaukee	1	0	FL	-
Total	96	103		

Source: Official Airline Guide, July 2013

Carrier Legend: B6- jetBlue, DL- Delta, FL- AirTran, US- US Airways, UA- United Airlines

2014 Update Reference Guide

Table 10 - 2013  
Sarasota-Bradenton International Airport (SRQ)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for SRQ is provided in Appendix B, Table 11

Activity by U.S. Region

US Region	<u>2012 Passenger Originations</u>		<u>July 2013 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	128,243	20.6%	35	34.0%
Midwest	71,743	11.5%	7	6.8%
Southeast	420,459	67.5%	61	59.2%
Southwest	28	0.0%	0	0.0%
South Central	138	0.0%	0	0.0%
Mid South	1,503	0.2%	0	0.0%
North Central	99	0.0%	0	0.0%
Northwest	3	0.0%	0	0.0%
Florida Only	1,003	0.2%	0	0.0%
Total	623,219	100.0%	103	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey reconciled to Schedules T-100

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Table 11 - 2013  
 St. Pete-Clearwater International Airport (PIE)  
 Summary of Domestic Airport Activity  
 As of Summer 2013  
 Historical Domestic Airport Activity for PIE is provided  
 in Appendix B, Table 12

Destinations Served	Weekly Departures		Carriers	
	2011	2013	2011	2013
Knoxville	5	5	G4	G4
Greenville	5	5	G4	G4
Huntington, WV	4	5	G4	G4
Gulfport, MS	3	5	V2	V2
Allentown, PA	4	4	G4	G4
Springfield, MO	4	4	G4	G4
South Bend, IN	3	4	G4	G4
Peoria, IL	4	3	G4	G4
Ft. Wayne, IN	3	3	G4	G4
Lexington	3	3	G4	G4
Plattsburgh, NY	3	3	G4	G4
Chattanooga	3	2	G4	G4
Des Moines	3	2	G4	G4
Tri-City, TN	3	2	G4	G4
Bangor, ME	2	2	G4	G4
Cedar Rapids, IA	2	2	G4	G4
Grand Rapids, MN	2	2	G4	G4
Greensboro	2	2	G4	G4
Moline, IL	2	2	G4	G4
Chicago (Rockford)	2	2	G4	G4
Roanoke, VA	2	2	G4	G4
Toledo, Ohio	2	2	G4	G4
Niagara Falls	0	2	-	G4
Harrisburg	0	2	-	G4
Youngstown, OH	2	2	G4	G4
Washington (Reagan)	0	1	-	UA
Houston (Bush)	0	1	-	UA
Orlando	0	1	-	UA
Chicago (Midway)	0	1	-	UA
Ft. Walton Beach	4	0	V2	-
Total	72	76		

Source: Official Airline Guide, July 2013

Carrier Legend: G4- Allegiant Air, V2- Vision Airlines, UA- United Airlines



2014 Update Reference Guide

Table 11 - 2013  
St. Pete-Clearwater International Airport (PIE)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for PIE is provided in Appendix B, Table 12

Activity by U.S. Region

US Region	<u>2012 Passenger Originations</u>		<u>July 2013 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	64,972	15.2%	13	17.3%
Midwest	193,635	45.4%	33	44.0%
Southeast	50,919	11.9%	10	13.3%
Southwest	0	0.0%	0	0.0%
South Central	242	0.1%	1	1.3%
Mid South	83,884	19.7%	13	17.3%
North Central	32,292	7.6%	4	5.3%
Northwest	62	0.0%	0	0.0%
Florida Only	106	0.0%	1	1.3%
Total	426,112	100.0%	75	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey reconciled to Schedules T-100

2014 Update Reference Guide

Table 12 - 2013  
Jacksonville International Airport (JAX)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for JAX is provided in Appendix B, Table 13

Destinations Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
Atlanta	112	108	DL(84), FL(28)	DL(80), FL(28)
Charlotte	49	55	US	US
Miami	49	40	AA	AA
Chicago	42	35	AA(21), UA(21)	UA(21), AA(14)
Washington Reagan	45	33	US(27), DL(18)	US
Dallas- Ft. Worth	28	28	AA	AA
New York (JFK)	21	28	B6	B6(21), DL(7)
Baltimore	28	27	WN	WN
Newark	11	27	CO	UA
Nashville	25	26	WN	WN
New York (LaGuardia)	21	25	DL	DL
Philadelphia	28	22	US(21), WN(7)	US
Houston (Bush)	35	21	CO	UA
Washington (Dulles)	28	21	UA	UA
Ft. Lauderdale	25	20	WN	WN
Tampa	19	18	WN	SL
Boston	14	14	B6	B6
Minneapolis	14	12	DL	DL
Houston (Hobby)	7	12	WN	WN
Detroit	13	7	DL	DL
Norfolk	13	7	WN	WN
Denver	7	7	WN	WN
Las Vegas	7	7	WN	WN
Chicago Midway	0	7	-	WN
San Juan	7	7	B6	B6
Cincinnati	14	6	DL	DL
Memphis	21	0	DL	-
Birmingham	7	0	WN	-
Total	690	620		

Source: Official Airline Guide, July 2013

Carrier Legend: AA- American Airlines, B6- jetBlue, CO- Continental, DL- Delta, FL- Airtran, UA- United, US- US Airways, WN- Southwest, SL- Silver Airways

2014 Update Reference Guide

Table 12 - 2013  
Jacksonville International Airport (JAX)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for JAX is provided in Appendix B, Table 13

Activity by U.S. Region

US Region	<u>2012 Passenger Originations</u>		<u>July 2013 Weekly Destinations</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	498,826	19.4%	196	31.7%
Midwest	177,359	6.9%	54	8.7%
Southeast	1,165,700	45.2%	177	28.6%
Southwest	43,132	1.7%	7	1.1%
South Central	295,357	11.5%	68	11.0%
Mid South	165,706	6.4%	26	4.2%
North Central	38,599	1.5%	12	1.9%
Northwest	1,387	0.1%	0	0.0%
Florida Only	190,918	7.4%	78	12.6%
Total	2,576,984	100.0%	618	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedule T-100

2014 Update Reference Guide

Table 13 - 2013  
Gainesville Regional Airport (GNV)  
Summary of Domestic Airport Activity  
As of Summer 2013  
Historical Domestic Airport Activity for GNV is provided  
in Appendix B, Table 14

Destinations Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
Atlanta	46	51	DL	DL(46), IS(5)
Charlotte	27	27	US	US
Tampa	0	16	-	SL
Miami	7	14	AA	AA
Orlando	0	8	-	SL
Total	80	116		

Source: Official Airline Guide

Carrier Legend: DL- Delta Airlines, US- US Airways, AA- American Airlines, SL-  
Silver Airways, IS- Island Airways

2014 Update Reference Guide

Table 13 - 2013  
Gainesville Regional Airport (GNV)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for GNV is provided in Appendix B, Table 14

Activity by U.S. Region

US Region	2012 Passenger Originations		July 2013 Weekly Departures	
	Passenger	% of Total	Flights	% of Total
Northeast	0	0.0%	0	0.0%
Midwest	749	0.4%	0	0.0%
Southeast	157,146	82.6%	78	67.2%
Southwest	90	0.0%	0	0.0%
South Central	232	0.1%	0	0.0%
Mid South	1,228	0.6%	0	0.0%
North Central	196	0.1%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	30,658	16.1%	38	32.8%
Total	190,299	100.0%	116	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey reconciled to Schedules T-100

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Table 14 - 2013  
Southwest Florida International Airport (RSW)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for RSW is provided in Appendix B, Table 15

Destinations Served	Weekly Departures		Carriers	
	2011	2013	2011	2013
Atlanta	78	85	DL(50), FL(28)	DL(56), FL(29)
Key West	37	47	9K	9K(33), SL(14)
Charlotte	28	28	US	US
New York (LaGuardia)	14	27	DL	DL(20), B6(7)
Chicago (Midway)	27	22	FL(7), WN(20)	WN(15), FL(7)
Baltimore	21	22	FL(7), WN(14)	WN(14), FL(8)
Newark	21	22	B6(7), CO(14)	UA(15), B6(7)
New York (Kennedy)	21	21	B6	B6
Philadelphia	21	21	WN(7), UA(14)	US(14), FL(7)
Dallas/Ft. Worth	7	21	AA	AA
Indianapolis	16	15	FL	FL
Houston	16	15	CO	UA
Detroit	25	14	NK(4), DL(21)	DL
Chicago (O'Hare)	14	14	AA(7), UA(7)	AA(7), UA(7)
Boston	14	14	B6	B6
Washington (Reagan)	9	14	US(2), FL(7)	US(7), FL(7)
Minneapolis/St. Paul	7	9	DL	DL(7), SY(2)
St. Louis	9	8	U5(2), WN(7)	WN
Milwaukee	8	8	FL	FL
Columbus	7	8	FL	FL
Pittsburgh	7	8	FL	FL
Orlando Intl.	26	7	WN	SL
Cincinnati	10	7	U5(3), DL(7)	DL
Westchester County, NY	10	7	G6	B6
Cleveland	9	7	U5(2), CO(7)	UA
Atlantic City	7	7	NK	NK
Philadelphia (Trenton)	0	2	-	F9
Denver	1	1	F9	F9
Miami	14	0	AA	-
Total	484	481		

Source: Official Airline Guide, July 2013

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, SL- Silver Airways, SY- Sun Country Airlines

2014 Update Reference Guide

Table 14 - 2013  
Southwest Florida International Airport (RSW)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for RSW is provided in Appendix B, Table 15

Activity by U.S. Region

US Region	2012 Passenger Origination		July 2013 Weekly Departures	
	Passengers	% of Total	Flights	% of Total
Northeast	1,133,150	32.3%	165	34.3%
Midwest	1,029,898	29.4%	103	21.4%
Southeast	840,427	24.0%	113	23.5%
Southwest	7,620	0.2%	0	0.0%
South Central	206,549	5.9%	37	7.7%
Mid South	12,946	0.4%	0	0.0%
North Central	163,315	4.7%	9	1.9%
Northwest	326	0.0%	0	0.0%
Florida Only	112,131	3.2%	54	11.2%
Total	3,506,362	100.0%	481	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

2014 Update Reference Guide

Table 15 - 2013  
Punta Gorda Airport (PGD)  
Summary of Domestic Airport Activity  
As of Summer 2013  
Historical Domestic Airport Activity for PGD is provided  
in Appendix B, Table 17

Destinations Served	Weekly Departure		Carrier	
	2011	2013	2011	2013
Lexington	2	4	G4	G4
Knoxville	2	3	G4	G4
Greenville	2	2	G4	G4
Fort Wayne	0	2	-	G4
Niagra Falls	0	2	-	G4
Plattsburgh	0	2	-	G4
Peoria	0	2	-	G4
South Bend	0	2	-	G4
Springfield	0	2	-	G4
Chicago (Rockford)	0	2	-	G4
Toledo	0	2	-	G4
Greensboro	2	0	G4	-
Ft. Walton Beach	2	0	V2	-
Total	10	25		

Source: Official Airline Guide, July 2013

Carrier Legend: G4- Allegiant Air, V2- Vision Airlines



2014 Update Reference Guide

Table 15 - 2013  
Punta Gorda Airport (PGD)  
Summary of Domestic Airport Activity  
As of Summer 2013  
Historical Domestic Airport Activity for PGD is provided in Appendix B, Table 17

Activity by U.S. Region

US Region	<u>2012 Passenger Originations</u>		<u>2013 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	22,915	23.0%	4	16.0%
Midwest	44,513	44.6%	16	64.0%
Southeast	14,714	14.7%	2	8.0%
Southwest	0	0.0%	0	0.0%
South Central	0	0.0%	0	0.0%
Mid South	15,737	15.8%	3	12.0%
North Central	0	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	1,948	2.0%	0	0.0%
Total	99,827	100.0%	25	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey reconciled form Schedule T-100

2014 Update Reference Guide

Table 16 - 2013  
Pensacola International Airport (PNS)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for PNS is provided in Appendix B, Table 18

Destinations Served	Weekly Departures		Carriers	
	2011	2013	2011	2013
Atlanta	76	77	DL(56), FL(20)	DL(56), FL(21)
Dallas/ Ft. Worth	42	49	AA	AA
Houston (G. Bush Intl)	35	34	CO	UA
Charlotte	27	21	US	US
Miami	14	21	AA	AA
Tampa	21	18	CO	SL
Orlando Intl.	18	18	CO	SL
Washington (Reagan)	0	8	-	US
Chicago (O'Hare)	7	7	UA	UA
Memphis	21	0	DL	-
Washington (Dulles)	14	0	UA	-
Total	275	253		

Source: Official Airline Guide, July 2013

Carrier Legend: DL- Delta Airline, FL- Air Tran Airways , US- US Airways, AA- American Airlines, UA- United, CO- Continental, SL- Silver Airways

2014 Update Reference Guide

Table 16 - 2013  
Pensacola International Airport (PNS)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for PNS is provided in Appendix B, Table 18

Activity by U.S. Region

US Region	<u>2012 Passenger Originations</u>		<u>July 2013 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	12	0.0%	8	3.2%
Midwest	8,639	1.2%	7	2.8%
Southeast	506,354	68.4%	98	38.7%
Southwest	84	0.0%	0	0.0%
South Central	143,498	19.4%	83	32.8%
Mid South	16,861	2.3%	0	0.0%
North Central	0	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	65,216	8.8%	57	22.5%
Total	740,664	100.0%	253	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled to Schedules T-100

2014 Update Reference Guide

Table 17 - 2013  
Tallahassee Regional Airport (TLH)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for TLH is provided  
in Appendix B, Table 19

Destination Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
Atlanta	66	61	DL	DL
Charlotte	27	28	US	US
Miami	14	20	AA	AA
Tampa	20	17	CO	SL
Dallas/Ft. Worth	7	7	AA	AA
Washington (Reagan)	0	6	-	US
Ft. Lauderdale	18	0	CO(12), DL(6)	-
Total	152	139		

Source: Official Airline Guide, July 2013

Carrier Legend: DL- Delta Airlines, US- US Airlines, AA- American Airlines, CO- Continental, SL- Silver Airways

2014 Update Reference Guide

Table 17 - 2013  
Tallahassee Regional Airport (TLH)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for TLH is provided in Appendix B, Table 19

Activity by U.S. Region

US Region	<u>2012 Passenger Originations</u>		<u>July 2013 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	770	0.2%	6	4.3%
Midwest	161	0.0%	0	0.0%
Southeast	249,538	75.4%	89	64.0%
Southwest	38	0.0%	0	0.0%
South Central	14,249	4.3%	7	5.0%
Mid South	501	0.2%	0	0.0%
North Central	154	0.0%	0	0.0%
Northwest	0	0.0%	0	0.0%
Florida Only	65,490	19.8%	37	26.6%
Total	330,901	100.0%	139	100.0%

Source: Official Airline Guide, July 2013; DOT, O&D Survey, reconciled from Schedules T-100

2014 Update Reference Guide

Table 18 - 2013  
Northwest Florida Regional Airport (VPS)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for VPS is provided in Appendix B, Table 20

Destinations Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
Atlanta	94	70	V2(10), DL(84)	DL
Dallas/Ft. Worth	40	50	AA	AA
Charlotte	28	23	US	US
Houston	22	29	CO	UA
Washington (Reagan)	0	8	-	US
Louisville	4	0	V2	-
Orlando(Sanford)	4	0	V2	-
Chattanooga	4	0	V2	-
St. Petersburg	3	0	V2	-
Knoxville TN	3	0	V2	-
Little Rock	3	0	V2	-
Tunica	3	0	V2	-
Asheville	2	0	V2	-
Ft. Lauderdale	2	0	V2	-
Las Vegas	2	0	V2	-
Lafayette	2	0	V2	-
Punta Gorda	2	0	V2	-
Shreveport	2	0	V2	-
St. Louis	2	0	V2	-
Greenville/Spartanburg	2	0	V2	-
Baton Rouge	1	0	V2	-
Columbia	1	0	V2	-
Huntsville/Decatur	1	0	V2	-
Total	227	180		

Source: Official Airline Guide, July 2013

Carrier Legend: DL- Delta Airlines, V2- Vision Airlines, CO- Continental, US-  
US Airways, AA- American Airlines

2014 Update Reference Guide

Table 18 - 2013  
Northwest Florida Regional Airport (VPS)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for VPS is provided in Appendix B, Table 20

Activity by U.S. Region

US Region	<u>2012 Passenger Originations</u>		<u>July 2013 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	349	0.1%	8	4.4%
Midwest	0	0.0%	0	0.0%
Southeast	256,586	68.9%	93	51.7%
Southwest	0	0.0%	0	0.0%
South Central	115,703	31.0%	79	43.9%
Mid South	3	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	372,641	100.0%	180	100.0%

Source: Official Airline Guide, July 2013; O&D Survey, reconciled to Schedules T-100

2014 Update Reference Guide

Table 19 - 2013  
 Northwest Florida Beaches International Airport (ECP)  
 Summary of Domestic Airport Activity  
 As of Summer 2013  
 Historical Domestic Airport Activity for ECP is provided  
 in Appendix B, Table 21

Served	Weekly Departures		Carrier	
	2011	2013	2011	2013
Atlanta	56	63	DL	DL
Houston	14	15	WN	WN
Baltimore	14	14	WN	WN
Nashville	14	14	WN	WN
St. Louis	0	7	-	WN
Orlando Intl.	14	0	WN	-
Memphis	14	0	DL	-
Total	126	113		

Source: Official Airline Guide, July 2013

Carrier Legend: DL- Delta Air Lines, WN- Southwest Airlines



2014 Update Reference Guide

Table 19 - 2013  
Northwest Florida Beaches International Airport (ECP)  
Summary of Domestic Airport Activity  
As of Summer 2013

Historical Domestic Airport Activity for ECP is provided in Appendix B, Table 21

Activity by U.S. Region

US Region	<u>2012 Passenger Originations</u>		<u>July 2013 Weekly Departures</u>	
	Passengers	% of Total	Flights	% of Total
Northeast	57,091	13.5%	14	12.4%
Midwest	21,420	5.1%	7	6.2%
Southeast	174,969	41.4%	63	55.8%
Southwest	347	0.1%	0	0.0%
South Central	70,624	16.7%	15	13.3%
Mid South	55,380	13.1%	14	12.4%
North Central	132	0.0%	0	0.0%
Northwest	34	0.0%	0	0.0%
Florida Only	42,589	10.1%	0	0.0%
Total	422,586	100.0%	113	100.0%

Source: Official Airline Guide, July 2013; DOT O&D Survey, reconciled to Schedules T-100

2014 Update Reference Guide  
Table 20 - 2013

Nonstop Service Summary

DOMESTIC SCHEDULED PASSENGER SERVICE  
AT FLORIDA AIRPORTS  
(for the second week of July 2013; sorted by weekly scheduled seats)  
Historical Domestic Scheduled Passenger Service data is  
provided in Appendix B, Table 22

Florida Origin Airport	Equipment Type	No. Destin. Served	Weekly Scheduled Departures	Weekly Scheduled Seats	Ave. Seats per Flight
<b>ALL FLORIDA AIRPORTS</b>		<b>127</b>	<b>9,915</b>	<b>1,286,581</b>	<b>129.8</b>
	Prop	3	70	602	8.6
	Turboprop	17	412	13,982	33.9
	RJ	42	1,668	103,910	62.3
	Jet	114	7,765	1,168,087	150.4
<b>SOUTHEAST FLORIDA</b>					
<b>Ft. Lauderdale</b>		<b>63</b>	<b>1,535</b>	<b>219,787</b>	<b>143</b>
	Turboprop	3	50	1,700	34
	RJ	11	93	9,134	98
	Jet	63	1,392	208,953	150
<b>Miami</b>		<b>51</b>	<b>1,587</b>	<b>214,034</b>	<b>135</b>
	Prop	1	4	12	3
	RJ	23	375	18,727	50
	Jet	34	1,208	195,295	162
<b>Palm Beach</b>		<b>18</b>	<b>382</b>	<b>50,679</b>	<b>133</b>
	Turboprop	1	18	595	33
	RJ	5	51	4,500	88
	Jet	14	313	45,584	146
<b>Key West</b>		<b>7</b>	<b>167</b>	<b>9,549</b>	<b>57</b>
	Prop	1	33	295	9
	Turboprop	3	48	1,646	34
	RJ	1	43	1,880	44
	Jet	4	43	5,728	133
<b>EAST CENTRAL FLORIDA</b>					
<b>Orlando</b>		<b>78</b>	<b>2,480</b>	<b>360,825</b>	<b>145</b>
	Turboprop	5	56	1,909	34
	RJ	14	110	9,992	91
	Jet	72	2,314	348,924	151
<b>Melbourne</b>		<b>2</b>	<b>48</b>	<b>5,166</b>	<b>108</b>
	RJ	1	20	1,000	50
	Jet	1	28	4,166	149
<b>Daytona Beach</b>		<b>2</b>	<b>59</b>	<b>6,974</b>	<b>118</b>
	RJ	1	25	1,691	68
	Jet	1	34	5,283	155
<b>Orlando-Sanford</b>		<b>44</b>	<b>128</b>	<b>21,685</b>	<b>169</b>
	Jet	44	128	21,685	169

## 2014 Update Reference Guide

Table 20 - 2013

## Nonstop Service Summary

Florida Origin Airport	Equipment Type	No. Destin. Served	Weekly Scheduled Departures	Seats	Ave. Seats per Flight
<b>WEST CENTRAL FLORIDA</b>					
<b>Tampa</b>		<b>61</b>	<b>1,432</b>	<b>190,989</b>	<b>133</b>
	Turboprop	7	120	4,080	34
	RJ	5	17	1,361	80
	Jet	56	1,295	185,548	143
<b>Sarasota</b>		<b>7</b>	<b>103</b>	<b>12,098</b>	<b>117.5</b>
	RJ	4	44	3,333	76
	Jet	3	59	8,765	149
<b>St. Petersburg</b>		<b>29</b>	<b>73</b>	<b>11,965</b>	<b>163.9</b>
	Jet	29	73	11,965	164
<b>NORTHEAST FLORIDA</b>					
<b>Jacksonville</b>		<b>26</b>	<b>617</b>	<b>65,095</b>	<b>105.5</b>
	Turboprop	1	18	595	33
	RJ	14	295	19,662	67
	Jet	13	304	44,838	147
<b>Gainesville</b>		<b>5</b>	<b>116</b>	<b>5,420</b>	<b>46.7</b>
	Turboprop	3	29	992	34
	RJ	3	87	4,428	51
<b>SOUTHWEST FLORIDA</b>					
<b>Southwest Florida</b>		<b>28</b>	<b>481</b>	<b>58,218</b>	<b>121.0</b>
	Prop	1	33	295	9
	Turboprop	2	21	711	34
	RJ	6	50	3,831	77
	Jet	25	377	53,381	142
<b>Punta Gorda</b>		<b>11</b>	<b>25</b>	<b>4,075</b>	<b>163</b>
	Jet	11	25	4,075	163
<b>NORTHWEST FLORIDA</b>					
<b>Pensacola</b>		<b>9</b>	<b>251</b>	<b>19,391</b>	<b>77.3</b>
	Turboprop	2	35	1,190	34
	RJ	7	140	7,610	54
	Jet	1	76	10,591	139
<b>Tallahassee</b>		<b>6</b>	<b>138</b>	<b>7,914</b>	<b>57.3</b>
	Turboprop	1	17	564	33
	RJ	5	114	6,273	55
	Jet	1	7	1,077	154
<b>Northwest Florida Beaches</b>		<b>5</b>	<b>114</b>	<b>11,997</b>	<b>105.2</b>
	RJ	1	44	2,258	51
	Jet	5	70	9,739	139
<b>Northwest Florida Regional</b>		<b>5</b>	<b>179</b>	<b>10,720</b>	<b>59.9</b>
	RJ	5	160	8,230	51
	Jet	1	19	2,490	131

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	Naples	Tallahassee	NW FL Reg	NW FL Beaches	Pensacola Gulf	Florida Total
Southwest	-	-	-	-	31	-	-	-	57	-	-	19	-	-	-	-	-	-	-	-	
Ft. Lauderdale	-	-	-	16	63	-	-	-	42	-	-	41	14	-	-	-	20	-	-	21	
Miami	-	-	-	43	-	-	-	-	18	-	-	-	-	-	-	4	-	-	-	-	
Palm Beach	-	-	-	-	7	-	-	-	26	-	-	-	-	47	-	-	-	-	-	-	
Key West	16	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
East Central	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Orlando	31	63	-	7	-	-	-	-	-	-	-	-	8	7	-	-	-	-	-	18	
Melbourne	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Daytona Beach	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Orlando-Sanford	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
West Central	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Tampa	56	42	18	25	-	-	-	-	-	-	-	18	16	-	-	-	17	-	-	18	
Sarasota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
St. Pete	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Northwest/North Central	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Jacksonville	20	41	-	-	-	-	-	-	18	-	-	-	-	-	-	-	-	-	-	-	
Gainesville	-	14	-	-	8	-	-	-	16	-	-	-	-	-	-	-	-	-	-	-	
Southwest	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Southwest FL	-	-	-	47	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Punta Gorda	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Northwest	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Tallahassee	-	20	-	-	-	-	-	-	17	-	-	-	-	-	-	-	-	-	-	-	
NW FL Reg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NW FL Beaches	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pensacola Gulf	-	21	-	-	18	-	-	-	18	-	-	-	-	-	-	-	-	-	-	-	
Total	123	250	18	128	135	-	-	-	212	-	-	78	38	54	-	4	37	-	-	57	

2014 Update Reference Guide  
Table 21 - 2013  
Florida Intrastate Service Matrix by Equipment Type  
Weekly Scheduled Flight Departures  
(July 2013)  
J= Jet, R= Regional Jet, T= Turboprop, P= Prop  
Historical Intrastate Service data is provided in Appendix B, Table 23

		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	Naples	Tallahassee	NW FL Reg	NW FL Beaches	Pensacola Gulf	Equipment Total	Florida Total	
Southeast																								
	J	-	-	-	-	14	-	-	-	40	-	-	19	-	-	-	-	-	-	-	-	73	123	
Ft. Lauderdale	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	16	17	-	-	-	17	-	-	-	-	-	-	-	-	-	-	-	50		
	J	-	-	-	-	63	-	-	-	42	-	-	-	-	-	-	-	-	-	-	-	105	248	
Miami	R	-	-	-	43	-	-	-	-	-	-	-	41	14	-	-	-	20	-	-	21	139		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	4	18	
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Palm Beach	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	18	-	-	-	-	-	-	-	-	-	-	-	18	139	
	J	-	-	-	-	7	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	14		
Key West	R	-	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43		
	T	16	-	-	-	-	-	-	-	19	-	-	-	-	14	-	-	-	-	-	-	49		
	P	-	-	-	-	-	-	-	-	-	-	-	-	-	33	-	-	-	-	-	-	33		
East Central																								
	J	14	63	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	134	
Orlando	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	17	-	-	-	-	-	-	-	-	-	-	8	7	-	-	-	-	-	18	50			
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	
Melbourne	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	
Daytona Beach	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	J	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	1	
Orlando-Sanford	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
West Central																								
	J	39	42	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	88	210	
Tampa	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	17	-	18	18	-	-	-	-	-	-	18	16	-	-	-	17	-	-	18	122			
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
Sarasota	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	J	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	
St. Pete	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Northeast/North Central																								
	J	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	79	
Jacksonville	R	-	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41		
	T	-	-	-	-	-	-	-	-	18	-	-	-	-	-	-	-	-	-	-	-	18		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	
Gainesville	R	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14		
	T	-	-	-	-	8	-	-	-	16	-	-	-	-	-	-	-	-	-	-	-	24		
Southwest																								
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	
Southwest FL	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	14	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21		
	P	-	-	-	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	
Punta Gorda	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Northwest																								
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	
Tallahassee	R	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20		
	T	-	-	-	-	-	-	-	-	17	-	-	-	-	-	-	-	-	-	-	-	17		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NW FL Reg	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	
NW FL Beaches	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	
Pensacola Gulf	R	-	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21		
	T	-	-	-	-	18	-	-	-	18	-	-	-	-	-	-	-	-	-	-	-	36		
	J	73	111	-	14	85	-	-	-	89	-	-	19	-	-	-	-	-	-	-	-	391	1,144	
Total	R	-	139	-	43	-	-	-	-	-	-	-	41	14	-	-	-	20	-	-	21	278		
	T	50	-	18	48	50	-	-	-	123	-	-	18	24	21	-	-	17	-	-	36	405		
	P	-	-	-	33	-	-	-	-	-	-	-	-	-	33	-	4	-	-	-	-	70		
Total		123	250	18	138	135	-	-	-	212	-	-	78	38	54	-	4	37	-	-	57	1,144		

Table 22 - 2013  
Weekly Scheduled International Flight Departures  
at all Florida Airports  
(July 2013)  
Historical International Service data is provided in Appendix B, Table 24

FLORIDA ORIGIN						
World Area	Destination Airport	Code	Weekly Departures	World Area	Destination Airport	Weekly Departures
<b>MIAMI TOTAL</b>			<b>1,472</b>			
<b>Caribbean/Atlantic</b>			<b>574</b>	<b>South America</b>		
Nassau, Bahamas	NAS	92		Caracas, Venezuela	CCS	51
Port Au Prince, Haiti	PAP	42		Lima, Peru	LIM	37
Grand Cayman Island, West Indies	GCM	36		Sao Paulo, Brazil	GRU	40
San Jose, Costa Rica	SJO	34		Buenos Aires, Argentina	EZE	35
Santo Domingo, Dominican Republic	SDQ	35		Quito, Ecuador	UIO	21
Freeport, Bahamas	FPO	28		Santiago, Chile	SCL	20
Punta Cana, Dominican Republic	PUJ	32		Guayaquil, Ecuador	GYE	14
Kingston, Jamaica	KIN	28		Cali, Colombia	CLO	14
Montego Bay, Jamaica	MBJ	21		Rio de Janeiro, Brazil	GIG	21
Port of Spain, Trinidad	POS	21		La Paz, Bolivia	LPB	14
Curacao, Curacao	CUR	34		Medellin, Colombia	MDE	21
Aruba, Aruba	AUA	24		Barranquilla, Colombia	BAQ	7
Barbados, Barbados	BGI	14		Cartagena, Colombia	CTG	7
Providenciales, Turks & Caicos Island	PLS	21		Manaus, Brazil	MAO	14
Santiago, Dominican Republic	STI	14		Maracaibo, Venezuela	MAR	7
St. Maarten, St. Maarten	SXM	14		Salvador, Brazil	SSA	5
George Town, Bahamas	GGT	8		Belo Horizonte, Brazil	CNF	10
Marsh Harbour, Bahamas	MHH	8		Barcelona, Venezuela	BLA	6
Antigua, West Indies	ANU	7		Montevideo, Uruguay	MVD	7
Bermuda, Bermuda	BDA	7		Bogota, Colombia	BOG	49
North Eleuthera, Bahamas	ELH	8		Brasilia, Brazil	BSB	11
St. Kitts, Leeward Island	SKB	9		Asuncion, Paraguay	ASU	4
St. Lucia, West Indies	UVF	7		Recife, Brazil	REC	5
Puerto Plata, Dominican Republic	POP	7		Cordoba, Argentina	OBD	1
Liberia, Costa Rica	LIR	7		Georgetown, Guyana	GEO	2
La Romana, Dominican Republic	LRM	7		<b>Europe</b>		
Grenada, Windward Island	GND	5		London, England	LHR	35
Bonaire, Bonaire	BON	1		Madrid, Spain	MAD	21
Cayman Brac, West Indies	CYB	1		Paris, France	CDG	17
Pointe-a-Pitre, Guadeloupe	PTP	1		Rome, Italy	FCO	7
Fort de France, Martinique	FDF	1		Frankfurt, Germany	FRA	7
<b>Mexico/Central America</b>			<b>293</b>	Zurich, Switzerland	ZRH	7
Mexico City, Mexico	MEX	70		Amsterdam, Netherlands	AMS	3
Panama City, Panama	PTY	56		Lisbon, Portugal	LIS	5
Cancun, Mexico	CUN	44		Dusseldorf, Germany	DUS	7
Guatemala City, Guatemala	GUA	27		Barcelona, Spain	BCN	7
Managua, Nicaragua	MGA	35		Berlin, Germany	TXL	5
San Salvador, El Salvador	SAL	14		<b>Canada</b>		
San Pedro Sula, Honduras	SAP	21		Toronto, Canada	YYZ	36
Belize, Belize	BZE	14		Montreal, Canada	YUL	21
Tegucigalpa, Honduras	TGU	7		<b>Asia</b>		
Merida, Mexico	MID	3		Moscow, Russia	DME	4
Roatan, Honduras	RTB	2				

Table 22 - 2013  
Weekly Scheduled International Flight Departures  
at all Florida Airports  
(July 2013)  
Historical International Service data is provided in Appendix B, Table 24

FLORIDA ORIGIN				FLORIDA ORIGIN							
World Area		Code	Weekly Departures	World Area		Code	Weekly Departures				
Destination Airport											
FT. LAUDERDALE TOTAL				ORLANDO TOTAL							
Caribbean/Atlantic				Caribbean/Atlantic							
Nassau, Bahamas		NAS	49	Nassau, Bahamas		NAS	19				
Freeport, Bahamas		FPO	26	Montego Bay, Jamaica		MBJ	14				
Kingston, Jamaica		KIN	27	Santo Domingo, Dominican Republic		SDQ	14				
Marsh Harbour, Bahamas		MHH	15	Marsh Harbour, Bahamas		MHH	8				
Santo Domingo, Dominican Republic		SDQ	21	Port of Spain, Trinidad		POS	3				
Port au Prince, Haiti		PAP	21	Kingston, Jamaica		KIN	2				
George Town, Bahamas		GGT	6	Aruba, Aruba		AUA	2				
Montego Bay, Jamaica		MBJ	13	Curacao, Curacao		CUR	3				
North Eleuthera, Bahamas		ELH	10	Mexico/Central America				68			
San Jose, Costa Rica		SJO	17	Panama City, Panama		PTY	28				
Governors Harbour, Bahamas		GHB	5	Mexico City, Mexico		MEX	21				
Port of Spain, Trinidad		POS	5	Cancun, Mexico		CUN	8				
Santiago, Dominican Republic		STI	3	San Jose, Costa Rico		SJO	7				
Treasure Cay, Bahamas		TCB	10	Guatemala City, Guatemala		GUA					
Bimini, Bahamas		BIM	12	San Salvador, El Salvador		SAL	4				
Punta Cana, Dominican Republic		PUJ	7	Veracruz, Mexico		VER					
Aruba, Aruba		AUA	6	South America				36			
St. Maarten, St Maarten		SXM	1	Sao Paulo, Brazil		GRU	14				
San Salvador, Bahamas		ZSA	1	Bogota, Columbia		BOG	21				
San Salvador, El Salvador		SAL	3	Quito, Ecuador		UIO	1				
Mexico/Central America				Europe				47			
Cancun, Mexico		CUN	14	London, England		LGW	24				
Guatemala City, Guatemala		GUA	5	Manchester, England		MAN	11				
Panama City, Panama		PTY	3	Frankfurt, Germany		FRA	7				
San Pedro Sula, Honduras		SAP	4	Paris, France		CDG					
Managua, Nicaragua		MGA	3	Dublin, Ireland		DUB	3				
Mexico City, Mexico		MEX	2	Glasgow, Scotland		GLA	2				
South America				Canada				46			
Bogota, Columbia		BOG	21	Toronto, Canada		YYZ	35				
Lima, Peru		LIM	7	Montreal, Canada		YUL	10				
Medellin, Columbia		MDE	12	Calgary, Canada		YYC	1				
Cartagena, Columbia		CTG	4	ORLANDO-SANFORD TOTAL				15			
Armenia, Columbia		AXM	2	Europe				15			
Europe				Manchester, England		MAN	5				
Frankfurt, Germany		FRA	3	London, England		LGW	2				
Canada				Glasgow, Scotland		GLA	3				
Toronto, Canada		YYZ	22	Bristol, England		BRS	1				
Montreal, Canada		YUL	19	Edinburgh, Scotland		EDI	1				
				Nottingham, England		NQT	1				
				Birmingham, England		BHX	1				
				Newcastle, England		NCL	1				
WEST PALM BEACH TOTAL				TAMPA TOTAL				25			
Caribbean/Atlantic				Caribbean/Atlantic				5			
Marsh Harbour, Bahamas		MHH	13	Grand Cayman Island, West Indies		GCM	5				
JACKSONVILLE TOTAL				Mexico/Central America				1			
Marsh Harbour, Bahamas		MHH	1	Cancun, Mexico		CUN	1				
SOUTHWEST FLORIDA INT. TOTAL				Europe				8			
Dusseldorf, Germany		DUS	3	London, England		LGW	7				
Toronto, Canada		YYZ	5	Zurich, Switzerland		ZRH	1				
				Canada				11			
				Toronto, Canada		YYZ	11				

<b>Florida Total</b>	<b>2,175</b>
Caribbean	916
South America	505
Central America	393
Europe	197
Canada	160
Asia	4

Source: Official Airline Guide, 2013

Table 23 - 2013  
Domestic Scheduled Commercial Service Comparison  
Florida Airports and other Selected US Airports  
Historical Domestic Scheduled Commercial Service Comparisons are provided in Appendix B, Table 25

		July 2013 Domestic Nonstop Service			
		Weekly Departing			
Airport	Code	2012 T-100 Domestic Enplanements	Flights	Seats	Dest. Served
<b>&gt; 10 million enplanements</b>					
Los Angeles	LAX	23,039,231	4,944	613,095	88
Orlando	MCO	15,282,835	2,479	344,494	78
Baltimore	BWI	10,843,798	2,216	279,205	61
Selected Airport Average:		16,388,621	3,213	412,265	
<b>5 - 10 million enplanements</b>					
Fort Lauderdale	FLL	9,689,222	1,538	209,292	63
Miami	MIA	9,277,273	1,585	200,690	51
Chicago (Midway)	MDW	9,242,071	1,956	293,386	68
Tampa	TPA	7,976,160	1,428	186,620	61
Washington(Dulles)	IAD	7,587,328	2,191	326,445	82
Selected Airport Average:		8,754,411	1,740	243,287	
<b>1 - 5 million enplanements</b>					
San Antonio	SAT	3,816,741	844	134,982	26
Southwest Florida	RSW	3,506,362	481	58,217	28
Palm Beach	PBI	2,752,457	382	49,979	18
Hartford (Bradley)	BDL	2,623,391	605	82,885	23
Jacksonville	JAX	2,576,984	620	64,045	26
Selected Airport Average:		3,055,187	586	78,022	24
<b>500,000 - 1 million enplanements</b>					
Greenville/Spartanburg	GSP	935,754	336	48,035	16
Madison	MSN	798,673	304	53,136	13
Pensacola	PNS	740,664	253	19,391	9
Orlando-Sanford	SFB	660,177	129	21,685	44
Sarasota	SRQ	623,219	103	12,098	7
Selected Airport Average:		751,697	225	30,869	18
<b>250,000 - 500,000 enplanements</b>					
Bozeman	BZN	433,738	172	8,602	12
St. Pete-Clearwater	PIE	426,112	76	11,965	29
Northwest Florida Beaches	ECP	422,586	113	11,997	5
Wilmington, NC	ILM	391,810	168	11,283	5
Northwest Florida Regional	VPS	372,641	180	10,720	5
Key West	EYW	370,568	168	9,548	7
Tallahassee	TLH	330,901	139	7,914	6
Daytona Beach	DAB	290,076	59	6,974	2
Selected Airport Average:		379,804	134	9,875	9
<b>100,000 - 250,000 enplanements</b>					
Bismarck, ND	BIS	238,905	84	6,745	5
Melbourne	MLB	215,202	48	5,166	2
Gainesville	GNV	190,299	116	5,420	5
Killeen, TX	GRK	169,107	94	7,415	3
Selected Airport Average:		203,378	86	6,187	4
<b>&lt; 100,000 enplanements</b>					
Punta Gorda	PGD	99,827	25	4,075	11
Pullman, WA	PUW	38,518	19	2,339	2
Longview, TX	GGG	18,786	14	2,080	1
Selected Airport Average:		52,377	19	2,831	5



2014 Update Reference Guide

Table 24  
Total Enplaned Passengers  
At Florida Airports, by Region  
(for the year ended December 31)

	2000	2001	2002	2003	2004	2005	2006
<b>Southeast Florida</b>	<b>27,913,400</b>	<b>27,330,856</b>	<b>26,539,814</b>	<b>27,056,270</b>	<b>29,069,936</b>	<b>30,509,354</b>	<b>30,743,327</b>
Ft. Lauderdale	7,938,971	8,217,203	8,517,527	8,971,774	10,409,265	11,178,489	10,760,668
Miami	16,756,422	15,876,629	15,007,693	14,778,901	15,078,614	15,493,812	16,266,826
Palm Beach	2,932,635	2,974,263	2,748,181	3,010,310	3,280,291	3,523,184	3,428,040
Key West	285,372	262,761	266,413	295,285	301,766	313,869	287,793
<b>East Central Florida</b>	<b>16,354,731</b>	<b>15,148,156</b>	<b>14,317,359</b>	<b>14,724,038</b>	<b>16,935,756</b>	<b>18,369,431</b>	<b>18,532,121</b>
Orlando	15,318,137	14,054,410	13,250,599	13,616,771	15,499,648	17,003,242	17,268,638
Melbourne	261,031	261,621	210,161	201,532	205,327	235,407	170,658
Daytone Beach	272,105	260,598	244,230	283,412	316,552	307,563	273,417
Orlando-Sanford	503,458	571,527	612,369	622,323	914,229	823,219	819,408
<b>West Central Florida</b>	<b>9,136,734</b>	<b>8,875,704</b>	<b>8,637,600</b>	<b>8,791,657</b>	<b>9,936,446</b>	<b>10,509,762</b>	<b>10,349,179</b>
Tampa	8,037,434	7,963,970	7,760,828	7,761,254	8,702,213	9,538,757	9,438,089
Sarasota	746,401	592,491	564,516	535,716	566,466	671,988	715,137
St. Pete-Clearwater	352,899	319,243	312,256	494,687	667,767	299,017	195,953
<b>Northeast Florida</b>	<b>2,784,611</b>	<b>2,664,127</b>	<b>2,610,861</b>	<b>2,566,076</b>	<b>2,621,158</b>	<b>3,056,935</b>	<b>3,136,571</b>
Jacksonville	2,639,615	2,542,975	2,475,755	2,441,349	2,479,945	2,883,609	2,976,712
Gainesville	144,996	121,152	135,106	124,727	141,213	173,326	159,859
<b>Southwest Florida</b>	<b>2,632,093</b>	<b>2,665,387</b>	<b>2,618,297</b>	<b>2,973,330</b>	<b>3,393,275</b>	<b>3,786,644</b>	<b>3,845,804</b>
SW FL International	2,632,093	2,665,387	2,618,297	2,973,330	3,393,275	3,786,644	3,845,804
Punta Gorda							
<b>Northwest Florida</b>	<b>1,584,680</b>	<b>1,516,180</b>	<b>1,726,385</b>	<b>1,789,183</b>	<b>1,912,521</b>	<b>1,991,829</b>	<b>1,849,355</b>
Pensacola	524,811	526,628	668,832	682,013	741,311	821,004	812,121
Tallahassee	468,703	427,892	543,914	560,885	580,510	576,104	495,549
NW FL Regional	411,596	388,275	342,183	359,219	395,012	404,783	365,045
NW FL Beaches Intl	179,570	173,385	171,456	187,066	195,688	189,938	176,640
<b>Florida Total</b>	<b>60,464,864</b>	<b>58,230,129</b>	<b>56,480,560</b>	<b>57,907,567</b>	<b>63,877,468</b>	<b>68,255,158</b>	<b>68,480,743</b>

2014 Update Reference Guide

Table 24

Total Enplaned Passengers  
At Florida Airports, by Region  
(for the year ended December 31)

	2007	2008	2009	2010	2011	2012	2013
<b>Southeast Florida</b>	<b>31,958,688</b>	<b>31,823,996</b>	<b>30,630,987</b>	<b>32,128,795</b>	<b>33,965,562</b>	<b>34,576,240</b>	<b>35,086,357</b>
Ft. Lauderdale	11,344,679	11,322,881	10,518,297	11,190,053	11,664,220	11,764,556	11,754,780
Miami	16,850,794	17,021,881	16,867,137	17,713,056	19,057,626	19,625,813	20,081,476
Palm Beach	3,488,937	3,248,432	3,010,981	2,936,763	2,904,588	2,811,687	2,848,432
Key West	274,278	230,802	234,572	288,923	339,128	374,184	401,669
<b>East Central Florida</b>	<b>19,566,758</b>	<b>19,168,922</b>	<b>17,994,893</b>	<b>18,473,892</b>	<b>18,991,332</b>	<b>19,116,470</b>	<b>18,889,671</b>
Orlando	18,171,473	17,802,164	16,816,971	17,453,907	17,708,307	17,690,508	17,355,004
Melbourne	144,816	151,061	115,897	184,410	213,675	224,024	223,353
Daytone Beach	354,826	299,645	213,065	254,009	283,453	300,076	305,096
Orlando-Sanford	889,643	916,052	848,960	581,566	785,897	901,862	1,006,218
<b>West Central Florida</b>	<b>10,736,677</b>	<b>10,269,231</b>	<b>9,576,927</b>	<b>9,428,781</b>	<b>9,485,110</b>	<b>9,536,074</b>	<b>9,582,095</b>
Tampa	9,579,029	9,142,879	8,511,240	8,368,499	8,409,647	8,462,645	8,477,966
Sarasota	783,964	755,162	677,419	672,238	658,929	640,458	595,604
St. Pete-Clearwater	373,684	371,190	388,268	388,044	416,534	432,971	508,525
<b>Northeast Florida</b>	<b>3,319,404</b>	<b>3,139,549</b>	<b>2,916,597</b>	<b>2,973,966</b>	<b>2,936,658</b>	<b>2,809,968</b>	<b>2,769,505</b>
Jacksonville	3,170,903	2,998,472	2,781,983	2,808,989	2,753,567	2,613,128	2,564,581
Gainesville	148,501	141,077	134,614	164,977	183,091	196,840	204,924
<b>Southwest Florida</b>	<b>4,055,744</b>	<b>3,868,551</b>	<b>3,784,693</b>	<b>3,881,350</b>	<b>3,963,780</b>	<b>3,819,231</b>	<b>4,037,180</b>
SW FL International	4,048,688	3,819,054	3,721,692	3,791,110	3,817,450	3,709,587	3,871,118
Punta Gorda	7,056	49,497	63,001	90,240	146,330	109,644	166,062
<b>Northwest Florida</b>	<b>1,883,892</b>	<b>1,746,887</b>	<b>1,606,098</b>	<b>1,773,527</b>	<b>1,970,173</b>	<b>1,924,883</b>	<b>1,883,375</b>
Pensacola	840,483	775,775	696,412	742,301	772,997	759,215	756,553
Tallahassee	471,819	411,870	367,075	335,489	316,853	342,504	348,524
NW FL Regional	401,930	391,365	386,724	370,534	447,242	383,981	370,261
NW FL Beaches Intl	169,660	167,877	155,887	325,203	433,081	439,183	408,037
<b>Florida Total</b>	<b>71,528,945</b>	<b>69,970,476</b>	<b>66,447,194</b>	<b>68,570,071</b>	<b>71,312,615</b>	<b>71,782,866</b>	<b>72,248,183</b>

Table 25 - 2013

Seasonal Comparison  
FORT LAUDERDALE INTERNATIONAL AIRPORT (FLL)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	6,153	897,636	6,459	946,933	5,126	748,613
Midwest	1,869	285,382	2,053	311,220	1,457	216,517
Southeast	2,226	344,402	2,275	357,643	2,241	335,220
Southwest	861	125,879	936	140,489	830	125,247
South Central	1,429	210,506	1,425	210,696	1,257	184,075
Mid South	360	51,068	405	57,658	322	46,754
North Central	163	24,659	190	30,007	62	9,910
Northwest	62	9,734	61	9,577	62	9,734
Florida Only	1,381	139,180	1,312	130,342	1,079	110,587
<b>TOTAL</b>	<b>14,504</b>	<b>2,088,446</b>	<b>15,116</b>	<b>2,194,565</b>	<b>12,436</b>	<b>1,786,657</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	42.4%	43.0%	42.7%	43.1%	41.2%	41.9%
Midwest	12.9%	13.7%	13.6%	14.2%	11.7%	12.1%
Southeast	15.3%	16.5%	15.1%	16.3%	18.0%	18.8%
Southwest	5.9%	6.0%	6.2%	6.4%	6.7%	7.0%
South Central	9.9%	10.1%	9.4%	9.6%	10.1%	10.3%
Mid South	2.5%	2.4%	2.7%	2.6%	2.6%	2.6%
North Central	1.1%	1.2%	1.3%	1.4%	0.5%	0.6%
Northwest	0.4%	0.5%	0.4%	0.4%	0.5%	0.5%
Florida Only	9.5%	6.7%	8.7%	5.9%	8.7%	6.2%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

2014 Update Reference Guide

Table 26 - 2013

Seasonal Comparison  
MIAMI INTERNATIONAL AIRPORT (MIA)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	3,987	606,078	4,024	605,333	3,867	590,305
Midwest	1,863	213,945	1,832	209,953	1,550	179,491
Southeast	2,448	277,058	2,440	281,537	2,377	267,395
Southwest	1,102	206,557	1,054	198,554	1,140	203,372
South Central	1,407	228,379	1,392	221,681	1,300	213,109
Mid South	544	51,995	571	55,469	607	59,748
North Central	183	26,959	213	32,117	124	18,440
Northwest	62	11,656	62	11,656	62	11,578
Florida Only	2,146	214,135	2,107	209,719	2,168	214,470
<b>TOTAL</b>	<b>13,742</b>	<b>1,836,762</b>	<b>13,695</b>	<b>1,826,019</b>	<b>13,195</b>	<b>1,757,908</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	29.0%	33.0%	29.4%	33.2%	29.3%	33.6%
Midwest	13.6%	11.6%	13.4%	11.5%	11.7%	10.2%
Southeast	17.8%	15.1%	17.8%	15.4%	18.0%	15.2%
Southwest	8.0%	11.2%	7.7%	10.9%	8.6%	11.6%
South Central	10.2%	12.4%	10.2%	12.1%	9.9%	12.1%
Mid South	4.0%	2.8%	4.2%	3.0%	4.6%	3.4%
North Central	1.3%	1.5%	1.6%	1.8%	0.9%	1.0%
Northwest	0.5%	0.6%	0.5%	0.6%	0.5%	0.7%
Florida Only	15.6%	11.7%	15.4%	11.5%	16.4%	12.2%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

2014 Update Reference Guide

Table 27 - 2013

Seasonal Comparison  
PALM BEACH INTERNATIONAL AIRPORT (PBI)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	2,590	355,014	3,096	427,902	1,881	255,952
Midwest	356	46,953	400	50,481	112	16,130
Southeast	1,037	162,377	1,095	171,413	921	135,283
Southwest	-	-	-	-	-	-
South Central	315	39,763	314	34,614	199	22,174
Mid South	-	-	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	149	16,349	147	4,998	152	5,168
<b>TOTAL</b>	<b>4,447</b>	<b>620,456</b>	<b>5,052</b>	<b>689,408</b>	<b>3,265</b>	<b>434,707</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	58.2%	57.2%	61.3%	62.1%	57.6%	58.9%
Midwest	8.0%	7.6%	7.9%	7.3%	3.4%	3.7%
Southeast	23.3%	26.2%	21.7%	24.9%	28.2%	31.1%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	7.1%	6.4%	6.2%	5.0%	6.1%	5.1%
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	3.4%	2.6%	2.9%	0.7%	4.7%	1.2%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 28 - 2013

Seasonal Comparison  
KEY WEST INTERNATIONAL AIRPORT (EYW)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	3	372	9	621	-	-
Midwest	-	-	-	-	-	-
Southeast	391	39,432	370	35,692	192	23,159
Southwest	-	-	-	-	-	-
South Central	-	-	-	-	-	-
Mid South	-	-	-	-	62	8,866
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	1,195	49,469	1,167	49,319	1,208	50,973
<b>TOTAL</b>	<b>1,589</b>	<b>89,273</b>	<b>1,546</b>	<b>85,632</b>	<b>1,462</b>	<b>82,998</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	0.2%	0.4%	0.6%	0.7%	0.0%	0.0%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	24.6%	44.2%	23.9%	41.7%	13.1%	27.9%
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%	4.2%	10.7%
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	75.2%	55.4%	75.5%	57.6%	82.6%	61.4%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 29 - 2013

Seasonal Comparison  
ORLANDO INTERNATIONAL AIRPORT (MCO)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	7,916	1,125,548	8,677	1,244,366	7,945	1,141,986
Midwest	3,605	520,963	4,139	596,425	3,501	490,985
Southeast	2,679	430,617	2,953	456,188	2,808	437,494
Southwest	1,048	170,650	1,090	174,987	1,042	175,613
South Central	2,023	301,843	2,332	346,291	2,252	335,604
Mid South	815	114,220	983	140,015	876	124,287
North Central	466	89,922	480	90,142	336	51,716
Northwest	80	12,560	79	13,173	79	13,118
Florida Only	1,067	159,470	1,025	140,067	1,180	147,652
TOTAL	19,699	2,925,793	21,758	3,201,654	20,019	2,918,455

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	40.2%	38.5%	39.9%	38.9%	39.7%	39.1%
Midwest	18.3%	17.8%	19.0%	18.6%	17.5%	16.8%
Southeast	13.6%	14.7%	13.6%	14.2%	14.0%	15.0%
Southwest	5.3%	5.8%	5.0%	5.5%	5.2%	6.0%
South Central	10.3%	10.3%	10.7%	10.8%	11.2%	11.5%
Mid South	4.1%	3.9%	4.5%	4.4%	4.4%	4.3%
North Central	2.4%	3.1%	2.2%	2.8%	1.7%	1.8%
Northwest	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%
Florida Only	5.4%	5.5%	4.7%	4.4%	5.9%	5.1%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 30 - 2013

Seasonal Comparison  
MELBOURNE REGIONAL AIRPORT (MLB)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	-	-	1	180	-	-
Midwest	-	-	-	-	-	-
Southeast	392	41,356	426	47,541	421	45,207
Southwest	-	-	-	-	-	-
South Central	-	-	-	-	-	-
Mid South	-	-	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	-	-	-	-	-	-
<b>TOTAL</b>	<b>392</b>	<b>41,356</b>	<b>427</b>	<b>47,721</b>	<b>421</b>	<b>45,207</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	0.0%	0.0%	0.2%	0.4%	0.0%	0.0%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	100.0%	100.0%	99.8%	99.6%	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%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013



Table 31 - 2013

Seasonal Comparison  
DAYTONA BEACH INTERNATIONAL AIRPORT (DAB)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	-	-	6	414	-	-
Midwest	-	-	-	-	-	-
Southeast	426	48,353	509	63,202	510	60,320
Southwest	-	-	-	-	-	-
South Central	-	-	-	-	-	-
Mid South	-	-	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	-	-	-	-	-	-
<b>TOTAL</b>	<b>426</b>	<b>48,353</b>	<b>515</b>	<b>63,616</b>	<b>510</b>	<b>60,320</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	0.0%	0.0%	1.2%	0.7%	0.0%	0.0%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	100.0%	100.0%	98.8%	99.3%	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%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 32 - 2013

Seasonal Comparison  
ORLANDO-SANFORD INTERNATIONAL AIRPORT (SFB)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	209	34,694	544	90,304	202	33,532
Midwest	329	54,614	428	71,048	329	54,614
Southeast	112	18,592	92	15,272	95	15,770
Southwest	-	-	-	-	-	-
South Central	13	2,158	-	-	43	7,138
Mid South	99	16,434	105	17,430	151	25,066
North Central	85	14,110	144	23,904	74	12,284
Northwest	-	-	-	-	-	-
Florida Only	33	7,590	36	8,280	54	12,420
<b>TOTAL</b>	<b>880</b>	<b>148,192</b>	<b>1,349</b>	<b>226,238</b>	<b>948</b>	<b>160,824</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	23.8%	23.4%	40.3%	39.9%	21.3%	20.9%
Midwest	37.4%	36.9%	31.7%	31.4%	34.7%	34.0%
Southeast	12.7%	12.5%	6.8%	6.8%	10.0%	9.8%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	1.5%	1.5%	0.0%	0.0%	4.5%	4.4%
Mid South	11.3%	11.1%	7.8%	7.7%	15.9%	15.6%
North Central	9.7%	9.5%	10.7%	10.6%	7.8%	7.6%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	3.8%	5.1%	2.7%	3.7%	5.7%	7.7%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

## 2014 Update Reference Guide

Table 33 - 2013

Seasonal Comparison  
TAMPA INTERNATIONAL AIRPORT (TPA)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	3,820	538,644	4,422	620,552	3,835	535,697
Midwest	2,197	307,286	2,795	389,864	1,939	270,648
Southeast	1,922	296,577	2,086	316,954	1,964	288,537
Southwest	325	50,348	377	56,978	345	50,188
South Central	1,390	201,220	1,420	207,192	1,351	194,157
Mid South	559	78,247	629	88,493	618	87,030
North Central	206	29,870	221	34,644	124	19,251
Northwest	-	-	-	-	-	-
Florida Only	1,931	168,911	1,896	156,191	1,830	149,756
<b>TOTAL</b>	<b>12,350</b>	<b>1,671,103</b>	<b>13,846</b>	<b>1,870,868</b>	<b>12,006</b>	<b>1,595,264</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	30.9%	32.2%	31.9%	33.2%	31.9%	33.6%
Midwest	17.8%	18.4%	20.2%	20.8%	16.2%	17.0%
Southeast	15.6%	17.7%	15.1%	16.9%	16.4%	18.1%
Southwest	2.6%	3.0%	2.7%	3.0%	2.9%	3.1%
South Central	11.3%	12.0%	10.3%	11.1%	11.3%	12.2%
Mid South	4.5%	4.7%	4.5%	4.7%	5.1%	5.5%
North Central	1.7%	1.8%	1.6%	1.9%	1.0%	1.2%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	15.6%	10.1%	13.7%	8.3%	15.2%	9.4%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

2014 Update Reference Guide

Table 34 - 2013

Seasonal Comparison  
SARASOTA INTERNATIONAL AIRPORT (SRQ)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	355	44,894	381	48,462	309	33,240
Midwest	81	12,139	102	15,451	62	7,822
Southeast	519	63,302	570	76,035	534	64,922
Southwest	-	-	-	-	-	-
South Central	-	-	-	-	-	-
Mid South	-	-	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	-	-	-	-	-	-
<b>TOTAL</b>	<b>955</b>	<b>120,335</b>	<b>1,053</b>	<b>139,948</b>	<b>905</b>	<b>105,984</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	37.2%	37.3%	36.2%	34.6%	34.1%	31.4%
Midwest	8.5%	10.1%	9.7%	11.0%	6.9%	7.4%
Southeast	54.3%	52.6%	54.1%	54.3%	59.0%	61.3%
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%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 35 - 2013

Seasonal Comparison  
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT (PIE)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	92	15,272	132	21,912	102	16,920
Midwest	203	33,698	301	49,980	240	39,812
Southeast	53	8,798	64	10,624	79	13,114
Southwest	-	-	-	-	-	-
South Central	-	-	-	-	2	308
Mid South	79	12,146	112	17,800	115	18,280
North Central	40	6,640	54	8,964	34	5,644
Northwest	-	-	-	-	-	-
Florida Only	-	-	9	1,692	2	305
<b>TOTAL</b>	<b>467</b>	<b>76,554</b>	<b>672</b>	<b>110,972</b>	<b>574</b>	<b>94,383</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	19.7%	19.9%	19.6%	19.7%	17.8%	17.9%
Midwest	43.5%	44.0%	44.8%	45.0%	41.8%	42.2%
Southeast	11.3%	11.5%	9.5%	9.6%	13.8%	13.9%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	0.0%	0.0%	0.0%	0.0%	0.3%	0.3%
Mid South	16.9%	15.9%	16.7%	16.0%	20.0%	19.4%
North Central	8.6%	8.7%	8.0%	8.1%	5.9%	6.0%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	0.0%	0.0%	1.3%	1.5%	0.3%	0.3%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 36 - 2013

Seasonal Comparison  
 JACKSONVILLE INTERNATIONAL AIRPORT (JAX)  
 As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	1,526	130,042	1,653	142,024	1,728	147,814
Midwest	390	29,133	430	32,753	469	32,882
Southeast	1,347	196,103	1,566	232,369	1,498	219,352
Southwest	36	4,962	53	7,549	41	5,863
South Central	616	65,681	635	68,677	591	67,122
Mid South	283	35,767	256	36,080	212	30,025
North Central	72	5,472	121	9,196	111	8,429
Northwest	-	-	-	-	-	-
Florida Only	655	48,052	658	49,994	680	46,847
<b>TOTAL</b>	<b>4,925</b>	<b>515,212</b>	<b>5,372</b>	<b>578,642</b>	<b>5,330</b>	<b>558,334</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	31.0%	25.2%	30.8%	24.5%	32.4%	26.5%
Midwest	7.9%	5.7%	8.0%	5.7%	8.8%	5.9%
Southeast	27.4%	38.1%	29.2%	40.2%	28.1%	39.3%
Southwest	0.7%	1.0%	1.0%	1.3%	0.8%	1.1%
South Central	12.5%	12.7%	11.8%	11.9%	11.1%	12.0%
Mid South	5.7%	6.9%	4.8%	6.2%	4.0%	5.4%
North Central	1.5%	1.1%	2.3%	1.6%	2.1%	1.5%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	13.3%	9.3%	12.2%	8.6%	12.8%	8.4%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 37 - 2013

Seasonal Comparison  
 GAINESVILLE REGIONAL AIRPORT (GNV)  
 As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	-	-	-	-	-	-
Midwest	-	-	-	-	-	-
Southeast	676	32,808	698	35,143	685	34,010
Southwest	-	-	-	-	-	-
South Central	-	-	-	-	-	-
Mid South	1	65	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	266	10,623	288	11,744	335	13,342
<b>TOTAL</b>	<b>943</b>	<b>43,496</b>	<b>986</b>	<b>46,887</b>	<b>1,020</b>	<b>47,352</b>

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	71.7%	75.4%	70.8%	75.0%	67.2%	71.8%
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	0.1%	0.1%	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	28.2%	24.4%	29.2%	25.0%	32.8%	28.2%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 38 - 2013

Seasonal Comparison  
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	2,266	310,944	2,960	403,080	1,406	182,771
Midwest	2,050	294,552	2,356	334,632	826	105,806
Southeast	1,078	164,552	1,211	189,895	963	138,137
Southwest	-	-	-	-	-	-
South Central	402	58,502	423	53,470	297	40,112
Mid South	26	3,718	51	7,083	-	-
North Central	337	58,167	392	71,498	80	12,188
Northwest	-	-	-	-	-	-
Florida Only	353	4,727	352	4,693	476	8,909
<b>TOTAL</b>	<b>6,512</b>	<b>895,162</b>	<b>7,745</b>	<b>1,064,351</b>	<b>4,048</b>	<b>487,923</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	34.8%	34.7%	38.2%	37.9%	34.7%	37.5%
Midwest	31.5%	32.9%	30.4%	31.4%	20.4%	21.7%
Southeast	16.6%	18.4%	15.6%	17.8%	23.8%	28.3%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	6.2%	6.5%	5.5%	5.0%	7.3%	8.2%
Mid South	0.4%	0.4%	0.7%	0.7%	0.0%	0.0%
North Central	5.2%	6.5%	5.1%	6.7%	2.0%	2.5%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	5.4%	0.5%	4.5%	0.4%	11.8%	1.8%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013



2014 Update Reference Guide

Table 39 - 2013

Seasonal Comparison  
PUNTA GORDAL AIRPORT (PGD)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	17	2,822	35	5,810	25	4,150
Midwest	93	15,438	130	21,580	119	19,754
Southeast	19	3,154	18	2,988	18	2,988
Southwest	-	-	-	-	-	-
South Central	-	-	-	-	-	-
Mid South	22	3,652	17	2,822	21	3,486
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	-	-	-	-	-	-
<b>TOTAL</b>	<b>151</b>	<b>25,066</b>	<b>200</b>	<b>33,200</b>	<b>183</b>	<b>30,378</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	11.3%	11.3%	17.5%	17.5%	13.7%	13.7%
Midwest	61.6%	61.6%	65.0%	65.0%	65.0%	65.0%
Southeast	12.6%	12.6%	9.0%	9.0%	9.8%	9.8%
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	14.6%	14.6%	8.5%	8.5%	11.5%	11.5%
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%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

2014 Update Reference Guide

Table 40 - 2013

Seasonal Comparison  
PENSACOLA INTERNATIONAL AIRPORT (PNS)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	185	9,250	150	7,500	68	3,400
Midwest	22	1,100	61	3,050	45	2,250
Southeast	787	93,975	823	103,834	851	106,850
Southwest	-	-	-	-	-	-
South Central	553	27,332	620	30,490	708	35,400
Mid South	-	-	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	434	17,684	477	19,146	488	19,518
<b>TOTAL</b>	<b>1,981</b>	<b>149,341</b>	<b>2,131</b>	<b>164,020</b>	<b>2,160</b>	<b>167,418</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	9.3%	6.2%	7.0%	4.6%	3.1%	2.0%
Midwest	1.1%	0.7%	2.9%	1.9%	2.1%	1.3%
Southeast	39.7%	62.9%	38.6%	63.3%	39.4%	63.8%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	27.9%	18.3%	29.1%	18.6%	32.8%	21.1%
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	21.9%	11.8%	22.4%	11.7%	22.6%	11.7%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

2014 Update Reference Guide

Table 41 - 2013

Seasonal Comparison  
TALLAHASSEE REGIONAL AIRPORT (TLH)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	116	5,800	91	4,550	51	2,550
Midwest	-	-	-	-	-	-
Southeast	713	47,010	734	48,434	771	50,345
Southwest	-	-	-	-	-	-
South Central	62	3,100	122	5,932	65	3,250
Mid South	-	-	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	476	18,644	481	20,292	317	13,578
<b>TOTAL</b>	<b>1,367</b>	<b>74,554</b>	<b>1,428</b>	<b>79,208</b>	<b>1,204</b>	<b>69,723</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	8.5%	7.8%	6.4%	5.7%	4.2%	3.7%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	52.2%	63.1%	51.4%	61.1%	64.0%	72.2%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	4.5%	4.2%	8.5%	7.5%	5.4%	4.7%
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	34.8%	25.0%	33.7%	25.6%	26.3%	19.5%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 42 - 2013

Seasonal Comparison  
 NORTHWEST FLORIDA REGIONAL AIRPORT (VPS)  
 As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	68	3,400	70	3,500	64	3,200
Midwest	-	-	-	-	-	-
Southeast	681	43,058	837	54,522	808	56,523
Southwest	-	-	-	-	-	-
South Central	392	19,600	480	23,658	659	32,950
Mid South	-	-	-	-	-	-
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	-	-	-	-	-	-
<b>TOTAL</b>	<b>1,141</b>	<b>66,058</b>	<b>1,387</b>	<b>81,680</b>	<b>1,531</b>	<b>92,673</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	6.0%	5.1%	5.0%	4.3%	4.2%	3.5%
Midwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southeast	59.7%	65.2%	60.3%	66.8%	52.8%	61.0%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	34.4%	29.7%	34.6%	29.0%	43.0%	35.6%
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%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 43 - 2013

Seasonal Comparison  
NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT (ECP)  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	65	9,040	99	13,863	104	14,740
Midwest	-	-	53	7,399	41	5,665
Southeast	346	34,794	492	43,219	549	44,470
Southwest	-	-	-	-	-	-
South Central	121	16,529	135	18,753	130	18,056
Mid South	118	16,451	122	16,855	123	17,309
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	-	-	-	-	-	-
<b>TOTAL</b>	<b>650</b>	<b>76,814</b>	<b>901</b>	<b>100,089</b>	<b>947</b>	<b>100,240</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	10.0%	11.8%	11.0%	13.9%	11.0%	14.7%
Midwest	0.0%	0.0%	5.9%	7.4%	4.3%	5.7%
Southeast	53.2%	45.3%	54.6%	43.2%	58.0%	44.4%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	18.6%	21.5%	15.0%	18.7%	13.7%	18.0%
Mid South	18.2%	21.4%	13.5%	16.8%	13.0%	17.3%
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%	0.0%	0.0%	0.0%	0.0%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 44 - 2013

Seasonal Comparison  
SOUTHEAST FLORIDA REGION  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	12,733	1,859,100	13,588	1,980,789	10,874	1,594,870
Midwest	4,088	546,280	4,285	571,654	3,119	412,138
Southeast	6,102	823,269	6,180	846,285	5,731	761,057
Southwest	1,963	332,436	1,990	339,043	1,970	328,619
South Central	3,151	478,648	3,131	466,991	2,756	419,358
Mid South	904	103,063	976	113,127	991	115,368
North Central	346	51,618	403	62,124	186	28,350
Northwest	124	21,390	123	21,233	124	
Florida Only	4,871	419,133	4,733	394,378	4,607	381,198
TOTAL	34,282	4,634,937	35,409	4,795,624	30,358	4,040,958

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	37.1%	40.1%	38.4%	41.3%	35.8%	39.5%
Midwest	11.9%	11.8%	12.1%	11.9%	10.3%	10.2%
Southeast	17.8%	17.8%	17.5%	17.6%	18.9%	18.8%
Southwest	5.7%	7.2%	5.6%	7.1%	6.5%	8.1%
South Central	9.2%	10.3%	8.8%	9.7%	9.1%	10.4%
Mid South	2.6%	2.2%	2.8%	2.4%	3.3%	2.9%
North Central	1.0%	1.1%	1.1%	1.3%	0.6%	0.7%
Northwest	0.4%	0.5%	0.3%	0.4%	0.4%	0.0%
Florida Only	14.2%	9.0%	13.4%	8.2%	15.2%	9.4%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 45 - 2013

Seasonal Comparison  
EAST CENTRAL FLORIDA REGION  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	8,125	1,160,242	9,228	1,335,264	8,147	1,175,518
Midwest	3,934	575,577	4,567	667,473	3,830	545,599
Southeast	3,609	538,918	3,980	582,203	3,834	558,791
Southwest	1,048	170,650	1,090	174,987	1,042	175,613
South Central	2,036	304,001	2,332	346,291	2,295	342,742
Mid South	914	130,654	1,088	157,445	1,027	149,353
North Central	551	104,032	624	114,046	410	64,000
Northwest	80	12,560	79	13,173	79	13,118
Florida Only	1,100	167,060	1,061	148,347	1,234	160,072
TOTAL	21,397	3,163,694	24,049	3,539,229	21,898	3,184,806

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	38.0%	36.7%	38.4%	37.7%	37.2%	36.9%
Midwest	18.4%	18.2%	19.0%	18.9%	17.5%	17.1%
Southeast	16.9%	17.0%	16.5%	16.4%	17.5%	17.5%
Southwest	4.9%	5.4%	4.5%	4.9%	4.8%	5.5%
South Central	9.5%	9.6%	9.7%	9.8%	10.5%	10.8%
Mid South	4.3%	4.1%	4.5%	4.4%	4.7%	4.7%
North Central	2.6%	3.3%	2.6%	3.2%	1.9%	2.0%
Northwest	0.4%	0.4%	0.3%	0.4%	0.4%	0.4%
Florida Only	5.1%	5.3%	4.4%	4.2%	5.6%	5.0%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 46 - 2013

Seasonal Comparison  
WEST CENTRAL FLORIDA REGION  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	4,267	598,810	4,935	690,926	4,246	585,857
Midwest	2,481	353,123	3,198	455,295	2,241	318,282
Southeast	2,494	368,677	2,720	403,613	2,577	366,573
Southwest	325	50,348	377	56,978	345	50,188
South Central	1,390	201,220	1,420	207,192	1,353	194,465
Mid South	638	90,393	741	106,293	733	105,310
North Central	246	36,510	275	43,608	158	24,895
Northwest	-	-	-	-	-	-
Florida Only	1,931	168,911	1,905	157,883	1,832	150,061
<b>TOTAL</b>	<b>13,772</b>	<b>1,867,992</b>	<b>15,571</b>	<b>2,121,788</b>	<b>13,485</b>	<b>1,795,631</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	31.0%	32.1%	31.7%	32.6%	31.5%	32.6%
Midwest	18.0%	18.9%	20.5%	21.5%	16.6%	17.7%
Southeast	18.1%	19.7%	17.5%	19.0%	19.1%	20.4%
Southwest	2.4%	2.7%	2.4%	2.7%	2.6%	2.8%
South Central	10.1%	10.8%	9.1%	9.8%	10.0%	10.8%
Mid South	4.6%	4.8%	4.8%	5.0%	5.4%	5.9%
North Central	1.8%	2.0%	1.8%	2.1%	1.2%	1.4%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	14.0%	9.0%	12.2%	7.4%	13.6%	8.4%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013



Table 47 - 2013

Seasonal Comparison  
NORTHEAST FLORIDA REGION  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	1,526	130,042	1,653	142,024	1,728	147,814
Midwest	390	29,133	430	32,753	469	32,882
Southeast	2,023	228,911	2,264	267,512	2,183	253,362
Southwest	36	4,962	53	7,549	41	5,863
South Central	616	65,681	635	68,677	591	67,122
Mid South	284	35,832	256	36,080	212	30,025
North Central	72	5,472	121	9,196	111	8,429
Northwest	-	-	-	-	-	-
Florida Only	921	58,675	946	61,738	1,015	60,189
<b>TOTAL</b>	<b>5,868</b>	<b>558,708</b>	<b>6,358</b>	<b>625,529</b>	<b>6,350</b>	<b>605,686</b>

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	26.0%	23.3%	26.0%	22.7%	27.2%	24.4%
Midwest	6.6%	5.2%	6.8%	5.2%	7.4%	5.4%
Southeast	34.5%	41.0%	35.6%	42.8%	34.4%	41.8%
Southwest	0.6%	0.9%	0.8%	1.2%	0.6%	1.0%
South Central	10.5%	11.8%	10.0%	11.0%	9.3%	11.1%
Mid South	4.8%	6.4%	4.0%	5.8%	3.3%	5.0%
North Central	1.2%	1.0%	1.9%	1.5%	1.7%	1.4%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	15.7%	10.5%	14.9%	9.9%	16.0%	9.9%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 48 - 2013

Seasonal Comparison  
SOUTHWEST FLORIDA REGION  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	2,283	313,766	2,995	408,890	1,431	186,921
Midwest	2,143	309,990	2,486	356,212	945	125,560
Southeast	1,097	167,706	1,229	192,883	981	141,125
Southwest	-	-	-	-	-	-
South Central	402	58,502	423	53,470	297	40,112
Mid South	48	7,370	68	9,905	21	3,486
North Central	337	58,167	392	71,498	80	12,188
Northwest	-	-	-	-	-	-
Florida Only	353	4,727	352	4,693	476	8,909
TOTAL	6,663	920,228	7,945	1,097,551	4,231	518,301

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	34.3%	34.1%	37.7%	37.3%	33.8%	36.1%
Midwest	32.2%	33.7%	31.3%	32.5%	22.3%	24.2%
Southeast	16.5%	18.2%	15.5%	17.6%	23.2%	27.2%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	6.0%	6.4%	5.3%	4.9%	7.0%	7.7%
Mid South	0.7%	0.8%	0.9%	0.9%	0.5%	0.7%
North Central	5.1%	6.3%	4.9%	6.5%	1.9%	2.4%
Northwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Florida Only	5.3%	0.5%	4.4%	0.4%	11.3%	1.7%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

Table 49 - 2013

Seasonal Comparison  
NORTHWEST FLORIDA REGION  
As of Summer 2013

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	434	27,490	410	29,413	287	23,890
Midwest	22	1,100	114	10,449	86	7,915
Southeast	2,527	218,837	2,886	250,009	2,979	258,188
Southwest	-	-	-	-	-	-
South Central	1,128	66,561	1,357	78,833	1,562	89,656
Mid South	118	16,451	122	16,855	123	17,309
North Central	-	-	-	-	-	-
Northwest	-	-	-	-	-	-
Florida Only	910	36,328	958	39,438	805	33,096
TOTAL	5,139	366,767	5,847	424,997	5,842	430,054

US Region	Winter		Spring		Summer	
	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats	Flight Frequency	Departing Seats
Northeast	8.4%	7.5%	7.0%	6.9%	4.9%	5.6%
Midwest	0.4%	0.3%	1.9%	2.5%	1.5%	1.8%
Southeast	49.2%	59.7%	49.4%	58.8%	51.0%	60.0%
Southwest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South Central	21.9%	18.1%	23.2%	18.5%	26.7%	20.8%
Mid South	2.3%	4.5%	2.1%	4.0%	2.1%	4.0%
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	17.7%	9.9%	16.4%	9.3%	13.8%	7.7%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Official Airline Guide, 2013

Winter months represent December 2012 and January 2013, while spring months represent March and April 2013, and Summer months represent July and August 2013

# Supplemental Data and Analysis Report

## Supplemental Data and Analysis Report

The State of Florida has one of the most robust and dynamic aviation systems in the world. Florida boasts 19 commercial service airports and is home to multiple international passenger and freight hubs. This supplemental data analysis section highlights key aspects of Florida's air service market, including its ranking among other states related to domestic and international service and key market indicators. This report consists of four primary sections:

- Domestic service
- International service
- Key market indicators
- Freight and mail

### Domestic Bookings to Florida and Select Airports

Based on domestic bookings, Florida was the second most popular destination in 2013, with over 43.5 million bookings from other states during the year. This represents 10.7 percent of the over 407.6 million total U.S. domestic bookings made in 2013. **Table 1** provides a breakdown of the top 10 destination states based on domestic bookings. These figures do not include intrastate or international bookings.

Table 1  
Top Ten Domestic Destination States in 2013

State	Number of Bookings	Percent of Domestic Total
California	46,053,079	11.30%
<b>Florida</b>	<b>43,534,503</b>	<b>10.68%</b>
New York	34,539,114	8.47%
Texas	28,524,674	7.00%
Illinois	21,244,688	5.21%
Nevada	15,937,339	3.91%
Colorado	14,293,456	3.51%
Georgia	13,653,889	3.35%
Arizona	12,521,621	3.07%
Washington	12,407,426	3.04%

Source: Official Airline Guide, Traffic Analyzer

As shown in **Table 1**, Florida receives a significant percentage of domestic bookings. Though Florida receives over 10 percent of all domestic bookings, commercial service in Florida is heavily concentrated at seven airports throughout the state. These seven airports, listed in **Table 2**, receive 90.1 percent of bookings made to Florida from other states. The remaining 12 Florida commercial service airports combined receive the other 9.9 percent.

**Table 2**  
**Florida Airport Destination Ranks in 2013**

<b>Airport</b>	<b>Number of Bookings</b>	<b>Percent of State Total</b>
Orlando (MCO)	12,458,913	28.6%
Fort Lauderdale-Hollywood (FLL)	7,777,511	17.9%
Tampa (TPA)	6,498,129	14.9%
Miami (MIA)	4,569,571	10.5%
Southwest Florida (RSW)	3,260,018	7.5%
Palm Beach (PBI)	2,545,357	5.8%
Jacksonville (JAX)	2,131,562	4.9%

Source: Official Airline Guide, Traffic Analyzer

Florida's airports are served with flights from all regions of the United States, though certain regions and markets contain a much larger share than others. Most notably, states in the Northeast, including New York, Massachusetts, and Maryland; the Southeast including Georgia and Washington, D.C.; and Midwest, including Illinois and Michigan, generate a large percentage of the total number of bookings. **Table 3** shows the top 10 routes with destinations at Florida airports.

**Table 3**  
**Top Ten Domestic Routes Serving Florida Airports in 2013**

<b>Domestic Origin Region</b>	<b>Route</b>	<b>Total Passengers</b>
Northeast	LaGuardia (LGA)-Fort Lauderdale-Hollywood (FLL)	642,534
Northeast	John F. Kennedy (JFK)-Orlando (MCO)	578,855
Northeast	LaGuardia (LGA)-Miami (MIA)	562,829
Northeast	Newark Liberty (EWR)-Orlando (MCO)	507,502
Northeast	Philadelphia (PHL)- Orlando (MCO)	427,837
Southeast	Hartsfield-Jackson Atlanta (ATL)- Fort Lauderdale-Hollywood (FLL)	420,537
Northeast	LaGuardia (LGA)- Orlando (MCO)	418,507
Northeast	John F. Kennedy (JFK)- Fort Lauderdale-Hollywood (FLL)	412,212
Northeast	Boston Logan (BOS)-Orlando (MCO)	411,847
Northeast	BWI- Fort Lauderdale-Hollywood (FLL)	376,628

Source: Official Airline Guide, Traffic Analyzer

The top seven Florida airports, as shown in **Table 2**, represent the final destination of the 143 most popular domestic routes with destinations at Florida airports.

## Overall Domestic Booking Summary

Tables 4 and 5 show the top 10 states in terms of the number of passengers that traveled to and from Florida airports in 2012.

**Table 4**  
**Top Ten States for Passenger Travel to Florida Airports from other States in 2012**

Origination State	Number of Passengers
Georgia	7,867,073
New York	6,827,034
Texas	4,530,757
Illinois	3,165,811
North Carolina	3,141,595
New Jersey	2,853,261
Pennsylvania	2,577,656
Virginia	2,554,971
Michigan	1,884,330
Massachusetts	1,725,206

Source: USDOT T-100 Domestic Market, All Carriers

**Table 5**  
**Top Ten States for Passenger Travel from Florida Airports to Another State in 2012**

Destination State	Number of Passengers
Georgia	7,873,928
New York	6,774,913
Texas	4,580,011
Illinois	3,174,845
North Carolina	3,131,323
New Jersey	2,849,066
Pennsylvania	2,609,111
Virginia	2,557,394
Michigan	1,882,542
Massachusetts	1,723,987

Source: USDOT T-100 Domestic Market, All Carriers

## International Bookings to Florida and Select Airports

Florida receives the third highest number of bookings from international destinations when compared to other states. In 2013, Florida commercial service airports had nearly 12.8 million bookings from international locations. This represents 15.87 percent of all bookings made to the United States from international locations. **Table 6** provides a summary of the top 10 states with respect to the number of bookings made to that state from an international location in 2013.

**Table 6**  
**Top Ten International Destination States in 2013**

State	Number of Bookings	Percent of National Total
New York	17,190,494	21.34%
California	13,569,187	16.85%
<b>Florida</b>	<b>12,783,518</b>	<b>15.87%</b>
Texas	4,623,736	5.74%
Illinois	3,862,991	4.80%
Washington, D.C.	3,272,898	4.06%
Massachusetts	2,803,260	3.48%
Hawaii	2,532,751	3.14%
Nevada	2,212,231	2.75%
Georgia	1,743,525	2.16%

Source: Official Airline Guide, Traffic Analyzer

As shown in **Table 6**, Florida receives a significant percentage of international bookings. Though Florida receives over 15 percent of all international bookings, international service in Florida is heavily concentrated at five airports throughout the state. These five airports, listed in **Table 7**, received 94.6 percent of bookings made to Florida from international locations in 2013. The remaining 14 commercial service airports combine to receive the remaining 5.4 percent.

**Table 7**  
**Florida Airport Destination Rank in 2013**

Airport	Total Bookings	Percent of Florida Total
Miami	6,038,250	47.23%
Orlando	3,181,339	24.89%
Fort Lauderdale-Hollywood	1,918,599	15.01%
Tampa	732,989	5.73%
Southwest Florida	222,221	1.74%

Source: Official Airline Guide, Traffic Analyzer



Florida's airports are served with flights from all over the world. **Table 8** shows the top 10 international routes that serve Florida airports. A majority of the service to Florida from international destinations is concentrated in Canada, the United Kingdom, the Caribbean, and Central and South America.

**Table 8**  
**Top Ten International Routes Serving Florida Airports in 2013**

International Origin Region	Route	Total
Caribbean (Puerto Rico)	Luis Munoz Marin (SJU)-Orlando (MCO)	353,061
South America (Venezuela)	Simon Bolivar (CCS)-Miami (MIA)	281,136
South America (Argentina)	Ministro Pistarini (EZE)- Miami (MIA)	268,212
Caribbean (Puerto Rico)	Luis Munoz Marin (SJU)-Fort Lauderdale-Hollywood (FLL)	257,138
Europe (United Kingdom)	Gatwick (LGW)-Orlando (MCO)	240,909
Central America (Mexico)	Benito Juarez (MEX)- Miami (MIA)	235,021
South America (Brazil)	Sao Paulo (GRU)- Miami (MIA)	220,751
Europe (United Kingdom)	London Heathrow (LHR)- Miami (MIA)	172,919
South America (Peru)	Jorge Chavez (LIM)- Miami (MIA)	154,593
Europe (United Kingdom)	Manchester (MAN)-Orlando (MCO)	153,301

Source: Official Airline Guide, Traffic Analyzer

### Overall International Booking Summary

**Tables 9 and 10** show the top 10 countries of origination with regards to the number of passengers coming to and leaving Florida airports for the year 2012.

**Table 9**  
**Top Ten Countries of Origination for Passenger Travel to Florida Airports from International Locations in 2012**

Country	Number of Passengers
Canada	1,569,123
United Kingdom	1,273,500
Brazil	1,007,608
Mexico	826,615
Colombia	817,434
The Bahamas	660,467
Dominican Republic	635,439
Jamaica	584,616
Venezuela	504,112
Panama	482,875

Source: USDOT T-100 International Market

**Table 10**  
**Top Ten Countries for Passenger Travel From Florida Airports to International Locations in 2012**

Country	Number of Passengers
Canada	1,547,363
United Kingdom	1,280,800
Brazil	1,029,419
Mexico	823,679
Colombia	810,837
The Bahamas	656,337
Dominican Republic	634,312
Jamaica	578,087
Venezuela	493,140
Panama	481,977

Source: USDOT T-100 International Market

## Key Market Indicators

### Load Factors

One of the most notable changes in Florida's air service in recent years has been the increase in load factors. Load factors are the revenue passenger miles (RPMs) as a proportion of available seat miles (ASMs) in percent; essentially, it can be considered the utilization of the total available capacity of an aircraft. For example, if an aircraft with 100 seats travels 1,000 miles, there are 100,000 ASMs. If 75 passengers travel the 1,000 miles, the passenger-miles travelled is 75,000 and the load factor is 75. Essentially, the higher the load factor, the more full the aircraft.

Load factors at Florida airports have been steadily increasing for the last few years, similar to national trends in load factors. This means that more (or the same number) of passengers are traveling on the same number or less available seat-miles.

**Table 11** provides a summary of the changes in load factors that occurred at Florida's commercial service airports between 2007 and 2013. These figures indicate that more RPMs are originating from Florida airports. For reference, **Table 12** provides a summary of available and revenue seat miles for Florida airports between 2007 and 2013.

**Table 11**  
**Domestic Load Factor Comparison Organized by Percent Change**

<b>Airport</b>	<b>Load Factor (2007)</b>	<b>Load Factor (2013)</b>	<b>Percent Change 2007 - 2013</b>
<b>National Average</b>	<b>79.87</b>	<b>83.47</b>	<b>4.51%</b>
Melbourne International (MLB)	68.15	81.22	19.18%
Gainesville Regional (GNV)	66.59	77.73	16.73%
Key West International (EYW)	69.03	80.28	16.30%
St. Pete-Clearwater International (PIE)	78.01	89.31	14.49%
Palm Beach International (PBI)	79.60	85.60	7.54%
Orlando-Sanford International (SFB)	82.04	87.66	6.85%
Orlando International (MCO)	80.16	85.31	6.42%
Tampa International (TPA)	78.08	82.53	5.70%
Daytona Beach International (DAB)	81.70	85.93	5.18%
Northwest Florida Regional (VPS)	72.65	76.37	5.12%
Fort Lauderdale International (FLL)	80.01	83.83	4.77%
Jacksonville International (JAX)	76.86	80.52	4.76%
Southwest Florida International (RSW)	81.36	84.88	4.33%
Tallahassee Regional (TLH)	72.45	75.54	4.27%
Northwest Florida-Beaches International (ECP)	70.20*	72.77	3.66%
Sarasota-Bradenton International (SRQ)	79.06	81.90	3.59%
Miami International (MIA)	82.38	84.30	2.33%
Punta Gorda (PGD)	85.10**	86.50	1.65%
Pensacola International (PNS)	77.98	78.71	0.94%
<b>Average:</b>			<b>7.04%</b>

Source: Bureau of Transportation Statistics T-100 Segment Data

\*2011 load factor

\*\*2010 load factor

**Table 12**  
**Available and Revenue Seat-Miles (ordered by percent change in load factor from Table 11)**

<b>Airport</b>	<b>2007 Revenue Passenger Miles</b>	<b>2013 Revenue Passenger Miles</b>	<b>2007 Available Seat Miles</b>	<b>2013 Available Seat Miles</b>
Melbourne International (MLB)	61,789	95,089	90,671	117,073
Gainesville Regional (GNV)	45,463	61,305	68,268	78,872
Key West International (EYW)	71,769	159,899	103,967	199,178
St. Pete-Clearwater International (PIE)	332,051	423,854	425,631	474,613
Palm Beach International (PBI)	2,964,562	2,472,771	3,724,318	2,888,677
Orlando-Sanford International (SFB)	317,322	674,946	386,807	769,917
Orlando International (MCO)	14,975,708	14,018,380	18,683,075	16,432,498
Tampa International (TPA)	7,844,249	6,792,691	10,046,890	8,230,274
Daytona Beach International (DAB)	147,606	110,367	180,678	128,432
Northwest Florida Regional (VPS)	147,763	144,491	203,397	189,209
Fort Lauderdale-Hollywood International (FLL)	9,468,004	10,130,920	11,832,856	12,084,796
Jacksonville International (JAX)	1,838,067	1,495,834	2,391,486	1,857,689
Southwest Florida International (RSW)	3,568,846	3,480,044	4,386,551	4,100,106
Tallahassee Regional (TLH)	147,638	111,404	203,777	147,484
Northwest Florida-Beaches International (ECP)	189,077*	167,979	269,349*	230,839
Sarasota-Bradenton International (SRQ)	522,608	401,237	661,050	489,927
Miami International (MIA)	8,956,067	9,947,511	10,871,685	11,800,773
Punta Gorda (PGD)	21,523**	153,997	25,291**	178,028
Pensacola International (PNS)	314,466	290,935	403,289	369,612

Source: Bureau of Transportation Statistics T-100 Segment Data

\*2011 load factor

\*\*2010 load factor

As shown in **Table 11**, three airports have had load factors increase by over 15 percent between 2007 and 2013; these three airports all also had a significant change in the type of aircraft that served them. In 2007, seats departing from MLB were evenly split between jets and regional jets. By 2013, over 80 percent of departing seats were on jet aircraft. In 2007, 70 percent of seats departing from Gainesville Regional were on turboprop aircraft. By 2013, 82 percent of departing seats were on regional jet aircraft. In 2007, Key West International was not served by any jet service and had a 63/27 percent split between turboprop and regional jets, respectively. By 2013, 60 percent of departing seats from Key West International were on jet aircraft. These three examples highlight the changing nature of the aviation industry both in Florida and around the United States. This trend is likely to continue as airlines are increasingly moving to utilizing larger aircraft.

Despite the fact that airlines are able to carry a larger number of passengers with the same number of operations, increasing load factors can present airline with some problems. The increasing load factors can cause greater stress levels for passengers as delays and overbookings become more likely. Additionally, revenues do not necessarily increase just because an airline is operating at a higher load

factor; appropriate fares still must be charged in order to gain the full benefit of increasing load factors.

### Revenue Per Available Seat Mile

Revenue per available seat mile is the primary measure of profitability in the airline industry. Revenue per available seat mile is found by multiplying the load factor by revenue per passenger mile. It is presented as revenue per increment of capacity in cents. Essentially, it weights the load factor by the price paid for air service. Data is unavailable on an airport-by-airport basis because it is a metric that is compiled by individual airlines; however, the FAA does provide a summary of revenue per available seat mile for all U.S. airlines for the years 2004 through 2010, as depicted in **Table 13**.

**Table 13**  
**Operating Revenues of U.S. Airlines**

Year	Revenue per ASM
2004	11.09
2005	11.92
2006	13.08
2007	13.43
2008	14.43
2009	13.01
2010	14.13

Source: USDOT Air Carrier Financial Reports, Form 41 Financial Database

### Demand for Air Travel

To assess the relationship between price and demand for air service in Florida, an analysis was completed to determine how demand was affected by the price of air travel. This was completed by determining the price elasticity of demand for the regions used in the 2014 Air Service Study. Demand elasticity is found by dividing the percent change in quantity demanded by the percent change in price of that good. To illustrate this, an example is provided using the Southeast region shown in **Table 14**.

The change in demand for this region went from 16,319,130 to 22,089,601 passengers between 2004 and 2012, representing a 35.4 percent increase  $([22,089,601 - 16,319,130] / 16,319,130 = 0.354)$ . The change in price went from \$118.66 to \$178.84 between 2004 and 2012, representing a 50.7 percent increase  $([178.84 - 118.66] / 118.66 = 0.507)$ .

Once the percent change in quantity demanded and price has been determined, the percent change in quantity demanded is divided by the percent change in price to determine the price elasticity of demand  $(0.354 / 0.507 = 0.697)$ . In this example the absolute value of the elasticity is less than one indicating that changes in price do not have a large impact on the quantity of the good demanded. In all instances, when the price elasticity of demand is greater than one, demand is sensitive to price changes; and when the price elasticity of demand is less than one, the demand is not sensitive to price changes.

**Table 14** provides a summary of the price elasticity of demand elasticity seen from six of the Florida airport regions for domestic activity only.

**Table 14**  
**Elasticity of Domestic Demand of Florida Regions (2004 – 2012)**

CFASPP Region	Change in Price (2004-2012)	Change in Demand (2004-2012)	Elasticity
Southeast	\$118.66-\$178.84 (0.507)	16,319,130 - 22,089,601 (0.354)	0.697
Northeast	\$123.86-\$189.58 (0.531)	2,545,980 - 2,767,283 (0.087)	0.164
East Central	\$111.74-\$162.24 (0.452)	13,375,960 - 16,448,290 (0.230)	0.508
Southwest	\$120.91-\$181.59 (0.502)	3,018,840 - 3,606,189 (0.195)	0.388
West Central	\$109.71-\$169.56 (0.546)	8,330,170 - 9,025,491 (0.083)	0.153
Northwest	\$146.08-\$214.30 (0.467)	1,738,570 - 1,866,792 (0.074)	0.158
<b>Statewide:</b>	<b>\$118.47-\$180.77 (0.526)</b>	<b>45,328,650 - 55,803,655 (0.231)</b>	<b>0.439</b>

Source: Derived using USDOT O&D Survey data from the 2014 Air Service Study

**Table 14** shows that the demand for air travel in Florida remains relatively constant, regardless of the price increases. This may be due to a number of factors, including:

- The prevalence of low cost carriers in Florida
- The large amount of leisure travel that occurs at Florida airports
- The large number of commercial airports in Florida
- Florida's location within the United States

It is important to note that the data presented in **Table 14** is based on the comparison of 2004 and 2012 domestic data. These figures could vary depending on airport, market, and timeframe.

## Freight and Mail

In addition to Florida's robust passenger service, it is also a worldwide leader in freight services. For this section, freight is considered any property, other than passenger baggage that is transported by air. Domestic freight and mail information contains domestic market data reported by both domestic and foreign air carriers, when both origin and destination airports are located within the boundaries of the United States and its territories.

In 2013, Florida ranked seventh in the country with regards to domestic freight and mail service. A large percentage of domestic freight service originates from Tennessee and Kentucky due to the fact that Federal Express (FedEx) and the United Parcel Service (UPS) have major hubs in these states, respectively. Despite the fact that Florida does not have any large freight distributors based at any of its airports, it still carries 3.2 percent of all domestic freight and mail in the United States. **Table 15** shows the top states with regard to 2013 tons of domestic freight and mail.

**Table 15**  
**2013 Domestic Freight and Mail in Tons**

Origin State	Tons of Freight	Tons of Mail	Total	Percent of Total
Tennessee	1,767,306	2,294	1,769,600	20.5%
Kentucky	1,119,245	30,869	1,150,114	13.3%
California	946,931	48,976	995,907	11.5%
Alaska	529,710	73,198	602,908	7.0%
Texas	424,681	19,669	444,351	5.1%
Indiana	434,756	1,467	436,223	5.1%
<b>Florida</b>	<b>263,884</b>	<b>14,440</b>	<b>278,323</b>	<b>3.2%</b>
Illinois	215,162	21,376	236,539	2.7%
New Jersey	199,154	11,614	210,768	2.4%
Pennsylvania	178,881	6,695	185,577	2.1%

Source: T-100 Domestic Market, All Carriers (2013)

Much like passenger service, domestic freight and mail service is concentrated at a small number of Florida's commercial service airports. **Table 16** shows that over 90 percent of freight and mail was served by five airports.

**Table 16**  
**Top Florida Airports for Domestic Freight and Mail in 2013**

Origin Airport	Tons of Freight	Tons of Mail	Total	Percent of Total
Miami (MIA)	83,383	7,859	91,242	32.8%
Orlando (MCO)	52,458	898	53,357	19.2%
Fort Lauderdale-Hollywood (FLL)	39,743	2,290	42,033	15.1%
Tampa (TPA)	33,435	1,507	34,942	12.6%
Jacksonville (JAX)	29,946	1,555	31,501	11.3%



Source: T-100 Domestic Market, All Carriers (2013)

In 2012, Florida carried the largest amount of international freight and mail in the United States with 796,296 tons. This represents 20.2 percent of all international freight and mail in the United States. **Table 17** provides a breakdown of the top states for international freight and mail service.

International freight and mail information contains international market data reported by both domestic and foreign air carriers, when at least one point of service is in the United States or one of its territories. Flights with both origin and destination in a foreign country are not included.

**Table 17**  
**International Freight and Mail in Tons in 2012**

Origin State	Tons of Freight	Tons of Mail	Total	Percent of Total
Florida	788,395	7,902	796,296	20.2%
California	641,166	12,127	653,292	16.6%
New York	446,781	14,620	461,401	11.7%
Illinois	407,269	4,045	411,314	10.5%
Texas	287,297	2,707	290,004	7.4%
Tennessee	194,271	594	194,865	5.0%
Alaska	173,223	4,468	177,691	4.5%
Georgia	159,926	5,775	165,700	4.2%
Kentucky	139,909	2,693	142,602	3.6%
New Jersey	87,464	26,168	113,632	2.9%

Source: T-100 International Market, All Carriers (2012)

Almost the entirety of Florida's international freight and mail service is handled by MIA. **Table 18** shows that 97.3 percent of all freight and mail in Florida utilizes MIA.

MIA's success with freight and mail is largely based on the "soft infrastructure" at the airport. The soft infrastructure at MIA includes nearly 1,700 licensed customs brokers and freight forwarders, numerous local and multinational international trade and logistics companies, trade law and advocacy groups, finance, importing and exporting, consulates, foreign trade offices, and bi-national chambers of commerce. These resources are not available at other airports that may have similar warehousing and storage capabilities.

Table 18  
Top Florida Airports for International Freight and Mail in 2012

Airport	Tons of Freight	Tons of Mail	Total	Percent of Total
Miami (MIA)	767,158	7,899	775,057	97.3%
Orlando (MCO)	14,679	2	14,681	1.8%
Tampa (TPA)	2,785	0	2,785	0.3%
Southwest Florida (RSW)	1,792	0	1,792	0.2%

Source: T-100 International Market, All Carriers (2012)

## APPENDIX A



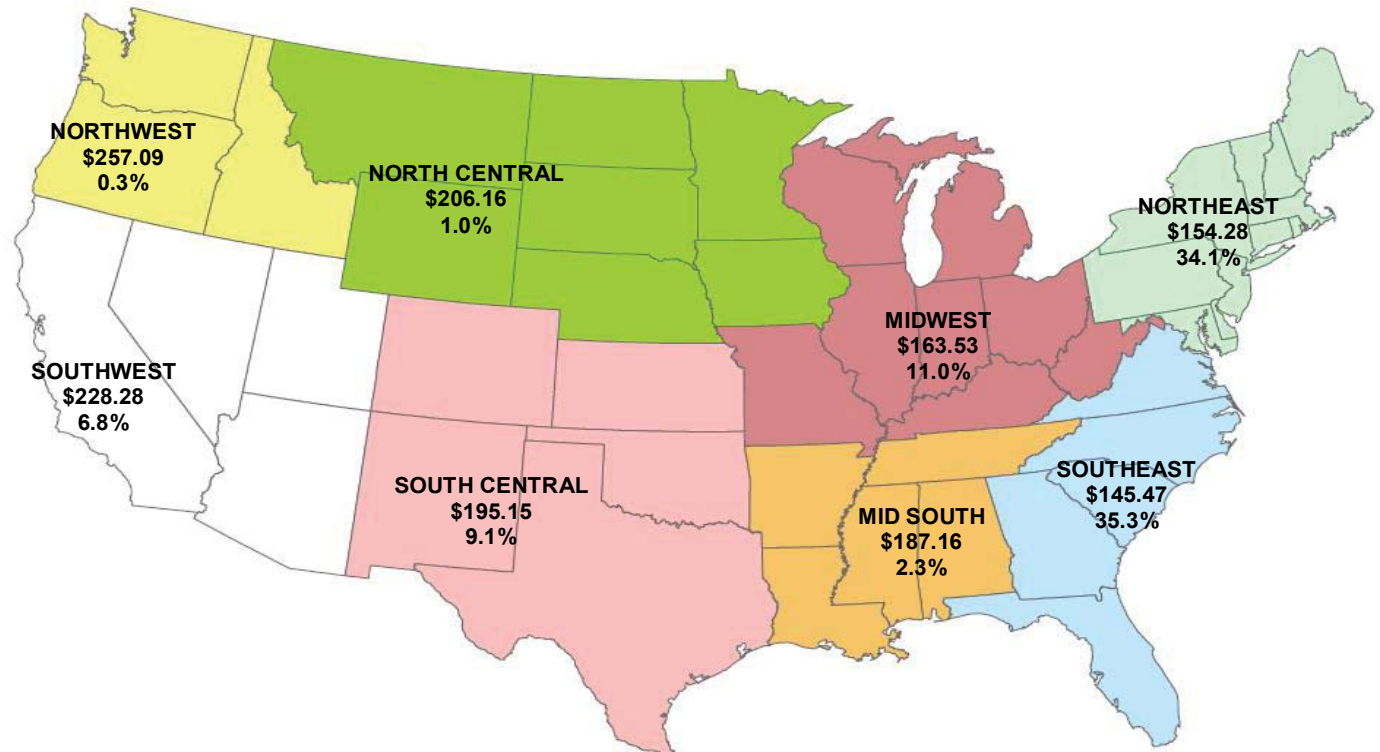
## Exhibit 1 - 2010

### 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	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
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
<b>Southeast Total</b>	<b>7,189,008</b>	<b>2,326,049</b>	<b>7,434,799</b>	<b>1,436,091</b>	<b>1,926,336</b>	<b>486,169</b>	<b>202,098</b>	<b>53,746</b>	<b>21,054,296</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>Southeast Total</b>	<b>34.1%</b>	<b>11.0%</b>	<b>35.3%</b>	<b>6.8%</b>	<b>9.1%</b>	<b>2.3%</b>	<b>1.0%</b>	<b>0.3%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>Southeast Total</b>	<b>\$154.28</b>	<b>\$163.53</b>	<b>\$145.47</b>	<b>\$228.28</b>	<b>\$195.15</b>	<b>\$187.16</b>	<b>\$206.61</b>	<b>\$257.09</b>	<b>\$162.50</b>

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



## Exhibit 1 - 2009

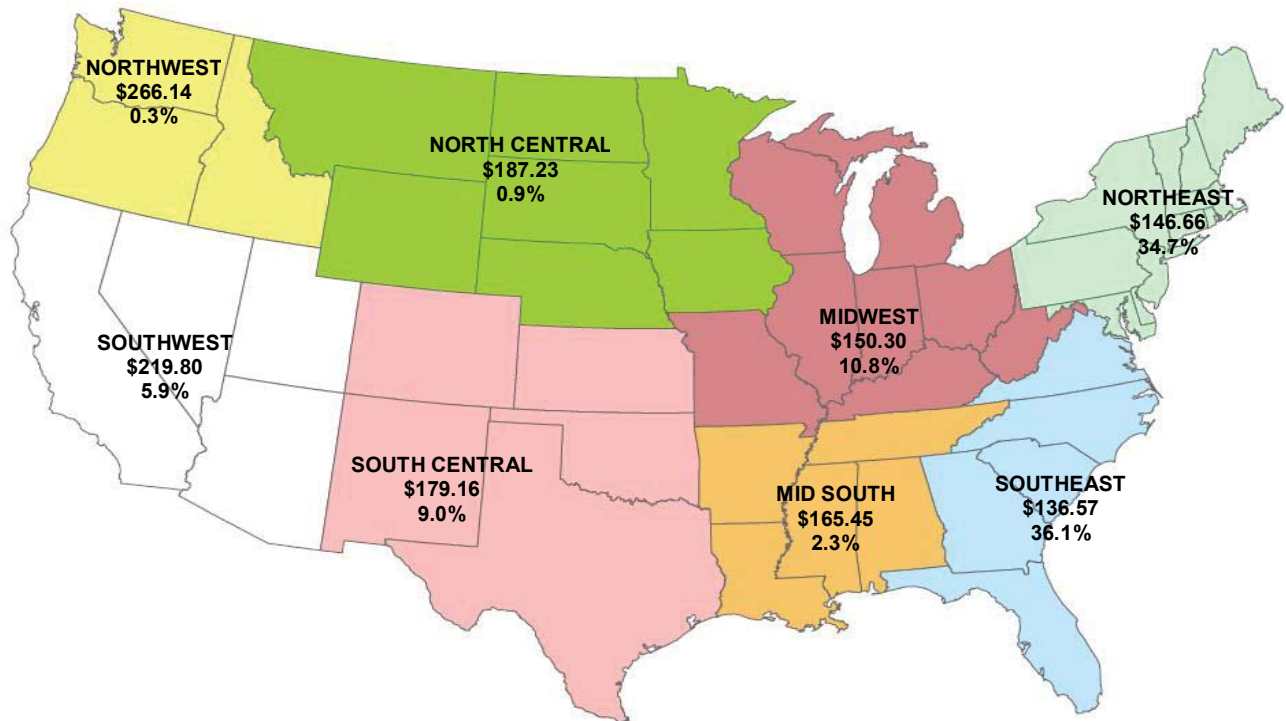
### Travel Patterns & Fares Southeast Florida



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
<b>Outbound O&amp;D Passengers</b>									
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
<b>Southeast Total</b>	<b>7,032,298</b>	<b>2,185,972</b>	<b>7,303,023</b>	<b>1,202,652</b>	<b>1,829,274</b>	<b>462,098</b>	<b>185,104</b>	<b>52,174</b>	<b>20,252,595</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>Southeast Total</b>	<b>34.7%</b>	<b>10.8%</b>	<b>36.1%</b>	<b>5.9%</b>	<b>9.0%</b>	<b>2.3%</b>	<b>0.9%</b>	<b>0.3%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>Southeast Total</b>	<b>\$146.66</b>	<b>\$150.30</b>	<b>\$136.57</b>	<b>\$219.80</b>	<b>\$179.16</b>	<b>\$165.45</b>	<b>\$187.23</b>	<b>\$266.14</b>	<b>\$151.80</b>

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



## Exhibit 1 - 2008

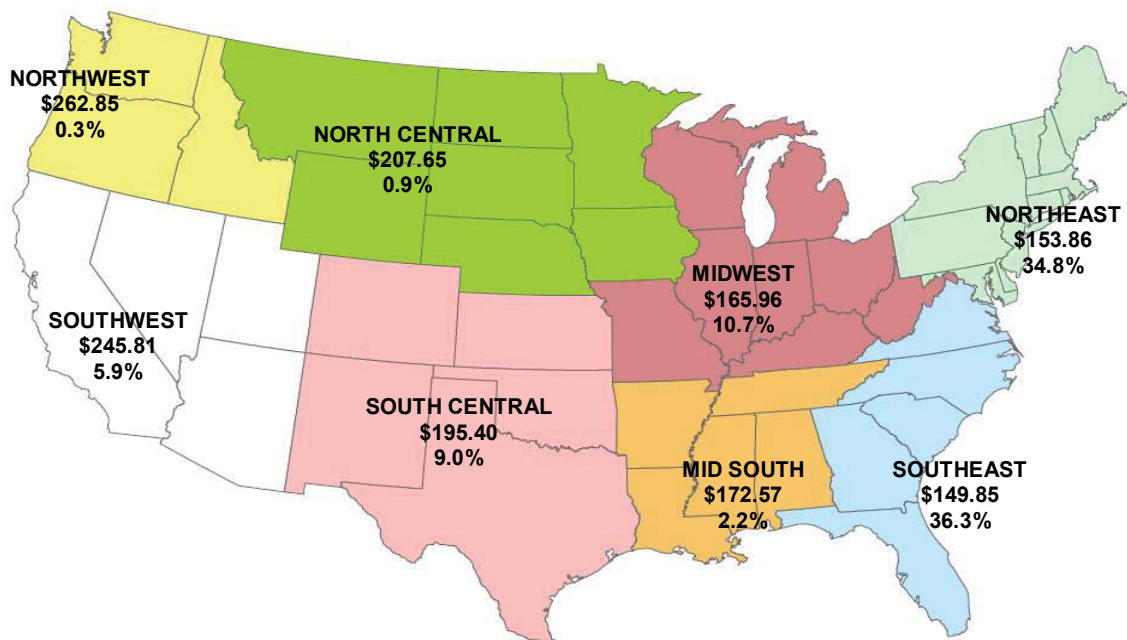
### Travel Patterns & Fares Southeast Florida



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
<b>Outbound O&amp;D Passengers</b>									
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
<b>Southeast Total</b>	<b>7,386,825</b>	<b>2,276,546</b>	<b>7,700,224</b>	<b>1,241,963</b>	<b>1,901,787</b>	<b>477,142</b>	<b>187,898</b>	<b>55,992</b>	<b>21,228,377</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>Southeast Total</b>	<b>34.8%</b>	<b>10.7%</b>	<b>36.3%</b>	<b>5.9%</b>	<b>9.0%</b>	<b>2.2%</b>	<b>0.9%</b>	<b>0.3%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>Southeast Total</b>	<b>\$153.86</b>	<b>\$165.96</b>	<b>\$149.85</b>	<b>\$245.81</b>	<b>\$195.40</b>	<b>\$172.57</b>	<b>\$207.65</b>	<b>\$262.85</b>	<b>\$163.99</b>

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





## Exhibit 1 - 2007

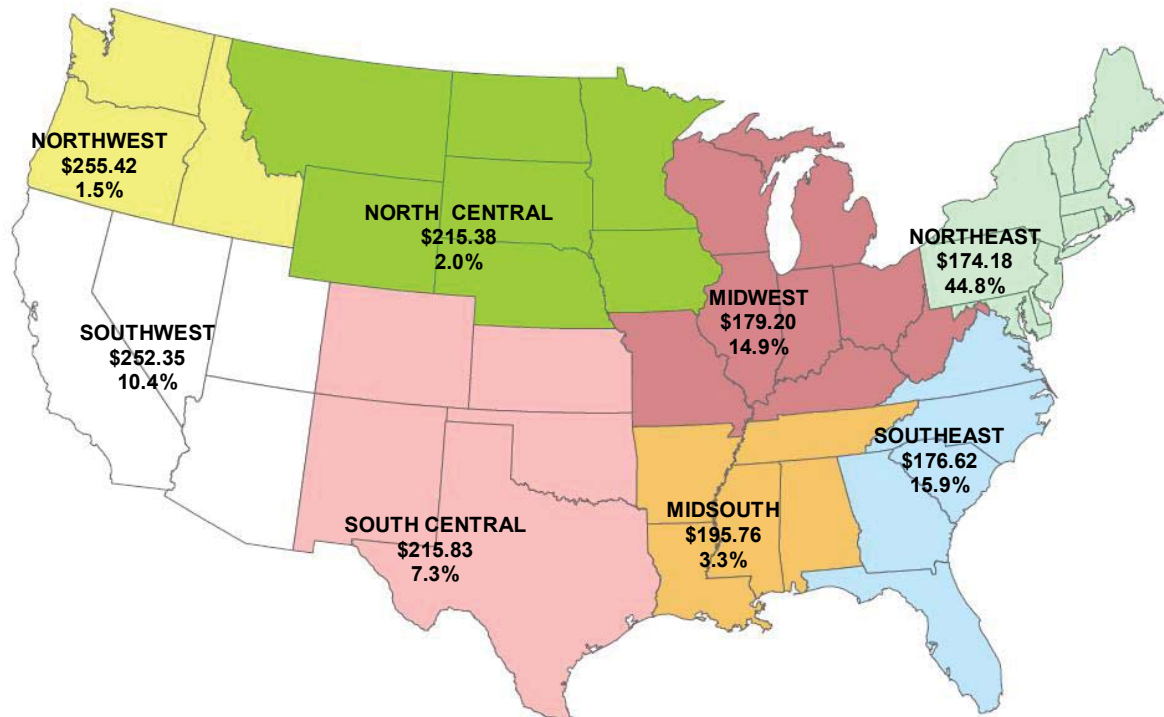
### Travel Patterns & Fares Southeast Florida



#### 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
<b>Outbound O&amp;D Passengers</b>									
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
<b>Southeast FL Total</b>	<b>9,809,386</b>	<b>3,256,679</b>	<b>3,483,020</b>	<b>2,278,320</b>	<b>1,591,294</b>	<b>732,147</b>	<b>428,360</b>	<b>333,565</b>	<b>21,912,771</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>Southeast FL Total</b>	<b>44.8%</b>	<b>14.9%</b>	<b>15.9%</b>	<b>10.4%</b>	<b>7.3%</b>	<b>3.3%</b>	<b>2.0%</b>	<b>1.5%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>Southeast FL Total</b>	<b>\$174.18</b>	<b>\$179.20</b>	<b>\$176.62</b>	<b>\$252.35</b>	<b>\$215.83</b>	<b>\$195.76</b>	<b>\$215.38</b>	<b>\$255.42</b>	<b>\$189.23</b>

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



# Exhibit 1- 2006

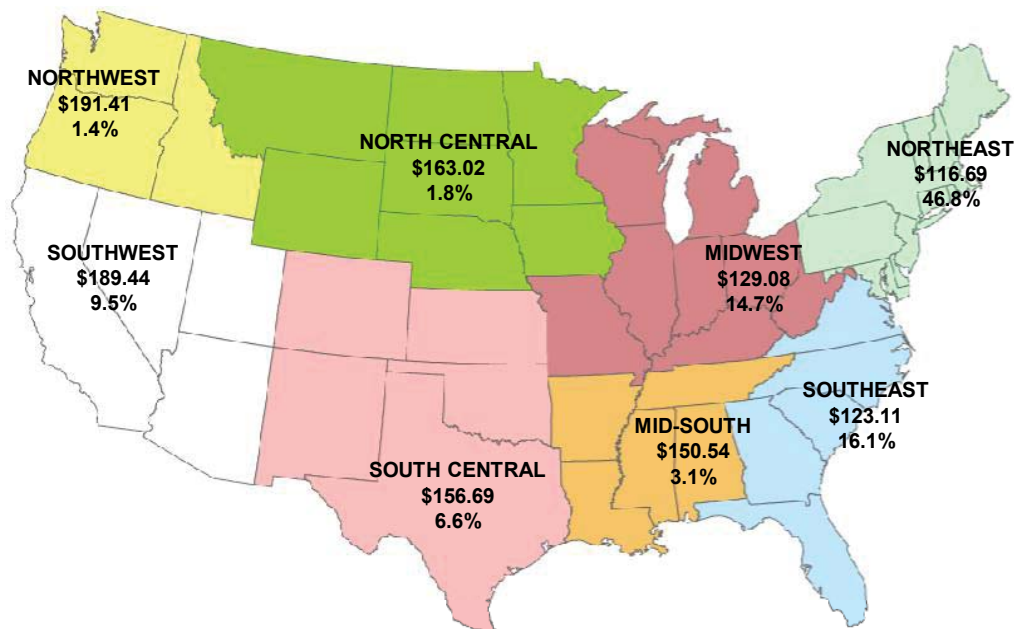
## Travel Patterns & Fares Southeast Florida



### 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.





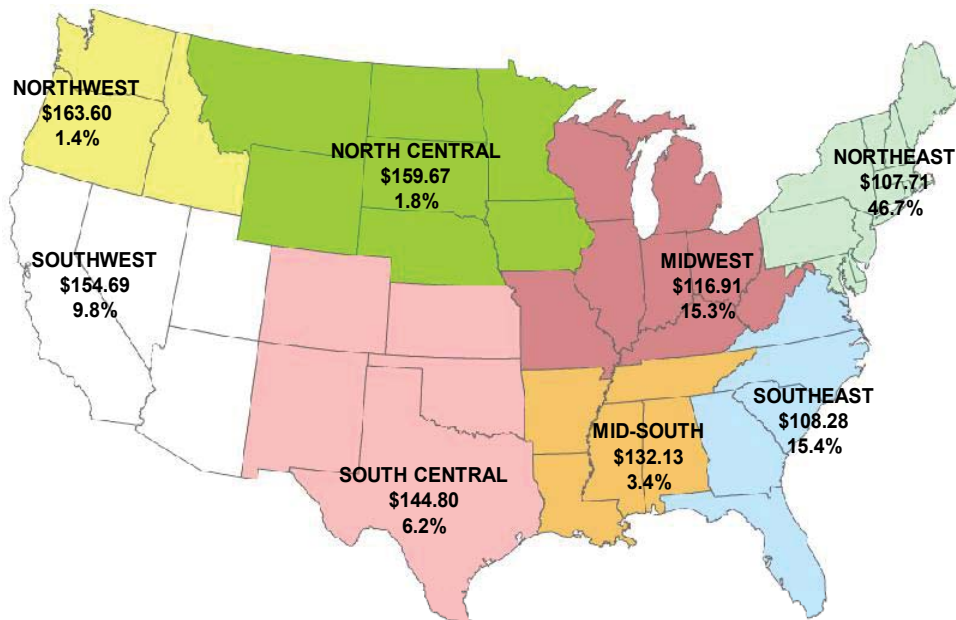
## Exhibit 1- 2004

### 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 Airport (Origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
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
<b>Southeast FL Total</b>	<b>7,620,610</b>	<b>2,494,710</b>	<b>2,516,380</b>	<b>1,597,930</b>	<b>1,013,590</b>	<b>547,720</b>	<b>298,960</b>	<b>229,230</b>	<b>16,319,130</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>Southeast FL Total</b>	<b>46.7%</b>	<b>15.3%</b>	<b>15.4%</b>	<b>9.8%</b>	<b>6.2%</b>	<b>3.4%</b>	<b>1.8%</b>	<b>1.4%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>Southeast FL Total</b>	<b>\$107.71</b>	<b>\$116.91</b>	<b>\$108.28</b>	<b>\$154.69</b>	<b>\$144.80</b>	<b>\$132.13</b>	<b>\$159.67</b>	<b>\$163.60</b>	<b>\$118.66</b>

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





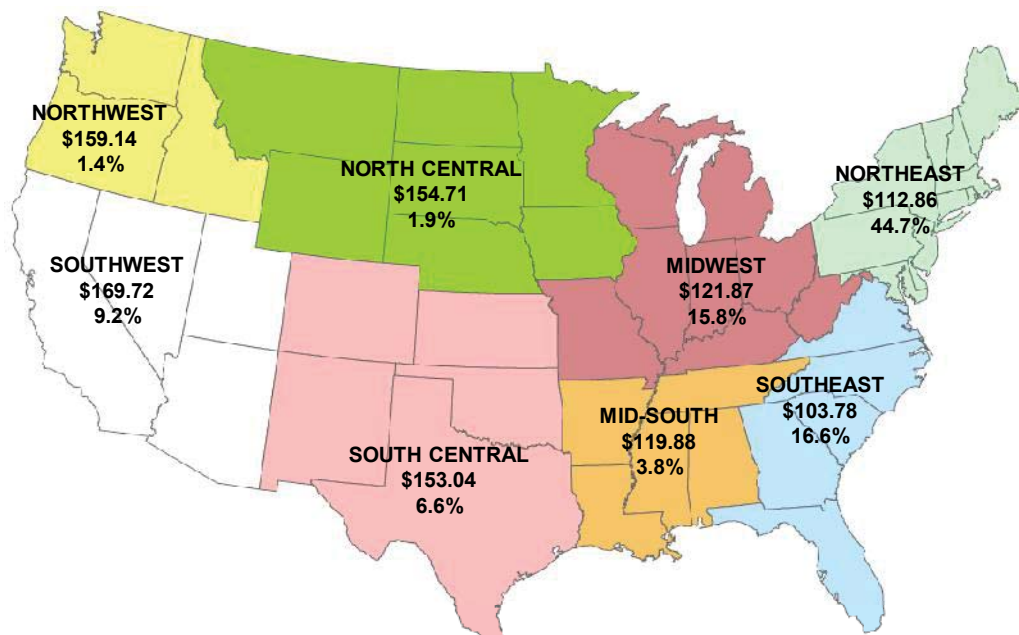
## Exhibit 1- 2002

### 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
<b>Outbound O&amp;D Passengers</b>									
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
<b>Southeast FL Total</b>	<b>6,387,510</b>	<b>2,260,700</b>	<b>2,380,130</b>	<b>1,311,680</b>	<b>944,060</b>	<b>536,620</b>	<b>273,870</b>	<b>205,910</b>	<b>14,300,480</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>Southeast FL Total</b>	<b>44.7%</b>	<b>15.8%</b>	<b>16.6%</b>	<b>9.2%</b>	<b>6.6%</b>	<b>3.8%</b>	<b>1.9%</b>	<b>1.4%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>Southeast FL Total</b>	<b>\$112.86</b>	<b>\$121.87</b>	<b>\$103.78</b>	<b>\$169.75</b>	<b>\$153.04</b>	<b>\$119.88</b>	<b>\$154.71</b>	<b>\$159.14</b>	<b>\$122.38</b>

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



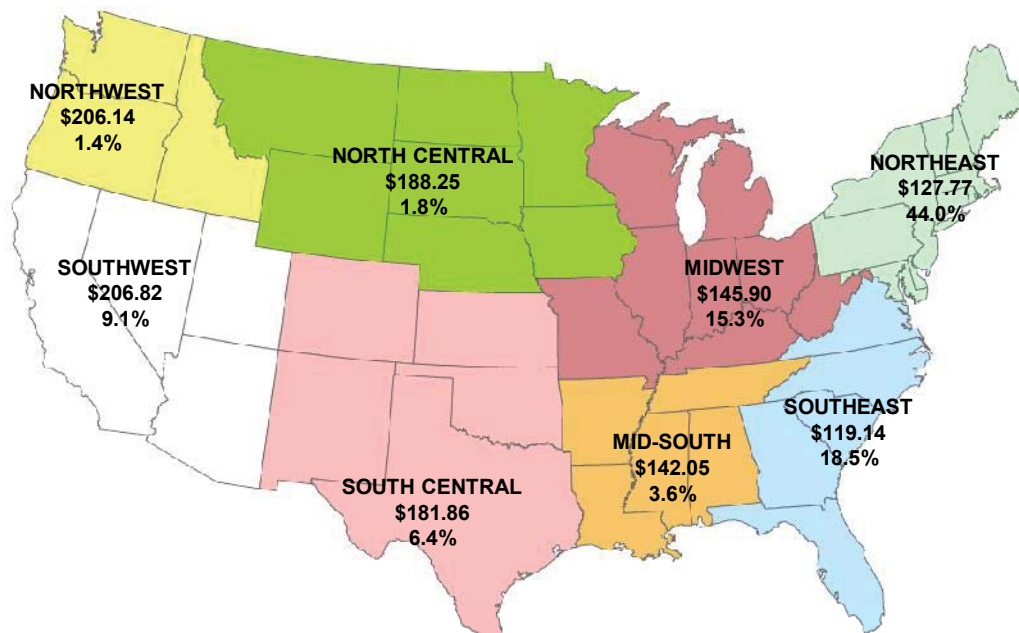
## Travel Patterns & Fares Southeast Florida



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

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

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





# Exhibit 1 -1999

## Travel Patterns & Fares Southeast Florida

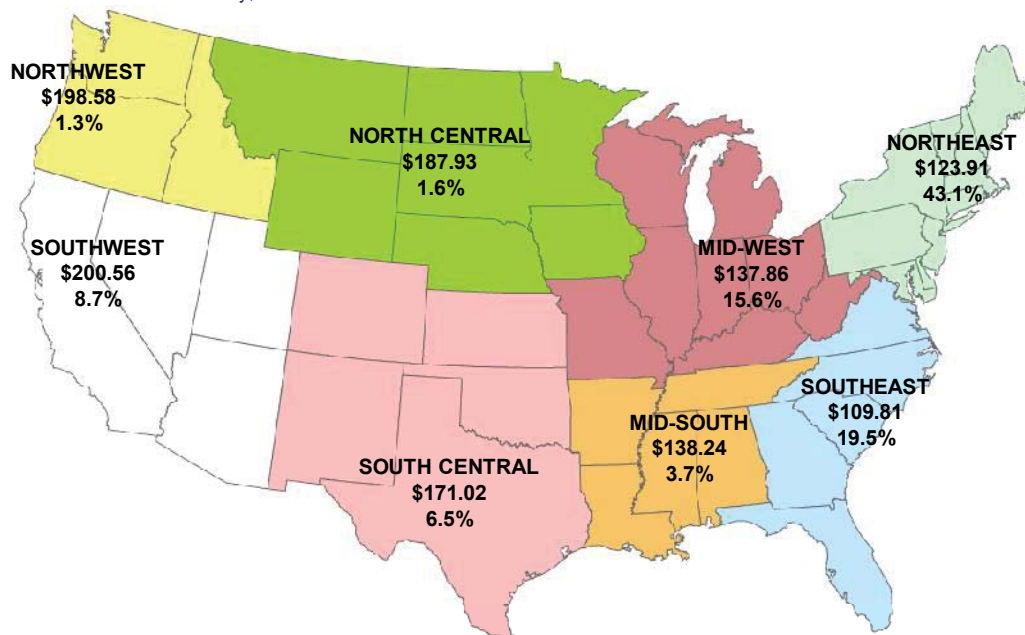


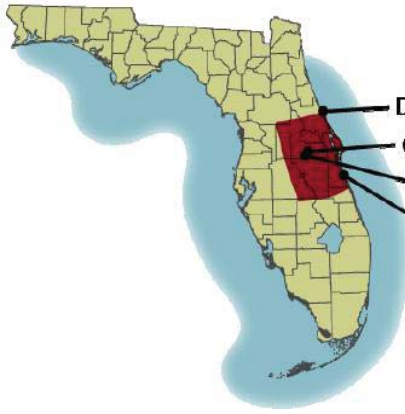
### Domestic Outbound O&D Passenger Regional Trends From Southeast Florida Airports to U.S. Regions (year ended December 31, 1999)

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.





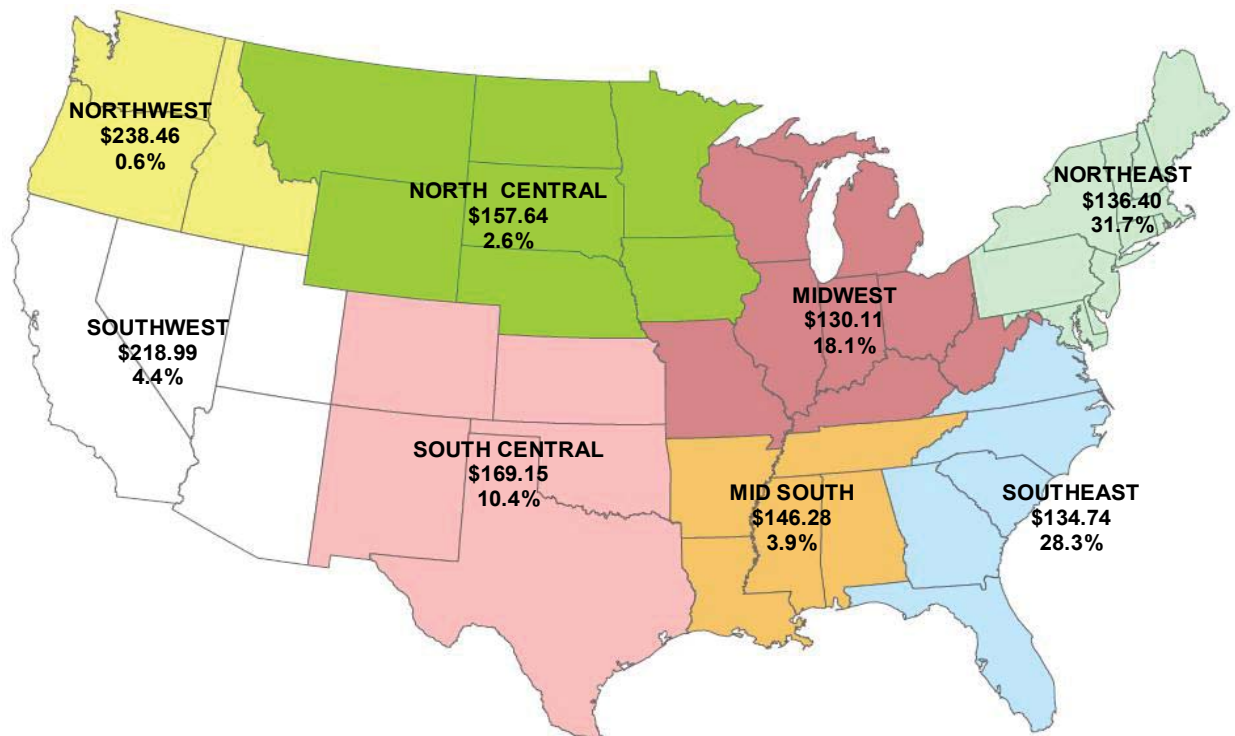
## Exhibit 2 - 2010

### 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

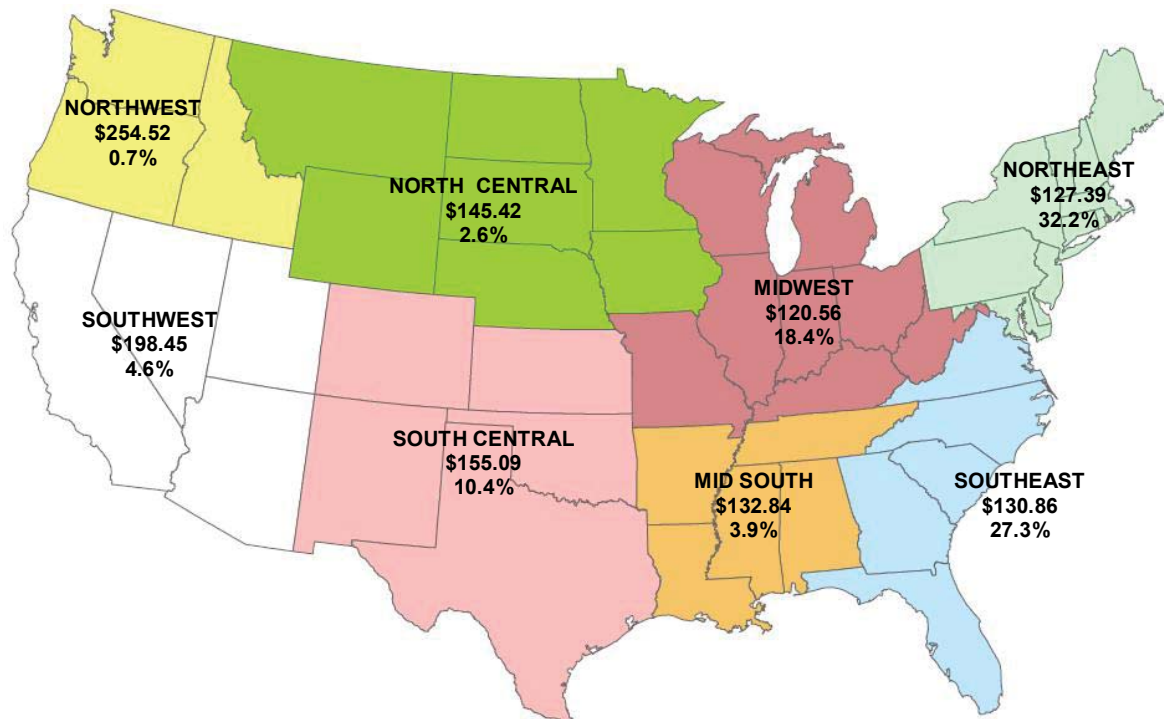
### Travel Patterns & Fares East Central Florida



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
<b>Outbound O&amp;D Passengers</b>									
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
<b>East Central Total</b>	<b>5,087,059</b>	<b>2,916,347</b>	<b>4,318,013</b>	<b>719,463</b>	<b>1,642,190</b>	<b>608,976</b>	<b>410,600</b>	<b>109,375</b>	<b>15,812,023</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>East Central Total</b>	<b>32.2%</b>	<b>18.4%</b>	<b>27.3%</b>	<b>4.6%</b>	<b>10.4%</b>	<b>3.9%</b>	<b>2.6%</b>	<b>0.7%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>East Central Total</b>	<b>\$127.39</b>	<b>\$120.56</b>	<b>\$130.86</b>	<b>\$198.45</b>	<b>\$155.09</b>	<b>\$132.84</b>	<b>\$145.42</b>	<b>\$254.52</b>	<b>\$134.75</b>

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



## Exhibit 2 - 2008

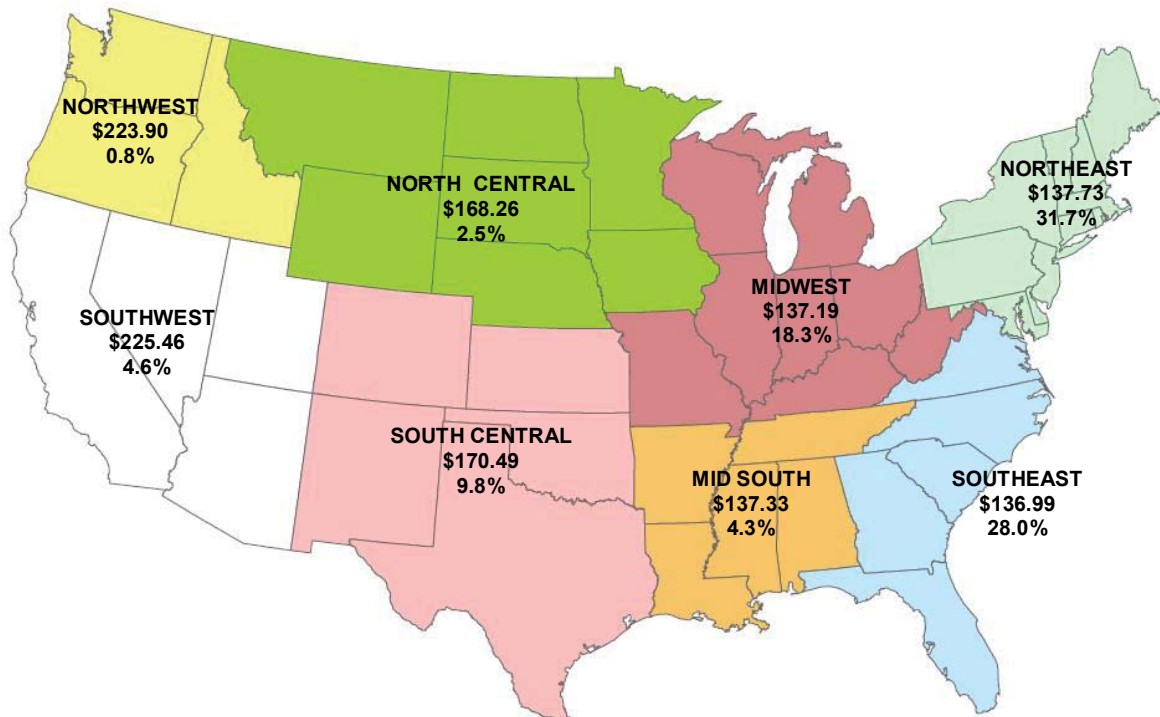
### Travel Patterns & Fares East Central Florida



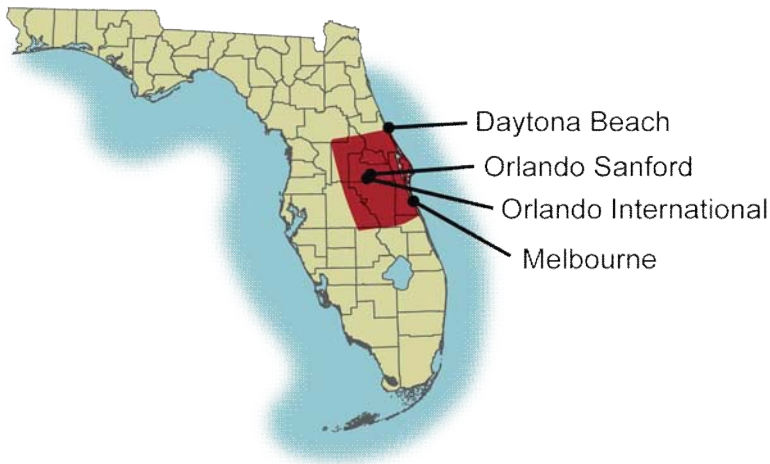
Domestic Outbound O&D Passenger Regional Trends  
From East Central Florida Airports to U.S. Regions  
(year ended December 31, 2008)

East Central FL Airport	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
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
<b>East Central Total</b>	<b>5,375,839</b>	<b>3,106,157</b>	<b>4,738,584</b>	<b>784,790</b>	<b>1,655,085</b>	<b>731,447</b>	<b>418,814</b>	<b>137,425</b>	<b>16,948,141</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>East Central Total</b>	<b>31.7%</b>	<b>18.3%</b>	<b>28.0%</b>	<b>4.6%</b>	<b>9.8%</b>	<b>4.3%</b>	<b>2.5%</b>	<b>0.8%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>East Central Total</b>	<b>\$137.73</b>	<b>\$137.19</b>	<b>\$136.99</b>	<b>\$225.46</b>	<b>\$170.49</b>	<b>\$137.33</b>	<b>\$168.26</b>	<b>\$223.90</b>	<b>\$146.12</b>

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







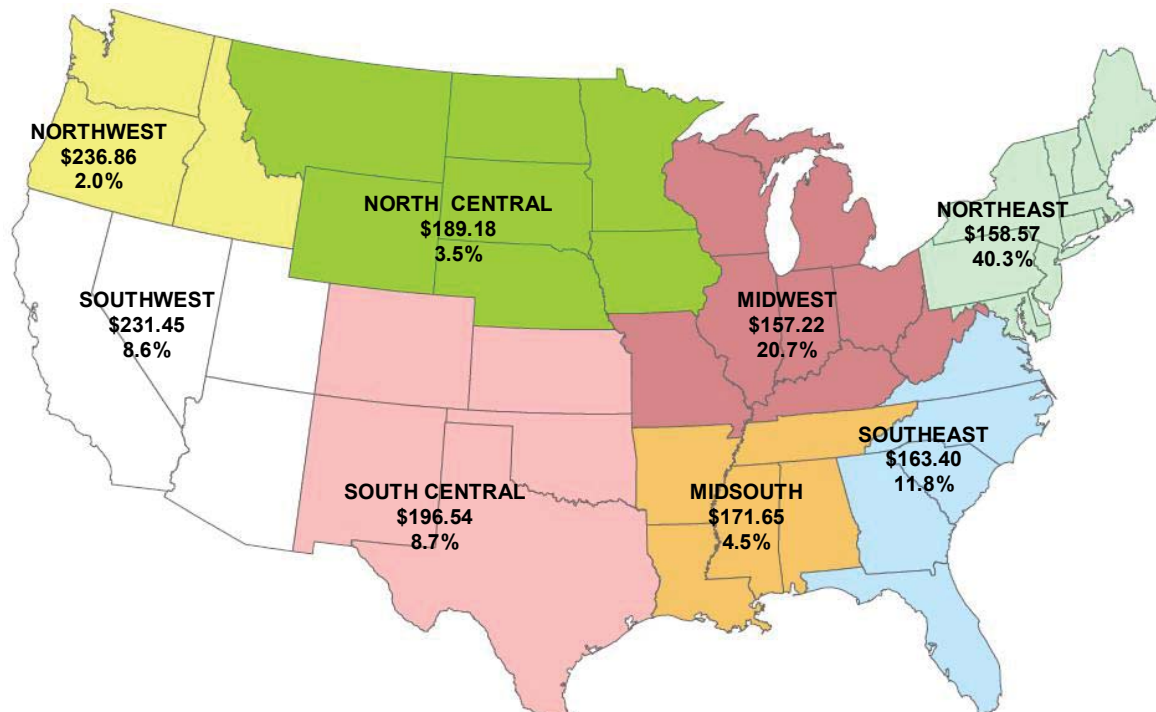
## Exhibit 2 - 2007

### 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
<b>Outbound O&amp;D Passengers</b>									
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
<b>East Central FL Total</b>	<b>7,087,986</b>	<b>3,635,081</b>	<b>2,072,426</b>	<b>1,515,191</b>	<b>1,526,860</b>	<b>783,701</b>	<b>612,660</b>	<b>356,515</b>	<b>17,590,420</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>East Central FL Total</b>	<b>40.3%</b>	<b>20.7%</b>	<b>11.8%</b>	<b>8.6%</b>	<b>8.7%</b>	<b>4.5%</b>	<b>3.5%</b>	<b>2.0%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>East Central FL Total</b>	<b>\$158.57</b>	<b>\$157.22</b>	<b>\$163.40</b>	<b>\$231.45</b>	<b>\$196.54</b>	<b>\$171.65</b>	<b>\$189.18</b>	<b>\$236.86</b>	<b>\$171.67</b>

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





## Exhibit 2- 2006

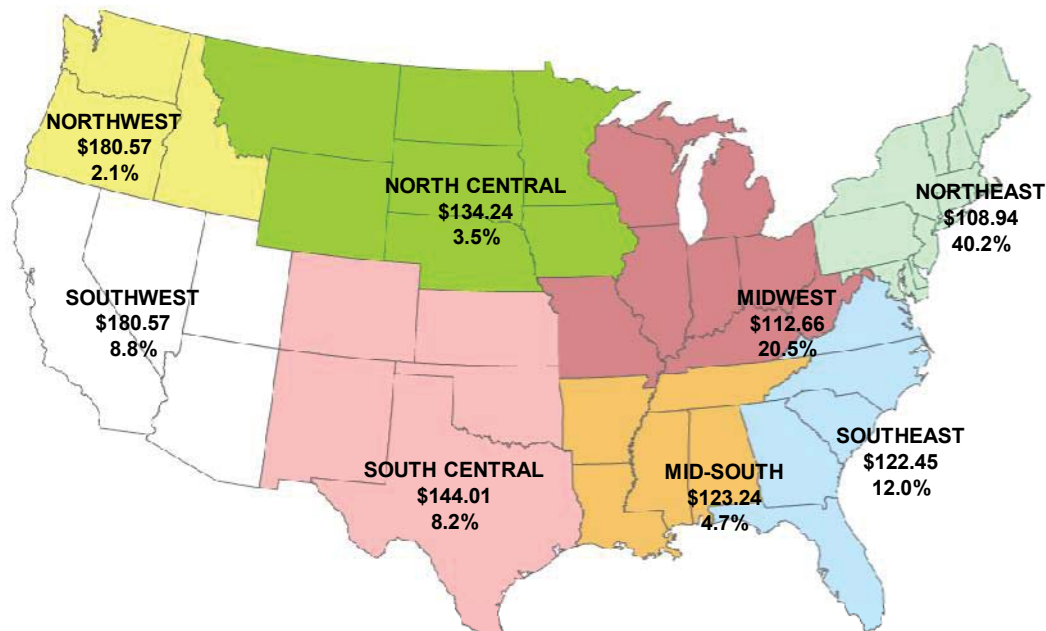
### Travel Patterns & Fares East Central Florida

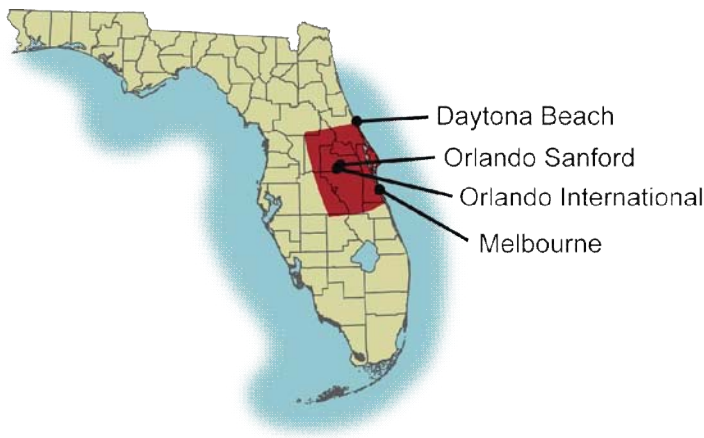


#### Domestic Outbound O&D Passenger Regional Trends From East Central Florida Airports to U.S. Regions (year ended December 31, 2006)

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.



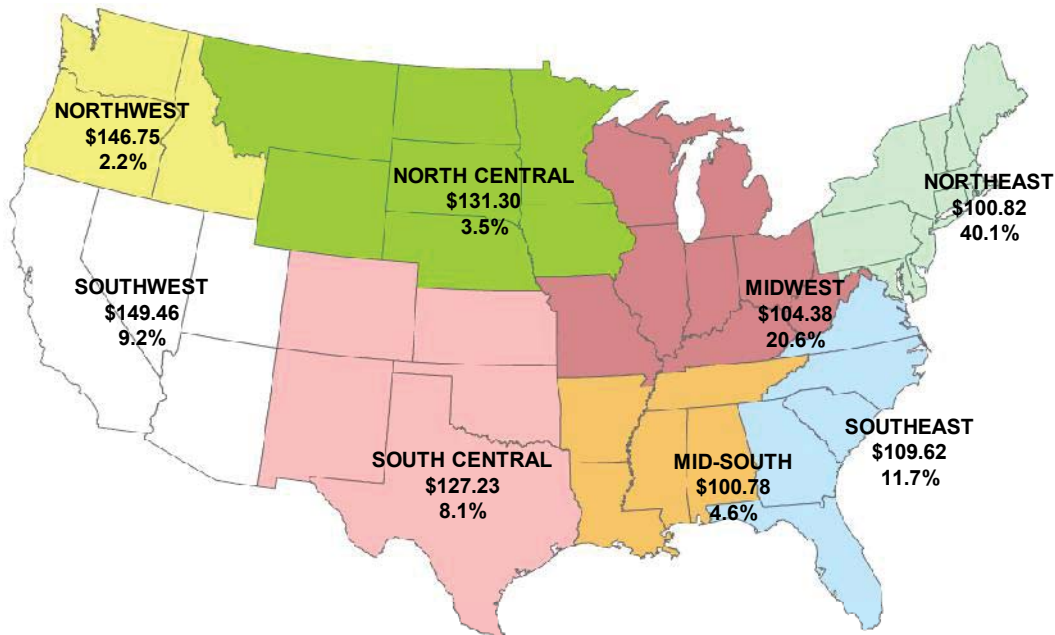


## Travel Patterns & Fares East Central Florida

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

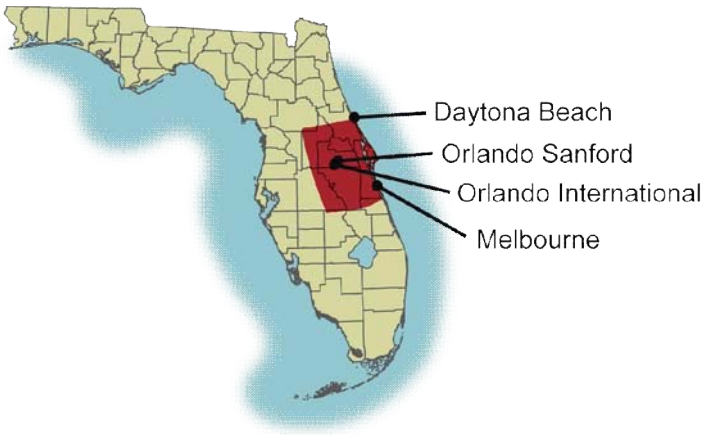
East Central FL Airport (Origin)	U.S. Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
<b>Outbound O&amp;D Passengers</b>									
Orlando International	5,158,680	2,652,140	1,457,750	1,179,160	1,057,660	589,660	457,980	283,490	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
<b>East Central FL Total</b>	<b>5,361,860</b>	<b>2,752,100</b>	<b>1,564,500</b>	<b>1,231,350</b>	<b>1,086,380</b>	<b>618,590</b>	<b>467,530</b>	<b>293,650</b>	<b>13,375,960</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>East Central FL Total</b>	<b>40.1%</b>	<b>20.6%</b>	<b>11.7%</b>	<b>9.2%</b>	<b>8.1%</b>	<b>4.6%</b>	<b>3.5%</b>	<b>2.2%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>East Central FL Total</b>	<b>\$100.82</b>	<b>\$104.38</b>	<b>\$109.62</b>	<b>\$149.46</b>	<b>\$127.23</b>	<b>\$110.78</b>	<b>\$131.30</b>	<b>\$146.75</b>	<b>\$111.74</b>

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



## Exhibit 2- 2002

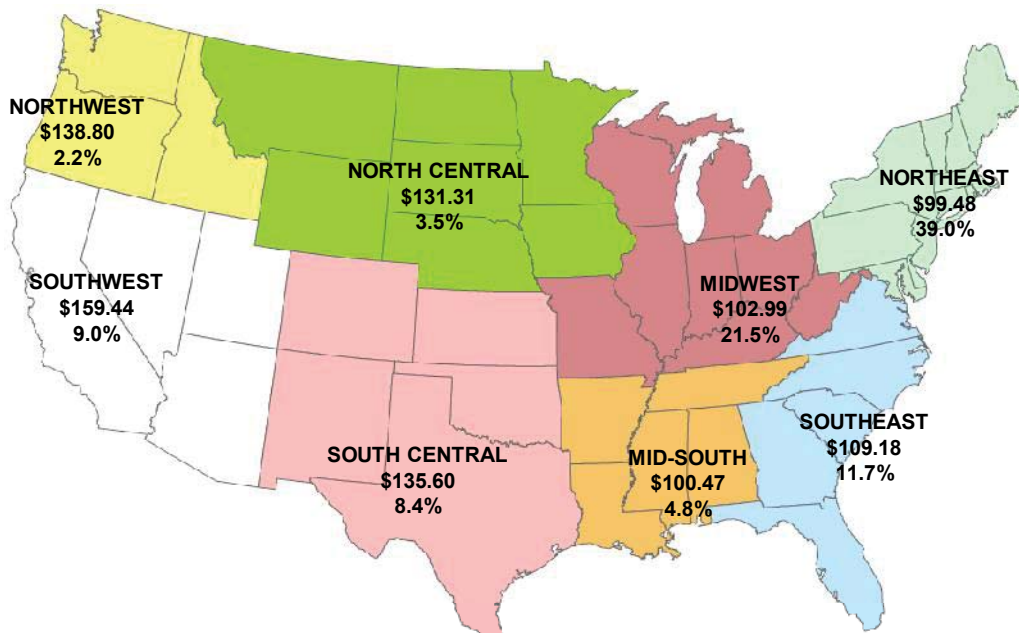
### Travel Patterns & Fares East Central Florida



**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
<b>Outbound O&amp;D Passengers</b>									
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
<b>East Central FL Total</b>	<b>4,372,310</b>	<b>2,407,160</b>	<b>1,313,460</b>	<b>1,012,600</b>	<b>942,360</b>	<b>536,070</b>	<b>393,520</b>	<b>243,270</b>	<b>11,220,750</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>East Central FL Total</b>	<b>39.0%</b>	<b>21.5%</b>	<b>11.7%</b>	<b>9.0%</b>	<b>8.4%</b>	<b>4.8%</b>	<b>3.5%</b>	<b>2.2%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>East Central FL Total</b>	<b>\$99.48</b>	<b>\$102.99</b>	<b>\$109.18</b>	<b>\$159.44</b>	<b>\$135.60</b>	<b>\$100.47</b>	<b>\$131.31</b>	<b>\$138.80</b>	<b>\$111.83</b>

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





## Exhibit 2- 2000

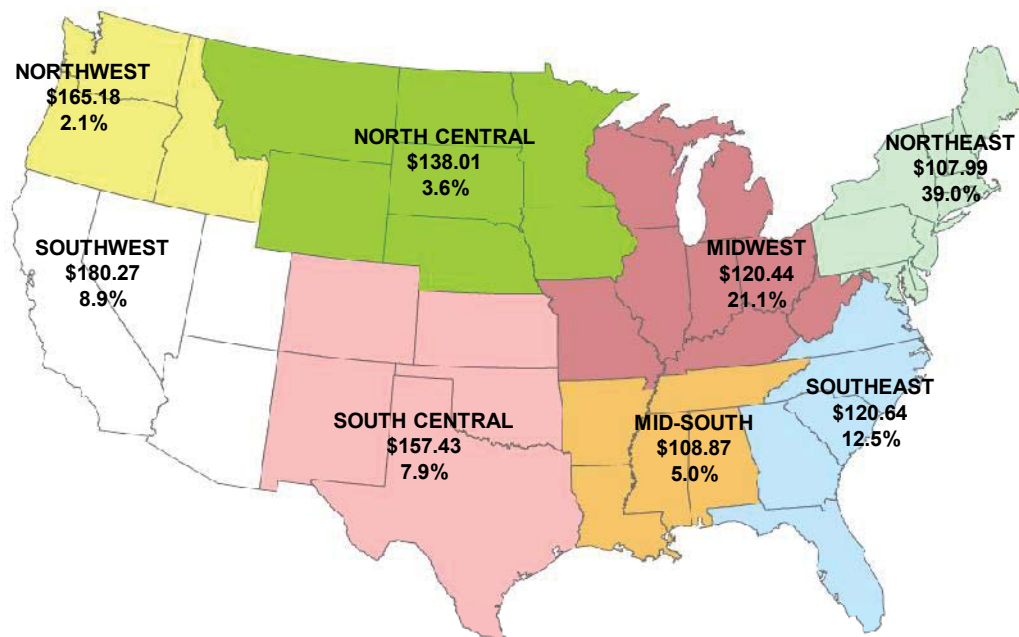
### Travel Patterns & Fares East Central Florida



**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)								Grand Total
		Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers										
Orlando International	4,540,450	2,501,910	1,451,220	1,051,440	943,600	583,050	432,910	243,310	11,747,890	
Melbourne	117,900	33,340	43,130	20,060	15,170	14,840	3,970	4,550	252,960	
Daytona Beach	103,230	47,950	36,790	19,620	14,250	15,890	4,190	4,620	246,540	
Orlando-Sanford	27,390	14,580	0	0	0	0	0	0	41,970	
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	

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



## Exhibit 2- 1999

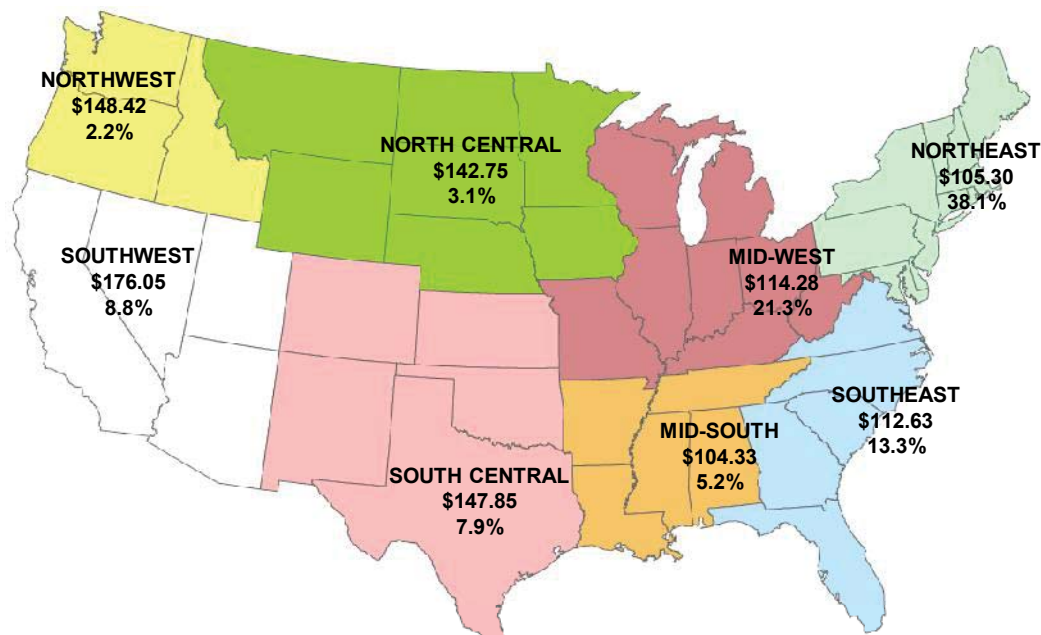
### Travel Patterns & Fares East Central Florida



**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	
<b>Outbound O&amp;D Passengers</b>									
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
<b>East Central FL Total</b>	<b>4,394,190</b>	<b>2,458,980</b>	<b>1,529,300</b>	<b>1,015,780</b>	<b>914,090</b>	<b>596,710</b>	<b>357,030</b>	<b>252,200</b>	<b>11,518,280</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>East Central FL Total</b>	<b>38.1%</b>	<b>21.3%</b>	<b>13.3%</b>	<b>8.8%</b>	<b>7.9%</b>	<b>5.2%</b>	<b>3.1%</b>	<b>2.2%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>East Central FL Total</b>	<b>\$105.30</b>	<b>\$114.28</b>	<b>\$112.63</b>	<b>\$176.05</b>	<b>\$147.85</b>	<b>\$104.33</b>	<b>\$142.75</b>	<b>\$148.42</b>	<b>\$119.86</b>

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





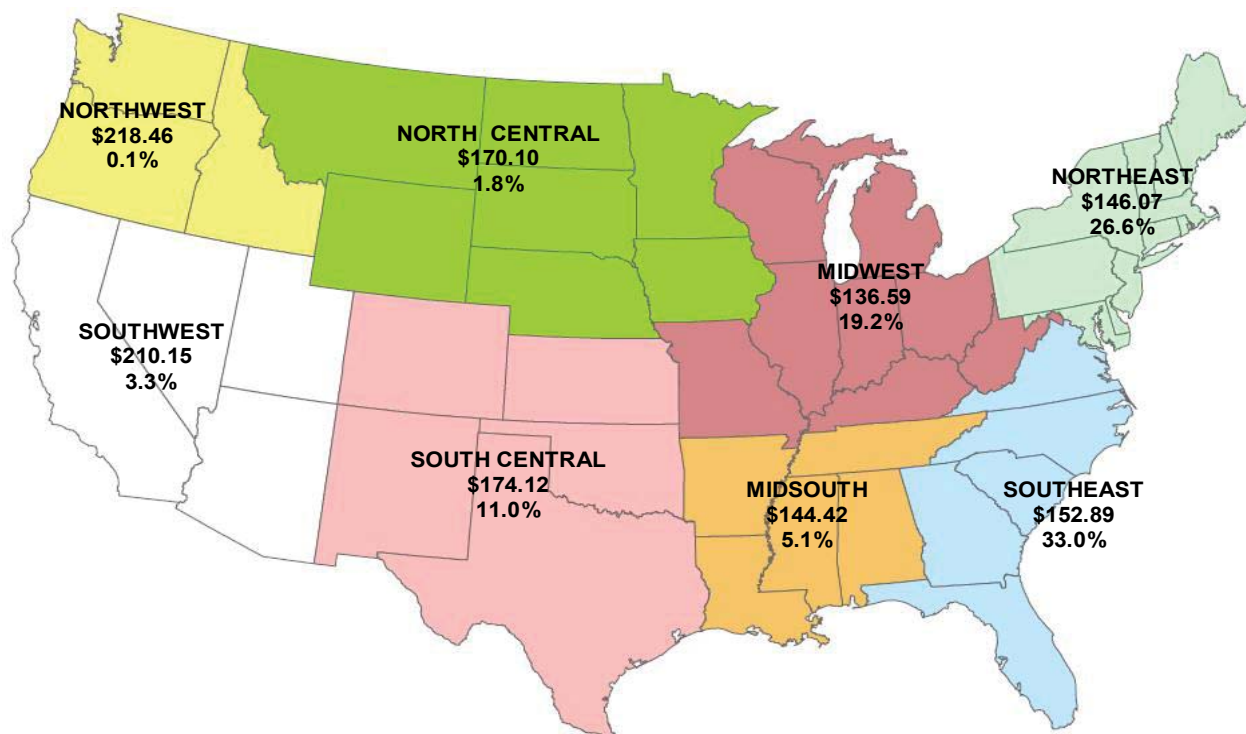
## Exhibit 3 – 2010

### 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

For Year 2010									
West Central FL Airport	U.S. Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
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

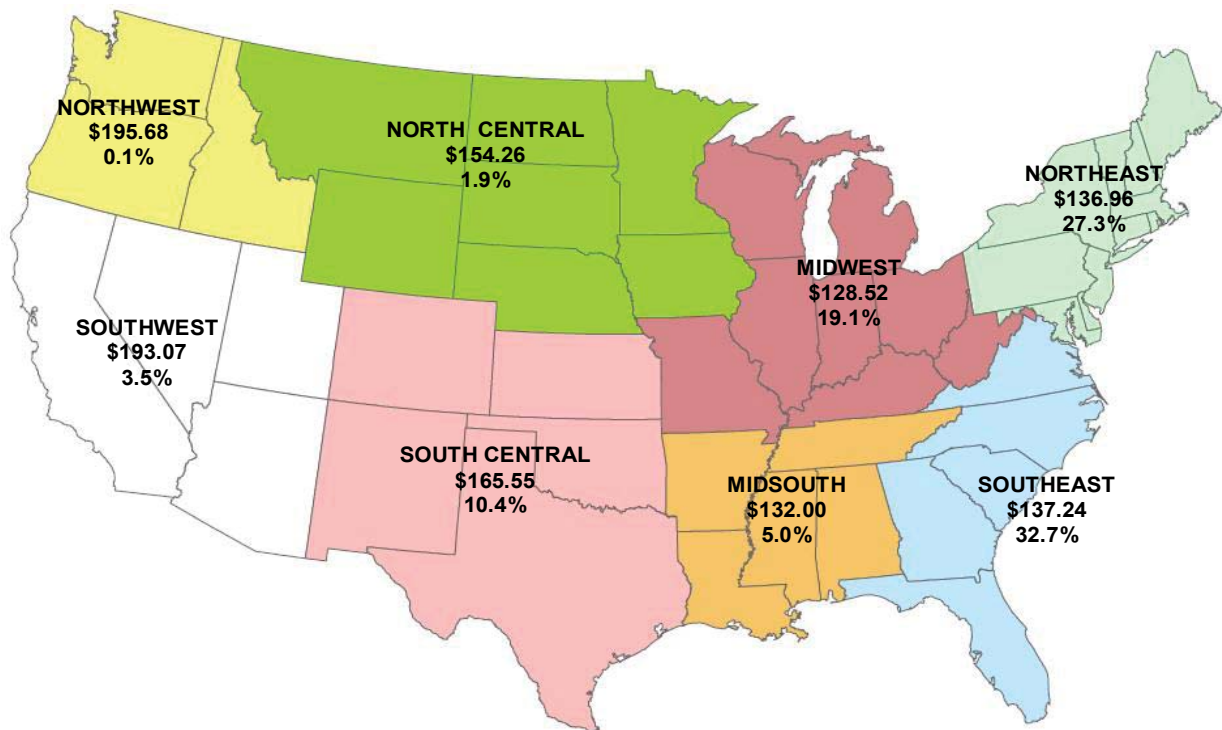
### Travel Patterns & Fares West Central Florida



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
<b>Outbound O&amp;D Passengers</b>									
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
<b>West Central Total</b>	<b>2,487,713</b>	<b>1,738,806</b>	<b>2,973,325</b>	<b>318,013</b>	<b>949,369</b>	<b>453,441</b>	<b>176,239</b>	<b>5,325</b>	<b>9,102,231</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>West Central Total</b>	<b>27.3%</b>	<b>19.1%</b>	<b>32.7%</b>	<b>3.5%</b>	<b>10.4%</b>	<b>5.0%</b>	<b>1.9%</b>	<b>0.1%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>West Central Total</b>	<b>\$136.96</b>	<b>\$128.52</b>	<b>\$137.24</b>	<b>\$193.07</b>	<b>\$165.55</b>	<b>\$132.00</b>	<b>\$154.26</b>	<b>\$195.68</b>	<b>\$140.50</b>

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





## Exhibit 3 - 2008

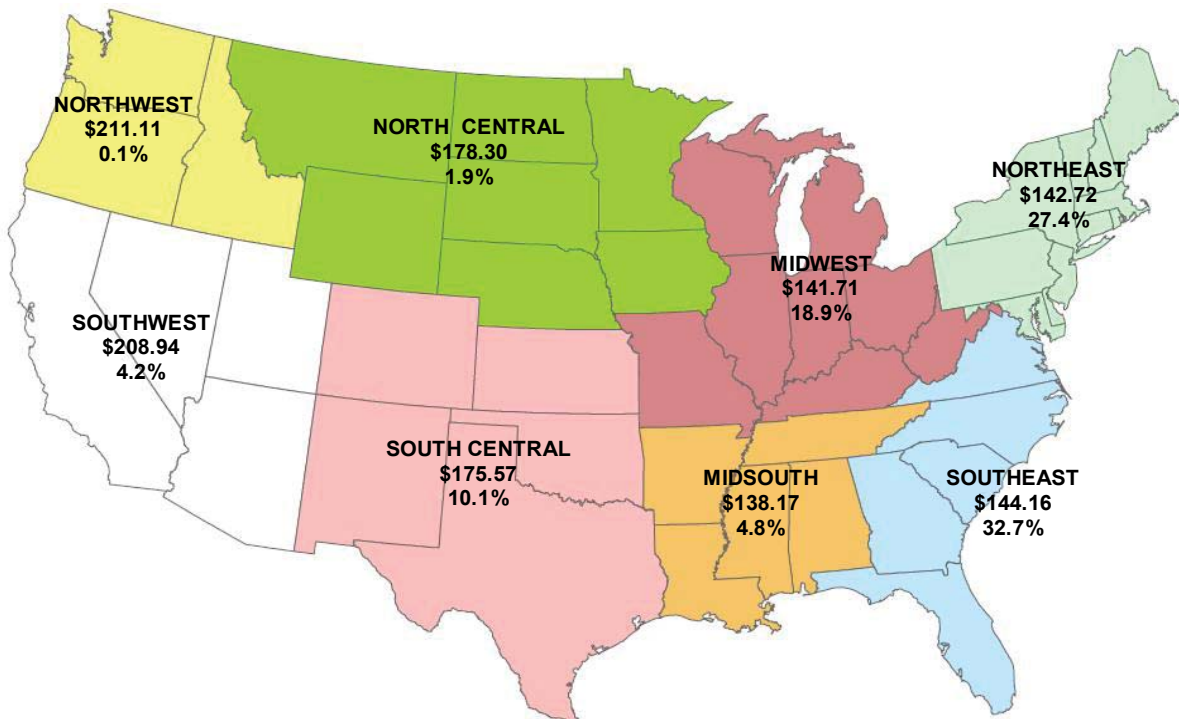


### Travel Patterns & Fares West Central Florida

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

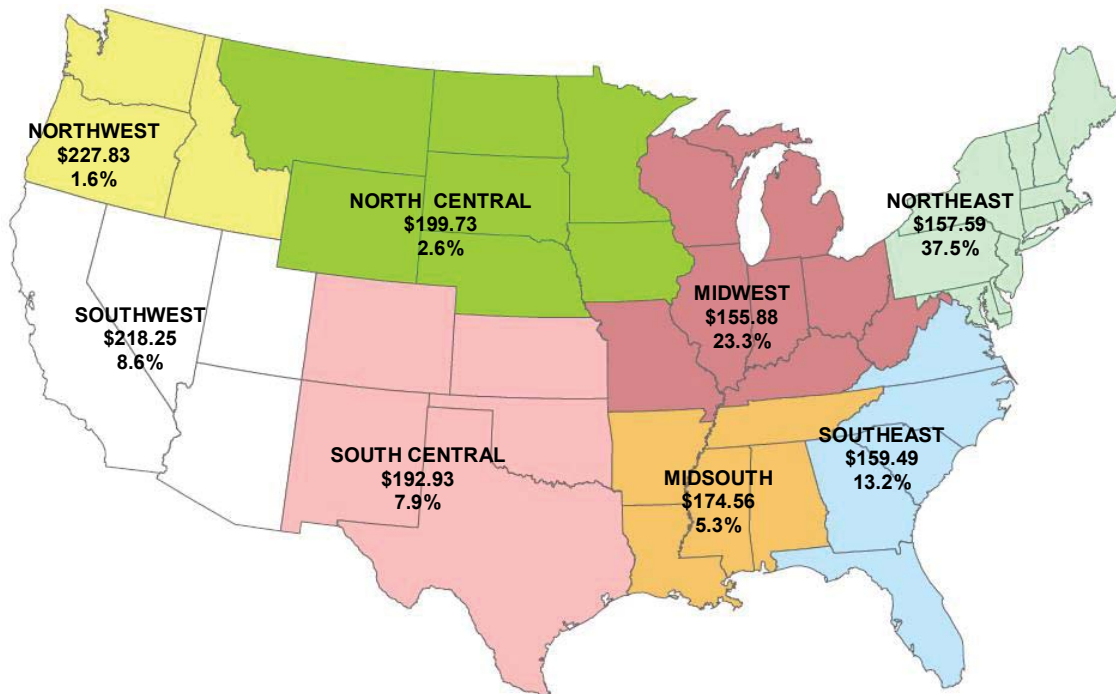
### Travel Patterns & Fares West Central Florida



**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)								
	Northeast	Midwest	Southeast	Southwest	South Central	Midsouth	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
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
<b>West Central FL Total</b>	<b>3,942,617</b>	<b>2,445,168</b>	<b>1,383,792</b>	<b>905,148</b>	<b>827,960</b>	<b>557,993</b>	<b>276,294</b>	<b>167,267</b>	<b>10,506,239</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>West Central FL Total</b>	<b>37.5%</b>	<b>23.3%</b>	<b>13.2%</b>	<b>8.6%</b>	<b>7.9%</b>	<b>5.3%</b>	<b>2.6%</b>	<b>1.6%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>West Central FL Total</b>	<b>\$157.59</b>	<b>\$155.88</b>	<b>\$159.49</b>	<b>\$218.25</b>	<b>\$192.93</b>	<b>\$174.56</b>	<b>\$199.73</b>	<b>\$227.83</b>	<b>\$168.58</b>

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



# Exhibit 3- 2006

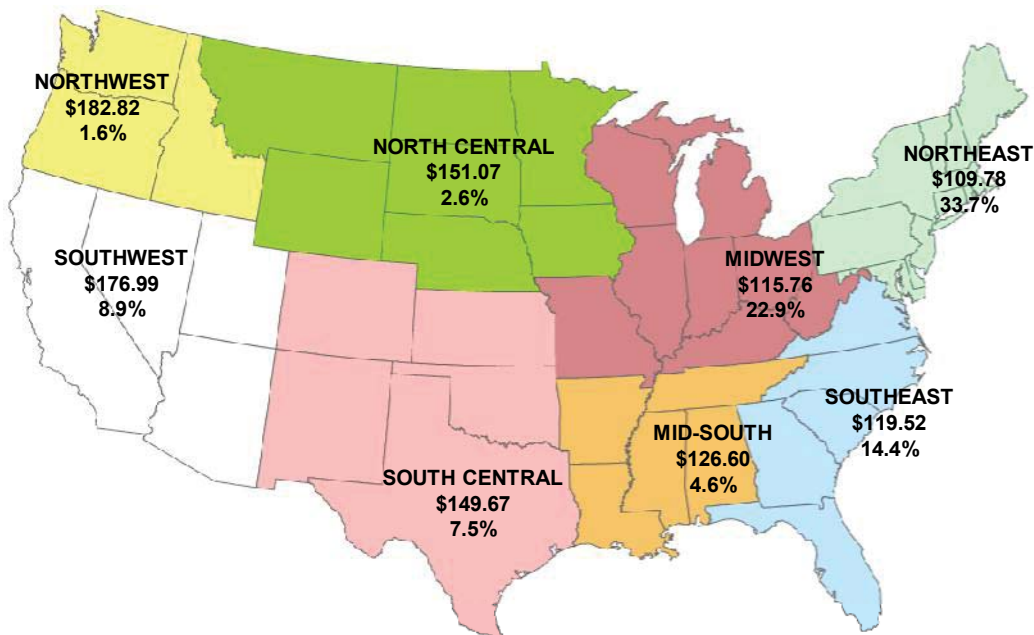
## Travel Patterns & Fares West Central Florida



**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

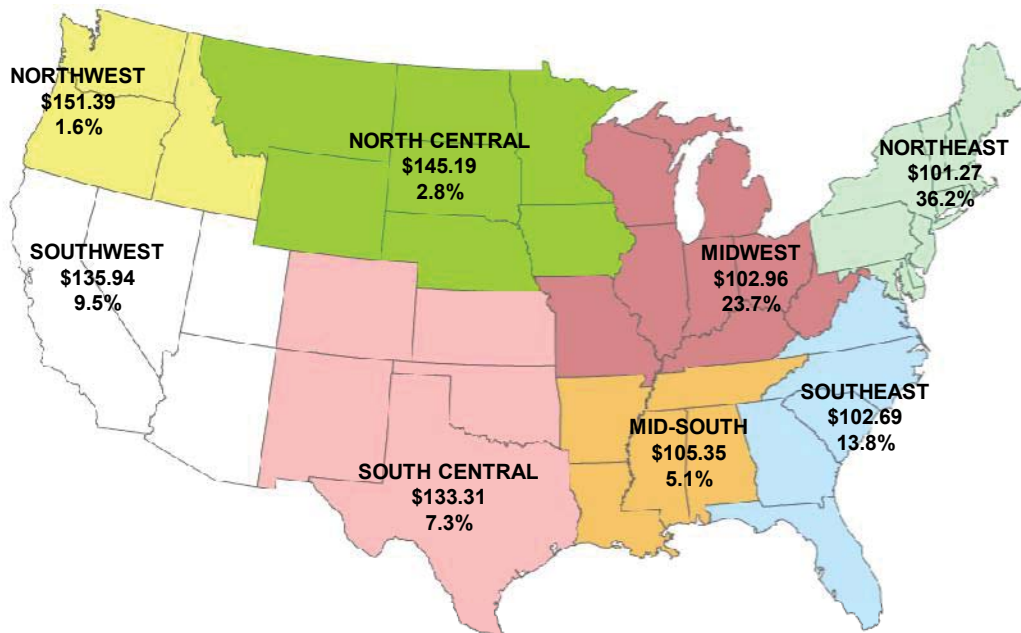
### Travel Patterns & Fares West Central Florida



#### 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)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
<b>Outbound O&amp;D Passengers</b>									
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
<b>West Central FL Total</b>	<b>3,018,260</b>	<b>1,972,950</b>	<b>1,150,760</b>	<b>787,360</b>	<b>609,800</b>	<b>428,330</b>	<b>229,410</b>	<b>133,300</b>	<b>8,330,170</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>West Central FL Total</b>	<b>36.2%</b>	<b>23.7%</b>	<b>13.8%</b>	<b>9.5%</b>	<b>7.3%</b>	<b>5.1%</b>	<b>2.8%</b>	<b>1.6%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>West Central FL Total</b>	<b>\$101.27</b>	<b>\$102.96</b>	<b>\$102.69</b>	<b>\$135.94</b>	<b>\$133.31</b>	<b>\$105.35</b>	<b>\$145.19</b>	<b>\$151.39</b>	<b>\$109.71</b>

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



## Exhibit 3- 2002

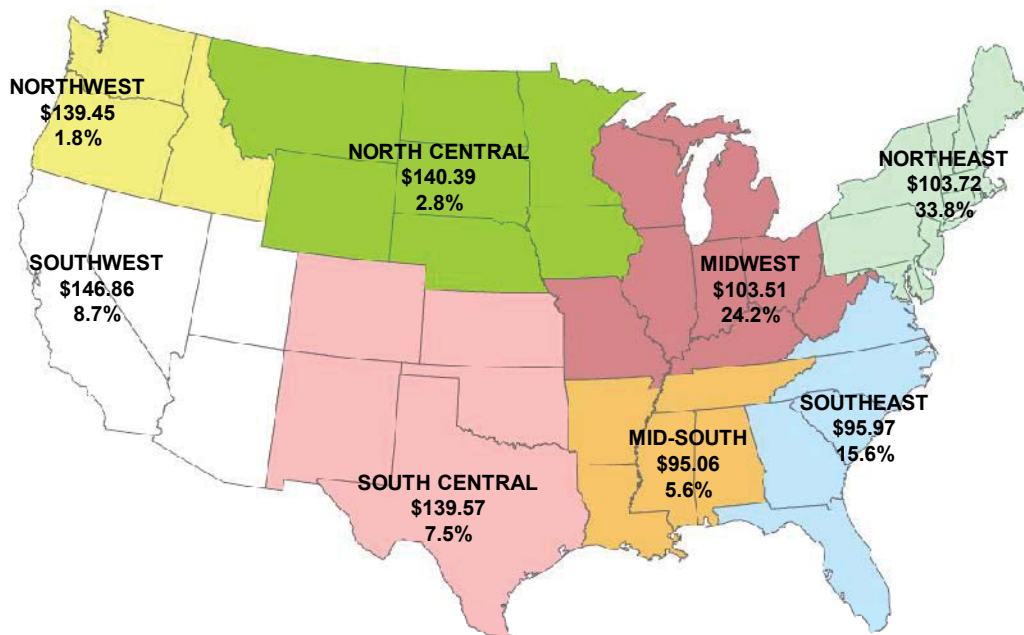
### Travel Patterns & Fares West Central Florida



**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	

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





## Exhibit 3- 2000

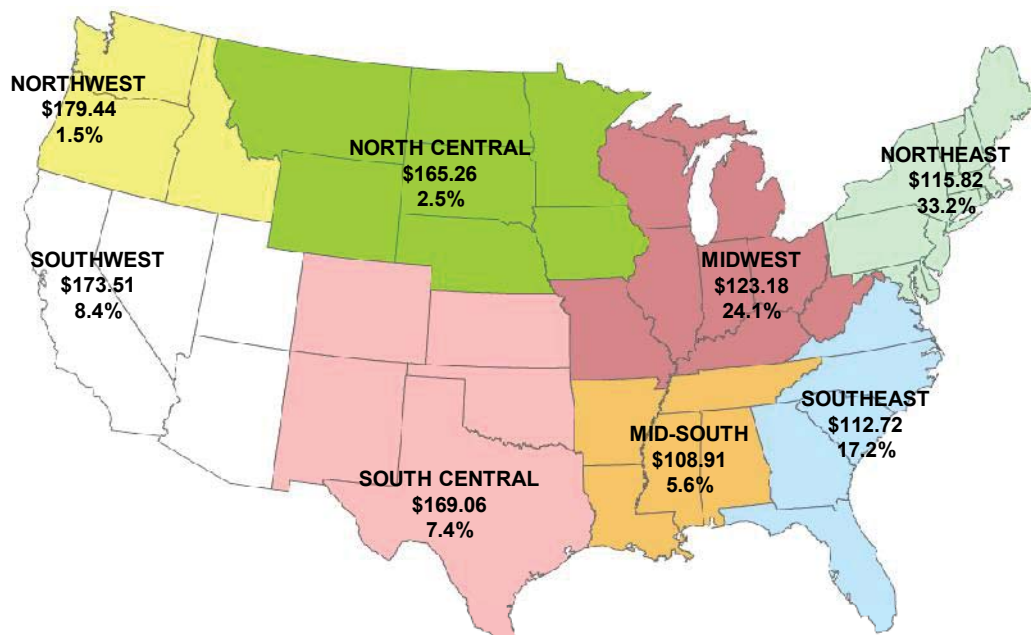
### Travel Patterns & Fares West Central Florida



**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

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



## Exhibit 3- 1999

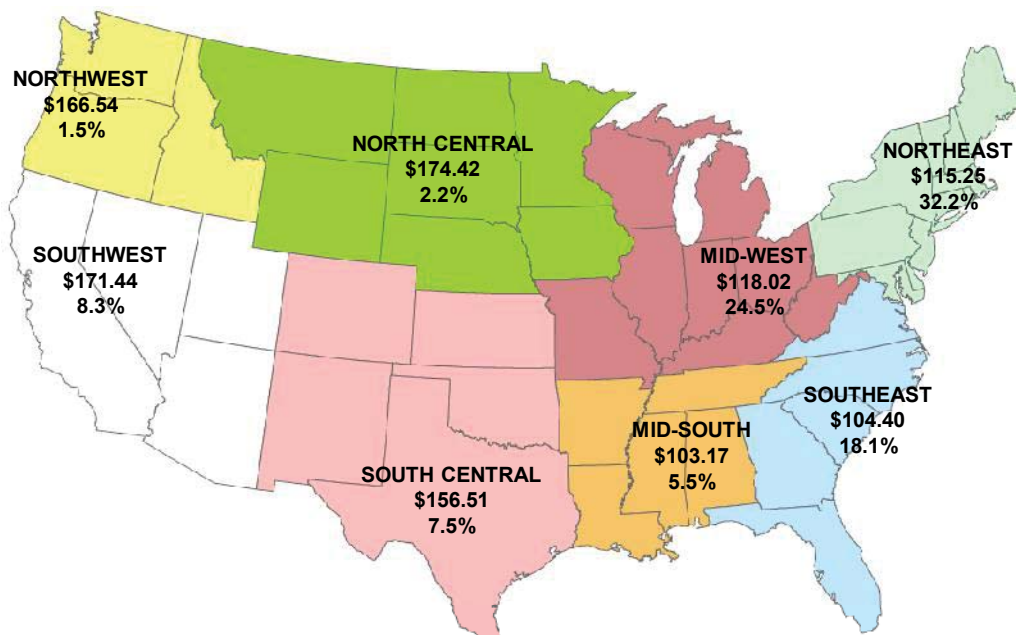
### Travel Patterns & Fares West Central Florida

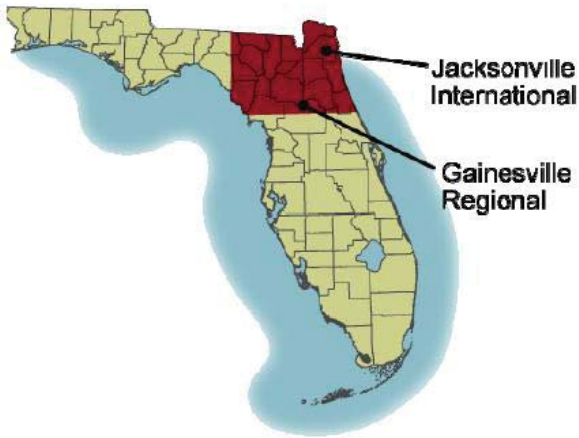


**Domestic Outbound O&D Passenger Regional Trends  
From West Central Florida Airports to U.S. Regions  
(year ended December 31, 1999)**

West Central FL Airport (Origin)		US Region (Destination)								Grand Total
		Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers										
Tampa	2,138,630	1,383,320	1,267,700	569,690	526,860	387,360	144,940	105,810	6,524,310	
Sarasota	243,700	257,670	72,270	37,490	24,490	21,840	16,640	7,300	681,400	
St. Petersburg	100	173,230	1,030	3,840	4,310	10	2,930	0	185,450	
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

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





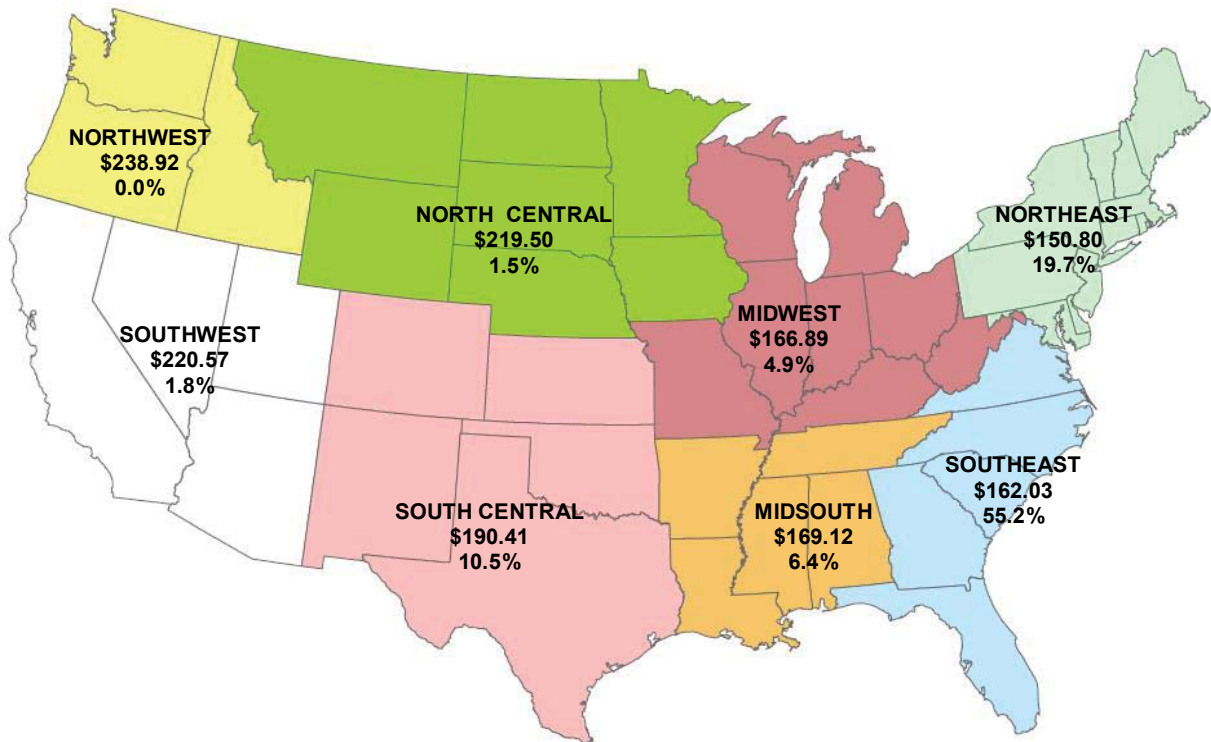
## Exhibit 4 - 2010

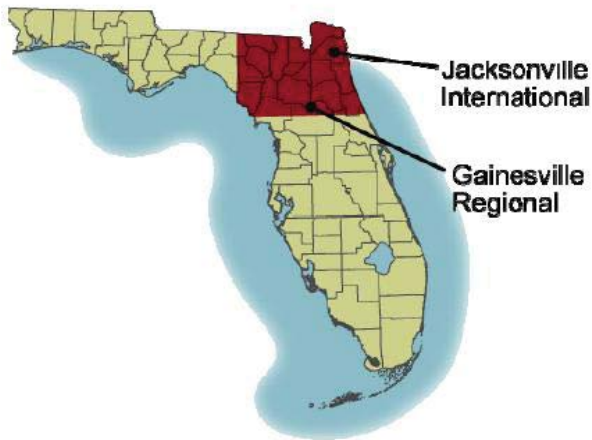
### Travel Patterns & Fares Northeast/North Central Florida

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
<b>Outbound O&amp;D Passengers</b>								
Gainesville	16	483	157,571	-	137	1,202	67	-
Jacksonville	554,875	136,550	1,396,801	52,069	294,365	178,434	40,933	1,119
<b>Northeast/ North Central Total</b>	<b>554,891</b>	<b>137,033</b>	<b>1,554,372</b>	<b>52,069</b>	<b>294,502</b>	<b>179,636</b>	<b>41,000</b>	<b>1,119</b>
<b>U.S. Region Passenger Market Share</b>								
Gainesville	0.0%	0.3%	98.8%	0.0%	0.1%	0.8%	0.0%	0.0%
Jacksonville	20.9%	5.1%	52.6%	2.0%	11.1%	6.7%	1.5%	0.0%
<b>Northeast/ North Central Total</b>	<b>19.7%</b>	<b>4.9%</b>	<b>55.2%</b>	<b>1.8%</b>	<b>10.5%</b>	<b>6.4%</b>	<b>1.5%</b>	<b>0.0%</b>
<b>Average Domestic One-Way Fares</b>								
Gainesville	\$188.99	\$198.64	\$217.07	\$251.83	\$219.43	\$218.77	\$277.57	\$268.35
Jacksonville	\$150.80	\$166.78	\$155.82	\$220.57	\$190.40	\$168.79	\$219.40	\$238.92
<b>Northeast/ North Central Total</b>	<b>\$150.80</b>	<b>\$166.89</b>	<b>\$162.03</b>	<b>\$220.57</b>	<b>\$190.41</b>	<b>\$169.12</b>	<b>\$219.50</b>	<b>\$238.92</b>

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





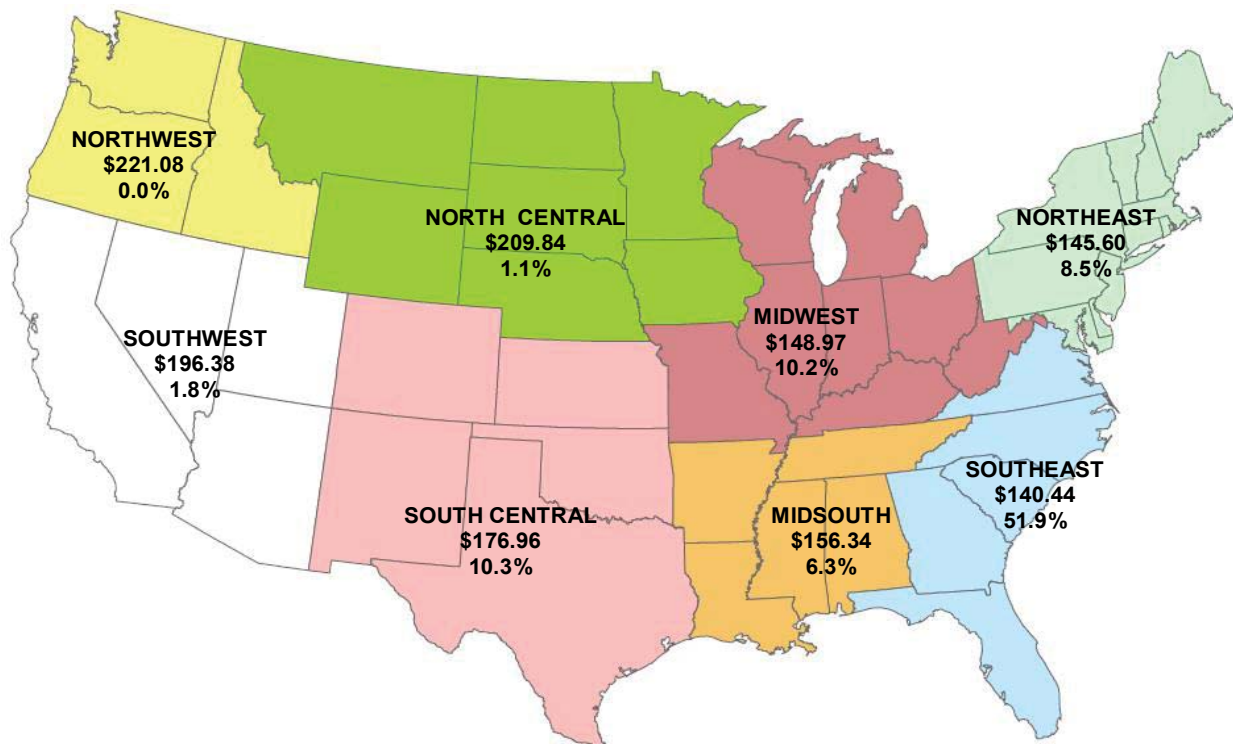
## Exhibit 4 - 2009

### Travel Patterns & Fares Northeast/North Central Florida

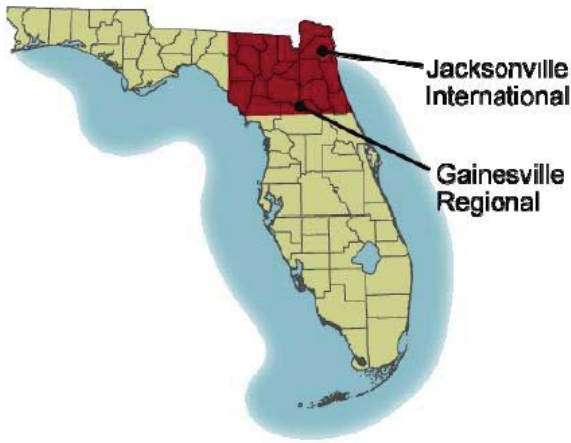
Domestic Outbound O&D Passenger Regional Trends  
From Northeast/North Central Florida Airports to U.S. Regions  
(year ended December 31, 2009)

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







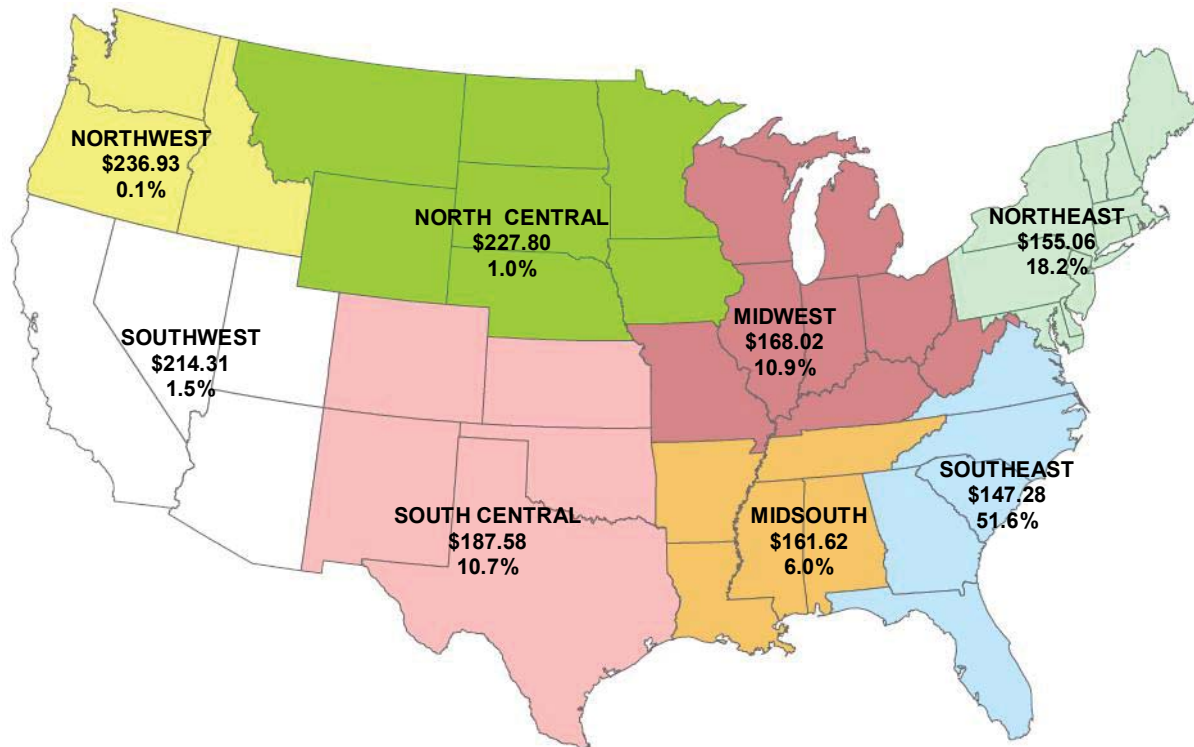
## Exhibit 4 - 2008

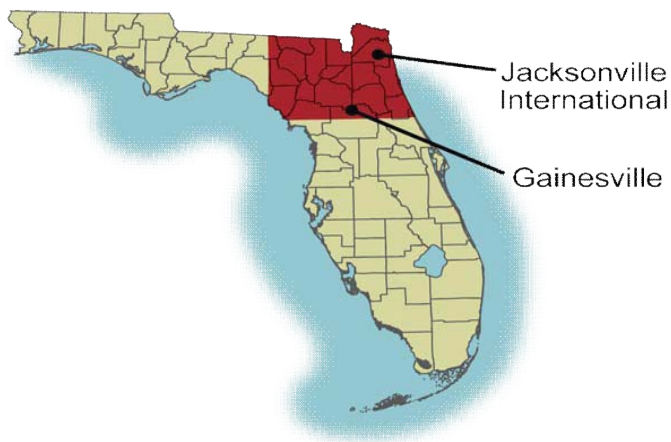
### Travel Patterns & Fares Northeast/North Central Florida

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
<b>Outbound O&amp;D Passengers</b>								
Gainesville	55	283	133,018	-	83	2,318	6	-
Jacksonville	563,111	338,197	1,467,293	45,888	332,788	183,337	32,309	1,961
<b>Northeast/ North Central Total</b>	<b>563,166</b>	<b>338,480</b>	<b>1,600,311</b>	<b>45,888</b>	<b>332,871</b>	<b>185,655</b>	<b>32,315</b>	<b>1,961</b>
<b>U.S. Region Passenger Market Share</b>								
Gainesville	0.0%	0.2%	98.0%	0.0%	0.1%	1.7%	0.0%	0.0%
Jacksonville	19.0%	11.4%	49.5%	1.5%	11.2%	6.2%	1.1%	0.1%
<b>Northeast/ North Central Total</b>	<b>18.2%</b>	<b>10.9%</b>	<b>51.6%</b>	<b>1.5%</b>	<b>10.7%</b>	<b>6.0%</b>	<b>1.0%</b>	<b>0.1%</b>
<b>Average Domestic One-Way Fares</b>								
Gainesville	\$208.88	\$222.72	\$237.47	\$275.42	\$266.23	\$235.56	\$307.61	\$313.04
Jacksonville	\$155.05	\$167.97	\$139.10	\$214.31	\$187.56	\$160.69	\$227.79	\$236.93
<b>Northeast/ North Central Total</b>	<b>\$155.06</b>	<b>\$168.02</b>	<b>\$147.28</b>	<b>\$214.31</b>	<b>\$187.58</b>	<b>\$161.62</b>	<b>\$227.80</b>	<b>\$236.93</b>

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





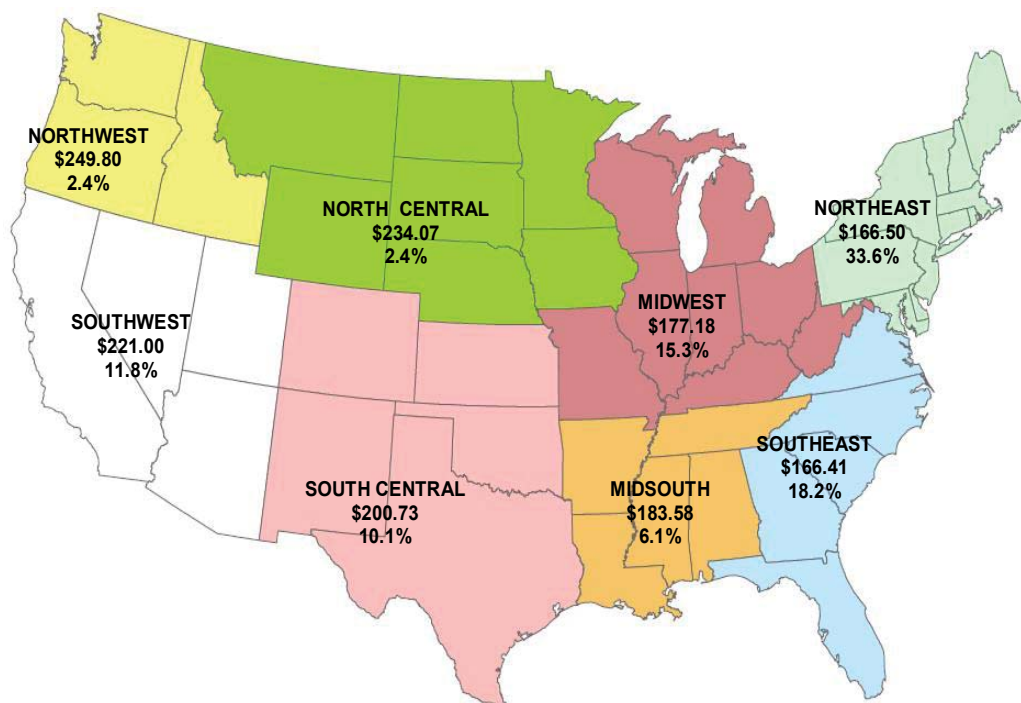
## Exhibit 4 - 2007

### Travel Patterns & Fares Northeast/North Central Florida

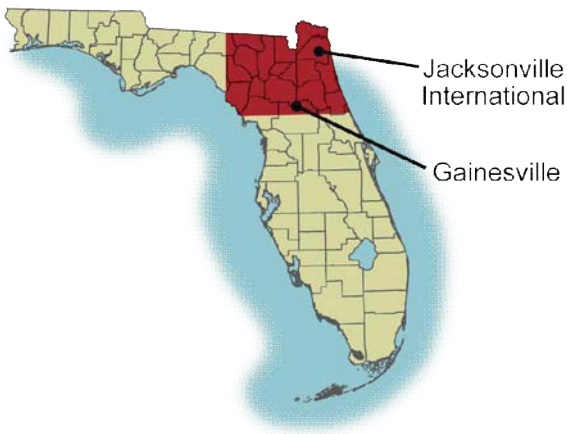
**Domestic Outbound O&D Passenger Regional Trends**  
**From Northeast/North Central Florida Airports to U.S. Regions**  
 (year ended December 31, 2007)

Northeast/North Central FL Airport (origin)		U.S. Region (Destination)								
		Northeast	Midwest	Southeast	Southwest	South Central	Midsouth	North Central	Northwest	Grand Total
Outbound O&D Passengers										
Jacksonville	1,106,736	498,348	596,019	384,714	333,400	196,063	80,031	77,494	3,272,805	
Gainesville	41,158	25,805	25,188	18,687	11,473	12,778	3,180	4,224	142,493	
Northeast/North Central FL Total		1,147,894	524,153	621,207	403,401	344,873	208,841	83,211	81,718	3,415,298
U.S. Region Passenger Market Share										
Jacksonville	33.8%	15.2%	18.2%	11.8%	10.2%	6.0%	2.4%	2.4%	100.0%	
Gainesville	28.9%	18.1%	17.7%	13.1%	8.1%	9.0%	2.2%	3.0%	100.0%	
Northeast/North Central FL Total		33.6%	15.3%	18.2%	11.8%	10.1%	6.1%	2.4%	2.4%	100.0%
Average Domestic One-Way Fares										
Jacksonville	\$164.20	\$174.65	\$162.89	\$217.58	\$198.00	\$180.73	\$232.44	\$247.12	\$179.89	
Gainesville	\$228.40	\$225.97	\$249.51	\$291.58	\$280.02	\$227.35	\$275.00	\$298.84	\$247.17	
Northeast/North Central FL Total		\$166.50	\$177.18	\$166.41	\$221.00	\$200.73	\$183.58	\$234.07	\$249.80	\$182.70

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



## Exhibit 4- 2006

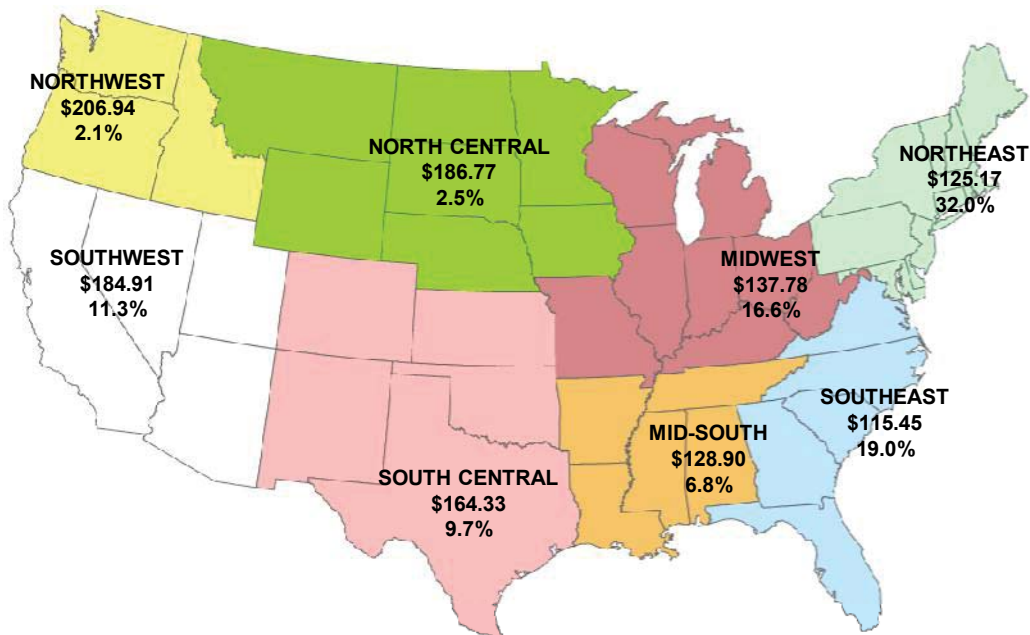


### Travel Patterns & Fares Northeast/North Central Florida

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

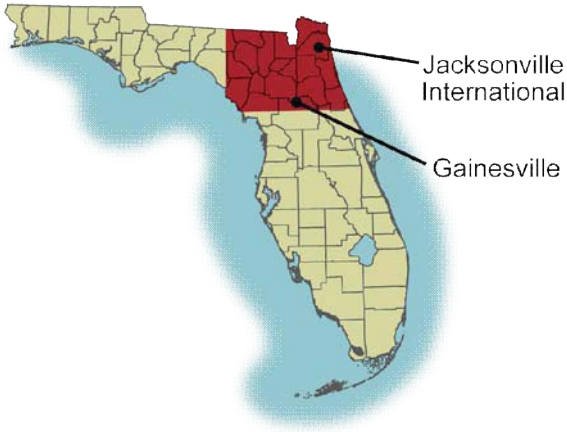
Northeast/North Central FL Airport (Origin)		U.S. Region (Destination)								
		Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers										
Jacksonville		896,610	455,970	523,070	310,090	272,000	182,060	68,270	58,150	2,766,220
Gainesville		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

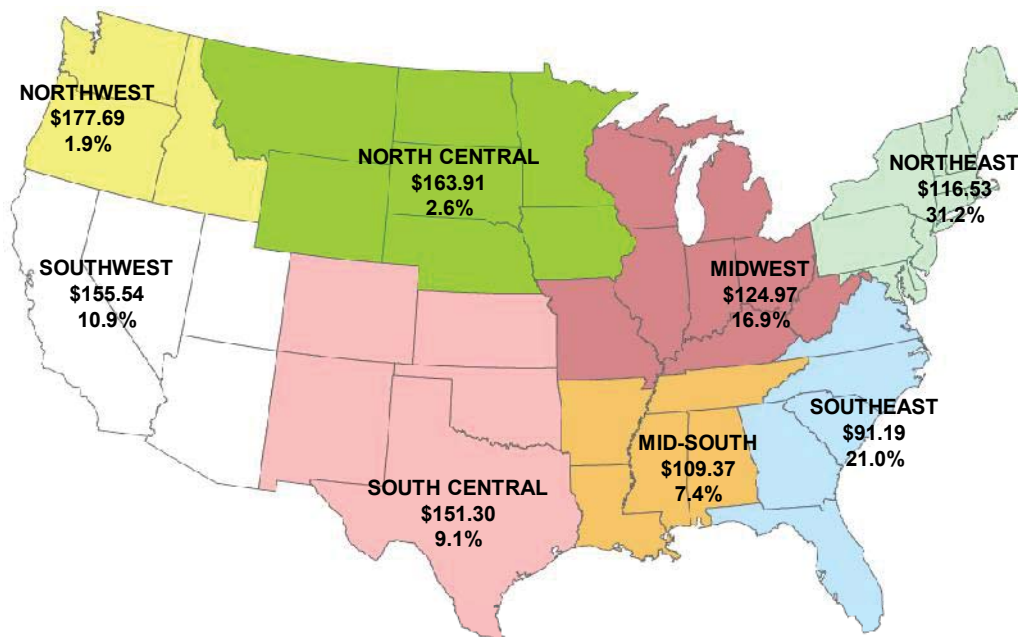
### Travel Patterns & Fares Northeast/North Central Florida



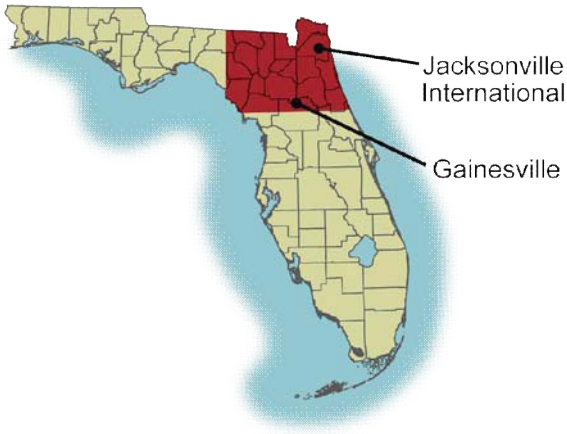
**Domestic Outbound O&D Passenger Regional Trends  
From Northeast/North Central Florida Airports to U.S. Destinations  
(year ended December 31, 2004)**

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.







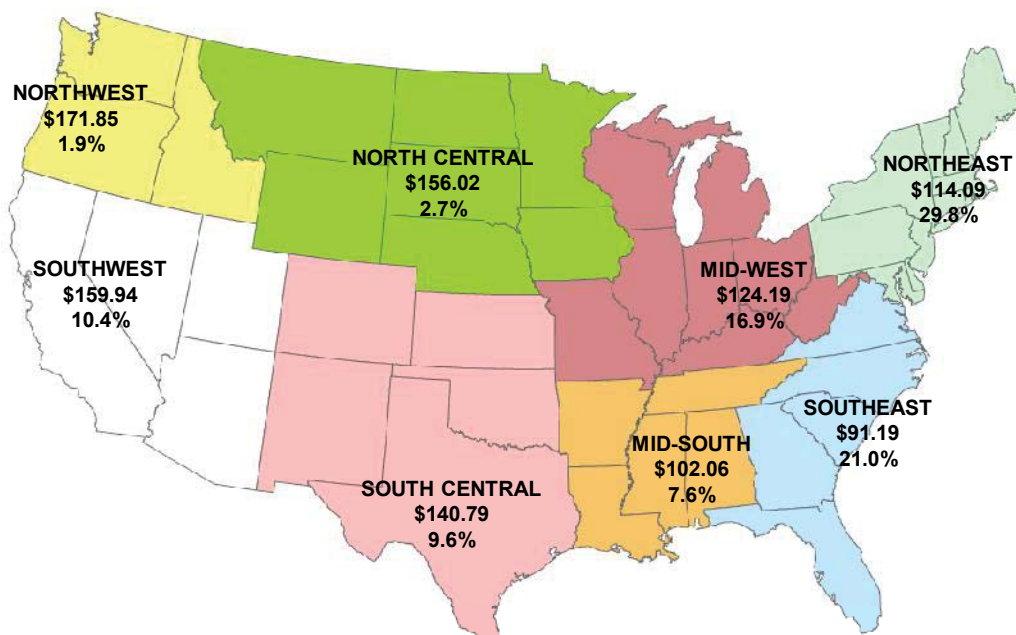
## Exhibit 4- 2002

### Travel Patterns & Fares Northeast/North Central Florida

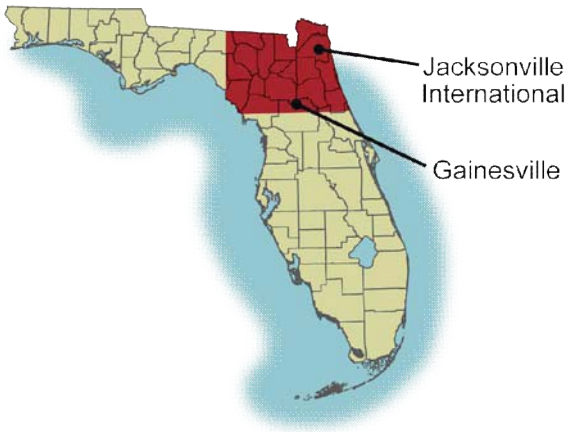
**Domestic Outbound O&D Passenger Regional Trends  
From Northeast/North Central Florida Airports to U.S. Regions  
(year ended December 31, 2002)**

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

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



## Exhibit 4- 2000

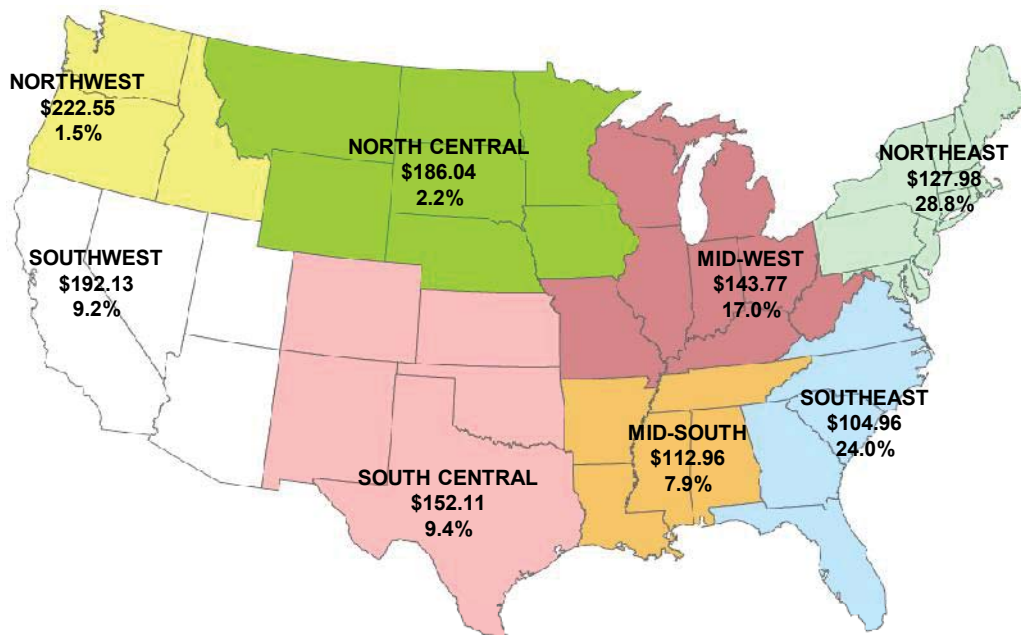


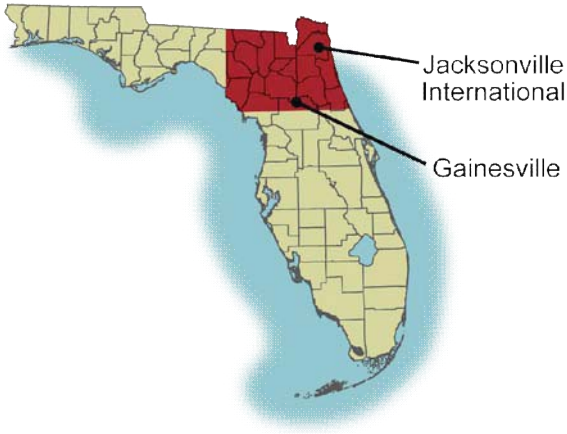
### Travel Patterns & Fares Northeast/North Central Florida

**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

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





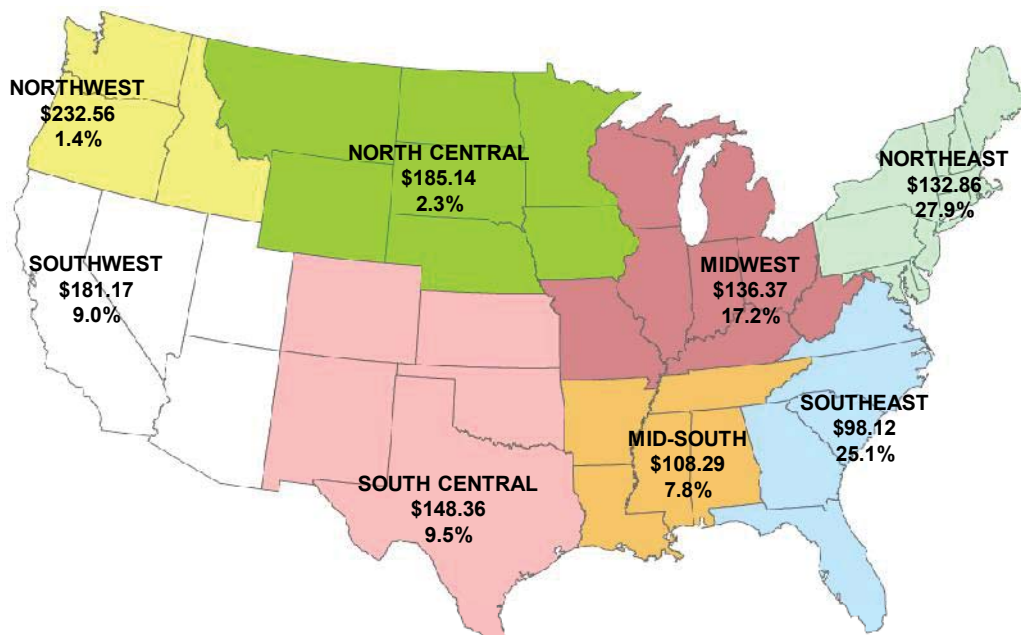
## Exhibit 4- 1999

### 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

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



## Exhibit 5 - 2010

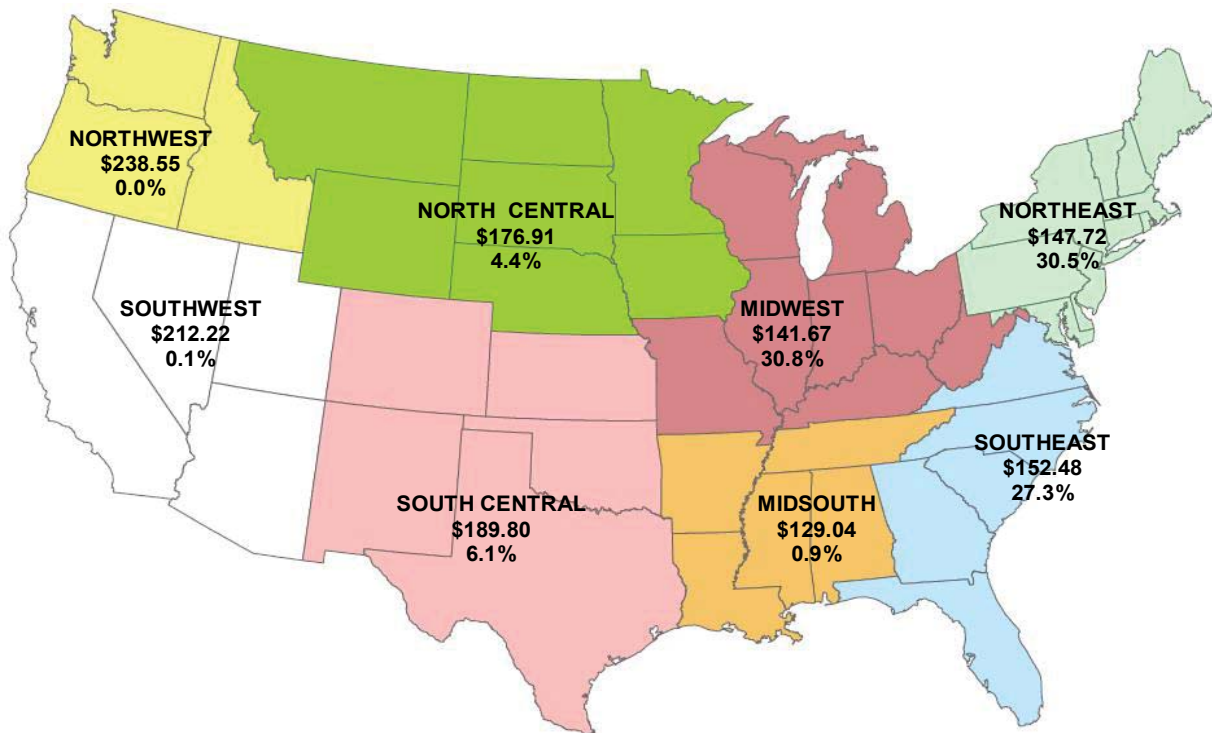
### Travel Patterns & Fares Southwest Florida



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
<b>Outbound O&amp;D Passengers</b>									
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
<b>U.S. Region Passenger Market Share</b>									
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%
<b>Average Domestic One-Way Fares</b>									
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

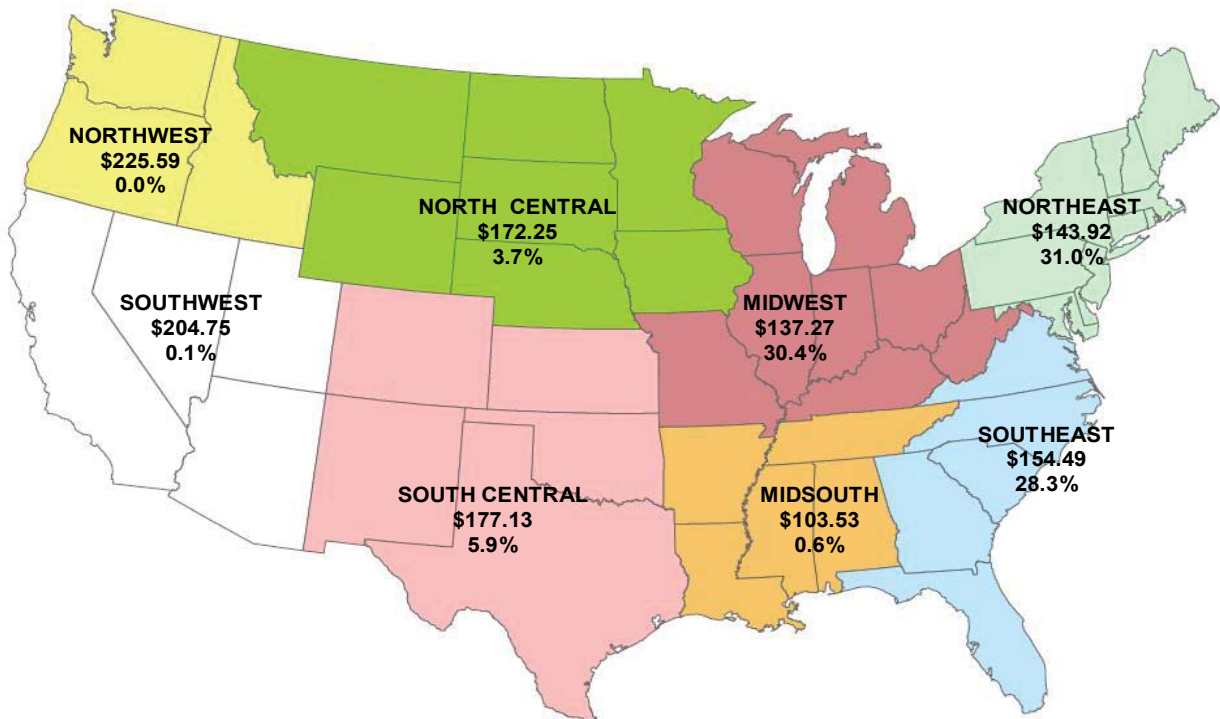
### Travel Patterns & Fares Southwest Florida



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)								Grand Total
	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	-	-	52,539
Southwest Florida	1,113,975	1,092,493	1,011,051	4,245	213,851	8,510	134,362	178	3,578,665
Southwest Total	1,126,646	1,104,508	1,026,439	4,245	213,851	20,975	134,362	178	3,631,204
U.S. Region Passenger Market Share									
Punta Gorda	24.1%	22.9%	29.3%	0.0%	0.0%	23.7%	0.0%	0.0%	100.0%
Southwest Florida	31.1%	30.5%	28.3%	0.1%	6.0%	0.2%	3.8%	0.0%	100.0%
Southwest Total	31.0%	30.4%	28.3%	0.1%	5.9%	0.6%	3.7%	0.0%	100.0%
Average Domestic One-Way Fares									
Punta Gorda	n/a	n/a	\$46.30	n/a	n/a	\$55.55	n/a	n/a	\$26.74
Southwest Florida	\$145.56	\$138.78	\$156.14	\$204.75	\$177.13	\$173.82	\$172.25	\$225.59	\$149.51
Southwest Total	\$143.92	\$137.27	\$154.49	\$204.75	\$177.13	\$103.53	\$172.25	\$225.59	\$147.73

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



## Exhibit 5 - 2008

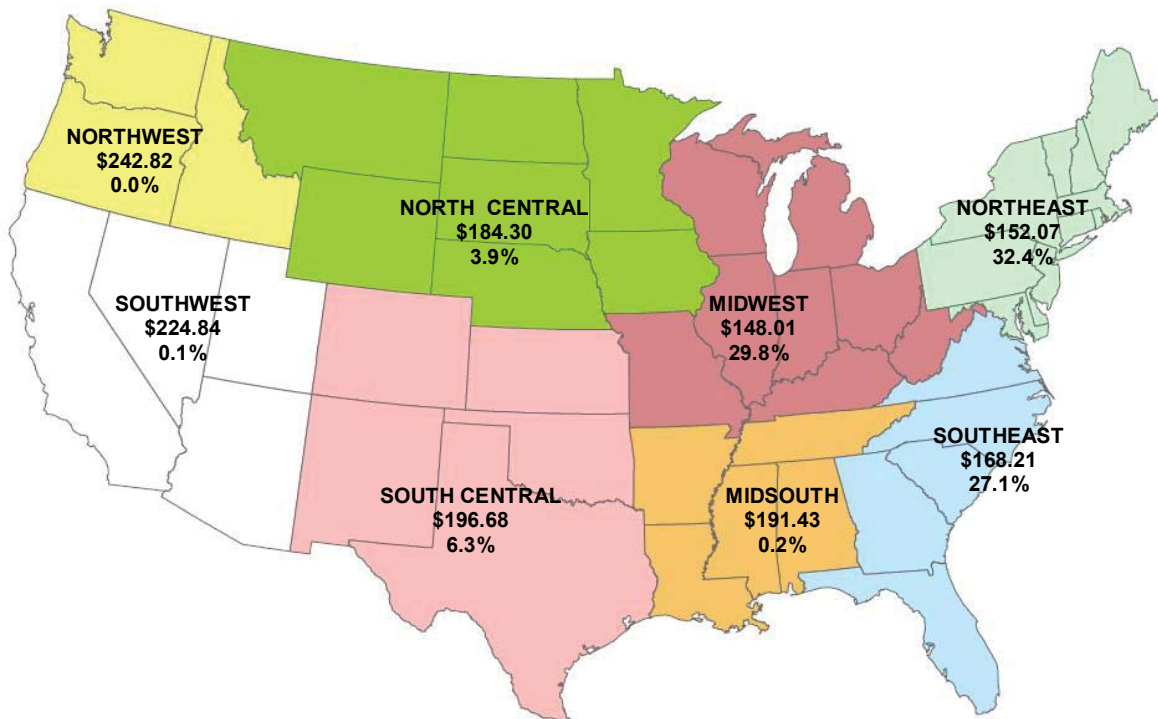
### Travel Patterns & Fares Southwest Florida



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

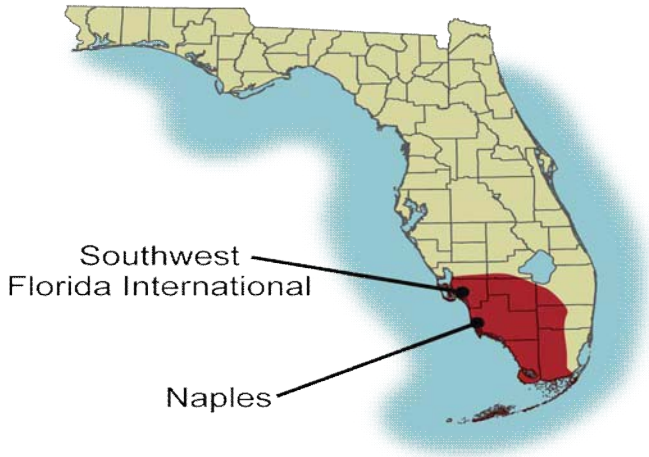
Southwest FL Airport (origin)	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers									
Punta Gorda	8,341	19,009	5,298	-	-	-	-	-	32,648
Naples	2	-	2,001	-	-	-	-	-	2,003
Southwest Florida	1,191,291	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

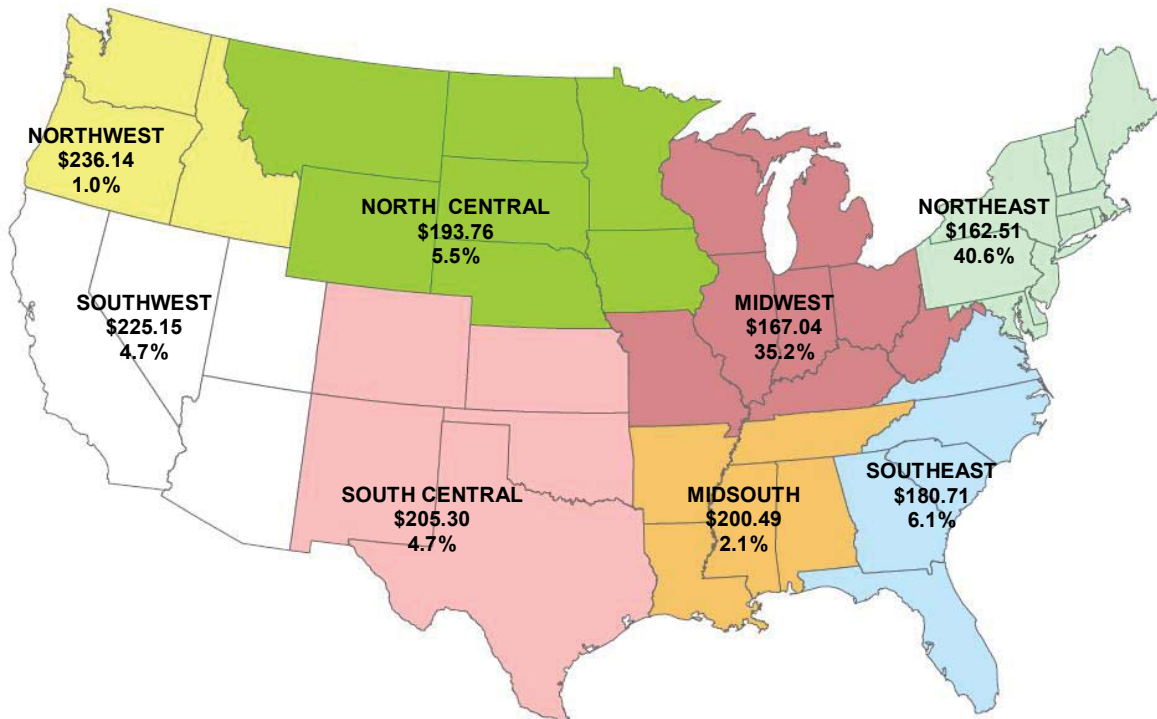
### Travel Patterns & Fares Southwest Florida



**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.



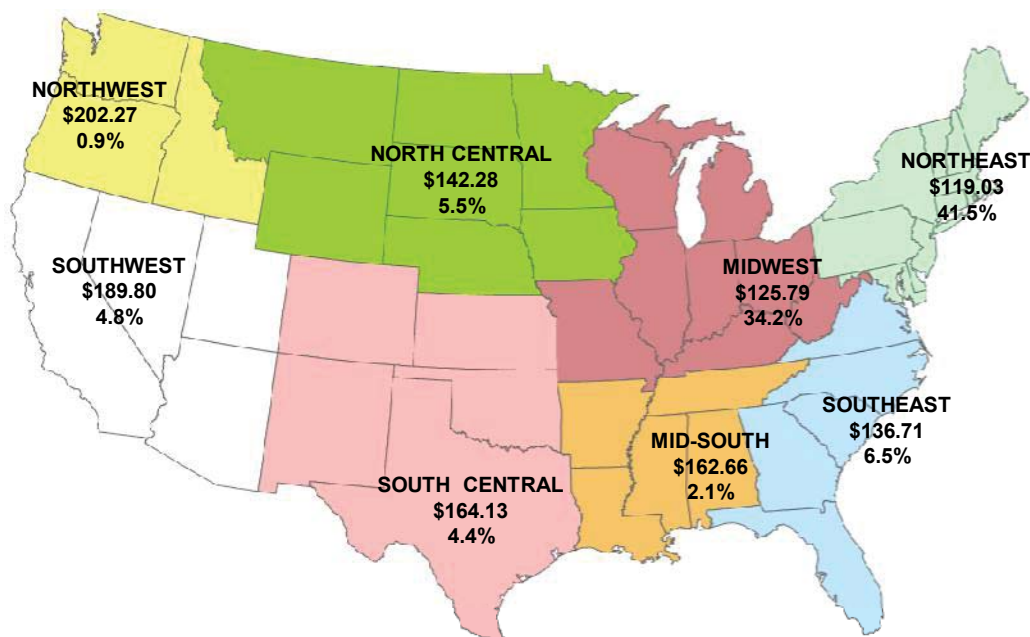
## Travel Patterns & Fares Southwest Florida



### 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
<b>Outbound O&amp;D Passengers</b>									
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
<b>Southwest Florida Total</b>	<b>1,482,880</b>	<b>1,220,540</b>	<b>233,060</b>	<b>171,690</b>	<b>158,160</b>	<b>74,770</b>	<b>195,920</b>	<b>33,630</b>	<b>3,570,650</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>Southwest Florida Total</b>	<b>41.5%</b>	<b>34.2%</b>	<b>6.5%</b>	<b>4.8%</b>	<b>4.4%</b>	<b>2.1%</b>	<b>5.5%</b>	<b>0.9%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>Southwest Florida Total</b>	<b>\$119.03</b>	<b>\$125.79</b>	<b>\$136.71</b>	<b>\$189.80</b>	<b>\$164.13</b>	<b>\$162.66</b>	<b>\$142.28</b>	<b>\$202.27</b>	<b>\$130.87</b>

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





## Exhibit 5- 2004

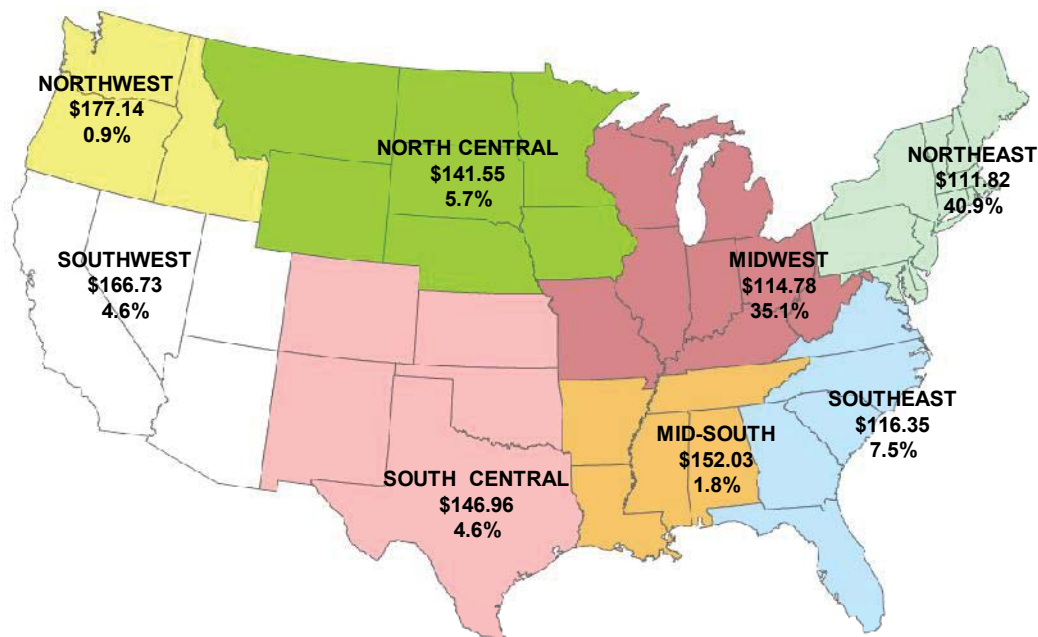
### Travel Patterns & Fares Southwest Florida



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

Southwest FL	U.S. Region (Destination)								
Airport (Origin)	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

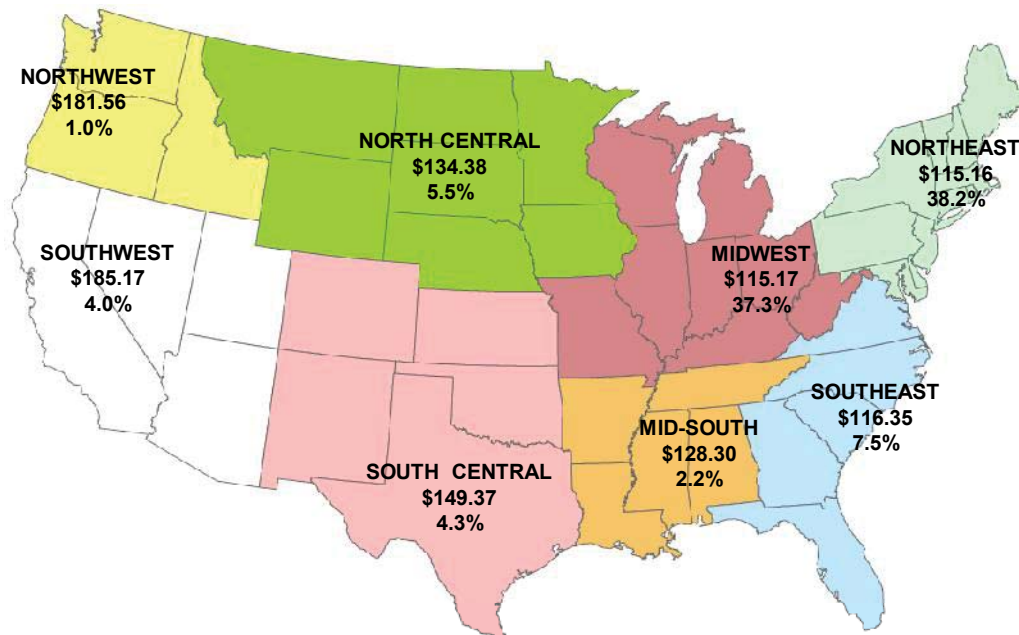
### Travel Patterns & Fares Southwest Florida



**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	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%	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	

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



## Exhibit 5- 2000

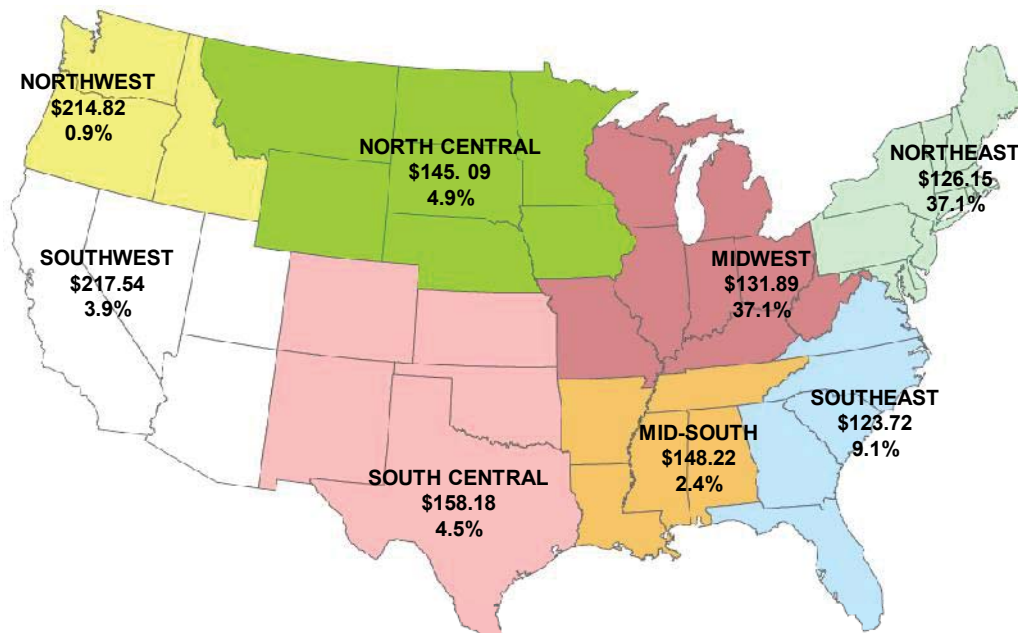
### Travel Patterns & Fares Southwest Florida



**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

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



## Exhibit 5- 1999

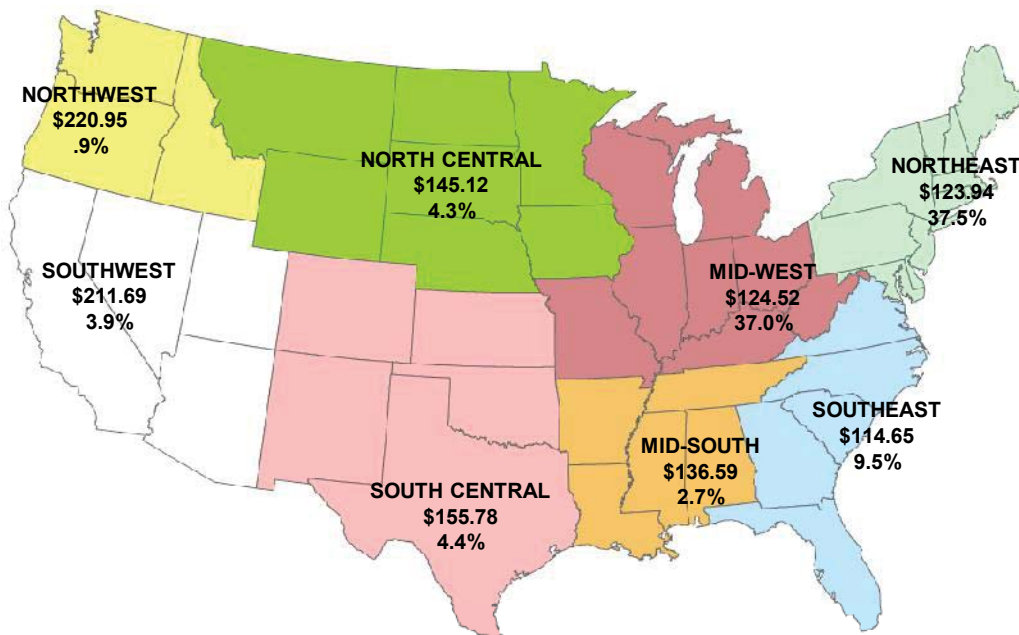
### Travel Patterns & Fares Southwest Florida



#### 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)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
<b>Outbound O&amp;D Passengers</b>									
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
<b>Southwest FL Total</b>	<b>829,170</b>	<b>818,430</b>	<b>209,230</b>	<b>86,390</b>	<b>96,340</b>	<b>60,090</b>	<b>94,470</b>	<b>19,140</b>	<b>2,213,260</b>
<b>U.S Region Passenger Market Share</b>									
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%
<b>Southwest FL Total</b>	<b>37.5%</b>	<b>37.0%</b>	<b>9.5%</b>	<b>3.9%</b>	<b>4.4%</b>	<b>2.7%</b>	<b>4.3%</b>	<b>0.9%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>Southwest FL Total</b>	<b>\$123.94</b>	<b>\$124.52</b>	<b>\$114.65</b>	<b>\$211.69</b>	<b>\$155.78</b>	<b>\$136.59</b>	<b>\$145.13</b>	<b>\$220.95</b>	<b>\$130.17</b>

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







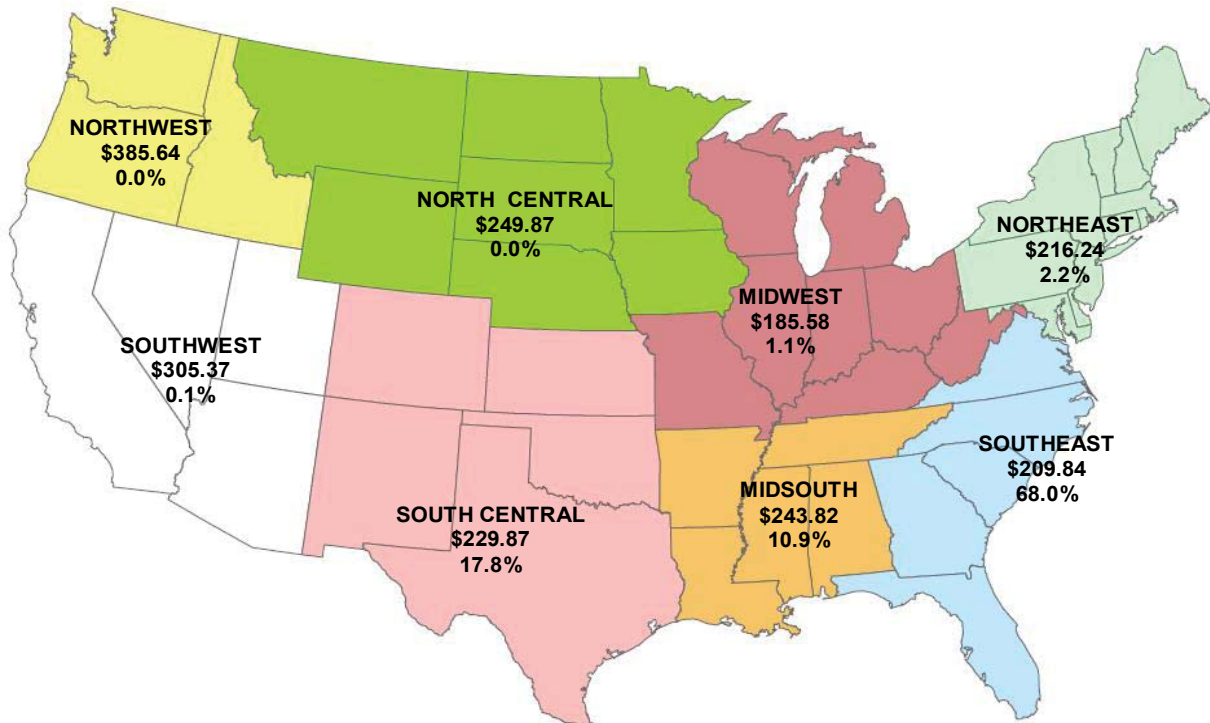
## Exhibit 6 - 2010

### 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
<b>Outbound O&amp;D Passengers</b>									
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
<b>Northwest Total</b>	<b>37,439</b>	<b>19,134</b>	<b>1,166,346</b>	<b>940</b>	<b>304,665</b>	<b>186,487</b>	<b>185</b>	<b>108</b>	<b>1,715,304</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>Northwest Total</b>	<b>2.2%</b>	<b>1.1%</b>	<b>68.0%</b>	<b>0.1%</b>	<b>17.8%</b>	<b>10.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>Northwest Total</b>	<b>\$216.24</b>	<b>\$185.58</b>	<b>\$209.84</b>	<b>\$305.37</b>	<b>\$229.87</b>	<b>\$243.82</b>	<b>\$249.87</b>	<b>\$385.64</b>	<b>\$217.03</b>

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



## Exhibit 6 - 2009

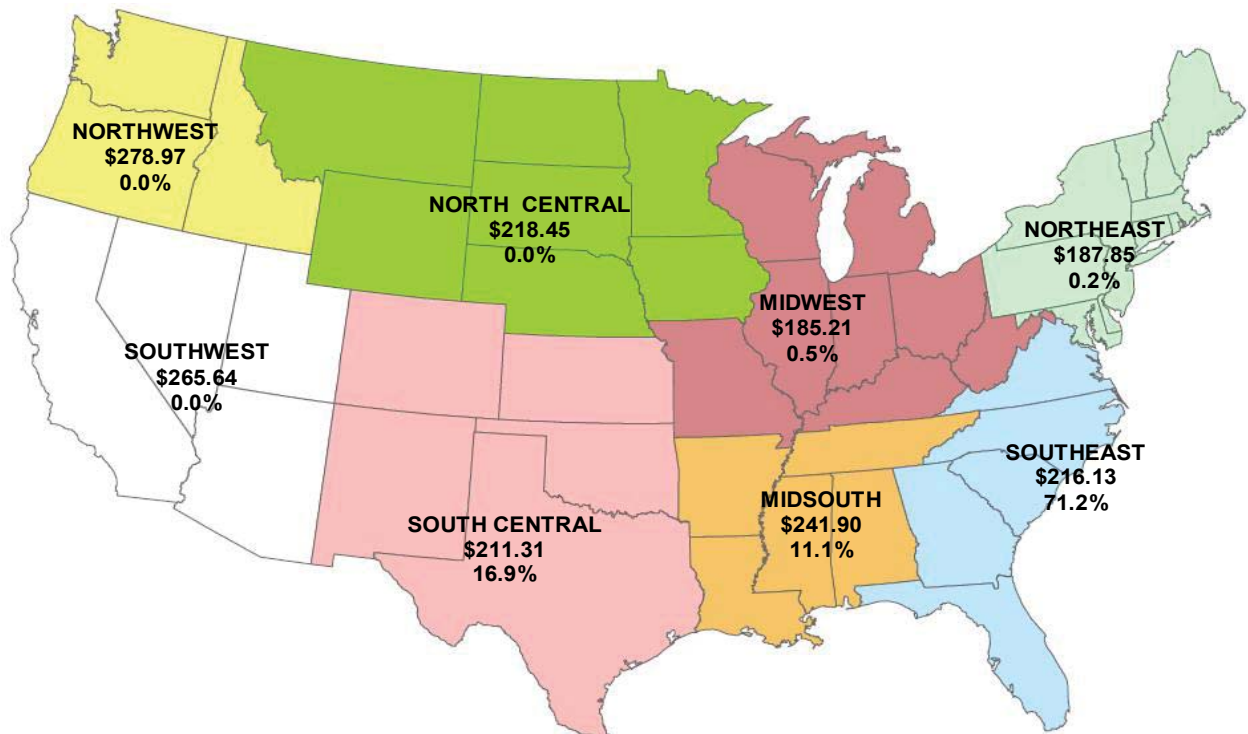
### Travel Patterns & Fares Northwest Florida



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

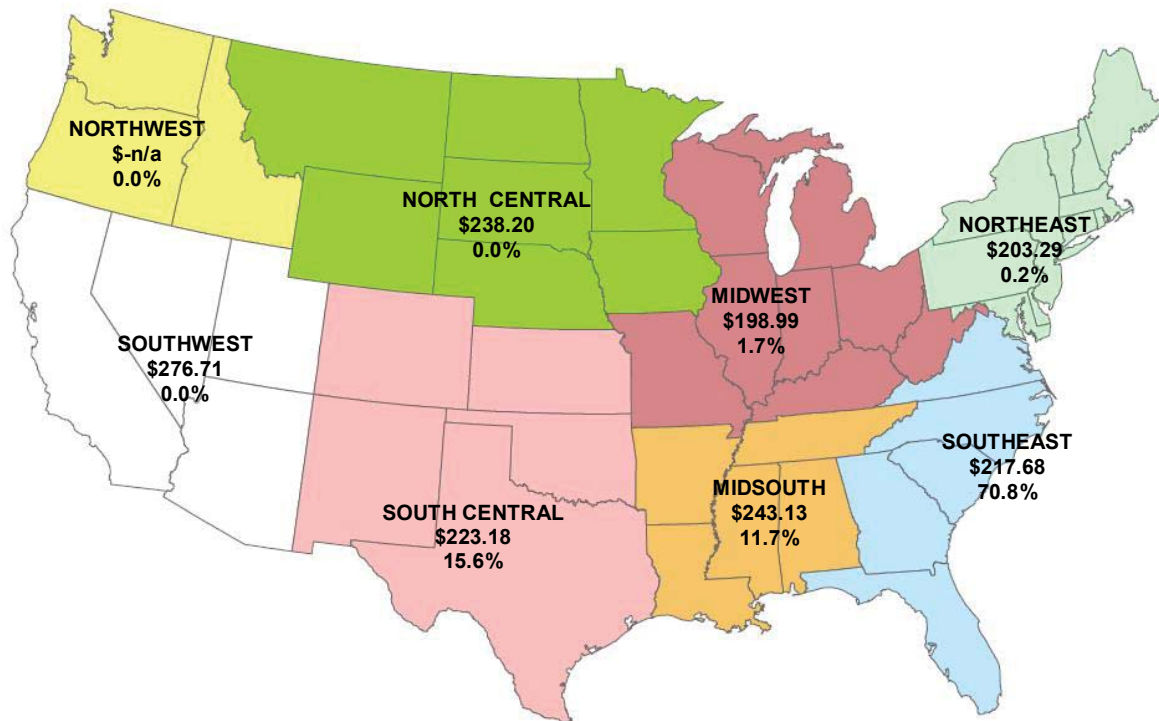
### Travel Patterns & Fares Northwest Florida



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
<b>Outbound O&amp;D Passengers</b>									
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
<b>Northwest Total</b>	<b>3,394</b>	<b>29,213</b>	<b>1,206,107</b>	<b>239</b>	<b>265,595</b>	<b>198,770</b>	<b>739</b>	<b>-</b>	<b>1,704,057</b>
<b>U.S. Region Passenger Market Share</b>									
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%
<b>Northwest Total</b>	<b>0.2%</b>	<b>1.7%</b>	<b>70.8%</b>	<b>0.0%</b>	<b>15.6%</b>	<b>11.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>Average Domestic One-Way Fares</b>									
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
<b>Northwest Total</b>	<b>\$203.29</b>	<b>\$198.99</b>	<b>\$217.68</b>	<b>\$276.71</b>	<b>\$223.18</b>	<b>\$243.13</b>	<b>\$238.20</b>	<b>n/a</b>	<b>\$221.17</b>

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



## Exhibit 6 - 2007

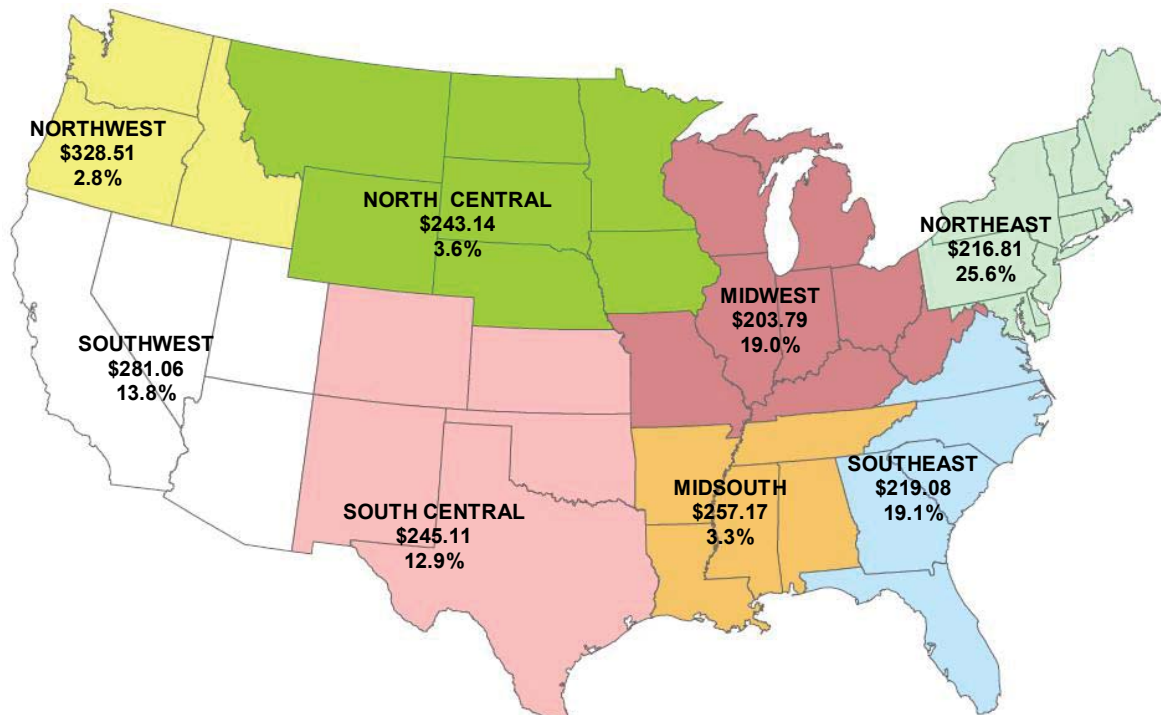
### Travel Patterns & Fares Northwest Florida



**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)								
	Northeast	Midwest	Southeast	Southwest	South Central	Midsouth	North Central	Northwest	Grand Total
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

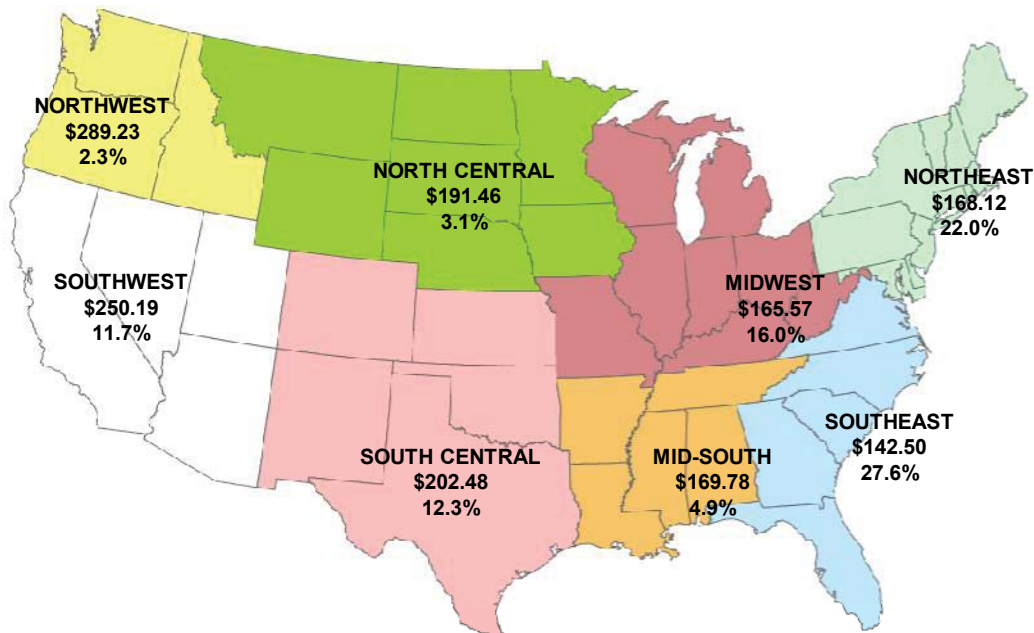
## Travel Patterns & Fares Northwest Florida



### 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.



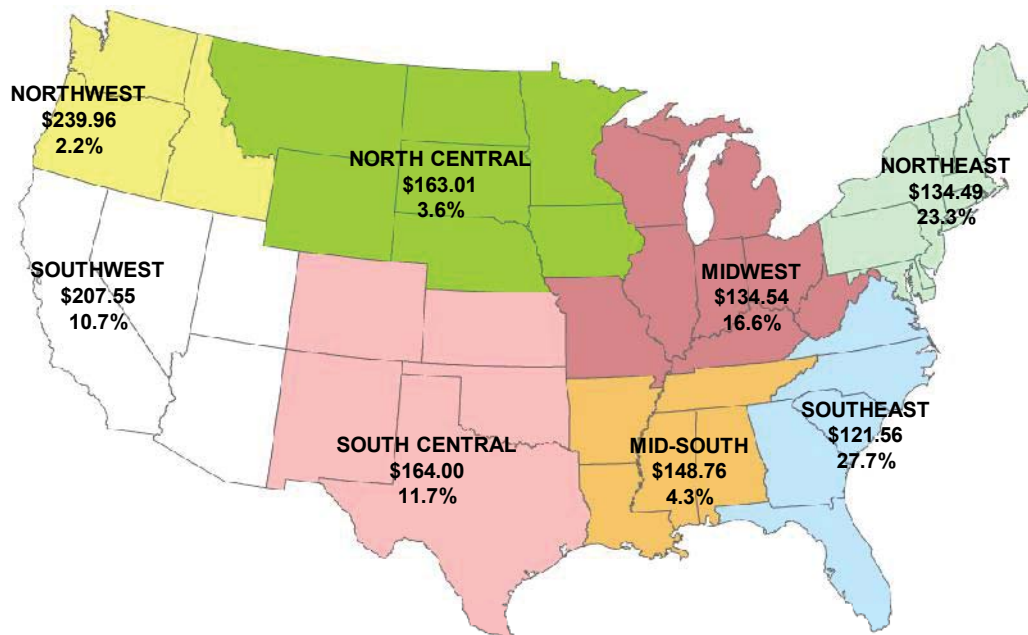
# Travel Patterns & Fares Northwest Florida



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

	Northwest FL	U.S. Region (Destination)								
	Airport (Origin)	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.



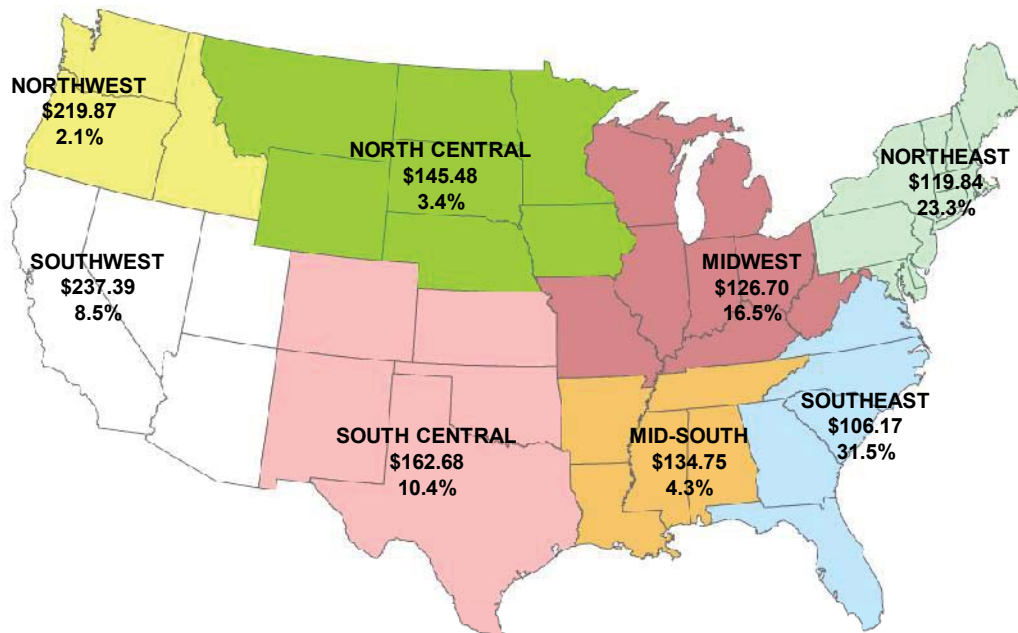
## Exhibit 6- 2002

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





## Exhibit 6- 2000

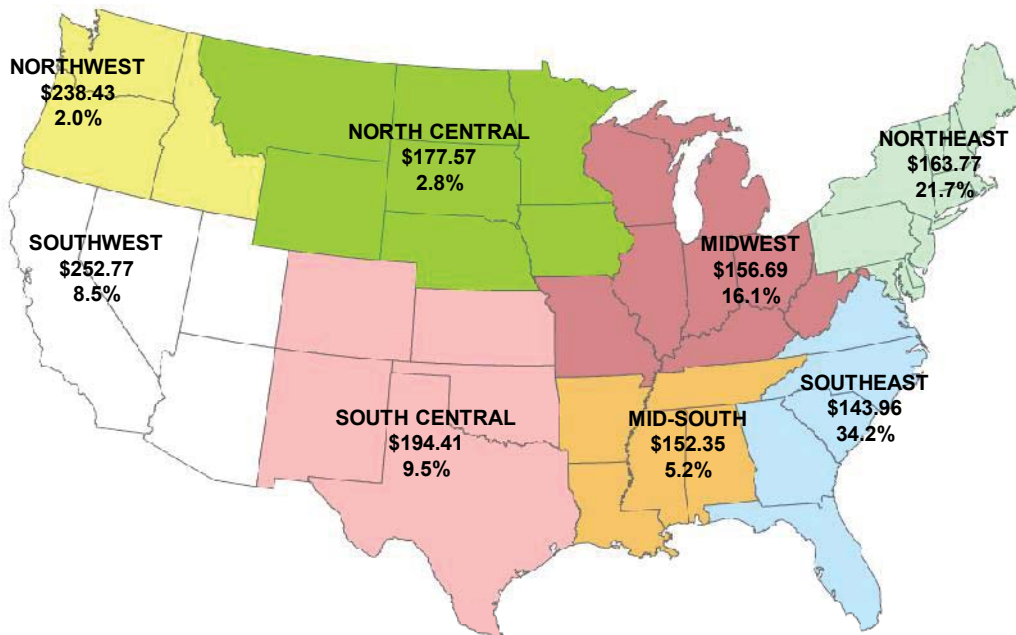
### Travel Patterns & Fares Northwest Florida



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

Northwest FL Airport (Origin)		US Region (Destination)								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	

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





## Exhibit 6- 1999

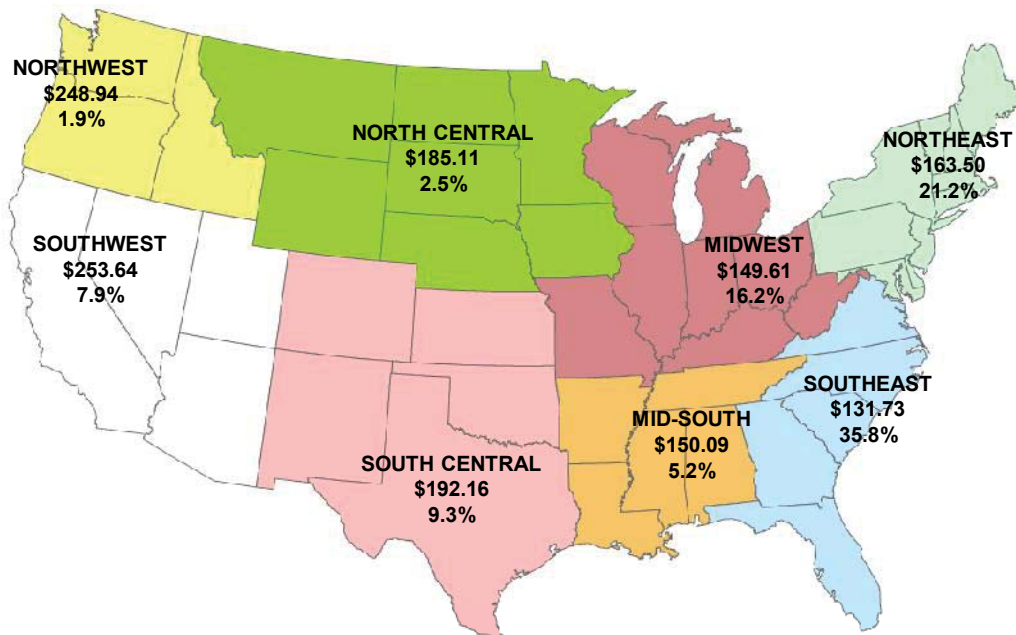
### Travel Patterns & Fares Northwest Florida



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

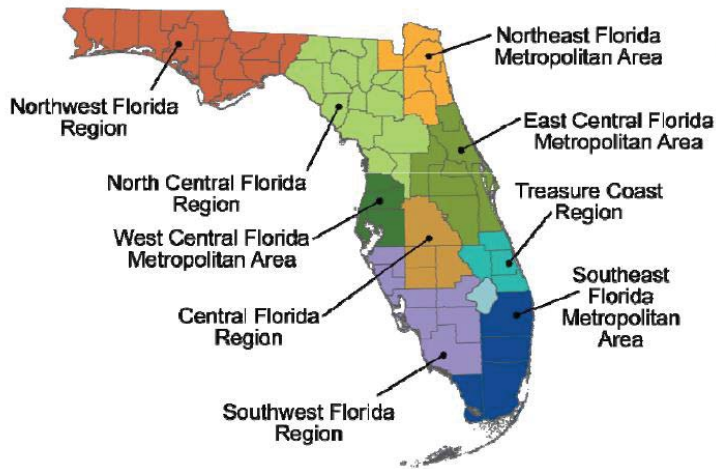
Northwest FL Airport (Origin)	US Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Passengers									
Pensacola	109,560	79,240	143,430	51,930	56,880	21,060	12,850	13,720	488,670
Tallahassee	73,490	42,570	228,080	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

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

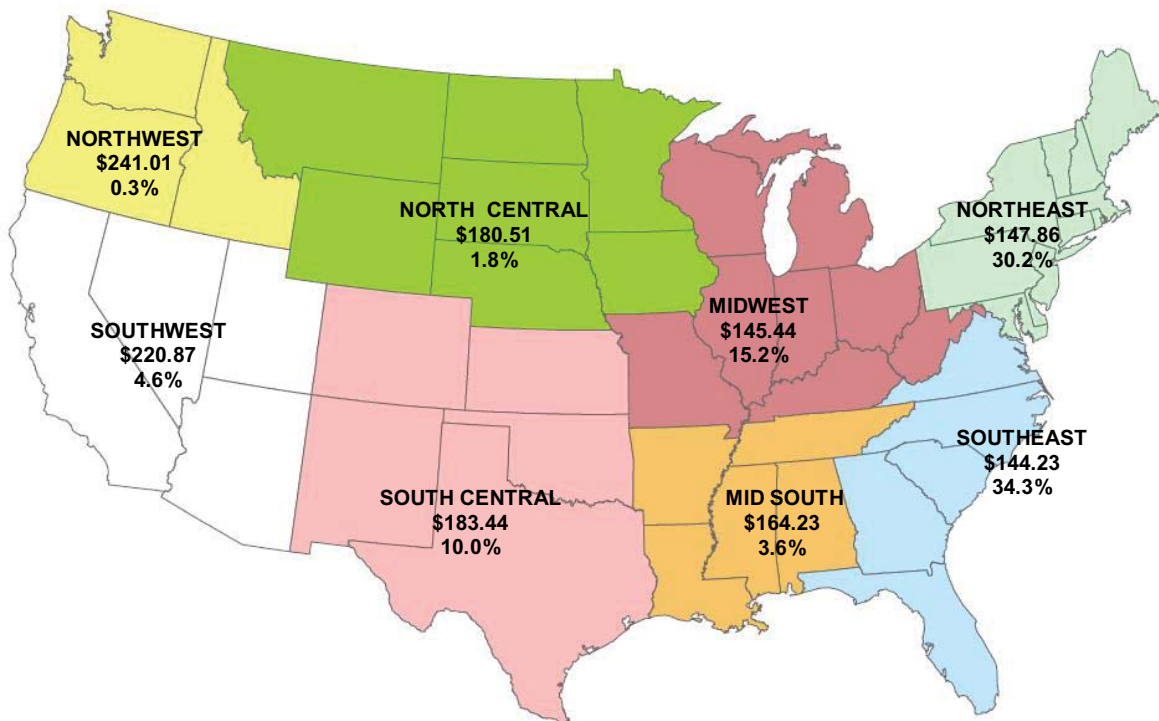


## Exhibit 7 - 2010

### Travel Patterns & Fares State Total

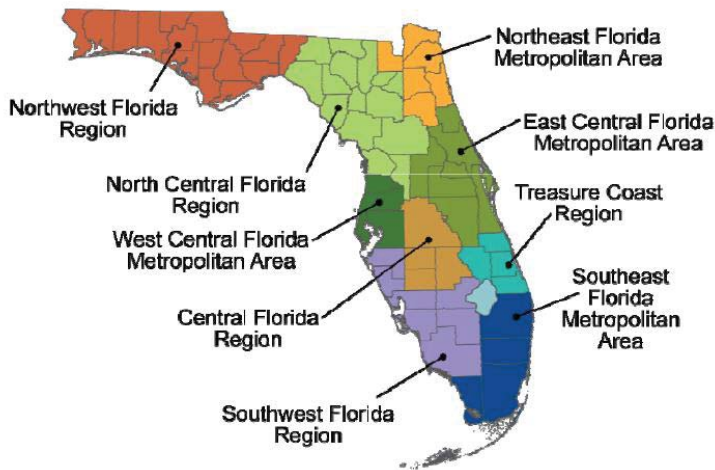


	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O & D	16,443,754	8,285,188	18,721,540	2,498,699	5,430,108	1,975,550	997,820	162,733	54,515,392
Passenger Market Share	30.2%	15.2%	34.3%	4.6%	10.0%	3.6%	1.8%	0.3%	100.0%
One-Way Fare w/o MCO	\$152.45	\$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

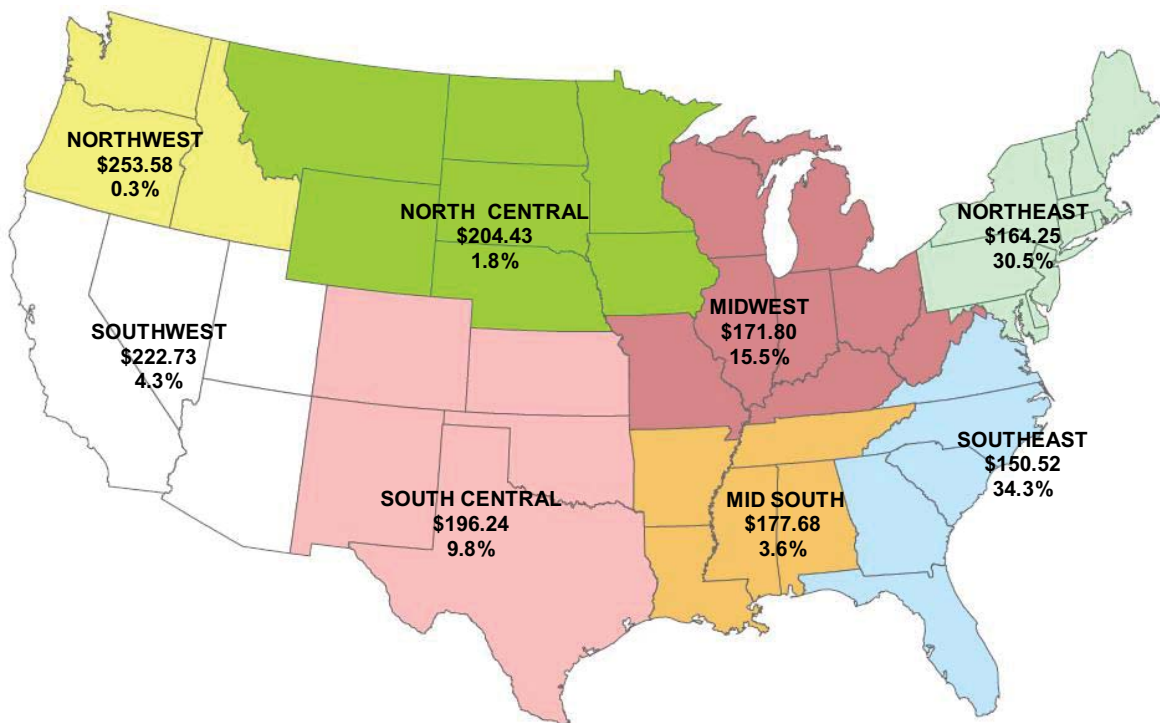


## Exhibit 7 - 2009

### Travel Patterns & Fares State Total

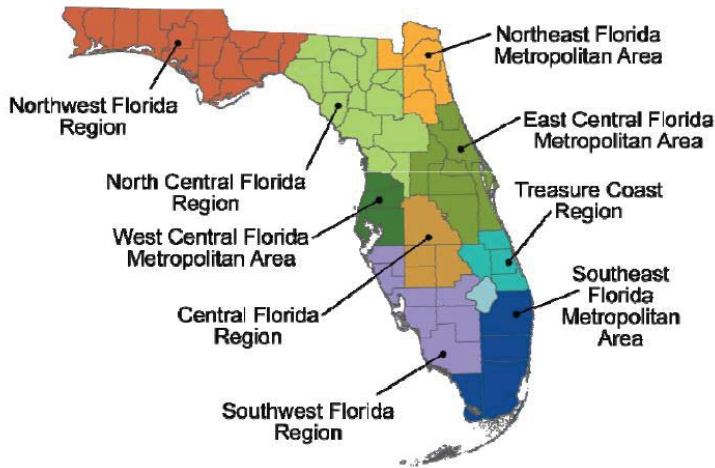


	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O & D	16,273,402	8,249,623	18,252,402	2,296,828	5,200,786	1,903,333	937,475	168,305	53,282,154
Passenger Market Share	30.5%	15.5%	34.3%	4.3%	9.8%	3.6%	1.8%	0.3%	100.0%
One-Way Fare w/o MCO	\$144.20	\$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

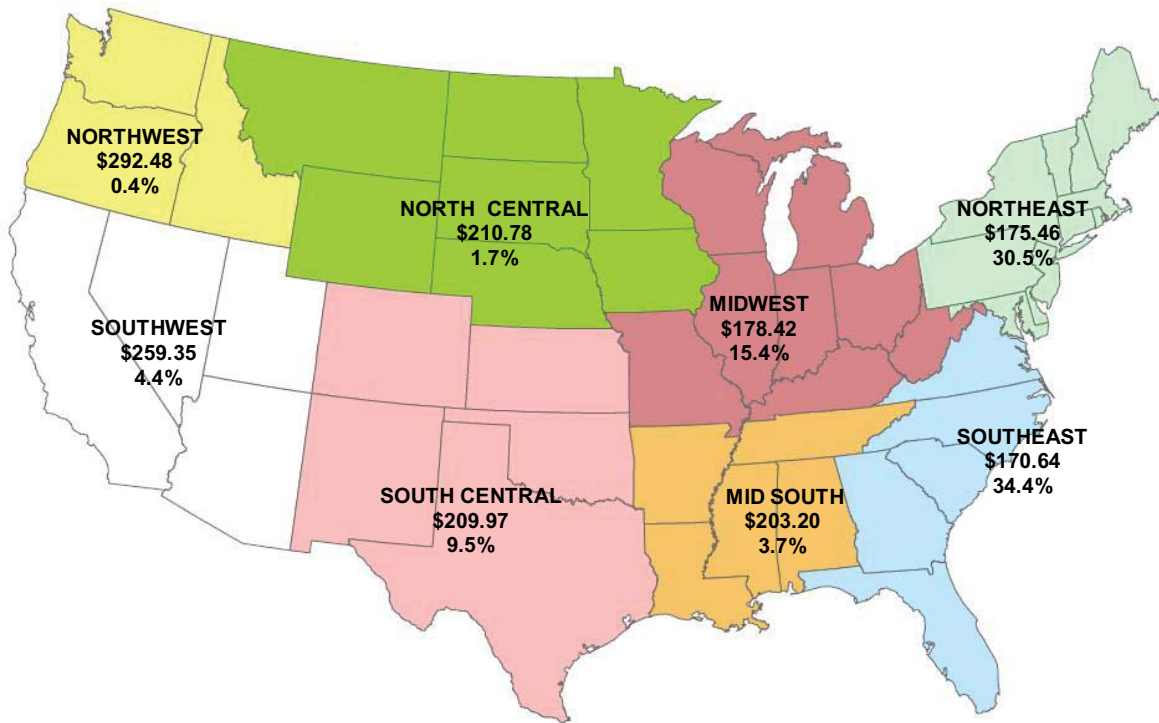


## Exhibit 7 - 2008

### Travel Patterns & Fares State Total



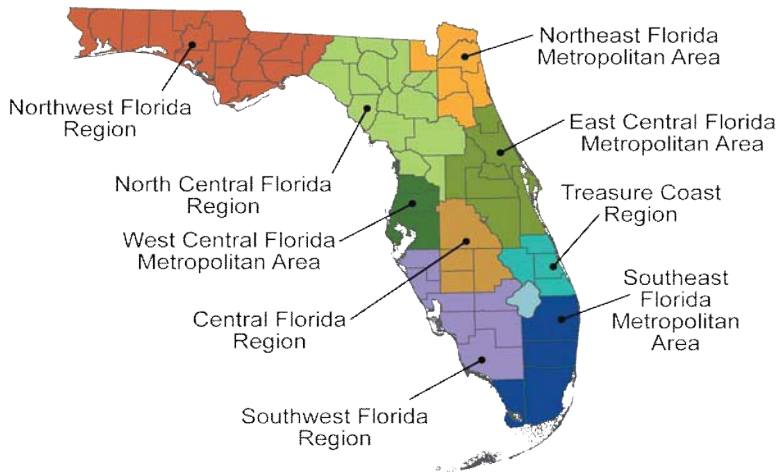
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O & D	17,204,839	8,705,683	19,442,798	2,483,902	5,377,330	2,072,127	970,727	204,875	56,462,281
Passenger Market Share	30.5%	15.4%	34.4%	4.4%	9.5%	3.7%	1.7%	0.4%	100.0%
One-Way Fare w/o MCO	\$151.24	\$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





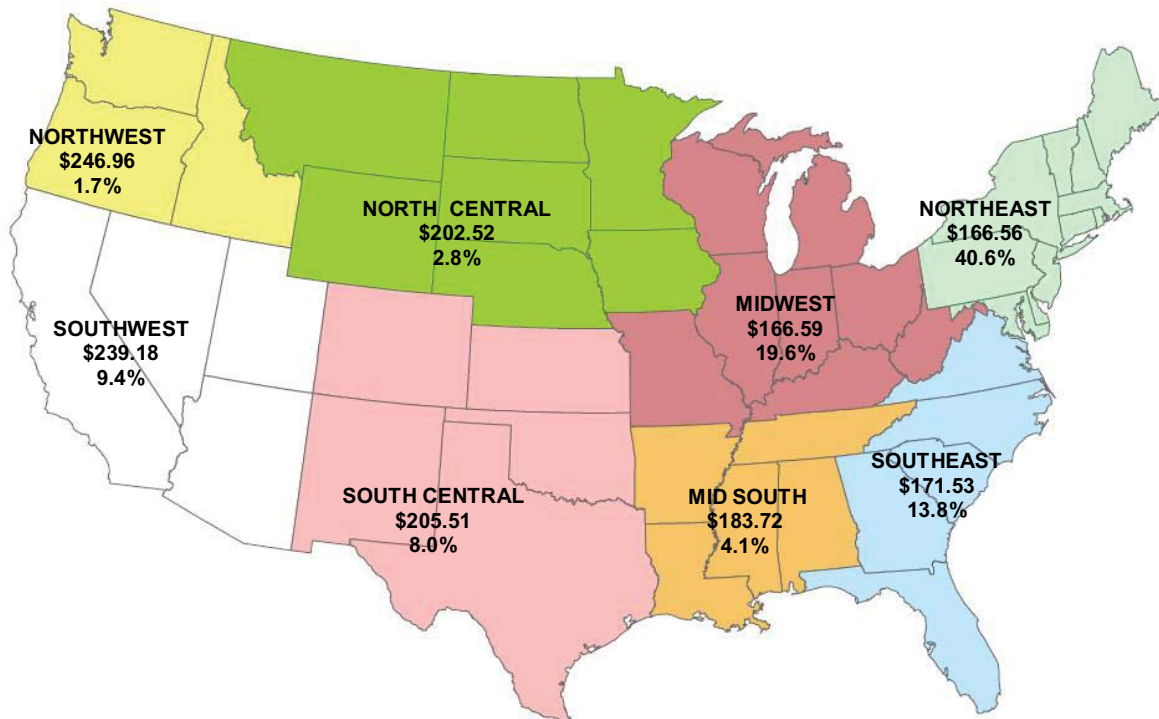
## Exhibit 7 - 2007

### Travel Patterns & Fares State Total

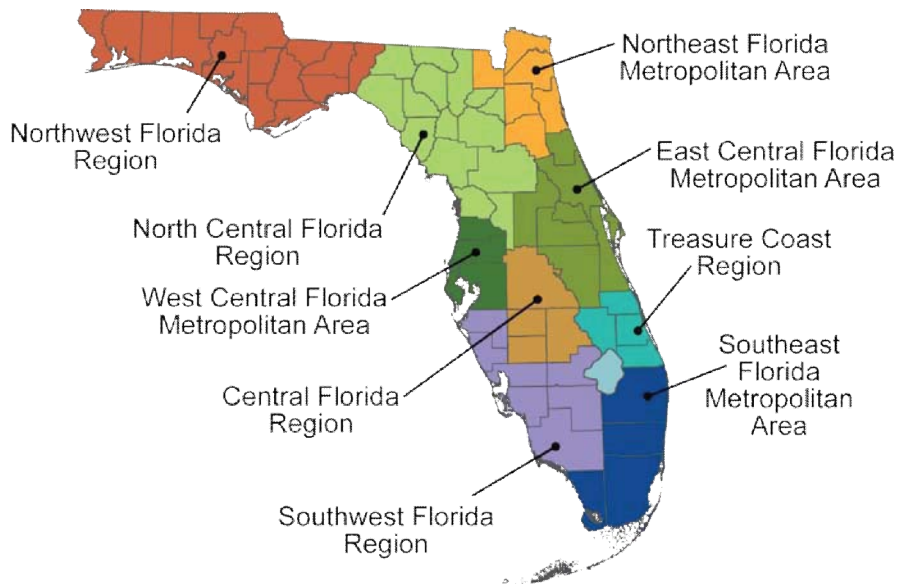


	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Midsouth	North Central	Northwest	Grand Total
Outbound O&D Passengers	24,050,452	11,590,416	8,152,603	5,541,203	4,710,838	2,424,728	1,681,365	1,028,714	59,180,319
Passenger Market Share	40.6%	19.6%	13.8%	9.4%	8.0%	4.1%	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.

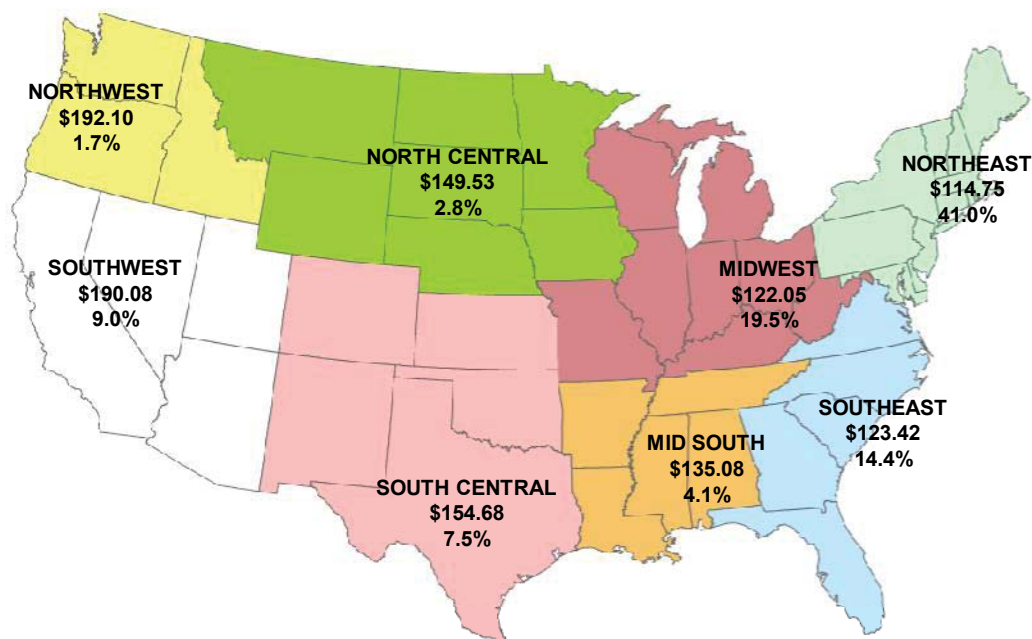


## Exhibit 7- 2006 Travel Patterns & Fares State Total

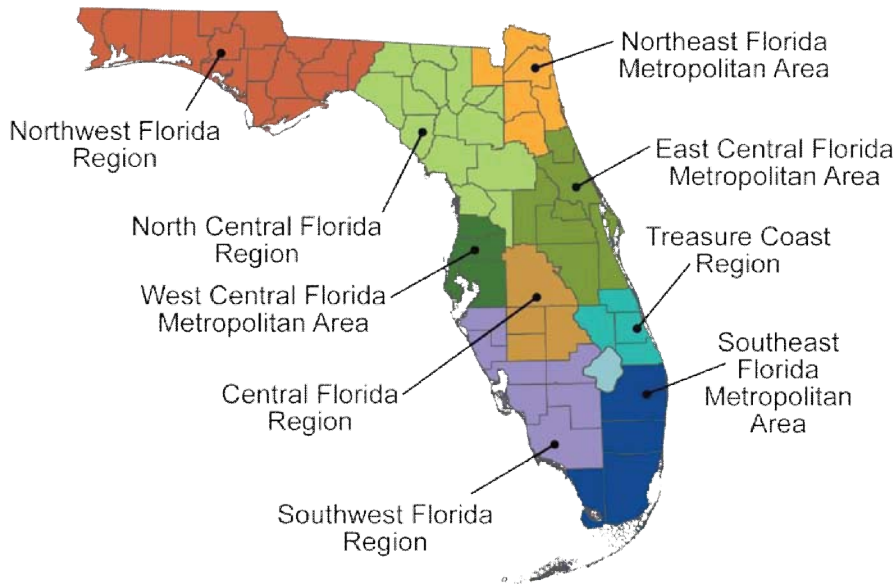


	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers	19,974,040	9,522,010	7,030,520	4,398,110	3,658,290	1,978,140	1,370,320	824,060	48,755,490
Passenger Market Share	41.0%	19.5%	14.4%	9.0%	7.5%	4.1%	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.

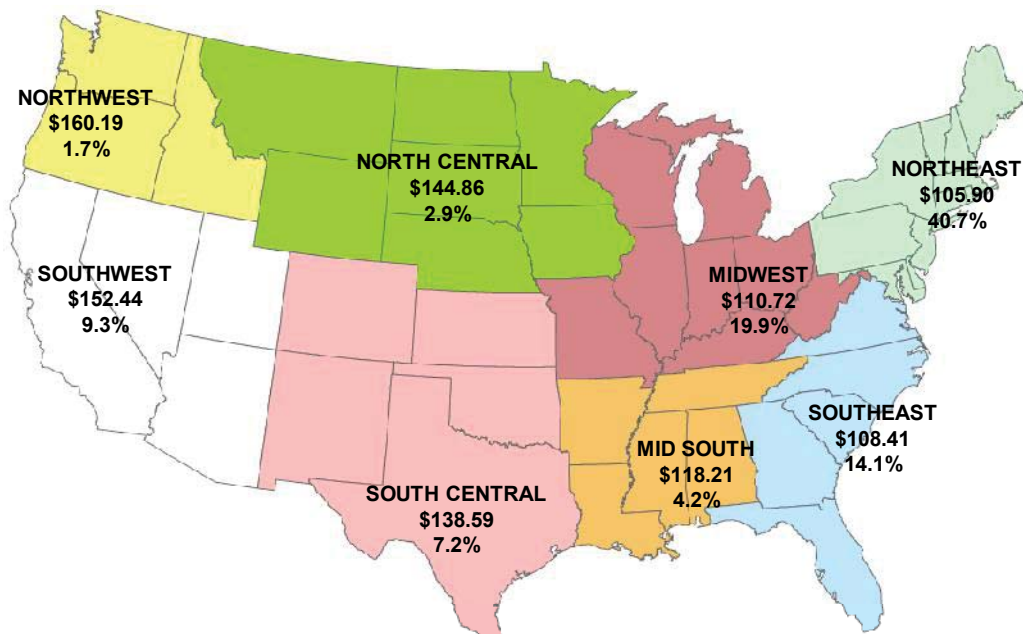


## Exhibit 7- 2004 Travel Patterns & Fares State Total



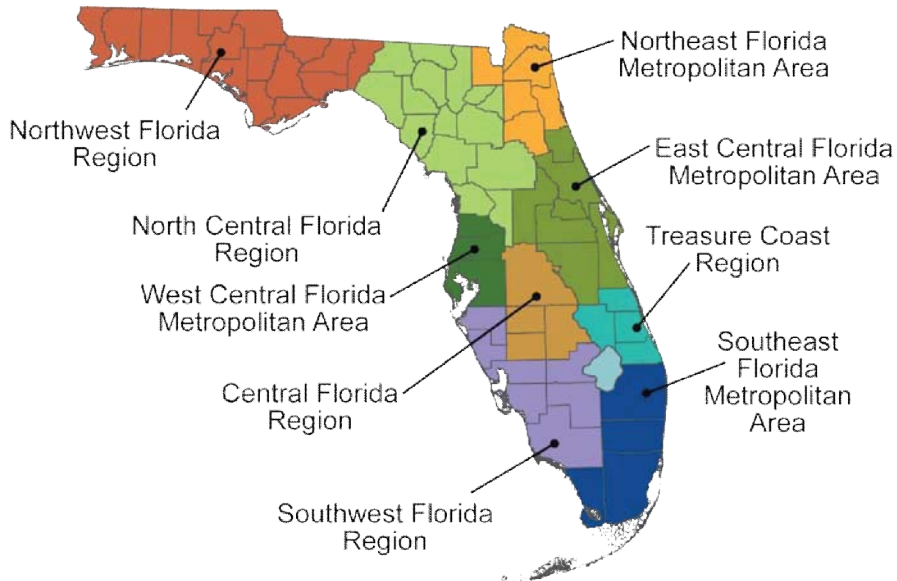
	U.S. Region (Destination)								
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	Grand Total
Outbound O&D Passengers	18,435,100	8,999,130	6,409,100	4,219,270	3,283,670	1,913,930	1,297,140	771,310	45,328,650
Passenger Market Share	40.7%	19.9%	14.1%	9.3%	7.2%	4.2%	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

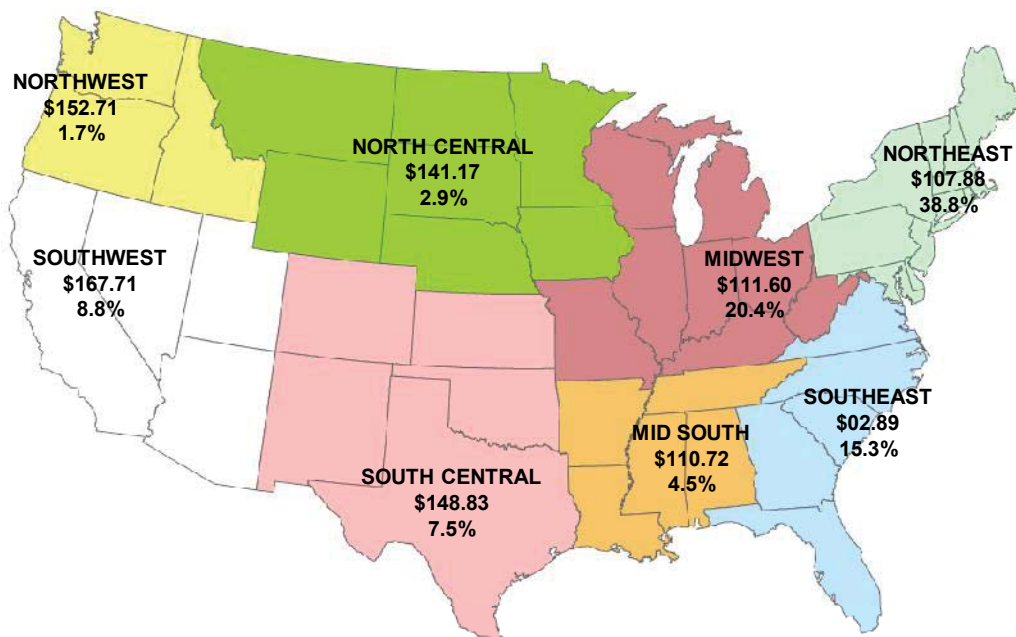
### Travel Patterns & Fares State Total



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

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

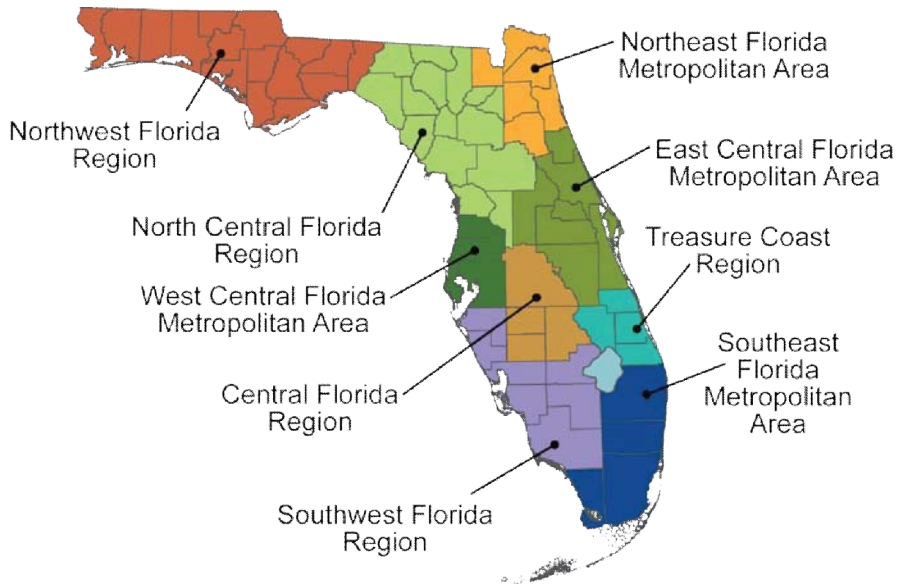
SO CE: DOT O&D Survey, reconciled to Schedules T-100 and 298C T-1.





## Exhibit 7- 2000

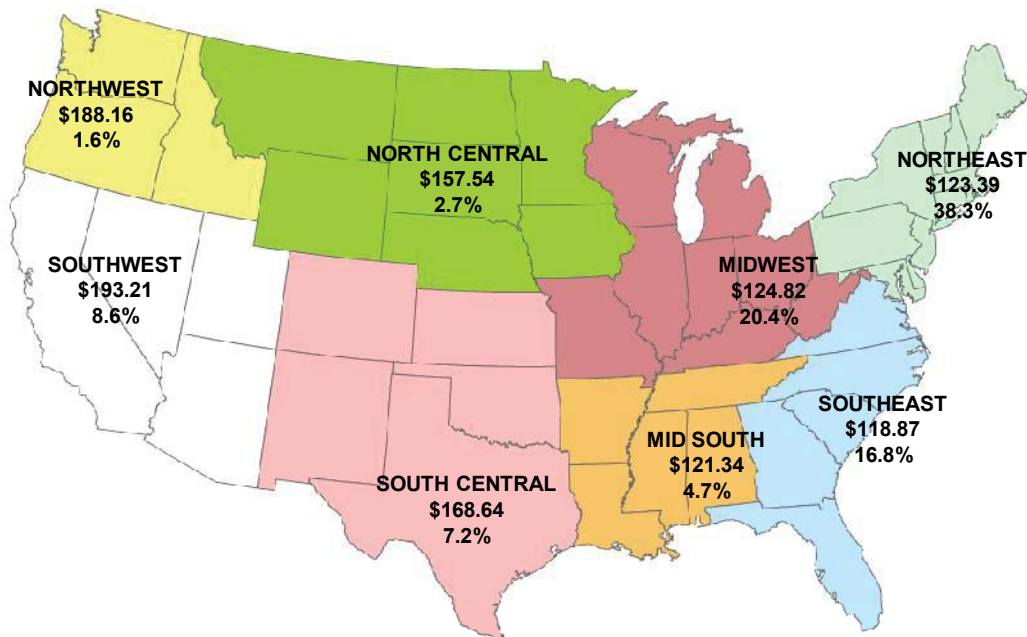
### Travel Patterns & Fares State Total



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

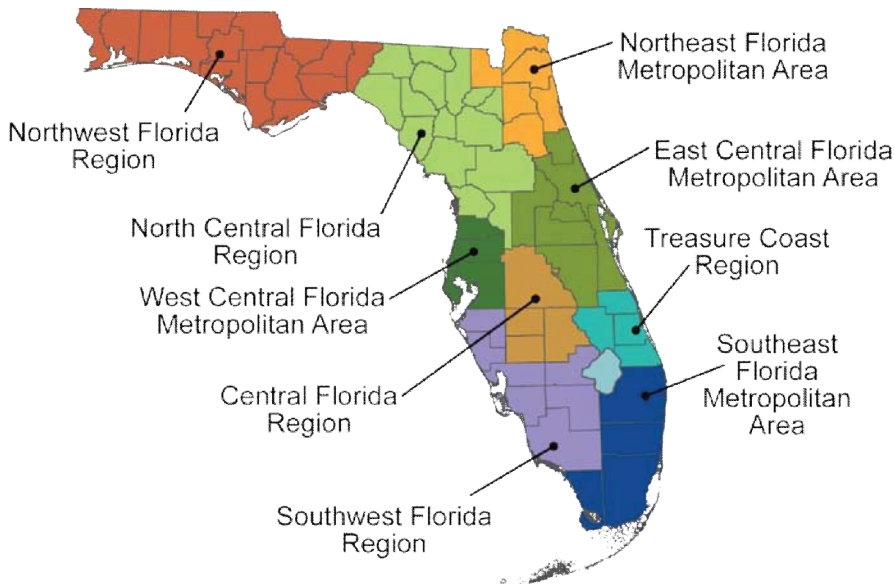
	US Region (Destination)								Grand Total
	Northeast	Midwest	Southeast	Southwest	South Central	Mid South	North Central	Northwest	
Outbound O&D Psgrs.	15,701,260	8,267,800	6,880,710	3,514,980	2,970,020	1,910,780	1,109,730	658,500	41,013,780
Psgr. Market Share	38.3%	20.2%	16.8%	8.6%	7.2%	4.7%	2.7%	1.6%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

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



## Exhibit 7- 1999

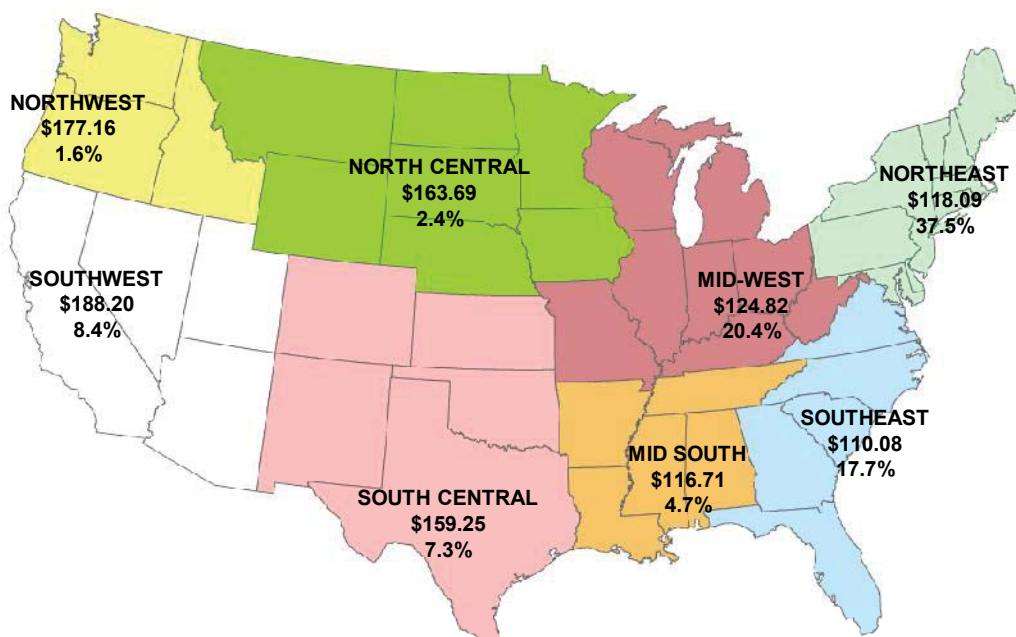
### Travel Patterns & Fares State Total



**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
<b>Southwest</b>	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
<b>West Central</b>	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
<b>Southeast</b>	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
<b>East Central</b>	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
<b>Northeast/North Central</b>	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
<b>Northwest</b>	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
<b>Florida Total</b>	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
<b>Southwest</b>	<b>3,631,204</b>	<b>Northeast 31.0%</b>	<b>\$147.73</b>
Punta Gorda	52,539	Southeast: 29.3%	\$26.74
Southwest Florida	3,578,665	Northeast 31.1%	\$149.51
<b>West Central</b>	<b>9,102,231</b>	<b>Southeast: 32.7</b>	<b>\$140.50</b>
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
<b>Southeast</b>	<b>20,252,595</b>	<b>Southeast: 36.1%</b>	<b>\$151.80</b>
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
<b>East Central</b>	<b>15,812,023</b>	<b>Northeast: 32.2%</b>	<b>\$134.75</b>
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
<b>Northeast/North Central</b>	<b>2,905,906</b>	<b>Southeast: 51.9%</b>	<b>\$148.79</b>
Gainesville	130,087	Southeast: 98.3%	\$199.84
Jacksonville	2,775,819	Southeast: 49.7%	\$146.40
<b>Northwest</b>	<b>1,578,195</b>	<b>Southeast: 70.9%</b>	<b>\$217.98</b>
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
<b>Florida Total</b>	<b>53,282,154</b>	<b>Southeast: 34.3%</b>	<b>\$167.83</b>

## 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
<b>Southeast</b>	<b>21,912,771</b>	<b>Northeast: 44.8%</b>	<b>\$189.23</b>
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
<b>East Central</b>	<b>17,590,420</b>	<b>Northeast: 40.3%</b>	<b>\$171.67</b>
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
<b>West Central</b>	<b>10,506,239</b>	<b>Northeast: 37.5%</b>	<b>\$168.58</b>
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
<b>Northeast/North Central</b>	<b>3,415,298</b>	<b>Northeast: 33.6%</b>	<b>\$182.70</b>
Jacksonville	3,272,805	Northeast: 33.8%	\$179.89
Gainesville	142,493	Northeast: 28.9%	\$247.17
<b>Southwest</b>	<b>3,915,073</b>	<b>Northeast: 40.6%</b>	<b>\$173.43</b>
Southwest Florida	3,901,625	Northeast: 40.7%	\$173.15
Naples	13,448	Southeast: 29.2%	\$254.65
<b>Northwest</b>	<b>1,840,518</b>	<b>Northeast: 25.6%</b>	<b>\$232.63</b>
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
<b>Florida Total</b>	<b>59,180,319</b>	<b>Northeast: 40.6%</b>	<b>\$180.27</b>



# 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	
<b>Southeast</b>	<b>14,300,480</b>	<b>Northeast: 44.7%</b>	<b>\$122.38</b>		<b>16,319,130</b>	<b>Northeast: 46.7%</b>	<b>\$118.66</b>		<b>16,893,330</b>	<b>Northeast: 46.8%</b>	<b>\$132.03</b>	
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	
<b>East Central</b>	<b>11,220,750</b>	<b>Northeast: 39.0%</b>	<b>\$111.83</b>		<b>13,375,960</b>	<b>Northeast: 40.1%</b>	<b>\$111.74</b>		<b>14,775,700</b>	<b>Northeast: 40.2%</b>	<b>\$123.52</b>	
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	
<b>West Central</b>	<b>7,444,720</b>	<b>Northeast: 33.8%</b>	<b>\$110.10</b>		<b>8,330,170</b>	<b>Northeast: 36.2%</b>	<b>\$109.71</b>		<b>8,930,280</b>	<b>Northeast: 37.4%</b>	<b>\$124.57</b>	
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	
<b>Northeast/North Central</b>	<b>2,374,300</b>	<b>Northeast: 29.8%</b>	<b>\$119.48</b>		<b>2,545,980</b>	<b>Northeast: 31.2%</b>	<b>\$123.86</b>		<b>2,904,230</b>	<b>Northeast: 32.0%</b>	<b>\$139.48</b>	
Jacksonville	2,250,270	Northeast: 28.8%	\$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	
<b>Southwest</b>	<b>2,384,780</b>	<b>Northeast: 38.2%</b>	<b>\$121.55</b>		<b>3,018,840</b>	<b>Northeast: 40.9%</b>	<b>\$120.91</b>		<b>3,570,650</b>	<b>Northeast: 41.5%</b>	<b>\$130.87</b>	
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	
<b>Northwest</b>	<b>1,572,870</b>	<b>Southeast: 31.5%</b>	<b>\$134.75</b>		<b>1,738,570</b>	<b>Southeast: 27.7%</b>	<b>\$146.08</b>		<b>1,687,300</b>	<b>Southeast: 27.6%</b>	<b>\$178.14</b>	
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	
<b>Florida Total</b>	<b>39,297,900</b>	<b>Northeast: 38.8%</b>	<b>\$117.31</b>		<b>45,328,650</b>	<b>Northeast: 40.7%</b>	<b>\$116.47</b>		<b>48,755,490</b>	<b>Northeast: 41.0%</b>	<b>\$130.03</b>	

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
<b>Southeast</b>	<b>13,807,590</b>	<b>Northeast: 43.1%</b>	<b>\$135.62</b>	<b>14,462,120</b>	<b>Northeast: 44.0%</b>	<b>\$142.11</b>
Ft. Lauderdale	5,965,720	Northeast: 43.6%	\$120.94	6,802,340	Northeast: 44.7%	\$125.09
Miami	4,856,700	Northeast: 35.4%	\$153.21	4,606,550	Northeast: 33.9%	\$168.09
Palm Beach	2,697,600	Northeast: 57.1%	\$136.54	2,774,000	Northeast: 59.8%	\$140.74
Key West	267,730	Southeast: 41.6%	\$133.17	269,940	Southeast: 39.0%	\$141.16
Marathon	19,840	Northeast: 44.3%	\$153.04	9,290	Northeast: 47.8%	\$159.51
<b>East Central</b>	<b>11,518,280</b>	<b>Northeast: 38.1%</b>	<b>\$119.86</b>	<b>12,289,360</b>	<b>Northeast: 39.0%</b>	<b>\$124.83</b>
Orlando	11,002,020	Northeast: 37.8%	\$118.69	11,747,890	Northeast: 38.6%	\$123.77
Melbourne	262,520	Northeast: 50.0%	\$144.00	252,960	Northeast: 46.6%	\$152.82
Daytona Beach	253,740	Northeast: 41.5%	\$145.42	246,540	Northeast: 41.9%	\$149.74
Orlando-Sanford	n/a	n/a	n/a	41,970	Northeast: 65.3%	\$106.11
<b>West Central</b>	<b>7,391,160</b>	<b>Northeast: 32.2%</b>	<b>\$123.14</b>	<b>7,839,220</b>	<b>Northeast: 33.2%</b>	<b>\$127.72</b>
Tampa	6,524,310	Northeast: 32.8%	\$122.80	6,957,330	Northeast: 34.0%	\$237.62
Sarasota	681,400	Midwest: 37.8%	\$130.67	683,520	Midwest: 36.4%	\$134.90
St. Petersburg	185,450	Midwest: 93.4%	\$107.35	198,370	Midwest: 92.6%	\$106.43
<b>Northeast/North Central</b>	<b>2,441,050</b>	<b>Southeast: 29.4%</b>	<b>\$131.22</b>	<b>2,574,050</b>	<b>Southeast: 27.7%</b>	<b>\$134.82</b>
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
<b>Southwest</b>	<b>2,213,260</b>	<b>Northeast: 37.5%</b>	<b>\$130.17</b>	<b>2,407,750</b>	<b>Northeast: 37.1%</b>	<b>\$135.38</b>
Southwest Florida	2,163,830	Midwest: 37.6%	\$130.02	2,359,570	Midwest: 37.7%	\$135.17
Naples	49,430	Northeast: 43.2%	\$137.01	48,180	Northwest: 43.3%	\$145.49
<b>Northwest</b>	<b>1,393,440</b>	<b>Southeast: 27.8%</b>	<b>\$161.16</b>	<b>1,441,280</b>	<b>Southeast: 27.6%</b>	<b>\$167.54</b>
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
<b>Florida Total</b>	<b>38,764,780</b>	<b>Northeast: 37.5%</b>	<b>\$128.89</b>	<b>41,013,780</b>	<b>Northeast: 38.3%</b>	<b>\$134.22</b>



## APPENDIX B

# 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	-
<b>Total</b>	<b>1,658</b>	<b>1,662</b>		

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**

<b>U.S. Region</b>	<b>2007 Passenger Originations</b>		<b>July 2008 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>9,681,117</b>	<b>100.0%</b>	<b>1,662</b>	<b>100.0%</b>

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	<b>TOTAL</b>	<b>1,658</b>	

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%
<b>TOTAL</b>	<b>8,630,040</b>	<b>100.0%</b>	<b>1,658</b>	<b>100.0%</b>

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/Islip	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
		<b>TOTAL</b>		<b>1,848</b>	

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%
<b>TOTAL</b>	<b>8,673,620</b>	<b>100.0%</b>	<b>1,848</b>	<b>100.0%</b>

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*
		<b>TOTAL</b>		<b>1,389</b>	

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%
<b>TOTAL</b>	<b>6,850,370</b>	<b>100.0%</b>	<b>1,389</b>	<b>100.0%</b>

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
			<b>TOTAL</b>	<b>1,448</b>	

Note:

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

Carrier Legend:

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

## APPENDIX B

**Table 1 – 2001 (continued)**

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

**Activity by U.S. Region**

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

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



## APPENDIX B

### Table 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	JI	New Orleans	7	WN
Chicago-O'Hare	30	AA (16), UA (14)	Phoenix	7	HP
Houston-Bush	30	CO	Indianapolis	6	TZ
Cincinnati	28	DL (21), DL* (7)	Tallahassee	6	US*
Washington-Dulles	28	US* (14), DL* (14)	West Palm Beach	2	3M
Chicago-Midway	26	TZ (19), WN (7)	Miami	1	3M
		<b>TOTAL</b>		<b>1,344</b>	

Carrier Legend: AA=American; B6=JetBlue; CO=Continental; DL=Delta, DL\*=Delta Express & Comair (Orlando and Cincinnati); FL=AirTran; HP=America West; JI=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**

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

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

APPENDIX 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	-
<b>Total</b>	<b>1,532</b>	<b>1,454</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>8,565,736</b>	<b>100.0%</b>	<b>1,454</b>	<b>100.0%</b>

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	<b>TOTAL</b>	<b>1,532</b>	

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%
<b>TOTAL</b>	<b>4,719,850</b>	<b>100.0%</b>	<b>1,532</b>	<b>100.0%</b>

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
<b>TOTAL</b>			<b>1,551</b>		

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%
<b>TOTAL</b>	<b>4,247,150</b>	<b>100.0%</b>	<b>1,551</b>	<b>100.0%</b>

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)	<b>TOTAL</b>	<b>1,453</b>	

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%
<b>TOTAL</b>	<b>3,822,430</b>	<b>100.0%</b>	<b>1,453</b>	<b>100.0%</b>

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	JI (34), AA (14)	San Jose	7	AA
St. Louis	29	TW	Seattle	7	AA
			St. Croix	7	AA
			<b>TOTAL</b>	<b>1,849</b>	

Note: \*Midway Airlines declared bankruptcy and officially ceased all operations in September 2001.  
Carrier Legend: AA=American; AA\*=American Eagle; CO=Continental; DL=Delta, DL\*=Delta Express & Comair (Orlando and Cincinnati); FL=AirTran; HP=America West; NW=Northwest; JI=Midway; N7=National; TW=Trans World; UA=United; US=US Airways; US\*=Metrojet & US Airways Express (Florida markets only); 3M=Gulfstream.

## APPENDIX B

Table 2 – 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%
<b>TOTAL</b>	<b>4,606,550</b>	<b>100.0%</b>	<b>1,849</b>	<b>100.0%</b>

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



## APPENDIX B

### Table 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
			<b>TOTAL</b>	<b>1,963</b>	

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

## APPENDIX 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%
<b>TOTAL</b>	<b>4,856,700</b>	<b>100.0%</b>	<b>1,963</b>	<b>100.0%</b>

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

# APPENDIX 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	-
<b>Total</b>	<b>519</b>	<b>509</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>3,389,274</b>	<b>100.0%</b>	<b>509</b>	<b>100.0%</b>

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)	<b>TOTAL</b>	<b>519</b>	

### 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%
<b>TOTAL</b>	<b>3,265,390</b>	<b>100.0%</b>	<b>519</b>	<b>100.0%</b>

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*	<b>TOTAL</b>	<b>505</b>	

### 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%
<b>TOTAL</b>	<b>3,122,430</b>	<b>100.0%</b>	<b>505</b>	<b>100.0%</b>

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
			<b>TOTAL</b>	<b>483</b>	

### 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%
<b>TOTAL</b>	<b>2,346,370</b>	<b>100.0%</b>	<b>483</b>	<b>100.0%</b>

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	JL
Hartford	27	DL* (21), US* (6)	Tallahassee	11	US*
Baltimore	21	WN (14), US* (7)	Chicago-O'Hare	7	UA
Philadelphia	21	US	Cleveland	7	CO
			St. Louis	1	WN
			<b>TOTAL</b>	<b>613</b>	

### Activity by U.S. Region

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

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

## APPENDIX B

### Table 3 – 2000

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

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

#### Activity by U.S. Region

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

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

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

# APPENDIX B

Table 4 - 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
<b>Total</b>	<b>238</b>	<b>252</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>271,631</b>	<b>100.0%</b>	<b>252</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>238</b>	

### 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%
<b>TOTAL</b>	<b>278,030</b>	<b>100.0%</b>	<b>238</b>	<b>100.0%</b>

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	13	PA
<b>TOTAL</b>	<b>286</b>	

### 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%
<b>TOTAL</b>	<b>275,180</b>	<b>100.0%</b>	<b>286</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>280</b>	

### 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%
<b>TOTAL</b>	<b>226,000</b>	<b>100.0%</b>	<b>280</b>	<b>100.0%</b>

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

## APPENDIX B

Table 4 - 2001

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

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

### 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%
<b>TOTAL</b>	<b>269,940</b>	<b>100.0%</b>	<b>304</b>	<b>100.0%</b>

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

## APPENDIX B

Table 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
<b>TOTAL</b>	<b>325</b>	

### 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%
<b>TOTAL</b>	<b>267,730</b>	<b>100.0%</b>	<b>325</b>	<b>100.0%</b>

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

## APPENDIX 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	-
<b>Total</b>	<b>8</b>	<b>0</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>5,013</b>	<b>100.0%</b>	<b>0</b>	<b>0.00%</b>

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*
<b>TOTAL</b>	<b>8</b>	

### 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%
<b>TOTAL</b>	<b>20</b>	<b>100.0%</b>	<b>8</b>	<b>100.0%</b>

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	<u>2</u>	PA
<b>TOTAL</b>	<b>15</b>	

### 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%
<b>TOTAL</b>	<b>750</b>	<b>100.0%</b>	<b>15</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>10</b>	

### 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%
<b>TOTAL</b>	<b>70</b>	<b>100.0%</b>	<b>10</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>0</b>	

### 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.
<b>TOTAL</b>	<b>9,290</b>	<b>100.0%</b>	<b>0</b>	<b>n.a.</b>

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

## APPENDIX B

Table 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
<b>TOTAL</b>	<b>0</b>	

### 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.
<b>TOTAL</b>	<b>19,840</b>	<b>100.0%</b>	<b>0</b>	<b>n.a.</b>

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

APPENDIX 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)

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## 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	-
<b>Total</b>	<b>3,091</b>	<b>2,839</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>16,704,586</b>	<b>100.0%</b>	<b>2,839</b>	<b>100.0%</b>

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
		<b>TOTAL</b>		<b>3,132</b>	

## 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%
<b>TOTAL</b>	<b>14,096,600</b>	<b>100.0%</b>	<b>3,132</b>	<b>100.0%</b>

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
			<b>TOTAL</b>	<b>2,904</b>	

## 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%
<b>TOTAL</b>	<b>12,836,520</b>	<b>100.0%</b>	<b>2,904</b>	<b>100.0%</b>

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
			<b>TOTAL</b>	<b>2361</b>	

## 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%
<b>TOTAL</b>	<b>9,972,320</b>	<b>100.0%</b>	<b>2,361</b>	<b>100.0%</b>

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
			<b>TOTAL</b>	<b>2,720</b>	

Note:

Carrier Legend:

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

AA=American; AA\*=American Eagle; B6=JetBlue; CO=Continental; DL=Delta, DL\*=Delta Express & Comair (Florida markets (excl. Tampa) and Cincinnati, Greensboro, and Raleigh/Durham); FL=AirTran; F9=Frontier; HP=America West; 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%
<b>TOTAL</b>	<b>11,747,890</b>	<b>100.0%</b>	<b>2,720</b>	<b>100.0%</b>

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

## APPENDIX B

### Table 6 - 2000

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

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

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

**Table 6 – 2000 (continued)**

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

**Activity by U.S. Region**

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

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

## APPENDIX 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	2010 Passenger Originations		July 2011 Weekly Departures	
	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	-
<b>Total</b>	<b>40</b>	<b>39</b>		

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%
<b>TOTAL</b>	<b>134,962</b>	<b>100.0%</b>	<b>39</b>	<b>100.0%</b>

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	<u>6</u>	DL*
<b>TOTAL</b>	<b>40</b>	

### 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%
<b>TOTAL</b>	<b>152,120</b>	<b>100.0%</b>	<b>40</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>104</b>	

### 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%
<b>TOTAL</b>	<b>188,690</b>	<b>100.0%</b>	<b>104</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>58</b>	

### 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%
<b>TOTAL</b>	<b>176,480</b>	<b>100.0%</b>	<b>58</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>86</b>	

### 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%
<b>TOTAL</b>	<b>252,960</b>	<b>100.0%</b>	<b>86</b>	<b>100.0%</b>

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

## APPENDIX B

Table 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	7	NK
<b>TOTAL</b>	<b>63</b>	

### 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	980 (incl. above)		0	0.0%
<b>TOTAL</b>	<b>262,520</b>	<b>100.0%</b>	<b>63</b>	<b>100.0%</b>

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

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

## APPENDIX 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%
<b>Total</b>	<b>246,229</b>	<b>100.0%</b>	<b>58</b>	<b>100.0%</b>

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
<b>Total</b>	<b>57</b>	<b>78</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>335,381</b>	<b>100.0%</b>	<b>78</b>	<b>100.0%</b>

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)
<b>TOTAL</b>	<b>57</b>	

### 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%
<b>TOTAL</b>	<b>243,060</b>	<b>100.0%</b>	<b>57</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>117</b>	

### 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%
<b>TOTAL</b>	<b>290,760</b>	<b>100.0%</b>	<b>117</b>	<b>100.0%</b>

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%
<b>TOTAL</b>	<b>205,210</b>	<b>100.0%</b>	<b>68</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>66</b>	

### Activity by U.S. Region

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

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

## 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	7	CO
<b>TOTAL</b>	<b>56</b>	

### 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%
<b>TOTAL</b>	<b>253,740</b>	<b>100.0%</b>	<b>56</b>	<b>100.0%</b>

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

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

# APPENDIX 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	-
<b>Total</b>	<b>78</b>	<b>94</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>415,491</b>	<b>100.0%</b>	<b>94</b>	<b>100.0%</b>

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	<b>TOTAL</b>	<b>107</b>	

### 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%
<b>TOTAL</b>	<b>59,990</b>	<b>100.0%</b>	<b>107</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>19</b>	

### 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%
<b>TOTAL</b>	<b>79,080</b>	<b>100.0%</b>	<b>19</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>31</b>	

### Activity by U.S. Region

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

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

## APPENDIX B

Table 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	6	PN
<b>TOTAL</b>	<b>19</b>	

### 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%
<b>TOTAL</b>	<b>0</b>	<b>-</b>	<b>19</b>	<b>100.0%</b>

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

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), WN(9)
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	-
<b>Total</b>	<b>1,843</b>	<b>1,775</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>9,349,463</b>	<b>100.0%</b>	<b>1,775</b>	<b>100.0%</b>

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	<b>TOTAL</b>	<b>1,843</b>	

## 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%
<b>TOTAL</b>	<b>8,083,270</b>	<b>100.0%</b>	<b>1,843</b>	<b>100.0%</b>

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
		<b>TOTAL</b>		<b>1936</b>	

## 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%
<b>TOTAL</b>	<b>7,469,830</b>	<b>100.0%</b>	<b>1,936</b>	<b>100.0%</b>

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)	<b>TOTAL</b>	<b>1681</b>	

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**

<b>U.S. Region</b>	<b>2002 Passenger Originations</b>		<b>July 2003 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>6,186,390</b>	<b>100.0%</b>	<b>1,681</b>	<b>100.0%</b>

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*	<b>TOTAL</b>	<b>1,987</b>	

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

## APPENDIX B

Table 10 – 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%
<b>TOTAL</b>	<b>6,957,330</b>	<b>100.0%</b>	<b>1,987</b>	<b>100.0%</b>

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

## APPENDIX B

### Table 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*
			<b>TOTAL</b>	<b>1,975</b>	

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

## 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%
<b>TOTAL</b>	<b>6,524,310</b>	<b>100.0%</b>	<b>1,975</b>	<b>100.0%</b>

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

# 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	-
<b>Total</b>	<b>149</b>	<b>141</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>775,055</b>	<b>100.0%</b>	<b>141</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>149</b>	

### 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%
<b>TOTAL</b>	<b>674,120</b>	<b>100.0%</b>	<b>149</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>167</b>	

### 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%
<b>TOTAL</b>	<b>536,880</b>	<b>100.0%</b>	<b>167</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>121</b>	

### 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%
<b>TOTAL</b>	<b>489,940</b>	<b>100.0%</b>	<b>121</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>109</b>	

### 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%
<b>TOTAL</b>	<b>683,520</b>	<b>100.0%</b>	<b>109</b>	<b>100.0%</b>

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

## APPENDIX B

Table 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
<b>TOTAL</b>	<b>171</b>	

### 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%
<b>TOTAL</b>	<b>681,400</b>	<b>100.0%</b>	<b>171</b>	<b>100.0%</b>

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

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

# APPENDIX 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
<b>Total</b>	<b>66</b>	<b>61</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>381,721</b>	<b>100.0%</b>	<b>61</b>	<b>100.0%</b>

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	<b>TOTAL</b>	<b>66</b>	

### 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%
<b>TOTAL</b>	<b>172,890</b>	<b>100.0%</b>	<b>66</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>30</b>	

### 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%
<b>TOTAL</b>	<b>323,460</b>	<b>100.0%</b>	<b>30</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>52</b>	

### 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%
<b>TOTAL</b>	<b>213,900</b>	<b>100.0%</b>	<b>52</b>	<b>100.0%</b>

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	7	TZ
<b>TOTAL</b>	<b>20</b>	

### 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	0	0.0%	0	0.0%
<b>TOTAL</b>	<b>198,370</b>	<b>100.0%</b>	<b>20</b>	<b>100.0%</b>

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

## 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	7	TZ
<b>TOTAL</b>	<b>21</b>	

### 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%
<b>TOTAL</b>	<b>185,450</b>	<b>100.0%</b>	<b>21</b>	<b>100.0%</b>

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

Carrier Legend: TZ=American Trans Air.

# 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	-
<b>Total</b>	<b>841</b>	<b>756</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>3,272,805</b>	<b>100.0%</b>	<b>756</b>	<b>100.0%</b>

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	<b>TOTAL</b>	<b>841</b>	

#### 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%
<b>TOTAL</b>	<b>2,766,220</b>	<b>100.0%</b>	<b>841</b>	<b>100.0%</b>

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
			<b>TOTAL</b>	<b>769</b>	

#### 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%
<b>TOTAL</b>	<b>2,422,870</b>	<b>100.0%</b>	<b>769</b>	<b>100.0%</b>

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;

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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
			<b>TOTAL</b>	<b>685</b>	

### 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%
<b>TOTAL</b>	<b>2,094,800</b>	<b>100.0%</b>	<b>685</b>	<b>100.0%</b>

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.

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Table 13 – 2001

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

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

### Activity by U.S. Region

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

Sources:

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

Note:

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

Carrier Legend:

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

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Table 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	<b>TOTAL</b>	<b>723</b>	

### Activity by U.S. Region

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

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



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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

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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	-
<b>Total</b>	<b>86</b>	<b>66</b>		

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**

<b>U.S. Region</b>	<b>2007 Passenger Originations</b>		<b>July 2008 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>142,493</b>	<b>100.0%</b>	<b>66</b>	<b>100.0%</b>

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

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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*
<b>TOTAL</b>	<b>86</b>	

### 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%
<b>TOTAL</b>	<b>138,010</b>	<b>100.0%</b>	<b>86</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>111</b>	

### 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%
<b>TOTAL</b>	<b>123,110</b>	<b>100.0%</b>	<b>111</b>	<b>100.0%</b>

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	<u>28</u>	US*
<b>TOTAL</b>	<b>74</b>	

### 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%
<b>TOTAL</b>	<b>114,130</b>	<b>100.0%</b>	<b>74</b>	<b>100.0%</b>

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	<u>21</u>	US*
<b>TOTAL</b>	<b>77</b>	

### Activity by U.S. Region

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

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



## 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
<b>TOTAL</b>	<b>93</b>	

### 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%
<b>TOTAL</b>	<b>142,510</b>	<b>100.0%</b>	<b>93</b>	<b>100.0%</b>

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

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

# 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	-
<b>Total</b>	<b>546</b>	<b>537</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>3,901,625</b>	<b>100.0%</b>	<b>537</b>	<b>100.0%</b>

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/Lisip	7	WN
Chicago - Midway	21	WN	Atlantic City	7	NK
Key West	20	CO*	Pittsburgh	5	U5 (5), US (1)
			<b>TOTAL</b>	<b>546</b>	

### 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%
<b>TOTAL</b>	<b>3,547,090</b>	<b>100.0%</b>	<b>546</b>	<b>100.0%</b>

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	<b>TOTAL</b>	<b>562</b>	

### 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%
<b>TOTAL</b>	<b>3,013,090</b>	<b>100.0%</b>	<b>562</b>	<b>100.0%</b>

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	<b>TOTAL</b>	<b>401</b>	

### 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%
<b>TOTAL</b>	<b>2,191,090</b>	<b>100.0%</b>	<b>401</b>	<b>100.0%</b>

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	1	NW
			<b>TOTAL</b>	<b>443</b>	

### Activity by U.S. Region

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

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

## APPENDIX B

**Table 15 – 2000**

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

<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>	<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>
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
			<b>TOTAL</b>	<b>421</b>	

### Activity by U.S. Region

<b>U.S. Region</b>	<b>1999 Passenger Originations</b>		<b>July 2000 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
Northeast	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%
<b>TOTAL</b>	<b>2,163,830</b>	<b>100.0%</b>	<b>421</b>	<b>100.0%</b>

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

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

## 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	-
<b>Total</b>	<b>29</b>	<b>30</b>		

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%
<b>TOTAL</b>	<b>13,448</b>	<b>100.0%</b>	<b>30</b>	<b>100.0%</b>

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	<u>14</u>	DL*
<b>TOTAL</b>	<b>29</b>	

### 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%
<b>TOTAL</b>	<b>23,560</b>	<b>100.0%</b>	<b>29</b>	<b>100.0%</b>

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	<u>21</u>	DL *
<b>TOTAL</b>	<b>21</b>	

### 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%
<b>TOTAL</b>	<b>5,750</b>	<b>100.0%</b>	<b>21</b>	<b>100.0%</b>

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
<b>TOTAL</b>	<b>0</b>	

### 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.
<b>TOTAL</b>	<b>11,200</b>	<b>100.0%</b>	<b>0</b>	<b>n.a.</b>

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*
<b>TOTAL</b>	<b>55</b>	

### Activity by U.S. Region

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

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



## 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	6	US*
<b>TOTAL</b>	<b>73</b>	

### Activity by U.S. Region

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

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

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

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
<b>Total</b>	<b>313</b>	<b>307</b>		

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**

<b>U.S. Region</b>	<b>2007 Passenger Originations</b>		<b>July 2008 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>833,449</b>	<b>100.0%</b>	<b>307</b>	<b>100.0%</b>

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	<u>13</u>	DL*
<b>TOTAL</b>	<b>313</b>	

### 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%
<b>TOTAL</b>	<b>748,900</b>	<b>100.0%</b>	<b>313</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>343</b>	

### 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%
<b>TOTAL</b>	<b>675,440</b>	<b>100.0%</b>	<b>343</b>	<b>100.0%</b>

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.

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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	<u>21</u>	US
<b>TOTAL</b>	<b>259</b>	

### 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%
<b>TOTAL</b>	<b>580,430</b>	<b>100.0%</b>	<b>259</b>	<b>100.0%</b>

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

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Table 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
<b>TOTAL</b>	<b>237</b>	

### Activity by U.S. Region

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

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

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Table 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*
<b>TOTAL</b>	<b>265</b>	

### Activity by U.S. Region

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

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

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

# 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

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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
<b>Total</b>	<b>250</b>	<b>236</b>		

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	14	CO*
<b>TOTAL</b>	<b>250</b>	

### 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%
<b>TOTAL</b>	<b>445,110</b>	<b>100.0%</b>	<b>250</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>305</b>	

### 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%
<b>TOTAL</b>	<b>534,680</b>	<b>100.0%</b>	<b>305</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>264</b>	

### 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%
<b>TOTAL</b>	<b>475,210</b>	<b>100.0%</b>	<b>264</b>	<b>100.0%</b>

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

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Table 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*
<b>TOTAL</b>	<b>340</b>	

### Activity by U.S. Region

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

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

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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*
<b>TOTAL</b>	<b>335</b>	

### 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%
<b>TOTAL</b>	<b>417,950</b>	<b>100.0%</b>	<b>335</b>	<b>100.0%</b>

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

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

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Table 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

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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
<b>Total</b>	<b>180</b>	<b>204</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>381,478</b>	<b>100.0%</b>	<b>204</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>180</b>	

### 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%
<b>TOTAL</b>	<b>328,300</b>	<b>100.0%</b>	<b>180</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>181</b>	

### 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%
<b>TOTAL</b>	<b>354,650</b>	<b>100.0%</b>	<b>181</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>165</b>	

### 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%
<b>TOTAL</b>	<b>286,490</b>	<b>100.0%</b>	<b>165</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>180</b>	

### Activity by U.S. Region

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

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

## APPENDIX B

Table 20 – 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*
<b>TOTAL</b>	<b>181</b>	

### 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	23,400 (incl. above)		49	27.1%
<b>TOTAL</b>	<b>336,270</b>	<b>100.0%</b>	<b>181</b>	<b>100.0%</b>

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

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

## 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
<b>Total</b>	<b>85</b>	<b>105</b>		

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**

<b>U.S. Region</b>	<b><u>2007 Passenger Originations</u></b>		<b><u>July 2008 Weekly Departures</u></b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>160,232</b>	<b>100.0%</b>	<b>105</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>85</b>	

### 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%
<b>TOTAL</b>	<b>158,990</b>	<b>100.0%</b>	<b>85</b>	<b>100.0%</b>

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*
<b>TOTAL</b>	<b>93</b>	

### 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%
<b>TOTAL</b>	<b>173,800</b>	<b>100.0%</b>	<b>93</b>	<b>100.0%</b>

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**

<b>Airports with Nonstop Service</b>	<b>Weekly Departures</b>	<b>Carriers Serving</b>
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*
<b>TOTAL</b>	<b>116</b>	

### Activity by U.S. Region

<b>U.S. Region</b>	<b>2002 Passenger Originations</b>		<b>July 2003 Weekly Departures</b>	
	<b>Passengers</b>	<b>% of Total</b>	<b>Flights</b>	<b>% of Total</b>
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%
<b>TOTAL</b>	<b>146,990</b>	<b>100.0%</b>	<b>116</b>	<b>100.0%</b>

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**

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

### Activity by U.S. Region

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

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

## APPENDIX 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*
<b>TOTAL</b>	<b>139</b>	

### 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%
<b>TOTAL</b>	<b>150,550</b>	<b>100.0%</b>	<b>139</b>	<b>100.0%</b>

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

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

## 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	Equipment	No. of Destin.	Weekly Scheduled		Avg. Seats
Origin Airport	Type	Served	Departures	Seats	per Flight
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

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Table 22

Nonstop Service Summary

WEST CENTRAL FLORIDA					
<b>Tampa</b>		<b>60</b>	<b>1,483</b>	<b>198,877</b>	<b>134</b>
	Turboprop	3	61	1,159	19
	RJ	7	75	4,900	65
	Jet	57	1,347	192,818	143
<b>Sarasota</b>		<b>8</b>	<b>95</b>	<b>11,166</b>	<b>118</b>
	RJ	3	29	2,051	71
	Jet	5	66	9,115	138
<b>St. Petersburg</b>		<b>24</b>	<b>71</b>	<b>11,364</b>	<b>160</b>
	Turboprop	1	2	60	30
	Jet	24	69	11,304	164
NORTHEAST FLORIDA					
<b>Jacksonville</b>		<b>27</b>	<b>693</b>	<b>72,193</b>	<b>104</b>
	Turboprop	1	35	2,240	64
	RJ	16	295	19,603	66
	Jet	16	363	50,350	139
<b>Gainesville</b>		<b>3</b>	<b>81</b>	<b>4,050</b>	<b>50</b>
	RJ	3	81	4,050	50
SOUTHWEST FLORIDA					
<b>Southwest Florida</b>		<b>28</b>	<b>482</b>	<b>58,233</b>	<b>121</b>
	Prop	1	36	324	9
	Turboprop	1	7	448	64
	RJ	7	62	4,831	78
	Jet	23	377	52,630	140
<b>Punta Gorda</b>		<b>5</b>	<b>10</b>	<b>1,388</b>	<b>139</b>
	Turboprop	1	2	60	30
	Jet	4	8	1,328	166
NORTHWEST FLORIDA					
<b>Pensacola</b>		<b>10</b>	<b>276</b>	<b>19,052</b>	<b>69</b>
	Turboprop	2	40	760	19
	RJ	7	162	8,624	53
	Jet	1	74	9,668	131
<b>Tallahassee</b>		<b>6</b>	<b>154</b>	<b>8,303</b>	<b>54</b>
	Turboprop	2	33	627	19
	RJ	5	110	6,060	55
	Jet	1	11	1,616	147
<b>Northwest Florida Beaches</b>		<b>6</b>	<b>126</b>	<b>12,445</b>	<b>99</b>
	RJ	2	56	2,800	50
	Jet	5	70	9,645	138
<b>Northwest Florida Regional</b>		<b>22</b>	<b>235</b>	<b>14,638</b>	<b>62</b>
	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 Departures	Seats	Avg. Seats per Flight		Florida Origin Airport	Equipment Type	No. of Destin. Served	Weekly Scheduled Departures	Seats	Avg. Seats per Flight	
<b>ALL FLORIDA AIRPORTS</b>							<b>ALL FLORIDA AIRPORTS</b>						
	Turboprop	15	1,185	34,328	29			Turboprop	15	1,108	32,066	29	
	RJ	51	1,988	107,758	54			RJ	51	1,785	105,836	59	
	Jet	104	8,477	1,260,321	149			Jet	105	8,252	1,225,526	149	
<b>SOUTHEAST FLORIDA</b>							<b>SOUTHEAST FLORIDA</b>						
<b>Ft. Lauderdale</b>							<b>Ft. Lauderdale</b>						
	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	
<b>Miami</b>							<b>Miami</b>						
	Jet	48	1,470	217,940	148			Jet	54	1,483	218,793	148	
	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	
<b>Palm Beach</b>							<b>Palm Beach</b>						
	Turboprop	32	1,051	179,479	171			Turboprop	34	1,057	179,878	170	
	RJ	21	519	66,093	127			RJ	22	509	62,238	122	
	Jet	2	29	551	19			Jet	2	41	779	19	
	Turboprop	5	50	3,360	67			Turboprop	9	74	5,717	77	
	RJ	18	440	62,182	141			RJ	18	394	55,742	141	
<b>Key West</b>							<b>Key West</b>						
	Jet	7	238	7,947	33			Jet	8	252	7,196	29	
	Turboprop	6	200	5,607	28			Turboprop	6	226	5,516	24	
	RJ	3	38	2,340	62			RJ	2	26	1,680	65	
<b>Marathon</b>							<b>Marathon</b>						
	Turboprop	1	8	400	50			Turboprop	0	0	0	0	
	RJ	1	8	400	50			RJ	0	0	0	0	
<b>EAST CENTRAL FLORIDA</b>							<b>EAST CENTRAL FLORIDA</b>						
<b>Orlando</b>							<b>Orlando</b>						
	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	
<b>Melbourne</b>							<b>Melbourne</b>						
	Jet	70	2,694	399,056	148			Jet	70	2,594	385,092	148	
	Turboprop	2	40	3,656	91			Turboprop	2	39	3,612	93	
	RJ	2	27	1,770	66			RJ	1	22	1,120	51	
	Jet	1	13	1,886	145			Jet	2	17	2,492	147	
<b>Daytona Beach</b>							<b>Daytona Beach</b>						
	Turboprop	2	57	6,589	116			Turboprop	4	78	5,700	73	
	RJ	2	16	1,098	69			RJ	4	64	3,740	58	
	Jet	2	41	5,491	134			Jet	2	14	1,960	140	
<b>Orlando-Sanford</b>							<b>Orlando-Sanford</b>						
	Turboprop	24	78	11,700	150			Turboprop	28	94	14,100	150	
	RJ	24	78	11,700	150			RJ	28	94	14,100	150	

Table 22 - 2008 (Continued)

YEAR 2007							YEAR 2008						
Florida Origin Airport	Equipment Type	No. of Destin. Served	Weekly Scheduled Departures	Seats	Avg. Seats per Flight		Florida Origin Airport	Equipment Type	No. of Destin. Served	Weekly Scheduled Departures	Seats	Avg. Seats per Flight	
<b>WEST CENTRAL FLORIDA</b>							<b>WEST CENTRAL FLORIDA</b>						
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	Turboprop	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	
	RJ	1	14	126	9			RJ	1	7	469	67	
	Jet	5	51	3,616	71			Jet	5	63	3,648	58	
St. Petersburg	Jet	6	84	11,187	133		St. Petersburg	Jet	5	71	9,232	130	
	Jet	21	66	10,368	157			Jet	21	61	8,478	139	
	Jet	21	66	10,368	157			Jet	21	61	8,478	139	
<b>NORTHEAST FLORIDA</b>							<b>NORTHEAST FLORIDA</b>						
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	
	Jet	21	459	64,553	141			Jet	19	447	63,252	142	
Gainesville	Turboprop	4	86	4,445	52		Gainesville	Turboprop	2	66	3,300	50	
	RJ	3	59	3,095	52			RJ	0	0	0	0	
	RJ	1	27	1,350	50			RJ	2	66	3,300	50	
<b>SOUTHWEST FLORIDA</b>							<b>SOUTHWEST FLORIDA</b>						
Southwest Florida	Turboprop	28	546	68,391	125		Southwest Florida	Turboprop	29	537	64,043	119	
	RJ	3	62	2,182	35			RJ	3	77	1,911	25	
	Jet	6	31	1,717	55			Jet	7	42	3,322	79	
	Jet	24	453	64,492	142			Jet	24	418	58,810	141	
Naples	Turboprop	2	29	820	28		Naples	Turboprop	2	30	240	8	
	RJ	1	15	120	8			RJ	2	30	240	8	
	RJ	1	14	700	50			RJ	2	30	240	8	
<b>NORTHWEST FLORIDA</b>							<b>NORTHWEST FLORIDA</b>						
Pensacola Gulf Coast	Turboprop	9	313	22,082	71		Pensacola Gulf Coast	Turboprop	9	307	22,104	72	
	RJ	1	24	456	19			RJ	1	24	456	19	
	Jet	9	213	11,422	54			Jet	9	200	10,640	53	
	Jet	1	76	10,204	134			Jet	1	83	11,008	133	
Tallahassee	Turboprop	9	250	12,243	49		Tallahassee	Turboprop	9	236	12,390	53	
	RJ	4	57	1,412	25			RJ	2	44	836	19	
	Jet	8	186	9,829	53			Jet	8	180	9,850	55	
	Jet	1	7	1,002	143			Jet	1	12	1,704	142	
Northwest Florida	Turboprop	7	180	10,930	61		Northwest Florida	Turboprop	8	204	12,399	61	
	RJ	2	24	738	31			RJ	2	49	2,435	50	
	Jet	5	128	6,748	53			Jet	6	128	6,487	51	
	Jet	2	28	3,444	123			Jet	2	27	3,477	129	
Panama City	Turboprop	4	85	4,958	58		Panama City	Turboprop	5	105	5,810	55	
	RJ	1	28	4,848	66			RJ	1	35	2,310	66	
	RJ	4	57	3,110	55			RJ	5	70	3,500	50	

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)

Florida Origin Airport	Equipment Type	No.of Destin. Served	Weekly Scheduled		Avg. Seats per Flight
			Departures	Seats	
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)

(for the second week of July 2005, sorted by weekly scheduled seats)					
Florida	Equipment	No.of Destin.	Weekly Scheduled		Avg. Seats
Origin Airport	Type	Served	Departures	Seats	per Flight
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
NORTHEAST FLORIDA					
Jacksonville		24	685	70,574	103
	Turboprop	2	50	2,378	48
	RJ	12	237	11,864	50
Gainesville	Jet	17	398	56,332	142
		2	74	3,848	52
	Turboprop	2	60	3,148	52
	RJ	1	14	700	50
SOUTHWEST FLORIDA					
Southwest Florida		25	401	50,223	125
	Turboprop	3	54	1,809	34
	RJ	4	47	2,077	44
	Jet	20	300	46,337	154
Naples		0	0	0	0
NORTHWEST FLORIDA					
Pensacola		7	259	19,959	77
	Turboprop	2	43	1,146	27
	RJ	5	120	6,042	50
Tallahassee	Jet	3	96	12,771	133
		10	264	17,093	65
	Turboprop	1	21	777	37
Okaloosa	RJ	9	195	9,526	49
	Jet	2	48	6,790	141
		8	165	10,513	64
Panama City	Turboprop	4	78	3,127	40
	RJ	3	39	1,768	45
	Jet	2	48	5,618	117
Panama City		7	116	5,433	47
	Turboprop	4	81	3,543	44
	RJ	4	35	1,890	54

SOURCE: Official Airline Guide.



Table 22- 2001

## Nonstop Service Summary

DOMESTIC SCHEDULED PASSENGER SERVICE  
AT FLORIDA AIRPORTS

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

(For the second week of August 2007, 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
			Departures	Seats	
NORTHEAST FLORIDA					
Jacksonville		28	735	77,416	105
	Turboprop	6	134	4,724	35
	RJ	6	104	5,400	52
	Jet	20	497	67,292	135
Gainesville		2	77	3,913	51
	Turboprop	2	42	2,163	52
	RJ	1	35	1,750	50
SOUTHWEST FLORIDA					
Southwest Florida		24	443	51,583	116
	Turboprop	4	98	3,043	31
	Jet	20	345	48,540	141
Naples		3	55	835	15
	Turboprop	3	55	835	15
NORTHWEST FLORIDA					
Pensacola		9	237	19,947	84
	Turboprop	3	68	1,868	27
	RJ	3	64	3,575	56
	Jet	5	105	14,504	138
Tallahassee		11	340	15,040	44
	Turboprop	8	234	7,360	31
	RJ	5	78	3,900	50
	Jet	1	28	3,780	135
Okaloosa		5	180	11,592	64
	Turboprop	4	108	5,024	47
	RJ	1	16	800	50
	Jet	2	56	5,768	103
Panama City		5	137	5,998	44
	Turboprop	5	136	5,948	44
	RJ	1	1	50	50

SOURCE: Official Airline Guide.

Table 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
	Jet	20	491	66,122	135
Gainesville		3	93	4,163	45
	Turboprop	3	58	2,413	42
	RJ	1	35	1,750	50
SOUTHWEST FLORIDA					
Southwest Florida		22	421	45,988	109
	Turboprop	4	122	3,941	32
	RJ	1	9	450	50
	Jet	18	290	41,597	143
Naples		4	73	1,744	24
	Turboprop	4	73	1,744	24
NORTHWEST FLORIDA					
Pensacola		10	265	20,129	76
	Turboprop	5	138	4,051	29
	RJ	1	15	750	50
	Jet	6	112	15,328	137
Tallahassee		9	335	15,357	46
	Turboprop	8	244	7,335	30
	RJ	3	49	2,450	50
	Jet	1	42	5,572	133
Okaloosa		5	181	11,523	64
	Turboprop	4	113	5,155	46
	RJ	1	12	600	50
	Jet	2	56	5,768	103
Panama City		5	139	5,835	42
	Turboprop	5	132	5,485	42
	RJ	1	7	350	50

SOURCE: *Official Airline Guide.*

APPENDIX B  
Table 23 - 2011

Florida Intrastate Service Matrix  
Weekly Scheduled Flight Departures  
(July 2011)

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	
Southwest																				
Ft. Lauderdale	-	-	-	18	42	-	-	-	61	-	-	24	-	-	-	17	2	-	-	
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	-	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 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	Equipment Total	Florida Total	
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 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
Southwest																				
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/Bradenton	St. Petersburg	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola Gulf Coast	Tallahassee		Northwest Florida
Southeast																					
Ft. Lauderdale		-	1	-	45	-	77	-	-	-	95	-	-	32	-	-	10	13	17	-	-
Miami		-	-	-	52	-	85	-	-	-	82	7	-	35	-	21	-	-	32	-	-
Palm Beach		-	-	-	25	-	-	-	-	-	27	-	-	-	-	-	-	-	16	-	-
Key West		44	51	25	-	-	7	-	-	-	39	-	-	-	-	42	25	-	-	-	-
Marathon		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Central																					
Orlando		76	85	-	7	-	-	-	-	-	-	-	-	-	-	27	-	20	11	-	13
Melbourne		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daytona Beach		-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-
Orlando Sanford		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Central																					
Tampa		100	80	27	37	-	-	-	-	-	-	-	-	41	-	14	-	36	46	17	-
Sarasota		-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Petersburg		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northeast/North Central																					
Jacksonville		32	35	-	-	-	-	-	-	41	-	-	-	-	-	-	-	-	-	-	-
Gainesville		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Southwest																					
Southwest FL		-	21	-	42	-	27	-	-	14	-	-	-	-	-	-	-	-	-	-	-
Naples		10	-	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northwest																					
Pensacola Gulf Coast		13	-	-	-	-	20	-	-	36	-	-	-	-	-	-	-	-	-	-	-
Tallahassee		-	32	16	-	-	11	-	-	46	-	-	-	-	-	-	-	-	-	-	-
Northwest Florida		-	-	-	-	-	-	-	-	17	-	-	-	-	-	-	-	-	-	-	-
Panama City		-	-	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL		275	312	68	228	-	240	-	-	397	7	-	109	-	104	35	69	122	17	13	1996

Source: Official Airline Guide, July 2008.

**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 Destination																					
Florida Origin		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	Equipment Total	Origin Total
Southeast																							
Ft- Lauderdale	J						77				79			32									188
	R																	13	17				30
	T		1		45						16							10					72
Miami	J						42				35												77
	R													7						32			39
	T				52		43				47	7		28		21							198
Palm Beach	J										27												27
	R																						
	T					25													16				41
Key West	J																						
	R						7																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		13		51
	T		43																				43
Melbourne	J																						
	R																						
	T																						-
Daytona Beach	J																						
	R													1									1
	T																						
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																							0
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												17
Panama City	J																						
	R						13																13
	T																						
Destination Total	J	188	77	27			146				161			52		27							678
	R	13	39		7		51				30			8				45	78		13		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.

# APPENDIX C

Table 23 - 2007

## FLORIDA INTERSTATE SERVICE MATRIX WEEKLY SCHEDULED FLIGHT DEPARTURES (July 2007)

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	Ft. Walton Beach		Panama City
Southeast																						
	Ft. Lauderdale		1	-	52	-	102	-	-	95	-	-	39	-	-	-	13	18	-	-		
	Miami	-		-	69	-	108	-	-	88	-	-	35	11	28	-	-	19	-	-		
	Palm Beach	-	-	-	-	-	-	-	-	39	-	-	-	-	-	-	-	16	-	-		
	Key West	53	67	-	-	-	21	-	-	40	-	-	-	-	20	15	-	-	-	-		
	Marathon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
East Central																						
	Orlando	100	108	-	21	-	-	-	-	-	-	-	-	-	27	-	20	30	7	13		
	Melbourne	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Daytona Beach	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Orlando Sanford	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
West Central																						
	Tampa	97	89	39	39	-	-	-	-	-	14	-	43	6	14	-	36	43	18	-		
	Sarasota	-	-	-	-	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-		
	St. Petersburg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Northeast/North Central																						
	Jacksonville	39	35	-	-	-	-	-	-	43	-	-	-	-	-	-	-	-	-	-		
	Gainesville	-	11	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-		
Southwest																						
	Southwest FL	-	28	-	20	-	27	-	-	14	-	-	-	-	-	-	-	89	-	-		
	Naples	-	-	-	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Northwest																						
	Pensacola	13	-	-	-	-	20	-	-	36	-	-	-	-	-	-	-	-	-	-		
	Tallahassee	18	19	16	-	-	30	-	-	43	-	-	-	-	-	-	-	-	-	-		
	Ft. Walton Beach	-	-	-	-	-	7	-	-	18	-	-	-	-	-	-	-	-	-	-		
	Panama City	-	-	-	-	-	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	
	R		-	-	-	-	25	-	-	-	-	-	-	-	-	-	-	13	18	-	-	R	56	
	T		1	-	52	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-	T	83	
Miami	J	-		-	-	-	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	42	
	R	-		-	-	-	20	-	-	-	35	-	-	14	-	-	-	-	19	-	-	R	88	
	T	-		-	69	-	46	-	-	-	53	-	-	21	11	28	-	-	-	-	-	T	228	
Palm Beach	J	-	-		-	-	-	-	-	-	26	-	-	-	-	-	-	-	-	-	-	J	26	
	R	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-	
	T	-	-		-	-	-	-	-	-	13	-	-	-	-	-	-	-	-	16	-	T	29	
Key West	J	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	
	R	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-	
	T	53	67	-		-	14	-	-	-	2	-	-	-	-	-	-	-	-	-	-	T	16	
Marathon	J	-	-	-	-		-	-	-	-	38	-	-	-	-	20	15	-	-	-	-	J	200	
	R	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-	
	T	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T	-	
East Central																								
Orlando	J	75	42	-	-	-	-	-	-	-	-	-	-	-	-	27	-	-	-	-	-	J	144	
	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	
	R	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	12	20	-	-	R	34	
	T	30	54	13	37	-	-	-	-	-	-	14	-	22	6	14	-	24	23	18	-	T	255	
Sarasota-Bradenton	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-	
	T	-	-	-	-	-	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	T	14	
St. Petersburg	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T	-	
Northeast/North Central																								
Jacksonville	J	39	-	-	-	-	-	-	-	-	21	-	-	-	-	-	-	-	-	-	-	J	60	
	R	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	14	
	T	-	21	-	-	-	-	-	-	-	22	-	-	-	-	-	-	-	-	-	-	T	43	
Gainesville	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-	
	T	-	11	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	T	17	
Southwest																								
Southwest Florida	J	-	-	-	-	-	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	27	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-	
	T	-	28	-	20	-	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	T	62	
Naples	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-	
	T	-	-	-	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T	15	
Northwest																								
Pensacola	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	
	R	13	-	-	-	-	20	-	-	-	12	-	-	-	-	-	-	-	-	-	-	R	45	
	T	-	-	-	-	-	-	-	-	-	24	-	-	-	-	-	-	-	-	-	-	T	24	
Tallahassee	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	
	R	18	19	-	-	-	19	-	-	-	20	-	-	-	-	-	-	-	-	-	-	R	76	
	T	-	-	16	-	-	11	-	-	-	23	-	-	-	-	-	-	-	-	-	-	T	50	
Ft Walton Beach	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	
	R	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	7	
	T	-	-	-	-	-	-	-	-	-	18	-	-	-	-	-	-	-	-	-	-	T	18	
Panama City	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	
	R	-	-	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	13	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	T	-	
Destination Total	J	181	77	26	-	-	146	-	-	-	112	-	-	60	-	27	-	-	-	-	-	J	629	
	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
		Miami	Palm Beach	Key West	Marathon	Orlando	Melbourne	Daytona Beach	Orlando Sanford	Tampa	Sarasota/Brandenton	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	-	-	371
Miami	-		-	62	-	111	-	-	-	84	-	-	27	16	21	-	-	28	-	-	349
Palm Beach	-	-		-	-	-	-	-	-	36	-	-	-	-	-	-	-	21	-	-	57
Key West	81	60	-		13	31	-	-	-	59	-	-	-	-	20	-	-	-	-	-	264
Marathon	13	-	-	2		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15
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=TURBOPROP**

Florida Origin		Florida Destination																				Equipment Total		Origin Total
		Fl. 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	-	-	-	14				R	114	
	T		2	-	70	2	-	12	-	-	21	12	-	-	-	-	-	-				T	119	
Miami	J	-	-	-	-	-	42	-	-	-	35	-	-	-	-	-	-	-	-	-	-	J	77	
	R	-	-	-	-	-	21	-	-	-	-	-	-	-	-	-	-	-	28	-	-	R	49	
	T	-	-	-	62	-	48	-	-	-	49	-	-	27	16	21	-	-	-	-	-	T	223	
Palm Beach	J	-	-	-	-	-	-	-	-	-	25	-	-	-	-	-	-	-	-	-	-	J	25	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	-	-	R	21	
	T	-	-	-	-	-	-	-	-	-	11	-	-	-	-	-	-	-	21	-	-	T	11	
Key West	J	21	-	-	-	-	14	-	-	-	4	-	-	-	-	-	-	-	-	-	-	J	39	
	R	60	60	-	-	13	17	-	-	-	55	-	-	-	-	20	-	-	-	-	-	R	225	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	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	-	6	14	-	18	28	18	-	T	266	
Sarasota-Bradenton	J	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	J	-	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-	
	T	12	-	-	-	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	T	26	
St. Petersburg	J	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	-	
	T	-	21	-	20	-	-	-	-	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	-	-	21	-	-	-	-	-	-	-	-	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	52	-	-	-	-	-	-	-	J	512	
	R	114	49	21	39	-	139	-	-	-	61	-	-	8	-	-	-	62	132	-	14	R	639	
	T	117	226	11	225	15	79	31	33	-	266	26	-	59	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	Gainesville	Southwest Florida	Naples	Pensacola	Tallahassee	Okaloosa	
<b>Southeast</b>																				
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>West Central</b>																				
Orlando	81	91	28	35	-	-	7	-	-	7	-	-	-	-	21	-	28	28	11	6
Melbourne	-	-	-	-	-	7	-	7	-	-	-	-	-	-	-	-	-	-	-	-
Daytona Beach	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Orlando Sanford	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>East Central</b>																				
Tampa	88	99	32	77	-	7	-	-	-	-	14	-	35	-	14	-	36	42	7	13
Sarasota	12	-	-	-	-	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-
St. Petersburg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Northeast</b>																				
Jacksonville	46	28	-	-	-	-	-	-	-	35	-	-	-	-	-	-	-	-	-	-
Gainesville	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Southwest</b>																				
Southwest FL	-	21	-	19	-	21	-	-	-	14	-	-	-	-	-	-	-	-	-	-
Naples	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Northwest</b>																				
Pensacola	-	-	-	-	-	28	-	-	-	36	-	-	-	-	-	-	-	-	-	-
Tallahassee	14	21	14	-	-	28	-	-	-	42	-	-	-	-	-	-	-	-	-	-
Okaloosa	-	-	-	-	-	11	-	-	-	14	-	-	-	-	-	-	-	-	18	43
Panama City	-	-	-	-	-	6	-	-	-	6	-	-	-	-	-	-	-	-	25	37
<b>TOTAL</b>	<b>305</b>	<b>340</b>	<b>74</b>	<b>266</b>	<b>10</b>	<b>343</b>	<b>14</b>	<b>7</b>	<b>-</b>	<b>464</b>	<b>26</b>	<b>-</b>	<b>109</b>	<b>-</b>	<b>75</b>	<b>-</b>	<b>64</b>	<b>119</b>	<b>43</b>	<b>37</b>
			</																	

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 Destination																			
	Ft. Lauderdale	Miami	Palm Beach	Key West	Marathon	Orlando	Melbourne	Daytona Beach	Orlando Sanford	Tampa	Sarasota/Brandenton	St. Petersburg	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola	Tallahassee	Okaloosa	Panama City
Florida Origin																				
<b>Southeast</b>																				
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	-	-	-	-	14-T	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>West Central</b>																				
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	-	-	-	-	-	-	7-T	-	-	-	-	-	-	-	-	-	-	-	-	-
Orlando Sanford	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>East Central</b>																				
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Northeast</b>																				
Jacksonville	46-J	28-T	-	-	-	-	-	-	-	13-J 22-T	-	-	-	-	-	-	-	-	-	-
Gainesville	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Southwest</b>																				
Southwest Florida	-	21-T	-	19-T	-	21-R	-	-	-	14-T	-	-	-	-	-	-	-	-	-	-
Naples	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Northwest</b>																				
Pensacola	-	-	-	-	-	28-R	-	-	-	36-T	-	-	-	-	-	-	-	-	-	-
Tallahassee	14-R	21-R	14-R	-	-	28-R	-	-	-	14-J	-	-	-	-	-	-	-	-	-	-
Okaloosa	-	-	-	-	-	11-T	-	-	-	28-R	-	-	-	-	-	-	-	-	-	-
Panama City	-	-	-	-	-	6-T	-	-	-	6-T	-	-	-	-	-	-	-	-	25-T	18-T
	168-J 42-R 95-T	63-J 63-R 214-T	26-J 42-R 6-T	21-R 245-T	10-T	95-J 175-R 73-T	14-T	7-T	-	157-J 49-R 258-T	26-T	59-J 50-T	-	-	21-R 54-T	-	28-R 36-T	14-J 105-R	43-T	37-T
<b>FLORIDA TOTAL</b>	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/Bradenton	Jacksonville	Gainesville	Naples	Pensacola	Tallahassee	Okaloosa	Panama City	Florida Total
<b>Southeast</b>																	
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
<b>West Central</b>																	
Orlando	82	223	61	21	-	-	7	21	-	6	-	7	21	64	11	7	531
Melbourne	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
<b>East Central</b>																	
Tampa	104	162	85	92	7	-	-	22	-	73	-	27	32	76	7	19	706
Sarasota	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19
<b>Northeast</b>																	
Jacksonville	45	42	-	-	8	-	71	-	-	-	7	-	-	18	-	-	191
Gainesville	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Southwest</b>																	
Southwest FL	-	41	-	15	21	-	21	-	-	-	-	-	-	-	-	-	98
Naples	-	-	-	21	7	-	27	-	-	-	-	-	-	-	-	-	55
<b>Northwest</b>																	
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
<b>TOTAL</b>	<b>316</b>	<b>603</b>	<b>158</b>	<b>304</b>	<b>524</b>	<b>7</b>	<b>705</b>	<b>100</b>	<b>20</b>	<b>183</b>	<b>7</b>	<b>55</b>	<b>71</b>	<b>222</b>	<b>44</b>	<b>44</b>	<b>3,363</b>

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 23-2001 (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
<b>Southeast</b>																	
Ft. Lauderdale	-	1-T	1-T	46-T	54-J 28-T	7-J	79-J 23-T	20-T	45-J	-	1-J	-	-	14-R	-	-	186-J 14-R 119-T
Miami	-	-	-	109-T	35-J 180-T	-	21-J 146-T	-	41-T	-	41-T	-	-	21-R	-	-	56-J 21-R 517-T
W. Palm Beach	-	-	-	-	21-J 40-T	-	49-J 37-T	-	-	-	-	-	-	11-T	-	-	70-J 88-T 304-T
Key West	45-T	113-T	-	-	21-T	-	89-T	-	-	-	15-T	21-T	-	-	-	-	70-J 88-T 304-T
<b>West Central</b>																	
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
<b>East Central</b>																	
Tampa	79-J 25-T	21-J 141-T	49-J 36-T	92-T	7-J	-	-	-	19-J 54-T	-	1-J 21-T	27-T	32-T	76-T	7-T	19-T	176-J 530-T
Sarasota	19-T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19-T
<b>Northeast</b>																	
Jacksonville	45-J	42-T	-	-	8-T	-	19-J 52-T	-	-	7-T	-	-	-	18-T	-	-	64-J 127-T
<b>Southwest</b>																	
Southwest Florida	-	41-T	-	15-T	21-T	-	21-T	-	-	-	-	-	-	-	-	-	98-T
Naples	-	-	-	21-T	7-T	-	27-T	-	-	-	-	-	-	-	-	-	55-T
<b>Northwest</b>																	
Pensacola	-	-	-	-	21-R	-	-	-	-	-	-	-	-	18-T	-	-	21-R 50-T
Tallahassee	14-R	21-R	11-T	-	14-R 49-T	-	77-T	-	18-T	-	-	-	18-T	-	-	-	49-R 173-T
Okaloosa	-	-	-	-	12-T	-	14-T	-	-	-	-	-	-	-	-	18-T	44-T
Panama City	-	-	-	-	6-T	-	12-T	-	-	-	-	-	-	-	-	-	44-T
	185-J 14-R 117-T	63-J 21-R 519-T	70-J 88-T	304-T	117-J 35-R 372-T	7-J	175-J 530-T	20-T	64-J 119-T	7-T	2-J 98-T	55-T	21-R 50-T	49-R 173-T	44-T	44-T	683-J 140-R 2,540-T
<b>TOTAL</b>	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
<b>Southeast</b>																
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
<b>West Central</b>																
Orlando	125	212	53	34	-	14	34	23	6	-	13	33	66	13	11	637
<b>East Central</b>																
Tampa	128	176	88	77	14	-	33	-	73	17	18	32	75	6	19	756
Sarasota	20	21	-	-	23	-	-	-	-	-	-	-	-	-	-	64
<b>Northeast</b>																
Jacksonville	37	49	-	-	8	73	-	-	-	-	-	-	19	-	-	186
Gainesville	-	-	-	-	-	17	-	-	-	-	-	-	-	-	-	17
<b>Southwest</b>																
Southwest FL	-	49	-	15	34	33	-	-	-	-	-	-	-	-	-	131
Naples	-	21	-	21	6	25	-	-	-	-	-	-	-	-	-	73
<b>Northwest</b>																
Pensacola	-	-	-	-	33	32	-	-	-	-	-	-	19	-	-	84
Tallahassee	6	46	17	-	66	75	-	-	19	-	-	19	-	-	-	248
Okaloosa	-	-	-	-	18	12	-	-	-	-	-	-	-	-	19	49
Panama City	-	-	-	-	13	6	-	-	-	-	-	-	-	30	-	49
<b>TOTAL</b>	<b>361</b>	<b>713</b>	<b>160</b>	<b>325</b>	<b>634</b>	<b>756</b>	<b>131</b>	<b>64</b>	<b>186</b>	<b>17</b>	<b>73</b>	<b>84</b>	<b>248</b>	<b>49</b>	<b>49</b>	<b>3,852</b>

Source: Official Airline Guide.

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

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

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/Brandon	Jacksonville	Gainesville	Southwest Florida	Naples	Pensacola	Tallahassee	Okaloosa	Panama City	Florida Total
<b>Southeast</b>																
Ft. Lauderdale	-	1-T	2-T	43-T	47-J 21-R 52-T	78-J 50-T	20-T	41-J	-	-	-	-	6-T	-	-	166-J 21-R 174-T
Miami	2-T	-	-	135-T	42-J 21-R 149-T	21-J 157-T	21-T	47-T	-	49-T	21-T	-	28-R 18-T	-	-	63-J 49-R 599-T
W. Palm Beach	1-T	-	-	-	53-T	7-J 83-T	-	-	-	-	-	-	17-T	-	-	7-J 154-T
Key West	42-T	140-T	-	-	34-T	73-T	-	-	-	15-T	21-T	-	-	-	-	325-T
<b>West Central</b>																
Orlando	47-J 21-R 57-T	49-J 21-R 142-T	53-T	34-T	-	14-T	7-R 16-T	6-T	-	9-R 25 T	13-T	33-T	7-R 59-T	13-T	11-T	96-J 65-R 476-T
<b>East Central</b>																
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
<b>Northeast</b>																
Jacksonville	39-J	47-T	-	-	8-T	14-J 59-T	-	-	-	-	-	-	19-T	-	-	53-J 133-T
Gainesville	-	-	-	-	-	17-T	-	-	-	-	-	-	-	-	-	17-T
<b>Southwest</b>																
Southwest Florida	-	49-T	-	15-T	9-R 25-J	33-T	-	-	-	-	-	-	-	-	-	9-R 122-T 73-T
Naples	-	21-T	-	21-T	6-T	25-T	-	-	-	-	-	-	-	-	-	-
<b>Northwest</b>																
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
<b>TOTAL</b>	<b>166-J 21-R 176-T</b>	<b>70-J 49-R 594-T</b>	<b>7-J 153-T</b>	<b>325-T 480-T</b>	<b>89-J 65-R 480-T</b>	<b>120-J 636-T</b>	<b>7-R 57-T</b>	<b>53-J 133-T</b>	<b>17-T 122-T</b>	<b>9-R 122-T</b>	<b>73-T 213-T</b>	<b>84-T 213-T</b>	<b>35-R 213-T</b>	<b>49-T 213-T</b>	<b>49 3,161-T</b>	<b>3,852</b>

Source: Official Airline Guide.

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

Melbourne, Daytona Beach, Sanford, and St. Petersburg Airports do not offer interstate 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	Destination Airport	Code	Departures
<b>MIAMI TOTAL</b>		<b>1305</b>			
<b>Caribbean/Atlantic</b>		<b>532</b>	<b>South America</b>		<b>344</b>
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			
Puerto Plata, Dom. Rep.	POP	7	<b>Europe</b>		<b>98</b>
Liberia, Costa Rica	LIR	7	London, England	LHR	29
Grenada, Windward Island	GND	4	Madrid, Spain	MAD	21
Treasure Cay, Bahamas	TCB	4	Paris, France	CDG	14
Casa de Campo, Dom. Rep.	LRM	2	Frankfurt, Germany	FRA	7
Bonaire, Bonaire	BON	1	Zurich, Switzerland	ZRH	7
Cayman Brac, West Indies	CYB	1	Dusseldorf, Germany	DUS	6
Tenerife, Canary Island	TFN	1	Rome, Italy	FCO	6
			Munich, Germany	MUC	3
<b>Mexico/Central America</b>		<b>275</b>	Milan, Italy	MLP	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			
San Pedro Sula, Honduras	SAP	21	<b>Canada</b>		<b>56</b>
Belize, Belize	BZE	14	Toronto, Canada	YYZ	35
Monterrey, Mexico	MTY	7	Montreal, Canada	YUL	21
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
<b>FT. LAUDERDALE TOTAL</b>			<b>458</b>
<b>Caribbean/Atlantic</b>			<b>326</b>
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	
<b>Mexico/Central America</b>			<b>31</b>
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	
<b>South America</b>			<b>66</b>
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	
<b>Europe</b>			<b>2</b>
Frankfurt, Germany	FRA	2	
<b>Canada</b>			<b>33</b>
Toronto, Canada	YYZ	22	
Montreal, Canada	YUL	11	
<b>WEST PALM BEACH TOTAL</b>			<b>36</b>
<b>Caribbean/Atlantic</b>			<b>36</b>
Marsh Harbour, Bahamas	MHH	22	
Freeport, Bahamas	FPO	7	
Nassau, Bahamas	NAS	7	

FLORIDA ORIGIN			
World Area	Destination Airport	Code	Weekly
<b>ORLANDO TOTAL</b>			<b>192</b>
<b>Caribbean/Atlantic</b>			<b>45</b>
Nassau, Bahamas	NAS	22	
Montego Bay, Jamaica	MBJ	11	
Santo Domingo, Dom. Rep.	SDQ	11	
Aruba	AUA	1	
<b>Mexico/Central America</b>			<b>51</b>
Mexico City, Mexico	MEX	16	
Panama City, Panama	PTY	14	
Cancun, Mexico	CUN	8	
San Jose, Costa Rica	SJO	7	
San Salvador, El Salvador	SAL	3	
Guatemala City, Guatemala	GUA	2	
Veracruz, Mexico	VER	1	
<b>South America</b>			<b>19</b>
Sao Paulo, Brazil	GRU	11	
Bogota, Columbia	BOG	7	
Recife, Brazil	REC	1	
<b>Europe</b>			<b>54</b>
London, England	LGW	23	
Manchester, England	MAN	15	
Frankfurt, Germany	FRA	7	
Amsterdam, Netherlands	AMS	4	
Dublin, Ireland	DUB	3	
Glasgow, Scotland	GLA	2	
<b>Canada</b>			<b>23</b>
Toronto, Canada	YYZ	22	
Calgary, Canada	YYC	1	
<b>SOUTHWEST FLORIDA INT. TOTAL</b>			<b>8</b>
<b>Europe</b>			<b>4</b>
Dusseldorf, Germany	DUS	4	
<b>Canada</b>			<b>4</b>
Toronto, Canada	YYZ	4	
<b>TAMPA TOTAL</b>			<b>21</b>
<b>Caribbean/Atlantic</b>			<b>5</b>
Grand Cayman Island, West Indies	GCM	5	
<b>Europe</b>			<b>5</b>
London, England	LGW	5	
<b>Canada</b>			<b>11</b>
Toronto, Canada	YYZ	11	
<b>ORLANDO-SANFORD TOTAL</b>			<b>15</b>
<b>Europe</b>			<b>15</b>
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	

<b>Florida Total</b>	<b>2,035</b>
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			Weekly	World Area	Weekly		
Destination Airport	Code		Departures	Destination Airport	Code	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	MXP	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
<b>FT. LAUDERDALE TOTAL</b>			
<b>Caribbean/Atlantic</b>			<b>326</b>
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
<b>Mexico/Central America</b>			<b>44</b>
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
<b>South America</b>			<b>39</b>
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
<b>Europe</b>			<b>3</b>
Frankfurt, Germany	FRA		3
<b>Canada</b>			<b>30</b>
Toronto, Canada	YYZ		16
Montreal, Canada	YUL		14
<b>WEST PALM BEACH TOTAL</b>			
<b>Caribbean/Atlantic</b>			<b>18</b>
Freeport, Bahamas	FPO		18
Marsh Harbour, Bahamas	MHH		0
Nassau, Bahamas	NAS		0

FLORIDA ORIGIN			
World Area	Destination Airport	Code	Weekly Departures
<b>ORLANDO TOTAL</b>			
<b>Caribbean/Atlantic</b>			<b>46</b>
Nassau, Bahamas	NAS		21
Montego Bay, Jamaica	MBJ		14
Santo Domingo, Dom. Rep.	SDQ		7
Aruba	AUA		2
Port of Spain, Trinidad	POS		2
<b>Mexico/Central America</b>			<b>57</b>
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
<b>South America</b>			<b>24</b>
Sao Paulo, Brazil	GRU		13
Bogota, Columbia	BOG		10
Quito, Ecuador	UIO		1
<b>Europe</b>			<b>48</b>
London, England	LGW		22
Manchester, England	MAN		11
Frankfurt, Germany	FRA		7
Paris, France	CDG		3
Dublin, Ireland	DUB		3
Glasgow, Scotland	GLA		2
<b>Canada</b>			<b>24</b>
Toronto, Canada	YYZ		23
Calgary, Canada	YYC		1

<b>SOUTHWEST FLORIDA INT. TOTAL</b>			
<b>Europe</b>			<b>3</b>
Dusseldorf, Germany	DUS		3
<b>Canada</b>			<b>4</b>
Toronto, Canada	YYZ		4

<b>TAMPA TOTAL</b>			
<b>Caribbean/Atlantic</b>			<b>5</b>
Grand Cayman, West Indies	GCM		5
<b>Mexico/Central America</b>			<b>1</b>
Cancun, Mexico	CUN		1
<b>Europe</b>			<b>7</b>
London, England	LGW		7
<b>Canada</b>			<b>11</b>
Toronto, Canada	YYZ		11

<b>ORLANDO-SANFORD TOTAL</b>			
<b>Europe</b>			<b>21</b>
Manchester, England	MAN		7
London, England	LGW		6
Glasgow, Scotland	GLA		5
Belfast, Ireland	BFS		1
Birmingham, England	BHX		1
Newcastle, England	NCL		1

<b>Florida Total</b>		<b>1,992</b>
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
<b>FT. LAUDERDALE TOTAL</b>			<b>526</b>
<b>Caribbean/Atlantic</b>			<b>422</b>
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
<b>Mexico/Central America</b>			<b>61</b>
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
<b>South America</b>			<b>28</b>
Lima, Peru	LIM		14
Bogota, Colombia	BOG		7
Cartagena, Colombia	CTG		7
<b>Canada</b>			<b>15</b>
Toronto, Canada	YYZ		8
Montreal, Canada	YUL		7

<b>ORLANDO-SANFORD TOTAL</b>			<b>14</b>
<b>Europe</b>			<b>14</b>
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
<b>ORLANDO TOTAL</b>			<b>157</b>
<b>Europe</b>			<b>42</b>
London, England	LGW		24
Manchester, England	MAN		7
Frankfurt, Germany	FRA		5
Dublin, Ireland	DUB		4
Glasgow, Scotland	GLA		2
<b>Caribbean/Atlantic</b>			<b>53</b>
Nassau, Bahamas	NAS		30
Freeport, Bahamas	FPO		8
Montego Bay, Jamaica	MBJ		7
Santo Domingo, Dominican Rep.	SDQ		7
Bermuda	BDA		1
<b>Mexico/Central America</b>			<b>33</b>
Mexico City, Mexico	MEX		13
Panama City, Panama	PTY		12
Cancun, Mexico	CUN		8
<b>Canada</b>			<b>29</b>
Toronto, Canada	YYZ		21
Montreal, Canada	YUL		8

<b>PALM BEACH TOTAL</b>			<b>61</b>
<b>Caribbean/Atlantic</b>			<b>61</b>
Marsh Harbour, Bahamas	MHH		26
Nassau, Bahamas	NAS		20
Freeport, Bahamas	FPO		8
Treasure Cay, Bahamas	TCB		7

<b>MELBOURNE TOTAL</b>			<b>14</b>
<b>Caribbean/Atlantic</b>			<b>14</b>
Marsh Harbour, Bahamas	MHH		7
Treasure Cay, Bahamas	TCB		7

<b>DAYTONA BEACH TOTAL</b>			<b>32</b>
<b>Caribbean/Atlantic</b>			<b>32</b>
Marsh Harbour, Bahamas	MHH		20
Treasure Cay, Bahamas	TCB		12

<b>SOUTHWEST FLORIDA TOTAL</b>			<b>7</b>
<b>Europe</b>			<b>5</b>
Dusseldorf, Germany	DUS		3
Munich, Germany	MUC		2
<b>Canada</b>			<b>2</b>
Toronto, Canada	YYZ		2

<b>TAMPA TOTAL</b>			<b>18</b>
<b>Canada</b>			<b>8</b>
Toronto, Canada	YYZ		8
<b>Caribbean/Atlantic</b>			<b>5</b>
Grand Cayman Is., West Indies	GCM		5
<b>Europe</b>			<b>5</b>
London, England	LGW		5

**Table 24 - 2008 (Continued)**

<b>FLORIDA ORIGIN-2008</b>					
<b>World Area</b>			<b>World Area</b>		
Destination Airport	Code	Weekly Departures	Destination Airport	Code	Weekly Departures
<b>MIAMI TOTAL</b>		<b>1,237</b>			
<b>Caribbean/Atlantic</b>		<b>466</b>	<b>Mexico/Central America</b>		<b>295</b>
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	<b>Europe</b>		<b>97</b>
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
<b>South America</b>		<b>327</b>	<b>Canada</b>		<b>49</b>
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	<b>Middle East</b>		<b>3</b>
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			
			<b>FLORIDA TOTAL</b>		<b>2,066</b>
			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)**

<b>FLORIDA ORIGIN</b>			<b>FLORIDA ORIGIN</b>		
<b>World Area</b>		<b>Weekly</b>	<b>World Area</b>		<b>Weekly</b>
Destination Airport	Code	Departures	Destination Airport	Code	Departures
<b>FT. LAUDERDALE TOTAL</b>		<b>531</b>	<b>ORLANDO TOTAL</b>		<b>146</b>
<b>Caribbean/Atlantic</b>		<b>466</b>	<b>Caribbean/Atlantic</b>		<b>55</b>
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	<b>Mexico/Central America</b>		<b>24</b>
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	<b>Europe</b>		<b>38</b>
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	<b>Canada</b>		<b>29</b>
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	<b>TAMPA TOTAL</b>		<b>19</b>
Providenciales, Turks & Caicos	PLS	1	<b>Caribbean/Atlantic</b>		<b>6</b>
San Salvador, Bahamas	ZSA	1	Grand Cayman Island	GCM	6
<b>South America</b>		<b>14</b>	<b>Europe</b>		<b>5</b>
Bogota, Colombia	BOG	7	London-Gatwick	LGW	5
Lima, Peru	LIM	7	<b>Canada</b>		<b>8</b>
<b>Mexico/Central America</b>		<b>36</b>	Toronto	YYZ	8
Cancun, Mexico	CUN	14			
San Jose, Costa Rica	SJO	14	<b>MELBOURNE TOTAL</b>		<b>14</b>
Guatemala City, Guatemala	GUA	7	<b>Caribbean/Atlantic</b>		<b>14</b>
Mexico City, Mexico	MEX	1	Marsh Harbour, Bahamas	MHH	14
<b>Canada</b>		<b>15</b>			
Toronto	YYZ	8	<b>DAYTONA BEACH TOTAL</b>		<b>36</b>
Montreal-Mirabel	YMX	7	<b>Caribbean/Atlantic</b>		<b>36</b>
			Marsh Harbor, Bahamas	MHH	22
<b>PALM BEACH TOTAL</b>		<b>86</b>	Treasure Cay, Bahamas	TCB	14
<b>Caribbean/Atlantic</b>		<b>86</b>			
Nassau, Bahamas	NAS	34	<b>ORLANDO SANFORD TOTAL</b>		<b>23</b>
Marsh Harbour, Bahamas	MHH	34	<b>Europe</b>		<b>23</b>
Treasure Cay, Bahamas	TCB	9	Glasgow, Scotland	GLA	10
Freeport, Bahamas	FPO	9	Belfast, Ireland	BFS	3
			London - Gatwick, England	LGW	3
<b>SOUTHWEST FLORIDA TOTAL</b>		<b>7</b>	Manchester, England	MAN	3
<b>Europe</b>		<b>5</b>	Reykjavik, Iceland	KEF	2
Dusseldorf, Germany	DUS	3	Bristol, England	BRS	1
Munich, Germany	FRA	2	East Midlands, England	EMA	1
<b>Canada</b>		<b>2</b>			
Toronto	YYZ	2			

Table 24 - 2007

FLORIDA ORIGIN					
World Area		Weekly	World Area		Weekly
Destination Airport	Code	Departures	Destination Airport	Code	Departures
<b>MIAMI TOTAL</b>		<b>1,210</b>			
<b>Caribbean/Atlantic</b>		<b>470</b>	<b>South America</b>		<b>297</b>
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	<b>Europe</b>		<b>94</b>
Casa de Campo, Dom. Rep.	LRM	3	London - Heathrow, England	LHR	29
			Madrid, Spain	MAD	17
<b>Mexico/Central America</b>		<b>307</b>	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	<b>Canada</b>		<b>42</b>
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			
			<b>FLORIDA TOTAL</b>		<b>2,072</b>
			<b>Caribbean/Atlantic</b>		<b>1,133</b>
			<b>Central America/Mexico</b>		<b>367</b>
			<b>South America</b>		<b>311</b>
			<b>Europe</b>		<b>165</b>
			<b>Canada</b>		<b>96</b>

Source: Official Airline Guide.

Table 24 - 2005

**WEEKLY SCHEDULED INTERNATIONAL FLIGHT DEPARTURES  
AT ALL FLORIDA AIRPORTS  
(July 2005)**

<b>FLORIDA ORIGIN</b>			<b>FLORIDA ORIGIN</b>		
<b>World Area</b>		<b>Weekly</b>	<b>World Area</b>		<b>Weekly</b>
Destination Airport	Code	Departures	Destination Airport	Code	Departures
<b>FT. LAUDERDALE TOTAL</b>		<b>449</b>	<b>ORLANDO TOTAL</b>		<b>143</b>
<b>Caribbean/Atlantic</b>		<b>392</b>	<b>Caribbean/Atlantic</b>		<b>55</b>
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	<b>Mexico/Central America</b>		<b>16</b>
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	<b>Europe</b>		<b>42</b>
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
<b>South America</b>		<b>7</b>	Dusseldorf, Germany	DUS	1
Bogota, Colombia	BOG	7	<b>Canada</b>		<b>30</b>
<b>Mexico/Central America</b>		<b>31</b>	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
<b>Canada</b>		<b>19</b>			
Toronto	YYZ	17	<b>TAMPA TOTAL</b>		<b>42</b>
Montreal-Mirabel	YMX	2	<b>Caribbean/Atlantic</b>		<b>26</b>
			Nassau, Bahamas	NAS	21
<b>PALM BEACH TOTAL</b>		<b>72</b>	Grand Cayman Island	GCM	5
<b>Caribbean/Atlantic</b>		<b>72</b>	<b>Europe</b>		<b>5</b>
Nassau, Bahamas	NAS	41	London-Gatwick	LGW	5
Marsh Harbour, Bahamas	MHH	23	<b>Canada</b>		<b>11</b>
Freeport, Bahamas	FPO	8	Toronto	YYZ	11
<b>ST. PETERSBURG TOTAL</b>		<b>2</b>			
<b>Canada</b>		<b>2</b>	<b>MELBOURNE TOTAL</b>		<b>9</b>
Toronto	YYZ	2	<b>Caribbean/Atlantic</b>		<b>9</b>
			Marsh Harbour, Bahamas	MHH	9
<b>SOUTHWEST FLORIDA TOTAL</b>		<b>4</b>			
<b>Europe</b>		<b>4</b>	<b>DAYTONA BEACH TOTAL</b>		<b>42</b>
Dusseldorf, Germany	DUS	2	<b>Caribbean</b>		<b>42</b>
Frankfurt, Germany	FRA	2	Treasure Cay, Bahamas	TCB	21
			Marsh Harbour, Bahamas	MHH	16
			Freeport, Bahamas	FPO	5

**Table 24 - 2005**

<b>FLORIDA ORIGIN</b>					
<b>World Area</b>			<b>World Area</b>		
Destination Airport	Code	Weekly Departures	Destination Airport	Code	Weekly Departures
<b>MIAMI TOTAL</b>		<b>1,224</b>			
<b>Caribbean/Atlantic</b>		<b>490</b>	<b>South America</b>		<b>259</b>
Nassau, Bahamas	NAS	129	Sao Paulo, Brazil	GRU	40
Grand Cayman, West Indies	GCM	34	Bogata, 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	<b>Europe</b>		<b>85</b>
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
<b>Mexico/Central America</b>		<b>341</b>	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	<b>Canada</b>		<b>49</b>
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			
<b>ORLANDO SANFORD TOTAL</b>		<b>22</b>	<b>FLORIDA TOTAL</b>		<b>2,009</b>
<b>Caribbean/Atlantic</b>		<b>12</b>	<b>Caribbean/Atlantic</b>		<b>1,098</b>
Punta Cana, Dominican Rep.	BQN	6	<b>Central America/Mexico</b>		<b>398</b>
Puerto Plata, Dominican Rep.	POP	4	<b>South America</b>		<b>266</b>
Aruba	AUA	2	<b>Europe</b>		<b>136</b>
<b>Mexico/Central America</b>		<b>10</b>	<b>Canada</b>		<b>111</b>
Cancun, Mexico	CUN	8			
Liberia, Costa Rica	LIR	2			

Source: Official Airline Guide.

Table 24- 2003

**WEEKLY SCHEDULED INTERNATIONAL FLIGHT DEPARTURES  
AT ALL FLORIDA AIRPORTS**

(July 2003)

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



Table 24- 2003

FLORIDA ORIGIN					
World Area		Weekly	World Area		Weekly
Destination Airport	Code	Departures	Destination Airport	Code	Departures
<b>MIAMI TOTAL</b>		<b>1,415</b>			
<b>Caribbean</b>		<b>618</b>	<b>South America</b>		<b>277</b>
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	<b>Europe</b>		<b>96</b>
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	MLX	7
<b>Mexico/Central America</b>		<b>380</b>	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	<b>Canada</b>		<b>44</b>
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			
<b>MIAMI PUBLIC SPB TOTAL</b>		<b>25</b>	<b>FLORIDA TOTAL</b>		<b>2,273</b>
<b>Caribbean</b>		<b>25</b>	<b>Caribbean</b>		<b>1,285</b>
Bimini, Bahamas	NSB	18	<b>Central America/Mexico</b>		<b>351</b>
Paradise Island, Bahamas	PID	7	<b>South America</b>		<b>374</b>
			<b>Europe</b>		<b>147</b>
			<b>Canada</b>		<b>116</b>

Source: Official Airline Guide.



Table 24- 2001

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

<b>FLORIDA ORIGIN</b>		
<b>World Area</b>		<b>Weekly</b>
Destination Airport	Code	Departures
<b>FT. LAUDERDALE TOTAL</b>		<b>414</b>
<b>Caribbean</b>		<b>403</b>
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
<b>Canada</b>		<b>11</b>
Toronto	YYZ	6
Montreal-Mirabel	YMX	5

<b>PALM BEACH TOTAL</b>		<b>89</b>
<b>Caribbean</b>		<b>89</b>
Nassau, Bahamas	NAS	42
Freeport, Bahamas	FPO	27
Marsh Harbour, Bahamas	MHH	20

<b>JACKSONVILLE TOTAL</b>		<b>7</b>
<b>Canada</b>		<b>7</b>
Toronto	YYZ	7

<b>ST. PETERSBURG TOTAL</b>		<b>5</b>
<b>Canada</b>		<b>5</b>
Toronto	YYZ	5

<b>SOUTHWEST FLORIDA TOTAL</b>		<b>4</b>
<b>Europe</b>		<b>4</b>
Dusseldorf, Germany	DUS	2
Frankfurt, Germany	FRA	2

<b>FLORIDA ORIGIN</b>		
<b>World Area</b>		<b>Weekly</b>
Destination Airport	Code	Departures
<b>ORLANDO TOTAL</b>		<b>127</b>
<b>Caribbean</b>		<b>52</b>
Nassau, Bahamas	NAS	45
Kingston, Jamaica	KIN	7
<b>Mexico/Central America</b>		<b>10</b>
Panama City, Panama	PTY	4
Mexico City, Mexico	MEX	4
Cancun, Mexico	CUN	2
<b>South America</b>		<b>2</b>
Caracas, Venezuela	CCS	2
<b>Europe/Middle East</b>		<b>32</b>
London-Gatwick	LGW	21
Manchester, UK	MAN	6
Amsterdam, Netherlands	AMS	3
Dusseldorf, Germany	DUS	1
Jeddah, Saudi Arabia	JED	1
<b>Canada</b>		<b>31</b>
Toronto	YYZ	27
Montreal-Mirabel	YMX	3
Montreal-Dorval	YUL	1

<b>TAMPA TOTAL</b>		<b>30</b>
<b>Caribbean</b>		<b>20</b>
Montego Bay, Jamaica	MBJ	7
Nassau, Bahamas	NAS	7
Grand Cayman Island	GCM	6
<b>Europe</b>		<b>3</b>
London-Gatwick	LGW	3
<b>Canada</b>		<b>7</b>
Toronto	YYZ	7

<b>MELBOURNE TOTAL</b>		<b>2</b>
<b>Caribbean</b>		<b>2</b>
Marsh Harbour, Bahamas	MHH	2

<b>MIAMI PUBLIC SPB TOTAL</b>		<b>20</b>
<b>Caribbean</b>		<b>20</b>
Bimini, Bahamas	NSB	16
Paradise Island, Bahamas	PID	4

Table 24- 2001

FLORIDA ORIGIN					
World Area		Weekly	World Area		Weekly
Destination Airport	Code	Departures	Destination Airport	Code	Departures
<b>MIAMI TOTAL</b>	<b>1,577</b>				
<b>Caribbean</b>		<b>660</b>	<b>South America</b>		<b>395</b>
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	<b>Europe</b>		<b>111</b>
Bonaire, Neth. Antilles	BON	2	Madrid, Spain	MAD	21
Punta Cana, Dom. Republic	PUJ	1	Paris-DeGaulle, France	CDG	21
<b>Mexico/Central America</b>		<b>341</b>	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	<b>Canada</b>		<b>70</b>
Tegucigalpa, Honduras	TGU	7	Toronto	YYZ	49
Merida, Mexico	MID	7	Montreal	YUL	14
Roatan, Honduras	RTB	1	Vancouver	YVR	7

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

SOURCE: Official Airline Guide.

Table 24- 2000

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

<b>FLORIDA ORIGIN</b>			
<b>World Area</b>			<b>Weekly</b>
Destination Airport	Code		Departures
<b>FT. LAUDERDALE TOTAL</b>			<b>442</b>
<b>Caribbean</b>			<b>430</b>
Nassau, Bahamas	NAS		138
Freeport, Bahamas	FPO		79
Marsh Harbour, Bahamas	MHH		58
Treasure Cay, Bahamas	TCB		51
Paradise Island, Bahamas	PID		36
N. Eleuthera, Bahamas	ELH		24
Aruba	AUA		7
Kingston, Jamaica	Kin		7
Montego Bay, Jamaica	MBJ		7
Georgetown, Bahamas	GGT		6
Walker's Cay, Bahamas	WKR		6
Great Harbour, Bahamas	GHC		3
Governors Harbour, Bahamas	GHB		2
Inagua, Bahamas	IGA		2
The Bight, Bahamas	TBI		2
San Salvador, Bahamas	ZSA		2
<b>Europe</b>			<b>1</b>
Frankfurt	FRA		1
<b>Canada</b>			<b>11</b>
Toronto	YYZ		6
Montreal-Mirabel	YMX		4
Montreal-Dorval	YUL		1

<b>PALM BEACH TOTAL</b>			<b>57</b>
<b>Caribbean</b>			<b>57</b>
Freeport, Bahamas	FPO		20
Marsh Harbour, Bahamas	MHH		20
Nassau, Bahamas	NAS		17

<b>ST. PETERSBURG TOTAL</b>			<b>9</b>
<b>Canada</b>			<b>9</b>
Toronto	YYZ		9

<b>SOUTHWEST FLORIDA TOTAL</b>			<b>4</b>
<b>Europe</b>			<b>4</b>
Dusseldorf, Germany	DUS		2
Frankfurt, Germany	FRA		2

<b>FLORIDA ORIGIN</b>			
<b>World Area</b>			<b>Weekly</b>
Destination Airport	Code		Departures
<b>ORLANDO TOTAL</b>			<b>125</b>
<b>Caribbean</b>			<b>53</b>
Nassau, Bahamas	NAS		35
Treasure Cay, Bahamas	TCB		7
Aruba	AUA		7
Kingston, Jamaica	KIN		4
<b>Mexico/Central America</b>			<b>14</b>
San Jose, Costa Rica	SJO		4
Panama City, Panama	PTY		4
Cancun, Mexico	CUN		3
Mexico City, Mexico	MEX		3
<b>South America</b>			<b>6</b>
Sao Paulo, Brazil	GRU		4
Caracas, Venezuela	CCS		2
<b>Europe</b>			<b>32</b>
London-Gatwick	LGW		21
Manchester, UK	MAN		6
Amsterdam, Netherlands	AMS		4
Dusseldorf, Germany	DUS		1
<b>Canada</b>			<b>20</b>
Toronto	YYZ		16
Montreal-Mirabel	YMX		3
Montreal-Dorval	YUL		1

<b>TAMPA TOTAL</b>			<b>24</b>
<b>Caribbean</b>			<b>13</b>
Montego Bay, Jamaica	MBJ		7
Grand Cayman Island	GCM		6
<b>Europe</b>			<b>4</b>
London-Gatwick	LGW		3
Frankfurt	FRA		1
<b>Canada</b>			<b>7</b>
Toronto	YYZ		7

Table 24- 2000

FLORIDA ORIGIN					
World Area			World Area		
Destination Airport	Code	Weekly Departures	Destination Airport	Code	Weekly Departures
<b>MIAMI TOTAL</b>	<b>1,587</b>				
<b>Caribbean</b>		<b>707</b>	<b>South America</b>		<b>368</b>
Nassau, Bahamas	NAS	277	Caracas, Venezuela	CCS	69
Freeport, Bahamas	FPO	77	Sao Paulo, Brazil	GRU	49
Grand Cayman Island	GCM	42	Bogota, Columbia	BOG	40
Santo Domingo, Dom. Rep.	SDQ	36	Santiago, Chile	SCL	32
Kingston, Jamaica	KIN	34	Buenos Aires, Argentina	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	<b>Europe</b>		<b>106</b>
Bonaire, Neth. Antilles	BON	2	Madrid, Spain	MAD	24
<b>Mexico/Central America</b>		<b>337</b>	Paris-DeGaulle, France	CDG	18
Cancun, Mexico	CUN	56	London-Gatwick	LGW	14
Mexico City, Mexico	MEX	56	London-Heathrow	LHR	14
Panama City, Panama	PTY	46	Frankfurt, Germany	FRA	7
San Jose, Costa Rica	SJO	45	Amsterdam, Netherlands	AMS	7
Guatemala City, Guatemala	GUA	38	Munich, Germany	MUC	5
San Salvador, El Salvador	SAL	27	Zurich, Switzerland	ZRH	5
Managua, Nicaragua	MGA	24	Milan, Italy	MXP	3
San Pedro Sula, Honduras	SAP	23	Istanbul, Turkey	IST	3
Belize City, Belize	BZE	7	Brussels, Belgium	BRU	2
Tegucigalpa, Honduras	TGU	7	Dusseldorf, Germany	DUS	2
Merida, Mexico	MID	7	Rome, Italy	FCO	2
Roatan, Honduras	RTB	1	<b>Canada</b>		<b>69</b>
			Toronto	YYZ	49
			Montreal	YUL	20

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

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

Source: Official Airline Guide.

APPENDIX 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		
<b>&gt; 10 million enplanements</b>						
Los Angeles	LAX	21,185,131	4,612	550,848	88	66
<b>Orlando</b>	<b>MCO</b>	<b>15,453,569</b>	<b>2,714</b>	<b>379,991</b>	<b>82</b>	<b>66</b>
Baltimore	BWI	10,591,816	2,858	507,030	70	62
<b>Selected Airport Average</b>		<b>15,743,505</b>	<b>3,395</b>	<b>479,290</b>	<b>80</b>	<b>65</b>
<b>5.0 - 10.0 million enplanements</b>						
<b>Ft. Lauderdale</b>	<b>FLL</b>	<b>9,208,523</b>	<b>1,550</b>	<b>223,687</b>	<b>64</b>	<b>54</b>
<b>Miami</b>	<b>MIA</b>	<b>8,645,437</b>	<b>1,645</b>	<b>226,075</b>	<b>52</b>	<b>44</b>
Chicago (Midway)	MDW	8,469,057	1,920	252,586	59	58
Washington (Dulles)	IAD	8,282,561	2,361	207,828	82	66
<b>Tampa</b>	<b>TPA</b>	<b>7,941,040</b>	<b>1,481</b>	<b>198,877</b>	<b>60</b>	<b>53</b>
<b>Selected Airport Average</b>		<b>8,509,324</b>	<b>1,791</b>	<b>221,811</b>	<b>63</b>	<b>55</b>
<b>1.0 - 5.0 million enplanements</b>						
<b>Southwest Florida</b>	<b>RSW</b>	<b>3,609,280</b>	<b>482</b>	<b>58,233</b>	<b>28</b>	<b>26</b>
<b>Palm Beach</b>	<b>PBI</b>	<b>2,910,585</b>	<b>447</b>	<b>57,992</b>	<b>17</b>	<b>14</b>
San Antonio	SAT	3,851,576	878	103,940	29	27
<b>Jacksonville</b>	<b>JAX</b>	<b>2,755,042</b>	<b>693</b>	<b>72,193</b>	<b>27</b>	<b>26</b>
Hartford	BDL	2,613,973	697	70,055	26	24
<b>Selected Airport Average</b>		<b>3,148,091</b>	<b>639</b>	<b>72,483</b>	<b>25</b>	<b>23</b>
<b>500,000 - 1.0 million enplanements</b>						
Madison	MSN	764,472	300	19,221	12	11
<b>Pensacola</b>	<b>PNS</b>	<b>729,718</b>	<b>276</b>	<b>19,052</b>	<b>10</b>	<b>10</b>
<b>Sarasota</b>	<b>SRQ</b>	<b>659,479</b>	<b>95</b>	<b>11,166</b>	<b>8</b>	<b>8</b>
Greenville/Spartanburg	GSP	641,761	363	25,971	21	19
<b>Selected Airport Average</b>		<b>698,858</b>	<b>259</b>	<b>18,853</b>	<b>13</b>	<b>12</b>
<b>250,000 - 500,000 enplanements</b>						
<b>Daytona Beach</b>	<b>DAB</b>	<b>486,783</b>	<b>56</b>	<b>6,042</b>	<b>2</b>	<b>2</b>
Wilmington, NC	ILM	407,848	168	9,823	7	7
<b>St. Petersburg</b>	<b>PIE</b>	<b>381,745</b>	<b>71</b>	<b>11,364</b>	<b>24</b>	<b>11</b>
Bozeman	BZN	364,442	157	12,889	10	10
<b>Orlando-Sanford</b>	<b>SFB</b>	<b>364,036</b>	<b>102</b>	<b>16,600</b>	<b>31</b>	<b>13</b>
<b>Northwest Florida Regiona</b>	<b>VPS</b>	<b>348,528</b>	<b>235</b>	<b>14,638</b>	<b>22</b>	<b>17</b>
<b>Tallahassee</b>	<b>TLH</b>	<b>324,960</b>	<b>154</b>	<b>8,303</b>	<b>6</b>	<b>6</b>
<b>Key West</b>	<b>EYW</b>	<b>287,301</b>	<b>147</b>	<b>7,802</b>	<b>6</b>	<b>6</b>
<b>Northwest Florida Beaches</b>	<b>ECP</b>	<b>253,712</b>	<b>126</b>	<b>12,445</b>	<b>6</b>	<b>6</b>
<b>Selected Airport Average</b>		<b>357,706</b>	<b>135</b>	<b>11,101</b>	<b>13</b>	<b>9</b>
<b>100,000 - 250,000 enplanements</b>						
Killeen	GRK	214,864	113	6,146	3	3
Bismarck, ND	BIS	195,993	85	5,828	5	4
<b>Melbourne</b>	<b>MLB</b>	<b>179,916</b>	<b>48</b>	<b>4,445</b>	<b>2</b>	<b>2</b>
<b>Gainesville</b>	<b>GNV</b>	<b>159,476</b>	<b>81</b>	<b>4,050</b>	<b>3</b>	<b>3</b>
<b>Selected Airport Average</b>		<b>187,562</b>	<b>82</b>	<b>5,117</b>	<b>3</b>	<b>3</b>
<b>&lt; 100,000 enplanements</b>						
<b>Punta Gorda</b>	<b>PGD</b>	<b>55,510</b>	<b>10</b>	<b>1,388</b>	<b>5</b>	<b>4</b>
Pullman, WA	PUW	35,224	14	1,064	1	1
Longview	GGG	21,796	14	896	1	1
<b>Selected Airport Average</b>		<b>37,510</b>	<b>13</b>	<b>1,116</b>	<b>2</b>	<b>2</b>

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

Airport	Code	2007 T-100 Domestic Enplanements <sup>1</sup>	July 2008 Domestic		No. of	No. of
			Weekly Departing		Dest.	Connectin
			Flights	Seats	Served	g Hubs
<b>&gt;10 million enplanements</b>						
Los Angeles	LAX	22,477,727	5,690	767,002	85	33
<b>Orlando</b>	<b>MCO</b>	<b>16,704,585</b>	<b>2,896</b>	<b>412,796</b>	<b>79</b>	<b>32</b>
<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>
<b>Selected Airports Average</b>		<b>17,373,723</b>	<b>4,293</b>	<b>606,718</b>	<b>77</b>	<b>31</b>
<b>5.0 - 10.0 million enplanements</b>						
<b>Fort Lauderdale</b>	<b>FLL</b>	<b>9,681,117</b>	<b>2,121</b>	<b>263,889</b>	<b>69</b>	<b>28</b>
Chicago - Midway	MDW	9,595,206	1,777	231,164	53	22
<b>Tampa</b>	<b>TPA</b>	<b>9,349,463</b>	<b>1,736</b>	<b>214,468</b>	<b>63</b>	<b>29</b>
Washington - Dulles	IAD	9,068,493	2,977	307,048	88	29
Honolulu	HNL	8,631,688	1,530	205,006	30	15
<b>Miami</b>	<b>MIA</b>	<b>8,565,735</b>	<b>2,602</b>	<b>400,337</b>	<b>49</b>	<b>28</b>
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>
<b>Selected Airports Average</b>		<b>8,680,508</b>	<b>2,163</b>	<b>249,944</b>	<b>63</b>	<b>26</b>
<b>1.0 - 5.0 million enplanements</b>						
San Antonio	SAT	4,029,030	994	114,604	40	25
<b>Southwest Florida</b>	<b>RSW</b>	<b>3,901,624</b>	<b>526</b>	<b>63,662</b>	<b>30</b>	<b>20</b>
Milwaukee	MKE	3,750,874	1,456	116,204	49	25
<b>W. Palm Beach</b>	<b>PBI</b>	<b>3,389,274</b>	<b>553</b>	<b>61,372</b>	<b>22</b>	<b>14</b>
<b>Jacksonville</b>	<b>JAX</b>	<b>3,272,805</b>	<b>730</b>	<b>77,350</b>	<b>33</b>	<b>22</b>
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>
<b>Selected Airports Average</b>		<b>3,223,735</b>	<b>767</b>	<b>76,269</b>	<b>30</b>	<b>19</b>
<b>500,000 - 1.0 million enplanements</b>						
Knoxville	TYS	900,388	420	23,662	20	18
<b>Pensacola Gulf Coast</b>	<b>PNS</b>	<b>833,449</b>	<b>297</b>	<b>21,327</b>	<b>9</b>	<b>8</b>
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
<b>Sarasota</b>	<b>SRQ</b>	<b>775,053</b>	<b>136</b>	<b>12,875</b>	<b>10</b>	<b>9</b>
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>
<b>Selected Airports Average</b>		<b>806,093</b>	<b>311</b>	<b>21,551</b>	<b>14</b>	<b>13</b>

Table 25 - 2008  
Domestic Scheduled Commercial Service Comparison  
Florida Airports and other Selected U.S. Airports

**250,000 - 500,000 enplanements**

<b>Tallahassee</b>	<b>TLH</b>	<b>465,358</b>	<b>229</b>	<b>11,944</b>	<b>9</b>	<b>7</b>
<b>Orlando-Sanford</b>	<b>SFB</b>	<b>415,491</b>	<b>105</b>	<b>16,724</b>	<b>27</b>	<b>0</b>
Wilmington, NC	ILM	393,096	161	10,858	6	6
<b>St. Petersburg</b>	<b>PIE</b>	<b>381,721</b>	<b>59</b>	<b>9,204</b>	<b>21</b>	<b>5</b>
<b>Northwest Florida</b>	<b>VPS</b>	<b>381,477</b>	<b>196</b>	<b>11,947</b>	<b>8</b>	<b>7</b>
Bozeman, MT	BZN	354,744	150	13,073	11	9
<b>Daytona Beach</b>	<b>DAB</b>	<b>335,381</b>	<b>111</b>	<b>6,422</b>	<b>6</b>	<b>4</b>
<b>Key West</b>	<b>EYW</b>	<b>271,630</b>	<b>251</b>	<b>7,060</b>	<b>8</b>	<b>4</b>
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>
<b>Selected Airports Average</b>		<b>344,588</b>	<b>151</b>	<b>9,849</b>	<b>11</b>	<b>5</b>

**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
<b>Panama City</b>	<b>PFN</b>	<b>160,232</b>	<b>101</b>	<b>5,587</b>	<b>5</b>	<b>5</b>
<b>Gainesville</b>	<b>GNV</b>	<b>142,493</b>	<b>64</b>	<b>3,183</b>	<b>2</b>	<b>2</b>
Erie, PA	ERI	142,419	78	3,473	3	3
<b>Melbourne</b>	<b>MLB</b>	<b>134,961</b>	<b>52</b>	<b>3,555</b>	<b>2</b>	<b>2</b>
<b>Selected Airports Average</b>		<b>166,575</b>	<b>84</b>	<b>5,084</b>	<b>4</b>	<b>3</b>

**<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
<b>Naples</b>	<b>APF</b>	<b>13,449</b>	<b>28</b>	<b>221</b>	<b>2</b>	<b>1</b>
<b>Marathon<sup>2</sup></b>	<b>MTH</b>	<b>5,013</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Selected Airports Average</b>		<b>22,186</b>	<b>20</b>	<b>706</b>	<b>1</b>	<b>1</b>

Sources: DOT, Schedule T-100; Official Airline Guide

Notes:

<sup>1</sup>Due to availability of data, these enplanement figures do not include passengers enplaned on Canadian-flag carriers

<sup>2</sup>In 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 <sup>/1</sup>	Weekly Departing		No. of	No. of Connecting
			Flights	Seats	Dest. Served	Hubs Served <sup>/2</sup>
<b>&gt;10 million enplanements</b>						
<b>Orlando</b>	<b>MCO</b>	<b>15,751,046</b>	<b>3,132</b>	<b>419,245</b>	<b>87</b>	<b>28</b>
<b>5.0 - 10.0 million annual enplanements</b>						
Baltimore	BWI	9,964,308	2,340	292,449	62	28
<b>Fort Lauderdale</b>	<b>FLL</b>	<b>9,139,208</b>	<b>1,658</b>	<b>225,335</b>	<b>55</b>	<b>26</b>
<b>Tampa</b>	<b>TPA</b>	<b>8,982,779</b>	<b>1,843</b>	<b>225,953</b>	<b>65</b>	<b>26</b>
Chicago - Midway	MDW	8,821,981	2,068	268,067	60	21
Washington - Dulles	IAD	8,492,388	2,600	229,157	80	26
<b>Miami</b>	<b>MIA</b>	<b>8,293,217</b>	<b>1,532</b>	<b>201,189</b>	<b>47</b>	<b>24</b>
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>
<b>Selected Airports Average</b>		<b>8,410,242</b>	<b>2,070</b>	<b>227,104</b>	<b>62</b>	<b>24</b>
<b>1.0 - 5.0 million annual enplanements</b>						
San Antonio	SAT	3,817,086	995	110,066	37	21
<b>Southwest Florida</b>	<b>RSW</b>	<b>3,657,199</b>	<b>546</b>	<b>68,391</b>	<b>28</b>	<b>18</b>
Milwaukee	MKE	3,542,571	1,518	107,001	51	23
Hartford	BDL	3,366,479	812	82,414	35	23
<b>W. Palm Beach</b>	<b>PBI</b>	<b>3,343,207</b>	<b>519</b>	<b>66,093</b>	<b>21</b>	<b>13</b>
Ontario (CA)	ONT	3,327,184	907	99,709	32	12
<b>Jacksonville</b>	<b>JAX</b>	<b>2,970,543</b>	<b>841</b>	<b>85,134</b>	<b>33</b>	<b>20</b>
Kahului (HI)	OGG	<u>2,907,974</u>	<u>746</u>	<u>82,068</u>	<u>21</u>	<u>8</u>
<b>Selected Airports Average</b>		<b>3,366,530</b>	<b>861</b>	<b>87,610</b>	<b>32</b>	<b>17</b>
<b>500,000- 1.0 million annual enplanements</b>						
Charleston	CHS	941,545	435	33,112	16	14
Knoxville	TYS	813,357	456	25,461	20	16
<b>Pensacola</b>	<b>PNS</b>	<b>806,928</b>	<b>313</b>	<b>22,082</b>	<b>9</b>	<b>7</b>
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
<b>Sarasota</b>	<b>SRQ</b>	<b>698,930</b>	<b>149</b>	<b>14,929</b>	<b>10</b>	<b>7</b>
Myrtle Beach	MYR	<u>691,689</u>	<u>244</u>	<u>23,334</u>	<u>15</u>	<u>10</u>
<b>Selected Airports Average</b>		<b>765,690</b>	<b>331</b>	<b>23,175</b>	<b>14</b>	<b>11</b>
<b>250,000-500,000 annual enplanements</b>						
<b>Tallahassee</b>	<b>TLH</b>	<b>492,255</b>	<b>250</b>	<b>12,243</b>	<b>9</b>	<b>6</b>
Westchester Co (NY)	HPN	491,392	406	26,991	14	11
<b>Okaloosa</b>	<b>VPS</b>	<b>349,496</b>	<b>180</b>	<b>10,930</b>	<b>7</b>	<b>6</b>
Bozeman	BZN	317,957	160	11,312	10	8
<b>Orlando-Sanford</b>	<b>SFB</b>	<b>316,821</b>	<b>78</b>	<b>11,700</b>	<b>24</b>	<b>6</b>
Wilmington (NC)	ILM	312,110	163	10,676	5	4
Lansing	LAN	286,090	103	7,288	8	6
<b>Key West</b>	<b>EYW</b>	<b>284,461</b>	<b>238</b>	<b>7,947</b>	<b>7</b>	<b>3</b>
Charleston (WV)	CRW	284,044	217	8,790	11	9
Bloomington (IL)	BMI	255,958	113	6,957	4	4
<b>Daytona Beach</b>	<b>DAB</b>	<b>254,759</b>	<b>57</b>	<b>6,589</b>	<b>2</b>	<b>2</b>
<b>Selected Airports Average</b>		<b>331,395</b>	<b>179</b>	<b>11,038</b>	<b>9</b>	<b>6</b>



**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
<b>St. Petersburg</b>	<b>PIE</b>	<b>176,684</b>	<b>66</b>	<b>10,368</b>	<b>21</b>	<b>6</b>
<b>Panama City</b>	<b>PFN</b>	<b>173,192</b>	<b>85</b>	<b>4,958</b>	<b>4</b>	<b>4</b>
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
<b>Melbourne</b>	<b>MLB</b>	<b>159,386</b>	<b>40</b>	<b>3,656</b>	<b>2</b>	<b>1</b>
<b>Gainesville</b>	<b>GNV</b>	<b>153,358</b>	<b>86</b>	<b>4,445</b>	<b>4</b>	<b>3</b>
Idaho Falls	IDA	<u>152,099</u>	<u>91</u>	<u>4,477</u>	<u>5</u>	<u>4</u>
<b>Selected Airports Average</b>		<b>166,952</b>	<b>84</b>	<b>5,478</b>	<b>6</b>	<b>4</b>

**< 100,000 annual enplanements**

Longview (TX)	GGG	24,962	21	714	1	1
<b>Naples</b>	<b>APF</b>	<b>24,187</b>	<b>29</b>	<b>820</b>	<b>2</b>	<b>1</b>
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
<b>Marathon</b>	<b>MTH</b>	<b>30</b>	<b>8</b>	<b>400</b>	<b>2</b>	<b>1</b>
<b>Selected Airports Average</b>		<b>20,099</b>	<b>20</b>	<b>800</b>	<b>2</b>	<b>1</b>

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 <sup>1</sup>	Flights	Seats	Dest. Served	Hubs Served <sup>2</sup>
<b>&gt;10 million enplanements</b>						
<b>Orlando</b>	<b>MCO</b>	<b>14,279,065</b>	<b>2,904</b>	<b>380,513</b>	<b>82</b>	<b>28</b>
<b>5.0 - 10.0 million annual enplanements</b>						
<b>Ft. Lauderdale</b>	<b>FLL</b>	<b>9,166,976</b>	<b>1,848</b>	<b>240,547</b>	<b>60</b>	<b>26</b>
Chicago-Midway	MDW	9,093,344	1,967	268,055	58	21
<b>Tampa</b>	<b>TPA</b>	<b>8,255,438</b>	<b>1,936</b>	<b>228,970</b>	<b>72</b>	<b>26</b>
San Diego	SAN	8,053,062	1,852	223,691	47	24
<b>Miami</b>	<b>MIA</b>	<b>7,489,517</b>	<b>1,551</b>	<b>207,793</b>	<b>44</b>	<b>20</b>
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
<b>Selected Airports Average</b>		<b>7,247,095</b>	<b>1,745</b>	<b>204,714</b>	<b>54</b>	<b>21</b>
<b>1.0 - 5.0 million annual enplanements</b>						
San Antonio	SAT	3,284,696	868	100,841	28	18
<b>Palm Beach</b>	<b>PBI</b>	<b>3,203,148</b>	<b>505</b>	<b>71,769</b>	<b>21</b>	<b>13</b>
<b>Southwest Florida</b>	<b>RSW</b>	<b>3,146,993</b>	<b>562</b>	<b>72,850</b>	<b>29</b>	<b>19</b>
Providence	PVD	2,715,706	851	84,361	26	14
<b>Jacksonville</b>	<b>JAX</b>	<b>2,618,178</b>	<b>769</b>	<b>75,324</b>	<b>26</b>	<b>16</b>
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
<b>Selected Airports Average</b>		<b>2,603,913</b>	<b>670</b>	<b>73,933</b>	<b>25</b>	<b>16</b>
<b>500,000- 1.0 million annual enplanements</b>						
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
<b>Pensacola</b>	<b>PNS</b>	<b>731,625</b>	<b>343</b>	<b>23,524</b>	<b>12</b>	<b>10</b>
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
<b>Tallahassee</b>	<b>TLH</b>	<b>585,061</b>	<b>305</b>	<b>17,807</b>	<b>11</b>	<b>8</b>
<b>Sarasota</b>	<b>SRQ</b>	<b>561,034</b>	<b>167</b>	<b>15,637</b>	<b>8</b>	<b>5</b>
<b>Selected Airports Average</b>		<b>707,766</b>	<b>325</b>	<b>21,006</b>	<b>13</b>	<b>10</b>
<b>250,000-500,000 annual enplanements</b>						
<b>St. Petersburg</b>	<b>PIE</b>	<b>488,790</b>	<b>30</b>	<b>4,956</b>	<b>10</b>	<b>6</b>
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
<b>Ft. Walton Beach</b>	<b>VPS</b>	<b>378,979</b>	<b>181</b>	<b>12,763</b>	<b>7</b>	<b>6</b>
<b>Orlando-Sanford</b>	<b>SFB</b>	<b>367,758</b>	<b>107</b>	<b>17,404</b>	<b>19</b>	<b>3</b>
Eugene, OR	EUG	349,084	208	9,943	8	6
<b>Daytona Beach</b>	<b>DAB</b>	<b>303,590</b>	<b>117</b>	<b>8,278</b>	<b>6</b>	<b>4</b>
Shreveport, LA	SHV	302,749	206	10,146	6	6
<b>Key West</b>	<b>EYW</b>	<b>292,738</b>	<b>286</b>	<b>8,741</b>	<b>7</b>	<b>3</b>
Charleston, WV	CRW	290,763	257	10,765	11	9
<b>Selected Airports Average</b>		<b>366,959</b>	<b>206</b>	<b>11,107</b>	<b>10</b>	<b>6</b>

**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
<b>Melbourne</b>	<b>MLB</b>	<b>198,570</b>	<b>104</b>	<b>7,015</b>	<b>6</b>	<b>4</b>
<b>Panama City</b>	<b>PFN</b>	<b>188,374</b>	<b>93</b>	<b>5,357</b>	<b>4</b>	<b>4</b>
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
<b>Gainesville</b>	<b>GNV</b>	<b>135,326</b>	<b>111</b>	<b>5,260</b>	<b>5</b>	<b>4</b>
Idaho Falls, ID	IDA	117,453	90	4,416	4	2
<b>Selected Airports Average</b>		<b>178,479</b>	<b>125</b>	<b>6,341</b>	<b>5</b>	<b>4</b>

**< 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
<b>Naples</b>	<b>APF</b>	<b>8,296</b>	<b>21</b>	<b>1,050</b>	<b>1</b>	<b>1</b>
Beckley	BKW	3,008	19	361	2	1
<b>Marathon</b>	<b>MTH</b>	<b>720</b>	<b>15</b>	<b>123</b>	<b>2</b>	<b>0</b>
<b>Selected Airports Average</b>		<b>7,420</b>	<b>29</b>	<b>629</b>	<b>2</b>	<b>1</b>

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 <sup>1</sup>	Flights	Seats	Dest. Served	Hubs Served <sup>2</sup>
<b>&gt;10 million enplanements</b>						
<b>Miami</b>	<b>MIA</b>	<b>14,189,371</b>	<b>1,453</b>	<b>198,262</b>	<b>41</b>	<b>26</b>
<b>Orlando</b>	<b>MCO</b>	<b>12,785,065</b>	<b>2,443</b>	<b>320,441</b>	<b>76</b>	<b>30</b>
<b>5.0 - 8.0 million annual enplanements</b>						
<b>Ft. Lauderdale</b>	<b>FLL</b>	<b>7,965,265</b>	<b>1,389</b>	<b>195,181</b>	<b>44</b>	<b>25</b>
<b>Tampa</b>	<b>TPA</b>	<b>7,601,843</b>	<b>1,681</b>	<b>201,413</b>	<b>56</b>	<b>28</b>
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
<b>Selected Airports Average</b>		<b>6,486,966</b>	<b>1,526</b>	<b>184,235</b>	<b>43</b>	<b>23</b>
<b>1.0 - 5.0 million annual enplanements</b>						
San Antonio	SAT	3,188,611	822	95,290	26	22
<b>Palm Beach</b>	<b>PBI</b>	<b>2,702,493</b>	<b>483</b>	<b>65,134</b>	<b>22</b>	<b>16</b>
Providence	PVD	2,646,064	745	73,476	23	17
<b>Southwest Florida</b>	<b>RSW</b>	<b>2,492,717</b>	<b>401</b>	<b>50,223</b>	<b>25</b>	<b>19</b>
<b>Jacksonville</b>	<b>JAX</b>	<b>2,455,104</b>	<b>685</b>	<b>70,574</b>	<b>24</b>	<b>16</b>
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
<b>Selected Airports Average</b>		<b>2,351,842</b>	<b>601</b>	<b>66,208</b>	<b>23</b>	<b>17</b>
<b>500,000- 1.0 million annual enplanements</b>						
Savannah, GA	SAV	846,676	281	21,689	12	10
Madison, WI	MSN	761,450	363	22,558	11	11
<b>Pensacola</b>	<b>PNS</b>	<b>664,617</b>	<b>259</b>	<b>19,959</b>	<b>7</b>	<b>6</b>
Harrisburg, PA	MDT	646,978	366	20,825	11	15
Jackson, MS	JAN	594,788	271	21,175	10	10
<b>Sarasota</b>	<b>SRQ</b>	<b>564,680</b>	<b>121</b>	<b>12,615</b>	<b>8</b>	<b>5</b>
Palm Springs, CA	PSP	547,921	209	10,420	9	9
<b>Tallahassee</b>	<b>TLH</b>	<b>538,720</b>	<b>264</b>	<b>17,093</b>	<b>10</b>	<b>7</b>
Columbia, SC	CAE	516,728	362	18,528	13	11
<b>Selected Airports Average</b>		<b>631,395</b>	<b>277</b>	<b>18,318</b>	<b>10</b>	<b>9</b>
<b>250,000-500,000 annual enplanements</b>						
South Bend, IN	SBN	409,093	262	11,951	8	8
NW Arkansas Regional	XNA	386,485	304	16,941	10	9
<b>Orlando-Sanford</b>	<b>SFB</b>	<b>330,816</b>	<b>19</b>	<b>3,287</b>	<b>2</b>	<b>0</b>
<b>Okaloosa</b>	<b>VPS</b>	<b>325,975</b>	<b>165</b>	<b>10,513</b>	<b>8</b>	<b>6</b>
Eugene, OR	EUG	310,522	206	9,247	8	7
Shreveport, LA	SHV	291,171	247	10,613	7	6
<b>Key West</b>	<b>EYW</b>	<b>259,380</b>	<b>280</b>	<b>7,937</b>	<b>6</b>	<b>3</b>
Charleston, WV	CRW	251,121	246	9,296	11	10
<b>Selected Airports Average</b>		<b>320,570</b>	<b>216</b>	<b>9,973</b>	<b>8</b>	<b>6</b>

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

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 <sup>/1</sup>	Flights	Seats	Dest. Served	Hubs Served <sup>/2</sup>
<b>&gt;10 million enplanements</b>						
<b>Miami</b>	<b>MIA</b>	<b>16,417,133</b>	<b>1,849</b>	<b>224,557</b>	<b>41</b>	<b>28</b>
<b>Orlando</b>	<b>MCO</b>	<b>14,537,414</b>	<b>2,720</b>	<b>349,418</b>	<b>67</b>	<b>31</b>
<b>5.0 - 8.0 million annual enplanements</b>						
San Diego	SAN	7,825,260	1,873	226,303	35	26
<b>Tampa</b>	<b>TPA</b>	<b>7,819,755</b>	<b>1,987</b>	<b>219,291</b>	<b>55</b>	<b>29</b>
<b>Ft. Lauderdale</b>	<b>FLL</b>	<b>7,504,792</b>	<b>1,448</b>	<b>189,472</b>	<b>42</b>	<b>28</b>
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
<b>Selected Airports Average</b>		<b>6,727,156</b>	<b>1,751</b>	<b>205,602</b>	<b>42</b>	<b>25</b>
<b>1.0 - 5.0 million annual enplanements</b>						
San Antonio	SAT	3,551,012	758	99,947	24	18
<b>West Palm Beach</b>	<b>PBI</b>	<b>2,904,930</b>	<b>613</b>	<b>75,955</b>	<b>23</b>	<b>19</b>
Reno	RNO	2,725,491	575	71,294	17	13
Providence	PVD	2,677,216	960	84,208	29	21
<b>Jacksonville</b>	<b>JAX</b>	<b>2,611,454</b>	<b>735</b>	<b>77,416</b>	<b>28</b>	<b>19</b>
<b>Southwest Florida</b>	<b>RSW</b>	<b>2,492,934</b>	<b>443</b>	<b>51,583</b>	<b>24</b>	<b>19</b>
Omaha	OMA	1,860,434	575	57,470	19	18
Birmingham	BHM	1,537,308	542	58,143	29	20
<b>Selected Airports Average</b>		<b>2,545,097</b>	<b>650</b>	<b>72,002</b>	<b>24</b>	<b>18</b>
<b>500,000- 1.0 million annual enplanements</b>						
Savannah	SAV	869,911	287	27,445	12	11
<b>Sarasota</b>	<b>SRQ</b>	<b>729,046</b>	<b>109</b>	<b>12,112</b>	<b>7</b>	<b>5</b>
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
<b>Pensacola</b>	<b>PNS</b>	<b>524,789</b>	<b>237</b>	<b>19,947</b>	<b>9</b>	<b>5</b>
Lexington	LEX	509,745	296	19,070	10	10
<b>Selected Airports Average</b>		<b>658,818</b>	<b>281</b>	<b>20,828</b>	<b>11</b>	<b>9</b>
<b>250,000-500,000 annual enplanements</b>						
<b>Tallahassee</b>	<b>TLH</b>	<b>466,903</b>	<b>340</b>	<b>15,040</b>	<b>11</b>	<b>6</b>
South Bend, IN	SBN	436,752	296	13,760	8	8
<b>Okaloosa</b>	<b>VPS</b>	<b>396,743</b>	<b>180</b>	<b>11,592</b>	<b>5</b>	<b>3</b>
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
<b>Orlando-Sanford</b>	<b>SFB</b>	<b>325,041</b>	<b>31</b>	<b>5,363</b>	<b>6</b>	<b>0</b>
Chattanooga	CHA	300,665	187	10,229	6	6
<b>Key West</b>	<b>EYW</b>	<b>283,770</b>	<b>304</b>	<b>7,273</b>	<b>6</b>	<b>2</b>
<b>Daytona Beach</b>	<b>DAB</b>	<b>264,031</b>	<b>66</b>	<b>6,399</b>	<b>4</b>	<b>4</b>
Kalamazoo, MI	AZO	263,417	208	9,846	6	6
<b>Melbourne</b>	<b>MLB</b>	<b>261,950</b>	<b>86</b>	<b>9,648</b>	<b>6</b>	<b>4</b>
<b>Selected Airports Average</b>		<b>341,119</b>	<b>212</b>	<b>11,003</b>	<b>7</b>	<b>5</b>

		2000	August 2001 Domestic Nonstop Service			
		T-3 Total	Weekly Departing		No. of	No. of Connecting
		Enplanements <sup>/1</sup>	Flights	Seats	Dest. Served	Hubs Served <sup>/2</sup>
<b>100,000-250,000 annual enplanements</b>						
<b>St. Petersburg</b>	<b>PIE</b>	<b>235,536</b>	<b>20</b>	<b>3,460</b>	<b>2</b>	<b>1</b>
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
<b>Panama City</b>	<b>PFN</b>	<b>169,224</b>	<b>137</b>	<b>5,998</b>	<b>5</b>	<b>3</b>
Charlottesville, VA	CHO	161,479	199	6,833	7	6
<b>Gainesville</b>	<b>GNV</b>	<b>143,618</b>	<b>77</b>	<b>3,913</b>	<b>2</b>	<b>2</b>
Bismarck, ND	BIS	138,279	76	4,127	4	2
<b>Selected Airports Average</b>		<b>185,365</b>	<b>139</b>	<b>5,918</b>	<b>4</b>	<b>3</b>
<b>50,000-100,000 annual enplanements</b>						
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
<b>Naples</b>	<b>APF</b>	<b>54,570</b>	<b>55</b>	<b>835</b>	<b>3</b>	<b>1</b>
Worcester, MA	ORH	52,798	80	4,695	6	4
Florence, SC	FLO	50,357	79	2,727	2	2
<b>Selected Airports Average</b>		<b>67,946</b>	<b>86</b>	<b>2,820</b>	<b>3</b>	<b>2</b>

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

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

<sup>/2</sup> 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 <sup>1</sup>	Flights	Seats	Dest. Served	Hubs Served <sup>2</sup>
<b>&gt;10 million enplanements</b>						
<b>Miami</b>	<b>MIA</b>	<b>15,053,848</b>	<b>1,963</b>	<b>237,593</b>	<b>42</b>	<b>28</b>
<b>Orlando</b>	<b>MCO</b>	<b>12,960,931</b>	<b>2,827</b>	<b>343,778</b>	<b>69</b>	<b>30</b>
<b>5.0 - 8.0 million annual enplanements</b>						
San Diego	SAN	7,563,920	1,752	215,480	35	27
<b>Tampa</b>	<b>TPA</b>	<b>7,358,011</b>	<b>1,975</b>	<b>204,432</b>	<b>54</b>	<b>28</b>
Portland	PDX	6,747,938	2,203	209,154	43	18
<b>Ft. Lauderdale</b>	<b>FLL</b>	<b>6,570,816</b>	<b>1,344</b>	<b>167,385</b>	<b>40</b>	<b>24</b>
Kansas City	MCI	5,702,676	1,888	202,183	55	29
San Jose	SJC	5,587,396	1,386	188,939	27	18
<b>Selected Airports Average</b>			<b>1,758</b>	<b>197,929</b>	<b>42</b>	<b>24</b>
<b>1.0 - 5.0 million annual enplanements</b>						
San Antonio	SAT	3,423,126	787	103,998	25	20
Reno	RNO	2,906,537	585	74,387	17	13
<b>Palm Beach</b>	<b>PBI</b>	<b>2,846,970</b>	<b>589</b>	<b>63,635</b>	<b>24</b>	<b>17</b>
Providence	PVD	2,540,401	890	75,651	26	19
<b>Jacksonville</b>	<b>JAX</b>	<b>2,440,175</b>	<b>723</b>	<b>75,860</b>	<b>27</b>	<b>19</b>
<b>Southwest Florida</b>	<b>RSW</b>	<b>2,347,442</b>	<b>421</b>	<b>45,988</b>	<b>22</b>	<b>14</b>
Omaha	OMA	1,835,722	578	60,220	20	18
Birmingham	BHM	1,524,915	521	56,354	28	18
<b>Selected Airports Average</b>			<b>637</b>	<b>69,512</b>	<b>24</b>	<b>17</b>
<b>500,000- 1.0 million annual enplanements</b>						
Savannah	SAV	758,021	309	28,085	11	10
<b>Sarasota</b>	<b>SRQ</b>	<b>739,761</b>	<b>171</b>	<b>16,369</b>	<b>11</b>	<b>8</b>
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
<b>Pensacola</b>	<b>PNS</b>	<b>544,565</b>	<b>265</b>	<b>20,129</b>	<b>10</b>	<b>5</b>
Lexington	LEX	522,568	265	18,251	8	8
<b>Selected Airports Average</b>			<b>281</b>	<b>21,112</b>	<b>11</b>	<b>8</b>
<b>250,000-500,000 annual enplanements</b>						
South Bend	SBN	484,720	309	14,513	7	7
<b>Tallahassee</b>	<b>TLH</b>	<b>454,011</b>	<b>335</b>	<b>15,357</b>	<b>9</b>	<b>4</b>
Shreveport	SHV	375,249	268	16,205	8	5
Eugene	EUG	359,346	253	13,233	5	5
<b>Okaloosa</b>	<b>VPS</b>	<b>350,784</b>	<b>181</b>	<b>11,523</b>	<b>5</b>	<b>3</b>
<b>Orlando-Sanford</b>	<b>SFB</b>	<b>349,443</b>	<b>19</b>	<b>3,287</b>	<b>3</b>	<b>1</b>
NW Arkansas Regional	XNA	320,225	298	13,935	7	6
Kalamazoo	AZO	278,031	217	9,831	6	6
<b>Key West</b>	<b>EYW</b>	<b>275,719</b>	<b>325</b>	<b>8,258</b>	<b>6</b>	<b>2</b>
<b>Daytona Beach</b>	<b>DAB</b>	<b>274,431</b>	<b>56</b>	<b>5,754</b>	<b>2</b>	<b>2</b>
<b>Melbourne</b>	<b>MLB</b>	<b>273,813</b>	<b>63</b>	<b>6,307</b>	<b>2</b>	<b>1</b>
Monterey	MRY	257,803	250	8,160	3	3
<b>St. Petersburg</b>	<b>PIE</b>	<b>256,265</b>	<b>21</b>	<b>3,633</b>	<b>2</b>	<b>0</b>
<b>Selected Airports Average</b>			<b>200</b>	<b>10,000</b>	<b>5</b>	<b>3</b>



		1999	July 2000 Domestic Nonstop Service			
		T-3 Total	Weekly Departing		No. of	No. of Connecting
		Enplanements <sup>1</sup>	Flights	Seats	Dest. Served	Hubs Served <sup>2</sup>
<b>100,000-250,000 annual enplanements</b>						
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
<b>Panama City</b>	<b>PFN</b>	<b>161,861</b>	<b>139</b>	<b>5,835</b>	<b>5</b>	<b>3</b>
<b>Gainesville</b>	<b>GNV</b>	<b>151,763</b>	<b>93</b>	<b>4,163</b>	<b>3</b>	<b>2</b>
Bismarck, ND	BIS	129,083	69	3,946	3	2
<b>Selected Airports Average</b>			<b>140</b>	<b>6,047</b>	<b>4</b>	<b>3</b>
<b>50,000-100,000 annual enplanements</b>						
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
<b>Naples</b>	<b>APF</b>	<b>54,402</b>	<b>73</b>	<b>1,744</b>	<b>4</b>	<b>2</b>
<b>Selected Airports Average</b>			<b>93</b>	<b>2,801</b>	<b>3</b>	<b>2</b>
<b>&lt; 50,000 annual enplanements</b>						
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
<b>Marathon</b>	<b>MTH</b>	<b>20,155</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Manhattan, KS	MHK	17,721	44	836	2	1
Altoona, PA	AOO	16,727	38	1,292	3	1
<b>Selected Airports Average</b>			<b>44</b>	<b>1,190</b>	<b>2</b>	<b>1</b>

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

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

<sup>2</sup> 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.