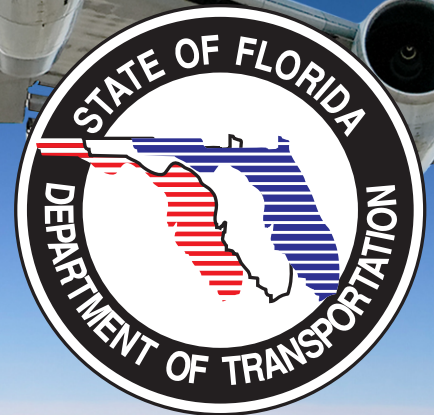


2012

AIRPORT AIR SERVICE PROFILE

Sarasota-Bradenton
International Airport



prepared by



Kimley-Horn
and Associates, Inc.

Purpose

Airport Air Service Profiles have been developed for Florida's 19 commercial service airports. The purpose of the Airport Air Service Profiles is to inform Florida's airports of the travel patterns of their communities, so they can operate their airports more efficiently and to communicate this information to the airline industry, allowing them to make improved service delivery decisions.

Data Explanation

For this report, three key data sources were used: *Passenger Origin-Destination Survey* from the U.S. Department of Transportation, the Official Airline Guide (OAG) and Airline Reporting Corporation (ARC). In this profile, data are combined and compared in order to identify general trends about the airport, as well as offer certain analysis on the findings. A description of these data sources are presented below. Throughout the text, the data sources will be further explained, but this section provides a general overview of the data used in the development of this Airport Air Service Profile.

AIR PASSENGER ORIGIN AND DESTINATION (O&D) SURVEY

DB1B COUPON: The Airline Origin and Destination Survey (DB1B) is a 10 percent sample of airline tickets from reporting carriers collected by the Office of Airline Information of the Bureau of Transportation Statistics. Data from this source provides coupon-specific information for each domestic itinerary of the Origin and Destination Survey.

T-100 DOMESTIC MARKET: This data source contains domestic market data reported by both U.S. and foreign air carriers, including carrier, origin, destination, and service class for enplaned passengers, freight and mail when both origin and destination airports are located within the boundaries of the United States and its territories.

OFFICIAL AIRLINE GUIDE (OAG)

OAG data were summarized as weekly averages for the reported year. All OAG data are for direct flights and represents statistically significant samples of data.

AIRLINE REPORTING CORPORATION (ARC)

The data provided by this source represent a statistically significant and representative sample of airline tickets purchased with a consumer form of payment through an ARC-accredited agency, including major online travel agencies (OTAs), such as Expedia, Orbitz, and Travelocity.

The data represent a 10 percent sample, and industry standard sample size, of passengers from participating agencies. This amount can vary significantly by individual market depending on several factors, including but not limited to the following: 1) the overall composition of air travelers (leisure vs. business); 2) the presence of carriers whose distribution is more heavily weighted toward the direct vs. agency channel (e.g. low cost carriers); and 3) the presence of carriers with limited participation in the ARC settlement system (e.g. Southwest Airlines).

The data used represent passengers and zip codes from where in Florida tickets were purchased. The data include purchases from Florida zip codes only. Because the data in this document represent consumer purchases of airline tickets, there is a natural bias toward leisure and unmanaged business travel behavior and may not account for all business travel. There also may be limitations due to misrepresentation of the passenger information in instances where a person from one zip code purchased a ticket for another person in a different zip code.

Airline Reporting Corporation (ARC) did not assist in the preparation of this analysis. All analyses disclosed herein were performed by Kimley-Horn and Associates, Inc., the consultant to the Florida Department of Transportation, Central Aviation Office.

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SARASOTA-BRADENTON INTERNATIONAL AIRPORT AIR SERVICE SUMMARY

AIRPORT INFORMATION AND HISTORY

The Sarasota-Bradenton International Airport (SRQ), located in both Sarasota County and Manatee County, has had commercial service since 1940. Though the airport began commercial service that year, it was not served by jets until 1961 when National Airlines began service. As of 2010, the airport served 672,238 total enplanements making it the ninth busiest airport in the state. Sarasota-Bradenton International Airport currently has two runways: one 9,503 feet in length and the other 5,009 feet. The airport serves a large number of destinations compared to similarly sized airports in Florida.

ANALYSIS

Sarasota-Bradenton International Airport is located in the Southwest Continuing Florida Aviation System Planning Process (CFASPP) region. Also included in this region are Southwest Florida International Airport and Punta Gorda Airport. Baseline conditions are reported using 2010 and 2011 data. In some instances, historical data are shown for years 2000 to 2010. The primary sources of information come from the United States Department of Transportation (U.S. DOT), the Official Airline Guide (OAG), and the Airline Reporting Corporation (ARC). Specific data sources are described where appropriate.

TOTAL ENPLANEMENTS

In 2010, Sarasota-Bradenton International Airport had 672,238 total enplanements, making it the second largest airport in the Southwest CFASPP region and ninth largest airport in Florida. Total enplanements at Sarasota-Bradenton International Airport have fluctuated throughout the decade with lows in the years following 9/11 and rapid growth in the middle of the decade. Sarasota County, where the airport is located, was one of the most rapidly expanding areas during the middle of the decade, but also experienced one of the largest economic declines of any area in Florida, a pattern that correlated closely with the number of total enplanements. Growth trends in total enplanements at Sarasota-Bradenton International Airport can be seen in *Figure 1*. Data for this figure were taken from 2000 – 2010 Enplanements in Florida's Commercial Airports, annual airport passenger traffic

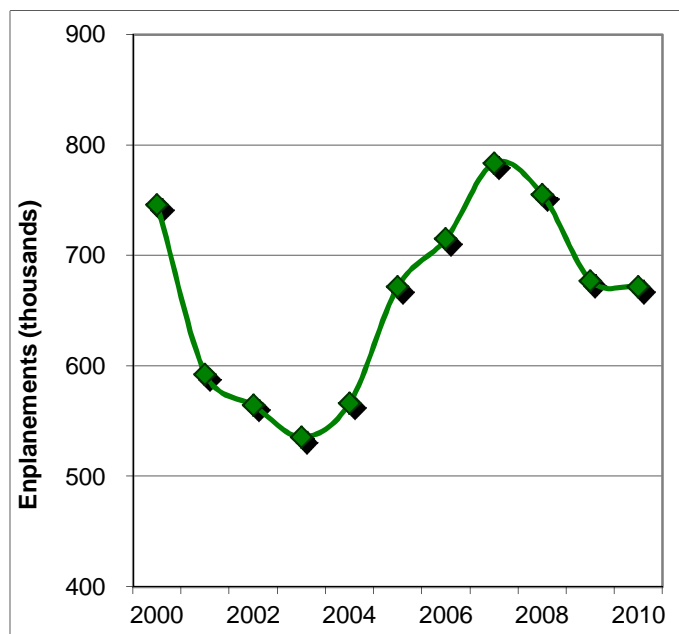


Figure 1: Sarasota-Bradenton International Airport Total Annual Enplanements

reports.

DOMESTIC ORIGIN AND DESTINATION (O&D) TRAVEL PATTERNS

In 2010, Sarasota-Bradenton International Airport had 659,479 domestic enplanements (O&D passengers), the second highest of airports in the Southwest CFASPP region. Sarasota-Bradenton International Airport has an average domestic one-way fare of \$156.02. This fare is two dollars more than the average fare from Tampa International Airport. O&D passenger and fare data were collected from the U.S. Department of Transportation (U.S.DOT) Bureau of Transportation Statistics (BTS), O&D data are summarized from schedule T-100 Domestic Market All Carriers. Fare data were taken from U.S.DOT BTS DB1B Market Data. Summarized data for each year were taken from all months of the respective year. A graphical summary of O&D passenger and fare data can be seen in Figure 2 below. United States (U.S.) regional trends and destination airports for 2010 and 2011 can be seen in *Maps 1 and 2* on the following pages. Included in *Map 1* is a table that displays the top 10 final destinations of passengers originating at Sarasota-Bradenton International Airport and a table that shows how average one-way fares and domestic passenger totals vary across U.S. regions. *Map 2* contains the top ten final destinations from Sarasota-Bradenton International Airport. The destination airport data seen in *Maps 1 and 2* were obtained from Airlines Reporting Corporation (ARC) and is a 10 percent sample of reporting years 2010 and 2011.

** Disclaimer: Airline Reporting Corporation (ARC) did not assist in the preparation of this analysis. All analyses disclosed herein were performed by Kimley-Horn and Associates, Inc.*

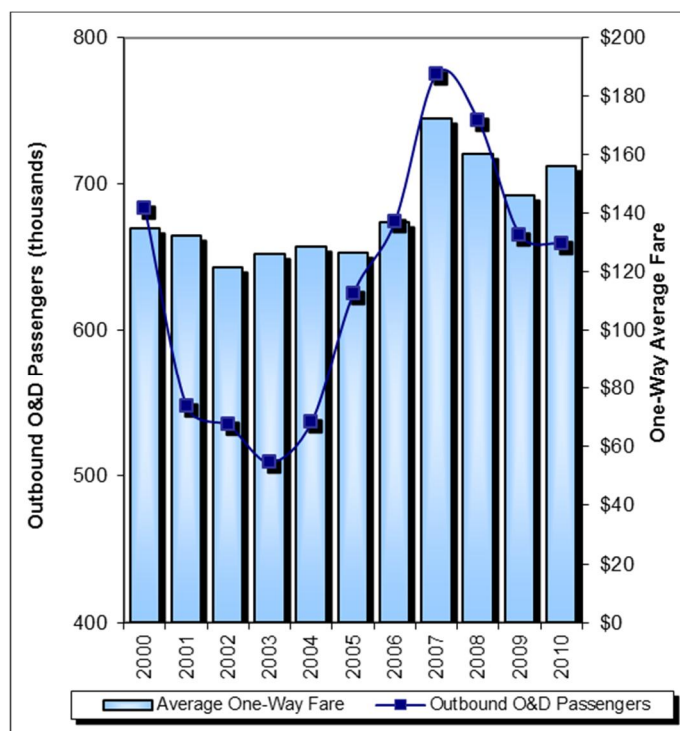
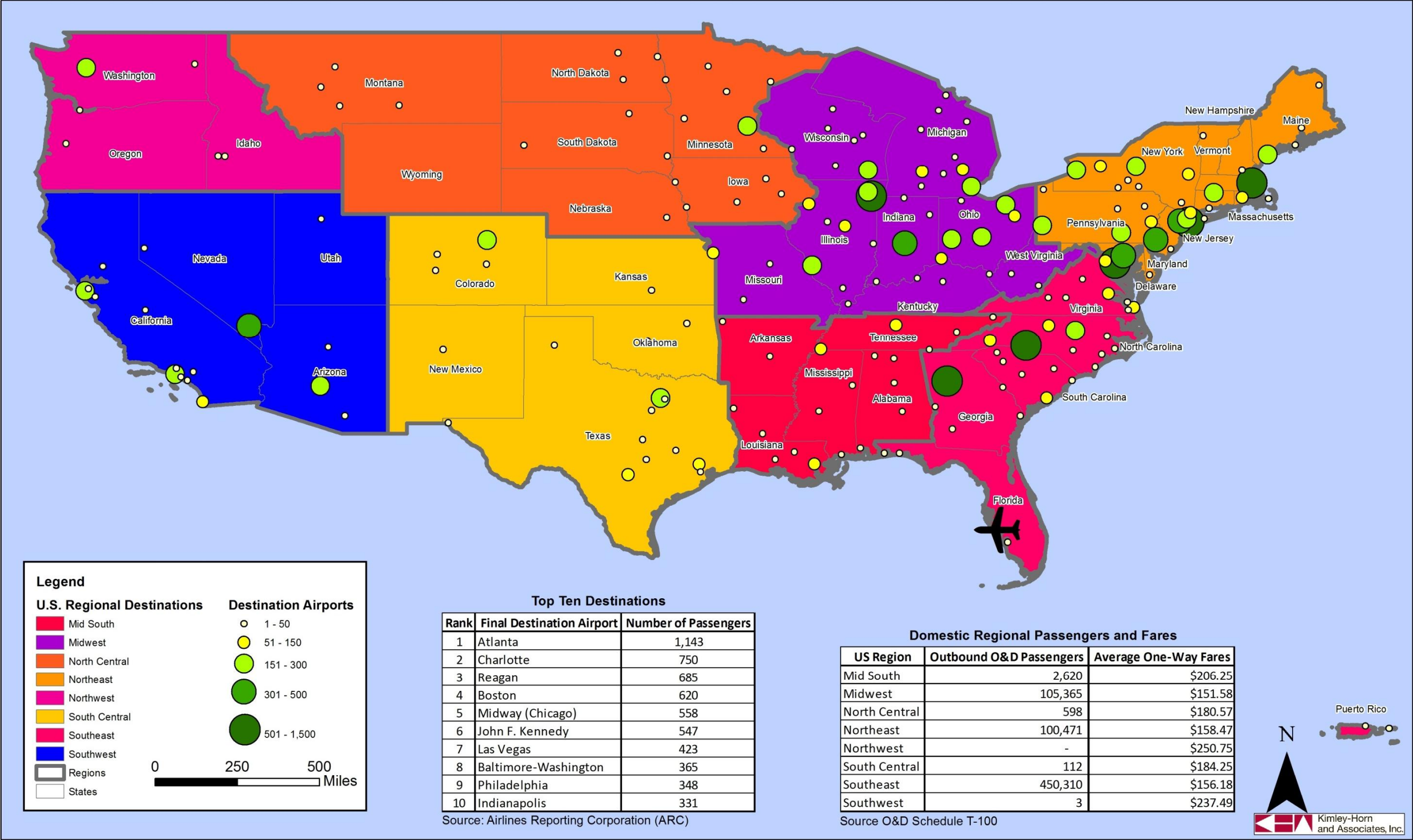
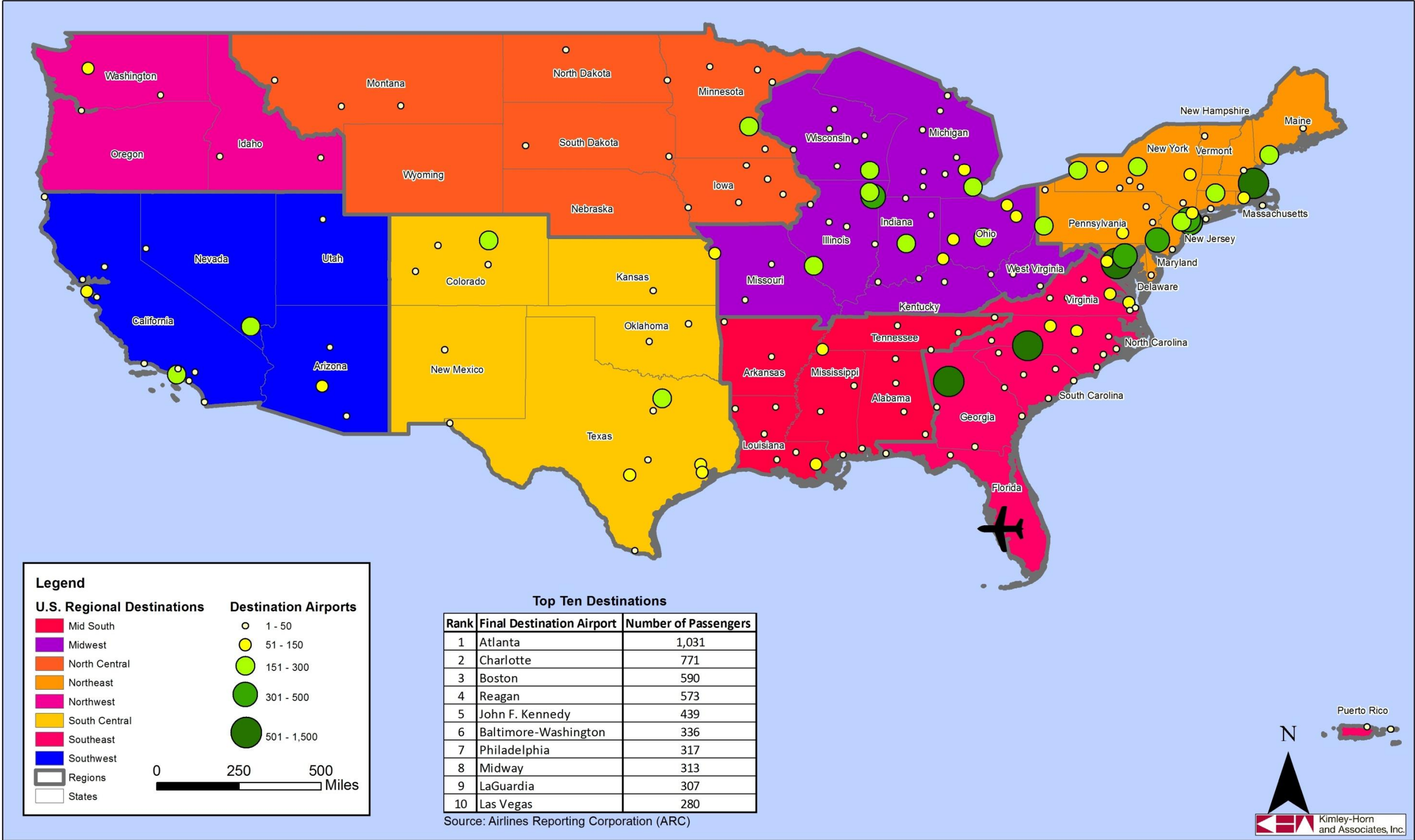


Figure 2: Summary of Outbound O&D Passengers and Average One-Way Fares



Map 1: Sarasota-Bradenton Domestic Destination Airports and Regions, 2010
Final destination information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes



Map 2: Sarasota-Bradenton Domestic Destination Airports and Regions, 2011
Final destination information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes

DESTINATIONS SERVED

Sarasota-Bradenton International Airport serves eight domestic airport locations with direct flights, with a majority of all flights going to Hartsfield-Jackson Atlanta International Airport (ATL) and Charlotte Douglas International Airport (CLT). Of the eight destinations, five are served by large jet aircraft and three are served by regional jets. In recent years, there has been a significant increase in the use of large jets, which means that the average number of seats per flight has also increased. Currently, Sarasota-Bradenton International has an average of 118 seats per flight for domestic destinations and 95 domestic departures per week, an increase from 2007 when Sarasota-Bradenton International Airport served 100 seats per flight. Data used to compile this information are from the Official Airline Guide (OAG) and are presented as a weekly summary taken during July 2011. A summary of airports served, number of flights, and serving airlines can be seen in the *Appendix*. The destinations that an airport is able to serve are directly affected by the airlines that provide service. Airlines often enter into code sharing agreements so that they are able to expand their service without investing in the necessary resources. The *Appendix* provides a list of contract airlines and the airports that have code sharing agreements with them.

INTRASTATE SUMMARY

Sarasota-Bradenton International Airport does not currently offer intrastate service, but in 2005 offered flights to Ft. Lauderdale-Hollywood International Airport and Tampa International Airport. In 2007, the airport had service to Tampa International Airport and in 2008, there was service provided to Miami International Airport.

INTERNATIONAL FLIGHT DEPARTURES

In 2011, Sarasota-Bradenton International Airport offered service to Toronto Pearson International Airport (YYZ) in the winter and spring months, with daily service being offered during peak travel periods. When looking at final destinations of flights departing the airport it was found that 7.1 percent of flights that leave Sarasota-Bradenton International Airport have final destinations at international airports. According to Sarasota-Bradenton International Airport's international development strategy, the airport intends to continue increasing service in order to maximize international potential.

SEASONAL FLIGHT COMPARISON

Scheduled service showed large amounts of variability during different seasons in 2011. Service to the Northeast and Midwest increased greatly in the spring and winter months, while service to the Southeast increased during the summer months. Seasonal flight information was taken from the Official Airline Guide (OAG) and was summarized as a weekly average. Winter months represent December 2010 and January 2011, while spring months represent March and April 2011, and summer months represent July and August 2011. A summary of the seasonal comparison for Sarasota-Bradenton International Airport can be seen below in *Figure 3*.

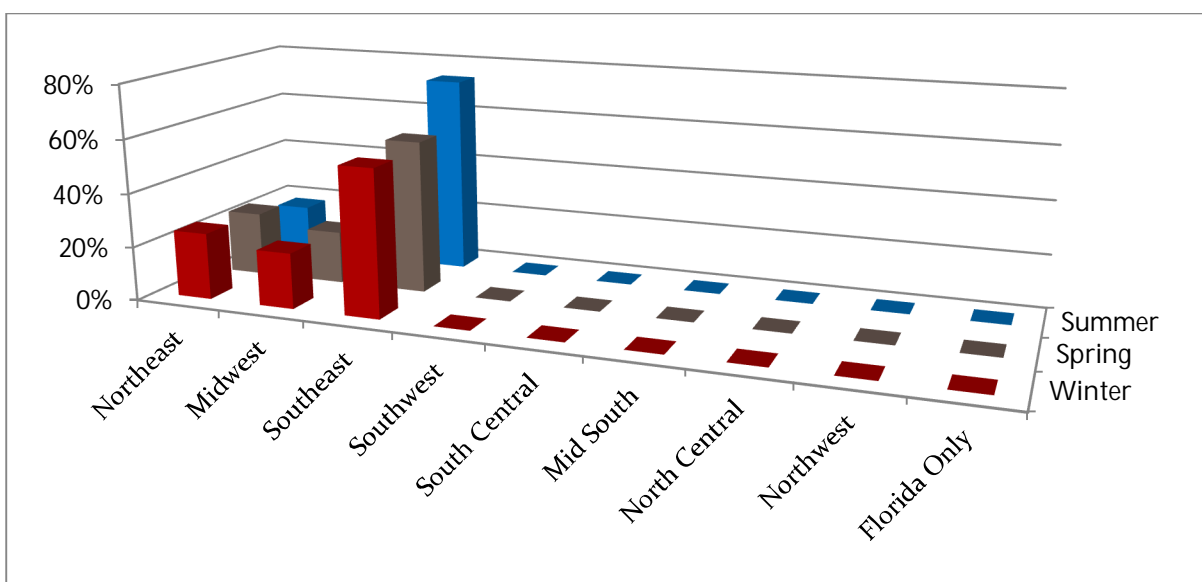


Figure 3: Sarasota-Bradenton International Airport – Seasonal Flight Comparison
Seasons presented are from a representative sample.

HUBS SERVED

Sarasota-Bradenton International Airport is considered a small-hub airport, meaning that it enplanes between 0.05 and 0.24 percent of all flights that leave U.S. airports. To be considered a hub airport, an airport must serve at least 0.05 percent of all enplaned passengers in the U.S. Sarasota-Bradenton International Airport had 659,479 domestic enplanements and offered flights to eight domestic hub airports. Hub information was taken from the U.S. Department of Transportation (U.S.DOT) Research and Innovative Technology Administration (RITA) using Bureau of Transportation Statistics (BTS) data as of June 2011.

AVERAGE LOAD FACTORS

Average load factors represent the number of passenger miles traveled as a proportion of available seat miles. Higher average load factors represent more total passengers boarding. The average load factor at Sarasota-Bradenton International Airport, 83.51, was slightly higher than the U.S. average, 81.73, for 2011. Load factor statistics were determined using Bureau of Transportation Statistics (BTS) T-100 segment data for years 2010 and 2011. A summary of 2010 and 2011 average load factors can be seen in *Table 1*.

Table 1: Average Load Factors Per Year

Year	Domestic	International	Total
Sarasota-Bradenton International			
2010	83.82	77.76	83.63
2011	83.50	83.83	83.51
All U.S. Airports			
2010	82.18	81.59	81.90
2011	83.03	80.41	81.73

ON-FLIGHT MARKET FREIGHT STATISTICS

Freight statistics represent the total number of pounds of freight shipped from a given airport. Sarasota-Bradenton International Airport carries a relatively small amount of freight with 143,699 pounds shipped between the months of January and September 2011. A majority of all freight is shipped by the larger airports in the state. A summary of 2010 and 2011 on-flight market freight statistics can be seen in *Table 2*. Due to delay in reporting periods by airlines and airports to the Bureau of Transportation Statistics, not all 2011 data have been reported. Therefore, comparisons cannot be made between 2010 and 2011, but comparisons can be made between airports for the same years. Freight statistics were determined using BTS T-100 domestic market data.

Table 2: Total Freight (lbs.) Per Year

Year	Freight (in pounds)
2010 (Jan-Dec)	232,873
2011 (Jan-Sept)	143,699

ON-FLIGHT MARKET MAIL STATISTICS

Mail statistics represent the total number of pounds of mail shipped from a given airport. Sarasota-Bradenton International Airport did not report any shipped mail between the months of January and September 2011, but did ship 2,115 pounds in 2010. A summary of 2010 and 2011 on-flight market mail statistics can be seen in *Table 3*. Due to delay in reporting periods by airlines and airports to the Bureau of Transportation Statistics, not all 2011 data have been reported. Therefore, comparisons cannot be made between 2010 and 2011, but comparisons can be made between airports for the same years. Mail statistics were determined using BTS T-100 domestic market data.

Table 3: Total Mail (lbs.) Per Year

Year	Mail (in pounds)
2010 (Jan-Dec)	2,115
2011 (Jan-Sept)	0

MARKET LEAKAGE STUDY

INTRODUCTION

Florida has the most large hub airports (4) of any state in the U.S. Florida also has a large number of commercial service airports (19), which compete over the same potential passengers. There are many factors that play into the decision-making of passengers, ranging from cost to airport proximity. Because of these factors, many smaller commercial airports in Florida experience market leakage, or a loss of passengers who choose to drive further distances to airports for various reasons, such as less expensive flights or more convenient flight options. For large airports located in large metropolitan areas leakage may be a less significant factor due to the fact that they still carry large numbers of passengers. Conversely for smaller airports the loss of passengers to larger airports may potentially be more significant. This analysis looks at tickets purchased in Florida zip codes to see which Florida airports lose business due to market leakage. The market leakage study analyzed zip codes from where a ticket was purchased and subsequently which airport was departed from for that purchase. This analysis determined how many passengers leaving a county with commercial air service to use an airport located within another county. In order to better understand the market leakage findings, key demographic data are presented as part of the market leakage study.

METROPOLITAN STATISTICAL AREA (MSA)

Sarasota-Bradenton International Airport is the only commercial airport in the North Port-Bradenton-Sarasota MSA. This MSA has a relatively high population for the state and has shown steady growth over the past few decades. According to the U.S. Census, an MSA is “a geographic entity based on the concept of a core area with a large population nucleus, plus adjacent communities having a high degree of economic and social integration with that core.” Per this definition, looking at populations, employment, and other important factors at the level of an MSA should prove beneficial in better understanding the area. Data are also analyzed at the County level where appropriate.

POPULATION TRENDS AND PROJECTIONS

The North Port-Bradenton-Sarasota MSA has a current population of 694,819 people. The airport is also located in Sarasota County, which has a current population of 379,448 people and Manatee County, which has a population of 322,833. Historical, current, and future population projections for Sarasota County can be seen in *Figure 4*.

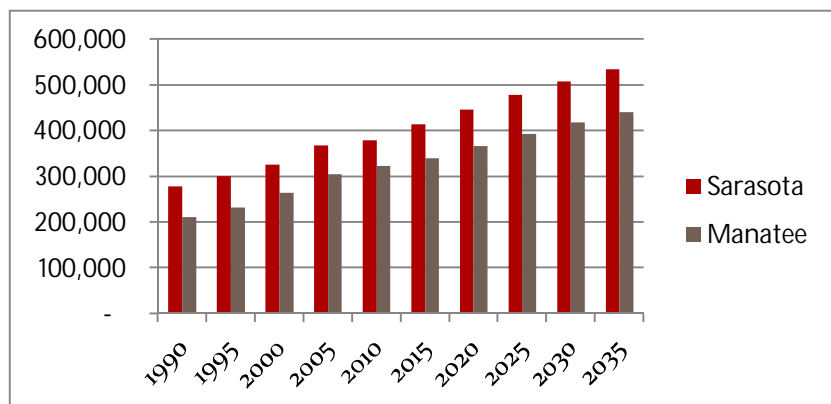


Figure 4: Historical, Current, and Future Population Projections Sarasota & Manatee County

Historical population data for the MSA can be seen in *Figure 5*. Historical and current population data for the County and the MSA are from the 2010 census, and population projections are from the Bureau of Economic and Business Research (BEBR) 2010.

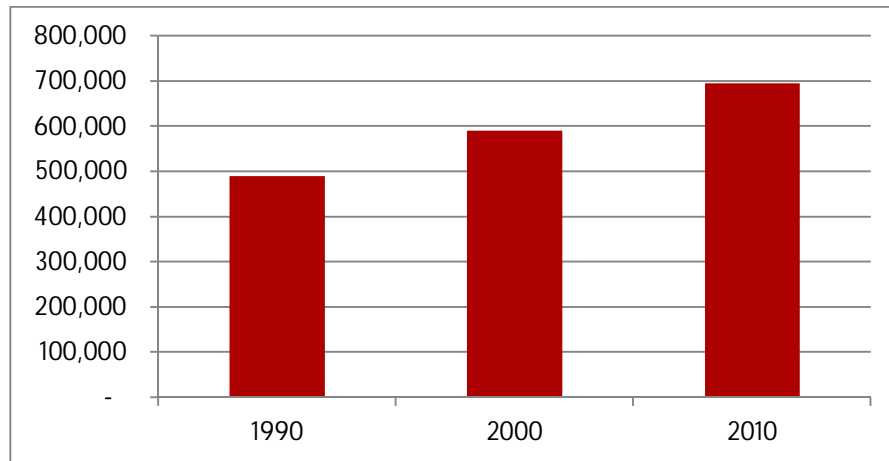


Figure 5: Historical Populations – North Port-Bradenton-Sarasota MSA

INCOME LEVELS

Income levels in Sarasota and Manatee counties are higher than the average for the State. Currently the average per capita income for Sarasota County is \$56,158 and the average for Manatee County is \$39,650, while the average for the state is \$38,965. The income distribution for the North Port-Bradenton-Sarasota MSA generally follows the same pattern as all other MSAs in the state; there is, however, a much lower number of households that fall into the lowest income bracket. The income in an area may impact the demand for air travel in an area. In an area that has a relatively high number of upper income households, more people may be willing to pay more in order to travel a shorter distance to the airport increases. In lower income areas, people may be likely to drive a greater distance for air travel in order to capture reduced fares. Many other factors affect airports other than income, so final conclusions cannot be made looking at income data alone.

A summary of income data for the North Port-Bradenton-Sarasota MSA is provided in *Figure 6*. Income data for the County and the MSA were are from Enterprise Florida. The County income data represents the average per capita income and the MSA income data consists of average household income.

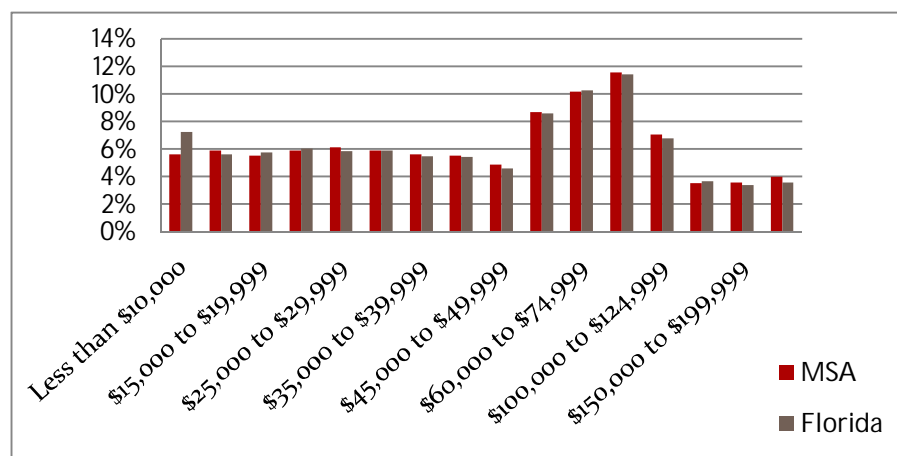


Figure 6: Income Brackets – North Port-Bradenton-Sarasota MSA

EMPLOYMENT BY INDUSTRY

The type of employment that is located in an area may also have an effect on airline travel. For areas that have a large number of firms that participate in professional and financial services, demand for local air travel may increase as they may be less concerned about the cost of flights and more concerned about ease of access to the airport. In most cases, discrepancies will exist between the county and the state averages, but these discrepancies are generally not large enough to impact commercial air service demand. Sarasota County shows almost no variation when compared to the state in employment industries, while Manatee County showed variation in employment in education and health services. A summary of employment by industry can be seen in *Figure 7*. A list of each County's top employers can be seen in *Table 4*. Employment information was taken from Enterprise Florida and contains data from 2010.

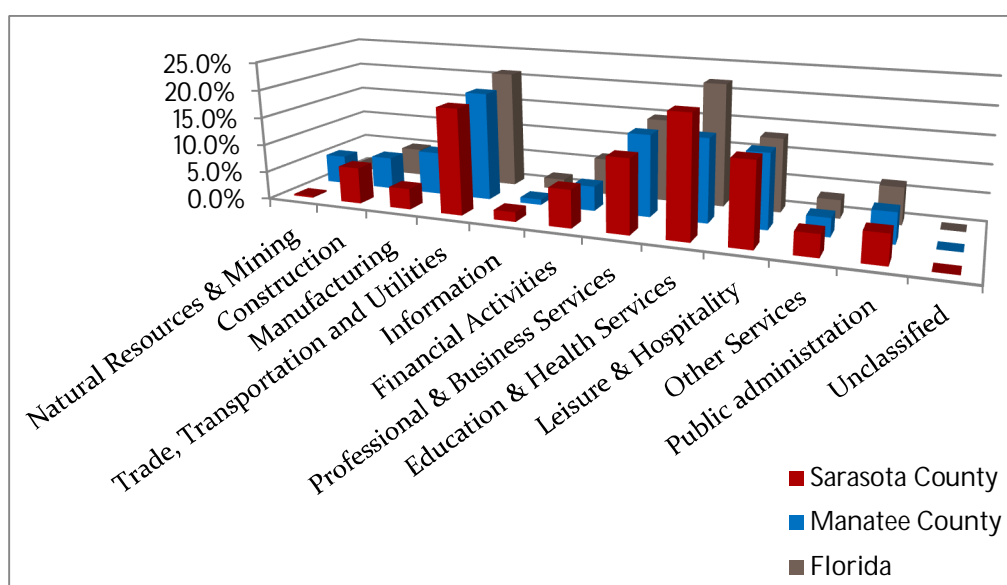


Figure 7: Jobs by Industry – Sarasota & Manatee County

Table 4: Top 10 Private Employers – Sarasota & Manatee County

Major Employers (Sarasota)	Number of Employees	Major Employers (Manatee)	Number of Employees
Publix	1,519	Manatee County School Board	7,000
Venice Regional medical Center	871	Tropicana Products, Inc.	1,660
PGT Industries	724	Beall's Inc.	1,550
FCCI Insurance Group	680	Manatee Memorial Healthcare System	1,500
Sun Hydraulics Corporation	590	Blake Medical Center	1,050
Comcast Cable	529	Hoveround Corporation	670
Sunset Automotive Group	525	Gevity HR	500
Goodwill Industries	503	Sysco Food Services	450
Longboat Key Club and Resort	480	State College of Florida	437
Publix	471	Pierce Manufacturing	400

ROUTING

A route analysis was completed to see how the top destinations are served by Sarasota-Bradenton International Airport. *Map 3* depicts the top ten routes served by the airport. Of the top ten routes departing the airport, half of them are served by direct flights; all others involve a layover in either Atlanta or Charlotte. This routing analysis shows that Sarasota-Bradenton International Airport may want to reevaluate some of the destinations that it serves and increase the number of destinations it reaches with direct flights. These findings are consistent with the domestic development strategy that the airport has developed, which states that Sarasota-Bradenton International Airport would like to grow traffic between domestic destinations, focusing on its top ten destinations.

NEARBY AIRPORTS

Sarasota-Bradenton International Airport is located just to the south of the Tampa metropolitan area and is located within a reasonable driving distance to four other airports: Tampa International Airport, St. Petersburg-Clearwater International, Southwest Florida International Airport, and Punta Gorda Airport.

MARKET LEAKAGE ANALYSIS

A market leakage analysis was completed for Sarasota-Bradenton International Airport for 2010 and 2011. The market leakage analysis evaluates the zip codes from where tickets were purchased for flights departing Sarasota-Bradenton International Airport. Data for this analysis were obtained from Airline Reporting Corporation (ARC)* and can be seen in *Maps 5 and 6*. The market leakage analysis also looks at tickets purchased from Sarasota and Manatee County zip codes departing from other airports. This analysis estimates that the number of passengers that maybe using other nearby airports.

FINDINGS

The 2011 market leakage analysis shows that Sarasota-Bradenton International Airport does lose passengers to Tampa International Airport. The analysis also shows that the airport is able to draw passengers from other counties. Of the flights that leave Sarasota-Bradenton International Airport, 5.3 percent of passengers come from Charlotte County, the primary market for Punta Gorda Airport. Similarly, it was found that of passengers departing from Tampa International Airport, 15.5 percent were from either Sarasota County or Manatee County. This percentage represents a significant number of passengers that are leaving the primary Sarasota-Bradenton International Airport market and choosing flight options from Tampa International Airport. *Figure 8* illustrates three of the top airports that receive leaked passengers from within Sarasota-Bradenton International Airport's market area. The values that are presented represent the number and percent of passengers who purchased their ticket from a Sarasota County or Manatee County zip code but flew out of an alternative airport. Data presented are from a 10 percent sample from all months of 2011.

** Disclaimer: Airline Reporting Corporation (ARC) did not assist in the preparation of this analysis. All analyses disclosed herein were performed by Kimley-Horn and Associates, Inc.*

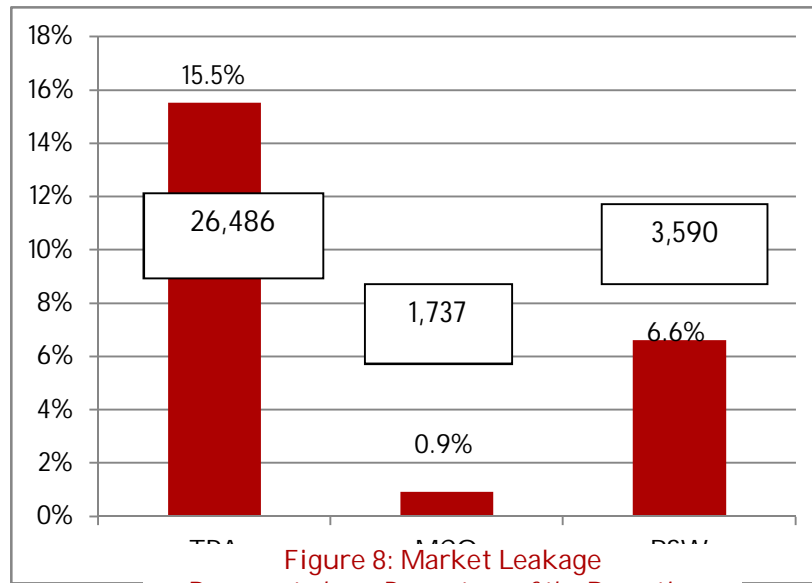
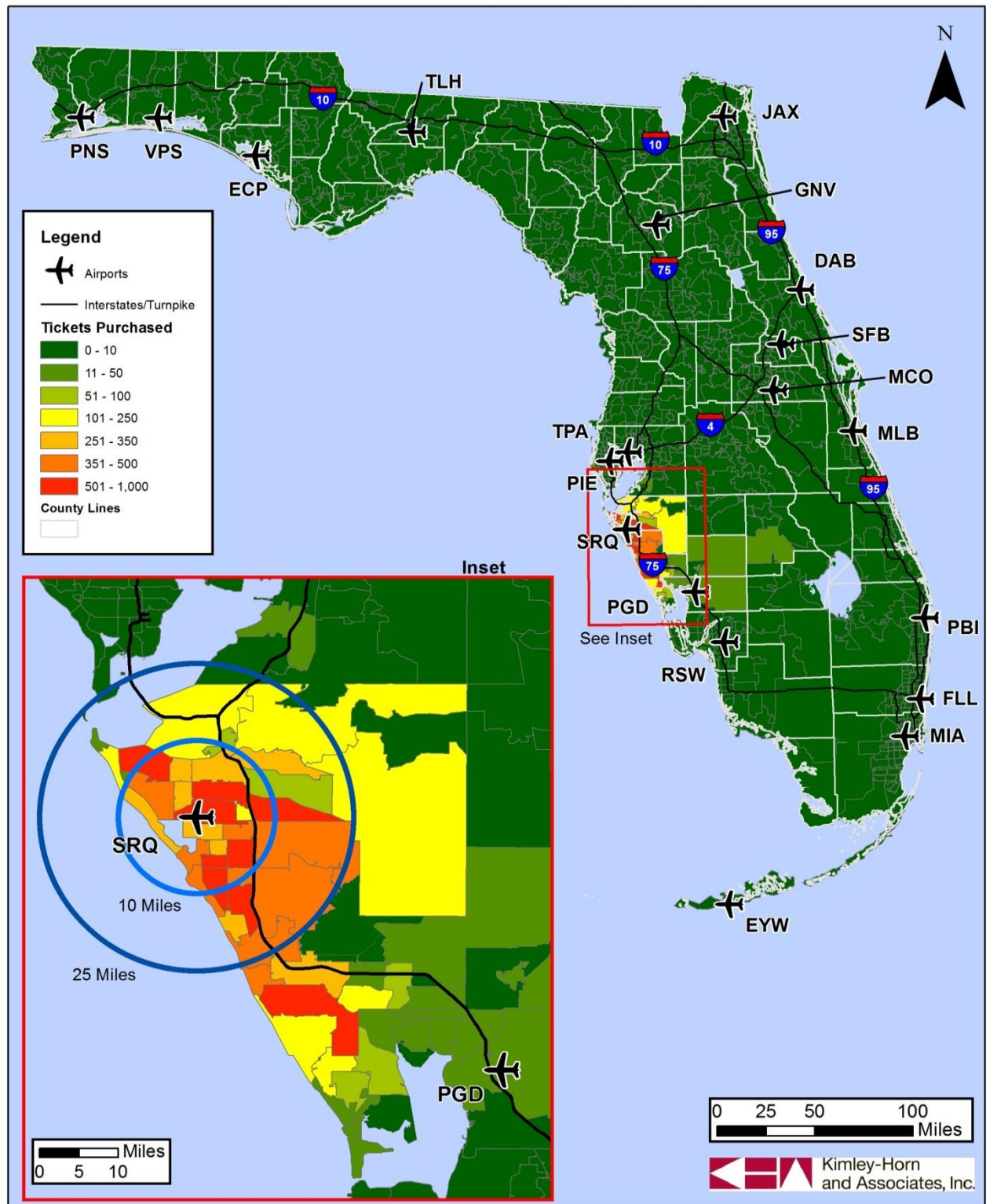


Figure 8: Market Leakage
*Represented as a Percentage of the Departing
Airports Total Enplanement Volumes in 2011*



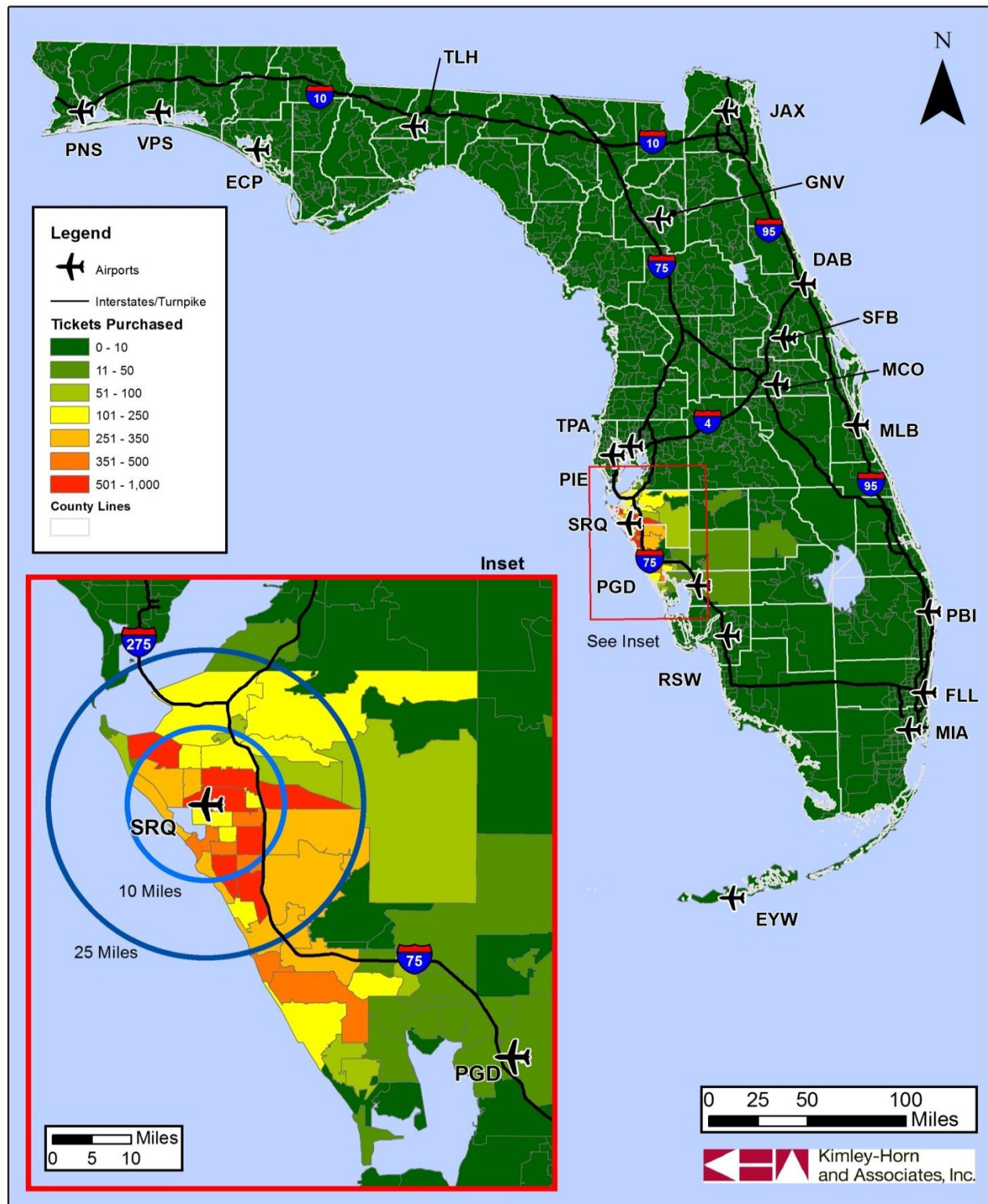
Map 3: Sarasota-Bradenton International Airport Top Ten Routes, 2011

Routing information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes



Map 4: Sarasota-Bradenton International Airport, 2010 – Market Leakage Analysis

Market leakage information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes



Map 5: Sarasota-Bradenton International Airport, 2011 – Market Leakage Analysis

Market leakage information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes

APPENDIX

Airport Air Service Profile
Sarasota-Bradenton International Airport

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

Airport Air Service Profile
Sarasota-Bradenton International Airport

Commercial Agreements
as of February 2012

US Airways	Delta	American Airlines	United Airlines
PSA	Aeromexico	Cathay Pacific Airways	Colgan Airlines
Republic Airways	Air France	British Airways	Mesa Air Group
Piedmont	AF Regional	Japan Airlines	Republic Airways
Chautauqua	Brit Air (AF)	Jalways	Shuttle America
Colgan	City Jet (AF)	Brussels Airlines	Sky West Airlines
Trans States	Alitalia	Finnair	Trans States Airlines
Mesa Airlines	Avianca	Iberia	Go Jet
Air Wisconsin	Atlantic Southeast Airlines	Gulf Air	Express Jet
Asiana	Alaska Airlines	Qantas	All Nippon Airways
Singapore Airlines	Horizon Air	Royal Jordanian Airlines	Atlantic Southeast
	China Airlines	Malev Hungarian Airlines	Lufthansa German Airlines
Alaska Airlines	China Southern	Trans States Airlines	Continental Airlines
Peninsula Airways	Comair	Chautauqua Airlines	Air Lingus
Horizon	Compass Airlines	China Eastern Airlines	Asiana
ERA Aviation	CSA Czech Airlines	EVA Air	City Line
	KLM Royal Dutch Airlines	Jet Airways	Air Dolomiti
Continental Airlines	KLM City Hopper	LAN Airlines	EuroWings
United Airlines	Korean Airlines	Mexicana	Contact
Air Dolomiti	Olympic Air		Augsburg
Euro Wings	Royal Air Maroc	Frontier	
Contact	Masaba Airlines	Chautauqua Airlines	JetBlue
Augsburg	Sky West	Republic d/b/a/ Midwest Airlines	Cape Air
	Chautauqua Airlines	Republic Airlines	
	Freedom		AirTran
	Pinnacle		Sky West
	Shuttle America		
	Vietnam Airlines		
	Virgin Blue		
	Virgin Australia		