
2008 FLORIDA AIR CARGO SYSTEM PLAN UPDATE

Prepared for:

**Aviation Office
Florida Department of Transportation**

Contract No. C8R59

April 2008

Wilbur Smith Associates, Inc.

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Technical Memo Florida Air Cargo Traffic and Trade Lanes

This technical memo is an update to the Florida Air Cargo System Plan Technical Memo and Chapter Four and Appendix B and C of the 2006 Florida Air Cargo System Plan Technical Report. As in previous updates, this memo presents the most current air cargo lift capacity available at Florida's seven SIS airports and also at 11 Tier Two and emerging SIS airports¹. Trends in air cargo activity at the SIS airports are analyzed between 2006 and 2008. The total available air and ground capacity for 2008 is compared against 2007 levels. Further, this task highlights significant changes in carrier activity in each Florida market. As in the prior Update, changes in aircraft type and associated cargo capacity available are also addressed.

INTRODUCTION

As a system, Florida's SIS² airports processed 2,701,603 tons of air cargo during 2007; an increase of more than 2.3 percent over the 2006 tonnage of 2,669,758. The SIS airports are:

- Ft. Lauderdale-Hollywood International Airport (FLL)
- Jacksonville International Airport (JAX)
- Miami International Airport (MIA)
- Orlando International Airport (MCO)
- Palm Beach International Airport (PBI)
- Southwest Florida International Airport (RSW)
- Tampa International Airport (TPA)

The quantity of air cargo moving between origin and destination points, and also the amount of cargo transferring via an airport, is closely related to airport infrastructure capacity. Florida SIS airports are located near major metropolitan areas that produce consistent air cargo traffic. Consequently, these facilities must be able to support large aircraft capable of accommodating market demand. The Tier Two airports, located near Florida's medium sized metro areas should have infrastructure capable of supporting smaller-scale air cargo operations. Tier Two airports can be, and often are, used to move cargo traffic to larger SIS airports and airports outside of the state. This movement takes place via feeder aircraft, freight forwarders, or Road Feeder Service (RFS). Tier Two airports are critical for maintaining connectivity to air cargo business networks, particularly for the integrated express operators. This update provides government officials, the general public, and industry stakeholders a better understanding of Florida trends in air cargo demand and carrier activity. Unlike

¹ Tier Two airports are comprised of Emerging SIS Airports and other airports in the State with scheduled air cargo traffic.

² SIS relates to the Strategic Intermodal System Airports.

passenger carriers, air cargo aircraft load factors are not reported to the US DOT nor are they published by the carriers. Analysis of available cargo capacity (or lift) on scheduled flights provides insight on the demand for air cargo in an airport's market area. Air cargo schedules provided by the Official Airline Guide (OAG) and by FAA records were utilized in this analysis to ascertain cargo capacity available at airports and thereby provide a metric of air cargo demand.

In addition to the seven Florida SIS (Tier One) airports, this task also examines the cargo capacity available at the following Tier Two airports:

- Gainesville Regional Airport (GNV)*
 - Key West International Airport (EYW)
 - Orlando Sanford International Airport (SFB)*
 - Panama City-Bay County Airport (PFN)*
 - Pensacola Gulf Coast Regional Airport (PNS)*
 - St. Petersburg-Clearwater International Airport (PIE)*
 - Tallahassee Regional Airport (TLH)*
 - Craig Municipal Airport (CRG)
 - The Florida Keys Marathon Airport (MTH)
 - Ft. Lauderdale Executive Airport (FXE)
 - Page Field Airport (FMY)
- * designated an Emerging SIS airport*

Four Tier Two airports do not have scheduled air cargo activity on all cargo aircraft, integrated express carriers, or wide-body passenger aircraft. They are:

- Daytona Beach International Airport (DAB)*
 - Melbourne International Airport (MLB)*
 - Northwest Florida Regional Airport (VPS)*
 - Sarasota Bradenton Airport (SRQ)*
- * designated an Emerging SIS airport*

Although narrow-body passenger aircraft³ can accommodate air cargo, the complexities of available space in their baggage compartments is difficult to determine. As a result, this and the two previous Air Cargo System Plans for FDOT elected not to measure cargo capacity on narrow-body passenger aircraft. Wide-body passenger jets, on the other hand, provide cargo containers in the belly hold of the aircraft and are specifically designed for air cargo.

³ Narrow-body aircraft are designed with a single aisle on the main deck.

The next section of this document evaluates the available cargo capacity at each SIS Tier One airport and also at each Tier Two airport supporting scheduled⁴ cargo activity. This capacity is presented in terms of air cargo lift available and also in terms of available scheduled Road Feeder Service (RFS) truck capacity.

AIR CARGO AND RFS CAPACITY AT FLORIDA AIRPORTS

Air Cargo Capacity

In total, the Florida SIS and Tier Two airports reviewed in this analysis offer a total of 12.6 million pounds of air cargo lift capacity on a typical Wednesday, the busiest day in the air cargo industry workweek. The Florida Air Cargo System Plan measured air cargo lift capacity for a typical Wednesday for the months of June 2006, 2007, and 2008. It is important to note that the economic downturn that severely impacted the global air cargo industry in the fourth quarter of 2008 is not included in this analysis.

The robust growth in Miami's air cargo capacity represents an increase of 32 percent versus the 2007 level and is a result of increases in Latin American and European air cargo freighters and passenger air carriers entering or adding flights in the market. Miami International Airport, the leader in terms of air capacity, has more than 9.1 million pounds of air cargo capacity. This represents an increase of nearly 41 percent versus their 2007 level. In terms of total capacity, the Miami International Airport provides 72 percent all available air cargo capacity at SIS and Tier Two airports. Orlando International with 1.2 million pounds and Ft. Lauderdale International with nearly 655,000 pounds of available capacity rank second and third, respectively. Florida Tier Two airports contribute more than 448,000 pounds of air cargo capacity on a typical Wednesday. The cargo capacity for the Tier Two airports is nearly the same as the 445,000 pounds of capacity they had in 2007. **Exhibit 1** presents the comparison of total air cargo capacity for 2006 through 2008.

⁴ Ad hoc cargo operations are not considered in this analysis.

**Exhibit 1
Air Cargo Aircraft
Capacity at Florida Airports (2006-2008)**

Airport	2006	2006	2007	2007	2008	2008
	Aircraft Cargo Capacity (in Lbs)	Percent of Total	Aircraft Cargo Capacity (in Lbs)	Percent of Total	Aircraft Cargo Capacity (in Lbs)	Percent of Total
Miami International	6,213,589	64%	6,437,743	68%	9,107,269	72%
Orlando International	1,240,585	13%	1,140,525	12%	1,177,987	9%
Ft. Lauderdale-Hollywood International	631,801	6%	516,973	5%	654,757	5%
Jacksonville International	393,448	4%	350,424	4%	472,808	4%
Tampa International	332,924	3%	291,012	3%	375,832	3%
St. Petersburg-Clearwater International	268,016	3%	197,408	2%	242,712	2%
Southwest Florida International	265,896	3%	209,146	2%	209,146	2%
Palm Beach International	154,792	2%	135,912	1%	182,496	1%
Tallahassee Regional	63,920	1%	77,375	1%	74,143	1%
Orlando Sanford International	52,280	1%	85,304	1%	52,080	0%
Pensacola Gulf Coast Regional	35,711	0%	30,176	0%	30,208	0%
Panama City-Bay County International	14,100	0%	17,392	0%	17,040	0%
Craig Municipal	12,008	0%	10,128	0%	7,568	0%
Gainesville Regional	4,400	0%	4,416	0%	7,232	0%
Ft. Lauderdale Executive	4,976	0%	4,976	0%	7,072	0%
Key West International	8,480	0%	12,400	0%	3,920	0%
Florida Keys Marathon	3,616	0%	3,616	0%	3,616	0%
Page Field	3,327	0%	2,560	0%	2,560	0%
Total	9,703,869	100%	9,527,486	100%	12,628,445	100%

Sources: OAG and IFR,
Wilbur Smith Associates

Road Feeder Service (RFS) Capacity

On average, Florida airports offer more than 12.27 million pounds of scheduled RFS⁵ cargo capacity each week. This represents a 111 percent increase over 2007 total RFS capacities. Robust growth in RFS service in Florida is directly tied to increases in air carrier fuel costs. The average cost of Jet A fuel in the Gulf Coast region increased from \$2.10 per gallon in June 2007 to \$3.90 per gallon in June 2008.⁶ Most air cargo carriers and passenger airlines added fuel surcharges during the summer months of 2008. This additional change forced many shippers to switch to transport goods via truck. Industry guidelines indicate trucking is typically seven to ten times less expensive per pound than shipping by air.

Miami International averages over 5.5 million pounds per week of available RFS capacity. Orlando International ranks second in the category with 3.5 million pounds of RFS capacity available on a weekly basis. Tampa International provides 14 percent of the total RFS cargo capacity offered in the State of Florida. **Exhibit 2** provides the RFS capacity available at Florida airports. **Exhibit 3** identifies total RFS capacity and year-over-year capacity changes.

**Exhibit 2
Road Feeder Service
Cargo Capacity at Florida Airports**

Airport	2006 Weekly RFS Capacity (in Lbs)	2006 Percent of Total	2007 Weekly RFS Capacity (in Lbs)	2007 Percent of Total	2008 Weekly RFS Capacity (in Lbs)	2008 Percent of Total
Miami International	1,740,000	33%	2,025,000	35%	5,505,000	45%
Orlando International	1,545,000	29%	1,590,000	27%	3,495,000	28%
Tampa International	945,000	18%	945,000	16%	1,725,000	14%
Jacksonville International	450,000	9%	450,000	8%	1,080,000	9%
Ft. Lauderdale- Hollywood International	270,000	5%	405,000	7%	285,000	2%
Pensacola Gulf Coast Regional	225,000	4%	330,000	6%	180,000	1%
Palm Beach International	75,000	1%	75,000	1%	0	0%
Total	5,250,000	100%	5,820,000	100%	12,270,000	100%

Sources: OAG, IFR
Wilbur Smith Associates October 2007

⁵ RFS service offered by a scheduled cargo operator, such as an air freight forwarder, to move carried goods to and from the aircraft and/or terminal by truck. RFS allows a carrier to offer services to a city to which it does not fly aircraft. Many RFS services are allocated an airline flight number for a truck route connecting two airports.

⁶ According to the US Energy Information Administration.

**Exhibit 3
Road Feeder Service Cargo
Capacity Trends at Florida Airports**

Year	Average	Change in Percent
	Weekly Lift Capacity	
2006	5,250,000	
2007	5,820,000	10.9%
2008	12,270,000	110.8%

Air Carrier and RFS Aggregated Capacity

In 2008, aircraft and RFS service provided nearly 14.4 million pounds of daily cargo lift capacity related to Florida's airports. Nearly 88 percent of the total lift capacity is offered on cargo aircraft. The other 12 percent is provided on scheduled RFS carriers. It is noteworthy to point out, however, that the aircraft share of air cargo lift capacity has decreased about 1 percent annually since 2006 as indicated in **Exhibit 4**.

**Exhibit 4
Comparison of Aircraft and RFS
Air Cargo Capacity at Florida Airports**

Year	Average Daily Lift Capacity	Percent Share
Air Carrier		
2006	9,703,869	90.2%
2007	9,527,486	89.4%
2008	12,628,445	87.8%
RFS		
2006	1,050,000	9.8%
2007	1,131,000	10.6%
2008	1,752,800	12.2%
Total		
2006	10,753,869	100%
2007	10,658,486	100%
2008	14,381,245	100%

AIR CARGO TONNAGE ACTIVITY AT FLORIDA SIS AIRPORTS

As part of the 2006 Florida Air Cargo System Plan, airport personnel at each Florida airport in the study were asked to report total tonnage processed each year. Enplaned and deplaned tons of freight and mail were reported to quantify the total cargo

processed at each facility. Data collected from airport records, and Airports Council International (ACI) databases, provide total enplaned and deplaned tons of freight and mail for each facility as reported from 2002 to 2007. **Exhibit 5** presents the six-year air cargo tonnage trends for the Florida SIS airports. Four of these airports; Miami International, Tampa International, Jacksonville International, and Southwest Florida International in Fort Myers, processed more tonnage in 2007 versus 2002. The other three Florida SIS airports; Orlando International, Ft. Lauderdale International, and Palm Beach International, processed less cargo tonnage in 2007 versus 2002 with Palm Beach International experiencing the most significant decline.

**Exhibit 5
Florida Air Cargo Tonnage at SIS Airports
2002-2007**

Airport	2002	2003	2004	2005	2006	2007	5-Year Growth
Miami International	1,790,785	1,805,158	1,961,303	1,934,545	2,060,818	2,119,129	3.4%
Orlando International	218,619	212,836	224,417	225,928	198,000	201,743	-1.6%
Ft. Lauderdale-Hollywood International	181,967	172,520	179,608	175,533	163,352	151,215	-3.6%
Tampa International	100,830	102,802	100,115	100,228	120,317	108,016	1.4%
Jacksonville International	75,974	77,891	79,721	83,975	86,850	83,200	1.8%
Southwest Florida International	17,389	17,256	18,542	21,148	21,460	20,093	2.9%
Palm Beach International	19,980	20,177	20,256	19,315	18,962	16,198	-4.1%
Total	2,405,544	2,408,640	2,583,962	2,560,672	2,669,758	2,701,603	2.3%

Source: Airport Records, Airports Council International, Wilbur Smith Associates

AIR CARGO LIFT CAPACITY ANALYSIS

The previous section of this technical memo identified annual cargo activity at Florida SIS airports. The following section addresses how air cargo tonnage is transported by aircraft type, such as integrated express, all cargo freighters, or passenger airlines, as well as Road Feeder Service (RFS) trucks. The goal is to identify how much aircraft and truck “lift” capacity is available in Florida’s air cargo industry. A reasonable assessment of cargo activity is provided by tracking trends in lift capacity and new or discontinued air routes. Airport tonnage reports do not provide nearly enough information or rationale to determine airport air cargo trends. This lift analysis updates air cargo route structures for 18 of Florida’s airports (see **Appendix A**). These routes identify Florida’s “trade lanes⁷” which provide connectivity to the national and global economy. **Appendix B** illustrates these routings with thematic maps.

⁷ Trade lanes refer to the aggregate for all cargo traffic between two airports. For example, if two airlines provide 250,000 pounds of lift each between Miami and Mexico City the MIA-MEX trade lane would have 500,000 pounds in trade lane capacity.

Methodology

In order to determine the air cargo lift capacity at Florida airports, three primary data sources are used. The OAG Cargo Guide provides flight information for cargo flights, wide-body passenger flights, and road feeder truck schedules⁸. Not all scheduled flights by cargo airlines are recorded in the OAG. Only airlines that volunteer the information on a monthly basis are presented. There are airports with cargo activity, such as Key West International (EYW), that do not appear in the OAG Cargo Guide. Scheduled flights operated by integrated express carrier UPS are captured on a limited basis in the OAG. An alternative source of information is the FAA instrument flight rule (IFR) database which provides landing activity by airport, passenger and cargo carriers, and aircraft type.⁹ To ensure full visibility of international flight activity, carrier timetables are also used to determine air cargo lift availability and equipment types on routes.

Air cargo schedules are calibrated by day of the week to align with guaranteed delivery times. For instance, a product shipped on Thursday afternoon from Boston, due for Monday delivery in the Kansas City, can be transported via RFS trucks over the weekend and still make its scheduled delivery on Monday. A similar shipment sent on Monday afternoon sold for Wednesday delivery, however, would need to be placed on an aircraft in order to reach the customer by the Wednesday deadline. Commercial passenger schedules for domestic routes operate fairly consistently throughout the week, but international flights fluctuate by day of the week based on passenger demand. For this analysis, flight schedules for Wednesday provide a proxy for understanding the amount of lift capacity available at Florida's SIS and Tier Two airports. Scheduled flights included in the air cargo lift analysis operate at least three times per week and on Wednesdays. Wednesday is selected since it is the busiest day of the week in the air cargo industry and provides a "snapshot" of air cargo activity. It is also easily replicable for providing analysis on an annual basis.

This analysis quantifies the total air cargo capacity provided by integrated express carriers, all cargo carriers, and wide-body passenger aircraft. Domestic connections from Florida airports to destinations within the U.S. are presented along with air cargo lift available between Florida and international points. It is important to note that cargo carried on integrated express carriers between points in the U.S. may include international air cargo volumes as well. As an example, a MIA-MEM FedEx MD-11 may contain international material imported at MIA that will be sorted at the hub in Memphis and then transported to its final destination via air or truck connections.

Air cargo aircraft utilization on the main deck and belly compartments seldom reaches 100 percent capacity due to the density and bulkiness of packages. In addition, the

⁸ www.oag.com. OAG, first published in 1929, stands for 'Official Aviation Guide of the Airways.

⁹ www.airportiq.com

sloped contours of Unit Load Devices¹⁰ (ULDs) often prevent the aircraft from reaching 100 percent load factor based on weight. With this in mind, an 80 percent load factor in available lift (in pounds and cubic feet) is assumed in the analysis. In other words, full aircraft cubic utilization is usually reached before the maximum aircraft weight capacity in pounds. The same 80 percent load factor assumption is applied to wide-body passenger aircraft using lower deck containers to move cargo.

Truck transport connections offered via scheduled Road Feeder Service (RFS) are also presented. The sole data source for this activity is the Official Airline Guide (OAG) Cargo Guide. Shippers near major airports often utilize RFS networks and move cargo via surface transport. This avoids placing cargo on a more expensive flight and saves significantly on costs. Each RFS route utilizes a 53-foot trailer which carries five standard air cargo Unit Load Devices (ULDs) with 3,000 pounds of capacity per container. ULDs are designed to fit within the aircraft fuselage but also ride well in truck trailers. Five ULDs equates to just over 42 percent of the main deck weight capacity on a Boeing 727 (B727) freighter, an aircraft that is common to the air cargo industry.

The tables presented in Appendix A quantify total air cargo lift available at the seven Florida SIS airports as well as 11 Tier Two airports. Each table has nine column headings quantifying air cargo lift capacity at Florida SIS and Tier Two airports. For each cargo type: integrated express, all cargo, and wide-body passenger, both domestic and international lift capacity is shown. The first column heading in each table displays the scheduled aircraft routing from origin to destination. The next columns indicate the carrier, scheduled aircraft type, aircraft air cargo capacity in pounds, and aircraft capacity in cubic feet.¹¹ The sixth column in each table indicates the total number of each aircraft type operated, grouped in terms of carrier. Though usually one, some carriers operate more frequencies per day between origin and destination points with a given aircraft type. Using the aircraft count, the average daily capacity is provided in columns seven and eight. This capacity is calculated using the 80 percent weight and cubic feet measures multiplied by the aircraft count. The final column in each table provides the trade lane lift offered by each carrier on each route. Total capacity between an origin and destination pair is displayed as one total number for trade lane lift. For example, if DHL operates two aircraft, one A300 and one B727, from Miami International to its Wilmington, Ohio hub¹² the average daily trade lane lift provided by these aircraft at 80 percent utilization is nearly 105,000 pounds. Since DHL is the only carrier operating between Miami and Wilmington, Ohio, the total trade lane lift for this origin and destination pair is approximately 105,000 pounds.

¹⁰ A Unit Load Device (ULD) is a container used for transporting cargo.

¹¹ Aircraft capacity in pounds and cubic feet at 80 percent load factor.

¹² DHL will continue to operate at its Wilmington hub until July 2009.

SCHEDULE ANALYSIS FINDINGS

This section discusses the top international and domestic markets served by Florida SIS airports. The top domestic markets served by Florida Tier Two airports are also provided. The RFS network operating in the State of Florida is then quantified in terms of both intrastate and interstate activity.

Florida SIS Airports

Analysis reported in the 2007 Florida Air Cargo System Update identified three Florida SIS Airports which led all airports in international air cargo capacity. These airports include Miami International, Orlando International, and Tampa International. A similar review of air cargo trade lanes found that Miami International Airport provides more lift to more international destinations than any other Florida airport and that nine of the top ten trade lanes to international markets from Florida airports depart out of Miami International.

Exhibit 6 provides the top 10 international destinations served by Florida airports and the associated air cargo trade lane lift in pounds for 2006 through 2008. Interestingly, the top seven trade lanes from Miami International are now countries located in South America. At Miami International Airport, air lift capacity to Bogotá remains as the largest trade lane. According to Miami International's international trade database, this route, as well as the Medellin route, support over \$500 million in flowers which comprises 89 percent of the inbound tonnage for Miami International on this route. In addition, flower imports were up 15 percent in 2007 from Columbia to Miami. Santiago Chile is the second largest air trade lane at Miami International. This trade lane also supports importing perishables such as fish, fruits, and nuts. Exports to Santiago include automotive parts, computers, and industrial machinery. Other South American markets with significant air cargo lift out of Miami International include Buenos Aires, Lima, Guadalajara, Caracas, and Santo Domingo. The Orlando International Airport continues to have scheduled air cargo service via passenger wide-body aircraft to London which provide nearly 100,000 pounds of air cargo capacity.

To provide perspective on the amount of lift available on these top 10 air trade lanes, it is often beneficial to compare the amount of lift in pounds to the actual capacity of a B747-400 aircraft, an aircraft commonly utilized by all cargo carriers. A B747-400 accommodates approximately 192,000 pounds of air cargo. When applying this ratio to the total lift capacity on the Miami to Bogota route, it equates to nearly three and a half fully loaded B747-400 aircraft. The Medellin route equates to over one B747-400. Again this capacity is for the busiest cargo day of the week in the month of June.

Exhibit 6

2008 Florida SIS Airport International Air Cargo Tonnage for Top 10 Trade Lanes

		2006		2007		2008		
Origin Airport	Destination Airport	Trade Lane Lift (in Lbs)	Origin Airport	Destination Airport	Trade Lane Lift (in Lbs)	Origin Airport	Destination Airport	Trade Lane Lift (in Lbs)
MIA	Bogotá	628,255	MIA	Bogotá	460,850	MIA	Bogotá	699,855
MIA	Medellin	335,918	MIA	Medellin	330,000	MIA	Santiago	549,230
MIA	Santiago	237,415	MIA	Taipei	243,392	MIA	Buenos Aires	389,296
MIA	San Jose	227,715	MIA	Santiago	237,415	MIA	Lima	371,280
MIA	Taipei	149,295	MIA	San Jose	227,715	MIA	Guadalajara	282,816
MCO	London	81,888	MCO	London	60,768	MIA	Caracas	261,632
TPA	London	39,648	MCO	Manchester	21,120	MIA	Medellin	254,800
MCO	Manchester	21,120	MCO	Frankfurt	17,600	MIA	London	214,208
MCO	Frankfurt	17,600	MCO	Amsterdam	17,600	MIA	Santo Domingo, DR	109,680
MCO	Amsterdam	17,600	TPA	London	39,648	MCO	London	99,488
Total		1,756,454			1,656,108			3,232,285

Source: OAG, Wilbur Smith Associates

In 2006 and 2007, the Miami to San Juan Puerto Rico, classified as a domestic point, was the largest domestic trade lane in Florida. Increasing fuel prices in 2008 caused many shippers to seek alternative modes other than air for their shipments to San Juan and many decided to ship via ocean carrier to the island. Puerto Rico's relatively close proximity equates to a four day sailing time from the Port of Miami to San Juan making this mode of transport an increasing choice among cost sensitive shippers. Cargo capacity statistics indeed point to a significant decline in air cargo lift to San Juan; moving the total air cargo capacity between Miami and San Juan from a ranking of first during the previous two years to fourth in 2008. Overall, air cargo capacity declined on the route from over 364,000 to 193,000 pounds, a decline of 47 percent. Cargo capacity to Memphis remains strong as FedEx Express continues to expand capacity between Florida's SIS airports and their hub in Memphis. FedEx capacity to the Memphis hub grew from 494,900 in 2006 to 887,800 in 2008; this equates to a capacity greater than four B747-400 freighters. UPS activity at Florida SIS airports remains strong on routes feeding their hub in Louisville. Interestingly DHL's Wilmington Ohio hub was no longer in the top domestic air cargo trade lanes. In 2008, the top trade lane is the Miami to Atlanta route; however, this is somewhat skewed by Atlas Air's B747-400 freighter operating on the route which accounts for 62 percent of the trade lane's capacity. The top domestic destinations served by these airports and associated air cargo tonnage provided on an average Wednesday during 2006 through 2008 are provided in **Exhibit 7**.

Florida Tier Two Airports

Exhibit 8 provides the average daily domestic trade lane lift in pounds provided at Florida Tier Two airports. The leading Tier Two airport in terms of domestic trade lane lift continues to be St. Petersburg-Clearwater International which has sizeable scheduled domestic air cargo connections on the integrated express carrier UPS. This airport is followed by Tallahassee which continues to rank second in domestic cargo capacity among Tier Two airports. With adoption of the 2007 SIS Data and Designation Update on July 1, 2008, St. Petersburg-Clearwater International was added to the list of emerging SIS facilities. This designation was warranted since the airport meets minimum size criteria and serves both a passenger and cargo market niche that is not significantly served by Tampa International Airport; even though it is less than the 50 miles driving distance criterion required for Emerging SIS facility consideration.

It is worthwhile to point out that Orlando Sanford International Airport does not have domestic cargo on integrated express carriers, all cargo carriers, or domestic wide-body passenger carriers. In 2007, this airport processed 26,833 tons of air cargo down from the 28,969 tons of air cargo processed in 2006. These tonnage values are related to domestic and international air cargo activity on narrow-body aircraft.

**Exhibit 7
Florida SIS Airport Domestic Air Cargo Tonnage**

		2006			2007			2008
Origin Airport	Destination Airport	Trade Lane Lift (in Lbs)	Origin Airport	Destination Airport	Trade Lane Lift (in Lbs)	Origin Airport	Destination Airport	Trade Lane Lift (in Lbs)
MIA	San Juan	364,205	FLL	San Juan	368,965	MIA	Atlanta	307,630
MCO	Atlanta	337,429	FLL	Memphis	244,040	MIA	Memphis	284,144
MIA	Memphis	212,792	FLL	Atlanta	226,208	MCO	Memphis	245,252
MCO	Wilmington (OH)	168,848	FLL	Los Angeles	181,278	MIA	San Juan	192,944
MCO	Memphis	155,652	MCO	Memphis	155,652	JAX	Memphis	179,200
MIA	Los Angeles	146,194	MCO	Wilmington (OH)	132,000	FLL	Alliance (TX)	179,200
FLL	Memphis	126,448	MCO	Memphis	126,448	FLL	Memphis	179,200
FLL	Atlanta	123,200	MIA	Wilmington (OH)	104,944	MIA	Chicago	171,415
MIA	Columbia (SC)	111,304	MIA	Newark	89,600	MIA	Louisville	156,608
MIA	Wilmington (OH)	104,944	MIA	Ft. Worth	89,600	MCO	Louisville	152,396
FLL	Newark	89,600	MIA	Columbia (SC)	66,000	MCO	Atlanta	117,352
FLL	Ft. Worth	89,600	MIA	Atlanta	52,800	MIA	Los Angeles	113,291
Total		2,030,216			1,837,535			2,278,633

Source: Wilbur Smith Associates

**Exhibit 8
Average Daily Domestic Air Cargo Capacity**

Origin Airport	2006	2007		2008		
	Trade Lane Lift (in Lbs)	2006 % of Total	Trade Lane Lift (in Lbs)	2007 % of Total	Trade Lane Lift (in Lbs)	2008 % of Total
St. Petersburg-Clearwater International	268,016	66%	197,408	59%	242,712	61%
Tallahassee Regional	63,920	16%	77,375	23%	74,143	19%
Pensacola Gulf Coast Regional	35,711	9%	30,176	9%	30,208	8%
Panama City-Bay County International	14,100	3%	17,392	5%	17,040	4%
Craig Municipal	12,008	3%	10,128	3%	7,568	2%
Gainesville Regional	4,400	1%	4,416	1%	7,232	2%
Ft. Lauderdale Executive	4,976	1%	4,976	1%	7,072	2%
Key West International	8,480	2%	12,400	4%	3,920	1%
Florida Keys Marathon	3,616	1%	3,616	1%	3,616	1%
Page Field	3,327	1%	2,560	1%	2,560	1%
Total	408,271	100%	334,751	100%	396,071	100%

Source: Wilbur Smith Associates

Road Feeder Service (RFS)

In 2008, Florida SIS and Tier Two airports had 8.3 million pounds of capacity each week on RFS truck routes. This equates to 43 B747-400 aircraft per week or about six aircraft per day. Of the 8.3 million pounds of cargo capacity provided, 29 percent of the capacity is related to RFS truck routes within the State of Florida and 71 percent moves to markets outside the state. In the 2007 Florida Air Cargo System Plan, 21 percent remained within the State of Florida and 79 percent moved to points outside the state. **Exhibit 9** details the weekly RFS capacity offered from Florida to the top 10 U.S. destination cities.

The New York City metropolitan area remains the top market for RFS cargo capacity with a 23 percent share. Cargo capacity to the New York City area has more than doubled since 2006. Capacity to Chicago now replaces Atlanta as the market with the second largest capacity; Atlanta has fallen to fourth. New markets previously not on the top ten list in 2006 and 2007 include Washington DC and Charlotte. As indicated previously, RFS air cargo capacity increased rapidly between 2007 and 2008 as a result of the spike in fuel prices during the summer of 2008. As a result, more markets are now served via RFS operators (freight forwarders) out of Florida's airports.

**Exhibit 9
Florida Weekly RFS Cargo Tonnage to the Top 10 U.S. Destinations**

Destination City	2006 Weekly Capacity (in Lbs)	2006 % of Total	Destination City	2007 Weekly Capacity (in Lbs)	2007 % of Total	Destination City	2008 Weekly Capacity (in Lbs)	2008 % of Total
Atlanta	1,440,000	31%	New York^	1,155,000	32%	New York^	1,860,000	23%
New York^	765,000	16%	Atlanta	1,140,000	32%	Chicago	1,080,000	13%
Miami	630,000	13%	Miami	360,000	10%	Miami	975,000	12%
Orlando	420,000	9%	Orlando	420,000	12%	Atlanta	945,000	11%
Houston	360,000	8%	Houston	285,000	8%	Orlando	945,000	11%
Chicago	315,000	7%	Chicago	750,000	21%	Washington DC	780,000	9%
Los Angeles	270,000	6%	Los Angeles	270,000	8%	Tampa	510,000	6%
San Francisco	255,000	5%	San Francisco	210,000	6%	Houston	480,000	6%
Tampa	165,000	4%	Tampa	165,000	5%	Charlotte	420,000	5%
New Orleans	75,000	2%	New Orleans	75,000	2%	San Francisco	270,000	3%
Total	4,695,000	100%		4,830,000	100%		8,265,000	100%

^Includes RFS routes to JFK and EWR airports
Source: Wilbur Smith Associates

SCHEDULED AIR CARGO LIFT AT FLORIDA SIS AIRPORTS

Ft. Lauderdale-Hollywood International Airport (FLL)

The Ft. Lauderdale-Hollywood International Airport supports scheduled domestic and international air cargo routes with a total daily combined capacity of just under 655,000 pounds. This is an increase over the 517,000 pounds identified in 2007. In June 2008, Ft. Lauderdale was served by DHL, FedEx Express, and UPS all of which utilized cargo jet aircraft. FedEx Express operated routes to their national hub in Memphis as well as routes to their regional hub in Fort Worth, Texas and Newark, New Jersey. Mountain Air Cargo provided FedEx Express turboprop feeder service utilizing a C208 to Marathon and Key West, Florida. UPS operated a B757 to their hub in Louisville while DHL utilized a DC8 on their route to the Wilmington, Ohio hub. The airport's increase of nearly 27 percent in cargo capacity is attributed to:

- American Airlines adding international wide-body passenger lift from FLL to San Juan, PR and Port-au-Prince, Haiti on Airbus A300s (3,400 additional pounds of capacity each).
- FedEx Express adding a second DC-10 to the FLL to Fort Worth Alliance route (89,000 additional pounds capacity). Although FedEx discontinued operation of a Boeing 727, they switched to a second, larger DC-10 on the FLL to Memphis route.
- UPS adding a FLL to Miami segment using a Boeing 757 (45,000 additional pounds capacity). This flight originates in Louisville stops in FLL and continues to MIA.

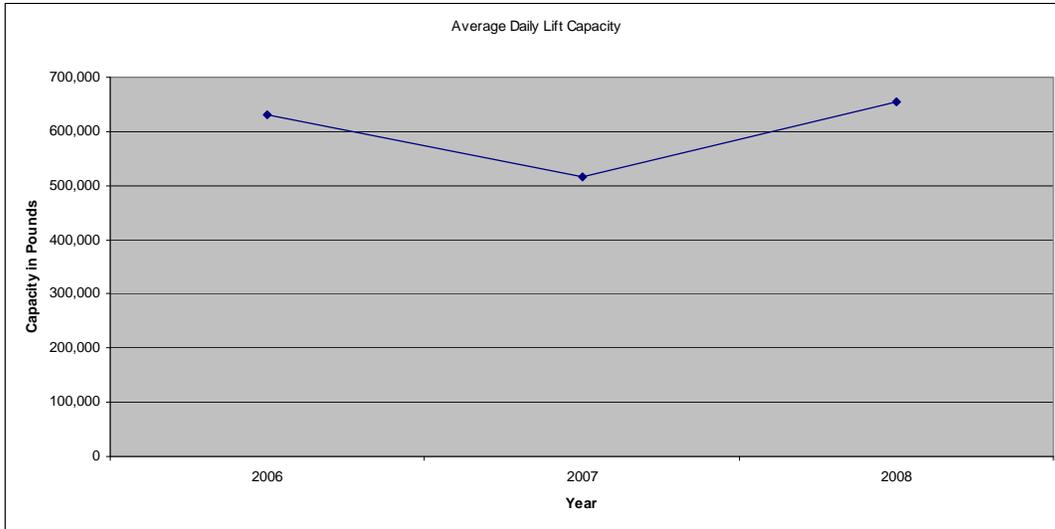
Exhibits 10 and **11** illustrate the cargo lift trends at Ft. Lauderdale-Hollywood International Airport from 2006 to 2008.

Exhibit 10
Ft. Lauderdale-Hollywood International Airport (FLL)
Air Cargo Capacity 2006-2008

Year	Average		Average Daily Departures
	Daily Lift Capacity	Change in Percent	
2006	631,801		16
2007	516,973	-18.2%	13
2008	654,757	26.7%	15

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 11
Ft. Lauderdale-Hollywood International Airport (FLL)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibits 1A to 2A identify routes, carriers, and cargo capacity associated with this airport. **Exhibits 1B to 3B illustrate** these routes.

Jacksonville International Airport (JAX)

The Jacksonville International Airport supports scheduled domestic air cargo routes with a total daily combined capacity of just under 473,000 pounds. This is an increase over the 350,000 pounds of capacity identified in 2007. Bank check hauling remains quite active at the airport. AirNet Systems and Bank Air operate seven flights each Wednesday, the busiest day in the air cargo industry. In 2008, DHL, FedEx Express and UPS had significant operations at the airport. FedEx operated a DC-10 to their hub in Memphis; this was supported by Mountain Air Cargo turboprop feeder service from Gainesville. DHL operated a DC9 aircraft which was routed to Knoxville and Wilmington, Ohio. UPS operated B757 aircraft to their regional hub in Columbia, South Carolina and national hub in Louisville. **Exhibits 12 and 13** illustrate the cargo lift trends at Jacksonville International Airport from 2006 to 2008. This increase of nearly 35 percent in cargo lift capacity is attributed to:

- FedEx Express adding a second DC-10 to the Jacksonville to Memphis route (89,000 additional pounds in capacity)
- UPS adding a JAX stop on the Louisville to San Juan PR route and a JAX stop on the Newark to MIA route.

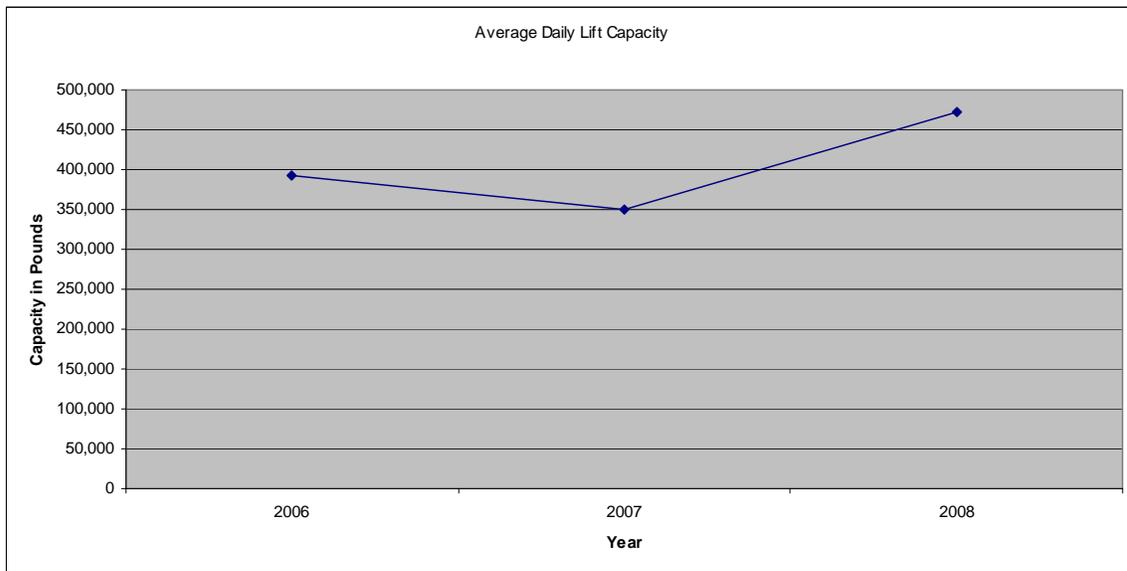
- Delta Air Lines adding a two additional wide-body passenger flights from Jacksonville to Atlanta using Boeing 767 aircraft (35,000 additional pounds capacity).

**Exhibit 12
Jacksonville International Airport (JAX)
Air Cargo Capacity 2006-2008**

Year	Average Daily Lift Capacity	Change in Percent	Average Daily Departures
2006	393,448		16
2007	350,424	-10.9%	17
2008	472,808	34.9%	19

Source: OAG, FAA records, Wilbur Smith Associates

**Exhibit 13
Jacksonville International Airport (JAX)
Air Cargo Capacity Trends**



Source: OAG, FAA records, Wilbur Smith Associates

Exhibits 3A to 4A identify routes, carriers, and cargo capacity associated with this airport. **Exhibits 4B to 5B** illustrate these routes.

Miami International Airport (MIA)

The Miami International Airport supports scheduled domestic and international air cargo routes with a total daily combined capacity of 9.1 million pounds. This is a significant increase from the 6.4 million pounds of capacity identified in 2007. **Exhibits 14 and 15** illustrate the overall air cargo lift trends at Miami International Airport from 2006-2008. Overall, air cargo capacity decreased between 2006 and 2007, and then rebounded in

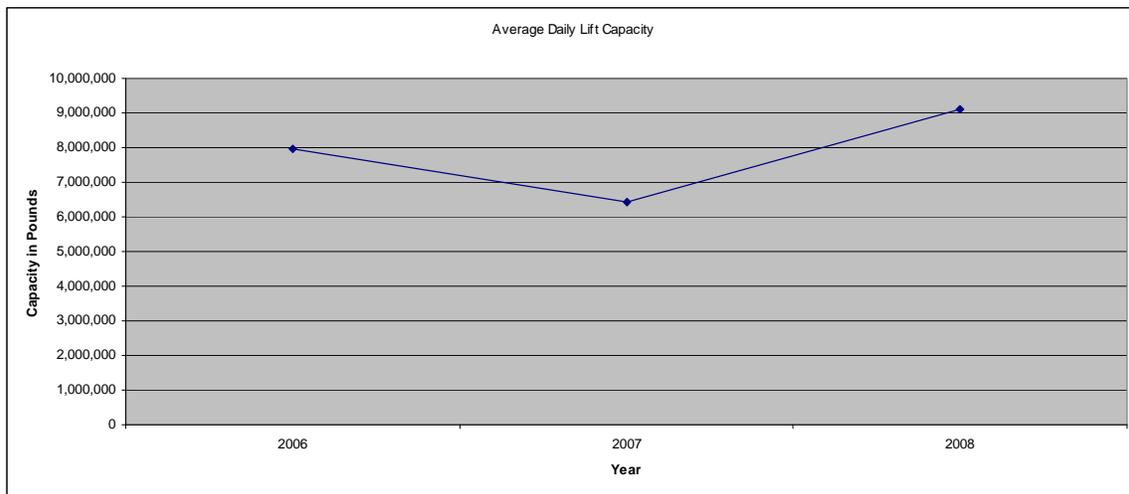
2008. This rebound, however, includes a shift in lift capacity from integrated express operators to all cargo carriers and wide-body passenger carriers. This trend will be further analyzed in a forthcoming section.

Exhibit 14
Miami International Airport (MIA)
Air Cargo Capacity 2006-2008

Year	Average Daily Lift Capacity	Change in Percent	Average Daily Departures
2006	7,979,513		181
2007	6,437,743	-19.3%	163
2008	9,107,269	41.5%	187

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 15
Miami International Airport (MIA)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Numerous changes in air cargo capacity related to integrated express operators, and passenger air carriers utilizing wide-body aircraft capable of carrying belly air cargo containers, contributed to several capacity trends at Miami International. Analysis indicates integrated express carriers (DHL, FedEx Express, and UPS) decreased international air cargo capacity at the airport from 2006 to 2008. In 2006, over 929,300 pounds of air cargo capacity was designated for international markets by the integrators. This capacity was reduced to 587,000 pounds lift capacity by 2008, reflecting a reduction of 342,300 pounds capacity. It is noteworthy to point out that UPS accounted for 111,000 pounds, or 32 percent, of the reduction. UPS may be contracting lift to markets

where they discontinued flying UPS aircraft. Markets where UPS discontinued air service prior to June 2008 out of Miami include:

- CCS - Caracas, Venezuela
- PTY - Panama City, Panama
- SAL - San Salvador, El Salvador
- MGA - Managua, Nicaragua
- UIO - Quito, Ecuador

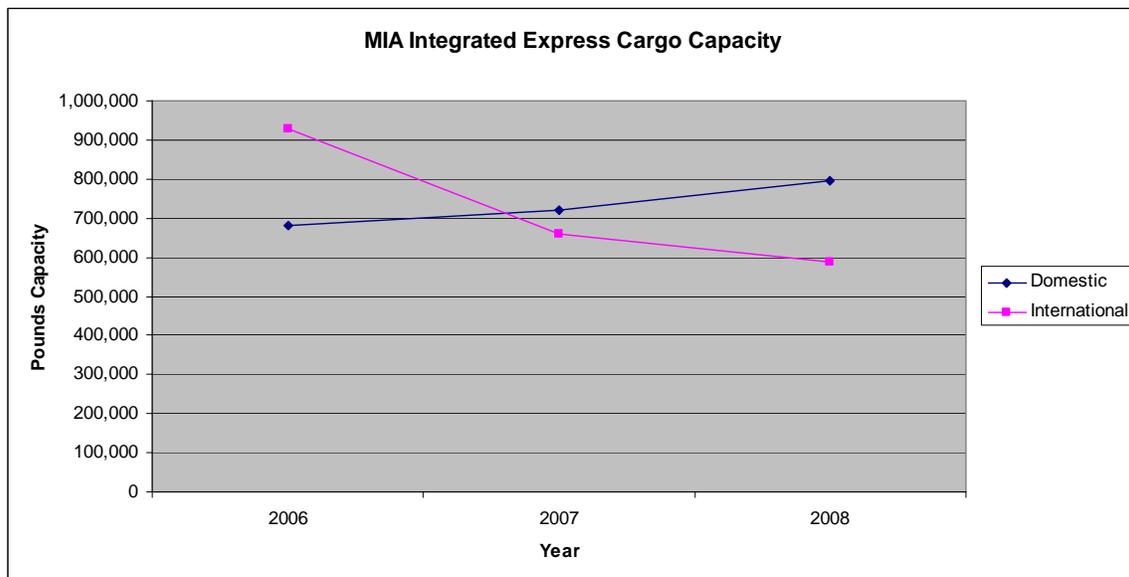
As discussed in a previous section, the Miami market has experience a modal shift from air to ocean transport which may also be a contributing factor. **Exhibit 16** identifies integrated express lift capacity trends at Miami International for international and domestic routes, while **Exhibit 17** illustrates the trends.

Exhibit 16
Miami International Airport (MIA)
Integrated Express Carriers Capacity Trends

Year	Integrated Express		All Cargo Carriers		Wide-body Passenger		Total
	Domestic	International	Domestic	International	Domestic	International	
2006	682,136	929,317	661,156	4,544,439	190,924	971,541	7,979,513
2007	721,840	659,312	690,623	3,336,705	224,485	804,778	6,437,743
2008	794,192	587,000	632,390	5,672,626	189,367	1,231,694	9,107,269

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 17
Miami International Airport (MIA)
Integrated Express Carriers Capacity Trends

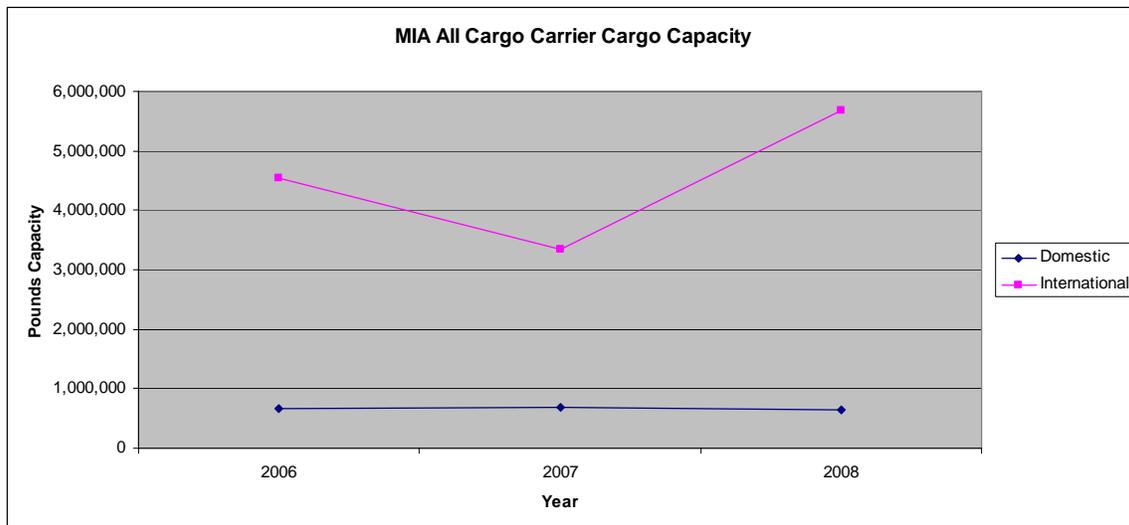


Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 16 also indicates Miami International experienced an increase in all cargo carrier freighter activity from 2007 to 2008. Air cargo lift capacity increased from 3.3 million pounds to nearly 5.7 million pounds. **Exhibit 18** illustrates trends in all cargo airline lift capacity for domestic and international routes. In addition, cargo capacity on international passenger flights on wide-body aircraft increased from 800,000 pounds to over 1.2 million pounds. **Exhibit 19** illustrates trends in all cargo airline lift capacity for domestic and international routes. A significant number of all cargo carriers established new routes at Miami International when compared to 2007 data. Carriers establishing new scheduled routes in 2008 include:

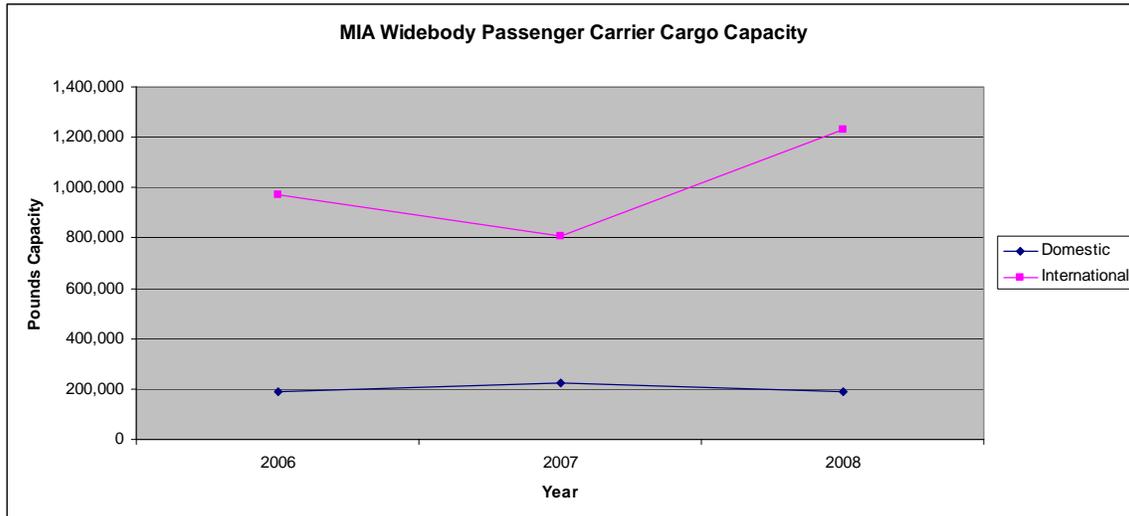
- Air Jamaica
- Alitalia
- Amerijet
- Arrow Cargo
- Atlas Air
- Centurion Air Cargo
- China Airlines
- Cielos Airlines
- Florida West, Inc.
- IBC Airways
- Korean Air
- LAN Air Cargo
- Laparkan Airways
- Lufthansa
- Martinair Holland
- Polar Air Cargo
- Tampa Air Cargo
- Turks Air Cargo
- Varig Logistica

Exhibit 18
Miami International Airport (MIA)
All Cargo Carrier Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 19
Miami International Airport (MIA)
Wide-Body Passenger Aircraft Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

As presented earlier, total combined capacity at Miami International was 8.7 million pounds in 2008. This is a significant increase, 26 percent, from the 6.4 million pounds of lift capacity available in 2007. Some of the more notable route changes impacting these increases air cargo capacity are presented as follows:

Integrated Express

- UPS increasing available domestic integrated express capacity to its network (136,000 additional pounds capacity).
- Flight Express, a contracted feeder service for UPS, adding a Miami to Tampa route using a Cessna 210 (1,300 additional pounds capacity).
- DHL (Aero Expresso) adding routes from Miami to Guatemala City, increasing international integrated express capacity by 103,000 additional pounds.

All Cargo Carriers

- Atlas Air increasing international and domestic cargo capacity by adding routes from Miami to Atlanta, Sao Paulo, and Santiago using Boeing 747-Freighter aircraft (615,000 additional pounds capacity).
- Alitalia increasing international cargo capacity by adding a Miami to Milan, Italy route using MD-11 Freighter aircraft (198,000 additional pounds capacity).

- Alitalia increasing international wide-body passenger cargo capacity by adding a Miami to Rome route using a Boeing 777 aircraft (23,000 additional pounds capacity).
- Air Jamaica increasing international cargo capacity by adding a Miami to Kingston route using a Boeing 767 Freighter aircraft (66,000 additional pounds capacity).
- Polar Air Cargo increasing international cargo capacity by adding 2 routes from Miami to Sao Paulo using Boeing 747 Freighter aircraft (307,000 additional pounds capacity).
- Tampa Air Cargo increasing international cargo capacity by adding routes from Miami to Caracas using Boeing 767 Freighter aircraft (66,000 additional pounds capacity).
- Turks Air Cargo increasing international cargo capacity by adding 2 routes from Miami to Turks and Caicos using Convair 580 Freighter aircraft (30,000 additional pounds capacity).
- Centurion Air Cargo increasing international cargo capacity by adding routes from Miami to Latin American cities such as Caracas, Mexico City, Medellin, Santiago, and Barranquilla using DC-10 Freighter aircraft (472,000 additional pounds capacity).
- Cielos Airlines increasing international cargo capacity by adding routes from Miami to Latin American cities such as Bogota, Caracas, Lima, Medellin, Santiago, Montevideo, Valencia, and Buenos Aires using DC-10 Freighter aircraft (755,200 additional pounds capacity).
- IBC Airways increasing international cargo capacity by adding routes from Miami to various Latin American and Caribbean cities using Saab 340 aircraft (20,000 additional pounds capacity).
- Florida West Airlines increasing international cargo capacity by adding routes from Miami to San Jose, Costa Rica, and Guatemala City, Guatemala using Boeing 767 Freighter aircraft (132,000 additional pounds capacity).
- Laparkan Airways increasing international cargo capacity by adding a Miami to Barbados route using a Boeing 727 Freighter (37,000 additional pounds capacity).
- Lufthansa increasing international cargo capacity by adding a Miami to Frankfurt, Germany route using a Boeing 767 Freighter (66,000 additional pounds capacity).
- Martinair Holland increasing international cargo capacity by adding routes from Miami to Bogota, Lima, and Buenos Aires using MD-11 Freighter aircraft (594,000 additional pounds capacity).

Wide-body Passenger Aircraft

- American Airlines increasing domestic wide-body passenger cargo capacity from Miami to New York (JFK), Los Angeles, Orlando, and Chicago O'Hare (20,000 additional pounds capacity).
- American Airlines increasing international wide-body passenger cargo capacity by adding routes from Miami to various Latin American and Caribbean cities (56,000 additional pounds capacity).
- Air Jamaica increasing international wide-body passenger cargo capacity by adding a Miami to London Heathrow route using an Airbus A340 aircraft (34,000 additional pounds capacity).
- Air France increasing international wide-body passenger cargo capacity by adding a Miami to Paris (CDG) route using a Boeing 747 aircraft (30,000 additional pounds capacity).
- Avianca Airlines increasing international wide-body passenger cargo capacity by adding 2 flights from Miami to Bogota using Boeing 767 aircraft (32,000 additional pounds capacity).
- LAN Airlines increasing international wide-body passenger cargo capacity by adding routes from Miami to various Latin American cities using Boeing 767 aircraft (105,000 additional pounds capacity).
- LTU Airways increasing international wide-body passenger cargo capacity by adding a Miami to Dusseldorf using an Airbus A330 aircraft (44,000 additional pounds capacity).
- TAM Airlines increasing international wide-body passenger cargo capacity by adding a flight from Miami to Rio de Janeiro and 2 flights to Sao Paulo using Airbus A330 aircraft (132,000 additional pounds capacity).

Exhibits 5A through **11A** identify routes, carriers, and cargo capacity associated with this airport. **Exhibits 6B** through **13B** illustrate these routes.

Orlando International Airport (MCO)

The Orlando International Airport supports scheduled domestic and international air cargo routes with a total daily combined capacity of more than 1.18 million pounds. This is an increase from the 1.14 million pounds identified in 2007. This increase of over 4 percent took place in spite of Kitty Hawk Cargo ceasing operations at the airport and UPS discontinuing its Orlando to Dallas regional hub route. In June 2008, UPS continues to be the dominate integrated express carrier at the airport with six departures to three hub airports and two non-hub airports (Boston Logan and Atlanta). FedEx Express continues to operate two wide-body aircraft routes to Memphis and one to Indianapolis, their second largest U.S hub. Mountain Air Cargo provides turboprop feeder service to and from Vero Beach for FedEx. DHL operated a wide-body B767 to

their hub in Wilmington, Ohio. A new addition is Quest Diagnostics which operated a Beech 58 aircraft at the airport to support their medical supply chain management.

BAX Global continues to provide air cargo lift to its hub in Toledo, Ohio, while Capital Cargo International provides air cargo lift to Atlanta. Wide-body passenger lift continues to provide significant capacity to markets in Europe.

Increased cargo lift capacity at Orlando International is attributed to:

- FedEx Express adding a second DC-10 to its Orlando to Memphis route (89,000 additional pounds capacity).
- Delta Airlines increased available international wide-body passenger capacity by adding routes from Orlando to Dublin, Ireland, London Gatwick, and Paris (CDG) via Atlanta (53,000 additional pounds capacity).
- Aer Lingus adding an Orlando to Dublin, Ireland route using an Airbus A330 aircraft (4,000 additional pounds capacity).
- Air Transat adding an Orlando to Montreal route using an Airbus A310 aircraft (15,000 additional pounds capacity).
- Lufthansa adding an Orlando to Frankfurt route using an Airbus A330 aircraft (4,000 additional pounds capacity).
- UPS adding network capacity (152,400 additional pounds capacity).

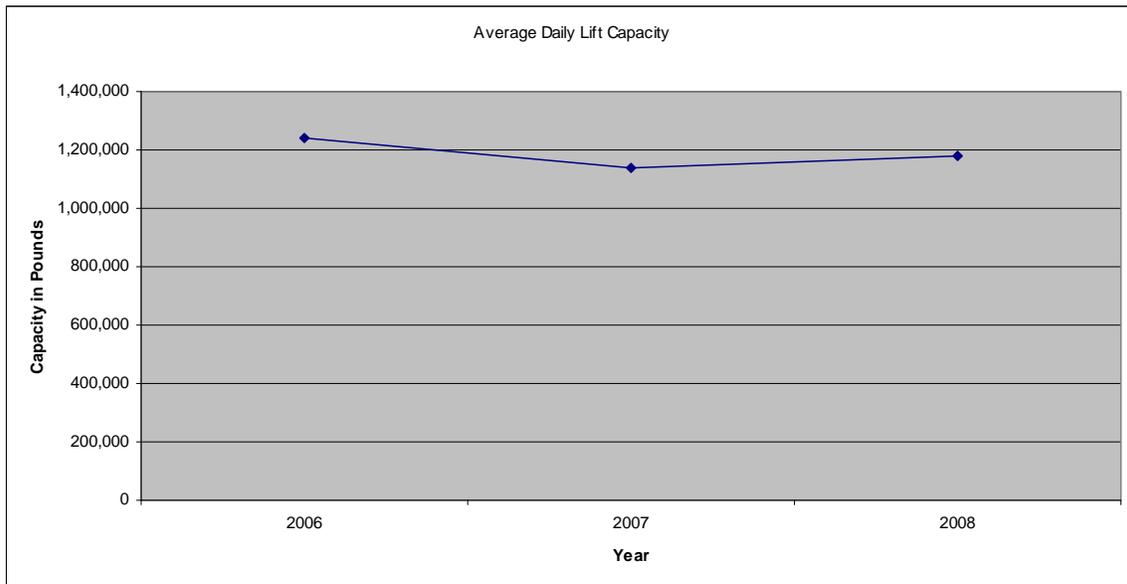
Exhibits 20 and **21** indentify the cargo lift trends at Orlando International Airport from 2006 to 2008. Overall cargo capacity trends at the airport have remained somewhat flat with cargo capacity averaging approximately 1.2 million pounds over the last three years.

Exhibit 20
Orlando International Airport (MCO)
Air Cargo Capacity 2006-2008

Year	Average		Average
	Daily Lift Capacity	Change in Percent	Daily Departures
2006	1,240,585		43
2007	1,140,525	-8.1%	37
2008	1,177,987	3.3%	35

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 21
Orlando International Airport (MCO)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibits 12A to 14A identify routes, carriers, and cargo capacity associated with this airport. **Exhibits 14B to 16B** illustrate these routes.

Palm Beach International Airport (PBI)

The Palm Beach International Airport supports scheduled domestic integrated express demand with a total daily combined capacity of over 182,000 pounds. This is an increase over the 136,000 pounds of capacity identified in 2007. As in 2007, there is no wide-body passenger lift available at the airport. Although UPS discontinued its non-stop Palm Beach to Philadelphia route, the airport saw an increase of over 34 percent in cargo capacity which is attributed to:

- UPS adding two flights from Palm Beach to Miami utilizing Boeing 757 aircraft; resulting in a net gain of 45,000 pounds in lift capacity. These aircraft continue to the Louisville hub.
- Flight Express, a contracted feeder service for UPS, adding a Palm Beach to Tampa route using a Cessna 210 (1,300 additional pounds capacity).

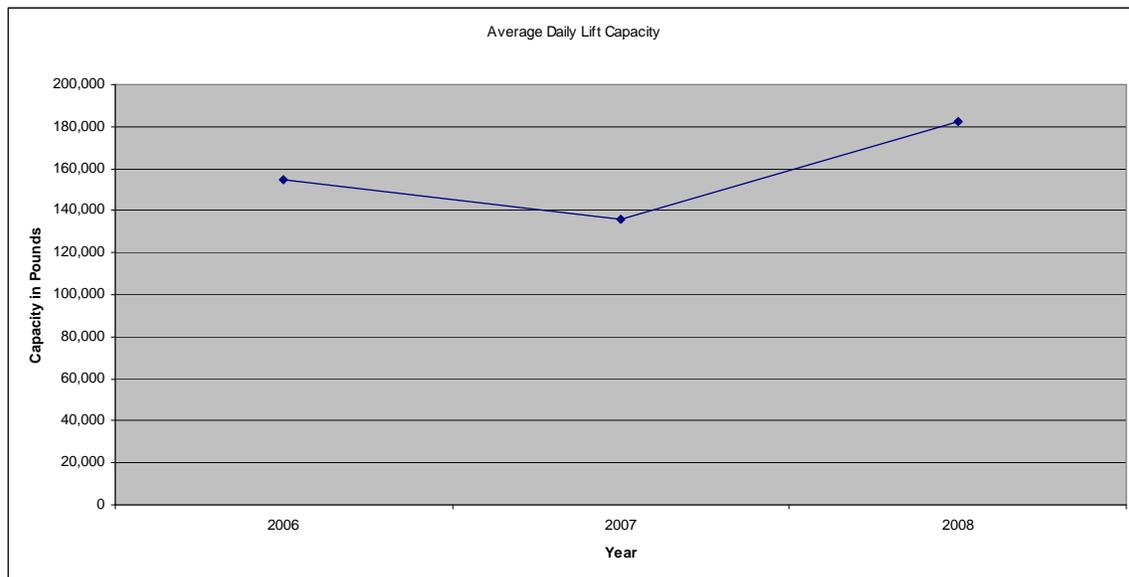
UPS is the only integrated express cargo operator at the airport. Flight Express operated bank check hauling flights at the airport in June 2008 utilizing a Cessna 210. **Exhibits 22 and 23** illustrate cargo lift trends at Palm Beach International Airport from 2006 to 2008.

**Exhibit 22
Palm Beach International Airport (PBI)
Air Cargo Capacity 2006-2008**

Year	Average	Change in Percent	Average
	Daily Lift Capacity		Daily Departures
2006	154,792		5
2007	135,912	-12.2%	3
2008	182,496	34.3%	5

Source: OAG, FAA records, Wilbur Smith Associates

**Exhibit 23
Palm Beach International Airport (PBI)
Air Cargo Capacity Trends**



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 15A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 17B** illustrates these routes.

Southwest Florida International Airport (RSW)

The Southwest Florida International Airport supports scheduled domestic and international air cargo routes with a total combined capacity of over 190,000 pounds. This is a decrease from the nearly 207,000 pounds identified in 2007. This reduction of 8 percent is attributed to:

- Delta Air Lines discontinuing its wide-body passenger route from RSW to Atlanta using a Boeing 767 (17,000 pounds capacity).

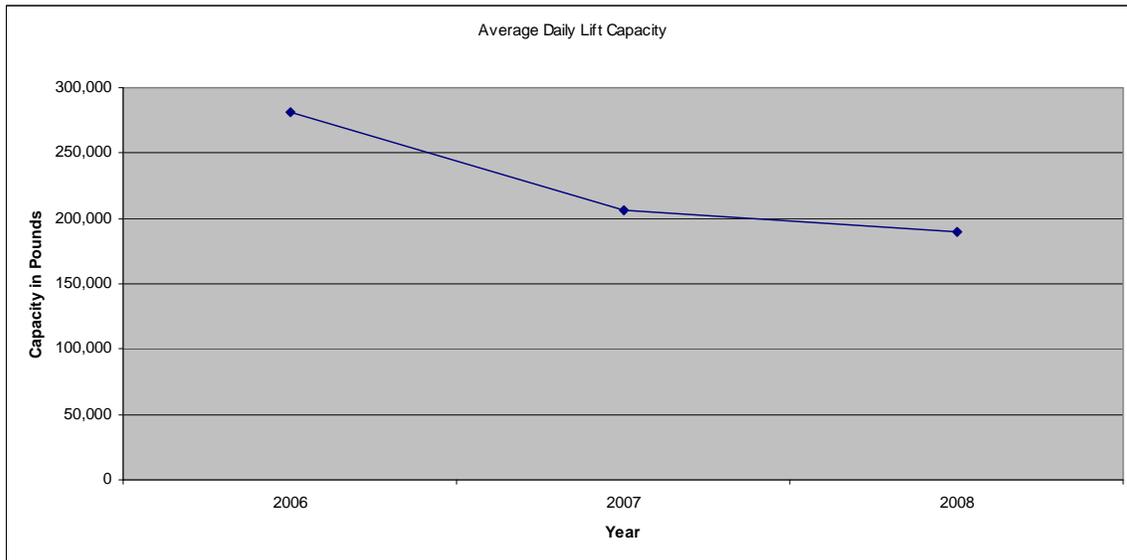
Air cargo capacity amongst the integrated express operators remained relatively constant over the last two years. It is noteworthy to point out that AirNet Systems initiated a bank hauling route from Southwest Florida International to Tampa International utilizing a Cessna Caravan (C208). **Exhibits 24** and **25** illustrate cargo lift trends at Southwest Florida International Airport from 2006 to 2008.

Exhibit 24
Southwest Florida International Airport (RSW)
Air Cargo Capacity 2006-2008

Year	Average Daily Lift Capacity	Change in Percent	Average Daily Departures
2006	280,982		11
2007	206,640	-26.5%	9
2008	190,240	-7.9%	9

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 25
Southwest Florida International Airport (RSW)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 16A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibits 18B** to **19B** illustrate these routes.

Tampa International Airport (TPA)

The Tampa International Airport supports scheduled domestic and international air cargo routes with a total daily combined capacity of nearly 375,800 pounds. This is an increase in capacity over the 291,000 pounds identified in 2007. FedEx Express

continues to be the predominate integrated express operator at the airport with routes from Tampa to hubs in Indianapolis, Memphis, and Newark. UPS serves the market by operating at Clearwater-St. Petersburg (PIE). The airport's increase of 29 percent air cargo lift capacity is attributed to:

- FedEx Express, adding a Tampa to Newark route using an Airbus A310 (66,000 additional pounds capacity).
- DHL discontinuing use of a Boeing 727 on its Tampa to Wilmington route in favor of a Boeing 767 flight (95,000 additional pounds capacity).

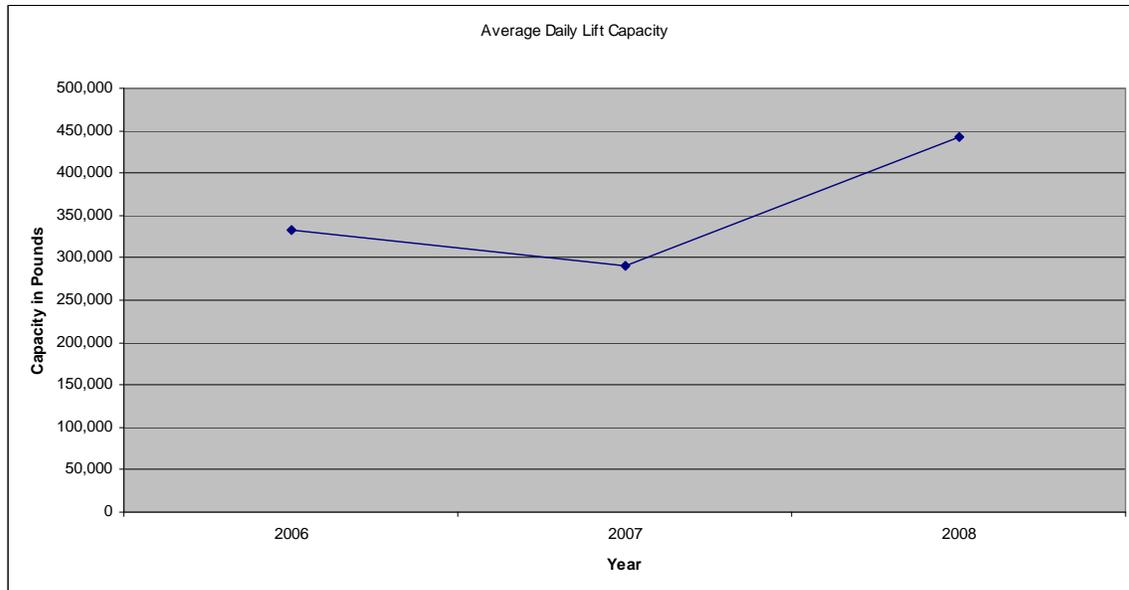
Flight Express has considerable small package and bank check hauling activity at the airport. **Exhibits 26** and **27** illustrate the cargo lift trends at Tampa International Airport from 2006 to 2008.

Exhibit 26
Tampa International Airport (TPA)
Air Cargo Capacity 2006-2008

Year	Average	Change in	Average
	Daily Lift Capacity		Daily Departures
2006	332,924		26
2007	291,012	-12.6%	25
2008	375,832	29.1%	19

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 27
Tampa International Airport (TPA)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibits 17A to 18A identify routes, carriers, and cargo capacity associated with this airport. **Exhibits 20B to 22B** illustrate these routes.

SCHEDULED AIR CARGO LIFT AT TIER TWO AIRPORTS

Florida Tier Two airports also support air cargo activity with scheduled integrated express and wide-body passenger air network capacity. There are no scheduled all cargo carrier routes among these airports. Some of the Tier Two airports also have Road Feeder Service (RFS) connections available to transport cargo inbound and outbound. A portion of the air cargo from the Tier Two airports moves via truck to Florida SIS airports to connect with air and surface transport en route to a final destination.

Gainesville Regional Airport (GNV)

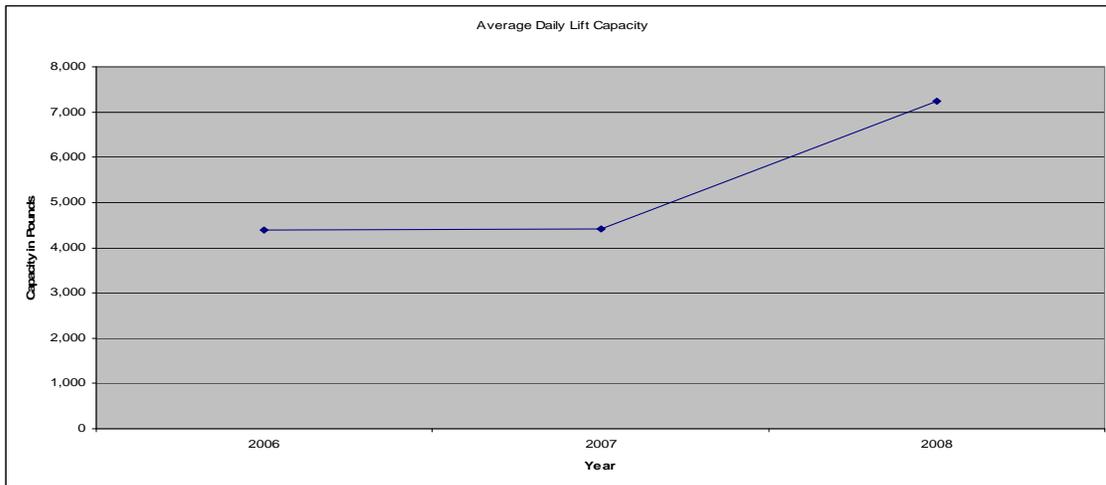
The Gainesville Regional Airport supports scheduled domestic cargo routes with a total combined daily capacity of 7,232 pounds. This is an increase over the 4,416 pounds of capacity identified in 2007. FedEx adding a second Cessna Caravan operated by Mountain Air Cargo significantly increased cargo lift at the airport. In 2008 AirNet, a bank check hauler; Mountain Air Cargo, a contracted feeder service to FedEx Express; and Quest Diagnostics, a medical supply firm with its own fleet of cargo aircraft, served the market with scheduled domestic routes to Birmingham, Jacksonville, and Tampa, respectively. Quest Diagnostic's supply chain network includes a Gainesville to Vandenberg Airport (in Tampa) route, while Mountain Air Cargo operates two Cessna Caravans which feed into the Memphis bound FedEx DC-10 aircraft at Jacksonville International Airport. **Exhibits 28 and 29** illustrate the cargo lift trends at Gainesville Regional Airport from 2006 to 2008.

Exhibit 28
Gainesville Regional Airport (GNV)
Air Cargo Capacity 2006-2008

Year	Average	Change in Percent	Average
	Daily Lift Capacity		Daily Departures
2006	4,400		3
2007	4,416	0.4%	3
2008	7,232	63.8%	4

Source: OAG, FAA records, Wilbur Smith Associates

**Exhibit 29
Gainesville Regional Airport (GNV)
Air Cargo Capacity Trends**



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 19A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 23B** illustrates these routes.

Key West International Airport (EYW)

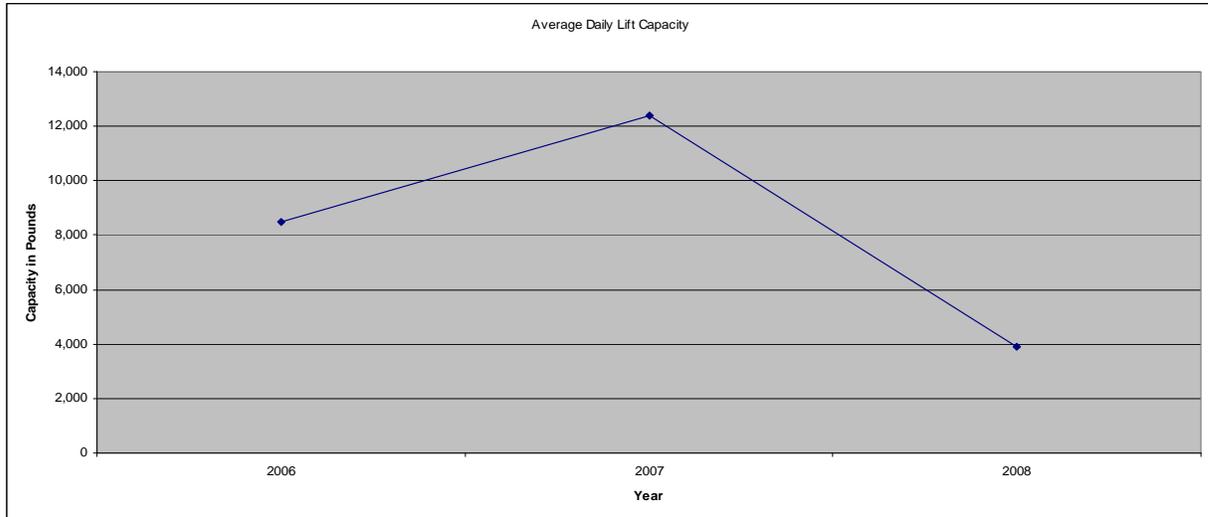
The Key West International Airport supports scheduled domestic cargo routes with a total combined daily capacity of 3,920 pounds. This is a decrease from the 12,400 pounds of capacity identified in 2007. In 2007, Cape Air, IBC Airways, and Mountain Air Cargo each served the market with a combined daily total of 6 flights. In 2008, the daily total was reduced to two flights. The decrease in capacity is a result of Cape Air and Mountain Air Cargo reducing daily flights to one each, as well as the discontinuation of service by IBC Airways, a contracted feeder service for UPS. Mountain Air Cargo operates a Cessna Caravan to Ft. Lauderdale, where it feeds into large FedEx Express aircraft bound for Memphis, Newark, or Dallas. **Exhibits 30** and **31** illustrate the cargo lift trends at Key West International Airport from 2006 to 2008.

**Exhibit 30
Key West International Airport (EYW)
Air Cargo Capacity 2006-2008**

Year	Average Daily Lift Capacity	Change in Percent	Average Daily Departures
2006	8,480		4
2007	12,400	46.2%	6
2008	3,920	-68.4%	2

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 31
Key West International Airport (EYW)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 20A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 24B** illustrates these routes.

Orlando Sanford International Airport (SFB)

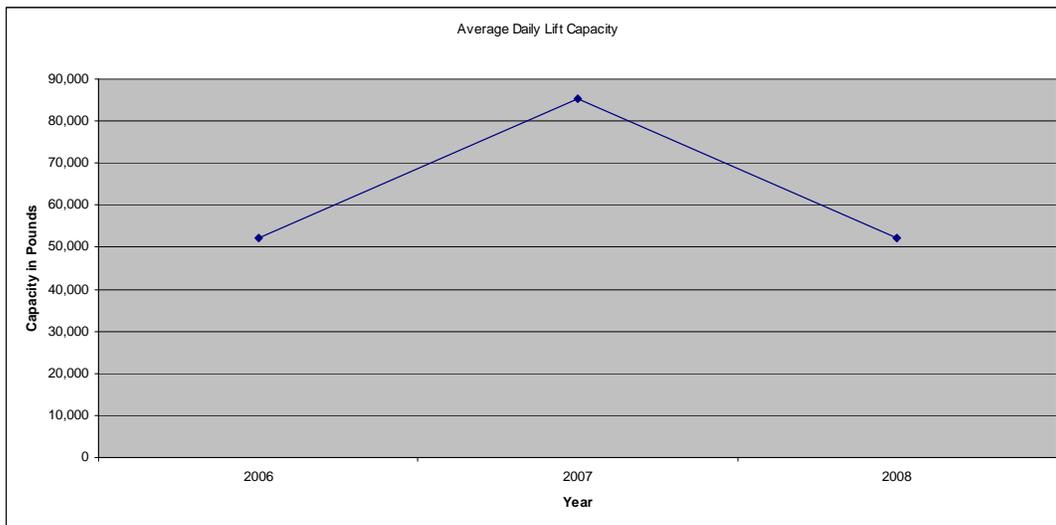
The Orlando Sanford International Airport supports scheduled international passenger lift with a total combined daily capacity of 52,080 pounds. This is a decrease from the 85,300 pounds identified in 2007. In 2007 British Airways, Icelandair, and Virgin Atlantic each served the market with 4 combined wide-body passenger flights daily. In 2008, after British Airways and Virgin Atlantic discontinued service, Flyglobespan added routes to Belfast and Glasgow using Boeing 767s. In 2008, Icelandair discontinued its A330 Orlando Sanford to Dublin route, but added an Orlando Sanford to Reykjavik route using a Boeing 757. Despite this being a narrow body aircraft, the 757's non-container cargo lift capacity is noteworthy. Additionally, in 2008, Flight Express added an Orlando Sanford to Orlando Executive route in a Cessna 210 to transport bank checks. **Exhibits 32** and **33** illustrate the cargo lift trends at Orlando Sanford International Airport from 2006-2008.

Exhibit 32
Orlando Sanford International Airport (SFB)
Air Cargo Capacity 2006-2008

Year	Average Daily Lift	Change in Percent	Average Daily
	Capacity		Departures
2006	52,280		7
2007	85,304	63.2%	4
2008	52,080	-38.9%	4

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 33
Orlando Sanford International Airport (SFB)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 21A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 25B** illustrates these routes.

Panama City-Bay County International Airport (PFN)

The Panama City-Bay County International Airport supports scheduled domestic integrated express with a total combined daily capacity of 17,040 pounds. This is a slight decrease from 17,392 pounds of capacity identified in 2007. In 2008, Air Cargo Carriers, a contracted feeder service for DHL; Flight Express, a contracted feeder to UPS; and Quest Diagnostics, a medical supply firm with its own fleet of cargo aircraft, served the market with scheduled domestic routes to Dothan, Destin, Orlando, and Pensacola. Quest Diagnostic’s supply chain network includes a Panama City to Pensacola route, while Air Cargo Carriers operates on a contract basis a Shorts 330

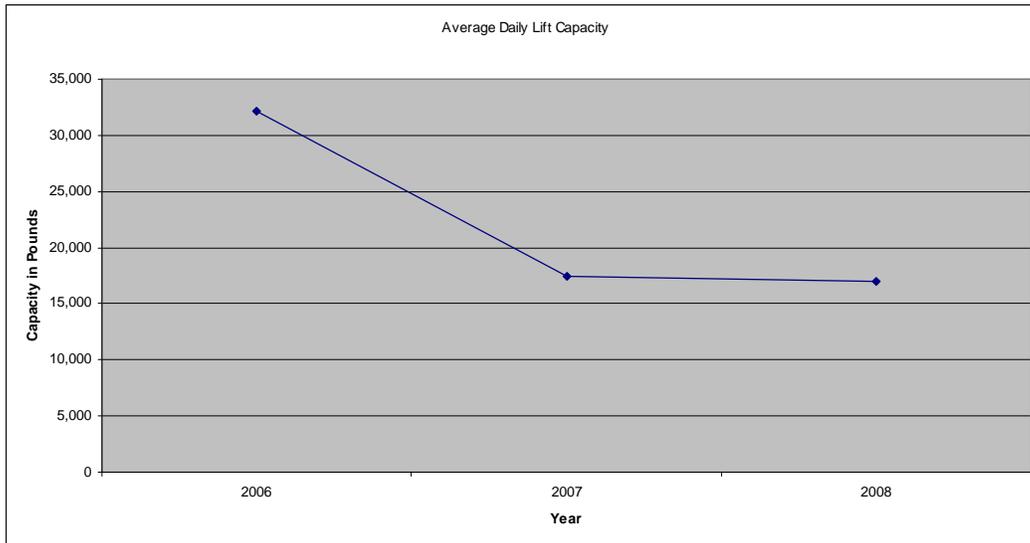
aircraft that feeds into a Tri-Cities, Tennessee bound DHL DC-9 aircraft at Pensacola by way of Dothan. Flight Express operates a Beech 58 to Destin and Dothan, continuing on to Birmingham where it then feeds into a Louisville bound UPS A300. Flight Express also operates a Cessna 210 to transport bank checks to Pensacola and Orlando Executive. **Exhibits 34 and 35** illustrate the cargo lift trends at Panama City-Bay County International Airport from 2006-2008.

Exhibit 34
Panama City-Bay County International Airport (PFN)
Air Cargo Capacity 2006-2008

Year	Average		Average Daily Departures
	Daily Lift Capacity	Change in Percent	
2006	32,144		6
2007	17,392	-45.9%	7
2008	17,040	-2.0%	7

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 35
Panama City-Bay County International Airport (PFN)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 22A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 26B** illustrates these routes.

Pensacola Gulf Coast Regional Airport (PNS)

The Pensacola Gulf Coast Regional Airport supports scheduled domestic integrated express routes with a total combined daily capacity of 30,208 pounds. This is a

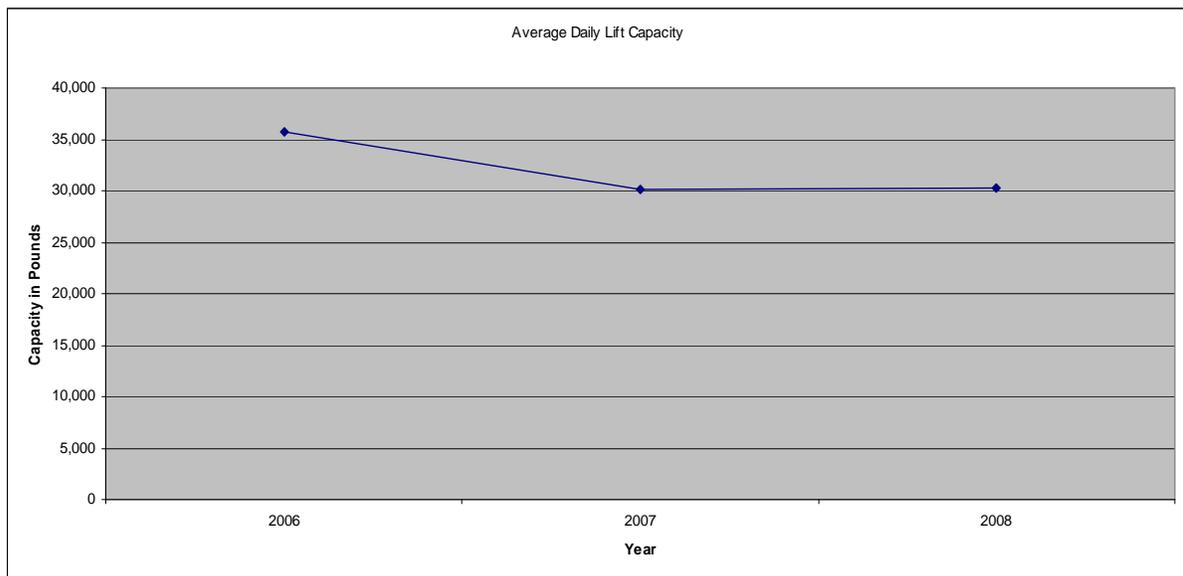
negligible increase over the 30,176 pounds of capacity identified in 2007. In 2008, Air Cargo Carriers, Flight Express, Quest Diagnostics, and DHL all served the market with scheduled domestic routes. Air Cargo Carriers, a contracted feeder service for DHL, operates a Shorts 330 aircraft to Panama City. Flight Express, a contracted service feeder for UPS, added a Beech 58 to the Pensacola to Bob Sikes Airport (Crestview, FL) route, continuing on to Tallahassee and Craig Airport near Jacksonville. Flight Express also operates Cessna 210s to transport bank checks to Panama City and Bob Sikes Field. Quest Diagnostics, a medical supply firm with its own fleet of cargo aircraft, no longer operates Cessna 310s to Panama City and Dothan, yet slightly increased its daily cargo lift capacity by adding Beech 58s to the Mobile and Tallahassee routes. DHL maintains its daily cargo lift capacity from Pensacola at 20,000 pounds operating a DC-9 to Tri-Cities Airport in Tennessee, continuing on to their hub in Wilmington, Ohio. Since AirNet merged with Flight Express they no longer provide scheduled service to the Pensacola market. **Exhibits 36** and **37** illustrate the cargo lift trends at Pensacola Gulf Coast Regional Airport from 2006-2008.

Exhibit 36
Pensacola Gulf Coast Regional Airport (PNS)
Air Cargo Capacity 2006-2008

Year	Average	Change in Percent	Average
	Daily Lift Capacity		Daily Departures
2006	35,711		11
2007	30,176	-15.5%	7
2008	30,208	0.1%	7

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 37
Pensacola Gulf Coast Regional Airport (PNS)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibits 23A to 24A identify routes, carriers, and cargo capacity associated with this airport. **Exhibits 27B to 28B** illustrate these routes.

St. Petersburg-Clearwater International Airport (PIE)

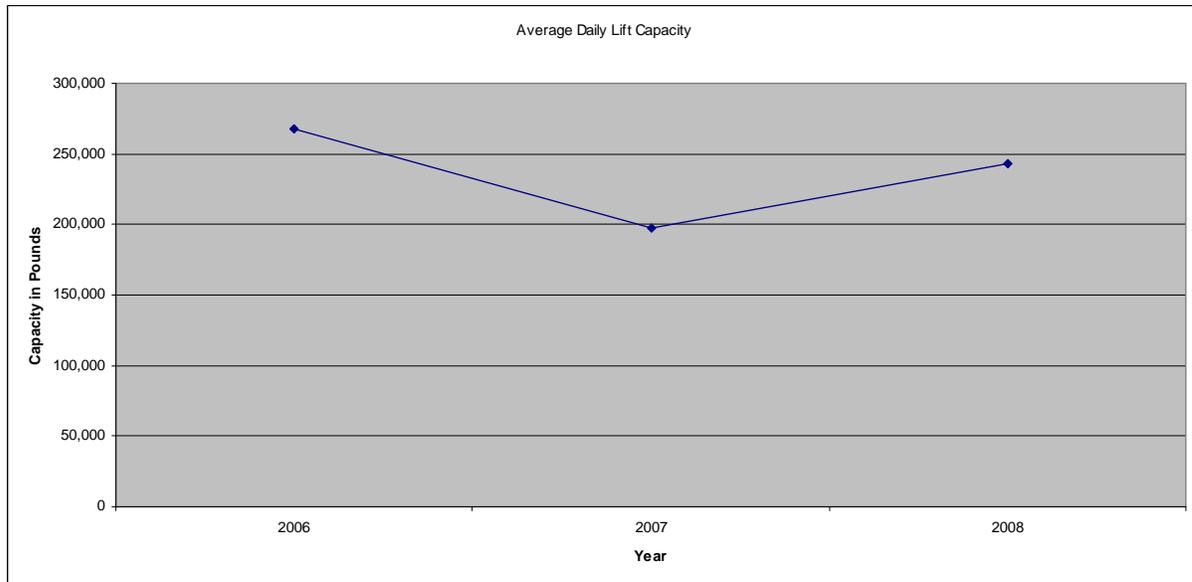
The St. Petersburg-Clearwater International Airport supports scheduled domestic integrated express lift with a total combined daily capacity of 242,712 pounds. This is an increase over the 197,408 pounds of capacity identified in 2007. UPS is the dominant integrated express carrier in the market offering 222,712 pounds of capacity. As in 2007, the carrier maintains scheduled service to its Louisville air hub with an Airbus A300. UPS discontinued routes to San Juan and Southwest Georgia using an A300 and Boeing 757, respectively. This loss in UPS capacity was replaced by serving the market with new routes to Jacksonville, and hubs in Philadelphia and Columbia, SC using an Airbus A300 and two Boeing 757s. Integrated express carrier DHL continued to serve the market with a dedicated DC-9 on scheduled routes to Southwest Florida International Airport; this provides 20,000 pounds of scheduled lift to the carrier's Wilmington, Ohio hub. **Exhibits 38 and 39** illustrate the cargo lift trends at St. Petersburg-Clearwater International Airport from 2006-2008.

Exhibit 38
St. Petersburg-Clearwater International Airport (PIE)
Air Cargo Capacity 2006-2008

Year	Average	Change in	Average
	Daily Lift		Daily
	Capacity	Percent	Departures
2006	268,016		5
2007	197,408	-26.3%	4
2008	242,712	22.9%	5

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 39
St. Petersburg-Clearwater International Airport (PIE)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 25A identifies routes, carriers, and cargo capacity associated with this airport.

Exhibit 29B illustrates these routes.

Tallahassee Regional Airport (TLH)

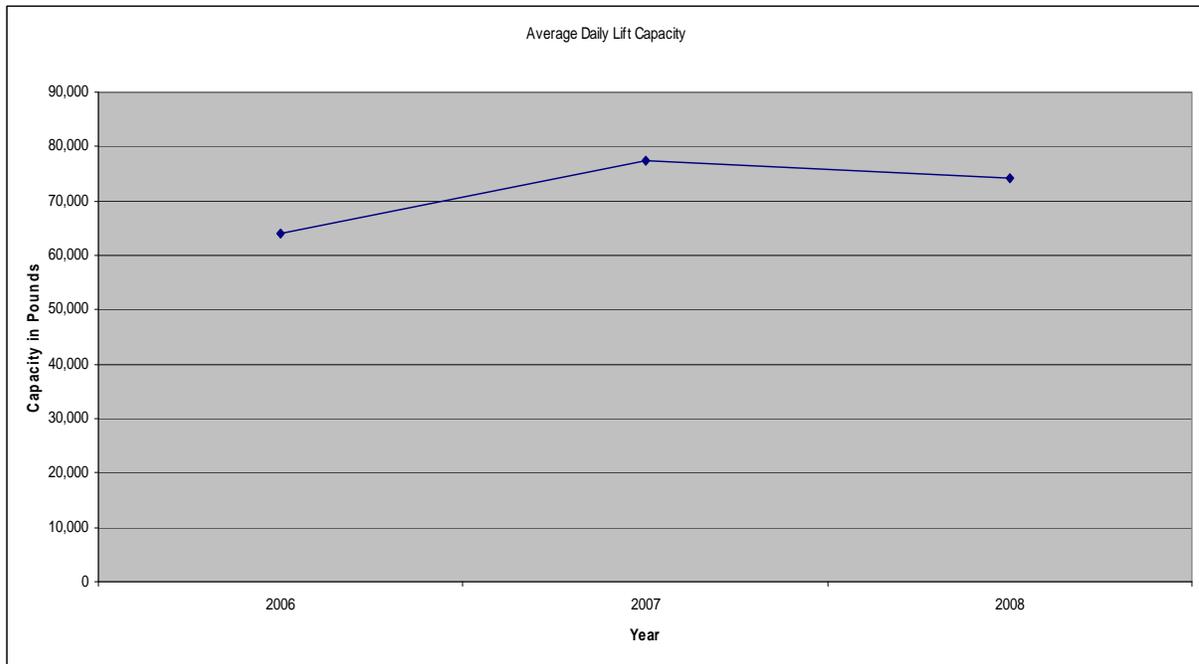
The Tallahassee Regional Airport supports scheduled domestic integrated express lift with a total combined daily capacity of 74,143 pounds. This is a slight decrease from the 77,400 pounds identified in 2007. In 2008, Flight Express, a contracted feeder service to UPS, was the only carrier to make any changes to its service from Tallahassee. Flight Express discontinued its Beech 58 route to Macon, Georgia and 2 Cessna 210 routes to Ft. Lauderdale Executive Airport. However, a new route to Bob Sikes Field in Crestview, Florida was added using a Cessna 210. Flight Express also operates Cessna 210s to Panama City and Craig Municipal in Jacksonville. In total, Flight Express reduced daily lift capacity in 2008 by 1,600 pounds versus 2007. Mountain Air Cargo, a contracted feeder service for FedEx Express, continues to serve the market with two Cessna 208 flights to Orlando and an ATR-42 flight to Memphis (via Dothan) where cargo feeds into the larger FedEx network. Quest Diagnostics, a medical supply firm with its own fleet of cargo aircraft, serves the market with a scheduled domestic route to Vandenberg Airport in Tampa in a Cessna 310 aircraft. The majority of the cargo lift capacity serving Tallahassee is through FedEx Express and DHL who continued to serve the market with scheduled routes to Memphis, Birmingham, and Wilmington, Ohio, respectively. FedEx operates a Boeing 727 while DHL operates a DC-9. **Exhibits 40** and **41** illustrate cargo lift trends at Tallahassee Regional from 2006 to 2008.

**Exhibit 40
Tallahassee Regional Airport (TLH)
Air Cargo Capacity 2006-2008**

Year	Average		Average Daily Departures
	Daily Lift Capacity	Change in Percent	
2006	63,920		7
2007	77,375	21.0%	11
2008	74,143	-4.2%	7

Source: OAG, FAA records, Wilbur Smith Associates

**Exhibit 41
Tallahassee Regional Airport (TLH)
Air Cargo Capacity Trends**



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 26A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 30B** illustrates these routes.

Craig Municipal Airport (CRG)

The Craig Municipal Airport supports scheduled domestic integrated express lift with a total daily combined capacity of 7,567 pounds. This is a decrease from the 10,100 pounds of capacity identified in 2007. All scheduled integrated express capacity is offered on Flight Express, serving the market with routes to Macon Downtown Airport, Pensacola Gulf Coast Regional, Orlando Executive, Columbia Metropolitan, and Tallahassee Regional operating on Cessna 210s and Beech 58s. Discontinued Flight

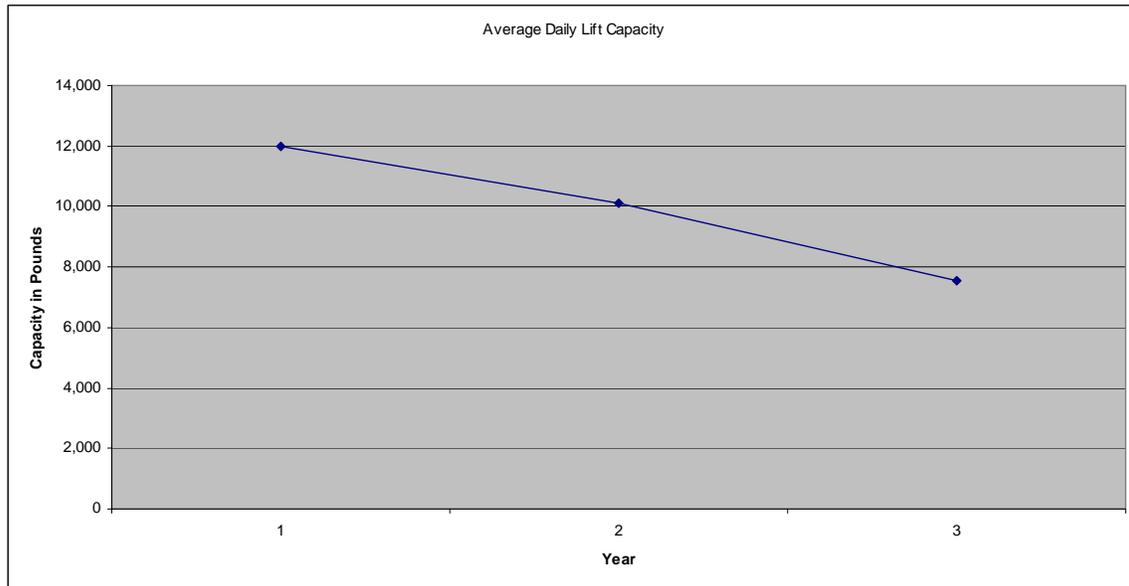
Express routes from 2007 include Craig to Bob Sikes Airport, Ft. Lauderdale Executive, Opa Locka, Panama City, and Tampa International. Prior to 2007, Ainet, Quest Diagnostics, and RAM Air Freight served the market providing scheduled air lift capacity to Birmingham, Gainesville, and Tallahassee, respectively. **Exhibits 42** and **43** illustrate the cargo lift trends at Craig Municipal Airport from 2006-2008.

**Exhibit 42
Craig Municipal Airport (CRG)
Air Cargo Capacity 2006-2008**

Year	Average Daily Lift Capacity	Change in Percent	Average Daily Departures
2006	12,008		9
2007	10,128	-15.7%	9
2008	7,568	-25.3%	7

Source: OAG, FAA records, Wilbur Smith Associates

**Exhibit 43
Craig Municipal Airport (CRG)
Air Cargo Capacity Trends**



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 27A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 31B** illustrates these routes.

Florida Keys Marathon Airport (MTH)

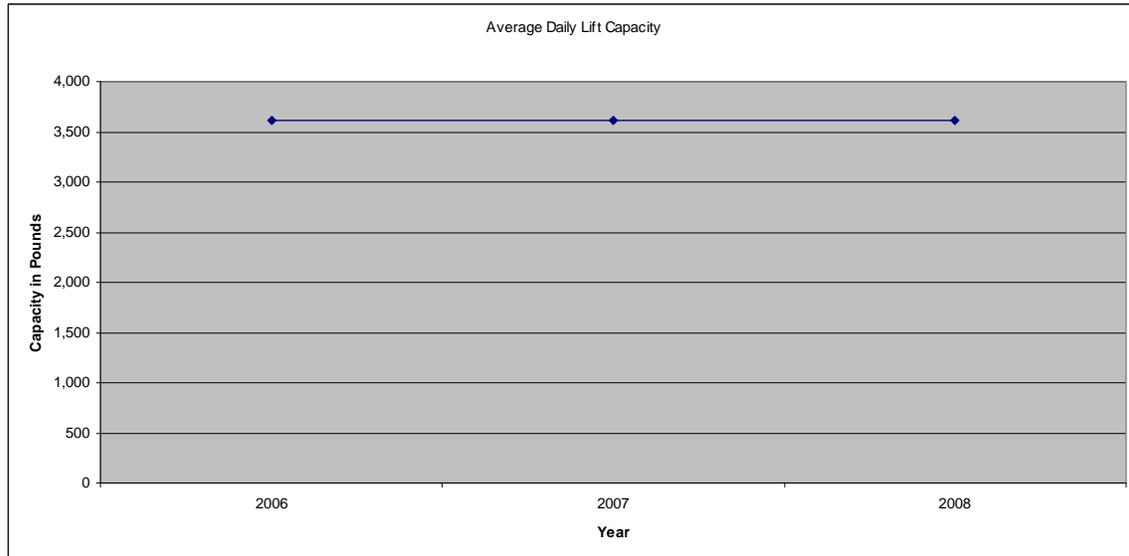
The Florida Keys Marathon Airport supports scheduled domestic integrated express lift with a total daily combined lift capacity of 3,600 pounds. This is consistent with 2007 and 2006 levels of capacity. Both Flight Express, a contracted feeder service for UPS, and Mountain Air Cargo, a contracted feeder service for FedEx Express, serve the market. Mountain Air Cargo serves the market operating a Cessna 208 to Ft. Lauderdale-Hollywood International Airport. This service feeds into a FedEx Express jet. Flight Express operates a Beech 58 to Ft. Lauderdale Executive Airport and is likely hauling bank checks. **Exhibits 44** and **45** illustrate the cargo lift trends at Florida Keys Marathon Airport from 2006-2008.

Exhibit 44
Florida Keys Marathon Airport (MTH)
Air Cargo Capacity 2006-2008

Year	Average		Average Daily Departures
	Daily Lift Capacity	Change in Percent	
2006	3,616		2
2007	3,616	0.0%	2
2008	3,616	0.0%	2

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 45
Florida Keys Marathon Airport (MTH)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 28A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 32B** illustrates these routes.

Ft. Lauderdale Executive Airport (FXE)

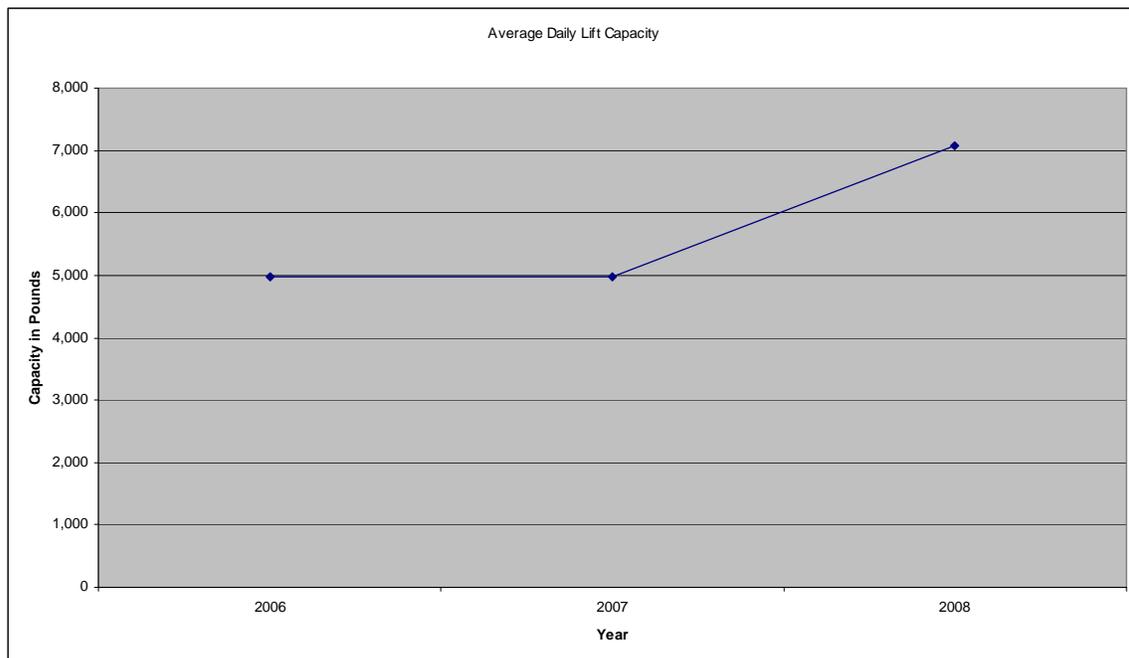
The Ft. Lauderdale Executive Airport supports scheduled domestic integrated express lift with a total daily combined capacity of 7,072 pounds. This is an increase over the 5,000 pounds of capacity identified in 2007. In 2008, bank check haulers, AirNet and Flight Express, served the market with six total scheduled domestic routes to various destinations in Florida. After discontinuing its route to Marathon, Flight Express added two flights to Orlando Executive and one to Opa Locka while maintaining its Tampa route. All routes are flown on either a Cessna 210 or Beech 58. AirNet serves the market operating a Learjet 35 to Jacksonville and a Beech 58 to Orlando Executive. **Exhibits 46** and **47** illustrate the cargo lift trends at Ft. Lauderdale Executive Airport from 2006-2008.

Exhibit 46
Ft. Lauderdale Executive Airport (FXE)
Air Cargo Capacity 2006-2008

Year	Average Daily Lift	Change in Percent	Average Daily
	Capacity		Departures
2006	4,976		4
2007	4,976	0.0%	4
2008	7,072	42.1%	6

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 47
Ft. Lauderdale Executive Airport (FXE)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 29A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 33B** illustrates these routes.

Page Field Airport (FMY)

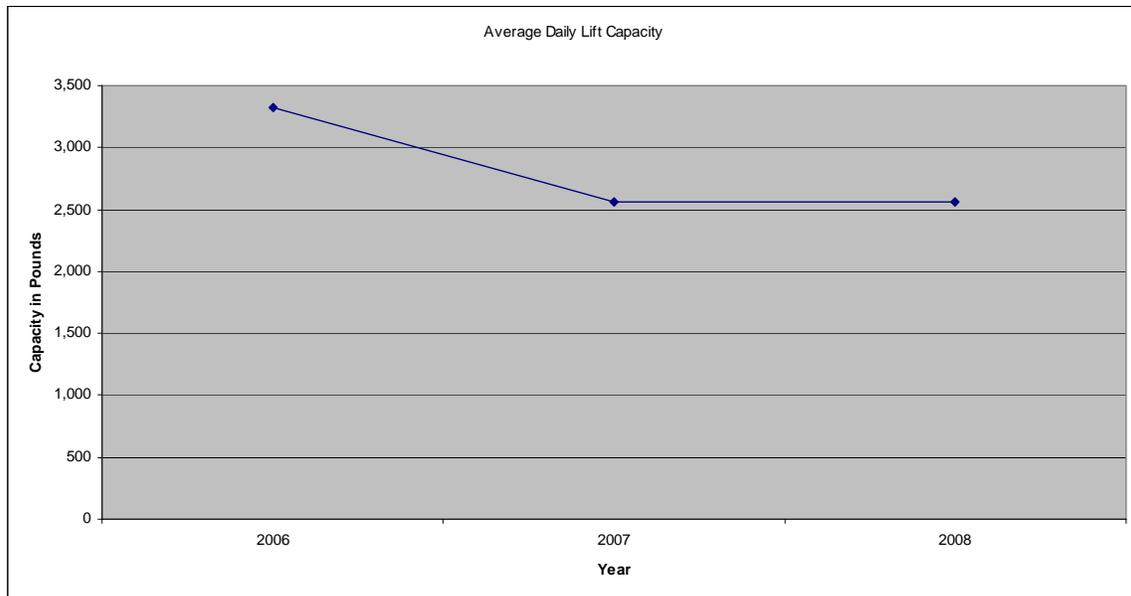
The Page Field Airport provides scheduled domestic integrated express lift with a total combined capacity of nearly 2,600 pounds. This capacity is consistent with 2007 figures. Flight Express is the sole carrier serving the market with scheduled domestic routes to Tampa and Opa Locka on Cessna 210 aircraft. In 2008, the Opa Locka route replaced the scheduled Ft. Lauderdale Executive route; however, lift capacity from Page Field remains the same. **Exhibits 48** and **49** illustrate the cargo lift trends at Page Field Airport from 2006-2008.

Exhibit 48
Page Field Airport (FMY)
Air Cargo Capacity 2006-2008

Year	Average Daily Lift	Change in Percent	Average Daily
	Capacity		Departures
2006	3,327		3
2007	2,560	-23.1%	2
2008	2,560	0.0%	2

Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 49
Page Field Airport (FMY)
Air Cargo Capacity Trends



Source: OAG, FAA records, Wilbur Smith Associates

Exhibit 30A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 34B** illustrates these routes.

SCHEDULED ROAD FEEDER SERVICE (RFS) AT FLORIDA AIRPORTS

Seven Florida airports examined in this analysis support scheduled RFS connections. This section discusses the total RFS capacity available in each of these markets and also quantifies the main variances observed versus the 2007 update. In general, RFS capacity increased significantly in Florida in 2008. This is largely the effect of increased fuel costs within the airline and air cargo industries.

Miami International Airport (MIA)

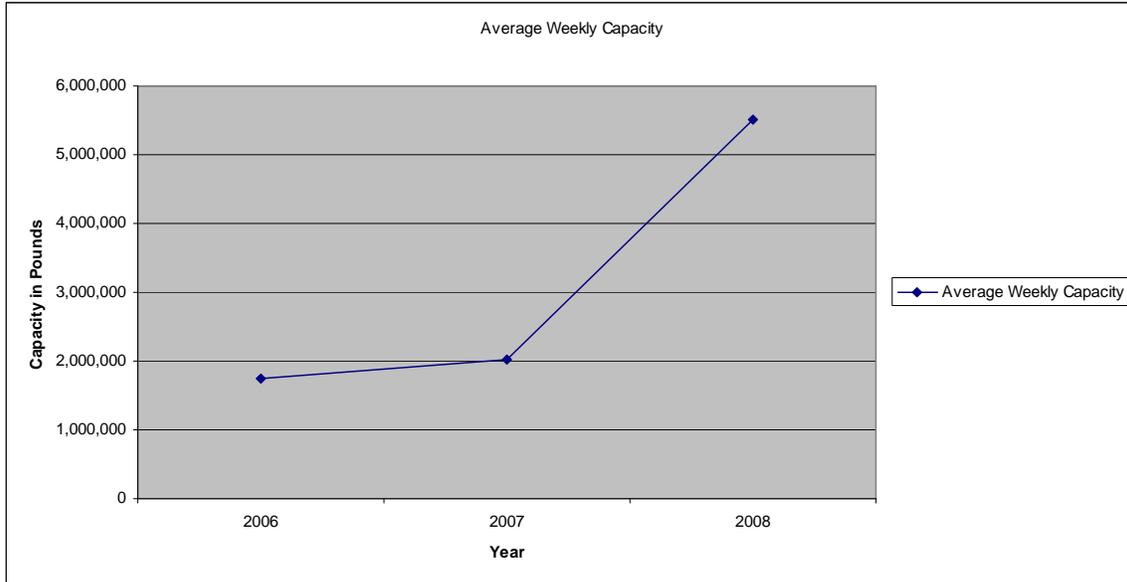
Miami International Airport has more scheduled RFS air cargo capacity than any other SIS airport. The airport has also gained more RFS capacity than any other SIS airport since 2007. On a typical day, a total of 1.1 million pounds of RFS cargo capacity is available in the Miami market. This represents an average daily increase of 696,000 pounds, versus the 2007 level of 405,000 pounds available each day. The leading RFS market destination is Orlando with 108,000 pounds of daily capacity provided. There are currently 36 weekly truck rotations between Miami and Orlando. Other leading RFS destinations include several major air cargo gateway cities: Atlanta, New York, Chicago, and Washington DC. Weekly rotations to Houston increased by four year-over-year, resulting in an additional 60,000 pounds of RFS capacity provided each week. International cargo volume continues to grow in this market. Scheduled RFS capacity to Chicago and San Francisco remains the same with eight scheduled weekly rotations to Chicago and three scheduled weekly rotations to San Francisco. Since 2006, Jet Airways initiated scheduled RFS service to Knoxville with five weekly rotations. **Exhibits 50 and 51** illustrate the RFS trends at Miami International Airport from 2006-2008.

Exhibit 50
Miami International Airport (MIA)
RFS Capacity 2006-2008

Year	Average	Change in Percent	Average
	Weekly Capacity		Weekly Departures
2006	1,740,000		116
2007	2,025,000	16.4%	135
2008	5,505,000	171.9%	367

Source: OAG, Wilbur Smith Associates

Exhibit 51
Miami International Airport (MIA)
RFS Capacity 2006-2008



Source: OAG, Wilbur Smith Associates

Since 2007, RFS capacity from Miami International to new markets throughout the U.S. increased significantly. Markets not previously served out of Miami by RFS carriers which gained service in 2008 include the following cities:

- Baltimore
- Columbia (SC)
- Charleston (SC)
- Charlotte
- Dallas-Fort Worth
- Greensboro
- Greenville
- Huntsville
- Jacksonville
- Knoxville
- Memphis
- Mobile
- Nashville
- Oklahoma City
- Portland
- Raleigh-Durham
- San Antonio
- Tampa
- Tulsa

Exhibit 11A identifies RFS routes and **Exhibit 13B** illustrates RFS routes associated with this airport.

Orlando International Airport (MCO)

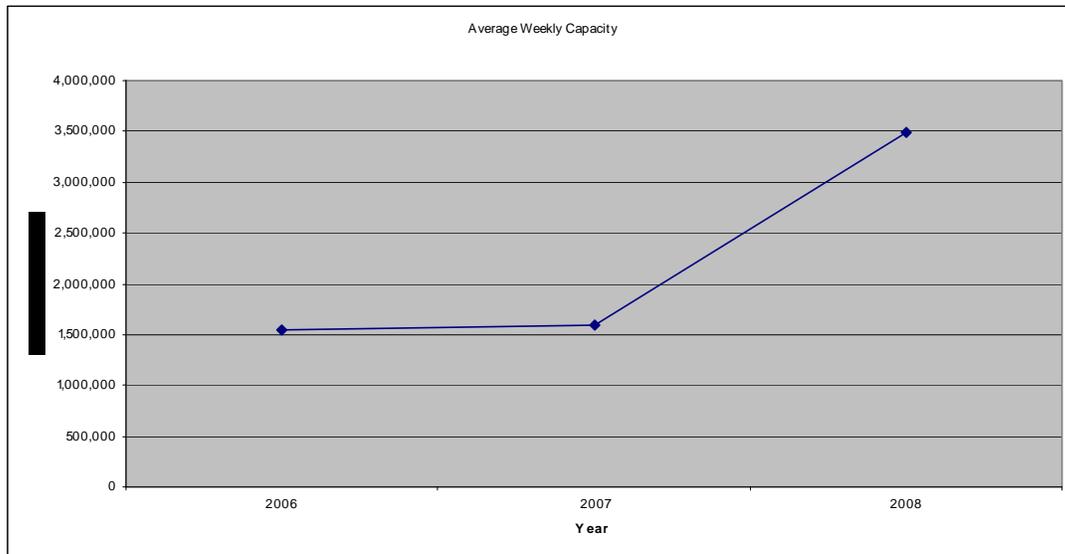
Orlando International Airport ranks second in terms of total available RFS cargo capacity, and second in terms of gained RFS capacity as well. On an average day, this airport has a total of 699,000 pounds of scheduled RFS capacity. This is more than double the capacity identified in 2007 (318,000 pounds capacity). The leading destination city, in terms of RFS capacity, is Miami with a daily total of 99,000 pounds and 33 weekly rotations. New York, Atlanta, Washington DC, and Chicago are other cities with a large amount of RFS capacity from Orlando. New RFS service routes from Orlando to markets previously not served include Birmingham, Charlotte, Dallas, Greensboro, Houston, Memphis, Mobile, Nashville, and Tulsa. **Exhibits 52 and 53** illustrate the RFS trends at Orlando International Airport from 2006-2008.

Exhibit 52
Orlando International Airport (MCO)
RFS Capacity 2006-2008

Year	Average		Average Weekly Departures
	Weekly Capacity	Change in Percent	
2006	1,545,000		103
2007	1,590,000	2.9%	106
2008	3,495,000	119.8%	233

Source: OAG, Wilbur Smith Associates

Exhibit 53
Orlando International Airport (MCO)
RFS Capacity Trends



Source: OAG, Wilbur Smith Associates

Exhibit 14A identifies RFS routes and **Exhibit 16B** illustrates RFS routes associated with this airport.

Tampa International Airport (TPA)

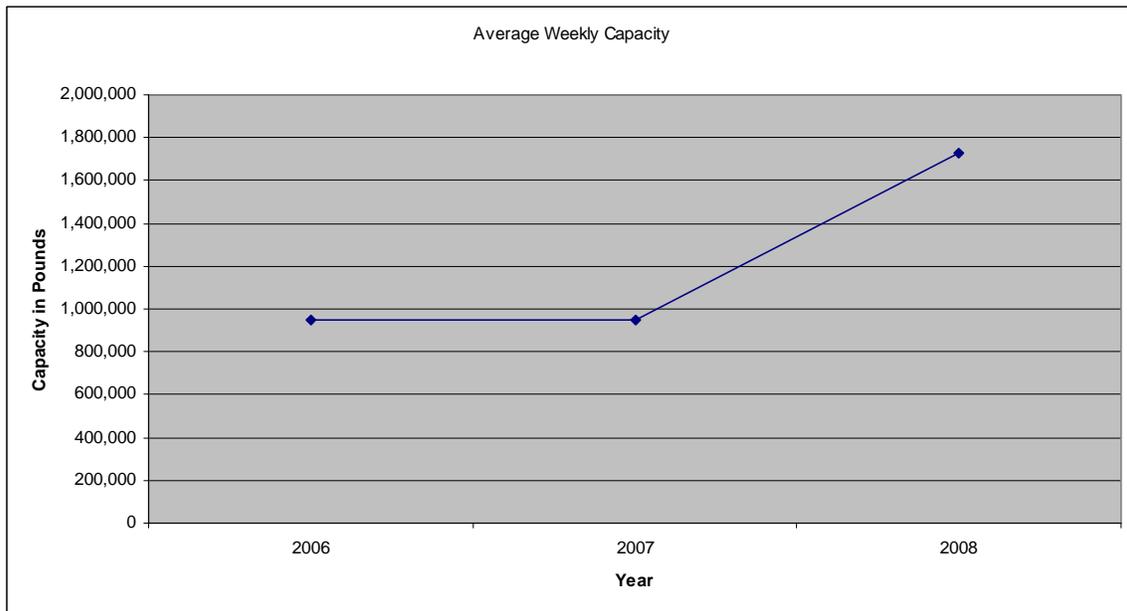
Tampa International Airport has a daily average of 345,000 pounds of scheduled RFS capacity. This is an 82.5 percent increase from the 189,000 pounds identified in 2007. The leading destination city, in terms of RFS capacity, is New York with 81,000 pounds of capacity available on an average day and 27 weekly rotations. Chicago, Orlando, and Miami are other cities with a large amount of RFS capacity from Tampa. Added RFS capacity at Tampa in 2008 is related to new or additional routes to Washington DC, Los Angeles, Miami, and Orlando. **Exhibits 54** and **55** illustrate the RFS trends at Tampa International Airport from 2006-2008.

Exhibit 54
Tampa International Airport (TPA)
RFS Capacity 2006-2008

Year	Average Weekly Capacity	Change in Percent	Average Weekly Departures
2006	945,000		63
2007	945,000	0.0%	63
2008	1,725,000	82.5%	115

Source: OAG, Wilbur Smith Associates

Exhibit 55
Tampa International Airport (TPA)
RFS Capacity Trends



Source: OAG, Wilbur Smith Associates

Exhibit 18A identifies RFS routes and **Exhibit 22B** illustrates RFS routes associated with this airport.

Jacksonville International Airport (JAX)

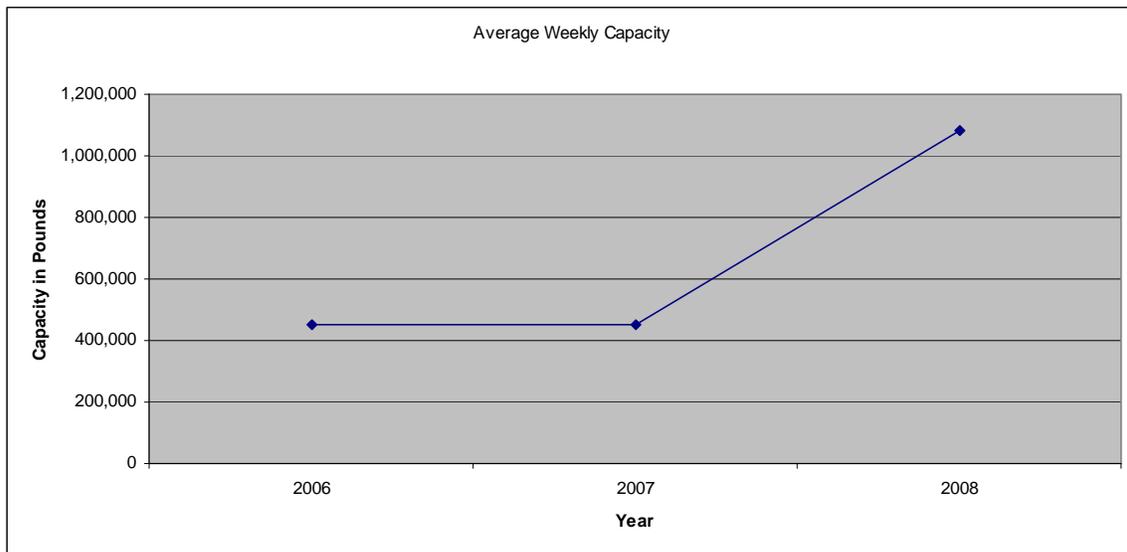
Jacksonville International Airport has a daily average of 216,000 pounds of scheduled RFS capacity. This is an increase over the 90,000 pounds identified in 2007. Leading destination cities are New York, Chicago, and Orlando. Each of these cities supports at least 10 weekly rotations. New RFS capacity at Jacksonville in 2008 is related to new routes to Washington DC, Houston, and Miami. **Exhibits 56** and **57** illustrate the RFS trends at Jacksonville International Airport from 2006-2008.

Exhibit 56
Jacksonville International Airport (JAX)
RFS Capacity 2006-2008

Year	Average Weekly Capacity	Change in Percent	Average Weekly Departures
2006	450,000		30
2007	450,000	0.0%	30
2008	1,080,000	140.0%	62

Source: OAG, Wilbur Smith Associates

Exhibit 57
Jacksonville International Airport (JAX)
RFS Capacity Trends



Source: OAG, Wilbur Smith Associates

Exhibit 4A identifies RFS routes and **Exhibit 5B** illustrates RFS routes associated with this airport.

Ft. Lauderdale-Hollywood International Airport (FLL)

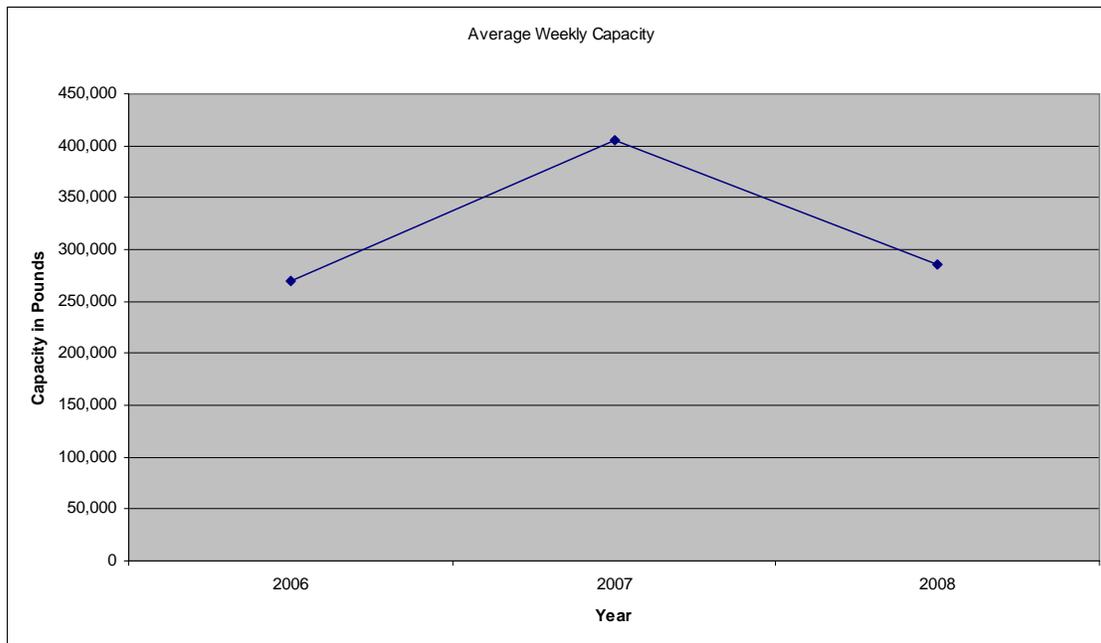
Ft. Lauderdale-Hollywood International has a daily average of 57,000 pounds of scheduled RFS capacity. This is a decrease from the 81,000 pounds identified in 2007. There are 12 weekly rotations to Miami International, which is consistent with 2007 levels. There are 7 weekly rotations to New York, which is an increase from 5 weekly rotations identified in 2007. In 2008, the total weekly RFS capacity from Ft. Lauderdale decreased by 30 percent from levels available in 2007. **Exhibits 58** and **59** illustrate the RFS trends at Ft. Lauderdale-Hollywood International Airport from 2006-2008.

Exhibit 58
Ft. Lauderdale-Hollywood International Airport (FLL)
RFS Capacity 2006-2008

Year	Average Weekly Capacity	Change in Percent	Average Weekly Departures
2006	270,000		18
2007	405,000	50.0%	27
2008	285,000	-29.6%	19

Source: OAG, Wilbur Smith Associates

Exhibit 59
Ft. Lauderdale-Hollywood International Airport (FLL)
RFS Capacity Trends



Source: OAG, Wilbur Smith Associates

Exhibit 2A identifies RFS routes and **Exhibit 3B** illustrates RFS routes associated with this airport.

Pensacola Gulf Coast Regional Airport (PNS)

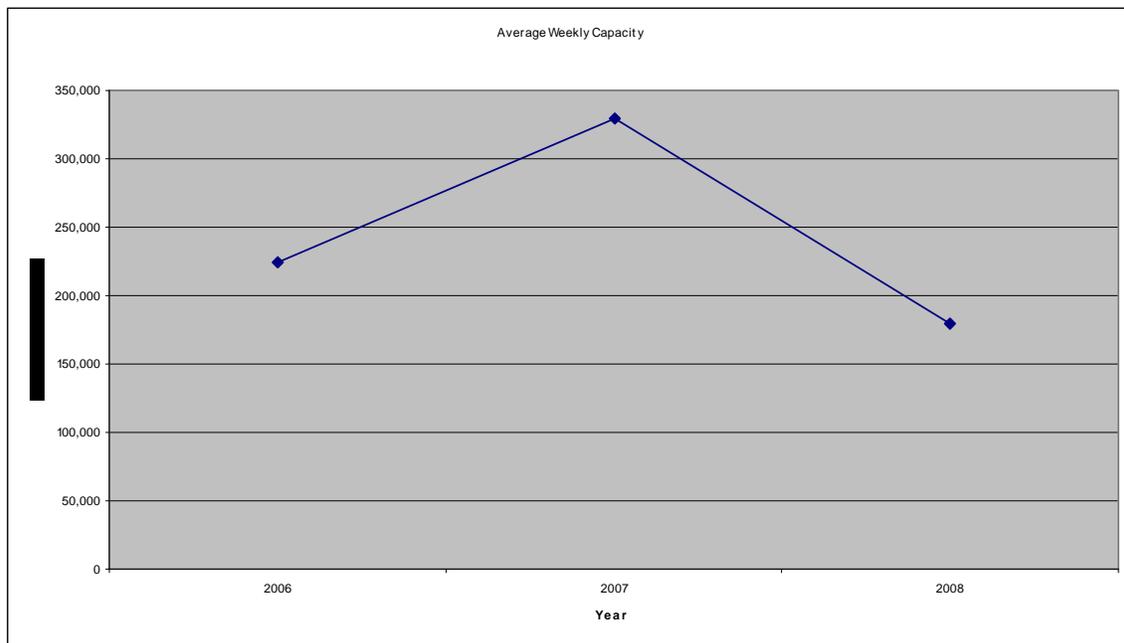
The Pensacola Gulf Coast Regional Airport has a daily average of 36,000 pounds of scheduled RFS capacity. This is a decrease from the 66,000 pounds identified in 2007. Routes from Pensacola to Atlanta were discontinued, leaving New York as the only destination city with 12 scheduled weekly rotations. **Exhibits 60** and **61** illustrate the RFS trends at Pensacola Gulf Coast Regional Airport from 2006-2008.

Exhibit 60
Pensacola Gulf Coast Regional Airport (PNS)
RFS Capacity 2006-2008

Year	Average Weekly Capacity	Change in Percent	Average Weekly Departures
2006	225,000		15
2007	330,000	46.7%	22
2008	180,000	-45.5%	12

Source: OAG, Wilbur Smith Associates

Exhibit 61
Pensacola Gulf Coast Regional Airport (PNS)
RFS Capacity Trends



Source: OAG, Wilbur Smith Associates

Exhibit 24A identifies RFS routes and **Exhibit 28B** illustrates RFS routes associated with this airport.

Palm Beach International Airport (PBI)

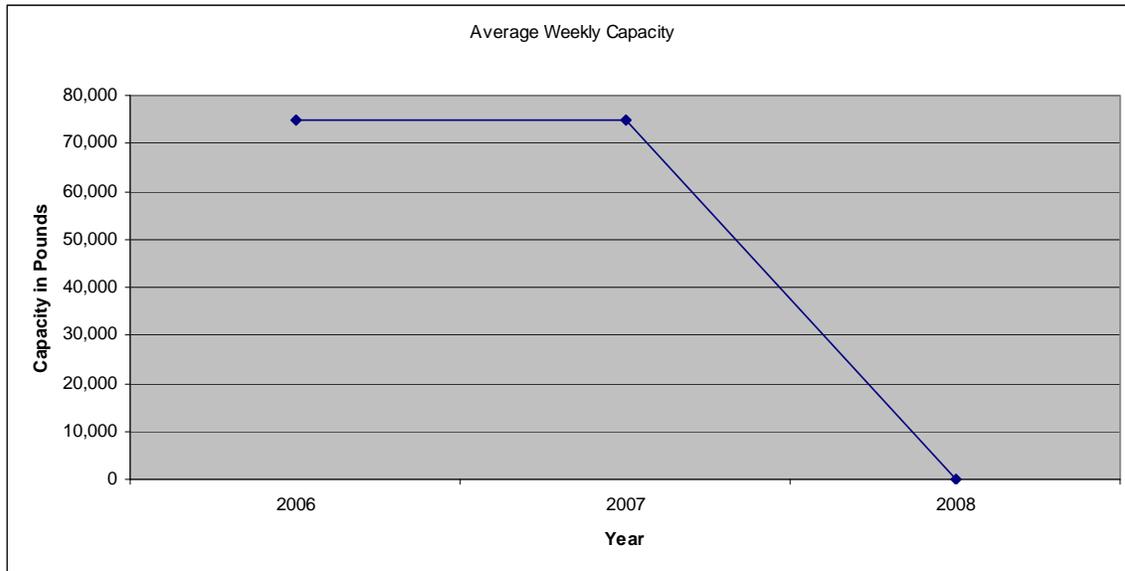
Palm Beach International Airport no longer has scheduled RFS capacity; Continental Airlines discontinued its 5 weekly RFS operations from Palm Beach International Airport to Miami. **Exhibits 62** and **63** illustrate the RFS trends at Palm Beach International Airport from 2006-2008.

Exhibit 62
Palm Beach International Airport (PBI)
RFS Capacity 2006-2008

Year	Average Weekly Capacity	Change in Percent	Average Weekly Departures
2006	75,000		5
2007	75,000	0.0%	5
2008	0	-100.0%	0

Source: OAG, Wilbur Smith Associates

Exhibit 63
Palm Beach International Airport (PBI)
RFS Capacity Trends



Source: OAG, Wilbur Smith Associates

SUMMARY OF FINDINGS

Air Cargo tonnage at Florida's SIS airports increased at an annual average growth rate of 2.3 percent from 2002 to 2007. Four of these airports: Miami International, Tampa International, Jacksonville International, and Southwest Florida International in Fort Myers processed more tonnage in 2007 versus 2002 while the other three Florida SIS Airports: Orlando International, Ft. Lauderdale-Hollywood International, and Palm Beach International processed less cargo in 2007 versus 2002. Trucking continues be air cargo's primary competitor with freight forwarder road feeder service market share increasing about 1 percent per year since 2005. Increasing fuel prices in 2008 caused many shippers to seek alternative modes other than air for their shipments to San Juan and other Caribbean destinations and many decided to ship via ocean carrier to the island. Puerto Rico's relatively close proximity equates to a four day sailing time from the Port of Miami to San Juan making this mode of transport an increasing choice among cost sensitive shippers.

Other significant findings related to the air cargo industry on Florida's airports include:

Florida SIS and Tier Two airports reviewed in this analysis offer a total of 12.6 million pounds of air cargo lift capacity on a typical Wednesday, the busiest day in the air cargo industry workweek.

Miami International Airport is the leading airport in terms of air cargo lift capacity offered, providing more than 9.1 million pounds of air cargo lift capacity on any given Wednesday in June 2008. This represents an increase of nearly 41 percent versus the 2007 level.

At Miami International Airport, air lift capacity to Bogotá remains as the largest trade lane with capacity equating to three and a half fully loaded B747-400 aircraft. Santiago Chile is the second largest air trade lane at MIA.

In 2008, aircraft and RFS service provides nearly 14.4 million pounds of cargo daily lift capacity related to Florida's airports. Nearly 88 percent of the total lift capacity is offered on cargo aircraft. The other 12 percent is provided on scheduled RFS carriers.

On average, Florida airports offer more than 12.27 million pounds of scheduled RFS cargo capacity each week which represents a 111 percent increase over 2007 total RFS capacities. Robust growth in RFS service in Florida is directly tied the increases in air carrier fuel costs. The average cost of Jet A fuel in the Gulf Coast region increased from \$2.10 per gallon in June 2007 to \$3.90 per gallon in June 2008

The New York City metropolitan area remains the top market for RFS cargo capacity with 23 percent of the share and, significantly, cargo capacity to the New York City area

has more than doubled since 2006. Capacity to Chicago now replaces Atlanta as the market with the second largest capacity.

Appendix A

**Exhibit 1A
Scheduled Air Cargo Activity at Ft. Lauderdale-Hollywood International Airport**

FLL	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft ³)	Aircraft Count	Avg Daily Capacity (Lbs)	Avg Daily Capacity (Ft ³)	Average Daily Trade Lane Lift (Lbs)
Integrated Express									
Dom	FLL-ILN	DHL	DC873	67,973	9,710	1	67,973	9,710	67,973
	FLL-MEM	FedEx	DC-10	89,600	12,400	2	179,200	24,800	179,200
	FLL-EWR	FedEx	A300	68,096	9,728	1	68,096	9,728	68,096
	FLL-AFW	FedEx	DC-10	89,600	12,400	2	179,200	24,800	179,200
	FLL-EYW	Mountain Air Cargo	C208	2,800	360	2	5,600	720	5,600
	FLL-MTH	Mountain Air Cargo	C208	2,800	360	1	2,800	360	2,800
	FLL-SDF	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	FLL-MIA-SDF ¹	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
All Cargo Carriers									
Dom	FLL-RDU-TOL	BAX Global	B727	36,848	5,264	1	36,848	5,264	36,848
Widebody Passenger									
Dom	FLL-ATL	Delta Air Lines	B767	17,600	2,514	1	17,600	2,514	17,600
Intl	FLL-SJU	American Airlines	A300	3,416	488	1	3,416	488	3,416
	FLL-PAP	American Airlines	A300	3,416	488	1	3,416	488	3,416

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit 2A
Scheduled RFS Activity at Ft. Lauderdale-Hollywood International Airport**

Routes	Carrier	Type	Capacity (in Pounds)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
FLL-JFK	Asiana	RFS	15,000	7	7	105,000
FLL-MIA	Air Canada	RFS	15,000	7		
FLL-MIA	British Airways	RFS	15,000	5	12	180,000

Sources: OAG, Wilbur Smith Associates

¹ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 3A
Scheduled Cargo Activity at Jacksonville International Airport**

JAX		Aircraft	Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily		
		Capacity	Capacity	Aircraft	Capacity	Capacity	Trade Lane		
Route	Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)	
Integrated Express									
Dom	JAX-CLT	Airnet	LJ35	1,600	229	2	3,200	457	3,200
	JAX-LCK	Airnet	LJ35	1,600	229	1	1,600	229	1,600
	JAX-ORL ²	Airnet	LJ35	1,600	229	1	1,600	229	1,600
	JAX-ATL	BankAir	LJ35	1,600	229	2	3,200	457	3,200
	JAX-OPF	BankAir	LJ35	1,600	229	1	1,600	229	1,600
	JAX-TYS-ILN	DHL	DC9	20,000	3,636	1	20,000	3,636	20,000
	JAX-MEM	FedEx	DC-10	89,600	12,800	2	179,200	25,600	179,200
	JAX-GNV	Mountain Air Cargo	C208	2,800	360	2	5,600	720	5,600
	JAX-CAE	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	JAX-SDF	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	JAX-MIA	UPS	B758	45,304	6,472	1	45,304	6,472	45,304
JAX-SJU	UPS	A300	68,096	9,728	1	68,096	9,728	68,096	
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	JAX-ATL	Delta Air Lines	B767	17,600	2,514	3	52,800	7,543	52,800

Sources: OAG, FAA IFR data and Wilbur Smith Associates

² Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 4A
Scheduled RFS Activity at Jacksonville International Airport**

Routes	Carrier	Type	Capacity (in Pounds)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
JAX-EWR	Alliance Air	RFS	15,000	5	5	75,000
JAX-IAD ³	Jet Airways Inc. (Cargo)	RFS	15,000	6	6	90,000
JAX-IAH	Continental	RFS	15,000	4	4	60,000
JAX-JFK	Alliance Air	RFS	15,000	5		
JAX-JFK	Asiana	RFS	15,000	7		
JAX-JFK	Jet Airways Inc. (Cargo)	RFS	15,000	5	17	255,000
JAX-MCO	Kitty Hawk	RFS	15,000	5		150,000
JAX-MCO	Virgin Atlantic	RFS	15,000	5	10	150,000
JAX-MIA	Alliance Air	RFS	15,000	5	5	75,000
JAX-ORD	Alliance Air	RFS	15,000	5		
JAX-ORD	Asiana	RFS	15,000	5		
JAX-ORD	Jet Airways Inc. (Cargo)	RFS	15,000	5	15	225,000

Sources: OAG, Wilbur Smith Associates

³ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 5A
Scheduled Domestic Integrated Express Cargo Activity at Miami International Airport**

MIA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft ³)	Aircraft Count	Avg Daily Capacity (Lbs)	Avg Daily Capacity (Ft ³)	Average Daily Trade Lane Lift (Lbs)
Integrated Express									
Dom									
	MIA-ILN	DHL	A300	68,096	9,728	1	68,096	9,728	68,096
	MIA-ILN	DHL	B727	36,848	5,264	1	36,848	5,264	36,848
	MIA-SJU ⁴	DHL	B767	66,000	9,429	1	66,000	9,429	66,000
	MIA-MCO-MEM	FedEx	A310	68,096	488	1	68,096	488	68,096
	MIA-MEM-FLL	FedEx	B727	36,848	5,264	1	36,848	5,264	36,848
	MIA-MEM	FedEx	MD10	89,600	2,414	2	179,200	4,827	179,200
	MIA-TPA	Flight Express	C210	1,280	184	1	1,280	184	1,280
	MIA-CAE	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MIA-CAE	UPS	B763	66,000	9,429	1	66,000	9,429	66,000
	MIA-FLL-SDF	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MIA-GSP-SDF	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MIA-PHL	UPS	B752	45,304	6,472	2	90,608	12,944	90,608
	MIA-PIE-EWR	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MIA-SDF	UPS	B763	66,000	9,429	1	66,000	9,429	66,000

Sources: OAG, FAA IFR data and Wilbur Smith Associates

⁴ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 6A
Scheduled International Integrated Express Cargo Activity at Miami International Airport**

MIA				Aircraft	Aircraft	Avg Daily		Average Daily	
	Route	Carrier	Aircraft Type	Capacity (Lbs)	Capacity (Ft ³)	Aircraft Count	Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)
Integrated Express									
Intl									
	MIA-GUA ⁵	DHL Aero Expresso	B728	36,848	5,264	1	36,848	5,264	36,848
	MIA-PTY	DHL Aero Expresso	B727	36,848	5,264	2	73,696	10,528	73,696
	MIA-SJO	DHL Aero Expresso	B727	36,848	5,264	1	36,848	5,264	36,848
	MIA-FPO	IBC	SWM	3,440	502	1	3,440	502	3,440
	MIA-NAS	IBC	SWM	3,440	502	3	10,320	1,506	10,320
	MIA-PLS	IBC	SWM	3,440	502	1	3,440	502	3,440
	MIA-FPO	Mountain Air	C208	2,800	360	1	2,800	360	2,800
	MIA-YGF	Mountain Air	C208	2,800	360	1	2,800	360	2,800
	MIA-KIN	Mountain Air	C208	2,800	360	1	2,800	360	2,800
	MIA-VLN	FedEx	A300	68,096	9,728	1	68,096	9,728	68,096
	MIA-NAS	Skyway	SH360	6,000	857	2	12,000	1,714	12,000
	MIA-SDQ	UPS	B767	66,000	9,429	1	66,000	9,429	66,000
	MIA BOG	UPS	B767	66,000	9,429	1	66,000	9,429	66,000
	MIA-GUA	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MIA-SJO	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MIA-SAP	UPS	B752	45,304	6,472	1	45,304	6,472	45,304

Sources: OAG, FAA IFR data and Wilbur Smith Associates

⁵ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 7A
Scheduled Domestic All Cargo Activity at Miami International Airport**

MIA			Aircraft	Aircraft		Avg Daily	Avg Daily	Average Daily
		Aircraft	Capacity	Capacity	Aircraft	Capacity	Capacity	Trade Lane
Route	Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)
All Cargo Carriers								
Dom								
MIA-SJU	Amerijet	B727	36,848	5,264	1	36,848	5,264	36,848
MIA-ATL ⁶	Atlas Air	74F	153,815	21,974	2	307,630	43,947	307,630
MIA-LAX	Florida West	B763	66,000	9,429	1	66,000	9,429	66,000
MIA-ORD	Polar Air Cargo	74F	153,815	21,974	1	153,815	21,974	153,815
MIA-SJU	Tradewinds Airlines Inc.	A300	68,096	9,728	1	68,096	9,728	68,096

Sources: OAG, FAA IFR data and Wilbur Smith Associates

1.) Due to bilateral agreements, traffic cannot enplane and deplane on the MIA-ORD sector.

⁶ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 8A
Scheduled International All Cargo Activity at Miami International Airport**

MIA		Aircraft	Aircraft		Avg Daily	Avg Daily	Average Daily	
		Aircraft	Capacity	Capacity	Aircraft	Capacity	Trade Lane	
Route	Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)
All Cargo Carriers¹								
Intl								
MIA-BOG-SCL	LAN Air Cargo	74F	153,815	21,974	1	153,815	21,974	153,815
MIA-MXP	Alitalia	MD11F	198,000	15,530	1	198,000	15,530	198,000
MIA-AXA	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-BOG	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-FDF	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-GUA	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-LIM	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-MID	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-MEX	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-PAP	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-POS	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-SAL	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-SAP	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-SDQ	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-SKB	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-SXM	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-VCP	Atlas Air	74F	153,815	21,974	1	153,815	21,974	153,815
MIA-SCL	Atlas Air	74F	153,815	21,974	1	153,815	21,974	153,815
MIA-POS	Laparkan Airways	72F	36,848	5,264	1	36,848	5,264	36,848
MIA-BAQ	Centurion Air Cargo	DC10F	94,400	13,486	1	94,400	13,486	94,400
MIA-CCS	Centurion Air Cargo	DC10F	94,400	13,486	1	94,400	13,486	94,400
MIA-MEX	Centurion Air Cargo	DC10F	94,400	13,486	1	94,400	13,486	94,400
MIA-MDE	Centurion Air Cargo	DC10F	94,400	13,486	1	94,400	13,486	94,400
MIA-SCL	Centurion Air Cargo	DC10F	94,400	13,486	1	94,400	13,486	94,400
MIA-ANC-TPE	China Airlines	74F	153,815	21,974	1	153,815	21,974	153,815
MIA-BOG	Cielos Airlines	DC10F	94,400	13,486	1	94,400	13,486	94,400

Exhibit 8A Continued
Scheduled International All Cargo Activity at Miami International Airport

MIA		Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily			
Route	Carrier	Aircraft Type	Capacity (Lbs)	Capacity (Ft ³)	Aircraft Count	Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)	
All Cargo Carriers¹									
Intl									
MIA-CCS	Cielos Airlines	DC10F	94,400	13,486	1	94,400	13,486	94,400	
MIA-EZE	Cielos Airlines	DC10F	94,400	13,486	1	94,400	13,486	94,400	
MIA-LIM	Cielos Airlines	DC10F	94,400	13,486	1	94,400	13,486	94,400	
MIA-MDE	Cielos Airlines	DC10F	94,400	13,486	1	94,400	13,486	94,400	
MIA-MVD	Cielos Airlines	DC10F	94,400	13,486	1	94,400	13,486	94,400	
MIA-SCL	Cielos Airlines	DC10F	94,400	13,486	1	94,400	13,486	94,400	
MIA-VLN	Cielos Airlines	DC10F	94,400	13,486	1	94,400	13,486	94,400	
MIA-CUN	Estafeta Cargo	73X	41,608	5,944	1	41,608	5,944	41,608	
MIA-MEX	Estafeta Cargo	73X	41,608	5,944	1	41,608	5,944	41,608	
MIA-MID	Estafeta Cargo	73X	41,608	5,944	1	41,608	5,944	41,608	
MIA-SLP	Estafeta Cargo	73X	41,608	5,944	1	41,608	5,944	41,608	
MIA-BOG	Florida West, Inc.	747	153,815	21,974	1	153,815	21,974	153,815	
MIA-SJO	Florida West, Inc.	B76F	66,000	9,429	1	66,000	9,429	66,000	
MIA-FPO	IBC Airways	SW3	3,440	502	1	3,440	502	3,440	
MIA-GCM	IBC Airways	SF3	3,440	502	1	3,440	502	3,440	
MIA-HAV	IBC Airways	SF3	3,440	502	1	3,440	502	3,440	
MIA-KIN	IBC Airways	SF3	3,440	502	1	3,440	502	3,440	
MIA-MHH	IBC Airways	SF3	3,440	502	1	3,440	502	3,440	
MIA-MBJ	IBC Airways	SF3	3,440	502	1	3,440	502	3,440	
MIA-NAS	IBC Airways	SF3	3,440	502	3	10,320	1,507	10,320	
MIA-PAP	IBC Airways	SF3	3,440	502	1	3,440	502	3,440	
MIA-PLS	IBC Airways	SF3	3,440	502	1	3,440	502	3,440	
MIA-BOG	Arrow Cargo	DC10F	94,400	13,486	1	94,400	13,486	94,400	
MIA-GUA	Arrow Cargo	DC10F	94,400	13,486	1	94,400	13,486	94,400	
MIA-MGA	Arrow Cargo	DC10F	94,400	13,486	1	94,400	13,486	94,400	
MIA-SJO	Arrow Cargo	DC10F	94,400	13,486	1	94,400	13,486	94,400	

**Exhibit 8A Continued
Scheduled International All Cargo Activity at Miami International Airport**

MIA		Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily			
Route	Carrier	Aircraft Type	Capacity (Lbs)	Capacity (Ft ³)	Aircraft Count	Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)	
All Cargo Carriers¹									
Intl									
MIA-DFW-ANC-ICN	Korean Air	74F	153,815	21,974	1	153,815	21,974	153,815	
MIA-BGI	Laparkan Airways	72F	36,848	5,264	1	36,848	5,264	36,848	
MIA-FRA	Lufthansa	B76F	66,000	9,429	1	66,000	9,429	66,000	
MIA-AMS	Martinair Holland	MD11F	198,000	15,530	1	198,000	15,530	198,000	
MIA-BOG	Martinair Holland	MD11F	198,000	15,530	1	198,000	15,530	198,000	
MIA-EZE	Martinair Holland	MD11F	198,000	15,530	1	198,000	15,530	198,000	
MIA-LIM	Martinair Holland	MD11F	198,000	15,530	1	198,000	15,530	198,000	
MIA-VCP	Polar Air Cargo	B74F	153,815	21,974	1	153,815	21,974	153,815	
MIA-SCL	Polar Air Cargo	B74F	153,815	21,974	1	153,815	21,974	153,815	
MIA-VCP	Polar Air Cargo	B74F	153,815	21,974	1	153,815	21,974	153,815	
MIA-GUA	Florida West, Inc.	B76F	66,000	9,429	1	66,000	9,429	66,000	
MIA-BAQ	Tampa Air Cargo	D8Y	67,973	9,710	1	67,973	9,710	67,973	
MIA-BOG	Tampa Air Cargo	762	66,000	9,429	1	66,000	9,429	66,000	
MIA-CCS	Tampa Air Cargo	762	66,000	9,429	1	66,000	9,429	66,000	
MIA-CLO	Tampa Air Cargo	D8Y	67,973	9,710	1	67,973	9,710	67,973	
MIA-MDE	Tampa Air Cargo	762	66,000	9,429	1	66,000	9,429	66,000	
MIA-VLN	Tampa Air Cargo	B763	66,000	9,429	1	66,000	9,429	66,000	
MIA-UIO	Tampa Air Cargo	B762	66,000	9,429	1	66,000	9,429	66,000	
MIA-NCA	Turks Air Cargo	CVF	15,000	2,143	1	15,000	2,143	15,000	
MIA-PLS	Turks Air Cargo	CVF	15,000	2,143	1	15,000	2,143	15,000	
MIA-GIG	Varig Logistica	DC10F	94,400	13,486	1	94,400	13,486	94,400	
MIA-SSA	Varig Logistica	B75F	45,304	6,472	1	45,304	6,472	45,304	
MIA-KIN ⁷	Air Jamaica	B76F	66,000	9,429	1	66,000	9,429	66,000	

Sources: OAG, FAA IFR data and Wilbur Smith Associates

1.) Arrow operates a fleet of DC8 and DC10 aircraft. Capacity is provided in terms of the average weight and cubic feet of both.

⁷ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 9A
Scheduled Domestic Widebody Passenger Activity at Miami International Airport**

MIA			Aircraft	Aircraft		Avg Daily	Avg Daily	Average Daily	
			Capacity	Capacity	Aircraft	Capacity	Capacity	Trade Lane	
	Route	Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)
Widebody Passenger									
Dom									
	MIA-JFK	American Airlines Inc.	B762	15,980	2,283	1	15,980	2,283	15,980
	MIA-JFK ⁸	American Airlines Inc.	AB6	3,416	488	4	13,664	1,952	13,664
	MIA-LAX	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	17,600
	MIA-LAX	American Airlines Inc.	B772	29,691	4,242	1	29,691	4,242	29,691
	MIA-MCO	American Airlines Inc.	AB6	3,416	488	2	6,832	976	6,832
	MIA-ORD	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	17,600
	MIA-SJU	American Airlines Inc.	B764	17,600	2,514	5	88,000	12,570	88,000

Sources: OAG, FAA IFR data and Wilbur Smith Associates

1,2.) Due to bilateral agreements, transport of cargo between two U.S. points by a foreign carrier is not permitted. For example, Varig cannot transport cargo originating in LAX destined for MIA. Of the international passenger airlines with widebody operations at MIA, four carriers: American Airlines, China Airlines, Delta Air Lines, and Varig operate domestic flights to-and-from Miami.

⁸ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 10A
Scheduled International Widebody Passenger Activity at Miami International Airport**

MIA		Aircraft	Aircraft		Avg Daily	Avg Daily	Average Daily		
		Aircraft	Capacity	Capacity	Aircraft	Capacity	Trade Lane		
	Route	Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)
Widebody Passenger									
Intl									
	MIA-LHR	Air Jamaica	A342	76,720	10,960	1	76,720	10,960	76,720
	MIA-CDG	Air France	B744	29,859	4,266	1	29,859	4,266	29,859
	MIA-FCO	Alitalia	B777	39,648	5,664	1	39,648	5,664	39,648
	MIA-BOG	Avianca	B763	15,980	2,283	2	31,960	4,566	31,960
	MIA-BOG	American Airlines Inc.	AB6	3,416	488	2	6,832	976	6,832
	MIA-CCS	American Airlines Inc.	AB6	3,416	488	2	6,832	976	6,832
	MIA-CDG	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	17,600
	MIA-EZE	American Airlines Inc.	B777	39,648	5,664	2	79,296	11,328	79,296
	MIA-GIG	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	17,600
	MIA-GUA	American Airlines Inc.	AB6	3,416	488	1	3,416	488	3,416
	MIA-GYE	American Airlines Inc.	AB6	3,416	488	1	3,416	488	3,416
	MIA-LHR	American Airlines Inc.	B777	39,648	5,664	1	39,648	5,664	39,648
	MIA-LIM	American Airlines Inc.	AB6	3,416	488	2	6,832	976	6,832
	MIA-MAD	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	17,600
	MIA-MGA	American Airlines Inc.	AB6	3,416	488	1	3,416	488	3,416
	MIA-MBJ	American Airlines Inc.	AB6	3,416	488	1	3,416	488	3,416
	MIA-MVD	American Airlines Inc.	AB6	3,416	488	1	3,416	488	3,416
	MIA-PAP	American Airlines Inc.	AB6	3,416	488	2	6,832	976	6,832
	MIA-POS	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	17,600
	MIA-PTY	American Airlines Inc.	AB6	3,416	488	1	3,416	488	3,416
	MIA-GRU	American Airlines Inc.	B762	17,600	2,514	2	35,200	5,028	35,200
	MIA-GRU	American Airlines Inc.	B777	39,648	5,664	1	39,648	5,664	39,648
	MIA-SCL	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	17,600
	MIA-SDQ	American Airlines Inc.	AB6	3,416	488	2	6,832	976	6,832
	MIA-SJO	American Airlines Inc.	AB6	3,416	488	2	6,832	976	6,832
	MIA-LHR	British Airways	B744	21,120	3,017	1	21,120	3,017	21,120

Exhibit 10A Continued
Scheduled International Widebody Passenger Activity at Miami International Airport

MIA		Aircraft	Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily	
Route	Carrier	Aircraft Type	Capacity (Lbs)	Capacity (Ft ³)	Count	Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)
Widebody Passenger								
Intl								
MIA-MAD	Iberia	A343	76,720	10,960	2	153,440	21,920	153,440
MIA-BOG	Lan Airlines	B763	17,600	2,514	1	17,600	2,514	17,600
MIA-GYE	Lan Airlines	B763	17,600	2,514	1	17,600	2,514	17,600
MIA-EZE	Lan Airlines	B763	17,600	2,514	1	17,600	2,514	17,600
MIA-LIM	Lan Peru Airlines	B763	17,600	2,514	2	35,200	5,028	35,200
MIA-PUJ	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	17,600
MIA-SCL	LAN Airlines	B763	17,600	2,514	2	35,200	5,028	35,200
MIA-UIO	Lan Airlines	B763	17,600	2,514	1	17,600	2,514	17,600
MIA-DUS	LTU International Airways	A333	44,092	10,949	1	44,092	10,949	44,092
MIA-FRA	Lufthansa	B744	29,859	4,266	1	29,859	4,266	29,859
MIA-AMS	Martinair Holland	B763	17,600	2,514	1	17,600	2,514	17,600
MIA-ZRH	Swissair	A343	76,720	10,960	1	76,720	10,960	76,720
MIA-GIG	TAM Airlines	A330	44,092	10,949	1	44,092	10,949	44,092
MIA-GRU ⁹	TAM Airlines	A330	44,092	10,949	2	88,184	21,897	88,184
MIA-LHR	Virgin Atlantic	A343	76,720	10,960	1	76,720	10,960	76,720

Sources: OAG, FAA IFR data and Wilbur Smith Associates

⁹ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

Exhibit 11A
Scheduled RFS Activity at Miami International Airport

Routes	Carrier	Type	Capacity	Weekly	Total	Total Weekly
			(in Pounds)	Ops	Weekly	Capacity
					Rotations	(in Pounds)
MIA-ATL	Alliance Air	RFS	15,000	5		
MIA-ATL	American	RFS	15,000	5		
MIA-ATL	Lufthansa	RFS	15,000	6		
MIA-ATL	Swiss	RFS	15,000	6		
MIA-ATL	Virgin Atlantic	RFS	15,000	6	28	420,000
MIA-BNA	Virgin Atlantic	RFS	15,000	6	6	90,000
MIA-BWI	Alliance Air	RFS	15,000	7	7	105,000
MIA-CAE	Alliance Air	RFS	15,000	7	7	105,000
MIA-CHS	Alliance Air	RFS	15,000	7		
MIA-CHS	Virgin Atlantic	RFS	15,000	6	13	195,000
MIA-CLT	Alliance Air	RFS	15,000	7		
MIA-CLT	American	RFS	15,000	3		
MIA-CLT	United Airlines	RFS	15,000	4		
MIA-CLT	US Air	RFS	15,000	3	17	255,000
MIA-DFW	Alliance Air	RFS	15,000	5		
MIA-DFW	Jet Airways Inc. (Cargo)	RFS	15,000	5	10	150,000
MIA-EWR	Alliance Air	RFS	15,000	7		
MIA-EWR	Virgin Atlantic	RFS	15,000	6	13	195,000
MIA-FLL	Continental	RFS	15,000	5	5	75,000
MIA-GSO	Alliance Air	RFS	15,000	7	7	105,000
MIA-GSP	Alliance Air	RFS	15,000	7	7	105,000
MIA-HSV	Alliance Air	RFS	15,000	7	7	105,000
MIA-IAD	Alliance Air	RFS	15,000	7		
MIA-IAD	Jet Airways Inc. (Cargo)	RFS	15,000	6		
MIA-IAD	United Airlines	RFS	15,000	5	18	270,000
MIA-IAH	Alliance Air	RFS	15,000	7		
MIA-IAH	Amerijet Int'l	RFS	15,000	2		
MIA-IAH	Jet Airways Inc. (Cargo)	RFS	15,000	6	15	225,000
MIA-JAX	Alliance Air	RFS	15,000	7		

Exhibit 11A Continued
Scheduled RFS Activity at Miami International Airport

Routes	Carrier	Type	Capacity (in Pounds)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
MIA-JAX	Virgin Atlantic	RFS	15,000	6	13	195,000
MIA-JFK	Alliance Air	RFS	15,000	7		
MIA-JFK	Amerijet Int'l	RFS	15,000	3		
MIA-JFK	Asiana	RFS	15,000	7		
MIA-JFK	Jet Airways Inc. (Cargo)	RFS	15,000	6	23	345,000
MIA-LAX	Alliance Air	RFS	15,000	7		
MIA-LAX	Jet Airways Inc. (Cargo)	RFS	15,000	5	12	180,000
MIA-MCO	Alliance Air	RFS	15,000	7		
MIA-MCO	Continental	RFS	15,000	6		
MIA-MCO	Lufthansa	RFS	15,000	11		
MIA-MCO	United Airlines	RFS	15,000	6		
MIA-MCO	Virgin Atlantic	RFS	15,000	6	36	540,000
MIA-MEM	Alliance Air	RFS	15,000	7	7	105,000
MIA-MOB	Alliance Air	RFS	15,000	5	5	75,000
MIA-MSY	Alliance Air	RFS	15,000	7		
MIA-MSY	Virgin Atlantic	RFS	15,000	5	12	180,000
MIA-OKC	Alliance Air	RFS	15,000	7	7	105,000
MIA-ORD	Alliance Air	RFS	15,000	7		
MIA-ORD	Asiana	RFS	15,000	5		
MIA-ORD	Jet Airways Inc. (Cargo)	RFS	15,000	7		
MIA-ORD	United Airlines	RFS	15,000	1	20	300,000
MIA-PDX	Alliance Air	RFS	15,000	5	5	75,000
MIA-RDU	Alliance Air	RFS	15,000	7	7	105,000
MIA-SAT	Alliance Air	RFS	15,000	5	5	75,000
MIA-SFO	Alliance Air	RFS	15,000	7		
MIA-SFO	Jet Airways Inc. (Cargo)	RFS	15,000	5	12	180,000
MIA-SWF	Alliance Air	RFS	15,000	7	7	105,000
MIA-TPA	Alliance Air	RFS	15,000	7		
MIA-TPA	Continental	RFS	15,000	6		
MIA-TPA	Lufthansa	RFS	15,000	5		

Exhibit 11A Continued
Scheduled RFS Activity at Miami International Airport

Routes	Carrier	Type	Capacity (in Pounds)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
MIA-TPA	Continental	RFS	15,000	6	24	360,000
MIA-TUL	Alliance Air	RFS	15,000	7	7	105,000
MIA-TYS ¹⁰	Alliance Air	RFS	15,000	5	5	75,000

Sources: OAG and Wilbur Smith Associates

¹⁰ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 12A
Scheduled Domestic Integrated Express Activity at Orlando International Airport**

MCO		Aircraft	Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily	
Route	Carrier	Aircraft Type	Capacity (Lbs)	Capacity (Ft ³)	Aircraft Count	Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)
Integrated Express								
Dom								
MCO-ILN	DHL	B767	66,000	9,429	2	132,000	18,857	132,000
MCO-MEM	FedEx	DC-10	89,600	12,800	2	179,200	25,600	
MCO-MEM	FedEx	A300	66,052	9,436	1	66,052	9,436	245,252
MCO-IND	FedEx	B727	36,848	5,264	1	36,848	5,264	
MCO-IND	FedEx	A310	66,052	9,436	1	66,052	9,436	102,900
MCO-VRB	Mountain Air Cargo	C208	2,800	360	1	2,800	360	2,800
MCO-LZU ¹¹	Quest Diagnostics	BE58	816	116	1	816	116	816
MCO-SDF	UPS	A300	66,052	9,436	1	66,052	9,436	
MCO-SDF	UPS	MD11	86,344	12,335	1	86,344	12,335	152,396
MCO-PHL	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
MCO-ATL	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
MCO-CAE	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
MCO-BOS	UPS	A300	66,052	9,436	1	66,052	9,436	66,052

Sources: OAG, FAA IFR data and Wilbur Smith Associates

¹¹ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 13A
Scheduled All Cargo Activity at Orlando International Airport**

MCO			Aircraft	Aircraft		Avg Daily	Avg Daily	Average Daily
Route	Carrier	Aircraft Type	Capacity (Lbs)	Capacity (Ft ³)	Aircraft Count	Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)
All Cargo Carriers								
Dom								
MCO-ATL-TOL	BAX Global	D8F	67,973	9,710	1	67,973	9,710	67,973
MCO-ATL ¹²	Capital Cargo Intl	B727	36,848	5,264	1	36,848	5,264	36,848
Widebody Passenger								
Dom								
MCO-MIA	American Airlines	A300	3,416	488	3	10,248	1,464	10,248
MCO-ATL	Delta Air Lines	B767	17,600	2,514	2	35,200	5,029	35,200
MCO-ATL-DUB	Delta Air Lines	B767	17,600	2,514	1	17,600	2,514	17,600
MCO-ATL-LGW	Delta Air Lines	B767	17,600	2,514	1	17,600	2,514	17,600
MCO-ATL-CDG	Delta Air Lines	B767	17,600	2,514	1	17,600	2,514	17,600
Intl								
MCO-DUB	Aer Lingus	A330	4,270	610	1	4,270	610	4,270
MCO-YUL	Air Transat	A310	14,994	2,142	1	14,994	2,142	14,994
MCO-SJU	American Airlines	A300	3,416	488	3	10,248	1,464	10,248
MCO-LGW	British Airways	B777	39,648	5,664	1	39,648	5,664	39,648
MCO-FRA	Lufthansa Airlines	A330	4,270	610	1	4,270	610	4,270
MCO-LGW	Virgin Atlantic Airways	B747	21,120	3,017	2	42,240	6,034	42,240
MCO-MAN	Virgin Atlantic Airways	B747	21,120	3,017	1	21,120	3,017	21,120

Sources: OAG, FAA IFR data and Wilbur Smith Associates

¹² Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

Exhibit 14A
Scheduled RFS Activity at Orlando International Airport

Routes	Carrier	Type	Capacity	Weekly	Total	Total Weekly
			(in Pounds)	Ops	Weekly	Capacity
					Rotations	(in Pounds)
MIA-ATL	Alliance Air	RFS	15,000	5		
MIA-ATL	American	RFS	15,000	5		
MIA-ATL	Lufthansa	RFS	15,000	6		
MIA-ATL	Swiss	RFS	15,000	6		
MIA-ATL	Virgin Atlantic	RFS	15,000	6	28	420,000
MIA-BNA	Virgin Atlantic	RFS	15,000	6	6	90,000
MIA-BWI	Alliance Air	RFS	15,000	7	7	105,000
MIA-CAE	Alliance Air	RFS	15,000	7	7	105,000
MIA-CHS	Alliance Air	RFS	15,000	7		
MIA-CHS	Virgin Atlantic	RFS	15,000	6	13	195,000
MIA-CLT	Alliance Air	RFS	15,000	7		
MIA-CLT	American	RFS	15,000	3		
MIA-CLT	United Airlines	RFS	15,000	4		
MIA-CLT	US Air	RFS	15,000	3	17	255,000
MIA-DFW	Alliance Air	RFS	15,000	5		
MIA-DFW	Jet Airways Inc. (Cargo)	RFS	15,000	5	10	150,000
MIA-EWR	Alliance Air	RFS	15,000	7		
MIA-EWR	Virgin Atlantic	RFS	15,000	6	13	195,000
MIA-FLL	Continental	RFS	15,000	5	5	75,000
MIA-GSO	Alliance Air	RFS	15,000	7	7	105,000
MIA-GSP	Alliance Air	RFS	15,000	7	7	105,000
MIA-HSV	Alliance Air	RFS	15,000	7	7	105,000
MIA-IAD	Alliance Air	RFS	15,000	7		
MIA-IAD	Jet Airways Inc. (Cargo)	RFS	15,000	6		
MIA-IAD	United Airlines	RFS	15,000	5	18	270,000
MIA-IAH	Alliance Air	RFS	15,000	7		
MIA-IAH	Amerijet Int'l	RFS	15,000	2		
MIA-IAH	Jet Airways Inc. (Cargo)	RFS	15,000	6	15	225,000
MIA-JAX	Alliance Air	RFS	15,000	7		

Exhibit 14A Continued
Scheduled RFS Activity at Orlando International Airport

Routes	Carrier	Type	Capacity (in Pounds)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
MIA-JAX	Virgin Atlantic	RFS	15,000	6	13	195,000
MIA-JFK	Alliance Air	RFS	15,000	7		
MIA-JFK	Amerijet Int'l	RFS	15,000	3		
MIA-JFK	Asiana	RFS	15,000	7		
MIA-JFK	Jet Airways Inc. (Cargo)	RFS	15,000	6	23	345,000
MIA-LAX	Alliance Air	RFS	15,000	7		
MIA-LAX	Jet Airways Inc. (Cargo)	RFS	15,000	5	12	180,000
MIA-MCO	Alliance Air	RFS	15,000	7		
MIA-MCO	Continental	RFS	15,000	6		
MIA-MCO	Lufthansa	RFS	15,000	11		
MIA-MCO	United Airlines	RFS	15,000	6		
MIA-MCO	Virgin Atlantic	RFS	15,000	6	36	540,000
MIA-MEM	Alliance Air	RFS	15,000	7	7	105,000
MIA-MOB	Alliance Air	RFS	15,000	5	5	75,000
MIA-MSY	Alliance Air	RFS	15,000	7		
MIA-MSY	Virgin Atlantic	RFS	15,000	5	12	180,000
MIA-OKC	Alliance Air	RFS	15,000	7	7	105,000
MIA-ORD	Alliance Air	RFS	15,000	7		
MIA-ORD	Asiana	RFS	15,000	5		
MIA-ORD	Jet Airways Inc. (Cargo)	RFS	15,000	7		
MIA-ORD	United Airlines	RFS	15,000	1	20	300,000
MIA-PDX	Alliance Air	RFS	15,000	5	5	75,000
MIA-RDU	Alliance Air	RFS	15,000	7	7	105,000
MIA-SAT	Alliance Air	RFS	15,000	5	5	75,000
MIA-SFO	Alliance Air	RFS	15,000	7		
MIA-SFO	Jet Airways Inc. (Cargo)	RFS	15,000	5	12	180,000
MIA-SWF	Alliance Air	RFS	15,000	7	7	105,000
MIA-TPA	Alliance Air	RFS	15,000	7		
MIA-TPA	Continental	RFS	15,000	6		
MIA-TPA	Lufthansa	RFS	15,000	5		

Exhibit 14A Continued
Scheduled RFS Activity at Orlando International Airport

Routes	Carrier	Type	Capacity (in Pounds)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
MIA-TPA	Continental	RFS	15,000	6	24	360,000
MIA-TUL	Alliance Air	RFS	15,000	7	7	105,000
MIA-TYS ¹³	Alliance Air	RFS	15,000	5	5	75,000

Sources: OAG and Wilbur Smith Associates

¹³ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

Exhibit 15A
Scheduled Domestic Integrated Express Activity at Palm Beach International Airport

PBI			Aircraft	Aircraft		Avg Daily	Avg Daily	Average Daily	
	Route	Carrier	Aircraft Type	Capacity (Lbs)	Capacity (Ft ³)	Aircraft Count	Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)
Integrated Express									
Dom	PBI-SDF	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	PBI-RSW	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	PBI-MIA-SDF ¹⁴	UPS	B758	45,304	6,472	2	90,608	12,944	90,608
	PBI-TPA	Flight Express	C210	1,280	184	1	1,280	184	1,280

Sources: OAG, FAA IFR data and Wilbur Smith Associates

Exhibit 16A
Scheduled Cargo Activity at Southwest Florida International Airport

RSW			Aircraft	Aircraft		Avg Daily	Avg Daily	Average Daily		
	Route	Carrier	Aircraft Type	Capacity (Lbs)	Capacity (Ft ³)	Aircraft Count	Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)	
Integrated Express										
Dom	RSW-TPA	Cape Air	C402	1,120	160	2	2,240	320	2,240	
	RSW-PIE-ILN	DHL	DC9	20,000	3,636	1	20,000	3,636	20,000	
	RSW-MEM	FedEx	A310	66,052	9,436	1	66,052	9,436	66,052	
	RSW-PBI-SDF	UPS	B757	45,304	6,472	1	45,304	6,472	45,304	
	RSW-HSV-SDF	UPS	B757	45,304	6,472	1	45,304	6,472	45,304	
	RSW-TPA	Airnet Systems	C208	2,800	360	1	2,800	360	2,800	
All Cargo Carriers										
Dom	None									
Intl	None									
Widebody Passenger										
Intl	Tue, Thu, Sat	RSW-DUS	Lufthansa	A330	4,270	610	1	4,270	610	4,270
	Wed, Fri	RSW-MUC	Lufthansa	A332	4,270	610	1	4,270	610	4,270

Sources: OAG, FAA IFR data and Wilbur Smith Associates

¹⁴ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 17A
Scheduled Cargo Activity at Tampa International Airport**

TPA		Aircraft	Aircraft Capacity	Aircraft Capacity	Aircraft	Avg Daily Capacity	Avg Daily Capacity	Average Daily Trade Lane	
Route	Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)	
Integrated Express									
Dom	TPA-RSW ¹⁵	Airnet	C208	2,800	360	1	2,800	360	2,800
	TPA-ILN	DHL	B767	66,000	9,429	1	66,000	9,429	66,000
	TPA-IND	FedEx	A300	66,052	9,436	1	66,052	9,436	66,052
	TPA-MEM	FedEx	DC-10	89,600	12,800	2	179,200	25,600	89,600
	TPA-EWR	FedEx	A310	66,052	9,436	1	66,052	9,436	66,052
	TPA-OPF	Flight Express	C210	1,280	184	2	2,560	368	1,280
	TPA-FXE	Flight Express	C210	1,280	184	2	2,560	368	1,280
	TPA-FMY	Flight Express	C210	1,280	184	1	1,280	184	1,280
	TPA-PBI	Flight Express	C210	1,280	184	1	1,280	184	1,280
	TPA-BUY	Flight Express	C210	1,280	184	1	1,280	184	1,280
	TPA-ORL	Flight Express	C210	1,280	184	2	2,560	368	1,280
	TPA-BHM	Paragon Air Express	C208	2,800	360	1	2,800	360	2,800
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	TPA-ATL	Delta Air Lines	B767	17,600	2,514	2	35,200	5,029	35,200
Intl	TPA-LGW	British Airways	B777	39,648	5,664	1	39,648	5,664	39,648

Sources: OAG, FAA IFR data and Wilbur Smith Associates

¹⁵ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

Exhibit 18A
Scheduled RFS Activity at Tampa International Airport

Routes	Carrier	Type	Capacity (in Pounds)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
TPA-ATL	Alliance Air	RFS	15,000	7		
TPA-ATL ¹⁶	Lufthansa	RFS	15,000	5	12	180,000
TPA-ORD	Alliance Air	RFS	15,000	5		
TPA-ORD	Jet Airways Inc. (Cargo)	RFS	15,000	5		
TPA-ORD	Asiana	RFS	15,000	5		
TPA-ORD	United Airlines	RFS	15,000	5	20	300,000
TPA-IAH	Continental	RFS	15,000	5	5	75,000
TPA-IAD	Jet Airways Inc. (Cargo)	RFS	15,000	6		
TPA-IAD	United Airlines	RFS	15,000	5	11	165,000
TPA-LAX	Jet Airways Inc. (Cargo)	RFS	15,000	5	5	75,000
TPA-MIA	Alliance Air	RFS	15,000	5		
TPA-MIA	Virgin Atlantic	RFS	15,000	5		
TPA-MIA	United Airlines	RFS	15,000	5	15	225,000
TPA-JFK	Alliance Air	RFS	15,000	5		
TPA-JFK	Asiana	RFS	15,000	7		
TPA-JFK	Jet Airways Inc. (Cargo)	RFS	15,000	5	17	255,000
TPA-EWR	Alliance Air	RFS	15,000	5		
TPA-EWR	Continental	RFS	15,000	5	10	150,000
TPA-MCO	United Airlines	RFS	15,000	5		
TPA-MCO	Kitty Hawk	RFS	15,000	5		
TPA-MCO	Lufthansa	RFS	15,000	1		
TPA-MCO	Virgin Atlantic	RFS	15,000	6	17	255,000
TPA-SFO	Jet Airways Inc. (Cargo)	RFS	15,000	3	3	45,000

Sources: OAG and Wilbur Smith Associates

¹⁶ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 19A
Scheduled Domestic Integrated Express Activity at Gainesville Regional Airport**

GNV			Aircraft	Aircraft			Avg Daily	Avg Daily	Average Daily
			Aircraft	Capacity	Capacity	Aircraft	Capacity	Capacity	Trade Lane
	Route	Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)
Integrated Express									
Dom	GNV-BHM-ATL	Airnet	BE58	816	116	1	816	116	816
	GNV-JAX	Mountain Air Cargo	C208	2,800	360	2	5,600	720	5,600
	GNV-VDF ¹⁷	Quest Diagnostics	BE58	816	116	1	816	116	816

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit 20A
Scheduled Domestic Integrated Express Activity at Key West Airport**

EYW			Aircraft	Aircraft			Avg Daily	Avg Daily	Average Daily
			Aircraft	Capacity	Capacity	Aircraft	Capacity	Capacity	Trade Lane
	Route	Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)
Integrated Express									
Dom	EYW-RSW	Cape Air	C402	1,120	160	1	1,120	160	1,120
	EYW-FLL	Mountain Air Cargo	C208	2,800	360	1	2,800	360	2,800

Sources: OAG, FAA IFR data and Wilbur Smith Associates

¹⁷ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 21A
Scheduled Cargo Activity at Orlando Sanford International Airport**

SFB	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft ³)	Aircraft Count	Avg Daily Capacity (Lbs)	Avg Daily Capacity (Ft ³)	Average Daily Trade Lane Lift (Lbs)
Integrated Express									
Dom	SFB-ORL ¹⁸	Flight Express	C210	1,280	184	1	1,280	184	1,280
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Intl									
Tue, Fri, Sat, Sun	SFB-GLA	Flyglobespan	B763	17,600	2,514	1	17,600	2,514	17,600
Tue, Fri	SFB-BFS	Flyglobespan	B763	17,600	2,514	1	17,600	2,514	17,600
Thurs, Sat	SFB-KEF	Icelandair	B757	15,600	2,400	1	15,600	2,400	15,600

Source: Airport Records, Wilbur Smith Associates

**Exhibit 22A
Scheduled Domestic Integrated Express Activity at Panama City-Bay County Airport**

PFN	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft ³)	Aircraft Count	Avg Daily Capacity (Lbs)	Avg Daily Capacity (Ft ³)	Average Daily Trade Lane Lift (Lbs)
Integrated Express									
Dom	PFN-DHN	Air Cargo Carriers	SH33	5,200	1,000	1	5,200	1,000	
	PFN-DHN	Flight Express	BE58	816	116	1	816	116	6,016
	PFN-DTS	Flight Express	BE58	816	116	1	816	116	1,632
	PFN-ORL	Flight Express	C210	1,280	184	1	1,280	184	2,096
	PFN-PNS	Quest Diagnostics	BE58	816	116	1	816	116	
	PFN-PNS	Flight Express	C210	1,280	184	1	1,280	184	
	PFN-PNS	Air Cargo Carriers	SH33	5,200	1,000	1	5,200	1,000	7,296

Source: Airport Records, Wilbur Smith Associates

¹⁸ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 23A
Scheduled Domestic Integrated Express Activity at Pensacola Gulf Coast Regional Airport**

PNS			Aircraft	Aircraft		Avg Daily	Avg Daily	Average Daily	
			Aircraft	Capacity	Capacity	Aircraft	Capacity	Trade Lane	
Route	Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)	
Integrated Express									
Dom	PNS-PFN	Air Cargo Carriers	SH33	5,200	1,000	1	5,200	1,000	
	PNS-PFN	Flight Express	C210	1,280	184	1	1,280	184	6,480
	PNS-CEW¹⁹	Flight Express	BE58	816	116	1	816	116	
	PNS-CEW	Flight Express	C210	1,280	184	1	1,280	184	2,096
	PNS-BFM	Quest Diagnostics	BE58	816	116	1	816	116	816
	PNS-TLH	Quest Diagnostics	BE58	816	116	1	816	116	816
	PNS-TRI-ILN	DHL	DC9	20,000	3,636	1	20,000	3,636	20,000

Source: Airport Records, Wilbur Smith Associates

**Exhibit 24A
Scheduled RFS Activity at Pensacola Gulf Coast Regional Airport**

Routes	Carrier	Type	Capacity (in Pounds)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
PNS-JFK	Asiana	RFS	15,000	7		
PNS-JFK	Jet Airways Inc. (Cargo)	RFS	15,000	5	12	180,000

Source: OAG and Wilbur Smith Associates

¹⁹ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

Exhibit 25A
Scheduled Domestic Integrated Express Activity at St. Petersburg-Clearwater Airport

PIE		Aircraft	Aircraft Capacity	Aircraft Capacity	Aircraft	Avg Daily Capacity	Avg Daily Capacity	Average Daily Trade Lane	
	Route	Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)
Integrated Express									
Dom									
	PIE-RSW-ILN	DHL	DC9	20,000	3,636	1	20,000	3,636	20,000
	PIE-SDF	UPS	A300	66,052	9,436	1	66,052	9,436	66,052
	PIE-JAX-SDF	UPS	A300	66,052	9,436	1	66,052	9,436	66,052
	PIE-PHL ²⁰	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	PIE-CAE	UPS	B757	45,304	6,472	1	45,304	6,472	45,304

Source: Airport Records, Wilbur Smith Associates

Exhibit 26A
Scheduled Domestic Integrated Express Activity at Tallahassee Regional Airport

TLH		Aircraft	Aircraft Capacity	Aircraft Capacity	Aircraft	Avg Daily Capacity	Avg Daily Capacity	Average Daily Trade Lane	
	Route	Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)
Integrated Express									
Dom									
	TLH-BHM-ILN	DHL/ABX	DC9	20,000	3,636	1	20,000	3,636	20,000
	TLH-CEW	Flight Express	C210	1,280	184	1	1,280	184	1,280
	TLH-CRG	Flight Express	C210	1,280	184	1	1,280	184	1,280
	TLH-PFN	Flight Express	C210	1,280	184	1	1,280	184	1,280
	TLH-MCO	Mountain Air Cargo	C208	2,800	360	2	5,600	720	5,600
	TLH-VDF	Quest Diagnostics	C310	800	114	1	800	114	800
	TLH-DHN-MEM	Mountain Air Cargo	AT43	7,055	1,373	1	7,055	1,373	
	TLH-MEM	FedEx	B727	36,848	5,264	1	36,848	5,264	43,903

Source: Airport Records, Wilbur Smith Associates

²⁰ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

**Exhibit 27A
Scheduled Domestic Integrated Express Activity at Craig Municipal Airport**

CRG			Aircraft	Aircraft		Avg Daily	Avg Daily	Average Daily	
		Aircraft	Capacity	Capacity	Aircraft	Capacity	Capacity	Trade Lane	
Route		Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)
Integrated Express									
Dom	CRG-MAC	Flight Express	BE58	816	116	1	816	116	816
	CRG-PNS	Flight Express	BE58	816	116	1	816	116	816
	CRG-ORL	Flight Express	BE58	816	116	1	816	116	
	CRG-ORL	Flight Express	C210	1,280	184	2	2,560	368	3,376
	CRG-CAE ²¹	Flight Express	C210	1,280	184	1	1,280	184	1,280
	CRG-TLH	Flight Express	C210	1,280	184	1	1,280	184	1,280

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit 28A
Scheduled Domestic Integrated Express Activity at Florida Keys Marathon Airport**

MTH			Aircraft	Aircraft		Avg Daily	Avg Daily	Average Daily	
		Aircraft	Capacity	Capacity	Aircraft	Capacity	Capacity	Trade Lane	
Route		Carrier	Type	(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)
Integrated Express									
Dom	MTH-FXE	Flight Express	BE58	816	116	1	816	116	816
	MTH-FLL	Mountain Air Cargo	C208	2,800	360	1	2,800	360	2,800

Sources: OAG, FAA IFR data and Wilbur Smith Associates

²¹ Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

Exhibit 29A
Scheduled Domestic Integrated Express Activity at Ft. Lauderdale Executive Airport

FXE		Aircraft	Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily		
		Capacity	Capacity	Count	Capacity	Capacity	Trade Lane		
Route	Carrier	Type	(Lbs)	(Ft ³)	(Lbs)	(Ft ³)	Lift (Lbs)		
Integrated Express									
	FXE-TPA	Flight Express	C210	1,280	184	1	1,280	184	1,280
	FXE-ORL ²²	Flight Express	BE58	816	116	1	816	116	
	FXE-ORL	Flight Express	C210	1,280	184	1	1,280	184	
	FXE-ORL	Airnet Systems	BE58	816	116	1	816	116	2,912
	FXE-OPF	Flight Express	C210	1,280	184	1	1,280	184	1,280
	FXE-JAX	Airnet Systems	LJ35	1,600	229	1	1,600	229	1,600

Sources: OAG, FAA IFR data and Wilbur Smith Associates

Exhibit 30A
Scheduled Domestic Integrated Express Activity at Page Field Airport

FMY		Aircraft	Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily		
		Capacity	Capacity	Count	Capacity	Capacity	Trade Lane		
Route	Carrier	Type	(Lbs)	(Ft ³)	(Lbs)	(Ft ³)	Lift (Lbs)		
Integrated Express									
Dom	FMY-TPA	Flight Express	C210	1,280	184	1	1,280	184	1,280
	FMY-OPF	Flight Express	C210	1,280	184	1	1,280	184	1,280

Sources: OAG, FAA IFR data and Wilbur Smith Associates

²² Blue font indicates new route added since the 2007 Florida Air Cargo System Plan Tech Memo

Appendix B

Exhibit 1B
Route Map of Scheduled Domestic Air Cargo Activity at Ft. Lauderdale-Hollywood International Airport



Exhibit 2B
Route Map of Scheduled International Widebody Passenger Activity at Ft. Lauderdale-Hollywood International Airport



Exhibit 3B
Route Map of Scheduled Road Feeder Service Activity at Ft. Lauderdale-Hollywood International Airport



Exhibit 4B
Route Map of Scheduled Domestic Air Cargo Activity at Jacksonville International Airport

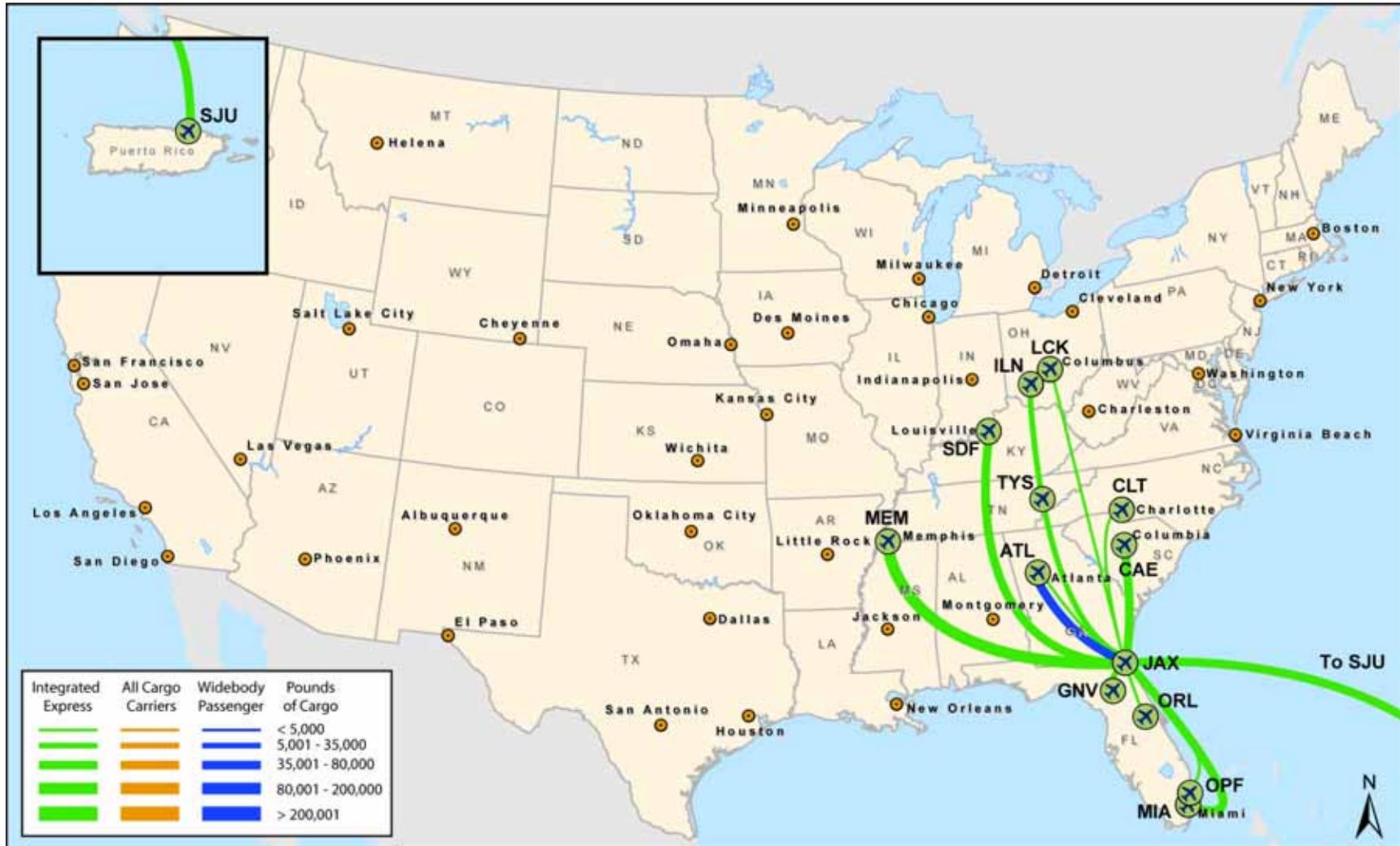


Exhibit 5B
Route Map of Scheduled Road Feeder Service Activity at Jacksonville International Airport



Exhibit 6B
Route Map of Scheduled Domestic Integrated Express Cargo Activity at Miami International Airport

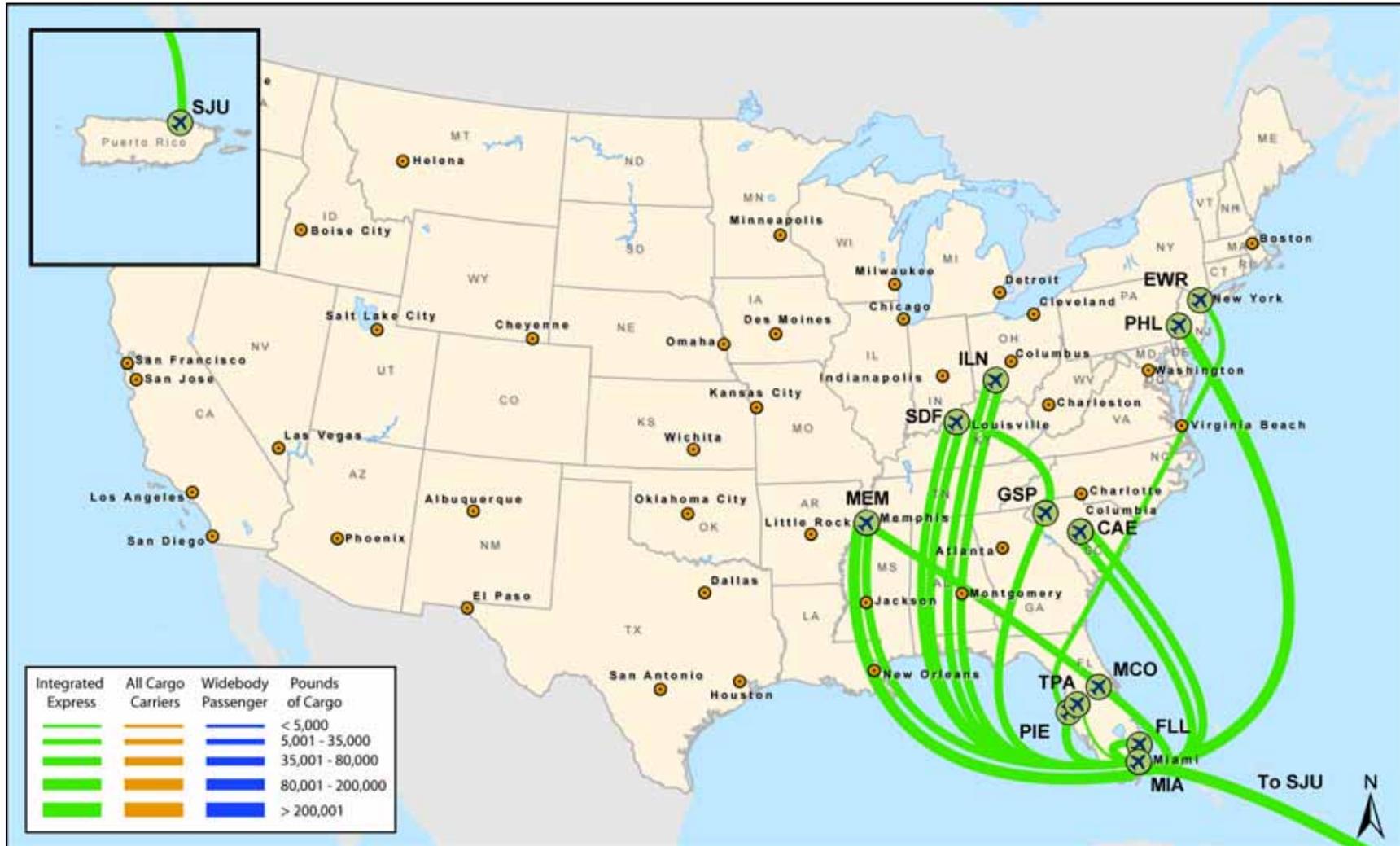


Exhibit 7B

Route Map of Scheduled International Integrated Express Cargo Activity at Miami International Airport



Exhibit 8B
Route Map of Scheduled Domestic All Cargo Carrier Activity at Miami International Airport



Exhibit 9B
Route Map of Scheduled International All Cargo Carrier Activity at Miami International Airport

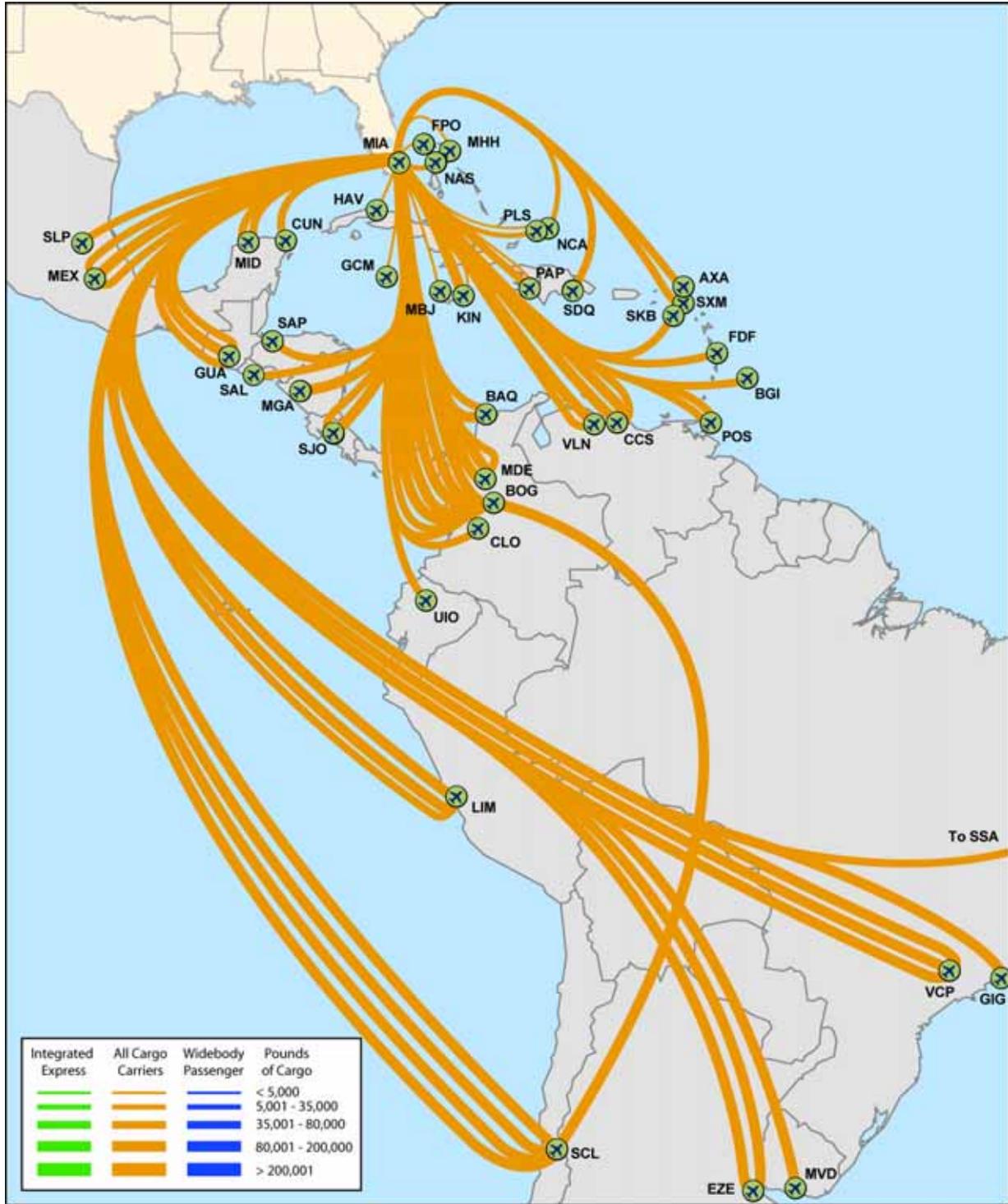


Exhibit 10B
Route Map of Scheduled Domestic Widebody Passenger Activity at Miami International Airport



Exhibit 11B
 Route Map of Scheduled International Widebody Passenger Activity at Miami International Airport
 (Central & South America)



Exhibit 12B
Route Map of Scheduled International Air Cargo Routes at Miami International Airport (Europe & Asia)

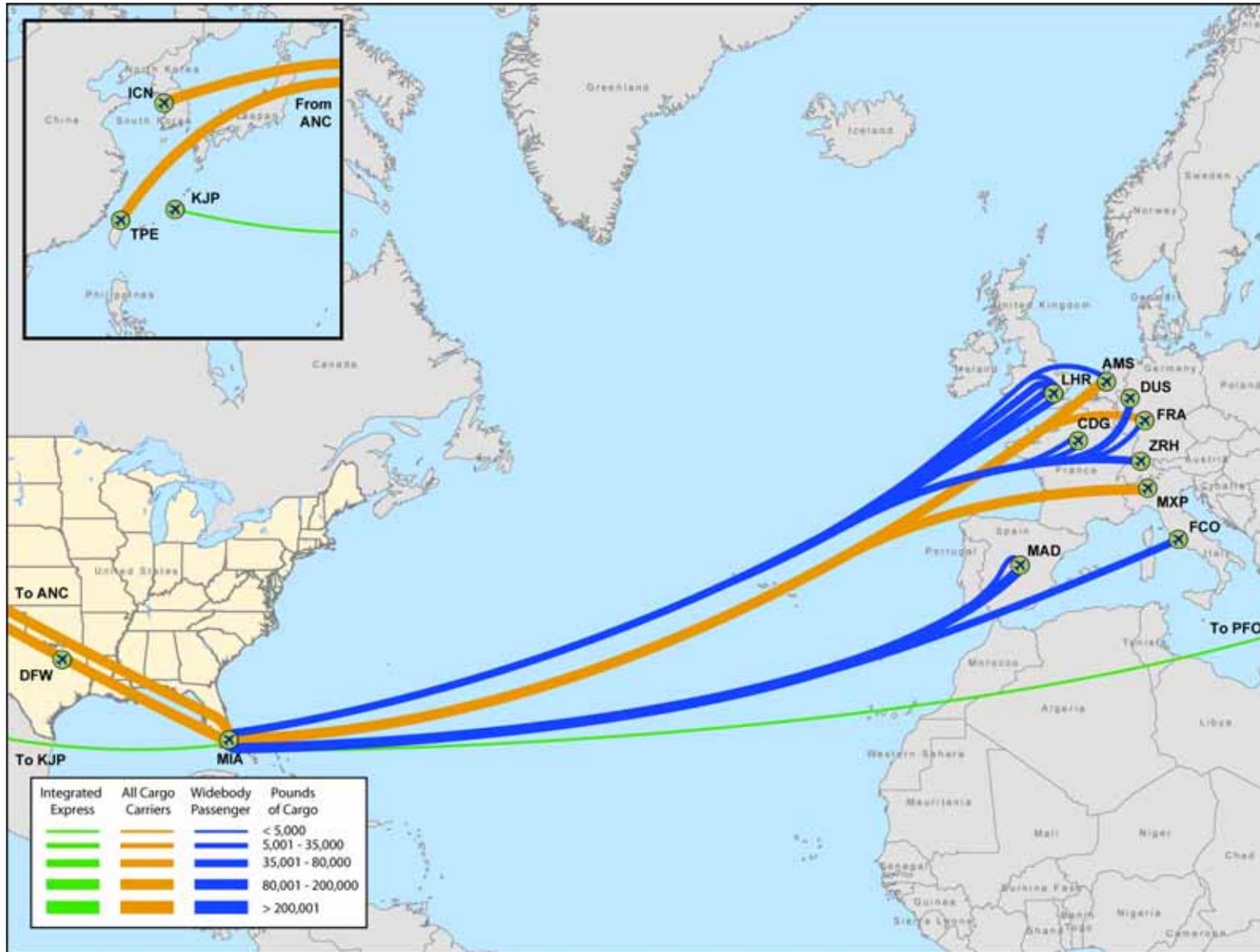


Exhibit 13B
Route Map of Scheduled Road Feeder Service Activity at Miami International Airport



Exhibit 14B
Route Map of Scheduled Domestic Air Cargo Activity at Orlando International Airport

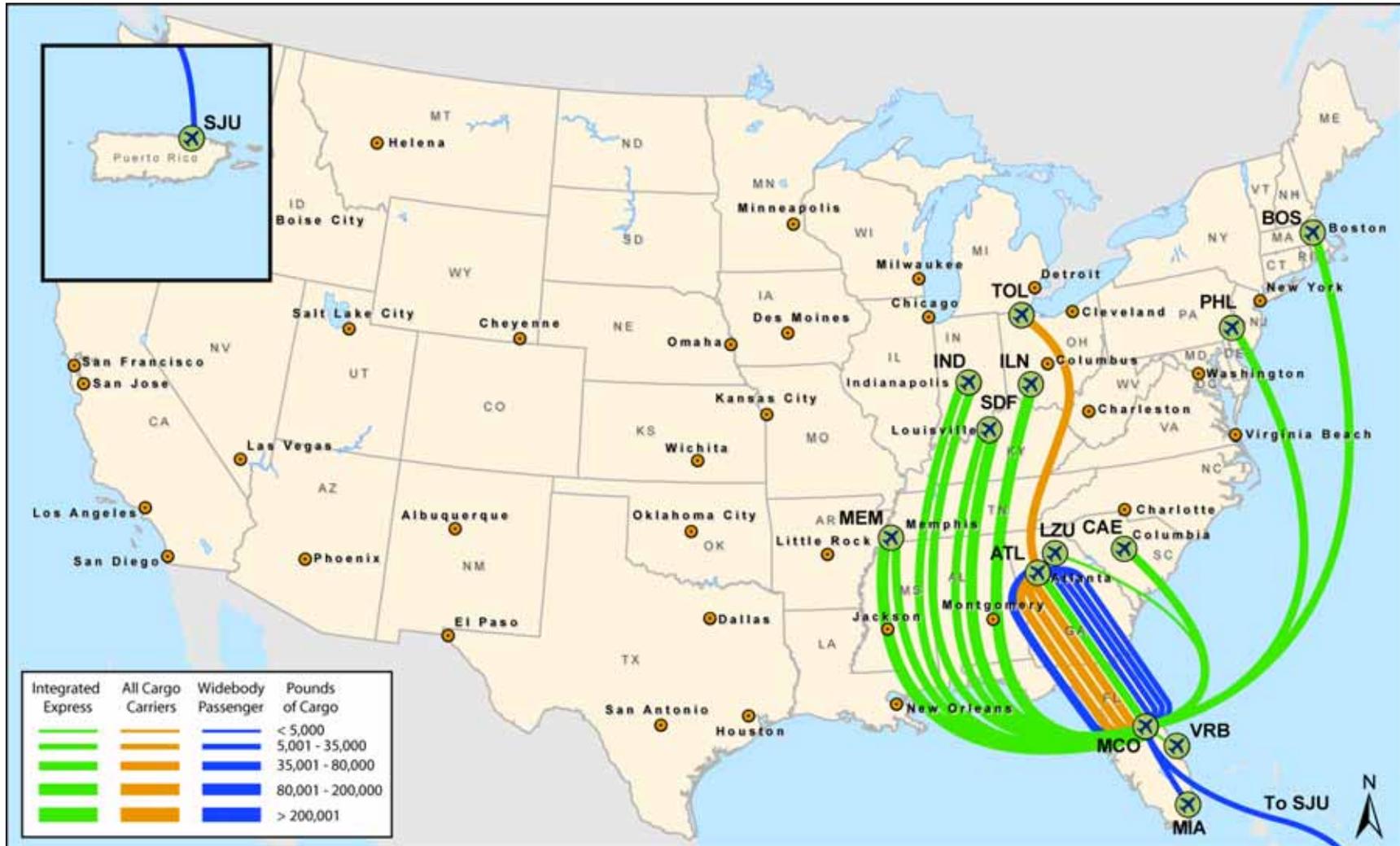


Exhibit 15B
Route Map of International Widebody Passenger Activity at Orlando International Airport

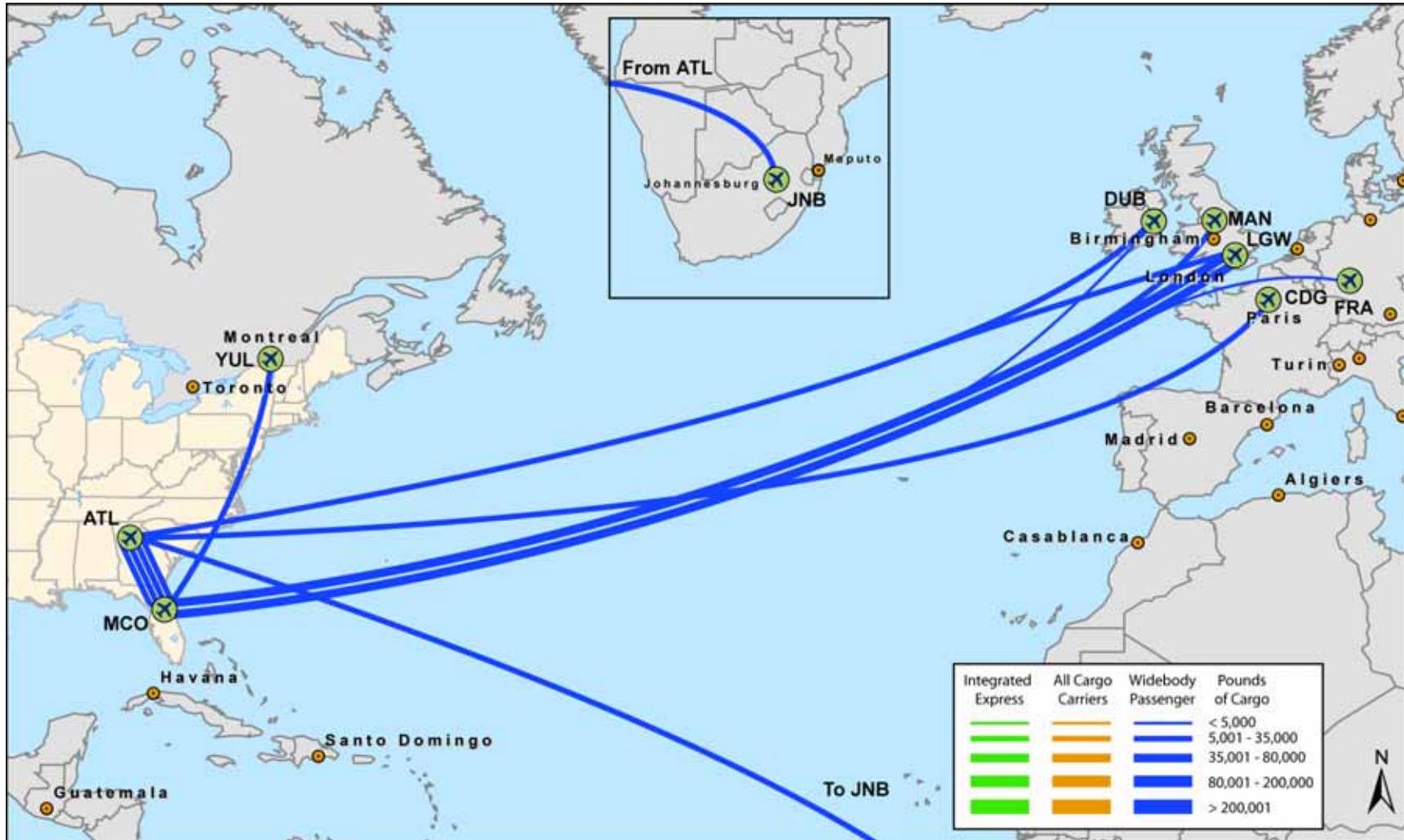


Exhibit 16B
Route Map of Scheduled Road Feeder Service Activity at Orlando International Airport



Exhibit 17B
Route Map of Scheduled Domestic Integrated Express Activity at Palm Beach International Airport



Exhibit 18B
Route Map of Scheduled Domestic Integrated Express Activity at Southwest Florida International Airport



Exhibit 19B
Route Map of Scheduled International Widebody Passenger Activity at Southwest Florida International Airport



Exhibit 20B
Route Map of Scheduled Domestic Integrated Express and Widebody Passenger Activity at Tampa International Airport



Exhibit 21B
Route Map of Scheduled International Widebody Passenger Activity at Tampa International Airport



Exhibit 22B
Route Map of Scheduled Road Feeder Service Activity at Tampa International Airport



Exhibit 23B
Route Map of Domestic Integrated Express Activity at Gainesville Regional Airport



Exhibit 24B
Route Map of Scheduled Domestic Integrated Express Activity at Key West International Airport



Exhibit 25B
Route Map of Scheduled International Widebody Passenger Activity at Orlando Sanford International Airport



Note: Icelandair SFB-KEF Route Uses Narrow body Passenger 757 Aircraft

Exhibit 26B
Route Map of Scheduled Domestic Integrated Express Activity at Panama City-Bay County Regional Airport



Exhibit 27B
Route Map of Scheduled Domestic Integrated Express Activity at Pensacola Gulf Coast Regional Airport



Exhibit 28B
Route Map of Scheduled Road Feeder Service Activity at Pensacola Gulf Coast Regional Airport



Exhibit 29B
Route Map of Scheduled Domestic Integrated Express Activity at St. Petersburg-Clearwater International Airport

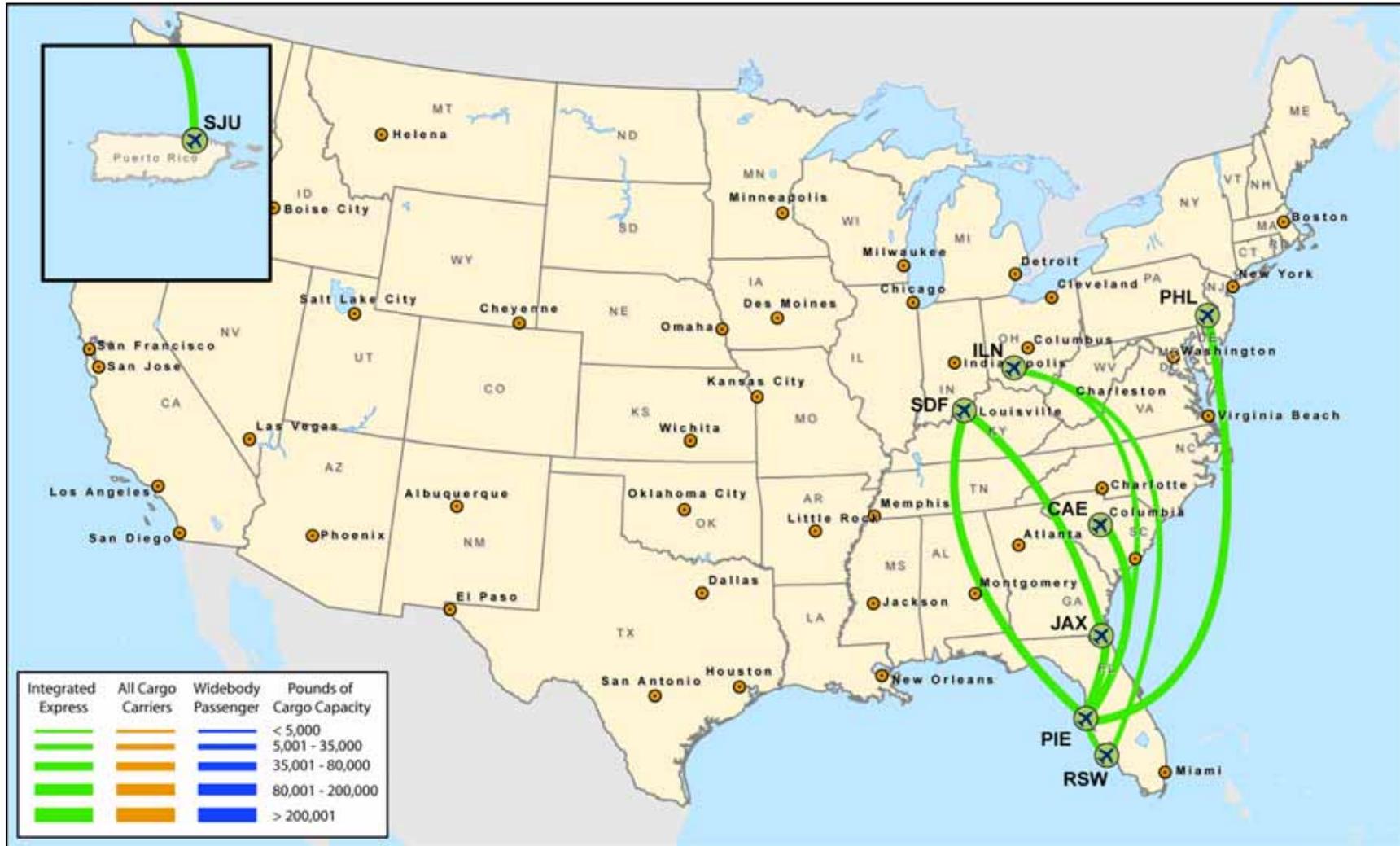


Exhibit 31B
Route Map of Scheduled Domestic Integrated Express Activity at Craig Municipal Airport

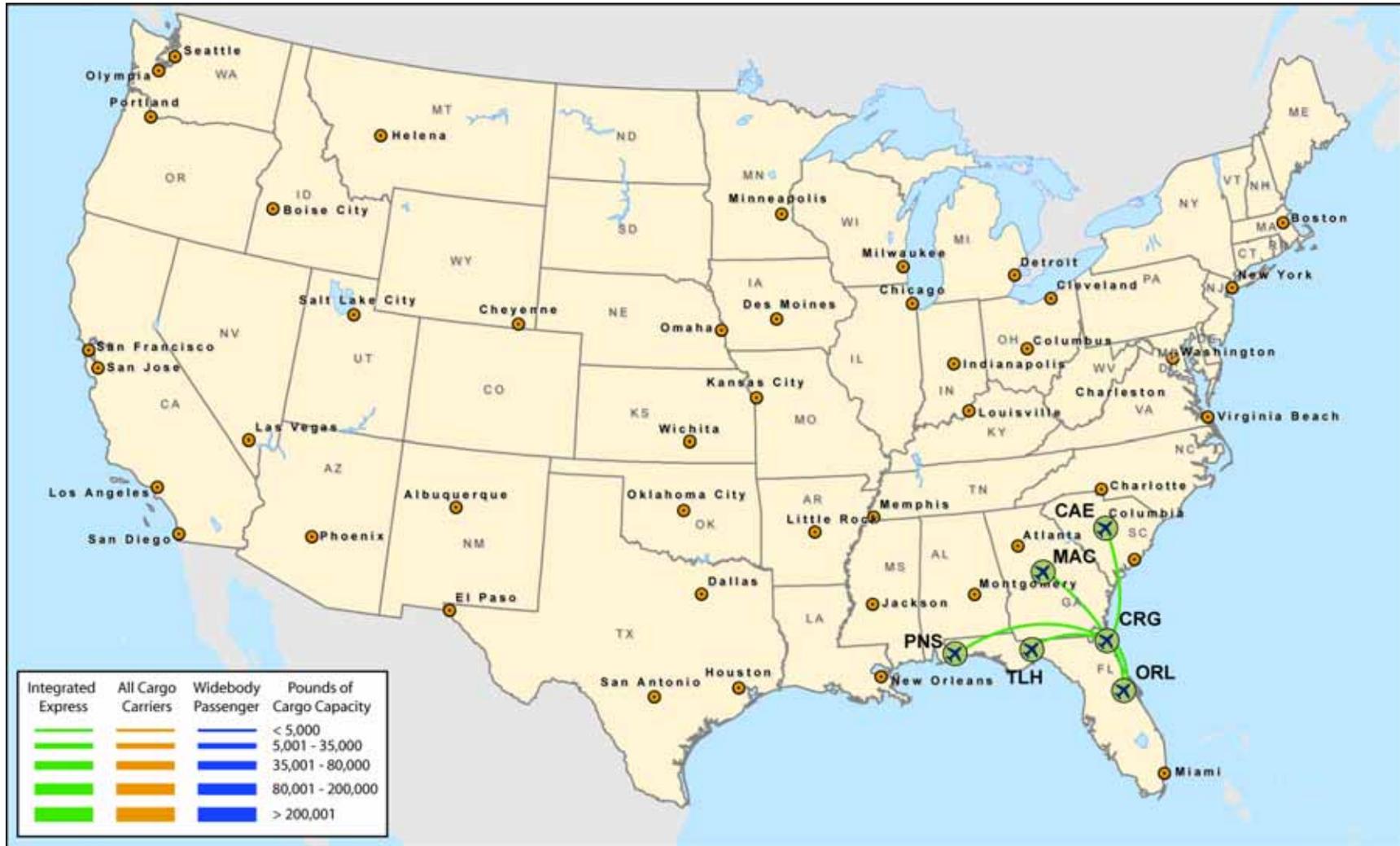


Exhibit 32B
Route Map of Scheduled Domestic Integrated Express Activity at Florida Keys Marathon Airport



Exhibit 33B
Route Map of Scheduled Domestic Integrated Express Activity at Ft. Lauderdale Executive Airport



Exhibit 34B
Route Map of Scheduled Domestic Integrated Express Activity at Page Field Airport



Glossary of Air Cargo Terms

Glossary of Air Cargo Terms

Air WayBill

An AWB is a bill of lading which covers both domestic and international flights transporting goods to a specified destination. Technically, it is a non-negotiable instrument of air transport which serves as a receipt for the shipper, indicating that the carrier has accepted the goods listed therein and obligates it to carry the consignment to the airport of destination according to specified conditions. Normally AWB refers to the Air Waybill issued by carrying airlines and also called Master Air Waybill (MAWB) which comes with three digits of numeric airline identification codes issued by IATA to non-U.S. based airlines and Air Transport Association of America to U.S. based airlines. However, air freight forwarders also issue HAWB (House Air Waybill) to their customers for each of the shipments.

Aircraft Container

A unit load device (ULD) which links directly with the airplane cargo handling and restraint system.

Allotment

A term used to describe blocked space by airlines on behalf of forwarders/shippers.

ATA

Actual Time of Arrival, or Airport-To-Airport, or Air Transport Association of America.

ATD

Actual Time of Departure.

Bonded Warehouse

The Customs Service authorizes bonded warehouses for storage or manufacture of goods on which payment of duties is deferred until the goods enter the Customs Territory. The goods are not subject to duties if re-shipped to foreign points.

Break Bulk (B/B)

For consolidated air freight, it is moved under one MAWB and each consignment designated to specific consignee or recipient is under one HAWB. When freight forwarder receives the consolidated cargo from carrier, they will break the consolidation apart per HAWB then proceed customs clearance along with associated shipping and import documents. Such Break-Bulk is normally handled by airlines or their contracted ground handling agent.

Carnet

A customs document permitting the holder to carry or send merchandise temporarily into certain foreign countries for display, demonstration or other purposes without paying import duties or posting bonds.

Combi Aircraft

An aircraft configured to carry both passengers and cargo on the Main Deck.

Consignment

Delivery of merchandise from an exporter (the consignor) to an agent (the consignee) under agreement that the agent sell the merchandise for the account of the exporter. The consignor retains title to the goods until sold. The consignee sells the goods for commission and remits the net proceeds to the consignor.

Consolidation

In order to handle small lot of consignment efficiently and competitively, freight forwarder usually put many consignments into one lot then tender to carrier for forwarding. In this case, each consignment will be shipped with one HAWB respectively and all of them will be under one master AWB.

Customs

The government authorities designated to collect duties levied by a country on imports and exports.

Customs Broker

An individual or company licensed by the government to enter and clear goods through Customs. The U.S. Customs Service defines a Customs Broker, as any person who is licensed in accordance with Part III of Title 19 of the Code of Federal Regulations (Customs regulations) to transact Customs business on behalf of others. Customs business is limited to those activities involving transactions with Customs concerning the entry and admissibility of merchandise; its classification and valuation; the payment of duties, taxes, or other charges assessed or collected by Customs upon merchandise by reason of its importation, or the refund, rebate, or drawback thereof.

Customs Clearance

The procedures involved in getting cargo released by Customs through designated formalities such as presenting import license/permit, payment of import duties and other required documentations by the nature of the cargo such as FCC or FDA approval.

Customs Invoice

A document, required by some foreign countries' customs officials to verify the value, quantity, and nature of the shipment, describing the shipment of goods and showing information such as the consignor, consignee, and value of the shipment.

Dangerous Goods

Commodities classified by IATA according to its nature and characteristic in terms of the effect of its danger to carrier's flying safety.

DDP

Deliver Duty Paid.

DDU

Deliver Duty Unpaid.

Dimensional Weight

Also called measurement weight. This is the size of consignment calculated by total square feet by 6000. Carrier charge for freight based on the dimensional weight or actual gross weight whichever is higher.

Direct Ship

Ship without consolidation and under one MAWB ie non-consolidation.

Drawback

Drawback is a rebate by a government, in whole or in part, of customs duties assessed on imported merchandise that is subsequently exported. Drawback regulations and procedures vary among countries.

Duty

A tax imposed on imports by the customs authority of a country. Duties are generally based on the value of the goods, some other factors such as weight or quantity (specific duties), or a combination of value and other factors (compound duties).

EDI

EDI, Electronic Data Interchange for Administration, Commerce, and Transportation, is an international syntax used in the interchange of electronic data. Customs uses EDI to interchange data with the importing trade community.

ETA

Estimated Time of Arrival. Then, It normally takes 3 hours for carriers to Break Bulk then ready to be picked up by forwarders along with customs release notification.

ETD

Estimated Time of Departure. The cut-off time for carriers' cargo ramp handling is normally two hours ahead of ETD. However, the freight forwarders' consolidation cut-off time may vary depending on each forwarder's operations respectively.

Freight Carriage ... paid to

Like C & F, "Freight/Carriage paid to ..." means that the seller pays the freight for the carriage of the goods to the named destination. However, the risk of loss of or damage to the goods, as well as of any cost increases, is transferred from the seller to the buyer when the goods have been delivered into the custody of the first carrier and not at the ship's rail. The term can be used for all modes of transport including multi-modal operations and container or "roll on-roll off" traffic by trailer and ferries. When the seller has to furnish a bill of lading, waybill or carrier's receipt, he duly fulfills this obligation by presenting such a document issued by the person with whom he has contracted for carriage to the named destination. (Also see incoterms)

Freight Carriage ... and Insurance paid to

This term is the same as "Freight/Carriage Paid to ..." but with the addition that the seller has to procure transport insurance against the risk of loss of damage to the goods during the carriage. The seller contracts with the insurer and pays the insurance premium.

Gateway

In the context of travel activities, gateway refers to a major airport or seaport. Internationally, gateway can also mean the port where customs clearance takes place.

Harmonized System

The Harmonized Commodity Description and Coding System (or Harmonized System, HS) is a system for classifying goods in international trade, developed under the auspices of the Customs Cooperation Council. Beginning on January 1, 1989, the new HS numbers replaced previously adhered-to schedules in over 50 countries, including the United States.

HAWB

House Air waybill issued by carrying airlines' agent, normally freight forwarder.

IATA

International Air Transport Association (IATA), established in 1945, is a trade association serving airlines, passengers, shippers, travel agents, and governments. The association promotes safety, standardization in forms (baggage checks, tickets, weigh bills), and aids in establishing international airfares. IATA headquarter is in Geneva, Switzerland.

IATA Designator

Two-character Airline identification assigned by IATA in accordance with provisions of Resolution 762. It is for use in reservations, timetables, tickets, tariffs as well as air waybill.

Import Certificate

The import certificate is a means by which the government of the country of ultimate destination exercises legal control over the internal channeling of the commodities covered by the import certificate.

Import License

A document required and issued by some national governments authorizing the importation of goods. Also referred to as import permit. With such documentation, customs clearance can be conducted.

Import Restrictions

Import restriction, applied by a country with an adverse trade balance (or for other reasons), reflect a desire to control the volume of goods coming into the country from other countries may include the imposition of tariffs or import quotas, restrictions on the amount of foreign currency available to cover imports, a requirement for import deposits, the imposition of import surcharges, or the prohibition of various categories of imports.

Incoterms

Maintained by the International Chamber of Commerce (ICC), this codification of terms is used in foreign trade contracts to define which parties incur the costs and at what specific point the costs are incurred. (also see incoterm section)

Insurance Certificate

This certificate is used to assure the consignee that insurance is provided to cover loss of or damage to the cargo while in transit.

Intermediate Consignee

An intermediate consignee is the bank, forwarding agent, or other intermediary (if any) that acts in a foreign country as an agent for the exporter, the purchaser, or the ultimate consignee, for the purpose of effecting delivery of the export to the ultimate consignee.

Intermodal

Movement of goods by more than one mode of transport, ie. airplane, truck, railroad and ship.

LD3

Lower deck type 3 container. This is the most commonly used container in passenger aircraft.

Lower Deck

The compartment below the Main Deck (also synonymous with lower hold and lower lobe).

Main Deck

The deck on which the major portion of payload is carried, normally known as Upper Deck of an airplane. The full cargo freighter aircraft has its entire upper deck equipped for main deck type of containers/pallets while Combi aircraft uses its rear part of the upper deck for cargo loading. There is no upper deck or main deck type of container/pallet at passenger aircraft.

NVD

No Value Declared.

Packing List

A shipping document issued by shipper to carrier, Customs and consignee serving the purposes of identifying detail information of package count, products count, measurement of each package, weight of each package, etc.

POD

Proof Of Delivery, or a cargo/package receipt with the signature of recipient. This term has been widely used in courier and express industry and also gaining more attention and implementation at air cargo industry.

Pro Forma Invoice

An invoice provided by a supplier prior to the shipment of merchandise, informing the buyer of the kinds and quantities of goods to be sent, their value, and important specifications (weight, size, and similar characteristics). When an importer applies for Letter of Credit as the means of payment, a Pro Forma Invoice from the beneficiary of such Letter of Credit, usually the exporter, is required by the L/C issuing bank.

Shipping Mark

The letters, numbers or other symbols placed on the outside of cargo to facilitate identification.

Shipping Weight

Shipping weight represents the gross weight in kilograms of shipments, including the weight of moisture content, wrappings, crates, boxes, and containers (other than cargo vans and similar substantial outer containers).

TACT

TACT stands for The Air Cargo Tariff. It is published by IAP -- International Airlines Publications, an IATA company.

Tare Weight

The weight of a ULD and tie down materials without the weight of the goods it contains.

Temporary Importation under Bond

When an importer makes entry of articles and claimed to be exempt from duty under Chapter 98, Subchapter XIII, Harmonized Tariff Schedule of the United States, a bond is posted with Customs which guarantees that these items will be exported within a specified time frame (usually within one year from the date of importation). Failure to export these items makes the importer liable for the payment of liquidated damages for breach of the bond conditions.

Transshipment

Transshipment refers to the act of sending an exported product through an intermediate country before routing it to the country intended to be its final destination.

ULD

Unit Load Device, Any type of container, container with integral pallet, aircraft container or aircraft pallet.

Ultimate Consignee

The ultimate consignee is the person located abroad who is the true party in interest, receiving the export for the designated end-use.

Value for Customs Purposes Only

The U.S. Customs Service defines "value for Customs purposes only" as the value submitted on the entry documentation by the importer which may or may not reflect

information from the manufacturer but in no way reflects Customs appraisal of the merchandise.

Without Reserve

A term indicating that a shipper's agent or representative is empowered to make definitive decisions and adjustments abroad without approval of the group or individual represented.