
FLORIDA AIR CARGO SYSTEM PLAN UPDATE

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Prepared by:

Wilbur Smith Associates, Inc.

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Technical Memo Florida Air Cargo Traffic and Trade Lanes

This technical memo presents the 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 for the past five years. The total available air and ground capacity for 2007 is compared against 2006 levels. Further, this task highlights significant changes in carrier types serving each market. Changes in aircraft type and associated cargo capacity available are also noted.

INTRODUCTION

As a group, Florida's SIS Airports processed 2,669,758 tons of air cargo during 2006²; an increase of more than 4 percent over the 2005 tonnage of 2,560,672. These 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 air cargo traffic. Consequently, these facilities must be able to support large aircraft capable of accommodating market demand. The Tier Two airports, located near smaller metro areas and with infrastructure capable of supporting smaller-scale operations, can be used to move traffic to larger SIS airports. Hence, although smaller, these Tier Two airports are critical for maintaining connectivity, particularly for the integrated express operators. In order to better understand the relationship of cargo demand and airport infrastructure, an analysis of available cargo capacity (or lift) on scheduled flights is warranted.

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

¹ SIS airport criteria are based on Federal Aviation Administration (FAA) definitions of large or medium air hubs. In order to qualify, a facility must handle more than 0.25 percent of total annual passenger enplanements nationwide. Tier Two airports are comprised of Emerging SIS Airports and other airports in the State with scheduled air cargo traffic

² Per Airport Records

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- Gainesville Regional Airport (GNV)
- Key West International Airport (EYW)
- Orlando Sanford International Airport (SFB)
- Panama City-Bay County Airport (PFN)
- Pensacola 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 (FMY)

Three of these Tier Two Airports do not have schedule air cargo activity. They are:

- Daytona Beach International (DAB)
- Melbourne International (MLB)
- Okaloosa Regional (VPS)
- Sarasota Bradenton Airport (SRQ)

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 scheduled cargo activity. This capacity is presented in terms of air cargo lift available and also in terms of available Road Feeder Service (RFS) 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 9.5 million pounds of air cargo lift capacity on a typical Wednesday, the busiest day in the air cargo industry workweek. This represents a decrease of 2.0 percent versus the 2006 level and is largely the result of decreases in domestic widebody lift at Florida airports. Miami International Airport, the leader in terms of air capacity offered, provides more than 6.4 million pounds of air cargo capacity. This represents an increase of nearly four percent versus the 2006 level. In terms of total capacity, the Miami International Airport provides 68 percent all available air cargo capacity at SIS and Tier Two airports. Orlando International with 1.1 million pounds and Ft. Lauderdale International with nearly 520,000 pounds of available capacity rank second and third respectively. Florida Tier Two airports contribute more than 445,000 pounds of air cargo capacity on a typical Wednesday. **Exhibit 1** presents the comparison of total air cargo capacity offered for

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2007 versus 2006. A subsequent section of this document provides a reconciliation of the observed differences.

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Exhibit 1
Air Cargo Tonnage
Capacity at Florida Airports (2007 Vs 2006)

Airport	2006		2007		2007 Vs. 2006
	Aircraft Capacity (in Lbs)	% of Total	Aircraft Capacity (in Lbs)	% of Total	
Miami International	6,213,589	64%	6,437,743	68%	+4%
Orlando International	1,240,585	13%	1,140,525	12%	-8%
Ft. Lauderdale-Hollywood International	631,801	6%	516,973	5%	-18%
Jacksonville International	393,448	4%	350,424	4%	-11%
Tampa International	332,924	3%	291,012	3%	-13%
Southwest Florida International	265,896	3%	209,146	2%	-21%
Palm Beach International	154,792	2%	135,912	1%	-12%
St. Petersburg-Clearwater International	268,016	3%	197,408	2%	-26%
Tallahassee Regional	63,920	1%	77,375	1%	+21%
Orlando Sanford International	52,280	1%	85,304	1%	+63%
Pensacola Regional	35,711	0%	30,176	0%	-15%
Panama City-Bay County International	14,100	0%	17,392	0%	+23%
Craig Municipal	12,008	0%	10,128	0%	-16%
Key West International	8,480	0%	12,400	0%	+46%
Ft. Lauderdale Executive	4,976	0%	4,976	0%	0%
Gainesville Regional	4,400	0%	4,416	0%	0%
Florida Keys Marathon	3,616	0%	3,616	0%	0%
Ft. Myers Page Field	3,327	0%	2,560	0%	-23%
Total	9,703,869	100%	9,527,486	100%	-2%

Sources: OAG and IFR,
 Wilbur Smith Associates October 2007

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Road Feeder Service (RFS) Capacity

On average, Florida airports offer more than 1.2 million pounds of scheduled RFS cargo capacity each day. The category leader is Miami International with an average of 405,000 pounds of RFS capacity available. This represents a 16 percent increase versus the 2006 level. Orlando International ranks second in the category with 378,000 pounds available. Tampa International provides 15 percent of the total RFS cargo capacity offered in the State of Florida. On an average day, a total of 184,000 pounds of RFS capacity are available at Tampa International. **Exhibit 2** provides the RFS lift capacity available at Florida airports.

**Exhibit 2
RFS Cargo Tonnage
Capacity at Florida Airports**

Airport	2006		2007		2007 Vs. 2006
	RFS Capacity (in Lbs)	% of Total	RFS Capacity (in Lbs)	% of Total	
Miami International	348,000	33%	405,000	32%	+16%
Orlando International	309,000	29%	378,000	31%	+22%
Tampa International	189,000	18%	184,000	15%	-3%
Jacksonville International	90,000	9%	90,000	8%	0%
Ft. Lauderdale-Hollywood International	54,000	5%	81,000	7%	+50%
Pensacola Regional	45,000	4%	66,000	6%	47%
Palm Beach International	15,000	1%	15,000	1%	0%
Total	1,050,000	100%	1,219,000	100%	+16%

Sources: OAG
Wilbur Smith Associates October 2007

In total, aircraft and RFS service provides more than 10.7 million pounds of cargo lift capacity related to Florida's airports. In terms of composition, 89 percent of the total lift capacity is offered on cargo aircraft. The other 11 percent is provided on scheduled RFS carriers. Compared to 2006, available RFS capacity increased by 16 percent while the percent of total capacity offered on air cargo aircraft decreased from 90 percent in 2006 to 89 percent in 2007. This statewide trend coincides with national trends where increased trucking of "air cargo" is occurring.

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 scope 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 provides the total enplaned and deplaned tons of freight and mail for each facility as reported for 2006. **Exhibit 3** presents the five-year air cargo tonnage trend at the Florida SIS Airports.

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Four of these airports: Miami International, Tampa International, Jacksonville International, and Southwest Florida International processed more tonnage in 2006 versus 2002. The other three Florida SIS Airports: Orlando International, Ft. Lauderdale International, and Palm Beach International processed more cargo tonnage in 2002 versus 2006. These declines are modest very modest ranging from one percent at Palm Beach International to two percent at both Orlando International and Ft. Lauderdale International.

**Exhibit 3
Florida Air Cargo Tonnage at SIS Airports
2002-2006**

Airport	2002	2003	2004	2005	2006	Total 5-Year Growth
Miami International	1,790,785	1,805,158	1,961,303	1,934,545	2,060,818	3%
Orlando International	218,619	212,836	224,417	225,928	198,000	-2%
Ft. Lauderdale-Hollywood International	181,967	172,520	179,608	175,533	163,352	-2%
Tampa International	100,830	102,802	100,115	100,228	120,317	4%
Jacksonville International	75,974	77,891	79,721	83,975	86,850	3%
Palm Beach International	19,980	20,177	20,256	19,315	18,962	-1%
Southwest Florida International	17,389	17,256	18,542	21,148	21,460	5%
Total	2,405,544	2,408,640	2,583,962	2,560,672	2,669,758	2%

Source: Estimated from Airport Records, Wilbur Smith Associates October 2007

AIR CARGO LIFT CAPACITY ANALYSIS

The previous section of this technical memo identifies 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 the availability of aircraft and truck “lift” capacity in Florida’s air cargo industry. In addition, this lift analysis presents air cargo route structures (see **Appendix A**). These routes identify Florida’s “trade lanes” providing connectivity to the national and global economy. **Appendix B** illustrates these routings with thematic maps.

Methodology

In order to determine the air cargo lift capacity at Florida airports, three primary data sources are used. The Official Aviation Guide Cargo Guide provides flight information for cargo flights, widebody passenger flights, and road feeder truck schedules³. 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

³ www.oag.com. OAG, first published in 1929, stands for ‘Official Aviation Guide of the Airways.

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basis. Hence, FAA instrument flight rule (IFR) data provides another resource to ascertain landing activity by airport, carrier, and aircraft type.⁴ 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 the Northeast due for Monday delivery in the Midwest can move via RFS trucks over the weekend and still make its delivery commitment. This same shipment sent on Monday afternoon sold for Wednesday delivery would need to fly at least one sector in order to reach the customer on Wednesday. Commercial passenger schedules also fluctuate by day of the week based on passenger demand. For this analysis, flight schedule activity from Wednesday provides 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 barometer of air cargo activity.

This section quantifies the total air cargo capacity provided by integrated express carriers, all cargo carriers, and widebody 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 volume as well. As an example, a MIA-MEM FedEx MD-11 may contain international material originating in MIA that will be sorted in Memphis and then transported to final destination in Europe via air. Since aircraft utilization seldom reaches full 100 percent capacity due to product density characteristics and contours on Unit Load Devices⁵ (ULDs), this analysis applies 80 percent of the maximum air cargo lift in pounds is assumed. In other words, full aircraft cubic utilization is usually reached before the maximum aircraft weight capacity in pounds. The same methodology is applied to widebody passenger aircraft using lower deck containers and belly compartments to move air cargo.

In evaluating trade lane capacity, it is important to note that integrated express carriers use hubs to process cargo originating from and destined to Florida. Hubs provide essential support for national and international air cargo systems. The amount of lift capacity provided via a market's mainline hub flight (i.e. FedEx's Miami to Memphis flight) must support the total amount of cargo that needs to connect with the hub to be sorted and then distributed to final destinations. Hence, the amount of traffic moving on mainline aircraft is not only the amount of local product originating from and destined to

⁴ www.airportiq.com

⁵ A Unit Load Device (ULD) is a container used for transporting cargo.

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a single market; once sorted at the hub, this cargo is dispersed to many destinations via a network of trucks or aircraft.

Truck transport connections offered via scheduled Road Feeder Service (RFS) are also presented. The sole data source for this activity is the OAG Cargo Guide. Shippers near major airports can utilize robust RFS networks and move cargo on surface transport. This avoids a flight sector and saves significantly on costs. In a 53-foot trailer, each RFS connection can carry five standard Unit Load Devices (ULDs) with 3,000 pounds of capacity per container. This equates to just over 40 percent of the main deck cubic capacity and 42 percent of the main deck weight capacity on a B727 freighter, an aircraft that is a “workhorse” in the industry.

The Exhibits 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 widebody 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 capacity in pounds, and aircraft capacity in cubic feet.⁶ 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 this aircraft count, the average daily capacity is provided in columns seven and eight. This 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 for each route. Total capacity between an origin and destination pair is displayed as one total number for trade lane lift. For example, DHL operates two aircraft, one A300 and one B727, from Miami International to its Wilmington, Ohio hub. 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.

SCHEDULE ANALYSIS FINDINGS

This section of Task Two 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.

⁶ Aircraft capacity in pounds and cubic feet at 80 percent utilization.

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Florida SIS Airports

Among Florida SIS Airports, the three leaders in terms of international air cargo capacity provided are:

- Miami International
- Orlando International
- Tampa International

Exhibit 4 provides the top international destinations served by these airports and the associated air cargo trade lane lift in pounds and tons for 2006 and 2007. At the Miami International Airport, capacity to Taipei exceeds the 2006 level by more than 60 percent. China Airlines provides this additional capacity on scheduled Boeing 747 freighter rotations. As a percent of the total capacity offered, the trade lane between Miami and Bogota, Colombia currently represents 28 percent of all capacity for the top 10 international trade lanes. This is a reduction of eight percent from the 2006 level. The Orlando International and Tampa International airports each have scheduled air cargo service to London and these flights provide more than 100,000 pounds of air cargo capacity.

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Exhibit 4
Florida SIS Airport International Air Cargo Tonnage for Top 10 Destinations, 2007

Origin Airport	Destination Airport	2006			2007			2007 Vs. 2006
		Trade Lane Lift (in Lbs)	Trade Lane Lift (in Tons)	% of Total	Trade Lane Lift (in Lbs)	Trade Lane Lift (in Tons)	% of Total	
Miami	Bogota	628,255	314	36%	460,850	230	28%	-27%
Miami	Medellin	335,918	168	19%	330,000	165	20%	-2%
Miami	Taipei	149,295	75	8%	243,392	122	15%	+63%
Miami	Santiago	237,415	119	14%	237,415	119	14%	0%
Miami	San Jose	227,715	114	13%	227,715	114	14%	0%
Orlando	London	81,888	41	5%	60,768	30	4%	-26%
Orlando	Manchester	21,120	11	1%	21,120	11	1%	0%
Orlando	Frankfurt	17,600	9	1%	17,600	9	1%	0%
Orlando	Amsterdam	17,600	9	1%	17,600	9	1%	0%
Tampa	London	39,648	20	2%	39,648	20	2%	0%
Total		1,756,454	880	100%	1,656,108	828	100%	-6%

Source: Wilbur Smith Associates October 2007

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Three Florida SIS Airports: Ft. Lauderdale International, Jacksonville International, and Palm Beach International do not support scheduled integrated express, all cargo, or widebody passenger operations. In 2006, Air Canada offered widebody passenger service between Ft. Lauderdale-Hollywood International and Montreal. Air Canada now serves this route with a regional jet and a narrowbody passenger aircraft hence eliminating the air cargo capacity quantified for this trade lane.

Among Florida SIS Airports, the three leaders in terms of domestic air cargo capacity provided are:

- Miami International
- Orlando International
- Ft. Lauderdale International

The top domestic destinations served by these airports and associated air cargo tonnage provided on an average Wednesday during 2006 and 2007 are provided in **Exhibit 5**. The leading domestic destinations in terms of air cargo capacity provided include the primary U.S. hubs for integrated express carriers DHL, FedEx, and UPS. Cargo from Miami International is also moved to the West Coast via scheduled air network connections to Los Angeles. Also classified as a domestic point, San Juan, Puerto Rico is the leader in terms of trade lane capacity provided with nearly 370,000 pounds of capacity originating from Miami International. Total air cargo capacity among the leading trade lanes has decreased year over year. Most notably, integrated express carrier UPS provides less air capacity between Miami International and its Columbia, South Carolina air hub. Further, domestic air network capacity between Miami and Atlanta has declined as additional RFS capacity on this trade lane is now in place.

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Exhibit 5
Florida SIS Airport Domestic Air Cargo Tonnage

Origin Airport	Destination Airport	2006	2006		2007	2007		2007
		Trade Lane Lift (in Lbs)	Trade Lane Lift (in Tons)	% of Total	Trade Lane Lift (in Lbs)	Trade Lane Lift (in Tons)	% of Total	Vs. 2006
Miami	San Juan	364,205	182	18%	368,965	184	20%	+1%
Miami	Memphis	212,792	106	10%	244,040	122	13%	+15%
Miami	Los Angeles	146,194	73	7%	181,278	91	10%	+24%
Miami	Columbia (SC)	111,304	56	6%	66,000	33	4%	-41%
Miami	Wilmington (OH)	104,944	52	5%	104,944	52	6%	0%
Orlando	Atlanta	337,429	169	17%	226,208	113	12%	-33%
Orlando	Wilmington (OH)	168,848	84	8%	132,000	66	7%	-22%
Orlando	Memphis	155,652	78	8%	155,652	78	8%	0%
Ft. Lauderdale	Memphis	126,448	63	6%	126,448	63	7%	0%
Ft. Lauderdale	Atlanta	123,200	62	6%	52,800	26	3%	-57%
Ft. Lauderdale	Newark	89,600	45	4%	89,600	45	5%	0%
Ft. Lauderdale	Ft. Worth	89,600	45	4%	89,600	45	5%	0%
Total		2,030,216	1,015	100%	1,837,535	919	100%	-9%

Source: Wilbur Smith Associates October 2007

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Florida Tier Two Airports

Among Florida Tier Two Airports, the leaders in terms of domestic air cargo capacity provided are:

- St. Petersburg-Clearwater International (PIE)
- Tallahassee Regional (TLH)
- Pensacola Regional (PNS)
- Panama City-Bay County (PFN)
- Key West International Airport (EYW)

Exhibit 6 provides the average daily domestic trade lane lift in pounds provided at Florida Tier Two Airports.

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Exhibit 6
Average Daily Domestic Air Cargo Capacity

Origin	2006	2006		2007	2007		2007
Airport	Trade Lane Lift	Trade Lane Lift	2006	Trade Lane Lift	Trade Lane Lift	2007	Vs.
Code	(in Lbs)	(in Tons)	% of Total	(in Lbs)	(in Tons)	% of Total	2006
PIE	268,016	134	65%	197,408	99	59%	-26%
TLH	63,920	32	16%	77,375	39	23%	21%
PNS	35,711	18	9%	30,176	15	9%	-15%
PFN	32,144	16	8%	17,392	9	5%	-46%
EYW	8,480	6	3%	12,400	6	4%	46%
Total	408,271	206	100%	334,751	167	100%	-18%

Source: Wilbur Smith Associates October 2007

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RFS

In terms of RFS truck routes, Florida SIS and Tier Two Airports provide nearly 5.8 million pounds of capacity each week. This equates to 158 B727 aircraft. Of the 5.7 million pounds of capacity provided, 21 percent remains within the State of Florida and 79 percent moves to points outside the State. In 2006, 25 percent of all cargo moving on RFS connections remained within Florida and 75 percent traveled outside the State. In terms of B727 equivalents, 32 airplanes worth of air cargo move between points in the State of Florida and 122 airplanes worth of air cargo are transported to-and-from points outside Florida. Of note, Forward Air operates a regional hub in the Orlando market and provides scheduled surface transport connections to nine U.S. cities. **Exhibit 7** details the weekly RFS capacity offered from Florida to the top 10 U.S. destination cities. In total, capacity in 2007 exceeds the 2006 level by 3 percent. The destination cities with the largest year-over-year capacity increases are New York and Chicago.

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Exhibit 7
Florida Weekly RFS Cargo Tonnage to the Top 10 U.S. Destinations

Destination City	2006 Weekly Capacity (in Lbs)	2006 Weekly Capacity (in Tons)	2006 % of Total	2007 Weekly Capacity (in Lbs)	2007 Weekly Capacity (in Tons)	2007 % of Total	2007 Vs. 2006
Atlanta	1,440,000	720	31%	1,215,000	608	26%	-16%
Miami	630,000	315	14%	360,000	180	8%	-43%
Orlando	420,000	210	9%	420,000	210	9%	0%
New York	405,000	203	9%	915,000	458	19%	126%
Newark	360,000	180	8%	240,000	120	5%	-33%
Houston	360,000	180	8%	285,000	143	6%	-21%
Chicago	315,000	158	7%	750,000	375	16%	138%
Los Angeles	270,000	135	6%	270,000	135	6%	0%
San Francisco	255,000	128	6%	210,000	105	4%	-18%
Tampa	165,000	83	4%	165,000	83	3%	0%
Total	4,620,000	2,312	100%	4,755,000	2,378	100%	3%

Source: Wilbur Smith Associates October 2007

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SCHEDULED AIR CARGO LIFT AT FLORIDA SIS AIRPORTS

Ft. Lauderdale-Hollywood International Airport (FLL)

The Ft. Lauderdale-Hollywood International Airport supports scheduled domestic air cargo routes with a total combined capacity of just under 517,000 pounds. In 2006, this airport provided nearly 632,000 pounds of capacity. This reduction of 18 percent is attributed to:

- Delta Airlines reducing available widebody passenger lift between FLL and Atlanta (-70,400 pounds).
- BAX Global routing one Boeing 727 FLL-RDU-TOL. In 2006, the carrier used two dedicated aircraft for both Raleigh-Durham, North Carolina and Toledo, Ohio (-36,800 pounds).
- Air Canada eliminating widebody passenger lift between FLL and Montreal (-15,980 pounds).
- Mountain Air Cargo adding a total of (+8,440 pounds) of scheduled capacity. This new capacity provides air cargo lift between Ft. Lauderdale-Hollywood International and two destinations: the Key West International Airport and the Florida Marathon Airport.

Exhibit A-1 provides the accompanying route lines. **Exhibit B-1** illustrates these routes.

Jacksonville International Airport (JAX)

The Jacksonville International Airport supports scheduled domestic air cargo routes with a total combined capacity of just over 350,000 pounds. In 2006, this airport provided more than 393,000 pounds of capacity. This reduction of nearly 13 percent is attributed to:

- UPS reducing a B757 worth of available capacity in the market (-45,600 pounds).
- Mountain Air Cargo adding a second scheduled aircraft to Gainesville (+2,800 pounds).
- AirNet adding a second scheduled aircraft to Charlotte (+1,600 pounds).

Exhibit A-3 provides the accompanying route lines. **Exhibit B-3** illustrates these routes.

Miami International Airport (MIA)

The Miami International Airport supports scheduled domestic and international air cargo routes with a total combined capacity of 6.4 million pounds. In 2006, this airport provided 6.2 million pounds of capacity. This increase of three percent attributed to:

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- UPS increasing scheduled available capacity to its Louisville hub (+45,300 pounds).
- FedEx equipment type changes reducing overall available capacity (-5,600 pounds).
- UPS reducing overall international air network capacity (-41,400 pounds).
- IBC increasing scheduled international air network capacity (+21,000 pounds).
- Skyway increasing scheduled international air network capacity (+6,000 pounds).
- Mountain Air increasing scheduled international air network capacity (+2,800 pounds).
- Florida West increasing scheduled capacity to Los Angeles (+15,200 pounds).
- Kitty Hawk increasing scheduled capacity to its Ft. Wayne hub and to San Juan (+14,300 pounds).
- Amerijet increasing scheduled international lift (+73,700 pounds).
- LAN increasing scheduled international lift (+37,600 pounds).
- Florida West increasing scheduled international lift to Guatemala City and San Jose, Costa Rica (+132,000 pounds).
- Lynx Air reducing scheduled international capacity through an equipment type change (-400 pounds).
- Polar Air cargo reducing air network capacity by serving Santiago and Viracopos with one Boeing 747 freighter (-153,815 pounds).
- China Airlines and Korean Air increasing capacity to Taipei and Seoul (+307,600 pounds).
- Tampa Air Cargo reducing scheduled air network capacity to international destinations (-9,900 pounds).
- American Airlines increasing scheduled widebody passenger capacity to Dallas Ft. Worth (+17,600 pounds).
- American Airlines increasing scheduled widebody passenger capacity to New York (+13,700 pounds).
- Alaska Airlines and American Airlines increasing scheduled widebody passenger lift to Los Angeles (+47,300 pounds).
- Air Canada eliminating widebody passenger service to Toronto (-29,700 pounds).
- American reducing scheduled international widebody passenger capacity (-307,600 pounds).
- British Airways increasing scheduled capacity to London (+12,300 pounds).
- Delta Airlines increasing scheduled international widebody capacity (+29,800 pounds).
- International widebody passenger lift reductions on Ladeco Airlines and LTU International Airways (-94,200 pounds).
- Lufthansa increasing scheduled widebody passenger lift to Munich (+12,400 pounds).
- Swissair reducing scheduled widebody lift to Zurich (-14,200 pounds).

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- Virgin Atlantic increasing scheduled widebody lift to London (+47,000 pounds).

Exhibit A-5 through A10 provides the accompanying route lines. **Exhibit B-5 through B-11** illustrates these routes.

Orlando International Airport (MCO)

The Orlando International Airport supports scheduled domestic and international air cargo routes with a total combined capacity of more than 1.1 million pounds. In 2006, this airport provided more than 1.2 million pounds of capacity. This reduction of nearly one percent is attributed to:

- BAX Global routing one DC8 freighter MCO-ATL-TOL. In 2006, the carrier used one dedicated DC8 freighter for Atlanta and Toledo (-68,000 pounds).
- Delta Airlines reducing available widebody passenger capacity to Atlanta (-43,300 pounds).
- Virgin Atlantic reducing available widebody passenger capacity to London (-21,100 pounds).
- DHL reducing available capacity to Tallahassee and Ft. Myers (-6,400 pounds).
- Lufthansa and American Airlines reducing available widebody passenger capacity to Dusseldorf, Miami, and San Juan (-6,800 pounds).
- Quest diagnostics reducing cargo capacity to Tampa (Vandenberg Airport, -4,100 pounds).
- UPS adding network capacity (+41,200 pounds).
- Mountain Air adding a scheduled flight to Tallahassee and increasing cargo capacity to Vero Beach Municipal Airport (+8,400 pounds).

Exhibit A-12 and A13 provide the accompanying route lines. **Exhibit B-13 and B-14** illustrate these routes.

Palm Beach International Airport (PBI)

The Palm Beach International Airport supports scheduled domestic air cargo routes with a total combined capacity of 136,000 pounds. In 2006, this airport provided 155,000 pounds of capacity. This reduction of 12 percent is attributed to:

- Delta Airlines changing equipment types on its PBI-ATL-SEA route. In 2006, a widebody B763 served this lane. Service is now provided on a narrowbody passenger aircraft (-17,600 pounds).
- Flight Express eliminating scheduled cargo service to the Tampa International Airport (-1,300 pounds).

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Exhibit A-15 provides the accompanying route lines. **Exhibit B-16** 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 209,000 pounds. In 2006, this airport provided 266,000 pounds of capacity. This reduction of 21 percent is attributed to:

- FedEx reducing scheduled air capacity to Miami International (-66,100 pounds).
- Condor Flugdienst reducing scheduled capacity to Frankfurt (-17,600 pounds).
- Cape Air increasing scheduled air cargo capacity to the Key West International Airport (+3,400 pounds).
- UPS increasing scheduled air network capacity (+8,500 pounds).

Exhibit A-17 provides the accompanying route lines. **Exhibits B-18 and B-19** illustrate these routes.

Tampa International Airport (TPA)

The Tampa International Airport supports scheduled domestic and international air cargo routes with a total combined capacity of 291,000 pounds. In 2006, this airport provided 333,000 pounds of capacity. This reduction of 13 percent is attributed to:

- FedEx eliminating a scheduled B727 to Newark (-36,800 pounds).
- Delta Airlines reducing scheduled widebody lift capacity (-8,100 pounds).
- Flamingo Air discontinuing scheduled service to Pensacola (-900 pounds).
- Cape Air increasing scheduled capacity to the Southwest Florida International Airport and the Sarasota Bradenton International airport (+2,200 pounds).
- AirNet adding scheduled air lift capacity (+1,600 pounds).

Exhibits A-18 and A-19 provides the accompanying route lines. **Exhibits B-20 and B-21** 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 widebody passenger air network capacity. There are no scheduled air cargo carrier routes among these airports. Some of these Tier Two Airports also have Road Feeder Service (RFS) connections available to transport cargo inbound to and outbound. A portion of the air cargo from these Tier Two Airports moves to Florida SIS Airports to connect with air and surface transport en route to final destination.

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Gainesville Regional Airport (GNV)

The Gainesville Regional Airport supports scheduled domestic cargo routes with a total combined capacity of 4,400 pounds. This is consistent with the 2006 capacity offered. Airnet, Mountain Air, and Quest Diagnostics currently serve the market with scheduled domestic routes to Birmingham and Jacksonville. Quest Diagnostics provides service to the Craig Municipal Airport in Jacksonville while Mountain Air Cargo serves the Jacksonville International Airport. In terms of destinations served, Airnet provided dedicated lift to the Hernando County Airport in Brooksville, Florida during 2006. Airnet does not currently provide scheduled to this destination from the Gainesville Regional Airport.

Exhibit A-21 provides the accompanying route lines. **Exhibit B-23** illustrates these routes.

Key West International Airport (EYW)

The Key West International Airport supports scheduled domestic cargo routes with a total combined capacity of 12,400 pounds. In 2006, the available domestic lift totaled 8,500 pounds. Cape Air, IBC Airways, and Mountain Air Cargo each served the market in 2006 and continue to do so in 2007. In terms of destinations served, these carriers support scheduled air service from the Key West International Airport to the Ft. Lauderdale-Hollywood International Airport, the Miami International Airport, and the Southwest Florida International Airport. In 2006, Cape Air provided scheduled lift to the Naples Municipal Airport. The carrier has since eliminated scheduled capacity on this lane.

Exhibit A-22 provides the accompanying route lines. **Exhibit B-24** illustrates these routes.

Orlando Sanford International Airport (SFB)

The Orlando Sanford International Airport provides scheduled widebody passenger lift with a total combined capacity of 85,300 pounds. In 2006, this airport supported 52,300 pounds of scheduled widebody passenger lift to the Manchester and London Gatwick Airports. In 2007, the total capacity to these destinations is 29,600 pounds above the 2006 level. In addition, Icelandair now provides scheduled widebody passenger lift of (+ 3,400 pounds) to Dublin, Ireland. Consistent with 2006, there are no scheduled integrated express or all cargo carriers operating at the airport.

Exhibit A-23 provides the accompanying route lines. **Exhibit B-25** illustrates these routes.

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Panama City-Bay County International Airport (PFN)

The Panama City-Bay County International Airport provides scheduled domestic integrated express lift with a total combined capacity of 17,400 pounds. In 2006, this airport supported 14,100 pounds of scheduled lift. Air Cargo Carriers, Flight Express, and Martinaire currently serve the market. In 2006, RAM Air Freight provided scheduled service to the Craig Municipal Airport in Jacksonville and also to the Pensacola Regional Airport. These reductions decreased capacity by (-1,600 pounds) in 2007. Flight Express now serves Birmingham, Destin-Fort Walton Beach, Pensacola, and Tallahassee. In 2006, this carrier provided 2,100 pounds of capacity to Dothan and Pensacola. In 2007, Flight Express offers (+4,200 pounds) of capacity at the Panama City-Bay County International Airport. Martinaire now offers (+2,800 pounds) of scheduled lift to the Southwest Georgia Regional Airport. This is a new scheduled route versus 2006.

Exhibit A-24 provides the accompanying route lines. **Exhibit B-26** illustrates these routes.

Pensacola Regional Airport (PNS)

The Pensacola Regional Airport provides scheduled domestic integrated express lift with a total combined capacity of 30,200 pounds. In 2006, this airport supported 35,700 pounds of scheduled lift. Airnet, Air Cargo Carriers, DHL, Flight Express, and Quest Diagnostics currently serve the market. DHL reduced capacity by (-3,400 pounds) versus the 2006 level by eliminating scheduled small feeder aircraft service to Dothan. Ram Air Freight no longer provides scheduled service to the Panama City-Bay County International Airport. This represents a capacity reduction of (-800 pounds). Another small feeder aircraft operator, Flamingo Air, discontinued scheduled service to Tampa International resulting in a capacity reduction of (-900 pounds) versus the 2006 level. Paragon Air Express provided 900 pounds of capacity to Mobile in 2006. This is not a scheduled route in 2007. Flight Express changed the aircraft type used to serve the Okaloosa County Airport and this increased total lift to the market by (+500 pounds).

Exhibit A-25 provides the accompanying route lines. **Exhibit B-27** illustrates these routes.

St. Petersburg-Clearwater International Airport (PIE)

The St. Petersburg-Clearwater International Airport provides scheduled domestic integrated express lift with a total combined capacity of 197,400 pounds. In 2006, this airport supported 268,000 pounds of scheduled lift. UPS is the dominant integrated express carrier in the market offering 177,400 pounds of capacity. As in 2006, the carrier provides scheduled service to its Louisville air hub with one A300. Other destinations served in 2006 include Columbia, Jacksonville, Miami, and Philadelphia.

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UPS currently supports schedule service to San Juan and the Southwest Georgia Regional Airport (Albany, Georgia). Total scheduled air network capacity provided at the St. Petersburg-Clearwater International Airport on UPS declined by (-90,600 pounds) year-over-year. There are currently three scheduled UPS aircraft operating versus five in 2006. Integrated express carrier DHL serves the market with a dedicated DC9. This provides (+20,000 pounds) of scheduled lift to the carrier's Wilmington, Ohio hub.

Exhibit A-27 provides the accompanying route lines. **Exhibit B-29** illustrates these routes.

Tallahassee Regional Airport (TLH)

The Tallahassee Regional Airport provides scheduled domestic integrated express lift with a total combined capacity of 77,400 pounds. In 2006, this airport supported 63,900 pounds of scheduled lift. Since 2006, DHL eliminated (-800 pounds) of scheduled small feeder aircraft lift to Orlando. Flight Express reduced total lift by (-500 pounds) versus 2006. Two carriers, Mountain Air Cargo and Quest Diagnostics, now support scheduled lift in the market. These routes provide (+3,600 additional pounds) of capacity to the State of Florida. Mountain Air Cargo provides (+2,800 pounds) of lift to Orlando and Quest Diagnostics operates scheduled service to Pensacola offering (+800 pounds) of scheduled capacity. In addition, Mountain Air Cargo flies FedEx cargo to Memphis on an ATR-43 aircraft. This route provides nearly 7,100 pounds of scheduled capacity.

Exhibit A-28 provides the accompanying route lines. **Exhibit B-30** illustrates these routes.

Craig Municipal Airport (CRG)

The Craig Municipal Airport provides scheduled domestic integrated express lift with a total combined capacity of 10,100 pounds. In 2006, this airport supported 12,000 pounds of scheduled lift. All scheduled integrated express capacity is currently offered on Flight Express. This carrier serves Bob Sikes Airport (Crestview/Valparaiso, Florida), the Ft. Lauderdale Executive Airport, the Macon Downtown Airport, the Opa Locka Airport, the Panama City-Bay County International Airport, the Tallahassee Regional Airport, and the Tampa International Airport on a combination of Cessna and Beechcraft airplanes. In 2006, Airnet, Quest Diagnostics, and RAM Air Freight provided scheduled air network capacity to Birmingham, Gainesville, and Tallahassee. In total, these routes provided 6,500 pounds of capacity.

Exhibit A-29 provides the accompanying route lines. **Exhibit B-31** illustrates these routes.

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Florida Keys Marathon Airport (MTH)

The Florida Keys Marathon Airport provides scheduled domestic integrated express lift with a total combined capacity of 3,600 pounds. This is consistent with the 2006 level. Both Flight Express and Mountain Air serve the market. There are no year-over-year changes in carriers, destinations served, or equipment types. Mountain Air Cargo provides 2,800 pounds of scheduled air lift to the Ft. Lauderdale-Hollywood International Airport and Flight Express provides 800 pounds of scheduled lift to the Ft. Lauderdale Executive Airport.

Exhibit A-30 provides the accompanying route lines. **Exhibit B-32** illustrates these routes.

Ft. Lauderdale Executive Airport (FXE)

The Ft. Lauderdale Executive Airport provides scheduled domestic integrated express lift with a total combined capacity of nearly 5,000 pounds. This is consistent with the 2006 level. Both AirNet and Flight Express serve the market. Flight Express provides nearly 1,300 pounds of scheduled capacity to the Tampa International airport and 800 pounds of lift to the Florida Keys Marathon Airport. AirNet serves the Jacksonville International Airport with 1,600 pounds of scheduled air network capacity. Since 2006, Quest Diagnostics discontinued scheduled service to the Sarasota Bradenton International Airport eliminating nearly (-800 pounds) of scheduled capacity. In 2006, Flight Express provided nearly 1,300 pounds of dedicated lift to the Opa Locka Airport. This is no longer a scheduled route.

Exhibit A-31 provides the accompanying route lines. **Exhibit B-33** illustrates these routes.

Page Field (FMY)

The Page Field provides scheduled domestic integrated express lift with a total combined capacity of nearly 2,600 pounds. In 2006, this airport supported 3,300 pounds of scheduled lift. Flight Express provides nearly 1,300 pounds of dedicated lift to the Ft. Lauderdale Executive Airport and also to the Tampa International Airport. In 2006, this carrier provided 1,300 pounds of lift to the Opa Locka Airport. Another reduction since 2006 is the elimination of a scheduled route to the Sarasota Bradenton International Airport on Quest Diagnostics. This eliminated nearly (-800 pounds) of capacity.

Exhibit A-32 provides the accompanying route lines. **Exhibit B-34** illustrates these routes.

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SCHEDULED ROAD FEEDER SERVICE (RFS) AT FLORIDA AIRPORTS

Seven of the Florida airports examined in this analysis support scheduled RFS connections. This section of the Task Order discusses the total RFS capacity available in each of these markets and also quantifies the main variances observed versus the 2006 Florida Air Cargo System Plan.

Miami International Airport (MIA)

The Miami International Airport provides more scheduled RFS capacity than any other SIS airport. On an average day, this airport provides a total of 405,000 pounds of RFS capacity. This represents an average daily increase of (+57,000 pounds or 16 percent) versus the 2006 level of 348,000 pounds available each day. The leading destination RFS city is Atlanta with 144,000 pounds of capacity provided. There are currently 48 weekly rotations between Miami and Atlanta. This represents an increase of one weekly rotation versus the 2006 level. RFS activity to the Washington Dulles International Airport increased by six weekly rotations with the addition of scheduled capacity on Jet Airways, a trucking company. As in 2006, other leading RFS destinations include two major US gateway cities: New York and Los Angeles. 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 strongly 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.

Exhibit A-11 provides the accompanying route lines. **Exhibit B-12** illustrates these routes.

Orlando International Airport (MCO)

The Orlando International Airport ranks second in terms of total available RFS capacity. On an average day, this airport provides a total of 303,000 pounds of RFS capacity. This represents an average daily decrease of (-6,000 pounds) versus the 2006 level of 309,000 pounds available each day. Atlanta is the leading destination city with a total of 180,000 pounds of capacity. OAG reports no scheduled activity on Jet Airways between Orlando and Atlanta. This is a variance from 2006 and represents a capacity reduction of (-105,000 pounds). Weekly rotations to Jacksonville declined from 13 in 2006 to 10 in 2007. The destination city with the largest year-over-year capacity increase is Chicago. There are currently 255,000 pounds of capacity available on an average day versus the 2006 level of 165,000 pounds. Five of these weekly rotations are provided on Asiana. This carrier did not offer scheduled rotations to Chicago in 2006. Forward Air continues

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to provide five weekly rotations to its hub in Columbus, Ohio. This carrier added one additional weekly rotation to its regional hub in New Orleans since 2006.

Exhibit A-14 provides the accompanying route lines. **Exhibit B-15** illustrates these routes.

Tampa International Airport (TPA)

On an average day, the Tampa International Airport provides a total of 171,000 pounds of RFS capacity. This represents an average daily decrease of (-18,000 pounds) versus the 2006 level of 189,000 pounds available each day. The leading destination city in terms of RFS capacity is Chicago with 225,000 pounds of capacity available on an average day. Atlanta and New York each support 180,000 pounds of scheduled RFS capacity. There are 11 weekly rotations to the Orlando International Airport providing 165,000 total pounds of RFS capacity. Houston and Newark each support five weekly rotations yielding an average daily RFS capacity of 15,000 pounds.

Exhibit A-20 provides the accompanying route lines. **Exhibit B-22** illustrates these routes.

Jacksonville International Airport (JAX)

On an average day, the Jacksonville International Airport provides a total of 90,000 pounds of RFS capacity. This is consistent with the 2006 level. Leading destination cities are Chicago, New York, and Orlando. Each of these cities supports 10 weekly rotations. On an average day, there are more than 20,000 scheduled pounds of RFS capacity available between the Jacksonville International Airport and each of these points. This equates to more than 55 percent of a B727 aircraft. As in 2006, Forward Air, Jet Airways, and Kitty Hawk are the leading RFS providers in the market. New for 2007, Asiana provides five scheduled weekly rotations between the Jacksonville International Airport and Chicago.

Exhibit A-4 provides the accompanying route lines. **Exhibit B-4** illustrates these routes.

Ft. Lauderdale-Hollywood International Airport (FLL)

Among the Florida SIS Airports with scheduled RFS connections, Ft. Lauderdale-Hollywood International ranks second only to Miami International in terms of year-over-year RFS capacity growth. There are twelve weekly rotations to Miami International versus the 2006 level of 10 weekly rotations. There are five weekly rotations to Los Angeles and this is consistent with the 2006 level of activity. Average daily capacity to San Francisco increased more than (+4,000 pounds) versus the 2006 level. The total

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weekly capacity available to this market is now 75,000 pounds. Jet Airways now provides five weekly rotations to New York. This represents incremental capacity versus the 2006 level.

Exhibit A-2 provides the accompanying route lines. **Exhibit B-2** illustrates these routes.

Pensacola Regional Airport (PNS)

The Pensacola Regional Airport provides an average of 66,000 pounds of scheduled RFS capacity each day. This represents an increase of (+21,000 pounds) versus the 45,000 pounds of capacity offered each day in 2006. The leading destination city is New York with 12 scheduled weekly rotations. This is an increase of seven weekly rotations versus the 2006 level. Asiana is the RFS provider for these additional rotations to New York. Total capacity available to Atlanta matches the 2006 level of 150,000 pounds available each week. British Airways and Jet Airways each provide five scheduled weekly rotations to these two destination cities.

Exhibit A-26 provides the accompanying route lines. **Exhibit B-28** illustrates these routes.

Palm Beach International Airport (PBI)

RFS activity at the Palm Beach International Airport matches the 2006 level. One scheduled rotation operates to Miami International five days per week. Continental Airlines operates these rotations providing 75,000 pounds of weekly capacity.

SUMMARY OF FINDINGS

Florida's SIS and Tier Two Airports are vital for transporting cargo within the State, to other U.S. cities, and also internationally. Miami International remains the category leader in terms of air cargo and RFS network capacity available. Air cargo activity between Florida and the Caribbean, Latin America, and Central America remains strong. Double-digit growth in cargo traffic for Asia will support additional air network capacity for this region. China Airlines and Korean Air both increased capacity year-over-year. In total, these carriers added an additional 307,600 pounds of life from Miami International to Taipei and Seoul. RFS activity posted a 16 percent gain year-over-year among SIS and Tier Two Airports with scheduled ground linehaul connections. This increase is consistent with the modal shift from air to trucks witnessed in recent years. In an effort to maximize profit margins, cargo carriers substitute ground transport for air transport when possible as long as delivery commitments are maintained. Further, air network capacity reductions among commercial passenger airlines reduce overall capacity for cargo transport. These reductions paired with increasingly stringent security regulations

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will support an increasing proportion of total air cargo moved via freighter aircraft versus widebody passenger aircraft.

Exhibit A-33 through **A-35** provides the scheduled air cargo route lines observed in 2007 that were not scheduled in 2006. **Exhibit B-35** through **B-38** illustrates these routes.

Exhibit A-1
2007 Scheduled Air Cargo Activity at Ft. Lauderdale-Hollywood International Airport

FLL		<u>Aircraft</u>	<u>Aircraft</u>	<u>Aircraft</u>	<u>Aircraft</u>	<u>Avg Daily</u>	<u>Avg Daily</u>	<u>Average Daily</u>	
<u>Route</u>	<u>Carrier</u>	<u>Type</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Count</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Trade Lane</u>	
			<u>(Lbs)</u>	<u>(Ft³)</u>		<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Lift (Lbs)</u>	
Integrated Express									
Dom	FLL-AFW	FedEx	MD-10	89,600	12,400	1	89,600	12,400	89,600
	FLL-EWR	FedEx	MD-10	89,600	12,400	1	89,600	12,400	89,600
	FLL-EYW	Mountain Air Cargo	C208	2,800	360	2	5,600	720	5,600
	FLL-ILN	DHL	DC873	67,973	9,710	1	67,973	9,710	67,973
	FLL-MEM	FedEx	B727	36,848	5,264	1	36,848	5,264	
	FLL-MEM	FedEx	MD-10	89,600	12,400	1	89,600	12,400	126,448
	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
Intl	None								
All Cargo Carriers									
Dom	FLL-RDU-TOL	BAX Global	B727	36,848	5,264	1	36,848	5,264	36,848
Intl	None								
Widebody Passenger									
Dom	FLL-ATL	Delta Air Lines	763	17,600	2,514	3	52,800	7,543	52,800
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-2
2007 Scheduled RFS Activity at Ft. Lauderdale-Hollywood International Airport**

FLL				Capacity	Weekly	Total	Total Weekly
Route	Carrier	Type	(Lbs)	Ops	Weekly Rotations	Capacity (Lbs)	
FLL-JFK	Jet Airways Inc. (Cargo)	RFS	15,000	5	5	75,000	
FLL-LAX	Jet Airways Inc. (Cargo)	RFS	15,000	5	5	75,000	
FLL-MIA	Air Canada	RFS	15,000	7			
FLL-MIA	British Airways	RFS	15,000	5	12	180,000	
FLL-SFO	Jet Airways Inc. (Cargo)	RFS	15,000	5	5	75,000	

Sources: OAG and Wilbur Smith Associates

**Exhibit A-3
2007 Scheduled Cargo Activity at Jacksonville International Airport**

<u>JAX</u>	<u>Route</u>	<u>Carrier</u>	<u>Aircraft Type</u>	<u>Aircraft Capacity (Lbs)</u>	<u>Aircraft Capacity (Ft³)</u>	<u>Aircraft Count</u>	<u>Avg Daily Capacity (Lbs)</u>	<u>Avg Daily Capacity (Ft³)</u>	<u>Average Daily Trade Lane Lift (Lbs)</u>
Integrated Express									
Dom	JAX-ATL	BankAir	LJ35	1,600	229	2	3,200	457	3,200
	JAX-CAE	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	JAX-CLT	Airnet	LJ35	1,600	229	2	3,200	457	3,200
	JAX-FXE	Airnet	LJ35	1,600	229	1	1,600	229	1,600
	JAX-GNV	Mountain Air Cargo	C208	2,800	360	2	5,600	720	5,600
	JAX-ILN	DHL	DC9	21,600	3,927	1	21,600	3,927	21,600
	JAX-LCK	Airnet	LJ35	1,600	229	1	1,600	229	1,600
	JAX-MEM	FedEx	DC-10	89,600	12,800	1	89,600	12,800	89,600
	JAX-OPF	BankAir	LJ35	1,600	229	1	1,600	229	1,600
	JAX-PHL	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	JAX-PIE	UPS	A300	68,096	9,728	1	68,096	9,728	68,096
	JAX-SDF	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	JAX-TPA	Airnet	BE58	816	116	1	816	116	816
Intl	None								
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	JAX-ATL	Delta Air Lines	763	17,600	2,514	1	17,600	2,514	17,600
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-4
2007 Scheduled RFS Activity at Jacksonville International Airport**

JAX			Capacity	Weekly	Total	Total Weekly
Route	Carrier	Type	(Lbs)	Ops	Weekly	Capacity
					Rotations	(Lbs)
JAX-JFK	Asiana	RFS	15,000	7		
JAX-JFK	Jet Airways Inc. (Cargo)	RFS	15,000	3	10	150,000
JAX-MCO	Forward Air	RFS	15,000	5		
JAX-MCO	Kitty Hawk	RFS	15,000	5	10	150,000
JAX-ORD	Asiana	RFS	15,000	5		
JAX-ORD	Jet Airways Inc. (Cargo)	RFS	15,000	5	10	150,000

Sources: OAG and Wilbur Smith Associates

Exhibit A-5

2007 Scheduled Domestic Integrated Express Cargo Activity at Miami International Airport

MIA			<u>Aircraft</u>	<u>Aircraft</u>	<u>Aircraft</u>	<u>Avg Daily</u>	<u>Avg Daily</u>	<u>Average Daily</u>	
	<u>Route</u>	<u>Carrier</u>	<u>Type</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Count</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Trade Lane</u>
				<u>(Lbs)</u>	<u>(Ft³)</u>		<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Lift (Lbs)</u>
Integrated Express									
Dom									
	MIA-ATL	FedEx	B727	36,848	5,264	1	36,848	5,264	36,848
	MIA-CAE	UPS	B763	66,000	9,429	1	66,000	9,429	66,000
	MIA-EWR	FedEx	A300	68,096	9,728	1	68,096	9,728	68,096
	MIA-ILN	DHL	A300	68,096	9,728	1	68,096	9,728	
	MIA-ILN	DHL	B727	36,848	5,264	1	36,848	5,264	104,944
	MIA-JAX	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MIA-MEM	FedEx	A300	68,096	9,728	1	68,096	9,728	
	MIA-MEM	FedEx	MD10	89,600	12,800	1	89,600	12,800	
	MIA-MEM	FedEx	MD11	86,344	12,335	1	86,344	12,335	244,040
	MIA-PBI	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MIA-SDF	UPS	B752	45,304	6,472	1	45,304	6,472	
	MIA-SDF	UPS	B763	66,000	9,429	1	66,000	9,429	111,304

Sources: OAG, FAA IFR data and Wilbur Smith Associates

Exhibit A-6

2007 Scheduled International Integrated Express Cargo Activity at Miami International Airport

MIA	Route	Carrier	Aircraft	Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily	
			Type	Capacity		Capacity	Capacity	Capacity	Trade Lane
Integrated Express			(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Lift (Lbs)	
Intl									
	MIA-CCS	DHL	B727	36,848	5,264	1	36,848	5,264	36,848
	MIA-FPO	IBC	SH3	5,200	743	1	5,200	743	
	MIA-FPO	Mountain Air	C208	2,800	360	1	2,800	360	8,000
	MIA-GCM	IBC	SH3	5,200	743	1	5,200	743	5,200
	MIA-GUA	DHL	B727	36,848	5,264	1	36,848	5,264	36,848
	MIA-KIN	IBC	SH3	5,200	743	1	5,200	743	5,200
	MIA-MBJ	IBC	SH3	5,200	743	1	5,200	743	5,200
	MIA-MGA	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MIA-NAS	IBC	SH3	5,200	743	3	15,600	2,229	
	MIA-NAS	Mountain Air	SH3	5,200	743	1	5,200	743	
	MIA-NAS	Skyway	SH36	6,000	857	2	12,000	1,714	32,800
	MIA-PAP	IBC	SH3	5,200	743	1	5,200	743	5,200
	MIA-PLS	IBC	SH3	5,200	743	1	5,200	743	5,200
	MIA-PTY	DHL	B727	36,848	5,264	2	73,696	10,528	
	MIA-PTY	UPS	B752	45,304	6,472	1	45,304	6,472	119,000
	MIA-SAL	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
	MIA-SDQ	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MIA-SJO	DHL	B727	36,848	5,264	2	73,696	10,528	73,696
	MIA-UIO	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MIA-VLN	FedEx	DC10	94,400	13,486	1	94,400	13,486	94,400

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-7
2007 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-EYW	IBC	SW3	3,440	502	1	3,440	502	3,440
MIA-FWA	Kitty Hawk	B737	41,608	5,944	2	83,216	11,888	83,216
MIA-LAX	Florida West	DC-10	81,187	18,341	1	81,187	18,341	81,187
MIA-SJU	Arrow	D8F	67,973	9,710	1	67,973	9,710	
MIA-SJU	Arrow	L1F	86,344	12,335	1	86,344	12,335	
MIA-SJU	Kitty Hawk	B737	41,608	5,944	1	41,608	5,944	
MIA-SJU	Tradewinds Airlines Inc.	A300	68,096	9,728	2	136,192	19,456	
MIA-BLA-SJU	Amerijet	B727	36,848	5,264	1	36,848	5,264	368,965
MIA-VCP-SCL	Polar Air Cargo	B74F	153,815	21,974	1	153,815	21,974	153,815

Sources: OAG, FAA IFR data and Wilbur Smith Associates

Exhibit A-8

2007 Scheduled International All Cargo 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)
All Cargo Carriers									
Intl									
	MIA-AGT	LAN Cargo	B763	66,000	9,429	1	66,000	9,429	66,000
	MIA-SXM-AXA	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-BGI	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-BOG	Arrow	DC10	81,187	18,341	1	81,187	18,341	
	MIA-BOG	Florida West, Inc.	B744	153,815	21,974	1	153,815	21,974	
	MIA-BOG	Tampa Cargo	B762	66,000	9,429	3	198,000	28,287	433,002
	MIA-CAP	Lynx Air International	SW3	3,440	502	1	3,440	502	3,440
	MIA-CCS	Tampa Cargo	B762	66,000	9,429	1	66,000	9,429	66,000
	MIA-CLO	Tampa Cargo	B762	66,000	9,429	1	66,000	9,429	66,000
	MIA-MID-CME	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-CUN	Estafeta Carga Aerea	B737	41,608	5,944	1	41,608	5,944	41,608
	MIA-CUR	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-EZE	LAN Cargo	B763	66,000	9,429	1	66,000	9,429	66,000
	MIA-FRA	LAN Cargo	B763	66,000	9,429	1	66,000	9,429	66,000
	MIA-GUA	Arrow	DC10	81,187	18,341	1	81,187	18,341	
	MIA-GUA	Florida West, Inc.	B763	66,000	9,429	1	66,000	9,429	147,187
	MIA-ANC-ICN	Korean Air	B744	153,815	21,974	1	153,815	21,974	153,815
	MIA-LIM	Amerijet	72F	36,848	5,264	1	36,848	5,264	
	MIA-LIM	LAN Cargo	B763	66,000	9,429	1	66,000	9,429	
	MIA-LIM	Tampa Cargo	B762	66,000	9,429	1	66,000	9,429	168,848
	MIA-MAO	Tampa Cargo	B762	66,000	9,429	1	66,000	9,429	66,000
	MIA-MAR	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-MDE	Tampa Cargo	B762	66,000	9,429	5	330,000	47,145	330,000
	MIA-MEX	Estafeta Carga Aerea	B737	41,608	5,944	1	41,608	5,944	41,608
	MIA-MGA	Arrow	DC10	81,187	18,341	1	81,187	18,341	81,187
	MIA-MID	Estafeta Carga Aerea	B737	41,608	5,944	1	41,608	5,944	41,608
	MIA-SXM-MNI	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848

Sources: OAG, FAA IFR data and Wilbur Smith Associates

Exhibit A-8 (Continued)
2007 Scheduled International All Cargo Activity at Miami International Airport

MIA	Route	Carrier	Aircraft	Aircraft	Aircraft	Avg	Avg	Average	
			Capacity	Capacity		Daily	Daily	Daily	
			(Lbs)	(Ft ³)	Count	(Lbs)	(Ft ³)	Trade Lane	
		Type						Lift (Lbs)	
All Cargo Carriers									
Intl									
	MIA-SKB-NEV	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-PTY	Arrow	DC10	81,187	18,341	1	81,187	18,341	81,187
	MIA-SAL	Amerijet	72F	36,848	5,264	2	73,696	10,528	
	MIA-SAL	Arrow	DC10	81,187	18,341	1	81,187	18,341	154,883
	MIA-SCL	LAN Cargo	B763	66,000	9,429	1	66,000	9,429	
	MIA-VCP-SCL	Polar Air Cargo	B744	153,815	21,974	1	153,815	21,974	219,815
	MIA-SDQ	Amerijet	72F	36,848	5,264	2	73,696	10,528	73,696
	MIA-SJO	Arrow	DC10	81,187	18,341	1	81,187	18,341	
	MIA-SJO	Florida West, Inc.	B763	66,000	9,429	1	66,000	9,429	147,187
	MIA-SJU-STT	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-SJU-STX	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-SLP	Estafeta Carga Aerea	B737	41,608	5,944	1	41,608	5,944	41,608
	MIA-STI	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-SAP-TGU	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-ANC-TPE	China Airlines	B74F	153,815	21,974	1	153,815	21,974	153,815
	MIA-UIO	Arrow	DC10	81,187	18,341	1	81,187	18,341	
	MIA-UIO	LAN Cargo	B763	66,000	9,429	1	66,000	9,429	147,187

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-9
2007 Scheduled Domestic Widebody Passenger Activity at Miami International Airport**

MIA		<u>Aircraft</u>	<u>Aircraft</u>	<u>Avg Daily</u>	<u>Avg Daily</u>	<u>Average Daily</u>		
<u>Route</u>	<u>Carrier</u>	<u>Aircraft</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Trade Lane</u>		
		<u>Type</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Count</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Lift (Lbs)</u>
Widebody Passenger								
Dom								
MIA-DFW	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	
MIA-DFW	American Airlines Inc.	B777	29,691	4,242	1	29,691	4,242	47,291
MIA-JFK	American Airlines Inc.	AB6	3,416	488	4	13,664	1,952	
MIA-JFK	American Airlines Inc.	B762	15,980	2,283	1	15,980	2,283	29,644
MIA-LAX	Alaska Airlines	B763	17,600	2,514	2	35,200	5,028	
MIA-LAX	American Airlines Inc.	B763	17,600	2,514	2	35,200	5,028	
MIA-LAX	American Airlines Inc.	B777	29,691	4,242	1	29,691	4,242	100,091
MIA-SFO	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	17,600
MIA-ATL-ANC-TPE	China Airlines Ltd.	B744	29,859	4,266	1	29,859	4,266	29,859

Sources: OAG, FAA IFR data and Wilbur Smith Associates

Exhibit A-10

2007 Scheduled International 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									
Intl									
	MIA-AMS	Martinair Holland	B763	17,600	2,514	1	17,600	2,514	
	MIA-AMS	Martinair Holland	MD-11	31,297	4,417	1	31,297	4,417	48,897
	MIA-BOG	American Airlines Inc.	AB6	3,416	488	2	6,832	976	
	MIA-BOG	Delta Air Lines Inc.	AB6	3,416	488	1	3,416	488	
	MIA-BOG	Delta Air Lines Inc.	B763	17,600	2,514	1	17,600	2,514	27,848
	MIA-CCS	American Airlines Inc.	AB6	3,416	488	1	3,416	488	3,416
	MIA-CDG	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	
	MIA-CDG	Delta Air Lines Inc.	B744	29,859	4,266	1	29,859	4,266	
	MIA-CDG	Delta Air Lines Inc.	B763	17,600	2,514	1	17,600	2,514	65,059
	MIA-EZE	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	
	MIA-EZE	American Airlines Inc.	B777	39,648	5,664	1	39,648	5,664	57,248
	MIA-GIG	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	17,600
	MIA-GRU	American Airlines Inc.	B763	17,600	2,514	2	35,200	5,028	
	MIA-GRU	American Airlines Inc.	B777	39,648	5,664	1	39,648	5,664	74,848
	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-MBG-KIN	Air Jamaica	A321	3,416	488	3	10,248	1,464	10,248
	MIA-LHR	American Airlines Inc.	B777	39,648	5,664	1	39,648	5,664	
	MIA-LHR	British Airways Plc.	B744	29,859	4,266	1	29,859	4,266	
	MIA-LHR	Virgin Atlantic	A343	76,720	10,960	1	76,720	10,960	146,227
	MIA-LIM	American Airlines Inc.	AB6	3,416	488	1	3,416	488	3,416
	MIA-MAD	American Airlines Inc.	B763	17,600	2,514	1	17,600	2,514	
	MIA-MAD	Iberia	A343	76,720	10,960	1	76,720	10,960	94,320
	MIA-MGA	American Airlines Inc.	AB6	3,416	488	1	3,416	488	3,416
	MIA-MXP	Delta Air Lines Inc.	B763	17,600	2,514	1	17,600	2,514	17,600

Sources: OAG, FAA IFR data and Wilbur Smith Associates

Exhibit A-10 (Continued)

2007 Scheduled International Widebody Passenger Activity at Miami International Airport

MIA			<u>Aircraft</u>	<u>Aircraft</u>		<u>Avg Daily</u>	<u>Avg Daily</u>	<u>Average Daily</u>	
	<u>Route</u>	<u>Carrier</u>	<u>Aircraft</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Aircraft</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Trade Lane</u>
			<u>Type</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Count</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Lift (Lbs)</u>
Widebody Passenger									
Intl									
	MIA-FRA-MUC	Lufthansa	B744	29,859	4,266	1	29,859	4,266	
	MIA-ZRH-MUC	Lufthansa	B744	29,859	4,266	1	29,859	4,266	59,718
	MIA-MXP	Alitalia	B762	15,980	2,283	1	15,980	2,283	15,980
	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-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	3	10,248	1,464	10,248
	MIA-SJO	American Airlines Inc.	AB6	3,416	488	2	6,832	976	6,832
	MIA-TPE	China Airlines Ltd.	B744	29,859	4,266	3	89,577	12,798	89,577
	MIA-ZRH	Swissair	A300	3,416	488	1	3,416	488	3,416

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-11
2007 Scheduled RFS Activity at Miami International Airport**

MIA			Capacity	Weekly	Total	Total Weekly
Route	Carrier	Type	(Lbs)	Ops	Weekly Rotations	Capacity (Lbs)
MIA-ATL	Amerijet	RFS	15,000	7		
MIA-ATL	British Airways	RFS	15,000	7		
MIA-ATL	Forward Air	RFS	15,000	21		
MIA-ATL	Jet Airways	RFS	15,000	7		
MIA-ATL	Swiss	RFS	15,000	6	48	720,000
MIA-DFW	Jet Airways	RFS	15,000	7	7	105,000
MIA-EWR	Jet Airways	RFS	15,000	6	6	90,000
MIA-FLL	British Airways	RFS	15,000	5	5	75,000
MIA-IAD	All Nippon Airways	RFS	15,000	7		
MIA-IAD	Jet Airways	RFS	15,000	6	13	195,000
MIA-IAH	Amerijet	RFS	15,000	3		
MIA-IAH	Jet Airways	RFS	15,000	5	8	120,000
MIA-JFK	Amerijet	RFS	15,000	4		
MIA-JFK	Jet Airways	RFS	15,000	6	10	150,000
MIA-LAX	Amerijet	RFS	15,000	5		
MIA-LAX	Jet Airways	RFS	15,000	5	10	150,000
MIA-MCO	Forward Air	RFS	15,000	7	7	105,000
MIA-MSY	Amerijet	RFS	15,000	5	5	75,000
MIA-ORD	Amerijet	RFS	15,000	3		
MIA-ORD	Jet Airways	RFS	15,000	5	8	120,000
MIA-SFO	Jet Airways	RFS	15,000	3	3	45,000
MIA-TYS	Jet Airways	RFS	15,000	5	5	75,000

Sources: OAG and Wilbur Smith Associates

**Exhibit A-12
2007 Integrated Express Activity at Orlando International Airport**

MCO			<u>Aircraft</u>	<u>Aircraft</u>			<u>Avg Daily</u>	<u>Avg Daily</u>	<u>Average Daily</u>
	<u>Route</u>	<u>Carrier</u>	<u>Aircraft</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Aircraft</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Trade Lane</u>
<u>Integrated Express</u>	<u>Route</u>	<u>Carrier</u>	<u>Type</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Count</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Lift (Lbs)</u>
Dom	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-DFW	UPS	A300	66,052	9,436	1	66,052	9,436	66,052
	MCO-ILN	DHL	B767	66,000	9,429	2	132,000	18,857	132,000
	MCO-IND	FedEx	A300	66,052	9,436	1	66,052	9,436	66,052
	MCO-MEM	FedEx	MD-10	89,600	12,800	1	89,600	12,800	
	MCO-MEM	FedEx	A300	66,052	9,436	1	66,052	9,436	155,652
	MCO-ROA	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	MCO-SDF	UPS	A300	66,052	9,436	1	66,052	9,436	
	MCO-SDF	UPS	B757	45,304	6,472	1	45,304	6,472	111,356
	MCO-TLH	Mountain Air Cargo	C208	2,800	360	2	5,600	720	5,600
	MCO-TPA	DHL	B727	36,848	5,264	1	36,848	5,264	
	MCO-TPA	Quest Diagnostics	C310	800	114	1	800	114	37,648
	MCO-VRB	Mountain Air Cargo	C208	2,800	360	2	5,600	720	5,600
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-13
2007 All Cargo and Widebody Passenger Activity at Orlando International Airport**

MCO		<u>Aircraft</u>	<u>Aircraft Capacity</u>	<u>Aircraft Capacity</u>	<u>Aircraft</u>	<u>Avg Daily Capacity</u>	<u>Avg Daily Capacity</u>	<u>Average Daily Trade Lane</u>	
<u>Route</u>	<u>Carrier</u>	<u>Type</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Count</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Lift (Lbs)</u>	
All Cargo Carriers									
Dom	MCO-ATL	Kitty Hawk	73F	41,608	5,944	1	41,608	5,944	41,608
	MCO-ATL-FWA	Kitty Hawk	73F	41,608	5,944	1	41,608	5,944	41,608
	MCO-ATL-TOL	BAX Global	D8F	67,973	9,710	1	67,973	9,710	67,973
Intl	None								
Widebody Passenger									
Dom	MCO-ATL	Delta Air Lines	763	17,600	2,514	5	88,000	12,571	
	MCO-ATL	Delta Air Lines	764	25,648	3,664	2	51,296	7,328	139,296
	MCO-MIA	American Airlines	AB6	3,416	488	2	6,832	976	6,832
	MCO-SJU	American Airlines	AB6	3,416	488	3	10,248	1,464	10,248
Intl	MCO-AMS	Martin Air Holland	B763	17,600	2,514	1	17,600	2,514	17,600
	MCO-FRA	Condor Flugdienst	B763	17,600	2,514	1	17,600	2,514	17,600
	MCO-LGW	British Airways	777	39,648	5,664	1	39,648	5,664	
	MCO-LGW	Virgin Atlantic Airways	744	21,120	3,017	1	21,120	3,017	60,768
	MCO-MAN	Virgin Atlantic Airways	744	21,120	3,017	1	21,120	3,017	21,120

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-14
2007 Scheduled RFS Activity at Orlando International Airport**

MCO			Capacity	Weekly	Total	Total Weekly
Route	Carrier	Type	(Lbs)	Ops	Weekly Rotations	Capacity (Lbs)
MCO-ATL	Forward Air	RFS	15,000	7		
MCO-ATL	Forward Air	RFS	15,000	5		
MCO-ATL	Jet Airways Inc. (Cargo)	RFS	15,000	5	17	255,000
MCO-CMH	Forward Air	RFS	15,000	5	5	75,000
MCO-EWR	Alliance Air	RFS	15,000	5	5	75,000
MCO-IAH	Jet Airways Inc. (Cargo)	RFS	15,000	6	6	90,000
MCO-JAX	Forward Air	RFS	15,000	5		
MCO-JAX	Kitty Hawk	RFS	15,000	5	10	150,000
MCO-JFK	Jet Airways Inc. (Cargo)	RFS	15,000	7		
MCO-JFK	Jet Airways Inc. (Cargo)	RFS	15,000	5	12	180,000
MCO-LAX	Forward Air	RFS	15,000	3	3	45,000
MCO-MIA	Forward Air	RFS	15,000	7	7	105,000
MCO-MSY	Forward Air	RFS	15,000	6	6	90,000
MCO-ORD	Asiana	RFS	15,000	5		
MCO-ORD	Forward Air	RFS	15,000	5		
MCO-ORD	Jet Airways Inc. (Cargo)	RFS	15,000	7	17	255,000
MCO-SFO	Jet Airways Inc. (Cargo)	RFS	15,000	3	3	45,000
MCO-SWF	Forward Air	RFS	15,000	4	4	60,000
MCO-TPA	Forward Air	RFS	15,000	6		
MCO-TPA	Kitty Hawk	RFS	15,000	5	11	165,000

Sources: OAG and Wilbur Smith Associates

**Exhibit A-15
2007 Scheduled Cargo Activity at Palm Beach International Airport**

PBI		Aircraft	Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily		
Route		Carrier	Type	Capacity (Lbs)	Capacity (Ft ³)	Count	Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)
Integrated Express									
Dom	PBI-PHL	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-SDF	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
Intl	None								
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	None								
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-16
2007 Scheduled RFS Activity at Palm Beach International Airport**

PBI	Carrier	Type	Capacity (Lbs)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (Lbs)
PBI-MIA	Continental	RFS	15,000	5	5	75,000

Sources: OAG and Wilbur Smith Associates

**Exhibit A-17
2007 Scheduled Cargo Activity at Southwest Florida International Airport**

RSW			<u>Aircraft</u>	<u>Aircraft</u>		<u>Avg Daily</u>	<u>Avg Daily</u>	<u>Average Daily</u>	
	<u>Route</u>	<u>Carrier</u>	<u>Aircraft</u>	<u>Capacity</u>	<u>Aircraft</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Trade Lane</u>	
			<u>Type</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Count</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Lift (Lbs)</u>
Integrated Express									
Dom	RSW-EYW	Cape Air	C402	1,120	160	3	3,360	480	3,360
	RSW-MEM	FedEx	A300	66,052	9,436	1	66,052	9,436	66,052
	RSW-PBI	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	RSW-PIE	DHL	DC9	21,600	3,927	1	21,600	3,927	21,600
	RSW-SDF	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	RSW-TPA	Cape Air	C402	1,120	160	2	2,240	320	2,240
Intl	None								
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	RSW-ATL	Delta Air Lines Inc.	B763	17,600	2,514	1	17,600	2,514	17,600
Intl									
Thurs and Sat	RSW-DUS	Lufthansa	A330	3,416	488	1	3,416	488	3,416
Wed and Fri	RSW-MUC	Lufthansa	A332	4,270	610	1	4,270	610	4,270

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-18
2007 Scheduled Integrated Express Activity at Tampa International Airport**

TPA		<u>Aircraft</u>	<u>Aircraft Capacity</u>	<u>Aircraft Capacity</u>	<u>Aircraft</u>	<u>Avg Daily Capacity</u>	<u>Avg Daily Capacity</u>	<u>Average Daily Trade Lane</u>	
<u>Route</u>	<u>Carrier</u>	<u>Type</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Count</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Lift (Lbs)</u>	
Integrated Express									
Dom	TPA-BHM	Paragon Air Express	C208	2,800	360	1	2,800	360	2,800
	TPA-CAE	Flight Express	C210	1,280	184	1	1,280	184	1,280
	TPA-CRG	Flight Express	C210	1,280	184	2	2,560	368	2,560
	TPA-FMY	Flight Express	C210	1,280	184	1	1,280	184	1,280
	TPA-FXE	Airnet	BE58	816	116	1	816	116	
	TPA-FXE	Flight Express	C210	1,280	184	2	2,560	368	3,376
	TPA-ILN	DHL	B727	36,848	5,264	1	36,848	5,264	36,848
	TPA-IND	FedEx	A300	66,052	9,436	1	66,052	9,436	66,052
	TPA-JAX	Airnet	LJ35	1,600	229	1	1,600	229	1,600
	TPA-MEM	FedEx	DC-10	89,600	12,800	1	89,600	12,800	89,600
	TPA-OPF	Airnet	BE58	816	116	1	816	116	
	TPA-OPF	Flight Express	C210	1,280	184	1	1,280	184	
	TPA-OPF	Flight Express	C210	1,280	184	1	1,280	184	3,376
	TPA-RSW	Cape Air	C402	1,120	160	2	2,240	320	2,240
	TPA-SRQ	Cape Air	C402	1,120	160	2	2,240	320	
	TPA-SRQ	Flight Express	BE58	816	116	1	816	116	
	TPA-SRQ	Flight Express	C210	1,280	184	1	1,280	184	4,336
TPA-TLH	Flight Express	BE58	816	116	1	816	116	816	
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-19
2007 Scheduled All Cargo and Widebody Passenger Activity at Tampa International Airport**

TPA			<u>Aircraft</u>	<u>Aircraft</u>	<u>Aircraft</u>	<u>Avg Daily</u>	<u>Avg Daily</u>	<u>Average Daily</u>
	<u>Route</u>	<u>Carrier</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Count</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Trade Lane</u>
			<u>(Lbs)</u>	<u>(Ft³)</u>		<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Lift (Lbs)</u>
All Cargo Carriers								
Dom	None							
Intl	None							
Widebody Passenger								
Dom	TPA-ATL	Delta Air Lines	763	17,600	2	35,200	5,029	35,200
Intl	TPA-LGW	British Airways	777	39,648	1	39,648	5,664	39,648

Sources: OAG, FAA IFR data and Wilbur Smith Associates

Exhibit A-20
2007 Scheduled RFS Activity at Tampa International Airport

TPA				Weekly	Total Weekly	Total Weekly
Route	Carrier	Type	Capacity (Lbs)	Ops	Rotations	Capacity (Lbs)
TPA-ATL	Forward Air	RFS	15,000	6	6	90,000
TPA-ATL	British Airways	RFS	15,000	6	6	90,000
TPA-EWR	Continental	RFS	15,000	5	5	75,000
TPA-IAH	Continental	RFS	15,000	5	5	75,000
TPA-JFK	Asiana	RFS	15,000	7		
TPA-JFK	Jet Airways Inc. (Cargo)	RFS	15,000	5	12	180,000
TPA-MCO	Forward Air	RFS	15,000	6		
TPA-MCO	Kitty Hawk	RFS	15,000	5	11	165,000
TPA-ORD	Asiana	RFS	15,000	5		
TPA-ORD	Jet Airways Inc. (Cargo)	RFS	15,000	5		
TPA-ORD	United Airlines	RFS	15,000	5	15	225,000
TPA-SFO	Jet Airways Inc. (Cargo)	RFS	15,000	3	3	45,000

Sources: OAG and Wilbur Smith Associates

**Exhibit A-21
2007 Domestic Integrated Express Activity at Gainesville Regional Airport**

GNV	Route	Carrier	Aircraft Type	Aircraft	Aircraft	Aircraft Count	Avg Daily	Avg Daily	Average Daily
				Capacity (Lbs)	Capacity (Ft ³)		Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)
Integrated Express									
Dom	GNV-BHM	Airnet	BE58	816	116	1	816	116	816
	GNV-CRG	Quest Diagnostics	C310	800	114	1	800	114	800
	GNV-JAX	Mountain Air Cargo	C208	2,800	360	1	2,800	360	2,800
Intl	None								
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	None								
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-22
2007 Domestic Integrated Express Activity at Key West Airport**

EYW			<u>Aircraft</u>	<u>Aircraft</u>	<u>Avg Daily</u>	<u>Avg Daily</u>	<u>Average Daily</u>
	<u>Route</u>	<u>Carrier</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Trade Lane</u>
			<u>Type</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>(Lbs)</u>	<u>(Ft³)</u>
			<u>Count</u>				<u>Lift (Lbs)</u>
Integrated Express							
Dom	EYW-FLL	Mountain Air Cargo	C208	2,800	360	2	5,600
	EYW-MIA	IBC Airways	SW3	3,440	502	1	3,440
	EYW-RSW	Cape Air	C402	1,120	160	3	3,360
Intl	None						
All Cargo Carriers							
Dom	None						
Intl	None						
Widebody Passenger							
Dom	None						
Intl	None						

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-23
2007 Domestic Integrated Express Activity at Orlando Sanford International Airport**

<u>SFB</u>	<u>Route</u>	<u>Carrier</u>	<u>Aircraft Type</u>	<u>Aircraft Capacity (Lbs)</u>	<u>Aircraft Capacity (Ft³)</u>	<u>Aircraft Count</u>	<u>Avg Daily Capacity (Lbs)</u>	<u>Avg Daily Capacity (Ft³)</u>	<u>Average Daily Trade Lane Lift (Lbs)</u>
Integrated Express									
Dom	None								
Intl	None								
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	None								
Intl									
Tue, Thu, Sat	SFB-DUB	Icelandair	A330	3,416	488	1	3,416	488	3,416
	SFB-LGW	British Airways	B777	39,648	5,664	1	39,648	5,664	
	SFB-LGW	Virgin Atlantic	B744	21,120	3,017	1	21,120	3,017	60,768
	SFB-MAN	Virgin Atlantic	B744	21,120	3,017	1	21,120	3,017	21,120

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-24
2007 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-ABY	Martinaire	C208	2,800	360	1	2,800	360	2,800
	PFN-BHM	Flight Express	BE58	816	116	1	816	116	816
	PFN-DHN	Air Cargo Carriers	SH33	5,200	1,000	1	5,200	1,000	5,200
	PFN-DSI	Flight Express	BE58	816	116	1	816	116	816
	PFN-PNS	Air Cargo Carriers	SH33	5,200	1,000	1	5,200	1,000	
	PFN-PNS	Flight Express	C210	1,280	184	1	1,280	184	6,480
	PFN-TLH	Flight Express	C210	1,280	184	1	1,280	184	1,280
Intl									
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	None								
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-25
2007 Domestic Integrated Express Activity at Pensacola Regional Airport**

PNS		Aircraft	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-CEW	Flight Express	C210	1,280	184	1	1,280	184	1,280
	PNS-DHN	Quest Diagnostics	C310	800	114	1	800	114	800
	PNS-MOB	Airnet	BE58	816	116	1	816	116	816
	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	
	PNS-PFN	Quest Diagnostics	C310	800	114	1	800	114	7,280
	PNS-TRI-ILN	DHL	DC9	20,000	3,636	1	20,000	3,636	20,000
Intl									
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	None								
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-26
2007 Scheduled RFS Activity at Pensacola Regional Airport**

PNS			Capacity	Weekly	Total	Total Weekly
Route	Carrier	Type	(Lbs)	Ops	Weekly Rotations	Capacity (Lbs)
PNS-ATL	British Airways	RFS	15,000	5		
PNS-ATL	Jet Airways Inc. (Cargo)	RFS	15,000	5	10	150,000
PNS-JFK	Asiana	RFS	15,000	7		
PNS-JFK	Jet Airways Inc. (Cargo)	RFS	15,000	5	12	180,000

Sources: OAG and Wilbur Smith Associates

**Exhibit A-27
2007 Scheduled Domestic Integrated Express Activity at St. Petersburg-Clearwater Airport**

PIE	Route	Carrier	Aircraft Type	Aircraft	Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily
				Capacity	Capacity		Count	Capacity	Capacity
				(Lbs)	(Ft ³)		(Lbs)	(Ft ³)	Lift (Lbs)
Integrated Express									
Dom	PIE-ABY	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	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-SJU	UPS	A300	66,052	9,436	1	66,052	9,436	66,052
Intl									
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	None								
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-28
2007 Scheduled Domestic Integrated Express Activity at Tallahassee Regional Airport**

TLH	Route	Carrier	Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily		
			Type	Capacity (Lbs)	Capacity (Ft ³)	Count	Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)
Integrated Express									
Dom	TLH-BHM-ILN	DHL	DC9	21,600	3,927	1	21,600	3,927	21,600
	TLH-CEW	Flight Express	BE58	816	116	1	816	116	816
	TLH-CRG	Flight Express	C210	1,280	184	1	1,280	184	1,280
	TLH-FXE	Flight Express	C210	1,280	184	2	2,560	368	2,560
	TLH-MAC	Flight Express	BE58	816	116	1	816	116	816
	TLH-MCO	Mountain Air Cargo	C208	2,800	360	2	5,600	720	5,600
	TLH-MEM	FedEx	B727	36,848	5,264	1	36,848	5,264	
	TLH-MEM	Mountain Air Cargo	AT43	7,055	1,373	1	7,055	1,373	43,903
	TLH-PNS	Quest Diagnostics	C310	800	114	1	800	114	800
Intl	None								
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	None								
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-29
2007 Scheduled Cargo Activity at Craig Municipal Airport**

CRG	Route	Carrier	Aircraft Type	Aircraft	Aircraft	Aircraft Count	Avg Daily	Avg Daily	Average Daily
				Capacity (Lbs)	Capacity (Ft ³)		Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)
Integrated Express									
Dom	CRG-CEW	Flight Express	C210	1,280	184	1	1,280	184	1,280
	CRG-FXE	Flight Express	BE58	816	116	1	816	116	
	CRG-FXE	Flight Express	C210	1,280	184	1	1,280	184	2,096
	CRG-MAC	Flight Express	BE58	816	116	1	816	116	816
	CRG-OPF	Flight Express	C210	1,280	184	1	1,280	184	1,280
	CRG-PFN	Flight Express	C210	1,280	184	1	1,280	184	1,280
	CRG-TLH	Flight Express	BE58	816	116	1	816	116	
	CRG-TLH	Flight Express	C210	1,280	184	1	1,280	184	2,096
	CRG-TPA	Flight Express	C210	1,280	184	1	1,280	184	1,280
Intl	None								
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	None								
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-30
2007 Scheduled Cargo Activity at Florida Keys Marathon Airport**

MTH	Route	Carrier	Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily		
			Type	Capacity (Lbs)	Capacity (Ft ³)	Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)	
Integrated Express									
Dom	MTH-FLL	Mountain Air Cargo	C208	2,800	360	1	2,800	360	2,800
	MTH-FXE	Flight Express	BE58	816	116	1	816	116	816
Intl	None								
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	None								
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-31
2007 Scheduled Cargo Activity at Ft. Lauderdale Executive Airport**

FXE	Route	Carrier	Aircraft Type	Aircraft	Aircraft	Aircraft	Avg Daily	Avg Daily	Average Daily
				Capacity	Capacity		Count	Capacity	Capacity
				(Lbs)	(Ft ³)		(Lbs)	(Ft ³)	Lift (Lbs)
Integrated Express									
Dom	FXE-JAX	AirNet	LJ35	1,600	229	1	1,600	229	1,600
	FXE-MTH	Flight Express	BE58	816	116	1	816	116	816
	FXE-TPA	Flight Express	C210	1,280	184	2	2,560	368	2,560
Intl	None								
All Cargo Carriers									
Dom	None								
Intl	None								
Widebody Passenger									
Dom	None								
Intl	None								

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-32
2007 Scheduled Cargo Activity at Page Field**

FMY	Route	Carrier	Aircraft		Aircraft Capacity (Ft ³)	Aircraft Count	Avg Daily	Avg Daily	Average Daily
			Type	Capacity (Lbs)			Capacity (Lbs)	Capacity (Ft ³)	Trade Lane Lift (Lbs)
Integrated Express									
Dom	FMY-FXE	Flight Express	C210	1,280	184	1	1,280	184	1,280
	FMY-TPA	Flight Express	C210	1,280	184	1	1,280	184	1,280
Intl									
All Cargo Carriers									
Dom		None							
Intl		None							
Widebody Passenger									
Dom		None							
Intl		None							

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-33
2007 New Scheduled Integrated Express Activity**

			<u>Aircraft</u>	<u>Aircraft</u>	<u>Avg Daily</u>	<u>Avg Daily</u>	<u>Average Daily</u>		
			<u>Aircraft</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Trade Lane</u>		
<u>Route</u>	<u>Carrier</u>	<u>Type</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Count</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Lift (Lbs)</u>	
Integrated Express									
Dom	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
	JAX-PHL	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	JAX-PIE	UPS	A300	68,096	9,728	1	68,096	9,728	68,096
	JAX-TPA	Airnet	BE58	816	116	1	816	116	816
	MIA-ATL	FedEx	B727	36,848	5,264	1	36,848	5,264	36,848
	MIA-EWR	FedEx	A300	68,096	9,728	1	68,096	9,728	68,096
	MIA-JAX	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MIA-PBI	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
	MCO-DFW	UPS	A300	66,062	9,436	1	66,062	9,436	66,062
	MCO-ROA	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	MCO-TLH	Mountain Air Cargo	C208	2,800	360	2	5,600	720	5,600
	MCO-TPA	FedEx	B727	36,848	5,264	1	36,848	5,264	
	MCO-TPA	Quest Diagnostics	C310	800	114	1	800	114	37,648
	PBI-PHL	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	RSW-SDF	UPS	B757	45,304	6,472	1	45,304	6,472	45,304
	TPA-CAE	Flight Express	C210	1,280	184	1	1,280	184	1,280
	TPA-FXE	Airnet	BE58	816	116	1	816	116	816
	TPA-JAX	Airnet	LJ35	1,600	229	1	1,600	229	1,600
	TPA-OPF	Airnet	BE58	816	116	1	816	116	816
	TPA-TLH	Flight Express	BE58	816	116	1	816	116	816
	GNV-BHM	Airnet	BE58	816	116	1	816	116	816
	PFN-ABY	Martinaire	C208	2,800	360	1	2,800	360	2,800
	PFN-BHM	Flight Express	BE58	816	116	1	816	116	816
	PFN-DSI	Flight Express	BE58	816	116	1	816	116	816
	PFN-TLH	Flight Express	C210	1,280	184	1	1,280	184	1,280
PIE-ABY	UPS	B752	45,304	6,472	1	45,304	6,472	45,304	
PIE-RSW-ILN	DHL	DC9	20,000	3,636	1	20,000	3,636	20,000	
PIE-SJU	UPS	A300	66,062	9,436	1	66,062	9,436	66,062	

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-33 (Continued)
2007 New Scheduled Integrated Express Activity**

	<u>Route</u>	<u>Carrier</u>	<u>Aircraft Type</u>	<u>Aircraft</u>	<u>Aircraft</u>	<u>Aircraft</u>	<u>Avg Daily</u>	<u>Avg Daily</u>	<u>Average Daily</u>
				<u>Capacity</u>	<u>Capacity</u>		<u>Capacity</u>	<u>Capacity</u>	<u>Trade Lane</u>
				<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Count</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Lift (Lbs)</u>
Integrated Express									
Intl	TLH-CEW	Flight Express	BE58	816	116	1	816	116	816
	TLH-FXE	Flight Express	C210	1,280	184	2	2,560	368	2,560
	TLH-PNS	Quest Diagnostics	C310	800	114	1	800	114	800
	CRG-FXE	Flight Express	BE58	816	116	1	816	116	
	CRG-FXE	Flight Express	C210	1,280	184	1	1,280	184	2,096
	CRG-PFN	Flight Express	C210	1,280	184	1	1,280	184	1,280
	FXE-MTH	Flight Express	BE58	816	116	1	816	116	816
	FMY-FXE	Flight Express	C210	1,280	184	1	1,280	184	1,280
	MIA-MBJ	IBC	SH3	5,200	743	1	5,200	743	5,200
	MIA-MGA	UPS	B752	45,304	6,472	1	45,304	6,472	45,304
MIA-UIO	UPS	B752	45,304	6,472	1	45,304	6,472	45,304	

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-34
2007 New Scheduled All Cargo and Widebody Passenger Activity**

		<u>Aircraft</u>	<u>Aircraft</u>	<u>Avg Daily</u>	<u>Avg Daily</u>	<u>Average Daily</u>			
		<u>Aircraft</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Aircraft</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Trade Lane</u>	
<u>Route</u>	<u>Carrier</u>	<u>Type</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Count</u>	<u>(Lbs)</u>	<u>(Ft³)</u>	<u>Lift (Lbs)</u>	
All Cargo Carriers									
Dom	None								
Intl	MIA-AGT	LAN Cargo	B763	66,000	9,429	1	66,000	9,429	66,000
	MIA-BGI	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-CAP	Lynx Air International	SW3	3,440	502	1	3,440	502	3,440
	MIA-CCS	Tampa Cargo	B762	66,000	9,429	1	66,000	9,429	66,000
	MIA-CUR	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-ANC-ICN	Korean Air	B744	153,815	21,974	1	153,815	21,974	153,815
	MIA-LIM	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-MAO	Tampa Cargo	B762	66,000	9,429	1	66,000	9,429	66,000
	MIA-MAR	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-SKB-NEV	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-SDQ	Amerijet	72F	36,848	5,264	2	73,696	10,528	73,696
	MIA-SJU-STT	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-SJU-STX	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-STI	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
	MIA-SAP-TGU	Amerijet	72F	36,848	5,264	1	36,848	5,264	36,848
Widebody Passenger									
Dom	None								
Intl	MIA-ZRH-MUC	Lufthansa	B744	29,859	4,266	1	29,859	4,266	29,859
	SFB-DUB	Icelandair	A330	3,416	488	1	3,416	488	3,416

Sources: OAG, FAA IFR data and Wilbur Smith Associates

**Exhibit A-35
2007 New Scheduled RFS Activity**

Routes	Carrier	Type	Capacity	Weekly	Total	Total Weekly
			(in Pounds)	Ops	Weekly Rotations	Capacity (in Pounds)
MIA-DFW	Jet Airways	RFS	15,000	7	7	105,000
FLL-JFK	Jet Airways	RFS	15,000	5	5	75,000
MCO-LAX	Forward Air	RFS	15,000	3	3	45,000
MIA-TYS	Jet Airways	RFS	15,000	5	5	75,000

Sources: OAG and Wilbur Smith Associates

Exhibit B-1
2007 Route Map of Scheduled Air Cargo Activity at Ft. Lauderdale-Hollywood International Airport



Source: Wilbur Smith Associates

Exhibit B-2

2007 Route Map of Scheduled Road Feeder Service Activity at Ft. Lauderdale-Hollywood International Airport



Source: Wilbur Smith Associates

Exhibit B-3
2007 Route Map of Scheduled Air Cargo Activity at Jacksonville International Airport



Source: Wilbur Smith Associates

Exhibit B-4
2007 Route Map of Scheduled Road Feeder Service Activity at Jacksonville International Airport



Source: Wilbur Smith Associates

Exhibit B-5
2007 Route Map of Scheduled Domestic Integrated Express Routes at Miami International Airport



Source: Wilbur Smith Associates

Exhibit B-6
2007 Route Map of Scheduled Domestic All Cargo Carrier Routes at Miami International Airport



Source: Wilbur Smith Associates

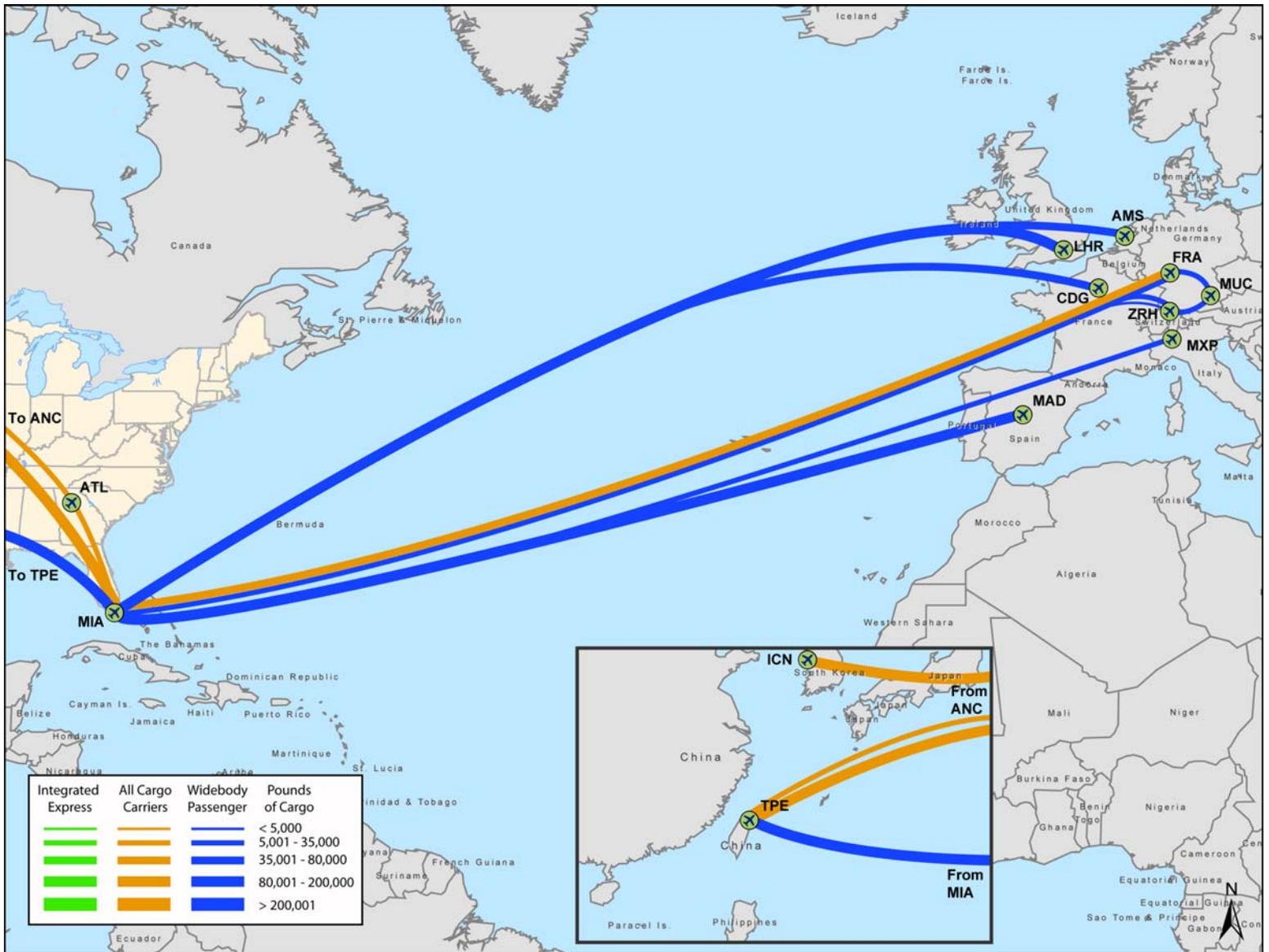
Exhibit B-7
2007 Route Map of Scheduled Domestic Widebody Passenger Routes at Miami International Airport



Source: Wilbur Smith Associates

2007 Florida Air Cargo System Plan Update

Exhibit B-8 2007 Route Map of Scheduled All Cargo and Widebody Passenger Routes to Europe and Asia at Miami International Airport



Source: Wilbur Smith Associates

2007 Florida Air Cargo System Plan Update

Exhibit B-9

2007 Route Map of Scheduled Integrated Express Routes to the Caribbean, Latin America and South America at Miami International Airport



Source: Wilbur Smith Associates

2007 Florida Air Cargo System Plan Update

Exhibit B-10
 2007 Route Map of Scheduled All Cargo Carrier Routes to the Caribbean,
 Latin America and South America at Miami International Airport



Source: Wilbur Smith Associates

2007 Florida Air Cargo System Plan Update

Exhibit B-11

2007 Route Map of Scheduled Widebody Passenger Routes to the Caribbean, Latin America and South America at Miami International Airport



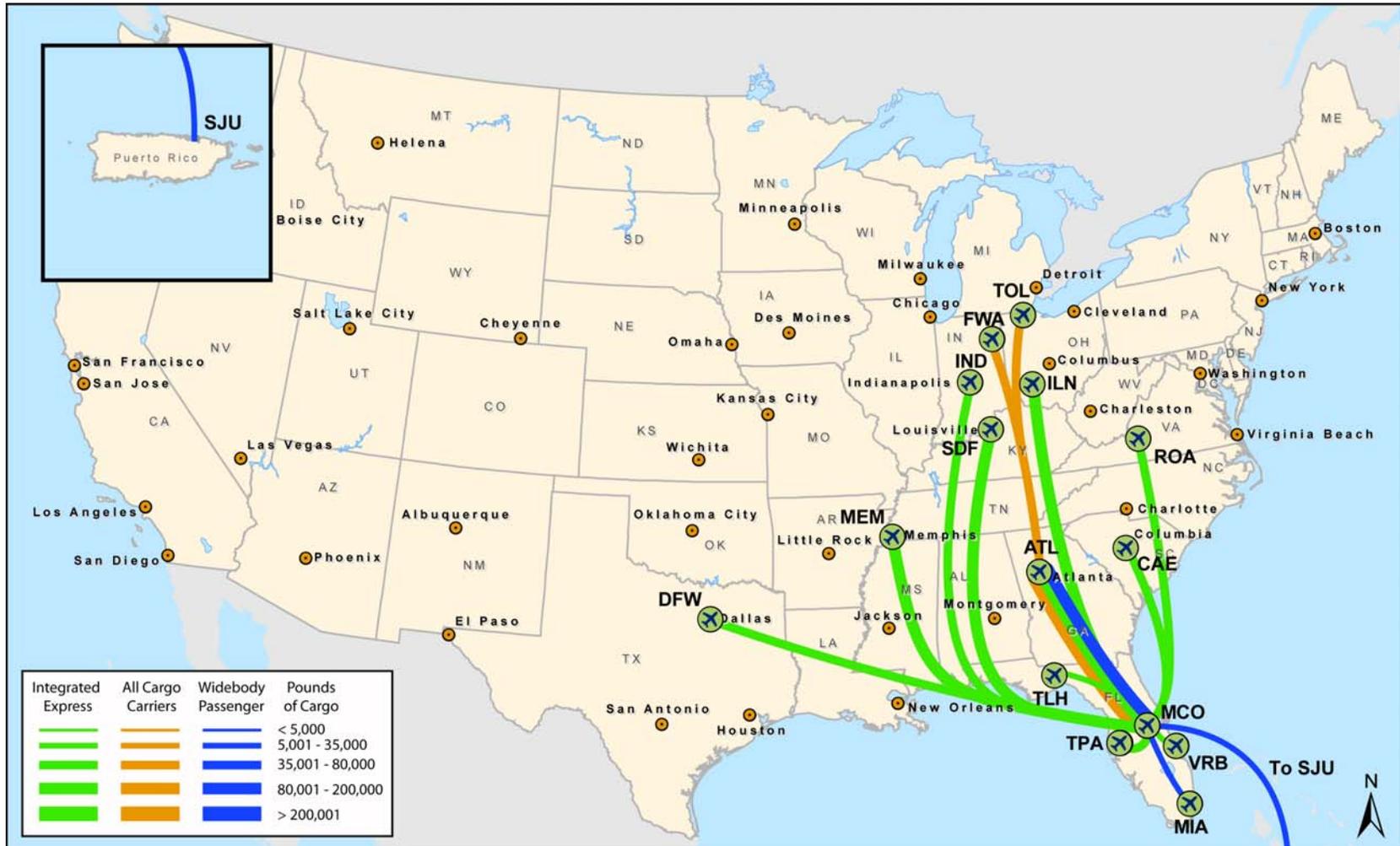
Source: Wilbur Smith Associates

Exhibit B-12
2007 Route Map of Scheduled Road Feeder Service Activity at Miami International Airport



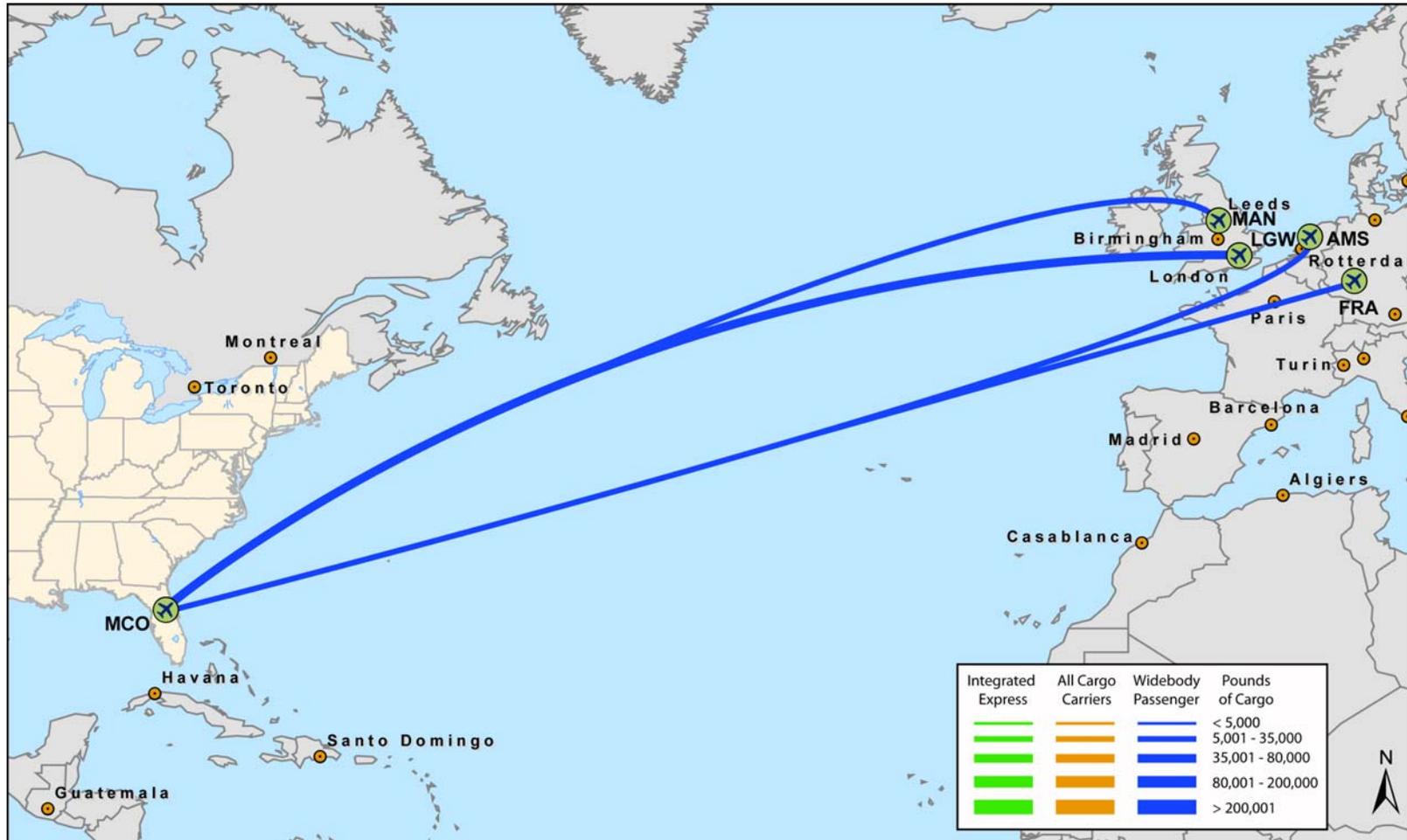
Source: Wilbur Smith Associates

Exhibit B-13
2007 Route Map of Scheduled Domestic Air Cargo Activity at Orlando International Airport



Source: Wilbur Smith Associates

**Exhibit B-14
2007 Route Map of Scheduled International Air Cargo Activity at Orlando International Airport**



Source: Wilbur Smith Associates

Exhibit B-15
2007 Route Map of Scheduled RFS Activity at Orlando International Airport



Source: Wilbur Smith Associates

Exhibit B-16
2007 Route Map of Scheduled Air Cargo Activity at Palm Beach International Airport



Source: Wilbur Smith Associates

Exhibit B-17
2007 Route Map of Scheduled Road Feeder Service Activity at Palm Beach International Airport



Source: Wilbur Smith Associates

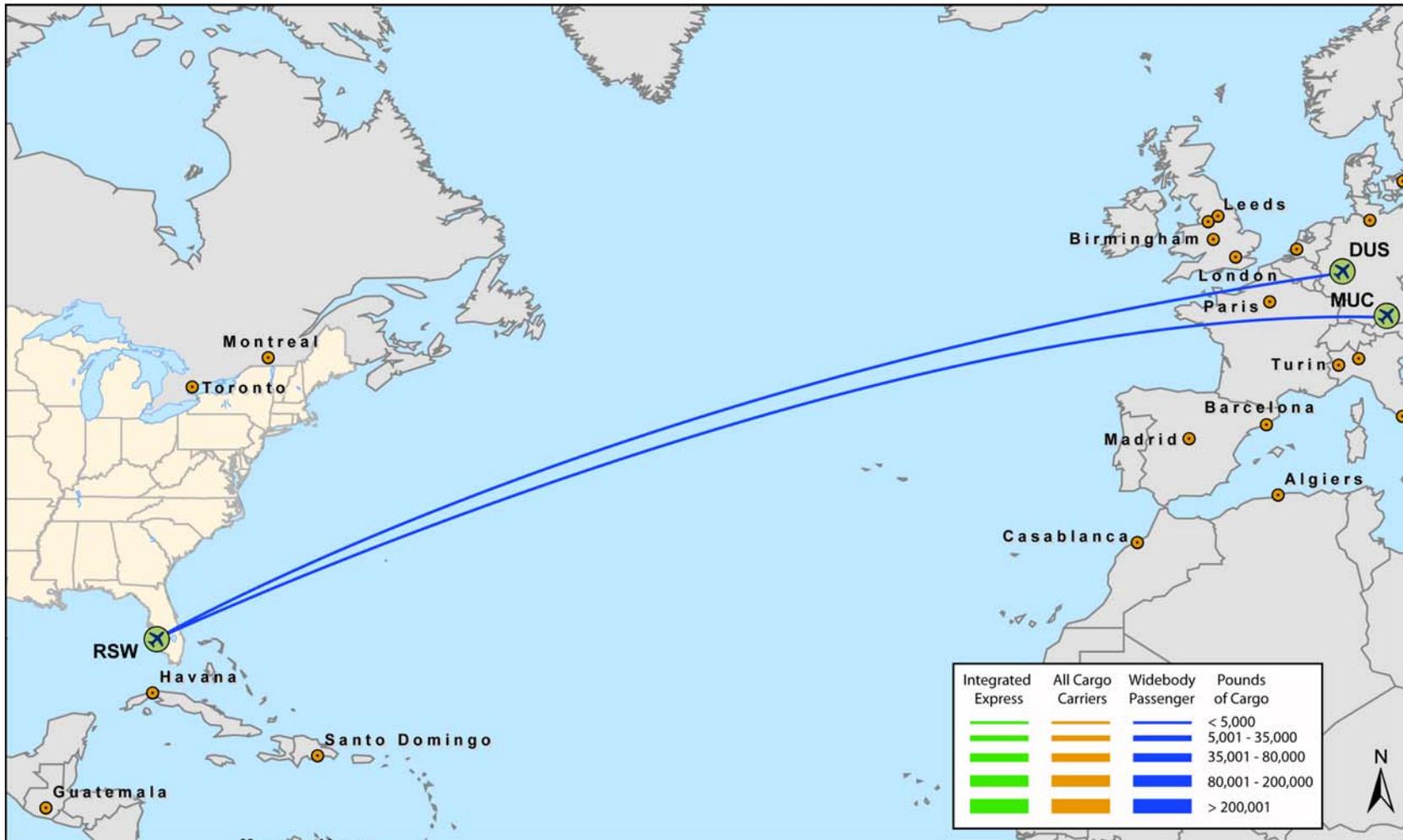
Exhibit B-18
2007 Route Map of Scheduled Domestic Air Cargo Activity at the Southwest Florida International Airport



Source: Wilbur Smith Associates

Exhibit B-19

2007 Route Map of Scheduled International Air Cargo Activity at the Southwest Florida International Airport



Source: Wilbur Smith Associates

Exhibit B-20
2007 Route Map of Scheduled Domestic Air Cargo Activity at Tampa International Airport



Source: Wilbur Smith Associates

Exhibit B-21

2007 Route Map of Scheduled International Widebody Passenger Activity at Tampa International Airport



Source: Wilbur Smith Associates

Exhibit B-22
2007 Route Map of Scheduled Road Feeder Service Activity at Tampa International Airport



Source: Wilbur Smith Associates

Exhibit B-23
2007 Route Map of Scheduled Domestic Integrated Express Activity at Gainesville Regional Airport



Source: Wilbur Smith Associates

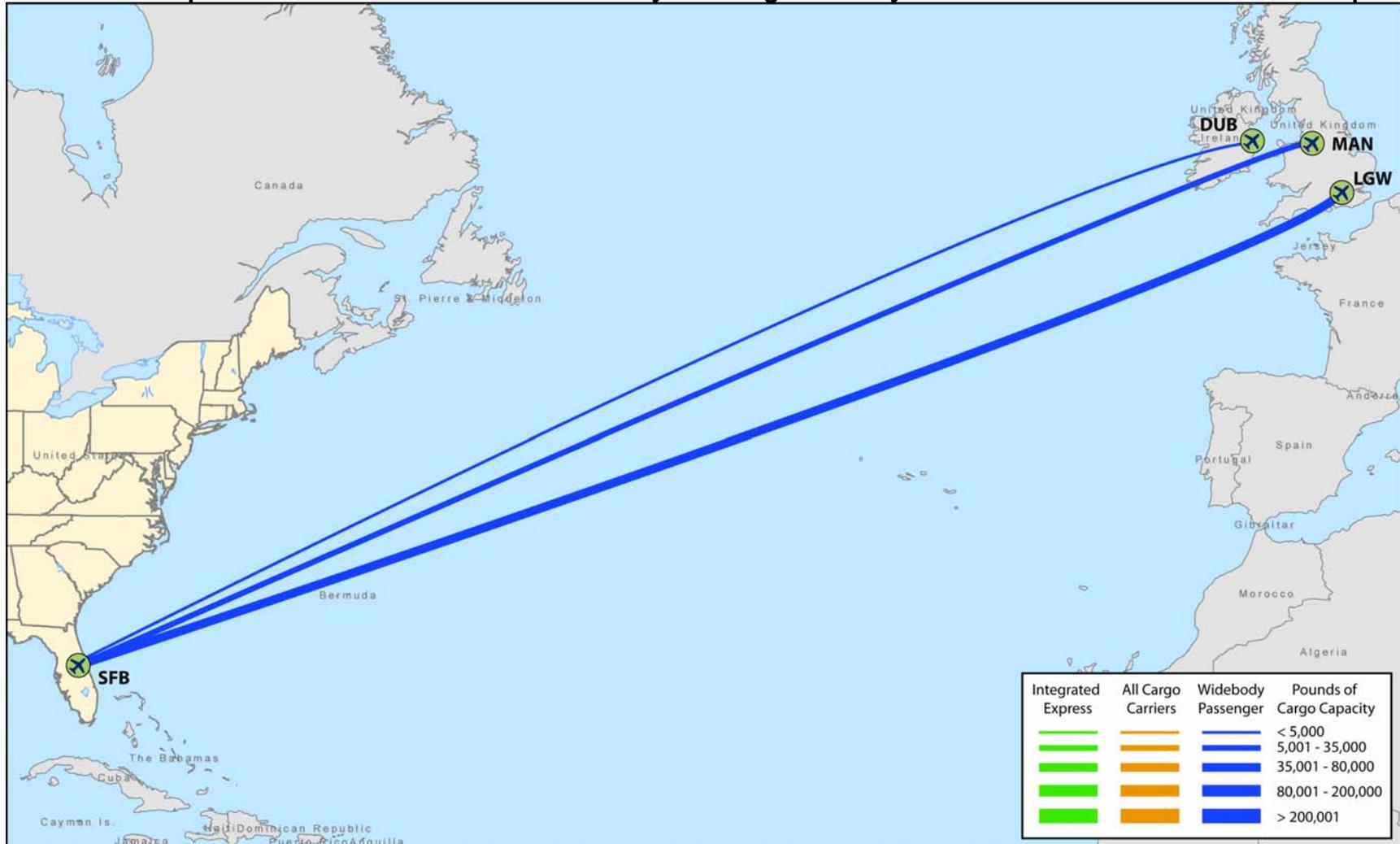
Exhibit B-24
2007 Route Map of Scheduled Domestic Integrated Express Activity at Key West International Airport



Source: Wilbur Smith Associates

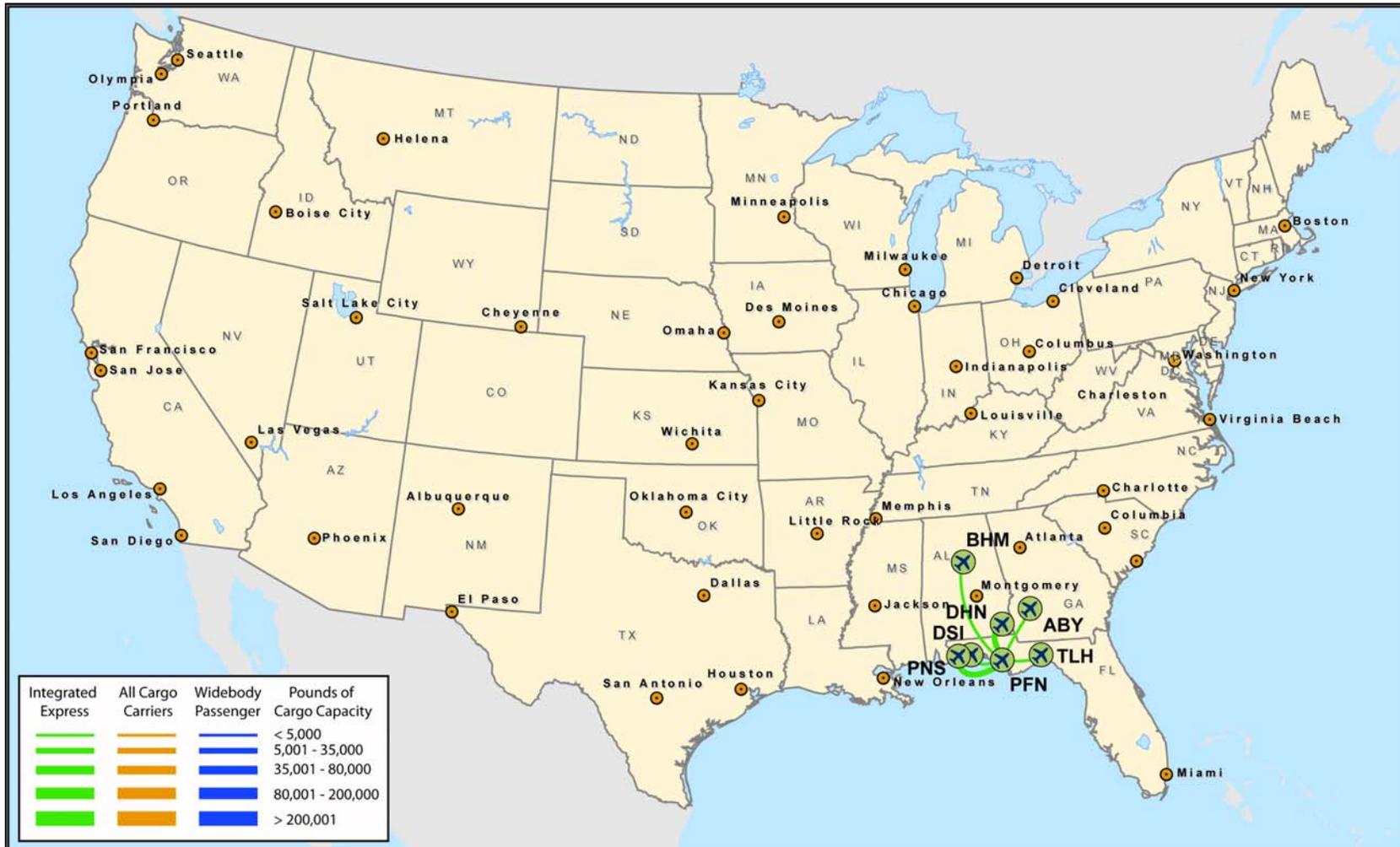
Exhibit B-25

2007 Route Map of Scheduled International Widebody Passenger Activity at Orlando Sanford International Airport



Source: Wilbur Smith Associates

Exhibit B-26
2007 Route Map of Scheduled Domestic Integrated Express Activity at Panama City-Bay County Airport



Source: Wilbur Smith Associates

Exhibit B-27

2007 Route Map of Scheduled Domestic Air Cargo Activity at Pensacola Regional Airport



Source: Wilbur Smith Associates

Exhibit B-28
2007 Route Map of Scheduled Road Feeder Service Activity at Pensacola Regional Airport



Source: Wilbur Smith Associates

Exhibit B-29

2007 Route Map of Scheduled Domestic Integrated Express Activity at St. Petersburg-Clearwater Airport



Source: Wilbur Smith Associates

Exhibit B-30
2007 Route Map of Scheduled Domestic Integrated Express Activity at Tallahassee Regional Airport



Source: Wilbur Smith Associates

Exhibit B-31
2007 Route Map of Scheduled Domestic Integrated Express Activity at Craig Municipal Airport



Source: Wilbur Smith Associates

Exhibit B-32

2007 Route Map of Scheduled Domestic Integrated Express Activity at Florida Keys Marathon Airport



Source: Wilbur Smith Associates

Exhibit B-33

2007 Route Map of Scheduled Domestic Integrated Express Activity at Ft. Lauderdale Executive Airport



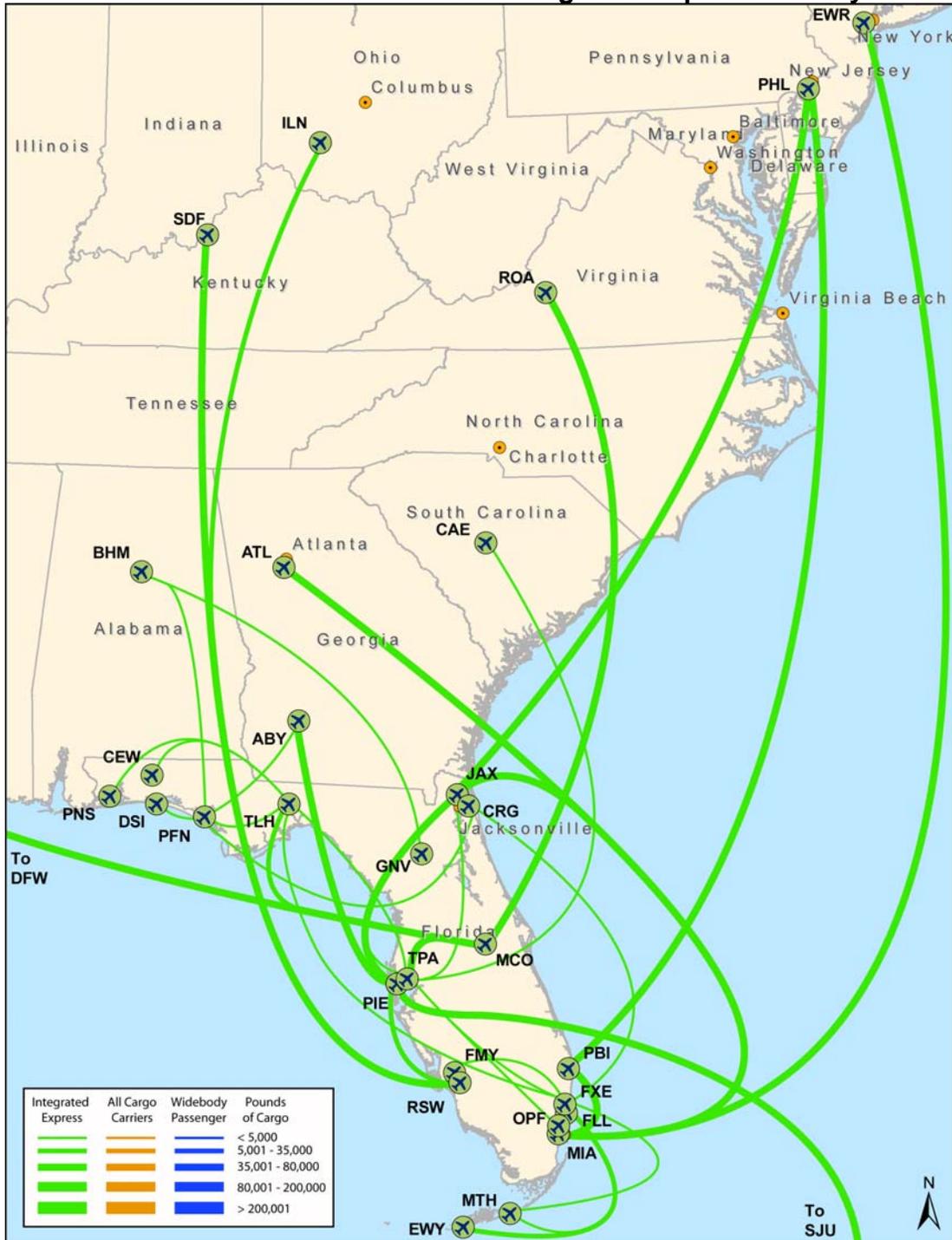
Source: Wilbur Smith Associates

Exhibit B-34
2007 Route Map of Scheduled Domestic Integrated Express Activity at Page Field



Source: Wilbur Smith Associates

**Exhibit B-35
2007 New Scheduled Domestic Integrated Express Activity**



Source: Wilbur Smith Associates

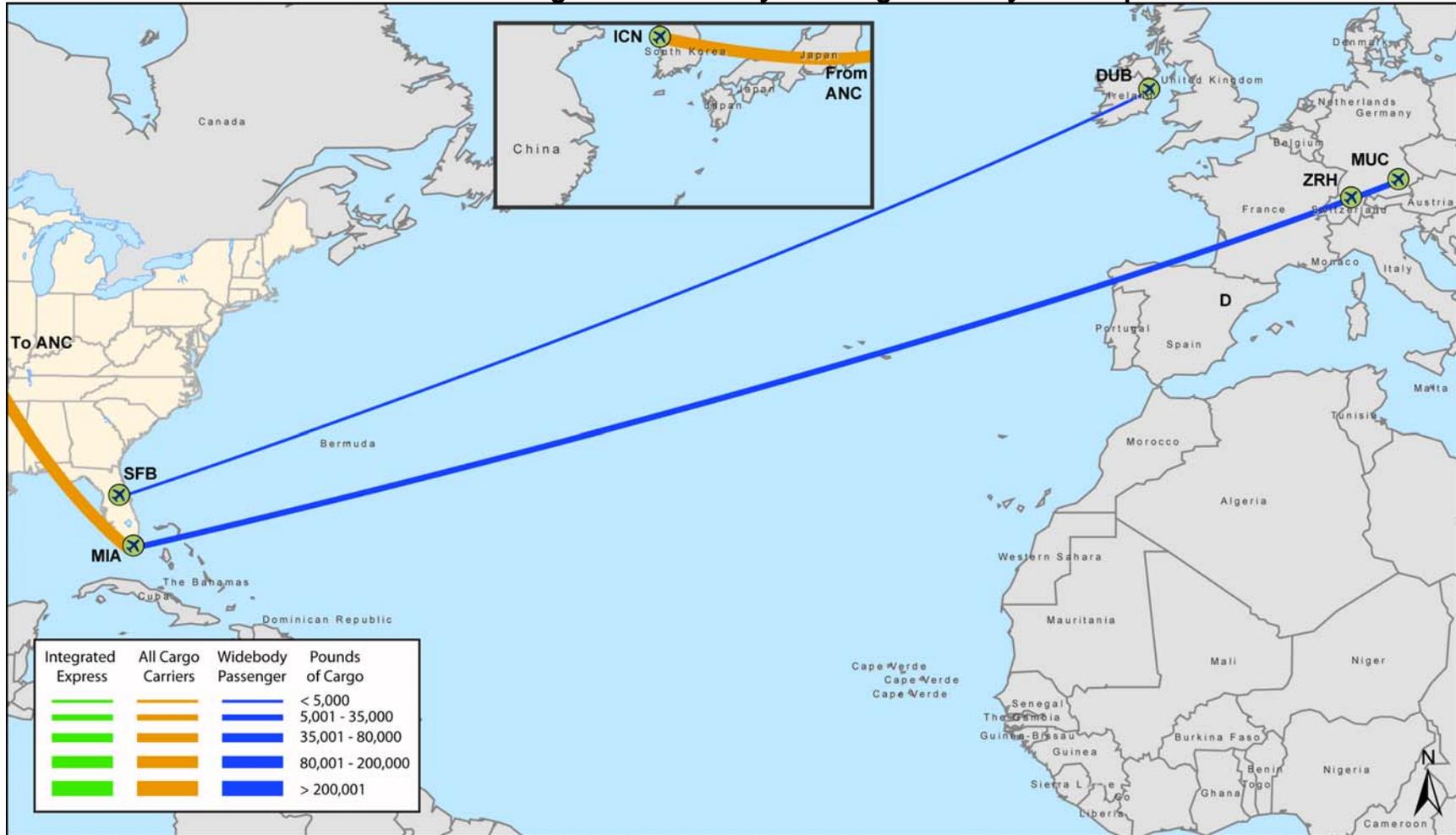
**Exhibit B-36
2007 New Scheduled Integrated Express and All Cargo Carrier Routes to the Caribbean, Latin America and South America**



Source: Wilbur Smith Associates

Exhibit B-37

2007 New Scheduled All Cargo and Widebody Passenger Activity to Europe and Asia



Source: Wilbur Smith Associates

Exhibit B-38
2007 New Scheduled RFS Activity



Source: Wilbur Smith Associates