

ADDENDUM C

Palm Beach International Airport Air Service Analysis

Technical Report #2 - Final

Palm Beach International Airport

Airport System Study - Phase I Air Service Analysis

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Summary

The air service analyses presented in this report represent an update to the Palm Beach County Department of Airports (DOA) air service analyses conducted in 1998 as part of the Strategic Master Plan Update for Palm Beach International Airport (PBI) completed in 2001. These analyses, presented separately for domestic and international air services, were conducted in order to identify gaps in air service as well as opportunities for new air service to and from PBI. For comparison purposes, the 1998 air service analyses results are also summarized in this update.

The analyses expand on the information presented to the airlines earlier in the System Study process, included in Appendices D, E, and F. The results of the air service analyses will be used as input into the forecasting task for PBI and may ultimately be embedded into the forecast chapter of the System Plan Study document. To complement the air service analyses, a market awareness survey targeting travel agencies, hotels/resorts, and corporations also was conducted and is presented here.

SECTION 1

Domestic Air Service Analysis

This section provides an in-depth assessment of PBI's top 100 domestic Origin and Destination (O&D) markets. Current air service provided in these markets is evaluated in order to obtain a better understanding of passenger characteristics and to target potential new air service needs or the demand for increased service to these markets. A summary of the methodology and results of the air service demand analysis are provided. Appendix A contains the detailed data supporting the air service demand analysis. The analyses utilize the following data sources. It should be noted that at the time the analyses were conducted, the most recent information available from the U.S. Department of Transportation (USDOT) was for calendar year 2004.

- USDOT 2004 local O&D passenger demand, average fare, and yield
- USDOT T-100 2004 statistics for load factors and seating capacity
- The corresponding Official Airline Guide (OAG) Airline Schedules for two sample seasonal periods for calendar year 2004, March 15-21 for the winter season and July 19-25 for the summer season
- OAG Airline Schedule for March 15, 2005, representative of the 2005 peak month average day

1.1 Methodology

For each of PBI's top 100 O&D markets, several factors were analyzed to determine PBI's deficient domestic markets. Key factors considered included but were not limited to the following:

- Local O&D passenger volumes;
- Ratio of local O&D passenger volumes to available seats (seating capacity on an aircraft); and
- Ratio of local O&D passenger volumes to onboard passengers, including enplaning local passengers and pass-through passengers.

Deficient domestic markets for PBI were grouped into three categories:

- **Deficiency 1:** Markets without existing nonstop service
 - **1.A** Assessment of potential markets for mainline airline service
 - **1.B** Assessment of potential markets for regional jet service
- **Deficiency 2:** Markets where the local O&D passenger volumes exceed the available nonstop seats
- **Deficiency 3:** Markets where the local O&D passenger volumes are a high percentage of the onboard passengers.

Consistent with the 1998 analyses, a threshold of 100 round-trip passengers was established as a target for identifying new nonstop markets for mainline airline service. Similarly, thresholds of 50 to 99 roundtrip passengers and a range of 1,000 nautical miles (NM) were defined as candidate new nonstop markets for regional service.

The second category of a deficient domestic market, where the local O&D volume exceeds the available nonstop seats, indicates that even if all of the local O&D passengers wanted to travel nonstop, there would be an insufficient number of seats to accommodate them. As a result, some local O&D passengers are being forced to take one-stop service, and therefore, nonstop service is deficient.

The third category, markets where the local O&D passenger volume represents a high percentage of the onboard traffic, requires an analysis to determine whether local passengers are being “squeezed off” nonstop flights by flow traffic. Two steps were involved in the analysis. First, the ratio of local O&D passengers to onboard passengers was examined to determine if the ratio is high – above 70 percent for purposes of this analysis. Second, the load factors of the airline or airlines carrying the bulk of the traffic in that market were reviewed. If the load factor is high (above 70 percent), it was concluded that local O&D passengers are being displaced. If load factors are below this threshold, then it was concluded that local O&D passengers are not being displaced.

Limitations to these methodologies are similar to those in the 1998 analyses: the methodologies utilized in this update do not quantify PBI market leakages to other commercial service airports in the region. These market leakages would likely be the result of insufficient air service at PBI and/or more competitive airfare structures at nearby airports. Additional market research, which is outside the scope of this air service analyses update, is needed to quantify these market leakages and the extent to which these leakages would contribute to supporting new or expanded air service at PBI.

1.2 Overview of O&D Passenger Traffic at PBI

The results of the O&D passenger traffic assessment showed that 63 percent of the passengers in PBI’s top 100 O&D markets initiate their trips in a city other than West Palm Beach; the results confirmed that PBI is primarily a destination market.

Table 1.1 shows the 19 cities that are part of PBI’s top 100 O&D markets where passengers initiated their trips from PBI. Table 1.2 displays the largest markets to which passengers originated travel at PBI.

1.3 Deficiency 1: Markets with No Existing Nonstop Service

Currently, PBI has nonstop commercial jet service to 23 domestic destinations. Exhibit 1.1 depicts the existing nonstop destinations from PBI. With the exception of Dallas and Houston, all nonstop markets are east of the Mississippi River. As part of Deficiency 1.A, markets both east and west of the Mississippi River that currently do not have nonstop service from PBI were analyzed. West of the Mississippi, there are five markets that averaged at least 100 round-trip passengers per day and are without nonstop air service.

TABLE 1.1

Markets where passengers initiated their trips from PBI

• Las Vegas (LAS)	• San Diego (SAN)	• Reno (RNO)
• Los Angeles (LAX)	• John Wayne (SNA)	• Albuquerque (ABQ)
• San Francisco (SFO)	• Salt Lake City (SLC)	• Asheville (AVL)
• Denver (DEN)	• Seattle (SEA)	• Savannah (SAV)
• Tallahassee (TLH)	• San Antonio (SAT)	• Tucson (TUS)
• Phoenix (PHX)	• Honolulu (HNL)	
• New Orleans (MSY)	• Hobby (HOU)	

Sources: USDOT O&D Survey, CY 2004; T100 Data, CY 2004; Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc.

TABLE 1.2

Markets with the Largest Number of Originating Passengers (2004 compared to 1998)

2004:

From PBI to:	Passengers Originating at PBI	2004 Annual O&D Passengers ^{1/}
Las Vegas (LAS)	86.2%	76,050
Los Angeles (LAX)	50.1%	58,440
San Francisco (SFO)	53.2%	41,690
Denver (DEN)	58.6%	38,920
Tallahassee (TLH)	50.7%	38,460

1998:

From PBI to:	Passengers Originating at PBI	1998 Annual O&D Passengers ^{2/}
Los Angeles (LAX)	51.9%	67,860
Denver (DEN)	60.4%	52,760
Orlando (MCO)	61.3%	47,800
San Francisco (SFO)	55.9%	47,730
Las Vegas (LAS)	87.5%	43,550

Notes:

^{1/} Corresponds to the USDOT Origin-Destination survey for year-end data for calendar year 2004. O&D passengers correspond to round-trip passengers.^{2/} Corresponds to the USDOT Origin-Destination survey for year-end data up to the second quarter of 1998.

Sources: USDOT Survey, CY 2004; T100 Data, CY 2004; 1998 Air Service Demand Analysis, Strategic Master Plan, 2001; Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc.

Table 1.3 summarizes these markets. As shown, these markets include Los Angeles (LAX), Las Vegas (LAS), Minneapolis (MSP), San Francisco (SFO), and Denver (DEN). With the exception of Minneapolis, these markets were also identified in the 1998 analysis. Similarly, east of the Mississippi, there are a total of eight markets that averaged at least 100 round-trip passengers per day and are without nonstop air service, compared to only three markets in the 1998 study. These markets are summarized in Table 1.4.



Note:

^{1/} In 2004, BNA had 7 weekly nonstop flights by Southwest. This service was discontinued in 2005. Multistop service to BNA in 2005 is provided by other carriers

Source: U.S. DOT O&D Survey CY 2004; Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Exhibit 1.1

Existing Nonstop Destinations from Palm Beach International Airport (CY 2004)^{1/}

TABLE 1.3
Western Markets without Nonstop Service ^{1/} (2004 compared to 1998)

2004:

PBI To/From	Nonstop Miles	2004 Round-trip Passengers per Day
Las Vegas (LAS)	2,158	209
Los Angeles (LAX)	2,330	161
Minneapolis (MSP)	1,451	127
San Francisco (SFO)	2,567	115
Denver (DEN)	1,679	107

1998:

PBI To/From	Nonstop Miles	1998 Round-trip Passengers per Day
Los Angeles (LAX)	2,330	185
Denver (DEN)	1,679	145
San Francisco (SFO)	2,567	131
Las Vegas (LAS)	2,158	119

Note:

^{1/} Corresponds to markets west of the Mississippi River with at least 100 roundtrip O&D passengers per day. These markets are also not reflected in the OAG schedule (as of May 2005).

Sources: U.S. DOT Survey, CY 2004; 1998 Air Service Demand Analysis, Strategic Master Plan, 2001; Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc.

TABLE 1.4
Eastern Markets without Nonstop Service ^{1/} (2004 compared to 1998)

2004:

PBI To/From ^{2/}	Nonstop Miles	2004 Round-trip Passengers per Day
Providence, Rhode Island (PVD)	1,148	320
Buffalo (BUF)	1,123	175
Manchester (MHT)	1,222	155
Albany (ALB)	1,163	156
Raleigh/Durham (RDU)	638	118
Port Columbus (CMH)	931	119
Rochester (ROC)	1,141	119
Syracuse (SYR)	1,155	120

1998:

PBI To/From	Nonstop Miles	1998 Roundtrip Passengers per Day
Providence (PVD)	1,148	181
Albany (ALB)	1,163	114
Buffalo (BUF)	1,263	108

Notes:

^{1/} Corresponds to markets east of the Mississippi River with at least 100 roundtrip O&D passengers per day. These markets are also not reflected in the OAG schedule (as of May 2005).

^{2/} In 2004, BNA had 7 weekly nonstop flights by Southwest. In 2005, BNA service by Southwest includes a one-stop at TPA. Multistop service to BNA in 2005 by other carriers existed.

Sources: U.S. DOT Survey, CY 2004; 1998 Air Service Demand Analysis, Strategic Master Plan, 2001; Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc.

Exhibit 1.2 illustrates the largest PBI markets without nonstop service capable of supporting mainline service. For comparison purposes, Exhibit 1.3 depicts the nonstop destinations from Fort Lauderdale-Hollywood International Airport (FLL) in calendar year 2004. As shown, FLL provides nonstop service to those potential PBI markets west of the Mississippi: Los Angeles (LAX), Las Vegas (LAS), San Francisco (SFO), and Denver (DEN). This raises the question of whether some of this service at FLL presently fills demand from the PBI market. Appendices B and C provide more detailed exhibits of airlines' nonstop destinations from PBI and FLL. It is believed that PBI could grow to recapture passenger leakage from the PBI service area to FLL. Recent forecasts conducted for the state of Florida by Woods and Poole Economics Inc., an independent firm that specializes in long-term county economic and demographic projections, identified PBI's service area among the fastest-growing counties in Florida. In addition, its geographic location allows PBI to support the air transportation needs of its four-county service area (Palm Beach, Martin, Indian River, and St. Lucie counties) and communities to the south as capacity constraints and delays become more prevalent in FLL. Therefore, PBI should obtain one-stop flights to further develop traffic in the markets identified in Tables 1.3 and 1.4 in advance of nonstop service. In particular, the DOA should seek carriers to provide nonstop service to Providence, Rhode Island (Delta, US Airways), and Los Angeles (Delta, United) due to the higher number of round-trip passengers per day identified in those tables.

Appendices D, E, and F provide additional analyses for growth opportunities at PBI for American and Southwest Airlines. These additional analyses were prepared in support of the DOA market initiatives undertaken at the time this study was being conducted.

Another consideration is that markets east of the Mississippi and within a 1,000 NM radius of PBI are potential candidates for regional jet (RJ) service. Table 1.5 lists the markets that average between 50 and 100 round-trip passengers per day.

Based on the 2005 OAG schedule (as of June 2005), IAD and IND are served by Independence Air (using A319) and Pinnacle Airlines (using Canadair RJs, or CRJs), respectively. Exhibit 1.4 illustrates the largest PBI markets without nonstop service that could use RJ service.



Note:

^{1/} Assumes more than 100 roundtrip O&D passengers per day.

Source: U.S. DOT O&D Survey CY 2004; Ricondo & Associates, Inc.
 Prepared by: Ricondo & Associates, Inc.

Exhibit 1.2

Largest PBI Markets without Nonstop Service Capable of Supporting Mainline Service^{1/}



Source: Official Airline Guide (OAG); Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Exhibit 1.3

Existing Nonstop Destinations from Fort Lauderdale-Hollywood International Airport (CY 2004)

TABLE 1.5
Potential Markets for Regional Jet Service ^{1/} (2004 Compared to 1998)

2004:

PBI To/From	Nonstop Miles	2004 Round-trip Passengers per Day
New Orleans (MSY)	659	80
Dayton (DAY)	941	71
Washington (IAD) ^{2/}	858	59
Indianapolis (IND) ^{2/}	967	64
Greensboro (GSO)	648	57
Richmond (RIC)	763	57
Akron (CAK)	984	56
Birmingham (BHM)	619	50

1998:

PBI To/From	Nonstop Miles	1998 Round-trip Passengers per Day
Indianapolis (IND)	967	89
Nashville (BNA)	758	78
Washington (IAD)	858	75
Louisville (SDF)	858	62
Norfolk (ORF)	740	60
Richmond (RIC)	763	54
Memphis (MEM)	822	54
Dayton (DAY)	941	53

Notes:

^{1/} Includes markets within 1,000 miles with an average of 50-99 round-trip O&D passengers.

^{2/} IAD and IND are served by Independence Air (using A319) and Pinnacle Airlines (using CRJs), respectively, based on the 2005 OAG schedules as of May 2005.

Source: USDOT Survey, CY 2004; 1998 Air Service Demand Analysis, Strategic Master Plan, 2001; Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc.



Note:

^{1/} Assumes 50 to 99 roundtrip O&D passengers per day.

Source: U.S. DOT O&D Survey CY 2004; Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Exhibit 1.4

Largest PBI Markets without Nonstop Service Capable of Regional Jet Service^{1/}

1.4 Deficiency 2: Markets Where the Local O&D Passenger Volumes Exceed the Available Nonstop Seats

This analysis compared local O&D passenger volumes to the available weekly seating capacity offered by carriers operating with nonstop flights. For example, the 1998 analysis for the PBI-Hartford (BDL) market has ratios of 219 percent based on two daily nonstop flights during the summer and 86.5 percent during the winter, when air service doubled to four daily nonstop flights, for an average combined ratio of 124.1 percent. The combined ratio indicated that because of the summer service reductions, on average 24.1 percent more people were traveling in the market than there were year-round nonstop seats. The 2004 analysis revealed that in the case of BDL, air service actually doubled during the summer with two nonstop daily flights compared to one nonstop daily flight during the winter season; these ratios were 73.2 percent and 146.5 percent, respectively. The combined ratio, however, averaged 97.6 percent, suggesting that passengers were able to fly nonstop to BDL.

While ratios over 100 percent suggest that certain passengers are not able to fly nonstop due to capacity constraints, ratios over 75 percent may also have the potential for passenger “displacement” to accommodate belly cargo loads. This ratio would obviously vary by airlines; thus for purposes of this analysis, markets with summer ratios of 75 percent or more were analyzed using the winter/summer combined ratio. The results are summarized in Table 1.6. As shown, Hartford, Cleveland, Islip, New York (La Guardia), and, to a lesser extent, Boston are the only markets that indicate potentially deficient levels of existing nonstop service.

Table 1.7 provides a comparison between CY 2004 and CY 2005 scheduled nonstop seating capacity for the markets listed in Table 1.6. As shown, the 2005 scheduled seats increased for Hartford (BDL) and Islip (ISP), while they decreased for Cleveland (CLE), New York (LGA), and Boston (BOS). Therefore, the demand growth for the latter three markets should be monitored against seat capacity for potential increased nonstop service.

TABLE 1.6
Markets with High Local O&D Passengers ^{1/}(2004 Compared to 1998)

2004:

PBI To/From	2004 Local O&D Passengers as a Percent of Nonstop Seats ^{2/}
Hartford (BDL)	97.6%
Cleveland (CLE)	95.4%
Islip (ISP)	90.7%
New York (LGA)	77.9%
Boston (BOS)	77.1%
New York (JFK)	73.9%
New York (EWR)	70.0%
Philadelphia (PHL)	63.1%
Pittsburgh (PIT)	62.2%
Washington (DCA)	55.6%
Chicago (ORD)	52.7%

1998:

PBI To/From	1998 Local O&D Passengers as a Percent of Nonstop Seats ^{2/}
Hartford (BDL)	124.1
Boston (BOS)	89.1
Baltimore (BWI)	72.5
New York (LGA)	60.2
Chicago (ORD)	54.2
Islip (ISP)	50.0
Washington (DCA)	48.0
New York (EWR)	46.8

Notes:

1/ Represents the average share for the combined ratios of the Winter and Summer seasons as represented by the March 15-21 2004, and July 19-25, 2004, OAG schedules).

2/ It is assumed that markets with ratios over 75% have a high local O&D passenger demand (consistent with the 1998 Air Service methodology).

Sources: USDOT Survey, CY 2004; OAG; 1998 Air Service Demand Analysis, Strategic Master Plan, 2001; Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc.

TABLE 1.7
CY 2004 and CY 2005 Comparison of Scheduled Nonstop Seating Capacity for Deficiency 2

PBI To/From	2004 Local O&D Passengers as a Percent of Nonstop Seats	CY 2004 Roundtrip Departing Seats	CY 2005 Roundtrip Departing Seats	Percent Change (%)
Hartford (BDL)	97.6%	217,308	226,462	4.2
Cleveland (CLE)	95.4%	65,092	59,576	-8.5
Islip (ISP)	90.7%	203,856	235,092	15.3t
New York (LGA)	77.9%	726,300	677,250	-6.8
Boston (BOS)	77.1%	475,260	411,480	-13.4
New York (JFK)	73.9%	1,050,824	1,277,092	21.5
New York (EWR)	70.0%	633,422	586,448	-7.4
Philadelphia (PHL)	63.1%	545,274	602,276	10.5
Pittsburgh (PIT)	62.2%	121,644	109,512	-10.0
Washington (DCA)	55.6%	271,536	220,428	-18.8
Chicago (ORD)	52.7%	212,546	152,296	-28.3

Sources: USDOT Survey, CY 2004; OAG; Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc.

1.5 Deficiency 3: Markets Where the Local O&D Passenger Volume Is a High Percentage of the Onboard Passengers

Consistent with the 1998 Air Service Analysis, the Deficiency 3 assessment involved a two-step process. First, a ratio (percentage) of local O&D passengers to onboard passengers (passengers occupying a seat on the aircraft) traveling on the nonstop flight (derived from USDOT T-100 data) was calculated to determine potential capacity constraints for local O&D passengers. Markets with a ratio (percentage) of 70 percent or higher were identified.

As an example, the ratio for PBI-Boston is 111 percent. This ratio indicates that there were at least 11 percent more passengers traveling in the local market who could not utilize the nonstop service, presumably due to capacity constraints. For the winter schedule period, Table 1.8 lists the markets with ratios greater than 70 percent.

The second step was to identify the load factors in the markets listed in Table 1.8 by the airline or airlines carrying most of the traffic to that particular market. Table 1.9 summarizes these load factors.

TABLE 1.8
Markets with High O&D Passenger Demand (2004 Compared to 1998)

2004:

PBI To/From	2004 Local O&D Passengers as a Percent of Total Onboard Passengers ^{1/}
Nashville (BNA)	300.8
Hartford (BDL)	146.6
Cleveland (CLE)	122.2
Islip (ISP)	114.1
Boston (BOS)	110.7
New York (LGA)	104.5
Tallahassee (TLH)	101.3
Atlantic City (ACY)	101.0
New York (EWR)	93.9
New York (JFK)	93.2
Pittsburgh (PIT)	89.6
Washington (DCA)	80.6
Philadelphia (PHL)	77.8
Baltimore (BWI)	73.5
Chicago (ORD)	71.1

1998:

PBI To/From	1998 Local O&D Passengers as a Percent of Total Onboard Passengers ^{1/}
Columbus (CMH)	283.6
Jacksonville (JAX)	261.1
Hartford (BDL)	220.9
Cleveland (CLE)	206.8
Boston (BOS)	157.6
Islip (ISP)	126.4
Baltimore (BWI)	124.1
New York (JFK)	114.4
New York (LGA)	101.4
Chicago (ORD)	98.1
New York (EWR)	95.7
St. Louis (STL)	81.8
Philadelphia (PHL)	78.0

1998:

PBI To/From	1998 Local O&D Passengers as a Percent of Total Onboard Passengers ^{1/}
Washington (DCA)	73.9

Note:

^{1/} Reflects the O&D passenger demand in the winter season.

Sources: GKMG Consulting Services; USDOT Survey, CY 2004; T100 Data, CY 2004; OAG; 1998 Air Service Demand Analysis, Strategic Master Plan, 2001; Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc.

TABLE 1.9

Load Factors for High O&D Demand Markets (2004 Compared to 1998)

2004:

PBI To/From	Airlines^{1/}	2004 Load Factors (%)
New York (JFK)	Jetblue	85.9
Islip (ISP)	Southwest	82.6
Pittsburgh (PIT) ^{2/}	US Airways	81.1
Chicago (ORD)	United	79.5
New York (EWR)	Continental	79.1
New York (LGA)	Delta	79.0
Philadelphia (PHL) ^{2/}	US Airways	78.1
Washington (DCA)	US Airways	77.3
Atlantic City (ACY)	Spirit	77.1
Cleveland (CLE)	Continental	71.7
Boston (BOS)	Delta	70.1
Hartford (BDL)	Delta	68.1
Baltimore (BWI)	Southwest	66.6
Nashville (BNA)	Southwest	57.6
Tallahassee (TLH)	Chautauqua	54.6

1998:

PBI To/From	Airlines^{1/}	1998 Load Factors (%)
Boston (BOS)	Delta	83.4
Hartford (BDL)	Delta	82.9
New York (EWR)	Continental	82.8
Washington (DCA)	US Airways	82.8
New York (LGA)	Delta	82.7
Philadelphia (PHL)	US Airways	81.5

1998:

PBI To/From	Airlines^{1/}	1998 Load Factors (%)
Baltimore (BWI)	US Airways	79.7
Chicago (ORD)	United	78.8
Cleveland (CLE)	Continental	77.9
St. Louis (STL)	TWA	73.2
New York (JFK)	TWA	72.8
Islip (ISP)	Kiwi	68.5
Jacksonville (JAX)	US Express (Mesa)	41.3
Columbus (CMH)	America West	40.5
Boston (BOS)	Delta	83.4

Notes:

^{1/} Represents the airline serving the majority of the traffic from PBI to these markets.

^{2/} In 2005, Southwest added service to Philadelphia (PHL) and Pittsburgh (PIT) and thus may be an alternate airline for serving some or all of this demand.

Sources: GKMG Consulting Services; USDOT Survey CY2004; T100 Data, CY2004; 1998 Air Service Demand Analysis, Strategic Master Plan, 2001; Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc.

Of these 15 markets, load factors were 70 percent or greater in 11 markets, three of which had extremely high load factors, exceeding 80 percent. These are shown below in **Table 1.10**.

TABLE 1.10
Summary of Markets with the Largest Load Factors (Above 70 percent)

PBI To/From	Airlines^{1/}	Load Factors (%)
New York (JFK)	Jetblue	85.9
Islip (ISP)	Southwest	82.6
Pittsburgh (PIT)	US Airways	81.1
Chicago (ORD)	United	79.5
New York (EWR)	Continental	79.1
New York (LGA)	Delta	79.0
Philadelphia (PHL)	US Airways	78.1
Washington (DCA)	US Airways	77.3
Atlantic City (ACY)	Spirit	77.1
Cleveland (CLE)	Continental	71.7
Boston (BOS)	Delta	70.1

Note:

^{1/} Reflects the load factors for the airline carrying the majority of the traffic.

Source: GKMG Consulting Services; U.S. DOT O&D Survey, CY 2004; Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc.

Tables 1.11a and 1.11b provide a more detailed comparison of CY 2004 and CY 2005 scheduled seating capacity for those markets listed in Table 1.8. They identify which markets require close monitoring of demand growth against seat capacity for potential new service in 2006/2007, i.e., Nashville (BNA), Tallahassee (TLH), New York (JFK), Philadelphia (PHL), and Baltimore (BWI), and which markets are potential candidates for new/additional service in 2005/2006, i.e., Hartford (BDL), Cleveland (CLE), Islip (ISP), Boston (BOS), New York (JFK and EWR), Atlantic City (ACY), Pittsburgh (PIT), and Washington (DCA).

TABLE 1.11a
CY 2004 and CY 2005 Comparison of Scheduled Nonstop Seating Capacity for Deficiency 3

PBI To/From	Airlines	CY 2004 Load Factors	CY 2004 Round-trip Seats	CY 2005 Round-trip Seats	Percent Change (%)	Notes
Nashville (BNA)	Southwest	57.6%	25,756	0	-100.0	
	Others	0.0%	0	0	n/a	1/
	Total	57.6%	25,756	0	-100.0	
Hartford (BDL)	Delta	68.1%	217,308	226,462	4.2	
	Others	0.0%	0	0	n/a	2/
	Total	68.1%	217,308	226,462	4.2	
Cleveland (CLE)	Continental	71.7%	46,792	38,776	-17.1	
	Others	84.9%	18,300	20,800	13.7	2/
	Total	77.6%	65,092	59,576	-8.5	
Islip (ISP)	Southwest	82.6%	203,856	235,092	15.3	
	Others	0.0%	0	0	n/a	2/
	Total	82.6%	203,856	235,092	15.3	
Boston (BOS)	Delta	70.1%	346,260	371,334	7.2	
	Others	76.8%	129,000	40,146	-68.9	2/
	Total	72.0%	475,260	411,480	-13.4	
New York (LGA)	Delta	79.0%	561,180	564,762	0.6	
	Others	84.0%	165,120	112,488	-31.9	2/
	Total	80.2%	726,300	677,250	-6.8	
Tallahassee (TLH)	Chautauqua	54.6%	73,400	109,500	49.2	
	Others	53.5%	9,300	0	-100.0	1/
	Total	54.5%	82,700	109,500	32.4	

TABLE 1.11a
CY 2004 and CY 2005 Comparison of Scheduled Nonstop Seating Capacity for Deficiency 3

PBI To/From	Airlines	CY 2004 Load Factors	CY 2004 Round-trip Seats	CY 2005 Round-trip Seats	Percent Change (%)	Notes
Atlantic City (ACY)	Spirit	77.1%	51,600	51,696	0.2	
	Others	0.0%	0	0	n/a	2/
	Total	77.1%	51,600	51,696	0.2	
New York (EWR)	Continental	79.1%	633,422	586,448	-7.4	
	Others	0.0%	0	0	n/a	2/
	Total	79.1%	633,422	586,448	-7.4	
New York (JFK)	Jetblue	85.9%	786,552	970,632	23.4	
	Others	67.2%	264,272	306,460	16.0	1/
	Total	81.2%	1,050,824	1,277,092	21.5	
Pittsburgh (PIT)	US Airways	81.1%	121,644	109,512	-10.0	
	Others	0.0%	0	0	n/a	2/
	Total	81.1%	121,644	109,512	-10.0	

Notes:

1/ Monitor demand growth against seat capacity for potential new service in 2006/2007.

2/ Potential candidate for new/additional service in 2005/2006.

Sources: USDOT O&D Survey, CY 2004; T100 Data, CY 2004; Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc.

TABLE 1.11b
CY 2004 and CY 2005 Comparison of Scheduled Nonstop Seating Capacity for Deficiency 3

PBI To/From	Airlines	CY 2004 Load Factors	CY 2004 Round-trip Seats	CY 2005 Round-trip Seats	Percent Change (%)	Notes
Washington (DCA)	US Airways	77.3%	228,948	220,428	-3.7	
	Others	52.2%	42,588	0	-100.0	2/
	Total	73.3%	271,536	220,428	-18.8	
Philadelphia (PHL)	US Airways	78.1%	455,472	452,892	-0.6	
	Others	68.2%	89,802	149,384	66.3	1/
	Total	76.5%	545,274	602,276	10.5	
Baltimore (BWI)	Southwest	66.6%	388,228	383,868	-1.1	
	Others	0.0%	0	0	n/a	1/
	Total	66.6%	388,228	383,868	-1.1	
Chicago (ORD)	United	79.5%	134,372	95,268	-29.1	
	Others	74.8%	78,174	57,028	-27.0	2/
	Total	77.7%	212,546	152,296	-28.3	

Notes:

^{1/} Monitor demand growth against seat capacity for potential new service in 2006/2007.

^{2/} Potential candidate for new/additional service in 2005/2006.

Sources: USDOT O&D Survey, CY 2004; T100 Data, CY 2004; Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc.

1.6 Summary of Deficient Domestic Markets

Based on the preceding analyses, the markets summarized below are deficient under each of the three defined categories of deficient markets and emerge as potential candidates for enhanced air service based on the number of round-trip O&D passenger per day. The priorities are listed in decreasing order of daily round-trip O&D passengers.

Deficiency 1.A Results Summary

Priority 1 – More than 200 round-trip O&D passengers per day:

Providence (PVD)

Las Vegas (LAS)

Priority 2 – More than 150 but less than 200 round-trip O&D passengers per day:

Los Angeles (LAX)

Buffalo (BUF)

Manchester (MHT)

Albany (ALB)

Priority 3 – More than 100 but less than 150 roundtrip O&D passengers per day:

Minneapolis (MSP)

Raleigh/Durham (RDU)

Port Columbus (CMH)

Rochester (ROC)

San Francisco (SFO)

Syracuse (SYR)

Denver (DEN)

Nashville (BNA)

Deficiency 1.B Results Summary

Priority 1 – More than 70 but less than 99 round-trip O&D passengers per day:

New Orleans (MSY)

Dayton (DAY)

Priority 2 – More than 50 but less than 69 round-trip O&D passengers per day:

Greensboro (GSO)

Richmond (RIC)

Akron (CAK)

Birmingham (BHM)

Deficiency 2 Results Summary

Considering the scheduled nonstop seats available for 2005 from the OAG, the following markets indicate deficient levels of existing nonstop service:

Priority 1:

Cleveland (CLE)
Islip (ISP)
New York (LGA)

Priority 2:

Hartford (BDL)
Boston (BOS)

Deficiency 3 Results Summary

Considering the scheduled nonstop seats available for 2005 from the Official Airline Guide (OAG), the following markets indicate deficient levels of existing nonstop service:

Priority 1:

Chicago (ORD)
Islip (ISP)
Pittsburgh (PIT)
New York (LGA)
Washington (DCA)
Cleveland (CLE)

Priority 2:

New York (EWR)
Boston (BOS)

Priority 3:

Atlantic City (ACY)

International Air Service Analysis

2.1 Methodology

The methodology used for the international air service analysis is similar to the one used in the 1998 Air Service Analysis completed as part of the Strategic Master Plan Update for PBI. It involved a different approach than the one used for the domestic air service analysis due to limitations on the availability of quantitative data. The USDOT International O&D Survey excludes most foreign flag carriers' operations because foreign carriers do not participate in the USDOT survey. Thus the data derived from the survey only describe the size of a market relative to others in the analysis. Data for calendar year 2004 were used for the update of the international air service analysis. PBI currently has only four international markets with nonstop scheduled service to Toronto, Canada, and Freeport, Marsh-Harbor, and Nassau in the Bahamas. Other international destinations from PBI are conducted through gateway airports such as Miami International Airport (MIA), Los Angeles International Airport (LAX), or Hartsfield-Jackson Atlanta International Airport (ATL), to name a few.

Instead of ranking all international O&D markets, the USDOT International O&D Survey data were segmented into five major world regions for purposes of this analysis: Europe, Latin America/Caribbean, Canada, Asia/Pacific, and Middle East/Africa. For each region, the top 20 O&D markets were ranked based on the USDOT International O&D Survey for the following South Florida Airports: PBI, FLL, and MIA. These airports were selected to better assess South Floridians' preferred international destinations. The following is a summary of the results for each region, with very minor variations from the previous (1998) analysis.

2.2 Results

Latin America/Caribbean

Given South Florida's ethnic composition and international business focus, Latin America/Caribbean is South Florida's largest international aviation market. The region accounted for 71.2 percent of the international traffic in South Florida in 2004. Markets in South America (Venezuela), Mexico, and the Caribbean (the Bahamas, Haiti, and the Dominican Republic) occupy the top five markets of the region and accounted for 28.3 percent of Latin America/Caribbean traffic.

Latin America/Caribbean is South Florida's best-served international aviation region. All of the top 20 markets in this region have nonstop service. Seven destinations of the region's top 20 markets also appear on PBI's top 20 lists. These are: Nassau, Bahamas; Los Cabos, Mexico City, and Cancun, Mexico; San Jose, Costa Rica; Guatemala City, Guatemala; and Lima, Peru.

The PBI-Latin America/Caribbean market accounted for just 1.7 percent of South Florida's traffic to the region. PBI has nonstop service to three of the top 20 Latin America/Caribbean

markets, all in the Bahamas, accounting for 83.7 percent of the total international traffic served from PBI.

Europe

Europe is South Florida's second-largest international aviation market, with nonstop service to 10 of the top 20 markets. These markets are: London (Gatwick and Heathrow) and Manchester, United Kingdom; Paris, France; Frankfurt and Munich, Germany; Zurich, Switzerland; Madrid, Spain; Amsterdam, Netherlands; Milan, Italy; and Helsinki, Finland. For calendar year 2004, traffic to/from Europe represented 14.9 percent of South Florida's total international traffic.

The top 20 markets accounted for approximately 83 percent of all South Florida-Europe traffic. London was the largest single market, accounting for 14.4 percent of traffic, followed by Paris, Madrid, and Frankfurt with 10.6, 6.2, and 4.6 percent, respectively.

The PBI-Europe market during this period represented 7.6 percent of total South Florida-Europe traffic. This market shared 14 of South Florida's top 20 European markets; London/Gatwick was PBI's largest market, followed by Frankfurt and Paris. Other markets included: London (Heathrow) and Manchester, United Kingdom; Munich, Germany; Dublin, Ireland; Amsterdam, Netherlands; Milan and Rome, Italy; Brussels, Belgium; Zurich, Switzerland; and Barcelona and Madrid, Spain.

PBI has no nonstop service to Europe. As a result, the PBI passengers who traveled to Europe connected through another gateway, primarily Atlanta (ATL) or New York (JFK).

Canada

Canada is the third-largest international region for South Florida. Canada accounted for 8.4 percent of South Florida's international traffic for calendar year 2004.

Montreal, Toronto, and Vancouver are the only markets with nonstop flights from South Florida, and together they accounted for more than three-quarters of the region's traffic. Like Europe, travel between other cities in Canada and South Florida required a connection via another gateway.

PBI-Canada traffic represented approximately 12 percent of South Florida's traffic to the region in terms of passenger. Travel to Toronto and Montreal predominates, accounting for 62.4 percent of the total PBI-Canada traffic; however, PBI has nonstop service to Toronto only. As such, Montreal could be a viable international market for new scheduled service, since service to Montreal represents 27.5 percent of the traffic in the PBI-Canada market. Traffic to Toronto represents 34.9 percent of the PBI-Canada market.

Asia/Pacific

The South Florida-Asia/Pacific market accounted for 4.5 percent of the region's international traffic. No South Florida airport has nonstop service to the Asia/Pacific region. Therefore, travel to the Asia/Pacific region requires using gateway airports such as Los Angeles (LAX), New York (JFK), San Francisco (SFO), or Chicago (ORD).

Tokyo, Japan, was by far the largest single market in this region for South Florida, with 18.5 percent of traffic, followed by Manila, Philippines, with 9.6 percent.

The passengers in the PBI-Asia/Pacific market represent 6.7 percent of South Florida's traffic in the region. Tokyo is also PBI's single largest market, with 17.7 percent of the traffic. LAX is the primary U.S. gateway airport for PBI-Asia/Pacific connecting passengers.

Middle East/Africa

The Middle East/Africa region was the smallest international aviation market for South Florida, accounting for 1.1 percent of traffic in 2004. Only Capetown, South Africa, has nonstop service to South Florida airports (MIA). Tel Aviv, Israel, was by far the largest single market, accounting for 43.4 percent of the traffic, followed by Johannesburg, South Africa, and Istanbul, Turkey, with 14.3 and 10.4 percent of traffic, respectively. Because there is no nonstop service from PBI, its traffic to the region connects through New York's Kennedy International Airport (JFK) or through Atlanta's Hartsfield International Airport (ATL).

SECTION 3

2005 Market Survey Results

To validate the results of the air service analyses, interviews were conducted with representatives of travel agencies, hotel/resorts, and corporations/businesses located in Palm Beach County from July 22 through August 31, 2005. Representatives of the Palm Beach County Convention and Visitors Bureau, the Business Development Board, and the Workforce Development Board of Palm Beach County helped identify the travel agencies, hotels/resorts, and corporations in PBI's market area that would provide a representative sampling of PBI's existing and potential customers.

In addition, this market survey was expanded beyond Palm Beach County to Martin, St. Lucie, and Indian River counties. Local chambers of commerce, economic development councils, and business leadership groups in those counties were consulted to help identify key survey participants in those counties.

This section presents a summary of the results, and Appendix G provides detailed results of the market survey.

3.1 Interview Results Summary

Travel Agencies

- In 2004, eight travel agencies interviewed had, on average, \$2.9 million sales for the year, with total sales of \$23.8 million between the eight agencies. Business air travel reservations represent, on average, about 34 percent of their sales, and leisure air travel reservations account for approximately 66 percent. Two respondents, one in Palm Beach County and one in Indian River County, said all the travel they book for clients through PBI is leisure travel.
- Among the travel agencies, 63 percent stated that PBI's service area is strictly Palm Beach County, while the remaining 37 percent included Martin, St. Lucie, and Indian River counties to the north.
- Domestic air travel reservations represent 59 percent of the travel reservations scheduled through PBI, compared to the 41 percent representing international travel.
- Respondents from Palm Beach County reported their percentages of flight reservations at PBI to range from 50 percent to 75 percent. Respondents from Martin County reported that 65 percent of the reservations are scheduled through PBI instead of FLL. St. Lucie respondents booked 75 percent of travel through PBI instead of FLL. The respondent from Indian River stated that only 25 percent of the company's air travel is booked through PBI because most clients prefer to use Orlando International Airport.
- The top domestic destinations scheduled by the travel agencies are located in the Northeast: New York, Boston, Washington D.C., Newark, and Philadelphia. Other top destinations

cited were Dallas, Las Vegas, Chicago, Los Angeles, and San Francisco. Houston and Denver were also cited as popular destinations during the winter months.

- The agencies overwhelmingly used Delta Airlines for domestic air travel.
- The top international destinations scheduled by the agencies are the Bahamas, London, Paris, Rome, and Frankfurt. Other popular destinations include Jamaica, Tokyo, and Brazil. Respondents also noted that travel to Central and South America is on the rise (particularly to Argentina, Chile, and Venezuela) and that there is renewed interest in Australia and New Zealand.
- The agencies primarily schedule international flights from PBI through Delta Airlines.
- The agencies estimated their flight reservations at international gateways. Miami (MIA) was listed as an international gateway for passengers from the PBI market area by all eight travel agencies. Six respondents also listed New York (JFK); five respondents also listed Atlanta (ATL); and three respondents also listed Los Angeles (LAX) and San Francisco (SFO). Respondents pointed out that MIA is typically the gateway for travel to Latin America, and Los Angeles and San Francisco are gateways for travel to Asia.
- All the agencies identified a need for an increase in nonstop service from PBI to New York (JFK). Other airports cited for increased or new service from PBI included New York (EWR), Los Angeles (LAX), Boston (BOS), Dallas (DAL), Las Vegas (LAS), Denver (DEN), San Francisco (SFO), Washington D.C. (DCA), Providence (PVD), and Chicago (ORD).

Hotel/Resorts

- For the hotel/resort representatives interviewed, corporate-related reservations, on average, account for 64 percent of their sales, while leisure reservations represent about 36 percent of sales.
- Domestic travelers account for the overwhelming majority of reservations, at 82 percent of the total, compared to 18 percent of international reservations.
- Hotels/resorts reported that their guests use PBI in lieu of FLL an average of 65 percent of the time. One respondent said his guests use both airports equally, and another reported that his guests use PBI 98 percent of the time.
- Delta Airlines, Southwest Airlines, and US Airways transport most of the hotel/resorts' domestic guests.
- Delta Airlines, British Airways, and American Airlines transport most of the hotel/resorts' international guests.
- By a large margin, New York, Boston, and Florida cities are the hotel/resorts' top domestic markets. Other domestic markets include Newark, Philadelphia, Atlanta, Los Angeles, San Francisco, Las Vegas, and Denver.
- London, Frankfurt, the Bahamas, and Canada represent most of the originating markets for international guests.

- The hotel/resorts estimated their guests' use of international gateways as follows: six respondents cited Miami (MIA) as the primary gateway; five cited New York (JFK) and Atlanta (ATL); and one identified Orlando (MCO).
- The hotel/resorts identified New York, Philadelphia, and Boston as the domestic destinations to which they believed new or increased nonstop service from PBI is most needed and economically viable. Six respondents also listed Boston, while four listed Los Angeles and Las Vegas.. Two respondents identified Denver as a destination needing increased service from PBI.
- According to the hotel/resort respondents, the seasonal variation in the tourist market in Palm Beach County is reflected in a decrease in room rates rather than occupancy rates during the summer off-season.

Corporations

- The survey found that the five corporations interviewed spent a total of \$2.2 million on air travel per year; however, seven of those eight spent between \$7,700 and \$100,000 per year, with total annual expenditures of those seven averaging \$31,614.
- According to the corporations, convenient and efficient air service is critical to their operations.
- An estimated 86 percent of corporate travel in Palm Beach, Martin, St. Lucie, and Indian River counties is booked through PBI instead of FLL. One of the eight survey respondents reported using PBI and FLL equally for business travel.
- Six of the eight respondents cited Delta Airlines as their primary air carrier. Two respondents reported that they use Continental Airlines frequently. All eight respondents indicated that they make their primary air carrier selection based on flight schedules. Four respondents said they choose carriers because of frequent flyer points, and two respondents said their selected primary carriers consistently had the lowest fares.
- The corporations interviewed identified their top domestic destinations as:
 - Washington, D.C.
 - New York
 - Newark
 - Boston
 - Atlanta
 - Dallas
 - Philadelphia
 - Los Angeles
 - Houston
 - San Francisco
 - Denver
 - Wichita
- The corporations identified London and Tokyo as their most-visited international destinations.

- Seven of the eight corporate respondents identified Miami International Airport (MIA) as the primary gateway for international air travel from South Florida. Six respondents listed New York (JFK), and four respondents listed Atlanta (ATL), and Los Angeles (LAX).
- The corporations identified New York (JFK), Philadelphia (PHL), Los Angeles (LAX), and Houston (HOU) as the domestic destinations to which they believe new or increased nonstop service from PBI would be most useful to them.

3.2 Assessment of South Florida Airports

Similar to the 1998 survey, the interview participants continue to unanimously praise PBI as an efficient and user-friendly airport compared to FLL and MIA. In particular, respondents primarily cited PBI's convenient location near Interstate 95 for ease of access; the variety of shops and restaurants; rapid throughput of the terminal facilities; and the availability of free wireless Internet service.

A greater share of interview participants said PBI and FLL fares are competitive, while a smaller segment of respondents said fares at PBI are still higher than those at FLL. A few respondents said the difference in fares has a greater impact on leisure travelers than on business travelers. In reality, it is the availability of more nonstop flights to popular destinations out of FLL that is viewed as one of the main advantages FLL has over PBI. Respondents stated, however, that in spite of more nonstop destinations offered at FLL, getting in and out of FLL is problematic. Similarly, all respondents identified the number of international flights at MIA as being the primary advantage of that airport over PBI for international travel. However, participants said MIA suffers from the same drawbacks as FLL. As a result, they primarily use MIA for nonstop flights to international destinations.

Although PBI is among the top five destinations for fractional ownership destinations, 75 percent of the travel agencies said they never used Netjets, one of the leading fractional jet ownership companies. The remaining 25 percent seldom use Netjets and do not expect to use it frequently in the future.

3.3 Conclusions

The 2005 market survey complements the quantitative air service analysis in identifying markets that require increased or new service. Increased services to the following destinations were cited: New York, Boston, Chicago, Washington, Atlanta, Dallas, Philadelphia, Providence, and Atlanta. New nonstop services to Los Angeles, San Francisco, and Las Vegas were also considered essential by a majority of the respondents.

Appendix A

Air Service Demand Analysis - Detailed Data Summary

Palm Beach Top 100 Domestic Market
Ranked by Local O&D Market Size
U.S. DOT Origin-Destination Survey - CY2004

Rank	Market	Code	State	Nonstop Miles	Local O&D Passengers	Zero Fare Passengers	Percent	Average Fare	Fared Passenger Average Fare	Trip initiated from PBI	Percent
1	John F Kennedy I	JFK	NY	1,028	794,350	1,010	0.1%	\$ 102.67	\$ 102.80	254,050	32.0%
2	La Guardia	LGA	NY	1,035	597,590	2,756	0.5%	\$ 101.00	\$ 101.47	209,970	35.1%
3	Newark Intl	EWR	NJ	1,024	481,400	4,030	0.8%	\$ 131.73	\$ 132.83	136,180	28.3%
4	Logan Intl	BOS	MA	1,197	372,060	1,996	0.5%	\$ 108.28	\$ 108.86	111,960	30.1%
5	Philadelphia Int	PHL	PA	951	318,070	2,040	0.6%	\$ 97.38	\$ 98.00	104,270	32.8%
6	Wm B Hartsfield	ATL	GA	545	251,700	1,058	0.4%	\$ 115.50	\$ 115.99	119,480	47.5%
7	Bradley Intl	BDL	CT	1,133	212,180	1,256	0.6%	\$ 109.75	\$ 110.40	65,970	31.1%
8	Baltimore/Wash I	BWI	MD	883	188,440	1,448	0.8%	\$ 93.88	\$ 94.60	63,810	33.9%
9	Islip (MacArthur	ISP	NY	1,052	187,370	898	0.5%	\$ 89.21	\$ 89.64	69,370	37.0%
10	Ronald Reagan Nt	DCA	DC	857	158,010	1,110	0.7%	\$ 109.38	\$ 110.15	57,970	36.7%
11	Wayne County	DTW	MI	1,087	136,700	962	0.7%	\$ 120.86	\$ 121.71	40,090	29.3%
12	Providence	PVD	RI	1,148	116,620	844	0.7%	\$ 99.59	\$ 100.31	34,830	29.9%
13	O'Hare Intl	ORD	IL	1,144	115,920	1,271	1.1%	\$ 141.16	\$ 142.71	39,320	33.9%
14	Pittsburgh Intl	PIT	PA	952	88,480	997	1.1%	\$ 107.92	\$ 109.14	31,910	36.1%
15	Dallas/Ft Wor In	DFW	TX	1,103	82,350	944	1.1%	\$ 154.73	\$ 156.50	35,450	43.0%
16	Tampa Intl	TPA	FL	174	79,880	151	0.2%	\$ 60.82	\$ 60.93	39,180	49.0%
17	McCarran Intl	LAS	NV	2,158	76,050	682	0.9%	\$ 125.97	\$ 127.10	65,540	86.2%
18	Charlotte	CLT	NC	590	66,860	371	0.6%	\$ 117.22	\$ 117.87	29,850	44.6%
19	Buffalo	BUF	NY	1,123	63,740	297	0.5%	\$ 93.09	\$ 93.52	22,150	34.8%
20	Hopkins Intl	CLE	OH	1,020	60,410	564	0.9%	\$ 130.58	\$ 131.80	17,210	28.5%
21	Los Angeles Intl	LAX	CA	2,330	58,440	751	1.3%	\$ 141.29	\$ 143.11	29,280	50.1%
22	Albany	ALB	NY	1,163	56,690	441	0.8%	\$ 110.92	\$ 111.78	18,880	33.3%
23	Manchester	MHT	NH	1,222	56,600	373	0.7%	\$ 101.84	\$ 102.51	17,580	31.1%
24	George Bush Intc	IAH	TX	956	53,120	404	0.8%	\$ 149.20	\$ 150.33	23,250	43.8%
25	Cincinnati/N Ktk	CVG	KY	892	48,190	483	1.0%	\$ 143.14	\$ 144.57	20,580	42.7%
26	St Paul Intl	MSP	MN	1,451	46,140	397	0.9%	\$ 137.50	\$ 138.68	17,780	38.5%
27	Syracuse	SYR	NY	1,155	43,690	226	0.5%	\$ 106.81	\$ 107.36	16,200	37.1%
28	Nashville	BNA	TN	758	43,430	336	0.8%	\$ 114.09	\$ 114.97	20,370	46.9%
29	Port Columbus In	CMH	OH	931	43,390	308	0.7%	\$ 114.97	\$ 115.79	14,510	33.4%
30	Rochester	ROC	NY	1,141	43,180	237	0.5%	\$ 98.70	\$ 99.24	14,140	32.7%
31	Raleigh/Durham	RDU	NC	638	43,030	207	0.5%	\$ 99.11	\$ 99.59	19,510	45.3%
32	San Francisco In	SFO	CA	2,567	41,690	723	1.7%	\$ 150.37	\$ 152.98	22,170	53.2%
33	Atlantic Cty Int	ACY	NJ	936	40,900	13	0.0%	\$ 93.64	\$ 93.67	12,720	31.1%
34	Denver Intl	DEN	CO	1,679	38,920	592	1.5%	\$ 129.75	\$ 131.72	22,790	58.6%
35	Tallahassee	TLH	FL	364	38,460	25	0.1%	\$ 114.54	\$ 114.61	19,490	50.7%
36	Kansas City Intl	MCI	MO	1,212	33,590	187	0.6%	\$ 103.13	\$ 103.70	13,300	39.6%
37	Sky Harbor Intl	PHX	AZ	1,960	32,390	411	1.3%	\$ 150.06	\$ 151.96	18,540	57.2%
38	Moisant Intl	MSY	LA	659	29,240	162	0.6%	\$ 114.78	\$ 115.42	17,720	60.6%
39	Lambert-St Louis	STL	MO	1,023	28,470	241	0.8%	\$ 133.49	\$ 134.62	10,860	38.1%
40	Milwaukee	MKE	WI	1,205	28,100	125	0.4%	\$ 115.86	\$ 116.38	10,850	38.6%
41	Lindberg Field	SAN	CA	2,257	26,880	428	1.6%	\$ 165.59	\$ 168.23	14,270	53.1%
42	Burlington	BTV	VT	1,286	26,410	99	0.4%	\$ 114.86	\$ 115.29	9,650	36.5%

Palm Beach Top 100 Domestic Market
Ranked by Local O&D Market Size
U.S. DOT Origin-Destination Survey - CY2004

Rank	Market	Code	State	Nonstop Miles	Local O&D Passengers	Zero Fare Passengers	Percent	Average Fare	Fared Passenger Average Fare	Trip initiated from PBI	Percent
43	Jm Cox Dayton In	DAY	OH	941	25,920	104	0.4%	\$ 105.85	\$ 106.27	8,680	33.5%
44	Chicago Midway	MDW	IL	1,128	25,700	218	0.8%	\$ 113.16	\$ 114.12	11,220	43.7%
45	Indianapolis	IND	IN	967	23,340	167	0.7%	\$ 124.49	\$ 125.38	9,640	41.3%
46	John Wayne Intl	SNA	CA	2,298	22,880	207	0.9%	\$ 141.72	\$ 143.00	11,480	50.2%
47	Dulles Intl	IAD	DC	858	21,360	98	0.5%	\$ 115.66	\$ 116.19	8,710	40.8%
48	Richmond (Intl)	RIC	VA	763	20,820	132	0.6%	\$ 132.52	\$ 133.36	7,360	35.4%
49	Greensboro/High	GSO	NC	648	20,650	119	0.6%	\$ 116.58	\$ 117.25	8,880	43.0%
50	Seattle/Tacoma I	SEA	WA	2,690	20,390	470	2.3%	\$ 178.43	\$ 182.54	10,470	51.3%
51	Akron/Canton Reg	CAK	OH	984	20,340	55	0.3%	\$ 108.57	\$ 108.86	7,660	37.7%
52	Portland	PWM	ME	1,292	20,250	170	0.8%	\$ 132.49	\$ 133.60	7,600	37.5%
53	Orlando Intl	MCO	FL	142	19,300	3	0.0%	\$ 78.37	\$ 78.38	9,360	48.5%
54	Birmingham	BHM	AL	619	18,110	101	0.6%	\$ 130.56	\$ 131.29	8,340	46.1%
55	Flint	FNT	MI	1,141	17,980	54	0.3%	\$ 101.39	\$ 101.69	6,060	33.7%
56	Salt Lake Intl	SLC	UT	2,061	17,470	351	2.0%	\$ 162.43	\$ 165.69	11,140	63.8%
57	Norfolk Intl	ORF	VA	740	17,400	153	0.9%	\$ 133.28	\$ 134.45	7,270	41.8%
58	Memphis Intl	MEM	TN	822	17,090	119	0.7%	\$ 156.96	\$ 158.05	8,440	49.4%
59	Bergstom Intl	AUS	TX	1,099	16,860	186	1.1%	\$ 157.72	\$ 159.46	7,820	46.4%
60	Metropol Oakland	OAK	CA	2,559	14,400	153	1.1%	\$ 143.89	\$ 145.42	5,980	41.5%
61	Harrisburg Intl	MDT	PA	951	14,360	106	0.7%	\$ 112.68	\$ 113.51	4,740	33.0%
62	Standiford Field	SDF	KY	858	14,350	127	0.9%	\$ 136.86	\$ 138.07	4,660	32.5%
63	Grand Rapids	GRR	MI	1,158	13,930	161	1.2%	\$ 140.18	\$ 141.80	4,610	33.1%
64	San Antonio Intl	SAT	TX	1,138	13,350	106	0.8%	\$ 169.53	\$ 170.88	7,880	59.0%
65	Ontario Intl	ONT	CA	2,284	12,430	56	0.5%	\$ 136.37	\$ 136.98	5,410	43.5%
66	Portland	PDX	OR	2,669	11,800	179	1.5%	\$ 169.58	\$ 172.15	5,270	44.7%
67	Knoxville	TYS	TN	670	11,620	113	1.0%	\$ 147.06	\$ 148.49	5,420	46.6%
68	San Jose Muni	SJC	CA	2,541	11,320	118	1.0%	\$ 164.72	\$ 166.44	4,730	41.8%
69	Lexington	LEX	KY	825	11,310	100	0.9%	\$ 128.00	\$ 129.13	3,730	33.0%
70	Hobby Airport	HOU	TX	948	9,470	138	1.5%	\$ 130.69	\$ 132.59	4,980	52.6%
71	Scranton/Wilkes-	AVP	PA	1,040	9,290	101	1.1%	\$ 108.00	\$ 109.17	3,080	33.2%
72	Patrick Henry In	PHF	VA	750	9,030	22	0.2%	\$ 110.72	\$ 110.99	3,320	36.8%
73	Albuquerque Intl	ABQ	NM	1,671	8,660	130	1.5%	\$ 143.14	\$ 145.29	4,780	55.2%
74	Sacramento Metro	SMF	CA	2,531	8,490	107	1.3%	\$ 165.20	\$ 167.28	3,600	42.4%
75	Honolulu (Intl)	HNL	HI	4,858	8,200	204	2.5%	\$ 281.74	\$ 288.75	6,370	77.7%
76	Allentown/Bthl/E	ABE	PA	999	8,090	95	1.2%	\$ 109.05	\$ 110.33	2,980	36.8%
77	Bangor	BGR	ME	1,398	8,070	48	0.6%	\$ 128.49	\$ 129.25	3,630	45.0%
78	Asheville/Hndrsn	AVL	NC	620	7,960	118	1.5%	\$ 148.08	\$ 150.28	4,580	57.5%
79	Tulsa	TUL	OK	1,138	7,550	97	1.3%	\$ 176.87	\$ 179.14	3,180	42.1%
80	Little Rock Reg	LIT	AR	909	6,970	37	0.5%	\$ 140.68	\$ 141.43	3,000	43.0%
81	Madison	MSN	WI	1,248	6,870	50	0.7%	\$ 114.31	\$ 115.14	2,340	34.1%
82	Mid-Continent	ICT	KS	1,263	6,630	32	0.5%	\$ 120.10	\$ 120.68	2,850	43.0%
83	Erie	ERI	PA	1,061	6,480	46	0.7%	\$ 96.12	\$ 96.80	2,270	35.0%
84	Reno	RNO	NV	2,442	6,420	101	1.6%	\$ 149.86	\$ 152.22	4,810	74.9%

Palm Beach Top 100 Domestic Market
Ranked by Local O&D Market Size
U.S. DOT Origin-Destination Survey - CY2004

Rank	Market	Code	State	Nonstop Miles	Local O&D Passengers	Zero Fare Passengers	Percent	Average Fare	Fared Passenger Average Fare	Trip initiated from PBI	Percent
85	Charleston	CHS	SC	428	6,010	39	0.6%	\$ 213.19	\$ 214.57	2,890	48.1%
86	Binghamton/End/J	BGM	NY	1,095	6,010	54	0.9%	\$ 100.41	\$ 101.31	2,060	34.3%
87	Colorado Springs	COS	CO	1,651	5,930	61	1.0%	\$ 134.76	\$ 136.15	2,920	49.2%
88	Will Rogers Worl	OKC	OK	1,197	5,900	51	0.9%	\$ 191.87	\$ 193.53	2,650	44.9%
89	El Paso Intl	ELP	TX	1,622	5,690	78	1.4%	\$ 125.97	\$ 127.70	2,670	46.9%
90	Pensacola Reg	PNS	FL	504	5,680	12	0.2%	\$ 149.80	\$ 150.12	2,320	40.8%
91	Greenville/Sptbr	GSP	SC	580	5,540	76	1.4%	\$ 198.32	\$ 201.04	2,440	44.0%
92	Wilmington	ILM	NC	539	5,480	26	0.5%	\$ 118.73	\$ 119.29	2,060	37.6%
93	Eppley Airfield	OMA	NE	1,351	5,440	60	1.1%	\$ 185.59	\$ 187.64	2,510	46.1%
94	Charleston	CRW	WV	810	5,310	43	0.8%	\$ 130.00	\$ 131.05	2,540	47.8%
95	Bloomington-Norm	BMI	IL	1,078	5,300	12	0.2%	\$ 120.23	\$ 120.50	1,460	27.5%
96	Quad-City	MLI	IL	1,178	5,170	19	0.4%	\$ 119.95	\$ 120.39	1,820	35.2%
97	Lansing	LAN	MI	1,138	5,160	12	0.2%	\$ 118.76	\$ 119.04	1,400	27.1%
98	Savannah Intl	SAV	GA	381	5,150	22	0.4%	\$ 150.93	\$ 151.57	2,890	56.1%
99	Tucson Intl	TUS	AZ	1,891	5,030	91	1.8%	\$ 181.30	\$ 184.58	2,760	54.9%
100	Madison County	HSV	AL	677	4,820	38	0.8%	\$ 162.71	\$ 163.99	2,100	43.6%

**Palm Beach Top 100 Domestic Market With No Existing Nonstop Service
Ranked by Local O&D Market Size - Winter Schedule 2004**

Weekly Service (March 15-21, 2004)

			U.S. DOT Origin-Destination Survey - CY2004				Nonstop Service (Roundtrip)		One-Stop Service (One Way)	
Market	Code	State	Nonstop Miles	Roundtrip Local O&D Passengers	Roundtrip Passengers per Week	Roundtrip Passengers per Day	Frequencies	Seats	Frequencies	Seats
Providence	PVD	RI	1,148	116,620	2,243	320	0	0	13	1,704
McCarran Intl	LAS	NV	2,158	76,050	1,463	209	0	0	0	0
Buffalo	BUF	NY	1,123	63,740	1,226	175	0	0	7	770
Los Angeles Intl	LAX	CA	2,330	58,440	1,124	161	0	0	1	137
Albany	ALB	NY	1,163	56,690	1,090	156	0	0	7	959
Manchester	MHT	NH	1,222	56,600	1,088	155	0	0	0	0
St Paul Intl	MSP	MN	1,451	46,140	887	127	0	0	14	1,934
Syracuse	SYR	NY	1,155	43,690	840	120	0	0	0	0
Port Columbus In	CMH	OH	931	43,390	834	119	0	0	5	685
Rochester	ROC	NY	1,141	43,180	830	119	0	0	0	0
Raleigh/Durham	RDU	NC	638	43,030	828	118	0	0	0	0
San Francisco In	SFO	CA	2,567	41,690	802	115	0	0	0	0
Denver Intl	DEN	CO	1,679	38,920	748	107	0	0	7	994
Kansas City Intl	MCI	MO	1,212	33,590	646	92	0	0	0	0
Sky Harbor Intl	PHX	AZ	1,960	32,390	623	89	0	0	0	0
Moisant Intl	MSY	LA	659	29,240	562	80	0	0	0	0
Lambert-St Louis	STL	MO	1,023	28,470	548	78	0	0	0	0
Milwaukee	MKE	WI	1,205	28,100	540	77	0	0	0	0
Lindberg Field	SAN	CA	2,257	26,880	517	74	0	0	6	822
Burlington	BTV	VT	1,286	26,410	508	73	0	0	0	0
Jm Cox Dayton In	DAY	OH	941	25,920	498	71	0	0	0	0
Chicago Midway	MDW	IL	1,128	25,700	494	71	0	0	0	0
Indianapolis	IND	IN	967	23,340	449	64	0	0	0	0
John Wayne Intl	SNA	CA	2,298	22,880	440	63	0	0	0	0
Dulles Intl	IAD	DC	858	21,360	411	59	0	0	0	0
Richmond (Intl)	RIC	VA	763	20,820	400	57	0	0	7	1,042
Greensboro/High	GSO	NC	648	20,650	397	57	0	0	7	994
Seattle/Tacoma I	SEA	WA	2,690	20,390	392	56	0	0	7	1,050
Akron/Canton Reg	CAK	OH	984	20,340	391	56	0	0	0	0
Portland	PWM	ME	1,292	20,250	389	56	0	0	0	0
Birmingham	BHM	AL	619	18,110	348	50	0	0	0	0
Flint	FNT	MI	1,141	17,980	346	49	0	0	7	854
Salt Lake Intl	SLC	UT	2,061	17,470	336	48	0	0	0	0
Norfolk Intl	ORF	VA	740	17,400	335	48	0	0	0	0
Memphis Intl	MEM	TN	822	17,090	329	47	0	0	0	0
Bergstrom Intl	AUS	TX	1,099	16,860	324	46	0	0	21	3,633
Metropol Oakland	OAK	CA	2,559	14,400	277	40	0	0	0	0
Harrisburg Intl	MDT	PA	951	14,360	276	39	0	0	0	0
Standiford Field	SDF	KY	858	14,350	276	39	0	0	0	0

Palm Beach Top 100 Domestic Market With No Existing Nonstop Service
Ranked by Local O&D Market Size - Winter Schedule 2004

Weekly Service (March 15-21, 2004)

			U.S. DOT Origin-Destination Survey - CY2004				Weekly Service (March 15-21, 2004)			
Market	Code	State	Nonstop Miles	Roundtrip	Roundtrip	Roundtrip	Nonstop Service (Roundtrip)		One-Stop Service (One Way)	
				Local O&D Passengers	Passengers per Week	Passengers per Day	Frequencies	Seats	Frequencies	Seats
Grand Rapids	GRR	MI	1,158	13,930	268	38	0	0	0	0
San Antonio Intl	SAT	TX	1,138	13,350	257	37	0	0	0	0
Ontario Intl	ONT	CA	2,284	12,430	239	34	0	0	5	775
Portland	PDX	OR	2,669	11,800	227	32	0	0	0	0
Knoxville	TYS	TN	670	11,620	223	32	0	0	2	310
San Jose Muni	SJC	CA	2,541	11,320	218	31	0	0	1	155
Lexington	LEX	KY	825	11,310	218	31	0	0	0	0
Hobby Airport	HOU	TX	948	9,470	182	26	0	0	0	0
Scranton/Wilkes-	AVP	PA	1,040	9,290	179	26	0	0	0	0
Patrick Henry In	PHF	VA	750	9,030	174	25	0	0	0	0
Albuquerque Intl	ABQ	NM	1,671	8,660	167	24	0	0	0	0
Sacramento Metro	SMF	CA	2,531	8,490	163	23	0	0	0	0
Honolulu (Intl)	HNL	HI	4,858	8,200	158	23	0	0	0	0
Allentown/Bthl/E	ABE	PA	999	8,090	156	22	0	0	0	0
Bangor	BGR	ME	1,398	8,070	155	22	0	0	0	0
Asheville/Hndrsn	AVL	NC	620	7,960	153	22	0	0	0	0
Tulsa	TUL	OK	1,138	7,550	145	21	0	0	0	0
Little Rock Reg	LIT	AR	909	6,970	134	19	0	0	0	0
Madison	MSN	WI	1,248	6,870	132	19	0	0	0	0
Mid-Continent	ICT	KS	1,263	6,630	128	18	0	0	0	0
Erie	ERI	PA	1,061	6,480	125	18	0	0	0	0
Reno	RNO	NV	2,442	6,420	123	18	0	0	0	0
Charleston	CHS	SC	428	6,010	116	17	0	0	0	0
Binghamton/End/J	BGM	NY	1,095	6,010	116	17	0	0	0	0
Colorado Springs	COS	CO	1,651	5,930	114	16	0	0	0	0
Will Rogers Worl	OKC	OK	1,197	5,900	113	16	0	0	0	0
El Paso Intl	ELP	TX	1,622	5,690	109	16	0	0	0	0
Pensacola Reg	PNS	FL	504	5,680	109	16	0	0	0	0
Greenville/Sptbr	GSP	SC	580	5,540	107	15	0	0	0	0
Wilmington	ILM	NC	539	5,480	105	15	0	0	0	0
Eppley Airfield	OMA	NE	1,351	5,440	105	15	0	0	0	0
Charleston	CRW	WV	810	5,310	102	15	0	0	0	0
Bloomington-Norm	BMI	IL	1,078	5,300	102	15	0	0	0	0
Quad-City	MLI	IL	1,178	5,170	99	14	0	0	0	0
Lansing	LAN	MI	1,138	5,160	99	14	0	0	0	0
Savannah Intl	SAV	GA	381	5,150	99	14	0	0	0	0
Tucson Intl	TUS	AZ	1,891	5,030	97	14	0	0	0	0
Madison County	HSV	AL	677	4,820	93	13	0	0	0	0
							0	0	117	16,818

Palm Beach Top 100 Domestic Market With No Existing Nonstop Market
Ranked by Local O&D Market Size - Summer Schedule

Weekly Service (July 19-25, 2004)

			U.S. DOT Origin-Destination Survey - CY2004				Nonstop Service (Roundtrip)		One-Stop (One Way)	
Market	Code	State	Nonstop	Roundtrip	Roundtrip	Roundtrip	Frequencies	Seats	Frequencies	Seats
			Miles	Local O&D Passengers	Passengers per Week	Passengers per Day				
Providence	PVD	RI	1,148	116,620	2,243	320	0	0	13	1,715
McCarran Intl	LAS	NV	2,158	76,050	1,463	209	0	0	0	0
Buffalo	BUF	NY	1,123	63,740	1,226	175	0	0	0	0
Los Angeles Intl	LAX	CA	2,330	58,440	1,124	161	0	0	0	0
Albany	ALB	NY	1,163	56,690	1,090	156	0	0	0	0
Manchester	MHT	NH	1,222	56,600	1,088	155	0	0	14	1,918
St Paul Intl	MSP	MN	1,451	46,140	887	127	0	0	15	1,835
Syracuse	SYR	NY	1,155	43,690	840	120	0	0	0	0
Port Columbus In	CMH	OH	931	43,390	834	119	0	0	6	756
Rochester	ROC	NY	1,141	43,180	830	119	0	0	0	0
Raleigh/Durham	RDU	NC	638	43,030	828	118	0	0	0	0
San Francisco In	SFO	CA	2,567	41,690	802	115	0	0	0	0
Denver Intl	DEN	CO	1,679	38,920	748	107	0	0	0	0
Kansas City Intl	MCI	MO	1,212	33,590	646	92	0	0	0	0
Sky Harbor Intl	PHX	AZ	1,960	32,390	623	89	0	0	7	1,085
Moisant Intl	MSY	LA	659	29,240	562	80	0	0	6	822
Lambert-St Louis	STL	MO	1,023	28,470	548	78	0	0	0	0
Milwaukee	MKE	WI	1,205	28,100	540	77	0	0	0	0
Lindberg Field	SAN	CA	2,257	26,880	517	74	0	0	0	0
Burlington	BTV	VT	1,286	26,410	508	73	0	0	0	0
Jm Cox Dayton In	DAY	OH	941	25,920	498	71	0	0	0	0
Chicago Midway	MDW	IL	1,128	25,700	494	71	0	0	0	0
Indianapolis	IND	IN	967	23,340	449	64	0	0	7	994
John Wayne Intl	SNA	CA	2,298	22,880	440	63	0	0	0	0
Dulles Intl	IAD	DC	858	21,360	411	59	0	0	7	994
Richmond (Intl)	RIC	VA	763	20,820	400	57	0	0	0	0
Greensboro/High	GSO	NC	648	20,650	397	57	0	0	0	0
Seattle/Tacoma I	SEA	WA	2,690	20,390	392	56	0	0	0	0
Akron/Canton Reg	CAK	OH	984	20,340	391	56	0	0	0	0
Portland	PWM	ME	1,292	20,250	389	56	0	0	0	0
Birmingham	BHM	AL	619	18,110	348	50	0	0	7	959
Flint	FNT	MI	1,141	17,980	346	49	0	0	0	0
Salt Lake Intl	SLC	UT	2,061	17,470	336	48	0	0	0	0
Norfolk Intl	ORF	VA	740	17,400	335	48	0	0	7	990
Memphis Intl	MEM	TN	822	17,090	329	47	0	0	0	0
Bergstrom Intl	AUS	TX	1,099	16,860	324	46	0	0	0	0
Metropol Oakland	OAK	CA	2,559	14,400	277	40	0	0	0	0
Harrisburg Intl	MDT	PA	951	14,360	276	39	0	0	7	700
Standiford Field	SDF	KY	858	14,350	276	39	0	0	0	0
Grand Rapids	GRR	MI	1,158	13,930	268	38	0	0	0	0
San Antonio Intl	SAT	TX	1,138	13,350	257	37	0	0	0	0

**Palm Beach Top 100 Domestic Market With No Existing Nonstop Market
Ranked by Local O&D Market Size - Summer Schedule**

Weekly Service (July 19-25, 2004)

Market	Code	State	U.S. DOT Origin-Destination Survey - CY2004				Nonstop Service (Roundtrip)		One-Stop (One Way)	
			Nonstop Miles	Roundtrip Local O&D Passengers	Roundtrip Passengers per Week	Roundtrip Passengers per Day	Frequencies	Seats	Frequencies	Seats
Ontario Intl	ONT	CA	2,284	12,430	239	34	0	0	0	0
Portland	PDX	OR	2,669	11,800	227	32	0	0	0	0
Knoxville	TYS	TN	670	11,620	223	32	0	0	0	0
San Jose Muni	SJC	CA	2,541	11,320	218	31	0	0	0	0
Lexington	LEX	KY	825	11,310	218	31	0	0	0	0
Hobby Airport	HOU	TX	948	9,470	182	26	0	0	0	0
Scranton/Wilkes-	AVP	PA	1,040	9,290	179	26	0	0	0	0
Patrick Henry In	PHF	VA	750	9,030	174	25	0	0	0	0
Albuquerque Intl	ABQ	NM	1,671	8,660	167	24	0	0	1	124
Sacramento Metro	SMF	CA	2,531	8,490	163	23	0	0	0	0
Honolulu (Intl)	HNL	HI	4,858	8,200	158	23	0	0	0	0
Allentown/Bthl/E	ABE	PA	999	8,090	156	22	0	0	0	0
Bangor	BGR	ME	1,398	8,070	155	22	0	0	0	0
Asheville/Hndrsn	AVL	NC	620	7,960	153	22	0	0	0	0
Tulsa	TUL	OK	1,138	7,550	145	21	0	0	0	0
Little Rock Reg	LIT	AR	909	6,970	134	19	0	0	0	0
Madison	MSN	WI	1,248	6,870	132	19	0	0	0	0
Mid-Continent	ICT	KS	1,263	6,630	128	18	0	0	0	0
Erie	ERI	PA	1,061	6,480	125	18	0	0	0	0
Reno	RNO	NV	2,442	6,420	123	18	0	0	1	124
Charleston	CHS	SC	428	6,010	116	17	0	0	0	0
Binghamton/End/J	BGM	NY	1,095	6,010	116	17	0	0	0	0
Colorado Springs	COS	CO	1,651	5,930	114	16	0	0	0	0
Will Rogers Worl	OKC	OK	1,197	5,900	113	16	0	0	0	0
El Paso Intl	ELP	TX	1,622	5,690	109	16	0	0	0	0
Pensacola Reg	PNS	FL	504	5,680	109	16	0	0	0	0
Greenville/Sptbr	GSP	SC	580	5,540	107	15	0	0	0	0
Wilmington	ILM	NC	539	5,480	105	15	0	0	0	0
Eppley Airfield	OMA	NE	1,351	5,440	105	15	0	0	0	0
Charleston	CRW	WV	810	5,310	102	15	0	0	0	0
Bloomington-Norm	BMI	IL	1,078	5,300	102	15	0	0	0	0
Quad-City	MLI	IL	1,178	5,170	99	14	0	0	0	0
Lansing	LAN	MI	1,138	5,160	99	14	0	0	0	0
Savannah Intl	SAV	GA	381	5,150	99	14	0	0	0	0
Tucson Intl	TUS	AZ	1,891	5,030	97	14	0	0	0	0
Madison County	HSV	AL	677	4,820	93	13	0	0	0	0
Nashville	BNA	TN	758	43,430	835	119	0	0	5	685
Atlantic Cty Int	ACY	NJ	936	40,900	787	112	0	0	0	0
							0	0	103	13,701

Palm Beach Top 100 Domestic Market
Ranked by Ratio of Local O&D Passengers to Nonstop Seats
Markets with Existing Nonstop Service
Winter Schedule

			U.S. DOT Origin-Destination Survey - CY2004				Weekly Service (March 15-21, 2004)				
			Nonstop Service (Roundtrip)		One-Stop Service (One Way)						
Market	Code	State	Nonstop Miles	Roundtrip Local O&D Passengers	Roundtrip Passengers per Week	Roundtrip Passengers per Day	Frequencies	Seats	Frequencies	Seats	Ratio of Local O&D Passengers to Nonstop Seats
Bradley Intl	BDL	CT	1,133	212,180	4,080	583	14	2,786	12	1,644	146.5%
Hopkins Intl	CLE	OH	1,020	60,410	1,162	166	14	1,736	0	0	66.9%
Nashville	BNA	TN	758	43,430	835	119	14	1,918	0	0	43.5%
Atlantic Cty Int	ACY	NJ	936	40,900	787	112	14	2,100	0	0	37.5%
Pittsburgh Intl	PIT	PA	952	88,480	1,702	243	26	3,492	0	0	48.7%
Tallahassee	TLH	FL	364	38,460	740	106	28	1,400	0	0	52.8%
Islip (MacArthur)	ISP	NY	1,052	187,370	3,603	515	30	4,110	0	0	87.7%
George Bush Intc	IAH	TX	956	53,120	1,022	146	38	4,840	6	774	21.1%
Cincinnati/N Ktk	CVG	KY	892	48,190	927	132	42	5,614	0	0	16.5%
Baltimore/Wash I	BWI	MD	883	188,440	3,624	518	56	7,672	13	2,493	47.2%
Ronald Reagan Nt	DCA	DC	857	158,010	3,039	434	56	7,434	7	350	40.9%
Wayne County	DTW	MI	1,087	136,700	2,629	376	56	8,028	0	0	32.7%
O'Hare Intl	ORD	IL	1,144	115,920	2,229	318	56	6,692	7	990	33.3%
Orlando Intl	MCO	FL	142	19,300	371	53	56	2,410	0	0	15.4%
Tampa Intl	TPA	FL	174	79,880	1,536	219	64	7,112	0	0	21.6%
Logan Intl	BOS	MA	1,197	372,060	7,155	1,022	70	10,990	5	720	65.1%
Philadelphia Int	PHL	PA	951	318,070	6,117	874	70	9,666	0	0	63.3%
Dallas/Ft Wor In	DFW	TX	1,103	82,350	1,584	226	70	9,602	0	0	16.5%
Charlotte	CLT	NC	590	66,860	1,286	184	70	10,080	0	0	12.8%
Newark Intl	EWB	NJ	1,024	481,400	9,258	1,323	88	16,712	14	2,002	55.4%
La Guardia	LGA	NY	1,035	597,590	11,492	1,642	98	16,562	0	0	69.4%
John F Kennedy I	JFK	NY	1,028	794,350	15,276	2,182	140	23,044	0	0	66.3%
Wm B Hartsfield	ATL	GA	545	251,700	4,840	691	180	27,128	0	0	17.8%
							1,350	191,128	64	8,973	

Palm Beach Top 100 Domestic Market
Ranked by Local O&D Passengers to Nonstop Seats
Markets With Existing Nonstop Service
Summer Schedule

			Weekly Service (July 19-25, 2004)								
			U.S. DOT Origin-Destination Survey - CY2004				Nonstop Service (Roundtrip)		One-Stop (One Way)		
Market	Code	State	Nonstop Miles	Roundtrip Local O&D Passengers	Roundtrip Passengers per Week	Roundtrip Passengers per Day	Frequencies	Seats	Frequencies	Seats	Ratio of Local O&D Passengers to Nonstop Seats
Bradley Intl	BDL	CT	1,133	212,180	4,080	583	28	5,572	6	822	73.2%
Hopkins Intl	CLE	OH	1,020	60,410	1,162	166	14	700	0	0	166.0%
Pittsburgh Intl	PIT	PA	952	88,480	1,702	243	14	1,980	0	0	85.9%
Tallahassee	TLH	FL	364	38,460	740	106	42	1,680	0	0	44.0%
Islip (MacArthur)	ISP	NY	1,052	187,370	3,603	515	28	3,836	0	0	93.9%
George Bush Intc	IAH	TX	956	53,120	1,022	146	42	4,668	0	0	21.9%
Cincinnati/N Ktk	CVG	KY	892	48,190	927	132	28	3,570	7	994	26.0%
Baltimore/Wash I	BWI	MD	883	188,440	3,624	518	52	7,124	1	137	50.9%
Ronald Reagan Nt	DCA	DC	857	158,010	3,039	434	26	3,492	0	0	87.0%
Wayne County	DTW	MI	1,087	136,700	2,629	376	28	2,800	7	994	93.9%
O'Hare Intl	ORD	IL	1,144	115,920	2,229	318	14	1,764	2	270	126.4%
Orlando Intl	MCO	FL	142	19,300	371	53	56	2,350	0	0	15.8%
Tampa Intl	TPA	FL	174	79,880	1,536	219	86	7,770	0	0	19.8%
Logan Intl	BOS	MA	1,197	372,060	7,155	1,022	38	7,562	7	1,008	94.6%
Philadelphia Int	PHL	PA	951	318,070	6,117	874	70	9,730	0	0	62.9%
Dallas/Ft Wor In	DFW	TX	1,103	82,350	1,584	226	56	5,600	0	0	28.3%
Charlotte	CLT	NC	590	66,860	1,286	184	56	7,740	0	0	16.6%
Newark Intl	EWR	NJ	1,024	481,400	9,258	1,323	56	9,744	6	864	95.0%
La Guardia	LGA	NY	1,035	597,590	11,492	1,642	70	12,950	14	1,827	88.7%
John F Kennedy I	JFK	NY	1,028	794,350	15,276	2,182	110	18,278	0	0	83.6%
Wm B Hartsfield	ATL	GA	545	251,700	4,840	691	168	24,926	0	0	19.4%
							1,082	143,836	55	7,601	

Palm Beach Top 100 Domestic Market
Ranked by Ratio of Local O&D Passengers to Onboard Passengers
Markets with Existing Nonstop Service
Winter Schedule

			U.S. DOT Origin-Destination Survey CY2004			Weekly Service (March 15-21, 2004)					
						Nonstop Service (Roundtrip)		One-Stop Service (One Way)			
Market	Code	State	Nonstop Miles	Roundtrip Local O&D Passengers	Roundtrip Passengers per Week	Frequencies	Seats	Frequencies	Seats	Roundtrip Onboard Passengers	Ratio of Local O&D Passengers to Onboard Passengers
Bradley Intl	BDL	CT	1,133	212,180	4,080	14	2,786	12	1,644	144,771	146.6%
Hopkins Intl	CLE	OH	1,020	60,410	1,162	14	1,736	0	0	49,427	122.2%
Nashville	BNA	TN	758	43,430	835	14	1,918	0	0	14,436	300.8%
Atlantic Cty Int	ACY	NJ	936	40,900	787	14	2,100	0	0	40,484	101.0%
Pittsburgh Intl	PIT	PA	952	88,480	1,702	26	3,492	0	0	98,804	89.6%
Tallahassee	TLH	FL	364	38,460	740	28	1,400	0	0	37,949	101.3%
Islip (MacArthur	ISP	NY	1,052	187,370	3,603	30	4,110	0	0	164,271	114.1%
George Bush Intc	IAH	TX	956	53,120	1,022	38	4,840	6	774	177,433	29.9%
Cincinnati/N Ktk	CVG	KY	892	48,190	927	42	5,614	0	0	164,232	29.3%
Baltimore/Wash I	BWI	MD	883	188,440	3,624	56	7,672	13	2,493	256,555	73.5%
Ronald Reagan Nt	DCA	DC	857	158,010	3,039	56	7,434	7	350	196,043	80.6%
Wayne County	DTW	MI	1,087	136,700	2,629	56	8,028	0	0	205,837	66.4%
O'Hare Intl	ORD	IL	1,144	115,920	2,229	56	6,692	7	990	163,015	71.1%
Orlando Intl	MCO	FL	142	19,300	371	56	2,410	0	0	50,308	38.4%
Tampa Intl	TPA	FL	174	79,880	1,536	64	7,112	0	0	199,033	40.1%
Logan Intl	BOS	MA	1,197	372,060	7,155	70	10,990	5	720	336,215	110.7%
Philadelphia Int	PHL	PA	951	318,070	6,117	70	9,666	0	0	408,730	77.8%
Dallas/Ft Wor In	DFW	TX	1,103	82,350	1,584	70	9,602	0	0	244,943	33.6%
Charlotte	CLT	NC	590	66,860	1,286	70	10,080	0	0	339,514	19.7%
Newark Intl	EWR	NJ	1,024	481,400	9,258	88	16,712	14	2,002	512,408	93.9%
La Guardia	LGA	NY	1,035	597,590	11,492	98	16,562	0	0	571,985	104.5%
John F Kennedy I	JFK	NY	1,028	794,350	15,276	140	23,044	0	0	852,107	93.2%
Wm B Hartsfield	ATL	GA	545	251,700	4,840	180	27,128	0	0	1,139,616	22.1%
						1,350	191,128	64	8,973		

Palm Beach Top 100 Domestic Market
Ranked by Local O&D Passengers to Onboard Passengers
Markets With Existing Nonstop Service
Summer Schedule

			U.S. DOT Origin-Destination Survey CY2004			Weekly Service (July 19-25, 2004)					
						Nonstop Service (Roundtrip)		One-Stop (One Way)			
Market	Code	State	Nonstop Miles	Roundtrip Local O&D Passengers	Roundtrip Passengers per Week	Frequencies	Seats	Frequencies	Seats	Roundtrip Onboard Passengers	Ratio of Local O&D Passengers to Onboard Passengers
Bradley Intl	BDL	CT	1,133	212,180	4,080	28	5,572	6	822	144,771	146.6%
Hopkins Intl	CLE	OH	1,020	60,410	1,162	14	700	0	0	49,427	122.2%
Pittsburgh Intl	PIT	PA	952	88,480	1,702	14	1,980	0	0	98,804	89.6%
Tallahassee	TLH	FL	364	38,460	740	42	1,680	0	0	37,949	101.3%
Islip (MacArthur)	ISP	NY	1,052	187,370	3,603	28	3,836	0	0	164,271	114.1%
George Bush Intc	IAH	TX	956	53,120	1,022	42	4,668	0	0	177,433	29.9%
Cincinnati/N Ktk	CVG	KY	892	48,190	927	28	3,570	7	994	164,232	29.3%
Baltimore/Wash I	BWI	MD	883	188,440	3,624	52	7,124	1	137	256,555	73.5%
Ronald Reagan Nt	DCA	DC	857	158,010	3,039	26	3,492	0	0	196,043	80.6%
Wayne County	DTW	MI	1,087	136,700	2,629	28	2,800	7	994	205,837	66.4%
O'Hare Intl	ORD	IL	1,144	115,920	2,229	14	1,764	2	270	163,015	71.1%
Orlando Intl	MCO	FL	142	19,300	371	56	2,350	0	0	50,308	38.4%
Tampa Intl	TPA	FL	174	79,880	1,536	86	7,770	0	0	199,033	40.1%
Logan Intl	BOS	MA	1,197	372,060	7,155	38	7,562	7	1,008	336,215	110.7%
Philadelphia Int	PHL	PA	951	318,070	6,117	70	9,730	0	0	408,730	77.8%
Dallas/Ft Wor In	DFW	TX	1,103	82,350	1,584	56	5,600	0	0	244,943	33.6%
Charlotte	CLT	NC	590	66,860	1,286	56	7,740	0	0	339,514	19.7%
Newark Intl	EWR	NJ	1,024	481,400	9,258	56	9,744	6	864	512,408	93.9%
La Guardia	LGA	NY	1,035	597,590	11,492	70	12,950	14	1,827	571,985	104.5%
John F Kennedy I	JFK	NY	1,028	794,350	15,276	110	18,278	0	0	852,107	93.2%
Wm B Hartsfield	ATL	GA	545	251,700	4,840	168	24,926	0	0	1,139,616	22.1%

Appendix B

CY 2004 Nonstop Destinations from Palm Beach International Airport by Airlines



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit B-1

**Non-Stop Domestic Destinations
All Airlines**

August 2005



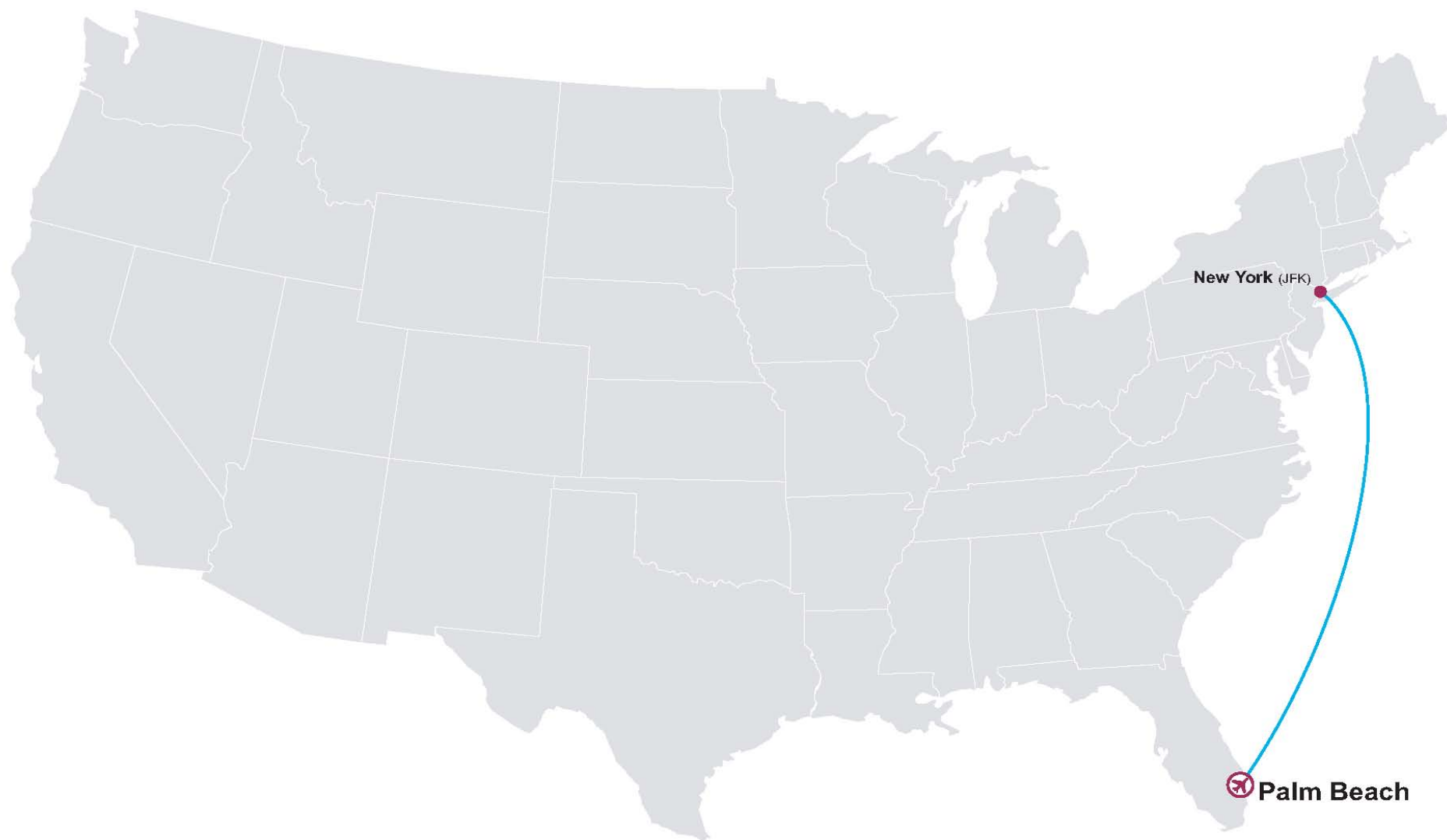
Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit B-2



American Airlines Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit B-3



Jet Blue Airways Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit B-4



Continental Airlines & Partners Non-Stop Domestic Destinations



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit B-5



Delta/Song & Partners Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit B-6



AirTran Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit B-7



Northwest Airlines & Partners Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit B-8



United Airlines Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit B-9



US Airways Non-Stop Domestic Destinations

August 2005

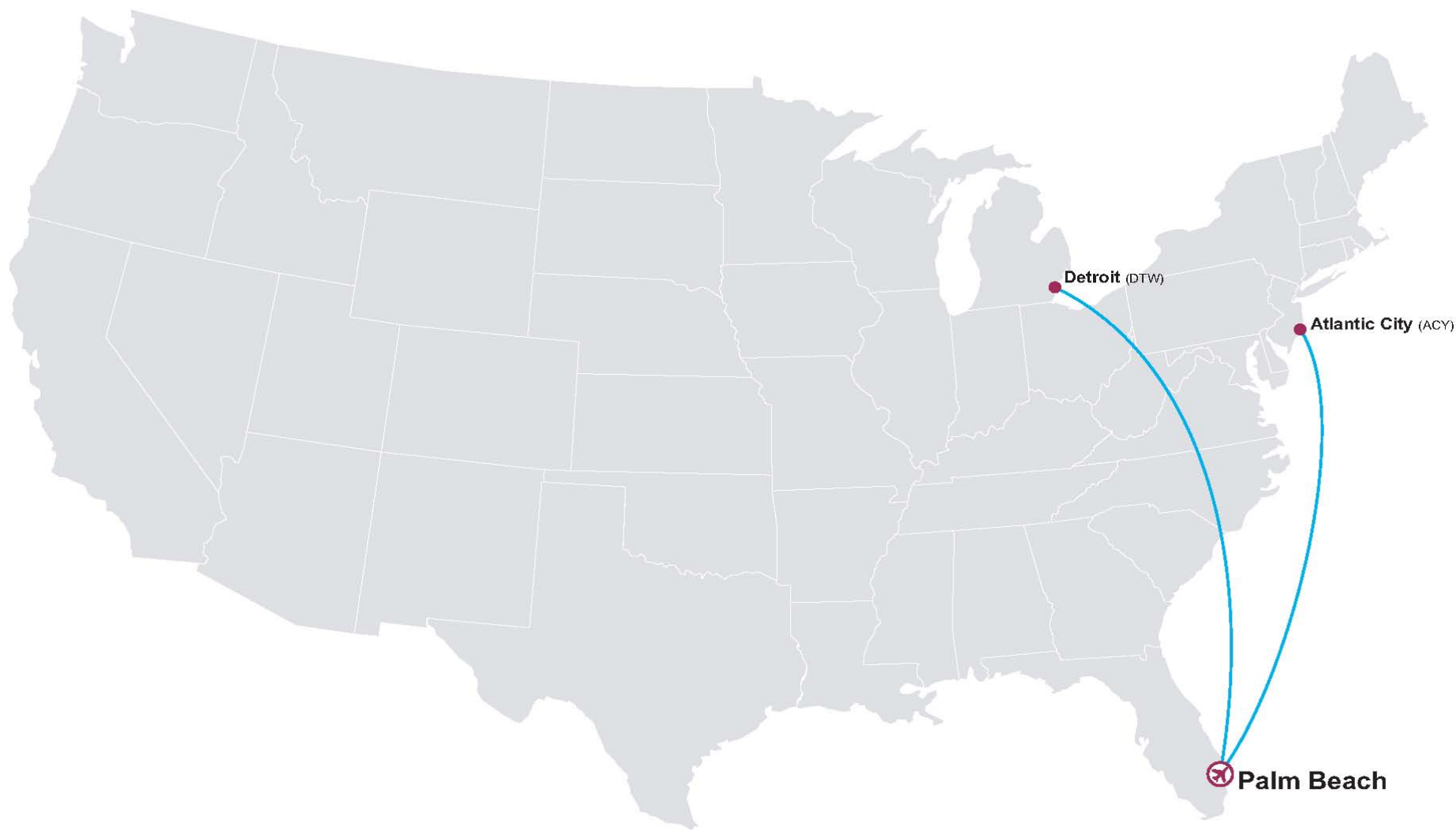


Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit B-10



Southwest Airlines Non-Stop Domestic Destinations



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit B-11



Spirit Airlines Non-Stop Domestic Destinations

August 2005

Appendix C

CY 2004 Nonstop Destinations from Fort Lauderdale International Airport by Airlines



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-1

Non-Stop Domestic Destinations
All Airlines

August 2005



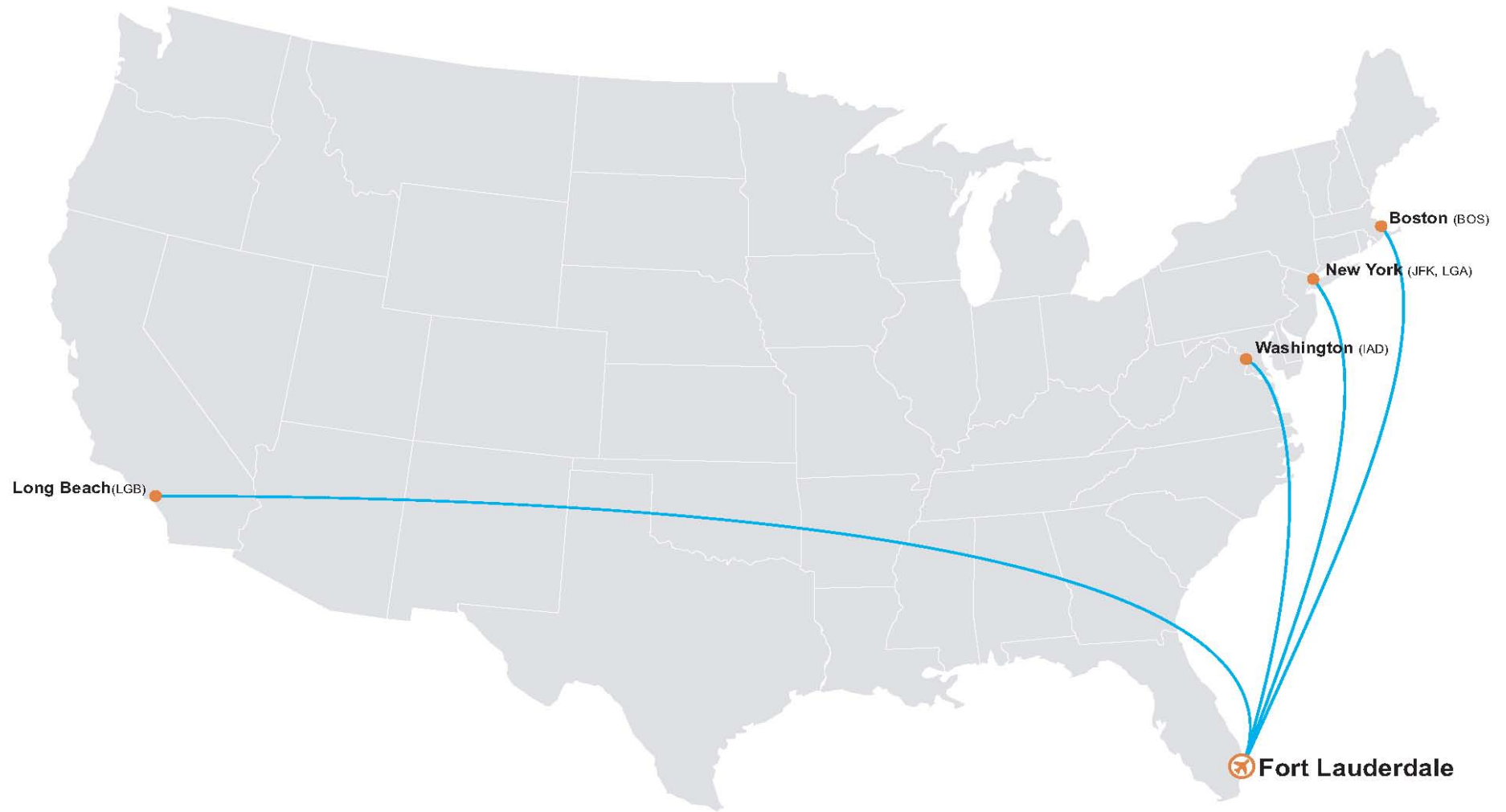
Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-2



American Airlines Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-3



Jet Blue Airways Non-Stop Domestic Destinations

August 2005



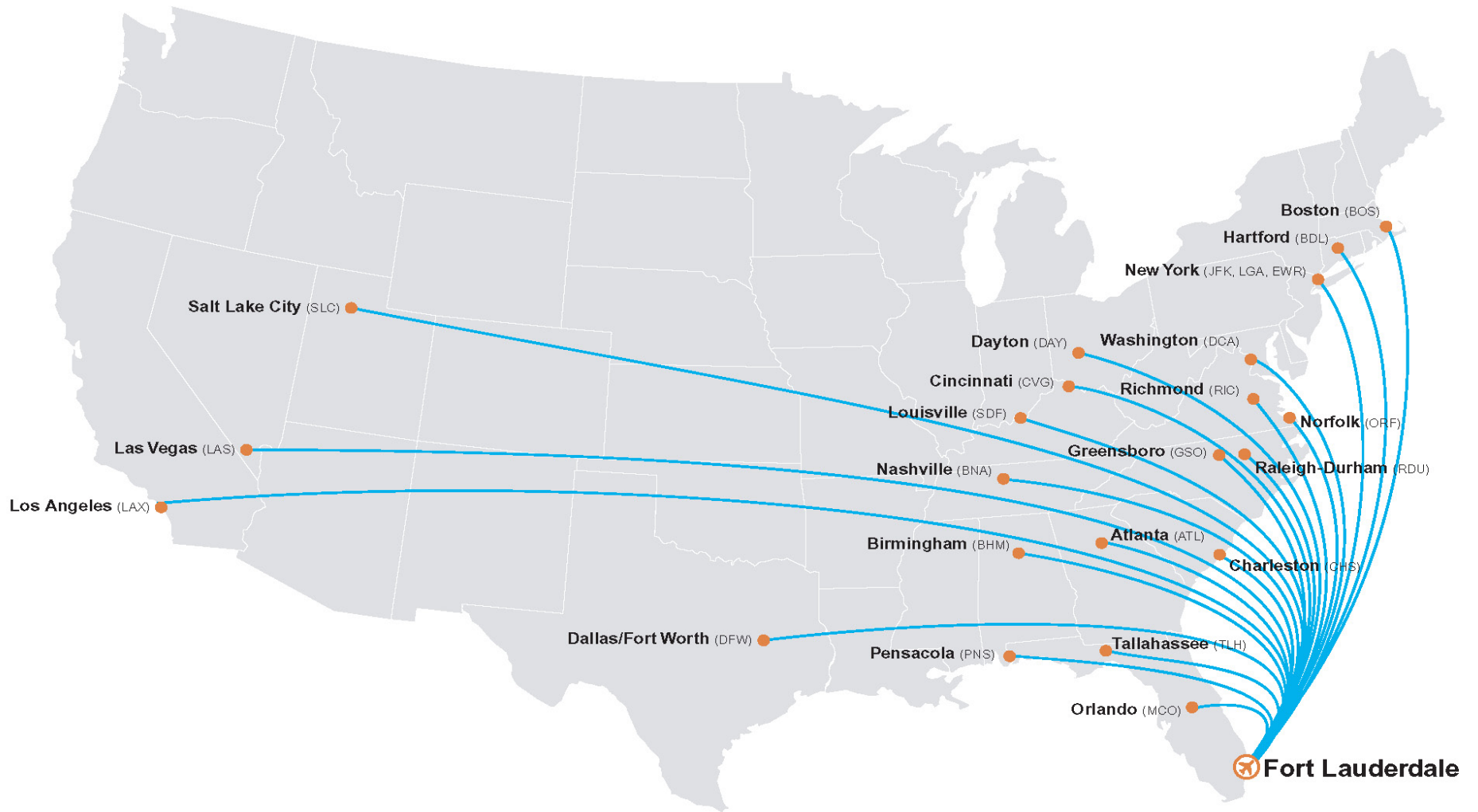
Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-4



Continental Airlines & Partners Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-5



Delta Airlines Non-Stop Domestic Destinations

August 2005



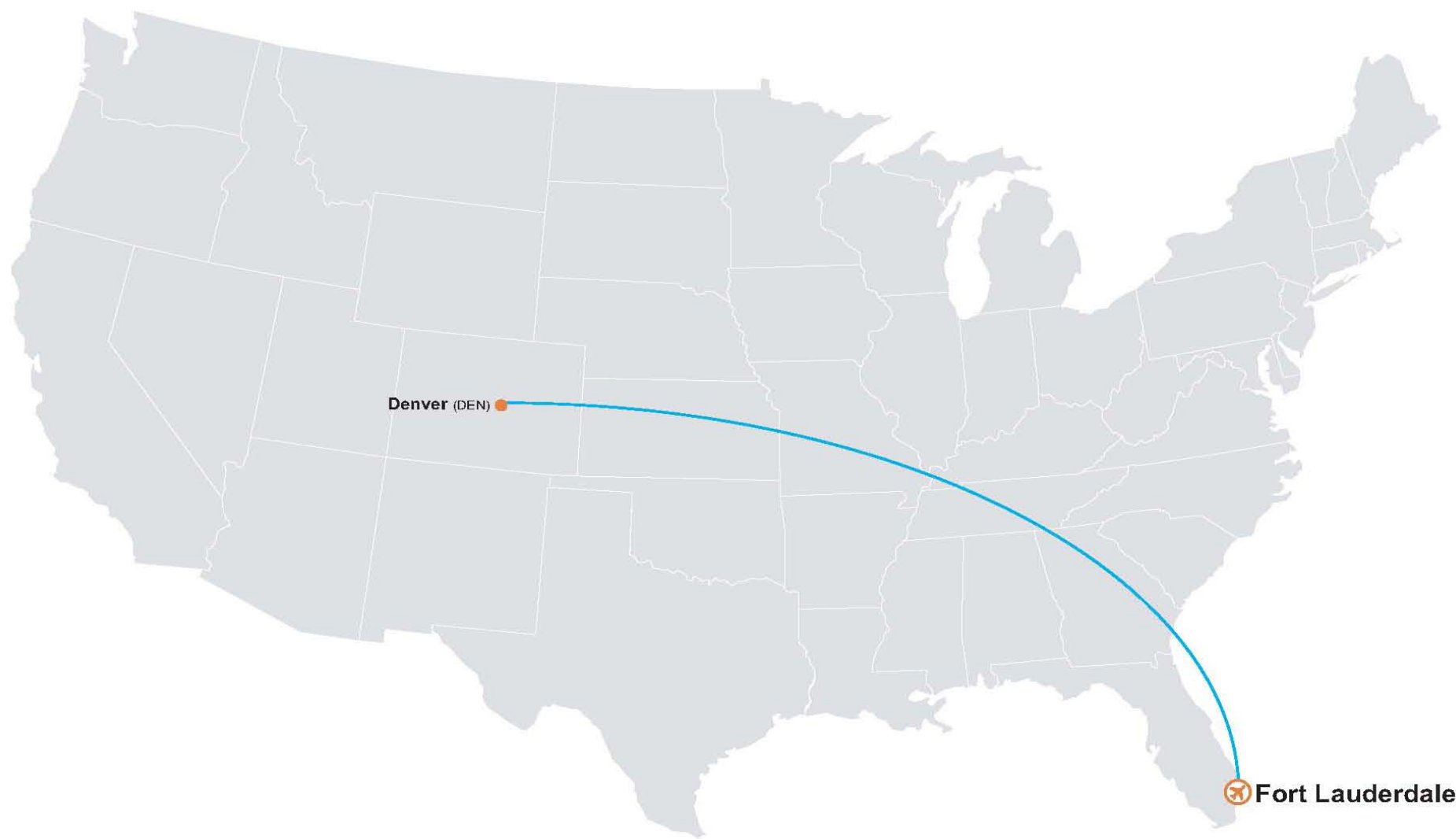
Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-6



AirTran Non-Stop Domestic Destinations

August 2005



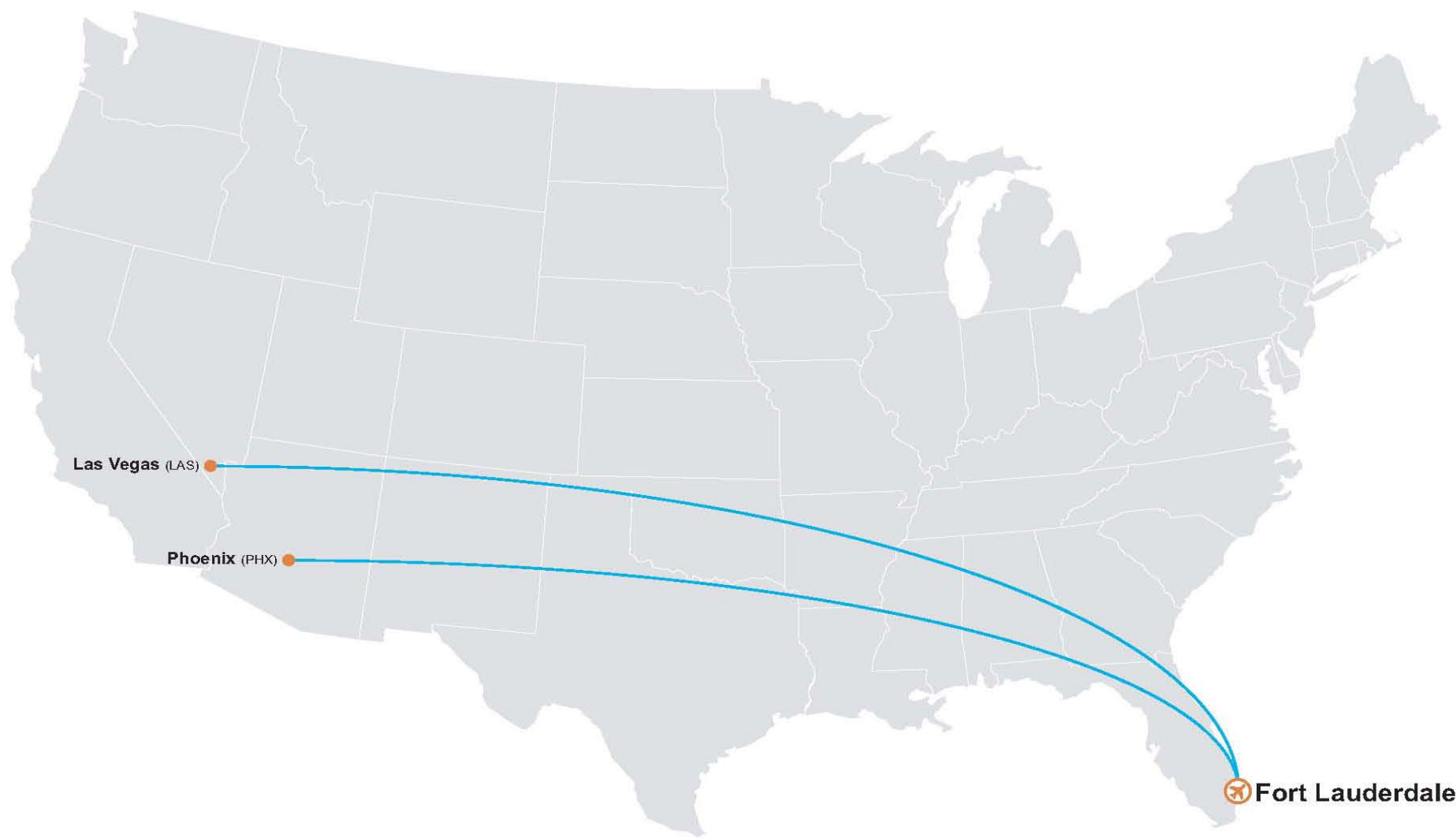
Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-7

FRONTIER

Frontier Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-8



America West Airlines Non-Stop Domestic Destinations

August 2005



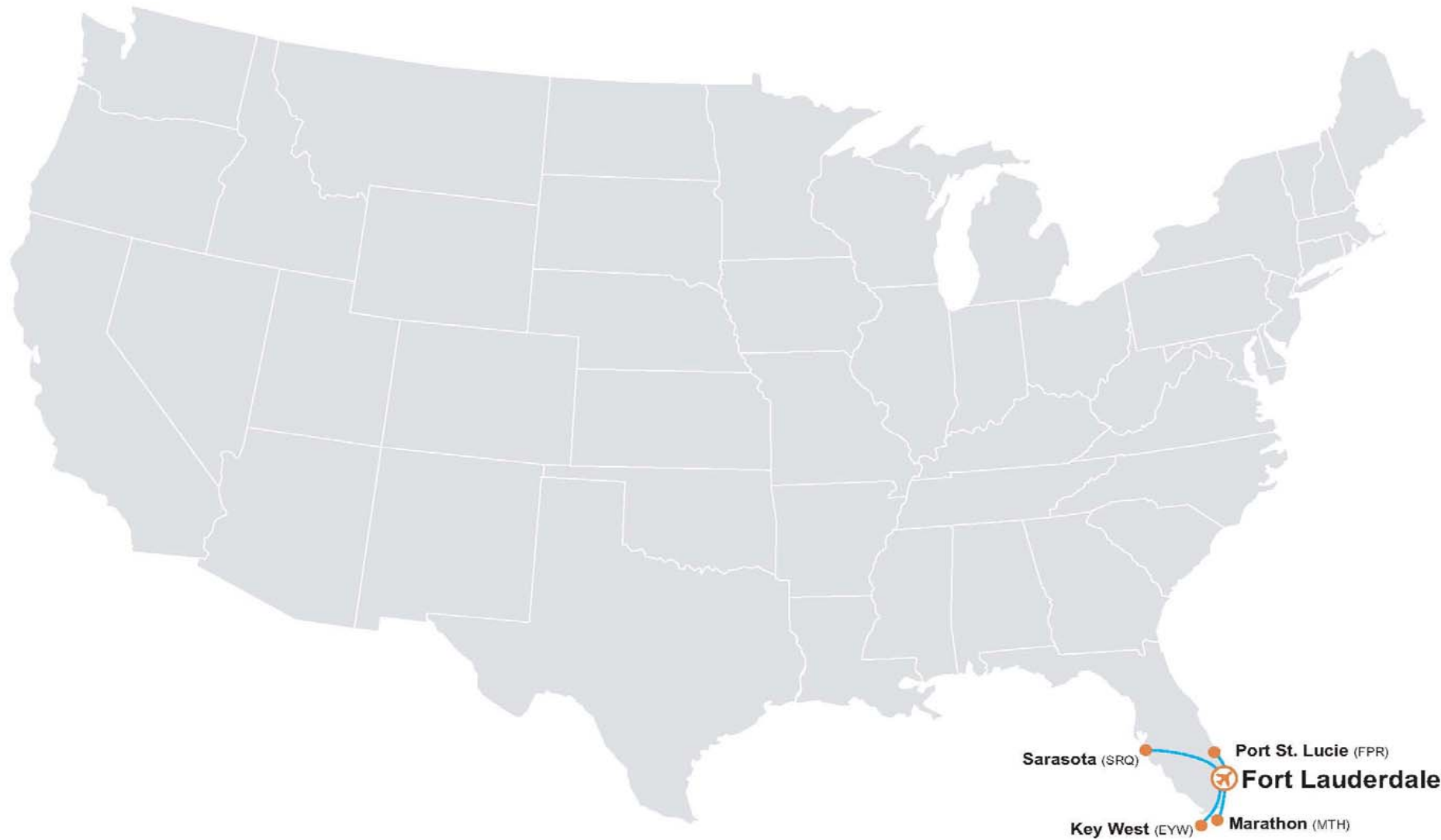
Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-9



Northwest Airlines Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-10



Florida Coastal Airlines Non-Stop Domestic Destinations

August 2005



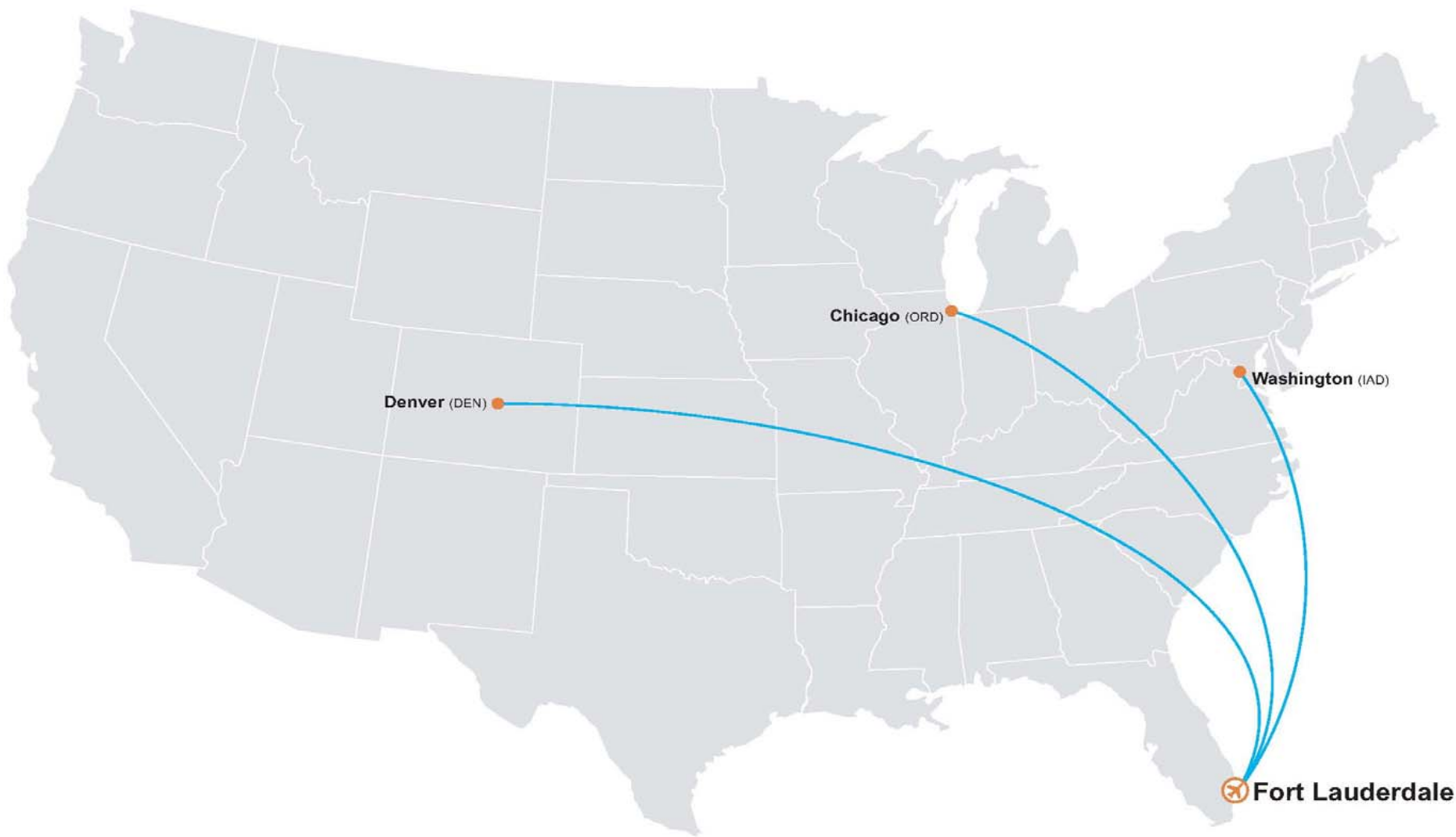
Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-11



Sun Country Airlines Non-Stop Domestic Destinations

August 2005



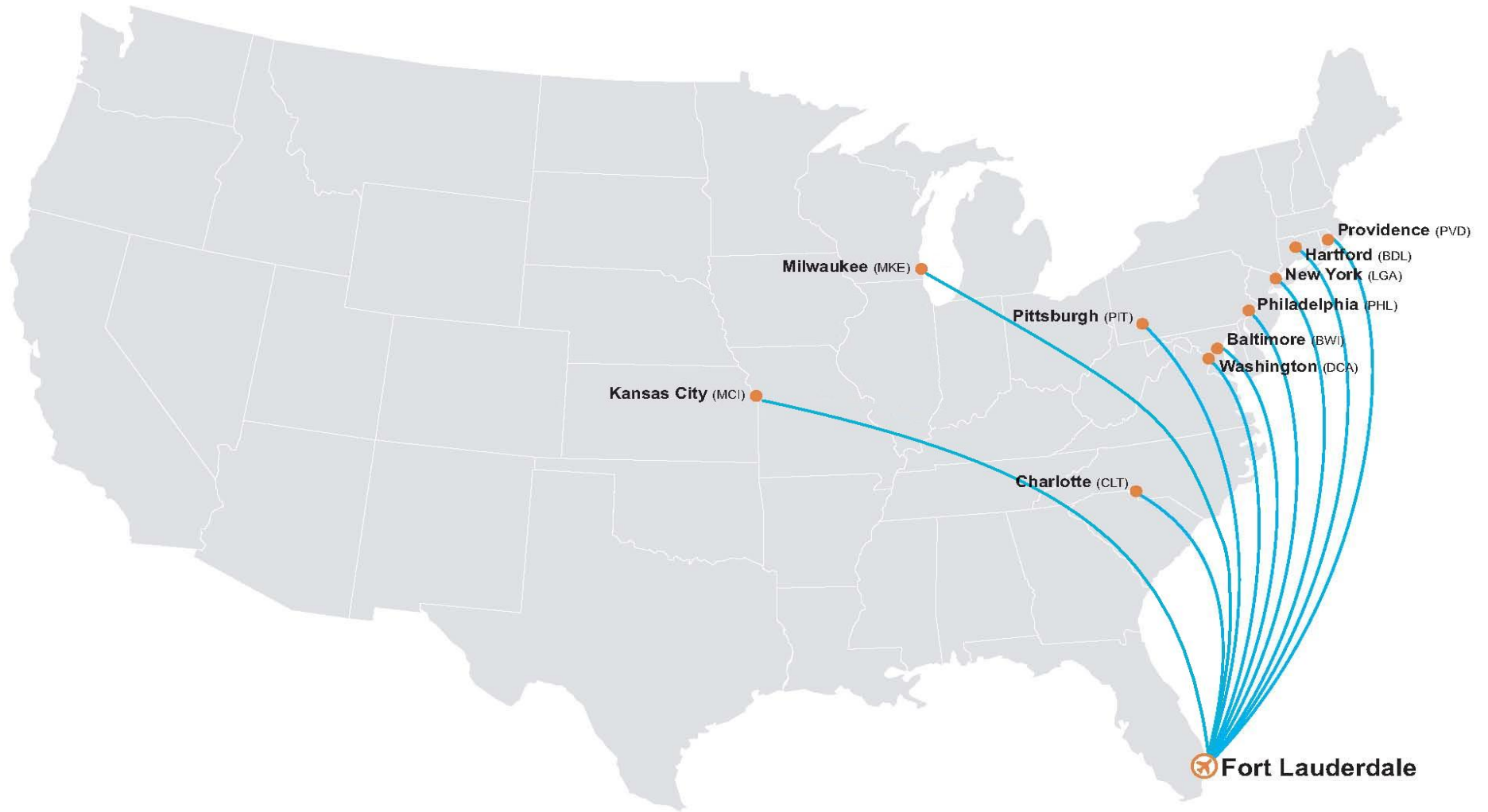
Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-12



United Airlines Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-13



US Airways & Partners Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-14



USA 3000 Airlines Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-15



Southwest Airlines Non-Stop Domestic Destinations

August 2005



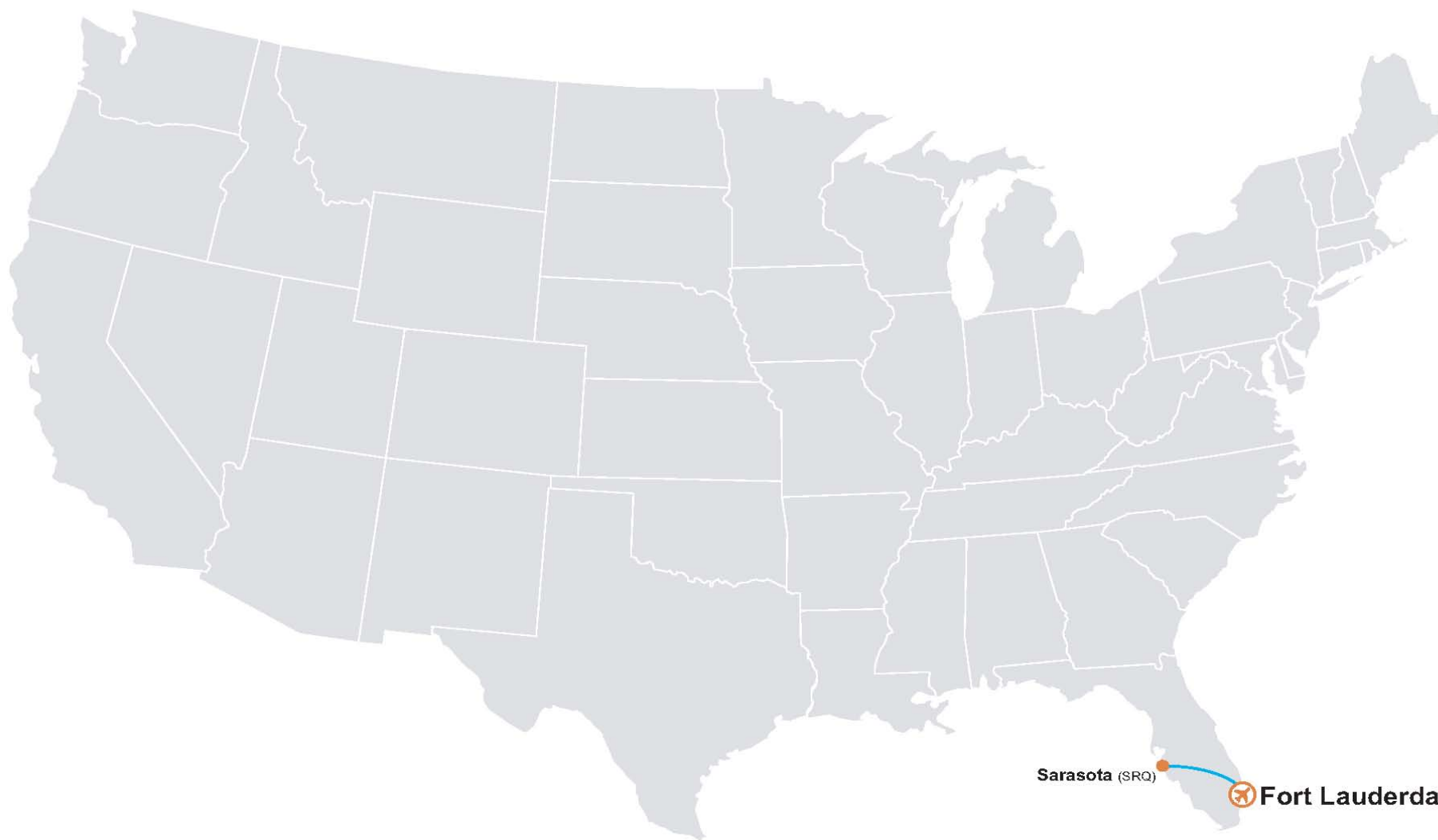
Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-16



Spirit Airlines Non-Stop Domestic Destinations

August 2005



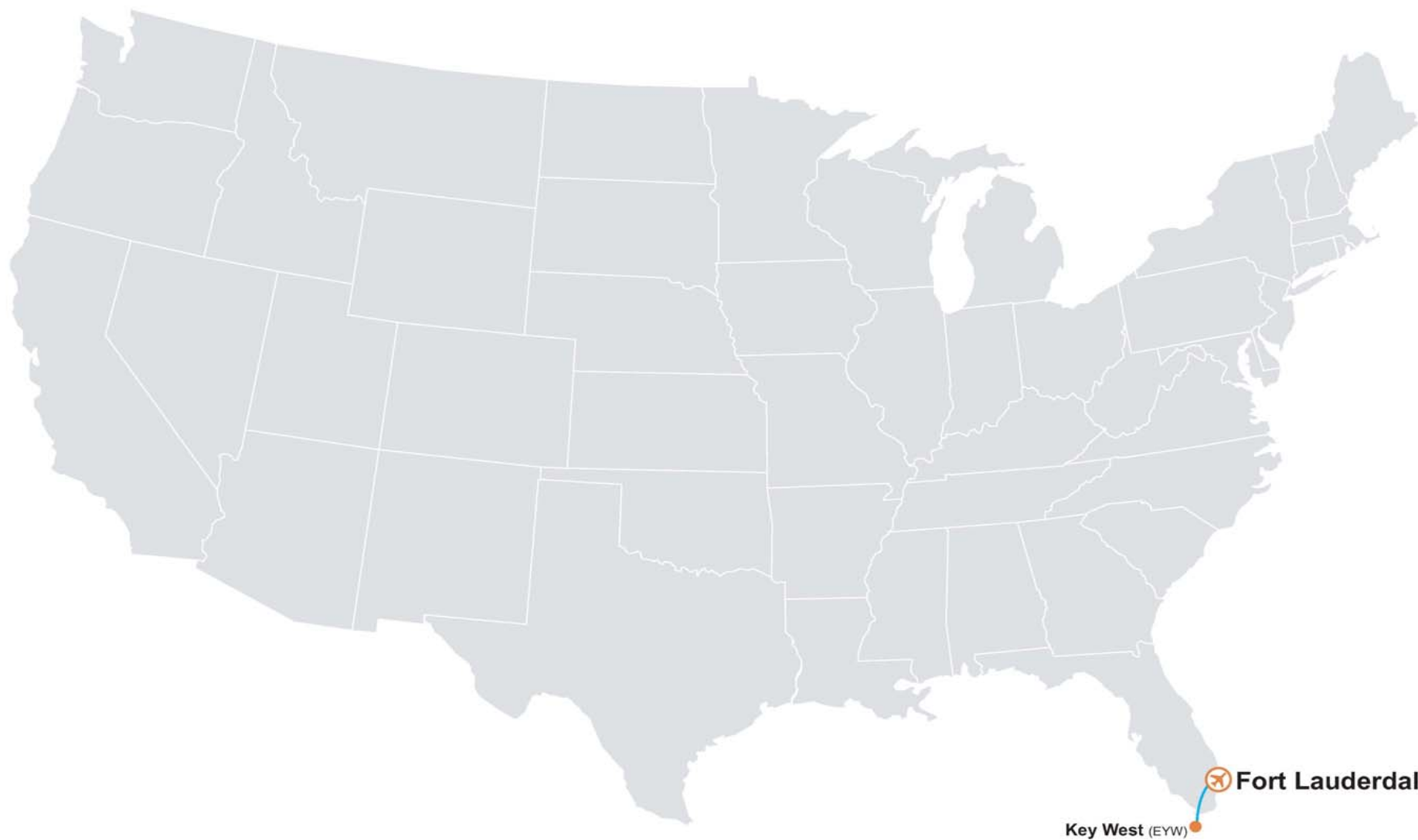
Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-17



Air Sunshine Non-Stop Domestic Destinations

August 2005



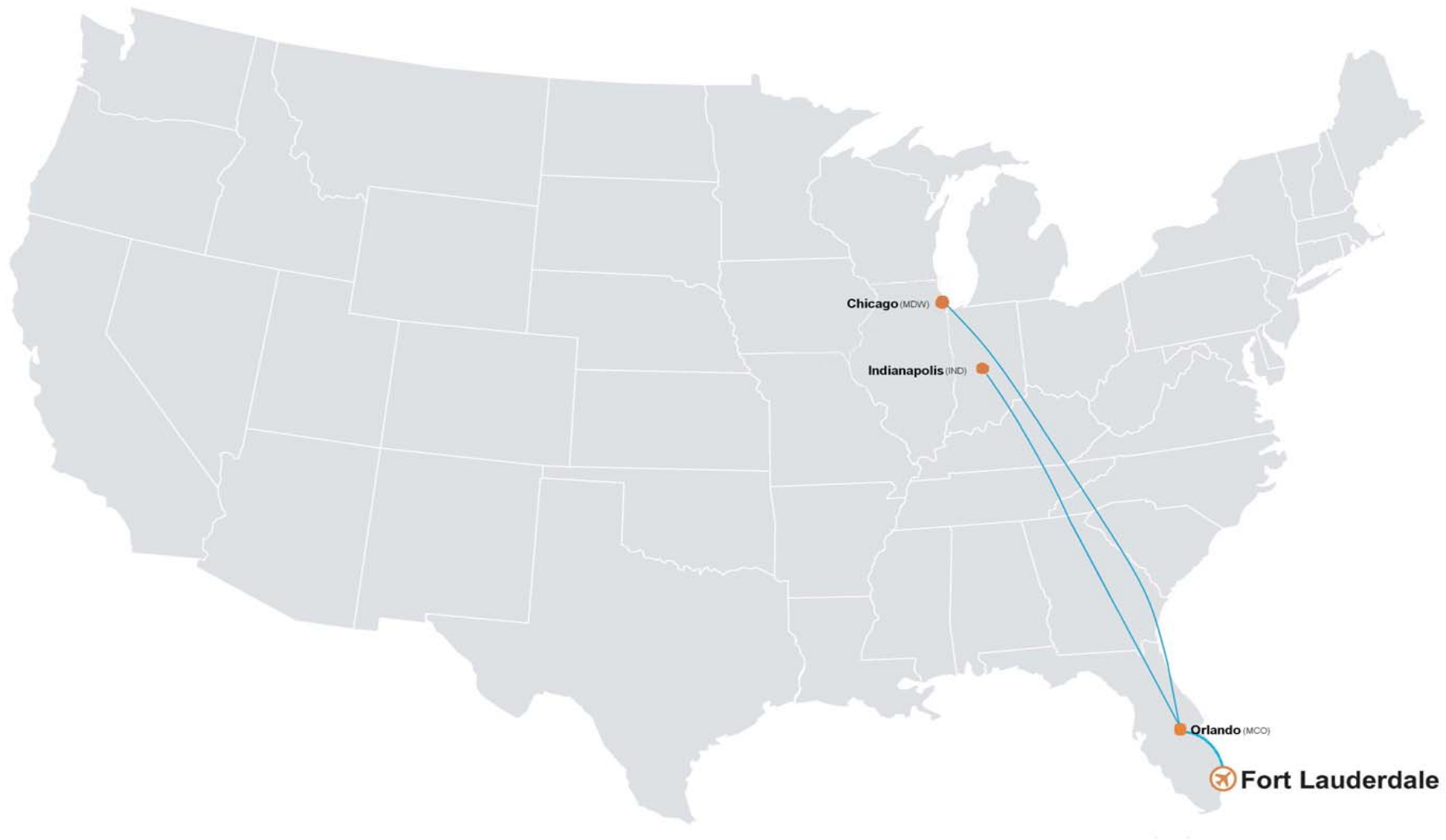
Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-18



Cape Air Non-Stop Domestic Destinations

August 2005



Source: Official Airline Guide (CY 2004)
Prepared by: Ricondo & Associates, Inc.

Exhibit C-19



ATA Non-Stop Domestic Destinations

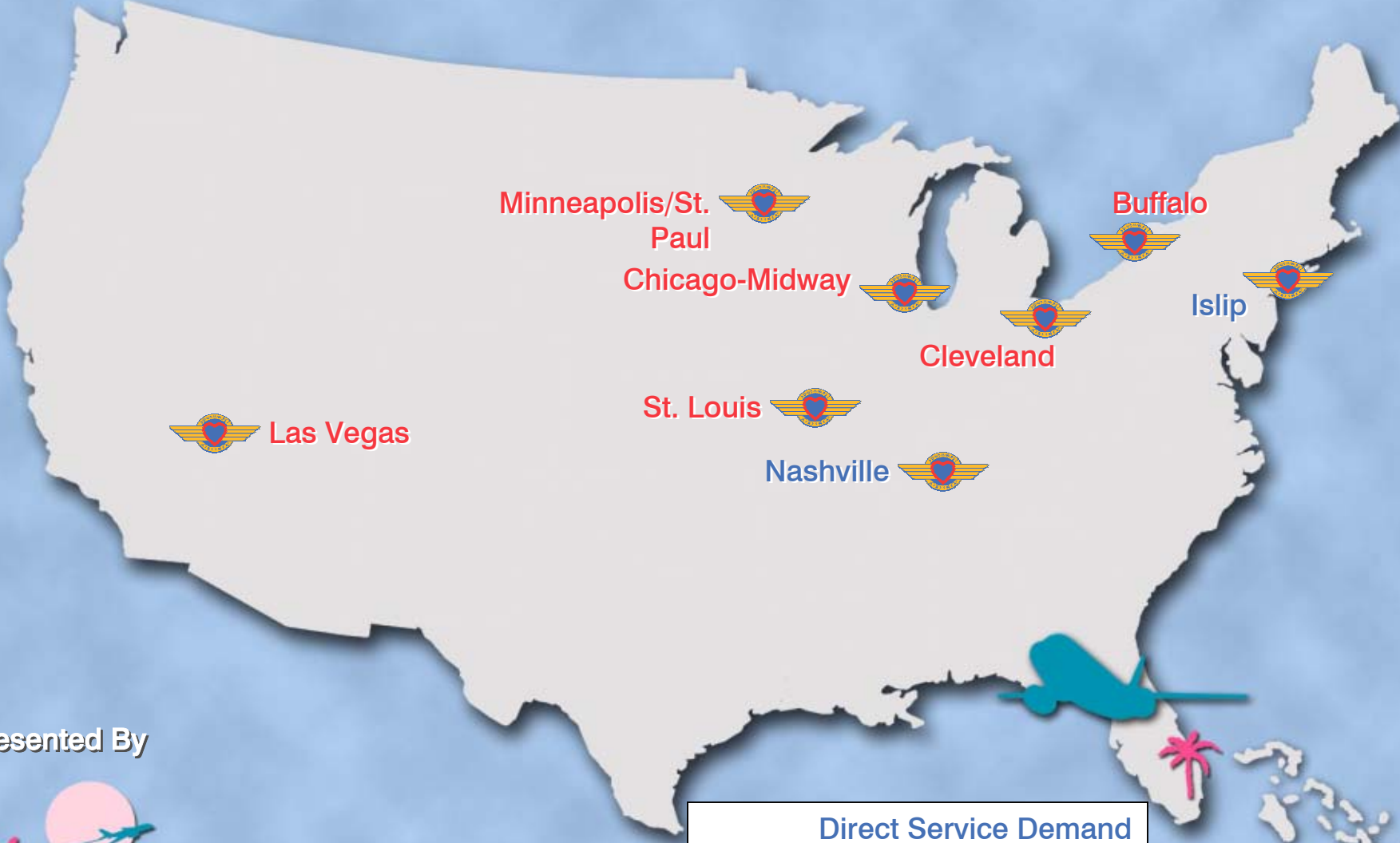
August 2005

Appendix D

Southwest Airlines: Opportunities for Growth at Palm Beach International Airport



Southwest Airlines Opportunities for Growth at Palm Beach International Airport



Presented By



Palm Beach International Airport

Direct Service Demand
Markets

One-Stop Service Markets



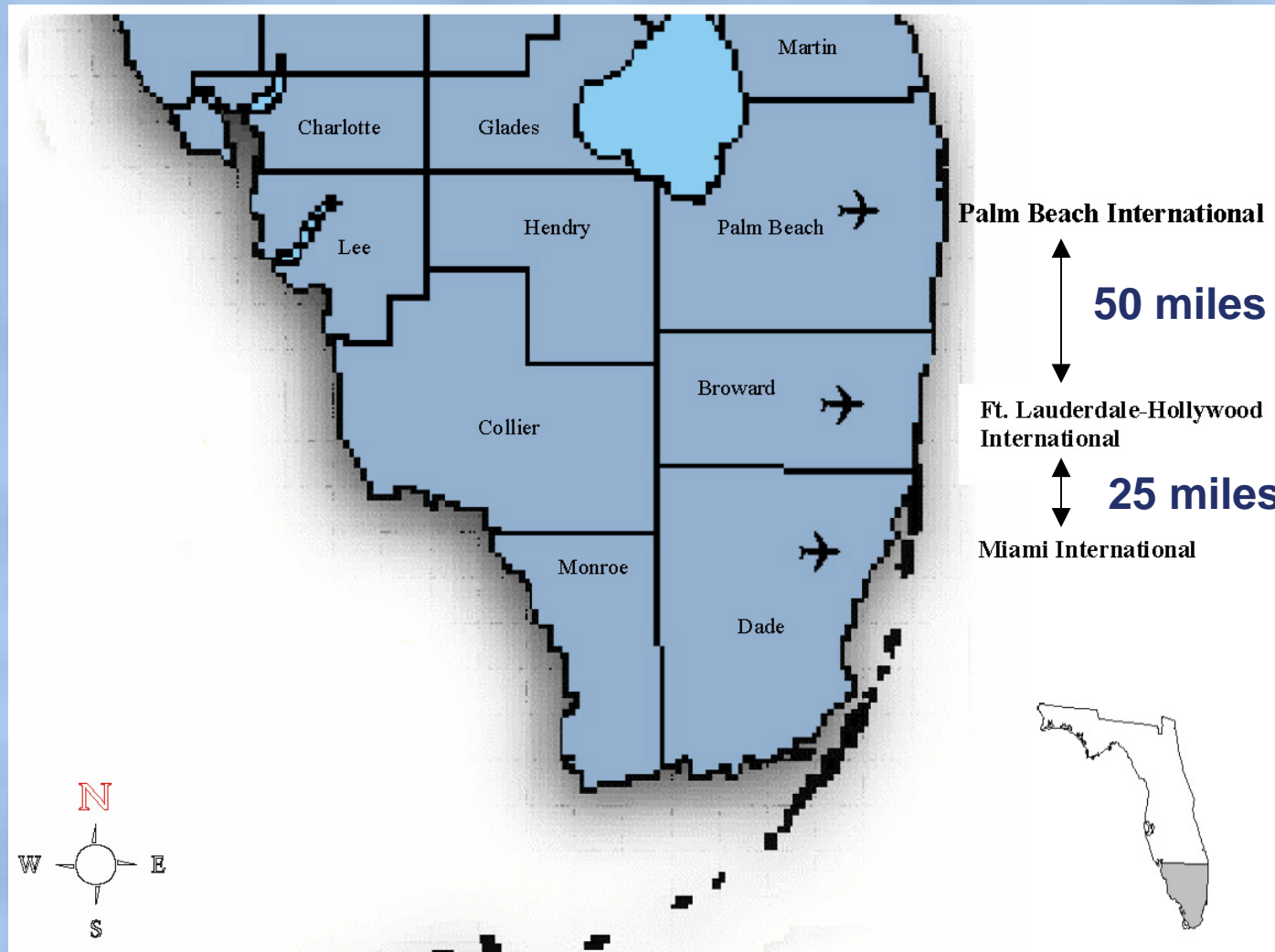
June 2005

Palm Beach International Airport (PBI) and South Florida's Commercial Service Airports

Overview



South Florida's Commercial Service Airports





Other Close Proximity Commercial Service Airports served by WN

- Los Angeles International and Burbank 28 miles
- Oakland International and San Jose (Norman Mineta) 32 miles
- **PBI and FLL** 50 miles
- Los Angeles International and Ontario 55 miles
- **PBI and MIA** 75 miles
- Orlando International and Tampa International 90 miles
- Baltimore Washington and Philadelphia International 99 miles
- Hartford and Providence 103 miles
- Hartford and Long Island 160 miles



June 2005

Palm Beach International Airport (PBI) Service Area

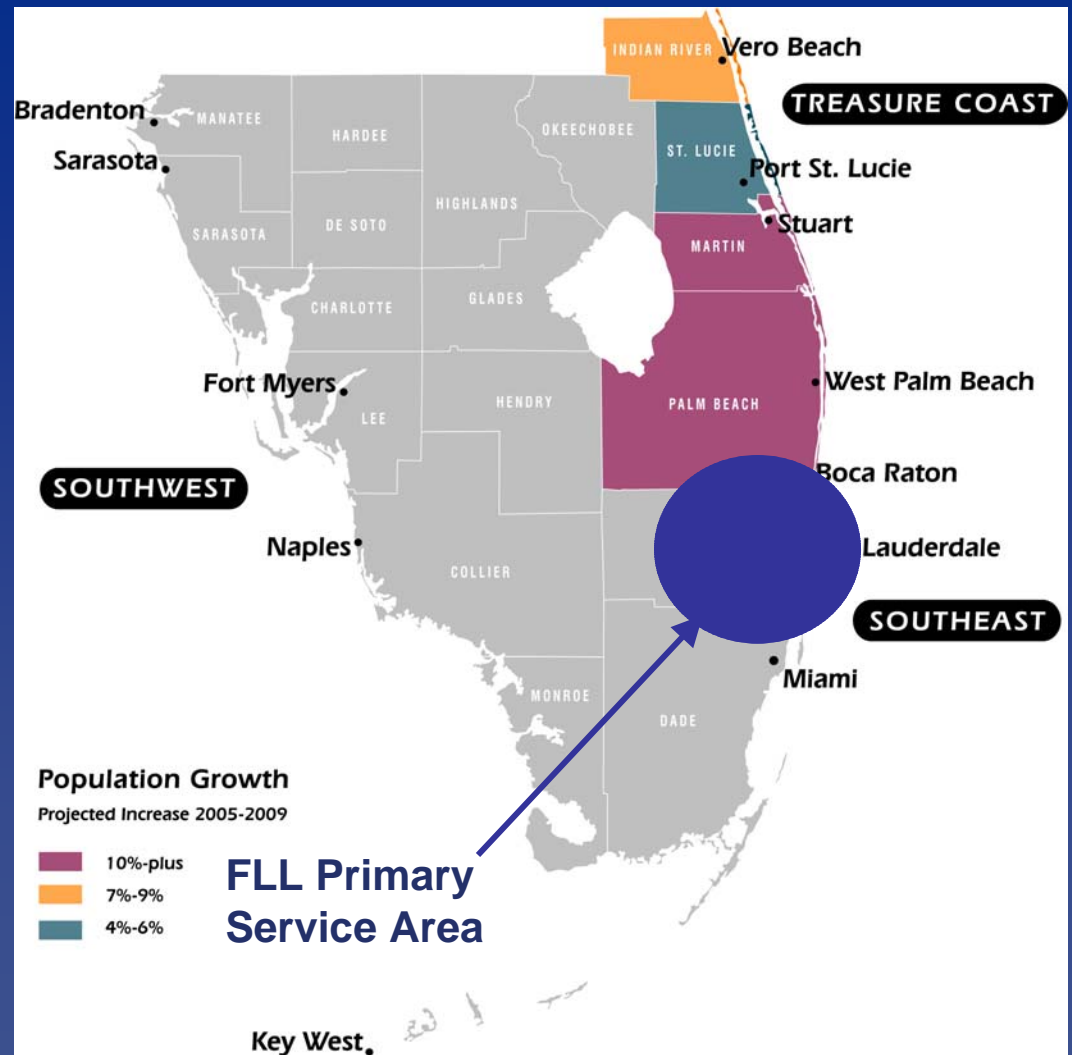
Overview



PBI Service Area

**PBI Service Area
Comprises the
Following Counties:**

**Palm Beach,
Martin
Indian River,
St. Lucie**





South Florida Air Travel Market: 2 Demand Centers

Since the mid-1990's, many carriers have served the South Florida demand from FLL, even though the South Florida market does in fact support two large population centers:

- Monroe County (Florida Keys) through Central/North Broward, and up to Boca Raton
- North Broward through Indian River County (Vero Beach)



PBI Service Area: Population Trends

Comparison of PBI Service Area Population Base with Miami-Dade County and Broward County (2005):

PBI Service Area:

Palm Beach County:	1,283,853 people
Martin County:	144,691 people
St. Lucie County:	216,827 people
Indian River County:	125,483 people
Total	1,770,314 people

Broward County: 1,801,969 people

Miami-Dade County: 2,414,070 people



PBI Service Area: Population Trends

Comparison of PBI Service Area Population Growth Trends with Miami-Dade County and Broward County (Period: 2001 through 2005):

PBI Service Area:

Palm Beach County: 2.5% average annual growth rate

Martin County: 2.8% average annual growth rate

St. Lucie County: 2.3% average annual growth rate

Indian River County: 2.1% average annual growth rate

Broward: 1.9% average annual growth rate

Miami-Dade: 1.3% average annual growth rate

Florida: 1.8% average annual growth rate



PBI Service Area: Projected Population Growth (2005-2009)

Projected Population Growth:

Palm Beach County > 10%

Martin County > 10%

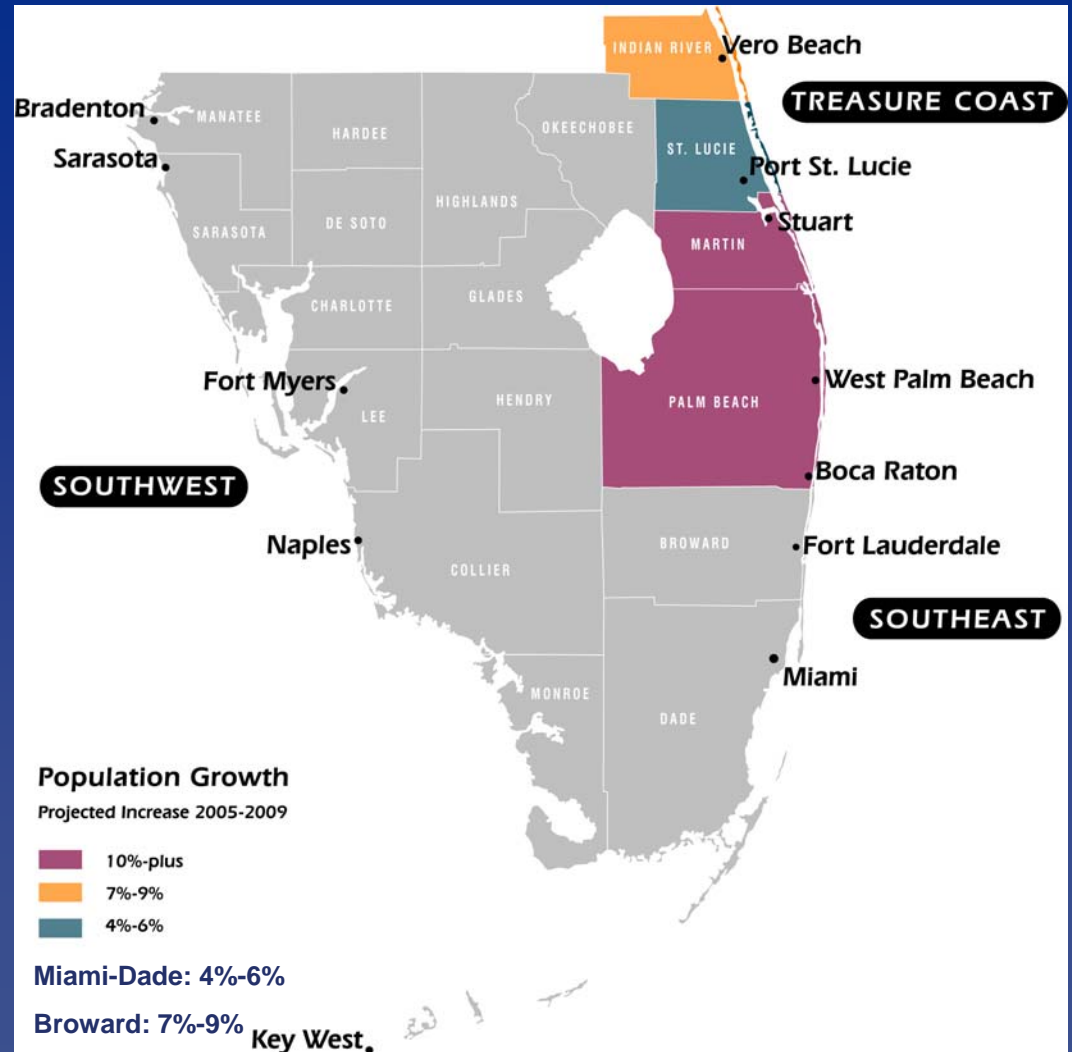
Broward County 7%-9%

Indian River County 7%-9%

Miami-Dade County 4%-6%

St. Lucie County 4%-6%

PBI Service Area Counties





PBI Service Area: Average Annual Population Growth (2005-2009)

Comparison of PBI Service Area Population Growth Trends with U.S. Population and Florida Population Growth Trends (Period: 2005 through 2009):

PBI Service Area: 2.5% average annual growth rate
(Palm Beach, Martin, St. Lucie, and Indian River counties)

Florida: 2.0% average annual growth rate

United States: 1.0% average annual growth rate



PBI Service Area: Per Capita Income (2005)

PBI Service Area:

Palm Beach County: \$48,081

Martin County: \$47,493

St. Lucie County: \$25,539

Indian River County: \$42,000

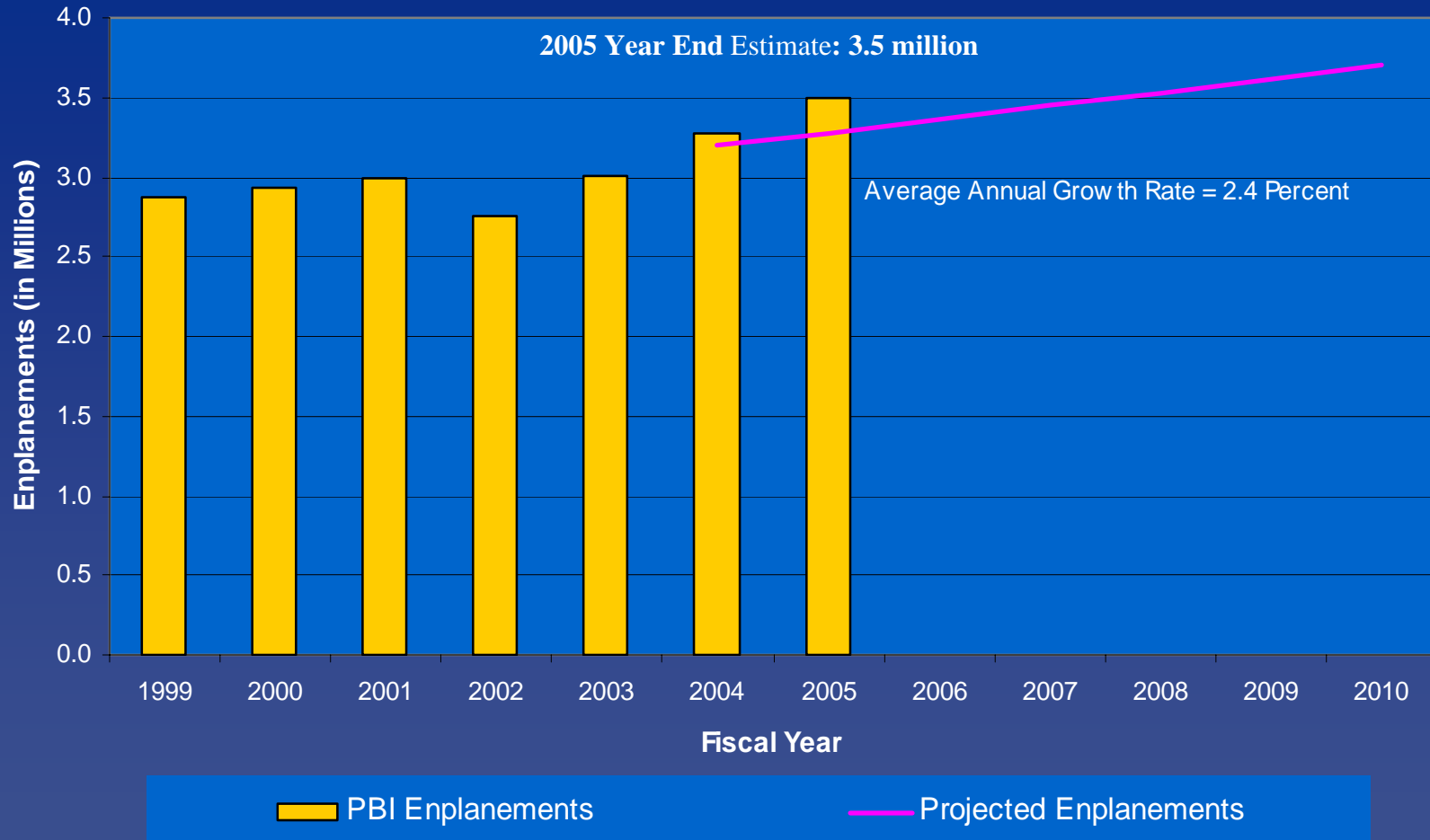
Broward: \$34,409

Miami-Dade: \$29,618

FLORIDA: \$32,662



FAA Passenger Projections for PBI (2004-2010)



Source: FAA Terminal Area Forecasts, January 2005



June 2005

Palm Beach International Airport (PBI)

Preparing for Future Growth



Palm Beach International Airport's User-Friendly Design Encompasses a 530,000 Square-Foot Terminal, Two Concourses and 25 Gates June 2005



In addition, PBI will soon be adding a new 3,000 space parking garage and enhancing Concourse C to provide three additional gates and expanded concessions (Food & Beverage and Retail/News)



Conclusions

- PBI's Service Area comprises several of the fastest growing counties in the state of Florida
- PBI possesses the facilities needed to support increased growth by its signatory carriers. Near Term capital projects include a new parking garage and the addition of 3 new gates in Concourse C
- PBI continues to maintain a competitive cost structure to help nurture and support increased air service by existing carriers and new entrants
- PBI's geographic location allows it to support the air transportation needs of its four-county service area, and communities to the south, as capacity constraints and delays become more prevalent at FLL



Conclusions

- MIA, FLL, and PBI operate as a system of complimentary airports that serve the most aggressively growing region in the State of Florida. Variations in airport cost structures and airfield capacity constraints at either FLL or MIA call for an increasing role for PBI in serving the growing air travel demand in South Florida and the Treasure Coast.



Opportunities for New or Expanded Service by Southwest Airlines at PBI

Direct Service Markets:

Nashville

Islip

One-Stop Service Markets:

Las Vegas

Minneapolis-St. Paul

Cleveland

Buffalo

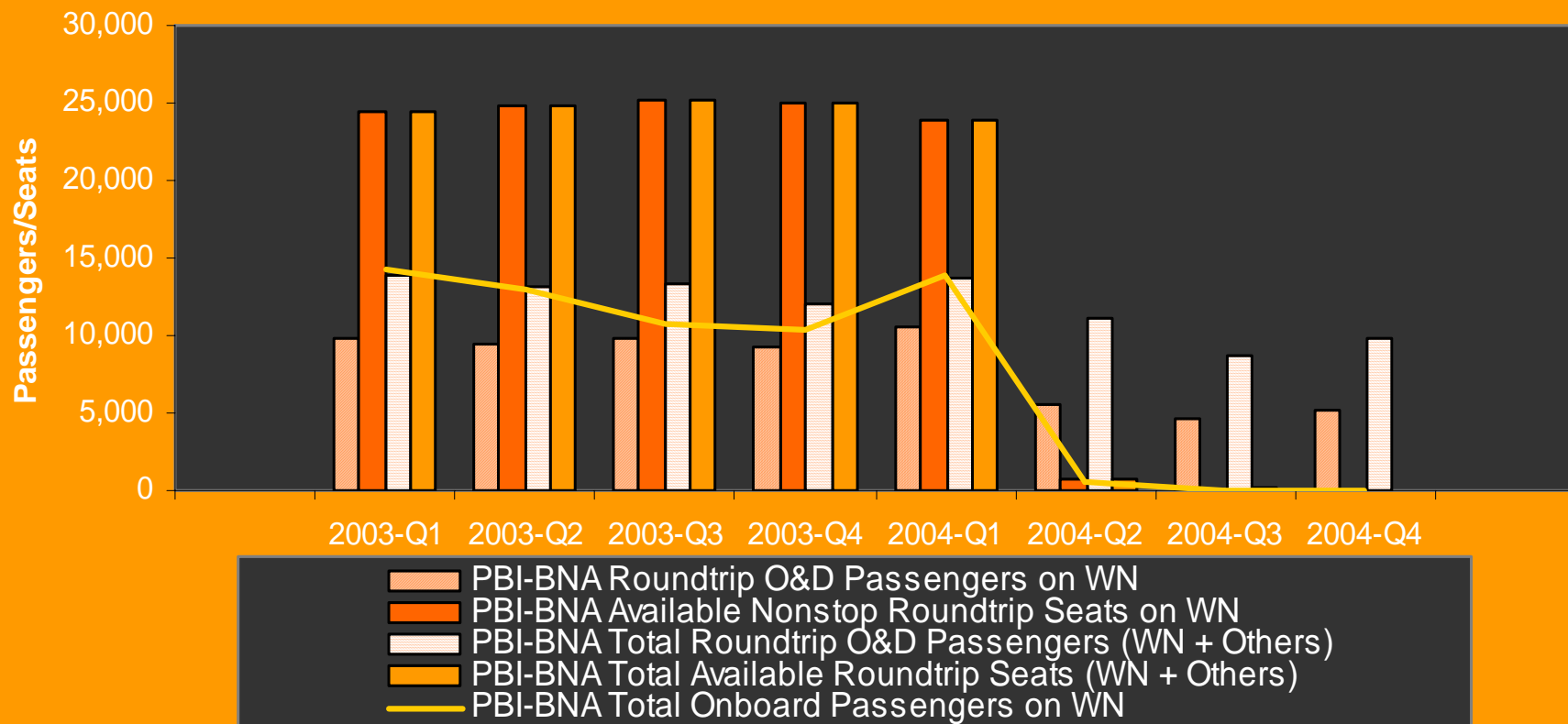
St. Louis

Chicago-Midway



Passenger Demand to Seat Capacity (PBI to BNA) 2003 and 2004

Southwest Airlines: PBI to BNA Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport



Sources: U.S. DOT Form 41, T100 Database; Origin and Destination Survey – 10% Sample



Characteristics of PBI-BNA Market and PBI-BNA Nonstop Service 2003 and 2004

June 2005

- In 2004, PBI-BNA passenger demand averaged 119 roundtrip passengers per day.
- Average Southwest Airlines Nonstop Service Load Factors (LF) and Yield:

		<u>LF</u>	<u>Yield</u>
2003	first quarter	59%	\$0.13
	second quarter	53%	\$0.13
	third quarter	42%	\$0.10
	fourth quarter	42%	\$0.15
2004	first quarter	58%	\$0.14
	second quarter	65%	\$0.13
	third quarter	No direct service	
	fourth quarter	No direct service	



One-Stop Markets Capable of Supporting PBI-BNA Nonstop Service

- The following markets presently lack sufficient air service to support the PBI service area demand. These markets could serve as a secondary segment to a PBI-BNA flight.

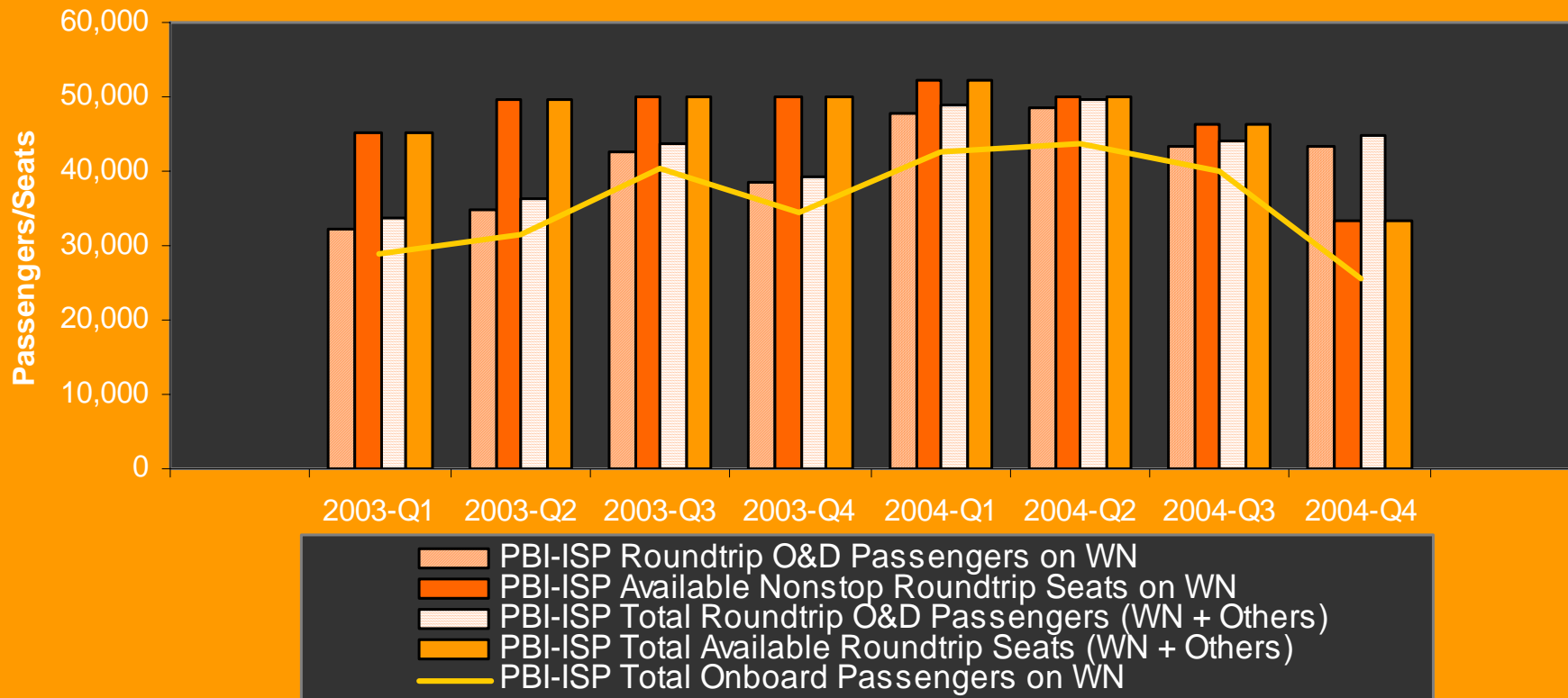
- Las Vegas (CY 2004 Roundtrip O&D Passengers Per Day: 209)
- Minneapolis-St. Paul (CY 2004 Roundtrip O&D Passengers Per Day: 127)
- Cleveland (CY 2004 Roundtrip O&D Passengers Per Day: 166)
- Buffalo (CY 2004 Roundtrip O&D Passengers Per Day: 175)
- St. Louis (CY 2004 Roundtrip O&D Passengers Per Day: 78)
- Chicago (CY 2004 Roundtrip O&D Passengers Per Day: 389)*

*includes the O&D demand for the entire Chicago region (I.e., it includes the figures reported for Chicago's O'Hare and Chicago's Midway passenger traffic)



Passenger Demand to Seat Capacity (PBI to ISP) 2003 and 2004

**Southwest Airlines: PBI to ISP Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport**



Sources: U.S. DOT Form 41, T100 Database; Origin and Destination Survey – 10% Sample



Characteristics of PBI-ISP Market and PBI-ISP Nonstop Service 2003 and 2004

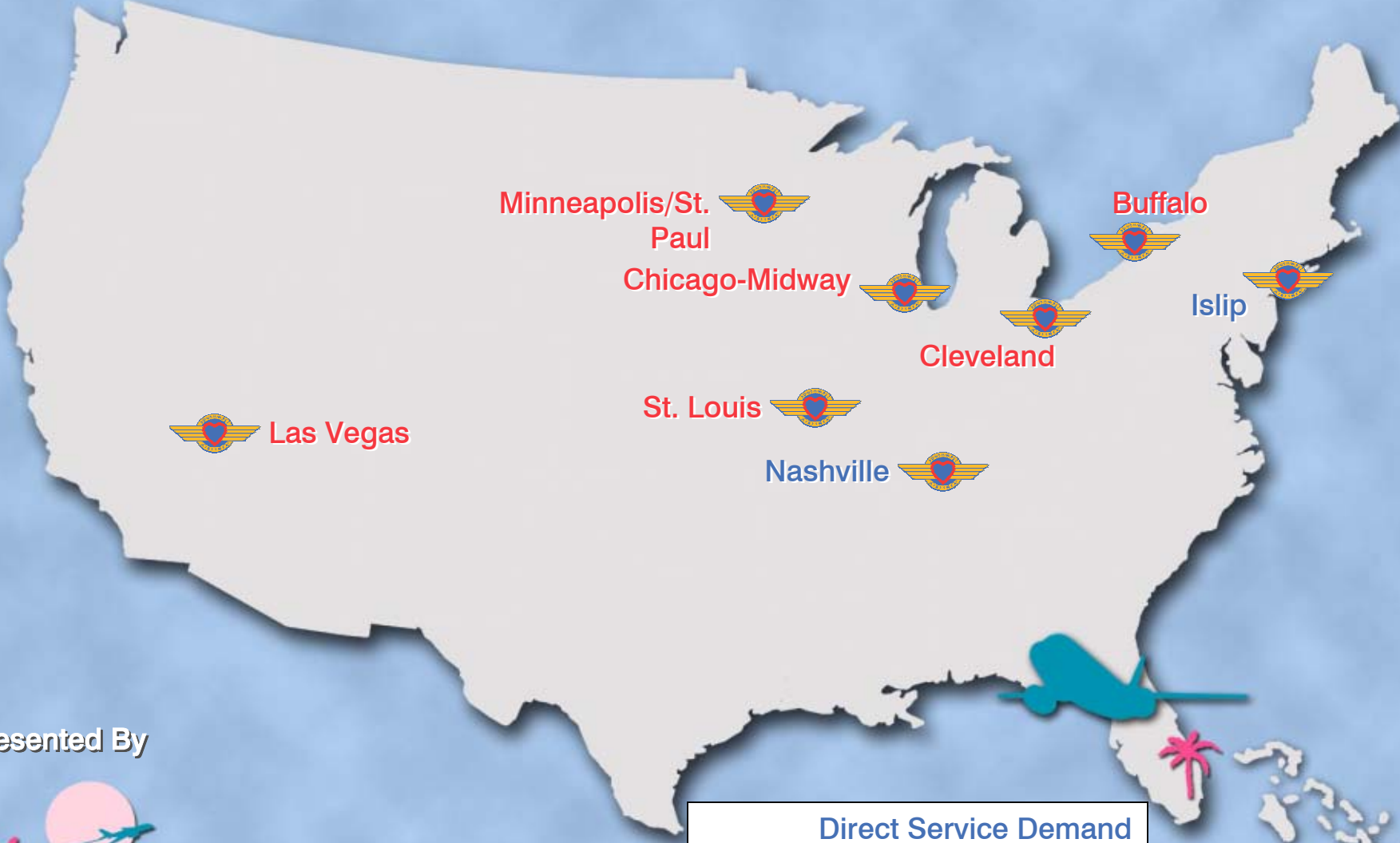
June 2005

- In 2004, ISP ranked as PBI's 9th largest O&D market, with an estimated 515 roundtrip passengers per day (on average)
- Average Southwest Airlines Nonstop Service Load Factors (LF) and Yield:

		<u>LF</u>	<u>Yield</u>
2003	first quarter	64%	\$0.11
	second quarter	64%	\$0.09
	third quarter	80%	\$0.07
	fourth quarter	69%	\$0.06
2004	first quarter	82%	\$0.09
	second quarter	87%	\$0.08
	third quarter	86%	\$0.08
	fourth quarter	77%	\$0.08



Southwest Airlines Opportunities for Growth at Palm Beach International Airport



Presented By



Direct Service Demand
Markets

One-Stop Service Markets

Appendix E

American Airlines: Opportunities for Growth at Palm Beach International Airport



American Airlines

Opportunities for Growth at Palm Beach Int'l



Presented By



Palm Beach International Airport

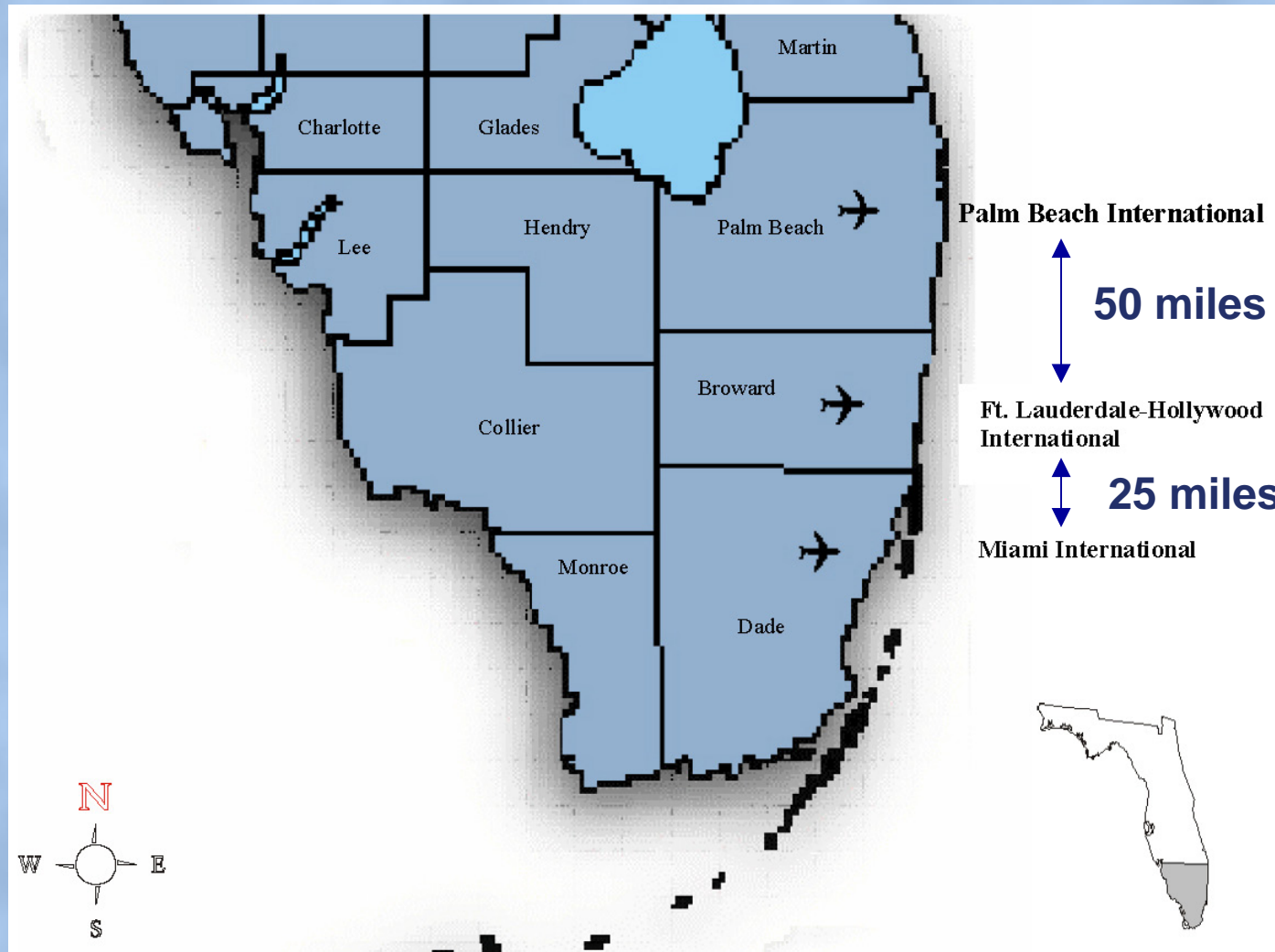


Palm Beach International Airport (PBI) and South Florida's Commercial Service Airports

Overview



South Florida's Commercial Service Airports





Other Close Proximity Commercial Service Airports served by AA

- New York – Kennedy and New York-La Guardia 11 miles
- Chicago O'Hare and Chicago Midway 26 miles
- Los Angeles International and Burbank 28 miles
- Washington National and Dulles 28 miles
- Oakland International and San Jose (Norman Mineta) 32 miles
- San Francisco and San Jose (Norman Mineta) 33 miles
- **PBI and FLL 50 miles**
- Los Angeles International and Ontario 55 miles
- **PBI and MIA 75 miles**
- Orlando International and Tampa International 90 miles
- Baltimore Washington and Philadelphia International 99 miles



Palm Beach International Airport (PBI) Service Area

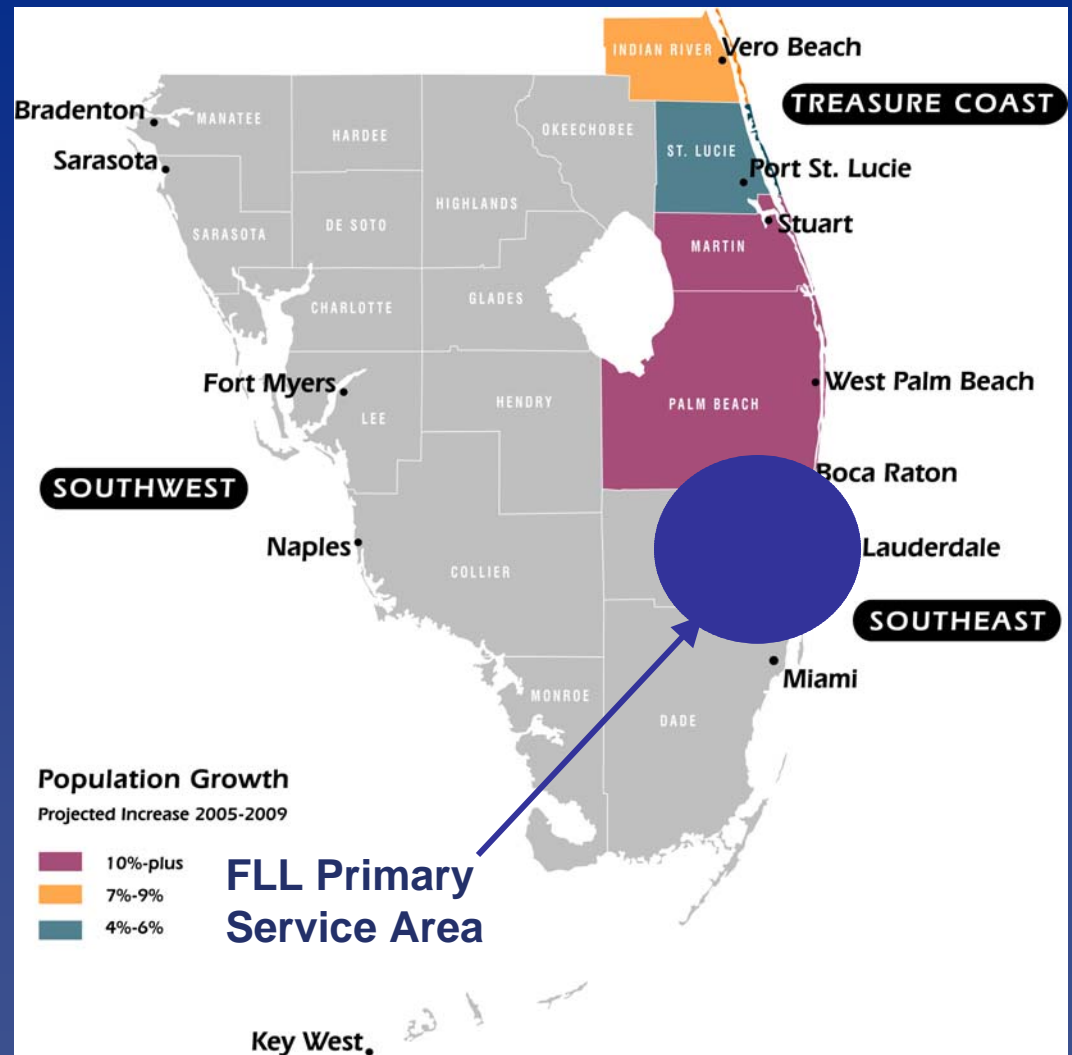
Overview



PBI Service Area

**PBI Service Area
Comprises the
Following Counties:**

- Palm Beach,**
- Martin**
- Indian River,**
- St. Lucie**





South Florida Air Travel Market: 2 Demand Centers

Since the mid-1990's, many carriers have served the South Florida demand from FLL, even though the South Florida market does in fact support two large population centers:

- (1) Monroe County (Florida Keys) through Central/North Broward, and up to Boca Raton
- (2) North Broward through Indian River County (Vero Beach)



PBI Service Area: Population Trends

Comparison of PBI Service Area Population Base with Miami-Dade County and Broward County (2005):

PBI Service Area:

Palm Beach County: 1,283,853 people

Martin County: 144,691 people

St. Lucie County: 216,827 people

Indian River County: 125,483 people

Total 1,770,314 people

Broward County: 1,801,969 people

Miami-Dade County: 2,414,070 people



PBI Service Area: Population Trends

Comparison of PBI Service Area Population Growth Trends with Miami-Dade County and Broward County (Period: 2001 through 2005):

PBI Service Area:

Palm Beach County: 2.5% average annual growth rate

Martin County: 2.8% average annual growth rate

St. Lucie County: 2.3% average annual growth rate

Indian River County: 2.1% average annual growth rate

Broward: 1.9% average annual growth rate

Miami-Dade: 1.3% average annual growth rate

Florida: 1.8% average annual growth rate

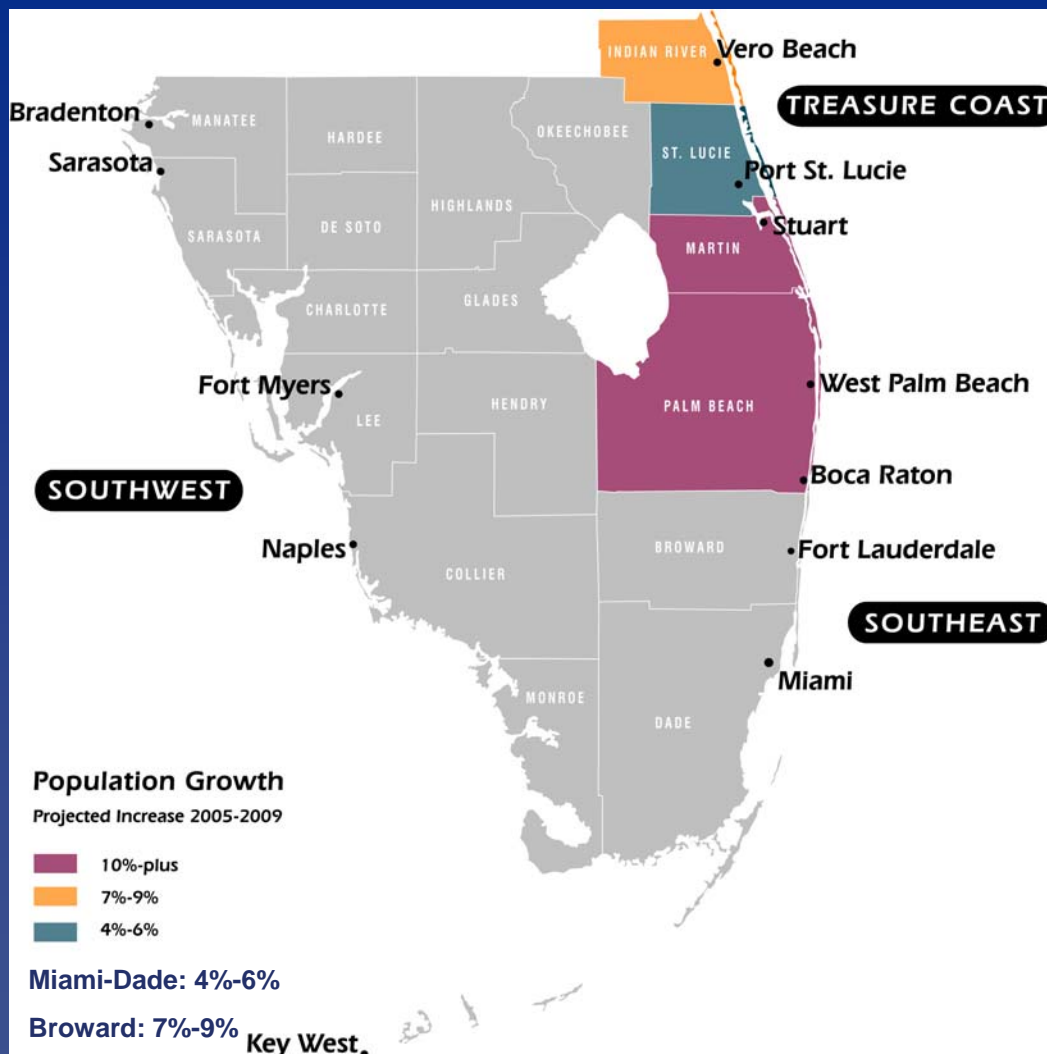


PBI Service Area: Projected Population Growth (2005-2009)

Projected Population Growth:

- Palm Beach County* > 10%
- Martin County* > 10%
- Broward County* 7%-9%
- Indian River County* 7%-9%
- Miami-Dade County* 4%-6%
- St. Lucie County* 4%-6%

PBI Service Area Counties





PBI Service Area: Average Annual Population Growth (2005-2009)

Comparison of PBI Service Area Population Growth Trends with U.S. Population and Florida Population Growth Trends (Period: 2005 through 2009):

PBI Service Area: 2.5% average annual growth rate
(Palm Beach, Martin, St. Lucie, and Indian River counties)

Florida: 2.0% average annual growth rate

United States: 1.0% average annual growth rate



PBI Service Area: Per Capita Income (2005)

PBI Service Area:

Palm Beach County: \$48,081

Martin County: \$47,493

St. Lucie County: \$25,539

Indian River County: \$42,000

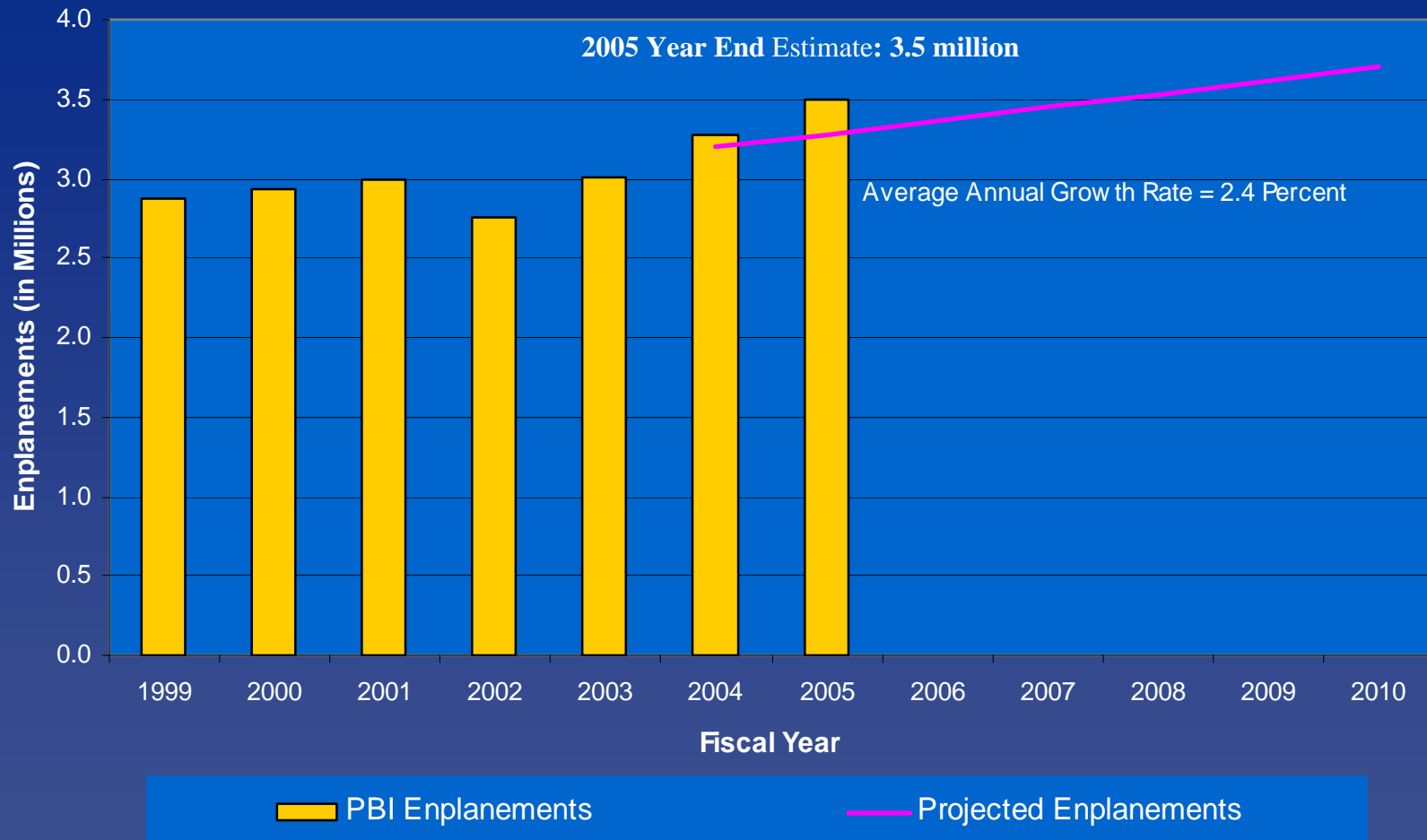
Broward: \$34,409

Miami-Dade: \$29,618

FLORIDA: \$32,662



FAA Passenger Projections for PBI (2004-2010)



Source: FAA Terminal Area Forecasts, January 2005



Palm Beach International Airport (PBI)

Preparing for Future Growth



Palm Beach International Airport's User-Friendly Design Encompasses a 530,000 Square-Foot Terminal, Two Concourses and 25 Gates

June 2005



In addition, PBI will soon be adding a new 3,000 space parking garage and enhancing Concourse C to provide three additional gates and expanded concessions (Food & Beverage and Retail/News)



Conclusions

- **PBI's Service Area comprises several of the fastest growing counties in the state of Florida**
- **PBI possesses the facilities needed to support increased growth by its signatory carriers. Near Term capital projects include a new parking garage and the addition of 3 new gates in Concourse C**
- **PBI continues to maintain a competitive cost structure to help nurture and support increased air service by existing carriers and new entrants**
- **PBI's geographic location allows it to support the air transportation needs of its four-county service area, and communities to the south, as capacity constraints and delays become more prevalent at FLL**



Conclusions

- **MIA, FLL, and PBI operate as a system of complimentary airports that serve the most aggressively growing region in the State of Florida. Variations in airport cost structures and airfield capacity constraints at either FLL or MIA call for an increasing role for PBI in serving the growing air travel demand in South Florida and the Treasure Coast.**



Opportunities for New or Sustained Service by American Airlines at PBI

AMERICAN AIRLINES (Mainline):

Chicago O'Hare

New York – La Guardia

Dallas/Ft. Worth (with connecting service to San Francisco)

Los Angeles

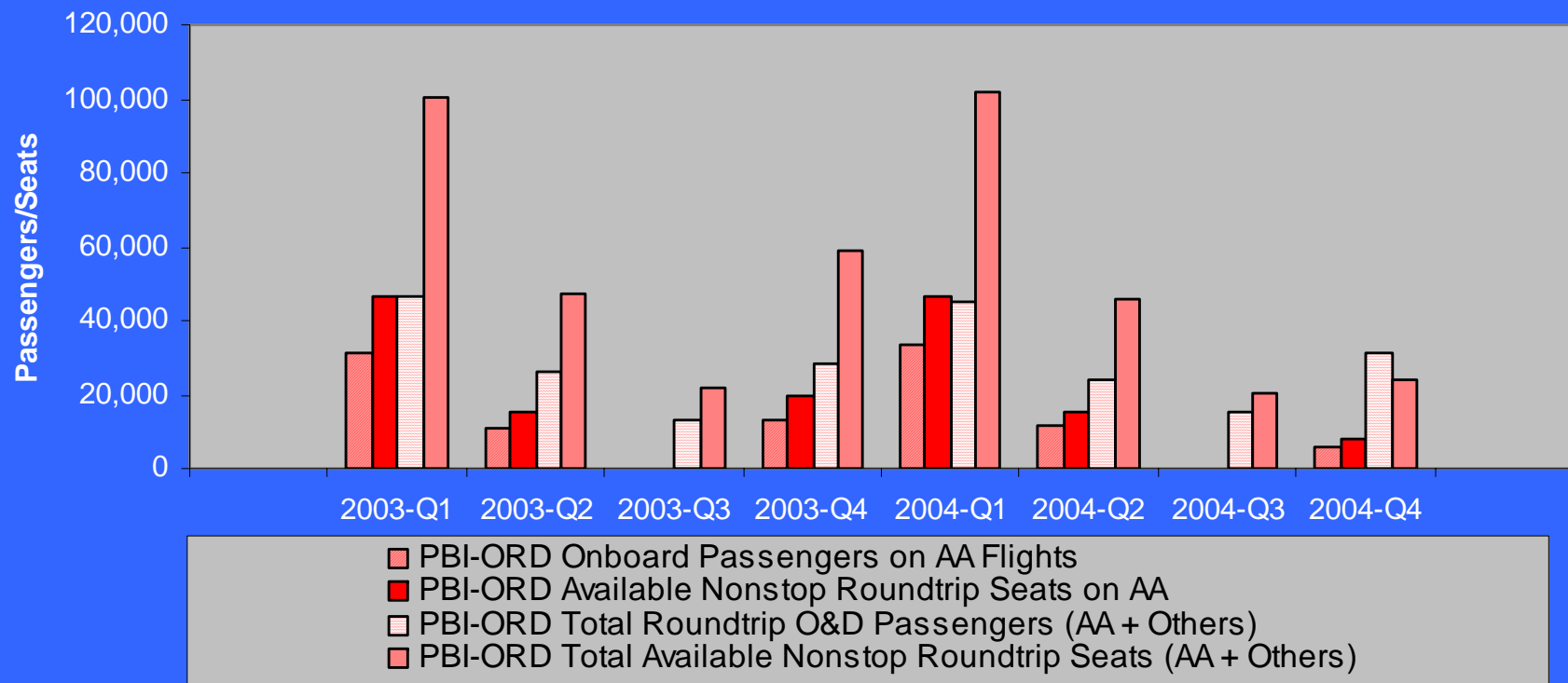
AMERICAN EAGLE:

Raleigh-Durham



Passenger Demand to Seat Capacity (PBI to ORD) 2003 and 2004

American Airlines: PBI to ORD Nonstop Service
Roundtrip Passengers and Available Roundtrip Seats
Palm Beach International Airport



Sources: U.S. DOT Form 41, T100 Database; Origin and Destination Survey – 10% Sample



Characteristics of PBI-ORD Market 2003 and 2004

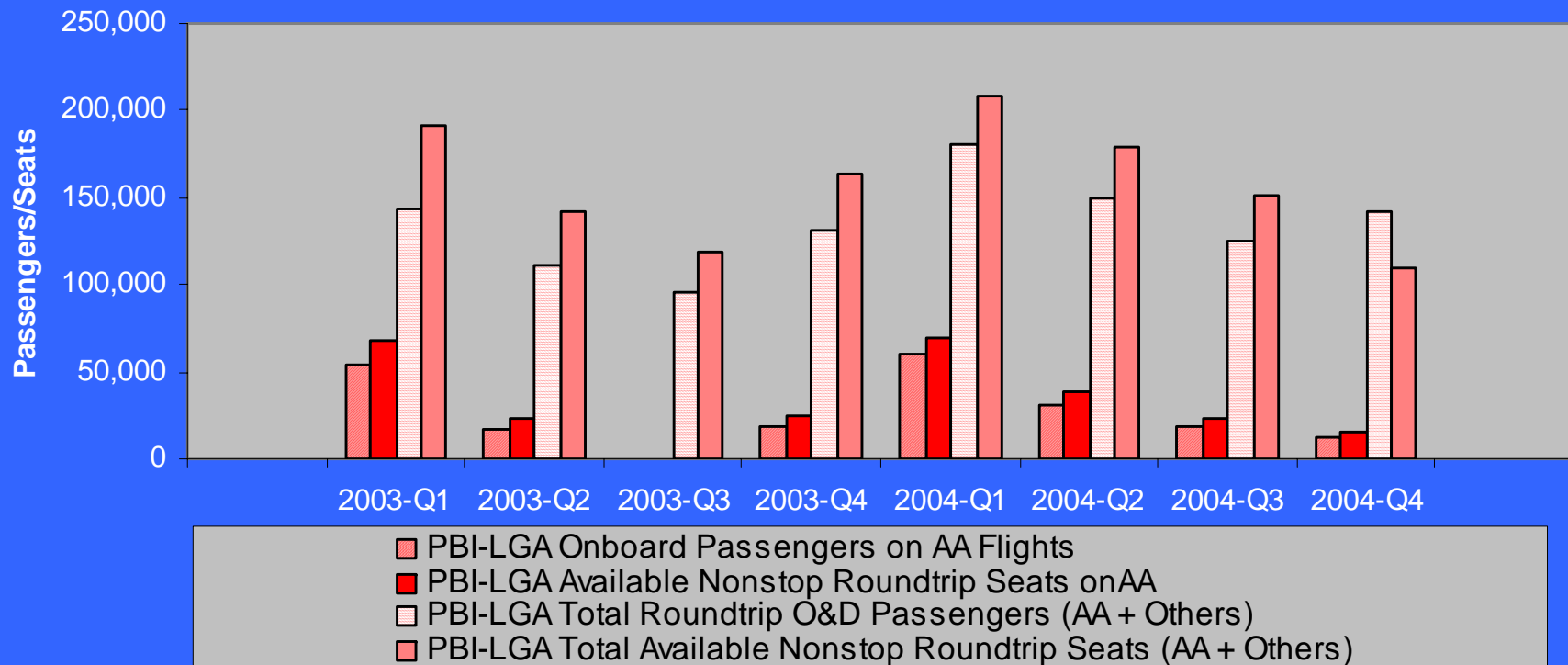
- In 2004, ORD ranked as PBI's 13th largest O&D market, with an estimated 318 roundtrip passengers per day (on average)
- Average American Airlines Load Factors (LF) and Yield:

		<u>LF</u>	<u>Yield</u>
2003	first quarter	68%	\$0.12
	second quarter	72%	\$0.12
	third quarter		No service
	fourth quarter	66%	\$0.12
2004	first quarter	72%	\$0.12
	second quarter	79%	\$0.13
	third quarter		No service
	fourth quarter	77%	\$0.11



Passenger Demand to Seat Capacity (PBI to LGA) 2003 and 2004

American Airlines: PBI to LGA Nonstop Service
Roundtrip Passengers and Available Roundtrip Seats
Palm Beach International Airport





Characteristics of PBI-LGA Market 2003 and 2004

- In 2004, LGA ranked as PBI's 2nd largest O&D market, with an estimated 1,642 roundtrip passengers per day (on average)
- Average American Airlines Load Factors (LF) and Yield:

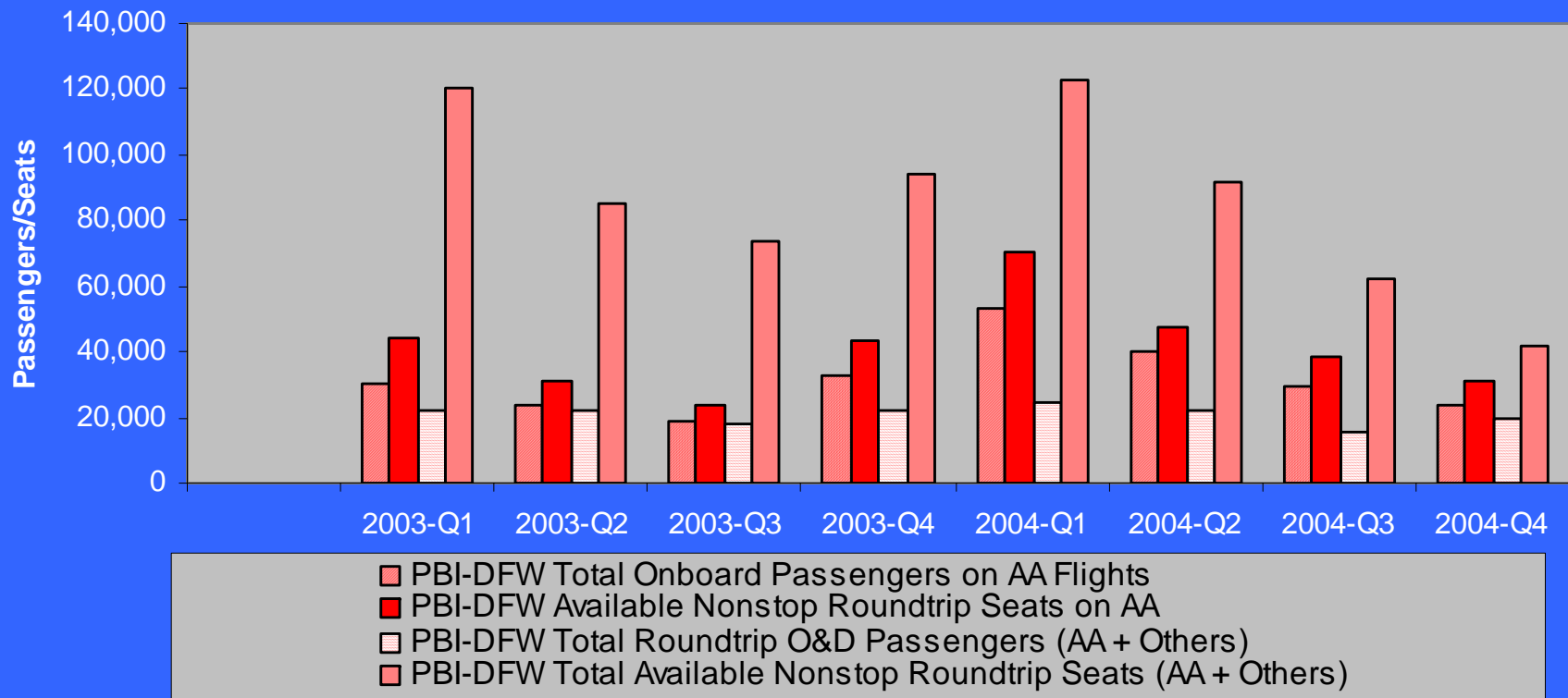
		<u>LF</u>	<u>Yield</u>
2003	first quarter	79%	\$0.11
	second quarter	78%	\$0.12
	third quarter	No service	
	fourth quarter	76%	\$0.10
2004	first quarter	87%	\$0.11
	second quarter	81%	\$0.11
	third quarter	85%	\$0.08
	fourth quarter	82%	\$0.11



Passenger Demand to Seat Capacity (PBI to DFW) 2003 and 2004

New Service to DFW could also be supported by PBI-to-SFO service via DFW

**American Airlines: PBI to DFW Service
Roundtrip Passengers and Available Roundtrip Seats
Palm Beach International Airport**



Sources: U.S. DOT Form 41, T100 Database; Origin and Destination Survey – 10% Sample



Characteristics of PBI-DFW Market 2003 and 2004

- In 2004, DFW ranked as PBI's 15th largest O&D market, with an estimated 226 roundtrip passengers per day (on average)
- Average American Airlines Load Factors (LF) and Yield:

		<u>LF</u>	<u>Yield</u>
2003	first quarter	69%	\$0.15
	second quarter	76%	\$0.13
	third quarter	78%	\$0.12
	fourth quarter	74%	\$0.14
2004	first quarter	76%	\$0.16
	second quarter	84%	\$0.13
	third quarter	75%	\$0.13
	fourth quarter	75%	\$0.13



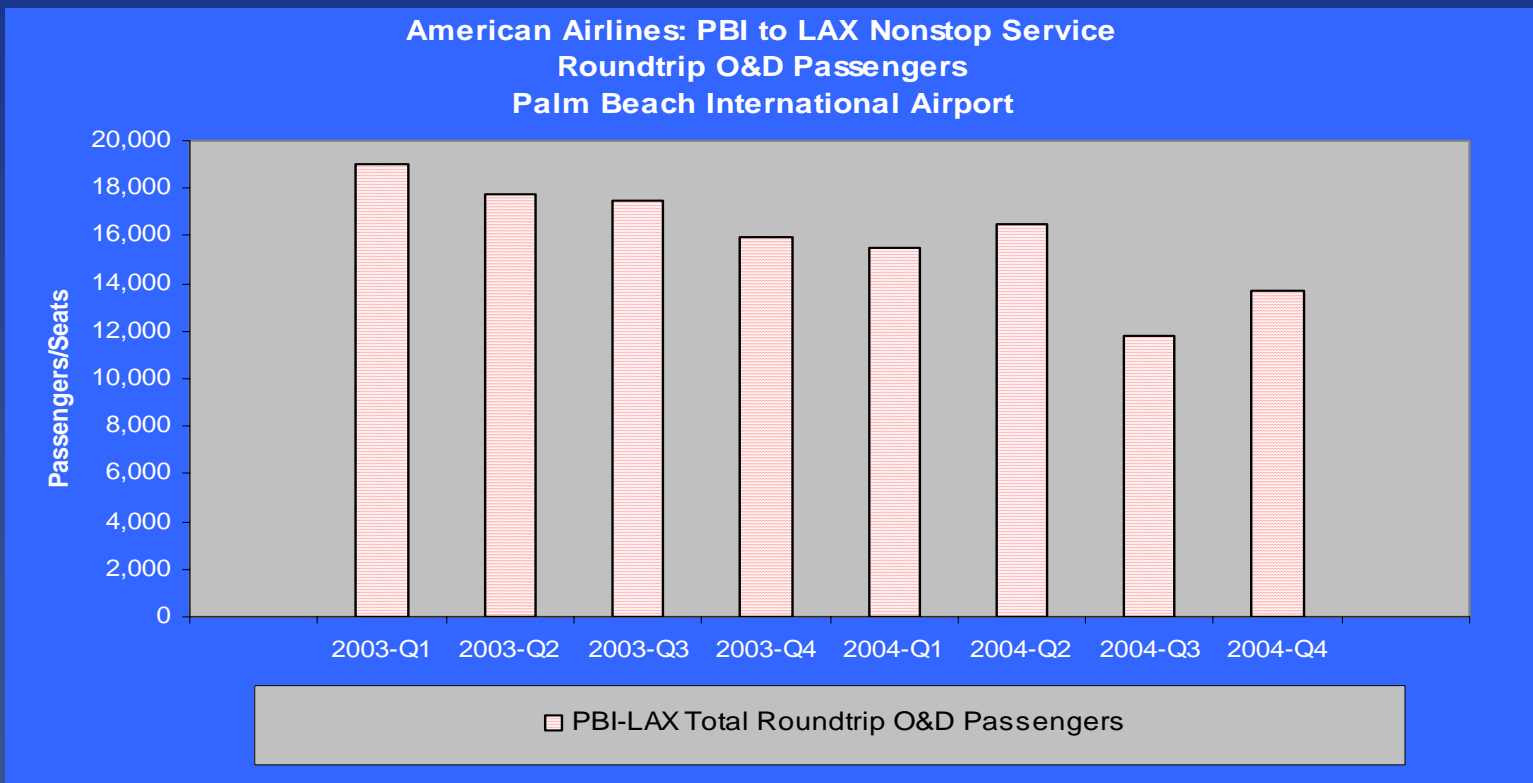
Characteristics of PBI-DFW Market WITH CONNECTING SERVICE TO SFO

- In 2004, SFO ranked as PBI's 4th largest O&D market west of the Mississippi River, with an estimated 115 roundtrip passengers per day (on average)
- SFO continues to be one of the highest demand markets from PBI lacking direct (nonstop) service and with limited multi-stop or connecting service



High Demand Market for New Service: LAX

- In 2004, LAX ranked as PBI's 2nd largest O&D market west of the Mississippi River, with an estimated 161 roundtrip passengers per day (on average)
- LAX, like SFO, continues to be one of the highest demand markets from PBI lacking direct (nonstop) service and with limited multi-stop or connecting service



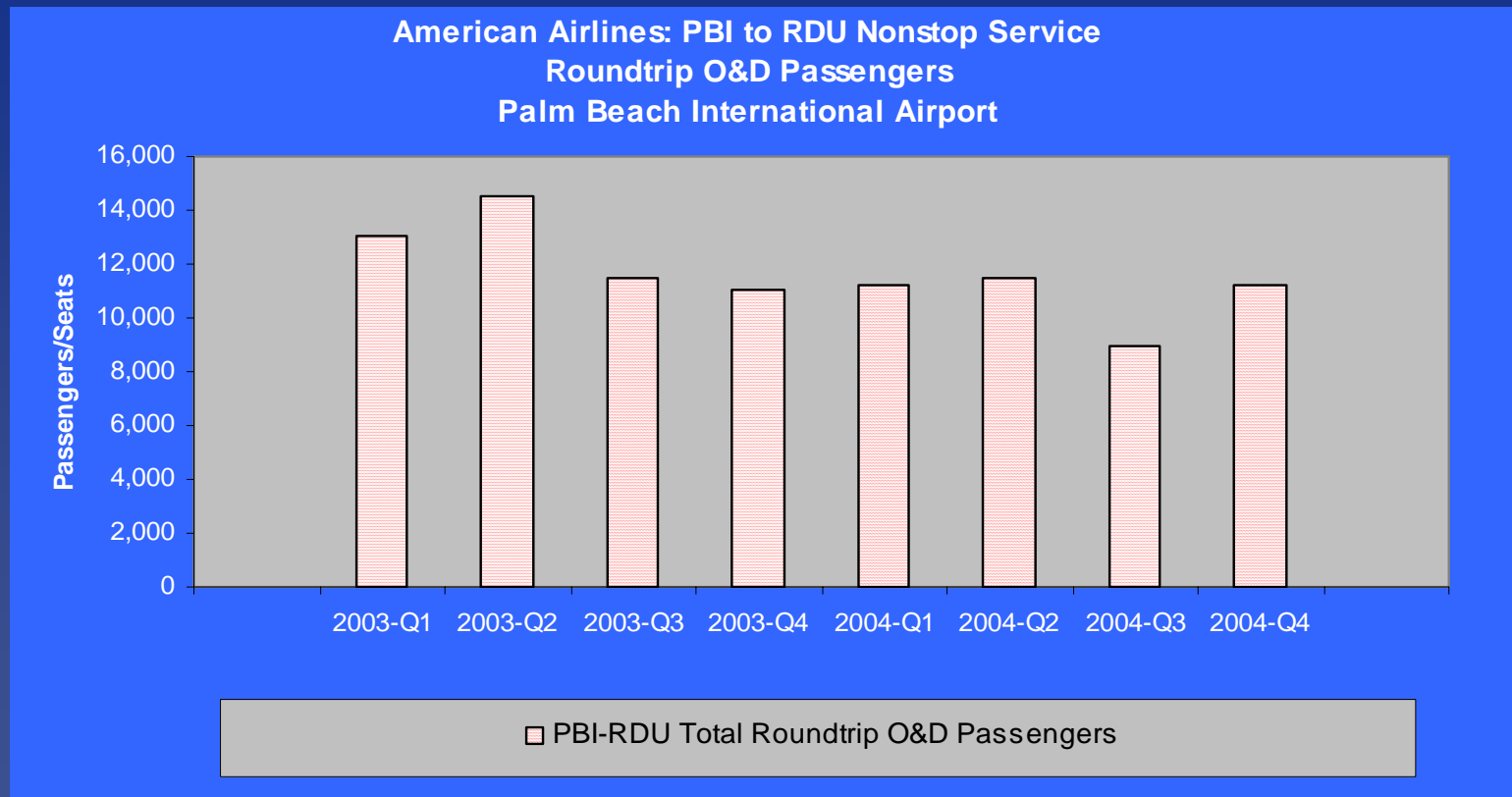


Candidate for AMERICAN EAGLE Service

High Demand Market for New Regional/Commuter Service: RDU

June 2005

- In 2004, PBI-RDU passenger demand averaged 118 roundtrip passengers per day.
- RDU ranks in the top five PBI markets, in terms of O&D passenger demand, that presently lacks direct (nonstop) service





American Airlines

Opportunities for Growth at Palm Beach Int'l



Presented By



American Eagle service
American Airlines service

Appendix F

Southwest Airlines and American Airlines – Detailed Market Analyses

Table F1-a

Nonstop Destinations from Palm Beach International Airport (2003 and 2004)

Air Carrier	Destination	2003				2004			
		Qtr 01	Qtr 02	Qtr 03	Qtr 04	Qtr 01	Qtr 02	Qtr 03	Qtr 04
AA	BOS	y	y		y	y	y		y
AA	DFW	y	y	y	y	y	y	y	y
AA	LGA	y	y		y	y	y	y	y
AA	ORD	y	y		y	y	y		y
WN	BNA	y	y	y	y	y	y		
WN	BWI	y	y	y	y	y	y	y	y
WN	ISP	y	y	y	y	y	y	y	y
WN	MDW	y	y						
WN	PHL							y	y
WN	TPA	y	y	y	y	y	y	y	y

Legend:

y Domestic market served

Table F1-b

Nonstop Destinations from Fort Lauderdale International Airport (2003 and 2004)

Air Carrier	Destination	2003				2004			
		Qtr 01	Qtr 02	Qtr 03	Qtr 04	Qtr 01	Qtr 02	Qtr 03	Qtr 04
AA	BOS	y	y	y	y	y	y	y	y
AA	CCS				y	y	y	y	y
AA	DFW	y	y	y	y	y	y	y	y
AA	LAX	y	y	y	y	y	y	y	y
AA	LGA	y	y	y	y	y	y	y	y
AA	ORD	y	y	y	y	y	y	y	y
AA	PAP				y	y	y	y	y
AA	SDQ				y	y	y	y	y
AA	SJU	y	y	y	y	y	y	y	y
AA	STL	y	y	y	y	y	y	y	y
A100	NAS	y	y	y	y				
A100	RDU				y	y	y	y	y
WN	BWI	y	y	y	y	y	y	y	y
WN	BDL	y	y	y					
WN	BNA	y	y	y	y	y	y	y	y
WN	ISP	y	y	y	y	y	y	y	y
WN	JAX	y	y	y	y	y	y	y	y
WN	MCO	y	y	y	y	y	y	y	y
WN	MDW	y	y	y	y	y	y	y	y
WN	MHT	y	y						y
WN	MSY	y	y	y	y	y	y	y	y
WN	PHL							y	y
WN	PVD					y	y	y	y
WN	STL					y	y	y	y
WN	TPA	y	y	y	y	y	y	y	y

Legend:

y Domestic market served

y International market served

Table F2-a

Nonstop Destinations from Palm Beach International Airport - CY 2003

2003 - 1 st Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	36,210	36,332	46,053	78.9%	\$ 135.99	\$ 0.11
American	DFW	7,920	30,700	44,492	69.0%	\$ 186.28	\$ 0.15
American	LGA	51,350	54,193	68,339	79.3%	\$ 124.89	\$ 0.11
American	ORD	20,650	31,350	46,306	67.7%	\$ 158.94	\$ 0.12
Southwest	BNA	9,760	14,331	24,510	58.5%	\$ 113.85	\$ 0.13
Southwest	BWI	30,770	51,403	74,665	68.8%	\$ 116.87	\$ 0.12
Southwest	ISP	32,150	28,951	45,347	63.8%	\$ 110.79	\$ 0.11
Southwest	MDW	4,210	1,075	3,151	34.1%	\$ 130.27	\$ 0.10
Southwest	PHL	0	0	0	n/a	n/a	n/a
Southwest	TPA	17,050	47,653	91,199	52.3%	\$ 59.29	\$ 0.33
2003 - 2 nd Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	9,430	9,549	12,250	78.0%	\$ 157.39	\$ 0.12
American	DFW	7,040	23,860	31,210	76.4%	\$ 163.27	\$ 0.13
American	LGA	17,000	17,648	22,686	77.8%	\$ 135.91	\$ 0.12
American	ORD	6,130	11,116	15,346	72.4%	\$ 164.25	\$ 0.12
Southwest	BNA	9,460	13,039	24,844	52.5%	\$ 107.49	\$ 0.13
Southwest	BWI	32,210	54,283	100,558	54.0%	\$ 100.08	\$ 0.11
Southwest	ISP	34,660	31,601	49,594	63.7%	\$ 93.94	\$ 0.09
Southwest	MDW	4,600	744	2,603	28.6%	\$ 124.60	\$ 0.10
Southwest	PHL	0	0	0	n/a	n/a	n/a
Southwest	TPA	18,320	42,503	91,747	46.3%	\$ 59.18	\$ 0.34
2003 - 3 rd Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	0	0	0	n/a	n/a	n/a
American	DFW	5,150	18,522	23,671	78.2%	\$ 153.56	\$ 0.12
American	LGA	0	0	0	n/a	n/a	n/a
American	ORD	180	0	0	n/a	n/a	n/a
Southwest	BNA	9,780	10,657	25,163	42.4%	\$ 95.41	\$ 0.10
Southwest	BWI	3,597	50,576	97,681	51.8%	\$ 83.44	\$ 0.09
Southwest	ISP	42,640	40,318	50,142	80.4%	\$ 81.12	\$ 0.07
Southwest	MDW	2,730	0	0	n/a	n/a	n/a
Southwest	PHL	0	0	0	n/a	n/a	n/a
Southwest	TPA	17,050	40,363	90,390	44.7%	\$ 59.27	\$ 0.33
2003 - 4 th Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	17,520	18,190	29,260	62.2%	\$ 127.10	\$ 0.10
American	DFW	8,560	32,433	43,596	74.4%	\$ 171.75	\$ 0.14
American	LGA	17,750	18,089	23,965	75.5%	\$ 114.08	\$ 0.10
American	ORD	8,070	13,014	19,715	66.0%	\$ 157.93	\$ 0.12
Southwest	BNA	9,200	10,398	24,919	41.7%	\$ 123.70	\$ 0.15
Southwest	BWI	32,430	52,562	96,144	54.7%	\$ 114.41	\$ 0.12
Southwest	ISP	38,390	34,353	49,868	68.9%	\$ 104.96	\$ 0.06
Southwest	MDW	2,320	0	0	n/a	n/a	n/a
Southwest	PHL	0	0	0	n/a	n/a	n/a
Southwest	TPA	18,780	41,933	87,802	47.8%	\$ 59.50	\$ 0.34

Table F2-b

Nonstop Destinations from Palm Beach International Airport - CY 2004

2004 - 1 st Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	50,870	52,132	61,960	84.1%	\$ 124.45	\$ 0.10
American	DFW	12,370	53,117	70,120	75.8%	\$ 196.22	\$ 0.16
American	LGA	57,820	59,973	69,271	86.6%	\$ 121.96	\$ 0.11
American	ORD	19,220	33,125	46,211	71.7%	\$ 165.96	\$ 0.12
Southwest	BNA	10,560	13,798	23,929	57.7%	\$ 118.17	\$ 0.14
Southwest	BWI	41,410	74,253	98,839	75.1%	\$ 112.90	\$ 0.12
Southwest	ISP	47,800	42,675	52,182	81.8%	\$ 103.37	\$ 0.09
Southwest	MDW	3,060	0	0	n/a	n/a	n/a
Southwest	PHL	0	0	0	n/a	n/a	n/a
Southwest	TPA	20,270	49,118	89,556	54.8%	\$ 60.10	\$ 0.34
2004 - 2 nd Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	24,220	24,856	31,026	80.1%	\$ 119.46	\$ 0.10
American	DFW	10,610	40,086	47,613	84.2%	\$ 168.50	\$ 0.13
American	LGA	29,580	31,238	38,707	80.7%	\$ 117.99	\$ 0.11
American	ORD	6,010	11,870	15,087	78.7%	\$ 167.15	\$ 0.13
Southwest	BNA	5,530	504	777	64.9%	\$ 109.45	\$ 0.13
Southwest	BWI	43,680	70,878	98,640	71.9%	\$ 90.66	\$ 0.10
Southwest	ISP	48,530	43,606	49,868	87.4%	\$ 89.39	\$ 0.08
Southwest	MDW	2,200	0	0	n/a	n/a	n/a
Southwest	PHL	870	0	0	n/a	n/a	n/a
Southwest	TPA	20,460	49,161	89,082	55.2%	\$ 80.58	\$ 0.34
2004 - 3 rd Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	250	0	0	n/a	n/a	n/a
American	DFW	7,840	29,087	38,879	74.8%	\$ 170.78	\$ 0.13
American	LGA	18,020	19,195	22,548	85.1%	\$ 86.99	\$ 0.08
American	ORD	640	0	0	n/a	n/a	n/a
Southwest	BNA	4,560	0	0	n/a	n/a	n/a
Southwest	BWI	36,960	55,015	90,405	60.9%	\$ 87.50	\$ 0.09
Southwest	ISP	43,450	40,087	46,443	86.3%	\$ 85.16	\$ 0.08
Southwest	MDW	1,080	0	0	n/a	n/a	n/a
Southwest	PHL	12,790	14,403	21,631	66.6%	\$ 77.17	\$ 0.08
Southwest	TPA	15,140	38,717	84,392	45.9%	\$ 60.80	\$ 0.34
2004 - 4 th Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	2,026	8,619	15,350	56.1%	\$ 110.34	\$ 0.09
American	DFW	11,530	23,521	31,211	75.4%	\$ 160.61	\$ 0.13
American	LGA	24,950	12,852	15,607	82.3%	\$ 106.50	\$ 0.10
American	ORD	9,820	5,989	7,740	77.4%	\$ 142.92	\$ 0.11
Southwest	BNA	5,190	0	0	n/a	n/a	n/a
Southwest	BWI	3,646	36,126	63,690	56.7%	\$ 107.09	\$ 0.11
Southwest	ISP	43,380	25,452	33,154	76.8%	\$ 93.62	\$ 0.08
Southwest	MDW	2,810	0	0	n/a	n/a	n/a
Southwest	PHL	11,750	9,098	16,577	54.9%	\$ 81.56	\$ 0.08
Southwest	TPA	19,130	32,983	60,676	54.4%	\$ 60.42	\$ 0.34

Table F3-a

Nonstop Destinations from Fort Lauderdale International Airport - CY 2003

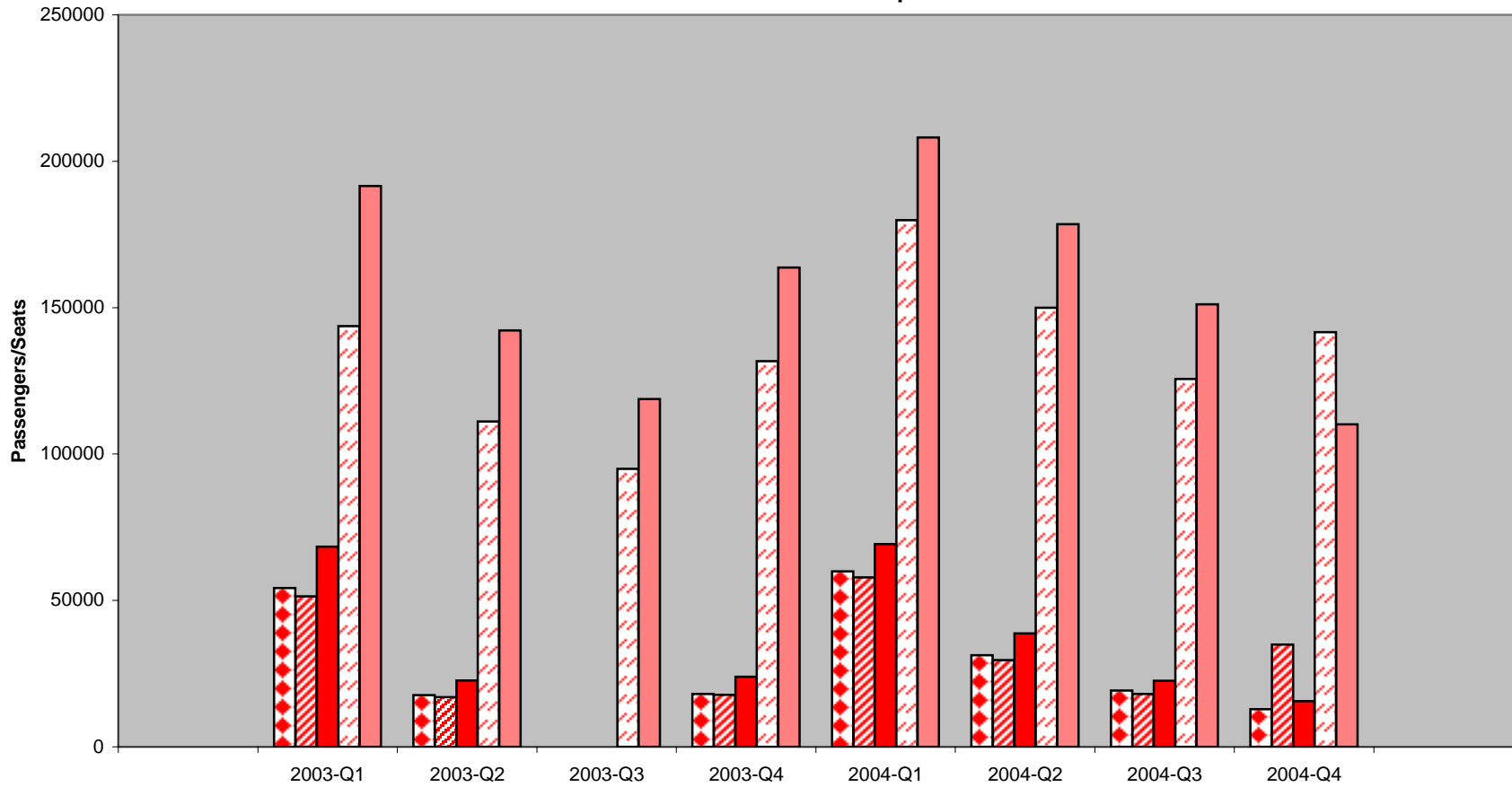
2003 - 1 st Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	37,850	38,197	45,666	83.6%	\$ 128.76	\$ 0.10
American	DFW	25,000	109,012	143,530	76.0%	\$ 233.44	\$ 0.18
American	LGA	73,490	78,994	91,202	86.6%	\$ 108.71	\$ 0.10
American	ORD	52,520	75,907	93,912	80.8%	\$ 142.67	\$ 0.11
Southwest	BNA	27,950	18,039	24,660	73.2%	\$ 125.73	\$ 0.14
Southwest	BWI	58,120	72,329	95,414	75.8%	\$ 119.62	\$ 0.12
Southwest	ISP	34,740	31,481	48,361	65.1%	\$ 109.65	\$ 0.09
Southwest	MDW	30,380	28,412	49,031	57.9%	\$ 109.32	\$ 0.08
Southwest	PHL	0	0	0	n/a	n/a	n/a
Southwest	TPA	81,530	144,689	250,041	57.9%	\$ 64.72	\$ 0.32
2003 - 2 nd Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	24,540	25,708	31,130	82.6%	\$ 126.29	\$ 0.09
American	DFW	28,610	109,655	131,105	83.6%	\$ 212.20	\$ 0.16
American	LGA	76,200	82,426	96,344	85.6%	\$ 100.25	\$ 0.09
American	ORD	42,060	66,030	79,078	83.5%	\$ 136.72	\$ 0.11
Southwest	BNA	28,550	17,933	25,071	71.5%	\$ 116.34	\$ 0.13
Southwest	BWI	65,250	73,661	100,558	73.3%	\$ 96.69	\$ 0.10
Southwest	ISP	40,000	35,564	49,320	72.1%	\$ 96.63	\$ 0.08
Southwest	MDW	30,440	29,655	49,579	59.8%	\$ 94.91	\$ 0.07
Southwest	PHL	0	0	0	n/a	n/a	n/a
Southwest	TPA	80,000	139,561	249,936	55.8%	\$ 63.53	\$ 0.32
2003 - 3 rd Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	15,970	17,865	24,276	73.6%	\$ 118.23	\$ 0.09
American	DFW	25,460	108,832	134,353	81.0%	\$ 212.89	\$ 0.16
American	LGA	88,900	93,226	108,041	86.3%	\$ 90.11	\$ 0.08
American	ORD	38,750	61,019	78,563	77.7%	\$ 133.23	\$ 0.10
Southwest	BNA	27,270	17,174	25,345	67.8%	\$ 109.27	\$ 0.13
Southwest	BWI	63,970	72,638	102,598	70.8%	\$ 89.44	\$ 0.09
Southwest	ISP	46,880	41,565	50,005	83.1%	\$ 88.81	\$ 0.08
Southwest	MDW	29,160	28,569	50,964	56.1%	\$ 85.43	\$ 0.07
Southwest	PHL	0	0	0	n/a	n/a	n/a
Southwest	TPA	78,240	132,407	247,759	53.4%	\$ 64.29	\$ 0.32
2003 - 4 th Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	28,650	29,698	38,988	76.2%	\$ 119.98	\$ 0.09
American	DFW	25,130	108,586	135,565	80.1%	\$ 204.28	\$ 0.16
American	LGA	77,830	83,696	107,923	77.6%	\$ 111.16	\$ 0.10
American	ORD	49,220	75,457	94,696	79.7%	\$ 134.43	\$ 0.10
Southwest	BNA	27,560	15,563	25,071	62.1%	\$ 129.35	\$ 0.14
Southwest	BWI	51,130	61,699	100,254	61.5%	\$ 115.17	\$ 0.11
Southwest	ISP	43,630	36,881	49,731	74.2%	\$ 102.50	\$ 0.09
Southwest	MDW	34,830	32,320	53,659	60.2%	\$ 107.41	\$ 0.08
Southwest	PHL	0	0	0	n/a	n/a	n/a
Southwest	TPA	84,120	140,182	252,614	55.5%	\$ 64.44	\$ 0.32

Table F3-b

Nonstop Destinations from Fort Lauderdale International Airport - CY 2004

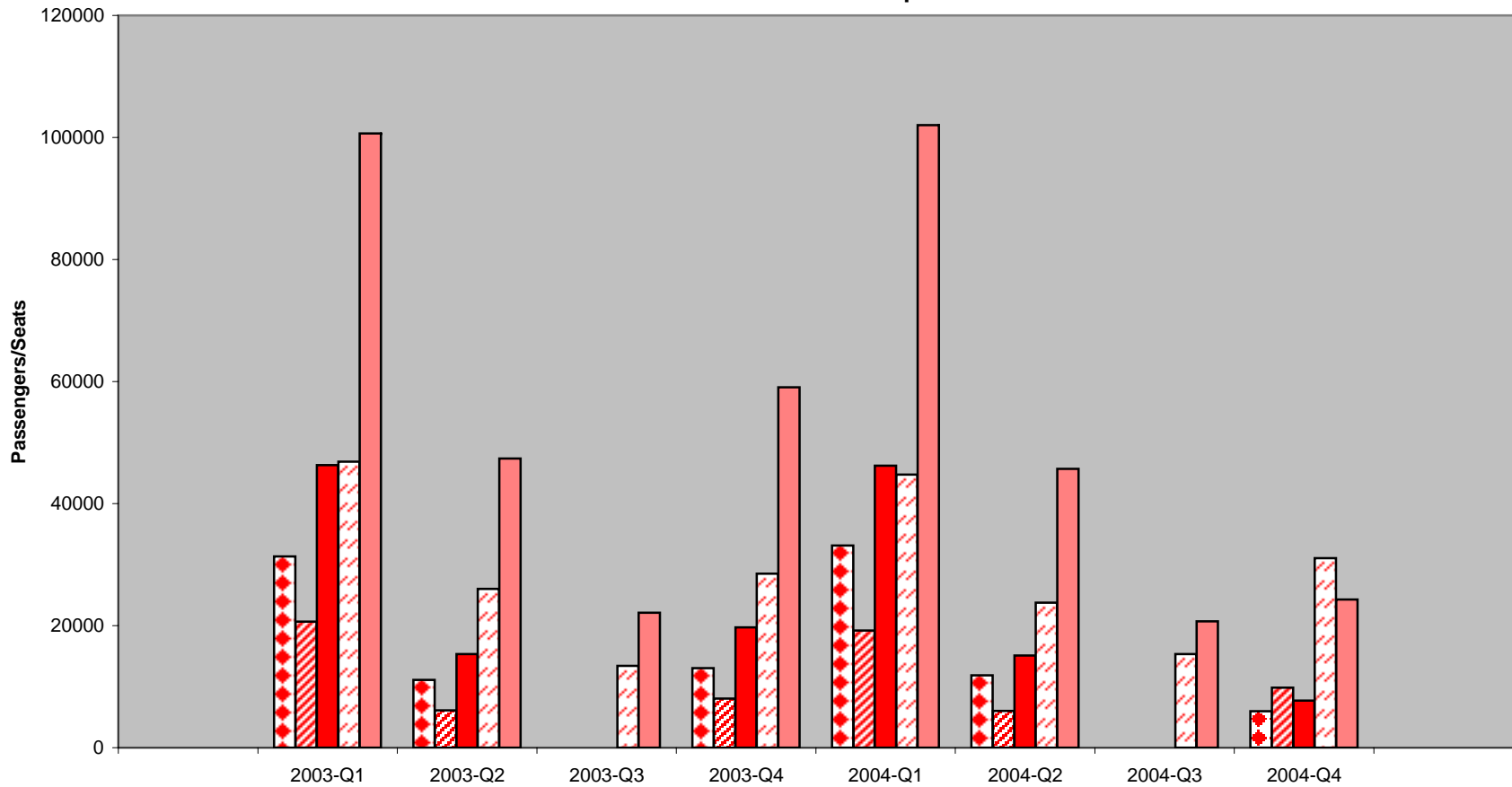
2004 - 1 st Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	49,350	51,051	62,296	81.9%	\$ 123.25	\$ 0.10
American	DFW	35,970	126,362	165,282	76.5%	\$ 189.86	\$ 0.16
American	LGA	98,790	107,562	128,691	83.6%	\$ 110.73	\$ 0.10
American	ORD	57,290	86,490	97,679	88.5%	\$ 129.40	\$ 0.10
Southwest	BNA	29,870	16,664	24,919	66.9%	\$ 128.30	\$ 0.14
Southwest	BWI	57,220	79,729	99,188	80.4%	\$ 118.17	\$ 0.11
Southwest	ISP	48,360	40,624	48,909	83.1%	\$ 105.22	\$ 0.09
Southwest	MDW	35,680	34,236	52,852	64.8%	\$ 110.19	\$ 0.08
Southwest	PHL	0	0	0	n/a	n/a	n/a
Southwest	TPA	97,120	153,878	256,209	60.1%	\$ 64.90	\$ 0.32
2004 - 2 nd Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	35,430	36,805	47,133	78.1%	\$ 108.83	\$ 0.08
American	DFW	40,180	127,309	163,661	77.8%	\$ 176.52	\$ 0.15
American	LGA	99,740	107,561	133,520	80.6%	\$ 100.93	\$ 0.09
American	ORD	55,210	89,570	102,194	87.6%	\$ 111.10	\$ 0.09
Southwest	BNA	35,850	20,990	24,934	84.2%	\$ 104.63	\$ 0.12
Southwest	BWI	64,090	79,785	99,462	80.2%	\$ 93.05	\$ 0.09
Southwest	ISP	48,510	42,165	49,031	86.0%	\$ 92.39	\$ 0.08
Southwest	MDW	43,320	45,186	71,499	63.2%	\$ 89.89	\$ 0.07
Southwest	PHL	2,280	0	0	n/a	n/a	n/a
Southwest	TPA	97,150	152,888	247,199	61.8%	\$ 64.01	\$ 0.32
2004 - 3 rd Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	17,250	18,010	22,575	79.8%	\$ 77.23	\$ 0.06
American	DFW	40,870	122,335	151,669	80.7%	\$ 154.99	\$ 0.13
American	LGA	99,030	106,934	125,332	85.3%	\$ 88.82	\$ 0.08
American	ORD	36,560	58,696	69,590	84.3%	\$ 97.66	\$ 0.08
Southwest	BNA	30,060	16,532	24,645	67.1%	\$ 103.50	\$ 0.12
Southwest	BWI	58,060	68,665	99,828	68.8%	\$ 89.93	\$ 0.09
Southwest	ISP	46,110	41,732	51,923	80.4%	\$ 90.58	\$ 0.08
Southwest	MDW	30,840	32,257	69,733	46.3%	\$ 89.09	\$ 0.07
Southwest	PHL	15,210	15,229	23,153	65.8%	\$ 81.42	\$ 0.08
Southwest	TPA	77,330	129,702	228,837	56.7%	\$ 64.81	\$ 0.32
2004 - 4 th Quarter							
Airlines	Nonstop Destination	Local O&D Passengers	Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	34,000	18,518	23,349	79.3%	\$ 90.02	\$ 0.07
American	DFW	50,530	95,385	117,032	81.5%	\$ 138.41	\$ 0.12
American	LGA	95,180	68,096	87,726	77.6%	\$ 94.39	\$ 0.08
American	ORD	52,110	54,931	70,605	77.8%	\$ 109.97	\$ 0.09
Southwest	BNA	29,470	12,185	17,810	68.4%	\$ 119.73	\$ 0.14
Southwest	BWI	64,430	51,658	82,506	62.6%	\$ 94.87	\$ 0.10
Southwest	ISP	50,760	31,482	52,197	60.3%	\$ 93.68	\$ 0.08
Southwest	MDW	33,400	21,615	49,579	43.6%	\$ 104.19	\$ 0.08
Southwest	PHL	20,800	13,970	25,071	55.7%	\$ 99.52	\$ 0.10
Southwest	TPA	92,330	98,868	152,166	65.0%	\$ 63.75	\$ 0.32

**American Airlines: PBI to LGA Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport**



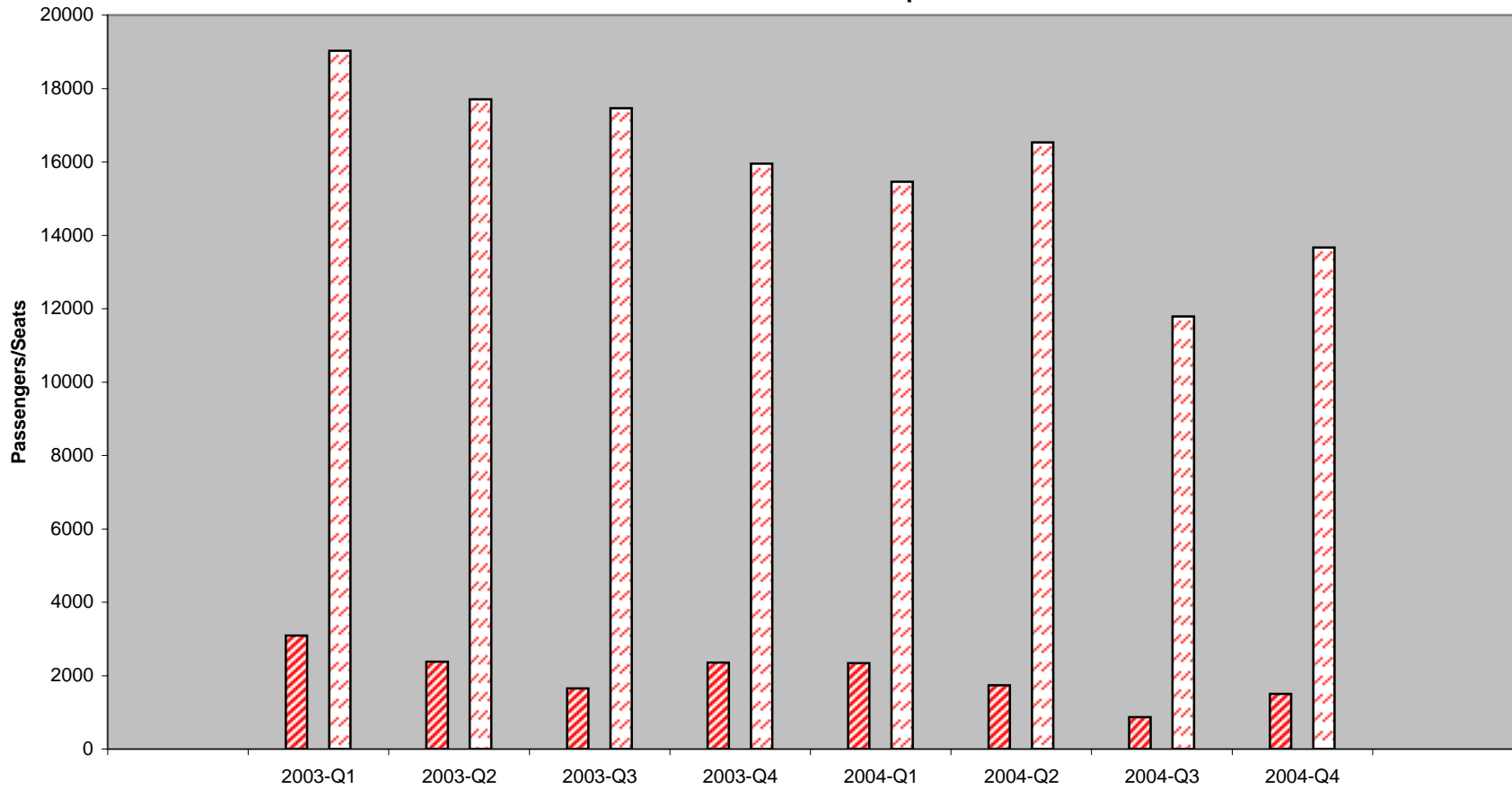
- PBI-LGA Total Onboard Passengers on AA
- ▨ PBI-LGA Roundtrip O&D Passengers on AA
- PBI-LGA Available Nonstop Roundtrip Seats on AA
- ▨ PBI-LGA Total Roundtrip O&D Passengers (AA + Others)
- PBI-LGA Total Available Roundtrip Seats (AA + Others)

**American Airlines: PBI to ORD Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport**



- PBI-ORD Total Onboard Passengers on AA
- ▨ PBI-ORD Roundtrip O&D Passengers on AA
- PBI-ORD Available Nonstop Roundtrip Seats on AA
- ▨ PBI-ORD Total Roundtrip O&D Passengers (AA + Others)
- PBI-ORD Total Available Roundtrip Seats (AA + Others)

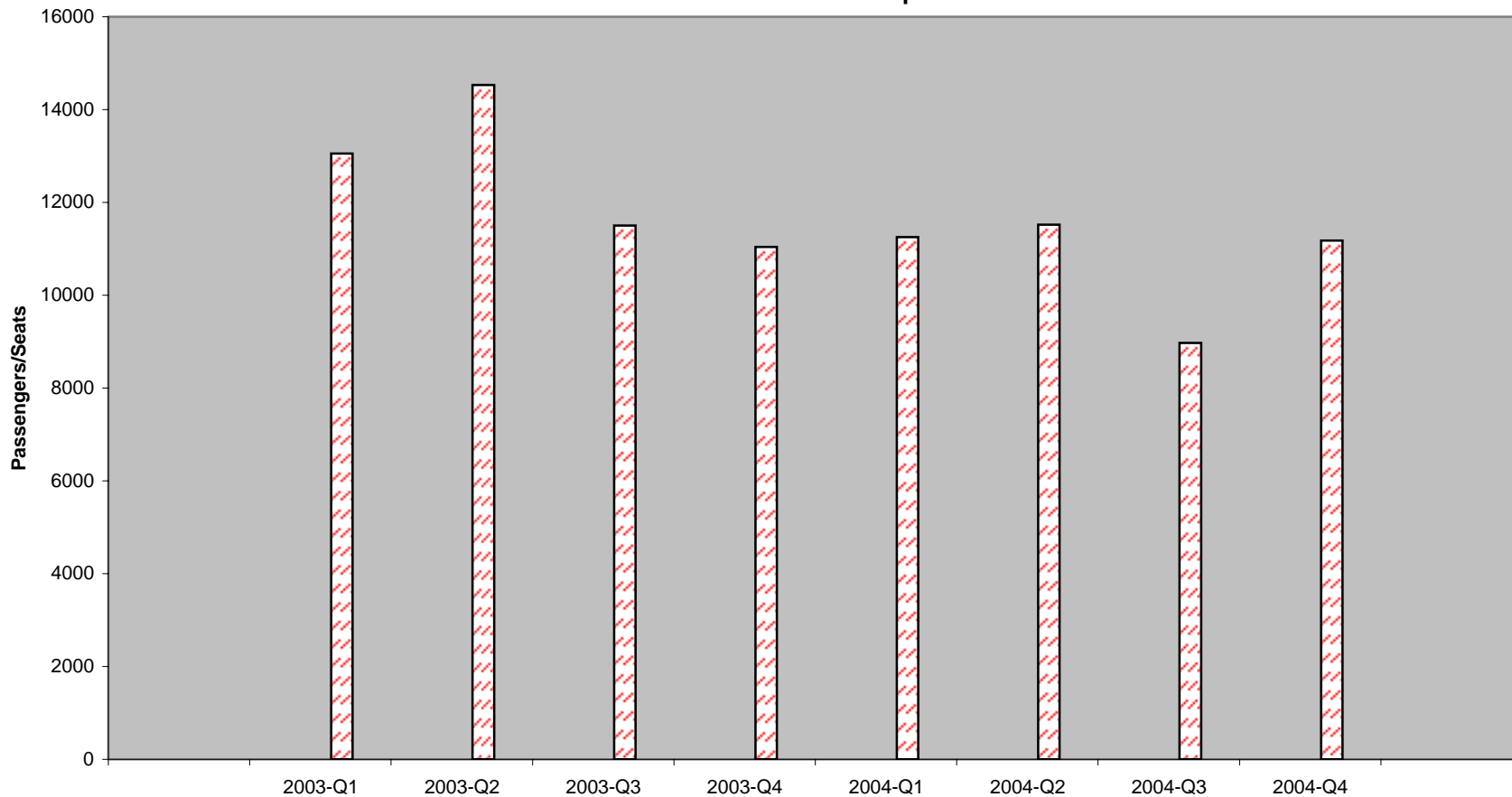
**American Airlines: PBI to LAX Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport**



- PBI-LAX Total Onboard Passengers on AA
- ▨ PBI-LAX Roundtrip O&D Passengers on AA
- PBI-LAX Available Nonstop Roundtrip Seats on AA
- ▨ PBI-LAX Total Roundtrip O&D Passengers (AA + Others)
- PBI-LAX Total Available Roundtrip Seats (AA + Others)

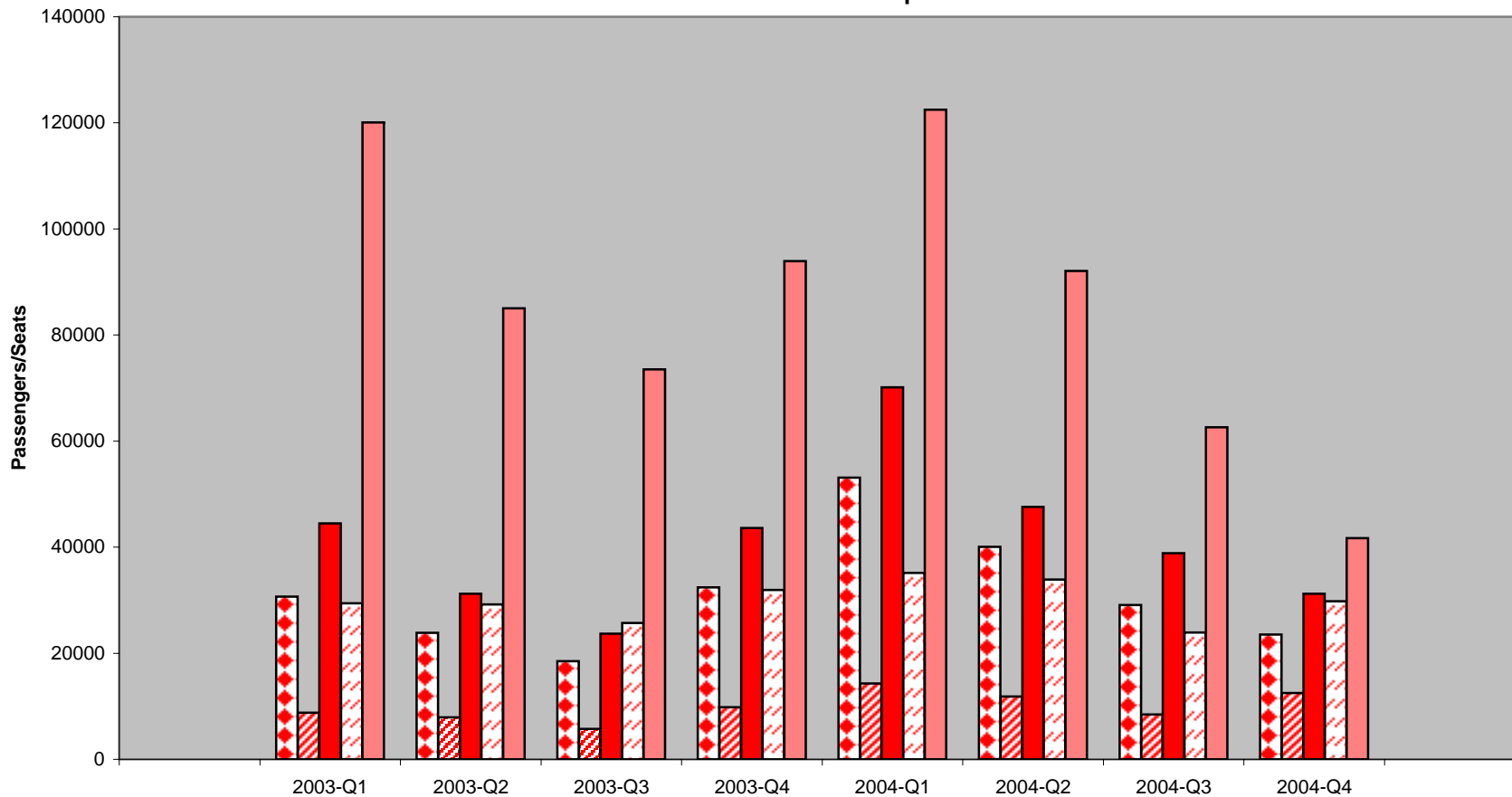


American Airlines: PBI to RDU Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport



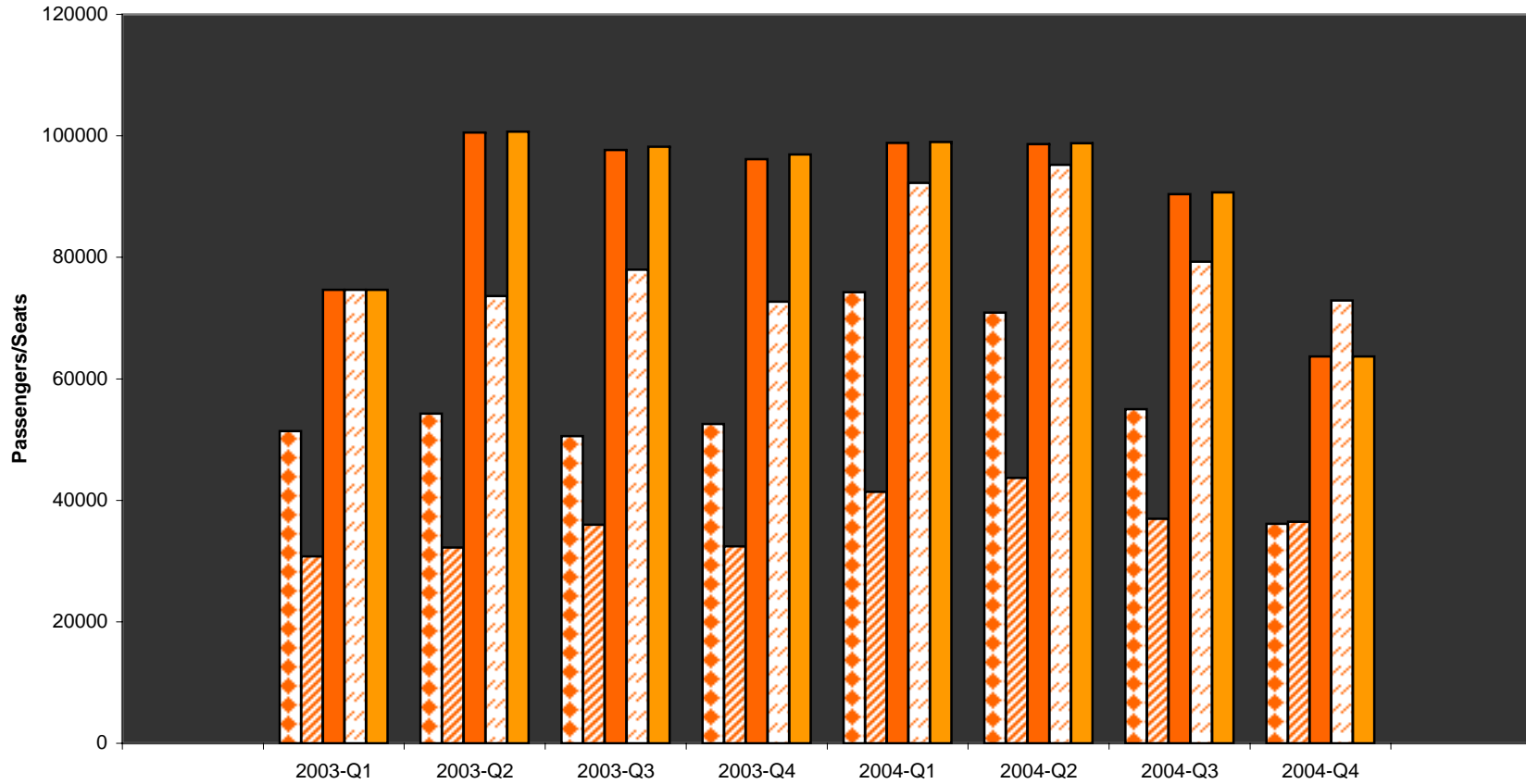
- PBI-RDU Total Onboard Passengers on AA
- ▨ PBI-RDU Roundtrip O&D Passengers on AA
- PBI-RDU Available Nonstop Roundtrip Seats on AA
- ▨ PBI-RDU Total Roundtrip O&D Passengers (AA + Others)
- ▨ PBI-RDU Total Available Roundtrip Seats (AA + Others)

**American Airlines: PBI to DFW/SFO Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport**



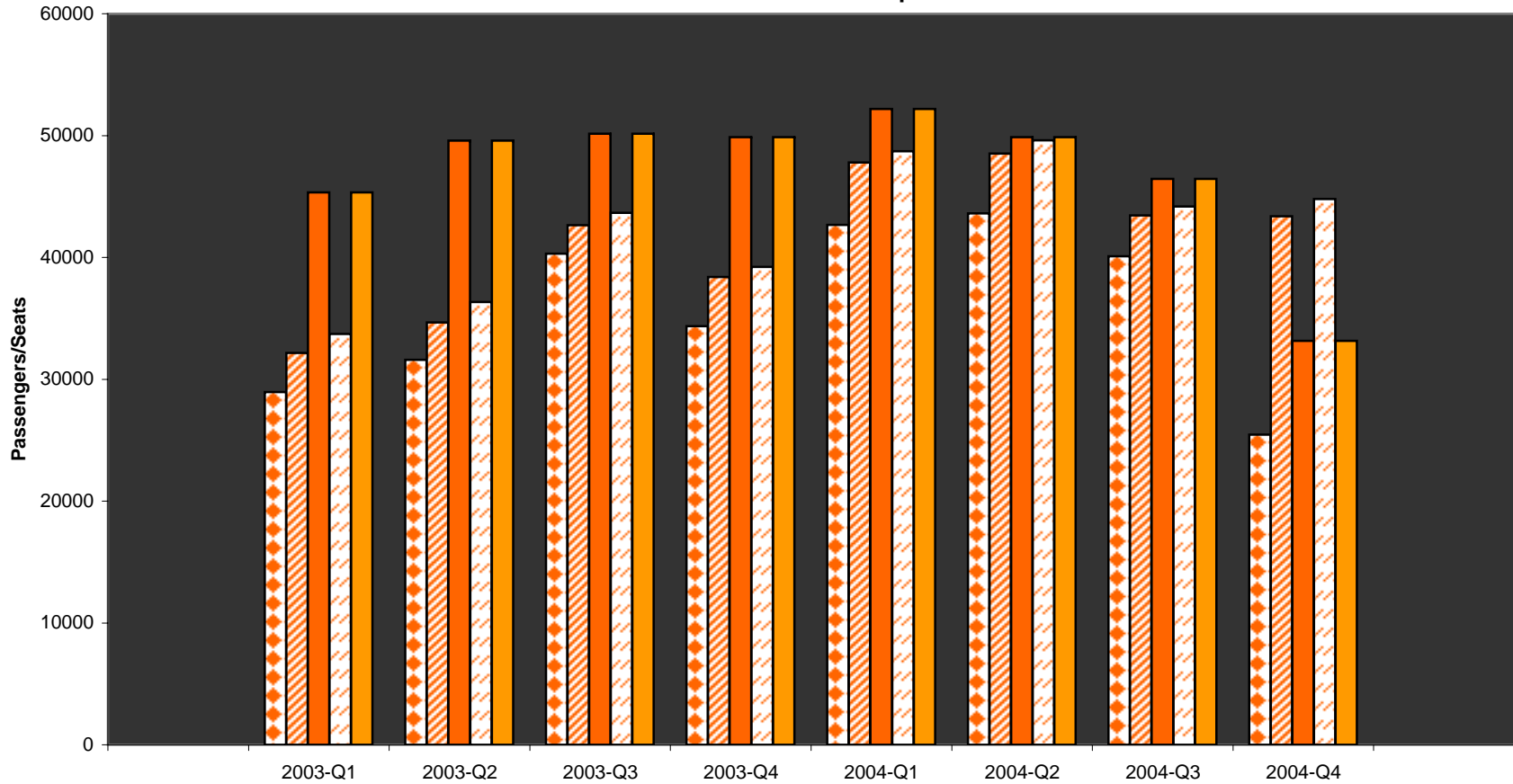
- PBI-DFW-SFO Total Onboard on AA
- ▨ PBI-DFW-SFO Roundtrip O&D Passengers on AA
- PBI-DFW-SFO Available Nonstop Roundtrip Seats on AA
- ▨ PBI-DFW-SFO Total Roundtrip O&D Passengers (AA + Others)
- PBI-DFW-SFO Total Available Roundtrip Seats (AA + Others)

**Southwest Airlines: PBI to BWI Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport**



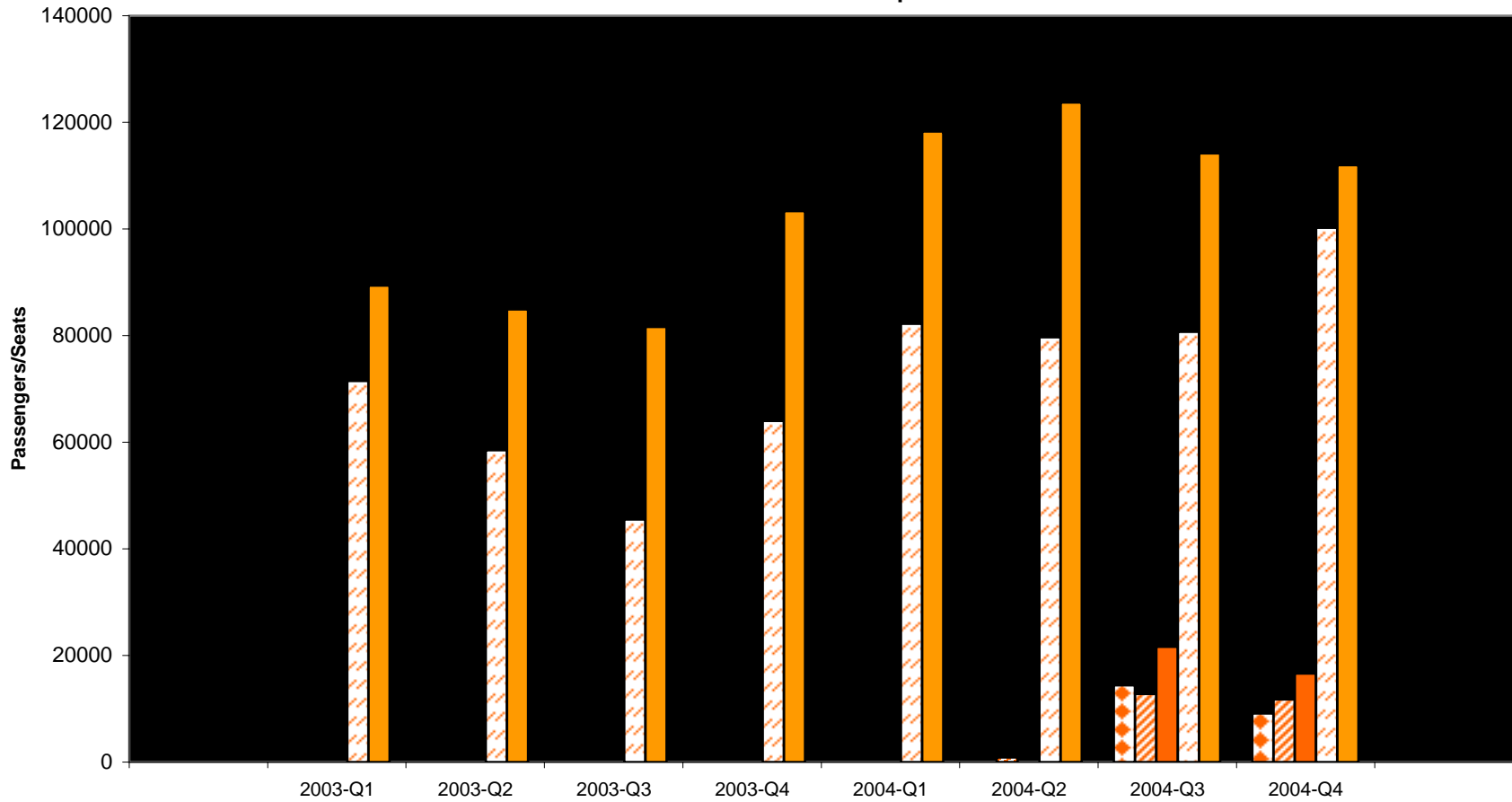
- PBI-BWI Total Onboard Passengers on WN
- ▨ PBI-BWI Roundtrip O&D Passengers on WN
- PBI-BWI Available Nonstop Roundtrip Seats on WN
- ▨ PBI-BWI Total Roundtrip Passengers (WN + Others)
- PBI-BWI Total Available Roundtrip Seats (WN + Others)

**Southwest Airlines: PBI to ISP Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport**



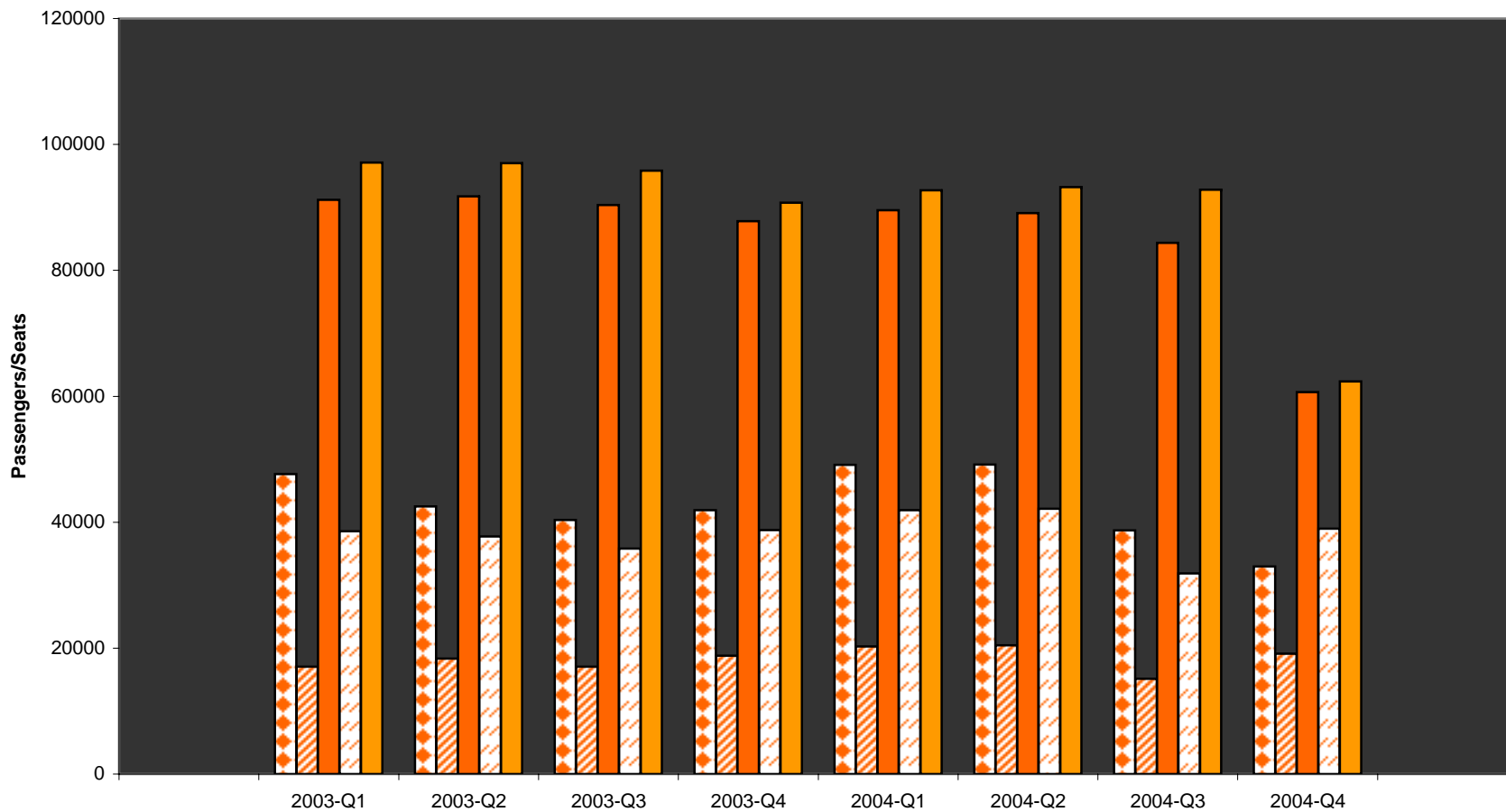
- PBI-ISP Total Onboard Passengers on WN
- PBI-ISP Roundtrip O&D Passengers on WN
- PBI-ISP Available Nonstop Roundtrip Seats on WN
- PBI-ISP Total Roundtrip O&D Passengers (WN + Others)
- PBI-ISP Total Available Roundtrip Seats (WN + Others)

**Southwest Airlines: PBI to PHL Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport**



- PBI-PHL Total Onboard Passengers on WN
- ▨ PBI-PHL Roundtrip O&D Passengers on WN
- PBI-PHL Available Nonstop Roundtrip Seats on WN
- ▨ PBI-PHL Total Roundtrip O&D Passengers (WN + Others)
- PBI-PHL Total Available Roundtrip Seats (WN + Others)

**Southwest Airlines: PBI to TPA Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport**



- PBI-TPA Total Onboard Passengers on WN
- PBI-TPA Roundtrip O&D Passengers on WN
- PBI-TPA Available Nonstop Roundtrip Seats on WN
- PBI-TPA Total Roundtrip O&D Passengers (WN + Others)
- PBI-TPA Total Available Roundtrip Seats (WN + Others)

Appendix G

2005 Market Survey
