ADDENDUM D

Concourse C Enhancement Program Overview

Concourse C Enhancement Program Overview

PREPARED FOR: Palm Beach County Department of Airports

PREPARED BY: CH2M HILL/Ricondo & Associates, Inc.

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The 2001 Master Plan Update for Palm Beach International Airport (PBI) included several terminal expansion projects whose purpose was to add passenger-processing capacity commensurate with the Airport's projected passenger volumes. The expansion of the Concourse C footprint represents one of the capacity enhancement projects identified in the 2001 Master Plan Update. Since the completion of the 2001 Master Plan Update, the Department of Airports (DOA) has sponsored the programming and design of the Concourse C Enhancement Program (the "Program"), but has not initiated the construction of these concourse enhancements.

One of the initial tasks included in the System Wide Master Plan Study for the Palm Beach County system of airports comprised an assessment of benefits provided by the Program. As part of this initial task, an estimate of the incremental operating and maintenance (O&M) expenses that would likely result from the additional facilities provided by the Program was also derived in close coordination with the DOA's Finance Division. The results of this assessment will assist the DOA in determining whether or not to proceed with the implementation of the Program before the end of calendar year 2005, as prescribed by Passenger Facility Charges (PFC) criteria. PFC funds are the primary source of capital being used by the DOA for the construction of the Program.

The results of this assessment were presented to the DOA in June 2005. The Terminal Area Forecasts (TAFs) prepared by the Federal Aviation Administration (FAA) for PBI in January 2004 were used for the assessment of the Program.

1.0 Program Description

The Program comprises the re-categorization of the existing gates, the addition of three new gates, and expansion of building area. Currently, Concourse C offers 11 wide-body gates, originally programmed with the L1011 as the design aircraft, and one narrow body gate, designed to serve B727 aircraft and smaller. Upon completion of the Program, Concourse C will encompass seven wide body gates designed for the B767 aircraft and smaller, and eight narrow body gates, designed for modern narrow aircraft, like the B737 and the A320. The concourse building will also be expanded as part of the Program scope to provide additional holdroom space, concessions space, restroom facilities, and public circulation space.

The Enhancement Program established by the DOA for Concourse C provides the incremental passenger processing capacity that was recommended by the 2001 Master Plan

Update, while also addressing some existing facility deficiencies in Concourse C. These deficiencies include the following:

- An imbalance between the aircraft size/gage actually serving PBI (e.g. narrow body versus wide body) and the Concourse C physical aircraft gate mix
- Hold rooms that in some cases are undersized for the gate's design aircraft
- Inadequate concessions space considering the passenger volumes presently served by Concourse C

In addition, the Program provides other benefits to the DOA and the users of the Airport. These benefits include the potential for increased concessions revenues given the expanded facilities. This increase in non-airline revenues will help keep the cost structure of PBI low and competitive. The three additional gates will also ensure the availability of gates during the Airport's peak airline operations periods (which occur in the early morning and in the mid-day hours), thus preserving an unconstrained operating environment at PBI that is needed to accommodate projected growth by the existing airlines. Finally, the enhancement would foster competition in the form of new service by airlines wishing to serve PBI.

2.0 Gate Demand Analysis

As part of this assessment, the current and near-term demand patterns and gate utilization characteristics of the airlines currently serving PBI were analyzed. To accomplish this, peak month and peak month average day demand patterns were derived and converted into airline schedules using the TAFs prepared by the FAA. These airline schedules were then used as input into a ramp chart (gating) model to help analyze the number of gates needed to serve the existing and near-term demand levels. For this analysis, near-term demand (within an approximate 10-year period) was defined as 4.0 million annual passenger enplanements. Detailed results of the gate demand analysis are presented in Appendix A, and a summary of the analysis is provided below.

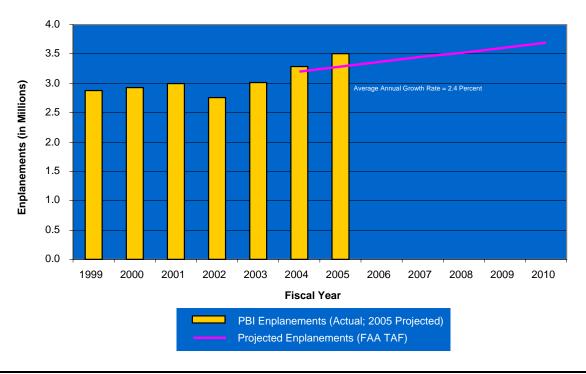
2.1 FAA Terminal Area Forecasts

The FAA TAF projections were used in this gate demand analysis because the System Wide Master Plan Study forecasts would not become available until the Fall of 2005, and the DOA had identified the Concourse C Enhancement Program Assessment as a priority study task to be completed by June 2005. The FAA TAF projections are presented below in Exhibit 1.

The FAA projects PBI's passenger enplanements to grow at an average annual rate of 2.4 percent through the year 2010. However, the exhibit also shows that PBI's actual passenger growth in 2004 and year-end projections for 2005 have exceeded the FAA's projections. Specifically, the year-end projections for 2005 show PBI's passenger enplanements will reach approximately 3.5 million, compared to the 3.2 million represented in the TAF.

<u>Note</u>: The draft passenger forecasts that have been developed (but not yet approved by the FAA) since the completion of the Concourse C Enhancement Program Assessment project stronger passenger growth through 2025 than the 2004 TAF. Therefore, the need for the added capacity provided by the Program increases with the new passenger demand projections being prepared as part of the System Wide Master Plan Study.

EXHIBIT 1 FAA Terminal Area Forecasts



Source: Federal Aviation Administration Prepared by: Ricondo & Associates, Inc.

2.2 Socioeconomic Growth for PBI Service Area

The PBI service area is represented by Palm Beach County and the three adjacent counties to the north: Martin County, St. Lucie County, and Indian River County. Data collected by Woods & Poole Economics, Inc. indicates that population growth from 2001 through 2005 for the four counties comprising the PBI service area has surpassed the state average, as well as those for the larger, adjacent counties to the south. The 2001-2005 population growth trends for the PBI Service area, in addition to Miami-Dade County and Broward County, are summarized in Table 1.

AVERAGE ANNUAL GROWTH RATES:

PBI Service Area:

Palm Beach County:

Martin County:

St. Lucie County:

Indian River County:

2.5% average annual growth rate
2.8% average annual growth rate
2.3% average annual growth rate
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

POPULATION BASE - 2005:

PBI Service Area:

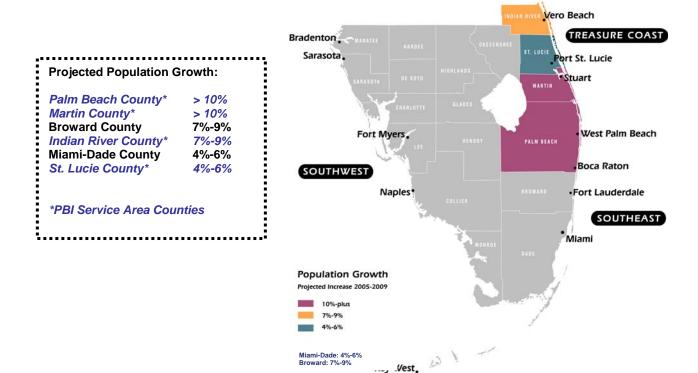
Palm Beach County: 1,283,853 people
Martin County: 144,691 people
St. Lucie County: 216,827 people
Indian River County: 125,483 people

Total PBI Service Area 1,770,854 people Broward County: 1,801,969 people Miami-Dade County: 2,414,070 people

Source: Woods & Poole Economics, Inc. Prepared by: Ricondo & Associates, Inc.

The growth in population for the PBI service area is projected to continue growing at above-average levels for the next five years, as shown in Exhibit 2.

EXHIBIT 2Project Population Growth Trends for South Florida



Source: Woods & Poole Economics, Inc. Prepared by: Ricondo & Associates, Inc.

Personal Income Per Capita, an indicator of the potential buying power of residents in the region and a factor influencing the propensity for air travel expenditures, is also greater for three of the four counties in the PBI service area compared to Miami-Dade County, Broward County, and the state of Florida, as shown in Table 2.

TABLE 2 Personal Income Per Capita, 2005

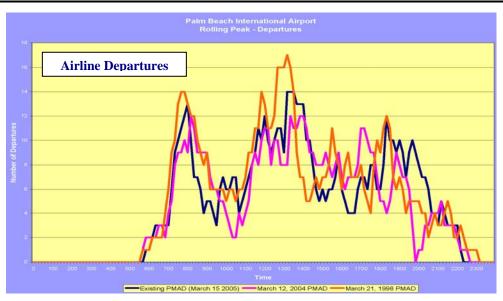
PBI Service Area:		
Palm Beach County:	\$48,081	
Martin County:	\$47,493	
St. Lucie County:	\$25,539	
Indian River County:	\$42,000	
Broward:	\$34,409	
Miami-Dade:	\$29,618	
FLORIDA:	\$32,662	

Source: Woods & Poole Economics, Inc. Prepared by: Ricondo & Associates, Inc.

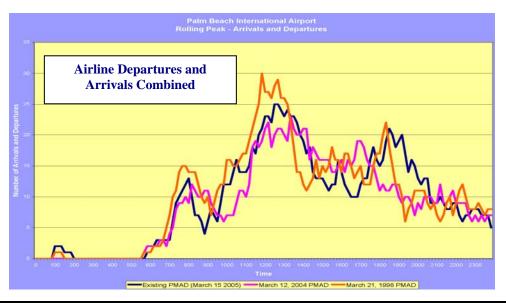
2.3 Daily Demand Patterns

PBI's airline traffic has historically been characterized by pronounced departure peaks in the early morning and mid-day, with a third peak occurring in the mid-to-late afternoon hours. Exhibit 3 presents the daily distribution of airline activity at PBI for the peak month (March) in 1998, 2004, and 2005. While some flattening of the peak volumes is evident for 2004 and 2005 compared to 1998, a national trend experienced at many airports throughout the country, the daily distribution of activity has remained fairly consistent for the three periods presented. Considering departures and arrivals combined, PBI's peaking patterns are generally represented by a primary peak during the mid-day, with a secondary peak occurring in the late afternoon.

EXHIBIT 3Daily Airline Activity Patterns



DFB/CONCOURSE_C_REV2.DOC



Source: Official Airline Guide

Prepared by: Ricondo & Associates, Inc.

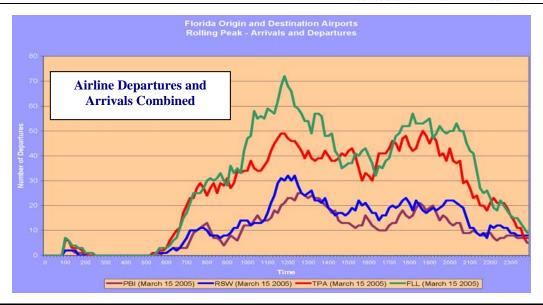
PBI's daily peaking patterns are not atypical for a medium-hub or large-hub airport in Florida predominantly serving originating and terminating traffic (i.e., airports that do not serve as connecting hubs for airlines, such as Newark-Liberty International, Miami International, or Dallas-Ft. Worth International Airports). Exhibit 4 shows PBI's similar peaking patterns for a typical day in March 2005 compared to other origin and destination (O&D) airports in Florida: Tampa International, Fort Lauderdale-Hollywood International, and Southwest Florida International Airports.

EXHIBIT 4Daily Activity Patterns – Select Florida Airports Comparison



DFB/CONCOURSE_C_REV2.DOC

7



Source: Official Airline Guide

Prepared by: Ricondo & Associates, Inc.

2.4 Gate Demand Analysis - Conclusions

The demand analysis and assessment of passenger demand patterns at PBI demonstrate the need for sufficient capacity during the peak periods of demand that exists during those periods, while also preserving an unconstrained operating environment to foster competition in the form of new air service growth at the Airport.

3.0 Concessions Space and Revenue Benefits

As previously stated, the Concourse C Enhancement Program will also provide additional food/beverage and retail concessions space for Concourse C, nearly doubling the existing concessions space available in this concourse. Meetings with representatives from HMS Host, PBI's food and beverage concessionaire, and Paradies, PBI's retail concessionaire, were held as part of this task. The purpose for the meetings was to understand the existing concessionaire's financial performance for the Concourse C facilities, current constraints that hinder optimal financial performance, and the potential enhancement of concessionaire revenues that could materialize if the specified constraints were removed or mitigated. An overview of the information collected during these meetings is provided below.

3.1 Food and Beverage Concessions

There is approximately 2,776 square feet of food and beverage concessions space in Concourse C. The overall financial performance of the food and beverage concessions in Concourse C averaged approximately \$1,303 per square foot, and \$2.06 per enplaned (departing) passenger. According to HMS Host, there currently is not sufficient food and beverage concessions space in Concourse C to adequately serve the existing and projected passenger demand. Without these space limitations, HMS Host believes the financial performance of the food and beverage concessions in Concourse C could reach \$2.25 to \$2.50 per enplaned passenger.

Using information published by Airport Revenue News in the 2004 Fact Book, a comparative analysis of PBI's food and beverage concessions to those of other airports in Florida was performed. A summary of this comparative analysis is shown in Table 3.

Table 3 presents financial statistics for 2003 as contained in the Airport Revenue News most current Fact Book publication. In 2003, sales per enplanement for Concourse C at PBI averaged \$1.60 per enplaned passenger, second lowest in the state. Only Southwest Florida International Airport (RSW) had lower sales performance for its food and beverage concessions facility. However, it is important to note that the new Midfield Terminal at RSW will open in September 2005, replacing the existing terminal facility. The new terminal will have added and improved concessions facilities, which will very likely improve the sales per enplaned passenger figures from those experienced in 2003.

The table also shows that the \$2.25 to \$2.50 per enplaned passenger figure, identified by HMS Host as the potential performance for the PBI Concourse C concessions, compares favorably with the average (\$2.31 per enplaned passenger) sales performance for the Florida airports listed. Using the lower figure in the range provided by HMS Host (\$2.25 per enplaned passenger), the revenue potential for PBI's Concourse C was calculated. Approximately \$1.1 million in sales revenues could be secured, given the 2003 passenger enplanement levels, if the sales performance of the Concourse C concessions is improved to average \$2.25 per enplaned passenger. Since the DOA receives approximately 12 percent of the total food and beverage concessions revenues, the DOA's enhanced financial performance totals approximately \$136,000 in additional revenues.

TABLE 3 Florida Airports Comparative Analysis – 2003 Food and Beverage Concessions

Airport-Concourse	Airlines	Enplanements	Sales Po	er Enplanement
FLL-Terminal 1	Southwest, JetBlue, Northwest, Continental	3,035,090	\$	3.14
TPA-Airside A	Southwest, Continental, Northwest	2,815,337	\$	2.15
TPA-Airside E	Delta, United, Air Canada	2,176,923	\$	2.34
RSW-Concourse B	Delta	1,594,046	\$	1.00
MIA-Concourse H	Delta	1,431,647	\$	3.08
MCO-Airside 2	Southwest, AirTran, Spirit, JetBlue	3,349,011	\$	2.93
MCO-Airside 3	US Airways, United, Northwest	2,884,790	\$	1.74
PBI-Concourse B	US Airways, Continental, Southwest, Northwest	1,217,967	s	2:10
PBI-Concourse C	Delta, American, Spirit, JetBlue, United, AirTran	1,745,338	\$	1.60
AVERAGE			\$	2.31
PBI-Concourse C with en	hanced/expanded Concessions Fa	cilities	\$	2.25
Potential 2003 Incremental Re	evenues		\$	1,134,470
AIRPORT SHARE OF INC	REMENTAL REVENUES (estimated	d @12% of Gross Revenues)	\$	136,136

Sources: Airport Revenue News, 2004 Fact Book; HMS Host

Prepared by: Ricondo & Associates, Inc.

3.2 Retail Concessions

There is approximately 1,697 square feet of retail concessions space in Concourse C. The overall financial performance of the retail concessions in Concourse C averaged

approximately \$2.75 per enplaned passenger in 2004. According to Paradies, there is also insufficient retail concessions space in Concourse C to serve the existing and projected passenger demand volumes. Without these space limitations, Paradies believes that the financial performance of the retail concessions in Concourse C could improve by 15 percent to 20 percent, reaching approximately \$3.15 to \$3.30 per enplaned passenger.

A comparative analysis of PBI's retail concessions to those of other airports in Florida is shown in Table 4, once again using the financial statistics for 2003 as contained in the Airport Revenue News Fact Book publication. In 2003, retail sales per enplanement for Concourse C at PBI averaged \$1.81, above average compared to the other airports in the state.

The table also shows that the \$3.15 to \$3.30 per enplaned passenger figure identified by Paradies as the potential performance for Concourse C's retail concessions would exceed the sales performance for the Florida airports listed. This demonstrates PBI's potential for having one of the highest revenue-producing airport retail concession programs in Florida. Using the lower figure in the range provided by Paradies (\$3.15 per enplaned passenger), the revenue potential for PBI's Concourse C was calculated at approximately \$2.3 million in incremental sales revenues. Since the DOA receives approximately 20 percent of the total retail concessions revenues, the DOA's enhanced financial performance from the \$2.3 million in additional concessions sales revenues totals approximately \$468,000.

TABLE 4
Florida Airports Comparative Analysis – Retail Concessions

Airport-Concourse	Airlines	Enplanements	Sales Po	er Enplanement_
FLL-Terminal 1	Southwest, JetBlue, Northwest, Continental	3,035,090	\$	2.33
PA-Airside A	Southwest, Continental, Northwest	2,815,337	\$	1.21
PA-Airside E	Delta, United, Air Canada	2,176,923	\$	1.17
RSW-Concourse B	Delta	1,594,046	\$	1.97
MIA-Concourse H	Delta	1,431,647	\$	2.69
MCO-Airside 2	Southwest, AirTran, Spirit, JetBlue	3,349,011	\$	1.29
MCO-Airside 3	US Airways, United, Northwest	2,884,790	\$	1.11
PBI-Concourse B	US Airways, Continental, Southwest, Northwest	1,217,967	\$	1.45
PBI-Concourse C	Delta, American, Spirit, JetBlue, United, AirTran	1,745,338	s	1.81
VERAGE			\$	1.60
PBI-Concourse C with enh	nanced/expanded Concessions Fac	ilities	\$	3.15
Potential 2003 Incremental Re	venues		s	2,338,753
AIRPORT SHARE OF INC	REMENTAL REVENUES (estimated	@.20% of Gross Revenues)	\$	467,751

Sources: Airport Revenue News, 2004 Fact Book; Paradies

Prepared by: Ricondo & Associates, Inc.

4.0 Cost Summary

This section provides an overview of the capital costs and the incremental operation and maintenance (O&M) expenses associated with the expanded Concourse C building. The most recent estimate of construction costs for the Concourse C Enhancement Program totals approximately \$15 million. The funds for the construction of the Program are being secured primarily from PFCs (approximately \$12 million), with state grants and local funds representing the balance.

An estimate of the incremental O&M cost that would result from the expanded facilities was also prepared with assistance from the DOA. In general, it was concluded that the additional O&M expenses in electrical (power) utility costs, increased janitorial expenses, and supplemental gate maintenance costs will likely result. Based on the 2006 budget for O&M expenses for Concourse C, the incremental O&M cost from the sources listed above was estimated to represent approximately \$335,000 per year. The incremental concessions revenues presented in the previous section would more than offset the incremental O&M expenses (excluding the revenues generated from the additional airline lease space available).

5.0 Conclusions

The Concourse C Enhancement Program provides several benefits to PBI:

- The re-categorization of gates provides better compatibility between aircraft gate capacity and Concourse holdroom capacity (the 2001 Master Plan for PBI noted some deficiencies in holdroom capacity needed to support the aircraft gate design for select holdrooms in Concourse C).
- The added space provided by the Program allows for the introduction of new food and beverage as well as retail concessions in Concourse C. The additional space for new concessions and passenger services also contribute to better financial performance.
- The additional gates offer an opportunity for the introduction of new service by existing
 or new entrant carriers during the peak departure periods. The addition also helps
 ensure that PBI continues to serve passenger demand and additional airline service
 (driven by strong population and socioeconomic growth) in an unconstrained manner,
 protecting competition.

Incentives for proceeding with the Concourse C Enhancement Program:

- Capital funding has been secured through PFCs and state grants very little local funds
 (only matching funds for state grant) required. However, the ability to use the PFCs as
 presently programmed expires in December 2005. If construction is not initiated before
 then, there is a risk that these funds will not be available for this Program, or that the
 PFCs would have to be re-programmed for this project and potentially be subject to
 different reimbursement criteria.
- Anticipated concessions revenues (excluding airline or other tenant revenues) resulting
 from the added space exceeds the projected increase in annual operating and
 maintenance costs, thereby having an immediate financial impact on PBI's financial
 performance.

APPENDIX A Gate Demand Analysis

A.1 Gate Demand Analysis

For the purposes of identifying future facility requirements, design day activity schedules were developed to represent aircraft movements and passenger traffic distribution throughout the hours of a Peak Month Average Day (PMAD). Two design day schedules have been developed to help analyze the number of gates needed to serve the existing and near-term demand levels at Palm Beach International Airport. These include the existing design day schedule based on March 15, 2005, representative of a PMAD, and the future design day schedule for the near-term demand levels (within an approximate 10-year period), defined as 4.0 million annual passenger enplanements or 8.0 million total annual passengers long-term (8 MAP).

The design day schedules represent the flight activity anticipated at the Airport during the PMAD and provide information relative to arrival time, departure time, equipment type, seating capacity, and origin/destination markets for each commercial flight during the design day. A representative airline and/or operator of each flight are also included. Exhibit A-1 below provides a representative sample of the format and data content associated with the design day schedules.

It is important to recognize that the design day schedules represent the activity that could be experienced during the specified PMAD in terms of hourly arriving and departing passenger and aircraft operations levels. The design day schedules also represent individual carrier activity levels and market service patterns. However, they only represent one of several viable operating characteristics, identified in terms of airline composition, aircraft fleet mix, daily passenger distribution, and passenger types (i.e., domestic versus international).

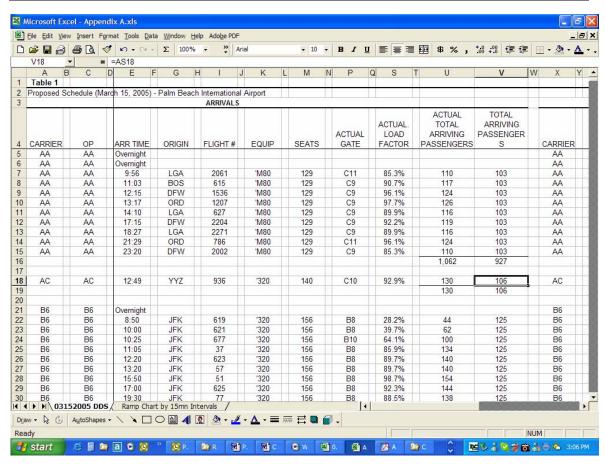
The following sections present the methodology and assumptions for deriving the existing and future design day schedules. These schedules were then input into ramp charts (gating) models to assist in analyzing the number of gates needed to serve the existing and future demand levels.

A.2 Assumptions and Methodology

The design day schedules were defined to represent the scheduled and on-scheduled PMAD activity derived for each of the years of analysis previously presented. The following methodology was used to develop the design day schedules and assess the distribution of activity within each design day.

• A schedule of airline activity for March 15, 2005 was obtained from the Official Airline Guide and supplemented with actual data collected from the Airlines currently serving PBI. This day (March 15, 2005) was selected because March represents the common peak month for aircraft operations at PBI. Additional research also found that March 15th was a relatively calm day, without any weather delays being experienced troughout the national airspace system. The March 15, 2005 schedule reflected a total of 234 scheduled operations. The existing schedule also reflects actual load factors obtained from the airlines.

EXHIBIT A-1Sample Design Day Schedule Format



Sources: Ricondo & Associates, Inc.; Official Airline Guide (OAG).

Prepared by: Ricondo & Associates, Inc.

- Each existing airline/market pair was assessed relative to arrival and departure times, frequency levels, passenger demand, and historical load factors. An aircraft type was assigned to each new and existing flight based on the representative airline's existing and planned fleet, market frequency, stage length, and anticipated growth in overall seats per operation. Airline fleet information was obtained from JP Airline Fleets International, the Official Airline Guide, and order/delivery records available from the Boeing and Airbus Industries web sites.
- The future schedule of airline activity was prepared assuming that the market shares retained by airlines at PBI for March 15, 2005 remain constant through each of the three future design day schedules. Consideration was also given for those airlines that held a small percentage (less than five percent) of the market share during the 2004/2005 period, but have since ceased operations. It was assumed that market share possessed by these carriers would be absorbed by other existing or new entrant carriers. In addition, existing "deficient" markets and potential new markets were also taken into consideration based on Air Service Market Analysis results

conducted for PBI. For instance, new non-stop flights were considered for existing markets such as Las Vegas (LAS), Los Angeles (LAX), and San Francisco (SFO), Providence (PVD), and Buffalo (BUF).

A.3 Existing (2005) and Future (8 MAP) Design Day Schedules

Tables A.1 and A.2 summarize the existing (March 15, 2005) and future (8 MAP) peak month average day design day schedules. As shown, each arrival flight is paired with a departure flight. The aircraft gate and load factors shown are based on actual data obtained from the airlines. These two schedules were then used to derive the ramp charts for existing and future demand levels at PBI.

A.4 Ramp Charts

Exhibits A.2 and A.3 illustrate the ramp charts associated with the existing March 15, 2005 schedule and the near-term demand levels (8 MAP). Each ramp chart depicts a series of bars representing the time period in which an air carrier or commuter needs to be parked, either at a designated gate, or at a remote parking position. Each bar is assigned a color and labeled according to the aircraft operator, equipment type, scheduled arrival/departure time, and the origin and destination. To the left of the bar, the associated gate is identified, along with the airline(s) using the gate. An interval of 15 minutes is assumed between each flight at the gate.

At the time this analysis was conducted, the commuter gates (A1 through A4) were not available due to construction in their vicinity. Therefore, those flights currently using the commuter gates were assigned to the Department of Airports' gate B2. As shown on the ramp chart, gate B2 is accommodating 2 aircraft simultaneously (i.e. Dash-8 and Beech 1900). Though gate B2 is a wide-body gate designed to accommodate a B767-300 aircraft, the multiple gate designation should not be construed that it is an indication of two gate positions.

For the future near-term ramp chart, it is assumed that the airlines and/or partners currently operating at the Airport would use their designated leased gate. New entrant airlines would use gates currently controlled by the DOA. For clarity purposes, future flights are shown in color while existing flights are shown in grey.

As the ramp charts depict, the existing 29 gates at the airport (4 commuter gates at Concourse A, 13 gates at Concourse B, and 12 gates at Concourse C) are adequate to serve the PMAD gate demand during 2005, as well as the demand for the near-term future demand levels of 8 MAP. Exhibit A.4 depicts the existing and future ramp charts by 15-minute intervals.

Table A1 Proposed Ex	xisting Sche	edule (March 1	5, 2005) - Pa	alm Beach Inter ARRIVALS		ort			ACTUAL					DE	EPARTURES				
CARRIER AA AA AA AA AA AA AA AA	OP AA AA AA AA AA AA AA	ARR TIME Overnight Overnight 9:56 11:03 12:15 13:17 14:10 17:15	ORIGIN LGA BOS DFW ORD LGA DFW	2061 615 1536 1207 627 2204	'M80 'M80 'M80 'M80 'M80 'M80 'M80	129 129 129 129 129 129 129	ACTUAL GATE C11 C9 C9 C9 C9 C9 C9	85.3% 90.7% 96.1% 97.7% 89.9% 92.2%	TOTAL ARRIVING PASSENGERS 110 117 124 126 116 119	CARRIER AA AA AA AA AA AA AA AA	OP AA AA AA AA AA AA AA AA	DEP TIME 8:02 8:59 10:48 11:46 12:57 13:59 14:52 18:06	DEST DFW ORD BOS LGA DFW ORD LGA DFW	FLIGHT # 1573 799 828 1506 569 1355 640 1599	EQUIP 'M80 'M80 'M80 'M80 'M80 'M80 'M80 'M80	SEATS 129 129 129 129 129 129 129 129	ACTUAL GATE C9 C11 C11 C9 C9 C9 C9	ACTUAL. LOAD FACTOR 90.7% 88.4% 98.4% 96.1% 87.6% 88.4% 96.9% 88.4%	ACTUAL TOTAL DEPARTING PASSENGERS 117 114 127 124 113 114 125 114
AA AA AA	AA AA AA	18:27 21:29 23:20	LGA ORD DFW	2271 786 2002	'M80 'M80 'M80	129 129 129	C9 C11 C9	89.9% 96.1% 85.3%	116 124 110 1,062	AA AA AA	AA AA	19:14 Overnight Overnight	LGA	1010	'M80	129	C9	86.8%	1,060
AC B6 B6 B6	B6 B6 B6	12:49 Overnight 8:50 10:00	JFK JFK	936 619 621	'320 '320 '320	140 156 156	C10 B8 B8	92.9% 28.2% 39.7%	130 130 44 62	AC B6 B6 B6	B6 B6 B6	7:15 9:30 10:40	JFK JFK JFK	937 34 618 622	'320 '320 '320 '320	156 156 156	C10 B8 B8 B8	99.3% 95.5% 92.3% 100.0%	139 139 149 144 156
B6 B6 B6 B6 B6 B6 B6 B6	B6 B6 B6 B6 B6 B6 B6 B6	10:25 11:05 12:20 13:20 15:50 17:00 19:30 20:30 21:55	JFK JFK JFK JFK JFK JFK JFK	677 37 623 57 51 625 77 601 35	'320 '320 '320 '320 '320 '320 '320 '320	156 156 156 156 156 156 156 156 156	B10 B8 B8 B8 B8 B8 B8 B8	64.1% 85.9% 89.7% 89.7% 92.3% 88.5% 85.3% 87.2%	100 134 140 140 154 144 138 133 136 1,325	B6 B6 B6 B6 B6 B6 B6 B6	B6 B6 B6 B6 B6 B6 B6 B6	11:10 11:50 13:00 14:00 16:40 17:40 20:10 21:10 Overnight	JFK JFK JFK JFK JFK JFK JFK	678 74 624 58 76 626 70 602	'320 '320 '320 '320 '320 '320 '320 '320	156 156 156 156 156 156 156 156	B10 B8 B8 B8 B8 B8 B8	96.8% 92.9% 97.4% 96.2% 98.7% 100.0% 83.3%	151 145 152 150 154 154 156 130
CO CO CO CO CO CO CO CO	CO CO CO CO CO CO CO CO	Overnight Overnight 10:02 12:03 12:34 14:07 15:40 16:32 16:58 19:08 22:10 23:36	EWR CLE EWR EWR EWR IAH EWR IAH EWR	1254 1643 454 1554 1654 754 1630 1854 1830 1754	757 738 738 752 757 752 738 753 738 757	183 155 155 172 183 172 155 234 155 183	B4 B6 B4 B4 B6 B4 B6 B4 B6 B4	57.9% 65.8% 81.9% 67.3% 47.5% 38.4% 95.5% 65.8% 59.4% 49.2%	106 102 127 133 87 66 148 154 92 90	CO CO CO CO CO CO CO CO CO	CO CO CO CO CO CO CO CO	6:40 7:45 11:05 13:15 13:35 15:10 16:40 17:30 17:55 20:15 Overnight	IAH EWR EWR CLE EWR EWR EWR EWR IAH EWR	1731 1755 1255 798 1655 1555 1055 755 1428 455	738 757 757 738 738 752 757 752 738 753	155 183 183 155 155 172 183 172 155 234	B6 B4 B4 B6 B4 B6 B4 B6 B4 B6	85.2% 98.9% 94.5% 66.5% 92.9% 96.5% 89.1% 62.2% 72.3% 42.7%	132 181 173 103 144 166 163 107 112 100
CO CO CO CO CO CO CO CO	3M 3M 3M 3M 3M 3M 3M 3M 3M 3M 3M 3M	Overnight Overnight 9:55 10:25 11:15 12:50 14:30 15:45 17:50 18:25 19:35 20:50	TPA NAS NAS FPO MHH MHH NAS TPA NAS NAS	9279 9278 9175 9262 9271 9266 9269 9150 9164 9294	'BE1 'BE1 'BE1 'BE1 'BE1 'BE1 'BE1 'BE1	19 19 19 19 19 19 19 19	B2 B2 B2 B2 B2 B2 B2 B2 B2 B2	78.9% 52.6% 52.6% 63.2% 26.3% 31.6% 73.7% 68.4% 57.9% 5.3%	15 10 10 12 5 6 14 13 11 1	CO C	3M 3M 3M 3M 3M 3M 3M 3M 3M 3M 3M	7:30 7:50 10:50 10:55 11:50 13:20 15:10 16:50 18:15 18:45 Overnight	TPA NAS NAS FPO MHH MHH NAS NAS NAS	9276 9277 9272 9279 9200 9265 9192 9163 9293 9155	'BE1 'BE1 'BE1 'BE1 'BE1 'BE1 'BE1 'BE1	19 19 19 19 19 19 19 19	B2 B2 B2 B2 B2 B2 B2 B2 B2	68.4% 57.9% 73.7% 36.8% 42.1% 63.2% 15.8% 5.3% 21.1% 73.7%	13 11 14 7 8 12 3 1 4 14
CO	A136 A136	11:18 14:13	IAH IAH	3396 2534	'ERJ 'ERJ	50 50	B4 B6		0	CO CO	A136 A136	11:50 14:50	IAH IAH	2081 2348	'ERJ 'ERJ	50 50	B4 B6		0
DH DH DH DH	DH DH DH DH	Overnight 11:30 17:28 23:58	IAD IAD IAD	41 42 43	'319 '319 '319	132 132 132	C8 C8 C8	67.4% 49.2% 40.2%	89 65 53 207	DH DH DH DH	DH DH DH DH	6:00 12:10 18:10 Overnight	IAD IAD IAD	44 45 46	'319 '319 '319	132 132 132	C8 C8 C8	38.6% 77.3% 68.2%	51 102 90 243
DL D	DL D	0:21 Overnight Overnight Overnight 10:36 11:35 11:58 13:50 15:24 16:45 18:28 20:12 21:37 22:55 23:09	ATL CVG ATL	283 867 491 923 1122 586 1251 1668 730 259 1403	'757 'M80 'M80 '763 'M80 '767 '757 '763 '763 '763 '763 '763 '763	188 142 142 252 142 252 188 252 252 252 252	C2 C1 C7 C5 C5 C4 C5 C7 C3 C7 C3	50.0% 60.6% 64.8% 73.2% 70.6% 85.9% 78.2% 97.3% 95.2% 73.4% 62.3% 69.7%	71 114 92 104 178 122 197 183 240 185 157	DL D	DL D	5:40 7:00 7:15 8:20 9:40 11:26 12:25 12:48 14:50 16:11 17:45 19:30 Overnight Overnight	ATL ATL CVG ATL	741 1512 1103 199 266 1500 448 617 1484 970 756 830	'M80 '763 'M80 '763 '763 '757 'M80 '763 'M80 '763 'M80 '767	142 252 142 252 252 252 188 142 142 252 142 252 188	C2 C3 C1 C5 C7 C1 C7 C5 C5 C4 C5	81.7% 93.3% 83.1% 91.7% 90.9% 94.7% 95.1% 92.3% 88.9% 86.6% 73.8% 51.1%	116 225 118 231 229 178 135 131 224 123 186 96
DL DL	OH OH	13:37 18:57	CVG CVG	5042 5295	'CR7 'CR7	71 71	C2 C2	71.8% 93.0%	1,742 51 66 117	DL DL	OH OH	14:00 19:20	CVG CVG	5042 5295	'CR7 'CR7	71 71	C2 C2	88.7% 57.7%	2,002 63 41 104
DL DL DL DL	RP RP RP	Overnight 11:47 15:37 21:07	TLH TLH TLH	6389 6390 6391	'ERJ 'ERJ 'ERJ	50 50 50	C2 C2 C2	40.0% 42.0% 90.0%	20 21 <u>45</u> 86	DL DL DL DL	RP RP RP RP	8:55 12:20 16:40 Overnight	TLH TLH TLH	6389 6393 6392	'ERJ 'ERJ 'ERJ	50 50 50	C2 C2 C2	94.0% 66.0% 78.0%	47 33 39
DL D	A471 A471 A471 A471 A471 A471 A471 A471	Overnight 10:17 10:43 11:45 12:10 14:13 14:46 17:47 18:38 19:01 20:07 22:26	LGA BDL JFK BOS LGA BDL LGA BOS JFK BOS LGA	1979 2033 2064 2002 2044 2099 2042 2086 2066 1986 1998	757 757 757 757 757 757 757 757 757 757	199 199 199 199 199 199 199 199 199	C3 C5 C3 C1 C1 C3 C3 C1 C5 C1 C5	65.8% 68.8% 44.7% 96.5% 92.5% 71.4% 85.9% 89.4% 29.1% 93.5% 74.9%	131 137 89 192 184 142 171 178 58 186 149	DL	A471 A471 A471 A471 A471 A471 A471 A471	7:40 11:15 11:33 12:35 13:00 15:05 15:40 18:53 19:30 19:55 21:00 Overnight	LGA LGA BOS JFK BOS BDL LGA LGA BDL JFK BOS	2044 2042 2086 2064 2002 2098 1998 2035 2008 2066 1986	'757 '757 '757 '757 '757 '757 '757 '757	199 199 199 199 199 199 199 199 199 199	C4 C3 C5 C3 C1 C1 C3 C3 C1 C5 C1	93.0% 95.0% 99.5% 88.4% 96.0% 98.0% 81.9% 81.4% 84.9% 86.4%	185 189 198 176 195 191 195 163 162 169 172
FL FL FL FL FL	FL FL FL FL FL	Overnight 10:54 12:58 15:04 17:35 22:41	ATL PHL ATL ATL ATL	237 751 233 238 235	'717 '717 '717 '717 '717	117 117 117 117 117	C6 C6 C6 C6	46.2% 71.8% 71.8% 30.8% 54.7%	54 84 84 36 64	FL FL FL FL FL	FL FL FL FL FL	9:00 11:31 13:35 15:40 18:10 Overnight	ATL ATL ATL PHL ATL	231 232 234 752 239	717 717 717 717 717 717	117 117 117 117 117	C6 C6 C6 C6	96.6% 55.6% 70.1% 94.0% 43.6%	113 65 82 110 51
NK NK	NK NK	12:10 18:15	ACY DTW	165 973	'M80 'M80	150 150	C4 C4	94.7% 84.0%	322 142 126	NK NK	NK NK	13:00 19:05	ACY DTW	330 974	'M80 'M80	150 150	C4 C4	100.0% 96.0%	421 150 144
NW NW NW	NW NW NW	Overnight 12:03 15:18 23:51	DTW DTW DTW	890 898 892	'320 '320 '320	148 148 148	B12 B12 B12	85.1% 85.8% 63.5%	268 126 127 94	NW NW NW	NW NW NW	9:50 13:05 16:36 Overnight	DTW DTW DTW	893 895 897	'320 '320 '320	148 148 148	B12 B12 B12	94.6% 96.6% 86.5%	294 140 143 128
SG	SG	18:20	YYZ	490	'100	95	B10		0	SG	SG	19:15	YYZ	491	'100	95	B10	80.0%	76 76
UA UA	UA UA	Overnight 22:59	ORD	1266	'752	182	C10	81.3%	<u>148</u> 148	UA UA	UA UA	7:10 Overnight	ORD	397	'752	182	C10	81.3%	148
UP	UP	0:57	CLT	281 339	'DH8	50 144	A6 B7	70.0% 27.1%	35 35 39	UP	UP	13:20 6:15	CLT	282 418	'DH8	144	B10	74.3%	33 33 107
US US US US US	US US US US	Overnight Overnight Overnight Overnight 9:00	PHL	803	'734	144	B11	26.4%	38	US US US US	US US US US	7:00 7:00 8:10 9:35 10:05	DCA PHL PIT CLT PHL	795 358 1072 1486 1238	'733 '734 '733 '734 '734	126 144 126 144 144	B9 B14 B11 B7 B11	75.4% 91.7% 66.7% 77.1% 95.1%	95 132 84 111 137
US US US US	US US US US	9:49 11:10 11:43 12:05	CLT DCA PIT PHL	684 381 231 815	'733 '733 '733 '734	126 126 126 126 144	B9 B11 B9 B11	49.2% 83.3% 77.8% 87.5%	62 105 98 126	US US US US	US US US US	11:00 11:55 12:30 12:55	CLT DCA PIT PHL	240 534 1466 545	'733 '733 '733 '734	126 126 126 126 144	B9 B11 B9 B11	82.5% 81.7% 86.5% 100.0%	104 103 109 144
US US US US	US US US	13:16 14:37 15:42 16:13	CLT PHL CLT DCA	848 437 507 1407	'734 '733 '734 '734	144 126 144 144	B9 B11 B9 B14	93.1% 95.2% 88.2% 88.9%	134 120 127 128	US US US US	US US US US	14:10 15:30 16:40 17:20	CLT PHL CLT PIT	904 574 1436 1068	'734 '733 '734 '734	144 126 144 144	B9 B11 B9 B14	64.6% 100.0% 84.0% 69.4%	93 126 121 100
US US US US US US US	US US US US US US US	17:16 17:32 18:32 19:32 20:04 20:28 21:16 22:03	PIT CLT PHL CLT PHL PIT CLT DCA	1415 1417 647 947 953 991 704 69	'734 '321 '733 '733 '733 '733 '734 '733	144 169 126 126 126 126 144 126	B9 B11 B9 B11 B9 B11 B7 B9	36.8% 60.9% 86.5% 40.5% 72.2% 50.8% 47.2% 74.6%	53 103 109 51 91 64 68 94	US US US US US US US	US US US US US US US	18:10 18:30 19:20 20:20 21:00 Overnight Overnight Overnight	DCA CLT PHL CLT PHL	1420 770 976 404 1252	'734 '321 '733 '733 '733	144 169 126 126 126	B9 B11 B9 B11 B9	82.6% 67.5% 95.2% 18.3% 68.3%	119 114 120 23 86
US WN	US	23:25 Overnight	DCA PHL	69 311	'733 '734	126 144	B9 B14	74.6% 60.4%	94 87 1,697	US	US	Overnight 7:05	BWI	452	733	137	B3	83.9%	2,028
WN	WN	Overnight Overnight 9:05 9:45 12:00 12:40 13:25 16:55 17:35 18:20 21:45 22:20	TPA BWI ISP BWI TPA ISP TPA BWI PHL TPA	758 510 977 444 1492 353 488 1171 2161 787	'73G '73G '73G '733 '73G '73G '73G '73G	137 137 137 137 137 137 137 137 137	B3 B5 B1 B3 B5 B5 B3 B3 B1 B5	54.0% 26.3% 88.3% 81.0% 94.9% 80.3% 98.5% 97.8% 92.7% 51.8%	74 36 121 111 130 110 135 134 127 71	WN	WN	7:15 7:25 9:30 10:15 12:30 13:05 13:50 17:25 18:00 18:50 Overnight	TPA ISP BWI TPA ISP BWI TPA TPA TPA PHL BWI	616 704 1879 2695 257 1580 1901 892 1884 2401	'73G '73G '73G '73G '73G '73G '73G '73G	137 137 137 137 137 137 137 137 137	B5 B1 B3 B5 B1 B3 B5 B5 B5 B3	53.3% 98.5% 88.3% 67.9% 94.9% 79.6% 98.5% 92.0% 87.6% 95.6%	73 135 121 93 130 109 135 126 120 131
WN	WN	22:40	BWI e Guide (OAG)	263	733	137	B3	44.5%	61 1,110	WN	WN	Overnight						80.9%	1,288

Sources: Airport and Airlines Data; Official Airline Guide (OAG) Prepared by: Ricondo & Associates, Inc.

		lule - 8 MAP (De		ARRIVALS	,			AOTHA	ACTUAL					DE	PARTURES			ACTUAL	ACTUAL
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	OP AA AA AA AA AA AA	ARR TIME Overnight Overnight 9:56 11:03 12:15 13:17 14:10 17:15	LGA BOS DFW ORD LGA DFW	2061 615 1536 1207 627 2204	'M80 'M80 'M80 'M80 'M80 'M80 'M80 'M80	129 129 129 129 129 129 129	C11 C9 C9 C9 C9 C9	ACTUAL. LOAD FACTOR 85.3% 90.7% 96.1% 97.7% 89.9% 92.2%	TOTAL ARRIVING PASSENGERS 110 117 124 126 116 119	CARRIER AA AA AA AA AA AA	OP AA AA AA AA AA AA	8:02 8:59 10:48 11:46 12:57 13:59 14:52 18:06	DEST DFW ORD BOS LGA DFW ORD LGA DFW	FLIGHT # 1573 799 828 1506 569 1355 640 1599	EQUIP 'M80 'M80 'M80 'M80 'M80 'M80 'M80 'M80	SEATS 129 129 129 129 129 129 129 129	ACTUAL GATE C9 C11 C11 C9 C9 C9 C9 C9	ACTUAL LOAD FACTOR 90.7% 88.4% 96.1% 87.6% 88.4% 96.9%	TOTAL DEPARTING PASSENGER 117 114 127 124 113 114 125
AA AA AC	AA AA AA	18:27 21:29 23:20	LGA ORD DFW	2271 786 2002	'M80 'M80	129 129 129 129	C9 C11 C9	89.9% 96.1% 85.3%	116 124 110 1,062	AA AA AA	AA AA AA	19:14 Overnight Overnight 13:40	LGA YYZ	937	'M80 '320	129	C10	86.8% 99.3%	1,060
B6 B6 B6 B6 B6 B6 B6 B6 B6 B6	B6 B6 B6 B6 B6 B6 B6 B6 B6	Overnight 8:50 10:00 10:25 11:05 12:20 13:20 15:50 17:00 19:30 20:30 21:55	JFK	619 621 677 37 623 57 51 625 77 601 35	'320 '320 '320 '320 '320 '320 '320 '320	156 156 156 156 156 156 156 156 156 156	B8 B8 B10 B8 B8 B8 B8 B8 B8 B8	28.2% 39.7% 64.1% 85.9% 89.7% 98.7% 92.3% 88.5% 85.3% 87.2%	130 44 62 100 134 140 154 144 138 133 136 1,325	B6 B6 B6 B6 B6 B6 B6 B6 B6	B6 B6 B6 B6 B6 B6 B6 B6 B6	7:15 9:30 10:40 11:10 11:50 13:00 14:00 16:40 17:40 20:10 21:10 Overnight	JFK	34 618 622 678 74 624 58 76 626 70 602	'320 '320 '320 '320 '320 '320 '320 '320	156 156 156 156 156 156 156 156 156 156	B8 B8 B10 B8 B8 B8 B8 B8 B8	95.5% 92.3% 100.0% 96.8% 92.9% 97.4% 96.2% 98.7% 98.7% 100.0% 83.3%	139 149 144 156 151 145 152 150 154 156 130
CO CO CO CO CO CO CO CO CO	CO CO CO CO CO CO CO CO	Overnight Overnight 10:02 12:03 12:34 14:07 15:40 16:32 16:58 19:08 22:10 23:36	EWR CLE EWR EWR EWR IAH EWR IAH EWR	1254 1643 454 1554 1654 754 1630 1854 1830 1754	'757 '738 '738 '752 '757 '752 '738 '753 '738 '757	183 155 155 172 183 172 155 234 155	B4 B6 B4 B6 B4 B6 B4 B6 B4	57.9% 65.8% 81.9% 77.3% 47.5% 38.4% 95.5% 65.8% 59.4% 49.2%	106 102 127 133 87 66 148 154 92 90	CO CO CO CO CO CO CO CO	CO CO CO CO CO CO CO CO	6:40 7:45 11:05 13:15 13:35 15:10 16:40 17:30 17:55 20:15 Overnight	IAH EWR EWR CLE EWR EWR EWR EWR IAH EWR	1731 1755 1255 798 1655 1555 1055 755 1428 455	738 757 757 738 738 752 757 752 738 753	155 183 183 155 155 172 183 172 155 234	B6 B4 B6 B4 B4 B6 B4 B6 B4	85.2% 98.9% 94.5% 66.5% 92.9% 96.5% 89.1% 62.2% 72.3% 42.7%	132 181 173 103 144 166 163 107 112 100
CO CO CO CO CO CO CO CO CO	3M 3M 3M 3M 3M 3M 3M 3M 3M 3M 3M 3M 3M	Overnight Overnight 9:55 10:25 11:15 12:50 14:30 15:45 17:50 18:25 19:35 20:50	TPA NAS NAS FPO MHH MHH NAS TPA NAS	9279 9278 9175 9262 9271 9266 9269 9150 9164 9294	'BE1 'BE1 'BE1 'BE1 'BE1 'BE1 'BE1 'BE1	19 19 19 19 19 19 19 19	A2 A3 A1 A4 A1 A3 A2 A4 A1	78.9% 52.6% 52.6% 63.2% 26.3% 31.6% 73.7% 68.4% 57.9% 5.3%	15 10 10 12 5 6 14 13 11 1	CO CO CO CO CO CO CO CO	3M 3M 3M 3M 3M 3M 3M 3M 3M 3M 3M 3M	7:30 7:50 10:50 10:55 11:50 13:20 15:10 16:50 18:15 18:45 Overnight	TPA NAS NAS FPO MHH MHH NAS NAS TPA	9276 9277 9272 9279 9200 9265 9192 9163 9293 9155	'BE1 'BE1 'BE1 'BE1 'BE1 'BE1 'BE1 'BE1	19 19 19 19 19 19 19 19	A1 A4 A2 A3 A1 A4 A1 A3 A2 A4	68.4% 57.9% 73.7% 36.8% 42.1% 63.2% 15.8% 5.3% 21.1% 73.7%	13 11 14 7 8 12 3 1 4 14
CO CO	A136 A136	11:18 14:13	IAH IAH	3396 2534	'ERJ 'ERJ	50 50	B4 B6		0	CO	A136 A136	11:50 14:50	IAH IAH	2081 2348	'ERJ 'ERJ	50 50	B4 B6		0
DH DH DH DH	DH DH DH DH	Overnight 11:30 17:28 23:58	IAD IAD IAD	41 42 43	'319 '319 '319	132 132 132	C8 C8 C8	67.4% 49.2% 40.2%	89 65 53 207	DH DH DH DH	DH DH DH DH	6:00 12:10 18:10 Overnight	IAD IAD IAD	44 45 46	'319 '319 '319	132 132 132	C8 C8 C8	38.6% 77.3% 68.2%	51 102 90 243
DL D	DL D	0:21 Overnight Overnight Overnight 10:36 11:35 11:58 13:50 15:24 16:45 18:28 20:12 21:37 22:55 23:09	ATL CVG ATL ATL ATL ATL ATL ATL ATL CVG	283 867 491 923 1122 586 1251 1668 730 259 1403	'757 'M80 'M80 '763 'M80 '767 '757 '763 '763 '763 'M80	188 142 142 252 142 252 188 252 252 252 142	C7 C7 C5 C4 C5 C7 C3 C7 C3 C7	50.0% 60.6% 64.8% 70.6% 85.9% 78.2% 97.3% 95.2% 62.3% 69.7%	71 114 92 104 178 122 197 183 240 185 157 99	DL D	DL D	5:40 7:00 7:15 8:20 9:40 11:26 12:25 12:48 14:50 16:11 17:45 19:30 Overnight Overnight Overnight	ATL ATL CVG ATL ATL CVG ATL	741 1512 1103 199 266 1500 448 617 1484 970 756 830	'M80 '763 'M80 '763 '763 '757 'M80 'M80 '763 'M80 '763 'M80 '767	142 252 142 252 252 188 142 142 252 142 252 188	C2 C3 C1 C5 C7 C1 C7 C5 C5 C4 C5	81.7% 93.3% 83.1% 91.7% 90.9% 94.7% 95.1% 92.3% 88.9% 86.6% 73.8% 51.1%	116 235 118 231 229 178 135 131 224 123 186 96
DL DL	OH OH	13:37 18:57	CVG CVG	5042 5295	'CR7 'CR7	71 71	C2 C2	71.8% 93.0%	51 66 117	DL DL	OH OH	14:00 19:20	CVG CVG	5042 5295	'CR7 'CR7	71 71	C2 C2	88.7% 57.7%	63 41 104
DL DL DL DL	RP RP RP	Overnight 11:47 15:37 21:07	TLH TLH TLH	6389 6390 6391	'ERJ 'ERJ 'ERJ	50 50 50	C2 C2 C2	40.0% 42.0% 90.0%	20 21 45 86	DL DL DL DL	RP RP RP RP	8:55 12:20 16:40 Overnight	TLH TLH TLH	6389 6393 6392	'ERJ 'ERJ 'ERJ	50 50 50	C2 C2 C2	94.0% 66.0% 78.0%	47 33 39
DL D	A471 A471 A471 A471 A471 A471 A471 A471	Overnight 10:17 10:43 11:45 12:10 14:13 14:46 17:47 18:38 19:01 20:07 22:26	LGA BDL JFK BOS LGA BDL LGA BOS JFK BOS LGA	1979 2033 2064 2002 2044 2099 2042 2086 2066 1986 1998	'757 '757 '757 '757 '757 '757 '757 '757	199 199 199 199 199 199 199 199 199	C3 C5 C3 C1 C1 C3 C3 C3 C1 C5 C1	65.8% 68.8% 44.7% 96.5% 92.5% 71.4% 85.9% 89.4% 29.1% 93.5% 74.9%	131 137 89 192 184 142 171 178 58 186 149	DL	A471 A471 A471 A471 A471 A471 A471 A471	7:40 11:15 11:33 12:35 13:00 15:05 15:40 18:53 19:30 19:55 21:00 Overnight	LGA LGA BOS JFK BOS BDL LGA LGA BDL JFK BOS	2044 2042 2086 2064 2002 2098 1998 2035 2008 2066 1986	757 757 757 757 757 757 757 757 757 757	199 199 199 199 199 199 199 199 199 199	C4 C3 C5 C3 C1 C1 C3 C3 C1 C5 C1	93.0% 95.0% 99.5% 88.4% 98.0% 96.0% 98.0% 81.9% 84.9% 86.4%	185 189 198 176 195 191 195 163 162 169 172
FL FL FL FL FL	FL FL FL FL FL	Overnight 10:54 12:58 15:04 17:35 22:41	ATL PHL ATL ATL ATL	237 751 233 238 235	'717 '717 '717 '717 '717	117 117 117 117 117	C6 C6 C6 C6	46.2% 71.8% 71.8% 30.8% 54.7%	54 84 84 36 64	FL FL FL FL FL	FL FL FL FL FL	9:00 11:31 13:35 15:40 18:10 Overnight	ATL ATL ATL PHL ATL	231 232 234 752 239	'717 '717 '717 '717 '717	117 117 117 117 117	C6 C6 C6 C6	96.6% 55.6% 70.1% 94.0% 43.6%	113 65 82 110 51
NK NK	NK NK	12:10 18:15	ACY DTW	165 973	'M80 'M80	150 150	C4 C4	94.7% 84.0%	322 142 126 268	NK NK	NK NK	13:00 19:05	ACY DTW	330 974	'M80 'M80	150 150	C4 C4	100.0% 96.0%	421 150 144 294
NW NW NW	NW NW NW	Overnight 12:03 15:18 23:51	DTW DTW DTW	890 898 892	'320 '320 '320	148 148 148	B12 B12 B12	85.1% 85.8% 63.5%	126 127 94	NW NW NW	NW NW NW	9:50 13:05 16:36 Overnight	DTW DTW DTW	893 895 897	'320 '320 '320	148 148 148	B12 B12 B12	94.6% 96.6% 86.5%	140 143 128
SG	SG	18:20	YYZ	490	'100	95	B10		0	SG	SG	19:15	YYZ	491	'100	95	B10		0
UA UA UP	UA UA UP	Overnight 22:59	ORD MHH	1266 281	'752 'DH8	182 50	C10 A3	81.3%	148 148	UA UA UP	UA UA UP	7:10 Overnight 13:20	ORD MHH	397 282	'752 'DH8	182 50	C10 A3	81.3%	148
US US US	US US US	0:57 Overnight Overnight	CLT	339	'734	144	В7	27.1%	0	US US US	US US US	6:15 7:00 7:00	CLT DCA PHL	418 795 358	'734 '733 '734	144 126 144	B10 B9 B14	74.3% 75.4% 91.7%	0 107 95 132
US U	US U	Overnight Overnight 9:00 9:49 11:10 11:43 12:05 13:16 14:37 15:42 16:13 17:16 17:32 18:32 19:32 20:04 20:28 21:16 22:03 23:25	PHL CLT DCA PIT PHL CLT CLT DCA PIT CLT PHL CLT PHL CLT PHL CLT PHL PIT PHL PIT PHL PIT PCA PHL	803 684 381 231 815 848 437 507 1407 1415 1417 647 947 953 991 704 69 311	734 733 733 734 734 734 734 734 734 733 733	144 126 126 128 144 124 126 144 144 169 126 126 126 126 126 144	B11 B9 B11 B9 B11 B9 B11 B9 B14 B9 B11 B9 B11 B9 B11 B9 B11	26.4% 49.2% 83.3% 77.8% 87.5% 93.1% 95.2% 88.2% 88.2% 36.8% 40.5% 40.5% 72.2% 50.8% 47.6% 60.4%	38 62 105 98 126 134 120 127 128 53 103 109 51 91 64 68 94 87	US U		8:10 9:35 10:05 11:00 11:55 12:30 12:55 14:10 15:30 16:40 17:20 18:10 18:30 19:20 20:20 21:00 Overnight Overnight	PIT CLT PHL CLT DCA PIT PHL CLT PHL CLT PIT DCA CLT PHL CLT PHL	1072 1486 1238 240 534 1466 545 904 574 1436 1068 1420 976 404 1252	733 734 733 733 733 733 734 734 734 734	126 144 144 126 126 127 144 144 126 144 144 144 169 126 126 126	B11 B7 B11 B9 B11 B9 B11 B9 B11 B9 B14 B9 B11 B9	66.7% 77.1% 95.1% 82.5% 81.7% 86.5% 100.0% 64.6% 69.4% 82.6% 67.5% 95.2% 18.3% 68.3%	84 111 137 104 103 109 144 93 126 121 100 119 114 120 23 86
WN W	WN W	Overnight Overnight Overnight 9:05 9:45 12:00 12:40 13:25 16:55 17:35 18:20 21:45 22:20 22:40	TPA BWI ISP BWI TPA ISP TPA BWI PHL TPA BWI	758 510 977 444 1492 353 488 1171 2161 787 263	'73G '73G '73G '733 '73G '73G '73G '73G	137 137 137 137 137 137 137 137 137 137	B3 B5 B5 B3 B5 B5 B3 B5 B3-RON B5 B3	54.0% 26.3% 88.3% 81.0% 94.9% 80.3% 98.5% 97.8% 92.7% 51.8% 44.5%	74 36 121 111 130 110 135 134 127 71 61	WN	WN	7:05 7:15 7:25 9:30 10:15 12:30 13:05 13:50 17:25 18:00 18:50 Overnight Overnight	BWI TPA ISP BWI TPA ISP BWI TPA PHL BWI	452 616 704 1879 2695 257 1580 1901 892 1884 2401	'733 '73G '73G '73G '73G '73G '733 '73G '73G	137 137 137 137 137 137 137 137 137 137	B3 B5 RON-B3 B3 B5 B5 B3 B5 B5 B5	83.9% 53.3% 98.5% 88.3% 67.9% 94.9% 79.6% 98.5% 92.0% 87.6% 95.6%	115 73 135 121 93 130 109 135 126 120 131

				ARRIVALS										DEF	PARTURES				
CARRIER	OP	ARR TIME	ORIGIN	FLIGHT#	EQUIP	SEATS	ACTUAL GATE	ACTUAL. LOAD FACTOR	ACTUAL TOTAL ARRIVING PASSENGERS	CARRIER	OP	DEP TIME	DEST	FLIGHT#	EQUIP	SEATS	ACTUAL GATE	ACTUAL. LOAD FACTOR	ACTUAL TOTAL DEPARTING PASSENGERS
New Flights:																			
DL	DL	Overnight								DL	DL	7:00	BOS	9000	757	199			
DL	DL	21:00	BOS	9001	757	199				DL	DL	Overnight							
DL	A471	20:45	LAS	9002	757	199				DL	A471	21:45	LAS	9003	757	199			
DL	RP	Overnight								DL	RP	8:40	CMH	9004	ERJ	50			
DL	RP	8:52	CMH	9006	ERJ	50				DL	RP	9:32	CMH	9007	ERJ	50			
DL	RP	10:10	DAY	9008	ERJ	50				DL	RP	10:50	DAY	9009	ERJ	50			
DL	RP	20:00	CMH	9005	ERJ	50				DL	RP	Overnight	EMD	0044	7.7	400			
CO	CO	8:00	EWR	9010	757	183				CO	CO	9:00	EWR	9011	757	183			
CO	CO	9:00	CLE TPA	9012	738	155				co	CO	10:00	CLE	9013	738	155			
CO	3M	18:35	IPA	9014	BE1	19				co	3M	19:05	TPA	9015	BE1	19 19			
CO	3M	Overnight								co	3M	7:10	TLH	9016	BE1	19			
CO	3M	21:00	TLH	9017	BE1	19				CO	3M	Overnight			=				
US	US	8:00	DCA	9018	734	144				US	US	9:00	DCA	9019	734	144			
US	US	14:00	PIT	9020	734	144				US	US	15:00	PIT	9021	734	144			
US	US	16:00	PHL	9022	733	126				US	US	17:00	PHL	9023	733	126			
FL	FL	10:08	ROC	9024	717	117				FL	FL	10:48	ROC	9025	717	117			
AA	AA	10:05	LAX	9026	757	188				AA	AA	10:55	LAX	9027	757	188			
AA	AA	16:00	SFO	9028	757	188				AA	AA	16:50	SFO	9029	757	188			
NK	NK	10:15	PVD	9030	M80	150				NK	NK	11:05	PVD	9031	M80	150			
B6	B6	10:30	IAD	9032	320	156				B6	В6	11:10	IAD	9033	320	156			
B6	B6	15:15	IAD	9034	320	156				B6	B6	15:55	IAD	9035	320	156			
NW	NW	12:22	MSP	9036	320	148				NW	NW	13:22	MSP	9037	320	148			
WN	WN	Overnight								WN	WN	8:00	BUF	9038	733	137			
WN	WN	Overnight								WN	WN	8:30	PHL	9040	733	137			
WN	WN	20:30	PHL	9041	733	137				WN	WN	Overnight							
WN	WN	21:30	BUF	9039	733	137				WN	WN	Overnight							

Sources: Airport and Airlines Data; Official Airline Guide (OAG)

Exhibit A.2
Existing Design Day Schedule (March 15, 2005)
Palm Beach International Airport

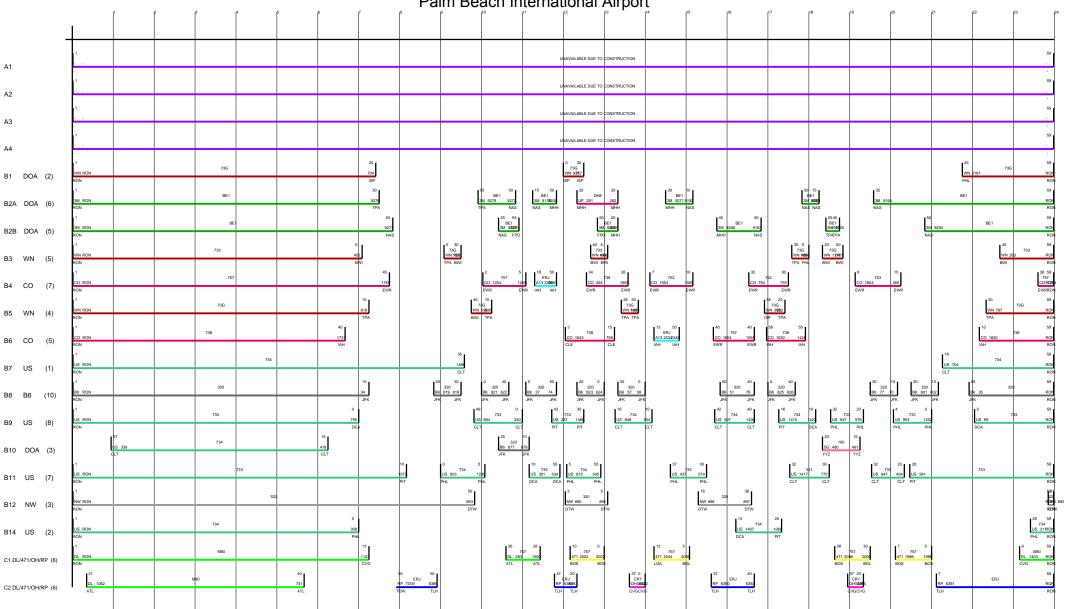


Exhibit A.2
Existing Design Day Schedule (March 15, 2005)
Palm Beach International Airport

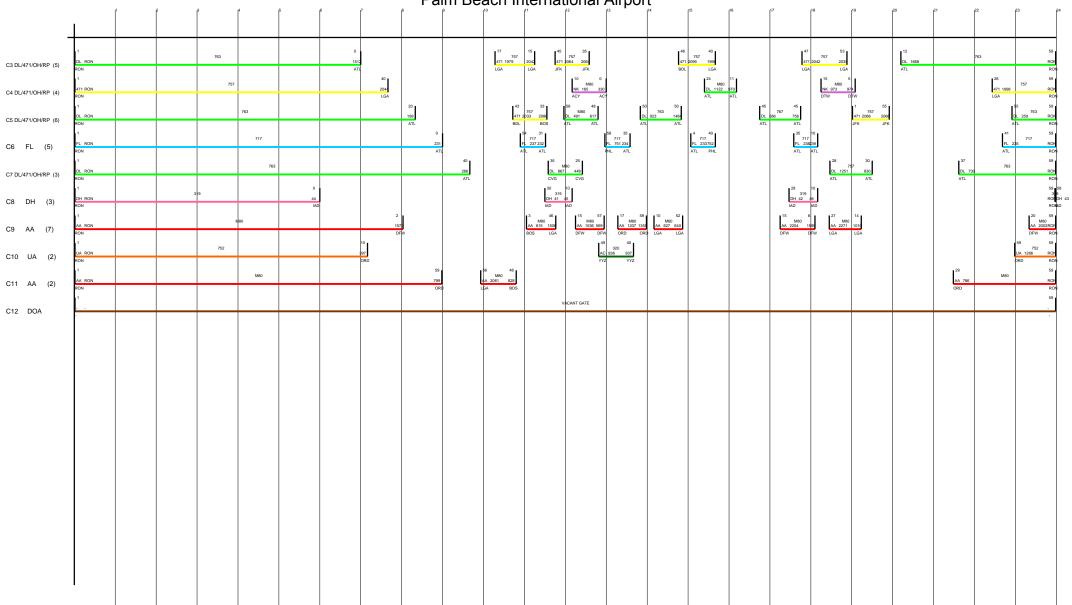


Exhibit A.3 Future Design Day Schedule (Near Term - 8 MAP) Palm Beach International Airport

	d	2	a	4	6	6	7	8	ه ا	10	1	12	43	14	15	16	17 -	8 49	gn.	21	22 /	23 24
						6	,					12	13	14		10	'	3	20			3
A1 COMM (3)	1 3M RON RON		BE1				30 9276 TPA				15 50 BE1 3M 9178200 NAS MHH			30 BE1 3M 92719 MHH	10 192 NAS				35 3M 9164 NAS	BE1		59 RON RON
A2 COMM (3)	1 3M TOW TOW		BE1			q	10 1016 TLH		ļ	BE1 BE1 M 9279 9272 PA NAS		• 20	20 •		1 45	50 •	50 B 3M NAS	- 25 - 5 -		0 3M 9017 TLH	BE1	59 TOW TOW
A3 COMM (4)	1		BE				50			25 55 BE1 3M 92899 NAS FPO		20 UP 281 MHH	282 MHH 20 BE1		3M §	BE1 9163 NAS		BE1 3M 99045 TPA TPA 2545 BE1 3M91550 TPATPA		50	BE1	59
A4 COMM (3) B1 DOA (4)	3M RON RON 57 US 339		734			15 418	927 NAS			30 320 B6 90329	10 030	22 320 NW 9036	92025 MHH 22 9031					3Me1950 TPATPA 20 15 SG 490 491 YYZ YYZ		3M 9294 NA\$		RON
B2 DOA	QLT					CLT				IAD	V.	MSP ACANT GATE	MSP					YYZ YYZ				59 -
B3 WN (6)	WN RON RON 1		733			5 45 B ¹	255 73G 78W1 TOW NI ISSW	0 30 733 WN T 9040 TOW PHL	5 30 73G WN 1958 TPA BWI	2 5	18 50	40 5 733 WN 898 BWI BI	wi 35	1 7	10	1 ³²	35 0 73G WN 1888 TPA PHL	18	30 73: WN 9 PHL	0 BEOW TOW PHI	15 40 73G 1276W WN 263	733 RON RON 80 F9
B4 CO (8)	CO RON RON 1 WIN RON		757 73G				1755 EWR 15 30 0 733 616 WN T909 TPA TOW BU	757 CO 9010 901 EWR EV	. 45	2 5 757 CO 1254 12 EWR E1 15 3G 52891	18 50 ERJ A13 33 36 81 VR IAH IAH	CO 454 EWR 0 30 73G WN 9287 ISP ISP	1655 EWR 25 50 73G WN 1991 TPA TPA	7 752 CO 1554 1	555 EWR	7 CO 754 EWR	755 EWR 5 25 73G N 3892	20 50 73G WN 12701 BWI BWI	753 0 1854 455 R EWR	30 0 733 WN 9008 BUF To	20 WN 787	36 59 757 COR UN 4 EWRRON 59
B5 WN (7)	RON 1 CO RON RON		738			40 1731 IAH	TPA TOW BU	e e	0 0 738 CO 9012 901:	TPA		3 738 CO 1643	TPA TPA 15 798 CLE	13 50 ERJ A13 253-2348 IAH IAH	CO 16 EWR	40 •	P TPA 58 55 738 CO 1630 1428	BWI BWI		BUF TO	WN 787 DW TPA 10 CO 1830 IAH	RON 59 38 RON
B7 US (1)	US RON RON			734					35 1486 CLT							_				16 US 704 CLT	734	RON RON
B8 B6 (10)	B6 RON RON		320 733			0	34 JFK	0 0 0	JFK 49	320 B6 621 622 JFK JFK	5 50 320 B6 37 74 JFK JFK	20 0 320 B6 623 624 JFK JFK	20 0 320 86 57 58 JFK JFK	10 	JFR 42	320 51 76 JFK 40	320 B6 625 626 JFK JFK 16 734 US 1415	0 32 20	320 B6 77 70 JFK JFK JFK	20 01 602 JFK	320 B6 35 JRK	RON RON 59
B9 US (9) B10 B6 (9)	US RON RON 1 B6 RON		320			795 DC/	15 34 JFK	DCA DC	30 320 619 618	25 320 86 677 6	US 2 PIT	20 0 320 B6 623 624	16 734 US 848 9 CLT 20 0 320 B6 57 58	CLT	US 50 CLT 15 55 320 B6 9034 9035	07 1434 CLT	US 1415 1 PIT 0 40 320 B6 625 626	0 32 20 120 US 647 976 DCA PHL PH	US 953 PHL 30 10 30 320 B6 77 70 B6 6	1253 PHI 10 20 01 602	US 69 DCA 45 320 B6 35	RON RON 59 RON
B11 US (8)	RON 1 US RON RON			733			JFK	JFI 1072 PIT	JFK 0 734 US 803 12 PHL F	JFK BB	10 55 US 381 534 DCA DCA	JFK JFK 5 55 734 US 815 545 PHL PHL	JFK JFK	37 US 437 PHL	30 33 574 PHL	0 0 733 US 9022 902: PHL PHI	JFK JFK 32 US 1417 CLT	30 1 770 CLT	JFK JFK JFK 32 20 28 733 US 947 404 US 99 CLT CLT PIT	JFK	733	RON 59 RON RON
B12 NW (3)	NW RON RON			320		0			50 893 DTW			3 5 NW 890 89 DTW D	fw	0 0	18 NW 898 DTW	36 897 DTW	20					95 120 120 V 892 120 W 25 59
B14 US (3)	US RON RON 1 DL RON		734 M80			358 PHL	15 40 1103 RP T CVG TOW	ERJ 40		1 ³⁶ 77	26 57	10 0 757 471 2002 2000 BOS BOS		734 US 9020 9021 PIT PIT 13 5 757 471 2044 206 LGA BD	J	13 734 US 1407 DCA	1068 PIT	38 757	30 1 7 757 201 171 1888	0		25 59 734 US 31 RON PHIL RON 9 59 M80 DL 1403 RON CVG RON
C1 DL/471/OH/RP (6.5) C2 DL/471/OH/RP (8)	DL RON RON 21 DL 1062 ATL		MBO		40 741 ATL	0 0 757 DL TOW 9000	CVG TOW	CMH 55		DL 283 ATL 10 50 ERJ RP 9008 9009	ATL	BOS BOS ERJ 638993 TLH	37 0 CR7 OH5 60 3 CVGCVC	LGA BC	37 RP 639 TLH	ERJ 40 0 6392		38 757 471 2086 BOS 57 20 CR7 OH582	BDL BOS 0 45 ERJ RP 9005 TOW G CMH TOW	1986 BOS RP 6391	ERJ	CVG RON
	DL RON		763		AIL	0 1512 ATL	· '	E C	2 32 ERJ P 9006 9007 H CMH	17 757 471 1979 LGA		35 757 2064 2064 JFK	CVGCVI	46 471 : BDL	40 -	ich	47 471 LGA	53 757 2042 2035 LGA	12 DL 1668 ATL	ILA	763	59 RON

Exhibit A.3
Future Design Day Schedule (Near Term - 8 MAP)
Palm Beach International Airport

				4		7		D	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	"		POI t		45	10	17	10	20	24	22	24
_				•							12	13	14	15	16	'	13	20		2	, , ,
C4 DL/471/OH/RP (6) C5 DL/471/OH/RP (6.5) C6 FL (6) C7 DL/471/OH/RP (3) C8 DH (3) C9 AA (8) C10 UA (2)	1	315	9 M	763 717 763 80 M80	0 44 MO	204 LGA 204 LGA 2 167 DF	20 199 ATL 0 231 ATL	40 266 ATL	15 M20 5 10	757 7033 2088 BOS 4 31 717 237 232 L. ATL 35 M DL 867 CVG 30 319 DH 41 IAD	25 80 448 CVG 10 45 AD 15 57 AA 1536 569 DFW DFW	56 35 77 72 73 74 74 75 75 75 77 77 77 77 77 77 77 77 77 77		24 MD0 DL 1122 ATL 4 7 40 FL 223782 ATL PRE	45 DL ATL	767 45 776 ATL 35 77 ATL 35 77 ATL 36 77 ATL 3	28 727 30 DL 1251 830 ATL ATL	LAS	757 45 1002 9005 LAS 0 0 757 1000 1000 1000 1000 1000 1000 1	26 471 1998 LGA 41 FL 22 ATL 763	757 RON
C11 AA (3)	AA RON RON 1						799 OR		A 2061 828 GA BOS	0					AA 9028 9029 SFO SFO				AA 786 ORD		RON RON 59

Exhibit A.4 Daily Gate Utilization Profile by 15-Minute Intervals

