Appendix D

Southwest Airlines: Opportunities for Growth at Palm Beach International Airport

June 2005

Southwest Airlines
Opportunities for Growth
at Palm Beach International Airport

Presented By

Palm Beach International Airport

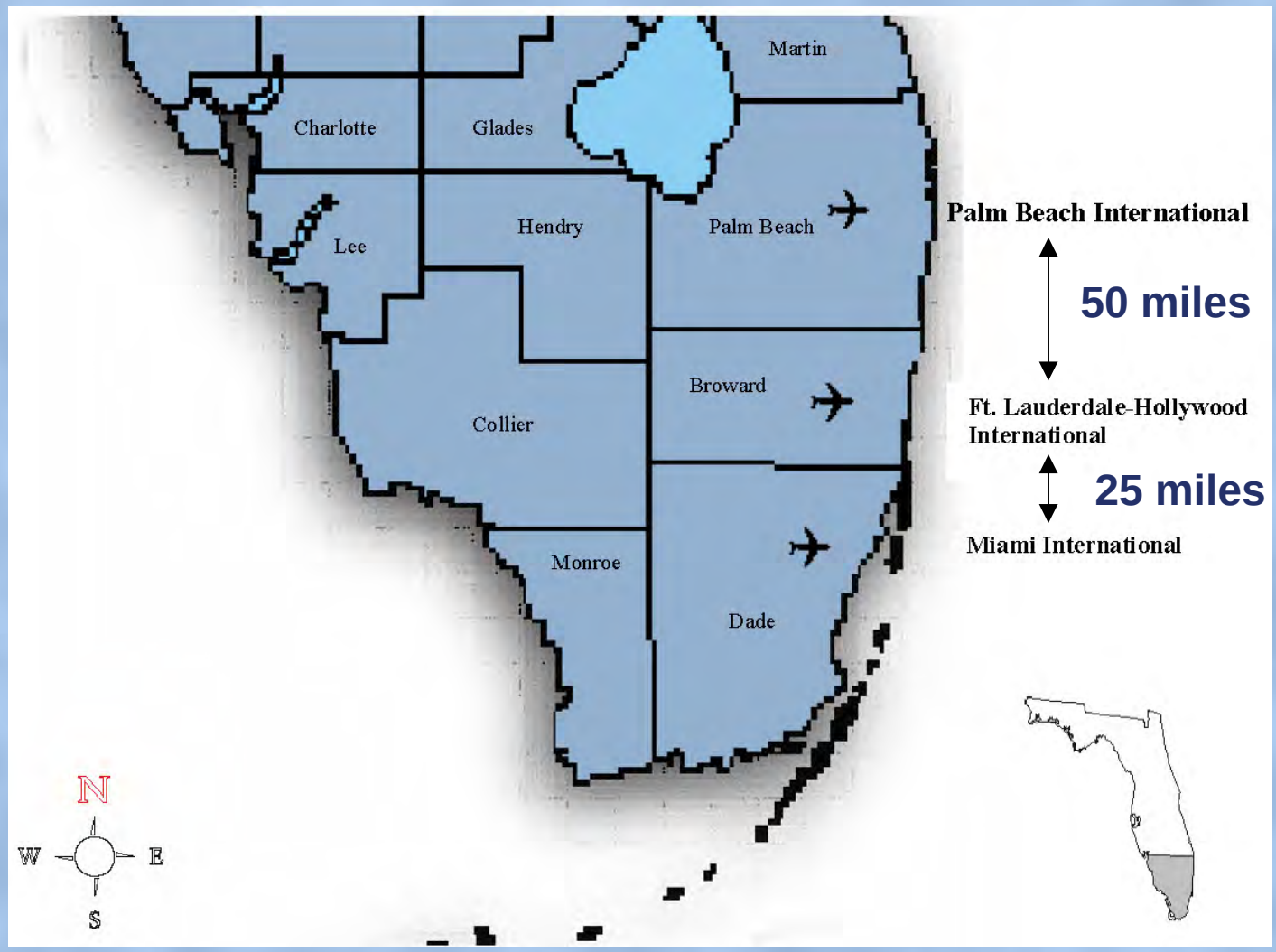
June 2005

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

Overview

June 2005

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

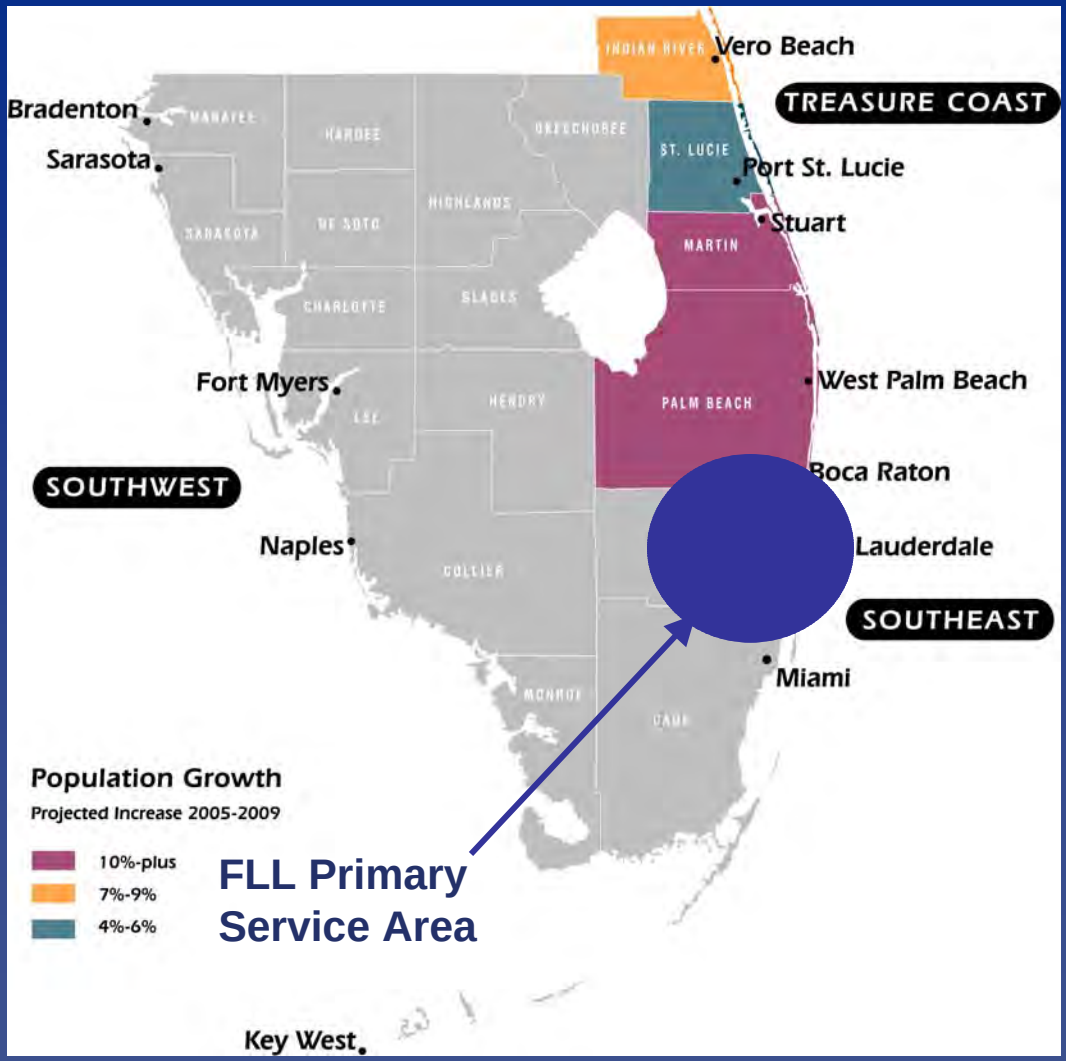
PBI Service Area Comprises the Following Counties:

Palm Beach,

Martin

Indian River,

St. Lucie



Source: Woods & Poole Economics, Inc.

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**

Source: Woods & Poole Economics, Inc.

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

Source: Woods & Poole Economics, Inc.

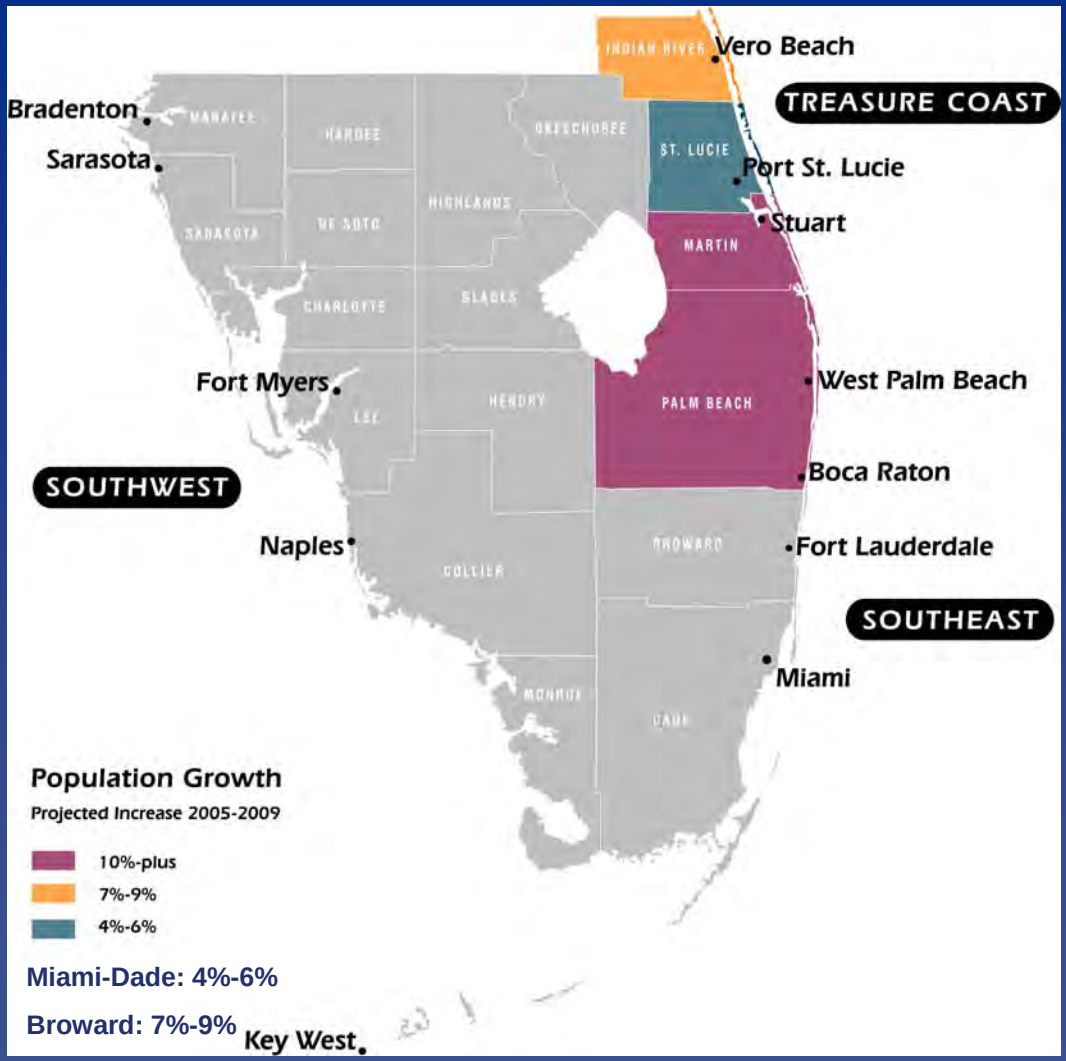
June 2005

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



Source: Woods & Poole Economics, Inc.

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**

Source: National Planning Association

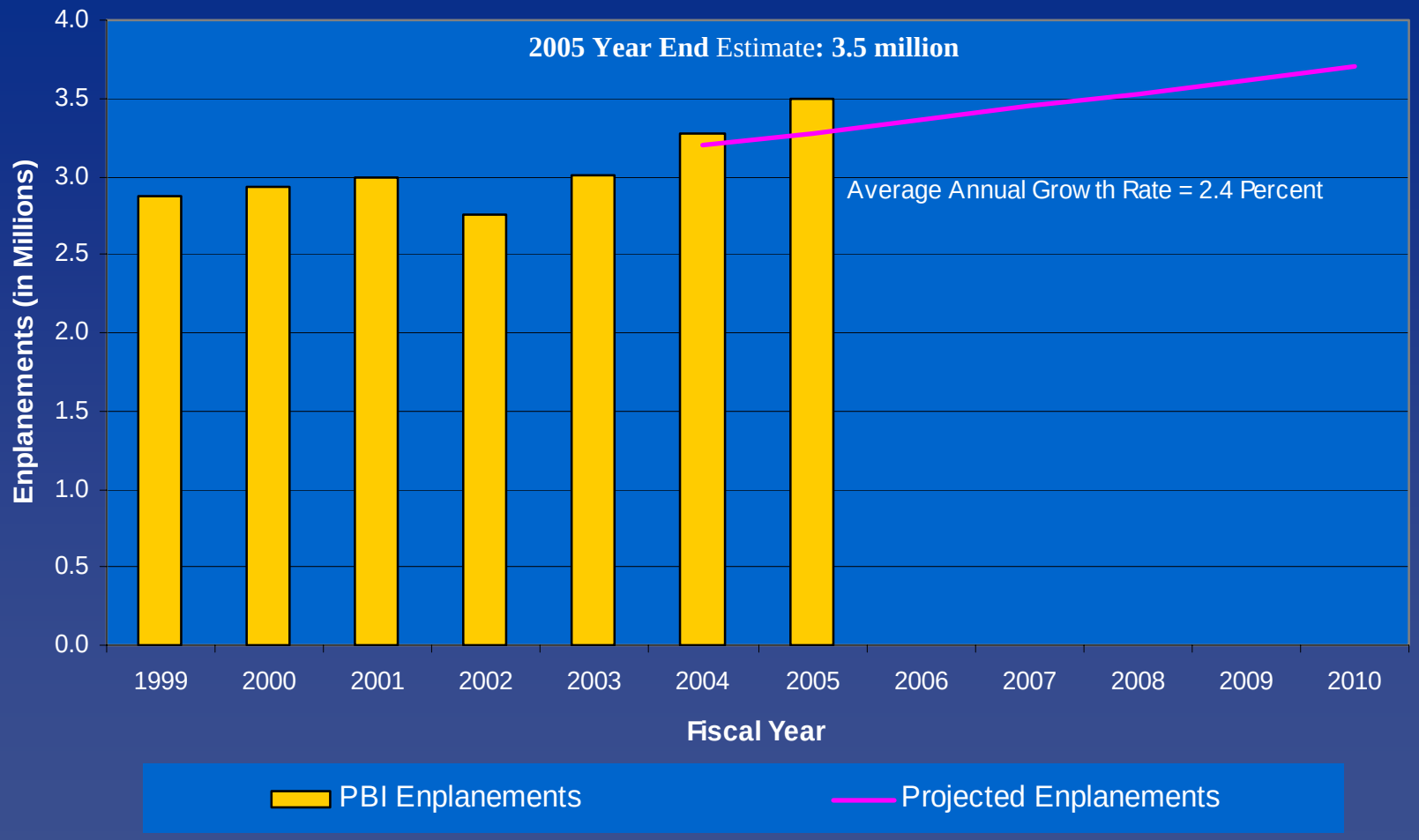
PBI Service Area: Per Capita Income (2005)

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**

Source: Woods & Poole Economics, Inc.

June 2005

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)

Source: Palm Beach International Airport

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.

June 2005

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

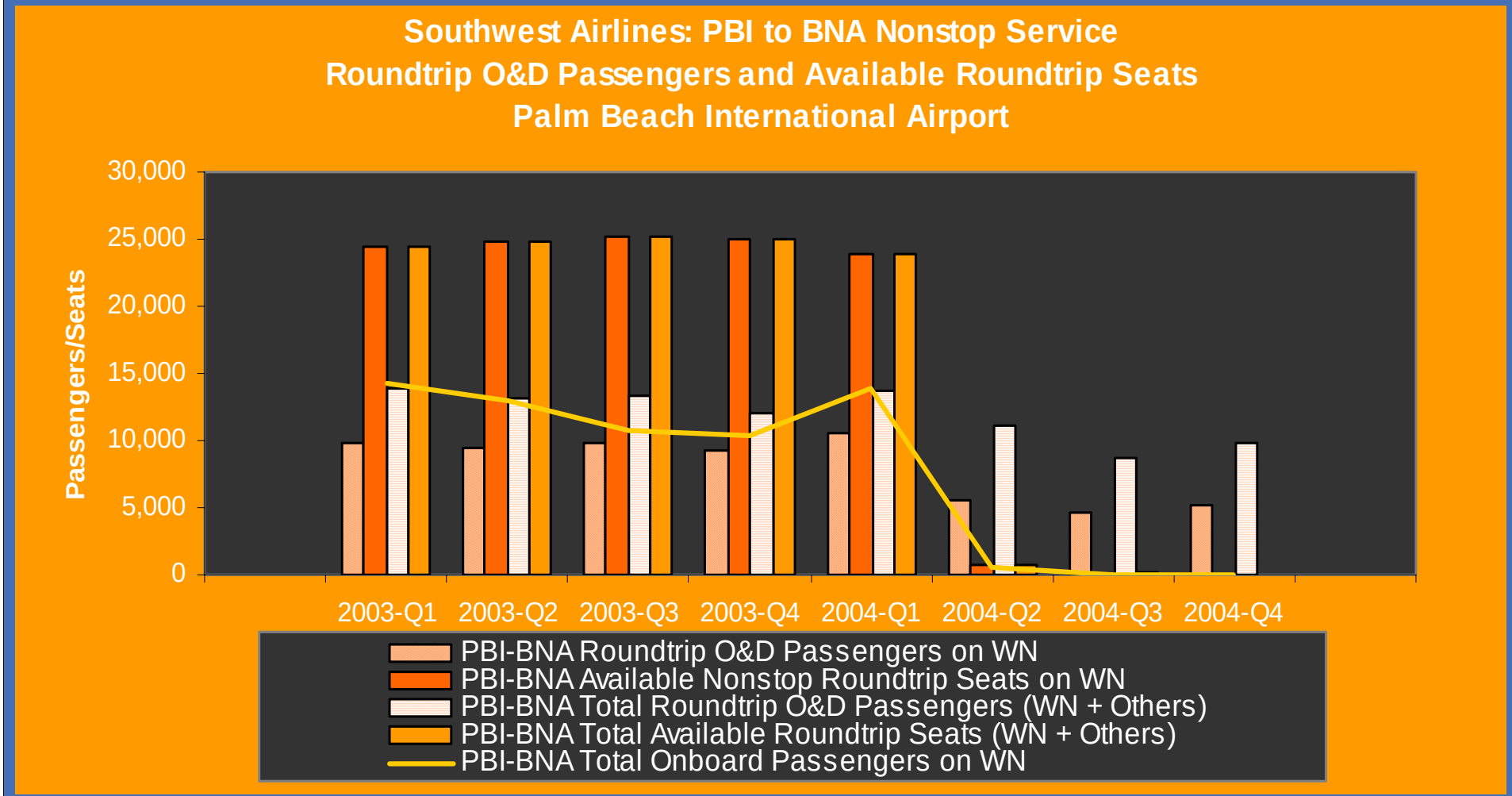
Buffalo

St. Louis

Chicago-Midway

June 2005

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



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:

		LF	Yield
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	

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

June 2005

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.

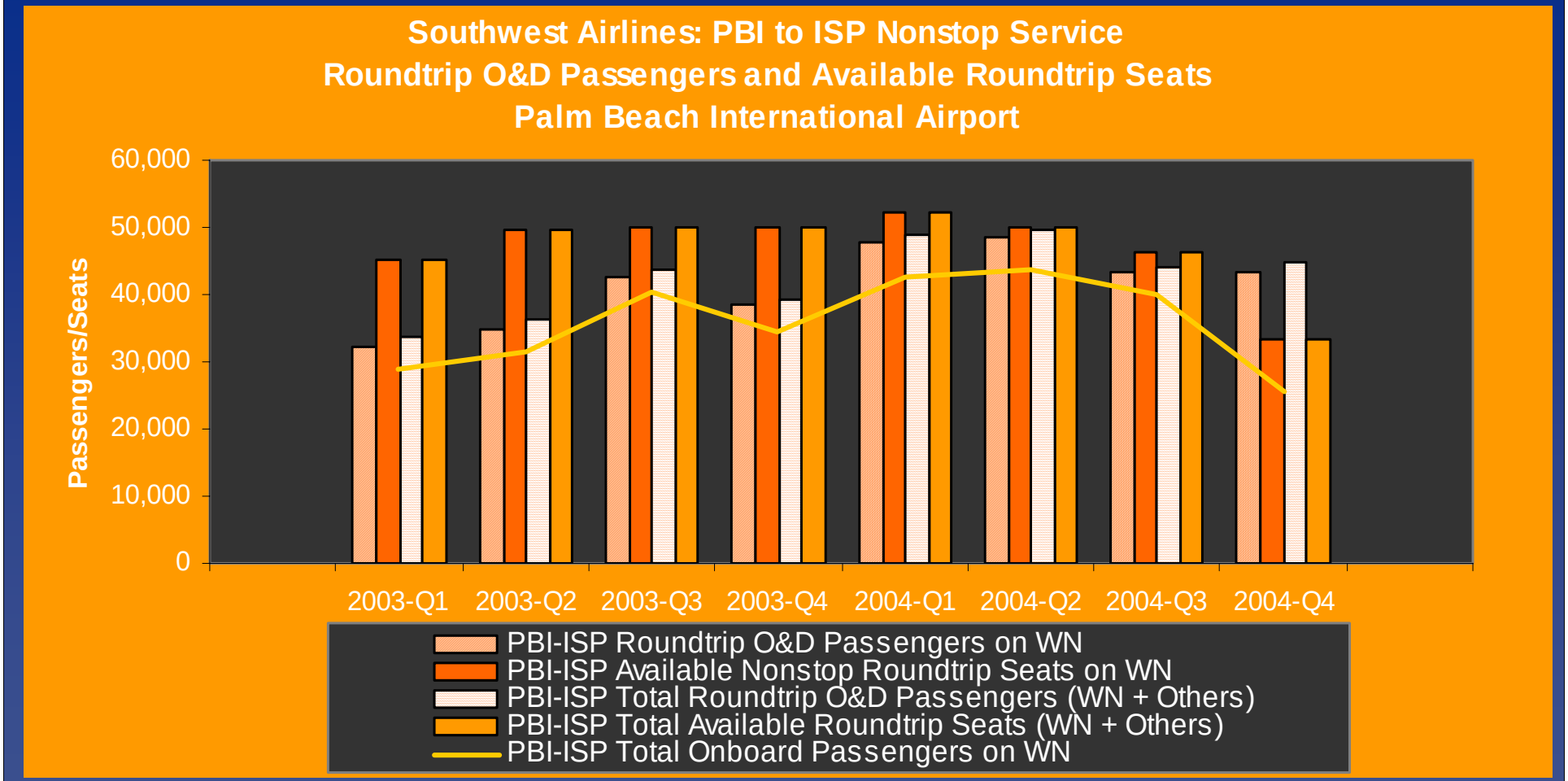
- Las Vegas (CY 2004 Roundtrip O&D Passengers Per Day: 209)
- Minneapolis-St. Paul (CY 2004 Roundtrip O&D Passengers Per Day: 127)
- Cleveland (CY 2004 Roundtrip O&D Passengers Per Day: 166)
- Buffalo (CY 2004 Roundtrip O&D Passengers Per Day: 175)
- St. Louis (CY 2004 Roundtrip O&D Passengers Per Day: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

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

June 2005

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



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:

		LF	Yield
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

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

June 2005

Southwest Airlines
Opportunities for Growth
at Palm Beach International Airport

Presented By

Palm Beach International Airport

Appendix E

American Airlines: Opportunities for Growth at Palm Beach International Airport

June 2005

American Airlines
Opportunities for Growth at Palm Beach Int'l

Presented By

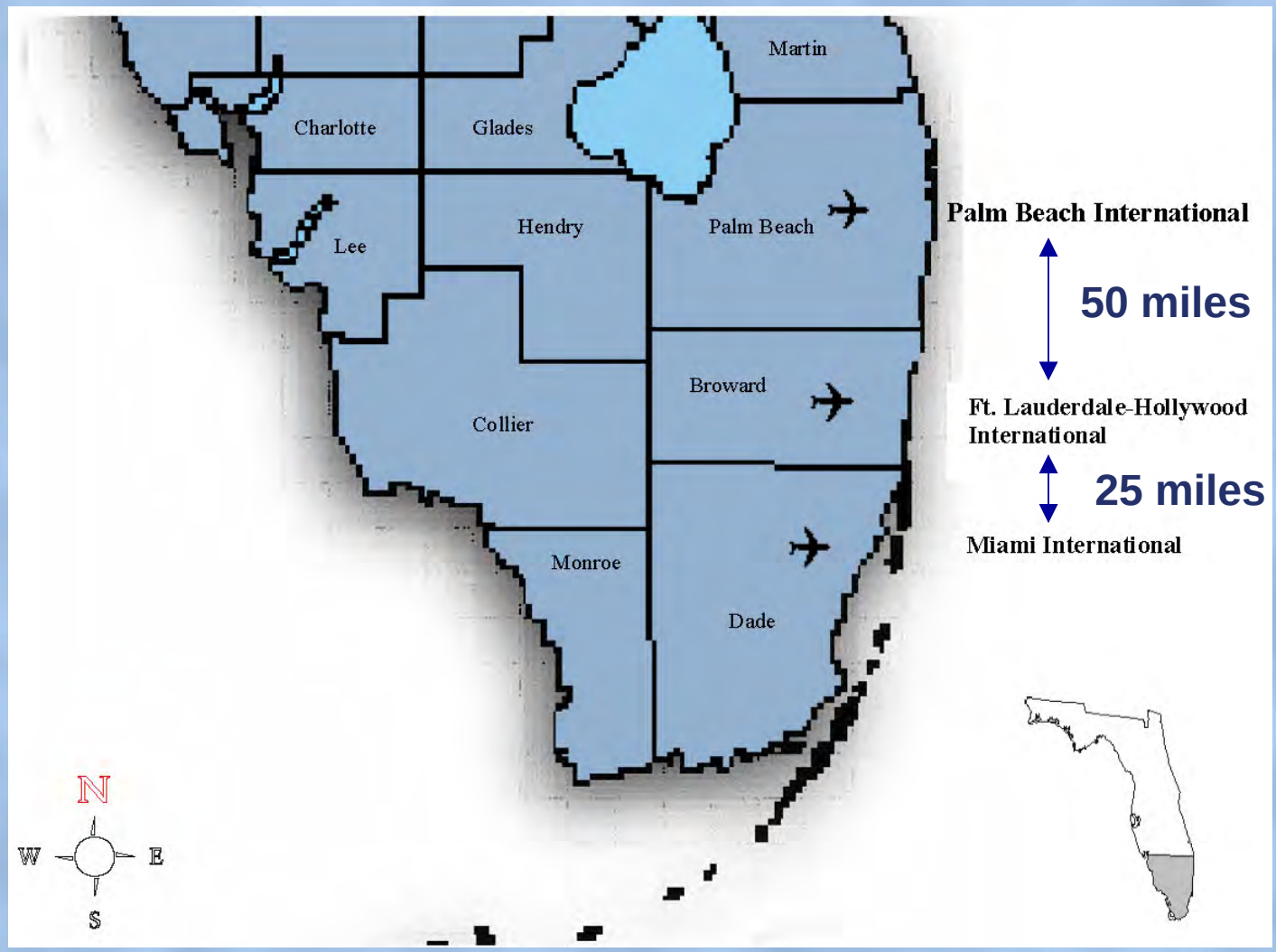
Palm Beach International Airport

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 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

June 2005

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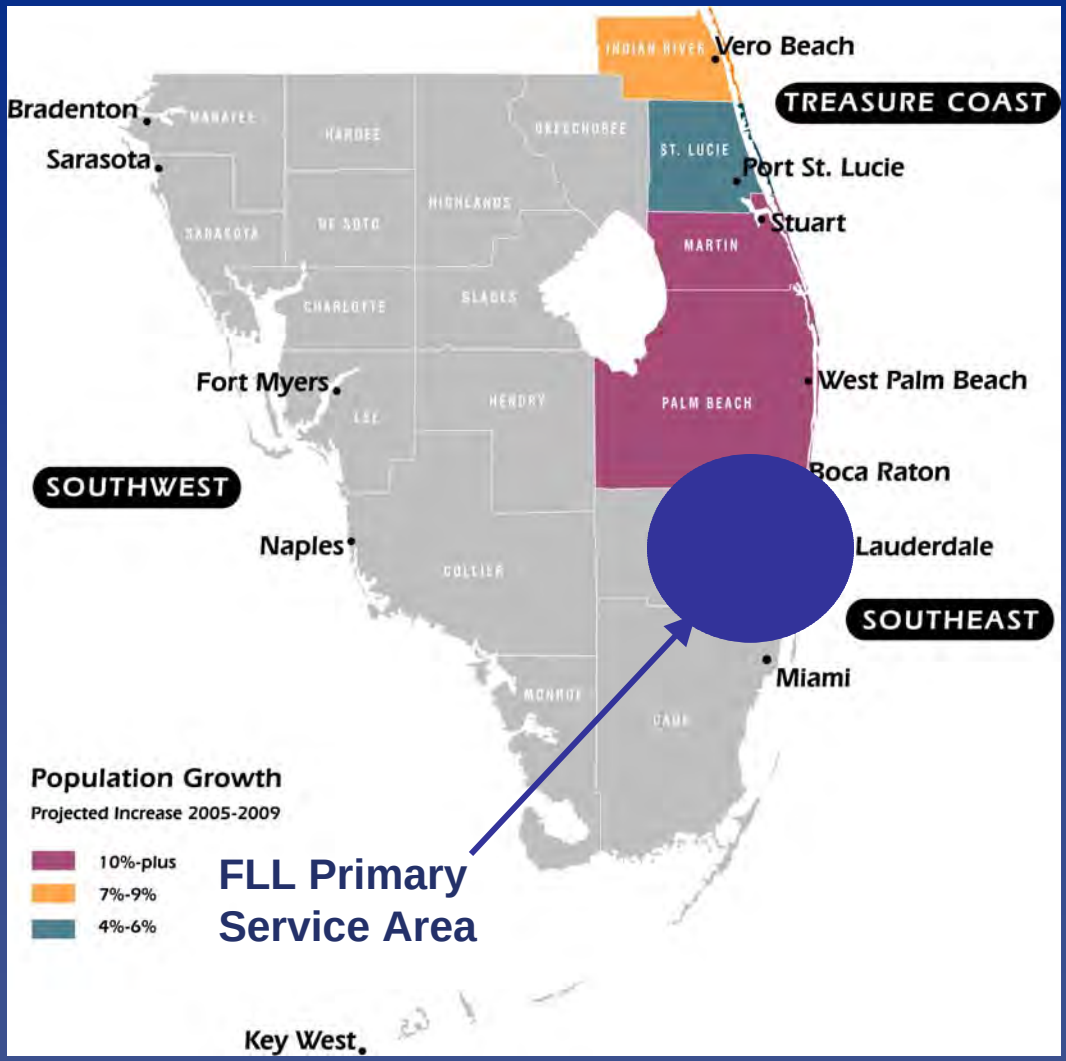

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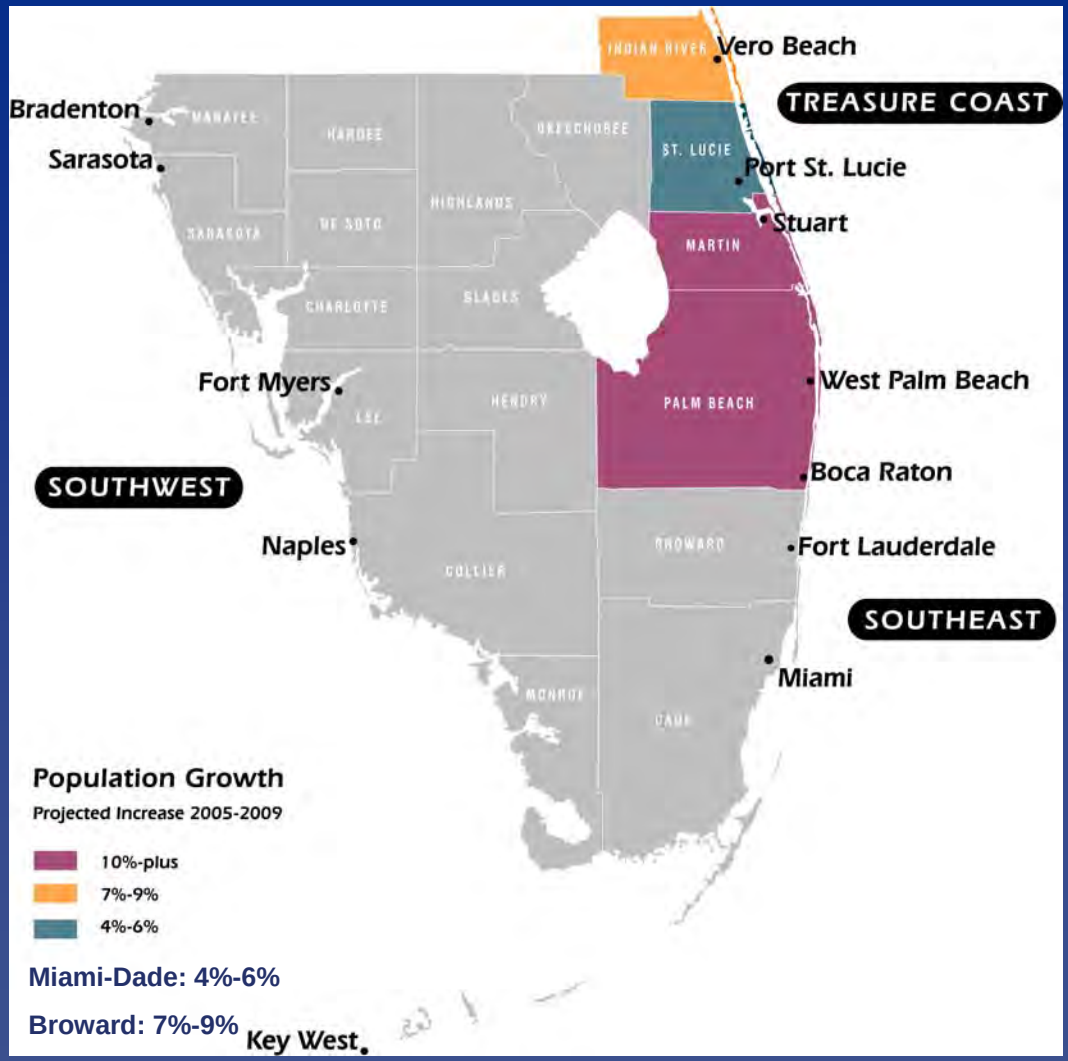

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June 2005

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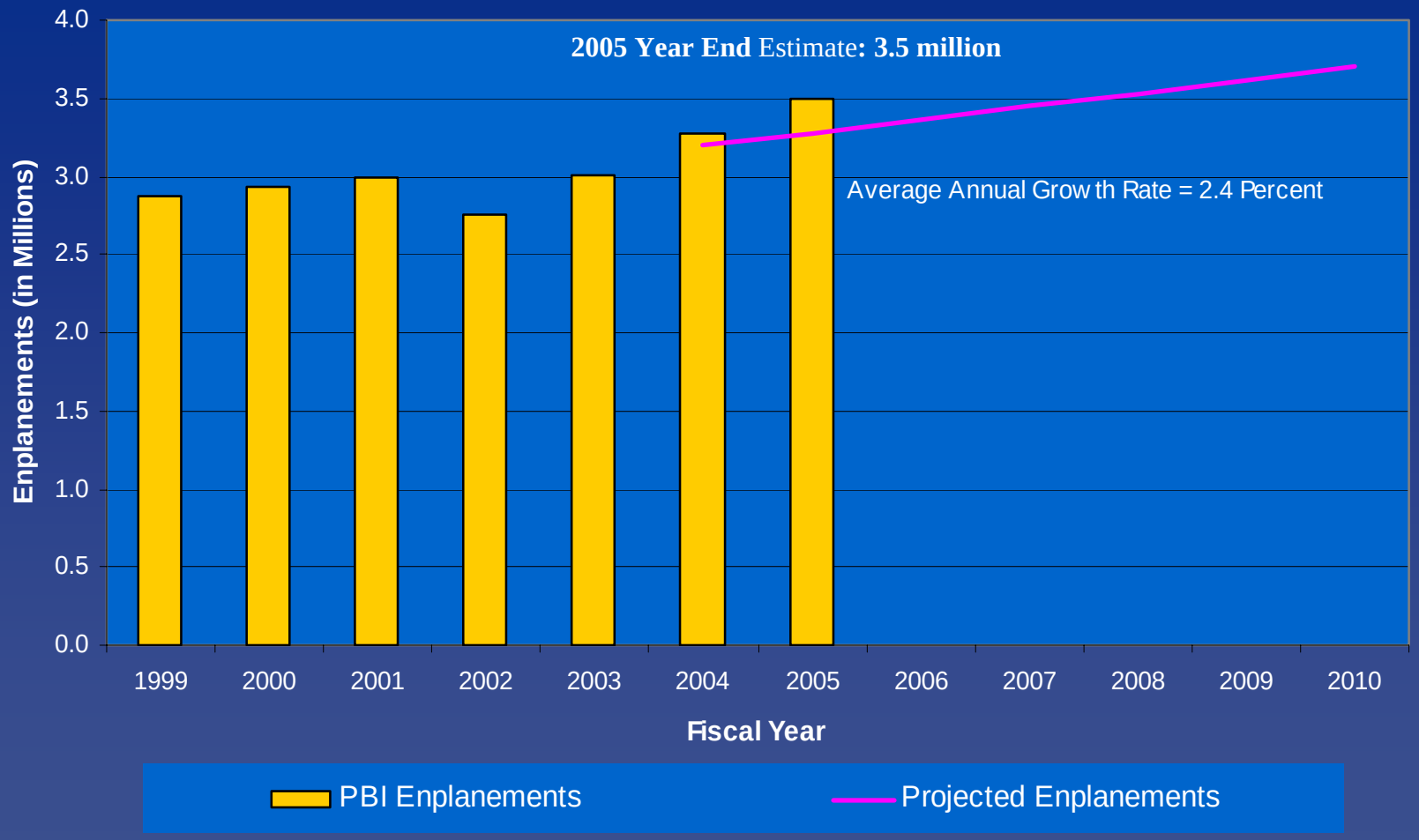

Source: FAA Terminal Area Forecasts, January 2005

June 2005

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June 2005

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Source: Palm Beach International Airport

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June 2005

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)

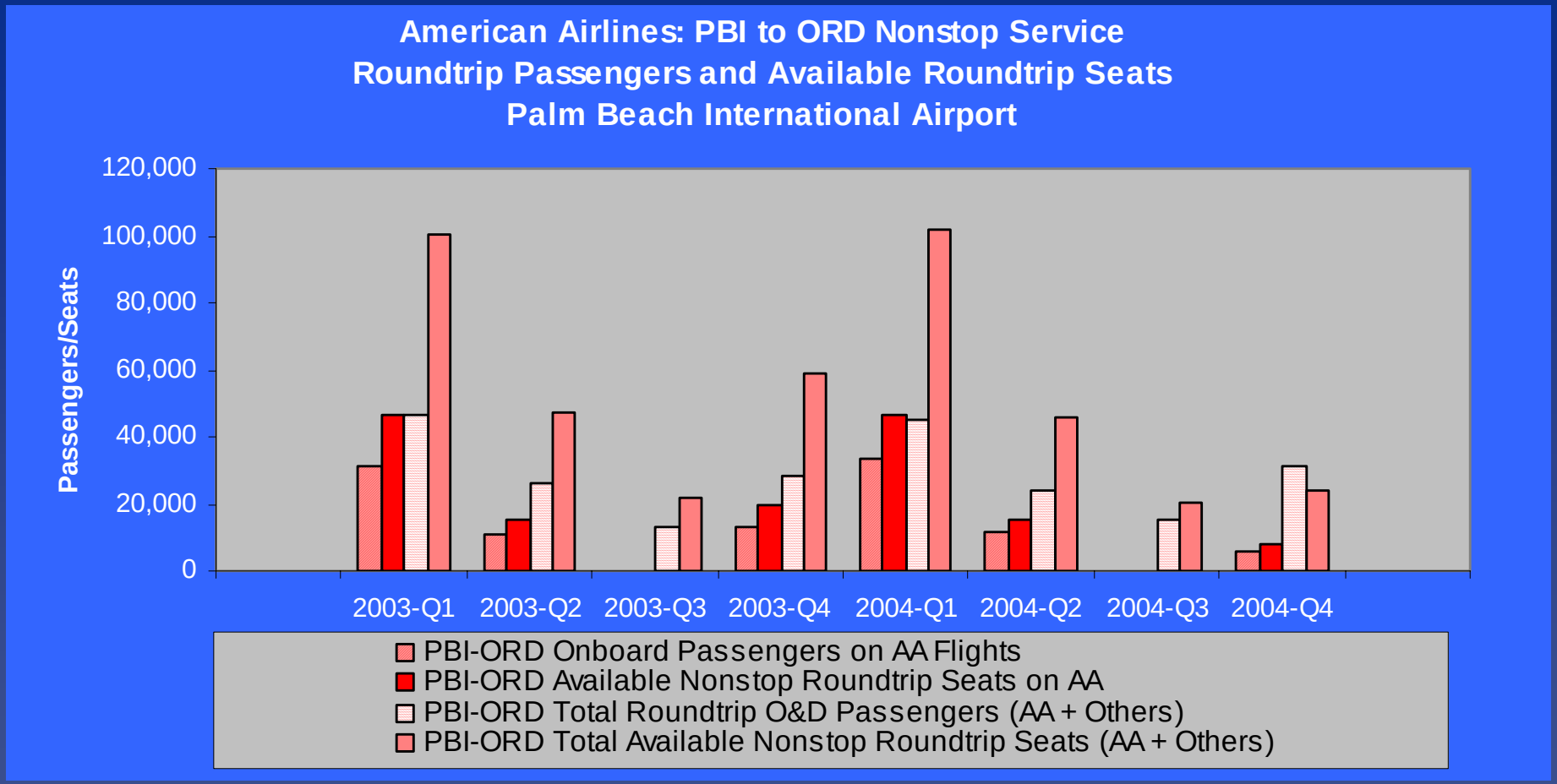
Los Angeles

AMERICAN EAGLE:

Raleigh-Durham

June 2005

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



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

Characteristics of PBI-ORD Market 2003 and 2004

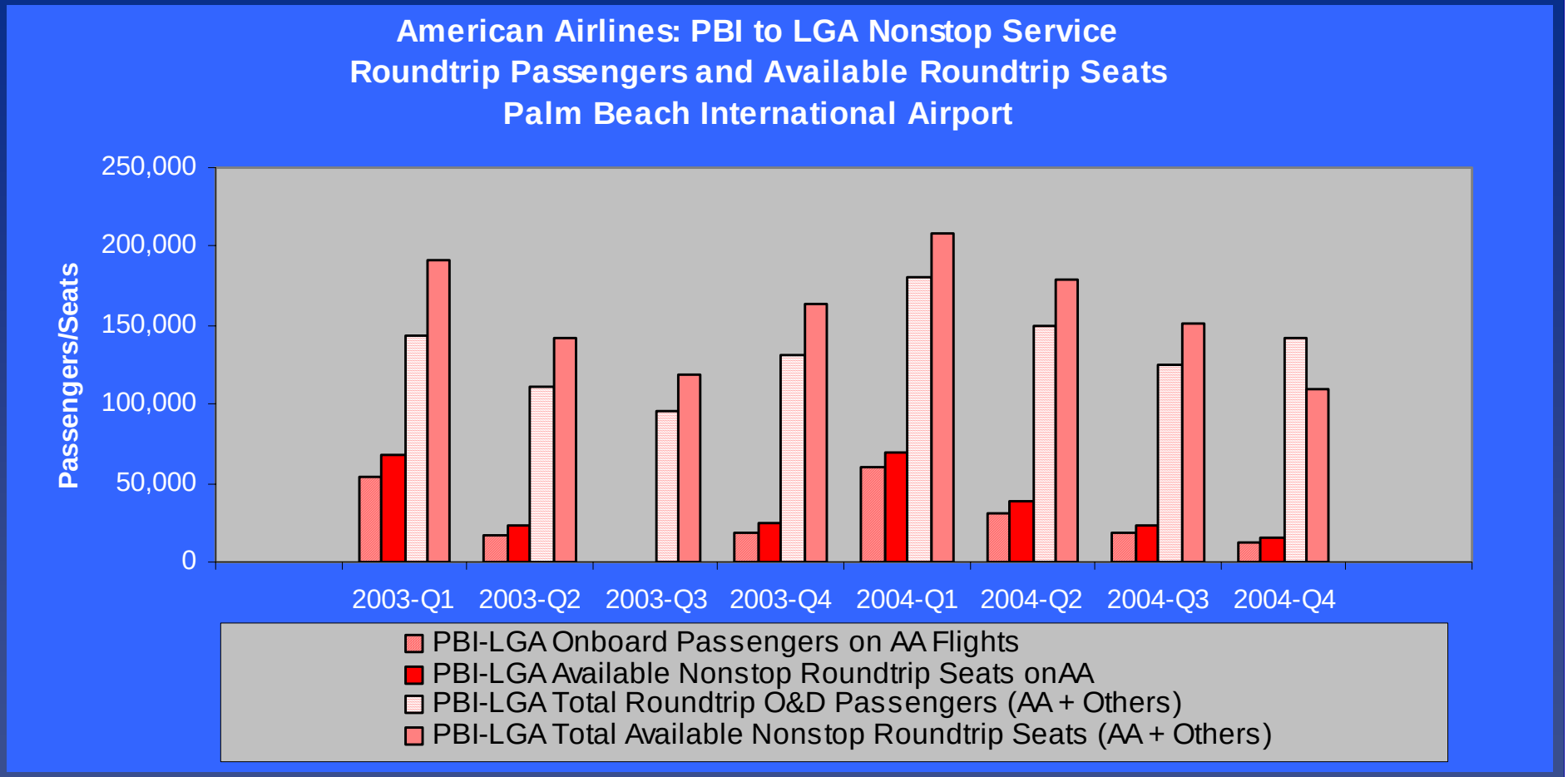
- In 2004, ORD ranked as PBI's 13th largest O&D market, with an estimated 318 roundtrip passengers per day (on average)
- Average American Airlines Load Factors (LF) and Yield:

		LF	Yield
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

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

June 2005

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



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

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:

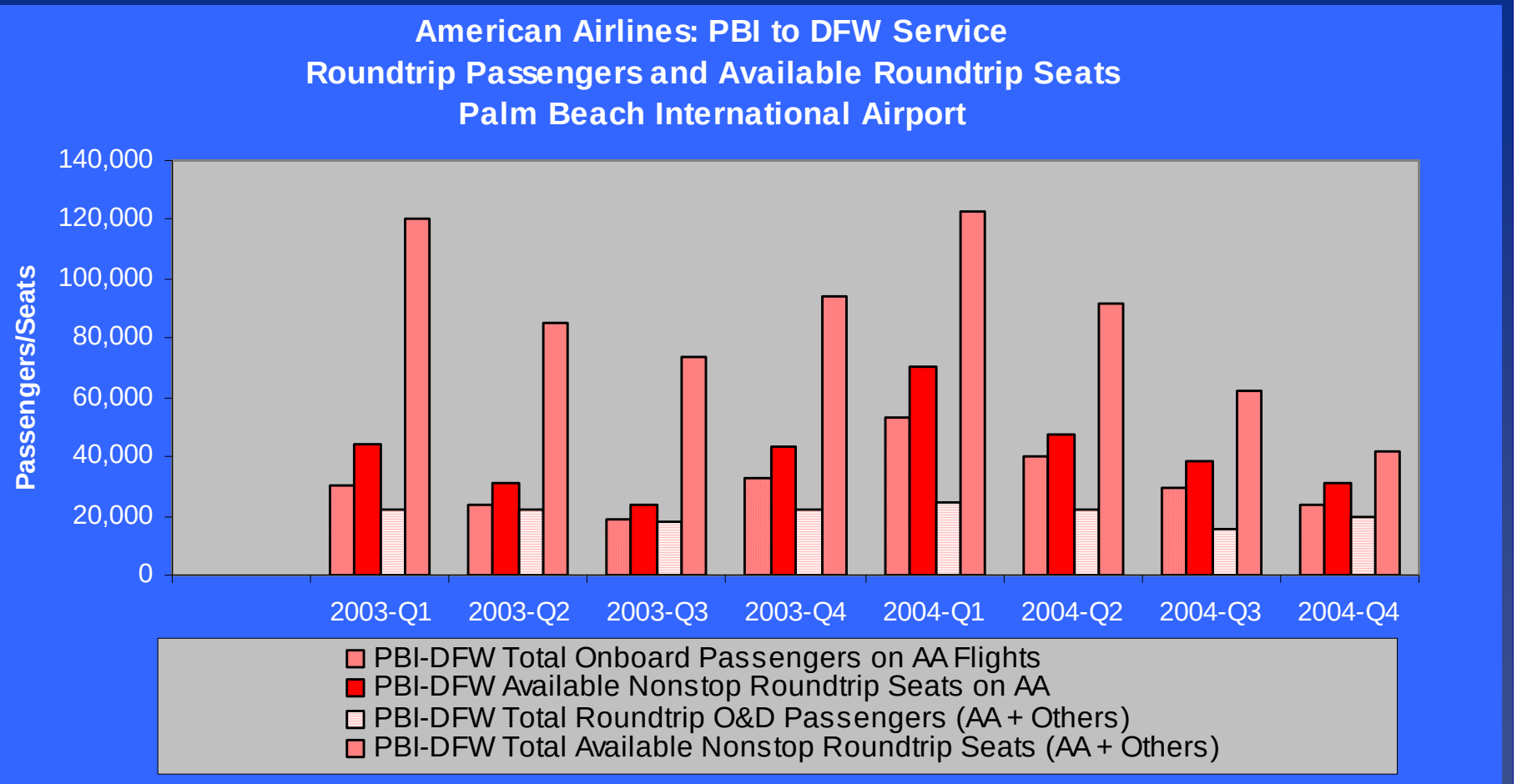
		LF	Yield
2003	first quarter	79%	$0.11
	second quarter	78%	$0.12
	third quarter	No service	
	fourth quarter	76%	$0.10
2004	first quarter	87%	$0.11
	second quarter	81%	$0.11
	third quarter	85%	$0.08
	fourth quarter	82%	$0.11

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

June 2005

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



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:

		LF	Yield
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

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

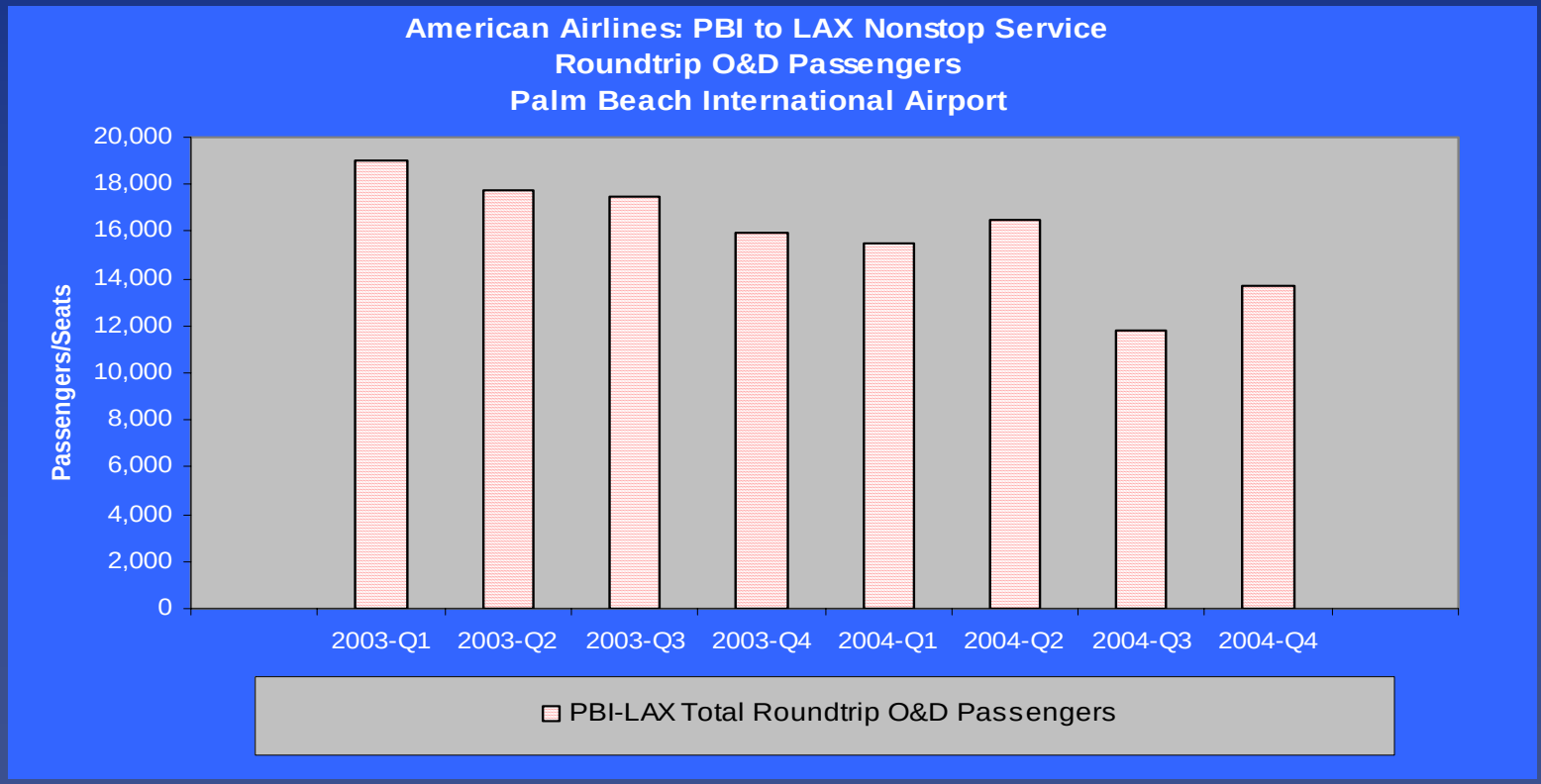
Characteristics of PBI-DFW Market WITH CONNECTING SERVICE TO SFO

- 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

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

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

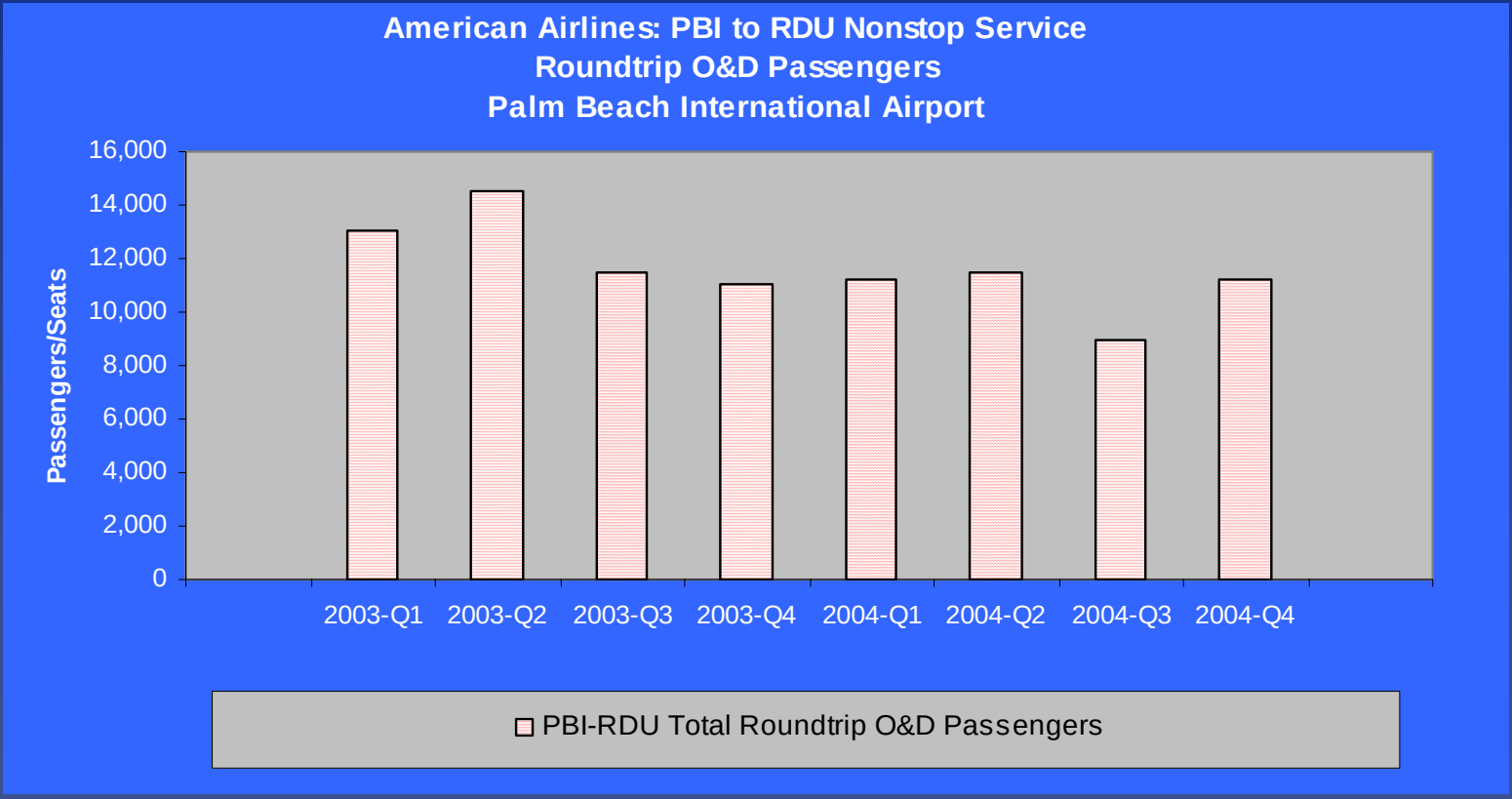


Sources: U.S. DOT Form 41, T100 Database; Origin and Destination Survey – 10% Sample

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



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

June 2005

American Airlines
Opportunities for Growth at Palm Beach Int'l

Presented By

Palm Beach International Airport

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

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

Prepared: 06/14/05
Print Date: 11/14/2005

Table F2-a

Nonstop Destinations from Palm Beach International Airport - CY 2003

Airlines	Nonstop Destination	Local O&D Passengers	2003 - 1st Quarter 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

Airlines	Nonstop Destination	Local O&D Passengers	2003 - 2nd Quarter 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

Airlines	Nonstop Destination	Local O&D Passengers	2003 - 3rd Quarter 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

Airlines	Nonstop Destination	Local O&D Passengers	2003 - 4th Quarter 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

Airlines	Nonstop Destination	Local O&D Passengers	2004 - 1st Quarter 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

Airlines	Nonstop Destination	Local O&D Passengers	2004 - 2nd Quarter 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

Airlines	Nonstop Destination	Local O&D Passengers	2004 - 3rd Quarter 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

Airlines	Nonstop Destination	Local O&D Passengers	2004 - 4th Quarter 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

Airlines	Nonstop Destination	Local O&D Passengers	2003 - 1st Quarter 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

Airlines	Nonstop Destination	Local O&D Passengers	2003 - 2nd Quarter 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

Airlines	Nonstop Destination	Local O&D Passengers	2003 - 3rd Quarter 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

Airlines	Nonstop Destination	Local O&D Passengers	2003 - 4th Quarter 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

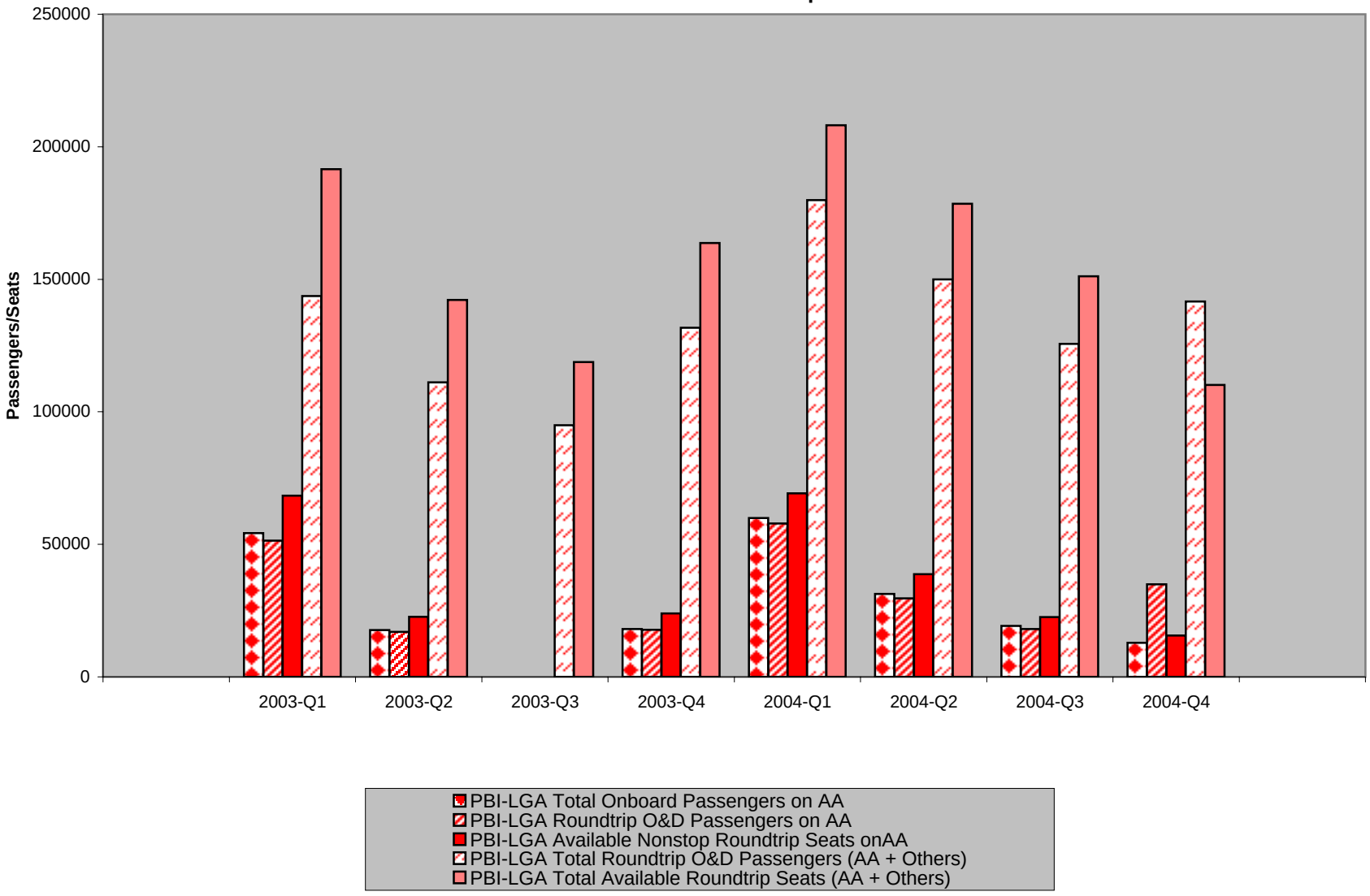
Airlines	Nonstop Destination	Local O&D Passengers	2004 - 1st Quarter Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	49,350	51,051	62,296	81.9%	$ 123.25	$ 0.10
American	DFW	35,970	126,362	165,282	76.5%	$ 189.86	$ 0.16
American	LGA	98,790	107,562	128,691	83.6%	$ 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

Airlines	Nonstop Destination	Local O&D Passengers	2004 - 2nd Quarter 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

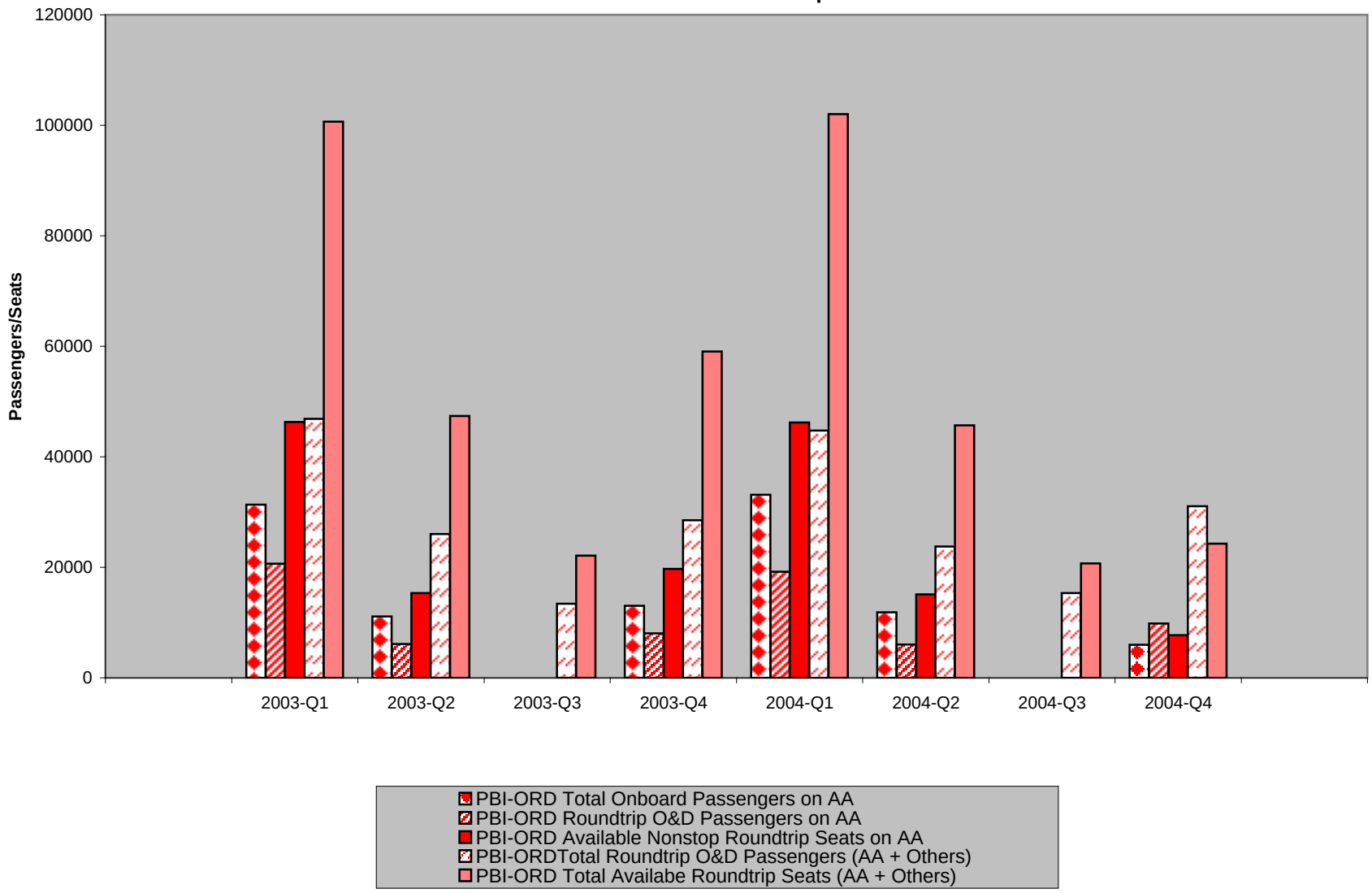
Airlines	Nonstop Destination	Local O&D Passengers	2004 - 3rd Quarter Onboard Passengers	Seats Available	Load Factor	Average Fare	Average Yield
American	BOS	17,250	18,010	22,575	79.8%	$ 77.23	$ 0.06
American	DFW	40,870	122,335	151,669	80.7%	$ 154.99	$ 0.13
American	LGA	99,030	106,934	125,332	85.3%	$ 88.82	$ 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

Airlines	Nonstop Destination	Local O&D Passengers	2004 - 4th Quarter 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	50760	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

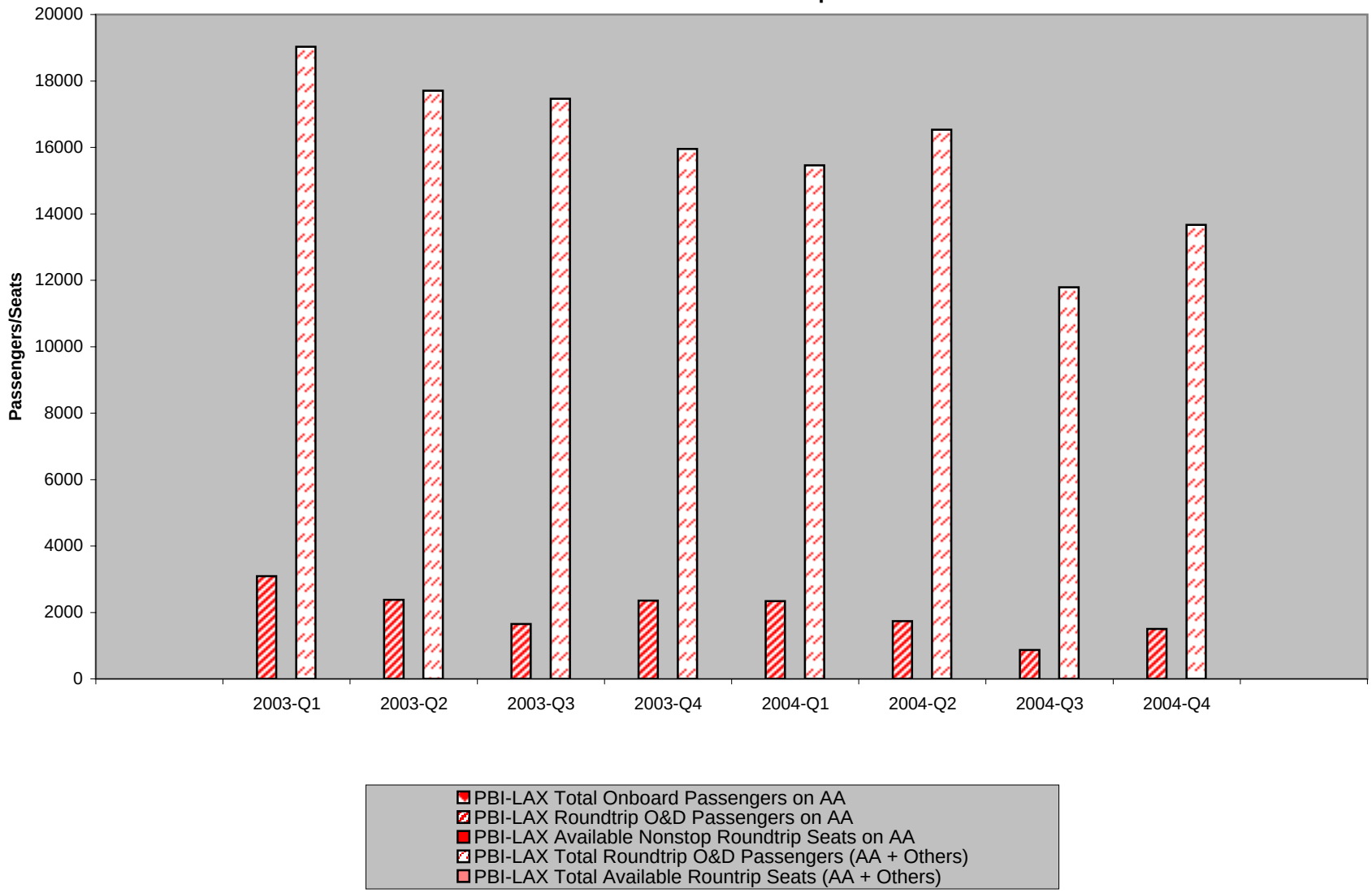
American Airlines: PBI to LGA Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport



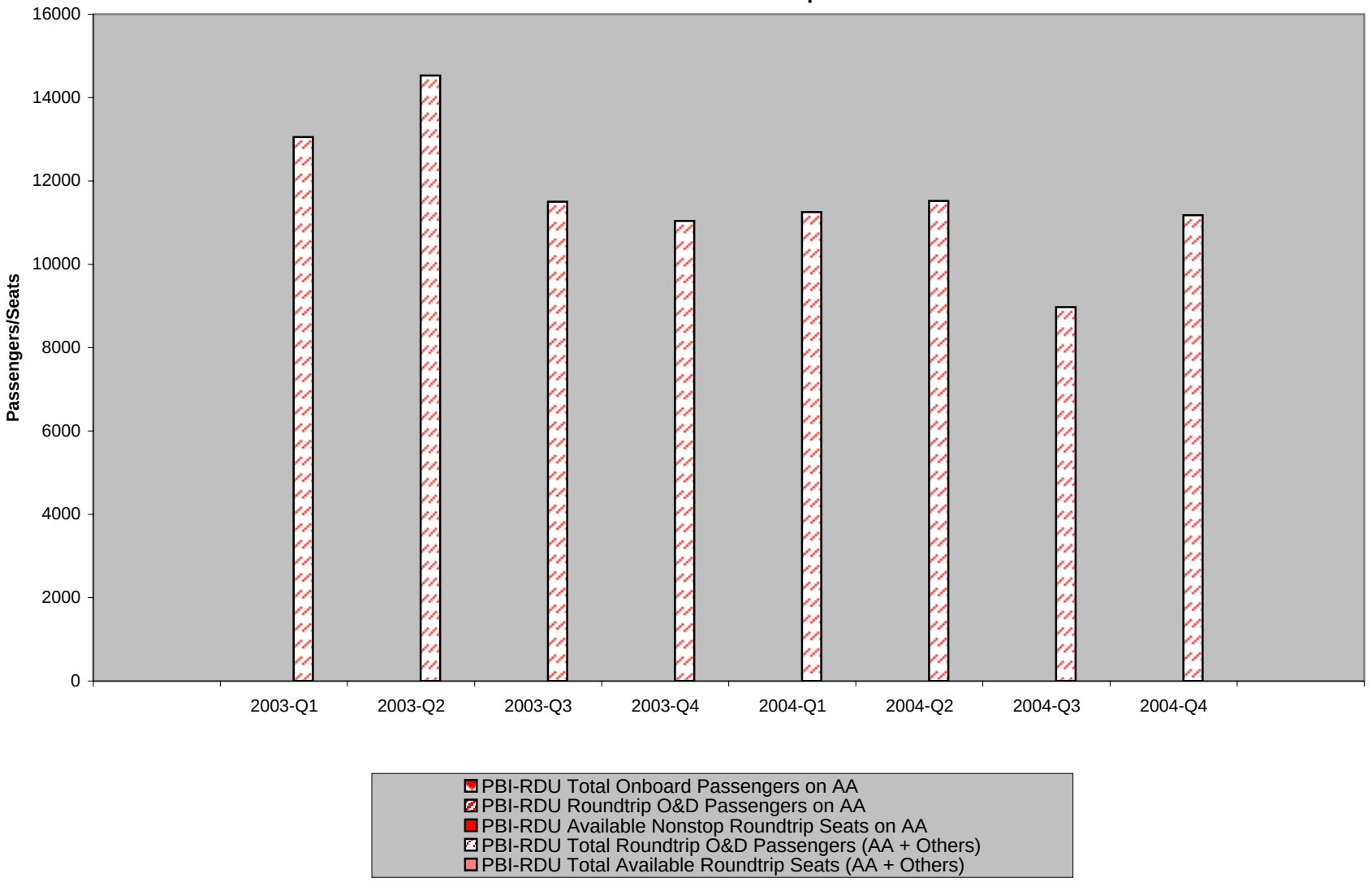
American Airlines: PBI to ORD Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport



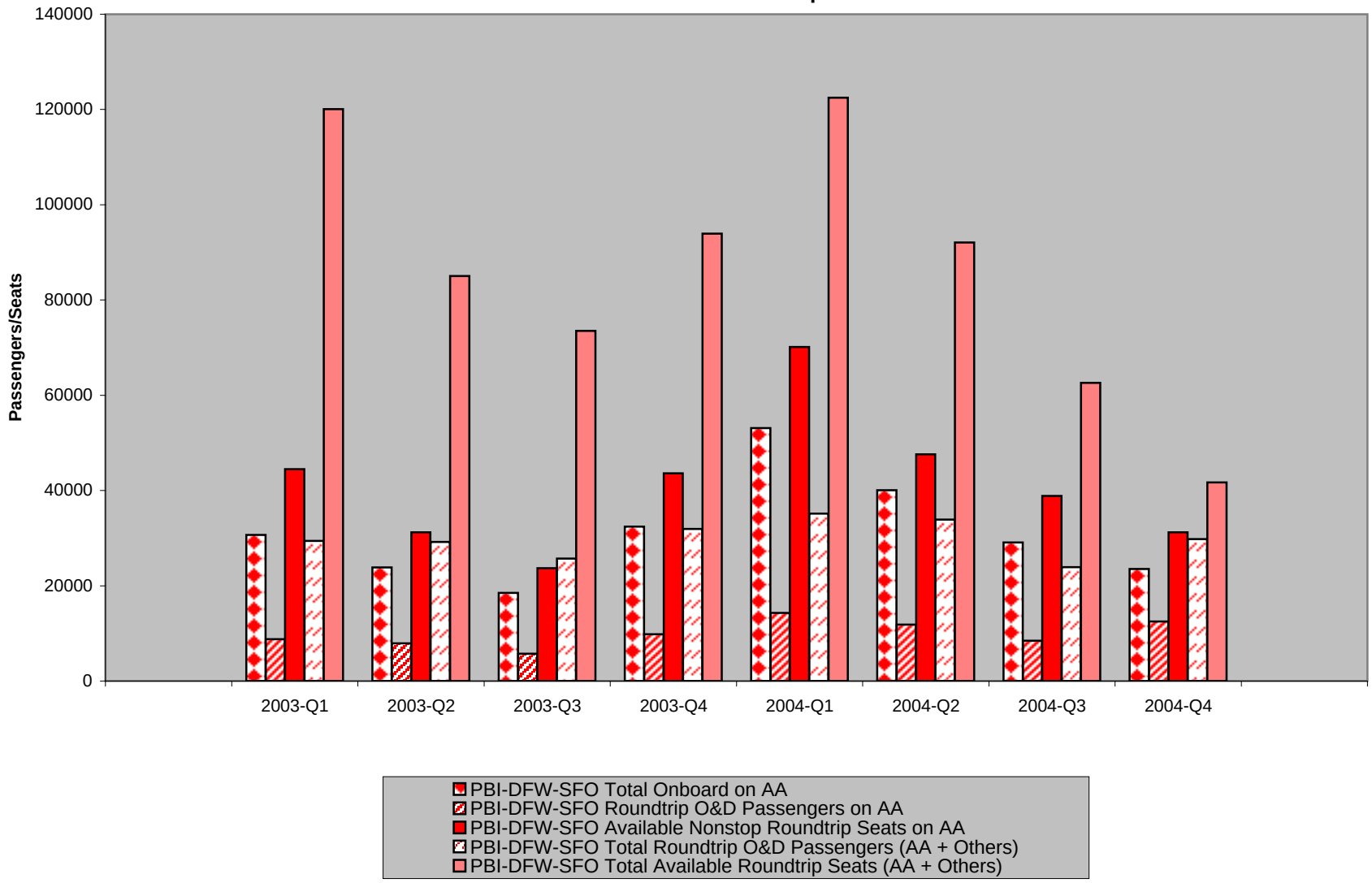
American Airlines: PBI to LAX Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport



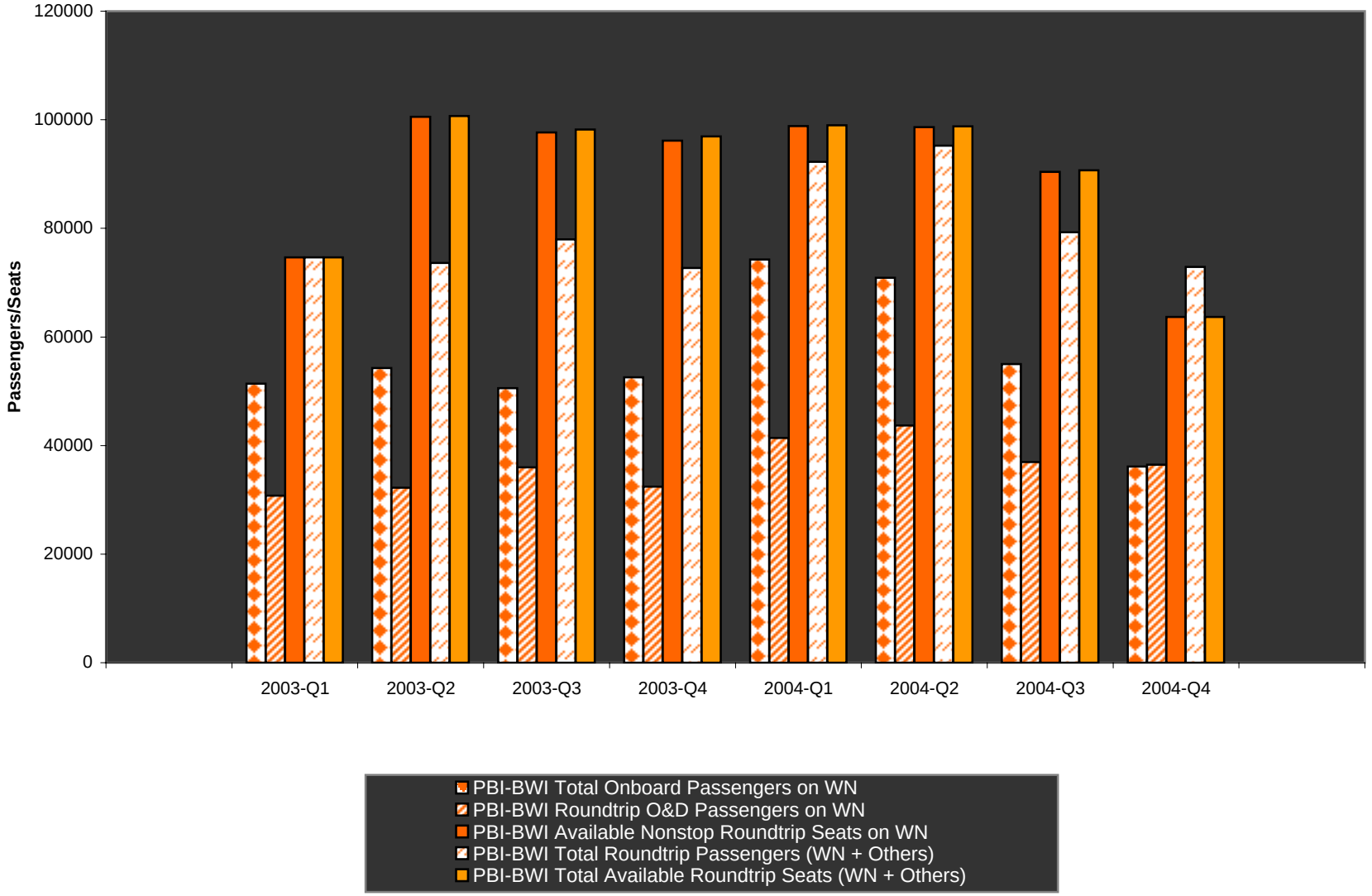
American Airlines: PBI to RDU Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport



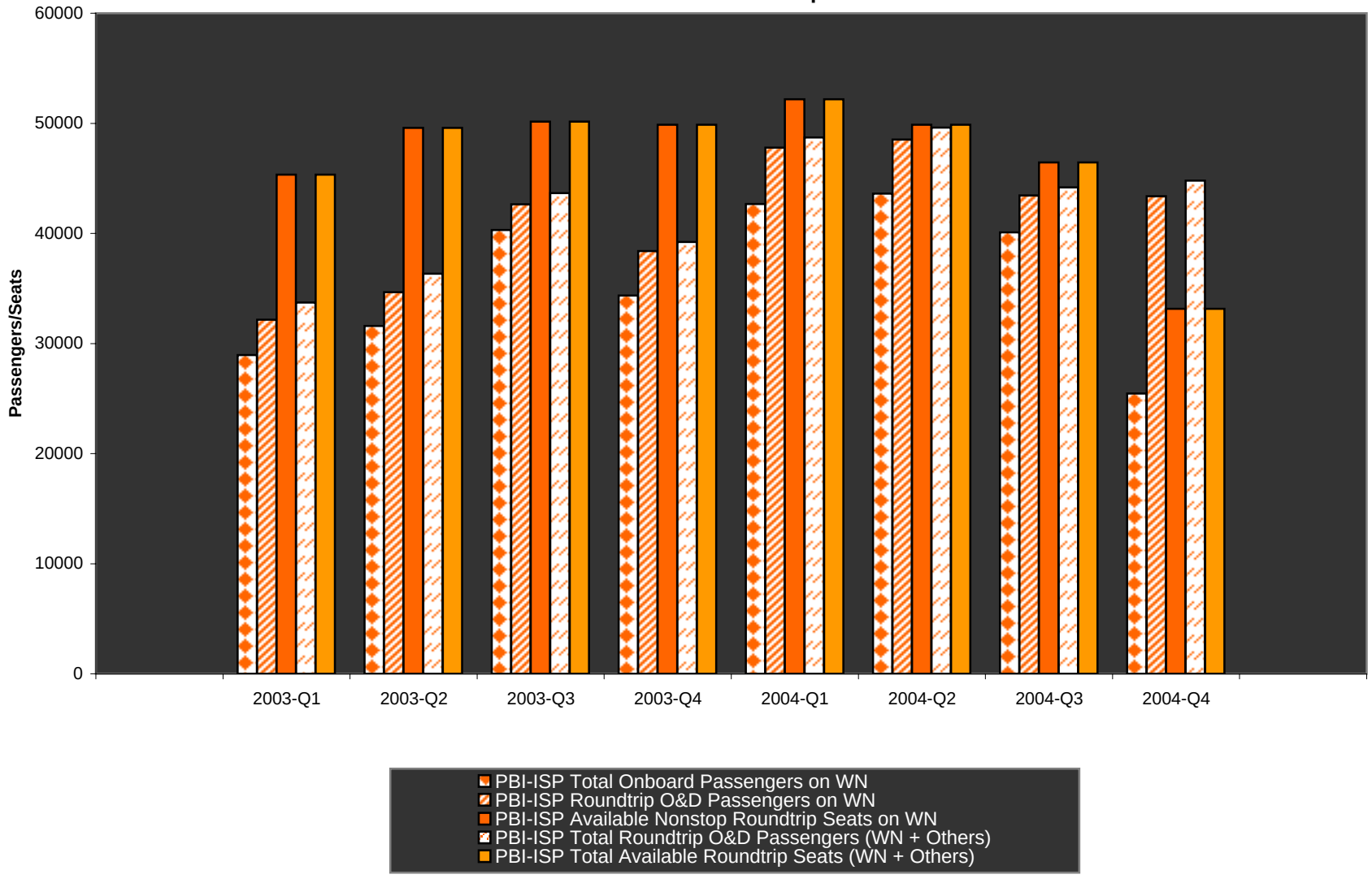
American Airlines: PBI to DFW/SFO Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport



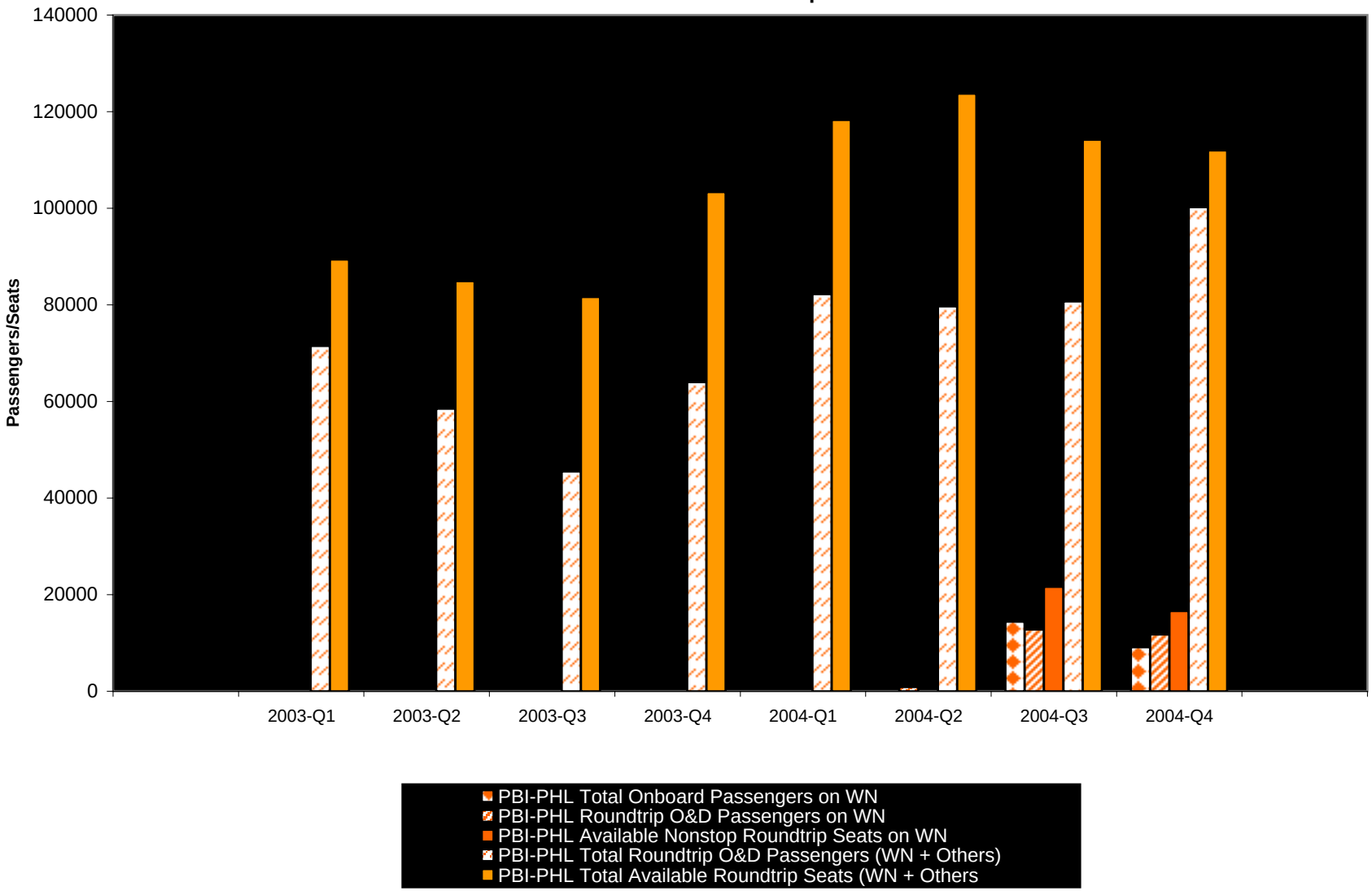
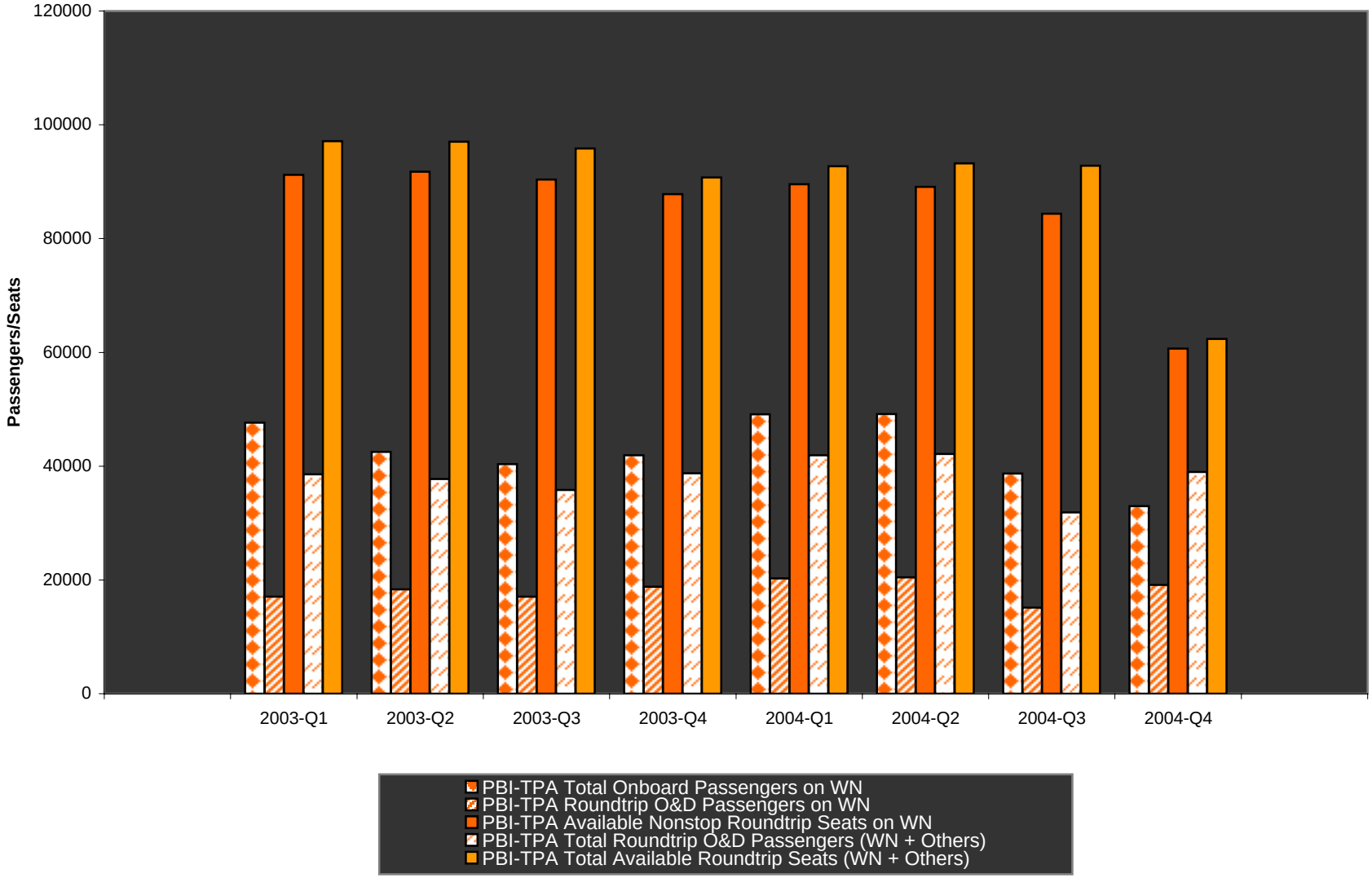
Southwest Airlines: PBI to BWI Nonstop Service
Roundtrip O&D Passengers and Available Roundtrip Seats
Palm Beach International Airport



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



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



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