2012 FLORIDA AIR CARGO SYSTEM PLAN UPDATE

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2012 Florida Air Cargo System Plan Update

Introduction

This document is a compilation of Technical Memorandums comprised of the six tasks and corresponding appendices completed as part of the 2012 update of the Florida Air Cargo System Plan. This analysis is an update to the Florida Air Cargo System Plan completed in 2009 and reflects current trends (as of Summer 2012). The following tasks were undertaken:

Tasks 1, 2, and 3 – Analyze/Compare Air and Road Feeder Service (RFS) Capacity and Schedules

The first task analyzes the air and road feeder service (RFS) capacity and schedules for 15 airports in Florida. This analysis includes the Strategic Intermodal System (SIS) Tier One and Tier Two Airports as presented in the 2009 Florida Air Cargo System Plan Update. The Official Airline Guide (OAG) is the primary resource document used. Individual carrier timetables are referenced in instances where OAG does not provide the required data. In addition, FAA instrument flight rule (IFR) data supplements air schedules and capacity data when OAG data is not available. Both domestic and international routes are presented in table format for this task of the analysis.

The tables prepared in the first task of this analysis using the current (summer 2012) air and RFS capacity is reconciled against the tables prepared for the Air Cargo Lift Capacity Analysis published in the 2009 Florida Air Cargo System Plan Update. The second task of the analysis provides a discussion of the variances in destinations served and total capacity. The analyses developed in Tasks 1 and 2 are compiled into a single section of this document. The tables associated with Task 2 are presented as **Appendix A**.

This effort produces set of thematic maps detailing the current (Summer 2012) air and RFS capacity available at the 15 SIS Tier One and Tier Two Airports. The maps prepared for the Air Cargo Lift Capacity Analysis published in 2006 Florida Air Cargo System Plan are used as a template for this task of the analysis. The maps associated with Task 3 are presented as **Appendix B**. **Appendix C** is a glossary of air cargo terms.

Task4 – Air Cargo Surface Transport Analysis

In order to get a complete picture of the air cargo system it is important to understand how freight moves on the ground. This task analyzes the surface transport of air cargo in Florida between station-to-station as well as station-to-airport. Over 200 integrated express stations and air freight forwarders in Florida were sent surveys as part of this task. Surveys requested data related to facility size, employment levels, truck docks, fleet size, and average daily truck departures. Information on roadway use in Florida and areas where the carrier experiences traffic congestion which interferes with day-to-day operations was also requested.

Integrated express carriers such as UPS, FedEx Express and DHL utilize both trucks and vans to move air cargo to and from airports from their respective processing centers. There are approximately 75 of

these facilities located in Florida. This task analyses the location of the facilities in relation to the airports. Analysis includes distance to the nearest airport with integrated express activity and roadways supporting these activities. Analysis also includes square footage size, number of truck docks, and employment levels. Data was collected via surveys as well as aerial photos.

Task 5 – Develop Work Products

Task 5 is designated as the completed work product summarizing the findings of the entire updated analysis. As a result there is no memo associated with Task 5.

Task 6 – General Aviation Airport Air Freight/Cargo Analysis

Task 6 is a supplemental task with the intent of identifying air cargo at Florida's general aviation airports. Florida's system of airports is comprised of 129 airports with 15 of these airports having scheduled air cargo activity. These airports are primarily commercial service airports. There are general aviation airports within the system that experience air cargo activity utilizing a wide range of aircraft types. However, not all general aviation airports are capable of accommodating air cargo activity; therefore, criteria were developed to identify Florida system airports capable of supporting air freight/cargo activity. Patterns were identified in air cargo carrier activity and were supplemented by a list of ad hoc air cargo operations captured by searching the online databases specifically for known carriers. Task 6 identifies, compiles, and maps all of the major air cargo players at Florida's general aviation airports.

2012 Florida Air Cargo System Plan Update

Florida Air Cargo Traffic and Trade Lanes

Tasks 1, 2, 3 – Air Cargo Traffic and Trade Lanes

This Technical Memo is an update to the Florida Air Cargo System Plan Technical Memo and Chapter Four and Appendix B and C of the 2008 Florida Air Cargo System Plan Update. As in previous updates, this memo presents the most current air cargo lift capacity available at Florida's seven SIS airports and also at 11 Tier Two and emerging SIS airports. Trends in air cargo activity at the SIS airports are analyzed between 2006 and 2012. The total available air and ground capacity for 2012 is compared against 2008 levels. Further, this task highlights significant changes in carrier activity in each Florida market. As in the prior Update, changes in aircraft type and associated cargo capacity available are also addressed.

Introduction

As a system, Florida's SIS[1] airports processed 2,494,439 tons of air cargo during 2011; a decrease of 2 percent from the 2008 tonnage of 2,547,329. Additionally, the SIS airports have seen a 7 percent decline in processed air cargo since 2006. The SIS airports are:

- Ft Lauderdale/Hollywood International Airport (FLL)

- Jacksonville International Airport (JAX)

- Miami International Airport (MIA)

- Orlando International Airport (MCO)

- Palm Beach International Airport (PBI)

- Southwest Florida International Airport (RSW)

- Tampa International Airport (TPA)

The quantity of air cargo moving between origin and destination points, and also the amount of cargo transferring via an airport, is closely related to airport infrastructure capacity. Florida SIS airports are located near major metropolitan areas that produce consistent air cargo traffic. Consequently, these facilities must be able to support large aircraft capable of accommodating market demand. The Tier Two airports, located near Florida's medium sized metro areas should have with infrastructure capable of supporting smaller-scale air cargo operations. Tier Two airports can be, and often are, used

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[1] SIS relates to the Strategic Intermodal System Airports.

to move cargo traffic to larger SIS airports and airports outside of the state. This movement takes place via feeder aircraft, freight forwarders, or Road Feeder Service (RFS) trucking. Tier Two airports are critical for maintaining connectivity to air cargo business networks, particularly for the integrated express operators. This update provides government officials, the general public, and industry stakeholders a better understanding of Florida trends in air cargo demand and carrier activity. Unlike passenger carriers, air cargo aircraft load factors are not reported to the US DOT nor are they published by the carriers. Analysis of available cargo capacity (or lift) on scheduled flights provides insight on the demand for air cargo in an airport's market area. Air cargo schedules provided by the Official Airline Guide (OAG), FAA records, and FlightAware.com were utilized in this analysis to ascertain cargo capacity available at airports and thereby provide a metric of air cargo demand.

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

- Gainesville Regional Airport (GNV)

- Key West International Airport (EYW)

- Northwest Florida-Beaches International Airport (ECP)[2]

- Orlando Sanford International Airport (SFB)

- Pensacola Gulf Coast Regional Airport (PNS)

- Sarasota/Bradenton International Airport (SRQ)

- St Petersburg-Clearwater International Airport (PIE)

- Tallahassee Regional Airport (TLH)

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

- Daytona Beach International Airport (DAB)

- Melbourne International Airport (MLB)

- Northwest Florida Regional Airport/Eglin AFB (VPS)

Although narrow-body passenger aircraft[3] can accommodate air cargo, the complexities of available space in their baggage compartments is difficult to determine. As a result, this and the three previous Air Cargo System Plans for FDOT elected not to measure cargo capacity on narrow-body passenger aircraft. Wide-body passenger jets, on the other hand, provide cargo containers in the belly hold of the aircraft and are specifically designed for air cargo.

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[2] Replacement airport for the former Panama City-Bay County International (PFN)
[3] Narrow-body aircraft are designed with a single aisle on the main deck.

The next section of this document evaluates the available cargo capacity at each SIS Tier One airport and also at each Tier Two airport supporting scheduled[4] cargo activity. This capacity is presented in terms of air cargo lift available and also in terms of available scheduled Road Feeder Service (RFS) truck capacity.

AIR CARGO & RFS CAPACITY AT FLORIDA AIRPORTS

Air Cargo Capacity

In total, the Florida SIS and Tier Two airports reviewed in this analysis offer a total of over 13.2 million pounds of air cargo lift capacity on a typical Wednesday, the busiest day in the air cargo industry workweek. Air cargo lift capacity varies throughout the week based on air cargo carrier and passenger airline aircraft and truck schedules. The Florida Air Cargo System Plan measured air cargo lift capacity for a typical Wednesday for the months of June 2006, 2007, 2008, and 2012. It is important to note that this is the first evaluation of Florida's air cargo system since the economic down turn that severely impacted the global air cargo industry beginning in the fourth quarter of 2008.

The robust growth in Miami's air cargo capacity from 2007 to 2008 has since slowed. Miami International Airport, the leader in terms of air capacity, has nearly 9.4 million pounds of air cargo capacity. This represents an increase of 6.7 percent over the 2008 level, which represents a decline from the 27 percent increase experienced between 2007 and 2008. Miami's integrated express carriers drove the majority of growth at the airport, growing by 54 percent between 2008 and 2012. In terms of total capacity, the Miami International Airport provides 70 percent all available air cargo capacity at SIS and Tier Two airports. Orlando International with 1.5 million pounds and Ft Lauderdale/Hollywood International with over one million pounds of available capacity rank second and third, respectively. Florida Tier Two airports contribute more than 324,000 pounds of air cargo capacity on a typical Wednesday. The cargo capacity for the Tier Two airports is significantly less than the 427,000 pounds of capacity they had in 2008. **Exhibit 1** presents the comparison of total air cargo capacity for 2006 through 2012.

Exhibit 1
Air Cargo Aircraft
Capacity at Florida Airports 2006-2012 (in pounds)

Airport	2006		2007		2008		2012	
	Average Daily Air Cargo Capacity (in lbs)	Percent of Total	Average Daily Air Cargo Capacity (in lbs)	Percent of Total	Average Daily Air Cargo Capacity (in lbs)	Percent of Total	Average Daily Air Cargo Capacity (in lbs)	Percent of Total
SIS Tier One Airport								
Ft Lauderdale/Hollywood International	455,773	4.28%	516,973	5.56%	654,757	5.35%	1,011,820	7.45%
Jacksonville International	171,560	1.61%	332,008	3.57%	472,808	3.87%	326,192	2.43%

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[4] Ad hoc cargo (occasional) operations are not considered in this analysis.

Miami International	7,937,465	74.58%	6,387,239	68.74%	8,748,749	71.53%	9,381,799	69.80%
Orlando International	998,665	9.38%	1,066,952	11.48%	1,177,987	9.63%	1,519,621	11.19%
Palm Beach International	154,792	1.45%	135,912	1.46%	182,496	1.49%	248,548	1.83%
Southwest Florida International	235,678	2.21%	206,640	2.22%	190,240	1.56%	104,909	0.77%
Tampa International	278,844	2.62%	281,060	3.02%	375,832	3.07%	658,726	4.90%
SIS Tier Two Airports								
Daytona Beach International	-	0.00%	-	0.00%	-	0.00%	-	0.00%
Gainesville Regional	4,400	0.04%	4,416	0.05%	7,232	0.06%	816	0.01%
Key West International	2,240	0.02%	9,040	0.10%	3,920	0.03%	5,600	0.04%
Melbourne International	-	0.00%	-	0.00%	-	0.00%	-	0.00%
Northwest Florida Regional/ Eglin AFB	-	0.00%	-	0.00%	-	0.00%	-	0.00%
Northwest Florida-Beaches International	32,144	0.30%	17,392	0.19%	17,040	0.14%	7,056	0.05%
Orlando Sanford International	6,832	0.06%	24,536	0.26%	52,080	0.43%	42,240	0.31%
Pensacola Gulf Coast Regional	32,440	0.30%	30,176	0.32%	30,208	0.25%	81,403	0.60%
Sarasota/Bradenton International	0	0.00%	4,336	0.05%	0	0.00%	1,280	0.01%
Petersburg-Clearwater International	268,016	2.52%	197,408	2.12%	242,712	1.98%	136,192	1.00%
Tallahassee Regional	63,920	0.60%	77,375	0.83%	74,143	0.61%	61,934	0.46%
Total	**10,642,769**	**100%**	**9,291,463**	**100%**	**12,230,203**	**100%**	**13,249,875**	**100%**

Sources: OAG and IFR,
CDM Smith

Road Feeder Service (RFS) Capacity

On average, Florida airports offer more than 17.86 million pounds of scheduled RFS[5] cargo capacity each week. This represents a 45 percent increase over 2008 total RFS capacities, which is a decline from the 111 percent growth experienced from 2007 to 2008. Robust growth in RFS service in Florida is directly tied to increases in air carrier fuel costs and modal switch from aircraft to trucks. The average cost of Jet A fuel in the Gulf Coast region increased from $2.10 per gallon in 2007 to $3.90 per gallon in June 2008, and as of June 2012, the price sits at $2.68 per gallon[6]. Most air cargo carriers and passenger airlines added fuel surcharges during the summer months of 2008. This additional change forced many shippers to switch to transport goods via truck. Industry guidelines indicate trucking is typically seven to ten times less expensive per pound than shipping by air.

Miami International averages over 7.4 million pounds per week of available RFS capacity. Orlando International ranks second in the category with 5.25 million pounds of RFS capacity available on a weekly basis. Tampa International provides 16 percent of the total RFS cargo capacity offered in the State of Florida. **Exhibit 2** provides the RFS capacity available at Florida airports. **Exhibit 3** identifies total RFS capacity and year-over-year capacity changes.

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

Exhibit 2
Road Feeder Service
Cargo Capacity at Florida Airports (in pounds)

Airport	2006		2007		2008		2012	
	Weekly RFS Capacity (in lbs)	Percent of Total	Weekly RFS Capacity (in lbs)	Percent of Total	Weekly RFS Capacity (in lbs)	Percent of Total	Weekly RFS Capacity (in lbs)	Percent of Total
Miami International	1,740,000	33%	2,025,000	35%	5,505,000	45%	7,425,000	42%
Orlando International	1,545,000	29%	1,590,000	27%	3,495,000	28%	5,250,000	29%
Tampa International	945,000	18%	945,000	16%	1,725,000	14%	2,790,000	16%
Jacksonville International	450,000	9%	450,000	8%	1,080,000	9%	1,740,000	10%
Ft Lauderdale/ Hollywood International	270,000	5%	405,000	7%	285,000	2%	180,000	1%
Pensacola Gulf Coast Regional	225,000	4%	330,000	6%	180,000	1%	480,000	3%
Palm Beach International	75,000	1%	75,000	1%	7,500	0%	30,000	0%
Total	5,250,000	100%	5,820,000	100%	12,270,000	100%	17,865,000	100%

Sources: OAG, IFR
CDM Smith July 2012

Exhibit 3
Road Feeder Service Cargo
Capacity Trends at Florida Airports (in pounds)

Year	Average Weekly Lift Capacity (in lbs)	Change in Percent
2006	5,250,000	
2007	5,820,000	10.9%
2008	12,270,000	110.8%
2012	17,865,000	45.6%

Source: CDM Smith July 2012

Air Carrier and RFS Aggregated Capacity

In 2012, aircraft and RFS service provided over 16.1 million pounds of daily cargo lift capacity related to Florida's airports. Nearly 84 percent of the total lift capacity is offered on cargo aircraft. The other 16 percent is provided on scheduled RFS carriers. It is noteworthy to point out, however, that the aircraft share of air cargo lift capacity has decreased about 2 percent annually since 2006 as indicated in **Exhibit 4**.

Exhibit 4
Comparison of Aircraft and RFS
Air Cargo Capacity at Florida Airports (in pounds)

Year	Average Daily Lift Capacity	Percent Share
Air Carrier		
2006	10,642,769	91%
2007	9,291,463	89%
2008	12,230,203	87%
2012	13,441,576	84%
RFS		
2006	1,050,000	9%
2007	1,131,000	11%
2008	1,752,800	13%
2012	2,552,200	16%
Total		
2006	11,692,769	100%
2007	10,422,463	100%
2008	13,983,003	100%
2012	16,128,267	100%

Source: CDM Smith July 2012

AIR CARGO TONNAGE ACTIVITY AT FLORIDA SIS AIRPORTS

Enplaned and deplaned tons of freight and mail were reported to quantify the total cargo processed at each facility. Data collected from airport records, and Airports Council International (ACI) databases, provide total enplaned and deplaned tons of freight and mail for each facility as reported from 2006 to 2011. **Exhibit 5** presents the six-year air cargo tonnage trends for the Florida SIS airports. With the exception of Palm Beach International, all of these airports processed less tonnage in 2011 versus 2006. Fort Lauderdale/Hollywood International experienced the most significant decline.

Exhibit 5
Florida Air Cargo Tonnage at SIS Airports
2006-2011 (in U.S. Short Tons[7])

Airport	2006	2007	2008	2009	2010	2011	5-Year Growth
Miami International	2,060,818	2,119,129	1,991,623	1,716,741	2,023,620	2,030,379	-1.50%
Orlando International	198,000	201,743	196,763	151,182	149,799	161,462	-22.63%
Ft Lauderdale/Hollywood International	163,352	151,215	131,079	95,486	98,067	95,931	-70.28%
Tampa International	120,317	108,016	114,906	94,344	96,873	95,876	-25.49%
Jacksonville International	86,850	83,200	81,612	72,148	73,474	72,648	-19.55%
Southwest Florida International	21,460	20,093	16,894	16,830	17,084	17,770	-20.77%
Palm Beach International	18,962	16,198	14,695	13,599	18,943	20,373	6.93%
Total	**2,669,758**	**2,699,594**	**2,547,572**	**2,160,329**	**2,477,860**	**2,494,439**	**-7.03%**

Source: Airport Records, Airports Council International, CDM Smith

AIR CARGO LIFT CAPACITY ANALYSIS

The previous section of this technical memo identified annual cargo activity at Florida SIS airports. The following section addresses how air cargo tonnage is transported by aircraft type, such as integrated express, all cargo freighters, or passenger airlines, as well as Road Feeder Service (RFS) trucks. The goal is to identify how much aircraft and truck "lift" capacity is available in Florida's air cargo industry. A reasonable assessment of cargo activity is provided by tracking trends in lift capacity and new or discontinued air routes. Airport tonnage reports do not provide nearly enough information or rationale to determine airport air cargo trends. This lift analysis updates air cargo route structures for 18 of Florida's airports (see **Appendix A**). These routes identify Florida's "trade lanes[8]" which provide connectivity to the national and global economy. **Appendix B** illustrates these routings with thematic maps.

Methodology

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

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[7] One U.S. Short Ton is equivalent to 2,000 lbs
[8] Trade lanes refer to the aggregate for all cargo traffic between two airports. For example, if two airlines provide 250,000 pounds of lift each between Miami and Mexico City the MIA-MEX trade lane would have 500,000 pounds in trade lane capacity.
[9] www.oag.com. OAG, first published in 1929, stands for 'Official Aviation Guide of the Airways.'

provides landing activity by airport, passenger and cargo carriers, and aircraft type.[10] To ensure full visibility of international flight activity, carrier timetables are also used to determine air cargo lift availability and equipment types on routes.

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

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

Air cargo aircraft utilization on the main deck and belly compartments seldom reaches 100 percent capacity due to the density and bulkiness of packages. In addition, the sloped contours of Unit Load Devices[11] (ULDs) often prevent the aircraft from reaching 100 percent load factor based on weight. With this in mind, an 80 percent load factor in available lift (in pounds and cubic feet) is assumed in the analysis. In other words, full aircraft cubic utilization is usually reached before the maximum aircraft weight capacity in pounds. The same 80 percent load factor assumption is applied to wide-body passenger aircraft using lower deck containers to move cargo.

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

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[10] www.airportiq.com
[11] A Unit Load Device (ULD) is a container used for transporting cargo.

The tables presented in Appendix A quantify total air cargo lift available at the seven Florida SIS airports as well as 11 Tier Two airports. Each table has ten column headings quantifying air cargo lift capacity at Florida SIS and Tier Two airports. For each cargo type: integrated express, all cargo, and wide-body passenger, both domestic and international lift capacity is shown. The first column heading in each table indicates the carrier and the second column heading displays the scheduled aircraft routing from origin to destination. The next columns indicate scheduled aircraft type, aircraft air cargo capacity in pounds, and aircraft capacity in cubic feet.[12] The sixth column in each table indicates the total number of each aircraft type operated on Wednesday. Though usually one, some carriers operate more frequencies per day between origin and destination points with a given aircraft type. Using the aircraft count, the average daily (Wednesday) capacity is provided in columns seven and eight. This capacity is calculated using the 80 percent weight and cubic feet measures multiplied by the aircraft count. The final two columns in each table provide the total weekly count and trade lane lift offered by each carrier on each route. Total capacity between an origin and destination pair is displayed as one total number for trade lane lift. For example, if DHL operates two aircraft, one A300 and one B727, from Miami International to its Cincinnati, Ohio hub[13] the average daily trade lane lift provided by these aircraft at 80 percent utilization is nearly 105,000 pounds. Since DHL is the only carrier operating between Miami and Cincinnati the total trade lane lift for this origin and destination pair is approximately 105,000 pounds.

SCHEDULE ANALYSIS FINDINGS

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

Florida SIS Airports

Analysis reported in the 2012 Florida Air Cargo System Update identified three Florida SIS Airports which led all airports in international air cargo capacity. These airports include Miami International, Orlando International, and Tampa International. A similar review of air cargo trade lanes found that Miami International Airport provides more lift to more international destinations than any other Florida airport and that nine of the top ten trade lanes to international markets from Florida airports depart out of Miami International.

Exhibit 6 provides the top 10 international destinations served by Florida airports and the associated air cargo trade lane lift in pounds for 2006 through 2012. Interestingly, all of the top ten trade lanes are from Miami International to countries located in Latin America/the Caribbean. At Miami International Airport, air lift capacity to Bogotá remains as the largest trade lane. Miami International handles 83 percent of all air imports and 81 percent of all air exports between the U.S. and the Latin America/Caribbean Region.

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[12] Aircraft capacity in pounds and cubic feet at 80 percent load factor.
[13] DHL discontinued operating at its Wilmington hub in July 2009.

According to Miami International's Cargo Brochure, Colombia was Miami's largest trade partner in 2010 with 216,000 tons, while Brazil came in second with 134,000 tons. In terms of value, Miami's largest trade partner in 2010 was Brazil with $11.124 billion, while the second largest trade partner was Switzerland with $5.251 billion in trade value. Of all airports in the U.S. with perishable imports, Miami has the largest market share by far (69%). Within the perishable imports, Miami also has the largest market share for each of the Flower (89%), Fruit & Vegetable (73%), and Fish (51%) categories. The primary commodities exported from Miami are computers/peripherals, telecommunications equipment, industrial machinery/parts, metals and metal products, and vehicle parts/tires. The primary commodities imported through Miami include flowers, fish/crustaceans, vegetables & roots, fruits & juices, and raw grains.

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

Exhibit 6
2012 Florida SIS Airport International Air Cargo Capacity for Top 10 Trade Lanes
Average Wednesday (in pounds)

Origin Airport	Destination Airport	2006 Trade Lane Lift (in lbs)	Origin Airport	Destination Airport	2007 Trade Lane Lift (in lbs)	Origin Airport	Destination Airport	2008 Trade Lane Lift (in lbs)	Origin Airport	Destination Airport	2012 Trade Lane Lift (in lbs)
MIA	Bogotá	628,255	MIA	Bogotá	460,850	MIA	Bogotá	699,855	MIA	Bogotá	919,692
MIA	Medellín	335,918	MIA	Medellín	330,000	MIA	Santiago	549,230	MIA	Caracas	684,608
MIA	Santiago	237,415	MIA	Taipei	243,392	MIA	Buenos Aires	389,296	MIA	Santiago	585,015
MIA	San Jose	227,715	MIA	Santiago	237,415	MIA	Lima	371,280	MIA	Campinas / São Paulo	483,815
MIA	Taipei	149,295	MIA	San Jose	227,715	MIA	Guadalajara	282,816	MIA	Quito	462,300
MCO	London	81,888	MCO	London	60,768	MIA	Caracas	261,632	MIA	Buenos Aires	371,616
TPA	London	39,648	MCO	Manchester	21,120	MIA	Medellín	254,800	MIA	Manaus	347,600
MCO	Manchester	21,120	MCO	Frankfurt	17,600	MIA	London	214,208	MIA	Panama City	333,912
MCO	Frankfurt	17,600	MCO	Amsterdam	17,600	MIA	Santo Domingo, DR	109,680	MIA	Medellín	198,000
MCO	Amsterdam	17,600	TPA	London	39,648	MCO	London	99,488	MIA	Santo Domingo, DR	194,904
Total		**1,756,454**			**1,656,108**			**3,232,285**			**4,581,462**

Source: OAG, FAA IFR Records, CDM Smith

In 2006 and 2007, the Miami to San Juan Puerto Rico, classified as a domestic point, was the largest domestic trade lane in Florida. Increasing fuel prices in 2008 caused many shippers to seek alternative modes other than air for their shipments to San Juan and many decided to ship via ocean carrier to

the island. Puerto Rico's relatively close proximity equates to a four day sailing time from the Port of Miami to San Juan making this mode of transport an increasing choice among cost sensitive shippers. Cargo capacity statistics indeed point to a significant decline in air cargo lift to San Juan; moving the total air cargo capacity between Miami and San Juan from a ranking of first during the previous two years to fourth in 2008. In 2012, Miami to San Juan is ranked 11th. Overall, air cargo capacity declined on the route from over 364,000 to 140,000 pounds, a decline of 62 percent. This can be attributed to less wide-body passenger lift as a result of American Airlines' drawdown of its San Juan hub. Cargo capacity to Memphis remains strong as FedEx Express continues to expand capacity between Florida's SIS airports and their hub in Memphis. FedEx Express capacity to its Memphis hub from Florida SIS airports grew from 494,900 in 2006 to 2,034,200 in 2012; this equates to a capacity greater than ten B747-400 freighters. FedEx's growth in lift to Memphis can be attributed to more departures on larger aircraft and consolidation of cargo through its main hub as opposed to through regional hubs. UPS activity at Florida SIS airports remains strong on routes feeding their hub in Louisville. Interestingly, DHL's hub relocation from Wilmington, Ohio to Cincinnati/Northern Kentucky International brought it back into the top ten domestic routes from Florida for 2012 after dropping out in 2008. The top trade lane in 2012 was the Miami to Memphis route. The Miami to Atlanta route, formerly the top route in 2008, is now ranked 7th. The top domestic destinations served by these airports and associated air cargo tonnage provided on an average Wednesday during 2006 through 2012 are provided in **Exhibit 7**.

Exhibit 7
2012 Florida SIS Airport Domestic Air Cargo Capacity for Top 10 Trade Lanes
Average Wednesday (in pounds)

Origin Airport	Destination Airport	2006 Trade Lane Lift (in lbs)	Origin Airport	Destination Airport	2007 Trade Lane Lift (in lbs)	Origin Airport	Destination Airport	2008 Trade Lane Lift (in lbs)	Origin Airport	Destination Airport	2012 Trade Lane Lift (in lbs)
MIA	San Juan	364,205	FLL	San Juan	368,965	MIA	Atlanta	307,630	TPA	Memphis	575,200
MCO	Atlanta	337,429	FLL	Memphis	244,040	MIA	Memphis	284,144	FLL	Memphis	487,800
MIA	Memphis	212,792	FLL	Atlanta	226,208	MCO	Memphis	245,252	MIA	Memphis	396,000
MCO	Wilmington (OH)	168,848	FLL	Los Angeles	181,278	MIA	San Juan	192,944	MCO	Memphis	396,000
MCO	Memphis	155,652	MCO	Memphis	155,652	JAX	Memphis	179,200	MCO	Louisville	396,000
MIA	Los Angeles	146,194	MCO	Wilmington (OH)	132,000	FLL	Alliance (TX)	179,200	MIA	Cincinnati	330,000
FLL	Memphis	126,448	MCO	Memphis	126,448	FLL	Memphis	179,200	MIA	Anchorage	307,630
FLL	Atlanta	123,200	MIA	Wilmington (OH)	104,944	MIA	Chicago	171,415	FLL	Ft Worth (AFW)	264,052
MIA	Columbia (SC)	111,304	MIA	Newark	89,600	MIA	Louisville	156,608	MIA	Atlanta	221,600
MIA	Wilmington (OH)	104,944	MIA	Ft Worth	89,600	MCO	Louisville	152,396	JAX	Memphis	179,200
FLL	Newark	89,600	MIA	Columbia (SC)	66,000	MCO	Atlanta	117,352	MIA	Houston	153,815
									MIA	New York (JFK)	149,696
Total		**1,940,616**			**1,784,735**			**2,165,341**			**3,856,993**

Source: OAG, FAA IFR Records, CDM Smith

Florida Tier Two Airports

Exhibit 8 provides the average daily domestic trade lane lift in pounds provided at Florida Tier Two airports. Despite a decline of over 100,000 pounds since 2008, the leading Tier Two airport in terms of domestic trade lane lift continues to be St Petersburg-Clearwater International which has sizeable scheduled domestic air cargo connections on the integrated express carrier UPS. The decline in capacity is due to UPS reducing frequencies as well as DHL eliminating its route to its former hub in Wilmington, Ohio. St Petersburg-Clearwater International Airport is followed by Pensacola which replaces Tallahassee at second in domestic cargo capacity rankings among Tier Two airports. With adoption of the 2007 SIS Data and Designation Update on July 1, 2008, St Petersburg-Clearwater International was designated as an emerging SIS facility. This designation was warranted since the airport meets minimum size criteria and serves both a passenger and cargo market niche that is not significantly served by Tampa International Airport; even though it is less than the 50 miles driving distance criterion required for Emerging SIS facility consideration.

Exhibit 8
Average Daily Domestic Air Cargo Capacity (in pounds)

Airport	2006		2007		2008		2012	
	Daily Air Cargo Capacity (in lbs)	Percent of Total	Daily Air Cargo Capacity (in lbs)	Percent of Total	Daily Air Cargo Capacity (in lbs)	Percent of Total	Daily Air Cargo Capacity (in lbs)	Percent of Total
St Petersburg-Clearwater International	268,016	65.37%	197,408	54.13%	242,712	56.80%	136,192	41.98%
Pensacola Gulf Coast Regional	32,440	7.91%	30,176	8.27%	30,208	7.07%	81,403	25.09%
Tallahassee Regional	63,920	15.59%	77,375	21.22%	74,143	17.35%	61,934	19.09%
Orlando Sanford International	6,832	1.67%	24,536	6.73%	52,080	12.19%	30,171	9.30%
Northwest Florida-Beaches International	32,144	7.84%	17,392	4.77%	17,040	3.99%	7,056	2.17%
Key West International	2,240	0.55%	9,040	2.48%	3,920	0.92%	5,600	1.73%
Sarasota/Bradenton International	-	0.00%	4,336	1.19%	-	0.00%	1,280	0.39%
Gainesville Regional	4,400	1.07%	4,416	1.21%	7,232	1.69%	816	0.25%
Daytona Beach International	-	0.00%	-	0.00%	-	0.00%	-	0.00%
Melbourne International	-	0.00%	-	0.00%	-	0.00%	-	0.00%
Northwest Florida Regional/ Eglin AFB	-	0.00%	-	0.00%	-	0.00%	-	0.00%
Total	409,992	100%	364,679	100%	427,335	100%	324,452	100%

Source: OAG, FAA IFR Records, CDM Smith

It is worthwhile to point out that Orlando Sanford International Airport does not have domestic cargo on integrated express carriers, all cargo carriers, or domestic wide-body passenger carriers. In 2009, this airport processed 2,215 tons of air cargo, which is down from the 5, 370 tons of air cargo processed in 2008. These tonnage values are related to domestic and international air cargo activity on wide-body aircraft.

Road Feeder Service (RFS)

In 2012, Florida SIS and Tier Two airports had 11.1 million pounds of capacity each week on RFS truck routes. This equates to 57 B747-400 aircraft per week or about nine aircraft per day. Of the 11.1 million pounds of cargo capacity provided, 18 percent of the capacity is related to RFS truck routes within the State of Florida and 82 percent moves to markets outside the state. In the 2008 Florida Air Cargo System Plan, 29 percent remained within the State of Florida and 71 percent moved to points outside the state. **Exhibit 9** details the weekly RFS capacity offered from Florida to the top 10 U.S. destination cities.

Atlanta overtook New York City as the top market for RFS cargo capacity in 2012 with a 18 percent share. Cargo capacity to the Atlanta area has more than doubled since 2008. Capacity to Chicago now replaces Miami as the market with the third largest capacity; while Orlando and Washington DC remain the fifth and sixth largest markets. Dallas is a new market previously not on the top ten list between 2006 and 2008. As indicated previously, RFS air cargo capacity increased rapidly between 2007 and 2008 as a result of the spike in fuel prices during the summer of 2008 and the subsequent economic downturn. This trend has continued and as a result, more markets are now served via RFS operators (freight forwarders) out of Florida's airports.

Exhibit 9
Florida Weekly RFS Cargo Capacity to the Top 10 U.S. Destinations (in pounds)

2006			2007			2008			2012		
Destination City	Weekly Capacity (in lbs)	% of Total	Destination City	Weekly Capacity (in lbs)	% of Total	Destination City	Weekly Capacity (in lbs)	% of Total	Destination City	Weekly Capacity (in lbs)	% of Total
Atlanta	1,440,000	31%	New York^	1,155,000	32%	New York^	1,860,000	23%	Atlanta	1,950,000	18%
New York^	765,000	16%	Atlanta	1,140,000	32%	Chicago	1,080,000	13%	New York^	1,500,000	14%
Miami	630,000	13%	Miami	360,000	10%	Miami	975,000	12%	Chicago	1,350,000	12%
Orlando	420,000	9%	Orlando	420,000	12%	Atlanta	945,000	11%	Miami	1,125,000	10%
Houston	360,000	8%	Houston	285,000	8%	Orlando	945,000	11%	Orlando	1,050,000	9%
Chicago	315,000	7%	Chicago	750,000	21%	Washington DC	780,000	9%	Washington DC	1,005,000	9%
Los Angeles	270,000	6%	Los Angeles	270,000	8%	Tampa	510,000	6%	Houston	840,000	8%
San Francisco	255,000	5%	San Francisco	210,000	6%	Houston	480,000	6%	New Orleans	765,000	7%
Tampa	165,000	4%	Tampa	165,000	5%	Charlotte	420,000	5%	Los Angeles	765,000	7%
New Orleans	75,000	2%	New Orleans	75,000	2%	San Francisco	270,000	3%	Charlotte	750,000	6%
Total	4,695,000	100%		4,830,000	100%		8,265,000	100%	Total	11,100,000	100%

^Includes RFS routes to JFK and EWR airports
Source: OAG, CDM Smith

SCHEDULED AIR CARGO LIFT AT FLORIDA SIS AIRPORTS

Ft Lauderdale/Hollywood International Airport (FLL)

The Ft Lauderdale/Hollywood International Airport supports scheduled domestic and international air cargo routes with a total daily combined capacity of over 1.01 million pounds. This is an increase over the 655,000 pounds identified in 2008. In June 2012, Ft Lauderdale was served by FedEx Express and UPS, each utilizing widebody cargo jet aircraft. FedEx Express operated routes to their national hub in Memphis as well as routes to their regional hub in Fort Worth, Texas. Mountain Air Cargo provided FedEx Express turboprop feeder service utilizing a C208 to Marathon and Key West, Florida. UPS operated a B757 to their hub in Louisville. The airport's increase of over 54 percent in cargo capacity since 2008 can be attributed to:

- IBC Airways commencing service at FLL with routes to Caribbean locations such as Bimini, Cap-Haitien, Marsh Harbour, and Guantanamo NS using Saab 340 aircraft (10,320 additional pounds capacity).

- FedEx Express adding three frequencies from FLL to Memphis using various widebody aircraft such as MD-11, A300, DC-10, and A310 to the FLL to Fort Worth Alliance route (308,600 additional pounds capacity).

- Condor Flugdienst adding two weekly routes from FLL to Frankfurt using Boeing 767 aircraft (35,200 additional pounds capacity).

- Exec Direct Aviation commencing service from FLL on routes to Montego Bay and Kingston, Jamaica, using Saab 340 aircraft (6,880 additional pounds of capacity)

Exhibits 10 and 11 illustrate the cargo lift trends at Ft Lauderdale/Hollywood International Airport from 2006 to 2012.

Exhibit 10
Ft Lauderdale/Hollywood International Airport (FLL)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	455,773		7
2007	516,973	13.4%	13
2008	654,757	26.7%	15
2009*	743,818	13.6%	15
2010*	832,878	12%	16
2011*	921,939	10.7%	16
2012	1,011,820	9.7%	16

Source: OAG, FAA records, CDM Smith
*Data for these years are interpolated

Exhibit 11
Ft Lauderdale/Hollywood International Airport (FLL)
Air Cargo Capacity Trends (in pounds)
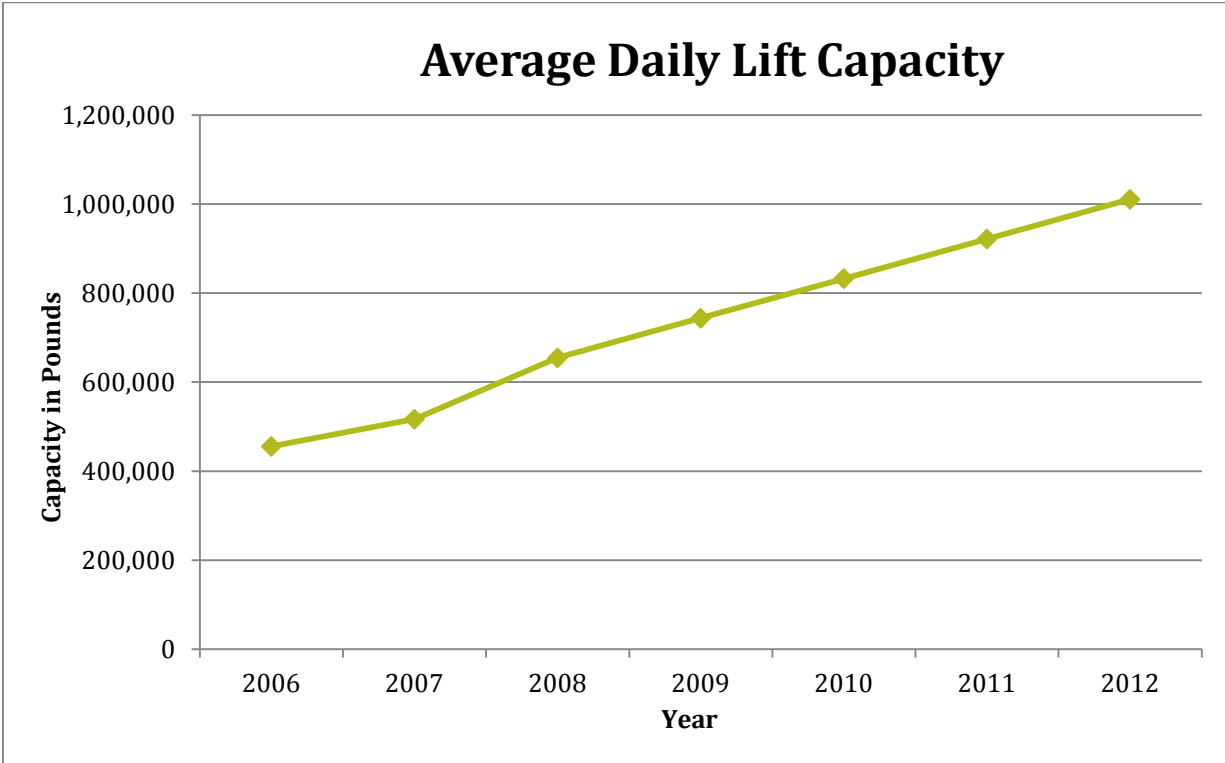
Source: OAG, FAA records, CDM Smith

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

Jacksonville International Airport (JAX)

The Jacksonville International Airport supports scheduled domestic air cargo routes with a total daily combined capacity of over 326,000 pounds. This is a decrease from the 473,000 pounds of capacity identified in 2008. FedEx Express and UPS remain as the major drivers of cargo activity at the airport. FedEx operates two daily DC-10 aircraft from JAX to its hub in Memphis, while UPS maintains routes from JAX to its hub in Louisville and to San Juan using Airbus 300 aircraft. Suburban Air Freight has added daily service from JAX to Pensacola with continuing service to Atlanta on Beechcraft 1900 aircraft (6,356 additional pounds capacity). **Exhibits 12** and **13** illustrate the cargo lift trends at Jacksonville International Airport from 2006 to 2012. This decrease of nearly 31 percent in cargo lift capacity since 2008 can be attributed to:

- The elimination of operations by bank check haulers, Airnet Systems and Bank Air (11,200 pound reduction). The demand for bank check hauling has decreased significantly with the ever-increasing use of electronic checking.

- DHL ceasing operations out of JAX after the closure of its hub in Wilmington, OH (20,000 pound reduction).

- UPS eliminating its routes from JAX to Miami and Columbia, SC (90,608 pound reduction).

- Delta Air Lines eliminating its wide-body passenger flights from Jacksonville to Atlanta using Boeing 767 aircraft (35,000 pound reduction).
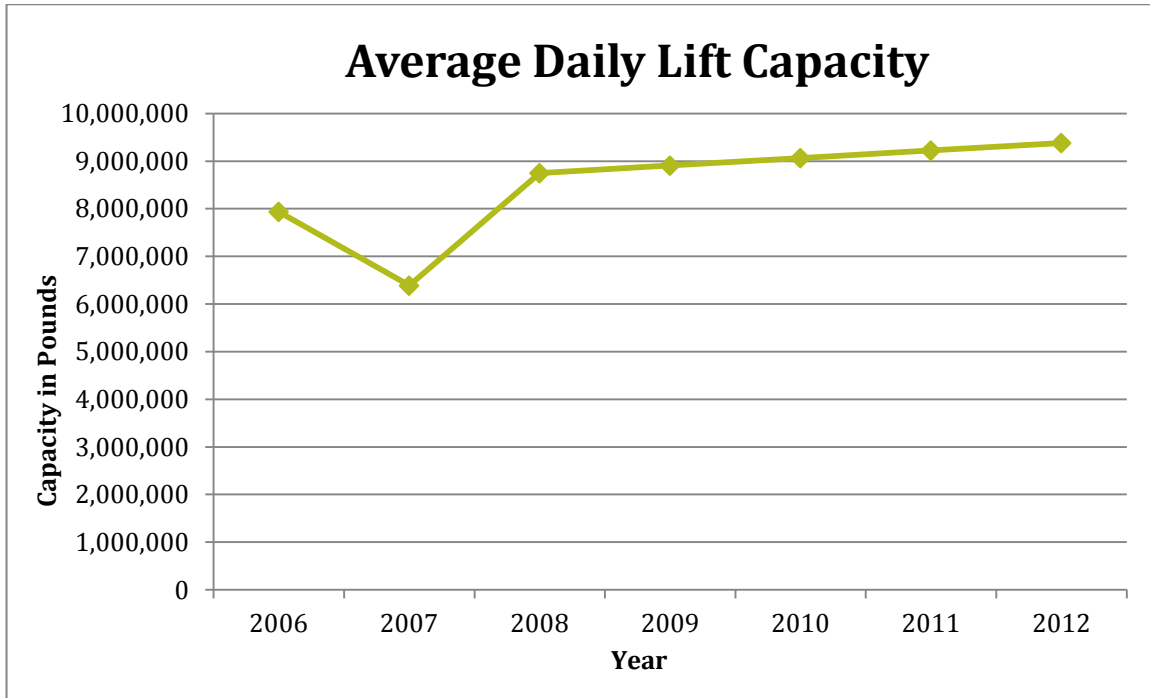
Exhibit 12
Jacksonville International Airport (JAX)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	171,560		12
2007	332,008	93.5%	15
2008	472,808	42.4%	19
2009*	436,154	-7.8%	12
2010*	399,500	-8.4%	9
2011*	362,846	-9.2%	6
2012	326,192	-10.1%	5

Source: OAG, FAA records, CDM Smith
*Data for these years are interpolated

Exhibit 13
Jacksonville International Airport (JAX)
Air Cargo Capacity Trends (in pounds)
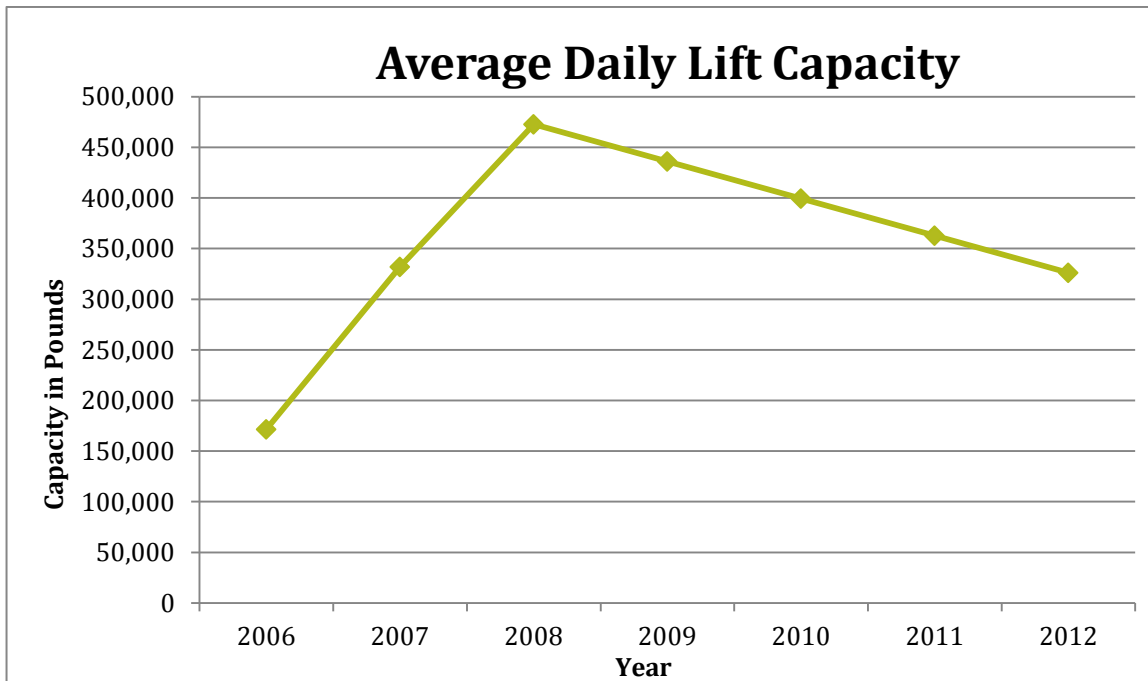
Source: OAG, FAA records, CDM Smith

Exhibit 3A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 4B** illustrates these routes.

Miami International Airport (MIA)

The Miami International Airport supports scheduled domestic and international air cargo routes with a total daily combined capacity of nearly 9.4 million pounds. This is an increase from the 8.7 million pounds of capacity identified in 2008. **Exhibits 14** and **15** illustrate the overall air cargo lift trends at Miami International Airport from 2006-2012. Overall, air cargo capacity decreased between 2006 and 2007, greatly rebounded in 2008, and then continued to grow through 2012 albeit at a slower pace. The rebound from 2007 to 2008 included a shift in lift capacity from integrated express operators to all cargo carriers and wide-body passenger carriers. However, by 2012 this shift reversed itself as integrated express lift rebounded to exceed 2006 levels while all cargo carriers and widebody passenger lift decreased or remained flat. This trend will be further analyzed in a forthcoming section. Numerous changes in air cargo capacity related to integrated express operators, and passenger air carriers utilizing wide-body aircraft capable of carrying belly air cargo containers, contributed to several capacity trends at Miami International. Analysis indicates integrated express carriers (such as DHL, FedEx Express, and UPS) increased international air cargo capacity at the airport from 2006 to 2012. In 2006, over 929,300 pounds of air cargo capacity was designated for international markets by the integrators. This capacity was reduced to 587,000 pounds lift capacity by 2008, reflecting a reduction of 342,300 pounds capacity. By 2012, this capacity rebounded to over one million pounds. It is noteworthy to point out that DHL accounted for 384,000 pounds, or 49 percent, of the capacity gain. UPS also increased their lift capacity by 35 percent from 2008 to 2012. FedEx Express reduced their capacity by 8,000 pounds. Aside from hub routes, nearly all of the big three integrators' routes are to destinations in Latin America/the Caribbean.

Exhibit 14
Miami International Airport (MIA)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	7,937,465		179
2007	6,387,239	-19.5%	161
2008	8,748,749	37.0%	187
2009*	8,907,011	1.8%	179
2010*	9,065,274	1.8%	172
2011*	9,223,536	1.7%	166
2012	9,381,799	1.7%	160

Source: OAG, FAA records, CDM Smith
*Data for these years are interpolated

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

Average Daily Lift Capacity
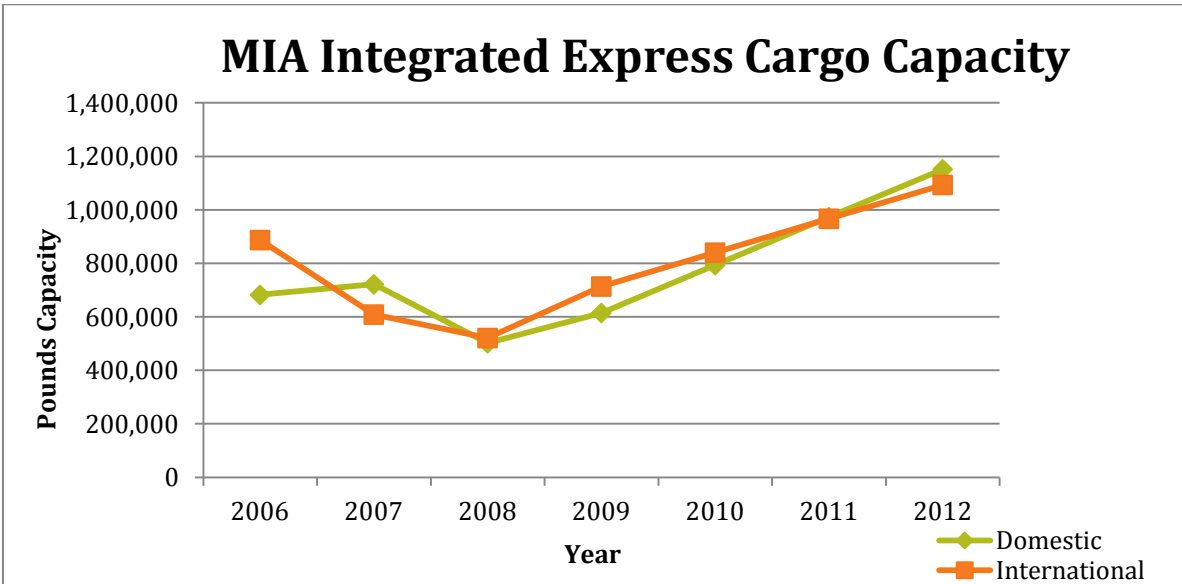

Source: OAG, FAA records, CDM Smith

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

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

Year	Integrated Express		All Cargo Carriers		Widebody Passenger		Total
	Domestic	International	Domestic	International	Domestic	International	
2006	682,136	929,317	661,156	4,544,439	190,924	971,541	7,979,513
2007	721,840	659,312	690,623	3,336,705	224,485	804,778	6,437,743
2008	435,672	587,000	632,390	5,672,626	189,367	1,231,694	8,748,749
2009	614,727	713,616	608,077	5,538,268	192,244	1,240,079	8,907,011
2010	793,782	840,231	583,765	5,403,911	195,122	1,248,463	9,065,274
2011	972,837	966,847	559,453	5,269,553	197,999	1,256,848	9,223,536
2012	1,151,892	1,093,462	535,141	5,135,196	200,876	1,265,232	9,381,799

Source: OAG, FAA records, CDM Smith

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

MIA Integrated Express Cargo Capacity

Source: OAG, FAA records, CDM Smith

Exhibit 16 also indicates Miami International experienced a decrease in all cargo carrier freighter activity from 2008 to 2012. All cargo lift capacity decreased 11 percent from 6.3 million pounds to 5.6 million pounds. This is reflective of integrated express carriers and passenger wide-body aircraft gaining air cargo market share in the Miami market. **Exhibit 18** illustrates trends in all cargo airline lift capacity for domestic and international routes. In addition, cargo capacity on international passenger flights on wide-body aircraft increased by three percent from 1.42 million pounds to over 1.46 million pounds. **Exhibit 19** illustrates trends in all cargo airline lift capacity for domestic and international routes.

Exhibit 18
Miami International Airport (MIA)
All Cargo Carrier Cargo Capacity Trends (in pounds)
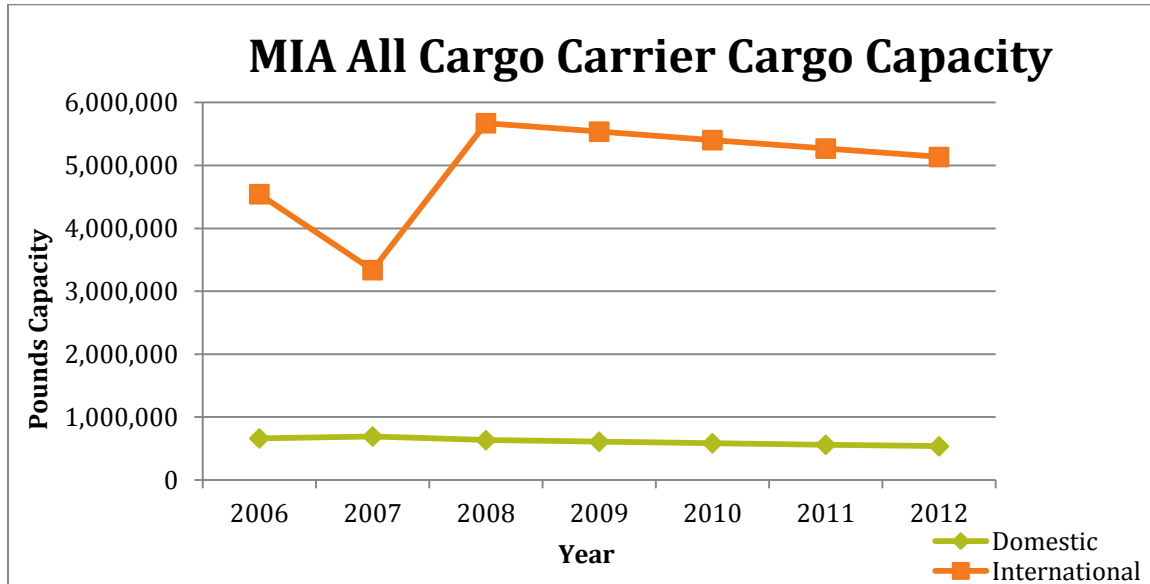
Source: OAG, FAA records, CDM Smith

Exhibit 19
Miami International Airport (MIA)
Wide-Body Passenger Aircraft Cargo Capacity Trends (in pounds)
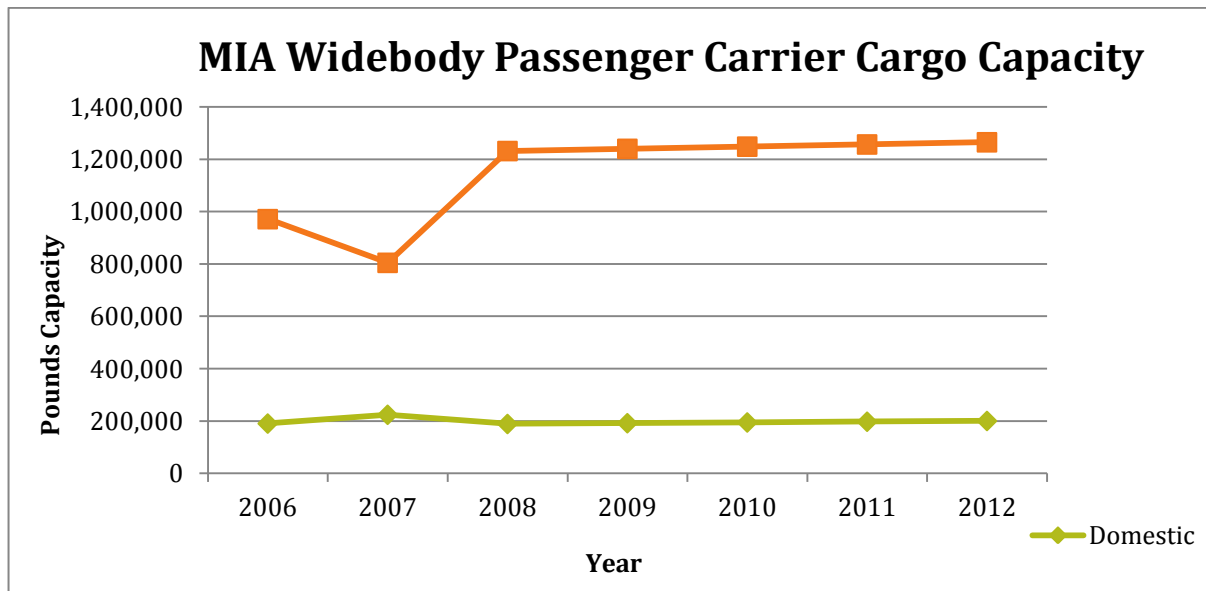
Source: OAG, FAA records, CDM Smith

As presented earlier, total combined capacity at Miami International was nearly 9.4 million pounds in 2012. This is a considerable increase, 6.7 percent, from the 8.7 million pounds of lift capacity available in 2008. Some of the more notable route changes impacting these increases air cargo capacity are presented as follows:

Integrated Express

- UPS increasing available international integrated express capacity to its network by adding routes from MIA to locations throughout Latin America/the Caribbean on Boeing 757 and 767 aircraft (156,600 additional pounds capacity).

- DHL (ABX Air and DHL Aero Expresso) adding routes from Miami to locations throughout Latin America on Boeing 757 and 767 aircraft (384,000 additional pounds capacity).

- Ameriflight increasing available capacity to its network by adding routes to locations throughout the Caribbean using Fairchild Metro aircraft (6,880 additional pounds capacity)

- IBC Airways increasing available international capacity to its network by adding routes from Miami to Cap Haitien, Grand Cayman, Havana, Kingston, Montego Bay, Marsh Harbour, Port au Prince, and Santiago, DR, on Saab 340 aircraft (27,500 additional pounds capacity).

- Skyway Enterprises increasing available capacity by adding a MIA to Havana route using Shorts 360 aircraft (6,000 pounds additional capacity).

All Cargo Carriers

- Amerijet increasing domestic cargo capacity by adding an additional frequency from MIA to San Juan using a Boeing 727 aircraft (37,000 additional pounds capacity).

- Cargolux increasing domestic cargo capacity by adding routes from MIA to Houston using Boeing 747-400 and 747-8 aircraft.

- China Airlines Cargo increasing domestic cargo capacity by adding routes from MIA to Anchorage/Shanghai and Houston on Boeing 747 aircraft (307,600 additional pounds capacity).

- Korean Air Cargo increasing domestic cargo capacity by adding a route from MIA to Anchorage/Seoul on Boeing 747 aircraft (153,800 additional pounds capacity).

Widebody Passenger Aircraft

- American Airlines increasing domestic widebody passenger cargo capacity from Miami to New York (JFK), Los Angeles, Orlando, and Chicago O'Hare (11,500 additional pounds capacity).

- American Airlines increasing international wide-body passenger cargo capacity by adding routes from Miami to various Latin American and Caribbean cities (66,000 additional pounds capacity).

Exhibits 5A through 10A identify routes, carriers, and cargo capacity associated with this airport. Exhibits 6B through 15B illustrate these routes.

Orlando International Airport (MCO)

The Orlando International Airport supports scheduled domestic and international air cargo routes with a total daily combined capacity of more than 1.5 million pounds. This is an increase from the 1.17 million pounds identified in 2008. This increase of 29 percent took place in spite of UPS and eliminating routes to non-hub airports. In June 2012, FedEx overtakes UPS as the dominant integrated express carrier at the airport with 14 weekly departures to its hub in Memphis using MD-11 aircraft. UPS continues to operate two wide-body aircraft routes to its hubs in Louisville and Columbia, South Carolina. Mountain Air Cargo provides turboprop feeder service to and from Tallahassee for FedEx. DHL operates a wide-body B767 to their hub in Cincinnati and Miami in addition to a narrow-body B727 route to Cincinnati. A new addition is Ameriflight which operates Fairchild Metro. Wide-body passenger lift continues to provide significant capacity to markets in Europe. Increased cargo lift capacity at Orlando International is attributed to:

- Ameriflight commencing service with routes from Orlando to Miami and Opa Locka using Fairchild Metro aircraft (6,900 additional pounds capacity)

- FedEx Express adding network capacity (48,000 additional pounds capacity).

- UPS adding network capacity by consolidating routes to Columbia and Louisville (110,000 additional pounds capacity).

- United Airlines increasing available international wide-body passenger capacity by adding routes from Orlando to Chicago (36,000 additional pounds capacity).

- Air France commencing service with routes from Orlando to Paris on Boeing 777 aircraft (36,800 additional pounds).

- TAM Linhas Aereas adding service from Orlando to São Paulo

- Virgin Atlantic adding service from Orlando to Glasgow and additional frequencies to London and Manchester using Airbus A330 aircraft (110,500 additional pounds capacity).

Exhibits 20 and **21** indentify the cargo lift trends at Orlando International Airport from 2006 to 2012. Overall cargo capacity trends at the airport have remained somewhat flat with cargo capacity growing steadily, averaging around seven percent growth since 2006.

Exhibit 20
Orlando International Airport (MCO)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	998,665		38
2007	1,066,952	6.8%	34
2008	1,177,987	10.4%	35
2009*	1,263,395	7.3%	29
2010*	1,348,804	6.8%	25
2011*	1,434,212	6.3%	22
2012	1,519,621	6.0%	20

Source: OAG, FAA records, CDM Smith
*Data for these years are interpolated

Exhibit 21
Orlando International Airport (MCO)
Air Cargo Capacity Trends (in pounds)
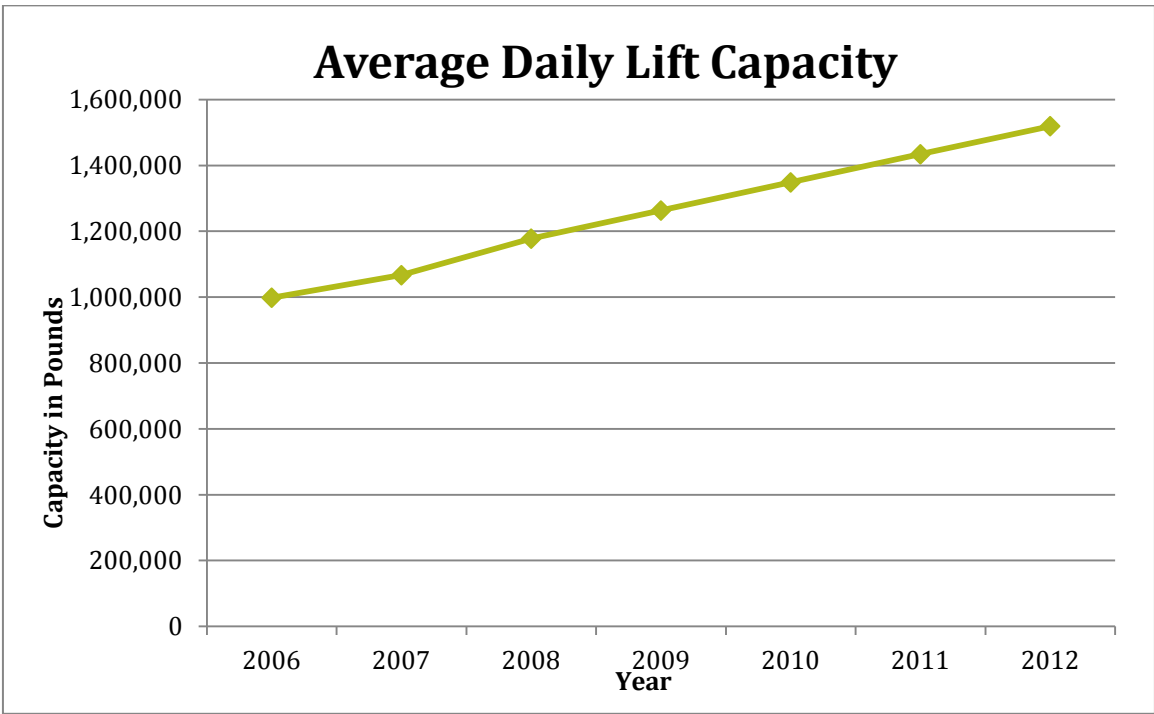
Source: OAG, FAA records, CDM Smith

Exhibit 12A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibits 17B** to **18B** illustrate these routes.

Palm Beach International Airport (PBI)

The Palm Beach International Airport supports scheduled domestic integrated express demand with a total daily combined capacity of over 248,000 pounds. This is an increase over the 182,000 pounds of capacity identified in 2008. As in 2008, there is no wide-body passenger lift available at the airport; however, two all cargo carriers now operate at PBI. The airport saw an increase of over 36 percent in cargo capacity which is attributed to:

- FedEx Express adding a Palm Beach to Memphis route using an Airbus A310 (66,000 additional pounds capacity).

- IBC Airways, an all-cargo carrier, commencing service from Palm Beach to Fort Lauderdale and Marsh Harbour using Saab 340 and Fairchild Metro aircraft.

With the arrival of FedEx Express, UPS is no longer the only integrated express cargo operator at the airport. Flight Express operated bank check hauling flights at the airport in June 2012 utilizing a Cessna 210. **Exhibits 22** and **23** illustrate cargo lift trends at Palm Beach International Airport from 2006 to 2012.

Exhibit 22
Palm Beach International Airport (PBI)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	154,792		5
2007	135,912	-12.2%	3
2008	182,496	34.3%	5
2009*	199,009	9.0%	5
2010*	215,522	8.3%	6
2011*	232,035	7.7%	6
2012	248,548	7.1%	6

Source: OAG, FAA records, CDM Smith
*Data for these years are interpolated

Exhibit 23
Palm Beach International Airport (PBI)
Air Cargo Capacity Trends (in pounds)
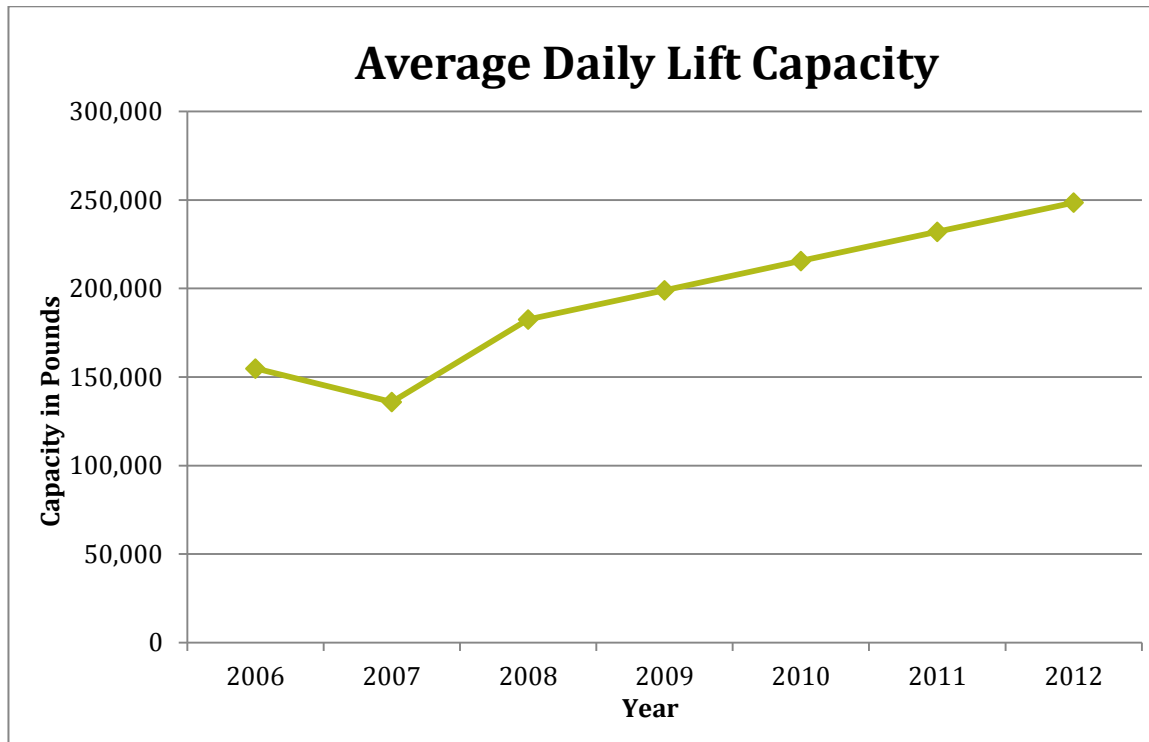
Source: OAG, FAA records, CDM Smith

Exhibit 14A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 20B** illustrates these routes.

Southwest Florida International Airport (RSW)

The Southwest Florida International Airport supports scheduled domestic and international air cargo routes with a total combined capacity of nearly 105,000 pounds. This is a decrease from the 190,000 pounds identified in 2008. This reduction of 45 percent is attributed to:

- Lufthansa discontinuing its wide-body passenger route from RSW to Dusseldorf and Munich using Airbus A330 aircraft (44,000 pounds capacity).

- DHL discontinuing its integrated express route from RSW to its former hub in Wilmington, Ohio using DC-9 aircraft (20,000 pounds capacity).

- Cape Air discontinuing its feeder route from RSW to Tampa using Cessna 402 aircraft (2,240 pounds capacity).

Air cargo capacity amongst the integrated express operators has declined since 2008. It is noteworthy to point out that although Lufthansa ceased service from RSW to Dusseldorf and Munich, Air Berlin partly filled the gap by operating three weekly routes from RSW to Dusseldorf using Airbus A330

aircraft. **Exhibits 24** and **25** illustrate cargo lift trends at Southwest Florida International Airport from 2006 to 2012.
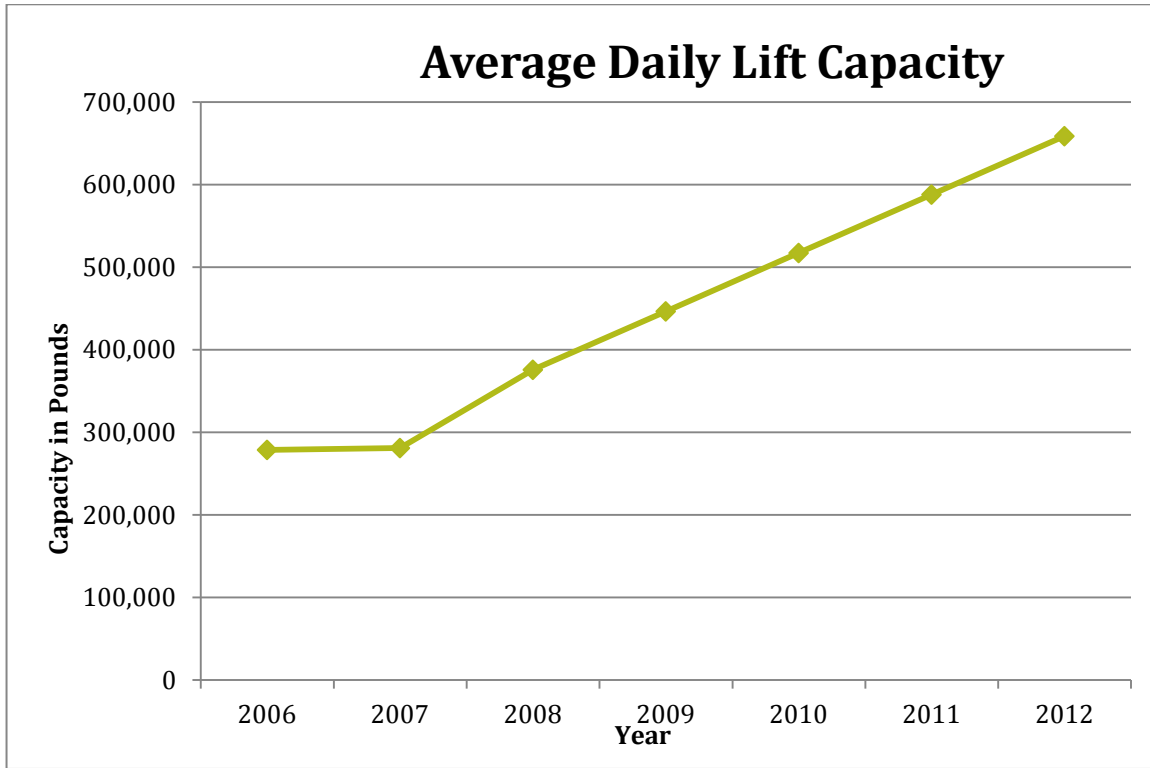
Exhibit 24
Southwest Florida International Airport (RSW)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity	Change in Percent	Average Daily Departures
2006	235,678		10
2007	206,640	-12.3%	9
2008	190,240	-7.9%	9
2009*	168,907	-11.2%	9
2010*	147,574	-12.6%	8
2011*	126,241	-14.5%	8
2012	104,909	-16.9%	7

Source: OAG, FAA records, CDM Smith
Data for these years are interpolated

Exhibit 25
Southwest Florida International Airport (RSW)
Air Cargo Capacity Trends (in pounds)
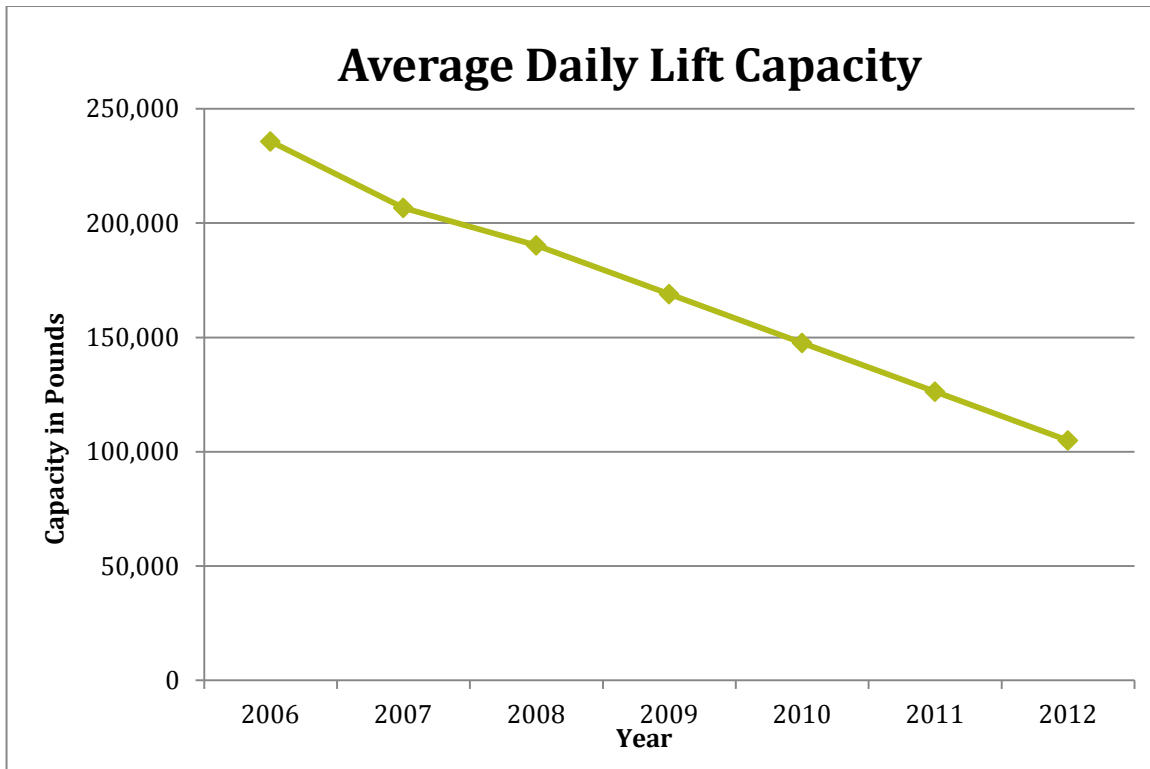
Source: OAG, FAA records, CDM Smith

Exhibit 16A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibits 22B** illustrate these routes.

Tampa International Airport (TPA)

The Tampa International Airport supports scheduled domestic and international air cargo routes with a total daily combined capacity of nearly 658,700 pounds. This is an increase in capacity over the 375,800 pounds identified in 2008. FedEx Express continues to be the predominant integrated express operator at the airport with routes from Tampa to hubs in Indianapolis and Memphis. Flight Express continues to serve the market with integrated express capacity, as does British Airways with wide-body passenger lift to London. Despite losing service from DHL, Paragon Air Express, and Delta Air Lines, the airport experienced an increase of 75 percent air cargo lift capacity, which can be attributed to:

- FedEx Express adding capacity by eliminating its Newark route and adding two more frequencies to its Memphis hub using larger MD-11 aircraft (330,000 additional pounds capacity).

- DHL discontinuing use of a Boeing 727 on its Tampa to Cincinnati route in favor of a Boeing 767 flight (95,000 additional pounds capacity).

Flight Express has considerable small package and mail hauling activity at the airport. **Exhibits 26** and **27** illustrate the cargo lift trends at Tampa International Airport from 2006 to 2012.

Exhibit 26
Tampa International Airport (TPA)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	278,844		17
2007	281,060	0.8%	17
2008	375,832	33.7%	19
2009*	446,556	18.8%	17
2010*	517,279	15.8%	16
2011*	588,003	13.7%	16
2012	658,726	12.0%	15

Source: OAG, FAA records, CDM Smith
*Data for these years are interpolated

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

Average Daily Lift Capacity

Source: OAG, FAA records, CDM Smith

Exhibit 17A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 23B** illustrates these routes.

SCHEDULED AIR CARGO LIFT AT FLORIDA TIER TWO AIRPORTS

Florida Tier Two airports also support air cargo activity with scheduled integrated express as well as wide-body passenger and all-cargo carrier (to a limited extent) air network capacity. Some of the Tier Two airports also have Road Feeder Service (RFS) truck connections available to transport cargo inbound and outbound. A portion of the air cargo from the Tier Two airports moves via truck to Florida SIS airports to connect with air and surface transport en route to a final destination.

Gainesville Regional Airport (GNV)

The Gainesville Regional Airport supports scheduled domestic cargo routes with a total combined daily capacity of 816 pounds. This is a decrease from the 7,232 pounds of capacity identified in 2008. The loss of FedEx's feeder service, operated by Mountain Air Cargo using Cessna Caravans, and Airnet

Systems, a bank check hauler using Beechcraft Barons, significantly decreased cargo lift at the airport. Quest Diagnostics, a medical supply firm with its own fleet of cargo aircraft, remains as the only air cargo provider for the Gainesville market with scheduled domestic routes Tampa using Beechcraft Barons. Quest Diagnostic's supply chain network includes a Gainesville to Tampa Executive (formerly Vandenberg Airport) route. **Exhibits 28** and **29** illustrate the cargo lift trends at Gainesville Regional Airport from 2006 to 2012.

Exhibit 28
Gainesville Regional Airport (GNV)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	4,400		3
2007	4,416	0.4%	3
2008	7,232	63.8%	4
2009*	5,628	-22.2%	4
2010*	4,024	-28.5%	3
2011*	2,420	-39.9%	2
2012	816	-66.3%	1

Source: OAG, FAA records, CDM Smith
*Data for these years are interpolated

Exhibit 29
Gainesville Regional Airport (GNV)
Air Cargo Capacity Trends (in pounds)
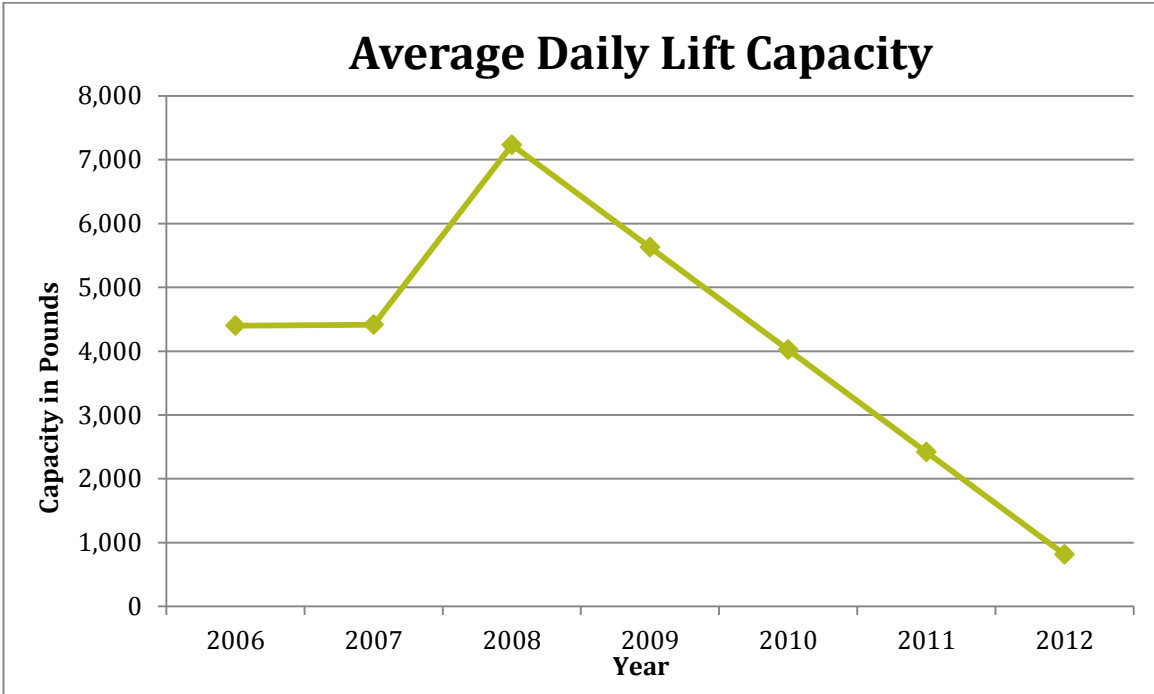
Source: OAG, FAA records, CDM Smith

Exhibit 19A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 25B** illustrates these routes.

Key West International Airport (EYW)

The Key West International Airport supports scheduled domestic cargo routes with a total combined daily capacity of 5,600 pounds. This is an increase from the 3,900 pounds of capacity identified in 2008. In 2008, Cape Air and Mountain Air Cargo each served the market with a combined daily total of two flights. In 2012, the daily total has remained at two flights. The increase in capacity is a result of Cape Air's daily flight being replaced by Martinaire's daily flight to Miami using Cessna Caravan aircraft. Mountain Air Cargo operates a Cessna Caravan to Ft Lauderdale, where it feeds into large FedEx Express aircraft bound for Memphis, Newark, or Dallas. **Exhibits 30** and **31** illustrate the cargo lift trends at Key West International Airport from 2006 to 2012.

Exhibit 30
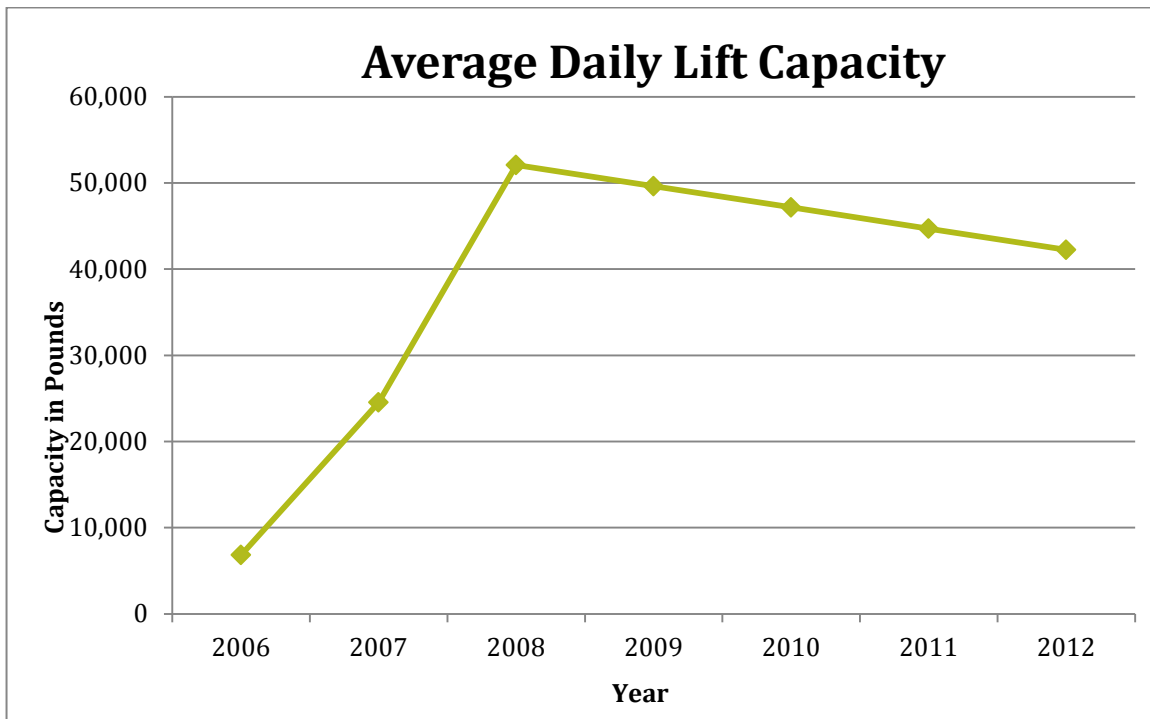**Key West International Airport (EYW)**
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	2,240		2
2007	9,040	303.6%	3
2008	3,920	-56.6%	2
2009*	4,340	10.7%	2
2010*	4,760	9.7%	2
2011*	5,180	8.8%	2
2012	5,600	8.1%	2

Source: OAG, FAA records, CDM Smith

*Data for these years are interpolated

Exhibit 31
Key West International Airport (EYW)
Air Cargo Capacity Trends (in pounds)
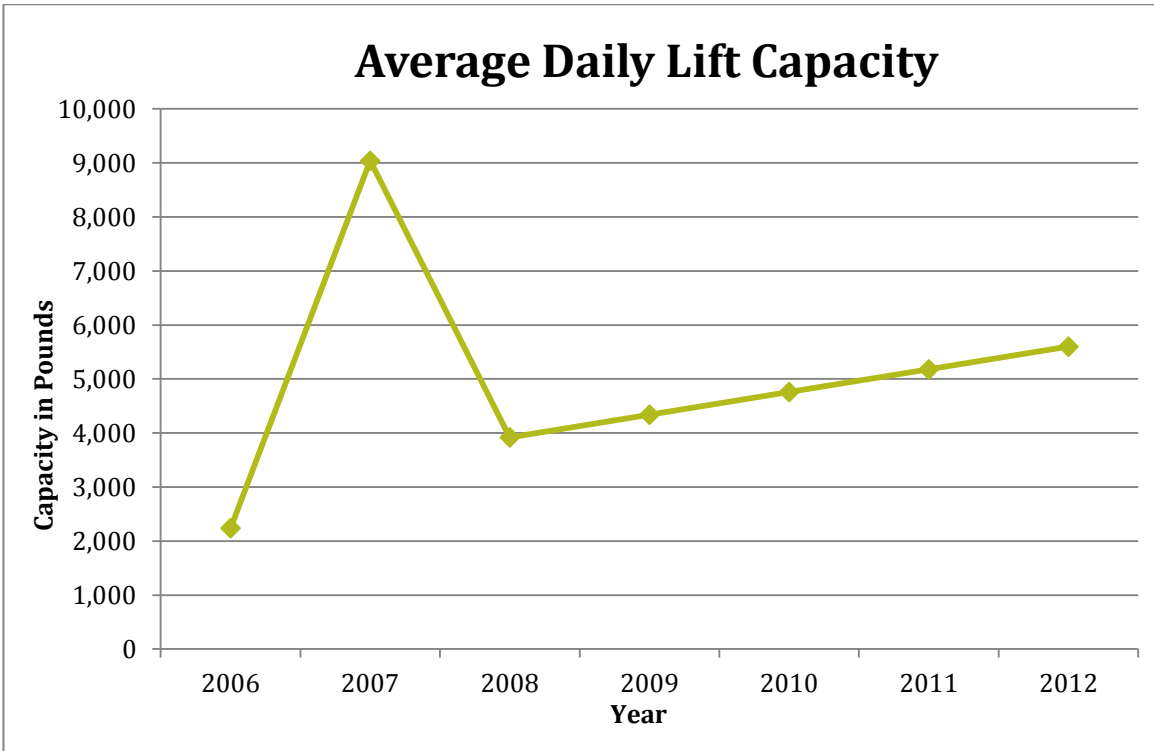
Source: OAG, FAA records, CDM Smith

Exhibit 20A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 26B** illustrates these routes.

Orlando Sanford International Airport (SFB)

The Orlando Sanford International Airport supports scheduled international passenger lift with a total combined daily capacity of 42,240 pounds. This is a decrease from the 52,080 pounds identified in 2008. In 2008 Icelandair and Flyglobespan each served the market with three combined wide-body passenger flights daily. In 2012, after Icelandair and Flyglobespan discontinued service, Thomson Airways added several European routes from SFB to Amsterdam, Birmingham, Bristol, East Midlands, Glasgow, London, Manchester, and Newcastle using Boeing 767s. In June 2012, Thomson Airways maintained a weekly total of 12 flights to and from SFB. Additionally, by 2012 Flight Express discontinued its Orlando Sanford to Orlando Executive route in a Cessna 210 to transport bank checks. **Exhibits 32** and **33** illustrate the cargo lift trends at Orlando Sanford International Airport from 2006-2012.

Exhibit 32
Orlando Sanford International Airport (SFB)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	6,832		2
2007	24,536	259.1%	3
2008	52,080	112.3%	4
2009*	49,620	-4.7%	3
2010*	47,160	-5.0%	3
2011*	44,700	-5.2%	2
2012	42,240	-5.5%	2

Source: OAG, FAA records, CDM Smith

*Data for these years are interpolated

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

Source: OAG, FAA records, CDM Smith

Exhibit 21A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 27B** illustrates these routes.

Northwest Florida-Beaches International Airport (ECP)

Opened in May 2010, the Northwest Florida-Beaches International Airport serves as a replacement to the now defunct Panama City-Bay County International Airport (PFN) and supports scheduled domestic integrated express with a total combined daily capacity of 7,056 pounds. This is a significant decrease from the 17,040 pounds of capacity identified in 2008. In 2012, Quest Diagnostics, a medical supply firm with its own fleet of cargo aircraft, remained as the only carrier that served the market in 2008. Quest Diagnostic's supply chain network includes a Panama City to Pensacola route. Air Cargo Carriers, a contracted feeder service for DHL, and Flight Express, a contracted feeder to UPS, are two other carriers that discontinued service in the Panama City market between 2008 and 2012. By contracting for UPS, Key Lime Air and Martinaire have restored a modest amount of capacity to the market. Key Lime Air operated Saab 340 aircraft between ECP and Albany, GA, while Martinaire operated the same route using Cessna Caravan aircraft. **Exhibits 34** and **35** illustrate the cargo lift trends at Northwest Florida-Beaches International Airport from 2006-2012[14].

Exhibit 34
Northwest Florida-Beaches International Airport (ECP)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	32,144		6
2007	17,392	-45.9%	7
2008	17,040	-2.0%	7
2009*	14,544	-14.6%	6
2010*	12,048	-17.2%	5
2011*	9,552	-20.7%	4
2012	7,056	-26.1%	3

Source: OAG, FAA records, CDM Smith
*Data for these years are interpolated

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[14] Replaced Panama City-Bay County International Airport in 2010

Exhibit 35
Northwest Florida-Beaches International Airport (ECP)
Air Cargo Capacity Trends (in pounds)
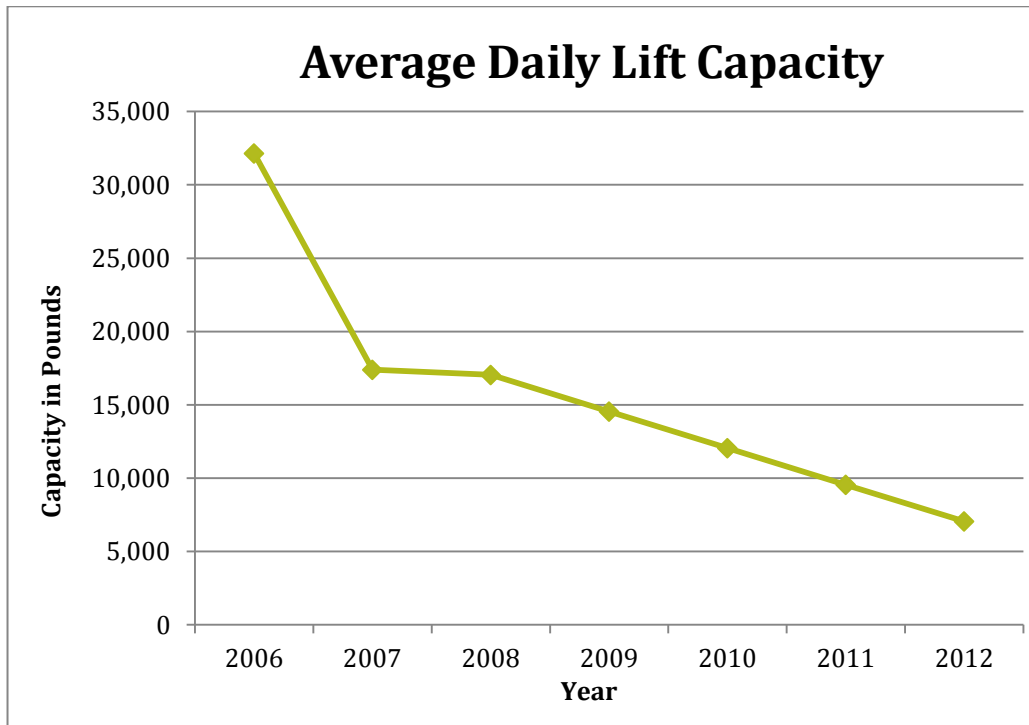
Source: OAG, FAA records, CDM Smith

Exhibit 22A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 28B** illustrates these routes.
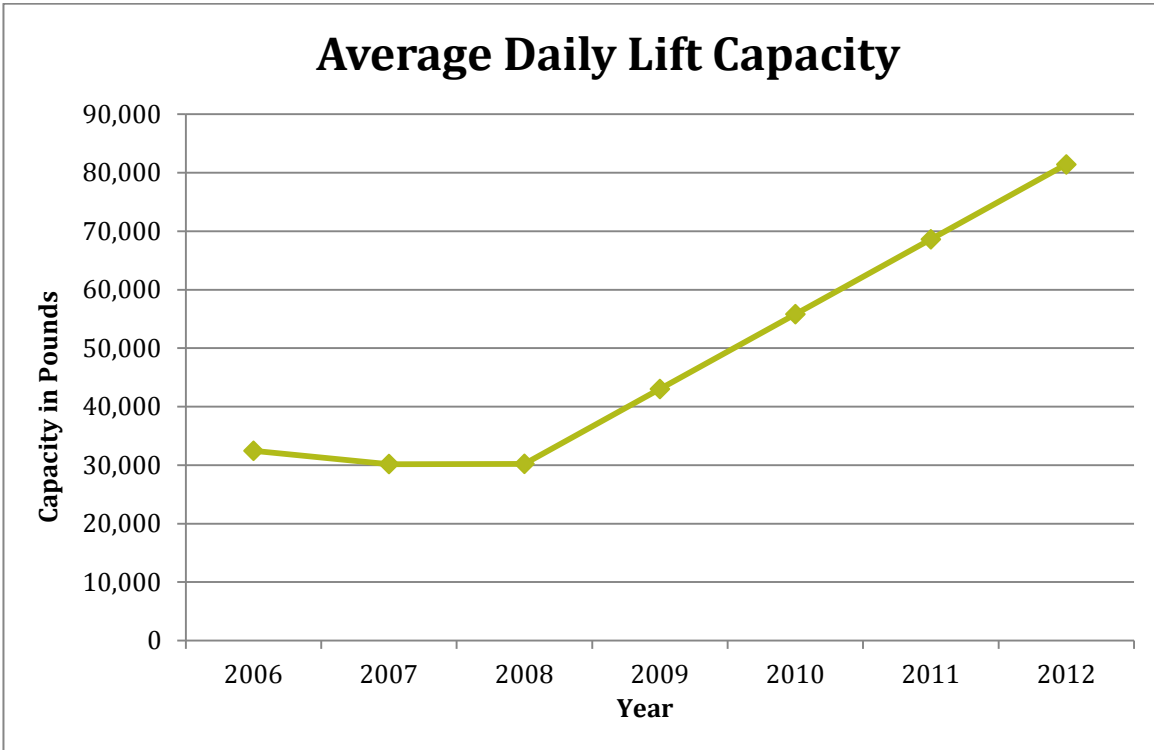
Pensacola Gulf Coast Regional Airport (PNS)

The Pensacola Gulf Coast Regional Airport supports scheduled domestic integrated express routes with a total combined daily capacity of 81,403 pounds. This is a 170 percent increase over the 30,208 pounds of capacity identified in 2008. In 2012, Ameriflight, Quest Diagnostics, UPS, and Suburban Air Freight all served the market with scheduled domestic routes. Ameriflight, a contracted feeder service for UPS aircraft in Pensacola, operates a Fairchild Metro aircraft between Pensacola, Mobile, and Biloxi. Quest Diagnostics, a medical supply firm with its own fleet of cargo aircraft, increased its daily cargo lift capacity by adding SOCATA TBM 700 aircraft to its routes between Pensacola and Lawrenceville (GA), Tallahassee, Tampa, and Mobile. UPS replaced DHL as the dominant integrated express carrier at the airport, and operated Airbus A300s from Pensacola to Albany (GA) and Mobile with both routes continuing on to the Louisville hub. Suburban Air Freight, an all-cargo carrier based in Omaha, operated a daily flight from Pensacola to Atlanta on a Beechcraft 1900 aircraft for DHL. **Exhibits 36** and **37** illustrate the cargo lift trends at Pensacola Gulf Coast Regional Airport from 2006-2012.

Exhibit 36
Pensacola Gulf Coast Regional Airport (PNS)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	32,440		7
2007	30,176	-7.0%	7
2008	30,208	0.1%	7
2009*	43,007	42.4%	6
2010*	55,806	29.8%	5
2011*	68,604	22.9%	5
2012	81,403	18.7%	5

Source: OAG, FAA records, CDM Smith

*Data for these years are interpolated

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

Source: OAG, FAA records, CDM Smith

Exhibit 23A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 29B** illustrates these routes.

St Petersburg-Clearwater International Airport (PIE)

The St Petersburg-Clearwater International Airport supports scheduled domestic integrated express lift with a total combined daily capacity of 136,192 pounds. This is a decrease from the 242,712 pounds of capacity indentified in 2008. UPS is the only remaining carrier in the market, providing lift capacity on 9 total weekly flights from PIE to both its Louisville hub and Greenville-Spartanburg on Airbus A300 aircraft. UPS eliminated scheduled service to Jacksonville, Philadelphia and Columbia (SC). Integrated express carrier DHL ceased to serve the market with a dedicated DC-9 on scheduled routes to Southwest Florida International Airport, which eliminated 20,000 pounds of scheduled lift to the carrier's Wilmington, Ohio hub after the hub was shut down. **Exhibits 38** and **39** illustrate the cargo lift trends at St Petersburg-Clearwater International Airport from 2006-2012.

Exhibit 38
St Petersburg-Clearwater International Airport (PIE)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity	Change in Percent	Average Daily Departures
2006	268,016		5
2007	197,408	-26.3%	4
2008	242,712	22.9%	5
2009*	216,082	-11.0%	4
2010*	189,452	-12.3%	3
2011*	162,822	-14.1%	3
2012	136,192	-16.4%	2

Source: OAG, FAA records, CDM Smith
*Data for these years are interpolated

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

Average Daily Lift Capacity
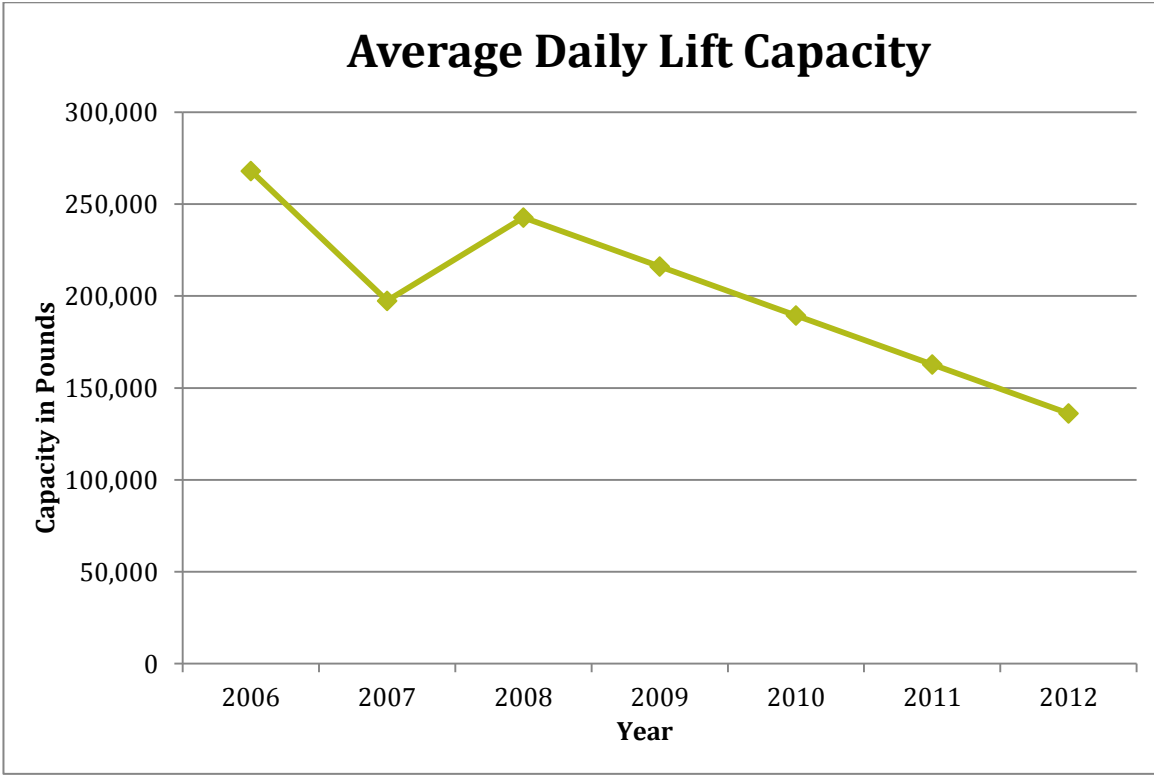
Source: OAG, FAA records, CDM Smith

Exhibit 25A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 31B** illustrates these routes.

Tallahassee Regional Airport (TLH)

The Tallahassee Regional Airport supports scheduled domestic integrated express lift with a total combined daily capacity of 61,934 pounds. This is a 16 percent decrease from the 74,143 pounds identified in 2008. In 2012, Flight Express, a contracted feeder service to UPS, discontinued its Cessna 210 routes to Panama City and Bob Sikes Airport in Crestview, Florida. DHL discontinued scheduled service from Tallahassee after the closure of its Wilmington, Ohio, hub, reducing lift capacity by 20,000 pounds.   Mountain Air Cargo, a contracted feeder service for FedEx Express, continues to serve the market with two Cessna 208 flights to Orlando and an ATR-42 flight to Memphis (via Dothan, AL) where cargo feeds into the larger FedEx Express jet network. Quest Diagnostics, a medical supply firm with its own fleet of cargo aircraft, continues to serve the market with a scheduled domestic route to Tampa Executive (formerly Vandenberg Airport), using a larger capacity SOCATA TBM 700 aircraft. The majority of the cargo lift capacity serving Tallahassee is through FedEx Express who continued to serve the market with scheduled routes to Memphis. FedEx upgraded its Memphis

service from a Boeing 727 to a more fuel efficient Boeing 757. **Exhibits 40** and **41** illustrate cargo lift trends at Tallahassee Regional from 2006 to 2012.

Exhibit 40
Tallahassee Regional Airport (TLH)
Air Cargo Capacity 2006-2012 (in pounds)

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	63,920		7
2007	77,375	21.0%	11
2008	74,143	-4.2%	9
2009*	71,091	-4.1%	8
2010*	68,039	-4.3%	7
2011*	64,986	-4.5%	7
2012	61,934	-4.7%	6

Source: OAG, FAA records, CDM Smith
*Data for these years are interpolated

Exhibit 41
Tallahassee Regional Airport (TLH)
Air Cargo Capacity Trends (in pounds)
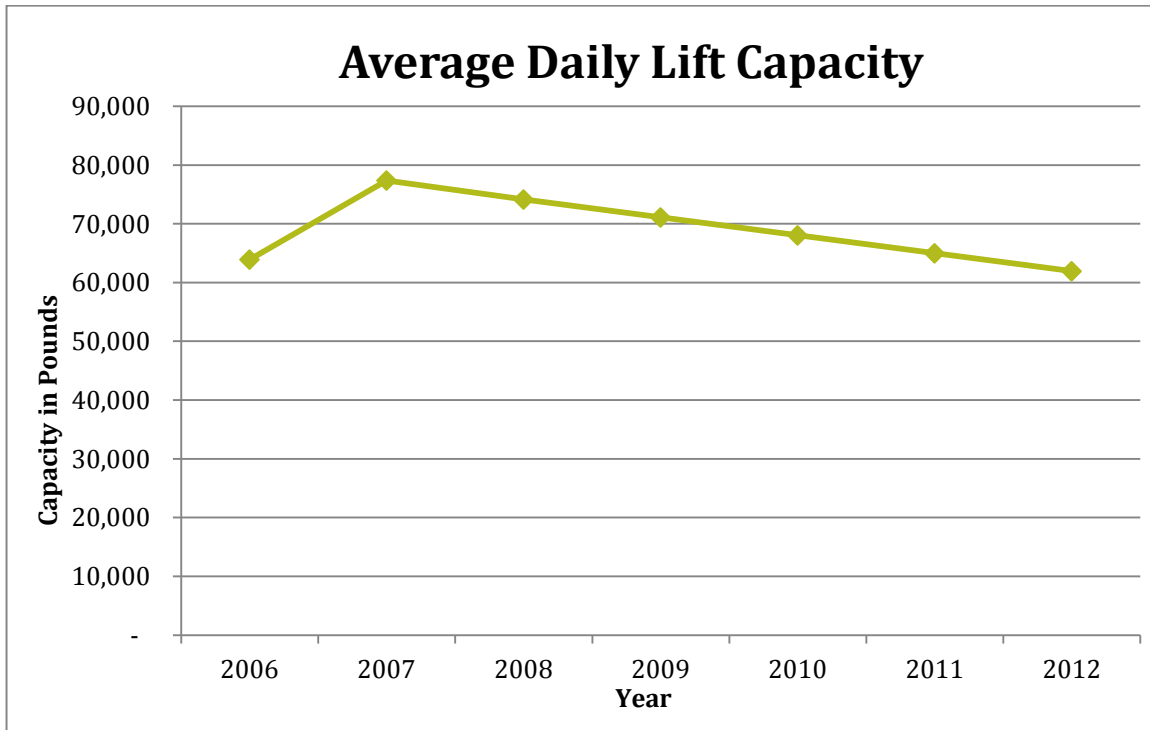
Source: OAG, FAA records, CDM Smith

Exhibit 26A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 32B** illustrates these routes.

Sarasota/Bradenton International Airport (SRQ)

In 2012, Sarasota/Bradenton International Airport supported scheduled domestic integrated express lift for the first time since 2007. With the return of Flight Express to the Sarasota market in 2012, the airport had a total combined daily capacity of 1,280 pounds. This is 70 percent less than the 4,336 pounds of lift capacity seen in 2007. However, with no lift capacity between 2008 and 2011, this recent trend upwards indicates potential capacity growth in the future. **Exhibits 42** and **43** illustrate cargo lift trends at Sarasota/Bradenton International Airport from 2006 to 2012.

**Exhibit 42
Sarasota/Bradenton International Airport (SRQ)
Air Cargo Capacity 2006-2012 (in pounds)**

Year	Average Daily Lift Capacity (in lbs)	Change in Percent	Average Daily Departures
2006	0		0
2007	4,336	100.0%	4
2008	0	-70.5%	0
2009*	0		0
2010*	0		0
2011*	0		0
2012	1,280	100.0%	1

Source: OAG, FAA records, CDM Smith
*Data for these years are interpolated

Exhibit 43
Sarasota/Bradenton International Airport (SRQ)
Air Cargo Capacity Trends (in pounds)

Average Daily Lift Capacity
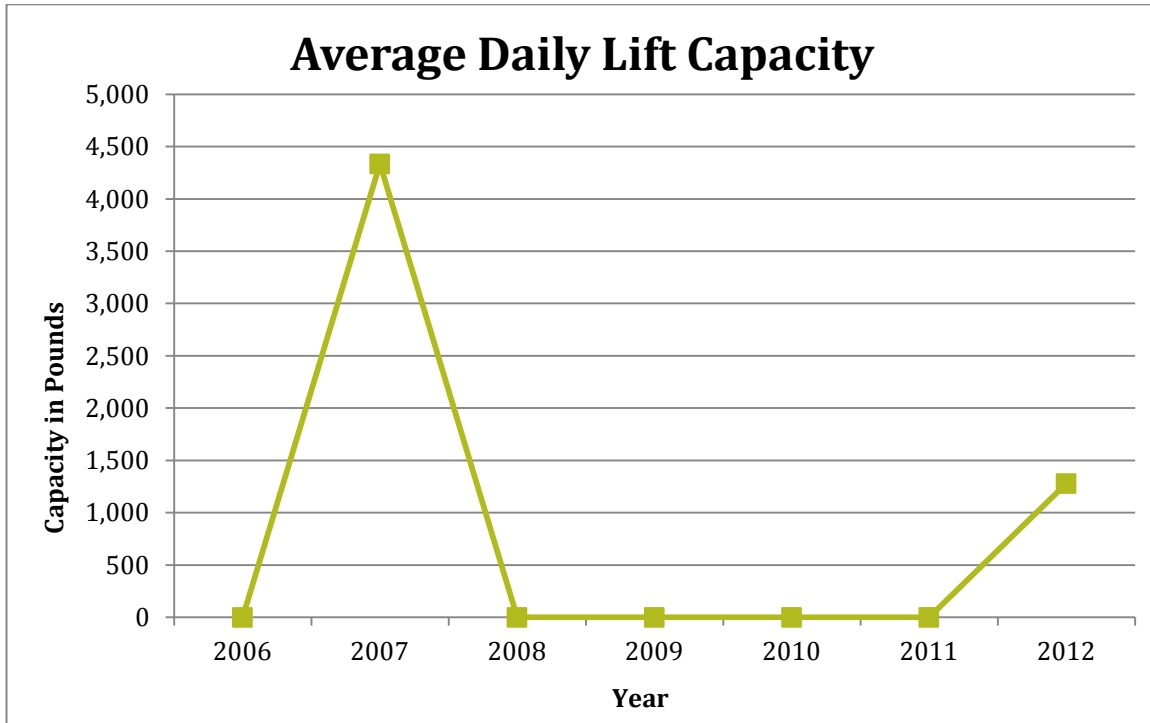
Source: OAG, FAA records, CDM Smith

Exhibit 27A identifies routes, carriers, and cargo capacity associated with this airport. **Exhibit 33B** illustrates these routes.

SCHEDULED ROAD FEEDER SERVICE (RFS) at FLORIDA AIRPORTS

Six out of seven Florida airports examined in this analysis support scheduled RFS connections. This section discusses the total RFS capacity available in each of these markets and also quantifies the main variances observed versus the 2012 update. In general, RFS capacity increased significantly in Florida from 2008 to 2012. This is largely the affect of increased fuel costs within the airline and air cargo industries.

Miami International Airport (MIA)

Miami International Airport has more scheduled RFS air cargo capacity than any other SIS airport. On a typical day, a total of over 1.48 million pounds of RFS cargo capacity is available in the Miami market. This represents an average daily increase of 195,000 pounds, or 35 percent, versus the 2008 level of 1.1 million pounds available each day. The leading RFS market destination is Atlanta with 162,000 pounds of daily capacity provided. There are currently 54 weekly truck rotations between

Miami and Atlanta. Other leading RFS destinations include several major air cargo gateway cities: Orlando, Chicago, Houston, New York and Tampa. Weekly rotations to Orlando increased by four year-over-year, resulting in an additional 60,000 pounds of RFS capacity provided each week. Weekly rotations/capacity to Chicago increased by 18/270,000 pounds. Westbound RFS capacity has grown as scheduled RFS capacity to Los Angeles doubled to 360,000 pounds while capacity to San Francisco increased by 30,000 pounds. **Exhibits 44** and **45** illustrate the RFS trends at Miami International Airport from 2006-2012.

Since 2008, RFS capacity from Miami International to new markets throughout the U.S. and Canada increased. Markets not previously served out of Miami by RFS carriers which gained scheduled service in 2012 include Columbus, Fort Myers, Kansas City, Seattle, Sacramento, and Vancouver (BC).

Exhibit 44
Miami International Airport (MIA)
RFS Capacity 2006-2012 (in pounds)

Year	Average Weekly Capacity (in lbs)	Change in Percent	Average Weekly Departures
2006	1,740,000		116
2007	2,025,000	16.4%	135
2008	5,505,000	171.9%	367
2009*	5,985,000	8.7%	384
2010*	6,465,000	8.0%	400
2011*	6,945,000	7.4%	417
2012	7,425,000	6.9%	433

Source: OAG, CDM Smith
*Data for these years are interpolated

Exhibit 45
Miami International Airport (MIA)
RFS Capacity 2006-2012 (in pounds)

Average Weekly Capacity
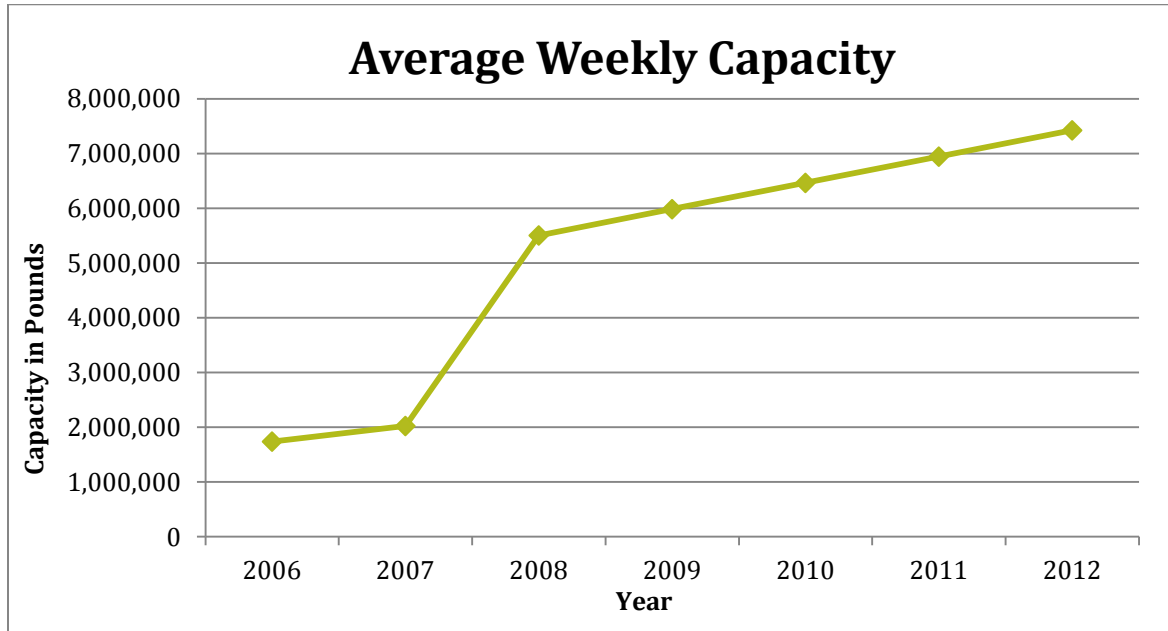
Source: OAG, CDM Smith

Exhibit 11A identifies RFS routes and **Exhibit 16B** illustrates RFS routes associated with this airport.
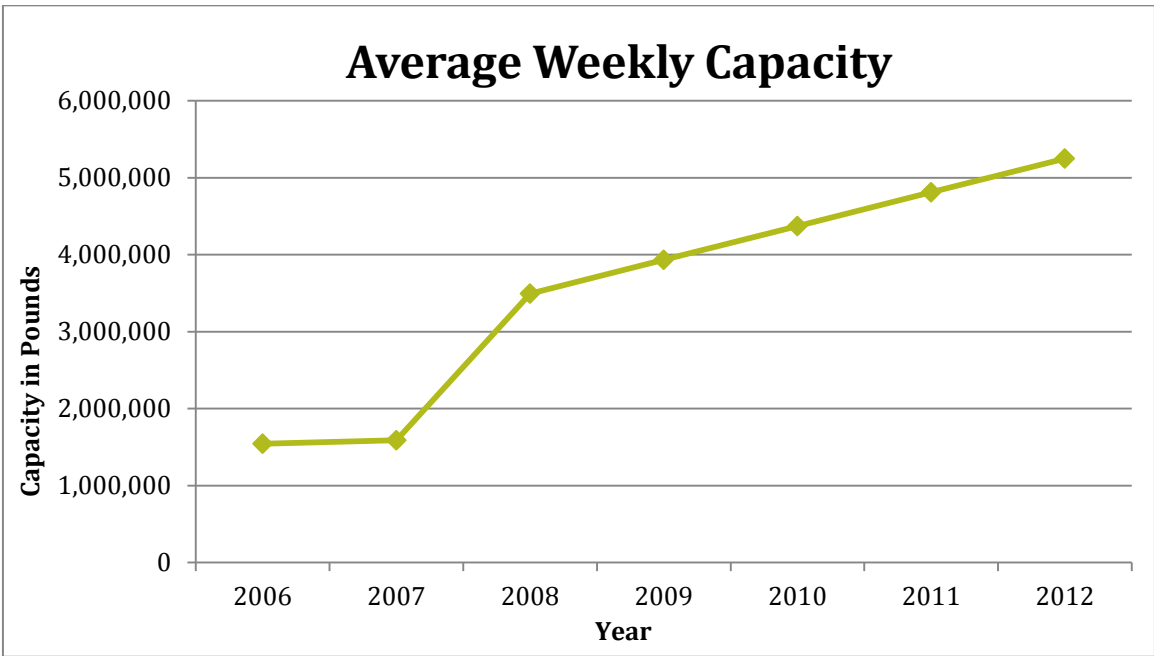
Orlando International Airport (MCO)

Orlando International Airport ranks second in terms of total available RFS cargo capacity and second in terms of gained RFS capacity as well. On an average day, this airport has a total of 1.05 million pounds of scheduled RFS capacity. This is a 50 percent increase over 2008 RFS capacity (699,000 pounds capacity). The leading destination city, in terms of RFS capacity, is Miami with a daily total of 123,000 pounds and 41 weekly rotations. Atlanta, New York, and Washington DC are other cities with a large amount of RFS capacity from Orlando. New RFS routes from Orlando to markets previously not served include Baton Rouge, Columbus, Indianapolis, Laredo, Kansas City, Oklahoma City, Portland, Savannah, Seattle, Sacramento, and Newburgh. **Exhibits 46** and **47** illustrate the RFS trends at Orlando International Airport from 2006-2012.
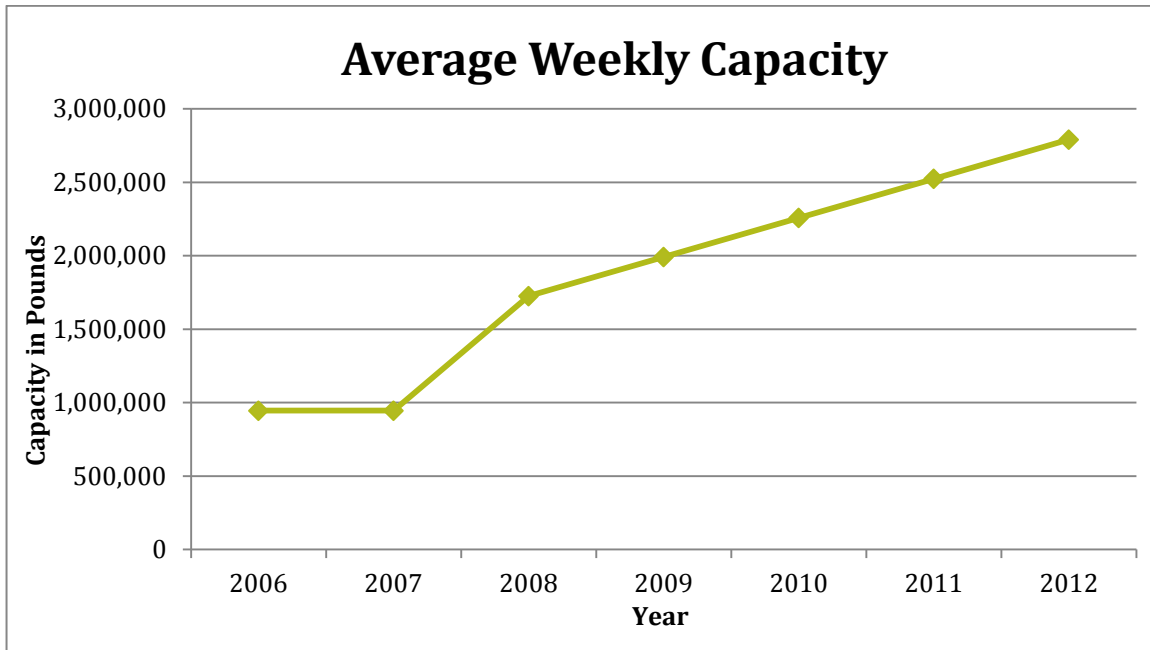
Exhibit 46
Orlando International Airport (MCO)
RFS Capacity 2006-2012 (in pounds)

Year	Average Weekly Capacity (in lbs)	Change in Percent	Average Weekly Departures
2006	1,545,000		103
2007	1,590,000	2.9%	106
2008	3,495,000	119.8%	233
2009*	3,933,750	12.6%	262
2010*	4,372,500	11.2%	290
2011*	4,811,250	10.0%	319
2012	5,250,000	9.1%	350

Source: OAG, CDM Smith
*Data for these years are interpolated

Exhibit 47
Orlando International Airport (MCO)
RFS Capacity Trends (in pounds)

Source: OAG, CDM Smith

Exhibit 13A identifies RFS routes and **Exhibit 19B** illustrates RFS routes associated with this airport.

Tampa International Airport (TPA)

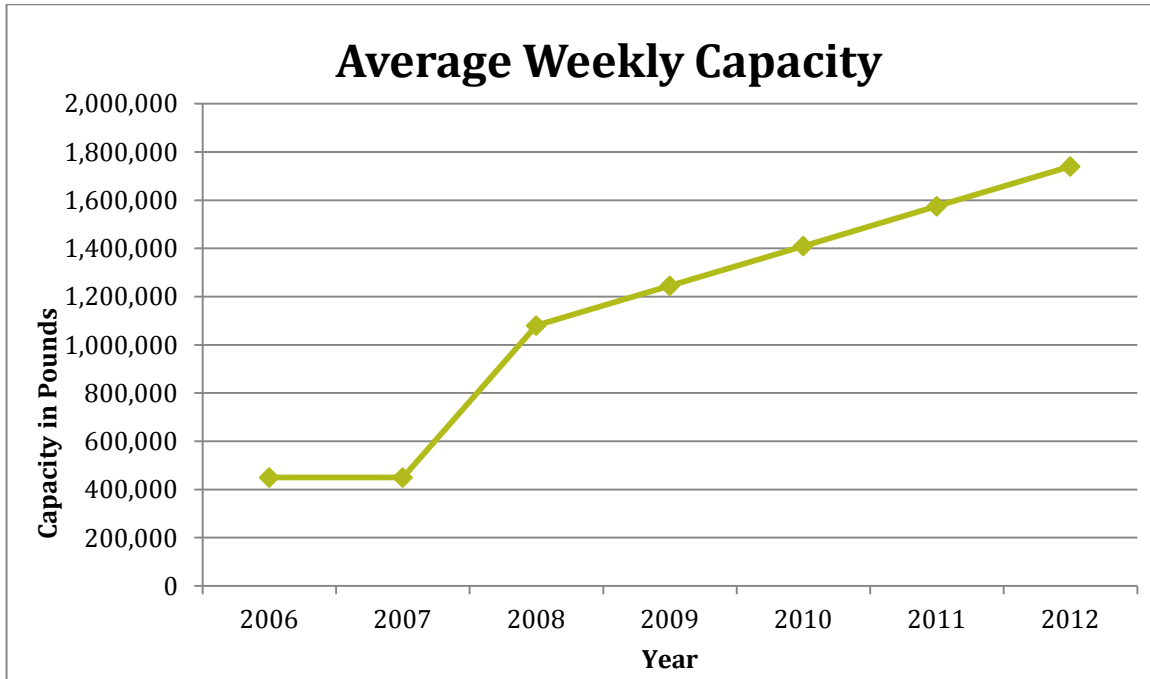Tampa International Airport has a daily average of 558,000 pounds of scheduled RFS capacity. This is a 62 percent increase from the 345,000 pounds identified in 2008. The leading destination city, in terms of RFS capacity, is Atlanta with 63,000 pounds of capacity available on an average day and 21 weekly rotations. Chicago, New York, Miami, and Orlando are other cities with a large amount of RFS

capacity from Tampa. Added RFS capacity at Tampa in 2008 is related to new or additional routes to Charlotte, Columbus, Dallas, Fort Myers, Jacksonville, Kansas City, New Orleans, Portland, Seattle, Sacramento, and Newburgh. **Exhibits 48** and **49** illustrate the RFS trends at Tampa International Airport from 2006-2012.

Exhibit 48
Tampa International Airport (TPA)
RFS Capacity 2006-2012 (in pounds)

Year	Average Weekly Capacity (in lbs)	Change in Percent	Average Weekly Departures
2006	945,000		63
2007	945,000	0.0%	63
2008	1,725,000	82.5%	115
2009*	1,991,250	15.4%	133
2010*	2,257,500	13.4%	151
2011*	2,523,750	11.8%	168
2012	2,790,000	10.5%	186

Source: OAG, CDM Smith
*Data for these years are interpolated

Exhibit 49
Tampa International Airport (TPA)
RFS Capacity Trends (in pounds)

Source: OAG, CDM Smith

Exhibit 18A identifies RFS routes and **Exhibit 23B** illustrates RFS routes associated with this airport.

Jacksonville International Airport (JAX)

Jacksonville International Airport has a daily average of 348,000 pounds of scheduled RFS capacity. This is a 61 percent increase over the 216,000 pounds identified in 2008. Leading destination cities are New York, Chicago, Washington DC, and Atlanta. Each of these cities supports at least 10 weekly rotations. New RFS capacity at Jacksonville in 2012 is related to new routes to Charlotte, Columbus, Dallas, Los Angeles, Kansas City, New Orleans, Sacramento, and Newburgh. **Exhibits 50** and **51** illustrate the RFS trends at Jacksonville International Airport from 2006-2008.

Exhibit 50
Jacksonville International Airport (JAX)
RFS Capacity 2006-2012 (in pounds)

Year	Average Weekly Capacity (in lbs)	Change in Percent	Average Weekly Departures
2006	450,000		30
2007	450,000	0.0%	30
2008	1,080,000	140.0%	62
2009*	1,245,000	15.3%	83
2010*	1,410,000	13.3%	94
2011*	1,575,000	11.7%	105
2012	1,740,000	10.5%	116

Source: OAG, CDM Smith
*Data for these years are interpolated

Exhibit 51
Jacksonville International Airport (JAX)
RFS Capacity Trends (in pounds)

Source: OAG, CDM Smith

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

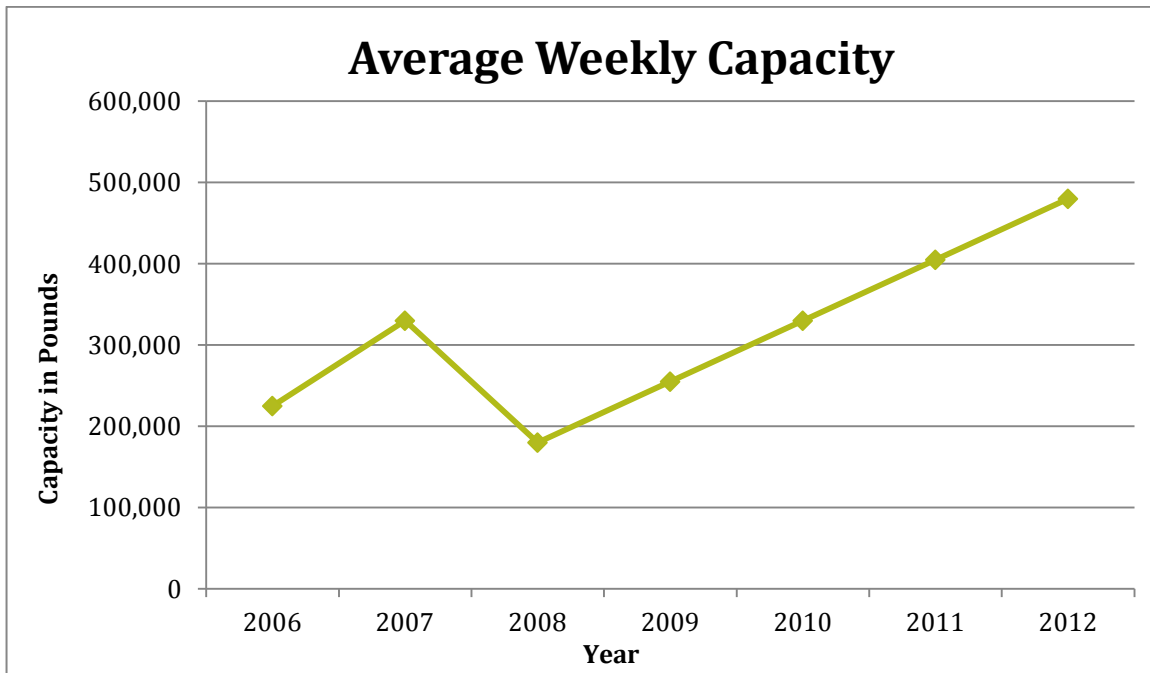## Ft Lauderdale/Hollywood International Airport (FLL)

Ft Lauderdale/Hollywood International Airport has a daily average of 36,000 pounds of scheduled RFS capacity. This is a decrease from the 57,000 pounds identified in 2008. There are 12 weekly rotations to Miami International, which is consistent with 2008 levels. The 7 weekly rotations to New York identified in 2008 have since been discontinued. In 2012, the total weekly RFS capacity from Ft Lauderdale decreased by 58 percent from levels available in 2008. **Exhibits 52** and **53** illustrate the RFS trends at Ft Lauderdale/Hollywood International Airport from 2006-2012.

Exhibit 52
Ft Lauderdale/Hollywood International Airport (FLL)
RFS Capacity 2006-2012 (in pounds)

Year	Average Weekly Capacity (in lbs)	Change in Percent	Average Weekly Departures
2006	270,000		18
2007	405,000	50.0%	27
2008	285,000	-29.6%	19
2009*	258,750	-9.2%	17
2010*	232,500	-10.1%	16
2011*	206,250	-11.3%	14
2012	180,000	-12.7%	12

Source: OAG, CDM Smith
*Data for these years are interpolated

Exhibit 53
Ft Lauderdale/Hollywood International Airport (FLL)
RFS Capacity Trends (in pounds)
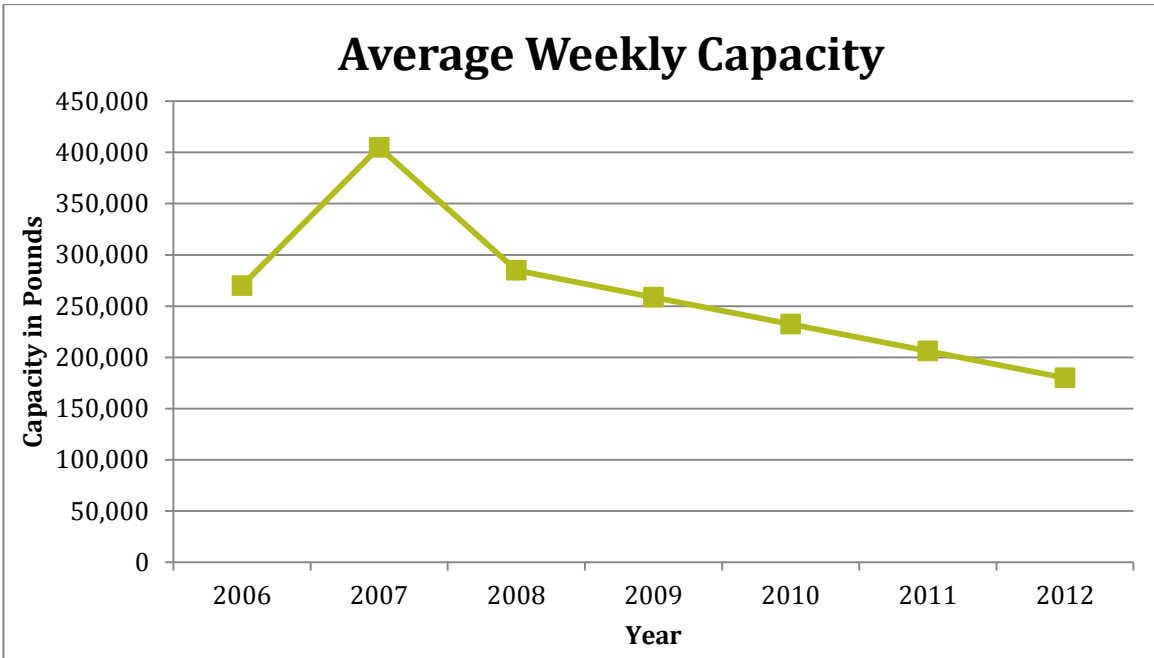
Source: OAG, CDM Smith

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

## Pensacola Gulf Coast Regional Airport (PNS)

The Pensacola Gulf Coast Regional Airport has a daily average of 96,000 pounds of scheduled RFS capacity. This is an increase from the 36,000 pounds identified in 2008. New RFS capacity at Pensacola Gulf Coast Regional in 2012 is related to new routes to Atlanta, Washington DC, Orlando, and New Orleans. **Exhibits 54** and **55** illustrate the RFS trends at Pensacola Gulf Coast Regional Airport from 2006-2012.

Exhibit 54
Pensacola Gulf Coast Regional Airport (PNS)
RFS Capacity 2006-2012 (in pounds)

Year	Average Weekly Capacity (in lbs)	Change in Percent	Average Weekly Departures
2006	225,000		15
2007	330,000	46.7%	22
2008	180,000	-45.5%	12
2009*	255,000	41.7%	17
2010*	330,000	29.4%	22
2011*	405,000	22.7%	27
2012	480,000	18.5%	32

Source: OAG, CDM Smith
*Data for these years are interpolated

Exhibit 55
Pensacola Gulf Coast Regional Airport (PNS)
RFS Capacity Trends (in pounds)

Source: OAG, CDM Smith

Exhibit 24A identifies RFS routes and **Exhibit 30B** illustrates RFS routes associated with this airport.

Palm Beach International Airport (PBI)

Palm Beach International Airport has a daily average of 6,000 pounds of scheduled RFS capacity. Centerport and Lund & Pullara, two local freight forwarders, each operate one weekly rotation to Miami. This is a decrease from the 15,000 pounds identified in 2007 when Continental Airlines operated 5 weekly rotations to Miami. **Exhibits 56** and **57** illustrate the RFS trends at Palm Beach International Airport from 2006-2012.

Exhibit 56
Palm Beach International Airport (PBI)
RFS Capacity 2006-2012 (in pounds)

Year	Average Weekly Capacity (in lbs)	Change in Percent	Average Weekly Departures
2006	75,000		5
2007	75,000	0.0%	5
2008*	7,500	-90.0%	1
2009*	13,125	75.0%	1
2010*	18,750	42.9%	1
2011*	24,375	30.0%	1
2012	30,000	23.1%	2

Source: OAG, CDM Smith
*Data for these years are interpolated

Exhibit 57
Palm Beach International Airport (PBI)
RFS Capacity Trends (in pounds)
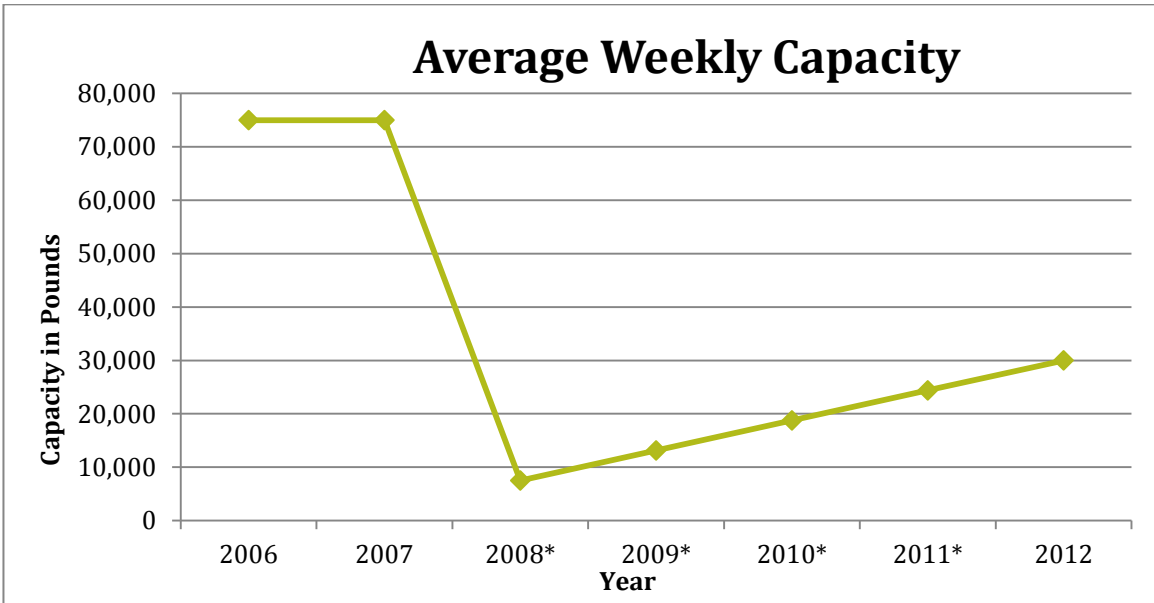
Source: OAG, CDM Smith
Exhibit 15A identifies RFS routes and **Exhibit 21B** illustrates RFS routes associated with this airport.

SUMMARY OF FINDINGS

Overall, air cargo tonnage at Florida's seven SIS airports decreased at an average annual growth rate of -1.4 percent from 2006 to 2011. With the exception of Miami International, all of these airports experienced a decline in processed tonnage from 2008 to 2012. Trucking continues be air cargo's primary competitor with freight forwarder road feeder service market share increasing about 1 percent per year since 2005. Rising fuel prices that began in 2008 and remained high through 2012 has caused many shippers to seek alternative modes other than air for their shipments to San Juan and other Caribbean destinations and many decided to ship via ocean carrier to the island. Puerto Rico's relatively close proximity equates to a four day sailing time from the Port of Miami to San Juan making this mode of transport an increasing choice among cost sensitive shippers.

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

- Florida SIS and Tier Two airports reviewed in this analysis offer a total of 336,500 pounds of air cargo lift capacity on a typical Wednesday, the busiest day in the air cargo industry workweek.

- Miami International Airport is the leading airport in terms of air cargo lift capacity offered, providing more than 9.3 million pounds of air cargo lift capacity on any given Wednesday in June 2012. This represents an increase of 6.7 percent versus the 2008 level.

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

- In 2012, aircraft and RFS service combined provides over 16.1 million pounds of cargo daily lift capacity related to Florida's airports. Nearly 84 percent of the total lift capacity is offered on cargo aircraft. The other 16 percent is provided on scheduled RFS carriers.

- On average, Florida airports offer nearly 17.86 million pounds of scheduled RFS cargo capacity each week, which represents a 27 percent increase over 2008 total RFS capacities. Robust growth in RFS service in Florida is directly tied the increases in air carrier fuel costs. The average cost of Jet A fuel in the Gulf Coast region increased from $2.10 per gallon in June 2007 to $3.90 per gallon in June 2008 and remained high at $2.68 per gallon in June 2012.

Atlanta surpasses the New York City metropolitan area as the top market for RFS trucking cargo capacity with 12 percent of the share and, significantly, cargo capacity to Atlanta has more than doubled since 2008. Capacity to Chicago now replaces Miami as the market with the third largest capacity; while Orlando and Washington DC remain the fifth and sixth largest markets.

Exhibit 1A
Scheduled Cargo Activity at Ft Lauderdale/Hollywood International Airport

FLL	Route	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express									
	FLL-AFW	FedEx Express	A310	66,052	9,436	1	66,052	9,436	4	
	FLL-AFW	FedEx Express	M1F	198,000	15,530	1	198,000	15,530	4	1,056,208
	FLL-MEM	FedEx Express	A310	66,052	9,436	2	132,104	18,872	15	
	FLL-MEM	FedEx Express	A306	68,096	9,728	1	68,096	9,728	3	
	FLL-MEM	FedEx Express	DC10	89,600	13,486	1	89,600	13,486	5	
	FLL-MEM	FedEx Express	MD11	198,000	15,530	1	198,000	15,530	5	2,633,068
	FLL-EYW	Mountain Air Cargo	C208	2,800	360	1	2,800	360	7	19,600
	FLL-MTH	Mountain Air Cargo	C208	2,800	360	1	2,800	360	5	14,000
	FLL-SDF	UPS	B752	45,304	6,472	2	90,608	12,944	10	453,040
All Cargo Carrier									
Int'l	FLL-KIN	Exec Direct Aviation	SF34	3,440	502	1	3,440	502	3	10,320
Int'l	FLL-MBJ	Exec Direct Aviation	SF34	3,440	502	1	3,440	502	1	3,440
Int'l	FLL-BIM	IBC Airways	SF34	3,440	502	1	3,440	502	3	10,320
Int'l	FLL-CAP	IBC Airways	SF34	3,440	502	1	3,440	502	4	13,760
Int'l	FLL-MHH	IBC Airways	SF34	3,440	502	-	-	-	3	10,320
Int'l	FLL-NBW	IBC Airways	SF34	3,440	502	1	3,440	502	3	10,320
Widebody Passenger									
Int'l	FLL-FRA	Condor	B767	17,600	2,514	-	-	-	2	35,200

Sources: OAG, FAA IFR data and CDM Smith

Exhibit 2A
Scheduled RFS Activity at Ft Lauderdale/Hollywood International Airport

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

Sources: OAG, CDM Smith

Exhibit 3A
Scheduled Cargo Activity at Jacksonville International Airport

JAX	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
	JAX-MEM	FedEx Express	DC10F	89,600	13,486	2	179,200	26,972	10	896,000
	JAX-SDF	UPS	A306	68,096	9,728	1	68,096	9,728	10	680,960
	JAX-SJU	UPS	A306	68,096	9,728	1	68,096	9,728	10	680,960
All Cargo Carrier										
	JAX-PNS-ATL	Suburban Air Freight	B1900	6,356	636	1	6,356	636	4	25,424

Sources: OAG, FAA IFR data and CDM Smith

Exhibit 4A
Scheduled RFS Activity at Jacksonville International Airport

JAX	Route	Carrier	Type	Capacity (Lbs)	Weekly Frequency	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
	JAX- ATL	Alliance Air	RFS	15,000	6		-
	JAX- ATL	Forward Air	RFS	15,000	5	11	165,000
	JAX- CLT	Forward Air	RFS	15,000	5	5	75,000
	JAX- CMH	Forward Air	RFS	15,000	5	5	75,000
	JAX- DFW	Forward Air	RFS	15,000	5	5	75,000
	JAX- EWR	Alliance Air	RFS	15,000	5		-
	JAX- EWR	Forward Air	RFS	15,000	5		-
	JAX- EWR	United Airlines	RFS	15,000	4	14	210,000
	JAX- IAD	Iberia Cargo	RFS	15,000	5		-
	JAX- IAD	Jet Airways	RFS	15,000	6	11	165,000
	JAX- IAH	United Airlines	RFS	15,000	5	5	75,000
	JAX- JFK	Jet Airways	RFS	15,000	5	5	75,000
	JAX- LAX	Forward Air	RFS	15,000	5	5	75,000
	JAX- MCI	Forward Air	RFS	15,000	5	5	75,000
	JAX- MCO	Forward Air	RFS	15,000	5		-
	JAX- MCO	Virgin Atlantic	RFS	15,000	5	10	150,000
	JAX- MIA	Alliance Air	RFS	15,000	5	5	75,000
	JAX- MSY	Forward Air	RFS	15,000	5	5	75,000
	JAX- ORD	Alliance Air	RFS	15,000	5		-
	JAX- ORD	Forward Air	RFS	15,000	5		-
	JAX- ORD	Jet Airways	RFS	15,000	5	15	225,000
	JAX- SMF	Forward Air	RFS	15,000	5	5	75,000
	JAX- SWF	Forward Air	RFS	15,000	5	5	75,000

Sources: OAG, CDM Smith

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

MIA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
Dom	MIA-ATL	ABX Air	B76F	66,000	9,429	2	132,000	18,858	8	528,000
Dom	MIA-CVG	ABX Air	B76F	66,000	9,429	5	330,000	47,145	18	1,188,000
Dom	MIA-MCO	ABX Air	B76F	66,000	9,429	-	-	-	4	264,000
Dom	MIA-OPF	Ameriflight	SW4	3,440	502	1	3,440	502	2	6,880
Dom	MIA-TNT	Ameriflight	SW4	3,440	502	-	-	-	1	3,440
Dom	MIA-ATL	FedEx Express	DC10F	89,600	13,486	1	89,600	13,486	3	268,800
Dom	MIA-MEM	FedEx Express	M1F	198,000	1,530	2	396,000	3,060	16	3,168,000
Dom	MIA-SJU	FedEx Express	A310F	66,052	9,436	1	66,052	9,436	5	330,260
Dom	MIA-EYW	Martinaire	C208	2,800	360	1	2,800	360	5	14,000
Dom	MIA-FLL	UPS	B752	45,304	6,472	-	-	-	1	45,304
Dom	MIA-SDF	UPS	B763	66,000	9,429	2	132,000	18,858	12	792,000

Sources: OAG, FAA IFR data and CDM Smith

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

MIA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
Int'l	MIA-BOG	ABX Air	B76F	66,000	9,429	1	66,000	9,429	6	396,000
Int'l	MIA-CCS	ABX Air	B76F	66,000	9,429	2	132,000	18,858	13	858,000
Int'l	MIA-PBM	ABX Air	B76F	66,000	9,429	-	-	-	1	66,000
Int'l	MIA-PTY	ABX Air	B76F	66,000	9,429	2	132,000	18,858	9	594,000
Int'l	MIA-SDQ	ABX Air	B76F	66,000	9,429	1	66,000	9,429	2	132,000
Int'l	MIA-CUN	Ameriflight	SW4	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-GCM	Ameriflight	SW4	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-MID	Ameriflight	SW4	3,440	502	-	-	-	1	3,440
Int'l	MIA-PTY	DHL Aero Expresso	B75F	45,304	6,472	1	45,304	6,472	6	271,824
Int'l	MIA-SJO	DHL Aero Expresso	B75F	45,304	6,472	2	90,608	12,944	9	407,736
Int'l	MIA-VLN	FedEx Express	A306	60,096	9,728	1	60,096	9,728	5	300,480
Int'l	MIA-CAP	IBC Airways	SF3	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-FPO	IBC Airways	SWM	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-GCM	IBC Airways	SF3	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-HAV	IBC Airways	SWM	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-KIN	IBC Airways	SF3	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-MBJ	IBC Airways	SWM	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-MHH	IBC Airways	SWM	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-NAS	IBC Airways	SWM	3,440	502	3	10,320	1,506	15	51,600
Int'l	MIA-PAP	IBC Airways	SF3	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-PLS	IBC Airways	SF3	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-STI	IBC Airways	SF3	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-FPO	Mountain Air Cargo	C208	2,800	360	1	2,800	360	5	14,000
Int'l	MIA-KIN	Mountain Air Cargo	AT72	16,534	2,260	1	16,534	2,260	4	66,136

Sources: OAG, FAA IFR data and CDM Smith

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

MIA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
Int'l	MIA-HAV	Skyway Enterprises	SH36	6,000	857	-	-	-	1	6,000
Int'l	MIA-NAS	Skyway Enterprises	SH36	6,000	857	1	6,000	857	5	30,000
Int'l	MIA-BOG	UPS	B763	66,000	9,429	1	66,000	9,429	6	396,000
Int'l	MIA-GUA	UPS	B752	45,304	6,472	1	45,304	6,472	6	
Int'l	MIA-GUA	UPS	B763	66,000	9,429	-	-	-	1	337,824
Int'l	MIA-MGA	UPS	B752	45,304	6,472	-	-	-	3	
Int'l	MIA-MGA	UPS	B763	66,000	9,429	-	-	-	2	267,912
Int'l	MIA-PTY	UPS	B752	45,304	6,472	1	45,304	6,472	4	
Int'l	MIA-PTY	UPS	B763	66,000	9,429	-	-	-	1	247,216
Int'l	MIA-SAL	UPS	B752	45,304	6,472	1	45,304	6,472	6	271,824
Int'l	MIA-SAP	UPS	B752	45,304	6,472	1	45,304	6,472	3	135,912
Int'l	MIA-SDQ	UPS	B752	45,304	6,472	1	45,304	6,472	3	
Int'l	MIA-SDQ	UPS	B763	66,000	9,429	-	-	-	3	333,912
Int'l	MIA-SJO	UPS	B763	66,000	9,429	-	-	-	1	66,000
Int'l	MIA-UIO	UPS	B763	66,000	9,429	1	66,000	9,429	6	396,000
Int'l	MIA-VCP	UPS	B763	66,000	9,429	1	66,000	9,429	4	264,000

Sources: OAG, FAA IFR data and CDM Smith

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

MIA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
All Cargo Carrier										
Dom	MIA-SJU	Amerijet International	B72F	36,848	5,264	2	73,696	10,528	5	
Dom	MIA-SJU	Amerijet International	B76F	66,000	9,429	-	-	-	1	250,240
Dom	MIA-IAH	Cargolux	B74F	153,815	21,974	-	-	-	1	
Dom	MIA-IAH	Cargolux	748F	308,000	30,177	-	-	-	1	461,815
Dom	MIA-ANC	Cathay Pacific Cargo	B74F	153,815	21,974	-	-	-	5	769,075
Dom	MIA-IAH	Cathay Pacific Cargo	B74F	153,815	21,974	-	-	-	5	769,075
Dom	MIA-LAX	Cathay Pacific Cargo	B74F	153,815	21,974	-	-	-	2	307,630
Dom	MIA-ANC	China Airlines Cargo	B74F	153,815	21,974	1	153,815	21,974	2	307,630
Dom	MIA-IAH	China Airlines Cargo	B74F	153,815	21,974	1	153,815	21,974	2	307,630
Dom	MIA-SFO	China Airlines Cargo	B74F	153,815	21,974	-	-	-	2	307,630
Dom	MIA-LAX	Florida West International Airways	B763	66,000	9,429	-	-	-	1	66,000
Dom	MIA-ANC	Korean Air Cargo	B74F	153,815	21,974	1	153,815	21,974	1	153,815

Sources: OAG, FAA IFR data and CDM Smith

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

MIA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
All Cargo Carrier										
Int'l	MIA-CFB	ABSA Cargo Airline	B76F	66,000	9,429	-	-	-	1	66,000
Int'l	MIA-GRU	ABSA Cargo Airline	B76F	66,000	9,429	-	-	-	1	66,000
Int'l	MIA-MAO	ABSA Cargo Airline	B74F	153,815	21,974	-	-	-	1	
Int'l	MIA-MAO	ABSA Cargo Airline	B76F	66,000	9,429	-	-	-	1	219,815
Int'l	MIA-POA	ABSA Cargo Airline	B76F	66,000	9,429	-	-	-	1	66,000
Int'l	MIA-VCP	ABSA Cargo Airline	B76F	66,000	9,429	1	66,000	9,429	4	264,000
Int'l	MIA-VIX	ABSA Cargo Airline	B76F	66,000	9,429	-	-	-	2	132,000
Int'l	MIA-SCL	Air Holland Charter	M1F	66,000	9,429	-	-	-	2	132,000
Int'l	MIA-ANU	Amerijet International	B72F	36,848	5,264	-	-	-	2	73,696
Int'l	MIA-AUA	Amerijet International	B72F	36,848	5,264	-	-	-	2	73,696
Int'l	MIA-BGI	Amerijet International	B76F	66,000	9,429	-	-	-	1	66,000
Int'l	MIA-BLA	Amerijet International	B72F	36,848	5,264	-	-	-	1	36,848
Int'l	MIA-BZE	Amerijet International	B72F	36,848	5,264	-	-	-	2	73,696
Int'l	MIA-CUN	Amerijet International	B72F	36,848	5,264	-	-	-	2	73,696
Int'l	MIA-CUR	Amerijet International	B72F	36,848	5,264	-	-	-	2	73,696
Int'l	MIA-DOM	Amerijet International	B72F	36,848	5,264	-	-	-	1	36,848
Int'l	MIA-GDL	Amerijet International	B76F	66,000	9,429	-	-	-	1	66,000
Int'l	MIA-KIN	Amerijet International	B72F	36,848	5,264	-	-	-	2	73,696
Int'l	MIA-LIM	Amerijet International	B72F	36,848	5,264	1	36,848	5,264	3	110,544
Int'l	MIA-LSP	Amerijet International	B72F	36,848	5,264	-	-	-	1	36,848
Int'l	MIA-MAR	Amerijet International	B76F	66,000	9,429	-	-	-	2	132,000
Int'l	MIA-MEX	Amerijet International	B76F	66,000	9,429	-	-	-	1	66,000
Int'l	MIA-MID	Amerijet International	B72F	36,848	5,264	-	-	-	2	
Int'l	MIA-MID	Amerijet International	B76F	66,000	9,429	-	-	-	2	205,696

Sources: OAG, FAA IFR data and CDM Smith

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

MIA Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
All Cargo Carrier									
Int'l MIA-NAS	Amerijet International	B72F	36,848	5,264	-	-	-	3	110,544
Int'l MIA-PAP	Amerijet International	B72F	36,848	5,264	-	-	-	6	
Int'l MIA-PAP	Amerijet International	B76F	66,000	9,429	1	66,000	9,429	5	551,088
Int'l MIA-PBM	Amerijet International	B76F	66,000	9,429	-	-	-	1	66,000
Int'l MIA-POS	Amerijet International	B76F	66,000	9,429	1	66,000	9,429	9	594,000
Int'l MIA-PTP	Amerijet International	B72F	36,848	5,264	1	36,848	5,264	1	36,848
Int'l MIA-SAL	Amerijet International	B76F	66,000	9,429	1	66,000	9,429	15	990,000
Int'l MIA-SAP	Amerijet International	B76F	66,000	9,429	1	66,000	9,429	16	1,056,000
Int'l MIA-SDQ	Amerijet International	B72F	36,848	5,264	-	-	-	3	
Int'l MIA-SDQ	Amerijet International	B76F	66,000	9,429	1	66,000	9,429	2	242,544
Int'l MIA-SKB	Amerijet International	B72F	36,848	5,264	1	36,848	5,264	3	110,544
Int'l MIA-STI	Amerijet International	B72F	36,848	5,264	1	36,848	5,264	2	
Int'l MIA-STI	Amerijet International	B76F	66,000	9,429	-	-	-	2	205,696
Int'l MIA-SXM	Amerijet International	B72F	36,848	5,264	1	36,848	5,264	3	110,544
Int'l MIA-LIM	Atlas Air	B74F	153,815	21,974	-	-	-	3	461,445
Int'l MIA-SCL	Atlas Air	B74F	153,815	21,974	1	153,815	21,974	2	307,630
Int'l MIA-VCP	Atlas Air	B74F	153,815	21,974	1	153,815	21,974	5	769,075
Int'l MIA-HKG	Cathay Pacific Cargo	B74F	153,815	21,974	-	-	-	5	769,075
Int'l MIA-AGT	Centurion Air Cargo	M1F	198,000	15,530	-	-	-	2	396,000
Int'l MIA-AMS	Centurion Air Cargo	M1F	198,000	15,530	-	-	-	3	594,000
Int'l MIA-ASU	Centurion Air Cargo	M1F	198,000	15,530	-	-	-	1	198,000
Int'l MIA-BOG	Centurion Air Cargo	M1F	198,000	15,530	2	396,000	31,060	8	1,584,000
Int'l MIA-CCS	Centurion Air Cargo	M1F	198,000	15,530	1	198,000	15,530	5	990,000
Int'l MIA-EZE	Centurion Air Cargo	M1F	198,000	15,530	1	198,000	15,530	2	396,000

Sources: OAG, FAA IFR data and CDM Smith

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

MIA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
All Cargo Carrier										
Int'l	MIA-GIG	Centurion Air Cargo	M1F	198,000	15,530	-	-	-	1	198,000
Int'l	MIA-LIM	Centurion Air Cargo	M1F	198,000	15,530	-	-	-	4	792,000
Int'l	MIA-MAO	Centurion Air Cargo	M1F	198,000	15,530	1	198,000	15,530	5	990,000
Int'l	MIA-MDE	Centurion Air Cargo	M1F	198,000	15,530	1	198,000	15,530	5	990,000
Int'l	MIA-MVD	Centurion Air Cargo	M1F	198,000	15,530	-	-	-	1	198,000
Int'l	MIA-SCL	Centurion Air Cargo	M1F	198,000	15,530	1	198,000	15,530	2	396,000
Int'l	MIA-UIO	Centurion Air Cargo	M1F	198,000	15,530	1	198,000	15,530	5	990,000
Int'l	MIA-VCP	Centurion Air Cargo	M1F	198,000	15,530	1	198,000	15,530	6	1,188,000
Int'l	MIA-TPE	China Airlines Cargo	B74F	153,815	21,974	1	153,815	21,974	4	615,260
Int'l	MIA-CUN	Estafeta Carga Aerea	B73F	41,608	5,944	1	41,608	5,944	4	166,432
Int'l	MIA-MEX	Estafeta Carga Aerea	B73F	41,608	5,944	1	41,608	5,944	5	208,040
Int'l	MIA-MID	Estafeta Carga Aerea	B73F	41,608	5,944	1	41,608	5,944	5	208,040
Int'l	MIA-SLP	Estafeta Carga Aerea	B73F	41,608	5,944	1	41,608	5,944	5	208,040
Int'l	MIA-VSA	Estafeta Carga Aerea	B73F	41,608	5,944	-	-	-	1	41,608
Int'l	MIA-BOG	Florida West International Airways	B764	66,000	9,429	-	-	-	2	132,000
Int'l	MIA-CCS	Florida West International Airways	B765	66,000	9,429	1	66,000	9,429	1	66,000
Int'l	MIA-CFB	Florida West International Airways	B766	66,000	9,429	-	-	-	2	132,000
Int'l	MIA-CNF	Florida West International Airways	B767	66,000	9,429	-	-	-	1	66,000
Int'l	MIA-CWB	Florida West International Airways	B768	66,000	9,429	1	66,000	9,429	1	66,000
Int'l	MIA-EZE	Florida West International Airways	B769	66,000	9,429	-	-	-	1	66,000
Int'l	MIA-MAO	Florida West International Airways	B770	66,000	9,429	-	-	-	2	132,000
Int'l	MIA-MVD	Florida West International Airways	B771	66,000	9,429	1	66,000	9,429	1	66,000
Int'l	MIA-POA	Florida West International Airways	B772	66,000	9,429	-	-	-	1	66,000
Int'l	MIA-VCP	Florida West International Airways	B773	66,000	9,429	-	-	-	1	66,000

Sources: OAG, FAA IFR data and CDM Smith

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

MIA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
All Cargo Carrier										
Int'l	MIA-VLN	Florida West International Airways	B774	66,000	9,429	-	-	-	3	198,000
Int'l	MIA-FPO	Heavyweight Air Express	BEC	6,356	636	-	-	-	2	12,712
Int'l	MIA-NAS	Heavyweight Air Express	BEC	6,356	636	-	-	-	2	12,712
Int'l	MIA-ICN	Korean Air Cargo	B74F	153,815	21,974	1	153,815	21,974	2	307,630
Int'l	MIA-GEO	Laparkan Airways	B76F	66,000	9,429	-	-	-	2	132,000
Int'l	MIA-PBM	Laparkan Airways	B76F	66,000	9,429	-	-	-	2	132,000
Int'l	MIA-POS	Laparkan Airways	B76F	66,000	9,429	-	-	-	2	132,000
Int'l	MIA-GIG	Linea Aerea Carguera de Colombia SA	B76F	66,000	9,429	-	-	-	1	66,000
Int'l	MIA-MAO	Linea Aerea Carguera de Colombia SA	B76F	66,000	9,429	2	132,000	18,858	5	330,000
Int'l	MIA-AMS	Martinair Cargo	M1F	198,000	15,530	-	-	-	7	1,386,000
Int'l	MIA-BOG	Martinair Cargo	M1F	198,000	15,530	1	198,000	15,530	4	792,000
Int'l	MIA-EZE	Martinair Cargo	M1F	198,000	15,530	-	-	-	3	594,000
Int'l	MIA-SCL	Martinair Cargo	M1F	198,000	15,530	1	198,000	15,530	4	792,000
Int'l	MIA-UIO	Martinair Cargo	M1F	198,000	15,530	1	198,000	15,530	5	990,000
Int'l	MIA-MEX	MasAir	B76F	66,000	9,429	1	66,000	9,429	2	132,000
Int'l	MIA-CCS	Premium Jet SA	B76F	66,000	9,429	1	66,000	9,429	5	
Int'l	MIA-CCS	Premium Jet SA	B75F	45,304	6,472	1	45,304	6,472	6	601,824
Int'l	MIA-PTY	Premium Jet SA	B75F	45,304	6,472	1	45,304	6,472	6	
Int'l	MIA-PTY	Premium Jet SA	B76F	66,000	9,429	1	66,000	9,429	4	535,824
Int'l	MIA-SAP	Premium Jet SA	B75F	45,304	6,472	1	45,304	6,472	2	90,608
Int'l	MIA-SJO	Premium Jet SA	B75F	45,304	6,472	2	90,608	12,944	8	362,432
Int'l	MIA-VLN	Solar Air Cargo	B76F	66,000	9,429	2	132,000	18,858	8	528,000
Int'l	MIA-LIM	Southern Air	B742	153,815	21,974	-	-	-	1	153,815
Int'l	MIA-BAQ	Tampa Cargo	B762	66,000	9,429	-	-	-	6	396,000

Sources: OAG, FAA IFR data and CDM Smith

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

MIA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
All Cargo Carrier										
Int'l	MIA-BOG	Tampa Cargo	B762	66,000	9,429	2	132,000	18,858	32	2,112,000
Int'l	MIA-CCS	Tampa Cargo	B762	66,000	9,429	1	66,000	9,429	32	2,112,000
Int'l	MIA-CLO	Tampa Cargo	B762	66,000	9,429	1	66,000	9,429	20	1,320,000
Int'l	MIA-LIM	Tampa Cargo	B762	66,000	9,429	1	66,000	9,429	10	660,000
Int'l	MIA-MAO	Tampa Cargo	B762	66,000	9,429	-	-	-	5	330,000
Int'l	MIA-MDE	Tampa Cargo	B762	66,000	9,429	-	-	-	15	990,000
Int'l	MIA-UIO	Tampa Cargo	B762	66,000	9,429	-	-	-	19	1,254,000
Int'l	MIA-VLN	Tampa Cargo	B762	66,000	9,429	1	66,000	9,429	1	66,000
Int'l	MIA-CCS	Transcarga Intl Airways	B76F	66,000	9,429	1	66,000	9,429	1	66,000
Int'l	MIA-PLS	Turks and Caicos	SF3	3,440	502	1	3,440	502	5	17,200
Int'l	MIA-CCS	Vensecar International	B75F	45,304	6,472	1	45,304	6,472	5	226,520

Sources: OAG, FAA IFR data and CDM Smith

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

MIA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Widebody Passenger										
Dom	MIA-JFK	American Airlines	B762	15,980	2,283	1	15,980	2,283	7	
Dom	MIA-JFK	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	235,060
Dom	MIA-LAX	American Airlines	B763	17,600	2,514	4	70,400	10,056	19	
Dom	MIA-LAX	American Airlines	B777	39,648	5,664	2	79,296	11,328	4	492,992
Dom	MIA-MCO	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	123,200

Sources: OAG, FAA IFR data and CDM Smith

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

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

MIA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Widebody Passenger										
Int'l	MIA-EZE	Aerolineas Argentinas	A343	76,720	5,380	1	76,720	5,380	7	537,040
Int'l	MIA-VVI	Aerosur	B763	17,600	2,514	-	-	-	1	17,600
Int'l	MIA-DUS	Air Berlin	A332	44,092	4,800	1	44,092	4,800	5	220,460
Int'l	MIA-TXL	Air Berlin	A332	44,092	4,800	-	-	-	3	132,276
Int'l	MIA-CDG	Air France	B747	21,120	4,266	1	21,120	4,266	6	
Int'l	MIA-CDG	Air France	B777	39,648	5,664	1	39,648	5,664	7	404,256
Int'l	MIA-FCO	Alitalia Cargo	A330	44,092	4,800	-	-	-	6	264,552
Int'l	MIA-MXP	Alitalia Cargo	A330	44,092	4,800	-	-	-	2	88,184
Int'l	MIA-BCN	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	123,200
Int'l	MIA-BOG	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	123,200
Int'l	MIA-CDG	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	123,200
Int'l	MIA-CNF	American Airlines	B763	17,600	2,514	-	-	-	3	52,800
Int'l	MIA-EZE	American Airlines	B777	39,648	5,664	2	79,296	11,328	14	555,072
Int'l	MIA-GIG	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	123,200
Int'l	MIA-GRU	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	
Int'l	MIA-GRU	American Airlines	B777	39,648	5,664	2	79,296	11,328	14	678,272
Int'l	MIA-GYE	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	123,200
Int'l	MIA-LHR	American Airlines	B777	39,648	5,664	1	39,648	5,664	7	277,536
Int'l	MIA-LIM	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	123,200
Int'l	MIA-MAD	American Airlines	B763	17,600	2,514	-	-	-	6	105,600
Int'l	MIA-MVD	American Airlines	B763	17,600	2,514	1	17,600	2,514	4	70,400
Int'l	MIA-PAP	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	123,200
Int'l	MIA-POS	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	123,200
Int'l	MIA-SCL	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	123,200

Sources: OAG, FAA IFR data and CDM Smith

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

MIA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Widebody Passenger										
Int'l	MIA-SDQ	American Airlines	B763	17,600	2,514	1	17,600	2,514	7	123,200
Int'l	MIA-AMS	Arkefly/TUI Netherlands	B763	17,600	2,514	-	-	-	2	35,200
Int'l	MIA-BOG	Avianca Colombia	A330	44,092	4,800	1	44,092	4,800	7	308,644
Int'l	MIA-LHR	British Airways	B744	21,120	4,266	2	42,240	8,532	13	
Int'l	MIA-LHR	British Airways	B777	39,648	5,664	1	39,648	5,664	7	552,096
Int'l	MIA-ORY	Corsair	B744	21,120	4,266	-	-	-	1	21,120
Int'l	MIA-MAD	Iberia Cargo	A342	76,720	5,380	2	153,440	10,760	16	1,227,520
Int'l	MIA-EZE	LAN Argentina	B763	17,600	2,514	1	17,600	2,514	8	140,800
Int'l	MIA-PUJ	LAN Argentina	B763	17,600	2,514	-	-	-	1	17,600
Int'l	MIA-BOG	LAN Chile Airlines	B763	17,600	2,514	-	-	-	2	35,200
Int'l	MIA-CCS	LAN Chile Airlines	B763	17,600	2,514	-	-	-	2	35,200
Int'l	MIA-GYE	LAN Chile Airlines	B763	17,600	2,514	-	-	-	1	17,600
Int'l	MIA-PUJ	LAN Chile Airlines	B763	17,600	2,514	-	-	-	1	17,600
Int'l	MIA-SCL	LAN Chile Airlines	B763	17,600	2,514	1	17,600	2,514	16	281,600
Int'l	MIA-UIO	LAN Ecuador	B763	17,600	2,514		-	-		-
Int'l	MIA-FRA	Lufthansa Cargo	B744	21,120	4,266	1	21,120	4,266	7	147,840
Int'l	MIA-ZRH	Swiss World Cargo	A333	44,092	5,750	2	88,184	11,500	13	573,196
Int'l	MIA-BSB	TAM Linhas Aereas	B763	17,600	2,514	1	17,600	2,514	4	70,400
Int'l	MIA-CNF	TAM Linhas Aereas	B763	17,600	2,514	-	-	-	3	52,800
Int'l	MIA-GIG	TAM Linhas Aereas	A330	44,092	4,800	1	44,092	4,800	7	
Int'l	MIA-GIG	TAM Linhas Aereas	B763	17,600	2,514	1	17,600	2,514	7	431,844
Int'l	MIA-GRU	TAM Linhas Aereas	A330	44,092	4,800	2	88,184	9,600	14	617,288
Int'l	MIA-MAO	TAM Linhas Aereas	B763	17,600	2,514	1	17,600	2,514	7	123,200
Int'l	MIA-LIS	TAP Air Portugal	A332	44,092	4,800	1	44,092	4,800	3	132,276
Int'l	MIA-DME	Transaero Airlines	B772	39,648	5,664	-	-	-	1	39,648
Int'l	MIA-LHR	Virgin Atlantic	B744	21,120	4,266	1	21,120	4,266	7	147,840

Sources: OAG, FAA IFR data and CDM Smith

Exhibit 11A
Scheduled RFS Activity at Miami International Airport

MIA	Routes			Carrier	Type	Capacity (Lbs)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
	MIA	-	ATL	Alliance Air	RFS	15,000	5		-
	MIA	-	ATL	American Airlines	RFS	15,000	5		-
	MIA	-	ATL	Amerijet International	RFS	15,000	6		-
	MIA	-	ATL	British Airways	RFS	15,000	14		-
	MIA	-	ATL	Forward Air	RFS	15,000	7		-
	MIA	-	ATL	Iberia Cargo	RFS	15,000	7		-
	MIA	-	ATL	Swiss World Cargo	RFS	15,000	5		-
	MIA	-	ATL	Virgin Atlantic	RFS	15,000	5	54	810,000
	MIA	-	BNA	Virgin Atlantic	RFS	15,000	6	6	90,000
	MIA	-	CHS	Iberia Cargo	RFS	15,000	6		-
	MIA	-	CHS	Virgin Atlantic	RFS	15,000	5	11	165,000
	MIA	-	CLT	Alliance Air	RFS	15,000	7		-
	MIA	-	CLT	American Airlines	RFS	15,000	4		-
	MIA	-	CLT	Forward Air	RFS	15,000	7		-
	MIA	-	CLT	US Airways	RFS	15,000	2	20	300,000
	MIA	-	CMH	Alliance Air	RFS	15,000	7		-
	MIA	-	CMH	Forward Air	RFS	15,000	7	14	210,000
	MIA	-	DFW	Alliance Air	RFS	15,000	5		-
	MIA	-	DFW	Forward Air	RFS	15,000	5		-
	MIA	-	DFW	Jet Airways	RFS	15,000	5		-
	MIA	-	DFW	Virgin Atlantic	RFS	15,000	5	20	300,000
	MIA	-	EWR	Alliance Air	RFS	15,000	7		-
	MIA	-	EWR	United Airlines	RFS	15,000	5	12	180,000
	MIA	-	FLL	British Airways	RFS	15,000	5	5	75,000
	MIA	-	FMY	British Airways	RFS	15,000	5	5	75,000

Sources: OAG and CDM Smith

Exhibit 11A Continued
Scheduled RFS Activity at Miami International Airport

MIA	Routes			Carrier	Type	Capacity (Lbs)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
	MIA	-	GSP	Iberia Cargo	RFS	15,000	5	5	75,000
	MIA	-	IAD	Iberia Cargo	RFS	15,000	5		-
	MIA	-	IAD	Jet Airways	RFS	15,000	6		-
	MIA	-	IAD	United Airlines	RFS	15,000	5	16	240,000
	MIA	-	IAH	Alliance Air	RFS	15,000	7		-
	MIA	-	IAH	American Airlines	RFS	15,000	1		-
	MIA	-	IAH	American Airlines	RFS	15,000	1		-
	MIA	-	IAH	Amerijet International	RFS	15,000	6		-
	MIA	-	IAH	Jet Airways	RFS	15,000	6		-
	MIA	-	IAH	United Airlines	RFS	15,000	5		-
	MIA	-	IAH	Virgin Atlantic	RFS	15,000	5	31	465,000
	MIA	-	JAX	Iberia Cargo	RFS	15,000	5		-
	MIA	-	JAX	Virgin Atlantic	RFS	15,000	5	10	150,000
	MIA	-	JFK	Amerijet International	RFS	15,000	4		-
	MIA	-	JFK	Emirates	RFS	15,000	7		-
	MIA	-	JFK	Jet Airways	RFS	15,000	6	17	255,000
	MIA	-	LAX	Alliance Air	RFS	15,000	7		-
	MIA	-	LAX	Amerijet International	RFS	15,000	5		-
	MIA	-	LAX	Forward Air	RFS	15,000	5		-
	MIA	-	LAX	Jet Airways	RFS	15,000	5		-
	MIA	-	LAX	Sterling Trans Trucking Co	RFS	15,000	2	24	360,000
	MIA	-	MCI	Forward Air	RFS	15,000	5	5	75,000
	MIA	-	MCO	American Airlines	RFS	15,000	7		-
	MIA	-	MCO	British Airways	RFS	15,000	14		-
	MIA	-	MCO	Forward Air	RFS	15,000	7		-

Sources: OAG and CDM Smith

Exhibit 11A Continued
Scheduled RFS Activity at Miami International Airport

MIA	Routes			Carrier	Type	Capacity (Lbs)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
	MIA	-	MCO	Iberia Cargo	RFS	15,000	7		-
	MIA	-	MCO	Virgin Atlantic	RFS	15,000	5	40	600,000
	MIA	-	MSY	American Airlines	RFS	15,000	5		-
	MIA	-	MSY	Forward Air	RFS	15,000	5		-
	MIA	-	MSY	Iberia Cargo	RFS	15,000	5		-
	MIA	-	MSY	Virgin Atlantic	RFS	15,000	5	20	300,000
	MIA	-	ORD	Alliance Air	RFS	15,000	7		-
	MIA	-	ORD	Amerijet International	RFS	15,000	5		-
	MIA	-	ORD	Emirates	RFS	15,000	7		-
	MIA	-	ORD	Forward Air	RFS	15,000	7		-
	MIA	-	ORD	Iberia Cargo	RFS	15,000	7		-
	MIA	-	ORD	Jet Airways	RFS	15,000	5	38	570,000
	MIA	-	PDX	Alliance Air	RFS	15,000	5		-
	MIA	-	PDX	Sterling Trans Trucking Co	RFS	15,000	2	7	105,000
	MIA	-	SEA	Alliance Air	RFS	15,000	7		-
	MIA	-	SEA	Jet Airways	RFS	15,000	5		-
	MIA	-	SEA	Sterling Trans Trucking Co	RFS	15,000	2	14	210,000
	MIA	-	SFO	Alliance Air	RFS	15,000	7		-
	MIA	-	SFO	Jet Airways	RFS	15,000	5		-
	MIA	-	SFO	Sterling Trans Trucking Co	RFS	15,000	2	14	210,000
	MIA	-	SMF	Forward Air	RFS	15,000	7	7	105,000
	MIA	-	SWF	Forward Air	RFS	15,000	7	7	105,000
	MIA	-	TPA	British Airways	RFS	15,000	14		-
	MIA	-	TPA	Iberia Cargo	RFS	15,000	5		-
	MIA	-	TPA	Swiss World Cargo	RFS	15,000	2		-
	MIA	-	TPA	Virgin Atlantic	RFS	15,000	5	26	390,000
	MIA	-	YVR	Jet Airways	RFS	15,000	5	5	75,000

Sources: OAG and CDM Smith

Exhibit 12A
Scheduled Cargo Activity at Orlando International Airport

MCO	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
	MCO-CVG	ABX Air	B76F	66,000	9,429	-	-	-	2	
	MCO-CVG	ABX Air	DC87	67,973	9,710	1	67,973	9,710	3	335,919
	MCO-MIA	ABX Air	B76F	66,000	9,429	1	66,000	9,429	4	264,000
	MCO-MIA	Ameriflight	SW4	3,440	502	-	-	-	1	3,440
	MCO-OPF	Ameriflight	SW4	3,440	502	-	-	-	1	3,440
	MCO-MEM	FedEx Express	M1F	198,000	15,530	2	396,000	31,060	14	2,772,000
	MCO-TLH	Mountain Air Cargo	C208	2,800	360	1	2,800	360	5	14,000
	MCO-LZU	Quest Diagnostics	BE58	816	116	1	816	116	5	4,080
	MCO-CAE	UPS	A306	68,096	9,728	1	68,096	9,728	2	136,192
	MCO-SDF	UPS	M1F	198,000	15,530	2	396,000	31,060	8	1,584,000
All Cargo Carrier										
Int'l	MCO-MHH	IBC Airways	SF34	3,440	502	-	-	-	1	3,440
	MCO-ORL	Flight Express	C210	1,280	184	-	-	-	2	2,560
Widebody Passenger										
Dom	MCO-MIA	American Airlines	B763	66,000	9,429	1	66,000	9,429	7	462,000
Dom	MCO-ORD	United Airlines	B762	36,848	5,264	-	-	-	1	36,848
Int'l	MCO-DUB	Aer Lingus	A332	36,848	5,264	-	-	-	2	73,696
Int'l	MCO-CDG	Air France	B777	36,848	5,264	-	-	-	1	36,848
Int'l	MCO-LGW	British Airways	B777	36,848	5,264	3	110,544	15,792	14	
Int'l	MCO-FRA	Lufthansa Cargo	A346	36,848	5,264	1	36,848	5,264	5	184,240
Int'l	MCO-GRU	TAM Linhas Aereas	A332	66,000	9,429	2	132,000	18,858	14	924,000
Int'l	MCO-GLA	Virgin Atlantic	A333	36,848	5,264	-	-	-	2	73,696
Int'l	MCO-LGW	Virgin Atlantic	A333	36,848	5,264	-	-	-	3	
Int'l	MCO-LGW	Virgin Atlantic	B744	36,848	5,264	2	73,696	10,528	12	552,720
Int'l	MCO-MAN	Virgin Atlantic	A333	36,848	5,264	1	36,848	5,264	7	
Int'l	MCO-MAN	Virgin Atlantic	B744	66,000	9,429	1	66,000	9,429	4	521,936

Sources: OAG, FAA IFR data and CDM Smith

Exhibit 13A
Scheduled RFS Activity at Orlando International Airport

MCO	Route		Carrier	Type	Capacity (Lbs)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
	MCO	-	ATL	Alliance Air	RFS	15,000	7		-
	MCO	-	ATL	British Airways	RFS	15,000	14		-
	MCO	-	ATL	Forward Air	RFS	15,000	7		-
	MCO	-	ATL	Virgin Atlantic	RFS	15,000	5	33	495,000
	MCO	-	BHM	Virgin Atlantic	RFS	15,000	5	5	75,000
	MCO	-	BNA	British Airways	RFS	15,000	7		-
	MCO	-	BNA	Virgin Atlantic	RFS	15,000	5	12	180,000
	MCO	-	BTR	Virgin Atlantic	RFS	15,000	4	4	60,000
	MCO	-	CHS	Virgin Atlantic	RFS	15,000	5	5	75,000
	MCO	-	CLT	Forward Air	RFS	15,000	5		-
	MCO	-	CLT	US Airways	RFS	15,000	5		-
	MCO	-	CLT	Virgin Atlantic	RFS	15,000	5	15	225,000
	MCO	-	CMH	Forward Air	RFS	15,000	7	7	105,000
	MCO	-	DFW	Forward Air	RFS	15,000	5		-
	MCO	-	DFW	Jet Airways	RFS	15,000	5		-
	MCO	-	DFW	Virgin Atlantic	RFS	15,000	6	16	240,000
	MCO	-	EWR	Alliance Air	RFS	15,000	5		-
	MCO	-	EWR	Forward Air	RFS	15,000	7		-
	MCO	-	EWR	United Airlines	RFS	15,000	5	17	255,000
	MCO	-	GSO	Virgin Atlantic	RFS	15,000	5	5	75,000
	MCO	-	GSP	Virgin Atlantic	RFS	15,000	5	5	75,000
	MCO	-	IAD	Jet Airways	RFS	15,000	6		-
	MCO	-	IAD	United Airlines	RFS	15,000	5		-
	MCO	-	IAD	Virgin Atlantic	RFS	15,000	7	18	270,000

Sources: OAG and CDM Smith

Exhibit 13A Continued
Scheduled RFS Activity at Orlando International Airport

MCO Route			Carrier	Type	Capacity (Lbs)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
MCO	-	IAH	Jet Airways	RFS	15,000	6		-
MCO	-	IAH	United Airlines	RFS	15,000	5		-
MCO	-	IAH	Virgin Atlantic	RFS	15,000	5	16	240,000
MCO	-	IND	Virgin Atlantic	RFS	15,000	5	5	75,000
MCO	-	JAX	British Airways	RFS	15,000	5		-
MCO	-	JAX	Virgin Atlantic	RFS	15,000	5	10	150,000
MCO	-	JFK	Jet Airways	RFS	15,000	5		-
MCO	-	JFK	Virgin Atlantic	RFS	15,000	5	10	150,000
MCO	-	LAX	Forward Air	RFS	15,000	5		-
MCO	-	LAX	Jet Airways	RFS	15,000	3		-
MCO	-	LAX	Sterling Trans Trucking Co	RFS	15,000	2	10	150,000
MCO	-	LRD	Virgin Atlantic	RFS	15,000	6	6	90,000
MCO	-	MCI	Forward Air	RFS	15,000	7	7	105,000
MCO	-	MEM	Virgin Atlantic	RFS	15,000	5	5	75,000
MCO	-	MIA	Air Canada	RFS	15,000	5		-
MCO	-	MIA	Alliance Air	RFS	15,000	5		-
MCO	-	MIA	American Airlines	RFS	15,000	5		-
MCO	-	MIA	British Airways	RFS	15,000	14		-
MCO	-	MIA	Iberia Cargo	RFS	15,000	7		-
MCO	-	MIA	Virgin Atlantic	RFS	15,000	5	41	615,000
MCO	-	MOB	Virgin Atlantic	RFS	15,000	5	5	75,000
MCO	-	MSY	British Airways	RFS	15,000	5		-
MCO	-	MSY	Forward Air	RFS	15,000	5		-
MCO	-	MSY	Virgin Atlantic	RFS	15,000	6	16	240,000

Sources: OAG and CDM Smith

Exhibit 13A Continued
Scheduled RFS Activity at Orlando International Airport

MCO	Route	Carrier	Type	Capacity (Lbs)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
	MCO - OKC	Virgin Atlantic	RFS	15,000	5	5	75,000
	MCO - ORD	Alliance Air	RFS	15,000	5		-
	MCO - ORD	Forward Air	RFS	15,000	7		-
	MCO - ORD	Jet Airways	RFS	15,000	5	14	210,000
	MCO - PDX	Sterling Trans Trucking Co	RFS	15,000	2	2	30,000
	MCO - RDU	Virgin Atlantic	RFS	15,000	7	7	105,000
	MCO - SAV	British Airways	RFS	15,000	5	5	75,000
	MCO - SEA	Sterling Trans Trucking Co	RFS	15,000	2	2	30,000
	MCO - SFO	Jet Airways	RFS	15,000	3		-
	MCO - SFO	Sterling Trans Trucking Co	RFS	15,000	2	5	75,000
	MCO - SMF	Forward Air	RFS	15,000	7	7	105,000
	MCO - SWF	Forward Air	RFS	15,000	7	7	105,000
	MCO - TPA	British Airways	RFS	15,000	7		-
	MCO - TPA	Virgin Atlantic	RFS	15,000	6	13	195,000
	MCO - TUL	Virgin Atlantic	RFS	15,000	7	7	105,000

Sources: OAG and CDM Smith

Exhibit 14A
Scheduled Cargo Activity at Palm Beach International Airport

PBI	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
	PBI-MEM	FedEx Express	A310	66,052	9,436	1	66,052	9,436	5	330,260
	PBI-MIA	UPS	B763	66,000	9,429	-	-	-	1	66,000
	PBI-PIE	UPS	B752	45,304	6,472	1	45,304	6,472	4	181,216
	SDF-PBI-RSW	UPS	B752	45,304	6,472	-	-	-	1	
	PBI-SDF	UPS	B752	45,304	6,472	3	135,912	19,416	13	634,256
	PBI-TPA	Flight Express	C210	1,280	184	1	1,280	184	7	8,960
All Cargo Carrier										
Int'l	PBI-FLL	IBC Airways	SW4	3,440	502	-	-	-	2	6,880
	PBI-MHH	IBC Airways	SF34	3,440	502	-	-	-	3	10,320

Sources: OAG, FAA IFR data and CDM Smith

Exhibit 15A
Scheduled RFS Activity at Palm Beach International Airport

PBI	Route	Carrier	Type	Capacity (Lbs)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
	PBI - MIA	Centerport, Inc	RFS	15,000	1		
	PBI - MIA	Lund & Pullara, Inc	RFS	15,000	1	2	30,000

Sources: OAG and CDM Smith

Exhibit 16A
Scheduled Cargo Activity at Southwest Florida International Airport

RSW	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
	RSW-MEM	FedEx Express	A310	66,052	9,436	1	66,052	9,436	5	330,260
	RSW-HSV-SDF	UPS	B757	45,304	6,472	1	45,304	6,472	5	
	RSW-PBI-SDF	UPS	B757	45,304	6,472	-	-	-	1	271,824
Widebody Passenger										
Int'l	RSW-DUS	Air Berlin	A332	44,092	4,800	-	-	-	3	132,276

Sources: OAG, FAA IFR data and CDM Smith

Exhibit 17A
Scheduled Cargo Activity at Tampa International Airport

TPA	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
	TPA-IND	FedEx Express	A306	68,096	9,728	1	68,096	9,728	3	204,288
	TPA-MEM	FedEx Express	DC10	89,600	13,486	2	179,200	26,972	8	
	TPA-MEM	FedEx Express	MD11	198,000	1,530	2	396,000	3,060	12	3,092,800
	TPA-BUY	Flight Express	C210	1,280	184	-	-	-	1	1,280
	TPA-CRG	Flight Express	C210	1,280	184	2	2,560	368	11	14,080
	TPA-FXE	Flight Express	C210	1,280	184	2	2,560	368	9	11,520
	TPA-OPF	Flight Express	C210	1,280	184	1	1,280	184	5	6,400
	TPA-ORL	Flight Express	C210	1,280	184	2	2,560	368	8	10,240
	TPA-PBI	Flight Express	C210	1,280	184	1	1,280	184	4	5,120
All Cargo Carrier										
	TPA-BUY	AirNet Systems	PA2	2,595	240	1	2,595	240	4	10,380
	TPA-CLT	AirNet Systems	PA2	2,595	240	1	2,595	240	4	10,380
Int'l	TPA-LGG	Kalitta Air	B742	153,815	21,974	-	-	-	1	153,815
Widebody Passenger										
Int'l	TPA-LGW	British Airways	B777	39,648	5,664	-	-	-	1	39,648

Sources: OAG, FAA IFR data and CDM Smith

Exhibit 18A
Scheduled RFS Activity at Tampa International Airport

TPA	Route	Carrier	Type	Capacity (Lbs)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
	TPA - ATL	Alliance Air	RFS	15,000	7		-
	TPA - ATL	British Airways	RFS	15,000	7		-
	TPA - ATL	Forward Air	RFS	15,000	5		-
	TPA - ATL	Swiss World Cargo	RFS	15,000	2	21	315,000
	TPA - CLT	Forward Air	RFS	15,000	5		-
	TPA - CLT	US Airways	RFS	15,000	5	10	150,000
	TPA - CMH	Forward Air	RFS	15,000	5	5	75,000
	TPA - DFW	Forward Air	RFS	15,000	6	6	90,000
	TPA - EWR	Alliance Air	RFS	15,000	5		-
	TPA - EWR	Forward Air	RFS	15,000	5		-
	TPA - EWR	United Airlines	RFS	15,000	5	15	225,000
	TPA - FMY	British Airways	RFS	15,000	5	5	75,000
	TPA - IAD	Iberia Cargo	RFS	15,000	5		-
	TPA - IAD	Jet Airways	RFS	15,000	6		-
	TPA - IAD	United Airlines	RFS	15,000	5	16	240,000
	TPA - IAH	United Airlines	RFS	15,000	5	5	75,000
	TPA - JAX	British Airways	RFS	15,000	5	5	75,000
	TPA - JFK	Jet Airways	RFS	15,000	5	5	75,000
	TPA - LAX	Forward Air	RFS	15,000	5		-
	TPA - LAX	Jet Airways	RFS	15,000	5		-
	TPA - LAX	Sterling Trans Trucking Co	RFS	15,000	2	12	180,000
	TPA - MCI	Forward Air	RFS	15,000	5	5	75,000
	TPA - MCO	British Airways	RFS	15,000	5		-
	TPA - MCO	Forward Air	RFS	15,000	5		-
	TPA - MCO	Virgin Atlantic	RFS	15,000	5	15	225,000

Sources: OAG and CDM Smith

Exhibit 18A Continued
Scheduled RFS Activity at Tampa International Airport

TPA	Route			Carrier	Type	Capacity (Lbs)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
	TPA	-	MIA	British Airways	RFS	15,000	5		-
	TPA	-	MIA	Iberia Cargo	RFS	15,000	6		-
	TPA	-	MIA	Swiss World Cargo	RFS	15,000	2		-
	TPA	-	MIA	Virgin Atlantic	RFS	15,000	4	17	255,000
	TPA	-	MSY	Forward Air	RFS	15,000	5	5	75,000
	TPA	-	ORD	Alliance Air	RFS	15,000	5		-
	TPA	-	ORD	Forward Air	RFS	15,000	5		-
	TPA	-	ORD	Jet Airways	RFS	15,000	5		-
	TPA	-	ORD	United Airlines	RFS	15,000	5	20	300,000
	TPA	-	PDX	Sterling Trans Trucking Co	RFS	15,000	2	2	30,000
	TPA	-	SEA	Sterling Trans Trucking Co	RFS	15,000	2	2	30,000
	TPA	-	SFO	Jet Airways	RFS	15,000	3		-
	TPA	-	SFO	Sterling Trans Trucking Co	RFS	15,000	2	5	75,000
	TPA	-	SMF	Forward Air	RFS	15,000	5	5	75,000
	TPA	-	SWF	Forward Air	RFS	15,000	5	5	75,000

Sources: OAG and CDM Smith

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

GNV	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
	GNV-VBG	Quest Diagnostics	BE58	816	116	1	816	116	5	4,080

Sources: OAG, FAA IFR data and CDM Smith

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

EYW	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
	EYW-FLL	Mountain Air Cargo	C208	2,800	360	1	2,800	360	5	14,000
	EYW-MIA	Martinaire	C208	2,800	360	1	2,800	360	5	14,000

Sources: OAG, FAA IFR data and CDM Smith

Exhibit 21A
Scheduled Cargo Activity at Orlando Sanford International Airport

SFB	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Widebody Passenger										
Int'l	SFB-AMS	Thomson Airways	B763	17,600	2,514	0	0	0	2	35,200
Int'l	SFB-BHX	Thomson Airways	B763	17,600	2,514	0	0	0	1	17,600
Int'l	SFB-BRS	Thomson Airways	B763	17,600	2,514	0	0	0	1	17,600
Int'l	SFB-EMA	Thomson Airways	B763	17,600	2,514	0	0	0	1	17,600
Int'l	SFB-GLA	Thomson Airways	B763	17,600	2,514	0	0	0	1	17,600
Int'l	SFB-LGW	Thomson Airways	B763	17,600	2,514	0	0	0	2	35,200
Int'l	SFB-MAN	Thomson Airways	B763	17,600	2,514	0	0	0	3	52,800
Int'l	SFB-NCL	Thomson Airways	B763	17,600	2,514	0	0	0	1	17,600

Source: Airport Records, CDM Smith

Exhibit 22A
Scheduled Domestic Integrated Express Activity at Northwest Florida-Beaches International Airport

ECP	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
	ABY-ECP-ABY	Key Lime Air	SW4	3,440	502	1	3,440	502	5	
	ECP-ABY-ECP	Martinaire	C208	2,800	360	1	2,800	360	3	25,600
	ECP-PNS	Quest Diagnostics	BE58	816	116	1	816	116	5	4,080

Source: Airport Records, CDM Smith

Exhibit 23A
Scheduled Cargo Activity at Pensacola Gulf Coast Regional Airport

PNS	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
	PNS-BFM-GPT	Ameriflight	SW4	3,440	502	1	3,440	502	5	17,200
	PNS-BFM-LZU	Quest Diagnostics	TBM7	2,695	124	1	2,695	124	5	13,475
	LZU-PNS-TLH-VDF	Quest Diagnostics	BE58	816	116	1	816	116	5	4,080
	PNS-ABY-SDF	UPS	A306	68,096	9,728	1	68,096	9,728	4	
	PNS-BHM-SDF	UPS	A306	68,096	9,728	-	-	-	1	
	PNS-SDF	UPS	A306	68,096	9,728	-	-	-	2	136,192
All Cargo Carrier										
	PNS-ATL	Suburban Air Freight	B190	6,356	636	1	6,356	636	5	31,780

Source: Airport Records, CDM Smith

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

PNS	Route		Carrier	Type	Capacity (Lbs)	Weekly Ops	Total Weekly Rotations	Total Weekly Capacity (in Pounds)
	PNS	- ATL	Alliance Air	RFS	15,000	6		-
	PNS	- ATL	Forward Air	RFS	15,000	5	11	165,000
	PNS	- IAD	Forward Air	RFS	15,000	6	6	90,000
	PNS	- JFK	Forward Air	RFS	15,000	5	5	75,000
	PNS	- MCO	Jet Airways	RFS	15,000	5	5	75,000
	PNS	- MSY	Jet Airways	RFS	15,000	5	5	75,000

Source: OAG and CDM Smith

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

PIE	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
	PIE-GSP-SDF	UPS	A306	68,096	9,728	1	68,096	9,728	4	
	PIE-SDF	UPS	A306	68,096	9,728	1	68,096	9,728	5	612,864

Source: Airport Records, CDM Smith

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

TLH	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
	TLH-MEM	Flight Express	B72F	36,848	5,264	0	0	0	1	5,264
	TLH-MEM	Mountain Air Cargo	B75F	45,304	6,472	1	45,304	6,472	4	25,888
	TLH-CRG	FedEx Express	C210	1,280	184	1	1,280	184	4	736
	TLH-DHN-MEM	FedEx Express	AT43	7,055	1,660	1	7,055	1,660	4	6,640
	TLH-MCO	Mountain Air Cargo	C208	2,800	360	2	5,600	720	8	2,880
	TLH-VDF-FXE-LZU	Quest Diagnostics	TBM7	2,695	124	1	2,695	124	5	620

Source: Airport Records, CDM Smith

Exhibit 27A
Scheduled Domestic Integrated Express Activity at Sarasota/Bradenton International Airport

SRQ	Route	Carrier	Aircraft Type	Aircraft Capacity (Lbs)	Aircraft Capacity (Ft³)	Weds Frequency	Weds Capacity (Lbs)	Weds Capacity (Ft³)	Weekly Frequency	Weekly Trade Lane Lift (Lbs)
Integrated Express										
	SRQ-OPF	Flight Express	C210	1,280	184	1	1,280	1,280	5	6,400

Exhibit 1B
Route Map of Scheduled Domestic Air Cargo Activity at Ft Lauderdale/Hollywood International Airport
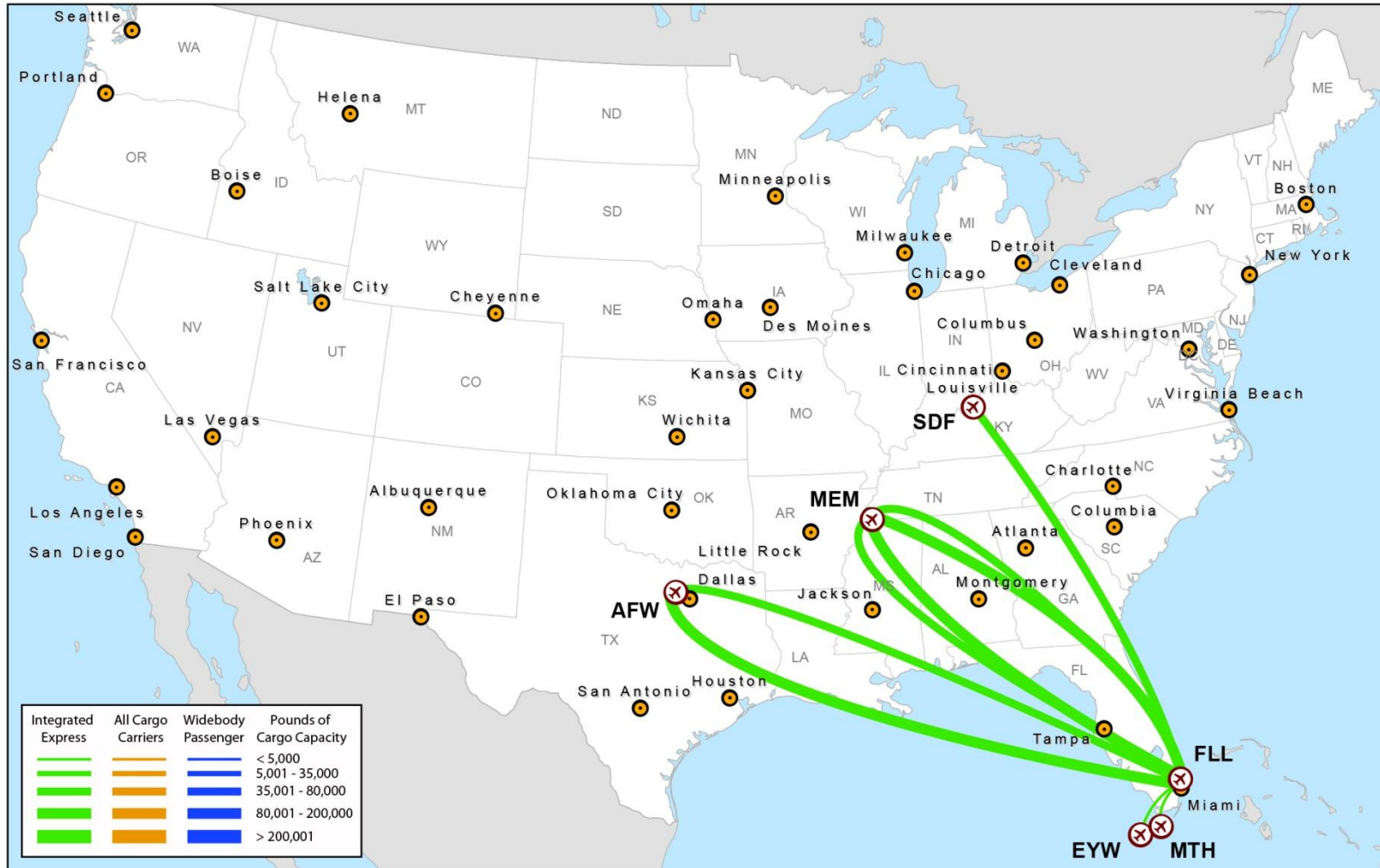
Exhibit 2B
Route Map of Scheduled International All-Cargo Carrier and Widebody Passenger Activity at Ft Lauderdale/Hollywood International Airport
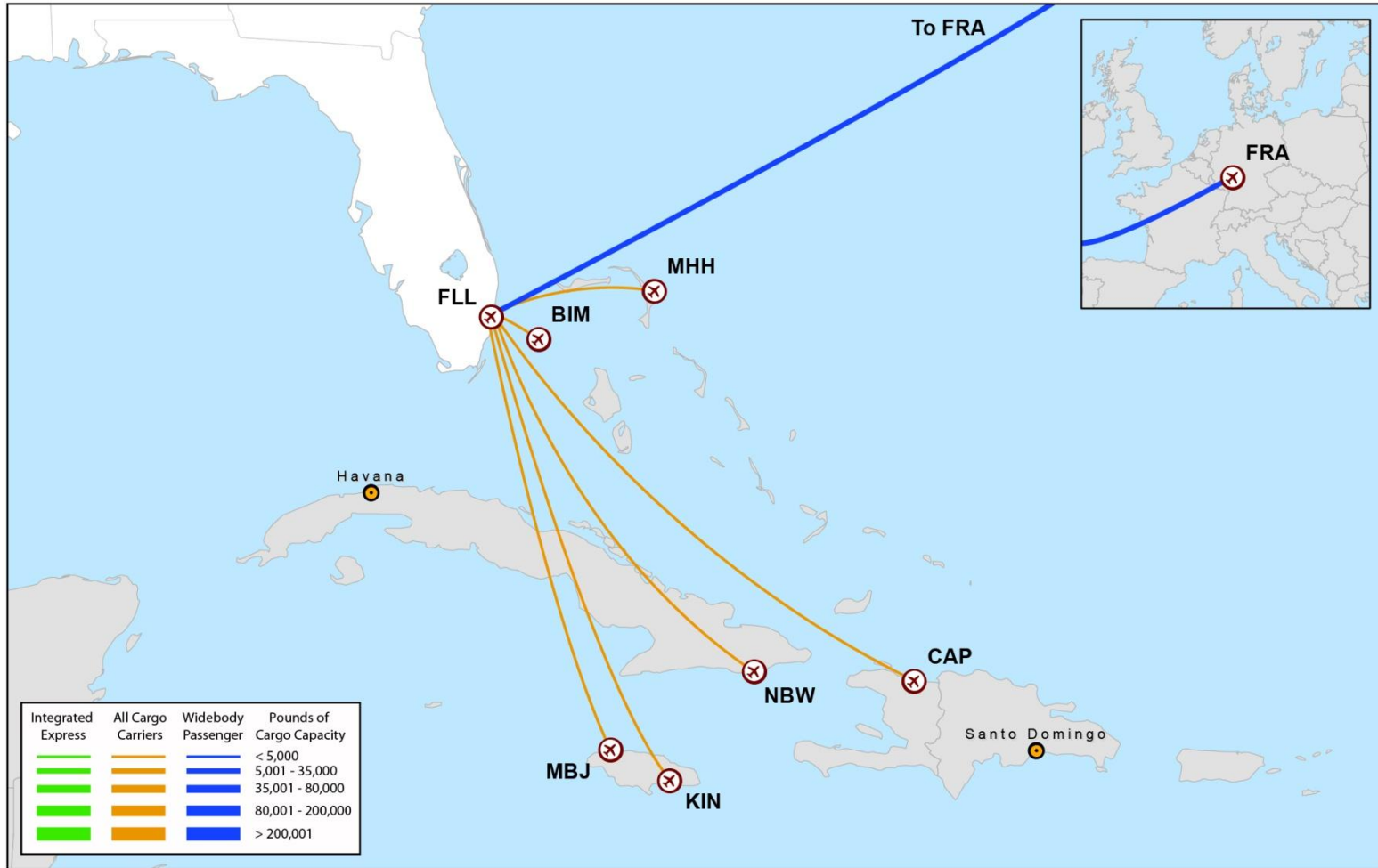
Exhibit 3B
Route Map of Scheduled Road Feeder Service Activity at Ft Lauderdale/Hollywood International Airport
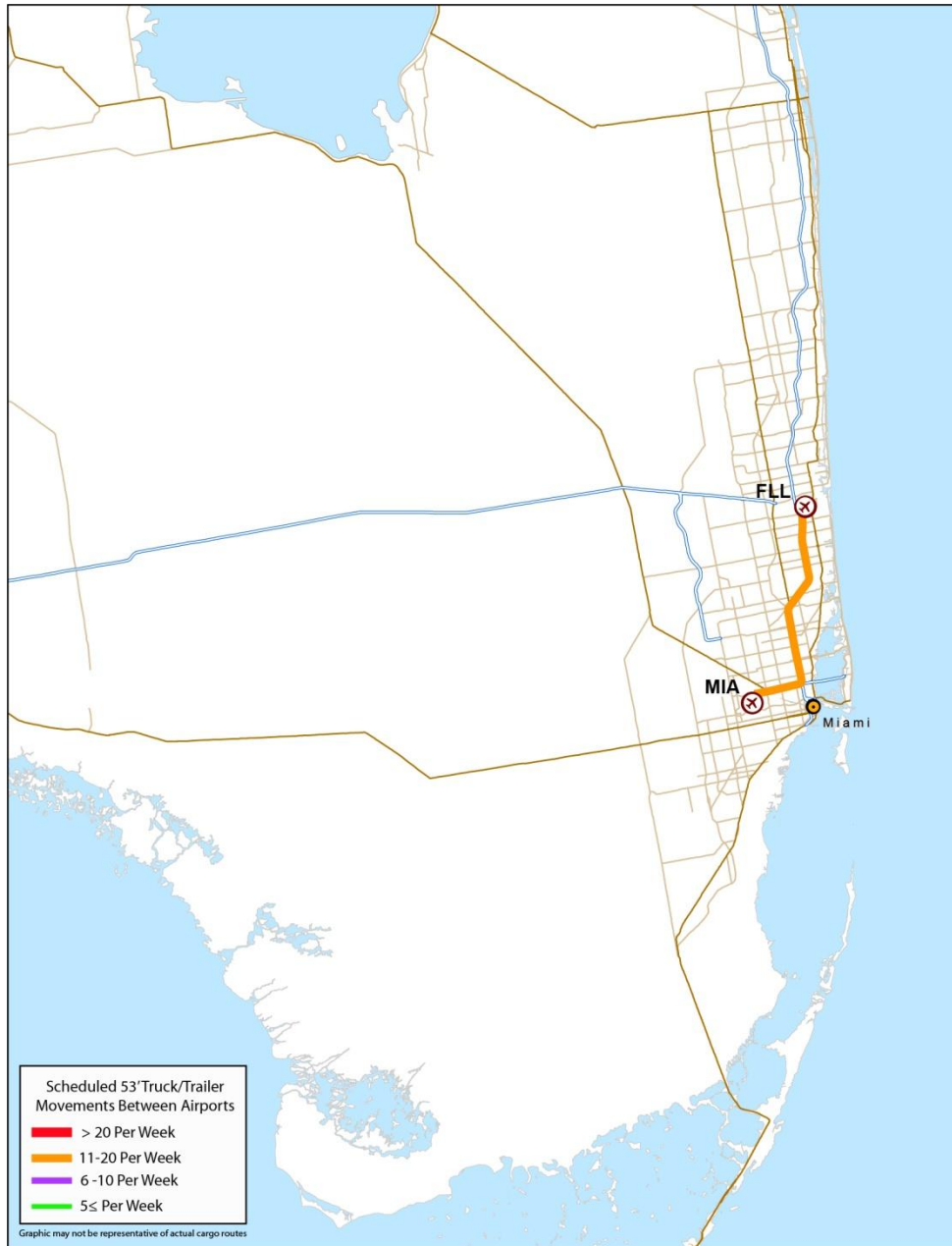
Exhibit 4B
Route Map of Scheduled Domestic Integrated Express and All-Cargo Carrier Activity at Jacksonville International Airport
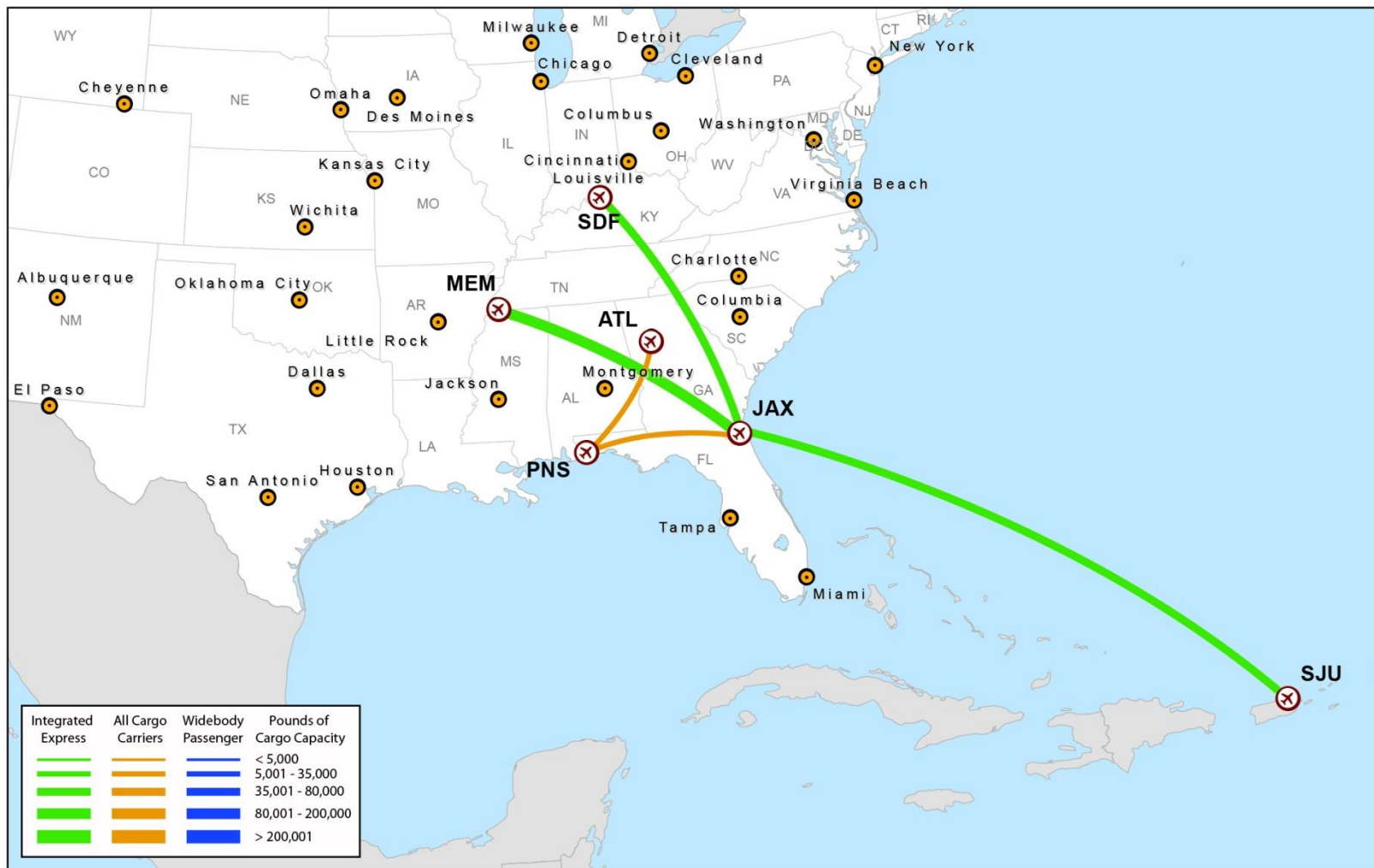
Exhibit 5B
Route Map of Scheduled Road Feeder Service Activity at Jacksonville International Airport

Exhibit 6B
Route Map of Scheduled Domestic Integrated Express Cargo Activity at Miami International Airport
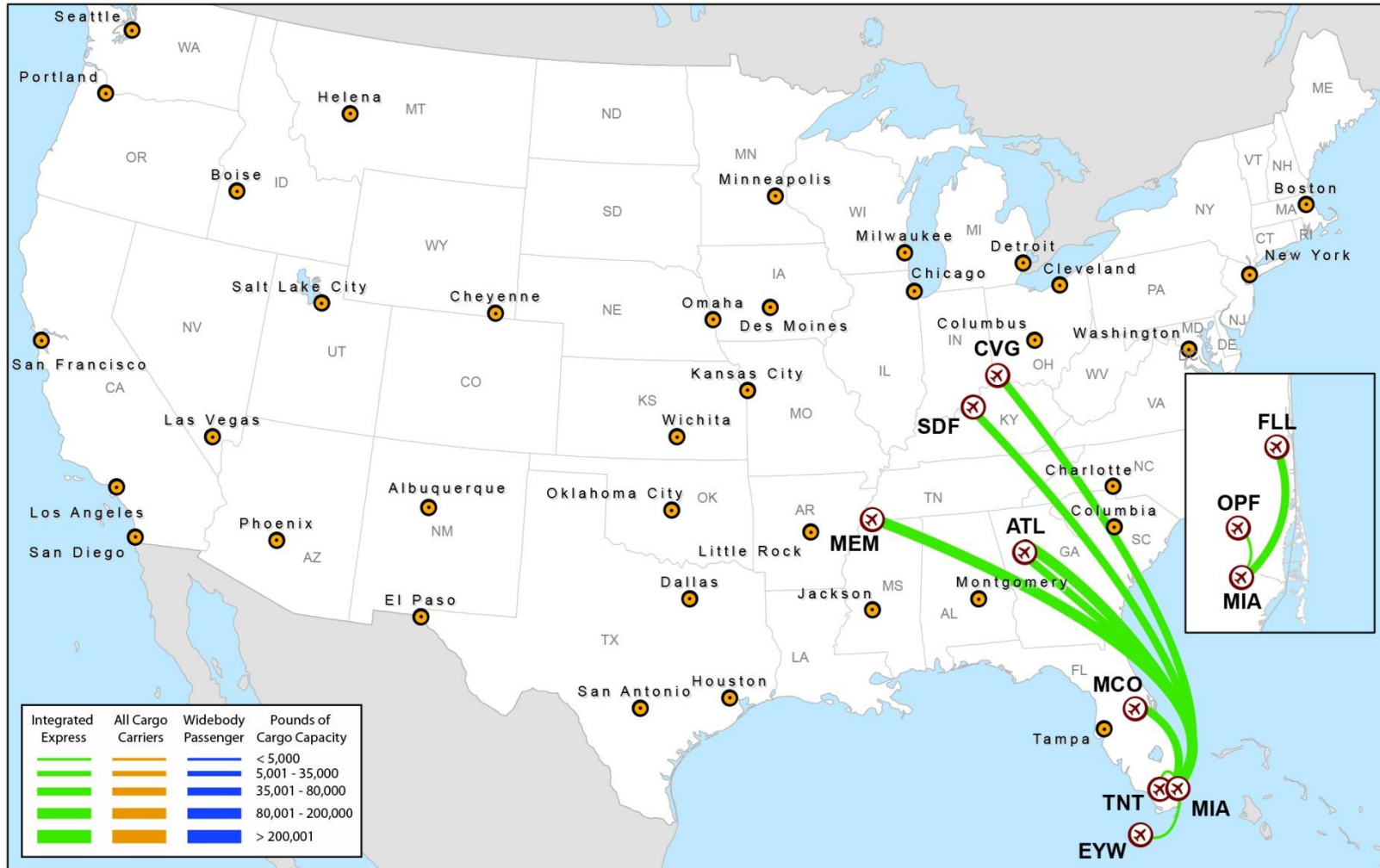
Exhibit 7B
Route Map of Scheduled International Integrated Express Cargo Activity at Miami International Airport (Caribbean)
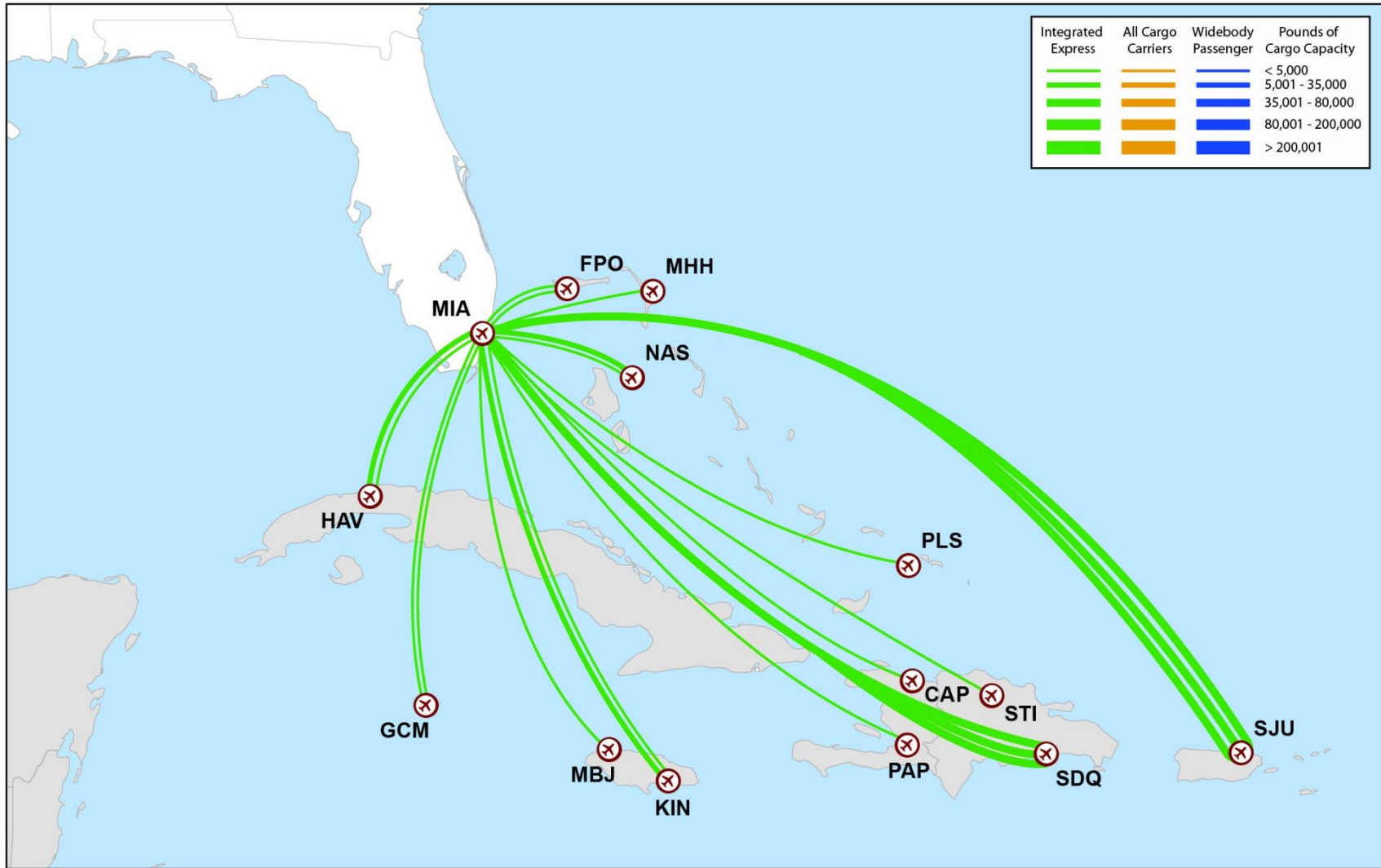
Exhibit 8B
Route Map of Scheduled International Integrated Express Cargo Activity at Miami International Airport (Central and South America)
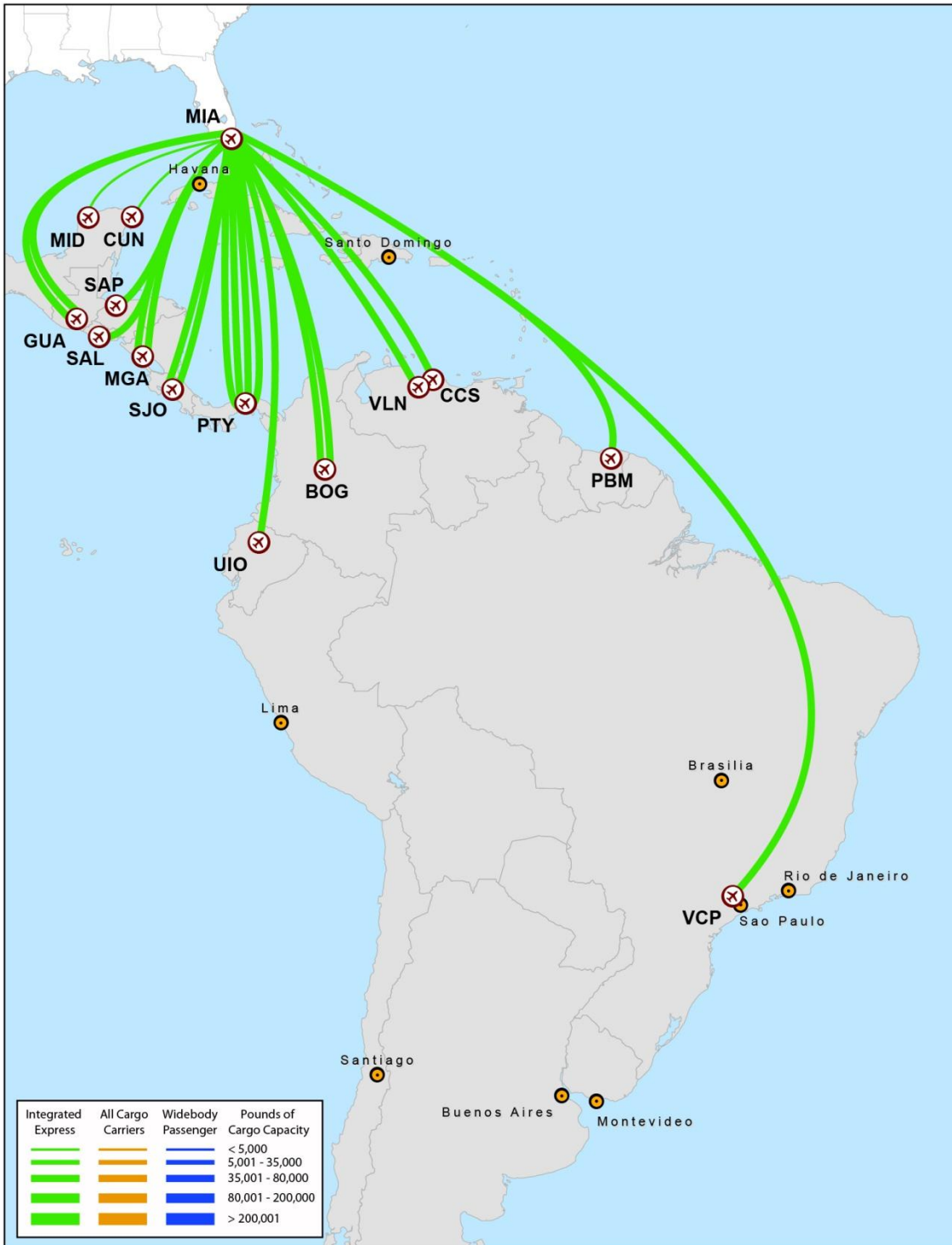
Exhibit 9B
Route Map of Scheduled Domestic All Cargo Carrier Activity at Miami International Airport
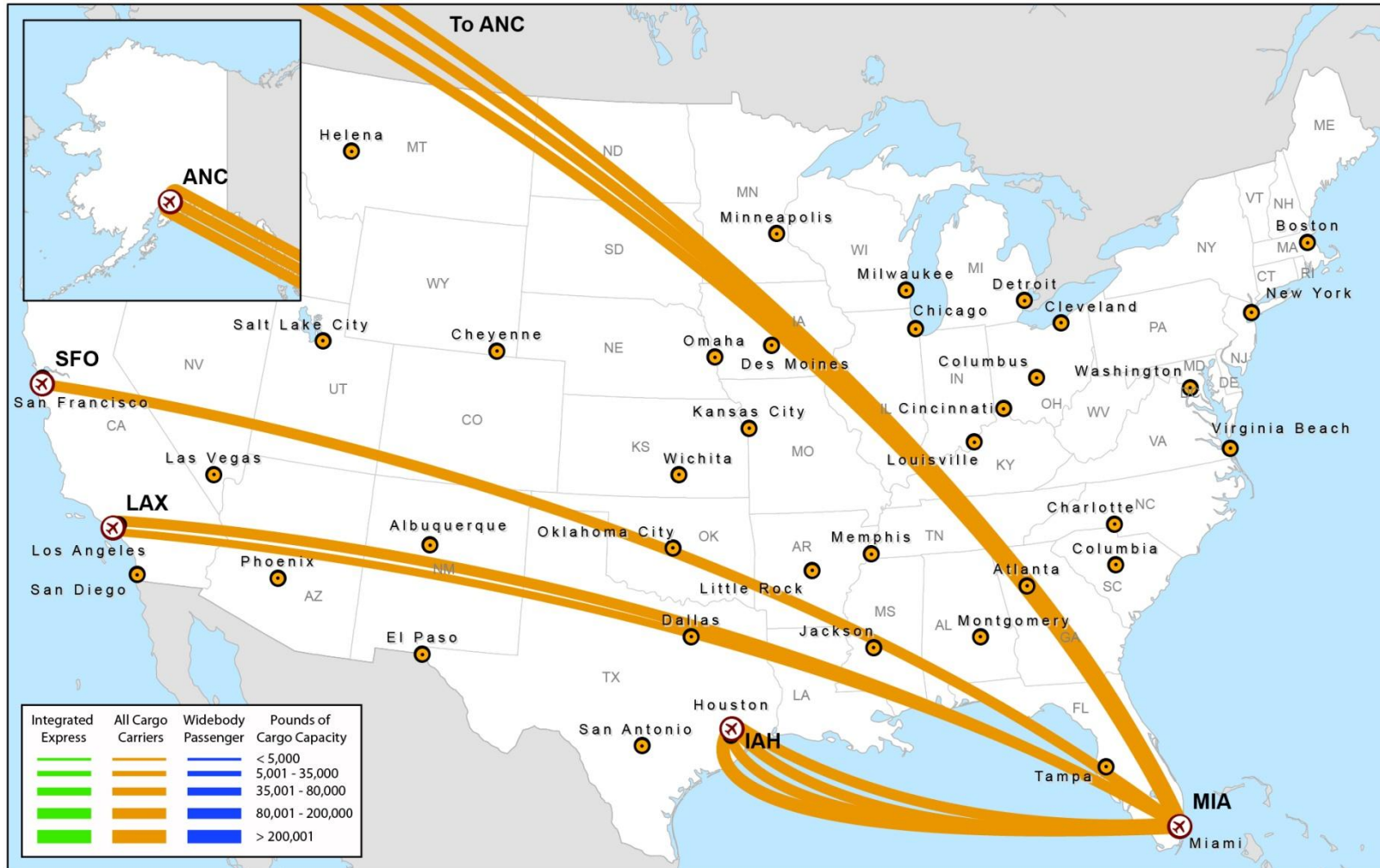
Exhibit 10B
Route Map of Scheduled International All Cargo Carrier Activity at Miami International Airport (Caribbean)
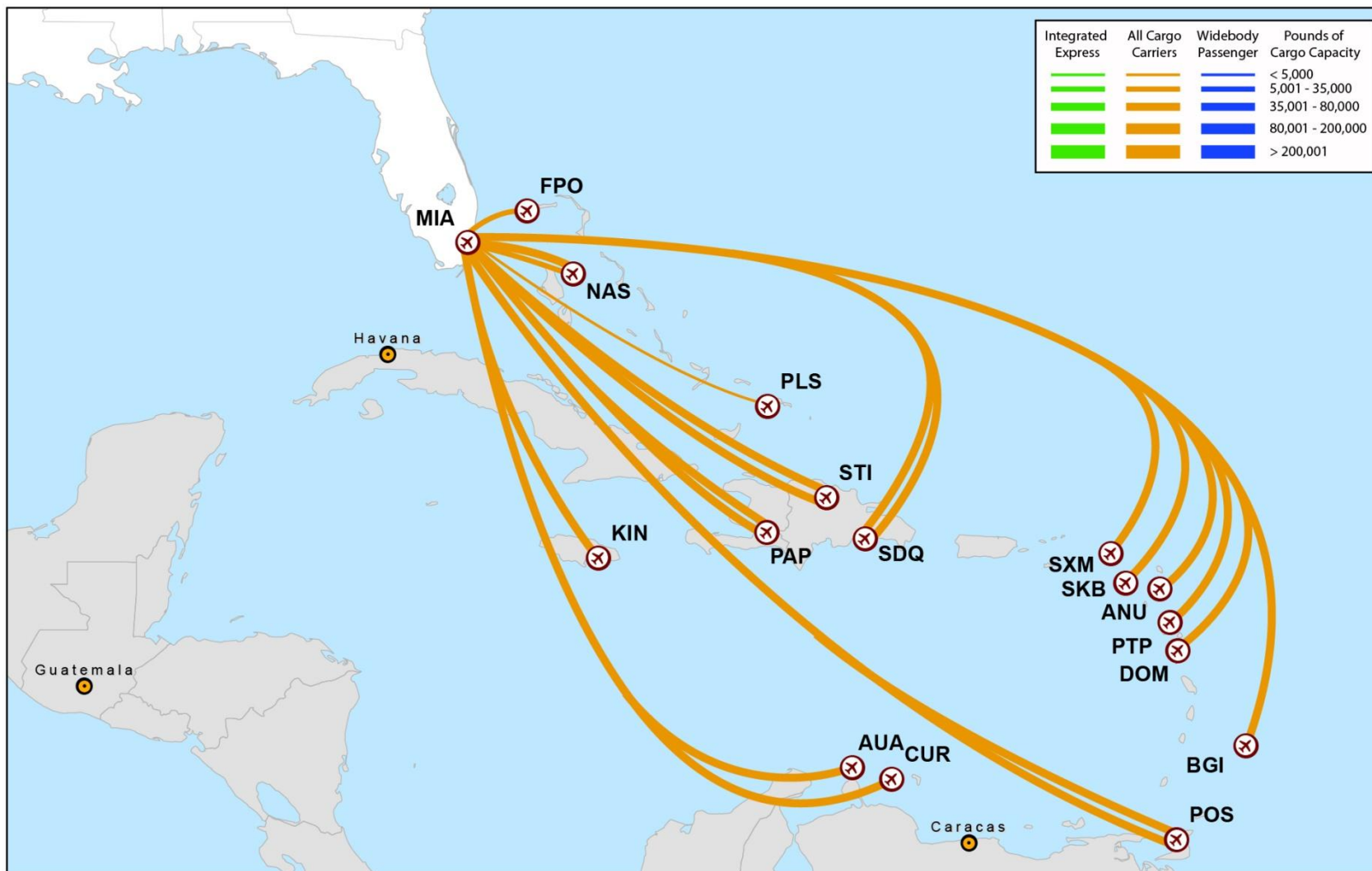
Exhibit 11B
Route Map of Scheduled International All Cargo Carrier Activity at Miami International Airport (Central and South America)
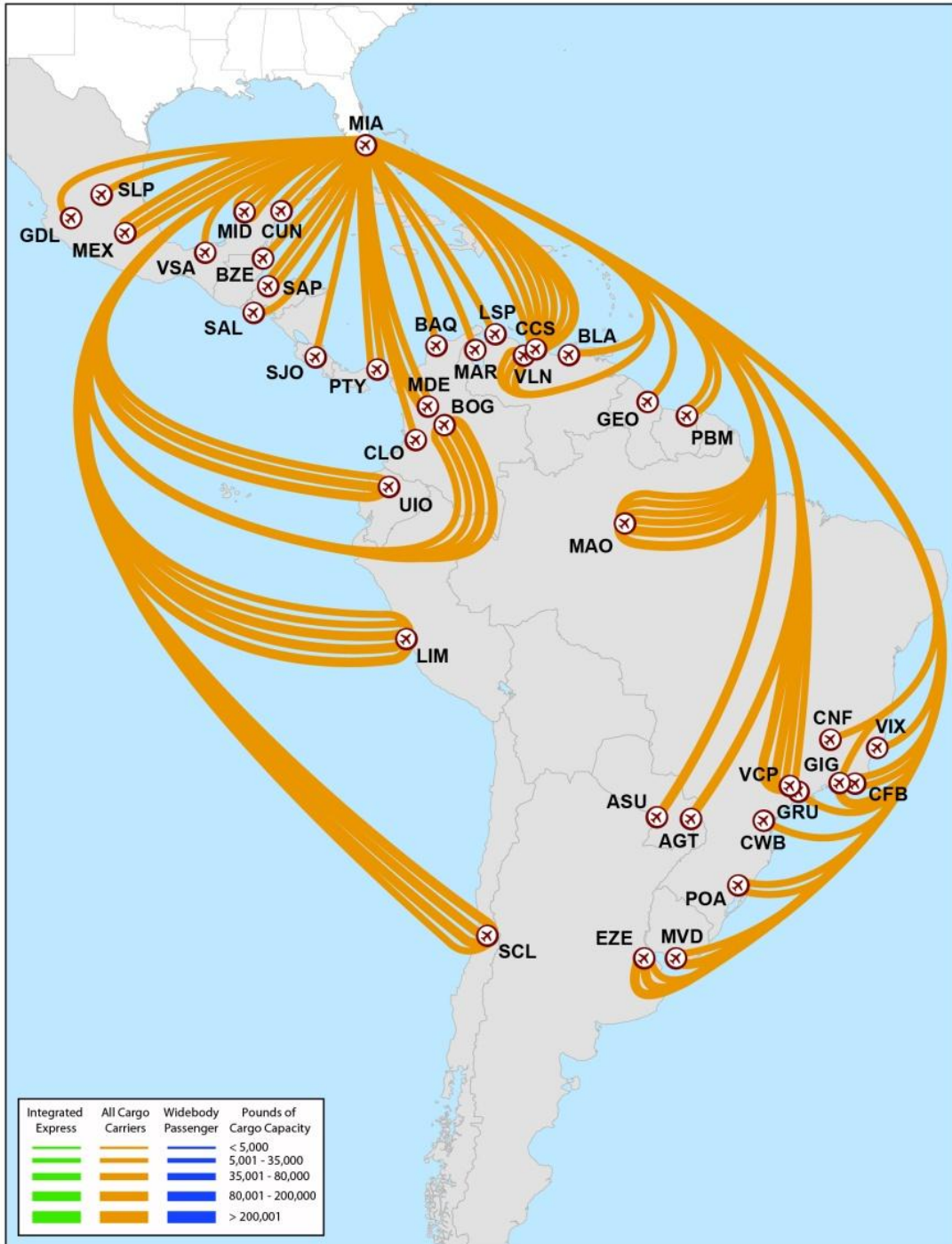
Exhibit 12B
Route Map of Scheduled Domestic Widebody Passenger Activity at Miami International Airport

Exhibit 13B
Route Map of Scheduled International Widebody Passenger Activity at Miami International Airport (Caribbean)
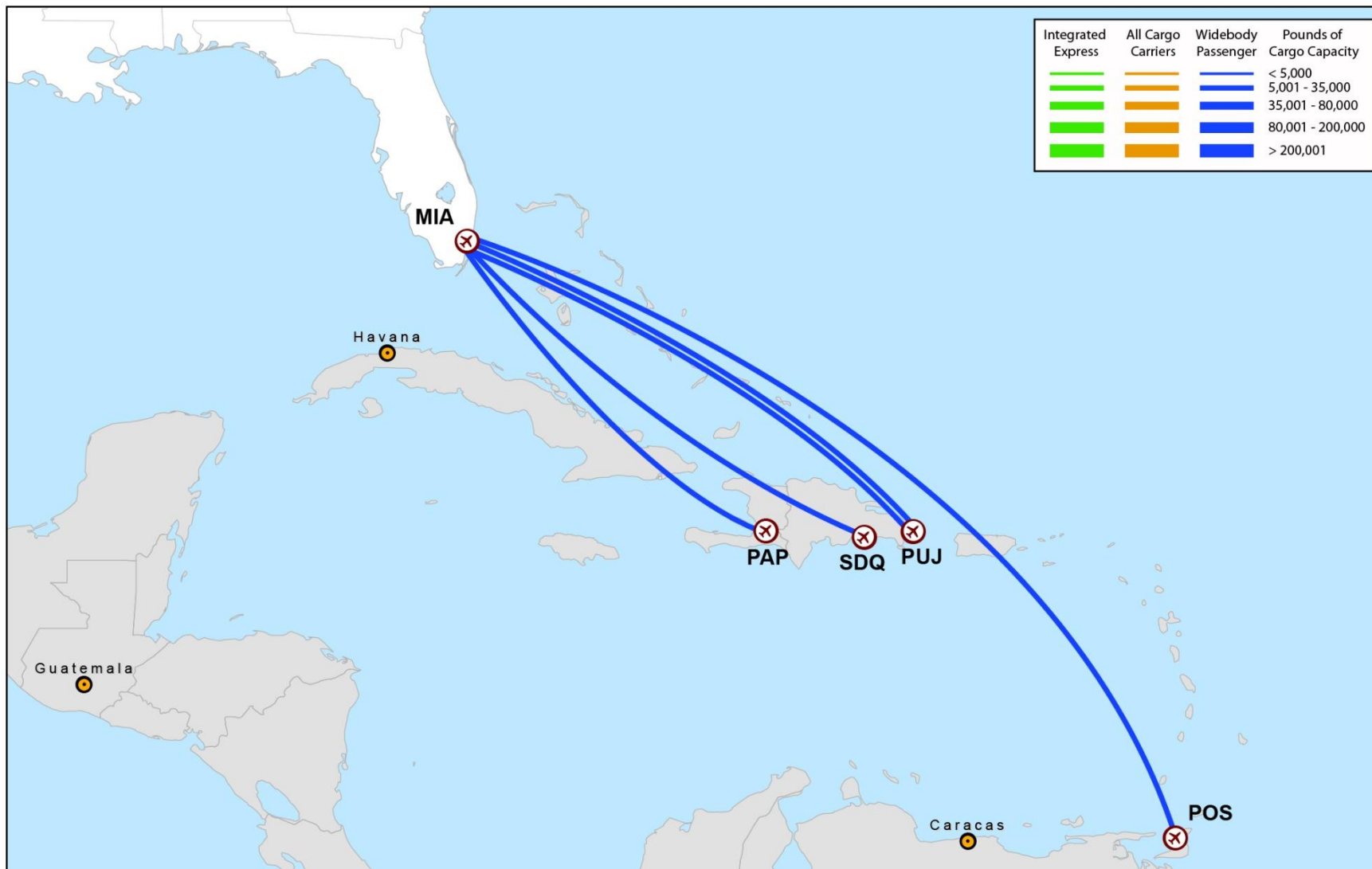
Exhibit 14B
Route Map of Scheduled International Widebody Passenger Activity at Miami International Airport (Central and South America)
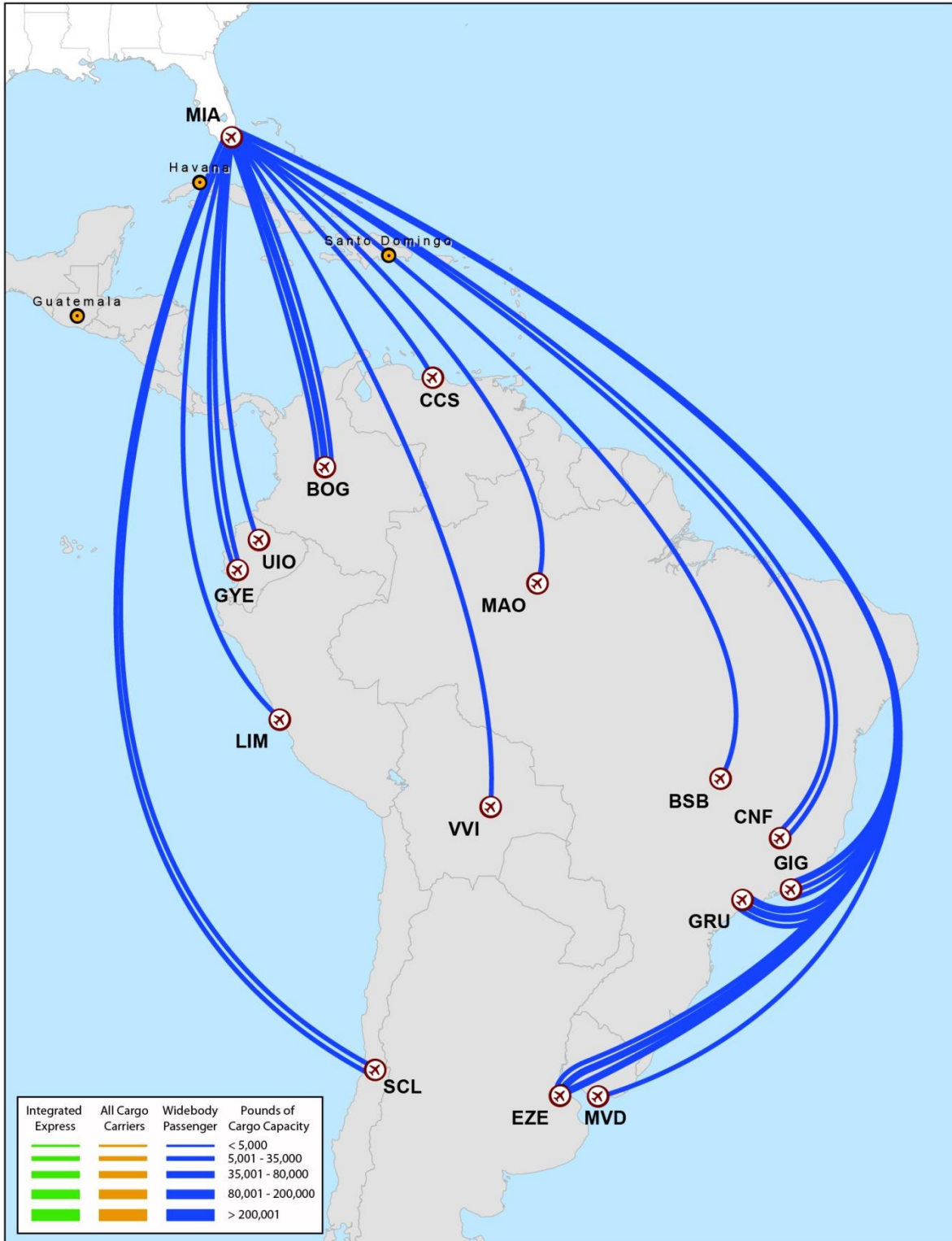
Exhibit 15B
Route Map of Scheduled International Air Cargo Routes at Miami International Airport (Europe & Asia)
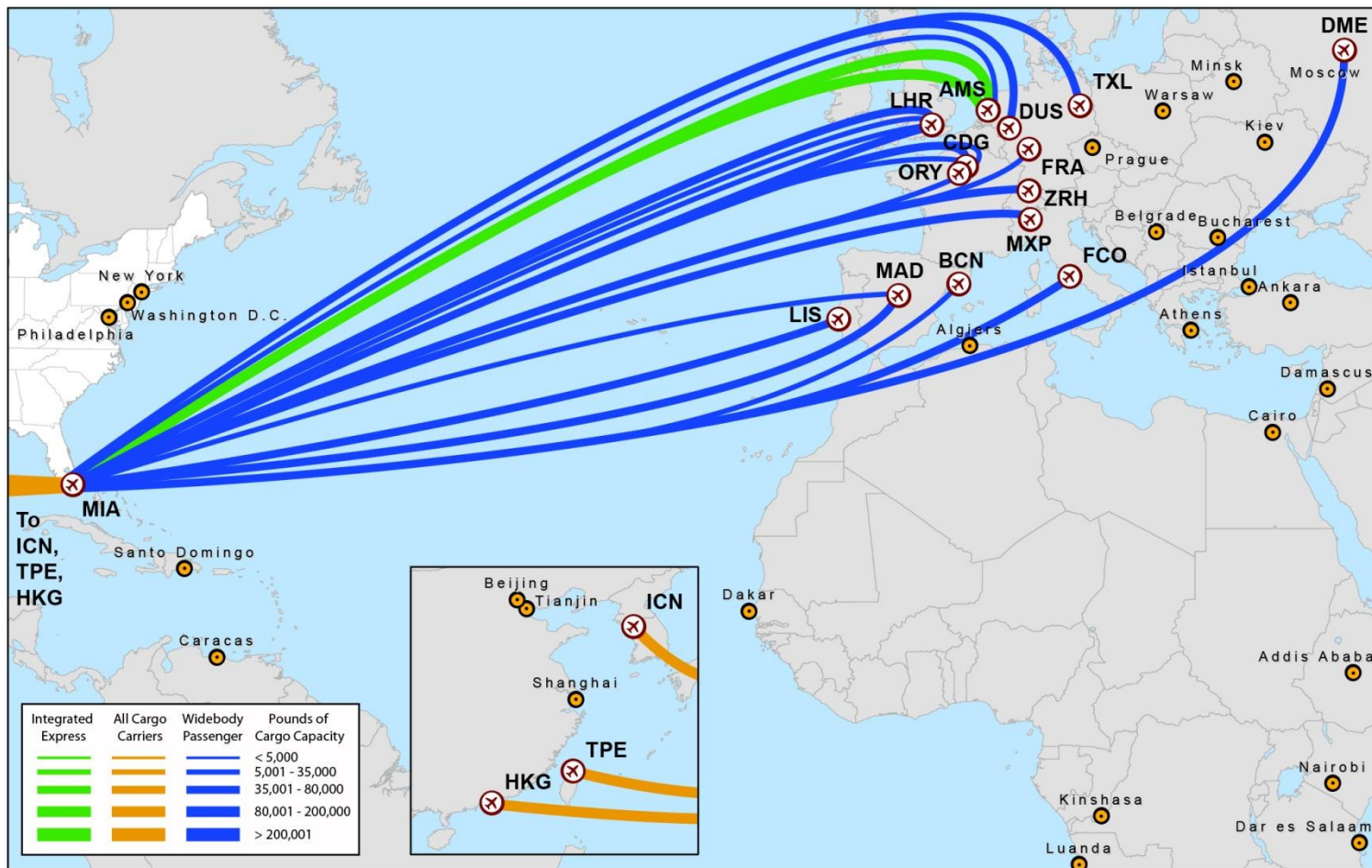
Exhibit 16B
Route Map of Scheduled Road Feeder Service Activity at Miami International Airport

Exhibit 17B
Route Map of Scheduled Air Cargo Activity at Orlando International Airport
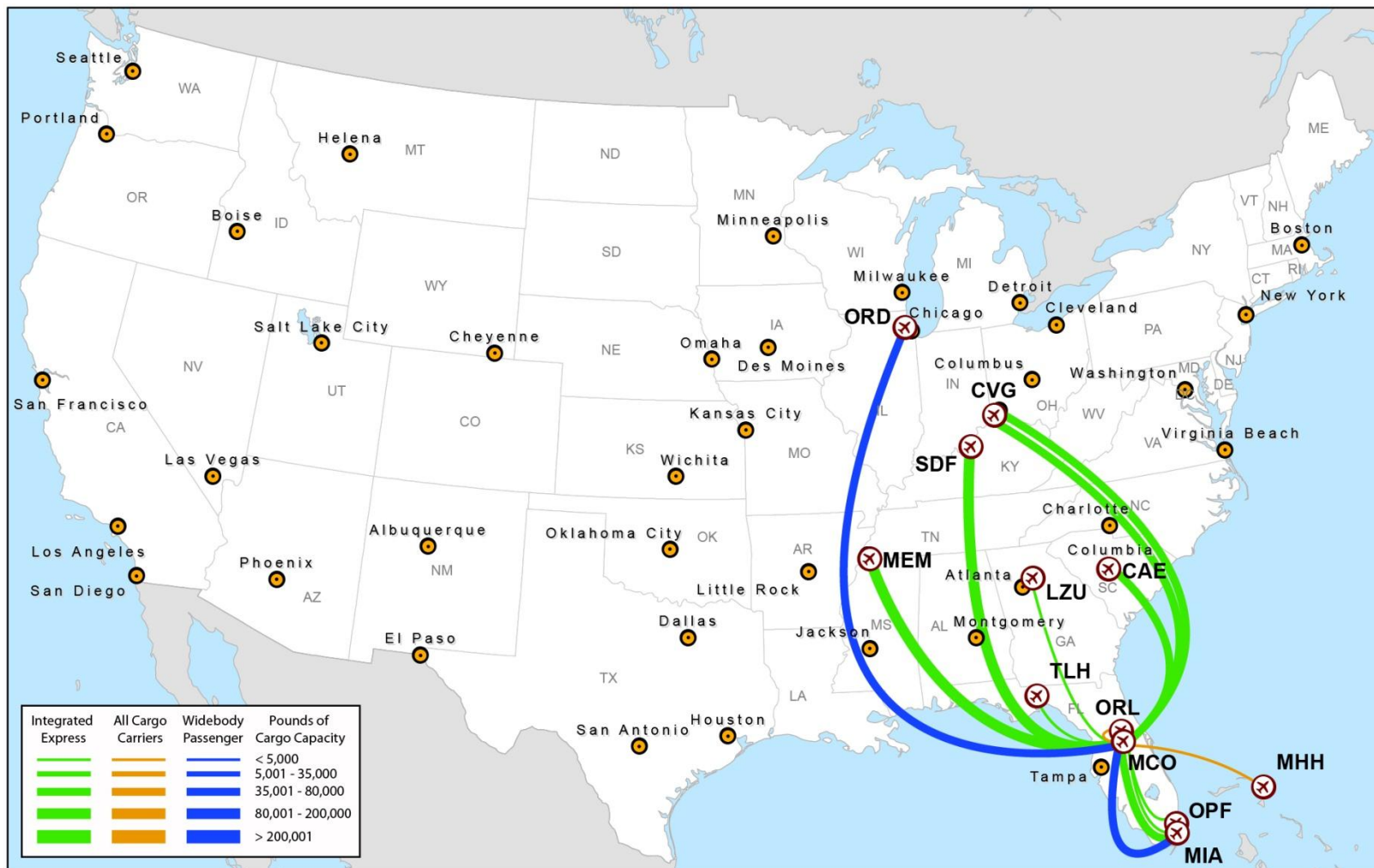
Exhibit 18B
Route Map of International Widebody Passenger Activity at Orlando International Airport
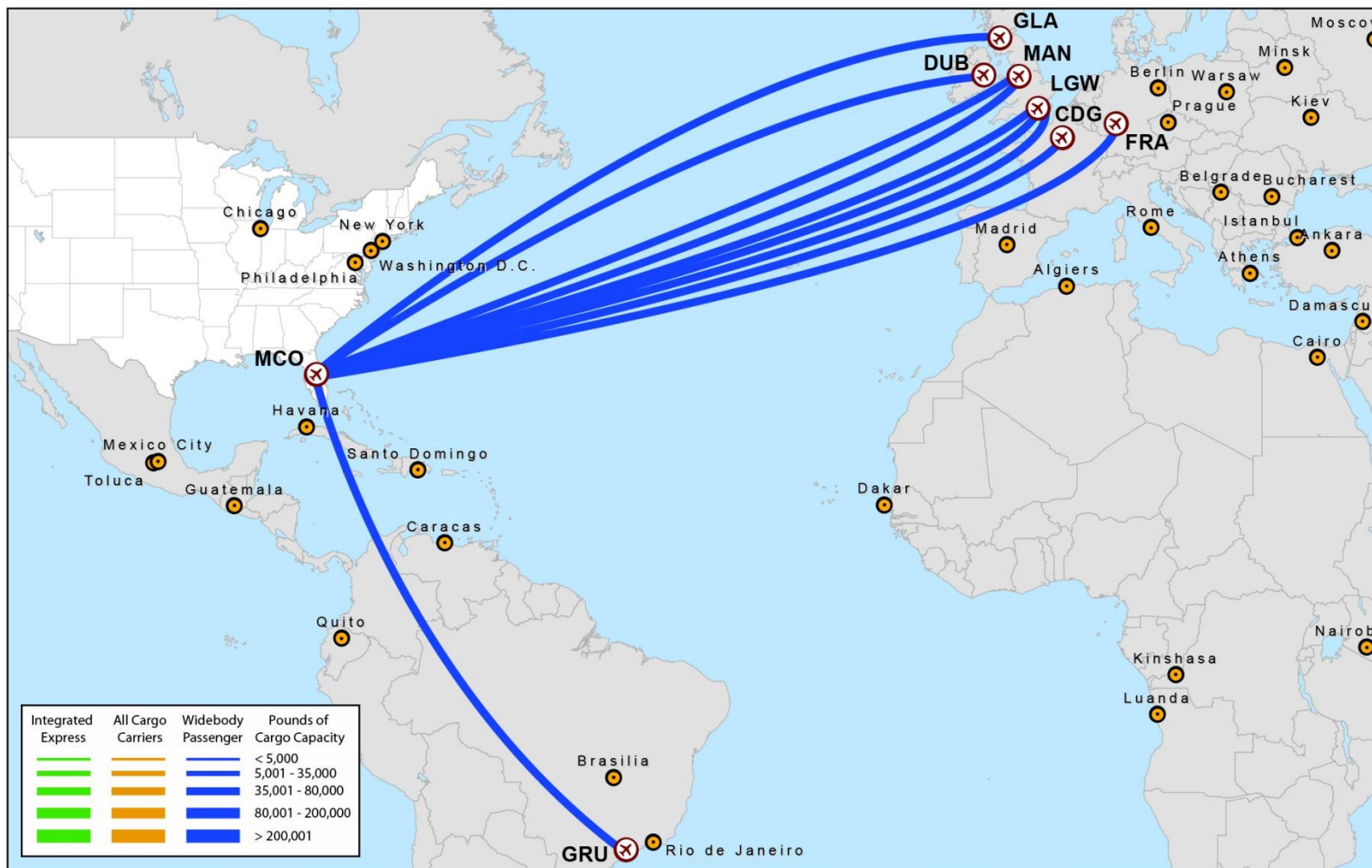
Exhibit 19B
Route Map of Scheduled Road Feeder Service Activity at Orlando International Airport

Exhibit 20B
Route Map of Scheduled Integrated Express and All-Cargo Carrier Activity at Palm Beach International Airport
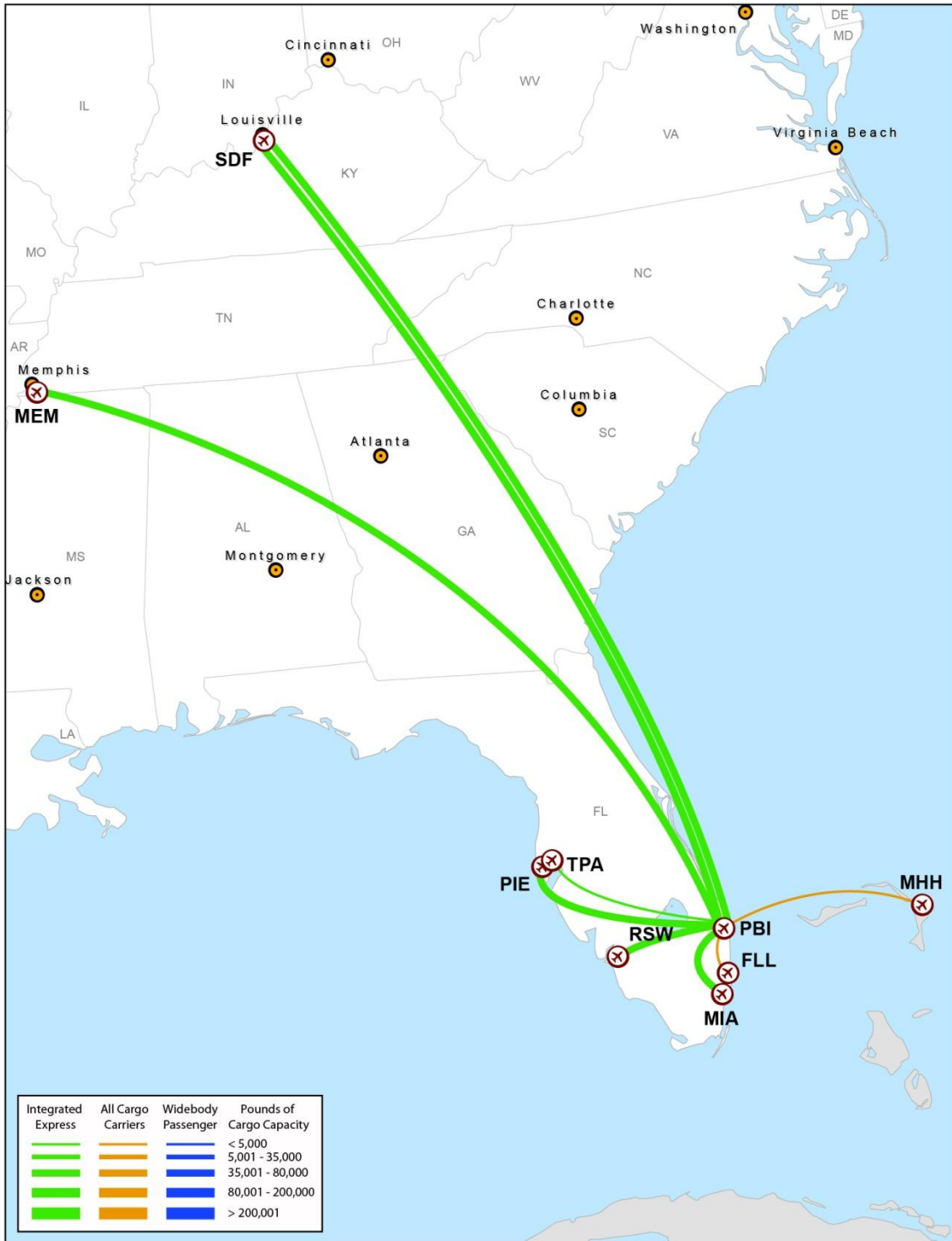
Exhibit 21B
Route Map of Scheduled Road Feeder Service Activity at Palm Beach International Airport

Scheduled 53' Truck/Trailer
Movements Between Airports

 > 20 Per Week
 11-20 Per Week
 6 -10 Per Week
 5≤ Per Week

Graphic may not be representative of actual cargo routes
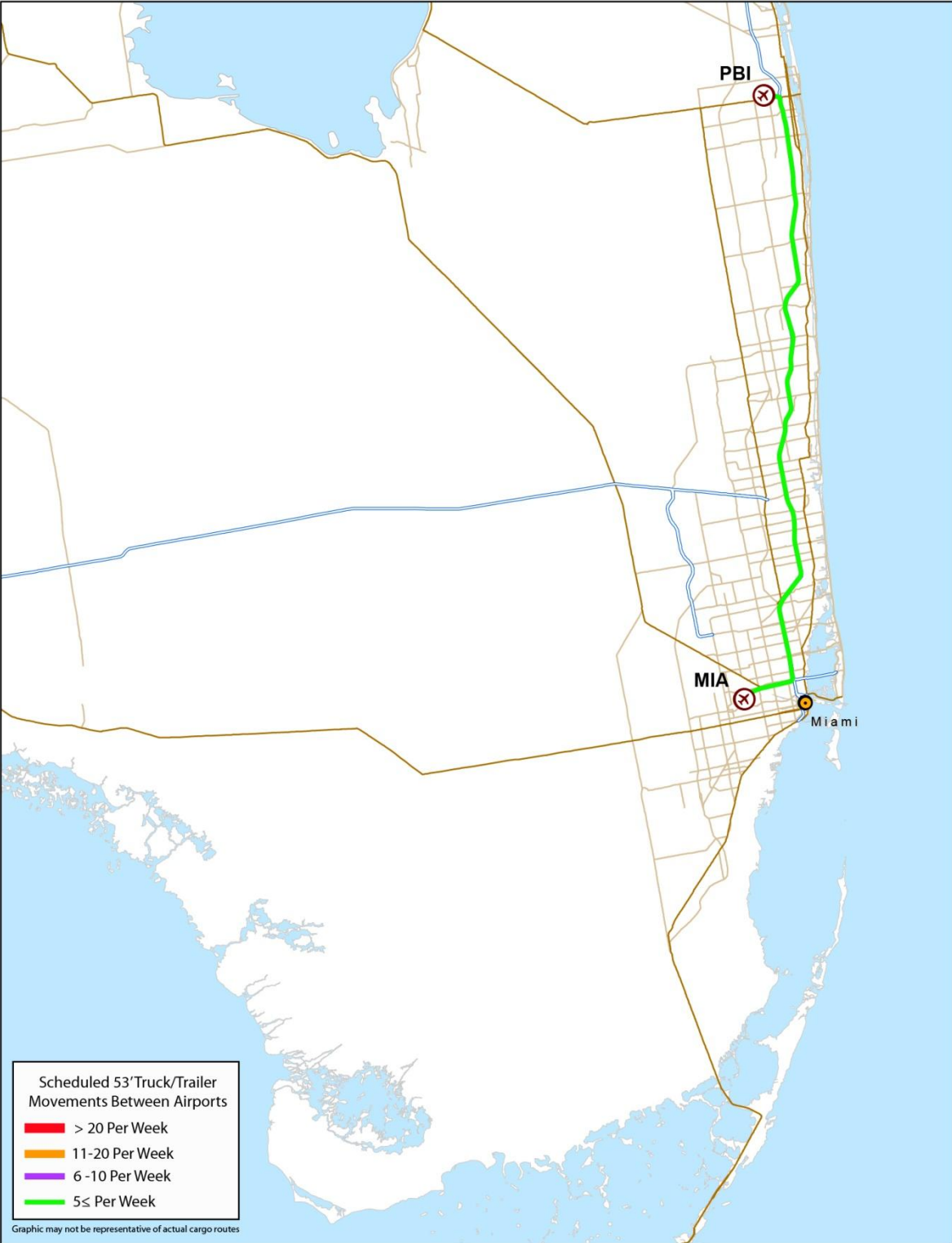
Exhibit 22B
Route Map of Scheduled Cargo Activity at Southwest Florida International Airport
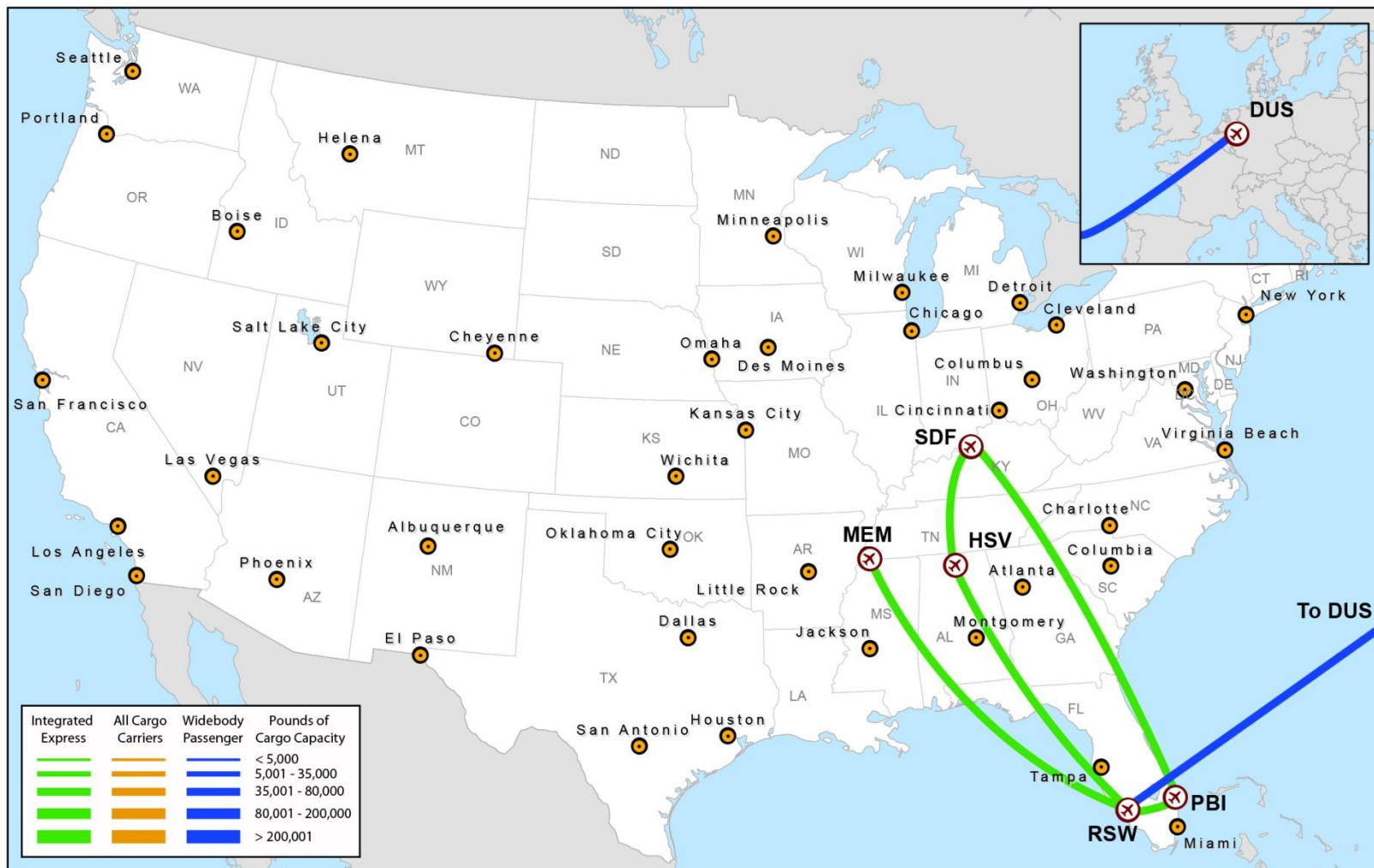
Exhibit 23B
Route Map of Scheduled Cargo Activity at Tampa International Airport
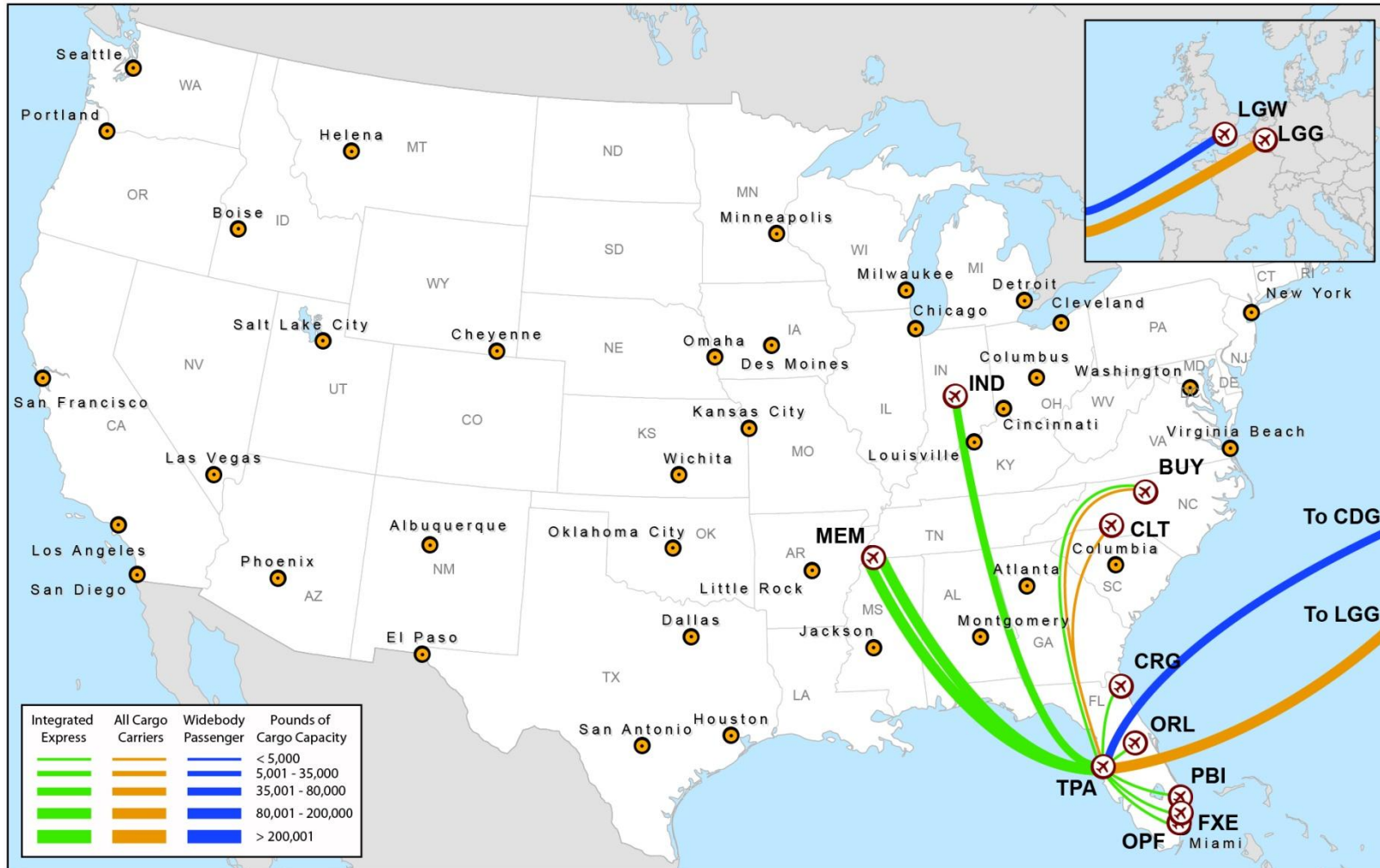
Exhibit 24B
Route Map of Scheduled Road Feeder Service Activity at Tampa International Airport

Exhibit 25B
Route Map of Scheduled Domestic Integrated Express Activity at Gainesville Regional Airport
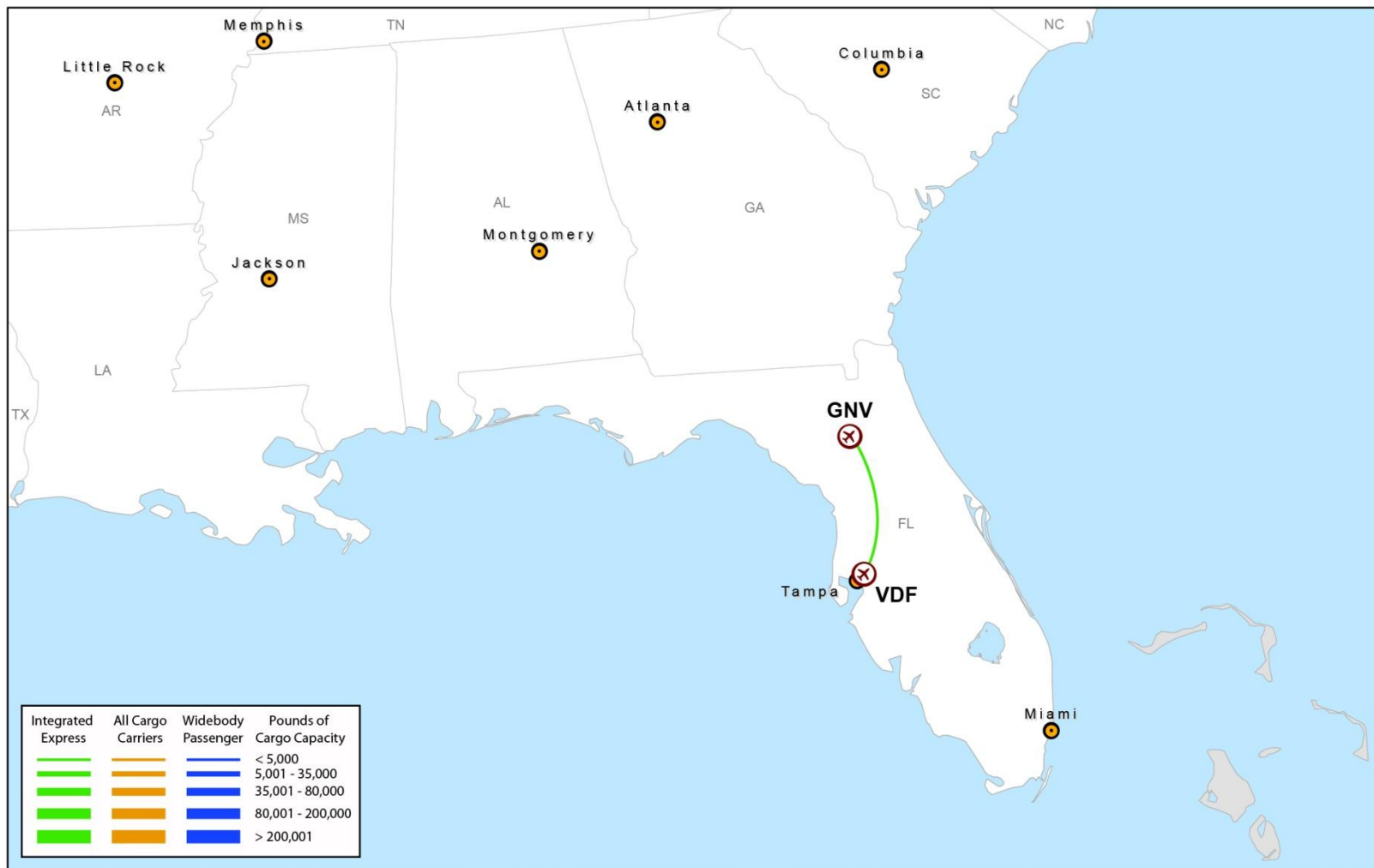
Exhibit 26B
Route Map of Scheduled Domestic Integrated Express Activity at Key West International Airport
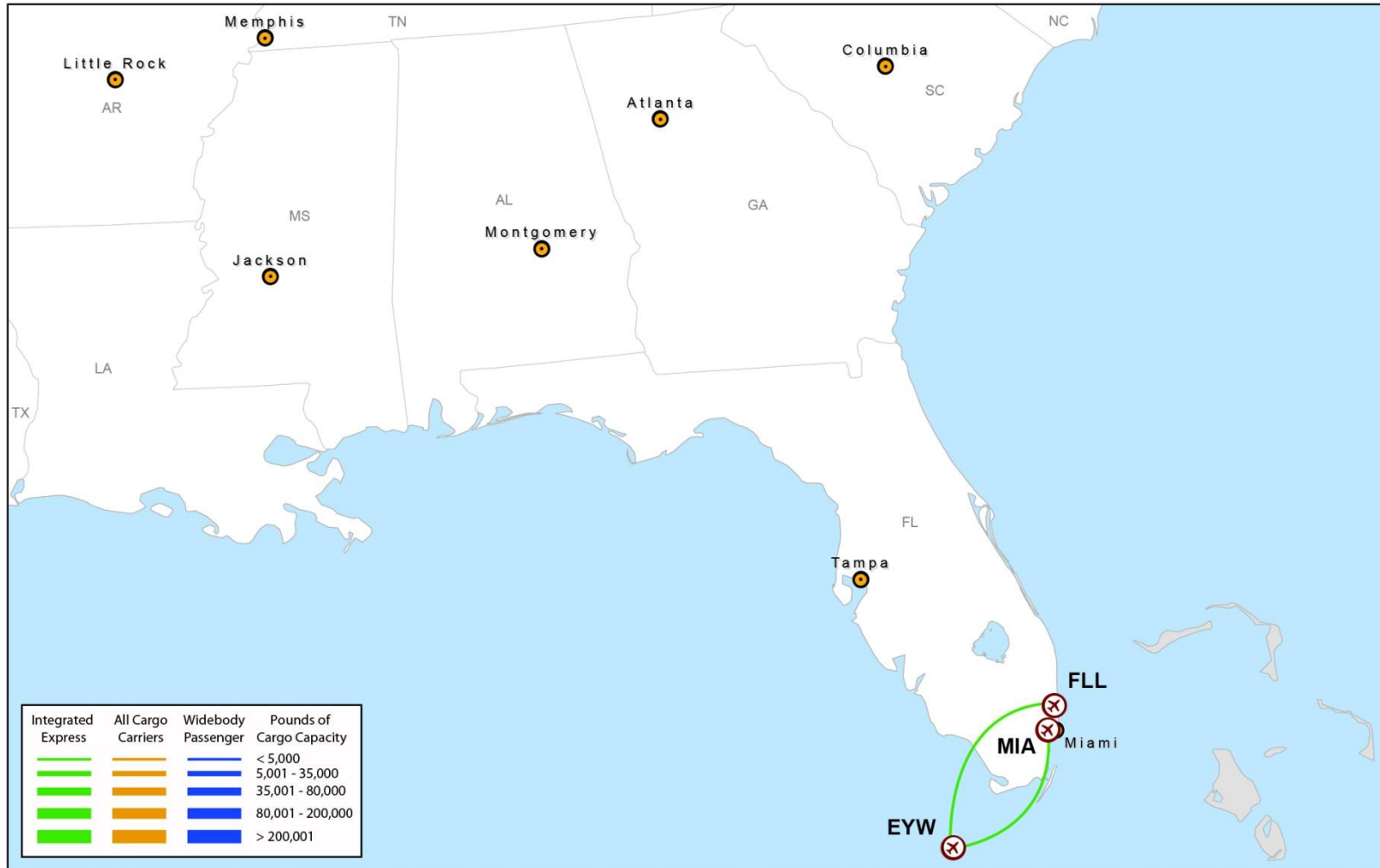
Exhibit 27B
Route Map of Scheduled International Widebody Passenger Activity at Orlando Sanford International Airport
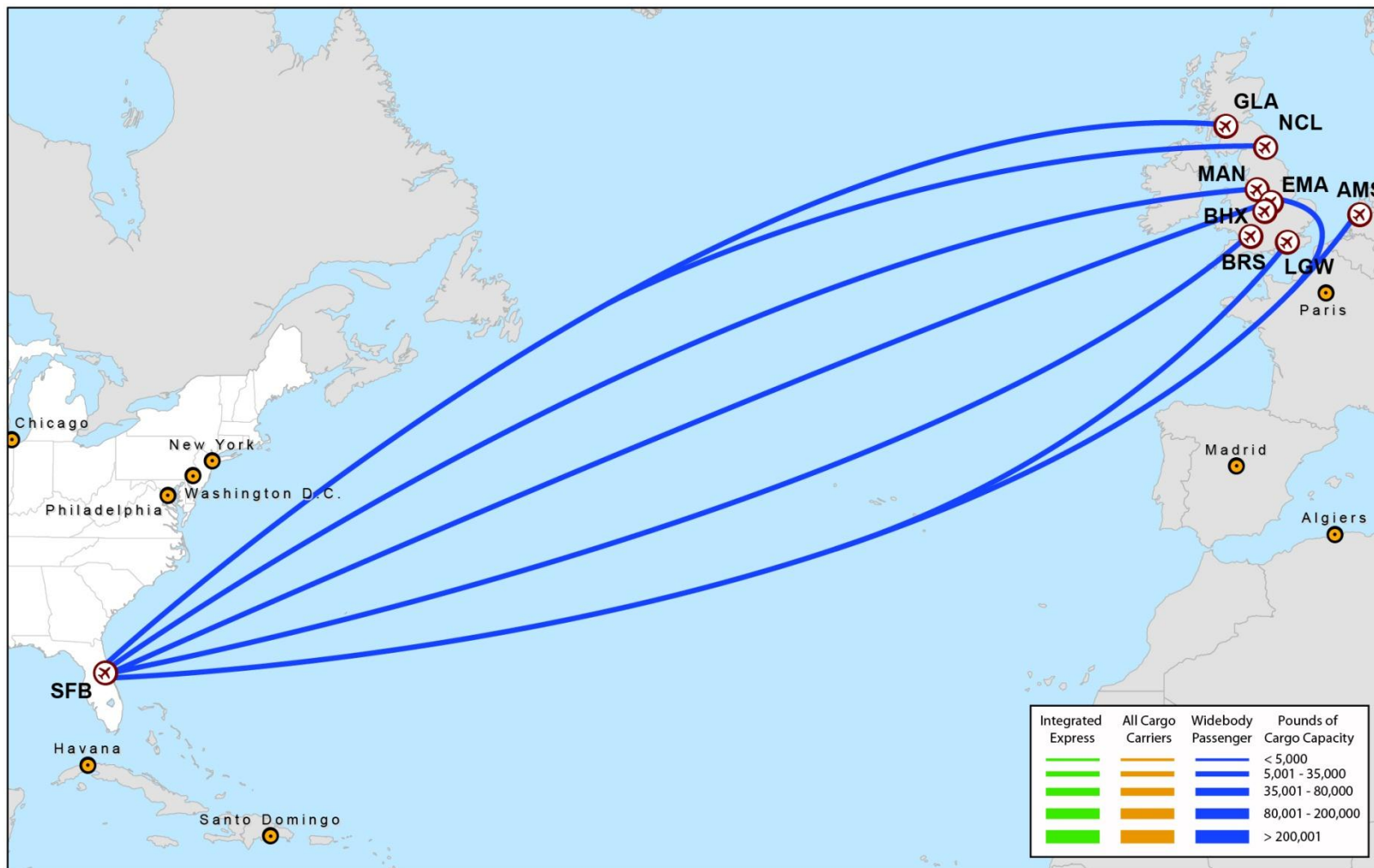
Note: Icelandair SFB-KEF Route Uses Narrowbody Passenger 757 Aircraft

Exhibit 28B
Route Map of Scheduled Domestic Integrated Express Activity at Northwest Florida-Beaches International Airport
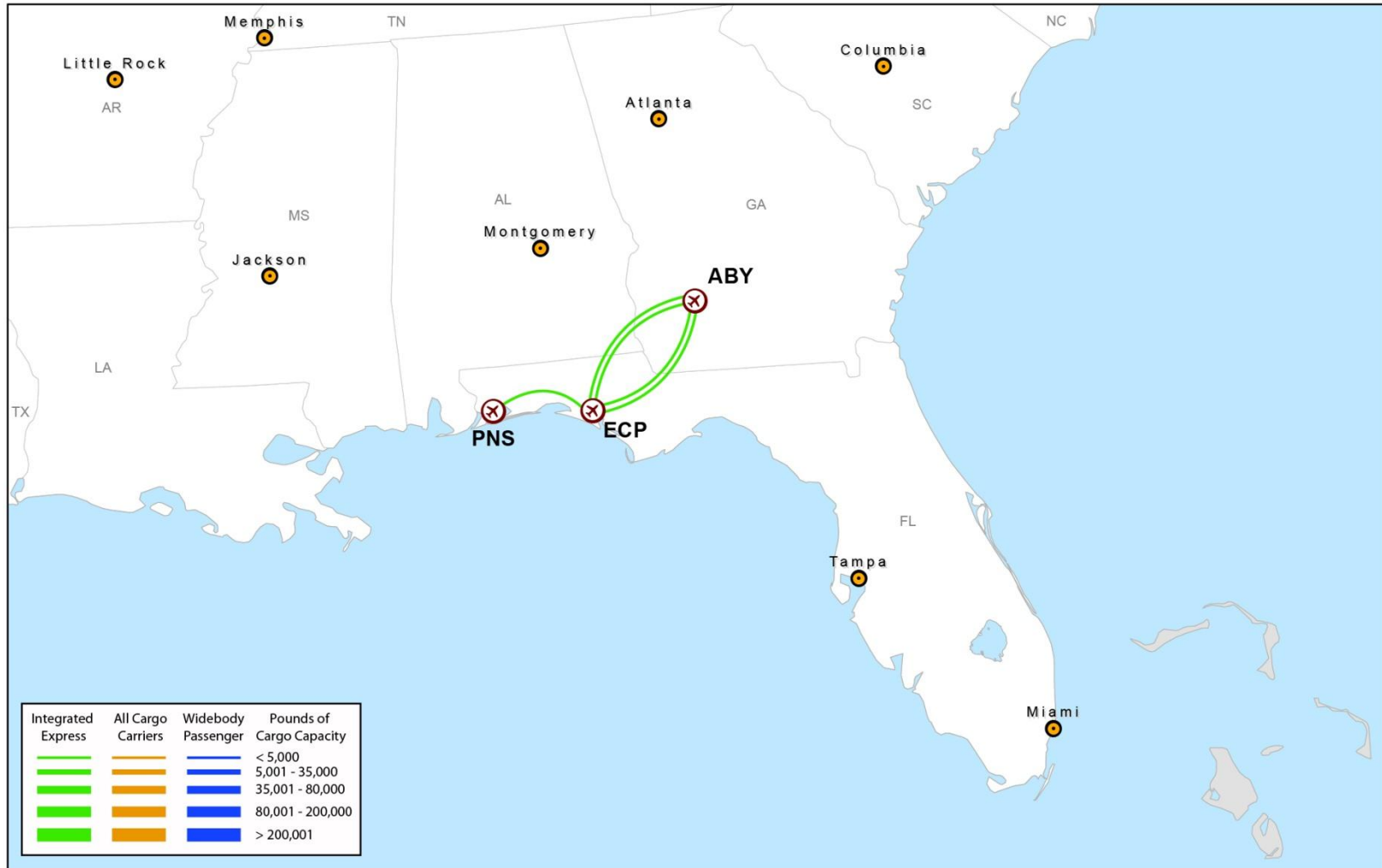
Exhibit 29B
Route Map of Scheduled Domestic Integrated Express and All-Cargo Carrier Activity at Pensacola Gulf Coast Regional Airport
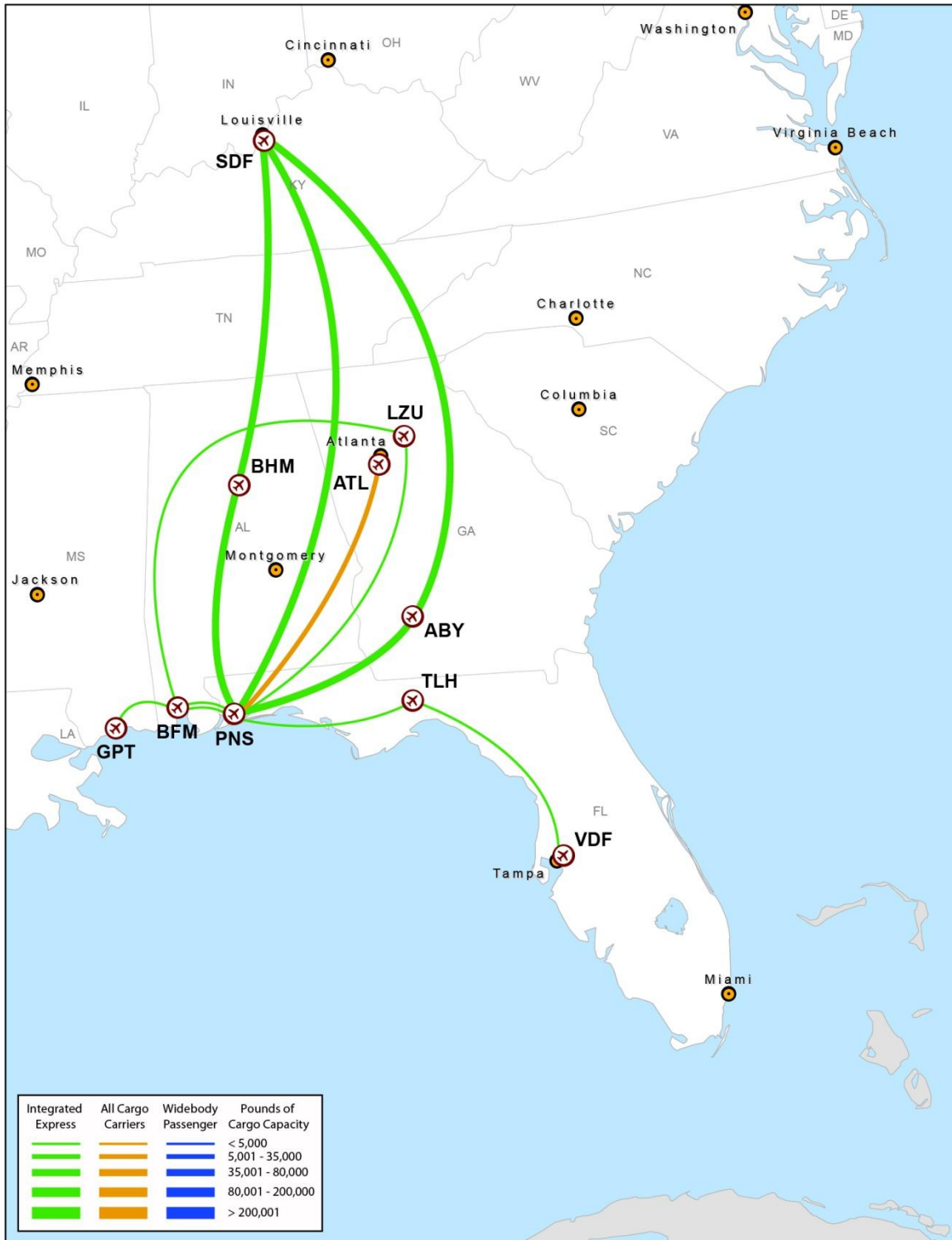
Exhibit 30B
Route Map of Scheduled Road Feeder Service Activity at Pensacola Gulf Coast Regional Airport

Exhibit 31B
Route Map of Scheduled Domestic Integrated Express Activity at St Petersburg-Clearwater International Airport
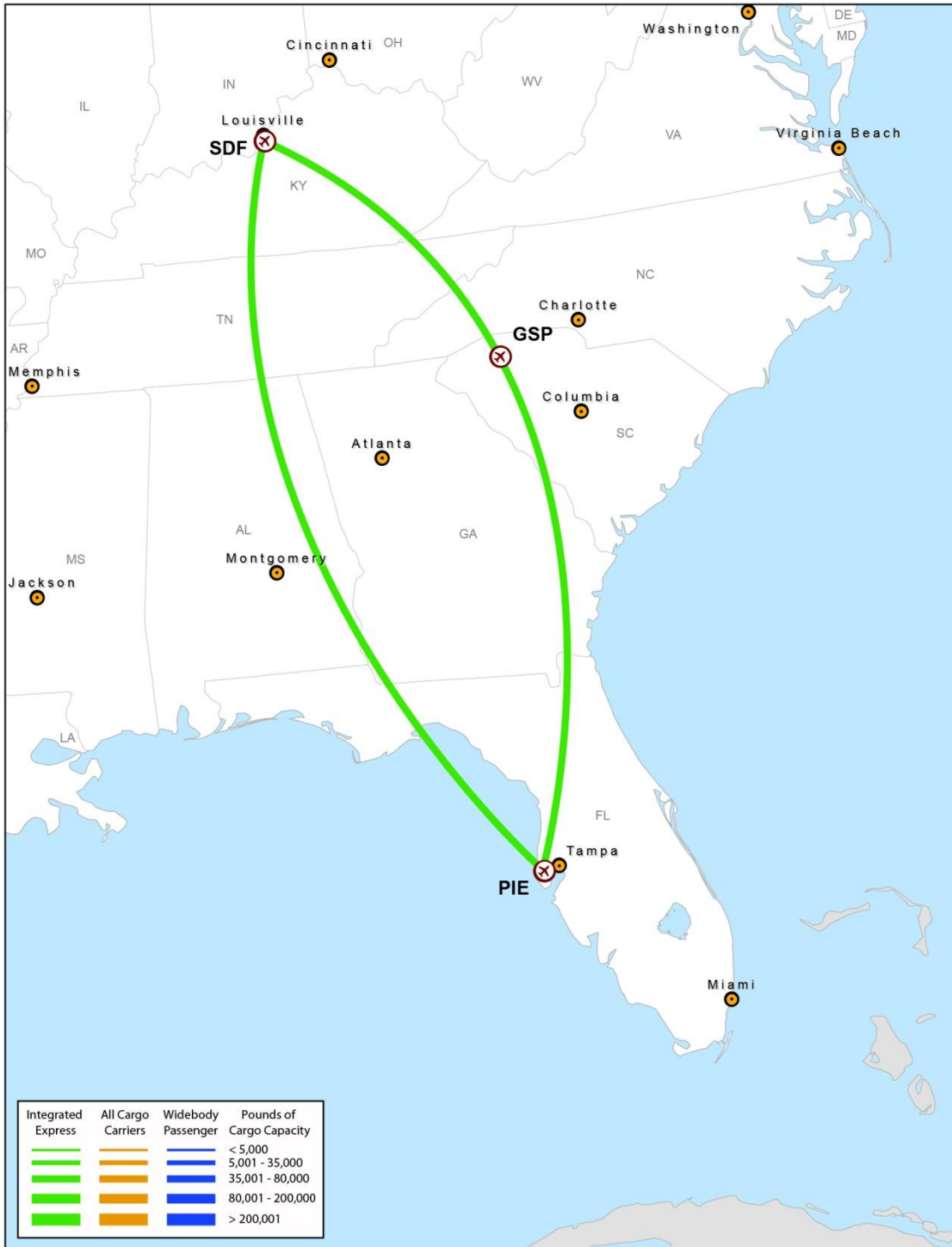
Exhibit 32B
Route Map of Scheduled Domestic Integrated Express Activity at Tallahassee Regional Airport
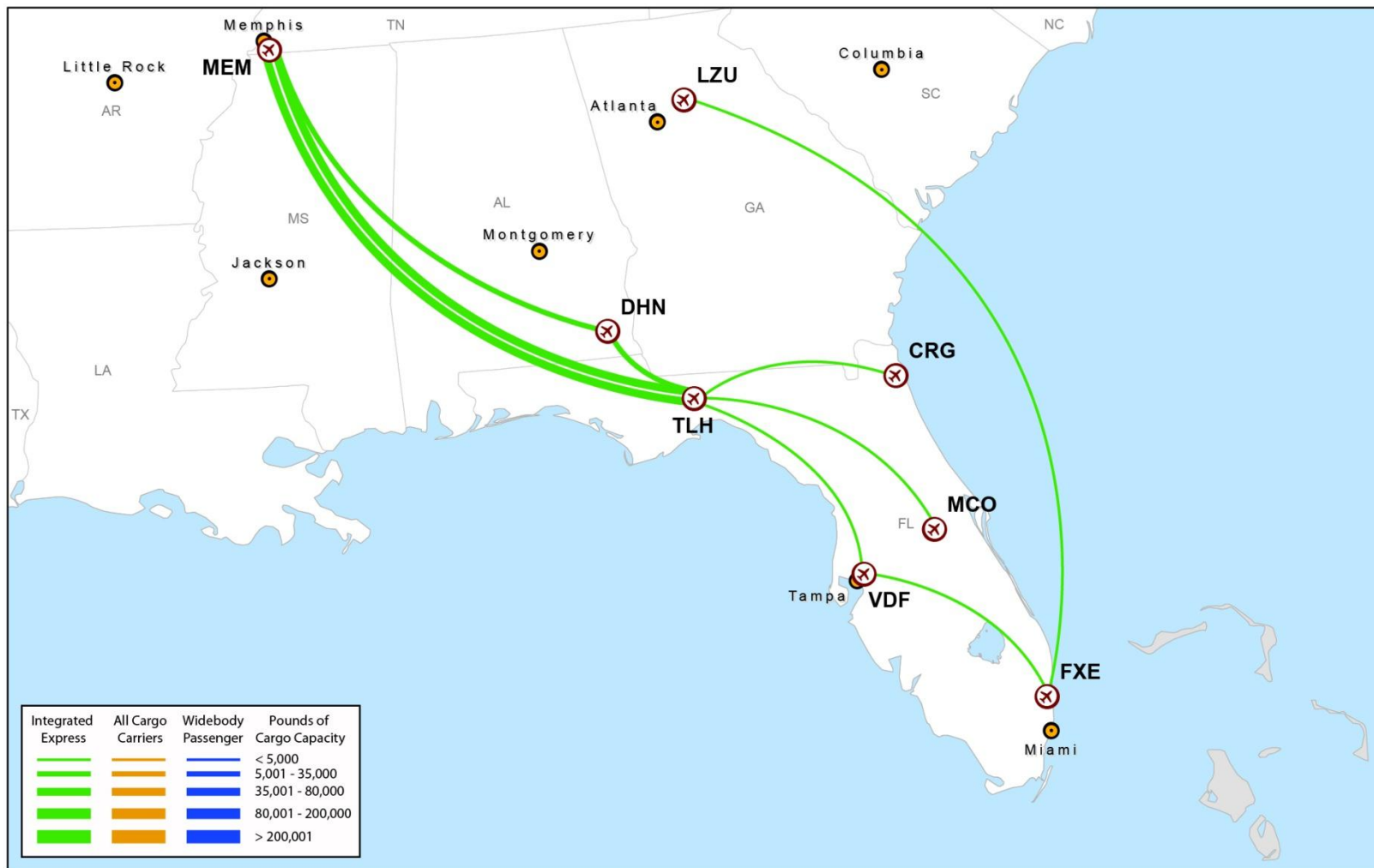
Exhibit 33B
Route Map of Scheduled Domestic Integrated Express Activity at Sarasota/Bradenton International Airport
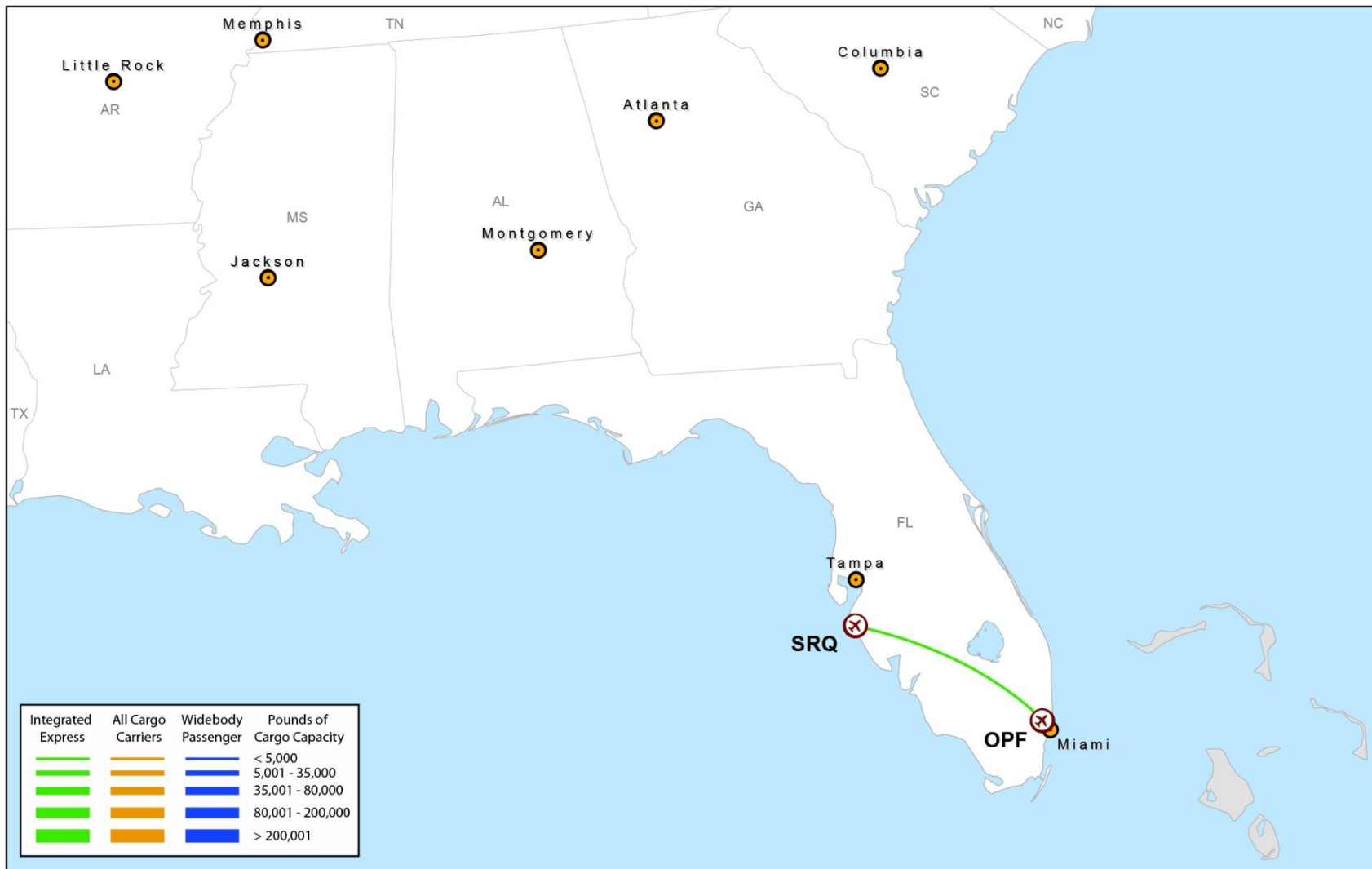
Glossary of Air Cargo Terms

Air WayBill

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

Aircraft Container

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

Allotment

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

ATA

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

ATD

Actual Time of Departure.

Bonded Warehouse

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

Break Bulk (B/B)

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

Carnet

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

Combi Aircraft

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

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Consignment

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

Consolidation

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

Customs

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

Customs Broker

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

Customs Clearance

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

Customs Invoice

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

Dangerous Goods

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

DDP

Deliver Duty Paid.

DDU

Deliver Duty Unpaid.

Dimensional Weight

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

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Direct Ship

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

Drawback

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

Duty

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

EDI

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

ETA

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

ETD

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

Freight Carriage ... paid to

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

Freight Carriage ... and Insurance paid to

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

Gateway

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

Harmonised System

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

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HAWB

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

IATA

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

IATA Designator

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

Import Certificate

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

Import License

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

Import Restrictions

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

Incoterms

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

Insurance Certificate

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

Intermediate Consignee

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

Intermodal

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

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LD3

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

Lower Deck

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

Main Deck

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

NVD

No Value Declared.

Packing List

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

POD

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

Pro Forma Invoice

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

Shipping Mark

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

Shipping Weight

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

TACT

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

Tare Weight

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

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Temporary Importation under Bond

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

Transshipment

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

ULD

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

Ultimate Consignee

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

Value for Customs Purposes Only

The U.S. Customs Service defines "value for Customs purposes only" as the value submitted on the entry documentation by the importer which may or may not reflect information from the manufacturer but in no way reflects Customs appraisement of the merchandise.

Without Reserve

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

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2012 Florida Air Cargo System Plan Update

Florida Air Cargo Surface Transport

Task 4 – Surface Transport of Air Cargo

In addition to the trends and processes by which air cargo is moved by aircraft at Florida airports, to get a complete picture of the system it is also important to understand how freight moves throughout the state on the ground. Surface transport is an equally vital component to the process as the as the logistics network of handling air cargo does not stop at the edge of the airport. Moving freight between the point of pick-up/delivery and the aircraft involves complex coordination of truck movements between station-to-station as well as station-to-airport. Integrated express carriers and air freight forwarders comprise the majority of air cargo surface transport and, as a result of the major role Florida plays within the air cargo industry, maintain significant/extensive operations in the state. This document will discuss air cargo surface transport activities in Florida.

Introduction – Overview of Surface Transport

Integrated express carriers such as FedEx, UPS, and to a lesser extent DHL, utilize both trucks and vans to move air cargo between airports and their respective processing centers. As of 2009, DHL no longer provides domestic integrated express services, focusing instead on international air freight logistics. Freight forwarders and customs brokers provide or arrange for the delivery of freight by various modes of transport, including air, truck, or ship. A major function of forwarders/brokers in Florida includes the trucking of international shipments that are offloaded from cargo aircraft to their destination market in the U.S. Integrators such as FedEx and UPS maintain numerous off-airport stations to handle the surface transport of air cargo.

Off-airport stations for FedEx and UPS act as a consolidation point for air cargo moving between the airport and the courier trucks that make the local deliveries/pick-ups. There are 77 of these facilities located in Florida, with 41 belonging to FedEx and 36 under UPS. FedEx and UPS have two distinct business models that stem from their origins as exclusive air and exclusive trucking carriers, respectively. UPS was founded primarily as a trucking company and did not establish its own airline until 1988, which was in part a response to the success of competitor FedEx. Up until that point UPS was relying on contract with commercial airlines to transport packages by air. FedEx was established as an air cargo airline in 1971 and began overnight air operations in 1973. FedEx did not get into the ground freight game until 1998 with the purchase of several trucking companies, which enabled FedEx to offer ground logistics services in addition to its overnight express airline component.

FedEx Express is the original overnight courier service that provides next day air service and time-definite international service. All Express packages pass through one of its eight domestic hubs or five international hubs depending on the region. FedEx Ground is the company's guaranteed day-definite delivery service within Canada and the U.S. that provides cost savings over the time-definite Express

service. FedEx Freight is the company's less-than-truckload (LTL) service division, which consolidates multiple small freight shipments from multiple customers onto one truck. Each of FedEx's divisions operates independently, with no parcels from one service mixing with another. The surface transport of FedEx Express parcels are handled exclusively by FedEx Express trucks/vans and sorting facilities.

In contrast, UPS parcels are transported by whatever means necessary to get shipments to their destination within the specified time-frame. UPS surface transport trucks/vans and sorting facilities handle both air and ground shipments. This makes identifying UPS air cargo related operations more challenging. UPS indicates that their air/overnight product comprises approximately 15 percent of all UPS activity, whereas 100 percent of FedEx Express activity is related to air cargo. The surface transportation of freight (by FedEx Express or UPS) between station and airport utilizes all roadway types, including arterial roadways, limited access highways, and limited access toll highways.

Integrated Express Stations and Surface Transportation Trends

FedEx Express has 41 stations across the state that are located an average of 30 miles in distance and 38 minutes in time from the nearest airport with FedEx Express aircraft. These stations comprise a total area of over 1.67 million square feet, and average 40,800 square feet per facility. In total, there are 559 truck doors and truck docks at these stations, with an average of 4 docks and 10 doors per station. This results in a ratio of 2,991 square feet per door/dock.

Table 1 lists all off-airport FedEx stations in Florida and their associated surface transportation characteristics. All 41 FedEx Express stations in Florida have surface transportation routes to their respective airports using arterial roadways, while only 20 utilize limited access highways and 12 utilize limited access toll highways. The average distances driven by roadway type includes 12 miles on arterial roadways, 13 miles for limited access highways, and eight miles on limited access toll highways. The longest of these routes is 93 miles between the station in Lynn Haven and Tallahassee Regional Airport. The second longest route is 87 miles between the Ocala station and Orlando International Airport. The two shortest routes are both five miles from stations served by aircraft at Miami International and Tampa International. There are two stations in Northwest Florida (Pensacola and Ft Walton Beach) that truck cargo out of state to an airport in Mobile, Alabama, in order to transfer cargo to a FedEx Express aircraft. These stations and their associated routes are included in the statewide averages since the majority of the surface transportation takes place in Florida. The number of truck trips between each station and the nearest airport is unknown; however, it is safe to assume there is at least one inbound and one outbound truck per day.

Table 1
FedEx Express Off-Airport Stations and Surface Transport Trends

Closest Airport	Station Location	Miles from Airport	Limited Access Highway Miles	Limited Access - Toll Highway Miles	Arterial Roadway Miles	Minutes from Airport	Square Feet	Number of Truck Docks	Number of Truck Doors
FLL	Ft Lauderdale, FL 33309	13	7	-	6	22	28,865	4	6
FLL	Ft Lauderdale, FL 33312	3	-	-	3	8	158,477	41	10
FLL	Miramar, FL 33025	20	-	13	7	30	63,862	-	11
FLL	Pompano Beach, FL 33069	14	10	-	4	23	56,290	4	7
JAX	Gainesville, FL 32606	87	35	-	52	98	11,000	-	10
JAX	Jacksonville, FL 32216	22	18	-	4	31	50,400	5	14
JAX	Jacksonville, FL 32220	16	11	-	5	23	50,400	6	9
MCO	Cocoa, FL 32926	40	-	21	19	49	17,500	-	18
MCO	Lake Wales, FL 33853	52	17	9	26	59	12,500	-	11
MCO	Leesburg, FL 34748	55	-	23	32	67	5,978	-	3
MCO	Longwood, FL 32750	36	-	23	13	47	28,083	-	11
MCO	Melbourne, FL 32934	59	21	33	5	65	19,200	1	13
MCO	Ocala, FL 34474	87	24	59	4	90	25,040	3	1
MCO	Orlando, FL 32803	12	-	-	12	25	46,500	5	11
MIA	Miami, FL 33130	13	11	-	2	16	25,587	3	6
MIA	Miami, FL 33162	21	15	-	6	27	28,809	-	10
MIA	Miami, FL 33166	-	-	-	-	-	119,261	29	9
MIA	Miami, FL 33172	5	-	-	5	12	100,005	11	8
MIA	Miami, FL 33186	17	8	7	2	22	25,202	1	7
PBI	Boca Raton, FL 33487	22	18	-	4	31	82,676	2	15
PBI	Lake Worth, FL 33461	6	-	-	6	14	36,300	-	10
PBI	Palm City, FL 34990	40	34	-	6	47	21,876	-	7
PBI	Port St. Lucie, FL 34986	56	54	-	2	60	34,320	-	12
PBI	Riviera Beach, FL 33404	10	7	-	3	15	49,200	16	11
RSW	Ft Myers, FL 33966	7	-	-	7	15	30,000	-	8
RSW	Naples, FL 34104	32	27	-	5	40	22,500	-	9
RSW	Naples, FL 34110	22	15	-	7	31	30,000	5	5
RSW	Punta Gorda, FL 33982	35	30	-	5	42	35,000	4	15
TPA	Bradenton, FL 34203	50	1	39	10	61	57,961	4	1
TPA	Brooksville, FL 34609	42	-	37	5	48	19,101	5	8
TPA	Dunedin, FL 34698	17	-	-	17	32	35,280	-	11
TPA	Lakeland, FL 33805	37	34	-	3	43	31,500	5	8
TPA	Pinellas Park, FL 33782	17	15	-	2	25	49,941	-	21
TPA	Sarasota, FL 34232	64	18	41	5	71	32,857	4	8
TPA	Tampa, FL 33619	16	-	14	2	25	35,672	-	14
TPA	Tampa, FL 33634	5	-	-	5	11	95,127	7	10

Source: CDM Smith, Google Earth, Bing Maps, FedEx Express

Table 1 Continued
FedEx Express Off-Airport Stations and Surface Transport Trends

Closest Airport	Station Location	Miles from Airport	Limited Access Highway Miles	Limited Access - Toll Highway Miles	Arterial Roadway Miles	Minutes from Airport	Square Feet	Number of Truck Docks	Number of Truck Doors
MLB	Vero Beach, FL 32962	38	-	-	38	52	22,680	-	11
TLH	Lynn Haven, FL 32444	93	-	-	93	116	10,821	1	8
TLH	Tallahassee, FL 32303	7	-	-	7	16	33,602	-	13
MOB/BFM (AL)	Ft Walton Beach, FL 32548	100	60	-	40	110	10,560	-	6
MOB/BFM (AL)	Pensacola, FL 32505	69	60	-	9	80	22,208	-	7
Total		**1,357**	**550**	**319**	**488**	**1,699**	**1,672,141**	**166**	**393**
Average		**33**	**13**	**8**	**12**	**41**	**40,784**	**4**	**10**

Source: CDM Smith, Google Earth, Bing Maps, FedEx Express

UPS has 36 stations located in Florida that are located an average of 40 miles in distance and 48 minutes in time for the nearest airport with UPS aircraft. These stations comprise a total area of nearly 2.9 million square feet and average 80,400 square feet per facility. In total, there are 2,496 truck doors and truck docks at these stations, with an average of 61 docks and 8 doors. This results in a ratio of 1,159 square feet per door/dock.

Table 2 lists all off-airport UPS stations in Florida and their associated surface transportation characteristics. The 36 UPS stations all have surface transportation routes to their respective airports using arterial roadways, while only 26 stations utilize limited access highways and 10 utilize limited access toll highways. The average distances driven by roadway type includes 16 miles on arterial roadways, 18 miles for limited access highways, and seven miles on limited access toll highways. The longest of these routes is 104 miles between the station in Daytona Beach and Jacksonville International. The shortest route is only two miles from the station served by aircraft at Miami International. The UPS station in Tallahassee trucks cargo out of state to Albany, Georgia, in order to meet UPS aircraft. This station and its associated route is included the statewide averages since a portion of the surface transportation takes place in Florida.

Table 2
UPS Off-Airport Stations and Surface Transport Trends

Closest Airport	Station Location	Miles from Airport	Limited Access Highway Miles	Limited Access - Toll Highway Miles	Arterial Roadway Miles	Minutes from Airport	Square Feet	Number of Truck Docks	Number of Truck Doors
FLL	Deerfield Beach, FL 33442	22	18	-	4	28	163,908	103	6
FLL	Ft Lauderdale, FL 33311	11	4	-	7	19	107,068	51	6
FLL	Hialeah, FL 33013	9	-	-	9	-	412,515	240	15
FLL	Hollywood, FL 33020	4	-	-	4	10	32,810	8	5
JAX	Daytona Beach, FL 32114	104	99	-	5	110	29,799	47	19
JAX	Gainesville, FL 32653	87	35	-	52	99	16,732	74	-
JAX	Jacksonville, FL 32219	13	9	-	4	20	512,169	231	11
JAX	Lake City, FL 32055	68	46	-	22	72	5,327	11	1
JAX	St. Augustine, FL 32084	51	46	-	5	58	25,718	18	13
MCO	Lake Wales, FL 33853	53	17	9	27	60	22,652	3	18
MCO	Leesburg, FL 34748	54	-	23	31	64	21,560	5	16
MCO	Longwood, FL 32750	25	13	-	13	45	250,705	86	12
MCO	Ocala, FL 34474	90	21	61	8	86	27,459	36	7
MCO	Orlando FL 32824	26	13	-	13	8	278,131	184	8
MCO	Palm Bay, FL 32905	92	25	21	46	80	126,762	5	7
MCO	Rockledge, FL 32955	42	-	21	21	56	54,456	-	16
MIA	Homestead, FL 33032	25	5	12	8	29	24,096	72	16
MIA	Islamorada, FL 33036	78	5	25	48	99	9,760	3	-
MIA	Miami, FL 33122	2	-	-	2	5	145,348	100	9
PBI	Ft Pierce, FL 34982	57	33	-	24	70	15,562	60	-
PBI	Stuart, FL 34997	40	33	-	7	48	28,072	39	1
PBI	Vero Beach, FL 32967	86	79	-	7	93	18,196	10	13
RSW	Ft Myers, FL 33916	12	5	-	7	22	24,922	169	3
RSW	Naples, FL 34104	31	27	-	4	38	32,205	70	4
RSW	Punta Gorda, FL 33982	36	30	-	6	45	7,581	66	2
ECP	Panama City, FL 32405	19	-	-	19	28	9,522	27	9
EYW	East Rockland Key, FL 33040	3	-	-	3	5	4,025	-	2
PIE	Bradenton, FL 34208	37	5	27	5	45	12,722	19	6
PIE	Brooksville, FL 34601	59	8	37	14	68	18,634	26	26
PIE	Clearwater, FL 33760	3	-	-	3	8	136,500	85	5
PIE	Clearwater, FL 33765	9	-	-	9	21	21,329	5	6
PIE	Lakeland, FL 33801	53	41	-	12	53	58,720	66	5
PIE	Sarasota, FL 34234	46	-	27	19	57	53,883	82	2
PIE	Tampa, FL 33619	21	16	-	5	28	123,883	123	4
PNS	Pensacola, FL 32526	16	9	-	7	24	21,720	39	8
ABY (GA)	Tallahassee, FL 32303	92	6	-	86	112	39,293	32	20
Total		**1,476**	**647**	**263**	**566**	**1,713**	**2,893,744**	**2,195**	**301**
Average		**41**	**18**	**7**	**16**	**48**	**80,382**	**61**	**8**

Source: CDM Smith, Google Earth, Bing Maps, UPS

Surface Transport Maps by Airport Market and Carrier

This section illustrates the surface transportation routes likely utilized by FedEx and UPS between their stations and the nearest airport. **Exhibits 1** through **21** illustrate the composite maps that have been made for each carrier by airport market. Analysis for each station is presented subsequently.

Exhibit 1
FedEx Express Off-Airport Stations Composite Map
Ft Lauderdale/Hollywood International Airport (FLL)
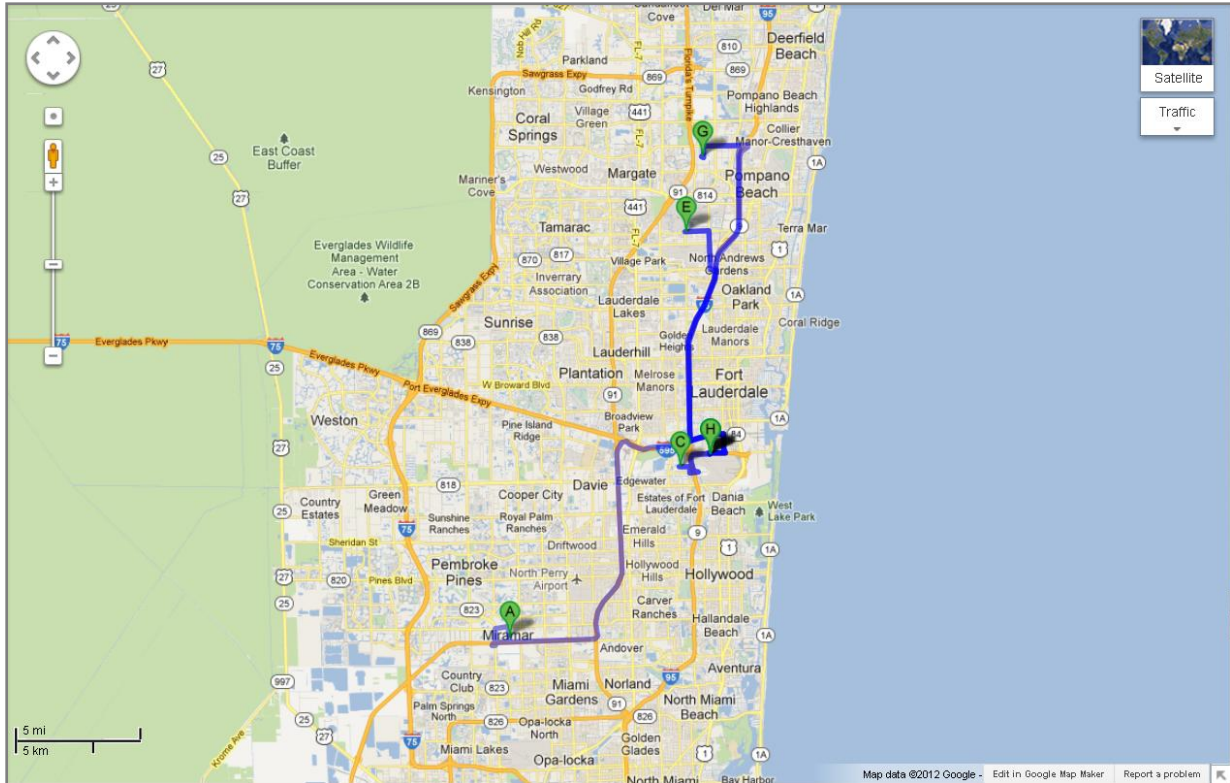
Source: GoogleMaps

FedEx Express has four off-airport stations in the Ft Lauderdale market area. The longest route from FLL is 20 miles, the shortest is three miles, and the average distance is 13 miles.

Exhibit 2
UPS Off-Airport Stations Composite Map
Ft Lauderdale/Hollywood International Airport (FLL)
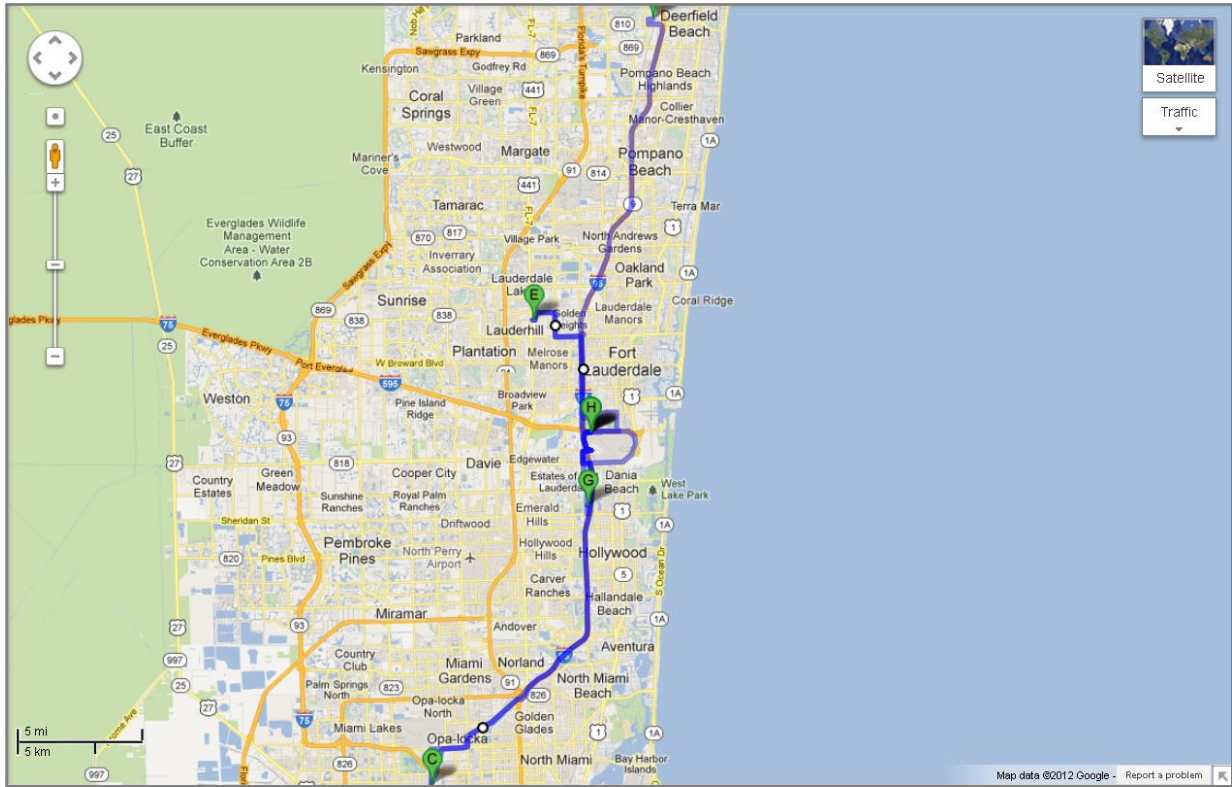
Source: GoogleMaps

UPS has four off-airport stations in the Ft Lauderdale market area. The longest route from FLL is 22 miles, the shortest is four miles, and the average distance is 12 miles.

Exhibit 3
FedEx Express Off-Airport Stations Composite Map
Jacksonville International Airport (JAX)
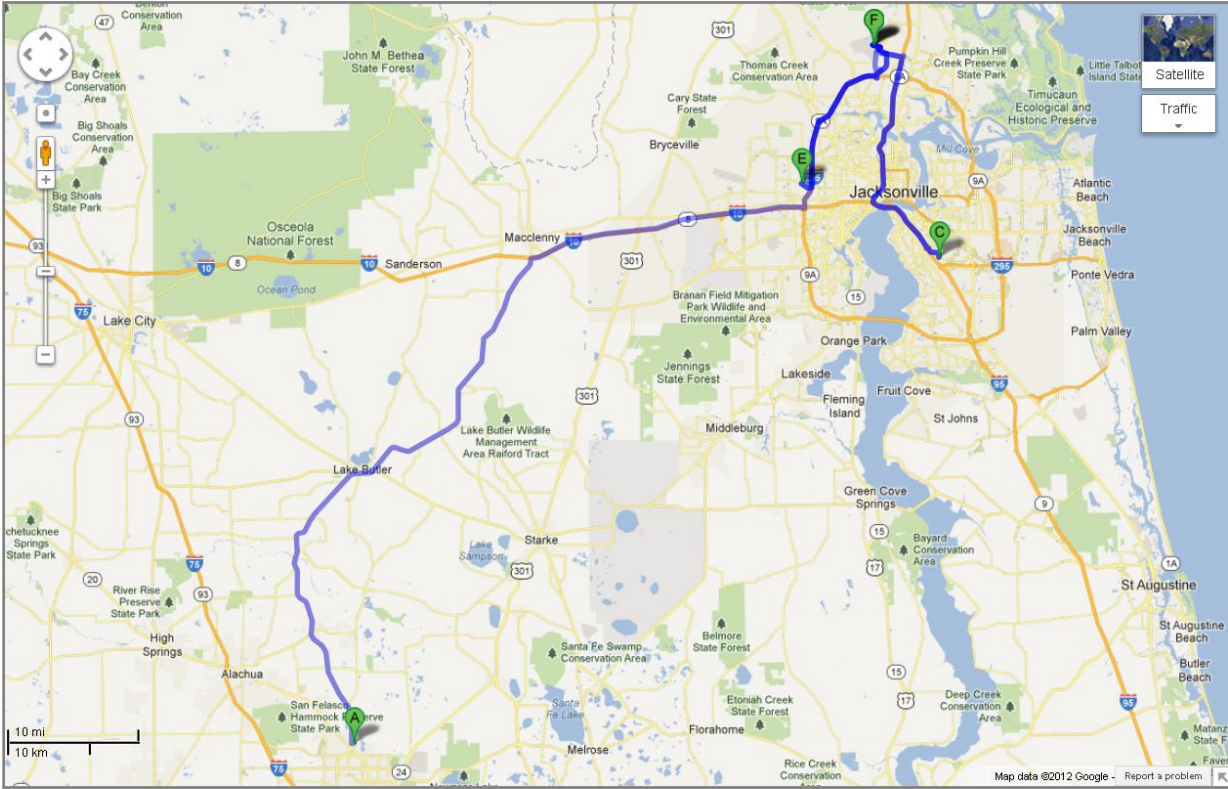
Source: GoogleMaps

FedEx Express has three off-airport stations in the Jacksonville market area. The longest route from JAX is 87 miles, the shortest is 16 miles, and the average distance is 42 miles.

Exhibit 4
UPS Off-Airport Stations Composite Map
Jacksonville International Airport (JAX)
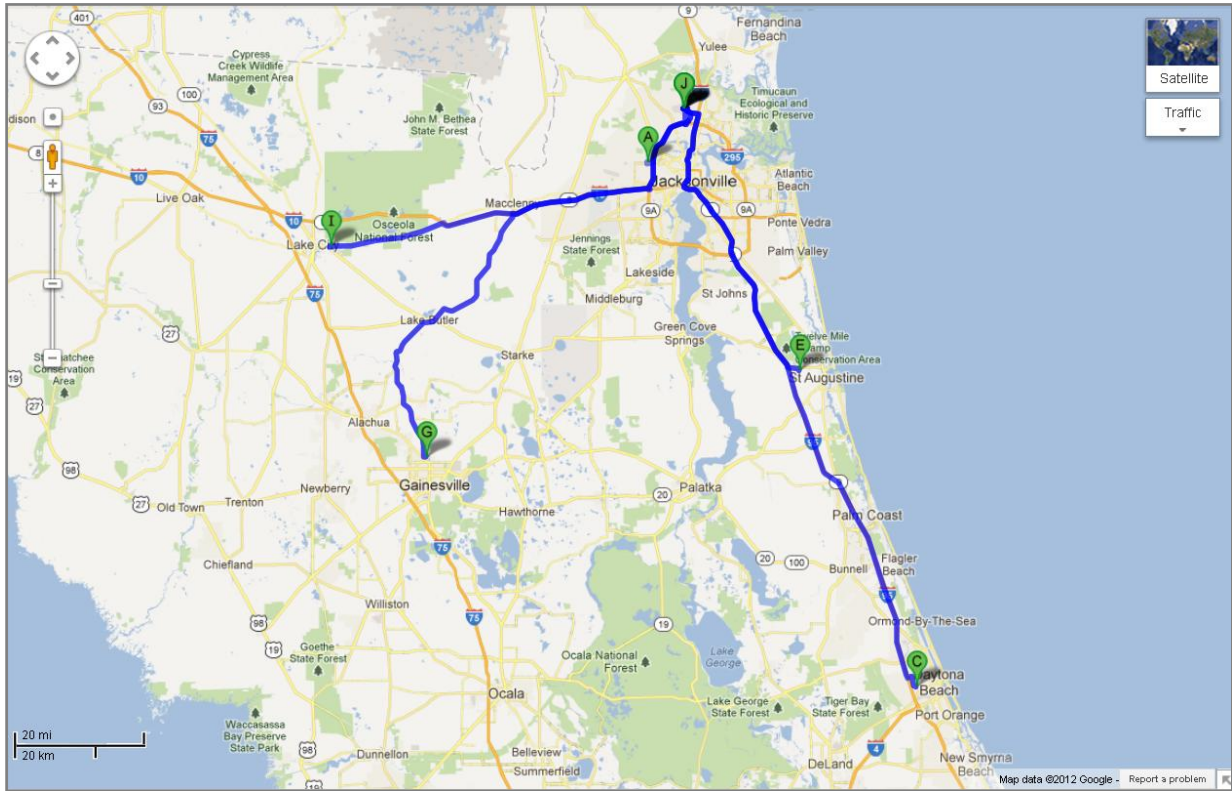
Source: GoogleMaps

UPS has five off-airport stations in the Jacksonville market area. The longest route from JAX is 104 miles, the shortest is 13 miles, and the average distance is 65 miles.

Exhibit 5
FedEx Express Off-Airport Stations Composite Map
Orlando International Airport (MCO)
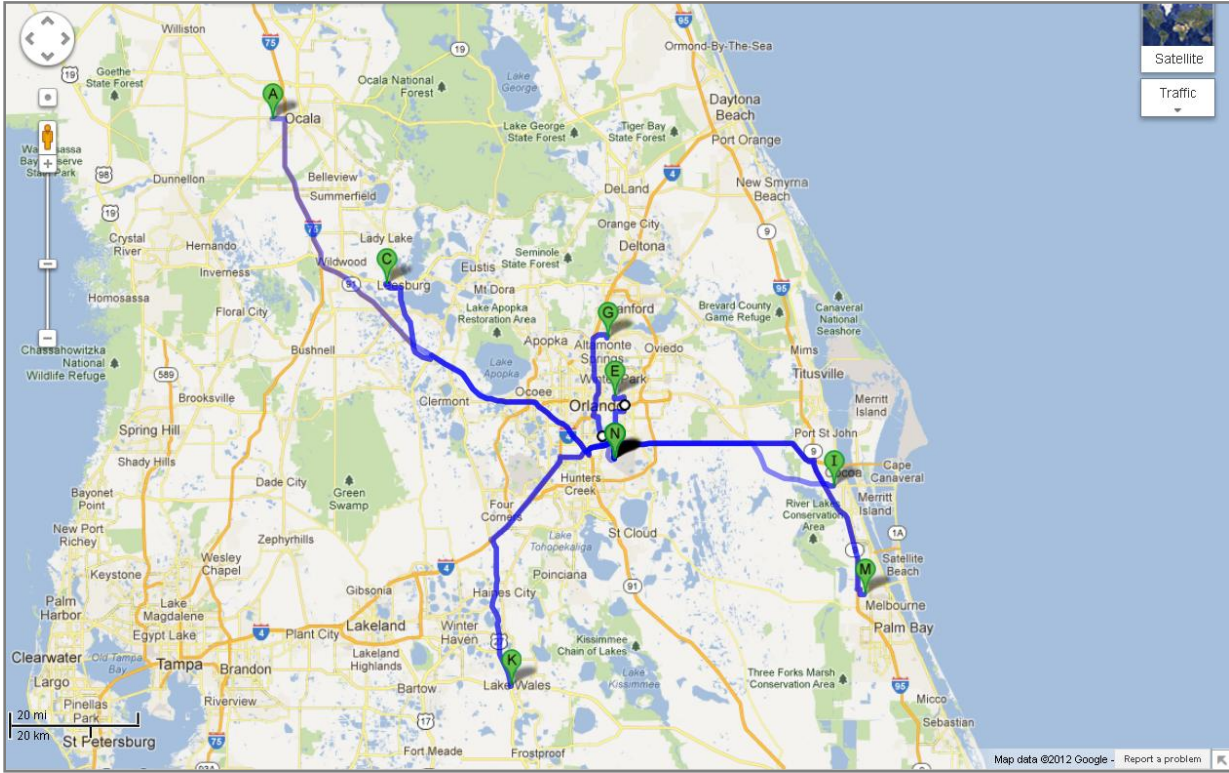
Source: GoogleMaps

FedEx Express has seven off-airport stations in the Orlando market area. The longest route from MCO is 87 miles, the shortest is 12 miles, and the average distance is 49 miles.

Exhibit 6
UPS Off-Airport Stations Composite Map
Orlando International Airport (MCO)
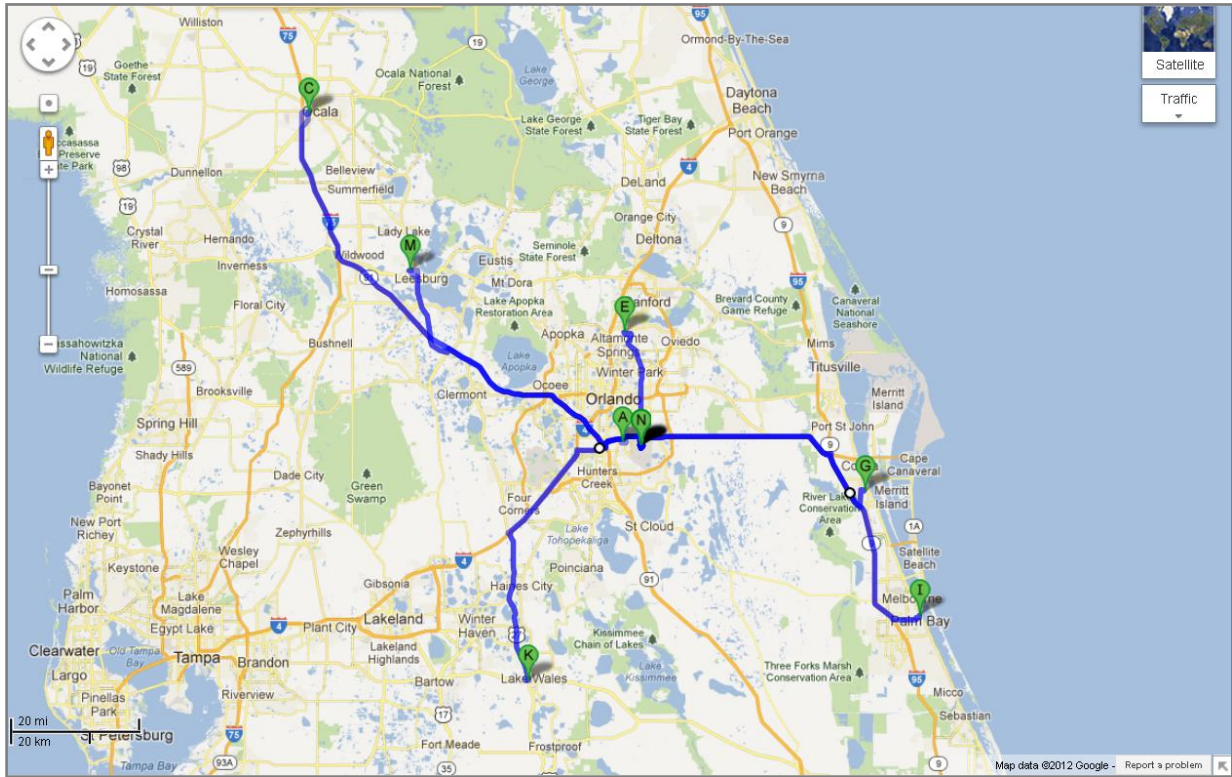
Source: GoogleMaps

UPS has seven off-airport stations in the Orlando market area. The longest route from MCO is 92 miles, the shortest is 26 miles, and the average distance is 55 miles.

Exhibit 7
FedEx Express Off-Airport Stations Composite Map
Miami International Airport (MIA)
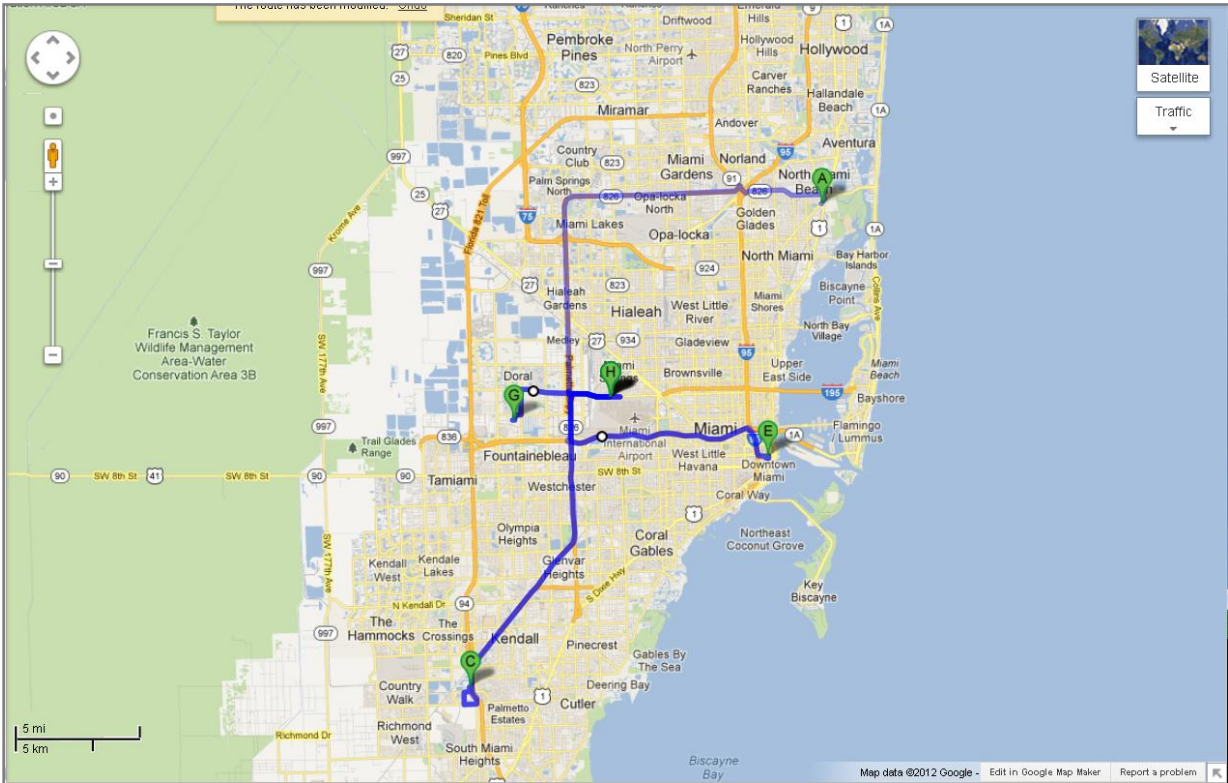
Source: GoogleMaps

FedEx Express has four off-airport stations in the Miami market area. The longest route from MIA is 21 miles, the shortest is five miles, and the average distance is 11 miles.

Exhibit 8
UPS Off-Airport Stations Composite Map
Miami International Airport (MIA)
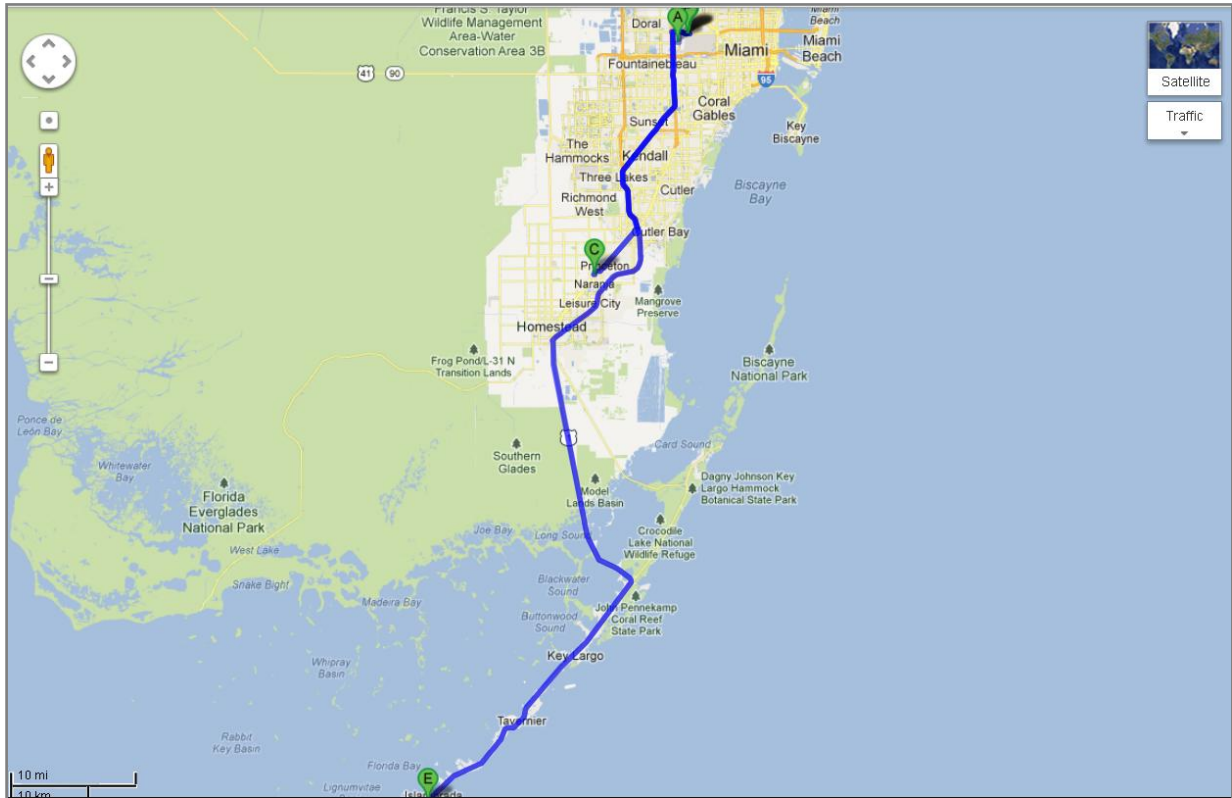
Source: GoogleMaps

UPS has three off-airport stations in the Miami market area. The longest route from MIA is 78 miles, the shortest is two miles, and the average distance is 35 miles.

Exhibit 9
FedEx Express Off-Airport Stations Composite Map
Palm Beach International Airport (PBI)
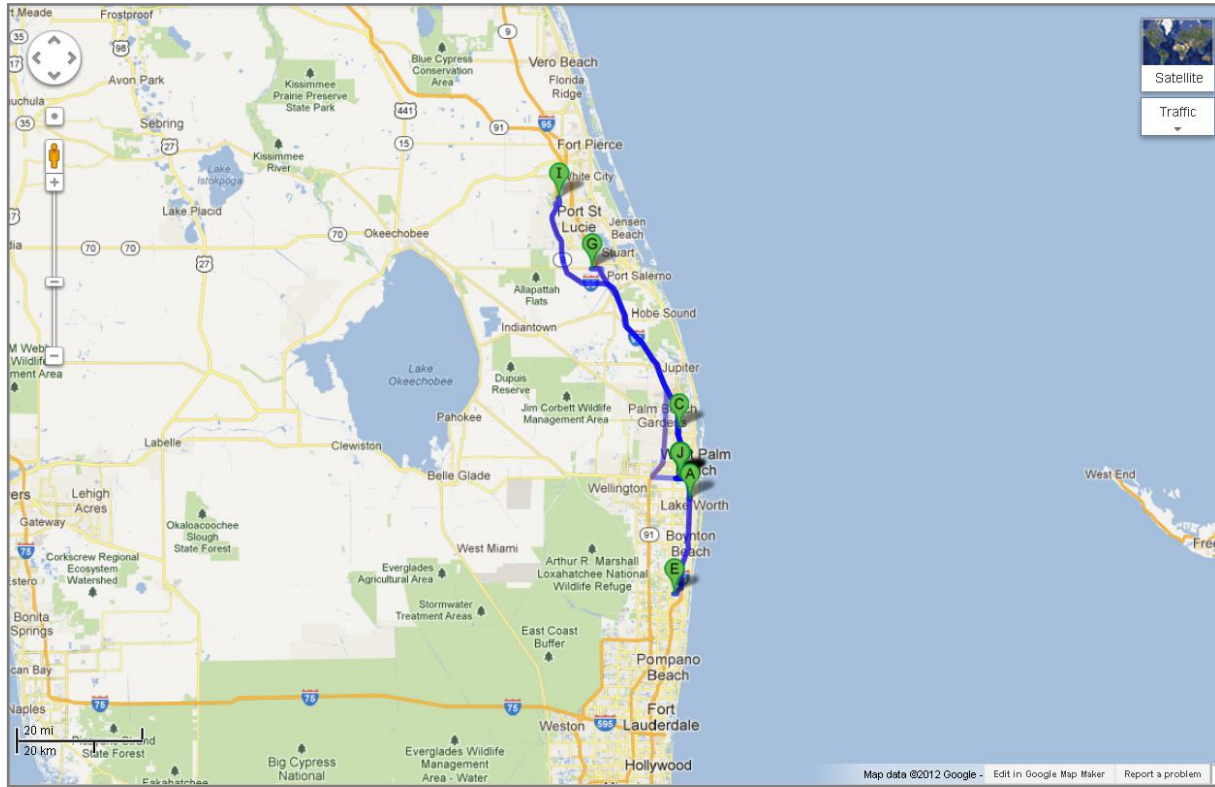
Source: GoogleMaps

FedEx Express has five off-airport stations in the West Palm Beach market area. The longest route from PBI is 56 miles, the shortest is six miles, and the average distance is 27 miles.

Exhibit 10
UPS Off-Airport Stations Composite Map
Palm Beach International Airport (PBI)
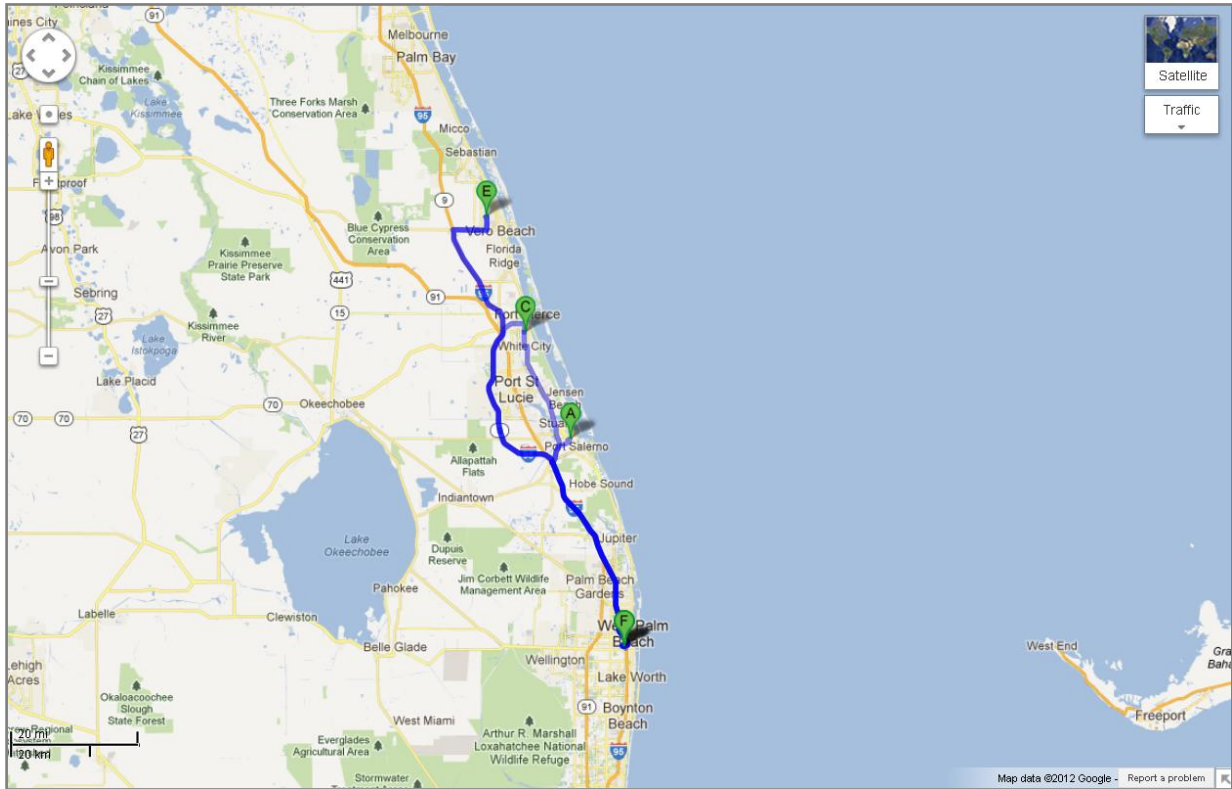
Source: GoogleMaps

UPS has three off-airport stations in the West Palm Beach market area. The longest route from PBI is 86 miles, the shortest is 40 miles, and the average distance is 61 miles.

Exhibit 11
FedEx Express Off-Airport Stations Composite Map
Southwest Florida International Airport (RSW)
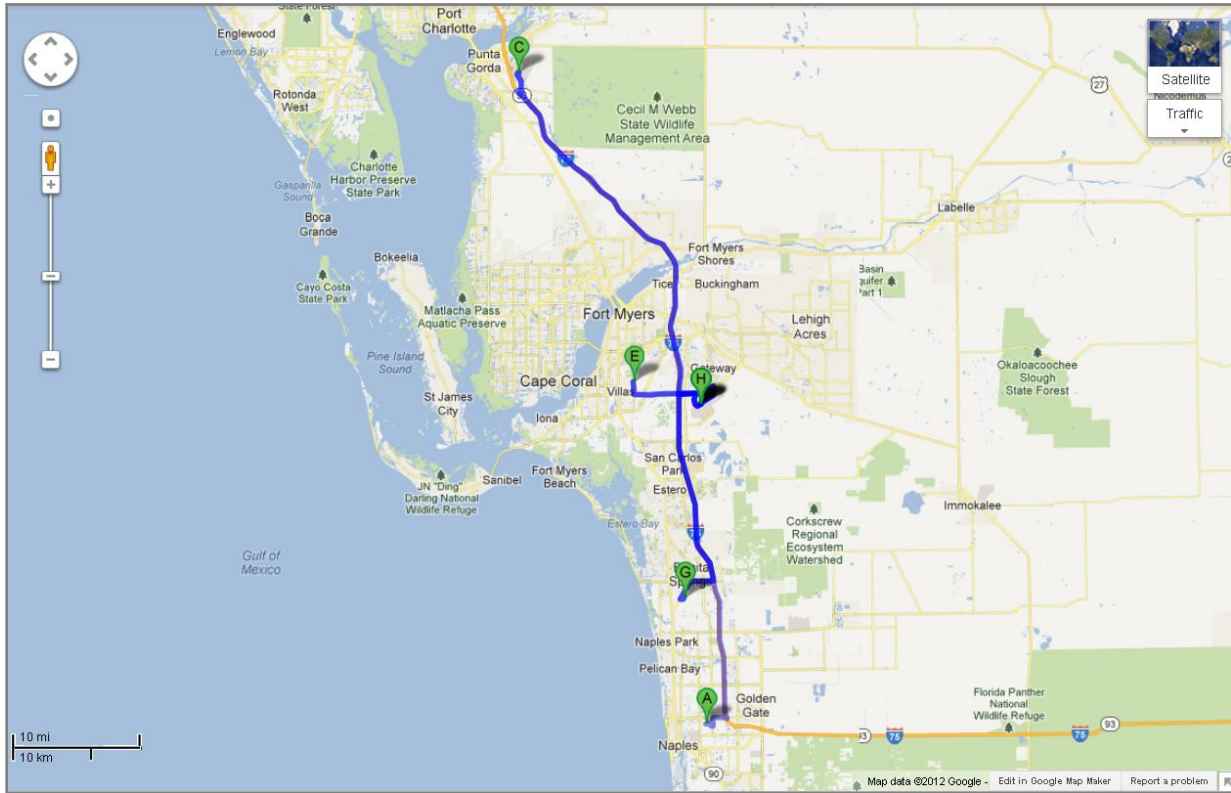
Source: GoogleMaps

FedEx Express has four off-airport stations in the Ft Myers market area. The longest route from RSW is 35 miles, the shortest is seven miles, and the average distance is 24 miles.

Exhibit 12
UPS Off-Airport Stations Composite Map
Southwest Florida International Airport (RSW)
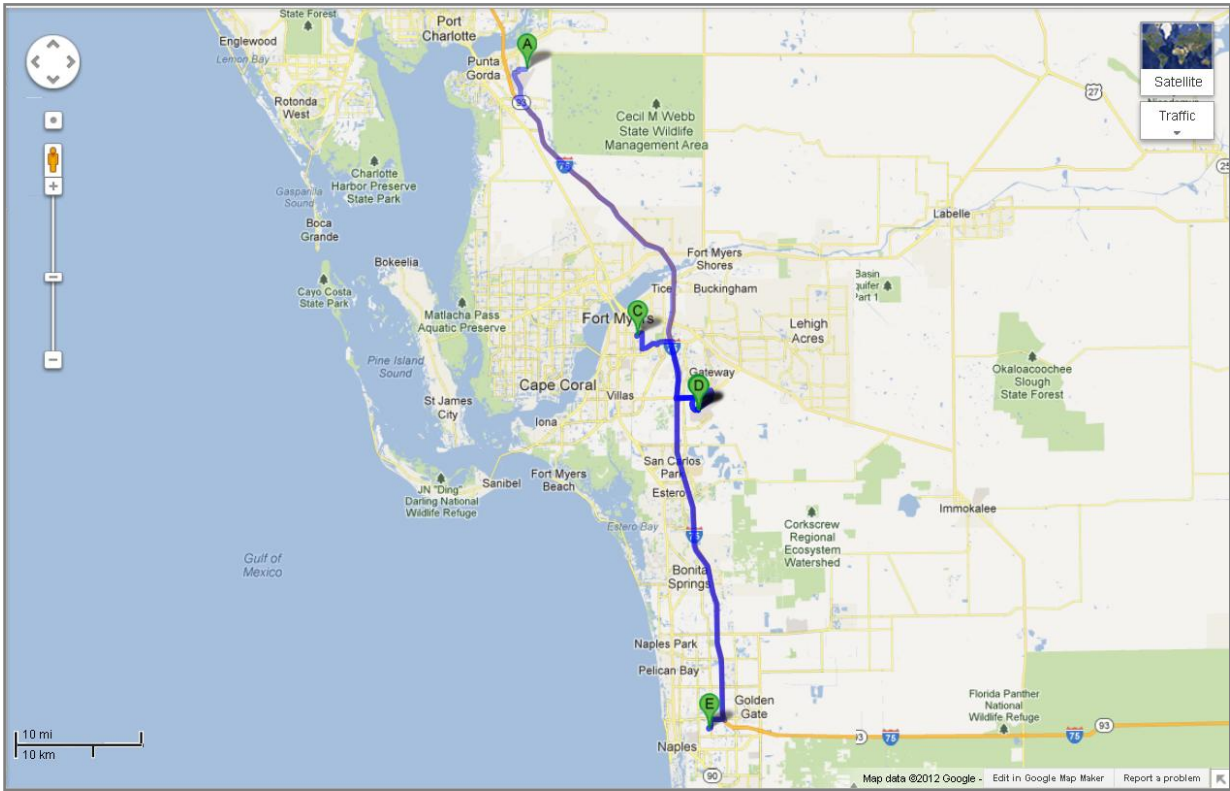
Source: GoogleMaps

UPS has three off-airport stations in the Ft Myers market area. The longest route from RSW is 36 miles, the shortest is 12 miles, and the average distance is 26 miles.

Exhibit 13
FedEx Express Off-Airport Stations Composite Map
Tampa International Airport (TPA)
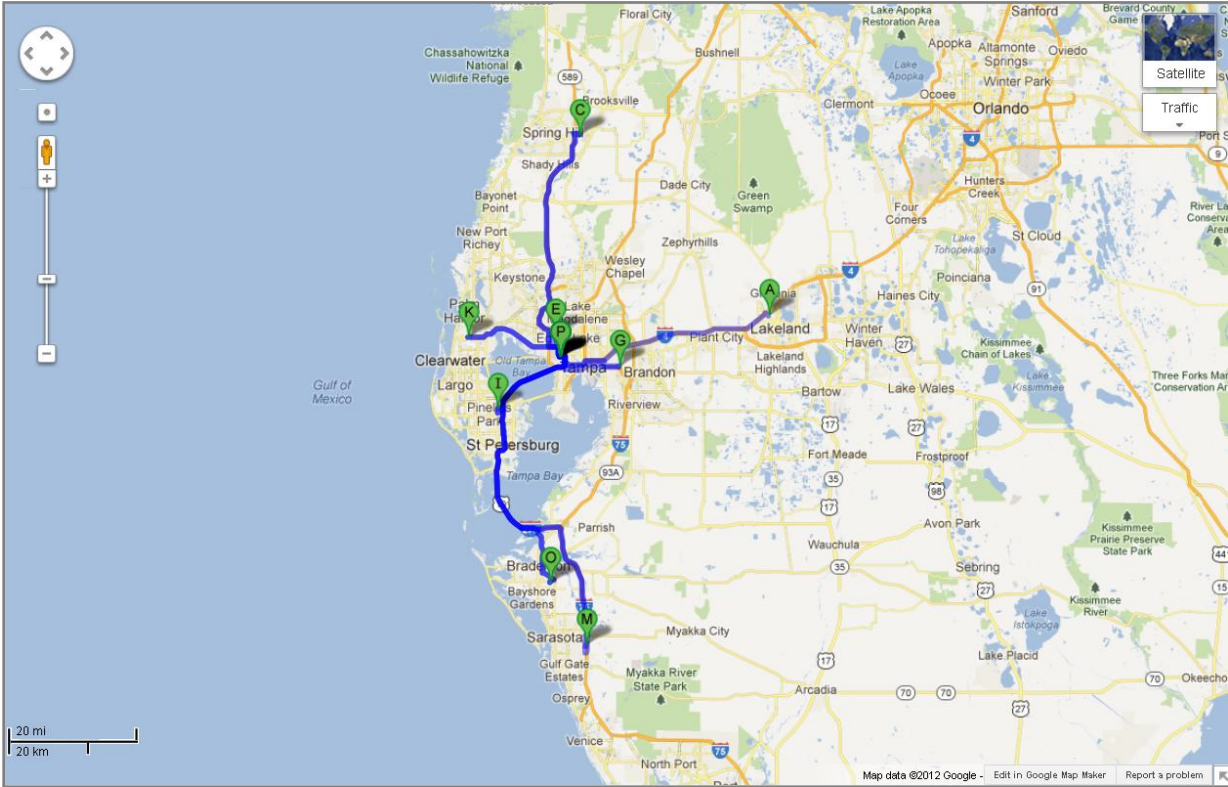
Source: GoogleMaps

FedEx Express has eight off-airport stations in the Tampa market area. The longest route from TPA is 64 miles, the shortest is 5 miles, and the average distance is 31 miles.

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Exhibit 14
UPS Off-Airport Stations Composite Map
Northwest Florida-Beaches International Airport (ECP)
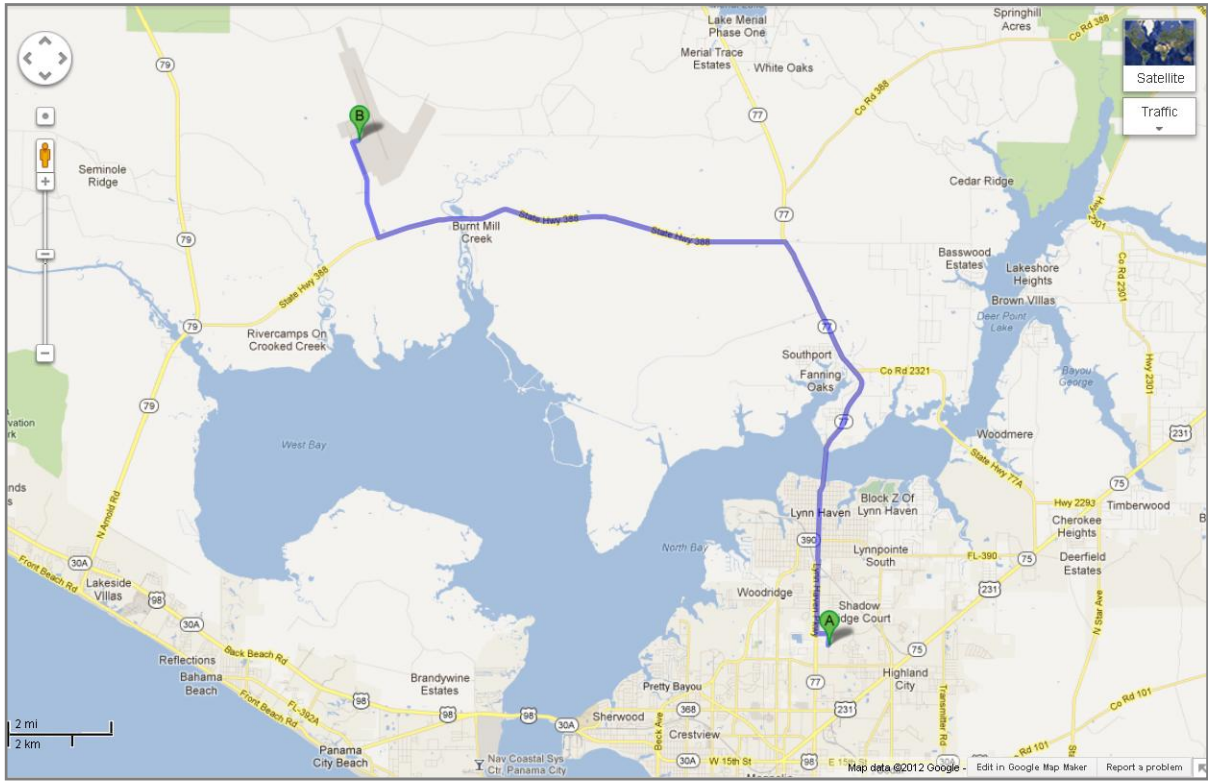
Source: GoogleMaps

UPS has one off-airport station in the Panama City market area. This route is 19 miles from ECP.

Exhibit 15
UPS Off-Airport Stations Composite Map
Key West International Airport (EYW)
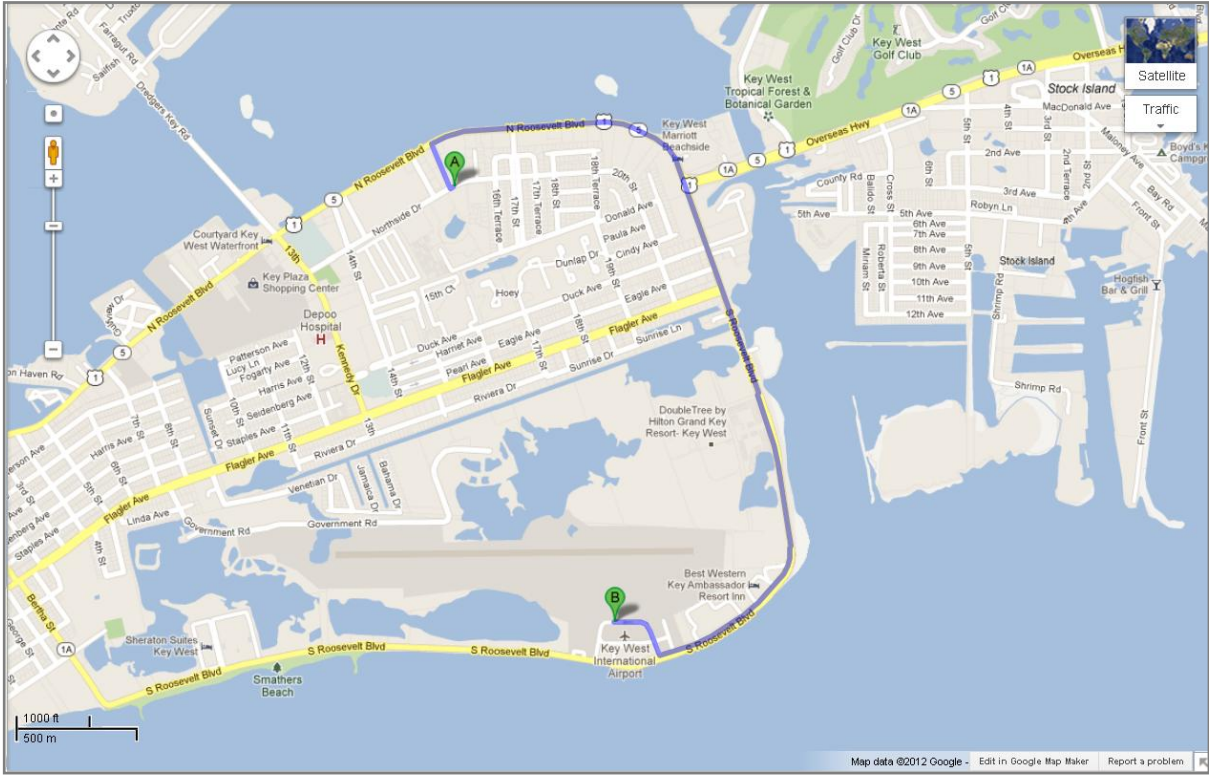
Source: GoogleMaps

UPS has one off-airport station in the Key West market area. This route is three miles from EYW.

Exhibit 16
FedEx Express Off-Airport Stations Composite Map
Melbourne International Airport (MLB)
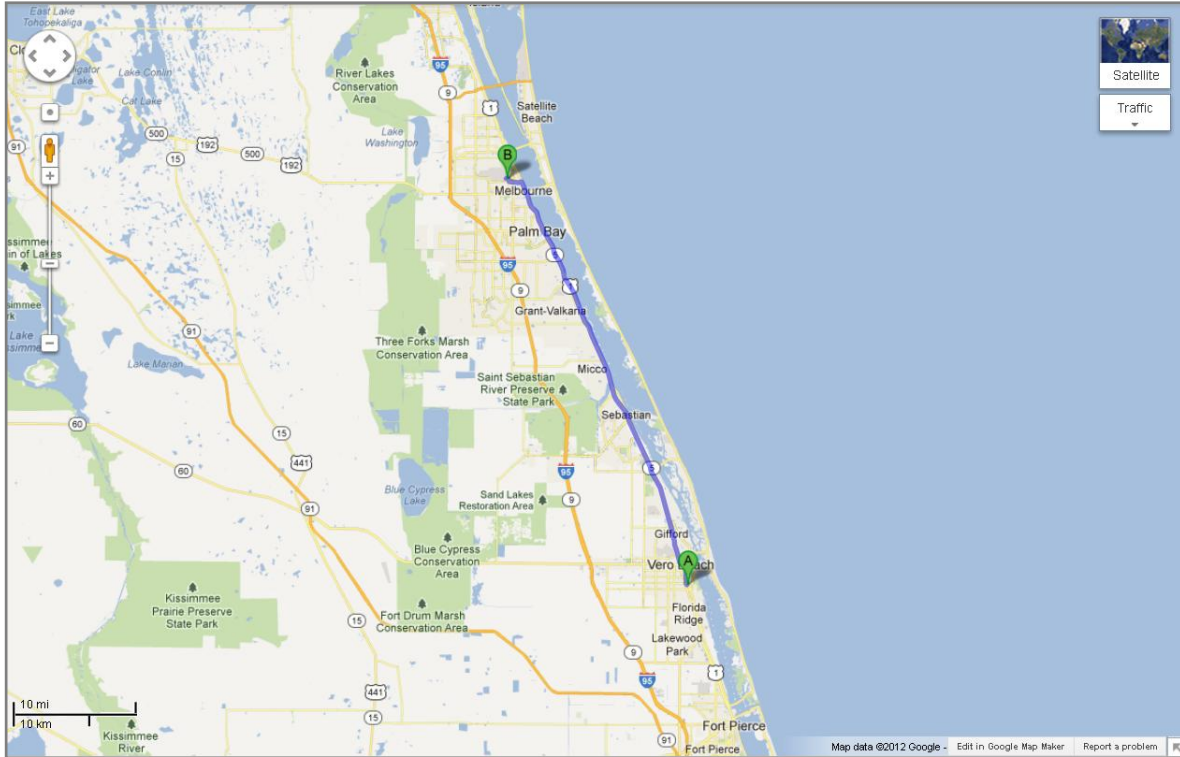
Source: GoogleMaps

FedEx Express has one off-airport station in the Melbourne market area. This route is 38 miles from MLB.

Exhibit 17
UPS Off-Airport Stations Composite Map
St Petersburg-Clearwater International Airport (PIE)
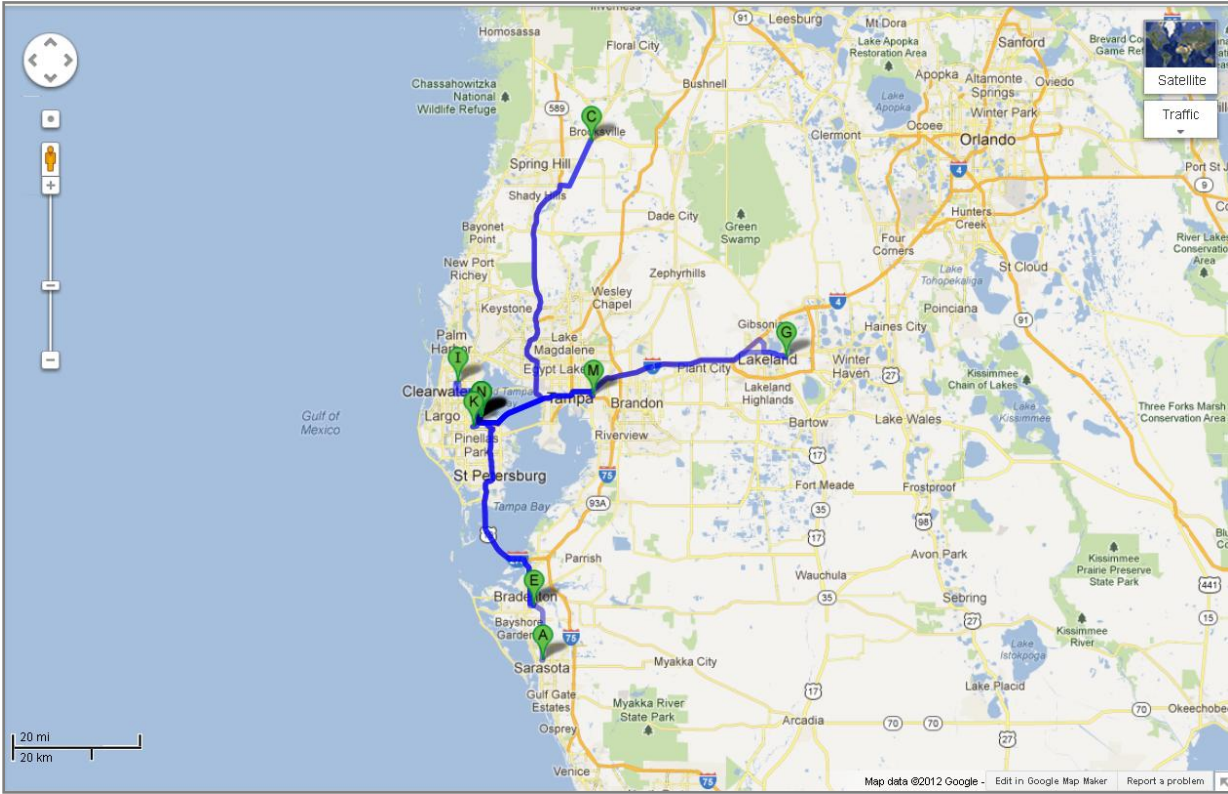
Source: GoogleMaps

UPS has seven off-airport stations in the St Petersburg market area. The longest route from PIE is 59 miles, the shortest is three miles, and the average distance is 33 miles.

Exhibit 18
UPS Off-Airport Stations Composite Map
Pensacola International Airport (PNS)
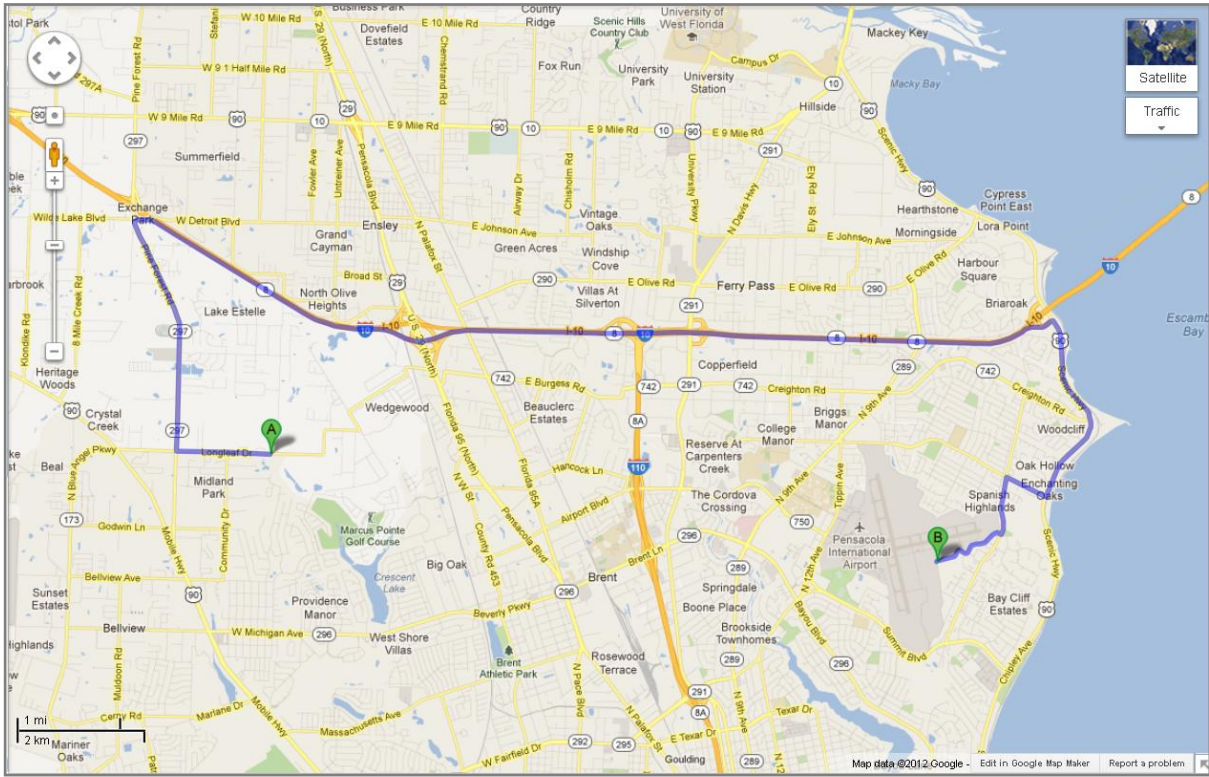
Source: GoogleMaps

UPS has one off-airport station in the Pensacola market area. This route is 16 miles from PNS.

Exhibit 19
FedEx Express Off-Airport Stations Composite Map
Tallahassee Regional Airport (TLH)
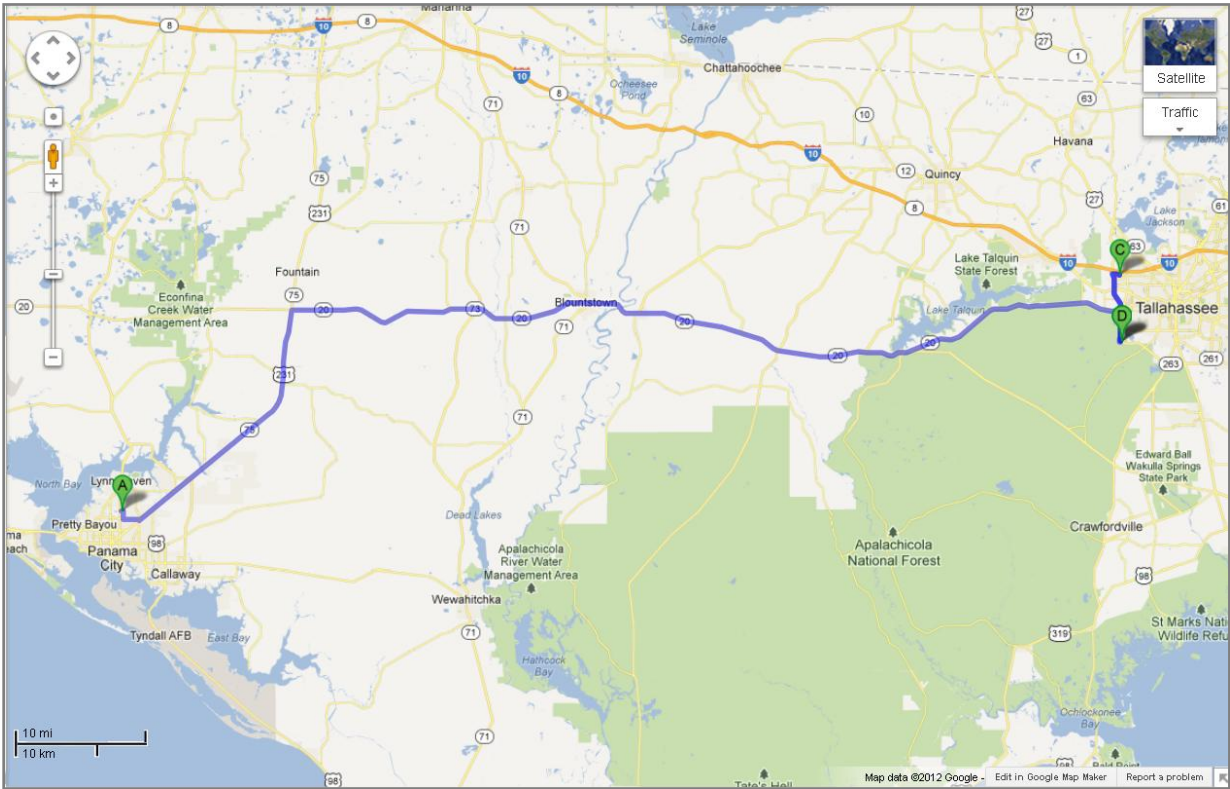
Source: GoogleMaps

FedEx Express has two off-airport stations in the Tallahassee market area. The routes are 93 miles and seven miles from TLH, averaging 50 miles.

Exhibit 20
FedEx Express Off-Airport Stations Composite Map
Pensacola Market (Truck Out-of-State)
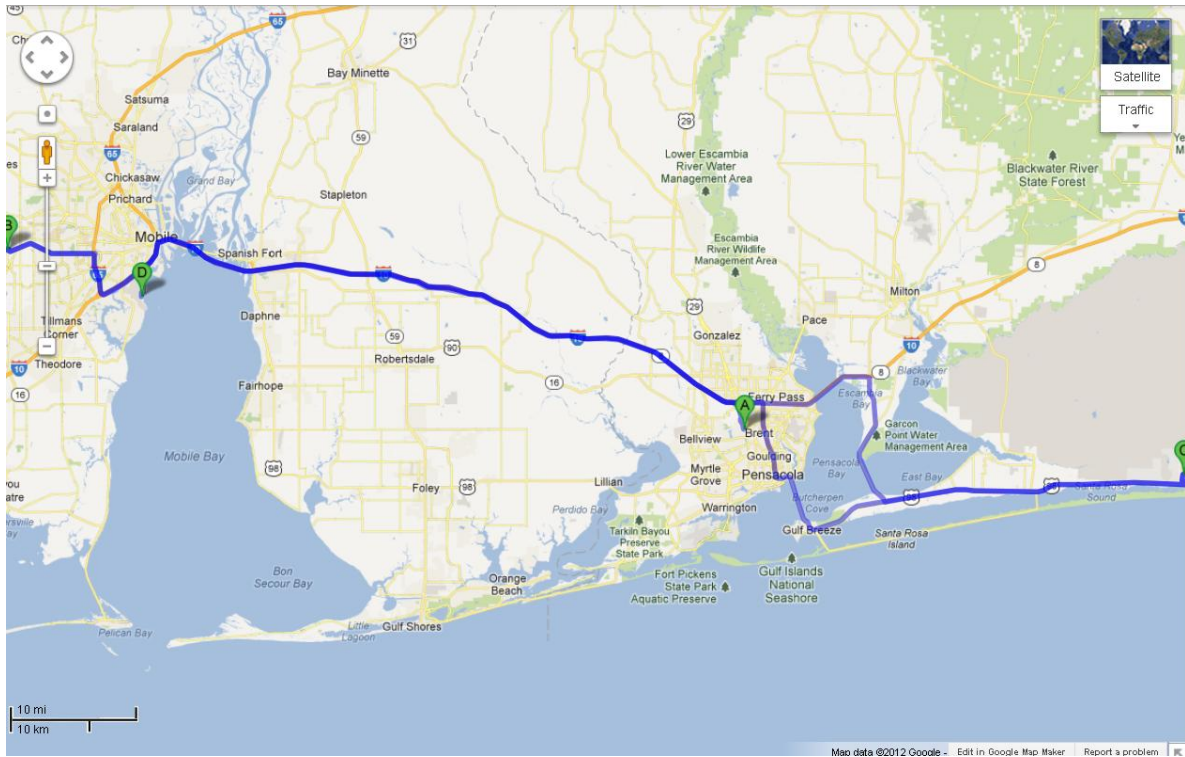
Source: GoogleMaps

FedEx Express has two off-airport stations in the Pensacola market area; however, FedEx trucks air cargo out of state to airports in Mobile, Alabama, in order to meet FedEx aircraft. These routes are 69 and 100 miles from the airports in Mobile.

Exhibit 21
UPS Off-Airport Stations Composite Map
Tallahassee Market (Truck Out-of-State)
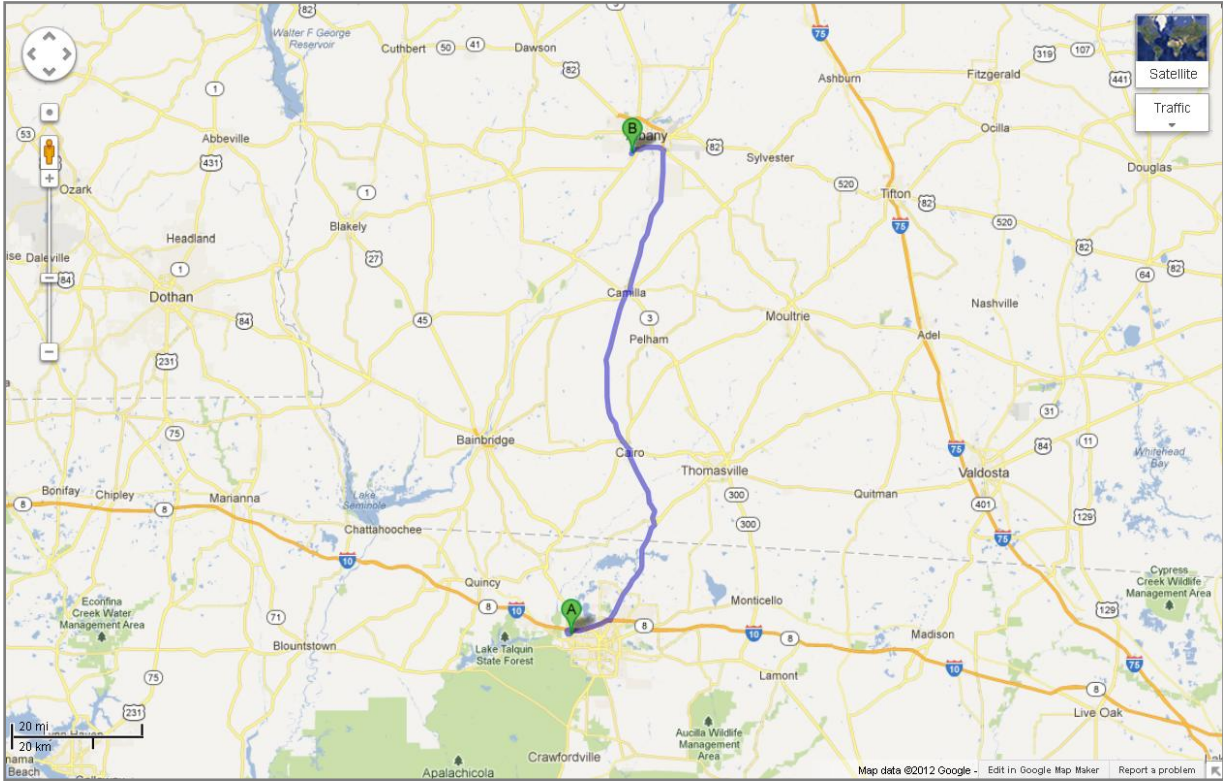
Source: GoogleMaps

UPS has one off-airport station in the Tallahassee market area; however, UPS trucks air cargo out of state to an airport in Albany, Georgia, in order to meet UPS aircraft. This route is 92 miles from the airport in Albany.

Integrator Surface Transport Profiles by Individual Station

This section will provide detailed profiles of each integrator station in Florida by carrier and airport market.

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 2600 NW 19th St, Pompano Beach, FL 33069

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 56,290
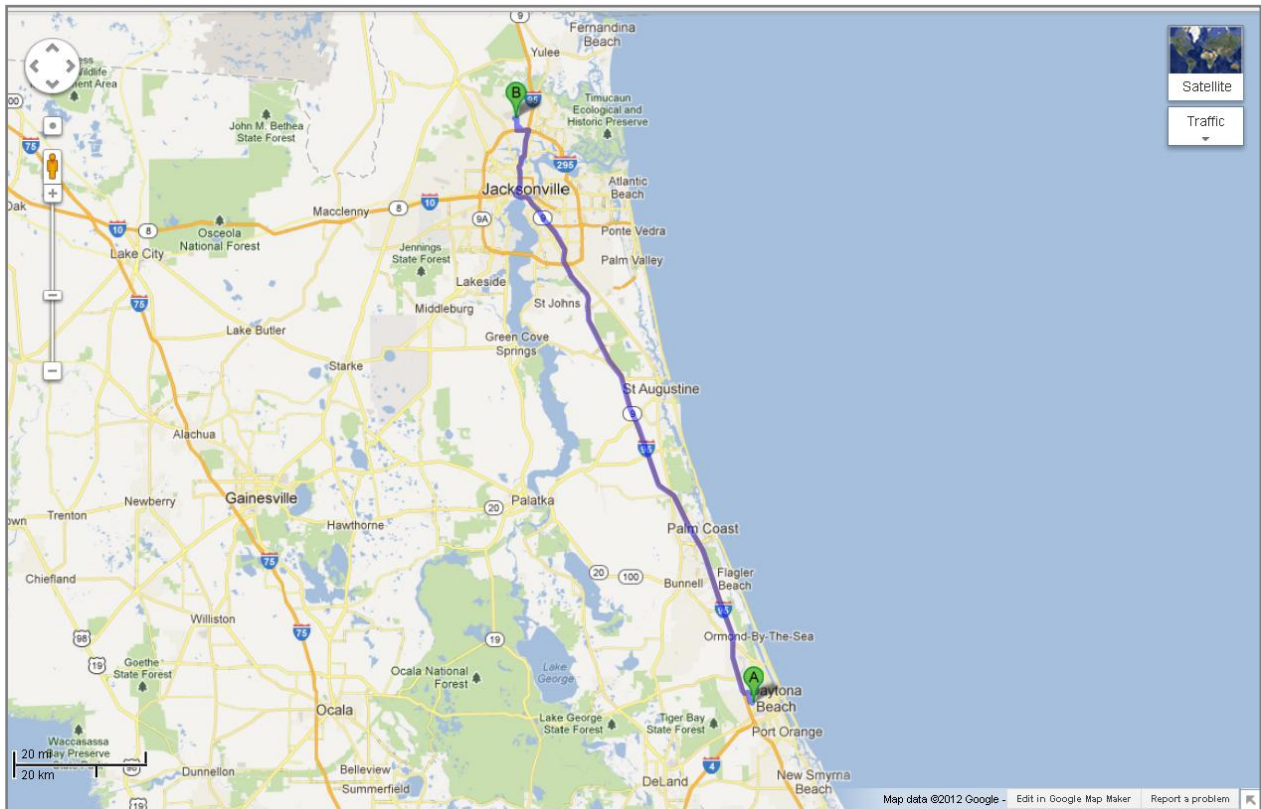- Estimated number of employees: 47
- Number of Truck Docks: 3
- Number of Truck Doors: 8

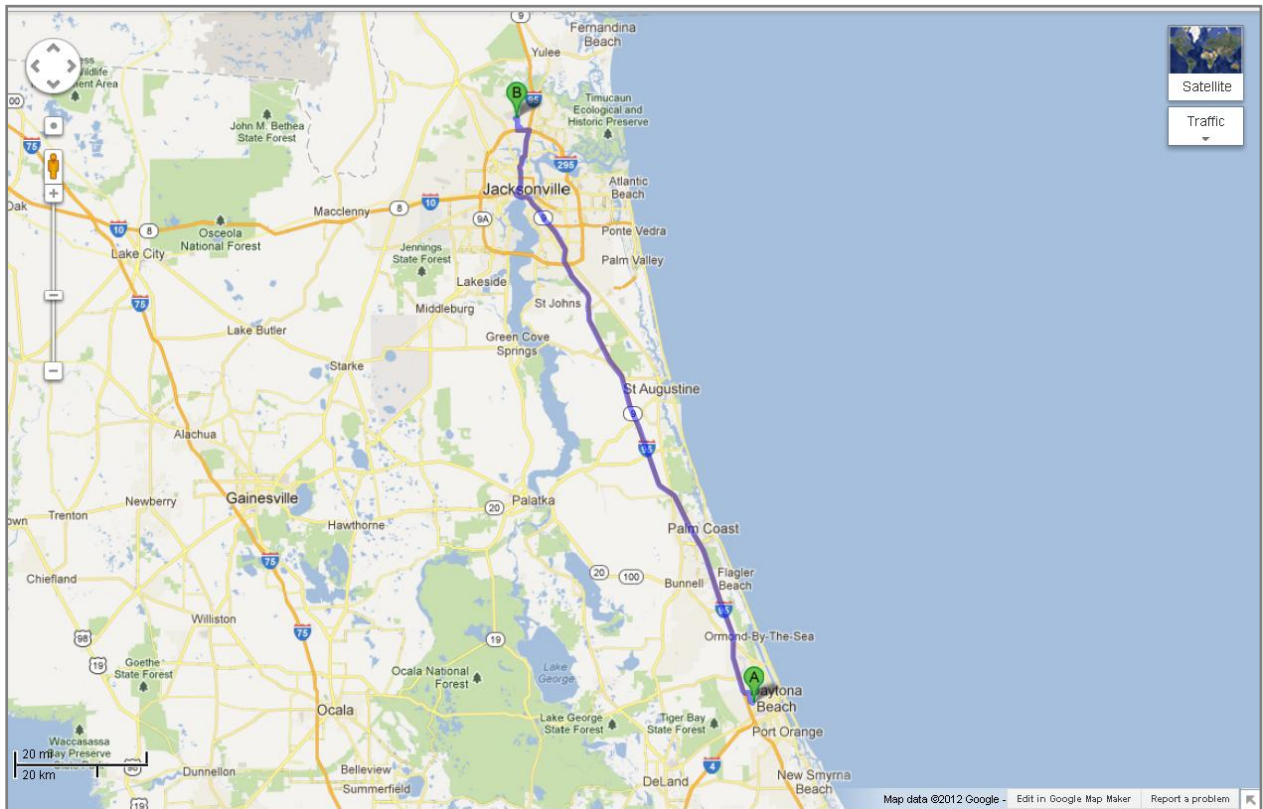Supporting airport: FLL

Driving distance to airport (miles): 17

- o Driving distance on limited access highway: 12
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 26

Likely truck route:
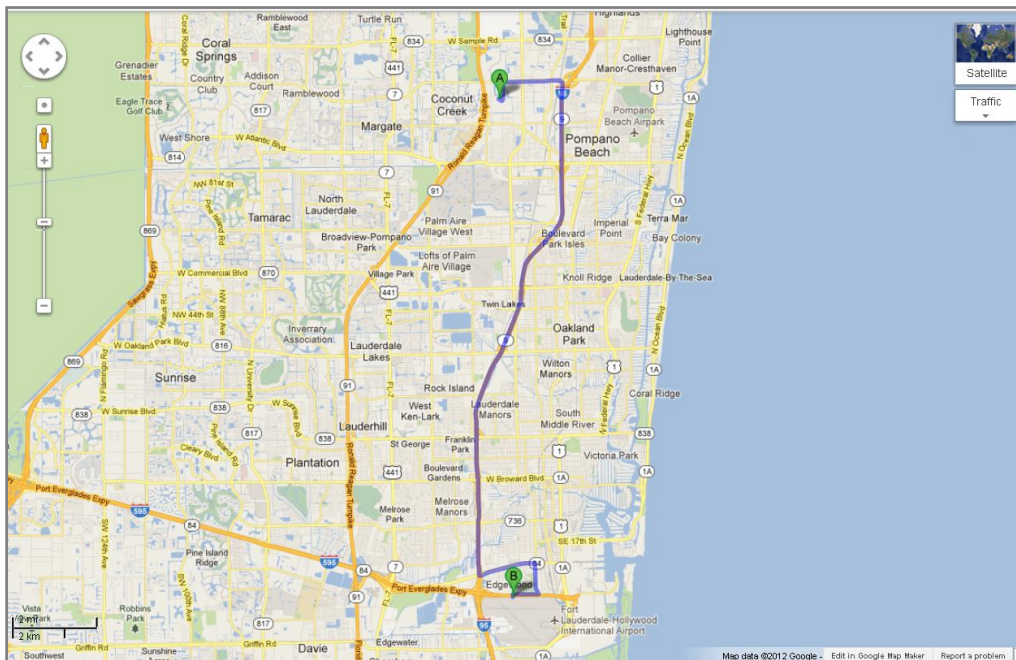
Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 3581 West McNab Road, Ft Lauderdale, FL 33309

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 28,865
- Estimated number of employees: 38
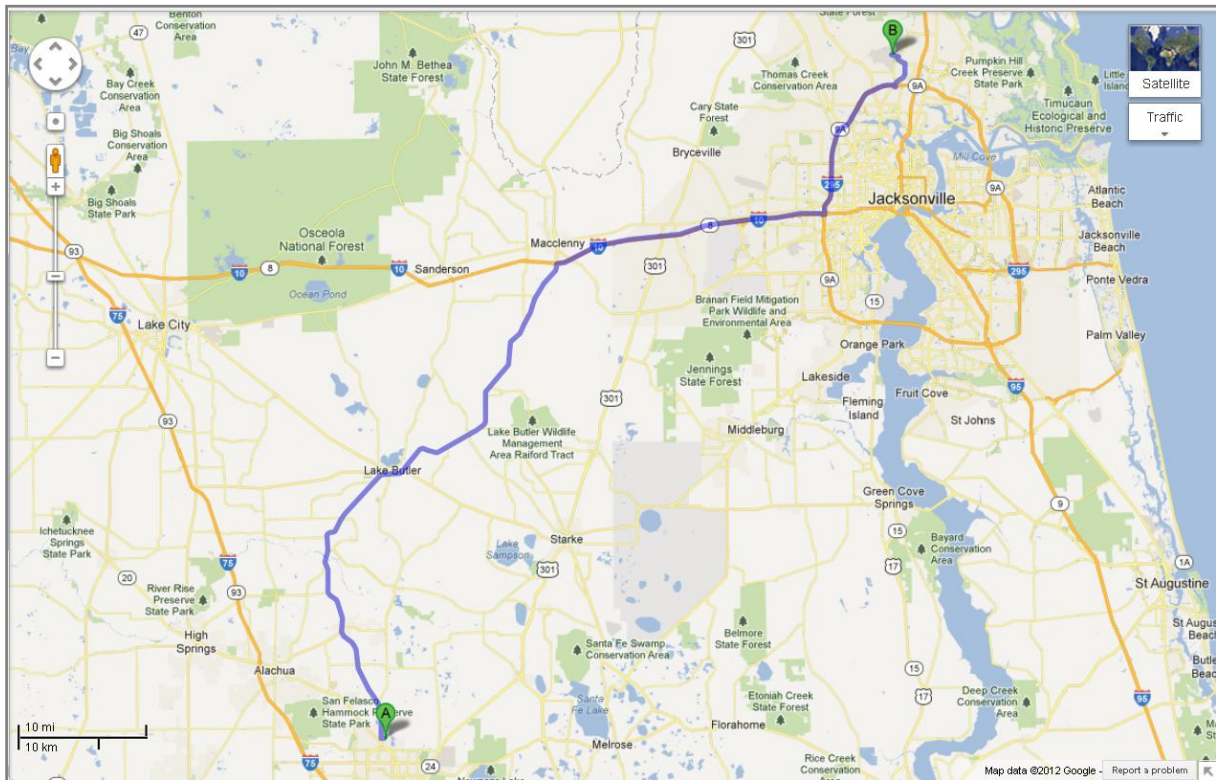- Number of Truck Docks: 4
- Number of Truck Doors: 6

Supporting airport: FLL

Driving distance to airport (miles): 13

- Driving distance on limited access highway: 7
- Driving distance on limited access highway-Toll: 0
- Driving distance on arterial roadways: 6

Driving distance to airport in minutes: 22

Likely truck route:
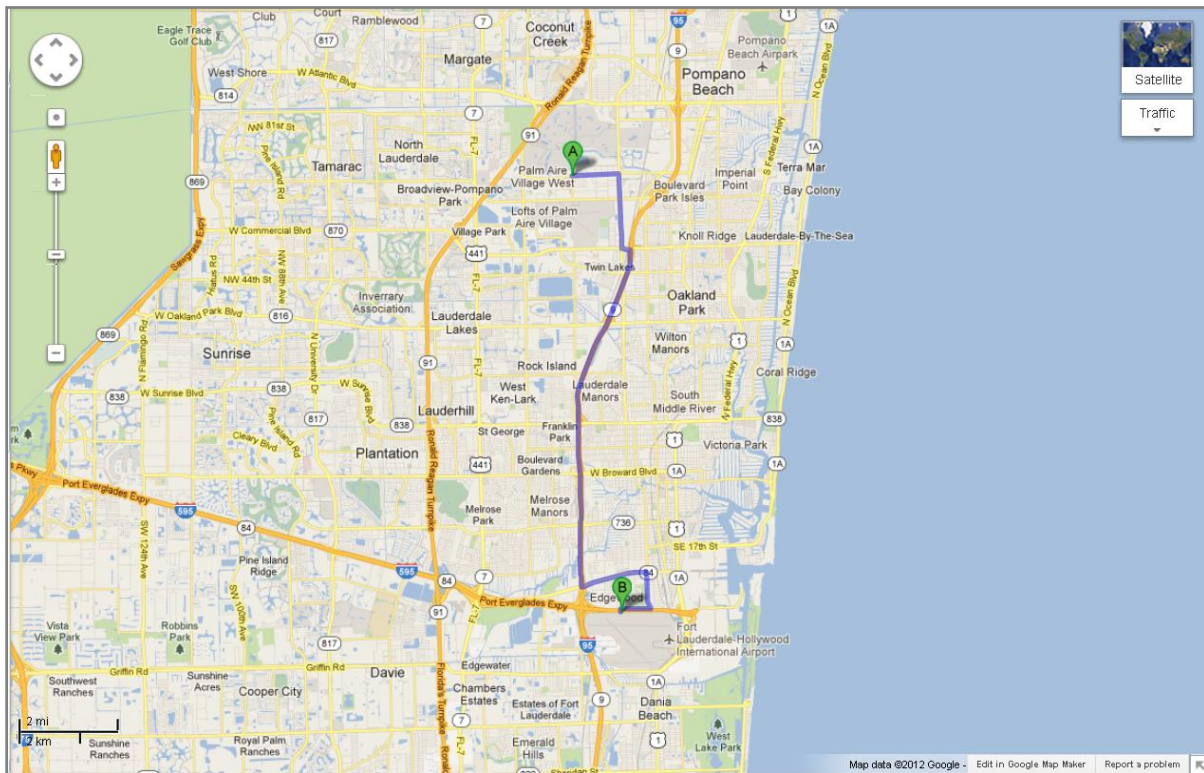
Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 2600 SW 39th St, Ft Lauderdale, FL 33312

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 158,477
- Estimated number of employees: 123
- Number of Truck Docks: 41
- Number of Truck Doors: 10

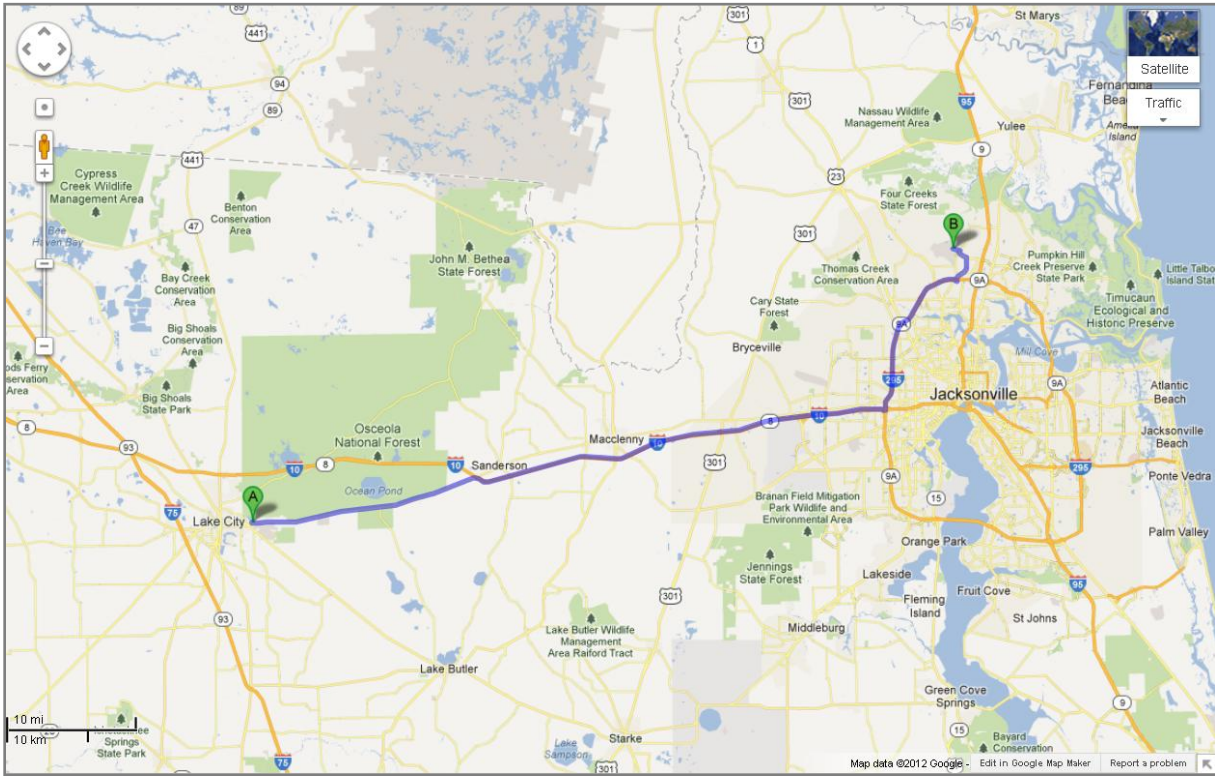Supporting airport: FLL

Driving distance to airport (miles): 3

- o Driving distance on limited access highway: 0
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 3

Driving distance to airport in minutes: 8

Likely truck route:
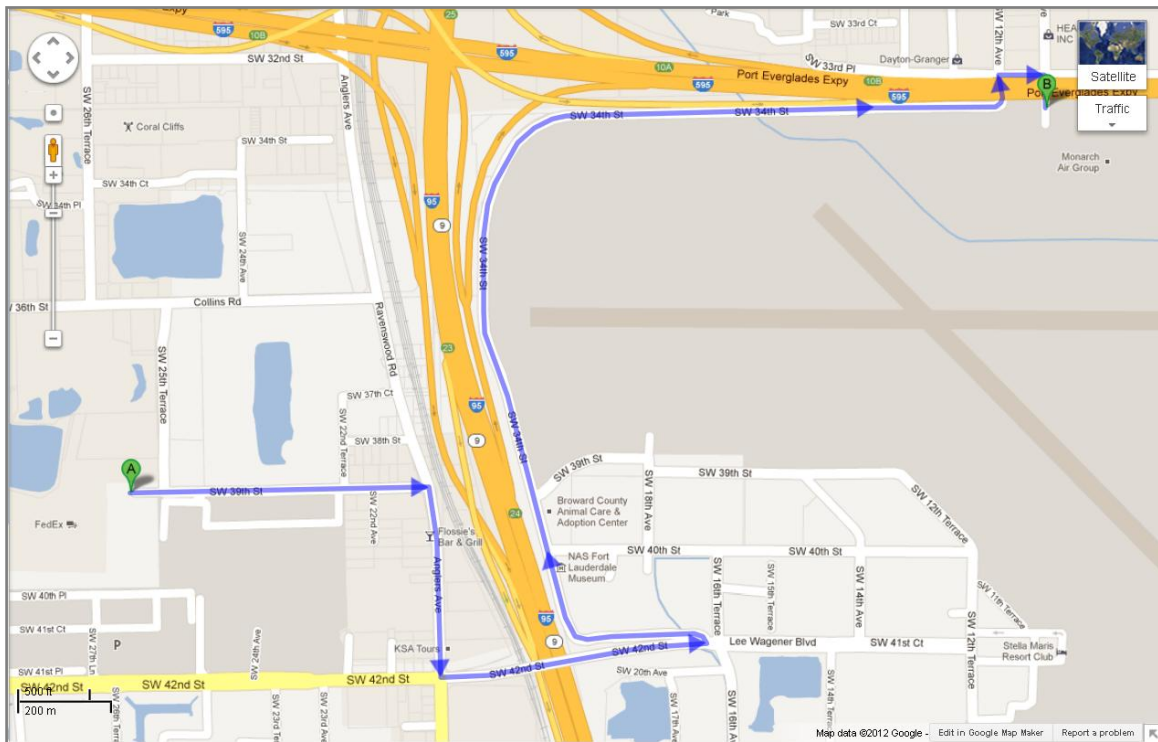
Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 10501 Commerce Pkwy, Miramar, FL 33025

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 63,862
- Estimated number of employees: 80
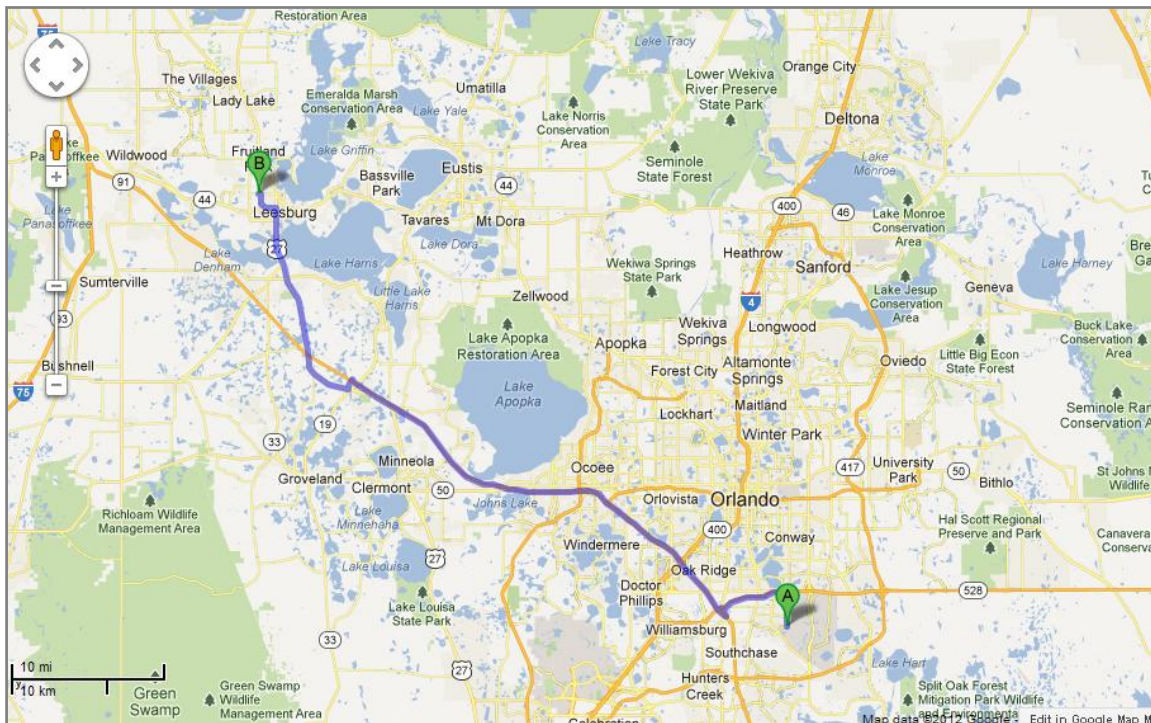- Number of Truck Docks: 0
- Number of Truck Doors: 11

Supporting airport: FLL

Driving distance to airport (miles): 20

- Driving distance on limited access highway: 0
- Driving distance on limited access highway-Toll: 13
- Driving distance on arterial roadways: 7

Driving distance to airport in minutes: 30

Likely truck route:
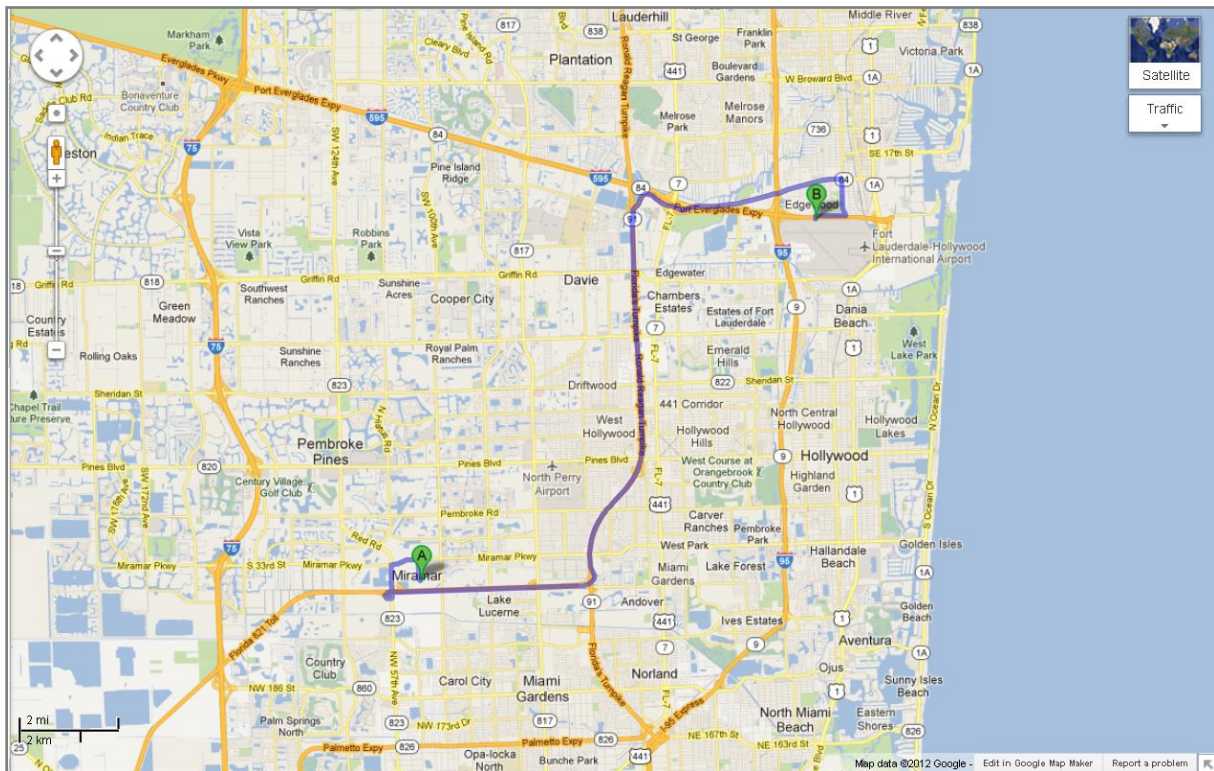
Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 3101 N 29th Ave, Hollywood, FL 33020

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 32,810
- Estimated number of employees: 30
- Number of Truck Docks: 8
- Number of Truck Doors: 5

Supporting airport: FLL

Driving distance to airport (miles): 4

- o Driving distance on limited access highway: 0
- o Driving distance on arterial roadways: 4

Driving distance to airport in minutes: 10

Likely truck route:
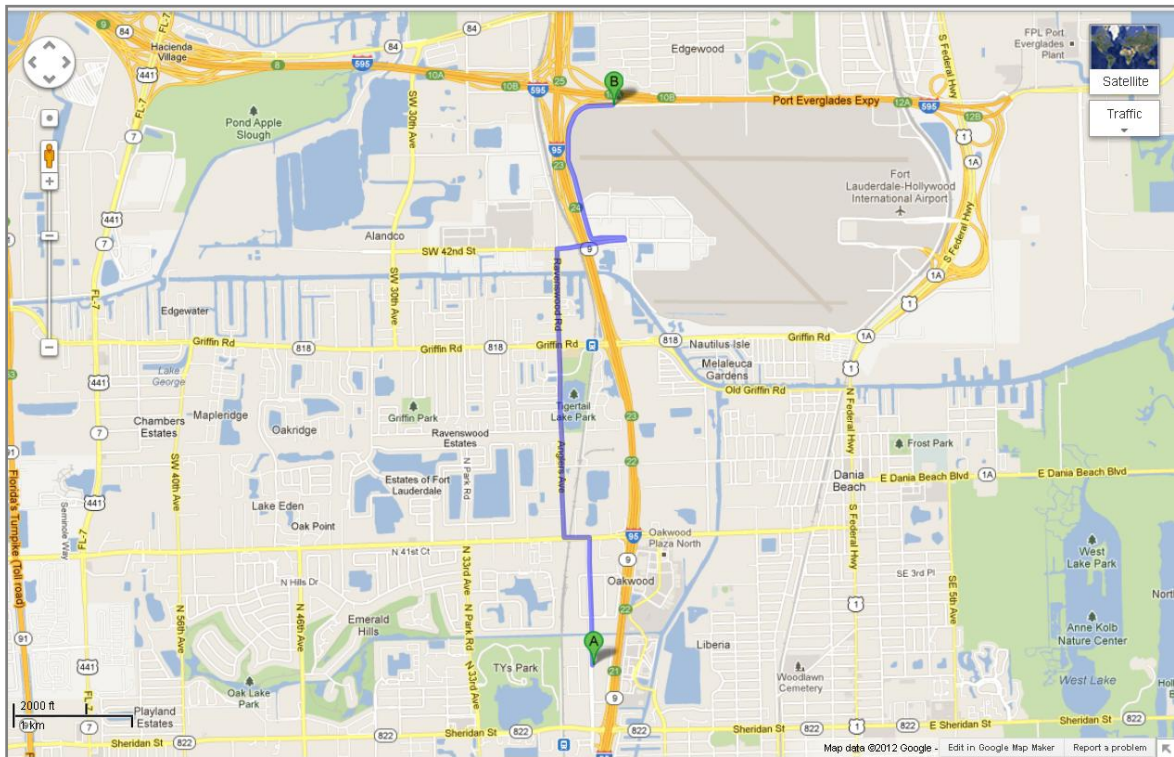
Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 3800 NW 16th St, Ft Lauderdale, FL 33311

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 107,068
- Estimated number of employees: 10
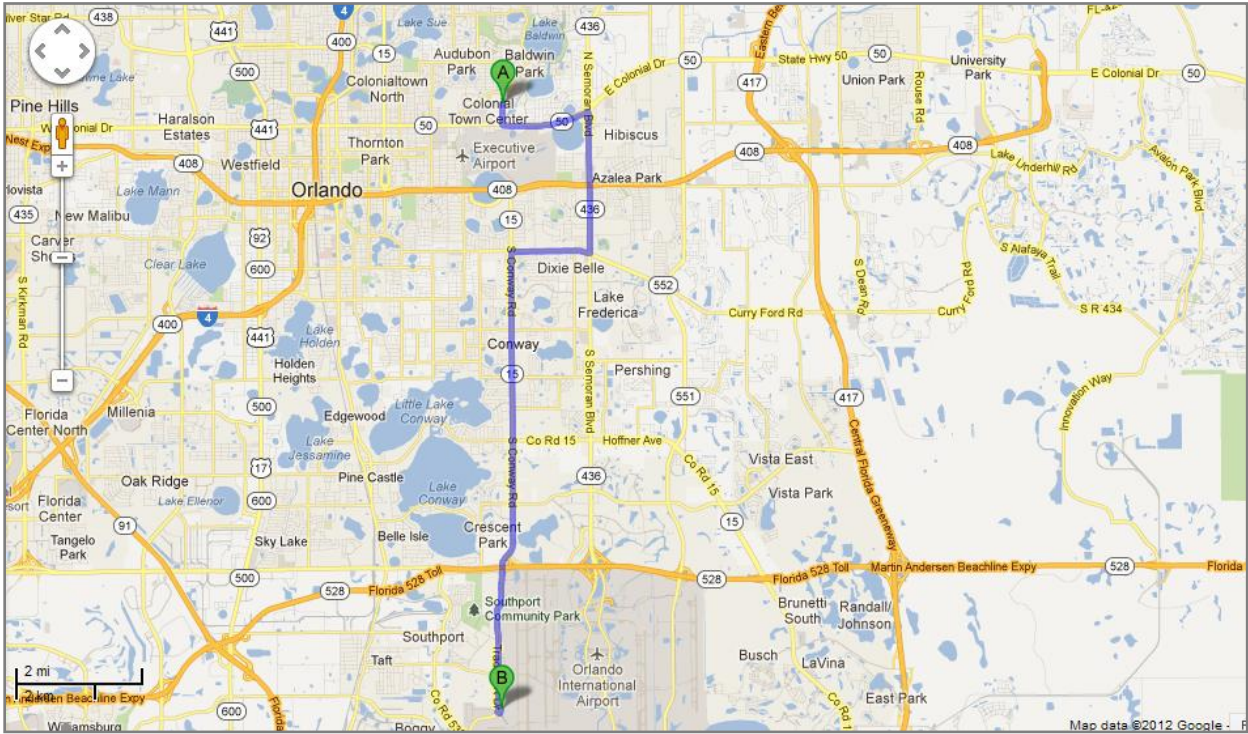- Number of Truck Docks: 51
- Number of Truck Doors: 6

Supporting airport: FLL

Driving distance to airport (miles): 11

- o Driving distance on limited access highway: 4
- o Driving distance on arterial roadways: 7

Driving distance to airport in minutes: 19

Likely truck route:
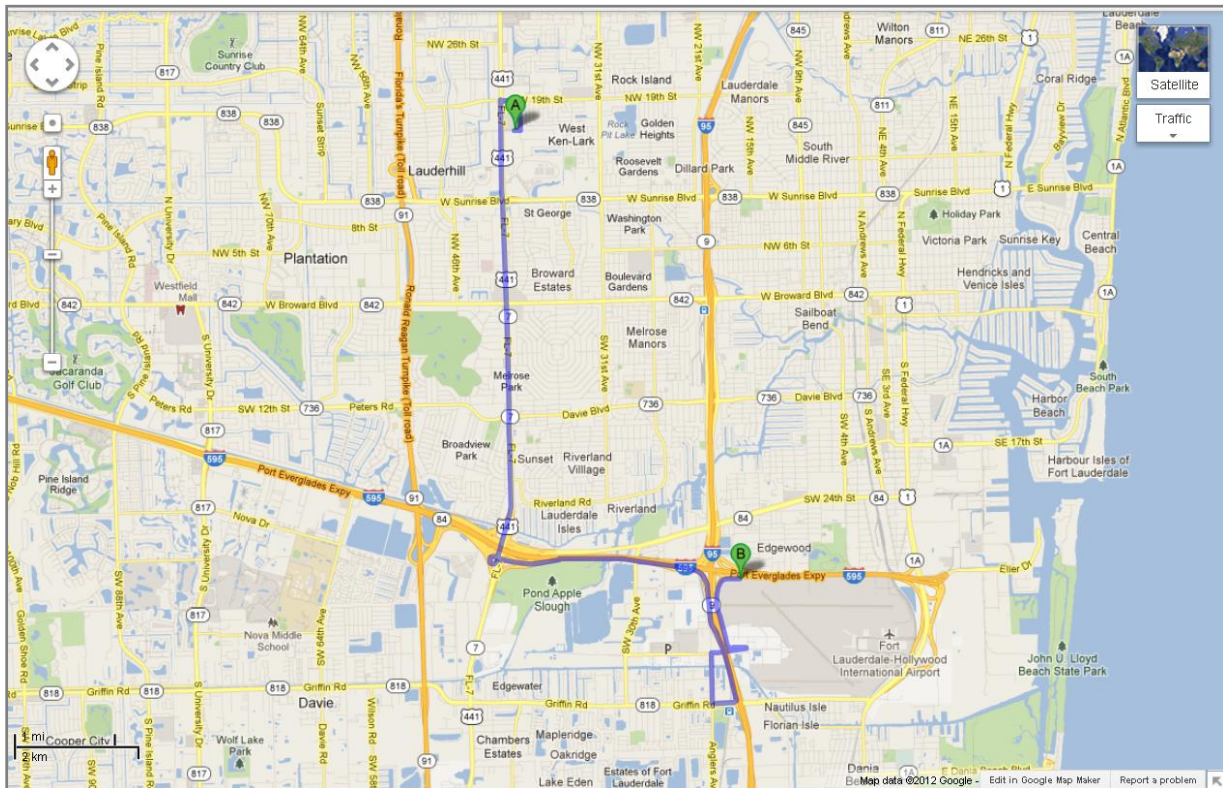
Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 6001 E 8th Ave, Hialeah, FL 33013

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 412,515
- Estimated number of employees: 412
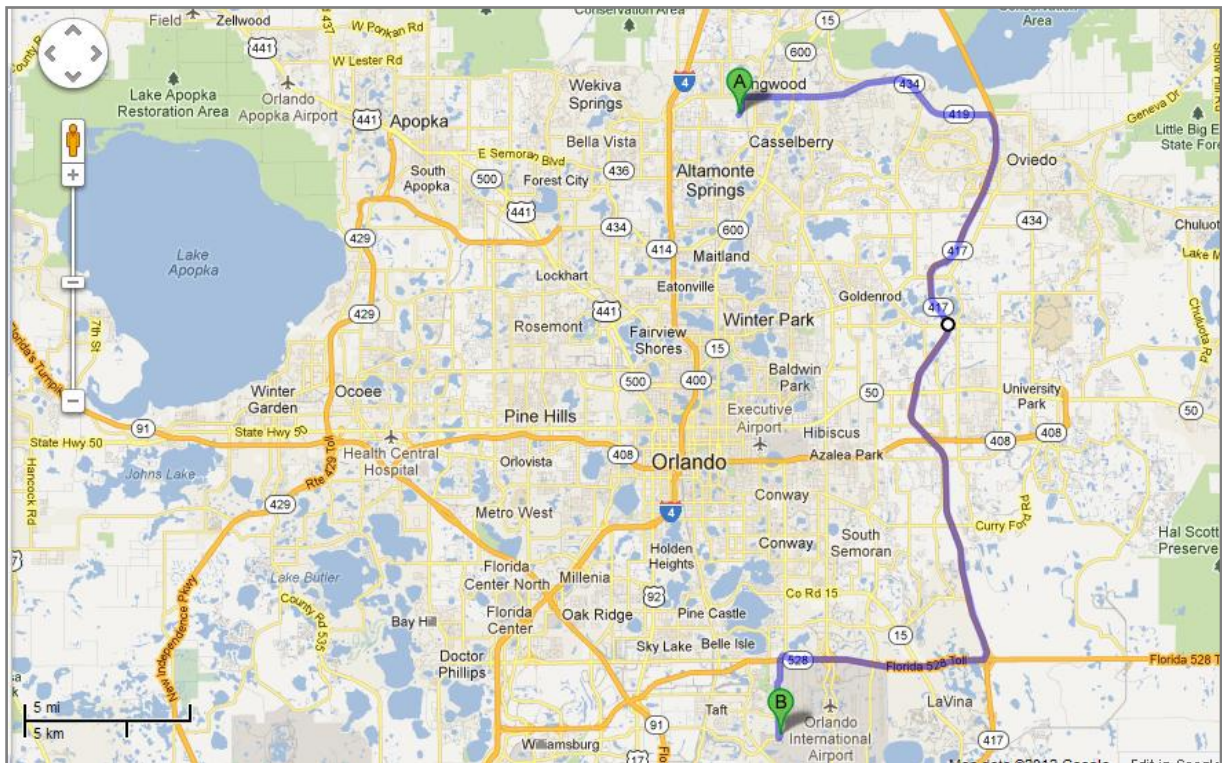- Number of Truck Docks: 151
- Number of Truck Doors: 19

Supporting airport: FLL

Driving distance to airport (miles): 19

- o Driving distance on limited access highway: 11
- o Driving distance on limited access highway-Toll: 1
- o Driving distance on arterial roadways: 7

Driving distance to airport in minutes: 30

Likely truck route:
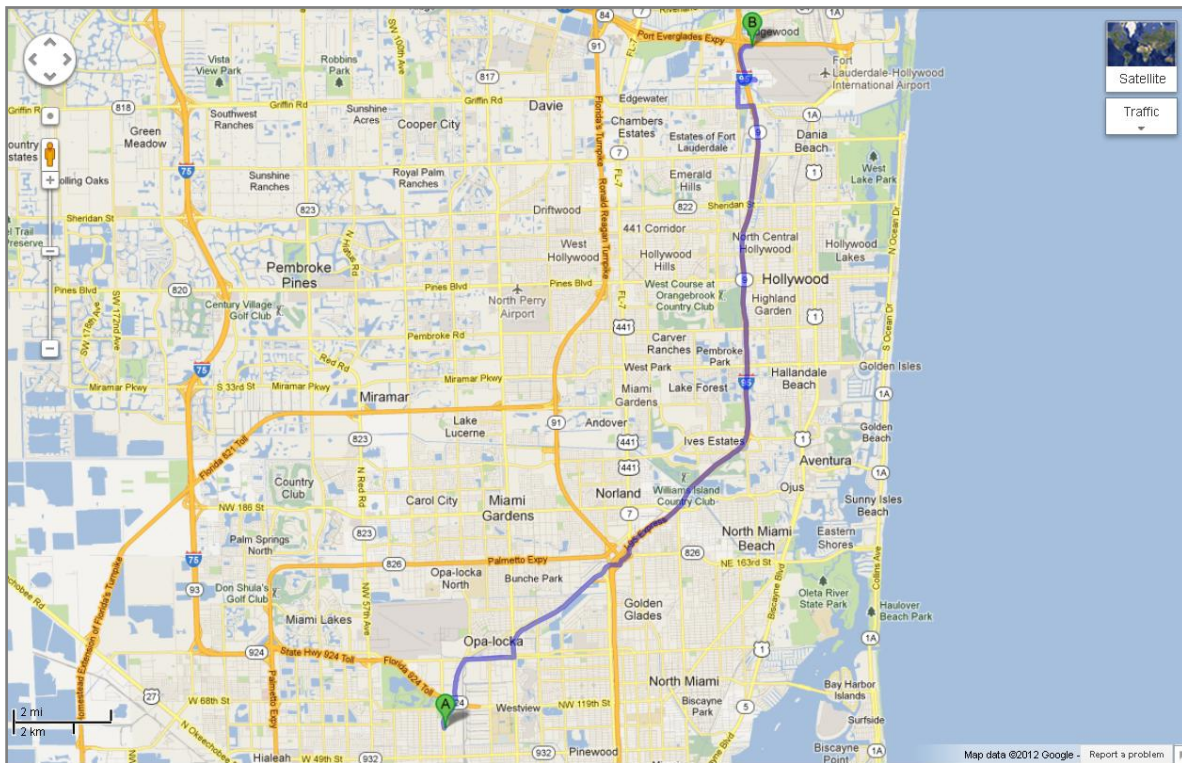
Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 1332 NW 3rd St, Deerfield Beach, FL 33442

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 163,098
- Estimated number of employees: 260
- Number of Truck Docks: 103
- Number of Truck Doors: 6

Supporting airport: FLL

Driving distance to airport (miles): 22

- o Driving distance on limited access highway: 18
- o Driving distance on arterial roadways: 4

Driving distance to airport in minutes: 28

Likely truck route:
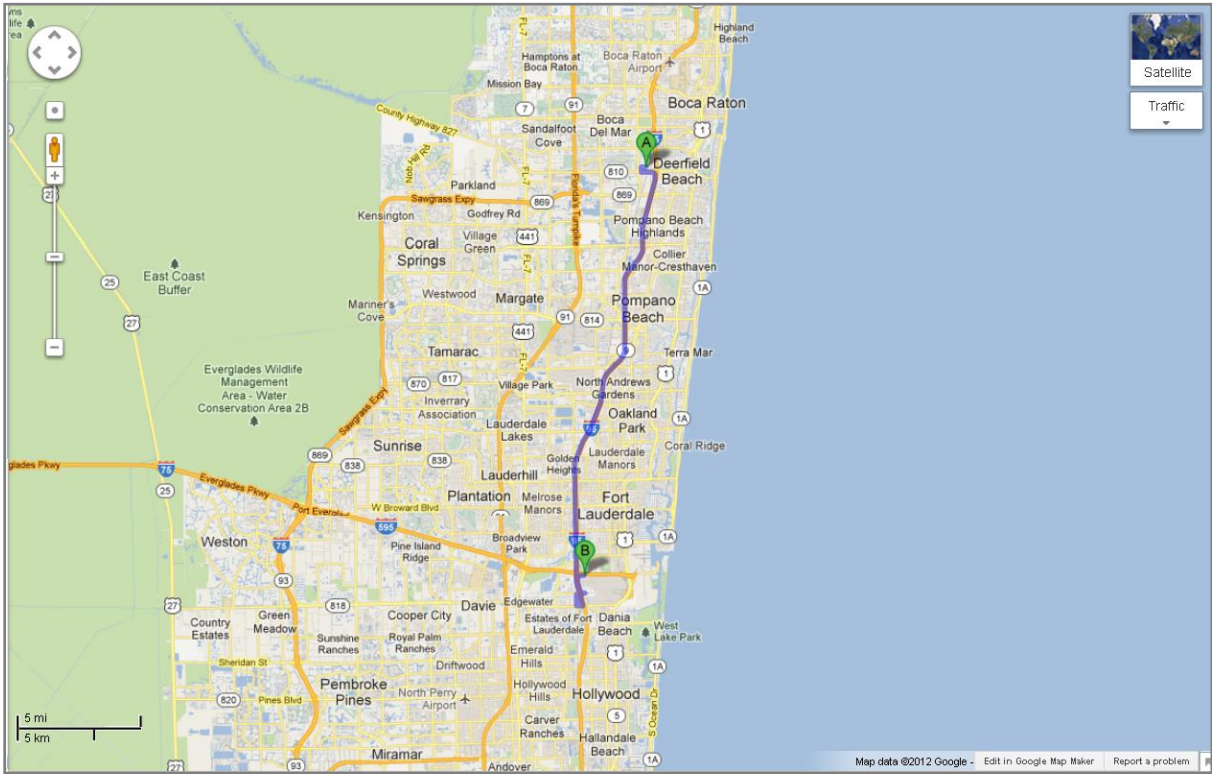
Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 7490 Commonwealth Ave, Jacksonville, FL 32220

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 50,400
- Estimated number of employees: 62
- Number of Truck Docks: 6
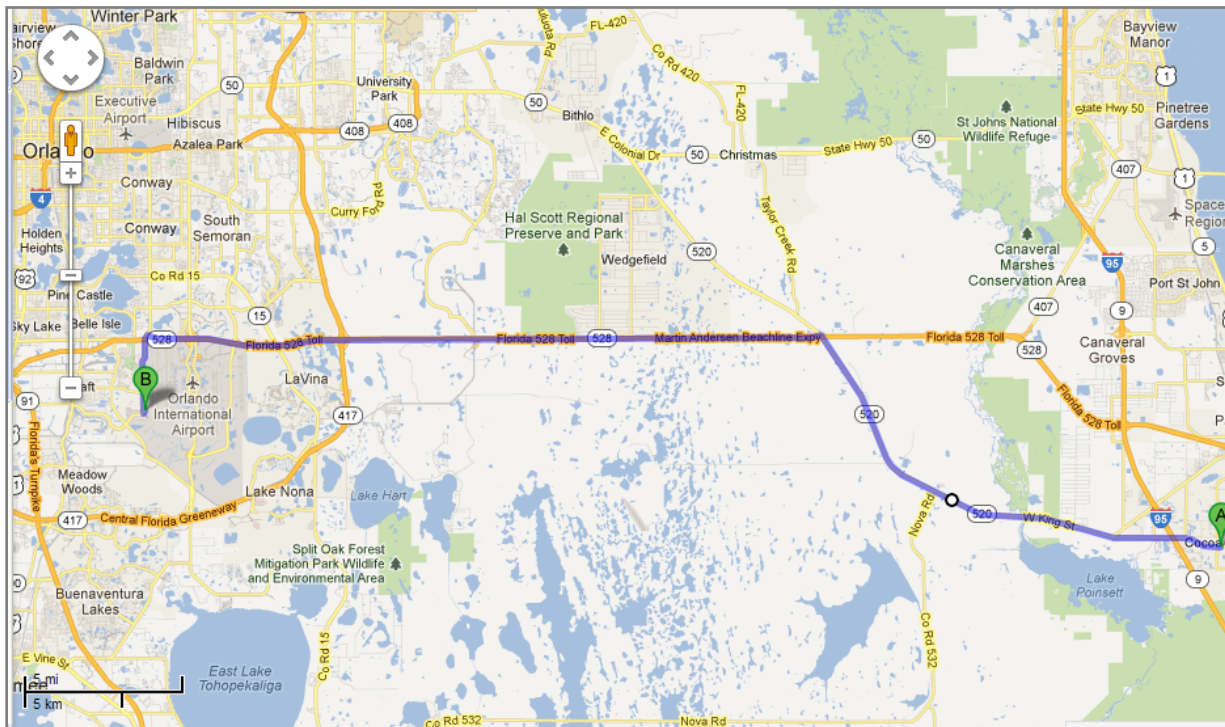- Number of Truck Doors: 9

Supporting airport: JAX

Driving distance to airport (miles): 16

- Driving distance on limited access highway: 11
- Driving distance on limited access highway-Toll: 0
- Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 23

Likely truck route:
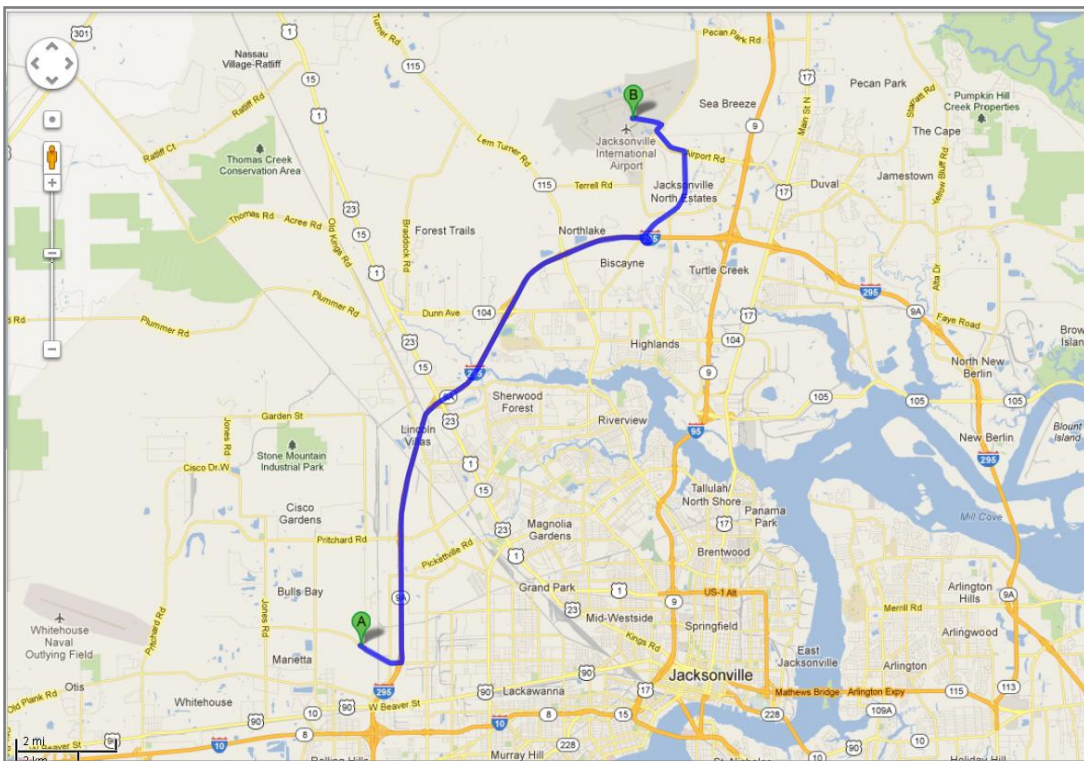
Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 3736 N Salisbury Rd, Jacksonville, FL 32216

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 50,400
- Estimated number of employees: 65
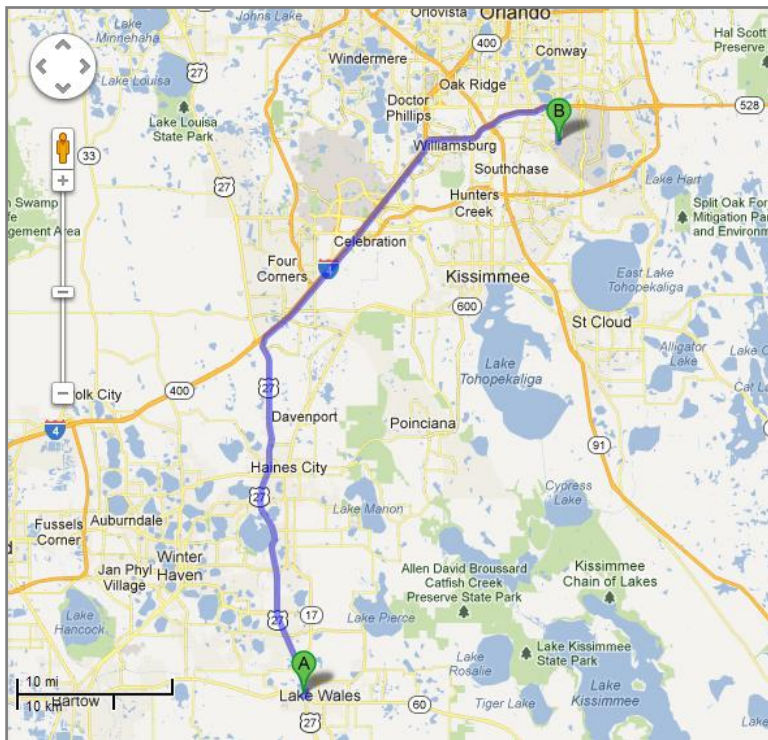- Number of Truck Docks: 5
- Number of Truck Doors: 14

Supporting airport: JAX

Driving distance to airport (miles): 22

- o Driving distance on limited access highway: 18
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 4

Driving distance to airport in minutes: 31

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 2029 NW 67th Pl, Gainesville, FL 32606

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 11,000
- Estimated number of employees: 16
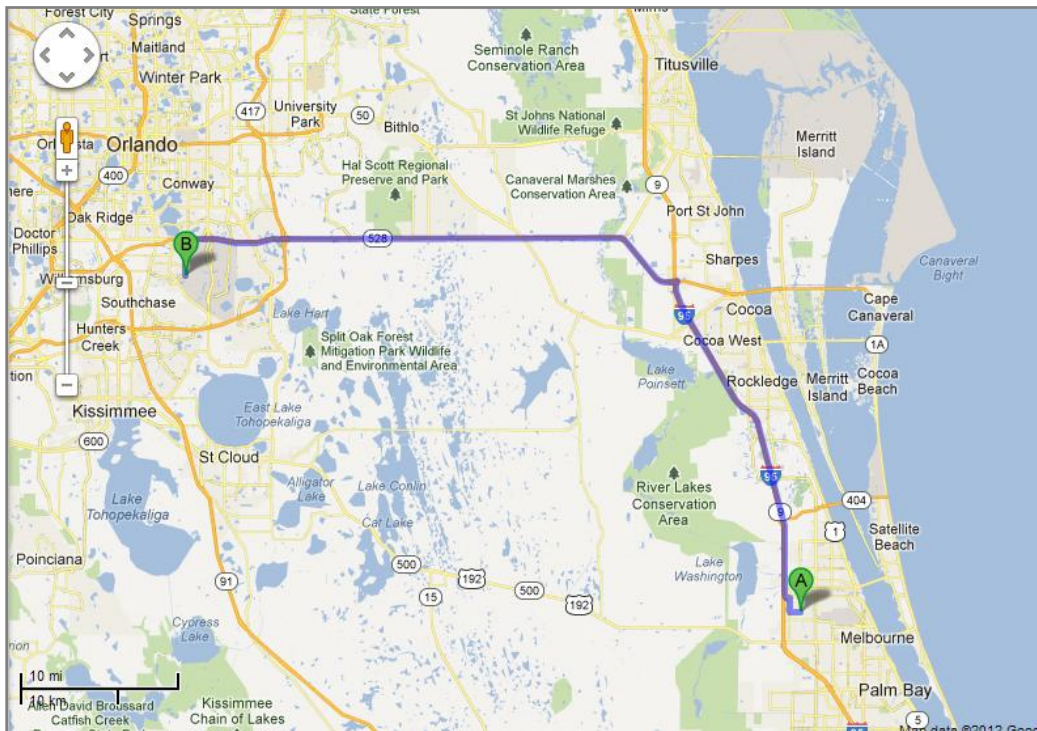- Number of Truck Docks: 0
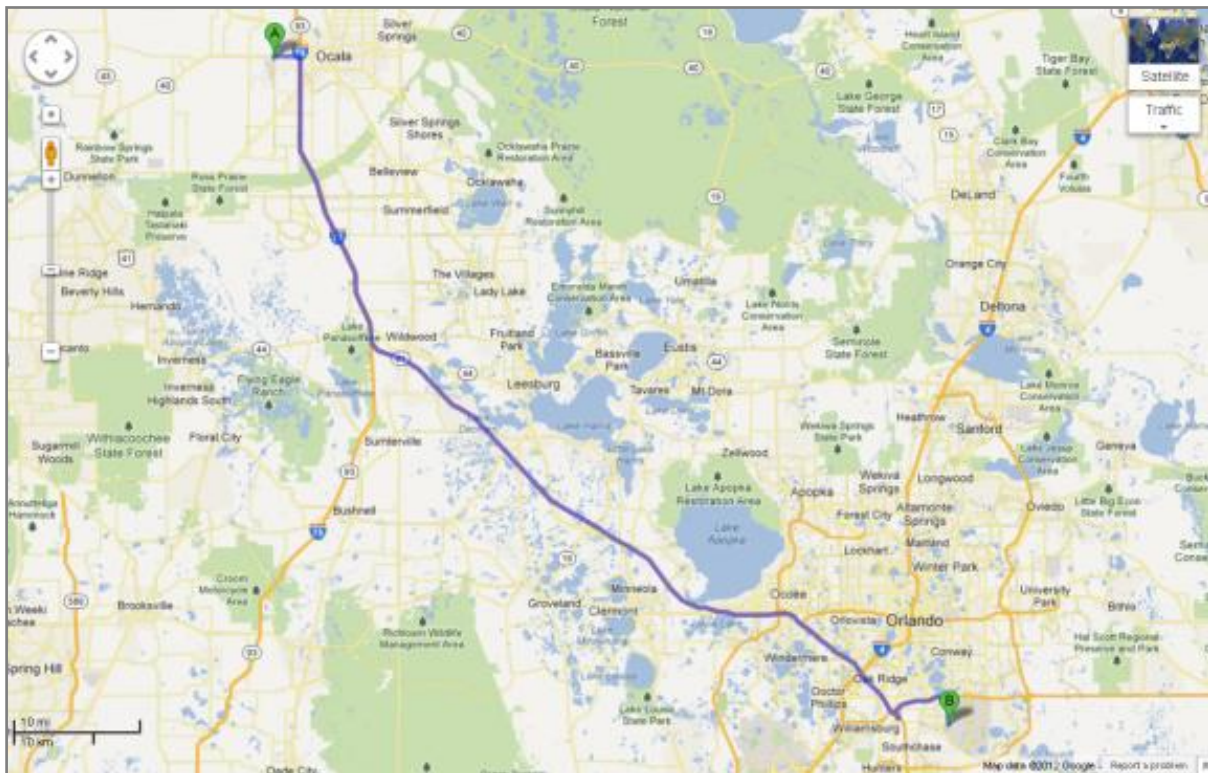- Number of Truck Doors: 10

Supporting airport: JAX

Driving distance to airport (miles): 87

- Driving distance on limited access highway: 35
- Driving distance on limited access highway-Toll: 0
- Driving distance on arterial roadways: 52

Driving distance to airport in minutes: 98

Likely truck route:
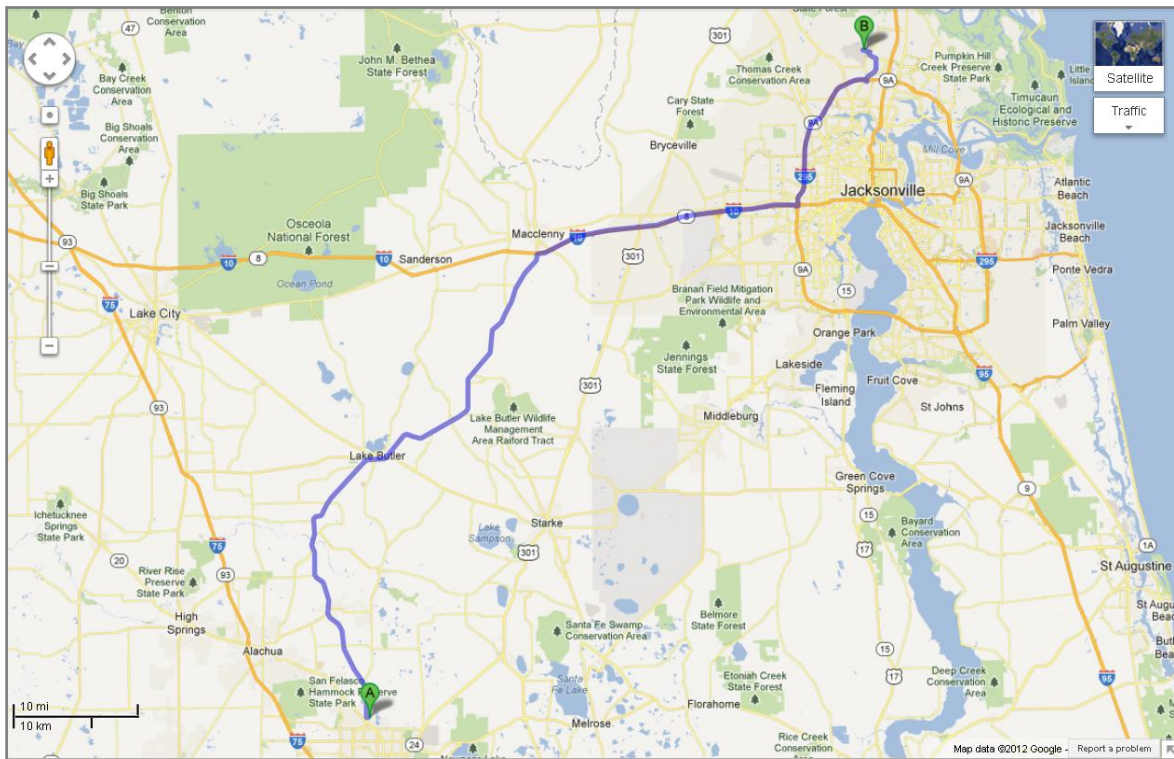
Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 4255 James E Casey Dr, Jacksonville, FL 32219

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 512,169
- Estimated number of employees: 720
- Number of Truck Docks: 58, 100, 39, 34 = 231
- Number of Truck Doors: 11

Supporting airport: JAX

Driving distance to airport (miles): 13

- o Driving distance on limited access highway: 9
- o Driving distance on arterial roadways: 4

Driving distance to airport in minutes: 20

Likely truck route:
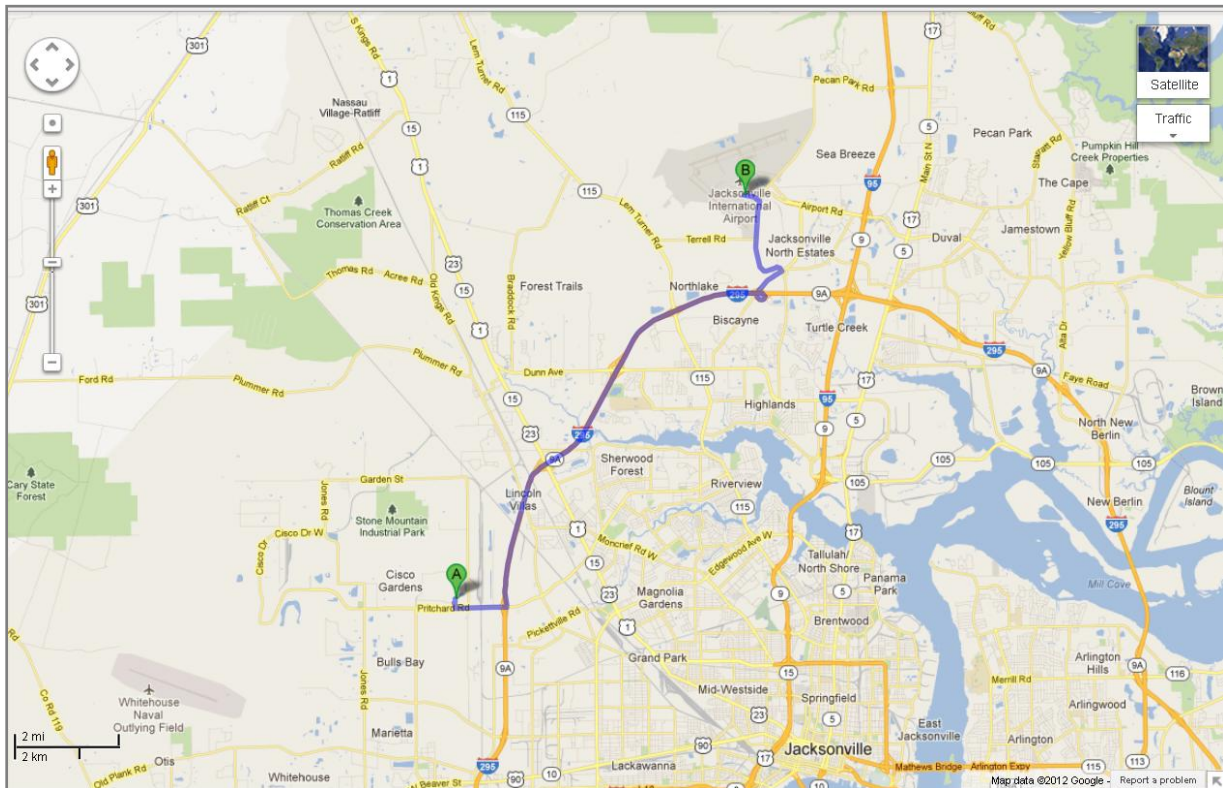
Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 425 Fentress Blvd, Daytona Beach, FL 32114

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 29,799
- Estimated number of employees: 64
- Number of Truck Docks: 47
- Number of Truck Doors: 19

Supporting airport: JAX

Driving distance to airport (miles): 104

- o Driving distance on limited access highway: 99
- o Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 110

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 2855 Industry Center Rd, St. Augustine, FL 32084

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 25,718
- Estimated number of employees: 28
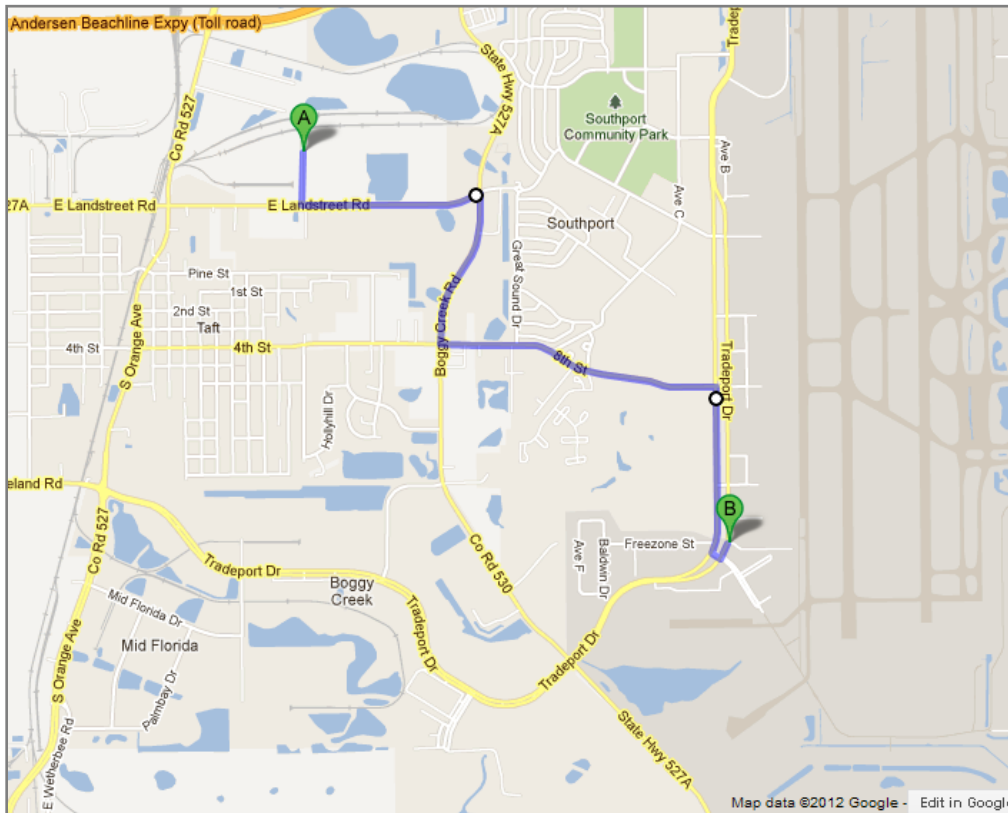- Number of Truck Docks: 18
- Number of Truck Doors: 13

Supporting airport: JAX

Driving distance to airport (miles): 51

- o Driving distance on limited access highway: 46
- o Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 58

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 1941 NW 67th Place, Gainesville, FL 32653

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 16,732
- Estimated number of employees: 80
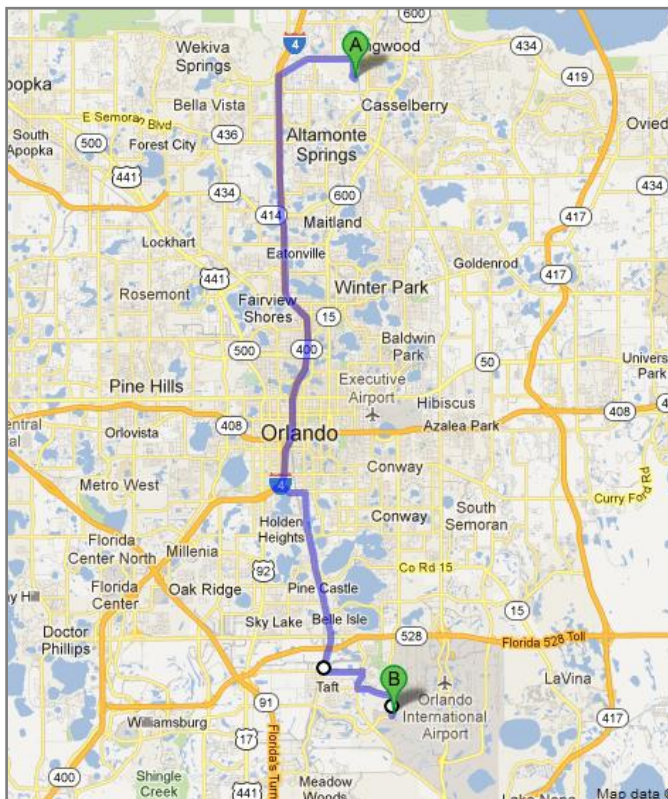- Number of Truck Docks: 74
- Number of Truck Doors: 0

Supporting airport: JAX

Driving distance to airport (miles): 87

- o Driving distance on limited access highway: 35
- o Driving distance on arterial roadways: 52

Driving distance to airport in minutes: 99

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 143 NE Armor Gln, Lake City, FL 32055

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 5,327
- Estimated number of employees: 25
- Number of Truck Docks: 11
- Number of Truck Doors: 1

Supporting airport: JAX

Driving distance to airport (miles): 68

- o Driving distance on limited access highway: 46
- o Driving distance on arterial roadways: 22

Driving distance to airport in minutes: 72

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 121 Satellite Court, Leesburg, FL 34748

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 5,978
- Estimated number of employees: 30
- Number of Truck Docks: 0
- Number of Truck Doors: 3

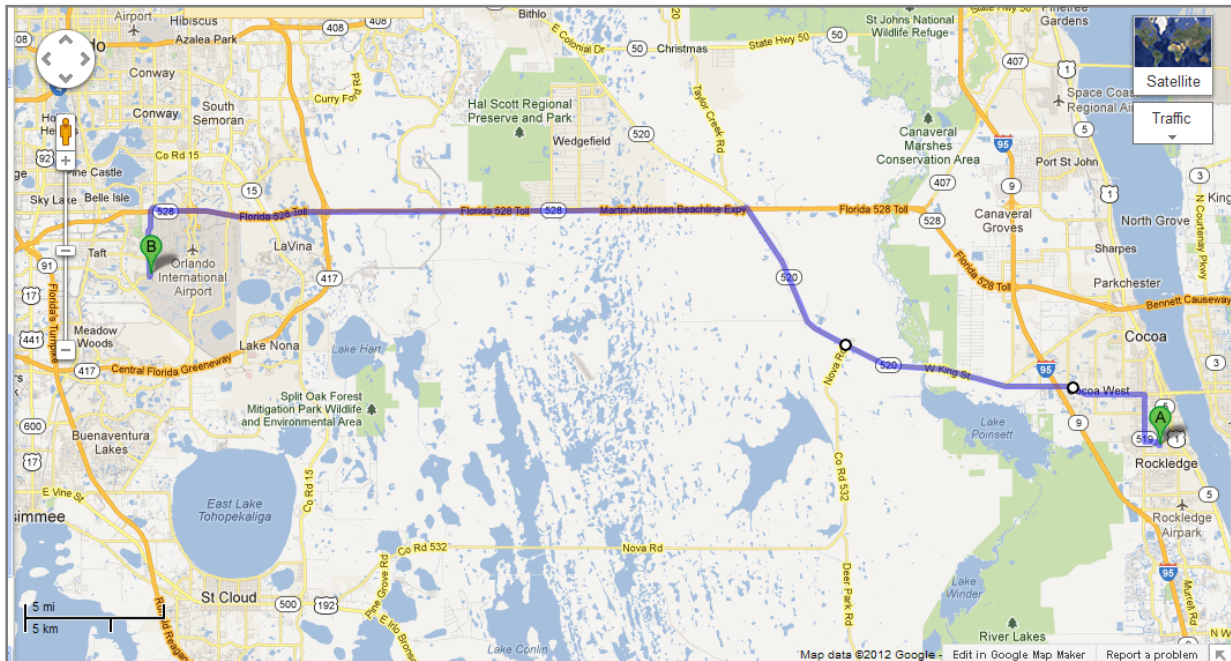Supporting airport: MCO

Driving distance to airport (miles): 55

- o Driving distance on limited access highway: 0
- o Driving distance on limited access highway-Toll: 23
- o Driving distance on arterial roadways: 32

Driving distance to airport in minutes: 67

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx

Station Address: 950 Bennett Rd., Orlando, FL 32803

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 46,500
- Estimated number of employees: 95
- Number of Truck Docks: 5
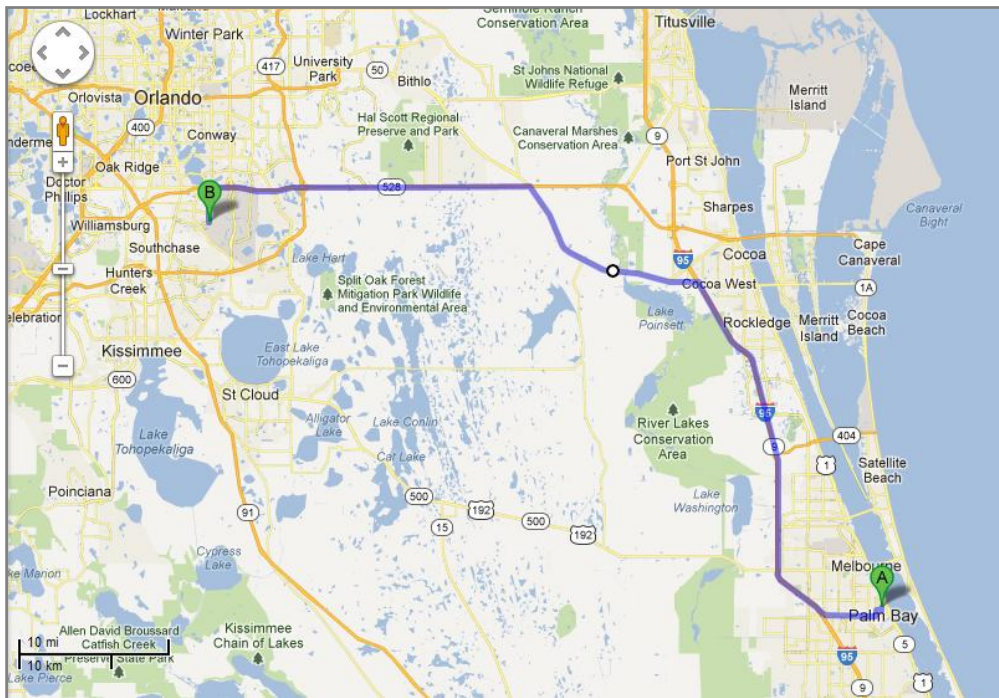- Number of Truck Doors: 11

Supporting airport: MCO

Driving distance to airport (miles): 12

- o Driving distance on limited access highway: 0
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 12

Driving distance to airport in minutes: 25

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 924 Florida Central Pky, Longwood, FL 32750

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 28,083
- Estimated number of employees: 50
- Number of Truck Docks: 0
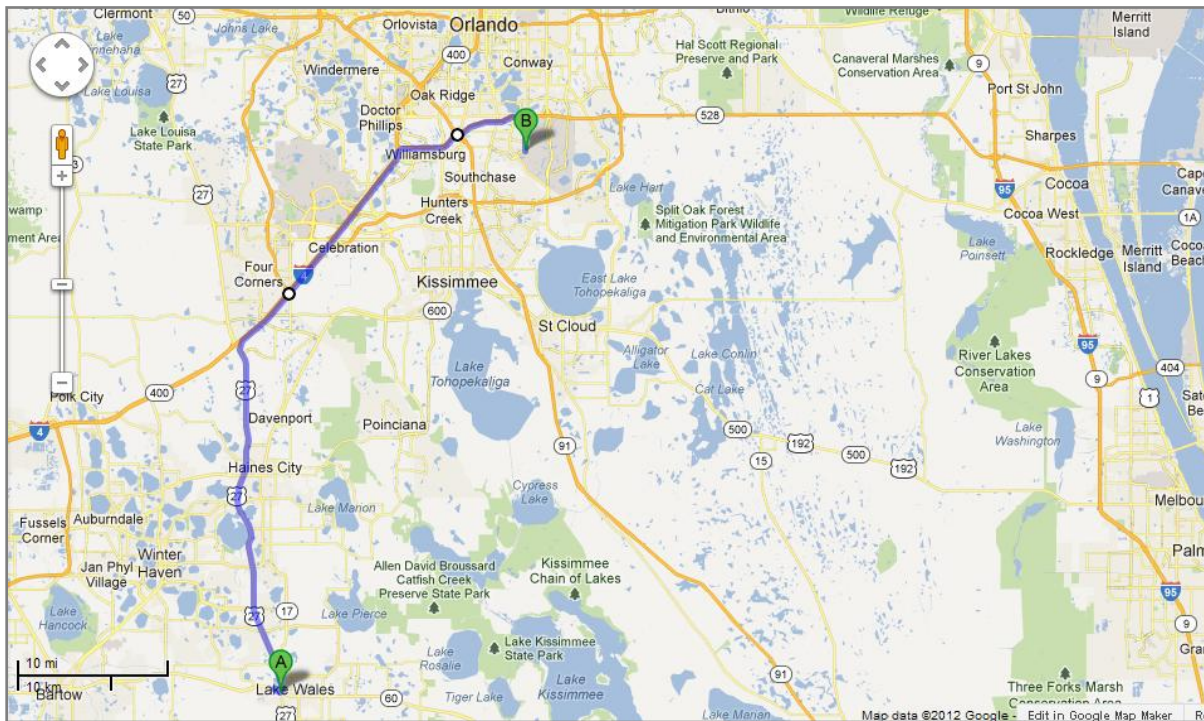- Number of Truck Doors: 11

Supporting airport: MCO

Driving distance to airport (miles): 36

- o Driving distance on limited access highway: 0
- o Driving distance on limited access highway-Toll: 23
- o Driving distance on arterial roadways: 13

Driving distance to airport in minutes: 47

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 2205 W Hwy 520, Cocoa, FL 32926

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 17,500
- Estimated number of employees: 15
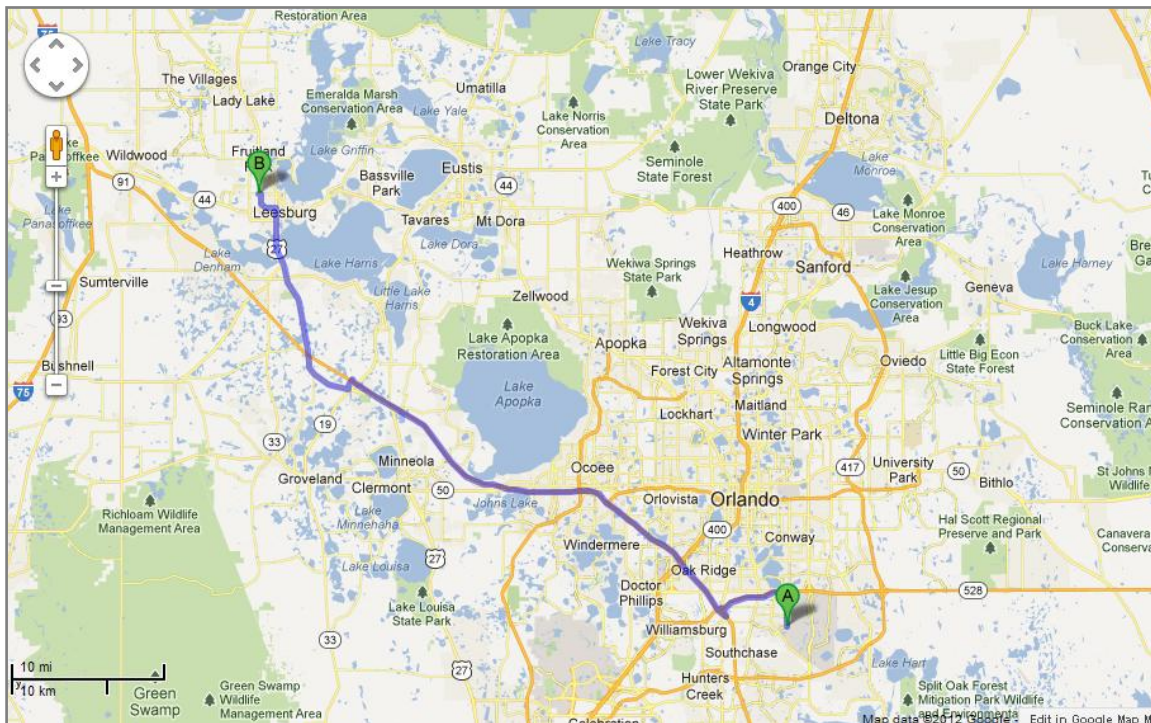- Number of Truck Docks: 0
- Number of Truck Doors: 18

Supporting airport: MCO

Driving distance to airport (miles): 40

- o Driving distance on limited access highway: 0
- o Driving distance on limited access highway-Toll: 21
- o Driving distance on arterial roadways: 19

Driving distance to airport in minutes: 49

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 745 W Central Ave, Lake Wales, FL 33853

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 12,500
- Estimated number of employees: 15
- Number of Truck Docks: 0
- Number of Truck Doors: 11

Supporting airport: MCO

Driving distance to airport (miles): 52

- o Driving distance on limited access highway: 17
- o Driving distance on limited access highway-Toll: 9
- o Driving distance on arterial roadways: 26

Driving distance to airport in minutes: 59

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 3960 Dow Rd, Melbourne, FL 32934

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 19,200
- Estimated number of employees: 28
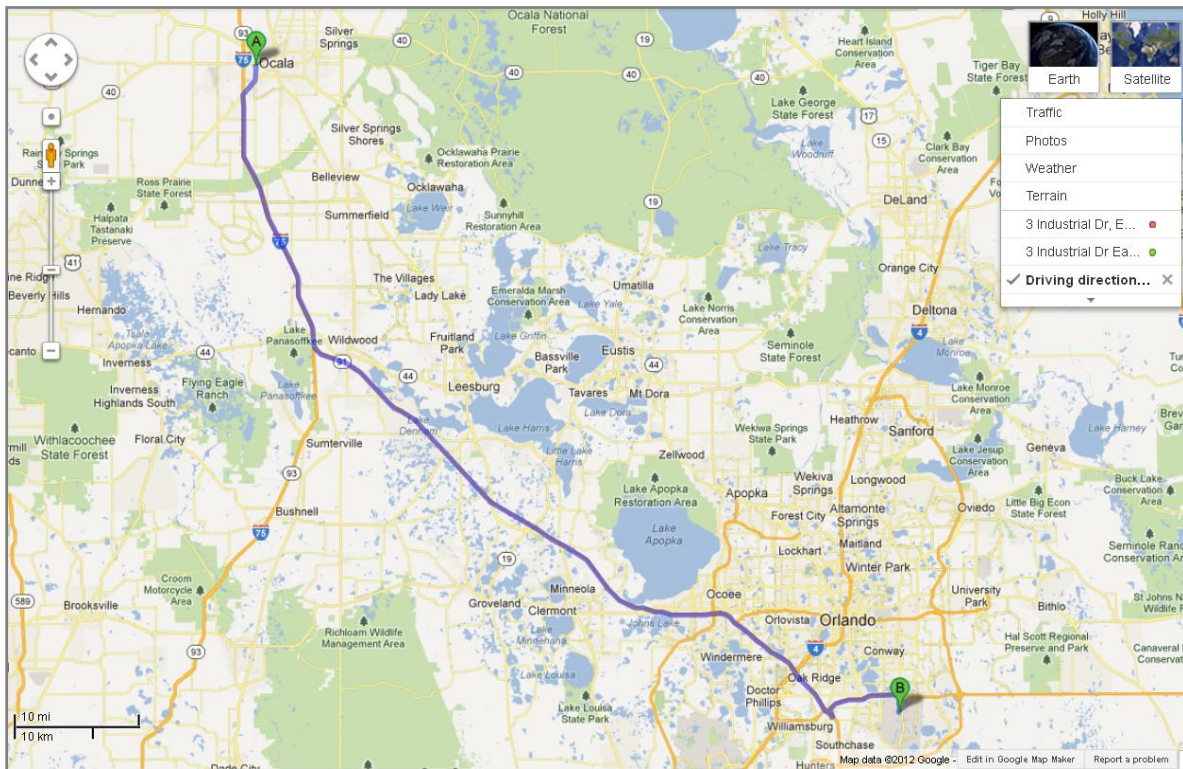- Number of Truck Docks: 1
- Number of Truck Doors: 13

Supporting airport: MCO

Driving distance to airport (miles): 59

- o Driving distance on limited access highway: 21
- o Driving distance on limited access highway-Toll: 33
- o Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 65

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 285 SW 60th Ave, Ocala, FL 34474

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 25,040
- Estimated number of employees: 28
- Number of Truck Docks: 0
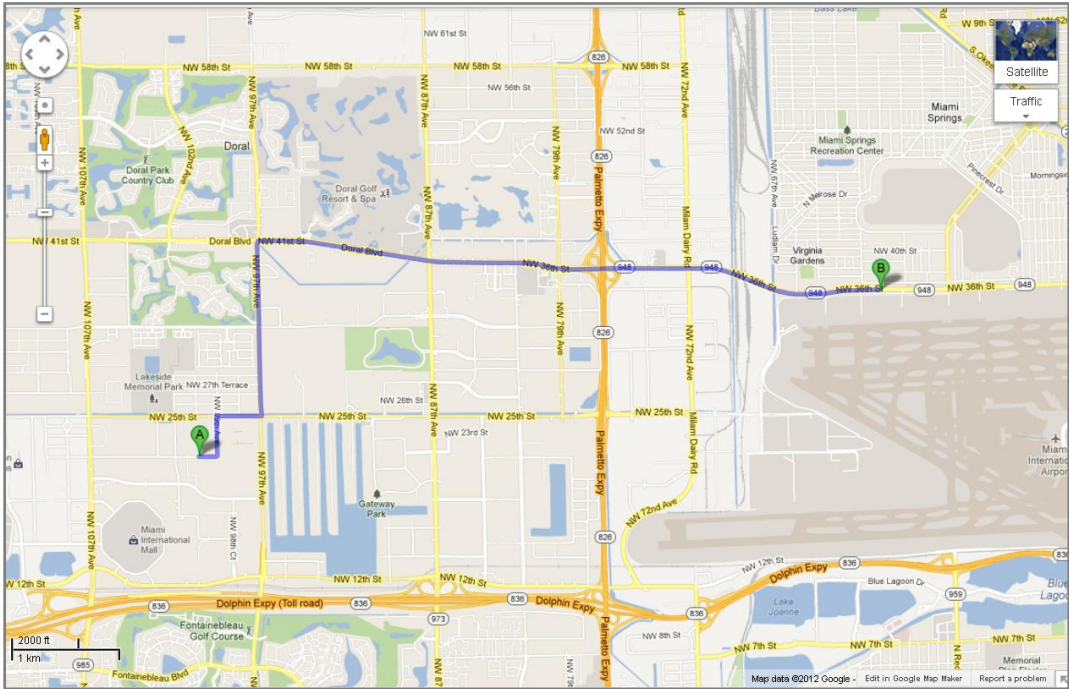- Number of Truck Doors: 0

Supporting airport: MCO

Driving distance to airport (miles): 87

- Driving distance on limited access highway: 24
- Driving distance on limited access highway-Toll: 59
- Driving distance on arterial roadways: 4

Driving distance to airport in minutes: 90

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 8901 Atlantic Ave, Orlando FL 32824

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 278,131
- Estimated number of employees: 280
- Number of Truck Docks: 50, 30, 50, 54 =184
- Number of Truck Doors: 8

Supporting airport: MCO

Driving distance to airport (miles): 3.2

- o Driving distance on limited access highway: 0
- o Driving distance on arterial roadways: 3.2

Driving distance to airport in minutes: 8

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 1050 Bennett Dr, Longwood, FL, 32750

Station Role:

Facility Attributes:

- Square Footage: 250,000
- Estimated number of employees: 205
- Number of Truck Docks: 21, 35, 30 = 86
- Number of Truck Doors: 5, 3, 4 = 12

Supporting airport: MCO

Driving distance to airport (miles): 25

- o Driving distance on limited access highway: 12.5
- o Driving distance on arterial roadways: 12.5

Driving distance to airport in minutes: 45

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 1646 Barrett Dr., Rockledge, FL 32955

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 54,456
- Estimated number of employees: 71
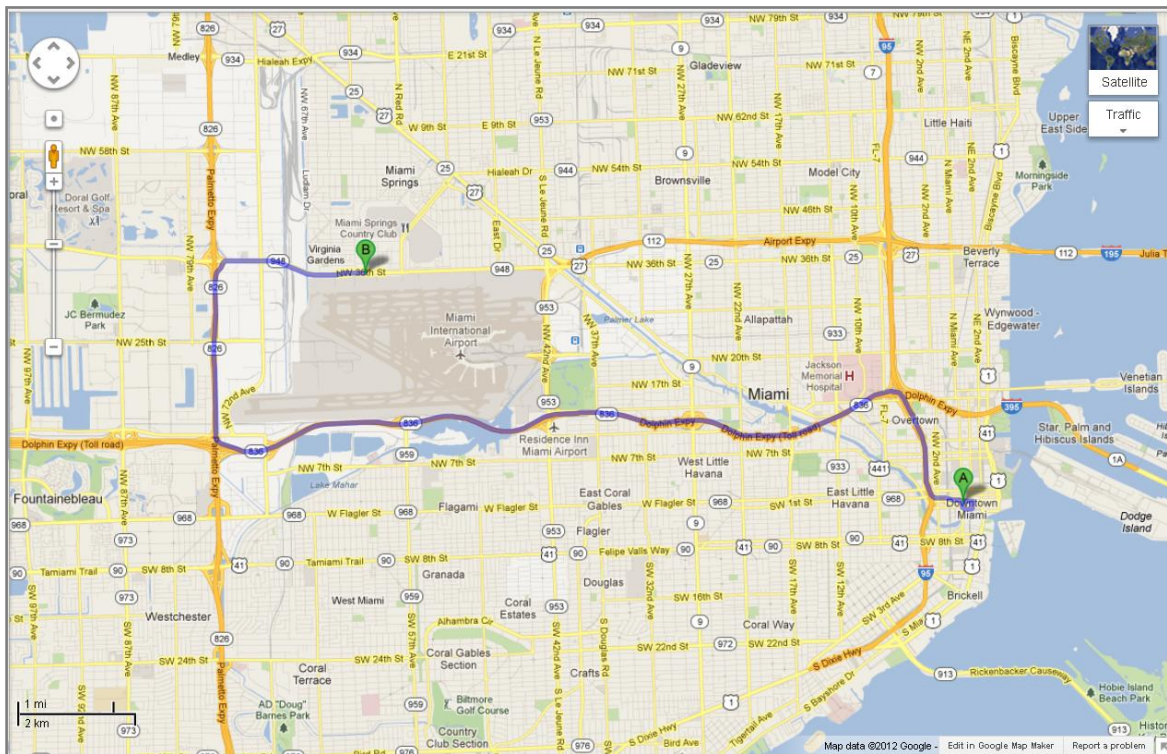- Number of Truck Docks: 0
- Number of Truck Doors: 16

Supporting airport: MCO

Driving distance to airport (miles): 44

- Driving distance on limited access toll highway: 21
- Driving distance on arterial roadways: 23

Driving distance to airport in minutes: 56

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 2730 Kirby Cir NE Palm Bay, FL 32905

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 126,762
- Estimated number of employees: 61
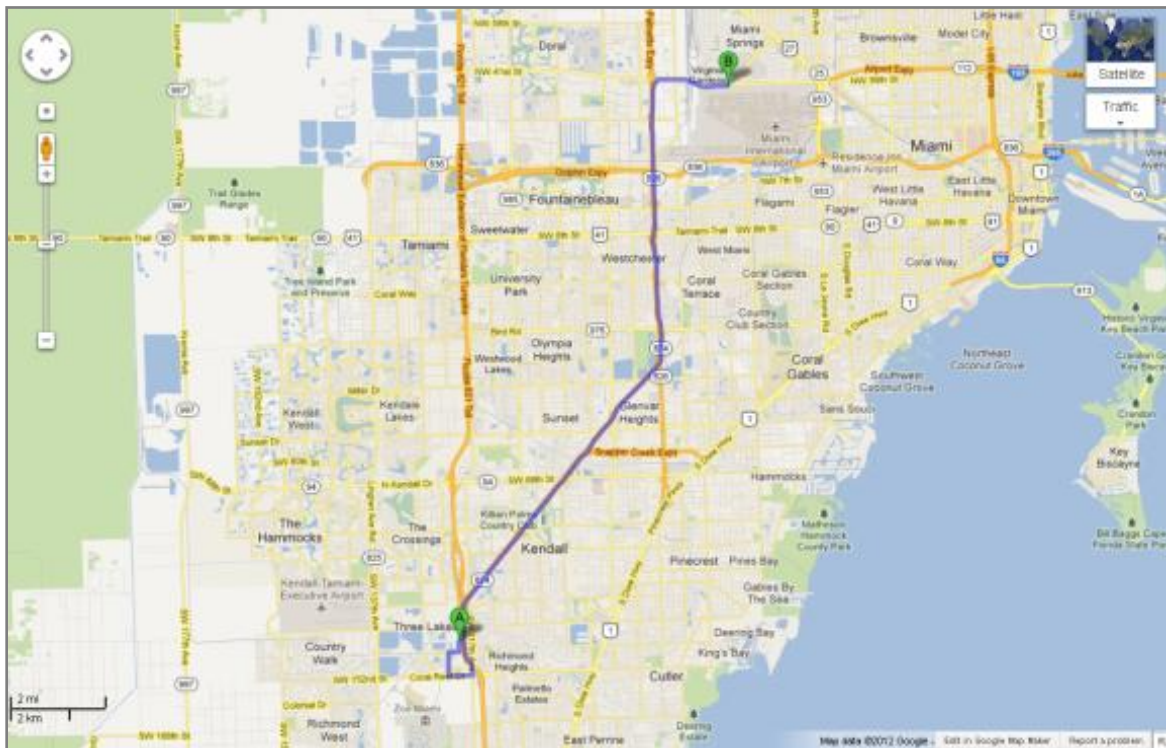- Number of Truck Docks: 5
- Number of Truck Doors: 7

Supporting airport: MCO

Driving distance to airport (miles): 68.2

- o Driving distance on limited access highway: 25
- o Driving distance on limited access highway-Toll: 21
- o Driving distance on arterial roadways: 22

Driving distance to airport in minutes: 80

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 755 State Rd 60 W, Lake Wales, FL 33853

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 22,652
- Estimated number of employees: 49
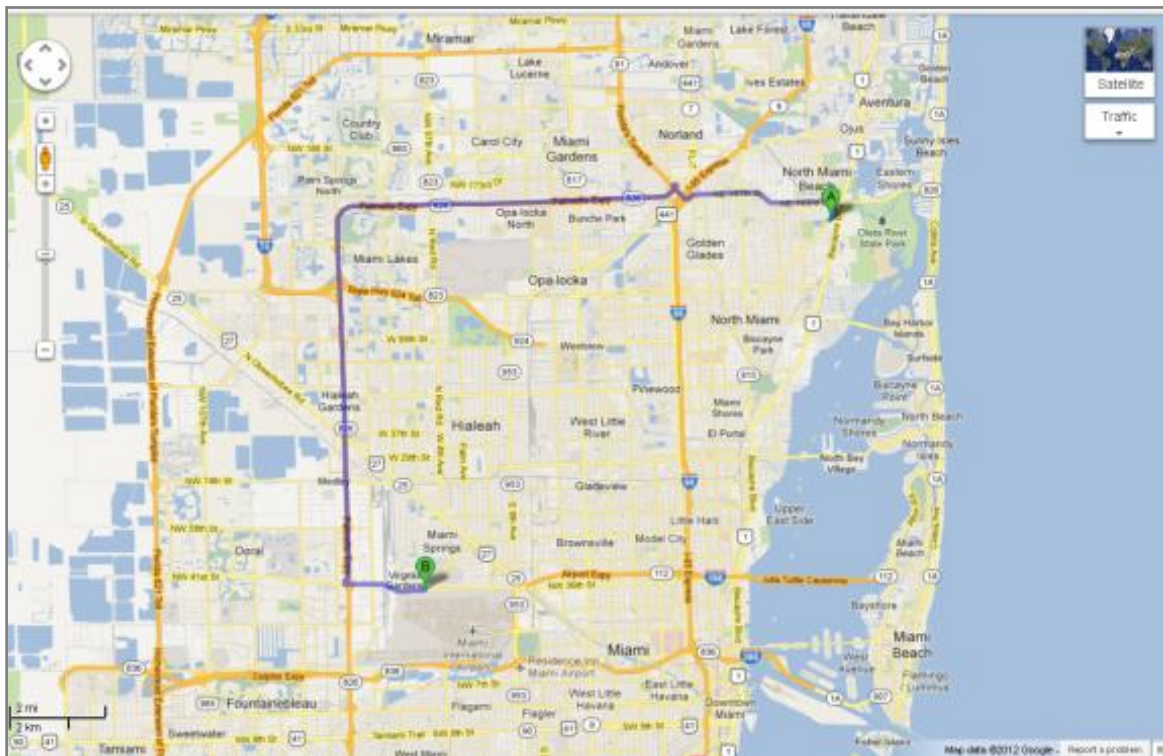- Number of Truck Docks: 3
- Number of Truck Doors: 18

Supporting airport: MCO

Driving distance to airport (miles): 53

- o Driving distance on limited access highway: 17
- o Driving distance on limited access highway-Toll: 9
- o Driving distance on arterial roadways: 27

Driving distance to airport in minutes: 60

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 2610 W Griffin Rd., Leesburg, FL 34748

Station Role: UPS

Facility Attributes:

- Square Footage: 21,000
- Estimated number of employees: 38
- Number of Truck Docks: 5
- Number of Truck Doors: 16

Supporting airport: MCO

Driving distance to airport (miles): 54

- Driving distance on limited access highway: 0
- Driving distance on limited access highway-Toll: 23
- Driving distance on arterial roadways: 31

Driving distance to airport in minutes: 64

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 300 SW 28th Ave, Ocala, FL 34474

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 27,459
- Estimated number of employees: 58
- Number of Truck Docks: 36
- Number of Truck Doors: 7

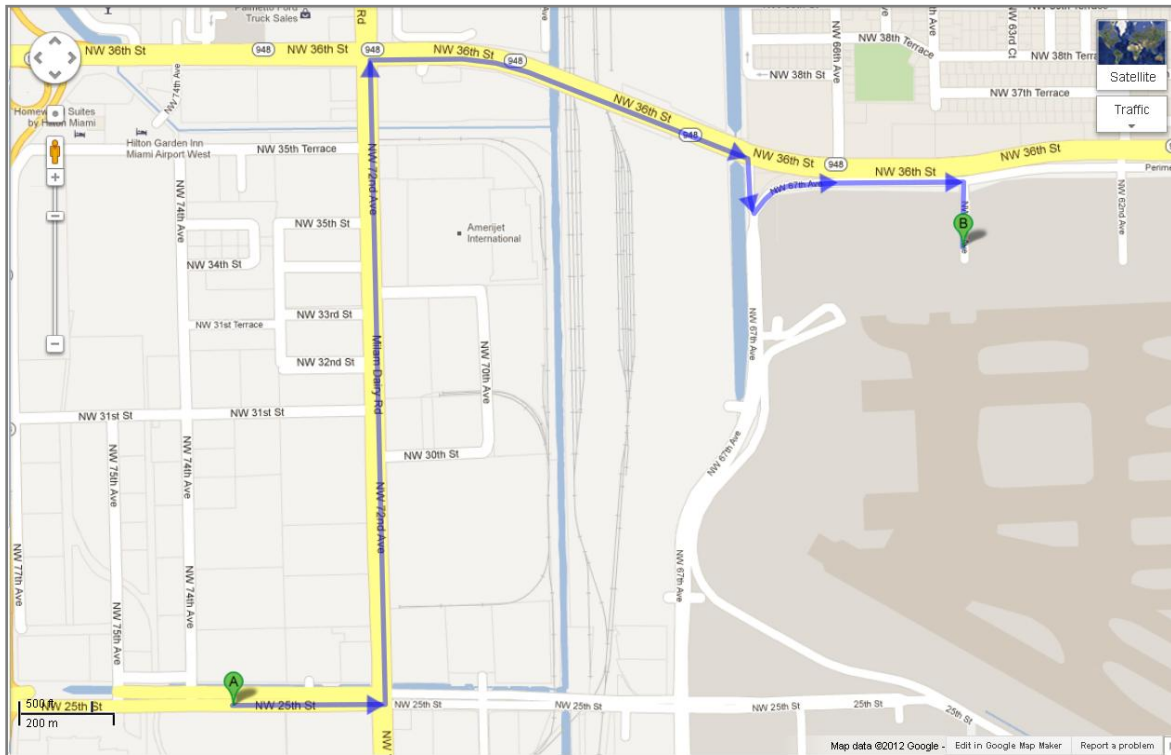Supporting airport: MCO

Driving distance to airport (miles): 90

- o Driving distance on limited access highway: 21
- o Driving distance on limited access highway-Toll: 61
- o Driving distance on arterial roadways: 8

Driving distance to airport in minutes: 86

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 6100 NW 36th St, Miami, FL 33166 (on-airport/airside access)

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 119,261
- Estimated number of employees: 188
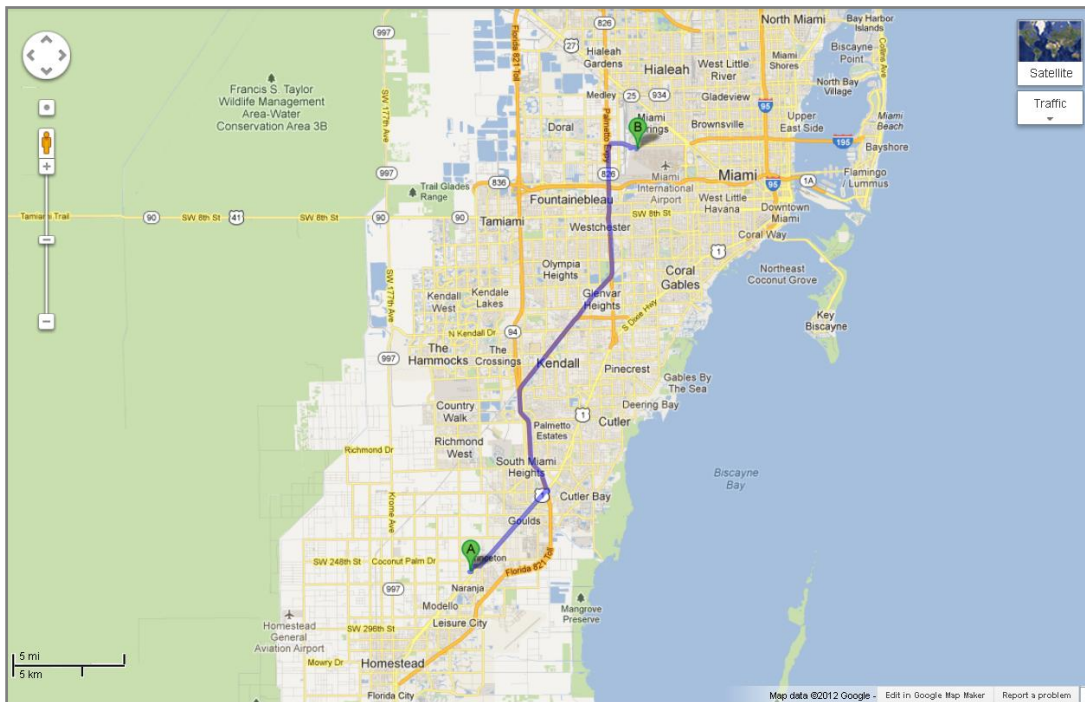- Number of Truck Docks: 29
- Number of Truck Doors: 9

Supporting airport: MIA

Driving distance to airport (miles): n/a

- Driving distance on limited access highway: n/a
- Driving distance on limited access highway-Toll: n/a
- Driving distance on arterial roadways: n/a

Driving distance to airport in minutes: n/a

Likely truck route:

n/a

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 10000 NW 21st St, Miami, FL 33172

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 100,005
- Estimated number of employees: 79
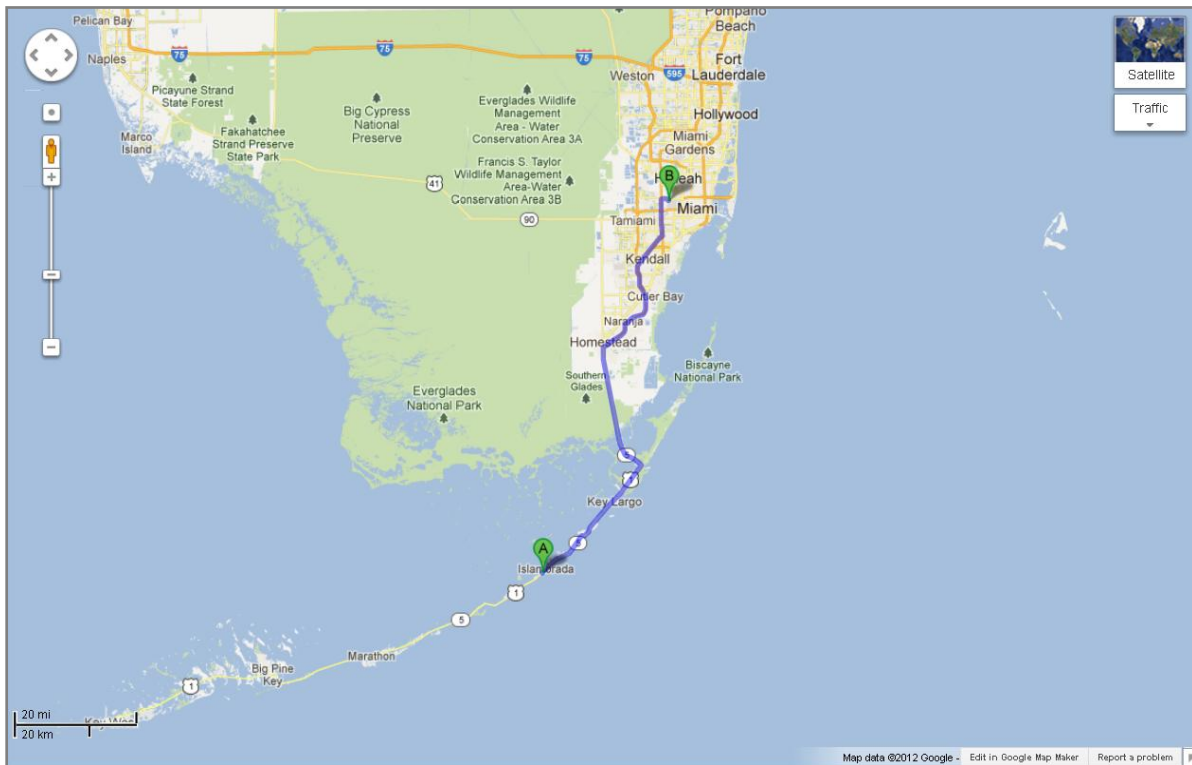- Number of Truck Docks: 11
- Number of Truck Doors: 8

Supporting airport: MIA

Driving distance to airport (miles): 5

- Driving distance on limited access highway: 0
- Driving distance on limited access highway-Toll: 0
- Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 12

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 200 S. Miami Ave, Miami, FL 33130

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 25,587
- Estimated number of employees: 11
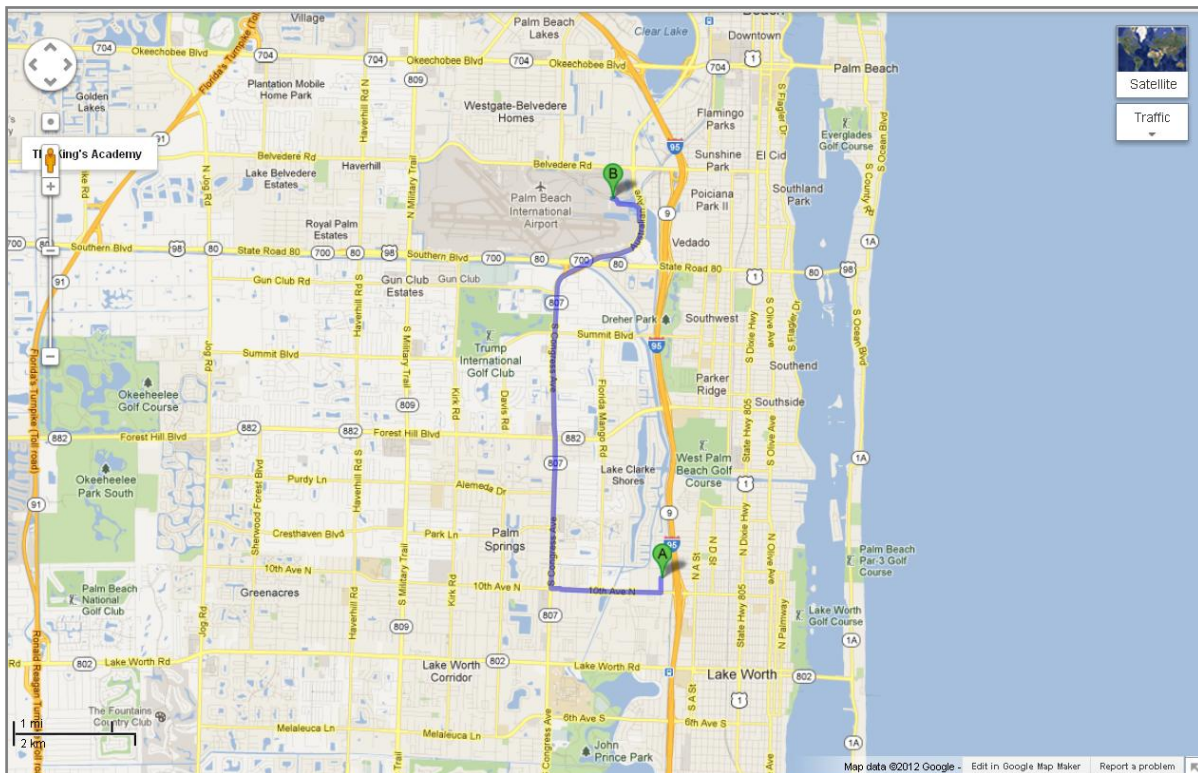- Number of Truck Docks: 3
- Number of Truck Doors: 6

Supporting airport: MIA

Driving distance to airport (miles): 13

- Driving distance on limited access highway: 11
- Driving distance on limited access highway-Toll: 0
- Driving distance on arterial roadways: 2

Driving distance to airport in minutes: 16

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 14101 Southwest 119 Avenue, Miami, FL 33186

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 25,202
- Estimated number of employees: 50
- Number of Truck Docks: 1
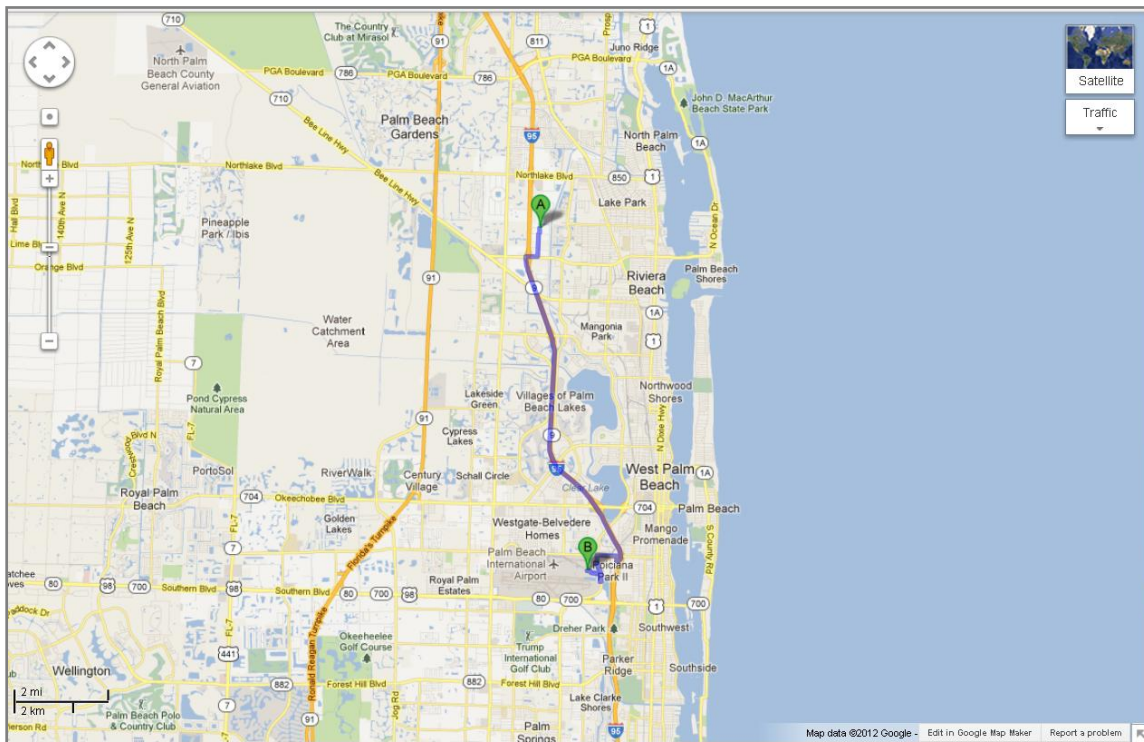- Number of Truck Doors: 7

Supporting airport: MIA

Driving distance to airport (miles): 17

- Driving distance on limited access highway: 8
- Driving distance on limited access highway-Toll: 7
- Driving distance on arterial roadways: 2

Driving distance to airport in minutes: 22

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 15601 W Dixie Hwy, Miami, FL 33162

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 28,809
- Estimated number of employees: 48
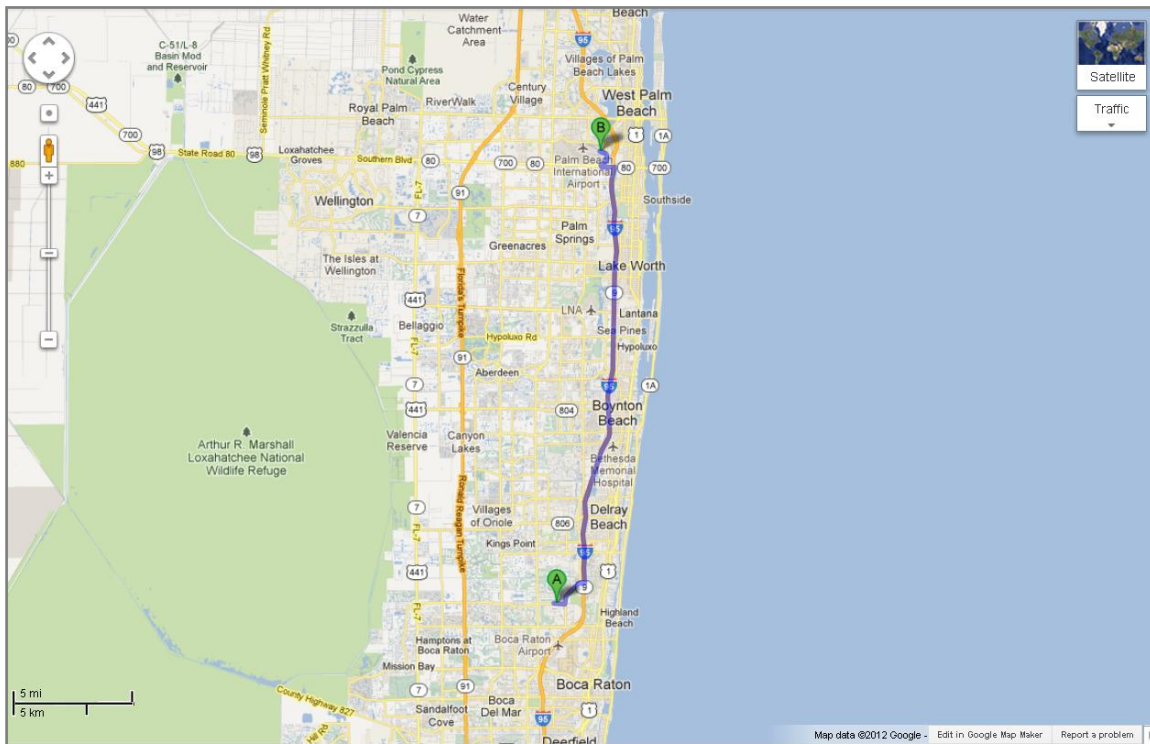- Number of Truck Docks: 0
- Number of Truck Doors: 10

Supporting airport: MIA

Driving distance to airport (miles): 21

- o Driving distance on limited access highway: 15
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 6

Driving distance to airport in minutes: 27

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 7340 NW 25th St, Miami, FL 33122

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 145,348
- Estimated number of employees: 136
- Number of Truck Docks: 100
- Number of Truck Doors: 9

Supporting airport: MIA

Driving distance to airport (miles): 2

- o Driving distance on limited access highway: 0
- o Driving distance on arterial roadways: 2

Driving distance to airport in minutes: 5

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 14200 SW 256th St, Homestead, FL 33032

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 24,096
- Estimated number of employees: 90
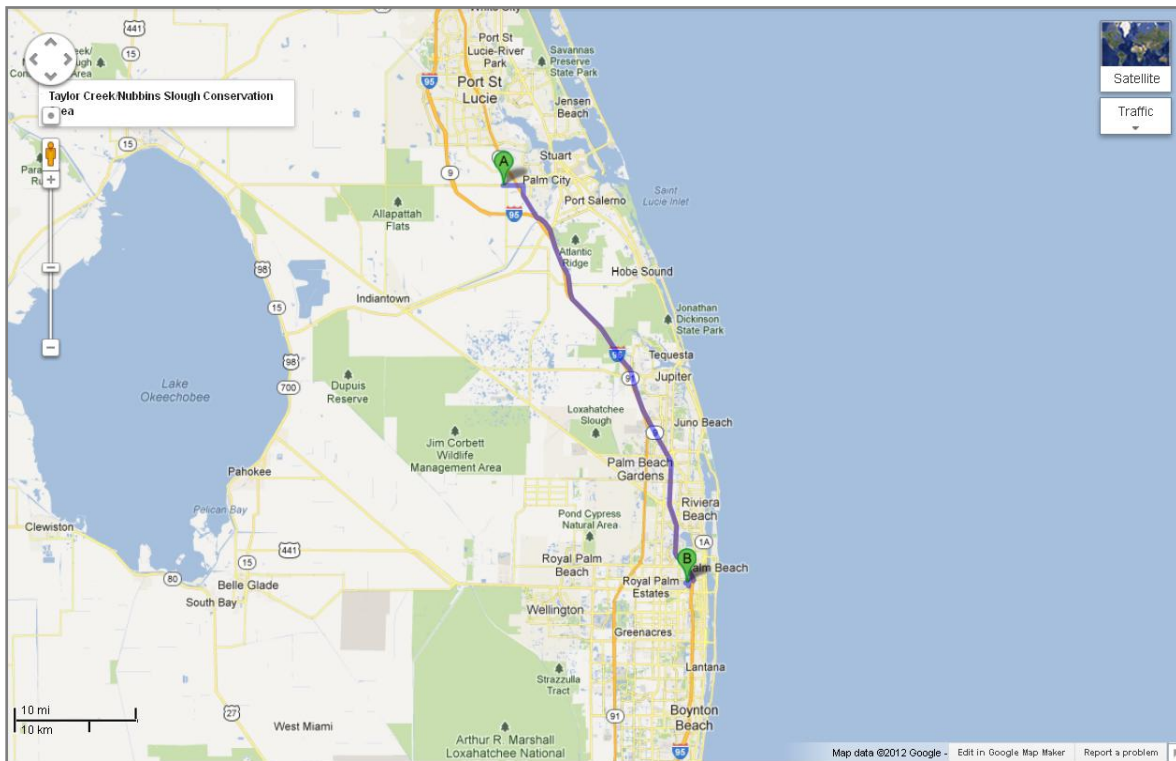- Number of Truck Docks: 72
- Number of Truck Doors: 16

Supporting airport: MIA

Driving distance to airport (miles): 25

- o   Driving distance on limited access highway: 5
- o   Driving distance on limited access highway-Toll: 12
- o   Driving distance on arterial roadways: 8

Driving distance to airport in minutes: 29

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 210 Industrial Rd, Islamorada, FL 33036

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 9,760
- Estimated number of employees: 8
- Number of Truck Docks: 3
- Number of Truck Doors: 0

Supporting airport: MIA

Driving distance to airport (miles): 78

- o Driving distance on limited access highway: 5
- o Driving distance on limited access highway-Toll: 25
- o Driving distance on arterial roadways: 48

Driving distance to airport in minutes: 99

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 1145 Barnett Dr, Lake Worth, FL 33461

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 36,300
- Estimated number of employees: 45
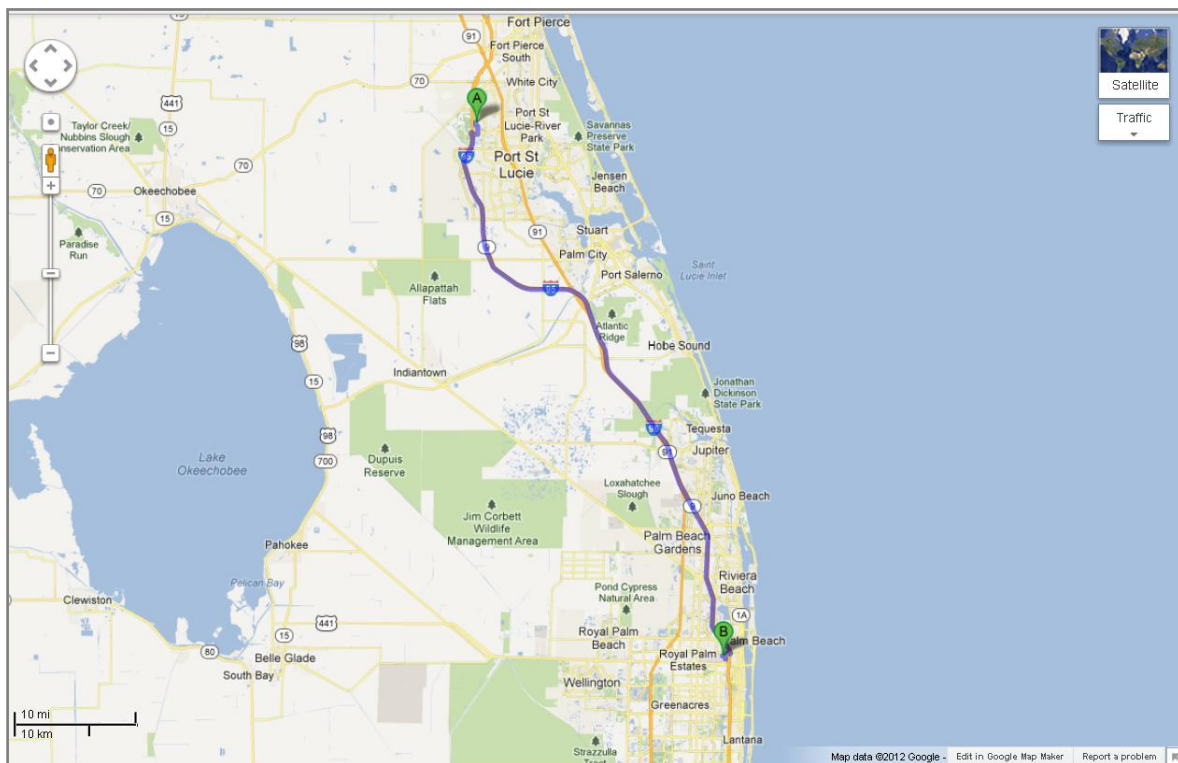- Number of Truck Docks:
- Number of Truck Doors: 10

Supporting airport: PBI

Driving distance to airport (miles): 6

- o Driving distance on limited access highway: 0
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 6

Driving distance to airport in minutes: 14

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 7840 Central Industrial Way, Riviera Beach, FL 33404

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 49,200
- Estimated number of employees: 83
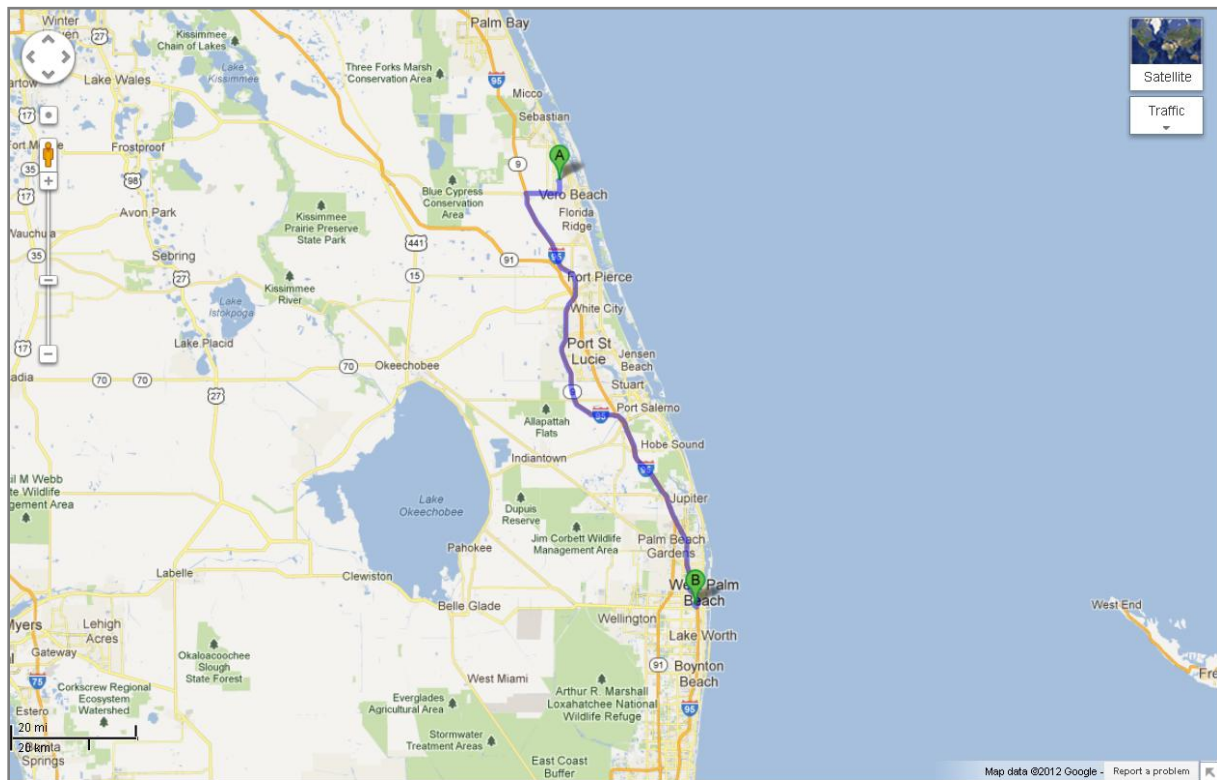- Number of Truck Docks: 16
- Number of Truck Doors: 11

Supporting airport: PBI

Driving distance to airport (miles): 10

- Driving distance on limited access highway: 7
- Driving distance on limited access highway-Toll: 0
- Driving distance on arterial roadways: 3

Driving distance to airport in minutes: 15

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 1101 Clint Moore Rd, Boca Raton, FL 33487

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 82,676
- Estimated number of employees: 73
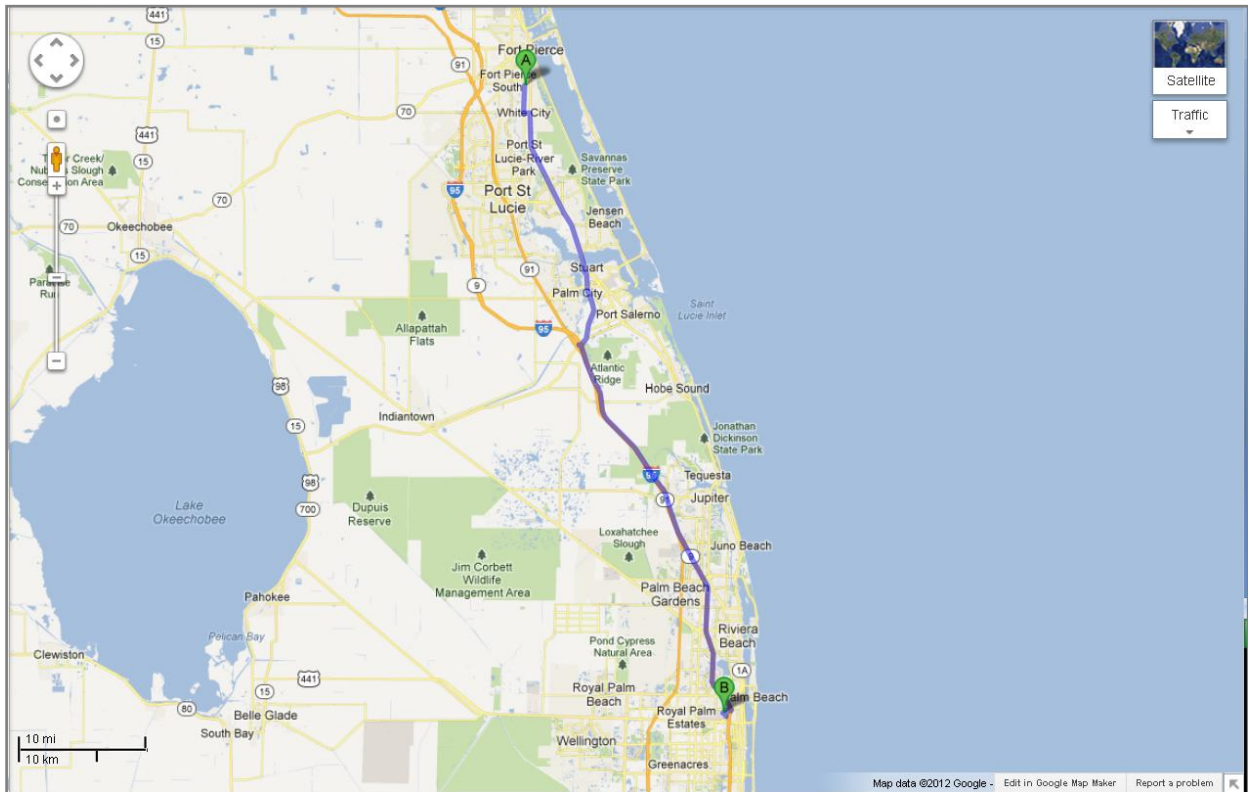- Number of Truck Docks: 2
- Number of Truck Doors: 15

Supporting airport: PBI

Driving distance to airport (miles): 22

- o Driving distance on limited access highway: 18
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 4

Driving distance to airport in minutes: 31

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 4455 SW Martin Hwy, Palm City, FL 34990

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 21,876
- Estimated number of employees: 68
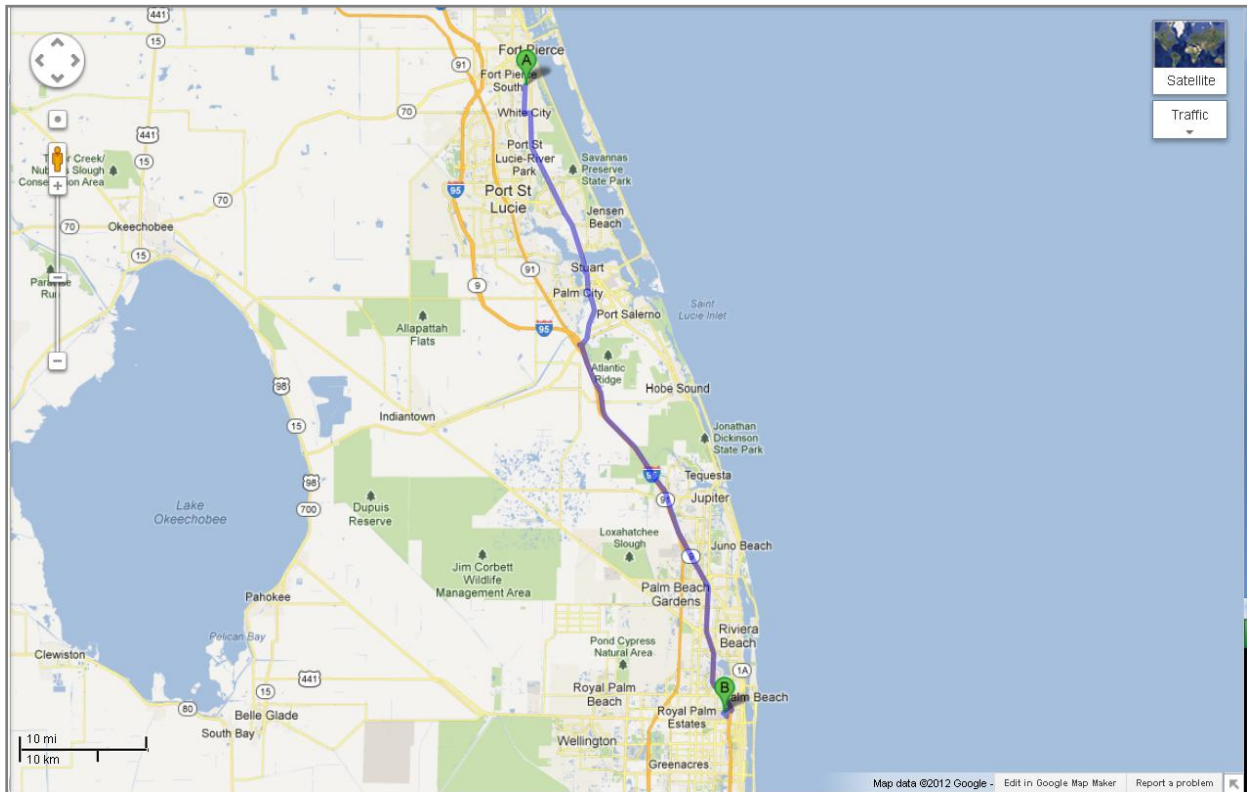- Number of Truck Docks: ?
- Number of Truck Doors: many (no bird's eye)

Supporting airport: PBI

Driving distance to airport (miles): 40

- o Driving distance on limited access highway: 34
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 6

Driving distance to airport in minutes: 47

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 480 NW Enterprise Dr, Port St Lucie, FL 34986

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 34,320
- Estimated number of employees: 39
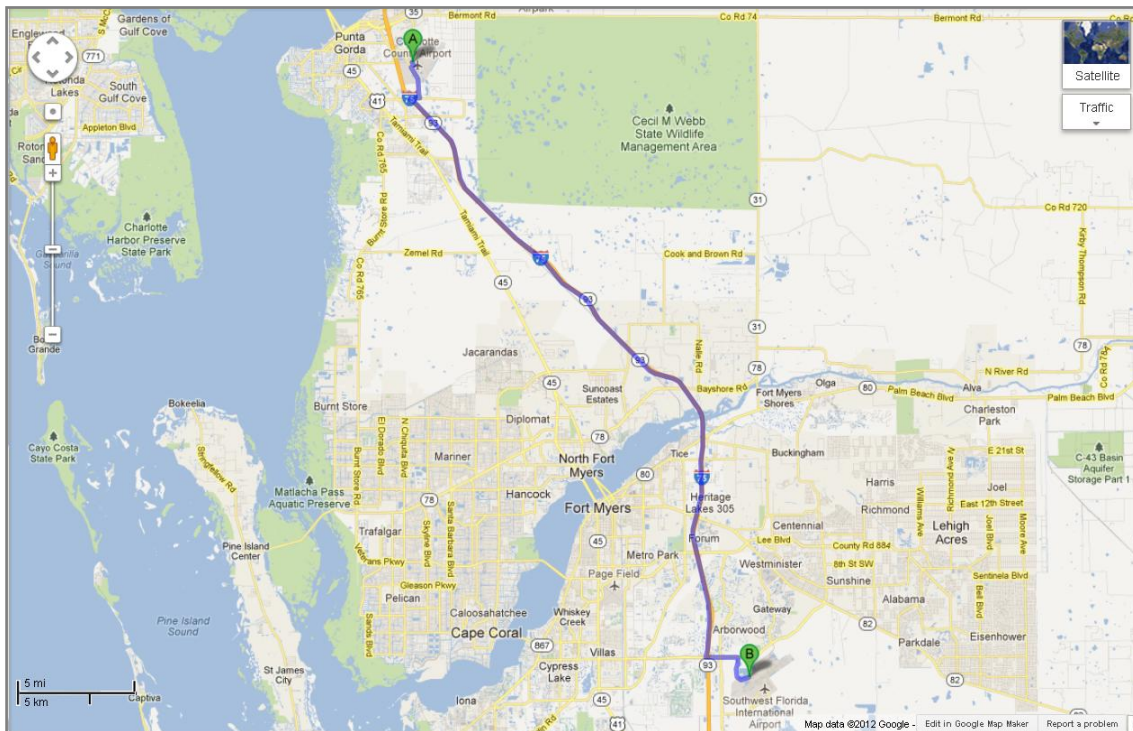- Number of Truck Docks: ?
- Number of Truck Doors: many (no bird's eye)

Supporting airport: PBI

Driving distance to airport (miles): 56

- o Driving distance on limited access highway: 54
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 2

Driving distance to airport in minutes: 60

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 4555 41st St, Vero Beach, FL 32967

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 18,196
- Estimated number of employees: 30
- Number of Truck Docks: 10
- Number of Truck Doors: 13

Supporting airport: PBI

Driving distance to airport (miles): 88

- Driving distance on limited access highway: 79
- Driving distance on arterial roadways: 7

Driving distance to airport in minutes: 93

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 3203 Oleander Ave, Ft Pierce, FL 34982

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 15,562
- Estimated number of employees: 41
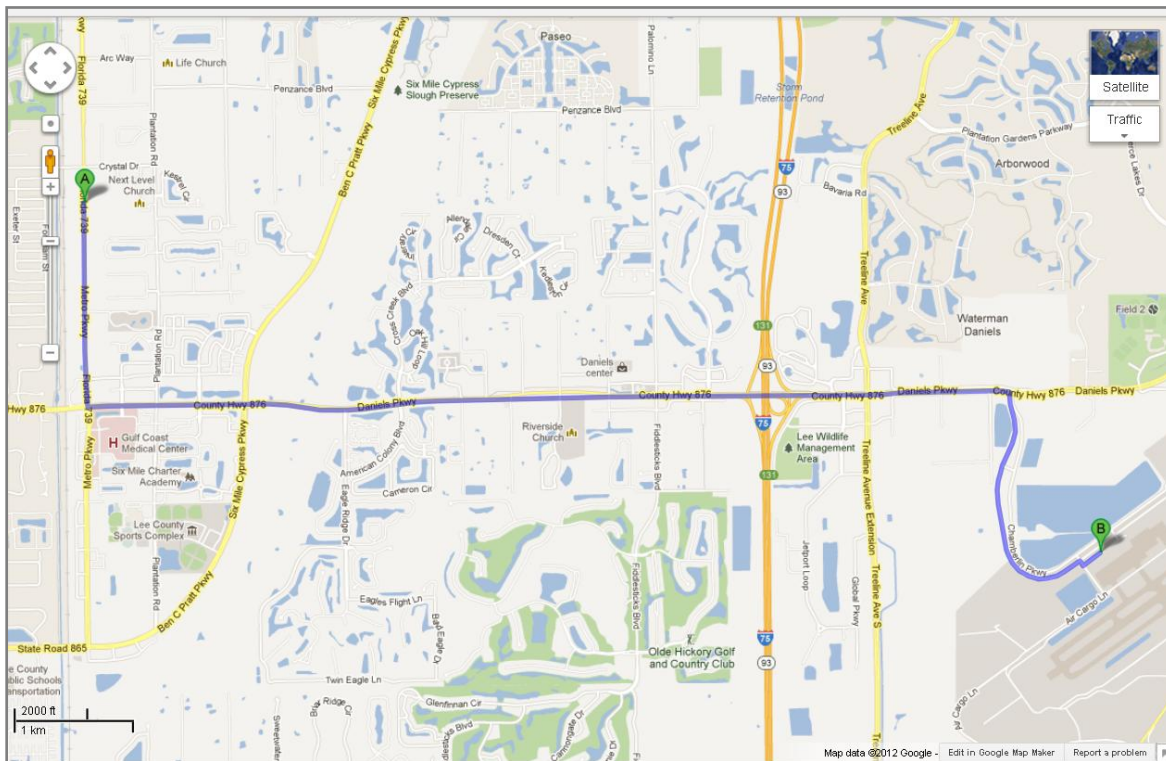- Number of Truck Docks: 60
- Number of Truck Doors: 0

Supporting airport: PBI

Driving distance to airport (miles): 57

- o Driving distance on limited access highway: 33
- o Driving distance on arterial roadways: 24

Driving distance to airport in minutes: 70

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 2600 SE Miami St, Stuart, FL 34997

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 28,072
- Estimated number of employees: 26
- Number of Truck Docks: 39
- Number of Truck Doors: 1

Supporting airport: PBI

Driving distance to airport (miles): 40

- o Driving distance on limited access highway: 33
- o Driving distance on arterial roadways: 7

Driving distance to airport in minutes: 48

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 7569 Golf Course Blvd,   Punta Gorda, FL 33982

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 35,000
- Estimated number of employees: 30
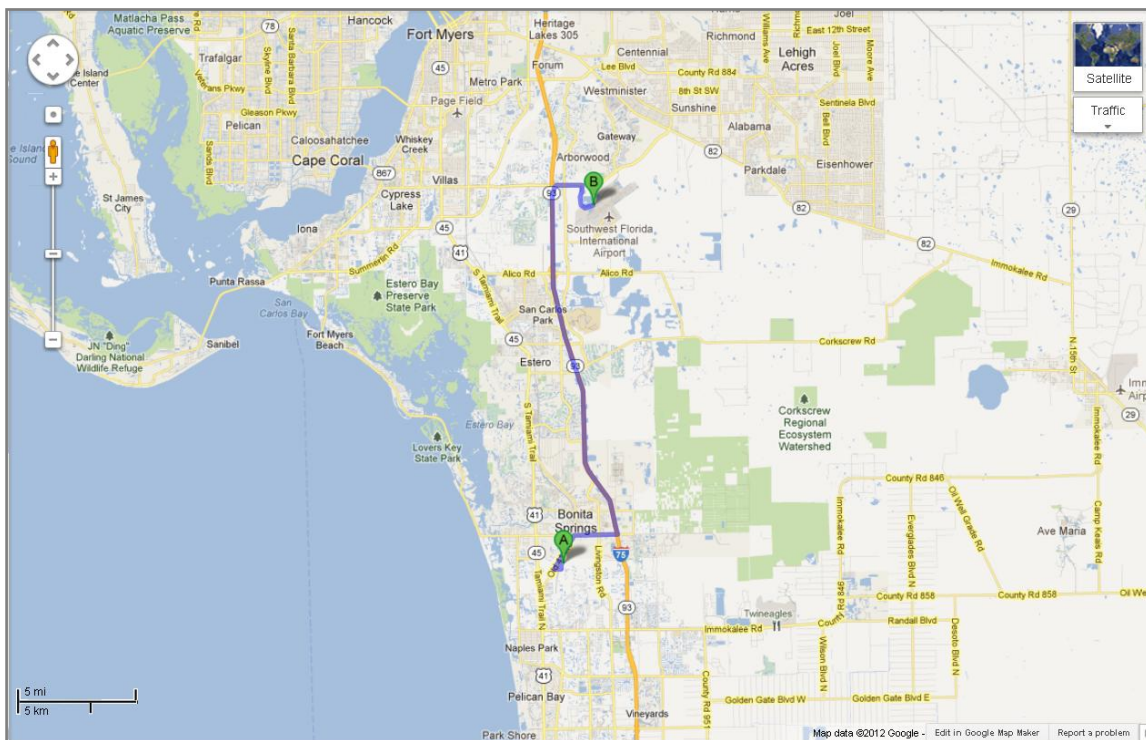- Number of Truck Docks: 4
- Number of Truck Doors: 15

Supporting airport: RSW

Driving distance to airport (miles): 35

- o Driving distance on limited access highway: 30
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 42

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 12501 Metro Parkway, Ft Myers, FL 33966

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 35,000
- Estimated number of employees: 50
- Number of Truck Docks: 0
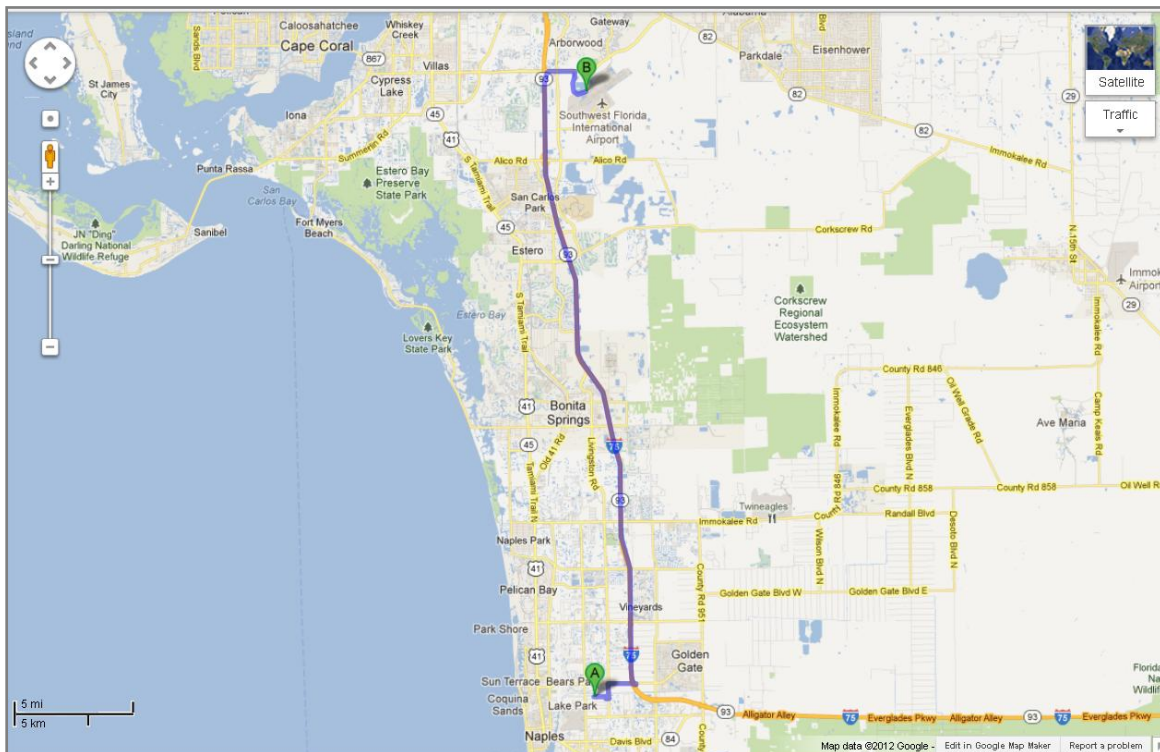- Number of Truck Doors: 8

Supporting airport: RSW

Driving distance to airport (miles): 7

- o Driving distance on limited access highway: 0
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 7

Driving distance to airport in minutes: 15

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 1485 Railhead Blvd, Suite 1, Naples, FL 34110

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 30,000
- Estimated number of employees: 20
- Number of Truck Docks: ?
- Number of Truck Doors: ?

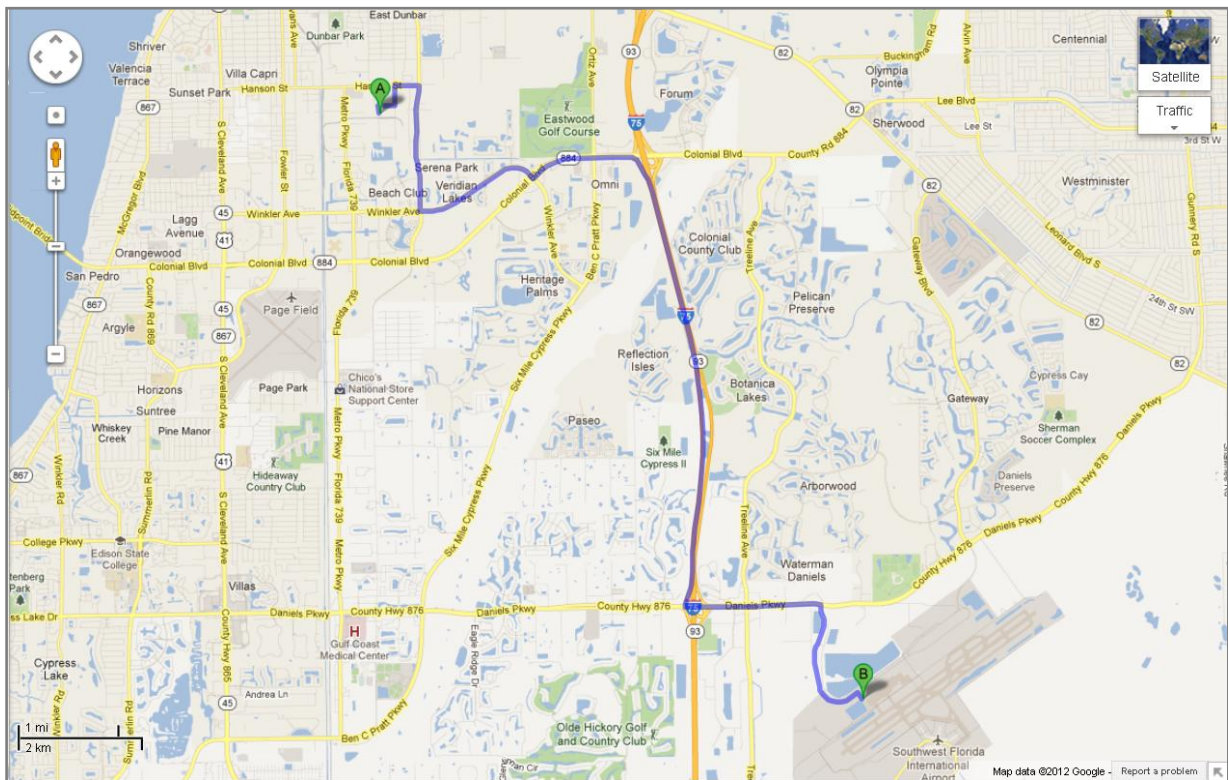Supporting airport: RSW

Driving distance to airport (miles): 22

- o Driving distance on limited access highway: 15
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 7

Driving distance to airport in minutes: 31

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 3885 Mercantile Ave, Naples, FL 34104

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 22,500
- Estimated number of employees: 30
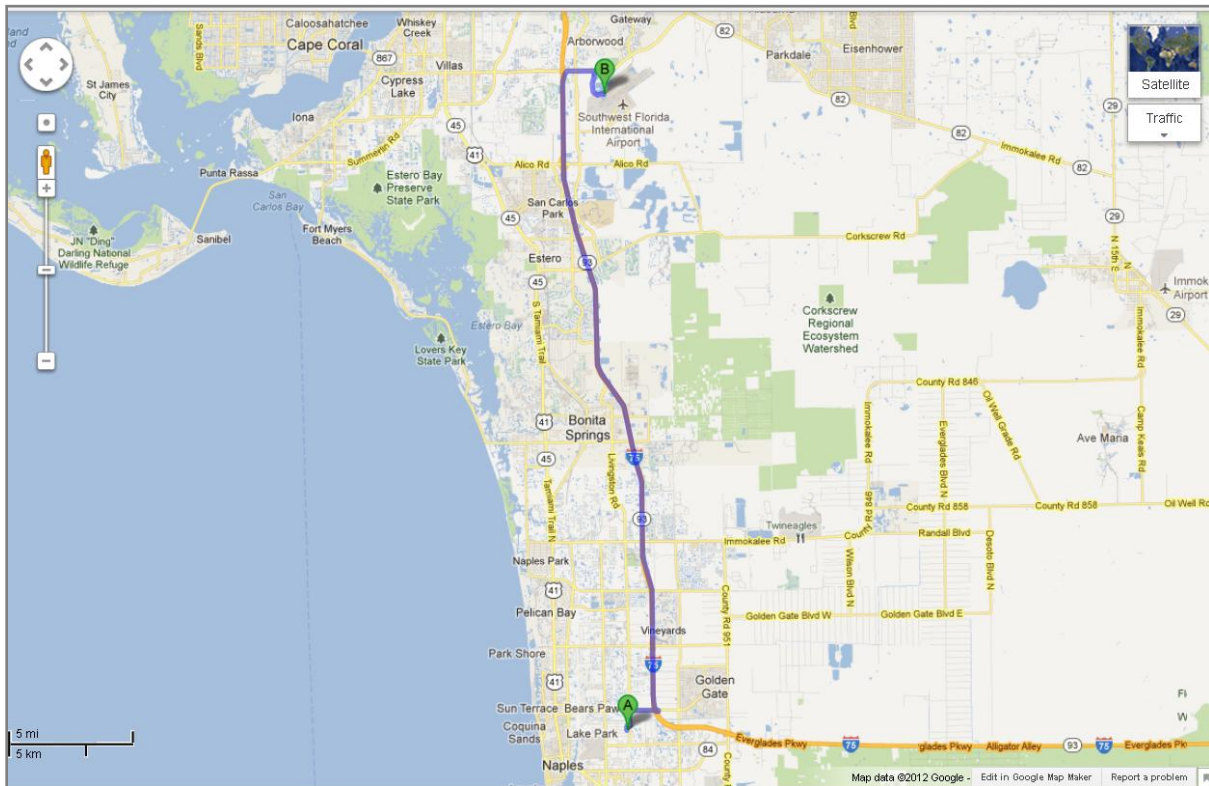- Number of Truck Docks: 0
- Number of Truck Doors: 9

Supporting airport: RSW

Driving distance to airport (miles): 32

- o Driving distance on limited access highway: 27
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 40

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 2901 Cargo St, Ft Myers, FL 33916

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 24,922
- Estimated number of employees: 60
- Number of Truck Docks: 169
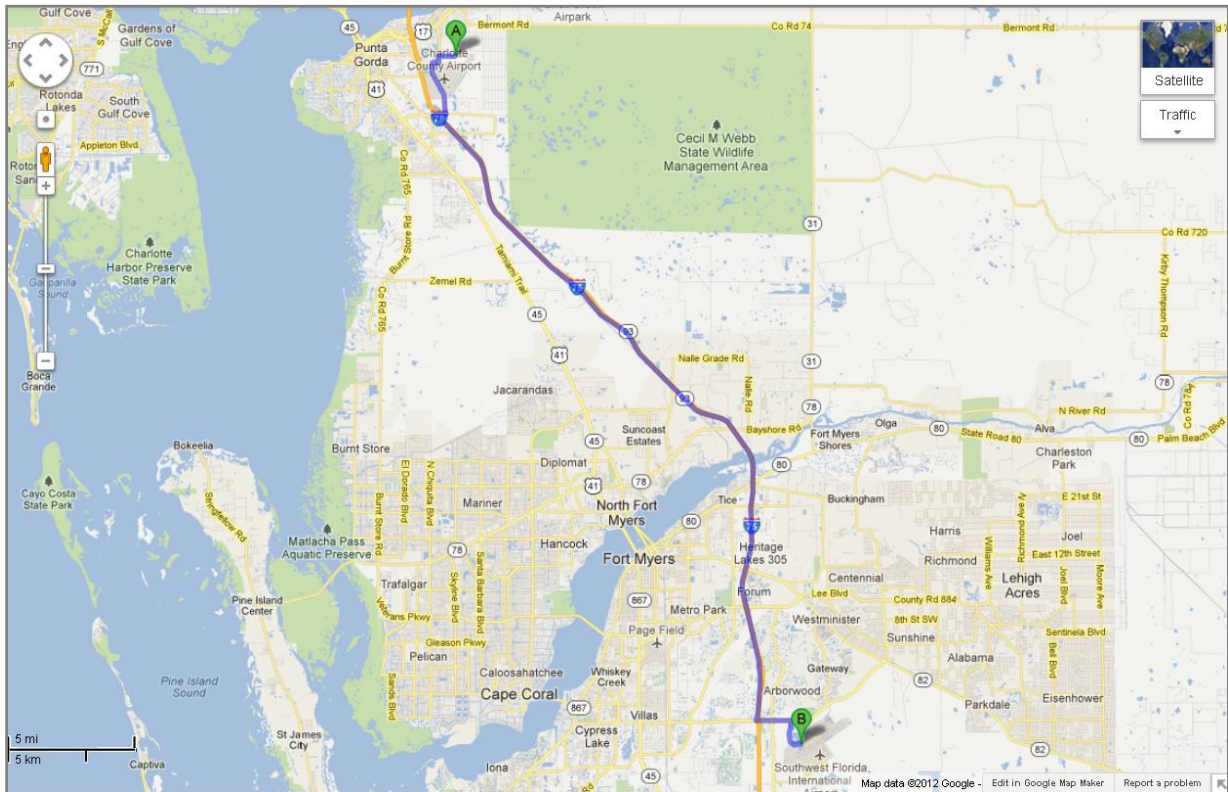- Number of Truck Doors: 3

Supporting airport: RSW

Driving distance to airport (miles): 12

- o Driving distance on limited access highway: 5
- o Driving distance on arterial roadways: 7

Driving distance to airport in minutes: 22

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 971 Commercial Blvd, Naples, FL 34104

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 32,205
- Estimated number of employees: 100
- Number of Truck Docks: 70
- Number of Truck Doors: 3

Supporting airport: RSW

Driving distance to airport (miles): 31

- Driving distance on limited access highway: 27
- Driving distance on arterial roadways: 4

Driving distance to airport in minutes: 38

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 28101 Challenger Blvd, Punta Gorda, FL 33982

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 7,581
- Estimated number of employees: 34
- Number of Truck Docks: 66
- Number of Truck Doors: 2

Supporting airport: RSW

Driving distance to airport (miles): 36

- o Driving distance on limited access highway: 30
- o Driving distance on arterial roadways: 6

Driving distance to airport in minutes: 45

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 1900 Interstate Dr, Lakeland, FL 33805

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 31,500
- Estimated number of employees: 30
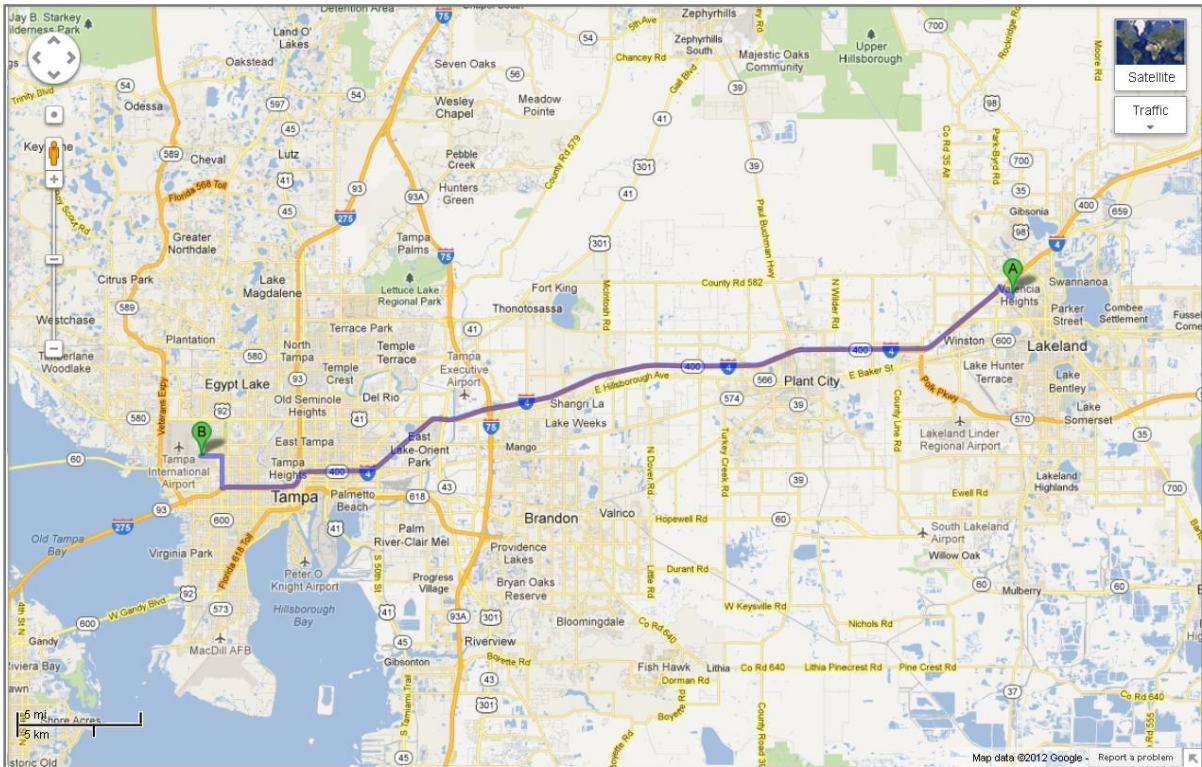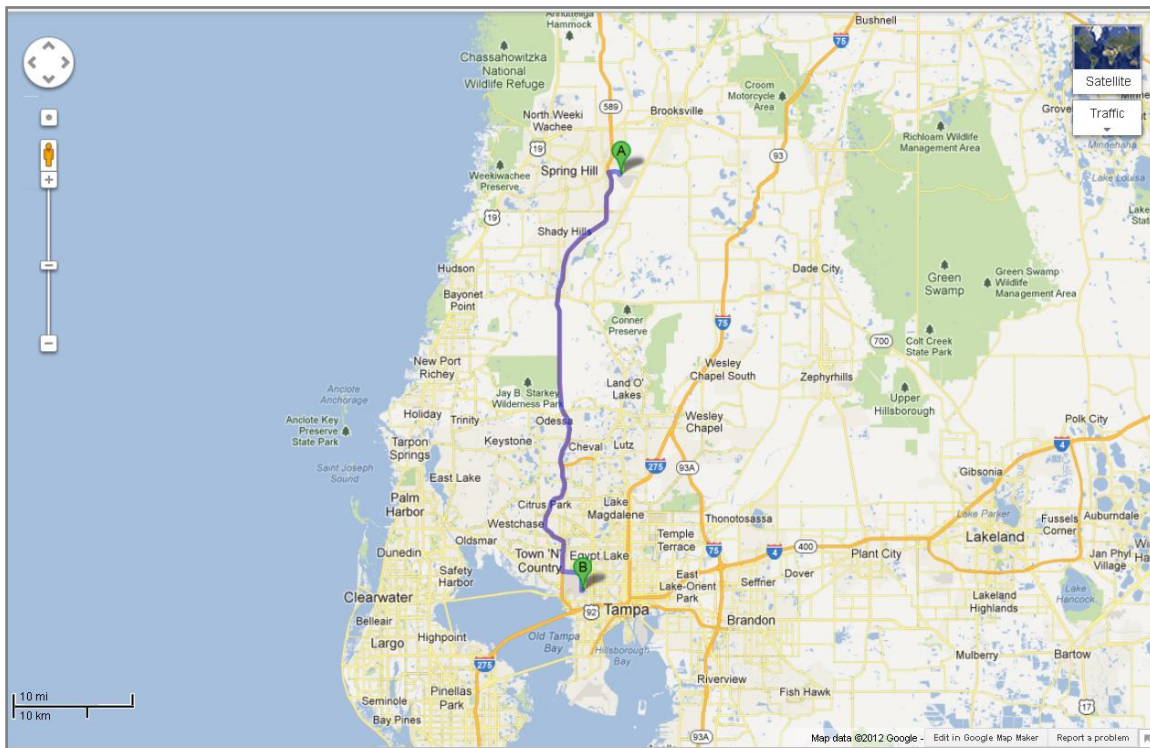- Number of Truck Docks: 5
- Number of Truck Doors: 8

Supporting airport: TPA

Driving distance to airport (miles): 37

- Driving distance on limited access highway: 34
- Driving distance on limited access highway-Toll: 0
- Driving distance on arterial roadways: 3

Driving distance to airport in minutes: 43

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 16012 Flight Path Dr, Brooksville, FL 34609

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 19,101
- Estimated number of employees: 30
- Number of Truck Docks: 5
- Number of Truck Doors: 8

Supporting airport: TPA

Driving distance to airport (miles): 42

- o Driving distance on limited access highway: 0
- o Driving distance on limited access highway-Toll: 37
- o Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 48

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 5101 W Waters Ave, Tampa, FL 33634

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 95,127
- Estimated number of employees: 100
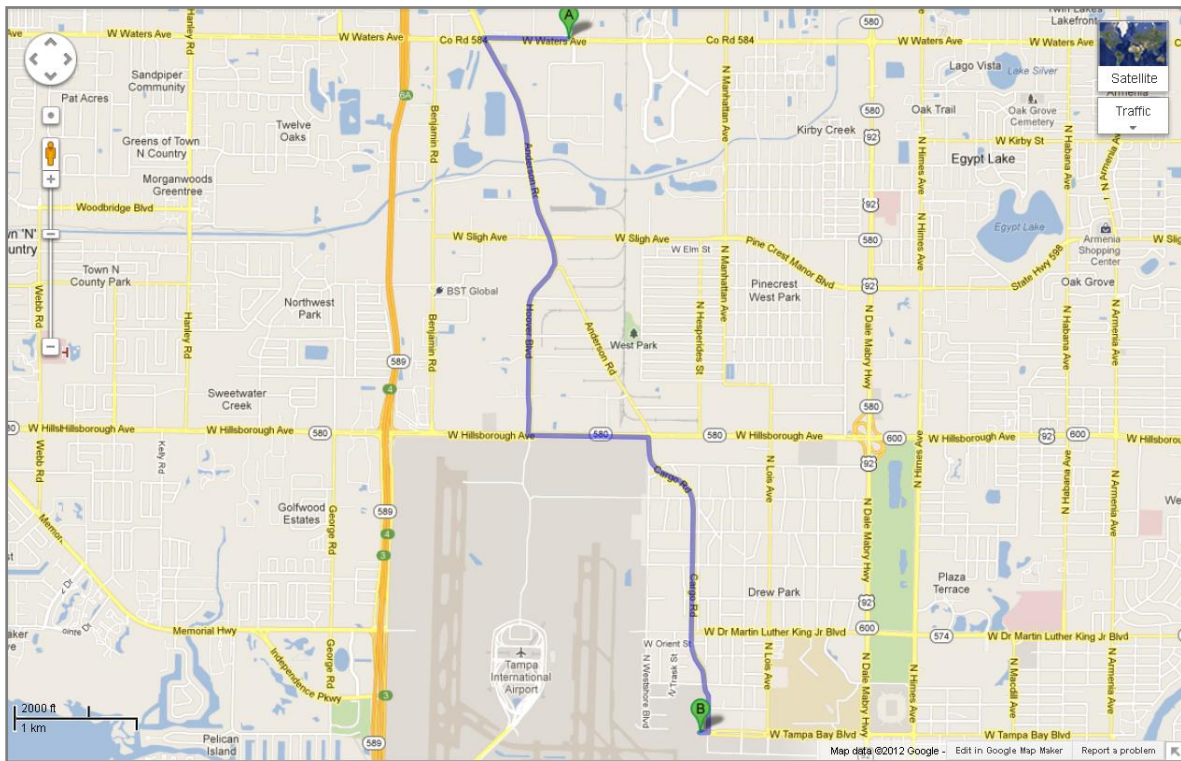- Number of Truck Docks: 7
- Number of Truck Doors: 10

Supporting airport: TPA

Driving distance to airport (miles): 5

- o Driving distance on limited access highway: 0
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 11

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 8210 Adamo Dr, Tampa, FL 33619

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 35,672
- Estimated number of employees: 30
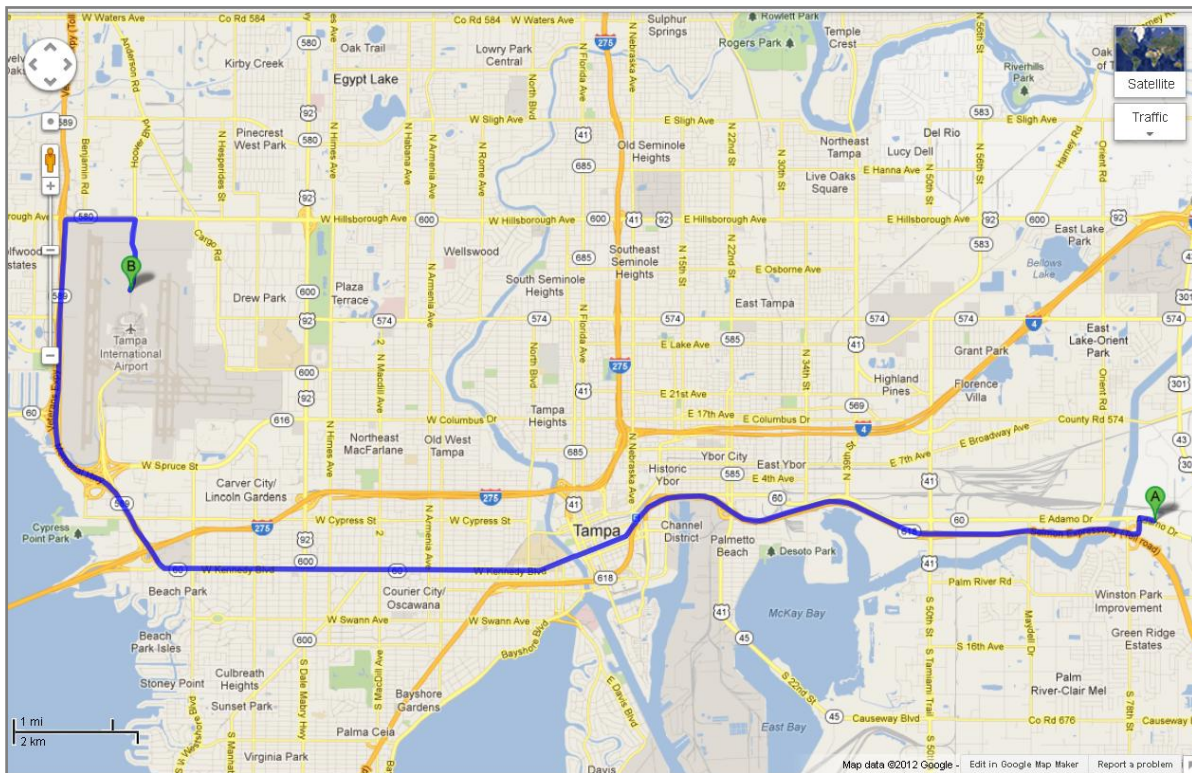- Number of Truck Docks: 0
- Number of Truck Doors: 14

Supporting airport: TPA

Driving distance to airport (miles): 16

- Driving distance on limited access highway: 0
- Driving distance on limited access highway-Toll: 14
- Driving distance on arterial roadways: 2

Driving distance to airport in minutes: 25

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 9201 Mci Dr, Pinellas Park, FL 33782

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 49,941
- Estimated number of employees: 45
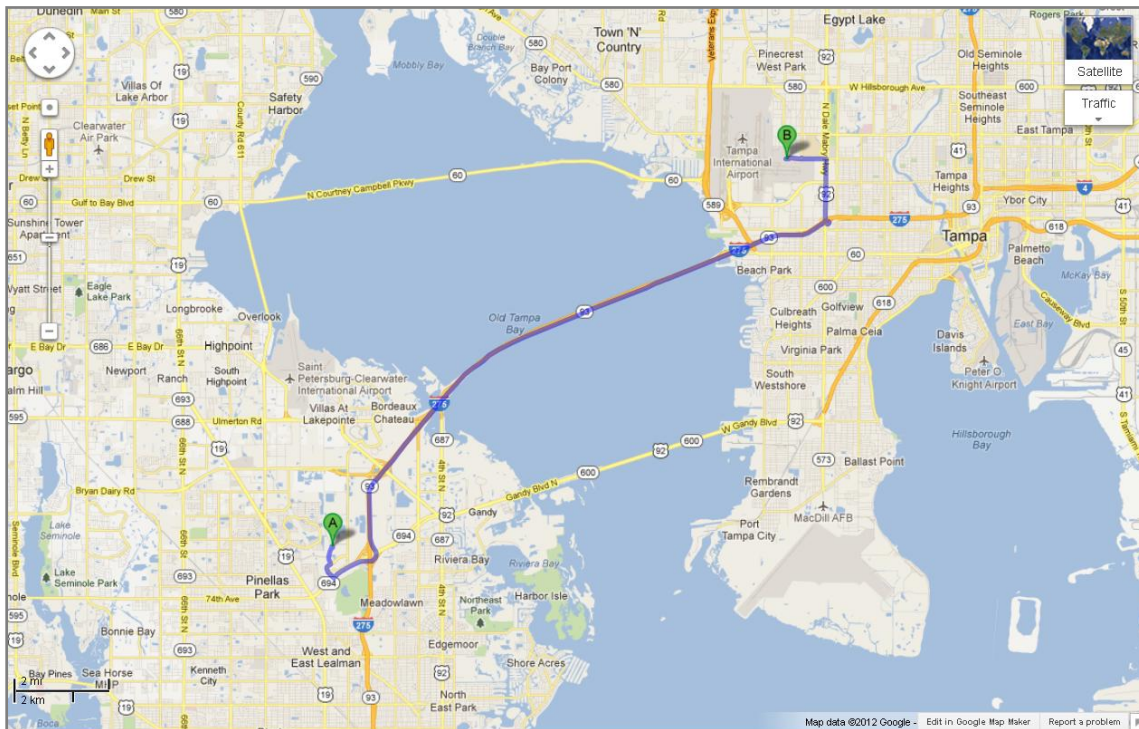- Number of Truck Docks: 0
- Number of Truck Doors: 21

Supporting airport: TPA

Driving distance to airport (miles): 17

- o Driving distance on limited access highway: 15
- o Driving distance on limited access highway-Toll:
- o Driving distance on arterial roadways: 2

Driving distance to airport in minutes: 25

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 1881 Main St, Dunedin, FL 34698

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 35,280
- Estimated number of employees: 40
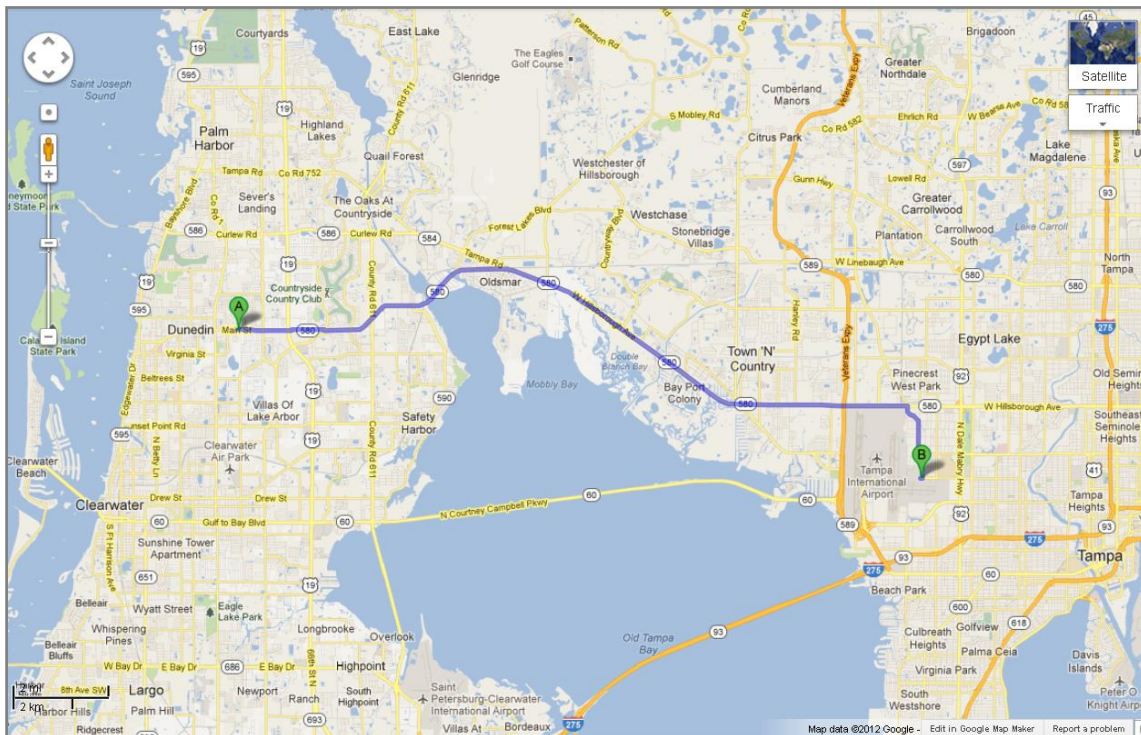- Number of Truck Docks: 0
- Number of Truck Doors: 11

Supporting airport: TPA

Driving distance to airport (miles): 17

- o Driving distance on limited access highway: 0
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 17

Driving distance to airport in minutes: 32

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 2033 Cantu Court, Sarasota, FL 34232

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 35,857
- Estimated number of employees: 50
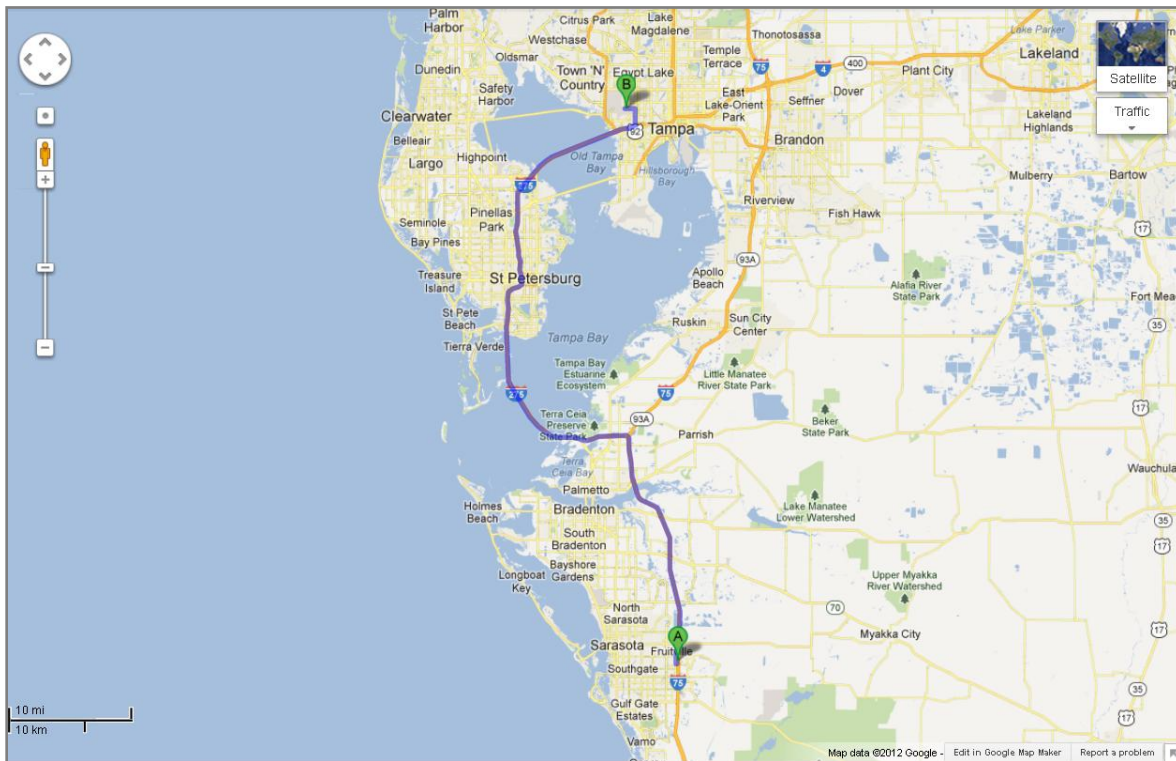- Number of Truck Docks: 4
- Number of Truck Doors: 8

Supporting airport: TPA

Driving distance to airport (miles): 64

- Driving distance on limited access highway: 18
- Driving distance on limited access highway-Toll: 41
- Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 71

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 4605 18th St E, Bradenton, FL 34203

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 57,961
- Estimated number of employees: 30
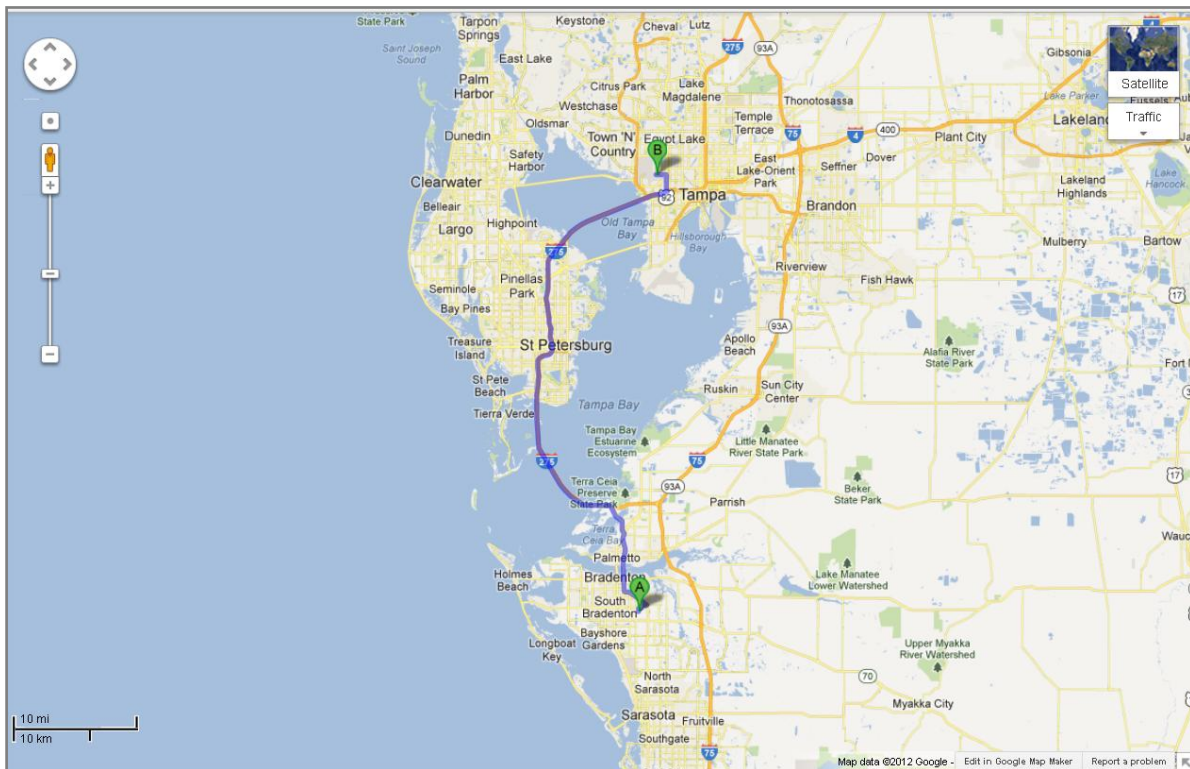- Number of Truck Docks: 4
- Number of Truck Doors: 1

Supporting airport: TPA

Driving distance to airport (miles): 50

- o Driving distance on limited access highway: 1
- o Driving distance on limited access highway-Toll: 39
- o Driving distance on arterial roadways: 10

Driving distance to airport in minutes: 61

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 3205 Minnesota Ave, Panama City, FL 32405

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 9,522
- Estimated number of employees: 36
- Number of Truck Docks: 27
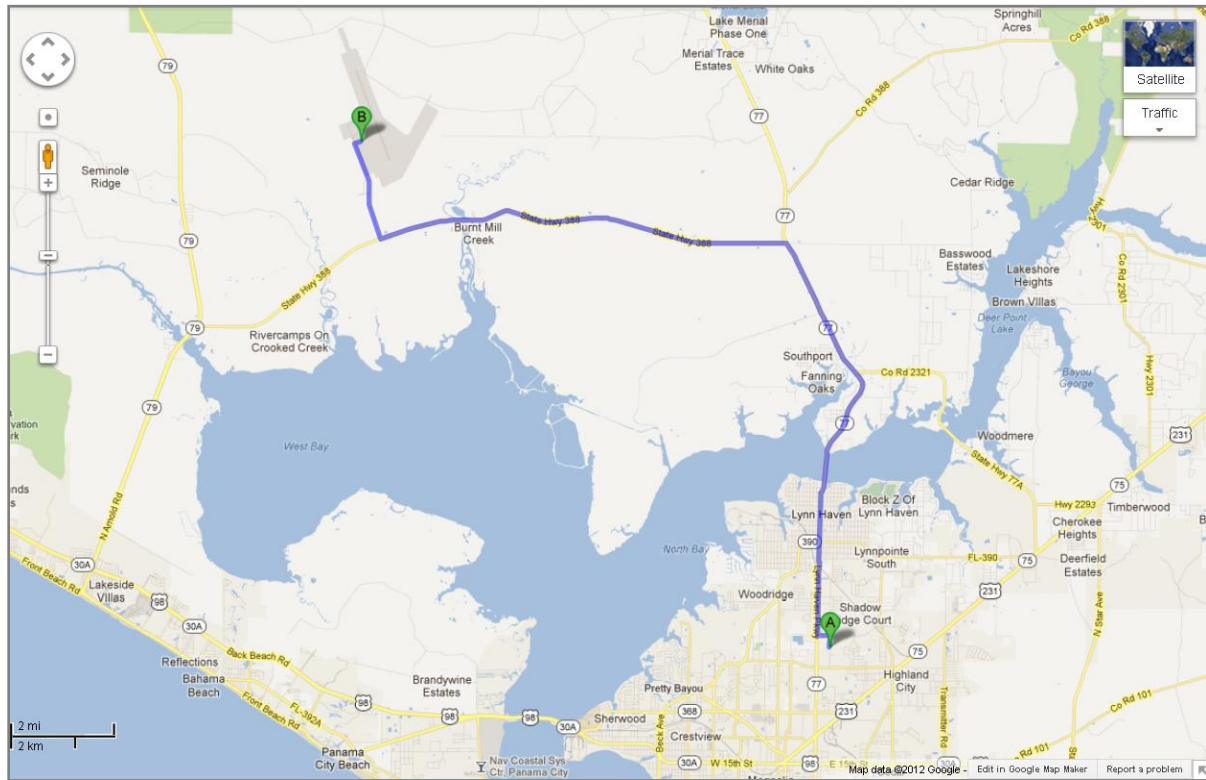- Number of Truck Doors: 9

Supporting airport: ECP

Driving distance to airport (miles): 19

- o Driving distance on limited access highway: 0
- o Driving distance on arterial roadways: 19

Driving distance to airport in minutes: 28

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 3 Industrial Dr, Key West, FL 33040

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 4,025
- Estimated number of employees: 8
- Number of Truck Docks:
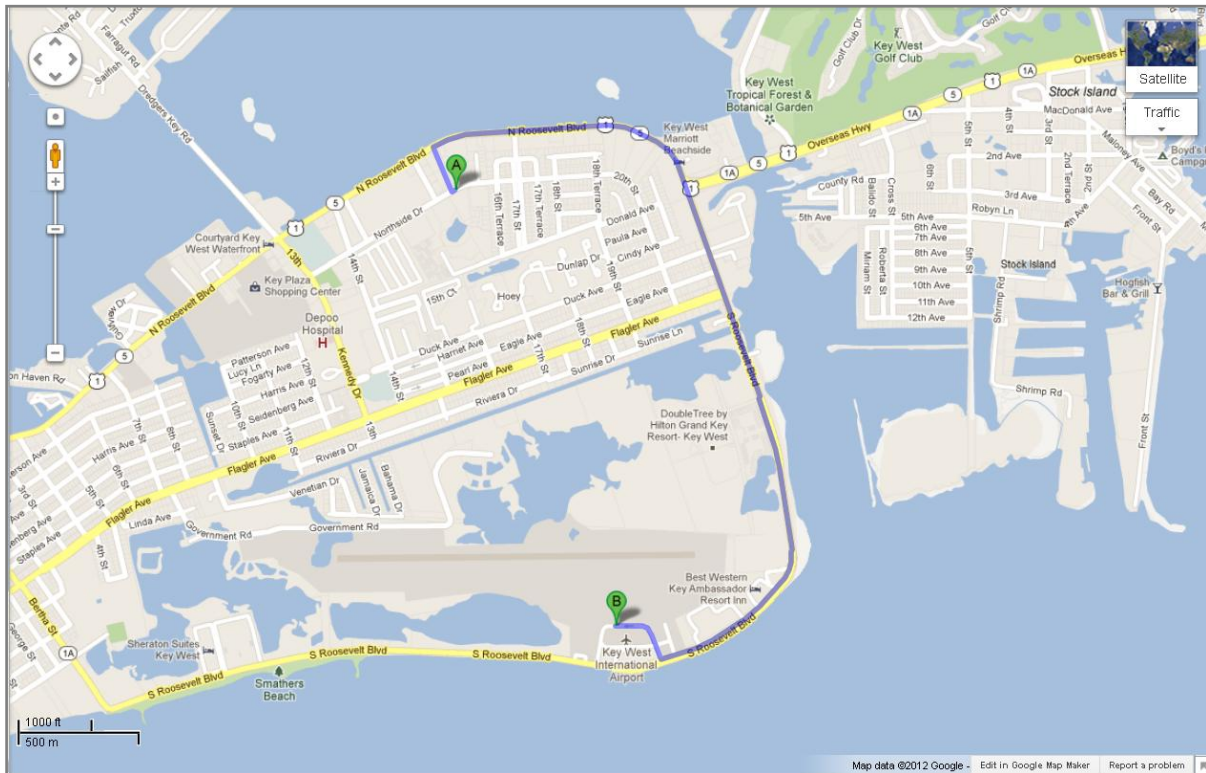- Number of Truck Doors:

Supporting airport: EYW

Driving distance to airport (miles): 2.5

- o Driving distance on limited access highway: 0
- o Driving distance on arterial roadways: 2.5

Driving distance to airport in minutes: 5

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 685 Eight Court, Vero Beach, FL 32962

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 22,680
- Estimated number of employees: 20
- Number of Truck Docks: 0
- Number of Truck Doors: 11

Supporting airport: MLB

Driving distance to airport (miles): 38

- Driving distance on limited access highway: 0
- Driving distance on limited access highway-Toll: 0
- Driving distance on arterial roadways: 38

Driving distance to airport in minutes: 52

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 5100 Acline Dr E, Tampa, FL 33619

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 123,883
- Estimated number of employees: 223
- Number of Truck Docks: 123
- Number of Truck Doors: 4

Supporting airport: PIE

Driving distance to airport (miles): 21

- o Driving distance on limited access highway: 16
- o Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 28

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 5720 126th Ave N, Clearwater, FL 33760

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 136,500
- Estimated number of employees: 166
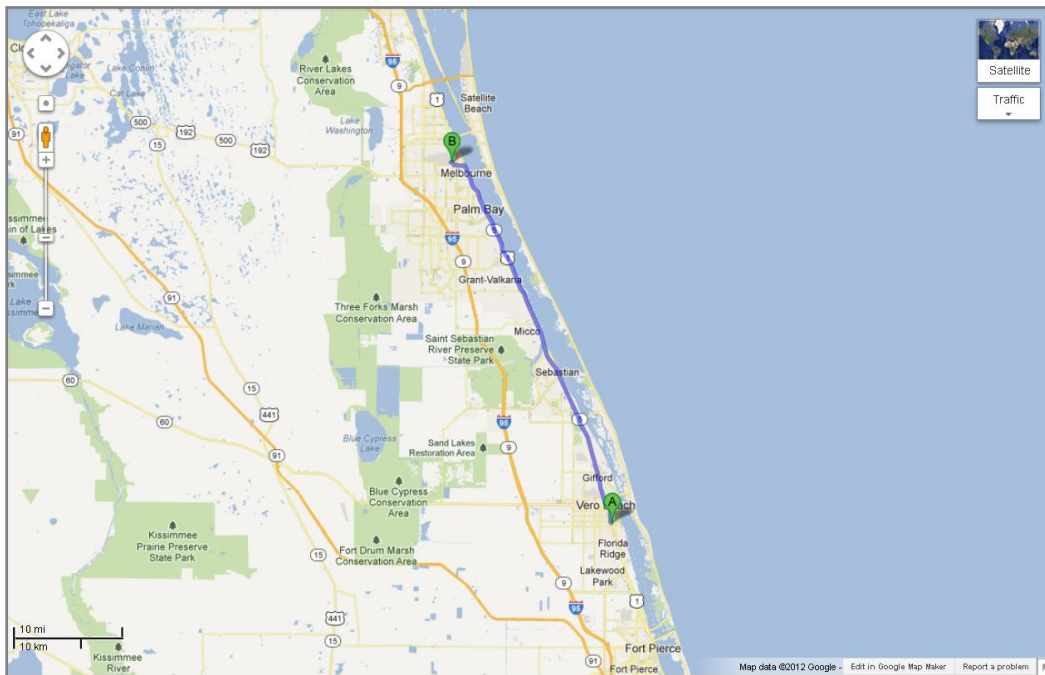- Number of Truck Docks: 85
- Number of Truck Doors: 5

Supporting airport: PIE

Driving distance to airport (miles): 3

- Driving distance on limited access highway: 0
- Driving distance on arterial roadways: 3

Driving distance to airport in minutes: 8

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 2020 Calumet Dr, Clearwater, FL 33765

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 21,329
- Estimated number of employees: 22
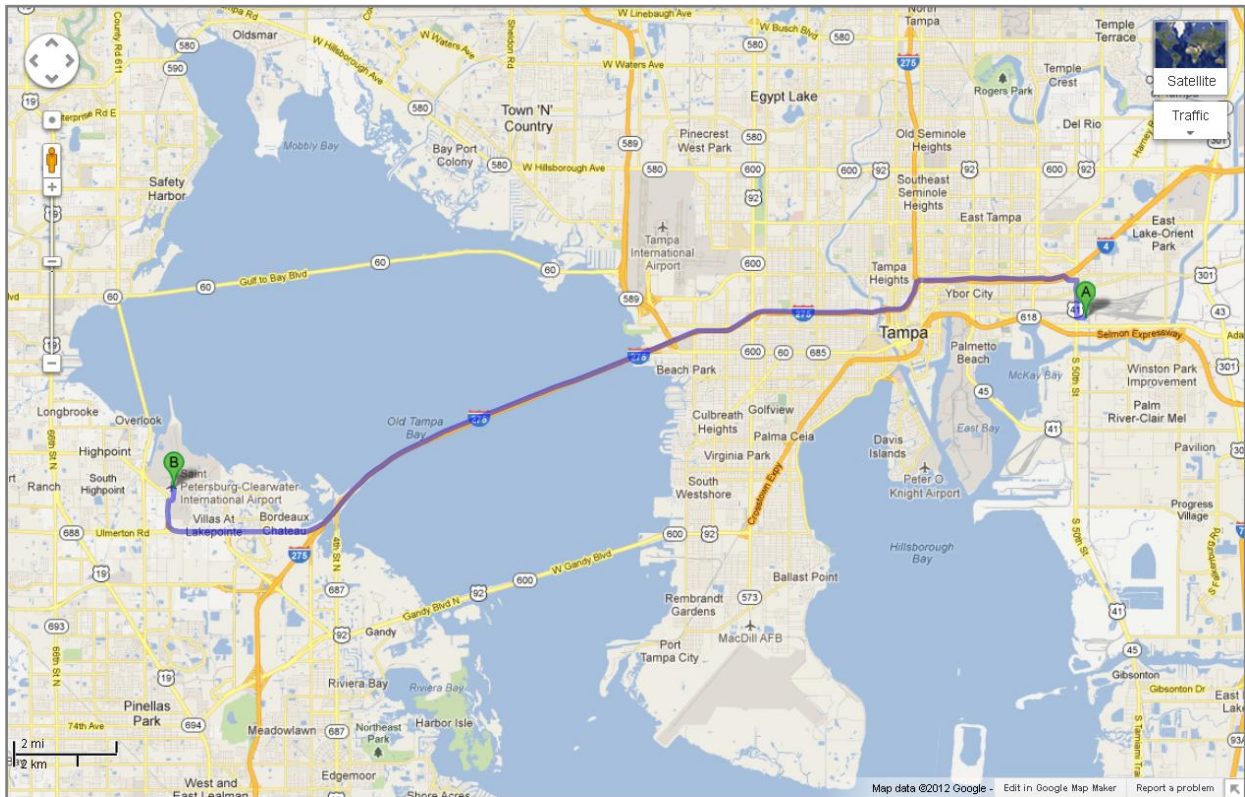- Number of Truck Docks: 5
- Number of Truck Doors: 6

Supporting airport: PIE

Driving distance to airport (miles): 9

- Driving distance on limited access highway: 0
- Driving distance on arterial roadways: 9

Driving distance to airport in minutes: 21

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 220 Complex Dr, Lakeland, FL 33801

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 58,720
- Estimated number of employees: 116
- Number of Truck Docks: 66
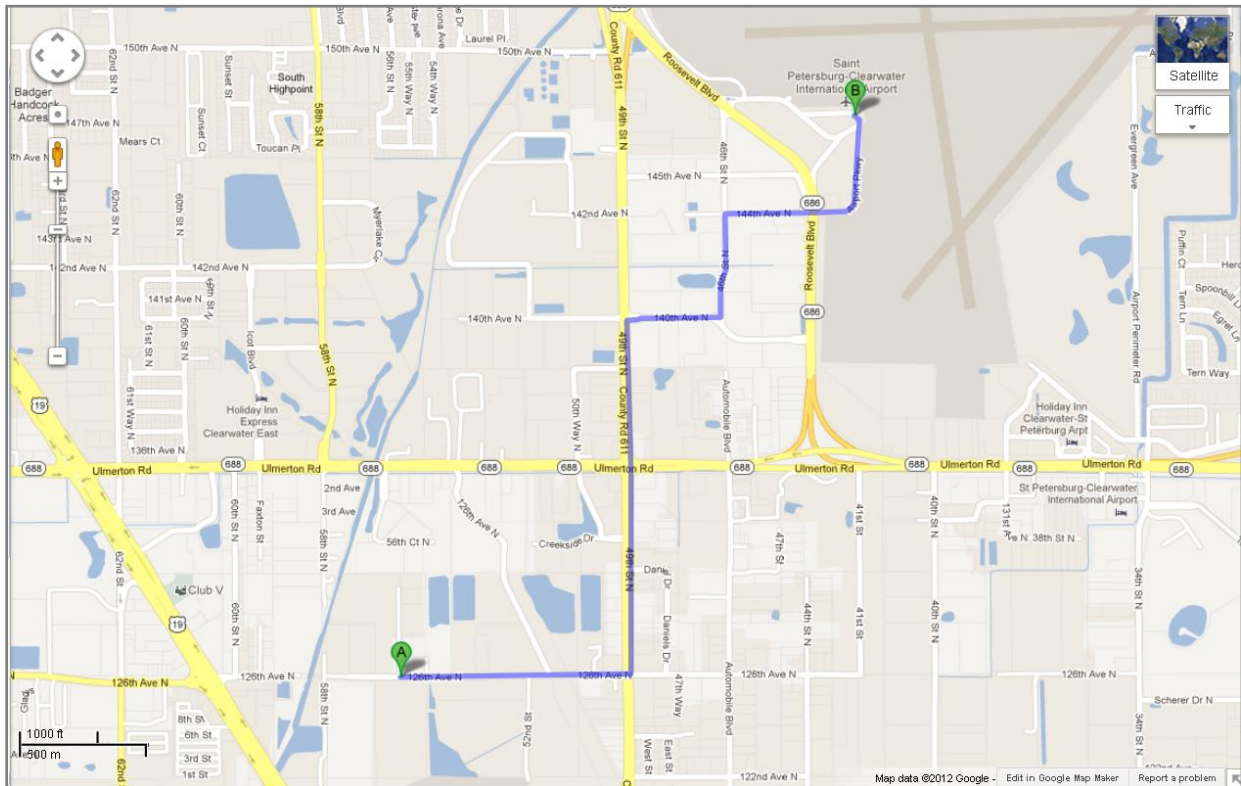- Number of Truck Doors: 3

Supporting airport: PIE

Driving distance to airport (miles): 53

- o Driving distance on limited access highway: 41
- o Driving distance on arterial roadways: 12

Driving distance to airport in minutes: 63

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 929 26th Ave E, Bradenton, FL 34208

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 58,720
- Estimated number of employees: 116
- Number of Truck Docks: 19
- Number of Truck Doors: 6

Supporting airport: PIE

Driving distance to airport (miles): 37

- o Driving distance on limited access highway: 5
- o Driving distance on limited access highway-Toll: 27
- o Driving distance on arterial roadways: 5

Driving distance to airport in minutes: 45

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 7230 S Broad St, Brooksville, FL 34601

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 18,634
- Estimated number of employees: 65
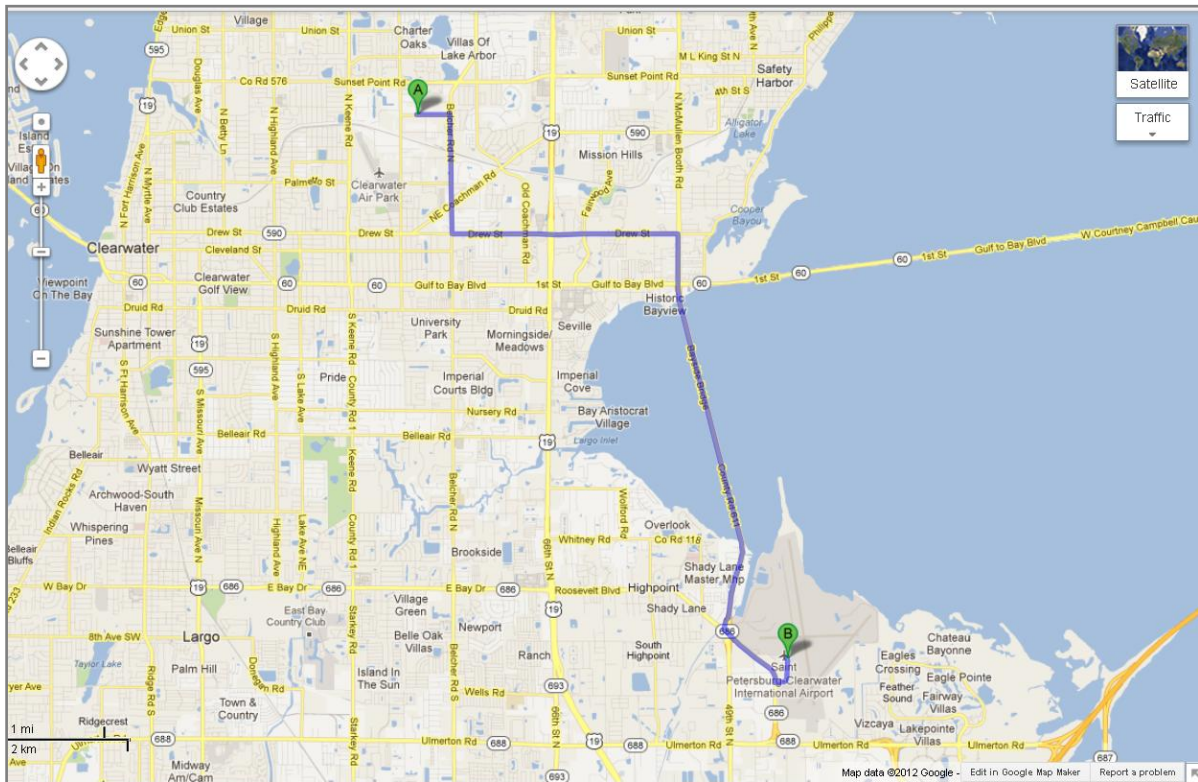- Number of Truck Docks: 26
- Number of Truck Doors: 26

Supporting airport: PIE

Driving distance to airport (miles): 59

- o Driving distance on limited access highway: 8
- o Driving distance on limited access highway-Toll: 37
- o Driving distance on arterial roadways: 14

Driving distance to airport in minutes: 68

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 1932 17th St, Sarasota, FL 34234

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 53,883
- Estimated number of employees: 101
- Number of Truck Docks: 82
- Number of Truck Doors: 2

Supporting airport: PIE

Driving distance to airport (miles): 46

- o Driving distance on limited access highway: 0
- o Driving distance on limited access highway-Toll: 27
- o Driving distance on arterial roadways: 19

Driving distance to airport in minutes: 57

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 2425 Longleaf Dr, Pensacola, FL 32526

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 21,720
- Estimated number of employees: 60
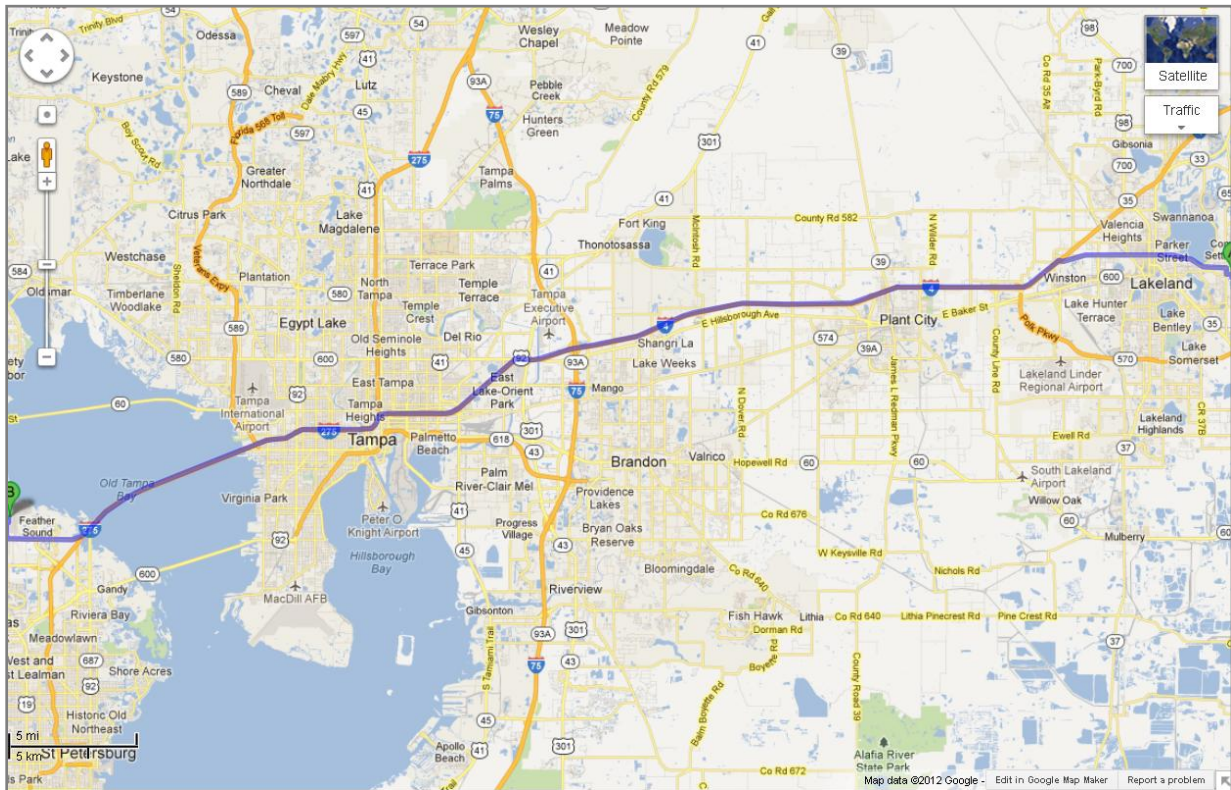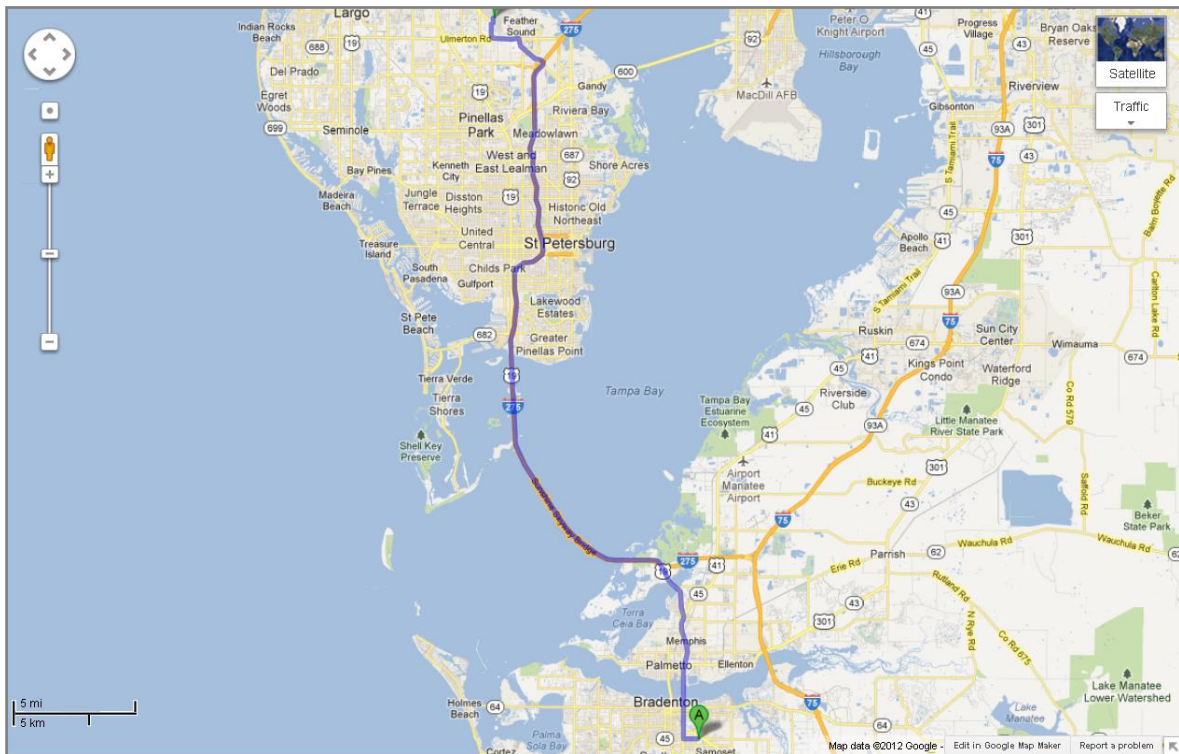- Number of Truck Docks: 39
- Number of Truck Doors: 8

Supporting airport: PNS

Driving distance to airport (miles): 16

- Driving distance on limited access highway: 9
- Driving distance on arterial roadways: 7

Driving distance to airport in minutes: 24

Likely truck route:
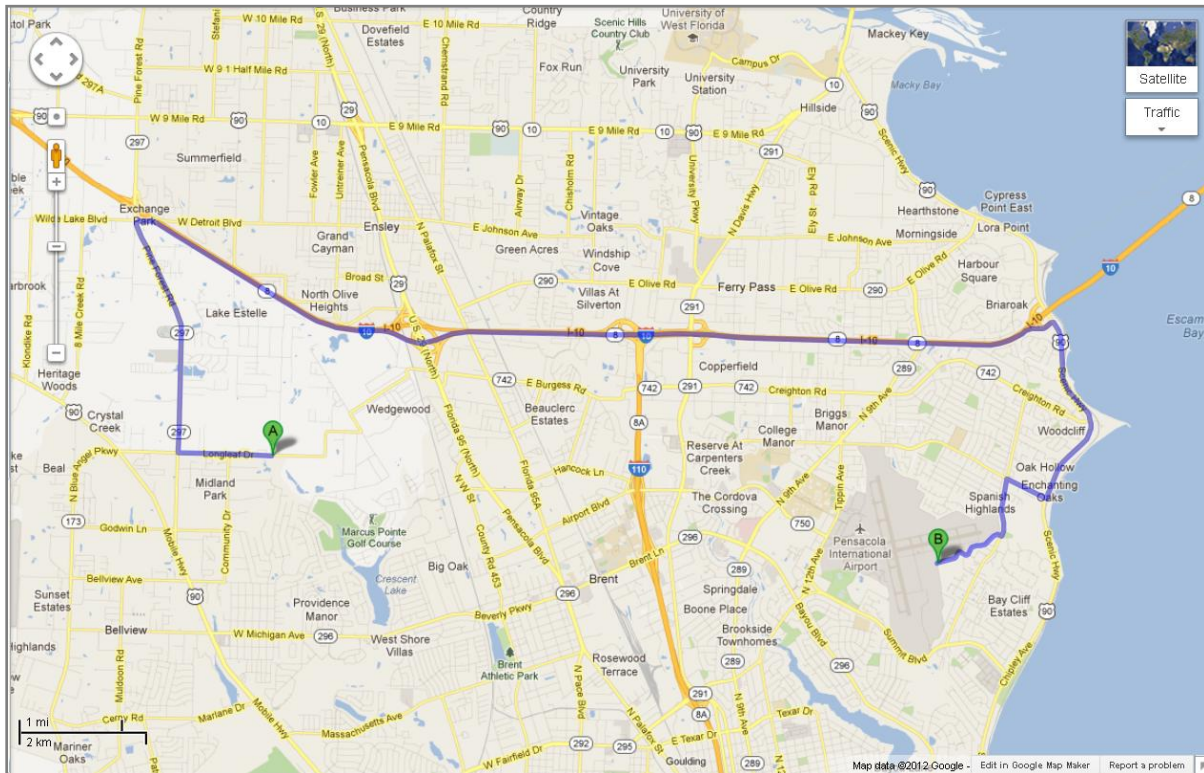
Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 3401 Commonwealth Blvd, Tallahassee, FL 32303

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 33,602
- Estimated number of employees: 44
- Number of Truck Docks: 0
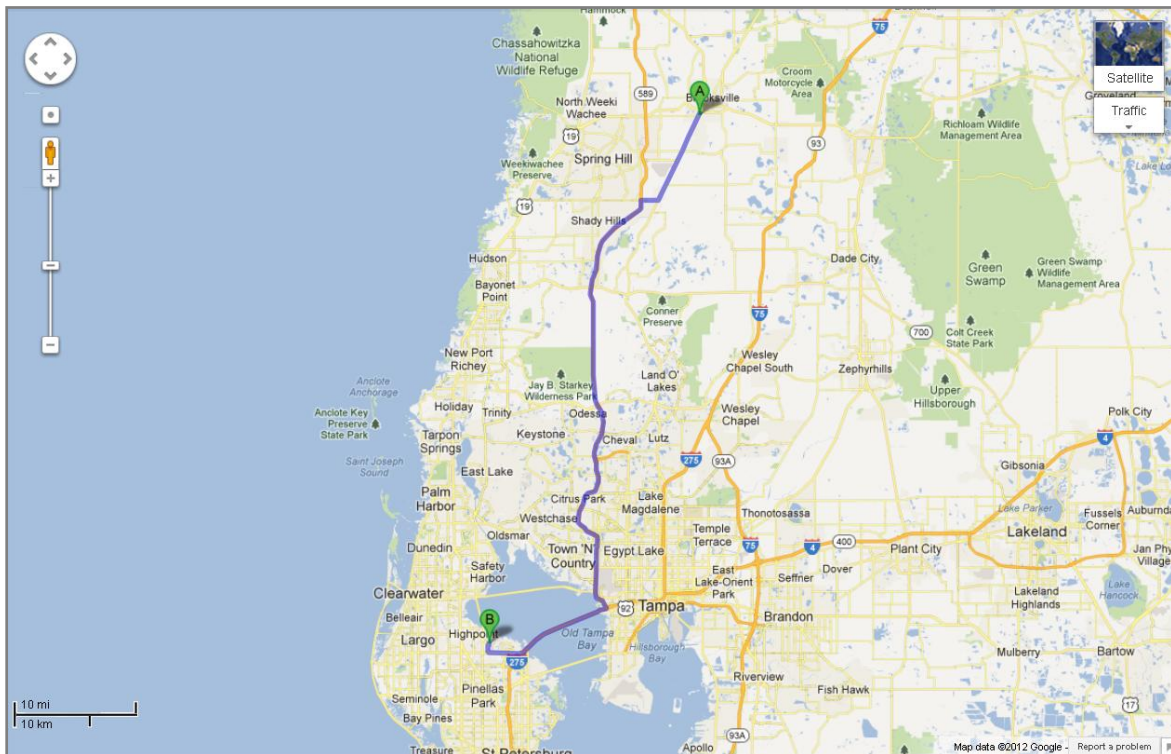- Number of Truck Doors: 13

Supporting airport: TLH

Driving distance to airport (miles): 7

- o   Driving distance on limited access highway: 0
- o   Driving distance on limited access highway-Toll: 0
- o   Driving distance on arterial roadways: 7

Driving distance to airport in minutes: 16

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 201 Mosley Drive, Lynn Haven, FL 32444

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 10,821
- Estimated number of employees: 23
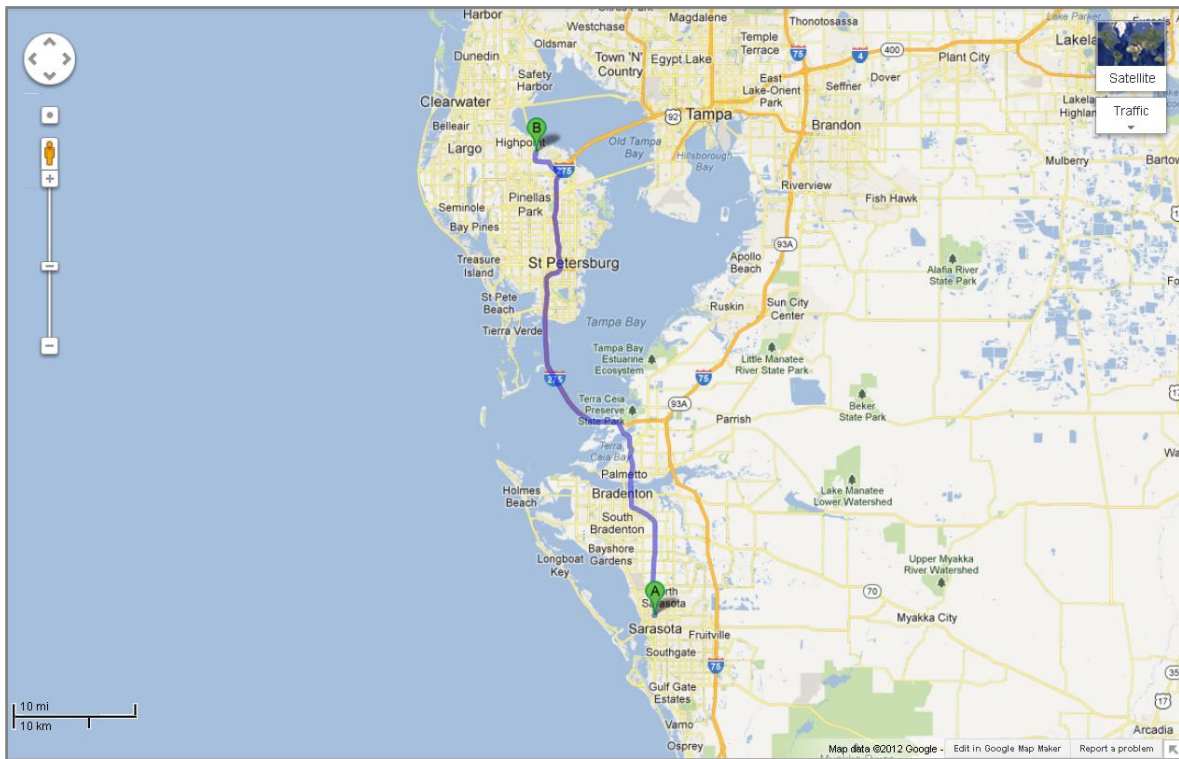- Number of Truck Docks: 1
- Number of Truck Doors: 8

Supporting airport: TLH

Driving distance to airport (miles): 93

- o Driving distance on limited access highway: 0
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 93

Driving distance to airport in minutes: 116

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 5903 N W St, Pensacola, FL 32505

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 22,208
- Estimated number of employees: 14
- Number of Truck Docks: 0
- Number of Truck Doors: 7

Supporting airport: No FDX flights at PNS, truck to Alabama (MOB/BFM)

Driving distance to airport (miles): 69

- o   Driving distance on limited access highway: 60
- o   Driving distance on limited access highway-Toll: 0
- o   Driving distance on arterial roadways: 9

Driving distance to airport in minutes: 80

Likely truck route:

Surface Transport Profile

Integrated Express Carrier: FedEx Express

Station Address: 106 Hill Avenue Northwest, Ft Walton Beach, FL 32548

Station Role: FedEx World Service Center

Facility Attributes:

- Square Footage: 10,560
- Estimated number of employees: 19
- Number of Truck Docks:
- Number of Truck Doors: (Bird's eye unavailable)

Supporting airport: No FDX flights at PNS, truck to Alabama (MOB/BFM)

Driving distance to airport (miles): 100

- o Driving distance on limited access highway: 60
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 40

Driving distance to airport in minutes: 110

Likely truck route:
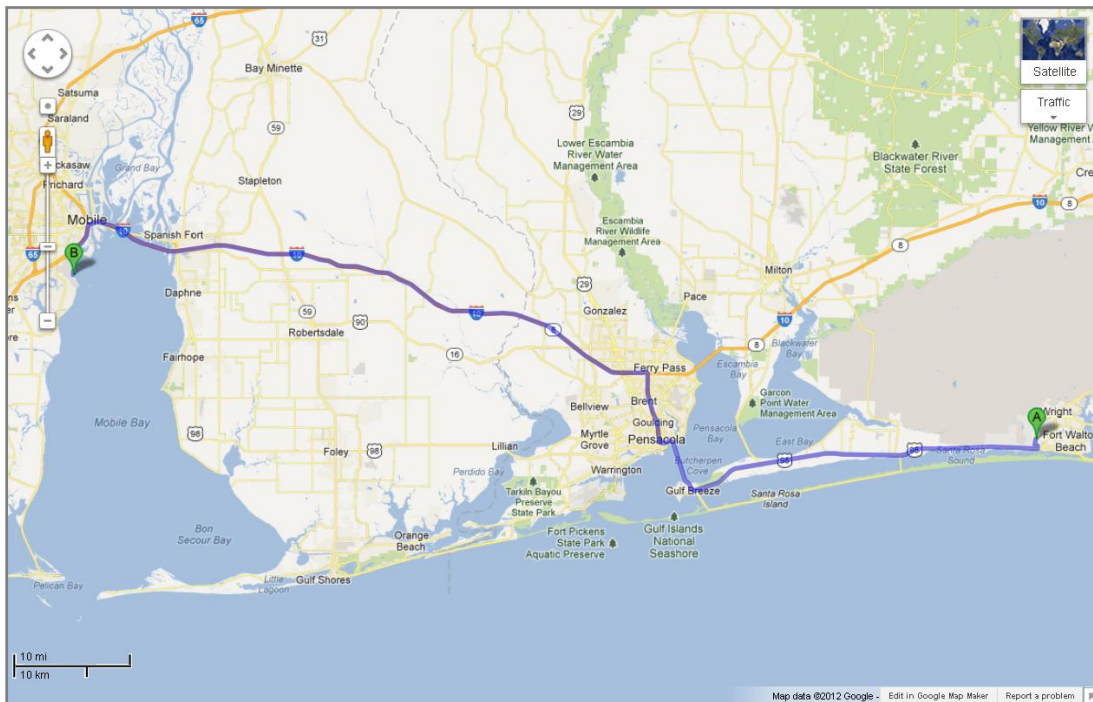
Surface Transport Profile

Integrated Express Carrier: UPS

Station Address: 3735 Hartsfield Rd, Tallahassee, FL 32303

Station Role: UPS Customer Center - Staffed

Facility Attributes:

- Square Footage: 39,293
- Estimated number of employees: 114
- Number of Truck Docks: 31
- Number of Truck Doors: 20

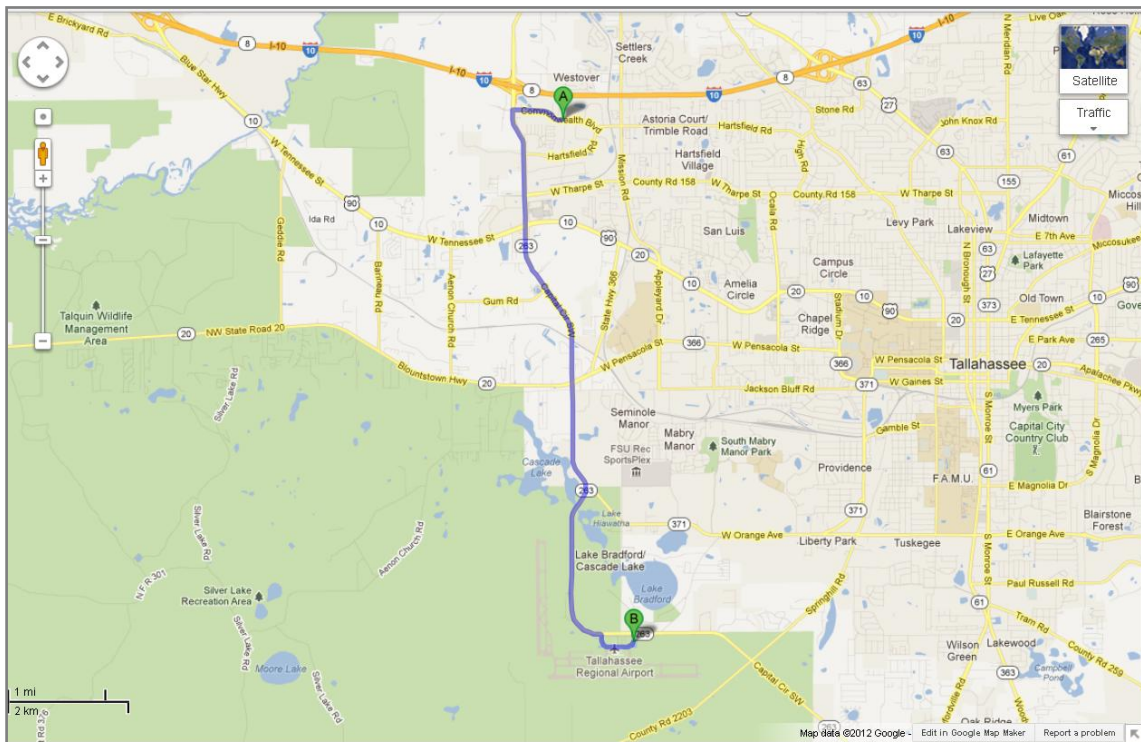Supporting airport: No UPS flights at TLH, truck to Albany, Georgia (ABY)
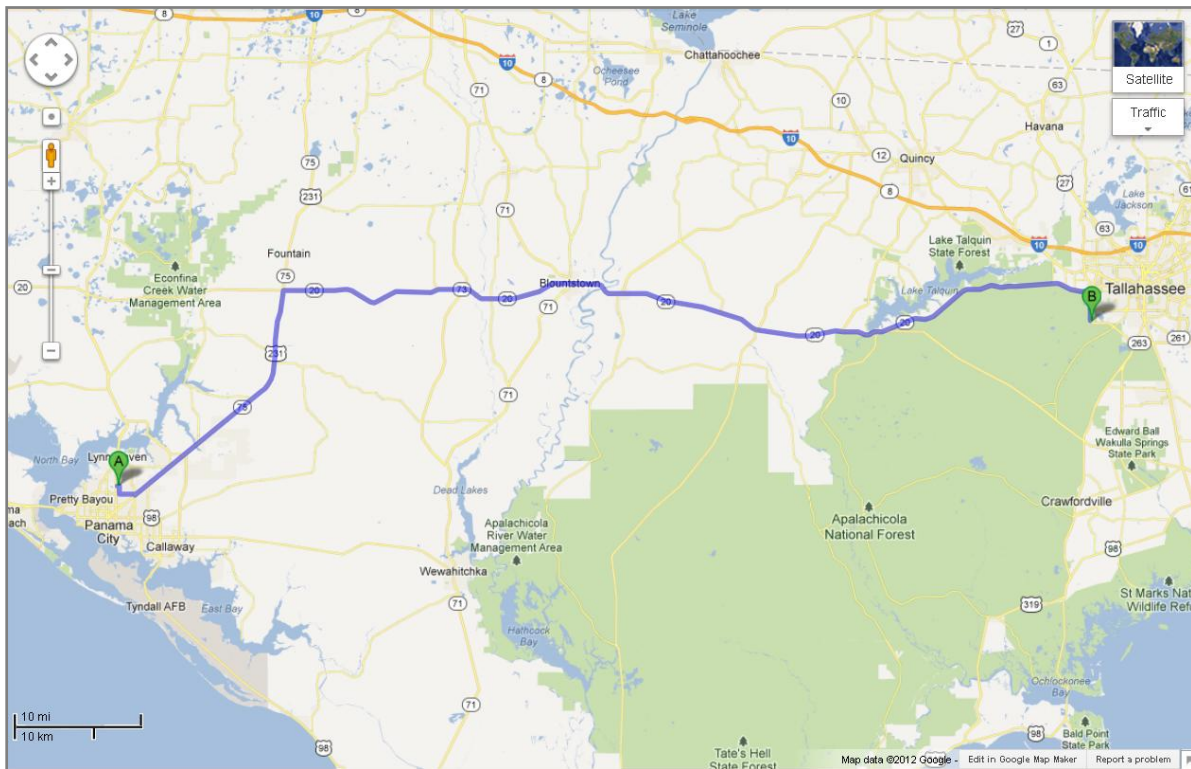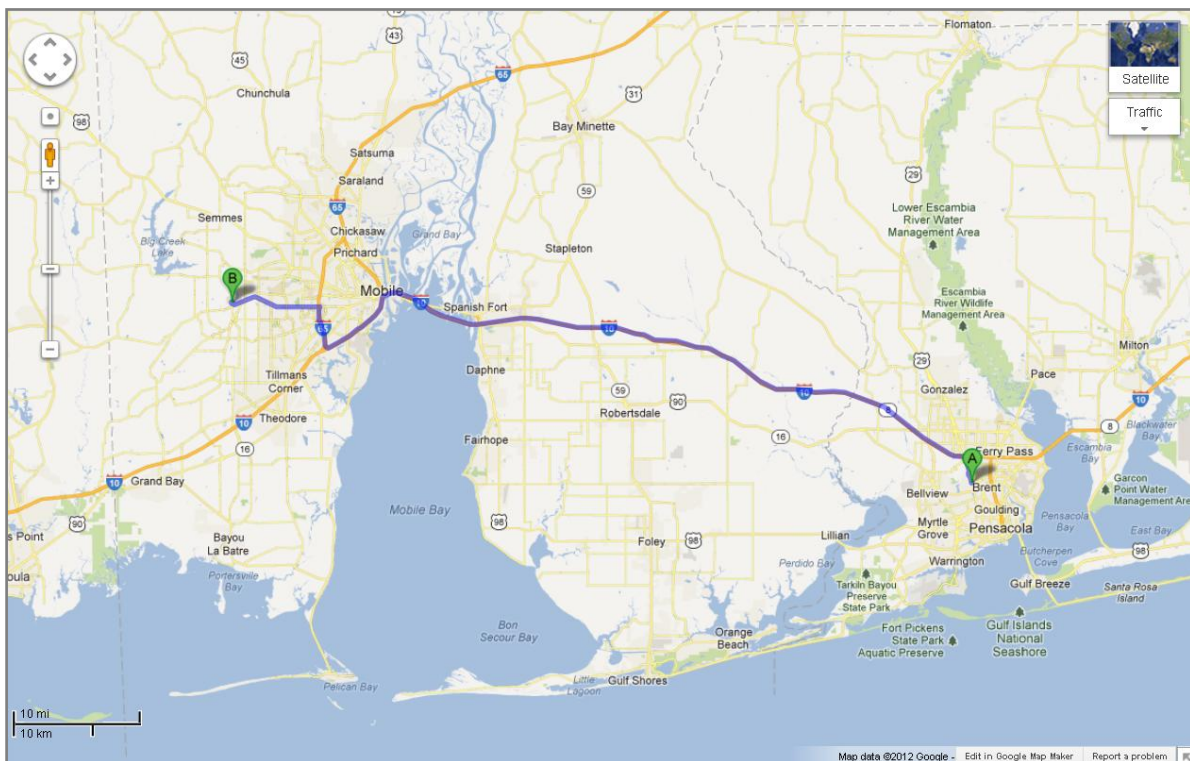
Driving distance to airport (miles): 92

- o Driving distance on limited access highway: 6
- o Driving distance on limited access highway-Toll: 0
- o Driving distance on arterial roadways: 86

Driving distance to airport in minutes: 112
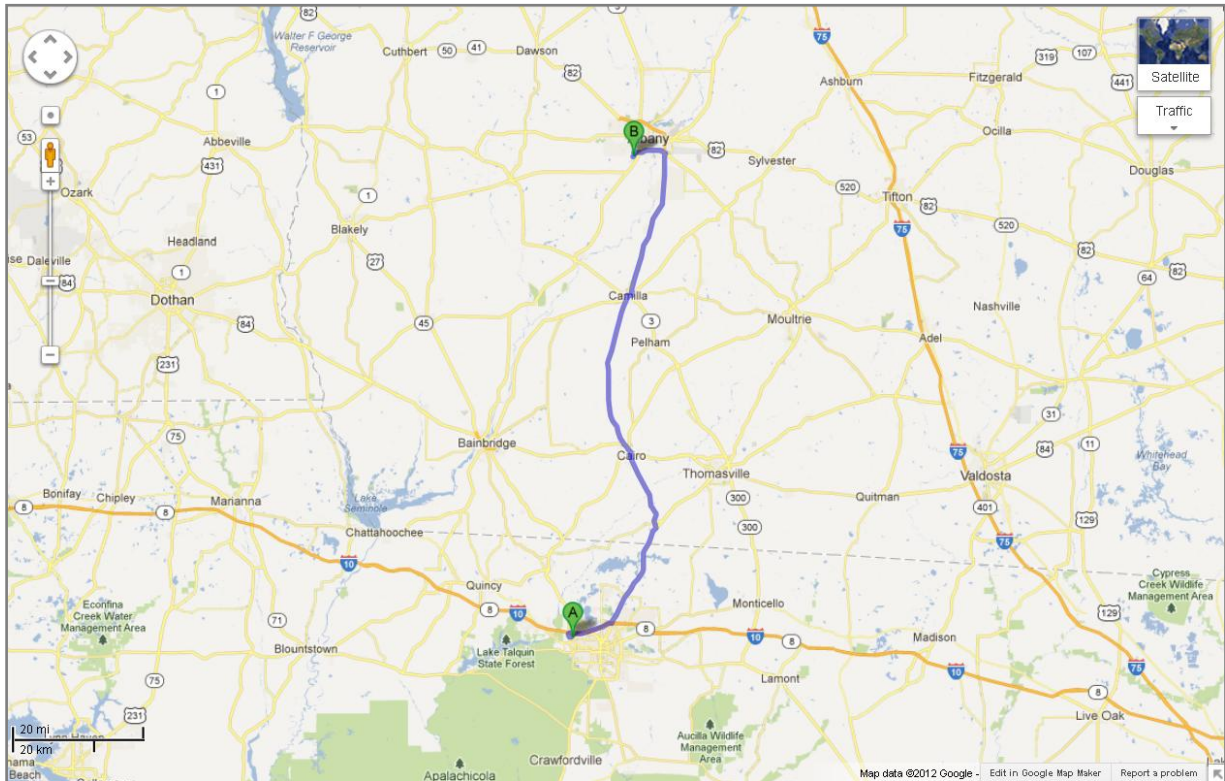
Summary/Conclusion

The surface transportation of air cargo represents a major component of the air cargo system. In addition to their extensive aircraft operations at Florida airports, FedEx Express and UPS both have significant surface transportation networks. Statewide, the two carriers combine for a total of 77 stations that have a combined area of over 4.5 million square feet. A total of over 2,300 truck docks and nearly 700 truck doors can be found at these stations. With a total distance of 2,833 miles between these stations and the airports they serve, the surface transport of air cargo utilizes all roadway types, including arterial, limited access highway, and limited access toll highway roads. Surface transport routes utilize 1,054 miles of arterial roadways, 1,197 miles of limited access highways, and 582 miles of limited access toll highways. These stations combine for a ratio of 1,495 square feet per truck dock/door. However, FedEx and UPS have two distinct business models and should be analyzed separately. Roughly 15 percent of UPS activity can be directly attributed to air cargo, whereas 100 percent of FedEx Express product is related to air cargo operations. The number of trips and cargo volumes associated with the daily operations between these facilities and their respective airports are unknown; however, the size and quantity of these facilities is an indicator of the importance of surface transportation within the entire air cargo process.

2012 Florida Air Cargo System Plan Update
Florida Air Cargo at General Aviation Airports

Task 6 – Air Cargo at General Aviation Airports

Within Florida's system of 129 airports, 15 have air cargo activity on a scheduled basis. These 15 airports are primary commercial service airports, however; in addition to these airports there are also general aviation airports within the system that experience air cargo activity utilizing a wide range of aircraft types from small Cessna 210s carrying medical supplies to B727s transporting horses. This document will discuss air cargo activity at general aviation airports in Florida.

Introduction – Overview of General Aviation Air Cargo

General aviation airports in Florida are frequently used by regional air cargo operators as they provide several advantages over larger commercial service airports. General aviation airports are typically less congested, both in the airspace within the airport's vicinity and on the ground. On the ground, GA airports allow for shorter taxi-times, provide easy roadway access on the landside, and are usually close in proximity to their market area. Due to the small loads carried by regional air cargo aircraft, ground support requirements are much less labor intensive and are therefore easily accommodated by GA airports. Fixed Base Operators (FBOs) are available at most GA airports, which are capable of providing a wide array of services for the carriers, further limiting the need for capital investment by the carriers themselves. Together, all of these factors enable the air cargo carriers to get closer to their customer base and shorten turnaround times at airports along multi-stop routes.

As previously established, air cargo is typically lightweight, time-sensitive, and high-value. Serving the air cargo needs of small market areas is often better accommodated by small aircraft operating at a general aviation airport that provides quick access to that market. This is often more economical than trucking to markets that are relatively isolated from the larger distribution network (islands in particular) or those where the cargo demand does not warrant a full-size truck (LTL shipments). Operating at GA airports is particularly economical when there are multiple small markets that can be served by one aircraft operating a multi-segment route. Florida has many such small markets and its geography, diverse economy, and favorable flying climate make the state well suited for general aviation air cargo.

The types of carriers operating at general aviation airports in Florida include those that carry medical supplies, bank materials, and specialty cargo on a scheduled and ad hoc or as needed basis. A significant number of carriers are contracted feeders for larger integrated express carriers such as FedEx Express and UPS. As shown in **Table 1**, there are 24 air cargo carriers operating at Florida GA airports. Flight Express, AirNet Systems, and Quest Diagnostics are the three heaviest users by total annual operations. Quest Diagnostics, a clinical lab testing firm with its own fleet of aircraft, transports medical lab samples on nine regularly scheduled routes and a handful of ad hoc/on demand routes. Historically a bank check hauler until the prevalence of electronic banking practices, AirNet Systems specializes in transporting small packages and documents out of its hub at Orlando Executive Airport. Flight Express, whose parent company also owns AirNet, is the largest user of Florida GA airports with over 6,000 operations in the last

12 months (2011-2012). Mountain Air Cargo is an example of a contracted feeder airline and had the fourth most operations while flying for FedEx Express.

Table 1
Total GA Air Cargo Operations by Carrier

Carrier	Total Operations
Air Cargo Carriers	1
AirNet Systems	1,878
Ameriflight	190
Amerijet International	19
Bankair Inc	60
Berry Aviation	1
Capital Cargo International Airlines	13
Cargo Plus Aviation	73
Cargojet Airways	1
Castle Aviation	1
Contract Air Cargo	1
Empire Airlines	21
FedEx	150
Flight Express	6,339
IBC Airways	68
Key Lime Air	20
Martinaire	5
Mountain Air Cargo	318
Quest Diagnostics	1,749
Ram Air Freight	1
Royal Air Freight	32
Skyway Enterprises	50
Suburban Air Freight	8
Westair Aviation	6
Grand Total	**11,005**

Source: GCR Airport IQ, CDM Smith

One unique use of a general aviation airport can frequently be seen at Ocala International Airport (OCF). Ocala is considered the capital of Florida's horse breeding industry and is home to the Ocala Breeder's Sales where for one month in the spring, thoroughbreds are bought and sold for an average price of $100,000[1]. During this time, Ocala International is heavily used for horse charter flights through airlines such as Kalitta Air that set up special "airstables" on modified Boeing 727 aircraft. Horses are generally flown internationally but are also flown domestically over long distances. Larger airports such as New York (JFK), Miami (MIA), and Los Angeles (LAX), which have U.S. Customs/quarantine facilities, must be used when a horse is first imported into the U.S. The aforementioned airports plus Houston (IAH), Chicago (ORD), and Dallas (DFW) are most commonly used for exporting horses after departing Ocala. In March 2012, Kalitta Air made multiple charter flights from Lexington (LEX) to Ocala, then to Dallas (DFW) for international export. In addition to Kalitta Air, other airlines that provide livestock shipping include El Al, CAL, Lufthansa, KLM, Cargolux, and FedEx[2].

[1] http://www.wcjb.com/local-news/2012/03/horses-make-landing
[2] http://www.equinechronicle.com/riding-and-training/ask-the-professional/modern-pegasus-horses-flying-internationally.html

As to be expected, the air cargo aircraft that operate at general aviation airports are significantly smaller and have far less capacity than the aircraft used by the major air cargo carriers at commercial service airports. These aircraft are typically single or twin engine piston or turboprop aircraft that are capable of operating on the shorter runways of GA airports and are more economic when operating on shorter routes. While large cargo aircraft payloads can range from 18,000 to 95,000 pounds for narrow-body jets and 80,000 to 240,000 for wide-body jets, the capacities of cargo aircraft operating at GA airports have payloads that range from 800 up to around 7,000 pounds. Commonly used GA cargo aircraft include Cessna 210, Cessna 208 Caravan, Beechcraft Baron 58, Learjet 35, Embraer EMB-500 Phenom, Piper Navajo Chieftain, Shorts 360, Swearingen/Fairchild Metroliner, and others. The smallest of these aircraft is a Beechcraft Baron 58, which is a twin-engine piston aircraft with a payload of around 800 pounds. **Exhibit 1** displays several examples of commonly used air cargo aircraft at general aviation airports.

Exhibit 1
Sample General Aviation Air Cargo Aircraft

| Cessna Caravan | Fairchild Metro III | Piper Navajo Chieftain |
| Beeechcraft Baron | Embraer EMB 500 Phenom[3] | Learjet 35 |

Identifying Criteria

From previous FDOT economic studies and system planning studies, the consultant is aware of several general aviation airports with air cargo activity, but for many general aviation airports air cargo activity is yet to be identified. In order to conduct research to determine these airports, criteria must be developed to narrow search range and identify system airports that are capable of supporting air cargo activity. The criteria that were developed are discussed below.

Starting with a list of the 129 system airports, the first facilities that were eliminated from analysis contention were those with inadequate facilities and infrastructure for air cargo operations. This includes all seaplane bases, heliports, airports with turf/unpaved runways, and any airports with a primary runway

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[3] Photo copyright: Bill Shull

under 4,000 feet in length. This reduced the list to 65 airports that are deemed capable of accommodating air cargo operations.

To further narrow the range of airports that were examined, several demographic indicators were utilized to identify the airports with a higher propensity for air cargo operations. Using data for the counties in which each airport is located, these indicators include population, percent of labor force in the manufacturing sector, and average annual wage of the workforce. These items were chosen as geographic areas with higher concentrations of population, manufacturing, and high salaries have demonstrated a greater demand for air cargo services. Therefore, the 65 airports were ranked based on the combined demographic attributes of their counties.

Ranges of "High," "Medium," and "Low" were determined for each demographic indicator that takes into consideration the minimum, maximum, and average value of all airport-associated counties. Each airport was then assigned a probability value of "3," "2," or "1" depending on which range it fell into for each demographic indicator. The probability ranges and assigned values for each indicator are shown in **Tables 2**, **3**, and **4**. The three probability values assigned to each airport were averaged to produce an overall probability value, which was then assigned a probability of "HIGH," "MEDIUM," or "LOW" according to the range it fell into, as shown in **Table 5**.

Table 2
County Population Probability Range

Range	Low	High	Assigned Probability Value
Low	0	279,999	1
Med	280,000	799,999	2
High	800,000	2,500,000	3

Source: GCR Airport IQ, CDM Smith, FL EDR

Table 3
County Manufacturing Labor Force Percentage Probability Range

Range	Low	High	Assigned Probability Value
Low	0.00%	2.99%	1
Med	3.00%	4.99%	2
High	5.00%	22.00%	3

Source: GCR Airport IQ, CDM Smith, FL EDR

Table 4
County Average Salary Probability Range

Range	Low	High	Assigned Probability Value
Low	$0	$34,999	1
Med	$35,000	$40,999	2
High	$41,000	$46,000	3

Source: GCR Airport IQ, CDM Smith, FL EDR

Table 5
Overall Probability Value Range

Range	Low	High	Probability
Low	0	1.4	LOW
Med	1.5	2.4	MEDIUM
High	2.5	3.0	HIGH

Source: GCR Airport IQ, CDM Smith, FL EDR

This methodology results in 16 airports that fall into the "HIGH" category, 26 airports in the "MEDIUM" category, and 23 airports in the "LOW" category. However, this method is not flawless as there are some general aviation airports with known air cargo activity that fall into the "LOW" probability category. Airports such as The Florida Keys-Marathon, Kissimmee Gateway, and Zephyrhills Municipal are examples of such facilities. In the case of the Florida Keys-Marathon Airport, this probability methodology does not take into consideration isolation and the fact that island geography often makes air transport more suitable/economical than other modes of travel. **Tables 6**, **7**, and **8** list each airport and the demographic indicators of each associated county as well as their overall probability value.

Despite the few outliers that occur, the probability criteria used in this preliminary methodology does result in a higher correlation. After a collecting a year's worth of FAA IFR data for each of the 65 airports, a quick search for airports with air cargo activity verified this assumption. Seventy-three percent of "HIGH" probability airports have recorded air cargo activity while 65 percent of "MEDIUM" probability airports have air cargo activity. On the other hand, 39 percent of "LOW" probability airports have some air cargo activity.

Table 6
General Aviation Air Cargo
HIGH Propensity Airports

ID	Name	City	Runway Length	County	County Population	County % Mfg Labor Force	County Average Annual Wage	Air Cargo Probability Value	Air Cargo Activity?
BCT	Boca Raton Airport	Boca Raton	6,276	Palm Beach	1,320,134	3.10%	$ 45,840	HIGH	Yes
CRG	Craig Municipal Airport	Jacksonville	4,004	Duval	864,263	5.20%	$ 45,096	HIGH	Yes
F45	North Palm Beach County General Aviation Airport	West Palm Beach	4,300	Palm Beach	1,320,134	3.10%	$ 45,840	HIGH	No
FXE	Ft Lauderdale Executive Airport	Fort Lauderdale	6,001	Broward	1,748,066	3.50%	$ 43,810	HIGH	Yes
HEG	Herlong Airport	Jacksonville	4,000	Duval	864,263	5.20%	$ 45,096	HIGH	Yes
OPF	Opa-Locka Executive Airport	Miami	8,002	Miami-Dade	2,496,435	3.70%	$ 45,638	HIGH	Yes
ORL	Executive Airport	Orlando	6,003	Orange	1,145,956	4.10%	$ 41,491	HIGH	Yes
PHK	Palm Beach County Glades Airport	Pahokee	4,116	Palm Beach	1,320,134	3.10%	$ 45,840	HIGH	No
PMP	Pompano Beach Airpark	Pompano Beach	4,418	Broward	1,748,066	3.50%	$ 43,810	HIGH	No
TIX	Space Coast Regional Airport	Titusville	7,319	Brevard	543,376	10.80%	$ 43,778	HIGH	Yes
TMB	Kendall-Tamiami Executive Airport	Miami	6,002	Miami-Dade	2,496,435	3.70%	$ 45,638	HIGH	Yes
VDF	Tampa Executive Airport	Tampa	5,000	Hillsborough	1,229,226	4.10%	$ 45,111	HIGH	Yes
VQQ	Cecil Airport	Jacksonville	12,504	Duval	864,263	5.20%	$ 45,096	HIGH	Yes
X51	Homestead General Aviation Airport	Homestead	4,000	Miami-Dade	2,496,435	3.70%	$ 45,638	HIGH	No
X59	Valkaria Airport	Valkaria	4,000	Brevard	543,376	10.80%	$ 43,778	HIGH	No

Source: GCR Airport IQ, CDM Smith, FL EDR

Table 7
General Aviation Air Cargo
MEDIUM Propensity Airports

ID	Name	City	Runway Length	County	County Population	County % Mfg Labor Force	County Average Annual Wage	Air Cargo Probability Value	Air Cargo Activity?
28J	Palatka Municipal-Lt. Kay Larkin Field	Palatka	6,000	Putnam	74,364	12.50%	$ 33,990	MEDIUM	No
2RR	River Ranch Resort Airport	River Ranch	4,950	Polk	602,095	7.40%	$ 35,656	MEDIUM	No
40J	Perry-Foley Airport	Perry	5,010	Taylor	22,570	21.90%	$ 35,624	MEDIUM	No
APF	Naples Municipal Airport	Naples	5,290	Collier	321,520	2.20%	$ 40,807	MEDIUM	Yes
BOW	Bartow Municipal Airport	Bartow	5,001	Polk	602,095	7.40%	$ 35,656	MEDIUM	No
CEW	Bob Sikes Airport	Crestview	8,005	Okaloosa	180,822	4.90%	$ 38,603	MEDIUM	Yes
CTY	Cross City Airport	Cross City	5,005	Dixie	16,422	17.60%	$ 28,551	MEDIUM	No
DED	Deland Municipal - Sidney H Taylor Field	Deland	6,001	Volusia	494,593	5.00%	$ 33,713	MEDIUM	No
DTS	Destin - Ft Walton Beach Airport	Destin	5,001	Okaloosa	180,822	4.90%	$ 38,603	MEDIUM	Yes
EVB	New Smyrna Beach Municipal Airport	New Smyrna Beach	5,000	Volusia	494,593	5.00%	$ 33,713	MEDIUM	Yes
FHB	Fernandina Beach Municipal Airport	Fernandina Beach	5,300	Nassau	73,314	5.80%	$ 37,192	MEDIUM	No
FMY	Page Field	Fort Myers	6,406	Lee	618,754	2.20%	$ 37,605	MEDIUM	Yes
GIF	Winter Haven's Gilbert Airport	Winter Haven	5,006	Polk	602,095	7.40%	$ 35,656	MEDIUM	Yes
IMM	Immokalee Regional Airport	Immokalee	5,000	Collier	321,520	2.20%	$ 40,807	MEDIUM	No
LAL	Lakeland Linder Regional Airport	Lakeland	8,500	Polk	602,095	7.40%	$ 35,656	MEDIUM	Yes
LCQ	Lake City Municipal Airport	Lake City	8,003	Columbia	67,531	6.50%	$ 33,986	MEDIUM	Yes
LEE	Leesburg International Airport	Leesburg	6,300	Lake	297,052	3.80%	$ 32,192	MEDIUM	Yes
MKY	Marco Island Airport	Marco Island	5,000	Collier	321,520	2.20%	$ 40,807	MEDIUM	No
OCF	Ocala International-Jim Taylor Field	Ocala	7,467	Marion	331,298	7.10%	$ 32,997	MEDIUM	Yes
OMN	Ormond Beach Municipal Airport	Ormond Beach	4,004	Volusia	494,593	5.00%	$ 33,713	MEDIUM	Yes
SGJ	St Augustine Airport	St. Augustine	7,996	St. Johns	190,039	4.00%	$ 36,143	MEDIUM	Yes
SUA	Witham Field	Stuart	5,826	Martin	146,318	5.00%	$ 38,506	MEDIUM	Yes
VNC	Venice Municipal Airport	Venice	5,000	Sarasota	379,448	3.70%	$ 38,660	MEDIUM	Yes
VRB	Vero Beach Municipal Airport	Vero Beach	7,314	Indian River	138,028	3.90%	$ 35,193	MEDIUM	Yes
X26	Sebastian Municipal Airport	Sebastian	4,000	Indian River	138,028	3.90%	$ 35,193	MEDIUM	No
X35	Marion County Airport	Dunnellon	4,941	Marion	331,298	7.10%	$ 32,997	MEDIUM	No

Source: GCR Airport IQ, CDM Smith, FL EDR

Table 8
General Aviation Air Cargo
LOW Propensity Airports

ID	Name	City	Runway Length	County	County Population	County % Mfg Labor Force	County Average Annual Wage	Air Cargo Probability Value	Air Cargo Activity?
1J0	Tri-County Airport	Bonifay	4,000	Holmes	19,927	4.00%	$ 26,948	LOW	No
24J	Suwannee County Airport	Live Oak	4,037	Suwannee	41,551	NA	$ 28,141	LOW	No
2IS	Airglades Airport	Clewiston	5,950	Hendry	39,140	3.60%	$ 32,937	LOW	No
42J	Keystone Airpark	Keystone Heights	5,044	Clay	190,865	2.40%	$ 32,281	LOW	No
54J	Defuniak Springs Airport	De Funiak Springs	4,100	Walton	55,043	2.20%	$ 30,441	LOW	Yes
AAF	Apalachicola Regional Airport	Apalachicola	5,350	Franklin	11,549	3.50%	$ 28,576	LOW	No
AVO	Avon Park Executive Airport	Avon Park	5,364	Highlands	98,786	2.20%	$ 29,783	LOW	No
BKV	Hernando County Airport	Brooksville	7,001	Hernando	172,778	3.40%	$ 30,749	LOW	Yes
CGC	Crystal River Airport	Crystal River	4,555	Citrus	141,236	1.40%	$ 34,628	LOW	No
CHN	Wauchula Municipal Airport	Wauchula	4,000	Hardee	27,731	3.70%	$ 27,784	LOW	No
FPR	St Lucie County International Airport	Fort Pierce	6,492	St. Lucie	277,789	3.10%	$ 34,059	LOW	Yes
ISM	Kissimmee Gateway Airport	Orlando	6,000	Osceola	268,685	1.80%	$ 33,066	LOW	Yes
MAI	Marianna Municipal Airport	Marianna	4,896	Jackson	49,746	4.10%	$ 31,066	LOW	No
MTH	The Florida Keys Marathon Airport	Marathon	5,008	Monroe	73,090	0.60%	$ 37,645	LOW	Yes
OBE	Okeechobee County Airport	Okeechobee	5,000	Okeechobee	39,996	3.50%	$ 31,167	LOW	Yes
PGD	Punta Gorda Airport	Punta Gorda	7,193	Charlotte	159,978	1.30%	$ 32,382	LOW	Yes
SEF	Sebring Regional Airport	Sebring	5,224	Highlands	98,786	2.20%	$ 29,783	LOW	No
X13	Carrabelle - Thompson Airport	Carrabelle	4,000	Franklin	11,549	3.50%	$ 28,576	LOW	No
X14	La Belle Municipal Airport	La Belle	5,254	Hendry	39,140	3.60%	$ 32,937	LOW	No
X40	Inverness Airport	Inverness	5,000	Citrus	141,236	1.40%	$ 34,628	LOW	No
X60	Williston Municipal Airport	Williston	6,690	Levy	40,801	4.90%	$ 27,616	LOW	No
XFL	Flagler County Airport	Palm Coast	5,000	Flagler	95,696	3.80%	$ 30,886	LOW	Yes
ZPH	Zephyrhills Municipal Airport	Zephyrhills	5,067	Pasco	464,697	2.90%	$ 32,975	LOW	Yes

Source: GCR Airport IQ, CDM Smith, FL EDR

The likelihood of air cargo taking place at GA airports is primarily driven by population, higher wages (more disposable income), and manufacturing. Runway length is not as critical of a factor since most cargo operations at these airports utilize single engine piston, small twin engine piston, and turboprop aircraft that are easily accommodated with runway lengths of 5,000 to 6,000 feet. **Table 9** below summarizes the averages for each demographic indicator for the airports within each probability category.

Table 9
Airport Demographic Indicator Averages by Probability Category

Category	Average Runway Length	Average County Population	Average County % Mfg Labor Force	Average Annual Wage
High	5,730	1,400,037	4.85%	$ 44,767
Medium	5,820	309,340	6.38%	$ 35,855
Low	5,227	111,295	2.74%	$ 31,263

Source: GCR Airport IQ, CDM Smith, FL EDR

## General Aviation Airports with Scheduled Air Cargo Operations

Out of the reduced list of 65 general aviation airports, 36 were identified as having some form (either ad hoc or scheduled) of air cargo operation within the last year (September 2011 - September 2012). Air cargo operations are identified as at least one operation by a known air cargo carrier. Carriers that have 12 or more annual operations on a single route between two airports are considered scheduled, while a carrier-route with less than 12 annual operations are considered ad hoc. Twelve annual operations averages one operation per month, and can therefore be defended as a scheduled route. **Table 10** below lists each of the airports with scheduled air cargo by total annual operations. **Exhibit 2** illustrates these airports.

Table 10
Scheduled Air Cargo Operations by GA Airport

ID	Airports	Total Operations
ORL	Orlando Executive	2,920
OPF	Opa-Locka	2,627
FXE	Fort Lauderdale Executive	1,809
CRG	Craig Muni	1,350
VDF	Tampa Executive	899
HEG	Herlong	321
VQQ	Cecil Airport	313
MTH	The Florida Keys Marathon	306
ISM	Kissimmee Gateway	59

Source: GCR Airport IQ, CDM Smith

Exhibit 2
GA Airports with Scheduled Air Cargo
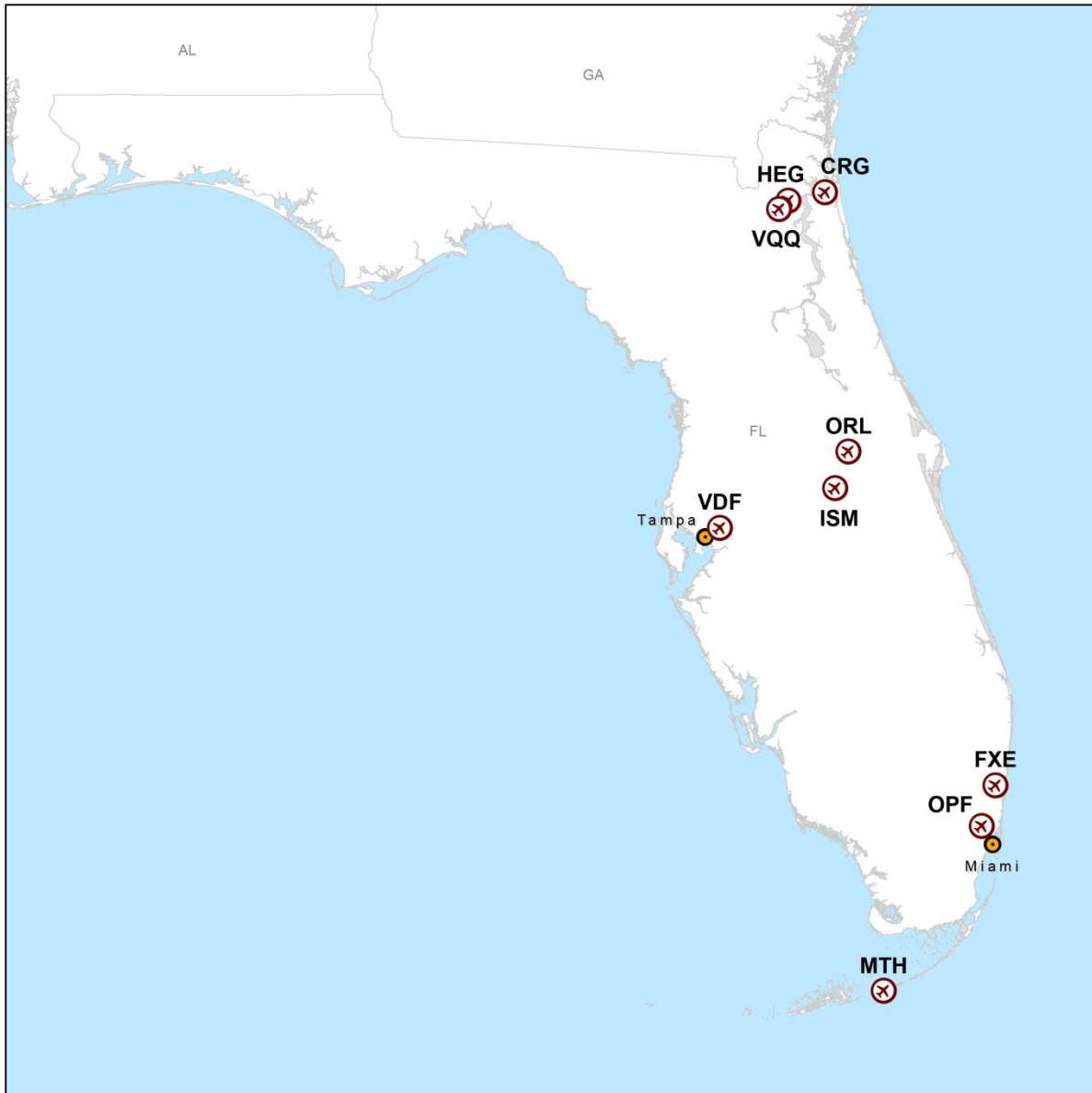
Source: CDM Smith, GCR Airport IQ

A detailed search of IFR operations data between September 2011 and September 2012 revealed that 24 air cargo carriers combined for a total of 10,874 operations at 36 of the 65 general aviation airports that were identified as suitable for air cargo. The five busiest airports by operations were Orlando Executive, Opa-Locka Executive, Fort Lauderdale Executive, Craig Municipal, and Tampa Executive.

The carriers that operate scheduled routes from these airports are AirNet Systems, Ameriflight, Flight Express, Mountain Air Cargo, Quest Diagnostics, and Skyway Enterprises. Scheduled route maps for each of these carriers are illustrated in **Exhibits 3 – 8**. Most of the scheduled routes operated by these carriers are intra-state; however, there are several inter-state routes as well. AirNet operates inter-state routes

from its hub at Orlando Executive to Charlotte (CLT), Atlanta (FTY), and St. Louis (SUS). Flight Express maintains the busiest route schedule with 18 regular routes, three of which are inter-state routes to Augusta (DNL), Charleston (CHS), and Charlotte (CLT). Quest Diagnostics also maintains inter-state routes to Lawrenceville, Georgia (LZU), from both Fort Lauderdale Executive and Herlong Recreational (HEG) in Jacksonville. The longest air cargo route from a Florida GA airport is approximately 879 miles and is operated by AirNet Systems from Orlando Executive to Spirit of St. Louis (SUS). The second longest route is approximately 582 miles and is operated by Quest Diagnostics between Fort Lauderdale Executive and Lawrenceville, Georgia (LZU). As shown in **Table 11**, the single busiest scheduled route between two airports was operated by Flight Express between Opa-Locka Executive and Tampa International.

Table 11
Busiest Routes from GA Airports

Primary Airport	ID	Secondary Airport	ID	Carrier	Arrivals	Departures	Total Operations
Opa-Locka Executive	OPF	Tampa International	TPA	Flight Express	286	909	1195
Craig Muni	CRG	Tampa International	TPA	Flight Express	422	214	636
Orlando Executive	ORL	Charlotte/Douglas International	CLT	AirNet Systems	348	268	616
Fort Lauderdale Executive	FXE	Opa-Locka Executive	OPF	Flight Express	1	472	473
Opa-Locka	OPF	Fort Lauderdale Executive	FXE	Flight Express	472	1	473
Orlando Executive	ORL	Tampa International	TPA	Flight Express	334	121	455
Fort Lauderdale Executive	FXE	Tampa International	TPA	Flight Express	436	9	445
Opa-Locka	OPF	Sarasota/Bradenton International	SRQ	Flight Express	179	168	347
Orlando Executive	ORL	Fort Lauderdale Executive	FXE	AirNet Systems	190	156	346
Fort Lauderdale Executive	FXE	Orlando Executive	ORL	AirNet Systems	155	190	345
The Florida Keys Marathon	MTH	Fort Lauderdale/Hollywood International	FLL	Mountain Air Cargo	33	261	294
Craig Muni	CRG	Orlando Executive	ORL	Flight Express	12	249	261
Orlando Executive	ORL	Craig Municipal	CRG	Flight Express	249	12	261
Opa-Locka	OPF	Orlando Executive	ORL	Flight Express	246	5	251
Orlando Executive	ORL	Opa-Locka Executive	OPF	Flight Express	4	246	250
Orlando Executive	ORL	Tallahassee Regional	TLH	Flight Express	2	247	249
Craig Muni	CRG	Tallahassee Regional	TLH	Flight Express	242	0	242
Tampa Executive	VDF	Gainesville Regional	GNV	Quest Diagnostics	235	0	235
Herlong	HEG	Gwinnett County-Briscoe Field	LZU	Quest Diagnostics	299	0	229
Tampa Executive	VDF	Orlando International	MCO	Quest Diagnostics	0	223	223
Tampa Executive	VDF	Tallahassee Regional	TLH	Quest Diagnostics	222	0	222
Tampa Executive	VDF	Fort Lauderdale Executive	FXE	Quest Diagnostics	0	202	202

Source: CDM Smith, GCR Airport IQ

Exhibit 3
Scheduled Air Cargo Routes – AirNet Systems
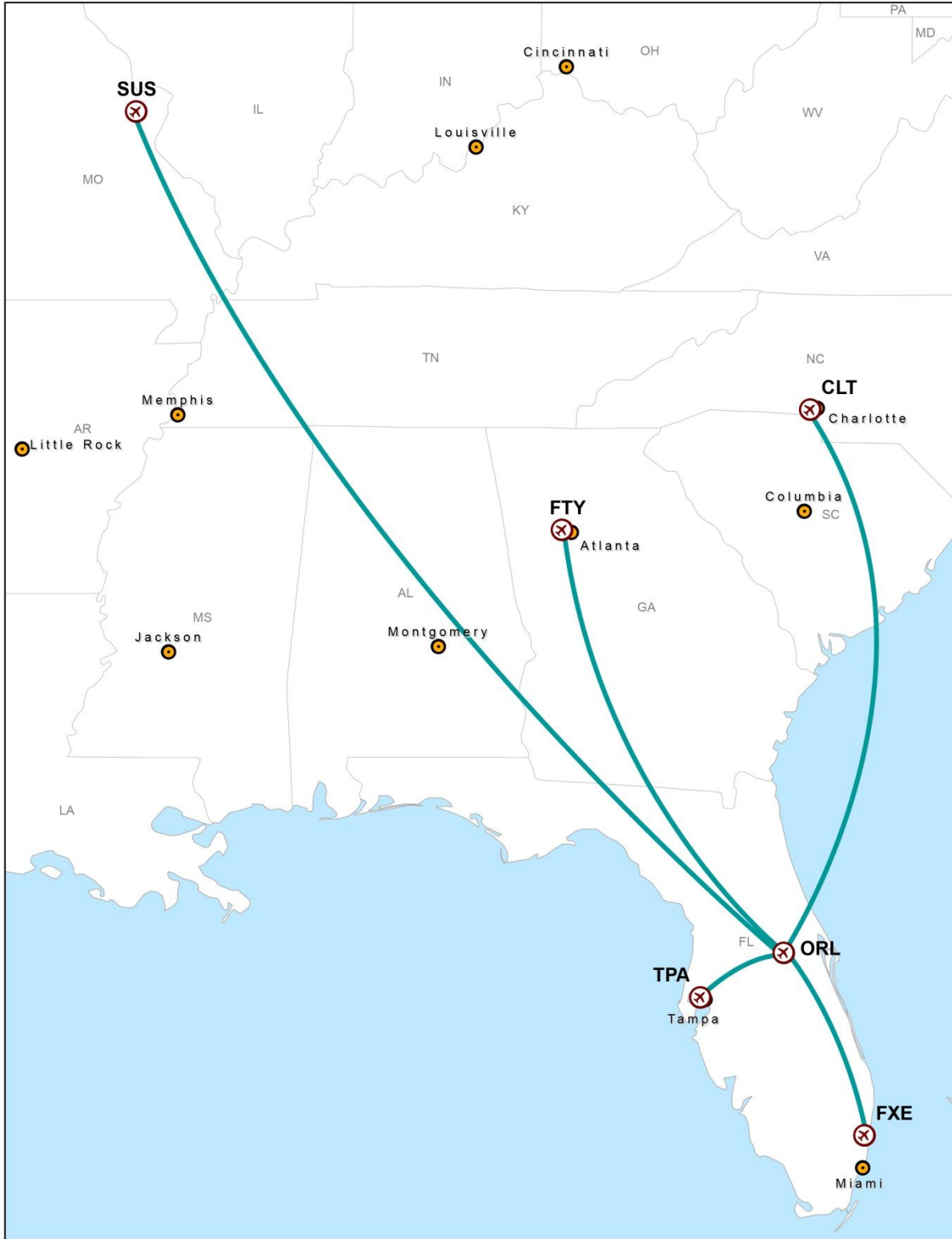
Source: CDM Smith, GCR Airport IQ

Exhibit 4
Scheduled Air Cargo Routes – Ameriflight
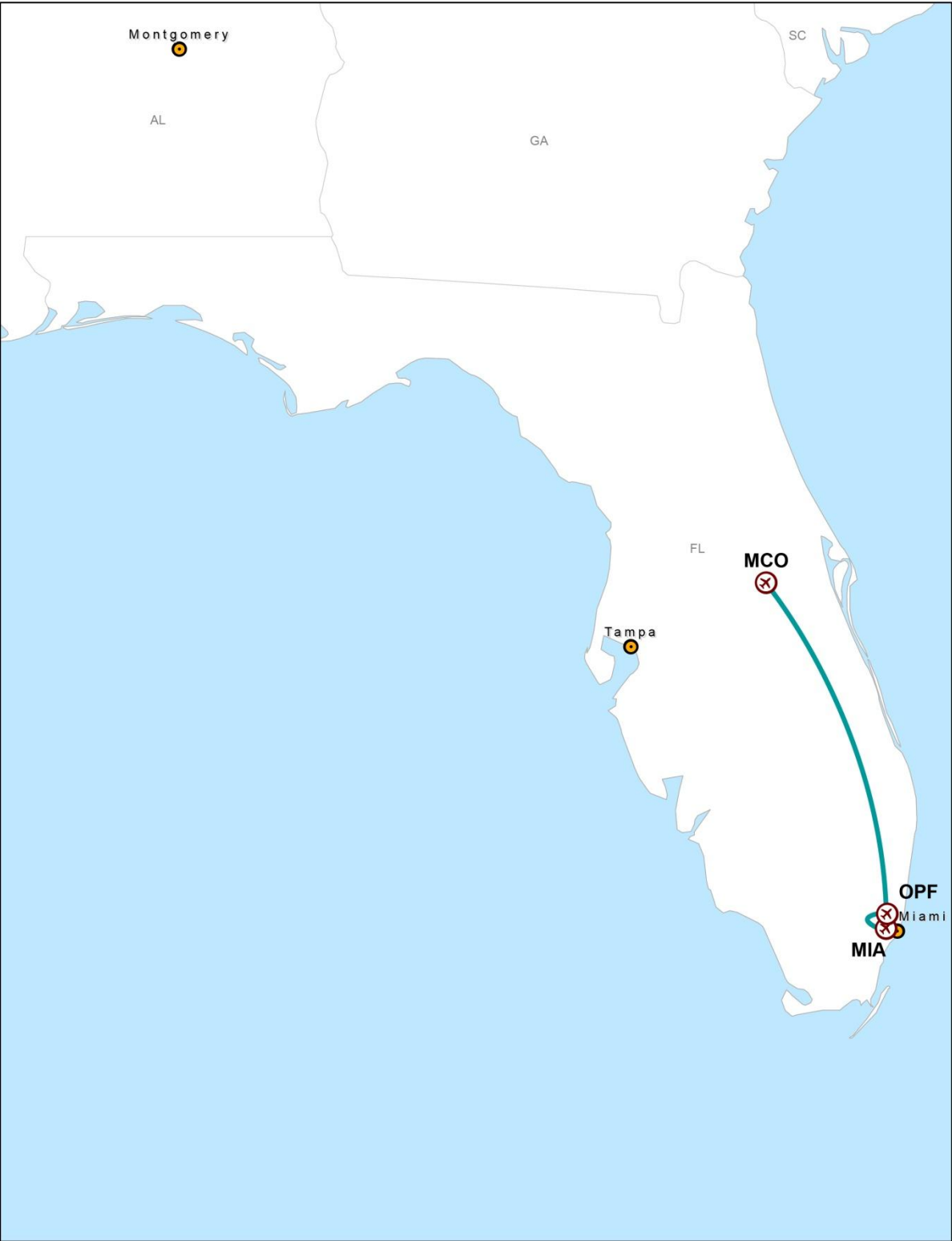
Source: CDM Smith, GCR Airport IQ

Exhibit 5
Scheduled Air Cargo Routes – Flight Express
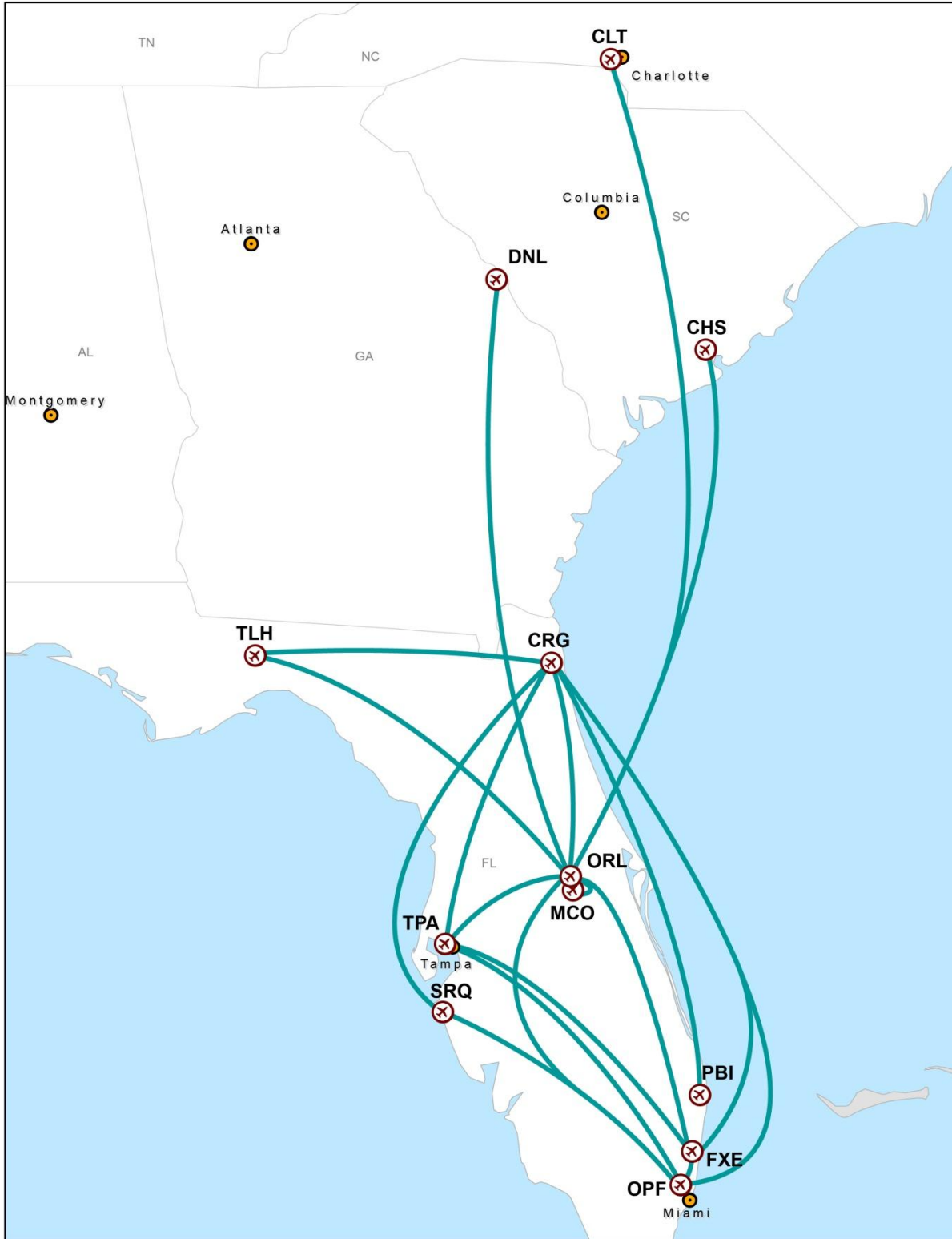
Source: CDM Smith, GCR Airport IQ

Exhibit 6
Scheduled Air Cargo Routes – Mountain Air Cargo

Source: CDM Smith, GCR Airport IQ

Exhibit 7
Scheduled Air Cargo Routes – Quest Diagnostics
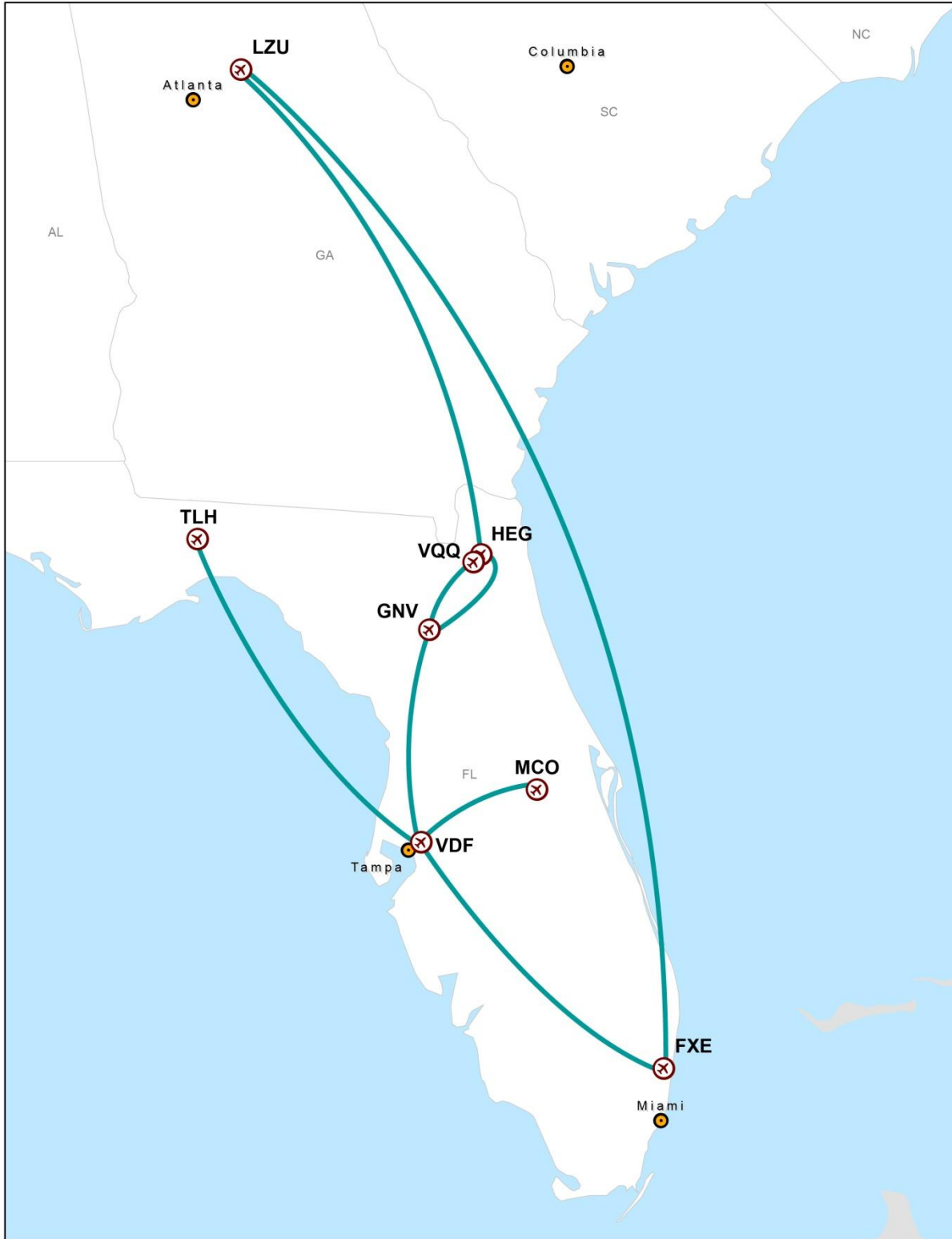
Source: CDM Smith, GCR Airport IQ

Exhibit 8
Scheduled Air Cargo Routes – Skyway Enterprises
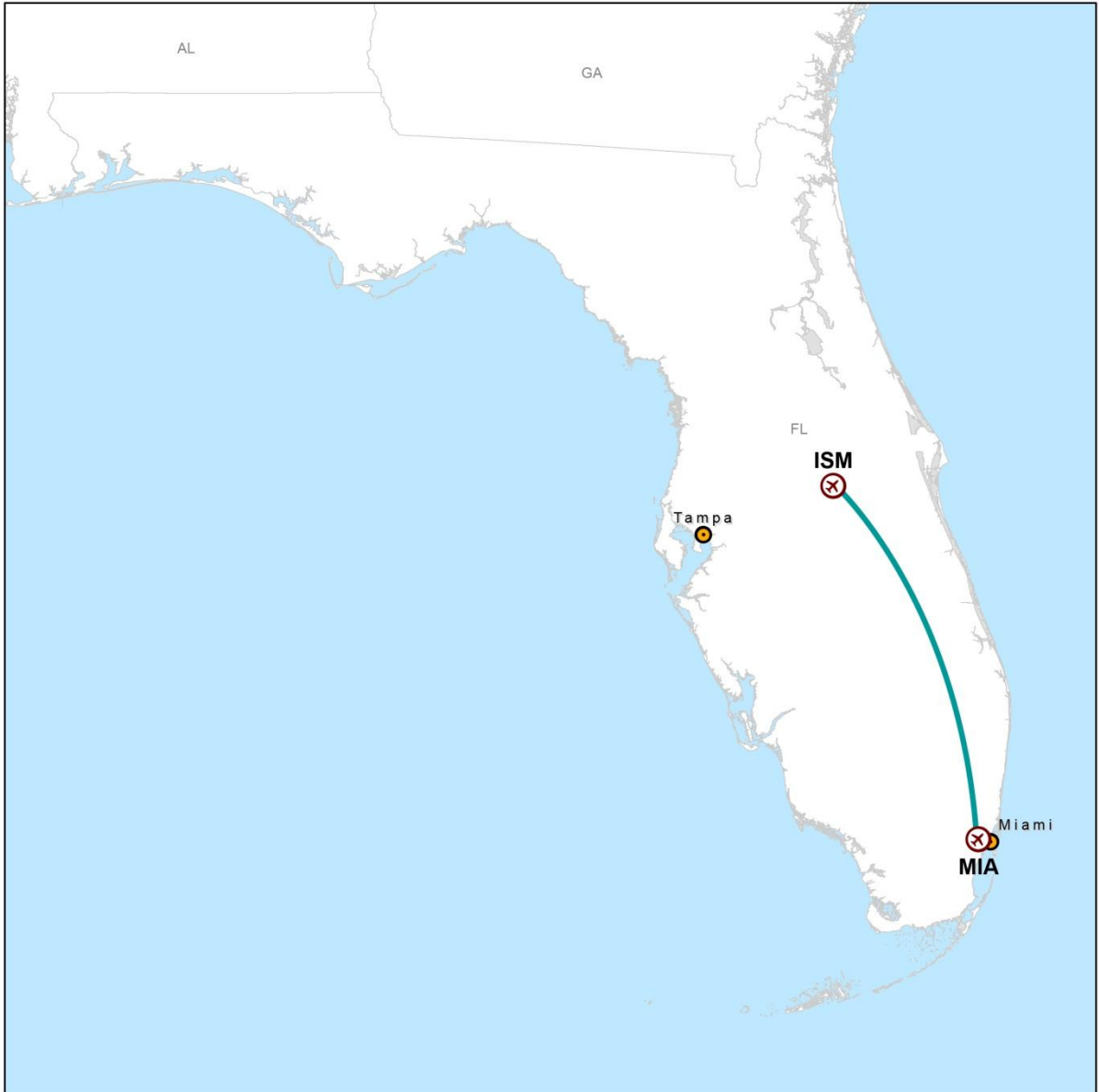
Source: CDM Smith, GCR Airport IQ

General Aviation Airports with Ad Hoc Air Cargo Operations

Due to the inherent nature of ad hoc flights, general aviation airports that have ad hoc air cargo activity far outnumber those that experience regularly scheduled air cargo operations. All of the 36 airports that accommodated any air cargo over the past year have also experienced ad hoc operations, including the nine airports with regularly scheduled air cargo operations. There were several airports that experienced only one annual operation by an air cargo operator; however, it is still worth noting each instance no matter how infrequent. **Table 12** lists the airports with ad hoc air cargo operations. **Exhibit 9** illustrates these airports.

Table 12
GA Airports with Ad Hoc Air Cargo

ID	Airports	Air Cargo Type
54J	Defuniak Springs	Ad Hoc
APF	Naples Municipal	Ad Hoc
BCT	Boca Raton	Ad Hoc
BKV	Hernando County	Ad Hoc
CEW	Bob Sikes	Ad Hoc
CRG	Craig Muni	Ad Hoc
DTS	Destin-Fort Walton Beach	Ad Hoc
EVB	New Smyrna Beach Municipal	Ad Hoc
FHB	Fernandina Beach Municipal	Ad Hoc
FMY	Page Field	Ad Hoc
FPR	St. Lucie County	Ad Hoc
FXE	Fort Lauderdale Executive	Ad Hoc
GIF	Winter Haven's Gilbert	Ad Hoc
HEG	Herlong	Ad Hoc
ISM	Kissimmee Gateway	Ad Hoc
LAL	Lakeland Linder Regional	Ad Hoc
LCQ	Lake City Municipal	Ad Hoc
LEE	Leesburg Regional	Ad Hoc
MKY	Marco Island	Ad Hoc
MTH	The Florida Keys Marathon	Ad Hoc
OBE	Okeechobee County	Ad Hoc
OCF	Ocala International-Jim Taylor Field	Ad Hoc
OMN	Ormond Beach Municipal	Ad Hoc
OPF	Opa-Locka	Ad Hoc
ORL	Orlando Executive	Ad Hoc
PGD	Punta Gorda	Ad Hoc
SGJ	Northeast Florida Regional	Ad Hoc
SUA	Witham Field	Ad Hoc
TIX	Space Coast Regional	Ad Hoc
TMB	Kendall-Tamiami Executive	Ad Hoc
VDF	Tampa Executive	Ad Hoc
VNC	Venice Municipal	Ad Hoc
VQQ	Cecil Airport	Ad Hoc
VRB	Vero Beach Municipal	Ad Hoc
XFL	Flagler County	Ad Hoc
ZPH	Zephyrhills Municipal	Ad Hoc

Source: CDM Smith, GCR Airport IQ

Exhibit 9
GA Airports with Ad Hoc Air Cargo
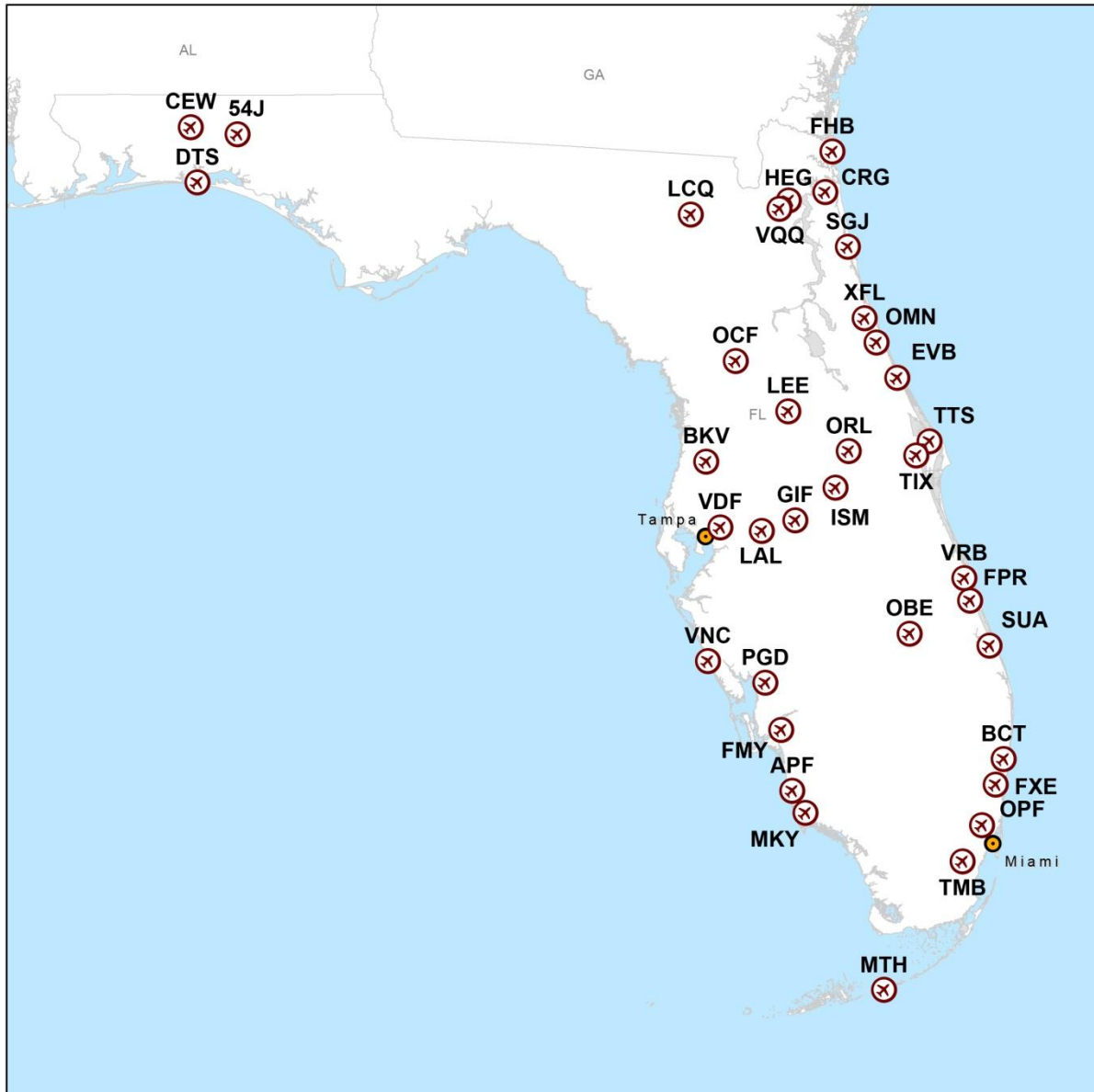
Source: CDM Smith, GCR Airport IQ

Summary/Conclusion

Despite the fact that commercial service airports comprise/accommodate the large majority of Florida's air cargo tonnage, it is undeniable that general aviation airports play a significant role in facilitating the transport of air freight within the state and region. General aviation airports provide several unique advantages over commercial service airports that enable air cargo carriers to optimize the markets they serve. This analysis found that of the 65 general aviation airports identified as suitable for air cargo, 36 accommodated air cargo between September 2011 and September 2012. All 36 airports experienced ad hoc air cargo operations, while nine of the 36 airports experienced both scheduled and ad hoc air cargo operations. Twenty-four air cargo carriers combined for a total of 10,874 operations at these 36 general

aviation airports. The busiest routes among these airports were between the primary GA airport of a major metropolitan area and a commercial service airport. **Table 13** lists each airport and the type of air cargo activity experienced while **Exhibit 10** illustrates these airports. **Table 14** is a matrix that identifies which carriers have operated at each of the 36 airports.

A check was performed on the GA system airports that were eliminated from consideration due to facility inadequacies, which revealed minimal occurrences of air cargo operations. Of the 20 airports with runway lengths between 3,000 and 4,000 feet that were eliminated, only four airports (PCM, SPG, LNA, HWO) showed instances of air cargo operations (11 total). These were ad hoc operations by various carriers.

Table 13
GA Airports with Air Cargo by Type

ID	Airports	Air Cargo Type
54J	Defuniak Springs	Ad Hoc
APF	Naples Municipal	Ad Hoc
BCT	Boca Raton	Ad Hoc
BKV	Hernando County	Ad Hoc
CEW	Bob Sikes	Ad Hoc
CRG	Craig Muni	Scheduled & Ad Hoc
DTS	Destin-Fort Walton Beach	Ad Hoc
EVB	New Smyrna Beach Municipal	Ad Hoc
FHB	Fernandina Beach Municipal	Ad Hoc
FMY	Page Field	Ad Hoc
FPR	St. Lucie County	Ad Hoc
FXE	Fort Lauderdale Executive	Scheduled & Ad Hoc
GIF	Winter Haven's Gilbert	Ad Hoc
HEG	Herlong	Scheduled & Ad Hoc
ISM	Kissimmee Gatway	Scheduled & Ad Hoc
LAL	Lakeland Linder Regional	Ad Hoc
LCQ	Lake City Municipal	Ad Hoc
LEE	Leesburg Regional	Ad Hoc
MKY	Marco Island	Ad Hoc
MTH	The Florida Keys Marathon	Scheduled & Ad Hoc
OBE	Okeechobee County	Ad Hoc
OCF	Ocala International-Jim Taylor Field	Ad Hoc
OMN	Ormond Beach Municipal	Ad Hoc
OPF	Opa-Locka	Scheduled & Ad Hoc
ORL	Orlando Executive	Scheduled & Ad Hoc
PGD	Punta Gorda	Ad Hoc
SGJ	Northeast Florida Regional	Ad Hoc
SUA	Witham Field	Ad Hoc
TIX	Space Coast Regional	Ad Hoc
TMB	Kendall-Tamiami Executive	Ad Hoc
VDF	Tampa Executive	Scheduled & Ad Hoc
VNC	Venice Municipal	Ad Hoc
VQQ	Cecil Airport	Scheduled & Ad Hoc
VRB	Vero Beach Municipal	Ad Hoc
XFL	Flagler County	Ad Hoc
ZPH	Zephyrhills Municipal	Ad Hoc

Source: CDM Smith, GCR Airport IQ

Exhibit 10
GA Airports with Air Cargo by Type
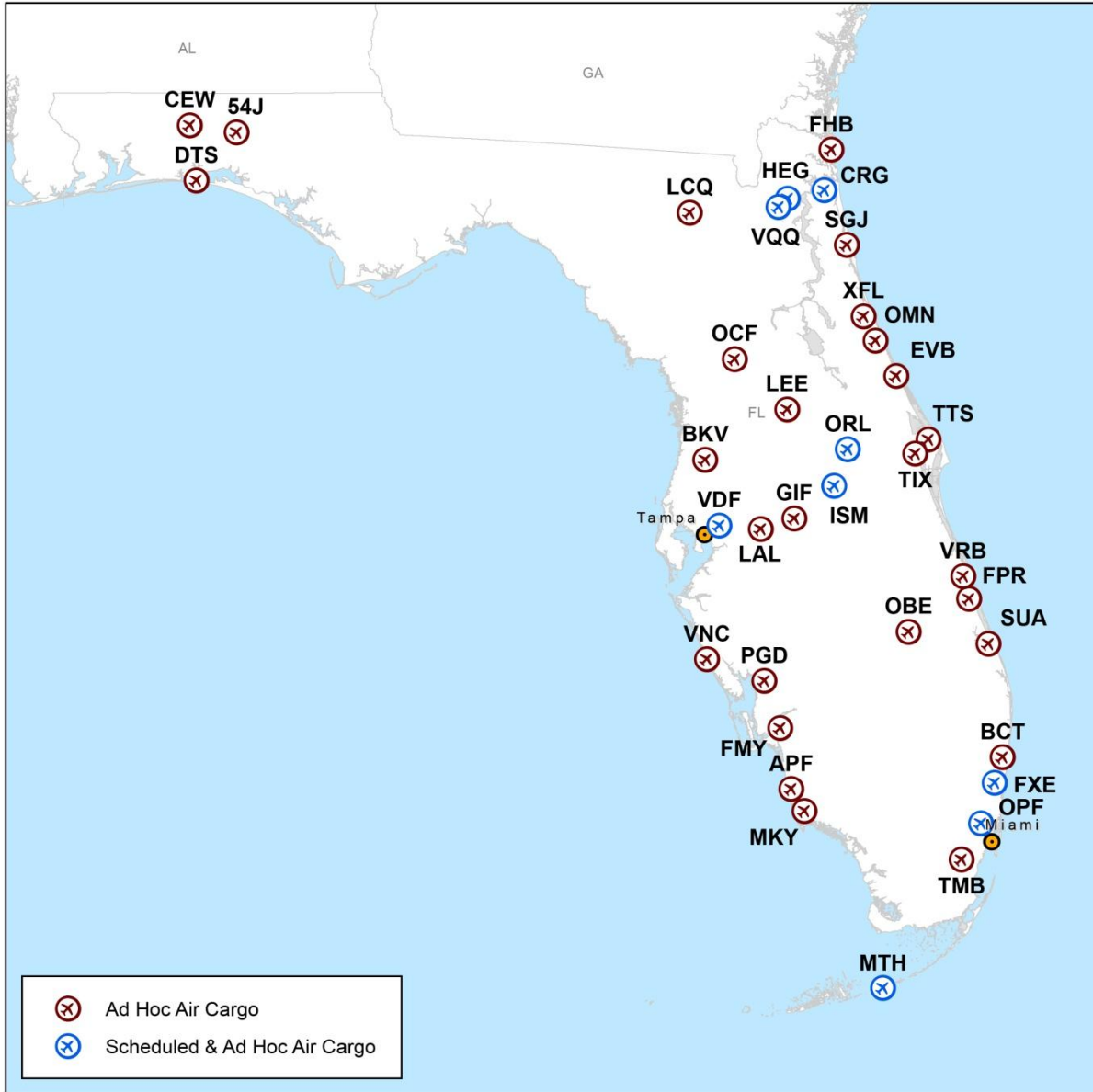
Source: CDM Smith, GCR Airport IQ

Table 14
GA Airport and Air Cargo Carrier Matrix

ID	Air Cargo Carriers	AirNet Systems	Ameriflight	Amerijet Int'l	Bankair Inc	Berry Aviation	Capital Cargo Int'l	Cargo Plus Aviation	Cargojet Airways	Castle Aviation	Contract Air Cargo	Empire Airlines	FedEx	Flight Express	IBC Airways	Key Lime Air	Martinaire	Mountain Air Cargo	Quest Diagnostics	Ram Air Freight	Royal Air Freight	Skyway Enterprises	Suburban Air Freight	Westair Aviation
54J										X														
APF		X	X		X			X									X							
BCT					X			X						X	X			X						
BKV		X																						
CEW																X	X							
CRG								X						X										
DTS					X									X			X		X					
EVB					X																			
FHB								X																
FMY					X			X						X							X			
FPR								X			X	X											X	
FXE		X			X			X				X		X	X			X	X	X	X			
GIF		X						X																
HEG																			X					
ISM		X			X			X						X	X							X		X
LAL		X		X				X					X				X							
LCQ			X																					
LEE														X										
MKY								X																
MTH		X			X									X				X						
OBE						X															X			
OCF														X					X					
OMN																					X			
OPF	X		X	X	X			X			X			X	X			X			X	X		
ORL		X			X						X			X							X			
PGD		X						X						X										
SGJ		X			X									X										
SUA					X																X			
TIX				X							X										X			
TMB		X			X			X						X			X						X	
VDF								X						X					X					
VNC											X													
VQQ							X		X				X	X	X				X					
VRB					X			X						X										
XFL														X										
ZPH		X												X					X					

Source: CDM Smith, GCR Airport IQ