

Final Report

**Update to Airline Competition Plan
Philadelphia International Airport**

Prepared for

Federal Aviation Administration
in compliance with requirements of AIR21

Prepared by

City of Philadelphia
Division of Aviation
Philadelphia, Pennsylvania



March 11, 2004

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CITY OF PHILADELPHIA

Philadelphia International Airport
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Philadelphia, Pennsylvania 19153

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CHARLES J. ISDELL
Director of Aviation

March 11, 2004

Mr. Wayne Heibeck, Manager
Federal Aviation Administration
Harrisburg Airports District Office
3905 Hartzdale Drive, Suite 508
Camp Hill, Pennsylvania 17011

Re: Airline Competition Plan, Philadelphia International Airport

Dear Mr. Heibeck:

The City of Philadelphia is pleased to submit to the Federal Aviation Administration (FAA) this update to the airline competition plan for Philadelphia International Airport. The update supplements our competition plan dated August 31, 2000, as approved by the FAA on December 15, 2001, and the update submitted on February 28, 2002, as approved by the FAA on September 11, 2002.

The update is submitted pursuant to the requirements of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21) and presents the information required by AIR 21, taking into account the suggestions made in the FAA's Program Guidance Letter (PGL 03-01) issued in November 2002. The update also provides the information requested in the FAA's letter dated September 11, 2002.

The update reaffirms the commitment of the City to the objective of maximizing opportunities for airlines to provide competitive service and airfares to and from Philadelphia International Airport. The update also documents the important progress the City has made towards meeting this objective and the City's success in attracting "low-fare" airline service since we submitted our airline competition plan update in 2002.

We look forward to your approval of the update. Please let me know if you have questions or require additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles J. Isdell".

Charles J. Isdell
Director of Aviation

Enclosure

cc: Ms. Stephanie W. Naidoff, Director of Commerce

Executive Summary

UPDATE TO AIRLINE COMPETITION PLAN

Philadelphia International Airport

The City of Philadelphia is committed to maximizing opportunities for airlines to provide competitive service and airfares for travel to and from Philadelphia International Airport. The City's commitment to airline competition is evidenced by its successful initiatives to:

1. Encourage new entrant airlines to serve the Airport
2. Construct additional gates
3. Require that all additional gates are available for preferential or common (i.e., nonexclusive) airline use
4. Convert exclusively leased gates to preferential or common use
5. Use passenger facility charge (PFC) revenues to fund the construction of new gates
6. Ensure that rentals, fees, and charges paid by new entrant airlines are fair, reasonable, and nondiscriminatory.

In 2002 and 2003, the City made important progress towards implementing these initiatives and attracting competitive air service to Philadelphia International Airport.

Philadelphia enjoys a high level of airline service as measured by the number of destinations served nonstop and the number of flight departures. As scheduled for April 2004, nonstop airline service is provided by US Airways to all of the Airport's 30 largest passenger markets (cities collectively accounting for approximately 75% of originating passengers). Nonstop service by one or more other competing airlines is provided to 22 of the 30 markets.

As of April 2004, the daily number of scheduled flight departures from the Airport averaged 537, a slight increase from 535 in April 2002. Between April 2002 and April 2004, the number of flight departures by airlines classified by the U.S. Department of Transportation as "low-fare" airlines (including AirTran Airways and ATA Airlines) increased from 16 to 23.

Between 2000 and 2002, average airfares from Philadelphia decreased 14% compared with an average decrease of approximately 11% for all large and medium hub U.S. airports.

The availability of "low-fare" airline service will increase dramatically in May 2004 with the start of service by Southwest Airlines (initially with 14 daily departures) and Frontier Airlines (initially with 3 daily departures).

The ability of airlines to introduce or increase competitively priced service at the Airport has resulted largely from the City's successes in making gates and other facilities available, either through new construction or by making available facilities previously leased by incumbent airlines.

In September 2002, an enlargement to Terminal D opened, providing 4 additional gates for domestic airline flights. In May 2003, the new international Terminal A-West opened, providing 13 additional gates, all capable of accommodating large aircraft in domestic or international service. The new gates in Terminal D and Terminal A-West were funded mainly with PFC revenues and are all being leased for preferential or common airline use.

With the opening of the new terminal facilities, the total number of gates at the Airport increased by 17, from 103 to 120. However, the number of nonexclusive gates increased by 20, from 52 to 72, as 3 gates previously leased exclusively by American Airlines were relinquished and made available to other airlines on a nonexclusive basis. Of all gates at the Airport 60% are now available for preferential or common airline use.

CONTENTS

	Page
Background.....	1
Organization of Report.....	1
1. Encourage New Airline Service.....	2
Historical Airline Service and Airfares.....	2
Programs to Encourage Air Service	3
2. Construct Facilities to Meet Demand.....	3
Existing Facilities.....	3
Terminal Expansion Projects.....	7
Exclusive and Nonexclusive Gates.....	8
3. Use PFC Revenues to Fund Terminal Facilities.....	9
4. Ensure Access to Facilities	10
Requirement to Use or Share Gates.....	10
Procedures for Accommodating Airline Requests for Gates.....	11
Notification Procedures Regarding Gate Availability.....	12
5. Monitor Gate Use	12
6. Ensure Fair, Reasonable, and Nondiscriminatory Charges.....	13
Policy Regarding Subleasing and Ground Handling Arrangements.....	13
Procedures for Resolution of Airline Complaints.....	14

TABLES

	Page
1 Gate Availability by Location.....	4
2 Gate Availability and Use by Airline	5
3 Exclusive and Nonexclusive Gates	8
4 Selected Rentals, Fees, and Charges	14

FIGURE

1 Terminal Gate Layout.....	6
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APPENDICES

- A DATA ON AIRLINE PASSENGERS, SERVICE, AND AIRFARES
- B GATE INVENTORY
- C CITY-AIRLINE BUSINESS ARRANGMENTS
- D ACCOMMODATION OF AIRLINE REQUESTS FOR FACILITIES

UPDATE TO AIRLINE COMPETITION PLAN

Philadelphia International Airport

BACKGROUND

Airline competition plans are required to be filed periodically with the Federal Aviation Administration (FAA) by the operators of certain airports before they can receive grants under the Airport Improvement Program (AIP) or be authorized to impose a new passenger facility charge (PFC). An intent in requiring such competition plans is to encourage the investment of AIP and PFC funds in ways that will ensure that opportunities are available for any airline to provide service, on fair and reasonable commercial terms, at hub airports where service is dominated by one or two airlines.

The requirement for a competition plan applies to any large-hub or medium-hub airport (i.e., any airport accounting for 0.25% or more of total U.S. enplaned passengers) at which one or two airlines carry more than 50% of enplaned passengers. At Philadelphia International Airport, the two busiest airlines (together with their regional airline affiliates) in 2002 accounted for approximately 74% of enplaned passengers (US Airways, 68% and American Airlines, 6%).

The City of Philadelphia, owner and operator of the Philadelphia International Airport (also referred to in this report as the Airport or PHL), submitted its original airline competition plan to the FAA on August 31, 2000 (approved on December 15, 2000) and submitted an update to the plan on February 28, 2002 (approved on September 11, 2002). This second update provides information regarding changes to air service, airfares, terminal facilities, and gate lease and use arrangements since the last update.

The August 2000 competition plan, supplementary information, the February 2002 update, and this update are available on the City's website, phl.org.

ORGANIZATION OF REPORT

The report is organized according to the objectives of the plan:

1. Encourage new airline service
2. Construct facilities to meet demand
3. Use PFC revenues to fund terminal facilities
4. Ensure access to facilities
5. Monitor gate use
6. Ensure fair, reasonable, and nondiscriminatory charges

Appendix A presents recent data regarding airline passengers, service, and airfares.

Appendix B provides an inventory of terminal gates and their use status.

Appendix C provides background information on the business relationships between the City and the airlines serving the Airport.

Appendix D documents the City's accommodation of recent airline requests for facilities.

The report provides the information that the FAA has requested that the City provide in updates to the plan, as described in the FAA's Program Guidance Letter PGL 03-01, *"Requirements for Airline Competition Plans."*

1. ENCOURAGE NEW AIRLINE SERVICE

Historical Airline Service and Airfares

Appendix A provides data on originating passengers, airline service, airfares (average revenues per passenger), and airline yields (average revenues per passenger-mile) for PHL in comparison with other airports.

In 2002, the average airfare from PHL (\$184) was higher than the average airfare for the 68 large-hub and medium-hub airports (\$154). In short-haul markets, in which there are generally few competitors, airfares from PHL were \$181, compared with a \$121 average. In long-haul markets, airfares from PHL were \$186, compared with a \$176 average. (See Table A-1.)

Between 2000 and 2002, average airfares decreased from \$214 to \$184 (14%) from PHL compared with a decrease from \$173 to \$154 (11%) for all large and medium hub airports.

Philadelphia enjoys a high level of airline service, as measured by the number of destinations served nonstop and the number of flight departures from the Airport. As scheduled for April 2004, nonstop airline service is provided by US Airways to all of PHL's 30 largest passenger markets (cities collectively accounting for approximately 75% of passengers). Nonstop service by one or more other airlines was provided to 22 of the 30 markets. As scheduled for April 2004, nonstop service is provided from the Airport to 40 small-hub communities, the same as in April 2002. Between April 2002 and April 2004, the overall number of scheduled flight departures from PHL increased slightly, from a daily average of 535 to 537.

Among the airlines designated by the U.S. Department of Transportation as "low-fare" airlines, between April 2002 and April 2004, AirTran increased its service from 11 to 19 daily departures with additional flights to Atlanta (1), Boston (3), Fort Lauderdale (1), Fort Myers (1), Orlando (2), Tampa (1), and West Palm Beach (1), offset by the discontinuation of 2 flights to Pittsburgh; ATA increased its

Chicago Midway service from 3 to 4 daily departures; and National ceased systemwide operations and discontinued its 2 daily departures to Las Vegas. (See Tables A-3, A-4, and A-5 for details.)

Programs to Encourage Air Service

The City continues its programs to encourage airlines to begin or increase service at the Airport. Air service development initiatives involve (1) the compilation and dissemination of data on passenger demand, (2) maintaining contacts with airline marketing and scheduling departments, and (3) making presentations to airline managements regarding the Philadelphia air traffic market. The City also provides funding for advertising and marketing programs to new entrant airlines and to incumbent airlines commencing service to new markets.

These programs, together with the City's provision of additional facilities (as discussed in the following sections) have contributed to new entrant and incumbent airlines increasing PHL service. In addition to the new AirTran and ATA service discussed in the preceding section, between 2002 and 2004, US Airways introduced service to 7 new Caribbean destinations (for a total of 20).

In May 2004, Southwest will begin service, initially with 14 daily departures to Providence (5), Chicago Midway (3), Orlando (3), Las Vegas (1), Phoenix (1), and Tampa (1). Also in May 2004, Frontier will begin service, initially with 3 daily departures to Denver (2) and Los Angeles (1).

2. CONSTRUCT FACILITIES TO MEET DEMAND

Existing Facilities

Tables 1 and 2 summarize the availability of gates at the Airport and the average number of flight departures per gate. The layout of the gates is shown on Figure 1. An inventory of the gates and their use status is given as Appendix B.

The Airport provides aircraft parking positions and associated terminal facilities (gates) to accommodate 82 large airline aircraft at Terminals A-West through E. Of these, 48 are leased for the exclusive use of airlines that are signatory to a 1977 Airline-Airport Use and Lease agreement (the Airline Agreement) that extends to

June 2006, 23 are leased on a preferential-use basis, and 11 are available for common use.* In addition, Terminal F provides 38 gates designed for use by regional airline aircraft, all leased on a preferential-use basis.

Table 1
GATE AVAILABILITY BY LOCATION
Philadelphia International Airport
As of March 2004

Terminal	Exclusive use	Preferential use	Common use	Total
A-West	--	10	3	13
A-East	4 (a)	3	5 (b)	12
B	15	--	--	15
C	15 (c)	--	--	15
D	7	6	3	16
E	7 (d)	4 (e)	--	11
F	--	<u>38 (f)</u>	--	<u>38</u>
Total	48	61	11	120

- (a) In addition, one gate (A-1) is used for shuttle bus loading and one gate (A-5) is used for access to aircraft ground loading position.
- (b) Includes one gate (A-6a) used as portal for passenger transport vehicle.
- (c) In addition, one gate (C-16) is used for shuttle bus loading.
- (d) In addition, one gate (E-11) is used for access to aircraft ground loading position.
- (e) Includes one gate capable of accommodating 2 aircraft simultaneously.
- (f) 24 gates equipped with loading bridges designed for use by regional jet aircraft and 14 gates without loading bridges designed for use by regional turboprop aircraft. In addition, one gate (F-10) is used for shuttle bus loading.

Note: See Appendix B for gate inventory.

*A gate that is leased by an airline on an exclusive-use basis may be made available to other airlines only through a subleasing or other arrangement with the leasing airline. A gate that is leased on a preferential-use basis may be made available to other airlines at the direction of the City if the gate is not being used by the leasing airline. A common-use gate is available for use by any airline, as assigned by the City.

Table 2
GATE AVAILABILITY AND USE BY AIRLINE
Philadelphia International Airport
As of March 2004

Leasing airline	Exclusive use	Preferential use	Common use	Total	Other airlines	Average daily scheduled departures (April 2004)	Average daily scheduled departures per gate
AirTran	--	3	--	3		17.9	6.0
American	4	2 (a)	--	6	American Eagle, American Connection	36.1	6.0
America West	--	1	--	1		6.0	6.0
ATA	--	1 (a)	--	1		4.4	4.4
Continental	--	2	--	2	Continental Express	10.9	5.5
Delta	4	--	--	4	Delta Connection, Air France, Midwest	28.9	7.2
Northwest	3	--	--	3	Northwest Airlink	16.3	5.4
Southwest (b)	--	4	--	4			
United	7	--	--	7	Air Canada, United Express	33.8	6.8
US Airways (Terminals B and C)	30	--	--	30		139.7	4.7
US Airways Express (Terminal F)	--	38 (c)	--	38		183.3	4.8
Terminal A-West	--	10	3	13	Air Jamaica, Lufthansa, US Airways	45.7	3.5
Terminal A-East (common use)	--	--	5 (d)	5	British Airways, USA 3000	3.7	0.7
Terminal D (common use)	<u>--</u>	<u>--</u>	<u>3</u>	<u>3</u>	AirTran, US Airways	<u>10.4 (e)</u>	3.5
Total/average	48	61	11	120		537.1	4.5

(a) "Interim domestic" gates for which airline has preferential-use rights only when the gates are not required for international flights.

(b) Beginning service in May 2004.

(c) 24 gates equipped with loading bridges for use by regional jet aircraft and 14 gates without loading bridges for use by regional turboprop aircraft.

(d) Includes passenger transport vehicle portal.

(e) Estimated based on schedules submitted for June 2004.

See Appendix A, Table A-5, for detail of flight departures and Appendix B for gate inventory.

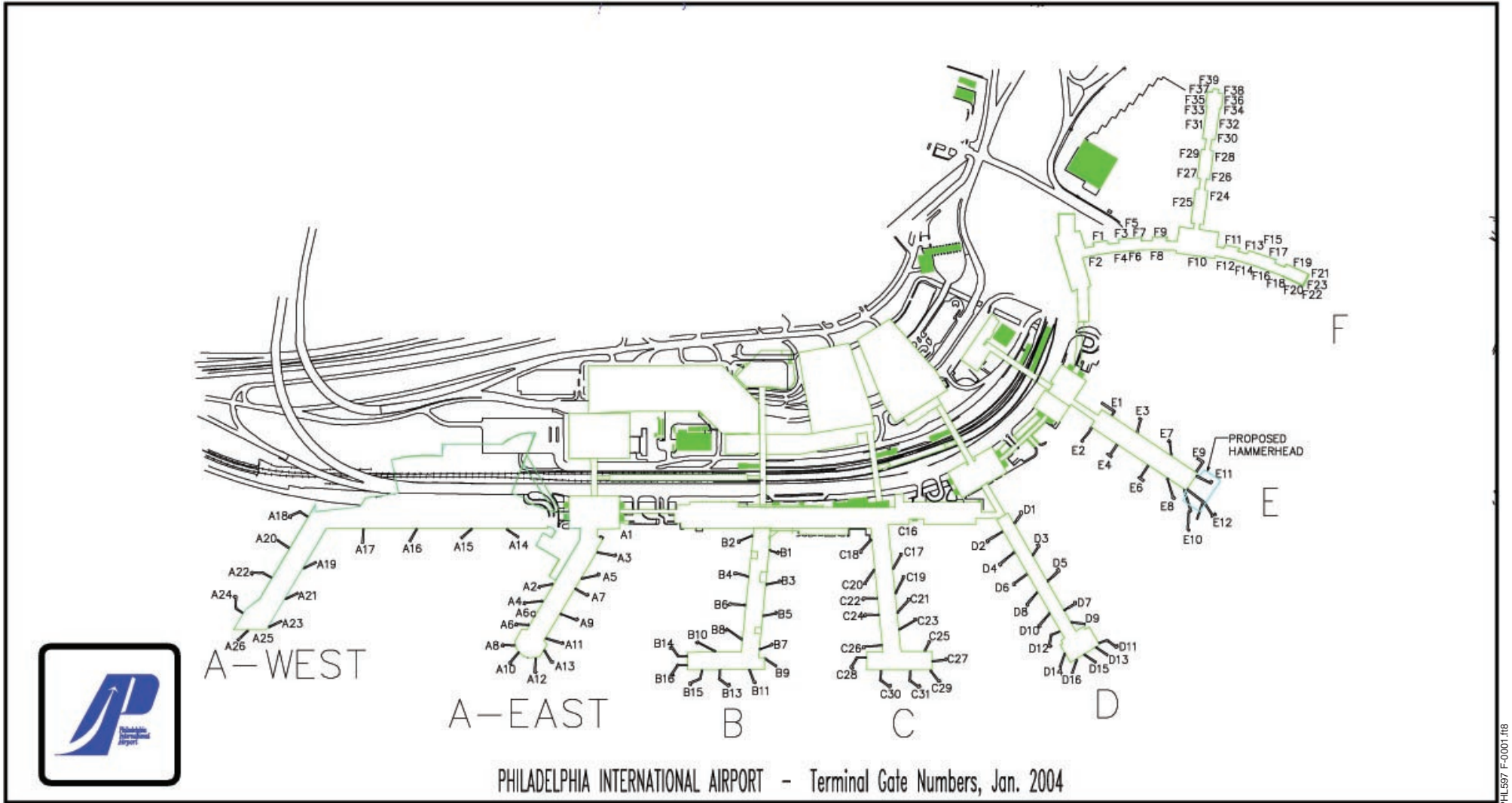


Figure 1
 TERMINAL GATE LAYOUT

Terminal Expansion Projects

Since 1998, the City has been undertaking an extensive construction program to provide additional gates.

Regional Terminal F. Terminal F opened in June 2001 and provides 38 regional airline gates, all of which are currently used by US Airways Express. US Airways Express previously loaded and unloaded its passengers at remote aircraft parking aprons served by buses.

Terminal D Enlargement. An enlargement to Terminal D, which opened in September 2002, provides 4 gates for domestic airline flights. Three of the gates are being leased to AirTran on a preferential basis and the fourth is available for common-use by AirTran and other airlines.

International Terminal A-West. The new international Terminal A-West, which opened in May 2003, provides 13 gates, all capable of accommodating large aircraft in domestic or international service. Ten of the gates are leased to US Airways for their preferential use and the other 3 gates are for common use by US Airways and other airlines.

Terminal E Enlargement. An enlargement to Terminal E, currently under design and scheduled to be operational by mid-2006, will provide 3 preferential-use or common-use gates for domestic airline flights.

Exclusive and Nonexclusive Gates

Between February 2002 and March 2004, changes in the numbers of exclusive and nonexclusive gates at the Airport were as follows:

	<u>February 2002</u>	<u>March 2004</u>	<u>Change</u>
Exclusive	51	48	(3)
Nonexclusive			
Preferential use	46	61	15
Common use	<u>6</u>	<u>11</u>	<u>5</u>
	<u>52</u>	<u>72</u>	<u>20</u>
Total	103	120	17

As a result of the opening of the Terminal D enlargement and Terminal A-West, 17 additional gates were made available, all of which are being used on a nonexclusive basis. In addition, 3 previous exclusive gates were converted to nonexclusive status for a net gain of 20 nonexclusive gates.

The decrease of 3 exclusive use gates is accounted for as follows:

Terminal E: 3 ex-TWA were gates relinquished by American upon consolidation of American operations in Terminal A-East.

The net increase of 15 preferential use gates is accounted for as follows:

Terminal A-West: 10 newly constructed gates were assigned to US Airways for preferential use.

Terminal A-East: 1 previous common-use gate was assigned to ATA for preferential use

Terminal D: 3 newly constructed gates were assigned to AirTran for preferential use

1 previous Continental preferential-use gate was reassigned to America West for preferential use

- 2 previous US Airways preferential-use gates were designated for common use
- Terminal E: 3 previous American (ex-TWA) exclusive gates were assigned to Southwest for preferential use
- 1 previous Delta preferential-use gate was reassigned to Southwest for preferential use

The net increase of 5 common-use gates is accounted for as follows:

- Terminal A-West: 3 newly constructed gates were designated for common use
- Terminal A-East: 1 previous common-use gate was assigned to ATA for preferential use
- Terminal D: 1 newly constructed gate was designated for common use
- 2 previous US Airways preferential use gates were designated for common use

3. USE PFC REVENUES TO FUND TERMINAL FACILITIES

Gate and other terminal facilities at the Airport have historically been financed through a combination of Airport revenues, proceeds of Airport revenue bonds, and PFC revenues. The City has authority from the FAA to impose a PFC per eligible enplaned passenger and has imposed the PFC since September 1992 (initially \$3 per passenger and \$4.50 per passenger effective April 2001).

As of December 2003, the City had authority from the FAA to impose the PFC so as to generate PFC revenues, inclusive of investment earnings, of \$1,167 million. Through December 2003, PFC revenues received by the City, inclusive of investment earnings, totaled \$381 million, of which \$323 million had been expended on approved project costs.

In July 1998, the City issued \$444 million of Airport revenue bonds (1998B bonds) to fund the initial costs of Terminal A-West, Terminal F, and associated projects. In July 2001, the City issued \$188 million of revenue bonds (2001A bonds) to pay the completion costs of the projects. Under various records of decision, the FAA has authorized the City to impose and use PFC revenues totaling \$999 million for the terminal projects, including \$865 million for a portion of the debt service requirements of the 1998B and 2001A bonds.

Under a record of decision dated February 2001, the FAA authorized the City to use \$17 million of PFC revenues to pay a portion of the \$20 million cost of the Terminal D enlargement.

The use of PFC revenues to fund Terminal A-West, Terminal F, and the Terminal D enlargement is an essential component of the City's competition plan. The terminal projects have increased the number of common-use and preferential-use gates, thereby increasing opportunities for competitive airline access to the Airport, and have reduced the amount required to be collected from airline rentals, fees, and charges.

PFC Assurance 7, which the City agreed to as a condition of imposing the PFC, in effect requires an airline leasing PFC-funded facilities to make its other exclusive-use facilities available to other airlines if the leasing airline is not fully using those exclusive-use facilities.* To date, the City has not needed to invoke this provision to make gates available, although, as noted in the preceding section, American has voluntarily relinquished exclusive gates that the City has made available to other airlines.

4. ENSURE ACCESS TO FACILITIES

Airport management is familiar with and follows the best airport management practices suggested in the U.S. Department of Transportation's October 1999 report, *Airport Business Practices and their Impact on Airline Competition*.

To ensure maximum practicable access to gates, the City converts gates from exclusive airline use to preferential use or common use whenever it has the opportunity. As described in the earlier sections, in 2002 and 2003, the City converted 3 gates previously leased to American on an exclusive basis to nonexclusive use.

Requirement to Use or Share Gates

"Use-or-lose" provisions are incorporated in the preferential-use agreements for the gates leased to AirTran, America West, ATA, and Continental in Terminals A-East and D and are being incorporated in the agreement for the gates to be leased to Southwest in Terminal E. Such provisions will be incorporated in all future

*PFC Assurance 7 regarding competitive access is as follows: The City agrees that any lease or use agreement between the City and any airline for any facility financed in whole or in part with PFC revenues will contain a provision that permits the City to terminate the lease or use agreement if (a) the airline has an exclusive lease or use agreement for existing facilities at the Airport, and (b) any portion of its existing exclusive use facilities is not fully utilized and is not made available for use by potentially competing airlines.

preferential-use agreements. To keep its rights to gates, an airline must maintain a predetermined number of flights from those gates (equivalent to 4 aircraft turns per gate per day in the current agreements) The City may assign another airline to a gate if the gate is unused for a specified period (2 hours in the current agreement).

The agreement covering the US Airways preferential-use gates in Terminal A-West contains similar provisions requiring the airline to share its gates when they are not being used.

The agreement covering the US Airways Express preferential-use gates in Terminal F provides that the City may periodically “recapture” gates that, in the City’s judgement, are not required for the operation of scheduled flights. At the opening of Terminal F, the City assigned 35 of the 38 gates to US Airways Express, 2 to AirTran, and left 1 unassigned. All 38 gates are currently being used by US Airways Express, 3 on a month-to-month basis.

Procedures for Accommodating Airline Requests for Gates

The City follows the following procedures in responding to requests for gates from new entrant or incumbent airlines.

1. City attempts to accommodate requesting airline at common-use gates.
2. If accommodation at common-use gates is not possible or does not meet the requesting airline’s needs, City reviews use of preferential-use gates.
3. City identifies any apparently unused or underused preferential-use gates.
4. City selects an airline with apparently unused or underused preferential-use gates and directs that it accommodate requesting airline.
5. If accommodation at preferential-use gates is not possible or does not meet the requesting airline’s needs, City reviews use of exclusive-use gates.
6. City identifies any apparently unused or underused exclusive-use gates.
7. City selects a signatory airline with apparently unused or underused exclusive-use gates and requests that it voluntarily accommodate requesting airline.
8. If no voluntary accommodation by the selected airline occurs within 30 days, City notifies all signatory airlines of requesting airline’s needs and provides notice that if requesting airline is not accommodated voluntarily, City will select signatory airline to accommodate.

9. If no voluntary accommodation by any signatory airline occurs within 30 days of the notification, City selects signatory airline that will be required to accommodate requesting airline and specifies that accommodation must occur within 15 days.

To date, all airlines requesting facilities have been accommodated satisfactorily at common-use gates, at their own preferential-use gates, or by signatory airlines at exclusively or preferentially leased gates. The City has not had to invoke steps #8 or #9.

Notification Procedures Regarding Gate Availability

The City provides information to the airlines regarding the upcoming or potential availability of gates and other facilities for lease or sublease at regularly scheduled monthly meetings of the Philadelphia Airline Management Council and the Terminal A Users Association. Any airline may attend these meetings. At all meetings, a standing agenda item is a City report on the availability of facilities. City staff are also always available to respond to airline inquiries regarding the availability of facilities.

The Airline Agreement requires signatory airlines to notify the City of their intent to sublease their exclusively leased gates and to obtain the City's prior written consent. The City may withhold such consent if the City can make equivalent facilities available. The City has not developed a formal policy to require signatory airlines to notify other airlines if or when gates become available for sublease. However, the City encourages such notification and routinely discusses with signatory airlines whether they have surplus gates that could be made available to other airlines.

As a matter of policy, the City prefers to accommodate new entrant or other airline requests for gates by reclaiming exclusive gates from signatory airlines and providing access to those gates on a common-use or preferential-use basis, rather than by requiring airlines to sublease exclusively leased gates from signatory airlines. As described in preceding sections, the City has been successful in reclaiming exclusively leased gates for nonexclusive use and has made all newly constructed gates available on a nonexclusive basis. The City's policies have successfully allowed (or will soon allow) new and increased service by AirTran, ATA, Frontier, and Southwest.

5. MONITOR GATE USE

As part of the construction of Terminal A-West, the City installed a new multi-user flight information display system (FIDS) that incorporates sophisticated facility management capabilities and allows the use of all Terminal A-West gates to be monitored. The FIDS, become operational in May 2003.

As a second phase, the City is implementing the FIDS Airport-wide to allow the use of all Airport gates, including exclusive-use gates, to be monitored. The second-phase system is scheduled to be installed and to become operational simultaneously in all terminals in mid-2006.

Pending implementation of the new FIDS, which will allow the continuous monitoring of the use of all gates, the City monitors the use of gates by periodically analyzing aggregate numbers of daily flight departures per gate by airline. These analyses identified the underutilization of Delta's preferential-use gate in Terminal E and resulted in its reassignment to Southwest.

As of July 1998, the City entered into a supplemental lease agreement with US Airways for the PFC-financed gates in Terminal A-West and Terminal F. The supplemental agreement incorporates the provisions of PFC Assurance 7 and specifies the conditions under which US Airways is required to accommodate other airlines at its exclusive-use gates if they are not being fully used. US Airways is deemed not to be fully using its exclusive-use gates if the average number of daily aircraft turns per gate at those gates is less than the Airport-wide average.

As scheduled for April 2004, the average daily flight departures per gate for US Airways from its 30 exclusive-use gates in Terminals B and C was 4.7 compared with an Airport-wide average of 4.5. (See Table 2.)

6. ENSURE FAIR, REASONABLE, AND NONDISCRIMINATORY CHARGES

Table 4 summarizes rentals, fees, and charges that are payable by signatory and nonsignatory airlines at the Airport. Any airline may enter into a standard Airline Operating License Agreement and pay the signatory rates. See Appendix C for a summary of the various forms of airline agreement.

Policy Regarding Subleasing and Ground Handling Arrangements

The City intends to continue its current policy of reviewing and approving all airline subleasing and ground handling arrangements to ensure that rentals, fees, and charges paid by subleasing and handled airlines are fair, reasonable in relation to those paid by incumbent airlines, and nondiscriminatory. All agreements governing the preferential use of gates by an airline require that other airlines be accommodated in a commercially reasonable manner, subject to approval by the City.

Table 4
SELECTED RENTALS, FEES, AND CHARGES
Philadelphia International Airport
Effective July 1, 2003

	Signatory airlines (a)	Nonsignatory airlines (b)
Landing fees per 1,000-pound unit (c)	\$2.12	\$2.22
Domestic terminal rentals (for exclusive-use and preferential-use facilities) per square foot per year		
Ticket counter and office space	\$87	\$142
Concourse upper level (holdroom) and baggage claim space	65	113
Concourse lower level (operations) and baggage makeup space	43	85
International terminal charges (for common-use facilities)		
Building use charge		
Arrival charge per deplaned passenger	\$2.32	\$2.67
Departure charge per enplaned passenger	2.55	2.93
Federal inspection services charge per deplaned passenger processed	7.91	9.10

(a) Airlines signatory to the Airline Agreement, Airline Operating License Agreement, or Memorandum of Understanding.

(b) Airlines party to Fee Payment Agreement and other airlines.

(c) Aircraft maximum allowable gross landing weight.

Source: City of Philadelphia, Division of Aviation: *Airline Rates and Charges Report* (for signatory airlines) and *Airport Rates and Charges Regulation* (for nonsignatory airlines).

Procedures for Resolution of Airline Complaints

The City follows the following procedures in responding to any airline complaints or resolving any disputes between airlines regarding subleasing or ground handling arrangements:

1. Formal written complaint or notice of dispute regarding arrangements is forwarded to City's Deputy Director of Aviation, Property Management and Business Development ("Deputy Director") for consideration.

2. Deputy Director make inquiries of parties in dispute, gathers information from others regarding comparable arrangements, convenes meetings of parties as appropriate, discusses proposals for resolution with parties, and makes suggestions for voluntary resolution between parties.
3. Within 60 days of receipt of written complaint or notice of dispute, Deputy Director provides written recommendation to parties in dispute that arrangements should be approved or disapproved by City and, if disapproved, suggesting alternative arrangements that would be acceptable to City.
4. Within 30 days of Deputy Director's recommendation, such recommendation is deemed to be final and binding on the parties in dispute unless a written notice of appeal is received by City from either party.
5. Any such written notice of appeal is forwarded to City's Director of Aviation ("Director") for consideration.
6. Director makes inquiries as he deems necessary and appropriate to allow resolution of dispute.
7. Within 30 days of receipt of written notice of appeal, Director makes a decision regarding approval or disapproval of arrangements, such decision to be final and binding on the parties in dispute.

The City has in the past always been able to achieve voluntary resolution of airline complaints and disputes and has not had to invoke the formal resolution process.

Appendix A

DATA ON AIRLINE PASSENGERS, SERVICE, AND AIRFARES

Data presented in this appendix were completed from the following sources.

OAG Data

Data on the number of scheduled airline departures by city-pair, for April 2002, April 2003, and April 2004, as reported by the airlines, were derived from the OAG (formerly Official Airlines Guide) database.

DOT Competition Plan Data

Data on origin-destination (O-D) passengers, airfares, airline yields, and airline competition, for calendar year 2002, are as specified by the U.S. Department of Transportation (DOT) for use in preparing competition plans. The data were obtained from the DOT web site (ostpxweb.ost.dot.gov/aviation, Table 2 market summary and Table 3 city-pair data) and are referred to in this appendix as the DOT Competition Plan Data.

The data were compiled by the DOT from its Origin-Destination Survey of Airline Passenger Traffic, Domestic, and summarize the numbers of domestic O-D passengers and fare revenues for all travel to or from medium-hub and large-hub airports for city-pairs with an average of 10 or more passengers per day. The data were obtained from a 10% sample of airline tickets for U.S. domestic travel. Data for passengers traveling internationally (or on the domestic portions of international journeys) are excluded. Data for a particular airport (e.g., average airfares or airline yields) are only for travel originating at the airport, not travel on connecting flights through the airport.

The DOT Competition Plan Data (Table 3 city-pair data) provide information defined as follows:

Number of competitors: A competitor on a given city-pair route is defined as an airline that accounted for a 10% or greater share of O-D passengers on the route. The average number of competitors is computed as a weighted average using O-D passengers as the weighting factor.

Low-fare market: A low-fare market is defined as a city-pair route on which a low-fare airline accounted for a 10% or greater share of O-D passengers. Low-fare airlines operating in 2002 are defined by DOT to be the following:

Access Air	National Airlines (a)
Air South	Reno Airlines
AirTran Airways (a)	Southwest Airlines
ATA Airlines (a)	Spirit Airlines (a)
Carnival Air Lines	Sun Country Airlines
Frontier Airlines	Vanguard Airlines
JetBlue Airways	Western Pacific Airlines
KIWI International Airlines	

(a) Served Philadelphia International Airport (PHL) during 2002.

Note: Although typically classified as a ‘low-cost’ airline by industry analysts, America West (which provides service to Las Vegas and Phoenix from PHL) is not defined as a ‘low-fare’ airline in the DOT Competition Plan Data.

O-D passengers: All domestic O-D passengers traveling on a city-pair route, including zero-fare passengers.

Fare revenue: Total reported fare revenue.

Average airfare: Total fare revenue divided by the total number of O-D passengers.

Nonstop miles: Average nonstop mileage computed as a weighted average using O-D passengers as the weighting factor.

Average airline yield: Total fare revenue divided by total O-D passenger-miles (nonstop).

The data are categorized by distance block and passenger density defined as follows:

Distance blocks:

250	Up to 250 miles
500	251 to 500 miles
750	501 to 750 miles
1000	751 to 1,000 miles
1500	1,001 to 1,500 miles
2000	1,501 to 2,000 miles
2500	2,001 to 2,500 miles
2501	Over 2,500 miles

Passenger density categories:

20	10 to 20 passengers per day
50	21 to 50 passengers per day
100	51 to 100 passengers per day
200	101 to 200 passengers per day
500	201 to 500 passengers per day
501	Over 500 passengers per day

Data Tables

Table A-1 presents comparative information for 2002 on O-D passengers, average airfares, and average airline yields, showing PHL in relation to the 67 other large-hub and medium-hub airports. The data are summarized according to short-haul (750 miles or less) and long-haul (over 750 miles) city-pairs. The source is the DOT Competition Plan Data (Table 2 market summary).

Table A-2 presents detailed supporting information for PHL for 2002 on O-D passengers, average airfares, average airline yields and numbers of airline competitors for all city markets summarized by distance block. The source is the DOT Competition Plan Data (Table 3 city-pair detail).

Tables A-3, A-4, and A-5 present detailed supporting data for April 2002, 2003, and 2004, respectively, on the number of scheduled daily departures from PHL by airline to all destinations served nonstop. The source is the OAG Data.

Table A-1
COMPARISON OF AIRFARES AND AIRLINE YIELDS FOR LARGE AND MEDIUM HUB AIRPORTS
 Data sorted by average yield
 Calendar year 2002

Short-haul (750 nonstop miles or less)								Long-haul (Over 750 nonstop miles)						All stage lengths							
Pax rank	Airport	City pairs	O-D passengers	Average airfare	Average yield	Nonstop miles		Pax rank	Airport	City pairs	O-D passengers	Average airfare	Average yield	Nonstop miles	Pax rank	Airport	City pairs	O-D passengers	Average airfare	Average yield	Nonstop miles
47	SJU	2	146,780	\$ 90	\$ 1.12	80		8	DFW	142	13,005,800	\$ 211	\$ 0.17	1,236	54	DAL	40	4,393,580	\$ 86	\$ 0.24	362
58	CVG	79	2,183,090	216	0.45	484		25	IAH	136	7,853,430	207	0.16	1,279	52	CLT	129	4,599,590	215	0.23	914
55	OGG	4	2,342,160	49	0.45	109		62	MEM	47	1,321,420	209	0.16	1,307	58	CVG	127	4,060,350	211	0.23	903
43	PIT	69	2,990,940	175	0.41	423		19	MSP	124	8,706,450	198	0.15	1,326	62	MEM	110	3,116,060	187	0.22	866
52	CLT	81	3,089,940	211	0.40	531		58	CVG	48	1,877,260	206	0.15	1,391	26	DCA	169	9,934,520	180	0.20	898
68	ANC	12	580,180	162	0.39	410		11	DEN	156	12,764,290	182	0.14	1,281	43	PIT	130	5,704,620	175	0.19	906
12	BOS	52	5,113,970	154	0.39	394		26	DCA	89	4,519,100	200	0.14	1,464	8	DFW	211	17,652,760	193	0.18	1,055
19	MSP	61	3,606,520	193	0.38	504		38	IAD	87	4,728,640	243	0.14	1,783	19	MSP	185	12,312,970	197	0.18	1,086
26	DCA	80	5,415,420	163	0.38	426		29	STL	74	4,493,020	170	0.13	1,278	4	ATL	205	23,273,000	153	0.18	854
37	CLE	63	3,380,820	157	0.36	439		45	SAT	107	3,861,030	176	0.13	1,330	25	IAH	178	10,262,550	188	0.17	1,084
24	HNL	6	5,701,370	48	0.35	138		59	AUS	84	2,892,680	174	0.13	1,320	7	LGA	176	18,554,790	161	0.17	936
20	DTW	85	5,902,090	165	0.35	472		4	ATL	90	7,912,250	191	0.13	1,452	29	STL	158	9,205,040	150	0.17	873
18	PHL	73	4,734,780	181	0.34	525		7	LGA	109	10,508,490	171	0.13	1,303	53	BUR	69	4,577,950	98	0.17	587
7	LGA	67	8,046,300	147	0.32	456		52	CLT	48	1,509,650	223	0.13	1,699	44	HOU	94	5,596,010	119	0.17	720
57	MKE	55	1,757,130	181	0.32	567		44	HOU	68	2,188,960	155	0.12	1,243	37	CLE	129	6,548,700	164	0.17	990
62	MEM	63	1,794,640	172	0.32	541		3	ORD	109	13,328,620	172	0.12	1,408	57	MKE	119	4,156,560	170	0.16	1,042
40	BDL	37	1,337,210	158	0.31	503		43	PIT	61	2,713,680	175	0.12	1,439	3	ORD	209	23,650,710	167	0.16	1,028
10	EWR	61	5,370,050	178	0.31	573		31	MIA	116	6,947,820	171	0.12	1,403	20	DTW	165	12,285,490	163	0.16	1,013
22	JFK	20	1,032,650	94	0.31	307		10	EWR	114	11,657,640	203	0.12	1,708	65	SDF	105	3,002,550	142	0.16	910
49	PVD	31	1,512,660	130	0.30	429		30	MCI	90	4,519,140	150	0.12	1,275	18	PHL	175	12,342,930	184	0.16	1,181
42	IND	73	2,281,870	163	0.30	546		64	OMA	70	2,023,600	154	0.12	1,308	39	BNA	143	6,043,990	139	0.16	896
3	ORD	100	10,322,090	160	0.30	538		18	PHL	102	7,608,150	186	0.12	1,590	11	DEN	199	16,440,790	176	0.16	1,128
46	CMH	67	2,545,180	139	0.30	468		57	MKE	64	2,399,430	161	0.12	1,390	38	IAD	134	6,414,430	221	0.15	1,457
38	IAD	47	1,685,790	156	0.29	541		53	BUR	52	1,105,670	162	0.12	1,394	45	SAT	137	5,564,010	154	0.15	1,045
25	IAH	42	2,409,120	125	0.28	450		33	MSY	96	4,384,880	157	0.12	1,357	30	MCI	157	8,291,610	136	0.14	941
61	BUF	41	1,765,160	119	0.28	431		35	SNA	113	4,140,050	200	0.12	1,731	59	AUS	108	3,923,220	156	0.14	1,081
63	MHT	24	1,027,540	128	0.27	473		56	JAX	73	2,233,720	154	0.12	1,338	10	EWR	175	17,027,690	195	0.14	1,350
29	STL	84	4,712,020	130	0.27	487		48	PBI	87	4,457,760	140	0.11	1,217	42	IND	132	5,860,690	148	0.14	1,045
54	DAL	21	4,193,220	85	0.26	321		51	RSW	101	4,305,060	140	0.11	1,230	56	JAX	119	4,182,870	135	0.14	964
45	SAT	30	1,702,980	104	0.26	399		47	SJU	83	4,976,290	195	0.11	1,717	12	BOS	184	15,907,200	177	0.14	1,274
11	DEN	43	3,676,500	155	0.26	598		50	ABQ	87	2,447,080	164	0.11	1,454	64	OMA	101	3,056,150	145	0.14	1,043
59	AUS	24	1,030,540	105	0.26	409		12	BOS	132	10,793,230	188	0.11	1,691	36	RDU	145	7,051,970	134	0.14	968
8	DFW	69	4,646,960	141	0.26	549		67	TUS	87	1,729,300	177	0.11	1,606	33	MSY	148	7,784,130	137	0.14	993
44	HOU	26	3,407,050	96	0.25	383		34	SLC	104	3,823,630	192	0.11	1,748	66	ORF	109	2,995,060	154	0.14	1,131
64	OMA	31	1,032,550	128	0.25	524		37	CLE	66	3,167,880	172	0.11	1,579	46	CMH	122	5,493,910	140	0.14	1,034
4	ATL	115	15,360,750	133	0.24	546		39	BNA	52	2,327,850	154	0.11	1,438	50	ABQ	116	4,707,550	136	0.13	1,015
66	ORF	52	1,570,340	133	0.24	547		20	DTW	80	6,383,400	162	0.11	1,514	35	SNA	130	7,555,210	148	0.13	1,119
65	SDF	65	1,952,560	133	0.24	551		13	SFO	151	11,068,350	236	0.11	2,208	34	SLC	141	7,755,780	149	0.13	1,146
53	BUR	17	3,472,280	78	0.24	330		17	TPA	127	10,227,780	134	0.11	1,251	31	MIA	146	8,240,580	164	0.13	1,269
39	BNA	91	3,716,140	130	0.23	556		5	MCO	146	18,048,280	131	0.11	1,225	61	BUF	92	3,525,490	128	0.13	1,005

Table A-1
COMPARISON OF AIRFARES AND AIRLINE YIELDS FOR LARGE AND MEDIUM HUB AIRPORTS

Data sorted by average yield

Calendar year 2002

Short-haul (750 nonstop miles or less)							Long-haul (Over 750 nonstop miles)							All stage lengths						
Pax rank	Airport	City pairs	O-D passengers	Average airfare	Average yield	Nonstop miles	Pax rank	Airport	City pairs	O-D passengers	Average airfare	Average yield	Nonstop miles	Pax rank	Airport	City pairs	O-D passengers	Average airfare	Average yield	Nonstop miles
48	PBI	23	544,610	\$ 131	\$ 0.23	565	22	JFK	63	9,939,160	\$ 193	\$ 0.10	1,852	28	SJC	118	9,228,860	\$ 134	\$ 0.13	1,069
13	SFO	22	4,104,250	111	0.23	479	28	SJC	99	3,620,990	210	0.10	2,047	23	MDW	94	10,966,550	110	0.12	883
31	MIA	30	1,292,760	126	0.23	551	42	IND	59	3,578,820	139	0.10	1,363	67	TUS	105	2,893,220	141	0.12	1,156
35	SNA	17	3,415,160	86	0.23	378	65	SDF	40	1,049,990	160	0.10	1,577	14	BWI	172	15,027,290	132	0.12	1,080
14	BWI	77	7,199,830	103	0.22	462	40	BDL	91	4,581,840	156	0.10	1,541	48	PBI	110	5,002,370	139	0.12	1,146
2	LAS	37	9,350,030	77	0.22	347	27	PDX	127	6,608,400	167	0.10	1,657	40	BDL	128	5,919,050	157	0.12	1,306
30	MCI	67	3,772,470	120	0.22	541	15	FLL	120	12,373,510	131	0.10	1,309	41	ONT	111	5,903,110	121	0.12	1,022
17	TPA	45	2,918,470	107	0.22	485	1	LAX	179	19,965,830	201	0.10	2,008	32	SMF	123	8,008,600	122	0.12	1,029
51	RSW	16	324,620	134	0.22	607	9	SEA	184	13,101,650	175	0.10	1,749	17	TPA	172	13,146,250	128	0.12	1,081
36	RDU	80	4,606,430	117	0.22	535	66	ORF	57	1,424,720	178	0.10	1,775	51	RSW	117	4,629,680	140	0.12	1,186
1	LAX	28	7,565,690	83	0.22	383	16	SAN	159	7,875,730	186	0.10	1,862	63	MHT	89	3,089,160	144	0.12	1,240
5	MCO	45	2,942,130	116	0.21	546	41	ONT	98	2,872,190	170	0.10	1,712	13	SFO	173	15,172,600	202	0.12	1,741
33	MSY	52	3,399,250	110	0.21	524	23	MDW	54	5,752,120	123	0.10	1,264	60	RNO	88	3,741,110	113	0.12	976
56	JAX	46	1,949,150	112	0.21	535	14	BWI	95	7,827,460	159	0.10	1,650	49	PVD	105	4,936,490	143	0.12	1,230
15	FLL	30	2,207,020	107	0.21	512	6	PHX	162	11,579,200	154	0.10	1,607	21	OAK	104	11,519,680	115	0.12	989
23	MDW	40	5,214,430	96	0.21	462	63	MHT	65	2,061,620	152	0.09	1,622	47	SJU	85	5,123,070	192	0.11	1,670
41	ONT	13	3,030,920	75	0.20	368	32	SMF	103	2,969,470	187	0.09	1,994	5	MCO	191	20,990,410	129	0.11	1,130
50	ABQ	29	2,260,470	106	0.20	539	49	PVD	74	3,423,830	149	0.09	1,585	16	SAN	180	13,181,170	145	0.11	1,284
6	PHX	36	7,425,530	87	0.20	442	36	RDU	65	2,445,540	165	0.09	1,784	27	PDX	162	9,538,500	145	0.11	1,295
16	SAN	21	5,305,440	83	0.19	426	46	CMH	55	2,948,730	141	0.09	1,522	6	PHX	198	19,004,730	127	0.11	1,152
27	PDX	35	2,930,100	93	0.19	480	54	DAL	19	200,360	111	0.09	1,217	9	SEA	222	17,602,200	156	0.11	1,441
28	SJC	19	5,607,870	84	0.19	438	68	ANC	91	1,887,080	230	0.09	2,574	1	LAX	207	27,531,520	169	0.11	1,561
34	SLC	37	3,932,150	107	0.19	560	60	RNO	65	1,375,550	168	0.09	1,915	22	JFK	83	10,971,810	184	0.11	1,707
60	RNO	23	2,365,560	82	0.19	430	61	BUF	51	1,760,330	136	0.09	1,582	15	FLL	150	14,580,530	128	0.11	1,188
21	OAK	17	7,780,010	82	0.19	440	21	OAK	87	3,739,670	184	0.09	2,132	68	ANC	103	2,467,260	214	0.10	2,065
9	SEA	38	4,500,550	101	0.18	547	2	LAS	162	15,365,960	143	0.08	1,723	2	LAS	199	24,715,990	118	0.10	1,203
32	SMF	20	5,039,130	84	0.18	460	55	OGG	61	1,872,000	242	0.08	3,066	55	OGG	65	4,214,160	135	0.09	1,423
67	TUS	18	1,163,920	88	0.18	487	24	HNL	110	5,200,740	249	0.07	3,402	24	HNL	116	10,902,110	144	0.08	1,695
Total		3,024	250,697,290	\$ 121	\$ 0.26	463			6,367	392,363,250	\$ 176	\$ 0.11	1,587			9,391	643,060,540	\$ 154	\$ 0.14	1,149

Notes:

Data are for all city-pairs involving a large or medium hub airport with an average of 10 or more passengers per day.

Averages are weighted by total O-D passengers.

See accompanying notes for definitions and explanations.

Source DOT Airport Competition Plan Fare Data (Table 2)

Table A-2

**DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY ORIGIN OR DESTINATION CITY**

Philadelphia International Airport

Calendar Year 2002

O or D city	Distance block	Pax density	Comp- etitors	Low-fare or not (1)	O-D passengers	Revenues	Passenger miles	Airfare revs/pax	Nonstop miles	Yield revs/p-m
BWI	250	20	1	No	4,130	\$ 737,755	377,203	\$ 178.6	90	\$ 1.956
CHO	250	20	1	No	5,090	1,301,385	1,142,495	255.7	210	1.139
HPN	250	20	1	No	4,920	1,193,266	573,430	242.5	116	2.081
IAD	250	20	1	No	4,400	806,391	588,533	183.3	134	1.370
LGA	250	20	1	No	6,620	1,295,835	641,635	195.7	96	2.020
ORH	250	20	1	No	4,440	1,070,365	1,073,365	241.1	242	0.997
PHF	250	20	1	No	6,750	1,601,253	1,353,391	237.2	200	1.183
SBY	250	20	1	No	4,450	439,592	475,782	98.8	106	0.924
DCA	250	50	1	No	9,940	2,033,382	1,206,934	204.6	119	1.685
ALB	250	100	1	No	24,900	6,281,236	5,332,138	252.3	212	1.178
RIC	250	100	1	No	35,190	10,056,337	6,975,803	285.8	198	1.442
SYR	250	100	1	No	20,790	5,201,692	4,784,277	250.2	228	1.087
BDL	250	200	1	No	56,450	14,608,921	11,121,431	258.8	196	1.314
ORF	250	200	1	No	43,060	10,311,102	9,101,915	239.5	211	1.133
PVD	250	200	1	No	51,370	14,998,022	12,244,040	292.0	238	1.225
Subtotal or average			1.0		282,500	\$71,936,532	56,992,370	\$ 254.6	201	\$ 1.262
Percent of total					2.3%	3.2%	0.4%			

Table A-2

**DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY ORIGIN OR DESTINATION CITY**

Philadelphia International Airport

Calendar Year 2002

O or D city	Distance block	Pax density	Comp- etitors	Low-fare or not (1)	O-D passengers	Revenues	Passenger miles	Airfare revs/pax	Nonstop miles	Yield revs/p-m
ERI	500	20	1	No	6,110	\$ 1,626,815	2,383,415	\$ 266.3	300	\$ 0.683
EWN	500	20	1	No	3,580	713,669	2,390,040	199.3	345	0.299
FAY	500	20	1	No	4,720	1,176,602	2,792,533	249.3	391	0.421
FNT	500	20	1	No	6,740	1,231,226	3,732,291	182.7	490	0.330
BGR	500	50	3	No	10,110	1,941,494	4,783,015	192.0	473	0.406
CAK	500	50	1	No	8,540	1,776,595	3,207,659	208.0	335	0.554
CRW	500	50	1	No	12,260	3,415,556	4,874,341	278.6	356	0.701
ILM	500	50	1	No	11,800	2,764,111	7,628,649	234.2	413	0.362
ROA	500	50	1	No	9,730	2,563,885	3,326,886	263.5	310	0.771
TOL	500	50	3	No	13,460	2,589,162	7,853,392	192.4	464	0.330
TRI	500	50	2	No	8,610	2,213,190	5,431,136	257.0	454	0.408
BTV	500	100	1	No	30,250	5,345,984	10,285,085	176.7	336	0.520
ROC	500	100	1	No	36,460	8,100,947	9,479,725	222.2	257	0.855
BUF	500	200	1	No	46,290	11,288,560	13,215,443	243.9	279	0.854
DAY	500	200	1	No	40,210	7,642,770	22,337,519	190.1	477	0.342
MHT	500	200	1	No	44,680	11,668,774	12,973,329	261.2	290	0.899
MYR	500	200	1	No	36,790	3,968,780	24,002,370	107.9	473	0.165
PWM	500	200	1	No	52,900	9,753,175	19,365,214	184.4	365	0.504
CLE	500	500	2	No	83,350	22,260,536	31,550,170	267.1	363	0.706
CLT	500	500	1	No	135,810	36,437,449	64,296,499	268.3	447	0.567
CMH	500	500	2	No	127,080	22,204,760	52,983,560	174.7	405	0.419
GSO	500	500	1	No	79,110	11,863,700	31,637,363	150.0	365	0.375
BOS	500	501	2	No	384,530	80,232,166	108,202,396	208.6	280	0.742
DTW	500	501	2	No	232,180	48,576,959	108,141,494	209.2	453	0.449
PIT	500	501	1	No	286,840	38,350,742	77,280,051	133.7	267	0.496
RDU	500	501	2	No	187,250	32,197,039	63,334,491	171.9	336	0.508
Subtotal or average			1.6		1,899,390	\$371,904,645	697,488,065	\$ 195.8	349	\$ 0.533
Percent of total					15.4%	16.4%	4.8%			

Table A-2

**DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY ORIGIN OR DESTINATION CITY**
Philadelphia International Airport
Calendar Year 2002

O or D city	Distance block	Pax density	Comp- etitors	Low-fare or not (1)	O-D passengers	Revenues	Passenger miles	Airfare revs/pax	Nonstop miles	Yield revs/p-m
AGS	750	20	2	No	6,070	\$ 1,396,707	4,335,134	\$ 230.1	583	\$ 0.322
CMI	750	20	2	No	4,020	740,287	3,346,682	184.2	691	0.221
EVV	750	20	3	No	6,960	1,951,999	5,395,102	280.5	673	0.362
MBS	750	20	2	No	6,240	1,512,310	3,742,793	242.4	522	0.404
TVC	750	20	3	No	5,180	932,920	3,772,329	180.1	627	0.247
ATW	750	50	3	No	10,440	2,136,548	8,559,674	204.7	746	0.250
AVL	750	50	2	No	11,020	2,246,977	6,685,941	203.9	503	0.336
AZO	750	50	3	No	10,310	2,153,482	6,354,027	208.9	562	0.339
BMI	750	50	4	Yes	8,220	1,164,654	7,376,882	141.7	724	0.158
CHA	750	50	2	No	15,120	2,899,031	11,363,670	191.7	640	0.255
FWA	750	50	4	No	10,480	2,331,992	6,611,906	222.5	529	0.353
GRB	750	50	3	No	10,860	1,997,363	8,604,091	183.9	733	0.232
HHH	750	50	1	No	12,920	1,572,628	8,455,128	121.7	609	0.186
HSV	750	50	2	No	16,200	3,690,641	13,485,467	227.8	730	0.274
LAN	750	50	3	No	8,360	1,750,124	4,829,881	209.3	525	0.362
LEX	750	50	2	No	17,870	3,637,372	11,449,378	203.5	519	0.318
CAE	750	100	2	No	23,580	5,132,499	13,651,488	217.7	522	0.376
GRR	750	100	2	No	32,970	5,387,751	20,989,010	163.4	573	0.257
GSP	750	100	2	No	30,030	7,176,688	18,337,969	239.0	514	0.391
SBN	750	100	4	Yes	21,320	3,044,108	14,085,813	142.8	594	0.216
TYS	750	100	2	No	25,380	5,669,235	16,457,096	223.4	554	0.344
CHS	750	200	2	No	37,120	7,176,628	24,097,988	193.3	550	0.298
SAV	750	200	2	No	50,200	5,654,980	37,917,607	112.6	629	0.149
SDF	750	200	2	No	43,190	9,381,452	27,257,867	217.2	576	0.344
BNA	750	500	1	No	84,290	19,857,188	61,841,018	235.6	675	0.321
CVG	750	500	2	No	99,840	23,412,523	52,003,639	234.5	507	0.450
IND	750	500	1	No	125,780	24,546,300	79,171,762	195.2	587	0.310
JAX	750	500	1	No	154,880	21,394,178	121,425,173	138.1	742	0.176
MDW	750	500	1	Yes	119,450	14,692,668	81,864,663	123.0	668	0.179
MKE	750	500	2	No	95,970	16,803,591	68,291,981	175.1	690	0.246
ATL	750	501	3	Yes	751,480	91,470,268	505,307,430	121.7	665	0.181
ORD	750	501	3	No	697,140	117,925,932	474,114,558	169.2	678	0.249
Subtotal or average			2.4		2,552,890	\$410,841,022	1,731,183,147	\$ 160.9	652	\$ 0.237
Percent of total					20.7%	18.1%	11.9%			

Table A-2

**DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY ORIGIN OR DESTINATION CITY**
Philadelphia International Airport
Calendar Year 2002

O or D city	Distance block	Pax density	Comp- etitors	Low-fare or not (1)	O-D passengers	Revenues	Passenger miles	Airfare revs/pax	Nonstop miles	Yield revs/p-m
CWA	1000	20	3	No	4,870	\$ 1,059,836	4,498,621	\$ 217.6	811	\$ 0.236
DLH	1000	20	2	No	3,550	850,869	3,965,846	239.7	977	0.215
GNV	1000	20	2	No	6,740	1,167,099	6,122,094	173.2	807	0.191
LSE	1000	20	2	No	3,930	847,679	3,962,058	215.7	869	0.214
PIA	1000	20	3	No	4,730	852,009	4,128,379	180.1	764	0.206
RST	1000	20	2	No	5,420	1,056,150	5,511,193	194.9	930	0.192
SPI	1000	20	3	Yes	4,460	715,839	3,934,748	160.5	766	0.182
CID	1000	50	3	No	16,490	3,108,312	15,764,837	188.5	872	0.197
DAB	1000	50	1	No	15,210	2,033,616	15,697,335	133.7	807	0.130
JAN	1000	50	2	No	10,680	2,822,266	11,429,346	264.3	978	0.247
MGM	1000	50	2	No	7,690	1,595,815	6,481,831	207.5	812	0.246
MLB	1000	50	1	No	12,770	1,827,262	13,996,880	143.1	868	0.131
MLI	1000	50	3	No	14,030	2,183,919	13,216,028	155.7	808	0.165
MOB	1000	50	2	No	15,040	2,888,722	14,911,717	192.1	968	0.194
PFN	1000	50	1	No	7,730	1,214,332	7,558,470	157.1	889	0.161
SGF	1000	50	2	No	11,470	2,254,979	12,236,215	196.6	997	0.184
SRQ	1000	50	2	No	15,420	2,501,577	16,357,517	162.2	956	0.153
VPS	1000	50	2	No	14,160	1,910,965	14,530,298	135.0	923	0.132
BHM	1000	100	2	No	28,910	7,539,490	23,438,945	260.8	772	0.322
DSM	1000	100	3	No	30,870	4,907,392	31,962,542	159.0	972	0.154
LIT	1000	100	4	No	20,570	4,651,226	22,687,138	226.1	998	0.205
MSN	1000	100	3	No	32,440	4,620,547	25,963,747	142.4	764	0.178
PNS	1000	100	3	Yes	32,930	4,181,240	32,238,919	127.0	934	0.130
TLH	1000	100	3	Yes	22,200	2,884,174	21,137,112	129.9	831	0.136
MEM	1000	500	3	No	86,020	16,009,591	79,371,917	186.1	874	0.202
RSW	1000	500	2	No	136,640	18,217,432	143,591,456	133.3	992	0.127
STL	1000	500	2	No	145,800	35,115,490	121,741,426	240.8	813	0.288
FLL	1000	501	2	Yes	490,790	60,466,284	501,995,240	123.2	992	0.120
MCO	1000	501	2	Yes	780,860	90,624,304	694,791,794	116.1	861	0.130
MSP	1000	501	2	No	241,130	51,510,408	240,112,860	213.6	980	0.215
PBI	1000	501	1	No	192,950	25,437,608	191,117,258	131.8	951	0.133
TPA	1000	501	2	Yes	430,190	53,686,867	408,085,029	124.8	920	0.132
Subtotal or average			3.9		2,846,690	\$410,743,297	2,712,538,796	\$ 144.3	1,565	\$ 0.151
Percent of total					23.1%	18.1%	18.6%			

Table A-2

**DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY ORIGIN OR DESTINATION CITY**

Philadelphia International Airport

Calendar Year 2002

O or D city	Distance block	Pax density	Comp- etitors	Low-fare or not (1)	O-D passengers	Revenues	Passenger miles	Airfare revs/pax	Nonstop miles	Yield revs/p-m
AMA	1500	20	2	No	3,790	\$ 1,132,862	6,281,290	\$ 298.9	1,483	\$ 0.180
FAR	1500	20	2	No	4,830	1,147,503	5,828,440	237.6	1,185	0.197
FSD	1500	20	3	No	7,240	1,777,486	8,671,556	245.5	1,137	0.205
LFT	1500	20	2	No	4,260	774,881	6,127,067	181.9	1,156	0.126
LNK	1500	20	3	No	7,080	1,594,481	8,422,400	225.2	1,135	0.189
RAP	1500	20	2	No	5,960	1,282,977	9,640,966	215.3	1,454	0.133
BTR	1500	50	3	No	13,960	2,702,161	17,020,611	193.6	1,104	0.159
GPT	1500	50	3	Yes	16,070	2,298,275	17,873,198	143.0	1,017	0.129
SHV	1500	50	4	No	8,840	1,934,737	11,597,202	218.9	1,155	0.167
XNA	1500	50	4	No	10,480	3,034,111	12,518,426	289.5	1,066	0.242
EYW	1500	100	2	No	22,240	3,683,460	25,476,073	165.6	1,121	0.145
HOU	1500	100	2	Yes	28,730	5,861,287	39,508,783	204.0	1,335	0.148
ICT	1500	100	4	Yes	19,060	3,138,168	25,118,948	164.6	1,205	0.125
OKC	1500	100	4	No	28,620	6,097,836	39,000,681	213.1	1,261	0.156
OMA	1500	100	3	No	31,400	6,759,582	36,147,953	215.3	1,088	0.187
TUL	1500	100	3	No	22,360	5,769,922	28,755,284	258.0	1,151	0.201
AUS	1500	200	3	No	40,890	10,738,273	62,032,088	262.6	1,428	0.173
SAT	1500	200	3	No	67,560	15,613,815	105,349,866	231.1	1,495	0.148
MCI	1500	500	1	No	114,120	22,516,800	122,232,300	197.3	1,038	0.184
MSY	1500	500	2	No	176,040	26,278,903	199,798,705	149.3	1,088	0.132
DFW	1500	501	2	No	375,870	85,327,636	498,826,728	227.0	1,302	0.171
IAH	1500	501	2	No	227,170	54,193,993	305,127,241	238.6	1,324	0.178
MIA	1500	501	2	No	245,470	37,807,573	254,763,938	154.0	1,013	0.148
Subtotal or average			2.2		1,482,040	\$301,466,722	1,846,119,742	\$ 203.4	1,204	\$ 0.163
Percent of total					12.0%	13.3%	12.7%			

Table A-2

**DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY ORIGIN OR DESTINATION CITY**
Philadelphia International Airport
Calendar Year 2002

O or D city	Distance block	Pax density	Comp- etitors	Low-fare or not (1)	O-D passengers	Revenues	Passenger miles	Airfare revs/pax	Nonstop miles	Yield revs/p-m
CRP	2000	20	2	No	6,250	\$ 1,630,643	9,823,980	\$ 260.9	1,521	\$ 0.166
EGE	2000	20	2	No	6,110	1,207,615	10,875,861	197.6	1,677	0.111
HDN	2000	20	3	No	5,240	864,117	9,458,504	164.9	1,683	0.091
LBB	2000	20	2	No	4,660	1,086,566	7,696,922	233.2	1,529	0.141
MFE	2000	20	2	No	4,590	1,113,046	7,694,838	242.5	1,626	0.145
MSO	2000	20	3	No	6,500	1,282,330	14,175,019	197.3	1,993	0.090
ASE	2000	50	1	No	8,510	2,056,713	14,811,495	241.7	1,681	0.139
BIL	2000	50	3	No	7,970	1,736,747	15,628,903	217.9	1,727	0.111
BZN	2000	50	3	No	8,570	1,910,730	16,958,619	223.0	1,853	0.113
ELP	2000	50	2	No	16,640	3,719,990	32,426,980	223.6	1,823	0.115
JAC	2000	50	3	No	10,070	2,101,337	20,564,961	208.7	1,838	0.102
STX	2000	50	2	No	10,630	2,407,262	18,025,920	226.5	1,650	0.134
COS	2000	100	3	No	21,860	5,163,228	39,041,084	236.2	1,573	0.132
ABQ	2000	200	4	No	44,640	8,572,692	85,409,326	192.0	1,747	0.100
STT	2000	200	2	No	43,630	8,968,048	73,340,918	205.5	1,605	0.122
SLC	2000	500	2	No	79,540	19,764,444	160,656,695	248.5	1,926	0.123
DEN	2000	501	2	No	260,590	55,765,874	414,738,952	214.0	1,557	0.134
SJU	2000	501	2	No	204,880	41,821,330	328,737,612	204.1	1,576	0.127
Subtotal or average			2.2		750,880	\$161,172,713	1,280,066,587	\$ 214.6	1,639	\$ 0.126
Percent of total					6.1%	7.1%	8.8%			

Table A-2

**DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY ORIGIN OR DESTINATION CITY**
Philadelphia International Airport
Calendar Year 2002

O or D city	Distance block	Pax density	Comp- etitors	Low-fare or not (1)	O-D passengers	Revenues	Passenger miles	Airfare revs/pax	Nonstop miles	Yield revs/p-m
BUR	2500	20	3	No	7,180	\$ 1,885,436	17,764,268	\$ 262.6	2,392	\$ 0.106
EUG	2500	20	2	No	4,970	1,234,812	13,874,638	248.5	2,452	0.089
FCA	2500	20	2	No	4,360	896,730	10,050,111	205.7	2,002	0.089
LGB	2500	20	2	No	5,340	1,232,680	13,153,170	230.8	2,391	0.094
BOI	2500	50	3	No	12,330	2,898,652	27,530,765	235.1	2,113	0.105
FAT	2500	50	4	No	8,460	2,115,700	21,497,268	250.1	2,401	0.098
GEG	2500	50	3	No	13,310	2,900,936	30,778,731	218.0	2,154	0.094
PSP	2500	50	3	No	14,010	3,399,433	33,750,668	242.6	2,303	0.101
SBA	2500	50	2	No	7,900	2,202,355	19,897,692	278.8	2,464	0.111
ONT	2500	100	4	No	29,880	6,695,045	72,938,005	224.1	2,356	0.092
RNO	2500	100	3	No	24,100	5,031,920	60,498,842	208.8	2,348	0.083
TUS	2500	100	3	No	36,260	7,534,997	79,009,676	207.8	2,055	0.095
PDX	2500	200	4	No	60,990	14,220,366	157,171,885	233.2	2,406	0.090
SMF	2500	200	4	No	43,600	10,422,427	112,108,108	239.0	2,458	0.093
SNA	2500	200	4	No	72,140	18,232,120	175,406,321	252.7	2,380	0.104
SAN	2500	500	4	No	180,480	42,965,574	434,586,479	238.1	2,369	0.099
LAS	2500	501	3	Yes	431,450	63,652,713	946,509,354	147.5	2,176	0.067
LAX	2500	501	2	No	522,290	112,961,172	1,263,276,235	216.3	2,401	0.089
PHX	2500	501	2	No	245,480	45,344,579	516,951,611	184.7	2,075	0.088
SEA	2500	501	3	No	182,740	40,751,983	451,194,863	223.0	2,378	0.090
Subtotal or average			2.8		1,907,270	\$386,579,629	4,457,948,688	\$ 202.7	2,291	\$ 0.087
Percent of total					15.5%	17.0%	30.6%			

Table A-2

**DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY ORIGIN OR DESTINATION CITY**

Philadelphia International Airport
Calendar Year 2002

O or D city	Distance block	Pax density	Comp- etitors	Low-fare or not (1)	O-D passengers	Revenues	Passenger miles	Airfare revs/pax	Nonstop miles	Yield revs/p-m
KOA	2501	20	2	No	4,120	\$ 1,809,377	20,466,415	\$ 439.2	4,888	\$ 0.088
LIH	2501	20	1	No	5,430	2,342,376	27,191,340	431.4	4,966	0.086
MRY	2501	20	2	No	4,040	1,078,431	10,674,453	266.9	2,517	0.101
ANC	2501	50	4	No	15,550	4,235,012	57,667,587	272.3	3,379	0.073
OGG	2501	50	2	No	15,420	5,271,861	76,158,960	341.9	4,859	0.069
OAK	2501	100	3	No	19,710	6,105,421	52,131,678	309.8	2,510	0.117
HNL	2501	200	4	No	55,600	17,676,966	277,185,545	317.9	4,919	0.064
SJC	2501	200	3	No	43,940	12,011,794	113,789,623	273.4	2,503	0.106
SFO	2501	501	2	No	457,460	108,371,355	1,162,544,363	236.9	2,521	0.093
Subtotal or average			2.3		621,270	\$158,902,593	1,797,809,964	\$ 255.8	2,851	\$ 0.088
Percent of total					5.0%	7.0%	12.3%			
Grand total or average			2.2		12,342,930	\$2,273,547,152	14,580,147,360	\$ 184.2	1,146	\$ 0.156
Percent of total					100.0%	100.0%	100.0%			

Summary by Distance Block

Distance block	Pax density	Comp- etitors	O-D passengers	Revenues	Passenger miles	Airfare revs/pax	Nonstop miles	Yield revs/p-m
250		1.0	282,500	\$71,936,532	56,992,370	\$ 254.6	201	\$ 1.262
500		1.6	1,899,390	371,904,645	697,488,065	195.8	349	0.533
750		2.4	2,552,890	410,841,022	1,731,183,147	160.9	652	0.237
1000		3.9	2,846,690	410,743,297	2,712,538,796	144.3	1,565	0.151
1500		2.2	1,482,040	301,466,722	1,846,119,742	203.4	1,204	0.163
2000		2.2	750,880	161,172,713	1,280,066,587	214.6	1,639	0.126
2500		2.8	1,907,270	386,579,629	4,457,948,688	202.7	2,291	0.087
2501		2.3	621,270	158,902,593	1,797,809,964	255.8	2,851	0.088
Total or average		2.2	12,342,930	\$2,273,547,152	14,580,147,360	\$ 184.2	1,146	\$ 0.156

Notes:

Data are for all city-pairs involving a large or medium hub airport with an average of 10 or more passengers per day.

Averages are weighted by O-D passengers.

See accompanying notes for other definitions and explanations.

(1) Low-fare means one or more of the following airlines served the city pair: Access Air, Air South, AirTran, ATA, Carnival, Frontier, KIWI, National, Pro Air, Reno, Southwest, Spirit, Sun Country, Vanguard, and Western Pacific.

Source: DOT Airport Competition Plan Fare Data (Table 3).

Table A-3

AVERAGE DAILY AIRLINE DEPARTURES BY DESTINATION CITY
Philadelphia International Airport
April 2002

Destination	U.S. Small Hub Market	Carrier/Service																	Subtotal - Domestic Carriers (excluding US Airways and Express)	US Airways Express (a)		Subtotal - US Airways and US Airways Express		Subtotal - All Domestic Carriers							Subtotal - International Carriers	Grand Total									
		Air Midwest (a)	AirTran	Allegheny (a)	America West	American	American Eagle (e)	ATA	Atlantic Coast (b)	Chautauqua (a)	Comair (b)	Continental	Continental Express	Delta	Mesa (c)	Mesa (d)	Midwest	National		Northwest	Piedmont (e)	PSA (a)	Shuttle America (a)	Skyway (d)	Sunworld	Trans States (e)	TWA (e)	United Express	United	USA 3000			US Airways Express (a)	US Airways	Air Canada	Air Canada Jazz	Air Canada Regional	Air France	Air Jamaica	British Airways	Lufthansa
Albany, NY	<	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.0
Allentown, PA	<	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.0	
Amsterdam, Netherlands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0		
Antigua, West Indies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1		
Aruba, Aruba	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0		
Atlanta, GA	-	-	4.3	-	-	-	-	-	-	-	-	-	11.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.1			
Atlantic City, NJ	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.7			
Augusta, Georgia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Baltimore, MD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.1			
Bangor, ME	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.9			
Barbados, Barbados	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0			
Bedford-Hanscom, MA	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.7			
Bermuda	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0			
Binghamton, NY	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.5			
Birmingham, AL	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.0			
Boston, MA	-	-	-	-	-	5.4	-	4.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.4			
Buffalo, NY	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.0			
Burlington, VT	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.0			
Cancun, Mexico	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0			
Charleston, SC	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.0			
Charleston, WV	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.0			
Charlotte, NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10.3			
Charlottesville, VA	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0			
Chicago Midway, IL	-	-	-	-	10.0	-	3.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.2			
Chicago O'Hare, IL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11.0	-	-	-	-	-	-	-	-	-	21.0			
Cincinnati, OH	-	-	-	-	-	-	-	-	1.7	-	-	4.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.7				
Cleveland, OH	-	-	-	-	-	-	-	-	-	3.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.7				
Columbia, SC	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.7				
Columbus, OH	-	-	-	-	-	-	-	-	-	-	-	-	-	3.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.9				
Cozumel, Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Dallas/Fort Worth, TX	-	-	-	-	7.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.6				
Dayton, OH	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0				
Denver, CO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0				
Detroit, MI	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0	-	-	-	-	-	-	-	-	-	-	7.4			
Elmira, NY	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.9				
Fort Lauderdale, FL	-	2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.0				
Fort Myers, FL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.0				
Frankfurt, Germany	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0				
Freeport, Bahamas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0				
Grand Cayman, Cayman Is.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0				
Greensboro, NC	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0				
Greenville/Spartanburg, SC	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.9				
Grenada, Winward Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Harrisburg, PA	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.7				
Hartford, CT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.9				
Houston Intercontinental, TX	-	-	-	-	-	-	-	-	-	4.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.7				
Indianapolis, IN	>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.7	-	-	-	-	-	-	-	-	1.7				
Ithaca, NY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.5				
Jacksonville, FL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.0				

Destination	U.S. Small Hub Market	U.S. Airways Express (a)																		Subtotal- Domestic Carriers (excluding US Airways and Express)	US Airways Express (a)		Subtotal- US Airways and US Airways Express	Subtotal- All Domestic Carriers							Subtotal- International Carriers	Grand Total																			
		Air Midwest (a)	AirTran	Allegheny (a)	America West	American	American Eagle (e)	ATA	Atlantic Coast (b)	Chautauqua (a)	Comair (b)	Continental	Continental Express	Delta	Mesa (c)	Mesaba (d)	Midwest	National	Northwest		Piedmont (e)	PSA (a)		Shuttle America (a)	Skyway (d)	Sunworld	Trans States (e)	TWA (e)	United Express	United			USA 3000	US Airways Express (a)	US Airways	Air Canada	Air Canada Jazz	Air Canada Regional	Air France	Air Jamaica	British Airways	Lufthansa									
San Francisco, CA		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.0	-	-	2.9	2.9	4.9	-	-	-	-	-	-	-	-	-	-	-	4.9							
San Jose, Costa Rica		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
San Juan, Puerto Rico		-	-	-	-	2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
Santo Domingo, Dominican Rep.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
Savannah, GA	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Seattle, WA		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
St. Kitts, Leeward Islands		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
St. Louis, MS		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
St. Lucia, St. Lucia		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
St. Maarten, Neth. Antilles		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
St. Petersburg, FL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
St. Thomas, Virgin Islands		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
State College, PA	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Syracuse, NY	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Tampa, FL		-	1.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Toronto, Canada		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Vail, Colorado		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Washington Reagan, DC		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Washington Dulles, DC		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
West Palm Beach, FL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County, NY	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Wilkes-Barre, PA	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Williamsburg, VA	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Williamsport, PA	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Worcester, MA	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grand Total		40	-	11.3	-	5.0	22.6	10.0	3.2	4.0	-	1.7	4.7	3.7	17.7	3.9	-	2.5	1.7	14.1	-	-	-	0.2	1.7	-	-	4.9	4.0	18.0	-	131.3	170.6	222.5	393.1	524.4	4.0	0.9	0.5	1.0	1.0	2.0	1.0	10.3	534.7						

(a) Air Midwest, Allegheny, Chautauqua, Piedmont, PSA, and Shuttle America operated as US Airways Express (all reported as US Airways Express).
(b) Atlantic Coast and Comair operated as Delta Connection.
(c) In 2002, Mesa operated as America West Express.
(d) Mesaba and Skyway operated as Northwest AirlinK.
(e) American Eagle, Trans States, and TWA operated as American Eagle.

Table A-5
AVERAGE DAILY AIRLINE DEPARTURES BY DESTINATION CITY
Philadelphia International Airport
April 2004

Destination	U.S. Small Hub Market	U.S. Airlines																	Subtotal- Domestic Carriers (excluding US Airways and Express)	US Airways Express (e)		Subtotal- US Airways and US Airways Express	International Carriers								Subtotal- International Carriers	Grand Total	Change from April 2002	Change from April 2003												
		Air Midwest (a)	AirTran	Allegheny (a)	America West	American	American Eagle (d)	ATA	Atlantic Coast (b)	Chautauqua (a)	Comair (b)	Continental	Continental Express	Delta	Mesa (e)	Mesa (c)	Midwest	National		Northwest	Piedmont (a)		PSA (a)	Shuttle America (a)	Skyway (c)	Sunworld	Trans States (d)	TWA (d)	United Express	United					USA 3000	US Airways Express (e)	US Airways	Subtotal- All Domestic Carriers	Air Canada	Air Canada Jazz	Air Canada Regional	Air France	Air Jamaica	British Airways	Lufthansa	
Albany, NY	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	-	-	-	1.0	4.0	5.0	5.0	-	-	-	-	-	-	-	-	-	-	5.0	-	-
Allentown, PA	✓	-	-	4.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.9	4.9	4.9	4.9	-	-	-	-	-	-	-	-	-	-	4.9	-	(1.5)	
Amsterdam, Netherlands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0	-	-	-	-	-	-	-	-	-	-	1.0	0.2	0.2	
Antigua, West Indies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.3	0.3	0.3	0.3	-	-	-	-	-	-	-	-	-	-	0.3	0.0	0.0	
Aruba, Aruba	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0	-	-	-	-	-	-	-	-	-	-	1.0	-	-	
Atlanta, GA	-	5.0	-	-	-	-	-	-	-	-	-	-	10.7	3.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21.3	0.5	2.4	
Atlantic City, NJ	✓	-	-	-	-	-	-	0.8	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	(1.7)	(1.7)
Augusta, Georgia	-	-	-	-	-	-	-	-	-	-	-	-	-	0.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.3	0.3	0.3	0.3	-	-	-	-	-	-	-	-	-	-	0.3	0.3	0.1	
Baltimore, MD	-	-	1.8	-	-	-	-	-	-	-	-	-	-	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.8	6.8	6.8	6.8	-	-	-	-	-	-	-	-	-	-	6.8	(2.3)	(0.9)	
Bangor, ME	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0	-	-	-	-	-	-	-	-	3.0	-	3.0	3.0	-	-	-	-	-	-	-	-	-	-	3.0	1.1	0.4	
Barbados, Barbados	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0	-	-	-	-	-	-	-	-	-	1.0	-	-	
Bedford-Hanscom, MA	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	1.0	-	-	-	-	-	-	-	-	-	-	1.0	-	-	
Bermuda	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0	-	-	-	-	-	-	-	-	-	1.0	-	-		
Binghamton, NY	✓	-	-	2.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	-	-	5.0	5.0	5.0	5.0	-	-	-	-	-	-	-	-	-	5.0	(0.5)	(0.3)		
Birmingham, AL	✓	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	1.0	-	-	-	-	-	-	-	-	-	-	1.0	(1.0)	0.3		
Boston, MA	-	2.9	-	-	4.5	-	4.7	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27.3	3.1	4.4		
Buffalo, NY	✓	-	0.1	-	-	-	-	0.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.9	3.9	4.8	4.8	-	-	-	-	-	-	-	-	-	-	4.8	(0.2)	(0.2)	
Burlington, VT	✓	-	-	-	-	-	-	0.9	-	-	-	-	-	3.0	-	-	-	-	-	-	0.1	-	-	-	-	-	-	-	4.0	1.0	5.0	5.0	-	-	-	-	-	-	-	-	-	-	5.0	1.0	1.0	
Cancun, Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.5	2.5	1.8		
Charleston, SC	✓	-	-	-	-	-	-	0.3	-	-	-	-	-	0.6	-	-	-	-	-	-	-	-	-	-	-	-	-	0.9	0.9	0.9	0.9	-	-	-	-	-	-	-	-	-	-	-	0.9	(1.1)	(2.1)	
Charleston, WV	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.9	-	-	-	-	-	-	-	-	0.9	-	0.9	0.9	-	-	-	-	-	-	-	-	-	-	0.9	(1.1)	(0.1)	
Charlotte, NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.7	8.7	8.7	-	-	-	-	-	-	-	-	-	-	8.7	(1.6)	0.8	
Charlottesville, VA	✓	-	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.6	-	-	-	-	-	-	-	3.0	-	3.0	3.0	-	-	-	-	-	-	-	-	-	-	3.0	-	1.1	
Chicago Midway, IL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.4	-	4.4	-	-	-	-	-	-	-	-	-	4.4	1.2	1.8		
Chicago O'Hare, IL	-	-	-	9.5	-	4.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.6	-	23.1	-	5.8	5.8	28.9	-	-	-	-	-	-	-	-	-	-	28.9	3.0	5.8	
Cincinnati, OH	-	-	-	-	-	-	2.0	1.7	-	-	-	4.0	2.9	-	-	-	-	-	-	1.7	-	-	-	-	-	-	-	-	7.7	4.6	-	4.6	12.3	-	-	-	-	-	-	-	-	-	12.3	2.0	0.9	
Cleveland, OH	-	-	-	-	-	-	-	-	-	-	4.3	4.0	-	-	-	-	-	-	1.7	-	-	-	-	-	-	-	-	4.3	5.7	-	5.7	10.0	-	-	-	-	-	-	-	-	-	10.0	1.4	1.2		
Columbia, SC	✓	-	-	-	-	-	-	-	-	-	-	-	2.9	-	-	-	-	-	1.0	-	-	-	-	-	-	-	-	-	3.9	-	3.9	3.9	-	-	-	-	-	-	-	-	-	3.9	1.2	1.2		
Columbus, OH	-	-	-	-	-	-	0.3	-	-	-	-	-	1.0	-	-	-	-	-	0.8	-	-	-	-	-	-	-	-	-	2.1	2.7	4.8	4.8	-	-	-	-	-	-	-	-	-	4.8	(2.8)	(2.8)		
Cozumel, Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1	0.1	0.1	0.1	-	-	-	-	-	-	-	-	-	0.1	0.1	0.1		
Dallas/Fort Worth, TX	-	-	-	6.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.9	-	2.6	2.6	9.5	-	-	-	-	-	-	-	-	-	-	9.5	(1.1)	(0.3)	
Dayton, OH	✓	-	-	-	-	-	-	-	-	-	-	-	0.7	-	-	-	-	-	-	2.9	-	-	-	-	-	-	-	-	3.6	3.6	3.6	3.6	-	-	-	-	-	-	-	-	-	-	3.6	0.6	0.6	
Denver, CO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.0	-	3.0	7.0	-	-	-	-	-	-	-	-	-	-	7.0	1.0	(1.0)		
Detroit, MI	-	-	-	-	-	-	1.8	-	-	-	-	-	3.9	-	-	-	-	-	-	-	-	7.6	-	-	-	-	-	-	7.6	5.7	-	5.7	13.3	-	-	-	-	-	-	-	-	-	13.3	1.0	0.1	
Elmira, NY	✓	-	1.3	-	-	-	1.0	-	-	-	-	-	-	-	-	-	-	-	-	1.9	-	-	-	-	-	-	-	-	4.2	-	4.2	4.2	-	-	-	-	-	-	-	-	-	-	4.2	0.3	(1.4)	
Fort Lauderdale, FL	-	3.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.0	8.0	11.4	-	-	-	-	-	-	-	-	-	11.4	3.4	2.6		
Fort Myers, FL	-	1.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	3.1	4.1	-	-	-	-	-	-	-	-	-	-	4.1	2.1	(0.7)		
Frankfurt, Germany	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	1.0	1.0	-	-	-	-	-	-	-	-	-	1.0	-	0.2		
Freeport, Bahamas	-	-																																												

Appendix B
GATE INVENTORY

Appendix B

GATE INVENTORY

Philadelphia International Airport
As of March 2004

<u>Gate designation</u>	<u>Use arrangement</u>	<u>Aircraft capability</u>	<u>Primary leasing or using airline(s)</u>	<u>Subleasing or other airline(s)</u>	<u>Notes</u>
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Terminal A-West

A-14	Common	Narrowbody	Air Jamaica		
A-15	Common	Widebody	Air France		Air France arrivals; departures from Terminal E
A-16	Common	Widebody	Lufthansa		
A-17	Preferential	Widebody	US Airways		
A-19	Preferential	Widebody	US Airways		
A-21	Preferential	Widebody	US Airways		
A-23	Preferential	Widebody	US Airways		
A-25	Preferential	Widebody	US Airways		
A-26	Preferential	Widebody	US Airways		
A-24	Preferential	Widebody	US Airways		
A-22	Preferential	Widebody	US Airways		
A-20	Preferential	Widebody	US Airways		
A-18	Preferential	Widebody	US Airways		

Gate count

0	exclusive-use
10	preferential-use
3	common-use
<u>13</u>	total loading bridge-equipped

Appendix B

GATE INVENTORY

Philadelphia International Airport
As of March 2004

<u>Gate designation</u>	<u>Use arrangement</u>	<u>Aircraft capability</u>	<u>Primary leasing or using airline(s)</u>	<u>Subleasing or other airline(s)</u>	<u>Notes</u>
Terminal A-East					
A-1	See note	None			Shuttle bus loading gate (connections to C-16 and F-10)
A-3	Exclusive	Narrowbody	American		
A-5	Exclusive	Regional	American (Eagle and Connection)		Ground loading only; not equipped with loading bridge
A-7	Exclusive	Narrowbody	American		
A-9	Exclusive	Narrowbody	American		
A-11	Exclusive	Narrowbody	American		
A-13	Preferential	Widebody	ATA		Interim domestic gate; international arrivals have priority
A-12	Common	Widebody	British Airways		
A-10	Common	Widebody	British Airways		
A-8	Common	Widebody	Various (1)		
A-6	Common	Widebody	Various (1)		
A-6a	Common	See note	Various		Passenger transfer vehicle (PTV) portal
A-4	Preferential	Narrowbody	American	International	Interim domestic gate; international arrivals have priority
A-2	Preferential	Narrowbody	American	International	Interim domestic gate; international arrivals have priority
Gate count					
	4	exclusive-use			
	3	preferential-use			
	5	common-use			
	<u>12</u>	total loading bridge-equipped or PTV portal			

(1) Including USA 3000 and charter airlines

Appendix B

GATE INVENTORY

Philadelphia International Airport
As of March 2004

<u>Gate designation</u>	<u>Use arrangement</u>	<u>Aircraft capability</u>	<u>Primary leasing or using airline(s)</u>	<u>Subleasing or other airline(s)</u>	<u>Notes</u>
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Terminal B

B-1	Exclusive	Narrowbody	US Airways		
B-3	Exclusive	Narrowbody	US Airways		
B-5	Exclusive	Narrowbody	US Airways		
B-7	Exclusive	Narrowbody	US Airways		
B-9	Exclusive	Narrowbody	US Airways		

B-11	Exclusive	Widebody	US Airways		
B-13	Exclusive	Widebody	US Airways		
B-15	Exclusive	Narrowbody	US Airways		
B-16	Exclusive	Narrowbody	US Airways		
B-14	Exclusive	Narrowbody	US Airways		

B-12	Exclusive	See note	US Airways		Not in use or equipped with loading bridge (former bus loading gate)
B-10	Exclusive	Narrowbody	US Airways		
B-8	Exclusive	Narrowbody	US Airways		
B-6	Exclusive	Narrowbody	US Airways		
B-4	Exclusive	Narrowbody	US Airways		
B-2	Exclusive	Narrowbody	US Airways		

Gate count

15	exclusive-use
0	preferential-use
0	common-use
<u>15</u>	total loading bridge-equipped

Appendix B

GATE INVENTORY

Philadelphia International Airport
As of March 2004

<u>Gate designation</u>	<u>Use arrangement</u>	<u>Aircraft capability</u>	<u>Primary leasing or using airline(s)</u>	<u>Subleasing or other airline(s)</u>	<u>Notes</u>
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Terminal C

C-17	Exclusive	Narrowbody	US Airways		
C-19	Exclusive	Narrowbody	US Airways		
C-21	Exclusive	Narrowbody	US Airways		
C-23	Exclusive	Narrowbody	US Airways		
C-25	Exclusive	Narrowbody	US Airways		
C-27	Exclusive	Narrowbody	US Airways		
C-29	Exclusive	Widebody	US Airways		
C-31	Exclusive	Widebody	US Airways		
C-30	Exclusive	Widebody	US Airways		
C-28	Exclusive	Widebody	US Airways		
C-26	Exclusive	Narrowbody	US Airways		
C-24	Exclusive	Narrowbody	US Airways		
C-22	Exclusive	Narrowbody	US Airways		
C-20	Exclusive	Narrowbody	US Airways		
C-18	Exclusive	Narrowbody	US Airways		
C-16	See note	None			Shuttle bus loading gate (connections to A-1 and F-10)

Gate count

15	exclusive-use
0	preferential-use
0	common-use
<u>15</u>	total loading bridge-equipped

Appendix B

GATE INVENTORY

Philadelphia International Airport
As of March 2004

<u>Gate designation</u>	<u>Use arrangement</u>	<u>Aircraft capability</u>	<u>Primary leasing or using airline(s)</u>	<u>Subleasing or other airline(s)</u>	<u>Notes</u>
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Terminal D

D-1	Exclusive	Widebody	United		
D-3	Exclusive	Widebody	United		
D-5	Exclusive	Narrowbody	United		
D-7	Exclusive	Widebody	United	United Express	
D-9	Exclusive	Narrowbody	United	Air Canada, Air Canada Jazz	
D-11	Exclusive	Widebody	United		
D-13	Exclusive	Narrowbody	United		
D-15	Preferential	Narrowbody	AirTran		
D-16	Preferential	Narrowbody	AirTran		
D-14	Preferential	Narrowbody	AirTran		
D-12	Common	Narrowbody	Various (1)		
D-10	Preferential	Narrowbody	America West		
D-8	Preferential	Narrowbody	Continental	Continental Express	
D-6	Preferential	Narrowbody	Continental		
D-4	Common	Narrowbody	US Airways (2)		
D-2	Common	Narrowbody	US Airways (2)		

Gate count

7	exclusive-use
6	preferential-use
3	common-use
<u>16</u>	total loading bridge-equipped

(1) Including AirTran

(2) To be vacated when needed for other airlines during the planned reconstruction of Terminal E

Appendix B

GATE INVENTORY

Philadelphia International Airport
As of March 2004

Gate designation	Use arrangement	Aircraft capability	Primary leasing or using airline(s)	Subleasing or other airline(s)	Notes
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Terminal E

E-1	Exclusive	Widebody	Delta		
E-3	Exclusive	Widebody	Delta		
E-5	Exclusive	Widebody	Delta	Air France	Air France departures; arrivals at Terminal A-West
E-7	Exclusive	Narrowbody	Delta	Delta Connection, Midwest	
E-11	Exclusive	Regional	Delta		Ground loading only; not equipped with loading bridge
E-9	Preferential	Narrowbody	Southwest (1)		
E-12	Preferential	Narrowbody	Southwest (1)		Single loading bridge serves 2 aircraft parking positions
E-10	Preferential	Narrowbody	Southwest (1)		
E-8	Preferential	Narrowbody	Southwest (1)		
E-6	Exclusive	Widebody	Northwest	Northwest Airlink	
E-4	Exclusive	Widebody	Northwest		
E-2	Exclusive	Narrowbody	Northwest		

Gate count

7	exclusive-use
4	preferential-use
0	common-use
<u>11</u>	total loading bridge-equipped

(1) Beginning service in May 2004

Appendix B

GATE INVENTORY

Philadelphia International Airport
As of March 2004

<u>Gate designation</u>	<u>Use arrangement</u>	<u>Aircraft capability</u>	<u>Primary leasing or using airline(s)</u>	<u>Subleasing or other airline(s)</u>	<u>Notes</u>
Terminal F					
F-1	Preferential	Regional	US Airways Express		
F-3	Preferential	Regional	US Airways Express		
F-5	Preferential	Regional	US Airways Express		
F-7	Preferential	Regional	US Airways Express		
F-9	Preferential	Regional	US Airways Express		
F-25	Preferential	Regional	US Airways Express		
F-27	Preferential	Regional	US Airways Express		
F-29	Preferential	Regional	US Airways Express		
F-31	Preferential	Regional	US Airways Express		
F-33	Preferential	Regional	US Airways Express		
F-35	Preferential	Regional	US Airways Express		
F-37	Preferential	Regional	US Airways Express		
F-39	Preferential	Regional	US Airways Express		
F-38	Preferential	Regional	US Airways Express		
F-36	Preferential	Regional	US Airways Express		
F-34	Preferential	Regional	US Airways Express		
F-32	Preferential	Regional	US Airways Express		
F-30	Preferential	Regional	US Airways Express		
F-28	Preferential	Regional	US Airways Express		
F-26	Preferential	Regional	US Airways Express		
F-24	Preferential	Regional	US Airways Express		
F-11	Preferential	Regional	US Airways Express		Used under month-to-month agreement
F-13	Preferential	Regional	US Airways Express		Used under month-to-month agreement
F-15	Preferential	Regional	US Airways Express		Used under month-to-month agreement

Appendix B

GATE INVENTORY

Philadelphia International Airport
As of March 2004

<u>Gate designation</u>	<u>Use arrangement</u>	<u>Aircraft capability</u>	<u>Primary leasing or using airline(s)</u>	<u>Subleasing or other airline(s)</u>	<u>Notes</u>
Terminal F (continued)					
F-17	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-19	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-21	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-23	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-22	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-20	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-18	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-16	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-14	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-12	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-10	See note	None			Shuttle bus loading gate (connections to A-1 and C-16)
F-8	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-6	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-4	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge
F-2	Preferential	Regional	US Airways Express		Ramp loading position; not equipped with loading bridge

Gate count

0	exclusive-use
24	preferential-use
0	common-use
<hr/>	
24	total loading bridge-equipped
14	preferential-use ramp positions
<hr/>	
38	

Appendix C

CITY-AIRLINE BUSINESS ARRANGEMENTS

FRAMEWORK FOR AIRPORT OPERATIONS

Philadelphia International Airport is owned by the City of Philadelphia and operated by the Division of Aviation of the Department of Commerce as a separate enterprise fund of the City. The Airport, together with Northeast Philadelphia Airport, an airport predominantly serving general aviation, constitute the City's Airport system.

The financial and property management functions of the Airport are largely determined by a 1977 Airline-Airport Use and Lease Agreement, as subsequently amended (the Airline Agreement) between the City and most of the major airlines serving the Airport, which extends to June 2006. Selected provisions of the Airline Agreement, as well as the airline operating agreements applicable to airlines not signatory to the Airline Agreement, are summarized in the August 2000 competition plan and this appendix.

AIRLINES PROVIDING SERVICE

As of March 2004, scheduled service was provided from the Airport by the following airlines, grouped according to their primary lease or use arrangements.

Airport Use and Lease Agreement

- American Airlines
- Delta Air Lines
- Northwest Airlines
- United Airlines
- US Airways

Preferential Use and Lease Agreement

- AirTran Airways
- America West Airlines (pending)
- ATA Airlines (pending)
- Continental Airlines (including Continental Express)
- Southwest Airlines (pending)

Airline Operating License Agreement

Air Canada (including Air Canada Jazz)
 Allegheny Airlines (operating as US Airways Express)
 American Eagle
 Chautauqua (operating as American Connection and US Airways Express)
 Frontier Airlines (pending)
 Mesa Airlines (operating as US Airways Express)
 Mesaba Airlines (operating as Northwest Airlink)
 Midwest Airlines
 Piedmont Airlines (operating as US Airways Express)
 PSA Airlines (operating as US Airways Express)
 USA 3000

Memorandum of Understanding

Air France
 Air Jamaica
 British Airways
 Lufthansa German Airlines

Fee Payment Agreement

Atlantic Coast Airlines (operating as Delta Connection and United Express)
 Comair (operating as Delta Connection)
 Trans States Airlines (operating as American Connection)

AIRLINE-AIRPORT USE AND LEASE AGREEMENT

Under the Airline Agreement, the five signatory airlines are granted rights to the exclusive use of gates and other terminal facilities (see Appendix B). Under its agreement, American operates from certain gates on a preferential-use basis. Since the early 1990s, the City has not entertained requests from airlines to become signatory to the Airline Agreement because of the exclusive-use rights granted.

PREFERENTIAL USE AGREEMENT

The City has executed an Airline Operating License Agreement and Lease Agreement (AOLA) with each of AirTran, America West, ATA, and Continental under which these airlines have preferential rights to 7 gates in Terminal A-East and Terminal D (see Appendix B). (A gate is defined in the agreements to include aircraft parking apron, passenger holdroom, ticket counter, baggage makeup, and

other required terminal facilities.) The conditions governing the preferential use of the gates are described in the August 2000 competition plan.

The preferential-use AOLA agreements incorporate the standard provisions discussed in the following section and have an initial term of 1 year, extendable year-to-year thereafter. Under the agreements, the airlines pay rentals and fees on the same basis as the airlines signatory to the Airline Agreement and are responsible for the costs of operating and maintaining the preferentially leased space. The City expects to enter into a similar agreement with Southwest for its preferential use of four gates in Terminal E.

AIRLINE OPERATING LICENSE AGREEMENT

Since the early 1990s, all new entrant airlines have been given the opportunity to enter into a standard form of nonexclusive Airline Operating License Agreement. Most of the airlines serving the Airport, other than the signatory airlines and the major foreign-flag airlines, now operate under a nonexclusive AOLA. The AOLA does not provide for the exclusive or preferential use of terminal facilities. Any such use rights are specified in separate lease agreements.

The standard term of the AOLA is 1 year, extendable year-to-year. Landing fees are payable at the signatory airline rate then in effect, as specified in the City's annual Airline Rates and Charges Report, subject to a minimum annual payment of \$90,000 (the equivalent of maintaining a schedule of one flight per day using a typical narrowbody aircraft). The AOLA provides for self-invoicing by the airline, requires evidence of satisfactory insurance coverage, and requires a surety in the form of a performance bond or letter of credit in an amount equal to 3 months' estimated landing fees.

MEMORANDUM OF UNDERSTANDING

The City has entered into a Memorandum of Understanding (MOU) with the principal foreign-flag airlines serving PHL (Air France, Air Jamaica, British Airways, and Lufthansa). The MOU provides these airlines with signatory status and documents how fees are to be calculated to allow the City to recover the net capital and operating costs allocable to international terminal facilities. The term of the MOU extends through June 2006, the same date as the Airline Agreement (or earlier if an international airline use and lease agreement is entered into before June 2006).

FEE PAYMENT AGREEMENT

An airline that elects not to enter into an AOLA may operate at the Airport under a month-to-month Fee Payment Agreement. Landing fees are payable at the nonsignatory rate then in effect, as specified in the City's annual Airport Rates and Charges Regulation, and are not subject to a minimum annual payment. The Fee Payment Agreement provides for self-invoicing by the airline, requires evidence of satisfactory insurance coverage, and requires a surety in the form of a performance bond in an amount equal to 3 months' estimated landing fees.

Appendix D

ACCOMMODATION OF AIRLINE REQUESTS FOR FACILITIES

This appendix summarizes the City's accommodation of recent requests from airlines wishing to lease additional terminal facilities or to lease facilities directly from the City rather than subleasing from other airlines.

AirTran

Effective May 2003, AirTran operates from 3 preferential-use gates and 1 common-use gate in Terminal D. (AirTran previously operated from 2 preferential-use gates in Terminal F and before that from 1 gate subleased from United in Terminal D.) As scheduled for April 2004, AirTran provides 19 daily departures, 5 to Atlanta, 4 to Orlando, 3 to Boston, 3 to Fort Lauderdale, 2 to Tampa, 1 to Fort Myers, and 1 to West Palm Beach.

ATA Airlines

Effective January 2004, ATA operates from 1 preferential-use gate in Terminal A-East. (ATA has previously operated from 1 gate in Terminal E either as a sublessee of TWA/American or as common-use.) As scheduled for April 2004, ATA provides 4 daily departures to Chicago Midway.

America West

Effective February 2003, America West operates from 1 preferential-use gate in Terminal D. (America West previously subleased 1 gate from Continental in Terminal D.) As scheduled for April 2004, America West provides 4 daily departures to Phoenix and 2 daily departures to Las Vegas.

Frontier

Frontier has announced it will begin PHL service in May 2004 with 2 daily departures to Denver and 1 daily departure to Los Angeles. Frontier's gate use has not yet been determined.

Midwest

Midwest operates from Terminal E as a sublessee of Delta. By a letter dated April 16, 2001, Midwest expressed interest in leasing facilities directly from the City (request pending). As scheduled for April 2004, Midwest operates 2 daily flights to Milwaukee.

Northwest

Northwest operates as a signatory airline from 3 exclusively leased gates in Terminal E. By a letter dated January 23, 2001, Northwest expressed an interest in leasing additional facilities (request pending). As scheduled for April 2004, Northwest operates 15 daily departures to its hubs at Detroit (8), Minneapolis-St. Paul (6), and Memphis (1).

Southwest

Southwest has announced it will begin PHL service in May 2004. A total of 14 daily departures will initially be operated, 5 to Providence, 3 to Chicago Midway, 3 to Orlando, 1 to Las Vegas, 1 to Phoenix, and 1 to Tampa. Southwest will operate from 4 preferential-use gates (which are capable of accommodating 5 aircraft simultaneously) in Terminal E.