

**TABLE III-1**  
**ST. LOUIS MSA POPULATION TRENDS**  
**2000 - 2013**

County/Area	Population Estimate							Avg. Annual Growth Rate
	7/1/2000	7/1/2008	7/1/2009	7/1/2010	7/1/2011	7/1/2012	7/1/2013	
<b>St. Louis, MO-IL MSA<sup>1</sup></b>								
Franklin, MO	94,050	101,149	101,422	101,538	101,669	101,402	101,816	0.6%
Jefferson, MO	198,937	216,409	217,764	219,087	219,703	220,229	221,396	0.8%
Lincoln, MO	39,196	51,847	52,243	52,707	53,099	53,345	53,860	2.5%
St. Charles, MO	286,218	351,179	356,902	361,650	364,900	368,556	373,495	2.1%
St. Louis, MO	1,016,178	998,331	998,618	998,920	999,171	1,000,473	1,001,444	-0.1%
St. Louis City, MO	347,144	317,955	318,842	319,257	319,147	319,112	318,416	-0.7%
Warren, MO	24,745	31,975	32,320	32,580	32,629	32,807	32,999	2.2%
Bond, IL	17,735	17,916	17,747	17,773	17,722	17,612	17,470	-0.1%
Calhoun, IL	5,086	5,084	5,082	5,079	5,068	5,021	5,059	0.0%
Clinton, IL	35,565	37,472	37,459	37,845	38,160	38,083	37,907	0.5%
Jersey, IL	21,642	23,084	23,060	22,964	22,849	22,738	22,641	0.3%
Macoupin, IL	48,972	48,092	47,630	47,784	47,813	47,205	46,880	-0.3%
Madison, IL	259,204	268,232	268,978	269,279	268,486	267,899	267,225	0.2%
Monroe, IL	27,764	32,533	32,848	33,010	33,245	33,310	33,493	1.5%
St. Clair, IL	256,462	266,518	268,489	270,420	270,118	268,714	266,955	0.3%
<b>Total MSA</b>	<b>2,678,898</b>	<b>2,767,776</b>	<b>2,779,404</b>	<b>2,789,893</b>	<b>2,793,779</b>	<b>2,796,506</b>	<b>2,801,056</b>	<b>0.3%</b>
<b>Missouri</b>	<b>5,607,285</b>	<b>5,923,916</b>	<b>5,961,088</b>	<b>5,996,063</b>	<b>6,010,065</b>	<b>6,024,522</b>	<b>6,044,171</b>	<b>0.6%</b>
<b>Illinois</b>	<b>12,434,161</b>	<b>12,747,038</b>	<b>12,796,778</b>	<b>12,839,695</b>	<b>12,855,970</b>	<b>12,868,192</b>	<b>12,882,135</b>	<b>0.3%</b>
<b>United States</b>	<b>282,162,411</b>	<b>304,093,966</b>	<b>306,771,529</b>	<b>309,326,295</b>	<b>311,582,564</b>	<b>313,873,685</b>	<b>316,128,839</b>	<b>0.9%</b>

<sup>1</sup> MSA includes Sullivan City in Crawford County but population count is not included in MSA totals from Census.

Source: U.S. Census Bureau.

**TABLE III-2**  
**ST. LOUIS MSA CIVILIAN LABOR FORCE**  
**1999 - 2014YTD**

Year	Labor Force			Unemployment Rate
	Total	Employed	Unemployed	
1999	1,387,517	1,339,093	48,424	3.5%
2000	1,423,746	1,373,227	50,519	3.5%
2001	1,432,648	1,367,082	65,566	4.6%
2002	1,434,464	1,357,248	77,216	5.4%
2003	1,425,463	1,342,568	82,895	5.8%
2004	1,424,186	1,338,527	85,659	6.0%
2005	1,436,528	1,356,121	80,407	5.6%
2006	1,448,341	1,374,750	73,591	5.1%
2007	1,452,539	1,375,038	77,501	5.3%
2008	1,449,567	1,356,726	92,841	6.4%
2009	1,445,535	1,301,795	143,740	9.9%
2010	1,442,236	1,300,921	141,315	9.8%
2011	1,438,152	1,311,643	126,509	8.8%
2012	1,418,455	1,309,848	108,607	7.7%
2013	1,411,403	1,309,262	102,141	7.2%
Jan-Sep 2013	1,414,935	1,310,039	104,896	7.4%
Jan-Sep 2014	1,423,735	1,323,434	100,301	7.0%
<b>Average Annual Growth Rate</b>				
Jan-Sep 2014	0.6%	1.0%	-4.4%	
1999-2013	0.1%	-0.2%	5.5%	

Source: U.S. Bureau of Labor Statistics.

**TABLE III-3  
SELECTED MAJOR EMPLOYERS IN THE ST. LOUIS REGION  
SEPTEMBER 2013**

<b>Firms by Employment Size</b>	
<b>More than 10,000 Employees</b>	
BJC HealthCare*	SSM Health Care*
Boeing Defense, Space & Security*	Schnuck Markets, Inc*
Mercy Health*	Wal-Mart Stores Inc.
Scott Air Force Base*	Washington University in St. Louis*
<b>5,000 — 9,999 Employees</b>	
Archdiocese of St. Louis*	Saint Louis University*
AT&T Communications, Inc.	St. Louis Community College District*
City of St. Louis*	Special School District of St. Louis County*
Enterprise Holdings*	Tenet Healthsystem Medical Inc.
Imo's Pizza*	U.S. Postal Service
McDonald's	Wells Fargo Advisors*
<b>2,500 — 4,999 Employees</b>	
Ameren Corporation*	Monsanto Co.*
Anheuser-Busch InBev	Panera Bread Company*
Bank of America	Parkway School District*
CitiMortgage*	Rockwood School District*
Delmar Gardens Enterprises*	St. Anthony's Medical Center*
Dierbergs Markets*	St. Louis County Government*
Edward Jones*	St. Louis Public Schools*
Emerson Electric Company*	St. Luke's Hospital*
Express Scripts Inc.*	Supervalu Inc.
Fort Zumwalt School District*	Target Corp.
Home Depot USA, Inc.	U.S. Bancorp
Lodging Hospitality Management*	United Parcel Service Inc.
Lowe's Home Centers Inc	University of Missouri - St. Louis
Mallinckrodt*	Walgreens

Source: St Louis Regional Chamber & Growth Association based on various sources

Note: \* - Corporate Headquarters in Greater St. Louis

**TABLE IV-3**  
**LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT**  
**O&D AND CONNECTING ENPLANEMENTS**  
**1999 - OCTOBER 2014**

Year	O&D		Connecting		Total Enplanements
	Actual	Share	Actual	Share	
CY 1999	7,127,141	47.2%	7,965,840	52.8%	15,092,981
2000	7,253,816	47.4%	8,060,308	52.6%	15,314,124
2001	6,323,229	47.3%	7,042,280	52.7%	13,365,509
2002	5,750,948	44.8%	7,095,086	55.2%	12,846,034
2003	5,229,015	51.3%	4,967,507	48.7%	10,196,522
2004	5,263,363	78.5%	1,444,357	21.5%	6,707,720
2005	5,616,263	76.3%	1,746,655	23.7%	7,362,918
2006	5,749,638	75.6%	1,855,260	24.4%	7,604,898
2007	5,854,885	75.9%	1,860,449	24.1%	7,715,334
2008	5,663,666	78.6%	1,544,224	21.4%	7,207,890
2009	5,271,309	81.8%	1,175,638	18.2%	6,446,947
2010	5,295,008	85.7%	883,811	14.3%	6,178,819
2011	5,397,840	85.9%	885,079	14.1%	6,282,919
2012	5,398,268	85.0%	953,940	15.0%	6,352,208
2013	5,487,940	85.4%	940,751	14.6%	6,428,691
Jan-Oct 2013	4,500,329	85.0%	796,983	15.0%	5,297,312
Jan-Oct 2014	4,474,064	85.6%	749,991	14.4%	5,224,055
FY 2000	7,193,492	47.1%	8,065,665	52.9%	15,259,157
2001	7,057,885	47.0%	7,949,293	53.0%	15,007,178
2002	5,779,692	45.8%	6,839,748	54.2%	12,619,440
2003	5,510,858	46.6%	6,317,177	53.4%	11,828,035
2004	5,159,761	64.4%	2,857,858	35.6%	8,017,619
2005	5,518,897	78.3%	1,529,462	21.7%	7,048,359
2006	5,724,298	75.1%	1,898,886	24.9%	7,623,184
2007	5,740,674	76.1%	1,802,595	23.9%	7,543,269
2008	5,848,852	76.8%	1,762,267	23.2%	7,611,119
2009	5,361,078	80.2%	1,322,649	19.8%	6,683,727
2010	5,260,429	83.8%	1,016,283	16.2%	6,276,712
2011	5,341,132	86.0%	870,163	14.0%	6,211,295
2012	5,430,403	85.5%	920,323	14.5%	6,350,726
2013	5,411,319	84.7%	975,155	15.3%	6,386,474
2014	5,294,063	84.5%	972,895	15.5%	6,266,958
<b>Average Annual Growth Rate</b>					
CY 1999-2013	-1.8%	-	-14.2%	-	-5.9%
Jan-Oct 2014	-0.6%	-	-5.9%	-	-1.4%
FY 2000-2014	-2.3%	-	-15.0%	-	-6.6%

Source: Airport Records

**TABLE IV-4**  
**LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT**  
**DOMESTIC AND INTERNATIONAL ENPLANEMENTS**  
**1999 - OCTOBER 2014**

Year	Domestic		International		Total Enplanements
	Actual	Share	Actual	Share	
CY 1999	14,907,791	98.8%	185,190	1.2%	15,092,981
2000	15,116,224	98.7%	197,900	1.3%	15,314,124
2001	13,105,360	98.1%	260,149	1.9%	13,365,509
2002	12,561,382	97.8%	284,652	2.2%	12,846,034
2003	9,989,785	98.0%	206,737	2.0%	10,196,522
2004	6,583,603	98.1%	124,117	1.9%	6,707,720
2005	7,241,915	98.4%	121,003	1.6%	7,362,918
2006	7,484,214	98.4%	120,684	1.6%	7,604,898
2007	7,590,128	98.4%	125,206	1.6%	7,715,334
2008	7,111,945	98.7%	95,945	1.3%	7,207,890
2009	6,369,937	98.8%	77,010	1.2%	6,446,947
2010	6,092,355	98.6%	86,464	1.4%	6,178,819
2011	6,196,137	98.6%	86,782	1.4%	6,282,919
2012	6,267,712	98.7%	84,496	1.3%	6,352,208
2013	6,216,100	98.7%	82,117	1.3%	6,298,217
Jan-Oct 2013	5,222,586	98.6%	74,726	1.4%	5,297,312
Jan-Oct 2014	5,151,127	98.6%	72,928	1.4%	5,224,055
FY 2000	15,080,187	98.8%	178,970	1.2%	15,259,157
2001	14,769,779	98.4%	237,399	1.6%	15,007,178
2002	12,339,479	97.8%	279,961	2.2%	12,619,440
2003	11,580,770	97.9%	247,265	2.1%	11,828,035
2004	7,849,427	97.9%	168,192	2.1%	8,017,619
2005	6,924,320	98.2%	124,039	1.8%	7,048,359
2006	7,508,864	98.5%	114,320	1.5%	7,623,184
2007	7,417,586	98.3%	125,683	1.7%	7,543,269
2008	7,504,901	98.6%	106,218	1.4%	7,611,119
2009	6,603,819	98.8%	79,908	1.2%	6,683,727
2010	6,189,254	98.6%	87,458	1.4%	6,276,712
2011	6,123,806	98.6%	87,489	1.4%	6,211,295
2012	6,268,613	98.7%	82,113	1.3%	6,350,726
2013	6,301,444	98.7%	85,030	1.3%	6,386,474
2014	6,096,953	98.7%	80,192	1.3%	6,177,145
<b>Average Annual Growth Rate</b>					
CY 1999-2013	-6.1%	-	-5.6%	-	-6.1%
Jan-Oct 2014	-1.4%	-	-2.4%	-	-1.4%
FY 2000-2014	-6.3%	-	-5.6%	-	-6.3%

Source: Airport records.

TABLE IV-5  
LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT  
AIRLINE MARKET SHARE  
CY 2005 - OCTOBER 2014

Airline	2005	2006	2007	2008	2009	2010	2011	2012	2013	Jan.-Oct. 2013	Jan.-Oct. 2014	2005	2006	2007	2008	2009	2010	2011	2012	2013	Jan.-Oct. 2013	Jan.-Oct. 2014
<b>Mainline air carrier</b>																						
Alaska	-	-	-	-	-	14,212	49,017	50,135	50,377	41,918	45,636	-	-	-	-	-	0.2%	0.8%	0.8%	0.8%	0.8%	0.9%
America West	113,227	118,418	89,271	-	-	-	-	-	-	-	-	1.5%	1.6%	1.2%	-	-	-	-	-	-	-	-
American	2,536,041	2,656,712	2,636,223	2,241,182	1,804,639	1,248,804	1,068,397	974,614	942,764	804,966	573,239	34.4%	34.9%	34.2%	31.1%	28.0%	20.2%	17.0%	15.3%	15.0%	15.2%	11.0%
AirTran	-	-	98,688	131,221	145,044	128,654	123,001	111,579	145,519	129,114	58,399	-	-	1.3%	1.8%	2.2%	2.1%	2.0%	1.8%	2.3%	2.4%	1.1%
Continental	399	-	-	56	940	446	17,942	117	-	-	-	0.0%	-	-	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	-
Delta	169,932	154,900	171,081	159,721	137,419	513,688	547,760	546,915	583,731	486,326	542,219	2.3%	2.0%	2.2%	2.2%	2.1%	8.3%	8.7%	8.6%	9.3%	9.2%	10.4%
Frontier	99,314	110,658	133,266	117,686	114,940	116,868	132,193	214,073	167,942	149,893	155,292	1.3%	1.5%	1.7%	1.6%	1.8%	1.9%	2.1%	3.4%	2.7%	2.8%	3.0%
Northwest	279,275	237,420	243,208	225,213	154,881	9,044	-	-	-	-	-	3.8%	3.1%	3.2%	3.1%	2.4%	0.1%	-	-	-	-	-
Southwest	1,688,940	1,886,811	1,960,941	2,104,372	2,170,283	2,625,623	2,834,365	2,987,276	3,067,014	2,569,822	2,635,235	22.9%	24.8%	25.4%	29.2%	33.7%	42.5%	45.1%	47.0%	48.7%	48.5%	50.4%
United	130,270	93,751	102,609	66,710	26,681	31,011	34,939	34,054	37,995	31,435	29,080	1.8%	1.2%	1.3%	0.9%	0.4%	0.5%	0.6%	0.5%	0.6%	0.6%	0.6%
US Airways	64,542	430	56,409	148,197	181,128	225,825	218,820	218,115	181,257	182,099	182,099	0.9%	0.0%	0.7%	2.1%	1.9%	2.9%	3.6%	3.4%	3.5%	3.4%	3.5%
USA 3000	74,495	79,811	86,299	86,941	83,888	57,346	61,619	2,650	-	-	-	1.0%	1.0%	1.1%	1.2%	1.3%	0.9%	1.0%	0.0%	0.0%	0.0%	0.0%
<b>Subtotal-Mainline</b>	<b>5,156,435</b>	<b>5,338,911</b>	<b>5,577,995</b>	<b>5,281,299</b>	<b>4,762,094</b>	<b>4,926,824</b>	<b>5,095,058</b>	<b>5,140,233</b>	<b>5,213,457</b>	<b>4,394,731</b>	<b>4,221,199</b>	<b>70.0%</b>	<b>70.2%</b>	<b>72.3%</b>	<b>73.3%</b>	<b>73.9%</b>	<b>79.7%</b>	<b>81.1%</b>	<b>80.9%</b>	<b>82.8%</b>	<b>83.0%</b>	<b>80.8%</b>
<b>Regional air carrier</b>																						
Air Canada	19,885	6,407	-	-	-	-	-	-	-	-	-	0.3%	0.1%	-	-	-	-	-	-	-	-	-
Air Choice One	-	-	-	-	948	2,442	4,228	9,103	8,597	7,361	7,652	-	-	-	-	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%
AirTran Connection/Skywest	-	-	-	-	3,102	40,790	17,695	-	-	-	-	-	-	-	-	0.0%	0.7%	0.3%	-	-	-	-
AA Connection/American Eagle	65,234	44,700	31,314	21,795	106,990	17,121	10,014	47,117	21,134	5,275	180,808	0.9%	0.6%	0.4%	0.3%	1.7%	0.3%	0.2%	0.7%	0.3%	0.1%	3.5%
AA Connection/Chautauqua	420,598	475,580	469,301	445,215	451,411	96,735	-	-	-	-	-	5.7%	6.3%	6.1%	6.2%	7.0%	1.6%	-	-	-	-	-
AA Connection/RegionsAir	68,728	67,493	10,220	-	-	-	-	-	-	-	-	0.9%	0.9%	0.1%	-	-	-	-	-	-	-	-
AA Connection/Trans States	717,520	674,784	646,763	445,330	38,734	-	-	-	-	-	-	9.7%	8.9%	8.4%	6.2%	0.6%	-	-	-	-	-	-
Cape Air	-	-	-	-	2,112	21,557	37,436	43,107	43,513	36,686	35,280	-	-	-	-	0.0%	0.3%	0.6%	0.7%	0.7%	0.7%	0.7%
Continental Express/Chautauqua	-	-	64,541	83,786	61,928	54,696	17,957	-	-	-	-	-	-	0.8%	1.2%	1.0%	0.9%	0.3%	-	-	-	-
Continental Express/ExpressJet	190,223	196,899	130,644	102,896	114,649	119,543	118,427	-	-	-	-	2.6%	2.6%	1.7%	1.4%	1.8%	1.9%	1.9%	-	-	-	-
Continental Express/Skywest	-	-	-	-	-	-	11,943	1,579	-	-	-	-	-	-	-	-	0.2%	0.0%	0.0%	-	-	-
Continental Express/Trans States	-	-	-	-	-	-	24,250	95,859	97,275	-	-	-	-	-	-	-	0.4%	1.5%	1.5%	0.0%	-	-
Delta Connection/Atlantic Coast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Delta Connection/ASA	93,610	69,686	31,160	59,425	55,861	35,171	56,211	26,937	30,755	30,289	7,458	1.3%	0.9%	0.4%	0.8%	0.9%	0.6%	0.9%	0.4%	0.5%	0.6%	0.1%
Delta Connection/Chautauqua	-	22,913	58,712	68,731	26,781	11,371	3,771	5,949	573	136	955	-	0.3%	0.8%	1.0%	0.4%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%
Delta Connection/Comair	124,487	68,594	44,042	26,693	46,027	62,743	112,929	32,426	-	-	-	1.7%	0.9%	0.6%	0.4%	0.7%	1.0%	1.8%	0.5%	0.0%	0.0%	-
Delta Connection/Compass	-	-	-	-	41,236	24,302	38,415	56,778	47,964	38,889	-	-	-	-	-	-	0.7%	0.4%	0.6%	0.9%	0.9%	0.7%
Delta Connection/Freedom	-	-	1,267	-	8,869	6,128	-	-	-	-	-	-	-	0.0%	-	0.1%	-	-	-	-	-	-
Delta Connection/Mesaba	-	-	-	-	2,625	62,742	82,592	468	-	-	-	-	-	-	-	0.0%	1.0%	1.3%	0.0%	0.0%	0.0%	-
Delta Connection/Pinnacle	-	-	-	1,086	27,016	37,093	24,620	96,413	64,000	56,529	33,469	-	-	0.0%	0.4%	0.6%	0.4%	1.5%	1.0%	0.1%	0.6%	-
Delta Connection/Skywest	-	-	3,315	7,190	12,167	19,863	12,639	3,143	3,143	51	-	-	0.0%	0.1%	0.2%	0.1%	0.3%	0.2%	0.0%	0.1%	0.0%	-
Delta Connection/Skywest	-	11,615	40,262	45,364	60,583	26,042	53,398	62,729	41,029	34,873	13,685	-	0.2%	0.5%	0.6%	0.9%	0.4%	0.8%	1.0%	0.7%	0.7%	0.3%
Delta Connection/Go Jet	-	-	-	-	-	-	-	79,403	95,166	76,964	91,088	-	-	-	-	-	-	-	1.3%	1.5%	1.5%	1.7%
Frontier Connection/Chautauqua	-	-	-	-	-	15,348	19,771	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Lakes	-	-	1,788	10,816	7,277	13	-	-	-	-	-	-	-	0.0%	0.2%	0.1%	0.0%	-	-	-	-	-
Jazz Air	-	13,854	20,959	17,089	13,926	16,518	15,622	16,721	16,024	13,912	15,858	-	0.2%	0.3%	0.2%	0.2%	0.3%	0.2%	0.3%	0.3%	0.3%	0.3%
Midwest Connection/Skyway	8,708	10,389	13,106	1,874	-	-	-	-	-	-	-	0.1%	0.1%	0.2%	0.0%	-	-	-	-	-	-	-
Midwest Connection/Skywest	-	-	-	7,332	-	-	-	-	-	-	-	-	-	-	0.1%	-	-	-	-	-	-	-
Northwest Airlink/Comair	-	-	-	-	63	93	-	-	-	-	-	-	-	-	-	0.0%	0.0%	-	-	-	-	-
Northwest Airlink/Compass	-	-	-	-	23,937	4,384	-	-	-	-	-	-	-	-	-	0.4%	0.1%	-	-	-	-	-
Northwest Airlink/Mesaba	42,096	25,522	7,863	42,009	69,799	3,030	-	-	-	-	-	0.6%	0.3%	0.1%	0.6%	1.1%	0.0%	-	-	-	-	-
Northwest Airlink/Pinnacle	44,695	67,656	71,891	57,884	56,345	3,704	-	-	-	-	-	0.6%	0.9%	0.9%	0.8%	0.9%	0.1%	-	-	-	-	-
United Express/Air Wisc.	11,389	-	-	-	-	-	-	-	-	-	-	0.2%	-	-	-	-	-	-	-	-	-	-
United Express/ASA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
United Express/ExpressJet	-	-	-	-	-	-	-	116,457	98,993	79,655	95,577	-	-	-	-	-	-	-	-	-	-	-
United Express/Go Jet	18,395	119,952	125,645	116,892	142,904	189,156	170,585	161,310	173,738	142,981	128,504	0.2%	1.6%	1.6%	1.6%	2.2%	3.1%	2.7%	2.5%	2.8%	2.7%	1.8%
United Express/Shuttle America	-	-	-	-	63	-	28,105	33,261	1,913	1,913	-	-	-	-	0.0%	-	0.4%	0.5%	0.0%	0.0%	0.0%	-
United Express/Skywest	41,844	12,119	-	-	-	17	19,343	31,799	19,799	19,324	16,405	0.6%	0.2%	-	-	-	0.0%	0.3%	0.5%	0.3%	0.4%	0.3%
United Express/Trans States	109,647	96,645	101,028	144,848	140,542	141,950	114,887	91,769	121,483	183,562	171,431	1.5%	1.3%	1.3%	2.0%	2.2%	2.3%	1.8%	1.4%	1.9%	3.5%	3.3%
United Express/Mesa	15,065	-	-	-	-	60	-	-	-	-	1,318	0.2%	-	-	-	-	0.0%	-	-	-	-	-
United Express/Air Midwest	-	1,186	2,401	-	-	-	-	-	-	-	-	-	0.0%	0.0%	-	-	-	-	-	-	-	-
US Airways Express/Air Wisc.	6,857	44,278	26,035	21,690	41,067	19,167	20,065	32,153	29,835	26,370	20,483	0.1%	0.6%	0.3%	0.3%	0.6%	0.3%	0.5%	0.5%	0.5%	0.5%	0.4%
US Airways Express/Chautauqua	1,167	1,687	-	-	-	1,398	-	-	-	-	-	0.0%	0.0%	-	-	-	0.0%	-	-	-	-	-
US Airways Express/Mesa	52,952	81,743	60,432	53,594	41,908	53,019	44,824	53,274	51,599	46,160	45,204	0.7%	1.1%	0.8%	0.7%	0.9%	0.7%	0.8%	0.8%	0.9%	0.9%	-
US Airways Express/PSA	25,455	22,501	20,326	21,072	12,742	13,454	6,648	14,254	7,205	6,922	2,199	0.3%	0.3%	0.3%	0.3%	0.2%	0.2%	0.1%	0.2%	0.1%	0.1%	0.0%
US Airways Express/Republic	-	7,273	43,799	67,761	81,371	99,247	78,703	63,345	66,168	51,695	69,972	-	0.1%	0.6%	0.9%	1.3%	1.6%	1.3%	1.0%	1.1%	1.0%	1.3%
US Airways Express/Trans States	38,804	38,298	39,553	27,389	26,223	29,835	30,006	30,947	31,073	26,528	25,450	0.5%	0.5%	0.5%	0.4%	0.4%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Vision Air	-	-	-	-	-	2,948	568	501	-	-	-	-	-	-	-	-	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Subtotal-Regional</b>	<b>2,117,359</b>	<b>2,181,774</b>	<b>2,066,367</b>	<b>1,897,761</b>	<b>1,677,970</b>	<b>1,232,758</b>	<b>1,171,203</b>	<b>1,198,002</b>	<b>1,080,294</b>	<b>898,743</b>	<b>1,001,736</b>	<b>28.8%</b>	<b>28.7%</b>	<b>26.8%</b>	<b>26.3%</b>	<b>26.0%</b>	<b>20.0%</b>	<b>18.6%</b>	<b>18.9%</b>	<b>17.2%</b>	<b>17.0%</b>	<b>19.2%</b>
<b>Subtotal-Charter</b>	<b>89,124</b>	<b>84,213</b>	<b>70,972</b>	<b>28,830</b>	<b>6,883</b>	<b>19,23</b>																

**TABLE IV-10**  
**LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT**  
**HISTORICAL AIR CARGO (In Pounds)<sup>1</sup>**  
**1999 - OCTOBER 2014**

Year	Freight		Mail		Total
	Pounds	Share	Pounds	Share	
CY 1999	211,601,498	73.2%	77,378,841	26.8%	288,980,339
2000	214,749,669	74.8%	72,268,005	25.2%	287,017,674
2001	212,177,374	78.8%	57,195,229	21.2%	269,372,603
2002	191,472,804	67.3%	93,223,627	32.7%	284,696,431
2003	178,056,476	69.9%	76,754,433	30.1%	254,810,909
2004	169,255,722	73.4%	61,269,380	26.6%	230,525,102
2005	168,362,101	75.5%	54,767,037	24.5%	223,129,138
2006	142,445,586	72.7%	53,541,462	27.3%	195,987,048
2007	133,695,393	72.8%	49,872,616	27.2%	183,568,009
2008	131,750,989	73.7%	47,029,325	26.3%	178,780,314
2009	122,500,361	74.9%	41,014,980	25.1%	163,515,341
2010	114,693,688	75.7%	36,742,617	24.3%	151,436,305
2011 <sup>2</sup>	148,465,066	97.1%	4,362,803	2.9%	152,827,869
2012	148,256,685	97.1%	4,506,076	2.9%	152,762,761
2013	137,816,802	96.8%	4,554,010	3.2%	142,370,812
Jan-Oct 2013	115,198,273	97.1%	3,474,177	2.9%	118,672,450
Jan-Oct 2014	104,414,944	95.8%	4,554,010	4.2%	108,968,954
FY 2000	215,766,693	74.0%	75,701,181	26.0%	291,467,874
2001	215,879,453	75.9%	68,558,946	24.1%	284,438,399
2002	192,103,187	72.5%	72,785,886	27.5%	264,889,073
2003	194,538,626	69.5%	85,243,106	30.5%	279,781,732
2004	168,677,926	71.9%	65,884,143	28.1%	234,562,069
2005	179,472,307	72.8%	67,021,781	27.2%	246,494,088
2006	158,158,030	74.3%	54,641,662	25.7%	212,799,692
2007	135,622,875	72.0%	52,833,925	28.0%	188,456,800
2008	136,522,284	74.0%	48,065,509	26.0%	184,587,793
2009	126,031,707	74.7%	42,623,636	25.3%	168,655,343
2010	116,188,205	74.8%	39,045,333	25.2%	155,233,538
2011	132,512,974	85.9%	21,794,459	14.1%	154,307,433
2012	147,856,584	97.3%	4,121,108	2.7%	151,977,692
2013	147,260,338	97.1%	4,389,473	2.9%	151,649,811
2014	129,105,221	96.3%	5,023,299	3.7%	134,128,520
<b>Average Annual Growth Rate</b>					
CY 1999-2013	-3.0%		-18.3%		-4.9%
Jan-Oct 2014	-9.4%		31.1%		-8.2%
FY 2000-2014	-3.6%		-17.6%		-5.4%

<sup>1</sup> Includes enplaned and deplaned cargo.

<sup>2</sup> Increase in cargo freight pounds in CY 2011 due to reclassification of the cargo mail to cargo freight by the carrier.

Source: Airport records.

**TABLE 1**  
**TRENDS IN SCHEDULED AIR SERVICE AT STL**  
**CY 2009 - 2015 YTD**

<b>Total Market</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>January-May 2015</b>
<b>Domestic</b>							
Number of Nonstop Destinations	69	64	57	59	60	60	57
Average Scheduled Daily Departures	261	225	230	229	227	220	216
Scheduled Daily Departure Seats	24,253	22,505	23,410	23,037	23,369	22,173	21,641
<b>International</b>							
Number of Nonstop Destinations	5	5	6	5	6	7	7
Average Scheduled Daily Departures	3	3	3	3	3	3	3
Scheduled Daily Departure Seats	297	266	265	215	278	281	320
<b>Total</b>							
Number of Nonstop Destinations	74	69	63	64	66	67	64
Average Scheduled Daily Departures	264	228	233	232	230	223	219
Scheduled Daily Departure Seats	24,550	22,771	23,675	23,252	23,647	22,454	21,961

<b>American</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>January-May 2015</b>
<b>Domestic</b>							
Number of Nonstop Destinations	40	30	7	6	6	6	6
Average Scheduled Daily Departures	95	43	30	28	26	29	30
Scheduled Daily Departure Seats	8,390	5,112	4,412	4,007	3,701	3,156	3,178
<b>Total - All Domestic</b>							
Number of Nonstop Destinations	40	30	7	6	6	6	6
Average Scheduled Daily Departures	95	43	30	28	26	29	30
Scheduled Daily Departure Seats	8,390	5,112	4,412	4,007	3,701	3,156	3,178

<b>Delta / Northwest</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>January-May 2015</b>
<b>Domestic</b>							
Number of Nonstop Destinations	7	10	10	10	8	7	7
Average Scheduled Daily Departures	30	30	36	32	29	25	25
Scheduled Daily Departure Seats	2,425	2,976	3,445	3,086	3,072	2,905	2,690
<b>Total - All Domestic</b>							
Number of Nonstop Destinations	7	10	10	10	8	7	7
Average Scheduled Daily Departures	30	30	36	32	29	25	25
Scheduled Daily Departure Seats	2,425	2,976	3,445	3,086	3,072	2,905	2,690

<b>Southwest / AirTran</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>January-May 2015</b>
<b>Domestic</b>							
Number of Nonstop Destinations	26	33	34	37	38	38	34
Average Scheduled Daily Departures	73	81	85	87	90	85	81
Scheduled Daily Departure Seats	9,858	10,661	11,385	11,853	12,609	12,114	11,819
<b>Total - All Domestic</b>							
Number of Nonstop Destinations	26	33	34	37	38	38	34
Average Scheduled Daily Departures	73	81	85	87	90	85	81
Scheduled Daily Departure Seats	9,858	10,661	11,385	11,853	12,609	12,114	11,819

<b>United / Continental</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>January-May 2015</b>
<b>Domestic</b>							
Number of Nonstop Destinations	6	7	7	7	7	7	7
Average Scheduled Daily Departures	30	32	32	33	32	31	29
Scheduled Daily Departure Seats	1,691	1,805	1,920	1,873	1,845	1,789	1,687
<b>Total - All Domestic</b>							
Number of Nonstop Destinations	6	7	7	7	7	7	7
Average Scheduled Daily Departures	30	32	32	33	32	31	29
Scheduled Daily Departure Seats	1,691	1,805	1,920	1,873	1,845	1,789	1,687

Source: OAG Schedules Database as of December 5, 2014.



**TABLE 2**  
**BASE FORECAST ENPLANEMENTS**  
**FY 2014 - 2017**

Activity	Actual	Forecast			AAGR
	2014	2015	2016	2017	2014-2017
Mainline Air Carrier					
American	819,000	858,000	880,000	908,000	3.5%
Delta	602,000	608,000	624,000	643,000	2.2%
Southwest	3,060,000	3,126,000	3,207,000	3,306,000	2.6%
Others	579,000	596,000	612,000	631,000	2.9%
Subtotal-Mainline	5,060,000	5,188,000	5,323,000	5,487,000	2.7%
Regional Air Carrier					
American Connection	108,000	79,000	81,000	84,000	-8.0%
Delta Connection	261,000	287,000	294,000	303,000	5.1%
Others	746,000	778,000	798,000	823,000	3.3%
Subtotal-Regional	1,115,000	1,144,000	1,173,000	1,209,000	2.7%
Charter	2,000	4,000	4,000	4,000	26.0%
<b>Total-Enplanements</b>	<b>6,177,000</b>	<b>6,335,000</b>	<b>6,499,000</b>	<b>6,701,000</b>	<b>2.8%</b>
Annual Growth Rate	-3.3%	2.6%	2.6%	3.1%	
O&D	5,285,000	5,374,000	5,513,000	5,683,000	2.4%
Connecting	892,000	962,000	987,000	1,017,000	4.5%

Note: AAGR - Average Annual Growth Rate. Figures are rounded to the nearest thousand, components may not add to the total as a result. Forecast dated December 2013.

All forecasts are subject to uncertainty. The above forecasts are based on Airport activity data through October 2013 and airline flight schedules for November-June 2014, published in the OAG database as of December 9, 2013. Various factors, other than those included in the forecast model, can influence the future demand for air travel. Unexpected events may occur, and some of the underlying forecast assumptions may not materialize. Therefore, actual performance may differ from the forecast, and the difference may be significant.

**TABLE 3**  
**BASE FORECAST AIRCRAFT DEPARTURES (ARRIVALS)**  
**FY 2014 - 2017**

Activity	Actual	Forecast			AAGR
	2014	2015	2016	2017	2014-2017
Mainline Air Carrier					
American	7,000	8,000	8,000	9,000	8.7%
Delta	5,000	5,000	5,000	6,000	6.3%
Southwest	30,000	31,000	31,000	32,000	2.2%
Others	5,000	5,000	5,000	6,000	6.3%
Subtotal-Mainline	48,000	49,000	50,000	52,000	2.7%
Regional Air Carrier					
American Connection	2,000	2,000	2,000	2,000	0.0%
Delta Connection	5,000	5,000	5,000	5,000	0.0%
Others	26,000	24,000	25,000	26,000	0.0%
Subtotal-Regional	33,000	31,000	32,000	33,000	0.0%
Charter	80	92	92	92	4.6%
Subtotal-Passenger	81,000	81,000	82,000	85,000	1.6%
All-Cargo	1,000	1,000	1,000	1,000	0.0%
<b>Total-Departures</b>	<b>82,000</b>	<b>82,000</b>	<b>84,000</b>	<b>86,000</b>	1.6%
Annual Growth Rate	-4.7%	0.0%	2.4%	2.4%	

Note: AAGR - Average Annual Growth Rate. Figures except Charter are rounded to the nearest thousand, components may not add to the total as a result. Forecast dated December 2013.

All forecasts are subject to uncertainty. The above forecasts are based on Airport activity data through October 2013 and airline flight schedules for November-June 2014, published in the OAG database as of December 9, 2013. Various factors, other than those included in the forecast model, can influence the future demand for air travel. Unexpected events may occur, and some of the underlying forecast assumptions may not materialize. Therefore, actual performance may differ from the forecast, and the difference may be significant.

**TABLE 4**  
**BASE FORECAST AIRCRAFT LANDED WEIGHT**  
**FY 2014 - 2017**

Activity	Actual	Forecast			AAGR
	2014	2015	2016	2017	2014-2017
Mainline Air Carrier					
American	959,000	1,087,000	1,113,000	1,145,000	6.1%
Delta	729,000	773,000	792,000	815,000	3.8%
Southwest	3,738,000	3,784,000	3,874,000	3,985,000	2.2%
Others	679,000	692,000	709,000	731,000	2.5%
Subtotal-Mainline	6,104,000	6,336,000	6,488,000	6,675,000	3.0%
Regional Air Carrier					
American Connection	137,000	74,000	76,000	78,000	-17.1%
Delta Connection	324,000	344,000	352,000	364,000	4.0%
Others	847,000	901,000	923,000	954,000	4.0%
Subtotal-Regional	1,308,000	1,319,000	1,351,000	1,396,000	2.2%
Charter	26,000	38,000	38,000	38,000	13.5%
Subtotal-Passenger	7,438,000	7,693,000	7,876,000	8,109,000	2.9%
All-Cargo	405,000	428,000	428,000	428,000	1.9%
<b>Total-Landed Weight</b>	<b>7,844,000</b>	<b>8,121,000</b>	<b>8,304,000</b>	<b>8,537,000</b>	2.9%
Annual Growth Rate	-5.0%	3.5%	2.3%	2.8%	

Note: AAGR - Average Annual Growth Rate. Figures are rounded to the nearest thousand, components may not add to the total as a result. Forecast dated December 2013.

All forecasts are subject to uncertainty. The above forecasts are based on Airport activity data through October 2013 and airline flight schedules for November-June 2014, published in the OAG database as of December 9, 2013. Various factors, other than those included in the forecast model, can influence the future demand for air travel. Unexpected events may occur, and some of the underlying forecast assumptions may not materialize. Therefore, actual performance may differ from the forecast, and the difference may be significant.

Table 7

**CALCULATION OF ANNUAL DEBT SERVICE COVERAGE**

Lambert St. Louis International Airport

For Fiscal years Ending June 30

(in thousands)

	Actual 2014 <sup>1</sup>	Projected				
		2015	2016	2017 <sup>2</sup>	2018 <sup>2</sup>	2019 <sup>2</sup>
ANNUAL DEBT SERVICE COVERAGE						
Total Revenues	\$190,513	\$184,937	\$190,921	\$193,781	\$189,124	190,364
less: Operation and Maintenance Expenses	84,406	84,158	87,355	89,606	91,918	94,292
Net Revenues	\$106,107	\$100,779	\$103,566	\$104,175	\$97,206	\$96,071
Debt Service Total Outstanding Bonds	\$77,906	\$72,316	\$74,961	\$75,017	\$67,765	66,307
Debt service coverage ratio	1.36	1.39	1.38	1.39	1.43	1.45
ADDITIONAL BOND TEST						
Forecast debt service coverage		1.39	1.38	1.39	1.43	1.45
Required debt service coverage		1.25	1.25	1.25	1.25	1.25
			Forecast debt service coverage exceeds the 1.25 times requirement in each Fiscal Year.			

<sup>1</sup> Financial information is based on the FY 2014 audit.<sup>2</sup> Financial projections for FY 2017, 2018, and 2019 assume the current Airport Use & Lease Agreement expiring in 2016, will be renegotiated and remain in its present form.

Table 6

**SUMMARY OF SIGNATORY AIRLINE REVENUES, COST PER ENPLANED PASSENGER, AND RATES**

Lambert-St. Louis International Airport

For Fiscal Years Ending June 30

(in thousands)

	Actual 2014 <sup>1</sup>	Projected				
		2015	2016	2017 <sup>2</sup>	2018 <sup>2</sup>	2019 <sup>2</sup>
<b>SIGNATORY AIRLINE REVENUES</b>						
Landing Fees	\$59,077	\$57,260	\$57,059	\$58,065	\$59,193	60,170
Terminal Building Rentals						
Terminal 1	\$7,365	\$8,409	\$8,951	\$9,124	\$9,300	9,366
Terminal 2	3,609	3,826	4,208	4,282	4,357	4,419
	\$10,974	\$12,236	\$13,159	\$13,406	\$13,657	\$13,785
<b>TOTAL SIGNATORY AIRLINE REQUIREMENTS</b>						
Initial Requirement	\$70,051	\$69,496	\$70,218	\$71,471	\$72,850	73,955
Additional Requirement	17,708	12,979	14,512	13,785	5,419	3,978
	\$87,759	\$82,475	\$84,730	\$85,256	\$78,269	\$77,933
Signatory airline enplaned passengers	6,150	6,332	6,496	6,697	6,915	7,022
Cost per enplaned passenger	<b>\$14.27</b>	<b>\$13.03</b>	<b>\$13.04</b>	<b>\$12.73</b>	<b>\$11.32</b>	<b>\$11.10</b>
<b>SIGNATORY AIRLINE RATES</b>						
Landing Fee Rate (per 1,000 pounds)	<b>\$8.84</b>	<b>\$8.01</b>	<b>\$7.90</b>	<b>\$7.76</b>	<b>\$7.18</b>	<b>\$7.11</b>
Terminal Building Rental Rates						
Terminal 1	<b>\$66.28</b>	<b>\$53.51</b>	<b>\$57.98</b>	<b>\$57.62</b>	<b>\$46.06</b>	<b>\$44.22</b>
Terminal 2	<b>\$73.15</b>	<b>\$63.10</b>	<b>\$69.77</b>	<b>\$69.44</b>	<b>\$57.07</b>	<b>\$55.48</b>

<sup>1</sup> Financial information is based on the FY 2014 audit.<sup>2</sup> Financial projections for FY 2017, 2018, and 2019 assume the current Airport Use & Lease Agreement expiring in 2016, will be renegotiated and remain in its present form.

## FORECAST OPERATION AND MAINTENANCE EXPENSES

Lambert-St. Louis International Airport  
For Fiscal Years Ending June 30  
(in thousands)

	Avg. Annual Growth Rate	Actual 2014 <sup>2</sup>	Budget 2015	Forecast			
	FY '14-'19			2016	2017 <sup>3</sup>	2018 <sup>3</sup>	2019 <sup>3</sup>
<u>Personal Services</u>							
Salaries & Wages	2.8%	\$26,943	\$27,519	\$28,344	\$29,195	\$30,071	\$30,973
Fringe Benefits	2.0%	\$13,883	\$13,637	\$14,046	\$14,468	\$14,902	\$15,349
	2.6%	\$40,826	\$41,156	\$42,391	\$43,662	\$44,972	\$46,321
<u>Supplies, Materials &amp; Equipment</u>							
Deicing & Misc. Supplies	14.2%	\$937	\$1,667	\$1,701	\$1,740	\$1,780	\$1,821
Other	-5.4%	\$7,669	\$5,295	\$5,417	\$5,541	\$5,669	\$5,799
	-2.4%	\$8,606	\$6,962	\$7,118	\$7,281	\$7,449	\$7,620
<u>Contractual Services</u>							
Utilities	3.5%	\$7,009	\$7,487	\$7,786	\$7,965	\$8,149	\$8,336
Rental Equipment - Snow Removal	-6.0%	\$2,910	\$1,951	\$1,996	\$2,042	\$2,089	\$2,137
Rental Equipment - Land Maintenance	-12.4%	\$166	\$78	\$80	\$82	\$84	\$86
Cleaning Services	2.7%	\$2,956	\$3,081	\$3,152	\$3,224	\$3,298	\$3,374
Reimbursement for City Services	0.1%	\$1,613	\$1,481	\$1,515	\$1,550	\$1,586	\$1,622
Shuttle, Misc., Acoustical	8.4%	\$161	\$219	\$224	\$229	\$234	\$240
Legal	25.5%	\$167	\$475	\$486	\$497	\$509	\$520
Security Service	4.3%	\$4,324	\$4,882	\$4,994	\$5,109	\$5,226	\$5,347
Insurance	5.1%	\$2,199	\$2,569	\$2,628	\$2,689	\$2,751	\$2,814
Other	3.3%	\$13,469	\$13,909	\$14,985	\$15,275	\$15,572	\$15,875
	2.9%	\$34,974	\$36,133	\$37,847	\$38,663	\$39,497	\$40,351
Total Operation & Maintenance Expenses <sup>1</sup>	2.2%	\$84,406	\$84,250	\$87,355	\$89,606	\$91,918	\$94,292

<sup>1</sup> Excludes 5% gross receipts tax, which is not included in the calculation of Net Revenues.

<sup>2</sup> Financial information is based on the FY 2014 audit.

<sup>3</sup> Financial projections for FY 2017, 2018, and 2019 assume the current Airport Use & Lease Agreement expiring in 2016, will be renegotiated and remain in its present form.

## Airport Revenues and Expenses and Certain Bond-Related Data

Lambert-St. Louis International Airport  
For Fiscal Years Ending June 30  
(in thousands)

	Historical <sup>1</sup>				
	2010	2011	2012	2013	2014
<b>Revenues</b>					
Air Carrier Fees <sup>2</sup>	\$91,701	\$83,813	\$83,722	\$92,163	\$90,112
Concession Fees <sup>3</sup>	\$38,660	\$38,269	\$38,629	\$41,034	\$44,237
Cargo/Other Revenues <sup>4, 5</sup>	\$13,600	\$24,975	\$10,823	\$7,616	\$12,768
Airline Revenue Mitigation	-	-	\$13,728	\$13,728	\$13,728
Interest Income	\$2,026	\$1,981	\$1,696	\$2,222	\$2,089
Total GARB Revenues	\$145,987	\$149,038	\$148,598	\$156,763	\$162,934
PFC Pledged Revenue	\$27,135	\$27,195	\$23,863	\$27,578	\$27,578
Total Revenues	\$173,122	\$176,233	\$172,461	\$184,341	\$190,512
Total Operating Expenses	\$82,612	\$81,485	\$73,277	\$77,340	\$84,406
Net Revenues	\$90,510	\$94,748	\$99,183	\$107,001	\$106,106
Aggregate Annual Debt Service On Outstanding GARB Bonds	\$72,135	\$75,631	\$73,781	\$78,746	\$77,906
Debt Service Coverage	1.25	1.25	1.34	1.36	1.36

<sup>1</sup> All figures based on audited financial reports for FY 2010 - 2014.

<sup>2</sup> The increase in Air Carrier Fees from FY2012 to FY2013 is mainly due to a reverse prior year true-up of approximately \$3.7 million for the airfield, coupled with an increase to the Additional Airline Requirement resulting from the O&M expense and total debt service growth in FY2013.

<sup>3</sup> Concession Fees for FY2013 include additional revenues resulting from the new Hudson merchandising contract with a \$4.5 million minimum annual guarantee effective in February 2013. Concession Fees for FY2013 also reflect an increase to Public Parking rates effective April 1, 2013.

<sup>4</sup> Other revenues for FY 2012 also includes AIP Grant Reimbursements for Series 2009A-2 debt service (\$3,465).

<sup>5</sup> Other revenues for FY2014 also include proceeds from the American Airlines stock sale (\$4,872).

**TABLE IV-1**  
**LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT**  
**SCHEDULED AIR CARRIERS SERVING THE AIRPORT**  
**As of December 2014**

Scheduled Mainline	Regional	All-Cargo
Air Tran <sup>1</sup> Alaska <sup>1</sup> American <sup>1</sup> Delta <sup>1</sup> Frontier <sup>1</sup> Southwest <sup>1</sup> United <sup>1</sup> US Airways <sup>1</sup>	Air Choice One <sup>1</sup> Air Wisconsin <sup>2</sup> (US Airways) Chautauqua <sup>2</sup> (Delta, Frontier, United) Compass Airlines <sup>2</sup> (Delta) Endeavor Air <sup>2</sup> (Delta) Envoy <sup>2</sup> (American) ExpressJet <sup>2</sup> (Delta, United) Go Jet <sup>2</sup> (Delta, United) Hyannis Air Service, Inc., d/b/a Cape Air <sup>1</sup> Jazz Aviation LP <sup>1</sup> Mesa <sup>2</sup> (United, US Airways) PSA <sup>2</sup> (US Airways) Republic <sup>2</sup> (American, US Airways) Shuttle America <sup>2</sup> (Delta, United) Skywest <sup>2</sup> (Delta, United) Trans States <sup>2</sup> (United, US Airways)	Federal Express <sup>1</sup> Southern Air, Inc. <sup>3</sup> United Parcel Service <sup>1</sup>

<sup>1</sup> Signatory Airline (holds an Airport Use and Lease Agreement)

<sup>2</sup> Non-Signatory Airline that is a Designated Affiliate of a Signatory Airline (The related Signatory Airline(s) currently served is parenthetically noted.)

<sup>3</sup> Non-Signatory Airline that is not a Designated Affiliate.

Source: Airport management records.