MONTHLY STATISTICAL REPORT SUMMARY

for the month of FEBRUARY 2011
## BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

### SUMMARY OF AIR TRAFFIC AND PASSENGER STATISTICS AND ACTIVITY

**ROLLING 12 MONTHS FOR PERIOD ENDING FEBRUARY 2011**

<table>
<thead>
<tr>
<th>Total Passengers</th>
<th>Mar-10</th>
<th>Apr-10</th>
<th>May-10</th>
<th>Jun-10</th>
<th>Jul-10</th>
<th>Aug-10</th>
<th>Sep-10</th>
<th>Oct-10</th>
<th>Nov-10</th>
<th>Dec-10</th>
<th>Jan-11</th>
<th>Feb-11</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,822,254</td>
<td>1,842,198</td>
<td>1,946,952</td>
<td>2,085,293</td>
<td>2,170,517</td>
<td>2,108,125</td>
<td>1,738,950</td>
<td>1,971,308</td>
<td>1,821,345</td>
<td>1,741,208</td>
<td>1,521,935</td>
<td>1,404,820</td>
<td>22,198,502</td>
</tr>
<tr>
<td>AIR CANADA JAZZ</td>
<td>4,609</td>
<td>5,035</td>
<td>6,421</td>
<td>6,938</td>
<td>6,890</td>
<td>6,601</td>
<td>6,957</td>
<td>4,975</td>
<td>4,375</td>
<td>4,297</td>
<td>3,702</td>
<td>67,170</td>
<td>48,691</td>
</tr>
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<td>AIR JAMAICA</td>
<td>5,540</td>
<td>4,390</td>
<td>4,380</td>
<td>3,749</td>
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<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>BRITISH AIRWAYS</td>
<td>6,672</td>
<td>7,098</td>
<td>5,972</td>
<td>7,516</td>
<td>10,821</td>
<td>11,250</td>
<td>9,886</td>
<td>9,223</td>
<td>8,383</td>
<td>7,865</td>
<td>7,117</td>
<td>5,662</td>
<td>98,395</td>
</tr>
<tr>
<td>USA 3000</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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</tbody>
</table>

**Prior 12 Mth TOTAL**: 22,198,502

**Mkt Share by Airline Group**

**Mkt Share by Airline**

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**Scheduled Carriers**

<table>
<thead>
<tr>
<th>Airline Group</th>
<th>Mkt Share by Airline Group</th>
<th>Mkt Share by Airline</th>
<th>Prior 12 Mth Change</th>
<th>Prior 12 Mths Rolling</th>
</tr>
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<tbody>
<tr>
<td>AIRTRAN</td>
<td>108,509</td>
<td>39.39%</td>
<td>0.68%</td>
<td>2,535,821</td>
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<tr>
<td>AMERICAN</td>
<td>767,521</td>
<td>1.98%</td>
<td>3.50%</td>
<td>17,385,908</td>
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<tr>
<td>AMERICAN - EAGLE</td>
<td>8,874</td>
<td>12,701</td>
<td>13,824</td>
<td>13,766</td>
</tr>
<tr>
<td>CAPE AIR</td>
<td>1,602</td>
<td>1,543</td>
<td>1,468</td>
<td>1,492</td>
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<tr>
<td>CONTINENTAL</td>
<td>15,004</td>
<td>19,626</td>
<td>0.08%</td>
<td>0.08%</td>
</tr>
<tr>
<td>CONTINENTAL - CHAUTAUQUA</td>
<td>407,471</td>
<td>-4.23%</td>
<td>1.68%</td>
<td>2.66%</td>
</tr>
<tr>
<td>CONTINENTAL - COLGAN</td>
<td>37,335</td>
<td>-2.03%</td>
<td>0.13%</td>
<td></td>
</tr>
<tr>
<td>CONTINENTAL - EXPRESSJET</td>
<td>169,362</td>
<td>-21.79%</td>
<td>0.60%</td>
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</tr>
<tr>
<td>DELTA</td>
<td>1,590,341</td>
<td>65.26%</td>
<td>8.12%</td>
<td>98.43%</td>
</tr>
<tr>
<td>DELTA - ASA</td>
<td>628</td>
<td>1527.71%</td>
<td>0.05%</td>
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<tr>
<td>DELTA - CHAUTAUQUA</td>
<td>38,904</td>
<td>58.05%</td>
<td>0.28%</td>
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<tr>
<td>DELTA - COMAIR</td>
<td>161,327</td>
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<tr>
<td>DELTA - COMPASS</td>
<td>11,728</td>
<td>-54.77%</td>
<td>0.05%</td>
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<tr>
<td>DELTA - FREEDOM</td>
<td>61,474</td>
<td>-92.64%</td>
<td>0.02%</td>
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<tr>
<td>DELTA - MESIA</td>
<td>83,681</td>
<td>-43.38%</td>
<td>0.22%</td>
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<tr>
<td>DELTA - NORTHWEST</td>
<td>779,463</td>
<td>-36.97%</td>
<td>0.11%</td>
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<tr>
<td>DELTA - PINNACLE</td>
<td>1,219</td>
<td>1580.15%</td>
<td>0.15%</td>
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<tr>
<td>NORTHWEST - PINNACLE</td>
<td>2,664</td>
<td>-100.00%</td>
<td>0.00%</td>
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</tr>
<tr>
<td>JETBLUE</td>
<td>20,653</td>
<td>21,871</td>
<td>23,487</td>
<td>22,617</td>
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<tr>
<td>JETBLUE - EXPRESSJET</td>
<td>1,135,846</td>
<td>-3.11%</td>
<td>4.96%</td>
<td>5.00%</td>
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<td>UNITED</td>
<td>100,374</td>
<td>101,070</td>
<td>103,734</td>
<td>105,441</td>
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<td>UNITED - EXPRESSJET</td>
<td>0</td>
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<tr>
<td>US AIRWAYS</td>
<td>82,819</td>
<td>84,229</td>
<td>86,129</td>
<td>95,788</td>
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<tr>
<td>US AIRWAYS - AIR WISCONSIN</td>
<td>73,421</td>
<td>-35.79%</td>
<td>0.21%</td>
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<tr>
<td>US AIRWAYS - CHAUTAUQUA</td>
<td>24,915</td>
<td>42.81%</td>
<td>0.16%</td>
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<tr>
<td>US AIRWAYS - MESA</td>
<td>4,783</td>
<td>45.92%</td>
<td>0.04%</td>
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<tr>
<td>US AIRWAYS - PIEDMONT</td>
<td>144,594</td>
<td>-10.08%</td>
<td>0.59%</td>
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<tr>
<td>US AIRWAYS - PSA</td>
<td>15,675</td>
<td>138.33%</td>
<td>0.17%</td>
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<tr>
<td>US AIRWAYS - REPUBLIC</td>
<td>38,935</td>
<td>-92.91%</td>
<td>0.15%</td>
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<tr>
<td>Total Domestic Scheduled Carriers</td>
<td>1,794,733</td>
<td>1,811,076</td>
<td>1,944,754</td>
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</tr>
<tr>
<td>Total International Carriers</td>
<td>16,821</td>
<td>16,592</td>
<td>16,773</td>
<td>13,679</td>
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<tr>
<td>Total Charter Carriers</td>
<td>10,700</td>
<td>14,599</td>
<td>15,604</td>
<td>13,679</td>
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<tr>
<td>Total Passengers</td>
<td>1,822,254</td>
<td>1,842,198</td>
<td>1,946,952</td>
<td>2,085,293</td>
</tr>
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<td><strong>TOTAL</strong></td>
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<td>1,946,952</td>
<td>2,085,293</td>
</tr>
<tr>
<td></td>
<td>2011</td>
<td>2010</td>
<td>% Change</td>
<td></td>
</tr>
<tr>
<td>--------------------------</td>
<td>---------------</td>
<td>---------------</td>
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<tr>
<td></td>
<td>DOM</td>
<td>INT</td>
<td>TOTAL</td>
<td>DOM</td>
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<tr>
<td>COMMERCIAL PASSENGERS</td>
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<tr>
<td>Enplaned Scheduled</td>
<td>686,718</td>
<td>12,494</td>
<td>699,212</td>
<td>569,801</td>
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<tr>
<td>Deplaned Scheduled</td>
<td>681,377</td>
<td>12,363</td>
<td>693,740</td>
<td>559,217</td>
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<tr>
<td>Enplaned Charter</td>
<td>764</td>
<td>4,273</td>
<td>5,037</td>
<td>525</td>
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<tr>
<td>Deplaned Charter</td>
<td>777</td>
<td>6,054</td>
<td>6,831</td>
<td>457</td>
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<tr>
<td>Total Commercial</td>
<td>1,369,636</td>
<td>35,184</td>
<td>1,404,820</td>
<td>1,130,000</td>
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<tr>
<td>Other Passengers</td>
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<td>General Aviation</td>
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<tr>
<td>Total Other</td>
<td>3,740</td>
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<td>5,118</td>
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<tr>
<td>Total Passengers</td>
<td>1,408,560</td>
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<tr>
<td>Mail</td>
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<tr>
<td>Enplaned (LBS.)</td>
<td>518,582</td>
<td>0</td>
<td>518,582</td>
<td>525,161</td>
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<tr>
<td>Deplaned (LBS.)</td>
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<td>0</td>
<td>395,546</td>
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<tr>
<td>Total Mail (LBS.)</td>
<td>914,128</td>
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<td>914,128</td>
<td>881,680</td>
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<td>Freight</td>
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<tr>
<td>Enplaned (LBS.)</td>
<td>7,516,965</td>
<td>262,682</td>
<td>7,779,647</td>
<td>6,872,094</td>
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<tr>
<td>Deplaned (LBS.)</td>
<td>8,385,533</td>
<td>225,410</td>
<td>8,610,943</td>
<td>7,675,621</td>
</tr>
<tr>
<td>Total Freight (LBS.)</td>
<td>15,902,498</td>
<td>488,092</td>
<td>16,390,590</td>
<td>14,547,715</td>
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<tr>
<td>Cargo</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Enplaned (LBS.)</td>
<td>8,035,547</td>
<td>262,682</td>
<td>8,298,229</td>
<td>7,397,265</td>
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<tr>
<td>Deplaned (LBS.)</td>
<td>8,781,079</td>
<td>225,410</td>
<td>9,006,489</td>
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<td>Total Cargo (LBS.)</td>
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<td>488,092</td>
<td>17,304,718</td>
<td>15,429,395</td>
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<td><strong>AIRCRAFT OPERATIONS</strong></td>
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<tr>
<td>2011</td>
<td>17,981</td>
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<tr>
<td>2010</td>
<td>32</td>
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<td>% Change</td>
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<tr>
<td><strong>MILITARY</strong></td>
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<td>0</td>
</tr>
<tr>
<td><strong>TOTAL LOCAL</strong></td>
<td>0</td>
<td></td>
<td></td>
<td>416</td>
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<td><strong>TOTAL OPERATIONS</strong></td>
<td>19,104</td>
<td></td>
<td>16,669</td>
<td>14.6%</td>
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</table>
### BWI MARSHALL AIRPORT
#### AIRLINE MARKET SHARE
#### FEBRUARY 2011

<table>
<thead>
<tr>
<th></th>
<th>FEB 11 Ending</th>
<th>FEB 10 Ending</th>
<th>Market Share by Airline</th>
<th>Market Share by Group</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOTAL PASSENGERS</strong></td>
<td>1,404,820</td>
<td>1,161,802</td>
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<tr>
<td><strong>SCHEDULED CARRIERS</strong></td>
<td>1,200,259</td>
<td>1,003,053</td>
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<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AMERICAN</strong></td>
<td>1,330,060</td>
<td>1,201,420</td>
<td>108,640</td>
<td>14.68%</td>
<td>14.68%</td>
</tr>
<tr>
<td><strong>US AIRWAYS</strong></td>
<td>83,934</td>
<td>81,633</td>
<td>2,301</td>
<td>15.91%</td>
<td>15.91%</td>
</tr>
<tr>
<td><strong>DELTA</strong></td>
<td>1,206,573</td>
<td>1,096,829</td>
<td>109,744</td>
<td>8.12%</td>
<td>8.12%</td>
</tr>
<tr>
<td><strong>JETBLUE</strong></td>
<td>9,342</td>
<td>8,592</td>
<td>750</td>
<td>1.08%</td>
<td>1.08%</td>
</tr>
<tr>
<td><strong>SOUTHWEST</strong></td>
<td>1,191,034</td>
<td>1,084,606</td>
<td>106,428</td>
<td>54.13%</td>
<td>54.13%</td>
</tr>
<tr>
<td><strong>UNITED</strong></td>
<td>65,272</td>
<td>63,462</td>
<td>1,810</td>
<td>4.96%</td>
<td>4.96%</td>
</tr>
<tr>
<td><strong>US AIRWAYS</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.15%</td>
<td>0.15%</td>
</tr>
<tr>
<td><strong>CHARTERS</strong></td>
<td>10,463</td>
<td>7,835</td>
<td>2,628</td>
<td>0.67%</td>
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</tr>
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<td>0</td>
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</tr>
<tr>
<td><strong>CHARTERS</strong></td>
<td>10,463</td>
<td>7,835</td>
<td>2,628</td>
<td>0.67%</td>
<td>0.67%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>AMERICAN</strong></td>
<td>1,330,060</td>
<td>1,201,420</td>
<td>108,640</td>
<td>14.68%</td>
<td>14.68%</td>
</tr>
<tr>
<td><strong>US AIRWAYS</strong></td>
<td>83,934</td>
<td>81,633</td>
<td>2,301</td>
<td>15.91%</td>
<td>15.91%</td>
</tr>
<tr>
<td><strong>DELTA</strong></td>
<td>1,206,573</td>
<td>1,096,829</td>
<td>109,744</td>
<td>8.12%</td>
<td>8.12%</td>
</tr>
<tr>
<td><strong>JETBLUE</strong></td>
<td>9,342</td>
<td>8,592</td>
<td>750</td>
<td>1.08%</td>
<td>1.08%</td>
</tr>
<tr>
<td><strong>SOUTHWEST</strong></td>
<td>1,191,034</td>
<td>1,084,606</td>
<td>106,428</td>
<td>54.13%</td>
<td>54.13%</td>
</tr>
<tr>
<td><strong>UNITED</strong></td>
<td>65,272</td>
<td>63,462</td>
<td>1,810</td>
<td>4.96%</td>
<td>4.96%</td>
</tr>
<tr>
<td><strong>US AIRWAYS</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.15%</td>
<td>0.15%</td>
</tr>
<tr>
<td><strong>CHARTERS</strong></td>
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</table>

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<td>1,810</td>
<td>4.96%</td>
<td>4.96%</td>
</tr>
<tr>
<td><strong>US AIRWAYS</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.15%</td>
<td>0.15%</td>
</tr>
<tr>
<td><strong>CHARTERS</strong></td>
<td>10,463</td>
<td>7,835</td>
<td>2,628</td>
<td>0.67%</td>
<td>0.67%</td>
</tr>
</tbody>
</table>
Airline Market Share
February 2011

- SOUTHWEST 56.38%
- AIRTRAN 14.68%
- DELTA 8.84%
- US AIRWAYS 6.73%
- UNITED 4.19%
- AMERICAN 4.48%
- OTHER 2.45%
- CONTINENTAL 2.24%
## BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT
### COMPARABLE MONTH AND ROLLING TWELVE MONTH ENPLANED PASSENGER DATA
#### FEBRUARY 2011

### ENPLANED PASSENGERS

<table>
<thead>
<tr>
<th>Scheduled Carriers</th>
<th>ENPLANED PASSENGERS</th>
<th>Market Share by Airline Group</th>
<th>Mkt Share Group</th>
<th>Change</th>
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<td>FEB 2011</td>
<td>FEB 2010</td>
<td>CHANGE</td>
<td>FEB 11 Ending</td>
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<td>AIRTRAN</td>
<td>104,380</td>
<td>105,107</td>
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<td>1,771,909</td>
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<tr>
<td>AMERICAN</td>
<td>27,257</td>
<td>23,517</td>
<td>15.9%</td>
<td>386,630</td>
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<tr>
<td>AMERICAN - EAGLE</td>
<td>4,563</td>
<td>3,401</td>
<td>34.8%</td>
<td>77,471</td>
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<tr>
<td>CAPE AIR</td>
<td>484</td>
<td>523</td>
<td>-7.5%</td>
<td>8,541</td>
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<tr>
<td>CONTINENTAL</td>
<td>9,162</td>
<td>11,187</td>
<td>-18.1%</td>
<td>187,589</td>
</tr>
<tr>
<td>CONTINENTAL - CHAUTAUQUA</td>
<td>0</td>
<td>1,445</td>
<td>-100.0%</td>
<td>1,771,909</td>
</tr>
<tr>
<td>CONTINENTAL - COLGAN</td>
<td>5,011</td>
<td>0</td>
<td>100.0%</td>
<td>27,510</td>
</tr>
<tr>
<td>CONTINENTAL - EXPRESSJET</td>
<td>1,660</td>
<td>4,191</td>
<td>-60.4%</td>
<td>77,471</td>
</tr>
<tr>
<td>DELTA</td>
<td>52,651</td>
<td>29,448</td>
<td>78.8%</td>
<td>899,957</td>
</tr>
<tr>
<td>DELTA - ASA</td>
<td>1,665</td>
<td>0</td>
<td>100.0%</td>
<td>4,985</td>
</tr>
<tr>
<td>DELTA - CHAUTAUQUA</td>
<td>2,785</td>
<td>3,528</td>
<td>-21.1%</td>
<td>31,345</td>
</tr>
<tr>
<td>DELTA - COMAIR</td>
<td>1,710</td>
<td>756</td>
<td>126.2%</td>
<td>39,459</td>
</tr>
<tr>
<td>DELTA - COMPASS</td>
<td>2,076</td>
<td>0</td>
<td>100.0%</td>
<td>2,281</td>
</tr>
<tr>
<td>DELTA - FREEDOM</td>
<td>978</td>
<td>3,966</td>
<td>-75.5%</td>
<td>24,260</td>
</tr>
<tr>
<td>DELTA - MESA BA</td>
<td>172</td>
<td>0</td>
<td>100.0%</td>
<td>11,814</td>
</tr>
<tr>
<td>DELTA - PINEAPPLE</td>
<td>0</td>
<td>0</td>
<td>0%</td>
<td>16,316</td>
</tr>
<tr>
<td>JETBLUE</td>
<td>7,039</td>
<td>5,364</td>
<td>31.2%</td>
<td>187,019</td>
</tr>
<tr>
<td>SOUTHWEST</td>
<td>397,170</td>
<td>294,767</td>
<td>34.7%</td>
<td>6,033,801</td>
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<tr>
<td>UNITED</td>
<td>27,366</td>
<td>32,942</td>
<td>-16.9%</td>
<td>547,974</td>
</tr>
<tr>
<td>US AIRWAYS</td>
<td>38,750</td>
<td>29,448</td>
<td>78.8%</td>
<td>899,957</td>
</tr>
<tr>
<td>US AIRWAYS - AIR WISCONSIN</td>
<td>155</td>
<td>2,458</td>
<td>-93.6%</td>
<td>4,985</td>
</tr>
<tr>
<td>US AIRWAYS - CHAUTAUQUA</td>
<td>776</td>
<td>1,373</td>
<td>-43.5%</td>
<td>39,459</td>
</tr>
<tr>
<td>US AIRWAYS - MESA BA</td>
<td>84</td>
<td>497</td>
<td>-83.1%</td>
<td>24,260</td>
</tr>
<tr>
<td>INTERNATIONAL CARRIERS</td>
<td>1,824</td>
<td>3,300</td>
<td>37.1%</td>
<td>187,019</td>
</tr>
<tr>
<td>USA 3000</td>
<td>0</td>
<td>0</td>
<td>0%</td>
<td>6,709</td>
</tr>
<tr>
<td>Charters</td>
<td>0.58%</td>
<td>0.56%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

### INTERNATIONAL CARRIERS

| AIR CANADA         | 1,824  | 1,330 | 37.1% | 32,996 | 24,084 | 37.0% |
| AIR JAMAICA        | 0      | 2,022 | -100.0% | 8,942 | 39,014 | -77.1% |
| BRITISH AIRWAYS    | 2,679  | 2,458 | 9.0%  | 49,164 | 52,853 | -6.9% |
| TOTAL ENPLANED PASSENGERS | 704,249 | 585,944 | 20.2% | 11,209,314 | 10,459,315 | 6.3% |
### BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL MARSHALL AIRPORT
### COMPARABLE MONTH AND ROLLING TWELVE MONTH FREIGHT DATA
### FEBRUARY 2011

<table>
<thead>
<tr>
<th>FREIGHT</th>
<th>FEB 2011</th>
<th>FEB 2010</th>
<th>CHANGE</th>
<th>12 Months Ending FEB 11</th>
<th>12 Months Ending FEB 10</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRNET</td>
<td>54,048</td>
<td>126,956</td>
<td>-57.4%</td>
<td>1,127,085</td>
<td>1,658,503</td>
<td>-32.0%</td>
</tr>
<tr>
<td>ATLAS</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>105,000</td>
<td>0</td>
<td>100.0%</td>
</tr>
<tr>
<td>DHL/ABX</td>
<td>1,126,615</td>
<td>909,489</td>
<td>23.9%</td>
<td>12,406,703</td>
<td>11,347,762</td>
<td>9.3%</td>
</tr>
<tr>
<td>DHL/ASTAR</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>1,194,439</td>
<td>410,250</td>
<td>191.1%</td>
</tr>
<tr>
<td>EGYPTIAN AF</td>
<td>0</td>
<td>28,443</td>
<td>-100.0%</td>
<td>360,052</td>
<td>523,955</td>
<td>-31.3%</td>
</tr>
<tr>
<td>ETIHAD</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>11,429</td>
<td>-100.0%</td>
</tr>
<tr>
<td>FEDEX</td>
<td>9,151,911</td>
<td>8,702,940</td>
<td>5.2%</td>
<td>117,709,268</td>
<td>116,815,488</td>
<td>0.8%</td>
</tr>
<tr>
<td>KALITTA CHARTERS II</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>85,820</td>
<td>150,808</td>
<td>-43.1%</td>
</tr>
<tr>
<td>MOUNTAIN AIR</td>
<td>181,714</td>
<td>145,973</td>
<td>24.5%</td>
<td>3,066,919</td>
<td>2,784,979</td>
<td>10.1%</td>
</tr>
<tr>
<td>UPS</td>
<td>3,409,946</td>
<td>3,069,220</td>
<td>11.1%</td>
<td>46,584,470</td>
<td>40,522,067</td>
<td>15.0%</td>
</tr>
<tr>
<td>BRITISH AIRWAYS</td>
<td>431,448</td>
<td>263,252</td>
<td>63.9%</td>
<td>3,574,606</td>
<td>4,361,151</td>
<td>-18.0%</td>
</tr>
<tr>
<td>AMERICAN</td>
<td>52,170</td>
<td>73,587</td>
<td>-29.1%</td>
<td>1,095,066</td>
<td>819,477</td>
<td>33.6%</td>
</tr>
<tr>
<td>AMERICAN - EAGLE</td>
<td>988</td>
<td>285</td>
<td>246.7%</td>
<td>18,207</td>
<td>7,885</td>
<td>130.9%</td>
</tr>
<tr>
<td>CONTINENTAL</td>
<td>20,446</td>
<td>22,849</td>
<td>-10.5%</td>
<td>306,031</td>
<td>271,965</td>
<td>12.5%</td>
</tr>
<tr>
<td>CONTINENTAL - EXPRESSJET</td>
<td>1,004</td>
<td>986</td>
<td>1.8%</td>
<td>9,414</td>
<td>5,580</td>
<td>68.7%</td>
</tr>
<tr>
<td>DELTA</td>
<td>106,951</td>
<td>100,764</td>
<td>6.1%</td>
<td>1,987,000</td>
<td>1,732,714</td>
<td>14.7%</td>
</tr>
<tr>
<td>DELTA - MESABA</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>8,797</td>
<td>-100.0%</td>
</tr>
<tr>
<td>DELTA - NORTHWEST</td>
<td>0</td>
<td>19,092</td>
<td>-100.0%</td>
<td>0</td>
<td>690,562</td>
<td>-100.0%</td>
</tr>
<tr>
<td>SOUTHWEST</td>
<td>1,772,120</td>
<td>1,302,609</td>
<td>36.0%</td>
<td>24,468,075</td>
<td>23,510,847</td>
<td>4.1%</td>
</tr>
<tr>
<td>UNITED</td>
<td>17,954</td>
<td>35,361</td>
<td>-49.2%</td>
<td>535,043</td>
<td>697,865</td>
<td>-23.3%</td>
</tr>
<tr>
<td>US AIRWAYS</td>
<td>61,177</td>
<td>56,254</td>
<td>8.8%</td>
<td>896,133</td>
<td>848,749</td>
<td>5.6%</td>
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<tr>
<td>US AIRWAYS - AIR WISCONSIN</td>
<td>0</td>
<td>917</td>
<td>-100.0%</td>
<td>3,406</td>
<td>14,369</td>
<td>-76.3%</td>
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<tr>
<td>US AIRWAYS - PIEDMONT</td>
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<td>505</td>
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<td>16,715</td>
<td>11,402</td>
<td>46.6%</td>
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<tr>
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<td>1,057</td>
<td>21</td>
<td>4933.3%</td>
<td>4,355</td>
<td>1,948</td>
<td>123.6%</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td>16,390,590</td>
<td>14,859,503</td>
<td>10.3%</td>
<td>215,553,807</td>
<td>207,208,552</td>
<td>4.0%</td>
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</tbody>
</table>
### BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT
### COMPARABLE MONTH AND ROLLING TWELVE MONTH MAIL DATA
### FEBRUARY 2011

<table>
<thead>
<tr>
<th>MAIL</th>
<th>FEB 2011</th>
<th>FEB 2010</th>
<th>CHANGE</th>
<th>12 Months Ending FEB 11</th>
<th>12 Months Ending FEB 10</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>UPS</td>
<td>231,984</td>
<td>218,441</td>
<td>6.2%</td>
<td>3,492,521</td>
<td>3,572,256</td>
<td>-2.2%</td>
</tr>
<tr>
<td>AMERICAN</td>
<td>54,449</td>
<td>127,370</td>
<td>-57.3%</td>
<td>1,054,307</td>
<td>2,004,261</td>
<td>-47.4%</td>
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<tr>
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<td>70</td>
<td>0</td>
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<tr>
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<td>144,103</td>
<td>-26.8%</td>
<td>1,474,908</td>
<td>1,688,460</td>
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<td>8</td>
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<td>61</td>
<td>164</td>
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<td>100.0%</td>
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<td>2,346</td>
<td>6,295</td>
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<td>32,799</td>
<td>208.5%</td>
</tr>
<tr>
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<td>308,879</td>
<td>284,062</td>
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<td>3,699,626</td>
<td>3,918,051</td>
<td>-5.6%</td>
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<tr>
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<td>101,216</td>
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<td>1,918,862</td>
<td>1,873,159</td>
<td>2.4%</td>
</tr>
<tr>
<td>US AIRWAYS - AIR WISCONSIN</td>
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<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>431</td>
<td>-100.0%</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>914,128</strong></td>
<td><strong>881,680</strong></td>
<td><strong>3.7%</strong></td>
<td><strong>11,743,189</strong></td>
<td><strong>13,095,103</strong></td>
<td><strong>-10.3%</strong></td>
</tr>
<tr>
<td>Commercial Passengers</td>
<td>% ch.</td>
<td>% Mkt.</td>
<td>Mail (In Pounds)</td>
<td>% ch.</td>
<td>% Mkt.</td>
<td>Freight (In Pounds)</td>
</tr>
<tr>
<td>-----------------------</td>
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<td>-----------------</td>
<td>-------</td>
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<tr>
<td>Baltimore/Washington International Thurgood Marshall (BWI)</td>
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</tr>
<tr>
<td>2011</td>
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<td>20.9%</td>
<td>914,128</td>
<td>3.7%</td>
<td>29.8%</td>
<td>16,390,590</td>
</tr>
<tr>
<td>2010</td>
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<td>-12.3%</td>
<td>881,680</td>
<td>-30.0%</td>
<td>37.5%</td>
<td>14,859,503</td>
</tr>
<tr>
<td>Washington Dulles (IAD)</td>
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</tr>
<tr>
<td>2011</td>
<td>1,519,843</td>
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<td>2,156,490</td>
<td>46.6%</td>
<td>70.2%</td>
<td>53,810,820</td>
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<tr>
<td>2010</td>
<td>1,339,557</td>
<td>-11.1%</td>
<td>1,470,735</td>
<td>-31.9%</td>
<td>62.5%</td>
<td>52,121,790</td>
</tr>
<tr>
<td>Reagan National (DCA)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>1,251,796</td>
<td>22.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
<td>1,012,095</td>
</tr>
<tr>
<td>2010</td>
<td>1,025,000</td>
<td>-16.4%</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
<td>910,665</td>
</tr>
<tr>
<td>REGIONAL TOTAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>4,176,459</td>
<td>18.4%</td>
<td>3,070,618</td>
<td>30.5%</td>
<td>100.0%</td>
<td>71,213,505</td>
</tr>
<tr>
<td>2010</td>
<td>3,526,359</td>
<td>-13.1%</td>
<td>2,352,415</td>
<td>-31.2%</td>
<td>100.0%</td>
<td>67,891,958</td>
</tr>
</tbody>
</table>

**Commercial Air Operations**

- **Mail**: IAD 70%, DCA 0%, BWI 30%
- **Freight**: IAD 70%, DCA 1%, BWI 23%
# BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

## Summary of Activity

### February 2011

### PASSENGERS

<table>
<thead>
<tr>
<th></th>
<th>Domestic</th>
<th>International</th>
<th>Total</th>
<th>% Change/10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enplaned Scheduled</td>
<td>686,718</td>
<td>12,494</td>
<td>699,212</td>
<td>20.3%</td>
</tr>
<tr>
<td>Deplaned Scheduled</td>
<td>681,377</td>
<td>12,363</td>
<td>693,740</td>
<td>21.7%</td>
</tr>
<tr>
<td>Enplaned Charter</td>
<td>764</td>
<td>4,273</td>
<td>5,037</td>
<td>6.5%</td>
</tr>
<tr>
<td>Deplaned Charter</td>
<td>777</td>
<td>6,054</td>
<td>6,831</td>
<td>15.3%</td>
</tr>
<tr>
<td><strong>Total Commercial Passengers</strong></td>
<td>1,369,636</td>
<td>35,184</td>
<td>1,404,820</td>
<td>20.9%</td>
</tr>
<tr>
<td>General Aviation</td>
<td></td>
<td></td>
<td>3,740</td>
<td>-26.9%</td>
</tr>
<tr>
<td><strong>TOTAL PASSENGERS</strong></td>
<td>1,369,636</td>
<td>35,184</td>
<td>1,408,560</td>
<td>20.7%</td>
</tr>
</tbody>
</table>

### CARGO

<table>
<thead>
<tr>
<th></th>
<th>Domestic</th>
<th>International</th>
<th>Total</th>
<th>% Change/10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enplaned</td>
<td>3,644</td>
<td>119</td>
<td>3,763</td>
<td>10.4%</td>
</tr>
<tr>
<td>Deplaned</td>
<td>3,982</td>
<td>102</td>
<td>4,085</td>
<td>9.5%</td>
</tr>
<tr>
<td><strong>TOTAL CARGO (Metric Tons)</strong></td>
<td>7,627</td>
<td>221</td>
<td>7,848</td>
<td>9.9%</td>
</tr>
</tbody>
</table>

### OPERATIONS

<table>
<thead>
<tr>
<th></th>
<th>% Change/10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Itinerant*</td>
<td></td>
</tr>
<tr>
<td>Commercial Air Carriers</td>
<td>17,981</td>
</tr>
<tr>
<td>Military</td>
<td>32</td>
</tr>
<tr>
<td>General Aviation</td>
<td>1,091</td>
</tr>
<tr>
<td><strong>Local</strong></td>
<td></td>
</tr>
<tr>
<td>Military</td>
<td>0</td>
</tr>
<tr>
<td>General Aviation***</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL OPERATIONS</strong></td>
<td>19,104</td>
</tr>
</tbody>
</table>

---

* With origin or destination beyond the local tower.

** Remaining under control of the local tower.

*** Includes airline personnel familiarization operation.
### TOP TEN COMMERCIAL AIR CARRIERS BY GROUP- INCLUDING AFFILIATES

<table>
<thead>
<tr>
<th>Airlines</th>
<th>Enplaned*</th>
<th>Deplaned*</th>
<th>Total</th>
<th>% Change/10</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTHWEST</td>
<td>397,170</td>
<td>394,919</td>
<td>792,089</td>
<td>35.0%</td>
</tr>
<tr>
<td>AIRTRAN</td>
<td>104,380</td>
<td>101,897</td>
<td>206,277</td>
<td>-0.2%</td>
</tr>
<tr>
<td>DELTA GROUP</td>
<td>61,895</td>
<td>62,287</td>
<td>124,182</td>
<td>13.5%</td>
</tr>
<tr>
<td>US AIRWAYS GROUP</td>
<td>47,599</td>
<td>46,906</td>
<td>94,505</td>
<td>24.8%</td>
</tr>
<tr>
<td>AMERICAN GROUP</td>
<td>31,840</td>
<td>31,074</td>
<td>62,914</td>
<td>17.2%</td>
</tr>
<tr>
<td>UNITED GROUP</td>
<td>29,412</td>
<td>29,510</td>
<td>58,922</td>
<td>-7.2%</td>
</tr>
<tr>
<td>CONTINENTAL GROUP</td>
<td>15,833</td>
<td>15,617</td>
<td>31,450</td>
<td>-5.9%</td>
</tr>
<tr>
<td>JETBLUE</td>
<td>7,039</td>
<td>7,048</td>
<td>14,087</td>
<td>28.5%</td>
</tr>
<tr>
<td>BRITISH AIRWAYS</td>
<td>2,679</td>
<td>2,883</td>
<td>5,562</td>
<td>9.9%</td>
</tr>
<tr>
<td>AIR CANADA JAZZ</td>
<td>1,824</td>
<td>1,878</td>
<td>3,702</td>
<td>35.8%</td>
</tr>
</tbody>
</table>

* Includes domestic and international passengers.

### TOP TEN COMMERCIAL CARRIERS BY AIRLINE

<table>
<thead>
<tr>
<th>Airlines</th>
<th>Enplaned*</th>
<th>Deplaned*</th>
<th>Total</th>
<th>% Change/10</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTHWEST</td>
<td>397,170</td>
<td>394,919</td>
<td>792,089</td>
<td>35.0%</td>
</tr>
<tr>
<td>AIRTRAN</td>
<td>104,380</td>
<td>101,897</td>
<td>206,277</td>
<td>-0.2%</td>
</tr>
<tr>
<td>DELTA</td>
<td>52,651</td>
<td>53,331</td>
<td>105,982</td>
<td>81.8%</td>
</tr>
<tr>
<td>US AIRWAYS</td>
<td>38,750</td>
<td>37,502</td>
<td>76,252</td>
<td>31.2%</td>
</tr>
<tr>
<td>UNITED</td>
<td>27,366</td>
<td>27,336</td>
<td>54,702</td>
<td>-13.8%</td>
</tr>
<tr>
<td>AMERICAN</td>
<td>27,257</td>
<td>26,711</td>
<td>53,968</td>
<td>14.3%</td>
</tr>
<tr>
<td>CONTINENTAL</td>
<td>9,162</td>
<td>8,985</td>
<td>18,147</td>
<td>-18.4%</td>
</tr>
<tr>
<td>JETBLUE</td>
<td>7,039</td>
<td>7,048</td>
<td>14,087</td>
<td>28.5%</td>
</tr>
<tr>
<td>CONTINENTAL - COLGAN</td>
<td>5,011</td>
<td>4,919</td>
<td>9,930</td>
<td>100.0%</td>
</tr>
<tr>
<td>AMERICAN - EAGLE</td>
<td>4,583</td>
<td>4,363</td>
<td>8,946</td>
<td>38.3%</td>
</tr>
</tbody>
</table>

* Includes domestic and international passengers.

### TOP FIVE CARGO AIRLINES

<table>
<thead>
<tr>
<th>Airlines</th>
<th>Enplaned*</th>
<th>Deplaned*</th>
<th>Total</th>
<th>%Change/10</th>
</tr>
</thead>
<tbody>
<tr>
<td>FEDEX</td>
<td>1,868</td>
<td>2,282</td>
<td>4,151</td>
<td>5.2%</td>
</tr>
<tr>
<td>UPS</td>
<td>868</td>
<td>784</td>
<td>1,652</td>
<td>10.8%</td>
</tr>
<tr>
<td>SOUTHWEST</td>
<td>400</td>
<td>404</td>
<td>804</td>
<td>36.0%</td>
</tr>
<tr>
<td>DHL - ABX AIR</td>
<td>258</td>
<td>253</td>
<td>511</td>
<td>23.9%</td>
</tr>
<tr>
<td>BRITISH AIRWAYS</td>
<td>114</td>
<td>82</td>
<td>196</td>
<td>63.9%</td>
</tr>
</tbody>
</table>

(Metric Tons, one Metric Ton equals 2,205 lbs.)

* Includes domestic and international freight and mail in metric tons.