

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT

Summary of Enplaned Passengers by Airline

| | Month | | | Year-to-Date | | | Market Share | |
|---------------------------------|----------------|----------------|---------------|------------------|------------------|---------------|--------------|--------------|
| | Jul-05 | Jul-04 | % Change | 2005 | 2004 | % Change | 2005 | 2004 |
| DOMESTIC SCHEDULED | | | | | | | | |
| AirTran Airways | 12,447 | 9,866 | 26.2% | 87,479 | 70,729 | 23.7% | 2.8% | 2.4% |
| America West | 6,383 | 3,552 | 79.7% | 35,089 | 20,865 | 68.2% | 1.1% | 0.7% |
| American System Total | 52,393 | 46,544 | 12.6% | 381,359 | 357,547 | 6.7% | 12.3% | 12.2% |
| American Airlines | 51,035 | 45,073 | 13.2% | 371,335 | 348,556 | 6.5% | 12.0% | 11.9% |
| Trans States Airlines | 1,358 | 1,471 | -7.7% | 10,024 | 8,991 | 11.5% | 0.3% | 0.3% |
| Continental System Total | 43,673 | 45,563 | -4.1% | 335,523 | 316,295 | 6.1% | 10.8% | 10.8% |
| Continental Airlines | 40,998 | 42,529 | -3.6% | 313,728 | 295,403 | 6.2% | 10.1% | 10.1% |
| Continental Express | 2,675 | 3,034 | -11.8% | 21,795 | 20,892 | 4.3% | 0.7% | 0.7% |
| Delta System Total | 60,791 | 60,704 | 0.1% | 430,309 | 466,078 | -7.7% | 13.9% | 15.9% |
| Delta Air Lines | 53,653 | 48,614 | 10.4% | 381,556 | 369,559 | 3.2% | 12.3% | 12.6% |
| Atlantic Southeast Airlines * | 0 | 6,596 | -100.0% | 3,753 | 47,028 | -92.0% | 0.1% | 1.6% |
| Chautauqua Airlines (DL) | 5,829 | 4,094 | 42.4% | 36,395 | 37,047 | -1.8% | 1.2% | 1.3% |
| Comair * | 1,309 | 0 | 100.0% | 7,297 | 3,931 | 85.6% | 0.2% | 0.1% |
| Skywest * | 0 | 1,400 | -100.0% | 1,308 | 8,513 | -84.6% | 0.0% | 0.3% |
| Frontier | 3,541 | 3,621 | -2.2% | 36,904 | 26,536 | 39.1% | 1.2% | 0.9% |
| JetBlue | 13,051 | 8,822 | 47.9% | 73,044 | 43,861 | 66.5% | 2.4% | 1.5% |
| Midwest Express * | 4,159 | 0 | 100.0% | 19,113 | 0 | 100.0% | 0.6% | 0.0% |
| Northwest | 22,551 | 21,996 | 2.5% | 174,628 | 157,675 | 10.8% | 5.6% | 5.4% |
| Southwest | 137,788 | 136,122 | 1.2% | 916,649 | 911,824 | 0.5% | 29.6% | 31.1% |
| United System Total | 39,566 | 35,139 | 12.6% | 278,689 | 293,836 | -5.2% | 9.0% | 10.0% |
| United Airlines | 33,207 | 31,021 | 7.0% | 243,981 | 252,134 | -3.2% | 7.9% | 8.6% |
| Air Wisconsin * | 0 | 4,118 | -100.0% | 2,323 | 40,732 | -94.3% | 0.1% | 1.4% |
| Atlantic Coast Airlines * | 0 | 0 | 0.0% | 0 | 970 | -100.0% | 0.0% | 0.0% |
| Chautauqua Airlines (UA) | 5,049 | 0 | 100.0% | 31,075 | 0 | 100.0% | 1.0% | 0.0% |
| Shuttle America | 1,310 | 0 | 100.0% | 1,310 | 0 | 100.0% | 0.0% | 0.0% |
| US Airways System Total | 39,552 | 28,502 | 38.8% | 292,984 | 223,493 | 31.1% | 9.5% | 7.6% |
| US Airways | 39,552 | 28,502 | 38.8% | 292,984 | 219,931 | 33.2% | 9.5% | 7.5% |
| US Airways Express * | 0 | 0 | 0.0% | 0 | 3,562 | -100.0% | 0.0% | 0.1% |
| TOTAL DOMESTIC SCHEDULED | 435,895 | 400,431 | 8.9% | 3,061,770 | 2,888,739 | 6.0% | 98.9% | 98.4% |
| INTERNATIONAL SCHEDULED | | | | | | | | |
| Air Canada System Total | 1,068 | 1,027 | 4.0% | 8,645 | 14,379 | -39.9% | 0.3% | 0.5% |
| Air Canada * | 0 | 0 | 0.0% | 572 | 12,627 | -95.5% | 0.0% | 0.4% |
| Air Canada Jazz * | 1,068 | 1,027 | 4.0% | 8,073 | 1,752 | 360.8% | 0.3% | 0.1% |
| TACA | 2,042 | 2,319 | -11.9% | 12,100 | 12,804 | -5.5% | 0.4% | 0.4% |
| TOTAL INT'L SCHEDULED | 3,110 | 3,346 | -7.1% | 20,745 | 27,183 | -23.7% | 0.7% | 0.9% |
| TOTAL SCHEDULED | 439,005 | 403,777 | 8.7% | 3,082,515 | 2,915,922 | 5.7% | 99.6% | 99.4% |
| CHARTER | | | | | | | | |
| Domestic | 288 | 0 | 100.0% | 4,457 | 6,138 | -27.4% | 0.1% | 0.2% |
| International | 903 | 1,207 | -25.2% | 7,382 | 12,536 | -41.1% | 0.2% | 0.4% |
| TOTAL CHARTER | 1,191 | 1,207 | -1.3% | 11,839 | 18,674 | -36.6% | 0.4% | 0.6% |
| TOTAL ENPLANED | 440,196 | 404,984 | 8.7% | 3,094,354 | 2,934,596 | 5.4% | | |

* See Statistics Report Notes on Page 4 - Summary of Air Traffic Activity

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT

Summary of Deplanned Passengers by Airline

| | Month | | | Year-to-Date | | | Market Share | |
|---------------------------------|----------------|----------------|---------------|------------------|------------------|---------------|--------------|--------------|
| | Jul-05 | Jul-04 | % Change | 2005 | 2004 | % Change | 2005 | 2004 |
| DOMESTIC SCHEDULED | | | | | | | | |
| AirTran Airways | 12,539 | 9,270 | 35.3% | 88,331 | 69,961 | 26.3% | 2.9% | 2.4% |
| America West | 6,401 | 3,293 | 94.4% | 36,093 | 20,883 | 72.8% | 1.2% | 0.7% |
| American System Total | 52,894 | 45,245 | 16.9% | 362,096 | 356,264 | 1.6% | 11.8% | 12.2% |
| American Airlines | 51,278 | 43,707 | 17.3% | 351,072 | 346,515 | 1.3% | 11.4% | 11.9% |
| Trans States Airlines | 1,616 | 1,538 | 5.1% | 11,024 | 9,749 | 13.1% | 0.4% | 0.3% |
| Continental System Total | 44,819 | 43,801 | 2.3% | 330,395 | 314,057 | 5.2% | 10.7% | 10.8% |
| Continental Airlines | 42,006 | 40,923 | 2.6% | 308,653 | 293,373 | 5.2% | 10.0% | 10.1% |
| Continental Express | 2,813 | 2,878 | -2.3% | 21,742 | 20,684 | 5.1% | 0.7% | 0.7% |
| Delta System Total | 60,753 | 58,080 | 4.6% | 437,543 | 458,943 | -4.7% | 14.2% | 15.8% |
| Delta Air Lines | 53,470 | 46,177 | 15.8% | 388,359 | 363,673 | 6.8% | 12.6% | 12.5% |
| Atlantic Southeast Airlines * | 0 | 6,096 | -100.0% | 3,846 | 45,184 | -91.5% | 0.1% | 1.6% |
| Chautauqua Airlines (DL) | 5,715 | 4,782 | 19.5% | 35,889 | 38,928 | -7.8% | 1.2% | 1.3% |
| Comair * | 1,568 | 0 | 100.0% | 8,561 | 4,334 | 97.5% | 0.3% | 0.1% |
| Skywest * | 0 | 1,025 | -100.0% | 888 | 6,824 | -87.0% | 0.0% | 0.2% |
| Frontier | 3,441 | 3,603 | -4.5% | 35,597 | 25,643 | 38.8% | 1.2% | 0.9% |
| JetBlue | 12,933 | 8,577 | 50.8% | 72,088 | 42,907 | 68.0% | 2.3% | 1.5% |
| Midwest Express * | 4,486 | 0 | 100.0% | 17,340 | 0 | 100.0% | 0.6% | 0.0% |
| Northwest | 22,762 | 21,548 | 5.6% | 175,290 | 158,508 | 10.6% | 5.7% | 5.4% |
| Southwest | 135,999 | 133,902 | 1.6% | 914,105 | 907,569 | 0.7% | 29.7% | 31.2% |
| United System Total | 39,730 | 33,635 | 18.1% | 281,923 | 291,026 | -3.1% | 9.2% | 10.0% |
| United Airlines | 33,173 | 29,418 | 12.8% | 244,698 | 249,394 | -1.9% | 8.0% | 8.6% |
| Air Wisconsin * | 0 | 4,217 | -100.0% | 2,401 | 40,723 | -94.1% | 0.1% | 1.4% |
| Atlantic Coast Airlines * | 0 | 0 | 0.0% | 0 | 909 | -100.0% | 0.0% | 0.0% |
| Chautauqua Airlines (UA) | 5,092 | 0 | 100.0% | 33,359 | 0 | 100.0% | 1.1% | 0.0% |
| Shuttle America | 1,465 | 0 | 100.0% | 1,465 | 0 | 100.0% | 0.0% | 0.0% |
| US Airways System Total | 40,079 | 27,641 | 45.0% | 290,286 | 219,755 | 32.1% | 9.4% | 7.6% |
| US Airways | 40,079 | 27,641 | 45.0% | 290,286 | 216,187 | 34.3% | 9.4% | 7.4% |
| US Airways Express * | 0 | 0 | 0.0% | 0 | 3,568 | -100.0% | 0.0% | 0.1% |
| TOTAL DOMESTIC SCHEDULED | 436,836 | 388,595 | 12.4% | 3,041,087 | 2,865,516 | 6.1% | 98.9% | 98.5% |
| INTERNATIONAL SCHEDULED | | | | | | | | |
| Air Canada System Total | 1,224 | 1,044 | 17.2% | 8,818 | 13,594 | -35.1% | 0.3% | 0.5% |
| Air Canada * | 0 | 0 | 0.0% | 503 | 11,651 | -95.7% | 0.0% | 0.4% |
| Air Canada Jazz * | 1,224 | 1,044 | 17.2% | 8,315 | 1,943 | 327.9% | 0.3% | 0.1% |
| TACA | 2,043 | 2,159 | -5.4% | 11,747 | 12,851 | -8.6% | 0.4% | 0.4% |
| TOTAL INT'L SCHEDULED | 3,267 | 3,203 | 2.0% | 20,565 | 26,445 | -22.2% | 0.7% | 0.9% |
| TOTAL SCHEDULED | 440,103 | 391,798 | 12.3% | 3,061,652 | 2,891,961 | 5.9% | 99.6% | 99.4% |
| CHARTER | | | | | | | | |
| Domestic | 288 | 0 | 100.0% | 3,689 | 4,277 | -13.7% | 0.1% | 0.1% |
| International | 965 | 1,189 | -18.8% | 10,004 | 13,682 | -26.9% | 0.3% | 0.5% |
| TOTAL CHARTER | 1,253 | 1,189 | 5.4% | 13,693 | 17,959 | -23.8% | 0.4% | 0.6% |
| TOTAL DEPLANNED | 441,356 | 392,987 | 12.3% | 3,075,345 | 2,909,920 | 5.7% | | |

* See Statistics Report Notes on Page 4 - Summary of Air Traffic Activity

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT

Summary of Freight and Mail Activity (Enplaned & Deplaned Combined)

| | Month | | | Year-to-Date | | | Market Share | |
|--|-------------------|-------------------|----------------|--------------------|--------------------|----------------|--------------|--------------|
| | Jul-05 | Jul-04 | % Change | 2005 | 2004 | % Change | 2005 | 2004 |
| DOMESTIC FREIGHT & MAIL | | | | | | | | |
| AirTran Airways | 0 | 0 | 0.0% | 894 | 0 | 100.0% | 0.0% | 0.0% |
| America West Airlines | 26,316 | 12,811 | 105.4% | 287,536 | 173,093 | 66.1% | 0.3% | 0.2% |
| American System Total | 129,330 | 196,527 | -34.2% | 997,818 | 1,765,860 | -43.5% | 1.0% | 1.7% |
| American Airlines | 129,330 | 196,527 | -34.2% | 997,818 | 1,765,860 | -43.5% | 1.0% | 1.7% |
| Continental System Total | 294,426 | 334,029 | -11.9% | 2,450,856 | 2,749,232 | -10.9% | 2.3% | 2.6% |
| Continental Airlines | 292,939 | 333,098 | -12.1% | 2,438,194 | 2,732,776 | -10.8% | 2.3% | 2.6% |
| Continental Express | 1,487 | 931 | 59.7% | 12,662 | 16,456 | -23.1% | 0.0% | 0.0% |
| Delta System Total | 259,828 | 486,572 | -46.6% | 3,629,523 | 5,116,978 | -29.1% | 3.5% | 4.9% |
| Delta Air Lines | 259,545 | 482,842 | -46.2% | 3,628,167 | 5,103,165 | -28.9% | 3.5% | 4.9% |
| Atlantic Southeast Airlines * | 0 | 1,922 | -100.0% | 611 | 6,488 | -90.6% | 0.0% | 0.0% |
| Chautauqua Airlines (DL) | 203 | 1,808 | -88.8% | 424 | 7,057 | -94.0% | 0.0% | 0.0% |
| Comair * | 80 | 0 | 100.0% | 321 | 177 | 81.4% | 0.0% | 0.0% |
| SkyWest * | 0 | 0 | 0.0% | 0 | 91 | -100.0% | 0.0% | 0.0% |
| Frontier | 10,090 | 12,439 | -18.9% | 109,913 | 196,644 | -44.1% | 0.1% | 0.2% |
| Jet Blue | 36,208 | 35,768 | 1.2% | 292,202 | 207,726 | 40.7% | 0.3% | 0.2% |
| Midwest Express * | 24,427 | 0 | 100.0% | 152,866 | 0 | 100.0% | 0.1% | 0.0% |
| Northwest | 4,798 | 5,240 | -8.4% | 35,181 | 36,435 | -3.4% | 0.0% | 0.0% |
| Southwest Airlines | 1,259,782 | 1,300,453 | -3.1% | 9,110,472 | 8,925,204 | 2.1% | 8.7% | 8.5% |
| United System Total | 356,842 | 352,317 | 1.3% | 2,483,607 | 2,162,536 | 14.8% | 2.4% | 2.1% |
| United Airlines | 356,842 | 352,317 | 1.3% | 2,483,607 | 2,162,536 | 14.8% | 2.4% | 2.1% |
| US Airways System Total | 114,672 | 153,476 | -25.3% | 697,813 | 1,358,336 | -48.6% | 0.7% | 1.3% |
| US Airways | 114,672 | 153,476 | -25.3% | 697,813 | 1,330,282 | -47.5% | 0.7% | 1.3% |
| US Airways Express * | 0 | 0 | 0.0% | 0 | 28,054 | -100.0% | 0.0% | 0.0% |
| ABX Air Inc.* | 0 | 1,026,301 | -100.0% | 4,106,066 | 6,961,383 | -41.0% | 3.9% | 6.6% |
| DHL | 1,004,262 | 169,958 | 490.9% | 3,164,739 | 1,015,736 | 211.6% | 3.0% | 1.0% |
| UPS Supply Chain (f.k.a. Emery) | 604,387 | 824,754 | -26.7% | 5,077,608 | 5,662,476 | -10.3% | 4.9% | 5.4% |
| Federal Express | 7,940,126 | 7,911,563 | 0.4% | 57,995,909 | 54,818,460 | 5.8% | 55.6% | 52.2% |
| UPS | 1,791,126 | 1,680,924 | 6.6% | 12,963,537 | 13,044,456 | -0.6% | 12.4% | 12.4% |
| TOTAL DOMESTIC | 13,856,620 | 14,503,132 | -4.5% | 103,556,540 | 104,194,555 | -0.6% | 99.3% | 99.3% |
| INT'L FREIGHT & MAIL | | | | | | | | |
| Air Canada System Total | 0 | 0 | 0.0% | 0 | 25,095 | -100.0% | 0.0% | 0.9% |
| Air Canada * | 0 | 0 | 0.0% | 0 | 25,095 | -100.0% | 0.0% | 0.0% |
| Delta Air Lines | 152,694 | 75,058 | 103.4% | 754,719 | 695,254 | 8.6% | 0.7% | 0.7% |
| UPS | 0 | 0 | 0.0% | 0 | 2,355 | -100.0% | 0.0% | 0.0% |
| TOTAL INTERNATIONAL | 152,694 | 75,058 | 103.4% | 754,719 | 722,704 | 4.4% | 0.7% | 0.7% |
| TOTAL FREIGHT AND MAIL | 14,009,314 | 14,578,190 | -3.9% | 104,311,259 | 104,917,259 | -0.6% | | |
| Total in US Tons | 7,005 | 7,289 | | 52,156 | 52,459 | | | |
| Total in Metric Tonnes | 6,353 | 6,611 | | 47,307 | 47,582 | | | |

Note: All freight and express on international waybills is reported as International even if on domestic flights.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT

Summary of Airport Activity

| | Month | | | Year-to-Date | | | Market Share | |
|--------------------------------------|-------------------|-------------------|--------------|--------------------|--------------------|--------------|--------------|-------|
| | Jul-05 | Jul-04 | % Change | 2005 | 2004 | % Change | 2005 | 2004 |
| Total Passengers | | | | | | | | |
| Domestic Scheduled | 872,731 | 789,026 | 10.6% | 6,102,857 | 5,754,255 | 6.1% | 98.9% | 98.5% |
| International Scheduled | 6,377 | 6,549 | -2.6% | 41,310 | 53,628 | -23.0% | 0.7% | 0.9% |
| Domestic Charter | 576 | 0 | 100.0% | 8,146 | 10,415 | -21.8% | 0.1% | 0.2% |
| International Charter | 1,868 | 2,396 | -22.0% | 17,386 | 26,218 | -33.7% | 0.3% | 0.4% |
| Total | 881,552 | 797,971 | 10.5% | 6,169,699 | 5,844,516 | 5.6% | | |
| Air Freight and Mail (pounds) | | | | | | | | |
| Domestic Enplaned | 5,527,024 | 6,195,682 | -10.8% | 42,314,289 | 44,611,892 | -5.2% | 40.6% | 42.5% |
| Domestic Deplaned | 8,329,596 | 8,307,450 | 0.3% | 61,242,251 | 59,582,663 | 2.8% | 58.7% | 56.8% |
| International Enplaned | 44,075 | 27,071 | 62.8% | 206,580 | 92,713 | 122.8% | 0.2% | 0.1% |
| International Deplaned | 108,619 | 47,987 | 126.4% | 548,139 | 629,991 | -13.0% | 0.5% | 0.6% |
| Total | 14,009,314 | 14,578,190 | -3.9% | 104,311,259 | 104,917,259 | -0.6% | | |
| Aircraft Arrival Operations | | | | | | | | |
| Domestic Passenger Airlines | 4,760 | 4,648 | 2.4% | 33,303 | 33,721 | -1.2% | 95.0% | 95.0% |
| Int'l Passenger Airlines | 49 | 49 | 0.0% | 345 | 346 | -0.3% | 1.0% | 1.0% |
| Domestic Charter Airlines | 2 | 0 | 100.0% | 46 | 55 | -16.4% | 0.1% | 0.2% |
| Int'l Charter Airlines | 9 | 9 | 0.0% | 63 | 105 | -40.0% | 0.2% | 0.3% |
| All Cargo Airlines | 166 | 182 | -8.8% | 1,291 | 1,284 | 0.5% | 3.7% | 3.6% |
| Total | 4,986 | 4,888 | 2.0% | 35,048 | 35,511 | -1.3% | | |
| Aircraft Departure Operations | | | | | | | | |
| Domestic Passenger Airlines | 4,756 | 4,645 | 2.4% | 33,292 | 33,710 | -1.2% | 95.1% | 95.0% |
| Int'l Passenger Airlines | 49 | 49 | 0.0% | 335 | 346 | -3.2% | 1.0% | 1.0% |
| Domestic Charter Airlines | 2 | 0 | 100.0% | 52 | 61 | -14.8% | 0.1% | 0.2% |
| Int'l Charter Airlines | 8 | 9 | -11.1% | 45 | 102 | -55.9% | 0.1% | 0.3% |
| All Cargo Airlines | 166 | 182 | -8.8% | 1,292 | 1,283 | 0.7% | 3.7% | 3.6% |
| Total | 4,981 | 4,885 | 2.0% | 35,016 | 35,502 | -1.4% | | |

*** Statistics Report Notes**

- Air Canada ended scheduled service in Jun-4
- Air Canada Jazz began service in Jun-04
- Atlantic Coast began service in Jul-03 and ended service in Jan-04
- Atlantic Southeast began service in Apr-03 and ended in Jan-05
- Comair ended service in Apr-04 and restarted in Mar-05
- Midwest Express ended service in Apr-03; began seasonal service in Dec-04
- Skywest began service in Apr-03 and ended service in Jan-05
- US Airways Express ended service in Mar-04
- Emery changed their name to UPS - Supply Chain Solutions
- Air Wisconsin ended service in Apr 2005
- ABX Air, Inc. ended service in May 2005

