

**Metropolitan Washington Airports Authority  
Ronald Reagan Washington National Airport  
Directional Airline Traffic Report  
Cargo (Tonnes)  
September 2012**

| Airline                                    | Domestic  |            |            | Transborder |          |          | Total     |            |            |
|--|-----------|------------|------------|-------------|----------|----------|-----------|------------|------------|
|  | Enplaned  | Deplaned   | Total      | Enplaned    | Deplaned | Total    | Enplaned  | Deplaned   | Total      |
| <b>Air Wisconsin (US Airways Express)*</b> |           |            |            |             |          |          |           |            |            |
| Freight and Express                        | 5         | 5          | 11         | 0           | 0        | 0        | 5         | 5          | 11         |
| Mail                                       | 1         | 0          | 1          | 0           | 0        | 0        | 1         | 0          | 1          |
| <b>SEP 2012 Totals</b>                     | <b>6</b>  | <b>5</b>   | <b>12</b>  | <b>0</b>    | <b>0</b> | <b>0</b> | <b>6</b>  | <b>5</b>   | <b>12</b>  |
| <b>Alaska</b>                              |           |            |            |             |          |          |           |            |            |
| Freight and Express                        | 2         | 17         | 18         | 0           | 0        | 0        | 2         | 17         | 18         |
| Mail                                       | 0         | 0          | 0          | 0           | 0        | 0        | 0         | 0          | 0          |
| <b>SEP 2012 Totals</b>                     | <b>2</b>  | <b>17</b>  | <b>18</b>  | <b>0</b>    | <b>0</b> | <b>0</b> | <b>2</b>  | <b>17</b>  | <b>18</b>  |
| <b>American</b>                            |           |            |            |             |          |          |           |            |            |
| Freight and Express                        | 41        | 0          | 41         | 0           | 0        | 0        | 41        | 0          | 41         |
| Mail                                       | 0         | 0          | 0          | 0           | 0        | 0        | 0         | 0          | 0          |
| <b>SEP 2012 Totals</b>                     | <b>41</b> | <b>0</b>   | <b>41</b>  | <b>0</b>    | <b>0</b> | <b>0</b> | <b>41</b> | <b>0</b>   | <b>41</b>  |
| <b>American Eagle</b>                      |           |            |            |             |          |          |           |            |            |
| Freight and Express                        | 0         | 0          | 0          | 0           | 0        | 0        | 0         | 0          | 0          |
| Mail                                       | 0         | 0          | 0          | 0           | 0        | 0        | 0         | 0          | 0          |
| <b>SEP 2012 Totals</b>                     | <b>0</b>  | <b>0</b>   | <b>0</b>   | <b>0</b>    | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>   | <b>0</b>   |
| <b>Continental</b>                         |           |            |            |             |          |          |           |            |            |
| Freight and Express                        | 3         | 6          | 9          | 0           | 0        | 0        | 3         | 6          | 9          |
| Mail                                       | 0         | 0          | 0          | 0           | 0        | 0        | 0         | 0          | 0          |
| <b>SEP 2012 Totals</b>                     | <b>3</b>  | <b>6</b>   | <b>9</b>   | <b>0</b>    | <b>0</b> | <b>0</b> | <b>3</b>  | <b>6</b>   | <b>9</b>   |
| <b>Delta</b>                               |           |            |            |             |          |          |           |            |            |
| Freight and Express                        | 22        | 12         | 34         | 0           | 0        | 0        | 22        | 12         | 34         |
| Mail                                       | 0         | 0          | 0          | 0           | 0        | 0        | 0         | 0          | 0          |
| <b>SEP 2012 Totals</b>                     | <b>22</b> | <b>12</b>  | <b>34</b>  | <b>0</b>    | <b>0</b> | <b>0</b> | <b>22</b> | <b>12</b>  | <b>34</b>  |
| <b>Federal Express</b>                     |           |            |            |             |          |          |           |            |            |
| Freight and Express                        | 27        | 274        | 301        | 0           | 0        | 0        | 27        | 274        | 301        |
| Mail                                       | 0         | 0          | 0          | 0           | 0        | 0        | 0         | 0          | 0          |
| <b>SEP 2012 Totals</b>                     | <b>27</b> | <b>274</b> | <b>301</b> | <b>0</b>    | <b>0</b> | <b>0</b> | <b>27</b> | <b>274</b> | <b>301</b> |
| <b>Frontier</b>                            |           |            |            |             |          |          |           |            |            |
| Freight and Express                        | 32        | 20         | 53         | 0           | 0        | 0        | 32        | 20         | 53         |
| Mail                                       | 0         | 0          | 0          | 0           | 0        | 0        | 0         | 0          | 0          |
| <b>SEP 2012 Totals</b>                     | <b>32</b> | <b>20</b>  | <b>53</b>  | <b>0</b>    | <b>0</b> | <b>0</b> | <b>32</b> | <b>20</b>  | <b>53</b>  |

\* Transborder Airline

Note : Figures may not sum to total due to rounding.

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| Airline                | Domestic              |                 |              | Transborder              |                 |              | Total           |                 |              |
|------------------------|-----------------------|-----------------|--------------|--------------------------|-----------------|--------------|-----------------|-----------------|--------------|
|                        | Enplaned              | Deplaned        | Total        | Enplaned                 | Deplaned        | Total        | Enplaned        | Deplaned        | Total        |
| <b>PSA*</b>            |                       |                 |              |                          |                 |              |                 |                 |              |
| Freight and Express    | 4                     | 6               | 10           | 0                        | 0               | 0            | 4               | 6               | 10           |
| Mail                   | 0                     | 0               | 0            | 0                        | 0               | 0            | 0               | 0               | 0            |
| <b>SEP 2012 Totals</b> | <b>4</b>              | <b>6</b>        | <b>10</b>    | <b>0</b>                 | <b>0</b>        | <b>0</b>     | <b>4</b>        | <b>6</b>        | <b>10</b>    |
| <b>Piedmont</b>        |                       |                 |              |                          |                 |              |                 |                 |              |
| Freight and Express    | 0                     | 0               | 1            | 0                        | 0               | 0            | 0               | 0               | 1            |
| Mail                   | 0                     | 0               | 0            | 0                        | 0               | 0            | 0               | 0               | 0            |
| <b>SEP 2012 Totals</b> | <b>0</b>              | <b>0</b>        | <b>1</b>     | <b>0</b>                 | <b>0</b>        | <b>0</b>     | <b>0</b>        | <b>0</b>        | <b>1</b>     |
| <b>US Airways*</b>     |                       |                 |              |                          |                 |              |                 |                 |              |
| Freight and Express    | 33                    | 9               | 42           | 0                        | 0               | 0            | 33              | 9               | 42           |
| Mail                   | 0                     | 0               | 0            | 0                        | 0               | 0            | 0               | 0               | 0            |
| <b>SEP 2012 Totals</b> | <b>33</b>             | <b>9</b>        | <b>42</b>    | <b>0</b>                 | <b>0</b>        | <b>0</b>     | <b>33</b>       | <b>9</b>        | <b>42</b>    |
|                        | <b>Domestic Total</b> |                 |              | <b>Transborder Total</b> |                 |              | <b>Total</b>    |                 |              |
| <b>Report Totals</b>   | <b>Enplaned</b>       | <b>Deplaned</b> | <b>Total</b> | <b>Enplaned</b>          | <b>Deplaned</b> | <b>Total</b> | <b>Enplaned</b> | <b>Deplaned</b> | <b>Total</b> |
| Freight and Express    | 168                   | 351             | 519          | 0                        | 0               | 0            | 168             | 351             | 519          |
| Mail                   | 1                     | 0               | 2            | 0                        | 0               | 0            | 1               | 0               | 2            |
| <b>Grand Total</b>     | <b>170</b>            | <b>351</b>      | <b>521</b>   | <b>0</b>                 | <b>0</b>        | <b>0</b>     | <b>170</b>      | <b>351</b>      | <b>521</b>   |

\* Transborder Airline

Note : Figures may not sum to total due to rounding.