

RICKENBACKER INTERNATIONAL AIRPORT: LCK

O'HARE & JFK

MARKET STRENGTH

Multiple markets have significant connections to Rickenbacker catchment area (bi-directional flows)

Numerous weekly freighters can be supported by the Rickenbacker catchment area to/from major world markets

Additional airline capacity in both trans-Atlantic and Pacific markets have eroded market rate stability

O'Hare and JFK have experienced flat or declining cargo totals since 2000 as forwarders/shippers have explored less costly, more efficient, alternative gateways

OPERATIONS

Rickenbacker landing rates are 33% less than O'Hare and 50% less than JFK

In addition to low base rates, incentive programs ensure that growing operations at LCK will be rewarded with even lower rates

Rickenbacker has cargo warehouse and aircraft ramp space available with ample room for growth

Expansion capability at LCK will accommodate even the most aggressive cargo network development plans

O'Hare – increasing airspace issues, warehouse capacity constraints and significant concern about growing groundside congestion

JFK – groundside congestion has no future remedy and new cargo facilities are only included in long-term plans

CUSTOMER SERVICE

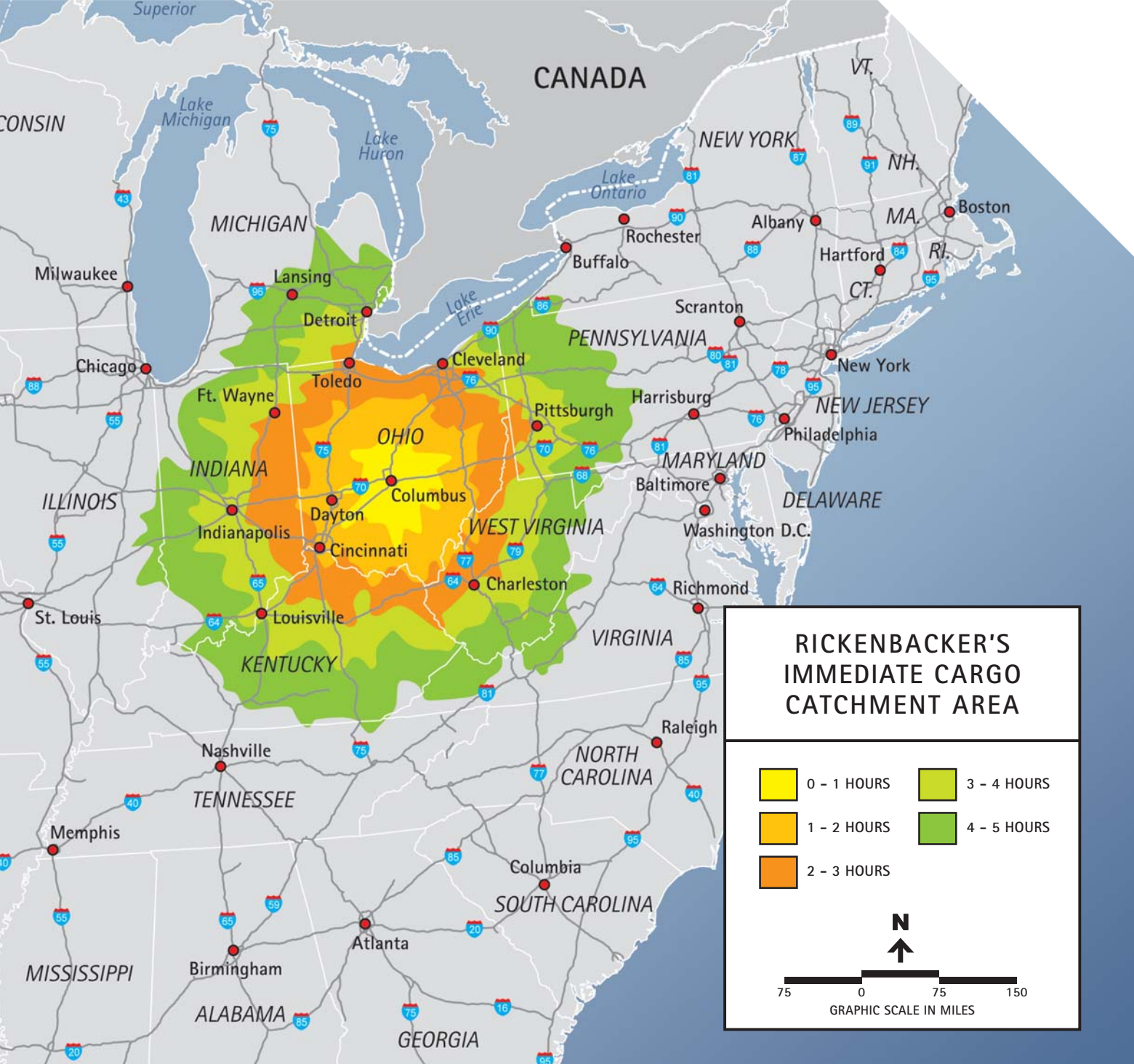
LCK operations ensure larger regional coverage due to superior trucking reach versus congested gateways

Large shipping base of customers within LCK catchment area better served via LCK

Capability to gain access to cargo within 1-2 hours of touchdown

Increasing congestion at O'Hare and JFK has increased delays to customers and pending cost increases have the freight forwarding community considering alternative airports

Groundside reach from O'Hare and JFK is significantly reduced due to local Chicago/New York area traffic issues



RICKENBACKER'S IMMEDIATE CARGO CATCHMENT AREA

