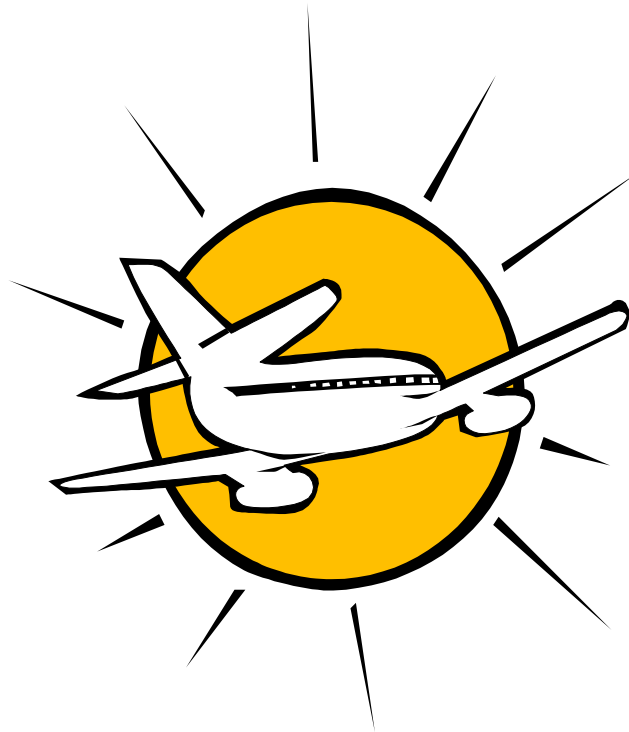

DOMESTIC AIRLINE FARES CONSUMER REPORT



First Quarter 2006 Passenger and Fare Information

August 2006



U.S. Department of Transportation
Office of Aviation Analysis

FARE INFORMATION FOR CONSUMERS

Each month the Department of Transportation releases an [Air Travel Consumer Report](#) that includes information about various service quality elements, including flight delays, mishandled baggage, and oversales, and a variety of other types of consumer complaints.

In response to an increasing number of inquiries from consumers about domestic airline prices the Department's Office of Aviation Analysis decided to release a quarterly fare report. The first such report, for the third quarter of 1996, was released in June 1997.

The initial report provided information about average prices being paid by consumers in the 1,000 largest domestic city-pair markets within the 48 contiguous states. These markets account for about 75 percent of all 48-state passengers and 70 percent of total domestic passengers. Information regarding all 6,286 city-pair markets for the first quarter of 2006 is available at <http://ostpxweb.dot.gov/aviation/>. Once at the site, select the Domestic Issues button, then select the Consumer Airfare Report link.

Table 1 of this report continues to cover the 1,000 largest city-pair markets in the 48 contiguous states. For each of the 1,000 largest city-pair markets, Table 1 lists the number of one-way passenger trips per day, the nonstop distance, the average market fare, and identifies the airlines with the largest market share and the lowest average fare; market share and average fares are provided for both airlines. Average fares are average prices paid by all fare paying passengers. They therefore cover first class fares paid to carriers offering such service but do not cover free tickets, such as those awarded by carriers offering frequent flyer programs.

Airlines tend to offer a wide variety of prices in any given market and it is unlikely that the average fares from this report will be the same as any particular fare offered. Nevertheless, information about average fares charged, including fares charged by dominant carriers and lower-cost competing carriers where available, can provide useful consumer information. Also, fare comparisons between markets allow consumers to further evaluate prices.

In particular, a high average fare in a market is an indication that a broad range of fares is available and that the number of seats sold at low fares are likely to be both very limited and subject to various travel restrictions. In such markets travelers must make extra efforts to get the lowest price for the service they want. Advice laid out in the fact sheet prepared by the Department's Aviation Consumer Protection Division—*Getting the Best Air Fare*—will help consumers accomplish this. This fact sheet can be obtained by requesting a copy at (202) 366-2220 or via the World Wide Web at: <http://airconsumer.ost.dot.gov/publications/bestfare.htm>.

To assist consumers in making average fare comparisons, Table 1 segregates markets by mileage block, since distance is a major factor that affects the level of prices charged. Markets are then sorted within each mileage block by fare amount, from the highest average fare to the lowest. Consumers should understand that because carriers tend to

offer a variety of prices in a market, carriers with higher average prices might offer some seats at prices as low as, or even lower than, carriers with much lower average prices.

The information contained in Table 1 reveals that in many markets the average fares are quite different from carrier-to-carrier. In some instances this reflects differences in service, such as connecting versus nonstop service, or service to different area airports. Note that the “lowest fare carrier” is the carrier with the lowest average fare that has at least a 10 percent share of the traffic in the market, except for markets where only a single carrier has a 10 percent or greater share. In such markets the carrier with the lowest average fare is identified even if its market share is less than 10 percent. In some markets the “market average” fare will be lower than the fare for the ‘lowest fare carrier’ because several carriers that do not individually account for a 10 percent share can collectively account for a significant share. Often they charge lower average fares than individual carriers with greater market participation.

In Table 2, the data are summarized by city. The information provided includes the number of city-pair markets with 100,000 or more passengers in the top 1,000 in either comparison period that involve each city (e.g., three for Lubbock), the number of passengers traveling to and from each city in the specified markets, the average fare, average fare per mile (yield), and average distance traveled. The data are sorted by distance.

Data are provided for markets that experienced changes in average fares of at least 30 percent compared with one year ago. Markets with large increases are shown in Table 3 and markets with large decreases are shown in Table 4. Each market’s average fare and total passenger count are provided, along with the absolute and percent change in both average fares and passengers.

Table 5 provides detailed fare information for short-haul, high-fare markets. For a more complete explanation, please read the introductory information at the beginning of Table 5 itself.

Table 6, which is available on the Internet only, is the expanded version of Table 1 that lists all city-pair markets that average at least 10 passengers each day.

Table 7 provides fare premiums for airports in the top 1,000 city pairs, and demonstrates the impact of low-fare service and hub domination on fare levels.

Footnotes and a key for carrier codes used in this report can be found at the end of the report. This report is also available at <http://ostpxweb.dot.gov/aviation/> in Adobe Acrobat PDF format. Telephone inquiries should be referred to (202) 366-1053.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets
First Quarter 2006

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|---|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Distance Block - 101-150 miles | | | | | | | | | |
| Portland, OR Seattle, WA | 129 | 485 | 145 | AS | 94.20 | 146 | UA | 5.80 | 131 |
| Austin, TX Houston, TX | 148 | 597 | 100 | WN | 68.01 | 101 | CO | 30.89 | 99 |
| Distance Block - 151-200 miles | | | | | | | | | |
| Boston, MA New York, NY | 200 | 5,090 | 145 | DL | 34.33 | 134 | B6 | 21.10 | 67 |
| Miami, FL Orlando/Kissimmee, FL | 193 | 289 | 117 | AA | 97.54 | 118 | AA | 97.54 | 118 |
| Hartford, CT/Springfield, MA | 196 | 358 | 106 | US | 53.61 | 129 | WN | 42.82 | 79 |
| Austin, TX Dallas/Ft. Worth, TX | 190 | 1,591 | 103 | WN | 74.65 | 102 | WN | 74.65 | 102 |
| Dallas/Ft. Worth, TX Oklahoma City, OK | 181 | 371 | 100 | WN | 66.22 | 95 | WN | 66.22 | 95 |
| Houston, TX San Antonio, TX | 192 | 730 | 96 | WN | 67.71 | 96 | WN | 67.71 | 96 |
| Ft. Lauderdale, FL Tampa/St. Petersburg/Lakeland, FL | 197 | 1,048 | 94 | WN | 90.95 | 95 | NK | 8.52 | 84 |
| Chicago, IL Indianapolis, IN | 177 | 533 | 94 | WN | 35.25 | 76 | WN | 35.25 | 76 |
| Ft. Lauderdale, FL Orlando/Kissimmee, FL | 178 | 503 | 92 | WN | 80.54 | 93 | NK | 18.37 | 89 |
| Las Vegas, NV Ontario, CA | 197 | 1,114 | 90 | WN | 87.62 | 90 | HP | 12.05 | 86 |
| Tampa/St. Petersburg/Lakeland, FL | 174 | 240 | 89 | WN | 100.00 | 89 | WN | 100.00 | 89 |
| Baltimore, MD Norfolk, VA | 159 | 238 | 86 | WN | 97.66 | 86 | WN | 97.66 | 86 |
| Oakland/Berkeley, CA Reno, NV | 180 | 379 | 83 | WN | 100.00 | 83 | WN | 100.00 | 83 |
| Reno, NV San Jose/Palo Alto, CA | 188 | 414 | 81 | WN | 99.81 | 81 | WN | 99.81 | 81 |
| Distance Block - 201-250 miles | | | | | | | | | |
| Detroit, MI Milwaukee, WI | 238 | 199 | 264 | NW | 95.93 | 265 | UA | 1.51 | 254 |
| Detroit, MI Indianapolis, IN | 231 | 217 | 239 | NW | 85.44 | 254 | WN | 8.51 | 125 |
| Pittsburgh, PA Washington, DC | 205 | 261 | 220 | US | 66.08 | 244 | UA | 33.06 | 169 |
| Raleigh/Durham, NC Washington, DC | 227 | 551 | 161 | AA | 47.74 | 147 | AA | 47.74 | 147 |
| New York, NY Washington, DC | 229 | 4,217 | 155 | DL | 40.45 | 134 | DL | 40.45 | 134 |
| Atlanta, GA Charlotte, NC | 227 | 524 | 144 | DL | 56.76 | 144 | FL | 15.23 | 116 |
| Atlanta, GA Savannah, GA | 215 | 260 | 132 | DL | 77.83 | 140 | FL | 21.32 | 100 |
| New York, NY Syracuse, NY | 209 | 502 | 130 | B6 | 54.06 | 94 | B6 | 54.06 | 94 |
| Miami, FL Tampa/St. Petersburg/Lakeland, FL | 204 | 314 | 112 | AA | 97.88 | 112 | AA | 97.88 | 112 |
| Chicago, IL Detroit, MI | 235 | 2,348 | 104 | NW | 44.80 | 101 | WN | 23.19 | 92 |
| Corpus Christi, TX Houston, TX | 201 | 320 | 101 | WN | 68.26 | 100 | WN | 68.26 | 100 |
| Dallas/Ft. Worth, TX Houston, TX | 247 | 4,481 | 101 | WN | 65.67 | 101 | CO | 20.64 | 98 |
| Las Vegas, NV Santa Ana, CA | 226 | 1,426 | 100 | HP | 58.72 | 103 | WN | 38.66 | 96 |
| Dallas/Ft. Worth, TX San Antonio, TX | 248 | 2,026 | 98 | WN | 73.79 | 95 | WN | 73.79 | 95 |
| Dallas/Ft. Worth, TX Tulsa, OK | 237 | 733 | 96 | WN | 66.14 | 94 | WN | 66.14 | 94 |
| Las Vegas, NV Los Angeles, CA | 236 | 3,597 | 95 | WN | 50.98 | 92 | WN | 50.98 | 92 |
| Glendale/Burbank, CA Las Vegas, NV | 223 | 1,983 | 94 | WN | 98.81 | 94 | WN | 98.81 | 94 |
| Philadelphia, PA Providence, RI | 238 | 605 | 93 | WN | 66.50 | 77 | WN | 66.50 | 77 |
| Kansas City, MO St. Louis, MO | 237 | 524 | 85 | WN | 100.00 | 85 | WN | 100.00 | 85 |
| Seattle, WA Spokane, WA | 224 | 1,487 | 84 | AS | 69.38 | 87 | WN | 26.87 | 76 |
| Las Vegas, NV Long Beach, CA | 231 | 576 | 77 | B6 | 100.00 | 77 | B6 | 100.00 | 77 |
| Baltimore, MD Islip/Long Island, NY | 220 | 600 | 68 | WN | 99.35 | 67 | WN | 99.35 | 67 |

*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-----|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 251-300 miles</u> | | | | | | | | | | |
| Chicago, IL | Cincinnati, OH | 264 | 553 | 230 | DL | 45.20 | 229 | UA | 29.10 | 218 |
| New York, NY | Norfolk, VA | 296 | 260 | 216 | US | 49.38 | 191 | DL | 10.80 | 138 |
| New York, NY | Richmond, VA | 292 | 550 | 210 | US | 56.17 | 182 | DL | 17.87 | 160 |
| Milwaukee, WI | Minneapolis/St.Paul, MN | 297 | 480 | 169 | NW | 75.84 | 171 | YX | 23.14 | 159 |
| Atlanta, GA | Jacksonville, FL | 270 | 718 | 152 | DL | 73.68 | 159 | FL | 25.53 | 133 |
| Atlanta, GA | Pensacola, FL | 272 | 197 | 131 | DL | 60.58 | 135 | FL | 37.85 | 123 |
| Boston, MA | Philadelphia, PA | 280 | 1,624 | 119 | US | 64.71 | 133 | FL | 26.20 | 81 |
| New York, NY | Rochester, NY | 264 | 997 | 114 | B6 | 68.51 | 86 | B6 | 68.51 | 86 |
| Burlington, VT | New York, NY | 267 | 480 | 111 | B6 | 68.06 | 93 | B6 | 68.06 | 93 |
| Baltimore, MD | Rochester, NY | 277 | 221 | 105 | FL | 92.51 | 103 | FL | 92.51 | 103 |
| Glendale/Burbank, CA | San Jose/Palo Alto, CA | 296 | 1,188 | 105 | WN | 99.99 | 105 | WN | 99.99 | 105 |
| Chicago, IL | Columbus, OH | 296 | 1,398 | 105 | WN | 49.79 | 87 | WN | 49.79 | 87 |
| Chicago, IL | St. Louis, MO | 258 | 1,715 | 102 | WN | 45.89 | 96 | WN | 45.89 | 96 |
| Newport News/Hampton/Wmsburg, VA | New York, NY | 288 | 306 | 100 | FL | 97.31 | 99 | FL | 97.31 | 99 |
| Philadelphia, PA | Pittsburgh, PA | 267 | 1,069 | 100 | US | 49.37 | 117 | WN | 46.62 | 79 |
| Boise, ID | Salt Lake City, UT | 291 | 390 | 99 | WN | 51.32 | 84 | WN | 51.32 | 84 |
| Las Vegas, NV | San Diego, CA | 258 | 2,155 | 94 | WN | 83.69 | 94 | WN | 83.69 | 94 |
| Manchester, NH | Philadelphia, PA | 290 | 626 | 94 | WN | 67.53 | 76 | WN | 67.53 | 76 |
| Las Vegas, NV | Phoenix, AZ | 256 | 3,165 | 93 | WN | 79.80 | 88 | WN | 79.80 | 88 |
| Harlingen, TX | Houston, TX | 295 | 536 | 93 | WN | 91.63 | 92 | WN | 91.63 | 92 |
| Baltimore, MD | Raleigh/Durham, NC | 255 | 551 | 92 | WN | 94.25 | 89 | WN | 94.25 | 89 |
| Dallas/Ft. Worth, TX | Lubbock, TX | 293 | 800 | 90 | WN | 82.52 | 88 | WN | 82.52 | 88 |
| Chicago, IL | Louisville, KY | 286 | 630 | 89 | WN | 70.65 | 78 | WN | 70.65 | 78 |
| Fresno, CA | Las Vegas, NV | 258 | 308 | 87 | G4 | 38.70 | 77 | G4 | 38.70 | 77 |
| Baltimore, MD | Hartford, CT/Springfield, MA | 283 | 790 | 86 | WN | 97.68 | 85 | WN | 97.68 | 85 |
| Portland, OR | Spokane, WA | 279 | 609 | 83 | WN | 60.37 | 76 | WN | 60.37 | 76 |
| Albany, NY | Baltimore, MD | 288 | 520 | 82 | WN | 96.99 | 81 | WN | 96.99 | 81 |
| Baltimore, MD | Buffalo, NY | 281 | 556 | 80 | WN | 96.90 | 79 | WN | 96.90 | 79 |
| Boise, ID | Spokane, WA | 287 | 408 | 78 | WN | 72.61 | 76 | WN | 72.61 | 76 |
| <u>Distance Block - 301-350 miles</u> | | | | | | | | | | |
| Atlanta, GA | Louisville, KY | 321 | 199 | 306 | DL | 90.95 | 313 | NW | 2.40 | 190 |
| New York, NY | Pittsburgh, PA | 340 | 883 | 271 | US | 61.53 | 273 | US | 61.53 | 273 |
| Atlanta, GA | Greensboro/High Point, NC | 306 | 266 | 227 | DL | 93.02 | 229 | US | 5.47 | 207 |
| Charlotte, NC | Nashville, TN | 329 | 212 | 222 | US | 86.69 | 227 | NW | 4.61 | 132 |
| Chicago, IL | Des Moines, IA | 306 | 206 | 219 | UA | 57.80 | 218 | UA | 57.80 | 218 |
| Cleveland, OH | Milwaukee, WI | 328 | 213 | 217 | CO | 57.46 | 217 | YX | 38.79 | 216 |
| Charlotte, NC | Washington, DC | 330 | 523 | 192 | US | 72.54 | 209 | UA | 23.98 | 142 |
| Hartford, CT/Springfield, MA | Washington, DC | 326 | 377 | 184 | US | 55.10 | 200 | UA | 43.75 | 163 |
| Glendale/Burbank, CA | San Francisco, CA | 326 | 355 | 183 | UA | 99.16 | 184 | UA | 99.16 | 184 |
| Boston, MA | Rochester, NY | 343 | 210 | 180 | US | 65.54 | 185 | US | 65.54 | 185 |
| Columbus, OH | Washington, DC | 322 | 310 | 179 | US | 64.85 | 182 | DL | 30.17 | 174 |
| Charlotte, NC | Jacksonville, FL | 329 | 197 | 165 | US | 87.25 | 165 | DL | 2.31 | 143 |
| Los Angeles, CA | San Francisco, CA | 337 | 1,807 | 160 | UA | 69.51 | 165 | AA | 23.47 | 145 |
| Albuquerque, NM | Denver, CO | 349 | 433 | 157 | F9 | 53.08 | 145 | F9 | 53.08 | 145 |
| Cleveland, OH | Washington, DC | 310 | 425 | 144 | CO | 75.19 | 146 | UA | 20.81 | 133 |
| Atlanta, GA | Memphis, TN | 332 | 795 | 141 | DL | 59.33 | 156 | FL | 28.47 | 108 |
| Chicago, IL | Minneapolis/St.Paul, MN | 349 | 2,863 | 120 | NW | 51.16 | 111 | NW | 51.16 | 111 |
| Houston, TX | New Orleans, LA | 305 | 1,492 | 113 | CO | 57.43 | 115 | WN | 42.16 | 109 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|---------------------------------------|-------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| San Jose/Palo Alto, CA | Santa Ana, CA | 342 | 1,640 | 111 | WN | 56.78 | 109 | WN | 56.78 | 109 |
| Glendale/Burbank, CA | Oakland/Berkeley, CA | 325 | 2,490 | 107 | WN | 99.72 | 107 | WN | 99.72 | 107 |
| Los Angeles, CA | San Jose/Palo Alto, CA | 308 | 2,038 | 105 | WN | 73.14 | 102 | WN | 73.14 | 102 |
| Austin, TX | Lubbock, TX | 341 | 279 | 104 | WN | 97.97 | 104 | WN | 97.97 | 104 |
| Los Angeles, CA | Oakland/Berkeley, CA | 337 | 3,025 | 104 | WN | 89.86 | 104 | UA | 9.40 | 103 |
| Philadelphia, PA | Raleigh/Durham, NC | 336 | 1,066 | 104 | WN | 50.87 | 79 | WN | 50.87 | 79 |
| Houston, TX | Mission/Mcallen, TX | 316 | 260 | 103 | CO | 98.59 | 103 | CO | 98.59 | 103 |
| Ontario, CA | San Jose/Palo Alto, CA | 333 | 941 | 100 | WN | 99.24 | 100 | WN | 99.24 | 100 |
| Las Vegas, NV | Reno, NV | 345 | 1,665 | 97 | WN | 93.58 | 97 | HP | 5.86 | 93 |
| Phoenix, AZ | Santa Ana, CA | 338 | 1,839 | 97 | WN | 51.64 | 94 | WN | 51.64 | 94 |
| Dallas/Ft. Worth, TX | Little Rock, AR | 304 | 727 | 95 | WN | 73.81 | 88 | WN | 73.81 | 88 |
| Chicago, IL | Cleveland, OH | 316 | 1,809 | 94 | WN | 33.96 | 86 | WN | 33.96 | 86 |
| Buffalo, NY | New York, NY | 301 | 1,746 | 94 | B6 | 61.94 | 88 | B6 | 61.94 | 88 |
| Ft. Lauderdale, FL | Jacksonville, FL | 318 | 750 | 92 | WN | 99.36 | 92 | WN | 99.36 | 92 |
| Dallas/Ft. Worth, TX | Midland/Odessa, TX | 319 | 587 | 90 | WN | 84.77 | 89 | WN | 84.77 | 89 |
| Baltimore, MD | Columbus, OH | 336 | 506 | 90 | WN | 93.37 | 88 | WN | 93.37 | 88 |
| Ontario, CA | Phoenix, AZ | 325 | 1,232 | 89 | WN | 81.43 | 88 | WN | 81.43 | 88 |
| Phoenix, AZ | San Diego, CA | 304 | 2,073 | 89 | WN | 73.92 | 87 | WN | 73.92 | 87 |
| Baltimore, MD | Cleveland, OH | 314 | 627 | 89 | WN | 64.88 | 87 | WN | 64.88 | 87 |
| Kansas City, MO | Oklahoma City, OK | 313 | 207 | 87 | WN | 99.04 | 87 | WN | 99.04 | 87 |
| Albuquerque, NM | Tucson, AZ | 321 | 224 | 87 | WN | 92.35 | 83 | WN | 92.35 | 83 |
| El Paso, TX | Phoenix, AZ | 347 | 527 | 86 | WN | 85.58 | 84 | WN | 85.58 | 84 |
| Amarillo, TX | Dallas/Ft. Worth, TX | 324 | 640 | 86 | WN | 82.02 | 83 | WN | 82.02 | 83 |
| Albuquerque, NM | Phoenix, AZ | 328 | 1,313 | 86 | WN | 83.86 | 85 | WN | 83.86 | 85 |
| Baltimore, MD | Providence, RI | 328 | 1,025 | 84 | WN | 98.33 | 84 | WN | 98.33 | 84 |
| Omaha, NE | St. Louis, MO | 342 | 363 | 82 | WN | 92.90 | 80 | WN | 92.90 | 80 |
| Boise, ID | Portland, OR | 344 | 734 | 81 | WN | 56.70 | 75 | WN | 56.70 | 75 |
| Distance Block - 351-400 miles | | | | | | | | | | |
| Atlanta, GA | Cincinnati, OH | 373 | 276 | 325 | DL | 94.48 | 330 | US | 2.42 | 182 |
| Cleveland, OH | Philadelphia, PA | 363 | 225 | 292 | US | 48.35 | 296 | US | 48.35 | 296 |
| Kansas City, MO | Minneapolis/St.Paul, MN | 393 | 329 | 291 | NW | 80.69 | 316 | YX | 5.57 | 175 |
| Charlotte, NC | Pittsburgh, PA | 366 | 209 | 198 | US | 79.47 | 208 | NW | 1.96 | 88 |
| Providence, RI | Washington, DC | 372 | 304 | 189 | US | 88.41 | 192 | UA | 10.06 | 161 |
| San Francisco, CA | Santa Ana, CA | 372 | 599 | 188 | UA | 67.31 | 192 | AA | 29.07 | 177 |
| Dayton, OH | Washington, DC | 391 | 205 | 176 | US | 85.23 | 175 | DL | 6.68 | 171 |
| Atlanta, GA | Raleigh/Durham, NC | 356 | 1,024 | 162 | DL | 64.07 | 185 | FL | 33.62 | 116 |
| Baton Rouge, LA | Dallas/Ft. Worth, TX | 383 | 267 | 160 | AA | 95.00 | 158 | AA | 95.00 | 158 |
| Corpus Christi, TX | Dallas/Ft. Worth, TX | 354 | 320 | 137 | WN | 68.47 | 128 | WN | 68.47 | 128 |
| Houston, TX | Little Rock, AR | 393 | 307 | 134 | CO | 49.04 | 132 | WN | 47.63 | 132 |
| Baltimore, MD | Charlotte, NC | 360 | 561 | 129 | US | 56.70 | 146 | FL | 32.90 | 94 |
| Denver, CO | Salt Lake City, UT | 391 | 1,209 | 128 | F9 | 30.15 | 127 | WN | 15.94 | 66 |
| Las Vegas, NV | Sacramento, CA | 397 | 1,531 | 121 | WN | 79.68 | 121 | WN | 79.68 | 121 |
| Ontario, CA | Reno, NV | 394 | 257 | 120 | WN | 94.03 | 119 | WN | 94.03 | 119 |
| Los Angeles, CA | Reno, NV | 390 | 774 | 119 | WN | 60.33 | 119 | AS | 21.42 | 115 |
| Las Vegas, NV | San Jose/Palo Alto, CA | 386 | 1,557 | 118 | WN | 72.55 | 116 | WN | 72.55 | 116 |
| Las Vegas, NV | Salt Lake City, UT | 368 | 1,137 | 116 | WN | 69.03 | 108 | WN | 69.03 | 108 |
| Oakland/Berkeley, CA | Santa Ana, CA | 371 | 2,111 | 107 | WN | 67.76 | 110 | AS | 22.52 | 98 |
| Ontario, CA | San Francisco, CA | 363 | 240 | 106 | UA | 98.33 | 105 | UA | 98.33 | 105 |
| Glendale/Burbank, CA | Sacramento, CA | 358 | 1,470 | 101 | WN | 99.08 | 101 | WN | 99.08 | 101 |
| Oakland/Berkeley, CA | Ontario, CA | 361 | 1,655 | 101 | WN | 98.95 | 101 | WN | 98.95 | 101 |
| Ontario, CA | Sacramento, CA | 389 | 1,760 | 101 | WN | 97.97 | 100 | WN | 97.97 | 100 |
| Los Angeles, CA | Sacramento, CA | 373 | 1,761 | 100 | WN | 78.64 | 98 | WN | 78.64 | 98 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|---------------------------------------|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Baltimore, MD | Boston, MA | 370 | 1,153 | 100 | FL | 62.91 | 91 | FL | 62.91 | 91 |
| Houston, TX | Jackson/Vicksburg, MS | 359 | 363 | 97 | WN | 67.18 | 90 | WN | 67.18 | 90 |
| Glendale/Burbank, CA | Phoenix, AZ | 369 | 1,446 | 93 | WN | 75.92 | 92 | WN | 75.92 | 92 |
| Los Angeles, CA | Phoenix, AZ | 370 | 2,499 | 92 | WN | 60.76 | 87 | WN | 60.76 | 87 |
| Long Beach, CA | Phoenix, AZ | 355 | 263 | 90 | HP | 98.56 | 89 | HP | 98.56 | 89 |
| San Diego, CA | Tucson, AZ | 367 | 501 | 89 | WN | 94.13 | 86 | WN | 94.13 | 86 |
| Las Vegas, NV | Tucson, AZ | 365 | 705 | 88 | WN | 86.98 | 85 | WN | 86.98 | 85 |
| Boise, ID | Seattle, WA | 399 | 809 | 83 | AS | 56.42 | 87 | WN | 41.57 | 78 |
| Baltimore, MD | Manchester, NH | 377 | 1,007 | 83 | WN | 98.26 | 82 | WN | 98.26 | 82 |
| Long Beach, CA | Oakland/Berkeley, CA | 353 | 1,320 | 80 | B6 | 100.00 | 80 | B6 | 100.00 | 80 |
| Distance Block - 401-450 miles | | | | | | | | | | |
| Charlotte, NC | Philadelphia, PA | 447 | 411 | 298 | US | 83.12 | 315 | CO | 1.70 | 159 |
| Cincinnati, OH | Washington, DC | 411 | 288 | 283 | DL | 93.24 | 284 | NW | 1.51 | 189 |
| Atlanta, GA | Columbus, OH | 446 | 333 | 281 | DL | 85.91 | 288 | NW | 1.57 | 193 |
| Dallas/Ft. Worth, TX | Memphis, TN | 432 | 303 | 248 | AA | 67.32 | 251 | NW | 26.37 | 248 |
| Minneapolis/St. Paul, MN | St. Louis, MO | 449 | 442 | 232 | NW | 54.48 | 246 | AA | 38.03 | 216 |
| Baltimore, MD | Detroit, MI | 408 | 302 | 225 | NW | 71.76 | 245 | WN | 16.99 | 159 |
| New York, NY | Raleigh/Durham, NC | 431 | 1,515 | 193 | AA | 41.04 | 197 | DL | 15.15 | 179 |
| Charleston, SC | Washington, DC | 444 | 270 | 192 | UA | 47.39 | 177 | UA | 47.39 | 177 |
| Columbia, SC | Washington, DC | 408 | 247 | 190 | UA | 48.25 | 159 | UA | 48.25 | 159 |
| Detroit, MI | Washington, DC | 405 | 1,053 | 186 | NW | 58.21 | 215 | NK | 14.93 | 108 |
| Manchester, NH | Washington, DC | 418 | 211 | 177 | US | 56.15 | 180 | UA | 41.27 | 170 |
| San Diego, CA | San Francisco, CA | 447 | 764 | 175 | UA | 94.55 | 175 | UA | 94.55 | 175 |
| Cleveland, OH | New York, NY | 425 | 1,099 | 170 | CO | 85.43 | 172 | AA | 10.25 | 152 |
| Atlanta, GA | New Orleans, LA | 425 | 523 | 169 | DL | 69.70 | 178 | FL | 28.90 | 148 |
| Atlanta, GA | Tampa/St. Petersburg/Lakeland, FL | 406 | 1,521 | 169 | DL | 63.65 | 180 | FL | 34.37 | 147 |
| Atlanta, GA | Orlando/Kissimmee, FL | 403 | 1,968 | 166 | DL | 63.13 | 179 | FL | 35.84 | 143 |
| Boston, MA | Washington, DC | 413 | 2,962 | 154 | UA | 30.51 | 125 | B6 | 24.12 | 75 |
| Atlanta, GA | Indianapolis, IN | 432 | 599 | 154 | DL | 59.62 | 158 | FL | 30.35 | 141 |
| Hartford, CT/Springfield, MA | Pittsburgh, PA | 406 | 214 | 153 | US | 89.83 | 154 | NW | 2.44 | 94 |
| Atlanta, GA | Dayton, OH | 432 | 635 | 152 | DL | 50.37 | 176 | FL | 48.11 | 125 |
| Atlanta, GA | Sarasota/Bradenton, FL | 445 | 318 | 147 | DL | 65.29 | 154 | FL | 33.03 | 132 |
| Dallas/Ft. Worth, TX | New Orleans, LA | 448 | 861 | 137 | WN | 52.48 | 126 | WN | 52.48 | 126 |
| Houston, TX | Oklahoma City, OK | 419 | 602 | 135 | WN | 51.90 | 131 | WN | 51.90 | 131 |
| Houston, TX | Midland/Odessa, TX | 441 | 449 | 133 | WN | 64.13 | 131 | WN | 64.13 | 131 |
| Indio/Palm Springs, CA | San Francisco, CA | 421 | 509 | 133 | AS | 73.51 | 130 | AS | 73.51 | 130 |
| Las Vegas, NV | San Francisco, CA | 414 | 1,618 | 127 | UA | 56.16 | 126 | UA | 56.16 | 126 |
| Las Vegas, NV | Oakland/Berkeley, CA | 407 | 2,203 | 121 | WN | 86.06 | 121 | WN | 86.06 | 121 |
| Reno, NV | Santa Ana, CA | 415 | 300 | 119 | WN | 50.24 | 124 | AQ | 37.78 | 107 |
| Reno, NV | Salt Lake City, UT | 422 | 306 | 114 | WN | 58.70 | 102 | WN | 58.70 | 102 |
| Detroit, MI | St. Louis, MO | 440 | 658 | 114 | NW | 57.74 | 121 | WN | 39.19 | 101 |
| Nashville, TN | Raleigh/Durham, NC | 443 | 463 | 113 | WN | 91.91 | 109 | WN | 91.91 | 109 |
| Columbus, OH | St. Louis, MO | 410 | 258 | 112 | WN | 55.43 | 93 | WN | 55.43 | 93 |
| San Diego, CA | San Jose/Palo Alto, CA | 417 | 2,005 | 112 | WN | 75.96 | 111 | WN | 75.96 | 111 |
| Oakland/Berkeley, CA | San Diego, CA | 446 | 2,605 | 110 | WN | 98.43 | 110 | WN | 98.43 | 110 |
| Sacramento, CA | Santa Ana, CA | 404 | 1,342 | 109 | WN | 95.41 | 108 | WN | 95.41 | 108 |
| Chicago, IL | Nashville, TN | 409 | 1,192 | 107 | WN | 60.98 | 94 | WN | 60.98 | 94 |
| Chicago, IL | Kansas City, MO | 405 | 1,737 | 104 | WN | 53.18 | 96 | WN | 53.18 | 96 |
| Baltimore, MD | Dayton, OH | 406 | 320 | 103 | FL | 93.20 | 98 | FL | 93.20 | 98 |
| Akron/Canton, OH | New York, NY | 402 | 356 | 100 | FL | 96.13 | 98 | FL | 96.13 | 98 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|--|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Cleveland, OH | Nashville, TN | 448 | 406 | 98 | WN | 70.19 | 95 | WN | 70.19 | 95 |
| Chicago, IL | Pittsburgh, PA | 412 | 1,085 | 97 | WN | 38.00 | 76 | WN | 38.00 | 76 |
| Chicago, IL | Omaha, NE | 423 | 844 | 95 | WN | 55.77 | 81 | WN | 55.77 | 81 |
| Portland, OR | Reno, NV | 444 | 501 | 91 | WN | 92.96 | 88 | WN | 92.96 | 88 |
| <u>Distance Block - 451-500 miles</u> | | | | | | | | | | |
| Boston, MA | Pittsburgh, PA | 496 | 315 | 288 | US | 68.89 | 338 | NW | 12.28 | 104 |
| Atlanta, GA | St. Louis, MO | 483 | 547 | 254 | DL | 50.36 | 264 | AA | 42.19 | 250 |
| Detroit, MI | Philadelphia, PA | 453 | 670 | 238 | NW | 60.13 | 253 | US | 27.49 | 230 |
| Columbus, OH | New York, NY | 483 | 844 | 230 | CO | 34.86 | 265 | DL | 12.88 | 188 |
| Chicago, IL | Memphis, TN | 491 | 419 | 214 | UA | 33.97 | 191 | UA | 33.97 | 191 |
| Charlotte, NC | Detroit, MI | 500 | 331 | 200 | NW | 47.69 | 184 | NW | 47.69 | 184 |
| Greensboro/High Point, NC | New York, NY | 461 | 542 | 188 | US | 41.96 | 185 | DL | 28.56 | 164 |
| Boston, MA | Richmond, VA | 474 | 206 | 173 | US | 78.62 | 176 | UA | 15.46 | 159 |
| Denver, CO | Oklahoma City, OK | 495 | 282 | 169 | UA | 55.37 | 170 | F9 | 41.52 | 166 |
| Indianapolis, IN | Washington, DC | 499 | 450 | 164 | US | 59.66 | 176 | NW | 17.79 | 129 |
| Albuquerque, NM | Salt Lake City, UT | 493 | 204 | 163 | DL | 60.10 | 171 | WN | 32.34 | 150 |
| Denver, CO | Omaha, NE | 472 | 451 | 156 | F9 | 61.37 | 146 | F9 | 61.37 | 146 |
| Charlotte, NC | Orlando/Kissimmee, FL | 468 | 669 | 152 | US | 81.88 | 154 | FL | 5.82 | 105 |
| Dallas/Ft. Worth, TX | Harlingen, TX | 461 | 286 | 141 | WN | 97.75 | 141 | WN | 97.75 | 141 |
| Atlanta, GA | Richmond, VA | 481 | 669 | 140 | DL | 61.40 | 145 | FL | 36.21 | 129 |
| Houston, TX | Tulsa, OK | 453 | 726 | 138 | WN | 53.06 | 135 | WN | 53.06 | 135 |
| Detroit, MI | Nashville, TN | 457 | 599 | 137 | NW | 68.90 | 142 | WN | 28.95 | 123 |
| El Paso, TX | San Antonio, TX | 496 | 310 | 135 | WN | 95.52 | 134 | WN | 95.52 | 134 |
| Albuquerque, NM | Las Vegas, NV | 487 | 643 | 133 | WN | 87.04 | 135 | HP | 11.62 | 114 |
| Birmingham, AL | Orlando/Kissimmee, FL | 478 | 329 | 127 | WN | 78.36 | 117 | WN | 78.36 | 117 |
| Birmingham, AL | Tampa/St. Petersburg/Lakeland, FL | 460 | 288 | 127 | WN | 87.72 | 119 | WN | 87.72 | 119 |
| Reno, NV | San Diego, CA | 488 | 409 | 126 | WN | 87.97 | 124 | WN | 87.97 | 124 |
| Houston, TX | Lubbock, TX | 475 | 317 | 123 | WN | 59.26 | 123 | CO | 38.18 | 121 |
| New Orleans, LA | Tampa/St. Petersburg/Lakeland, FL | 487 | 341 | 119 | WN | 86.96 | 109 | WN | 86.96 | 109 |
| Jacksonville, FL | Nashville, TN | 484 | 323 | 118 | WN | 90.33 | 115 | WN | 90.33 | 115 |
| Buffalo, NY | Chicago, IL | 473 | 461 | 115 | UA | 39.97 | 133 | WN | 39.92 | 81 |
| Cleveland, OH | St. Louis, MO | 487 | 371 | 105 | WN | 47.68 | 96 | WN | 47.68 | 96 |
| Sacramento, CA | San Diego, CA | 480 | 1,952 | 104 | WN | 96.92 | 103 | WN | 96.92 | 103 |
| Nashville, TN | New Orleans, LA | 471 | 271 | 102 | WN | 89.41 | 94 | WN | 89.41 | 94 |
| Baltimore, MD | Louisville, KY | 495 | 485 | 101 | WN | 92.50 | 99 | NW | 1.67 | 92 |
| Dallas/Ft. Worth, TX | Kansas City, MO | 461 | 1,289 | 99 | AA | 56.29 | 105 | WN | 42.07 | 89 |
| Kansas City, MO | Nashville, TN | 491 | 365 | 99 | WN | 91.70 | 96 | WN | 91.70 | 96 |
| Los Angeles, CA | Tucson, AZ | 451 | 1,052 | 93 | WN | 75.76 | 87 | WN | 75.76 | 87 |
| Portland, OR | Sacramento, CA | 479 | 1,097 | 93 | WN | 64.15 | 91 | WN | 64.15 | 91 |
| <u>Distance Block - 501-550 miles</u> | | | | | | | | | | |
| Cincinnati, OH | Philadelphia, PA | 507 | 233 | 294 | DL | 57.74 | 304 | US | 37.01 | 278 |
| Detroit, MI | Minneapolis/St. Paul, MN | 528 | 577 | 284 | NW | 85.48 | 304 | AA | 2.83 | 148 |
| Indianapolis, IN | Minneapolis/St. Paul, MN | 503 | 285 | 261 | NW | 68.10 | 298 | AA | 10.14 | 169 |
| Charlotte, NC | New York, NY | 543 | 1,651 | 201 | US | 47.66 | 236 | AA | 14.49 | 145 |
| Detroit, MI | New York, NY | 508 | 2,292 | 186 | NW | 62.73 | 186 | NK | 16.82 | 114 |
| Denver, CO | Tulsa, OK | 541 | 265 | 178 | UA | 61.53 | 181 | F9 | 35.11 | 167 |
| Atlanta, GA | Ft. Myers, FL | 515 | 462 | 173 | DL | 63.38 | 188 | FL | 34.21 | 147 |
| Charlotte, NC | Tampa/St. Petersburg/Lakeland, FL | 508 | 437 | 173 | US | 79.93 | 174 | FL | 5.60 | 138 |
| Detroit, MI | Raleigh/Durham, NC | 501 | 322 | 171 | NW | 67.63 | 179 | WN | 13.58 | 138 |

*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|---------------------------------------|----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Atlanta, GA | West Palm Beach, FL | 545 | 722 | 169 | DL | 61.06 | 187 | FL | 37.08 | 139 |
| Hartford, CT/Springfield, MA | Raleigh/Durham, NC | 532 | 250 | 165 | AA | 51.56 | 186 | WN | 30.56 | 133 |
| Portland, OR | San Francisco, CA | 550 | 599 | 153 | UA | 56.30 | 156 | AS | 36.91 | 148 |
| Denver, CO | Kansas City, MO | 533 | 789 | 150 | F9 | 58.58 | 143 | F9 | 58.58 | 143 |
| Atlanta, GA | Pittsburgh, PA | 526 | 721 | 148 | DL | 69.88 | 152 | FL | 26.08 | 132 |
| Atlanta, GA | Washington, DC | 547 | 3,326 | 147 | DL | 65.21 | 164 | FL | 26.18 | 106 |
| Sacramento, CA | Salt Lake City, UT | 532 | 416 | 142 | DL | 83.61 | 139 | DL | 83.61 | 139 |
| Amarillo, TX | Houston, TX | 538 | 249 | 141 | WN | 51.69 | 143 | CO | 44.39 | 140 |
| Akron/Canton, OH | Atlanta, GA | 528 | 322 | 141 | FL | 60.38 | 130 | FL | 60.38 | 130 |
| Austin, TX | El Paso, TX | 528 | 331 | 138 | WN | 97.38 | 138 | WN | 97.38 | 138 |
| Salt Lake City, UT | Spokane, WA | 546 | 202 | 135 | WN | 50.74 | 117 | WN | 50.74 | 117 |
| Phoenix, AZ | Salt Lake City, UT | 507 | 1,634 | 135 | WN | 51.60 | 133 | WN | 51.60 | 133 |
| Boise, ID | Las Vegas, NV | 520 | 351 | 129 | WN | 87.61 | 128 | WN | 87.61 | 128 |
| Baltimore, MD | Indianapolis, IN | 515 | 302 | 127 | WN | 73.42 | 127 | NW | 5.96 | 106 |
| Orlando/Kissimmee, FL | Raleigh/Durham, NC | 534 | 582 | 121 | WN | 70.37 | 109 | WN | 70.37 | 109 |
| Jacksonville, FL | Norfolk, VA | 543 | 269 | 118 | WN | 80.11 | 108 | WN | 80.11 | 108 |
| New Orleans, LA | Orlando/Kissimmee, FL | 550 | 490 | 116 | WN | 72.37 | 106 | WN | 72.37 | 106 |
| Oakland/Berkeley, CA | Portland, OR | 543 | 1,024 | 113 | WN | 55.32 | 116 | AS | 42.05 | 109 |
| Atlanta, GA | Newport News/Hampton/Wmsburg, VA | 508 | 430 | 113 | FL | 67.18 | 106 | FL | 67.18 | 106 |
| Distance Block - 551-600 miles | | | | | | | | | | |
| Cincinnati, OH | New York, NY | 589 | 703 | 311 | DL | 72.60 | 307 | DL | 72.60 | 307 |
| Dallas/Ft. Worth, TX | Omaha, NE | 585 | 256 | 237 | AA | 80.97 | 254 | YX | 4.34 | 133 |
| Charlotte, NC | Chicago, IL | 599 | 732 | 210 | UA | 41.20 | 213 | UA | 41.20 | 213 |
| Birmingham, AL | Dallas/Ft. Worth, TX | 597 | 295 | 200 | AA | 76.60 | 196 | NW | 1.66 | 172 |
| Salt Lake City, UT | San Francisco, CA | 599 | 399 | 197 | UA | 53.11 | 185 | UA | 53.11 | 185 |
| Dayton, OH | New York, NY | 554 | 399 | 173 | US | 42.88 | 173 | US | 42.88 | 173 |
| Atlanta, GA | Cleveland, OH | 554 | 520 | 173 | DL | 54.57 | 176 | CO | 40.88 | 168 |
| Chicago, IL | Tulsa, OK | 585 | 268 | 172 | AA | 55.68 | 168 | AA | 55.68 | 168 |
| Indianapolis, IN | Philadelphia, PA | 587 | 208 | 171 | US | 73.01 | 171 | AA | 2.14 | 147 |
| Nashville, TN | Washington, DC | 562 | 383 | 169 | AA | 35.81 | 166 | AA | 35.81 | 166 |
| Charlotte, NC | West Palm Beach, FL | 590 | 227 | 168 | US | 81.81 | 169 | UA | 10.98 | 162 |
| Salt Lake City, UT | Santa Ana, CA | 588 | 611 | 165 | DL | 80.47 | 170 | WN | 13.54 | 136 |
| Atlanta, GA | Ft. Lauderdale, FL | 581 | 1,693 | 163 | DL | 60.70 | 178 | FL | 32.48 | 139 |
| Chicago, IL | Little Rock, AR | 552 | 261 | 160 | AA | 56.54 | 167 | WN | 38.90 | 148 |
| Boston, MA | Cleveland, OH | 563 | 340 | 155 | CO | 91.93 | 150 | CO | 91.93 | 150 |
| Birmingham, AL | Chicago, IL | 584 | 356 | 154 | WN | 56.50 | 145 | WN | 56.50 | 145 |
| Atlanta, GA | Baltimore, MD | 576 | 1,230 | 154 | DL | 65.90 | 162 | FL | 30.88 | 136 |
| Atlanta, GA | Miami, FL | 595 | 1,578 | 153 | DL | 50.27 | 164 | FL | 18.57 | 129 |
| Atlanta, GA | Detroit, MI | 594 | 1,201 | 151 | NW | 41.32 | 154 | FL | 15.85 | 121 |
| Glendale/Burbank, CA | Salt Lake City, UT | 574 | 270 | 150 | DL | 56.74 | 160 | WN | 37.25 | 135 |
| Birmingham, AL | Houston, TX | 570 | 333 | 150 | CO | 53.81 | 152 | WN | 41.88 | 144 |
| Salt Lake City, UT | San Jose/Palo Alto, CA | 585 | 369 | 150 | DL | 77.36 | 153 | WN | 20.23 | 134 |
| Ontario, CA | Salt Lake City, UT | 558 | 431 | 141 | DL | 69.47 | 144 | WN | 27.77 | 130 |
| Albuquerque, NM | Dallas/Ft. Worth, TX | 580 | 750 | 137 | WN | 63.31 | 135 | WN | 63.31 | 135 |
| Myrtle Beach, SC | New York, NY | 563 | 456 | 136 | NK | 68.85 | 125 | NK | 68.85 | 125 |
| Los Angeles, CA | Salt Lake City, UT | 590 | 1,767 | 132 | WN | 46.14 | 113 | WN | 46.14 | 113 |
| El Paso, TX | Las Vegas, NV | 584 | 384 | 128 | WN | 78.96 | 128 | WN | 78.96 | 128 |
| Dallas/Ft. Worth, TX | El Paso, TX | 562 | 784 | 125 | WN | 67.15 | 124 | WN | 67.15 | 124 |
| Oakland/Berkeley, CA | Salt Lake City, UT | 588 | 923 | 125 | WN | 66.57 | 124 | WN | 66.57 | 124 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|---------------------------------------|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Raleigh/Durham, NC | Tampa/St. Petersburg/Lakeland, FL | 587 | 444 | 123 | WN | 73.33 | 109 | WN | 73.33 | 109 |
| Portland, OR | San Jose/Palo Alto, CA | 569 | 997 | 111 | AS | 57.93 | 112 | WN | 32.82 | 108 |
| Baltimore, MD | Nashville, TN | 587 | 745 | 111 | WN | 93.62 | 109 | NW | 1.15 | 92 |
| Reno, NV | Seattle, WA | 564 | 639 | 105 | AS | 52.18 | 104 | AS | 52.18 | 104 |
| Long Beach, CA | Salt Lake City, UT | 589 | 345 | 103 | B6 | 78.39 | 103 | DL | 19.71 | 101 |
| Dallas/Ft. Worth, TX | St. Louis, MO | 551 | 1,350 | 95 | AA | 65.76 | 100 | WN | 33.18 | 85 |
| Distance Block - 601-650 miles | | | | | | | | | | |
| Boston, MA | Detroit, MI | 632 | 434 | 292 | NW | 81.66 | 309 | DL | 1.95 | 154 |
| Huntsville/Decatur, AL | Washington, DC | 613 | 265 | 284 | US | 57.33 | 259 | US | 57.33 | 259 |
| Columbus, OH | Minneapolis/St.Paul, MN | 627 | 223 | 269 | NW | 69.17 | 296 | YX | 5.68 | 141 |
| Cleveland, OH | Minneapolis/St.Paul, MN | 622 | 277 | 268 | NW | 43.31 | 296 | CO | 30.41 | 291 |
| Dallas/Ft. Worth, TX | Nashville, TN | 631 | 499 | 244 | AA | 88.36 | 245 | DL | 1.47 | 223 |
| Detroit, MI | Memphis, TN | 610 | 200 | 235 | NW | 87.40 | 244 | UA | 3.33 | 130 |
| Chicago, IL | Richmond, VA | 642 | 246 | 234 | UA | 58.21 | 238 | UA | 58.21 | 238 |
| Boston, MA | Raleigh/Durham, NC | 612 | 466 | 222 | AA | 52.29 | 237 | DL | 33.02 | 204 |
| Detroit, MI | Kansas City, MO | 629 | 348 | 217 | NW | 70.81 | 236 | WN | 21.56 | 169 |
| Greenville/Spartanburg, SC | New York, NY | 610 | 288 | 207 | US | 36.33 | 192 | DL | 25.80 | 166 |
| Grand Rapids, MI | New York, NY | 626 | 230 | 206 | CO | 34.65 | 238 | AA | 27.70 | 174 |
| Charleston, SC | New York, NY | 641 | 425 | 198 | DL | 36.23 | 188 | DL | 36.23 | 188 |
| Colorado Springs, CO | Dallas/Ft. Worth, TX | 603 | 207 | 197 | AA | 92.43 | 199 | UA | 5.10 | 164 |
| Dallas/Ft. Worth, TX | Denver, CO | 650 | 1,707 | 194 | AA | 43.40 | 206 | F9 | 27.22 | 178 |
| Columbia, SC | New York, NY | 617 | 253 | 185 | DL | 48.11 | 152 | DL | 48.11 | 152 |
| Boise, ID | Denver, CO | 649 | 243 | 174 | UA | 61.20 | 183 | F9 | 23.60 | 150 |
| Atlanta, GA | Chicago, IL | 606 | 2,709 | 173 | DL | 37.30 | 185 | FL | 20.08 | 134 |
| Denver, CO | Tucson, AZ | 639 | 363 | 171 | UA | 49.40 | 180 | F9 | 32.00 | 158 |
| Salt Lake City, UT | San Diego, CA | 626 | 742 | 167 | DL | 70.15 | 169 | WN | 21.86 | 159 |
| Chicago, IL | Washington, DC | 612 | 2,720 | 161 | UA | 59.65 | 178 | TZ | 14.41 | 107 |
| Albuquerque, NM | San Diego, CA | 628 | 328 | 158 | WN | 84.11 | 159 | HP | 11.75 | 147 |
| Charlotte, NC | Ft. Lauderdale, FL | 632 | 472 | 157 | US | 81.16 | 156 | FL | 3.76 | 141 |
| Chicago, IL | Raleigh/Durham, NC | 647 | 869 | 153 | AA | 40.18 | 159 | WN | 29.99 | 135 |
| Milwaukee, WI | Washington, DC | 634 | 361 | 151 | YX | 81.06 | 149 | YX | 81.06 | 149 |
| Jacksonville, FL | Washington, DC | 634 | 557 | 150 | US | 50.90 | 159 | UA | 32.12 | 140 |
| Portland, OR | Salt Lake City, UT | 630 | 650 | 146 | DL | 49.93 | 160 | WN | 45.27 | 127 |
| Phoenix, AZ | San Jose/Palo Alto, CA | 621 | 1,301 | 144 | WN | 57.61 | 138 | WN | 57.61 | 138 |
| Oakland/Berkeley, CA | Phoenix, AZ | 646 | 1,511 | 143 | WN | 72.98 | 141 | WN | 72.98 | 141 |
| Phoenix, AZ | Sacramento, CA | 647 | 1,199 | 142 | WN | 65.31 | 140 | WN | 65.31 | 140 |
| Nashville, TN | Orlando/Kissimmee, FL | 616 | 628 | 141 | WN | 93.07 | 138 | WN | 93.07 | 138 |
| Phoenix, AZ | Reno, NV | 601 | 589 | 141 | WN | 54.11 | 138 | WN | 54.11 | 138 |
| Atlanta, GA | Flint, MI | 644 | 251 | 141 | FL | 67.77 | 137 | FL | 67.77 | 137 |
| Nashville, TN | Tampa/St. Petersburg/Lakeland, FL | 612 | 564 | 140 | WN | 91.47 | 137 | AA | 1.42 | 128 |
| Sacramento, CA | Seattle, WA | 605 | 934 | 130 | AS | 56.24 | 127 | AS | 56.24 | 127 |
| Baltimore, MD | Chicago, IL | 621 | 1,541 | 130 | UA | 40.60 | 141 | AA | 14.94 | 115 |
| Colorado Springs, CO | Las Vegas, NV | 604 | 318 | 111 | G4 | 47.27 | 87 | G4 | 47.27 | 87 |
| Denver, CO | Phoenix, AZ | 602 | 3,511 | 99 | UA | 29.95 | 101 | WN | 22.89 | 85 |
| Denver, CO | Las Vegas, NV | 629 | 2,988 | 97 | F9 | 30.75 | 91 | WN | 27.86 | 83 |
| Distance Block - 651-700 miles | | | | | | | | | | |
| Memphis, TN | Minneapolis/St.Paul, MN | 700 | 199 | 280 | NW | 81.65 | 307 | UA | 5.58 | 122 |
| Louisville, KY | New York, NY | 662 | 333 | 240 | US | 38.69 | 221 | NW | 10.73 | 126 |
| Minneapolis/St.Paul, MN | Nashville, TN | 695 | 230 | 225 | NW | 75.86 | 238 | YX | 7.92 | 129 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|---------------------------------------|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Memphis, TN | Tampa/St. Petersburg/Lakeland, FL | 656 | 211 | 205 | NW | 68.85 | 211 | FL | 12.07 | 161 |
| Indianapolis, IN | New York, NY | 664 | 801 | 205 | US | 37.77 | 181 | NW | 20.12 | 170 |
| Raleigh/Durham, NC | St. Louis, MO | 667 | 201 | 193 | AA | 69.78 | 194 | WN | 15.64 | 176 |
| Chicago, IL | Oklahoma City, OK | 693 | 207 | 189 | AA | 44.48 | 184 | AA | 44.48 | 184 |
| Memphis, TN | Orlando/Kissimmee, FL | 683 | 403 | 187 | NW | 63.43 | 196 | FL | 13.98 | 157 |
| Atlanta, GA | Houston, TX | 696 | 1,518 | 180 | DL | 39.66 | 183 | FL | 19.10 | 150 |
| Nashville, TN | Philadelphia, PA | 675 | 343 | 178 | US | 50.44 | 214 | WN | 36.10 | 134 |
| Miami, FL | New Orleans, LA | 674 | 234 | 174 | AA | 85.24 | 162 | AA | 85.24 | 162 |
| Atlanta, GA | Philadelphia, PA | 665 | 1,770 | 173 | DL | 53.40 | 183 | FL | 26.44 | 144 |
| San Francisco, CA | Seattle, WA | 679 | 1,170 | 170 | UA | 45.97 | 181 | AS | 44.88 | 159 |
| Houston, TX | Kansas City, MO | 666 | 527 | 169 | CO | 56.03 | 171 | WN | 34.82 | 168 |
| Miami, FL | Raleigh/Durham, NC | 700 | 323 | 167 | AA | 86.03 | 161 | FL | 2.58 | 148 |
| El Paso, TX | Houston, TX | 677 | 380 | 166 | WN | 58.31 | 166 | WN | 58.31 | 166 |
| Charlotte, NC | Miami, FL | 651 | 410 | 160 | US | 52.21 | 170 | AA | 32.94 | 148 |
| Boise, ID | Los Angeles, CA | 674 | 252 | 160 | AS | 45.77 | 157 | UA | 13.66 | 145 |
| Ft. Lauderdale, FL | Raleigh/Durham, NC | 680 | 203 | 160 | WN | 50.71 | 150 | FL | 19.31 | 143 |
| Houston, TX | Nashville, TN | 670 | 560 | 158 | WN | 56.83 | 155 | WN | 56.83 | 155 |
| Phoenix, AZ | San Francisco, CA | 651 | 1,018 | 157 | HP | 50.16 | 169 | UA | 46.99 | 144 |
| Albuquerque, NM | Los Angeles, CA | 677 | 615 | 157 | WN | 78.60 | 159 | UA | 12.45 | 146 |
| Houston, TX | St. Louis, MO | 687 | 657 | 155 | WN | 52.88 | 150 | WN | 52.88 | 150 |
| Milwaukee, WI | Philadelphia, PA | 690 | 295 | 150 | YX | 57.85 | 148 | US | 32.58 | 147 |
| Baltimore, MD | Birmingham, AL | 682 | 359 | 148 | WN | 90.56 | 145 | WN | 90.56 | 145 |
| Salt Lake City, UT | Seattle, WA | 689 | 901 | 145 | DL | 52.35 | 155 | WN | 41.25 | 130 |
| Atlanta, GA | Milwaukee, WI | 669 | 615 | 142 | DL | 43.10 | 152 | FL | 22.27 | 126 |
| Atlanta, GA | Kansas City, MO | 692 | 788 | 140 | DL | 76.60 | 143 | FL | 17.20 | 116 |
| Orlando/Kissimmee, FL | Richmond, VA | 667 | 221 | 136 | FL | 74.50 | 124 | FL | 74.50 | 124 |
| Chicago, IL | Philadelphia, PA | 678 | 2,290 | 132 | UA | 29.33 | 154 | AA | 25.57 | 116 |
| Baltimore, MD | Jacksonville, FL | 663 | 458 | 131 | WN | 79.41 | 131 | FL | 4.37 | 115 |
| San Jose/Palo Alto, CA | Seattle, WA | 697 | 1,258 | 130 | AS | 68.70 | 129 | WN | 20.38 | 125 |
| Denver, CO | Minneapolis/St. Paul, MN | 680 | 1,441 | 127 | NW | 53.53 | 124 | SY | 10.78 | 105 |
| Indianapolis, IN | Jacksonville, FL | 688 | 234 | 126 | WN | 42.15 | 110 | WN | 42.15 | 110 |
| Norfolk, VA | Orlando/Kissimmee, FL | 655 | 409 | 121 | WN | 69.52 | 109 | WN | 69.52 | 109 |
| Oakland/Berkeley, CA | Seattle, WA | 671 | 1,692 | 120 | WN | 47.75 | 118 | WN | 47.75 | 118 |
| Distance Block - 701-750 miles | | | | | | | | | | |
| Dallas/Ft. Worth, TX | Louisville, KY | 733 | 204 | 258 | AA | 77.03 | 268 | UA | 1.85 | 193 |
| Chicago, IL | White Plains, NY | 738 | 398 | 222 | AA | 53.13 | 228 | UA | 42.38 | 215 |
| St. Louis, MO | Washington, DC | 719 | 492 | 215 | AA | 87.01 | 217 | TZ | 1.42 | 156 |
| Milwaukee, WI | New York, NY | 746 | 722 | 191 | YX | 73.37 | 188 | YX | 73.37 | 188 |
| Atlanta, GA | Dallas/Ft. Worth, TX | 732 | 2,495 | 187 | DL | 40.22 | 194 | FL | 18.18 | 161 |
| New York, NY | Savannah, GA | 722 | 434 | 187 | DL | 44.72 | 192 | FL | 12.53 | 133 |
| Boston, MA | Charlotte, NC | 727 | 587 | 175 | US | 70.90 | 187 | UA | 13.96 | 155 |
| Atlanta, GA | Rochester, NY | 749 | 252 | 170 | FL | 46.56 | 144 | FL | 46.56 | 144 |
| Chicago, IL | New York, NY | 740 | 6,996 | 168 | AA | 37.93 | 178 | TZ | 13.77 | 117 |
| Boise, ID | Phoenix, AZ | 735 | 321 | 166 | HP | 62.32 | 164 | HP | 62.32 | 164 |
| El Paso, TX | Los Angeles, CA | 714 | 263 | 166 | WN | 78.99 | 168 | HP | 17.08 | 147 |
| Oakland/Berkeley, CA | Tucson, AZ | 747 | 218 | 165 | WN | 78.31 | 166 | HP | 12.86 | 162 |
| Atlanta, GA | Buffalo, NY | 712 | 315 | 160 | DL | 50.83 | 173 | FL | 43.02 | 144 |
| Chicago, IL | Norfolk, VA | 717 | 338 | 158 | UA | 44.41 | 170 | WN | 30.63 | 135 |
| Baltimore, MD | St. Louis, MO | 737 | 479 | 155 | WN | 70.07 | 146 | WN | 70.07 | 146 |
| Kansas City, MO | San Antonio, TX | 706 | 291 | 147 | YX | 52.05 | 161 | AA | 15.79 | 124 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|--|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Norfolk, VA | Tampa/St. Petersburg/Lakeland, FL | 717 | 207 | 145 | WN | 50.16 | 122 | WN | 50.16 | 122 |
| Louisville, KY | Orlando/Kissimmee, FL | 718 | 353 | 145 | WN | 67.75 | 137 | WN | 67.75 | 137 |
| Louisville, KY | Tampa/St. Petersburg/Lakeland, FL | 727 | 324 | 140 | WN | 69.39 | 136 | WN | 69.39 | 136 |
| Albany, NY | Chicago, IL | 723 | 326 | 134 | UA | 53.51 | 140 | WN | 27.23 | 106 |
| Oakland/Berkeley, CA | Spokane, WA | 723 | 243 | 134 | WN | 82.79 | 131 | WN | 82.79 | 131 |
| Jacksonville, FL | Philadelphia, PA | 742 | 595 | 129 | US | 61.01 | 133 | WN | 25.38 | 115 |
| <u>Distance Block - 751-800 miles</u> | | | | | | | | | | |
| Boston, MA | Cincinnati, OH | 752 | 292 | 329 | DL | 89.76 | 337 | AA | 2.02 | 186 |
| Atlanta, GA | Oklahoma City, OK | 761 | 203 | 259 | DL | 69.19 | 267 | AA | 19.02 | 242 |
| Nashville, TN | New York, NY | 766 | 676 | 250 | AA | 53.26 | 235 | AA | 53.26 | 235 |
| Memphis, TN | Washington, DC | 762 | 340 | 239 | NW | 60.71 | 260 | US | 12.38 | 179 |
| Cincinnati, OH | Tampa/St. Petersburg/Lakeland, FL | 773 | 241 | 219 | DL | 84.93 | 222 | AA | 2.21 | 141 |
| Cincinnati, OH | Orlando/Kissimmee, FL | 756 | 332 | 214 | DL | 92.51 | 215 | US | 3.01 | 183 |
| Dallas/Ft. Worth, TX | Indianapolis, IN | 762 | 475 | 206 | AA | 80.31 | 211 | FL | 5.66 | 154 |
| Denver, CO | St. Louis, MO | 770 | 469 | 183 | F9 | 49.07 | 171 | F9 | 49.07 | 171 |
| Austin, TX | Denver, CO | 775 | 526 | 176 | F9 | 51.26 | 167 | F9 | 51.26 | 167 |
| St. Louis, MO | San Antonio, TX | 786 | 292 | 172 | AA | 62.10 | 188 | WN | 32.76 | 141 |
| Denver, CO | San Antonio, TX | 794 | 462 | 172 | UA | 47.91 | 192 | AA | 14.64 | 129 |
| Atlanta, GA | New York, NY | 761 | 6,295 | 168 | DL | 56.07 | 181 | FL | 20.18 | 134 |
| Austin, TX | Nashville, TN | 756 | 222 | 161 | WN | 83.05 | 157 | DL | 1.40 | 137 |
| Albuquerque, NM | Houston, TX | 759 | 422 | 161 | CO | 49.78 | 161 | CO | 49.78 | 161 |
| Chicago, IL | Hartford, CT/Springfield, MA | 783 | 793 | 159 | UA | 43.75 | 184 | WN | 23.40 | 120 |
| Ft. Lauderdale, FL | Nashville, TN | 793 | 486 | 157 | WN | 81.41 | 154 | WN | 81.41 | 154 |
| Houston, TX | Tampa/St. Petersburg/Lakeland, FL | 787 | 616 | 153 | CO | 72.96 | 154 | WN | 23.02 | 144 |
| Ft. Lauderdale, FL | Norfolk, VA | 781 | 206 | 149 | WN | 57.23 | 144 | DL | 15.59 | 138 |
| Las Vegas, NV | Portland, OR | 762 | 1,412 | 139 | AS | 46.66 | 137 | AS | 46.66 | 137 |
| Orlando/Kissimmee, FL | Washington, DC | 759 | 2,143 | 139 | UA | 41.97 | 137 | FL | 15.46 | 104 |
| Baltimore, MD | Orlando/Kissimmee, FL | 787 | 2,081 | 117 | WN | 60.48 | 116 | FL | 32.09 | 115 |
| Chicago, IL | Islip/Long Island, NY | 773 | 486 | 79 | WN | 98.58 | 78 | WN | 98.58 | 78 |
| <u>Distance Block - 801-850 miles</u> | | | | | | | | | | |
| Atlanta, GA | Austin, TX | 813 | 375 | 276 | DL | 62.21 | 295 | AA | 17.83 | 228 |
| Cincinnati, OH | Dallas/Ft. Worth, TX | 812 | 296 | 276 | AA | 48.71 | 291 | DL | 46.15 | 260 |
| Dallas/Ft. Worth, TX | Tucson, AZ | 824 | 230 | 260 | AA | 78.00 | 266 | HP | 13.15 | 245 |
| Detroit, MI | Jacksonville, FL | 814 | 216 | 210 | NW | 65.48 | 227 | FL | 14.22 | 149 |
| Houston, TX | Omaha, NE | 804 | 199 | 207 | CO | 72.23 | 214 | UA | 5.19 | 166 |
| Jacksonville, FL | New York, NY | 834 | 912 | 207 | DL | 41.27 | 197 | FL | 11.97 | 145 |
| Madison, WI | New York, NY | 820 | 197 | 205 | AA | 30.33 | 187 | UA | 11.31 | 182 |
| Glendale/Burbank, CA | Denver, CO | 850 | 219 | 190 | UA | 69.29 | 198 | WN | 13.38 | 184 |
| Philadelphia, PA | St. Louis, MO | 813 | 397 | 188 | AA | 46.24 | 193 | WN | 10.47 | 169 |
| Chicago, IL | Dallas/Ft. Worth, TX | 802 | 2,694 | 182 | AA | 66.74 | 190 | TZ | 11.46 | 133 |
| Chicago, IL | New Orleans, LA | 837 | 374 | 179 | AA | 45.96 | 159 | AA | 45.96 | 159 |
| Denver, CO | Santa Ana, CA | 846 | 859 | 178 | UA | 52.45 | 206 | F9 | 39.09 | 140 |
| Houston, TX | Jacksonville, FL | 817 | 283 | 174 | CO | 60.17 | 181 | WN | 32.54 | 156 |
| Glendale/Burbank, CA | Portland, OR | 817 | 352 | 166 | AS | 70.58 | 164 | AS | 70.58 | 164 |
| Oklahoma City, OK | Phoenix, AZ | 833 | 299 | 163 | WN | 65.30 | 164 | HP | 25.33 | 154 |
| Ontario, CA | Portland, OR | 838 | 502 | 161 | AS | 64.16 | 157 | AS | 64.16 | 157 |
| Tampa/St. Petersburg/Lakeland, FL | Washington, DC | 814 | 1,255 | 160 | US | 51.98 | 167 | UA | 38.02 | 151 |
| Phoenix, AZ | San Antonio, TX | 843 | 436 | 159 | WN | 67.05 | 154 | WN | 67.05 | 154 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|---------------------------------------|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Los Angeles, CA | Portland, OR | 834 | 1,171 | 158 | AS | 38.28 | 163 | UA | 37.90 | 150 |
| Denver, CO | Reno, NV | 804 | 294 | 158 | UA | 70.09 | 154 | F9 | 13.57 | 137 |
| Nashville, TN | San Antonio, TX | 822 | 219 | 153 | WN | 78.74 | 150 | WN | 78.74 | 150 |
| Chicago, IL | Manchester, NH | 843 | 424 | 151 | WN | 60.99 | 112 | WN | 60.99 | 112 |
| Columbus, OH | Orlando/Kissimmee, FL | 802 | 422 | 150 | WN | 60.60 | 140 | WN | 60.60 | 140 |
| Denver, CO | Ontario, CA | 819 | 454 | 147 | UA | 82.54 | 142 | DL | 2.08 | 140 |
| Columbus, OH | Tampa/St. Petersburg/Lakeland, FL | 829 | 544 | 146 | WN | 73.92 | 139 | UA | 3.21 | 124 |
| Dayton, OH | Orlando/Kissimmee, FL | 808 | 341 | 137 | FL | 73.29 | 131 | FL | 73.29 | 131 |
| Las Vegas, NV | Spokane, WA | 806 | 392 | 134 | WN | 76.60 | 127 | WN | 76.60 | 127 |
| Chicago, IL | Providence, RI | 849 | 573 | 132 | WN | 41.78 | 107 | WN | 41.78 | 107 |
| Indianapolis, IN | Tampa/St. Petersburg/Lakeland, FL | 838 | 884 | 126 | FL | 40.57 | 124 | WN | 24.53 | 113 |
| Indianapolis, IN | Orlando/Kissimmee, FL | 828 | 1,195 | 121 | FL | 35.63 | 118 | WN | 19.27 | 117 |
| Baltimore, MD | Tampa/St. Petersburg/Lakeland, FL | 842 | 1,332 | 117 | WN | 59.71 | 115 | FL | 32.10 | 111 |
| Orlando/Kissimmee, FL | Pittsburgh, PA | 834 | 1,445 | 116 | US | 42.87 | 127 | WN | 33.13 | 101 |
| Distance Block - 851-900 miles | | | | | | | | | | |
| Atlanta, GA | Hartford, CT/Springfield, MA | 859 | 464 | 266 | DL | 73.07 | 294 | NW | 3.45 | 155 |
| New York, NY | St. Louis, MO | 892 | 972 | 264 | AA | 66.27 | 274 | AA | 66.27 | 274 |
| Atlanta, GA | San Antonio, TX | 874 | 413 | 262 | DL | 71.71 | 272 | AA | 10.90 | 209 |
| Birmingham, AL | New York, NY | 866 | 297 | 242 | DL | 62.64 | 224 | DL | 62.64 | 224 |
| Dallas/Ft. Worth, TX | Phoenix, AZ | 879 | 1,348 | 226 | AA | 58.71 | 229 | HP | 32.33 | 226 |
| Houston, TX | Indianapolis, IN | 862 | 303 | 216 | CO | 71.16 | 227 | FL | 4.66 | 159 |
| Dallas/Ft. Worth, TX | Dayton, OH | 861 | 230 | 215 | AA | 74.12 | 219 | FL | 10.48 | 168 |
| Denver, CO | Houston, TX | 883 | 1,398 | 199 | CO | 52.74 | 212 | F9 | 18.99 | 162 |
| Boston, MA | Milwaukee, WI | 860 | 280 | 186 | YX | 85.62 | 185 | NW | 6.28 | 173 |
| Cincinnati, OH | Ft. Myers, FL | 879 | 306 | 185 | DL | 53.01 | 208 | U5 | 40.01 | 154 |
| Albuquerque, NM | Oakland/Berkeley, CA | 889 | 329 | 180 | WN | 88.36 | 183 | UA | 3.27 | 135 |
| Boston, MA | Chicago, IL | 867 | 1,818 | 178 | UA | 44.45 | 200 | FL | 13.80 | 102 |
| Dallas/Ft. Worth, TX | Milwaukee, WI | 853 | 403 | 178 | YX | 62.17 | 170 | YX | 62.17 | 170 |
| Portland, OR | Santa Ana, CA | 859 | 663 | 178 | AS | 79.80 | 175 | UA | 4.04 | 154 |
| Austin, TX | Phoenix, AZ | 872 | 517 | 176 | WN | 59.33 | 170 | WN | 59.33 | 170 |
| Indio/Palm Springs, CA | Portland, OR | 873 | 281 | 175 | AS | 90.18 | 174 | AS | 90.18 | 174 |
| Washington, DC | West Palm Beach, FL | 859 | 524 | 170 | US | 72.56 | 175 | UA | 12.20 | 165 |
| Chicago, IL | Jacksonville, FL | 865 | 532 | 169 | UA | 48.08 | 168 | WN | 12.88 | 164 |
| Denver, CO | Los Angeles, CA | 862 | 2,145 | 167 | UA | 43.42 | 201 | F9 | 28.86 | 136 |
| Denver, CO | San Diego, CA | 853 | 1,141 | 166 | UA | 40.07 | 190 | F9 | 39.99 | 154 |
| Houston, TX | Orlando/Kissimmee, FL | 853 | 1,144 | 163 | CO | 67.89 | 162 | WN | 24.68 | 156 |
| Orlando/Kissimmee, FL | St. Louis, MO | 880 | 838 | 163 | AA | 48.36 | 163 | WN | 45.75 | 158 |
| Cleveland, OH | Orlando/Kissimmee, FL | 895 | 799 | 158 | CO | 73.68 | 161 | U5 | 11.06 | 130 |
| St. Louis, MO | Tampa/St. Petersburg/Lakeland, FL | 869 | 554 | 156 | AA | 38.42 | 158 | U5 | 17.64 | 132 |
| Dallas/Ft. Worth, TX | Minneapolis/St.Paul, MN | 853 | 1,036 | 156 | NW | 45.05 | 149 | SY | 11.35 | 118 |
| Ft. Myers, FL | Washington, DC | 892 | 567 | 152 | US | 45.95 | 170 | FL | 35.23 | 122 |
| Denver, CO | Milwaukee, WI | 895 | 442 | 150 | YX | 52.01 | 148 | F9 | 26.18 | 137 |
| Chicago, IL | Denver, CO | 895 | 2,878 | 145 | UA | 46.15 | 174 | WN | 12.80 | 108 |
| Indianapolis, IN | Sarasota/Bradenton, FL | 876 | 244 | 141 | FL | 77.18 | 136 | FL | 77.18 | 136 |
| Akron/Canton, OH | Tampa/St. Petersburg/Lakeland, FL | 894 | 219 | 139 | FL | 84.44 | 137 | UA | 1.42 | 111 |
| Las Vegas, NV | Seattle, WA | 866 | 2,250 | 139 | AS | 54.88 | 138 | HP | 24.22 | 137 |
| Akron/Canton, OH | Orlando/Kissimmee, FL | 860 | 252 | 138 | FL | 76.90 | 132 | FL | 76.90 | 132 |
| Daytona Beach, FL | New York, NY | 896 | 306 | 134 | CO | 87.72 | 129 | CO | 87.72 | 129 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|--|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Baltimore, MD | West Palm Beach, FL | 883 | 590 | 132 | WN | 86.17 | 130 | FL | 3.64 | 128 |
| Pittsburgh, PA | Tampa/St. Petersburg/Lakeland, FL | 879 | 762 | 126 | US | 48.32 | 132 | WN | 21.74 | 109 |
| Orlando/Kissimmee, FL | Philadelphia, PA | 861 | 3,201 | 121 | US | 38.92 | 132 | FL | 24.67 | 110 |
| Atlantic City, NJ | Orlando/Kissimmee, FL | 852 | 455 | 115 | NK | 99.71 | 115 | NK | 99.71 | 115 |
| Sanford, FL | Toledo, OH | 895 | 200 | 99 | G4 | 100.00 | 99 | G4 | 100.00 | 99 |
| Distance Block - 901-950 miles | | | | | | | | | | |
| Columbus, OH | Dallas/Ft. Worth, TX | 927 | 358 | 264 | AA | 82.04 | 270 | TZ | 2.76 | 203 |
| Baltimore, MD | Minneapolis/St.Paul, MN | 936 | 283 | 259 | NW | 63.61 | 299 | YX | 1.96 | 128 |
| Minneapolis/St.Paul, MN | Washington, DC | 931 | 850 | 250 | NW | 68.85 | 276 | UA | 11.05 | 231 |
| Atlanta, GA | Providence, RI | 903 | 216 | 235 | DL | 71.52 | 252 | NW | 6.27 | 132 |
| Charlotte, NC | Houston, TX | 921 | 317 | 233 | CO | 41.89 | 239 | US | 40.77 | 233 |
| Dallas/Ft. Worth, TX | Tampa/St. Petersburg/Lakeland, FL | 929 | 754 | 223 | AA | 85.08 | 222 | US | 1.21 | 165 |
| Charlotte, NC | Minneapolis/St.Paul, MN | 930 | 246 | 218 | NW | 46.90 | 234 | AA | 11.85 | 116 |
| Cincinnati, OH | Ft. Lauderdale, FL | 932 | 242 | 217 | DL | 88.08 | 220 | UA | 1.01 | 185 |
| Charlotte, NC | Dallas/Ft. Worth, TX | 937 | 587 | 214 | AA | 58.96 | 212 | AA | 58.96 | 212 |
| Dallas/Ft. Worth, TX | Jacksonville, FL | 919 | 343 | 211 | AA | 79.26 | 209 | US | 3.24 | 183 |
| Kansas City, MO | Salt Lake City, UT | 928 | 209 | 211 | DL | 53.66 | 219 | F9 | 15.18 | 182 |
| Denver, CO | San Jose/Palo Alto, CA | 948 | 715 | 189 | UA | 54.64 | 216 | F9 | 31.47 | 157 |
| Cincinnati, OH | Miami, FL | 948 | 238 | 187 | DL | 65.38 | 195 | AA | 22.35 | 154 |
| Atlanta, GA | Boston, MA | 946 | 1,732 | 179 | DL | 69.57 | 190 | FL | 23.82 | 142 |
| Los Angeles, CA | Spokane, WA | 945 | 232 | 177 | AS | 64.40 | 177 | WN | 21.61 | 168 |
| Denver, CO | Sacramento, CA | 910 | 538 | 176 | UA | 52.47 | 195 | F9 | 33.35 | 152 |
| Glendale/Burbank, CA | Seattle, WA | 937 | 683 | 173 | AS | 76.26 | 171 | UA | 3.15 | 161 |
| Columbus, OH | Ft. Myers, FL | 930 | 208 | 172 | US | 35.99 | 159 | US | 35.99 | 159 |
| Kansas City, MO | Washington, DC | 950 | 703 | 168 | YX | 50.39 | 153 | YX | 50.39 | 153 |
| Chicago, IL | Houston, TX | 945 | 1,950 | 165 | CO | 38.89 | 170 | WN | 26.90 | 144 |
| Atlanta, GA | Minneapolis/St.Paul, MN | 906 | 1,062 | 165 | NW | 42.96 | 166 | FL | 14.33 | 138 |
| Miami, FL | Washington, DC | 921 | 1,352 | 163 | AA | 79.76 | 162 | UA | 12.10 | 162 |
| Portland, OR | San Diego, CA | 933 | 818 | 158 | AS | 57.82 | 162 | UA | 10.07 | 144 |
| Ft. Myers, FL | Indianapolis, IN | 946 | 717 | 152 | FL | 42.92 | 148 | FL | 42.92 | 148 |
| Cleveland, OH | Tampa/St. Petersburg/Lakeland, FL | 932 | 617 | 152 | CO | 55.54 | 164 | U5 | 27.62 | 123 |
| Baltimore, MD | Miami, FL | 946 | 545 | 141 | AA | 79.56 | 139 | FL | 4.75 | 134 |
| Baltimore, MD | Ft. Myers, FL | 919 | 540 | 137 | WN | 41.56 | 131 | U5 | 16.74 | 123 |
| Baltimore, MD | Ft. Lauderdale, FL | 925 | 1,205 | 131 | WN | 52.09 | 135 | FL | 40.07 | 120 |
| Phoenix, AZ | Tulsa, OK | 935 | 333 | 129 | WN | 80.81 | 126 | UA | 5.01 | 122 |
| Columbus, OH | West Palm Beach, FL | 931 | 199 | 129 | DL | 37.92 | 129 | WN | 16.67 | 114 |
| Ft. Lauderdale, FL | Washington, DC | 901 | 2,008 | 126 | US | 34.50 | 139 | NK | 17.61 | 107 |
| New York, NY | Orlando/Kissimmee, FL | 950 | 9,456 | 122 | B6 | 33.23 | 119 | DL | 23.39 | 117 |
| Philadelphia, PA | Tampa/St. Petersburg/Lakeland, FL | 928 | 1,774 | 121 | US | 47.98 | 131 | FL | 16.65 | 103 |
| Atlantic City, NJ | Tampa/St. Petersburg/Lakeland, FL | 914 | 227 | 117 | NK | 99.32 | 117 | NK | 99.32 | 117 |
| Atlantic City, NJ | West Palm Beach, FL | 936 | 232 | 117 | NK | 99.90 | 117 | NK | 99.90 | 117 |
| Distance Block - 951-1000 miles | | | | | | | | | | |
| Minneapolis/St.Paul, MN | Philadelphia, PA | 980 | 529 | 262 | NW | 53.69 | 291 | US | 23.78 | 256 |
| Minneapolis/St.Paul, MN | Salt Lake City, UT | 991 | 319 | 260 | NW | 52.63 | 260 | NW | 52.63 | 260 |
| Dallas/Ft. Worth, TX | Detroit, MI | 987 | 760 | 260 | AA | 46.71 | 273 | NW | 38.25 | 265 |
| Memphis, TN | New York, NY | 964 | 543 | 258 | NW | 55.75 | 272 | NW | 55.75 | 272 |
| Minneapolis/St.Paul, MN | Raleigh/Durham, NC | 981 | 226 | 257 | NW | 68.42 | 270 | FL | 3.60 | 180 |
| Dallas/Ft. Worth, TX | Salt Lake City, UT | 999 | 577 | 237 | DL | 40.55 | 225 | DL | 40.55 | 225 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|--|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Denver, CO | Oakland/Berkeley, CA | 957 | 391 | 206 | UA | 76.81 | 216 | WN | 13.84 | 153 |
| Denver, CO | San Francisco, CA | 967 | 1,396 | 194 | UA | 57.36 | 225 | F9 | 31.08 | 153 |
| Austin, TX | Orlando/Kissimmee, FL | 993 | 230 | 194 | WN | 54.00 | 168 | WN | 54.00 | 168 |
| Santa Ana, CA | Seattle, WA | 978 | 1,057 | 193 | AS | 81.98 | 190 | UA | 3.74 | 161 |
| New Orleans, LA | Washington, DC | 969 | 444 | 189 | UA | 30.41 | 182 | DL | 26.31 | 181 |
| Austin, TX | Chicago, IL | 978 | 668 | 184 | AA | 64.62 | 180 | WN | 13.83 | 161 |
| Houston, TX | Miami, FL | 964 | 530 | 182 | CO | 52.81 | 195 | AA | 43.67 | 165 |
| Dallas/Ft. Worth, TX | Orlando/Kissimmee, FL | 984 | 1,473 | 179 | AA | 73.01 | 188 | FL | 20.18 | 138 |
| San Antonio, TX | Tampa/St. Petersburg/Lakeland, FL | 972 | 208 | 178 | WN | 50.56 | 155 | WN | 50.56 | 155 |
| Indio/Palm Springs, CA | Seattle, WA | 987 | 514 | 176 | AS | 93.12 | 175 | AS | 93.12 | 175 |
| Los Angeles, CA | Seattle, WA | 954 | 1,857 | 174 | AS | 52.20 | 177 | UA | 26.24 | 162 |
| Columbus, OH | Ft. Lauderdale, FL | 972 | 233 | 174 | WN | 31.37 | 174 | US | 23.85 | 166 |
| Ft. Lauderdale, FL | Houston, TX | 965 | 607 | 172 | CO | 72.64 | 172 | WN | 20.70 | 162 |
| Denver, CO | Portland, OR | 992 | 711 | 169 | UA | 39.08 | 190 | F9 | 25.18 | 144 |
| Pittsburgh, PA | West Palm Beach, FL | 952 | 222 | 165 | US | 76.55 | 164 | FL | 7.30 | 150 |
| Ft. Myers, FL | Pittsburgh, PA | 966 | 406 | 161 | US | 47.99 | 166 | U5 | 29.59 | 145 |
| Denver, CO | Indianapolis, IN | 977 | 483 | 159 | UA | 43.96 | 168 | F9 | 40.15 | 152 |
| Ft. Myers, FL | Philadelphia, PA | 992 | 842 | 158 | US | 57.19 | 169 | U5 | 13.87 | 136 |
| Ontario, CA | Seattle, WA | 956 | 728 | 156 | AS | 66.80 | 158 | WN | 21.52 | 148 |
| Detroit, MI | Tampa/St. Petersburg/Lakeland, FL | 987 | 1,385 | 154 | NW | 37.13 | 174 | U5 | 14.71 | 128 |
| Ft. Myers, FL | St. Louis, MO | 979 | 486 | 152 | AA | 55.78 | 157 | U5 | 30.89 | 129 |
| Las Vegas, NV | Wichita, KS | 987 | 206 | 147 | G4 | 76.98 | 125 | G4 | 76.98 | 125 |
| Ft. Lauderdale, FL | Pittsburgh, PA | 994 | 600 | 147 | US | 60.25 | 150 | FL | 12.74 | 136 |
| Akron/Canton, OH | Ft. Myers, FL | 991 | 222 | 147 | FL | 89.76 | 145 | FL | 89.76 | 145 |
| Long Beach, CA | Seattle, WA | 965 | 450 | 146 | AS | 91.80 | 143 | AS | 91.80 | 143 |
| Philadelphia, PA | West Palm Beach, FL | 951 | 989 | 142 | US | 73.32 | 148 | WN | 13.83 | 112 |
| Detroit, MI | Orlando/Kissimmee, FL | 957 | 2,571 | 142 | NW | 44.60 | 151 | FL | 12.80 | 127 |
| Baltimore, MD | Kansas City, MO | 966 | 333 | 141 | WN | 72.91 | 140 | DL | 5.76 | 119 |
| Atlantic City, NJ | Ft. Myers, FL | 982 | 250 | 136 | NK | 99.91 | 136 | NK | 99.91 | 136 |
| Las Vegas, NV | Oklahoma City, OK | 987 | 433 | 133 | WN | 41.32 | 140 | G4 | 28.45 | 95 |
| Ft. Lauderdale, FL | Philadelphia, PA | 992 | 1,941 | 127 | US | 46.64 | 138 | FL | 15.67 | 112 |
| Atlantic City, NJ | Ft. Lauderdale, FL | 977 | 461 | 125 | NK | 99.95 | 125 | NK | 99.95 | 125 |
| Islip/Long Island, NY | Orlando/Kissimmee, FL | 972 | 844 | 123 | WN | 98.14 | 122 | WN | 98.14 | 122 |
| <u>Distance Block - 1001-1050 miles</u> | | | | | | | | | | |
| Hartford, CT/Springfield, MA | Minneapolis/St.Paul, MN | 1,050 | 246 | 306 | NW | 71.80 | 341 | YX | 3.93 | 137 |
| Boston, MA | St. Louis, MO | 1,046 | 273 | 271 | AA | 76.42 | 287 | CO | 4.48 | 193 |
| Cleveland, OH | Dallas/Ft. Worth, TX | 1,021 | 350 | 257 | AA | 44.10 | 273 | CO | 36.60 | 267 |
| Minneapolis/St.Paul, MN | New York, NY | 1,028 | 1,730 | 257 | NW | 60.82 | 277 | SY | 12.91 | 137 |
| Columbus, OH | Houston, TX | 1,001 | 282 | 234 | CO | 66.25 | 249 | WN | 20.58 | 183 |
| Dallas/Ft. Worth, TX | Ft. Myers, FL | 1,017 | 229 | 223 | AA | 80.95 | 222 | US | 1.31 | 205 |
| Houston, TX | Raleigh/Durham, NC | 1,050 | 318 | 208 | CO | 63.67 | 220 | WN | 14.95 | 185 |
| Houston, TX | Milwaukee, WI | 1,005 | 223 | 190 | CO | 70.74 | 195 | US | 1.25 | 122 |
| Grand Rapids, MI | Orlando/Kissimmee, FL | 1,023 | 266 | 189 | NW | 67.14 | 189 | AA | 9.22 | 149 |
| Denver, CO | Nashville, TN | 1,013 | 398 | 187 | F9 | 43.17 | 179 | F9 | 43.17 | 179 |
| Omaha, NE | Washington, DC | 1,012 | 339 | 184 | YX | 62.99 | 196 | NW | 14.76 | 125 |
| Orlando/Kissimmee, FL | San Antonio, TX | 1,040 | 346 | 179 | WN | 48.89 | 166 | WN | 48.89 | 166 |
| Grand Rapids, MI | Tampa/St. Petersburg/Lakeland, FL | 1,041 | 247 | 178 | NW | 71.45 | 174 | AA | 4.86 | 165 |
| Kansas City, MO | Philadelphia, PA | 1,038 | 320 | 177 | US | 65.06 | 185 | FL | 1.88 | 119 |
| Detroit, MI | Sarasota/Bradenton, FL | 1,023 | 225 | 175 | FL | 52.50 | 151 | FL | 52.50 | 151 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|---|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Cleveland, OH | Ft. Myers, FL | 1,025 | 636 | 175 | CO | 57.09 | 187 | U5 | 32.75 | 154 |
| Denver, CO | Seattle, WA | 1,024 | 1,163 | 175 | UA | 35.55 | 202 | F9 | 25.36 | 146 |
| Phoenix, AZ | Spokane, WA | 1,020 | 329 | 169 | HP | 51.79 | 175 | WN | 26.74 | 159 |
| San Diego, CA | Seattle, WA | 1,050 | 1,406 | 169 | AS | 69.18 | 172 | WN | 11.30 | 163 |
| Boston, MA | Jacksonville, FL | 1,011 | 288 | 165 | DL | 45.82 | 177 | FL | 10.40 | 130 |
| Indianapolis, IN | Miami, FL | 1,021 | 288 | 164 | AA | 66.34 | 156 | AA | 66.34 | 156 |
| Miami, FL | Pittsburgh, PA | 1,013 | 281 | 161 | US | 61.99 | 160 | AA | 10.98 | 151 |
| Houston, TX | Phoenix, AZ | 1,020 | 1,035 | 160 | CO | 45.31 | 165 | WN | 34.22 | 146 |
| Cleveland, OH | West Palm Beach, FL | 1,020 | 231 | 159 | CO | 80.08 | 155 | CO | 80.08 | 155 |
| Omaha, NE | Phoenix, AZ | 1,037 | 695 | 157 | WN | 49.26 | 155 | WN | 49.26 | 155 |
| Phoenix, AZ | Portland, OR | 1,009 | 1,330 | 156 | HP | 37.08 | 160 | WN | 26.94 | 151 |
| Kansas City, MO | Phoenix, AZ | 1,044 | 897 | 155 | WN | 61.56 | 153 | WN | 61.56 | 153 |
| Moline, IL/Davenport, IA | Orlando/Kissimmee, FL | 1,036 | 209 | 150 | FL | 80.15 | 147 | FL | 80.15 | 147 |
| Kansas City, MO | Tampa/St. Petersburg/Lakeland, FL | 1,048 | 443 | 146 | WN | 43.51 | 146 | YX | 26.08 | 137 |
| Flint, MI | Orlando/Kissimmee, FL | 1,011 | 490 | 145 | FL | 62.45 | 142 | FL | 62.45 | 142 |
| Chicago, IL | San Antonio, TX | 1,041 | 789 | 145 | AA | 52.84 | 139 | WN | 17.25 | 133 |
| New York, NY | Sarasota/Bradenton, FL | 1,047 | 634 | 144 | CO | 69.26 | 139 | CO | 69.26 | 139 |
| Hartford, CT/Springfield, MA | Orlando/Kissimmee, FL | 1,050 | 1,577 | 140 | DL | 56.31 | 142 | WN | 33.68 | 130 |
| Ft. Lauderdale, FL | Indianapolis, IN | 1,005 | 521 | 139 | FL | 38.85 | 136 | FL | 38.85 | 136 |
| Flint, MI | Tampa/St. Petersburg/Lakeland, FL | 1,036 | 391 | 138 | FL | 60.69 | 132 | FL | 60.69 | 132 |
| Chicago, IL | Tampa/St. Petersburg/Lakeland, FL | 1,014 | 2,465 | 138 | WN | 39.85 | 122 | WN | 39.85 | 122 |
| Miami, FL | Philadelphia, PA | 1,013 | 1,080 | 137 | AA | 50.65 | 124 | AA | 50.65 | 124 |
| Chicago, IL | Orlando/Kissimmee, FL | 1,005 | 3,947 | 134 | UA | 29.02 | 144 | TZ | 11.85 | 109 |
| Orlando/Kissimmee, FL | Rochester, NY | 1,033 | 607 | 131 | FL | 68.60 | 128 | FL | 68.60 | 128 |
| Buffalo, NY | Orlando/Kissimmee, FL | 1,011 | 995 | 131 | WN | 49.58 | 130 | FL | 16.35 | 119 |
| New York, NY | West Palm Beach, FL | 1,035 | 7,094 | 131 | B6 | 42.40 | 127 | DL | 21.59 | 123 |
| Islip/Long Island, NY | Tampa/St. Petersburg/Lakeland, FL | 1,034 | 474 | 128 | WN | 97.09 | 127 | WN | 97.09 | 127 |
| Chicago, IL | Sarasota/Bradenton, FL | 1,050 | 461 | 127 | FL | 71.99 | 121 | FL | 71.99 | 121 |
| New York, NY | Tampa/St. Petersburg/Lakeland, FL | 1,011 | 5,127 | 121 | B6 | 34.33 | 114 | B6 | 34.33 | 114 |
| Distance Block - 1051-1100 miles | | | | | | | | | | |
| Houston, TX | Minneapolis/St.Paul, MN | 1,057 | 507 | 271 | NW | 36.87 | 291 | NW | 36.87 | 291 |
| Cincinnati, OH | Denver, CO | 1,069 | 200 | 261 | DL | 83.36 | 259 | AA | 3.44 | 213 |
| Dallas/Ft. Worth, TX | Pittsburgh, PA | 1,068 | 358 | 239 | AA | 69.30 | 250 | TZ | 3.57 | 155 |
| Minneapolis/St.Paul, MN | San Antonio, TX | 1,097 | 253 | 225 | NW | 61.78 | 239 | AA | 26.90 | 193 |
| Dallas/Ft. Worth, TX | Raleigh/Durham, NC | 1,062 | 514 | 211 | AA | 78.40 | 218 | US | 10.55 | 154 |
| Salt Lake City, UT | San Antonio, TX | 1,086 | 215 | 202 | DL | 57.70 | 204 | WN | 16.06 | 194 |
| Detroit, MI | Houston, TX | 1,093 | 670 | 200 | CO | 53.08 | 200 | CO | 53.08 | 200 |
| Denver, CO | New Orleans, LA | 1,062 | 339 | 195 | UA | 67.82 | 191 | NW | 4.29 | 162 |
| Oklahoma City, OK | Orlando/Kissimmee, FL | 1,068 | 213 | 185 | DL | 44.40 | 167 | DL | 44.40 | 167 |
| Austin, TX | Las Vegas, NV | 1,090 | 576 | 181 | WN | 69.45 | 171 | WN | 69.45 | 171 |
| Dallas/Ft. Worth, TX | Las Vegas, NV | 1,067 | 2,078 | 180 | AA | 53.80 | 197 | FL | 11.02 | 138 |
| Cleveland, OH | Miami, FL | 1,080 | 316 | 176 | CO | 49.30 | 178 | AA | 27.67 | 169 |
| New Orleans, LA | Philadelphia, PA | 1,088 | 235 | 169 | US | 55.21 | 170 | AA | 12.27 | 100 |
| Las Vegas, NV | San Antonio, TX | 1,069 | 646 | 166 | WN | 77.53 | 162 | DL | 1.10 | 133 |
| Detroit, MI | West Palm Beach, FL | 1,087 | 558 | 165 | NW | 44.88 | 187 | NK | 41.56 | 138 |
| Cleveland, OH | Ft. Lauderdale, FL | 1,062 | 580 | 163 | CO | 62.11 | 170 | U5 | 16.69 | 126 |
| Detroit, MI | Ft. Myers, FL | 1,085 | 1,451 | 156 | NK | 46.82 | 149 | U5 | 17.20 | 136 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|---|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Las Vegas, NV | Tulsa, OK | 1,076 | 275 | 156 | WN | 56.01 | 166 | UA | 10.12 | 144 |
| Ft. Lauderdale, FL | St. Louis, MO | 1,056 | 503 | 153 | AA | 55.12 | 148 | AA | 55.12 | 148 |
| Miami, FL | St. Louis, MO | 1,068 | 409 | 153 | AA | 89.94 | 150 | AA | 89.94 | 150 |
| Kansas City, MO | Orlando/Kissimmee, FL | 1,072 | 803 | 149 | WN | 43.48 | 151 | YX | 18.76 | 141 |
| Milwaukee, WI | Tampa/St. Petersburg/Lakeland, FL | 1,075 | 537 | 146 | YX | 67.57 | 145 | FL | 10.01 | 132 |
| Miami, FL | New York, NY | 1,097 | 5,281 | 146 | AA | 72.32 | 141 | AA | 72.32 | 141 |
| Orlando/Kissimmee, FL | Syracuse, NY | 1,053 | 457 | 144 | US | 36.55 | 152 | DL | 18.26 | 131 |
| Milwaukee, WI | Orlando/Kissimmee, FL | 1,066 | 1,126 | 142 | YX | 47.16 | 153 | FL | 20.95 | 120 |
| Las Vegas, NV | Omaha, NE | 1,099 | 635 | 141 | WN | 66.68 | 143 | UA | 20.69 | 115 |
| Albany, NY | Orlando/Kissimmee, FL | 1,073 | 898 | 139 | WN | 76.73 | 134 | WN | 76.73 | 134 |
| Ft. Myers, FL | New York, NY | 1,080 | 3,026 | 137 | B6 | 53.44 | 131 | B6 | 53.44 | 131 |
| Ft. Lauderdale, FL | Islip/Long Island, NY | 1,093 | 588 | 132 | WN | 96.60 | 131 | WN | 96.60 | 131 |
| Islip/Long Island, NY | West Palm Beach, FL | 1,052 | 603 | 128 | WN | 97.77 | 128 | WN | 97.77 | 128 |
| Rochester, NY | Tampa/St. Petersburg/Lakeland, FL | 1,079 | 402 | 127 | FL | 63.30 | 119 | FL | 63.30 | 119 |
| Ft. Lauderdale, FL | New York, NY | 1,076 | 11,621 | 126 | B6 | 42.08 | 126 | DL | 19.99 | 122 |
| Orlando/Kissimmee, FL | Providence, RI | 1,073 | 1,345 | 122 | WN | 83.93 | 118 | WN | 83.93 | 118 |
| Buffalo, NY | Tampa/St. Petersburg/Lakeland, FL | 1,054 | 714 | 121 | WN | 43.08 | 121 | FL | 12.32 | 118 |
| Distance Block - 1101-1200 miles | | | | | | | | | | |
| Dallas/Ft. Worth, TX | San Diego, CA | 1,182 | 700 | 262 | AA | 76.27 | 270 | UA | 5.31 | 179 |
| Dallas/Ft. Worth, TX | Washington, DC | 1,192 | 1,556 | 245 | AA | 77.22 | 255 | FL | 1.59 | 149 |
| Dallas/Ft. Worth, TX | Richmond, VA | 1,158 | 268 | 237 | AA | 81.41 | 238 | FL | 7.34 | 188 |
| Cleveland, OH | Houston, TX | 1,107 | 411 | 231 | CO | 79.39 | 241 | WN | 11.10 | 179 |
| New York, NY | Omaha, NE | 1,155 | 252 | 221 | CO | 31.60 | 263 | NW | 18.07 | 182 |
| Boston, MA | Minneapolis/St.Paul, MN | 1,124 | 690 | 213 | NW | 77.06 | 220 | FL | 8.50 | 147 |
| Kansas City, MO | New York, NY | 1,113 | 888 | 206 | YX | 33.96 | 193 | AA | 28.31 | 160 |
| Dallas/Ft. Worth, TX | Ontario, CA | 1,200 | 455 | 206 | AA | 73.24 | 205 | AA | 73.24 | 205 |
| Denver, CO | Detroit, MI | 1,123 | 621 | 205 | NW | 47.18 | 203 | F9 | 16.51 | 176 |
| Des Moines, IA | Phoenix, AZ | 1,149 | 300 | 199 | HP | 51.98 | 220 | AA | 11.46 | 164 |
| Columbus, OH | Denver, CO | 1,155 | 298 | 198 | UA | 68.57 | 202 | DL | 4.63 | 169 |
| Dallas/Ft. Worth, TX | Miami, FL | 1,121 | 654 | 196 | AA | 92.78 | 195 | DL | 1.21 | 183 |
| Houston, TX | Pittsburgh, PA | 1,131 | 366 | 193 | CO | 77.93 | 188 | WN | 5.71 | 183 |
| Dallas/Ft. Worth, TX | West Palm Beach, FL | 1,103 | 272 | 191 | AA | 83.00 | 183 | AA | 83.00 | 183 |
| Detroit, MI | Miami, FL | 1,145 | 599 | 183 | NW | 49.65 | 197 | AA | 35.12 | 160 |
| Austin, TX | San Diego, CA | 1,164 | 321 | 180 | WN | 59.16 | 172 | WN | 59.16 | 172 |
| Hartford, CT/Springfield, MA | Miami, FL | 1,194 | 222 | 179 | AA | 51.93 | 166 | AA | 51.93 | 166 |
| Atlanta, GA | Denver, CO | 1,199 | 1,499 | 177 | DL | 48.97 | 184 | FL | 19.31 | 146 |
| Albuquerque, NM | Chicago, IL | 1,121 | 324 | 175 | AA | 44.18 | 162 | AA | 44.18 | 162 |
| St. Louis, MO | Salt Lake City, UT | 1,156 | 248 | 175 | WN | 46.96 | 167 | WN | 46.96 | 167 |
| San Antonio, TX | San Diego, CA | 1,129 | 260 | 173 | WN | 47.95 | 169 | AA | 23.80 | 159 |
| Albuquerque, NM | Seattle, WA | 1,180 | 233 | 170 | WN | 58.36 | 161 | WN | 58.36 | 161 |
| Chicago, IL | Miami, FL | 1,197 | 1,684 | 166 | AA | 72.99 | 170 | UA | 16.67 | 149 |
| Ft. Myers, FL | Hartford, CT/Springfield, MA | 1,180 | 461 | 163 | DL | 59.40 | 169 | WN | 14.59 | 151 |
| Hartford, CT/Springfield, MA | West Palm Beach, FL | 1,133 | 580 | 161 | DL | 64.31 | 164 | US | 19.07 | 151 |
| Dallas/Ft. Worth, TX | Ft. Lauderdale, FL | 1,119 | 863 | 160 | AA | 75.55 | 166 | NK | 14.32 | 106 |
| Detroit, MI | Ft. Lauderdale, FL | 1,127 | 1,447 | 160 | NK | 44.33 | 149 | NK | 44.33 | 149 |
| Ft. Myers, FL | Milwaukee, WI | 1,183 | 582 | 159 | YX | 66.15 | 161 | U5 | 13.73 | 149 |
| Chicago, IL | West Palm Beach, FL | 1,144 | 764 | 158 | AA | 45.57 | 165 | UA | 34.49 | 144 |
| Phoenix, AZ | Seattle, WA | 1,107 | 2,142 | 155 | AS | 41.87 | 156 | WN | 21.84 | 146 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|--|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Ft. Lauderdale, FL | Hartford, CT/Springfield, MA | 1,173 | 903 | 154 | DL | 71.57 | 150 | DL | 71.57 | 150 |
| Ft. Lauderdale, FL | Syracuse, NY | 1,197 | 205 | 154 | US | 35.99 | 160 | DL | 19.95 | 122 |
| Providence, RI | West Palm Beach, FL | 1,148 | 268 | 153 | WN | 46.95 | 155 | US | 32.62 | 153 |
| New Orleans, LA | New York, NY | 1,183 | 975 | 152 | B6 | 42.82 | 125 | B6 | 42.82 | 125 |
| Albany, NY | Tampa/St. Petersburg/Lakeland, FL | 1,130 | 304 | 151 | WN | 42.39 | 150 | WN | 42.39 | 150 |
| Albany, NY | West Palm Beach, FL | 1,163 | 200 | 151 | US | 41.06 | 146 | US | 41.06 | 146 |
| Burlington, VT | Orlando/Kissimmee, FL | 1,195 | 286 | 149 | B6 | 48.68 | 147 | UA | 12.39 | 142 |
| Flint, MI | Ft. Myers, FL | 1,138 | 368 | 147 | FL | 57.72 | 142 | FL | 57.72 | 142 |
| Ft. Myers, FL | Syracuse, NY | 1,186 | 201 | 145 | B6 | 39.50 | 154 | DL | 15.84 | 135 |
| Ft. Lauderdale, FL | Providence, RI | 1,188 | 631 | 145 | WN | 37.13 | 141 | WN | 37.13 | 141 |
| Ft. Myers, FL | Rochester, NY | 1,166 | 198 | 144 | B6 | 40.88 | 151 | DL | 11.68 | 114 |
| Chicago, IL | Ft. Lauderdale, FL | 1,182 | 2,639 | 144 | WN | 30.83 | 135 | WN | 30.83 | 135 |
| Chicago, IL | Ft. Myers, FL | 1,120 | 2,463 | 141 | TZ | 21.58 | 127 | TZ | 21.58 | 127 |
| Omaha, NE | Tampa/St. Petersburg/Lakeland, FL | 1,190 | 203 | 139 | WN | 32.80 | 134 | AA | 14.02 | 133 |
| Syracuse, NY | Tampa/St. Petersburg/Lakeland, FL | 1,104 | 305 | 139 | US | 35.89 | 146 | DL | 13.86 | 126 |
| Boston, MA | West Palm Beach, FL | 1,197 | 1,659 | 137 | B6 | 46.64 | 131 | B6 | 46.64 | 131 |
| Kansas City, MO | Las Vegas, NV | 1,145 | 1,045 | 137 | WN | 81.91 | 135 | UA | 8.06 | 121 |
| Ft. Lauderdale, FL | Rochester, NY | 1,184 | 325 | 136 | FL | 64.22 | 126 | FL | 64.22 | 126 |
| Boston, MA | Orlando/Kissimmee, FL | 1,121 | 2,901 | 135 | B6 | 41.28 | 129 | B6 | 41.28 | 129 |
| Buffalo, NY | Ft. Lauderdale, FL | 1,166 | 484 | 135 | US | 24.05 | 133 | FL | 15.81 | 123 |
| Hartford, CT/Springfield, MA | Tampa/St. Petersburg/Lakeland, FL | 1,111 | 1,069 | 134 | DL | 51.48 | 136 | WN | 37.86 | 127 |
| Buffalo, NY | Ft. Myers, FL | 1,144 | 350 | 134 | B6 | 34.34 | 133 | FL | 13.84 | 125 |
| Buffalo, NY | West Palm Beach, FL | 1,123 | 221 | 133 | US | 39.04 | 127 | DL | 10.68 | 117 |
| Las Vegas, NV | Sioux Falls, SD | 1,105 | 270 | 133 | G4 | 60.74 | 115 | G4 | 60.74 | 115 |
| Boston, MA | Tampa/St. Petersburg/Lakeland, FL | 1,185 | 1,813 | 132 | DL | 44.93 | 132 | B6 | 42.30 | 123 |
| Ft. Myers, FL | Islip/Long Island, NY | 1,101 | 207 | 132 | WN | 95.71 | 131 | WN | 95.71 | 131 |
| Manchester, NH | Orlando/Kissimmee, FL | 1,142 | 1,178 | 121 | WN | 82.82 | 119 | NW | 1.60 | 112 |
| Providence, RI | Tampa/St. Petersburg/Lakeland, FL | 1,137 | 845 | 121 | WN | 83.58 | 118 | NW | 1.28 | 97 |
| <u>Distance Block - 1201-1300 miles</u> | | | | | | | | | | |
| Houston, TX | Washington, DC | 1,218 | 1,064 | 222 | CO | 78.00 | 222 | FL | 1.99 | 165 |
| Dallas/Ft. Worth, TX | Los Angeles, CA | 1,246 | 1,787 | 222 | AA | 72.21 | 232 | UA | 10.37 | 177 |
| Minneapolis/St.Paul, MN | Tucson, AZ | 1,298 | 221 | 218 | NW | 46.01 | 237 | HP | 23.41 | 191 |
| Glendale/Burbank, CA | Dallas/Ft. Worth, TX | 1,243 | 347 | 217 | AA | 85.54 | 214 | AA | 85.54 | 214 |
| Detroit, MI | San Antonio, TX | 1,215 | 261 | 217 | NW | 69.80 | 218 | AA | 10.22 | 195 |
| Dallas/Ft. Worth, TX | Santa Ana, CA | 1,216 | 1,029 | 205 | AA | 86.75 | 204 | AS | 3.30 | 169 |
| Denver, CO | Pittsburgh, PA | 1,290 | 322 | 205 | UA | 56.87 | 209 | US | 21.81 | 206 |
| Houston, TX | Salt Lake City, UT | 1,213 | 628 | 203 | CO | 44.46 | 199 | CO | 44.46 | 199 |
| Austin, TX | Los Angeles, CA | 1,242 | 663 | 201 | AA | 60.35 | 199 | WN | 25.17 | 188 |
| Cleveland, OH | Denver, CO | 1,201 | 296 | 186 | CO | 46.70 | 185 | CO | 46.70 | 185 |
| Chicago, IL | El Paso, TX | 1,237 | 241 | 184 | AA | 81.73 | 180 | DL | 1.11 | 176 |
| Dallas/Ft. Worth, TX | Long Beach, CA | 1,220 | 244 | 183 | AA | 94.23 | 180 | AA | 94.23 | 180 |
| Baltimore, MD | Dallas/Ft. Worth, TX | 1,217 | 971 | 180 | AA | 78.77 | 182 | FL | 8.15 | 139 |
| Chicago, IL | Salt Lake City, UT | 1,258 | 866 | 179 | DL | 43.67 | 162 | WN | 12.52 | 151 |
| Boston, MA | Miami, FL | 1,258 | 1,082 | 177 | AA | 89.65 | 174 | FL | 1.02 | 169 |
| Seattle, WA | Tucson, AZ | 1,216 | 323 | 176 | AS | 63.80 | 169 | AS | 63.80 | 169 |
| Minneapolis/St.Paul, MN | Phoenix, AZ | 1,276 | 2,304 | 175 | NW | 46.15 | 185 | SY | 25.59 | 153 |
| Boston, MA | Kansas City, MO | 1,256 | 255 | 171 | YX | 61.62 | 166 | FL | 1.52 | 131 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|---|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Phoenix, AZ | St. Louis, MO | 1,262 | 816 | 171 | WN | 60.96 | 165 | WN | 60.96 | 165 |
| Los Angeles, CA | San Antonio, TX | 1,210 | 477 | 170 | WN | 38.48 | 168 | AA | 28.69 | 160 |
| Albany, NY | Ft. Lauderdale, FL | 1,204 | 253 | 169 | WN | 41.01 | 169 | US | 35.53 | 160 |
| Houston, TX | Las Vegas, NV | 1,235 | 1,697 | 165 | CO | 59.59 | 174 | WN | 32.42 | 147 |
| Las Vegas, NV | Minneapolis/St.Paul, MN | 1,300 | 1,883 | 165 | NW | 48.77 | 177 | SY | 21.78 | 147 |
| Omaha, NE | Orlando/Kissimmee, FL | 1,210 | 327 | 163 | WN | 27.86 | 165 | AA | 27.01 | 144 |
| Baltimore, MD | Houston, TX | 1,246 | 840 | 162 | CO | 48.03 | 160 | WN | 41.72 | 159 |
| Ft. Lauderdale, FL | Kansas City, MO | 1,242 | 460 | 160 | YX | 53.77 | 154 | YX | 53.77 | 154 |
| Des Moines, IA | Las Vegas, NV | 1,216 | 336 | 152 | G4 | 56.41 | 135 | G4 | 56.41 | 135 |
| Ft. Myers, FL | Providence, RI | 1,201 | 451 | 151 | NK | 51.05 | 154 | WN | 21.31 | 145 |
| Ft. Myers, FL | Manchester, NH | 1,272 | 220 | 149 | WN | 52.83 | 148 | US | 31.72 | 144 |
| Ft. Lauderdale, FL | Milwaukee, WI | 1,243 | 483 | 149 | YX | 74.93 | 147 | FL | 4.44 | 138 |
| Ft. Lauderdale, FL | Manchester, NH | 1,263 | 241 | 147 | WN | 64.09 | 145 | US | 22.61 | 143 |
| Boston, MA | Ft. Myers, FL | 1,249 | 2,065 | 146 | DL | 48.09 | 138 | DL | 48.09 | 138 |
| Boston, MA | Ft. Lauderdale, FL | 1,237 | 2,905 | 134 | DL | 49.02 | 131 | DL | 49.02 | 131 |
| Manchester, NH | Tampa/St. Petersburg/Lakeland, FL | 1,204 | 827 | 122 | WN | 82.80 | 120 | UA | 2.11 | 102 |
| Distance Block - 1301-1400 miles | | | | | | | | | | |
| Dallas/Ft. Worth, TX | New York, NY | 1,391 | 3,263 | 277 | AA | 69.48 | 296 | CO | 13.37 | 288 |
| Dallas/Ft. Worth, TX | Philadelphia, PA | 1,302 | 922 | 258 | AA | 57.75 | 279 | US | 24.70 | 237 |
| Austin, TX | Washington, DC | 1,316 | 358 | 249 | AA | 34.01 | 248 | CO | 19.70 | 236 |
| Dallas/Ft. Worth, TX | Reno, NV | 1,356 | 242 | 236 | AA | 64.81 | 239 | AA | 64.81 | 239 |
| Charlotte, NC | Denver, CO | 1,338 | 358 | 231 | US | 43.10 | 241 | US | 43.10 | 241 |
| San Antonio, TX | Washington, DC | 1,381 | 428 | 226 | AA | 46.69 | 208 | AA | 46.69 | 208 |
| Houston, TX | Santa Ana, CA | 1,357 | 416 | 213 | CO | 79.01 | 208 | HP | 4.75 | 208 |
| Houston, TX | San Diego, CA | 1,312 | 632 | 208 | CO | 67.56 | 216 | WN | 18.25 | 189 |
| Houston, TX | Ontario, CA | 1,345 | 303 | 195 | CO | 65.64 | 192 | CO | 65.64 | 192 |
| Minneapolis/St.Paul, MN | Seattle, WA | 1,399 | 659 | 182 | NW | 73.21 | 189 | SY | 20.90 | 137 |
| Minneapolis/St.Paul, MN | Tampa/St. Petersburg/Lakeland, FL | 1,307 | 906 | 175 | NW | 50.54 | 199 | SY | 28.06 | 140 |
| Kansas City, MO | San Diego, CA | 1,337 | 401 | 171 | WN | 46.37 | 169 | YX | 25.57 | 162 |
| Houston, TX | Philadelphia, PA | 1,335 | 858 | 167 | CO | 58.27 | 167 | WN | 16.49 | 148 |
| Houston, TX | Los Angeles, CA | 1,390 | 1,977 | 166 | CO | 70.21 | 164 | WN | 20.41 | 152 |
| Los Angeles, CA | Omaha, NE | 1,330 | 203 | 163 | UA | 28.36 | 175 | AA | 11.46 | 144 |
| Minneapolis/St.Paul, MN | Orlando/Kissimmee, FL | 1,310 | 2,305 | 158 | NW | 48.95 | 171 | FL | 14.81 | 133 |
| Las Vegas, NV | St. Louis, MO | 1,372 | 915 | 158 | WN | 48.63 | 143 | WN | 48.63 | 143 |
| Austin, TX | Baltimore, MD | 1,342 | 403 | 157 | WN | 72.86 | 152 | WN | 72.86 | 152 |
| Harlingen, TX | Minneapolis/St.Paul, MN | 1,310 | 241 | 155 | SY | 98.15 | 152 | SY | 98.15 | 152 |
| Cedar Rapids/Iowa City, IA | Las Vegas, NV | 1,320 | 251 | 150 | G4 | 79.45 | 134 | G4 | 79.45 | 134 |
| Burlington, VT | Ft. Lauderdale, FL | 1,328 | 205 | 147 | B6 | 49.51 | 145 | B6 | 49.51 | 145 |
| Omaha, NE | San Diego, CA | 1,313 | 238 | 144 | WN | 25.64 | 129 | WN | 25.64 | 129 |
| Kansas City, MO | Los Angeles, CA | 1,368 | 818 | 142 | WN | 55.71 | 130 | WN | 55.71 | 130 |
| Bullhead City, Laughlin, AZ, NV | Minneapolis/St.Paul, MN | 1,310 | 212 | 133 | SY | 99.32 | 133 | SY | 99.32 | 133 |
| Distance Block - 1401-1500 miles | | | | | | | | | | |
| Dallas/Ft. Worth, TX | San Jose/Palo Alto, CA | 1,450 | 602 | 302 | AA | 80.98 | 315 | F9 | 4.95 | 162 |
| Dallas/Ft. Worth, TX | San Francisco, CA | 1,476 | 837 | 297 | AA | 63.80 | 311 | UA | 18.94 | 271 |
| Dallas/Ft. Worth, TX | Hartford, CT/Springfield, MA | 1,471 | 294 | 295 | AA | 72.02 | 319 | NW | 1.85 | 198 |
| Dallas/Ft. Worth, TX | Oakland/Berkeley, CA | 1,468 | 337 | 268 | AA | 71.23 | 270 | CO | 4.92 | 233 |
| Houston, TX | New York, NY | 1,428 | 2,398 | 265 | CO | 75.91 | 284 | TZ | 1.01 | 161 |
| Minneapolis/St.Paul, MN | Portland, OR | 1,426 | 270 | 257 | NW | 69.02 | 271 | F9 | 12.24 | 194 |
| Colorado Springs, CO | Washington, DC | 1,487 | 196 | 244 | UA | 42.39 | 277 | DL | 12.45 | 213 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|--|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Indio/Palm Springs, CA | Minneapolis/St.Paul, MN | 1,454 | 226 | 242 | SY | 44.32 | 169 | SY | 44.32 | 169 |
| Denver, CO | Washington, DC | 1,476 | 1,571 | 237 | UA | 55.88 | 282 | F9 | 26.55 | 186 |
| Dallas/Ft. Worth, TX | Sacramento, CA | 1,442 | 409 | 235 | AA | 61.51 | 248 | F9 | 13.21 | 173 |
| Austin, TX | San Jose/Palo Alto, CA | 1,476 | 610 | 219 | AA | 83.28 | 217 | WN | 9.29 | 213 |
| Detroit, MI | Salt Lake City, UT | 1,481 | 274 | 208 | DL | 49.76 | 215 | NW | 23.70 | 206 |
| Philadelphia, PA | San Antonio, TX | 1,495 | 233 | 204 | AA | 35.34 | 205 | WN | 14.80 | 180 |
| Denver, CO | Jacksonville, FL | 1,447 | 202 | 203 | FL | 24.64 | 173 | FL | 24.64 | 173 |
| Denver, CO | Raleigh/Durham, NC | 1,436 | 339 | 189 | UA | 27.64 | 194 | NW | 15.38 | 154 |
| Baltimore, MD | Denver, CO | 1,491 | 764 | 189 | UA | 46.68 | 233 | WN | 10.19 | 139 |
| Ft. Lauderdale, FL | Minneapolis/St.Paul, MN | 1,487 | 545 | 187 | NW | 57.74 | 201 | FL | 12.34 | 141 |
| Kansas City, MO | Seattle, WA | 1,489 | 305 | 184 | WN | 46.12 | 164 | F9 | 13.23 | 161 |
| Kansas City, MO | Oakland/Berkeley, CA | 1,489 | 205 | 178 | WN | 84.56 | 175 | AA | 1.84 | 172 |
| Ft. Myers, FL | Minneapolis/St.Paul, MN | 1,416 | 1,319 | 178 | NW | 50.13 | 189 | SY | 36.95 | 165 |
| Milwaukee, WI | Phoenix, AZ | 1,460 | 782 | 176 | YX | 47.55 | 175 | YX | 47.55 | 175 |
| Chicago, IL | Tucson, AZ | 1,440 | 685 | 166 | AA | 71.48 | 164 | WN | 16.48 | 143 |
| Chicago, IL | Phoenix, AZ | 1,444 | 3,765 | 163 | WN | 28.63 | 151 | WN | 28.63 | 151 |
| Baltimore, MD | San Antonio, TX | 1,407 | 490 | 159 | WN | 69.13 | 159 | NW | 3.49 | 131 |
| Indianapolis, IN | Phoenix, AZ | 1,489 | 735 | 157 | WN | 40.17 | 144 | WN | 40.17 | 144 |
| Nashville, TN | Phoenix, AZ | 1,448 | 479 | 156 | WN | 84.92 | 148 | WN | 84.92 | 148 |
| Las Vegas, NV | Peoria, IL | 1,413 | 217 | 149 | G4 | 93.23 | 142 | G4 | 93.23 | 142 |
| <u>Distance Block - 1501-1600 miles</u> | | | | | | | | | | |
| Minneapolis/St.Paul, MN | Santa Ana, CA | 1,522 | 273 | 300 | NW | 76.23 | 309 | F9 | 4.71 | 180 |
| Boston, MA | Dallas/Ft. Worth, TX | 1,562 | 1,005 | 291 | AA | 78.35 | 311 | YX | 1.42 | 145 |
| Cincinnati, OH | Phoenix, AZ | 1,569 | 213 | 283 | DL | 87.39 | 281 | NW | 2.08 | 219 |
| Atlanta, GA | Phoenix, AZ | 1,587 | 813 | 279 | DL | 50.12 | 301 | HP | 30.67 | 287 |
| New York, NY | San Antonio, TX | 1,587 | 528 | 256 | CO | 47.95 | 284 | DL | 17.26 | 207 |
| Atlanta, GA | Salt Lake City, UT | 1,589 | 622 | 256 | DL | 67.52 | 291 | F9 | 12.03 | 175 |
| Minneapolis/St.Paul, MN | San Francisco, CA | 1,589 | 932 | 248 | NW | 60.67 | 291 | SY | 17.80 | 141 |
| St. Louis, MO | Santa Ana, CA | 1,570 | 207 | 221 | AA | 73.74 | 220 | F9 | 4.08 | 184 |
| Hartford, CT/Springfield, MA | Houston, TX | 1,519 | 213 | 206 | CO | 25.83 | 223 | US | 14.43 | 187 |
| Las Vegas, NV | New Orleans, LA | 1,501 | 314 | 206 | CO | 29.96 | 230 | UA | 15.83 | 175 |
| Minneapolis/St.Paul, MN | San Diego, CA | 1,532 | 725 | 200 | NW | 51.41 | 227 | SY | 21.93 | 150 |
| Los Angeles, CA | Minneapolis/St.Paul, MN | 1,536 | 1,360 | 197 | NW | 68.71 | 209 | SY | 13.94 | 143 |
| Austin, TX | New York, NY | 1,522 | 1,124 | 197 | B6 | 31.52 | 136 | B6 | 31.52 | 136 |
| Los Angeles, CA | St. Louis, MO | 1,593 | 733 | 192 | AA | 71.21 | 195 | WN | 17.20 | 171 |
| St. Louis, MO | San Diego, CA | 1,558 | 367 | 191 | AA | 67.53 | 188 | AA | 67.53 | 188 |
| Denver, CO | Philadelphia, PA | 1,557 | 877 | 190 | UA | 46.58 | 203 | F9 | 24.90 | 158 |
| Houston, TX | Reno, NV | 1,546 | 261 | 190 | CO | 60.20 | 188 | CO | 60.20 | 188 |
| Kansas City, MO | San Francisco, CA | 1,506 | 235 | 189 | YX | 54.85 | 162 | YX | 54.85 | 162 |
| Denver, CO | Orlando/Kissimmee, FL | 1,545 | 1,351 | 186 | UA | 55.96 | 192 | F9 | 24.58 | 183 |
| Miami, FL | Minneapolis/St.Paul, MN | 1,501 | 775 | 181 | NW | 45.15 | 195 | SY | 19.69 | 155 |
| Albuquerque, NM | Orlando/Kissimmee, FL | 1,552 | 215 | 180 | WN | 67.77 | 177 | CO | 9.25 | 173 |
| Denver, CO | Tampa/St. Petersburg/Lakeland, FL | 1,506 | 875 | 177 | UA | 55.36 | 174 | UA | 55.36 | 174 |
| Chicago, IL | Las Vegas, NV | 1,521 | 3,837 | 165 | WN | 40.13 | 142 | WN | 40.13 | 142 |
| Las Vegas, NV | Milwaukee, WI | 1,524 | 855 | 163 | YX | 65.35 | 162 | NW | 25.32 | 157 |
| Las Vegas, NV | Nashville, TN | 1,588 | 613 | 154 | WN | 83.95 | 150 | F9 | 3.90 | 143 |
| Green Bay, WI | Las Vegas, NV | 1,533 | 257 | 154 | G4 | 74.44 | 136 | G4 | 74.44 | 136 |
| Indianapolis, IN | Las Vegas, NV | 1,591 | 962 | 153 | WN | 45.39 | 142 | WN | 45.39 | 142 |
| Louisville, KY | Phoenix, AZ | 1,506 | 283 | 149 | WN | 70.62 | 135 | CO | 8.67 | 134 |

*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|--|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| <u>Distance Block - 1601-1700 miles</u> | | | | | | | | | | |
| Los Angeles, CA | Memphis, TN | 1,619 | 297 | 259 | NW | 67.87 | 275 | HP | 11.02 | 212 |
| Dallas/Ft. Worth, TX | Portland, OR | 1,626 | 396 | 255 | AA | 58.41 | 276 | F9 | 13.25 | 189 |
| Cincinnati, OH | Las Vegas, NV | 1,678 | 275 | 252 | DL | 83.01 | 257 | AA | 5.65 | 173 |
| Dallas/Ft. Worth, TX | Seattle, WA | 1,670 | 849 | 243 | AA | 63.51 | 265 | AS | 17.85 | 190 |
| Boston, MA | Houston, TX | 1,609 | 606 | 232 | CO | 78.52 | 238 | FL | 2.88 | 168 |
| Chicago, IL | Indio/Palm Springs, CA | 1,657 | 372 | 221 | AA | 77.39 | 211 | AA | 77.39 | 211 |
| Albuquerque, NM | Washington, DC | 1,650 | 391 | 221 | AA | 39.40 | 214 | AA | 39.40 | 214 |
| Los Angeles, CA | New Orleans, LA | 1,671 | 331 | 220 | UA | 48.82 | 205 | WN | 10.88 | 198 |
| Houston, TX | San Francisco, CA | 1,649 | 656 | 215 | CO | 77.29 | 212 | DL | 1.15 | 173 |
| Houston, TX | San Jose/Palo Alto, CA | 1,621 | 332 | 215 | CO | 67.79 | 217 | WN | 10.90 | 206 |
| Denver, CO | New York, NY | 1,626 | 2,535 | 212 | UA | 41.41 | 234 | B6 | 17.14 | 152 |
| Denver, CO | Hartford, CT/Springfield, MA | 1,671 | 219 | 211 | UA | 34.89 | 239 | AA | 18.46 | 174 |
| Chicago, IL | Reno, NV | 1,680 | 263 | 209 | AA | 65.82 | 201 | AA | 65.82 | 201 |
| Houston, TX | Sacramento, CA | 1,624 | 337 | 203 | CO | 55.85 | 209 | WN | 21.38 | 181 |
| Denver, CO | Ft. Myers, FL | 1,606 | 274 | 202 | F9 | 61.33 | 195 | CO | 11.01 | 183 |
| Austin, TX | Boston, MA | 1,698 | 338 | 193 | B6 | 39.20 | 137 | B6 | 39.20 | 137 |
| Birmingham, AL | Las Vegas, NV | 1,618 | 247 | 186 | WN | 61.70 | 185 | WN | 61.70 | 185 |
| Albuquerque, NM | Baltimore, MD | 1,670 | 221 | 177 | WN | 66.38 | 168 | WN | 66.38 | 168 |
| Grand Rapids, MI | Las Vegas, NV | 1,643 | 250 | 176 | NW | 68.00 | 172 | NW | 68.00 | 172 |
| Las Vegas, NV | Louisville, KY | 1,624 | 346 | 175 | WN | 68.68 | 164 | WN | 68.68 | 164 |
| Detroit, MI | Phoenix, AZ | 1,671 | 1,444 | 173 | NW | 50.84 | 176 | WN | 20.01 | 150 |
| Columbus, OH | Phoenix, AZ | 1,671 | 580 | 168 | HP | 49.57 | 173 | WN | 27.74 | 148 |
| Houston, TX | Oakland/Berkeley, CA | 1,642 | 557 | 163 | CO | 51.95 | 163 | WN | 35.14 | 155 |
| <u>Distance Block - 1701-1800 miles</u> | | | | | | | | | | |
| Eagle, CO | New York, NY | 1,746 | 396 | 341 | AA | 60.96 | 336 | AA | 60.96 | 336 |
| Charlotte, NC | Phoenix, AZ | 1,774 | 293 | 263 | US | 40.88 | 338 | NW | 11.41 | 133 |
| St. Louis, MO | San Francisco, CA | 1,736 | 274 | 243 | AA | 80.00 | 242 | DL | 1.01 | 192 |
| Chicago, IL | Santa Ana, CA | 1,731 | 866 | 235 | AA | 51.12 | 233 | AA | 51.12 | 233 |
| St. Louis, MO | Seattle, WA | 1,710 | 309 | 229 | AA | 63.51 | 236 | UA | 10.49 | 218 |
| Chicago, IL | Ontario, CA | 1,706 | 217 | 217 | WN | 27.09 | 228 | AA | 21.92 | 169 |
| Chicago, IL | Portland, OR | 1,751 | 540 | 217 | UA | 51.33 | 248 | WN | 17.58 | 136 |
| Atlanta, GA | Las Vegas, NV | 1,747 | 1,584 | 214 | DL | 65.94 | 223 | FL | 19.38 | 187 |
| Denver, CO | Miami, FL | 1,709 | 427 | 212 | UA | 51.24 | 213 | AA | 36.05 | 206 |
| Phoenix, AZ | Tampa/St. Petersburg/Lakeland, FL | 1,788 | 511 | 203 | HP | 49.38 | 207 | WN | 24.72 | 180 |
| Chicago, IL | Sacramento, CA | 1,790 | 452 | 202 | UA | 44.95 | 257 | WN | 42.66 | 138 |
| Boston, MA | Denver, CO | 1,754 | 1,055 | 199 | UA | 63.09 | 218 | B6 | 20.67 | 133 |
| Chicago, IL | Seattle, WA | 1,733 | 1,187 | 197 | UA | 31.02 | 246 | WN | 22.55 | 137 |
| Chicago, IL | Los Angeles, CA | 1,750 | 3,525 | 196 | UA | 35.29 | 224 | WN | 26.79 | 150 |
| Austin, TX | Seattle, WA | 1,770 | 273 | 195 | AA | 47.09 | 189 | WN | 10.52 | 187 |
| San Antonio, TX | Seattle, WA | 1,774 | 228 | 192 | AA | 36.73 | 190 | CO | 14.59 | 181 |
| Milwaukee, WI | San Diego, CA | 1,738 | 196 | 188 | NW | 22.57 | 194 | F9 | 12.33 | 170 |
| Los Angeles, CA | Nashville, TN | 1,797 | 549 | 184 | WN | 51.62 | 171 | WN | 51.62 | 171 |
| Chicago, IL | San Diego, CA | 1,728 | 1,544 | 183 | WN | 34.57 | 145 | WN | 34.57 | 145 |
| Los Angeles, CA | Milwaukee, WI | 1,756 | 428 | 181 | NW | 43.37 | 172 | NW | 43.37 | 172 |
| Denver, CO | Ft. Lauderdale, FL | 1,703 | 857 | 178 | F9 | 42.53 | 172 | AA | 11.03 | 141 |
| Indianapolis, IN | San Diego, CA | 1,783 | 304 | 177 | AA | 26.83 | 171 | F9 | 13.76 | 158 |
| Nashville, TN | San Diego, CA | 1,751 | 264 | 175 | WN | 73.86 | 166 | WN | 73.86 | 166 |
| Columbus, OH | Las Vegas, NV | 1,772 | 785 | 168 | HP | 45.60 | 175 | WN | 42.26 | 155 |
| Detroit, MI | Las Vegas, NV | 1,750 | 1,814 | 162 | NW | 55.85 | 171 | NK | 15.67 | 122 |
| Flint, MI | Las Vegas, NV | 1,733 | 242 | 148 | NW | 58.20 | 146 | NW | 58.20 | 146 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|--|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Cleveland, OH | Phoenix, AZ | 1,737 | 695 | 146 | CO | 46.32 | 149 | WN | 19.38 | 124 |
| <u>Distance Block - 1801-1900 miles</u> | | | | | | | | | | |
| Cincinnati, OH | Los Angeles, CA | 1,900 | 262 | 315 | DL | 75.34 | 337 | NW | 8.15 | 167 |
| Atlanta, GA | San Diego, CA | 1,891 | 519 | 298 | DL | 72.77 | 312 | AA | 8.49 | 207 |
| Chicago, IL | San Francisco, CA | 1,855 | 1,590 | 268 | UA | 55.09 | 303 | TZ | 13.05 | 140 |
| Salt Lake City, UT | Washington, DC | 1,851 | 512 | 265 | DL | 73.94 | 268 | F9 | 2.78 | 176 |
| Atlanta, GA | Ontario, CA | 1,900 | 277 | 253 | DL | 66.71 | 266 | HP | 24.80 | 210 |
| Houston, TX | Seattle, WA | 1,894 | 551 | 218 | CO | 70.46 | 222 | F9 | 2.85 | 178 |
| Houston, TX | Portland, OR | 1,843 | 306 | 211 | CO | 61.90 | 214 | DL | 2.00 | 165 |
| Albuquerque, NM | New York, NY | 1,825 | 319 | 211 | AA | 37.52 | 208 | DL | 19.42 | 185 |
| Salt Lake City, UT | Tampa/St. Petersburg/Lakeland, FL | 1,887 | 291 | 207 | DL | 63.03 | 219 | CO | 4.55 | 171 |
| Orlando/Kissimmee, FL | Phoenix, AZ | 1,848 | 673 | 205 | HP | 44.83 | 210 | WN | 26.95 | 187 |
| Chicago, IL | San Jose/Palo Alto, CA | 1,838 | 593 | 200 | AA | 40.61 | 184 | WN | 17.11 | 151 |
| Milwaukee, WI | San Francisco, CA | 1,845 | 214 | 190 | NW | 34.77 | 188 | YX | 22.54 | 166 |
| Baltimore, MD | Salt Lake City, UT | 1,864 | 463 | 181 | WN | 40.59 | 174 | WN | 40.59 | 174 |
| Phoenix, AZ | Raleigh/Durham, NC | 1,891 | 399 | 175 | WN | 43.43 | 157 | WN | 43.43 | 157 |
| Indianapolis, IN | Los Angeles, CA | 1,814 | 578 | 166 | NW | 43.77 | 157 | WN | 20.45 | 155 |
| Chicago, IL | Oakland/Berkeley, CA | 1,844 | 841 | 158 | WN | 66.88 | 144 | WN | 66.88 | 144 |
| Phoenix, AZ | Pittsburgh, PA | 1,813 | 481 | 155 | US | 39.16 | 173 | WN | 29.98 | 119 |
| Cleveland, OH | Las Vegas, NV | 1,825 | 1,123 | 153 | CO | 67.94 | 160 | WN | 16.64 | 124 |
| <u>Distance Block - 1901-2000 miles</u> | | | | | | | | | | |
| Phoenix, AZ | Washington, DC | 1,979 | 685 | 286 | HP | 48.43 | 314 | UA | 23.81 | 293 |
| Tucson, AZ | Washington, DC | 1,955 | 242 | 276 | AA | 51.10 | 292 | HP | 15.22 | 221 |
| Miami, FL | Phoenix, AZ | 1,972 | 235 | 246 | HP | 47.99 | 247 | HP | 47.99 | 247 |
| Atlanta, GA | Santa Ana, CA | 1,919 | 505 | 242 | DL | 76.07 | 248 | AA | 11.15 | 199 |
| Detroit, MI | Seattle, WA | 1,927 | 379 | 242 | NW | 64.31 | 262 | F9 | 5.92 | 172 |
| New York, NY | Salt Lake City, UT | 1,989 | 1,453 | 232 | DL | 61.23 | 247 | B6 | 14.39 | 176 |
| Detroit, MI | San Diego, CA | 1,957 | 456 | 229 | NW | 42.50 | 270 | WN | 14.34 | 180 |
| Atlanta, GA | Los Angeles, CA | 1,946 | 1,822 | 221 | DL | 67.72 | 230 | FL | 14.85 | 180 |
| Philadelphia, PA | Salt Lake City, UT | 1,926 | 386 | 221 | DL | 71.78 | 221 | F9 | 5.73 | 175 |
| Ft. Lauderdale, FL | Phoenix, AZ | 1,972 | 534 | 213 | HP | 58.41 | 214 | WN | 10.63 | 184 |
| Charlotte, NC | Las Vegas, NV | 1,917 | 535 | 212 | US | 64.08 | 217 | HP | 10.64 | 215 |
| Orlando/Kissimmee, FL | Salt Lake City, UT | 1,929 | 526 | 211 | DL | 57.02 | 229 | WN | 18.53 | 176 |
| Detroit, MI | Los Angeles, CA | 1,979 | 1,416 | 210 | NW | 67.85 | 221 | NK | 13.41 | 152 |
| Las Vegas, NV | Tampa/St. Petersburg/Lakeland, FL | 1,984 | 853 | 204 | HP | 32.60 | 197 | WN | 29.03 | 197 |
| Jacksonville, FL | Las Vegas, NV | 1,965 | 274 | 198 | DL | 30.70 | 204 | FL | 12.21 | 165 |
| Indianapolis, IN | San Francisco, CA | 1,944 | 249 | 185 | UA | 26.06 | 233 | DL | 14.88 | 135 |
| Dayton, OH | Los Angeles, CA | 1,925 | 198 | 184 | AA | 41.05 | 159 | AA | 41.05 | 159 |
| Columbus, OH | San Diego, CA | 1,964 | 218 | 183 | AA | 24.63 | 186 | CO | 10.25 | 166 |
| Baltimore, MD | Phoenix, AZ | 1,998 | 894 | 179 | WN | 56.26 | 170 | WN | 56.26 | 170 |
| Nashville, TN | Seattle, WA | 1,977 | 218 | 179 | WN | 54.33 | 162 | WN | 54.33 | 162 |
| Columbus, OH | Los Angeles, CA | 1,996 | 408 | 175 | DL | 32.51 | 151 | DL | 32.51 | 151 |
| Las Vegas, NV | Pittsburgh, PA | 1,910 | 692 | 165 | US | 37.67 | 177 | WN | 36.43 | 147 |
| Buffalo, NY | Las Vegas, NV | 1,987 | 441 | 155 | WN | 55.28 | 154 | UA | 10.85 | 135 |
| Buffalo, NY | Phoenix, AZ | 1,912 | 303 | 155 | WN | 55.04 | 162 | AA | 12.94 | 98 |
| <u>Distance Block - 2001-2200 miles</u> | | | | | | | | | | |
| Cincinnati, OH | San Francisco, CA | 2,036 | 198 | 318 | DL | 80.45 | 324 | AA | 5.15 | 202 |
| Atlanta, GA | Portland, OR | 2,172 | 300 | 307 | DL | 68.99 | 318 | NW | 3.11 | 214 |
| Atlanta, GA | Seattle, WA | 2,182 | 635 | 305 | DL | 70.09 | 326 | NW | 5.74 | 200 |

*Carrier Code Identifier and Footnotes at End of Report

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Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|--|--------------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Atlanta, GA | Sacramento, CA | 2,092 | 247 | 271 | DL | 53.80 | 297 | F9 | 11.33 | 180 |
| Atlanta, GA | San Jose/Palo Alto, CA | 2,116 | 249 | 266 | DL | 71.68 | 269 | F9 | 2.32 | 189 |
| Boston, MA | Salt Lake City, UT | 2,105 | 406 | 261 | DL | 68.90 | 281 | NW | 7.97 | 153 |
| Orlando/Kissimmee, FL | Santa Ana, CA | 2,186 | 203 | 257 | AA | 37.21 | 258 | DL | 18.14 | 254 |
| Detroit, MI | San Francisco, CA | 2,079 | 529 | 249 | NW | 67.32 | 270 | UA | 11.65 | 207 |
| Atlanta, GA | Oakland/Berkeley, CA | 2,130 | 198 | 241 | DL | 79.11 | 237 | UA | 5.78 | 218 |
| Charlotte, NC | Los Angeles, CA | 2,125 | 496 | 239 | US | 45.41 | 285 | FL | 12.20 | 144 |
| Las Vegas, NV | Miami, FL | 2,175 | 563 | 238 | AA | 61.90 | 245 | HP | 25.01 | 208 |
| New York, NY | Tucson, AZ | 2,136 | 347 | 235 | AA | 46.72 | 221 | AA | 46.72 | 221 |
| New York, NY | Phoenix, AZ | 2,153 | 2,322 | 233 | CO | 38.22 | 242 | CO | 38.22 | 242 |
| Atlanta, GA | San Francisco, CA | 2,139 | 1,088 | 225 | DL | 69.65 | 230 | FL | 11.74 | 159 |
| Ft. Lauderdale, FL | Salt Lake City, UT | 2,083 | 248 | 218 | DL | 57.25 | 226 | WN | 6.91 | 179 |
| Orlando/Kissimmee, FL | San Diego, CA | 2,148 | 414 | 218 | WN | 25.03 | 185 | WN | 25.03 | 185 |
| Ft. Myers, FL | Las Vegas, NV | 2,070 | 205 | 217 | AA | 26.06 | 220 | F9 | 17.21 | 166 |
| Cleveland, OH | Los Angeles, CA | 2,053 | 506 | 217 | CO | 68.73 | 220 | US | 1.98 | 176 |
| Cleveland, OH | San Francisco, CA | 2,161 | 242 | 212 | CO | 68.60 | 197 | CO | 68.60 | 197 |
| San Diego, CA | Tampa/St. Petersburg/Lakeland, FL | 2,087 | 273 | 208 | DL | 23.46 | 200 | WN | 20.13 | 176 |
| Jacksonville, FL | Los Angeles, CA | 2,153 | 220 | 208 | DL | 33.35 | 210 | AA | 19.89 | 197 |
| Las Vegas, NV | Washington, DC | 2,089 | 1,101 | 207 | UA | 43.83 | 223 | AA | 13.21 | 161 |
| Philadelphia, PA | Phoenix, AZ | 2,075 | 967 | 203 | US | 38.12 | 218 | WN | 22.76 | 161 |
| Miami, FL | Salt Lake City, UT | 2,088 | 214 | 203 | DL | 64.73 | 196 | AA | 16.23 | 193 |
| Cleveland, OH | San Diego, CA | 2,026 | 201 | 198 | CO | 28.56 | 214 | WN | 14.81 | 172 |
| Ft. Lauderdale, FL | Las Vegas, NV | 2,174 | 839 | 197 | DL | 38.31 | 176 | DL | 38.31 | 176 |
| Los Angeles, CA | Tampa/St. Petersburg/Lakeland, FL | 2,158 | 688 | 196 | DL | 71.26 | 178 | DL | 71.26 | 178 |
| Raleigh/Durham, NC | San Diego, CA | 2,193 | 289 | 194 | AA | 24.32 | 220 | WN | 21.59 | 167 |
| Los Angeles, CA | Pittsburgh, PA | 2,136 | 400 | 192 | US | 44.47 | 193 | US | 44.47 | 193 |
| Las Vegas, NV | Norfolk, VA | 2,155 | 290 | 188 | WN | 59.71 | 176 | WN | 59.71 | 176 |
| Las Vegas, NV | Raleigh/Durham, NC | 2,027 | 533 | 187 | WN | 44.68 | 168 | WN | 44.68 | 168 |
| Las Vegas, NV | Orlando/Kissimmee, FL | 2,039 | 1,022 | 183 | DL | 28.30 | 171 | WN | 19.41 | 160 |
| Baltimore, MD | Las Vegas, NV | 2,106 | 1,101 | 183 | WN | 49.76 | 171 | WN | 49.76 | 171 |
| Las Vegas, NV | Philadelphia, PA | 2,176 | 1,628 | 172 | US | 48.69 | 178 | WN | 21.69 | 138 |
| <u>Distance Block - 2201-2400 miles</u> | | | | | | | | | | |
| Los Angeles, CA | Washington, DC | 2,311 | 1,851 | 284 | UA | 52.37 | 332 | AA | 19.25 | 271 |
| Los Angeles, CA | Miami, FL | 2,342 | 995 | 282 | AA | 85.15 | 279 | CX | 1.50 | 214 |
| Seattle, WA | Washington, DC | 2,329 | 824 | 280 | UA | 42.38 | 314 | AS | 35.09 | 257 |
| Sacramento, CA | Washington, DC | 2,381 | 272 | 270 | UA | 59.26 | 302 | TZ | 2.54 | 132 |
| Boston, MA | Phoenix, AZ | 2,300 | 611 | 257 | HP | 51.38 | 300 | NW | 10.35 | 169 |
| Norfolk, VA | San Diego, CA | 2,330 | 289 | 251 | DL | 34.13 | 262 | AA | 10.58 | 233 |
| Portland, OR | Washington, DC | 2,350 | 326 | 244 | UA | 50.71 | 269 | AA | 14.26 | 172 |
| San Diego, CA | Washington, DC | 2,276 | 1,092 | 236 | UA | 43.12 | 281 | B6 | 19.29 | 138 |
| Pittsburgh, PA | San Francisco, CA | 2,254 | 245 | 232 | US | 35.30 | 247 | NW | 15.17 | 139 |
| Raleigh/Durham, NC | San Francisco, CA | 2,400 | 288 | 231 | AA | 34.66 | 221 | DL | 23.69 | 192 |
| Charlotte, NC | San Francisco, CA | 2,297 | 340 | 229 | US | 47.14 | 258 | UA | 25.91 | 235 |
| Las Vegas, NV | New York, NY | 2,248 | 4,007 | 227 | CO | 34.09 | 247 | B6 | 24.68 | 196 |
| Philadelphia, PA | San Diego, CA | 2,369 | 567 | 219 | US | 54.98 | 225 | US | 54.98 | 225 |
| Ft. Lauderdale, FL | San Diego, CA | 2,268 | 268 | 218 | DL | 26.08 | 201 | DL | 26.08 | 201 |
| Philadelphia, PA | Seattle, WA | 2,378 | 403 | 207 | US | 49.37 | 211 | NW | 11.31 | 156 |
| San Francisco, CA | Tampa/St. Petersburg/Lakeland, FL | 2,393 | 307 | 207 | AA | 30.92 | 172 | AA | 30.92 | 172 |
| Los Angeles, CA | Orlando/Kissimmee, FL | 2,217 | 1,453 | 204 | DL | 36.90 | 182 | DL | 36.90 | 182 |
| Los Angeles, CA | Raleigh/Durham, NC | 2,239 | 351 | 202 | DL | 24.11 | 177 | DL | 24.11 | 177 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|---|-----------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| Baltimore, MD | Los Angeles, CA | 2,329 | 888 | 199 | UA | 43.97 | 217 | WN | 37.10 | 173 |
| Ft. Lauderdale, FL | Los Angeles, CA | 2,342 | 1,144 | 199 | AA | 48.20 | 200 | DL | 37.74 | 187 |
| Boston, MA | Las Vegas, NV | 2,381 | 1,284 | 188 | HP | 43.89 | 217 | B6 | 17.66 | 130 |
| Buffalo, NY | Los Angeles, CA | 2,217 | 205 | 182 | DL | 21.79 | 143 | DL | 21.79 | 143 |
| Hartford, CT/Springfield, MA | Las Vegas, NV | 2,298 | 459 | 180 | WN | 46.11 | 164 | WN | 46.11 | 164 |
| Hartford, CT/Springfield, MA | Phoenix, AZ | 2,213 | 405 | 179 | HP | 38.17 | 182 | DL | 15.46 | 139 |
| Baltimore, MD | San Diego, CA | 2,295 | 588 | 177 | WN | 60.48 | 165 | DL | 9.57 | 161 |
| Baltimore, MD | Seattle, WA | 2,335 | 422 | 174 | UA | 22.38 | 181 | NW | 13.14 | 157 |
| Albany, NY | Las Vegas, NV | 2,237 | 293 | 170 | WN | 68.83 | 161 | AA | 2.62 | 147 |
| Baltimore, MD | Portland, OR | 2,358 | 225 | 170 | UA | 27.42 | 194 | NW | 12.18 | 133 |
| Las Vegas, NV | Manchester, NH | 2,356 | 325 | 164 | WN | 73.71 | 152 | NW | 2.40 | 148 |
| Las Vegas, NV | Islip/Long Island, NY | 2,283 | 219 | 162 | WN | 96.40 | 160 | WN | 96.40 | 160 |
| Ft. Lauderdale, FL | Long Beach, CA | 2,327 | 228 | 157 | B6 | 97.46 | 155 | B6 | 97.46 | 155 |
| Long Beach, CA | Washington, DC | 2,300 | 738 | 152 | B6 | 96.73 | 150 | B6 | 96.73 | 150 |
| Las Vegas, NV | Providence, RI | 2,363 | 393 | 148 | WN | 70.57 | 135 | WN | 70.57 | 135 |
| Phoenix, AZ | Providence, RI | 2,277 | 482 | 138 | WN | 78.84 | 132 | CO | 2.38 | 126 |
| <u>Distance Block - More than 2400 miles</u> | | | | | | | | | | |
| San Francisco, CA | Washington, DC | 2,442 | 1,120 | 390 | UA | 68.59 | 452 | TZ | 1.07 | 156 |
| New York, NY | San Francisco, CA | 2,586 | 3,567 | 365 | AA | 30.02 | 353 | DL | 10.49 | 205 |
| Los Angeles, CA | New York, NY | 2,475 | 5,719 | 326 | AA | 40.32 | 353 | DL | 14.50 | 184 |
| New York, NY | Santa Ana, CA | 2,454 | 524 | 311 | CO | 59.86 | 319 | UA | 11.49 | 279 |
| Boston, MA | San Francisco, CA | 2,704 | 1,323 | 307 | UA | 56.48 | 318 | AA | 30.41 | 285 |
| Baltimore, MD | San Francisco, CA | 2,457 | 281 | 279 | UA | 56.61 | 304 | TZ | 1.66 | 146 |
| Philadelphia, PA | San Francisco, CA | 2,521 | 813 | 274 | US | 41.29 | 294 | UA | 37.75 | 289 |
| San Jose/Palo Alto, CA | Washington, DC | 2,424 | 329 | 271 | UA | 54.55 | 291 | AA | 24.80 | 233 |
| Boston, MA | Los Angeles, CA | 2,611 | 1,394 | 260 | AA | 45.39 | 262 | DL | 11.99 | 201 |
| Miami, FL | Seattle, WA | 2,724 | 302 | 258 | AS | 35.72 | 237 | AS | 35.72 | 237 |
| Miami, FL | San Francisco, CA | 2,585 | 677 | 253 | AA | 85.22 | 246 | AA | 85.22 | 246 |
| Boston, MA | San Diego, CA | 2,588 | 603 | 240 | AA | 61.60 | 232 | AA | 61.60 | 232 |
| New York, NY | San Diego, CA | 2,446 | 1,754 | 237 | CO | 29.54 | 289 | B6 | 25.96 | 167 |
| Boston, MA | Portland, OR | 2,537 | 203 | 233 | UA | 39.39 | 239 | AA | 13.57 | 213 |
| New York, NY | Portland, OR | 2,454 | 642 | 224 | B6 | 27.38 | 147 | B6 | 27.38 | 147 |
| Orlando/Kissimmee, FL | San Francisco, CA | 2,445 | 577 | 224 | UA | 49.43 | 238 | DL | 30.58 | 195 |
| Ft. Lauderdale, FL | San Francisco, CA | 2,583 | 227 | 217 | AA | 32.16 | 184 | AA | 32.16 | 184 |
| New York, NY | Seattle, WA | 2,421 | 1,513 | 216 | CO | 21.18 | 270 | B6 | 15.46 | 158 |
| Orlando/Kissimmee, FL | San Jose/Palo Alto, CA | 2,419 | 198 | 214 | AA | 37.21 | 211 | CO | 10.33 | 197 |
| Orlando/Kissimmee, FL | Seattle, WA | 2,553 | 724 | 204 | AS | 38.29 | 221 | AA | 13.41 | 184 |
| Ft. Lauderdale, FL | Seattle, WA | 2,717 | 339 | 204 | AA | 32.58 | 181 | AA | 32.58 | 181 |
| New York, NY | Sacramento, CA | 2,521 | 439 | 200 | B6 | 44.79 | 153 | B6 | 44.79 | 153 |
| Hartford, CT/Springfield, MA | San Diego, CA | 2,502 | 216 | 197 | AA | 23.35 | 183 | WN | 18.47 | 171 |
| Los Angeles, CA | Philadelphia, PA | 2,401 | 1,458 | 196 | US | 42.06 | 204 | WN | 16.10 | 147 |
| Seattle, WA | Tampa/St. Petersburg/Lakeland, FL | 2,520 | 305 | 194 | AA | 23.58 | 180 | WN | 12.19 | 170 |
| New York, NY | San Jose/Palo Alto, CA | 2,569 | 720 | 192 | B6 | 62.90 | 156 | B6 | 62.90 | 156 |
| Los Angeles, CA | Providence, RI | 2,592 | 229 | 191 | WN | 27.29 | 169 | WN | 27.29 | 169 |
| Hartford, CT/Springfield, MA | Los Angeles, CA | 2,527 | 410 | 190 | DL | 43.35 | 166 | DL | 43.35 | 166 |
| Orlando/Kissimmee, FL | Portland, OR | 2,534 | 384 | 189 | UA | 19.14 | 191 | WN | 16.94 | 167 |
| Boston, MA | San Jose/Palo Alto, CA | 2,689 | 391 | 189 | B6 | 53.87 | 145 | B6 | 53.87 | 145 |
| Providence, RI | San Diego, CA | 2,567 | 217 | 186 | WN | 45.36 | 166 | WN | 45.36 | 166 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|-----------------------|----------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| City-Pair | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| New York, NY | Ontario, CA | 2,430 | 414 | 186 | B6 | 57.14 | 159 | B6 | 57.14 | 159 |
| Orlando/Kissimmee, FL | Sacramento, CA | 2,407 | 286 | 185 | AA | 22.02 | 175 | WN | 16.81 | 167 |
| Boston, MA | Seattle, WA | 2,496 | 649 | 183 | B6 | 31.99 | 109 | B6 | 31.99 | 109 |
| New York, NY | Oakland/Berkeley, CA | 2,576 | 1,319 | 175 | B6 | 86.52 | 169 | B6 | 86.52 | 169 |
| Oakland/Berkeley, CA | Washington, DC | 2,432 | 896 | 174 | B6 | 58.75 | 158 | B6 | 58.75 | 158 |
| Glendale/Burbank, CA | New York, NY | 2,465 | 1,033 | 174 | B6 | 95.34 | 169 | B6 | 95.34 | 169 |
| Baltimore, MD | Oakland/Berkeley, CA | 2,446 | 252 | 170 | WN | 62.53 | 162 | WN | 62.53 | 162 |
| Boston, MA | Oakland/Berkeley, CA | 2,693 | 545 | 168 | B6 | 87.50 | 161 | B6 | 87.50 | 161 |
| Long Beach, CA | New York, NY | 2,465 | 1,470 | 167 | B6 | 99.02 | 166 | B6 | 99.02 | 166 |
| Oakland/Berkeley, CA | Philadelphia, PA | 2,510 | 240 | 164 | WN | 66.09 | 150 | WN | 66.09 | 150 |
| Boston, MA | Long Beach, CA | 2,602 | 515 | 162 | B6 | 98.02 | 161 | B6 | 98.02 | 161 |
| Ft. Lauderdale, FL | Oakland/Berkeley, CA | 2,575 | 313 | 157 | B6 | 58.24 | 146 | DL | 10.48 | 137 |

*Carrier Code Identifier and Footnotes at End of Report

Top 1,000 City-Pair Markets Summarized by City
First Quarter 2006 vs. 2005
Markets with 100,000 or more Passengers
Sorted by Average Passenger Trip Distance

Table 2

| City | Number of Markets | 2006 | | | | 2005 | | | |
|------------------------|-------------------|------------|-----------|-----------------------|--------------------|------------|-----------|-----------------------|--------------------|
| | | Passengers | Avg. Fare | Avg. Yield (cents) 3/ | Avg. Psgr Distance | Passengers | Avg. Fare | Avg. Yield (cents) 3/ | Avg. Psgr Distance |
| Lubbock, TX | 3 | 125,630 | 100 | 28.4 | 353 | 106,990 | 89 | 24.7 | 359 |
| Little Rock, AR | 4 | 133,390 | 138 | 35.3 | 390 | 116,390 | 120 | 30.3 | 397 |
| Boise, ID | 8 | 315,760 | 108 | 23.1 | 468 | 272,250 | 98 | 21.1 | 468 |
| Spokane, WA | 8 | 351,170 | 107 | 22.1 | 483 | 306,300 | 95 | 18.9 | 501 |
| Tulsa, OK | 6 | 233,910 | 134 | 23.9 | 562 | 183,300 | 130 | 23.5 | 551 |
| Richmond, VA | 6 | 194,500 | 183 | 32.2 | 569 | 159,950 | 186 | 32.9 | 565 |
| Glendale/Burbank, CA | 12 | 1,065,160 | 122 | 20.4 | 597 | 848,000 | 100 | 22.6 | 440 |
| El Paso, TX | 8 | 289,840 | 134 | 22.0 | 608 | 269,730 | 120 | 19.6 | 613 |
| Reno, NV | 16 | 672,510 | 124 | 20.3 | 610 | 611,490 | 109 | 16.7 | 655 |
| Oklahoma City, OK | 10 | 267,310 | 147 | 23.3 | 632 | 240,640 | 137 | 21.9 | 626 |
| Ontario, CA | 16 | 988,310 | 125 | 19.3 | 650 | 906,920 | 110 | 16.2 | 677 |
| Akron/Canton, OH | 5 | 123,370 | 130 | 18.5 | 705 | 121,210 | 125 | 17.5 | 713 |
| Sacramento, CA | 18 | 1,479,950 | 129 | 18.2 | 709 | 1,406,800 | 112 | 15.2 | 739 |
| Rochester, NY | 9 | 300,610 | 133 | 18.4 | 720 | 302,990 | 117 | 16.8 | 700 |
| Dayton, OH | 8 | 226,170 | 157 | 21.7 | 725 | 185,890 | 139 | 17.9 | 775 |
| Birmingham, AL | 9 | 227,970 | 165 | 22.3 | 740 | 212,600 | 144 | 20.5 | 700 |
| Memphis, TN | 11 | 350,220 | 217 | 28.2 | 768 | 330,520 | 195 | 25.8 | 756 |
| Louisville, KY | 10 | 299,840 | 159 | 20.5 | 777 | 261,620 | 140 | 19.4 | 720 |
| Albuquerque, NM | 16 | 626,650 | 147 | 18.5 | 794 | 542,220 | 139 | 17.1 | 812 |
| Nashville, TN | 27 | 1,088,170 | 156 | 19.5 | 803 | 962,580 | 144 | 18.6 | 776 |
| Jacksonville, FL | 19 | 679,560 | 158 | 19.6 | 807 | 669,480 | 149 | 18.2 | 819 |
| Santa Ana, CA | 22 | 1,525,520 | 158 | 19.5 | 813 | 1,464,080 | 139 | 16.5 | 843 |
| San Jose/Palo Alto, CA | 22 | 1,677,200 | 143 | 17.4 | 821 | 1,528,890 | 128 | 15.7 | 813 |
| Charlotte, NC | 24 | 1,019,290 | 196 | 23.9 | 822 | 747,620 | 212 | 27.8 | 765 |
| Raleigh/Durham, NC | 25 | 1,097,100 | 165 | 19.9 | 831 | 1,072,860 | 136 | 17.0 | 799 |
| Oakland/Berkeley, CA | 28 | 2,514,870 | 127 | 15.3 | 832 | 2,342,250 | 113 | 13.3 | 848 |
| Atlanta, GA | 66 | 5,081,670 | 184 | 21.9 | 838 | 4,927,120 | 158 | 18.8 | 840 |
| St. Louis, MO | 33 | 1,561,970 | 162 | 19.1 | 847 | 1,458,880 | 159 | 18.6 | 853 |
| Dallas/Ft. Worth, TX | 68 | 5,150,080 | 185 | 21.6 | 858 | 4,663,690 | 170 | 19.3 | 881 |
| Syracuse, NY | 6 | 162,970 | 144 | 16.6 | 865 | 178,300 | 127 | 16.1 | 791 |
| Kansas City, MO | 32 | 1,466,910 | 149 | 16.6 | 893 | 1,294,280 | 147 | 16.1 | 915 |
| San Antonio, TX | 24 | 959,950 | 161 | 17.9 | 900 | 771,490 | 164 | 18.2 | 899 |
| Tucson, AZ | 12 | 459,930 | 147 | 16.3 | 901 | 400,540 | 141 | 15.1 | 929 |
| New Orleans, LA | 30 | 824,680 | 158 | 17.5 | 903 | 1,429,390 | 150 | 15.9 | 940 |
| Pittsburgh, PA | 21 | 1,020,470 | 161 | 17.8 | 903 | 864,360 | 175 | 18.8 | 931 |
| Cincinnati, OH | 20 | 508,060 | 267 | 29.5 | 903 | 652,750 | 181 | 19.8 | 912 |
| Houston, TX | 59 | 3,763,500 | 169 | 18.5 | 914 | 3,207,940 | 166 | 18.4 | 902 |
| Omaha, NE | 14 | 467,290 | 153 | 16.7 | 916 | 429,910 | 148 | 15.8 | 935 |
| Cleveland, OH | 25 | 1,198,540 | 159 | 17.2 | 922 | 1,063,130 | 156 | 17.1 | 917 |
| Columbus, OH | 20 | 772,370 | 172 | 18.6 | 922 | 739,830 | 151 | 16.3 | 929 |
| Sarasota/Bradenton, FL | 6 | 185,450 | 142 | 15.4 | 924 | 138,290 | 148 | 16.2 | 910 |
| Manchester, NH | 10 | 468,120 | 125 | 13.5 | 925 | 453,110 | 111 | 12.2 | 906 |

Table 2

| City | Number of Markets | 2006 | | | | 2005 | | | |
|-----------------------------------|-------------------|------------|-----------|-----------------------|--------------------|------------|-----------|-----------------------|--------------------|
| | | Passengers | Avg. Fare | Avg. Yield (cents) 3/ | Avg. Psgr Distance | Passengers | Avg. Fare | Avg. Yield (cents) 3/ | Avg. Psgr Distance |
| Atlantic City, NJ | 5 | 146,270 | 122 | 13.1 | 929 | 179,510 | 122 | 13.2 | 931 |
| Buffalo, NY | 12 | 611,200 | 121 | 13.0 | 935 | 559,840 | 117 | 12.3 | 952 |
| Chicago, IL | 68 | 7,951,310 | 155 | 16.4 | 948 | 7,320,380 | 146 | 15.0 | 972 |
| Islip/Long Island, NY | 8 | 361,870 | 115 | 12.0 | 954 | 284,330 | 109 | 11.1 | 985 |
| Austin, TX | 19 | 900,000 | 171 | 17.6 | 970 | 716,580 | 169 | 18.1 | 937 |
| Baltimore, MD | 49 | 2,776,300 | 136 | 14.0 | 971 | 2,567,380 | 131 | 13.0 | 1,008 |
| Detroit, MI | 39 | 2,646,240 | 179 | 18.0 | 993 | 2,625,320 | 161 | 16.3 | 987 |
| Indianapolis, IN | 24 | 1,056,730 | 157 | 15.8 | 997 | 1,111,110 | 131 | 13.0 | 1,007 |
| Salt Lake City, UT | 39 | 1,947,480 | 171 | 17.1 | 1,003 | 1,719,240 | 150 | 14.1 | 1,062 |
| Portland, OR | 28 | 1,577,650 | 155 | 15.4 | 1,003 | 1,475,690 | 141 | 14.2 | 989 |
| Denver, CO | 54 | 4,155,460 | 168 | 16.4 | 1,027 | 3,524,400 | 177 | 16.5 | 1,075 |
| Washington, DC | 66 | 4,376,570 | 193 | 18.7 | 1,031 | 4,755,320 | 168 | 16.9 | 991 |
| Albany, NY | 9 | 276,470 | 145 | 14.1 | 1,032 | 280,920 | 132 | 12.7 | 1,037 |
| West Palm Beach, FL | 22 | 1,500,950 | 142 | 13.6 | 1,042 | 1,455,570 | 137 | 13.0 | 1,058 |
| Tampa/St. Petersburg/Lakeland, FL | 56 | 3,499,090 | 144 | 13.8 | 1,047 | 3,489,350 | 131 | 12.5 | 1,048 |
| Norfolk, VA | 12 | 269,370 | 168 | 16.0 | 1,047 | 272,630 | 147 | 14.1 | 1,038 |
| Phoenix, AZ | 57 | 5,216,740 | 151 | 14.3 | 1,057 | 4,753,220 | 139 | 12.7 | 1,099 |
| Milwaukee, WI | 20 | 849,200 | 166 | 15.6 | 1,068 | 812,380 | 152 | 14.0 | 1,087 |
| Minneapolis/St.Paul, MN | 43 | 2,765,630 | 194 | 17.9 | 1,082 | 2,694,030 | 182 | 16.6 | 1,096 |
| Philadelphia, PA | 39 | 2,990,200 | 161 | 14.8 | 1,083 | 2,978,670 | 145 | 13.2 | 1,100 |
| Orlando/Kissimmee, FL | 68 | 5,880,400 | 145 | 13.4 | 1,086 | 5,814,770 | 138 | 12.6 | 1,091 |
| Flint, MI | 6 | 164,310 | 145 | 13.0 | 1,116 | 149,680 | 136 | 12.6 | 1,077 |
| Providence, RI | 15 | 695,190 | 134 | 11.8 | 1,135 | 704,520 | 119 | 11.4 | 1,047 |
| Ft. Myers, FL | 30 | 1,790,770 | 153 | 13.5 | 1,139 | 1,624,410 | 145 | 12.6 | 1,148 |
| Indio/Palm Springs, CA | 6 | 186,500 | 192 | 16.8 | 1,144 | 171,550 | 180 | 15.4 | 1,174 |
| Hartford, CT/Springfield, MA | 22 | 963,230 | 165 | 14.2 | 1,164 | 995,730 | 143 | 12.4 | 1,147 |
| Las Vegas, NV | 79 | 6,870,060 | 147 | 12.6 | 1,168 | 6,411,000 | 134 | 11.2 | 1,199 |
| Ft. Lauderdale, FL | 49 | 3,986,990 | 144 | 12.3 | 1,168 | 4,099,380 | 135 | 11.5 | 1,179 |
| New York, NY | 77 | 11,744,130 | 186 | 15.6 | 1,193 | 11,273,420 | 173 | 14.2 | 1,212 |
| San Diego, CA | 42 | 2,784,430 | 163 | 13.7 | 1,194 | 2,581,760 | 151 | 12.5 | 1,209 |
| Boston, MA | 42 | 3,839,430 | 175 | 14.7 | 1,195 | 3,550,810 | 163 | 13.3 | 1,226 |
| Miami, FL | 30 | 1,987,060 | 173 | 14.0 | 1,234 | 1,751,380 | 173 | 13.9 | 1,252 |
| Seattle, WA | 42 | 3,005,700 | 170 | 13.4 | 1,274 | 2,836,480 | 154 | 12.2 | 1,264 |
| Los Angeles, CA | 53 | 5,515,670 | 185 | 13.1 | 1,415 | 5,220,400 | 171 | 11.6 | 1,466 |
| Long Beach, CA | 10 | 553,410 | 130 | 9.0 | 1,437 | 589,170 | 123 | 8.0 | 1,539 |
| San Francisco, CA | 37 | 2,463,140 | 238 | 14.8 | 1,613 | 2,352,770 | 218 | 13.1 | 1,659 |

City-Pair Markets with the Largest Percentage Increase in Average Fare First Quarter 2006 vs. 2005

| City Pair | | Average One Way Fare | | | | Passengers | | | |
|------------------------------|-----------------------------------|----------------------|------|---------------|----------------|------------|---------|---------------|----------------|
| | | 2006 | 2005 | Amount Change | Percent Change | 2006 | 2005 | Amount Change | Percent Change |
| Atlanta, GA | Cincinnati, OH | 325 | 171 | 153 | 89.3 | 24,820 | 39,810 | -14,990 | -37.7 |
| Atlanta, GA | Greensboro/High Point, NC | 227 | 125 | 102 | 82.2 | 23,930 | 36,140 | -12,210 | -33.8 |
| Boston, MA | Cincinnati, OH | 329 | 181 | 147 | 81.1 | 26,270 | 27,040 | -770 | -2.8 |
| Hartford, CT/Springfield, MA | Philadelphia, PA | 106 | 61 | 46 | 75.1 | 32,250 | 36,100 | -3,850 | -10.7 |
| Philadelphia, PA | Raleigh/Durham, NC | 104 | 61 | 43 | 71.3 | 95,930 | 114,330 | -18,400 | -16.1 |
| Columbus, OH | Washington, DC | 179 | 107 | 72 | 67.2 | 27,910 | 39,800 | -11,890 | -29.9 |
| Cincinnati, OH | New York, NY | 311 | 187 | 124 | 66.1 | 63,290 | 76,600 | -13,310 | -17.4 |
| Cincinnati, OH | Washington, DC | 283 | 171 | 112 | 65.5 | 25,890 | 37,000 | -11,110 | -30.0 |
| Huntsville/Decatur, AL | Washington, DC | 284 | 172 | 112 | 65.2 | 23,880 | 34,500 | -10,620 | -30.8 |
| Manchester, NH | Philadelphia, PA | 94 | 57 | 37 | 64.0 | 56,330 | 63,400 | -7,070 | -11.2 |
| Cincinnati, OH | Philadelphia, PA | 294 | 179 | 114 | 63.8 | 20,940 | 29,770 | -8,830 | -29.7 |
| Philadelphia, PA | Providence, RI | 93 | 57 | 35 | 61.4 | 54,480 | 62,860 | -8,380 | -13.3 |
| Atlanta, GA | Columbus, OH | 281 | 176 | 104 | 59.1 | 29,960 | 38,360 | -8,400 | -21.9 |
| Detroit, MI | Washington, DC | 186 | 118 | 69 | 58.4 | 94,760 | 115,320 | -20,560 | -17.8 |
| Sacramento, CA | Washington, DC | 270 | 171 | 99 | 58.0 | 24,450 | 43,630 | -19,180 | -44.0 |
| Atlanta, GA | Hartford, CT/Springfield, MA | 266 | 169 | 98 | 57.9 | 41,780 | 51,830 | -10,050 | -19.4 |
| Raleigh/Durham, NC | Washington, DC | 161 | 102 | 59 | 57.4 | 49,600 | 61,640 | -12,040 | -19.5 |
| Hartford, CT/Springfield, MA | Washington, DC | 184 | 120 | 63 | 52.3 | 33,900 | 49,910 | -16,010 | -32.1 |
| Columbia, SC | Washington, DC | 190 | 125 | 65 | 52.3 | 22,260 | 29,680 | -7,420 | -25.0 |
| Cincinnati, OH | San Francisco, CA | 318 | 214 | 104 | 48.6 | 17,850 | 23,580 | -5,730 | -24.3 |
| Charleston, SC | Washington, DC | 192 | 130 | 63 | 48.4 | 24,330 | 45,160 | -20,830 | -46.1 |
| Manchester, NH | Washington, DC | 177 | 119 | 57 | 48.0 | 18,950 | 23,450 | -4,500 | -19.2 |
| Atlanta, GA | Louisville, KY | 306 | 210 | 96 | 45.5 | 17,900 | 21,980 | -4,080 | -18.6 |
| Boston, MA | Raleigh/Durham, NC | 222 | 153 | 70 | 45.5 | 41,940 | 41,510 | 430 | 1.0 |
| Cleveland, OH | Philadelphia, PA | 292 | 203 | 89 | 43.9 | 20,270 | 24,100 | -3,830 | -15.9 |
| Cincinnati, OH | Tampa/St. Petersburg/Lakeland, FL | 219 | 154 | 65 | 42.3 | 21,700 | 34,590 | -12,890 | -37.3 |
| Salt Lake City, UT | Santa Ana, CA | 165 | 116 | 49 | 42.0 | 54,950 | 66,440 | -11,490 | -17.3 |
| Chicago, IL | Cincinnati, OH | 230 | 162 | 68 | 41.9 | 49,800 | 52,470 | -2,670 | -5.1 |
| Providence, RI | Washington, DC | 189 | 133 | 56 | 41.7 | 27,340 | 44,450 | -17,110 | -38.5 |
| Cincinnati, OH | Los Angeles, CA | 315 | 223 | 92 | 41.5 | 23,560 | 29,770 | -6,210 | -20.9 |
| Atlanta, GA | Providence, RI | 235 | 167 | 68 | 40.7 | 19,450 | 24,680 | -5,230 | -21.2 |
| Minneapolis/St. Paul, MN | Raleigh/Durham, NC | 257 | 185 | 72 | 39.1 | 20,300 | 22,820 | -2,520 | -11.0 |
| Boston, MA | Richmond, VA | 173 | 125 | 49 | 39.0 | 18,570 | 20,950 | -2,380 | -11.4 |
| Charleston, SC | New York, NY | 198 | 143 | 55 | 38.4 | 38,230 | 45,710 | -7,480 | -16.4 |
| Ft. Lauderdale, FL | Salt Lake City, UT | 218 | 159 | 59 | 37.0 | 22,290 | 30,860 | -8,570 | -27.8 |
| Glendale/Burbank, CA | Dallas/Ft. Worth, TX | 217 | 159 | 59 | 37.0 | 31,190 | 36,880 | -5,690 | -15.4 |
| Salt Lake City, UT | San Francisco, CA | 197 | 145 | 52 | 36.1 | 35,890 | 24,080 | 11,810 | 49.0 |
| Pittsburgh, PA | Washington, DC | 220 | 163 | 57 | 35.0 | 23,470 | 33,500 | -10,030 | -29.9 |

Table 3**Average One Way Fare****Passengers**

| City Pair | Average One Way Fare | | | | Passengers | | | |
|--|----------------------|------|---------------|----------------|------------------|------------------|-----------------|----------------|
| | 2006 | 2005 | Amount Change | Percent Change | 2006 | 2005 | Amount Change | Percent Change |
| Cincinnati, OH Denver, CO | 261 | 193 | 67 | 34.7 | 18,030 | 25,950 | -7,920 | -30.5 |
| Dallas/Ft. Worth, TX Los Angeles, CA | 222 | 165 | 57 | 34.7 | 160,840 | 152,540 | 8,300 | 5.4 |
| Indianapolis, IN New York, NY | 205 | 152 | 53 | 34.6 | 72,130 | 70,130 | 2,000 | 2.9 |
| Cincinnati, OH Phoenix, AZ | 283 | 210 | 73 | 34.6 | 19,190 | 23,470 | -4,280 | -18.2 |
| New York, NY Portland, ME | 235 | 175 | 60 | 34.2 | 17,630 | 18,880 | -1,250 | -6.6 |
| Cincinnati, OH Dallas/Ft. Worth, TX | 276 | 206 | 70 | 34.0 | 26,650 | 30,290 | -3,640 | -12.0 |
| Cincinnati, OH Orlando/Kissimmee, FL | 214 | 160 | 54 | 33.7 | 29,890 | 41,910 | -12,020 | -28.7 |
| Greensboro/High Point, NC New York, NY | 188 | 141 | 47 | 33.4 | 48,740 | 63,590 | -14,850 | -23.4 |
| Cincinnati, OH Ft. Lauderdale, FL | 217 | 164 | 54 | 32.9 | 21,810 | 27,380 | -5,570 | -20.3 |
| Dallas/Ft. Worth, TX Long Beach, CA | 183 | 138 | 45 | 32.4 | 22,000 | 37,300 | -15,300 | -41.0 |
| Salt Lake City, UT Spokane, WA | 135 | 102 | 33 | 32.1 | 18,150 | 13,800 | 4,350 | 31.5 |
| Columbus, OH New York, NY | 230 | 174 | 55 | 31.8 | 75,930 | 74,350 | 1,580 | 2.1 |
| Dallas/Ft. Worth, TX Indianapolis, IN | 206 | 156 | 50 | 31.8 | 42,720 | 42,520 | 200 | 0.5 |
| Phoenix, AZ Reno, NV | 141 | 107 | 34 | 31.6 | 53,040 | 49,130 | 3,910 | 8.0 |
| Cincinnati, OH Las Vegas, NV | 252 | 192 | 60 | 31.2 | 24,780 | 36,470 | -11,690 | -32.1 |
| Dallas/Ft. Worth, TX Las Vegas, NV | 180 | 137 | 42 | 30.8 | 187,050 | 186,300 | 750 | 0.4 |
| Dallas/Ft. Worth, TX Ontario, CA | 206 | 157 | 48 | 30.8 | 40,960 | 42,510 | -1,550 | -3.6 |
| Boston, MA Detroit, MI | 292 | 224 | 69 | 30.7 | 39,030 | 42,470 | -3,440 | -8.1 |
| Atlanta, GA Portland, OR | 307 | 235 | 72 | 30.6 | 27,020 | 28,250 | -1,230 | -4.4 |
| Baltimore, MD Detroit, MI | 225 | 173 | 52 | 30.4 | 27,200 | 29,730 | -2,530 | -8.5 |
| Indianapolis, IN Phoenix, AZ | 157 | 121 | 37 | 30.4 | 66,170 | 74,600 | -8,430 | -11.3 |
| Columbus, OH Minneapolis/St.Paul, MN | 269 | 207 | 62 | 30.2 | 20,080 | 20,730 | -650 | -3.1 |
| Hartford, CT/Springfield, MA Raleigh/Durham, NC | 165 | 127 | 38 | 30.0 | 22,480 | 21,940 | 540 | 2.5 |
| TOTAL | | | | | 2,382,130 | 2,788,940 | -406,810 | -14.6 |

**City-Pair Markets with the Largest Percentage Decrease in Average Fare
First Quarter 2006 vs. 2005**

Table 4

| City Pair | Average One Way Fare | | | | Passengers | | | |
|--|----------------------|------|---------------|----------------|------------------|----------------|----------------|----------------|
| | 2006 | 2005 | Amount Change | Percent Change | 2006 | 2005 | Amount Change | Percent Change |
| Philadelphia, PA Pittsburgh, PA | 100 | 254 | -154 | -60.7 | 96,240 | 37,900 | 58,340 | 153.9 |
| Dallas/Ft. Worth, TX St. Louis, MO | 95 | 215 | -120 | -55.7 | 121,490 | 62,990 | 58,500 | 92.9 |
| Dallas/Ft. Worth, TX Kansas City, MO | 99 | 209 | -109 | -52.4 | 116,010 | 61,180 | 54,830 | 89.6 |
| Baltimore, MD Charlotte, NC | 129 | 251 | -122 | -48.6 | 50,510 | 18,360 | 32,150 | 175.1 |
| Buffalo, NY Chicago, IL | 115 | 212 | -97 | -45.9 | 41,530 | 16,930 | 24,600 | 145.3 |
| Chicago, IL Pittsburgh, PA | 97 | 163 | -66 | -40.6 | 97,650 | 62,030 | 35,620 | 57.4 |
| Hartford, CT/Springfield, MA Pittsburgh, PA | 153 | 245 | -92 | -37.4 | 19,280 | 15,020 | 4,260 | 28.4 |
| Denver, CO Phoenix, AZ | 99 | 158 | -59 | -37.2 | 316,010 | 175,550 | 140,460 | 80.0 |
| Boston, MA Charlotte, NC | 175 | 267 | -92 | -34.6 | 52,850 | 27,200 | 25,650 | 94.3 |
| Ontario, CA San Francisco, CA | 106 | 158 | -52 | -33.0 | 21,620 | 2,530 | 19,090 | 754.5 |
| Charlotte, NC San Francisco, CA | 229 | 339 | -109 | -32.3 | 30,610 | 17,530 | 13,080 | 74.6 |
| Austin, TX Boston, MA | 193 | 279 | -86 | -30.9 | 30,430 | 14,560 | 15,870 | 109.0 |
| Austin, TX New York, NY | 197 | 281 | -84 | -30.0 | 101,130 | 52,500 | 48,630 | 92.6 |
| | | | TOTAL | | 1,095,360 | 564,280 | 531,080 | 94.1 |

**Table 5 (abridged):
Detailed Fare Information for Highest- and Lowest-Fare Markets Under 750 Miles**

As discussed earlier in this report, airlines offer a wide variety of prices in any given market, and it is unlikely that the average fares listed in this report will match any particular fare being offered. A high average fare usually indicates that a broad range of fares is offered in the market. It is likely that low fare seats in these markets are offered in limited numbers, and are subject to various travel restrictions. Fares in markets with low average fares tend to be clustered closely around the average fare. Because only a small percentage of passengers in these markets pay high fares, it is much easier for consumers to find competitive prices. In markets with high average fares, consumers must make extra efforts to get low price service.

The attached table shows detailed fare and passenger data for all city-pairs with a stage length of less than 750 miles that have average fares above \$200. Fare and passenger information is provided for individual competitors in the market. Any airline that carries ten percent or more of the passengers in a market is considered a competitor for the purpose of this report. Following the high-fare markets, identical information is provided for city-pairs with a stage length of less than 750 miles that have an average fare of \$75 or less.

The markets covered in Table 5 were limited in this manner for the sake of brevity. The 750-mile stage length was chosen for demonstrative purposes, because a greater percentage of passengers are affected by fare disparities in short-haul markets with high average fares.

For each competitor in the market, the table shows the number of passengers carried, the competitor's market share, and the competitor's average fare. To demonstrate the various levels of fares within these markets, we show the least and most expensive \$25 fare interval available to at least five percent of passengers in the market, along with the percentage of the competitor's passengers that flew in those fare intervals. The fare listed is the top of the \$25 fare interval. The last column shows the percentage of each competitor's traffic that flew at fares greater than three times the least expensive significant fare interval.

For example, Delta Airlines flew 23,450 passengers between Atlanta, GA and Cincinnati, OH, or 94% of market passengers, at an average fare of \$330. Delta Airlines' *Minimum \$25 Fare Interval* between Atlanta, GA and Cincinnati, OH is \$25; the percent of passengers in that interval was five percent. This means that five percent of Delta Airlines' passengers in this market paid between \$0 and \$25 each way. The \$0 to \$25 fare interval was the lowest in which at least five percent of Delta Airlines' passengers flew. Delta Airlines' *Maximum \$25 Fare Interval* is listed as \$625; the percentage of passengers in that interval was seven percent. This means that seven percent of Delta Airlines' Atlanta-Cincinnati passengers paid between \$601 and \$625 each way. The \$601 to \$625 fare interval was the highest in which at least five percent of Delta Airlines' passengers flew. Eighty nine percent of Delta Airlines' passengers paid more than \$75

each way (three times \$25, the top of the lowest significant fare interval for Delta Airlines in this market).

Note: Delta Airlines did not have a \$25 one-way fare in the Atlanta-Cincinnati market. However Delta did have 5% of its ATL-CVG passengers pay between \$0 and \$25 one-way. These are most likely frequent flyers that have had to pay certain fees. The 89% of the 23,450 passengers paying more than 3 times the \$25 is further evidence that these are not full fare paying passengers. We believe this is a function of the increasing minimum fees imposed on the air traveler. Effective 2006 q2 we will recalibrate the minimum fee accepted as full fare travel to control for these increasing fees.

**Detailed Fare Information for City-Pair Markets
with Highest and Lowest Average Fares**

First Quarter 2006

Table 5

| Average Mkt Fare | Origin | Destination | Carrier | Psgs | Market Share | Average Fare | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgs Paying Over 3x the Minimum |
|---|------------------------|-------------------------|---------|--------|-----------------|-----------------|-------------------------------|-------|-------------------------------|-------|---|
| | | | | | | | Fare | %Psgs | Fare | %Psgs | |
| <i>Markets Under 750 Miles, City-Pairs with Average Fares Above \$200</i> | | | | | | | | | | | |
| \$325 | Atlanta, GA | Cincinnati, OH | DL | 23,450 | 94% | \$330 | \$25 | 5% | \$625 | 7% | 89% |
| \$311 | Cincinnati, OH | New York, NY | CO | 11,840 | 19% | \$363 | \$175 | 16% | \$625 | 9% | 25% |
| | | | DL | 45,950 | 73% | \$307 | \$50 | 6% | \$625 | 7% | 75% |
| \$306 | Atlanta, GA | Louisville, KY | DL | 16,280 | 91% | \$313 | \$150 | 5% | \$425 | 8% | 20% |
| \$298 | Charlotte, NC | Philadelphia, PA | US | 30,780 | 83% | \$315 | \$150 | 22% | \$625 | 5% | 30% |
| \$294 | Cincinnati, OH | Philadelphia, PA | DL | 12,090 | 58% | \$304 | \$150 | 8% | \$625 | 5% | 27% |
| | | | US | 7,750 | 37% | \$278 | \$100 | 11% | \$625 | 7% | 45% |
| \$292 | Boston, MA | Detroit, MI | NW | 31,870 | 82% | \$309 | \$150 | 14% | \$575 | 9% | 26% |
| \$292 | Cleveland, OH | Philadelphia, PA | CO | 9,180 | 45% | \$297 | \$125 | 7% | \$500 | 6% | 46% |
| | | | US | 9,800 | 48% | \$296 | \$100 | 7% | \$500 | 7% | 48% |
| \$291 | Kansas City, MO | Minneapolis/St.Paul, MN | NW | 23,900 | 81% | \$316 | \$125 | 10% | \$550 | 10% | 35% |
| \$288 | Boston, MA | Pittsburgh, PA | NW | 3,480 | 12% | \$104 | \$100 | 72% | \$125 | 18% | 1% |
| | | | UA | 3,990 | 14% | \$214 | \$125 | 25% | \$200 | 13% | 14% |
| | | | US | 19,530 | 69% | \$338 | \$125 | 10% | \$600 | 11% | 40% |
| \$284 | Detroit, MI | Minneapolis/St.Paul, MN | NW | 44,390 | 85% | \$304 | \$150 | 15% | \$525 | 11% | 27% |
| \$284 | Huntsville/Decatur, AL | Washington, DC | DL | 8,700 | 36% | \$322 | \$50 | 6% | \$475 | 5% | 86% |
| | | | US | 13,690 | 57% | \$259 | \$175 | 25% | \$450 | 7% | 4% |
| \$283 | Cincinnati, OH | Washington, DC | DL | 24,140 | 93% | \$284 | \$75 | 7% | \$525 | 6% | 57% |
| \$281 | Atlanta, GA | Columbus, OH | DL | 25,740 | 86% | \$288 | \$50 | 6% | \$425 | 6% | 72% |
| \$280 | Memphis, TN | Minneapolis/St.Paul, MN | NW | 14,640 | 82% | \$307 | \$150 | 13% | \$325 | 11% | 20% |
| \$271 | New York, NY | Pittsburgh, PA | CO | 17,320 | 22% | \$313 | \$100 | 9% | \$475 | 24% | 50% |
| | | | US | 48,910 | 62% | \$273 | \$125 | 14% | \$475 | 13% | 31% |
| \$269 | Columbus, OH | Minneapolis/St.Paul, MN | NW | 13,890 | 69% | \$296 | \$125 | 8% | \$600 | 6% | 26% |
| \$268 | Cleveland, OH | Minneapolis/St.Paul, MN | CO | 7,570 | 30% | \$291 | \$100 | 12% | \$625 | 5% | 49% |
| | | | NW | 10,780 | 43% | \$296 | \$100 | 5% | \$600 | 6% | 52% |
| \$264 | Detroit, MI | Milwaukee, WI | NW | 17,210 | 96% | \$265 | \$100 | 7% | \$450 | 9% | 47% |
| \$261 | Indianapolis, IN | Minneapolis/St.Paul, MN | AA | 2,600 | 10% | \$169 | \$100 | 7% | \$250 | 6% | 6% |
| | | | NW | 17,460 | 68% | \$298 | \$125 | 5% | \$550 | 12% | 29% |
| | | | UA | 2,820 | 11% | \$201 | \$100 | 7% | \$275 | 6% | 11% |
| \$258 | Dallas/Ft. Worth, TX | Louisville, KY | AA | 14,120 | 77% | \$268 | \$125 | 5% | \$350 | 9% | 22% |
| \$254 | Atlanta, GA | St. Louis, MO | AA | 20,770 | 42% | \$250 | \$75 | 5% | \$375 | 8% | 47% |
| | | | DL | 24,790 | 50% | \$264 | \$50 | 7% | \$625 | 6% | 64% |
| \$248 | Dallas/Ft. Worth, TX | Memphis, TN | AA | 18,330 | 67% | \$251 | \$125 | 10% | \$300 | 12% | 21% |
| | | | NW | 7,180 | 26% | \$248 | \$75 | 5% | \$300 | 13% | 37% |
| \$244 | Dallas/Ft. Worth, TX | Nashville, TN | AA | 39,690 | 88% | \$245 | \$150 | 9% | \$350 | 14% | 3% |
| \$240 | Louisville, KY | New York, NY | CO | 8,550 | 28% | \$324 | \$75 | 5% | \$550 | 22% | 54% |
| | | | NW | 3,220 | 11% | \$126 | \$100 | 58% | \$175 | 7% | 5% |
| | | | US | 11,610 | 39% | \$221 | \$125 | 12% | \$275 | 11% | 9% |
| \$239 | Detroit, MI | Indianapolis, IN | NW | 16,660 | 85% | \$254 | \$100 | 16% | \$450 | 20% | 41% |

**Detailed Fare Information for City-Pair Markets
with Highest and Lowest Average Fares**

First Quarter 2006

Table 5

| Average Mkt Fare | Origin | Destination | Carrier | Psgs | Market Share | Average Fare | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgs Paying Over 3x the Minimum |
|------------------------|-------------------------|---------------------------|---------|--------|-----------------|-----------------|-------------------------------|-------|-------------------------------|-------|---|
| | | | | | | | Fare | %Psgs | Fare | %Psgs | |
| \$238 | Detroit, MI | Philadelphia, PA | NW | 36,280 | 60% | \$253 | \$50 | 5% | \$550 | 10% | 61% |
| | | | US | 16,590 | 27% | \$230 | \$100 | 8% | \$550 | 9% | 29% |
| \$237 | Dallas/Ft. Worth, TX | Omaha, NE | AA | 18,640 | 81% | \$254 | \$125 | 8% | \$375 | 16% | 10% |
| \$235 | Detroit, MI | Memphis, TN | NW | 15,750 | 87% | \$244 | \$150 | 28% | \$300 | 10% | 9% |
| \$234 | Chicago, IL | Richmond, VA | AA | 5,980 | 27% | \$239 | \$100 | 7% | \$325 | 7% | 29% |
| | | | UA | 12,910 | 58% | \$238 | \$100 | 9% | \$325 | 9% | 30% |
| \$232 | Minneapolis/St.Paul, MN | St. Louis, MO | AA | 15,140 | 38% | \$216 | \$100 | 5% | \$450 | 5% | 22% |
| | | | NW | 21,690 | 54% | \$246 | \$125 | 25% | \$450 | 9% | 25% |
| \$230 | Chicago, IL | Cincinnati, OH | AA | 11,660 | 23% | \$243 | \$175 | 19% | \$350 | 12% | 0% |
| | | | DL | 22,510 | 45% | \$229 | \$125 | 5% | \$350 | 27% | 4% |
| | | | UA | 14,490 | 29% | \$218 | \$75 | 13% | \$350 | 16% | 47% |
| \$230 | Columbus, OH | New York, NY | AA | 17,840 | 23% | \$213 | \$100 | 6% | \$375 | 11% | 27% |
| | | | CO | 26,470 | 35% | \$265 | \$125 | 5% | \$375 | 24% | 7% |
| | | | DL | 9,780 | 13% | \$188 | \$75 | 11% | \$375 | 12% | 32% |
| | | | US | 17,200 | 23% | \$227 | \$100 | 6% | \$375 | 20% | 30% |
| \$227 | Atlanta, GA | Greensboro/High Point, NC | DL | 22,260 | 93% | \$229 | \$150 | 10% | \$425 | 6% | 3% |
| \$225 | Minneapolis/St.Paul, MN | Nashville, TN | NW | 15,710 | 76% | \$238 | \$125 | 10% | \$250 | 22% | 14% |
| \$225 | Baltimore, MD | Detroit, MI | NW | 19,520 | 72% | \$245 | \$125 | 7% | \$550 | 5% | 16% |
| | | | WN | 4,620 | 17% | \$159 | \$125 | 16% | \$200 | 40% | 0% |
| \$222 | Boston, MA | Raleigh/Durham, NC | AA | 21,930 | 52% | \$237 | \$125 | 21% | \$275 | 8% | 19% |
| | | | DL | 13,850 | 33% | \$204 | \$125 | 17% | \$425 | 5% | 12% |
| \$222 | Chicago, IL | White Plains, NY | AA | 19,040 | 53% | \$228 | \$125 | 7% | \$275 | 8% | 10% |
| | | | UA | 15,190 | 42% | \$215 | \$125 | 12% | \$425 | 6% | 10% |
| \$222 | Charlotte, NC | Nashville, TN | US | 16,540 | 87% | \$227 | \$100 | 6% | \$325 | 31% | 36% |
| \$220 | Pittsburgh, PA | Washington, DC | UA | 7,760 | 33% | \$169 | \$75 | 11% | \$225 | 6% | 20% |
| | | | US | 15,510 | 66% | \$244 | \$100 | 19% | \$500 | 8% | 30% |
| \$219 | Chicago, IL | Des Moines, IA | AA | 7,510 | 40% | \$220 | \$100 | 9% | \$325 | 6% | 23% |
| | | | UA | 10,740 | 58% | \$217 | \$125 | 12% | \$350 | 10% | 4% |
| \$217 | Detroit, MI | Kansas City, MO | NW | 22,170 | 71% | \$236 | \$150 | 15% | \$275 | 6% | 5% |
| | | | WN | 6,750 | 22% | \$169 | \$125 | 10% | \$225 | 5% | 0% |
| \$217 | Cleveland, OH | Milwaukee, WI | CO | 11,020 | 57% | \$217 | \$100 | 14% | \$350 | 10% | 31% |
| | | | YX | 7,440 | 39% | \$216 | \$100 | 11% | \$350 | 8% | 29% |
| \$216 | New York, NY | Norfolk, VA | CO | 6,600 | 28% | \$295 | \$50 | 13% | \$525 | 26% | 74% |
| | | | DL | 2,530 | 11% | \$138 | \$50 | 7% | \$200 | 6% | 28% |
| | | | US | 11,570 | 49% | \$191 | \$100 | 6% | \$275 | 18% | 5% |
| \$215 | St. Louis, MO | Washington, DC | AA | 38,520 | 87% | \$217 | \$125 | 15% | \$300 | 6% | 7% |
| \$214 | Chicago, IL | Memphis, TN | AA | 11,410 | 30% | \$224 | \$100 | 11% | \$525 | 6% | 21% |
| | | | NW | 10,850 | 29% | \$238 | \$100 | 9% | \$525 | 7% | 24% |
| | | | UA | 12,810 | 34% | \$191 | \$75 | 7% | \$275 | 9% | 28% |
| \$210 | Charlotte, NC | Chicago, IL | AA | 11,840 | 18% | \$220 | \$100 | 5% | \$475 | 6% | 25% |
| | | | UA | 27,140 | 41% | \$213 | \$100 | 9% | \$475 | 8% | 23% |
| | | | US | 19,120 | 29% | \$213 | \$100 | 7% | \$475 | 9% | 23% |
| \$210 | New York, NY | Richmond, VA | CO | 11,000 | 22% | \$331 | \$50 | 8% | \$475 | 33% | 83% |

**Detailed Fare Information for City-Pair Markets
with Highest and Lowest Average Fares**

First Quarter 2006

Table 5

| Average Mkt Fare | Origin | Destination | Carrier | Psgs | Market Share | Average Fare | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgs Paying Over 3x the Minimum |
|---|----------------------------|--------------------------------------|---------|--------|-----------------|-----------------|-------------------------------|-------|-------------------------------|-------|---|
| | | | | | | | Fare | %Psgs | Fare | %Psgs | |
| \$207 | Greenville/Spartanburg, SC | New York, NY | DL | 8,850 | 18% | \$160 | \$75 | 10% | \$275 | 8% | 26% |
| | | | US | 27,820 | 56% | \$182 | \$100 | 6% | \$275 | 6% | 10% |
| | | | CO | 6,560 | 25% | \$289 | \$75 | 21% | \$550 | 22% | 46% |
| | | | DL | 6,690 | 26% | \$166 | \$50 | 6% | \$150 | 17% | 25% |
| | | | US | 9,420 | 36% | \$192 | \$125 | 48% | \$275 | 6% | 10% |
| \$206 | Grand Rapids, MI | New York, NY | AA | 5,740 | 28% | \$174 | \$125 | 36% | \$250 | 7% | 6% |
| | | | CO | 7,180 | 35% | \$238 | \$125 | 16% | \$300 | 5% | 13% |
| | | | NW | 5,070 | 24% | \$207 | \$125 | 17% | \$250 | 7% | 7% |
| \$205 | Memphis, TN | Tampa/St. Petersburg/Lakeland, FL | FL | 2,290 | 12% | \$161 | \$100 | 8% | \$325 | 7% | 10% |
| | | | NW | 13,060 | 69% | \$211 | \$125 | 11% | \$325 | 7% | 6% |
| \$205 | Indianapolis, IN | New York, NY | CO | 19,040 | 26% | \$283 | \$150 | 33% | \$525 | 17% | 33% |
| | | | NW | 14,510 | 20% | \$170 | \$100 | 39% | \$275 | 12% | 9% |
| | | | US | 27,240 | 38% | \$181 | \$100 | 27% | \$275 | 20% | 7% |
| \$201 | Charlotte, NC | New York, NY | AA | 21,530 | 14% | \$145 | \$75 | 7% | \$200 | 5% | 14% |
| | | | CO | 22,720 | 15% | \$205 | \$125 | 18% | \$350 | 8% | 4% |
| | | | US | 70,830 | 48% | \$236 | \$125 | 8% | \$350 | 10% | 8% |
| \$200 | Charlotte, NC | Detroit, MI | NW | 14,220 | 48% | \$184 | \$50 | 14% | \$250 | 17% | 50% |
| | | | US | 11,790 | 40% | \$222 | \$125 | 9% | \$450 | 5% | 17% |
| <i>Markets Under 750 Miles, City-Pairs with Average Fares Under \$70</i> | | | | | | | | | | | |
| \$68 | Baltimore, MD | Islip/Long Island, NY | WN | 53,620 | 99% | \$67 | \$50 | 46% | \$125 | 26% | 0% |

First Quarter 2006 Average Fare Premiums (Discounts)

Sorted by Fare Premium

Table 7

| | | All Markets with More Than 20 Psgs/Day | | | | | Short-haul Markets with More Than 20 Psgs/Day | | | | | Long-haul Markets with More Than 20 Psgs/Day | | | | |
|-------------------------------|---------|--|-----------|-----------------------|--------------|----------------|---|-----------|-----------------------|--------------|----------------|--|-----------|-----------------------|--------------|----------------|
| City Markets | Airport | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium |
| 1 Cincinnati, OH | CVG | 91 | 821,250 | 0% | \$268 | 69 | 56 | 417,990 | 0% | \$278 | 103 | 35 | 403,260 | 0% | \$258 | 43 |
| 2 Huntsville/Decatur, AL | HSV | 42 | 154,920 | 0% | \$266 | 35 | 20 | 83,820 | 0% | \$260 | 48 | 22 | 71,100 | 0% | \$273 | 23 |
| 3 Eagle, CO | EGE | 34 | 159,420 | 0% | \$267 | 33 | 4 | 27,410 | 0% | \$215 | 2 | 30 | 132,010 | 0% | \$277 | 39 |
| 4 White Plains, NY | HPN | 11 | 64,590 | 0% | \$247 | 32 | 7 | 53,020 | 0% | \$241 | 28 | 4 | 11,570 | 0% | \$276 | 51 |
| 5 Dallas/Ft. Worth, TX | DFW | 159 | 4,460,890 | 25% | \$210 | 27 | 58 | 1,213,320 | 31% | \$168 | 8 | 101 | 3,247,570 | 22% | \$226 | 34 |
| 6 San Francisco, CA | SFO | 118 | 2,799,620 | 14% | \$235 | 24 | 23 | 883,750 | 0% | \$160 | 15 | 95 | 1,915,870 | 20% | \$270 | 27 |
| 7 Memphis, TN | MEM | 78 | 655,410 | 34% | \$225 | 23 | 44 | 384,880 | 43% | \$212 | 22 | 34 | 270,530 | 21% | \$245 | 25 |
| 8 Charlotte, NC | CLT | 94 | 1,430,110 | 12% | \$205 | 21 | 58 | 1,013,630 | 12% | \$194 | 24 | 36 | 416,480 | 12% | \$233 | 14 |
| 9 Atlanta, GA | ATL | 161 | 5,561,540 | 72% | \$189 | 21 | 99 | 3,648,100 | 78% | \$173 | 19 | 62 | 1,913,440 | 60% | \$219 | 23 |
| 10 New York, NY | EWR | 159 | 3,932,150 | 37% | \$208 | 20 | 60 | 1,095,270 | 21% | \$217 | 41 | 99 | 2,836,880 | 43% | \$205 | 14 |
| 11 Richmond, VA | RIC | 54 | 436,910 | 32% | \$212 | 20 | 30 | 271,440 | 40% | \$200 | 24 | 24 | 165,470 | 20% | \$231 | 13 |
| 12 Charleston, SC | CHS | 53 | 258,880 | 0% | \$235 | 20 | 31 | 163,800 | 0% | \$220 | 14 | 22 | 95,080 | 0% | \$262 | 29 |
| 13 Minneapolis/St.Paul, MN | MSP | 136 | 3,163,200 | 58% | \$201 | 19 | 46 | 827,630 | 26% | \$190 | 29 | 90 | 2,335,570 | 69% | \$205 | 16 |
| 14 Washington, DC | DCA | 157 | 2,832,480 | 20% | \$191 | 19 | 73 | 1,475,510 | 20% | \$177 | 26 | 84 | 1,356,970 | 19% | \$207 | 12 |
| 15 Greenville/Spartanburg, SC | GSP | 45 | 196,500 | 0% | \$230 | 19 | 26 | 125,860 | 0% | \$216 | 15 | 19 | 70,640 | 0% | \$256 | 25 |
| 16 Houston, TX | IAH | 140 | 2,830,380 | 5% | \$193 | 16 | 40 | 686,810 | 0% | \$151 | 8 | 100 | 2,143,570 | 6% | \$207 | 18 |
| 17 New York, NY | LGA | 161 | 4,714,750 | 37% | \$175 | 15 | 59 | 2,018,790 | 18% | \$166 | 23 | 102 | 2,695,960 | 52% | \$182 | 10 |
| 18 Grand Rapids, MI | GRR | 52 | 319,390 | 0% | \$213 | 14 | 25 | 118,510 | 0% | \$219 | 24 | 27 | 200,880 | 0% | \$209 | 8 |
| 19 Columbia, SC | CAE | 39 | 162,940 | 0% | \$232 | 13 | 23 | 107,090 | 0% | \$216 | 11 | 16 | 55,850 | 0% | \$262 | 17 |
| 20 Washington, DC | IAD | 157 | 1,924,740 | 36% | \$202 | 13 | 74 | 689,190 | 38% | \$151 | 7 | 83 | 1,235,550 | 34% | \$230 | 16 |
| 21 Wichita, KS | ICT | 36 | 183,880 | 42% | \$213 | 13 | 10 | 54,240 | 0% | \$241 | 54 | 26 | 129,640 | 59% | \$201 | 0 |
| 22 Greensboro/High Point, NC | GSO | 52 | 309,900 | 0% | \$210 | 11 | 34 | 220,770 | 0% | \$200 | 13 | 18 | 89,130 | 0% | \$237 | 8 |
| 23 Indio/Palm Springs, CA | PSP | 46 | 332,730 | 6% | \$208 | 11 | 7 | 74,860 | 0% | \$145 | 3 | 39 | 257,870 | 8% | \$227 | 12 |
| 24 Des Moines, IA | DSM | 46 | 288,130 | 0% | \$210 | 10 | 14 | 80,610 | 0% | \$234 | 41 | 32 | 207,520 | 0% | \$201 | 0 |
| 25 Chicago, IL | ORD | 160 | 5,807,130 | 5% | \$175 | 9 | 79 | 2,596,140 | 0% | \$161 | 10 | 81 | 3,210,990 | 9% | \$186 | 8 |

First Quarter 2006 Average Fare Premiums (Discounts)

Sorted by Fare Premium

Table 7

| | | All Markets with More Than 20 Psgs/Day | | | | | Short-haul Markets with More Than 20 Psgs/Day | | | | | Long-haul Markets with More Than 20 Psgs/Day | | | | | |
|--------------|------------------------------|--|------|-----------------------|--------------|----------------|---|------|-----------------------|--------------|----------------|--|------|-----------------------|--------------|----------------|-----|
| City Markets | Airport | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | |
| 26 | Detroit, MI | DTW | 115 | 2,993,330 | 67% | \$184 | 9 | 55 | 1,256,870 | 55% | \$185 | 25 | 60 | 1,736,460 | 75% | \$184 | 0 |
| 27 | Baton Rouge, LA | BTR | 40 | 171,080 | 0% | \$211 | 8 | 16 | 79,750 | 0% | \$203 | 16 | 24 | 91,330 | 0% | \$217 | 1 |
| 28 | Santa Ana, CA | SNA | 90 | 1,818,850 | 57% | \$171 | 7 | 14 | 917,220 | 94% | \$116 | -7 | 76 | 901,630 | 20% | \$227 | 16 |
| 29 | Austin, TX | AUS | 93 | 1,383,020 | 76% | \$180 | 6 | 24 | 390,240 | 84% | \$123 | -7 | 69 | 992,780 | 73% | \$202 | 9 |
| 30 | Madison, WI | MSN | 43 | 227,590 | 0% | \$204 | 5 | 15 | 63,980 | 0% | \$203 | 10 | 28 | 163,610 | 0% | \$205 | 4 |
| 31 | Fresno, CA | FAT | 30 | 136,200 | 29% | \$196 | 4 | 10 | 80,700 | 0% | \$161 | 0 | 20 | 55,500 | 71% | \$247 | 9 |
| 32 | Pittsburgh, PA | PIT | 89 | 1,363,700 | 54% | \$174 | 4 | 47 | 626,290 | 46% | \$182 | 24 | 42 | 737,410 | 61% | \$167 | -9 |
| 33 | Cleveland, OH | CLE | 89 | 1,510,670 | 36% | \$168 | 4 | 47 | 752,800 | 39% | \$155 | 9 | 42 | 757,870 | 33% | \$181 | 1 |
| 34 | Boston, MA | BOS | 118 | 4,193,240 | 54% | \$178 | 4 | 30 | 1,327,850 | 43% | \$155 | 29 | 88 | 2,865,390 | 60% | \$189 | -3 |
| 35 | St. Louis, MO | STL | 105 | 1,920,310 | 65% | \$168 | 3 | 54 | 928,520 | 55% | \$147 | -2 | 51 | 991,790 | 74% | \$187 | 7 |
| 36 | Los Angeles, CA | LAX | 156 | 5,935,930 | 57% | \$188 | 3 | 28 | 1,850,040 | 85% | \$116 | -7 | 128 | 4,085,890 | 44% | \$220 | 5 |
| 37 | Salt Lake City, UT | SLC | 117 | 2,316,740 | 66% | \$178 | 2 | 41 | 1,251,270 | 91% | \$141 | -2 | 76 | 1,065,470 | 37% | \$222 | 6 |
| 38 | Colorado Springs, CO | COS | 52 | 280,430 | 0% | \$200 | 2 | 12 | 95,570 | 0% | \$165 | -9 | 40 | 184,860 | 0% | \$218 | 7 |
| 39 | Rochester, NY | ROC | 52 | 487,050 | 62% | \$162 | 2 | 23 | 226,570 | 51% | \$156 | 27 | 29 | 260,480 | 73% | \$167 | -12 |
| 40 | Hartford, CT/Springfield, MA | BDL | 82 | 1,285,990 | 66% | \$175 | 1 | 27 | 304,760 | 55% | \$163 | 9 | 55 | 981,230 | 69% | \$178 | 0 |
| 41 | Denver, CO | DEN | 148 | 4,639,520 | 79% | \$172 | 1 | 33 | 1,365,030 | 92% | \$136 | -12 | 115 | 3,274,490 | 74% | \$187 | 6 |
| 42 | Miami, FL | MIA | 104 | 2,280,780 | 12% | \$178 | 1 | 19 | 326,960 | 43% | \$157 | -3 | 85 | 1,953,820 | 6% | \$182 | 2 |
| 43 | Syracuse, NY | SYR | 55 | 376,720 | 44% | \$184 | 1 | 21 | 124,120 | 20% | \$184 | 22 | 34 | 252,600 | 55% | \$184 | -7 |
| 44 | Savannah, GA | SAV | 51 | 277,050 | 47% | \$194 | -1 | 24 | 147,040 | 59% | \$178 | -7 | 27 | 130,010 | 32% | \$212 | 5 |
| 45 | Pensacola, FL | PNS | 45 | 201,320 | 66% | \$192 | -1 | 15 | 65,220 | 60% | \$178 | -7 | 30 | 136,100 | 69% | \$199 | 1 |
| 46 | Columbus, OH | CMH | 84 | 1,103,280 | 59% | \$176 | -1 | 43 | 532,130 | 44% | \$168 | 9 | 41 | 571,150 | 74% | \$184 | -9 |
| 47 | Milwaukee, WI | MKE | 74 | 1,116,750 | 25% | \$175 | -2 | 35 | 413,040 | 13% | \$186 | 10 | 39 | 703,710 | 31% | \$168 | -8 |
| 48 | Raleigh/Durham, NC | RDU | 95 | 1,532,030 | 64% | \$169 | -2 | 53 | 1,023,250 | 64% | \$154 | -1 | 42 | 508,780 | 64% | \$200 | -3 |
| 49 | Philadelphia, PA | PHL | 123 | 3,441,890 | 65% | \$168 | -2 | 54 | 1,324,980 | 59% | \$160 | 12 | 69 | 2,116,910 | 69% | \$174 | -8 |

First Quarter 2006 Average Fare Premiums (Discounts)

Sorted by Fare Premium

Table 7

| | | All Markets with More Than 20 Psgs/Day | | | | | Short-haul Markets with More Than 20 Psgs/Day | | | | | Long-haul Markets with More Than 20 Psgs/Day | | | | | |
|--------------|----------------------------|--|------|-----------------------|--------------|----------------|---|------|-----------------------|--------------|----------------|--|------|-----------------------|--------------|----------------|----|
| City Markets | Airport | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | |
| 50 | Sioux Falls, SD | FSD | 18 | 85,970 | 0% | \$198 | -2 | 5 | 21,750 | 0% | \$243 | 3 | 13 | 64,220 | 0% | \$182 | -4 |
| 51 | Cedar Rapids/Iowa City, IA | CID | 31 | 134,950 | 0% | \$203 | -2 | 6 | 31,040 | 0% | \$208 | -1 | 25 | 103,910 | 0% | \$201 | -2 |
| 52 | San Antonio, TX | SAT | 106 | 1,454,020 | 67% | \$172 | -2 | 26 | 439,550 | 79% | \$124 | -20 | 80 | 1,014,470 | 62% | \$193 | 4 |
| 53 | Portland, OR | PDX | 98 | 1,958,550 | 73% | \$164 | -2 | 20 | 648,290 | 78% | \$115 | -13 | 78 | 1,310,260 | 71% | \$188 | 1 |
| 54 | New York, NY | JFK | 154 | 3,344,630 | 75% | \$180 | -3 | 52 | 423,850 | 79% | \$104 | -5 | 102 | 2,920,780 | 75% | \$191 | -2 |
| 55 | San Diego, CA | SAN | 123 | 3,149,710 | 77% | \$170 | -3 | 19 | 1,267,640 | 92% | \$115 | -13 | 104 | 1,882,070 | 66% | \$207 | 1 |
| 56 | Norfolk, VA | ORF | 77 | 607,290 | 57% | \$183 | -3 | 37 | 325,900 | 59% | \$160 | -9 | 40 | 281,390 | 55% | \$211 | 2 |
| 57 | Burlington, VT | BTV | 34 | 213,200 | 65% | \$174 | -3 | 8 | 60,990 | 48% | \$141 | 19 | 26 | 152,210 | 71% | \$187 | -9 |
| 58 | Seattle/Tacoma, WA | SEA | 126 | 3,447,590 | 58% | \$175 | -4 | 30 | 956,840 | 72% | \$127 | -15 | 96 | 2,490,750 | 52% | \$194 | -1 |
| 59 | Corpus Christi, TX | CRP | 31 | 126,030 | 65% | \$167 | -4 | 6 | 62,240 | 71% | \$124 | -8 | 25 | 63,790 | 59% | \$209 | -2 |
| 60 | Little Rock, AR | LIT | 62 | 409,300 | 71% | \$176 | -4 | 25 | 218,260 | 62% | \$151 | -6 | 37 | 191,040 | 82% | \$204 | -3 |
| 61 | Green Bay, WI | GRB | 29 | 114,430 | 0% | \$187 | -5 | 11 | 28,440 | 0% | \$201 | 11 | 18 | 85,990 | 0% | \$183 | -9 |
| 62 | Mission/Mcallen, TX | MFE | 23 | 102,390 | 0% | \$178 | -5 | 6 | 44,690 | 0% | \$130 | -20 | 17 | 57,700 | 0% | \$215 | 5 |
| 63 | San Jose/Palo Alto, CA | SJC | 76 | 1,949,240 | 85% | \$152 | -5 | 15 | 1,267,120 | 100% | \$116 | -9 | 61 | 682,120 | 59% | \$219 | 0 |
| 64 | Birmingham, AL | BHM | 71 | 539,960 | 75% | \$183 | -5 | 40 | 347,940 | 73% | \$170 | -8 | 31 | 192,020 | 79% | \$206 | -1 |
| 65 | Jackson/Vicksburg, MS | JAN | 45 | 232,020 | 63% | \$187 | -6 | 23 | 136,510 | 60% | \$170 | -9 | 22 | 95,510 | 69% | \$211 | -1 |
| 66 | Jacksonville, FL | JAX | 86 | 1,084,960 | 73% | \$164 | -6 | 30 | 510,440 | 79% | \$136 | -14 | 56 | 574,520 | 66% | \$190 | 0 |
| 67 | Phoenix, AZ | PHX | 158 | 5,704,420 | 76% | \$156 | -6 | 31 | 2,357,830 | 92% | \$111 | -14 | 127 | 3,346,590 | 64% | \$188 | -3 |
| 68 | Tucson, AZ | TUS | 77 | 826,200 | 63% | \$170 | -7 | 15 | 340,600 | 98% | \$116 | -23 | 62 | 485,600 | 38% | \$208 | 1 |
| 69 | Albany, NY | ALB | 61 | 521,840 | 75% | \$170 | -8 | 21 | 155,120 | 57% | \$154 | -7 | 40 | 366,720 | 82% | \$177 | -8 |
| 70 | Oklahoma City, OK | OKC | 73 | 590,810 | 72% | \$172 | -8 | 26 | 245,200 | 74% | \$143 | -16 | 47 | 345,610 | 70% | \$192 | -3 |
| 71 | Houston, TX | HOU | 129 | 1,324,570 | 97% | \$137 | -8 | 36 | 811,500 | 97% | \$119 | -10 | 93 | 513,070 | 98% | \$167 | -6 |
| 72 | New Orleans, LA | MSY | 81 | 1,008,930 | 54% | \$164 | -8 | 32 | 503,390 | 66% | \$142 | -11 | 49 | 505,540 | 42% | \$185 | -5 |
| 73 | Omaha, NE | OMA | 69 | 740,200 | 68% | \$164 | -8 | 22 | 249,380 | 64% | \$147 | -8 | 47 | 490,820 | 71% | \$173 | -8 |
| 74 | Ft. Myers, FL | RSW | 92 | 2,081,770 | 80% | \$159 | -8 | 9 | 96,540 | 77% | \$169 | 1 | 83 | 1,985,230 | 80% | \$159 | -9 |

First Quarter 2006 Average Fare Premiums (Discounts)

Sorted by Fare Premium

Table 7

| | | All Markets with More Than 20 Psgs/Day | | | | | Short-haul Markets with More Than 20 Psgs/Day | | | | | Long-haul Markets with More Than 20 Psgs/Day | | | | | |
|--------------|-----------------------------------|--|-------|------------------------|--------------|----------------|---|-------|------------------------|--------------|----------------|--|-------|------------------------|--------------|----------------|-----|
| City Markets | Airport | Markets | Psgrs | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | |
| 75 | Glendale/Burbank, CA | BUR | 49 | 1,193,420 | 93% | \$129 | -8 | 13 | 866,100 | 96% | \$107 | -8 | 36 | 327,320 | 84% | \$188 | -9 |
| 76 | West Palm Beach, FL | PBI | 81 | 1,784,440 | 80% | \$150 | -8 | 10 | 136,360 | 79% | \$161 | 7 | 71 | 1,648,080 | 80% | \$149 | -9 |
| 77 | Nashville, TN | BNA | 96 | 1,485,920 | 74% | \$161 | -9 | 56 | 906,130 | 67% | \$152 | -10 | 40 | 579,790 | 86% | \$175 | -7 |
| 78 | Dayton, OH | DAY | 52 | 447,510 | 64% | \$172 | -9 | 29 | 233,330 | 54% | \$166 | -7 | 23 | 214,180 | 75% | \$178 | -11 |
| 79 | Tulsa, OK | TUL | 65 | 518,940 | 73% | \$164 | -9 | 25 | 278,660 | 67% | \$143 | -11 | 40 | 240,280 | 81% | \$189 | -8 |
| 80 | Albuquerque, NM | ABQ | 78 | 991,330 | 81% | \$159 | -9 | 23 | 538,100 | 92% | \$133 | -14 | 55 | 453,230 | 68% | \$190 | -5 |
| 81 | Ontario, CA | ONT | 72 | 1,320,390 | 83% | \$142 | -10 | 13 | 721,690 | 97% | \$104 | -16 | 59 | 598,700 | 66% | \$189 | -5 |
| 82 | Sarasota/Bradenton, FL | SRQ | 48 | 325,660 | 63% | \$159 | -10 | 5 | 40,870 | 79% | \$153 | -10 | 43 | 284,790 | 61% | \$160 | -10 |
| 83 | El Paso, TX | ELP | 67 | 563,760 | 78% | \$162 | -10 | 23 | 357,010 | 88% | \$135 | -17 | 44 | 206,750 | 59% | \$210 | -1 |
| 84 | Indianapolis, IN | IND | 89 | 1,397,940 | 67% | \$164 | -10 | 47 | 497,590 | 40% | \$172 | -3 | 42 | 900,350 | 82% | \$160 | -14 |
| 85 | Kansas City, MO | MCI | 105 | 1,872,130 | 72% | \$155 | -11 | 43 | 839,160 | 70% | \$139 | -14 | 62 | 1,032,970 | 74% | \$168 | -8 |
| 86 | Louisville, KY | SDF | 72 | 643,190 | 69% | \$169 | -12 | 43 | 413,140 | 66% | \$161 | -12 | 29 | 230,050 | 75% | \$183 | -12 |
| 87 | Tampa/St. Petersburg/Lakeland, FL | TPA | 137 | 3,794,080 | 75% | \$149 | -12 | 36 | 645,870 | 78% | \$145 | -9 | 101 | 3,148,210 | 75% | \$150 | -13 |
| 88 | Las Vegas, NV | LAS | 177 | 7,434,750 | 76% | \$150 | -13 | 35 | 2,734,560 | 89% | \$104 | -16 | 142 | 4,700,190 | 69% | \$176 | -12 |
| 89 | Sacramento, CA | SMF | 79 | 1,852,320 | 92% | \$141 | -13 | 16 | 1,246,080 | 99% | \$112 | -19 | 63 | 606,240 | 78% | \$202 | -4 |
| 90 | Ft. Lauderdale, FL | FLL | 127 | 4,300,320 | 86% | \$148 | -13 | 23 | 492,130 | 84% | \$139 | -2 | 104 | 3,808,190 | 86% | \$150 | -15 |
| 91 | Providence, RI | PVD | 71 | 1,001,780 | 83% | \$149 | -13 | 19 | 284,490 | 77% | \$135 | -5 | 52 | 717,290 | 85% | \$155 | -16 |
| 92 | Manchester, NH | MHT | 61 | 750,360 | 88% | \$149 | -14 | 15 | 246,150 | 82% | \$128 | -11 | 46 | 504,210 | 91% | \$160 | -15 |
| 93 | Orlando/Kissimmee, FL | MCO | 157 | 6,297,430 | 82% | \$148 | -14 | 35 | 756,610 | 75% | \$149 | -7 | 122 | 5,540,820 | 83% | \$148 | -15 |
| 94 | Baltimore, MD | BWI | 118 | 3,102,530 | 85% | \$142 | -14 | 51 | 1,410,920 | 87% | \$117 | -14 | 67 | 1,691,610 | 84% | \$163 | -14 |
| 95 | Flint, MI | FNT | 31 | 240,140 | 84% | \$154 | -14 | 15 | 56,240 | 44% | \$160 | -19 | 16 | 183,900 | 97% | \$152 | -13 |
| 96 | Peoria, IL | PIA | 17 | 55,750 | 0% | \$179 | -15 | 5 | 11,400 | 0% | \$218 | 18 | 12 | 44,350 | 0% | \$169 | -22 |
| 97 | Moline, IL/Davenport, IA | MLI | 28 | 119,570 | 58% | \$170 | -15 | 7 | 31,800 | 58% | \$163 | -15 | 21 | 87,770 | 59% | \$172 | -14 |
| 98 | Amarillo, TX | AMA | 21 | 136,340 | 80% | \$131 | -15 | 9 | 110,090 | 81% | \$112 | -20 | 12 | 26,250 | 74% | \$207 | 0 |

First Quarter 2006 Average Fare Premiums (Discounts)

Sorted by Fare Premium

Table 7

| | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | |
|---------------------------------------|---------|---|-----------|-----------------------|--------------|----------------|--|-----------|-----------------------|--------------|----------------|---|-----------|-----------------------|--------------|----------------|
| City Markets | Airport | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium |
| 99 Reno, NV | RNO | 70 | 969,630 | 86% | \$145 | -15 | 17 | 623,220 | 98% | \$108 | -25 | 53 | 346,410 | 65% | \$210 | -4 |
| 100 Myrtle Beach, SC | MYR | 30 | 153,300 | 39% | \$162 | -16 | 20 | 120,250 | 50% | \$152 | -21 | 10 | 33,050 | 0% | \$200 | 4 |
| 101 Spokane, WA | GEG | 54 | 558,450 | 91% | \$141 | -16 | 9 | 306,470 | 99% | \$97 | -27 | 45 | 251,980 | 81% | \$194 | -7 |
| 102 Boise, ID | BOI | 53 | 544,660 | 84% | \$144 | -16 | 21 | 428,590 | 94% | \$120 | -23 | 32 | 116,070 | 48% | \$229 | 3 |
| 103 Daytona Beach, FL | DAB | 17 | 64,420 | 0% | \$165 | -16 | 4 | 16,600 | 0% | \$186 | -4 | 13 | 47,820 | 0% | \$158 | -21 |
| 104 Oakland/Berkeley, CA | OAK | 73 | 2,709,490 | 95% | \$132 | -17 | 16 | 1,931,960 | 100% | \$112 | -14 | 57 | 777,530 | 84% | \$184 | -21 |
| 105 Dallas/Ft. Worth, TX | DAL | 114 | 1,142,860 | 96% | \$105 | -17 | 42 | 1,118,390 | 97% | \$101 | -19 | 72 | 24,470 | 83% | \$246 | 20 |
| 106 Buffalo, NY | BUF | 65 | 868,640 | 78% | \$139 | -17 | 27 | 388,450 | 63% | \$125 | -11 | 38 | 480,190 | 90% | \$150 | -21 |
| 107 Lubbock, TX | LBB | 23 | 182,420 | 83% | \$121 | -18 | 12 | 153,210 | 84% | \$107 | -22 | 11 | 29,210 | 77% | \$194 | -2 |
| 108 Harlingen, TX | HRL | 23 | 174,670 | 97% | \$133 | -19 | 9 | 112,550 | 96% | \$110 | -24 | 14 | 62,120 | 97% | \$174 | -14 |
| 109 Midland/Odessa, TX | MAF | 17 | 147,010 | 84% | \$120 | -21 | 11 | 127,490 | 83% | \$112 | -24 | 6 | 19,520 | 95% | \$174 | -6 |
| 110 Akron/Canton, OH | CAK | 31 | 237,930 | 94% | \$142 | -22 | 14 | 105,090 | 88% | \$129 | -22 | 17 | 132,840 | 99% | \$152 | -21 |
| 111 Tampa/St. Petersburg/Lakeland, FL | PIE | 7 | 82,290 | 0% | \$121 | -22 | | | | | | 7 | 82,290 | 0% | \$121 | -22 |
| 112 Newport News/Hampton/Wmsburg, VA | PHF | 23 | 144,120 | 93% | \$133 | -22 | 11 | 113,290 | 94% | \$118 | -26 | 12 | 30,830 | 89% | \$187 | -12 |
| 113 Chicago, IL | MDW | 153 | 2,580,520 | 99% | \$122 | -23 | 76 | 1,100,470 | 99% | \$106 | -20 | 77 | 1,480,050 | 99% | \$134 | -24 |
| 114 Toledo, OH | TOL | 14 | 58,560 | 0% | \$142 | -25 | 8 | 18,170 | 0% | \$175 | -2 | 6 | 40,390 | 0% | \$127 | -34 |
| 115 Islip/Long Island, NY | ISP | 33 | 449,940 | 99% | \$123 | -25 | 7 | 84,630 | 98% | \$89 | -36 | 26 | 365,310 | 99% | \$130 | -23 |
| 116 Bullhead City, Laughlin, AZ, NV | IFP | 1 | 18,950 | 100% | \$133 | -29 | | | | | | 1 | 18,950 | 100% | \$133 | -29 |
| 117 Long Beach, CA | LGB | 14 | 553,180 | 84% | \$130 | -31 | 4 | 225,020 | 90% | \$83 | -33 | 10 | 328,160 | 80% | \$161 | -31 |
| 118 Atlantic City, NJ | ACY | 6 | 161,140 | 100% | \$121 | -36 | 1 | 14,900 | 100% | \$119 | -37 | 5 | 146,240 | 100% | \$122 | -36 |
| 119 Sanford, FL | SFB | 14 | 130,350 | 0% | \$108 | -40 | 1 | 3,560 | 0% | \$71 | -64 | 13 | 126,790 | 0% | \$109 | -39 |

Carrier Code Identifier and Footnotes

| <u>Code</u> | <u>Name</u> | <u>Code</u> | <u>Name</u> |
|-------------|------------------------------------|-------------|--------------------------|
| AA | American Airlines, Inc. | SY | Sun Country Airlines |
| AQ | Aloha Airlines, Inc. | TZ | American Trans Air, Inc. |
| AS | Alaska Airlines, Inc. | U5 | USA 3000 Airlines |
| B6 | JetBlue Airways | UA | United Air Lines, Inc. |
| CO | Continental AirLines, Inc. | US | US Airways, Inc. |
| CX | Cathay Pacific Airways, Ltd | WN | Southwest Airlines, Co. |
| DL | Delta Air Lines, Inc. | YX | Midwest Express Airlines |
| E9 | Boston-Maine Airways DBA Pan Am | | |
| F9 | Frontier Airlines, Inc. | | |
| FL | AirTran Airways Corporation | | |
| G4 | Allegiant Air | | |
| HP | America West Airlines, Inc. | | |
| NK | Spirit Air Lines | | |
| NW | Northwest Airlines, Inc. | | |
| OO | Skywest Airlines | | |

Data Source:

Origin and Destination Survey of Airline Passengers submitted by certificated airlines. A ten-percent sample of passenger tickets. Information in this report extracted from DB1B, using directional components of domestic itineraries (fares passengers only).

1/ Limited to carriers with a 10 percent or greater share of the market. In markets where only a single carrier has a 10 percent or greater share we have shown the lowest fare for any carrier that accounts for one percent or more of total traffic.

2/ Airlines tend to offer a wide variety of fares in any given market. Carriers with higher average prices may offer some seats at prices as low as, or even lower, than carriers with much lower average prices.

3/ Average fare per mile computed by dividing the average fare by the average passenger trip length.