DOMESTIC AIRLINE FARES
CONSUMER REPORT

Second Quarter 2022 Passenger and Fare Information

October 2022

U.S. Department of Transportation
Office of Aviation Analysis
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, over sales, 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 49 percent of all 48-state passengers and 47 percent of total domestic passengers. Information regarding all 5,995 city-pair markets for the second quarter of 2022 is available at https://www.transportation.gov/policy/aviation-policy/domestic-airline-consumer-airfare-report. Once at the site, click on the appropriate Table 6 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 does 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. Air Travel Tips can be found on the web page maintained by the Department’s Aviation Consumer Protection Division—Air Travel Tips—and includes advice on how to get the best air fare. This information can be obtained on the web at https://www.transportation.gov/airconsumer/air-travel-tips or by calling (202) 366-2220.

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.

Table 1A, which is available only on the Internet, is a version of Table 1 (limited as well to the top 1,000 largest city-pair markets) that lists all airport-pair markets that average at least 10 passengers each day where either the origin city or destination city is a hub and has more than one airport (i.e. Chicago with O’Hare (ORD) and Midway (MDW)).

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 the current period that involve each city (e.g., 4 for Santa Barbara, CA), 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 threshold changes in average fares compared with the same period one year prior. 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 in this report.

Table 6, which is available only on the Internet, 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. Telephone inquiries should be referred to (202) 366-2347.
### Table 1: Market and Carrier Fare Information

#### Top 1,000 Contiguous State City-Pair Markets

**Second Quarter 2022**

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<th>City-Pair</th>
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<th>Lowest Fare Carrier 1/</th>
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*Carrier Code Identifier and Footnotes at End of Report*

Prepared by the Office of Aviation Analysis
### Table 1

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*Carrier Code Identifier and Footnotes at End of Report

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*Carrier Code Identifier and Footnotes at End of Report
Prepared by the Office of Aviation Analysis
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*Carrier Code Identifier and Footnotes at End of Report*

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*Carrier Code Identifier and Footnotes at End of Report

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*Carrier Code Identifier and Footnotes at End of Report*

Prepared by the Office of Aviation Analysis  
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#### Distance Block - 501-550 miles

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#### Distance Block - 551-600 miles

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*Carrier Code Identifier and Footnotes at End of Report

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*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis
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<th>Carrier</th>
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*Carrier Code Identifier and Footnotes at End of Report*

Prepared by the Office of Aviation Analysis
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<th>Psgrs Per Day</th>
<th>Average Each Way Fare</th>
<th>Percent Market Share</th>
<th>Largest Carrier Carrier</th>
<th>Average Each Way Fare 2/</th>
<th>Percent Market Share</th>
<th>Lowest Fare Carrier 1/</th>
<th>Average Each Way Fare 2/</th>
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*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis
## Table 1

**Distance Block - 801-850 miles**

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<td>Psgrs Per Day</td>
<td>Average Each Way Fare</td>
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<td>Denver, CO</td>
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*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis
### Table 1

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<th>Lowest Fare Carrier 1/</th>
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<td>Percent Market Share</td>
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### Distance Block - 801-850 miles

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### Distance Block - 851-900 miles

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<td>Phoenix, AZ</td>
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### Notes

*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis
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<td>WN 63% $232</td>
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*Carrier Code Identifier and Footnotes at End of Report*

Prepared by the Office of Aviation Analysis
### Table 1

#### Market Data

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<th>Psgrs Per Day</th>
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<th>Percent Market Share</th>
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*Carrier Code Identifier and Footnotes at End of Report*

Prepared by the Office of Aviation Analysis
### Table 1

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<th>Lowest Fare Carrier 1/</th>
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<td>Psgrs Per Day</td>
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*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis
Table 1

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## Distance Block - 1051-1100 miles

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*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis
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<th>Average Each Way Fare 2/</th>
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*Carrier Code Identifier and Footnotes at End of Report
Prepared by the Office of Aviation Analysis
## Table 1

### Distance Block - 1101-1200 miles

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<th>Largest Carrier</th>
<th>Lowest Fare Carrier 1/</th>
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<td>Nonstop Distance</td>
<td>Psgrs Per Day</td>
<td>Average Each Way Fare</td>
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### Distance Block - 1201-1300 miles

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*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis
### Table 1

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<th>Largest Carrier</th>
<th>Percent Market Share</th>
<th>Average Each Way Fare 2/</th>
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*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis
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*Carrier Code Identifier and Footnotes at End of Report*
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<th>Lowest Fare Carrier</th>
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*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 | Psgrs Per Day | Average Each Way Fare | Carrier | Percent Market Share | Average Each Way Fare 2/ | Carrier | Percent Market Share | Average Each Way Fare 2/ |
| **Distance Block - 1501-1600 miles** | | | | | | | | | |
| Denver, CO | Tampa, FL (Metropolitan Area) | 1,506 | 1,398 | $262 | WN | 38% | $252 | F9 | 19% | $150 |
| Chicago, IL | Las Vegas, NV | 1,521 | 3,927 | $257 | WN | 30% | $256 | NK | 21% | $156 |
| Denver, CO | Orlando, FL | 1,546 | 2,206 | $253 | UA | 39% | $304 | F9 | 26% | $167 |
| Indianapolis, IN | Las Vegas, NV | 1,590 | 892 | $252 | WN | 43% | $299 | F9 | 12% | $154 |
| Las Vegas, NV | Milwaukee, WI | 1,524 | 744 | $222 | WN | 42% | $267 | NK | 32% | $145 |
| Miami, FL (Metropolitan Area) | Minneapolis/St. Paul, MN | 1,501 | 1,315 | $205 | DL | 70% | $221 | SY | 19% | $131 |
| **Distance Block - 1601-1700 miles** | | | | | | | | | |
| Albuquerque, NM | Washington, DC (Metropolitan Area) | 1,670 | 447 | $371 | WN | 43% | $335 | WN | 43% | $335 |
| Chicago, IL | Palm Springs, CA | 1,657 | 235 | $364 | AA | 43% | $365 | WN | 17% | $284 |
| Detroit, MI | Phoenix, AZ | 1,671 | 1,224 | $335 | DL | 69% | $355 | AA | 20% | $312 |
| Dallas/Fort Worth, TX | Portland, OR | 1,626 | 791 | $335 | AA | 56% | $356 | AS | 25% | $315 |
| Columbus, OH | Phoenix, AZ | 1,670 | 538 | $332 | AA | 46% | $348 | WN | 46% | $303 |
| Dallas/Fort Worth, TX | Seattle, WA | 1,670 | 1,799 | $331 | AS | 46% | $319 | AS | 46% | $319 |
| Los Angeles, CA (Metropolitan Area) | New Orleans, LA | 1,670 | 1,426 | $323 | DL | 30% | $407 | WN | 22% | $194 |
| Milwaukee, WI | Seattle, WA | 1,694 | 268 | $322 | AS | 73% | $293 | AS | 73% | $293 |
| Houston, TX | San Francisco, CA (Metropolitan Area) | 1,649 | 1,843 | $320 | UA | 62% | $348 | WN | 30% | $269 |
| Houston, TX | Sacramento, CA | 1,624 | 432 | $314 | UA | 44% | $334 | WN | 44% | $301 |
| Boston, MA (Metropolitan Area) | Houston, TX | 1,609 | 1,267 | $314 | UA | 61% | $341 | B6 | 16% | $247 |
| Denver, CO | Hartford, CT | 1,671 | 390 | $295 | UA | 40% | $295 | F9 | 32% | $168 |
| Austin, TX | Boston, MA (Metropolitan Area) | 1,698 | 1,226 | $287 | AA | 34% | $295 | B6 | 21% | $256 |
| Denver, CO | Fort Myers, FL | 1,607 | 578 | $282 | UA | 60% | $311 | F9 | 22% | $165 |
| Denver, CO | New York City, NY (Metropolitan Area) | 1,659 | 4,194 | $270 | UA | 51% | $301 | WN | 12% | $216 |
| New York City, NY (Metropolitan Area) | San Antonio, TX | 1,624 | 1,019 | $270 | UA | 44% | $295 | B6 | 25% | $218 |
| Las Vegas, NV | Louisville, KY | 1,624 | 332 | $269 | NK | 46% | $171 | G4 | 11% | $149 |
| Los Angeles, CA (Metropolitan Area) | Memphis, TN | 1,619 | 645 | $268 | G4 | 37% | $123 | G4 | 37% | $123 |
| Grand Rapids, MI | Las Vegas, NV | 1,642 | 308 | $247 | G4 | 57% | $159 | G4 | 57% | $159 |
| Cincinnati, OH | Las Vegas, NV | 1,678 | 875 | $222 | DL | 37% | $298 | G4 | 23% | $150 |
| **Distance Block - 1701-1800 miles** | | | | | | | | | |
| Charlotte, NC | Phoenix, AZ | 1,773 | 785 | $382 | AA | 88% | $390 | F9 | 3% | $181 |
| Nashville, TN | San Diego, CA | 1,751 | 480 | $382 | WN | 73% | $358 | NK | 2% | $272 |
| Indianapolis, IN | San Diego, CA | 1,782 | 292 | $377 | WN | 44% | $345 | NK | 10% | $238 |
| San Francisco, CA | St. Louis, MO | 1,735 | 497 | $369 | WN | 52% | $338 | WN | 52% | $338 |
| Chicago, IL | Sacramento, CA | 1,790 | 615 | $369 | UA | 47% | $393 | WN | 29% | $357 |
| El Paso, TX | Washington, DC (Metropolitan Area) | 1,741 | 251 | $363 | WN | 42% | $313 | WN | 42% | $313 |
| Phoenix, AZ | Tampa, FL (Metropolitan Area) | 1,788 | 638 | $360 | AA | 49% | $375 | WN | 37% | $312 |
| Los Angeles, CA (Metropolitan Area) | Nashville, TN | 1,797 | 2,026 | $355 | WN | 36% | $332 | NK | 11% | $208 |
| Charlotte, NC | Salt Lake City, UT | 1,727 | 354 | $342 | DL | 54% | $354 | AA | 39% | $340 |
| Seattle, WA | St. Louis, MO | 1,709 | 498 | $342 | AS | 66% | $326 | AS | 66% | $326 |
| Boston, MA (Metropolitan Area) | Denver, CO | 1,754 | 1,944 | $339 | UA | 53% | $371 | B6 | 16% | $295 |

*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis
Table 1  

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<td>Average Each Way Fare</td>
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*Carrier Code Identifier and Footnotes at End of Report

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*Carrier Code Identifier and Footnotes at End of Report

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| Distance Block - 2201-2400 miles |
|-------------------------------|----------------|----------------|----------------|----------------|
| Raleigh/Durham, NC | 2,400 | 659 | $473 | UA | 52% | $489 | UA | 52% | $489 |
| Norfolk, VA (Metropolitan Area) | 2,330 | 300 | $466 | AA | 32% | $448 | WN | 18% | $368 |
| Philadelphia, PA | 2,370 | 584 | $455 | AA | 79% | $467 | F9 | 2% | $177 |
| Charlotte, NC (Metropolitan Area) | 2,296 | 709 | $449 | AA | 74% | $477 | F9 | 3% | $165 |
| Charlotte, NC | 2,279 | 436 | $438 | AA | 80% | $444 | DL | 11% | $427 |
| San Diego, CA (Metropolitan Area) | 2,295 | 1,607 | $438 | UA | 43% | $488 | WN | 25% | $395 |
| Pittsburgh, PA | 2,254 | 459 | $433 | UA | 62% | $434 | WN | 16% | $370 |
| Portland, OR (Metropolitan Area) | 2,358 | 758 | $427 | UA | 35% | $417 | UA | 35% | $417 |

*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis
<table>
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<th>City-Pair</th>
<th>Market Data</th>
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<th>Lowest Fare Carrier 1/</th>
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<td>Average Each Way Fare</td>
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*Carrier Code Identifier and Footnotes at End of Report
Prepared by the Office of Aviation Analysis
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<th>Lowest Fare Carrier 1/</th>
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<td>Average Each Way Fare</td>
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*Carrier Code Identifier and Footnotes at End of Report*
### Top 1,000 City-Pair Markets Summarized by City
*Second Quarter 2022 vs. Second Quarter 2021*
*Markets with 100,000 or more Passengers*
*Sorted by Average Passenger Trip Distance*

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<th>Number of Markets</th>
<th>2022 q2 Passengers</th>
<th>Avg. Fare</th>
<th>Avg. Yield (cents)</th>
<th>Avg. Pgr Distance</th>
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Prepared by the Office of Aviation Analysis
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Prepared by the Office of Aviation Analysis
## City-Pair Markets with the Largest Percentage Increase in Average Fare
### 66% or Greater Increase
### Second Quarter 2022 vs. Second Quarter 2021

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<th>Percent Change</th>
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Prepared by the Office of Aviation Analysis
## Table 3

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Prepared by the Office of Aviation Analysis
City-Pair Markets with the Largest Percentage Decrease in Average Fare
3% or Greater Decrease
Second Quarter 2022 vs. Second Quarter 2021

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Prepared by the Office of Aviation Analysis
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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 $260. 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 $140 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 flew 11,300 passengers between Kansas City, MO and Minneapolis/St. Paul, MN, or 47% of market passengers, at an average fare of $344 each way. The Minimum $25 Fare Interval for this carrier between these two cities is $175; and the percent of passengers in that interval was 5%. This means that 5% of Delta’s passengers in this market paid between $151 and $175 each way. The $151 and $175 fare interval was the lowest in which at least five percent of Delta’s passengers flew. Delta’s Maximum $25 Fare Interval is listed as $500; the percentage of passengers in that interval was 6%. This means that 6% of Delta’s passengers in this market paid between $476 and $500 each way. The $476 and $500 fare interval was the highest in which at least five percent of Delta’s passengers flew. In this market, 5% percent of Delta’s passengers paid more than $525 each way (three times $175, the top of the lowest significant fare interval for Delta in this market).
### Detailed Fare Information for City-Pair Markets with Highest and Lowest Average Fares

#### Table 5

**Second Quarter 2022**

<table>
<thead>
<tr>
<th>City-Pair Market</th>
<th>Carrier</th>
<th>Psgrs</th>
<th>Market Share</th>
<th>Average Fare</th>
<th>Minimum $25 Fare Interval</th>
<th>Maximum $25 Fare Interval</th>
<th>% Psgrs Paying Over 3x the Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City-Pair Markets Under 750 Miles with Average Fares Above $260</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kansas City, MO</td>
<td>DL</td>
<td>11,300</td>
<td>47%</td>
<td>$344</td>
<td>$175 5%</td>
<td>$500 6%</td>
<td>5%</td>
</tr>
<tr>
<td>Minneapolis/St. Paul, MN</td>
<td>DL</td>
<td>11,300</td>
<td>47%</td>
<td>$344</td>
<td>$175 5%</td>
<td>$500 6%</td>
<td>5%</td>
</tr>
<tr>
<td>Louisville, KY</td>
<td>DL</td>
<td>11,300</td>
<td>47%</td>
<td>$344</td>
<td>$175 5%</td>
<td>$500 6%</td>
<td>5%</td>
</tr>
<tr>
<td>Minneapolis/St. Paul, MN</td>
<td>DL</td>
<td>11,300</td>
<td>47%</td>
<td>$344</td>
<td>$175 5%</td>
<td>$500 6%</td>
<td>5%</td>
</tr>
<tr>
<td>Indianapolis, IN</td>
<td>DL</td>
<td>11,300</td>
<td>47%</td>
<td>$344</td>
<td>$175 5%</td>
<td>$500 6%</td>
<td>5%</td>
</tr>
<tr>
<td><strong>Minimum $25 Fare Interval</strong></td>
<td><strong>Maximum $25 Fare Interval</strong></td>
<td><strong>% Psgrs Paying Over 3x the Minimum</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>City-Pair Markets Under 750 Miles with Average Fares Above $260</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Kansas City, MO</strong></td>
<td><strong>Minneapolis/St. Paul, MN</strong></td>
<td><strong>DL</strong></td>
<td><strong>11,300</strong></td>
<td><strong>47%</strong></td>
<td><strong>$344</strong></td>
<td><strong>$175 5%</strong></td>
<td><strong>$500 6%</strong></td>
</tr>
<tr>
<td><strong>Louisville, KY</strong></td>
<td><strong>Minneapolis/St. Paul, MN</strong></td>
<td><strong>DL</strong></td>
<td><strong>11,300</strong></td>
<td><strong>47%</strong></td>
<td><strong>$344</strong></td>
<td><strong>$175 5%</strong></td>
<td><strong>$500 6%</strong></td>
</tr>
<tr>
<td><strong>Indianapolis, IN</strong></td>
<td><strong>Minneapolis/St. Paul, MN</strong></td>
<td><strong>DL</strong></td>
<td><strong>11,300</strong></td>
<td><strong>47%</strong></td>
<td><strong>$344</strong></td>
<td><strong>$175 5%</strong></td>
<td><strong>$500 6%</strong></td>
</tr>
<tr>
<td><strong>Minimum $25 Fare Interval</strong></td>
<td><strong>Maximum $25 Fare Interval</strong></td>
<td><strong>% Psgrs Paying Over 3x the Minimum</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>City-Pair Markets Under 750 Miles with Average Fares Above $260</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Kansas City, MO</strong></td>
<td><strong>Minneapolis/St. Paul, MN</strong></td>
<td><strong>DL</strong></td>
<td><strong>11,300</strong></td>
<td><strong>47%</strong></td>
<td><strong>$344</strong></td>
<td><strong>$175 5%</strong></td>
<td><strong>$500 6%</strong></td>
</tr>
</tbody>
</table>

Prepared by the Office of Aviation Analysis
### Detailed Fare Information for City-Pair Markets with Highest and Lowest Average Fares

**Second Quarter 2022**

<table>
<thead>
<tr>
<th>Average Mkt Fare</th>
<th>City Pair Market</th>
<th>Carrier</th>
<th>Psgrs</th>
<th>Market Share</th>
<th>Market Average Fare</th>
<th>Minimum $25 Fare Interval %Psgrs</th>
<th>Maximum $25 Fare Interval %Psgrs</th>
<th>% Psgrs Paying Over 3x the Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>$262</td>
<td>Miami, FL (Metropolitan Area)</td>
<td>AA</td>
<td>7,490</td>
<td>35%</td>
<td>$277</td>
<td>$175 10%</td>
<td>$350 9%</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>Pensacola, FL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$262</td>
<td>Oklahoma City, OK</td>
<td>AA</td>
<td>4,540</td>
<td>17%</td>
<td>$290</td>
<td>$150 7%</td>
<td>$375 5%</td>
<td>11%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>UA</td>
<td>3,520</td>
<td>13%</td>
<td>$285</td>
<td>$175 7%</td>
<td>$375 7%</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>WN</td>
<td>5,130</td>
<td>19%</td>
<td>$204</td>
<td>$125 6%</td>
<td>$300 6%</td>
<td>4%</td>
</tr>
</tbody>
</table>

Prepared by the Office of Aviation Analysis
### Detailed Fare Information for City-Pair Markets with Highest and Lowest Average Fares

**Second Quarter 2022**

#### Table 5

<table>
<thead>
<tr>
<th>Average Mkt Fare</th>
<th>City-Pair Market</th>
<th>Carrier</th>
<th>Psgrs</th>
<th>Market Share</th>
<th>Average Fare</th>
<th>Minimum $25 Fare Interval %Psgrs</th>
<th>Maximum $25 Fare Interval %Psgrs</th>
<th>% Psgrs Paying Over 3x the Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>$138</td>
<td>Myrtle Beach, SC</td>
<td>Washington, DC (Metropolitan Area)</td>
<td>NK</td>
<td>5,910</td>
<td>13%</td>
<td>$79</td>
<td>$75</td>
<td>60%</td>
</tr>
<tr>
<td>$138</td>
<td>Las Vegas, NV</td>
<td>Sacramento, CA</td>
<td>WN</td>
<td>10,490</td>
<td>24%</td>
<td>$141</td>
<td>$75</td>
<td>8%</td>
</tr>
<tr>
<td>$137</td>
<td>Los Angeles, CA</td>
<td>San Francisco, CA (Metropolitan Area)</td>
<td>WN</td>
<td>502,600</td>
<td>33%</td>
<td>$125</td>
<td>$75</td>
<td>16%</td>
</tr>
<tr>
<td>$136</td>
<td>Miami, FL (Metropolitan Area)</td>
<td>Orlando, FL</td>
<td>AA</td>
<td>19,250</td>
<td>25%</td>
<td>$168</td>
<td>$100</td>
<td>8%</td>
</tr>
<tr>
<td>$135</td>
<td>Detroit, MI</td>
<td>Myrtle Beach, SC</td>
<td>DL</td>
<td>7,860</td>
<td>18%</td>
<td>$191</td>
<td>$100</td>
<td>5%</td>
</tr>
<tr>
<td>$134</td>
<td>Asheville, NC</td>
<td>Tampa, FL (Metropolitan Area)</td>
<td>G4</td>
<td>8,430</td>
<td>40%</td>
<td>$95</td>
<td>$75</td>
<td>46%</td>
</tr>
<tr>
<td>$134</td>
<td>Knoxville, TN</td>
<td>Tampa, FL (Metropolitan Area)</td>
<td>G4</td>
<td>9,770</td>
<td>40%</td>
<td>$85</td>
<td>$75</td>
<td>54%</td>
</tr>
<tr>
<td>$133</td>
<td>Colorado Springs, CO</td>
<td>Phoenix, AZ</td>
<td>F9</td>
<td>4,670</td>
<td>11%</td>
<td>$81</td>
<td>$75</td>
<td>49%</td>
</tr>
<tr>
<td>$131</td>
<td>Myrtle Beach, SC</td>
<td>New York City, NY (Metropolitan Area)</td>
<td>WN</td>
<td>16,360</td>
<td>38%</td>
<td>$139</td>
<td>$75</td>
<td>12%</td>
</tr>
<tr>
<td>$130</td>
<td>Los Angeles, CA</td>
<td>Sacramento, CA</td>
<td>WN</td>
<td>221,240</td>
<td>45%</td>
<td>$127</td>
<td>$75</td>
<td>11%</td>
</tr>
<tr>
<td>$129</td>
<td>Colorado Springs, CO</td>
<td>Las Vegas, NV</td>
<td>F9</td>
<td>6,010</td>
<td>15%</td>
<td>$93</td>
<td>$75</td>
<td>41%</td>
</tr>
<tr>
<td>$128</td>
<td>Los Angeles, CA</td>
<td>Reno, NV</td>
<td>WN</td>
<td>38,390</td>
<td>33%</td>
<td>$118</td>
<td>$75</td>
<td>26%</td>
</tr>
<tr>
<td>$128</td>
<td>Miami, FL (Metropolitan Area)</td>
<td>Myrtle Beach, SC</td>
<td>NK</td>
<td>8,830</td>
<td>43%</td>
<td>$100</td>
<td>$75</td>
<td>40%</td>
</tr>
<tr>
<td>$124</td>
<td>Las Vegas, NV</td>
<td>Santa Barbara, CA</td>
<td>WN</td>
<td>11,420</td>
<td>50%</td>
<td>$124</td>
<td>$75</td>
<td>7%</td>
</tr>
<tr>
<td>$122</td>
<td>Cincinnati, OH</td>
<td>Valparaiso, FL</td>
<td>G4</td>
<td>16,380</td>
<td>47%</td>
<td>$106</td>
<td>$75</td>
<td>28%</td>
</tr>
<tr>
<td>$122</td>
<td>Sacramento, CA</td>
<td>San Diego, CA</td>
<td>AS</td>
<td>23,530</td>
<td>11%</td>
<td>$130</td>
<td>$75</td>
<td>13%</td>
</tr>
<tr>
<td>$121</td>
<td>Las Vegas, NV</td>
<td>Los Angeles, CA (Metropolitan Area)</td>
<td>WN</td>
<td>214,380</td>
<td>33%</td>
<td>$122</td>
<td>$75</td>
<td>27%</td>
</tr>
<tr>
<td>$119</td>
<td>Myrtle Beach, SC</td>
<td>Pittsburgh, PA</td>
<td>NK</td>
<td>5,910</td>
<td>26%</td>
<td>$90</td>
<td>$75</td>
<td>44%</td>
</tr>
<tr>
<td>$117</td>
<td>Cleveland, OH</td>
<td>Myrtle Beach, SC (Metropolitan Area)</td>
<td>NK</td>
<td>10,070</td>
<td>43%</td>
<td>$91</td>
<td>$75</td>
<td>44%</td>
</tr>
<tr>
<td>$117</td>
<td>Las Vegas, NV</td>
<td>San Diego, CA</td>
<td>WN</td>
<td>65,870</td>
<td>39%</td>
<td>$125</td>
<td>$75</td>
<td>21%</td>
</tr>
<tr>
<td>$108</td>
<td>Hartford, CT</td>
<td>Myrtle Beach, SC</td>
<td>NK</td>
<td>15,570</td>
<td>46%</td>
<td>$94</td>
<td>$75</td>
<td>48%</td>
</tr>
<tr>
<td>$108</td>
<td>Fresno, CA</td>
<td>Las Vegas, NV</td>
<td>G4</td>
<td>9,830</td>
<td>21%</td>
<td>$92</td>
<td>$75</td>
<td>43%</td>
</tr>
<tr>
<td>$99</td>
<td>Cincinnati, OH</td>
<td>Sanford, FL</td>
<td>G4</td>
<td>12,610</td>
<td>50%</td>
<td>$97</td>
<td>$75</td>
<td>30%</td>
</tr>
<tr>
<td>$94</td>
<td>Atlanta, GA (Metropolitan Area)</td>
<td>Trenton, NJ</td>
<td>F9</td>
<td>9,200</td>
<td>47%</td>
<td>$95</td>
<td>$75</td>
<td>46%</td>
</tr>
</tbody>
</table>

Prepared by the Office of Aviation Analysis
### Detailed Fare Information for City-Pair Markets with Highest and Lowest Average Fares

**Second Quarter 2022**

<table>
<thead>
<tr>
<th>Average Mkt Fare</th>
<th>City Pair Market</th>
<th>Carrier</th>
<th>Psgrs</th>
<th>Market Share</th>
<th>Average Fare</th>
<th>Minimum $25 Fare Interval Fare</th>
<th>%Psgrs</th>
<th>Maximum $25 Fare Interval Fare</th>
<th>%Psgrs</th>
<th>% Psgrs Paying Over 3x the Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>$91</td>
<td>Knoxville, TN</td>
<td>G4</td>
<td>15,960</td>
<td>50%</td>
<td>$91</td>
<td>$75</td>
<td>42%</td>
<td>$150</td>
<td>7%</td>
<td>2%</td>
</tr>
<tr>
<td>$90</td>
<td>Phoenix, AZ</td>
<td>G4</td>
<td>13,790</td>
<td>51%</td>
<td>$91</td>
<td>$75</td>
<td>49%</td>
<td>$175</td>
<td>6%</td>
<td>0%</td>
</tr>
</tbody>
</table>

Prepared by the Office of Aviation Analysis
### Second Quarter 2022 Average Fare Premiums (Discounts)

#### Sorted by Fare Premium

<table>
<thead>
<tr>
<th>City Markets</th>
<th>Airport</th>
<th>Markets</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
<th>Psgrs</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
<th>Psgrs</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>All Markets with More Than 20 Psgrs/Day</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aspen, CO</td>
<td>ASE</td>
<td>20</td>
<td>393,900</td>
<td>0%</td>
<td>$502</td>
<td>81</td>
<td>149,700</td>
<td>0%</td>
<td>$392</td>
<td>71</td>
<td></td>
</tr>
<tr>
<td>Durango, CO</td>
<td>DRO</td>
<td>21</td>
<td>329,800</td>
<td>29%</td>
<td>$345</td>
<td>58</td>
<td>211,500</td>
<td>44%</td>
<td>$300</td>
<td>110</td>
<td></td>
</tr>
<tr>
<td>Flagstaff, AZ</td>
<td>FLG</td>
<td>7</td>
<td>82,900</td>
<td>0%</td>
<td>$315</td>
<td>54</td>
<td>55,800</td>
<td>0%</td>
<td>$296</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Eagle, CO</td>
<td>EGE</td>
<td>7</td>
<td>112,200</td>
<td>0%</td>
<td>$456</td>
<td>38</td>
<td>52,600</td>
<td>0%</td>
<td>$377</td>
<td>56</td>
<td></td>
</tr>
<tr>
<td>Huntsville, AL</td>
<td>HSV</td>
<td>49</td>
<td>1,926,000</td>
<td>11%</td>
<td>$333</td>
<td>33</td>
<td>1,143,600</td>
<td>7%</td>
<td>$283</td>
<td>39</td>
<td></td>
</tr>
<tr>
<td>Sun Valley/Hailey/Ketchum, ID</td>
<td>SUN</td>
<td>9</td>
<td>86,300</td>
<td>0%</td>
<td>$347</td>
<td>30</td>
<td>86,300</td>
<td>0%</td>
<td>$347</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>Mobile, AL</td>
<td>MOB</td>
<td>35</td>
<td>631,600</td>
<td>0%</td>
<td>$342</td>
<td>29</td>
<td>244,500</td>
<td>0%</td>
<td>$279</td>
<td>60</td>
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</tr>
<tr>
<td>Augusta, GA</td>
<td>AGS</td>
<td>33</td>
<td>718,500</td>
<td>0%</td>
<td>$349</td>
<td>28</td>
<td>430,400</td>
<td>0%</td>
<td>$301</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>Brownsville, TX</td>
<td>BRO</td>
<td>13</td>
<td>153,100</td>
<td>0%</td>
<td>$355</td>
<td>27</td>
<td>82,400</td>
<td>0%</td>
<td>$265</td>
<td>53</td>
<td></td>
</tr>
<tr>
<td>Santa Fe, NM</td>
<td>SAF</td>
<td>19</td>
<td>252,700</td>
<td>0%</td>
<td>$351</td>
<td>27</td>
<td>138,700</td>
<td>0%</td>
<td>$278</td>
<td>76</td>
<td></td>
</tr>
<tr>
<td>Fayetteville, NC</td>
<td>FAY</td>
<td>17</td>
<td>242,000</td>
<td>0%</td>
<td>$295</td>
<td>23</td>
<td>144,000</td>
<td>0%</td>
<td>$253</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>Baton Rouge, LA</td>
<td>BTR</td>
<td>34</td>
<td>761,600</td>
<td>0%</td>
<td>$320</td>
<td>23</td>
<td>447,200</td>
<td>0%</td>
<td>$274</td>
<td>31</td>
<td></td>
</tr>
<tr>
<td>Paso Robles/San Luis Obispo, CA</td>
<td>SBP</td>
<td>19</td>
<td>686,400</td>
<td>0%</td>
<td>$232</td>
<td>23</td>
<td>295,000</td>
<td>0%</td>
<td>$230</td>
<td>20</td>
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Prepared by the Office of Aviation Analysis
## Second Quarter 2022 Average Fare Premiums (Discounts)
### Sorted by Fare Premium

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Prepared by the Office of Aviation Analysis
## Second Quarter 2022 Average Fare Premiums (Discounts)
### Sorted by Fare Premium

### Table 7

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<th>City Markets</th>
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<th>Psgrs in Low-Fare Mkts</th>
<th>% Fare Premium</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
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Prepared by the Office of Aviation Analysis
### Second Quarter 2022 Average Fare Premiums (Discounts)

**Sorted by Fare Premium**

#### Table 7

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<td>Markets Psgrs Psgrs in Low-Fare Mkt</td>
<td>Mkt Avg Fare % Fare Premium</td>
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<td>44 6,041,900 74% $217 15</td>
<td>44 8,412,300 94% $269 -3</td>
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<tr>
<td>Portland, OR</td>
<td>PDX</td>
<td>113 26,858,600 79% $282 3</td>
<td>17 5,732,800 41% $190 6</td>
<td>96 21,125,800 89% $307 2</td>
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<td>Evansville, IN</td>
<td>EVV</td>
<td>17 283,300 19% $257 3</td>
<td>7 213,300 25% $221 0</td>
<td>10 70,000 0% $367 7</td>
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<td>BTV</td>
<td>47 2,117,500 55% $291 3</td>
<td>11 645,300 24% $212 27</td>
<td>36 1,472,200 68% $325 -3</td>
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<td>PIT</td>
<td>98 15,828,500 83% $252 2</td>
<td>43 6,210,100 65% $211 8</td>
<td>55 9,618,400 95% $278 0</td>
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<td>MEM</td>
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<td>37 4,176,900 58% $229 3</td>
<td>44 4,354,100 95% $274 1</td>
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<td>JFK</td>
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<td>MDT</td>
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<td>13 723,000 21% $267 26</td>
<td>33 1,409,000 54% $275 -9</td>
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</table>

Prepared by the Office of Aviation Analysis
### Second Quarter 2022 Average Fare Premiums (Discounts)

#### Sorted by Fare Premium

| City Markets       | Airport | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Psgrs | Mkt Avg Fare | % Fare Premium
<table>
<thead>
<tr>
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<th>Markets</th>
<th>Psgrs</th>
<th>Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
<th>Markets</th>
<th>Psgrs</th>
<th>Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
<th>Markets</th>
<th>Psgrs</th>
<th>Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Markets with More Than 20 Psgrs/Day</td>
<td>58</td>
<td>64%</td>
<td>$275</td>
<td>0</td>
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<td>62%</td>
<td>$179</td>
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<td>48</td>
<td>65%</td>
<td>$314</td>
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<td>Short-haul Markets with More Than 20 Psgrs/Day</td>
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<td>$146</td>
<td>-12</td>
<td>150</td>
<td>94%</td>
<td>$340</td>
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<td>Long-haul Markets with More Than 20 Psgrs/Day</td>
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<td>0</td>
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<td>$196</td>
<td>-5</td>
<td>67</td>
<td>98%</td>
<td>$271</td>
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</table>

Prepared by the Office of Aviation Analysis
**Second Quarter 2022 Average Fare Premiums (Discounts)**

**Sorted by Fare Premium**

<table>
<thead>
<tr>
<th>City Markets</th>
<th>Airport</th>
<th>Markets</th>
<th>Psgrs</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
<th>Markets</th>
<th>Psgrs</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
<th>Markets</th>
<th>Psgrs</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
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</thead>
<tbody>
<tr>
<td>Los Angeles, CA (Metropolitan Area)</td>
<td>ONT</td>
<td>175</td>
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<td>4,264,200</td>
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<td>-10</td>
<td>149</td>
<td>7,667,800</td>
<td>92%</td>
<td>$297</td>
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Prepared by the Office of Aviation Analysis
### Second Quarter 2022 Average Fare Premiums (Discounts)

**Sorted by Fare Premium**

#### Table 7

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<th>Markets</th>
<th>Psgrs</th>
<th>Psgrs in Low-Fare Mkt</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
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<th>Psgrs</th>
<th>Psgrs in Low-Fare Mkt</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
<th>Markets</th>
<th>Psgrs</th>
<th>Psgrs in Low-Fare Mkt</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
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Prepared by the Office of Aviation Analysis
## Second Quarter 2022 Average Fare Premiums (Discounts)

### Sorted by Fare Premium

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<td>Markets</td>
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Carrier Code Identifier and Footnotes

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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 (fared 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.

4/ Low fare markets defined as airport markets where one or more of (Allegiant Air (G4), Breeze Airways (MX), Frontier Airlines Inc. (F9), JetBlue Airways (B6), Southwest Airlines Co. (WN), Spirit Air Lines (NK), Sun Country Airlines (SY), Avelo Airlines (XP)) have a combined airport market share of at least 5%.