

The Standard Industry Fare Level Methodology for Determining
Change in Operating Expense per Available Seat-Mile
Domestic Operations of the Major Carriers

Y.E. September 30, 2025

Total Operating Expense 1/ (000)	\$172,524,134
Less: Property and Mail Revenue 2/ (000)	\$7,032,932
Charter Revenues 3/ (000)	\$812,198
Transport Related Expense Plus Subsidy 4/ (000)	\$23,194,452
Passenger Operating Expense (000)	\$141,484,553
Passenger Fuel Cost 5/ (000)	\$25,072,591
Passenger Non-Fuel Cost (000)	\$116,411,961
Scheduled Service Available Seat-Miles (millions)	940,430
Non-Fuel Operating Expense per Seat-Mile	12.379 ¢
Fuel Expense per Seat-Mile	2.666 ¢
Total Expense per Seat-Mile	15.045 ¢

Y.E. September 30, 2024

Total Operating Expense 1/ (000)	\$168,445,559
Less: Property and Mail Revenue 2/ (000)	\$6,953,136
Charter Revenues 3/ (000)	\$760,512
Transport Related Expense Plus Subsidy 4/ (000)	\$21,230,889
Passenger Operating Expense (000)	\$139,501,021
Passenger Fuel Cost 5/ (000)	\$29,507,874
Passenger Non-Fuel Cost (000)	\$109,993,147
Scheduled Service Available Seat-Miles (millions)	927,944
Non-Fuel Operating Expense per Seat-Mile	11.853 ¢
Fuel Expense per Seat-Mile	3.180 ¢
Total Expense per Seat-Mile	15.033 ¢

Estimated Expense per Available Seat-Mile at October 1, 2025

Percent Change in Non-Fuel Unit Expense 6/ (%)	4.43%
Projected Change in Non-Fuel Unit Expense	
Y.E. September 30, 2025 to October 01, 2025 7/ (%)	2.19%
Percent Change in Unit Fuel Expense 6/ (%)	-16.16%
Change in Fuel Cost at October 1, 2025 8/	0.72%
Non-Fuel Expense per Available Seat-Mile at October 1, 2025 9/	12.650 ¢
Fuel per Available Seat-Mile at October 1, 2025 9/	2.685 ¢
Total Expense per Available Seat-Mile at October 1, 2025	15.335 ¢

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Expense per Available Seat-Mile at October 1, 2025	15.335 ¢
Projected Expense per Available Seat-Mile at July 1, 1977 10/	4.549 ¢
Cost Adjustment Factor at October 1, 2025	3.37110
Cost Adjustment Factor at April 1, 2025	3.31837
Percentage Change From Preceding Period:	1.59%

D.P.F.I. Formula Effective July 15, 1977 11/

Terminal Charge	\$16.16
Plus:	0.0884 per mile (0-500 miles)
	0.0674 per mile (501-1,500 miles)
	0.0648 per mile (Over 1,500 miles)

S.I.F.L. Formula Effective July 1, 2025 through December 31, 2025 12/

Terminal Charge	\$54.48
Plus:	0.2980 per mile (0-500 miles)
	0.2272 per mile (501-1,500 miles)
	0.2184 per mile (Over 1,500 miles)

1/ Total Operating Expense, all services, for the following major carriers: Alaska (AS), Allegiant Air (G4), American (AA), Delta (DL), Envoy Air (MQ), Frontier (F9), Hawaiian (HA), JetBlue (B6), Republic (YX), SkyWest (OO), Southwest (WN), Spirit (NK), United (UA), Sun Country (SY)

2/ Total scheduled service cargo revenue. Includes all mail, freight, express and excess baggage revenues.

3/ Total non-scheduled revenue times .95, assuming charter operations would only be conducted at a profit.

4/ No adjustment has been made for the difference between transport related revenues and transport related expenses. Amounts include subsidy payments.

5/ Total fuel cost, times complement of Property and Mail Revenue to Total Operating Expense.

6/ Change in unit rate from one year to the next.

7/ Percentage change (ratio) in Non-Fuel Unit Expense raised to the .50 power. (Unit rate projected six months from the midpoint of the base year to the midpoint of the six-month projection period.)

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9/ Operating Expense per Seat-Mile for the Y.E. September 30, 2025 times percentage changes, above.

10/ Year Ended March 1977 cost per ASM, times cost escalation factor of 1.04543 (to July 5, 1977). See D.P.F.I. Workpapers, Y.E. March 1977, and C.A.B. Order 80-12-96, which incorporated the capitalized lease adjustment required under F.A.S.B. standard 13.

11/ Order 77-7-26.

12/ D.P.F.I. Fare Formula effective July 15, 1977, times Cost Adjustment Factor at October 1, 2025

Note: Airlines have at times included special charges for aircraft groundings and impairments, workforce reductions and other similar special items in operating expenses. Because of the effort to reflect "normal" operations as part of the ratemaking nature of the SIFL calculation, adjustments are made as needed to total operating expenses to reflect these special items when they occur.

Fuel Price Per Gallon, Domestic Operations
of the Major, National and Large Regional Carriers

<u>Month</u>	<u>Average Price per Gallon</u>	<u>Change From Preceding Month (%)</u>
2024-January	270.95 ¢	
2024-February	285.24 ¢	5.28%
2024-March	277.77 ¢	-2.62%
2024-April	276.19 ¢	-0.57%
2024-May	264.78 ¢	-4.13%
2024-June	253.76 ¢	-4.16%
2024-July	257.69 ¢	1.55%
2024-August	244.95 ¢	-4.94%
2024-September	230.80 ¢	-5.78%
2024-October	228.29 ¢	-1.09%
2024-November	231.21 ¢	1.28%
2024-December	232.02 ¢	0.35%
2025-January	242.45 ¢	4.49%
2025-February	244.25 ¢	0.75%
2025-March	240.32 ¢	-1.61%
2025-April	230.71 ¢	-4.00%
2025-May	220.40 ¢	-4.47%
2025-June	221.04 ¢	0.29%
2025-July	234.09 ¢	5.90%
2025-August	229.64 ¢	-1.90%
2025-September	230.06 ¢	0.18%
2025-October	234.47 ¢	1.92%
2025-November	242.68 ¢	3.50%
2025-December	230.28 ¢	-5.11%
Fuel Cost/Gallon at October 1, 2025	233.47 ¢	
Fuel Cost/Gallon for Y.E. September 30, 2025	231.80 ¢	
Percentage Change (%)	0.72%	