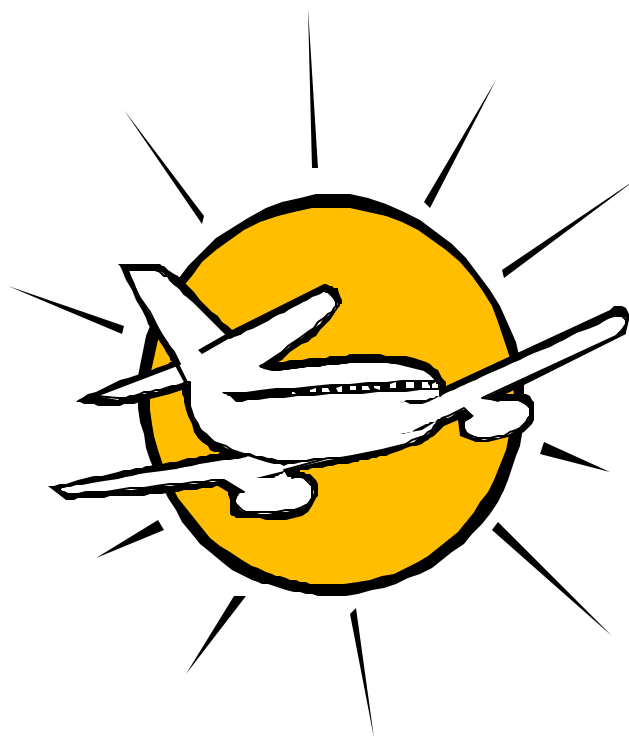

DOMESTIC AIRLINE FARES CONSUMER REPORT



Fourth Quarter 2002 Passenger and Fare Information

October 2003



U.S. Department of Transportation

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 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 6,159 city-pair markets for the fourth quarter of 2002 is available at <http://ostpxweb.dot.gov/aviation/>. Once at the site select the Domestic Aviation Competition Series link, then select the Airline Industry Data 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 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, 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 1000 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
Fourth Quarter 2002

Table 1		Market Data			Largest Carrier			Lowest Fare Carrier		
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 - 101-150 miles</u>										
Portland, OR	Seattle, WA	129	368	132	AS	99.44	132	AS	99.44	132
Islip/Long Island, NY	Providence, RI	108	263	53	WN	100.00	53	WN	100.00	53
<u>Distance Block - 151-200 miles</u>										
Boston, MA	New York, NY	200	4,663	129	DL	45.95	114	DL	45.95	114
Austin, TX	Dallas/Ft. Worth, TX	183	1,267	91	WN	79.11	87	WN	79.11	87
Austin, TX	Houston, TX	160	596	88	WN	73.17	83	WN	73.17	83
Houston, TX	San Antonio, TX	199	642	86	WN	70.46	83	WN	70.46	83
Chicago, IL	Indianapolis, IN	177	542	84	UA	40.39	92	WN	25.80	65
Dallas/Ft. Worth, TX	Oklahoma City, OK	181	375	83	WN	72.98	82	WN	72.98	82
Tallahassee, FL	Tampa/St. Petersburg/Lakeland, FL	200	233	83	FL	99.58	83	FL	99.58	83
Ft. Lauderdale, FL	Orlando/Kissimmee, FL	178	563	77	WN	81.92	77	WN	81.92	77
Ft. Lauderdale, FL	Tampa/St. Petersburg/Lakeland, FL	197	920	77	WN	93.75	77	DL	5.58	76
Tampa/St. Petersburg/Lakeland, FL	West Palm Beach, FL	174	214	74	WN	99.75	73	WN	99.75	73
Baltimore, MD	Norfolk, VA	159	194	72	WN	98.10	70	WN	98.10	70
Oakland/Berkeley, CA	Reno, NV	180	378	70	WN	100.00	70	WN	100.00	70
Reno, NV	San Jose/Palo Alto, CA	188	418	69	WN	99.69	69	WN	99.69	69
Las Vegas, NV	Ontario, CA	197	1,225	58	WN	97.88	58	WN	97.88	58
<u>Distance Block - 201-250 miles</u>										
Atlanta, GA	Charlotte, NC	227	293	234	DL	69.27	235	US	30.03	230
Detroit, MI	Indianapolis, IN	231	241	217	NW	85.71	230	WN	8.66	106
Atlanta, GA	Nashville, TN	214	220	210	DL	91.07	211	AX	7.80	194
Detroit, MI	Milwaukee, WI	238	238	204	NW	95.66	206	UA	1.60	164
New York, NY	Washington, DC	229	4,351	119	DL	47.85	108	DL	47.85	108
Chicago, IL	Dayton, OH	240	379	100	UA	53.33	97	TZ	19.02	95
New York, NY	Syracuse, NY	209	337	98	B6	78.41	79	B6	78.41	79
Atlanta, GA	Tallahassee, FL	223	190	95	DL	70.30	100	FL	29.19	85
Chicago, IL	Detroit, MI	235	2,263	93	NW	39.96	92	WN	23.08	82
Corpus Christi, TX	Houston, TX	201	306	87	WN	66.55	87	WN	66.55	87
Dallas/Ft. Worth, TX	San Antonio, TX	248	1,695	85	WN	77.29	82	WN	77.29	82
Atlanta, GA	Savannah, GA	215	342	83	DL	91.24	83	FL	8.51	77
Dallas/Ft. Worth, TX	Tulsa, OK	237	706	80	WN	69.93	79	WN	69.93	79
Miami, FL	Tampa/St. Petersburg/Lakeland, FL	204	317	76	FL	50.94	68	FL	50.94	68
Baltimore, MD	Islip/Long Island, NY	220	490	72	WN	99.89	72	WN	99.89	72
Kansas City, MO	St. Louis, MO	237	575	71	WN	61.49	71	WN	61.49	71
Seattle, WA	Spokane, WA	224	1,423	71	AS	68.40	73	WN	31.31	66
Las Vegas, NV	Santa Ana, CA	226	1,167	70	HP	72.32	74	WN	27.35	62
Las Vegas, NV	Los Angeles, CA	236	3,522	66	WN	61.35	60	WN	61.35	60
Glendale/Burbank, CA	Las Vegas, NV	223	1,963	63	WN	97.67	63	AQ	2.28	50
Las Vegas, NV	Long Beach, CA	231	593	51	B6	100.00	51	B6	100.00	51
<u>Distance Block - 251-300 miles</u>										
Chicago, IL	Cincinnati, OH	264	391	266	DL	48.11	256	DL	48.11	256

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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	Richmond, VA	292	263	211	CO	57.84	233	DL	36.46	176
Boston, MA	Philadelphia, PA	280	1,116	204	US	76.66	214	AA	13.43	176
Milwaukee, WI	Minneapolis/St.Paul, MN	297	362	181	NW	96.85	181	NW	96.85	181
Philadelphia, PA	Pittsburgh, PA	267	646	175	US	99.70	175	US	99.70	175
New York, NY	Portland, ME	284	200	167	DL	38.36	145	AA	20.84	142
Atlanta, GA	Jacksonville, FL	270	829	95	DL	79.46	97	FL	20.00	84
New York, NY	Rochester, NY	264	884	94	B6	82.50	79	B6	82.50	79
Burlington, VT	New York, NY	267	315	93	B6	76.44	79	B6	76.44	79
Atlanta, GA	Pensacola, FL	272	207	92	DL	65.75	95	FL	32.82	83
Chicago, IL	Columbus, OH	296	1,427	92	WN	41.34	75	WN	41.34	75
Dallas/Ft. Worth, TX	Houston, TX	252	4,075	86	WN	71.68	84	WN	71.68	84
Newport News/Hampton/Wmsburg, VA	New York, NY	288	271	86	FL	98.23	86	FL	98.23	86
Chicago, IL	St. Louis, MO	258	1,876	85	WN	45.69	76	WN	45.69	76
Glendale/Burbank, CA	San Jose/Palo Alto, CA	296	1,129	81	WN	99.96	81	WN	99.96	81
Chicago, IL	Louisville, KY	286	704	80	WN	68.05	66	WN	68.05	66
Harlingen, TX	Houston, TX	295	470	79	WN	92.16	79	WN	92.16	79
Baltimore, MD	Rochester, NY	277	260	78	FL	92.52	77	FL	92.52	77
Dallas/Ft. Worth, TX	Lubbock, TX	293	771	78	WN	85.37	76	WN	85.37	76
Baltimore, MD	Raleigh/Durham, NC	255	511	77	WN	90.36	74	WN	90.36	74
Boise, ID	Salt Lake City, UT	291	251	76	WN	60.12	71	WN	60.12	71
Las Vegas, NV	San Diego, CA	258	1,749	76	WN	88.20	76	HP	10.83	72
Baltimore, MD	Hartford, CT/Springfield, MA	283	848	74	WN	95.35	74	WN	95.35	74
Portland, OR	Spokane, WA	279	621	74	WN	55.11	67	WN	55.11	67
Boise, ID	Spokane, WA	287	355	73	WN	76.56	68	WN	76.56	68
Little Rock, AR	St. Louis, MO	296	239	71	WN	59.64	70	WN	59.64	70
Louisville, KY	St. Louis, MO	254	193	70	WN	63.95	68	WN	63.95	68
Las Vegas, NV	Phoenix, AZ	256	2,403	70	WN	75.26	69	WN	75.26	69
Albany, NY	Baltimore, MD	288	607	69	WN	96.97	69	WN	96.97	69
Baltimore, MD	Buffalo, NY	281	671	69	WN	94.95	68	WN	94.95	68
<u>Distance Block - 301-350 miles</u>										
Atlanta, GA	Louisville, KY	321	212	243	DL	95.03	247	US	1.38	135
Charlotte, NC	Washington, DC	330	357	233	US	95.58	235	DL	1.55	179
Cleveland, OH	Washington, DC	310	213	221	CO	95.00	222	DL	2.29	182
New York, NY	Pittsburgh, PA	340	1,298	177	US	75.48	170	US	75.48	170
Albuquerque, NM	Denver, CO	349	308	169	UA	59.56	181	F9	39.95	149
Philadelphia, PA	Raleigh/Durham, NC	336	517	169	US	69.38	164	US	69.38	164
Hartford, CT/Springfield, MA	Washington, DC	326	325	165	US	78.97	162	US	78.97	162
Chicago, IL	Minneapolis/St.Paul, MN	349	2,536	162	NW	55.65	153	TZ	15.16	113
Chicago, IL	Des Moines, IA	306	204	147	UA	66.63	139	UA	66.63	139
Glendale/Burbank, CA	San Francisco, CA	326	551	128	UA	99.84	128	UA	99.84	128
Los Angeles, CA	San Francisco, CA	337	2,080	111	UA	69.38	117	AA	22.54	98
Houston, TX	New Orleans, LA	305	1,808	104	WN	66.99	97	WN	66.99	97
Atlanta, GA	Memphis, TN	332	896	103	DL	61.84	108	FL	18.69	89
Atlanta, GA	Greensboro/High Point, NC	306	525	97	DL	75.36	105	FL	22.35	67
Chicago, IL	Cleveland, OH	316	1,947	94	WN	37.47	74	WN	37.47	74
Austin, TX	Lubbock, TX	335	267	92	WN	96.42	92	DL	1.75	86
Buffalo, NY	New York, NY	301	1,353	89	B6	76.19	80	B6	76.19	80
Baltimore, MD	Cleveland, OH	314	945	84	WN	52.05	78	WN	52.05	78
Dallas/Ft. Worth, TX	Little Rock, AR	304	613	83	WN	71.64	81	WN	71.64	81
Phoenix, AZ	Santa Ana, CA	338	1,179	83	HP	56.16	89	WN	37.22	79

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		Market Data			Largest Carrier			Lowest Fare Carrier		
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	Columbus, OH	336	483	81	HP	47.10	82	WN	40.82	77
Boise, ID	Portland, OR	344	657	80	WN	55.28	70	WN	55.28	70
Glendale/Burbank, CA	Oakland/Berkeley, CA	325	2,542	79	WN	99.62	79	WN	99.62	79
Dallas/Ft. Worth, TX	Midland/Odessa, TX	319	535	78	WN	86.57	77	WN	86.57	77
Ontario, CA	San Jose/Palo Alto, CA	333	988	78	WN	99.23	78	WN	99.23	78
Albuquerque, NM	Tucson, AZ	321	191	78	WN	86.30	74	WN	86.30	74
San Jose/Palo Alto, CA	Santa Ana, CA	342	1,971	77	WN	49.98	78	AA	48.92	77
Los Angeles, CA	San Jose/Palo Alto, CA	308	1,948	77	WN	71.03	76	WN	71.03	76
Birmingham, AL	New Orleans, LA	321	323	77	WN	94.86	76	WN	94.86	76
Las Vegas, NV	Reno, NV	345	1,279	76	WN	97.17	76	HP	2.44	74
Kansas City, MO	Oklahoma City, OK	313	267	75	WN	98.53	74	WN	98.53	74
Ft. Lauderdale, FL	Jacksonville, FL	318	681	75	WN	99.49	75	WN	99.49	75
Los Angeles, CA	Oakland/Berkeley, CA	337	3,436	75	WN	91.50	74	WN	91.50	74
Amarillo, TX	Dallas/Ft. Worth, TX	324	615	75	WN	82.05	72	WN	82.05	72
Baltimore, MD	Providence, RI	328	1,545	73	WN	97.31	73	WN	97.31	73
Albuquerque, NM	Phoenix, AZ	328	1,252	72	WN	77.65	71	WN	77.65	71
Ontario, CA	Phoenix, AZ	325	1,105	72	WN	81.65	70	WN	81.65	70
Omaha, NE	St. Louis, MO	342	356	71	WN	52.98	61	WN	52.98	61
El Paso, TX	Phoenix, AZ	347	479	70	WN	74.63	69	WN	74.63	69
Phoenix, AZ	San Diego, CA	304	1,675	70	WN	75.98	69	WN	75.98	69
<u>Distance Block - 351-400 miles</u>										
Kansas City, MO	Minneapolis/St.Paul, MN	393	378	240	NW	95.31	243	UA	1.47	131
Baltimore, MD	Charlotte, NC	360	198	237	US	93.91	238	DL	3.35	220
Atlanta, GA	Cincinnati, OH	373	295	234	DL	94.80	237	US	1.14	114
Providence, RI	Washington, DC	372	307	167	US	97.63	167	US	97.63	167
Denver, CO	Salt Lake City, UT	391	738	163	F9	38.42	138	F9	38.42	138
Greensboro/High Point, NC	Philadelphia, PA	365	185	155	US	93.18	153	US	93.18	153
San Francisco, CA	Santa Ana, CA	372	703	134	UA	66.36	141	AA	30.83	120
Houston, TX	Little Rock, AR	393	264	118	WN	60.50	118	CO	32.96	118
Corpus Christi, TX	Dallas/Ft. Worth, TX	354	365	107	WN	67.72	104	WN	67.72	104
Ontario, CA	Reno, NV	394	237	102	WN	95.42	103	UA	1.97	74
Las Vegas, NV	San Jose/Palo Alto, CA	386	1,418	100	WN	61.32	99	WN	61.32	99
Glendale/Burbank, CA	Reno, NV	374	196	99	WN	79.54	105	UA	19.18	75
Baltimore, MD	Boston, MA	370	1,163	99	FL	71.52	87	FL	71.52	87
Atlanta, GA	Raleigh/Durham, NC	356	1,180	98	DL	75.50	104	FL	22.19	76
Las Vegas, NV	Sacramento, CA	397	1,259	96	WN	84.74	97	HP	13.56	92
Atlanta, GA	Gulfport/Biloxi, MS	352	260	95	FL	58.27	89	FL	58.27	89
Los Angeles, CA	Reno, NV	390	703	93	WN	58.41	98	AA	37.17	83
Las Vegas, NV	Salt Lake City, UT	368	896	88	WN	61.23	86	WN	61.23	86
Houston, TX	Jackson/Vicksburg, MS	359	298	83	WN	77.87	79	WN	77.87	79
Boise, ID	Seattle, WA	399	844	82	AS	56.30	91	WN	43.02	71
Los Angeles, CA	Sacramento, CA	373	1,508	80	WN	86.47	78	WN	86.47	78
Glendale/Burbank, CA	Sacramento, CA	358	1,565	80	WN	99.23	80	WN	99.23	80
Oakland/Berkeley, CA	Santa Ana, CA	371	2,250	79	WN	60.92	85	AS	37.60	71
Ontario, CA	Sacramento, CA	389	1,799	79	WN	98.91	78	WN	98.91	78
St. Louis, MO	Tulsa, OK	351	229	75	WN	66.14	73	WN	66.14	73
San Diego, CA	Tucson, AZ	367	470	75	WN	94.08	73	WN	94.08	73
Las Vegas, NV	Tucson, AZ	365	512	75	WN	78.01	73	WN	78.01	73
Baltimore, MD	Manchester, NH	377	1,300	74	WN	96.61	74	WN	96.61	74
Glendale/Burbank, CA	Phoenix, AZ	369	1,075	74	WN	70.73	75	HP	28.60	71
Oakland/Berkeley, CA	Ontario, CA	361	1,977	72	WN	99.11	72	WN	99.11	72
Los Angeles, CA	Phoenix, AZ	370	2,011	72	WN	72.98	69	WN	72.98	69
Long Beach, CA	Oakland/Berkeley, CA	353	1,255	61	B6	100.00	61	B6	100.00	61

*Carrier Code Identifier and Footnotes at End of Report

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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 - 401-450 miles</u>										
Charlotte, NC	Philadelphia, PA	447	378	257	US	94.33	261	DL	3.65	167
Cleveland, OH	New York, NY	425	1,052	231	CO	80.04	242	AA	13.29	192
Minneapolis/St.Paul, MN	St. Louis, MO	449	531	217	AA	48.91	213	AA	48.91	213
Atlanta, GA	Indianapolis, IN	432	385	209	DL	82.99	221	CO	4.26	86
Detroit, MI	Washington, DC	405	702	208	NW	90.20	213	US	3.64	107
Baltimore, MD	Detroit, MI	408	470	199	NW	72.25	220	WN	19.33	139
Atlanta, GA	Columbus, OH	446	380	196	DL	86.00	203	AA	1.69	125
Cincinnati, OH	Washington, DC	411	381	195	DL	93.95	198	US	3.34	107
Dallas/Ft. Worth, TX	Memphis, TN	432	299	187	AA	56.96	190	AA	56.96	190
Grand Rapids, MI	Minneapolis/St.Paul, MN	408	193	173	NW	82.38	184	TZ	10.25	129
Chicago, IL	Pittsburgh, PA	412	766	172	US	49.96	157	US	49.96	157
Columbus, OH	Philadelphia, PA	405	365	164	US	59.52	171	HP	37.00	151
Boston, MA	Washington, DC	413	2,570	163	US	63.05	162	US	63.05	162
New York, NY	Raleigh/Durham, NC	431	1,431	158	AA	47.64	153	DL	15.50	138
Kansas City, MO	Milwaukee, WI	436	210	157	YX	86.83	158	DL	1.76	109
Atlanta, GA	Orlando/Kissimmee, FL	403	1,434	138	DL	60.99	147	FL	37.88	122
Austin, TX	New Orleans, LA	446	194	134	WN	68.47	136	CO	22.14	129
Atlanta, GA	Tampa/St. Petersburg/Lakeland, FL	406	1,487	129	DL	70.94	131	FL	27.27	120
San Diego, CA	San Francisco, CA	447	938	122	UA	95.92	122	AA	1.36	103
Atlanta, GA	New Orleans, LA	425	950	116	DL	76.30	119	FL	21.88	108
Houston, TX	Oklahoma City, OK	423	577	116	WN	58.96	114	WN	58.96	114
Houston, TX	Midland/Odessa, TX	449	421	115	WN	66.89	114	WN	66.89	114
Atlanta, GA	Dayton, OH	432	706	112	DL	61.66	118	FL	36.51	102
Dallas/Ft. Worth, TX	New Orleans, LA	448	1,200	107	WN	65.80	106	WN	65.80	106
Indio/Palm Springs, CA	San Francisco, CA	421	309	105	AS	87.33	103	AS	87.33	103
Miami, FL	Tallahassee, FL	403	324	103	DL	66.88	103	FL	30.91	101
Las Vegas, NV	Oakland/Berkeley, CA	407	1,729	98	WN	85.27	101	AQ	8.04	69
Nashville, TN	Raleigh/Durham, NC	443	471	95	WN	88.37	92	WN	88.37	92
Las Vegas, NV	San Francisco, CA	414	1,350	95	HP	52.29	80	HP	52.29	80
Detroit, MI	St. Louis, MO	440	807	89	WN	35.30	80	WN	35.30	80
Chicago, IL	Nashville, TN	409	1,047	88	WN	70.91	81	WN	70.91	81
Sacramento, CA	Santa Ana, CA	404	993	87	WN	93.86	86	WN	93.86	86
Oakland/Berkeley, CA	San Diego, CA	446	2,663	85	WN	98.23	85	WN	98.23	85
Cleveland, OH	Nashville, TN	448	417	84	WN	72.85	80	WN	72.85	80
Chicago, IL	Omaha, NE	423	905	84	WN	58.30	68	WN	58.30	68
Columbus, OH	St. Louis, MO	410	335	82	AA	50.00	91	WN	46.59	69
San Diego, CA	San Jose/Palo Alto, CA	417	2,176	82	WN	71.53	84	AA	26.95	79
Gulfport/Biloxi, MS	Tampa/St. Petersburg/Lakeland, FL	429	204	81	FL	92.90	77	FL	92.90	77
Chicago, IL	Kansas City, MO	405	1,913	78	WN	51.07	75	WN	51.07	75
Portland, OR	Reno, NV	444	487	77	WN	92.81	76	WN	92.81	76
<u>Distance Block - 451-500 miles</u>										
Charlotte, NC	Detroit, MI	500	266	232	NW	53.41	251	US	39.40	216
Detroit, MI	Philadelphia, PA	453	592	210	NW	57.05	215	US	39.48	203
Boston, MA	Pittsburgh, PA	496	514	206	US	93.36	209	NW	1.20	124
Cleveland, OH	Hartford, CT/Springfield, MA	475	190	200	CO	64.47	222	WN	22.20	152
Atlanta, GA	Richmond, VA	481	373	195	DL	93.55	198	US	4.32	142
Atlanta, GA	St. Louis, MO	483	634	193	DL	49.92	195	AA	45.28	192
Charlotte, NC	Orlando/Kissimmee, FL	468	286	192	US	91.14	192	DL	8.17	189
Chicago, IL	Memphis, TN	491	315	191	NW	52.90	199	AA	31.55	188
Houston, TX	Memphis, TN	484	203	190	CO	43.57	210	NW	41.69	178

*Carrier Code Identifier and Footnotes at End of Report

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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/
Buffalo, NY	Chicago, IL	473	289	188	AA	49.25	188	UA	44.33	183
Columbus, OH	New York, NY	483	876	166	CO	35.19	185	DL	15.74	150
Denver, CO	Omaha, NE	472	328	161	UA	55.27	176	F9	43.77	143
Dallas/Ft. Worth, TX	Kansas City, MO	461	769	159	AA	94.30	159	AA	94.30	159
Greensboro/High Point, NC	New York, NY	461	568	152	CO	34.50	180	US	29.53	121
Denver, CO	Oklahoma City, OK	495	259	142	UA	58.71	154	F9	33.03	117
Detroit, MI	Nashville, TN	457	666	125	NW	68.32	130	WN	28.93	110
Dallas/Ft. Worth, TX	Harlingen, TX	461	322	123	WN	98.01	122	WN	98.01	122
Houston, TX	Tulsa, OK	456	704	121	WN	55.30	120	WN	55.30	120
El Paso, TX	San Antonio, TX	496	307	116	WN	94.70	116	WN	94.70	116
New Orleans, LA	San Antonio, TX	495	219	116	WN	70.71	117	CO	18.82	115
Albuquerque, NM	Las Vegas, NV	487	621	114	WN	93.93	114	WN	93.93	114
Birmingham, AL	Orlando/Kissimmee, FL	478	307	110	WN	68.65	104	WN	68.65	104
Birmingham, AL	Tampa/St. Petersburg/Lakeland, FL	460	271	110	WN	82.28	106	WN	82.28	106
Jacksonville, FL	Nashville, TN	484	266	105	WN	84.22	104	WN	84.22	104
Houston, TX	Lubbock, TX	482	354	105	WN	65.72	104	WN	65.72	104
Reno, NV	San Diego, CA	488	356	103	WN	79.80	105	UA	10.44	96
New Orleans, LA	Tampa/St. Petersburg/Lakeland, FL	487	551	102	WN	84.65	101	WN	84.65	101
Indianapolis, IN	Kansas City, MO	451	281	93	WN	60.80	85	WN	60.80	85
Cleveland, OH	St. Louis, MO	487	510	91	WN	46.62	73	WN	46.62	73
Portland, OR	Sacramento, CA	479	1,015	88	WN	69.54	81	WN	69.54	81
Baltimore, MD	Louisville, KY	495	566	87	WN	89.17	86	NW	3.63	71
Nashville, TN	New Orleans, LA	471	420	83	WN	91.75	80	WN	91.75	80
Oklahoma City, OK	St. Louis, MO	462	246	81	WN	52.93	72	WN	52.93	72
Sacramento, CA	San Diego, CA	480	2,067	81	WN	96.58	81	WN	96.58	81
Kansas City, MO	Nashville, TN	491	388	78	WN	87.70	75	WN	87.70	75
Los Angeles, CA	Tucson, AZ	451	809	76	WN	93.96	75	WN	93.96	75
<u>Distance Block - 501-550 miles</u>										
Detroit, MI	Minneapolis/St. Paul, MN	528	574	263	NW	89.07	277	UA	3.60	123
Charlotte, NC	New York, NY	543	1,130	247	US	72.71	251	US	72.71	251
Indianapolis, IN	Minneapolis/St. Paul, MN	503	351	219	NW	77.39	236	TZ	14.93	155
Detroit, MI	Hartford, CT/Springfield, MA	548	219	218	NW	75.78	228	WN	10.05	165
Cleveland, OH	Providence, RI	540	187	200	CO	64.46	218	WN	26.07	159
Charlotte, NC	Tampa/St. Petersburg/Lakeland, FL	508	257	199	US	84.41	199	US	84.41	199
Chicago, IL	Rochester, NY	528	249	193	UA	52.90	195	AA	40.83	184
Detroit, MI	Raleigh/Durham, NC	501	328	166	NW	61.41	177	WN	22.49	122
Denver, CO	Kansas City, MO	533	659	158	F9	52.04	149	F9	52.04	149
Hartford, CT/Springfield, MA	Raleigh/Durham, NC	532	241	157	AA	42.48	193	WN	41.26	119
Atlanta, GA	Washington, DC	547	2,558	156	DL	74.26	168	FL	13.31	117
Detroit, MI	New York, NY	508	2,714	145	NW	64.82	143	NK	13.09	101
Atlanta, GA	West Palm Beach, FL	545	538	138	DL	89.53	139	FL	8.20	126
Columbus, OH	Hartford, CT/Springfield, MA	550	197	132	HP	53.95	154	US	10.22	103
Atlanta, GA	Ft. Myers, FL	515	411	131	DL	75.17	133	FL	22.35	126
Atlanta, GA	Norfolk, VA	516	385	131	DL	89.88	132	US	8.00	108
Baltimore, MD	Indianapolis, IN	515	392	124	WN	75.40	122	CO	2.60	122
Sacramento, CA	Salt Lake City, UT	532	385	123	DL	73.83	120	DL	73.83	120
Amarillo, TX	Houston, TX	545	230	121	WN	58.80	120	CO	37.56	118
Austin, TX	El Paso, TX	525	348	118	WN	95.88	118	AA	2.25	111
Orlando/Kissimmee, FL	Raleigh/Durham, NC	534	544	115	DL	55.74	117	WN	25.51	101
Akron/Canton, OH	Atlanta, GA	528	425	114	FL	70.20	111	FL	70.20	111

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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/
Greensboro/High Point, NC	Orlando/Kissimmee, FL	534	321	111	DL	73.92	108	DL	73.92	108
Portland, OR	San Francisco, CA	550	853	107	UA	55.35	114	AS	43.44	97
Jacksonville, FL	New Orleans, LA	513	188	107	WN	65.68	98	WN	65.68	98
Phoenix, AZ	Salt Lake City, UT	507	1,093	106	WN	60.81	105	WN	60.81	105
Atlanta, GA	Pittsburgh, PA	526	889	103	DL	43.03	108	FL	24.00	96
Boise, ID	Las Vegas, NV	520	262	99	WN	85.26	99	DL	11.66	95
New Orleans, LA	Orlando/Kissimmee, FL	550	604	99	WN	88.59	96	AA	1.53	95
Atlanta, GA	Newport News/Hampton/Wmsburg, VA	508	371	99	FL	83.60	96	FL	83.60	96
Salt Lake City, UT	Spokane, WA	546	205	98	DL	62.27	97	DL	62.27	97
Jacksonville, FL	Norfolk, VA	543	264	98	WN	73.20	91	WN	73.20	91
Oakland/Berkeley, CA	Portland, OR	543	1,177	93	WN	54.31	95	AS	45.19	91
<u>Distance Block - 551-600 miles</u>										
Boston, MA	Cleveland, OH	563	316	253	CO	87.00	259	DL	2.99	158
Cincinnati, OH	Minneapolis/St. Paul, MN	596	251	251	DL	47.92	241	DL	47.92	241
Cincinnati, OH	New York, NY	589	885	224	DL	77.71	225	DL	77.71	225
Dallas/Ft. Worth, TX	Omaha, NE	585	235	207	AA	81.45	214	UA	8.14	134
Charlotte, NC	St. Louis, MO	575	214	200	US	50.58	198	US	50.58	198
Indianapolis, IN	Philadelphia, PA	587	289	200	US	71.31	215	UA	7.78	137
Chicago, IL	Harrisburg, PA	594	207	193	UA	61.39	189	UA	61.39	189
Chicago, IL	Greensboro/High Point, NC	590	219	189	UA	66.91	202	FL	10.62	123
Atlanta, GA	Cleveland, OH	554	456	185	DL	58.02	183	DL	58.02	183
Birmingham, AL	Dallas/Ft. Worth, TX	597	249	170	AA	48.32	158	AA	48.32	158
Dayton, OH	New York, NY	554	236	164	CO	44.81	192	US	17.47	133
Dallas/Ft. Worth, TX	St. Louis, MO	551	826	153	AA	92.57	152	UA	1.33	100
Chicago, IL	Tulsa, OK	585	239	144	AA	75.65	140	AA	75.65	140
Salt Lake City, UT	San Jose/Palo Alto, CA	585	239	144	DL	78.94	150	WN	17.24	114
Salt Lake City, UT	San Francisco, CA	599	405	143	DL	63.10	146	UA	33.83	134
Charlotte, NC	Chicago, IL	599	855	138	US	33.04	146	TZ	29.34	94
Birmingham, AL	Houston, TX	570	318	136	WN	54.83	132	WN	54.83	132
Chicago, IL	Little Rock, AR	552	252	136	WN	56.58	135	AA	25.03	132
Atlanta, GA	Detroit, MI	594	1,142	134	DL	48.46	135	NW	47.65	132
Birmingham, AL	Chicago, IL	584	336	133	WN	76.14	126	WN	76.14	126
Atlanta, GA	Baltimore, MD	576	1,454	133	DL	67.61	138	FL	26.57	119
Atlanta, GA	Ft. Lauderdale, FL	581	1,489	132	DL	69.06	136	FL	28.60	122
Atlanta, GA	Miami, FL	595	1,333	129	DL	54.27	137	AA	29.54	118
Providence, RI	Raleigh/Durham, NC	566	210	120	WN	46.11	124	DL	13.17	106
Albuquerque, NM	Dallas/Ft. Worth, TX	580	840	120	WN	71.91	117	WN	71.91	117
Dallas/Ft. Worth, TX	El Paso, TX	562	894	110	WN	67.93	109	WN	67.93	109
Myrtle Beach, SC	New York, NY	563	513	108	NK	52.22	102	NK	52.22	102
Ontario, CA	Salt Lake City, UT	558	356	108	DL	69.58	105	DL	69.58	105
Oakland/Berkeley, CA	Salt Lake City, UT	588	617	106	WN	97.64	106	WN	97.64	106
El Paso, TX	Las Vegas, NV	584	351	106	WN	81.51	107	HP	14.93	103
Baltimore, MD	Nashville, TN	587	885	104	WN	90.16	103	DL	3.34	102
Salt Lake City, UT	Santa Ana, CA	588	549	103	DL	89.94	101	DL	89.94	101
Raleigh/Durham, NC	Tampa/St. Petersburg/Lakeland, FL	587	539	102	WN	61.37	97	WN	61.37	97
Los Angeles, CA	Salt Lake City, UT	590	1,475	97	WN	45.52	87	WN	45.52	87
Portland, OR	San Jose/Palo Alto, CA	569	1,144	94	AS	68.30	94	WN	30.34	92
Reno, NV	Seattle, WA	564	698	83	AS	57.47	81	AS	57.47	81
<u>Distance Block - 601-650 miles</u>										
Cleveland, OH	Minneapolis/St. Paul, MN	622	298	255	NW	61.25	256	NW	61.25	256

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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/
Columbus, OH	Minneapolis/St.Paul, MN	627	240	240	NW	80.35	256	UA	6.67	153
Boston, MA	Detroit, MI	632	542	238	NW	81.78	251	US	6.27	143
Dallas/Ft. Worth, TX	Nashville, TN	631	422	225	AA	69.65	234	AX	1.42	110
Detroit, MI	Providence, RI	614	208	223	NW	74.52	237	WN	13.68	174
Detroit, MI	Memphis, TN	610	181	223	NW	85.14	233	US	2.76	103
Greenville/Spartanburg, SC	New York, NY	610	233	206	CO	61.04	211	US	15.00	161
Chicago, IL	Richmond, VA	642	274	206	UA	60.04	204	UA	60.04	204
Knoxville, TN	New York, NY	647	196	200	DL	37.24	186	US	16.88	173
Chicago, IL	Washington, DC	612	2,571	191	UA	57.45	204	TZ	10.55	129
Chicago, IL	Syracuse, NY	607	200	187	UA	55.22	178	UA	55.22	178
Columbia, SC	New York, NY	617	235	186	DL	48.96	187	US	16.77	154
Boston, MA	Columbus, OH	640	308	185	HP	58.00	183	HP	58.00	183
Charleston, SC	New York, NY	641	361	179	DL	50.89	180	US	18.66	156
Boston, MA	Raleigh/Durham, NC	612	505	172	AA	64.58	176	AA	64.58	176
Charlotte, NC	Ft. Lauderdale, FL	632	231	170	US	78.71	172	DL	17.48	161
Grand Rapids, MI	New York, NY	626	234	169	CO	28.58	231	UA	14.71	135
New Orleans, LA	St. Louis, MO	604	257	168	AA	74.92	166	AA	74.92	166
Detroit, MI	Kansas City, MO	629	412	168	NW	67.06	183	WN	21.18	136
Denver, CO	Phoenix, AZ	602	1,496	166	UA	33.02	186	F9	32.74	139
Jacksonville, FL	Washington, DC	634	189	162	DL	46.51	179	FL	15.62	122
Milwaukee, WI	Washington, DC	634	334	160	YX	67.35	171	FL	1.56	118
Dallas/Ft. Worth, TX	Denver, CO	650	1,489	156	AA	47.02	157	F9	18.20	140
Atlanta, GA	Chicago, IL	606	2,886	146	DL	40.28	162	FL	26.08	111
Colorado Springs, CO	Dallas/Ft. Worth, TX	603	225	143	AA	94.15	141	CO	1.50	119
Denver, CO	Las Vegas, NV	629	1,351	141	UA	37.58	165	F9	34.74	128
Boise, ID	Denver, CO	649	244	141	UA	48.06	158	F9	37.95	118
Denver, CO	Tucson, AZ	639	349	138	UA	49.80	145	F9	35.39	122
Albuquerque, NM	San Diego, CA	628	346	134	WN	82.93	137	HP	13.06	119
Baltimore, MD	Chicago, IL	621	1,871	130	WN	40.54	118	WN	40.54	118
Nashville, TN	Tampa/St. Petersburg/Lakeland, FL	612	442	129	WN	83.70	125	WN	83.70	125
Nashville, TN	Orlando/Kissimmee, FL	616	568	124	WN	66.68	121	WN	66.68	121
El Paso, TX	San Diego, CA	636	190	123	WN	71.86	127	HP	20.11	124
Colorado Springs, CO	Las Vegas, NV	604	285	121	G4	54.90	93	G4	54.90	93
Salt Lake City, UT	San Diego, CA	626	547	121	DL	73.14	120	DL	73.14	120
Chicago, IL	Raleigh/Durham, NC	647	875	120	AA	57.98	121	WN	31.20	111
Atlanta, GA	Flint, MI	644	251	119	FL	92.69	117	FL	92.69	117
Sacramento, CA	Spokane, WA	649	208	111	WN	49.32	114	AS	44.00	110
Portland, OR	Salt Lake City, UT	630	717	111	DL	63.18	114	WN	35.12	103
Oakland/Berkeley, CA	Phoenix, AZ	646	1,314	110	WN	65.86	112	HP	33.14	108
Phoenix, AZ	San Jose/Palo Alto, CA	621	1,149	109	WN	50.24	108	AA	12.10	102
Phoenix, AZ	Sacramento, CA	647	960	109	WN	60.51	110	HP	37.40	107
Sacramento, CA	Seattle, WA	605	1,064	108	AS	56.07	105	AS	56.07	105
Phoenix, AZ	Reno, NV	601	452	107	WN	49.65	105	WN	49.65	105
Distance Block - 651-700 miles										
Memphis, TN	Minneapolis/St.Paul, MN	700	194	254	NW	85.46	267	UA	2.70	100
Nashville, TN	Philadelphia, PA	675	215	242	US	78.07	241	UA	1.87	145
Minneapolis/St.Paul, MN	Nashville, TN	695	204	227	NW	88.46	231	UA	1.59	123
Louisville, KY	New York, NY	662	258	216	CO	50.19	228	US	10.70	200
Chicago, IL	Philadelphia, PA	678	2,143	172	UA	34.36	189	TZ	12.66	129
Miami, FL	New Orleans, LA	674	195	172	AA	85.63	167	FL	3.62	166
Indianapolis, IN	New York, NY	664	718	171	CO	36.11	227	TZ	30.35	120

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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	204	167	NW	61.51	161	FL	13.40	150
Memphis, TN	Orlando/Kissimmee, FL	683	281	165	NW	68.78	167	FL	13.23	145
Charlotte, NC	Miami, FL	651	257	165	US	78.28	170	DL	10.14	155
Raleigh/Durham, NC	St. Louis, MO	667	247	162	AA	69.68	161	WN	12.13	158
Chicago, IL	Oklahoma City, OK	693	212	158	AA	69.54	154	AA	69.54	154
Cleveland, OH	Kansas City, MO	694	205	149	CO	61.18	149	WN	21.99	145
Houston, TX	Kansas City, MO	668	512	148	CO	56.49	146	CO	56.49	146
Denver, CO	Minneapolis/St.Paul, MN	680	1,166	144	NW	44.65	150	F9	13.15	123
Houston, TX	St. Louis, MO	687	698	143	WN	54.33	132	WN	54.33	132
El Paso, TX	Houston, TX	684	348	143	WN	64.78	138	WN	64.78	138
Miami, FL	Raleigh/Durham, NC	700	287	142	AA	76.76	141	AA	76.76	141
Houston, TX	Nashville, TN	670	556	141	WN	63.34	134	WN	63.34	134
Chicago, IL	Jackson/Vicksburg, MS	677	198	140	WN	66.81	132	WN	66.81	132
Atlanta, GA	Houston, TX	696	1,453	136	DL	52.49	140	FL	14.39	119
Ft. Lauderdale, FL	New Orleans, LA	673	350	135	WN	75.49	138	DL	15.78	123
Albuquerque, NM	Los Angeles, CA	677	655	132	WN	89.46	130	WN	89.46	130
Atlanta, GA	Philadelphia, PA	665	1,995	130	DL	53.13	139	FL	13.78	115
Ft. Lauderdale, FL	Raleigh/Durham, NC	680	307	127	DL	46.58	124	DL	46.58	124
Boise, ID	Los Angeles, CA	674	275	126	AS	47.77	133	DL	15.24	111
Phoenix, AZ	San Francisco, CA	651	868	124	HP	49.07	126	UA	47.50	120
Baltimore, MD	Birmingham, AL	682	386	123	WN	80.46	121	WN	80.46	121
Baltimore, MD	Jacksonville, FL	663	486	121	WN	67.94	123	DL	17.57	113
San Francisco, CA	Seattle, WA	678	1,546	117	UA	52.32	123	AS	45.63	109
Kansas City, MO	New Orleans, LA	690	263	112	DL	24.86	100	NW	14.95	97
Salt Lake City, UT	Seattle, WA	689	892	111	DL	60.94	112	WN	36.44	105
Atlanta, GA	Kansas City, MO	692	848	111	DL	72.61	112	FL	15.21	95
San Jose/Palo Alto, CA	Seattle, WA	697	1,391	106	AS	75.36	106	WN	22.05	103
Atlanta, GA	Milwaukee, WI	669	679	103	DL	47.69	106	FL	16.12	88
Oakland/Berkeley, CA	Seattle, WA	671	1,762	101	AS	56.26	99	AS	56.26	99
Norfolk, VA	Orlando/Kissimmee, FL	655	386	97	WN	76.06	89	WN	76.06	89

Distance Block - 701-750 miles

Boston, MA	Charlotte, NC	727	291	229	US	78.49	249	NW	9.43	124
Chicago, IL	White Plains, NY	738	526	220	AA	52.84	219	UA	42.82	217
Minneapolis/St.Paul, MN	Pittsburgh, PA	726	237	212	NW	61.26	221	US	28.86	201
Dallas/Ft. Worth, TX	Louisville, KY	733	230	208	AA	65.29	214	DL	20.45	199
St. Louis, MO	Washington, DC	719	646	195	AA	89.19	199	US	2.76	123
Milwaukee, WI	New York, NY	746	712	191	YX	59.04	198	YX	59.04	198
Chicago, IL	New York, NY	740	7,442	175	AA	34.00	191	TZ	13.43	124
Albany, NY	Chicago, IL	723	313	158	UA	39.79	161	WN	15.35	145
Kansas City, MO	San Antonio, TX	706	182	155	YX	45.61	164	DL	10.16	132
Austin, TX	St. Louis, MO	717	213	153	AA	73.37	152	AA	73.37	152
Atlanta, GA	Dallas/Ft. Worth, TX	732	2,358	148	DL	55.37	153	AA	33.46	144
Jacksonville, FL	Philadelphia, PA	742	429	145	US	81.12	141	US	81.12	141
San Jose/Palo Alto, CA	Tucson, AZ	721	205	144	AS	56.16	144	AS	56.16	144
New York, NY	Savannah, GA	722	440	144	DL	53.64	146	US	13.53	127
Oakland/Berkeley, CA	Tucson, AZ	747	194	141	WN	73.28	140	WN	73.28	140
Chicago, IL	Norfolk, VA	717	243	141	WN	34.14	121	US	13.63	119
El Paso, TX	Los Angeles, CA	714	324	136	WN	83.69	137	HP	11.83	129
Baltimore, MD	St. Louis, MO	737	722	135	AA	51.35	136	WN	42.47	131
Boise, ID	Phoenix, AZ	735	252	134	HP	62.64	130	HP	62.64	130
Eugene, OR	Los Angeles, CA	748	199	130	AS	57.98	138	UA	40.33	114

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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/
Louisville, KY	Tampa/St. Petersburg/Lakeland, FL	727	241	128	WN	55.59	124	WN	55.59	124
Louisville, KY	Orlando/Kissimmee, FL	718	344	123	DL	45.53	125	WN	44.89	120
Atlanta, GA	Buffalo, NY	712	446	118	DL	46.07	124	FL	46.02	110
Atlanta, GA	Rochester, NY	749	357	116	DL	45.19	120	FL	44.70	108
Norfolk, VA	Tampa/St. Petersburg/Lakeland, FL	717	205	110	DL	48.25	101	DL	48.25	101
Oakland/Berkeley, CA	Spokane, WA	723	250	108	WN	83.84	106	WN	83.84	106
Boston, MA	Dayton, OH	709	215	108	US	33.42	125	NW	19.80	87
<u>Distance Block - 751-800 miles</u>										
Boston, MA	Cincinnati, OH	752	270	249	DL	87.40	259	CO	1.81	115
Nashville, TN	New York, NY	766	656	229	AA	39.68	217	DL	17.27	185
Memphis, TN	Washington, DC	762	350	200	NW	71.36	213	US	8.48	120
Atlanta, GA	Oklahoma City, OK	761	209	198	DL	79.29	203	AA	10.33	198
Dallas/Ft. Worth, TX	Indianapolis, IN	762	431	191	AA	63.95	203	TZ	13.34	166
Denver, CO	San Antonio, TX	794	258	188	UA	65.19	190	AA	11.88	183
Cincinnati, OH	Orlando/Kissimmee, FL	756	287	181	DL	88.96	187	CO	1.56	109
Denver, CO	St. Louis, MO	770	526	174	AA	49.05	182	UA	45.93	167
St. Louis, MO	San Antonio, TX	786	257	169	AA	77.48	167	AA	77.48	167
Houston, TX	Tampa/St. Petersburg/Lakeland, FL	787	501	162	CO	60.71	164	CO	60.71	164
Cincinnati, OH	Tampa/St. Petersburg/Lakeland, FL	773	347	158	DL	92.43	159	CO	1.97	98
Albuquerque, NM	Houston, TX	767	373	154	WN	50.48	152	WN	50.48	152
Atlanta, GA	New York, NY	761	6,185	150	DL	64.66	159	FL	16.55	124
Austin, TX	Denver, CO	768	453	150	UA	44.75	162	F9	39.38	133
Chicago, IL	Hartford, CT/Springfield, MA	783	942	150	UA	38.83	155	WN	16.12	134
Orlando/Kissimmee, FL	Washington, DC	759	1,510	146	DL	40.93	130	DL	40.93	130
Ft. Lauderdale, FL	Nashville, TN	793	357	137	WN	76.06	138	DL	17.94	135
Austin, TX	Nashville, TN	753	242	133	WN	82.82	131	NW	1.66	111
Ft. Lauderdale, FL	Norfolk, VA	781	215	127	WN	48.89	127	DL	34.88	124
Chicago, IL	Islip/Long Island, NY	773	300	125	WN	93.88	124	WN	93.88	124
Baltimore, MD	Orlando/Kissimmee, FL	787	1,520	124	WN	56.01	126	FL	27.81	117
Atlanta, GA	Wichita, KS	781	207	111	FL	65.41	101	FL	65.41	101
New Orleans, LA	Raleigh/Durham, NC	779	231	110	DL	52.87	104	DL	52.87	104
Las Vegas, NV	Portland, OR	762	1,139	109	AS	54.54	106	AS	54.54	106
<u>Distance Block - 801-850 miles</u>										
Cincinnati, OH	Dallas/Ft. Worth, TX	812	263	287	DL	65.68	295	AA	28.46	289
Philadelphia, PA	St. Louis, MO	813	311	255	AA	80.62	260	DL	1.71	151
Denver, CO	Santa Ana, CA	846	494	223	UA	85.42	230	DL	3.50	138
Dallas/Ft. Worth, TX	Tucson, AZ	824	199	211	AA	81.44	206	UA	1.42	186
Atlanta, GA	Austin, TX	812	378	205	DL	75.73	213	AA	10.37	193
Atlanta, GA	Omaha, NE	821	196	200	DL	64.41	215	CO	7.15	135
Chicago, IL	Dallas/Ft. Worth, TX	802	2,622	191	AA	60.96	200	TZ	16.45	137
Colorado Springs, CO	Los Angeles, CA	833	218	180	AA	49.53	169	AA	49.53	169
Jacksonville, FL	New York, NY	834	888	173	CO	42.17	185	DL	38.08	177
Detroit, MI	Jacksonville, FL	814	203	170	NW	70.05	171	NW	70.05	171
Houston, TX	Louisville, KY	803	194	164	CO	55.20	158	CO	55.20	158
Chicago, IL	New Orleans, LA	837	777	163	AA	36.80	165	WN	16.56	162
Oklahoma City, OK	Phoenix, AZ	833	236	160	WN	79.79	164	AA	7.43	139
Denver, CO	Ontario, CA	819	344	160	UA	76.95	165	HP	18.12	139
Tampa/St. Petersburg/Lakeland, FL	Washington, DC	814	844	160	US	46.19	160	DL	13.90	159

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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/
Houston, TX	Omaha, NE	807	220	160	CO	72.78	160	CO	72.78	160
Chicago, IL	Manchester, NH	843	534	151	UA	55.78	164	WN	38.64	129
Houston, TX	Jacksonville, FL	817	226	148	CO	66.33	144	CO	66.33	144
Denver, CO	Reno, NV	804	258	147	UA	52.84	164	F9	37.39	115
Chicago, IL	Providence, RI	849	771	142	UA	35.64	150	WN	29.21	130
Phoenix, AZ	San Antonio, TX	843	367	139	WN	52.99	142	WN	52.99	142
Madison, WI	New York, NY	820	282	137	NW	31.47	126	NW	31.47	126
Nashville, TN	San Antonio, TX	822	197	133	WN	66.41	134	DL	11.93	125
Dayton, OH	Orlando/Kissimmee, FL	808	228	132	DL	43.22	131	FL	29.41	130
Ontario, CA	Portland, OR	838	534	132	AS	70.40	127	AS	70.40	127
Orlando/Kissimmee, FL	Pittsburgh, PA	834	754	131	US	78.53	128	US	78.53	128
Glendale/Burbank, CA	Portland, OR	817	480	131	AS	73.45	127	AS	73.45	127
Los Angeles, CA	Portland, OR	834	1,298	128	AS	45.36	128	UA	39.44	126
Las Vegas, NV	Spokane, WA	806	227	125	WN	41.03	134	DL	13.87	110
Baltimore, MD	Tampa/St. Petersburg/Lakeland, FL	842	1,072	125	WN	55.02	128	FL	27.15	115
Islip/Long Island, NY	Nashville, TN	803	218	122	WN	94.26	122	DL	3.49	118
Columbus, OH	Tampa/St. Petersburg/Lakeland, FL	829	483	120	WN	51.41	120	DL	33.73	116
Columbus, OH	Orlando/Kissimmee, FL	802	644	110	DL	32.63	107	HP	30.23	103
Indianapolis, IN	Tampa/St. Petersburg/Lakeland, FL	840	685	110	TZ	58.22	100	TZ	58.22	100
Indianapolis, IN	Orlando/Kissimmee, FL	828	1,028	104	TZ	46.18	99	TZ	46.18	99
<u>Distance Block - 851-900 miles</u>										
Cincinnati, OH	Houston, TX	886	194	239	DL	54.41	243	CO	35.60	234
Dallas/Ft. Worth, TX	Minneapolis/St. Paul, MN	853	800	236	NW	39.04	263	AA	37.08	258
Albany, NY	Atlanta, GA	852	216	214	DL	78.89	224	CO	2.77	167
Birmingham, AL	New York, NY	866	344	213	DL	60.11	210	DL	60.11	210
Atlanta, GA	Hartford, CT/Springfield, MA	859	537	211	DL	81.42	224	CO	3.93	112
Atlanta, GA	San Antonio, TX	874	412	206	DL	78.45	212	NW	1.27	148
New York, NY	St. Louis, MO	892	1,321	197	AA	73.06	202	CO	16.56	186
Dallas/Ft. Worth, TX	Dayton, OH	861	224	196	AA	63.30	199	AA	63.30	199
Memphis, TN	Philadelphia, PA	874	232	194	NW	66.14	188	NW	66.14	188
Dallas/Ft. Worth, TX	Phoenix, AZ	879	1,092	194	AA	51.27	198	HP	33.35	188
Boston, MA	Milwaukee, WI	860	283	186	YX	67.36	194	FL	1.31	112
Dallas/Ft. Worth, TX	Milwaukee, WI	853	342	184	YX	46.70	189	AA	33.65	187
Denver, CO	Los Angeles, CA	862	1,858	181	UA	56.99	200	F9	21.43	153
Boston, MA	Chicago, IL	867	2,091	180	UA	42.24	189	TZ	11.41	132
Denver, CO	Milwaukee, WI	895	279	176	YX	47.12	174	YX	47.12	174
Denver, CO	San Diego, CA	853	826	174	UA	52.28	196	F9	33.51	150
Cincinnati, OH	Ft. Myers, FL	879	184	174	DL	92.91	175	UA	1.06	159
Albuquerque, NM	Oakland/Berkeley, CA	889	388	162	WN	88.63	164	HP	7.20	145
Chicago, IL	Jacksonville, FL	865	279	161	DL	42.53	150	FL	11.47	145
Houston, TX	Orlando/Kissimmee, FL	853	813	160	CO	55.63	168	WN	28.25	158
Houston, TX	Indianapolis, IN	862	328	160	CO	69.53	162	US	1.26	114
St. Louis, MO	Tampa/St. Petersburg/Lakeland, FL	869	445	156	AA	62.18	154	AA	62.18	154
Chicago, IL	Denver, CO	895	2,353	154	UA	54.06	171	TZ	18.50	124
Ft. Myers, FL	Washington, DC	892	238	153	DL	49.93	161	AA	11.27	137
Denver, CO	Houston, TX	889	1,214	151	CO	51.89	156	F9	10.78	117
Cleveland, OH	Orlando/Kissimmee, FL	895	514	147	CO	61.97	155	DL	18.94	114
Orlando/Kissimmee, FL	St. Louis, MO	880	692	146	AA	51.48	156	WN	39.28	132
Indio/Palm Springs, CA	Portland, OR	873	207	140	AS	83.45	139	DL	2.63	122
Baltimore, MD	West Palm Beach, FL	883	387	137	WN	72.53	139	DL	15.20	130

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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/
Portland, OR	Santa Ana, CA	859	685	136	AS	83.80	136	DL	2.40	102
Pittsburgh, PA	Tampa/St. Petersburg/Lakeland, FL	873	539	135	US	72.96	131	US	72.96	131
Austin, TX	Phoenix, AZ	868	461	133	WN	48.74	133	HP	39.81	132
Washington, DC	West Palm Beach, FL	859	476	127	US	56.28	130	DL	38.57	122
Orlando/Kissimmee, FL	Philadelphia, PA	861	1,990	125	US	65.64	124	US	65.64	124
Hartford, CT/Springfield, MA	Nashville, TN	852	234	125	WN	69.87	124	DL	12.52	117
Atlantic City, NJ	Orlando/Kissimmee, FL	852	444	124	NK	97.01	124	DL	2.69	101
Akron/Canton, OH	Orlando/Kissimmee, FL	860	277	122	FL	75.11	123	DL	17.24	119
Harrisburg, PA	Orlando/Kissimmee, FL	851	196	122	US	55.84	121	US	55.84	121
Las Vegas, NV	Seattle, WA	866	1,910	104	AS	56.84	102	HP	20.92	98
<u>Distance Block - 901-950 miles</u>										
Charlotte, NC	Houston, TX	921	230	266	US	42.23	265	US	42.23	265
Baltimore, MD	Minneapolis/St. Paul, MN	936	348	242	NW	73.41	262	CO	1.75	137
Charlotte, NC	Dallas/Ft. Worth, TX	937	447	239	AA	57.65	241	AA	57.65	241
Minneapolis/St. Paul, MN	Washington, DC	931	932	236	NW	75.19	256	US	3.39	140
Charlotte, NC	Minneapolis/St. Paul, MN	930	263	206	NW	51.92	220	US	31.47	205
Miami, FL	Washington, DC	921	922	206	AA	61.61	215	UA	25.41	201
Atlanta, GA	Providence, RI	903	246	203	DL	82.87	206	US	9.03	164
Denver, CO	San Jose/Palo Alto, CA	948	567	198	UA	69.90	217	F9	16.17	161
Dallas/Ft. Worth, TX	Tampa/St. Petersburg/Lakeland, FL	929	730	194	AA	53.86	196	DL	32.39	192
Dallas/Ft. Worth, TX	Jacksonville, FL	919	335	181	DL	49.56	189	AA	38.92	178
Detroit, MI	New Orleans, LA	926	254	179	NW	70.26	184	US	2.78	123
Denver, CO	Sacramento, CA	910	501	178	UA	61.88	192	F9	28.94	151
Chicago, IL	Houston, TX	945	1,660	175	CO	41.51	179	AA	18.39	169
Cincinnati, OH	Ft. Lauderdale, FL	932	228	175	DL	87.08	180	CO	3.29	106
Kansas City, MO	Washington, DC	950	524	172	YX	57.55	184	AA	10.84	147
Phoenix, AZ	Tulsa, OK	935	235	159	WN	86.47	161	AA	4.39	139
Atlanta, GA	Boston, MA	946	1,834	157	DL	75.27	163	FL	16.30	129
Cleveland, OH	Tampa/St. Petersburg/Lakeland, FL	932	443	156	CO	61.20	165	DL	19.87	128
Columbus, OH	Dallas/Ft. Worth, TX	927	542	153	AA	70.51	154	HP	17.14	150
Columbus, OH	Ft. Myers, FL	930	204	151	DL	59.63	149	US	10.77	148
Kansas City, MO	Salt Lake City, UT	919	210	150	DL	69.52	149	DL	69.52	149
Glendale/Burbank, CA	Seattle, WA	937	724	146	AS	78.59	148	AS	78.59	148
Baltimore, MD	Miami, FL	946	538	144	AA	56.95	144	FL	26.33	135
Portland, OR	San Diego, CA	933	833	139	AS	66.81	142	WN	15.95	142
Baltimore, MD	Ft. Myers, FL	919	253	139	FL	68.20	135	US	10.63	134
Atlanta, GA	Minneapolis/St. Paul, MN	906	1,036	139	DL	42.55	141	FL	11.83	126
New Orleans, LA	Pittsburgh, PA	918	227	138	US	53.60	144	DL	24.98	128
Los Angeles, CA	Spokane, WA	945	262	134	AS	43.47	141	DL	14.85	112
Nashville, TN	Providence, RI	907	227	134	WN	75.35	134	US	10.15	130
Philadelphia, PA	Tampa/St. Petersburg/Lakeland, FL	928	1,122	133	US	71.62	130	US	71.62	130
Ft. Lauderdale, FL	Washington, DC	901	1,122	132	B6	46.75	121	B6	46.75	121
Baltimore, MD	Ft. Lauderdale, FL	925	1,038	129	WN	55.68	132	FL	27.70	122
New York, NY	Orlando/Kissimmee, FL	950	6,838	124	DL	30.72	118	AA	13.71	114
Atlantic City, NJ	Tampa/St. Petersburg/Lakeland, FL	914	208	122	NK	95.77	122	NK	95.77	122
Kansas City, MO	Raleigh/Durham, NC	904	247	122	WN	33.82	138	DL	23.16	109
Ft. Myers, FL	Indianapolis, IN	946	573	119	TZ	78.61	120	DL	13.41	120

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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 - 951-1000 miles</u>										
Dallas/Ft. Worth, TX	Detroit, MI	987	723	232	AA	51.98	228	AA	51.98	228
Minneapolis/St.Paul, MN	Philadelphia, PA	980	595	224	NW	58.16	242	US	27.10	208
Dallas/Ft. Worth, TX	Salt Lake City, UT	999	423	224	DL	39.68	239	AA	31.83	230
Minneapolis/St.Paul, MN	Raleigh/Durham, NC	981	263	212	NW	63.65	233	US	6.24	142
Memphis, TN	New York, NY	964	678	200	NW	74.47	207	US	3.40	120
Minneapolis/St.Paul, MN	Salt Lake City, UT	991	247	197	NW	48.99	197	NW	48.99	197
Denver, CO	San Francisco, CA	967	1,318	195	UA	66.63	215	F9	24.41	154
Dallas/Ft. Worth, TX	Orlando/Kissimmee, FL	984	1,010	190	AA	55.45	196	DL	31.23	178
Denver, CO	Oakland/Berkeley, CA	957	378	187	UA	90.87	186	AS	1.18	173
New Orleans, LA	Washington, DC	969	545	186	US	44.02	190	UA	21.74	185
Hartford, CT/Springfield, MA	St. Louis, MO	957	204	185	AA	70.09	188	WN	12.13	181
Albuquerque, NM	Minneapolis/St.Paul, MN	981	187	182	NW	65.00	182	CO	2.38	109
Houston, TX	Miami, FL	964	440	179	CO	60.18	185	AA	31.87	167
Dallas/Ft. Worth, TX	Greensboro/High Point, NC	999	188	178	AA	50.61	168	AA	50.61	168
Denver, CO	Portland, OR	992	671	178	UA	48.85	197	F9	29.79	152
Austin, TX	Chicago, IL	972	590	177	AA	66.96	175	AA	66.96	175
Ft. Lauderdale, FL	Houston, TX	965	446	170	CO	65.53	176	DL	12.30	134
Austin, TX	Orlando/Kissimmee, FL	995	246	163	WN	39.88	152	WN	39.88	152
Las Vegas, NV	Oklahoma City, OK	987	218	162	WN	43.56	167	DL	19.13	155
Santa Ana, CA	Seattle, WA	978	1,192	156	AS	86.78	157	DL	2.20	100
Ft. Myers, FL	Philadelphia, PA	992	301	150	US	62.97	147	US	62.97	147
Baltimore, MD	New Orleans, LA	998	541	142	WN	46.55	153	US	11.36	131
Philadelphia, PA	West Palm Beach, FL	951	555	142	US	86.21	139	US	86.21	139
Ontario, CA	Seattle, WA	956	700	142	AS	75.16	140	AS	75.16	140
Columbus, OH	Ft. Lauderdale, FL	972	264	141	DL	42.01	150	WN	29.61	138
Indio/Palm Springs, CA	Seattle, WA	987	368	141	AS	90.65	141	UA	4.63	134
Denver, CO	Indianapolis, IN	977	526	140	UA	49.92	151	F9	33.33	129
Detroit, MI	Orlando/Kissimmee, FL	957	1,454	139	NW	43.28	157	NK	39.36	123
Los Angeles, CA	Seattle, WA	954	2,287	139	AS	56.06	140	AS	56.06	140
Detroit, MI	Tampa/St. Petersburg/Lakeland, FL	983	1,123	139	NK	46.40	121	NK	46.40	121
Pittsburgh, PA	West Palm Beach, FL	952	195	139	US	72.70	136	US	72.70	136
Ft. Lauderdale, FL	Pittsburgh, PA	994	393	137	US	59.81	128	US	59.81	128
Long Beach, CA	Seattle, WA	965	184	135	AS	96.93	135	AS	96.93	135
Ft. Lauderdale, FL	Philadelphia, PA	992	1,223	134	US	60.61	132	US	60.61	132
Ft. Myers, FL	Pittsburgh, PA	966	206	133	US	53.54	123	US	53.54	123
Atlantic City, NJ	Ft. Lauderdale, FL	977	431	128	NK	99.72	128	NK	99.72	128
Atlantic City, NJ	Ft. Myers, FL	982	291	127	NK	99.14	127	NK	99.14	127
Islip/Long Island, NY	Orlando/Kissimmee, FL	972	444	127	WN	93.48	126	US	1.52	126
Baltimore, MD	Kansas City, MO	966	442	126	WN	59.75	136	DL	11.99	114
<u>Distance Block - 1001-1050 miles</u>										
Hartford, CT/Springfield, MA	Minneapolis/St.Paul, MN	1,050	238	277	NW	72.52	313	DL	8.72	108
Minneapolis/St.Paul, MN	New York, NY	1,028	1,772	276	NW	61.53	307	NW	61.53	307
Cleveland, OH	Dallas/Ft. Worth, TX	1,021	303	259	AA	61.30	254	AA	61.30	254
Austin, TX	Minneapolis/St.Paul, MN	1,035	208	259	NW	69.36	255	NW	69.36	255
Minneapolis/St.Paul, MN	New Orleans, LA	1,040	225	213	NW	62.71	238	FL	13.65	159
Boston, MA	St. Louis, MO	1,046	414	194	AA	82.35	200	UA	5.61	133
Chicago, IL	San Antonio, TX	1,041	537	188	AA	48.68	189	WN	13.06	183
Denver, CO	Seattle, WA	1,024	1,092	182	UA	43.61	206	F9	27.35	154
Omaha, NE	Washington, DC	1,012	242	182	YX	62.85	185	YX	62.85	185

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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/
Columbus, OH	Houston, TX	1,001	277	181	CO	72.23	180	US	2.24	108
Cleveland, OH	Ft. Myers, FL	1,025	314	178	CO	83.47	180	US	2.70	154
Miami, FL	Philadelphia, PA	1,013	653	173	US	48.89	169	US	48.89	169
New York, NY	Sarasota/Bradenton, FL	1,047	297	166	CO	60.21	171	DL	25.62	164
Miami, FL	Pittsburgh, PA	1,013	243	163	US	74.73	158	US	74.73	158
Houston, TX	Phoenix, AZ	1,028	798	163	CO	36.57	167	WN	34.64	159
Houston, TX	Raleigh/Durham, NC	1,050	403	162	CO	57.87	161	CO	57.87	161
Des Moines, IA	New York, NY	1,038	203	162	CO	26.97	174	NW	10.91	150
Orlando/Kissimmee, FL	San Antonio, TX	1,040	266	158	WN	53.79	146	WN	53.79	146
Kansas City, MO	Philadelphia, PA	1,038	331	150	US	74.23	148	AA	8.27	141
New York, NY	West Palm Beach, FL	1,035	3,802	149	DL	31.22	145	B6	25.45	140
San Diego, CA	Seattle, WA	1,050	1,303	149	AS	73.51	150	AS	73.51	150
Kansas City, MO	Phoenix, AZ	1,044	712	142	WN	54.65	140	WN	54.65	140
Boston, MA	Jacksonville, FL	1,011	208	142	DL	50.57	141	US	31.92	137
Grand Rapids, MI	Orlando/Kissimmee, FL	1,023	234	140	NW	36.49	143	UA	10.68	127
Omaha, NE	Phoenix, AZ	1,037	520	139	HP	55.69	138	HP	55.69	138
New York, NY	Tampa/St. Petersburg/Lakeland, FL	1,019	3,427	137	B6	29.22	122	B6	29.22	122
Chicago, IL	Sarasota/Bradenton, FL	1,050	246	133	TZ	73.78	122	TZ	73.78	122
Phoenix, AZ	Spokane, WA	1,020	248	133	HP	57.73	130	AS	17.08	130
Phoenix, AZ	Portland, OR	1,009	1,128	132	AS	42.26	124	AS	42.26	124
Chicago, IL	Tampa/St. Petersburg/Lakeland, FL	1,012	2,119	130	TZ	25.02	103	TZ	25.02	103
Kansas City, MO	Tampa/St. Petersburg/Lakeland, FL	1,048	353	129	WN	35.90	130	AA	17.75	119
Chicago, IL	Orlando/Kissimmee, FL	1,005	3,043	127	TZ	35.28	101	TZ	35.28	101
Orlando/Kissimmee, FL	Rochester, NY	1,033	327	124	FL	48.85	119	FL	48.85	119
Islip/Long Island, NY	Tampa/St. Petersburg/Lakeland, FL	1,034	431	124	WN	93.77	124	DL	4.04	119
Flint, MI	Orlando/Kissimmee, FL	1,011	199	124	FL	60.89	127	DL	11.82	110
Hartford, CT/Springfield, MA	Orlando/Kissimmee, FL	1,050	1,258	123	DL	63.46	122	DL	63.46	122
Ft. Lauderdale, FL	Indianapolis, IN	1,005	499	121	TZ	50.37	115	TZ	50.37	115
Buffalo, NY	Orlando/Kissimmee, FL	1,011	563	117	WN	41.90	118	DL	15.46	108
Distance Block - 1051-1100 miles										
Houston, TX	Minneapolis/St.Paul, MN	1,059	416	274	NW	42.45	293	FL	10.34	171
Cincinnati, OH	Denver, CO	1,069	225	231	DL	77.26	241	US	1.79	152
Dallas/Ft. Worth, TX	Pittsburgh, PA	1,068	385	224	AA	44.89	241	US	32.43	213
Miami, FL	St. Louis, MO	1,068	202	213	AA	80.49	218	UA	2.53	122
Detroit, MI	Houston, TX	1,093	593	212	CO	48.81	223	NW	34.32	207
Dallas/Ft. Worth, TX	Raleigh/Durham, NC	1,062	522	207	AA	62.61	216	DL	20.67	196
Cleveland, OH	Miami, FL	1,080	203	182	CO	48.42	182	AA	28.82	172
Ft. Lauderdale, FL	St. Louis, MO	1,056	343	175	AA	59.73	178	WN	21.93	171
Dallas/Ft. Worth, TX	Las Vegas, NV	1,067	1,174	163	AA	58.76	173	HP	26.13	135
Denver, CO	New Orleans, LA	1,062	415	163	UA	38.86	187	F9	38.54	145
Miami, FL	New York, NY	1,097	3,698	160	AA	68.48	158	AA	68.48	158
Cleveland, OH	Ft. Lauderdale, FL	1,062	447	159	CO	62.41	169	DL	18.81	123
New Orleans, LA	Philadelphia, PA	1,088	467	157	US	66.12	153	US	66.12	153
Las Vegas, NV	Tulsa, OK	1,076	221	154	WN	71.93	152	DL	10.28	141
Ft. Myers, FL	New York, NY	1,080	1,470	151	B6	45.56	139	DL	12.60	136
Detroit, MI	West Palm Beach, FL	1,087	433	148	NW	52.80	160	DL	15.50	131
Detroit, MI	Ft. Myers, FL	1,085	816	148	NK	53.83	133	NK	53.83	133
Las Vegas, NV	San Antonio, TX	1,069	463	146	WN	77.96	145	HP	7.59	141
Austin, TX	Las Vegas, NV	1,085	500	139	WN	72.01	136	WN	72.01	136

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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/
Orlando/Kissimmee, FL	Providence, RI	1,073	1,090	131	WN	56.64	131	DL	33.53	129
Islip/Long Island, NY	West Palm Beach, FL	1,052	268	130	WN	90.30	131	DL	7.26	121
Albany, NY	Orlando/Kissimmee, FL	1,073	551	129	WN	76.84	128	WN	76.84	128
Rochester, NY	Tampa/St. Petersburg/Lakeland, FL	1,079	185	129	US	28.50	128	DL	19.10	120
Orlando/Kissimmee, FL	Syracuse, NY	1,053	296	129	US	35.54	129	DL	28.38	122
Las Vegas, NV	Omaha, NE	1,099	499	128	WN	73.09	125	F9	1.53	118
Ft. Lauderdale, FL	New York, NY	1,076	8,951	128	DL	30.74	123	NK	13.93	112
Kansas City, MO	Orlando/Kissimmee, FL	1,072	640	126	WN	58.21	124	AA	13.30	115
Milwaukee, WI	Orlando/Kissimmee, FL	1,066	778	125	YX	38.82	136	FL	24.37	112
Ft. Lauderdale, FL	Islip/Long Island, NY	1,093	635	124	WN	53.44	128	DL	43.53	119
Milwaukee, WI	Tampa/St. Petersburg/Lakeland, FL	1,077	384	121	FL	32.25	111	FL	32.25	111
Buffalo, NY	Tampa/St. Petersburg/Lakeland, FL	1,054	386	107	US	27.80	98	US	27.80	98
Distance Block - 1101-1200 miles										
Boston, MA	Minneapolis/St.Paul, MN	1,124	718	271	NW	69.85	311	US	6.27	112
Dallas/Ft. Worth, TX	Washington, DC	1,192	1,594	256	AA	71.78	276	DL	11.64	211
Dallas/Ft. Worth, TX	San Diego, CA	1,182	615	250	AA	59.92	274	HP	14.95	225
Houston, TX	Pittsburgh, PA	1,131	342	232	US	43.19	208	US	43.19	208
Dallas/Ft. Worth, TX	Richmond, VA	1,158	236	227	AA	81.60	219	UA	1.71	164
Dallas/Ft. Worth, TX	Miami, FL	1,121	530	223	AA	81.45	227	FL	3.01	181
Cleveland, OH	Houston, TX	1,107	431	218	CO	75.79	234	WN	10.91	186
Dallas/Ft. Worth, TX	Ontario, CA	1,200	323	214	AA	51.70	217	DL	17.96	187
Dallas/Ft. Worth, TX	Ft. Lauderdale, FL	1,119	506	213	AA	48.20	225	DL	36.07	197
Columbus, OH	Denver, CO	1,155	229	212	UA	56.53	223	AA	16.85	222
Dallas/Ft. Worth, TX	West Palm Beach, FL	1,103	211	201	DL	75.54	197	DL	75.54	197
New York, NY	Omaha, NE	1,155	274	200	YX	25.48	195	UA	21.39	184
Kansas City, MO	New York, NY	1,113	938	196	AA	29.44	161	AA	29.44	161
Atlanta, GA	Denver, CO	1,199	1,042	195	DL	52.95	200	F9	13.19	177
Boston, MA	Memphis, TN	1,139	189	192	NW	57.60	197	US	11.46	138
Chicago, IL	West Palm Beach, FL	1,144	352	189	UA	51.06	197	AA	13.21	170
Detroit, MI	Miami, FL	1,145	357	182	NW	57.77	189	AA	19.59	172
Chicago, IL	Miami, FL	1,197	1,274	178	AA	41.16	201	TZ	25.45	127
Los Angeles, CA	Oklahoma City, OK	1,187	198	178	AA	21.94	181	CO	10.34	153
Austin, TX	Raleigh/Durham, NC	1,161	187	177	WN	46.05	162	WN	46.05	162
Boston, MA	West Palm Beach, FL	1,197	593	171	DL	68.86	179	US	12.37	138
Albuquerque, NM	Chicago, IL	1,121	365	171	AA	45.95	175	WN	33.88	163
Austin, TX	San Diego, CA	1,161	252	170	WN	50.02	168	WN	50.02	168
Albuquerque, NM	Seattle, WA	1,180	284	166	WN	47.82	165	HP	25.08	160
San Antonio, TX	San Diego, CA	1,129	249	165	WN	57.93	165	AA	12.45	161
New Orleans, LA	New York, NY	1,183	1,474	165	CO	32.88	204	B6	17.55	129
Albuquerque, NM	Portland, OR	1,111	223	164	WN	57.24	167	HP	20.77	156
St. Louis, MO	Salt Lake City, UT	1,156	239	163	AA	54.70	166	WN	33.62	153
Baltimore, MD	Oklahoma City, OK	1,180	190	161	AA	29.82	159	AA	29.82	159
Boston, MA	Tampa/St. Petersburg/Lakeland, FL	1,193	878	147	DL	79.95	148	FL	3.03	136
Des Moines, IA	Phoenix, AZ	1,149	259	145	HP	55.17	152	AA	10.67	125
Detroit, MI	Ft. Lauderdale, FL	1,127	1,023	139	NK	52.30	127	NK	52.30	127
Providence, RI	West Palm Beach, FL	1,148	324	136	WN	41.95	147	DL	27.43	124
Syracuse, NY	Tampa/St. Petersburg/Lakeland, FL	1,104	184	136	US	33.37	136	DL	28.66	119
Chicago, IL	Ft. Lauderdale, FL	1,182	2,241	136	TZ	24.41	109	TZ	24.41	109

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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/
Hartford, CT/Springfield, MA	West Palm Beach, FL	1,133	590	135	DL	78.23	136	DL	78.23	136
Albany, NY	Tampa/St. Petersburg/Lakeland, FL	1,130	203	134	US	35.40	133	DL	26.41	125
Ft. Lauderdale, FL	Providence, RI	1,188	470	133	WN	42.53	145	US	20.70	123
Chicago, IL	Ft. Myers, FL	1,120	1,339	133	TZ	46.15	122	NK	29.06	121
Phoenix, AZ	Seattle, WA	1,107	1,774	132	AS	53.24	125	AS	53.24	125
Boston, MA	Orlando/Kissimmee, FL	1,121	1,757	132	DL	66.48	131	AA	20.90	130
Ft. Myers, FL	Milwaukee, WI	1,183	242	130	DL	31.76	117	DL	31.76	117
Kansas City, MO	Las Vegas, NV	1,140	768	130	WN	78.26	127	DL	7.73	124
Providence, RI	Tampa/St. Petersburg/Lakeland, FL	1,137	655	128	WN	69.69	130	US	12.53	119
Ft. Lauderdale, FL	Hartford, CT/Springfield, MA	1,173	770	128	DL	77.50	128	US	6.99	113
Manchester, NH	Orlando/Kissimmee, FL	1,142	666	127	WN	72.36	128	DL	11.85	117
Ft. Myers, FL	Hartford, CT/Springfield, MA	1,180	240	126	DL	67.63	126	US	16.27	120
Hartford, CT/Springfield, MA	Tampa/St. Petersburg/Lakeland, FL	1,111	729	126	DL	70.86	123	DL	70.86	123
Denver, CO	Detroit, MI	1,123	863	123	NW	34.53	136	NK	29.37	99
Buffalo, NY	Ft. Lauderdale, FL	1,166	310	119	DL	28.67	101	DL	28.67	101
<u>Distance Block - 1201-1300 miles</u>										
Houston, TX	Washington, DC	1,218	915	256	CO	74.62	273	US	3.12	137
Dallas/Ft. Worth, TX	Los Angeles, CA	1,246	1,267	240	AA	52.88	280	DL	13.39	169
Denver, CO	Pittsburgh, PA	1,290	247	240	US	62.97	227	US	62.97	227
Glendale/Burbank, CA	Dallas/Ft. Worth, TX	1,243	216	222	AA	80.53	215	AA	80.53	215
Cleveland, OH	Denver, CO	1,201	310	219	UA	47.32	223	UA	47.32	223
Baltimore, MD	Dallas/Ft. Worth, TX	1,217	782	217	AA	66.00	226	NW	1.51	128
Dallas/Ft. Worth, TX	Santa Ana, CA	1,216	581	215	AA	69.99	224	DL	12.69	151
Chicago, IL	Salt Lake City, UT	1,258	483	214	DL	38.68	210	DL	38.68	210
Albuquerque, NM	Atlanta, GA	1,269	199	212	DL	68.40	227	AA	11.92	201
Dallas/Ft. Worth, TX	Long Beach, CA	1,220	494	204	AA	97.95	203	AA	97.95	203
Detroit, MI	San Antonio, TX	1,215	199	195	NW	57.40	192	AA	17.26	189
Chicago, IL	El Paso, TX	1,237	223	193	AA	78.05	193	CO	3.65	171
Dallas/Ft. Worth, TX	Norfolk, VA	1,213	206	192	AA	74.18	178	AA	74.18	178
Baltimore, MD	Houston, TX	1,246	857	188	CO	53.32	193	WN	32.28	187
Houston, TX	Salt Lake City, UT	1,220	393	185	CO	40.46	188	WN	10.25	179
Austin, TX	Los Angeles, CA	1,238	508	179	AA	55.99	180	WN	26.25	172
Buffalo, NY	Dallas/Ft. Worth, TX	1,212	186	171	AA	51.25	169	US	10.73	148
Minneapolis/St.Paul, MN	Phoenix, AZ	1,276	1,385	170	NW	47.67	181	SY	11.77	141
Boston, MA	Kansas City, MO	1,256	265	168	YX	35.71	176	US	10.28	149
Los Angeles, CA	San Antonio, TX	1,210	412	166	WN	50.08	160	WN	50.08	160
Houston, TX	Las Vegas, NV	1,243	1,133	158	CO	55.00	162	WN	36.24	151
Boston, MA	Miami, FL	1,258	993	154	AA	81.81	154	UA	1.40	150
Phoenix, AZ	St. Louis, MO	1,262	687	154	WN	46.01	148	WN	46.01	148
Las Vegas, NV	Minneapolis/St.Paul, MN	1,300	1,013	151	NW	58.22	163	SY	16.60	127
Boston, MA	Ft. Myers, FL	1,249	723	149	DL	77.93	149	US	6.36	135
Boston, MA	Ft. Lauderdale, FL	1,237	1,255	145	DL	67.46	145	AA	17.32	139
Ft. Lauderdale, FL	Manchester, NH	1,263	183	137	WN	46.20	148	DL	25.21	121
Albany, NY	Ft. Lauderdale, FL	1,204	199	135	WN	40.69	138	DL	17.09	128
Manchester, NH	Tampa/St. Petersburg/Lakeland, FL	1,204	454	134	WN	66.37	136	DL	11.81	126
Ft. Lauderdale, FL	Milwaukee, WI	1,243	254	133	YX	32.46	139	DL	27.42	123
Seattle, WA	Tucson, AZ	1,216	359	131	AS	73.25	126	AS	73.25	126
Ft. Lauderdale, FL	Kansas City, MO	1,242	279	130	DL	38.32	126	AA	22.38	113

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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/
Hartford, CT/Springfield, MA	New Orleans, LA	1,279	185	129	DL	41.54	125	US	23.97	123
Omaha, NE	Orlando/Kissimmee, FL	1,210	310	127	AA	23.53	126	CO	12.15	94
<u>Distance Block - 1301-1400 miles</u>										
Houston, TX	Santa Ana, CA	1,365	315	249	CO	59.45	262	HP	18.50	209
Dallas/Ft. Worth, TX	New York, NY	1,391	3,261	248	AA	61.29	266	DL	13.26	208
Austin, TX	Washington, DC	1,313	314	246	AA	38.95	272	CO	19.81	215
Houston, TX	Philadelphia, PA	1,335	676	244	CO	46.06	261	US	28.87	232
New York, NY	Oklahoma City, OK	1,345	211	230	AA	40.26	221	AA	40.26	221
Dallas/Ft. Worth, TX	Philadelphia, PA	1,302	1,006	227	AA	56.42	236	US	26.33	212
San Antonio, TX	Washington, DC	1,381	345	215	DL	48.60	191	DL	48.60	191
Houston, TX	Los Angeles, CA	1,397	1,292	212	CO	60.06	222	WN	21.45	188
Minneapolis/St.Paul, MN	Seattle, WA	1,399	657	212	NW	64.15	238	SY	15.94	129
Charlotte, NC	Denver, CO	1,338	296	207	US	52.53	212	DL	10.60	142
Houston, TX	San Diego, CA	1,320	528	199	CO	49.92	209	WN	27.21	180
Houston, TX	Ontario, CA	1,353	266	189	CO	41.96	178	CO	41.96	178
Austin, TX	Baltimore, MD	1,340	358	186	WN	48.86	184	WN	48.86	184
Minneapolis/St.Paul, MN	Tampa/St. Petersburg/Lakeland, FL	1,307	581	182	NW	57.92	195	FL	11.69	167
Minneapolis/St.Paul, MN	Orlando/Kissimmee, FL	1,310	1,074	171	NW	54.47	195	DL	13.92	130
Las Vegas, NV	St. Louis, MO	1,372	570	166	AA	47.21	185	WN	42.02	148
New Orleans, LA	Phoenix, AZ	1,301	284	164	WN	47.29	165	CO	15.71	156
Kansas City, MO	San Diego, CA	1,333	368	164	WN	51.74	163	DL	10.17	150
Kansas City, MO	Los Angeles, CA	1,363	703	162	WN	60.79	157	AA	11.34	157
Boston, MA	New Orleans, LA	1,367	310	158	DL	41.97	158	AA	13.43	137
Los Angeles, CA	Omaha, NE	1,330	248	151	UA	29.45	161	NW	15.58	135
<u>Distance Block - 1401-1500 miles</u>										
Dallas/Ft. Worth, TX	San Jose/Palo Alto, CA	1,450	532	289	AA	74.61	299	HP	12.50	266
Dallas/Ft. Worth, TX	San Francisco, CA	1,476	806	284	AA	55.35	315	HP	12.92	200
Dallas/Ft. Worth, TX	Hartford, CT/Springfield, MA	1,471	323	277	AA	62.23	316	UA	10.16	177
Houston, TX	New York, NY	1,428	2,542	271	CO	73.22	291	US	2.50	116
Dallas/Ft. Worth, TX	Oakland/Berkeley, CA	1,468	283	270	AA	58.43	279	DL	11.82	230
Denver, CO	Washington, DC	1,476	1,290	244	UA	63.56	292	NW	6.76	129
Philadelphia, PA	San Antonio, TX	1,495	184	237	AA	46.63	228	AA	46.63	228
Dallas/Ft. Worth, TX	Sacramento, CA	1,442	329	225	AA	66.79	211	AA	66.79	211
Austin, TX	San Jose/Palo Alto, CA	1,471	483	223	AA	75.86	224	WN	12.37	210
Minneapolis/St.Paul, MN	Portland, OR	1,426	391	211	NW	68.95	218	SY	4.75	118
Minneapolis/St.Paul, MN	Ontario, CA	1,494	208	197	NW	67.71	196	NW	67.71	196
Baltimore, MD	Denver, CO	1,491	744	192	UA	64.22	207	F9	18.44	158
Ft. Lauderdale, FL	Minneapolis/St.Paul, MN	1,487	337	182	NW	36.82	222	DL	28.68	144
Kansas City, MO	Oakland/Berkeley, CA	1,489	210	179	WN	75.39	182	HP	10.44	147
Ft. Myers, FL	Minneapolis/St.Paul, MN	1,416	528	178	NW	57.79	196	SY	17.27	146
Chicago, IL	Tucson, AZ	1,440	357	176	AA	70.51	172	AA	70.51	172
Denver, CO	Raleigh/Durham, NC	1,436	296	175	AA	37.83	141	NW	20.66	131
Baltimore, MD	San Antonio, TX	1,407	432	173	WN	42.16	175	AA	21.42	167
Nashville, TN	Phoenix, AZ	1,448	318	173	WN	78.45	170	AA	7.32	164
Kansas City, MO	Sacramento, CA	1,442	194	171	WN	54.40	165	WN	54.40	165
Kansas City, MO	Portland, OR	1,481	231	160	WN	37.02	154	WN	37.02	154
Milwaukee, WI	Phoenix, AZ	1,460	465	159	HP	38.99	162	NW	15.76	144
Chicago, IL	Phoenix, AZ	1,444	3,019	133	UA	25.37	137	TZ	11.94	124
Indianapolis, IN	Phoenix, AZ	1,489	714	122	HP	36.53	129	TZ	25.88	112

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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 - 1501-1600 miles</u>										
New York, NY	San Antonio, TX	1,587	495	283	CO	41.74	314	DL	14.24	260
Austin, TX	New York, NY	1,519	657	271	CO	43.58	294	AA	35.72	264
Boston, MA	Dallas/Ft. Worth, TX	1,562	1,098	249	AA	61.55	277	DL	23.90	209
Minneapolis/St.Paul, MN	Santa Ana, CA	1,522	283	247	NW	69.80	259	HP	13.35	219
Denver, CO	Philadelphia, PA	1,557	583	246	UA	44.58	285	US	36.28	223
Minneapolis/St.Paul, MN	San Francisco, CA	1,589	874	242	NW	74.67	251	F9	4.39	176
Atlanta, GA	Phoenix, AZ	1,587	698	237	DL	50.51	255	HP	35.45	226
St. Louis, MO	Santa Ana, CA	1,570	228	233	AA	82.36	233	UA	5.15	205
Atlanta, GA	Salt Lake City, UT	1,589	460	231	DL	67.56	268	UA	9.54	128
Los Angeles, CA	Minneapolis/St.Paul, MN	1,536	968	226	NW	64.88	247	SY	5.80	130
Minneapolis/St.Paul, MN	San Jose/Palo Alto, CA	1,576	330	221	NW	71.97	226	HP	11.18	203
Minneapolis/St.Paul, MN	Sacramento, CA	1,518	209	211	NW	59.06	223	UA	13.87	189
Los Angeles, CA	St. Louis, MO	1,593	706	211	AA	72.56	219	WN	10.78	182
Miami, FL	Minneapolis/St.Paul, MN	1,501	356	211	NW	60.91	227	US	3.79	127
Minneapolis/St.Paul, MN	San Diego, CA	1,532	533	205	NW	60.49	222	SY	8.02	138
Hartford, CT/Springfield, MA	Houston, TX	1,519	217	201	DL	27.00	163	DL	27.00	163
Denver, CO	Orlando/Kissimmee, FL	1,545	910	190	F9	31.57	178	DL	14.08	140
Denver, CO	Tampa/St. Petersburg/Lakeland, FL	1,506	551	187	UA	37.06	213	DL	13.86	160
St. Louis, MO	San Diego, CA	1,558	385	185	AA	68.59	183	WN	17.21	175
New Orleans, LA	San Diego, CA	1,599	285	168	WN	49.71	157	WN	49.71	157
Kansas City, MO	Seattle, WA	1,501	341	164	WN	26.28	157	AA	13.06	156
Albuquerque, NM	Orlando/Kissimmee, FL	1,552	191	162	WN	72.29	152	WN	72.29	152
Kansas City, MO	San Francisco, CA	1,506	261	161	DL	31.58	122	DL	31.58	122
Las Vegas, NV	New Orleans, LA	1,501	315	160	WN	51.14	154	WN	51.14	154
Las Vegas, NV	Milwaukee, WI	1,524	387	159	YX	46.52	174	NW	22.63	134
Las Vegas, NV	Nashville, TN	1,588	398	154	WN	76.24	152	AX	1.23	128
Chicago, IL	Las Vegas, NV	1,521	3,149	133	UA	23.05	153	TZ	21.10	119
Indianapolis, IN	Las Vegas, NV	1,591	841	123	TZ	56.21	122	WN	16.14	117
<u>Distance Block - 1601-1700 miles</u>										
Houston, TX	San Francisco, CA	1,656	468	313	CO	60.76	354	HP	10.34	212
Los Angeles, CA	Memphis, TN	1,619	227	269	NW	75.95	276	DL	4.74	208
Dallas/Ft. Worth, TX	Seattle, WA	1,670	735	254	AA	50.07	296	DL	15.48	208
Dallas/Ft. Worth, TX	Portland, OR	1,626	377	239	AA	45.24	253	F9	11.89	190
Boston, MA	Houston, TX	1,609	667	237	CO	68.02	243	CO	68.02	243
Albuquerque, NM	Washington, DC	1,650	302	228	AA	46.60	213	AA	46.60	213
Cincinnati, OH	Las Vegas, NV	1,678	205	211	DL	82.13	220	AA	8.01	117
Denver, CO	New York, NY	1,626	2,326	210	UA	47.79	241	F9	10.06	167
Houston, TX	San Jose/Palo Alto, CA	1,629	405	210	CO	53.71	204	WN	11.85	201
Denver, CO	Hartford, CT/Springfield, MA	1,671	218	210	AA	33.88	177	CO	10.24	126
Houston, TX	Oakland/Berkeley, CA	1,649	436	209	CO	55.42	209	WN	22.78	204
Sacramento, CA	St. Louis, MO	1,679	182	204	AA	63.44	204	WN	15.14	187
Houston, TX	Sacramento, CA	1,632	249	202	CO	43.44	198	WN	24.33	193
Los Angeles, CA	New Orleans, LA	1,671	660	187	UA	47.02	185	WN	21.66	182
Chicago, IL	Reno, NV	1,680	192	177	AA	64.29	167	AA	64.29	167
Detroit, MI	Phoenix, AZ	1,671	995	174	NW	49.61	183	HP	35.26	166
Albuquerque, NM	Baltimore, MD	1,670	312	174	WN	49.16	180	AA	14.37	161
Las Vegas, NV	Louisville, KY	1,624	232	158	WN	55.27	156	WN	55.27	156
Birmingham, AL	Las Vegas, NV	1,618	192	156	WN	59.83	153	DL	29.60	153
Grand Rapids, MI	Las Vegas, NV	1,643	193	155	NW	45.56	153	DL	11.69	152
Columbus, OH	Phoenix, AZ	1,671	571	150	HP	46.86	165	WN	18.77	142

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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 - 1701-1800 miles</u>										
Denver, CO	Miami, FL	1,709	272	271	UA	53.22	300	AA	28.15	246
Atlanta, GA	Las Vegas, NV	1,747	743	222	DL	65.28	249	HP	18.29	175
Chicago, IL	Portland, OR	1,751	594	222	UA	59.55	230	AA	17.37	219
St. Louis, MO	Seattle, WA	1,710	355	216	AA	76.38	218	UA	9.06	190
Boston, MA	Denver, CO	1,754	930	213	UA	64.36	240	AA	11.17	138
St. Louis, MO	San Francisco, CA	1,736	345	213	AA	81.32	215	US	1.23	143
Charlotte, NC	Phoenix, AZ	1,774	221	211	US	48.01	233	TZ	10.24	179
Chicago, IL	Sacramento, CA	1,790	394	210	UA	60.04	229	HP	14.31	163
Chicago, IL	Ontario, CA	1,706	189	208	WN	24.28	182	WN	24.28	182
Los Angeles, CA	Nashville, TN	1,797	492	194	WN	47.30	176	WN	47.30	176
Los Angeles, CA	Milwaukee, WI	1,756	333	190	YX	43.99	199	UA	16.67	172
Portland, OR	St. Louis, MO	1,708	197	189	AA	68.07	184	WN	11.22	171
Chicago, IL	Santa Ana, CA	1,731	880	182	UA	52.16	177	UA	52.16	177
Chicago, IL	Seattle, WA	1,733	1,415	180	UA	46.69	203	TZ	14.11	127
San Antonio, TX	Seattle, WA	1,774	230	178	AA	26.71	170	AA	26.71	170
Austin, TX	Seattle, WA	1,764	241	177	AA	30.43	179	CO	15.96	161
Indianapolis, IN	San Diego, CA	1,783	235	172	AA	26.17	170	AA	26.17	170
Cleveland, OH	Phoenix, AZ	1,737	473	168	CO	45.59	164	CO	45.59	164
Chicago, IL	Los Angeles, CA	1,750	4,120	167	UA	39.15	182	TZ	17.11	129
Nashville, TN	San Diego, CA	1,751	229	162	WN	65.02	159	DL	11.18	152
Phoenix, AZ	Tampa/St. Petersburg/Lakeland, FL	1,788	401	162	HP	35.93	164	DL	14.24	157
Chicago, IL	San Diego, CA	1,728	1,441	161	UA	37.09	176	WN	28.14	129
Detroit, MI	Las Vegas, NV	1,750	1,615	149	NW	53.68	163	NK	20.59	118
Columbus, OH	Las Vegas, NV	1,772	734	140	HP	55.20	145	WN	18.22	132
Denver, CO	Ft. Lauderdale, FL	1,703	810	138	NK	47.25	130	NK	47.25	130
<u>Distance Block - 1801-1900 miles</u>										
Cincinnati, OH	Los Angeles, CA	1,900	251	321	DL	75.67	344	NW	4.03	198
Salt Lake City, UT	Washington, DC	1,851	306	263	DL	68.95	269	DL	68.95	269
Atlanta, GA	San Diego, CA	1,891	522	251	DL	67.99	255	US	1.31	160
Albuquerque, NM	New York, NY	1,825	344	233	AA	31.33	233	DL	19.50	222
Houston, TX	Seattle, WA	1,900	513	225	CO	62.40	228	DL	4.66	181
Houston, TX	Portland, OR	1,850	267	222	CO	54.78	217	CO	54.78	217
Atlanta, GA	Ontario, CA	1,900	302	210	DL	51.56	219	AA	11.29	192
Phoenix, AZ	Pittsburgh, PA	1,813	256	210	US	54.61	215	HP	22.63	211
Chicago, IL	San Francisco, CA	1,854	2,479	188	UA	58.76	201	TZ	17.68	123
Milwaukee, WI	San Francisco, CA	1,845	258	186	YX	38.63	187	UA	20.84	187
Baltimore, MD	Salt Lake City, UT	1,864	388	181	WN	36.70	169	WN	36.70	169
Chicago, IL	San Jose/Palo Alto, CA	1,838	757	175	UA	38.22	176	TZ	18.63	126
Chicago, IL	Oakland/Berkeley, CA	1,844	544	174	WN	54.51	135	WN	54.51	135
Orlando/Kissimmee, FL	Phoenix, AZ	1,848	526	166	HP	35.95	171	AA	11.50	150
Cleveland, OH	Las Vegas, NV	1,825	833	159	CO	78.16	161	DL	2.53	117
Phoenix, AZ	Raleigh/Durham, NC	1,891	359	158	HP	33.32	167	AA	13.68	144
Indianapolis, IN	Los Angeles, CA	1,814	614	156	WN	22.29	152	TZ	21.19	147
New Orleans, LA	Sacramento, CA	1,879	190	151	UA	23.42	155	AA	17.53	142
Indianapolis, IN	Seattle, WA	1,866	214	149	UA	30.03	151	TZ	12.91	143
<u>Distance Block - 1901-2000 miles</u>										
Atlanta, GA	Santa Ana, CA	1,919	329	292	DL	63.65	305	HP	13.54	268
Phoenix, AZ	Washington, DC	1,979	428	289	HP	47.98	248	HP	47.98	248
Atlanta, GA	Los Angeles, CA	1,946	1,377	260	DL	62.07	286	US	1.93	156
Detroit, MI	Santa Ana, CA	1,960	187	254	NW	54.90	262	HP	12.06	235

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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/
Detroit, MI	Seattle, WA	1,932	403	233	NW	69.42	249	WN	3.64	177
New Orleans, LA	San Francisco, CA	1,911	251	230	UA	52.44	251	AA	12.94	179
Detroit, MI	Portland, OR	1,953	226	226	NW	59.53	238	HP	12.13	179
New York, NY	Salt Lake City, UT	1,989	776	209	DL	61.14	228	B6	23.55	144
Las Vegas, NV	Pittsburgh, PA	1,910	316	204	US	66.45	208	CO	2.58	171
Detroit, MI	San Diego, CA	1,957	447	199	NW	51.86	217	WN	11.69	157
Orlando/Kissimmee, FL	Salt Lake City, UT	1,929	355	197	DL	61.24	216	WN	11.27	160
Miami, FL	Phoenix, AZ	1,972	202	194	AA	36.46	167	AA	36.46	167
Detroit, MI	Los Angeles, CA	1,979	1,440	184	NW	56.27	202	NK	21.53	141
Charlotte, NC	Las Vegas, NV	1,917	273	175	US	53.85	166	AA	14.12	165
New Orleans, LA	Oakland/Berkeley, CA	1,903	268	174	WN	59.78	170	WN	59.78	170
Dayton, OH	Los Angeles, CA	1,925	201	174	AA	29.54	172	AA	29.54	172
Baltimore, MD	Tucson, AZ	1,976	214	172	AA	34.33	169	CO	15.52	143
Columbus, OH	Los Angeles, CA	1,996	460	166	HP	33.07	186	UA	19.24	144
Nashville, TN	Seattle, WA	1,977	232	166	WN	42.14	160	DL	17.93	152
Ft. Lauderdale, FL	Phoenix, AZ	1,972	383	166	HP	28.35	183	AA	16.37	139
Baltimore, MD	Phoenix, AZ	1,998	938	165	HP	39.41	174	WN	30.75	165
Buffalo, NY	Phoenix, AZ	1,912	232	155	WN	59.04	154	AA	7.82	147
Indianapolis, IN	San Francisco, CA	1,944	268	154	UA	32.29	165	AA	22.11	137
Las Vegas, NV	Tampa/St. Petersburg/Lakeland, FL	1,984	636	153	WN	33.93	143	WN	33.93	143
Columbus, OH	San Diego, CA	1,964	244	152	UA	18.38	141	NW	14.18	140
Buffalo, NY	Las Vegas, NV	1,987	365	147	WN	52.87	145	NW	7.68	142
Distance Block - 2001-2200 miles										
Atlanta, GA	San Francisco, CA	2,139	790	299	DL	62.75	314	DL	62.75	314
Atlanta, GA	San Jose/Palo Alto, CA	2,116	286	286	DL	58.60	302	AA	14.76	250
Cleveland, OH	San Francisco, CA	2,161	249	275	CO	42.63	328	UA	26.68	231
Atlanta, GA	Seattle, WA	2,182	621	265	DL	63.36	285	UA	11.35	207
Boston, MA	Salt Lake City, UT	2,105	271	254	DL	60.59	285	HP	16.73	176
Atlanta, GA	Portland, OR	2,172	348	253	DL	67.20	257	CO	2.63	149
New York, NY	Tucson, AZ	2,136	255	249	AA	36.58	253	DL	15.97	213
Atlanta, GA	Sacramento, CA	2,092	285	236	DL	57.61	242	UA	13.34	214
Detroit, MI	San Francisco, CA	2,079	553	234	NW	72.32	240	DL	2.56	164
Los Angeles, CA	Pittsburgh, PA	2,136	354	232	US	57.64	245	UA	15.32	194
Atlanta, GA	Oakland/Berkeley, CA	2,130	249	227	DL	42.93	237	HP	28.23	190
Detroit, MI	San Jose/Palo Alto, CA	2,063	221	219	NW	61.61	223	HP	10.41	199
New York, NY	Phoenix, AZ	2,153	2,000	218	HP	34.58	235	DL	11.70	195
Charlotte, NC	Los Angeles, CA	2,125	453	216	US	51.32	237	AA	10.94	181
Cleveland, OH	Seattle, WA	2,021	193	215	UA	22.96	234	DL	11.28	146
Las Vegas, NV	Washington, DC	2,089	538	211	UA	36.60	251	HP	36.58	172
Cleveland, OH	Los Angeles, CA	2,053	579	209	CO	66.84	206	US	1.29	148
Philadelphia, PA	Phoenix, AZ	2,075	645	209	US	42.21	197	US	42.21	197
Los Angeles, CA	Tampa/St. Petersburg/Lakeland, FL	2,158	540	205	DL	47.27	209	WN	13.84	174
Las Vegas, NV	Miami, FL	2,175	329	202	HP	49.95	179	HP	49.95	179
Jacksonville, FL	Los Angeles, CA	2,153	233	185	DL	46.45	181	AA	17.60	174
Cleveland, OH	San Diego, CA	2,026	225	185	CO	24.67	192	WN	15.05	158
Ontario, CA	Orlando/Kissimmee, FL	2,171	189	178	DL	27.25	191	AA	16.35	172
San Diego, CA	Tampa/St. Petersburg/Lakeland, FL	2,087	273	178	DL	27.11	172	WN	15.38	165
Columbus, OH	San Francisco, CA	2,121	218	178	UA	25.82	221	NW	15.07	146
New Orleans, LA	Seattle, WA	2,086	272	177	CO	25.54	163	DL	18.90	162
Las Vegas, NV	Norfolk, VA	2,155	194	174	WN	53.00	166	WN	53.00	166

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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	Las Vegas, NV	2,174	526	171	HP	36.26	166	HP	36.26	166
Orlando/Kissimmee, FL	San Diego, CA	2,148	394	168	DL	33.60	163	WN	15.82	155
Las Vegas, NV	Philadelphia, PA	2,176	908	164	US	42.93	165	HP	40.69	157
Las Vegas, NV	Orlando/Kissimmee, FL	2,039	623	164	DL	29.02	171	AA	12.05	154
Raleigh/Durham, NC	San Diego, CA	2,193	292	158	WN	25.69	157	DL	23.27	138
Columbus, OH	Seattle, WA	2,017	184	157	NW	26.47	150	AA	17.94	145
Las Vegas, NV	Raleigh/Durham, NC	2,027	407	157	DL	22.38	157	WN	20.33	154
Baltimore, MD	Las Vegas, NV	2,106	1,018	157	HP	42.56	155	HP	42.56	155
Detroit, MI	Oakland/Berkeley, CA	2,068	290	145	NK	70.13	124	NK	70.13	124
<u>Distance Block - 2201-2400 miles</u>										
Los Angeles, CA	Washington, DC	2,311	1,379	362	UA	51.74	420	AA	24.47	355
Los Angeles, CA	Miami, FL	2,342	681	330	AA	54.42	353	HP	11.96	215
San Diego, CA	Washington, DC	2,276	582	330	UA	42.55	440	AA	26.98	241
Seattle, WA	Washington, DC	2,329	788	288	UA	46.51	329	AS	30.43	252
Philadelphia, PA	Santa Ana, CA	2,380	182	274	AA	25.06	272	HP	20.04	251
Philadelphia, PA	San Diego, CA	2,369	408	265	US	44.70	297	AA	14.65	222
Portland, OR	Washington, DC	2,350	274	263	UA	38.71	332	DL	11.23	202
Philadelphia, PA	Seattle, WA	2,378	403	258	US	49.41	265	US	49.41	265
Pittsburgh, PA	San Francisco, CA	2,253	309	256	US	64.78	274	UA	14.62	228
Charlotte, NC	San Francisco, CA	2,296	322	246	US	59.43	270	UA	10.34	259
San Francisco, CA	Tampa/St. Petersburg/Lakeland, FL	2,392	193	237	DL	21.54	265	CO	16.03	201
Los Angeles, CA	Orlando/Kissimmee, FL	2,217	1,003	232	UA	36.21	246	AA	16.87	225
Raleigh/Durham, NC	San Jose/Palo Alto, CA	2,379	196	206	AA	48.61	217	WN	16.09	176
Norfolk, VA	San Diego, CA	2,330	257	203	DL	51.38	199	DL	51.38	199
Los Angeles, CA	Norfolk, VA	2,371	227	198	DL	28.72	202	AA	22.63	171
Baltimore, MD	Los Angeles, CA	2,329	1,134	197	WN	35.30	162	WN	35.30	162
Los Angeles, CA	Raleigh/Durham, NC	2,239	375	189	DL	25.20	179	US	11.82	168
Ft. Lauderdale, FL	Los Angeles, CA	2,342	954	188	AA	51.46	186	DL	18.89	181
Boston, MA	Phoenix, AZ	2,300	595	185	HP	37.02	229	DL	14.02	147
Baltimore, MD	San Diego, CA	2,295	701	182	WN	25.14	174	WN	25.14	174
Baltimore, MD	Portland, OR	2,358	310	181	UA	24.14	198	NW	21.89	155
Ft. Lauderdale, FL	San Diego, CA	2,268	271	180	DL	36.51	172	DL	36.51	172
Baltimore, MD	Ontario, CA	2,283	232	177	WN	26.65	186	AA	19.47	159
Las Vegas, NV	New York, NY	2,248	3,206	177	HP	40.27	165	HP	40.27	165
Baltimore, MD	Seattle, WA	2,335	495	177	NW	17.69	167	AA	13.54	144
Buffalo, NY	Los Angeles, CA	2,217	208	174	AA	25.64	186	US	17.69	161
Boston, MA	Las Vegas, NV	2,381	866	171	HP	43.55	182	NW	10.86	129
Baltimore, MD	Sacramento, CA	2,395	308	168	UA	31.60	175	AA	14.12	152
Raleigh/Durham, NC	Seattle, WA	2,354	259	167	DL	31.34	149	DL	31.34	149
Las Vegas, NV	Providence, RI	2,363	260	164	WN	35.46	155	WN	35.46	155
Long Beach, CA	Washington, DC	2,300	580	163	B6	87.69	162	B6	87.69	162
Phoenix, AZ	Providence, RI	2,277	285	162	WN	73.54	157	CO	2.94	156
Hartford, CT/Springfield, MA	Phoenix, AZ	2,213	370	162	HP	28.22	183	DL	15.58	141
Las Vegas, NV	Manchester, NH	2,356	192	158	WN	29.72	144	WN	29.72	144
Albany, NY	Las Vegas, NV	2,237	237	153	WN	59.95	149	WN	59.95	149
Hartford, CT/Springfield, MA	Las Vegas, NV	2,298	402	149	DL	30.63	145	AA	24.50	139
<u>Distance Block - More than 2400 miles</u>										
San Francisco, CA	Washington, DC	2,442	956	401	UA	64.46	490	TZ	3.79	183
New York, NY	San Francisco, CA	2,586	3,471	366	UA	41.23	387	CO	21.73	316
Boston, MA	San Francisco, CA	2,704	1,270	355	UA	45.88	410	AA	23.38	388

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier		
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/
Miami, FL	San Francisco, CA	2,585	405	327	AA	47.05	366	UA	28.22	316
San Jose/Palo Alto, CA	Washington, DC	2,424	229	323	UA	37.02	408	TZ	13.57	172
Los Angeles, CA	New York, NY	2,475	5,681	317	AA	29.36	383	CO	18.14	277
New York, NY	San Diego, CA	2,446	1,150	315	CO	30.79	362	HP	15.38	243
Boston, MA	Los Angeles, CA	2,611	1,259	314	AA	38.28	345	AA	38.28	345
New York, NY	Santa Ana, CA	2,454	591	308	CO	51.98	333	UA	12.59	274
Boston, MA	San Diego, CA	2,588	355	307	AA	46.70	316	HP	11.84	289
Boston, MA	Santa Ana, CA	2,592	183	291	AA	37.47	289	HP	10.75	287
Boston, MA	San Jose/Palo Alto, CA	2,689	506	286	AA	61.06	304	TZ	14.42	172
Orlando/Kissimmee, FL	San Francisco, CA	2,445	327	273	UA	48.05	305	DL	12.84	265
Philadelphia, PA	San Francisco, CA	2,521	1,049	267	US	46.27	257	US	46.27	257
Baltimore, MD	San Francisco, CA	2,457	414	266	UA	70.27	273	F9	1.55	193
Boston, MA	Seattle, WA	2,496	501	259	AS	27.33	249	AS	27.33	249
New York, NY	Sacramento, CA	2,521	305	255	UA	36.10	287	DL	14.70	195
New York, NY	Portland, OR	2,454	629	245	CO	33.16	232	CO	33.16	232
Boston, MA	Portland, OR	2,537	242	244	UA	30.25	255	DL	24.96	228
Los Angeles, CA	Philadelphia, PA	2,401	1,238	242	US	41.15	236	US	41.15	236
New York, NY	Seattle, WA	2,421	1,592	234	CO	27.86	292	B6	12.84	158
New York, NY	San Jose/Palo Alto, CA	2,569	636	229	AA	42.26	226	AA	42.26	226
Ft. Lauderdale, FL	San Francisco, CA	2,583	216	221	DL	30.30	218	DL	30.30	218
Miami, FL	Seattle, WA	2,724	205	220	AA	25.29	216	AS	18.17	200
New York, NY	Ontario, CA	2,430	483	194	B6	46.11	172	DL	14.78	170
Oakland/Berkeley, CA	Orlando/Kissimmee, FL	2,437	221	193	UA	25.43	210	CO	10.80	158
Albany, NY	Los Angeles, CA	2,467	192	191	DL	17.89	205	US	16.59	174
New York, NY	Oakland/Berkeley, CA	2,576	1,869	189	B6	53.20	180	B6	53.20	180
Providence, RI	San Diego, CA	2,567	253	188	WN	19.66	180	DL	17.43	175
Baltimore, MD	San Jose/Palo Alto, CA	2,438	265	186	AA	33.39	184	NW	13.21	142
Long Beach, CA	New York, NY	2,465	1,714	184	B6	73.14	184	AA	26.11	182
Orlando/Kissimmee, FL	San Jose/Palo Alto, CA	2,419	334	183	AA	35.16	178	AA	35.16	178
Hartford, CT/Springfield, MA	San Diego, CA	2,502	240	182	AA	30.39	175	DL	18.64	168
Hartford, CT/Springfield, MA	Los Angeles, CA	2,527	478	179	AA	27.36	165	US	11.42	160
Oakland/Berkeley, CA	Washington, DC	2,432	987	177	B6	49.74	155	B6	49.74	155
Orlando/Kissimmee, FL	Sacramento, CA	2,407	242	175	DL	22.16	174	AA	18.93	157
Ft. Lauderdale, FL	Portland, OR	2,693	183	174	DL	48.01	175	AA	17.39	151
Los Angeles, CA	Providence, RI	2,592	428	174	WN	21.16	162	WN	21.16	162
Ft. Lauderdale, FL	Seattle, WA	2,717	339	174	DL	39.25	172	AA	18.58	160
Baltimore, MD	Oakland/Berkeley, CA	2,446	323	173	WN	47.52	175	HP	12.30	164
Orlando/Kissimmee, FL	Seattle, WA	2,553	528	170	DL	27.20	171	AA	21.17	152
Ft. Lauderdale, FL	Oakland/Berkeley, CA	2,575	232	169	WN	29.07	163	AA	14.51	155
Orlando/Kissimmee, FL	Portland, OR	2,534	307	168	DL	31.69	170	WN	15.40	149
Los Angeles, CA	Manchester, NH	2,587	306	166	UA	29.92	179	CO	12.24	137
Seattle, WA	Tampa/St. Petersburg/Lakeland, FL	2,520	313	162	DL	33.03	148	AA	23.76	141
Manchester, NH	San Diego, CA	2,565	211	159	WN	35.42	148	WN	35.42	148

Top 1,000 City-Pair Markets Summarized by City

Fourth Quarter 2002 vs. 2001
Markets with 100,000 or more Passengers
Sorted by Average Passenger Trip Distance

City	Number of Markets	2002				2001			
		Passengers	Avg. Fare	Avg. Yield (cents) 3/	Avg. Psgr Distance	Passengers	Avg. Fare	Avg. Yield (cents) 3/	Avg. Psgr Distance
Lubbock, TX	3	128,080	87	24.4	358	122,270	81	22.5	359
Little Rock, AR	4	125,890	98	26.0	375	129,120	86	23.4	368
Glendale/Burbank, CA	10	960,570	89	22.2	400	861,400	85	21.3	398
Boise, ID	8	288,930	94	20.3	464	283,860	86	19.2	449
Spokane, WA	9	349,470	89	18.2	489	357,240	80	16.7	480
Reno, NV	14	550,820	93	18.3	509	556,210	85	16.5	516
Greensboro/High Point, NC	7	192,660	138	25.6	538	209,510	132	24.4	540
Rochester, NY	7	211,600	115	20.1	572	184,080	126	24.9	507
Tulsa, OK	7	229,320	118	20.5	577	240,980	106	18.6	570
Richmond, VA	5	116,230	206	33.6	614	125,190	221	38.5	574
El Paso, TX	9	318,830	117	19.0	617	315,370	107	17.6	609
Oklahoma City, OK	12	294,110	137	19.2	713	286,720	126	17.0	744
Dayton, OH	7	201,270	132	18.3	719	155,450	137	20.0	681
Jacksonville, FL	17	553,240	131	18.1	722	513,040	116	15.9	730
Birmingham, AL	10	262,840	137	18.7	733	262,920	118	14.9	790
Memphis, TN	13	390,920	180	24.5	734	337,970	176	24.1	730
Ontario, CA	20	1,081,790	109	14.7	744	1,019,260	104	13.5	771
Louisville, KY	12	323,700	135	18.0	746	356,040	115	14.2	811
Sacramento, CA	23	1,491,370	112	15.0	747	1,381,770	107	14.4	740
Nashville, TN	30	1,054,850	140	17.3	806	1,032,020	119	14.3	833
Atlanta, GA	69	5,007,980	157	19.5	806	4,562,920	149	18.5	806
St. Louis, MO	42	1,768,020	153	18.7	820	1,677,000	150	18.6	811
Cincinnati, OH	17	460,200	230	27.7	830	441,860	227	26.7	853
Oakland/Berkeley, CA	29	2,609,790	109	13.1	837	2,074,790	105	14.5	724
Santa Ana, CA	21	1,386,280	138	16.5	837	1,184,760	148	17.1	862
Islip/Long Island, NY	9	290,690	112	13.2	848	274,040	99	11.2	883
Tucson, AZ	12	378,520	123	14.5	849	375,200	111	13.2	841
Dallas/Ft. Worth, TX	68	4,657,570	177	20.6	863	4,414,750	171	20.1	851
Albuquerque, NM	21	721,220	142	16.2	871	747,100	121	13.8	878
Pittsburgh, PA	22	867,390	174	19.9	873	879,390	154	18.3	839
Buffalo, NY	12	464,780	115	13.0	888	499,580	103	11.6	888
Omaha, NE	14	426,950	137	15.3	891	421,690	120	13.0	918
Kansas City, MO	40	1,550,510	138	15.4	892	1,625,290	122	13.8	883
Charlotte, NC	22	707,920	214	23.9	895	575,750	241	29.0	830
Houston, TX	61	3,457,880	167	18.6	898	3,335,590	158	17.6	896
Cleveland, OH	27	1,140,480	166	18.4	901	1,087,900	155	16.8	926
Salt Lake City, UT	28	1,296,350	142	15.8	901	1,283,000	131	14.8	883
Raleigh/Durham, NC	29	1,141,350	143	15.8	906	1,119,010	128	14.1	908
San Antonio, TX	26	844,410	154	17.0	907	853,560	131	14.6	902
New Orleans, LA	35	1,458,000	139	15.2	915	1,428,710	126	13.8	915
San Jose/Palo Alto, CA	31	1,904,030	131	14.3	917	1,836,080	127	14.1	897
Austin, TX	25	870,530	160	17.4	920	889,760	138	15.0	922

Table 2

		2002				2001			
City	Number of Markets	Passengers	Avg. Fare	Avg. Yield (cents) 3/	Avg. Psgr Distance	Passengers	Avg. Fare	Avg. Yield (cents) 3/	Avg. Psgr Distance
Chicago, IL	73	7,769,270	151	16.2	932	7,088,820	151	16.4	918
Atlantic City, NJ	4	126,480	126	13.4	936	95,880	118	12.7	930
Columbus, OH	23	903,800	141	14.9	948	860,840	136	14.2	958
Detroit, MI	41	2,497,320	164	16.6	991	2,213,740	162	16.2	1,000
Milwaukee, WI	18	617,900	157	15.6	1,010	595,000	162	15.5	1,049
Indianapolis, IN	25	981,720	142	14.0	1,013	927,820	139	13.9	997
Tampa/St. Petersburg/Lakeland, FL	53	2,691,500	137	13.5	1,016	2,579,770	123	12.1	1,015
Baltimore, MD	55	3,081,180	135	13.2	1,026	3,196,190	124	11.6	1,069
Minneapolis/St.Paul, MN	46	2,361,480	207	19.9	1,041	2,292,610	191	18.4	1,037
Washington, DC	41	3,221,300	201	19.2	1,045	2,418,800	208	19.9	1,043
West Palm Beach, FL	15	838,190	148	14.1	1,048	770,530	137	13.0	1,052
Portland, OR	33	1,730,690	140	13.2	1,057	1,659,630	133	12.7	1,050
Denver, CO	49	3,223,170	178	16.8	1,059	2,810,480	202	19.0	1,062
Norfolk, VA	12	272,000	140	13.1	1,068	279,000	135	13.3	1,015
Phoenix, AZ	60	4,132,260	135	12.4	1,085	3,910,800	127	11.9	1,064
Ft. Myers, FL	17	766,670	145	13.2	1,098	668,350	139	12.7	1,088
Orlando/Kissimmee, FL	61	4,221,720	139	12.6	1,099	3,869,770	123	11.1	1,113
Las Vegas, NV	63	5,051,010	122	11.1	1,102	5,013,590	108	9.5	1,130
Philadelphia, PA	37	2,246,380	186	16.4	1,132	2,148,690	184	16.4	1,120
Providence, RI	20	756,360	136	12.0	1,139	764,920	117	10.0	1,173
Boston, MA	45	3,141,470	188	16.3	1,147	2,668,590	189	16.2	1,166
Albany, NY	9	245,140	135	11.7	1,155	239,400	120	10.2	1,177
San Diego, CA	43	2,600,070	147	12.7	1,155	2,460,390	137	11.9	1,156
Ft. Lauderdale, FL	43	3,024,100	136	11.7	1,162	2,605,730	127	11.1	1,146
Manchester, NH	10	384,710	123	10.4	1,183	374,490	106	9.1	1,164
New York, NY	72	10,315,910	185	15.5	1,193	8,707,840	184	15.4	1,195
Miami, FL	25	1,399,870	180	15.0	1,198	1,287,530	169	13.8	1,225
Hartford, CT/Springfield, MA	28	1,001,520	158	13.2	1,203	958,100	146	12.3	1,194
Seattle, WA	48	3,178,650	154	11.8	1,306	3,022,750	149	11.5	1,297
Long Beach, CA	7	456,300	132	9.3	1,408	129,840	165	9.3	1,771
Los Angeles, CA	61	5,478,380	177	12.4	1,422	5,110,960	166	11.9	1,397
San Francisco, CA	37	2,577,910	222	14.0	1,587	2,717,850	220	14.0	1,567

City-Pair Markets with the Largest Percentage Increase in Average Fare
Fourth Quarter 2002 vs. 2001

Table 3		Average One Way Fare				Passengers			
		2002	2001	Amount Change	Percent Change	2002	2001	Amount Change	Percent Change
Philadelphia, PA	Pittsburgh, PA	175	85	91	106.6	59,390	77,440	-18,050	-23.3
Orlando/Kissimmee, FL	San Antonio, TX	158	98	60	61.6	24,430	33,430	-9,000	-26.9
Austin, TX	Raleigh/Durham, NC	177	112	65	57.8	17,200	23,430	-6,230	-26.6
Kansas City, MO	Tampa/St. Petersburg/Lakeland, FL	129	83	46	54.7	32,510	48,630	-16,120	-33.1
Birmingham, AL	Las Vegas, NV	156	101	55	54.6	17,700	26,500	-8,800	-33.2
Albuquerque, NM	Orlando/Kissimmee, FL	162	105	57	54.4	17,540	24,580	-7,040	-28.6
Austin, TX	Orlando/Kissimmee, FL	163	108	55	51.1	22,590	30,870	-8,280	-26.8
Las Vegas, NV	Nashville, TN	154	104	50	48.3	36,570	46,210	-9,640	-20.9
Louisville, KY	Tampa/St. Petersburg/Lakeland, FL	128	87	42	47.9	22,180	31,990	-9,810	-30.7
Albuquerque, NM	Baltimore, MD	174	118	56	47.7	28,740	39,740	-11,000	-27.7
Dallas/Ft. Worth, TX	Minneapolis/St. Paul, MN	236	162	74	45.4	73,620	98,080	-24,460	-24.9
Las Vegas, NV	Louisville, KY	158	110	48	43.6	21,350	33,310	-11,960	-35.9
Chicago, IL	Pittsburgh, PA	172	120	52	43.3	70,490	84,430	-13,940	-16.5
Salt Lake City, UT	San Jose/Palo Alto, CA	144	101	43	42.6	21,990	34,330	-12,340	-35.9
Austin, TX	Las Vegas, NV	139	99	40	40.6	46,010	58,590	-12,580	-21.5
Hartford, CT/Springfield, MA	Raleigh/Durham, NC	157	112	45	40.4	22,200	22,300	-100	-0.4
Las Vegas, NV	San Francisco, CA	95	68	27	38.9	124,180	186,510	-62,330	-33.4
Los Angeles, CA	Oklahoma City, OK	178	129	49	38.3	18,190	21,750	-3,560	-16.4
San Antonio, TX	San Diego, CA	165	120	45	37.6	22,890	25,160	-2,270	-9.0
Nashville, TN	San Antonio, TX	133	97	36	37.2	18,100	20,450	-2,350	-11.5
Austin, TX	Baltimore, MD	186	137	49	36.1	32,910	45,640	-12,730	-27.9
Detroit, MI	San Antonio, TX	195	144	51	35.3	18,310	19,120	-810	-4.2
Buffalo, NY	Las Vegas, NV	147	109	38	35.2	33,610	44,860	-11,250	-25.1
Buffalo, NY	Chicago, IL	188	139	49	35.0	26,620	30,460	-3,840	-12.6
Austin, TX	San Diego, CA	170	126	44	34.6	23,190	28,940	-5,750	-19.9
Columbus, OH	Las Vegas, NV	140	105	35	33.8	67,500	72,440	-4,940	-6.8
Buffalo, NY	Phoenix, AZ	155	116	39	33.5	21,360	26,060	-4,700	-18.0
Omaha, NE	Orlando/Kissimmee, FL	127	96	32	33.0	28,560	34,450	-5,890	-17.1
San Jose/Palo Alto, CA	Tucson, AZ	144	109	36	32.9	18,820	23,050	-4,230	-18.4
Nashville, TN	San Diego, CA	162	123	39	32.2	21,100	21,020	80	0.4
Las Vegas, NV	Miami, FL	202	153	49	31.8	30,270	49,030	-18,760	-38.3
Boston, MA	Raleigh/Durham, NC	172	131	41	31.7	46,440	49,200	-2,760	-5.6
Orlando/Kissimmee, FL	Seattle, WA	170	129	41	31.4	48,600	57,520	-8,920	-15.5
Baltimore, MD	San Antonio, TX	173	132	41	31.3	39,780	47,360	-7,580	-16.0
Manchester, NH	Tampa/St. Petersburg/Lakeland, FL	134	102	32	31.2	41,750	39,820	1,930	4.8
Detroit, MI	Nashville, TN	125	95	30	31.2	61,260	58,400	2,860	4.9
Nashville, TN	Seattle, WA	166	127	39	31.2	21,310	24,330	-3,020	-12.4

Table 3

		Average One Way Fare				Passengers			
City Pair		2002	2001	Amount Change	Percent Change	2002	2001	Amount Change	Percent Change
Kansas City, MO	San Diego, CA	164	125	39	31.1	33,820	36,050	-2,230	-6.2
Las Vegas, NV	Omaha, NE	128	98	30	30.9	45,890	53,530	-7,640	-14.3
Los Angeles, CA	Providence, RI	174	133	41	30.9	39,420	48,120	-8,700	-18.1
Orlando/Kissimmee, FL	San Diego, CA	168	129	39	30.5	36,280	37,430	-1,150	-3.1
New Orleans, LA	San Diego, CA	168	129	39	30.4	26,210	30,100	-3,890	-12.9
Nashville, TN	Providence, RI	134	103	31	30.2	20,890	21,610	-720	-3.3
Kansas City, MO	Portland, OR	160	123	37	30.2	21,230	22,310	-1,080	-4.8
Milwaukee, WI	Minneapolis/St.Paul, MN	181	139	42	30.1	33,340	49,210	-15,870	-32.2
		TOTAL				1,556,340	1,937,790	-381,450	-19.7

City-Pair Markets with the Largest Percentage Decrease in Average Fare
Fourth Quarter 2002 vs. 2001

Table 4

City Pair		Average One Way Fare				Passengers			
		2002	2001	Amount Change	Percent Change	2002	2001	Amount Change	Percent Change
Denver, CO	Detroit, MI	123	239	-116	-48.7	79,360	45,640	33,720	73.9
Baltimore, MD	Rochester, NY	78	148	-69	-46.8	23,940	9,220	14,720	159.7
Boise, ID	Denver, CO	141	250	-109	-43.6	22,450	13,540	8,910	65.8
Atlanta, GA	Wichita, KS	111	195	-84	-43.2	19,080	7,460	11,620	155.8
Atlanta, GA	Rochester, NY	116	198	-82	-41.4	32,840	11,850	20,990	177.1
Charlotte, NC	Chicago, IL	138	229	-92	-40.0	78,640	48,290	30,350	62.8
Atlanta, GA	Milwaukee, WI	103	170	-67	-39.4	62,460	35,040	27,420	78.3
Oakland/Berkeley, CA	Washington, DC	177	286	-109	-38.2	90,770	7,910	82,860	1,047.5
Chicago, IL	Oakland/Berkeley, CA	174	275	-101	-36.8	50,060	22,890	27,170	118.7
Atlanta, GA	Tallahassee, FL	95	144	-49	-33.9	17,440	11,210	6,230	55.6
Sacramento, CA	Santa Ana, CA	87	128	-41	-32.3	91,360	42,200	49,160	116.5
Denver, CO	Oklahoma City, OK	142	209	-68	-32.3	23,830	14,620	9,210	63.0
Kansas City, MO	Philadelphia, PA	150	221	-70	-31.9	30,460	24,920	5,540	22.2
Columbus, OH	Dallas/Ft. Worth, TX	153	222	-69	-31.2	49,880	32,650	17,230	52.8
Chicago, IL	White Plains, NY	220	318	-98	-30.9	48,370	35,170	13,200	37.5
TOTAL						720,940	362,610	358,330	98.8

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. The same data for all markets covered in this report can be found on the Internet at <http://ostpxweb.dot.gov/aviation/> under "What's Hot."

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, American Airlines flew 6,770 passengers between Chicago, IL and Cincinnati, OH, or 19% of market passengers, at an average fare of \$267. American Airlines' *Minimum \$25 Fare Interval* between Chicago and Cincinnati is \$75; the percent of passengers in that interval was six percent. This means that six percent of American Airlines' passengers in this market paid between \$51 and \$75 each way. The \$51 to \$75 fare interval was the lowest in which at least five percent of American Airlines' passengers flew. American Airlines' *Maximum \$25 Fare Interval* is listed as \$375; the percentage of passengers in that interval was nine percent. This means that five percent of American Airlines' Chicago - Cincinnati passengers paid between \$351 and \$375 each way. The \$351 to \$375 fare interval was the highest in which at least five percent of American Airlines' passengers flew. Fifty-eight percent of

American Airlines' passengers paid more than \$225 each way (three times \$75, the top of the lowest significant fare interval for American Airlines in this market).

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

Fourth Quarter 2002

Table 5

Average Mkt Fare			Market Average				Minimum \$25 Fare Interval		Maximum \$25 Fare Interval		% Psgrs Paying Over 3x the Minimum
Fare	Origin	Destination	Carrier	Psgrs	Share	Fare	Fare	%Psgrs	Fare	%Psgrs	
Markets Under 750 Miles, City-Pairs with Average Fares Above \$200											
\$266	Chicago, IL	Cincinnati, OH	AA	6,770	19%	\$267	\$75	6%	\$375	9%	58%
			DL	17,290	48%	\$256	\$75	9%	\$575	6%	49%
			UA	10,890	30%	\$283	\$75	6%	\$650	6%	53%
\$263	Detroit, MI	Minneapolis/St.Paul, MN	NW	47,010	89%	\$277	\$100	6%	\$550	5%	37%
\$257	Charlotte, NC	Philadelphia, PA	US	32,790	94%	\$261	\$100	24%	\$475	8%	45%
\$255	Cleveland, OH	Minneapolis/St.Paul, MN	CO	7,800	28%	\$273	\$100	7%	\$525	9%	33%
			NW	16,800	61%	\$256	\$100	8%	\$550	5%	29%
\$254	Memphis, TN	Minneapolis/St.Paul, MN	NW	15,220	85%	\$267	\$100	5%	\$300	7%	32%
\$253	Boston, MA	Cleveland, OH	CO	25,290	87%	\$259	\$100	7%	\$575	6%	31%
\$251	Cincinnati, OH	Minneapolis/St.Paul, MN	DL	11,080	48%	\$241	\$50	7%	\$325	10%	57%
			NW	10,790	47%	\$273	\$100	11%	\$550	8%	39%
\$247	Charlotte, NC	New York, NY	CO	20,530	20%	\$260	\$100	8%	\$500	9%	41%
			US	75,570	73%	\$251	\$100	14%	\$500	8%	39%
\$243	Atlanta, GA	Louisville, KY	DL	18,550	95%	\$247	\$100	12%	\$475	6%	40%
\$242	Nashville, TN	Philadelphia, PA	US	15,450	78%	\$241	\$100	11%	\$550	5%	31%
\$240	Kansas City, MO	Minneapolis/St.Paul, MN	NW	33,140	95%	\$243	\$100	14%	\$375	15%	44%
\$240	Columbus, OH	Minneapolis/St.Paul, MN	NW	17,710	80%	\$256	\$100	7%	\$550	5%	28%
\$238	Boston, MA	Detroit, MI	NW	40,800	82%	\$251	\$125	24%	\$600	5%	22%
\$237	Baltimore, MD	Charlotte, NC	US	17,110	94%	\$238	\$75	9%	\$425	15%	47%
\$234	Atlanta, GA	Cincinnati, OH	DL	25,710	95%	\$237	\$25	5%	\$375	6%	89%
\$234	Atlanta, GA	Charlotte, NC	DL	18,640	69%	\$235	\$125	6%	\$400	7%	11%
			US	8,080	30%	\$230	\$75	11%	\$400	8%	50%
\$233	Charlotte, NC	Washington, DC	US	31,380	96%	\$235	\$75	8%	\$425	10%	48%
\$232	Charlotte, NC	Detroit, MI	NW	13,080	53%	\$251	\$100	12%	\$525	6%	34%
			US	9,650	39%	\$216	\$100	19%	\$525	6%	25%
\$231	Cleveland, OH	New York, NY	AA	12,870	13%	\$192	\$100	31%	\$150	8%	22%
			CO	77,490	80%	\$242	\$75	5%	\$550	5%	35%
\$229	Boston, MA	Charlotte, NC	US	20,980	78%	\$249	\$100	17%	\$525	7%	35%
\$227	Minneapolis/St.Paul, MN	Nashville, TN	NW	16,640	88%	\$231	\$100	10%	\$550	5%	26%
\$225	Dallas/Ft. Worth, TX	Nashville, TN	AA	27,010	70%	\$234	\$100	11%	\$200	6%	27%
\$224	Cincinnati, OH	New York, NY	CO	12,000	15%	\$238	\$100	17%	\$300	7%	31%
			DL	63,270	78%	\$225	\$75	6%	\$150	12%	37%
\$223	Detroit, MI	Providence, RI	NW	14,270	75%	\$237	\$125	17%	\$200	8%	19%
			WN	2,620	14%	\$174	\$125	8%	\$225	35%	0%
\$223	Detroit, MI	Memphis, TN	NW	14,210	85%	\$233	\$100	9%	\$300	5%	25%
\$221	Cleveland, OH	Washington, DC	CO	18,630	95%	\$222	\$75	5%	\$425	6%	50%
\$220	Chicago, IL	White Plains, NY	AA	25,560	53%	\$219	\$100	40%	\$150	6%	27%
			UA	20,710	43%	\$217	\$100	44%	\$150	5%	25%
\$219	Indianapolis, IN	Minneapolis/St.Paul, MN	NW	24,990	77%	\$236	\$100	7%	\$300	8%	28%
			TZ	4,820	15%	\$155	\$125	25%	\$225	6%	0%

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

Fourth Quarter 2002

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	
\$218	Detroit, MI	Hartford, CT/Springfield, MA	NW	15,300	76%	\$228	\$100	5%	\$475	5%	23%
			WN	2,030	10%	\$165	\$125	14%	\$200	40%	0%
\$217	Minneapolis/St.Paul, MN	St. Louis, MO	AA	23,910	49%	\$213	\$75	9%	\$425	6%	42%
			NW	23,390	48%	\$223	\$100	14%	\$450	6%	29%
\$217	Detroit, MI	Indianapolis, IN	NW	19,010	86%	\$230	\$100	16%	\$375	11%	36%
\$216	Louisville, KY	New York, NY	CO	11,910	50%	\$228	\$100	13%	\$550	6%	29%
			DL	4,920	21%	\$214	\$100	11%	\$300	6%	21%
			US	2,540	11%	\$200	\$100	15%	\$175	9%	17%
\$212	Minneapolis/St.Paul, MN	Pittsburgh, PA	NW	13,330	61%	\$221	\$100	8%	\$500	5%	23%
			US	6,280	29%	\$201	\$100	8%	\$275	5%	20%
\$211	New York, NY	Richmond, VA	CO	14,010	58%	\$233	\$100	21%	\$400	6%	42%
			DL	8,830	36%	\$176	\$75	9%	\$375	9%	31%
\$210	Detroit, MI	Philadelphia, PA	NW	31,070	57%	\$215	\$100	25%	\$500	7%	26%
			US	21,500	39%	\$203	\$75	6%	\$500	5%	33%
\$210	Atlanta, GA	Nashville, TN	DL	18,450	91%	\$211	\$75	6%	\$425	8%	40%
\$209	Atlanta, GA	Indianapolis, IN	DL	29,420	83%	\$221	\$100	18%	\$500	6%	27%
\$208	Dallas/Ft. Worth, TX	Louisville, KY	AA	13,790	65%	\$214	\$100	9%	\$200	9%	23%
			DL	4,320	20%	\$199	\$50	7%	\$200	9%	45%
\$208	Detroit, MI	Washington, DC	NW	58,230	90%	\$213	\$100	21%	\$475	5%	22%
\$207	Dallas/Ft. Worth, TX	Omaha, NE	AA	17,610	81%	\$214	\$100	10%	\$200	7%	21%
\$206	Boston, MA	Pittsburgh, PA	US	44,170	93%	\$209	\$100	35%	\$500	6%	29%
\$206	Greenville/Spartanburg, SC	New York, NY	CO	13,100	61%	\$211	\$100	11%	\$450	8%	25%
			DL	3,820	18%	\$218	\$75	8%	\$275	7%	42%
			US	3,220	15%	\$161	\$100	16%	\$175	11%	11%
\$206	Chicago, IL	Richmond, VA	AA	6,870	27%	\$207	\$100	23%	\$225	6%	19%
			UA	15,160	60%	\$204	\$100	27%	\$200	11%	18%
\$204	Boston, MA	Philadelphia, PA	AA	13,780	13%	\$176	\$75	8%	\$350	5%	25%
			US	78,680	77%	\$214	\$75	7%	\$350	21%	46%
\$204	Detroit, MI	Milwaukee, WI	NW	20,930	96%	\$206	\$75	7%	\$275	17%	51%
\$200	Cleveland, OH	Hartford, CT/Springfield, MA	CO	11,270	64%	\$222	\$100	9%	\$525	6%	29%
			WN	3,880	22%	\$152	\$125	23%	\$175	55%	0%
\$200	Cleveland, OH	Providence, RI	CO	11,100	64%	\$218	\$100	9%	\$525	9%	26%
			WN	4,490	26%	\$159	\$125	21%	\$200	54%	0%
Markets Under 750 Miles, City-Pairs with Average Fares Under \$70											
\$70	Oakland/Berkeley, CA	Reno, NV	WN	34,780	100%	\$70	\$50	12%	\$100	50%	0%
\$70	Las Vegas, NV	Phoenix, AZ	HP	54,220	25%	\$74	\$50	23%	\$100	23%	4%
			WN	166,350	75%	\$69	\$50	22%	\$100	29%	0%
\$70	El Paso, TX	Phoenix, AZ	HP	11,060	25%	\$72	\$50	18%	\$125	10%	1%
			WN	32,920	75%	\$69	\$50	26%	\$125	17%	0%
\$70	Phoenix, AZ	San Diego, CA	HP	36,780	24%	\$72	\$50	20%	\$100	27%	2%
			WN	117,100	76%	\$69	\$50	20%	\$100	33%	0%

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

Fourth Quarter 2002

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	
\$69	Albany, NY	Baltimore, MD	WN	54,140	97%	\$69	\$50	10%	\$100	46%	0%
\$69	Reno, NV	San Jose/Palo Alto, CA	WN	38,380	100%	\$69	\$50	8%	\$100	45%	0%
\$69	Baltimore, MD	Buffalo, NY	WN	58,630	95%	\$68	\$50	11%	\$100	42%	0%
\$66	Las Vegas, NV	Los Angeles, CA	HP	63,000	19%	\$68	\$50	38%	\$100	19%	4%
			WN	198,820	61%	\$60	\$50	42%	\$100	39%	0%
\$63	Glendale/Burbank, CA	Las Vegas, NV	WN	176,350	98%	\$63	\$50	36%	\$100	42%	0%
\$61	Long Beach, CA	Oakland/Berkeley, CA	B6	115,490	100%	\$61	\$50	30%	\$100	18%	0%
\$58	Las Vegas, NV	Ontario, CA	WN	110,350	98%	\$58	\$50	45%	\$100	34%	0%
\$53	Islip/Long Island, NY	Providence, RI	WN	24,170	100%	\$53	\$50	23%	\$75	77%	0%
\$51	Las Vegas, NV	Long Beach, CA	B6	54,530	100%	\$51	\$50	57%	\$100	11%	0%

Fourth Quarter 2002 Average Fare Premiums (Discounts)

Table 7

Sorted by Fare Premium

		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	Psgrs in Low-Fare Mkt % Fare					Psgrs in Low-Fare Mkt % Fare					Psgrs in Low-Fare Mkt % Fare				
		Markets	Psgs	Mkts	Avg Fare	Premium	Markets	Psgs	Mkts	Avg Fare	Premium	Markets	Psgs	Mkts	Avg Fare	Premium
Cincinnati, OH	CVG	93	865,940	0%	\$225	56	60	488,970	0%	\$220	69	33	376,970	0%	\$232	41
White Plains, NY	HPN	16	114,210	0%	\$242	56	6	80,030	0%	\$227	51	10	34,180	0%	\$279	65
Charlotte, NC	CLT	82	1,051,610	13%	\$212	36	50	721,460	6%	\$205	48	32	330,150	27%	\$226	16
Minneapolis/St.Paul, MN	MSP	135	2,790,990	31%	\$208	31	48	869,180	33%	\$195	54	87	1,921,810	30%	\$214	24
Greenville/Spartanburg, SC	GSP	49	182,900	0%	\$227	30	27	110,190	0%	\$208	26	22	72,710	0%	\$255	36
Washington, DC	IAD	147	1,446,190	31%	\$227	27	66	405,460	44%	\$162	25	81	1,040,730	25%	\$252	27
Pittsburgh, PA	PIT	88	1,216,930	12%	\$185	26	47	652,900	16%	\$182	49	41	564,030	8%	\$188	8
Dallas/Ft. Worth, TX	DFW	169	4,089,070	9%	\$201	26	59	1,114,550	14%	\$146	6	110	2,974,520	8%	\$222	33
Washington, DC	DCA	146	2,346,040	7%	\$185	26	65	1,287,060	3%	\$163	39	81	1,058,980	10%	\$211	16
Columbia, SC	CAE	40	127,050	0%	\$229	25	22	74,670	0%	\$205	18	18	52,380	0%	\$264	34
Memphis, TN	MEM	82	726,470	25%	\$189	21	49	428,330	34%	\$172	19	33	298,140	13%	\$213	23
San Francisco, CA	SFO	122	2,953,960	8%	\$222	20	17	925,210	0%	\$116	-4	105	2,028,750	12%	\$270	27
Houston, TX	IAH	140	2,492,000	8%	\$191	19	39	612,730	16%	\$128	3	101	1,879,270	6%	\$211	23
Richmond, VA	RIC	59	389,860	0%	\$201	19	29	229,530	0%	\$191	26	30	160,330	0%	\$215	11
Portland, ME	PWM	45	164,680	0%	\$199	18	13	51,680	0%	\$175	59	32	113,000	0%	\$210	7
New York, NY	EWR	170	3,914,430	10%	\$206	18	63	1,367,000	23%	\$184	34	107	2,547,430	2%	\$218	12
Cleveland, OH	CLE	91	1,487,590	40%	\$172	17	47	814,400	50%	\$159	32	44	673,190	27%	\$188	6
Boston, MA	BOS	130	3,545,260	11%	\$188	17	36	1,232,460	9%	\$157	52	94	2,312,800	11%	\$205	6
New York, NY	LGA	172	4,417,190	34%	\$167	15	60	1,922,740	19%	\$146	26	112	2,494,450	45%	\$183	10
Knoxville, TN	TYS	45	182,680	0%	\$206	15	25	106,740	0%	\$188	10	20	75,940	0%	\$231	22
Philadelphia, PA	PHL	124	2,695,930	25%	\$191	14	54	1,065,370	21%	\$183	40	70	1,630,560	27%	\$196	3
Charleston, SC	CHS	53	232,870	0%	\$200	12	29	141,550	0%	\$184	7	24	91,320	0%	\$225	20
Denver, CO	DEN	157	3,736,240	67%	\$180	12	33	881,900	91%	\$158	13	124	2,854,340	59%	\$187	12
Chicago, IL	ORD	165	5,611,290	8%	\$169	12	79	2,559,700	0%	\$162	27	86	3,051,590	14%	\$175	2
Atlanta, GA	ATL	164	5,524,650	56%	\$160	10	101	3,765,860	63%	\$140	5	63	1,758,790	40%	\$204	20
Colorado Springs, CO	COS	58	336,100	0%	\$189	9	9	92,390	0%	\$151	-1	49	243,710	0%	\$203	12
Houston, TX	EFD	108	20,550	0%	\$174	9	34	5,120	0%	\$123	5	74	15,430	0%	\$191	10
St. Louis, MO	STL	107	2,100,510	55%	\$158	9	58	1,119,660	52%	\$134	4	49	980,850	59%	\$184	13

Fourth Quarter 2002 Average Fare Premiums (Discounts)

Table 7

Sorted by Fare Premium

		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	Psgrs in Low-Fare Mkt % Fare					Psgrs in Low-Fare Mkt % Fare					Psgrs in Low-Fare Mkt % Fare				
		Markets	Psgs	Mkts	Avg Fare	Premium	Markets	Psgs	Mkts	Avg Fare	Premium	Markets	Psgs	Mkts	Avg Fare	Premium
Detroit, MI	DTW	117	2,930,740	53%	\$168	8	64	1,443,420	42%	\$164	28	53	1,487,320	63%	\$172	-5
Syracuse, NY	SYR	53	291,940	39%	\$180	8	19	100,670	24%	\$168	29	34	191,270	47%	\$187	0
Austin, TX	AUS	97	1,282,850	69%	\$167	6	26	389,130	86%	\$109	-6	71	893,720	62%	\$192	10
Miami, FL	MIA	105	1,813,840	17%	\$180	5	19	314,730	58%	\$136	-7	86	1,499,110	9%	\$189	7
Indio/Palm Springs, CA	PSP	32	169,170	0%	\$187	4	4	36,880	0%	\$113	-14	28	132,290	0%	\$208	7
Rochester, NY	ROC	52	398,840	56%	\$151	3	21	216,460	59%	\$129	13	31	182,380	52%	\$178	-4
Santa Ana, CA	SNA	89	1,723,650	46%	\$153	2	14	857,840	85%	\$87	-18	75	865,810	7%	\$217	13
Harrisburg, PA	MDT	42	195,820	0%	\$179	2	17	75,090	0%	\$185	27	25	120,730	0%	\$175	-10
Los Angeles, CA	LAX	158	5,877,920	52%	\$179	1	27	1,799,050	85%	\$87	-20	131	4,078,870	38%	\$220	6
San Antonio, TX	SAT	103	1,268,810	62%	\$163	1	27	402,410	80%	\$109	-17	76	866,400	54%	\$188	7
Grand Rapids, MI	GRR	56	334,620	24%	\$167	0	25	137,190	7%	\$167	11	31	197,430	36%	\$167	-7
Greensboro/High Point, NC	GSO	59	420,770	29%	\$159	-1	39	326,930	37%	\$142	-6	20	93,840	3%	\$219	10
New York, NY	JFK	167	2,537,840	63%	\$191	-2	56	289,940	72%	\$100	5	111	2,247,900	62%	\$203	-2
Milwaukee, WI	MKE	81	905,160	21%	\$162	-2	35	367,120	21%	\$164	12	46	538,040	21%	\$160	-9
Des Moines, IA	DSM	52	299,720	13%	\$169	-2	16	92,220	17%	\$183	27	36	207,500	11%	\$163	-12
Hartford, CT/Springfield, MA	BDL	89	1,309,380	42%	\$165	-3	29	313,890	42%	\$160	20	60	995,490	41%	\$167	-8
Burlington, VT	BTV	40	156,990	47%	\$163	-3	12	55,310	40%	\$125	5	28	101,680	51%	\$184	-6
Jackson/Vicksburg, MS	JAN	47	220,240	66%	\$161	-3	23	128,670	65%	\$140	-10	24	91,570	66%	\$191	4
Houston, TX	HOU	132	1,325,250	96%	\$130	-4	36	851,940	97%	\$102	-10	96	473,310	94%	\$181	3
Salt Lake City, UT	SLC	99	1,664,560	69%	\$155	-5	27	936,470	89%	\$112	-16	72	728,090	44%	\$212	5
Tulsa, OK	TUL	64	511,010	70%	\$150	-5	23	267,420	64%	\$120	-10	41	243,590	77%	\$182	0
Little Rock, AR	LIT	61	401,720	67%	\$152	-5	26	219,240	72%	\$122	-12	35	182,480	61%	\$187	2
West Palm Beach, FL	PBI	78	1,163,910	39%	\$153	-5	12	126,980	33%	\$133	-4	66	1,036,930	40%	\$156	-5
Providence, RI	PVD	77	1,097,750	73%	\$153	-5	23	347,210	69%	\$133	8	54	750,540	75%	\$162	-10
San Diego, CA	SAN	118	2,941,420	72%	\$153	-6	16	1,243,060	92%	\$88	-24	102	1,698,360	57%	\$201	2
Pensacola, FL	PNS	46	198,160	52%	\$154	-6	20	80,080	53%	\$139	-11	26	118,080	51%	\$164	-2
Corpus Christi, TX	CRP	31	119,530	71%	\$140	-6	11	75,830	74%	\$106	-17	20	43,700	65%	\$198	7

Fourth Quarter 2002 Average Fare Premiums (Discounts)

Table 7

Sorted by Fare Premium

		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	Psgrs in Low-Fare Mkt % Fare					Psgrs in Low-Fare Mkt % Fare					Psgrs in Low-Fare Mkt % Fare				
		Markets	Psgs	Mkts	Avg Fare	Premium	Markets	Psgs	Mkts	Avg Fare	Premium	Markets	Psgs	Mkts	Avg Fare	Premium
Oklahoma City, OK	OKC	76	605,440	70%	\$154	-7	29	268,670	76%	\$121	-16	47	336,770	66%	\$180	-1
Albuquerque, NM	ABQ	82	1,062,560	78%	\$149	-7	24	542,750	93%	\$117	-14	58	519,810	63%	\$182	-1
Nashville, TN	BNA	101	1,399,410	73%	\$148	-7	60	867,170	66%	\$136	-7	41	532,240	83%	\$167	-7
Birmingham, AL	BHM	72	546,950	71%	\$156	-7	42	368,000	75%	\$139	-12	30	178,950	62%	\$192	2
Albany, NY	ALB	63	493,440	66%	\$159	-7	24	172,190	57%	\$138	0	39	321,250	71%	\$170	-10
Sarasota/Bradenton, FL	SRQ	42	192,560	21%	\$152	-7	4	21,840	0%	\$153	-4	38	170,720	24%	\$151	-8
Manchester, NH	MHT	67	693,760	76%	\$154	-8	17	229,300	76%	\$128	-2	50	464,460	76%	\$166	-10
Jacksonville, FL	JAX	84	957,440	54%	\$145	-8	31	457,760	70%	\$117	-14	53	499,680	39%	\$169	-3
Columbus, OH	CMH	87	1,238,290	43%	\$146	-8	46	591,550	34%	\$139	5	41	646,740	52%	\$152	-17
Norfolk, VA	ORF	77	631,050	56%	\$160	-8	35	331,410	57%	\$137	-13	42	299,640	55%	\$186	-3
Louisville, KY	SDF	70	629,350	67%	\$147	-8	39	408,220	70%	\$133	-8	31	221,130	62%	\$171	-9
Raleigh/Durham, NC	RDU	103	1,594,640	56%	\$146	-8	59	1,043,830	57%	\$131	-8	44	550,810	55%	\$175	-9
Omaha, NE	OMA	70	692,740	66%	\$150	-9	20	244,480	65%	\$128	-5	50	448,260	66%	\$162	-10
Portland, OR	PDX	115	2,127,330	63%	\$149	-9	26	718,850	74%	\$98	-20	89	1,408,480	57%	\$175	-5
New Orleans, LA	MSY	105	1,828,410	62%	\$143	-9	40	829,440	78%	\$118	-13	65	998,970	49%	\$165	-7
San Jose/Palo Alto, CA	SJC	83	2,152,780	81%	\$138	-9	15	1,332,410	100%	\$90	-21	68	820,370	51%	\$217	0
Madison, WI	MSN	51	274,940	17%	\$155	-9	17	75,430	3%	\$156	-1	34	199,510	23%	\$154	-12
Tucson, AZ	TUS	69	663,820	50%	\$149	-10	15	285,520	95%	\$96	-28	54	378,300	16%	\$188	0
Indianapolis, IN	IND	91	1,343,740	69%	\$148	-11	49	508,270	51%	\$162	8	42	835,470	80%	\$139	-21
Seattle/Tacoma, WA	SEA	152	3,706,710	52%	\$158	-11	35	1,075,860	69%	\$104	-24	117	2,630,850	45%	\$180	-8
Ft. Myers, FL	RSW	86	1,086,220	53%	\$152	-12	8	69,570	68%	\$142	1	78	1,016,650	52%	\$153	-12
Eugene, OR	EUG	20	77,240	0%	\$170	-12	6	49,320	0%	\$143	-20	14	27,920	0%	\$216	1
Savannah, GA	SAV	47	254,610	7%	\$148	-12	24	153,480	5%	\$130	-18	23	101,130	9%	\$175	-3
Dallas/Ft. Worth, TX	DAL	129	1,060,290	98%	\$95	-12	44	1,026,600	99%	\$91	-14	85	33,690	74%	\$221	17
Glendale/Burbank, CA	BUR	49	1,105,100	90%	\$101	-12	13	864,700	94%	\$81	-17	36	240,400	77%	\$175	-2
Amarillo, TX	AMA	21	134,920	88%	\$112	-12	10	105,900	91%	\$96	-18	11	29,020	80%	\$168	3
Wichita, KS	ICT	46	220,610	44%	\$151	-12	15	65,000	25%	\$149	1	31	155,610	52%	\$152	-17
El Paso, TX	ELP	61	559,930	75%	\$142	-13	22	361,300	89%	\$114	-22	39	198,630	49%	\$193	0

Fourth Quarter 2002 Average Fare Premiums (Discounts)

Table 7

Sorted by Fare Premium

		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	Psgrs in Low-Fare Mkt % Fare					Psgrs in Low-Fare Mkt % Fare					Psgrs in Low-Fare Mkt % Fare				
		Markets	Psgs	Mkts	Avg Fare	Premium	Markets	Psgs	Mkts	Avg Fare	Premium	Markets	Psgs	Mkts	Avg Fare	Premium
Baltimore, MD	BWI	122	3,381,010	84%	\$138	-13	56	1,669,350	84%	\$107	-11	66	1,711,660	84%	\$168	-14
Kansas City, MO	MCI	108	1,870,360	65%	\$141	-13	46	872,690	66%	\$124	-12	62	997,670	65%	\$155	-13
Tampa/St. Petersburg/Lakeland, FL	TPA	133	3,010,540	71%	\$141	-13	38	674,350	86%	\$116	-15	95	2,336,190	66%	\$148	-13
Phoenix, AZ	PHX	153	4,543,910	71%	\$139	-14	31	1,810,270	92%	\$95	-16	122	2,733,640	57%	\$168	-12
Dayton, OH	DAY	57	430,960	43%	\$143	-14	29	221,920	47%	\$129	-15	28	209,040	39%	\$159	-12
Ontario, CA	ONT	73	1,369,490	84%	\$124	-14	12	749,040	99%	\$78	-25	61	620,450	65%	\$180	-6
Akron/Canton, OH	CAK	26	140,190	84%	\$133	-15	13	68,170	72%	\$124	-17	13	72,020	96%	\$142	-13
Sacramento, CA	SMF	78	1,819,710	86%	\$127	-15	16	1,199,500	99%	\$90	-25	62	620,210	61%	\$198	-3
Buffalo, NY	BUF	60	711,890	72%	\$133	-15	24	350,930	67%	\$118	-5	36	360,960	77%	\$148	-22
Flint, MI	FNT	33	131,830	93%	\$140	-16	15	50,760	86%	\$134	-19	18	81,070	97%	\$143	-14
Boise, ID	BOI	55	508,770	81%	\$127	-16	20	387,700	96%	\$102	-24	35	121,070	33%	\$208	0
Orlando/Kissimmee, FL	MCO	150	4,691,200	70%	\$141	-16	35	673,060	78%	\$126	-11	115	4,018,140	69%	\$143	-17
Tallahassee, FL	TLH	35	191,890	64%	\$132	-18	17	132,500	70%	\$115	-26	18	59,390	50%	\$171	-1
Lubbock, TX	LBB	29	198,370	91%	\$107	-18	16	164,680	94%	\$94	-22	13	33,690	77%	\$170	-4
Ft. Lauderdale, FL	FLL	116	3,427,990	72%	\$139	-18	24	519,870	87%	\$113	-10	92	2,908,120	69%	\$143	-19
Spokane, WA	GEG	55	546,970	80%	\$121	-19	9	311,370	98%	\$82	-27	46	235,600	56%	\$172	-13
Midland/Odessa, TX	MAF	23	152,780	94%	\$108	-19	13	127,880	95%	\$98	-23	10	24,900	86%	\$161	-2
Islip/Long Island, NY	ISP	38	409,380	96%	\$124	-19	10	111,610	94%	\$89	-22	28	297,770	96%	\$137	-19
Chicago, IL	MDW	157	2,560,910	99%	\$116	-20	76	1,271,790	99%	\$102	-14	81	1,289,120	99%	\$129	-25
Las Vegas, NV	LAS	155	5,489,190	69%	\$126	-22	30	2,257,370	91%	\$83	-21	125	3,231,820	53%	\$156	-22
Harlingen, TX	HRL	20	143,230	97%	\$114	-22	9	109,350	97%	\$96	-29	11	33,880	97%	\$174	-5
Oakland/Berkeley, CA	OAK	74	2,855,500	93%	\$117	-22	15	1,994,040	100%	\$85	-26	59	861,460	78%	\$190	-18
Reno, NV	RNO	64	805,320	83%	\$117	-22	16	551,700	98%	\$86	-32	48	253,620	51%	\$185	-10
Newport News/Hampton/Wmsburg, VA	PHF	16	106,600	97%	\$108	-23	6	80,550	97%	\$97	-26	10	26,050	96%	\$145	-16
Gulfport/Biloxi, MS	GPT	27	115,350	73%	\$123	-24	13	79,910	81%	\$102	-33	14	35,440	55%	\$172	-7
Long Beach, CA	LGB	18	497,800	79%	\$131	-27	5	201,340	93%	\$61	-42	13	296,460	69%	\$179	-22

Fourth Quarter 2002 Average Fare Premiums (Discounts)

Table 7

Sorted by Fare Premium

		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			Psgrs in Low-Fare		% Fare Premium			Psgrs in Low-Fare		% Fare Premium			Psgrs in Low-Fare		% Fare Premium
		Markets	Psgs	Mkts	Avg Fare		Markets	Psgs	Mkts	Avg Fare		Markets	Psgs	Mkts	Avg Fare	
Myrtle Beach, SC	MYR	35	186,020	44%	\$116	-28	25	153,670	45%	\$111	-31	10	32,350	44%	\$144	-11
Atlantic City, NJ	ACY	10	170,320	99%	\$120	-29	3	27,820	92%	\$84	-48	7	142,500	100%	\$127	-26
Tampa/St. Petersburg/Lakeland, FL	PIE	27	97,120	100%	\$107	-32	1	200	100%	\$145	-37	26	96,920	100%	\$107	-32

SPECIAL FEATURE 4th Quarter 2002

Future of the Airline Industry: Legacy Carrier Revenue Premiums

Legacy carriers¹ continue to focus on cost reduction to adapt to an airline operating environment that has remained consistently challenging since the latter part of 2000. During the 4th quarter of 2002, the legacy carriers' composite domestic entity unit operating cost was 60% higher than the comparable figure for a composite of low-fare carriers.² Despite some evidence of success in cutting costs over the past several months, the legacy carriers will likely continue to have higher unit costs than the low-fare carriers, most of which have remained profitable during the industry's tumultuous past three years. As a result, the legacy carriers are counting on their ability to obtain a revenue premium for their services relative to the low-fare carriers to compensate for their cost disadvantage. Several legacy carrier executives have stated that they believe their airlines can maintain a revenue premium versus low-fare carriers of between 10% and 40% because they offer travelers features that low-fare carriers do not. Such features include the ability to earn and redeem frequent flyer miles across a global network that includes alliance partners as well as additional amenities such as first and business class cabins and airport lounges. Furthermore, as a general proposition, the legacy carriers typically offer travelers more convenience than low-fare carriers by providing greater access to primary airports closer to major population centers and offering more frequencies. These features have historically enabled the legacy carriers to charge less price sensitive business travelers a premium over the offerings of low-fare carriers.

The assumption that travelers will continue to be willing to pay a premium for such services is fundamental to the future of the legacy carrier business model. There are many industry developments that will, of course, affect the extent to which the legacy carriers are able to charge a premium, especially in markets where they face low-fare competition.³ For instance, the service quality differential between low-fare carriers and legacy carriers has narrowed as certain low-fare carriers have, to various degrees, improved their product by flying newer planes, installing premium cabins, initiating or improving frequent flyer programs, offering improved in-flight amenities such as live television, offering less restrictive rules for changing tickets, and increasing both the density and the scope of their networks. Meanwhile, in their efforts to reduce costs, many legacy carriers have cut back on some of the features that have traditionally differentiated them from low-fare carriers, such as eliminating complementary food service, reducing capacity and frequency thereby narrowing the convenience differential they offer travelers, and substituting smaller regional jet aircraft for larger mainline aircraft. Another factor is the Internet, which allows airlines to save on distribution costs, but at the same time greatly increases airline price transparency, making it easier than ever for consumers to comparison shop for the lowest fares. Perhaps even more importantly, most internet search engines are designed to search by price, not by other service quality features, and have thereby contributed further to the commoditization of the airline product in which price is the primary driver of airline choice.

¹ The legacy carriers considered in this analysis are American, Continental, Delta, Northwest, United, and US Airways.

² Source: DOT Form 41 filings. The legacy carriers' composite domestic unit operating cost was 11.89 cents and the low-fare carrier composite figure was 7.41 cents. Low-fare carriers included in this composite figure are ATA, AirTran, Frontier, JetBlue, Southwest, and Spirit. These figures are not adjusted for distances in average stage length between the two classes of carriers which, if taken into account, would make the cost differential even larger.

³ While this Special Feature focuses on the impact of low-fare carriers on competition for high-yield passengers, other developments, such as the increasing number of corporate jet fractional ownership arrangements, are also having an impact on competition for time-sensitive business travelers.

While leisure travelers have always chosen an airline primarily based on price, there is growing evidence that business travelers have become significantly more price sensitive. Furthermore, in contrast to many previous cyclical downturns, business travel has substantially declined during the recent economic downturn while leisure travel has remained relatively robust by comparison. It remains to be seen whether these changes are cyclical or structural. Much is at stake for the legacy carriers which have traditionally focused on less price sensitive business travelers who have accounted for the vast majority of their revenue. Their future success depends, in part, on the return of the business traveler willing to pay a premium for their services. Anecdotal evidence suggests that business travelers are increasingly willing to fly on low-fare carriers whose growth is having a greater influence on premiums the legacy carriers can charge business passengers. If the legacy carriers continue to shrink while the low-fare carriers continue to grow the scale and scope of their operations, the low-fare carriers will only become more attractive to the business traveler over time. (Low-fare carrier domestic traffic share was 27.0% in the fourth quarter of 2002, up from 21.6% in the fourth quarter of 1996. Low-fare carriers have, however, made even greater strides on the revenue side as they accounted for 18.8% of fourth quarter 2002 domestic revenue, up from 9.3% in the fourth quarter of 1996.⁴) While no one can predict what revenue premium the legacy carriers will ultimately be able to achieve vis-à-vis the low-fare carriers, we have analyzed our fare data from the fourth quarter of 2002 (4Q2002) and compared it with the fourth quarter of 2000 (4Q2000) in an effort to glean some insight into current trends and what the future may hold. These results are presented below.

Analysis

Markets of Interest

While there are numerous possible approaches to analyzing legacy carrier revenue premiums,⁵ the analysis conducted for this Special Feature focused on single coupon passengers⁶ in airport pair markets where a single low-fare carrier⁷ and a single legacy carrier both offered non-stop service in 4Q2002 and 4Q2000⁸ and both carriers averaged a minimum of 20 single coupon passengers per day each way for the 4th quarter in 2002 and 2000. The analysis identified 57 such airport pair markets. Appendix B lists these markets as well as the identities of the legacy carriers and low-fare carriers associated with each market.

Market Observations

Fare premiums in 2000 and 2002 were calculated by taking the difference between the legacy carrier's average fare and the low-fare carrier's average fare and then dividing this difference by the low-fare carrier's average fare. Appendix B contains, for each of the 57 identified markets, the legacy carrier's and low-fare carrier's average fares in both 2000 and 2002, the fare premium in both 2000 and 2002, and the change in fare premium points (i.e. 2002 Fare Premium minus 2000 Fare Premium).

⁴ These figures are based on domestic markets with a minimum of five passengers per day each way.

⁵ For example, one could compare the premium the legacy carriers obtain in markets where they do not face low-fare competition relative to similar markets where they do face low-fare competition. One could also analyze head-to-head premiums in other types of markets, such as those involving multiple legacy and/or low-fare competitors or connecting markets.

⁶ Single coupon passengers are primarily those that traveled non-stop but also include passengers that traveled on direct flights (i.e. where the aircraft made a stop but there was no change in flight number).

⁷ See Appendix A for a list of carriers that were considered to be low-fare carriers for the purpose of this analysis.

⁸ Based on OAG schedule data

There was considerable variation in fare premiums in both 2000 and 2002. In 2000, fare premiums ranged from 145.4% (Delta vs. JetBlue in the New York JFK-Salt Lake City market) to negative⁹ 4.2% (Delta vs. AirTran in the Atlanta-Buffalo market). In 2002, fare premiums ranged from 83.7% (Northwest vs. Sun Country in the Minneapolis/St. Paul-Seattle market) to negative 15.7% (Delta vs. JetBlue in the New York JFK-Fort Lauderdale market). Comparing 2002 and 2000, the change in fare premium points between 2002 and 2000 ranged from positive 27.8 (Northwest vs. Sun Country in the Minneapolis/St. Paul-Seattle market) to negative 76.5 (Delta vs. JetBlue in the New York JFK-Salt Lake City market). The legacy carrier premium declined in 42 (or 74%) of the 57 markets. The average premium declined from 25% in 2000 to 16% in 2002.

Description of Further Analysis

While these results indicate that legacy carrier premiums relative to low-fare carriers fell between 2000 and 2002 in the majority of these 57 markets, there was great variation in premiums across these markets in both years. We created a model in an effort to better understand what factors could explain some of the variation in fare premiums. The factors we modeled included a quality of service measure (i.e. the difference in average daily frequencies offered by the legacy carrier relative to the low-fare carrier, or “Frequency Gap”), competitive dynamics (number of other competitors with a 10% share of passengers in the market beyond the two non-stop competitors and the share of total market passengers that are using connecting alternatives to the non-stop services), other market characteristics (density, non-stop distance, whether the market includes a legacy carrier hub, and whether the market includes a city that has multiple airports), and time period. We then performed a stepwise regression¹⁰ in order to determine whether any of these factors explained any of the variation seen in legacy carrier premiums in these markets with statistical significance at the 10% level.

Results

The stepwise regression indicated that our variables for Distance, Frequency Gap, Time Period, and Connecting Passenger Share were statistically significant at the 10% level and that these variables explained 41% of the variation in legacy carrier premiums in the 57 identified airport pair markets. The regression indicated, all else being equal:

- **as distance increased, legacy carrier premiums increased.** This could reflect traveler willingness to pay more for additional amenities and comfort as well as the ability to earn more frequent flyer miles in a more attractive legacy carrier frequent flyer program on longer flights relative to those advantages on shorter flights.
- **as the difference between the flight frequencies offered by the legacy carrier and the low-fare carrier declined, fare premiums declined.** Our regression indicated that a decline in the frequency gap of one daily round trip reduces legacy carrier premiums by 1.8 percentage points. This effect is consistent with the notion that low-fare carriers become more attractive to business travelers when they offer greater convenience through improved time of day schedule coverage.
- **fare premiums tended to be lower in 2002 than in 2000.** Looking only at the effects of time, legacy carrier premiums were, on average, six percentage points lower in 2002 than in 2000.

⁹ A negative premium means that the “low-fare carrier” in fact had a higher average fare than the legacy carrier in that particular market. In 2000 and 2002, there were negative premiums in five and ten markets respectively.

¹⁰ “Stepwise regression” is a statistical technique for calculating the best equation by entering independent variables in various combinations and orders.

While our model does not explicitly consider specific changes in the airline industry, economy, or other aspects of the operating environment from 2000 to 2002, it does confirm that fare premiums have declined during the period. Some possible explanations for this decrease over time include differing economic situations as well as changes in consumer perception of the quality gap between the legacy carriers and low-fare carriers.

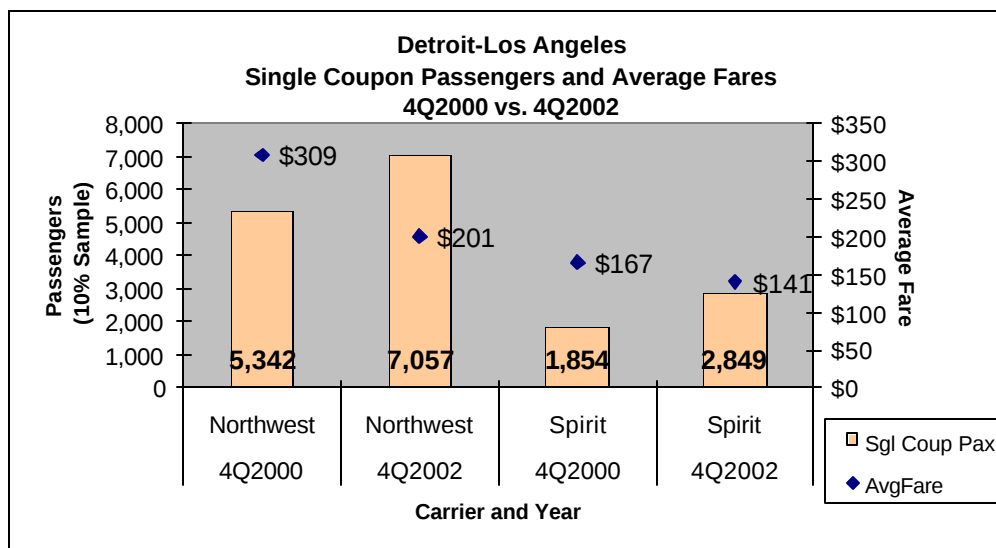
- **the larger the share of connecting passengers in a market, the lower the legacy carrier premium.** Intuitively, a higher level of connecting passengers implies greater consumer acceptance of competitive alternatives to non-stop service, and consequently limits the legacy carrier's ability to obtain a premium in that market.

Single Coupon Premiums, Traffic, and Fares in Several Sample Markets

We provide three examples below to illustrate the interaction of various competitive dynamics in the marketplace.

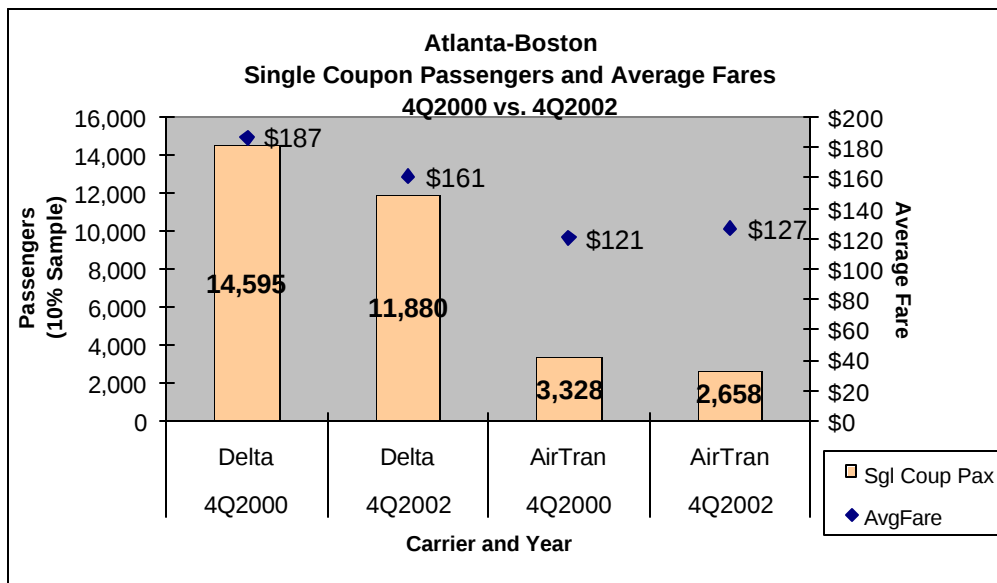
Detroit-Los Angeles

In the Detroit-Los Angeles market, Northwest's premium over Spirit fell from 85.3% in 4Q2000 to 42.7% in 4Q2002. Northwest's and Spirit's average fares both fell; Northwest's average fare declined from \$301 to \$201 while Spirit's average fare declined from \$167 to \$141. Northwest's traffic increased 32% while Spirit's increased 54%. Between the two periods, Northwest's average one-way daily non-stop frequencies declined from 10.6 to 9.8 while Spirit's increased from 2 to 4.



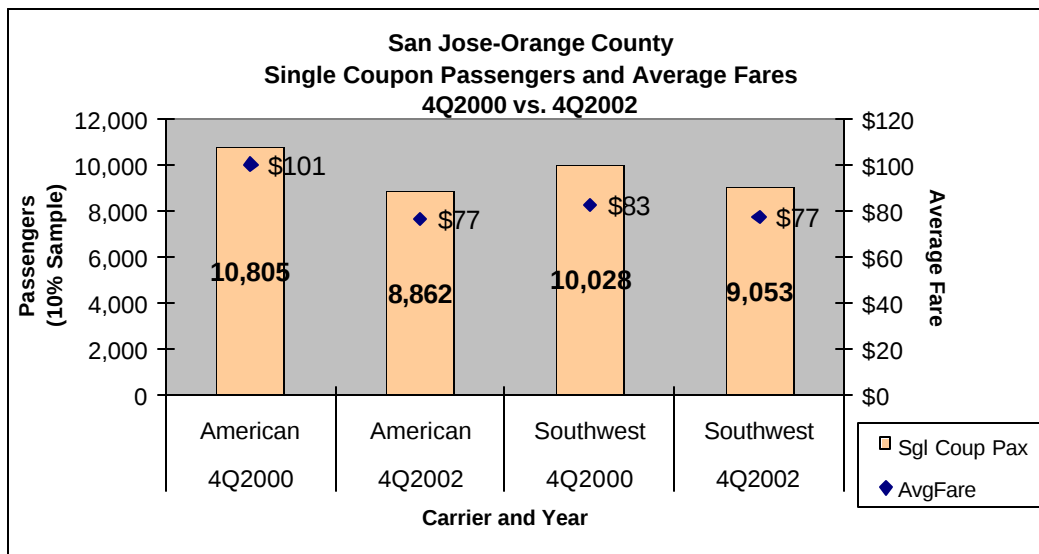
Atlanta-Boston

In the Atlanta-Boston market, Delta's premium over AirTran declined from 54.9% in 4Q2000 to 26.8% in 4Q2002. Delta's average fare declined from \$187 to \$161 while AirTran's increased from \$121 to \$127. Delta's traffic declined 19% while AirTran's fell 20%. Delta's average daily one-way non-stop frequency advantage over AirTran declined from 19 to 15 between the two periods.



San Jose, CA-Orange County, CA

In the San Jose-Orange County market, American's premium over Southwest fell from 21.7% in 4Q2000 to -1.0% in 4Q2002, as American's average fare dropped from \$101 to \$77 while Southwest's average fare declined from \$83 to \$77. American's traffic declined 18% while Southwest's fell 10%. American's frequency advantage relative to Southwest declined to close to zero as American decreased its average daily non-stop flights from 16.6 to 13.9 while Southwest decreased its one-way non-stop flights per day from 13.6 in 4Q2000 to 13.2 in 4Q2002.



Conclusion

Our analysis indicated that in airport pair markets where a single low-fare carrier and a single legacy carrier competed against each other with non-stop service, legacy carriers generated a single coupon trip, average fare premium of 16% in 4Q2002, down from 25% in 4Q2000. However, there was wide

variation in these premiums across markets. We created a model and ran a stepwise regression that indicated that the model explained 41% of the variation in legacy carrier premiums. The major finding is that while legacy carriers can still obtain a premium on average when competing with low-fare carriers head-to-head on a non-stop basis, all else being equal, that premium declines as the frequency gap between the legacy carrier and the low-fare carrier shrinks. This suggests that legacy carrier premiums should continue to fall if low-fare carriers expand their head-to-head competition with legacy carriers and the legacy carriers continue to contract their service levels. Another conclusion is that the operating environment (e.g. changes in the airline industry, economy, or other conditions) in 2002 had a statistically significant different effect on fare premiums than the operating environment in 2000.¹¹ Looking only at the effects of the respective operating environments in 2002 and 2000, legacy carrier premiums were, on average, six percentage points lower in 2002 than in 2000. We do not know whether these changes are long-term or short-term. To the extent that any of the factors captured by the time variable reflect structural changes as opposed to cyclical variation, the ability of legacy carriers to obtain premiums going forward may have permanently declined as well. In future Special Features, we will examine the extent to which the competitive structure of the airline industry is changing and the effects of any fundamental structural change on various airline business models.

¹¹ Some possible explanations being captured by the Time Period variable include differing economic situations, increasing acceptance of low-fare carriers for business travel (over and above the Frequency Gap effect), improved low-fare carrier frequent flyer programs, and improved low-fare carrier amenities.

Appendix A

Low-fare Carriers for the Purpose of Special Feature Analysis	
B6	JetBlue Airways
F9	Frontier Airlines
FL	AirTran Airways
N7*	National Airlines
NJ*	Vanguard Airlines
NK	Spirit Air Lines
SY	Sun Country Airlines
TZ	ATA Airlines
WN	Southwest Airlines
XP	Casino Express

*carrier has ceased operations

Appendix B: Average Fares and Fare Premiums - 4th Quarter 2002 vs. 4th Quarter 2000

Airport Pair	Legacy Carrier	Low-fare Carrier	2000 Legacy Fare	2000 Low-fare Fare	2000 Premium	2002 Legacy Fare	2002 Low-fare Fare	2002 Premium	Change in Premium Points
New York JFK-Salt Lake City	DL	B6	\$325	\$132	145.4%	\$243	\$144	68.9%	-76.5%
Detroit-Los Angeles	NW	NK	\$309	\$167	85.3%	\$201	\$141	42.7%	-42.6%
Detroit-New York LaGuardia	NW	NK	\$190	\$114	66.3%	\$125	\$101	24.6%	-41.7%
Dallas/Ft. Worth International-Chicago Midway	AA	TZ	\$199	\$136	46.8%	\$148	\$137	8.0%	-38.8%
Ft. Lauderdale-Orlando	DL	WN	\$91	\$68	33.5%	\$78	\$77	0.9%	-32.6%
Atlanta-Boston	DL	FL	\$187	\$121	54.9%	\$161	\$127	26.8%	-28.2%
Atlanta-New York LaGuardia	DL	FL	\$203	\$130	55.5%	\$161	\$125	28.5%	-27.0%
Austin-Los Angeles	AA	WN	\$212	\$165	28.3%	\$174	\$168	4.0%	-24.3%
Detroit-West Palm Beach	NW	NK	\$170	\$122	39.7%	\$159	\$137	15.8%	-23.9%
San Jose, CA-Orange County, CA	AA	WN	\$101	\$83	21.7%	\$77	\$77	-1.0%	-22.7%
Atlanta-Jacksonville	DL	FL	\$129	\$94	37.7%	\$97	\$84	15.4%	-22.3%
Philadelphia-Tampa	US	FL	\$133	\$109	21.5%	\$129	\$130	-0.6%	-22.1%
Orlando-Philadelphia	US	FL	\$130	\$109	19.0%	\$124	\$127	-2.3%	-21.3%
Detroit-Ft. Lauderdale	NW	NK	\$176	\$128	37.9%	\$151	\$127	18.7%	-19.2%
Atlanta-New Orleans	DL	FL	\$140	\$109	28.8%	\$118	\$108	9.9%	-19.0%
Atlanta-Dayton	DL	FL	\$124	\$95	29.6%	\$115	\$101	13.4%	-16.1%
Ft. Lauderdale-Philadelphia	US	FL	\$130	\$116	12.0%	\$130	\$135	-3.4%	-15.4%
Los Angeles-New Orleans	UA	WN	\$203	\$172	18.0%	\$183	\$178	2.8%	-15.2%
Las Vegas-San Jose, CA	AA	WN	\$103	\$90	15.1%	\$100	\$99	1.1%	-14.1%
Portland, OR-Salt Lake City	DL	WN	\$117	\$94	24.4%	\$113	\$102	10.7%	-13.7%
Columbus-Tampa	DL	WN	\$110	\$107	2.9%	\$108	\$119	-10.0%	-12.8%
Atlanta-Greensboro/High Point/Winston-Salem	DL	FL	\$125	\$74	68.3%	\$105	\$67	55.7%	-12.6%
Ft. Lauderdale-New York JFK	DL	B6	\$118	\$122	-3.4%	\$111	\$131	-15.7%	-12.2%
Atlanta-Tampa	DL	FL	\$141	\$117	20.9%	\$130	\$120	8.6%	-12.2%
Albuquerque-Denver	UA	F9	\$211	\$160	32.3%	\$181	\$149	21.4%	-10.9%
Spokane-Salt Lake City	DL	WN	\$103	\$92	12.1%	\$97	\$95	2.6%	-9.5%
Atlanta-Gulfport/Biloxi	DL	FL	\$130	\$103	26.0%	\$103	\$89	16.6%	-9.5%
Boise-Salt Lake City	DL	WN	\$77	\$61	26.8%	\$84	\$71	18.3%	-8.5%
Nashville-Los Angeles	AA	WN	\$220	\$177	24.1%	\$202	\$174	15.9%	-8.1%
Cleveland-Chicago Midway	CO	WN	\$90	\$69	30.4%	\$91	\$74	22.8%	-7.6%
San Diego-San Jose, CA	AA	WN	\$90	\$88	2.7%	\$79	\$83	-4.7%	-7.4%
New York JFK-Tampa	DL	B6	\$111	\$108	2.4%	\$116	\$122	-4.8%	-7.2%
Las Vegas-Salt Lake City	DL	WN	\$83	\$74	12.2%	\$90	\$85	5.9%	-6.3%
Ft. Lauderdale-Islip/Long Island	DL	WN	\$119	\$119	0.1%	\$119	\$126	-5.6%	-5.7%
Atlanta-Orlando	DL	FL	\$140	\$113	24.0%	\$146	\$122	19.0%	-5.0%
Detroit-Ft. Myers	NW	NK	\$173	\$135	27.7%	\$165	\$133	24.1%	-3.7%
Seattle-Salt Lake City	DL	WN	\$111	\$101	9.8%	\$111	\$105	6.2%	-3.6%
Denver-Omaha	UA	F9	\$181	\$145	24.7%	\$175	\$143	21.8%	-2.9%
Detroit-Chicago Midway	NW	WN	\$76	\$76	0.9%	\$80	\$82	-1.5%	-2.4%
Atlanta-Ft. Lauderdale	DL	FL	\$139	\$123	13.1%	\$135	\$122	10.9%	-2.2%
Chicago O'Hare-Ft. Myers	UA	NK	\$179	\$130	37.9%	\$164	\$121	35.8%	-2.1%
Nashville-Cleveland	CO	WN	\$84	\$73	14.3%	\$90	\$79	14.0%	-0.4%
Atlanta-Ft. Myers	DL	FL	\$127	\$122	4.2%	\$132	\$125	5.3%	1.1%
Dallas Love Field-Houston George Bush	CO	WN	\$87	\$80	9.1%	\$88	\$80	10.3%	1.3%
Detroit-Tampa	NW	NK	\$161	\$129	25.0%	\$153	\$121	26.8%	1.8%
Denver-San Diego	UA	F9	\$219	\$173	26.1%	\$195	\$150	30.1%	3.9%
Baltimore-Denver	UA	F9	\$275	\$222	23.7%	\$205	\$158	29.5%	5.8%
Nashville-Orlando	DL	WN	\$105	\$110	-4.2%	\$123	\$121	1.9%	6.1%
Orlando-Louisville	DL	WN	\$104	\$108	-3.4%	\$120	\$116	3.6%	7.0%
Nashville-Detroit	NW	WN	\$113	\$103	10.3%	\$129	\$109	18.1%	7.8%
Detroit-Orlando	NW	NK	\$155	\$132	16.9%	\$156	\$123	26.6%	9.7%
Atlanta-Houston Hobby	DL	FL	\$139	\$136	2.7%	\$133	\$118	13.1%	10.4%
Denver-San Francisco	UA	F9	\$243	\$198	22.9%	\$211	\$154	36.7%	13.9%
Atlanta-Buffalo	DL	FL	\$111	\$116	-4.2%	\$122	\$110	10.1%	14.3%
Denver-Orlando	UA	F9	\$274	\$218	25.6%	\$252	\$178	41.5%	15.9%
Los Angeles-Sacramento	UA	WN	\$79	\$80	-0.6%	\$91	\$78	16.2%	16.7%
Minneapolis/St. Paul-Seattle	NW	SY	\$216	\$138	56.0%	\$238	\$129	83.7%	27.8%

Note: In our analysis, premiums were calculated based on unrounded average fares. Premiums will differ slightly if calculated based on the rounded average fares presented in this table.

Carrier Code Identifier and Footnotes

<u>Code</u>	<u>Name</u>	<u>Code</u>	<u>Name</u>
AA	American Airlines, Inc.	TZ	American Trans Air, Inc.
AQ	Aloha Airlines, Inc.	UA	United Air Lines, Inc.
AS	Alaska Airlines, Inc.	US	US Airways, Inc.
AX	Trans States Airlines	WN	Southwest Airlines, Co.
B6	JetBlue Airways	XP	Casino Express
CO	Continental AirLines, Inc.	YX	Midwest Express Airlines
DL	Delta Air Lines, Inc.		
F9	Frontier Airlines, Inc.		
FL	AirTran Airways Corporation		
G4	Allegiant Air		
HP	America West Airlines, Inc.		
NK	Spirit Air Lines		
NW	Northwest Airlines, Inc.		
PN	Pacific Northern		
QX	Horizon Air		
SY	Sun Country 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.