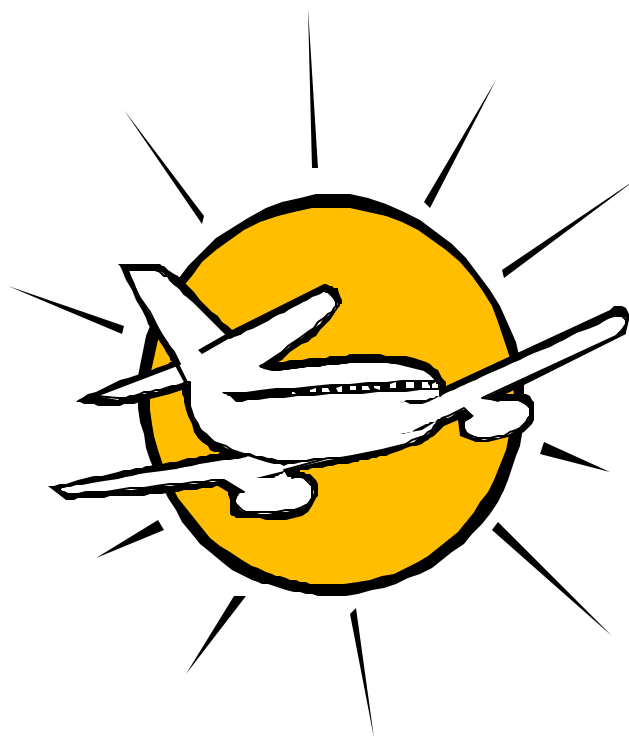

DOMESTIC AIRLINE FARES CONSUMER REPORT



First Quarter 2003 Passenger and Fare Information

January 2004



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 5,819 city-pair markets for the first quarter of 2003 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
First Quarter 2003

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	346	140	AS	99.55	140	AS	99.55	140
<u>Distance Block - 151-200 miles</u>										
Boston, MA	New York, NY	200	4,008	139	DL	43.92	121	US	28.95	120
Tallahassee, FL	Tampa/St. Petersburg/Lakeland, FL	200	282	94	FL	99.80	93	FL	99.80	93
Austin, TX	Dallas/Ft. Worth, TX	183	1,261	89	WN	78.34	88	WN	78.34	88
Austin, TX	Houston, TX	160	577	88	WN	74.83	84	WN	74.83	84
Chicago, IL	Indianapolis, IN	177	511	88	UA	40.27	98	WN	28.29	66
Houston, TX	San Antonio, TX	199	637	87	WN	70.60	84	WN	70.60	84
Dallas/Ft. Worth, TX	Oklahoma City, OK	181	343	85	WN	75.16	82	WN	75.16	82
Ft. Lauderdale, FL	Tampa/St. Petersburg/Lakeland, FL	197	960	79	WN	94.42	79	DL	4.73	79
Ft. Lauderdale, FL	Orlando/Kissimmee, FL	178	517	79	WN	89.10	79	WN	89.10	79
Tampa/St. Petersburg/Lakeland, FL	West Palm Beach, FL	174	213	75	WN	99.95	75	WN	99.95	75
Baltimore, MD	Norfolk, VA	159	187	73	WN	97.09	72	WN	97.09	72
Oakland/Berkeley, CA	Reno, NV	180	340	71	WN	100.00	71	WN	100.00	71
Reno, NV	San Jose/Palo Alto, CA	188	371	69	WN	99.73	69	WN	99.73	69
Las Vegas, NV	Ontario, CA	197	1,170	59	WN	97.22	59	WN	97.22	59
<u>Distance Block - 201-250 miles</u>										
Pittsburgh, PA	Washington, DC	205	191	291	US	98.37	292	US	98.37	292
Atlanta, GA	Charlotte, NC	227	276	246	DL	68.83	247	US	29.36	244
Detroit, MI	Indianapolis, IN	231	233	231	NW	85.67	248	WN	10.04	113
Atlanta, GA	Nashville, TN	214	196	229	DL	93.37	231	AX	5.32	198
Detroit, MI	Milwaukee, WI	238	209	222	NW	93.99	226	UA	3.40	154
Raleigh/Durham, NC	Washington, DC	227	256	208	AA	62.31	203	AA	62.31	203
New York, NY	Washington, DC	229	3,658	128	DL	46.51	114	DL	46.51	114
New York, NY	Syracuse, NY	209	422	115	B6	47.02	81	B6	47.02	81
Chicago, IL	Dayton, OH	240	289	106	UA	54.83	101	TZ	20.34	101
Chicago, IL	Detroit, MI	235	2,093	97	NW	40.41	97	WN	23.98	84
Corpus Christi, TX	Houston, TX	201	294	93	WN	71.47	89	WN	71.47	89
Atlanta, GA	Savannah, GA	215	305	92	DL	82.15	93	FL	17.56	87
Miami, FL	Tampa/St. Petersburg/Lakeland, FL	204	343	85	FL	57.21	72	FL	57.21	72
Dallas/Ft. Worth, TX	San Antonio, TX	248	1,602	85	WN	78.58	82	WN	78.58	82
Dallas/Ft. Worth, TX	Tulsa, OK	237	663	83	WN	71.40	81	WN	71.40	81
Las Vegas, NV	Santa Ana, CA	226	1,164	74	HP	70.15	80	WN	29.57	61
Baltimore, MD	Islip/Long Island, NY	220	377	73	WN	99.44	73	WN	99.44	73
Kansas City, MO	St. Louis, MO	237	542	72	WN	62.89	72	WN	62.89	72
Las Vegas, NV	Los Angeles, CA	236	3,399	72	WN	65.09	61	WN	65.09	61
Seattle, WA	Spokane, WA	224	1,337	70	AS	67.79	72	WN	31.91	65
Glendale/Burbank, CA	Las Vegas, NV	223	1,995	64	WN	97.53	64	AQ	2.42	51
Las Vegas, NV	Long Beach, CA	231	627	52	B6	100.00	52	B6	100.00	52
<u>Distance Block - 251-300 miles</u>										
Boston, MA	Philadelphia, PA	280	891	229	US	77.61	243	AA	12.24	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/
New York, NY	Richmond, VA	292	381	210	US	55.04	185	DL	16.03	167
Philadelphia, PA	Pittsburgh, PA	267	533	200	US	95.89	200	UA	3.42	171
New York, NY	Norfolk, VA	296	261	193	US	60.73	170	US	60.73	170
Milwaukee, WI	Minneapolis/St.Paul, MN	297	365	189	NW	82.53	192	YX	13.15	181
Chicago, IL	Cincinnati, OH	264	499	154	DL	53.94	154	AA	17.09	149
Burlington, VT	New York, NY	267	335	110	B6	54.36	82	B6	54.36	82
Atlanta, GA	Jacksonville, FL	270	733	108	DL	79.24	112	FL	20.40	90
New York, NY	Rochester, NY	264	832	102	B6	64.67	79	B6	64.67	79
Chicago, IL	Columbus, OH	296	1,204	99	WN	41.31	76	WN	41.31	76
Atlanta, GA	Pensacola, FL	272	177	98	DL	72.57	100	FL	26.11	93
Newport News/Hampton/Wmsburg, VA	New York, NY	288	192	91	FL	96.70	90	FL	96.70	90
Dallas/Ft. Worth, TX	Houston, TX	252	4,042	87	WN	72.19	86	WN	72.19	86
Baltimore, MD	Rochester, NY	277	210	87	FL	94.27	84	FL	94.27	84
Chicago, IL	St. Louis, MO	258	1,685	86	WN	44.53	76	WN	44.53	76
Glendale/Burbank, CA	San Jose/Palo Alto, CA	296	1,025	84	WN	99.97	84	WN	99.97	84
Chicago, IL	Louisville, KY	286	565	83	WN	61.70	69	WN	61.70	69
Harlingen, TX	Houston, TX	295	464	82	WN	91.96	80	WN	91.96	80
Boise, ID	Salt Lake City, UT	291	220	80	WN	60.05	77	WN	60.05	77
Baltimore, MD	Raleigh/Durham, NC	255	506	78	WN	90.70	76	WN	90.70	76
Dallas/Ft. Worth, TX	Lubbock, TX	293	663	77	WN	86.53	75	WN	86.53	75
Las Vegas, NV	San Diego, CA	258	1,767	77	WN	87.10	77	HP	12.01	75
Baltimore, MD	Hartford, CT/Springfield, MA	283	703	76	WN	96.33	75	WN	96.33	75
Little Rock, AR	St. Louis, MO	296	201	75	WN	54.62	73	WN	54.62	73
Portland, OR	Spokane, WA	279	526	74	WN	60.14	65	WN	60.14	65
Baltimore, MD	Buffalo, NY	281	561	71	WN	95.23	69	WN	95.23	69
Albany, NY	Baltimore, MD	288	485	71	WN	95.95	69	WN	95.95	69
Boise, ID	Spokane, WA	287	346	71	WN	75.91	66	WN	75.91	66
Louisville, KY	St. Louis, MO	254	181	70	WN	61.98	70	AA	33.42	69
Las Vegas, NV	Phoenix, AZ	256	2,759	68	WN	79.22	66	WN	79.22	66
<u>Distance Block - 301-350 miles</u>										
Charlotte, NC	Washington, DC	330	329	280	US	89.17	278	US	89.17	278
Atlanta, GA	Louisville, KY	321	191	268	DL	94.02	271	US	1.80	170
New York, NY	Pittsburgh, PA	340	986	213	US	76.35	205	US	76.35	205
Hartford, CT/Springfield, MA	Washington, DC	326	251	206	US	74.15	204	US	74.15	204
Boston, MA	Rochester, NY	343	171	195	US	92.21	198	FL	4.87	121
Philadelphia, PA	Raleigh/Durham, NC	336	411	194	US	64.11	195	AA	33.32	193
Albuquerque, NM	Denver, CO	349	294	151	UA	59.82	165	F9	39.73	131
Glendale/Burbank, CA	San Francisco, CA	326	463	144	UA	99.90	144	UA	99.90	144
Chicago, IL	Minneapolis/St.Paul, MN	349	2,408	137	NW	57.98	123	TZ	11.38	98
Columbus, OH	Washington, DC	322	331	135	US	60.32	134	HP	17.07	129
Los Angeles, CA	San Francisco, CA	337	1,641	135	UA	67.41	145	AA	23.44	111
Atlanta, GA	Memphis, TN	332	753	116	DL	62.13	121	FL	17.57	101
Chicago, IL	Des Moines, IA	306	241	113	UA	56.58	110	TZ	13.31	94
Houston, TX	Mission/Mcallen, TX	316	169	113	CO	97.70	112	CO	97.70	112
Houston, TX	New Orleans, LA	305	1,777	108	WN	69.60	100	WN	69.60	100
Atlanta, GA	Greensboro/High Point, NC	306	489	104	DL	74.22	112	FL	22.88	76
Chicago, IL	Cleveland, OH	316	1,686	100	WN	38.79	76	WN	38.79	76
Buffalo, NY	New York, NY	301	1,293	91	B6	57.01	79	B6	57.01	79
Austin, TX	Lubbock, TX	335	253	88	WN	96.88	88	DL	1.27	78
Baltimore, MD	Cleveland, OH	314	763	85	WN	53.68	80	WN	53.68	80

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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/
Dallas/Ft. Worth, TX	Little Rock, AR	304	593	84	WN	72.80	79	WN	72.80	79
Phoenix, AZ	Santa Ana, CA	338	1,245	83	HP	58.51	88	WN	35.50	81
Baltimore, MD	Columbus, OH	336	434	83	HP	45.18	87	WN	43.14	77
Albuquerque, NM	Tucson, AZ	321	179	82	WN	87.28	78	WN	87.28	78
Birmingham, AL	New Orleans, LA	321	296	82	WN	96.74	81	WN	96.74	81
Los Angeles, CA	San Jose/Palo Alto, CA	308	1,632	82	WN	78.86	80	WN	78.86	80
Glendale/Burbank, CA	Oakland/Berkeley, CA	325	2,274	82	WN	99.69	82	WN	99.69	82
San Jose/Palo Alto, CA	Santa Ana, CA	342	1,756	82	AA	52.52	81	AA	52.52	81
Las Vegas, NV	Reno, NV	345	1,368	81	WN	96.86	81	WN	96.86	81
Boise, ID	Portland, OR	344	586	81	WN	54.06	67	WN	54.06	67
Ontario, CA	San Jose/Palo Alto, CA	333	846	80	WN	99.23	80	WN	99.23	80
Dallas/Ft. Worth, TX	Midland/Odessa, TX	319	455	79	WN	86.02	77	WN	86.02	77
Kansas City, MO	Oklahoma City, OK	313	236	78	WN	98.59	77	WN	98.59	77
Ft. Lauderdale, FL	Jacksonville, FL	318	685	78	WN	99.55	77	WN	99.55	77
Los Angeles, CA	Oakland/Berkeley, CA	337	3,048	77	WN	90.88	76	WN	90.88	76
Amarillo, TX	Dallas/Ft. Worth, TX	324	526	75	WN	83.23	72	WN	83.23	72
Baltimore, MD	Providence, RI	328	1,216	74	WN	97.67	74	WN	97.67	74
Omaha, NE	St. Louis, MO	342	312	71	WN	47.95	61	WN	47.95	61
Albuquerque, NM	Phoenix, AZ	328	1,268	70	WN	83.28	68	WN	83.28	68
El Paso, TX	Phoenix, AZ	347	472	69	WN	82.97	67	WN	82.97	67
Ontario, CA	Phoenix, AZ	325	1,138	69	WN	79.68	68	WN	79.68	68
Phoenix, AZ	San Diego, CA	304	1,746	69	WN	75.95	67	WN	75.95	67
<u>Distance Block - 351-400 miles</u>										
Cleveland, OH	Philadelphia, PA	363	211	307	US	52.13	306	US	52.13	306
Atlanta, GA	Cincinnati, OH	373	271	280	DL	93.73	285	CO	2.91	160
Baltimore, MD	Charlotte, NC	360	182	279	US	95.31	279	DL	2.19	245
Kansas City, MO	Minneapolis/St.Paul, MN	393	333	261	NW	89.56	271	UA	5.11	158
Providence, RI	Washington, DC	372	200	207	US	97.72	207	US	97.72	207
Denver, CO	Salt Lake City, UT	391	776	155	UA	37.93	163	F9	34.68	137
San Francisco, CA	Santa Ana, CA	372	571	153	UA	65.25	162	AA	31.33	133
Houston, TX	Little Rock, AR	393	244	120	WN	54.30	120	WN	54.30	120
Corpus Christi, TX	Dallas/Ft. Worth, TX	354	308	113	WN	66.03	111	WN	66.03	111
Atlanta, GA	Raleigh/Durham, NC	356	1,080	107	DL	76.51	114	FL	21.29	79
Los Angeles, CA	Reno, NV	390	620	103	WN	89.00	101	HP	2.70	96
Las Vegas, NV	San Jose/Palo Alto, CA	386	1,442	100	WN	65.69	98	WN	65.69	98
Las Vegas, NV	Sacramento, CA	397	1,336	100	WN	87.91	100	HP	10.59	98
Baltimore, MD	Boston, MA	370	960	99	FL	66.86	86	FL	66.86	86
Glendale/Burbank, CA	Reno, NV	374	186	99	WN	86.71	100	UA	12.27	92
Atlanta, GA	Gulfport/Biloxi, MS	352	275	97	FL	61.27	85	FL	61.27	85
Ontario, CA	Reno, NV	394	253	96	WN	96.44	96	WN	96.44	96
Las Vegas, NV	Salt Lake City, UT	368	965	90	WN	63.26	87	WN	63.26	87
Houston, TX	Jackson/Vicksburg, MS	359	250	88	WN	75.88	84	WN	75.88	84
Glendale/Burbank, CA	Sacramento, CA	358	1,398	83	WN	99.03	83	WN	99.03	83
Los Angeles, CA	Sacramento, CA	373	1,397	83	WN	85.72	81	WN	85.72	81
Oakland/Berkeley, CA	Santa Ana, CA	371	1,933	83	WN	66.30	86	AS	32.14	74
Ontario, CA	Sacramento, CA	389	1,664	82	WN	98.57	82	WN	98.57	82
Boise, ID	Seattle, WA	399	748	82	AS	57.54	92	WN	41.85	66
St. Louis, MO	Tulsa, OK	351	185	79	WN	61.81	78	WN	61.81	78
San Diego, CA	Tucson, AZ	367	448	76	WN	95.14	74	WN	95.14	74
Las Vegas, NV	Tucson, AZ	365	544	74	WN	81.78	73	WN	81.78	73
Oakland/Berkeley, CA	Ontario, CA	361	1,798	74	WN	98.86	74	WN	98.86	74
Baltimore, MD	Manchester, NH	377	1,081	73	WN	96.90	73	WN	96.90	73
Glendale/Burbank, CA	Phoenix, AZ	369	1,085	71	WN	72.33	70	WN	72.33	70

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City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Los Angeles, CA	Phoenix, AZ	370	2,230	68	WN	71.16	65	WN	71.16	65
Long Beach, CA	Oakland/Berkeley, CA	353	1,205	62	B6	99.99	62	B6	99.99	62
<u>Distance Block - 401-450 miles</u>										
Charlotte, NC	Philadelphia, PA	447	314	309	US	87.12	326	DL	9.94	155
Cleveland, OH	New York, NY	425	727	279	CO	83.08	290	US	1.36	191
Minneapolis/St.Paul, MN	St. Louis, MO	449	449	242	NW	51.72	256	AA	44.12	230
Atlanta, GA	Indianapolis, IN	432	304	241	DL	77.78	259	AA	3.22	163
Detroit, MI	Washington, DC	405	576	234	NW	92.82	238	US	1.47	105
Cincinnati, OH	Washington, DC	411	300	226	DL	93.03	230	US	2.74	148
Baltimore, MD	Detroit, MI	408	375	223	NW	71.77	252	WN	22.45	143
Atlanta, GA	Columbus, OH	446	297	211	DL	86.53	215	AA	2.92	179
Columbus, OH	Philadelphia, PA	405	300	197	US	55.42	199	HP	37.44	192
New York, NY	Raleigh/Durham, NC	431	1,170	195	AA	39.83	186	US	17.71	154
Dallas/Ft. Worth, TX	Memphis, TN	432	263	190	AA	50.65	192	NW	37.20	189
Boston, MA	Washington, DC	413	1,961	181	US	65.81	178	US	65.81	178
Chicago, IL	Pittsburgh, PA	412	609	174	US	41.31	168	AA	20.36	166
San Diego, CA	San Francisco, CA	447	669	157	UA	94.94	158	AA	1.66	103
Austin, TX	New Orleans, LA	446	176	152	WN	66.04	154	CO	21.28	142
Atlanta, GA	Orlando/Kissimmee, FL	403	1,439	151	DL	61.12	164	FL	37.56	130
Atlanta, GA	Tampa/St. Petersburg/Lakeland, FL	406	1,389	143	DL	73.78	146	FL	24.07	132
Atlanta, GA	New Orleans, LA	425	817	123	DL	75.07	125	FL	23.66	115
Las Vegas, NV	San Francisco, CA	414	1,123	121	HP	50.49	113	HP	50.49	113
Atlanta, GA	Dayton, OH	432	653	120	DL	64.47	124	FL	34.13	110
Houston, TX	Oklahoma City, OK	423	505	118	WN	62.19	113	WN	62.19	113
Houston, TX	Midland/Odessa, TX	441	364	116	WN	66.93	114	WN	66.93	114
Dallas/Ft. Worth, TX	New Orleans, LA	448	1,193	115	WN	65.73	111	WN	65.73	111
Indio/Palm Springs, CA	San Francisco, CA	421	378	114	AS	89.30	113	AS	89.30	113
Reno, NV	Santa Ana, CA	415	184	113	WN	81.56	110	WN	81.56	110
Miami, FL	Tallahassee, FL	403	226	113	DL	70.14	115	FL	28.04	106
Las Vegas, NV	Oakland/Berkeley, CA	407	1,989	96	WN	86.84	98	AQ	5.94	70
Nashville, TN	Raleigh/Durham, NC	443	411	96	WN	88.11	94	WN	88.11	94
Detroit, MI	St. Louis, MO	440	704	93	WN	34.16	78	WN	34.16	78
Chicago, IL	Omaha, NE	423	748	91	WN	55.72	70	WN	55.72	70
San Diego, CA	San Jose/Palo Alto, CA	417	1,794	90	WN	85.51	88	WN	85.51	88
Sacramento, CA	Santa Ana, CA	404	1,006	89	WN	95.70	89	WN	95.70	89
Cleveland, OH	Nashville, TN	448	353	88	WN	72.58	84	WN	72.58	84
Oakland/Berkeley, CA	San Diego, CA	446	2,471	87	WN	98.39	87	WN	98.39	87
Chicago, IL	Nashville, TN	409	902	87	WN	67.70	78	WN	67.70	78
Gulfport/Biloxi, MS	Tampa/St. Petersburg/Lakeland, FL	429	205	84	FL	92.67	78	FL	92.67	78
Chicago, IL	Kansas City, MO	405	1,632	81	WN	50.45	76	WN	50.45	76
Reno, NV	Salt Lake City, UT	422	180	80	WN	93.26	78	WN	93.26	78
Columbus, OH	St. Louis, MO	410	266	80	AA	53.89	86	WN	42.47	68
Portland, OR	Reno, NV	444	452	78	WN	94.00	77	WN	94.00	77
<u>Distance Block - 451-500 miles</u>										
Charlotte, NC	Detroit, MI	500	209	275	NW	58.63	297	US	31.28	259
Boston, MA	Pittsburgh, PA	496	333	262	US	94.10	264	UA	1.10	164
Detroit, MI	Philadelphia, PA	453	465	256	NW	57.83	257	NW	57.83	257
Charlotte, NC	Orlando/Kissimmee, FL	468	273	231	US	89.85	232	DL	8.28	218
Atlanta, GA	St. Louis, MO	483	511	219	AA	48.34	206	AA	48.34	206
Atlanta, GA	Richmond, VA	481	322	213	DL	90.75	217	UA	1.07	171
Houston, TX	Memphis, TN	484	177	209	NW	44.40	192	NW	44.40	192

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/
Indianapolis, IN	Washington, DC	499	236	202	US	72.41	214	TZ	3.72	143
Columbus, OH	New York, NY	483	721	199	CO	30.09	226	DL	15.19	168
Chicago, IL	Memphis, TN	491	271	191	NW	56.61	207	AA	29.06	173
Dallas/Ft. Worth, TX	Kansas City, MO	461	596	184	AA	91.71	185	DL	1.01	97
Greensboro/High Point, NC	New York, NY	461	603	171	US	44.99	160	US	44.99	160
Buffalo, NY	Chicago, IL	473	227	167	UA	54.24	167	AA	37.53	166
Denver, CO	Omaha, NE	472	290	157	UA	51.84	177	F9	47.58	135
Detroit, MI	Nashville, TN	457	566	132	NW	68.43	136	WN	28.95	122
Denver, CO	Oklahoma City, OK	495	240	132	UA	65.40	142	F9	30.25	111
Dallas/Ft. Worth, TX	Harlingen, TX	461	302	124	WN	96.50	123	WN	96.50	123
New Orleans, LA	San Antonio, TX	495	207	124	WN	68.23	124	WN	68.23	124
Birmingham, AL	Orlando/Kissimmee, FL	478	287	121	WN	66.23	109	WN	66.23	109
Houston, TX	Tulsa, OK	456	611	120	WN	59.56	118	WN	59.56	118
El Paso, TX	San Antonio, TX	496	268	116	WN	96.14	116	AA	1.66	108
Albuquerque, NM	Las Vegas, NV	487	583	115	WN	93.25	115	DL	1.28	106
Jacksonville, FL	Nashville, TN	484	230	114	WN	87.13	108	WN	87.13	108
Birmingham, AL	Tampa/St. Petersburg/Lakeland, FL	460	275	114	WN	78.60	109	WN	78.60	109
Reno, NV	San Diego, CA	488	342	108	WN	86.17	106	WN	86.17	106
New Orleans, LA	Tampa/St. Petersburg/Lakeland, FL	487	499	107	WN	90.13	104	WN	90.13	104
Houston, TX	Lubbock, TX	482	285	102	WN	70.85	103	CO	26.88	98
Indianapolis, IN	Kansas City, MO	451	233	91	WN	61.85	85	WN	61.85	85
Cleveland, OH	St. Louis, MO	487	399	89	WN	44.60	70	WN	44.60	70
Nashville, TN	New Orleans, LA	471	394	88	WN	92.07	85	WN	92.07	85
Baltimore, MD	Louisville, KY	495	447	87	WN	91.95	85	CO	1.14	84
Portland, OR	Sacramento, CA	479	847	87	WN	71.58	81	WN	71.58	81
Sacramento, CA	San Diego, CA	480	1,820	83	WN	96.95	82	WN	96.95	82
Kansas City, MO	Nashville, TN	491	323	82	WN	89.21	80	WN	89.21	80
Oklahoma City, OK	St. Louis, MO	462	240	79	WN	50.67	70	WN	50.67	70
Los Angeles, CA	Tucson, AZ	451	791	77	WN	94.19	76	WN	94.19	76
<u>Distance Block - 501-550 miles</u>										
Charlotte, NC	New York, NY	543	856	297	US	72.56	296	US	72.56	296
Detroit, MI	Minneapolis/St.Paul, MN	528	512	292	NW	88.96	305	UA	5.08	160
Cincinnati, OH	Philadelphia, PA	507	235	283	DL	56.28	283	DL	56.28	283
Indianapolis, IN	Minneapolis/St.Paul, MN	503	290	244	NW	73.39	273	TZ	16.18	152
Charlotte, NC	Tampa/St. Petersburg/Lakeland, FL	508	240	232	US	79.86	243	DL	17.45	184
Detroit, MI	Raleigh/Durham, NC	501	229	189	NW	64.58	206	WN	22.03	125
Atlanta, GA	Washington, DC	547	2,227	173	DL	73.68	189	FL	14.96	121
Chicago, IL	Rochester, NY	528	172	169	UA	53.23	167	UA	53.23	167
Hartford, CT/Springfield, MA	Raleigh/Durham, NC	532	196	162	WN	41.59	127	WN	41.59	127
Detroit, MI	New York, NY	508	1,990	153	NW	70.42	145	NK	13.27	94
Atlanta, GA	Ft. Myers, FL	515	401	148	DL	67.27	153	FL	29.93	137
Atlanta, GA	Norfolk, VA	516	281	145	DL	92.29	146	US	5.14	120
Denver, CO	Kansas City, MO	533	623	144	UA	49.01	153	F9	48.14	135
Atlanta, GA	West Palm Beach, FL	545	668	140	DL	72.18	148	FL	26.04	116
Akron/Canton, OH	Atlanta, GA	528	353	128	FL	66.83	124	FL	66.83	124
Greensboro/High Point, NC	Orlando/Kissimmee, FL	534	286	126	DL	70.31	125	FL	14.30	117
Baltimore, MD	Indianapolis, IN	515	336	124	WN	68.53	124	NW	11.45	105
Amarillo, TX	Houston, TX	545	199	121	WN	59.07	123	CO	37.47	116
Austin, TX	El Paso, TX	525	311	119	WN	97.17	118	WN	97.17	118
Sacramento, CA	Salt Lake City, UT	532	334	118	DL	76.35	115	DL	76.35	115

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	San Francisco, CA	550	689	117	UA	60.27	124	AS	36.73	106
Orlando/Kissimmee, FL	Raleigh/Durham, NC	534	539	113	DL	60.80	113	WN	22.65	102
Jacksonville, FL	New Orleans, LA	513	180	111	WN	68.10	101	WN	68.10	101
Atlanta, GA	Pittsburgh, PA	526	704	110	DL	50.39	113	FL	22.86	100
Atlanta, GA	Newport News/Hampton/Wmsburg, VA	508	311	108	FL	82.25	103	FL	82.25	103
New Orleans, LA	Orlando/Kissimmee, FL	550	602	106	WN	85.25	101	WN	85.25	101
Phoenix, AZ	Salt Lake City, UT	507	1,192	104	WN	64.88	99	WN	64.88	99
Salt Lake City, UT	Spokane, WA	546	179	103	DL	57.37	107	WN	40.95	96
Jacksonville, FL	Norfolk, VA	543	255	101	WN	78.11	94	WN	78.11	94
Boise, ID	Las Vegas, NV	520	294	99	WN	83.16	99	DL	13.17	95
Oakland/Berkeley, CA	Portland, OR	543	900	97	WN	51.67	97	AS	47.80	97
<u>Distance Block - 551-600 miles</u>										
Boston, MA	Cleveland, OH	563	200	303	CO	83.52	312	NW	1.61	223
Cincinnati, OH	Minneapolis/St.Paul, MN	596	194	287	DL	48.17	284	DL	48.17	284
Cincinnati, OH	New York, NY	589	671	272	DL	77.50	273	DL	77.50	273
Indianapolis, IN	Philadelphia, PA	587	253	258	US	72.22	276	TZ	10.66	148
Atlanta, GA	Cleveland, OH	554	358	218	DL	60.17	212	DL	60.17	212
Dallas/Ft. Worth, TX	Omaha, NE	585	186	207	AA	86.18	210	UA	5.57	165
Birmingham, AL	Dallas/Ft. Worth, TX	597	210	188	AA	47.33	178	AA	47.33	178
Chicago, IL	Greensboro/High Point, NC	590	171	182	UA	72.50	184	FL	8.50	129
Dallas/Ft. Worth, TX	St. Louis, MO	551	695	168	AA	93.06	167	DL	1.17	155
Dayton, OH	New York, NY	554	270	167	US	43.57	143	US	43.57	143
Chicago, IL	Tulsa, OK	585	197	155	AA	77.30	153	AA	77.30	153
Salt Lake City, UT	San Francisco, CA	599	394	154	DL	66.75	153	DL	66.75	153
Atlanta, GA	Ft. Lauderdale, FL	581	1,336	146	DL	67.98	154	FL	29.42	127
Atlanta, GA	Detroit, MI	594	986	146	NW	51.94	142	NW	51.94	142
Atlanta, GA	Miami, FL	595	1,228	145	DL	53.73	156	AA	26.01	131
Chicago, IL	Little Rock, AR	552	201	145	WN	54.60	142	AA	30.01	139
Atlanta, GA	Baltimore, MD	576	1,203	144	DL	68.21	151	FL	26.73	126
Birmingham, AL	Houston, TX	570	283	141	WN	54.81	136	WN	54.81	136
Birmingham, AL	Chicago, IL	584	247	141	WN	76.52	132	WN	76.52	132
Charlotte, NC	Chicago, IL	599	755	139	US	34.71	148	TZ	30.22	98
Salt Lake City, UT	San Jose/Palo Alto, CA	585	312	133	DL	86.35	136	WN	11.23	107
Providence, RI	Raleigh/Durham, NC	566	170	129	WN	50.65	128	US	30.55	126
Myrtle Beach, SC	New York, NY	563	351	125	NK	46.00	119	NK	46.00	119
Albuquerque, NM	Dallas/Ft. Worth, TX	580	720	122	WN	69.77	118	WN	69.77	118
Greensboro/High Point, NC	Tampa/St. Petersburg/Lakeland, FL	580	180	121	DL	47.22	127	US	37.07	115
Dallas/Ft. Worth, TX	El Paso, TX	562	726	114	WN	72.50	112	WN	72.50	112
El Paso, TX	Las Vegas, NV	584	326	111	WN	84.37	112	WN	84.37	112
Ontario, CA	Salt Lake City, UT	558	376	110	DL	72.16	108	DL	72.16	108
Raleigh/Durham, NC	Tampa/St. Petersburg/Lakeland, FL	587	451	108	WN	63.41	99	WN	63.41	99
Salt Lake City, UT	Santa Ana, CA	588	586	106	DL	90.90	105	DL	90.90	105
Los Angeles, CA	Salt Lake City, UT	590	1,586	106	WN	45.55	85	WN	45.55	85
Baltimore, MD	Nashville, TN	587	759	104	WN	90.56	103	WN	90.56	103
Oakland/Berkeley, CA	Salt Lake City, UT	588	628	104	WN	97.01	103	WN	97.01	103
Portland, OR	San Jose/Palo Alto, CA	569	913	99	AS	68.97	101	WN	29.68	95
Reno, NV	Seattle, WA	564	671	86	AS	53.43	87	WN	45.18	83
Long Beach, CA	Salt Lake City, UT	589	252	73	B6	98.33	72	B6	98.33	72

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 - 601-650 miles</u>										
Cleveland, OH	Minneapolis/St.Paul, MN	622	242	287	NW	62.47	297	NW	62.47	297
Boston, MA	Detroit, MI	632	395	287	NW	83.61	304	UA	4.33	157
Huntsville/Decatur, AL	Washington, DC	613	230	269	US	56.89	280	DL	41.08	257
Columbus, OH	Minneapolis/St.Paul, MN	627	215	269	NW	77.81	287	UA	12.42	172
Dallas/Ft. Worth, TX	Nashville, TN	631	373	241	AA	60.73	251	CO	12.16	222
Greenville/Spartanburg, SC	New York, NY	610	226	233	US	49.63	203	US	49.63	203
Boston, MA	Columbus, OH	640	202	210	HP	59.77	217	AA	27.39	204
Boston, MA	Raleigh/Durham, NC	612	366	207	AA	52.08	229	DL	32.97	190
Charlotte, NC	Ft. Lauderdale, FL	632	210	206	US	78.95	209	DL	17.40	179
Chicago, IL	Washington, DC	612	2,122	200	UA	55.66	222	TZ	11.41	124
Chicago, IL	Richmond, VA	642	225	196	UA	59.86	199	AA	28.27	190
Detroit, MI	Kansas City, MO	629	377	191	NW	68.62	213	WN	22.36	144
Jacksonville, FL	Washington, DC	634	196	190	DL	43.12	214	FL	15.35	131
Grand Rapids, MI	New York, NY	626	196	180	NW	33.69	155	UA	11.00	132
New Orleans, LA	St. Louis, MO	604	245	179	AA	73.34	178	AA	73.34	178
Charleston, SC	New York, NY	641	332	179	DL	48.26	184	US	24.40	161
Milwaukee, WI	Washington, DC	634	279	168	YX	63.90	188	UA	14.46	130
Denver, CO	Phoenix, AZ	602	1,571	162	UA	35.41	175	F9	27.19	146
Denver, CO	Las Vegas, NV	629	1,544	147	UA	39.09	171	F9	32.28	124
Colorado Springs, CO	Dallas/Ft. Worth, TX	603	192	147	AA	93.04	145	AA	93.04	145
Dallas/Ft. Worth, TX	Denver, CO	650	1,561	145	AA	42.51	146	F9	21.33	128
Atlanta, GA	Flint, MI	644	169	137	FL	89.70	135	FL	89.70	135
Nashville, TN	Tampa/St. Petersburg/Lakeland, FL	612	427	136	WN	84.90	133	WN	84.90	133
Baltimore, MD	Chicago, IL	621	1,409	133	WN	41.38	118	WN	41.38	118
Atlanta, GA	Chicago, IL	606	2,536	131	DL	37.53	142	FL	22.36	106
Denver, CO	Tucson, AZ	639	414	131	UA	48.20	142	F9	38.16	116
Nashville, TN	Orlando/Kissimmee, FL	616	575	131	WN	69.59	127	WN	69.59	127
Boise, ID	Denver, CO	649	219	130	UA	52.57	144	F9	36.20	100
Chicago, IL	Raleigh/Durham, NC	647	589	129	AA	55.23	135	WN	33.85	114
Albuquerque, NM	San Diego, CA	628	326	128	WN	81.82	130	HP	11.12	126
Colorado Springs, CO	Las Vegas, NV	604	331	125	G4	53.05	101	G4	53.05	101
Salt Lake City, UT	San Diego, CA	626	644	119	DL	80.71	117	DL	80.71	117
Portland, OR	Salt Lake City, UT	630	615	110	DL	64.32	114	WN	33.60	101
Sacramento, CA	Seattle, WA	605	872	108	AS	56.36	108	WN	41.65	108
Phoenix, AZ	Reno, NV	601	518	107	WN	54.64	100	WN	54.64	100
Phoenix, AZ	San Jose/Palo Alto, CA	621	1,237	106	WN	61.58	101	WN	61.58	101
Oakland/Berkeley, CA	Phoenix, AZ	646	1,463	105	WN	66.11	104	WN	66.11	104
Phoenix, AZ	Sacramento, CA	647	1,047	102	WN	66.37	100	WN	66.37	100
Ft. Lauderdale, FL	Gulfport/Biloxi, MS	620	187	92	FL	93.81	86	FL	93.81	86
<u>Distance Block - 651-700 miles</u>										
Nashville, TN	Philadelphia, PA	675	172	273	US	73.93	275	US	73.93	275
Louisville, KY	New York, NY	662	242	260	CO	37.98	302	US	35.17	235
Minneapolis/St.Paul, MN	Nashville, TN	695	191	243	NW	86.36	250	AX	1.28	111
Charlotte, NC	Miami, FL	651	226	203	US	68.68	214	AA	17.92	151
Indianapolis, IN	New York, NY	664	694	199	US	31.52	179	TZ	25.46	127
Chicago, IL	Philadelphia, PA	678	1,615	188	UA	38.36	207	TZ	13.23	134
Miami, FL	New Orleans, LA	674	193	183	AA	84.47	177	AA	84.47	177
Memphis, TN	Tampa/St. Petersburg/Lakeland, FL	656	203	181	NW	74.59	181	FL	11.20	163
Memphis, TN	Orlando/Kissimmee, FL	683	332	173	NW	67.83	179	FL	16.14	145
Milwaukee, WI	Philadelphia, PA	690	196	172	US	47.02	161	US	47.02	161

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/
Raleigh/Durham, NC	St. Louis, MO	667	193	166	AA	69.71	163	AA	69.71	163
Miami, FL	Raleigh/Durham, NC	700	257	166	AA	67.63	169	AA	67.63	169
Houston, TX	Kansas City, MO	668	423	164	CO	55.55	164	WN	35.06	164
Atlanta, GA	Houston, TX	696	1,238	152	DL	51.31	158	FL	13.58	127
Houston, TX	St. Louis, MO	687	527	152	WN	53.84	144	WN	53.84	144
Houston, TX	Nashville, TN	670	455	149	WN	63.54	141	WN	63.54	141
Ft. Lauderdale, FL	New Orleans, LA	673	349	141	WN	77.23	144	DL	13.45	135
Atlanta, GA	Philadelphia, PA	665	1,627	141	DL	53.99	151	FL	13.46	119
El Paso, TX	Houston, TX	684	306	140	WN	69.01	133	WN	69.01	133
San Francisco, CA	Seattle, WA	678	1,139	138	UA	51.83	148	AS	44.67	126
Denver, CO	Minneapolis/St.Paul, MN	680	1,099	137	NW	48.39	140	F9	11.23	126
Phoenix, AZ	San Francisco, CA	651	774	136	HP	52.90	131	HP	52.90	131
Albuquerque, NM	Los Angeles, CA	677	555	134	WN	88.88	134	HP	7.13	125
Ft. Lauderdale, FL	Raleigh/Durham, NC	680	292	129	DL	48.08	122	DL	48.08	122
Baltimore, MD	Jacksonville, FL	663	440	124	WN	68.85	126	DL	15.16	116
Boise, ID	Los Angeles, CA	674	237	124	AS	46.24	127	DL	18.78	108
Kansas City, MO	New Orleans, LA	690	253	123	YX	25.47	141	DL	19.42	105
Baltimore, MD	Birmingham, AL	682	328	121	WN	81.17	119	WN	81.17	119
Atlanta, GA	Milwaukee, WI	669	497	117	DL	43.18	131	FL	17.88	96
Atlanta, GA	Kansas City, MO	692	705	114	DL	78.29	115	FL	16.20	99
San Jose/Palo Alto, CA	Seattle, WA	697	1,149	111	AS	75.06	113	WN	22.30	103
Salt Lake City, UT	Seattle, WA	689	877	108	DL	59.22	107	WN	38.08	105
Oakland/Berkeley, CA	Seattle, WA	671	1,499	104	AS	53.94	104	AS	53.94	104
Norfolk, VA	Orlando/Kissimmee, FL	655	339	101	WN	75.61	90	WN	75.61	90
Distance Block - 701-750 miles										
Boston, MA	Charlotte, NC	727	220	288	US	85.94	294	DL	6.37	204
Minneapolis/St.Paul, MN	Pittsburgh, PA	726	180	256	NW	62.76	267	US	23.55	258
Dallas/Ft. Worth, TX	Louisville, KY	733	185	221	AA	61.83	224	DL	25.71	222
Milwaukee, WI	New York, NY	746	509	220	YX	60.85	230	YX	60.85	230
St. Louis, MO	Washington, DC	719	511	217	AA	91.17	220	NW	1.37	166
Chicago, IL	White Plains, NY	738	262	207	AA	87.16	202	AA	87.16	202
Chicago, IL	New York, NY	740	5,737	176	AA	35.27	190	TZ	13.64	122
Albany, NY	Chicago, IL	723	190	174	UA	44.40	173	WN	13.83	144
Jacksonville, FL	Philadelphia, PA	742	341	163	US	78.63	161	US	78.63	161
Atlanta, GA	Dallas/Ft. Worth, TX	732	2,101	157	DL	52.30	170	AA	37.32	142
Kansas City, MO	San Antonio, TX	706	195	157	YX	52.31	161	AA	19.85	146
New York, NY	Savannah, GA	722	341	155	DL	45.91	161	US	18.55	136
San Jose/Palo Alto, CA	Tucson, AZ	721	170	153	AS	56.50	159	WN	23.71	149
El Paso, TX	Los Angeles, CA	714	259	146	WN	81.22	147	HP	14.88	129
Indianapolis, IN	New Orleans, LA	708	168	140	WN	29.05	162	NW	25.48	122
Louisville, KY	Orlando/Kissimmee, FL	718	245	137	WN	58.01	128	WN	58.01	128
Baltimore, MD	St. Louis, MO	737	538	137	AA	56.54	135	AA	56.54	135
Atlanta, GA	Buffalo, NY	712	309	135	DL	50.65	142	FL	42.06	122
Boise, ID	Phoenix, AZ	735	245	132	HP	63.84	131	AS	14.88	126
Louisville, KY	Tampa/St. Petersburg/Lakeland, FL	727	238	130	WN	56.06	125	WN	56.06	125
Atlanta, GA	Rochester, NY	749	273	125	DL	52.52	129	FL	38.94	116
Norfolk, VA	Tampa/St. Petersburg/Lakeland, FL	717	193	114	DL	47.21	106	WN	17.06	101
Oakland/Berkeley, CA	Spokane, WA	723	198	104	WN	80.26	102	WN	80.26	102
Distance Block - 751-800 miles										
Boston, MA	Cincinnati, OH	752	175	297	DL	85.97	309	US	7.30	157
Nashville, TN	New York, NY	766	492	262	AA	36.74	239	DL	16.23	224

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	Washington, DC	762	275	229	NW	75.87	240	FL	8.25	150
Dallas/Ft. Worth, TX	Indianapolis, IN	762	374	214	AA	62.46	229	TZ	17.79	159
Cincinnati, OH	Orlando/Kissimmee, FL	756	301	195	DL	91.25	199	UA	1.11	139
Denver, CO	San Antonio, TX	794	272	190	UA	63.09	201	AA	10.35	165
Denver, CO	St. Louis, MO	770	481	189	AA	47.93	188	AA	47.93	188
Cincinnati, OH	Tampa/St. Petersburg/Lakeland, FL	773	310	180	DL	92.72	180	NW	1.58	155
Chicago, IL	Hartford, CT/Springfield, MA	783	663	178	UA	37.01	202	WN	20.31	139
St. Louis, MO	San Antonio, TX	786	212	175	AA	77.62	173	AA	77.62	173
Houston, TX	Tampa/St. Petersburg/Lakeland, FL	787	483	164	CO	67.16	162	CO	67.16	162
Atlanta, GA	New York, NY	761	4,951	161	DL	63.65	173	FL	15.44	126
Albuquerque, NM	Houston, TX	767	328	161	WN	48.00	158	WN	48.00	158
Orlando/Kissimmee, FL	Washington, DC	759	1,411	156	DL	38.81	142	DL	38.81	142
Ft. Lauderdale, FL	Nashville, TN	793	365	150	WN	73.57	148	WN	73.57	148
Austin, TX	Nashville, TN	753	204	141	WN	78.21	142	NW	2.99	104
Austin, TX	Denver, CO	768	484	129	UA	45.08	137	F9	41.27	114
Ft. Lauderdale, FL	Norfolk, VA	781	206	128	WN	45.68	126	WN	45.68	126
Baltimore, MD	Orlando/Kissimmee, FL	787	1,628	124	WN	60.60	125	FL	26.27	117
Chicago, IL	Islip/Long Island, NY	773	200	123	WN	92.95	120	WN	92.95	120
New Orleans, LA	Raleigh/Durham, NC	779	230	121	DL	43.15	118	FL	11.19	107
Las Vegas, NV	Portland, OR	762	1,288	113	AS	50.63	110	AS	50.63	110
Atlanta, GA	Wichita, KS	781	176	108	FL	68.04	99	FL	68.04	99
<u>Distance Block - 801-850 miles</u>										
Cincinnati, OH	Dallas/Ft. Worth, TX	812	226	323	DL	67.64	310	DL	67.64	310
Philadelphia, PA	St. Louis, MO	813	281	293	AA	62.45	291	AA	62.45	291
Boston, MA	Indianapolis, IN	817	173	254	US	68.31	267	TZ	8.40	172
Atlanta, GA	Austin, TX	812	298	230	DL	72.58	239	AA	12.44	206
Denver, CO	Santa Ana, CA	846	473	218	UA	87.80	223	DL	2.70	139
Dallas/Ft. Worth, TX	Tucson, AZ	824	207	215	AA	79.31	217	AA	79.31	217
Chicago, IL	Dallas/Ft. Worth, TX	802	2,127	199	AA	60.14	213	TZ	16.36	142
Colorado Springs, CO	Los Angeles, CA	833	202	187	AA	45.38	172	AA	45.38	172
Detroit, MI	Jacksonville, FL	814	174	186	NW	75.91	185	NW	75.91	185
Houston, TX	Omaha, NE	807	170	183	CO	75.60	183	UA	1.96	169
Jacksonville, FL	New York, NY	834	775	180	CO	39.79	196	US	12.27	129
Denver, CO	Ontario, CA	819	271	174	UA	78.40	179	HP	12.09	167
Chicago, IL	New Orleans, LA	837	727	174	AA	37.51	171	WN	15.12	171
Tampa/St. Petersburg/Lakeland, FL	Washington, DC	821	838	172	US	45.58	176	UA	34.88	167
Chicago, IL	Manchester, NH	843	347	164	UA	50.22	194	WN	42.86	127
Houston, TX	Jacksonville, FL	817	201	160	CO	69.82	157	CO	69.82	157
Oklahoma City, OK	Phoenix, AZ	833	243	155	WN	79.38	156	DL	6.81	141
Chicago, IL	Providence, RI	849	542	148	WN	31.87	130	WN	31.87	130
Madison, WI	New York, NY	820	193	147	NW	31.30	131	NW	31.30	131
Los Angeles, CA	Portland, OR	834	963	145	AS	40.32	147	UA	39.41	144
Phoenix, AZ	San Antonio, TX	843	357	141	WN	54.01	139	WN	54.01	139
Denver, CO	Reno, NV	804	231	140	UA	50.86	155	F9	36.31	116
Glendale/Burbank, CA	Portland, OR	817	353	138	AS	70.38	134	AS	70.38	134
Nashville, TN	San Antonio, TX	822	181	138	WN	66.38	138	NW	5.21	111
Ontario, CA	Portland, OR	838	471	136	AS	65.08	131	AS	65.08	131
Columbus, OH	Tampa/St. Petersburg/Lakeland, FL	829	429	134	WN	59.21	127	US	11.45	125
Orlando/Kissimmee, FL	Pittsburgh, PA	834	875	130	US	69.09	133	FL	21.65	119
Las Vegas, NV	Spokane, WA	806	284	128	WN	42.79	128	DL	15.90	124

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/
Dayton, OH	Orlando/Kissimmee, FL	808	268	127	DL	36.71	126	FL	34.93	124
Dayton, OH	Tampa/St. Petersburg/Lakeland, FL	831	214	127	DL	51.68	128	US	13.53	117
Baltimore, MD	Tampa/St. Petersburg/Lakeland, FL	842	1,122	126	WN	55.38	131	FL	27.49	116
Columbus, OH	Orlando/Kissimmee, FL	802	654	121	HP	47.33	111	HP	47.33	111
Indianapolis, IN	Tampa/St. Petersburg/Lakeland, FL	840	912	108	TZ	52.58	100	TZ	52.58	100
Indianapolis, IN	Orlando/Kissimmee, FL	828	1,015	106	TZ	59.00	104	WN	15.54	103
Distance Block - 851-900 miles										
Dallas/Ft. Worth, TX	Minneapolis/St.Paul, MN	853	664	260	NW	43.58	281	TZ	10.09	175
Atlanta, GA	Hartford, CT/Springfield, MA	859	404	250	DL	73.95	273	US	16.49	160
Birmingham, AL	New York, NY	866	229	244	DL	60.29	235	DL	60.29	235
Atlanta, GA	San Antonio, TX	874	347	235	DL	80.19	244	UA	1.28	133
New York, NY	St. Louis, MO	892	900	226	AA	73.15	235	CO	15.75	201
Dallas/Ft. Worth, TX	Dayton, OH	861	173	220	AA	55.25	225	TZ	12.56	157
Dallas/Ft. Worth, TX	Phoenix, AZ	879	1,089	208	AA	48.00	221	HP	36.36	194
Boston, MA	Chicago, IL	867	1,409	204	AA	40.73	210	TZ	12.39	133
Dallas/Ft. Worth, TX	Milwaukee, WI	853	268	203	YX	42.23	205	YX	42.23	205
Boston, MA	Milwaukee, WI	860	192	196	YX	64.97	222	UA	12.33	132
Cincinnati, OH	Ft. Myers, FL	879	213	182	DL	87.46	188	NW	4.75	120
Houston, TX	Indianapolis, IN	862	267	182	CO	66.97	187	NW	8.43	141
Denver, CO	Milwaukee, WI	895	252	179	UA	42.21	181	UA	42.21	181
Denver, CO	Los Angeles, CA	862	1,697	177	UA	52.73	208	F9	23.66	137
Chicago, IL	Jacksonville, FL	865	259	172	DL	30.11	187	FL	17.09	130
Denver, CO	San Diego, CA	853	803	171	UA	51.05	194	F9	36.23	145
Albuquerque, NM	Oakland/Berkeley, CA	889	321	165	WN	89.75	167	UA	3.95	122
St. Louis, MO	Tampa/St. Petersburg/Lakeland, FL	869	465	164	AA	63.03	160	AA	63.03	160
Cleveland, OH	Orlando/Kissimmee, FL	895	579	161	CO	73.86	163	WN	10.49	157
Chicago, IL	Denver, CO	895	2,110	160	UA	48.82	193	TZ	20.27	114
Houston, TX	Orlando/Kissimmee, FL	853	844	159	CO	65.77	155	CO	65.77	155
Pittsburgh, PA	Tampa/St. Petersburg/Lakeland, FL	873	534	154	US	70.09	154	US	70.09	154
Ft. Myers, FL	Washington, DC	892	316	153	US	47.40	148	US	47.40	148
Orlando/Kissimmee, FL	St. Louis, MO	880	688	152	AA	51.89	157	WN	39.01	144
Portland, OR	Santa Ana, CA	859	520	152	AS	84.64	152	UA	6.26	144
Indio/Palm Springs, CA	Portland, OR	873	291	146	AS	86.65	146	UA	6.96	140
Washington, DC	West Palm Beach, FL	859	558	145	US	59.44	149	DL	30.40	141
Orlando/Kissimmee, FL	Philadelphia, PA	861	1,768	142	US	63.44	145	FL	30.55	131
Austin, TX	Phoenix, AZ	868	441	138	WN	50.30	138	HP	38.41	137
Harrisburg, PA	Orlando/Kissimmee, FL	851	178	134	US	50.65	142	DL	30.40	123
Ft. Lauderdale, FL	Louisville, KY	896	225	133	DL	61.55	131	DL	61.55	131
Baltimore, MD	West Palm Beach, FL	883	457	133	WN	69.23	137	DL	13.21	132
Denver, CO	Houston, TX	889	1,387	132	CO	53.44	133	F9	12.40	100
Akron/Canton, OH	Orlando/Kissimmee, FL	860	312	129	FL	78.97	129	DL	12.01	120
Indianapolis, IN	Sarasota/Bradenton, FL	876	228	128	TZ	83.15	123	TZ	83.15	123
Atlantic City, NJ	Orlando/Kissimmee, FL	852	414	121	NK	98.77	121	DL	1.05	116
Las Vegas, NV	Seattle, WA	866	2,036	114	AS	50.40	117	HP	21.99	109
Distance Block - 901-950 miles										
Charlotte, NC	Houston, TX	921	178	319	US	45.21	309	US	45.21	309
Charlotte, NC	Dallas/Ft. Worth, TX	937	366	283	AA	51.99	289	AA	51.99	289
Baltimore, MD	Minneapolis/St.Paul, MN	936	247	268	NW	72.92	294	US	1.98	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/
Minneapolis/St.Paul, MN	Washington, DC	931	696	263	NW	74.05	291	US	1.71	134
Charlotte, NC	Minneapolis/St.Paul, MN	930	187	255	NW	47.35	283	TZ	18.92	147
Miami, FL	Washington, DC	921	890	222	AA	58.97	241	UA	28.32	197
Dallas/Ft. Worth, TX	Tampa/St. Petersburg/Lakeland, FL	929	678	212	AA	49.85	223	DL	29.07	206
Cincinnati, OH	Miami, FL	948	168	209	DL	83.05	210	AA	2.04	185
Dallas/Ft. Worth, TX	Jacksonville, FL	919	273	207	DL	46.74	211	DL	46.74	211
Cincinnati, OH	Ft. Lauderdale, FL	932	252	199	DL	88.53	200	US	4.19	182
Columbus, OH	Dallas/Ft. Worth, TX	927	348	196	AA	76.76	195	AA	76.76	195
Detroit, MI	New Orleans, LA	926	251	195	NW	71.07	205	US	1.68	125
Denver, CO	San Jose/Palo Alto, CA	948	542	194	UA	71.64	212	F9	20.12	140
Chicago, IL	Houston, TX	945	1,304	188	CO	36.09	195	WN	18.37	175
Kansas City, MO	Washington, DC	950	438	188	YX	56.20	196	AA	12.17	174
Atlanta, GA	Boston, MA	946	1,408	173	DL	76.13	182	FL	16.20	132
Cleveland, OH	Tampa/St. Petersburg/Lakeland, FL	927	426	170	CO	65.60	170	CO	65.60	170
Denver, CO	Sacramento, CA	910	395	169	UA	61.82	184	F9	29.87	140
Kansas City, MO	Salt Lake City, UT	919	180	161	DL	68.02	159	DL	68.02	159
Columbus, OH	Ft. Myers, FL	930	346	155	HP	53.87	152	HP	53.87	152
New Orleans, LA	Pittsburgh, PA	918	198	155	US	65.56	160	DL	19.69	137
Baltimore, MD	Miami, FL	946	540	155	AA	51.49	159	FL	29.39	140
Philadelphia, PA	Tampa/St. Petersburg/Lakeland, FL	920	1,125	151	US	72.43	152	FL	17.07	141
Phoenix, AZ	Tulsa, OK	935	229	151	WN	85.95	151	DL	3.54	134
Glendale/Burbank, CA	Seattle, WA	937	598	149	AS	81.96	150	AS	81.96	150
Portland, OR	San Diego, CA	933	693	148	AS	64.36	152	WN	20.57	143
Atlanta, GA	Minneapolis/St.Paul, MN	906	867	146	NW	49.18	142	NW	49.18	142
Baltimore, MD	Ft. Myers, FL	919	330	144	FL	73.69	145	DL	11.82	141
Ft. Lauderdale, FL	Washington, DC	901	1,207	138	B6	42.06	119	B6	42.06	119
Kansas City, MO	Raleigh/Durham, NC	904	198	137	WN	35.74	149	DL	23.87	124
Baltimore, MD	Ft. Lauderdale, FL	925	1,064	135	WN	54.27	140	FL	30.11	125
Los Angeles, CA	Spokane, WA	945	185	135	AS	41.00	143	DL	17.41	114
Atlantic City, NJ	Tampa/St. Petersburg/Lakeland, FL	914	174	130	NK	95.71	129	NK	95.71	129
New York, NY	Orlando/Kissimmee, FL	950	6,390	129	DL	31.24	123	B6	23.10	117
Ft. Myers, FL	Indianapolis, IN	946	829	128	TZ	70.66	129	DL	13.41	128
Atlantic City, NJ	West Palm Beach, FL	936	189	127	NK	98.41	127	DL	1.35	116
Dayton, OH	Ft. Myers, FL	932	188	122	DL	54.06	121	US	11.66	112
<u>Distance Block - 951-1000 miles</u>										
Dallas/Ft. Worth, TX	Detroit, MI	987	524	278	AA	50.70	281	AA	50.70	281
Minneapolis/St.Paul, MN	Philadelphia, PA	980	444	274	NW	59.51	298	US	21.21	271
Minneapolis/St.Paul, MN	Raleigh/Durham, NC	981	194	243	NW	62.93	266	UA	3.26	116
Memphis, TN	New York, NY	964	480	232	NW	71.18	238	US	2.52	149
Dallas/Ft. Worth, TX	Salt Lake City, UT	999	428	230	DL	38.00	248	HP	12.75	213
New Orleans, LA	Washington, DC	969	528	212	US	52.17	212	US	52.17	212
Dallas/Ft. Worth, TX	Orlando/Kissimmee, FL	984	1,034	205	AA	49.75	215	DL	33.56	195
Minneapolis/St.Paul, MN	Salt Lake City, UT	991	289	194	NW	56.23	201	DL	25.13	191
Austin, TX	Chicago, IL	972	449	189	AA	67.77	187	UA	18.31	179
Denver, CO	San Francisco, CA	967	1,104	186	UA	68.79	203	F9	24.69	142
Denver, CO	Oakland/Berkeley, CA	957	351	178	UA	91.74	180	DL	1.20	128
Santa Ana, CA	Seattle, WA	978	951	177	AS	88.35	178	UA	3.81	169
Houston, TX	Miami, FL	964	440	176	CO	61.76	178	AA	31.61	173
Columbus, OH	Miami, FL	990	187	176	DL	44.41	177	UA	11.30	155
Denver, CO	Portland, OR	992	530	176	UA	46.17	199	F9	29.72	150

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. Myers, FL	St. Louis, MO	979	251	173	AA	81.97	173	CO	1.06	134
Ft. Lauderdale, FL	Houston, TX	965	370	173	CO	73.13	170	CO	73.13	170
Austin, TX	Orlando/Kissimmee, FL	995	244	168	WN	37.18	161	AA	21.37	161
Columbus, OH	Ft. Lauderdale, FL	972	263	161	DL	44.84	166	WN	21.57	160
Detroit, MI	Orlando/Kissimmee, FL	957	1,650	155	NW	48.28	169	NK	31.29	139
Detroit, MI	Tampa/St. Petersburg/Lakeland, FL	987	1,211	154	NK	42.69	140	NK	42.69	140
Las Vegas, NV	Oklahoma City, OK	987	243	154	WN	40.17	165	UA	16.90	143
Los Angeles, CA	Seattle, WA	954	1,725	154	AS	51.40	158	WN	10.35	148
Ft. Myers, FL	Philadelphia, PA	992	548	153	US	65.00	159	FL	19.83	138
Ft. Lauderdale, FL	Pittsburgh, PA	994	454	150	US	69.79	148	US	69.79	148
Pittsburgh, PA	West Palm Beach, FL	952	242	148	US	71.06	146	US	71.06	146
Philadelphia, PA	West Palm Beach, FL	951	720	146	US	83.11	146	DL	10.61	140
Ft. Lauderdale, FL	Philadelphia, PA	992	1,310	145	US	62.08	148	FL	28.86	135
Ontario, CA	Seattle, WA	956	604	144	AS	74.41	144	AS	74.41	144
Ft. Myers, FL	Pittsburgh, PA	966	364	143	US	70.48	141	US	70.48	141
Long Beach, CA	Seattle, WA	965	169	142	AS	96.64	142	AS	96.64	142
Indio/Palm Springs, CA	Seattle, WA	987	464	140	AS	92.29	141	UA	3.73	132
Baltimore, MD	New Orleans, LA	998	542	139	WN	43.35	156	DL	22.61	127
Atlantic City, NJ	Ft. Lauderdale, FL	977	398	133	NK	99.53	132	NK	99.53	132
Atlantic City, NJ	Ft. Myers, FL	982	257	130	NK	99.35	130	NK	99.35	130
Denver, CO	Indianapolis, IN	977	468	128	UA	50.81	137	F9	36.18	116
Islip/Long Island, NY	Orlando/Kissimmee, FL	972	498	125	WN	94.78	124	WN	94.78	124
Baltimore, MD	Kansas City, MO	966	388	124	WN	67.66	128	NW	7.44	103
Distance Block - 1001-1050 miles										
Minneapolis/St.Paul, MN	New York, NY	1,028	1,232	320	NW	60.55	364	NW	60.55	364
Austin, TX	Minneapolis/St.Paul, MN	1,035	173	284	NW	60.49	297	UA	10.42	210
Cleveland, OH	Dallas/Ft. Worth, TX	1,021	283	268	AA	57.76	268	AA	57.76	268
Minneapolis/St.Paul, MN	New Orleans, LA	1,040	222	234	NW	62.25	265	FL	14.25	157
Boston, MA	St. Louis, MO	1,046	271	224	AA	85.84	224	UA	3.53	167
Columbus, OH	Houston, TX	1,001	232	202	CO	66.56	200	UA	2.34	148
Omaha, NE	Washington, DC	1,012	210	191	YX	63.47	202	UA	15.25	186
Miami, FL	Philadelphia, PA	1,013	700	188	US	48.18	199	AA	35.33	183
Cleveland, OH	Ft. Myers, FL	1,025	383	185	CO	85.80	187	UA	1.36	166
Chicago, IL	San Antonio, TX	1,041	504	183	AA	54.31	182	UA	27.57	174
Cleveland, OH	West Palm Beach, FL	1,020	195	181	CO	70.33	179	CO	70.33	179
New York, NY	Sarasota/Bradenton, FL	1,047	327	180	CO	67.37	181	CO	67.37	181
Denver, CO	Seattle, WA	1,024	904	179	UA	44.17	205	F9	24.51	148
Miami, FL	Pittsburgh, PA	1,013	231	177	US	67.97	180	FL	11.83	144
Houston, TX	Raleigh/Durham, NC	1,050	270	177	CO	57.67	178	CO	57.67	178
Orlando/Kissimmee, FL	San Antonio, TX	1,040	248	169	WN	48.14	154	WN	48.14	154
San Diego, CA	Seattle, WA	1,050	1,093	159	AS	73.81	161	WN	14.90	149
Boston, MA	Jacksonville, FL	1,011	209	155	DL	44.89	162	US	35.59	144
Indianapolis, IN	Miami, FL	1,021	234	154	DL	32.95	148	DL	32.95	148
Houston, TX	Phoenix, AZ	1,028	782	153	CO	37.73	150	CO	37.73	150
Grand Rapids, MI	Orlando/Kissimmee, FL	1,023	292	150	NW	31.56	155	UA	15.45	138
Grand Rapids, MI	Tampa/St. Petersburg/Lakeland, FL	1,044	211	149	NW	40.04	151	UA	13.45	141
New York, NY	West Palm Beach, FL	1,035	4,700	149	B6	33.86	132	B6	33.86	132
Kansas City, MO	Philadelphia, PA	1,038	266	148	US	78.51	141	UA	2.50	141
Chicago, IL	Sarasota/Bradenton, FL	1,050	269	146	TZ	78.70	133	TZ	78.70	133
Chicago, IL	Orlando/Kissimmee, FL	1,005	3,076	145	TZ	30.06	118	TZ	30.06	118

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/
Chicago, IL	Tampa/St. Petersburg/Lakeland, FL	1,014	2,195	143	TZ	26.84	114	TZ	26.84	114
Hartford, CT/Springfield, MA	Orlando/Kissimmee, FL	1,050	1,268	141	DL	58.53	142	WN	28.02	135
Phoenix, AZ	Spokane, WA	1,020	247	139	HP	65.54	139	HP	65.54	139
New York, NY	Tampa/St. Petersburg/Lakeland, FL	1,019	3,295	139	B6	28.82	123	B6	28.82	123
Kansas City, MO	Phoenix, AZ	1,044	789	137	WN	56.10	132	WN	56.10	132
Phoenix, AZ	Portland, OR	1,009	1,076	137	AS	40.60	131	AS	40.60	131
Moline, IL/Davenport, IA	Orlando/Kissimmee, FL	1,036	165	136	FL	42.43	144	AA	27.84	120
Flint, MI	Tampa/St. Petersburg/Lakeland, FL	1,040	234	131	FL	52.18	139	DL	12.56	120
Islip/Long Island, NY	Tampa/St. Petersburg/Lakeland, FL	1,034	387	131	WN	93.97	130	WN	93.97	130
Omaha, NE	Phoenix, AZ	1,037	656	129	HP	47.08	134	WN	36.25	124
Flint, MI	Orlando/Kissimmee, FL	1,011	403	129	FL	78.04	130	NW	11.37	129
Orlando/Kissimmee, FL	Rochester, NY	1,033	446	129	FL	50.78	126	FL	50.78	126
San Diego, CA	Spokane, WA	1,027	175	128	AS	42.30	139	DL	21.43	103
Kansas City, MO	Tampa/St. Petersburg/Lakeland, FL	1,048	381	126	DL	34.14	120	AA	13.59	117
Buffalo, NY	Orlando/Kissimmee, FL	1,011	626	126	WN	45.00	126	DL	11.27	117
Ft. Lauderdale, FL	Indianapolis, IN	1,005	653	120	TZ	54.86	113	TZ	54.86	113
<u>Distance Block - 1051-1100 miles</u>										
Houston, TX	Minneapolis/St.Paul, MN	1,059	354	292	NW	45.13	308	NW	45.13	308
Dallas/Ft. Worth, TX	Pittsburgh, PA	1,068	279	259	AA	34.77	279	DL	14.81	260
Cincinnati, OH	Denver, CO	1,069	190	246	DL	71.16	266	UA	15.71	188
Minneapolis/St.Paul, MN	San Antonio, TX	1,097	186	238	NW	72.22	249	UA	9.92	155
Detroit, MI	Houston, TX	1,093	444	235	CO	43.03	261	NW	38.25	219
Dallas/Ft. Worth, TX	Raleigh/Durham, NC	1,062	372	233	AA	58.00	249	FL	11.59	184
Miami, FL	St. Louis, MO	1,068	226	221	AA	80.77	228	UA	1.96	152
Cleveland, OH	Miami, FL	1,080	225	189	CO	46.99	190	AA	23.42	182
Dallas/Ft. Worth, TX	Las Vegas, NV	1,067	1,329	189	AA	56.86	202	HP	33.78	162
Ft. Lauderdale, FL	St. Louis, MO	1,056	375	185	AA	64.20	183	AA	64.20	183
Cleveland, OH	Ft. Lauderdale, FL	1,062	485	173	CO	73.24	172	UA	1.12	168
Miami, FL	New York, NY	1,097	3,765	172	AA	66.44	167	AA	66.44	167
New Orleans, LA	Philadelphia, PA	1,088	444	171	US	68.47	173	DL	15.98	169
Denver, CO	New Orleans, LA	1,062	453	169	UA	40.54	188	F9	31.34	160
Detroit, MI	Ft. Myers, FL	1,085	1,174	160	NK	59.75	145	NK	59.75	145
Las Vegas, NV	Tulsa, OK	1,076	234	159	WN	72.30	155	WN	72.30	155
Ft. Myers, FL	New York, NY	1,080	1,858	155	B6	47.02	139	B6	47.02	139
Detroit, MI	West Palm Beach, FL	1,087	582	154	NW	49.53	171	NK	37.05	132
Las Vegas, NV	San Antonio, TX	1,069	489	150	WN	78.29	147	UA	1.73	146
Austin, TX	Las Vegas, NV	1,085	537	142	WN	77.27	138	WN	77.27	138
Orlando/Kissimmee, FL	Providence, RI	1,073	1,219	141	WN	59.35	138	WN	59.35	138
Albany, NY	Orlando/Kissimmee, FL	1,073	700	139	WN	74.29	136	WN	74.29	136
Orlando/Kissimmee, FL	Syracuse, NY	1,053	377	138	DL	31.98	128	DL	31.98	128
Rochester, NY	Tampa/St. Petersburg/Lakeland, FL	1,079	247	134	DL	25.19	124	DL	25.19	124
Las Vegas, NV	Omaha, NE	1,099	679	133	WN	70.62	129	WN	70.62	129
Ft. Lauderdale, FL	New York, NY	1,076	9,254	132	B6	32.74	125	NK	12.33	121
Islip/Long Island, NY	West Palm Beach, FL	1,052	368	130	WN	94.11	129	WN	94.11	129
Kansas City, MO	Orlando/Kissimmee, FL	1,072	747	126	WN	51.94	125	AA	10.88	116
Milwaukee, WI	Orlando/Kissimmee, FL	1,066	981	124	YX	36.50	143	FL	24.01	112
Ft. Lauderdale, FL	Islip/Long Island, NY	1,093	725	123	WN	51.66	128	DL	45.65	116

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/
Milwaukee, WI	Tampa/St. Petersburg/Lakeland, FL	1,077	548	115	FL	33.31	101	FL	33.31	101
Buffalo, NY	Tampa/St. Petersburg/Lakeland, FL	1,054	527	111	DL	27.49	93	DL	27.49	93
<u>Distance Block - 1101-1200 miles</u>										
Boston, MA	Minneapolis/St.Paul, MN	1,124	463	321	NW	67.02	376	UA	8.11	168
Dallas/Ft. Worth, TX	Washington, DC	1,192	1,319	296	AA	68.05	327	DL	11.83	246
Houston, TX	Pittsburgh, PA	1,131	240	275	US	38.04	250	US	38.04	250
Dallas/Ft. Worth, TX	San Diego, CA	1,182	586	269	AA	58.16	302	HP	21.11	223
Dallas/Ft. Worth, TX	Miami, FL	1,121	486	256	AA	81.60	263	FL	3.32	191
Dallas/Ft. Worth, TX	Ft. Lauderdale, FL	1,119	476	240	AA	47.62	267	DL	32.50	220
Cleveland, OH	Houston, TX	1,107	373	237	CO	80.73	247	US	1.97	145
Columbus, OH	Denver, CO	1,155	197	223	UA	60.50	239	AA	13.56	194
New York, NY	Omaha, NE	1,155	183	216	CO	34.45	236	UA	20.01	188
Dallas/Ft. Worth, TX	West Palm Beach, FL	1,103	216	216	DL	56.36	221	AA	33.44	210
Kansas City, MO	New York, NY	1,113	679	209	YX	27.00	212	AA	25.87	163
Hartford, CT/Springfield, MA	Miami, FL	1,194	177	206	AA	42.77	212	DL	24.30	182
Dallas/Ft. Worth, TX	Ontario, CA	1,200	334	191	AA	64.75	176	AA	64.75	176
Detroit, MI	Miami, FL	1,145	575	190	NW	53.55	203	AA	24.89	178
Chicago, IL	West Palm Beach, FL	1,144	521	190	AA	35.69	185	DL	11.13	165
Chicago, IL	Miami, FL	1,197	1,456	182	AA	36.55	206	TZ	29.17	137
Jacksonville, FL	Minneapolis/St.Paul, MN	1,174	180	181	NW	58.27	180	FL	13.70	167
New Orleans, LA	New York, NY	1,183	1,378	180	CO	28.30	237	B6	15.77	130
Atlanta, GA	Denver, CO	1,199	1,084	177	DL	52.62	184	F9	14.13	146
San Antonio, TX	San Diego, CA	1,129	187	175	WN	57.03	170	WN	57.03	170
Albuquerque, NM	Chicago, IL	1,121	259	172	AA	42.69	171	UA	14.53	171
Austin, TX	San Diego, CA	1,161	227	171	WN	47.82	165	WN	47.82	165
St. Louis, MO	Salt Lake City, UT	1,156	216	166	AA	54.57	168	WN	33.37	158
Albuquerque, NM	Seattle, WA	1,180	193	166	WN	50.63	159	WN	50.63	159
Boston, MA	West Palm Beach, FL	1,197	1,000	163	DL	46.85	172	AA	36.11	156
Detroit, MI	Ft. Lauderdale, FL	1,127	1,070	161	NK	52.93	143	NK	52.93	143
Boston, MA	Tampa/St. Petersburg/Lakeland, FL	1,193	1,017	156	DL	75.58	156	DL	75.58	156
Ft. Myers, FL	Grand Rapids, MI	1,147	176	156	NW	40.73	158	DL	15.88	147
Des Moines, IA	Orlando/Kissimmee, FL	1,140	175	152	AA	23.51	158	NW	18.81	146
Hartford, CT/Springfield, MA	West Palm Beach, FL	1,133	638	152	DL	74.59	153	DL	74.59	153
Des Moines, IA	Phoenix, AZ	1,149	298	152	HP	36.24	182	NW	19.40	133
Portland, OR	Tucson, AZ	1,119	165	150	AS	39.21	159	DL	17.15	113
Chicago, IL	Ft. Myers, FL	1,120	1,722	149	TZ	42.50	133	TZ	42.50	133
Ft. Lauderdale, FL	Syracuse, NY	1,197	175	148	US	30.84	149	DL	24.64	133
Boston, MA	Orlando/Kissimmee, FL	1,121	1,753	146	DL	65.05	148	AA	13.93	142
Providence, RI	West Palm Beach, FL	1,148	428	145	WN	36.13	155	DL	24.26	138
Hartford, CT/Springfield, MA	Tampa/St. Petersburg/Lakeland, FL	1,120	731	145	DL	64.28	143	DL	64.28	143
Ft. Myers, FL	Kansas City, MO	1,155	208	145	YX	30.28	170	AA	17.01	121
Albany, NY	West Palm Beach, FL	1,163	188	144	US	32.90	155	DL	28.88	131
Baltimore, MD	Oklahoma City, OK	1,180	172	144	DL	37.07	139	AA	34.49	133
Denver, CO	Detroit, MI	1,123	733	144	NW	38.21	148	NK	27.75	118
Ft. Lauderdale, FL	Providence, RI	1,188	576	144	WN	37.11	156	US	29.59	132
Chicago, IL	Ft. Lauderdale, FL	1,182	2,471	141	TZ	28.98	115	TZ	28.98	115
Burlington, VT	Orlando/Kissimmee, FL	1,195	217	141	B6	35.88	139	DL	19.96	129

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/
Albany, NY	Tampa/St. Petersburg/Lakeland, FL	1,130	284	141	US	30.27	138	DL	27.09	133
Buffalo, NY	Ft. Myers, FL	1,144	180	141	US	28.21	135	US	28.21	135
Providence, RI	Tampa/St. Petersburg/Lakeland, FL	1,137	739	140	WN	62.16	145	DL	15.69	126
Ft. Lauderdale, FL	Rochester, NY	1,184	208	139	B6	30.67	142	DL	23.73	127
Ft. Lauderdale, FL	Hartford, CT/Springfield, MA	1,173	978	139	DL	69.75	141	WN	13.12	136
Phoenix, AZ	Seattle, WA	1,107	1,801	138	AS	54.29	134	AS	54.29	134
Manchester, NH	Orlando/Kissimmee, FL	1,142	890	137	WN	69.27	140	US	11.82	132
Madison, WI	Orlando/Kissimmee, FL	1,108	185	137	NW	33.13	140	AA	15.28	127
Syracuse, NY	Tampa/St. Petersburg/Lakeland, FL	1,104	237	137	DL	36.04	124	DL	36.04	124
Ft. Myers, FL	Hartford, CT/Springfield, MA	1,180	401	131	DL	55.88	130	DL	55.88	130
Ft. Myers, FL	Milwaukee, WI	1,183	506	131	YX	44.54	152	DL	24.42	104
Buffalo, NY	Ft. Lauderdale, FL	1,166	370	129	US	22.59	122	US	22.59	122
Kansas City, MO	Las Vegas, NV	1,140	1,025	127	WN	74.24	127	AA	5.30	118
Distance Block - 1201-1300 miles										
Houston, TX	Washington, DC	1,218	685	310	CO	73.40	337	US	3.20	152
Dallas/Ft. Worth, TX	Los Angeles, CA	1,246	925	274	AA	56.18	316	HP	13.68	208
Baltimore, MD	Dallas/Ft. Worth, TX	1,217	574	252	AA	63.41	265	FL	10.57	179
Cleveland, OH	Denver, CO	1,201	253	228	UA	46.86	234	CO	36.57	234
Denver, CO	Pittsburgh, PA	1,290	200	227	US	63.86	218	US	63.86	218
Dallas/Ft. Worth, TX	Santa Ana, CA	1,216	499	225	AA	77.02	222	DL	8.91	176
Glendale/Burbank, CA	Dallas/Ft. Worth, TX	1,243	238	215	AA	82.79	207	AA	82.79	207
Detroit, MI	San Antonio, TX	1,215	185	213	NW	53.79	219	AA	22.60	190
Chicago, IL	Salt Lake City, UT	1,258	573	207	DL	34.12	202	AA	19.18	193
Dallas/Ft. Worth, TX	Long Beach, CA	1,220	500	204	AA	96.13	203	AA	96.13	203
Chicago, IL	El Paso, TX	1,237	197	202	AA	77.51	203	HP	6.33	187
Baltimore, MD	Houston, TX	1,246	746	200	CO	49.95	210	WN	35.13	196
Austin, TX	Los Angeles, CA	1,238	415	186	AA	54.57	192	WN	25.79	171
Houston, TX	Salt Lake City, UT	1,220	407	186	CO	44.37	189	WN	11.22	180
Key West, FL	New York, NY	1,207	184	182	AA	57.45	154	AA	57.45	154
Los Angeles, CA	San Antonio, TX	1,210	304	177	WN	50.60	169	WN	50.60	169
Minneapolis/St.Paul, MN	Phoenix, AZ	1,276	1,859	168	NW	48.17	185	SY	12.83	137
Boston, MA	Ft. Myers, FL	1,249	1,196	167	DL	64.23	171	US	13.64	151
Boston, MA	Miami, FL	1,258	1,296	166	AA	74.92	164	US	7.85	156
Minneapolis/St.Paul, MN	Tucson, AZ	1,298	295	166	NW	57.80	172	NW	57.80	172
Houston, TX	Las Vegas, NV	1,243	1,178	165	CO	56.28	171	WN	35.44	155
Las Vegas, NV	Minneapolis/St.Paul, MN	1,300	1,488	160	NW	48.75	182	SY	21.66	136
Des Moines, IA	Las Vegas, NV	1,216	181	158	UA	39.82	157	DL	18.58	150
Boston, MA	Ft. Lauderdale, FL	1,237	1,589	154	DL	60.74	156	AA	22.85	147
Ft. Myers, FL	Providence, RI	1,201	307	150	DL	44.18	150	DL	44.18	150
Phoenix, AZ	St. Louis, MO	1,262	711	149	WN	51.96	131	WN	51.96	131
Kansas City, MO	Miami, FL	1,252	274	147	DL	33.23	143	DL	33.23	143
Ft. Lauderdale, FL	Manchester, NH	1,263	284	146	WN	45.58	154	US	24.45	137
Omaha, NE	Orlando/Kissimmee, FL	1,210	322	143	AA	18.36	131	WN	15.46	128
Albany, NY	Ft. Lauderdale, FL	1,204	300	142	WN	35.10	146	DL	16.35	135
Manchester, NH	West Palm Beach, FL	1,222	185	141	DL	35.36	129	DL	35.36	129
Manchester, NH	Tampa/St. Petersburg/Lakeland, FL	1,204	626	138	WN	60.44	146	DL	15.23	119
Seattle, WA	Tucson, AZ	1,216	330	138	AS	75.79	134	DL	4.00	128
Ft. Lauderdale, FL	Kansas City, MO	1,242	332	137	DL	35.28	130	AA	24.45	129
Miami, FL	Milwaukee, WI	1,259	286	134	DL	25.05	132	US	11.92	129

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	202	130	DL	40.41	124	DL	40.41	124
Ft. Lauderdale, FL	Milwaukee, WI	1,243	431	128	YX	31.37	148	FL	24.56	105
<u>Distance Block - 1301-1400 miles</u>										
Dallas/Ft. Worth, TX	New York, NY	1,391	2,608	302	AA	58.80	335	DL	12.20	237
Houston, TX	Philadelphia, PA	1,335	532	295	CO	41.57	323	DL	10.47	282
Houston, TX	Santa Ana, CA	1,365	305	262	CO	48.40	305	AA	16.55	173
Dallas/Ft. Worth, TX	Philadelphia, PA	1,302	761	262	AA	49.64	287	US	28.30	248
Austin, TX	Washington, DC	1,313	242	248	AA	44.23	254	UA	13.29	220
Houston, TX	Los Angeles, CA	1,397	1,044	239	CO	59.72	257	WN	20.56	202
Minneapolis/St.Paul, MN	Seattle, WA	1,399	438	235	NW	65.03	263	SY	8.91	130
San Antonio, TX	Washington, DC	1,381	325	232	DL	49.79	205	DL	49.79	205
Charlotte, NC	Denver, CO	1,338	266	212	US	54.60	216	TZ	13.35	167
Dallas/Ft. Worth, TX	Reno, NV	1,356	212	211	AA	50.50	220	F9	12.57	166
Houston, TX	San Diego, CA	1,320	480	205	CO	55.71	213	WN	21.53	184
Houston, TX	Ontario, CA	1,353	214	197	CO	43.01	192	CO	43.01	192
Minneapolis/St.Paul, MN	Tampa/St. Petersburg/Lakeland, FL	1,307	871	179	NW	53.02	204	SY	10.84	127
Las Vegas, NV	St. Louis, MO	1,372	625	175	AA	48.42	190	WN	43.19	157
Boston, MA	New Orleans, LA	1,367	326	170	DL	37.52	167	DL	37.52	167
Minneapolis/St.Paul, MN	Orlando/Kissimmee, FL	1,310	1,628	169	NW	48.33	194	DL	10.59	122
Kansas City, MO	San Diego, CA	1,333	317	167	WN	55.20	161	AA	10.79	154
Austin, TX	Baltimore, MD	1,340	326	166	WN	39.26	196	DL	17.86	141
New Orleans, LA	Phoenix, AZ	1,301	282	165	WN	50.93	161	WN	50.93	161
Kansas City, MO	Los Angeles, CA	1,363	565	157	WN	66.47	153	WN	66.47	153
Los Angeles, CA	Omaha, NE	1,330	198	150	UA	26.89	163	AA	14.85	128
Madison, WI	Phoenix, AZ	1,396	178	148	NW	44.13	151	AA	13.19	132
<u>Distance Block - 1401-1500 miles</u>										
Houston, TX	New York, NY	1,428	1,837	343	CO	70.44	382	US	2.73	112
Dallas/Ft. Worth, TX	Hartford, CT/Springfield, MA	1,471	224	321	AA	67.73	342	US	3.87	219
Dallas/Ft. Worth, TX	San Jose/Palo Alto, CA	1,450	444	310	AA	68.56	335	HP	18.48	246
Dallas/Ft. Worth, TX	San Francisco, CA	1,476	660	301	AA	50.76	341	HP	10.47	224
Dallas/Ft. Worth, TX	Oakland/Berkeley, CA	1,468	294	269	AA	60.91	276	HP	18.71	247
Denver, CO	Washington, DC	1,476	1,200	243	UA	60.37	299	NW	14.59	118
Austin, TX	San Jose/Palo Alto, CA	1,471	408	233	AA	76.12	234	UA	4.25	179
Dallas/Ft. Worth, TX	Sacramento, CA	1,442	274	230	AA	65.27	217	AA	65.27	217
Colorado Springs, CO	Washington, DC	1,487	187	227	UA	32.60	290	NW	25.64	123
Minneapolis/St.Paul, MN	Portland, OR	1,426	254	227	NW	61.31	247	F9	10.81	186
Baltimore, MD	Denver, CO	1,491	583	207	UA	67.89	228	F9	17.52	153
Indio/Palm Springs, CA	Minneapolis/St.Paul, MN	1,454	187	198	NW	66.81	222	SY	24.41	117
Denver, CO	Jacksonville, FL	1,447	169	197	DL	35.74	235	NW	18.10	139
Minneapolis/St.Paul, MN	Ontario, CA	1,494	191	197	NW	66.30	193	NW	66.30	193
Ft. Lauderdale, FL	Minneapolis/St.Paul, MN	1,487	542	194	NW	42.84	241	DL	18.43	143
Denver, CO	Raleigh/Durham, NC	1,436	219	193	AA	26.08	182	CO	19.17	129
Detroit, MI	Salt Lake City, UT	1,481	197	191	NW	32.33	185	AA	10.68	170
Kansas City, MO	Oakland/Berkeley, CA	1,489	168	189	WN	77.23	189	WN	77.23	189
Ft. Myers, FL	Minneapolis/St.Paul, MN	1,416	1,025	178	NW	57.54	194	SY	16.19	151
New Orleans, LA	Salt Lake City, UT	1,428	173	173	DL	35.15	187	AA	14.91	142
Milwaukee, WI	Phoenix, AZ	1,460	536	168	HP	37.06	162	NW	13.18	148
Kansas City, MO	Seattle, WA	1,489	227	167	WN	32.54	160	NW	11.04	153
Kansas City, MO	San Francisco, CA	1,499	175	165	UA	28.26	196	DL	22.41	139
Chicago, IL	Tucson, AZ	1,440	422	164	AA	70.48	160	AA	70.48	160
Nashville, TN	Phoenix, AZ	1,448	330	163	WN	70.79	170	AX	1.99	110

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/
Baltimore, MD	San Antonio, TX	1,407	389	155	WN	32.19	182	CO	26.88	124
Chicago, IL	Phoenix, AZ	1,444	3,375	134	AA	24.94	138	WN	18.15	121
Indianapolis, IN	Phoenix, AZ	1,489	755	122	HP	32.25	129	TZ	28.11	114
<u>Distance Block - 1501-1600 miles</u>										
Austin, TX	New York, NY	1,519	474	322	AA	38.90	298	AA	38.90	298
New York, NY	San Antonio, TX	1,587	360	320	CO	40.78	381	AA	29.72	290
Boston, MA	Dallas/Ft. Worth, TX	1,562	799	304	AA	63.45	331	DL	19.45	274
Minneapolis/St.Paul, MN	San Jose/Palo Alto, CA	1,576	237	272	NW	66.78	290	HP	13.03	215
Minneapolis/St.Paul, MN	Santa Ana, CA	1,522	271	269	NW	70.20	285	HP	10.14	237
Minneapolis/St.Paul, MN	San Francisco, CA	1,589	646	263	NW	71.10	282	TZ	2.92	180
Atlanta, GA	Phoenix, AZ	1,587	676	253	DL	57.52	266	HP	28.65	252
Atlanta, GA	Salt Lake City, UT	1,589	521	242	DL	73.43	262	NW	2.15	133
St. Louis, MO	Santa Ana, CA	1,570	178	238	AA	83.49	243	UA	3.99	204
Denver, CO	Philadelphia, PA	1,557	525	238	UA	43.63	264	US	40.90	218
Los Angeles, CA	Minneapolis/St.Paul, MN	1,536	912	221	NW	59.29	249	SY	6.41	140
Miami, FL	Minneapolis/St.Paul, MN	1,501	614	220	NW	52.30	250	US	3.15	168
Los Angeles, CA	St. Louis, MO	1,593	533	216	AA	76.18	222	UA	5.26	181
Minneapolis/St.Paul, MN	Sacramento, CA	1,518	190	212	NW	63.01	222	UA	12.02	189
Minneapolis/St.Paul, MN	San Diego, CA	1,532	605	199	NW	62.73	215	SY	9.26	134
Denver, CO	Orlando/Kissimmee, FL	1,545	988	195	UA	32.12	249	DL	15.50	128
Denver, CO	Tampa/St. Petersburg/Lakeland, FL	1,506	610	193	UA	36.95	224	F9	24.57	175
St. Louis, MO	San Diego, CA	1,558	299	191	AA	71.14	193	WN	16.57	177
Houston, TX	Reno, NV	1,553	243	179	CO	49.59	182	WN	25.43	163
New Orleans, LA	San Diego, CA	1,599	284	178	WN	45.31	167	WN	45.31	167
Las Vegas, NV	Milwaukee, WI	1,524	432	175	YX	43.51	186	HP	11.70	153
Las Vegas, NV	New Orleans, LA	1,501	310	169	WN	52.18	163	AA	10.16	162
Grand Rapids, MI	Phoenix, AZ	1,574	181	160	NW	52.63	161	UA	17.03	155
Albuquerque, NM	Orlando/Kissimmee, FL	1,552	198	157	WN	68.18	154	UA	4.38	146
Las Vegas, NV	Nashville, TN	1,588	465	152	WN	70.24	160	DL	12.22	133
Louisville, KY	Phoenix, AZ	1,506	190	145	WN	51.99	152	DL	25.56	131
Chicago, IL	Las Vegas, NV	1,521	3,940	134	UA	20.75	149	TZ	14.40	120
Indianapolis, IN	Las Vegas, NV	1,591	1,107	120	TZ	51.86	124	WN	19.73	112
<u>Distance Block - 1601-1700 miles</u>										
Houston, TX	San Francisco, CA	1,656	378	315	CO	57.12	341	HP	11.12	222
Dallas/Ft. Worth, TX	Seattle, WA	1,670	570	308	AA	49.71	365	F9	10.06	227
Los Angeles, CA	Memphis, TN	1,619	174	307	NW	74.50	325	CO	1.66	180
Boston, MA	Houston, TX	1,609	444	303	CO	64.82	313	DL	12.76	307
Dallas/Ft. Worth, TX	Portland, OR	1,626	291	265	AA	42.46	294	F9	13.48	198
Houston, TX	San Jose/Palo Alto, CA	1,629	302	236	CO	56.73	237	HP	17.44	225
Chicago, IL	Indio/Palm Springs, CA	1,657	223	227	AA	77.93	233	UA	10.23	222
Cincinnati, OH	Las Vegas, NV	1,678	230	221	DL	86.98	229	AA	1.79	112
Denver, CO	New York, NY	1,626	2,053	221	UA	45.17	261	F9	10.64	161
Albuquerque, NM	Washington, DC	1,650	285	220	AA	51.44	204	AA	51.44	204
Houston, TX	Sacramento, CA	1,632	232	215	CO	45.13	207	CO	45.13	207
Houston, TX	Oakland/Berkeley, CA	1,649	351	211	CO	58.54	203	CO	58.54	203
Los Angeles, CA	New Orleans, LA	1,671	607	204	UA	42.02	221	WN	20.10	181
Chicago, IL	Reno, NV	1,680	243	189	AA	56.42	184	AA	56.42	184
Detroit, MI	Phoenix, AZ	1,671	1,030	183	NW	47.47	194	HP	33.57	178
Denver, CO	Ft. Myers, FL	1,606	257	176	F9	54.59	171	AA	11.52	147
Albuquerque, NM	Baltimore, MD	1,670	227	176	WN	53.42	179	AA	11.01	161
Grand Rapids, MI	Las Vegas, NV	1,643	230	167	NW	49.83	169	UA	19.46	161

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	Phoenix, AZ	1,671	630	154	HP	39.27	183	DL	10.30	111
Birmingham, AL	Las Vegas, NV	1,618	261	145	WN	49.81	160	DL	37.86	124
Las Vegas, NV	Louisville, KY	1,624	307	138	WN	44.65	156	DL	39.11	119
<u>Distance Block - 1701-1800 miles</u>										
Aspen, CO	New York, NY	1,750	167	311	UA	80.82	307	UA	80.82	307
Eagle, CO	New York, NY	1,746	314	289	AA	70.06	281	UA	12.42	274
Charlotte, NC	Phoenix, AZ	1,774	186	273	US	57.07	306	TZ	13.54	195
Denver, CO	Miami, FL	1,709	301	264	UA	47.84	283	AA	32.40	267
Boston, MA	Denver, CO	1,754	719	238	UA	64.86	269	YX	4.10	115
Chicago, IL	Portland, OR	1,751	433	233	UA	55.28	255	AA	19.08	219
Atlanta, GA	Las Vegas, NV	1,747	948	233	DL	73.81	246	HP	12.88	200
Chicago, IL	Sacramento, CA	1,790	290	230	UA	65.67	250	WN	10.26	192
St. Louis, MO	Seattle, WA	1,710	264	228	AA	81.31	229	NW	2.48	165
St. Louis, MO	San Francisco, CA	1,736	240	221	AA	82.62	222	NW	1.39	197
Los Angeles, CA	Milwaukee, WI	1,756	254	206	YX	51.44	213	UA	17.16	192
Los Angeles, CA	Nashville, TN	1,797	397	198	WN	42.91	185	WN	42.91	185
Chicago, IL	Santa Ana, CA	1,731	788	189	UA	48.03	186	UA	48.03	186
Austin, TX	Seattle, WA	1,764	182	189	AA	37.08	201	DL	15.21	162
San Antonio, TX	Seattle, WA	1,774	170	185	AA	26.78	172	AA	26.78	172
Chicago, IL	Seattle, WA	1,733	1,132	178	UA	44.54	212	WN	10.80	109
Indianapolis, IN	San Diego, CA	1,783	220	175	AA	29.14	174	DL	11.01	163
Phoenix, AZ	Tampa/St. Petersburg/Lakeland, FL	1,788	429	174	HP	36.81	178	WN	29.98	157
Cleveland, OH	Phoenix, AZ	1,737	492	173	CO	54.21	161	WN	10.00	158
Chicago, IL	San Diego, CA	1,729	1,321	167	WN	33.54	117	WN	33.54	117
Chicago, IL	Los Angeles, CA	1,750	3,574	164	UA	34.55	190	WN	10.63	117
Nashville, TN	San Diego, CA	1,751	217	158	WN	49.85	173	DL	20.01	132
Detroit, MI	Las Vegas, NV	1,750	1,676	156	NW	45.62	177	NK	27.30	134
Denver, CO	Ft. Lauderdale, FL	1,703	927	144	NK	43.06	143	DL	12.27	126
Columbus, OH	Las Vegas, NV	1,772	923	139	HP	47.90	152	DL	11.59	118
<u>Distance Block - 1801-1900 miles</u>										
Cincinnati, OH	Los Angeles, CA	1,900	214	345	DL	70.41	385	NW	6.50	157
Atlanta, GA	San Diego, CA	1,891	463	260	DL	71.27	270	HP	12.62	235
Salt Lake City, UT	Washington, DC	1,851	359	260	DL	73.79	258	NW	1.98	198
Houston, TX	Seattle, WA	1,900	386	242	CO	57.45	244	HP	10.04	214
Albuquerque, NM	New York, NY	1,825	230	237	AA	27.35	260	UA	13.51	224
Atlanta, GA	Ontario, CA	1,900	222	236	DL	51.37	255	HP	24.34	230
Houston, TX	Portland, OR	1,850	200	220	CO	54.03	208	CO	54.03	208
Phoenix, AZ	Pittsburgh, PA	1,813	244	218	US	59.53	218	US	59.53	218
Salt Lake City, UT	Tampa/St. Petersburg/Lakeland, FL	1,887	181	202	DL	44.87	213	AA	10.56	168
Chicago, IL	San Francisco, CA	1,854	1,921	201	UA	55.38	232	TZ	19.30	112
Orlando/Kissimmee, FL	Phoenix, AZ	1,848	524	186	HP	38.43	193	WN	26.69	170
Baltimore, MD	Salt Lake City, UT	1,864	413	176	WN	41.10	166	WN	41.10	166
Chicago, IL	San Jose/Palo Alto, CA	1,838	647	168	AA	38.36	188	TZ	22.91	108
Chicago, IL	Oakland/Berkeley, CA	1,844	435	168	WN	59.13	118	WN	59.13	118
Cleveland, OH	Las Vegas, NV	1,825	897	165	CO	79.78	163	DL	1.99	162
Phoenix, AZ	Raleigh/Durham, NC	1,891	351	162	HP	29.98	180	DL	14.48	145
New Orleans, LA	Sacramento, CA	1,879	195	138	AA	25.82	122	AA	25.82	122
Indianapolis, IN	Los Angeles, CA	1,814	553	136	TZ	21.55	127	NW	13.01	120
<u>Distance Block - 1901-2000 miles</u>										
Tucson, AZ	Washington, DC	1,955	171	320	AA	52.79	333	HP	11.48	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/
Atlanta, GA	Santa Ana, CA	1,919	321	301	DL	64.45	317	HP	16.49	247
Philadelphia, PA	Salt Lake City, UT	1,926	226	283	DL	68.14	301	UA	11.87	219
Atlanta, GA	Los Angeles, CA	1,946	1,207	282	DL	61.70	322	HP	10.76	232
Detroit, MI	Santa Ana, CA	1,960	172	274	NW	47.49	305	HP	10.76	236
Phoenix, AZ	Washington, DC	1,979	499	264	HP	60.08	241	HP	60.08	241
Detroit, MI	Seattle, WA	1,927	241	248	NW	62.74	277	UA	12.30	190
Miami, FL	Phoenix, AZ	1,972	200	235	HP	32.96	271	DL	10.73	216
New Orleans, LA	San Francisco, CA	1,911	229	223	UA	52.60	233	AA	14.31	199
New York, NY	Salt Lake City, UT	1,989	1,076	223	DL	62.38	242	B6	19.39	152
Detroit, MI	San Diego, CA	1,957	376	213	NW	51.63	242	WN	12.22	156
Charlotte, NC	Las Vegas, NV	1,917	376	204	US	62.73	203	DL	11.43	195
Las Vegas, NV	Pittsburgh, PA	1,910	356	203	US	70.13	207	DL	4.78	167
Orlando/Kissimmee, FL	Salt Lake City, UT	1,929	405	202	DL	66.03	215	WN	10.75	153
Detroit, MI	Los Angeles, CA	1,979	1,213	194	NW	57.68	214	NK	22.36	146
Jacksonville, FL	Las Vegas, NV	1,965	204	185	DL	61.15	182	WN	12.08	175
Ft. Lauderdale, FL	Phoenix, AZ	1,972	385	184	HP	28.95	203	AA	14.99	150
New Orleans, LA	Oakland/Berkeley, CA	1,903	211	181	WN	58.07	177	WN	58.07	177
Columbus, OH	Los Angeles, CA	1,996	354	173	HP	29.64	190	NW	14.90	150
Baltimore, MD	Tucson, AZ	1,976	190	168	AA	34.00	155	DL	14.84	149
Baltimore, MD	Phoenix, AZ	1,998	872	162	WN	39.84	153	WN	39.84	153
Las Vegas, NV	Tampa/St. Petersburg/Lakeland, FL	1,984	713	158	WN	30.06	148	WN	30.06	148
Indianapolis, IN	San Francisco, CA	1,944	195	157	UA	40.35	161	NW	13.13	137
Columbus, OH	San Diego, CA	1,964	221	154	DL	21.93	153	AA	18.21	142
Buffalo, NY	Las Vegas, NV	1,987	369	152	WN	57.94	148	DL	8.20	145
Buffalo, NY	Phoenix, AZ	1,912	263	144	WN	56.10	140	US	17.64	140
Nashville, TN	Seattle, WA	1,977	199	143	WN	27.06	179	DL	19.03	120
Distance Block - 2001-2200 miles										
Atlanta, GA	San Francisco, CA	2,139	649	322	DL	65.56	343	UA	12.32	289
Atlanta, GA	Seattle, WA	2,182	489	284	DL	63.52	305	US	3.68	172
Atlanta, GA	San Jose/Palo Alto, CA	2,116	248	281	DL	56.02	300	HP	15.09	234
Las Vegas, NV	Washington, DC	2,089	511	275	UA	38.49	344	HP	32.29	228
Atlanta, GA	Portland, OR	2,172	276	274	DL	67.15	283	UA	10.52	242
Boston, MA	Salt Lake City, UT	2,105	317	273	DL	71.96	282	NW	2.11	226
New York, NY	Tucson, AZ	2,136	232	266	AA	39.90	263	AA	39.90	263
Detroit, MI	San Francisco, CA	2,079	423	261	NW	67.88	278	UA	12.60	220
Charlotte, NC	Los Angeles, CA	2,125	369	250	US	54.69	270	TZ	19.37	185
New York, NY	Phoenix, AZ	2,153	1,865	240	HP	36.11	237	HP	36.11	237
Orlando/Kissimmee, FL	Santa Ana, CA	2,186	173	240	AA	29.60	245	CO	10.19	225
Las Vegas, NV	Miami, FL	2,175	367	238	HP	52.17	218	HP	52.17	218
Philadelphia, PA	Phoenix, AZ	2,075	574	230	US	48.43	224	US	48.43	224
Atlanta, GA	Sacramento, CA	2,092	250	226	DL	54.11	235	UA	12.69	191
Jacksonville, FL	Los Angeles, CA	2,153	168	224	DL	50.07	227	AA	14.84	216
Atlanta, GA	Oakland/Berkeley, CA	2,130	207	224	DL	50.72	225	UA	17.18	211
Cleveland, OH	Los Angeles, CA	2,053	452	217	CO	67.67	216	US	1.55	126
Ft. Lauderdale, FL	Salt Lake City, UT	2,083	191	214	DL	49.21	228	AA	13.10	164
Los Angeles, CA	Pittsburgh, PA	2,136	296	207	US	72.34	208	DL	2.97	168
San Diego, CA	Tampa/St. Petersburg/Lakeland, FL	2,087	255	203	DL	33.09	202	AA	17.52	174
Las Vegas, NV	Philadelphia, PA	2,176	975	194	US	55.39	196	HP	30.78	186
Los Angeles, CA	Tampa/St. Petersburg/Lakeland, FL	2,158	593	192	DL	45.48	204	TZ	16.44	112
Cleveland, OH	San Diego, CA	2,026	190	192	CO	30.20	209	WN	13.08	170

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 Orleans, LA	Seattle, WA	2,086	278	190	DL	22.08	170	DL	22.08	170
Orlando/Kissimmee, FL	San Diego, CA	2,148	342	189	DL	39.42	182	WN	11.99	167
Las Vegas, NV	West Palm Beach, FL	2,158	181	185	DL	76.12	179	NW	1.48	118
Ontario, CA	Orlando/Kissimmee, FL	2,171	172	183	DL	32.67	191	HP	15.43	168
Ft. Lauderdale, FL	Las Vegas, NV	2,174	564	179	HP	40.18	168	HP	40.18	168
Raleigh/Durham, NC	San Diego, CA	2,193	223	176	AA	30.40	184	WN	20.85	172
Las Vegas, NV	Orlando/Kissimmee, FL	2,039	594	174	DL	29.76	179	WN	14.38	164
Las Vegas, NV	Norfolk, VA	2,155	212	168	WN	58.84	160	WN	58.84	160
Las Vegas, NV	Raleigh/Durham, NC	2,027	443	162	HP	25.61	146	HP	25.61	146
Baltimore, MD	Las Vegas, NV	2,106	1,243	162	HP	40.30	159	HP	40.30	159
<u>Distance Block - 2201-2400 miles</u>										
Los Angeles, CA	Washington, DC	2,311	1,298	381	UA	53.53	453	AA	23.45	354
San Diego, CA	Washington, DC	2,276	582	356	UA	44.19	473	AA	25.61	256
Los Angeles, CA	Miami, FL	2,342	657	346	AA	56.38	379	UA	20.18	350
Seattle, WA	Washington, DC	2,329	611	339	UA	47.95	384	AS	26.81	311
Charlotte, NC	San Francisco, CA	2,296	229	302	US	58.32	336	TZ	13.97	183
Philadelphia, PA	San Diego, CA	2,369	403	291	US	47.42	325	HP	19.76	237
Portland, OR	Washington, DC	2,350	229	288	UA	39.55	380	NW	11.56	173
Philadelphia, PA	Seattle, WA	2,378	277	281	US	45.86	301	TZ	11.01	184
Philadelphia, PA	Santa Ana, CA	2,380	178	280	AA	24.95	266	US	14.70	248
Pittsburgh, PA	San Francisco, CA	2,253	240	242	US	76.82	249	UA	10.38	236
Los Angeles, CA	Orlando/Kissimmee, FL	2,217	1,000	236	UA	29.54	268	DL	24.21	228
Raleigh/Durham, NC	San Jose/Palo Alto, CA	2,379	171	233	AA	41.46	241	WN	15.72	209
Los Angeles, CA	West Palm Beach, FL	2,330	173	217	DL	56.08	221	AA	14.98	198
Norfolk, VA	San Diego, CA	2,330	219	217	DL	49.52	210	AA	13.57	205
Boston, MA	Phoenix, AZ	2,300	526	210	HP	36.88	259	US	12.60	155
Los Angeles, CA	Norfolk, VA	2,371	179	206	DL	25.74	214	AA	23.26	175
Ft. Lauderdale, FL	Los Angeles, CA	2,342	839	205	AA	53.50	204	AA	53.50	204
Los Angeles, CA	Raleigh/Durham, NC	2,239	309	205	AA	27.85	204	US	13.69	184
Baltimore, MD	Los Angeles, CA	2,329	965	199	WN	37.31	161	WN	37.31	161
Boston, MA	Las Vegas, NV	2,381	875	196	HP	49.66	185	HP	49.66	185
Las Vegas, NV	New York, NY	2,248	3,690	193	HP	33.14	179	B6	18.74	163
Baltimore, MD	Portland, OR	2,358	202	189	UA	28.45	204	NW	16.48	170
San Francisco, CA	Tampa/St. Petersburg/Lakeland, FL	2,392	292	188	TZ	28.74	105	TZ	28.74	105
Baltimore, MD	Seattle, WA	2,335	376	187	UA	21.24	204	NW	20.92	162
Baltimore, MD	San Diego, CA	2,295	608	187	WN	27.41	177	WN	27.41	177
Buffalo, NY	Los Angeles, CA	2,217	168	183	UA	23.12	187	NW	13.67	151
Raleigh/Durham, NC	Seattle, WA	2,354	188	181	DL	28.66	174	NW	14.56	162
Baltimore, MD	Sacramento, CA	2,395	216	178	UA	29.02	195	AA	14.18	150
Ft. Lauderdale, FL	San Diego, CA	2,268	268	177	DL	47.22	169	DL	47.22	169
Baltimore, MD	Ontario, CA	2,283	170	173	AA	26.90	163	AA	26.90	163
Manchester, NH	Phoenix, AZ	2,279	170	172	WN	27.20	177	DL	18.40	153
Las Vegas, NV	Providence, RI	2,363	308	171	WN	33.51	156	WN	33.51	156
Hartford, CT/Springfield, MA	Phoenix, AZ	2,213	373	170	HP	31.01	181	WN	13.35	158
Las Vegas, NV	Manchester, NH	2,356	251	167	WN	32.55	162	DL	25.17	154
Albany, NY	Las Vegas, NV	2,237	286	162	WN	60.86	152	WN	60.86	152
Hartford, CT/Springfield, MA	Las Vegas, NV	2,298	420	161	DL	32.18	151	DL	32.18	151
Phoenix, AZ	Providence, RI	2,277	342	156	WN	73.76	151	US	9.62	149
Long Beach, CA	Washington, DC	2,300	543	152	B6	89.14	148	B6	89.14	148

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 - More than 2400 miles</u>										
San Francisco, CA	Washington, DC	2,442	800	428	UA	68.18	502	TZ	3.72	172
New York, NY	San Francisco, CA	2,586	2,526	422	UA	37.92	463	CO	19.32	385
Boston, MA	San Francisco, CA	2,704	1,006	390	UA	47.69	458	TZ	11.05	175
New York, NY	San Diego, CA	2,446	920	370	CO	31.59	450	HP	17.09	260
Los Angeles, CA	New York, NY	2,475	4,383	362	AA	29.84	437	CO	16.99	332
Miami, FL	San Francisco, CA	2,585	370	351	AA	47.84	370	AA	47.84	370
New York, NY	Santa Ana, CA	2,454	437	345	CO	47.12	375	HP	11.51	258
Boston, MA	San Diego, CA	2,588	295	343	AA	44.05	349	HP	10.93	303
Boston, MA	Los Angeles, CA	2,611	999	336	AA	37.24	387	TZ	10.65	195
Philadelphia, PA	San Francisco, CA	2,521	675	333	US	46.55	355	US	46.55	355
Boston, MA	San Jose/Palo Alto, CA	2,689	374	329	AA	60.07	357	TZ	15.50	179
Orlando/Kissimmee, FL	San Francisco, CA	2,445	256	318	UA	53.89	345	UA	53.89	345
San Jose/Palo Alto, CA	Washington, DC	2,424	206	310	UA	44.04	386	AA	21.10	312
New York, NY	Sacramento, CA	2,521	213	297	UA	35.37	314	HP	15.02	265
Boston, MA	Seattle, WA	2,496	318	296	AS	26.17	318	TZ	11.83	180
New York, NY	Portland, OR	2,454	410	289	CO	29.16	286	DL	14.62	284
Baltimore, MD	San Francisco, CA	2,457	240	281	UA	62.01	281	NW	5.52	165
Los Angeles, CA	Philadelphia, PA	2,401	921	275	US	38.88	285	US	38.88	285
New York, NY	San Jose/Palo Alto, CA	2,569	500	257	AA	49.89	221	AA	49.89	221
New York, NY	Seattle, WA	2,421	1,139	255	CO	21.85	369	B6	15.80	138
Miami, FL	Seattle, WA	2,724	221	239	AS	32.87	256	AA	19.62	221
New York, NY	Reno, NV	2,411	203	230	UA	31.20	218	UA	31.20	218
Ft. Lauderdale, FL	San Francisco, CA	2,583	252	216	DL	30.46	214	CO	17.09	184
Hartford, CT/Springfield, MA	Los Angeles, CA	2,527	345	202	AA	24.70	204	DL	18.75	174
Hartford, CT/Springfield, MA	San Diego, CA	2,502	208	194	AA	27.74	184	AA	27.74	184
Orlando/Kissimmee, FL	San Jose/Palo Alto, CA	2,419	273	192	AA	35.14	192	UA	19.36	192
Oakland/Berkeley, CA	Orlando/Kissimmee, FL	2,437	184	190	UA	27.65	198	WN	17.17	180
New York, NY	Ontario, CA	2,430	358	189	B6	56.05	156	B6	56.05	156
Ft. Lauderdale, FL	Portland, OR	2,693	180	186	DL	48.95	181	DL	48.95	181
Providence, RI	San Diego, CA	2,567	262	184	WN	31.30	162	DL	14.06	151
Orlando/Kissimmee, FL	Portland, OR	2,534	276	183	DL	40.02	182	WN	13.92	154
New York, NY	Oakland/Berkeley, CA	2,576	1,375	182	B6	69.91	173	B6	69.91	173
Los Angeles, CA	Manchester, NH	2,587	260	179	UA	31.34	187	WN	21.55	168
Los Angeles, CA	Providence, RI	2,592	317	176	UA	23.64	188	DL	17.83	156
Ft. Lauderdale, FL	Seattle, WA	2,717	328	175	DL	35.57	169	CO	17.17	166
Ft. Lauderdale, FL	Oakland/Berkeley, CA	2,575	173	174	WN	31.19	164	AA	13.76	155
Long Beach, CA	New York, NY	2,465	1,822	172	B6	73.83	170	B6	73.83	170
Baltimore, MD	Oakland/Berkeley, CA	2,446	223	170	WN	52.89	159	WN	52.89	159
Orlando/Kissimmee, FL	Sacramento, CA	2,407	227	169	UA	29.27	175	DL	22.42	167
Oakland/Berkeley, CA	Washington, DC	2,432	834	168	B6	48.04	139	B6	48.04	139
Manchester, NH	San Diego, CA	2,565	183	167	WN	32.93	151	WN	32.93	151
Orlando/Kissimmee, FL	Seattle, WA	2,553	540	163	DL	34.20	157	AA	18.49	145
Seattle, WA	Tampa/St. Petersburg/Lakeland, FL	2,520	296	157	DL	34.91	153	NW	12.24	144
Baltimore, MD	San Jose/Palo Alto, CA	2,438	320	156	WN	43.22	132	WN	43.22	132

Top 1,000 City-Pair Markets Summarized by City

First Quarter 2003 vs. 2002
Markets with 100,000 or more Passengers
Sorted by Average Passenger Trip Distance

Table 2

City	Number of Markets	2003				2002			
		Passengers	Avg. Fare	Avg. Yield (cents) 3/	Avg. Psgr Distance	Passengers	Avg. Fare	Avg. Yield (cents) 3/	Avg. Psgr Distance
Lubbock, TX	3	108,050	85	24.1	355	107,230	87	24.4	355
Little Rock, AR	5	124,380	114	29.8	383	127,580	111	28.9	383
Glendale/Burbank, CA	10	865,320	90	22.9	393	847,220	87	22.4	389
Boise, ID	8	260,490	93	19.9	468	264,630	94	20.4	459
Greensboro/High Point, NC	6	170,190	143	29.7	481	168,630	131	28.2	466
Spokane, WA	9	312,990	90	17.6	511	313,460	88	17.4	507
Tulsa, OK	6	190,760	116	22.0	526	200,990	112	21.4	524
El Paso, TX	9	271,730	117	19.9	586	276,650	115	19.7	582
Reno, NV	17	595,650	106	16.7	635	597,640	100	16.2	615
Dayton, OH	7	184,900	134	20.8	645	167,300	138	21.4	645
Oklahoma City, OK	11	241,680	129	19.6	659	227,870	133	19.8	672
Rochester, NY	8	230,380	125	18.8	665	203,360	127	19.4	655
Ontario, CA	18	937,340	106	15.5	684	950,880	106	14.9	712
Sacramento, CA	20	1,278,090	110	15.8	697	1,288,870	108	15.9	679
Memphis, TN	11	291,300	189	26.8	706	299,050	180	25.3	711
Birmingham, AL	9	217,450	140	19.3	727	213,380	132	18.7	703
Oakland/Berkeley, CA	27	2,252,970	107	13.8	773	2,005,800	106	15.2	701
Albuquerque, NM	17	565,720	132	16.9	782	565,700	127	15.9	796
Louisville, KY	14	311,760	145	18.4	788	359,200	130	16.4	796
Jacksonville, FL	20	537,800	144	18.2	789	550,880	128	16.1	796
St. Louis, MO	37	1,415,800	159	20.1	790	1,412,170	156	19.8	791
Nashville, TN	26	852,440	145	18.1	803	828,040	138	17.5	786
Atlanta, GA	68	4,223,820	169	20.9	808	4,349,590	159	20.0	796
Santa Ana, CA	22	1,245,460	143	17.6	809	1,161,380	154	18.3	837
Dallas/Ft. Worth, TX	66	3,982,550	190	22.7	840	4,065,830	187	22.2	843
Cincinnati, OH	18	425,270	243	28.9	843	445,930	247	27.9	882
San Jose/Palo Alto, CA	25	1,558,630	132	15.6	846	1,637,440	131	16.5	793
Houston, TX	58	2,936,060	174	20.2	860	2,966,070	173	19.9	865
Syracuse, NY	4	109,040	131	15.2	864	107,100	122	14.8	823
San Antonio, TX	26	751,310	155	17.8	873	797,270	149	16.6	894
Austin, TX	22	715,520	161	18.4	875	735,020	156	17.6	890
Raleigh/Durham, NC	29	938,370	156	17.7	885	1,070,170	122	14.6	835
Omaha, NE	11	355,810	135	15.3	887	347,570	135	14.7	913
Kansas City, MO	34	1,284,770	139	15.6	892	1,346,120	135	15.5	873
Pittsburgh, PA	21	746,000	186	20.8	893	820,770	168	20.2	832
Islip/Long Island, NY	7	231,640	118	13.0	906	237,010	108	12.7	853
Charlotte, NC	21	573,980	248	27.3	909	520,650	267	32.1	833
New Orleans, LA	36	1,387,720	148	16.1	922	1,423,810	143	15.5	919
Buffalo, NY	13	468,440	121	13.0	927	515,090	114	12.2	933
Tucson, AZ	15	424,810	134	14.4	930	414,070	132	14.3	919
Cleveland, OH	24	943,680	175	18.8	931	974,930	163	17.2	946
Atlantic City, NJ	5	128,880	128	13.7	934	152,800	117	12.6	930

Table 2

		2003				2002			
City	Number of Markets	Passengers	Avg. Fare	Avg. Yield (cents) 3/	Avg. Psgr Distance	Passengers	Avg. Fare	Avg. Yield (cents) 3/	Avg. Psgr Distance
Columbus, OH	21	787,970	152	16.2	940	815,440	146	15.8	924
Chicago, IL	72	6,739,550	153	15.9	959	6,405,290	163	17.5	932
Detroit, MI	39	2,200,140	175	17.9	980	2,167,100	172	17.7	972
Salt Lake City, UT	35	1,478,640	150	15.3	986	1,436,980	155	15.5	997
Portland, OR	31	1,375,720	142	14.3	994	1,416,640	138	14.0	991
Indio/Palm Springs, CA	5	138,830	154	15.5	996	138,360	154	16.0	963
Indianapolis, IN	26	1,026,320	145	14.3	1,016	939,200	152	15.3	992
Norfolk, VA	11	224,710	143	13.9	1,033	246,380	133	13.0	1,026
Baltimore, MD	52	2,610,070	138	13.3	1,038	2,722,930	133	12.7	1,051
Tampa/St. Petersburg/Lakeland, FL	57	2,834,990	144	13.9	1,038	2,911,170	133	13.1	1,019
Denver, CO	51	3,024,000	176	16.7	1,052	2,882,930	201	19.0	1,059
Washington, DC	47	2,889,870	217	20.6	1,053	2,718,790	220	21.6	1,020
Phoenix, AZ	60	4,257,410	136	12.7	1,071	3,927,680	139	13.1	1,058
Milwaukee, WI	18	618,940	159	14.8	1,071	562,100	189	17.2	1,102
West Palm Beach, FL	22	1,145,170	151	14.0	1,075	1,107,670	152	14.0	1,084
Minneapolis/St.Paul, MN	45	2,261,520	209	19.1	1,093	2,125,430	215	19.7	1,092
Albany, NY	8	232,420	139	12.7	1,095	237,040	126	11.6	1,087
Orlando/Kissimmee, FL	68	4,363,760	147	13.4	1,100	4,417,230	138	12.5	1,101
Philadelphia, PA	37	1,938,930	206	18.3	1,123	2,117,890	195	17.6	1,106
Ft. Myers, FL	24	1,209,160	154	13.5	1,141	1,094,630	155	13.8	1,124
San Diego, CA	42	2,299,970	154	13.5	1,142	2,311,930	148	13.2	1,122
Las Vegas, NV	66	5,490,390	131	11.5	1,144	5,121,630	121	10.7	1,133
Boston, MA	39	2,624,920	203	17.7	1,145	2,616,570	196	17.4	1,126
Ft. Lauderdale, FL	48	3,244,540	144	12.3	1,170	3,252,450	138	12.0	1,151
New York, NY	72	8,888,920	197	16.6	1,193	8,751,930	199	16.7	1,190
Providence, RI	16	625,600	142	11.8	1,201	648,340	127	11.1	1,149
Miami, FL	32	1,575,090	191	15.8	1,211	1,524,660	185	15.3	1,211
Manchester, NH	11	398,000	135	11.0	1,226	385,470	122	10.1	1,204
Hartford, CT/Springfield, MA	19	760,410	161	13.1	1,232	790,100	146	12.1	1,214
Seattle, WA	44	2,564,360	159	12.9	1,238	2,570,030	156	12.7	1,225
Grand Rapids, MI	6	115,770	160	12.4	1,287	105,080	165	12.9	1,282
Los Angeles, CA	57	4,552,640	185	13.4	1,382	4,719,770	185	13.6	1,360
Long Beach, CA	8	473,270	125	9.0	1,386	139,680	174	9.8	1,778
San Francisco, CA	35	1,959,900	243	15.7	1,548	2,275,660	247	16.3	1,516

City-Pair Markets with the Largest Percentage Increase in Average Fare
First Quarter 2003 vs. 2002

Table 3

City Pair		Average One Way Fare				Passengers			
		2003	2002	Amount Change	Percent Change	2003	2002	Amount Change	Percent Change
New York, NY	Raleigh/Durham, NC	195	82	113	137.4	105,260	163,540	-58,280	-35.6
Raleigh/Durham, NC	Washington, DC	208	88	119	135.5	23,080	29,270	-6,190	-21.1
Philadelphia, PA	Pittsburgh, PA	200	90	110	122.0	47,960	87,110	-39,150	-44.9
Boston, MA	Raleigh/Durham, NC	207	94	113	120.7	32,970	51,100	-18,130	-35.5
Atlanta, GA	Savannah, GA	92	57	35	60.1	27,450	33,340	-5,890	-17.7
Las Vegas, NV	San Francisco, CA	121	79	42	53.3	101,110	161,570	-60,460	-37.4
Newport News/Hampton/Wmsburg, VA	New York, NY	91	66	25	38.6	17,250	6,150	11,100	180.5
Dallas/Ft. Worth, TX	Kansas City, MO	184	133	51	38.3	53,650	74,870	-21,220	-28.3
Dallas/Ft. Worth, TX	Jacksonville, FL	207	152	55	36.0	24,540	27,720	-3,180	-11.5
Las Vegas, NV	Miami, FL	238	176	62	34.9	32,990	46,550	-13,560	-29.1
Orlando/Kissimmee, FL	San Antonio, TX	169	126	44	34.8	22,290	29,360	-7,070	-24.1
Baltimore, MD	Boston, MA	99	74	25	34.0	86,370	112,840	-26,470	-23.5
Louisville, KY	Tampa/St. Petersburg/Lakeland, FL	130	98	32	32.9	21,440	33,380	-11,940	-35.8
Chicago, IL	Pittsburgh, PA	174	131	43	32.7	54,850	74,210	-19,360	-26.1
Tallahassee, FL	Tampa/St. Petersburg/Lakeland, FL	94	71	22	31.1	25,360	29,740	-4,380	-14.7
TOTAL						676,570	960,750	-284,180	-29.6

City-Pair Markets with the Largest Percentage Decrease in Average Fare
First Quarter 2003 vs. 2002

Table 4

		Average One Way Fare				Passengers			
City Pair		2003	2002	Amount Change	Percent Change	2003	2002	Amount Change	Percent Change
Atlanta, GA	Wichita, KS	108	219	-111	-50.7	15,830	6,610	9,220	139.5
Oakland/Berkeley, CA	Washington, DC	168	339	-171	-50.5	75,020	7,130	67,890	952.2
Chicago, IL	Oakland/Berkeley, CA	168	337	-169	-50.3	39,120	16,510	22,610	136.9
Chicago, IL	Cincinnati, OH	154	292	-138	-47.2	44,880	32,720	12,160	37.2
Charlotte, NC	Chicago, IL	139	257	-118	-45.8	67,970	37,660	30,310	80.5
Boise, ID	Denver, CO	130	236	-106	-45.0	19,670	13,350	6,320	47.3
Atlanta, GA	Milwaukee, WI	117	208	-91	-43.7	44,740	28,430	16,310	57.4
Chicago, IL	White Plains, NY	207	364	-156	-43.0	23,600	23,350	250	1.1
Denver, CO	Detroit, MI	144	245	-101	-41.4	65,980	40,160	25,820	64.3
Kansas City, MO	Philadelphia, PA	148	252	-104	-41.2	23,960	19,420	4,540	23.4
Denver, CO	Oklahoma City, OK	132	220	-88	-40.0	21,590	13,490	8,100	60.0
Denver, CO	Tucson, AZ	131	206	-76	-36.7	37,240	21,510	15,730	73.1
Chicago, IL	San Jose/Palo Alto, CA	168	261	-93	-35.7	58,190	39,850	18,340	46.0
Denver, CO	Indianapolis, IN	128	199	-71	-35.6	42,100	28,630	13,470	47.0
Chicago, IL	Des Moines, IA	113	175	-62	-35.5	21,720	17,990	3,730	20.7
Denver, CO	Oakland/Berkeley, CA	178	270	-92	-34.2	31,610	22,300	9,310	41.7
San Francisco, CA	Tampa/St. Petersburg/Lakeland, FL	188	282	-94	-33.2	26,270	14,440	11,830	81.9
Sacramento, CA	Santa Ana, CA	89	133	-43	-32.7	90,510	41,100	49,410	120.2
Chicago, IL	San Diego, CA	167	246	-79	-32.1	118,860	77,220	41,640	53.9
Chicago, IL	Rochester, NY	169	249	-80	-32.0	15,480	13,100	2,380	18.2
Chicago, IL	Richmond, VA	196	285	-89	-31.3	20,230	17,130	3,100	18.1
Milwaukee, WI	Tampa/St. Petersburg/Lakeland, FL	115	165	-50	-30.3	49,320	31,190	18,130	58.1
TOTAL						953,890	563,290	390,600	69.3

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, US Airways flew 24,620 passengers between Charlotte, NC and Philadelphia, PA, or 87% of market passengers, at an average fare of \$326. US Airways' *Minimum \$25 Fare Interval* between Charlotte and Philadelphia is \$100; the percent of passengers in that interval was seven percent. This means that seven percent of US Airways' passengers in this market paid between \$76 and \$100 each way. The \$76 to \$100 fare interval was the lowest in which at least five percent of US Airways' passengers flew. US Airways' *Maximum \$25 Fare Interval* is listed as \$525; the percentage of passengers in that interval was eight percent. This means that eight percent of US Airways' Charlotte – Philadelphia passengers paid between \$501 and \$525 each way. The \$501 to \$525 fare interval was the highest in which at least five percent of US Airways' passengers flew. Sixty-two percent of US Airways' passengers paid

more than \$300 each way (three times \$100, the top of the lowest significant fare interval for US Airways in this market).

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

First Quarter 2003

Table 5

							Minimum \$25 Fare Interval		Maximum \$25 Fare Interval		% Psgrs Paying Over 3x the Minimum
Average Mkt Fare	Origin	Destination	Carrier	Psgrs	Market Share	Average Fare	Fare	%Psgrs	Fare	%Psgrs	
Markets Under 750 Miles, City-Pairs with Average Fares Above \$200											
\$309	Charlotte, NC	Philadelphia, PA	US	24,620	87%	\$326	\$100	7%	\$525	8%	62%
\$307	Cleveland, OH	Philadelphia, PA	CO	8,200	43%	\$317	\$100	20%	\$575	5%	54%
			US	9,910	52%	\$306	\$75	5%	\$575	7%	56%
\$303	Boston, MA	Cleveland, OH	CO	15,050	84%	\$312	\$100	5%	\$575	17%	43%
\$297	Charlotte, NC	New York, NY	CO	15,870	21%	\$320	\$125	12%	\$550	6%	42%
			US	55,870	73%	\$296	\$100	12%	\$500	14%	52%
\$292	Detroit, MI	Minneapolis/St.Paul, MN	NW	41,000	89%	\$305	\$125	10%	\$575	7%	32%
\$291	Pittsburgh, PA	Washington, DC	US	16,930	98%	\$292	\$100	8%	\$425	8%	56%
\$288	Boston, MA	Charlotte, NC	US	16,990	86%	\$294	\$100	13%	\$525	5%	46%
\$287	Cincinnati, OH	Minneapolis/St.Paul, MN	DL	8,420	48%	\$284	\$50	6%	\$600	6%	70%
			NW	8,160	47%	\$298	\$125	20%	\$600	6%	32%
\$287	Cleveland, OH	Minneapolis/St.Paul, MN	CO	4,750	22%	\$309	\$125	16%	\$600	6%	37%
			NW	13,630	62%	\$297	\$125	17%	\$550	7%	29%
\$287	Boston, MA	Detroit, MI	NW	29,750	84%	\$304	\$125	20%	\$600	12%	35%
\$283	Cincinnati, OH	Philadelphia, PA	DL	11,920	56%	\$283	\$75	5%	\$550	11%	52%
			US	7,880	37%	\$287	\$75	10%	\$575	5%	51%
\$280	Charlotte, NC	Washington, DC	US	26,420	89%	\$278	\$100	17%	\$475	5%	57%
\$280	Atlanta, GA	Cincinnati, OH	DL	22,890	94%	\$285	\$125	11%	\$550	6%	34%
\$279	Cleveland, OH	New York, NY	CO	54,340	83%	\$290	\$75	5%	\$550	14%	48%
\$279	Baltimore, MD	Charlotte, NC	US	15,640	95%	\$279	\$100	19%	\$475	10%	54%
\$275	Charlotte, NC	Detroit, MI	NW	11,040	59%	\$297	\$100	7%	\$525	12%	42%
			US	5,890	31%	\$259	\$100	16%	\$525	8%	34%
\$273	Nashville, TN	Philadelphia, PA	DL	1,810	12%	\$304	\$100	6%	\$375	8%	51%
			US	11,430	74%	\$275	\$100	8%	\$550	10%	39%
\$272	Cincinnati, OH	New York, NY	CO	8,640	14%	\$309	\$125	20%	\$550	9%	38%
			DL	46,770	77%	\$273	\$75	5%	\$550	6%	52%
\$269	Huntsville/Decatur, AL	Washington, DC	DL	8,520	41%	\$257	\$125	17%	\$400	9%	19%
			US	11,800	57%	\$280	\$125	6%	\$400	13%	19%
\$269	Columbus, OH	Minneapolis/St.Paul, MN	NW	15,040	78%	\$287	\$125	13%	\$550	8%	28%
			UA	2,400	12%	\$172	\$75	12%	\$250	17%	28%
\$268	Atlanta, GA	Louisville, KY	DL	16,180	94%	\$271	\$100	8%	\$475	9%	46%
\$262	Boston, MA	Pittsburgh, PA	US	28,230	94%	\$264	\$100	25%	\$500	14%	42%
\$261	Kansas City, MO	Minneapolis/St.Paul, MN	NW	26,840	90%	\$271	\$100	8%	\$400	6%	52%
\$260	Louisville, KY	New York, NY	CO	8,260	38%	\$302	\$100	6%	\$600	5%	46%
			DL	2,360	11%	\$256	\$125	15%	\$400	7%	23%
			US	7,650	35%	\$235	\$100	9%	\$550	8%	26%
\$258	Indianapolis, IN	Philadelphia, PA	TZ	2,430	11%	\$148	\$125	34%	\$225	7%	0%
			US	16,460	72%	\$276	\$100	9%	\$550	6%	43%
\$256	Minneapolis/St.Paul, MN	Pittsburgh, PA	NW	10,180	63%	\$267	\$100	9%	\$500	9%	35%
			US	3,820	24%	\$258	\$100	13%	\$500	9%	35%

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

First Quarter 2003

Table 5

Average Mkt Fare	Origin	Destination					Minimum \$25 Fare Interval		Maximum \$25 Fare Interval		% Psgrs Paying Over 3x the Minimum
			Carrier	Psgrs	Market Share	Average Fare	Fare	%Psgrs	Fare	%Psgrs	
\$256	Detroit, MI	Philadelphia, PA	NW	24,200	58%	\$257	\$100	13%	\$500	9%	35%
			US	15,470	37%	\$260	\$100	11%	\$500	8%	37%
\$246	Atlanta, GA	Charlotte, NC	DL	17,090	69%	\$247	\$100	5%	\$400	10%	29%
			US	7,290	29%	\$244	\$75	7%	\$400	8%	57%
\$244	Indianapolis, IN	Minneapolis/St.Paul, MN	NW	19,140	73%	\$273	\$100	6%	\$575	6%	40%
			TZ	4,220	16%	\$152	\$125	33%	\$225	6%	0%
\$243	Minneapolis/St.Paul, MN	Nashville, TN	NW	14,880	86%	\$250	\$100	5%	\$325	7%	32%
\$242	Minneapolis/St.Paul, MN	St. Louis, MO	AA	17,820	44%	\$230	\$100	9%	\$450	8%	28%
			NW	20,890	52%	\$256	\$100	9%	\$450	13%	37%
\$241	Dallas/Ft. Worth, TX	Nashville, TN	AA	20,370	61%	\$251	\$100	5%	\$200	6%	34%
			CO	4,080	12%	\$222	\$150	6%	\$300	23%	1%
			WN	4,000	12%	\$236	\$175	11%	\$300	12%	0%
\$241	Atlanta, GA	Indianapolis, IN	DL	21,250	78%	\$259	\$100	10%	\$500	9%	35%
\$234	Detroit, MI	Washington, DC	NW	48,110	93%	\$238	\$100	17%	\$475	9%	27%
\$233	Greenville/Spartanburg, SC	New York, NY	CO	7,320	36%	\$261	\$75	6%	\$475	16%	46%
			DL	2,160	11%	\$261	\$125	12%	\$400	6%	22%
			US	10,080	50%	\$203	\$100	11%	\$500	7%	21%
\$232	Charlotte, NC	Tampa/St. Petersburg/Lakeland, FL	DL	3,770	17%	\$184	\$100	18%	\$175	7%	19%
			US	17,250	80%	\$243	\$100	11%	\$550	6%	35%
\$231	Charlotte, NC	Orlando/Kissimmee, FL	US	22,040	90%	\$232	\$100	9%	\$450	6%	32%
\$231	Detroit, MI	Indianapolis, IN	NW	18,000	86%	\$248	\$100	12%	\$400	7%	39%
			WN	2,110	10%	\$113	\$100	27%	\$125	66%	0%
\$229	Boston, MA	Philadelphia, PA	AA	9,810	12%	\$185	\$75	6%	\$350	8%	28%
			US	62,220	78%	\$243	\$100	14%	\$400	8%	38%
\$229	Atlanta, GA	Nashville, TN	DL	16,490	93%	\$231	\$100	11%	\$475	5%	33%
\$226	Cincinnati, OH	Washington, DC	DL	25,100	93%	\$230	\$75	12%	\$500	7%	51%
\$223	Baltimore, MD	Detroit, MI	NW	24,230	72%	\$252	\$100	10%	\$375	9%	42%
			WN	7,580	22%	\$143	\$100	6%	\$175	54%	0%
\$222	Detroit, MI	Milwaukee, WI	NW	17,670	94%	\$226	\$100	11%	\$400	5%	13%
\$221	Dallas/Ft. Worth, TX	Louisville, KY	AA	10,270	62%	\$224	\$75	6%	\$225	6%	37%
			DL	4,270	26%	\$223	\$75	7%	\$200	7%	30%
\$220	Milwaukee, WI	New York, NY	CO	7,250	16%	\$280	\$100	10%	\$400	9%	52%
			YX	27,900	61%	\$230	\$125	27%	\$425	5%	13%
\$219	Atlanta, GA	St. Louis, MO	AA	22,240	48%	\$206	\$75	9%	\$450	6%	38%
			DL	21,380	46%	\$239	\$100	9%	\$450	10%	36%
\$218	Atlanta, GA	Cleveland, OH	CO	10,710	33%	\$233	\$125	27%	\$400	11%	18%
			DL	19,380	60%	\$212	\$50	6%	\$400	8%	56%
\$217	St. Louis, MO	Washington, DC	AA	41,940	91%	\$220	\$125	31%	\$300	7%	9%
\$213	Atlanta, GA	Richmond, VA	DL	26,290	91%	\$217	\$100	6%	\$400	6%	23%
\$213	New York, NY	Pittsburgh, PA	CO	14,640	16%	\$264	\$100	18%	\$450	6%	46%
			US	67,780	76%	\$205	\$75	14%	\$375	7%	41%
\$211	Atlanta, GA	Columbus, OH	DL	23,120	87%	\$215	\$100	23%	\$150	11%	31%

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

First Quarter 2003

Table 5

Average Mkt Fare	Origin	Destination	Carrier	Psgs	Market Share	Average Fare	Minimum \$25 Fare Interval		Maximum \$25 Fare Interval		% Psgrs Paying Over 3x the Minimum
							Fare	%Psgrs	Fare	%Psgrs	
\$210	Boston, MA	Columbus, OH	AA	4,990	27%	\$204	\$100	8%	\$325	6%	24%
			HP	10,890	60%	\$217	\$100	6%	\$325	6%	31%
\$210	New York, NY	Richmond, VA	CO	9,490	28%	\$284	\$100	9%	\$425	7%	57%
			DL	5,490	16%	\$167	\$75	10%	\$275	13%	27%
			US	18,850	55%	\$185	\$75	7%	\$275	12%	31%
\$209	Houston, TX	Memphis, TN	CO	6,410	40%	\$236	\$100	9%	\$450	11%	32%
			NW	7,090	44%	\$192	\$75	5%	\$250	5%	29%
\$208	Raleigh/Durham, NC	Washington, DC	AA	14,380	62%	\$203	\$100	9%	\$375	6%	22%
			US	8,370	36%	\$216	\$75	6%	\$375	19%	44%
\$207	Boston, MA	Raleigh/Durham, NC	AA	17,170	52%	\$229	\$100	5%	\$500	6%	25%
			DL	10,870	33%	\$190	\$100	10%	\$500	6%	19%
\$207	Chicago, IL	White Plains, NY	AA	20,570	87%	\$202	\$100	34%	\$225	17%	16%
\$207	Providence, RI	Washington, DC	US	17,600	98%	\$207	\$100	22%	\$375	7%	21%
\$207	Dallas/Ft. Worth, TX	Omaha, NE	AA	14,400	86%	\$210	\$100	15%	\$400	12%	24%
\$206	Hartford, CT/Springfield, MA	Washington, DC	UA	5,340	24%	\$217	\$100	18%	\$600	8%	29%
			US	16,780	74%	\$204	\$100	24%	\$350	12%	27%
\$206	Charlotte, NC	Ft. Lauderdale, FL	DL	3,290	17%	\$179	\$75	7%	\$200	6%	20%
			US	14,930	79%	\$209	\$100	13%	\$475	6%	24%
\$203	Charlotte, NC	Miami, FL	AA	3,650	18%	\$151	\$100	24%	\$150	23%	9%
			US	13,990	69%	\$214	\$100	11%	\$200	6%	23%
\$202	Indianapolis, IN	Washington, DC	US	15,380	72%	\$214	\$100	18%	\$375	6%	36%
Markets Under 750 Miles, City-Pairs with Average Fares Under \$70											
\$70	Seattle, WA	Spokane, WA	AS	81,590	68%	\$72	\$50	25%	\$125	7%	1%
			WN	38,400	32%	\$65	\$50	34%	\$100	43%	0%
\$69	Reno, NV	San Jose/Palo Alto, CA	WN	33,290	100%	\$69	\$50	8%	\$100	50%	0%
\$69	El Paso, TX	Phoenix, AZ	HP	7,120	17%	\$77	\$50	18%	\$125	14%	2%
			WN	35,220	83%	\$67	\$50	42%	\$125	21%	1%
\$69	Ontario, CA	Phoenix, AZ	HP	20,410	20%	\$70	\$50	18%	\$100	27%	1%
			WN	81,640	80%	\$68	\$50	34%	\$100	42%	0%
\$69	Phoenix, AZ	San Diego, CA	HP	37,620	24%	\$73	\$50	18%	\$100	28%	2%
			WN	119,340	76%	\$67	\$50	37%	\$100	38%	0%
\$68	Los Angeles, CA	Phoenix, AZ	HP	55,060	27%	\$76	\$50	18%	\$100	28%	4%
			WN	142,830	71%	\$65	\$50	39%	\$100	31%	0%
\$68	Las Vegas, NV	Phoenix, AZ	HP	51,290	21%	\$77	\$50	22%	\$125	5%	4%
			WN	196,680	79%	\$66	\$50	39%	\$100	31%	0%
\$64	Glendale/Burbank, CA	Las Vegas, NV	WN	175,090	98%	\$64	\$50	37%	\$100	45%	0%
\$62	Long Beach, CA	Oakland/Berkeley, CA	B6	108,420	100%	\$62	\$50	29%	\$125	5%	0%
\$59	Las Vegas, NV	Ontario, CA	WN	102,380	97%	\$59	\$50	45%	\$100	38%	0%
\$52	Las Vegas, NV	Long Beach, CA	B6	56,460	100%	\$52	\$50	55%	\$100	14%	0%

First Quarter 2003 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
White Plains, NY	HPN	18	76,510	0%	\$264	65	9	52,390	0%	\$244	55	9	24,120	0%	\$307	85
Cincinnati, OH	CVG	83	739,050	0%	\$244	63	50	409,060	0%	\$239	81	33	329,990	0%	\$251	47
Charlotte, NC	CLT	86	872,880	20%	\$248	51	57	608,090	9%	\$242	65	29	264,790	47%	\$261	28
Aspen, CO	ASE	26	97,820	0%	\$242	37	6	28,810	0%	\$212	27	20	69,010	0%	\$255	41
Greenville/Spartanburg, SC	GSP	42	150,950	0%	\$247	37	23	96,050	0%	\$231	35	19	54,900	0%	\$275	39
Dallas/Ft. Worth, TX	DFW	154	3,427,860	15%	\$219	34	57	986,020	16%	\$150	4	97	2,441,840	15%	\$246	44
Huntsville/Decatur, AL	HSV	41	135,950	0%	\$238	32	21	82,000	0%	\$216	34	20	53,950	0%	\$271	30
Washington, DC	IAD	148	1,253,570	34%	\$244	29	67	326,220	44%	\$181	36	81	927,350	31%	\$266	28
Washington, DC	DCA	149	2,178,290	7%	\$200	28	66	1,202,340	2%	\$182	41	83	975,950	12%	\$223	18
Pittsburgh, PA	PIT	89	1,066,660	17%	\$200	28	48	535,320	14%	\$212	62	41	531,340	20%	\$187	3
New York, NY	EWR	157	3,170,510	9%	\$229	28	60	1,009,740	25%	\$207	46	97	2,160,770	2%	\$239	22
Richmond, VA	RIC	52	322,970	0%	\$220	27	26	200,620	0%	\$208	32	26	122,350	0%	\$239	21
San Francisco, CA	SFO	105	2,249,310	10%	\$240	26	15	725,180	0%	\$135	7	90	1,524,130	14%	\$290	31
Minneapolis/St.Paul, MN	MSP	131	2,676,890	40%	\$210	26	45	751,340	36%	\$197	47	86	1,925,550	42%	\$215	19
Memphis, TN	MEM	78	607,450	30%	\$207	24	44	365,440	38%	\$188	20	34	242,010	19%	\$236	29
Houston, TX	IAH	128	2,094,240	11%	\$203	24	37	531,100	19%	\$133	2	91	1,563,140	8%	\$227	29
Philadelphia, PA	PHL	119	2,327,460	28%	\$211	21	52	888,540	22%	\$209	52	67	1,438,920	32%	\$212	8
Eagle, CO	EGE	34	139,000	0%	\$227	21	2	21,510	0%	\$169	-8	32	117,490	0%	\$238	27
Boston, MA	BOS	118	3,010,510	10%	\$204	21	32	992,360	9%	\$174	62	86	2,018,150	10%	\$219	10
Cleveland, OH	CLE	84	1,254,620	41%	\$184	20	43	636,000	50%	\$175	37	41	618,620	32%	\$194	8
New York, NY	LGA	161	3,796,560	34%	\$179	20	59	1,700,220	17%	\$156	31	102	2,096,340	48%	\$198	14
Atlanta, GA	ATL	151	4,653,670	55%	\$172	14	93	3,191,580	66%	\$150	9	58	1,462,090	33%	\$220	24
Key West, FL	EYW	20	69,220	0%	\$194	14	2	6,620	0%	\$182	28	18	62,600	0%	\$195	13
Charleston, SC	CHS	49	203,940	0%	\$213	12	29	133,920	0%	\$194	5	20	70,020	0%	\$249	25
Detroit, MI	DTW	120	2,594,150	60%	\$182	12	61	1,157,480	45%	\$180	32	59	1,436,670	71%	\$183	0
Houston, TX	EFD	97	17,060	0%	\$188	12	30	4,260	0%	\$136	0	67	12,800	0%	\$205	15
Chicago, IL	ORD	154	4,819,920	9%	\$172	10	74	2,083,230	0%	\$159	21	80	2,736,690	16%	\$182	4
St. Louis, MO	STL	104	1,736,290	52%	\$165	9	56	918,450	52%	\$141	4	48	817,840	53%	\$192	14

First Quarter 2003 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	Markets	Psgs	Psgs in Low-Fare Mkts	Mkt Avg Fare	% Fare Premium	Markets	Psgs	Psgs in Low-Fare Mkts	Mkt Avg Fare	% Fare Premium	Markets	Psgs	Psgs in Low-Fare Mkts	Mkt Avg Fare	% Fare Premium
Syracuse, NY	SYR	45	272,730	45%	\$182	8	17	89,170	20%	\$185	48	28	183,560	57%	\$180	-5
Miami, FL	MIA	114	1,951,340	20%	\$191	7	20	282,940	61%	\$152	-2	94	1,668,400	13%	\$198	9
Denver, CO	DEN	137	3,403,790	69%	\$177	7	32	882,080	90%	\$149	3	105	2,521,710	62%	\$187	8
Mission/Mcallen, TX	MFE	22	60,610	0%	\$190	6	6	28,300	0%	\$133	-18	16	32,310	0%	\$240	22
Harrisburg, PA	MDT	42	176,360	0%	\$194	5	16	67,530	0%	\$202	28	26	108,830	0%	\$189	-6
Santa Ana, CA	SNA	83	1,521,890	47%	\$158	4	13	786,960	86%	\$91	-18	70	734,930	6%	\$231	17
Austin, TX	AUS	90	1,077,920	68%	\$168	4	24	350,120	82%	\$110	-10	66	727,800	61%	\$196	8
Los Angeles, CA	LAX	146	4,917,110	57%	\$186	3	25	1,639,870	86%	\$91	-19	121	3,277,240	43%	\$234	9
Hartford, CT/Springfield, MA	BDL	84	1,119,620	55%	\$179	3	28	247,910	47%	\$180	32	56	871,710	58%	\$179	-3
Rochester, NY	ROC	51	389,830	60%	\$157	3	21	193,410	48%	\$143	24	30	196,420	72%	\$171	-10
Colorado Springs, CO	COS	51	278,040	0%	\$185	3	9	86,630	0%	\$151	-8	42	191,410	0%	\$201	7
Indio/Palm Springs, CA	PSP	43	250,300	7%	\$191	0	6	51,750	0%	\$119	-20	37	198,550	8%	\$210	4
San Antonio, TX	SAT	95	1,101,820	62%	\$166	0	23	365,150	82%	\$108	-21	72	736,670	52%	\$194	8
Burlington, VT	BTV	31	154,890	55%	\$172	-2	10	51,610	32%	\$151	24	21	103,280	67%	\$182	-10
Greensboro/High Point, NC	GSO	56	376,930	38%	\$169	-3	37	300,870	42%	\$153	-7	19	76,060	21%	\$234	12
Des Moines, IA	DSM	50	269,180	10%	\$175	-3	14	80,630	4%	\$177	19	36	188,550	12%	\$174	-10
Grand Rapids, MI	GRR	51	319,290	32%	\$172	-3	25	116,180	17%	\$177	8	26	203,110	41%	\$170	-9
Jackson/Vicksburg, MS	JAN	38	178,420	65%	\$169	-3	20	106,570	62%	\$151	-10	18	71,850	69%	\$196	5
Houston, TX	HOU	122	1,165,220	96%	\$132	-4	34	781,590	97%	\$103	-11	88	383,630	95%	\$191	6
Sarasota/Bradenton, FL	SRQ	40	223,350	23%	\$162	-4	3	18,230	0%	\$169	-3	37	205,120	25%	\$161	-4
Milwaukee, WI	MKE	80	902,220	26%	\$166	-4	38	335,620	17%	\$180	15	42	566,600	32%	\$157	-14
San Diego, CA	SAN	112	2,591,280	71%	\$160	-5	17	1,124,590	93%	\$91	-24	95	1,466,690	55%	\$213	4
Little Rock, AR	LIT	57	332,590	67%	\$158	-5	26	193,260	67%	\$130	-13	31	139,330	68%	\$198	3
Salt Lake City, UT	SLC	98	1,741,850	68%	\$160	-6	27	949,650	89%	\$112	-20	71	792,200	43%	\$219	5
Corpus Christi, TX	CRP	25	96,060	67%	\$147	-6	9	65,410	74%	\$111	-18	16	30,650	52%	\$222	10
Norfolk, VA	ORF	73	509,290	57%	\$170	-7	35	279,310	56%	\$152	-8	38	229,980	57%	\$192	-5
Raleigh/Durham, NC	RDU	95	1,283,080	63%	\$158	-7	54	852,440	59%	\$143	-6	41	430,640	72%	\$186	-8

First Quarter 2003 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
New York, NY	JFK	152	2,373,390	74%	\$189	-7	53	202,280	74%	\$102	3	99	2,171,110	74%	\$197	-7
Tulsa, OK	TUL	58	413,180	71%	\$152	-7	23	232,950	65%	\$121	-15	35	180,230	78%	\$192	1
Albany, NY	ALB	59	453,770	71%	\$168	-7	22	137,740	55%	\$159	6	37	316,030	78%	\$172	-11
Pensacola, FL	PNS	37	158,820	53%	\$161	-7	15	61,730	53%	\$148	-14	22	97,090	53%	\$169	-3
Jacksonville, FL	JAX	83	854,930	56%	\$155	-7	29	409,740	74%	\$125	-14	54	445,190	39%	\$182	-2
West Palm Beach, FL	PBI	78	1,426,340	46%	\$155	-7	13	140,300	79%	\$138	-8	65	1,286,040	42%	\$157	-7
Columbus, OH	CMH	78	1,080,180	43%	\$155	-8	39	487,620	35%	\$150	9	39	592,560	50%	\$158	-18
Providence, RI	PVD	66	920,950	75%	\$161	-8	18	236,420	71%	\$151	15	48	684,530	77%	\$164	-13
Nashville, TN	BNA	95	1,195,760	73%	\$154	-8	56	747,950	66%	\$145	-7	39	447,810	85%	\$170	-9
Portland, OR	PDX	96	1,658,990	66%	\$152	-8	20	577,630	75%	\$100	-21	76	1,081,360	60%	\$180	-4
New Orleans, LA	MSY	109	1,740,930	64%	\$152	-8	40	781,650	80%	\$125	-13	69	959,280	50%	\$173	-6
Birmingham, AL	BHM	66	461,530	72%	\$165	-9	38	310,380	76%	\$147	-14	28	151,150	65%	\$200	0
Omaha, NE	OMA	63	598,350	64%	\$153	-9	18	195,340	63%	\$131	-6	45	403,010	65%	\$163	-10
San Jose/Palo Alto, CA	SJC	79	1,804,360	82%	\$141	-9	15	1,165,220	100%	\$93	-21	64	639,140	49%	\$227	1
Oklahoma City, OK	OKC	69	492,570	75%	\$154	-9	26	228,660	86%	\$122	-20	43	263,910	65%	\$183	-2
Louisville, KY	SDF	72	557,160	65%	\$158	-10	41	358,760	64%	\$152	-6	31	198,400	67%	\$170	-15
Manchester, NH	MHT	58	628,320	78%	\$160	-10	15	184,230	74%	\$138	2	43	444,090	80%	\$169	-13
Seattle/Tacoma, WA	SEA	130	2,963,160	59%	\$163	-11	30	895,790	72%	\$107	-23	100	2,067,370	54%	\$187	-7
Ft. Myers, FL	RSW	94	1,539,910	55%	\$158	-11	8	68,820	72%	\$158	4	86	1,471,090	54%	\$158	-12
Albuquerque, NM	ABQ	74	858,300	80%	\$145	-12	23	479,540	93%	\$114	-20	51	378,760	63%	\$184	-4
Tampa/St. Petersburg/Lakeland, FL	TPA	137	3,061,750	69%	\$149	-12	35	633,080	87%	\$123	-15	102	2,428,670	65%	\$155	-12
Indianapolis, IN	IND	88	1,308,580	74%	\$151	-13	48	456,450	58%	\$177	10	40	852,130	83%	\$137	-24
Tucson, AZ	TUS	68	648,300	51%	\$151	-14	13	277,240	96%	\$96	-32	55	371,060	17%	\$191	-4
Savannah, GA	SAV	46	214,430	30%	\$156	-14	24	128,650	36%	\$139	-21	22	85,780	21%	\$181	-5
Dayton, OH	DAY	54	416,660	49%	\$152	-14	26	207,650	41%	\$143	-12	28	209,010	58%	\$161	-16
Kansas City, MO	MCI	100	1,616,960	68%	\$144	-14	41	726,320	66%	\$131	-12	59	890,640	70%	\$155	-16
Dallas/Ft. Worth, TX	DAL	125	975,520	99%	\$96	-14	44	947,630	99%	\$92	-16	81	27,890	84%	\$240	25
Buffalo, NY	BUF	62	666,030	72%	\$139	-14	27	315,340	55%	\$129	1	35	350,690	87%	\$148	-24

First Quarter 2003 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
El Paso, TX	ELP	55	459,720	77%	\$146	-14	21	306,540	91%	\$116	-24	34	153,180	47%	\$205	1
Orlando/Kissimmee, FL	MCO	151	4,765,140	75%	\$149	-15	32	625,730	79%	\$136	-8	119	4,139,410	74%	\$151	-15
Madison, WI	MSN	50	251,020	9%	\$157	-15	17	60,230	6%	\$164	-4	33	190,790	10%	\$154	-18
Glendale/Burbank, CA	BUR	42	964,320	91%	\$100	-15	12	783,570	95%	\$82	-20	30	180,750	74%	\$178	-3
Baltimore, MD	BWI	113	2,865,900	88%	\$141	-15	50	1,335,640	85%	\$112	-13	63	1,530,260	90%	\$167	-17
Phoenix, AZ	PHX	151	4,658,680	74%	\$140	-16	30	1,876,710	93%	\$92	-22	121	2,781,970	62%	\$172	-13
Wichita, KS	ICT	38	166,890	44%	\$152	-17	11	37,700	19%	\$158	-1	27	129,190	51%	\$150	-20
Ontario, CA	ONT	68	1,185,570	86%	\$122	-17	12	686,440	100%	\$78	-28	56	499,130	66%	\$181	-9
Flint, MI	FNT	30	156,720	93%	\$142	-17	12	38,360	76%	\$147	-18	18	118,360	98%	\$141	-17
Ft. Lauderdale, FL	FLL	120	3,605,850	74%	\$146	-17	23	485,750	89%	\$120	-9	97	3,120,100	72%	\$150	-18
Sacramento, CA	SMF	73	1,542,210	88%	\$124	-18	13	1,081,090	100%	\$90	-27	60	461,120	62%	\$204	-6
Akron/Canton, OH	CAK	23	147,380	90%	\$138	-18	12	65,060	85%	\$133	-17	11	82,320	94%	\$142	-19
Tallahassee, FL	TLH	30	149,410	53%	\$137	-20	14	110,010	63%	\$122	-26	16	39,400	26%	\$180	-2
Boise, ID	BOI	50	435,710	88%	\$126	-21	20	347,260	96%	\$101	-30	30	88,450	54%	\$222	2
Amarillo, TX	AMA	15	113,580	91%	\$107	-21	9	91,120	91%	\$96	-25	6	22,460	92%	\$152	-10
Las Vegas, NV	LAS	159	5,945,690	71%	\$134	-22	30	2,281,750	92%	\$87	-21	129	3,663,940	58%	\$164	-22
Moline, IL/Davenport, IA	MLI	26	121,760	70%	\$140	-23	7	28,930	45%	\$146	-14	19	92,830	78%	\$138	-25
Harlingen, TX	HRL	22	154,370	97%	\$121	-23	10	106,340	96%	\$99	-32	12	48,030	97%	\$170	-8
Spokane, WA	GEG	48	460,550	84%	\$117	-23	9	270,360	98%	\$80	-32	39	190,190	63%	\$170	-16
Islip/Long Island, NY	ISP	31	336,450	97%	\$129	-23	8	66,330	93%	\$100	-37	23	270,120	98%	\$136	-20
Lubbock, TX	LBB	22	162,610	92%	\$103	-24	13	137,040	94%	\$92	-27	9	25,570	80%	\$160	-10
Reno, NV	RNO	68	833,500	81%	\$126	-24	16	532,830	98%	\$89	-35	52	300,670	51%	\$191	-13
Chicago, IL	MDW	147	2,283,700	99%	\$115	-24	71	1,024,790	99%	\$98	-19	76	1,258,910	99%	\$128	-27
Gulfport/Biloxi, MS	GPT	27	116,270	71%	\$126	-25	12	79,020	82%	\$104	-34	15	37,250	48%	\$171	-9
Oakland/Berkeley, CA	OAK	71	2,440,990	94%	\$114	-26	15	1,802,180	100%	\$86	-28	56	638,810	75%	\$191	-24
Newport News/Hampton/Wmsburg, VA	PHF	17	90,080	96%	\$117	-27	9	71,480	95%	\$109	-29	8	18,600	97%	\$150	-20
Myrtle Beach, SC	MYR	25	135,800	55%	\$124	-30	19	115,150	64%	\$121	-32	6	20,650	9%	\$136	-13

First Quarter 2003 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			Psgs in Low-Fare		% Fare Premium			Psgs in Low-Fare		% Fare Premium			Psgs in Low-Fare		% Fare Premium
		Markets	Psgs	Mkts	Avg Fare		Markets	Psgs	Mkts	Avg Fare		Markets	Psgs	Mkts	Avg Fare	
Atlantic City, NJ	ACY	10	155,140	100%	\$126	-30	2	18,070	100%	\$99	-48	8	137,070	100%	\$129	-27
Midland/Odessa, TX	MAF	14	122,990	95%	\$104	-30	11	107,600	95%	\$100	-32	3	15,390	100%	\$138	-15
Long Beach, CA	LGB	16	486,980	81%	\$126	-34	4	200,290	94%	\$61	-44	12	286,690	73%	\$172	-30
Tampa/St. Petersburg/Lakeland, FL	PIE	36	146,610	100%	\$113	-35	2	280	96%	\$148	-39	34	146,330	100%	\$113	-35

SPECIAL FEATURE

1st Quarter 2003

Future of the Airline Industry: Fare Structure Experimentation

Our last Special Feature focused on the legacy carriers' ability to generate revenue premiums versus low-fare carriers. That Special Feature noted that network carrier premiums have come under substantial pressure over the past few years as a result of many factors that have affected the business travel segment which has traditionally paid the highest fares and accounted for the vast majority of legacy carrier revenues. Such factors include low-fare carrier growth in general and, more specifically, greater acceptance of low-fare carriers as a viable alternative for business travelers, the general decline in demand for air travel and specifically the decline in business travel as a result of the weak economy, and the increased price transparency enabled by the internet which makes it easier than ever for business (and leisure) travelers to find low fares. For these and other reasons, business travelers seem to be more price sensitive now than they have ever been.

The tremendous losses posted by the legacy carriers over the past two years have engendered renewed calls for reform of the network carrier business model. There is almost universal agreement in the industry that the basic hub-and-spoke operational model is sound. One area that is frequently identified as a target for reform is the way the legacy carriers price their product. During the economic boom of the late 1990s, the ratio of the highest fares to the lowest fares reached as high as ten to one as airlines could find enough customers able to pay super premium fares to make this spread tenable. However, the increased disparity between business fares and leisure fares that developed during the boom (as well as low-fare carrier growth, internet price transparency, September 11th /security/terrorism effects) may have, in the end, helped to permanently alter business traveler behavior.

The need to restructure to adapt to the new realities of the airline industry has lead to an examination of the fundamental aspects of the way airlines do business. To that end, several low-fare carriers made changes to their pricing policies over the last year and a half. In June 2002, ATA reduced fares at the higher end of its fare structure. ATA's fares do not require advance purchase and do not have minimum stay requirements. In August 2002, Southwest lowered its maximum fare from \$399 to \$299. Southwest's fare structure has always been simple; it typically publishes only several fares in any given market, compared to the fifteen or more fares per market commonly published by the large network carriers. In February 2003, Frontier announced a new domestic pricing structure that reduced the level of its business and walk-up fares, cut the number of fares to six, capped its fares at \$499 one-way, and eliminated peak and off-peak pricing. Frontier's pricing policy does not require round-trip travel, a Saturday night stay, or an advance purchase. In January 2004, Frontier further reduced its maximum one-way domestic fare to and from its Denver hub to \$299.

While certain network carriers have made some changes to their fare structures on a limited basis, America West has been the vanguard among the traditional network carriers with respect to making comprehensive changes to its pricing structure. In March 2002, it revamped its fare structure by reducing the number of fares offered, eliminating the Saturday night stay requirement, cutting one-way fares, and substantially reducing unrestricted and restricted walk-up fares and other fares good for travel within 14 days of booking (i.e. fares targeted at business travelers). America West's new business fares offered reductions as large as 70 percent off of full fares in place before the restructuring and narrowed the differential between its business and leisure fares. The fare structure changes were also part of a strategy of lessening America West's reliance on fare sales and off-tariff sales channels such as websites that sell

opaque fares.¹ Industry analysts noted that America West might have made these changes in part because business travelers (defined as those who pay full or close to full fare) contributed a much lower share of its revenue than they did at other network carriers. Consequently, America West's risk of revenue dilution resulting from lower business fares was relatively small. America West's changes were initially met with great skepticism and fears that they would lead to a devastating fare war.

America West has recently been near the top of the industry in terms of revenue performance improvement. In the third quarter of 2003, the airline's unit revenue was up 14.3% while yield was up 7.3% compared to the third quarter of 2002. According to America West, during the third quarter of 2003, 45% of its traffic was business travel, compared to 34% during the third quarter of 2002. This Special Feature takes a closer look at what America West's fare structure changes have meant for America West and its competitors by examining effects in various types of markets.

{Notes: This analysis compares traffic and fare data from the first quarter of 2003 (1Q03) to data from the first quarter of 2002 (1Q02). America West did not introduce its new fare structure until the last week of 1Q02 and thus we were comfortable using 1Q02 as the baseline, pre-fare restructuring comparison period. "HP" denotes America West while "OA" is used in this analysis to denote airlines other than America West.}

Analysis

Markets of Interest

This analysis focused on city²-pair markets that were among the one thousand largest domestic markets in terms of fared passenger volume in both 1Q03 and 1Q02 where America West had at least a five percent market share in both years. There were 175 city-pair markets that met these criteria. A list of these markets, along with relevant statistics, appears in Appendix A.

Overview

When considered as a unit, America West's total traffic in this set of 175 city-pair markets grew by 10% despite an 18% increase in its average fare. The airline's revenue increased 30% and its share of total revenue in these markets increased by four percentage points from 18% to 22%. Total traffic on carriers other than America West increased as well, by 2%. However, the average fare of the composite of other airlines declined 3% and their revenue slipped 1%. Overall traffic in these markets increased 4%, revenue increased 5%, and market average fare increased 1%.

Analysis By Distance Block

These 175 markets were divided into three distance blocks³ to order to examine if any differences existed at varying lengths-of-haul. Table 1 provides summary statistics on the changes in traffic, revenue, and average fare for each of America West, airlines other than America West as a group, and at the market level for each distance block, when comparing 1Q03 to 1Q02. Table 2 provides America West's traffic and revenue shares in both 1Q02 and 1Q03. These tables show that America West has increased market share while carrying more traffic at considerably higher average fares. Consequently, both its absolute

¹ An opaque fare is an unpublished fare sold via the internet in a manner such that the identity of the airline and the schedule are hidden until the consumer has provided non-refundable payment for the ticket.

² This Special Feature analysis used the same city definitions as found in the body of this Fare Report (e.g. New York City includes JFK, LaGuardia, and Newark airports while San Francisco, San Jose, and Oakland are considered distinct cities.)

³ For the purpose of this analysis, we have divided markets into three distance blocks. "Short-haul" is defined as less than or equal to 750 miles, "medium-haul" is 751-1500 miles, and "long-haul" is greater than 1500 miles.

revenue and its share of total revenue have increased substantially. Meanwhile, traffic in these markets on other airlines also increased (by 2% on average) as competitors responded with slightly lower fares than in 1Q02, on average. Notably, for other airlines, the results in these markets were slightly revenue negative as the increased volume did not fully compensate for the lower average fares.

Table 1: Changes in Traffic, Revenue, and Average Fare By Distance Block - 1Q03 vs. 1Q02

DistanceBlock	HP Traffic	HP Rev	HP Avg Fare	OA Traffic	OA Rev	OA Avg Fare	Mkt Traffic	Mkt Rev	Mkt Avg Fare
Long-haul (86)	13%	29%	14%	3%	-1%	-3%	5%	4%	-1%
Medium-haul (52)	15%	33%	16%	2%	-3%	-5%	4%	3%	-1%
Short-haul (37)	3%	28%	24%	2%	2%	0%	3%	8%	6%
Overall (175)	10%	30%	18%	2%	-1%	-3%	4%	5%	1%

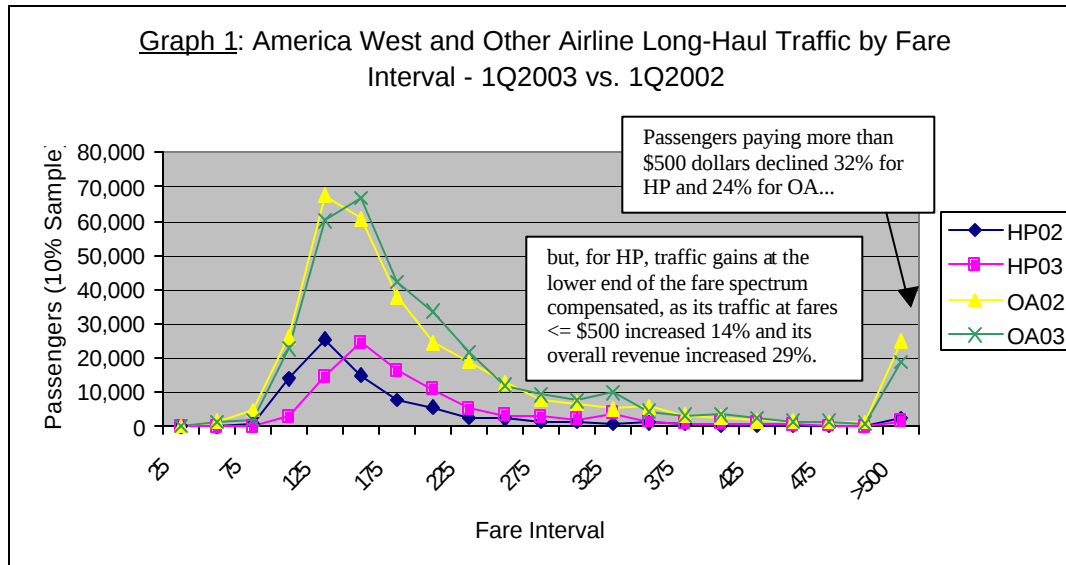
Table 2: America West Traffic and Revenue Shares By Distance Block - 1Q03 and 1Q02

DistanceBlock	HP Traffic Share 02	HP Traffic Share 03	Points Cng	HP Rev Share 02	HP Rev Share 03	Points Cng
Long-haul (86)	21%	22%	1%	17%	21%	4%
Medium-haul (52)	19%	21%	2%	16%	20%	4%
Short-haul (37)	27%	27%	0%	24%	28%	4%
Overall (175)	22%	24%	2%	18%	22%	4%

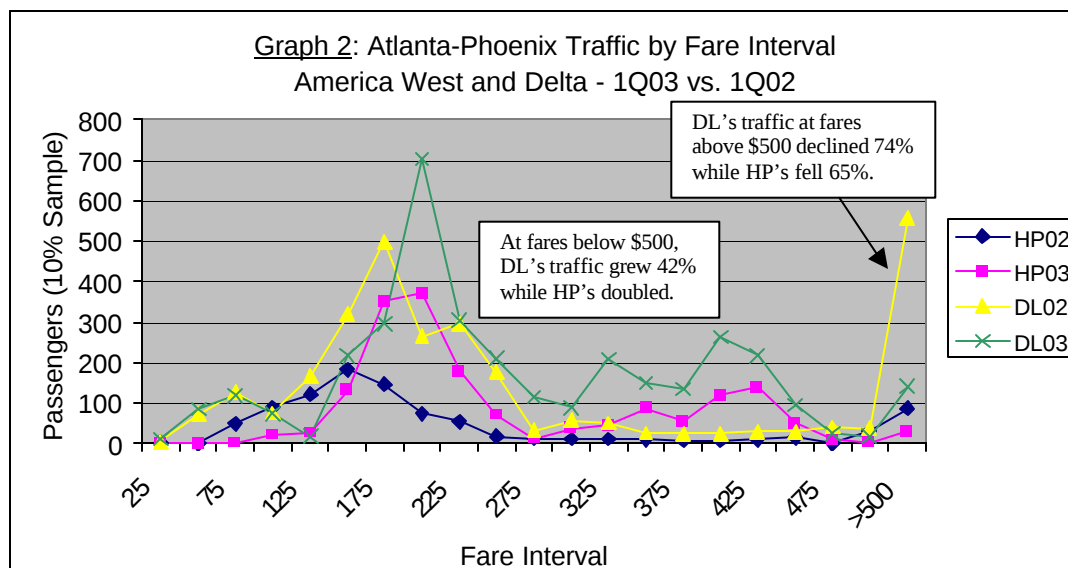
Graphs 1, 3, and 5 on the following pages show how these market dynamics played out in more detail. These graphs illustrate that in each distance block America West is carrying less traffic at the lower end of the fare spectrum and is growing its traffic in higher fare intervals.

Long-haul Markets

Of the 175 markets of interest, 86 were long-haul markets. Examples of such markets include Atlanta-Phoenix, Detroit-Phoenix, Boston-San Diego, and Los Angeles-Miami. As noted in Tables 1 and 2, America West's total revenue in these markets increased 29% on traffic growth of 13%, while its revenue share increased from 17% to 21%. Other airline traffic grew 3% as a result of fares that were, on average, 3% lower. Other airline revenues declined 1%. Total long-haul traffic and revenue showed gains of 5% and 4% respectively. Graph 1 below illustrates the distribution of America West and other airline traffic by fare interval in both 1Q03 and 1Q02. The number of America West passengers paying more than \$500 declined 32% (from 2,431 to 1,662 sample passengers) while the decline was 24% (from 24,807 to 18,911 sample passengers) among other airlines. However, America West compensated for the decline at the high end with traffic gains toward the lower end of the fare spectrum. America West traffic at fares less than or equal to \$500 increased 14%. Also note the increases in other airline traffic in fare intervals between \$150 and \$325. The increased volume at the \$300-\$325 interval in particular could reflect traffic that was traveling at the higher end of the fare structure that has moved down the fare ladder, as other airlines responded to America West's reduced business fares.



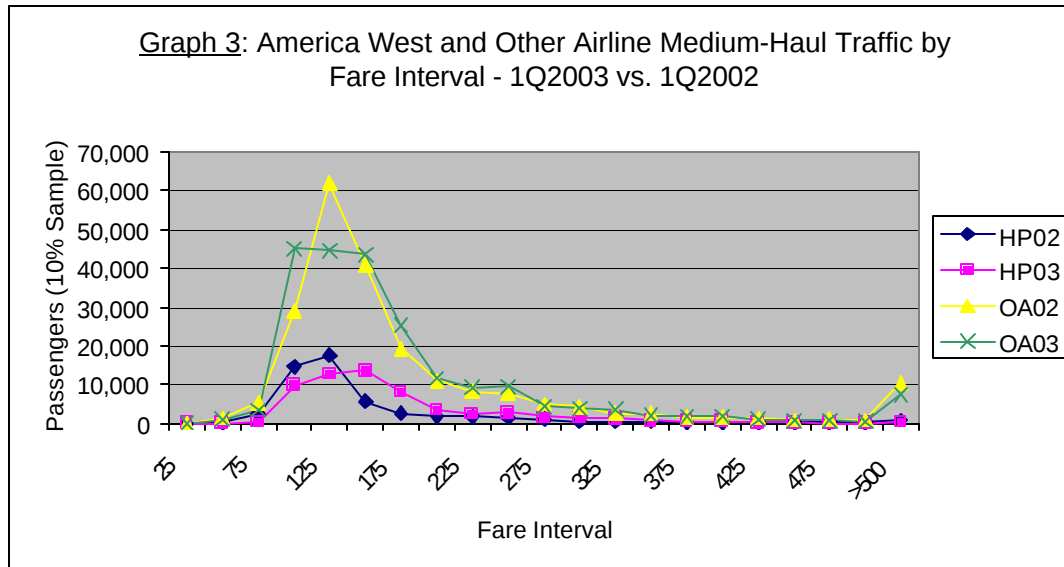
The Atlanta-Phoenix market provides an interesting case study. In this market, America West and Delta were the only carriers offering non-stop service and together the carriers accounted for more than 75% of the market in both 1Q02 and 1Q03. Graph 2 shows the distribution of traffic by fare interval for America West and Delta for both years. The most striking feature of Graph 2 is the extent to which Delta's high-end traffic declined. People that were paying \$1000 to fly on Delta in 1Q02 were now paying \$400 in 1Q03. Meanwhile, America West reduced the amount of traffic it was carrying at the lowest fares (below \$150) and increased its traffic volume in most fare intervals above \$150. The largest proportion of America West's traffic was flying at \$125-\$150 in 1Q02 but at \$175-\$200 in 1Q03. Note the increase in America West traffic at fares between \$375 and \$425.



In this market, America West's traffic increased 83%, its revenue increased 97%, and its average fare increased from \$235 to \$252. Delta's average fare dropped from \$305 to \$266, its traffic increased 20%, and its revenue increased 5%. Overall market traffic grew 20%. America West gained 10 points of market share (from 19% to 29%). Delta's market share remained at 58%. America West's revenue share grew from 16% to 29%, reflecting its increased competitiveness for high-end traffic in this market. Delta's revenue share declined from 64% to 61%.

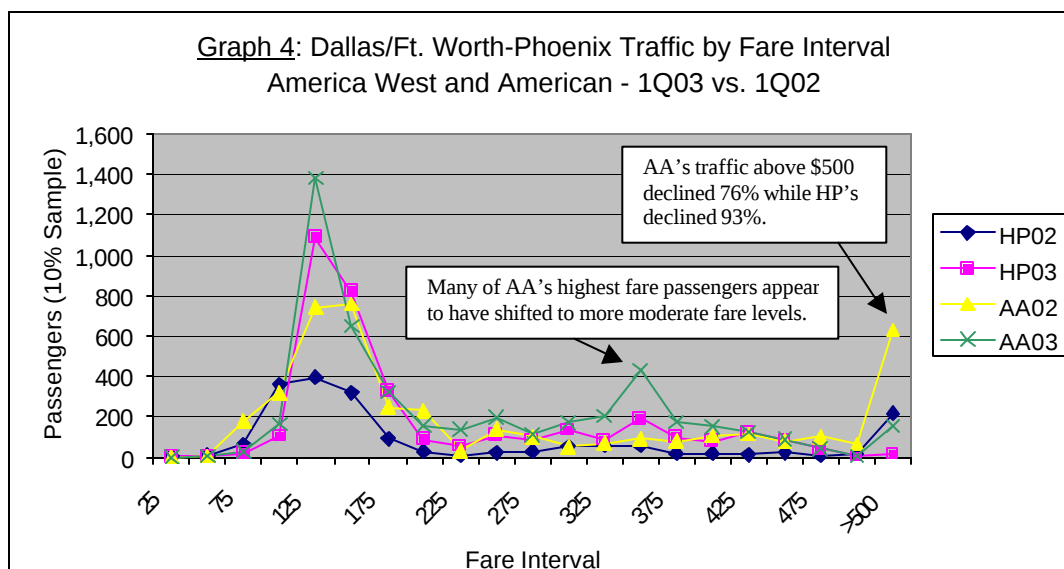
Medium-haul Markets

There were 52 medium-haul markets among the 175 total markets. Examples included Dallas-Phoenix, New Orleans-Phoenix, and Des-Moines-Phoenix. As noted in Tables 1 and 2, America West's total revenue in these markets increased 33% while its revenue share increased from 16% to 20%. As was the case in long-haul markets, America West shifted its highest volume fare interval upward; here the shift occurred from \$100-\$125 to \$125-\$150. Total traffic in these markets grew 4%.



The Dallas/Ft. Worth-Phoenix market has competitive characteristics similar to that of the Atlanta-Phoenix market in that both are America West hub-legacy carrier hub markets, and consequently America West and the respective legacy carrier carry the majority of the traffic in these markets.⁴ In the Dallas/Ft. Worth-Phoenix market, American and America West had a combined passenger share of 72% in 1Q02 and 84% in 1Q03. Graph 4 shows the distribution of traffic by fare interval for America West and American for both years. As was the case in the Atlanta-Phoenix market, the salient feature of Graph 4 is the extent to which the primary legacy carrier competitor's high-end traffic declined. In percentage terms, America West's traffic at fares above \$500 declined more than American's did although it started from a base that was one-third of American's. The fare interval with the highest volume of America West traffic remained at \$100-\$125. America West's traffic at the lowest fares (below \$125) fell, but grew in all intervals between \$125 and \$475. Similar to what occurred with Delta's traffic in the Atlanta-Phoenix market, it appears that most of American's highest fare traffic in 1Q02 shifted to more moderate fares in 1Q03. In particular, note the spike in American's traffic at fares in the \$325 to \$350 interval.

⁴ Delta also offers non-stop service in the Dallas/Ft. Worth-Phoenix market.

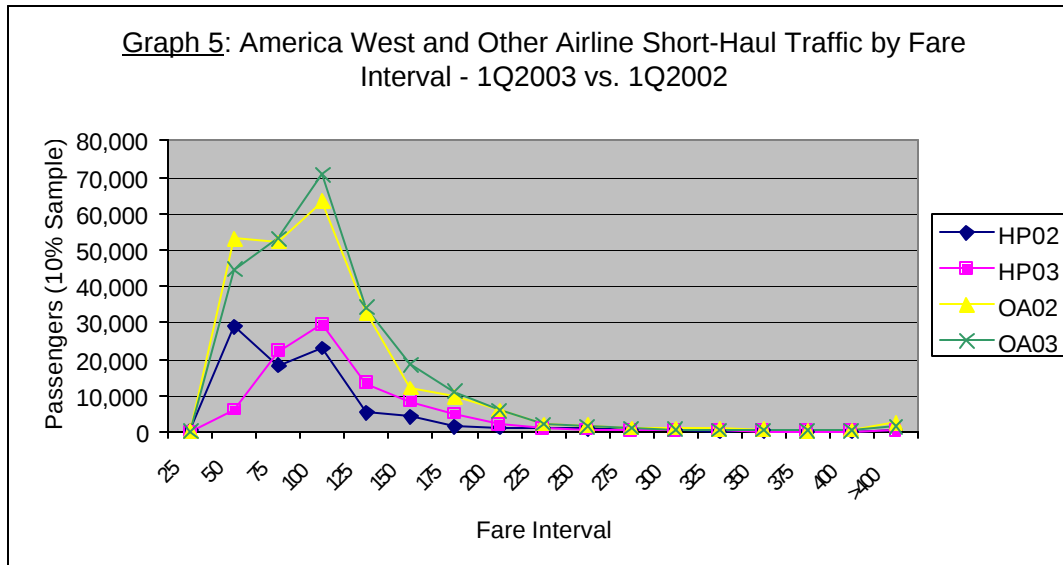


In contrast to the overall trend, America West's average fare fell in this market from \$214 to \$194. Its traffic increased 96% and its revenue increased 77%. American's average fare dropped from \$263 to \$221 and its traffic increased 14%. However, despite the traffic growth, its revenue declined 4%. Overall market traffic grew 17%. America West's market share rose from 22% to 36%, likely due to a combination of its new fare structure as well as its increased frequency.⁵ American's market share declined slightly from 50% to 48%. America West's revenue share grew from 20% to 34% while American's fell from 56% to 51%.

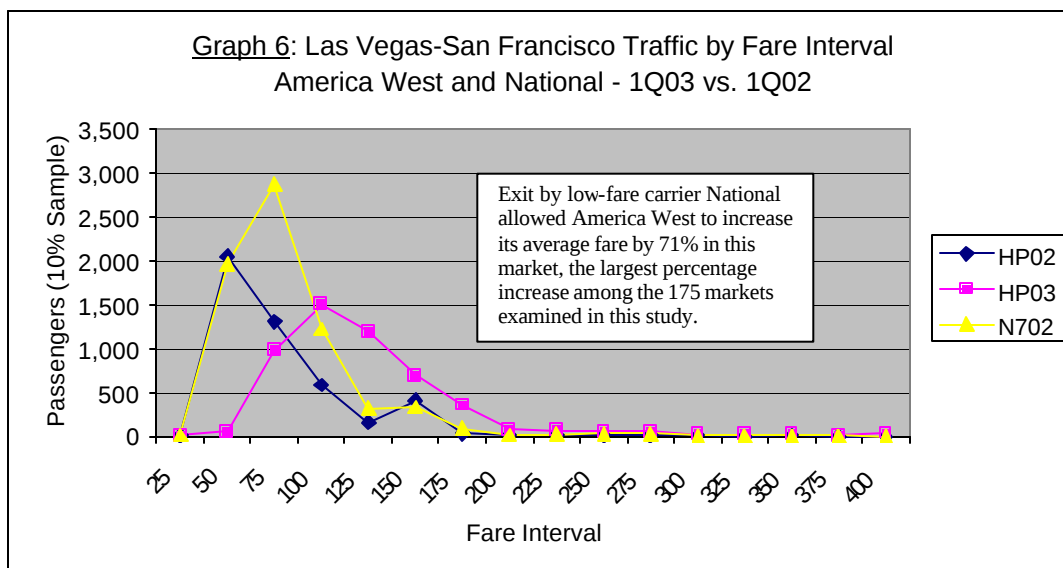
Short-haul Markets

There were 37 short-haul markets in the group. Examples include Phoenix-San Diego, Los Angeles-Phoenix, and Denver-Tucson. As shown in Tables 1 and 2, America West's total revenue in this group of markets increased 28% while its revenue share increased from 24% to 28%. Southwest's large presence at both Phoenix and Las Vegas, as well as at most major cities on the west coast, strongly influences America West's competitive strategy, especially on short-haul routes. (Among these 37 markets, Southwest had at least a 30% traffic share in 25 of them.) The price discipline imposed by Southwest is illustrated by the fact there was very little traffic in high-fare intervals in both years. Nonetheless, here too, America West was able to shift traffic to higher fare intervals. America West's highest volume fare interval shifted from \$25-\$50 in 1Q02 to \$75-\$100 in 1Q03. Consistent with what occurred in the other distance blocks, America West's traffic at the lowest fares plummeted as it refocused its attention on the higher-fare end of the demand curve.

⁵ America West grew Dallas/Ft. Worth-Phoenix non-stop frequencies and seat capacity by 18% and 29% respectively according to OAG data.

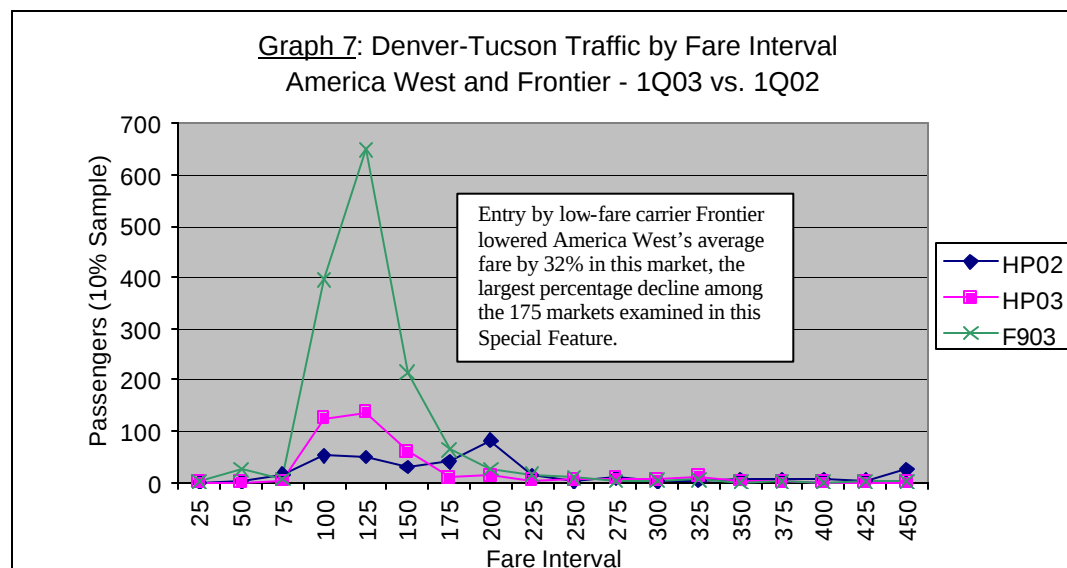


A closer look at a couple of individual markets in the short-haul group once again illustrates the importance of low-fare competition in disciplining prices of the major network carriers. The market where America West's average fare increased the most (71% - from \$66 to \$113) was Las Vegas-San Francisco. This was also the market with the largest increase in overall market average fare (53%). National Airlines was in this market during 1Q02 but ceased operations due to financial difficulties in November 2002.⁶ As Graph 6 below illustrates, America West highest volume interval was \$25-\$50 when National was in the market, but increased to the \$75-\$100 interval after its exit. In this market, America West's traffic grew 11% while overall market traffic fell 37%. Las Vegas-San Jose posted the fourth largest America West fare increase among the group (from \$66 to \$108). In the Bay Area-Las Vegas market, Southwest also seems to have been a major beneficiary of the combination of America West's new fare structure and the demise of National. Southwest's Las Vegas-San Jose average fare increased from \$79 to \$98 (and its traffic still grew 3%) while Southwest's Oakland-Las Vegas average fare increased \$81 to \$98 (and its traffic still grew 5%).



⁶ The positive impact of National Airlines' cessation of operations on America West was not limited to short-haul markets. Other markets in which America West faced competition from National in the 1Q02 but did not in 1Q03, such as Las Vegas-Miami and Dallas/Ft. Worth-Las Vegas, saw large fare increases as well.

Similarly, the market where America West's average fare exhibited the largest decline among all markets examined in this Special Feature (down 32%) was Denver-Tucson. This was also the market with the largest decline in market average fare (down 37%). Frontier started service between Denver and Tucson in October 2002. Graph 7 illustrates that America West's highest volume passenger interval declined from \$175 to \$200 in 1Q02 without Frontier in the market to \$100-\$125 after Frontier's entry.⁷



Conclusion

The major network carriers continue to examine every aspect of their business model in an effort to adapt to a revenue environment that remains extremely challenging, especially for carriers with the highest costs. The notoriously complicated way in which certain airlines price their product is one area that has been the subject of many calls for reform. Several low-fare carriers have recently made various changes to their fare structures including reducing the number of fares they offer, eliminating certain restrictions, and capping their highest fares. Although several major network carriers have recently experimented with their fare structures on a limited basis, America West is the only major network carrier that has made comprehensive changes, as it restructured its fares on a systemwide basis in late March 2002.

This Special Feature focused on a set of large markets where America West had a competitive presence in order to better understand the effects of the new fare structure on America West and its competitors. Our analysis showed that America West is carrying more traffic at considerably higher average fares. Both its absolute amount of revenue and its share of total revenue have increased substantially as it has lessened its reliance on the lowest fares and at the same time reduced fares directed at time-sensitive travelers who book closer to departure. In the markets examined in this Special Feature, total traffic increased 4% driven by traffic gains by America West and those of other airlines of 10% and 2% respectively. Total revenues increased 5%. America West's revenues grew 30% while other airlines' declined 1%, as America West was able to increase its average fare by 18% compared to a 3% decline in other airlines' average fare. Thus, while America West's reduced business fares produced a revenue positive result for America West, for other airlines, the increased volume did not fully compensate for the lower average fares charged as they responded to America West's changes. America West's overall revenue share gain of 4% in these markets on a market share gain of 2% further supports the claim that the airline has increased its ability to compete for higher fare traffic. Thus, in this group of markets, America West not

⁷ Frontier's Denver-Tucson service is non-stop while America West serves this market with direct or connecting service.

only contributed to growing overall traffic and revenues, it also increased its share of the most valuable pieces of those pies.

Changes in the competitive environment, such as the continued expansion of low-fare carriers into new markets, will almost certainly cause the spread between the highest and lowest fares to be less than it was in the recent past. America West's structure is a step in that direction. At present, the other major network carriers' reluctance to embrace a pricing structure similar to that of America West on a broad basis indicates that these carriers believe that any market stimulation caused by a simplified fare structure would not offset the revenue dilution associated with certain passengers paying lower fares than they would have paid under the current structures. However, if the market dictates that business fares must come down, the carriers which have relied on those high fares to support their business models will have to continue to reduce their costs commensurately. We will continue to monitor the changes airlines make to their fare structures and will revisit this topic as developments warrant.

Appendix A: Changes in Traffic and Revenue & Average Fares - 1Q03 vs. 1Q02													
LoH	City-Pair	HP Traffic	HP Rev	HP Avg Fare 02	HP Avg Fare 03	OA Traffic	OA Rev	OA Avg Fare 02	OA Avg Fare 03	Mkt Traffic	Mkt Rev	Mkt Avg Fare 02	Mkt Avg Fare 03
LH	Atlanta-Las Vegas	62%	96%	\$166	\$200	14%	24%	\$219	\$238	19%	29%	\$214	\$233
LH	Atlanta-Los Angeles	-17%	13%	\$171	\$232	-2%	-4%	\$292	\$288	-4%	-2%	\$277	\$282
LH	Atlanta-Oakland/Berkeley	8%	8%	\$255	\$255	18%	-14%	\$299	\$219	16%	-11%	\$293	\$224
LH	Atlanta-Ontario	22%	22%	\$230	\$230	27%	9%	\$278	\$237	26%	11%	\$266	\$236
LH	Atlanta-Phoenix	84%	97%	\$235	\$252	6%	-6%	\$283	\$253	20%	11%	\$274	\$253
LH	Atlanta-Sacramento	33%	44%	\$216	\$233	22%	3%	\$264	\$224	23%	8%	\$257	\$226
LH	Atlanta-Salt Lake City	6%	35%	\$161	\$205	2%	-4%	\$261	\$244	2%	-3%	\$255	\$242
LH	Atlanta-San Diego	18%	26%	\$221	\$235	6%	-5%	\$295	\$264	8%	-2%	\$287	\$260
LH	Atlanta-San Francisco	-5%	18%	\$195	\$243	-11%	-10%	\$322	\$328	-11%	-8%	\$314	\$322
LH	Atlanta-San Jose/Palo Alto	25%	21%	\$241	\$234	6%	-10%	\$340	\$289	8%	-7%	\$327	\$281
LH	Atlanta-Santa Ana	-1%	-2%	\$248	\$247	-2%	-13%	\$352	\$312	-2%	-12%	\$335	\$301
LH	Baltimore-Las Vegas	-8%	11%	\$132	\$159	16%	23%	\$154	\$163	5%	18%	\$144	\$162
LH	Baltimore-Los Angeles	2%	5%	\$188	\$192	17%	-6%	\$248	\$200	16%	-5%	\$243	\$199
LH	Baltimore-Oakland/Berkeley	-43%	-37%	\$161	\$178	-35%	-40%	\$183	\$170	-36%	-40%	\$181	\$170
LH	Baltimore-Ontario	-49%	-35%	\$143	\$182	-21%	-22%	\$173	\$172	-27%	-24%	\$167	\$173
LH	Baltimore-Phoenix	-32%	-23%	\$155	\$176	9%	1%	\$167	\$155	-9%	-9%	\$162	\$162
LH	Baltimore-Sacramento	-66%	-49%	\$144	\$216	-9%	-4%	\$167	\$176	-16%	-9%	\$164	\$178
LH	Baltimore-Salt Lake City	-8%	7%	\$149	\$174	-6%	-5%	\$175	\$176	-6%	-5%	\$173	\$176
LH	Baltimore-San Diego	-8%	14%	\$154	\$192	-13%	-9%	\$179	\$187	-13%	-8%	\$177	\$187
LH	Baltimore-San Francisco	-27%	-35%	\$237	\$212	-30%	-36%	\$315	\$288	-29%	-36%	\$308	\$281
LH	Baltimore-Tucson	-25%	-21%	\$182	\$191	2%	8%	\$156	\$165	-3%	2%	\$160	\$168
LH	Boston-Las Vegas	38%	45%	\$175	\$185	12%	18%	\$196	\$207	23%	29%	\$187	\$196
LH	Boston-Phoenix	67%	54%	\$281	\$259	26%	1%	\$224	\$180	38%	20%	\$241	\$210
LH	Boston-Salt Lake City	25%	64%	\$175	\$230	0%	-7%	\$297	\$277	2%	-4%	\$290	\$273
LH	Boston-San Diego	56%	98%	\$238	\$303	2%	5%	\$339	\$348	6%	10%	\$331	\$343
LH	Chicago-Las Vegas	48%	68%	\$113	\$129	4%	4%	\$135	\$134	10%	11%	\$132	\$134
LH	Chicago-Reno	38%	84%	\$143	\$191	2%	-2%	\$195	\$189	4%	3%	\$191	\$189
LH	Chicago-Sacramento	51%	13%	\$238	\$178	1%	-16%	\$285	\$236	5%	-14%	\$282	\$230
LH	Cleveland-Phoenix	-15%	15%	\$139	\$188	9%	13%	\$162	\$168	2%	13%	\$155	\$173
LH	Cleveland-San Diego	-10%	11%	\$146	\$179	1%	13%	\$173	\$194	0%	13%	\$170	\$192
LH	Columbus-Las Vegas	-15%	9%	\$120	\$152	38%	38%	\$126	\$126	6%	21%	\$122	\$139
LH	Columbus-Los Angeles	-24%	1%	\$143	\$190	-6%	-5%	\$163	\$165	-12%	-3%	\$156	\$173
LH	Columbus-Phoenix	-17%	11%	\$137	\$183	81%	82%	\$135	\$135	24%	40%	\$136	\$154
LH	Columbus-San Diego	-14%	1%	\$141	\$164	15%	12%	\$156	\$152	9%	10%	\$153	\$154
LH	Detroit-Las Vegas	18%	33%	\$122	\$137	29%	22%	\$170	\$160	27%	23%	\$161	\$156
LH	Detroit-Phoenix	16%	51%	\$137	\$178	-9%	0%	\$169	\$185	-2%	12%	\$160	\$183
LH	Detroit-San Diego	-6%	12%	\$153	\$181	-1%	5%	\$207	\$220	-2%	6%	\$197	\$213
LH	Detroit-Santa Ana	-28%	-2%	\$174	\$236	-4%	6%	\$252	\$278	-7%	5%	\$241	\$274
LH	Detroit-Seattle/Tacoma	-26%	-11%	\$179	\$215	-3%	-3%	\$250	\$250	-6%	-4%	\$243	\$248
LH	Ft. Lauderdale-Las Vegas	25%	58%	\$134	\$168	44%	44%	\$186	\$186	36%	49%	\$163	\$179
LH	Ft. Lauderdale-Oakland/Berkeley	-8%	14%	\$166	\$206	-7%	-7%	\$172	\$172	-7%	-5%	\$172	\$174
LH	Ft. Lauderdale-Phoenix	-5%	18%	\$164	\$203	27%	16%	\$194	\$177	16%	16%	\$183	\$184
LH	Ft. Lauderdale-Portland	-14%	42%	\$126	\$209	-6%	10%	\$158	\$185	-6%	12%	\$157	\$186
LH	Ft. Lauderdale-Salt Lake City	67%	96%	\$182	\$213	11%	8%	\$220	\$215	16%	14%	\$217	\$214
LH	Hartford, CT/Springfield-Las Vegas	145%	191%	\$135	\$160	4%	6%	\$159	\$162	13%	16%	\$157	\$161
LH	Hartford, CT/Springfield-Phoenix	482%	597%	\$151	\$181	-12%	-12%	\$164	\$165	19%	23%	\$163	\$170
LH	Houston-Oakland/Berkeley	-43%	-34%	\$202	\$234	-8%	-19%	\$237	\$209	-13%	-20%	\$233	\$211
LH	Houston-Portland	27%	30%	\$227	\$233	-1%	-6%	\$232	\$218	2%	-3%	\$232	\$220
LH	Houston-Reno	6%	30%	\$146	\$179	-1%	13%	\$156	\$179	0%	16%	\$155	\$179
LH	Houston-Sacramento	25%	44%	\$203	\$233	9%	15%	\$201	\$211	12%	19%	\$201	\$215
LH	Houston-San Francisco	-6%	-4%	\$218	\$222	-5%	-20%	\$390	\$326	-5%	-19%	\$370	\$315
LH	Houston-San Jose/Palo Alto	28%	29%	\$223	\$225	-3%	-9%	\$254	\$239	1%	-4%	\$250	\$236
LH	Houston-Seattle/Tacoma	63%	48%	\$237	\$214	-7%	0%	\$226	\$246	-3%	3%	\$227	\$242
LH	Indianapolis-San Diego	0%	9%	\$157	\$171	-2%	-3%	\$178	\$176	-1%	-2%	\$176	\$175
LH	Las Vegas-Miami	35%	100%	\$147	\$218	-53%	-35%	\$187	\$260	-29%	-4%	\$176	\$238
LH	Las Vegas-Milwaukee	-13%	6%	\$126	\$153	-10%	-5%	\$169	\$178	-10%	-4%	\$163	\$175
LH	Las Vegas-New York	18%	40%	\$150	\$179	3%	11%	\$186	\$200	8%	19%	\$175	\$193
LH	Las Vegas-Orlando/Kissimmee	-7%	9%	\$142	\$166	20%	26%	\$167	\$177	11%	21%	\$159	\$174
LH	Las Vegas-Philadelphia	-7%	27%	\$136	\$186	-8%	7%	\$170	\$197	-8%	12%	\$160	\$194
LH	Las Vegas-Tampa/St. Petersburg/Lakeland	9%	31%	\$130	\$156	17%	17%	\$158	\$159	14%	21%	\$150	\$158
LH	Las Vegas-Washington	46%	70%	\$196	\$228	23%	16%	\$315	\$298	29%	27%	\$281	\$275
LH	Los Angeles-Miami	34%	92%	\$172	\$247	-4%	2%	\$335	\$356	-2%	5%	\$324	\$346

Appendix A: Changes in Traffic and Revenue & Average Fares - 1Q03 vs. 1Q02													
LoH	City-Pair	HP Traffic	HP Rev	HP Avg Fare 02	HP Avg Fare 03	OA Traffic	OA Rev	OA Avg Fare 02	OA Avg Fare 03	Mkt Traffic	Mkt Rev	Mkt Avg Fare 02	Mkt Avg Fare 03
LH	Los Angeles-Minneapolis/St.Paul	4%	17%	\$164	\$184	4%	-2%	\$237	\$224	4%	-1%	\$231	\$221
LH	Miami-Phoenix	16%	43%	\$221	\$271	24%	9%	\$245	\$216	21%	20%	\$237	\$235
LH	Minneapolis/St.Paul-Sacramento	-26%	-19%	\$193	\$211	22%	10%	\$236	\$213	14%	6%	\$228	\$212
LH	Minneapolis/St.Paul-San Diego	-31%	-19%	\$170	\$200	11%	8%	\$204	\$199	6%	6%	\$200	\$199
LH	Minneapolis/St.Paul-San Jose/Palo Alto	33%	20%	\$238	\$215	24%	11%	\$314	\$281	25%	12%	\$305	\$272
LH	Minneapolis/St.Paul-Santa Ana	-21%	-10%	\$208	\$237	12%	13%	\$272	\$273	8%	10%	\$263	\$269
LH	New York-Ontario	-47%	-30%	\$175	\$230	-18%	-16%	\$180	\$185	-22%	-18%	\$180	\$189
LH	New York-Phoenix	56%	13%	\$327	\$237	11%	-9%	\$295	\$241	24%	-2%	\$304	\$240
LH	New York-Portland	-37%	-33%	\$247	\$262	-5%	-7%	\$299	\$291	-7%	-9%	\$295	\$289
LH	New York-Reno	-2%	15%	\$213	\$251	19%	2%	\$262	\$224	14%	5%	\$250	\$230
LH	New York-Sacramento	-19%	2%	\$210	\$265	-1%	-8%	\$325	\$302	-4%	-7%	\$305	\$297
LH	New York-San Diego	42%	71%	\$216	\$260	-13%	-3%	\$355	\$393	-6%	2%	\$339	\$370
LH	New York-San Jose/Palo Alto	-36%	-35%	\$250	\$255	25%	-8%	\$349	\$257	18%	-10%	\$338	\$257
LH	New York-Santa Ana	-8%	-10%	\$262	\$258	-13%	-15%	\$365	\$357	-12%	-14%	\$354	\$345
LH	New York-Tucson	1%	24%	\$219	\$270	-7%	-12%	\$281	\$265	-5%	-6%	\$269	\$266
LH	Oakland/Berkeley-Orlando/Kissimmee	-50%	-35%	\$146	\$191	5%	-7%	\$214	\$190	-5%	-11%	\$201	\$190
LH	Ontario-Orlando/Kissimmee	4%	18%	\$148	\$168	-25%	-18%	\$171	\$186	-21%	-14%	\$168	\$183
LH	Orlando/Kissimmee-Phoenix	50%	84%	\$157	\$193	-17%	-15%	\$177	\$181	0%	8%	\$172	\$186
LH	Philadelphia-Phoenix	-4%	-4%	\$234	\$234	-1%	-14%	\$262	\$227	-2%	-11%	\$252	\$230
LH	Philadelphia-San Diego	51%	61%	\$223	\$237	-2%	-3%	\$307	\$304	5%	4%	\$295	\$291
LH	Phoenix-Tampa/St. Petersburg/Lakeland	66%	84%	\$160	\$178	0%	-3%	\$176	\$171	17%	18%	\$172	\$174
LH	Phoenix-Washington	159%	111%	\$296	\$241	-18%	-24%	\$323	\$299	40%	17%	\$314	\$264
LH	Salt Lake City-Tampa/St. Petersburg/Lakeland	22%	66%	\$160	\$219	6%	7%	\$199	\$200	7%	11%	\$195	\$202
LH	San Antonio-Seattle/Tacoma	13%	47%	\$160	\$208	-15%	-8%	\$169	\$182	-12%	-3%	\$168	\$185
MH	Albuquerque-Seattle/Tacoma	-20%	3%	\$137	\$176	-1%	4%	\$156	\$164	-4%	4%	\$153	\$166
MH	Austin-Phoenix	8%	20%	\$123	\$137	8%	8%	\$139	\$139	8%	12%	\$133	\$138
MH	Austin-San Diego	9%	38%	\$138	\$176	5%	7%	\$168	\$171	5%	9%	\$166	\$171
MH	Chicago-Phoenix	26%	24%	\$138	\$136	15%	-1%	\$155	\$134	16%	3%	\$152	\$134
MH	Colorado Springs-Los Angeles	99%	124%	\$172	\$194	-3%	-7%	\$194	\$187	4%	1%	\$193	\$187
MH	Columbus-Dallas-Ft. Worth	30%	29%	\$206	\$204	8%	-15%	\$248	\$195	10%	-12%	\$244	\$196
MH	Columbus-Ft. Myers	-16%	1%	\$126	\$152	37%	40%	\$156	\$160	3%	17%	\$137	\$155
MH	Columbus-Orlando/Kissimmee	-15%	1%	\$94	\$111	-28%	-18%	\$114	\$130	-23%	-11%	\$105	\$121
MH	Dallas/Ft. Worth-Las Vegas	82%	172%	\$108	\$162	-27%	-6%	\$157	\$203	-9%	16%	\$149	\$189
MH	Dallas/Ft. Worth-Los Angeles	110%	198%	\$146	\$208	-26%	-16%	\$253	\$285	-19%	-10%	\$247	\$274
MH	Dallas/Ft. Worth-Oakland/Berkeley	184%	241%	\$206	\$247	-5%	-20%	\$326	\$274	9%	-8%	\$318	\$269
MH	Dallas/Ft. Worth-Ontario	47%	59%	\$204	\$219	25%	-4%	\$241	\$186	28%	4%	\$236	\$191
MH	Dallas/Ft. Worth-Phoenix	96%	77%	\$214	\$194	-5%	-13%	\$239	\$217	17%	5%	\$233	\$208
MH	Dallas/Ft. Worth-Reno	115%	218%	\$145	\$215	-10%	-1%	\$190	\$210	4%	18%	\$185	\$211
MH	Dallas/Ft. Worth-Sacramento	16%	35%	\$234	\$271	14%	-8%	\$275	\$223	15%	-2%	\$269	\$230
MH	Dallas/Ft. Worth-San Diego	143%	195%	\$184	\$223	-11%	-7%	\$270	\$282	3%	6%	\$262	\$269
MH	Dallas/Ft. Worth-San Jose/Palo Alto	202%	197%	\$250	\$246	-16%	-23%	\$357	\$324	-3%	-14%	\$350	\$310
MH	Dallas/Ft. Worth-Santa Ana	2%	48%	\$202	\$292	5%	-8%	\$250	\$219	5%	-4%	\$246	\$225
MH	Dallas/Ft. Worth-Tucson	107%	167%	\$170	\$220	2%	-7%	\$235	\$215	8%	0%	\$232	\$215
MH	Denver-Ontario	-2%	-11%	\$185	\$167	17%	-6%	\$218	\$175	15%	-6%	\$214	\$174
MH	Denver-Santa Ana	-1%	-6%	\$199	\$189	-6%	-14%	\$243	\$220	-5%	-14%	\$240	\$218
MH	Des Moines-Phoenix	-30%	-11%	\$142	\$182	39%	37%	\$136	\$135	2%	11%	\$139	\$152
MH	Detroit-Salt Lake City	25%	51%	\$185	\$224	-9%	-16%	\$201	\$187	-7%	-12%	\$200	\$191
MH	Houston-Los Angeles	47%	58%	\$194	\$209	-9%	-2%	\$225	\$242	-6%	1%	\$223	\$239
MH	Houston-Ontario	12%	17%	\$197	\$204	-9%	-7%	\$190	\$195	-5%	-3%	\$191	\$197
MH	Houston-Phoenix	14%	10%	\$163	\$157	15%	-3%	\$180	\$152	15%	0%	\$176	\$153
MH	Houston-San Diego	20%	21%	\$196	\$198	0%	0%	\$208	\$206	3%	2%	\$207	\$205
MH	Houston-Santa Ana	9%	19%	\$210	\$229	12%	7%	\$285	\$271	12%	9%	\$269	\$262
MH	Indianapolis-Phoenix	-9%	-12%	\$133	\$129	105%	59%	\$153	\$119	46%	25%	\$143	\$122
MH	Kansas City-Phoenix	-2%	7%	\$129	\$141	24%	16%	\$144	\$135	14%	13%	\$138	\$137
MH	Kansas City-San Diego	12%	55%	\$126	\$175	-17%	-7%	\$148	\$166	-16%	-4%	\$147	\$167
MH	Las Vegas-Minneapolis/St.Paul	-16%	-2%	\$119	\$139	37%	38%	\$162	\$163	26%	31%	\$153	\$160
MH	Las Vegas-Omaha	-15%	7%	\$115	\$146	-6%	0%	\$124	\$132	-7%	1%	\$123	\$133
MH	Las Vegas-Portland	-24%	3%	\$86	\$118	7%	6%	\$114	\$113	5%	6%	\$112	\$113

Appendix A: Changes in Traffic and Revenue & Average Fares - 1Q03 vs. 1Q02													
LoH	City-Pair	HP Traffic	HP Rev	HP Avg Fare 02	HP Avg Fare 03	OA Traffic	OA Rev	OA Avg Fare 02	OA Avg Fare 03	Mkt Traffic	Mkt Rev	Mkt Avg Fare 02	Mkt Avg Fare 03
MH	Las Vegas-San Antonio	-11%	14%	\$121	\$156	-1%	6%	\$140	\$149	-1%	6%	\$139	\$150
MH	Los Angeles-Omaha	6%	8%	\$140	\$142	-18%	-18%	\$152	\$151	-15%	-16%	\$151	\$150
MH	Los Angeles-San Antonio	-57%	-35%	\$130	\$195	-3%	0%	\$171	\$176	-10%	-4%	\$166	\$177
MH	Milwaukee-Phoenix	25%	32%	\$153	\$162	-28%	-30%	\$177	\$172	-15%	-16%	\$171	\$168
MH	Minneapolis/St. Paul-Ontario	-8%	4%	\$192	\$218	21%	17%	\$201	\$193	15%	14%	\$199	\$197
MH	Minneapolis/St. Paul-Phoenix	53%	56%	\$165	\$169	1%	-8%	\$185	\$168	11%	3%	\$182	\$168
MH	Minneapolis/St. Paul-Portland	-13%	-2%	\$183	\$206	16%	2%	\$260	\$228	13%	2%	\$254	\$227
MH	Minneapolis/St. Paul-Tucson	28%	23%	\$183	\$176	54%	32%	\$192	\$164	51%	31%	\$191	\$166
MH	New Orleans-Phoenix	-22%	-11%	\$144	\$164	24%	20%	\$171	\$165	12%	13%	\$163	\$165
MH	Omaha-Phoenix	3%	12%	\$122	\$134	12%	9%	\$128	\$125	7%	11%	\$125	\$129
MH	Phoenix-Portland	-14%	3%	\$125	\$149	9%	7%	\$135	\$132	2%	5%	\$132	\$137
MH	Phoenix-San Antonio	-7%	6%	\$131	\$149	5%	0%	\$144	\$138	1%	2%	\$140	\$141
MH	Phoenix-Seattle/Tacoma	-7%	12%	\$120	\$144	0%	1%	\$134	\$136	-2%	3%	\$131	\$138
MH	Phoenix-Spokane	63%	93%	\$117	\$139	-50%	-48%	\$135	\$140	-8%	0%	\$128	\$139
MH	Phoenix-St. Louis	39%	68%	\$128	\$155	16%	9%	\$158	\$148	20%	16%	\$153	\$149
MH	Portland-Tucson	-13%	9%	\$125	\$156	-2%	7%	\$135	\$148	-5%	7%	\$132	\$150
MH	San Antonio-San Diego	-12%	26%	\$145	\$208	-15%	-4%	\$153	\$173	-14%	-2%	\$153	\$175
MH	Seattle/Tacoma-Tucson	24%	42%	\$134	\$154	-4%	-3%	\$136	\$137	-2%	0%	\$136	\$138
SH	Albuquerque-Los Angeles	5%	42%	\$93	\$125	-3%	1%	\$130	\$135	-3%	3%	\$127	\$134
SH	Albuquerque-Phoenix	-25%	1%	\$59	\$79	17%	13%	\$70	\$68	7%	11%	\$68	\$70
SH	Albuquerque-San Diego	3%	39%	\$94	\$126	12%	10%	\$131	\$128	11%	12%	\$127	\$128
SH	Albuquerque-Tucson	-23%	3%	\$86	\$115	-9%	-1%	\$72	\$78	-11%	0%	\$74	\$82
SH	Baltimore-Columbus	-6%	11%	\$74	\$87	-7%	-1%	\$74	\$79	-6%	4%	\$74	\$83
SH	Boise-Phoenix	17%	43%	\$107	\$131	-16%	-17%	\$137	\$135	3%	13%	\$120	\$132
SH	Boston-Columbus	25%	41%	\$192	\$217	-18%	-40%	\$276	\$200	3%	-7%	\$234	\$210
SH	Chicago-Columbus	-21%	12%	\$62	\$89	1%	21%	\$84	\$100	-2%	20%	\$81	\$99
SH	Columbus-New York	-28%	-27%	\$174	\$178	15%	-4%	\$246	\$204	2%	-9%	\$224	\$199
SH	Columbus-Philadelphia	27%	40%	\$174	\$192	-1%	-23%	\$255	\$199	8%	-7%	\$229	\$197
SH	Columbus-Washington	-31%	-34%	\$136	\$129	75%	47%	\$161	\$136	39%	22%	\$153	\$135
SH	Denver-Las Vegas	28%	74%	\$103	\$140	13%	4%	\$162	\$149	16%	15%	\$149	\$147
SH	Denver-Phoenix	53%	38%	\$176	\$159	-11%	-21%	\$184	\$163	4%	-7%	\$182	\$162
SH	Denver-Tucson	9%	-26%	\$191	\$130	86%	16%	\$210	\$131	73%	10%	\$207	\$131
SH	El Paso-Las Vegas	-7%	15%	\$91	\$112	-2%	3%	\$106	\$111	-3%	4%	\$104	\$111
SH	El Paso-Los Angeles	-7%	25%	\$96	\$129	-6%	1%	\$138	\$149	-6%	3%	\$132	\$146
SH	El Paso-Phoenix	-27%	-3%	\$58	\$77	18%	13%	\$70	\$67	7%	9%	\$67	\$69
SH	Glendale/Burbank-Phoenix	-15%	9%	\$57	\$74	11%	13%	\$68	\$70	2%	12%	\$65	\$71
SH	Las Vegas-Los Angeles	-1%	51%	\$55	\$83	3%	4%	\$69	\$70	3%	11%	\$66	\$72
SH	Las Vegas-Phoenix	-7%	26%	\$57	\$77	13%	15%	\$65	\$66	8%	17%	\$63	\$68
SH	Las Vegas-Sacramento	-28%	23%	\$58	\$98	-3%	18%	\$82	\$100	-7%	19%	\$78	\$100
SH	Las Vegas-San Diego	-14%	23%	\$53	\$75	3%	16%	\$69	\$77	1%	16%	\$67	\$77
SH	Las Vegas-San Francisco	11%	90%	\$66	\$113	-57%	-33%	\$84	\$129	-37%	-4%	\$79	\$121
SH	Las Vegas-San Jose/Palo Alto	0%	63%	\$66	\$108	-7%	16%	\$79	\$99	-7%	19%	\$78	\$100
SH	Las Vegas-Santa Ana	8%	39%	\$62	\$80	13%	1%	\$68	\$61	10%	27%	\$64	\$74
SH	Las Vegas-Tucson	-16%	13%	\$60	\$81	-6%	4%	\$66	\$73	-8%	6%	\$64	\$74
SH	Los Angeles-Phoenix	-6%	18%	\$60	\$76	1%	-2%	\$67	\$65	-1%	4%	\$65	\$68
SH	Oakland/Berkeley-Phoenix	10%	26%	\$94	\$107	7%	1%	\$111	\$104	8%	8%	\$105	\$105
SH	Ontario-Phoenix	-12%	14%	\$54	\$70	0%	0%	\$68	\$68	-3%	3%	\$65	\$69
SH	Phoenix-Reno	20%	48%	\$92	\$114	4%	-2%	\$107	\$101	10%	16%	\$101	\$107
SH	Phoenix-Sacramento	-5%	8%	\$94	\$107	27%	16%	\$109	\$100	15%	13%	\$103	\$102
SH	Phoenix-Salt Lake City	11%	37%	\$89	\$111	18%	9%	\$109	\$100	15%	17%	\$102	\$104
SH	Phoenix-San Diego	20%	49%	\$59	\$73	4%	3%	\$67	\$67	7%	12%	\$66	\$69
SH	Phoenix-San Francisco	9%	26%	\$113	\$131	-18%	-14%	\$134	\$143	-6%	3%	\$125	\$136
SH	Phoenix-San Jose/Palo Alto	-6%	8%	\$98	\$114	16%	8%	\$110	\$101	7%	8%	\$105	\$106
SH	Phoenix-Santa Ana	42%	23%	\$101	\$88	18%	23%	\$73	\$77	31%	23%	\$88	\$83
SH	San Jose/Palo Alto-Tucson	-27%	-12%	\$126	\$153	-16%	0%	\$128	\$153	-18%	-2%	\$128	\$153

Carrier Code Identifier and Footnotes

<u>Code</u>	<u>Name</u>	<u>Code</u>	<u>Name</u>
AA	American Airlines, Inc.	UA	United Air Lines, Inc.
AQ	Aloha Airlines, Inc.	US	US Airways, Inc.
AS	Alaska Airlines, Inc.	WN	Southwest Airlines, Co.
AX	Trans States Airlines	XP	Casino Express
B6	JetBlue Airways	YX	Midwest Express Airlines
CO	Continental AirLines, Inc.		
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		
SY	Sun Country Airlines		
TZ	American Trans Air, Inc.		

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.