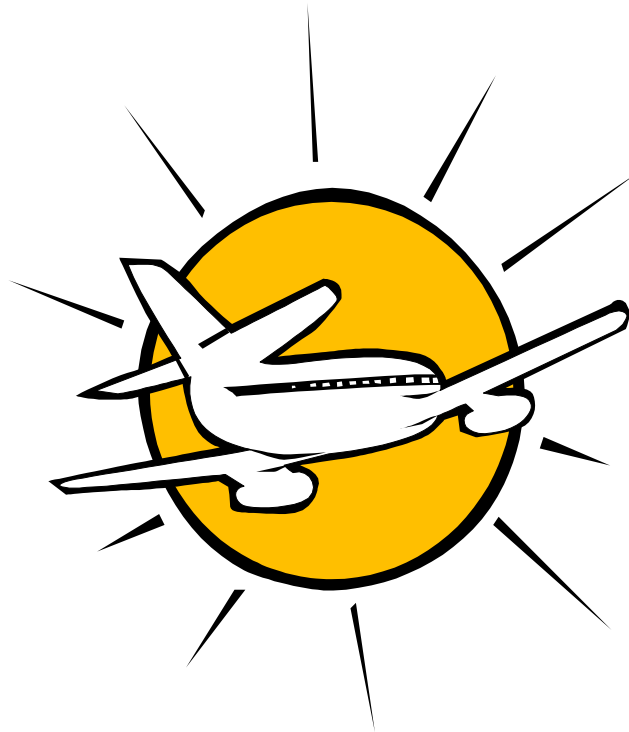

DOMESTIC AIRLINE FARES CONSUMER REPORT



First Quarter 2005 Passenger and Fare Information

September 2005



U.S. Department of Transportation
Office of Aviation Analysis

FARE INFORMATION FOR CONSUMERS

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

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

The initial report provided information about average prices being paid by consumers in the 1,000 largest domestic city-pair markets within the 48 contiguous states. These markets account for about 75 percent of all 48-state passengers and 70 percent of total domestic passengers. Information regarding all 6,374 city-pair markets for the first quarter of 2005 is available at <http://ostpxweb.dot.gov/aviation/>. Once at the site, select the Domestic Issues button, then select the Consumer Airfare Report link.

Note: Independence Air's own traffic is reflected in this report and will be covered in subsequent reports.

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

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

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

To assist consumers in making average fare comparisons, Table 1 segregates markets by mileage block, since distance is a major factor that affects the level of prices charged. Markets are then sorted within each mileage block by fare amount, from the highest average fare to the lowest. Consumers should understand that because carriers tend to offer a variety of prices in a market, carriers with higher average prices might offer some seats at prices as low as, or even lower than, carriers with much lower average prices.

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

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

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

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

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

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

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

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets
First Quarter 2005

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Distance Block - 101-150 miles										
Portland, OR	Seattle, WA	129	410	140	AS	99.76	140	AS	99.76	140
Austin, TX	Houston, TX	148	530	91	WN	69.32	91	WN	69.32	91
Distance Block - 151-200 miles										
Boston, MA	New York, NY	200	4,000	148	DL	40.51	133	US	27.48	129
Miami, FL	Orlando/Kissimmee, FL	193	237	131	AA	88.96	132	CO	1.45	115
Austin, TX	Dallas/Ft. Worth, TX	190	1,252	92	WN	75.07	91	WN	75.07	91
Dallas/Ft. Worth, TX	Oklahoma City, OK	181	326	89	WN	66.87	82	WN	66.87	82
Houston, TX	San Antonio, TX	192	611	87	WN	67.33	87	WN	67.33	87
Ft. Lauderdale, FL	Tampa/St. Petersburg/Lakeland, FL	197	908	80	WN	99.40	80	WN	99.40	80
Ft. Lauderdale, FL	Orlando/Kissimmee, FL	178	420	80	WN	92.91	79	US	1.38	72
Las Vegas, NV	Ontario, CA	197	1,014	77	WN	87.77	77	WN	87.77	77
Tampa/St. Petersburg/Lakeland, FL	West Palm Beach, FL	174	221	75	WN	100.00	75	WN	100.00	75
Chicago, IL	Indianapolis, IN	177	446	73	AA	32.17	72	WN	28.41	67
Oakland/Berkeley, CA	Reno, NV	180	310	72	WN	99.96	72	WN	99.96	72
Reno, NV	San Jose/Palo Alto, CA	188	346	70	WN	99.74	70	WN	99.74	70
Hartford, CT/Springfield, MA	Philadelphia, PA	196	401	61	WN	48.75	51	WN	48.75	51
Distance Block - 201-250 miles										
Atlanta, GA	Nashville, TN	214	224	217	DL	95.09	218	NW	1.49	140
Detroit, MI	Indianapolis, IN	231	212	212	NW	91.15	219	WN	4.76	111
Manchester, NH	New York, NY	209	220	198	CO	43.52	237	US	43.52	172
Atlanta, GA	Charlotte, NC	227	327	194	DL	69.27	200	US	28.69	179
Pittsburgh, PA	Washington, DC	205	372	163	DH	47.73	89	DH	47.73	89
New York, NY	Washington, DC	229	4,450	129	DL	32.91	131	UA	13.98	121
Washington, DC	White Plains, NY	247	247	116	DH	59.73	98	DH	59.73	98
Atlanta, GA	Savannah, GA	215	297	109	DL	83.75	110	FL	15.54	103
Greensboro/High Point, NC	Washington, DC	248	213	108	DH	63.65	94	DH	63.65	94
New York, NY	Syracuse, NY	209	551	106	B6	55.34	82	B6	55.34	82
Miami, FL	Tampa/St. Petersburg/Lakeland, FL	204	310	102	AA	97.96	102	AA	97.96	102
Raleigh/Durham, NC	Washington, DC	227	685	102	AA	40.41	108	DH	23.77	85
Chicago, IL	Detroit, MI	235	2,188	93	NW	47.81	93	WN	18.45	85
Corpus Christi, TX	Houston, TX	201	298	93	WN	64.94	90	WN	64.94	90
Dallas/Ft. Worth, TX	Houston, TX	247	3,829	87	WN	68.13	86	WN	68.13	86
Dallas/Ft. Worth, TX	San Antonio, TX	248	1,624	87	WN	74.39	83	WN	74.39	83
Dallas/Ft. Worth, TX	Tulsa, OK	237	609	86	WN	66.82	81	WN	66.82	81
Las Vegas, NV	Santa Ana, CA	226	1,370	85	HP	61.30	89	WN	38.06	79
Glendale/Burbank, CA	Las Vegas, NV	223	1,785	82	WN	92.13	82	WN	92.13	82
Las Vegas, NV	Los Angeles, CA	236	3,479	81	WN	48.91	76	WN	48.91	76
Seattle, WA	Spokane, WA	224	1,272	76	AS	77.27	78	WN	22.40	68
Kansas City, MO	St. Louis, MO	237	406	75	WN	99.97	75	WN	99.97	75
Baltimore, MD	Islip/Long Island, NY	220	388	74	WN	99.60	74	WN	99.60	74
Las Vegas, NV	Long Beach, CA	231	496	71	B6	100.00	71	B6	100.00	71

*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Philadelphia, PA	Providence, RI	238	698	57	WN	59.53	52	WN	59.53	52
<u>Distance Block - 251-300 miles</u>										
Philadelphia, PA	Pittsburgh, PA	267	421	254	US	82.93	269	UA	15.99	180
New York, NY	Richmond, VA	292	497	198	US	52.51	172	DL	18.64	162
New York, NY	Norfolk, VA	296	314	191	US	37.81	184	DL	11.54	133
New York, NY	Portland, ME	284	210	175	US	39.67	151	DL	28.92	143
Chicago, IL	Cincinnati, OH	264	583	162	DL	44.98	169	UA	25.92	155
Milwaukee, WI	Minneapolis/St.Paul, MN	297	423	157	NW	83.59	157	NW	83.59	157
Atlanta, GA	Jacksonville, FL	270	734	141	DL	80.24	145	FL	19.11	122
Syracuse, NY	Washington, DC	298	299	127	DH	46.09	97	DH	46.09	97
Atlanta, GA	Pensacola, FL	272	204	120	DL	77.69	121	FL	20.18	115
Boston, MA	Philadelphia, PA	280	1,407	114	US	60.25	135	FL	24.63	69
Rochester, NY	Washington, DC	296	227	111	DH	63.56	96	DH	63.56	96
Newport News/Hampton/Wmsburg, VA	New York, NY	288	249	106	FL	97.05	106	FL	97.05	106
Burlington, VT	New York, NY	267	464	101	B6	60.46	88	B6	60.46	88
New York, NY	Rochester, NY	264	1,021	98	B6	67.07	80	B6	67.07	80
Chicago, IL	Columbus, OH	296	1,116	94	WN	44.97	80	WN	44.97	80
Chicago, IL	St. Louis, MO	258	1,621	90	AA	43.48	94	WN	41.68	81
Baltimore, MD	Rochester, NY	277	209	89	FL	96.92	87	FL	96.92	87
Glendale/Burbank, CA	San Jose/Palo Alto, CA	296	1,067	88	WN	99.91	88	WN	99.91	88
Boise, ID	Salt Lake City, UT	291	274	84	WN	52.59	75	WN	52.59	75
Harlingen, TX	Houston, TX	295	453	83	WN	91.49	82	WN	91.49	82
Las Vegas, NV	San Diego, CA	258	1,964	83	WN	77.91	82	WN	77.91	82
Dallas/Ft. Worth, TX	Lubbock, TX	293	660	81	WN	86.38	78	WN	86.38	78
Chicago, IL	Louisville, KY	286	572	80	WN	63.42	72	WN	63.42	72
Las Vegas, NV	Phoenix, AZ	256	2,677	80	WN	76.10	75	WN	76.10	75
Baltimore, MD	Raleigh/Durham, NC	255	430	79	WN	94.89	78	WN	94.89	78
Baltimore, MD	Hartford, CT/Springfield, MA	283	625	75	WN	97.49	74	WN	97.49	74
Portland, OR	Spokane, WA	279	534	73	WN	53.18	68	WN	53.18	68
Albany, NY	Baltimore, MD	288	376	72	WN	98.14	71	WN	98.14	71
Boise, ID	Spokane, WA	287	332	71	WN	69.08	69	WN	69.08	69
Baltimore, MD	Buffalo, NY	281	475	71	WN	96.31	70	WN	96.31	70
Manchester, NH	Philadelphia, PA	290	704	57	WN	58.61	50	WN	58.61	50
<u>Distance Block - 301-350 miles</u>										
New York, NY	Pittsburgh, PA	340	976	225	US	57.34	232	US	57.34	232
Atlanta, GA	Louisville, KY	321	244	210	DL	89.63	218	NW	2.96	112
Chicago, IL	Des Moines, IA	306	205	180	UA	48.46	182	AA	47.70	176
Charlotte, NC	Nashville, TN	329	219	176	US	85.47	177	NW	1.42	119
Albuquerque, NM	Denver, CO	349	337	165	F9	55.67	154	F9	55.67	154
Boston, MA	Rochester, NY	343	205	153	US	57.90	154	UA	35.28	149
Charlotte, NC	Washington, DC	330	683	150	US	54.16	182	DH	29.40	99
Los Angeles, CA	San Francisco, CA	337	1,700	146	UA	64.08	154	AA	25.34	126
Chicago, IL	Minneapolis/St.Paul, MN	349	2,377	142	NW	52.18	140	TZ	11.58	110
Atlanta, GA	Memphis, TN	332	793	131	DL	62.58	139	FL	24.16	109
Cleveland, OH	Washington, DC	310	463	127	CO	56.03	150	DH	17.50	81
Atlanta, GA	Greensboro/High Point, NC	306	402	125	DL	97.12	125	US	1.85	116
Hartford, CT/Springfield, MA	Washington, DC	326	555	120	US	39.49	150	DH	26.79	86
Albany, NY	Washington, DC	325	256	117	DH	44.13	89	DH	44.13	89
Columbus, OH	Washington, DC	322	442	107	US	41.61	121	DH	30.48	83

*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Houston, TX	New Orleans, LA	305	1,670	104	WN	60.74	103	WN	60.74	103
Houston, TX	Mission/Mcallen, TX	316	203	104	CO	98.31	104	CO	98.31	104
San Jose/Palo Alto, CA	Santa Ana, CA	342	1,574	94	WN	54.50	92	WN	54.50	92
Chicago, IL	Cleveland, OH	316	1,587	90	WN	34.84	79	WN	34.84	79
Glendale/Burbank, CA	Oakland/Berkeley, CA	325	2,107	90	WN	99.70	90	WN	99.70	90
Austin, TX	Lubbock, TX	341	237	88	WN	98.03	88	WN	98.03	88
Buffalo, NY	New York, NY	301	1,613	88	B6	64.06	77	B6	64.06	77
Phoenix, AZ	Santa Ana, CA	338	1,634	87	HP	52.03	94	WN	47.38	79
Los Angeles, CA	San Jose/Palo Alto, CA	308	1,620	86	WN	82.78	82	WN	82.78	82
Dallas/Ft. Worth, TX	Little Rock, AR	304	581	84	WN	67.86	79	WN	67.86	79
Ontario, CA	San Jose/Palo Alto, CA	333	861	83	WN	99.52	83	WN	99.52	83
Las Vegas, NV	Reno, NV	345	1,402	83	WN	91.52	83	HP	8.03	78
Los Angeles, CA	Oakland/Berkeley, CA	337	2,960	82	WN	90.47	81	WN	90.47	81
Birmingham, AL	New Orleans, LA	321	310	82	WN	97.16	80	WN	97.16	80
Dallas/Ft. Worth, TX	Midland/Odessa, TX	319	457	81	WN	87.33	80	WN	87.33	80
Baltimore, MD	Columbus, OH	336	360	81	WN	90.14	79	WN	90.14	79
Baltimore, MD	Cleveland, OH	314	597	81	CO	49.21	79	CO	49.21	79
Kansas City, MO	Oklahoma City, OK	313	211	79	WN	99.47	78	WN	99.47	78
Ft. Lauderdale, FL	Jacksonville, FL	318	663	79	WN	99.55	79	WN	99.55	79
Albuquerque, NM	Tucson, AZ	321	208	79	WN	92.18	76	WN	92.18	76
Boise, ID	Portland, OR	344	653	79	WN	51.20	72	WN	51.20	72
Phoenix, AZ	San Diego, CA	304	1,773	79	WN	73.28	77	WN	73.28	77
Amarillo, TX	Dallas/Ft. Worth, TX	324	519	79	WN	81.30	74	WN	81.30	74
Ontario, CA	Phoenix, AZ	325	1,111	78	WN	76.66	77	WN	76.66	77
El Paso, TX	Phoenix, AZ	347	456	76	WN	82.76	74	WN	82.76	74
Albuquerque, NM	Phoenix, AZ	328	1,196	76	WN	83.95	75	WN	83.95	75
Omaha, NE	St. Louis, MO	342	310	74	WN	91.30	71	WN	91.30	71
Baltimore, MD	Providence, RI	328	970	74	WN	98.10	74	WN	98.10	74
Philadelphia, PA	Raleigh/Durham, NC	336	1,270	61	US	51.70	61	WN	31.72	53
<u>Distance Block - 351-400 miles</u>										
Baltimore, MD	Charlotte, NC	360	204	251	US	80.83	257	UA	10.68	252
Kansas City, MO	Minneapolis/St.Paul, MN	393	348	238	NW	90.96	242	YX	2.81	164
Cleveland, OH	Philadelphia, PA	363	268	203	US	46.93	203	US	46.93	203
Atlanta, GA	Cincinnati, OH	373	442	171	DL	95.48	174	NW	1.08	108
San Francisco, CA	Santa Ana, CA	372	595	152	UA	65.17	155	AA	30.80	143
Denver, CO	Salt Lake City, UT	391	780	149	DL	36.83	149	F9	32.59	136
Providence, RI	Washington, DC	372	494	133	US	48.03	164	DH	27.20	92
Atlanta, GA	Raleigh/Durham, NC	356	1,084	131	DL	73.50	142	FL	24.03	95
Atlanta, GA	Gulfport/Biloxi, MS	352	217	119	FL	57.44	102	FL	57.44	102
Houston, TX	Little Rock, AR	393	258	116	CO	48.30	118	WN	47.87	114
Corpus Christi, TX	Dallas/Ft. Worth, TX	354	308	114	WN	63.44	107	WN	63.44	107
Ontario, CA	Reno, NV	394	194	110	WN	96.74	110	WN	96.74	110
Greenville/Spartanburg, SC	Washington, DC	396	310	105	DH	54.39	94	DH	54.39	94
Las Vegas, NV	Sacramento, CA	397	1,523	101	WN	73.37	101	HP	23.69	101
Las Vegas, NV	San Jose/Palo Alto, CA	386	1,598	100	WN	65.04	98	WN	65.04	98
Los Angeles, CA	Reno, NV	390	735	100	WN	52.15	105	AS	34.11	92
Las Vegas, NV	Salt Lake City, UT	368	1,016	97	WN	63.74	92	WN	63.74	92
Oakland/Berkeley, CA	Santa Ana, CA	371	1,823	94	WN	64.50	97	AS	27.80	86
Baltimore, MD	Boston, MA	370	1,037	91	FL	68.54	85	FL	68.54	85
Long Beach, CA	Phoenix, AZ	355	204	88	HP	98.74	88	HP	98.74	88
Glendale/Burbank, CA	Sacramento, CA	358	1,355	85	WN	99.25	85	WN	99.25	85
Houston, TX	Jackson/Vicksburg, MS	359	260	85	WN	71.42	81	WN	71.42	81

*Carrier Code Identifier and Footnotes at End of Report

Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Oakland/Berkeley, CA	Ontario, CA	361	1,604	84	WN	98.97	83	WN	98.97	83
Ontario, CA	Sacramento, CA	389	1,613	83	WN	98.66	83	WN	98.66	83
Los Angeles, CA	Sacramento, CA	373	1,545	83	WN	84.23	80	WN	84.23	80
Glendale/Burbank, CA	Phoenix, AZ	369	1,233	82	WN	72.03	79	WN	72.03	79
Los Angeles, CA	Phoenix, AZ	370	2,065	80	WN	67.00	76	WN	67.00	76
San Diego, CA	Tucson, AZ	367	421	79	WN	93.62	76	WN	93.62	76
Las Vegas, NV	Tucson, AZ	365	614	78	WN	89.35	75	WN	89.35	75
Boise, ID	Seattle, WA	399	797	75	AS	62.61	77	WN	36.29	70
Baltimore, MD	Manchester, NH	377	877	74	WN	97.50	73	WN	97.50	73
Long Beach, CA	Oakland/Berkeley, CA	353	1,355	70	B6	100.00	70	B6	100.00	70
<u>Distance Block - 401-450 miles</u>										
Charlotte, NC	Philadelphia, PA	447	352	281	US	85.35	290	CO	1.80	117
Columbus, OH	Philadelphia, PA	405	255	242	US	73.32	257	UA	14.47	219
Dallas/Ft. Worth, TX	Memphis, TN	432	327	202	AA	63.93	205	NW	28.91	199
Minneapolis/St. Paul, MN	St. Louis, MO	449	496	200	NW	60.72	206	AA	33.86	190
Atlanta, GA	Columbus, OH	446	426	176	DL	81.78	186	US	9.80	116
Baltimore, MD	Detroit, MI	408	330	173	NW	86.01	178	WN	7.94	127
Cincinnati, OH	Washington, DC	411	411	171	DL	88.32	178	NW	5.16	99
Chicago, IL	Pittsburgh, PA	412	689	163	UA	43.54	175	US	25.15	150
New York, NY	Raleigh/Durham, NC	431	1,427	157	AA	42.59	156	US	17.89	120
Atlanta, GA	Orlando/Kissimmee, FL	403	1,838	157	DL	69.13	166	FL	29.83	137
Cleveland, OH	New York, NY	425	1,006	155	CO	82.80	158	UA	2.55	118
Atlanta, GA	Indianapolis, IN	432	494	150	DL	85.14	155	US	2.79	97
San Diego, CA	San Francisco, CA	447	807	149	UA	94.79	149	UA	94.79	149
Atlanta, GA	Tampa/St. Petersburg/Lakeland, FL	406	1,504	149	DL	72.89	153	FL	25.00	135
Atlanta, GA	New Orleans, LA	425	848	146	DL	66.30	156	FL	32.20	127
Boston, MA	Washington, DC	413	2,540	141	US	41.50	167	DH	10.53	99
Atlanta, GA	Sarasota/Bradenton, FL	445	274	135	DL	58.65	143	FL	39.07	122
Charleston, SC	Washington, DC	444	502	130	DH	41.83	100	DH	41.83	100
Atlanta, GA	Dayton, OH	432	434	126	DL	61.79	134	FL	34.91	113
Indio/Palm Springs, CA	San Francisco, CA	421	426	125	AS	85.25	123	AS	85.25	123
Columbia, SC	Washington, DC	408	330	125	DH	46.29	97	DH	46.29	97
Dallas/Ft. Worth, TX	New Orleans, LA	448	1,160	123	WN	62.49	118	WN	62.49	118
Knoxville, TN	Washington, DC	436	291	121	DH	47.90	98	DH	47.90	98
Las Vegas, NV	San Francisco, CA	414	1,330	120	UA	51.85	126	HP	46.66	113
Houston, TX	Oklahoma City, OK	419	526	120	WN	54.63	116	WN	54.63	116
Manchester, NH	Washington, DC	418	261	119	DH	46.74	93	DH	46.74	93
Burlington, VT	Washington, DC	442	265	118	DH	51.85	102	DH	51.85	102
Detroit, MI	Washington, DC	405	1,281	118	NW	65.57	129	NK	10.53	67
Houston, TX	Midland/Odessa, TX	441	384	117	WN	61.18	114	WN	61.18	114
Reno, NV	Santa Ana, CA	415	254	105	WN	48.95	113	AQ	39.20	93
Las Vegas, NV	Oakland/Berkeley, CA	407	2,167	102	WN	79.51	102	WN	79.51	102
Detroit, MI	St. Louis, MO	440	690	101	NW	65.94	108	WN	30.89	84
Akron/Canton, OH	New York, NY	402	353	101	FL	94.99	99	FL	94.99	99
Nashville, TN	Raleigh/Durham, NC	443	373	100	WN	88.08	97	WN	88.08	97
Chicago, IL	Omaha, NE	423	714	96	WN	58.16	74	WN	58.16	74
Baltimore, MD	Dayton, OH	406	242	94	FL	86.34	91	FL	86.34	91
Sacramento, CA	Santa Ana, CA	404	1,170	94	WN	95.90	93	WN	95.90	93
San Diego, CA	San Jose/Palo Alto, CA	417	1,829	93	WN	75.87	90	WN	75.87	90
Gulfport/Biloxi, MS	Tampa/St. Petersburg/Lakeland, FL	429	216	92	FL	92.49	87	FL	92.49	87

*Carrier Code Identifier and Footnotes at End of Report

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Columbus, OH	St. Louis, MO	410	237	91	AA	57.56	95	WN	38.50	79
Oakland/Berkeley, CA	San Diego, CA	446	2,395	90	WN	98.32	89	WN	98.32	89
Cleveland, OH	Nashville, TN	448	337	89	WN	64.73	87	WN	64.73	87
Reno, NV	Salt Lake City, UT	422	201	89	WN	68.95	85	WN	68.95	85
Chicago, IL	Kansas City, MO	405	1,561	88	WN	50.17	81	WN	50.17	81
Chicago, IL	Nashville, TN	409	1,046	87	WN	51.71	80	WN	51.71	80
Portland, OR	Reno, NV	444	446	82	WN	90.85	79	WN	90.85	79
<u>Distance Block - 451-500 miles</u>										
Boston, MA	Pittsburgh, PA	496	356	248	US	70.85	265	UA	15.87	224
Charlotte, NC	Detroit, MI	500	245	227	NW	53.06	222	NW	53.06	222
Detroit, MI	Philadelphia, PA	453	575	212	NW	67.22	226	US	22.30	185
Dallas/Ft. Worth, TX	Kansas City, MO	461	680	209	AA	89.90	211	DL	2.44	165
Atlanta, GA	St. Louis, MO	483	574	198	DL	56.24	202	AA	38.85	192
Chicago, IL	Memphis, TN	491	348	196	AA	34.81	179	AA	34.81	179
Atlanta, GA	Little Rock, AR	453	228	192	DL	84.77	205	NW	10.40	99
Denver, CO	Oklahoma City, OK	495	230	183	UA	51.55	181	UA	51.55	181
Atlanta, GA	Richmond, VA	481	437	178	DL	95.12	178	US	2.57	143
Columbus, OH	New York, NY	483	826	174	US	31.90	126	US	31.90	126
Denver, CO	Omaha, NE	472	336	166	F9	56.27	157	F9	56.27	157
Charlotte, NC	Orlando/Kissimmee, FL	468	479	157	US	83.04	152	US	83.04	152
Greensboro/High Point, NC	New York, NY	461	707	141	US	46.31	114	US	46.31	114
Portland, ME	Washington, DC	494	285	131	DH	41.11	104	DH	41.11	104
Louisville, KY	Washington, DC	474	248	129	DH	47.54	97	DH	47.54	97
Detroit, MI	Nashville, TN	457	566	128	NW	73.77	130	WN	23.39	121
Indianapolis, IN	Washington, DC	499	398	128	US	51.30	167	DH	37.57	74
Boston, MA	Richmond, VA	474	233	125	US	56.80	128	UA	12.89	117
Albuquerque, NM	Las Vegas, NV	487	564	122	WN	89.61	123	HP	8.50	106
New Orleans, LA	San Antonio, TX	495	218	121	WN	68.65	123	CO	21.20	118
Dallas/Ft. Worth, TX	Harlingen, TX	461	283	121	WN	97.68	120	WN	97.68	120
Houston, TX	Tulsa, OK	453	629	121	WN	52.59	117	WN	52.59	117
Jacksonville, FL	Nashville, TN	484	232	119	WN	86.39	112	WN	86.39	112
Boston, MA	Norfolk, VA	468	200	118	AA	86.54	114	AA	86.54	114
Birmingham, AL	Tampa/St. Petersburg/Lakeland, FL	460	251	118	WN	80.42	111	WN	80.42	111
El Paso, TX	San Antonio, TX	496	300	117	WN	95.26	116	WN	95.26	116
Birmingham, AL	Orlando/Kissimmee, FL	478	250	117	WN	74.15	108	WN	74.15	108
Reno, NV	San Diego, CA	488	384	111	WN	72.60	111	AQ	15.52	99
New Orleans, LA	Tampa/St. Petersburg/Lakeland, FL	487	493	107	WN	90.02	105	WN	90.02	105
Houston, TX	Lubbock, TX	475	292	106	WN	63.47	106	CO	34.09	104
Indianapolis, IN	Kansas City, MO	451	216	95	WN	53.26	84	WN	53.26	84
Cleveland, OH	St. Louis, MO	487	371	94	WN	48.31	79	WN	48.31	79
Oklahoma City, OK	St. Louis, MO	462	203	92	WN	59.23	79	WN	59.23	79
Nashville, TN	New Orleans, LA	471	413	92	WN	90.81	87	WN	90.81	87
Kansas City, MO	Nashville, TN	491	292	87	WN	88.57	84	WN	88.57	84
Baltimore, MD	Louisville, KY	495	380	85	WN	91.54	84	CO	1.84	81
Sacramento, CA	San Diego, CA	480	1,921	84	WN	97.04	84	WN	97.04	84
Portland, OR	Sacramento, CA	479	983	84	WN	61.18	81	WN	61.18	81
Los Angeles, CA	Tucson, AZ	451	774	79	WN	94.88	77	WN	94.88	77
<u>Distance Block - 501-550 miles</u>										
Detroit, MI	Minneapolis/St. Paul, MN	528	551	242	NW	90.37	251	UA	2.83	147
Charlotte, NC	New York, NY	543	1,301	209	US	62.81	207	US	62.81	207

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Indianapolis, IN	Minneapolis/St.Paul, MN	503	311	209	NW	82.51	219	YX	1.86	107
Cincinnati, OH	Philadelphia, PA	507	331	179	DL	66.51	179	US	28.59	178
Charlotte, NC	Tampa/St. Petersburg/Lakeland, FL	508	329	171	US	79.88	170	UA	10.55	165
Atlanta, GA	Norfolk, VA	516	280	170	DL	89.75	172	DH	1.59	139
Atlanta, GA	West Palm Beach, FL	545	692	158	DL	74.86	164	FL	22.96	139
Denver, CO	Kansas City, MO	533	681	155	F9	59.24	147	F9	59.24	147
Detroit, MI	Raleigh/Durham, NC	501	291	151	NW	75.96	153	WN	9.25	130
Atlanta, GA	Ft. Myers, FL	515	459	151	DL	69.39	155	FL	28.19	142
Detroit, MI	New York, NY	508	2,425	144	NW	61.86	150	NK	19.68	88
Akron/Canton, OH	Atlanta, GA	528	283	132	FL	59.47	126	FL	59.47	126
Portland, OR	San Francisco, CA	550	631	130	UA	51.37	139	AS	39.26	121
Hartford, CT/Springfield, MA	Raleigh/Durham, NC	532	244	127	AA	61.44	129	US	12.35	118
Atlanta, GA	Washington, DC	547	3,370	126	DL	61.85	139	FL	18.18	103
Orlando/Kissimmee, FL	Raleigh/Durham, NC	534	578	122	DL	47.65	131	WN	40.00	105
Sacramento, CA	Salt Lake City, UT	532	391	119	DL	87.37	116	DL	87.37	116
Amarillo, TX	Houston, TX	538	227	118	WN	56.94	117	WN	56.94	117
Boise, ID	Las Vegas, NV	520	293	117	WN	83.80	116	UA	2.62	107
Greensboro/High Point, NC	Orlando/Kissimmee, FL	534	263	117	DL	60.07	123	DH	22.12	90
Savannah, GA	Washington, DC	520	317	116	DH	53.73	105	DH	53.73	105
Austin, TX	El Paso, TX	528	299	116	WN	96.73	115	WN	96.73	115
Atlanta, GA	Pittsburgh, PA	526	735	115	DL	57.83	117	FL	24.85	110
Knoxville, TN	Orlando/Kissimmee, FL	532	197	115	DH	67.18	97	DH	67.18	97
Jacksonville, FL	Norfolk, VA	543	231	111	WN	72.22	99	WN	72.22	99
Knoxville, TN	Tampa/St. Petersburg/Lakeland, FL	547	206	110	DL	57.77	117	DH	36.03	93
New Orleans, LA	Orlando/Kissimmee, FL	550	586	108	WN	88.49	104	WN	88.49	104
Atlanta, GA	Newport News/Hampton/Wmsburg, VA	508	391	106	FL	65.41	100	FL	65.41	100
Phoenix, AZ	Salt Lake City, UT	507	1,339	106	WN	53.01	104	WN	53.01	104
Baltimore, MD	Indianapolis, IN	515	265	105	WN	73.19	105	AA	1.59	84
Oakland/Berkeley, CA	Portland, OR	543	975	100	WN	53.95	98	WN	53.95	98
Distance Block - 551-600 miles										
Dallas/Ft. Worth, TX	Omaha, NE	585	220	219	AA	81.96	222	F9	7.66	183
Dallas/Ft. Worth, TX	St. Louis, MO	551	700	215	AA	88.46	223	UA	2.08	126
Charlotte, NC	Chicago, IL	599	617	198	UA	42.24	205	AA	18.72	183
Cincinnati, OH	New York, NY	589	851	187	DL	75.16	189	DL	75.16	189
Birmingham, AL	Dallas/Ft. Worth, TX	597	251	175	AA	73.51	173	AA	73.51	173
Cincinnati, OH	Minneapolis/St.Paul, MN	596	241	164	DL	55.35	162	DL	55.35	162
Indianapolis, IN	Philadelphia, PA	587	267	164	US	78.87	156	WN	4.24	132
Chicago, IL	Tulsa, OK	585	254	160	AA	59.59	158	UA	25.08	157
Atlanta, GA	Cleveland, OH	554	507	157	DL	58.30	164	CO	35.52	145
Dayton, OH	New York, NY	554	254	156	US	48.32	134	UA	10.41	133
Atlanta, GA	Ft. Lauderdale, FL	581	1,533	153	DL	71.63	159	FL	25.86	139
Atlanta, GA	Miami, FL	595	1,372	153	DL	53.09	162	FL	17.01	135
Atlanta, GA	Detroit, MI	594	1,062	148	NW	53.27	146	NW	53.27	146
Chicago, IL	Little Rock, AR	552	227	147	AA	63.53	150	WN	32.40	140
Boston, MA	Cleveland, OH	563	285	146	CO	90.77	143	CO	90.77	143
Salt Lake City, UT	San Francisco, CA	599	268	145	DL	58.31	152	UA	37.00	131
Birmingham, AL	Houston, TX	570	275	143	CO	50.08	145	WN	43.09	139
Birmingham, AL	Chicago, IL	584	209	140	WN	81.39	137	WN	81.39	137
Atlanta, GA	Baltimore, MD	576	1,202	134	DL	72.71	138	FL	22.69	122

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Nashville, TN	Washington, DC	562	484	131	DH	39.03	99	DH	39.03	99
Albuquerque, NM	Dallas/Ft. Worth, TX	580	693	127	WN	66.15	124	WN	66.15	124
Myrtle Beach, SC	New York, NY	563	420	124	NK	65.25	117	NK	65.25	117
Ontario, CA	Salt Lake City, UT	558	324	122	DL	75.76	119	DL	75.76	119
El Paso, TX	Las Vegas, NV	584	364	118	WN	82.86	117	WN	82.86	117
Salt Lake City, UT	San Jose/Palo Alto, CA	585	331	118	DL	83.27	117	DL	83.27	117
Raleigh/Durham, NC	Tampa/St. Petersburg/Lakeland, FL	587	407	117	WN	56.67	102	WN	56.67	102
Salt Lake City, UT	Santa Ana, CA	588	738	116	DL	92.72	114	DL	92.72	114
Oakland/Berkeley, CA	Salt Lake City, UT	588	655	115	WN	79.37	114	WN	79.37	114
Dallas/Ft. Worth, TX	El Paso, TX	562	766	111	WN	69.48	109	WN	69.48	109
Los Angeles, CA	Salt Lake City, UT	590	1,555	107	DL	57.42	112	WN	39.11	98
Baltimore, MD	Nashville, TN	587	613	105	WN	91.99	103	WN	91.99	103
Portland, OR	San Jose/Palo Alto, CA	569	930	103	AS	60.12	106	WN	32.27	96
Reno, NV	Seattle, WA	564	684	91	AS	58.99	91	WN	39.32	89
Long Beach, CA	Salt Lake City, UT	589	269	90	B6	97.73	89	B6	97.73	89
Distance Block - 601-650 miles										
Boston, MA	Detroit, MI	632	472	224	NW	87.33	230	US	2.59	153
Cleveland, OH	Minneapolis/St.Paul, MN	622	288	222	NW	58.36	232	CO	25.85	217
Dallas/Ft. Worth, TX	Nashville, TN	631	492	209	AA	85.28	208	DL	2.64	185
Columbus, OH	Minneapolis/St.Paul, MN	627	230	207	NW	82.73	213	TZ	1.93	156
Chicago, IL	Richmond, VA	642	299	196	UA	51.86	200	AA	38.93	186
New Orleans, LA	St. Louis, MO	604	249	183	AA	74.18	181	AA	74.18	181
Dallas/Ft. Worth, TX	Denver, CO	650	1,522	183	AA	45.88	186	F9	22.48	173
Detroit, MI	Kansas City, MO	629	322	180	NW	76.42	190	WN	16.91	148
Greenville/Spartanburg, SC	New York, NY	610	307	176	US	34.47	144	US	34.47	144
Huntsville/Decatur, AL	Washington, DC	613	383	172	DH	43.16	109	DH	43.16	109
Denver, CO	Tucson, AZ	639	336	165	UA	44.10	176	F9	39.66	149
Charlotte, NC	Ft. Lauderdale, FL	632	340	160	US	79.44	159	US	79.44	159
Knoxville, TN	New York, NY	647	213	159	DL	41.76	141	DH	12.10	138
Denver, CO	Phoenix, AZ	602	1,951	158	F9	33.92	147	F9	33.92	147
Boston, MA	Raleigh/Durham, NC	612	461	153	AA	62.59	156	DL	22.12	154
Milwaukee, WI	Washington, DC	634	286	150	YX	76.46	147	YX	76.46	147
Albuquerque, NM	San Diego, CA	628	285	147	WN	80.19	148	HP	16.73	131
Columbia, SC	New York, NY	617	326	147	DL	55.18	137	DL	55.18	137
Charleston, SC	New York, NY	641	508	143	DL	47.95	129	US	24.39	126
Atlanta, GA	Chicago, IL	606	2,556	142	DL	40.59	147	FL	17.36	124
Chicago, IL	Washington, DC	612	2,899	139	UA	51.55	168	TZ	11.48	96
Salt Lake City, UT	San Diego, CA	626	691	135	DL	81.11	133	DL	81.11	133
Nashville, TN	Orlando/Kissimmee, FL	616	559	135	WN	74.48	130	WN	74.48	130
Denver, CO	Las Vegas, NV	629	1,839	135	F9	36.21	129	HP	27.19	121
Atlanta, GA	Flint, MI	644	220	134	FL	73.75	136	NW	11.03	117
Jacksonville, FL	Washington, DC	634	681	134	DH	32.79	106	DH	32.79	106
Nashville, TN	Tampa/St. Petersburg/Lakeland, FL	612	466	132	WN	84.63	127	WN	84.63	127
Chicago, IL	Raleigh/Durham, NC	647	761	122	AA	41.54	118	WN	25.16	115
Detroit, MI	Providence, RI	614	285	121	NW	61.81	146	NK	31.71	66
Colorado Springs, CO	Las Vegas, NV	604	332	119	G4	52.36	106	G4	52.36	106
Phoenix, AZ	San Jose/Palo Alto, CA	621	1,287	118	WN	57.84	109	WN	57.84	109
Oakland/Berkeley, CA	Phoenix, AZ	646	1,525	116	WN	66.80	113	WN	66.80	113
Baltimore, MD	Chicago, IL	621	1,352	115	WN	38.55	106	AA	18.45	103
Portland, OR	Salt Lake City, UT	630	606	114	DL	59.49	123	WN	36.77	96

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Phoenix, AZ	Sacramento, CA	647	1,206	113	WN	67.39	108	WN	67.39	108
Sacramento, CA	Seattle, WA	605	964	110	AS	58.56	111	WN	34.78	107
Detroit, MI	Myrtle Beach, SC	636	194	108	NK	85.65	105	NK	85.65	105
Phoenix, AZ	Reno, NV	601	546	107	WN	53.08	102	WN	53.08	102
Fort Collins/Loveland, CO	Las Vegas, NV	628	197	106	G4	100.00	106	G4	100.00	106
Ft. Lauderdale, FL	Gulfport/Biloxi, MS	620	201	100	FL	93.68	96	FL	93.68	96
<u>Distance Block - 651-700 miles</u>										
Louisville, KY	New York, NY	662	329	201	US	48.18	162	US	48.18	162
Minneapolis/St.Paul, MN	Nashville, TN	695	227	192	NW	81.13	199	DL	2.01	125
Houston, TX	Kansas City, MO	666	426	181	CO	56.80	185	WN	34.72	170
Memphis, TN	Orlando/Kissimmee, FL	683	364	180	NW	63.61	189	FL	12.06	151
Memphis, TN	Tampa/St. Petersburg/Lakeland, FL	656	210	176	NW	74.02	174	FL	10.29	164
Raleigh/Durham, NC	St. Louis, MO	667	204	171	AA	75.42	170	WN	12.13	162
Chicago, IL	Oklahoma City, OK	693	240	163	AA	58.97	153	AA	58.97	153
Nashville, TN	Philadelphia, PA	675	332	163	US	70.22	168	WN	17.90	119
Charlotte, NC	Miami, FL	651	323	159	US	59.76	162	AA	28.33	146
Atlanta, GA	Houston, TX	696	1,374	157	DL	47.97	157	FL	17.77	143
Miami, FL	New Orleans, LA	674	271	157	AA	90.90	156	AA	90.90	156
Houston, TX	St. Louis, MO	687	588	154	WN	52.61	149	WN	52.61	149
Indianapolis, IN	New York, NY	664	779	152	US	43.45	116	TZ	19.76	99
Boise, ID	Los Angeles, CA	674	214	151	AS	48.76	148	AS	48.76	148
Ft. Lauderdale, FL	New Orleans, LA	673	308	150	WN	82.31	147	US	2.13	130
Houston, TX	Nashville, TN	670	481	148	WN	57.47	143	WN	57.47	143
Miami, FL	Raleigh/Durham, NC	700	302	148	AA	76.14	143	AA	76.14	143
Atlanta, GA	Philadelphia, PA	665	1,784	145	DL	63.74	150	FL	15.54	129
Albuquerque, NM	Los Angeles, CA	677	515	143	WN	86.34	144	HP	8.85	130
San Francisco, CA	Seattle, WA	678	1,215	141	AS	48.23	129	AS	48.23	129
Milwaukee, WI	Philadelphia, PA	690	239	141	YX	54.91	134	YX	54.91	134
El Paso, TX	Houston, TX	677	356	139	WN	64.10	132	WN	64.10	132
Phoenix, AZ	San Francisco, CA	651	946	138	UA	52.84	127	UA	52.84	127
Atlanta, GA	Kansas City, MO	692	710	136	DL	77.24	139	FL	14.12	122
Atlanta, GA	Milwaukee, WI	669	520	135	DL	49.21	144	YX	26.21	123
Baltimore, MD	Birmingham, AL	682	313	132	WN	85.37	129	WN	85.37	129
Denver, CO	Minneapolis/St.Paul, MN	680	1,340	129	NW	45.13	137	SY	13.21	94
Kansas City, MO	New Orleans, LA	690	292	126	YX	32.45	117	DL	20.36	111
Baltimore, MD	Jacksonville, FL	663	450	125	WN	72.44	123	WN	72.44	123
Newport News/Hampton/Wmsburg, VA	Orlando/Kissimmee, FL	662	207	117	FL	89.08	114	FL	89.08	114
Chicago, IL	Philadelphia, PA	678	2,053	117	UA	35.32	131	WN	13.03	101
Indianapolis, IN	Jacksonville, FL	688	200	116	WN	38.51	104	WN	38.51	104
Salt Lake City, UT	Seattle, WA	689	883	115	DL	57.18	122	WN	38.04	99
Norfolk, VA	Orlando/Kissimmee, FL	655	407	111	WN	69.12	98	WN	69.12	98
San Jose/Palo Alto, CA	Seattle, WA	697	1,259	108	AS	72.03	107	WN	18.57	104
Oakland/Berkeley, CA	Seattle, WA	671	1,531	107	AS	53.87	104	AS	53.87	104
<u>Distance Block - 701-750 miles</u>										
Boston, MA	Charlotte, NC	727	302	267	US	68.01	296	UA	11.36	264
Dallas/Ft. Worth, TX	Louisville, KY	733	198	212	AA	79.10	216	US	4.21	118
Chicago, IL	White Plains, NY	738	393	208	AA	58.16	212	UA	36.21	201
St. Louis, MO	Washington, DC	719	649	194	AA	72.08	205	UA	16.65	177
Albany, NY	Chicago, IL	723	207	176	UA	56.97	178	WN	11.64	150

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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/
Chicago, IL	New York, NY	740	6,235	171	AA	35.66	179	TZ	16.19	125
Milwaukee, WI	New York, NY	746	680	163	YX	73.23	158	YX	73.23	158
Atlanta, GA	Dallas/Ft. Worth, TX	732	2,351	157	DL	48.10	158	FL	12.39	140
Kansas City, MO	San Antonio, TX	706	252	156	YX	63.44	148	YX	63.44	148
El Paso, TX	Los Angeles, CA	714	238	153	WN	79.17	152	HP	17.05	148
Oakland/Berkeley, CA	Tucson, AZ	747	193	151	WN	76.61	150	WN	76.61	150
New York, NY	Savannah, GA	722	505	148	DL	52.86	140	DL	52.86	140
Boise, ID	Phoenix, AZ	735	293	145	HP	55.78	148	WN	29.82	143
Chicago, IL	Norfolk, VA	717	249	144	UA	40.52	154	WN	23.11	118
Atlanta, GA	Rochester, NY	749	257	141	DL	47.77	152	FL	40.97	129
Atlanta, GA	Buffalo, NY	712	338	139	DL	46.25	151	FL	40.34	127
Baltimore, MD	St. Louis, MO	737	533	136	WN	59.86	136	AA	32.72	133
Louisville, KY	Orlando/Kissimmee, FL	718	213	135	WN	61.58	128	WN	61.58	128
Jacksonville, FL	Philadelphia, PA	742	634	131	US	57.61	136	UA	13.80	98
Louisville, KY	Tampa/St. Petersburg/Lakeland, FL	727	283	130	WN	65.22	126	WN	65.22	126
Norfolk, VA	Tampa/St. Petersburg/Lakeland, FL	717	212	123	DL	37.39	125	WN	31.46	104
Oakland/Berkeley, CA	Spokane, WA	723	208	110	WN	77.53	107	WN	77.53	107
Distance Block - 751-800 miles										
Denver, CO	San Antonio, TX	794	252	228	UA	65.89	236	AA	11.44	218
Memphis, TN	Washington, DC	762	336	213	NW	59.48	235	UA	15.99	199
Nashville, TN	New York, NY	766	659	202	AA	47.46	189	AA	47.46	189
St. Louis, MO	San Antonio, TX	786	248	192	AA	78.82	193	WN	16.35	182
Boston, MA	Cincinnati, OH	752	300	181	DL	82.43	193	NW	10.24	93
Houston, TX	Tampa/St. Petersburg/Lakeland, FL	787	470	181	CO	62.06	188	WN	28.21	170
Denver, CO	St. Louis, MO	770	586	176	F9	35.08	161	F9	35.08	161
Austin, TX	Denver, CO	775	478	169	F9	51.88	164	F9	51.88	164
Albuquerque, NM	Houston, TX	759	320	166	CO	49.70	170	WN	45.71	163
Cincinnati, OH	Orlando/Kissimmee, FL	756	466	160	DL	95.06	159	US	1.88	149
Chicago, IL	Savannah, GA	773	218	158	UA	65.77	161	FL	13.37	130
Austin, TX	Nashville, TN	756	193	158	WN	79.94	153	WN	79.94	153
Dallas/Ft. Worth, TX	Indianapolis, IN	762	472	156	AA	68.04	163	TZ	13.99	127
Cincinnati, OH	Tampa/St. Petersburg/Lakeland, FL	773	384	154	DL	94.07	154	US	1.85	129
Ft. Lauderdale, FL	Nashville, TN	793	345	149	WN	74.59	144	WN	74.59	144
Atlanta, GA	New York, NY	761	5,845	145	DL	62.28	153	FL	18.27	123
Chicago, IL	Hartford, CT/Springfield, MA	783	705	145	UA	45.13	155	WN	20.74	120
Orlando/Kissimmee, FL	Washington, DC	759	2,383	133	UA	36.45	136	DH	24.49	102
New Orleans, LA	Raleigh/Durham, NC	779	233	129	DL	34.93	135	US	25.94	107
Las Vegas, NV	Portland, OR	762	1,367	119	AS	50.50	120	HP	18.13	117
Baltimore, MD	Orlando/Kissimmee, FL	787	2,154	117	WN	55.43	114	WN	55.43	114
Chicago, IL	Islip/Long Island, NY	773	268	93	WN	90.60	93	DL	3.73	78
Distance Block - 801-850 miles										
Dallas/Ft. Worth, TX	Tucson, AZ	824	245	229	AA	81.57	229	AA	81.57	229
Atlanta, GA	Austin, TX	813	388	213	DL	71.25	228	NW	8.57	90
Houston, TX	Jacksonville, FL	817	196	206	CO	59.81	223	WN	17.80	171
Cincinnati, OH	Dallas/Ft. Worth, TX	812	337	206	DL	60.55	201	DL	60.55	201
Chicago, IL	Dallas/Ft. Worth, TX	802	2,408	188	AA	59.06	202	TZ	18.01	136
Denver, CO	Santa Ana, CA	846	780	188	UA	58.66	205	F9	34.05	158
Atlanta, GA	Omaha, NE	821	216	186	DL	55.80	229	NW	24.01	103
Jacksonville, FL	New York, NY	834	1,102	172	DL	52.66	154	DL	52.66	154

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Detroit, MI	Jacksonville, FL	814	264	172	NW	72.51	175	US	7.50	121
Chicago, IL	New Orleans, LA	837	823	170	UA	37.05	173	WN	14.84	164
Philadelphia, PA	St. Louis, MO	813	434	160	AA	65.26	159	AA	65.26	159
Denver, CO	Reno, NV	804	252	154	UA	60.39	161	F9	22.89	120
Oklahoma City, OK	Phoenix, AZ	833	267	153	WN	82.30	151	WN	82.30	151
Phoenix, AZ	San Antonio, TX	843	386	149	WN	60.69	148	WN	60.69	148
Chicago, IL	Manchester, NH	843	358	149	UA	46.49	175	WN	45.19	115
Ontario, CA	Portland, OR	838	481	142	AS	61.41	141	AS	61.41	141
Los Angeles, CA	Portland, OR	834	1,117	142	AS	47.88	142	UA	31.38	135
Denver, CO	Ontario, CA	819	525	140	UA	78.62	139	US	1.12	107
Glendale/Burbank, CA	Portland, OR	817	380	137	AS	67.89	136	AS	67.89	136
Columbus, OH	Orlando/Kissimmee, FL	802	455	134	WN	44.60	126	WN	44.60	126
Tampa/St. Petersburg/Lakeland, FL	Washington, DC	821	1,569	134	US	35.75	152	DH	20.80	100
Columbus, OH	Tampa/St. Petersburg/Lakeland, FL	829	457	132	WN	58.84	126	WN	58.84	126
Las Vegas, NV	Spokane, WA	806	323	129	WN	56.71	123	WN	56.71	123
Dayton, OH	Tampa/St. Petersburg/Lakeland, FL	831	209	126	FL	63.11	121	FL	63.11	121
Dayton, OH	Orlando/Kissimmee, FL	808	342	125	FL	71.15	121	FL	71.15	121
Orlando/Kissimmee, FL	Pittsburgh, PA	834	1,193	123	US	49.30	130	FL	33.53	111
Chicago, IL	Providence, RI	849	553	118	UA	38.90	123	WN	27.44	110
Baltimore, MD	Tampa/St. Petersburg/Lakeland, FL	842	1,192	115	WN	51.80	116	FL	37.29	107
Indianapolis, IN	Orlando/Kissimmee, FL	828	1,391	105	TZ	55.83	99	TZ	55.83	99
Indianapolis, IN	Tampa/St. Petersburg/Lakeland, FL	840	1,150	101	TZ	52.83	93	TZ	52.83	93
Distance Block - 851-900 miles										
Dallas/Ft. Worth, TX	Phoenix, AZ	879	1,131	237	AA	53.15	248	HP	30.71	241
Atlanta, GA	San Antonio, TX	874	376	226	DL	77.28	233	NW	2.19	120
New York, NY	St. Louis, MO	892	1,013	218	AA	63.74	230	AA	63.74	230
Birmingham, AL	New York, NY	866	308	207	DL	62.81	202	DL	62.81	202
Houston, TX	Indianapolis, IN	862	278	207	CO	65.64	221	US	4.23	131
Cincinnati, OH	Houston, TX	886	216	202	DL	53.81	195	DL	53.81	195
Denver, CO	Los Angeles, CA	862	1,712	188	UA	45.03	226	AA	21.91	145
Boston, MA	Milwaukee, WI	860	210	183	YX	84.69	182	FL	1.80	127
Dallas/Ft. Worth, TX	Dayton, OH	861	211	179	AA	72.84	186	FL	11.76	150
Denver, CO	Houston, TX	883	1,278	177	CO	53.26	183	F9	18.37	153
Albuquerque, NM	Oakland/Berkeley, CA	889	295	175	WN	90.12	177	HP	5.88	149
Chicago, IL	Jacksonville, FL	865	455	174	UA	34.96	213	FL	19.30	117
Chicago, IL	Denver, CO	895	2,051	172	UA	37.34	219	TZ	20.43	131
Boston, MA	Chicago, IL	867	1,576	171	UA	40.10	189	TZ	14.39	119
Atlanta, GA	Hartford, CT/Springfield, MA	859	576	169	DL	84.95	171	NW	2.93	102
Denver, CO	San Diego, CA	853	946	167	F9	44.39	148	F9	44.39	148
Albany, NY	Atlanta, GA	852	237	167	DL	70.00	182	US	19.06	118
Houston, TX	Orlando/Kissimmee, FL	853	1,026	164	CO	64.35	167	WN	28.73	154
Cleveland, OH	Orlando/Kissimmee, FL	895	709	163	CO	72.00	168	DH	2.71	128
Dallas/Ft. Worth, TX	Minneapolis/St.Paul, MN	853	995	159	NW	46.30	164	AA	39.60	162
St. Louis, MO	Tampa/St. Petersburg/Lakeland, FL	869	424	158	AA	58.94	151	AA	58.94	151
Orlando/Kissimmee, FL	St. Louis, MO	880	784	156	WN	48.15	152	WN	48.15	152
Indio/Palm Springs, CA	Portland, OR	873	310	155	AS	89.01	155	UA	5.08	144
Dallas/Ft. Worth, TX	Milwaukee, WI	853	416	153	YX	63.29	145	YX	63.29	145
Austin, TX	Phoenix, AZ	872	470	150	WN	57.88	145	WN	57.88	145

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Portland, OR	Santa Ana, CA	859	696	149	AS	81.78	147	UA	5.27	127
Cincinnati, OH	Ft. Myers, FL	879	352	148	DL	86.63	152	NW	4.79	115
Ft. Myers, FL	Washington, DC	892	570	145	FL	30.03	138	DH	22.57	122
Washington, DC	West Palm Beach, FL	859	692	143	US	46.03	166	DH	27.04	118
Denver, CO	Milwaukee, WI	895	465	136	YX	48.58	137	F9	25.47	123
Pittsburgh, PA	Tampa/St. Petersburg/Lakeland, FL	879	562	136	US	67.79	131	US	67.79	131
Akron/Canton, OH	Tampa/St. Petersburg/Lakeland, FL	894	264	133	FL	79.91	132	DL	12.27	126
Akron/Canton, OH	Orlando/Kissimmee, FL	860	342	131	FL	76.50	130	FL	76.50	130
Baltimore, MD	Sarasota/Bradenton, FL	880	198	125	FL	83.88	123	FL	83.88	123
Baltimore, MD	West Palm Beach, FL	883	557	122	WN	80.15	120	DL	8.83	113
Orlando/Kissimmee, FL	Philadelphia, PA	861	3,310	119	US	40.96	132	WN	24.61	106
Atlantic City, NJ	Orlando/Kissimmee, FL	852	609	119	NK	99.38	119	NK	99.38	119
Las Vegas, NV	Seattle, WA	866	2,113	118	AS	58.89	120	HP	23.11	113
Distance Block - 901-950 miles										
Charlotte, NC	Houston, TX	921	238	248	US	48.18	224	US	48.18	224
Minneapolis/St.Paul, MN	Washington, DC	931	825	242	NW	70.67	270	US	3.10	100
Columbus, OH	Dallas/Ft. Worth, TX	927	342	235	AA	79.36	248	US	5.40	108
Charlotte, NC	Dallas/Ft. Worth, TX	937	435	233	AA	53.05	239	US	33.12	221
Charlotte, NC	Minneapolis/St.Paul, MN	930	213	225	NW	58.32	232	US	24.36	215
Denver, CO	San Jose/Palo Alto, CA	948	608	216	UA	57.48	242	F9	34.88	180
Baltimore, MD	Minneapolis/St.Paul, MN	936	330	210	NW	75.25	221	US	2.06	128
Dallas/Ft. Worth, TX	Jacksonville, FL	919	320	201	AA	63.65	203	AA	63.65	203
Denver, CO	Sacramento, CA	910	448	200	UA	60.85	217	F9	28.96	168
Detroit, MI	New Orleans, LA	926	350	195	NW	74.48	205	US	4.48	122
Dallas/Ft. Worth, TX	Tampa/St. Petersburg/Lakeland, FL	929	799	177	AA	81.58	176	US	2.63	140
Cleveland, OH	Tampa/St. Petersburg/Lakeland, FL	927	422	173	CO	68.10	176	DH	2.74	148
Atlanta, GA	Providence, RI	903	274	167	DL	84.85	169	US	4.66	139
Cincinnati, OH	Miami, FL	948	256	165	DL	76.99	169	AA	14.86	138
Miami, FL	Washington, DC	921	1,184	164	AA	75.41	161	AA	75.41	161
Cincinnati, OH	Ft. Lauderdale, FL	932	304	164	DL	89.77	165	US	3.07	140
Chicago, IL	Houston, TX	945	1,704	161	CO	33.40	173	WN	26.21	137
Atlanta, GA	Minneapolis/St.Paul, MN	906	921	159	NW	42.66	157	FL	13.88	139
Columbus, OH	Ft. Myers, FL	930	268	153	DL	41.11	156	US	38.04	148
Phoenix, AZ	Tulsa, OK	935	239	152	WN	84.78	148	UA	4.84	132
Kansas City, MO	Washington, DC	950	654	149	YX	46.39	148	US	25.20	130
Glendale/Burbank, CA	Seattle, WA	937	658	149	AS	79.56	149	UA	4.32	136
Atlanta, GA	Boston, MA	946	1,488	149	DL	72.62	156	FL	16.73	126
Los Angeles, CA	Spokane, WA	945	242	143	AS	64.54	144	WN	17.98	136
Baltimore, MD	Miami, FL	946	486	143	AA	73.26	139	AA	73.26	139
Baltimore, MD	Ft. Myers, FL	919	375	141	FL	80.89	140	AA	2.16	125
Portland, OR	San Diego, CA	933	783	141	AS	68.35	141	WN	13.11	140
Hartford, CT/Springfield, MA	Jacksonville, FL	935	200	134	US	30.98	126	WN	28.25	114
Bloomington, IL	Orlando/Kissimmee, FL	936	232	129	FL	89.18	129	AA	9.20	113
Atlantic City, NJ	West Palm Beach, FL	936	236	126	NK	98.31	126	DL	1.60	97
New York, NY	Orlando/Kissimmee, FL	950	8,905	125	DL	33.83	113	DL	33.83	113
Ft. Myers, FL	Indianapolis, IN	946	941	125	TZ	74.68	123	TZ	74.68	123
Ft. Lauderdale, FL	Washington, DC	901	2,247	119	B6	26.79	123	NK	17.71	105
Baltimore, MD	Ft. Lauderdale, FL	925	1,391	119	WN	48.82	121	FL	36.41	111

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Atlantic City, NJ	Tampa/St. Petersburg/Lakeland, FL	914	249	117	NK	98.93	117	NK	98.93	117
Philadelphia, PA	Tampa/St. Petersburg/Lakeland, FL	920	1,784	116	US	49.03	124	UA	10.77	101
<u>Distance Block - 951-1000 miles</u>										
Dallas/Ft. Worth, TX	Detroit, MI	987	676	225	AA	50.48	220	AA	50.48	220
Denver, CO	Oakland/Berkeley, CA	957	313	225	UA	88.69	228	DL	1.60	183
Memphis, TN	New York, NY	964	520	218	NW	59.32	221	NW	59.32	221
Dallas/Ft. Worth, TX	Salt Lake City, UT	999	532	210	DL	42.88	203	F9	11.24	172
Minneapolis/St.Paul, MN	Philadelphia, PA	980	528	206	NW	70.78	211	US	17.34	183
Minneapolis/St.Paul, MN	Salt Lake City, UT	991	333	206	NW	49.55	216	DL	36.42	196
Denver, CO	San Francisco, CA	967	1,283	202	UA	62.19	228	F9	28.75	156
Austin, TX	Chicago, IL	978	426	196	AA	79.53	197	NW	1.98	150
Austin, TX	Orlando/Kissimmee, FL	993	261	189	WN	43.01	176	WN	43.01	176
Ft. Lauderdale, FL	Houston, TX	965	434	188	CO	75.16	189	WN	12.23	187
Minneapolis/St.Paul, MN	Raleigh/Durham, NC	981	254	185	NW	78.26	189	CO	1.62	129
New Orleans, LA	Washington, DC	969	762	185	US	51.11	181	US	51.11	181
Houston, TX	Miami, FL	964	437	180	CO	51.08	190	AA	44.06	166
Ft. Myers, FL	St. Louis, MO	979	209	176	AA	84.28	171	AA	84.28	171
Columbus, OH	Ft. Lauderdale, FL	972	239	163	US	36.17	146	US	36.17	146
Santa Ana, CA	Seattle, WA	978	1,107	163	AS	84.26	161	UA	3.93	138
Denver, CO	Indianapolis, IN	977	377	162	F9	44.43	162	NW	12.23	122
Dallas/Ft. Worth, TX	Orlando/Kissimmee, FL	984	1,585	160	AA	67.51	165	FL	17.09	137
Ft. Myers, FL	Philadelphia, PA	992	641	154	US	52.97	167	FL	27.74	138
Indio/Palm Springs, CA	Seattle, WA	987	489	151	AS	93.75	151	AS	93.75	151
Denver, CO	Portland, OR	992	714	148	UA	35.38	176	F9	25.66	119
Los Angeles, CA	Seattle, WA	954	1,915	146	AS	54.88	147	UA	26.79	139
Detroit, MI	Orlando/Kissimmee, FL	957	2,268	144	NW	51.29	150	NK	31.18	137
Las Vegas, NV	Oklahoma City, OK	987	309	142	G4	40.03	95	G4	40.03	95
Ft. Myers, FL	Pittsburgh, PA	966	378	142	US	63.86	145	UA	10.19	132
Las Vegas, NV	Wichita, KS	987	213	142	G4	71.00	121	G4	71.00	121
Ontario, CA	Seattle, WA	956	669	140	AS	76.94	137	AS	76.94	137
Pittsburgh, PA	West Palm Beach, FL	952	279	139	US	74.51	137	FL	7.17	130
Detroit, MI	Tampa/St. Petersburg/Lakeland, FL	987	1,528	137	NW	48.70	143	NK	33.55	127
Ft. Lauderdale, FL	Pittsburgh, PA	994	577	135	US	66.30	139	FL	12.19	120
Baltimore, MD	New Orleans, LA	998	572	134	WN	42.12	143	US	14.79	118
Atlantic City, NJ	Ft. Myers, FL	982	333	130	NK	99.77	130	NK	99.77	130
Baltimore, MD	Kansas City, MO	966	314	127	WN	61.81	136	DL	13.37	100
Long Beach, CA	Seattle, WA	965	378	124	AS	91.10	123	AS	91.10	123
Atlantic City, NJ	Ft. Lauderdale, FL	977	568	123	NK	99.24	123	NK	99.24	123
Ft. Lauderdale, FL	Philadelphia, PA	992	2,064	122	US	44.42	133	WN	17.40	109
Philadelphia, PA	West Palm Beach, FL	951	1,220	119	US	52.80	132	WN	11.06	98
Islip/Long Island, NY	Orlando/Kissimmee, FL	972	791	110	WN	96.21	109	WN	96.21	109
<u>Distance Block - 1001-1050 miles</u>										
Hartford, CT/Springfield, MA	Minneapolis/St.Paul, MN	1,050	227	263	NW	81.54	275	AA	3.23	162
Cleveland, OH	Dallas/Ft. Worth, TX	1,021	303	257	AA	48.88	256	AA	48.88	256
Minneapolis/St.Paul, MN	New York, NY	1,028	1,605	252	NW	62.71	280	NW	62.71	280
Boston, MA	St. Louis, MO	1,046	275	225	AA	67.80	248	US	10.53	116
Columbus, OH	Houston, TX	1,001	245	223	CO	67.30	237	WN	11.78	197
Houston, TX	Raleigh/Durham, NC	1,050	278	207	CO	56.77	224	WN	14.01	186
Omaha, NE	Washington, DC	1,012	298	191	YX	68.77	198	UA	13.69	179

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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/
Orlando/Kissimmee, FL	San Antonio, TX	1,040	264	190	WN	38.77	180	WN	38.77	180
Dallas/Ft. Worth, TX	Ft. Myers, FL	1,017	213	190	AA	72.78	190	US	2.55	159
Chicago, IL	San Antonio, TX	1,041	538	189	AA	51.70	188	AA	51.70	188
Minneapolis/St.Paul, MN	New Orleans, LA	1,040	339	188	NW	70.57	200	US	1.73	120
New York, NY	Sarasota/Bradenton, FL	1,047	388	183	CO	71.98	189	DL	11.73	168
Denver, CO	Nashville, TN	1,013	331	182	F9	43.56	172	F9	43.56	172
Cleveland, OH	Ft. Myers, FL	1,025	448	176	CO	81.47	179	DH	2.68	146
Indianapolis, IN	Miami, FL	1,021	199	170	AA	53.07	168	NW	10.56	166
Denver, CO	Seattle, WA	1,024	1,100	167	UA	38.93	186	F9	19.40	134
Kansas City, MO	Philadelphia, PA	1,038	271	163	US	63.18	157	US	63.18	157
Houston, TX	Phoenix, AZ	1,020	856	162	CO	43.90	164	WN	31.33	152
Miami, FL	Pittsburgh, PA	1,013	244	159	US	52.98	166	FL	12.44	125
Boston, MA	Jacksonville, FL	1,011	253	158	DL	42.11	147	DL	42.11	147
Grand Rapids, MI	Orlando/Kissimmee, FL	1,023	384	154	NW	57.76	156	DL	14.42	149
Miami, FL	Philadelphia, PA	1,013	846	153	AA	45.36	143	AA	45.36	143
San Diego, CA	Seattle, WA	1,050	1,319	152	AS	73.69	154	HP	2.59	129
Grand Rapids, MI	Tampa/St. Petersburg/Lakeland, FL	1,044	323	147	NW	68.84	149	TZ	5.22	129
Kansas City, MO	Phoenix, AZ	1,044	846	143	WN	58.76	135	WN	58.76	135
Phoenix, AZ	Spokane, WA	1,020	338	142	HP	64.28	149	WN	20.05	124
New York, NY	West Palm Beach, FL	1,035	6,166	140	B6	36.51	129	DL	29.50	121
Kansas City, MO	Tampa/St. Petersburg/Lakeland, FL	1,048	395	135	WN	33.13	134	AA	20.88	113
Phoenix, AZ	Portland, OR	1,009	1,273	134	AS	35.18	126	AS	35.18	126
Flint, MI	Orlando/Kissimmee, FL	1,011	578	132	FL	54.04	132	NW	35.20	131
Ft. Lauderdale, FL	Indianapolis, IN	1,005	580	130	TZ	39.55	121	NW	23.27	119
Flint, MI	Tampa/St. Petersburg/Lakeland, FL	1,040	405	129	FL	50.71	129	NW	39.49	128
Chicago, IL	Sarasota/Bradenton, FL	1,050	333	128	TZ	55.91	117	TZ	55.91	117
Omaha, NE	Phoenix, AZ	1,037	794	128	WN	44.21	120	WN	44.21	120
Orlando/Kissimmee, FL	Rochester, NY	1,033	537	127	FL	57.55	121	FL	57.55	121
New York, NY	Tampa/St. Petersburg/Lakeland, FL	1,019	4,476	126	B6	30.88	119	DL	29.55	104
Chicago, IL	Orlando/Kissimmee, FL	1,005	3,849	123	UA	28.22	134	NK	11.44	111
Hartford, CT/Springfield, MA	Orlando/Kissimmee, FL	1,050	1,704	122	DL	53.41	125	WN	33.86	115
Buffalo, NY	Orlando/Kissimmee, FL	1,011	1,002	119	WN	46.87	119	WN	46.87	119
Islip/Long Island, NY	Tampa/St. Petersburg/Lakeland, FL	1,034	437	115	WN	94.13	114	WN	94.13	114
Chicago, IL	Tampa/St. Petersburg/Lakeland, FL	1,014	2,765	114	UA	29.59	116	TZ	17.28	100
Distance Block - 1051-1100 miles										
Minneapolis/St.Paul, MN	San Antonio, TX	1,097	206	228	NW	66.06	243	AA	16.08	191
Houston, TX	Minneapolis/St.Paul, MN	1,057	496	223	NW	44.21	233	SY	10.33	121
Detroit, MI	Houston, TX	1,093	534	218	CO	40.20	232	NW	38.33	216
Dallas/Ft. Worth, TX	Pittsburgh, PA	1,068	348	204	AA	58.26	213	US	25.60	185
Cincinnati, OH	Denver, CO	1,069	288	193	DL	85.05	189	NW	3.47	182
Cleveland, OH	Miami, FL	1,080	308	185	CO	55.60	186	AA	23.48	175
Las Vegas, NV	Tulsa, OK	1,076	217	179	WN	64.04	175	WN	64.04	175
Cleveland, OH	Ft. Lauderdale, FL	1,062	439	177	CO	73.85	176	AA	1.39	162
Dallas/Ft. Worth, TX	Raleigh/Durham, NC	1,062	512	177	AA	75.81	184	FL	10.33	129
Miami, FL	St. Louis, MO	1,068	271	170	AA	87.00	167	AA	87.00	167
Denver, CO	New Orleans, LA	1,062	553	163	UA	41.72	171	F9	38.87	156
Miami, FL	New York, NY	1,097	4,257	161	AA	74.44	153	AA	74.44	153

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Las Vegas, NV	San Antonio, TX	1,069	519	161	WN	74.67	159	HP	12.40	145
Austin, TX	Las Vegas, NV	1,090	547	155	WN	62.49	154	HP	12.18	145
New Orleans, LA	Philadelphia, PA	1,088	613	149	US	61.62	152	UA	14.44	129
Kansas City, MO	Orlando/Kissimmee, FL	1,072	707	148	WN	51.55	152	DL	19.65	142
Detroit, MI	Ft. Myers, FL	1,085	1,488	148	NK	52.60	137	NK	52.60	137
Detroit, MI	West Palm Beach, FL	1,087	691	147	NW	50.18	165	NK	39.96	123
Ft. Lauderdale, FL	St. Louis, MO	1,056	499	147	AA	47.54	150	WN	31.73	137
Las Vegas, NV	Omaha, NE	1,099	647	145	WN	70.03	142	F9	10.34	139
Ft. Myers, FL	New York, NY	1,080	2,775	141	B6	51.58	128	DL	19.82	113
Dallas/Ft. Worth, TX	Las Vegas, NV	1,067	2,070	137	AA	52.98	145	HP	31.58	131
Orlando/Kissimmee, FL	Syracuse, NY	1,053	425	137	US	36.98	133	DL	18.38	131
Milwaukee, WI	Orlando/Kissimmee, FL	1,066	1,162	132	YX	49.05	132	FL	16.97	121
Albany, NY	Orlando/Kissimmee, FL	1,073	895	129	WN	69.40	127	WN	69.40	127
Milwaukee, WI	Tampa/St. Petersburg/Lakeland, FL	1,077	625	128	YX	44.32	130	FL	25.26	120
Ft. Lauderdale, FL	New York, NY	1,076	12,034	126	B6	39.13	126	NK	14.12	105
Rochester, NY	Tampa/St. Petersburg/Lakeland, FL	1,079	395	120	FL	54.92	110	FL	54.92	110
Ft. Lauderdale, FL	Islip/Long Island, NY	1,093	617	118	WN	94.81	116	WN	94.81	116
Islip/Long Island, NY	West Palm Beach, FL	1,052	493	117	WN	94.80	117	WN	94.80	117
Orlando/Kissimmee, FL	Providence, RI	1,073	1,256	117	WN	75.13	114	WN	75.13	114
Buffalo, NY	Tampa/St. Petersburg/Lakeland, FL	1,054	759	112	WN	36.87	110	DL	12.49	98
Distance Block - 1101-1200 miles										
Boston, MA	Minneapolis/St.Paul, MN	1,124	492	287	NW	70.33	325	TZ	11.33	165
Dallas/Ft. Worth, TX	San Diego, CA	1,182	636	240	AA	69.81	256	HP	16.67	191
Dallas/Ft. Worth, TX	Richmond, VA	1,158	218	229	AA	80.87	233	UA	1.88	146
Dallas/Ft. Worth, TX	Washington, DC	1,192	1,359	229	AA	75.84	243	US	8.84	155
Houston, TX	Pittsburgh, PA	1,131	274	228	CO	67.95	234	UA	1.62	145
Denver, CO	Detroit, MI	1,123	517	227	NW	61.67	215	NW	61.67	215
Columbus, OH	Denver, CO	1,155	211	225	UA	49.02	272	AA	16.20	151
Cleveland, OH	Houston, TX	1,107	396	223	CO	75.55	243	US	2.25	112
New York, NY	Omaha, NE	1,155	234	206	CO	29.29	255	YX	18.21	158
Dallas/Ft. Worth, TX	Miami, FL	1,121	575	197	AA	91.23	196	FL	1.39	178
Kansas City, MO	New York, NY	1,113	826	191	AA	35.90	164	YX	25.02	160
Austin, TX	San Diego, CA	1,164	251	181	WN	43.99	172	WN	43.99	172
Hartford, CT/Springfield, MA	Miami, FL	1,194	196	177	AA	48.95	172	AA	48.95	172
St. Louis, MO	Salt Lake City, UT	1,156	237	177	DL	42.84	179	WN	39.93	165
Albuquerque, NM	Chicago, IL	1,121	257	176	AA	52.53	177	WN	25.62	166
Dallas/Ft. Worth, TX	West Palm Beach, FL	1,103	281	176	AA	76.94	177	DL	11.33	173
Des Moines, IA	Phoenix, AZ	1,149	297	172	HP	49.79	188	AA	13.08	140
Dallas/Ft. Worth, TX	Ft. Lauderdale, FL	1,119	784	169	AA	76.54	170	FL	10.76	147
Chicago, IL	Miami, FL	1,197	1,398	168	AA	74.41	164	AA	74.41	164
Albuquerque, NM	Seattle, WA	1,180	200	167	WN	55.60	160	F9	10.81	149
Detroit, MI	Miami, FL	1,145	706	166	NW	61.77	174	AA	22.47	143
Dallas/Ft. Worth, TX	Ontario, CA	1,200	472	157	AA	68.38	160	HP	17.69	149
Kansas City, MO	Las Vegas, NV	1,145	900	156	WN	77.44	155	F9	8.30	141
Atlanta, GA	Denver, CO	1,199	1,475	154	DL	57.92	153	FL	12.68	133
New Orleans, LA	New York, NY	1,183	1,843	153	B6	26.61	122	B6	26.61	122
Ft. Myers, FL	Kansas City, MO	1,155	204	150	DL	45.15	143	AA	22.90	140
Des Moines, IA	Orlando/Kissimmee, FL	1,140	273	149	AA	33.99	137	AA	33.99	137
Ft. Myers, FL	Milwaukee, WI	1,183	554	148	YX	55.87	147	NW	29.16	143

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Detroit, MI	Ft. Lauderdale, FL	1,127	1,411	146	NK	47.00	135	NK	47.00	135
Ft. Myers, FL	Syracuse, NY	1,186	195	144	B6	34.17	153	US	17.94	135
Ft. Lauderdale, FL	Syracuse, NY	1,197	222	144	US	33.52	142	DL	22.19	137
Chicago, IL	West Palm Beach, FL	1,144	665	144	AA	43.05	146	DL	12.59	137
Burlington, VT	Orlando/Kissimmee, FL	1,195	266	139	B6	42.27	141	UA	10.79	128
Ft. Myers, FL	Hartford, CT/Springfield, MA	1,180	426	138	DL	61.62	134	DL	61.62	134
Albany, NY	West Palm Beach, FL	1,163	235	138	US	35.89	135	US	35.89	135
Phoenix, AZ	Seattle, WA	1,107	2,030	137	AS	47.11	135	WN	15.18	128
Buffalo, NY	Ft. Myers, FL	1,144	284	136	B6	35.82	137	DL	14.81	127
Ft. Myers, FL	Rochester, NY	1,166	219	136	B6	36.71	142	DL	19.37	121
Chicago, IL	Ft. Myers, FL	1,120	2,039	133	TZ	33.11	115	TZ	33.11	115
Flint, MI	Ft. Lauderdale, FL	1,182	227	133	NW	61.04	132	NW	61.04	132
Ft. Lauderdale, FL	Hartford, CT/Springfield, MA	1,173	1,050	132	DL	69.65	131	DL	69.65	131
Syracuse, NY	Tampa/St. Petersburg/Lakeland, FL	1,104	289	131	US	29.37	135	DL	23.95	122
Ft. Lauderdale, FL	Rochester, NY	1,184	298	130	FL	53.32	121	FL	53.32	121
Hartford, CT/Springfield, MA	West Palm Beach, FL	1,133	852	129	DL	84.27	127	DL	84.27	127
Boston, MA	West Palm Beach, FL	1,197	1,396	128	DL	73.43	124	DL	73.43	124
Providence, RI	West Palm Beach, FL	1,148	351	127	WN	43.39	126	DL	17.44	124
Ft. Lauderdale, FL	Providence, RI	1,188	755	126	NK	49.79	126	US	18.69	121
Chicago, IL	Ft. Lauderdale, FL	1,182	2,992	125	AA	25.70	132	WN	23.11	117
Buffalo, NY	West Palm Beach, FL	1,123	254	122	US	31.07	124	DL	12.60	99
Albany, NY	Tampa/St. Petersburg/Lakeland, FL	1,130	371	121	US	32.79	118	US	32.79	118
Buffalo, NY	Ft. Lauderdale, FL	1,166	529	120	US	23.90	124	FL	12.77	106
Hartford, CT/Springfield, MA	Tampa/St. Petersburg/Lakeland, FL	1,111	1,118	117	DL	58.33	116	WN	27.86	115
Boston, MA	Orlando/Kissimmee, FL	1,121	3,322	116	DL	41.78	119	B6	35.44	111
Manchester, NH	Orlando/Kissimmee, FL	1,142	1,084	116	WN	76.13	115	WN	76.13	115
Boston, MA	Tampa/St. Petersburg/Lakeland, FL	1,193	1,971	115	DL	48.74	113	B6	36.35	110
Providence, RI	Tampa/St. Petersburg/Lakeland, FL	1,137	822	113	WN	72.09	112	US	14.75	111
<u>Distance Block - 1201-1300 miles</u>										
Cleveland, OH	Denver, CO	1,201	216	234	CO	55.68	235	CO	55.68	235
Houston, TX	Washington, DC	1,218	848	232	CO	69.54	255	US	11.51	142
Detroit, MI	San Antonio, TX	1,215	218	226	NW	69.84	237	AA	11.34	185
Key West, FL	New York, NY	1,207	204	203	AA	41.37	191	AA	41.37	191
Austin, TX	Los Angeles, CA	1,242	499	200	AA	64.20	207	WN	17.96	195
Minneapolis/St.Paul, MN	Tucson, AZ	1,298	231	196	NW	59.33	212	HP	16.78	162
Denver, CO	Pittsburgh, PA	1,290	279	195	US	40.37	188	US	40.37	188
Los Angeles, CA	San Antonio, TX	1,210	291	195	WN	44.80	192	WN	44.80	192
Chicago, IL	El Paso, TX	1,237	218	193	AA	72.38	192	WN	12.36	186
Houston, TX	Salt Lake City, UT	1,213	506	186	CO	46.70	190	DL	30.56	182
Baltimore, MD	Houston, TX	1,246	710	185	CO	52.64	192	WN	36.26	180
Chicago, IL	Salt Lake City, UT	1,258	686	183	DL	34.79	174	DL	34.79	174
Houston, TX	Las Vegas, NV	1,235	1,292	166	CO	57.41	174	WN	30.01	154
Dallas/Ft. Worth, TX	Los Angeles, CA	1,246	1,695	165	AA	62.15	179	FL	10.01	118
Des Moines, IA	Las Vegas, NV	1,216	314	164	G4	56.16	144	G4	56.16	144
Omaha, NE	Orlando/Kissimmee, FL	1,210	322	162	WN	27.12	157	AA	17.13	140
Boston, MA	Miami, FL	1,258	1,170	161	AA	85.48	159	AA	85.48	159
Dallas/Ft. Worth, TX	Santa Ana, CA	1,216	863	160	AA	83.90	161	DL	4.47	121
Boston, MA	Kansas City, MO	1,256	206	160	YX	32.72	163	NW	13.77	146

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Kansas City, MO	Miami, FL	1,252	229	159	DL	39.52	144	DL	39.52	144
Glendale/Burbank, CA	Dallas/Ft. Worth, TX	1,243	410	159	AA	85.41	157	UA	1.93	142
Baltimore, MD	Dallas/Ft. Worth, TX	1,217	1,140	156	AA	75.61	157	FL	15.67	143
Minneapolis/St.Paul, MN	Phoenix, AZ	1,276	2,304	156	NW	51.82	166	SY	18.32	131
Phoenix, AZ	St. Louis, MO	1,262	789	149	WN	60.23	139	WN	60.23	139
Seattle, WA	Tucson, AZ	1,216	317	148	AS	52.37	137	AS	52.37	137
Ft. Lauderdale, FL	Milwaukee, WI	1,243	474	147	YX	69.00	143	FL	3.73	129
Albany, NY	Ft. Lauderdale, FL	1,204	295	145	US	34.90	142	US	34.90	142
Las Vegas, NV	Minneapolis/St.Paul, MN	1,300	2,010	144	NW	45.60	160	SY	28.58	127
Ft. Myers, FL	Providence, RI	1,201	403	140	NK	61.99	133	NK	61.99	133
Orlando/Kissimmee, FL	Portland, ME	1,214	245	139	DL	40.07	138	DH	15.14	126
Dallas/Ft. Worth, TX	Long Beach, CA	1,220	414	138	AA	94.05	138	AA	94.05	138
Boston, MA	Ft. Myers, FL	1,249	2,071	135	DL	51.85	139	B6	31.54	135
Ft. Lauderdale, FL	Kansas City, MO	1,242	438	134	DL	29.42	116	DL	29.42	116
Boston, MA	Ft. Lauderdale, FL	1,237	2,886	125	DL	43.90	121	DL	43.90	121
Ft. Lauderdale, FL	Manchester, NH	1,263	303	125	WN	51.91	121	US	27.97	121
Manchester, NH	Tampa/St. Petersburg/Lakeland, FL	1,204	775	113	WN	71.44	112	US	16.33	110
Portland, ME	Tampa/St. Petersburg/Lakeland, FL	1,277	226	111	DL	56.94	101	DL	56.94	101
<u>Distance Block - 1301-1400 miles</u>										
Charlotte, NC	Denver, CO	1,338	240	263	UA	42.60	280	US	39.64	262
Dallas/Ft. Worth, TX	New York, NY	1,391	3,040	243	AA	64.27	263	CO	13.05	262
San Antonio, TX	Washington, DC	1,381	359	232	DL	37.51	203	DL	37.51	203
Houston, TX	Santa Ana, CA	1,357	349	228	CO	65.00	239	HP	11.99	202
Austin, TX	Washington, DC	1,316	365	227	AA	35.48	229	DL	11.81	197
Dallas/Ft. Worth, TX	Philadelphia, PA	1,302	907	222	AA	61.89	229	US	22.74	209
Houston, TX	San Diego, CA	1,312	511	205	CO	61.21	206	WN	15.88	197
Houston, TX	Ontario, CA	1,345	237	204	CO	51.01	196	CO	51.01	196
Houston, TX	Los Angeles, CA	1,390	1,294	199	CO	62.95	212	WN	13.27	189
Dallas/Ft. Worth, TX	Reno, NV	1,356	259	194	AA	67.57	202	HP	21.62	180
Minneapolis/St.Paul, MN	Seattle, WA	1,399	597	190	NW	61.40	218	SY	26.26	117
Austin, TX	Baltimore, MD	1,342	313	185	WN	63.33	185	AA	14.96	178
Boston, MA	New Orleans, LA	1,367	359	175	AA	49.46	168	US	18.55	164
New Orleans, LA	Phoenix, AZ	1,301	319	174	WN	46.26	177	CO	19.51	158
Kansas City, MO	San Diego, CA	1,333	326	172	WN	52.46	164	WN	52.46	164
Houston, TX	Philadelphia, PA	1,335	819	170	CO	54.91	174	US	25.63	156
Kansas City, MO	Santa Ana, CA	1,342	220	169	YX	51.90	149	YX	51.90	149
Minneapolis/St.Paul, MN	Tampa/St. Petersburg/Lakeland, FL	1,307	948	167	NW	55.23	183	SY	26.91	135
Las Vegas, NV	St. Louis, MO	1,372	730	167	AA	52.67	169	WN	33.84	164
Minneapolis/St.Paul, MN	Orlando/Kissimmee, FL	1,310	2,266	152	NW	47.79	168	FL	12.02	129
Cedar Rapids/Iowa City, IA	Las Vegas, NV	1,320	218	152	G4	62.20	134	G4	62.20	134
Kansas City, MO	Los Angeles, CA	1,363	641	142	WN	62.65	136	F9	14.89	130
Harlingen, TX	Minneapolis/St.Paul, MN	1,310	225	141	SY	97.08	136	SY	97.08	136
<u>Distance Block - 1401-1500 miles</u>										
Dallas/Ft. Worth, TX	Hartford, CT/Springfield, MA	1,471	265	263	AA	71.20	278	US	6.30	149
Dallas/Ft. Worth, TX	San Jose/Palo Alto, CA	1,450	530	260	AA	77.99	276	F9	5.72	162
Dallas/Ft. Worth, TX	San Francisco, CA	1,476	764	256	AA	57.86	285	HP	10.83	184
Houston, TX	New York, NY	1,428	2,200	254	CO	72.03	276	US	2.73	115
Dallas/Ft. Worth, TX	Oakland/Berkeley, CA	1,468	324	245	AA	71.17	251	HP	11.12	239
Minneapolis/St.Paul, MN	Portland, OR	1,426	248	235	NW	69.17	251	F9	14.85	169

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Denver, CO	Washington, DC	1,476	1,646	223	UA	45.23	312	F9	28.50	154
Las Vegas, NV	Memphis, TN	1,416	195	222	NW	53.23	245	AA	14.11	180
Austin, TX	San Jose/Palo Alto, CA	1,476	505	219	AA	81.57	220	F9	1.48	180
Dallas/Ft. Worth, TX	Sacramento, CA	1,442	406	208	AA	63.58	218	HP	18.80	193
Cincinnati, OH	Salt Lake City, UT	1,449	231	205	DL	87.76	209	CO	2.31	98
Baltimore, MD	Denver, CO	1,491	627	198	UA	44.92	260	F9	36.51	140
Detroit, MI	Salt Lake City, UT	1,481	275	192	DL	45.19	189	DL	45.19	189
Baltimore, MD	San Antonio, TX	1,407	398	185	WN	66.88	180	WN	66.88	180
Kansas City, MO	Seattle, WA	1,489	239	183	WN	33.74	170	WN	33.74	170
Ft. Lauderdale, FL	Minneapolis/St.Paul, MN	1,487	621	183	NW	51.61	203	SY	11.67	150
Philadelphia, PA	San Antonio, TX	1,495	228	179	AA	32.42	179	WN	10.27	156
Kansas City, MO	San Francisco, CA	1,499	228	178	YX	40.90	156	AA	18.34	150
Chicago, IL	Tucson, AZ	1,440	514	177	AA	67.43	170	AA	67.43	170
Nashville, TN	Phoenix, AZ	1,448	362	176	WN	82.64	173	DL	2.51	158
New Orleans, LA	Salt Lake City, UT	1,428	214	176	DL	62.35	170	DL	62.35	170
Denver, CO	Jacksonville, FL	1,447	220	170	DL	35.39	184	FL	13.55	152
Milwaukee, WI	Phoenix, AZ	1,460	723	168	YX	50.46	162	YX	50.46	162
Ft. Myers, FL	Minneapolis/St.Paul, MN	1,416	1,342	164	NW	60.55	172	SY	24.01	151
Denver, CO	Raleigh/Durham, NC	1,436	307	160	AA	31.82	137	AA	31.82	137
Las Vegas, NV	Madison, WI	1,454	227	155	G4	58.84	124	G4	58.84	124
Las Vegas, NV	Peoria, IL	1,413	209	150	G4	88.46	138	G4	88.46	138
Chicago, IL	Phoenix, AZ	1,444	3,847	141	AA	23.60	139	WN	22.62	127
Indianapolis, IN	Phoenix, AZ	1,489	829	121	TZ	31.15	96	TZ	31.15	96
Distance Block - 1501-1600 miles										
New York, NY	San Antonio, TX	1,587	401	285	CO	46.98	316	AA	25.30	262
Austin, TX	New York, NY	1,522	583	281	CO	45.68	307	AA	35.35	272
Minneapolis/St.Paul, MN	Santa Ana, CA	1,522	277	242	NW	69.92	263	HP	11.65	153
Boston, MA	Dallas/Ft. Worth, TX	1,562	923	231	AA	74.66	245	US	5.48	138
Atlanta, GA	Phoenix, AZ	1,587	748	225	DL	55.89	231	HP	33.02	226
Hartford, CT/Springfield, MA	Houston, TX	1,519	197	217	CO	39.86	224	DL	13.78	205
Minneapolis/St.Paul, MN	San Francisco, CA	1,589	960	216	NW	61.04	251	SY	16.89	121
Atlanta, GA	Salt Lake City, UT	1,589	648	213	DL	74.84	233	NW	3.17	110
Cincinnati, OH	Phoenix, AZ	1,569	261	210	DL	87.60	215	NW	4.43	150
St. Louis, MO	Santa Ana, CA	1,570	200	202	AA	71.62	202	F9	3.88	156
St. Louis, MO	San Diego, CA	1,558	355	198	AA	53.92	209	WN	21.59	174
New Orleans, LA	San Diego, CA	1,599	290	192	WN	45.90	171	WN	45.90	171
Miami, FL	Minneapolis/St.Paul, MN	1,501	747	186	NW	50.27	209	SY	13.53	151
Denver, CO	Philadelphia, PA	1,557	806	182	UA	37.42	215	F9	25.64	141
Los Angeles, CA	St. Louis, MO	1,593	744	179	AA	63.85	191	WN	17.31	142
Los Angeles, CA	Minneapolis/St.Paul, MN	1,536	1,286	176	NW	68.95	187	SY	12.87	129
Minneapolis/St.Paul, MN	San Diego, CA	1,532	764	174	NW	53.48	201	SY	21.92	126
Houston, TX	Reno, NV	1,546	258	173	CO	57.78	174	WN	18.79	166
Las Vegas, NV	New Orleans, LA	1,501	365	170	WN	47.21	168	HP	15.77	163
Denver, CO	Orlando/Kissimmee, FL	1,545	1,332	169	UA	50.91	180	F9	30.65	155
Las Vegas, NV	Nashville, TN	1,588	441	166	WN	76.97	165	F9	3.30	140
Denver, CO	Tampa/St. Petersburg/Lakeland, FL	1,506	740	163	UA	45.89	171	F9	31.01	154
Las Vegas, NV	Milwaukee, WI	1,524	928	146	YX	50.19	126	YX	50.19	126
Chicago, IL	Las Vegas, NV	1,521	4,234	137	WN	29.54	123	WN	29.54	123
Indianapolis, IN	Las Vegas, NV	1,591	1,191	119	TZ	48.24	110	TZ	48.24	110

*Carrier Code Identifier and Footnotes at End of Report

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
<u>Distance Block - 1601-1700 miles</u>										
Los Angeles, CA	Memphis, TN	1,619	229	269	NW	61.07	305	FL	10.99	169
Houston, TX	San Francisco, CA	1,649	489	263	CO	69.29	276	F9	1.75	159
Dallas/Ft. Worth, TX	Seattle, WA	1,670	715	256	AA	64.07	281	HP	12.56	190
Chicago, IL	Indio/Palm Springs, CA	1,657	275	252	AA	68.24	255	UA	23.92	249
Dallas/Ft. Worth, TX	Portland, OR	1,626	351	242	AA	52.37	275	F9	12.71	171
Boston, MA	Houston, TX	1,609	560	238	CO	74.57	241	US	3.43	165
Houston, TX	San Jose/Palo Alto, CA	1,621	320	226	CO	62.47	234	HP	14.41	199
Los Angeles, CA	New Orleans, LA	1,671	671	214	UA	41.65	236	WN	19.36	194
Albuquerque, NM	Washington, DC	1,650	393	200	AA	45.39	186	AA	45.39	186
Houston, TX	Sacramento, CA	1,624	268	199	CO	51.66	196	WN	12.94	187
Denver, CO	New York, NY	1,626	2,605	196	UA	31.25	257	F9	11.79	134
Denver, CO	Hartford, CT/Springfield, MA	1,671	208	193	AA	26.12	140	AA	26.12	140
Cincinnati, OH	Las Vegas, NV	1,678	405	192	DL	88.02	197	UA	1.62	117
Birmingham, AL	Las Vegas, NV	1,618	195	192	WN	62.14	184	WN	62.14	184
Chicago, IL	Reno, NV	1,680	285	185	AA	70.61	176	AA	70.61	176
Houston, TX	Oakland/Berkeley, CA	1,642	425	184	CO	47.87	176	WN	34.34	175
Grand Rapids, MI	Las Vegas, NV	1,643	219	181	NW	50.81	186	UA	19.66	167
Albuquerque, NM	Baltimore, MD	1,670	206	175	WN	50.03	165	WN	50.03	165
Denver, CO	West Palm Beach, FL	1,679	201	169	DL	40.82	178	US	19.97	150
Las Vegas, NV	Louisville, KY	1,624	257	168	WN	60.03	164	WN	60.03	164
Denver, CO	Ft. Myers, FL	1,606	326	166	F9	76.97	159	US	2.52	146
Detroit, MI	Phoenix, AZ	1,671	1,432	160	NW	47.69	175	WN	18.47	132
Lansing, MI	Las Vegas, NV	1,689	197	154	G4	73.62	144	G4	73.62	144
Columbus, OH	Phoenix, AZ	1,671	552	154	HP	47.47	163	WN	26.56	134
<u>Distance Block - 1701-1800 miles</u>										
Eagle, CO	New York, NY	1,746	355	312	AA	61.23	311	UA	12.97	301
Chicago, IL	Sacramento, CA	1,790	310	226	UA	65.03	237	WN	12.83	180
Chicago, IL	Portland, OR	1,751	481	220	UA	54.28	235	AA	16.88	209
St. Louis, MO	San Francisco, CA	1,736	275	216	AA	67.21	216	AA	67.21	216
Denver, CO	Miami, FL	1,709	387	213	UA	40.59	247	AA	36.36	182
St. Louis, MO	Seattle, WA	1,710	304	212	AA	71.27	216	F9	4.80	162
Boston, MA	Denver, CO	1,754	937	206	UA	53.64	257	B6	23.42	121
Austin, TX	Seattle, WA	1,770	206	197	AA	42.80	197	F9	10.42	168
Los Angeles, CA	Nashville, TN	1,797	435	196	WN	43.98	185	WN	43.98	185
Chicago, IL	Santa Ana, CA	1,731	948	184	AA	47.97	178	AA	47.97	178
Nashville, TN	San Diego, CA	1,751	218	178	WN	70.47	169	WN	70.47	169
Chicago, IL	Seattle, WA	1,733	1,105	176	UA	30.42	225	WN	19.78	118
Indianapolis, IN	San Diego, CA	1,783	248	175	AA	26.13	174	WN	13.87	174
Phoenix, AZ	Tampa/St. Petersburg/Lakeland, FL	1,788	507	172	HP	44.13	182	WN	28.12	147
Denver, CO	Ft. Lauderdale, FL	1,703	838	169	F9	38.38	165	DL	13.04	160
Chicago, IL	Los Angeles, CA	1,750	3,612	169	UA	33.73	199	WN	19.23	127
Atlanta, GA	Las Vegas, NV	1,747	1,639	168	DL	70.57	175	FL	13.05	144
Los Angeles, CA	Milwaukee, WI	1,756	416	161	YX	40.60	155	YX	40.60	155
Chicago, IL	San Diego, CA	1,728	1,504	159	WN	34.09	116	WN	34.09	116
Cleveland, OH	Phoenix, AZ	1,737	658	157	CO	44.66	159	WN	19.40	134
Detroit, MI	Las Vegas, NV	1,750	1,830	155	NW	51.12	167	NK	10.66	136
Columbus, OH	Las Vegas, NV	1,772	872	143	WN	40.66	127	WN	40.66	127
<u>Distance Block - 1801-1900 miles</u>										
Atlanta, GA	San Diego, CA	1,891	561	233	DL	76.52	241	NW	1.47	123

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Salt Lake City, UT	Washington, DC	1,851	537	227	DL	61.56	251	CO	7.39	118
Cincinnati, OH	Los Angeles, CA	1,900	331	223	DL	79.58	230	UA	5.58	148
Houston, TX	Seattle, WA	1,894	449	216	CO	64.33	224	HP	10.71	198
Phoenix, AZ	Pittsburgh, PA	1,813	285	215	US	46.67	219	UA	13.53	201
Atlanta, GA	Ontario, CA	1,900	285	214	DL	70.60	217	HP	16.63	206
Chicago, IL	San Jose/Palo Alto, CA	1,838	422	213	AA	51.99	197	AA	51.99	197
Houston, TX	Portland, OR	1,843	221	212	CO	59.80	208	HP	12.64	204
Albuquerque, NM	New York, NY	1,825	297	211	AA	35.66	204	DL	20.49	201
Chicago, IL	San Francisco, CA	1,854	1,879	208	UA	50.12	239	TZ	17.05	116
Salt Lake City, UT	Tampa/St. Petersburg/Lakeland, FL	1,887	225	196	DL	67.14	200	NW	1.43	158
Baltimore, MD	Salt Lake City, UT	1,864	371	178	WN	42.44	165	WN	42.44	165
Orlando/Kissimmee, FL	Phoenix, AZ	1,848	694	177	HP	39.83	190	WN	29.69	151
Phoenix, AZ	Raleigh/Durham, NC	1,891	354	172	WN	38.80	159	WN	38.80	159
Milwaukee, WI	San Francisco, CA	1,845	220	171	NW	31.23	169	YX	24.62	162
Cleveland, OH	Las Vegas, NV	1,825	977	159	CO	60.07	169	WN	19.00	136
Chicago, IL	Oakland/Berkeley, CA	1,844	653	143	WN	69.97	125	WN	69.97	125
Indianapolis, IN	Los Angeles, CA	1,814	682	135	TZ	31.80	113	TZ	31.80	113
<u>Distance Block - 1901-2000 miles</u>										
New Orleans, LA	San Francisco, CA	1,911	222	259	UA	49.55	285	AA	10.87	254
Tucson, AZ	Washington, DC	1,955	256	250	AA	55.09	230	AA	55.09	230
Detroit, MI	Seattle, WA	1,927	268	246	NW	73.51	253	US	1.03	141
Charlotte, NC	Las Vegas, NV	1,917	328	226	US	61.87	235	UA	15.27	205
Atlanta, GA	Santa Ana, CA	1,919	437	226	DL	77.18	230	F9	1.35	163
Phoenix, AZ	Washington, DC	1,979	866	226	HP	53.21	242	DL	10.62	150
Detroit, MI	Santa Ana, CA	1,960	237	225	NW	55.92	240	HP	16.57	180
Detroit, MI	San Diego, CA	1,957	455	215	NW	52.25	239	AA	13.51	169
Miami, FL	Phoenix, AZ	1,972	228	209	HP	39.02	223	DL	16.66	185
Atlanta, GA	Los Angeles, CA	1,946	1,749	195	DL	69.71	204	FL	10.18	149
New York, NY	Salt Lake City, UT	1,989	1,501	194	DL	60.91	198	B6	14.95	144
Orlando/Kissimmee, FL	Salt Lake City, UT	1,929	491	193	DL	69.81	205	WN	11.94	142
Detroit, MI	Los Angeles, CA	1,979	1,368	193	NW	62.55	206	NK	18.67	146
Ft. Lauderdale, FL	Phoenix, AZ	1,972	511	187	HP	48.03	203	CO	14.49	167
New Orleans, LA	Oakland/Berkeley, CA	1,903	269	179	WN	54.06	189	CO	12.99	161
Philadelphia, PA	Salt Lake City, UT	1,926	410	179	DL	75.45	176	WN	3.90	144
Jacksonville, FL	Las Vegas, NV	1,965	223	175	DL	34.06	194	AA	26.18	150
Columbus, OH	Los Angeles, CA	1,996	356	172	DL	21.99	150	DL	21.99	150
Las Vegas, NV	Pittsburgh, PA	1,910	611	169	US	49.34	184	UA	22.01	151
Baltimore, MD	Phoenix, AZ	1,998	857	163	WN	49.86	154	WN	49.86	154
Buffalo, NY	Las Vegas, NV	1,987	350	162	WN	49.62	161	CO	10.60	159
Las Vegas, NV	Tampa/St. Petersburg/Lakeland, FL	1,984	852	157	HP	31.09	155	WN	27.60	147
Indianapolis, IN	San Francisco, CA	1,944	248	157	TZ	26.06	127	F9	12.72	120
Buffalo, NY	Phoenix, AZ	1,912	259	151	WN	61.63	147	DL	9.74	136
<u>Distance Block - 2001-2200 miles</u>										
Charlotte, NC	Los Angeles, CA	2,125	272	301	US	46.02	363	AA	20.42	175
Detroit, MI	San Francisco, CA	2,079	425	280	NW	65.33	310	UA	12.94	235
Cleveland, OH	San Francisco, CA	2,161	208	251	CO	56.58	265	UA	17.83	243
Atlanta, GA	Seattle, WA	2,182	664	244	DL	74.34	252	NW	5.01	174
Atlanta, GA	Portland, OR	2,172	314	235	DL	71.04	242	CO	1.91	166
New York, NY	Tucson, AZ	2,136	341	233	AA	31.61	238	HP	19.73	211
Atlanta, GA	San Jose/Palo Alto, CA	2,116	233	228	DL	65.22	234	HP	11.16	199

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Jacksonville, FL	Los Angeles, CA	2,153	238	223	DL	56.94	213	DL	56.94	213
Las Vegas, NV	Miami, FL	2,175	468	223	AA	70.53	219	HP	19.06	200
Orlando/Kissimmee, FL	Santa Ana, CA	2,186	225	222	DL	26.97	193	DL	26.97	193
Cleveland, OH	Los Angeles, CA	2,053	445	220	CO	65.65	225	AA	7.71	176
Atlanta, GA	Sacramento, CA	2,092	261	214	DL	57.45	229	HP	13.45	192
Cincinnati, OH	San Francisco, CA	2,036	262	214	DL	77.31	220	NW	6.66	166
Orlando/Kissimmee, FL	San Diego, CA	2,148	411	211	DL	22.88	209	WN	16.82	181
Los Angeles, CA	Pittsburgh, PA	2,136	374	210	US	47.36	227	FL	10.15	139
New York, NY	Phoenix, AZ	2,153	2,399	209	HP	41.11	214	HP	41.11	214
Boston, MA	Salt Lake City, UT	2,105	447	206	DL	74.12	209	CO	1.81	121
Atlanta, GA	Oakland/Berkeley, CA	2,130	237	205	DL	69.00	209	HP	14.92	182
Atlanta, GA	San Francisco, CA	2,139	969	204	DL	68.58	206	NW	1.66	154
Cleveland, OH	San Diego, CA	2,026	208	204	CO	23.85	236	WN	18.88	172
Raleigh/Durham, NC	San Diego, CA	2,193	224	204	AA	32.49	216	DL	20.63	186
New Orleans, LA	Seattle, WA	2,086	267	198	CO	24.88	193	AA	17.89	181
San Diego, CA	Tampa/St. Petersburg/Lakeland, FL	2,087	269	193	DL	28.68	186	WN	17.40	170
Las Vegas, NV	Washington, DC	2,089	1,085	193	UA	38.38	210	UA	38.38	210
Las Vegas, NV	Norfolk, VA	2,155	287	172	WN	49.22	162	WN	49.22	162
Las Vegas, NV	West Palm Beach, FL	2,158	203	172	DL	57.05	170	DL	57.05	170
Los Angeles, CA	Tampa/St. Petersburg/Lakeland, FL	2,158	729	170	DL	73.54	159	WN	6.76	149
Philadelphia, PA	Phoenix, AZ	2,075	1,002	166	HP	34.69	177	WN	12.76	133
Las Vegas, NV	Orlando/Kissimmee, FL	2,039	884	164	DL	39.62	155	WN	13.85	149
Ft. Lauderdale, FL	Salt Lake City, UT	2,083	343	159	DL	76.60	157	AA	9.82	137
Ft. Lauderdale, FL	Las Vegas, NV	2,174	850	159	DL	44.07	149	DL	44.07	149
Las Vegas, NV	Raleigh/Durham, NC	2,027	540	157	WN	30.06	150	WN	30.06	150
Baltimore, MD	Las Vegas, NV	2,106	1,195	156	WN	41.43	151	WN	41.43	151
Las Vegas, NV	Philadelphia, PA	2,176	1,561	146	US	43.08	152	WN	14.34	117
<u>Distance Block - 2201-2400 miles</u>										
Charlotte, NC	San Francisco, CA	2,296	195	339	US	43.01	407	AA	15.69	174
San Diego, CA	Washington, DC	2,276	772	320	UA	44.11	431	DL	19.87	209
Seattle, WA	Washington, DC	2,329	776	272	AS	37.83	246	AS	37.83	246
Indio/Palm Springs, CA	New York, NY	2,378	218	263	AA	49.95	249	CO	15.63	249
Portland, OR	Washington, DC	2,350	267	262	UA	47.30	286	HP	10.18	197
Los Angeles, CA	Miami, FL	2,342	944	259	AA	79.37	256	HP	3.38	187
Santa Ana, CA	Washington, DC	2,288	200	258	UA	33.44	260	HP	15.86	211
Los Angeles, CA	Washington, DC	2,311	2,090	248	UA	49.06	289	AA	21.09	221
Raleigh/Durham, NC	San Francisco, CA	2,400	206	222	DL	26.80	202	DL	26.80	202
Boston, MA	Phoenix, AZ	2,300	608	218	HP	37.38	283	NW	10.26	163
Pittsburgh, PA	San Francisco, CA	2,253	304	214	US	47.42	224	US	47.42	224
Baltimore, MD	Los Angeles, CA	2,329	785	209	UA	37.84	255	WN	30.27	167
Ft. Lauderdale, FL	San Diego, CA	2,268	282	203	DL	25.94	187	DL	25.94	187
San Francisco, CA	Tampa/St. Petersburg/Lakeland, FL	2,392	261	200	DL	30.42	186	DL	30.42	186
Philadelphia, PA	Seattle, WA	2,378	382	196	US	47.34	194	UA	29.93	174
Norfolk, VA	San Diego, CA	2,330	282	194	DL	50.24	187	DL	50.24	187
Los Angeles, CA	Norfolk, VA	2,371	197	193	DL	25.10	202	US	11.90	161
Los Angeles, CA	Raleigh/Durham, NC	2,239	328	192	DL	30.40	175	US	12.10	172
Los Angeles, CA	Orlando/Kissimmee, FL	2,217	1,530	190	DL	43.24	159	DL	43.24	159
Philadelphia, PA	San Diego, CA	2,369	590	190	US	46.36	195	UA	23.34	175
Baltimore, MD	Portland, OR	2,358	207	187	UA	24.30	212	NW	11.67	163
Baltimore, MD	Seattle, WA	2,335	363	187	NW	21.23	172	WN	12.27	157

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
Las Vegas, NV	New York, NY	2,248	4,351	187	CO	28.70	220	DL	14.95	154
Ft. Lauderdale, FL	Los Angeles, CA	2,342	1,168	186	AA	51.61	194	DL	29.81	156
Baltimore, MD	San Diego, CA	2,295	657	180	WN	46.36	175	US	7.12	143
Boston, MA	Las Vegas, NV	2,381	1,133	180	HP	46.58	192	DL	30.44	156
Hartford, CT/Springfield, MA	Phoenix, AZ	2,213	384	175	HP	31.88	192	WN	12.17	155
Phoenix, AZ	Providence, RI	2,277	307	174	WN	77.79	171	DL	3.58	169
Albany, NY	Las Vegas, NV	2,237	249	172	WN	59.48	168	US	8.39	165
Las Vegas, NV	Providence, RI	2,363	245	171	WN	38.53	161	WN	38.53	161
Sacramento, CA	Washington, DC	2,381	485	171	UA	40.02	197	B6	35.82	124
Las Vegas, NV	Manchester, NH	2,356	308	167	WN	64.92	162	CO	5.84	156
Hartford, CT/Springfield, MA	Las Vegas, NV	2,298	455	167	WN	33.29	155	US	12.33	151
Long Beach, CA	Washington, DC	2,300	775	154	B6	94.47	153	B6	94.47	153
Ft. Lauderdale, FL	Long Beach, CA	2,327	290	153	B6	94.82	151	B6	94.82	151
Distance Block - More than 2400 miles										
San Francisco, CA	Washington, DC	2,442	1,079	373	UA	66.32	446	FL	2.63	135
San Jose/Palo Alto, CA	Washington, DC	2,424	240	307	UA	46.95	369	HP	17.53	191
New York, NY	San Francisco, CA	2,586	3,661	302	UA	27.89	380	DL	12.02	202
Boston, MA	San Francisco, CA	2,704	1,241	300	UA	52.75	321	AA	30.42	277
Los Angeles, CA	New York, NY	2,475	6,036	286	AA	41.22	301	DL	16.44	216
Baltimore, MD	San Francisco, CA	2,457	279	273	UA	52.43	311	HP	13.68	195
New York, NY	Santa Ana, CA	2,454	569	268	CO	57.41	271	CO	57.41	271
Boston, MA	San Diego, CA	2,588	453	262	AA	50.66	270	AA	50.66	270
New York, NY	Portland, OR	2,454	519	243	CO	28.08	265	AA	11.29	219
Boston, MA	Seattle, WA	2,496	417	238	AS	42.98	223	AS	42.98	223
Orlando/Kissimmee, FL	San Francisco, CA	2,445	487	237	UA	47.07	269	DL	17.25	217
Philadelphia, PA	San Francisco, CA	2,521	902	233	US	50.29	220	US	50.29	220
Miami, FL	San Francisco, CA	2,585	662	230	AA	77.25	228	HP	4.18	193
Boston, MA	Los Angeles, CA	2,611	1,500	229	AA	46.64	231	HP	11.68	170
New York, NY	Reno, NV	2,411	239	228	HP	25.34	219	CO	14.43	206
Hartford, CT/Springfield, MA	Los Angeles, CA	2,527	312	213	UA	29.59	213	US	10.78	178
Miami, FL	Seattle, WA	2,724	314	212	AS	41.75	196	AS	41.75	196
Orlando/Kissimmee, FL	San Jose/Palo Alto, CA	2,419	232	211	AA	37.65	204	CO	13.67	177
New York, NY	San Diego, CA	2,446	1,798	209	CO	27.51	258	B6	26.46	151
Boston, MA	San Jose/Palo Alto, CA	2,689	282	209	AA	52.84	192	AA	52.84	192
Hartford, CT/Springfield, MA	San Diego, CA	2,502	198	204	DL	21.98	187	WN	13.38	178
Ft. Lauderdale, FL	San Francisco, CA	2,583	311	198	DL	26.21	187	AA	21.21	185
New York, NY	Seattle, WA	2,421	1,471	197	CO	18.81	278	B6	16.91	137
Ft. Lauderdale, FL	Seattle, WA	2,717	308	194	AA	26.58	170	AA	26.58	170
Baltimore, MD	San Jose/Palo Alto, CA	2,438	218	192	WN	22.47	193	CO	12.38	120
Orlando/Kissimmee, FL	Portland, OR	2,534	336	191	DL	23.43	182	AA	14.90	175
Orlando/Kissimmee, FL	Sacramento, CA	2,407	311	189	AA	25.96	174	WN	15.75	165
Providence, RI	San Diego, CA	2,567	214	189	WN	32.71	173	WN	32.71	173
New York, NY	Sacramento, CA	2,521	469	184	B6	48.01	142	B6	48.01	142
Los Angeles, CA	Providence, RI	2,592	201	183	WN	23.57	157	WN	23.57	157
Seattle, WA	Tampa/St. Petersburg/Lakeland, FL	2,520	290	183	DL	26.34	174	NW	12.37	172
Orlando/Kissimmee, FL	Seattle, WA	2,553	706	179	AS	45.66	185	AA	13.74	155
New York, NY	San Jose/Palo Alto, CA	2,569	697	178	AA	41.44	169	B6	33.96	142
Oakland/Berkeley, CA	Washington, DC	2,432	977	174	B6	53.19	151	B6	53.19	151

*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis

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Table 1

		Market Data			Largest Carrier			Lowest Fare Carrier 1/		
City-Pair		Nonstop Distance	Psgs Per Day	Average One Way Fare	Carrier	Percent Market Share	Average One Way Fare 2/	Carrier	Percent Market Share	Average One Way Fare 2/
New York, NY	Ontario, CA	2,430	465	166	B6	49.07	144	B6	49.07	144
Los Angeles, CA	Philadelphia, PA	2,401	1,628	165	US	42.67	161	WN	14.89	120
Baltimore, MD	Oakland/Berkeley, CA	2,446	211	161	WN	50.11	154	WN	50.11	154
New York, NY	Oakland/Berkeley, CA	2,576	1,420	156	B6	86.80	150	B6	86.80	150
Long Beach, CA	New York, NY	2,465	1,843	155	B6	97.41	154	B6	97.41	154
Boston, MA	Oakland/Berkeley, CA	2,693	632	154	B6	77.80	148	DL	5.54	127
Boston, MA	Long Beach, CA	2,602	522	148	B6	95.44	148	AA	3.68	145

*Carrier Code Identifier and Footnotes at End of Report

Top 1,000 City-Pair Markets Summarized by City

First Quarter 2005 vs. 2004
Markets with 100,000 or more Passengers
Sorted by Average Passenger Trip Distance

Table 2

City	Number of Markets	2005				2004			
		Passengers	Avg. Fare	Avg. Yield (cents) 3/	Avg. Psgr Distance	Passengers	Avg. Fare	Avg. Yield (cents) 3/	Avg. Psgr Distance
Lubbock, TX	3	106,990	89	24.7	359	113,980	86	24.4	353
Little Rock, AR	5	130,270	116	30.0	387	134,370	117	30.7	382
Greensboro/High Point, NC	4	142,620	128	30.6	418	129,930	149	34.8	427
Glendale/Burbank, CA	9	825,510	97	23.2	419	873,440	96	24.3	394
Boise, ID	8	272,250	98	21.1	468	267,480	98	20.8	472
Spokane, WA	7	292,500	94	18.9	498	290,480	95	20.0	475
Harlingen, TX	4	100,640	105	19.8	531	106,500	103	20.3	506
Tulsa, OK	5	175,390	125	22.9	548	178,760	119	22.1	540
Richmond, VA	5	151,550	186	33.9	550	129,320	240	44.0	547
Savannah, GA	4	120,380	133	22.3	599	79,840	146	25.5	575
El Paso, TX	8	269,730	120	19.6	613	264,490	119	19.8	603
Oklahoma City, OK	10	237,740	137	21.7	631	231,160	137	21.7	631
Reno, NV	16	611,490	109	16.7	655	622,360	109	16.7	651
Ontario, CA	15	904,390	110	16.2	678	926,310	106	16.7	635
Akron/Canton, OH	4	111,750	123	18.0	684	117,670	120	18.7	639
Rochester, NY	9	302,990	117	16.8	700	262,660	129	18.4	701
Birmingham, AL	9	212,600	144	20.5	700	219,740	148	21.1	700
Louisville, KY	11	272,880	141	19.3	730	275,090	156	21.1	742
Sacramento, CA	20	1,435,730	114	14.9	765	1,345,860	115	16.0	721
Memphis, TN	11	328,970	191	24.6	776	313,650	201	25.4	793
Nashville, TN	27	962,580	144	18.6	776	917,680	148	18.8	789
Charlotte, NC	21	703,680	213	27.2	784	642,440	244	28.0	872
Syracuse, NY	6	178,300	127	16.1	791	132,660	142	17.1	830
Albuquerque, NM	15	536,320	139	17.1	815	554,060	136	17.0	799
Jacksonville, FL	19	672,820	147	17.9	823	548,470	148	18.7	793
Raleigh/Durham, NC	27	1,103,440	137	16.6	825	983,670	159	18.0	883
San Jose/Palo Alto, CA	25	1,570,970	130	15.6	836	1,625,690	131	15.5	847
Atlanta, GA	68	4,947,950	158	18.9	838	4,660,600	165	19.7	841
Oakland/Berkeley, CA	27	2,332,080	113	13.4	840	2,342,140	110	14.1	780
Dayton, OH	11	222,280	136	16.1	847	293,060	141	16.9	836
St. Louis, MO	34	1,472,760	158	18.6	848	1,453,200	168	20.0	840
San Antonio, TX	22	739,270	161	18.8	852	742,380	162	19.5	831
Santa Ana, CA	23	1,480,800	140	16.2	861	1,456,560	141	16.5	859
Dallas/Ft. Worth, TX	68	4,660,950	170	19.3	884	4,437,070	187	21.8	858
Sarasota/Bradenton, FL	5	122,770	145	16.2	895	94,160	162	17.4	936
Omaha, NE	12	399,920	147	16.4	897	384,310	151	16.8	895
Houston, TX	58	3,192,260	166	18.4	901	3,141,620	178	20.2	881
Cincinnati, OH	20	652,750	181	19.8	912	464,300	252	28.7	878
Buffalo, NY	11	544,640	115	12.6	912	489,010	121	13.2	917
Islip/Long Island, NY	6	269,520	108	11.8	913	247,840	115	12.7	904
Kansas City, MO	33	1,311,000	147	16.1	913	1,334,580	148	16.2	911
Cleveland, OH	25	1,063,460	156	16.9	923	991,810	174	18.7	929

Table 2

		2005				2004			
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	19	727,450	151	16.3	927	643,280	172	18.2	946
Atlantic City, NJ	5	179,510	122	13.2	931	196,100	107	11.4	939
Austin, TX	19	714,890	168	18.0	933	716,810	166	18.1	918
New Orleans, LA	31	1,445,640	149	16.0	936	1,343,920	150	16.5	910
Manchester, NH	11	470,200	112	11.8	953	420,690	134	13.0	1,037
Pittsburgh, PA	21	865,200	174	18.0	969	830,020	187	18.6	1,006
Tucson, AZ	14	429,110	143	14.8	969	423,760	138	15.0	922
Chicago, IL	69	7,337,440	146	15.0	971	6,991,320	157	16.3	965
Portland, OR	27	1,461,120	139	14.3	972	1,370,920	142	14.6	973
Detroit, MI	37	2,593,870	160	16.2	989	2,315,880	171	17.3	991
Washington, DC	65	4,733,290	167	16.9	991	3,455,230	213	20.1	1,060
Indianapolis, IN	25	1,128,280	132	13.1	1,005	1,059,350	151	14.9	1,017
Flint, MI	4	128,690	132	13.1	1,006	129,580	132	13.1	1,007
Baltimore, MD	53	2,624,730	132	12.8	1,030	2,889,630	138	13.5	1,018
Albany, NY	9	280,920	132	12.7	1,037	243,950	148	14.1	1,047
Norfolk, VA	12	272,630	147	14.1	1,038	257,060	151	14.3	1,053
Tampa/St. Petersburg/Lakeland, FL	55	3,460,690	131	12.5	1,047	3,148,340	139	13.3	1,044
Providence, RI	17	725,610	122	11.5	1,060	651,620	145	12.3	1,173
Salt Lake City, UT	33	1,647,800	149	14.1	1,061	1,507,940	155	15.1	1,030
West Palm Beach, FL	21	1,442,690	137	12.8	1,065	1,298,190	147	13.8	1,062
Denver, CO	53	3,523,030	177	16.4	1,076	3,372,800	176	16.5	1,066
Milwaukee, WI	19	796,020	150	13.7	1,091	767,670	148	13.7	1,078
Philadelphia, PA	39	2,979,030	145	13.3	1,092	2,183,460	199	18.1	1,097
Orlando/Kissimmee, FL	68	5,819,540	138	12.6	1,096	5,201,580	144	13.0	1,103
Minneapolis/St.Paul, MN	44	2,713,100	182	16.6	1,101	2,479,840	205	18.5	1,107
Phoenix, AZ	59	4,784,370	140	12.6	1,105	4,671,260	136	12.7	1,075
Des Moines, IA	5	108,860	165	14.8	1,119	122,010	147	13.7	1,077
Ft. Myers, FL	27	1,605,820	144	12.7	1,136	1,440,780	153	13.5	1,137
Hartford, CT/Springfield, MA	21	980,710	141	12.2	1,157	858,890	167	13.7	1,216
Ft. Lauderdale, FL	48	4,083,410	135	11.5	1,173	3,747,990	139	12.0	1,167
Indio/Palm Springs, CA	6	171,550	180	15.4	1,174	162,270	176	15.2	1,160
Las Vegas, NV	75	6,362,350	133	11.2	1,193	6,167,900	135	11.5	1,172
San Diego, CA	41	2,569,350	151	12.5	1,210	2,536,800	151	12.8	1,183
New York, NY	76	11,268,280	173	14.2	1,212	10,355,690	187	15.2	1,235
Boston, MA	42	3,549,010	162	13.4	1,214	3,272,400	183	15.1	1,216
Miami, FL	31	1,763,790	173	13.9	1,247	1,668,080	184	14.9	1,237
Seattle, WA	41	2,819,610	154	12.2	1,260	2,676,450	160	12.7	1,261
Grand Rapids, MI	6	132,760	164	12.9	1,265	139,650	159	12.6	1,261
Los Angeles, CA	53	5,218,120	171	11.7	1,463	5,014,540	173	12.0	1,437
Long Beach, CA	10	589,170	123	8.0	1,539	556,450	127	7.9	1,603
San Francisco, CA	37	2,363,110	218	13.1	1,660	2,241,940	221	13.3	1,664

City-Pair Markets with the Largest Percentage Increase in Average Fare
First Quarter 2005 vs. 2004

Table 3

City Pair		Average One Way Fare				Passengers			
		2005	2004	Amount Change	Percent Change	2005	2004	Amount Change	Percent Change
Denver, CO	Detroit, MI	227	140	87	61.8	46,540	66,230	-19,690	-29.7
Chicago, IL	Des Moines, IA	180	123	56	45.6	18,470	23,510	-5,040	-21.4
Charlotte, NC	Nashville, TN	176	132	44	33.4	19,680	19,310	370	1.9
		TOTAL				84,690	109,050	-24,360	-22.3

City-Pair Markets with the Largest Percentage Decrease in Average Fare **First Quarter 2005 vs. 2004**

Table 4

		Average One Way Fare				Passengers			
City Pair		2005	2004	Amount Change	Percent Change	2005	2004	Amount Change	Percent Change
Philadelphia, PA	Providence, RI	57	350	-292	-83.6	62,860	7,120	55,740	782.9
Manchester, NH	Philadelphia, PA	57	315	-258	-81.9	63,400	5,710	57,690	1,010.3
Hartford, CT/Springfield, MA	Philadelphia, PA	61	313	-252	-80.6	36,100	8,580	27,520	320.7
Philadelphia, PA	Raleigh/Durham, NC	61	211	-151	-71.3	114,330	39,580	74,750	188.9
Greenville/Spartanburg, SC	Washington, DC	105	263	-158	-60.1	27,890	5,800	22,090	380.9
Greensboro/High Point, NC	Washington, DC	108	270	-162	-60.0	19,200	5,650	13,550	239.8
Boston, MA	Cleveland, OH	146	330	-184	-55.7	25,670	19,120	6,550	34.3
Knoxville, TN	Washington, DC	121	271	-150	-55.3	26,180	9,780	16,400	167.7
Detroit, MI	Providence, RI	121	255	-134	-52.6	25,610	13,420	12,190	90.8
Rochester, NY	Washington, DC	111	234	-123	-52.5	20,390	4,060	16,330	402.2
Charlotte, NC	Washington, DC	150	314	-164	-52.2	61,490	24,900	36,590	146.9
Columbia, SC	Washington, DC	125	260	-135	-51.9	29,680	9,200	20,480	222.6
Syracuse, NY	Washington, DC	127	262	-135	-51.6	26,950	7,490	19,460	259.8
Cleveland, OH	Washington, DC	127	263	-136	-51.6	41,710	14,030	27,680	197.3
Detroit, MI	Washington, DC	118	237	-120	-50.5	115,320	56,270	59,050	104.9
Washington, DC	White Plains, NY	116	231	-115	-49.9	22,200	5,620	16,580	295.0
Burlington, VT	Washington, DC	118	232	-114	-49.1	23,840	6,920	16,920	244.5
Pittsburgh, PA	Washington, DC	163	317	-154	-48.6	33,500	16,370	17,130	104.6
Cleveland, OH	New York, NY	155	302	-146	-48.5	90,510	56,090	34,420	61.4
Sacramento, CA	Washington, DC	171	331	-160	-48.4	43,630	14,280	29,350	205.5
Charleston, SC	Washington, DC	130	247	-117	-47.6	45,160	14,020	31,140	222.1
Cincinnati, OH	San Francisco, CA	214	406	-193	-47.4	23,580	10,840	12,740	117.5
Boston, MA	Norfolk, VA	118	222	-105	-47.1	17,980	9,620	8,360	86.9
Louisville, KY	Washington, DC	129	243	-114	-46.9	22,360	9,370	12,990	138.6
Portland, ME	Washington, DC	131	243	-113	-46.4	25,690	7,650	18,040	235.8
Albany, NY	Washington, DC	117	216	-99	-45.9	23,070	10,000	13,070	130.7
Cincinnati, OH	Minneapolis/St.Paul, MN	164	303	-139	-45.9	21,700	14,510	7,190	49.6
Houston, TX	Philadelphia, PA	170	312	-142	-45.6	73,740	47,970	25,770	53.7
Columbus, OH	Washington, DC	107	195	-88	-45.0	39,800	25,220	14,580	57.8
Knoxville, TN	Tampa/St. Petersburg/Lakeland, FL	110	196	-86	-43.8	18,540	6,530	12,010	183.9
Philadelphia, PA	St. Louis, MO	160	284	-125	-43.8	39,090	27,180	11,910	43.8
Raleigh/Durham, NC	Washington, DC	102	181	-79	-43.5	61,640	34,960	26,680	76.3
Nashville, TN	Washington, DC	131	231	-100	-43.3	43,580	13,740	29,840	217.2
Indianapolis, IN	Washington, DC	128	222	-94	-42.3	35,830	23,310	12,520	53.7
Cincinnati, OH	Philadelphia, PA	179	310	-131	-42.2	29,770	19,850	9,920	50.0
Manchester, NH	Washington, DC	119	204	-85	-41.6	23,450	13,000	10,450	80.4
Atlanta, GA	Indianapolis, IN	150	252	-103	-40.7	44,480	30,070	14,410	47.9
Knoxville, TN	Orlando/Kissimmee, FL	115	192	-77	-40.3	17,700	9,650	8,050	83.4
Boston, MA	Cincinnati, OH	181	300	-118	-39.5	27,040	18,930	8,110	42.8

Table 4

		Average One Way Fare				Passengers			
City Pair		2005	2004	Amount Change	Percent Change	2005	2004	Amount Change	Percent Change
Hartford, CT/Springfield, MA	Washington, DC	120	197	-77	-39.0	49,910	23,300	26,610	114.2
Atlanta, GA	Cincinnati, OH	171	280	-109	-38.8	39,810	21,530	18,280	84.9
Indianapolis, IN	Philadelphia, PA	164	267	-103	-38.5	24,040	21,360	2,680	12.5
Boston, MA	Richmond, VA	125	202	-77	-38.2	20,950	14,570	6,380	43.8
Cincinnati, OH	Dallas/Ft. Worth, TX	206	330	-125	-37.7	30,290	22,740	7,550	33.2
Atlanta, GA	Hartford, CT/Springfield, MA	169	269	-100	-37.3	51,830	36,370	15,460	42.5
Atlanta, GA	Providence, RI	167	267	-99	-37.3	24,680	13,850	10,830	78.2
Chicago, IL	Philadelphia, PA	117	186	-69	-37.2	184,770	150,490	34,280	22.8
Cleveland, OH	Philadelphia, PA	203	321	-118	-36.8	24,100	18,560	5,540	29.8
Charlotte, NC	New York, NY	209	329	-119	-36.3	117,060	81,760	35,300	43.2
Dallas/Ft. Worth, TX	Long Beach, CA	138	215	-77	-35.8	37,300	43,420	-6,120	-14.1
Providence, RI	Washington, DC	133	207	-74	-35.7	44,450	20,990	23,460	111.8
Hartford, CT/Springfield, MA	Minneapolis/St.Paul, MN	263	405	-142	-35.0	20,420	17,400	3,020	17.4
Dallas/Ft. Worth, TX	Los Angeles, CA	165	252	-88	-34.7	152,540	98,080	54,460	55.5
Dallas/Ft. Worth, TX	Santa Ana, CA	160	244	-85	-34.6	77,680	47,910	29,770	62.1
Philadelphia, PA	San Diego, CA	190	289	-99	-34.3	53,080	36,550	16,530	45.2
Cincinnati, OH	New York, NY	187	285	-97	-34.2	76,600	57,730	18,870	32.7
Boston, MA	Rochester, NY	153	230	-78	-33.7	18,480	14,680	3,800	25.9
Los Angeles, CA	Philadelphia, PA	165	249	-84	-33.6	146,520	102,790	43,730	42.5
Columbia, SC	New York, NY	147	220	-73	-33.3	29,360	14,420	14,940	103.6
Albany, NY	Atlanta, GA	167	250	-83	-33.1	21,300	14,600	6,700	45.9
Glendale/Burbank, CA	Dallas/Ft. Worth, TX	159	233	-75	-32.0	36,880	28,520	8,360	29.3
Dallas/Ft. Worth, TX	Indianapolis, IN	156	226	-70	-30.8	42,520	32,810	9,710	29.6
Philadelphia, PA	Salt Lake City, UT	179	258	-79	-30.7	36,940	22,920	14,020	61.2
Denver, CO	Philadelphia, PA	182	261	-80	-30.5	72,510	50,420	22,090	43.8
Cincinnati, OH	Houston, TX	202	290	-88	-30.4	19,400	13,310	6,090	45.8
Savannah, GA	Washington, DC	116	167	-50	-30.1	28,550	10,120	18,430	182.1
Portland, ME	Tampa/St. Petersburg/Lakeland, FL	111	159	-48	-30.1	20,320	11,830	8,490	71.8
TOTAL						3,046,950	1,719,440	1,327,510	77.2

Table 5 (abridged):

Detailed Fare Information for Highest- and Lowest-Fare Markets Under 750 Miles

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

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

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

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

For example, US Airways flew 27,030 passengers between Charlotte, NC and Philadelphia, PA, or 85% of market passengers, at an average fare of \$290. US Airways' *Minimum \$25 Fare Interval* between Charlotte, NC and Philadelphia, PA is \$75; the percent of passengers in that interval was twenty percent. This means that twenty percent of US Airways' passengers in this market paid between \$51 and \$75 each way. The \$51 to \$75 fare interval was the lowest in which at least five percent of US Airways' passengers flew. US Airways' *Maximum \$25 Fare Interval* is listed as \$550; the percentage of passengers in that interval was seven percent. This means that seven percent of US Airways' Charlotte-Philadelphia passengers paid between \$526 and \$550 each way. The \$526 to \$550 fare interval was the highest in which at least five percent of US Airways' passengers flew. Fifty-six percent of US Airways' passengers paid more

than \$225 each way (three times \$75, 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

Table 5

First Quarter 2005

Average Mkt Fare							Minimum \$25 Fare Interval		Maximum \$25 Fare Interval		% Psgrs Paying Over 3x the Minimum
Fare	Origin	Destination	Carrier	Psgrs	Market Share	Average Fare	Fare	%Psgrs	Fare	%Psgrs	
Markets Under 750 Miles, City-Pairs with Average Fares Above \$200											
\$281	Charlotte, NC	Philadelphia, PA	US	27,030	85%	\$290	\$75	20%	\$550	7%	56%
\$267	Boston, MA	Charlotte, NC	UA	3,090	11%	\$264	\$100	18%	\$625	7%	33%
			US	18,500	68%	\$296	\$100	24%	\$625	8%	47%
\$254	Philadelphia, PA	Pittsburgh, PA	UA	6,060	16%	\$180	\$50	8%	\$375	9%	49%
			US	31,430	83%	\$269	\$75	9%	\$375	17%	73%
\$251	Baltimore, MD	Charlotte, NC	UA	1,960	11%	\$252	\$75	16%	\$500	14%	45%
			US	14,840	81%	\$257	\$75	17%	\$500	9%	53%
\$248	Boston, MA	Pittsburgh, PA	UA	5,090	16%	\$224	\$75	9%	\$550	8%	34%
			US	22,720	71%	\$265	\$75	14%	\$550	12%	42%
\$242	Detroit, MI	Minneapolis/St.Paul, MN	NW	44,780	90%	\$251	\$125	11%	\$525	5%	19%
\$242	Columbus, OH	Philadelphia, PA	UA	3,320	14%	\$219	\$75	18%	\$500	8%	35%
			US	16,820	73%	\$257	\$75	15%	\$550	6%	47%
\$238	Kansas City, MO	Minneapolis/St.Paul, MN	NW	28,460	91%	\$242	\$100	7%	\$475	9%	31%
\$227	Charlotte, NC	Detroit, MI	NW	11,710	53%	\$222	\$50	6%	\$525	7%	56%
			US	7,210	33%	\$237	\$75	6%	\$525	13%	43%
\$225	New York, NY	Pittsburgh, PA	CO	18,670	21%	\$261	\$75	6%	\$425	25%	58%
			US	50,370	57%	\$232	\$75	18%	\$425	17%	44%
\$224	Boston, MA	Detroit, MI	NW	37,090	87%	\$230	\$100	23%	\$525	6%	25%
\$222	Cleveland, OH	Minneapolis/St.Paul, MN	CO	6,710	26%	\$217	\$100	30%	\$475	5%	29%
			NW	15,150	58%	\$232	\$100	22%	\$450	5%	30%
\$219	Dallas/Ft. Worth, TX	Omaha, NE	AA	16,260	82%	\$222	\$100	7%	\$325	8%	29%
\$217	Atlanta, GA	Nashville, TN	DL	19,180	95%	\$218	\$75	6%	\$400	8%	45%
\$215	Dallas/Ft. Worth, TX	St. Louis, MO	AA	55,720	88%	\$223	\$100	6%	\$350	6%	20%
\$212	Dallas/Ft. Worth, TX	Louisville, KY	AA	14,080	79%	\$216	\$100	15%	\$300	10%	19%
\$212	Detroit, MI	Philadelphia, PA	NW	34,760	67%	\$226	\$75	6%	\$525	6%	40%
			US	11,530	22%	\$185	\$75	18%	\$525	5%	34%
\$212	Detroit, MI	Indianapolis, IN	NW	17,410	91%	\$219	\$100	12%	\$400	10%	34%
\$210	Atlanta, GA	Louisville, KY	DL	19,700	90%	\$218	\$75	10%	\$350	5%	47%
\$209	Charlotte, NC	New York, NY	CO	15,310	13%	\$288	\$100	15%	\$525	20%	47%
			US	73,530	63%	\$207	\$100	19%	\$225	11%	20%
\$209	Dallas/Ft. Worth, TX	Kansas City, MO	AA	55,000	90%	\$211	\$125	11%	\$450	6%	11%
\$209	Indianapolis, IN	Minneapolis/St.Paul, MN	NW	23,070	83%	\$219	\$100	14%	\$325	5%	24%
\$209	Dallas/Ft. Worth, TX	Nashville, TN	AA	37,730	85%	\$208	\$100	14%	\$325	10%	19%
\$208	Chicago, IL	White Plains, NY	AA	20,590	58%	\$212	\$100	12%	\$275	14%	12%
			UA	12,820	36%	\$201	\$100	15%	\$275	16%	11%
\$207	Columbus, OH	Minneapolis/St.Paul, MN	NW	17,150	83%	\$213	\$100	19%	\$300	5%	20%
\$203	Cleveland, OH	Philadelphia, PA	CO	10,510	44%	\$204	\$75	11%	\$400	11%	41%
			US	11,310	47%	\$203	\$75	24%	\$450	7%	37%
\$202	Dallas/Ft. Worth, TX	Memphis, TN	AA	18,820	64%	\$205	\$100	10%	\$225	9%	20%

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

Table 5

First Quarter 2005

Average Mkt Fare			Market Average				Minimum \$25 Fare Interval		Maximum \$25 Fare Interval		% Psgrs Paying Over 3x the Minimum
Origin	Destination	Carrier	Psgrs	Share	Fare	Fare	%Psgrs	Fare	%Psgrs		
\$201	Louisville, KY	New York, NY	NW	8,510	29%	\$199	\$75	5%	\$225	11%	25%
			CO	7,350	25%	\$297	\$125	10%	\$525	20%	42%
\$200	Minneapolis/St.Paul, MN	St. Louis, MO	US	14,270	48%	\$162	\$75	7%	\$125	20%	19%
			AA	15,130	34%	\$190	\$75	7%	\$200	12%	29%
			NW	27,130	61%	\$206	\$100	11%	\$450	7%	26%
Markets Under 750 Miles, City-Pairs with Average Fares Under \$70											
\$61	Hartford, CT/Springfield, MA	Philadelphia, PA	US	15,900	44%	\$70	\$50	34%	\$75	52%	6%
			WN	17,600	49%	\$51	\$50	50%	\$75	46%	0%
\$61	Philadelphia, PA	Raleigh/Durham, NC	AA	11,730	10%	\$78	\$50	7%	\$100	33%	3%
			US	59,110	52%	\$61	\$50	51%	\$75	38%	3%
			WN	36,270	32%	\$53	\$50	48%	\$100	6%	0%
\$57	Philadelphia, PA	Providence, RI	US	22,740	36%	\$66	\$50	33%	\$100	8%	3%
			WN	37,420	60%	\$52	\$50	45%	\$75	51%	0%
\$57	Manchester, NH	Philadelphia, PA	US	22,690	36%	\$67	\$50	38%	\$100	8%	4%
			WN	37,160	59%	\$50	\$50	52%	\$75	44%	0%

First Quarter 2005 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
Charlotte, NC	CLT	93	1,116,360	9%	\$211	40	60	813,070	11%	\$198	46	33	303,290	2%	\$247	29
Eagle, CO	EGE	36	156,260	0%	\$250	37	4	25,690	0%	\$202	10	32	130,570	0%	\$259	43
Richmond, VA	RIC	56	392,000	0%	\$206	30	28	243,050	0%	\$193	42	28	148,950	0%	\$226	17
New York, NY	EWR	169	3,385,830	12%	\$209	30	66	1,130,540	34%	\$183	33	103	2,255,290	1%	\$222	28
Memphis, TN	MEM	79	656,490	34%	\$202	26	46	388,400	43%	\$187	27	33	268,090	22%	\$223	24
White Plains, NY	HPN	14	100,520	25%	\$188	25	9	80,930	28%	\$176	16	5	19,590	11%	\$236	65
San Francisco, CA	SFO	109	2,585,990	13%	\$217	24	14	731,590	0%	\$139	11	95	1,854,400	18%	\$247	28
Dallas/Ft. Worth, TX	DFW	165	4,207,950	27%	\$189	22	58	1,102,090	32%	\$162	14	107	3,105,860	25%	\$199	25
Houston, TX	IAH	138	2,433,170	10%	\$189	22	38	602,260	14%	\$135	7	100	1,830,910	9%	\$207	26
Minneapolis/St.Paul, MN	MSP	132	3,102,480	57%	\$186	19	41	788,100	27%	\$177	35	91	2,314,380	67%	\$189	15
Key West, FL	EYW	22	85,050	0%	\$197	19	3	10,340	0%	\$172	22	19	74,710	0%	\$200	19
Pittsburgh, PA	PIT	95	1,225,560	31%	\$183	19	51	580,160	31%	\$194	46	44	645,400	30%	\$172	0
Huntsville/Decatur, AL	HSV	43	178,980	15%	\$198	18	22	109,840	19%	\$176	18	21	69,140	8%	\$234	17
Cincinnati, OH	CVG	106	1,115,170	0%	\$178	17	68	593,620	0%	\$171	27	38	521,550	0%	\$187	7
Washington, DC	DCA	160	2,748,990	19%	\$170	15	73	1,423,480	20%	\$150	22	87	1,325,510	19%	\$191	10
Denver, CO	DEN	145	3,891,240	76%	\$178	14	26	931,660	93%	\$157	15	119	2,959,580	70%	\$184	14
New York, NY	LGA	171	4,677,160	39%	\$156	12	64	1,940,090	19%	\$145	24	107	2,737,070	53%	\$164	6
Cleveland, OH	CLE	87	1,390,400	43%	\$165	12	49	725,210	45%	\$141	12	38	665,190	41%	\$190	12
Atlanta, GA	ATL	160	5,426,960	64%	\$161	12	99	3,576,060	70%	\$150	12	61	1,850,900	51%	\$184	10
Austin, TX	AUS	93	1,163,750	63%	\$175	11	24	343,920	83%	\$114	-6	69	819,830	55%	\$201	16
St. Louis, MO	STL	100	1,834,330	58%	\$163	9	51	908,880	49%	\$145	8	49	925,450	66%	\$181	10
Detroit, MI	DTW	121	3,026,280	58%	\$166	9	63	1,329,430	43%	\$155	20	58	1,696,850	70%	\$175	3
Chicago, IL	ORD	156	5,527,810	14%	\$161	9	79	2,390,090	5%	\$149	14	77	3,137,720	21%	\$170	6
Greenville/Spartanburg, SC	GSP	50	248,220	41%	\$178	9	31	174,930	56%	\$160	4	19	73,290	5%	\$221	19
Washington, DC	IAD	160	2,438,350	66%	\$168	9	74	1,091,040	91%	\$113	-8	86	1,347,310	46%	\$212	18
Miami, FL	MIA	113	2,073,350	12%	\$177	7	23	307,780	40%	\$150	5	90	1,765,570	7%	\$182	8
Colorado Springs, CO	COS	50	250,010	0%	\$193	7	10	84,220	0%	\$162	4	40	165,790	0%	\$208	9
Indio/Palm Springs, CA	PSP	40	288,830	6%	\$196	7	4	51,470	0%	\$131	-3	36	237,360	7%	\$210	9

First Quarter 2005 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
Des Moines, IA	DSM	50	292,470	0%	\$188	7	15	82,590	0%	\$203	46	35	209,880	0%	\$182	-4
Charleston, SC	CHS	53	308,880	31%	\$172	5	32	212,370	37%	\$154	1	21	96,510	16%	\$209	13
Cedar Rapids/Iowa City, IA	CID	32	126,940	0%	\$197	5	7	30,830	0%	\$200	12	25	96,110	0%	\$197	3
San Antonio, TX	SAT	104	1,195,770	63%	\$172	5	25	381,780	73%	\$113	-18	79	813,990	58%	\$200	14
Boston, MA	BOS	121	3,896,110	43%	\$165	5	33	1,151,890	28%	\$146	35	88	2,744,220	49%	\$173	-3
Wichita, KS	ICT	38	187,400	34%	\$182	4	11	53,990	7%	\$199	41	27	133,410	45%	\$175	-7
Syracuse, NY	SYR	53	391,030	52%	\$161	2	23	150,290	45%	\$149	28	30	240,740	57%	\$168	-8
Madison, WI	MSN	50	244,330	0%	\$180	2	17	67,370	0%	\$167	8	33	176,960	0%	\$186	0
Columbia, SC	CAE	45	210,050	43%	\$174	2	27	151,950	53%	\$155	-4	18	58,100	16%	\$224	13
Knoxville, TN	TYS	44	225,540	36%	\$175	1	26	152,630	48%	\$151	-7	18	72,910	9%	\$225	17
Grand Rapids, MI	GRR	56	369,370	1%	\$172	1	26	130,380	1%	\$166	10	30	238,990	1%	\$176	-3
Los Angeles, CA	LAX	159	5,582,930	54%	\$172	1	25	1,628,530	86%	\$98	-13	134	3,954,400	41%	\$203	5
Greensboro/High Point, NC	GSO	59	400,870	21%	\$163	1	40	303,630	28%	\$146	-2	19	97,240	0%	\$216	7
Santa Ana, CA	SNA	88	1,776,160	47%	\$152	1	14	850,900	86%	\$100	-11	74	925,260	12%	\$199	8
Mission/Mcallen, TX	MFE	24	88,070	0%	\$179	1	5	37,880	0%	\$124	-21	19	50,190	0%	\$221	14
Rochester, NY	ROC	55	504,260	64%	\$144	0	26	243,430	57%	\$133	24	29	260,830	70%	\$154	-14
Corpus Christi, TX	CRP	27	106,930	63%	\$149	-1	8	65,600	71%	\$110	-8	19	41,330	52%	\$211	6
Oklahoma City, OK	OKC	71	542,240	64%	\$163	-2	26	239,300	71%	\$133	-8	45	302,940	59%	\$188	2
San Diego, CA	SAN	121	2,909,230	74%	\$158	-2	19	1,161,500	92%	\$97	-18	102	1,747,730	62%	\$198	4
Pensacola, FL	PNS	47	212,400	52%	\$166	-2	17	74,300	50%	\$158	1	30	138,100	53%	\$170	-4
Columbus, OH	CMH	81	1,044,980	48%	\$157	-3	41	506,660	34%	\$141	5	40	538,320	62%	\$172	-8
Jacksonville, FL	JAX	88	1,068,370	60%	\$155	-3	31	499,620	82%	\$128	-8	57	568,750	41%	\$178	1
Hartford, CT/Springfield, MA	BDL	83	1,318,690	53%	\$153	-3	28	305,710	70%	\$136	6	55	1,012,980	48%	\$159	-5
Houston, TX	HOU	132	1,127,210	97%	\$131	-3	34	721,400	97%	\$106	-9	98	405,810	96%	\$175	5
Milwaukee, WI	MKE	79	1,108,640	30%	\$157	-3	37	383,680	17%	\$164	10	42	724,960	37%	\$154	-9
Omaha, NE	OMA	66	677,660	69%	\$157	-4	19	210,760	63%	\$138	0	47	466,900	71%	\$165	-5
Jackson/Vicksburg, MS	JAN	37	180,990	55%	\$165	-4	20	114,000	52%	\$147	-6	17	66,990	61%	\$194	0
Birmingham, AL	BHM	66	470,440	64%	\$162	-4	39	323,470	66%	\$147	-7	27	146,970	59%	\$196	2

First Quarter 2005 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
Little Rock, AR	LIT	59	371,850	60%	\$157	-4	25	199,070	54%	\$131	-6	34	172,780	66%	\$186	-2
Philadelphia, PA	PHL	132	3,424,280	63%	\$152	-4	62	1,272,740	53%	\$142	11	70	2,151,540	68%	\$158	-10
New Orleans, LA	MSY	113	1,927,740	62%	\$154	-4	40	793,640	76%	\$130	-8	73	1,134,100	53%	\$171	-1
Portland, OR	PDX	93	1,811,820	68%	\$151	-4	21	601,520	76%	\$102	-15	72	1,210,300	63%	\$175	0
Tulsa, OK	TUL	57	425,500	67%	\$157	-4	22	234,350	62%	\$126	-12	35	191,150	72%	\$195	3
New York, NY	JFK	163	3,480,210	76%	\$163	-4	58	346,930	90%	\$101	0	105	3,133,280	75%	\$170	-5
Tucson, AZ	TUS	72	713,350	53%	\$163	-5	13	270,400	99%	\$104	-23	59	442,950	25%	\$199	2
Seattle/Tacoma, WA	SEA	128	3,248,540	52%	\$160	-5	30	918,980	72%	\$110	-18	98	2,329,560	44%	\$179	-1
Peoria, IL	PIA	16	53,500	0%	\$175	-5	5	12,960	0%	\$189	32	11	40,540	0%	\$170	-14
Portland, ME	PWM	34	194,130	41%	\$165	-5	9	58,000	43%	\$155	16	25	136,130	40%	\$169	-12
Norfolk, VA	ORF	80	618,680	60%	\$162	-6	41	348,230	66%	\$140	-8	39	270,450	53%	\$190	-3
Salt Lake City, UT	SLC	95	1,963,290	64%	\$156	-6	23	963,590	90%	\$115	-13	72	999,700	39%	\$195	-1
San Jose/Palo Alto, CA	SJC	74	1,782,060	79%	\$139	-6	14	1,170,620	100%	\$98	-16	60	611,440	39%	\$216	5
Albuquerque, NM	ABQ	78	880,960	80%	\$152	-6	23	466,040	92%	\$123	-9	55	414,920	66%	\$184	-3
Sarasota/Bradenton, FL	SRQ	49	296,470	55%	\$154	-6	3	31,150	85%	\$141	-1	46	265,320	51%	\$156	-7
Kansas City, MO	MCI	105	1,669,910	64%	\$151	-6	41	727,290	63%	\$140	-5	64	942,620	65%	\$160	-7
Nashville, TN	BNA	95	1,310,370	71%	\$149	-6	56	841,790	63%	\$136	-8	39	468,580	86%	\$173	-4
Albany, NY	ALB	63	519,140	69%	\$157	-7	24	151,500	57%	\$148	6	39	367,640	75%	\$160	-11
Lansing, MI	LAN	20	67,000	0%	\$167	-7	10	19,610	0%	\$171	0	10	47,390	0%	\$166	-10
Phoenix, AZ	PHX	155	5,182,710	74%	\$144	-7	31	1,987,790	92%	\$102	-11	124	3,194,920	63%	\$171	-5
Louisville, KY	SDF	68	555,270	61%	\$154	-7	39	371,020	62%	\$142	-6	29	184,250	57%	\$178	-9
West Palm Beach, FL	PBI	87	1,776,250	50%	\$143	-7	13	139,520	77%	\$146	4	74	1,636,730	48%	\$143	-8
Burlington, VT	BTB	37	221,700	72%	\$151	-8	11	83,040	58%	\$121	3	26	138,660	81%	\$169	-11
Raleigh/Durham, NC	RDU	98	1,490,080	64%	\$142	-8	59	1,020,550	62%	\$124	-9	39	469,530	67%	\$182	-5
Ft. Myers, FL	RSW	101	1,923,220	70%	\$151	-8	10	84,520	56%	\$155	9	91	1,838,700	70%	\$150	-9
El Paso, TX	ELP	60	501,740	81%	\$150	-8	22	319,720	93%	\$119	-18	38	182,020	61%	\$206	4
Savannah, GA	SAV	54	321,270	40%	\$151	-9	26	189,030	46%	\$138	-12	28	132,240	32%	\$170	-5
Glendale/Burbank, CA	BUR	48	960,160	91%	\$109	-11	12	734,560	98%	\$90	-13	36	225,600	70%	\$170	-5

First Quarter 2005 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
Ontario, CA	ONT	71	1,211,780	81%	\$131	-11	12	635,000	100%	\$88	-20	59	576,780	60%	\$178	-5
Gulfport/Biloxi, MS	GPT	28	120,470	77%	\$145	-11	11	75,700	85%	\$121	-19	17	44,770	65%	\$185	0
Providence, RI	PVD	70	997,500	79%	\$137	-12	18	311,960	79%	\$111	-9	52	685,540	79%	\$149	-13
Orlando/Kissimmee, FL	MCO	158	6,267,910	81%	\$140	-12	34	707,760	81%	\$135	-4	124	5,560,150	81%	\$141	-13
Flint, MI	FNT	33	239,140	94%	\$142	-12	13	52,150	76%	\$136	-21	20	186,990	99%	\$144	-10
Baltimore, MD	BWI	121	2,890,710	84%	\$137	-12	51	1,231,150	81%	\$108	-15	70	1,659,560	87%	\$158	-11
Dayton, OH	DAY	53	382,760	55%	\$150	-13	25	181,530	46%	\$142	-9	28	201,230	63%	\$157	-15
Bloomington, IL	BMI	16	65,910	91%	\$143	-13	6	23,620	74%	\$142	-3	10	42,290	100%	\$143	-18
Ft. Lauderdale, FL	FLL	126	4,433,340	79%	\$139	-14	24	477,650	83%	\$125	-4	102	3,955,690	79%	\$140	-15
Tampa/St. Petersburg/Lakeland, FL	TPA	137	3,788,020	76%	\$135	-14	37	668,940	82%	\$123	-11	100	3,119,080	74%	\$138	-15
Buffalo, NY	BUF	66	815,560	75%	\$132	-14	29	356,780	61%	\$123	-4	37	458,780	85%	\$140	-20
Amarillo, TX	AMA	19	118,710	88%	\$115	-14	8	92,730	91%	\$98	-20	11	25,980	77%	\$176	-1
Las Vegas, NV	LAS	167	6,835,660	73%	\$137	-15	32	2,404,850	90%	\$95	-15	135	4,430,810	63%	\$159	-15
Boise, ID	BOI	50	465,410	85%	\$132	-15	19	358,600	97%	\$108	-23	31	106,810	47%	\$214	4
Manchester, NH	MHT	65	741,100	79%	\$136	-15	16	249,620	74%	\$107	-12	49	491,480	82%	\$150	-16
Lubbock, TX	LBB	21	149,640	91%	\$108	-15	10	126,520	94%	\$94	-20	11	23,120	73%	\$186	2
Indianapolis, IN	IND	91	1,435,120	72%	\$140	-15	48	490,190	41%	\$147	-5	43	944,930	87%	\$136	-20
Akron/Canton, OH	CAK	30	221,160	92%	\$134	-15	14	100,140	84%	\$120	-15	16	121,020	99%	\$146	-16
Dallas/Ft. Worth, TX	DAL	108	897,000	99%	\$95	-15	41	878,880	100%	\$93	-16	67	18,120	88%	\$218	19
Sacramento, CA	SMF	75	1,731,480	89%	\$127	-16	14	1,168,740	99%	\$94	-25	61	562,740	69%	\$197	-4
Newport News/Hampton/Wmsburg, VA	PHF	26	149,110	96%	\$129	-16	11	104,170	96%	\$114	-19	15	44,940	97%	\$163	-12
Reno, NV	RNO	70	900,760	81%	\$130	-18	16	539,880	99%	\$92	-27	54	360,880	53%	\$186	-10
Harlingen, TX	HRL	22	158,380	97%	\$123	-18	10	102,510	96%	\$99	-25	12	55,870	97%	\$166	-10
Spokane, WA	GEG	50	502,240	88%	\$125	-19	9	265,910	98%	\$84	-29	41	236,330	76%	\$171	-12
Oakland/Berkeley, CA	OAK	73	2,518,420	94%	\$119	-19	16	1,786,050	100%	\$94	-21	57	732,370	80%	\$180	-17
Midland/Odessa, TX	MAF	19	123,550	83%	\$111	-20	12	107,560	82%	\$102	-25	7	15,990	88%	\$177	2
Chicago, IL	MDW	151	2,190,930	99%	\$115	-21	79	912,550	99%	\$102	-16	72	1,278,380	99%	\$125	-24

First Quarter 2005 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
Myrtle Beach, SC	MYR	36	182,860	43%	\$131	-21	24	148,570	53%	\$123	-25	12	34,290	0%	\$165	-6
Islip/Long Island, NY	ISP	27	356,650	96%	\$118	-22	7	59,550	92%	\$97	-27	20	297,100	97%	\$123	-21
Atlantic City, NJ	ACY	8	206,970	99%	\$119	-25	3	27,520	93%	\$98	-42	5	179,450	100%	\$122	-22
Long Beach, CA	LGB	19	597,340	83%	\$123	-31	4	208,940	91%	\$74	-34	15	388,400	78%	\$150	-30
Fort Collins/Loveland, CO	FNL	1	17,740	0%	\$106	-33	1	17,740	0%	\$106	-33					
Tampa/St. Petersburg/Lakeland, FL	PIE	33	106,070	100%	\$100	-33						33	106,070	100%	\$100	-33

Office of Aviation and International Affairs, Aviation Analysis
Independence Brings More Low-Fare Competition to the East
Coast – First Quarter 2005
Domestic Aviation Competition Issue Brief Number 27

In 2003, Washington Dulles-based Atlantic Coast Airlines announced plans to transition its business model from contract regional aircraft provider for major airline partners United and Delta to independent low-fare carrier. The rebranded carrier, Independence Air, inaugurated operations on June 16, 2004, with nonstop flights between Dulles and six cities. Over the following months, the company transitioned its fleet of 50-seat Canadair Regional Jet (CRJ) aircraft from regional affiliate operations to Independence Air operations, adding cities to its route map in a number of waves. By September 2004, Independence was operating to more than 35 cities across the Eastern half of the United States.

During the fourth quarter of 2004, Independence began operating its first 132-seat A319 aircraft. The addition of A319s to the fleet enabled Independence to initiate service between Dulles and a number of large Florida markets in time for the peak winter vacation season. The A319s have also allowed Independence to begin service between Dulles and the West Coast. The addition of the Airbus A319 markets have helped to boost load factors in recent months; Independence's load factor for July 2005 was 79%, up from levels as low as the 40% range earlier in its history.

In this Special Feature, we examine the impact that Independence has had on fares and traffic in the Washington and Baltimore markets. During the third and fourth quarters of 2004, Independence was not required to report traffic and fare data to DOT because it did not yet operate any aircraft with more than 60 seats.¹ Therefore, we were only able to indirectly observe the impact that competition from Independence had on traffic and fares in markets across the East Coast through the traffic and fare data reported to DOT by Independence's competitors. Despite the absence of Independence's data, many Washington markets were among those that experienced the largest reductions in average fare, as illustrated in Table 4 of our Fare Reports for the previous two quarters. However, with Independence's introduction of the 132-seat A319 during the fourth quarter of 2004, Independence began reporting traffic and fare data to DOT during the first quarter of 2005. As a result, we now have a more complete picture of the impact of Independence's entry on fares and traffic in affected markets.

While the inclusion of Independence's data provides a much improved ability to understand the changes occurring in its markets, data limitations affecting the analysis persist. In certain Independence markets, competitors operate some or all of the service with regional affiliate carriers that are not required to report data to DOT. Most significantly for this analysis, United replaced some of its United Express flights formerly operated by Atlantic Coast with flights operated by Chautauqua and Shuttle America, neither of which met the reporting threshold as of the first quarter of 2005. In such cases, new market sizes are understated and the average fare calculation is missing data points from these carriers. Similarly, in making year-over-year comparisons, one must also exercise caution in interpreting the results because, to the extent Atlantic Coast (or another regional carrier that did not have to report data at that time) operated a significant portion of the service in a given market in the prior period, the traffic and fare data in that prior period may not be representative of actual market characteristics. In such cases, year-over-year comparisons likely overstate true traffic growth rates and fare declines. Because of these limitations, we

¹ DOT regulations require U.S. carriers to submit O&D Survey data only if they operate aircraft with more than 60 seats. The practical result of this regulation is that certain regional carriers are not required to report O&D data. With the tremendous growth in the regional airline sector, the absence of this data has become an increasing problem. DOT is in the process of evaluating its airline data regulations in light of this and other changes in the industry.

have highlighted markets where more than half of the nonstop capacity was operated by carriers that did not have to report data to DOT. While the numbers in these markets in particular are not as precise as we would like, they still provide a sense of the magnitude of Independence's impact.

Impact on the Washington Market

During the first quarter of 2005, Independence operated flights for the entire quarter between Dulles and 36 cities.² Figure 1 provides Washington (combining Dulles and Reagan National) market-level average fare data for each of these markets in ascending order of year-over-year percentage change. For the reasons provided in the introduction, we have highlighted markets where missing data has the greatest potential to impact the validity of the analysis. These markets, where carriers for which we do not have traffic and fare data operated more than half of the nonstop capacity in one or both of the quarters being examined, are highlighted in yellow. Please be aware that traffic growth rates are likely to be overstated in these markets in particular. Actual percentage fare declines may be higher or lower than those provided, depending on the representativeness of the limited sample data we have in these cases.

² This figure excludes service to Dayton, OH; Lansing, MI; Las Vegas, NV; West Palm Beach, FL; and Fort Myers, FL. Independence cancelled service to Dayton and Lansing in January. Independence began service to Las Vegas, West Palm Beach, and Fort Myers after the beginning of the first quarter.

Figure 1

Changes in Washington (Dulles + Reagan National) Market Average Fares and Traffic in Independence Air Markets - 1Q05 vs. 1Q04 - In Ascending Order of Average Fare Change							
Washington Market	Independence Air Market Share 1Q05	Average Fare 1Q04	Average Fare 1Q05	Fare % Change	Fared Passengers 1Q04	Fared Passengers 1Q05	Passengers % Change
Newburgh (Stewart), NY	98%	\$276	\$97	-65%	420	6,680	1490%
Charleston, WV	80%	\$311	\$110	-65%	2,690	12,660	371%
Greenville/Spartanburg, SC	54%	\$263	\$105	-60%	5,800	27,890	381%
Greensboro/High Point, NC	64%	\$270	\$108	-60%	5,650	19,200	240%
Norfolk, VA	41%	\$274	\$121	-56%	3,520	15,380	337%
Knoxville, TN	48%	\$271	\$121	-55%	9,780	26,180	168%
Rochester, NY	64%	\$234	\$111	-52%	4,060	20,390	402%
Charlotte, NC	29%	\$314	\$150	-52%	24,900	61,490	147%
Columbia, SC	46%	\$260	\$125	-52%	9,200	29,680	223%
Syracuse, NY	46%	\$262	\$127	-52%	7,490	26,950	260%
Cleveland, OH	18%	\$263	\$127	-52%	14,030	41,710	197%
Detroit, MI	10%	\$237	\$118	-50%	56,270	115,320	105%
White Plains/Westchester County, NY	60%	\$231	\$116	-50%	5,620	22,200	295%
Burlington, VT	52%	\$232	\$118	-49%	6,920	23,840	245%
Pittsburgh, PA	48%	\$317	\$163	-49%	16,370	33,500	105%
Charleston, SC	42%	\$247	\$130	-48%	14,020	45,160	222%
Buffalo, NY	53%	\$216	\$113	-48%	4,240	15,740	271%
Louisville, KY	48%	\$243	\$129	-47%	9,370	22,360	139%
Portland, ME	41%	\$243	\$131	-46%	7,650	25,690	236%
Albany, NY	44%	\$216	\$117	-46%	10,000	23,070	131%
Columbus, OH	30%	\$195	\$107	-45%	25,220	39,800	58%
Raleigh/Durham, NC	24%	\$181	\$102	-43%	34,960	61,640	76%
Nashville, TN	39%	\$231	\$131	-43%	13,740	43,580	217%
Indianapolis, IN	38%	\$222	\$128	-42%	23,310	35,830	54%
Manchester, NH	47%	\$204	\$119	-42%	13,000	23,450	80%
Hartford, CT	27%	\$197	\$120	-39%	23,300	49,910	114%
Providence, RI	27%	\$207	\$133	-36%	20,990	44,450	112%
Savannah, GA	54%	\$167	\$116	-30%	10,120	28,550	182%
Huntsville, AL	43%	\$245	\$172	-30%	23,310	34,500	48%
Boston, MA	11%	\$200	\$141	-29%	167,000	228,610	37%
Chicago, IL	7%	\$182	\$139	-24%	213,270	260,870	22%
Tampa, FL	21%	\$174	\$134	-23%	86,360	141,220	64%
Atlanta, GA	7%	\$161	\$126	-22%	239,740	303,260	26%
Orlando, FL	24%	\$156	\$133	-15%	160,330	214,440	34%
Jacksonville, FL	33%	\$155	\$134	-13%	27,090	61,260	126%
New York, NY	9%	\$140	\$129	-8%	328,970	400,460	22%

Markets highlighted in yellow are those where at least 50% of the nonstop capacity in either or both quarters was operated by carriers for which we do not have O&D data.

The results in Figure 1 illustrate that Independence has had a tremendous impact on fares and traffic in its Washington markets. Almost all markets saw reductions in average fare of more than 30%. The Washington-Newburgh, NY market, which had also almost no traffic last year, exhibited both the largest percentage decline in average fare and the largest percentage increase in traffic. (Last year, no airline offered nonstop service between Washington and Newburgh, a 251 mile trip.) The Charleston, WV market experienced the second largest percentage fare decline. Last year, when the only nonstop options in the market were United Express flights from Dulles and US Airways Express flights from Reagan National, the average fare was \$311. This year, with Independence in the market from Dulles, the average fare fell to \$110, a decline of 65%. Figure 1 shows that fares declined in every Washington market served by Independence, with a combination of small, medium, and legacy hub markets exhibiting the largest percentage declines. Additionally, although the details are not broken out here, the average fare fell at *both* Dulles and Reagan National in almost every market served by Independence from Dulles.

Our quarterly Fare Reports include information on average fare premiums at domestic airports.³ During the first quarter of 2004, before Independence's entry, Dulles travelers paid on average 33% more than

³ For airports that appear within the 1000 largest city-pairs within the continental U.S. and for markets with more than one passenger per day.

the national average. During the first quarter of 2005, with Independence in the market, Dulles fares were on average 9% higher than the national average. By this metric, Dulles fares fell from sixth highest during the first quarter of 2004 to twenty-fifth highest during the first quarter of 2005. Reagan National's fare premium fell from 27% to 15% during the same comparison period.

Impact of Independence Air's Entry at Dulles on BWI

We typically define *Washington* city-pair markets as including only Washington Dulles (IAD) and Reagan National (DCA) airports. This definition excludes Baltimore/Washington Airport (BWI). In certain cases, we have observed that competition at BWI, located approximately thirty miles from downtown Washington, can influence traffic and fares at Washington Dulles and/or Reagan National airports, particularly in cases where a low-fare carrier begins offering service from BWI.⁴ BWI has extensive service by low-fare carriers. Southwest's operations at BWI are among the largest of any airport in its system and Southwest is by far the largest carrier at BWI. The size of AirTran's operation at BWI is second only to that of its Atlanta hub and AirTran is BWI's second largest carrier. BWI is also served by Frontier and USA 3000. Independence Air's entry has changed the dynamic among the three Washington/Baltimore area airports – instead of low-fare entry at BWI affecting Washington, here the effect has occurred in the opposite direction.

Figure 2 illustrates the year-over-year changes in traffic and average fare between BWI and each of the 36 cities served by Independence from Dulles for the entire first quarter of 2005 (the same list of cities that appeared in Figure 1 above). The markets are sorted in ascending order of the year-over-year percentage change in traffic. BWI traffic declined in all but four of the 36 markets served by Independence from Dulles,⁵ with traffic in a number of markets falling more than 25%. Overall, across these 36 markets, BWI traffic fell 13%. Notably, in almost all markets, traffic declined in the face of fare reductions, although the fare reductions were small in many markets and 10% or less in a majority of markets. The decline in BWI traffic in the face of lower prices suggests that, in these markets, the Washington airports captured some price-sensitive traffic that had been using BWI prior to Independence's entry.⁶ The data indicates that with the ability to obtain lower fares relative to last year from a Washington airport and in certain cases the added bonus of lower fare *nonstop* service from a Washington airport where only *connecting* options existed at BWI (e.g. Charleston, WV), many travelers chose to use a Washington airport rather than BWI. The amount of traffic lost by BWI in the face of the availability of reduced fares at Washington in these markets is a testament to the number of people that were willing to use what for them may have been a less convenient airport in order to travel at a low fare.

⁴ The competitive interaction among BWI, DCA, and IAD varies by market and can be influenced by, among other factors, the carriers involved, the type of market (business/leisure, hub/non-hub), the size of the market, relative capacity, and relative frequency. As a general proposition, competition among the three airports is more vigorous for price-sensitive leisure passengers than for typically less price-sensitive business travelers.

⁵ Unlike in many of the Dulles markets relevant to this analysis, we have complete data for almost all relevant BWI markets. The only relevant BWI market with missing data is White Plains/Westchester County, where nonstop service is operated by CommutAir as Continental Connection. Segment traffic declined in this market, almost certainly indicating that O&D traffic fell given the point-to-point nature of this route.

⁶ To be sure, the entry of Independence was not the only year-over-year change in the competitive dynamics in these markets (e.g., as discussed below, US Airways began nonstop service between Reagan National and Cleveland), however, it was a major factor in all cases.

Figure 2

Changes in Baltimore Market Average Fares and Traffic in Independence Air Washington Markets - 1Q05 vs. 1Q04 - In Ascending Order of Average Fare Change						
Baltimore Market	Average Fare 1Q04	Average Fare 1Q05	Fare % Change	Fared Passengers 1Q04	Fared Passengers 1Q05	Passengers % Change
White Plains/Westchester County, NY	\$333	\$326	-2%	80	40	-50%
Charleston, WV	\$187	\$176	-6%	1,990	1,000	-50%
Greensboro/High Point, NC	\$211	\$194	-8%	7,370	5,150	-30%
Cleveland, OH	\$79	\$81	2%	76,810	53,730	-30%
Raleigh/Durham, NC	\$80	\$79	-1%	55,100	38,740	-30%
Manchester, NH	\$76	\$74	-3%	107,230	78,950	-26%
Syracuse, NY	\$204	\$195	-5%	6,020	4,450	-26%
Huntsville, AL	\$151	\$170	13%	8,060	5,960	-26%
Louisville, KY	\$92	\$85	-7%	45,870	34,160	-26%
Providence, RI	\$76	\$74	-3%	116,200	87,260	-25%
Albany, NY	\$72	\$72	-1%	45,050	33,880	-25%
Nashville, TN	\$108	\$105	-3%	73,010	55,210	-24%
Indianapolis, IN	\$130	\$105	-20%	31,320	23,830	-24%
Knoxville, TN	\$240	\$212	-12%	2,930	2,230	-24%
Rochester, NY	\$91	\$89	-3%	23,830	18,840	-21%
Columbia, SC	\$237	\$220	-7%	3,470	2,780	-20%
Buffalo, NY	\$72	\$71	-2%	52,830	42,780	-19%
Hartford, CT	\$78	\$75	-4%	69,080	56,280	-19%
Charleston, SC	\$223	\$201	-10%	7,140	5,860	-18%
Norfolk, VA	\$73	\$74	0%	20,510	17,110	-17%
Detroit, MI	\$219	\$173	-21%	35,280	29,730	-16%
Columbus, OH	\$90	\$81	-10%	38,220	32,440	-15%
Savannah, GA	\$154	\$148	-4%	7,890	6,790	-14%
Burlington, VT	\$256	\$212	-17%	1,500	1,360	-9%
Boston, MA	\$100	\$91	-9%	102,700	93,320	-9%
Chicago, IL	\$132	\$115	-13%	133,430	121,700	-9%
Atlanta, GA	\$145	\$134	-7%	117,200	108,160	-8%
Greenville/Spartanburg, SC	\$271	\$206	-24%	3,070	2,870	-7%
Tampa, FL	\$129	\$115	-11%	113,430	107,250	-5%
Pittsburgh, PA	\$303	\$293	-3%	7,040	6,720	-5%
Portland, ME	\$252	\$183	-27%	1,650	1,620	-2%
Jacksonville, FL	\$130	\$125	-4%	40,570	40,500	0%
Newburgh (Stewart), NY	\$301	\$157	-48%	130	130	0%
Orlando, FL	\$126	\$117	-8%	174,250	193,860	11%
New York, NY	\$182	\$170	-7%	12,190	14,470	19%
Charlotte, NC	\$315	\$251	-20%	15,150	18,360	21%

Markets highlighted in yellow are those where at least 50% of the nonstop capacity in either or both quarters was operated by carriers for which we do not have O&D data.

Taken together, Figures 1 and 2 show that in almost all markets affected by Independence, Washington traffic grew while Baltimore traffic fell. At face value, our data shows that combined Washington/Baltimore traffic grew in almost every market entered by Independence and that, collectively, combined Washington/Baltimore traffic increased 23% across these markets. In other words, traffic declines at Baltimore were more than offset by traffic increases, including both diverted and incremental passengers, across the two Washington airports. However, in certain markets, the extent of the stimulation is overstated by missing data in the base period, in particular from Independence's former role as a regional feeder for United at Dulles. Despite this missing data, it is reasonable to assume that combined Washington/Baltimore traffic increased in most affected markets, particularly in those that did not have low-fare competition prior to Independence's entry. However, the case study below examines a situation where it appears that new competition simply caused a reallocation of traffic among the three airports rather than stimulation of new traffic.

The changing dynamics of the Cleveland-Washington/Baltimore area market create an interesting case study. First, the market links the hubs of two legacy carriers, United and Continental. United serves the market nonstop from Dulles. Continental serves the market nonstop from Dulles, National, and BWI. Second, another legacy carrier, US Airways, began nonstop service between Cleveland and Reagan National in February 2005. Third, Southwest offers nonstop service between BWI and Cleveland. In sum, last year, there were three nonstop carriers (Continental, United, and Southwest) across three airports. This year, there were five nonstop carriers (the existing three plus US Airways and Independence) across the three airports. Figure 3 illustrates the changes in nonstop capacity by carrier by airport comparing 1Q04 versus 1Q05. Overall Washington/Baltimore-Cleveland capacity was 20% higher during 1Q05 versus 1Q04.

Figure 3

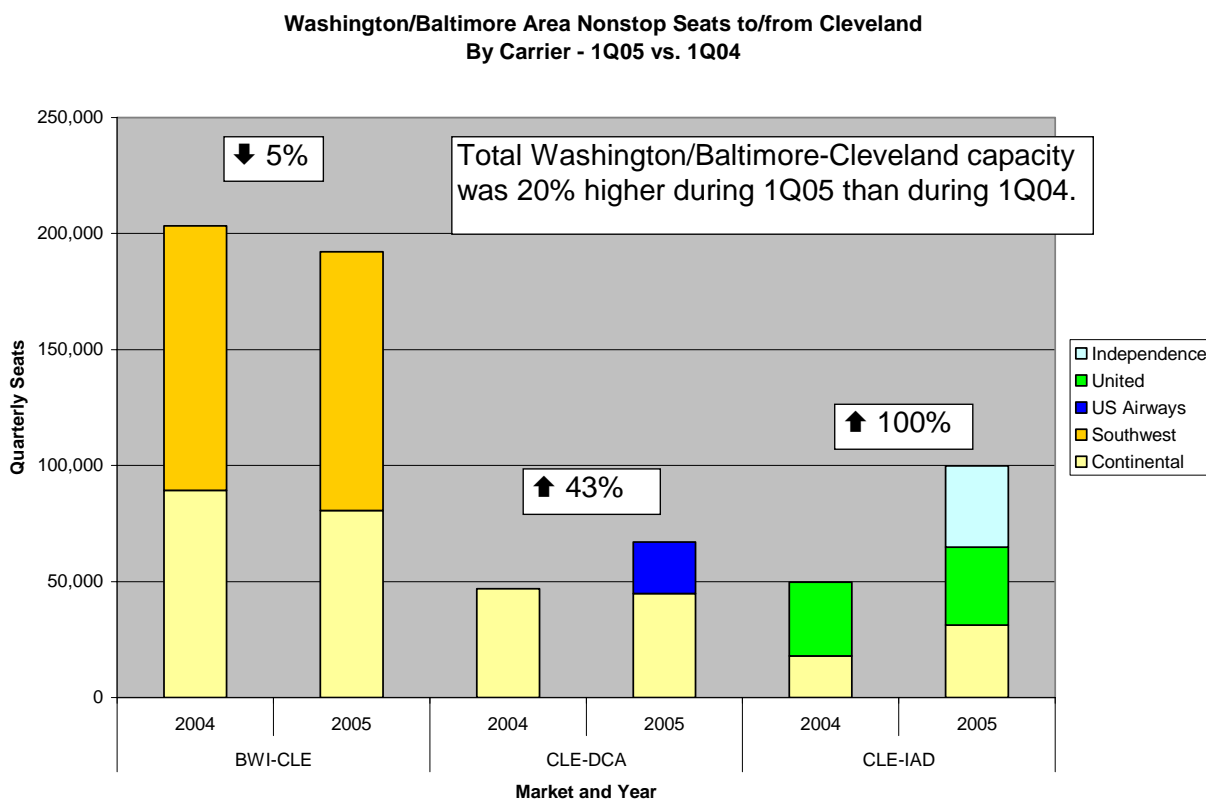


Figure 4 summarizes the changes in average fare, traffic, and market share by airport pair by carrier.⁷

⁷ United's Dulles-Cleveland service was operated by Atlantic Coast during 1Q04. Atlantic Coast did not report traffic and fare data. For this case study, we estimated United's 1Q04 traffic by using segment passenger data and assuming that United's local versus connecting traffic mix was similar to that of Continental.

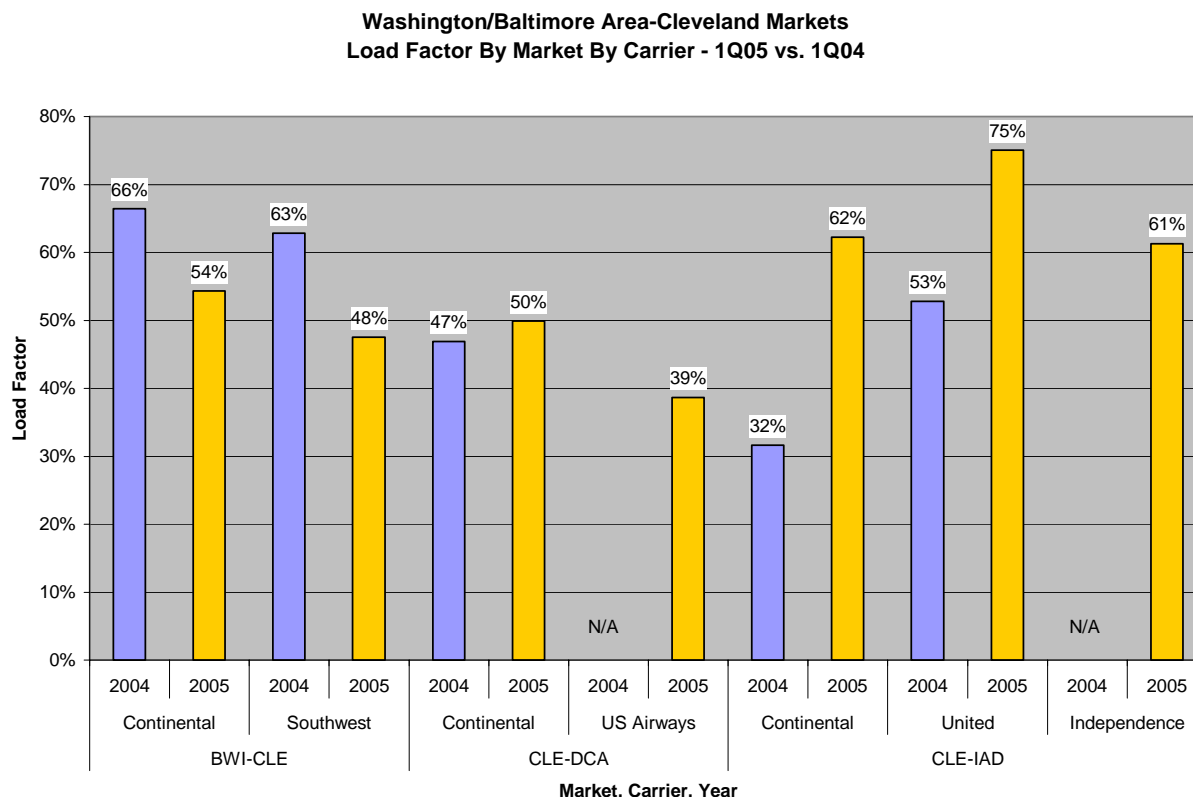
Figure 4

Changes in the Washington/Baltimore-Cleveland Market - 1Q05 vs. 1Q04										
Carrier	Market	Average Fare 1Q04	Average Fare 1Q05	Fare % Change	Fared Passengers 1Q04	Fared Passengers 1Q05	Passengers % Change	Airport's Share of Wash/Balt Market 1Q04	Airport's Share of Wash/Balt Market 1Q05	Share Change in Points
Continental	BWI-CLE	\$77	\$79	3%	34,480	26,440	-23%			
Southwest	BWI-CLE	\$79	\$80	2%	40,880	26,330	-36%			
All Others	BWI-CLE	\$116	\$127	9%	1,450	960	-34%			
BWI-CLE Total		\$79	\$81	2%	76,810	53,730	-30%	80.9%	56.3%	-24.6%
Continental	DCA-CLE	\$262	\$198	-24%	11,880	12,650	6%			
US Airways	DCA-CLE	\$196	\$114	-42%	170	3,920	2206%			
All Others	DCA-CLE	\$285	\$136	-52%	360	710	97%			
DCA-CLE Total		\$261	\$177	-32%	12,410	17,280	39%	13.1%	18.1%	5.0%
Continental	IAD-CLE	\$279	\$92	-67%	1,460	10,720	634%			
Independence	IAD-CLE	n/a	\$81	n/a	n/a	7,300	n/a			
United (Estimated)	IAD-CLE	\$252	\$102	-59%	4,201	6,220	48%			
All Others	IAD-CLE	\$264	\$237	-10%	90	190	111%			
IAD-CLE Total		\$259	\$92	-64%	5,751	24,430	325%	6.1%	25.6%	19.5%
BWI/DCA/IAD-CLE Total		\$114	\$101	-11%	94,971	95,440	0%			

Figure 4 provides several insights. First, as would be expected, the Dulles-Cleveland market exhibited the most dramatic year-over-year change. The Dulles-Cleveland market average fare fell by 64%, from \$259 to \$92. Market traffic increased 325%. Second, due to the combination of 1) Independence's entry at Dulles and 2) US Airways' entry into Reagan National in competition with incumbent Continental, the DCA-Cleveland market average fare declined 32% while traffic increased 39%. Note, however, that while DCA-Cleveland fares have fallen, there is no head-to-head low-fare competition in that airport-pair market. Consequently, the average fare in the DCA-Cleveland market is still about twice as high as the BWI-Cleveland and IAD-Cleveland average fares. Third, and most importantly, despite a flat average fare (and relatively stable capacity – down 5%), Baltimore-Cleveland traffic fell 30% as both Continental and Southwest experienced large losses in traffic. With the ability to obtain a similarly low fare at Dulles and a lower fare at Reagan National this year, a significant number of Cleveland passengers used these airports rather than BWI. As a result of the leakage from BWI, traffic in the overall Washington/Baltimore area-Cleveland market was flat. However, despite the decline at BWI, more than half of Washington/Baltimore area-Cleveland passengers still flew into and out of BWI, where more capacity was offered than in the IAD-Cleveland and DCA-Cleveland markets combined.

Figure 4 showed that BWI-Cleveland origin and destination traffic fell 30% while Figure 3 showed that total BWI-Cleveland capacity fell only 5% year-over-year. What was the impact on BWI load factors? Figure 5 below shows load factors for all Washington/Baltimore area-Cleveland markets by carrier for 1Q05 vs. 1Q04.

Figure 5



In the BWI-Cleveland market, where fares were already low prior to Independence's entry, Continental/Continental Express' load factor fell from 66% to 54% while Southwest's load factor fell from 63% to 48%. In the IAD-Cleveland market, both Continental's and United's Dulles-Cleveland load factors increased substantially as they sold many more low fare seats in response to new competition from Independence. For its part, Independence achieved a load factor of 61%.

Looking Forward

In previous reports we have documented the dramatic fare reductions and explosive traffic growth that occur when low-fare carriers enter legacy carrier dominated markets. The market's response to low-fare carrier entry shows that there is a tremendous pool of demand for low-fare air travel, demand that until recently was not typically satisfied by legacy carrier business models focused on constraining capacity to avoid dilution of high-end revenue. With the expansion of low-cost carrier competition in the domestic market, more of that previously untapped demand is finally being satisfied. While there is clearly tremendous demand for low-fare travel, the challenge for airlines is to attain cost structures that enable them to profitably serve it. Airlines having a competitive cost structure and product offering will thrive in the new domestic revenue environment. The huge pool of low-fare demand also speaks to a business opportunity for new entrants with low cost structures (and, of course, a viable product) that can profitably tap into that large segment of the air travel market.

Carrier Code Identifier and Footnote

<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.
B6	JetBlue Airways	XP	Casino Express
CO	Continental AirLines, Inc.	YX	Midwest Express Airlines
DH	Independence Air		
DL	Delta Air Lines, Inc.		
F9	Frontier Airlines, Inc.		
FL	AirTran Airways Corporation		
G4	Allegiant Air		
GQ	Big Sky Airlines, Inc.		
HP	America West Airlines, Inc.		
NK	Spirit Air Lines		
NW	Northwest Airlines, Inc.		
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.