DOMESTIC AIRLINE FARES
CONSUMER REPORT

Second Quarter 2015 Passenger and Fare Information

December 2015

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, over sales, and a variety of other types of consumer complaints.

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

The initial report provided information about average prices being paid by consumers in the 1,000 largest domestic city-pair markets within the 48 contiguous states. These markets account for about 75 percent of all 48-state passengers and 70 percent of total domestic passengers. Information regarding all 5,780 city-pair markets for the second quarter of 2015 is available at http://www.dot.gov/policy/aviation-policy/domestic-airline-fares-consumer-report. Once at the site, click on the appropriate Table 6 link.

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

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

In particular, a high average fare in a market is an indication that a broad range of fares is available and that the number of seats sold at low fares are likely to be both very limited and subject to various travel restrictions. In such markets travelers must make extra efforts to get the lowest price for the service they want. 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.

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

In Table 2, the data are summarized by city. The information provided includes the number of city-pair markets with 100,000 or more passengers in the top 1,000 in the current period that involve each city (e.g., seven for Greenboro/High Point, NC), 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 in this report.

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

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

Footnotes and a key for carrier codes used in this report can be found at the end of the report. Telephone inquiries should be referred to (202) 366-2120.
### Market and Carrier Fare Information

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

**Second Quarter 2015**

<table>
<thead>
<tr>
<th>City-Pair</th>
<th>Market Data</th>
<th>Largest Carrier</th>
<th>Lowest Fare Carrier 1/</th>
<th>Percent</th>
<th>Average One Way Fare 2/</th>
<th>Percent</th>
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<td>Nonstop Distance</td>
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*Carrier Code Identifier and Footnotes at End of Report*

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<th>City-Pair</th>
<th>Market Data</th>
<th>Largest Carrier</th>
<th>Lowest Fare Carrier</th>
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<td>Nonstop Distance</td>
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*Carrier Code Identifier and Footnotes at End of Report*

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

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

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*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis  
Page 5 of 28
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*Carrier Code Identifier and Footnotes at End of Report*
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*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis
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**Distance Block - 651-700 miles**

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*Carrier Code Identifier and Footnotes at End of Report

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

Prepared by the Office of Aviation Analysis
## Table 1

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*Carrier Code Identifier and Footnotes at End of Report
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*Carrier Code Identifier and Footnotes at End of Report

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

Prepared by the Office of Aviation Analysis
## Table 1

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*Carrier Code Identifier and Footnotes at End of Report

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Table 1

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<td>G4 44%</td>
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Distance Block - 1051-1100 miles

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<th>Average One Way Fare</th>
<th>Percent Market Share</th>
<th>Average One Way Fare 2/</th>
<th>Percent Market Share</th>
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<td>SY 18%</td>
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*Carrier Code Identifier and Footnotes at End of Report

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<td>Average One Way Fare</td>
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**Distance Block - 1101-1200 miles**

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*Carrier Code Identifier and Footnotes at End of Report

Prepared by the Office of Aviation Analysis

Page 17 of 28
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*Carrier Code Identifier and Footnotes at End of Report*

Prepared by the Office of Aviation Analysis
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<td>Average One Way Fare</td>
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*Carrier Code Identifier and Footnotes at End of Report*

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<th>Largest Carrier</th>
<th>Lowest Fare Carrier</th>
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<td>Average One Way Fare</td>
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*Carrier Code Identifier and Footnotes at End of Report*

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

Prepared by the Office of Aviation Analysis
## Table 1

### Distance Block - 1501-1600 miles

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### Distance Block - 1601-1700 miles

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1/ Carrier Code Identifier and Footnotes at End of Report

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*Carrier Code Identifier and Footnotes at End of Report
Prepared by the Office of Aviation Analysis
### Table 1

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*Carrier Code Identifier and Footnotes at End of Report

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

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*Carrier Code Identifier and Footnotes at End of Report

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

Prepared by the Office of Aviation Analysis
## Table 1

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*Carrier Code Identifier and Footnotes at End of Report*
# Top 1,000 City-Pair Markets Summarized by City

## Second Quarter 2015 vs. Second Quarter 2014

**Markets with 100,000 or more Passengers**  
**Sorted by Average Passenger Trip Distance**

<table>
<thead>
<tr>
<th>City</th>
<th>2015 q2 Passengers</th>
<th>Avg. Fare</th>
<th>Avg. Yield (cents)</th>
<th>Avg. Psgr Distance</th>
<th>2014 q2 Passengers</th>
<th>Avg. Fare</th>
<th>Avg. Yield (cents)</th>
<th>Avg. Psgr Distance</th>
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<td>130,680</td>
<td>$203</td>
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<td>394,560</td>
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Prepared by the Office of Aviation Analysis
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<th>City</th>
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<th>2014 q2</th>
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<tbody>
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<td>Passengers</td>
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<td>Avg. Yield</td>
</tr>
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## City-Pair Markets with the Largest Percentage Increase in Average Fare
### Second Quarter 2015 vs. Second Quarter 2014

### Table 3

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<th>Passengers</th>
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<td>Amount Change</td>
<td>Percent Change</td>
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<tr>
<td>Louisville, KY</td>
<td>$261</td>
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<tr>
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<td>80,980</td>
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## Table 4

### City-Pair Markets with the Largest Percentage Decrease in Average Fare

**Second Quarter 2015 vs. Second Quarter 2014**

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<tr>
<th>City Pair</th>
<th>Average One Way Fare</th>
<th>Passengers</th>
<th>2015 q2</th>
<th>2014 q2</th>
<th>Amount Change</th>
<th>Percent Change</th>
<th>2015 q2</th>
<th>2014 q2</th>
<th>Amount Change</th>
<th>Percent Change</th>
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<td>Dallas/Fort Worth, TX</td>
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<td>$388</td>
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<td>48,200</td>
<td>21,890</td>
<td>26,310</td>
<td>120.2</td>
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<td>Cleveland, OH (Metropolitan Area)</td>
<td>Miami, FL (Metropolitan Area)</td>
<td>$157</td>
<td>$254</td>
<td>-97</td>
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<td>53,220</td>
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<tr>
<td>Cleveland, OH (Metropolitan Area)</td>
<td>Las Vegas, NV</td>
<td>$175</td>
<td>$276</td>
<td>-100</td>
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<td>111,340</td>
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</tr>
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</tr>
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<td>21,390</td>
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</tr>
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<td></td>
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<td></td>
<td></td>
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</table>

Prepared by the Office of Aviation Analysis
Table 5 (abridged):
Detailed Fare Information for Highest- and Lowest-Fare Markets Under 750 Miles

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

The attached table shows detailed fare and passenger data for all city-pairs with a stage length of less than 750 miles that have average fares above $260. Fare and passenger information is provided for individual competitors in the market. Any airline that carries ten percent or more of the passengers in a market is considered a competitor for the purpose of this report. Following the high-fare markets, identical information is provided for city-pairs with a stage length of less than 750 miles that have an average fare of $120 or less.

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

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

For example, Delta flew 11,220 passengers between Detroit, MI and Philadelphia, PA or 28% of market passengers, at an average fare of $370 each way. The Minimum $25 Fare Interval for this carrier between these two cities is $100; and the percent of passengers in that interval was six percent. This means that six percent of Delta’s passengers in this market paid between $76 and $100 each way. The $76 to $100 fare interval was the lowest in which at least five percent of Delta’s passengers flew. Delta’s Maximum $25 Fare Interval is listed as $700; the percentage of passengers in that interval was six percent. This means that six percent of Delta’s passengers in this market paid between $675 and $700 each way. The $675 to $700 fare interval was the highest in which at least five percent of Delta’s passengers flew. In this market, 51% of Delta’s passengers paid more than $300 each way (three times $100, the top of the lowest significant fare interval for Delta in this market).
## Detailed Fare Information for City-Pair Markets with Highest and Lowest Average Fares

### Second Quarter 2015

#### Table 5

<table>
<thead>
<tr>
<th>City-Pair Markets Under 750 Miles with Average Fares Above $260</th>
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<tr>
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</tr>
<tr>
<td>US</td>
</tr>
<tr>
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<tr>
<td>DL</td>
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<tr>
<td>US</td>
</tr>
</tbody>
</table>

Prepared by the Office of Aviation Analysis
<table>
<thead>
<tr>
<th>Average Mkt Fare</th>
<th>City Pair Market</th>
<th>Carrier</th>
<th>Psgrs</th>
<th>Market Share</th>
<th>Average Fare</th>
<th>Minimum $25 Fare Interval %Psgrs</th>
<th>Maximum $25 Fare Interval %Psgrs</th>
<th>% Psgrs Paying Over 3x the Minimum</th>
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<td>$300</td>
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<td>US</td>
<td>12,300</td>
<td>39%</td>
<td>$306</td>
<td>$175 7%</td>
<td>$450 7%</td>
<td>3%</td>
</tr>
<tr>
<td>$299</td>
<td>Detroit, MI</td>
<td>DL</td>
<td>7,840</td>
<td>39%</td>
<td>$306</td>
<td>$175 12%</td>
<td>$375 6%</td>
<td>13%</td>
</tr>
<tr>
<td>$295</td>
<td>Huntsville, AL</td>
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<td>4,430</td>
<td>14%</td>
<td>$284</td>
<td>$175 9%</td>
<td>$375 8%</td>
<td>4%</td>
</tr>
<tr>
<td>$292</td>
<td>Minneapolis/St. Paul, MN</td>
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<td>8,700</td>
<td>28%</td>
<td>$292</td>
<td>$125 17%</td>
<td>$525 6%</td>
<td>22%</td>
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<td>$287</td>
<td>$125 8%</td>
<td>$525 6%</td>
<td>30%</td>
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<td>14%</td>
<td>$296</td>
<td>$150 6%</td>
<td>$350 9%</td>
<td>26%</td>
</tr>
<tr>
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<td>$278</td>
<td>$125 6%</td>
<td>$252 9%</td>
<td>21%</td>
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<tr>
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<td>46%</td>
<td>$291</td>
<td>$150 6%</td>
<td>$425 7%</td>
<td>4%</td>
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<tr>
<td>$282</td>
<td>Dayton, OH</td>
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<td>2,790</td>
<td>11%</td>
<td>$267</td>
<td>$175 42%</td>
<td>$375 8%</td>
<td>5%</td>
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<tr>
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<td>17%</td>
<td>$250</td>
<td>$175 28%</td>
<td>$375 7%</td>
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<tr>
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<td>$278</td>
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<td>20%</td>
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<td>$295</td>
<td>$175 10%</td>
<td>$450 6%</td>
<td>13%</td>
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<td>$150 14%</td>
<td>$350 20%</td>
<td>8%</td>
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<tr>
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<td>$525 7%</td>
<td>3%</td>
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<td>$273</td>
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<td>8%</td>
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<tr>
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<td>13%</td>
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<td>$350 20%</td>
<td>8%</td>
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<td>$375 5%</td>
<td>8%</td>
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<tr>
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<td>5,680</td>
<td>33%</td>
<td>$285</td>
<td>$150 11%</td>
<td>$375 7%</td>
<td>11%</td>
</tr>
</tbody>
</table>
### Table 5

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

**Second Quarter 2015**

<table>
<thead>
<tr>
<th>Average Mkt Fare</th>
<th>City Pair Market</th>
<th>Carrier</th>
<th>Psgrs</th>
<th>Market Share</th>
<th>Average Fare</th>
<th>Minimum $25 Fare Interval</th>
<th>% Psgrs</th>
<th>Maximum $25 Fare Interval</th>
<th>% Psgrs</th>
<th>% Psgrs Paying Over 3x the Minimum</th>
</tr>
</thead>
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<td>Philadelphia, PA/Raleigh/Durham, NC</td>
<td>US</td>
<td>18,310</td>
<td>37%</td>
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<td>$150</td>
<td>8%</td>
<td>$350</td>
<td>6%</td>
<td>3%</td>
</tr>
<tr>
<td>$268</td>
<td>Atlanta, GA (Metropolitan Area)/Cincinnati, OH</td>
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<td>38%</td>
<td>$321</td>
<td>$175</td>
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<td>$525</td>
<td>5%</td>
<td>8%</td>
</tr>
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<td>$525</td>
<td>6%</td>
<td>22%</td>
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<td></td>
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<td>6,410</td>
<td>14%</td>
<td>$225</td>
<td>$125</td>
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<td>$275</td>
<td>7%</td>
<td>9%</td>
</tr>
<tr>
<td></td>
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<td>10%</td>
<td>$375</td>
<td>6%</td>
<td>1%</td>
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<td>8%</td>
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<td></td>
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<td>5,870</td>
<td>13%</td>
<td>$259</td>
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<td>$375</td>
<td>6%</td>
<td>32%</td>
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<td>6%</td>
<td>$375</td>
<td>12%</td>
<td>3%</td>
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<td>11%</td>
<td>$188</td>
<td>$125</td>
<td>26%</td>
<td>$300</td>
<td>6%</td>
<td>3%</td>
</tr>
<tr>
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<td>US</td>
<td>12,660</td>
<td>35%</td>
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<td>6%</td>
<td>70%</td>
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<td>$278</td>
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<td>$375</td>
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</tr>
<tr>
<td></td>
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<td>WN</td>
<td>4,910</td>
<td>17%</td>
<td>$242</td>
<td>$150</td>
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<td>7%</td>
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<tr>
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<td>$282</td>
<td>$125</td>
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<td>$300</td>
<td>13%</td>
<td>5%</td>
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<tr>
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<tr>
<td>$262</td>
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<td>4,600</td>
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<td>UA</td>
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<tr>
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<td>NK</td>
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<td>$87</td>
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<td>32%</td>
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<td>$475</td>
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<td>Charlotte, NC/West Palm Beach/Palm Beach, FL</td>
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<td>1,930</td>
<td>11%</td>
<td>$181</td>
<td>$150</td>
<td>46%</td>
<td>$300</td>
<td>9%</td>
<td>1%</td>
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<tr>
<td></td>
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<td>US</td>
<td>6,300</td>
<td>36%</td>
<td>$285</td>
<td>$175</td>
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<td>$475</td>
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<td>4%</td>
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<td>$260</td>
<td>Boston, MA (Metropolitan Area)/Dayton, OH</td>
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<td>19%</td>
<td>$375</td>
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## Detailed Fare Information for City-Pair Markets with Highest and Lowest Average Fares

### Second Quarter 2015

<table>
<thead>
<tr>
<th>Average Mkt Fare</th>
<th>City Pair Market</th>
<th>Carrier</th>
<th>Psgrs</th>
<th>%Psgrs</th>
<th>Market Share</th>
<th>Average Fare</th>
<th>Minimum $25 Fare Interval Fare</th>
<th>%Psgrs</th>
<th>Maximum $25 Fare Interval Fare</th>
<th>%Psgrs</th>
<th>% Psgrs Paying Over 3x the Minimum</th>
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<td>$188</td>
<td>$125</td>
<td>$250</td>
<td>15%</td>
<td>$250</td>
<td>11%</td>
<td>3%</td>
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<tr>
<td></td>
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<td>NK</td>
<td>9,500</td>
<td>35%</td>
<td>$88</td>
<td>$75</td>
<td>$150</td>
<td>40%</td>
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<td>Lexington, KY</td>
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<td>$88</td>
<td>$75</td>
<td>$150</td>
<td>46%</td>
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<td>6%</td>
<td>0%</td>
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<tr>
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<td>Sanford, FL</td>
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<td>$95</td>
<td>$75</td>
<td>$200</td>
<td>36%</td>
<td>$200</td>
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<td>$79</td>
<td>$75</td>
<td>$125</td>
<td>56%</td>
<td>$125</td>
<td>10%</td>
<td>0%</td>
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<tr>
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<td>Stockton, CA</td>
<td>G4</td>
<td>10,110</td>
<td>51%</td>
<td>$95</td>
<td>$75</td>
<td>$200</td>
<td>36%</td>
<td>$200</td>
<td>6%</td>
<td>0%</td>
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<tr>
<td>$83</td>
<td>Atlanta, GA (Metropolitan Area)</td>
<td>F9</td>
<td>9,830</td>
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<td>$82</td>
<td>$75</td>
<td>$125</td>
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<td>$125</td>
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<tr>
<td>$82</td>
<td>Chicago, IL</td>
<td>F9</td>
<td>7,810</td>
<td>47%</td>
<td>$82</td>
<td>$75</td>
<td>$150</td>
<td>50%</td>
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<td>1%</td>
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<tr>
<td>$75</td>
<td>Charlotte, NC</td>
<td>F9</td>
<td>9,430</td>
<td>50%</td>
<td>$75</td>
<td>$75</td>
<td>$125</td>
<td>61%</td>
<td>$125</td>
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City-Pair Markets Under 750 Miles with Average Fares Under $120
## Second Quarter 2015 Average Fare Premiums (Discounts)

**Sorted by Fare Premium**

<table>
<thead>
<tr>
<th>City Markets</th>
<th>Airport</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aspen, CO</td>
<td>ASE</td>
<td>20 270,500 0%</td>
<td>$439 67</td>
<td></td>
</tr>
<tr>
<td>Durango, CO</td>
<td>DRO</td>
<td>22 348,200 0%</td>
<td>$283 40</td>
<td></td>
</tr>
<tr>
<td>Fayetteville, AR</td>
<td>XNA</td>
<td>50 2,149,400 0%</td>
<td>$324 39</td>
<td></td>
</tr>
<tr>
<td>Jackson, WY</td>
<td>JAC</td>
<td>26 446,400 0%</td>
<td>$392 37</td>
<td></td>
</tr>
<tr>
<td>Rochester, MN</td>
<td>RST</td>
<td>11 148,100 0%</td>
<td>$258 36</td>
<td></td>
</tr>
<tr>
<td>Mobile, AL</td>
<td>MOB</td>
<td>37 703,200 0%</td>
<td>$317 32</td>
<td></td>
</tr>
<tr>
<td>Key West, FL</td>
<td>EYW</td>
<td>35 854,900 23%</td>
<td>$303 32</td>
<td></td>
</tr>
<tr>
<td>Huntsville, AL</td>
<td>HSV</td>
<td>51 1,695,700 0%</td>
<td>$315 27</td>
<td></td>
</tr>
<tr>
<td>Green Bay, WI</td>
<td>GRB</td>
<td>38 659,400 0%</td>
<td>$316 27</td>
<td></td>
</tr>
<tr>
<td>Santa Barbara, CA</td>
<td>SBA</td>
<td>23 875,900 0%</td>
<td>$305 27</td>
<td></td>
</tr>
<tr>
<td>Madison, WI</td>
<td>MSN</td>
<td>62 2,736,800 30%</td>
<td>$298 24</td>
<td></td>
</tr>
<tr>
<td>Philipsburg/State College, PA</td>
<td>SCE</td>
<td>14 146,600 0%</td>
<td>$337 23</td>
<td></td>
</tr>
<tr>
<td>New York City, NY (Metropolitan Area)</td>
<td>EWR</td>
<td>177 41,613,400 62%</td>
<td>$277 22</td>
<td></td>
</tr>
<tr>
<td>Kalamazoo, MI</td>
<td>AZO</td>
<td>19 150,800 0%</td>
<td>$323 22</td>
<td></td>
</tr>
<tr>
<td>Montgomery, AL</td>
<td>MGM</td>
<td>22 307,000 0%</td>
<td>$288 21</td>
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</tr>
<tr>
<td>Cincinnati, OH</td>
<td>CVG</td>
<td>75 9,481,200 45%</td>
<td>$260 21</td>
<td></td>
</tr>
<tr>
<td>Lincoln, NE</td>
<td>LNK</td>
<td>18 253,900 0%</td>
<td>$291 20</td>
<td></td>
</tr>
<tr>
<td>New York City, NY (Metropolitan Area)</td>
<td>LGA</td>
<td>177 56,328,800 74%</td>
<td>$231 20</td>
<td></td>
</tr>
<tr>
<td>La Crosse, WI</td>
<td>LSE</td>
<td>9 48,900 0%</td>
<td>$292 19</td>
<td></td>
</tr>
<tr>
<td>Houston, TX</td>
<td>IAH</td>
<td>155 29,497,100 47%</td>
<td>$259 19</td>
<td></td>
</tr>
<tr>
<td>Charlotte, NC</td>
<td>CLT</td>
<td>129 24,371,100 35%</td>
<td>$254 17</td>
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</tr>
<tr>
<td>Bakersfield, CA</td>
<td>BFL</td>
<td>8 200,500 0%</td>
<td>$319 17</td>
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<tr>
<td>Monroe, LA</td>
<td>MLU</td>
<td>13 127,600 0%</td>
<td>$286 17</td>
<td></td>
</tr>
<tr>
<td>New York City, NY (Metropolitan Area)</td>
<td>HPN</td>
<td>160 3,604,400 56%</td>
<td>$237 16</td>
<td></td>
</tr>
<tr>
<td>Minneapolis/St. Paul, MN</td>
<td>MSP</td>
<td>143 36,584,400 89%</td>
<td>$248 16</td>
<td></td>
</tr>
<tr>
<td>Savannah, GA</td>
<td>SAV</td>
<td>71 3,929,700 26%</td>
<td>$257 16</td>
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<tr>
<td>Total</td>
<td></td>
<td>6,913,900 24%</td>
<td>$270 57</td>
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### Table 7

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<thead>
<tr>
<th>City Markets</th>
<th>Airport</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
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<tbody>
<tr>
<td>Aspen, CO</td>
<td>ASE</td>
<td>20 270,500 0%</td>
<td>$439 67</td>
<td></td>
</tr>
<tr>
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<td>DRO</td>
<td>22 348,200 0%</td>
<td>$283 40</td>
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<td>$257 16</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>6,913,900 24%</td>
<td>$270 57</td>
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Prepared by the Office of Aviation Analysis
Second Quarter 2015 Average Fare Premiums (Discounts)
Sorted by Fare Premium

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<td>Mkt Avg Fare</td>
<td>% Fare Premium</td>
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<td>10 346,900 0% $285 9</td>
<td>24 440,300 20% $316 21</td>
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<td>10 1,248,400 72% $235 19</td>
<td>25 518,500 93% $284 9</td>
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<td>Santa Fe, NM</td>
<td>SAF</td>
<td>13 156,100 0% $278 15</td>
<td>5 100,000 0% $229 17</td>
<td>8 56,100 0% $365 13</td>
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<td>CRW</td>
<td>35 517,700 5% $308 15</td>
<td>17 240,100 0% $289 24</td>
<td>18 277,600 9% $324 8</td>
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<td>VPS</td>
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<td>16 517,900 0% $264 9</td>
<td>35 718,400 0% $294 16</td>
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<td>RAP</td>
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<td>2 77,100 0% $340 89</td>
<td>28 519,100 0% $268 5</td>
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<tr>
<td>Chicago, IL</td>
<td>ORD</td>
<td>172 70,689,800 66% $223 13</td>
<td>83 22,886,500 37% $215 18</td>
<td>89 47,803,300 80% $227 10</td>
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<tr>
<td>Jackson/Vicksburg, MS</td>
<td>JAN</td>
<td>49 1,604,400 0% $283 12</td>
<td>16 709,100 0% $269 15</td>
<td>33 895,300 0% $294 11</td>
</tr>
<tr>
<td>Evansville, IN</td>
<td>EVV</td>
<td>34 499,700 0% $277 12</td>
<td>13 267,500 0% $284 38</td>
<td>21 232,200 0% $268 -9</td>
</tr>
<tr>
<td>New York City, NY (Metropolitan Area)</td>
<td>JFK</td>
<td>175 42,940,800 90% $277 12</td>
<td>55 6,746,600 81% $180 9</td>
<td>120 36,194,200 91% $295 12</td>
</tr>
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<td>Roanoke, VA</td>
<td>ROA</td>
<td>36 755,400 0% $283 12</td>
<td>17 455,400 0% $237 5</td>
<td>19 300,000 0% $351 20</td>
</tr>
<tr>
<td>Harrisburg, PA</td>
<td>MDT</td>
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<td>IAD</td>
<td>176 18,495,300 76% $269 12</td>
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<td>5 20,100 0% $361 3</td>
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<td>9 457,700 0% $247 11</td>
<td>28 517,500 0% $299 10</td>
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<td>45 431,200 0% $317 18</td>
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<td>122 37,362,900 58% $242 11</td>
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<td>3 31,200 0% $290 17</td>
<td>11 84,900 0% $313 7</td>
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<td>12 155,900 0% $342 9</td>
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<td>161 65,290,600 88% $221 8</td>
<td>96 38,397,100 87% $192 1</td>
<td>65 26,893,500 89% $262 17</td>
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<tr>
<td>Knoxville, TN</td>
<td>TYS</td>
<td>57 2,606,800 18% $272 8</td>
<td>30 1,521,300 0% $231 -4</td>
<td>27 1,085,500 43% $328 22</td>
</tr>
</tbody>
</table>

Prepared by the Office of Aviation Analysis
## Second Quarter 2015 Average Fare Premiums (Discounts)
### Sorted by Fare Premium

**Table 7**

| City Markets                          | Airport | Psgrs in Low-Fare Mkt | Mkt Avg Fare | % Fare Premium | Psgrs in Low-Fare Mkt | Mkt Avg Fare | % Fare Premium | Psgrs in Low-Fare Mkt | Mkt Avg Fare | % Fare Premium |
|---------------------------------------|---------|------------------------|--------------|----------------|------------------------|--------------|----------------|------------------------|--------------|----------------|----------------|
| Washington, DC (Metropolitan Area)    | DCA     | 180                    | 14,132,800   | 66%            | $225                  | 8            | 51%           | $205                  | 15           | $315         | 11             |
| Traverse City, MI                     | TVC     | 29                     | 383,700      | 0%             | $307                  | 8            | 0%            | $294                  | 3            | $232,300     | 0%             |
| Philadelphia, PA                      | PHL     | 136                    | 38,039,900   | 78%            | $241                  | 7            | 63%           | $226                  | 21           | $23,508,000  | 87%            |
| Wausau/Mosinee/Stevens Point, WI      | CWA     | 17                     | 108,000      | 0%             | $285                  | 7            | 0%            | $285                  | 7            | $108,000     | 0%             |
| Colorado Springs, CO                  | COS     | 58                     | 1,874,800    | 0%             | $265                  | 7            | 0%            | $200                  | -10          | $1,388,500   | 0%             |
| Boston, MA (Metropolitan Area)        | PVD     | 148                    | 7,931,100    | 79%            | $227                  | 7            | 54%           | $207                  | 20           | $5,804,900   | 88%            |
| Albany, NY                            | ALB     | 65                     | 4,973,100    | 85%            | $261                  | 6            | 66%           | $240                  | 15           | $3,508,800   | 93%            |
| Gulfport/Biloxi, MS                   | GPT     | 35                     | 642,600      | 0%             | $271                  | 6            | 0%            | $251                  | 3            | 406,600      | 0%             |
| Lexington, KY                         | LEX     | 52                     | 1,962,200    | 0%             | $250                  | 6            | 0%            | $233                  | 5            | 844,000      | 0%             |
| Pensacola, FL                         | PNS     | 61                     | 2,838,400    | 56%            | $262                  | 6            | 43%           | $243                  | 1            | 1,733,700    | 64%            |
| Louisville, KY                        | SDF     | 74                     | 6,350,200    | 76%            | $262                  | 6            | 67%           | $240                  | 3            | 2,463,900    | 90%            |
| Portland, ME                          | PWM     | 64                     | 3,481,000    | 76%            | $248                  | 6            | 53%           | $207                  | 15           | 2,163,600    | 91%            |
| Hartford, CT                          | BDL     | 86                     | 12,386,300   | 85%            | $242                  | 6            | 83%           | $224                  | 12           | 9,487,500    | 86%            |
| Columbia, SC                          | CAE     | 56                     | 1,841,300    | 85%            | $264                  | 5            | 0%            | $234                  | -1           | 782,100      | 0%             |
| Birmingham, AL                        | BHM     | 68                     | 4,960,200    | 70%            | $252                  | 5            | 63%           | $227                  | -2           | 1,723,300    | 84%            |
| Richmond, VA                          | RIC     | 75                     | 6,710,200    | 66%            | $253                  | 5            | 60%           | $229                  | 10           | 2,892,200    | 72%            |
| Nashville, TN                         | BNA     | 102                    | 20,113,900   | 87%            | $233                  | 5            | 80%           | $218                  | 1            | 8,982,300    | 96%            |
| Amarillo, TX                          | AMA     | 30                     | 1,035,800    | 78%            | $232                  | 5            | 73%           | $213                  | 12           | 350,900      | 89%            |
| New York City, NY (Metropolitan Area)  | SWF     | 141                    | 676,000      | 46%            | $229                  | 5            | 0%            | $276                  | 36           | 573,000      | 54%            |
| Rochester, NY                         | ROC     | 61                     | 4,145,300    | 75%            | $231                  | 4            | 58%           | $209                  | 26           | 2,157,900    | 90%            |
| Boston, MA (Metropolitan Area)        | MHT     | 147                    | 4,876,700    | 81%            | $230                  | 4            | 66%           | $200                  | 7            | 3,270,400    | 88%            |
| Panama City, FL                       | ECP     | 49                     | 1,605,100    | 91%            | $246                  | 4            | 87%           | $214                  | -7           | 827,100      | 94%            |
| Minot, ND                             | MOT     | 14                     | 366,100      | 11%            | $236                  | 4            | 51%           | $362                  | 102          | 291,000      | 0%             |
| Norfolk, VA (Metropolitan Area)       | ORF     | 89                     | 6,062,800    | 68%            | $268                  | 4            | 64%           | $236                  | 0            | 3,036,500    | 72%            |
| Lafayette, LA                         | LFT     | 31                     | 611,000      | 0%             | $272                  | 4            | 0%            | $270                  | 32           | 425,400      | 0%             |

Prepared by the Office of Aviation Analysis
### Table 7

#### Short-haul Markets with More Than 20 Psgrs/Day

<table>
<thead>
<tr>
<th>City Markets</th>
<th>Airport</th>
<th>Markets</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
<th>Markets</th>
<th>Psgrs</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
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<tbody>
<tr>
<td>Grand Rapids, MI</td>
<td>GRR</td>
<td>65</td>
<td>4,438,400</td>
<td>67%</td>
<td>$248</td>
<td>4</td>
<td>30</td>
<td>1,584,300</td>
<td>50%</td>
</tr>
<tr>
<td>Killeen, TX</td>
<td>GRK</td>
<td>19</td>
<td>201,400</td>
<td>0%</td>
<td>$273</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
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<td>Raleigh/Durham, NC</td>
<td>RDU</td>
<td>102</td>
<td>19,049,400</td>
<td>79%</td>
<td>$230</td>
<td>4</td>
<td>59</td>
<td>12,605,100</td>
<td>75%</td>
</tr>
<tr>
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<td>ELP</td>
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<td>88%</td>
<td>$249</td>
<td>4</td>
<td>18</td>
<td>2,811,300</td>
<td>89%</td>
</tr>
<tr>
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<td>60%</td>
<td>$256</td>
<td>4</td>
<td>12</td>
<td>750,500</td>
<td>34%</td>
</tr>
<tr>
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<td>$256</td>
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<td>21</td>
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<td>18</td>
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<td>36%</td>
<td>$226</td>
<td>4</td>
<td>4</td>
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<tr>
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<td>7</td>
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<tr>
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<td>$244</td>
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</tr>
<tr>
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<td>28</td>
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<tr>
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<td>3</td>
<td>21</td>
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<td>3</td>
<td>26</td>
<td>3,430,900</td>
<td>84%</td>
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<tr>
<td>Austin, TX</td>
<td>AUS</td>
<td>115</td>
<td>22,406,800</td>
<td>93%</td>
<td>$227</td>
<td>3</td>
<td>26</td>
<td>3,430,900</td>
<td>84%</td>
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<td>68,200</td>
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<td>$227</td>
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<td>$249</td>
<td>2</td>
<td>21</td>
<td>1,160,000</td>
<td>30%</td>
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### Second Quarter 2015 Average Fare Premiums (Discounts)

**Sorted by Fare Premium**

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<td>Markets Psgrs in Low-Fare Mkt Premium</td>
<td>Markets Psgrs in Low-Fare Mkt Premium</td>
<td>Markets Psgrs in Low-Fare Mkt Premium</td>
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<td>Mkt Avg Fare % Fare</td>
<td>Psgrs in Mkt Avg</td>
<td>Mkt Avg Fare % Fare</td>
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<td>Boston, MA (Metropolitan Area)</td>
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<td>40 19,028,200 89% $186 6</td>
<td>112 40,483,500 91% $262 0</td>
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<td>MEM</td>
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<tr>
<td>Des Moines, IA</td>
<td>DSM</td>
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<td>46 6,438,700 56% $222 16</td>
<td>48 8,545,300 93% $218 9</td>
</tr>
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<td>23 4,051,400 95% $159 6</td>
<td>166 5,206,300 79% $264 4</td>
</tr>
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<td>8 60,100 0% $326 42</td>
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<td>166 64,490,600 92% $280 2</td>
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<td>25 312,800 29% $249 11</td>
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<td>112 10,850,800 98% $220 2</td>
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<td>Alexandria, LA</td>
<td>AEX</td>
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<td>2 49,500 0% $261 11</td>
<td>13 87,800 0% $288 6</td>
</tr>
<tr>
<td>Shreveport, LA</td>
<td>SHV</td>
<td>38 804,100 0% $258 1</td>
<td>8 204,600 0% $289 9</td>
<td>30 599,500 0% $248 4</td>
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<tr>
<td>Palm Springs, CA</td>
<td>PSP</td>
<td>40 2,382,700 29% $241 1</td>
<td>5 571,700 82% $180 2</td>
<td>35 1,811,000 13% $260 1</td>
</tr>
<tr>
<td>Salt Lake City, UT</td>
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<td>111 22,259,800 88% $226 1</td>
<td>32 11,161,700 80% $170 9</td>
<td>79 11,098,100 97% $283 4</td>
</tr>
<tr>
<td>West Palm Beach/Palm Beach, FL</td>
<td>PBI</td>
<td>79 12,364,400 85% $208 1</td>
<td>12 1,190,100 66% $196 3</td>
<td>67 11,174,300 87% $209 1</td>
</tr>
<tr>
<td>New Orleans, LA</td>
<td>MSY</td>
<td>105 21,195,400 94% $223 1</td>
<td>40 7,894,400 89% $197 7</td>
<td>65 13,301,000 97% $238 2</td>
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<td>Cedar Rapids/Iowa City, IA</td>
<td>CID</td>
<td>47 1,808,100 11% $240 2</td>
<td>9 426,100 33% $270 13</td>
<td>38 1,382,000 5% $231 6</td>
</tr>
<tr>
<td>Springfield, MO</td>
<td>SGR</td>
<td>45 1,421,000 0% $243 2</td>
<td>8 334,700 0% $317 45</td>
<td>37 1,086,700 0% $220 14</td>
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<td>59 2,747,800 78% $238 2</td>
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<td>45 1,871,500 92% $241 6</td>
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<td>Dayton, OH</td>
<td>DAY</td>
<td>62 3,812,300 58% $246 2</td>
<td>28 1,760,400 30% $240 3</td>
<td>34 2,051,900 82% $251 6</td>
</tr>
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<td>Charlottesville, VA</td>
<td>CHO</td>
<td>35 656,000 0% $276 2</td>
<td>14 300,700 0% $256 6</td>
<td>21 355,300 0% $292 7</td>
</tr>
<tr>
<td>Kansas City, MO</td>
<td>MCI</td>
<td>102 19,960,400 93% $221 2</td>
<td>33 8,344,200 90% $197 8</td>
<td>69 11,616,200 95% $238 2</td>
</tr>
<tr>
<td>Grand Junction, CO</td>
<td>GJT</td>
<td>22 388,200 0% $263 2</td>
<td>8 183,700 0% $213 18</td>
<td>14 204,500 0% $307 11</td>
</tr>
<tr>
<td>San Francisco, CA (Metropolitan Area)</td>
<td>SIC</td>
<td>161 19,228,300 91% $210 2</td>
<td>23 11,936,800 97% $161 6</td>
<td>138 7,291,500 81% $290 2</td>
</tr>
<tr>
<td>Lubbock, TX</td>
<td>LBB</td>
<td>37 1,405,100 80% $222 2</td>
<td>10 955,800 75% $196 3</td>
<td>27 449,300 91% $277 1</td>
</tr>
</tbody>
</table>
## Second Quarter 2015 Average Fare Premiums (Discounts)

**Sorted by Fare Premium**

| Table 7 |
|------------------|------------------|------------------|
| **City Markets** | **Airport** | **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** |
| | | Markets | Psgrs | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium |
| Ithaca/Cortland, NY | ITH | 7 | 53,600 | 0% | $387 | -2 | | 7 | 53,600 | 0% | $387 | -2 | | 7 | 53,600 | 0% | $387 | -2 |
| Los Angeles, CA (Metropolitan Area) | BUR | 152 | 9,186,900 | 95% | $181 | -2 | 24 | 6,214,200 | 96% | $158 | -1 | 157 | 2,972,700 | 93% | $230 | -5 |
| Billings, MT | BIL | 35 | 1,178,700 | 0% | $246 | -2 | 5 | 405,500 | 0% | $245 | 5 | 30 | 773,200 | 0% | $246 | -6 |
| Fayetteville, NC | FAY | 30 | 460,900 | 0% | $264 | -3 | 15 | 220,000 | 0% | $235 | -3 | 15 | 240,900 | 0% | $290 | -2 |
| Phoenix, AZ | PHX | 157 | 49,485,600 | 95% | $216 | -3 | 30 | 16,840,400 | 95% | $166 | -1 | 127 | 32,645,200 | 94% | $242 | -3 |
| Chattanooga, TN | CHA | 46 | 1,176,000 | 0% | $236 | -3 | 24 | 774,700 | 0% | $211 | -8 | 22 | 401,300 | 0% | $283 | 5 |
| Albuquerque, NM | ABQ | 81 | 8,864,600 | 94% | $227 | -3 | 18 | 3,677,000 | 94% | $193 | -6 | 63 | 5,187,600 | 94% | $251 | -2 |
| Tucson, AZ | TUS | 73 | 5,601,500 | 89% | $242 | -3 | 10 | 1,743,300 | 99% | $164 | -20 | 63 | 3,858,200 | 84% | $277 | 2 |
| Bismarck/Mandan, ND | BIS | 26 | 676,700 | 92% | $239 | -4 | 4 | 174,900 | 46% | $304 | 53 | 22 | 501,800 | 47% | $216 | -19 |
| Fresno, CA | FAT | 47 | 1,996,300 | 0% | $261 | -4 | 11 | 928,800 | 0% | $181 | -19 | 36 | 1,067,500 | 0% | $331 | 5 |
| Harlingen/San Benito, TX | HRL | 24 | 793,400 | 95% | $201 | -4 | 7 | 548,500 | 94% | $182 | 1 | 17 | 244,900 | 97% | $245 | -11 |
| Chicago, IL | MDW | 152 | 29,887,200 | 99% | $189 | -5 | 71 | 10,901,300 | 99% | $179 | 1 | 81 | 18,985,900 | 99% | $195 | -7 |
| Asheville, NC | AVL | 43 | 1,190,900 | 0% | $229 | -5 | 22 | 849,800 | 0% | $180 | -19 | 21 | 341,100 | 0% | $352 | 22 |
| Salinas/ Monterey, CA | MRY | 15 | 452,000 | 0% | $207 | -5 | 6 | 366,300 | 0% | $158 | -15 | 9 | 85,700 | 0% | $417 | 17 |
| Denver, CO | DEN | 163 | 60,656,200 | 96% | $201 | -6 | 39 | 14,770,400 | 95% | $161 | -17 | 124 | 45,885,800 | 96% | $214 | -3 |
| San Diego, CA | SAN | 132 | 37,206,800 | 95% | $227 | -6 | 17 | 12,257,900 | 96% | $161 | -14 | 115 | 24,948,900 | 94% | $259 | -3 |
| Milwaukee, WI | MKE | 84 | 13,122,800 | 85% | $209 | -6 | 33 | 3,901,500 | 73% | $211 | -4 | 51 | 9,221,300 | 91% | $209 | -7 |
| Mission/McAllen/Edinburg, TX | MFE | 36 | 1,251,700 | 0% | $235 | -6 | 3 | 326,200 | 0% | $204 | 0 | 33 | 925,500 | 0% | $246 | -8 |
| Fort Myers, FL | RSW | 85 | 15,161,200 | 97% | $209 | -6 | 9 | 876,500 | 74% | $214 | -1 | 76 | 14,284,700 | 98% | $209 | -7 |
| New York City, NY (Metropolitan Area) | ISP | 109 | 2,780,800 | 98% | $188 | -7 | 40 | 506,900 | 94% | $197 | 3 | 69 | 2,273,900 | 99% | $186 | -9 |
| Duluth, MN (Metropolitan Area) | DLH | 11 | 175,900 | 0% | $236 | -7 | 2 | 59,300 | 0% | $203 | -11 | 9 | 116,600 | 0% | $252 | -5 |
| Fargo, ND | FAR | 43 | 1,278,800 | 16% | $240 | -7 | 5 | 208,500 | 10% | $285 | 33 | 38 | 1,070,300 | 17% | $231 | -13 |
| Sioux Falls, SD | FSD | 43 | 1,473,200 | 45% | $237 | -7 | 8 | 315,000 | 48% | $273 | 2 | 35 | 1,158,200 | 44% | $227 | -9 |
| Sacramento, CA | SMF | 96 | 18,462,800 | 93% | $218 | -7 | 18 | 10,660,400 | 99% | $161 | -15 | 78 | 7,802,400 | 85% | $297 | 0 |
| Portland, OR | PDX | 116 | 27,121,000 | 90% | $218 | -8 | 20 | 7,239,700 | 68% | $155 | -11 | 96 | 19,881,300 | 97% | $241 | -7 |
| Quad Cities, IL (Metropolitan Area) | MLI | 40 | 1,028,200 | 2% | $224 | -8 | 10 | 272,400 | 9% | $275 | 19 | 30 | 755,800 | 0% | $206 | -18 |
### Table 7

**Second Quarter 2015 Average Fare Premiums (Discounts)**

**Sorted by Fare Premium**

<table>
<thead>
<tr>
<th>City Markets</th>
<th>Airport</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
</tr>
</thead>
<tbody>
<tr>
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<td>AVP</td>
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<td>$246</td>
<td>-9</td>
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<td>$250</td>
<td>10</td>
<td>384,100</td>
<td>$244</td>
<td>-15</td>
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<td>15,182,500</td>
<td>$176</td>
<td>-2</td>
<td>20,765,600</td>
<td>$217</td>
<td>-12</td>
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<tr>
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<td>OAJ</td>
<td>224,700</td>
<td>$273</td>
<td>-9</td>
<td>116,200</td>
<td>$236</td>
<td>-19</td>
<td>108,500</td>
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<tr>
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<td>-9</td>
<td>332,600</td>
<td>$271</td>
<td>13</td>
<td>732,300</td>
<td>$201</td>
<td>-19</td>
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<td>$249</td>
<td>7</td>
<td>416,100</td>
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<td>-17</td>
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<td>$198</td>
<td>-6</td>
<td>29,581,600</td>
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<td>-10</td>
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<td>12,418,700</td>
<td>$153</td>
<td>-23</td>
<td>39,358,700</td>
<td>$244</td>
<td>-7</td>
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<td>$228</td>
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<td>103,500</td>
<td>$190</td>
<td>-9</td>
<td>125,600</td>
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<td>-11</td>
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<td>300,500</td>
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<td>-18</td>
<td>162,600</td>
<td>$308</td>
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<td>-10</td>
<td>4,878,000</td>
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<td>-5</td>
<td>5,222,200</td>
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<td>-14</td>
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<td>1,750,700</td>
<td>$162</td>
<td>-16</td>
<td>1,613,300</td>
<td>$209</td>
<td>-6</td>
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<td>FCA</td>
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<td>-12</td>
<td>93,500</td>
<td>$172</td>
<td>-23</td>
<td>369,500</td>
<td>$233</td>
<td>-10</td>
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<td>$259</td>
<td>-12</td>
<td>71,100</td>
<td>$259</td>
<td>-12</td>
<td>71,100</td>
<td>$259</td>
<td>-12</td>
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<td>252,000</td>
<td>$281</td>
<td>39</td>
<td>602,300</td>
<td>$172</td>
<td>-30</td>
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<td>MCO</td>
<td>62,494,200</td>
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<td>-12</td>
<td>7,227,700</td>
<td>$181</td>
<td>-13</td>
<td>55,266,500</td>
<td>$192</td>
<td>-12</td>
</tr>
<tr>
<td>San Francisco, CA (Metropolitan Area)</td>
<td>OAK</td>
<td>20,634,400</td>
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<td>-13</td>
<td>13,937,100</td>
<td>$153</td>
<td>-13</td>
<td>6,697,300</td>
<td>$239</td>
<td>-12</td>
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<tr>
<td>Missoula, MT</td>
<td>MSO</td>
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<td>381,700</td>
<td>$185</td>
<td>-21</td>
<td>585,900</td>
<td>$250</td>
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<tr>
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<td>$271</td>
<td>-13</td>
<td>50,300</td>
<td>$236</td>
<td>-20</td>
<td>19,800</td>
<td>$361</td>
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<td>$369</td>
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<td>GEG</td>
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<td>3,395,600</td>
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<td>-13</td>
<td>3,396,300</td>
<td>$166</td>
<td>-18</td>
<td>2,727,900</td>
<td>$268</td>
<td>-10</td>
</tr>
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<td>-15</td>
<td>10,081,300</td>
<td>$173</td>
<td>-11</td>
<td>12,014,000</td>
<td>$178</td>
<td>-19</td>
</tr>
<tr>
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<td>-16</td>
<td>146,100</td>
<td>$288</td>
<td>29</td>
<td>343,800</td>
<td>$173</td>
<td>-32</td>
</tr>
</tbody>
</table>

Prepared by the Office of Aviation Analysis
### Second Quarter 2015 Average Fare Premiums (Discounts)

#### Sorted by Fare Premium

#### Table 7

<table>
<thead>
<tr>
<th>City Markets</th>
<th>Airport</th>
<th>Markets</th>
<th>Psgrs</th>
<th>Psgrs in Low-Fare Mkt</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
<th>Markets</th>
<th>Psgrs</th>
<th>Psgrs in Low-Fare Mkt</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flagstaff, AZ</td>
<td>FLG</td>
<td>8</td>
<td>72,400</td>
<td>0%</td>
<td>$206</td>
<td>-16</td>
<td>8</td>
<td>72,400</td>
<td>0%</td>
<td>$206</td>
<td>-16</td>
</tr>
<tr>
<td>Nantucket, MA</td>
<td>ACK</td>
<td>7</td>
<td>173,300</td>
<td>100%</td>
<td>$181</td>
<td>-16</td>
<td>7</td>
<td>173,300</td>
<td>100%</td>
<td>$181</td>
<td>-16</td>
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<tr>
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<td>8</td>
<td>447,200</td>
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<td>85,500</td>
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<td>315,800</td>
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<td>$154</td>
<td>-31</td>
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<td>20,500</td>
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<td>3,370,600</td>
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<td>Bellingham, WA</td>
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<td>Atlantic City, NJ</td>
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</table>

Prepared by the Office of Aviation Analysis

Page 8 of 9
## Second Quarter 2015 Average Fare Premiums (Discounts)

### Sorted by Fare Premium

<table>
<thead>
<tr>
<th>City Markets</th>
<th>Airport</th>
<th>Psgrs in Low-Fare Mkts</th>
<th>Mkt Avg Fare</th>
<th>% Fare Premium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phoenix, AZ</td>
<td>AZA</td>
<td>2,620,000</td>
<td>$110</td>
<td>-52</td>
</tr>
<tr>
<td>Punta Gorda, FL</td>
<td>PGD</td>
<td>1,817,900</td>
<td>$101</td>
<td>-55</td>
</tr>
<tr>
<td>Tampa, FL (Metropolitan Area)</td>
<td>PIE</td>
<td>3,396,200</td>
<td>$97</td>
<td>-56</td>
</tr>
<tr>
<td>Trenton, NJ</td>
<td>TTN</td>
<td>1,774,100</td>
<td>$96</td>
<td>-56</td>
</tr>
<tr>
<td>Sanford, FL</td>
<td>SFB</td>
<td>4,537,800</td>
<td>$97</td>
<td>-58</td>
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<tr>
<td>Columbus, OH</td>
<td>LCK</td>
<td>350,300</td>
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Prepared by the Office of Aviation Analysis
Carrier Code Identifier and Footnotes

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<thead>
<tr>
<th>Code</th>
<th>Name</th>
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</thead>
<tbody>
<tr>
<td>AA</td>
<td>American Airlines Inc.</td>
</tr>
<tr>
<td>AS</td>
<td>Alaska Airlines Inc.</td>
</tr>
<tr>
<td>B6</td>
<td>JetBlue Airways</td>
</tr>
<tr>
<td>DL</td>
<td>Delta Air Lines Inc.</td>
</tr>
<tr>
<td>F9</td>
<td>Frontier Airlines Inc.</td>
</tr>
<tr>
<td>FL</td>
<td>AirTran Airways Corporation</td>
</tr>
<tr>
<td>G4</td>
<td>Allegiant Air</td>
</tr>
<tr>
<td>NK</td>
<td>Spirit Air Lines</td>
</tr>
<tr>
<td>SY</td>
<td>Sun Country Airlines d/b/a MN Airlines</td>
</tr>
<tr>
<td>UA</td>
<td>United Air Lines Inc.</td>
</tr>
<tr>
<td>US</td>
<td>US Airways Inc.</td>
</tr>
<tr>
<td>VX</td>
<td>Virgin America</td>
</tr>
<tr>
<td>WN</td>
<td>Southwest Airlines Co.</td>
</tr>
</tbody>
</table>

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 (faired 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.