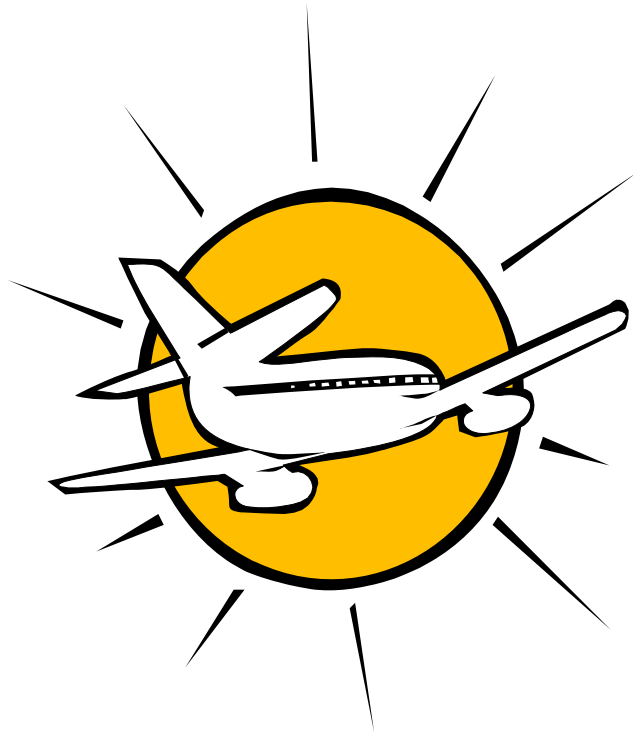

DOMESTIC AIRLINE FARES CONSUMER REPORT



Fourth Quarter 2012 Passenger and Fare Information

September 2013



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, 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 570 city-pair markets for the fourth quarter of 2012 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 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.

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 either comparison period that involve each city (e.g., three for Midland/Odessa, TX), 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) 366-2352.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|-----------------------------|------------------|---------------|------------------------|------------------------|-------|---------------------------|------------------------------|-------|---------------------------|
| | Nonstop Distance | Pgrs. Per Day | Avg. One-Way Fare (\$) | Carrier | Share | Avg. One-Way Fare (\$) 2/ | Carrier | Share | Avg. One-Way Fare (\$) 2/ |

Distance block : 101 - 150 miles

| | | | | | | | | | | |
|-------------|--------------|-----|-----|-------|----|-----|-------|----|-----|-------|
| Austin, TX | Houston, TX | 148 | 286 | \$160 | WN | 63% | \$155 | WN | 63% | \$155 |
| Seattle, WA | Portland, OR | 129 | 608 | \$129 | AS | 90% | \$129 | OO | 2% | \$116 |

Distance block : 151 - 200 miles

| | | | | | | | | | | |
|--------------------------------|------------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| Washington, DC (Metro Area) | Norfolk, VA (Metro Area) | 159 | 186 | \$160 | WN | 70% | \$149 | WN | 70% | \$149 |
| Houston, TX | San Antonio, TX | 192 | 369 | \$157 | WN | 59% | \$150 | WN | 59% | \$150 |
| Dallas/Fort Worth, TX | Austin, TX | 190 | 1,043 | \$153 | WN | 73% | \$153 | AA | 26% | \$152 |
| Chicago, IL | Indianapolis, IN | 178 | 317 | \$138 | UA | 51% | \$148 | WN | 11% | \$114 |
| Dallas/Fort Worth, TX | Oklahoma City, OK | 181 | 256 | \$135 | WN | 60% | \$139 | AA | 40% | \$130 |
| Orlando, FL | Miami, FL (Metro Area) | 192 | 546 | \$131 | AA | 67% | \$128 | AA | 67% | \$128 |
| Seattle, WA | Pasco/Kennewick/Richland, WA | 172 | 167 | \$127 | AS | 99% | \$128 | AS | 99% | \$128 |
| San Francisco, CA (Metro Area) | Reno, NV | 192 | 341 | \$123 | WN | 60% | \$110 | AS | 28% | \$98 |

Distance block : 201 - 250 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|-----|-------|-------|----|------|-------|----|------|-------|
| Pittsburgh, PA | Washington, DC (Metro Area) | 210 | 379 | \$198 | WN | 50% | \$150 | WN | 50% | \$150 |
| Boston, MA (Metro Area) | New York City, NY (Metro Area) | 209 | 3,673 | \$184 | B6 | 30% | \$120 | B6 | 30% | \$120 |
| Corpus Christi, TX | Houston, TX | 201 | 171 | \$167 | WN | 62% | \$165 | WN | 62% | \$165 |
| Dallas/Fort Worth, TX | Houston, TX | 247 | 3,098 | \$155 | WN | 67% | \$156 | AA | 19% | \$155 |
| Chicago, IL | Detroit, MI | 235 | 1,534 | \$143 | DL | 44% | \$141 | WN | 22% | \$136 |
| Miami, FL (Metro Area) | Tampa, FL (Metro Area) | 204 | 764 | \$139 | WN | 54% | \$152 | AA | 39% | \$132 |
| St. Louis, MO | Kansas City, MO | 237 | 273 | \$139 | WN | 100% | \$139 | WN | 100% | \$139 |
| Dallas/Fort Worth, TX | San Antonio, TX | 248 | 1,565 | \$137 | WN | 72% | \$138 | AA | 27% | \$134 |
| Atlanta, GA (Metro Area) | Charlotte, NC | 226 | 460 | \$133 | DL | 53% | \$139 | US | 39% | \$124 |
| Seattle, WA | Spokane, WA | 224 | 1,091 | \$128 | AS | 100% | \$129 | AS | 100% | \$129 |
| New York City, NY (Metro Area) | Syracuse, NY | 223 | 400 | \$128 | B6 | 63% | \$115 | B6 | 63% | \$115 |
| Dallas/Fort Worth, TX | Tulsa, OK | 237 | 580 | \$117 | WN | 58% | \$117 | WN | 58% | \$117 |
| Las Vegas, NV | Los Angeles, CA (Metro Area) | 236 | 5,688 | \$116 | WN | 64% | \$123 | B6 | 14% | \$89 |

Distance block : 251 - 300 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| Chicago, IL | Cincinnati, OH | 265 | 313 | \$331 | AA | 36% | \$308 | AA | 36% | \$308 |
| Boston, MA (Metro Area) | Philadelphia, PA | 289 | 1,542 | \$256 | US | 97% | \$259 | UA | 2% | \$167 |
| Pittsburgh, PA | Philadelphia, PA | 268 | 447 | \$255 | US | 92% | \$258 | DL | 2% | \$173 |
| Washington, DC (Metro Area) | New York City, NY (Metro Area) | 264 | 2,999 | \$195 | DL | 31% | \$201 | WN | 12% | \$131 |
| Buffalo, NY | Philadelphia, PA | 279 | 173 | \$191 | US | 89% | \$194 | UA | 5% | \$172 |
| Washington, DC (Metro Area) | Greensboro/High Point, NC | 278 | 167 | \$186 | US | 85% | \$173 | US | 85% | \$173 |
| Washington, DC (Metro Area) | Syracuse, NY | 298 | 252 | \$176 | US | 79% | \$162 | US | 79% | \$162 |
| Washington, DC (Metro Area) | Raleigh/Durham, NC | 255 | 968 | \$175 | WN | 39% | \$150 | DL | 13% | \$112 |
| Chicago, IL | Columbus, OH | 296 | 1,178 | \$158 | WN | 46% | \$140 | WN | 46% | \$140 |
| New York City, NY (Metro Area) | Portland, ME | 284 | 429 | \$150 | B6 | 50% | \$126 | B6 | 50% | \$126 |
| Chicago, IL | Louisville, KY | 287 | 527 | \$149 | WN | 51% | \$136 | WN | 51% | \$136 |
| Dallas/Fort Worth, TX | Lubbock, TX | 293 | 556 | \$146 | WN | 76% | \$144 | WN | 76% | \$144 |
| Atlanta, GA (Metro Area) | Jacksonville, FL | 270 | 563 | \$145 | DL | 80% | \$148 | FL | 19% | \$130 |
| Washington, DC (Metro Area) | Rochester, NY | 296 | 373 | \$143 | FL | 52% | \$119 | FL | 52% | \$119 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|--------------------------------|--------------------------------|------------------|---------|-------------------|------------------------|-------|--------------------------|------------------------------|-------|--------------------------|
| | | Psgrs. | | Avg. | Percent | | Avg. | Percent | | Avg. |
| | | Nonstop Distance | Per Day | One-Way Fare (\$) | Carrier | Share | Avg. One-Way Fare (\$ 2/ | Carrier | Share | Avg. One-Way Fare (\$ 2/ |
| Chicago, IL | St. Louis, MO | 258 | 1,422 | \$134 | WN | 50% | \$135 | AA | 36% | \$123 |
| Atlanta, GA (Metro Area) | Pensacola, FL | 271 | 181 | \$134 | DL | 72% | \$139 | FL | 28% | \$119 |
| Burlington, VT | New York City, NY (Metro Area) | 266 | 400 | \$132 | B6 | 73% | \$119 | B6 | 73% | \$119 |
| Buffalo, NY | Washington, DC (Metro Area) | 296 | 680 | \$129 | WN | 67% | \$121 | WN | 67% | \$121 |
| Minneapolis/St. Paul, MN | Milwaukee, WI | 297 | 525 | \$127 | DL | 72% | \$131 | WN | 16% | \$115 |
| New York City, NY (Metro Area) | Rochester, NY | 285 | 850 | \$127 | B6 | 54% | \$115 | B6 | 54% | \$115 |
| Boise, ID | Spokane, WA | 287 | 280 | \$127 | WN | 90% | \$121 | WN | 90% | \$121 |
| Houston, TX | Harlingen/San Benito, TX | 295 | 371 | \$125 | WN | 91% | \$123 | WN | 91% | \$123 |
| Phoenix, AZ | Las Vegas, NV | 276 | 1,807 | \$115 | WN | 70% | \$119 | US | 28% | \$106 |
| Las Vegas, NV | San Diego, CA | 258 | 1,395 | \$112 | WN | 89% | \$115 | NK | 8% | \$67 |
| Fresno, CA | Las Vegas, NV | 259 | 230 | \$111 | UA | 57% | \$130 | G4 | 33% | \$77 |
| Spokane, WA | Portland, OR | 279 | 535 | \$110 | AS | 64% | \$117 | WN | 36% | \$99 |

Distance block : 301 - 350 miles

| | | | | | | | | | | |
|--------------------------------|-----------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| New York City, NY (Metro Area) | Richmond, VA | 325 | 426 | \$294 | DL | 55% | \$303 | US | 12% | \$217 |
| Charlotte, NC | Jacksonville, FL | 328 | 163 | \$229 | US | 70% | \$254 | DL | 21% | \$163 |
| Charlotte, NC | Cincinnati, OH | 335 | 164 | \$227 | US | 73% | \$218 | US | 73% | \$218 |
| Charlotte, NC | Columbus, OH | 347 | 175 | \$223 | US | 73% | \$246 | DL | 16% | \$158 |
| New York City, NY (Metro Area) | Norfolk, VA (Metro Area) | 337 | 358 | \$221 | DL | 44% | \$238 | WN | 12% | \$180 |
| Boston, MA (Metro Area) | Rochester, NY | 343 | 193 | \$213 | US | 84% | \$219 | FL | 2% | \$144 |
| Nashville, TN | Charlotte, NC | 328 | 278 | \$212 | US | 64% | \$242 | UA | 24% | \$149 |
| Cleveland, OH (Metro Area) | Washington, DC (Metro Area) | 314 | 929 | \$196 | UA | 49% | \$260 | WN | 42% | \$125 |
| Atlanta, GA (Metro Area) | Greensboro/High Point, NC | 306 | 203 | \$181 | DL | 91% | \$182 | DL | 91% | \$182 |
| Chicago, IL | Des Moines, IA | 306 | 261 | \$180 | AA | 36% | \$186 | WN | 29% | \$134 |
| Houston, TX | New Orleans, LA | 305 | 1,608 | \$176 | WN | 61% | \$167 | WN | 61% | \$167 |
| Atlanta, GA (Metro Area) | Memphis, TN | 332 | 517 | \$176 | DL | 76% | \$183 | FL | 23% | \$151 |
| Hartford, CT | Washington, DC (Metro Area) | 326 | 998 | \$168 | WN | 56% | \$143 | WN | 56% | \$143 |
| Washington, DC (Metro Area) | Columbus, OH | 337 | 834 | \$168 | WN | 52% | \$149 | WN | 52% | \$149 |
| Cleveland, OH (Metro Area) | Chicago, IL | 343 | 1,410 | \$166 | UA | 47% | \$185 | WN | 40% | \$139 |
| Albany, NY | Washington, DC (Metro Area) | 325 | 541 | \$160 | WN | 60% | \$146 | WN | 60% | \$146 |
| Nashville, TN | Columbus, OH | 338 | 184 | \$152 | WN | 85% | \$150 | WN | 85% | \$150 |
| Albuquerque, NM | Phoenix, AZ | 328 | 782 | \$152 | WN | 84% | \$153 | US | 15% | \$146 |
| Jacksonville, FL | Miami, FL (Metro Area) | 335 | 486 | \$151 | WN | 68% | \$143 | WN | 68% | \$143 |
| Austin, TX | Lubbock, TX | 341 | 239 | \$151 | WN | 97% | \$150 | WN | 97% | \$150 |
| Dallas/Fort Worth, TX | Midland/Odessa, TX | 319 | 539 | \$149 | WN | 83% | \$147 | WN | 83% | \$147 |
| Phoenix, AZ | El Paso, TX | 347 | 343 | \$148 | WN | 86% | \$146 | WN | 86% | \$146 |
| St. Louis, MO | Milwaukee, WI | 317 | 192 | \$143 | WN | 82% | \$138 | WN | 82% | \$138 |
| Las Vegas, NV | Reno, NV | 345 | 1,072 | \$141 | WN | 99% | \$141 | WN | 99% | \$141 |
| Dallas/Fort Worth, TX | Amarillo, TX | 323 | 467 | \$141 | WN | 75% | \$139 | WN | 75% | \$139 |
| St. Louis, MO | Omaha, NE | 342 | 241 | \$138 | WN | 94% | \$136 | WN | 94% | \$136 |
| Atlanta, GA (Metro Area) | Louisville, KY | 321 | 401 | \$137 | DL | 61% | \$153 | WN | 38% | \$110 |
| Phoenix, AZ | San Diego, CA | 304 | 1,413 | \$135 | WN | 74% | \$138 | US | 25% | \$128 |
| Los Angeles, CA (Metro Area) | Salinas/Monterey, CA | 302 | 205 | \$135 | AA | 47% | \$137 | AA | 47% | \$137 |
| Philadelphia, PA | Raleigh/Durham, NC | 337 | 892 | \$131 | US | 57% | \$136 | WN | 38% | \$123 |
| Chicago, IL | Minneapolis/St. Paul, MN | 349 | 3,024 | \$129 | DL | 39% | \$127 | DL | 39% | \$127 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|-----------------------------|--------------------------------|-------------|-------|-----------|------------------------|-------|--------------|------------------------------|---------|--------------|
| | | Psgrs. | | Avg. | Percent | | Avg. | Percent | | Avg. |
| | | Nonstop | Per | One-Way | Percent | Avg. | Percent | Avg. | Percent | Avg. |
| | | Distance | Day | Fare (\$) | Carrier | Share | Fare (\$) 2/ | Carrier | Share | Fare (\$) 2/ |
| Dallas/Fort Worth, TX | Little Rock, AR | 304 | 519 | \$127 | WN | 59% | \$128 | AA | 40% | \$125 |
| Albuquerque, NM | Denver, CO | 349 | 515 | \$126 | WN | 55% | \$124 | F9 | 29% | \$110 |
| Buffalo, NY | New York City, NY (Metro Area) | 326 | 1,861 | \$121 | B6 | 61% | \$111 | B6 | 61% | \$111 |
| Fresno, CA | San Diego, CA | 314 | 166 | \$115 | AS | 90% | \$106 | AS | 90% | \$106 |
| Boise, ID | Portland, OR | 344 | 570 | \$111 | AS | 56% | \$116 | WN | 43% | \$104 |

Distance block : 351 - 400 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|-----|--------|-------|----|-----|-------|----|-----|-------|
| Cleveland, OH (Metro Area) | Philadelphia, PA | 363 | 341 | \$332 | US | 51% | \$339 | UA | 44% | \$332 |
| Minneapolis/St. Paul, MN | Kansas City, MO | 393 | 309 | \$288 | DL | 79% | \$307 | WN | 18% | \$203 |
| Atlanta, GA (Metro Area) | Cincinnati, OH | 373 | 290 | \$233 | DL | 96% | \$233 | US | 3% | \$228 |
| Pittsburgh, PA | Charlotte, NC | 366 | 321 | \$216 | US | 79% | \$230 | DL | 10% | \$159 |
| Dallas/Fort Worth, TX | Baton Rouge, LA | 383 | 172 | \$186 | AA | 96% | \$184 | AA | 96% | \$184 |
| Washington, DC (Metro Area) | Charlotte, NC | 361 | 1,343 | \$178 | US | 76% | \$188 | FL | 18% | \$113 |
| Dallas/Fort Worth, TX | Corpus Christi, TX | 354 | 285 | \$175 | AA | 58% | \$170 | AA | 58% | \$170 |
| Houston, TX | Little Rock, AR | 393 | 352 | \$165 | WN | 52% | \$147 | WN | 52% | \$147 |
| Pittsburgh, PA | New York City, NY (Metro Area) | 375 | 1,696 | \$152 | DL | 35% | \$128 | B6 | 13% | \$120 |
| Greensboro/High Point, NC | Philadelphia, PA | 365 | 269 | \$144 | US | 94% | \$145 | UA | 2% | \$122 |
| Las Vegas, NV | Sacramento, CA | 397 | 1,022 | \$140 | WN | 95% | \$140 | B6 | 1% | \$129 |
| Atlanta, GA (Metro Area) | Raleigh/Durham, NC | 356 | 977 | \$140 | DL | 73% | \$146 | FL | 23% | \$118 |
| Houston, TX | Jackson/Vicksburg, MS | 359 | 343 | \$140 | WN | 61% | \$130 | WN | 61% | \$130 |
| Tucson, AZ | San Diego, CA | 368 | 343 | \$136 | WN | 90% | \$135 | WN | 90% | \$135 |
| Seattle, WA | Boise, ID | 399 | 690 | \$135 | AS | 99% | \$135 | AS | 99% | \$135 |
| Las Vegas, NV | Salt Lake City, UT | 368 | 866 | \$134 | WN | 53% | \$136 | DL | 45% | \$130 |
| Boston, MA (Metro Area) | Buffalo, NY | 395 | 588 | \$133 | B6 | 59% | \$127 | B6 | 59% | \$127 |
| San Francisco, CA (Metro Area) | Los Angeles, CA (Metro Area) | 372 | 19,906 | \$132 | WN | 63% | \$138 | WN | 63% | \$138 |
| Phoenix, AZ | Los Angeles, CA (Metro Area) | 370 | 4,976 | \$128 | WN | 64% | \$132 | US | 28% | \$122 |
| Denver, CO | Salt Lake City, UT | 391 | 1,302 | \$116 | WN | 33% | \$117 | F9 | 30% | \$102 |
| Tucson, AZ | Las Vegas, NV | 365 | 491 | \$114 | WN | 94% | \$113 | WN | 94% | \$113 |

Distance block : 401 - 450 miles

| | | | | | | | | | | |
|-----------------------------|-----------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| Dallas/Fort Worth, TX | Memphis, TN | 432 | 183 | \$368 | AA | 70% | \$368 | AA | 70% | \$368 |
| Charlotte, NC | Philadelphia, PA | 449 | 547 | \$262 | US | 81% | \$279 | DL | 7% | \$155 |
| Cleveland, OH (Metro Area) | Charlotte, NC | 430 | 347 | \$261 | US | 66% | \$251 | US | 66% | \$251 |
| Washington, DC (Metro Area) | Columbia, SC | 438 | 190 | \$259 | US | 68% | \$251 | US | 68% | \$251 |
| Columbus, OH | Philadelphia, PA | 406 | 329 | \$247 | US | 78% | \$273 | UA | 9% | \$140 |
| Austin, TX | New Orleans, LA | 444 | 201 | \$237 | WN | 67% | \$238 | UA | 22% | \$227 |
| Washington, DC (Metro Area) | Cincinnati, OH | 430 | 421 | \$216 | DL | 63% | \$217 | UA | 11% | \$206 |
| Charlotte, NC | Indianapolis, IN | 427 | 287 | \$209 | US | 67% | \$233 | DL | 20% | \$155 |
| Houston, TX | Oklahoma City, OK | 419 | 648 | \$200 | WN | 60% | \$179 | WN | 60% | \$179 |
| Cleveland, OH (Metro Area) | Raleigh/Durham, NC | 416 | 262 | \$199 | UA | 63% | \$210 | US | 22% | \$185 |
| Houston, TX | Midland/Odessa, TX | 441 | 595 | \$198 | WN | 57% | \$186 | WN | 57% | \$186 |
| Dallas/Fort Worth, TX | Jackson/Vicksburg, MS | 408 | 179 | \$192 | AA | 81% | \$193 | WN | 16% | \$182 |
| Burlington, VT | Washington, DC (Metro Area) | 441 | 261 | \$190 | US | 79% | \$182 | US | 79% | \$182 |
| Washington, DC (Metro Area) | Detroit, MI | 409 | 1,802 | \$180 | DL | 66% | \$185 | WN | 21% | \$142 |
| Atlanta, GA (Metro Area) | Sarasota/Bradenton, FL | 444 | 179 | \$179 | DL | 98% | \$179 | DL | 98% | \$179 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|--------------------------------|--------------------------------|------------------|----------------|------------------------|------------------------|----------------------|------------------------|------------------------------|----------------------|------------------------|
| | | Nonstop Distance | Psgrs. Per Day | Avg. One-Way Fare (\$) | Carrier | Percent Market Share | Avg. One-Way Fare (\$) | Carrier | Percent Market Share | Avg. One-Way Fare (\$) |
| | | | 2/ | 2/ | | 2/ | 2/ | | 2/ | |
| St. Louis, MO | Minneapolis/St. Paul, MN | 448 | 710 | \$174 | DL | 64% | \$182 | WN | 33% | \$155 |
| Pittsburgh, PA | Chicago, IL | 413 | 1,114 | \$173 | WN | 45% | \$155 | WN | 45% | \$155 |
| Chicago, IL | Kansas City, MO | 405 | 1,491 | \$168 | WN | 56% | \$160 | AA | 24% | \$158 |
| Dallas/Fort Worth, TX | New Orleans, LA | 448 | 1,106 | \$166 | WN | 63% | \$168 | AA | 35% | \$161 |
| Nashville, TN | Chicago, IL | 409 | 1,260 | \$162 | WN | 56% | \$159 | WN | 56% | \$159 |
| Atlanta, GA (Metro Area) | Tampa, FL (Metro Area) | 406 | 1,254 | \$161 | DL | 61% | \$170 | FL | 36% | \$143 |
| Cleveland, OH (Metro Area) | Nashville, TN | 448 | 297 | \$158 | WN | 75% | \$154 | DL | 12% | \$143 |
| Washington, DC (Metro Area) | Dayton, OH | 406 | 561 | \$158 | FL | 48% | \$129 | FL | 48% | \$129 |
| Atlanta, GA (Metro Area) | Indianapolis, IN | 432 | 635 | \$157 | DL | 70% | \$167 | FL | 27% | \$127 |
| Atlanta, GA (Metro Area) | Columbus, OH | 447 | 581 | \$156 | DL | 77% | \$164 | FL | 18% | \$110 |
| Atlanta, GA (Metro Area) | New Orleans, LA | 425 | 798 | \$155 | DL | 70% | \$163 | FL | 27% | \$132 |
| Washington, DC (Metro Area) | Greenville/Spartanburg, SC | 426 | 421 | \$151 | WN | 47% | \$131 | WN | 47% | \$131 |
| Los Angeles, CA (Metro Area) | Reno, NV | 415 | 933 | \$150 | WN | 76% | \$149 | WN | 76% | \$149 |
| Columbus, OH | St. Louis, MO | 409 | 218 | \$150 | WN | 88% | \$147 | UA | 5% | \$146 |
| St. Louis, MO | Detroit, MI | 440 | 561 | \$149 | DL | 64% | \$151 | WN | 34% | \$143 |
| Boise, ID | Sacramento, CA | 437 | 163 | \$149 | AS | 72% | \$136 | AS | 72% | \$136 |
| Atlanta, GA (Metro Area) | Orlando, FL | 404 | 1,629 | \$148 | DL | 59% | \$162 | FL | 36% | \$126 |
| Chicago, IL | Omaha, NE | 423 | 818 | \$147 | WN | 57% | \$131 | WN | 57% | \$131 |
| Nashville, TN | Panama City, FL | 401 | 165 | \$145 | WN | 91% | \$145 | WN | 91% | \$145 |
| San Francisco, CA (Metro Area) | Palm Springs, CA | 421 | 515 | \$145 | AS | 42% | \$142 | VX | 20% | \$138 |
| Los Angeles, CA (Metro Area) | Santa Rosa, CA | 433 | 211 | \$144 | AS | 100% | \$144 | AS | 100% | \$144 |
| Nashville, TN | Charleston, SC | 439 | 167 | \$144 | WN | 68% | \$139 | WN | 68% | \$139 |
| Kansas City, MO | Milwaukee, WI | 436 | 272 | \$144 | WN | 81% | \$143 | DL | 14% | \$142 |
| Los Angeles, CA (Metro Area) | Sacramento, CA | 404 | 4,801 | \$143 | WN | 84% | \$147 | B6 | 9% | \$104 |
| Orlando, FL | Greenville/Spartanburg, SC | 449 | 196 | \$142 | WN | 65% | \$129 | WN | 65% | \$129 |
| Nashville, TN | Raleigh/Durham, NC | 442 | 485 | \$141 | WN | 87% | \$139 | WN | 87% | \$139 |
| San Francisco, CA (Metro Area) | San Diego, CA | 447 | 5,998 | \$140 | WN | 72% | \$143 | VX | 14% | \$120 |
| Boston, MA (Metro Area) | Washington, DC (Metro Area) | 418 | 7,681 | \$140 | B6 | 30% | \$125 | B6 | 30% | \$125 |
| Las Vegas, NV | San Francisco, CA (Metro Area) | 414 | 5,542 | \$133 | WN | 57% | \$134 | VX | 24% | \$131 |
| Atlanta, GA (Metro Area) | Dayton, OH | 432 | 461 | \$132 | DL | 58% | \$141 | FL | 39% | \$113 |
| Portland, OR | Reno, NV | 444 | 309 | \$121 | WN | 89% | \$118 | WN | 89% | \$118 |
| Reno, NV | Salt Lake City, UT | 422 | 232 | \$110 | DL | 61% | \$115 | WN | 38% | \$102 |

Distance block : 451 - 500 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| Washington, DC (Metro Area) | Knoxville, TN | 464 | 175 | \$356 | US | 59% | \$355 | DL | 18% | \$334 |
| Detroit, MI | Philadelphia, PA | 453 | 539 | \$298 | US | 47% | \$305 | DL | 45% | \$293 |
| Chicago, IL | Memphis, TN | 492 | 267 | \$283 | DL | 37% | \$289 | AA | 27% | \$275 |
| Hartford, CT | Cleveland, OH (Metro Area) | 476 | 189 | \$274 | UA | 77% | \$285 | US | 12% | \$244 |
| Atlanta, GA (Metro Area) | Little Rock, AR | 453 | 170 | \$264 | DL | 91% | \$264 | WN | 1% | \$243 |
| Charlotte, NC | Detroit, MI | 500 | 398 | \$261 | US | 47% | \$256 | US | 47% | \$256 |
| Cleveland, OH (Metro Area) | New York City, NY (Metro Area) | 459 | 1,446 | \$260 | UA | 51% | \$316 | FL | 20% | \$150 |
| Chicago, IL | Knoxville, TN | 475 | 188 | \$254 | UA | 45% | \$265 | AA | 40% | \$240 |
| San Antonio, TX | New Orleans, LA | 494 | 179 | \$224 | WN | 76% | \$219 | WN | 76% | \$219 |
| Charlotte, NC | Orlando, FL | 468 | 530 | \$220 | US | 76% | \$231 | DL | 11% | \$170 |
| New York City, NY (Metro Area) | Greensboro/High Point, NC | 492 | 457 | \$217 | DL | 52% | \$201 | DL | 52% | \$201 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|--------------------------------|--------------------------------|------------------|---------------|------------------------|------------------------|---------------|---------------------------|------------------------------|---------------|---------------------------|
| | | Nonstop Distance | Pgrs. Per Day | Avg. One-Way Fare (\$) | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ |
| | | | | | | | | | | |
| Houston, TX | Lubbock, TX | 474 | 277 | \$208 | WN | 56% | \$212 | UA | 40% | \$200 |
| Eugene, OR | San Francisco, CA (Metro Area) | 471 | 186 | \$206 | UA | 47% | \$263 | G4 | 21% | \$99 |
| Indianapolis, IN | Raleigh/Durham, NC | 489 | 197 | \$204 | DL | 53% | \$217 | WN | 11% | \$188 |
| Houston, TX | Tulsa, OK | 453 | 692 | \$203 | WN | 62% | \$180 | WN | 62% | \$180 |
| Boston, MA (Metro Area) | Norfolk, VA (Metro Area) | 487 | 378 | \$196 | US | 40% | \$195 | WN | 30% | \$177 |
| Cleveland, OH (Metro Area) | St. Louis, MO | 498 | 189 | \$185 | UA | 42% | \$198 | WN | 40% | \$170 |
| Washington, DC (Metro Area) | Charleston, SC | 472 | 743 | \$181 | WN | 42% | \$151 | WN | 42% | \$151 |
| Albuquerque, NM | Salt Lake City, UT | 493 | 188 | \$176 | DL | 58% | \$186 | WN | 30% | \$161 |
| Nashville, TN | Detroit, MI | 456 | 604 | \$176 | DL | 64% | \$185 | WN | 33% | \$156 |
| Atlanta, GA (Metro Area) | St. Louis, MO | 484 | 768 | \$168 | DL | 70% | \$178 | FL | 24% | \$137 |
| Buffalo, NY | Chicago, IL | 473 | 626 | \$167 | WN | 47% | \$152 | WN | 47% | \$152 |
| Dallas/Fort Worth, TX | Mission/McAllen/Edinburg, TX | 469 | 209 | \$166 | AA | 95% | \$165 | AA | 95% | \$165 |
| Atlanta, GA (Metro Area) | Richmond, VA | 481 | 610 | \$166 | DL | 60% | \$182 | FL | 36% | \$133 |
| St. Louis, MO | Oklahoma City, OK | 462 | 168 | \$165 | WN | 84% | \$165 | WN | 84% | \$165 |
| Washington, DC (Metro Area) | Louisville, KY | 495 | 661 | \$164 | WN | 52% | \$155 | WN | 52% | \$155 |
| Tampa, FL (Metro Area) | New Orleans, LA | 488 | 458 | \$164 | WN | 85% | \$165 | FL | 2% | \$134 |
| Pittsburgh, PA | Boston, MA (Metro Area) | 496 | 966 | \$163 | US | 47% | \$173 | B6 | 40% | \$152 |
| Birmingham, AL | Orlando, FL | 479 | 366 | \$163 | WN | 81% | \$160 | WN | 81% | \$160 |
| Nashville, TN | Kansas City, MO | 491 | 352 | \$163 | WN | 89% | \$162 | DL | 8% | \$155 |
| Phoenix, AZ | Fresno, CA | 493 | 163 | \$163 | US | 94% | \$162 | US | 94% | \$162 |
| Boston, MA (Metro Area) | Richmond, VA | 487 | 543 | \$161 | B6 | 52% | \$151 | B6 | 52% | \$151 |
| El Paso, TX | San Antonio, TX | 496 | 326 | \$160 | WN | 93% | \$159 | WN | 93% | \$159 |
| Nashville, TN | New Orleans, LA | 471 | 349 | \$159 | WN | 89% | \$158 | UA | 1% | \$149 |
| San Diego, CA | Reno, NV | 488 | 308 | \$159 | WN | 88% | \$161 | US | 3% | \$134 |
| Dallas/Fort Worth, TX | Kansas City, MO | 460 | 1,136 | \$159 | WN | 54% | \$162 | AA | 45% | \$154 |
| Denver, CO | Billings, MT | 455 | 162 | \$159 | UA | 49% | \$181 | F9 | 46% | \$132 |
| Dallas/Fort Worth, TX | Harlingen/San Benito, TX | 461 | 237 | \$156 | WN | 99% | \$156 | WN | 99% | \$156 |
| New York City, NY (Metro Area) | Raleigh/Durham, NC | 463 | 2,519 | \$153 | DL | 32% | \$140 | B6 | 14% | \$139 |
| Washington, DC (Metro Area) | Portland, ME | 493 | 483 | \$153 | FL | 48% | \$136 | FL | 48% | \$136 |
| Birmingham, AL | Tampa, FL (Metro Area) | 459 | 265 | \$149 | WN | 87% | \$147 | WN | 87% | \$147 |
| Indianapolis, IN | Kansas City, MO | 451 | 271 | \$149 | WN | 81% | \$148 | DL | 12% | \$140 |
| Albuquerque, NM | Las Vegas, NV | 486 | 537 | \$147 | WN | 94% | \$146 | WN | 94% | \$146 |
| Sacramento, CA | San Diego, CA | 480 | 1,505 | \$146 | WN | 96% | \$146 | DL | 1% | \$122 |
| Minneapolis/St. Paul, MN | Lansing, MI | 455 | 222 | \$144 | SY | 58% | \$119 | SY | 58% | \$119 |
| Nashville, TN | Jacksonville, FL | 483 | 356 | \$144 | WN | 86% | \$144 | DL | 11% | \$134 |
| Tucson, AZ | Los Angeles, CA (Metro Area) | 453 | 949 | \$135 | WN | 71% | \$129 | WN | 71% | \$129 |
| Sacramento, CA | Portland, OR | 479 | 959 | \$126 | WN | 72% | \$125 | WN | 72% | \$125 |
| Denver, CO | Omaha, NE | 472 | 640 | \$123 | WN | 42% | \$118 | F9 | 32% | \$107 |
| Denver, CO | Oklahoma City, OK | 495 | 538 | \$119 | WN | 49% | \$122 | F9 | 34% | \$104 |

Distance block : 501 - 550 miles

| | | | | | | | | | | |
|--------------------------|--------------------------|-----|-----|-------|----|-----|-------|----|-----|-------|
| Chicago, IL | Fayetteville, AR | 522 | 163 | \$372 | AA | 76% | \$357 | AA | 76% | \$357 |
| Detroit, MI | Minneapolis/St. Paul, MN | 528 | 480 | \$317 | DL | 83% | \$336 | UA | 5% | \$208 |
| Hartford, CT | Detroit, MI | 549 | 211 | \$293 | DL | 72% | \$316 | US | 17% | \$233 |
| Minneapolis/St. Paul, MN | Indianapolis, IN | 503 | 331 | \$266 | DL | 79% | \$278 | UA | 9% | \$215 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|--------------------------------|--------------------------------|------------------|---------------|------------------------|------------------------|---------------|---------------------------|------------------------------|---------------|---------------------------|
| | | Nonstop Distance | Pgrs. Per Day | Avg. One-Way Fare (\$) | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ |
| | | | | | | | | | | |
| Cincinnati, OH | Philadelphia, PA | 507 | 288 | \$265 | US | 66% | \$269 | DL | 32% | \$255 |
| Chicago, IL | Rochester, NY | 528 | 191 | \$259 | UA | 54% | \$277 | US | 13% | \$198 |
| Charlotte, NC | Memphis, TN | 511 | 179 | \$251 | US | 63% | \$255 | DL | 31% | \$237 |
| Columbus, OH | New York City, NY (Metro Area) | 519 | 1,125 | \$249 | DL | 30% | \$264 | US | 13% | \$186 |
| Washington, DC (Metro Area) | Savannah, GA | 549 | 222 | \$244 | US | 51% | \$222 | US | 51% | \$222 |
| Amarillo, TX | Houston, TX | 537 | 206 | \$239 | WN | 51% | \$243 | UA | 44% | \$239 |
| Charlotte, NC | Tampa, FL (Metro Area) | 507 | 446 | \$228 | US | 66% | \$252 | DL | 16% | \$163 |
| Detroit, MI | New York City, NY (Metro Area) | 540 | 2,667 | \$224 | DL | 55% | \$261 | NK | 18% | \$107 |
| Charleston, SC | Philadelphia, PA | 550 | 196 | \$223 | US | 75% | \$236 | DL | 18% | \$181 |
| Sacramento, CA | Salt Lake City, UT | 532 | 265 | \$223 | DL | 66% | \$230 | WN | 29% | \$210 |
| Detroit, MI | Raleigh/Durham, NC | 501 | 349 | \$223 | DL | 58% | \$250 | WN | 10% | \$185 |
| Hartford, CT | Raleigh/Durham, NC | 532 | 166 | \$222 | US | 40% | \$225 | WN | 35% | \$212 |
| New York City, NY (Metro Area) | Wilmington, NC | 540 | 176 | \$218 | US | 56% | \$212 | US | 56% | \$212 |
| Washington, DC (Metro Area) | Indianapolis, IN | 516 | 953 | \$211 | US | 46% | \$216 | WN | 30% | \$194 |
| Boise, ID | San Francisco, CA (Metro Area) | 523 | 399 | \$210 | WN | 44% | \$195 | AS | 22% | \$180 |
| Buffalo, NY | Charlotte, NC | 546 | 234 | \$200 | US | 52% | \$236 | DL | 24% | \$151 |
| Dallas/Fort Worth, TX | St. Louis, MO | 550 | 1,074 | \$193 | WN | 51% | \$194 | AA | 47% | \$192 |
| Austin, TX | El Paso, TX | 528 | 334 | \$185 | WN | 95% | \$185 | WN | 95% | \$185 |
| Denver, CO | Tulsa, OK | 541 | 349 | \$184 | WN | 58% | \$179 | WN | 58% | \$179 |
| Atlanta, GA (Metro Area) | Fort Myers, FL | 515 | 383 | \$178 | DL | 57% | \$194 | FL | 41% | \$155 |
| Washington, DC (Metro Area) | Grand Rapids, MI | 528 | 259 | \$176 | FL | 69% | \$142 | FL | 69% | \$142 |
| Jacksonville, FL | Norfolk, VA (Metro Area) | 546 | 232 | \$172 | WN | 55% | \$175 | DL | 17% | \$156 |
| Phoenix, AZ | Salt Lake City, UT | 516 | 1,168 | \$168 | WN | 45% | \$178 | US | 25% | \$157 |
| Orlando, FL | Knoxville, TN | 532 | 162 | \$167 | DL | 55% | \$158 | F9 | 15% | \$114 |
| Pittsburgh, PA | Atlanta, GA (Metro Area) | 526 | 833 | \$159 | DL | 63% | \$169 | FL | 31% | \$129 |
| Orlando, FL | Raleigh/Durham, NC | 534 | 676 | \$154 | WN | 66% | \$151 | WN | 66% | \$151 |
| Boise, ID | Las Vegas, NV | 519 | 283 | \$153 | WN | 75% | \$157 | WN | 75% | \$157 |
| Atlanta, GA (Metro Area) | West Palm Beach/Palm Beach, FL | 545 | 707 | \$146 | DL | 78% | \$152 | FL | 20% | \$125 |
| Atlanta, GA (Metro Area) | Norfolk, VA (Metro Area) | 516 | 651 | \$145 | DL | 60% | \$157 | WN | 32% | \$116 |
| Denver, CO | Kansas City, MO | 533 | 1,068 | \$120 | WN | 46% | \$127 | F9 | 43% | \$105 |

Distance block : 551 - 600 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| Minneapolis/St. Paul, MN | Cincinnati, OH | 596 | 207 | \$351 | DL | 88% | \$364 | AA | 3% | \$201 |
| Chicago, IL | Tulsa, OK | 585 | 245 | \$269 | AA | 48% | \$263 | WN | 16% | \$263 |
| Chicago, IL | Charlotte, NC | 599 | 979 | \$249 | US | 59% | \$244 | US | 59% | \$244 |
| Cleveland, OH (Metro Area) | Boston, MA (Metro Area) | 563 | 797 | \$245 | UA | 58% | \$282 | FL | 22% | \$164 |
| Dayton, OH | New York City, NY (Metro Area) | 590 | 298 | \$243 | UA | 39% | \$269 | US | 27% | \$215 |
| Charlotte, NC | West Palm Beach/Palm Beach, FL | 590 | 180 | \$226 | US | 71% | \$242 | DL | 17% | \$176 |
| Indianapolis, IN | Philadelphia, PA | 588 | 440 | \$225 | US | 69% | \$252 | DL | 15% | \$160 |
| Birmingham, AL | Houston, TX | 570 | 317 | \$224 | WN | 56% | \$211 | WN | 56% | \$211 |
| Louisville, KY | Philadelphia, PA | 576 | 198 | \$222 | US | 57% | \$243 | DL | 19% | \$185 |
| Chicago, IL | Little Rock, AR | 552 | 244 | \$218 | AA | 38% | \$223 | WN | 34% | \$196 |
| Charlotte, NC | Fort Myers, FL | 600 | 169 | \$216 | US | 73% | \$228 | DL | 17% | \$170 |
| Charlotte, NC | St. Louis, MO | 575 | 307 | \$215 | US | 63% | \$241 | DL | 25% | \$155 |
| San Francisco, CA (Metro Area) | Salt Lake City, UT | 599 | 1,330 | \$212 | DL | 45% | \$226 | WN | 43% | \$186 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|--------------------------------|--------------------------------|------------------|---------------|------------------------|------------------------|---------------|---------------------------|------------------------------|---------------|---------------------------|
| | | Nonstop Distance | Psgs. Per Day | Avg. One-Way Fare (\$) | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ |
| | | | | | | | | | | |
| Dallas/Fort Worth, TX | Birmingham, AL | 597 | 381 | \$211 | WN | 51% | \$213 | AA | 41% | \$204 |
| Dallas/Fort Worth, TX | Omaha, NE | 585 | 360 | \$209 | AA | 83% | \$209 | WN | 11% | \$206 |
| Nashville, TN | Washington, DC (Metro Area) | 587 | 1,126 | \$201 | WN | 52% | \$195 | WN | 52% | \$195 |
| Atlanta, GA (Metro Area) | Detroit, MI | 594 | 1,210 | \$198 | DL | 69% | \$215 | FL | 26% | \$148 |
| El Paso, TX | Las Vegas, NV | 583 | 319 | \$191 | WN | 86% | \$192 | US | 12% | \$187 |
| Chicago, IL | Greenville/Spartanburg, SC | 578 | 327 | \$186 | WN | 51% | \$164 | WN | 51% | \$164 |
| Atlanta, GA (Metro Area) | Cleveland, OH (Metro Area) | 554 | 895 | \$185 | DL | 44% | \$196 | FL | 32% | \$138 |
| Birmingham, AL | Chicago, IL | 584 | 393 | \$182 | WN | 56% | \$167 | WN | 56% | \$167 |
| Orlando, FL | New Orleans, LA | 551 | 617 | \$178 | WN | 83% | \$178 | AA | 3% | \$152 |
| Albuquerque, NM | Dallas/Fort Worth, TX | 580 | 635 | \$176 | WN | 68% | \$175 | WN | 68% | \$175 |
| Orlando, FL | Jackson/Vicksburg, MS | 588 | 173 | \$175 | WN | 78% | \$170 | WN | 78% | \$170 |
| Dallas/Fort Worth, TX | El Paso, TX | 562 | 744 | \$174 | WN | 66% | \$175 | AA | 33% | \$172 |
| Atlanta, GA (Metro Area) | Washington, DC (Metro Area) | 577 | 4,312 | \$173 | DL | 62% | \$183 | WN | 11% | \$144 |
| Charlotte, NC | Rochester, NY | 573 | 170 | \$173 | FL | 40% | \$128 | FL | 40% | \$128 |
| Tampa, FL (Metro Area) | Raleigh/Durham, NC | 587 | 507 | \$168 | WN | 75% | \$168 | WN | 75% | \$168 |
| Nashville, TN | Norfolk, VA (Metro Area) | 585 | 191 | \$166 | WN | 59% | \$169 | DL | 21% | \$157 |
| San Francisco, CA (Metro Area) | Portland, OR | 569 | 2,894 | \$157 | AS | 42% | \$155 | AS | 42% | \$155 |
| Atlanta, GA (Metro Area) | Miami, FL (Metro Area) | 594 | 2,947 | \$153 | DL | 52% | \$175 | NK | 15% | \$84 |
| Los Angeles, CA (Metro Area) | Salt Lake City, UT | 590 | 2,857 | \$153 | DL | 52% | \$159 | B6 | 18% | \$124 |
| Charlotte, NC | New York City, NY (Metro Area) | 575 | 3,539 | \$149 | US | 60% | \$154 | DL | 11% | \$136 |
| Denver, CO | Des Moines, IA | 589 | 304 | \$148 | F9 | 48% | \$126 | F9 | 48% | \$126 |
| Seattle, WA | Reno, NV | 564 | 375 | \$137 | AS | 58% | \$137 | WN | 39% | \$135 |
| Colorado Springs, CO | Phoenix, AZ | 551 | 240 | \$119 | F9 | 84% | \$112 | F9 | 84% | \$112 |

Distance block : 601 - 650 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|-----|-----|-------|----|-----|-------|----|-----|-------|
| Huntsville, AL | Washington, DC (Metro Area) | 641 | 320 | \$334 | US | 64% | \$322 | DL | 24% | \$310 |
| New York City, NY (Metro Area) | Cincinnati, OH | 626 | 803 | \$316 | DL | 59% | \$323 | US | 12% | \$239 |
| Boston, MA (Metro Area) | Detroit, MI | 632 | 931 | \$283 | DL | 67% | \$316 | US | 20% | \$212 |
| Chicago, IL | Richmond, VA | 642 | 337 | \$283 | UA | 50% | \$316 | US | 15% | \$235 |
| Chicago, IL | Syracuse, NY | 607 | 178 | \$275 | UA | 46% | \$294 | US | 13% | \$251 |
| Detroit, MI | Kansas City, MO | 629 | 311 | \$269 | DL | 58% | \$305 | WN | 32% | \$218 |
| Atlanta, GA (Metro Area) | Grand Rapids, MI | 640 | 178 | \$264 | DL | 88% | \$271 | FL | 7% | \$186 |
| Columbus, OH | Minneapolis/St. Paul, MN | 626 | 286 | \$263 | DL | 71% | \$275 | WN | 14% | \$231 |
| Boston, MA (Metro Area) | Columbus, OH | 640 | 433 | \$257 | DL | 38% | \$291 | WN | 21% | \$229 |
| Detroit, MI | Memphis, TN | 610 | 175 | \$246 | DL | 83% | \$251 | FL | 5% | \$184 |
| Hartford, CT | Charlotte, NC | 644 | 352 | \$234 | US | 79% | \$241 | UA | 12% | \$208 |
| Dallas/Fort Worth, TX | Nashville, TN | 631 | 691 | \$225 | AA | 69% | \$235 | WN | 27% | \$199 |
| Charlotte, NC | Miami, FL (Metro Area) | 650 | 776 | \$222 | US | 61% | \$236 | DL | 14% | \$166 |
| Philadelphia, PA | Savannah, GA | 629 | 172 | \$211 | US | 59% | \$229 | DL | 35% | \$183 |
| Asheville, NC | New York City, NY (Metro Area) | 633 | 161 | \$208 | US | 43% | \$212 | DL | 27% | \$194 |
| St. Louis, MO | New Orleans, LA | 604 | 229 | \$205 | WN | 70% | \$214 | AA | 10% | \$180 |
| Nashville, TN | Orlando, FL | 616 | 635 | \$198 | WN | 84% | \$202 | UA | 1% | \$150 |
| Columbia, SC | New York City, NY (Metro Area) | 647 | 202 | \$197 | DL | 58% | \$180 | DL | 58% | \$180 |
| New York City, NY (Metro Area) | Greenville/Spartanburg, SC | 643 | 341 | \$196 | UA | 36% | \$224 | DL | 34% | \$175 |
| Albuquerque, NM | Austin, TX | 619 | 165 | \$193 | WN | 75% | \$196 | AA | 19% | \$169 |

Carrier Code Identifier and Footnotes at end of report.

Prepared by the Office of Aviation Analysis

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|-----------------------------|--------------------------------|------------------|---------------|------------------------|------------------------|-------|---------------------------|------------------------------|-------|---------------------------|
| | | Nonstop Distance | Pgrs. Per Day | Avg. One-Way Fare (\$) | Carrier | Share | Avg. One-Way Fare (\$) 2/ | Carrier | Share | Avg. One-Way Fare (\$) 2/ |
| | | | | | | | | | | |
| Nashville, TN | Tampa, FL (Metro Area) | 612 | 503 | \$193 | WN | 82% | \$201 | AA | 3% | \$130 |
| Denver, CO | Boise, ID | 649 | 320 | \$192 | UA | 48% | \$203 | WN | 42% | \$176 |
| San Diego, CA | Salt Lake City, UT | 626 | 591 | \$191 | DL | 70% | \$197 | WN | 22% | \$175 |
| Washington, DC (Metro Area) | Chicago, IL | 622 | 5,099 | \$188 | UA | 47% | \$196 | AA | 20% | \$173 |
| Colorado Springs, CO | Dallas/Fort Worth, TX | 602 | 216 | \$181 | AA | 94% | \$179 | F9 | 2% | \$168 |
| Albuquerque, NM | San Diego, CA | 628 | 315 | \$177 | WN | 85% | \$180 | DL | 2% | \$149 |
| Austin, TX | Kansas City, MO | 650 | 250 | \$176 | WN | 59% | \$186 | AA | 28% | \$151 |
| Portland, OR | Salt Lake City, UT | 630 | 635 | \$174 | DL | 52% | \$182 | WN | 44% | \$160 |
| Chicago, IL | Raleigh/Durham, NC | 646 | 1,296 | \$172 | AA | 33% | \$173 | WN | 32% | \$161 |
| Denver, CO | Tucson, AZ | 639 | 417 | \$172 | WN | 62% | \$158 | WN | 62% | \$158 |
| Atlanta, GA (Metro Area) | Chicago, IL | 606 | 3,064 | \$172 | DL | 46% | \$176 | FL | 12% | \$139 |
| Seattle, WA | Sacramento, CA | 605 | 956 | \$167 | AS | 51% | \$165 | AS | 51% | \$165 |
| Phoenix, AZ | Sacramento, CA | 647 | 959 | \$162 | WN | 64% | \$171 | US | 31% | \$147 |
| Boston, MA (Metro Area) | Raleigh/Durham, NC | 625 | 1,319 | \$161 | B6 | 44% | \$154 | DL | 32% | \$154 |
| Phoenix, AZ | Reno, NV | 601 | 405 | \$158 | WN | 49% | \$179 | US | 48% | \$136 |
| Atlanta, GA (Metro Area) | Flint, MI | 645 | 362 | \$151 | DL | 52% | \$168 | FL | 46% | \$131 |
| Washington, DC (Metro Area) | Milwaukee, WI | 641 | 925 | \$143 | FL | 55% | \$131 | FL | 55% | \$131 |
| Denver, CO | Phoenix, AZ | 602 | 2,517 | \$139 | WN | 47% | \$141 | F9 | 21% | \$128 |
| Myrtle Beach, SC | New York City, NY (Metro Area) | 601 | 455 | \$126 | NK | 71% | \$100 | NK | 71% | \$100 |
| Denver, CO | Las Vegas, NV | 628 | 2,374 | \$125 | WN | 50% | \$121 | WN | 50% | \$121 |

Distance block : 651 - 700 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| New York City, NY (Metro Area) | Grand Rapids, MI | 656 | 246 | \$300 | DL | 53% | \$271 | DL | 53% | \$271 |
| Nashville, TN | Minneapolis/St. Paul, MN | 695 | 274 | \$269 | DL | 63% | \$296 | WN | 23% | \$219 |
| New York City, NY (Metro Area) | Louisville, KY | 699 | 470 | \$254 | DL | 38% | \$260 | WN | 15% | \$201 |
| Cleveland, OH (Metro Area) | Minneapolis/St. Paul, MN | 657 | 345 | \$254 | DL | 49% | \$259 | UA | 39% | \$253 |
| New York City, NY (Metro Area) | Knoxville, TN | 684 | 232 | \$247 | DL | 41% | \$226 | DL | 41% | \$226 |
| Chicago, IL | Oklahoma City, OK | 693 | 289 | \$246 | WN | 33% | \$222 | WN | 33% | \$222 |
| Houston, TX | Kansas City, MO | 666 | 507 | \$236 | WN | 59% | \$218 | WN | 59% | \$218 |
| Boise, ID | Los Angeles, CA (Metro Area) | 688 | 447 | \$224 | WN | 47% | \$212 | WN | 47% | \$212 |
| Birmingham, AL | Miami, FL (Metro Area) | 661 | 170 | \$223 | WN | 34% | \$214 | WN | 34% | \$214 |
| St. Louis, MO | Houston, TX | 687 | 574 | \$222 | WN | 78% | \$217 | WN | 78% | \$217 |
| Nashville, TN | Houston, TX | 670 | 591 | \$221 | WN | 67% | \$218 | WN | 67% | \$218 |
| El Paso, TX | Houston, TX | 677 | 405 | \$210 | WN | 71% | \$202 | WN | 71% | \$202 |
| Tampa, FL (Metro Area) | Memphis, TN | 655 | 179 | \$209 | DL | 64% | \$210 | FL | 21% | \$173 |
| Charleston, SC | New York City, NY (Metro Area) | 677 | 720 | \$209 | DL | 42% | \$222 | US | 25% | \$199 |
| Milwaukee, WI | Philadelphia, PA | 690 | 287 | \$208 | US | 69% | \$214 | DL | 19% | \$187 |
| Miami, FL (Metro Area) | New Orleans, LA | 675 | 642 | \$207 | AA | 43% | \$207 | AA | 43% | \$207 |
| Charlotte, NC | New Orleans, LA | 651 | 273 | \$203 | US | 65% | \$217 | DL | 21% | \$156 |
| Nashville, TN | Philadelphia, PA | 675 | 531 | \$201 | US | 45% | \$212 | WN | 43% | \$194 |
| Washington, DC (Metro Area) | Jacksonville, FL | 663 | 960 | \$201 | US | 43% | \$191 | US | 43% | \$191 |
| Chicago, IL | Philadelphia, PA | 678 | 2,525 | \$200 | US | 38% | \$194 | WN | 24% | \$193 |
| Orlando, FL | Memphis, TN | 684 | 346 | \$200 | DL | 77% | \$206 | FL | 19% | \$167 |
| Chicago, IL | Jackson/Vicksburg, MS | 677 | 182 | \$198 | WN | 62% | \$186 | WN | 62% | \$186 |
| Charlotte, NC | Milwaukee, WI | 651 | 270 | \$190 | US | 43% | \$238 | DL | 40% | \$149 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|------------------------------|--------------------------------|------------------|---------|-------------------|------------------------|-------|-------------------|------------------------------|-------|-------------------|
| | | Psgrs. | | Avg. | Percent | | Avg. | Percent | | Avg. |
| | | Nonstop Distance | Per Day | One-Way Fare (\$) | Carrier | Share | One-Way Fare (\$) | 2/Carrier | Share | One-Way Fare (\$) |
| St. Louis, MO | Raleigh/Durham, NC | 667 | 284 | \$187 | WN | 48% | \$197 | DL | 23% | \$169 |
| Atlanta, GA (Metro Area) | Philadelphia, PA | 666 | 1,847 | \$187 | DL | 52% | \$193 | FL | 18% | \$155 |
| Albuquerque, NM | Los Angeles, CA (Metro Area) | 677 | 852 | \$184 | WN | 66% | \$185 | AA | 12% | \$176 |
| Seattle, WA | Salt Lake City, UT | 689 | 888 | \$182 | DL | 58% | \$192 | WN | 37% | \$163 |
| Atlanta, GA (Metro Area) | Houston, TX | 696 | 1,718 | \$175 | DL | 46% | \$178 | FL | 12% | \$155 |
| Birmingham, AL | Washington, DC (Metro Area) | 682 | 601 | \$174 | WN | 49% | \$178 | DL | 21% | \$153 |
| Atlanta, GA (Metro Area) | Kansas City, MO | 692 | 750 | \$173 | DL | 67% | \$181 | FL | 28% | \$147 |
| Atlanta, GA (Metro Area) | Milwaukee, WI | 669 | 627 | \$171 | DL | 56% | \$184 | FL | 41% | \$149 |
| Seattle, WA | San Francisco, CA (Metro Area) | 697 | 4,942 | \$170 | AS | 46% | \$172 | WN | 24% | \$159 |
| Kansas City, MO | New Orleans, LA | 689 | 253 | \$160 | WN | 58% | \$172 | DL | 13% | \$151 |
| Phoenix, AZ | San Francisco, CA (Metro Area) | 668 | 3,567 | \$160 | WN | 58% | \$161 | UA | 10% | \$159 |
| Los Angeles, CA (Metro Area) | Medford, OR | 659 | 225 | \$157 | AS | 55% | \$174 | G4 | 26% | \$96 |
| Denver, CO | Cedar Rapids/Iowa City, IA | 692 | 185 | \$155 | UA | 62% | \$165 | F9 | 34% | \$131 |
| Orlando, FL | Norfolk, VA (Metro Area) | 662 | 413 | \$154 | WN | 74% | \$149 | WN | 74% | \$149 |
| Dallas/Fort Worth, TX | Denver, CO | 651 | 2,125 | \$150 | AA | 37% | \$159 | F9 | 34% | \$132 |
| Miami, FL (Metro Area) | Raleigh/Durham, NC | 700 | 893 | \$147 | AA | 40% | \$140 | AA | 40% | \$140 |
| Orlando, FL | Richmond, VA | 667 | 439 | \$141 | FL | 49% | \$130 | FL | 49% | \$130 |
| Denver, CO | Minneapolis/St. Paul, MN | 680 | 1,752 | \$140 | DL | 40% | \$141 | F9 | 24% | \$129 |

Distance block : 701 - 750 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| Cleveland, OH (Metro Area) | Kansas City, MO | 711 | 171 | \$258 | UA | 49% | \$289 | DL | 12% | \$191 |
| New York City, NY (Metro Area) | Indianapolis, IN | 701 | 994 | \$256 | DL | 42% | \$266 | US | 19% | \$209 |
| Austin, TX | St. Louis, MO | 721 | 195 | \$253 | WN | 64% | \$256 | AA | 28% | \$236 |
| Pittsburgh, PA | Minneapolis/St. Paul, MN | 726 | 285 | \$243 | DL | 70% | \$263 | WN | 12% | \$177 |
| Albany, NY | Chicago, IL | 723 | 318 | \$235 | UA | 60% | \$238 | WN | 34% | \$224 |
| Chicago, IL | Norfolk, VA (Metro Area) | 717 | 358 | \$227 | WN | 38% | \$216 | WN | 38% | \$216 |
| Dallas/Fort Worth, TX | Atlanta, GA (Metro Area) | 731 | 2,284 | \$217 | DL | 40% | \$252 | AA | 38% | \$217 |
| Washington, DC (Metro Area) | St. Louis, MO | 738 | 1,322 | \$214 | WN | 52% | \$208 | WN | 52% | \$208 |
| Washington, DC (Metro Area) | Tallahassee, FL | 746 | 184 | \$210 | DL | 49% | \$213 | US | 48% | \$203 |
| Boston, MA (Metro Area) | Dayton, OH | 709 | 198 | \$208 | UA | 43% | \$204 | FL | 12% | \$181 |
| Spokane, WA | San Francisco, CA (Metro Area) | 742 | 386 | \$207 | WN | 57% | \$199 | WN | 57% | \$199 |
| Jacksonville, FL | Philadelphia, PA | 742 | 430 | \$202 | US | 54% | \$233 | DL | 22% | \$172 |
| El Paso, TX | Los Angeles, CA (Metro Area) | 715 | 451 | \$201 | WN | 66% | \$199 | AA | 15% | \$189 |
| Phoenix, AZ | Boise, ID | 735 | 275 | \$198 | US | 53% | \$180 | US | 53% | \$180 |
| Dallas/Fort Worth, TX | Louisville, KY | 733 | 352 | \$197 | AA | 73% | \$200 | DL | 11% | \$175 |
| Louisville, KY | Tampa, FL (Metro Area) | 727 | 261 | \$191 | WN | 63% | \$198 | DL | 25% | \$174 |
| Orlando, FL | Louisville, KY | 719 | 318 | \$187 | WN | 60% | \$187 | DL | 27% | \$183 |
| Seattle, WA | Fresno, CA | 749 | 183 | \$186 | AS | 89% | \$185 | UA | 4% | \$170 |
| Washington, DC (Metro Area) | Madison, WI | 714 | 270 | \$180 | F9 | 54% | \$140 | F9 | 54% | \$140 |
| Tampa, FL (Metro Area) | Norfolk, VA (Metro Area) | 722 | 244 | \$175 | WN | 55% | \$167 | WN | 55% | \$167 |
| Kansas City, MO | San Antonio, TX | 706 | 243 | \$174 | WN | 62% | \$178 | AA | 27% | \$165 |
| Greensboro/High Point, NC | Miami, FL (Metro Area) | 710 | 176 | \$170 | AA | 33% | \$151 | AA | 33% | \$151 |
| Atlanta, GA (Metro Area) | Rochester, NY | 749 | 299 | \$168 | DL | 57% | \$180 | FL | 38% | \$143 |
| Atlanta, GA (Metro Area) | Buffalo, NY | 712 | 488 | \$161 | DL | 57% | \$171 | FL | 34% | \$138 |
| Boston, MA (Metro Area) | Charlotte, NC | 737 | 1,592 | \$153 | US | 74% | \$157 | B6 | 18% | \$136 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|-----------------------------|------------------|---------------|------------------------|------------------------|-------|---------------------------|------------------------------|-------|---------------------------|
| | Nonstop Distance | Psgs. Per Day | Avg. One-Way Fare (\$) | Carrier | Share | Avg. One-Way Fare (\$) 2/ | Carrier | Share | Avg. One-Way Fare (\$) 2/ |

Distance block : 751 - 800 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| Atlanta, GA (Metro Area) | Oklahoma City, OK | 761 | 191 | \$295 | DL | 67% | \$312 | AA | 15% | \$259 |
| Boston, MA (Metro Area) | Cincinnati, OH | 752 | 426 | \$285 | DL | 72% | \$303 | US | 19% | \$242 |
| Hartford, CT | Chicago, IL | 783 | 715 | \$263 | UA | 34% | \$290 | WN | 33% | \$226 |
| Dallas/Fort Worth, TX | Knoxville, TN | 772 | 161 | \$253 | AA | 75% | \$255 | US | 10% | \$245 |
| New York City, NY (Metro Area) | Savannah, GA | 756 | 386 | \$250 | DL | 47% | \$245 | US | 33% | \$221 |
| Atlanta, GA (Metro Area) | Syracuse, NY | 794 | 192 | \$247 | DL | 79% | \$251 | US | 15% | \$221 |
| Las Vegas, NV | Midland/Odessa, TX | 795 | 163 | \$238 | WN | 95% | \$237 | WN | 95% | \$237 |
| Washington, DC (Metro Area) | Memphis, TN | 787 | 480 | \$228 | DL | 56% | \$233 | FL | 13% | \$171 |
| Houston, TX | Tampa, FL (Metro Area) | 787 | 584 | \$227 | UA | 42% | \$241 | WN | 40% | \$234 |
| New Orleans, LA | Raleigh/Durham, NC | 779 | 187 | \$227 | DL | 32% | \$220 | DL | 32% | \$220 |
| Albuquerque, NM | Houston, TX | 759 | 368 | \$225 | WN | 65% | \$214 | WN | 65% | \$214 |
| Chicago, IL | Charleston, SC | 760 | 324 | \$221 | WN | 45% | \$197 | WN | 45% | \$197 |
| Dallas/Fort Worth, TX | Indianapolis, IN | 761 | 603 | \$209 | AA | 74% | \$217 | WN | 12% | \$174 |
| Tucson, AZ | San Francisco, CA (Metro Area) | 751 | 472 | \$204 | WN | 64% | \$198 | WN | 64% | \$198 |
| Washington, DC (Metro Area) | Panama City, FL | 798 | 194 | \$202 | WN | 77% | \$176 | WN | 77% | \$176 |
| Cincinnati, OH | Tampa, FL (Metro Area) | 773 | 255 | \$200 | DL | 86% | \$197 | UA | 1% | \$192 |
| Denver, CO | San Antonio, TX | 794 | 549 | \$200 | WN | 58% | \$184 | WN | 58% | \$184 |
| Chicago, IL | New York City, NY (Metro Area) | 773 | 9,591 | \$199 | AA | 32% | \$183 | WN | 17% | \$161 |
| St. Louis, MO | San Antonio, TX | 786 | 303 | \$199 | WN | 65% | \$210 | AA | 26% | \$164 |
| Austin, TX | Nashville, TN | 756 | 295 | \$198 | WN | 70% | \$211 | AA | 20% | \$161 |
| Atlanta, GA (Metro Area) | New York City, NY (Metro Area) | 795 | 6,558 | \$194 | DL | 62% | \$208 | FL | 15% | \$141 |
| Pittsburgh, PA | Kansas City, MO | 773 | 163 | \$184 | DL | 35% | \$166 | UA | 16% | \$157 |
| Orlando, FL | Cincinnati, OH | 757 | 470 | \$181 | DL | 94% | \$178 | DL | 94% | \$178 |
| Atlanta, GA (Metro Area) | Wichita, KS | 782 | 234 | \$181 | FL | 53% | \$158 | FL | 53% | \$158 |
| New York City, NY (Metro Area) | Milwaukee, WI | 777 | 1,135 | \$177 | DL | 37% | \$176 | FL | 21% | \$140 |
| Eugene, OR | Los Angeles, CA (Metro Area) | 776 | 247 | \$175 | AS | 36% | \$198 | G4 | 19% | \$104 |
| Denver, CO | Austin, TX | 775 | 957 | \$165 | WN | 43% | \$166 | F9 | 35% | \$145 |
| Denver, CO | Little Rock, AR | 771 | 221 | \$162 | F9 | 52% | \$138 | F9 | 52% | \$138 |
| Denver, CO | St. Louis, MO | 770 | 937 | \$156 | WN | 46% | \$159 | F9 | 37% | \$135 |
| Washington, DC (Metro Area) | Orlando, FL | 787 | 4,406 | \$154 | US | 26% | \$146 | FL | 22% | \$137 |
| Boston, MA (Metro Area) | Myrtle Beach, SC | 756 | 195 | \$141 | NK | 62% | \$92 | NK | 62% | \$92 |
| Las Vegas, NV | Portland, OR | 763 | 1,283 | \$126 | AS | 42% | \$133 | NK | 14% | \$76 |

Distance block : 801 - 850 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| Dallas/Fort Worth, TX | Cincinnati, OH | 812 | 210 | \$378 | AA | 55% | \$372 | AA | 55% | \$372 |
| New York City, NY (Metro Area) | Madison, WI | 850 | 254 | \$271 | DL | 60% | \$266 | DL | 60% | \$266 |
| Boston, MA (Metro Area) | Louisville, KY | 829 | 213 | \$269 | US | 34% | \$261 | WN | 32% | \$261 |
| Boston, MA (Metro Area) | Indianapolis, IN | 818 | 452 | \$265 | DL | 41% | \$303 | WN | 15% | \$232 |
| Atlanta, GA (Metro Area) | Omaha, NE | 821 | 227 | \$261 | DL | 74% | \$275 | WN | 12% | \$182 |
| Boston, MA (Metro Area) | Charleston, SC | 836 | 254 | \$255 | US | 55% | \$259 | WN | 26% | \$242 |
| Chicago, IL | New Orleans, LA | 837 | 754 | \$244 | WN | 38% | \$222 | WN | 38% | \$222 |
| Houston, TX | Greenville/Spartanburg, SC | 845 | 180 | \$240 | WN | 44% | \$221 | WN | 44% | \$221 |
| Nashville, TN | New York City, NY (Metro Area) | 803 | 1,217 | \$239 | AA | 31% | \$248 | US | 14% | \$204 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|-----------------------------|------------------------------|---------------------|---------------------|------------------------------|------------------------|----------------------------|---------------------------------|------------------------------|----------------------------|---------------------------------|
| | | Nonstop Distance | Psgs. Per Day | Avg. One-Way Fare (\$) | Carrier | Percent Market Share | Avg. One-Way Fare (\$) 2/ | Carrier | Percent Market Share | Avg. One-Way Fare (\$) 2/ |
| | | | | | | | | | | |
| Houston, TX | Omaha, NE | 804 | 215 | \$237 | UA | 72% | \$241 | WN | 15% | \$221 |
| Nashville, TN | Miami, FL (Metro Area) | 806 | 496 | \$236 | WN | 58% | \$238 | DL | 13% | \$207 |
| Houston, TX | Louisville, KY | 803 | 198 | \$230 | WN | 48% | \$198 | WN | 48% | \$198 |
| Jacksonville, FL | Houston, TX | 817 | 290 | \$225 | WN | 41% | \$222 | WN | 41% | \$222 |
| Washington, DC (Metro Area) | Valparaiso, FL | 819 | 163 | \$214 | DL | 50% | \$210 | DL | 50% | \$210 |
| Phoenix, AZ | Oklahoma City, OK | 833 | 276 | \$213 | WN | 71% | \$224 | F9 | 3% | \$142 |
| Dallas/Fort Worth, TX | Chicago, IL | 802 | 3,244 | \$211 | AA | 59% | \$228 | NK | 12% | \$98 |
| Jacksonville, FL | Detroit, MI | 813 | 203 | \$211 | DL | 64% | \$215 | US | 18% | \$207 |
| Phoenix, AZ | San Antonio, TX | 843 | 435 | \$210 | US | 48% | \$189 | US | 48% | \$189 |
| Washington, DC (Metro Area) | Pensacola, FL | 846 | 257 | \$204 | US | 52% | \$186 | US | 52% | \$186 |
| Denver, CO | Madison, WI | 826 | 200 | \$203 | UA | 53% | \$230 | F9 | 37% | \$157 |
| Charlotte, NC | Kansas City, MO | 808 | 287 | \$203 | US | 51% | \$235 | DL | 27% | \$153 |
| Atlanta, GA (Metro Area) | Austin, TX | 813 | 632 | \$200 | DL | 67% | \$207 | WN | 26% | \$177 |
| Dallas/Fort Worth, TX | Tucson, AZ | 824 | 291 | \$197 | AA | 76% | \$199 | WN | 17% | \$170 |
| Nashville, TN | San Antonio, TX | 822 | 278 | \$196 | WN | 72% | \$207 | AA | 21% | \$156 |
| Denver, CO | Reno, NV | 804 | 259 | \$195 | WN | 56% | \$187 | WN | 56% | \$187 |
| Spokane, WA | Las Vegas, NV | 806 | 286 | \$194 | WN | 70% | \$194 | WN | 70% | \$194 |
| St. Louis, MO | Philadelphia, PA | 814 | 587 | \$187 | US | 51% | \$191 | WN | 40% | \$178 |
| Miami, FL (Metro Area) | Norfolk, VA (Metro Area) | 812 | 326 | \$185 | WN | 26% | \$161 | WN | 26% | \$161 |
| Columbus, OH | Tampa, FL (Metro Area) | 829 | 529 | \$172 | WN | 50% | \$194 | FL | 30% | \$137 |
| Orlando, FL | Indianapolis, IN | 829 | 1,014 | \$166 | FL | 69% | \$157 | FL | 69% | \$157 |
| Miami, FL (Metro Area) | Richmond, VA | 825 | 363 | \$166 | B6 | 41% | \$155 | B6 | 41% | \$155 |
| Columbus, OH | Orlando, FL | 802 | 792 | \$163 | WN | 51% | \$165 | FL | 31% | \$146 |
| Dayton, OH | Tampa, FL (Metro Area) | 828 | 234 | \$160 | FL | 61% | \$157 | DL | 16% | \$156 |
| Dayton, OH | Orlando, FL | 808 | 334 | \$159 | FL | 74% | \$153 | FL | 74% | \$153 |
| Washington, DC (Metro Area) | Tampa, FL (Metro Area) | 842 | 2,664 | \$158 | US | 29% | \$171 | FL | 18% | \$130 |
| Pittsburgh, PA | Orlando, FL | 834 | 1,122 | \$158 | FL | 54% | \$146 | FL | 54% | \$146 |
| Indianapolis, IN | Tampa, FL (Metro Area) | 837 | 742 | \$157 | FL | 59% | \$145 | FL | 59% | \$145 |
| Denver, CO | Spokane, WA | 836 | 341 | \$157 | F9 | 40% | \$147 | F9 | 40% | \$147 |
| Colorado Springs, CO | Los Angeles, CA (Metro Area) | 833 | 353 | \$153 | F9 | 48% | \$125 | F9 | 48% | \$125 |

Distance block : 851 - 900 miles

| | | | | | | | | | | |
|--------------------------|----------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| Houston, TX | Cincinnati, OH | 886 | 224 | \$290 | UA | 63% | \$292 | DL | 25% | \$282 |
| Albany, NY | Atlanta, GA (Metro Area) | 853 | 176 | \$274 | DL | 58% | \$302 | WN | 13% | \$227 |
| Atlanta, GA (Metro Area) | Hartford, CT | 859 | 453 | \$261 | DL | 73% | \$272 | US | 15% | \$237 |
| Houston, TX | Indianapolis, IN | 861 | 365 | \$253 | UA | 43% | \$296 | WN | 35% | \$211 |
| Dallas/Fort Worth, TX | Milwaukee, WI | 853 | 365 | \$247 | AA | 69% | \$259 | WN | 16% | \$199 |
| Memphis, TN | Philadelphia, PA | 875 | 197 | \$236 | DL | 49% | \$269 | FL | 19% | \$152 |
| Dallas/Fort Worth, TX | Dayton, OH | 861 | 244 | \$236 | AA | 78% | \$234 | UA | 3% | \$214 |
| Houston, TX | Orlando, FL | 854 | 1,091 | \$233 | UA | 49% | \$247 | WN | 36% | \$228 |
| Dallas/Fort Worth, TX | Greenville/Spartanburg, SC | 862 | 170 | \$232 | AA | 59% | \$244 | WN | 16% | \$190 |
| Chicago, IL | Jacksonville, FL | 864 | 561 | \$224 | UA | 29% | \$255 | WN | 20% | \$192 |
| Dallas/Fort Worth, TX | Minneapolis/St. Paul, MN | 853 | 996 | \$224 | AA | 43% | \$233 | SY | 12% | \$153 |
| Fort Myers, FL | Cincinnati, OH | 879 | 235 | \$222 | DL | 94% | \$221 | DL | 94% | \$221 |
| Denver, CO | Houston, TX | 883 | 1,855 | \$215 | UA | 51% | \$247 | F9 | 13% | \$160 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|------------------------------|--------------------------------|------------------|---------|-------------------|------------------------|-------|-------------------|------------------------------|-------|-------------------|
| | | Psgrs. | | Avg. | Percent | | Avg. | Percent | | Avg. |
| | | Nonstop Distance | Per Day | One-Way Fare (\$) | Carrier | Share | One-Way Fare (\$) | 2/Carrier | Share | One-Way Fare (\$) |
| Dallas/Fort Worth, TX | Phoenix, AZ | 879 | 1,475 | \$213 | AA | 42% | \$224 | US | 30% | \$218 |
| Austin, TX | Phoenix, AZ | 872 | 555 | \$210 | WN | 51% | \$226 | US | 41% | \$191 |
| Miami, FL (Metro Area) | Memphis, TN | 859 | 259 | \$210 | DL | 62% | \$216 | FL | 13% | \$177 |
| Albuquerque, NM | San Francisco, CA (Metro Area) | 896 | 679 | \$201 | WN | 79% | \$196 | WN | 79% | \$196 |
| St. Louis, MO | Tampa, FL (Metro Area) | 869 | 474 | \$193 | WN | 64% | \$207 | AA | 12% | \$151 |
| Washington, DC (Metro Area) | West Palm Beach/Palm Beach, FL | 883 | 784 | \$191 | US | 40% | \$189 | DL | 12% | \$169 |
| Washington, DC (Metro Area) | Jackson/Vicksburg, MS | 888 | 299 | \$191 | WN | 36% | \$179 | WN | 36% | \$179 |
| Jacksonville, FL | New York City, NY (Metro Area) | 869 | 1,363 | \$189 | DL | 34% | \$180 | B6 | 28% | \$177 |
| Boston, MA (Metro Area) | Chicago, IL | 867 | 4,148 | \$186 | UA | 28% | \$214 | B6 | 10% | \$163 |
| Portland, OR | Palm Springs, CA | 873 | 222 | \$184 | AS | 83% | \$186 | UA | 12% | \$162 |
| Washington, DC (Metro Area) | Sarasota/Bradenton, FL | 880 | 200 | \$180 | US | 56% | \$195 | DL | 41% | \$162 |
| St. Louis, MO | Orlando, FL | 882 | 853 | \$179 | WN | 74% | \$183 | FL | 6% | \$160 |
| Cleveland, OH (Metro Area) | Orlando, FL | 895 | 945 | \$176 | UA | 46% | \$190 | FL | 41% | \$157 |
| Atlanta, GA (Metro Area) | San Antonio, TX | 874 | 672 | \$173 | DL | 59% | \$181 | FL | 31% | \$152 |
| Denver, CO | Los Angeles, CA (Metro Area) | 862 | 4,352 | \$172 | WN | 39% | \$161 | F9 | 24% | \$152 |
| Seattle, WA | Las Vegas, NV | 867 | 1,926 | \$172 | AS | 66% | \$176 | WN | 29% | \$161 |
| Denver, CO | San Diego, CA | 853 | 1,436 | \$165 | WN | 46% | \$160 | F9 | 30% | \$154 |
| Denver, CO | Chicago, IL | 895 | 2,905 | \$165 | WN | 35% | \$140 | F9 | 16% | \$127 |
| Boston, MA (Metro Area) | Milwaukee, WI | 860 | 567 | \$164 | FL | 37% | \$132 | FL | 37% | \$132 |
| Denver, CO | Milwaukee, WI | 896 | 655 | \$163 | F9 | 52% | \$164 | WN | 31% | \$156 |
| Pittsburgh, PA | Tampa, FL (Metro Area) | 873 | 634 | \$163 | WN | 45% | \$174 | FL | 27% | \$142 |
| Los Angeles, CA (Metro Area) | Portland, OR | 859 | 3,352 | \$157 | AS | 45% | \$172 | B6 | 16% | \$131 |
| Orlando, FL | Harrisburg, PA | 851 | 250 | \$154 | F9 | 57% | \$133 | F9 | 57% | \$133 |
| Orlando, FL | Philadelphia, PA | 861 | 3,082 | \$152 | US | 57% | \$155 | FL | 22% | \$139 |
| Atlantic City, NJ | Orlando, FL | 852 | 454 | \$102 | NK | 100% | \$102 | NK | 100% | \$102 |

Distance block : 901 - 950 miles

| | | | | | | | | | | |
|-----------------------------|--------------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| Charlotte, NC | Houston, TX | 920 | 388 | \$320 | US | 50% | \$325 | DL | 13% | \$242 |
| Charlotte, NC | Minneapolis/St. Paul, MN | 930 | 418 | \$272 | DL | 45% | \$288 | US | 43% | \$262 |
| Dallas/Fort Worth, TX | Charlotte, NC | 936 | 757 | \$265 | US | 51% | \$258 | US | 51% | \$258 |
| Chicago, IL | Houston, TX | 945 | 2,309 | \$252 | UA | 42% | \$307 | WN | 37% | \$218 |
| Miami, FL (Metro Area) | Louisville, KY | 910 | 185 | \$245 | AA | 33% | \$238 | AA | 33% | \$238 |
| Washington, DC (Metro Area) | Minneapolis/St. Paul, MN | 936 | 1,564 | \$245 | DL | 60% | \$267 | US | 14% | \$211 |
| Cleveland, OH (Metro Area) | New Orleans, LA | 917 | 176 | \$235 | UA | 39% | \$257 | DL | 17% | \$209 |
| Birmingham, AL | New York City, NY (Metro Area) | 902 | 378 | \$232 | DL | 52% | \$242 | WN | 15% | \$204 |
| Dallas/Fort Worth, TX | Jacksonville, FL | 918 | 409 | \$228 | AA | 66% | \$234 | WN | 14% | \$183 |
| Detroit, MI | New Orleans, LA | 926 | 295 | \$228 | DL | 66% | \$243 | FL | 13% | \$167 |
| Phoenix, AZ | Tulsa, OK | 935 | 191 | \$225 | WN | 79% | \$231 | AA | 11% | \$189 |
| Miami, FL (Metro Area) | Cincinnati, OH | 948 | 392 | \$224 | DL | 70% | \$220 | DL | 70% | \$220 |
| Pittsburgh, PA | New Orleans, LA | 918 | 167 | \$221 | DL | 28% | \$220 | UA | 17% | \$213 |
| Atlanta, GA (Metro Area) | Minneapolis/St. Paul, MN | 907 | 1,093 | \$219 | DL | 69% | \$242 | FL | 25% | \$158 |
| Nashville, TN | Boston, MA (Metro Area) | 942 | 576 | \$218 | WN | 55% | \$227 | DL | 17% | \$203 |
| Kansas City, MO | Raleigh/Durham, NC | 904 | 198 | \$216 | WN | 39% | \$219 | US | 19% | \$213 |
| Kansas City, MO | Salt Lake City, UT | 920 | 213 | \$216 | DL | 51% | \$243 | F9 | 18% | \$154 |
| Boston, MA (Metro Area) | Savannah, GA | 917 | 222 | \$212 | US | 58% | \$209 | US | 58% | \$209 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|-----------------------------|--------------------------------|------------------|---------------|------------------------|------------------------|---------------|---------------------------|------------------------------|---------------|---------------------------|
| | | Nonstop Distance | Psgs. Per Day | Avg. One-Way Fare (\$) | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ |
| | | | | | | | | | | |
| Austin, TX | Tampa, FL (Metro Area) | 928 | 240 | \$204 | WN | 59% | \$220 | AA | 16% | \$173 |
| Dallas/Fort Worth, TX | Tampa, FL (Metro Area) | 929 | 845 | \$203 | AA | 60% | \$220 | WN | 22% | \$183 |
| Dallas/Fort Worth, TX | Columbus, OH | 926 | 593 | \$202 | AA | 74% | \$208 | DL | 12% | \$163 |
| Washington, DC (Metro Area) | Fort Myers, FL | 919 | 857 | \$196 | FL | 48% | \$185 | FL | 48% | \$185 |
| Washington, DC (Metro Area) | Des Moines, IA | 910 | 275 | \$196 | US | 49% | \$179 | US | 49% | \$179 |
| Cleveland, OH (Metro Area) | Tampa, FL (Metro Area) | 927 | 613 | \$189 | FL | 37% | \$168 | FL | 37% | \$168 |
| Washington, DC (Metro Area) | Little Rock, AR | 912 | 338 | \$189 | US | 38% | \$185 | DL | 25% | \$170 |
| St. Louis, MO | New York City, NY (Metro Area) | 929 | 1,733 | \$188 | AA | 36% | \$168 | AA | 36% | \$168 |
| Fort Myers, FL | Indianapolis, IN | 945 | 542 | \$185 | FL | 89% | \$179 | FL | 89% | \$179 |
| Denver, CO | Santa Barbara, CA | 916 | 205 | \$181 | F9 | 64% | \$162 | F9 | 64% | \$162 |
| Denver, CO | Sacramento, CA | 909 | 776 | \$177 | WN | 45% | \$173 | F9 | 27% | \$158 |
| Columbus, OH | Fort Myers, FL | 930 | 430 | \$176 | FL | 83% | \$172 | FL | 83% | \$172 |
| Tampa, FL (Metro Area) | Philadelphia, PA | 920 | 1,387 | \$163 | US | 55% | \$164 | WN | 35% | \$158 |
| San Diego, CA | Portland, OR | 933 | 891 | \$155 | AS | 56% | \$165 | WN | 28% | \$150 |
| Washington, DC (Metro Area) | Miami, FL (Metro Area) | 946 | 5,078 | \$148 | AA | 29% | \$168 | FL | 20% | \$100 |
| Allentown/Bethlehem Area | Orlando, FL | 906 | 211 | \$135 | F9 | 62% | \$118 | F9 | 62% | \$118 |
| Atlantic City, NJ | Tampa, FL (Metro Area) | 913 | 198 | \$99 | NK | 100% | \$99 | NK | 100% | \$99 |

Distance block : 951 - 1000 miles

| | | | | | | | | | | |
|-----------------------------|--------------------------------|-----|-------|-------|----|-----|-------|----|-----|-------|
| Minneapolis/St. Paul, MN | Philadelphia, PA | 980 | 594 | \$307 | DL | 44% | \$337 | US | 39% | \$288 |
| Minneapolis/St. Paul, MN | Salt Lake City, UT | 991 | 320 | \$290 | DL | 70% | \$320 | F9 | 12% | \$189 |
| Austin, TX | Chicago, IL | 978 | 901 | \$255 | AA | 42% | \$245 | WN | 33% | \$235 |
| Dallas/Fort Worth, TX | Salt Lake City, UT | 999 | 589 | \$247 | AA | 43% | \$242 | AA | 43% | \$242 |
| Houston, TX | Miami, FL (Metro Area) | 965 | 1,134 | \$247 | UA | 46% | \$268 | AA | 26% | \$229 |
| Dallas/Fort Worth, TX | Charleston, SC | 987 | 164 | \$243 | AA | 49% | \$260 | WN | 15% | \$201 |
| Minneapolis/St. Paul, MN | Raleigh/Durham, NC | 980 | 335 | \$237 | DL | 58% | \$267 | US | 21% | \$191 |
| Washington, DC (Metro Area) | New Orleans, LA | 998 | 1,252 | \$236 | US | 42% | \$245 | WN | 32% | \$215 |
| El Paso, TX | San Francisco, CA (Metro Area) | 993 | 201 | \$234 | WN | 77% | \$223 | WN | 77% | \$223 |
| Dallas/Fort Worth, TX | Detroit, MI | 986 | 995 | \$233 | AA | 34% | \$267 | NK | 25% | \$109 |
| St. Louis, MO | Fort Myers, FL | 979 | 289 | \$219 | WN | 60% | \$239 | DL | 16% | \$195 |
| Las Vegas, NV | Oklahoma City, OK | 986 | 391 | \$217 | WN | 74% | \$221 | F9 | 9% | \$168 |
| Dallas/Fort Worth, TX | Orlando, FL | 985 | 1,467 | \$212 | AA | 62% | \$233 | NK | 14% | \$112 |
| Spokane, WA | Los Angeles, CA (Metro Area) | 962 | 515 | \$211 | WN | 44% | \$201 | WN | 44% | \$201 |
| Atlanta, GA (Metro Area) | Boston, MA (Metro Area) | 952 | 2,265 | \$204 | DL | 67% | \$218 | FL | 20% | \$158 |
| Seattle, WA | Palm Springs, CA | 987 | 446 | \$203 | AS | 88% | \$205 | UA | 6% | \$160 |
| Denver, CO | San Francisco, CA (Metro Area) | 967 | 3,221 | \$198 | UA | 39% | \$218 | F9 | 17% | \$164 |
| Tampa, FL (Metro Area) | San Antonio, TX | 972 | 249 | \$198 | WN | 58% | \$205 | UA | 14% | \$181 |
| Washington, DC (Metro Area) | Kansas City, MO | 967 | 1,170 | \$197 | WN | 30% | \$223 | F9 | 15% | \$158 |
| Fort Myers, FL | Philadelphia, PA | 993 | 668 | \$182 | US | 58% | \$190 | WN | 33% | \$160 |
| Columbus, OH | Miami, FL (Metro Area) | 990 | 531 | \$181 | DL | 23% | \$176 | FL | 22% | \$170 |
| Pittsburgh, PA | Fort Myers, FL | 966 | 387 | \$179 | FL | 74% | \$174 | FL | 74% | \$174 |
| Denver, CO | Portland, OR | 991 | 1,039 | \$179 | F9 | 45% | \$166 | WN | 31% | \$166 |
| Dayton, OH | Miami, FL (Metro Area) | 998 | 163 | \$179 | DL | 38% | \$177 | FL | 31% | \$155 |
| Seattle, WA | Los Angeles, CA (Metro Area) | 978 | 5,687 | \$178 | AS | 60% | \$183 | VX | 14% | \$177 |
| Austin, TX | Orlando, FL | 994 | 599 | \$171 | WN | 45% | \$175 | B6 | 35% | \$151 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|--------------------------------|--------------------------------|------------------|---------------|------------------------|------------------------|-------|---------------------------|------------------------------|-------|---------------------------|
| | | Nonstop Distance | Pgrs. Per Day | Avg. One-Way Fare (\$) | Carrier | Share | Avg. One-Way Fare (\$) 2/ | Carrier | Share | Avg. One-Way Fare (\$) 2/ |
| | | | | | | | | | | |
| Orlando, FL | New York City, NY (Metro Area) | 989 | 8,699 | \$166 | B6 | 50% | \$164 | DL | 19% | \$158 |
| West Palm Beach/Palm Beach, FL | Philadelphia, PA | 951 | 856 | \$166 | US | 61% | \$171 | WN | 29% | \$155 |
| Denver, CO | Indianapolis, IN | 977 | 691 | \$166 | F9 | 42% | \$155 | F9 | 42% | \$155 |
| Detroit, MI | Tampa, FL (Metro Area) | 983 | 1,160 | \$160 | DL | 63% | \$179 | NK | 23% | \$100 |
| Detroit, MI | Orlando, FL | 957 | 1,926 | \$155 | DL | 63% | \$174 | NK | 22% | \$101 |
| Wichita, KS | Las Vegas, NV | 986 | 196 | \$143 | G4 | 70% | \$114 | G4 | 70% | \$114 |
| Bellingham, WA | Las Vegas, NV | 954 | 841 | \$115 | G4 | 66% | \$101 | G4 | 66% | \$101 |
| Atlantic City, NJ | Fort Myers, FL | 982 | 254 | \$111 | NK | 100% | \$111 | NK | 100% | \$111 |
| Atlantic City, NJ | Miami, FL (Metro Area) | 977 | 573 | \$90 | NK | 100% | \$90 | NK | 100% | \$90 |

Distance block : 1001 - 1050 miles

| | | | | | | | | | | |
|--------------------------------|----------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| Hartford, CT | Minneapolis/St. Paul, MN | 1050 | 273 | \$317 | DL | 75% | \$337 | US | 13% | \$249 |
| Austin, TX | Minneapolis/St. Paul, MN | 1042 | 274 | \$303 | DL | 65% | \$319 | AA | 15% | \$280 |
| Dallas/Fort Worth, TX | Cleveland, OH (Metro Area) | 1023 | 499 | \$272 | AA | 42% | \$282 | DL | 14% | \$191 |
| Columbus, OH | Houston, TX | 1001 | 323 | \$263 | UA | 41% | \$327 | WN | 32% | \$206 |
| Phoenix, AZ | Houston, TX | 1020 | 885 | \$261 | WN | 40% | \$259 | WN | 40% | \$259 |
| Houston, TX | Milwaukee, WI | 1004 | 229 | \$253 | UA | 53% | \$279 | FL | 11% | \$170 |
| New York City, NY (Metro Area) | Memphis, TN | 1002 | 641 | \$250 | DL | 58% | \$251 | US | 15% | \$230 |
| Minneapolis/St. Paul, MN | New Orleans, LA | 1039 | 241 | \$244 | DL | 65% | \$266 | FL | 8% | \$168 |
| Chicago, IL | San Antonio, TX | 1042 | 711 | \$242 | WN | 39% | \$220 | WN | 39% | \$220 |
| Houston, TX | Raleigh/Durham, NC | 1050 | 431 | \$241 | UA | 36% | \$294 | FL | 13% | \$150 |
| Austin, TX | Charlotte, NC | 1032 | 225 | \$241 | US | 49% | \$274 | UA | 11% | \$191 |
| Dallas/Fort Worth, TX | Fort Myers, FL | 1017 | 217 | \$228 | AA | 71% | \$235 | NK | 11% | \$99 |
| Chicago, IL | Sarasota/Bradenton, FL | 1050 | 161 | \$227 | UA | 60% | \$230 | DL | 32% | \$218 |
| Boston, MA (Metro Area) | St. Louis, MO | 1047 | 667 | \$225 | WN | 57% | \$236 | UA | 13% | \$195 |
| Denver, CO | Grand Rapids, MI | 1015 | 227 | \$214 | F9 | 52% | \$197 | F9 | 52% | \$197 |
| Orlando, FL | San Antonio, TX | 1041 | 368 | \$212 | WN | 50% | \$226 | DL | 14% | \$191 |
| Phoenix, AZ | Portland, OR | 1028 | 1,137 | \$211 | WN | 39% | \$204 | WN | 39% | \$204 |
| Cleveland, OH (Metro Area) | Fort Myers, FL | 1025 | 507 | \$211 | UA | 43% | \$240 | FL | 39% | \$179 |
| Phoenix, AZ | Kansas City, MO | 1044 | 679 | \$207 | WN | 46% | \$226 | US | 37% | \$192 |
| Phoenix, AZ | Spokane, WA | 1034 | 332 | \$207 | US | 45% | \$187 | US | 45% | \$187 |
| Phoenix, AZ | Omaha, NE | 1037 | 452 | \$205 | WN | 49% | \$217 | US | 35% | \$190 |
| Tampa, FL (Metro Area) | Kansas City, MO | 1048 | 341 | \$205 | WN | 54% | \$227 | DL | 18% | \$185 |
| Kansas City, MO | Philadelphia, PA | 1038 | 408 | \$203 | US | 53% | \$219 | DL | 19% | \$171 |
| Indianapolis, IN | Miami, FL (Metro Area) | 1020 | 552 | \$201 | FL | 30% | \$190 | DL | 27% | \$183 |
| Chicago, IL | Tampa, FL (Metro Area) | 1012 | 1,790 | \$192 | WN | 41% | \$191 | WN | 41% | \$191 |
| Denver, CO | Nashville, TN | 1014 | 619 | \$192 | WN | 48% | \$194 | F9 | 38% | \$174 |
| Washington, DC (Metro Area) | Omaha, NE | 1025 | 514 | \$187 | F9 | 32% | \$170 | F9 | 32% | \$170 |
| Seattle, WA | San Diego, CA | 1050 | 1,492 | \$185 | AS | 73% | \$191 | WN | 15% | \$166 |
| Denver, CO | Louisville, KY | 1024 | 287 | \$181 | F9 | 48% | \$162 | F9 | 48% | \$162 |
| Pittsburgh, PA | Miami, FL (Metro Area) | 1013 | 700 | \$179 | FL | 46% | \$165 | FL | 46% | \$165 |
| Boston, MA (Metro Area) | Jacksonville, FL | 1028 | 563 | \$179 | B6 | 41% | \$174 | B6 | 41% | \$174 |
| Miami, FL (Metro Area) | Philadelphia, PA | 1013 | 2,098 | \$174 | US | 52% | \$179 | WN | 22% | \$161 |
| Grand Rapids, MI | Tampa, FL (Metro Area) | 1044 | 191 | \$171 | G4 | 27% | \$130 | G4 | 27% | \$130 |
| Denver, CO | Seattle, WA | 1024 | 1,651 | \$167 | F9 | 32% | \$150 | F9 | 32% | \$150 |

Carrier Code Identifier and Footnotes at end of report.

Prepared by the Office of Aviation Analysis

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|--------------------------------|------------------------|------------------|---------------|------------------------|------------------------|-------|---------------------------|------------------------------|-------|---------------------------|
| | | Nonstop Distance | Psgs. Per Day | Avg. One-Way Fare (\$) | Carrier | Share | Avg. One-Way Fare (\$) 2/ | Carrier | Share | Avg. One-Way Fare (\$) 2/ |
| | | | | | | | | | | |
| Chicago, IL | Orlando, FL | 1005 | 3,426 | \$167 | WN | 29% | \$170 | FL | 19% | \$133 |
| Orlando, FL | Grand Rapids, MI | 1024 | 339 | \$165 | FL | 66% | \$159 | FL | 66% | \$159 |
| New York City, NY (Metro Area) | Tampa, FL (Metro Area) | 1047 | 4,272 | \$165 | B6 | 40% | \$154 | B6 | 40% | \$154 |
| Hartford, CT | Orlando, FL | 1050 | 1,219 | \$163 | WN | 48% | \$154 | WN | 48% | \$154 |
| Flint, MI | Tampa, FL (Metro Area) | 1036 | 184 | \$162 | FL | 83% | \$160 | FL | 83% | \$160 |
| Orlando, FL | Rochester, NY | 1033 | 399 | \$160 | FL | 73% | \$159 | FL | 73% | \$159 |
| Buffalo, NY | Orlando, FL | 1011 | 1,216 | \$153 | B6 | 37% | \$160 | FL | 33% | \$139 |
| Orlando, FL | Flint, MI | 1011 | 206 | \$152 | FL | 83% | \$151 | FL | 83% | \$151 |

Distance block : 1051 - 1100 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| Houston, TX | Minneapolis/St. Paul, MN | 1057 | 484 | \$332 | DL | 37% | \$376 | WN | 14% | \$249 |
| Detroit, MI | Houston, TX | 1092 | 580 | \$307 | DL | 39% | \$320 | WN | 17% | \$269 |
| Washington, DC (Metro Area) | Tulsa, OK | 1071 | 169 | \$291 | AA | 41% | \$249 | AA | 41% | \$249 |
| Denver, CO | Cincinnati, OH | 1069 | 163 | \$278 | DL | 55% | \$267 | DL | 55% | \$267 |
| Minneapolis/St. Paul, MN | New York City, NY (Metro Area) | 1057 | 2,222 | \$277 | DL | 53% | \$308 | SY | 11% | \$180 |
| Minneapolis/St. Paul, MN | San Antonio, TX | 1097 | 243 | \$277 | DL | 66% | \$287 | WN | 13% | \$231 |
| Des Moines, IA | New York City, NY (Metro Area) | 1071 | 238 | \$270 | UA | 42% | \$310 | DL | 23% | \$239 |
| San Antonio, TX | Salt Lake City, UT | 1087 | 195 | \$254 | DL | 50% | \$268 | WN | 28% | \$235 |
| Austin, TX | Salt Lake City, UT | 1086 | 217 | \$254 | DL | 48% | \$274 | F9 | 10% | \$188 |
| Orlando, FL | Oklahoma City, OK | 1069 | 195 | \$252 | WN | 45% | \$249 | AA | 28% | \$242 |
| Cleveland, OH (Metro Area) | Miami, FL (Metro Area) | 1080 | 556 | \$251 | UA | 46% | \$261 | US | 12% | \$250 |
| Dallas/Fort Worth, TX | Pittsburgh, PA | 1067 | 587 | \$250 | AA | 66% | \$268 | US | 19% | \$216 |
| Dallas/Fort Worth, TX | Raleigh/Durham, NC | 1061 | 597 | \$247 | AA | 57% | \$275 | US | 19% | \$214 |
| New York City, NY (Metro Area) | Pensacola, FL | 1063 | 176 | \$233 | DL | 47% | \$236 | FL | 11% | \$200 |
| Las Vegas, NV | Tulsa, OK | 1076 | 218 | \$232 | WN | 70% | \$243 | AA | 13% | \$220 |
| New Orleans, LA | Philadelphia, PA | 1088 | 541 | \$217 | US | 44% | \$252 | DL | 22% | \$178 |
| Austin, TX | Las Vegas, NV | 1090 | 656 | \$213 | WN | 70% | \$222 | AA | 11% | \$199 |
| St. Louis, MO | Miami, FL (Metro Area) | 1068 | 600 | \$210 | AA | 38% | \$216 | DL | 14% | \$192 |
| Charlotte, NC | San Antonio, TX | 1095 | 220 | \$209 | US | 44% | \$242 | DL | 25% | \$166 |
| Detroit, MI | West Palm Beach/Palm Beach, FL | 1086 | 278 | \$207 | DL | 86% | \$210 | FL | 2% | \$160 |
| Las Vegas, NV | San Antonio, TX | 1069 | 738 | \$204 | WN | 72% | \$210 | UA | 11% | \$177 |
| Orlando, FL | Kansas City, MO | 1072 | 680 | \$193 | WN | 65% | \$205 | DL | 18% | \$172 |
| Denver, CO | New Orleans, LA | 1062 | 578 | \$193 | WN | 42% | \$184 | F9 | 13% | \$179 |
| Las Vegas, NV | Omaha, NE | 1099 | 433 | \$193 | WN | 78% | \$196 | F9 | 8% | \$156 |
| New York City, NY (Metro Area) | West Palm Beach/Palm Beach, FL | 1077 | 4,774 | \$191 | B6 | 51% | \$191 | DL | 16% | \$184 |
| Albany, NY | Orlando, FL | 1073 | 502 | \$185 | WN | 84% | \$186 | UA | 5% | \$168 |
| Dallas/Fort Worth, TX | Las Vegas, NV | 1067 | 2,160 | \$180 | AA | 62% | \$200 | NK | 19% | \$100 |
| Denver, CO | Dayton, OH | 1085 | 379 | \$177 | F9 | 66% | \$169 | WN | 16% | \$162 |
| Detroit, MI | Fort Myers, FL | 1084 | 1,057 | \$175 | DL | 67% | \$200 | NK | 29% | \$116 |
| Orlando, FL | Syracuse, NY | 1053 | 524 | \$171 | B6 | 79% | \$173 | DL | 9% | \$142 |
| Tampa, FL (Metro Area) | Milwaukee, WI | 1075 | 484 | \$168 | FL | 56% | \$158 | FL | 56% | \$158 |
| New York City, NY (Metro Area) | Sarasota/Bradenton, FL | 1084 | 593 | \$168 | B6 | 78% | \$160 | B6 | 78% | \$160 |
| Buffalo, NY | Tampa, FL (Metro Area) | 1053 | 506 | \$166 | WN | 46% | \$178 | DL | 17% | \$131 |
| Orlando, FL | Milwaukee, WI | 1066 | 916 | \$161 | FL | 51% | \$162 | WN | 21% | \$160 |
| Tampa, FL (Metro Area) | Rochester, NY | 1079 | 258 | \$160 | FL | 55% | \$168 | UA | 11% | \$136 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|---|--------------------------------|------------------|---------------|------------------------|------------------------|---------------|---------------------------|------------------------------|---------------|---------------------------|
| | | Nonstop Distance | Pgrs. Per Day | Avg. One-Way Fare (\$) | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ |
| Bellingham, WA | Los Angeles, CA (Metro Area) | 1071 | 191 | \$152 | AS | 54% | \$183 | G4 | 44% | \$114 |
| Distance block : 1101 - 1200 miles | | | | | | | | | | |
| New York City, NY (Metro Area) | Fayetteville, AR | 1187 | 223 | \$366 | AA | 36% | \$398 | DL | 18% | \$231 |
| Cleveland, OH (Metro Area) | Houston, TX | 1106 | 457 | \$300 | UA | 56% | \$372 | DL | 13% | \$176 |
| Boston, MA (Metro Area) | Memphis, TN | 1139 | 207 | \$299 | DL | 62% | \$317 | US | 26% | \$273 |
| Houston, TX | Richmond, VA | 1166 | 169 | \$285 | UA | 45% | \$314 | FL | 20% | \$196 |
| Dallas/Fort Worth, TX | Richmond, VA | 1158 | 301 | \$278 | AA | 63% | \$290 | US | 25% | \$258 |
| Austin, TX | Detroit, MI | 1149 | 291 | \$276 | DL | 67% | \$291 | WN | 17% | \$222 |
| Boston, MA (Metro Area) | Minneapolis/St. Paul, MN | 1124 | 1,111 | \$276 | DL | 54% | \$328 | SY | 16% | \$190 |
| New York City, NY (Metro Area) | Kansas City, MO | 1148 | 954 | \$272 | DL | 37% | \$312 | US | 12% | \$223 |
| Pittsburgh, PA | Houston, TX | 1131 | 618 | \$270 | UA | 67% | \$290 | US | 12% | \$231 |
| Austin, TX | Raleigh/Durham, NC | 1162 | 193 | \$263 | DL | 26% | \$264 | AA | 26% | \$254 |
| Los Angeles, CA (Metro Area) | Oklahoma City, OK | 1187 | 408 | \$262 | AA | 36% | \$269 | WN | 30% | \$264 |
| Washington, DC (Metro Area) | Oklahoma City, OK | 1180 | 389 | \$260 | WN | 35% | \$253 | DL | 20% | \$201 |
| Miami, FL (Metro Area) | San Antonio, TX | 1145 | 226 | \$255 | AA | 35% | \$252 | UA | 23% | \$248 |
| St. Louis, MO | Salt Lake City, UT | 1156 | 193 | \$247 | DL | 57% | \$261 | F9 | 11% | \$184 |
| Albuquerque, NM | Chicago, IL | 1121 | 328 | \$246 | WN | 50% | \$241 | WN | 50% | \$241 |
| New York City, NY (Metro Area) | Omaha, NE | 1188 | 402 | \$244 | UA | 39% | \$307 | WN | 16% | \$190 |
| Dallas/Fort Worth, TX | West Palm Beach/Palm Beach, FL | 1102 | 221 | \$235 | AA | 84% | \$232 | WN | 1% | \$216 |
| Denver, CO | Columbus, OH | 1154 | 318 | \$223 | UA | 43% | \$239 | WN | 42% | \$206 |
| Chicago, IL | West Palm Beach/Palm Beach, FL | 1144 | 465 | \$221 | AA | 70% | \$217 | FL | 3% | \$154 |
| Jacksonville, FL | Minneapolis/St. Paul, MN | 1174 | 194 | \$220 | DL | 57% | \$251 | FL | 14% | \$163 |
| Austin, TX | San Diego, CA | 1164 | 429 | \$219 | WN | 68% | \$227 | UA | 11% | \$181 |
| Dallas/Fort Worth, TX | San Diego, CA | 1182 | 1,079 | \$218 | AA | 48% | \$269 | NK | 20% | \$104 |
| Tucson, AZ | Portland, OR | 1119 | 164 | \$213 | WN | 38% | \$207 | WN | 38% | \$207 |
| Hartford, CT | Fort Myers, FL | 1180 | 231 | \$212 | WN | 53% | \$215 | DL | 20% | \$186 |
| Phoenix, AZ | Seattle, WA | 1124 | 1,832 | \$210 | AS | 38% | \$214 | WN | 28% | \$204 |
| Albuquerque, NM | Seattle, WA | 1180 | 295 | \$207 | WN | 67% | \$214 | F9 | 4% | \$176 |
| Dallas/Fort Worth, TX | Miami, FL (Metro Area) | 1121 | 1,511 | \$207 | AA | 68% | \$230 | NK | 18% | \$104 |
| San Antonio, TX | San Diego, CA | 1129 | 389 | \$204 | WN | 69% | \$204 | UA | 11% | \$193 |
| Phoenix, AZ | Des Moines, IA | 1149 | 284 | \$203 | US | 59% | \$200 | F9 | 11% | \$189 |
| Albuquerque, NM | Portland, OR | 1111 | 230 | \$202 | WN | 71% | \$203 | F9 | 3% | \$148 |
| Austin, TX | Miami, FL (Metro Area) | 1105 | 483 | \$199 | WN | 32% | \$186 | WN | 32% | \$186 |
| Denver, CO | Detroit, MI | 1123 | 933 | \$198 | DL | 46% | \$196 | WN | 19% | \$185 |
| Chicago, IL | Miami, FL (Metro Area) | 1197 | 3,474 | \$197 | AA | 45% | \$214 | NK | 14% | \$118 |
| Fort Myers, FL | Milwaukee, WI | 1183 | 386 | \$195 | FL | 87% | \$195 | DL | 9% | \$187 |
| Buffalo, NY | Fort Myers, FL | 1144 | 272 | \$195 | B6 | 41% | \$217 | DL | 14% | \$176 |
| Las Vegas, NV | Kansas City, MO | 1139 | 699 | \$193 | WN | 75% | \$198 | F9 | 10% | \$164 |
| Hartford, CT | Tampa, FL (Metro Area) | 1111 | 528 | \$190 | WN | 63% | \$198 | DL | 14% | \$159 |
| Burlington, VT | Orlando, FL | 1194 | 186 | \$190 | B6 | 68% | \$194 | UA | 13% | \$158 |
| Buffalo, NY | Miami, FL (Metro Area) | 1185 | 632 | \$189 | WN | 39% | \$189 | DL | 15% | \$173 |
| Albany, NY | Tampa, FL (Metro Area) | 1130 | 303 | \$189 | WN | 66% | \$194 | UA | 10% | \$165 |
| New York City, NY (Metro Area) | Fort Myers, FL | 1120 | 2,271 | \$187 | B6 | 52% | \$179 | B6 | 52% | \$179 |
| Chicago, IL | Fort Myers, FL | 1120 | 1,605 | \$187 | AA | 27% | \$204 | NK | 16% | \$123 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|--------------------------------|--------------------------------|------------------|----------------|------------------------|------------------------|----------------------|------------------------|------------------------------|----------------------|------------------------|
| | | Nonstop Distance | Psgrs. Per Day | Avg. One-Way Fare (\$) | Carrier | Percent Market Share | Avg. One-Way Fare (\$) | Carrier | Percent Market Share | Avg. One-Way Fare (\$) |
| | | | 2/ | 2/ | | 2/ | 2/ | | 2/ | |
| Hartford, CT | West Palm Beach/Palm Beach, FL | 1133 | 343 | \$183 | B6 | 59% | \$186 | WN | 14% | \$162 |
| New York City, NY (Metro Area) | Miami, FL (Metro Area) | 1139 | 13,914 | \$179 | B6 | 31% | \$180 | DL | 19% | \$179 |
| Denver, CO | Atlanta, GA (Metro Area) | 1199 | 1,611 | \$174 | DL | 43% | \$188 | F9 | 22% | \$145 |
| Detroit, MI | Miami, FL (Metro Area) | 1145 | 1,942 | \$168 | DL | 62% | \$191 | NK | 23% | \$97 |
| Boston, MA (Metro Area) | Orlando, FL | 1142 | 4,047 | \$168 | B6 | 40% | \$176 | DL | 13% | \$164 |
| Hartford, CT | Miami, FL (Metro Area) | 1194 | 936 | \$167 | B6 | 51% | \$167 | WN | 24% | \$155 |
| Sioux Falls, SD | Las Vegas, NV | 1104 | 164 | \$146 | G4 | 76% | \$120 | G4 | 76% | \$120 |

Distance block : 1201 - 1300 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| Houston, TX | Salt Lake City, UT | 1214 | 428 | \$323 | UA | 34% | \$346 | WN | 22% | \$278 |
| New York City, NY (Metro Area) | Tulsa, OK | 1271 | 207 | \$295 | UA | 39% | \$322 | AA | 33% | \$262 |
| Detroit, MI | San Antonio, TX | 1214 | 239 | \$284 | DL | 62% | \$311 | WN | 14% | \$223 |
| Los Angeles, CA (Metro Area) | Tulsa, OK | 1283 | 293 | \$282 | WN | 43% | \$278 | AA | 28% | \$262 |
| Washington, DC (Metro Area) | Houston, TX | 1246 | 1,994 | \$281 | UA | 51% | \$328 | US | 11% | \$232 |
| Los Angeles, CA (Metro Area) | San Antonio, TX | 1211 | 758 | \$271 | WN | 47% | \$266 | AA | 12% | \$261 |
| Chicago, IL | Salt Lake City, UT | 1259 | 622 | \$267 | DL | 32% | \$286 | WN | 25% | \$243 |
| Dallas/Fort Worth, TX | Norfolk, VA (Metro Area) | 1212 | 269 | \$261 | AA | 38% | \$285 | US | 35% | \$237 |
| Houston, TX | Norfolk, VA (Metro Area) | 1209 | 212 | \$260 | WN | 30% | \$218 | WN | 30% | \$218 |
| Dallas/Fort Worth, TX | Washington, DC (Metro Area) | 1217 | 2,848 | \$254 | AA | 58% | \$290 | WN | 12% | \$184 |
| Pittsburgh, PA | Denver, CO | 1290 | 384 | \$251 | UA | 40% | \$284 | WN | 36% | \$230 |
| Albuquerque, NM | Atlanta, GA (Metro Area) | 1269 | 188 | \$248 | DL | 70% | \$257 | WN | 14% | \$200 |
| Houston, TX | Las Vegas, NV | 1235 | 1,595 | \$241 | UA | 43% | \$292 | NK | 14% | \$114 |
| Austin, TX | Los Angeles, CA (Metro Area) | 1242 | 1,327 | \$239 | AA | 34% | \$252 | B6 | 16% | \$179 |
| Boston, MA (Metro Area) | Kansas City, MO | 1256 | 459 | \$235 | DL | 37% | \$245 | WN | 25% | \$228 |
| New York City, NY (Metro Area) | New Orleans, LA | 1218 | 1,711 | \$232 | DL | 41% | \$224 | DL | 41% | \$224 |
| El Paso, TX | Chicago, IL | 1237 | 217 | \$232 | AA | 55% | \$227 | WN | 25% | \$200 |
| Dallas/Fort Worth, TX | Los Angeles, CA (Metro Area) | 1246 | 3,974 | \$231 | AA | 62% | \$237 | VX | 13% | \$217 |
| Phoenix, AZ | New Orleans, LA | 1300 | 284 | \$222 | WN | 49% | \$248 | UA | 29% | \$184 |
| Wichita, KS | Los Angeles, CA (Metro Area) | 1203 | 178 | \$218 | AA | 42% | \$235 | F9 | 10% | \$155 |
| Las Vegas, NV | Little Rock, AR | 1294 | 163 | \$217 | WN | 68% | \$223 | WN | 68% | \$223 |
| Cleveland, OH (Metro Area) | San Antonio, TX | 1240 | 165 | \$211 | UA | 39% | \$210 | AA | 20% | \$195 |
| Denver, CO | Cleveland, OH (Metro Area) | 1224 | 578 | \$211 | UA | 41% | \$251 | F9 | 35% | \$177 |
| Dallas/Fort Worth, TX | Buffalo, NY | 1212 | 223 | \$211 | DL | 27% | \$198 | UA | 25% | \$175 |
| Buffalo, NY | Houston, TX | 1297 | 259 | \$209 | UA | 43% | \$201 | UA | 43% | \$201 |
| Phoenix, AZ | Minneapolis/St. Paul, MN | 1276 | 1,580 | \$203 | DL | 40% | \$220 | SY | 11% | \$173 |
| Albany, NY | Miami, FL (Metro Area) | 1225 | 308 | \$202 | WN | 71% | \$199 | DL | 10% | \$189 |
| Boston, MA (Metro Area) | West Palm Beach/Palm Beach, FL | 1222 | 1,177 | \$199 | B6 | 72% | \$201 | WN | 11% | \$191 |
| Tucson, AZ | Seattle, WA | 1216 | 346 | \$197 | AS | 53% | \$214 | WN | 15% | \$165 |
| Phoenix, AZ | St. Louis, MO | 1262 | 729 | \$196 | WN | 54% | \$197 | US | 33% | \$188 |
| Miami, FL (Metro Area) | Kansas City, MO | 1251 | 481 | \$196 | WN | 41% | \$208 | DL | 31% | \$178 |
| Boston, MA (Metro Area) | Sarasota/Bradenton, FL | 1240 | 277 | \$193 | B6 | 69% | \$192 | DL | 18% | \$184 |
| Boston, MA (Metro Area) | Miami, FL (Metro Area) | 1283 | 3,334 | \$192 | B6 | 36% | \$199 | WN | 16% | \$183 |
| Miami, FL (Metro Area) | Rochester, NY | 1203 | 177 | \$190 | DL | 38% | \$182 | UA | 14% | \$172 |
| Miami, FL (Metro Area) | Milwaukee, WI | 1258 | 363 | \$190 | FL | 38% | \$156 | FL | 38% | \$156 |
| Minneapolis/St. Paul, MN | Las Vegas, NV | 1299 | 1,475 | \$189 | DL | 53% | \$219 | NK | 14% | \$93 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | | |
|-----------------------------|-------------|-----|-----------|------------------------|-------|-----------|------------------------------|---------|---------|-----------|
| | Pgrs. | | Avg. | Percent | | Avg. | Percent | | Avg. | |
| | Nonstop | Per | One-Way | Market | | One-Way | Market | | One-Way | |
| | Distance | Day | Fare (\$) | Carrier | Share | Fare (\$) | 2/ | Carrier | Share | Fare (\$) |

| | | | | | | | | | | |
|-------------------------|------------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| Boston, MA (Metro Area) | Fort Myers, FL | 1271 | 1,517 | \$188 | B6 | 60% | \$200 | NK | 10% | \$115 |
| Boston, MA (Metro Area) | Tampa, FL (Metro Area) | 1204 | 1,888 | \$184 | B6 | 41% | \$186 | B6 | 41% | \$186 |
| Orlando, FL | Portland, ME | 1214 | 216 | \$178 | FL | 29% | \$156 | FL | 29% | \$156 |
| Orlando, FL | Omaha, NE | 1211 | 370 | \$176 | DL | 39% | \$157 | DL | 39% | \$157 |
| Las Vegas, NV | Mission/McAllen/Edinburg, TX | 1210 | 210 | \$161 | G4 | 90% | \$138 | G4 | 90% | \$138 |
| Des Moines, IA | Las Vegas, NV | 1216 | 242 | \$157 | G4 | 53% | \$122 | G4 | 53% | \$122 |

Distance block : 1301 - 1400 miles

| | | | | | | | | | | |
|--------------------------------|------------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| Denver, CO | Charlotte, NC | 1337 | 408 | \$296 | US | 53% | \$330 | DL | 20% | \$223 |
| Houston, TX | Los Angeles, CA (Metro Area) | 1390 | 2,560 | \$294 | UA | 48% | \$331 | WN | 31% | \$251 |
| San Francisco, CA (Metro Area) | Oklahoma City, OK | 1384 | 184 | \$288 | WN | 36% | \$295 | F9 | 13% | \$189 |
| Houston, TX | San Diego, CA | 1313 | 661 | \$282 | UA | 45% | \$305 | US | 12% | \$264 |
| New York City, NY (Metro Area) | Oklahoma City, OK | 1381 | 313 | \$281 | UA | 36% | \$302 | WN | 13% | \$255 |
| Austin, TX | Washington, DC (Metro Area) | 1342 | 1,073 | \$254 | WN | 53% | \$232 | WN | 53% | \$232 |
| Dallas/Fort Worth, TX | Philadelphia, PA | 1303 | 1,272 | \$238 | AA | 43% | \$243 | US | 42% | \$235 |
| Minneapolis/St. Paul, MN | Tampa, FL (Metro Area) | 1306 | 557 | \$236 | DL | 61% | \$260 | FL | 11% | \$185 |
| Boston, MA (Metro Area) | New Orleans, LA | 1371 | 542 | \$225 | B6 | 25% | \$271 | DL | 22% | \$191 |
| Los Angeles, CA (Metro Area) | Kansas City, MO | 1363 | 979 | \$223 | WN | 56% | \$231 | DL | 15% | \$210 |
| Seattle, WA | Minneapolis/St. Paul, MN | 1399 | 901 | \$222 | DL | 57% | \$235 | SY | 24% | \$181 |
| St. Louis, MO | Las Vegas, NV | 1371 | 691 | \$217 | WN | 65% | \$231 | F9 | 7% | \$160 |
| Houston, TX | Philadelphia, PA | 1336 | 1,152 | \$215 | UA | 46% | \$224 | WN | 17% | \$198 |
| Kansas City, MO | San Diego, CA | 1334 | 378 | \$212 | WN | 54% | \$238 | DL | 11% | \$172 |
| Omaha, NE | San Diego, CA | 1313 | 170 | \$209 | WN | 49% | \$208 | WN | 49% | \$208 |
| Los Angeles, CA (Metro Area) | Omaha, NE | 1330 | 462 | \$206 | WN | 45% | \$203 | DL | 14% | \$200 |
| Dallas/Fort Worth, TX | Reno, NV | 1356 | 193 | \$204 | AA | 70% | \$199 | AA | 70% | \$199 |
| Orlando, FL | Minneapolis/St. Paul, MN | 1310 | 1,534 | \$191 | DL | 55% | \$205 | SY | 23% | \$177 |
| Miami, FL (Metro Area) | Plattsburgh, NY | 1334 | 208 | \$143 | G4 | 53% | \$175 | NK | 47% | \$107 |

Distance block : 1401 - 1500 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| Houston, TX | New York City, NY (Metro Area) | 1465 | 3,332 | \$317 | UA | 55% | \$374 | WN | 11% | \$222 |
| Detroit, MI | Salt Lake City, UT | 1481 | 265 | \$316 | DL | 77% | \$335 | F9 | 5% | \$213 |
| Dallas/Fort Worth, TX | New York City, NY (Metro Area) | 1428 | 3,751 | \$310 | AA | 51% | \$345 | DL | 15% | \$282 |
| Dallas/Fort Worth, TX | Hartford, CT | 1471 | 353 | \$293 | AA | 71% | \$306 | US | 14% | \$247 |
| San Francisco, CA (Metro Area) | San Antonio, TX | 1482 | 407 | \$288 | WN | 46% | \$265 | WN | 46% | \$265 |
| Minneapolis/St. Paul, MN | Portland, OR | 1426 | 385 | \$286 | DL | 65% | \$301 | F9 | 11% | \$203 |
| Las Vegas, NV | Memphis, TN | 1416 | 174 | \$273 | DL | 81% | \$276 | FL | 9% | \$220 |
| Denver, CO | Washington, DC (Metro Area) | 1491 | 2,522 | \$260 | UA | 38% | \$312 | WN | 26% | \$220 |
| Dallas/Fort Worth, TX | Sacramento, CA | 1442 | 412 | \$256 | AA | 64% | \$264 | WN | 12% | \$220 |
| San Francisco, CA (Metro Area) | Kansas City, MO | 1499 | 659 | \$254 | WN | 53% | \$233 | WN | 53% | \$233 |
| Washington, DC (Metro Area) | San Antonio, TX | 1407 | 969 | \$249 | WN | 37% | \$240 | AA | 19% | \$235 |
| Sacramento, CA | San Antonio, TX | 1463 | 182 | \$245 | WN | 69% | \$238 | WN | 69% | \$238 |
| Dallas/Fort Worth, TX | San Francisco, CA (Metro Area) | 1476 | 2,411 | \$244 | AA | 53% | \$248 | VX | 22% | \$226 |
| Austin, TX | Sacramento, CA | 1481 | 182 | \$244 | WN | 50% | \$240 | UA | 17% | \$239 |
| Phoenix, AZ | Nashville, TN | 1449 | 375 | \$239 | WN | 67% | \$257 | AA | 13% | \$181 |
| Tucson, AZ | Chicago, IL | 1440 | 405 | \$233 | AA | 55% | \$233 | WN | 35% | \$224 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|--------------------------------|------------------------------|------------------|---------------|------------------------|------------------------|---------------|---------------------------|------------------------------|---------------|---------------------------|
| | | Nonstop Distance | Pgrs. Per Day | Avg. One-Way Fare (\$) | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ |
| | | | | | | | | | | |
| Las Vegas, NV | New Orleans, LA | 1500 | 392 | \$233 | WN | 64% | \$243 | UA | 16% | \$202 |
| Des Moines, IA | Los Angeles, CA (Metro Area) | 1447 | 246 | \$228 | UA | 43% | \$216 | UA | 43% | \$216 |
| San Francisco, CA (Metro Area) | Omaha, NE | 1433 | 282 | \$228 | WN | 37% | \$245 | DL | 14% | \$195 |
| Los Angeles, CA (Metro Area) | Little Rock, AR | 1494 | 257 | \$224 | WN | 36% | \$232 | UA | 22% | \$212 |
| Austin, TX | Philadelphia, PA | 1430 | 362 | \$221 | US | 31% | \$258 | AA | 19% | \$186 |
| San Antonio, TX | Philadelphia, PA | 1496 | 303 | \$221 | US | 32% | \$235 | WN | 18% | \$205 |
| Phoenix, AZ | Chicago, IL | 1444 | 2,574 | \$218 | WN | 34% | \$214 | WN | 34% | \$214 |
| Denver, CO | Jacksonville, FL | 1447 | 265 | \$210 | WN | 40% | \$224 | FL | 11% | \$149 |
| Sacramento, CA | Kansas City, MO | 1442 | 198 | \$207 | WN | 55% | \$207 | F9 | 12% | \$178 |
| Minneapolis/St. Paul, MN | Fort Myers, FL | 1416 | 826 | \$206 | DL | 49% | \$237 | NK | 15% | \$118 |
| Denver, CO | Raleigh/Durham, NC | 1436 | 468 | \$203 | WN | 38% | \$229 | AA | 11% | \$170 |
| Seattle, WA | Kansas City, MO | 1489 | 375 | \$203 | AS | 39% | \$190 | AS | 39% | \$190 |
| Kansas City, MO | Portland, OR | 1482 | 268 | \$202 | WN | 49% | \$217 | F9 | 12% | \$168 |
| Phoenix, AZ | Indianapolis, IN | 1488 | 620 | \$190 | WN | 48% | \$179 | WN | 48% | \$179 |
| Phoenix, AZ | Milwaukee, WI | 1460 | 772 | \$187 | WN | 57% | \$181 | WN | 57% | \$181 |

Distance block : 1501 - 1600 miles

| | | | | | | | | | | |
|--------------------------|--------------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| Atlanta, GA (Metro Area) | Salt Lake City, UT | 1590 | 512 | \$310 | DL | 71% | \$342 | F9 | 7% | \$194 |
| Colorado Springs, CO | Washington, DC (Metro Area) | 1503 | 185 | \$302 | UA | 52% | \$350 | F9 | 17% | \$210 |
| Minneapolis/St. Paul, MN | Sacramento, CA | 1517 | 216 | \$300 | DL | 55% | \$328 | WN | 16% | \$259 |
| Minneapolis/St. Paul, MN | San Francisco, CA (Metro Area) | 1589 | 1,308 | \$291 | DL | 52% | \$321 | SY | 18% | \$223 |
| New Orleans, LA | San Diego, CA | 1599 | 257 | \$285 | WN | 44% | \$277 | WN | 44% | \$277 |
| Minneapolis/St. Paul, MN | Los Angeles, CA (Metro Area) | 1535 | 1,644 | \$275 | DL | 56% | \$306 | SY | 15% | \$211 |
| St. Louis, MO | Los Angeles, CA (Metro Area) | 1592 | 1,143 | \$248 | AA | 43% | \$253 | WN | 33% | \$246 |
| Austin, TX | New York City, NY (Metro Area) | 1559 | 1,541 | \$244 | UA | 27% | \$290 | AA | 24% | \$217 |
| Minneapolis/St. Paul, MN | Miami, FL (Metro Area) | 1501 | 767 | \$243 | DL | 59% | \$265 | NK | 11% | \$115 |
| Austin, TX | San Francisco, CA (Metro Area) | 1504 | 1,470 | \$242 | WN | 41% | \$241 | B6 | 16% | \$202 |
| Phoenix, AZ | Louisville, KY | 1506 | 200 | \$237 | WN | 55% | \$255 | DL | 17% | \$190 |
| Nashville, TN | Las Vegas, NV | 1587 | 473 | \$228 | WN | 66% | \$243 | DL | 14% | \$199 |
| Minneapolis/St. Paul, MN | San Diego, CA | 1532 | 646 | \$226 | DL | 51% | \$248 | SY | 21% | \$184 |
| Hartford, CT | Houston, TX | 1519 | 258 | \$225 | UA | 41% | \$216 | DL | 23% | \$213 |
| Dallas/Fort Worth, TX | Boston, MA (Metro Area) | 1562 | 1,685 | \$220 | AA | 49% | \$234 | B6 | 28% | \$189 |
| Atlanta, GA (Metro Area) | Phoenix, AZ | 1587 | 1,037 | \$218 | DL | 50% | \$234 | WN | 19% | \$188 |
| Denver, CO | Tampa, FL (Metro Area) | 1506 | 758 | \$217 | WN | 39% | \$220 | F9 | 27% | \$179 |
| Denver, CO | Philadelphia, PA | 1558 | 1,079 | \$210 | US | 41% | \$209 | F9 | 13% | \$177 |
| St. Louis, MO | San Diego, CA | 1557 | 395 | \$210 | WN | 48% | \$216 | UA | 14% | \$180 |
| Denver, CO | Norfolk, VA (Metro Area) | 1553 | 267 | \$205 | F9 | 46% | \$179 | F9 | 46% | \$179 |
| Chicago, IL | Las Vegas, NV | 1521 | 2,933 | \$202 | WN | 38% | \$197 | NK | 21% | \$123 |
| Denver, CO | Orlando, FL | 1546 | 1,377 | \$201 | WN | 34% | \$188 | WN | 34% | \$188 |
| Las Vegas, NV | Indianapolis, IN | 1590 | 648 | \$199 | WN | 58% | \$211 | DL | 18% | \$181 |
| Las Vegas, NV | Milwaukee, WI | 1524 | 737 | \$191 | WN | 71% | \$195 | F9 | 9% | \$167 |

Distance block : 1601 - 1700 miles

| | | | | | | | | | | |
|------------------------------|--------------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| Los Angeles, CA (Metro Area) | Memphis, TN | 1619 | 315 | \$327 | DL | 66% | \$326 | AA | 14% | \$311 |
| Houston, TX | San Francisco, CA (Metro Area) | 1649 | 1,714 | \$309 | UA | 53% | \$354 | WN | 30% | \$252 |

Carrier Code Identifier and Footnotes at end of report.

Prepared by the Office of Aviation Analysis

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | | |
|--------------------------------|--------------------------------|------------------|---------|-------------------|------------------------|-------|-------------------|------------------------------|---------|-------|-------------------|
| | | Psgrs. | | Avg. | Percent | | Avg. | Percent | | Avg. | |
| | | Nonstop Distance | Per Day | One-Way Fare (\$) | Carrier | Share | One-Way Fare (\$) | 2/ | Carrier | Share | One-Way Fare (\$) |
| Boston, MA (Metro Area) | Houston, TX | 1609 | 1,018 | \$304 | UA | 60% | \$336 | WN | 15% | \$238 | |
| Albuquerque, NM | Washington, DC (Metro Area) | 1670 | 550 | \$285 | WN | 39% | \$271 | AA | 20% | \$253 | |
| Houston, TX | Sacramento, CA | 1624 | 307 | \$285 | UA | 46% | \$322 | WN | 37% | \$241 | |
| Los Angeles, CA (Metro Area) | New Orleans, LA | 1670 | 923 | \$284 | DL | 29% | \$300 | WN | 28% | \$268 | |
| Las Vegas, NV | Cincinnati, OH | 1678 | 200 | \$283 | DL | 87% | \$282 | AA | 3% | \$243 | |
| Chicago, IL | Palm Springs, CA | 1657 | 175 | \$270 | AA | 79% | \$266 | AA | 79% | \$266 | |
| New York City, NY (Metro Area) | San Antonio, TX | 1624 | 808 | \$259 | UA | 31% | \$290 | WN | 14% | \$217 | |
| Phoenix, AZ | Detroit, MI | 1671 | 1,009 | \$252 | DL | 48% | \$256 | WN | 16% | \$241 | |
| Dallas/Fort Worth, TX | Seattle, WA | 1670 | 1,090 | \$251 | AA | 51% | \$263 | AS | 28% | \$234 | |
| Dallas/Fort Worth, TX | Portland, OR | 1626 | 533 | \$250 | AA | 45% | \$296 | NK | 19% | \$116 | |
| Chicago, IL | Reno, NV | 1680 | 213 | \$238 | WN | 45% | \$222 | WN | 45% | \$222 | |
| Birmingham, AL | Las Vegas, NV | 1618 | 185 | \$234 | WN | 64% | \$239 | DL | 23% | \$234 | |
| Denver, CO | Hartford, CT | 1671 | 304 | \$234 | WN | 45% | \$234 | DL | 23% | \$184 | |
| Austin, TX | Boston, MA (Metro Area) | 1698 | 642 | \$232 | B6 | 28% | \$269 | UA | 24% | \$185 | |
| Las Vegas, NV | Louisville, KY | 1624 | 272 | \$226 | WN | 64% | \$236 | DL | 15% | \$218 | |
| Phoenix, AZ | Columbus, OH | 1670 | 488 | \$219 | US | 48% | \$224 | WN | 40% | \$211 | |
| Dayton, OH | Las Vegas, NV | 1700 | 185 | \$215 | F9 | 24% | \$199 | WN | 14% | \$178 | |
| Denver, CO | New York City, NY (Metro Area) | 1659 | 3,128 | \$213 | UA | 45% | \$240 | WN | 14% | \$174 | |
| Seattle, WA | Milwaukee, WI | 1694 | 227 | \$211 | WN | 52% | \$203 | F9 | 11% | \$184 | |
| Denver, CO | Fort Myers, FL | 1607 | 293 | \$210 | F9 | 40% | \$225 | DL | 23% | \$184 | |

Distance block : 1701 - 1800 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| Phoenix, AZ | Charlotte, NC | 1773 | 420 | \$305 | US | 59% | \$366 | DL | 18% | \$203 |
| Chicago, IL | Sacramento, CA | 1790 | 411 | \$293 | WN | 43% | \$260 | WN | 43% | \$260 |
| Chicago, IL | Portland, OR | 1751 | 751 | \$287 | UA | 36% | \$343 | WN | 25% | \$242 |
| Nashville, TN | Los Angeles, CA (Metro Area) | 1797 | 848 | \$275 | WN | 46% | \$272 | WN | 46% | \$272 |
| St. Louis, MO | San Francisco, CA (Metro Area) | 1735 | 661 | \$273 | WN | 34% | \$258 | WN | 34% | \$258 |
| Boston, MA (Metro Area) | San Antonio, TX | 1764 | 306 | \$273 | WN | 30% | \$272 | AA | 28% | \$239 |
| El Paso, TX | Washington, DC (Metro Area) | 1741 | 270 | \$269 | AA | 44% | \$259 | WN | 15% | \$254 |
| San Francisco, CA (Metro Area) | Madison, WI | 1772 | 207 | \$259 | UA | 40% | \$258 | UA | 40% | \$258 |
| St. Louis, MO | Portland, OR | 1708 | 177 | \$258 | WN | 30% | \$262 | F9 | 17% | \$222 |
| Seattle, WA | Chicago, IL | 1733 | 1,542 | \$254 | AS | 29% | \$244 | WN | 17% | \$226 |
| Phoenix, AZ | Cleveland, OH (Metro Area) | 1754 | 469 | \$244 | UA | 55% | \$251 | WN | 15% | \$223 |
| Chicago, IL | Los Angeles, CA (Metro Area) | 1750 | 5,487 | \$244 | AA | 30% | \$246 | WN | 22% | \$215 |
| Atlanta, GA (Metro Area) | Las Vegas, NV | 1747 | 1,244 | \$241 | DL | 63% | \$257 | FL | 15% | \$210 |
| Chicago, IL | San Diego, CA | 1728 | 1,438 | \$236 | WN | 34% | \$224 | AA | 32% | \$220 |
| Indianapolis, IN | San Diego, CA | 1782 | 287 | \$235 | WN | 34% | \$231 | F9 | 10% | \$199 |
| Seattle, WA | St. Louis, MO | 1709 | 482 | \$235 | AS | 41% | \$223 | AS | 41% | \$223 |
| Denver, CO | Boston, MA (Metro Area) | 1754 | 1,570 | \$233 | WN | 32% | \$209 | B6 | 26% | \$204 |
| Nashville, TN | San Diego, CA | 1751 | 274 | \$229 | WN | 51% | \$254 | AA | 20% | \$207 |
| Austin, TX | Seattle, WA | 1770 | 440 | \$228 | AS | 51% | \$217 | WN | 10% | \$211 |
| Milwaukee, WI | San Diego, CA | 1739 | 224 | \$224 | WN | 46% | \$216 | WN | 46% | \$216 |
| Phoenix, AZ | Tampa, FL (Metro Area) | 1788 | 502 | \$224 | US | 52% | \$220 | US | 52% | \$220 |
| Austin, TX | Portland, OR | 1715 | 270 | \$222 | WN | 42% | \$200 | F9 | 11% | \$184 |
| Los Angeles, CA (Metro Area) | Milwaukee, WI | 1756 | 717 | \$217 | WN | 49% | \$217 | WN | 49% | \$217 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|-----------------------------|------------------------|-------------|-------|-----------|------------------------|---------|--------------|------------------------------|--------|--------------|
| | | Psgrs. | | Avg. | Percent | | Avg. | Percent | | Avg. |
| | | Nonstop | Per | One-Way | Market | One-Way | Market | One-Way | Market | One-Way |
| | | Distance | Day | Fare (\$) | Carrier | Share | Fare (\$) 2/ | Carrier | Share | Fare (\$) 2/ |
| Seattle, WA | San Antonio, TX | 1774 | 357 | \$216 | AS | 55% | \$196 | AS | 55% | \$196 |
| Columbus, OH | Las Vegas, NV | 1771 | 581 | \$208 | WN | 60% | \$216 | UA | 16% | \$168 |
| Denver, CO | Miami, FL (Metro Area) | 1709 | 1,295 | \$203 | F9 | 30% | \$181 | NK | 11% | \$106 |
| Detroit, MI | Las Vegas, NV | 1749 | 1,857 | \$188 | DL | 48% | \$234 | NK | 36% | \$125 |

Distance block : 1901 - 1900 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| Los Angeles, CA (Metro Area) | Cincinnati, OH | 1900 | 439 | \$335 | DL | 78% | \$323 | AA | 10% | \$323 |
| Washington, DC (Metro Area) | Salt Lake City, UT | 1865 | 709 | \$327 | DL | 57% | \$345 | WN | 20% | \$273 |
| San Francisco, CA (Metro Area) | Memphis, TN | 1807 | 183 | \$316 | DL | 45% | \$329 | AA | 23% | \$296 |
| Atlanta, GA (Metro Area) | San Diego, CA | 1892 | 528 | \$310 | DL | 61% | \$339 | US | 15% | \$247 |
| Grand Rapids, MI | Los Angeles, CA (Metro Area) | 1874 | 194 | \$300 | DL | 34% | \$321 | UA | 32% | \$289 |
| Birmingham, AL | Los Angeles, CA (Metro Area) | 1815 | 194 | \$299 | WN | 37% | \$282 | WN | 37% | \$282 |
| Houston, TX | Portland, OR | 1843 | 342 | \$297 | UA | 53% | \$353 | NK | 12% | \$124 |
| Los Angeles, CA (Metro Area) | Louisville, KY | 1843 | 303 | \$292 | WN | 40% | \$291 | AA | 22% | \$283 |
| Seattle, WA | Houston, TX | 1894 | 703 | \$282 | UA | 57% | \$301 | AS | 22% | \$228 |
| Chicago, IL | San Francisco, CA (Metro Area) | 1855 | 3,879 | \$279 | UA | 35% | \$327 | WN | 23% | \$233 |
| Seattle, WA | Indianapolis, IN | 1866 | 221 | \$277 | DL | 28% | \$290 | F9 | 16% | \$228 |
| Albuquerque, NM | New York City, NY (Metro Area) | 1861 | 355 | \$276 | AA | 36% | \$272 | WN | 25% | \$269 |
| Tampa, FL (Metro Area) | Salt Lake City, UT | 1888 | 174 | \$273 | DL | 45% | \$287 | AA | 17% | \$218 |
| Indianapolis, IN | Los Angeles, CA (Metro Area) | 1814 | 665 | \$265 | WN | 32% | \$251 | WN | 32% | \$251 |
| Cleveland, OH (Metro Area) | Las Vegas, NV | 1846 | 631 | \$261 | UA | 59% | \$296 | WN | 13% | \$215 |
| Pittsburgh, PA | Phoenix, AZ | 1814 | 437 | \$237 | US | 46% | \$254 | WN | 39% | \$215 |
| Phoenix, AZ | Raleigh/Durham, NC | 1891 | 330 | \$234 | WN | 44% | \$247 | UA | 12% | \$178 |
| Phoenix, AZ | Orlando, FL | 1849 | 698 | \$230 | US | 49% | \$232 | WN | 34% | \$230 |
| San Francisco, CA (Metro Area) | Milwaukee, WI | 1845 | 482 | \$216 | WN | 39% | \$225 | FL | 13% | \$203 |

Distance block : 1901 - 2000 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| Seattle, WA | Detroit, MI | 1927 | 506 | \$318 | DL | 70% | \$345 | F9 | 5% | \$202 |
| Albuquerque, NM | Boston, MA (Metro Area) | 1974 | 232 | \$304 | WN | 45% | \$300 | AA | 28% | \$291 |
| San Francisco, CA (Metro Area) | New Orleans, LA | 1911 | 560 | \$298 | UA | 42% | \$317 | WN | 38% | \$273 |
| Columbus, OH | Los Angeles, CA (Metro Area) | 1995 | 510 | \$295 | WN | 30% | \$279 | WN | 30% | \$279 |
| Detroit, MI | San Diego, CA | 1956 | 464 | \$295 | DL | 59% | \$323 | WN | 15% | \$253 |
| Phoenix, AZ | Washington, DC (Metro Area) | 1999 | 1,476 | \$295 | US | 44% | \$314 | WN | 31% | \$255 |
| El Paso, TX | New York City, NY (Metro Area) | 1944 | 186 | \$289 | AA | 55% | \$280 | AA | 55% | \$280 |
| San Francisco, CA (Metro Area) | Louisville, KY | 1990 | 195 | \$284 | WN | 36% | \$276 | UA | 22% | \$274 |
| Detroit, MI | Los Angeles, CA (Metro Area) | 1979 | 1,698 | \$282 | DL | 60% | \$309 | WN | 11% | \$227 |
| Orlando, FL | Salt Lake City, UT | 1931 | 376 | \$280 | DL | 64% | \$299 | WN | 16% | \$247 |
| Detroit, MI | Portland, OR | 1953 | 244 | \$280 | DL | 45% | \$311 | F9 | 19% | \$198 |
| Nashville, TN | San Francisco, CA (Metro Area) | 1968 | 425 | \$271 | WN | 45% | \$283 | AA | 29% | \$240 |
| Philadelphia, PA | Salt Lake City, UT | 1927 | 291 | \$271 | DL | 62% | \$285 | WN | 15% | \$215 |
| Atlanta, GA (Metro Area) | Los Angeles, CA (Metro Area) | 1947 | 2,683 | \$269 | DL | 62% | \$294 | FL | 11% | \$204 |
| Indianapolis, IN | San Francisco, CA (Metro Area) | 1943 | 473 | \$262 | WN | 29% | \$246 | WN | 29% | \$246 |
| Charlotte, NC | Las Vegas, NV | 1916 | 516 | \$258 | US | 55% | \$302 | DL | 20% | \$201 |
| Phoenix, AZ | Miami, FL (Metro Area) | 1972 | 682 | \$258 | US | 38% | \$273 | WN | 12% | \$243 |
| Tucson, AZ | Washington, DC (Metro Area) | 1976 | 409 | \$258 | AA | 49% | \$250 | AA | 49% | \$250 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|-----------------------------|------------------------------|------------------|---------------|------------------------|------------------------|---------------|---------------------------|------------------------------|---------------|---------------------------|
| | | Nonstop Distance | Psgs. Per Day | Avg. One-Way Fare (\$) | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ |
| | | | | | | | | | | |
| Columbus, OH | San Diego, CA | 1964 | 190 | \$256 | WN | 39% | \$257 | UA | 20% | \$235 |
| Dayton, OH | Los Angeles, CA (Metro Area) | 1925 | 290 | \$245 | AA | 28% | \$247 | F9 | 14% | \$209 |
| Phoenix, AZ | Buffalo, NY | 1912 | 268 | \$234 | WN | 61% | \$249 | DL | 11% | \$206 |
| Seattle, WA | Nashville, TN | 1978 | 263 | \$228 | WN | 28% | \$273 | F9 | 13% | \$174 |
| Jacksonville, FL | Las Vegas, NV | 1965 | 273 | \$224 | WN | 50% | \$227 | WN | 50% | \$227 |
| Las Vegas, NV | Tampa, FL (Metro Area) | 1984 | 627 | \$223 | WN | 41% | \$257 | UA | 15% | \$186 |
| Buffalo, NY | Las Vegas, NV | 1986 | 560 | \$218 | WN | 57% | \$239 | UA | 21% | \$168 |
| Pittsburgh, PA | Las Vegas, NV | 1910 | 622 | \$216 | WN | 57% | \$231 | UA | 18% | \$174 |

Distance block : 2001 - 2200 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| San Francisco, CA (Metro Area) | Cincinnati, OH | 2036 | 286 | \$338 | DL | 75% | \$331 | AA | 8% | \$310 |
| Cleveland, OH (Metro Area) | San Francisco, CA (Metro Area) | 2187 | 552 | \$334 | UA | 64% | \$371 | F9 | 6% | \$183 |
| Boston, MA (Metro Area) | Salt Lake City, UT | 2105 | 390 | \$333 | DL | 55% | \$384 | WN | 23% | \$250 |
| Charlotte, NC | San Diego, CA | 2077 | 230 | \$329 | US | 55% | \$365 | DL | 21% | \$248 |
| Atlanta, GA (Metro Area) | Portland, OR | 2172 | 389 | \$324 | DL | 58% | \$366 | WN | 11% | \$236 |
| San Diego, CA | Raleigh/Durham, NC | 2193 | 199 | \$320 | WN | 28% | \$309 | AA | 20% | \$307 |
| Jacksonville, FL | Los Angeles, CA (Metro Area) | 2153 | 282 | \$319 | DL | 32% | \$349 | AA | 24% | \$283 |
| Detroit, MI | San Francisco, CA (Metro Area) | 2079 | 1,054 | \$319 | DL | 66% | \$339 | WN | 11% | \$266 |
| Charlotte, NC | Los Angeles, CA (Metro Area) | 2125 | 838 | \$313 | US | 49% | \$360 | DL | 19% | \$242 |
| Pittsburgh, PA | Los Angeles, CA (Metro Area) | 2136 | 639 | \$308 | WN | 27% | \$258 | WN | 27% | \$258 |
| Miami, FL (Metro Area) | Salt Lake City, UT | 2088 | 286 | \$306 | DL | 42% | \$331 | WN | 16% | \$261 |
| Pittsburgh, PA | Seattle, WA | 2125 | 178 | \$300 | UA | 33% | \$281 | WN | 16% | \$279 |
| Cleveland, OH (Metro Area) | Los Angeles, CA (Metro Area) | 2073 | 828 | \$300 | UA | 58% | \$334 | WN | 11% | \$247 |
| Cleveland, OH (Metro Area) | San Diego, CA | 2045 | 188 | \$296 | UA | 46% | \$316 | F9 | 13% | \$233 |
| Atlanta, GA (Metro Area) | Seattle, WA | 2182 | 859 | \$294 | DL | 60% | \$320 | AS | 18% | \$254 |
| Atlanta, GA (Metro Area) | Sacramento, CA | 2092 | 296 | \$293 | DL | 53% | \$314 | WN | 21% | \$235 |
| New York City, NY (Metro Area) | Salt Lake City, UT | 2022 | 987 | \$288 | DL | 68% | \$310 | B6 | 14% | \$211 |
| Los Angeles, CA (Metro Area) | Tampa, FL (Metro Area) | 2158 | 777 | \$287 | DL | 35% | \$298 | WN | 22% | \$261 |
| Seattle, WA | New Orleans, LA | 2086 | 243 | \$281 | UA | 41% | \$278 | WN | 17% | \$269 |
| Washington, DC (Metro Area) | Las Vegas, NV | 2106 | 1,759 | \$278 | WN | 33% | \$265 | DL | 13% | \$235 |
| Seattle, WA | Columbus, OH | 2016 | 161 | \$278 | UA | 30% | \$275 | WN | 19% | \$256 |
| Seattle, WA | Cleveland, OH (Metro Area) | 2055 | 235 | \$273 | UA | 45% | \$304 | F9 | 14% | \$190 |
| Atlanta, GA (Metro Area) | San Francisco, CA (Metro Area) | 2139 | 1,838 | \$272 | DL | 56% | \$306 | FL | 13% | \$188 |
| Tampa, FL (Metro Area) | San Diego, CA | 2087 | 250 | \$271 | WN | 37% | \$259 | AA | 17% | \$249 |
| Columbus, OH | San Francisco, CA (Metro Area) | 2120 | 364 | \$266 | UA | 28% | \$244 | UA | 28% | \$244 |
| Pittsburgh, PA | San Diego, CA | 2106 | 217 | \$263 | UA | 32% | \$231 | UA | 32% | \$231 |
| Orlando, FL | Las Vegas, NV | 2039 | 673 | \$262 | WN | 51% | \$260 | WN | 51% | \$260 |
| Phoenix, AZ | New York City, NY (Metro Area) | 2189 | 2,595 | \$260 | US | 39% | \$266 | WN | 11% | \$224 |
| Detroit, MI | Sacramento, CA | 2013 | 161 | \$255 | DL | 29% | \$280 | F9 | 19% | \$178 |
| Tucson, AZ | New York City, NY (Metro Area) | 2173 | 321 | \$251 | AA | 45% | \$242 | AA | 45% | \$242 |
| Phoenix, AZ | Philadelphia, PA | 2075 | 874 | \$250 | US | 73% | \$256 | WN | 18% | \$232 |
| Las Vegas, NV | Richmond, VA | 2086 | 177 | \$249 | DL | 27% | \$262 | FL | 22% | \$210 |
| Las Vegas, NV | Miami, FL (Metro Area) | 2174 | 1,173 | \$249 | AA | 36% | \$325 | NK | 22% | \$141 |
| Las Vegas, NV | Raleigh/Durham, NC | 2026 | 403 | \$241 | WN | 41% | \$263 | UA | 16% | \$190 |
| Las Vegas, NV | Norfolk, VA (Metro Area) | 2154 | 220 | \$240 | WN | 33% | \$240 | UA | 16% | \$211 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|-----------------------------|------------------|------------------|---------------|------------------------|------------------------|---------------|---------------------------|------------------------------|---------------|---------------------------|
| | | Nonstop Distance | Psgs. Per Day | Avg. One-Way Fare (\$) | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ | Carrier | Percent Share | Avg. One-Way Fare (\$) 2/ |
| | | | | | | | | | | |
| Orlando, FL | San Diego, CA | 2149 | 433 | \$229 | WN | 26% | \$243 | AS | 15% | \$184 |
| Las Vegas, NV | Philadelphia, PA | 2176 | 1,291 | \$215 | US | 63% | \$223 | WN | 19% | \$195 |

Distance block : 2201 - 2400 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|------|-------|-------|----|-----|-------|----|-----|-------|
| Charlotte, NC | San Francisco, CA (Metro Area) | 2296 | 579 | \$358 | US | 57% | \$405 | DL | 13% | \$259 |
| Washington, DC (Metro Area) | Sacramento, CA | 2395 | 452 | \$336 | UA | 35% | \$398 | WN | 22% | \$284 |
| Washington, DC (Metro Area) | San Diego, CA | 2295 | 1,498 | \$332 | UA | 29% | \$437 | DL | 12% | \$272 |
| Seattle, WA | Charlotte, NC | 2279 | 239 | \$331 | US | 50% | \$380 | DL | 27% | \$265 |
| Seattle, WA | Raleigh/Durham, NC | 2354 | 222 | \$317 | DL | 30% | \$330 | WN | 18% | \$295 |
| Seattle, WA | Washington, DC (Metro Area) | 2335 | 1,443 | \$315 | UA | 30% | \$371 | DL | 14% | \$273 |
| Pittsburgh, PA | San Francisco, CA (Metro Area) | 2254 | 496 | \$314 | UA | 35% | \$358 | WN | 22% | \$276 |
| Jacksonville, FL | San Francisco, CA (Metro Area) | 2366 | 212 | \$310 | AA | 23% | \$283 | AA | 23% | \$283 |
| San Diego, CA | Norfolk, VA (Metro Area) | 2330 | 245 | \$310 | DL | 39% | \$292 | DL | 39% | \$292 |
| San Francisco, CA (Metro Area) | Raleigh/Durham, NC | 2400 | 599 | \$310 | UA | 37% | \$328 | WN | 17% | \$281 |
| Charlotte, NC | Portland, OR | 2282 | 168 | \$309 | DL | 28% | \$281 | UA | 28% | \$260 |
| Fort Myers, FL | Los Angeles, CA (Metro Area) | 2238 | 200 | \$306 | AA | 35% | \$290 | AA | 35% | \$290 |
| Los Angeles, CA (Metro Area) | Richmond, VA | 2305 | 225 | \$306 | UA | 32% | \$288 | AA | 24% | \$273 |
| Miami, FL (Metro Area) | San Diego, CA | 2268 | 405 | \$305 | AA | 30% | \$304 | UA | 21% | \$265 |
| Los Angeles, CA (Metro Area) | West Palm Beach/Palm Beach, FL | 2330 | 161 | \$299 | AA | 31% | \$281 | UA | 20% | \$240 |
| Washington, DC (Metro Area) | Portland, OR | 2358 | 702 | \$298 | UA | 34% | \$342 | AS | 29% | \$254 |
| Los Angeles, CA (Metro Area) | Rochester, NY | 2272 | 168 | \$297 | UA | 41% | \$280 | UA | 41% | \$280 |
| Washington, DC (Metro Area) | Los Angeles, CA (Metro Area) | 2329 | 4,511 | \$295 | UA | 33% | \$336 | WN | 11% | \$258 |
| Los Angeles, CA (Metro Area) | Norfolk, VA (Metro Area) | 2371 | 325 | \$293 | DL | 22% | \$318 | WN | 19% | \$264 |
| New York City, NY (Metro Area) | Las Vegas, NV | 2282 | 3,150 | \$288 | UA | 26% | \$331 | B6 | 20% | \$245 |
| Phoenix, AZ | Hartford, CT | 2213 | 212 | \$287 | US | 26% | \$340 | AA | 12% | \$236 |
| Washington, DC (Metro Area) | Reno, NV | 2286 | 163 | \$286 | WN | 38% | \$276 | AA | 15% | \$264 |
| San Diego, CA | Philadelphia, PA | 2370 | 638 | \$282 | US | 48% | \$339 | DL | 15% | \$193 |
| Miami, FL (Metro Area) | Los Angeles, CA (Metro Area) | 2342 | 2,975 | \$282 | AA | 42% | \$313 | VX | 19% | \$282 |
| Los Angeles, CA (Metro Area) | Raleigh/Durham, NC | 2239 | 633 | \$279 | DL | 29% | \$274 | WN | 25% | \$256 |
| San Francisco, CA (Metro Area) | Tampa, FL (Metro Area) | 2393 | 539 | \$277 | UA | 25% | \$266 | AA | 18% | \$260 |
| Buffalo, NY | Los Angeles, CA (Metro Area) | 2218 | 338 | \$275 | WN | 37% | \$264 | UA | 23% | \$261 |
| Buffalo, NY | San Francisco, CA (Metro Area) | 2309 | 262 | \$275 | WN | 30% | \$280 | UA | 28% | \$251 |
| Seattle, WA | Philadelphia, PA | 2378 | 551 | \$273 | US | 45% | \$301 | AS | 25% | \$245 |
| Orlando, FL | Los Angeles, CA (Metro Area) | 2218 | 1,873 | \$255 | DL | 25% | \$265 | WN | 11% | \$233 |
| Hartford, CT | Las Vegas, NV | 2297 | 301 | \$246 | WN | 42% | \$249 | UA | 18% | \$218 |
| Boston, MA (Metro Area) | Las Vegas, NV | 2381 | 1,291 | \$243 | B6 | 31% | \$275 | UA | 16% | \$191 |
| Phoenix, AZ | Boston, MA (Metro Area) | 2300 | 1,195 | \$241 | US | 41% | \$268 | B6 | 17% | \$206 |
| Albany, NY | Las Vegas, NV | 2237 | 207 | \$236 | WN | 73% | \$236 | UA | 14% | \$223 |

Distance block : Over 2400 miles

| | | | | | | | | | | |
|--------------------------------|--------------------------------|------|--------|-------|----|-----|-------|----|-----|-------|
| New York City, NY (Metro Area) | San Francisco, CA (Metro Area) | 2619 | 7,593 | \$380 | UA | 29% | \$521 | B6 | 13% | \$260 |
| New York City, NY (Metro Area) | Los Angeles, CA (Metro Area) | 2510 | 10,576 | \$356 | UA | 23% | \$435 | B6 | 17% | \$250 |
| Albany, NY | San Francisco, CA (Metro Area) | 2559 | 182 | \$346 | UA | 34% | \$367 | US | 21% | \$298 |
| Boston, MA (Metro Area) | San Francisco, CA (Metro Area) | 2704 | 3,405 | \$325 | UA | 36% | \$360 | B6 | 24% | \$273 |
| Albany, NY | Los Angeles, CA (Metro Area) | 2468 | 194 | \$325 | WN | 34% | \$303 | WN | 34% | \$303 |

Carrier Code Identifier and Footnotes at end of report.

Market and Carrier Fare Information
Top 1,000 Contiguous State City-Pair Markets 4/
Fourth Quarter 2012

Table 1

| City-Pair By Distance Block | | Market Data | | | Largest Carrier In Mkt | | | Lowest Fare Carrier In Mkt 1 | | |
|--------------------------------|--------------------------------|------------------|---------|-------------------|------------------------|-------|-------------------|------------------------------|-------|-------------------|
| | | Psgrs. | | Avg. | Percent | | Avg. | Percent | | Avg. |
| | | Nonstop Distance | Per Day | One-Way Fare (\$) | Carrier | Share | One-Way Fare (\$) | 2/Carrier | Share | One-Way Fare (\$) |
| Washington, DC (Metro Area) | San Francisco, CA (Metro Area) | 2457 | 3,859 | \$324 | UA | 42% | \$368 | VX | 21% | \$325 |
| Boston, MA (Metro Area) | Sacramento, CA | 2636 | 230 | \$315 | UA | 29% | \$316 | AA | 11% | \$277 |
| New York City, NY (Metro Area) | San Diego, CA | 2481 | 1,873 | \$310 | UA | 27% | \$384 | B6 | 19% | \$272 |
| New York City, NY (Metro Area) | Portland, OR | 2482 | 916 | \$310 | UA | 31% | \$372 | B6 | 18% | \$242 |
| Hartford, CT | Los Angeles, CA (Metro Area) | 2527 | 452 | \$309 | DL | 23% | \$316 | WN | 18% | \$289 |
| Hartford, CT | San Francisco, CA (Metro Area) | 2625 | 340 | \$306 | UA | 29% | \$304 | AA | 13% | \$278 |
| San Francisco, CA (Metro Area) | Richmond, VA | 2449 | 165 | \$306 | UA | 31% | \$307 | AA | 19% | \$284 |
| Miami, FL (Metro Area) | Sacramento, CA | 2552 | 165 | \$302 | UA | 26% | \$308 | DL | 20% | \$284 |
| Seattle, WA | New York City, NY (Metro Area) | 2448 | 1,965 | \$300 | DL | 30% | \$293 | B6 | 12% | \$242 |
| San Francisco, CA (Metro Area) | Philadelphia, PA | 2521 | 1,689 | \$296 | US | 42% | \$298 | VX | 21% | \$271 |
| Seattle, WA | Boston, MA (Metro Area) | 2496 | 972 | \$293 | AS | 27% | \$310 | B6 | 25% | \$276 |
| Tampa, FL (Metro Area) | Portland, OR | 2497 | 161 | \$292 | UA | 34% | \$291 | WN | 24% | \$288 |
| Boston, MA (Metro Area) | Los Angeles, CA (Metro Area) | 2611 | 3,279 | \$289 | B6 | 25% | \$253 | B6 | 25% | \$253 |
| Seattle, WA | Miami, FL (Metro Area) | 2724 | 622 | \$288 | AA | 27% | \$319 | UA | 15% | \$236 |
| Orlando, FL | San Francisco, CA (Metro Area) | 2446 | 1,072 | \$287 | UA | 30% | \$318 | WN | 17% | \$244 |
| Hartford, CT | San Diego, CA | 2502 | 189 | \$287 | UA | 25% | \$254 | UA | 25% | \$254 |
| Miami, FL (Metro Area) | Portland, OR | 2700 | 246 | \$286 | UA | 27% | \$253 | UA | 27% | \$253 |
| San Francisco, CA (Metro Area) | Miami, FL (Metro Area) | 2585 | 1,760 | \$285 | AA | 34% | \$290 | B6 | 12% | \$240 |
| Boston, MA (Metro Area) | Portland, OR | 2537 | 463 | \$282 | AS | 38% | \$294 | UA | 28% | \$241 |
| New York City, NY (Metro Area) | Sacramento, CA | 2553 | 504 | \$282 | B6 | 29% | \$270 | B6 | 29% | \$270 |
| San Francisco, CA (Metro Area) | Norfolk, VA (Metro Area) | 2519 | 227 | \$281 | US | 24% | \$291 | DL | 24% | \$255 |
| Seattle, WA | Tampa, FL (Metro Area) | 2520 | 278 | \$279 | UA | 24% | \$256 | AA | 20% | \$247 |
| Los Angeles, CA (Metro Area) | Philadelphia, PA | 2402 | 2,101 | \$275 | US | 49% | \$289 | VX | 24% | \$263 |
| Boston, MA (Metro Area) | San Diego, CA | 2588 | 1,018 | \$275 | B6 | 33% | \$299 | UA | 21% | \$242 |
| Sacramento, CA | Philadelphia, PA | 2458 | 193 | \$273 | US | 30% | \$298 | DL | 24% | \$219 |
| Portland, OR | Philadelphia, PA | 2406 | 248 | \$269 | UA | 24% | \$244 | WN | 13% | \$213 |
| Seattle, WA | Orlando, FL | 2554 | 666 | \$267 | AS | 30% | \$325 | UA | 28% | \$210 |
| Orlando, FL | Portland, OR | 2534 | 325 | \$261 | UA | 32% | \$237 | UA | 32% | \$237 |
| Orlando, FL | Sacramento, CA | 2408 | 245 | \$256 | DL | 28% | \$238 | UA | 21% | \$233 |

Carrier Code Identifier and Footnotes at end of report.

**Top 1,000 City-Pair Markets Summarized By City 4/
Fourth Quarter 2012 vs. 2011
Markets With 100,000 or More Passengers
Sorted By Average Passenger Trip Distance**

Table 2

| City | Num. of Mkts | 2012 | | | | 2011 | | | |
|----------------------------|--------------------|-----------|-------------------|-----------------------------|--------------------------|-----------|-------------------|-----------------------------|--------------------------|
| | | Pax. | Avg. Fare (\$) | Avg. Yield (cents) 3/ | Avg. Pax. Distance | Pax. | Avg. Fare (\$) | Avg. Yield (cents) 3/ | Avg. Pax. Distance |
| Midland/Odessa, TX | 3 | 119,340 | 182.84 | 40.94 | 447 | 98,650 | 179.02 | 39.47 | 454 |
| Greensboro/High Point, NC | 6 | 131,580 | 194.41 | 38.05 | 511 | 109,930 | 204.79 | 36.96 | 554 |
| Portland, ME | 3 | 103,740 | 156.57 | 28.64 | 547 | 105,580 | 151.79 | 26.07 | 582 |
| Boise, ID | 11 | 339,410 | 168.6 | 30.53 | 552 | 368,390 | 165.7 | 30.19 | 549 |
| Greenville/Spartanburg, SC | 7 | 162,130 | 192.3 | 31.29 | 615 | 145,330 | 196.72 | 31.05 | 633 |
| Reno, NV | 12 | 441,760 | 155.64 | 25.03 | 622 | 438,630 | 167.39 | 27.43 | 610 |
| Jackson/Vicksburg, MS | 5 | 108,200 | 174.85 | 27.79 | 629 | 102,790 | 175.15 | 28.15 | 622 |
| Spokane, WA | 9 | 360,920 | 162.11 | 25.59 | 634 | 373,820 | 150.73 | 23.62 | 638 |
| Syracuse, NY | 6 | 156,570 | 186.16 | 26.31 | 708 | 152,570 | 194.2 | 27.54 | 705 |
| Rochester, NY | 10 | 283,080 | 169.03 | 23.26 | 727 | 263,200 | 174.8 | 23.85 | 733 |
| Tulsa, OK | 9 | 270,770 | 212.3 | 28.76 | 738 | 265,440 | 216.42 | 28.07 | 771 |
| Charleston, SC | 8 | 250,430 | 213.79 | 28.46 | 751 | 232,360 | 207.72 | 26.59 | 781 |
| Little Rock, AR | 9 | 222,570 | 191.27 | 24.49 | 781 | 216,140 | 193.88 | 24.97 | 776 |
| Birmingham, AL | 10 | 298,920 | 200.94 | 25.28 | 795 | 287,420 | 208.33 | 25.73 | 810 |
| El Paso, TX | 12 | 362,790 | 199.07 | 24.61 | 809 | 372,810 | 199.11 | 24.96 | 798 |
| Charlotte, NC | 40 | 1,855,770 | 220.7 | 25.61 | 862 | 1,733,780 | 219.95 | 25.48 | 863 |
| Nashville, TN | 32 | 1,410,430 | 204.84 | 23.77 | 862 | 1,375,760 | 199.21 | 22.82 | 873 |
| Atlanta, GA (Metro Area) | 60 | 5,357,440 | 193.93 | 22.36 | 867 | 5,053,960 | 202.67 | 23.46 | 864 |
| Raleigh/Durham, NC | 28 | 1,525,610 | 188.53 | 21.73 | 868 | 1,470,500 | 189.36 | 21.92 | 864 |
| Oklahoma City, OK | 13 | 390,520 | 217.85 | 24.6 | 886 | 409,640 | 216.99 | 24.55 | 884 |
| Atlantic City, NJ | 6 | 152,200 | 97.98 | 11.01 | 890 | 182,060 | 111.24 | 12.91 | 862 |
| Cincinnati, OH | 18 | 532,220 | 274.73 | 30.77 | 893 | 529,300 | 271.42 | 29.52 | 919 |
| Louisville, KY | 16 | 463,740 | 205.72 | 22.61 | 910 | 399,470 | 224.91 | 23.88 | 942 |
| St. Louis, MO | 35 | 1,821,330 | 195.51 | 21.33 | 917 | 1,827,980 | 191.84 | 21.10 | 909 |
| Albuquerque, NM | 20 | 706,610 | 200.28 | 21.82 | 918 | 767,000 | 197.24 | 21.63 | 912 |
| Memphis, TN | 15 | 395,670 | 248.52 | 27.06 | 918 | 382,880 | 257.21 | 28.52 | 902 |
| Dayton, OH | 11 | 307,870 | 184.78 | 20.1 | 919 | 280,580 | 183.51 | 20.42 | 899 |
| Columbus, OH | 23 | 1,025,950 | 206.32 | 22.16 | 931 | 991,690 | 199.46 | 21.37 | 933 |
| Dallas/Fort Worth, TX | 69 | 5,614,840 | 213.58 | 22.88 | 933 | 5,536,490 | 219.04 | 23.53 | 931 |
| Kansas City, MO | 34 | 1,586,590 | 196.72 | 21.02 | 936 | 1,637,710 | 185.94 | 20.10 | 925 |
| Jacksonville, FL | 20 | 742,310 | 202.14 | 21.59 | 936 | 773,950 | 196.86 | 21.14 | 931 |
| Sacramento, CA | 25 | 1,445,940 | 185.49 | 19.8 | 937 | 1,460,660 | 180.85 | 19.43 | 931 |
| Richmond, VA | 11 | 345,370 | 219.92 | 23.38 | 940 | 337,410 | 213.05 | 23.07 | 924 |
| Chicago, IL | 64 | 8,279,580 | 203.15 | 21.49 | 945 | 8,190,930 | 195.02 | 20.40 | 956 |
| Buffalo, NY | 17 | 845,130 | 168.56 | 17.82 | 946 | 802,620 | 174.98 | 19.32 | 906 |
| Cleveland, OH (Metro Area) | 29 | 1,395,650 | 233.65 | 24.57 | 951 | 1,255,700 | 220.46 | 22.49 | 980 |
| New Orleans, LA | 30 | 1,466,100 | 214.41 | 22.09 | 971 | 1,456,880 | 199.96 | 20.83 | 960 |
| Omaha, NE | 16 | 540,100 | 190.83 | 19.61 | 973 | 536,090 | 196.24 | 20.46 | 959 |
| Pittsburgh, PA | 25 | 1,256,060 | 202.99 | 20.67 | 982 | 1,293,100 | 191.69 | 19.79 | 968 |
| Tucson, AZ | 12 | 437,880 | 184.38 | 18.74 | 984 | 444,400 | 206.19 | 21.37 | 965 |
| Bellingham, WA | 5 | 138,010 | 129.87 | 13.17 | 986 | 158,810 | 124.48 | 12.55 | 992 |
| Salt Lake City, UT | 29 | 1,584,580 | 212.76 | 21.45 | 992 | 1,629,540 | 202.9 | 20.75 | 978 |
| Houston, TX | 56 | 3,959,410 | 243.55 | 24.48 | 995 | 3,825,150 | 231.47 | 23.30 | 993 |
| Sarasota/Bradenton, FL | 5 | 129,680 | 182.79 | 18.29 | 999 | 134,500 | 182.77 | 19.16 | 954 |
| Indianapolis, IN | 24 | 1,143,510 | 207.82 | 20.57 | 1,010 | 1,142,700 | 209.25 | 20.66 | 1,013 |

**Top 1,000 City-Pair Markets Summarized By City 4/
Fourth Quarter 2012 vs. 2011
Markets With 100,000 or More Passengers
Sorted By Average Passenger Trip Distance**

Table 2

| City | Num. of Mkts | 2012 | | | | 2011 | | | |
|--------------------------------|--------------------|------------|-------------------|-----------------------------|--------------------------|------------|-------------------|-----------------------------|--------------------------|
| | | Pax. | Avg. Fare (\$) | Avg. Yield (cents) 3/ | Avg. Pax. Distance | Pax. | Avg. Fare (\$) | Avg. Yield (cents) 3/ | Avg. Pax. Distance |
| Denver, CO | 59 | 5,236,800 | 180.33 | 17.6 | 1,024 | 5,241,980 | 181.26 | 17.98 | 1,008 |
| Washington, DC (Metro Area) | 75 | 8,192,170 | 211.84 | 20.48 | 1,034 | 8,230,700 | 212.2 | 20.48 | 1,036 |
| Palm Springs, CA | 6 | 153,450 | 195.95 | 18.92 | 1,036 | 143,750 | 238.31 | 22.30 | 1,069 |
| West Palm Beach/Palm Beach, FL | 12 | 925,420 | 191.47 | 18.37 | 1,042 | 888,150 | 191.6 | 18.43 | 1,039 |
| Minneapolis/St. Paul, MN | 42 | 2,875,740 | 227.44 | 21.77 | 1,045 | 2,832,940 | 227.42 | 21.77 | 1,045 |
| Des Moines, IA | 8 | 184,230 | 195.12 | 18.64 | 1,047 | 159,070 | 221.99 | 20.36 | 1,090 |
| Detroit, MI | 37 | 2,682,960 | 218.91 | 20.9 | 1,047 | 2,676,610 | 208.13 | 19.94 | 1,044 |
| San Antonio, TX | 31 | 1,199,470 | 214.67 | 20.28 | 1,059 | 1,233,090 | 206.5 | 19.56 | 1,056 |
| Milwaukee, WI | 24 | 1,070,490 | 181.49 | 16.97 | 1,070 | 1,163,060 | 166.87 | 15.93 | 1,048 |
| Tampa, FL (Metro Area) | 46 | 2,857,140 | 185.17 | 17.23 | 1,074 | 2,806,390 | 185.43 | 17.24 | 1,075 |
| Grand Rapids, MI | 9 | 175,590 | 222.26 | 20.56 | 1,081 | 181,190 | 204.52 | 18.68 | 1,095 |
| Orlando, FL | 63 | 5,467,770 | 178.88 | 16.42 | 1,090 | 5,582,840 | 173.78 | 16.10 | 1,079 |
| Fort Myers, FL | 22 | 1,250,750 | 191.5 | 17.08 | 1,121 | 1,186,780 | 195.24 | 17.52 | 1,114 |
| Austin, TX | 32 | 1,560,550 | 219.69 | 19.4 | 1,133 | 1,488,530 | 213.46 | 19.07 | 1,119 |
| Phoenix, AZ | 53 | 4,374,310 | 195.14 | 17.21 | 1,134 | 4,494,130 | 187.28 | 16.56 | 1,131 |
| Norfolk, VA (Metro Area) | 19 | 497,840 | 213.77 | 18.31 | 1,167 | 542,210 | 201.33 | 18.41 | 1,094 |
| Portland, OR | 32 | 1,970,190 | 194.12 | 16.43 | 1,181 | 1,917,540 | 198.1 | 16.84 | 1,177 |
| Las Vegas, NV | 66 | 5,553,270 | 183.79 | 15.51 | 1,185 | 5,761,230 | 180.2 | 15.33 | 1,175 |
| Philadelphia, PA | 43 | 3,170,150 | 217.33 | 18.14 | 1,198 | 3,106,790 | 213.69 | 19.02 | 1,124 |
| Albany, NY | 9 | 251,140 | 218.55 | 18.13 | 1,205 | 250,000 | 212.51 | 17.95 | 1,184 |
| Boston, MA (Metro Area) | 52 | 5,868,340 | 212.66 | 17.45 | 1,219 | 5,889,470 | 200.42 | 16.95 | 1,182 |
| New York City, NY (Metro Area) | 72 | 12,701,490 | 232.3 | 18.94 | 1,226 | 12,514,690 | 229.05 | 18.66 | 1,227 |
| Hartford, CT | 22 | 844,350 | 224.43 | 18.23 | 1,231 | 846,690 | 214.77 | 17.41 | 1,234 |
| Miami, FL (Metro Area) | 54 | 5,549,190 | 195.02 | 15.78 | 1,236 | 5,604,640 | 188.45 | 15.48 | 1,218 |
| San Diego, CA | 45 | 2,906,550 | 207.9 | 16.49 | 1,261 | 2,971,370 | 199.84 | 15.95 | 1,253 |
| San Francisco, CA (Metro Area) | 55 | 8,584,560 | 221.9 | 17.19 | 1,291 | 8,456,440 | 212.55 | 16.81 | 1,264 |
| Los Angeles, CA (Metro Area) | 70 | 10,902,710 | 217.59 | 16.65 | 1,307 | 10,904,460 | 213.26 | 16.42 | 1,299 |
| Seattle, WA | 44 | 3,631,760 | 213.75 | 15.61 | 1,369 | 3,667,510 | 198.39 | 14.58 | 1,361 |

**City-Pair Markets With At Least a 30% Increase in Average Fare 4/
Sorted In Descending Order by Percent Change
Fourth Quarter 2012 vs. 2011**

Table 3

| | | Average One Way Fare | | | | Passengers | | | |
|--------------------------------|-----------------------------|----------------------|-------|---------|--------|----------------|----------------|------------------|---------------|
| | | 2012 | 2011 | \$ Chg. | % Chg | 2012 | 2011 | Chg. | % Chg |
| Pittsburgh, PA | Philadelphia, PA | \$255 | \$124 | \$131 | 105.6% | 41,160 | 81,980 | (40,820) | -49.8% |
| Boston, MA (Metro Area) | Philadelphia, PA | \$256 | \$127 | \$130 | 102.3% | 141,820 | 244,590 | (102,770) | -42.0% |
| Charlotte, NC | Orlando, FL | \$220 | \$139 | \$82 | 58.8% | 48,800 | 73,880 | (25,080) | -33.9% |
| Huntsville, AL | Washington, DC (Metro Area) | \$334 | \$216 | \$118 | 54.7% | 29,440 | 48,580 | (19,140) | -39.4% |
| Minneapolis/St. Paul, MN | Kansas City, MO | \$288 | \$191 | \$97 | 50.7% | 28,460 | 36,190 | (7,730) | -21.4% |
| New York City, NY (Metro Area) | Norfolk, VA (Metro Area) | \$221 | \$153 | \$68 | 44.6% | 32,960 | 64,130 | (31,170) | -48.6% |
| Boston, MA (Metro Area) | Norfolk, VA (Metro Area) | \$196 | \$141 | \$56 | 39.7% | 34,810 | 50,970 | (16,160) | -31.7% |
| Dallas/Fort Worth, TX | Milwaukee, WI | \$247 | \$184 | \$63 | 34.2% | 33,540 | 44,810 | (11,270) | -25.2% |
| Chicago, IL | Sarasota/Bradenton, FL | \$227 | \$172 | \$55 | 31.8% | 14,850 | 30,270 | (15,420) | -50.9% |
| Kansas City, MO | Milwaukee, WI | \$144 | \$110 | \$34 | 30.9% | 24,980 | 38,330 | (13,350) | -34.8% |
| | | TOTAL | | | | 430,820 | 713,730 | (282,910) | -39.6% |

**City-Pair Markets With At Least a 30% Decrease In Average Fare 4/
Sorted In Descending Order by Percent Change
Fourth Quarter 2012 vs. 2011**

Table 4

| City-Pair | | Average One Way Fare (\$) | | | | Passengers | | | |
|--------------------------------|------------------------------|---------------------------|----------|---------|--------|----------------|----------------|----------------|--------------|
| | | 2012 | 2011 | \$ Chg. | % Chg | 2012 | 2011 | Chg. | % Chg |
| Atlanta, GA (Metro Area) | Louisville, KY | \$137.19 | \$330.63 | (\$193) | -58.5% | 36,880 | 13,790 | 23,090 | 167.4% |
| Fresno, CA | San Diego, CA | \$115.04 | \$270.68 | (\$156) | -57.5% | 15,230 | 4,620 | 10,610 | 229.7% |
| Denver, CO | Cedar Rapids/Iowa City, IA | \$155.09 | \$331.39 | (\$176) | -53.2% | 17,030 | 6,690 | 10,340 | 154.6% |
| Colorado Springs, CO | Los Angeles, CA (Metro Area) | \$152.51 | \$300.40 | (\$148) | -49.2% | 32,460 | 17,000 | 15,460 | 90.9% |
| San Francisco, CA (Metro Area) | Palm Springs, CA | \$145.22 | \$282.22 | (\$137) | -48.5% | 47,420 | 40,090 | 7,330 | 18.3% |
| Chicago, IL | Des Moines, IA | \$180.48 | \$326.90 | (\$146) | -44.8% | 24,010 | 12,380 | 11,630 | 93.9% |
| Chicago, IL | Indianapolis, IN | \$137.51 | \$231.90 | (\$94) | -40.7% | 29,170 | 27,400 | 1,770 | 6.5% |
| Colorado Springs, CO | Phoenix, AZ | \$118.60 | \$197.30 | (\$79) | -39.9% | 22,120 | 9,500 | 12,620 | 132.8% |
| Buffalo, NY | Philadelphia, PA | \$191.40 | \$295.94 | (\$105) | -35.3% | 15,950 | 11,570 | 4,380 | 37.9% |
| Dallas/Fort Worth, TX | Boston, MA (Metro Area) | \$220.14 | \$319.36 | (\$99) | -31.1% | 155,030 | 123,300 | 31,730 | 25.7% |
| | | TOTAL | | | | 395,300 | 266,340 | 128,960 | 48.4% |

**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 \$90 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, American flew 11,440 passengers between Chicago, IL and Fayetteville, AR or 76% of market passengers, at an average fare of \$357 each way. The Minimum \$25 Fare Interval for this carrier between these two cities is \$225 ; and the percent of passengers in that interval was 18 percent. This means that 18 percent of American's passengers in this market paid between \$201 and \$225 each way. The \$201 to \$225 fare interval was the lowest in which at least five percent of American's passengers flew. American's Maximum \$25 Fare Interval is listed as \$575 ; the percentage of passengers in that interval was 21 percent. This means that 21 percent of American's passengers in this market paid between \$551 and \$575 each way. The \$551 to \$575 fare interval was the highest in which at least five percent of American's passengers flew. In this market, 2% percent of American' passengers paid more than \$675 each way (three times \$225, the top of the lowest significant fare interval for American in this market).

**Detailed Fare Information for City-Pair Markets 4/
With Highest and Lowest Average Fares
Fourth Quarter 2012**

Table 5

| City-Pair | | Car Code | Psgs. | Market Share | Avg. \$ Fare | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgs Paying Over 3x the Min. |
|--------------------------------|-----------------------------|----------|--------|--------------|--------------|----------------------------|--------|----------------------------|--------|--------------------------------|
| | | | | | | \$ Fare | % Psgs | \$ Fare | % Psgs | |
| Chicago, IL | Fayetteville, AR | AA | 11,440 | 76% | \$357 | \$225 | 18% | \$575 | 21% | 2% |
| Chicago, IL | Fayetteville, AR | UA | 3,090 | 21% | \$432 | \$225 | 6% | \$575 | 20% | 4% |
| Dallas/Fort Worth, TX | Memphis, TN | AA | 11,780 | 70% | \$368 | \$275 | 14% | \$625 | 5% | 1% |
| Dallas/Fort Worth, TX | Memphis, TN | DL | 4,660 | 28% | \$373 | \$225 | 6% | \$625 | 7% | 3% |
| Washington, DC (Metro | Knoxville, TN | DL | 2,920 | 18% | \$334 | \$150 | 9% | \$450 | 8% | 18% |
| Washington, DC (Metro | Knoxville, TN | UA | 3,340 | 21% | \$380 | \$100 | 10% | \$825 | 8% | 38% |
| Washington, DC (Metro | Knoxville, TN | US | 9,570 | 59% | \$355 | \$150 | 22% | \$825 | 5% | 25% |
| Minneapolis/St. Paul, MN | Cincinnati, OH | DL | 16,680 | 88% | \$364 | \$200 | 12% | \$550 | 6% | 9% |
| Huntsville, AL | Washington, DC (Metro Area) | DL | 7,010 | 24% | \$310 | \$200 | 17% | \$375 | 10% | 5% |
| Huntsville, AL | Washington, DC (Metro Area) | UA | 2,970 | 10% | \$454 | \$250 | 13% | \$800 | 9% | 26% |
| Huntsville, AL | Washington, DC (Metro Area) | US | 18,770 | 64% | \$322 | \$125 | 24% | \$400 | 21% | 42% |
| Cleveland, OH (Metro Area) | Philadelphia, PA | UA | 13,920 | 44% | \$332 | \$175 | 7% | \$625 | 6% | 16% |
| Cleveland, OH (Metro Area) | Philadelphia, PA | US | 16,030 | 51% | \$339 | \$175 | 11% | \$500 | 9% | 14% |
| Chicago, IL | Cincinnati, OH | AA | 10,430 | 36% | \$308 | \$100 | 6% | \$475 | 17% | 51% |
| Chicago, IL | Cincinnati, OH | DL | 8,510 | 30% | \$352 | \$175 | 9% | \$475 | 20% | 5% |
| Chicago, IL | Cincinnati, OH | UA | 9,310 | 32% | \$339 | \$175 | 7% | \$475 | 23% | 5% |
| Detroit, MI | Minneapolis/St. Paul, MN | DL | 36,500 | 83% | \$336 | \$200 | 9% | \$500 | 7% | 8% |
| New York City, NY (Metro Area) | Cincinnati, OH | DL | 43,340 | 59% | \$323 | \$200 | 18% | \$475 | 5% | 7% |
| New York City, NY (Metro Area) | Cincinnati, OH | UA | 16,650 | 23% | \$351 | \$200 | 13% | \$625 | 7% | 10% |
| New York City, NY (Metro Area) | Cincinnati, OH | US | 9,160 | 12% | \$239 | \$175 | 5% | \$300 | 5% | 1% |
| New York City, NY (Metro Area) | Grand Rapids, MI | DL | 12,070 | 53% | \$271 | \$150 | 11% | \$250 | 6% | 14% |
| New York City, NY (Metro Area) | Grand Rapids, MI | UA | 8,570 | 38% | \$351 | \$175 | 10% | \$700 | 11% | 25% |
| Detroit, MI | Philadelphia, PA | DL | 22,550 | 45% | \$293 | \$75 | 5% | \$450 | 5% | 50% |
| Detroit, MI | Philadelphia, PA | US | 23,460 | 47% | \$305 | \$200 | 14% | \$650 | 6% | 10% |
| New York City, NY (Metro Area) | Richmond, VA | DL | 21,620 | 55% | \$303 | \$175 | 18% | \$475 | 15% | 5% |
| New York City, NY (Metro Area) | Richmond, VA | UA | 11,890 | 30% | \$310 | \$175 | 20% | \$475 | 21% | 4% |
| New York City, NY (Metro Area) | Richmond, VA | US | 4,550 | 12% | \$217 | \$150 | 12% | \$275 | 10% | 3% |
| Hartford, CT | Detroit, MI | DL | 13,870 | 72% | \$316 | \$225 | 11% | \$375 | 7% | 0% |
| Hartford, CT | Detroit, MI | US | 3,260 | 17% | \$233 | \$150 | 17% | \$300 | 11% | 4% |
| Minneapolis/St. Paul, MN | Kansas City, MO | DL | 22,580 | 79% | \$307 | \$200 | 9% | \$475 | 7% | 1% |
| Minneapolis/St. Paul, MN | Kansas City, MO | WN | 4,990 | 18% | \$203 | \$100 | 9% | \$375 | 11% | 20% |
| Boston, MA (Metro Area) | Detroit, MI | DL | 57,540 | 67% | \$316 | \$225 | 9% | \$625 | 5% | 2% |
| Boston, MA (Metro Area) | Detroit, MI | US | 17,070 | 20% | \$212 | \$150 | 16% | \$300 | 5% | 3% |

**Detailed Fare Information for City-Pair Markets 4/
With Highest and Lowest Average Fares
Fourth Quarter 2012**

Table 5

| City-Pair | | Car Code | Psgs. | Market Share | Avg. \$ Fare | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Min. |
|----------------------------|--------------------------------|----------|--------|--------------|--------------|----------------------------|---------|----------------------------|---------|---------------------------------|
| | | | | | | \$ Fare | % Psgrs | \$ Fare | % Psgrs | |
| Chicago, IL | Memphis, TN | AA | 6,680 | 27% | \$275 | \$100 | 6% | \$575 | 10% | 30% |
| Chicago, IL | Memphis, TN | DL | 9,120 | 37% | \$289 | \$100 | 5% | \$575 | 8% | 33% |
| Chicago, IL | Memphis, TN | UA | 6,410 | 26% | \$303 | \$100 | 5% | \$575 | 10% | 34% |
| Chicago, IL | Richmond, VA | AA | 7,300 | 24% | \$266 | \$175 | 14% | \$500 | 12% | 3% |
| Chicago, IL | Richmond, VA | UA | 15,480 | 50% | \$316 | \$175 | 7% | \$500 | 15% | 4% |
| Chicago, IL | Richmond, VA | US | 4,590 | 15% | \$235 | \$200 | 27% | \$300 | 7% | 1% |
| Chicago, IL | Syracuse, NY | AA | 5,990 | 37% | \$259 | \$175 | 14% | \$500 | 7% | 2% |
| Chicago, IL | Syracuse, NY | UA | 7,460 | 46% | \$294 | \$200 | 27% | \$500 | 10% | 3% |
| Chicago, IL | Syracuse, NY | US | 2,120 | 13% | \$251 | \$175 | 8% | \$400 | 6% | 1% |
| Hartford, CT | Cleveland, OH (Metro Area) | UA | 13,360 | 77% | \$285 | \$200 | 30% | \$525 | 11% | 1% |
| Hartford, CT | Cleveland, OH (Metro Area) | US | 2,060 | 12% | \$244 | \$175 | 8% | \$300 | 5% | 2% |
| Chicago, IL | Tulsa, OK | AA | 10,880 | 48% | \$263 | \$200 | 7% | \$350 | 24% | 1% |
| Chicago, IL | Tulsa, OK | UA | 7,100 | 32% | \$282 | \$225 | 19% | \$350 | 26% | 1% |
| Chicago, IL | Tulsa, OK | WN | 3,640 | 16% | \$263 | \$200 | 8% | \$375 | 14% | 0% |
| Detroit, MI | Kansas City, MO | DL | 16,690 | 58% | \$305 | \$200 | 23% | \$475 | 5% | 1% |
| Detroit, MI | Kansas City, MO | WN | 9,120 | 32% | \$218 | \$150 | 10% | \$350 | 5% | 0% |
| Nashville, TN | Minneapolis/St. Paul, MN | DL | 15,980 | 63% | \$296 | \$150 | 6% | \$450 | 7% | 12% |
| Nashville, TN | Minneapolis/St. Paul, MN | WN | 5,760 | 23% | \$219 | \$125 | 14% | \$300 | 8% | 7% |
| Minneapolis/St. Paul, MN | Indianapolis, IN | DL | 23,930 | 79% | \$278 | \$175 | 22% | \$275 | 15% | 6% |
| Cincinnati, OH | Philadelphia, PA | DL | 8,500 | 32% | \$255 | \$125 | 8% | \$450 | 7% | 15% |
| Cincinnati, OH | Philadelphia, PA | US | 17,380 | 66% | \$269 | \$125 | 14% | \$450 | 7% | 19% |
| Atlanta, GA (Metro Area) | Grand Rapids, MI | DL | 14,410 | 88% | \$271 | \$175 | 6% | \$425 | 6% | 4% |
| Atlanta, GA (Metro Area) | Little Rock, AR | DL | 14,190 | 91% | \$264 | \$75 | 5% | \$575 | 8% | 44% |
| Columbus, OH | Minneapolis/St. Paul, MN | DL | 18,570 | 71% | \$275 | \$200 | 19% | \$300 | 5% | 1% |
| Columbus, OH | Minneapolis/St. Paul, MN | WN | 3,660 | 14% | \$231 | \$125 | 6% | \$375 | 8% | 1% |
| Charlotte, NC | Philadelphia, PA | US | 40,580 | 81% | \$279 | \$175 | 12% | \$425 | 7% | 3% |
| Charlotte, NC | Detroit, MI | DL | 15,690 | 43% | \$267 | \$175 | 30% | \$375 | 6% | 9% |
| Charlotte, NC | Detroit, MI | US | 17,260 | 47% | \$256 | \$125 | 7% | \$350 | 8% | 17% |
| Cleveland, OH (Metro Area) | Charlotte, NC | UA | 6,020 | 19% | \$355 | \$225 | 11% | \$525 | 23% | 1% |
| Cleveland, OH (Metro Area) | Charlotte, NC | US | 20,960 | 66% | \$251 | \$75 | 7% | \$525 | 5% | 47% |
| Cleveland, OH (Metro Area) | New York City, NY (Metro Area) | DL | 14,160 | 11% | \$265 | \$100 | 8% | \$625 | 5% | 27% |
| Cleveland, OH (Metro Area) | New York City, NY (Metro Area) | FL | 26,700 | 20% | \$150 | \$75 | 10% | \$250 | 6% | 13% |
| Cleveland, OH (Metro Area) | New York City, NY (Metro Area) | UA | 67,680 | 51% | \$316 | \$100 | 9% | \$600 | 8% | 37% |

**Detailed Fare Information for City-Pair Markets 4/
With Highest and Lowest Average Fares
Fourth Quarter 2012**

Table 5

| City-Pair | | Car Code | Psgs. | Market Share | Avg. \$ Fare | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgs Paying Over 3x the Min. |
|---|-----------------------------|----------|---------|--------------|--------------|----------------------------|--------|----------------------------|--------|--------------------------------|
| | | | | | | \$ Fare | % Psgs | \$ Fare | % Psgs | |
| Chicago, IL | Rochester, NY | AA | 5,420 | 31% | \$251 | \$150 | 6% | \$475 | 8% | 11% |
| Chicago, IL | Rochester, NY | UA | 9,420 | 54% | \$277 | \$175 | 26% | \$475 | 9% | 4% |
| Chicago, IL | Rochester, NY | US | 2,220 | 13% | \$198 | \$125 | 9% | \$275 | 5% | 3% |
| | | | | | | | | | | |
| Washington, DC (Metro Columbia, SC | | DL | 2,090 | 12% | \$303 | \$150 | 9% | \$500 | 6% | 16% |
| Washington, DC (Metro Columbia, SC | | UA | 3,270 | 19% | \$262 | \$100 | 10% | \$625 | 6% | 29% |
| Washington, DC (Metro Columbia, SC | | US | 11,870 | 68% | \$251 | \$100 | 17% | \$625 | 5% | 25% |
| | | | | | | | | | | |
| Cleveland, OH (Metro . Kansas City, MO | | DL | 1,840 | 12% | \$191 | \$100 | 11% | \$275 | 7% | 11% |
| Cleveland, OH (Metro . Kansas City, MO | | UA | 7,680 | 49% | \$289 | \$125 | 5% | \$425 | 11% | 29% |
| Cleveland, OH (Metro . Kansas City, MO | | WN | 4,630 | 29% | \$240 | \$175 | 5% | \$350 | 8% | 0% |
| | | | | | | | | | | |
| Boston, MA (Metro Are Columbus, OH | | DL | 15,210 | 38% | \$291 | \$200 | 20% | \$275 | 8% | 4% |
| Boston, MA (Metro Are Columbus, OH | | US | 11,730 | 29% | \$238 | \$175 | 14% | \$275 | 6% | 2% |
| Boston, MA (Metro Are Columbus, OH | | WN | 8,430 | 21% | \$229 | \$175 | 9% | \$350 | 9% | 0% |
| | | | | | | | | | | |
| Boston, MA (Metro Are Philadelphia, PA | | US | 137,150 | 97% | \$259 | \$150 | 21% | \$425 | 13% | 3% |
| | | | | | | | | | | |
| New York City, NY (Me Indianapolis, IN | | DL | 37,950 | 42% | \$266 | \$175 | 21% | \$250 | 10% | 9% |
| New York City, NY (Me Indianapolis, IN | | UA | 24,710 | 27% | \$296 | \$125 | 6% | \$550 | 9% | 27% |
| New York City, NY (Me Indianapolis, IN | | US | 17,180 | 19% | \$209 | \$150 | 9% | \$275 | 6% | 2% |
| | | | | | | | | | | |
| Pittsburgh, PA | Philadelphia, PA | US | 38,050 | 92% | \$258 | \$150 | 10% | \$400 | 12% | 4% |
| | | | | | | | | | | |
| Chicago, IL | Knoxville, TN | AA | 6,980 | 40% | \$240 | \$150 | 6% | \$400 | 12% | 2% |
| Chicago, IL | Knoxville, TN | UA | 7,770 | 45% | \$265 | \$150 | 6% | \$400 | 19% | 4% |
| | | | | | | | | | | |
| Cleveland, OH (Metro . Minneapolis/St. Paul, MN | | DL | 15,530 | 49% | \$259 | \$175 | 8% | \$350 | 7% | 3% |
| Cleveland, OH (Metro . Minneapolis/St. Paul, MN | | UA | 12,400 | 39% | \$253 | \$175 | 7% | \$450 | 5% | 2% |
| | | | | | | | | | | |
| New York City, NY (Me Louisville, KY | | DL | 16,490 | 38% | \$260 | \$125 | 7% | \$550 | 5% | 17% |
| New York City, NY (Me Louisville, KY | | UA | 7,800 | 18% | \$342 | \$225 | 5% | \$575 | 12% | 2% |
| New York City, NY (Me Louisville, KY | | US | 10,150 | 23% | \$216 | \$150 | 8% | \$300 | 5% | 3% |
| New York City, NY (Me Louisville, KY | | WN | 6,520 | 15% | \$201 | \$125 | 7% | \$275 | 6% | 3% |
| | | | | | | | | | | |
| Austin, TX | St. Louis, MO | AA | 4,940 | 28% | \$236 | \$175 | 13% | \$375 | 6% | 1% |
| Austin, TX | St. Louis, MO | WN | 11,520 | 64% | \$256 | \$175 | 7% | \$400 | 9% | 0% |
| | | | | | | | | | | |
| Charlotte, NC | Memphis, TN | DL | 5,040 | 31% | \$237 | \$75 | 9% | \$325 | 6% | 40% |
| Charlotte, NC | Memphis, TN | US | 10,370 | 63% | \$255 | \$100 | 12% | \$600 | 5% | 27% |
| | | | | | | | | | | |
| Chicago, IL | Charlotte, NC | AA | 12,130 | 13% | \$252 | \$150 | 6% | \$525 | 6% | 13% |
| Chicago, IL | Charlotte, NC | UA | 16,910 | 19% | \$267 | \$175 | 14% | \$525 | 7% | 4% |
| Chicago, IL | Charlotte, NC | US | 53,360 | 59% | \$244 | \$150 | 6% | \$525 | 5% | 11% |
| | | | | | | | | | | |
| Columbus, OH | New York City, NY (Metro Ar | AA | 23,990 | 23% | \$251 | \$175 | 17% | \$325 | 7% | 3% |
| Columbus, OH | New York City, NY (Metro Ar | DL | 30,980 | 30% | \$264 | \$175 | 17% | \$325 | 6% | 4% |
| Columbus, OH | New York City, NY (Metro Ar | UA | 23,510 | 23% | \$290 | \$125 | 10% | \$550 | 13% | 29% |
| Columbus, OH | New York City, NY (Metro Ar | US | 13,570 | 13% | \$186 | \$125 | 15% | \$300 | 6% | 3% |

**Detailed Fare Information for City-Pair Markets 4/
With Highest and Lowest Average Fares
Fourth Quarter 2012**

Table 5

| City-Pair | | Car Code | Psgs. | Market Share | Avg. \$ Fare | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Min. |
|------------------------|-----------------------------|----------|--------|--------------|--------------|----------------------------|---------|----------------------------|---------|---------------------------------|
| | | | | | | \$ Fare | % Psgrs | \$ Fare | % Psgrs | |
| Columbus, OH | Philadelphia, PA | US | 23,690 | 78% | \$273 | \$175 | 14% | \$425 | 8% | 3% |
| New York City, NY (Me | Knoxville, TN | DL | 8,800 | 41% | \$226 | \$125 | 13% | \$275 | 6% | 13% |
| New York City, NY (Me | Knoxville, TN | UA | 3,340 | 16% | \$310 | \$175 | 9% | \$300 | 5% | 13% |
| New York City, NY (Me | Knoxville, TN | US | 8,320 | 39% | \$245 | \$150 | 8% | \$325 | 9% | 3% |
| Detroit, MI | Memphis, TN | DL | 13,300 | 83% | \$251 | \$150 | 38% | \$450 | 5% | 15% |
| Chicago, IL | Oklahoma City, OK | AA | 8,320 | 31% | \$253 | \$125 | 6% | \$400 | 18% | 22% |
| Chicago, IL | Oklahoma City, OK | UA | 8,120 | 31% | \$265 | \$175 | 17% | \$400 | 19% | 1% |
| Chicago, IL | Oklahoma City, OK | WN | 8,900 | 33% | \$222 | \$125 | 11% | \$400 | 6% | 6% |
| Cleveland, OH (Metro | Boston, MA (Metro Area) | FL | 16,200 | 22% | \$164 | \$125 | 6% | \$225 | 6% | 0% |
| Cleveland, OH (Metro | Boston, MA (Metro Area) | UA | 42,800 | 58% | \$282 | \$175 | 8% | \$425 | 8% | 8% |
| Washington, DC (Metri | Savannah, GA | DL | 5,190 | 25% | \$247 | \$125 | 28% | \$325 | 5% | 16% |
| Washington, DC (Metri | Savannah, GA | UA | 4,270 | 21% | \$299 | \$175 | 21% | \$325 | 7% | 14% |
| Washington, DC (Metri | Savannah, GA | US | 10,440 | 51% | \$222 | \$100 | 14% | \$275 | 7% | 18% |
| Dayton, OH | New York City, NY (Metro Ar | DL | 7,000 | 26% | \$244 | \$125 | 11% | \$275 | 6% | 14% |
| Dayton, OH | New York City, NY (Metro Ar | UA | 10,650 | 39% | \$269 | \$125 | 5% | \$375 | 7% | 15% |
| Dayton, OH | New York City, NY (Metro Ar | US | 7,320 | 27% | \$215 | \$150 | 10% | \$275 | 11% | 2% |
| Pittsburgh, PA | Minneapolis/St. Paul, MN | DL | 18,280 | 70% | \$263 | \$125 | 6% | \$450 | 7% | 21% |
| Pittsburgh, PA | Minneapolis/St. Paul, MN | WN | 3,120 | 12% | \$177 | \$125 | 26% | \$250 | 10% | 0% |
| Amarillo, TX | Houston, TX | UA | 8,260 | 44% | \$239 | \$175 | 18% | \$325 | 18% | 3% |
| Amarillo, TX | Houston, TX | WN | 9,600 | 51% | \$243 | \$175 | 17% | \$350 | 11% | 0% |
| Austin, TX | New Orleans, LA | UA | 4,070 | 22% | \$227 | \$125 | 7% | \$300 | 11% | 8% |
| Austin, TX | New Orleans, LA | WN | 12,350 | 67% | \$238 | \$175 | 9% | \$325 | 11% | 0% |
| Houston, TX | Kansas City, MO | UA | 17,010 | 37% | \$267 | \$150 | 6% | \$450 | 15% | 4% |
| Houston, TX | Kansas City, MO | WN | 27,290 | 59% | \$218 | \$125 | 7% | \$375 | 8% | 1% |
| Albany, NY | Chicago, IL | UA | 17,490 | 60% | \$238 | \$175 | 17% | \$350 | 7% | 2% |
| Albany, NY | Chicago, IL | WN | 10,100 | 34% | \$224 | \$125 | 7% | \$375 | 9% | 1% |
| Hartford, CT | Charlotte, NC | UA | 3,970 | 12% | \$208 | \$150 | 26% | \$325 | 9% | 2% |
| Hartford, CT | Charlotte, NC | US | 25,540 | 79% | \$241 | \$125 | 6% | \$325 | 13% | 11% |
| Atlanta, GA (Metro Are | Cincinnati, OH | DL | 25,660 | 96% | \$233 | \$100 | 10% | \$300 | 8% | 22% |
| Charlotte, NC | Jacksonville, FL | DL | 3,110 | 21% | \$163 | \$100 | 7% | \$225 | 8% | 2% |
| Charlotte, NC | Jacksonville, FL | US | 10,480 | 70% | \$254 | \$75 | 6% | \$425 | 6% | 56% |
| Charlotte, NC | Tampa, FL (Metro Area) | DL | 6,650 | 16% | \$163 | \$125 | 11% | \$225 | 11% | 2% |
| Charlotte, NC | Tampa, FL (Metro Area) | US | 26,900 | 66% | \$252 | \$175 | 20% | \$350 | 11% | 2% |

**Detailed Fare Information for City-Pair Markets 4/
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Fourth Quarter 2012**

Table 5

| City-Pair | | Car Code | Psgs. | Market Share | Avg. \$ Fare | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Min. |
|-----------------------|------------------------------|----------|---------|--------------|--------------|----------------------------|---------|----------------------------|---------|---------------------------------|
| | | | | | | \$ Fare | % Psgrs | \$ Fare | % Psgrs | |
| Charlotte, NC | Cincinnati, OH | DL | 3,860 | 26% | \$248 | \$125 | 14% | \$375 | 7% | 9% |
| Charlotte, NC | Cincinnati, OH | US | 10,960 | 73% | \$218 | \$100 | 6% | \$375 | 7% | 22% |
| Chicago, IL | Norfolk, VA (Metro Area) | UA | 12,260 | 37% | \$236 | \$200 | 26% | \$325 | 15% | 0% |
| Chicago, IL | Norfolk, VA (Metro Area) | US | 5,100 | 15% | \$229 | \$175 | 6% | \$250 | 8% | 2% |
| Chicago, IL | Norfolk, VA (Metro Area) | WN | 12,500 | 38% | \$216 | \$125 | 8% | \$325 | 11% | 1% |
| Charlotte, NC | West Palm Beach/Palm Bea | DL | 2,890 | 17% | \$176 | \$125 | 10% | \$250 | 8% | 1% |
| Charlotte, NC | West Palm Beach/Palm Bea | US | 11,720 | 71% | \$242 | \$150 | 21% | \$450 | 6% | 5% |
| Dallas/Fort Worth, TX | Nashville, TN | AA | 44,110 | 69% | \$235 | \$125 | 8% | \$350 | 9% | 4% |
| Dallas/Fort Worth, TX | Nashville, TN | WN | 16,960 | 27% | \$199 | \$125 | 12% | \$250 | 6% | 2% |
| Indianapolis, IN | Philadelphia, PA | DL | 6,180 | 15% | \$160 | \$100 | 8% | \$225 | 11% | 4% |
| Indianapolis, IN | Philadelphia, PA | US | 28,090 | 69% | \$252 | \$125 | 14% | \$425 | 6% | 13% |
| Birmingham, AL | Houston, TX | UA | 10,980 | 38% | \$239 | \$175 | 24% | \$325 | 24% | 2% |
| Birmingham, AL | Houston, TX | WN | 16,230 | 56% | \$211 | \$125 | 6% | \$350 | 9% | 1% |
| Boise, ID | Los Angeles, CA (Metro Area) | AS | 5,210 | 13% | \$216 | \$150 | 7% | \$350 | 6% | 2% |
| Boise, ID | Los Angeles, CA (Metro Area) | DL | 5,080 | 12% | \$232 | \$150 | 6% | \$300 | 9% | 3% |
| Boise, ID | Los Angeles, CA (Metro Area) | UA | 8,840 | 21% | \$254 | \$175 | 7% | \$400 | 6% | 1% |
| Boise, ID | Los Angeles, CA (Metro Area) | WN | 19,460 | 47% | \$212 | \$150 | 7% | \$300 | 6% | 0% |
| Detroit, MI | New York City, NY (Metro Ar | DL | 133,840 | 55% | \$261 | \$150 | 23% | \$250 | 6% | 15% |
| Detroit, MI | New York City, NY (Metro Ar | NK | 44,560 | 18% | \$107 | \$75 | 27% | \$150 | 30% | 1% |
| San Antonio, TX | New Orleans, LA | UA | 2,450 | 15% | \$254 | \$150 | 13% | \$300 | 12% | 7% |
| San Antonio, TX | New Orleans, LA | WN | 12,550 | 76% | \$219 | \$150 | 11% | \$325 | 5% | 0% |
| Birmingham, AL | Miami, FL (Metro Area) | AA | 4,740 | 30% | \$217 | \$175 | 30% | \$350 | 6% | 1% |
| Birmingham, AL | Miami, FL (Metro Area) | DL | 4,030 | 26% | \$233 | \$175 | 10% | \$350 | 6% | 2% |
| Birmingham, AL | Miami, FL (Metro Area) | WN | 5,330 | 34% | \$214 | \$150 | 5% | \$250 | 7% | 0% |
| Charleston, SC | Philadelphia, PA | DL | 3,240 | 18% | \$181 | \$150 | 38% | \$250 | 5% | 0% |
| Charleston, SC | Philadelphia, PA | US | 13,570 | 75% | \$236 | \$150 | 16% | \$325 | 10% | 4% |
| Charlotte, NC | Columbus, OH | DL | 2,580 | 16% | \$158 | \$100 | 10% | \$225 | 6% | 2% |
| Charlotte, NC | Columbus, OH | US | 11,790 | 73% | \$246 | \$150 | 17% | \$425 | 7% | 3% |
| Detroit, MI | Raleigh/Durham, NC | DL | 18,510 | 58% | \$250 | \$125 | 6% | \$250 | 11% | 17% |
| Detroit, MI | Raleigh/Durham, NC | US | 7,850 | 24% | \$186 | \$125 | 15% | \$250 | 8% | 3% |
| Detroit, MI | Raleigh/Durham, NC | WN | 3,340 | 10% | \$185 | \$100 | 10% | \$300 | 10% | 6% |
| Sacramento, CA | Salt Lake City, UT | DL | 16,170 | 66% | \$230 | \$175 | 11% | \$350 | 9% | 1% |
| Sacramento, CA | Salt Lake City, UT | WN | 7,030 | 29% | \$210 | \$150 | 10% | \$300 | 10% | 0% |
| Charlotte, NC | Miami, FL (Metro Area) | DL | 10,180 | 14% | \$166 | \$125 | 34% | \$250 | 5% | 3% |
| Charlotte, NC | Miami, FL (Metro Area) | US | 43,680 | 61% | \$236 | \$150 | 15% | \$350 | 5% | 5% |
| Hartford, CT | Raleigh/Durham, NC | DL | 3,180 | 21% | \$234 | \$125 | 7% | \$225 | 13% | 15% |
| Hartford, CT | Raleigh/Durham, NC | US | 6,160 | 40% | \$225 | \$150 | 6% | \$300 | 6% | 3% |
| Hartford, CT | Raleigh/Durham, NC | WN | 5,360 | 35% | \$212 | \$175 | 19% | \$325 | 7% | 0% |
| Louisville, KY | Philadelphia, PA | DL | 3,410 | 19% | \$185 | \$125 | 14% | \$225 | 9% | 4% |
| Louisville, KY | Philadelphia, PA | UA | 2,280 | 13% | \$207 | \$150 | 33% | \$400 | 6% | 4% |
| Louisville, KY | Philadelphia, PA | US | 10,330 | 57% | \$243 | \$125 | 16% | \$325 | 13% | 13% |
| Louisville, KY | Philadelphia, PA | WN | 1,840 | 10% | \$192 | \$125 | 8% | \$350 | 6% | 1% |
| St. Louis, MO | Houston, TX | UA | 7,930 | 15% | \$252 | \$175 | 12% | \$475 | 9% | 3% |
| St. Louis, MO | Houston, TX | WN | 41,210 | 78% | \$217 | \$125 | 6% | \$375 | 7% | 2% |

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Table 5

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|----------------------------------|----------------------------------|----------|--------|--------------|--------------|----------------------------|--------|----------------------------|--------|--------------------------------|
| | | | | | | \$ Fare | % Psgs | \$ Fare | % Psgs | |
| Nashville, TN | Houston, TX | UA | 14,860 | 27% | \$229 | \$175 | 6% | \$300 | 11% | 1% |
| Nashville, TN | Houston, TX | WN | 36,180 | 66% | \$218 | \$125 | 6% | \$375 | 6% | 1% |
| New York City, NY (Metropolitan) | Norfolk, VA (Metro Area) | DL | 14,360 | 44% | \$238 | \$150 | 5% | \$475 | 10% | 12% |
| New York City, NY (Metropolitan) | Norfolk, VA (Metro Area) | US | 9,510 | 29% | \$188 | \$150 | 23% | \$250 | 6% | 1% |
| New York City, NY (Metropolitan) | Norfolk, VA (Metro Area) | WN | 3,930 | 12% | \$180 | \$150 | 32% | \$300 | 7% | 0% |
| Charlotte, NC | Orlando, FL | DL | 5,550 | 11% | \$170 | \$125 | 16% | \$250 | 7% | 2% |
| Charlotte, NC | Orlando, FL | US | 37,170 | 76% | \$231 | \$150 | 17% | \$325 | 12% | 3% |
| Chicago, IL | Little Rock, AR | AA | 8,590 | 38% | \$223 | \$125 | 5% | \$325 | 25% | 1% |
| Chicago, IL | Little Rock, AR | UA | 5,720 | 26% | \$237 | \$175 | 19% | \$325 | 24% | 1% |
| Chicago, IL | Little Rock, AR | WN | 7,540 | 34% | \$196 | \$125 | 6% | \$250 | 12% | 0% |
| New York City, NY (Metropolitan) | Wilmington, NC | DL | 6,380 | 39% | \$231 | \$125 | 8% | \$300 | 7% | 10% |
| New York City, NY (Metropolitan) | Wilmington, NC | US | 9,000 | 56% | \$212 | \$125 | 7% | \$300 | 6% | 5% |
| Dallas/Fort Worth, TX | Atlanta, GA (Metro Area) | AA | 79,700 | 38% | \$217 | \$100 | 6% | \$400 | 8% | 27% |
| Dallas/Fort Worth, TX | Atlanta, GA (Metro Area) | DL | 84,280 | 40% | \$252 | \$100 | 5% | \$450 | 7% | 38% |
| New York City, NY (Metropolitan) | Greensboro/High Point, NC | DL | 21,670 | 52% | \$201 | \$100 | 6% | \$325 | 6% | 16% |
| New York City, NY (Metropolitan) | Greensboro/High Point, NC | UA | 11,210 | 27% | \$251 | \$100 | 8% | \$700 | 6% | 22% |
| New York City, NY (Metropolitan) | Greensboro/High Point, NC | US | 8,180 | 19% | \$216 | \$150 | 9% | \$275 | 6% | 3% |
| Charlotte, NC | Fort Myers, FL | DL | 2,660 | 17% | \$170 | \$125 | 19% | \$225 | 8% | 3% |
| Charlotte, NC | Fort Myers, FL | US | 11,290 | 73% | \$228 | \$125 | 5% | \$350 | 5% | 9% |
| Pittsburgh, PA | Charlotte, NC | DL | 2,990 | 10% | \$159 | \$100 | 8% | \$225 | 9% | 2% |
| Pittsburgh, PA | Charlotte, NC | US | 23,340 | 79% | \$230 | \$150 | 16% | \$325 | 14% | 3% |
| Washington, DC (Metropolitan) | Cincinnati, OH | DL | 24,410 | 63% | \$217 | \$100 | 6% | \$350 | 6% | 19% |
| Washington, DC (Metropolitan) | Cincinnati, OH | UA | 4,450 | 11% | \$206 | \$100 | 8% | \$250 | 5% | 13% |
| Washington, DC (Metropolitan) | Cincinnati, OH | US | 8,950 | 23% | \$215 | \$100 | 5% | \$350 | 7% | 20% |
| Charlotte, NC | St. Louis, MO | DL | 7,140 | 25% | \$155 | \$125 | 20% | \$225 | 8% | 0% |
| Charlotte, NC | St. Louis, MO | US | 17,790 | 63% | \$241 | \$150 | 15% | \$325 | 18% | 3% |
| Washington, DC (Metropolitan) | St. Louis, MO | AA | 23,580 | 19% | \$243 | \$150 | 6% | \$325 | 6% | 3% |
| Washington, DC (Metropolitan) | St. Louis, MO | UA | 16,800 | 14% | \$230 | \$125 | 11% | \$375 | 7% | 7% |
| Washington, DC (Metropolitan) | St. Louis, MO | WN | 63,440 | 52% | \$208 | \$125 | 8% | \$350 | 9% | 0% |
| Boston, MA (Metropolitan) | Rochester, NY | US | 14,850 | 84% | \$219 | \$150 | 5% | \$300 | 15% | 2% |
| Nashville, TN | Charlotte, NC | DL | 2,800 | 11% | \$170 | \$125 | 8% | \$225 | 11% | 3% |
| Nashville, TN | Charlotte, NC | UA | 6,210 | 24% | \$149 | \$125 | 29% | \$200 | 12% | 2% |
| Nashville, TN | Charlotte, NC | US | 16,310 | 64% | \$242 | \$100 | 7% | \$425 | 7% | 36% |
| San Francisco, CA (Metropolitan) | Salt Lake City, UT | DL | 54,740 | 45% | \$226 | \$150 | 7% | \$275 | 7% | 3% |
| San Francisco, CA (Metropolitan) | Salt Lake City, UT | WN | 52,130 | 43% | \$186 | \$125 | 11% | \$300 | 11% | 0% |
| Dallas/Fort Worth, TX | Birmingham, AL | AA | 14,300 | 41% | \$204 | \$125 | 8% | \$325 | 7% | 3% |
| Dallas/Fort Worth, TX | Birmingham, AL | WN | 17,990 | 51% | \$213 | \$125 | 8% | \$325 | 14% | 1% |
| Philadelphia, PA | Savannah, GA | DL | 5,470 | 35% | \$183 | \$150 | 35% | \$250 | 6% | 1% |
| Philadelphia, PA | Savannah, GA | US | 9,370 | 59% | \$229 | \$150 | 17% | \$325 | 6% | 4% |
| Washington, DC (Metropolitan) | Indianapolis, IN | UA | 12,730 | 15% | \$245 | \$125 | 8% | \$450 | 7% | 14% |
| Washington, DC (Metropolitan) | Indianapolis, IN | US | 40,330 | 46% | \$216 | \$150 | 26% | \$250 | 14% | 3% |
| Washington, DC (Metropolitan) | Indianapolis, IN | WN | 26,610 | 30% | \$194 | \$125 | 6% | \$325 | 9% | 0% |
| Boise, ID | San Francisco, CA (Metropolitan) | AA | 8,190 | 22% | \$180 | \$125 | 11% | \$225 | 8% | 1% |
| Boise, ID | San Francisco, CA (Metropolitan) | UA | 9,960 | 27% | \$263 | \$200 | 15% | \$325 | 24% | 2% |

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|-----------------------------|--------------------------------|----------|--------|--------------|--------------|----------------------------|---------|----------------------------|---------|---------------------------------|
| | | | | | | \$ Fare | % Psgrs | \$ Fare | % Psgrs | |
| Boise, ID | San Francisco, CA (Metro Area) | WN | 16,260 | 44% | \$195 | \$125 | 8% | \$325 | 6% | 0% |
| El Paso, TX | Houston, TX | UA | 9,420 | 25% | \$231 | \$125 | 6% | \$400 | 19% | 23% |
| El Paso, TX | Houston, TX | WN | 26,460 | 71% | \$202 | \$125 | 7% | \$425 | 6% | 13% |
| Washington, DC (Metro Area) | Tallahassee, FL | DL | 8,260 | 49% | \$213 | \$125 | 30% | \$250 | 12% | 9% |
| Washington, DC (Metro Area) | Tallahassee, FL | US | 8,080 | 48% | \$203 | \$100 | 22% | \$250 | 5% | 15% |
| Charleston, SC | New York City, NY (Metro Area) | DL | 27,840 | 42% | \$222 | \$125 | 5% | \$225 | 8% | 14% |
| Charleston, SC | New York City, NY (Metro Area) | UA | 17,550 | 26% | \$204 | \$100 | 18% | \$400 | 8% | 19% |
| Charleston, SC | New York City, NY (Metro Area) | US | 16,270 | 25% | \$198 | \$125 | 11% | \$250 | 8% | 3% |
| Charlotte, NC | Indianapolis, IN | DL | 5,330 | 20% | \$155 | \$125 | 31% | \$200 | 13% | 1% |
| Charlotte, NC | Indianapolis, IN | US | 17,830 | 67% | \$233 | \$100 | 6% | \$325 | 15% | 29% |
| Dallas/Fort Worth, TX | Omaha, NE | AA | 27,430 | 83% | \$209 | \$125 | 18% | \$275 | 18% | 3% |
| Dallas/Fort Worth, TX | Omaha, NE | WN | 3,660 | 11% | \$206 | \$125 | 11% | \$375 | 7% | 3% |
| Tampa, FL (Metro Area) | Memphis, TN | DL | 10,470 | 64% | \$210 | \$125 | 6% | \$250 | 5% | 9% |
| Tampa, FL (Metro Area) | Memphis, TN | FL | 3,460 | 21% | \$173 | \$125 | 17% | \$250 | 7% | 2% |
| Asheville, NC | New York City, NY (Metro Area) | DL | 3,990 | 27% | \$194 | \$125 | 21% | \$275 | 5% | 8% |
| Asheville, NC | New York City, NY (Metro Area) | UA | 3,990 | 27% | \$212 | \$150 | 7% | \$275 | 6% | 0% |
| Asheville, NC | New York City, NY (Metro Area) | US | 6,350 | 43% | \$212 | \$150 | 15% | \$275 | 6% | 3% |
| Boston, MA (Metro Area) | Dayton, OH | DL | 2,310 | 13% | \$197 | \$125 | 6% | \$225 | 17% | 4% |
| Boston, MA (Metro Area) | Dayton, OH | FL | 2,190 | 12% | \$181 | \$100 | 5% | \$250 | 7% | 4% |
| Boston, MA (Metro Area) | Dayton, OH | UA | 7,760 | 43% | \$204 | \$150 | 15% | \$275 | 7% | 3% |
| Boston, MA (Metro Area) | Dayton, OH | US | 5,210 | 29% | \$230 | \$150 | 12% | \$300 | 6% | 4% |
| Houston, TX | Lubbock, TX | UA | 10,140 | 40% | \$200 | \$150 | 14% | \$250 | 15% | 1% |
| Houston, TX | Lubbock, TX | WN | 14,400 | 56% | \$212 | \$150 | 6% | \$300 | 6% | 0% |
| Milwaukee, WI | Philadelphia, PA | DL | 4,960 | 19% | \$187 | \$125 | 10% | \$250 | 6% | 2% |
| Milwaukee, WI | Philadelphia, PA | US | 18,290 | 69% | \$214 | \$125 | 16% | \$325 | 12% | 9% |
| Miami, FL (Metro Area) | New Orleans, LA | AA | 25,370 | 43% | \$207 | \$125 | 8% | \$275 | 6% | 4% |
| Miami, FL (Metro Area) | New Orleans, LA | DL | 6,900 | 12% | \$208 | \$125 | 21% | \$275 | 5% | 7% |
| Miami, FL (Metro Area) | New Orleans, LA | WN | 21,300 | 36% | \$207 | \$125 | 7% | \$350 | 11% | 0% |
| Spokane, WA | San Francisco, CA (Metro Area) | AS | 8,410 | 24% | \$218 | \$150 | 8% | \$325 | 5% | 0% |
| Spokane, WA | San Francisco, CA (Metro Area) | UA | 4,380 | 12% | \$225 | \$175 | 24% | \$325 | 10% | 3% |
| Spokane, WA | San Francisco, CA (Metro Area) | WN | 20,260 | 57% | \$199 | \$125 | 6% | \$325 | 10% | 0% |
| Eugene, OR | San Francisco, CA (Metro Area) | AS | 4,660 | 27% | \$190 | \$125 | 22% | \$200 | 6% | 5% |
| Eugene, OR | San Francisco, CA (Metro Area) | G4 | 3,590 | 21% | \$99 | \$75 | 35% | \$150 | 6% | 1% |
| Eugene, OR | San Francisco, CA (Metro Area) | UA | 8,080 | 47% | \$263 | \$125 | 6% | \$500 | 7% | 20% |
| St. Louis, MO | New Orleans, LA | AA | 2,180 | 10% | \$180 | \$125 | 33% | \$350 | 6% | 3% |
| St. Louis, MO | New Orleans, LA | DL | 2,810 | 13% | \$183 | \$125 | 28% | \$250 | 9% | 4% |
| St. Louis, MO | New Orleans, LA | WN | 14,750 | 70% | \$214 | \$125 | 6% | \$375 | 9% | 3% |
| Indianapolis, IN | Raleigh/Durham, NC | DL | 9,610 | 53% | \$217 | \$150 | 17% | \$325 | 6% | 2% |
| Indianapolis, IN | Raleigh/Durham, NC | US | 5,100 | 28% | \$193 | \$125 | 5% | \$250 | 10% | 2% |
| Indianapolis, IN | Raleigh/Durham, NC | WN | 1,980 | 11% | \$188 | \$125 | 6% | \$275 | 17% | 1% |
| Charlotte, NC | New Orleans, LA | DL | 5,230 | 21% | \$156 | \$125 | 35% | \$225 | 7% | 2% |
| Charlotte, NC | New Orleans, LA | US | 16,420 | 65% | \$217 | \$100 | 7% | \$325 | 8% | 20% |
| Houston, TX | Tulsa, OK | UA | 22,640 | 36% | \$241 | \$100 | 18% | \$350 | 28% | 44% |
| Houston, TX | Tulsa, OK | WN | 39,170 | 62% | \$180 | \$75 | 6% | \$300 | 16% | 39% |

**Detailed Fare Information for City-Pair Markets 4/
With Highest and Lowest Average Fares
Fourth Quarter 2012**

Table 5

| City-Pair | | Car Code | Psgs. | Market Share | Avg. \$ Fare | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Min. |
|-----------------------------|------------------------------|----------|--------|--------------|--------------|----------------------------|---------|----------------------------|---------|---------------------------------|
| | | | | | | \$ Fare | % Psgrs | \$ Fare | % Psgrs | |
| El Paso, TX | Los Angeles, CA (Metro Area) | AA | 6,230 | 15% | \$189 | \$125 | 8% | \$275 | 7% | 1% |
| El Paso, TX | Los Angeles, CA (Metro Area) | US | 6,720 | 16% | \$221 | \$150 | 5% | \$375 | 6% | 1% |
| El Paso, TX | Los Angeles, CA (Metro Area) | WN | 27,310 | 66% | \$199 | \$125 | 7% | \$275 | 8% | 3% |
| Jacksonville, FL | Philadelphia, PA | DL | 8,590 | 22% | \$172 | \$125 | 27% | \$225 | 11% | 2% |
| Jacksonville, FL | Philadelphia, PA | US | 21,490 | 54% | \$233 | \$150 | 11% | \$325 | 10% | 3% |
| Nashville, TN | Philadelphia, PA | US | 22,220 | 45% | \$212 | \$125 | 5% | \$300 | 8% | 4% |
| Nashville, TN | Philadelphia, PA | WN | 21,060 | 43% | \$194 | \$125 | 11% | \$325 | 7% | 0% |
| Nashville, TN | Washington, DC (Metro Area) | AA | 17,620 | 17% | \$208 | \$100 | 8% | \$375 | 6% | 18% |
| Nashville, TN | Washington, DC (Metro Area) | US | 17,190 | 17% | \$200 | \$100 | 8% | \$200 | 16% | 13% |
| Nashville, TN | Washington, DC (Metro Area) | WN | 53,750 | 52% | \$195 | \$125 | 6% | \$325 | 6% | 1% |
| Washington, DC (Metro Area) | Jacksonville, FL | DL | 8,900 | 10% | \$198 | \$125 | 35% | \$225 | 5% | 8% |
| Washington, DC (Metro Area) | Jacksonville, FL | UA | 9,990 | 11% | \$233 | \$125 | 10% | \$500 | 5% | 13% |
| Washington, DC (Metro Area) | Jacksonville, FL | US | 38,370 | 43% | \$191 | \$100 | 19% | \$275 | 10% | 14% |
| Washington, DC (Metro Area) | Jacksonville, FL | WN | 26,910 | 30% | \$209 | \$125 | 6% | \$375 | 7% | 2% |
| Buffalo, NY | Charlotte, NC | DL | 5,150 | 24% | \$151 | \$100 | 5% | \$225 | 9% | 2% |
| Buffalo, NY | Charlotte, NC | UA | 3,300 | 15% | \$172 | \$100 | 5% | \$225 | 8% | 6% |
| Buffalo, NY | Charlotte, NC | US | 11,220 | 52% | \$236 | \$175 | 28% | \$350 | 11% | 3% |
| Chicago, IL | Philadelphia, PA | AA | 33,540 | 14% | \$196 | \$125 | 8% | \$275 | 5% | 4% |
| Chicago, IL | Philadelphia, PA | UA | 50,780 | 22% | \$216 | \$125 | 6% | \$275 | 6% | 7% |
| Chicago, IL | Philadelphia, PA | US | 87,120 | 38% | \$194 | \$125 | 8% | \$225 | 8% | 4% |
| Chicago, IL | Philadelphia, PA | WN | 55,980 | 24% | \$193 | \$125 | 8% | \$325 | 12% | 0% |

Fourth Quarter 2012 Average Fare Premiums (Discounts)
Sorted In Descending Order By Fare Premium Percentage For All Markets

Table 7

| Rank | Airport Markets | Apt. | All Markets With More Than 20 Pax. Per Day | | | | | Short Haul Markets With More Than 20 Pax. Per Day | | | | | Long Haul Markets With More Than 20 Pax. Per Day | | | | |
|------|-----------------------|------|---|-----------|----------|-----------|-------|--|-----------|----------|-----------|-------|---|-----------|----------|-----------|-------|
| | | | Num. | | Psgs In | Mkt. | Pct. | Num. | | Psgs In | Mkt. | Pct. | Num. | | Psgs In | Mkt. | Pct. |
| | | | Mkts. | Psgs | Low Fare | Avg. | Fare | Mkts. | Psgs | Low Fare | Avg. | Fare | Mkts. | Psgs | Low Fare | Avg. | Fare |
| | | | Mkts. | Psgs | Mkts (%) | Fare (\$) | Prem. | Mkts. | Psgs | Mkts (%) | Fare (\$) | Prem. | Mkts. | Psgs | Mkts (%) | Fare (\$) | Prem. |
| 1 | Eagle, CO | EGE | 15 | 26,070 | 0% | 381.43 | 62.4% | 5 | 8,220 | 0% | 279.34 | 21.0% | 10 | 17,850 | 0% | 428.44 | 81.0% |
| 2 | Cincinnati, KY | CVG | 78 | 719,710 | 0% | 277.33 | 39.8% | 46 | 354,670 | 0% | 275.20 | 55.9% | 32 | 365,040 | 0% | 279.40 | 27.2% |
| 3 | Cleveland, OH | CLE | 94 | 1,187,040 | 36% | 254.60 | 30.5% | 48 | 632,630 | 31% | 238.47 | 44.1% | 46 | 554,410 | 42% | 273.00 | 19.3% |
| 4 | Houston, TX | IAH | 156 | 2,657,230 | 16% | 272.16 | 29.4% | 37 | 514,440 | 13% | 205.76 | 24.7% | 119 | 2,142,790 | 17% | 288.11 | 30.3% |
| 5 | Huntsville, AL | HSV | 50 | 166,630 | 0% | 288.08 | 28.3% | 22 | 92,150 | 0% | 275.83 | 39.1% | 28 | 74,480 | 0% | 303.24 | 18.0% |
| 6 | Newark, NJ | EWR | 164 | 3,358,860 | 46% | 264.36 | 26.5% | 53 | 597,450 | 25% | 239.35 | 59.2% | 111 | 2,761,410 | 51% | 269.77 | 21.7% |
| 7 | Washington, VA | IAD | 151 | 1,611,410 | 53% | 273.82 | 21.4% | 66 | 509,480 | 33% | 201.52 | 29.6% | 85 | 1,101,930 | 62% | 307.25 | 19.1% |
| 8 | Memphis, TN | MEM | 78 | 609,160 | 39% | 257.74 | 21.3% | 37 | 310,830 | 57% | 246.51 | 19.1% | 41 | 298,330 | 21% | 269.44 | 23.5% |
| 9 | White Plains, NY | HPN | 163 | 350,390 | 51% | 226.23 | 16.0% | 54 | 53,020 | 0% | 235.19 | 37.2% | 109 | 297,370 | 60% | 224.63 | 12.8% |
| 10 | Chicago, IL | ORD | 178 | 6,078,970 | 45% | 214.73 | 14.9% | 85 | 2,138,840 | 9% | 194.16 | 17.3% | 93 | 3,940,130 | 65% | 225.90 | 13.8% |
| 11 | Baton Rouge, LA | BTR | 41 | 111,870 | 0% | 255.25 | 12.8% | 12 | 47,890 | 0% | 236.05 | 24.9% | 29 | 63,980 | 0% | 269.62 | 6.0% |
| 12 | Columbia, SC | CAE | 50 | 150,570 | 0% | 263.75 | 12.4% | 27 | 86,550 | 0% | 247.34 | 14.6% | 23 | 64,020 | 0% | 285.93 | 10.0% |
| 13 | Midland/Odessa, TX | MAF | 32 | 174,110 | 74% | 207.21 | 12.2% | 11 | 136,020 | 70% | 184.14 | 9.1% | 21 | 38,090 | 89% | 289.57 | 19.8% |
| 14 | New York, NY | LGA | 170 | 5,140,750 | 54% | 203.86 | 12.1% | 57 | 1,491,280 | 19% | 195.61 | 36.3% | 113 | 3,649,470 | 69% | 207.23 | 4.9% |
| 15 | Minneapolis, MN | MSP | 138 | 3,297,310 | 74% | 228.58 | 11.8% | 46 | 997,160 | 77% | 191.06 | 10.2% | 92 | 2,300,150 | 72% | 244.85 | 12.4% |
| 16 | Washington, VA | DCA | 166 | 3,483,140 | 39% | 212.16 | 11.5% | 74 | 1,752,190 | 34% | 188.63 | 22.1% | 92 | 1,730,950 | 44% | 235.97 | 4.2% |
| 17 | Corpus Christi, TX | CRP | 31 | 80,870 | 63% | 233.32 | 11.4% | 5 | 46,210 | 54% | 180.77 | 7.3% | 26 | 34,660 | 76% | 303.39 | 14.8% |
| 18 | Tulsa, OK | TUL | 68 | 467,880 | 75% | 236.15 | 11.2% | 20 | 247,370 | 68% | 198.52 | 6.3% | 48 | 220,510 | 82% | 278.36 | 15.5% |
| 19 | Grand Rapids, MI | GRR | 58 | 340,910 | 51% | 242.74 | 10.5% | 26 | 122,550 | 25% | 260.01 | 29.8% | 32 | 218,360 | 66% | 233.04 | 1.2% |
| 20 | Savannah, GA | SAV | 62 | 268,050 | 0% | 252.62 | 10.2% | 27 | 130,640 | 0% | 235.08 | 7.8% | 35 | 137,410 | 0% | 269.30 | 12.2% |
| 21 | Amarillo, TX | AMA | 30 | 122,320 | 82% | 203.53 | 10.2% | 9 | 90,200 | 78% | 177.86 | 12.0% | 21 | 32,120 | 90% | 275.62 | 6.9% |
| 22 | Charlotte, NC | CLT | 119 | 2,166,020 | 14% | 219.89 | 10.1% | 77 | 1,541,840 | 18% | 193.84 | 6.9% | 42 | 624,180 | 4% | 284.22 | 15.8% |
| 23 | Dallas/Fort Worth, TX | DFW | 189 | 4,805,870 | 45% | 224.71 | 9.6% | 66 | 1,200,450 | 38% | 183.42 | 2.2% | 123 | 3,605,420 | 47% | 238.46 | 11.6% |
| 24 | Detroit, MI | DTW | 126 | 3,033,070 | 64% | 222.07 | 9.4% | 73 | 1,345,250 | 51% | 222.78 | 31.4% | 53 | 1,687,820 | 75% | 221.50 | -3.6% |
| 25 | Lubbock, TX | LBB | 30 | 153,910 | 82% | 200.15 | 8.9% | 11 | 118,050 | 81% | 173.91 | 7.4% | 19 | 35,860 | 86% | 286.52 | 12.1% |
| 26 | Hartford, CT | BDL | 83 | 1,084,150 | 68% | 230.38 | 7.8% | 27 | 267,950 | 45% | 219.26 | 23.7% | 56 | 816,200 | 75% | 234.03 | 3.7% |
| 27 | Austin, TX | AUS | 110 | 1,836,550 | 84% | 223.20 | 7.6% | 25 | 331,090 | 85% | 185.10 | 11.2% | 85 | 1,505,460 | 84% | 231.57 | 7.0% |
| 28 | New York, NY | JFK | 170 | 3,744,810 | 89% | 246.26 | 7.1% | 55 | 687,110 | 81% | 135.14 | 3.6% | 115 | 3,057,700 | 90% | 271.23 | 7.5% |
| 29 | Columbus, OH | CMH | 82 | 1,229,620 | 73% | 210.60 | 6.6% | 43 | 607,820 | 60% | 201.69 | 21.1% | 39 | 621,800 | 86% | 219.30 | -3.8% |
| 30 | Salt Lake City, UT | SLC | 110 | 1,902,590 | 83% | 220.85 | 5.7% | 34 | 1,039,910 | 95% | 166.51 | -2.6% | 76 | 862,680 | 68% | 286.35 | 12.5% |
| 31 | Burlington, VT | BTB | 47 | 211,770 | 52% | 225.84 | 5.7% | 14 | 88,450 | 48% | 171.49 | 9.4% | 33 | 123,320 | 56% | 264.83 | 4.1% |
| 32 | Albany, NY | ALB | 59 | 452,370 | 79% | 234.95 | 5.4% | 21 | 152,330 | 51% | 205.14 | 9.4% | 38 | 300,040 | 94% | 250.08 | 3.8% |

Fourth Quarter 2012 Average Fare Premiums (Discounts)
Sorted In Descending Order By Fare Premium Percentage For All Markets

Table 7

| Rank | Airport Markets | Apt. | All Markets With More Than 20 Pax. Per Day | | | | | Short Haul Markets With More Than 20 Pax. Per Day | | | | | Long Haul Markets With More Than 20 Pax. Per Day | | | | |
|------|-------------------------------|------|---|-----------|---------------------------------|---------------------------|-----------------------|--|-----------|---------------------------------|---------------------------|-----------------------|---|-----------|---------------------------------|---------------------------|-----------------------|
| | | | Num. Mkts. | Psgs | Psgs In Low Fare Mkts (%) | Mkt. Avg. Fare (\$) | Pct. Fare Prem. | Num. Mkts. | Psgs | Psgs In Low Fare Mkts (%) | Mkt. Avg. Fare (\$) | Pct. Fare Prem. | Num. Mkts. | Psgs | Psgs In Low Fare Mkts (%) | Mkt. Avg. Fare (\$) | Pct. Fare Prem. |
| | | | | | | | | | | | | | | | | | |
| 33 | Oklahoma City, OK | OKC | 77 | 642,360 | 84% | 229.87 | 4.4% | 23 | 261,100 | 77% | 189.99 | -3.7% | 54 | 381,260 | 89% | 257.19 | 9.0% |
| 34 | Houston, TX | HOU | 146 | 1,701,410 | 98% | 201.57 | 3.8% | 34 | 803,330 | 97% | 172.28 | 4.1% | 112 | 898,080 | 98% | 227.77 | 3.6% |
| 35 | Charleston, SC | CHS | 72 | 477,270 | 50% | 231.03 | 3.8% | 38 | 281,960 | 35% | 209.19 | -2.1% | 34 | 195,310 | 72% | 262.55 | 11.6% |
| 36 | Fargo, ND | FAR | 32 | 84,600 | 45% | 249.45 | 3.8% | 4 | 19,830 | 48% | 260.25 | 46.0% | 28 | 64,770 | 44% | 246.15 | -5.1% |
| 37 | Atlanta, GA | ATL | 163 | 5,838,990 | 77% | 195.72 | 3.7% | 98 | 3,527,780 | 75% | 172.85 | -0.3% | 65 | 2,311,210 | 79% | 230.63 | 8.6% |
| 38 | Richmond, VA | RIC | 74 | 588,750 | 43% | 227.98 | 3.6% | 36 | 331,960 | 55% | 208.59 | 7.7% | 38 | 256,790 | 28% | 253.06 | -0.4% |
| 39 | New Orleans, LA | MSY | 101 | 1,726,160 | 76% | 218.49 | 3.1% | 38 | 736,730 | 76% | 186.23 | -1.1% | 63 | 989,430 | 76% | 242.51 | 5.7% |
| 40 | Pensacola, FL | PNS | 54 | 229,350 | 62% | 226.07 | 3.0% | 18 | 84,650 | 66% | 200.32 | -6.4% | 36 | 144,700 | 59% | 241.13 | 8.3% |
| 41 | Nashville, TN | BNA | 96 | 1,641,250 | 80% | 209.48 | 2.4% | 52 | 970,910 | 75% | 190.67 | -1.3% | 44 | 670,340 | 86% | 236.71 | 7.2% |
| 42 | Syracuse, NY | SYR | 57 | 344,940 | 45% | 221.17 | 2.3% | 22 | 123,850 | 26% | 187.64 | 8.4% | 35 | 221,090 | 56% | 239.95 | -0.1% |
| 43 | Pittsburgh, PA | PIT | 100 | 1,516,610 | 71% | 209.24 | 2.2% | 48 | 708,390 | 57% | 185.03 | 6.3% | 52 | 808,220 | 83% | 230.46 | -0.5% |
| 44 | Portland, ME | PWM | 57 | 287,000 | 43% | 215.25 | 2.1% | 17 | 118,250 | 36% | 171.09 | 8.3% | 40 | 168,750 | 48% | 246.19 | -0.7% |
| 45 | Miami, FL | MIA | 127 | 1,975,160 | 0% | 221.25 | 2.0% | 29 | 327,750 | 0% | 180.55 | -0.5% | 98 | 1,647,410 | 0% | 229.35 | 2.4% |
| 46 | San Francisco, CA | SFO | 161 | 5,486,920 | 83% | 249.41 | 1.8% | 30 | 1,892,060 | 94% | 144.26 | -10.6% | 131 | 3,594,860 | 78% | 304.75 | 5.5% |
| 47 | Philadelphia, PA | PHL | 127 | 3,491,400 | 62% | 219.35 | 1.8% | 56 | 1,266,430 | 30% | 216.34 | 22.7% | 71 | 2,224,970 | 80% | 221.06 | -7.0% |
| 48 | San Antonio, TX | SAT | 110 | 1,513,710 | 84% | 219.19 | 1.8% | 23 | 351,620 | 80% | 169.73 | -10.7% | 87 | 1,162,090 | 85% | 234.15 | 5.0% |
| 49 | Islip, NY | ISP | 126 | 275,800 | 93% | 188.77 | 1.7% | 47 | 59,990 | 74% | 156.79 | 21.1% | 79 | 215,810 | 98% | 197.66 | -1.7% |
| 50 | Los Angeles, CA | LAX | 189 | 6,946,420 | 85% | 237.26 | 1.1% | 34 | 1,873,450 | 95% | 131.72 | -12.1% | 155 | 5,072,970 | 81% | 276.23 | 3.8% |
| 51 | San Jose, CA | SJC | 153 | 1,610,000 | 90% | 197.72 | 0.9% | 23 | 1,019,270 | 98% | 153.31 | 0.7% | 130 | 590,730 | 76% | 274.34 | 1.0% |
| 52 | Jacksonville, FL | JAX | 83 | 998,930 | 67% | 208.84 | 0.8% | 27 | 401,370 | 64% | 183.73 | -2.5% | 56 | 597,560 | 69% | 225.71 | 2.7% |
| 53 | Birmingham, AL | BHM | 69 | 526,320 | 80% | 217.32 | 0.7% | 38 | 360,020 | 71% | 196.61 | -4.3% | 31 | 166,300 | 98% | 262.16 | 10.0% |
| 54 | Jackson/Vicksburg, MS | JAN | 46 | 212,550 | 63% | 223.27 | 0.7% | 15 | 114,550 | 61% | 194.39 | -3.1% | 31 | 98,000 | 65% | 257.03 | 4.3% |
| 55 | El Paso, TX | ELP | 66 | 534,390 | 79% | 219.52 | 0.5% | 20 | 313,570 | 89% | 186.80 | -2.7% | 46 | 220,820 | 66% | 265.98 | 3.8% |
| 56 | Indianapolis, IN | IND | 97 | 1,397,730 | 67% | 213.35 | 0.1% | 53 | 566,580 | 41% | 215.96 | 8.7% | 44 | 831,150 | 85% | 211.58 | -5.1% |
| 57 | Santa Ana, CA | SNA | 163 | 1,888,390 | 71% | 208.32 | 0.1% | 23 | 765,840 | 99% | 149.25 | -0.2% | 140 | 1,122,550 | 52% | 248.61 | 0.2% |
| 58 | Moline, IL | MLI | 39 | 103,540 | 23% | 219.36 | -0.3% | 10 | 32,030 | 0% | 249.61 | 24.4% | 29 | 71,510 | 33% | 205.81 | -10.0% |
| 59 | Greensboro/High Point, NC | GSO | 62 | 317,710 | 8% | 219.37 | -0.5% | 40 | 221,780 | 11% | 197.29 | -1.1% | 22 | 95,930 | 0% | 270.43 | 0.7% |
| 60 | Cedar Rapids/Iowa City, IA | CID | 43 | 145,070 | 37% | 231.70 | -0.6% | 8 | 41,910 | 41% | 224.63 | 2.2% | 35 | 103,160 | 35% | 234.57 | -1.7% |
| 61 | Newport News/Williamsburg, VA | PHF | 82 | 114,130 | 35% | 226.46 | -0.8% | 40 | 52,770 | 12% | 194.01 | -8.2% | 42 | 61,360 | 55% | 254.37 | 4.8% |
| 62 | Ontario, CA | ONT | 174 | 932,900 | 84% | 198.75 | -1.0% | 25 | 420,420 | 95% | 145.30 | -1.3% | 149 | 512,480 | 75% | 242.60 | -0.8% |
| 63 | Burbank, CA | BUR | 122 | 939,810 | 96% | 167.05 | -1.1% | 21 | 639,230 | 96% | 140.23 | 3.0% | 101 | 300,580 | 94% | 224.10 | -6.0% |
| 64 | Dallas, TX | DAL | 167 | 1,323,560 | 98% | 170.59 | -1.3% | 56 | 964,150 | 98% | 157.92 | 1.3% | 111 | 359,410 | 98% | 204.56 | -6.2% |

Fourth Quarter 2012 Average Fare Premiums (Discounts)
Sorted In Descending Order By Fare Premium Percentage For All Markets

Table 7

| Rank | Airport Markets | Apt. | All Markets With More Than 20 Pax. Per Day | | | | | Short Haul Markets With More Than 20 Pax. Per Day | | | | | Long Haul Markets With More Than 20 Pax. Per Day | | | | |
|------|--------------------------------|------|--|-----------|----------|-----------|-----------|---|-----------|----------|-----------|-----------|--|-----------|----------|-----------|-----------|
| | | | Num. | Psgs In | | Mkt. Avg. | Pct. Fare | Num. | Psgs In | | Mkt. Avg. | Pct. Fare | Num. | Psgs In | | Mkt. Avg. | Pct. Fare |
| | | | | Low Fare | Mkts (%) | | | | Low Fare | Mkts (%) | | | | Low Fare | Mkts (%) | | |
| | | | Mkts. | Psgs | | Fare (\$) | Prem. | Mkts. | Psgs | | Fare (\$) | Prem. | Mkts. | Psgs | | Fare (\$) | Prem. |
| 65 | Boston, MA | BOS | 135 | 4,843,500 | 83% | 216.05 | -1.4% | 37 | 1,577,970 | 76% | 173.50 | 12.7% | 98 | 3,265,530 | 87% | 236.61 | -5.6% |
| 66 | Mission/McAllen/Edinburg, TX | MFE | 23 | 82,310 | 27% | 216.77 | -1.5% | 4 | 31,160 | 0% | 168.04 | -4.1% | 19 | 51,150 | 43% | 246.45 | -0.3% |
| 67 | St. Louis, MO | STL | 110 | 2,086,510 | 86% | 196.86 | -1.5% | 53 | 957,380 | 76% | 180.01 | -2.2% | 57 | 1,129,130 | 95% | 211.15 | -1.1% |
| 68 | Norfolk, VA | ORF | 84 | 621,280 | 77% | 220.63 | -1.5% | 41 | 340,320 | 74% | 186.48 | -6.3% | 43 | 280,960 | 80% | 261.98 | 3.0% |
| 69 | Newburgh/Poughkeepsie, NY | SWF | 92 | 56,480 | 61% | 211.94 | -1.6% | 34 | 8,070 | 0% | 249.98 | 37.2% | 58 | 48,410 | 71% | 205.60 | -7.0% |
| 70 | Albuquerque, NM | ABQ | 85 | 938,270 | 91% | 206.71 | -1.9% | 21 | 432,540 | 95% | 164.70 | -9.0% | 64 | 505,730 | 88% | 242.64 | 2.7% |
| 71 | Manchester, NH | MHT | 111 | 518,600 | 80% | 208.48 | -2.3% | 31 | 166,100 | 61% | 185.93 | 6.1% | 80 | 352,500 | 89% | 219.11 | -5.3% |
| 72 | West Palm Beach/Palm Beach | PBI | 74 | 1,176,150 | 80% | 197.59 | -2.3% | 11 | 121,630 | 80% | 169.65 | -8.9% | 63 | 1,054,520 | 80% | 200.81 | -1.6% |
| 73 | Providence, RI | PVD | 98 | 776,150 | 80% | 204.22 | -2.4% | 27 | 239,600 | 56% | 183.05 | 4.5% | 71 | 536,550 | 90% | 213.67 | -4.8% |
| 74 | Greer, SC | GSP | 61 | 333,060 | 64% | 209.96 | -2.4% | 33 | 220,360 | 56% | 181.28 | -8.8% | 28 | 112,700 | 81% | 266.05 | 7.5% |
| 75 | Louisville, KY | SDF | 70 | 641,910 | 81% | 214.55 | -2.9% | 42 | 412,890 | 75% | 195.27 | -5.4% | 28 | 229,020 | 92% | 249.30 | 1.0% |
| 76 | Omaha, NE | OMA | 78 | 761,030 | 84% | 205.75 | -3.1% | 20 | 259,500 | 69% | 175.98 | -4.3% | 58 | 501,530 | 92% | 221.16 | -2.6% |
| 77 | Raleigh/Durham, NC | RDU | 95 | 1,789,850 | 73% | 194.66 | -3.1% | 53 | 1,252,930 | 68% | 165.99 | -6.9% | 42 | 536,920 | 84% | 261.57 | 3.0% |
| 78 | Little Rock, AR | LIT | 64 | 408,790 | 73% | 210.25 | -3.4% | 25 | 199,140 | 58% | 190.82 | -0.8% | 39 | 209,650 | 87% | 228.71 | -5.3% |
| 79 | Wichita, KS | ICT | 51 | 234,480 | 64% | 218.80 | -3.7% | 12 | 56,390 | 28% | 253.67 | 46.3% | 39 | 178,090 | 76% | 207.75 | -14.9% |
| 80 | Tucson, AZ | TUS | 76 | 657,770 | 80% | 211.54 | -4.0% | 11 | 233,440 | 100% | 141.96 | -18.2% | 65 | 424,330 | 70% | 249.81 | 1.4% |
| 81 | Chicago, IL | MDW | 153 | 2,697,830 | 99% | 178.23 | -4.2% | 72 | 1,079,240 | 99% | 156.31 | -1.7% | 81 | 1,618,590 | 99% | 192.84 | -5.6% |
| 82 | Boise, ID | BOI | 58 | 480,560 | 72% | 203.79 | -4.2% | 19 | 348,860 | 72% | 166.16 | -11.7% | 39 | 131,700 | 70% | 303.46 | 9.0% |
| 83 | Rochester, NY | ROC | 56 | 447,390 | 54% | 189.47 | -4.3% | 25 | 233,640 | 49% | 165.55 | 7.9% | 31 | 213,750 | 58% | 215.61 | -12.6% |
| 84 | Sarasota/Bradenton, FL | SRQ | 44 | 191,150 | 42% | 203.00 | -4.4% | 2 | 22,360 | 0% | 189.33 | -2.5% | 42 | 168,790 | 48% | 204.82 | -4.6% |
| 85 | Palm Springs, CA | PSP | 47 | 275,560 | 34% | 214.14 | -4.7% | 6 | 67,260 | 64% | 148.47 | -10.9% | 41 | 208,300 | 24% | 235.34 | -3.3% |
| 86 | San Diego, CA | SAN | 123 | 3,225,480 | 89% | 209.87 | -4.8% | 18 | 1,198,430 | 96% | 139.37 | -14.3% | 105 | 2,027,050 | 84% | 251.55 | -1.3% |
| 87 | Des Moines, IA | DSM | 62 | 379,920 | 53% | 212.17 | -5.0% | 16 | 109,310 | 54% | 208.30 | 7.6% | 46 | 270,610 | 52% | 213.74 | -9.2% |
| 88 | Gulfport/Biloxi, MS | GPT | 35 | 73,740 | 0% | 238.89 | -5.3% | 10 | 26,140 | 0% | 221.45 | -5.6% | 25 | 47,600 | 0% | 248.47 | -5.2% |
| 89 | Allentown/Bethlehem/Easton, PA | ABE | 24 | 75,010 | 46% | 215.41 | -5.7% | 5 | 23,810 | 0% | 280.64 | 30.3% | 19 | 51,200 | 68% | 185.08 | -21.0% |
| 90 | Harlingen/San Benito, TX | HRL | 21 | 109,580 | 96% | 174.86 | -5.7% | 8 | 80,960 | 96% | 146.20 | -11.4% | 13 | 28,620 | 96% | 255.93 | 5.1% |
| 91 | Phoenix, AZ | PHX | 148 | 4,694,020 | 86% | 198.02 | -5.8% | 29 | 1,791,880 | 95% | 141.38 | -8.9% | 119 | 2,902,140 | 79% | 232.99 | -4.5% |
| 92 | Portland, OR | PDX | 110 | 2,295,560 | 85% | 201.22 | -5.9% | 19 | 661,060 | 82% | 142.53 | -7.7% | 91 | 1,634,500 | 85% | 224.95 | -5.4% |
| 93 | Peoria, IL | PIA | 32 | 66,730 | 36% | 218.01 | -5.9% | 8 | 17,880 | 0% | 260.04 | 30.8% | 24 | 48,850 | 49% | 202.63 | -16.9% |
| 94 | Seattle, WA | SEA | 143 | 4,043,560 | 67% | 217.42 | -5.9% | 28 | 1,027,890 | 64% | 158.98 | -10.5% | 115 | 3,015,670 | 68% | 237.34 | -4.8% |
| 95 | Kansas City, MO | MCI | 104 | 1,832,000 | 86% | 199.14 | -6.5% | 39 | 814,760 | 80% | 177.17 | -8.8% | 65 | 1,017,240 | 90% | 216.74 | -5.0% |
| 96 | Sacramento, CA | SMF | 87 | 1,687,520 | 93% | 195.34 | -6.9% | 17 | 1,009,240 | 99% | 147.54 | -12.3% | 70 | 678,280 | 85% | 266.47 | -1.9% |

Fourth Quarter 2012 Average Fare Premiums (Discounts)
Sorted In Descending Order By Fare Premium Percentage For All Markets

Table 7

| | | | All Markets With More Than 20 Pax. Per Day | | | | | Short Haul Markets With More Than 20 Pax. Per Day | | | | | Long Haul Markets With More Than 20 Pax. Per Day | | | | |
|------|----------------------|------|--|-----------|----------|-----------|--------|---|-----------|----------|-----------|--------|--|-----------|----------|-----------|--------|
| Rank | Airport Markets | Apt. | Num. | | Psgs In | Mkt. | Pct. | Num. | | Psgs In | Mkt. | Pct. | Num. | | Psgs In | Mkt. | Pct. |
| | | | Mkts. | Psgrs | Low Fare | Avg. | Fare | Mkts. | Psgrs | Low Fare | Avg. | Fare | Mkts. | Psgrs | Low Fare | Avg. | Fare |
| | | | Mkts. | Psgrs | Mkts (%) | Fare (\$) | Prem. | Mkts. | Psgrs | Mkts (%) | Fare (\$) | Prem. | Mkts. | Psgrs | Mkts (%) | Fare (\$) | Prem. |
| 97 | Baltimore, MD | BWI | 163 | 3,414,270 | 93% | 183.82 | -7.2% | 73 | 1,599,450 | 93% | 155.30 | -3.0% | 90 | 1,814,820 | 93% | 208.96 | -9.8% |
| 98 | Spokane, WA | GEG | 63 | 546,950 | 75% | 195.01 | -7.9% | 11 | 246,290 | 54% | 146.89 | -8.7% | 52 | 300,660 | 92% | 234.42 | -7.4% |
| 99 | Fort Myers, FL | RSW | 80 | 1,482,990 | 89% | 196.81 | -8.6% | 6 | 73,290 | 76% | 198.64 | 2.0% | 74 | 1,409,700 | 90% | 196.72 | -9.0% |
| 100 | Sioux Falls, SD | FSD | 40 | 128,850 | 41% | 218.16 | -8.7% | 10 | 39,970 | 34% | 214.93 | -7.7% | 30 | 88,880 | 45% | 219.62 | -9.2% |
| 101 | Tampa, FL | TPA | 126 | 3,093,960 | 92% | 186.39 | -8.8% | 37 | 549,120 | 78% | 173.00 | -7.4% | 89 | 2,544,840 | 95% | 189.28 | -9.1% |
| 102 | Fresno, CA | FAT | 42 | 194,760 | 16% | 213.31 | -9.6% | 10 | 99,870 | 31% | 147.54 | -19.9% | 32 | 94,890 | 0% | 282.54 | -2.7% |
| 103 | Akron, OH | CAK | 94 | 411,230 | 82% | 183.28 | -10.3% | 48 | 174,970 | 68% | 168.51 | -7.1% | 46 | 236,260 | 92% | 194.22 | -12.2% |
| 104 | Reno, NV | RNO | 64 | 587,030 | 90% | 185.90 | -10.4% | 16 | 378,990 | 97% | 141.56 | -17.9% | 48 | 208,040 | 79% | 266.68 | -1.6% |
| 105 | Oakland, CA | OAK | 136 | 1,892,160 | 98% | 163.18 | -10.6% | 20 | 1,423,150 | 100% | 137.99 | -12.8% | 116 | 469,010 | 94% | 239.63 | -6.5% |
| 106 | Denver, CO | DEN | 172 | 5,807,170 | 94% | 181.37 | -10.7% | 45 | 1,603,770 | 97% | 137.65 | -23.9% | 127 | 4,203,400 | 93% | 198.05 | -6.4% |
| 107 | Milwaukee, WI | MKE | 91 | 1,300,600 | 83% | 188.13 | -10.8% | 39 | 414,180 | 69% | 179.22 | -8.9% | 52 | 886,420 | 89% | 192.29 | -11.5% |
| 108 | Buffalo, NY | BUF | 72 | 1,020,970 | 82% | 178.44 | -11.2% | 33 | 496,480 | 71% | 150.19 | -8.1% | 39 | 524,490 | 92% | 205.18 | -13.3% |
| 109 | Dayton, OH | DAY | 65 | 508,560 | 64% | 199.17 | -11.9% | 32 | 224,710 | 48% | 189.66 | -9.0% | 33 | 283,850 | 76% | 206.70 | -13.9% |
| 110 | Orlando, FL | MCO | 157 | 5,785,260 | 92% | 179.84 | -13.0% | 38 | 758,270 | 81% | 165.25 | -11.8% | 119 | 5,026,990 | 94% | 182.04 | -13.2% |
| 111 | Colorado Springs, CO | COS | 59 | 282,250 | 67% | 195.54 | -13.6% | 12 | 90,640 | 70% | 149.61 | -26.6% | 47 | 191,610 | 65% | 217.27 | -8.2% |
| 112 | Las Vegas, NV | LAS | 166 | 6,241,110 | 93% | 178.81 | -15.5% | 35 | 2,285,620 | 100% | 118.47 | -24.2% | 131 | 3,955,490 | 90% | 213.68 | -12.2% |
| 113 | Flint, MI | FNT | 36 | 143,430 | 73% | 183.63 | -16.4% | 15 | 59,720 | 63% | 171.47 | -20.1% | 21 | 83,710 | 80% | 192.30 | -13.8% |
| 114 | Daytona Beach, FL | DAB | 34 | 68,190 | 0% | 196.87 | -16.9% | 6 | 21,110 | 0% | 177.92 | -17.6% | 28 | 47,080 | 0% | 205.36 | -16.7% |
| 115 | Fort Lauderdale, FL | FLL | 136 | 3,939,770 | 95% | 177.85 | -17.7% | 29 | 524,100 | 85% | 147.01 | -18.1% | 107 | 3,415,670 | 97% | 182.58 | -17.6% |
| 116 | Long Beach, CA | LGB | 141 | 632,560 | 90% | 137.43 | -26.6% | 20 | 365,370 | 93% | 101.50 | -32.4% | 121 | 267,190 | 86% | 186.56 | -21.6% |
| 117 | Bellingham, WA | BLI | 16 | 159,050 | 86% | 129.00 | -32.5% | 3 | 6,930 | 0% | 166.22 | -7.1% | 13 | 152,120 | 90% | 127.31 | -33.6% |
| 118 | Myrtle Beach, SC | MYR | 40 | 200,430 | 72% | 129.40 | -36.4% | 24 | 145,330 | 70% | 120.59 | -39.6% | 16 | 55,100 | 80% | 152.62 | -28.5% |
| 119 | St. Petersburg, FL | PIE | 24 | 134,620 | 100% | 99.39 | -52.8% | 8 | 48,020 | 100% | 76.93 | -62.8% | 16 | 86,600 | 100% | 111.84 | -47.4% |
| 120 | Atlantic City, NJ | ACY | 8 | 214,080 | 100% | 84.20 | -57.2% | 3 | 34,960 | 100% | 62.94 | -67.6% | 5 | 179,120 | 100% | 88.35 | -55.2% |
| 121 | Sanford, FL | SFB | 43 | 233,460 | 100% | 90.15 | -58.5% | 13 | 83,870 | 100% | 69.86 | -66.9% | 30 | 149,590 | 100% | 101.54 | -54.0% |

Carrier Code Identifier and Footnotes

| <u>Carrier</u> | <u>Carriername</u> |
|----------------|----------------------|
| AA | American Airlines In |
| AS | Alaska Airlines Inc. |
| B6 | JetBlue Airways |
| DL | Delta Air Lines Inc. |
| F9 | Frontier Airlines In |
| FL | Frontier Airlines In |
| G4 | Allegiant Air |
| NK | Spirit Air Lines |
| OO | SkyWest Airlines Inc |
| SY | Sun Country Airlines |
| UA | United Air Lines Inc |
| US | USAir |
| VX | Virgin America |
| WN | Southwest Airlines C |

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.

4/ Cities included in several market metropolitan areas have changed as follows.

The Washington D.C market now includes Baltimore MD.

Miami now includes Ft. Lauderdale, FL

Boston now includes Providence R.I and Manchester N.H.

San Francisco now includes Oakland, San Jose, Berkeley and Palo Alto.

Cleveland now includes Akron/Canton.

Los Angeles includes Santa Ana, Ontario, Burbank and Long Beach.